



## Town Council Meeting

May 28, 2024 at 6:00 PM  
Howey-in the-Hills Town Hall  
101 N. Palm Ave.,  
Howey-in-the-Hills, FL 34737

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**Join Zoom Meeting:** <https://us06web.zoom.us/j/81175215563?pwd=ibucRgX94AxECZYYSGT6E5vdf5Qy1.1>  
**Meeting ID:** 811 7521 5563 | **Passcode:** 739484

### AGENDA

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

### ROLL CALL

Acknowledgement of Quorum

### AGENDA APPROVAL/REVIEW

#### CONSENT AGENDA

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

- 1.** The approval of the minutes and ratification and confirmation of all Town Council actions at the April 22, 2024 Town Council Meeting.
- 2.** The approval of the minutes and ratification and confirmation of all Town Council actions at the April 8, 2024 Town Council Meeting.

### PUBLIC HEARING

- 3.** Consideration and Approval: (second reading) **Ordinance 2024-001 Mission Rise PUD Rezoning**

**AN ORDINANCE OF THE TOWN OF HOWEY-IN-THE-HILLS, FLORIDA, PERTAINING TO LAND USE; REZONING FOUR PARCELS OF LAND LOCATED GENERALLY IN THE SOUTHWEST PART OF THE TOWN AND COMPRISING THE PROPOSED PLANNED UNIT DEVELOPMENT TO BE KNOWN AS “MISSION RISE” ON AN L-SHAPED AGGREGATE OF ABOUT 243.3 ACRES WEST AND SOUTH OF THE DEVELOPMENT KNOWN AS “THE RESERVE AT HOWEY-IN-THE-HILLS” (NOW ALSO KNOWN AS “HILLSIDE GROVES”), WITH PART OF THE LANDS BEING SOUTH OF NUMBER TWO ROAD AND EAST OF SILVERWOOD LANE AND OTHER PARTS OF THE LAND BEING WEST OF STATE ROAD 19 AND SOUTH OF REVELS ROAD, THE FOUR PARCELS BEING IDENTIFIED WITH LAKE COUNTY PROPERTY APPRAISER ALTERNATE KEY NUMBERS 1780616, 1780811,**

**1030421, AND 3835991; AMENDING THE TOWN’S ZONING MAP TO APPROVE PLANNED-UNIT-DEVELOPMENT (PUD) ZONING FOR THE PARCELS; PROVIDING FINDINGS OF THE TOWN COUNCIL; APPROVING PUD ZONING FOR THE PARCELS, WITH DEVELOPMENT TO BE GOVERNED BY A DEVELOPMENT AGREEMENT AND A REVISED CONCEPTUAL LAND USE PLAN AND BY THE TOWN’S LAND DEVELOPMENT CODE AND OTHER TOWN ORDINANCES GOVERNING THE DEVELOPMENT OF LAND; REPEALING PRIOR ORDINANCES AND SUPERSEDING CONFLICTING ORDINANCES; PROVIDING FOR SEVERABILITY, CODIFICATION AND AN EFFECTIVE DATE.**

- Mayor MacFarlane will read the Ordinance title
- Town Planner will explain Ordinance 2024-001
- Mayor MacFarlane will open Public Comment for this item only.
- Mayor MacFarlane will close Public Comment.
- Motion to approve Ordinance
- Council Discussion
- Roll Call Vote

### **OLD BUSINESS**

- 4.** Discussion: **High Density Zoning Land Use Proposal**

### **NEW BUSINESS**

- 5.** Discussion: **Excess Usage of Irrigation**
- 6.** Consideration and Approval: **Cedar Creek Water Agreement**

### **DEPARTMENT REPORTS**

- 7.** Town Manager

### **COUNCIL MEMBER REPORTS**

- 8.** Mayor Pro Tem Gallelli
- 9.** Councilor Lehning
- 10.** Councilor Miles
- 11.** Councilor Lannamañ
- 12.** Mayor MacFarlane

### **PUBLIC COMMENTS**

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

### **ADJOURNMENT**

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

Qualified individuals may get assistance through the Florida Relay Service by dialing 7-1-1. Florida Relay is a service provided to residents in the State of Florida who are Deaf, Hard of Hearing, Deaf/Blind, or Speech Disabled

that connects them to standard (voice) telephone users. They utilize a wide array of technologies, such as Text Telephone (TTYs) and ASCII, Voice Carry-Over (VCO), Speech to Speech (STS), Relay Conference Captioning (RCC), CapTel, Voice, Hearing Carry-Over (HCO), Video Assisted Speech to Speech (VA-STTS) and Enhanced Speech to Speech.

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

Topic: **Town Council Meeting**

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

Join Zoom Meeting

<https://us06web.zoom.us/j/81175215563?pwd=ibucRgX94AxECZZYYSgt6E5vdf5Qy1.1>

Meeting ID: 811 7521 5563

Passcode: 739484

Dial by your location

**+1 646 558 8656 US (New York)**

**+1 346 248 7799 US (Houston)**

Meeting ID: 811 7521 5563

Passcode: 739484

Find your local number: <https://us06web.zoom.us/j/81175215563?pwd=ibucRgX94AxECZZYYSgt6E5vdf5Qy1.1>

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



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

**MINUTES**

Mayor MacFarlane called the Town Council Meeting to order at 6:02 p.m.

Resident Tim Everline interrupted Mayor MacFarlane to state that he was protesting the meeting. Mr. Everline stated his reason for protesting the meeting was that Councilor Miles’ wife, Suong Miles, had passed away that morning. Mr. Everline stated that it was extremely disrespectful for the meeting to be held.

Mayor MacFarlane led the attendees in the Pledge of Allegiance to the Flag.  
Councilor Reneé Lannamañ delivered an invocation.

Resident Frances Wagler interrupted the meeting and gave her own prayer for Suong Miles.

**ROLL CALL**

Acknowledgement of Quorum

**MEMBERS PRESENT:**

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

**MEMBERS EXCUSED ABSENT:**

Councilor David Miles

**STAFF PRESENT:**

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

**AGENDA APPROVAL/REVIEW**

**Motion made by Councilor Lannamañ to approve the meeting’s agenda while moving item #8 (Consideration and Approval: Planning and Zoning Board Member Selection) and item #11 (Presentation: Woodard & Curran Clean Water Study) to appear directly after the Consent Agenda; seconded by Councilor Lehning. Motion approved unanimously by voice-vote.**

**Voting**

**Yea:** Councilor Lannamañ, Councilor Lehning, Mayor Pro Tem Gallelli, Mayor MacFarlane

**Nay:** None

**CONSENT AGENDA**

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

1. The approval of the minutes and ratification and confirmation of all Town Council actions at the March 11, 2024, Town Council Meeting.
2. The approval of the minutes and ratification and confirmation of all Town Council actions at the March 25, 2024, Town Council Meeting.

**Motion made by Councilor Lannamañ to approve the Consent Agenda items; seconded by Mayor Pro Tem Gallelli. Motion approved unanimously by voice-vote.**

**Voting**

**Yea:** Councilor Lannamañ, Councilor Lehning, Mayor Pro Tem Gallelli, Mayor MacFarlane

**Nay:** None

**NEW BUSINESS (AGENDA ITEMS #8 AND #11 WERE MOVED TO APPEAR BETWEEN THE CONSENT AGENDA AND PUBLIC HEARINGS)**

8. Consideration and Approval: **Planning and Zoning Board Member Selection (MOVED TO THIS SECTION OF THE MEETING DURING AGENDA APPROVAL)**

Sean O’Keefe, Town Manager, explained that the Town had received two applications from residents interested in serving on the Town’s Planning and Zoning Board. Those individuals were Joshua Husemann and Teresa Pileggi.

Mayor MacFarlane asked Joshua Husemann to come forward and introduce himself. Mr. Husemann gave a brief history of his background and explained why he wanted to serve on the Planning and Zoning Board. Mr. Husemann explained that he was also serving on the Parks and Recreation Board and would like to remain on that board as well.

Teresa Pileggi was not in attendance at the meeting.

Mayor MacFarlane opened Public Comment for this item only.

**Frances Wagler, 408 W. Central Ave.** – Mrs. Wagler was concerned that the Planning and Zoning Board had not been notified of the opening on the Board. Mrs. Wagler was also concerned that the Planning and Zoning Board had not interviewed the candidates prior to them coming before the Town Council.

**Tim Everline, 1012 N. Lakeshore Blvd.** – Mr. Everline recommend that that Town Council choose the resident that was not already serving on another Board.

Mayor MacFarlane closed Public Comment for this item.

**Motion made by Councilor Lannamañ to approve Joshua Husemann to serve on the Planning and Zoning Board; seconded by Mayor Pro Tem Gallelli.**

**Voting**

**Yea:** Councilor Lannamañ, Councilor Lehning, Mayor Pro Tem Gallelli, Mayor MacFarlane

**Nay:** None

11. Presentation: **Woodard & Curran Clean Water Study (MOVED TO THIS SECTION OF THE MEETING DURING AGENDA APPROVAL)**

Mayor MacFarlane asked the representative from Woodard and Curran to come forward and give their presentation. Justin deMello (Principal and Project Manager for Woodard and Curran) introduced himself and explained that the Town had been awarded a grant of \$3.185 million to plan and design a centralized sewer system. Mr. deMello stated that the first step was to create an alternatives evaluation (what are sewer alternatives for the Town, as well as the costs and timelines for those alternatives).

Mr. deMello stated that the next step was to create a Facility Plan (this is an evaluation of what the Town's sewer alternatives are.) Producing that plan will take between 6 to 9 months for the technical evaluation. Once that plan is complete, the Town will have the necessary information to make a decision as to what direction the Town would like to take.

Mayor Pro Tem Gallelli asked what Woodard and Curran needed from the Town. Mr. deMello stated that, with the Town Council's permission, he would like to share a proposal with the Town Manager for Woodard and Curran to do the work of creating the alternatives plan. Mr. deMello stated that their proposal would be ready by the next Town Council meeting.

Mayor MacFarlane opened Public Comment for this item only.

**Peter Tuite, 30 E Croton Way** – Mr. Tuite recommended that the Town look into partnering with the City of Leesburg.

**Eric Gunesch, 448 Avila Pl.** – Mr. Gunesch stated that he was in favor of the Town working with the Central Lake CDD.

**Paul Redmond, 309 N. Lakeshore Blvd.** – Mr. Redmond was concerned about mandatory sewer hookups if sewer lines are run in the older sections of the Town.

**Francis Wagler, 409 W. Central Ave.** – Mrs. Wagler stated that she hopes that Town Councilors take the comments from residents seriously.

**Ann Griffin, 215 E Laurel Ave.** – Mrs. Griffin had questions about the Central Avenue Downtown Sewer project and why it was not mandatory for all residents and business to hook up to it.

Mayor MacFarlane closed Public Comment for this item.

### **PUBLIC HEARING**

3. Consideration and Approval: (second reading) **Ordinance 2024-001 Mission Rise PUD Rezoning**

Town Attorney, Tom Wilkes, read Ordinance 2024-001 out loud by title only:

**AN ORDINANCE OF THE TOWN OF HOWEY-IN-THE-HILLS, FLORIDA, PERTAINING TO LAND USE; REZONING FOUR PARCELS OF LAND LOCATED GENERALLY IN THE SOUTHWEST PART OF THE TOWN AND COMPRISING THE PROPOSED PLANNED UNIT DEVELOPMENT TO BE KNOWN AS "MISSION RISE" ON AN L-SHAPED AGGREGATE OF ABOUT 243.3 ACRES WEST AND SOUTH OF THE DEVELOPMENT KNOWN AS "THE RESERVE AT HOWEY-IN-THE-HILLS" (NOW ALSO KNOWN AS "HILLSIDE GROVES"), WITH PART OF THE LANDS BEING SOUTH OF NUMBER TWO ROAD AND EAST OF SILVERWOOD LANE AND OTHER PARTS OF THE LAND BEING WEST OF STATE ROAD 19 AND SOUTH OF REVELS ROAD, THE FOUR PARCELS BEING IDENTIFIED WITH LAKE COUNTY PROPERTY APPRAISER ALTERNATE KEY NUMBERS 1780616, 1780811,**

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Town Manager, Sean O’Keefe, explained that the applicant for this project has requested a continuance of this item to the second May 2024 Town Council Meeting (5/28/2024 Town Council Meeting).

Mayor MacFarlane opened Public Comment for this item only.

**Eric Gunesch, 448 Avila Pl.** – Mr. Gunesch stated that he did not believe that continuing this item was a bad idea.

Mayor MacFarlane closed Public Comment for this item.

**Motion made by Councilor Lannamañ to continue this item to the May 28, 2024, Town Council Meeting; seconded by Mayor Pro Tem Gallelli. Motion approved unanimously by voice-vote.**

**Voting**

**Yea:** Councilor Lannamañ, Councilor Lehning, Mayor Pro Tem Gallelli, Mayor MacFarlane

**Nay:** None

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

Mayor MacFarlane asked Town Attorney, Tom Wilkes, to review the proposed motion for this item that Councilor Miles had asked him to write up. Mr. Wilkes reviewed the following proposed motion with the Town Council:

*I move approval of the “Preliminary Subdivision Plan for Lake Hills,” comprised of its cover sheet and pages C0.01, C1.00 through C1.04, and C2.00 through C2.03 and dated October 27, 2023 (the “PSP”), subject to the following conditions:*

1. *The request to construct the “paired homes” (duplexes) without alley access is granted.*
2. *The request to relocate the four-acre public park from POD 4 to the location shown on the PSP is granted, subject to the park facilities, furnishings, and equipment all being constructed, installed, and completed and the park open to the public no later than the issuance of the 50th residential building permit.*
3. *The stormwater pond in the four-acre park may retain an amount of stormwater runoff from the PUD connector road equal only to the amount of runoff from the segment of the connector road abutting the park.*
4. *Plans showing the scope of facilities and equipment to be constructed and installed on or in parks, recreation areas, community centers, and open spaces included in the PSP must be presented to Town Council for its review and approval no later than the first application for final plat approval of all or part of the residential portion of the PUD.*
5. *Prior to or as part of the application for final plat approval of all or a part of the residential portion of the PUD the applicant must document to the reasonable satisfaction of the Town Manager the manner in which, and the location where, a minimum of 66 acres of open*

space will be provided and dedicated within the PUD as a whole, all as required under the Town’s Land Development Code.

6. Before issuance of a building permit, land-clearing permit, site-development permit, subdivision-development permit, or grading-and-filling permit, the applicant must demonstrate to the Town Manager that it complies with Land Development Code requirements to preserve no fewer than 50% of specimen trees and 100% of historic trees.

7. Before issuance of a certificate of occupancy for a residence, construction of the PUD connector road from State Road 19 to County Road 48 must be completed.

8. Before issuance of a certificate of occupancy for a residence the applicant must demonstrate and document to the reasonable satisfaction of the Town Manager the following:

a. The applicant’s fair share of the cost of improvements needed for the intersection of SR 19 and CR 48; and

b. The applicant’s assurance that payment to the Florida Department of Transportation, Lake County, or the Town, as applicable, of its fair share of the cost of improvements to the SR 19 / CR 48 intersection will be made timely; and

c. The applicant’s assurance that it will design and construct, or will provide funding for the capital cost of designing and constructing, traffic circles at the intersections of the PUD connector road with both SR 19 and CR 48, as and when each traffic circle is warranted or otherwise approved, respectively, by FDOT and Lake County.

9. The covenants, conditions, and restrictions recorded for the owners’ association for the PUD and binding all successors in interest must contain the following provisions to the reasonable satisfaction of the Town Manager:

a. A restriction for the residential properties in the PUD that each residential property owner waives the owner’s right to apply for a variance from setback requirements for swimming pools and other accessory structures.

b. A restriction of all residents to no younger than 55 years of age, with the restriction irrevocable without prior approval by the Town Council and, if required by the Town Council, retroactive payment of school impact fees at the rates and amounts then published by Lake County Public Schools. Alternatively, if requirements of LCPS are sufficient to enforce the age restrictions as are asserted by the applicant, the Town Manager may waive this requirement.

**10. [ NOTE – Town Council to select one of the following two options ]**

The request to install a “soft” gate or gates in the right-of-way for the PUD connector road is granted. However, the covenants, conditions, and restrictions recorded for the owners’ association for the PUD must contain the following provisions to the reasonable satisfaction of the Town Manager:

The Town will have the right in perpetuity to place one or more gates in a permanently open position, or to remove one or more gates entirely, or otherwise to disable a gate function on any right-of-way in the PUD. Exercise of the Town’s right is conditioned on the Town Manager reasonably determining that the gate(s) on the road are either financially too costly or operationally unworkable or unsafe.



OR

*The request to install a “soft” gate or gates in the right-of-way for the PUD connector road is denied.*

11. *If as of the second anniversary of the approval of this preliminary subdivision plan the applicant has failed or refused to obtain a contract right to treatment and disposal by the Central Lake Community Development District of all wastewater generated within the residential portion of the PUD, the Town may terminate this PSP approval by vote of its Town Council. The vote must occur no later than (i) the third anniversary of the approval of this PSP or (ii) the date the applicant obtains such a contract right from the CD district, whichever occurs first.*

12. *The validity and enforceability of this preliminary subdivision plan is subject to the validity as of the date of this PSP approval of that certain Lake Hills PUD Development Agreement entered into as of February 15, 2016 (its “Effective Date”) by the Town and Lake Harris (Orlando) ASLI VII Owner #1, LLC, Lake Harris (Orlando) ASLI VII Owner #2, LLC, and Lake Harris (Orlando) ASLI VII Owner #3, LLC.*

Mr. Wilkes explained that, if the Town Council chose to use the proposed motion, that there were two components that the Council would need to decide on. The first item was whether the Town Council wanted to push to include roundabouts at both entrances to the development. If so, the Council should choose to include item 8 (C) in the motion.

Mr. Wilkes stated that the second item that the Council would need to make a decision on was whether or not to allow the developer to put soft gates on both entrances into the community. Councilor Lehning stated that he was not in favor of allowing the soft gates. Councilor Lannamañ stated that she was in favor of the soft gates as long as the Town would incur no costs. Mayor Pro Tem Gallelli stated that she was not in favor of the soft gates on a public road and Mayor MacFarlane agreed with her.

**Motion made by Councilor Lehning to approve the Preliminary Subdivision Plan for Lake Hills, utilizing Mr. Wilkes’ proposed motion, keeping item 8(c) in the motion and rejecting soft gates on both ends of the PUD connector road; seconded by Mayor Pro Tem Gallelli.**

Mayor MacFarlane invited the applicant’s representatives to speak. Mark Watts (Land Use Attorney with the firm of Cobb Cole) spoke on behalf of the applicant. Mr. Watts stated that the applicant was comfortable with the terms of the proposed motion. Mr. Watts stated that, as far as the intersection on SR 19, he wanted to make sure the terms that the residential developer had to agree to would be consistently enforced on the commercial developer as well.

Mr. Watts reinforced that, if a soft gate were to be allowed, all costs for the gate would have been paid by the developer, HOA, or CDD and not the Town.

Mayor MacFarlane opened Public Comment for this item only.

**Peter Tuite, 300 E. Croton Way** – Mr. Tuite gave a tribute to Suong Miles, stating that he, like Councilor Miles, had served in the Vietnam War, and the true heroes of the war were the Vietnamese survivors like Suong.

**Tim Everline, 1012 N. Lakeshore Blvd.** – Mr. Everline stated that he believed this development was like the Villages and he was not in favor of that here in Howey. Mr. Everline stated that he believed that the developer should be forced to follow the new codes that the Town was in the process of implementing. Mr. Everline questioned if the emergency order extensions for the Development Agreement were valid.

**Eric Gunesch, 448 Avila Pl.** – Mr. Gunesch stated that there should be no approvals until the review of the emergency order extensions on the Development Agreement was completed by the Town Attorney. Mr. Gunesch stated that he believes that his development would be too densely populated.

**Frances Wagler, 409 W. Central Ave.** – Mrs. Wagler stated that, even though Mr. Watts had stated that the development would remove the soft gate if requested in the future, she did not believe them.

Mayor MacFarlane closed Public Comment for this item.

Mr. Harowski stated that his staff report, which was included in the meeting's packet, had responses to the Planning and Zoning Board's questions about this project.

Mr. Wilkes addressed the issue of whether this Development Agreement for this project was still valid. Mr. Wilkes stated that his law firm is still researching the full extent of the extension to the sunset date in the Development Agreement. Mr. Wilkes stated that there were two questions as it relates to the extensions to the sunset date of the Development Agreement (due to emergency orders). Mr. Wilkes stated that the first question was whether the Development Agreement was currently valid, and Mr. Wilkes stated that the Lake Hills Development Agreement was still currently valid. Mr. Wilkes stated that the second question was if the Development Agreement would be valid out to the proposed date in 2029 and that was still to be determined.

**Motion made by Councilor Lehning to approve the Preliminary Subdivision Plan for Lake Hills, utilizing Mr. Wilkes' proposed motion, keeping item 8(c) in the motion and rejecting soft gates on both ends of the PUD connector road; seconded by Mayor Pro Tem Gallelli. Motion approved unanimously by roll call vote.**

**Voting**

**Yea:** Councilor Lannamañ, Councilor Lehning, Mayor Pro Tem Gallelli, Mayor MacFarlane

**Nay:** None

Mayor MacFarlane called a 5-minute recess at 7:29 p.m. The meeting reconvened at 7:35 p.m.

**OLD BUSINESS**

5. Discussion: **Community Development Districts within PUDs**

Mayor MacFarlane stated that she thought this item should be tabled until Councilor Miles was available to attend, due to his extensive knowledge of CDDs.

Mark Watts, land use attorney for the Lake Hills residential project, agreed with the Mayor that this item should be tabled but requested that his firm be allowed to begin the noticing required for the item to have public hearings. Mr. Watts explained that the notices were required for four weeks in a row prior to the final hearing.

Mayor MacFarlane opened Public Comment for this item only.

**Francis Wagler, 409 W. Central Ave.** – Mrs. Wagler thanked Mr. Watts for agreeing to tabling the item.

**Paul Redmond, 309 N Lakeshore Blvd.** – Mr. Redmond identified himself as a realtor with some experience with CDDs. Mr. Redmond stated that he was concerned about the Town allowing a CDD to be formed for the Lake Hills neighborhood. Mr. Redmond stated that CDDs were great for developers because they allow the developers the ability to fund projects based off of future taxes that the CDD

would collect. Mr. Redmond stated that allowing the CDD will have no benefit to the Town and will lower the taxable value of the land.

**Eric Gunesch, 448 Avila Pl.** – Mr. Gunesch stated that the Town Attorney had recommended rejection of the proposed CDD during the last meeting and Mr. Gunesch feels that the Town Council should have rejected this item then.

Mayor MacFarlane closed Public Comment for this item.

**Motion made by Mayor MacFarlane tabled to next meeting; seconded by Mayor Pro Tem Gallelli. Motion approved unanimously by voice-vote.**

**Voting**

**Yea:** Councilor Lannamañ, Councilor Lehning, Mayor Pro Tem Gallelli, Mayor MacFarlane

**Nay:** None

6. Consideration and Approval: (First Reading) **Ordinance 2024-003 - Land Development Code (LDC) Amendment – Signs**

Town Attorney, Tom Wilkes, read Ordinance 2024-003 out loud by title only:

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

Mr. Wilkes that there was a Supreme Court ruling that had been issued about 10 years ago and that this Ordinance was to bring the Town’s sign rules into compliance with that ruling.

Town Planner, Tom Harowski, explained that the Planning and Zoning Board had recommended this Ordinance unanimously.

Mayor MacFarlane opened Public Comment for this item only, but seeing no comments closed Public Comment.

**Motion made by Councilor Lannamañ to approve this Ordinance to its second public hearing; seconded by Mayor Pro Tem Gallelli. Motion approved unanimously by roll call vote.**

**Voting**

**Yea:** Councilor Lannamañ, Councilor Lehning, Mayor Pro Tem Gallelli, Mayor MacFarlane

**Nay:** None

7. Consideration and Approval: (First Reading) **Ordinance 2024-005 Capital Improvement Schedule FY2024**

Town Attorney, Tom Wilkes, read Ordinance 2024-005 out loud by title only:

**AN ORDINANCE OF THE TOWN OF HOWEY-IN-THE-HILLS, FLORIDA AMENDING THE CAPITAL IMPROVEMENTS ELEMENT IN CHAPTER 8 OF THE TOWN’S COMPREHENSIVE PLAN BY UPDATING THE FIVE-YEAR SCHEDULE OF CAPITAL IMPROVEMENTS TO INCLUDE ESTIMATED CAPITAL IMPROVEMENTS FOR FISCAL YEAR 2023-2024 THROUGH FISCAL YEAR 2028-2029 PURSUANT TO THE**

**REQUIREMENTS OF CHAPTER 163 OF THE FLORIDA STATUTES; PROVIDING FOR CONFLICT, CODIFICATION, SEVERABILITY AND AN EFFECTIVE DATE.**

Town Planner, Tom Harowski, reviewed his staff report and explained that this is a state requirement to update the five-year schedule in the Capital Improvements Element of the Town Comprehensive Plan each year. Mr. Harowski also stated that the Planning and Zoning Board had recommended this Ordinance to the Town Council.

Mayor MacFarlane opened Public Comment for this item only.

**Tim Everline, 1012 N. Lakeshore Blvd.** – Mr. Everline was concerned that the total potential expenditures were set at \$30 million. Mr. Everline stated that he believed the Town’s two biggest assets are the mansion and lake. Mr. Everline was upset that only \$320,000 was earmarked for the improvement of the lakefront area, while the park (Peak Park) that was set to be built on top of the retired town landfill was set at over \$900,000 in expenditures. Mr. Everline also wanted to know what the final cost of the new Water Treatment Plant would be.

**Eric Gunesch, 448 Avila Pl.** – Mr. Gunesch stated that he thought more money should be budgeted for improving the lakefront area.

**Andi Everline, 1012 N. Lakeshore Blvd.** – Mrs. Everline was concerned about the state of the Town’s finger piers and thinks they should be repaired sooner.

**Ann Griffin, 215 Laurel Ave.** – Mrs. Griffin was not in favor of any more money being spent on Peak Park.

Mayor MacFarlane closed Public Comment for this item.

Councilor Lannamañ stated that she wanted to have Peak Park removed from the 5-year schedule and Mayor MacFarlane agreed. Mayor MacFarlane reiterated that she wanted to see Peak Park removed from the 5-year schedule and would like to see money added into the Lake Front Improvements or the kayaking improvement.

Councilor Lehning stated that he wanted to know what is in writing about the proposed donation of land of the 5 acres of land near the Town’s 9-acre parcel. Mr. Wilkes stated that the Town has sent them an agreement, but he did not think that Dr. Lynch had signed anything yet.

Resident Frances Wagler stated she knew that Public Comment had been closed, but that she wanted to say that she thought it was a good idea to have the Simpson Parcel developers still construct the road to the proposed Peak Park. Mrs. Wagler also wanted to know if trees in Pine Park would need to be removed to make it a park and exactly how many would be removed. Mrs. Wagler also recommended having trees planted at Peak Park.

Mr. O’Keefe reiterated that the consensus of Council was to remove all funding on the 5-year schedule for Peak Park in fiscal years 2027 and 2028 and move that funding to Lakeshore Improvements.

Town Clerk, John Brock, stated that he had understood from earlier in the meeting that the Council wanted to show deference to items that Council Miles would have been very invested in. Mr. Brock suggested that the Council wait to amend the 5-year schedule to the next reading when Councilor Miles should return due to his high level of interest in Peak Park. There was still a consensus from the Town Council to remove the funding for Peak Park.

**Councilor Lannamañ made a motion to approve Ordinance 2024-005 to the second Public Hearing and amend the five-year schedule to remove Peak Park, moving the funding listed for Peak Park to Lakeshore Improvements. Mayor Pro Tem Gallelli seconded the motion.**

Councilor Lehning suggested that the Town have a proposed scope of work for Lakeshore Improvements that merited a fiscal increase prior to earmarking money on the 5-year schedule.

Mayor MacFarlane suggested that Parks and Recreation Board Member, Joshua Husemann, speak up about parks issues. Mr. Husemann stated that the Parks and Recreation Board has shown over the last year and a half that the Board has had very little interest in improving or creating Peak Park. Mr. Husemann also gave a general update on the Board's status with bringing in kayaking and other improvements.

**Ann Griffin, 215 E Laurel Ave.** – Mrs. Griffin said that the Town needs to be very careful about the repair state of the finger piers and she was worried that they could be dangerous.

**Tom Ballou, 1005 N. Tangerine Ave.** – Mr. Ballou stated that he wanted to see the speaker system in Town Hall repaired or replaced.

**Motion reiterated by Councilor Lannamañ to approve Ordinance 2024-005 to the second Public Hearing and amend the five-year schedule to remove Peak Park, moving the funding listed for Peak Park to Lakeshore Improvements; seconded by Mayor Pro Tem Gallelli. Motion approved unanimously by roll call vote.**

**Voting**

**Yea:** Councilor Lannamañ, Councilor Lehning, Mayor Pro Tem Gallelli, Mayor MacFarlane

**Nay:** None

**NEW BUSINESS**

8. Consideration and Approval: **Planning and Zoning Board Member Selection** (*THIS ITEM WAS MOVED TO APPEAR BETWEEN THE CONSENT AGENDA AND PUBLIC HEARINGS*)

9. Consideration and Approval: **Proclamation - National Police Week**

Mayor MacFarlane read out loud the Proclamation supporting Nation Police Week.

**Motion made by Councilor Lehning to approve the Proclamation supporting Nation Police Week; seconded by Councilor Lannamañ. Motion approved unanimously by voice-vote.**

**Voting**

**Yea:** Councilor Lannamañ, Councilor Lehning, Mayor Pro Tem Gallelli, Mayor MacFarlane

**Nay:** None

10. Consideration and Approval: **Proclamation - Professional Municipal Clerks Week**

Mayor MacFarlane read out loud the Proclamation supporting Professional Municipal Clerks Week.

**Motion made by Mayor Pro Tem Gallelli to approve the Proclamation supporting Professional Municipal Clerks Week; Seconded by Councilor Lannamañ. Motion approved unanimously by voice-vote.**

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

11. Presentation: **Woodard & Curran Clean Water Study** (*THIS ITEM WAS MOVED TO APPEAR BETWEEN THE CONSENT AGENDA AND PUBLIC HEARINGS*)

12. Discussion: **High Density Zoning Land Use Proposal**

Mayor MacFarlane stated that she wanted to see this item tabled to a future meeting that Councilor Miles would be in attendance at, because Councilor Miles was the one that suggested this item.

**Motion made by Mayor Pro Tem Gallelli table agenda item to the next Town Council meeting; seconded by Councilor Lannamañ. Motion approved unanimously by voice vote.**

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

13. Discussion: **Mid-Year Budget Workshop Date Selection**

Town Manager, Sean O'Keefe stated that the Town Council would need to select a time for a Mid-Year Budget Workshop. Thursday, 5/23/ 2024 from 1:30 p.m. to 3:30 p.m. was selected as the time for this workshop.

**DEPARTMENT REPORTS**

14. Town Manager

Town Manager, Sean O'Keefe, reminded the audience and Council of the Town's Founder's Day Event scheduled for May 4<sup>th</sup>.

**COUNCIL MEMBER REPORTS**

15. Mayor Pro Tem Gallelli

Mayor Pro Tem Gallelli stated that she likes and appreciates comments from the public.

Mayor Pro Tem Gallelli stated that she is working with Mr. Cates to ensure the fire truck gets repaired.

Mayor Pro Tem Gallelli stated that she has heard from members of the public that they have not seen the Town's Police Department pulling over speeders like it should be.

16. Councilor Lehning

Councilor Lehning stated he would like to see the maps that are in the Town Development Code updated so that they are more legible.

Councilor Lehning stated that he has noticed the surveyor has been working on Citrus Ave. for a long time and wondered if there was something wrong. Mr. O'Keefe stated that it was a complicated job and that someone had been pulling up the survey stakes before the surveyor was finished with the section that they were working on.

Councilor Lehning stated that he agreed that needing more of a police presence looking for dangerous drivers and speeders was necessary.

17. Councilor Miles

None

18. Councilor Lannamañ

Councilor Lannamañ stated that she agreed that speeding through Town was an issue.

19. Mayor MacFarlane

Mayor MacFarlane asked about openings in the police department. Mr. O’Keefe stated that the only current opening in the police department was for a Lieutenant position.

Mayor MacFarlane stated that she believed the Town needed some mapping software, so that maps could be made in-house, or the Town should look into hiring a contractor.

Mayor MacFarlane suggested that the Town look into ADA grants for money to repair the finger piers on the lake.

Mayor MacFarlane reminded the members of the audience who had suggested that the Town Council meeting should have been cancelled (due to Councilor Miles’ wife having passed away earlier in the day) that this had never been considered in the past. Mayor MacFarlane reminded the public that the Town still had work that needed to be done.

Councilor Lannamañ stated that the street signs at Venezia Blvd and SR 19 were peeling up and needed to be addressed.

### **PUBLIC COMMENTS**

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

**Frances Wagler, 409 W Central Ave.** – Mrs. Wagler submitted an application for and endorsed Eric Gunesch for an opening on the Parks and Recreation Board.

Mrs. Wagler stated that the hub for Founders Day was at the Howey Mansion from 10 a.m. to 3 p.m.

Mrs. Wagler stated that she was disappointed the Town had continued with the evening’s meeting and felt that it should have been rescheduled.

**Lay Brother Steven Gerard Sidlovsky, 1109 W. 8<sup>th</sup> St., Laureano OH.** – Lay Brother Sidlovsky spoke up for unborn and asked for the Town to pass a Resolution in support of his cause and that the Town change its Charter to support his cause.

**Andi Everline, 1012 N. Lakeshore Blvd.** – Mr. Everline stated that she thinks that the Founders Day event at the mansion should be advertised on the Town electronic sign and the posters for the Town’s event.

**Brittany Lerch, 25926 Bloomfield Ave., Howey-in-the-Hills (unincorporated Lake County)** – Mrs. Lerch spoke about issues related to traffic on Number Two Rd. and was not in favor of any additional development within Town.

**Banks Helfrich, 9100 Sams Lake Rd. Clermont Fl** – Mr. Helfrich spoke about the theme of community resilience.

**Terri Blessing, 25913 Blue Sink Rd. Howey-in-the-Hills (unincorporated Lake County)** – Mrs. Blessing echoed Mrs. Lerch’s comments and spoke about issues related to traffic on Number Two Rd.

**Tim Everline, 1012 N. Lakeshore Blvd** – Mr. Everline said that it was disrespectful not to reschedule or cancel the evening’s meeting.

**Eric Gunesch, 448 Avila Pl** – Mr. Gunesch spoke about a problem he was having with building permits taking a long time. Mr. Gunesch spoke out against the Lake Hills Development PSP approval.

**ADJOURNMENT**

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

The Meeting adjourned at 9:03 p.m. | **Attendees: 59**

\_\_\_\_\_  
Mayor Martha MacFarlane

ATTEST:

\_\_\_\_\_  
John Brock, Town Clerk





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

**MINUTES**

Mayor MacFarlane called the Town Council Meeting to order at 6:02 p.m.

Resident Tim Everline interrupted Mayor MacFarlane to state that he was protesting the meeting. Mr. Everline stated his reason for protesting the meeting was that Councilor Miles’ wife, Suong Miles, had passed away that morning. Mr. Everline stated that it was extremely disrespectful for the meeting to be held.

Mayor MacFarlane led the attendees in the Pledge of Allegiance to the Flag.  
Councilor Reneé Lannamañ delivered an invocation.

Resident Frances Wagler interrupted the meeting and gave her own prayer for Suong Miles.

**ROLL CALL**

Acknowledgement of Quorum

**MEMBERS PRESENT:**

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

**MEMBERS EXCUSED ABSENT:**

Councilor David Miles

**STAFF PRESENT:**

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

**AGENDA APPROVAL/REVIEW**

**Motion made by Councilor Lannamañ to approve the meeting’s agenda while moving item #8 (Consideration and Approval: Planning and Zoning Board Member Selection) and item #11 (Presentation: Woodard & Curran Clean Water Study) to appear directly after the Consent Agenda; seconded by Councilor Lehning. Motion approved unanimously by voice-vote.**

**Voting**

**Yea:** Councilor Lannamañ, Councilor Lehning, Mayor Pro Tem Gallelli, Mayor MacFarlane

**Nay:** None

**CONSENT AGENDA**

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

1. The approval of the minutes and ratification and confirmation of all Town Council actions at the March 11, 2024, Town Council Meeting.
2. The approval of the minutes and ratification and confirmation of all Town Council actions at the March 25, 2024, Town Council Meeting.

**Motion made by Councilor Lannamañ to approve the Consent Agenda items; seconded by Mayor Pro Tem Gallelli. Motion approved unanimously by voice-vote.**

**Voting**

**Yea:** Councilor Lannamañ, Councilor Lehning, Mayor Pro Tem Gallelli, Mayor MacFarlane

**Nay:** None

**NEW BUSINESS (AGENDA ITEMS #8 AND #11 WERE MOVED TO APPEAR BETWEEN THE CONSENT AGENDA AND PUBLIC HEARINGS)**

8. Consideration and Approval: **Planning and Zoning Board Member Selection (MOVED TO THIS SECTION OF THE MEETING DURING AGENDA APPROVAL)**

Sean O’Keefe, Town Manager, explained that the Town had received two applications from residents interested in serving on the Town’s Planning and Zoning Board. Those individuals were Joshua Husemann and Teresa Pileggi.

Mayor MacFarlane asked Joshua Husemann to come forward and introduce himself. Mr. Husemann gave a brief history of his background and explained why he wanted to serve on the Planning and Zoning Board. Mr. Husemann explained that he was also serving on the Parks and Recreation Board and would like to remain on that board as well.

Teresa Pileggi was not in attendance at the meeting.

Mayor MacFarlane opened Public Comment for this item only.

**Frances Wagler, 408 W. Central Ave.** – Mrs. Wagler was concerned that the Planning and Zoning Board had not been notified of the opening on the Board. Mrs. Wagler was also concerned that the Planning and Zoning Board had not interviewed the candidates prior to them coming before the Town Council.

**Tim Everline, 1012 N. Lakeshore Blvd.** – Mr. Everline recommend that that Town Council choose the resident that was not already serving on another Board.

Mayor MacFarlane closed Public Comment for this item.

**Motion made by Councilor Lannamañ to approve Joshua Husemann to serve on the Planning and Zoning Board; seconded by Mayor Pro Tem Gallelli.**

**Voting**

**Yea:** Councilor Lannamañ, Councilor Lehning, Mayor Pro Tem Gallelli, Mayor MacFarlane

**Nay:** None

11. Presentation: **Woodard & Curran Clean Water Study (MOVED TO THIS SECTION OF THE MEETING DURING AGENDA APPROVAL)**

Mayor MacFarlane asked the representative from Woodard and Curran to come forward and give their presentation. Justin deMello (Principal and Project Manager for Woodard and Curran) introduced himself and explained that the Town had been awarded a grant of \$3.185 million to plan and design a centralized sewer system. Mr. deMello stated that the first step was to create an alternatives evaluation (what are sewer alternatives for the Town, as well as the costs and timelines for those alternatives).

Mr. deMello stated that the next step was to create a Facility Plan (this is an evaluation of what the Town's sewer alternatives are.) Producing that plan will take between 6 to 9 months for the technical evaluation. Once that plan is complete, the Town will have the necessary information to make a decision as to what direction the Town would like to take.

Mayor Pro Tem Gallelli asked what Woodard and Curran needed from the Town. Mr. deMello stated that, with the Town Council's permission, he would like to share a proposal with the Town Manager for Woodard and Curran to do the work of creating the alternatives plan. Mr. deMello stated that their proposal would be ready by the next Town Council meeting.

Mayor MacFarlane opened Public Comment for this item only.

**Peter Tuite, 30 E Croton Way** – Mr. Tuite recommended that the Town look into partnering with the City of Leesburg.

**Eric Gunesch, 448 Avila Pl.** – Mr. Gunesch stated that he was in favor of the Town working with the Central Lake CDD.

**Paul Redmond, 309 N. Lakeshore Blvd.** – Mr. Redmond was concerned about mandatory sewer hookups if sewer lines are run in the older sections of the Town.

**Francis Wagler, 409 W. Central Ave.** – Mrs. Wagler stated that she hopes that Town Councilors take the comments from residents seriously.

**Ann Griffin, 215 E Laurel Ave.** – Mrs. Griffin had questions about the Central Avenue Downtown Sewer project and why it was not mandatory for all residents and business to hook up to it.

Mayor MacFarlane closed Public Comment for this item.

### **PUBLIC HEARING**

3. Consideration and Approval: (second reading) **Ordinance 2024-001 Mission Rise PUD Rezoning**

Town Attorney, Tom Wilkes, read Ordinance 2024-001 out loud by title only:

**AN ORDINANCE OF THE TOWN OF HOWEY-IN-THE-HILLS, FLORIDA, PERTAINING TO LAND USE; REZONING FOUR PARCELS OF LAND LOCATED GENERALLY IN THE SOUTHWEST PART OF THE TOWN AND COMPRISING THE PROPOSED PLANNED UNIT DEVELOPMENT TO BE KNOWN AS "MISSION RISE" ON AN L-SHAPED AGGREGATE OF ABOUT 243.3 ACRES WEST AND SOUTH OF THE DEVELOPMENT KNOWN AS "THE RESERVE AT HOWEY-IN-THE-HILLS" (NOW ALSO KNOWN AS "HILLSIDE GROVES"), WITH PART OF THE LANDS BEING SOUTH OF NUMBER TWO ROAD AND EAST OF SILVERWOOD LANE AND OTHER PARTS OF THE LAND BEING WEST OF STATE ROAD 19 AND SOUTH OF REVELS ROAD, THE FOUR PARCELS BEING IDENTIFIED WITH LAKE COUNTY PROPERTY APPRAISER ALTERNATE KEY NUMBERS 1780616, 1780811,**

**1030421, AND 3835991; AMENDING THE TOWN’S ZONING MAP TO APPROVE PLANNED-UNIT-DEVELOPMENT (PUD) ZONING FOR THE PARCELS; PROVIDING FINDINGS OF THE TOWN COUNCIL; APPROVING PUD ZONING FOR THE PARCELS, WITH DEVELOPMENT TO BE GOVERNED BY A DEVELOPMENT AGREEMENT AND A REVISED CONCEPTUAL LAND USE PLAN AND BY THE TOWN’S LAND DEVELOPMENT CODE AND OTHER TOWN ORDINANCES GOVERNING THE DEVELOPMENT OF LAND; REPEALING PRIOR ORDINANCES AND SUPERSEDING CONFLICTING ORDINANCES; PROVIDING FOR SEVERABILITY, CODIFICATION AND AN EFFECTIVE DATE.**

Town Manager, Sean O’Keefe, explained that the applicant for this project has requested a continuance of this item to the second May 2024 Town Council Meeting (5/28/2024 Town Council Meeting).

Mayor MacFarlane opened Public Comment for this item only.

**Eric Gunesch, 448 Avila Pl.** – Mr. Gunesch stated that he did not believe that continuing this item was a bad idea.

Mayor MacFarlane closed Public Comment for this item.

**Motion made by Councilor Lannamañ to continue this item to the May 28, 2024, Town Council Meeting; seconded by Mayor Pro Tem Gallelli. Motion approved unanimously by voice-vote.**

**Voting**

**Yea:** Councilor Lannamañ, Councilor Lehning, Mayor Pro Tem Gallelli, Mayor MacFarlane

**Nay:** None

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

Mayor MacFarlane asked Town Attorney, Tom Wilkes, to review the proposed motion for this item that Councilor Miles had asked him to write up. Mr. Wilkes reviewed the following proposed motion with the Town Council:

*I move approval of the “Preliminary Subdivision Plan for Lake Hills,” comprised of its cover sheet and pages C0.01, C1.00 through C1.04, and C2.00 through C2.03 and dated October 27, 2023 (the “PSP”), subject to the following conditions:*

1. *The request to construct the “paired homes” (duplexes) without alley access is granted.*
2. *The request to relocate the four-acre public park from POD 4 to the location shown on the PSP is granted, subject to the park facilities, furnishings, and equipment all being constructed, installed, and completed and the park open to the public no later than the issuance of the 50th residential building permit.*
3. *The stormwater pond in the four-acre park may retain an amount of stormwater runoff from the PUD connector road equal only to the amount of runoff from the segment of the connector road abutting the park.*
4. *Plans showing the scope of facilities and equipment to be constructed and installed on or in parks, recreation areas, community centers, and open spaces included in the PSP must be presented to Town Council for its review and approval no later than the first application for final plat approval of all or part of the residential portion of the PUD.*
5. *Prior to or as part of the application for final plat approval of all or a part of the residential portion of the PUD the applicant must document to the reasonable satisfaction of the Town Manager the manner in which, and the location where, a minimum of 66 acres of open*

space will be provided and dedicated within the PUD as a whole, all as required under the Town's Land Development Code.

6. Before issuance of a building permit, land-clearing permit, site-development permit, subdivision-development permit, or grading-and-filling permit, the applicant must demonstrate to the Town Manager that it complies with Land Development Code requirements to preserve no fewer than 50% of specimen trees and 100% of historic trees.

7. Before issuance of a certificate of occupancy for a residence, construction of the PUD connector road from State Road 19 to County Road 48 must be completed.

8. Before issuance of a certificate of occupancy for a residence the applicant must demonstrate and document to the reasonable satisfaction of the Town Manager the following:

a. The applicant's fair share of the cost of improvements needed for the intersection of SR 19 and CR 48; and

b. The applicant's assurance that payment to the Florida Department of Transportation, Lake County, or the Town, as applicable, of its fair share of the cost of improvements to the SR 19 / CR 48 intersection will be made timely; and

c. The applicant's assurance that it will design and construct, or will provide funding for the capital cost of designing and constructing, traffic circles at the intersections of the PUD connector road with both SR 19 and CR 48, as and when each traffic circle is warranted or otherwise approved, respectively, by FDOT and Lake County.

9. The covenants, conditions, and restrictions recorded for the owners' association for the PUD and binding all successors in interest must contain the following provisions to the reasonable satisfaction of the Town Manager:

a. A restriction for the residential properties in the PUD that each residential property owner waives the owner's right to apply for a variance from setback requirements for swimming pools and other accessory structures.

b. A restriction of all residents to no younger than 55 years of age, with the restriction irrevocable without prior approval by the Town Council and, if required by the Town Council, retroactive payment of school impact fees at the rates and amounts then published by Lake County Public Schools. Alternatively, if requirements of LCPS are sufficient to enforce the age restrictions as are asserted by the applicant, the Town Manager may waive this requirement.

**10. [ NOTE – Town Council to select one of the following two options ]**

The request to install a "soft" gate or gates in the right-of-way for the PUD connector road is granted. However, the covenants, conditions, and restrictions recorded for the owners' association for the PUD must contain the following provisions to the reasonable satisfaction of the Town Manager:

The Town will have the right in perpetuity to place one or more gates in a permanently open position, or to remove one or more gates entirely, or otherwise to disable a gate function on any right-of-way in the PUD. Exercise of the Town's right is conditioned on the Town Manager reasonably determining that the gate(s) on the road are either financially too costly or operationally unworkable or unsafe.

OR

*The request to install a “soft” gate or gates in the right-of-way for the PUD connector road is denied.*

11. *If as of the second anniversary of the approval of this preliminary subdivision plan the applicant has failed or refused to obtain a contract right to treatment and disposal by the Central Lake Community Development District of all wastewater generated within the residential portion of the PUD, the Town may terminate this PSP approval by vote of its Town Council. The vote must occur no later than (i) the third anniversary of the approval of this PSP or (ii) the date the applicant obtains such a contract right from the CD district, whichever occurs first.*

12. *The validity and enforceability of this preliminary subdivision plan is subject to the validity as of the date of this PSP approval of that certain Lake Hills PUD Development Agreement entered into as of February 15, 2016 (its “Effective Date”) by the Town and Lake Harris (Orlando) ASLI VII Owner #1, LLC, Lake Harris (Orlando) ASLI VII Owner #2, LLC, and Lake Harris (Orlando) ASLI VII Owner #3, LLC. [ NOTE: **this condition may be dropped once the Town Attorney completes his analysis.** ]*

Mr. Wilkes explained that, if the Town Council chose to use the proposed motion, that there were two components that the Council would need to decide on. The first item was whether the Town Council wanted to push to include roundabouts at both entrances to the development. If so, the Council should choose to include item 8 (C) in the motion.

Mr. Wilkes stated that the second item that the Council would need to make a decision on was whether or not to allow the developer to put soft gates on both entrances into the community. Councilor Lehning stated that he was not in favor of allowing the soft gates. Councilor Lannamañ stated that she was in favor of the soft gates as long as the Town would incur no costs. Mayor Pro Tem Gallelli stated that she was not in favor of the soft gates on a public road and Mayor MacFarlane agreed with her.

**Motion made by Councilor Lehning to approve the Preliminary Subdivision Plan for Lake Hills, utilizing Mr. Wilkes’ proposed motion, keeping item 8(c) in the motion and rejecting soft gates on both ends of the PUD connector road; seconded by Mayor Pro Tem Gallelli.**

Mayor MacFarlane invited the applicant’s representatives to speak. Mark Watts (Land Use Attorney with the firm of Cobb Cole) spoke on behalf of the applicant. Mr. Watts stated that the applicant was comfortable with the terms of the proposed motion. Mr. Watts stated that, as far as the intersection on SR 19, he wanted to make sure the terms that the residential developer had to agree to would be consistently enforced on the commercial developer as well.

Mr. Watts reinforced that, if a soft gate were to be allowed, all costs for the gate would have been paid by the developer, HOA, or CDD and not the Town.

Mayor MacFarlane opened Public Comment for this item only.

**Peter Tuite, 300 E. Croton Way** – Mr. Tuite gave a tribute to Suong Miles, stating that he, like Councilor Miles, had served in the Vietnam War, and the true heroes of the war were the Vietnamese survivors like Suong.

**Tim Everline, 1012 N. Lakeshore Blvd.** – Mr. Everline stated that he believed this development was like the Villages and he was not in favor of that here in Howey. Mr. Everline stated that he believed that the developer should be forced to follow the new codes that the Town was in the process of implementing. Mr. Everline questioned if the emergency order extensions for the Development Agreement were valid.

**Eric Gunesch, 448 Avila Pl.** – Mr. Gunesch stated that there should be no approvals until the review of the emergency order extensions on the Development Agreement was completed by the Town Attorney. Mr. Gunesch stated that he believes that his development would be too densely populated.

**Frances Wagler, 409 W. Central Ave.** – Mrs. Wagler stated that, even though Mr. Watts had stated that the development would remove the soft gate if requested in the future, she did not believe them.

Mayor MacFarlane closed Public Comment for this item.

Mr. Harowski stated that his staff report, which was included in the meeting's packet, had responses to the Planning and Zoning Board's questions about this project.

Mr. Wilkes addressed the issue of whether this Development Agreement for this project was still valid. Mr. Wilkes stated that his law firm is still researching the full extent of the extension to the sunset date in the Development Agreement. Mr. Wilkes stated that there were two questions as it relates to the extensions to the sunset date of the Development Agreement (due to emergency orders). Mr. Wilkes stated that the first question was whether the Development Agreement was currently valid, and Mr. Wilkes stated that the Lake Hills Development Agreement was still currently valid. Mr. Wilkes stated that the second question was if the Development Agreement would be valid out to the proposed date in 2029 and that was still to be determined.

**Motion made by Councilor Lehning to approve the Preliminary Subdivision Plan for Lake Hills, utilizing Mr. Wilkes' proposed motion, keeping item 8(c) in the motion and rejecting soft gates on both ends of the PUD connector road; seconded by Mayor Pro Tem Gallelli. Motion approved unanimously by roll call vote.**

#### **Voting**

**Yea:** Councilor Lannamañ, Councilor Lehning, Mayor Pro Tem Gallelli, Mayor MacFarlane

**Nay:** None

Mayor MacFarlane called a 5-minute recess at 7:29 p.m. The meeting reconvened at 7:35 p.m.

### **OLD BUSINESS**

#### 5. Discussion: **Community Development Districts within PUDs**

Mayor MacFarlane stated that she thought this item should be tabled until Councilor Miles was available to attend, due to his extensive knowledge of CDDs.

Mark Watts, land use attorney for the Lake Hills residential project, agreed with the Mayor that this item should be tabled but requested that his firm be allowed to begin the noticing required for the item to have public hearings. Mr. Watts explained that the notices were required for four weeks in a row prior to the final hearing.

Mayor MacFarlane opened Public Comment for this item only.

**Francis Wagler, 409 W. Central Ave.** – Mrs. Wagler thanked Mr. Watts for agreeing to tabling the item.

**Paul Redmond, 309 N Lakeshore Blvd.** – Mr. Redmond identified himself as a realtor with some experience with CDDs. Mr. Redmond stated that he was concerned about the Town allowing a CDD to be formed for the Lake Hills neighborhood. Mr. Redmond stated that CDDs were great for developers because they allow the developers the ability to fund projects based off of future taxes that the CDD

would collect. Mr. Redmond stated that allowing the CDD will have no benefit to the Town and will lower the taxable value of the land.

**Eric Gunesch, 448 Avila Pl.** – Mr. Gunesch stated that the Town Attorney had recommended rejection of the proposed CDD during the last meeting and Mr. Gunesch feels that the Town Council should have rejected this item then.

Mayor MacFarlane closed Public Comment for this item.

**Motion made by Mayor MacFarlane tabled to next meeting; seconded by Mayor Pro Tem Gallelli. Motion approved unanimously by voice-vote.**

**Voting**

**Yea:** Councilor Lannamañ, Councilor Lehning, Mayor Pro Tem Gallelli, Mayor MacFarlane

**Nay:** None

6. Consideration and Approval: (First Reading) **Ordinance 2024-003 - Land Development Code (LDC) Amendment – Signs**

Town Attorney, Tom Wilkes, read Ordinance 2024-003 out loud by title only:

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

Mr. Wilkes that there was a Supreme Court ruling that had been issued about 10 years ago and that this Ordinance was to bring the Town’s sign rules into compliance with that ruling.

Town Planner, Tom Harowski, explained that the Planning and Zoning Board had recommended this Ordinance unanimously.

Mayor MacFarlane opened Public Comment for this item only, but seeing no comments closed Public Comment.

**Motion made by Councilor Lannamañ to approve this Ordinance to its second public hearing; seconded by Mayor Pro Tem Gallelli. Motion approved unanimously by roll call vote.**

**Voting**

**Yea:** Councilor Lannamañ, Councilor Lehning, Mayor Pro Tem Gallelli, Mayor MacFarlane

**Nay:** None

7. Consideration and Approval: (First Reading) **Ordinance 2024-005 Capital Improvement Schedule FY2024**

Town Attorney, Tom Wilkes, read Ordinance 2024-005 out loud by title only:

**AN ORDINANCE OF THE TOWN OF HOWEY-IN-THE-HILLS, FLORIDA AMENDING THE CAPITAL IMPROVEMENTS ELEMENT IN CHAPTER 8 OF THE TOWN’S COMPREHENSIVE PLAN BY UPDATING THE FIVE-YEAR SCHEDULE OF CAPITAL IMPROVEMENTS TO INCLUDE ESTIMATED CAPITAL IMPROVEMENTS FOR FISCAL YEAR 2023-2024 THROUGH FISCAL YEAR 2028-2029 PURSUANT TO THE**



**REQUIREMENTS OF CHAPTER 163 OF THE FLORIDA STATUTES; PROVIDING FOR CONFLICT, CODIFICATION, SEVERABILITY AND AN EFFECTIVE DATE.**

Town Planner, Tom Harowski, reviewed his staff report and explained that this is a state requirement to update the five-year schedule in the Capital Improvements Element of the Town Comprehensive Plan each year. Mr. Harowski also stated that the Planning and Zoning Board had recommended this Ordinance to the Town Council.

Mayor MacFarlane opened Public Comment for this item only.

**Tim Everline, 1012 N. Lakeshore Blvd.** – Mr. Everline was concerned that the total potential expenditures were set at \$30 million. Mr. Everline stated that he believed the Town’s two biggest assets are the mansion and lake. Mr. Everline was upset that only \$320,000 was earmarked for the improvement of the lakefront area, while the park (Peak Park) that was set to be built on top of the retired town landfill was set at over \$900,000 in expenditures. Mr. Everline also wanted to know what the final cost of the new Water Treatment Plant would be.

**Eric Gunesch, 448 Avila Pl.** – Mr. Gunesch stated that he thought more money should be budgeted for improving the lakefront area.

**Andi Everline, 1012 N. Lakeshore Blvd.** – Mrs. Everline was concerned about the state of the Town’s finger piers and thinks they should be repaired sooner.

**Ann Griffin, 215 Laurel Ave.** – Mrs. Griffin was not in favor of any more money being spent on Peak Park.

Mayor MacFarlane closed Public Comment for this item.

Councilor Lannamañ stated that she wanted to have Peak Park removed from the 5-year schedule and Mayor MacFarlane agreed. Mayor MacFarlane reiterated that she wanted to see Peak Park removed from the 5-year schedule and would like to see money added into the Lake Front Improvements or the kayaking improvement.

Councilor Lehning stated that he wanted to know what is in writing about the proposed donation of land of the 5 acres of land near the Town’s 9-acre parcel. Mr. Wilkes stated that the Town has sent them an agreement, but he did not think that Dr. Lynch had signed anything yet.

Resident Frances Wagler stated she knew that Public Comment had been closed, but that she wanted to say that she thought it was a good idea to have the Simpson Parcel developers still construct the road to the proposed Peak Park. Mrs. Wagler also wanted to know if trees in Pine Park would need to be removed to make it a park and exactly how many would be removed. Mrs. Wagler also recommended having trees planted at Peak Park.

Mr. O’Keefe reiterated that the consensus of Council was to remove all funding on the 5-year schedule for Peak Park in fiscal years 2027 and 2028 and move that funding to Lakeshore Improvements.

Town Clerk, John Brock, stated that he had understood from earlier in the meeting that the Council wanted to show deference to items that Council Miles would have been very invested in. Mr. Brock suggested that the Council wait to amend the 5-year schedule to the next reading when Councilor Miles should return due to his high level of interest in Peak Park. There was still a consensus from the Town Council to remove the funding for Peak Park.

**Councilor Lannamañ made a motion to approve Ordinance 2024-005 to the second Public Hearing and amend the five-year schedule to remove Peak Park, moving the funding listed for Peak Park to Lakeshore Improvements. Mayor Pro Tem Gallelli seconded the motion.**

Councilor Lehning suggested that the Town have a proposed scope of work for Lakeshore Improvements that merited a fiscal increase prior to earmarking money on the 5-year schedule.

Mayor MacFarlane suggested that Parks and Recreation Board Member, Joshua Husemann, speak up about parks issues. Mr. Husemann stated that the Parks and Recreation Board has shown over the last year and a half that the Board has had very little interest in improving or creating Peak Park. Mr. Husemann also gave a general update on the Board's status with bringing in kayaking and other improvements.

**Ann Griffin, 215 E Laurel Ave.** – Mrs. Griffin said that the Town needs to be very careful about the repair state of the finger piers and she was worried that they could be dangerous.

**Tom Ballou, 1005 N. Tangerine Ave.** – Mr. Ballou stated that he wanted to see the speaker system in Town Hall repaired or replaced.

**Motion reiterated by Councilor Lannamañ to approve Ordinance 2024-005 to the second Public Hearing and amend the five-year schedule to remove Peak Park, moving the funding listed for Peak Park to Lakeshore Improvements; seconded by Mayor Pro Tem Gallelli. Motion approved unanimously by roll call vote.**

**Voting**

**Yea:** Councilor Lannamañ, Councilor Lehning, Mayor Pro Tem Gallelli, Mayor MacFarlane

**Nay:** None

**NEW BUSINESS**

8. Consideration and Approval: **Planning and Zoning Board Member Selection** (*THIS ITEM WAS MOVED TO APPEAR BETWEEN THE CONSENT AGENDA AND PUBLIC HEARINGS*)

9. Consideration and Approval: **Proclamation - National Police Week**

Mayor MacFarlane read out loud the Proclamation supporting Nation Police Week.

**Motion made by Councilor Lehning to approve the Proclamation supporting Nation Police Week; seconded by Councilor Lannamañ. Motion approved unanimously by voice-vote.**

**Voting**

**Yea:** Councilor Lannamañ, Councilor Lehning, Mayor Pro Tem Gallelli, Mayor MacFarlane

**Nay:** None

10. Consideration and Approval: **Proclamation - Professional Municipal Clerks Week**

Mayor MacFarlane read out loud the Proclamation supporting Professional Municipal Clerks Week.

**Motion made by Mayor Pro Tem Gallelli to approve the Proclamation supporting Professional Municipal Clerks Week; Seconded by Councilor Lannamañ. Motion approved unanimously by voice-vote.**

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

11. Presentation: **Woodard & Curran Clean Water Study** (*THIS ITEM WAS MOVED TO APPEAR BETWEEN THE CONSENT AGENDA AND PUBLIC HEARINGS*)

12. Discussion: **High Density Zoning Land Use Proposal**

Mayor MacFarlane stated that she wanted to see this item tabled to a future meeting that Councilor Miles would be in attendance at, because Councilor Miles was the one that suggested this item.

**Motion made by Mayor Pro Tem Gallelli table agenda item to the next Town Council meeting; seconded by Councilor Lannamañ. Motion approved unanimously by voice vote.**

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

13. Discussion: **Mid-Year Budget Workshop Date Selection**

Town Manager, Sean O'Keefe stated that the Town Council would need to select a time for a Mid-Year Budget Workshop. Thursday, 5/23/ 2024 from 1:30 p.m. to 3:30 p.m. was selected as the time for this workshop.

**DEPARTMENT REPORTS**

14. Town Manager

Town Manager, Sean O'Keefe, reminded the audience and Council of the Town's Founder's Day Event scheduled for May 4<sup>th</sup>.

**COUNCIL MEMBER REPORTS**

15. Mayor Pro Tem Gallelli

Mayor Pro Tem Gallelli stated that she likes and appreciates comments from the public.

Mayor Pro Tem Gallelli stated that she is working with Mr. Cates to ensure the fire truck gets repaired.

Mayor Pro Tem Gallelli stated that she has heard from members of the public that they have not seen the Town's Police Department pulling over speeders like it should be.

16. Councilor Lehning

Councilor Lehning stated he would like to see the maps that are in the Town Development Code updated so that they are more legible.

Councilor Lehning stated that he has noticed the surveyor has been working on Citrus Ave. for a long time and wondered if there was something wrong. Mr. O'Keefe stated that it was a complicated job and that someone had been pulling up the survey stakes before the surveyor was finished with the section that they were working on.

Councilor Lehning stated that he agreed that needing more of a police presence looking for dangerous drivers and speeders was necessary.

17. Councilor Miles

None

18. Councilor Lannamañ

Councilor Lannamañ stated that she agreed that speeding through Town was an issue.

19. Mayor MacFarlane

Mayor MacFarlane asked about openings in the police department. Mr. O’Keefe stated that the only current opening in the police department was for a Lieutenant position.

Mayor MacFarlane stated that she believed the Town needed some mapping software, so that maps could be made in-house, or the Town should look into hiring a contractor.

Mayor MacFarlane suggested that the Town look into ADA grants for money to repair the finger piers on the lake.

Mayor MacFarlane reminded the members of the audience who had suggested that the Town Council meeting should have been cancelled (due to Councilor Miles’ wife having passed away earlier in the day) that this had never been considered in the past. Mayor MacFarlane reminded the public that the Town still had work that needed to be done.

Councilor Lannamañ stated that the street signs at Venezia Blvd and SR 19 were peeling up and needed to be addressed.

### **PUBLIC COMMENTS**

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

**Frances Wagler, 409 W Central Ave.** – Mrs. Wagler submitted an application for and endorsed Eric Gunesch for an opening on the Parks and Recreation Board.

Mrs. Wagler stated that the hub for Founders Day was at the Howey Mansion from 10 a.m. to 3 p.m.

Mrs. Wagler stated that she was disappointed the Town had continued with the evening’s meeting and felt that it should have been rescheduled.

**Lay Brother Steven Gerard Sidlovsky, 1109 W. 8<sup>th</sup> St., Laureano OH.** – Lay Brother Sidlovsky spoke up for unborn and asked for the Town to pass a Resolution in support of his cause and that the Town change its Charter to support his cause.

**Andi Everline, 1012 N. Lakeshore Blvd.** – Mr. Everline stated that she thinks that the Founders Day event at the mansion should be advertised on the Town electronic sign and the posters for the Town’s event.

**Brittany Lerch, 25926 Bloomfield Ave., Howey-in-the-Hills (unincorporated Lake County)** – Mrs. Lerch spoke about issues related to traffic on Number Two Rd. and was not in favor of any additional development within Town.

**Banks Helfrich, 9100 Sams Lake Rd. Clermont Fl** – Mr. Helfrich spoke about the theme of community resilience.

**Terri Blessing, 25913 Blue Sink Rd. Howey-in-the-Hills (unincorporated Lake County)** – Mrs. Blessing echoed Mrs. Lerch’s comments and spoke about issues related to traffic on Number Two Rd.

**Tim Everline, 1012 N. Lakeshore Blvd** – Mr. Everline said that it was disrespectful not to reschedule or cancel the evening’s meeting.

**Eric Gunesch, 448 Avila Pl** – Mr. Gunesch spoke about a problem he was having with building permits taking a long time. Mr. Gunesch spoke out against the Lake Hills Development PSP approval.

**ADJOURNMENT**

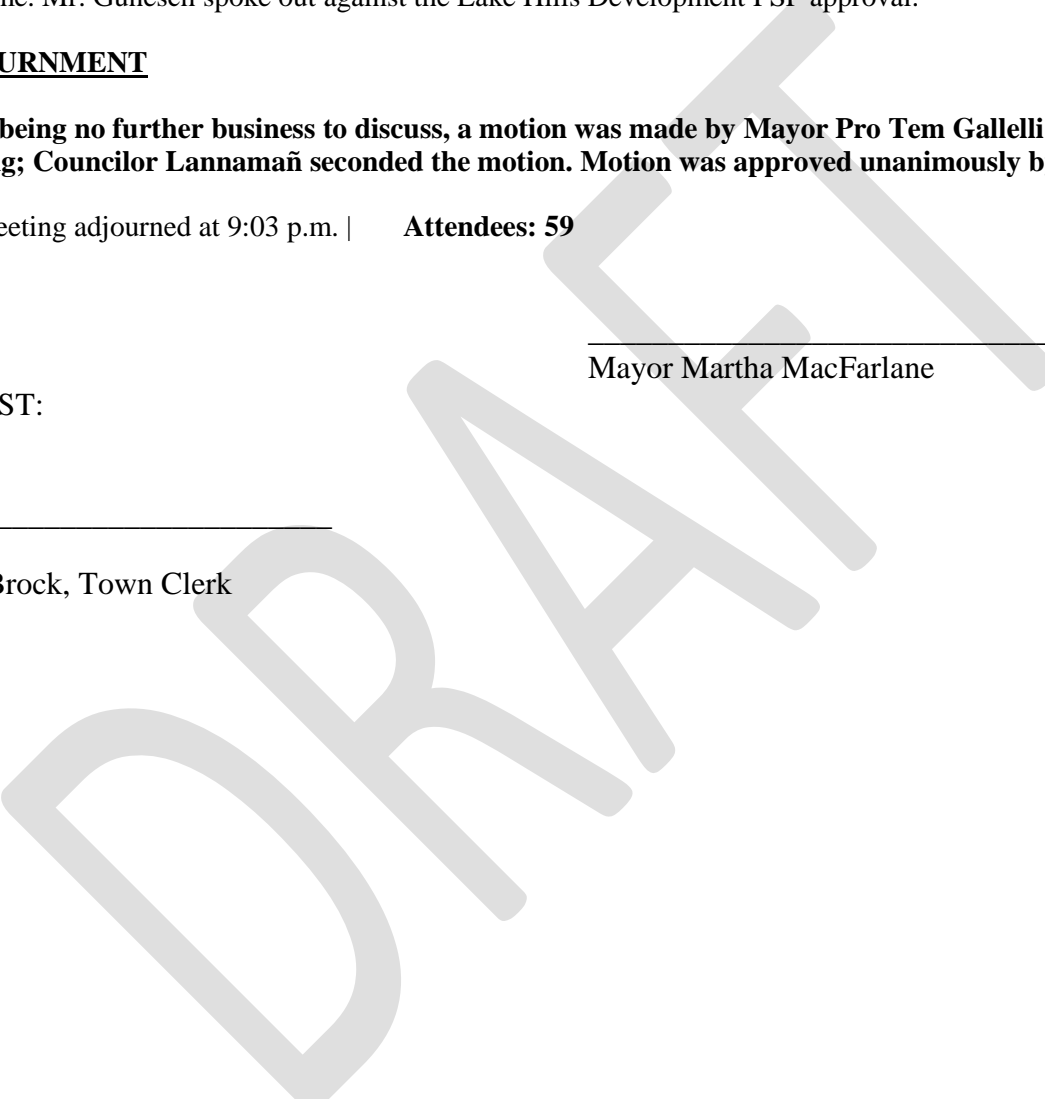
**There being no further business to discuss, a motion was made by Mayor Pro Tem Gallelli to adjourn the meeting; Councilor Lannamañ seconded the motion. Motion was approved unanimously by voice vote.**

The Meeting adjourned at 9:03 p.m. | **Attendees: 59**

\_\_\_\_\_  
Mayor Martha MacFarlane

ATTEST:

\_\_\_\_\_  
John Brock, Town Clerk





**Town Council Meeting**  
**April 08, 2024 at 6:00 PM**  
**Howey-in-the-Hills Town Hall**  
**101 N. Palm Ave.,**  
**Howey-in-the-Hills, FL 34737**

**MINUTES**

Mayor MacFarlane called the Town Council Meeting to order at 6:02 p.m. Mayor MacFarlane led the attendees in the Pledge of Allegiance to the Flag. Councilor Reneé Lannamañ delivered an invocation.

**ROLL CALL**

Acknowledgement of Quorum

**MEMBERS PRESENT:**

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

**STAFF PRESENT:**

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

**AGENDA APPROVAL/REVIEW**

**Motion made by Mayor Pro Tem Gallelli to place item #19 directly after the Consent Agenda and remove item #2 from the Consent Agenda; seconded by Councilor Lannamañ. Motion approved unanimously by voice vote.**

**Voting**

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

**Nay:** None

**CONSENT AGENDA**

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

1. The approval of the minutes and ratification and confirmation of all Town Council actions at the February 12, 2024, Town Council Workshop.
2. The approval of the minutes and ratification and confirmation of all Town Council actions at the March 11, 2024, Town Council Meeting. **(THIS ITEM WAS REMOVED FROM THE CONSENT AGENDA DURING AGENDA APPROVAL)**

3. The approval of the minutes and ratification and confirmation of all Town Council actions at the March 26, 2024, Town Council Workshop.
4. Consideration and Approval: **Annual Selection of Board Chair and Vice-Chair**

**Motion made by Councilor Miles approve items #1, #3, and #4 of the Consent Agenda and pull item #5 for separate discussion and consideration; seconded by Councilor Lehning. Motion approved unanimously by voice vote.**

**Voting**

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

**Nay:** None

19. Town Attorney Report (**MOVED TO THIS PLACE IN THE AGENDA DURING AGENDA APPROVAL**)

Town Attorney, Tom Wilkes, explained that the Town had received a summary judgement that was largely favorable to the Town from the federal court, involving the lawsuit former Town Councilor Matt McGill had brought against the Town. Mr. Wilkes introduced the Town's legal counsel for that case, Doug Noah, with the firm of Dean, Ringers, Morgan & Lawton. Mr. Wilkes explained that Mr. Noah was in attendance at this meeting and needed to briefly speak with the Town Council about that McGill case and make a request to the Town Council.

Mr. Noah explained that the litigation of the McGill case was at a stage in which Mr. Noah would need some advice from the Town Council about the future progress of the case. Mr. Noah explained that he needed the Town Council to hold an Executive Council meeting, sometime referred to as a Shade Meeting. This meeting would be a small exemption from the Government in the Sunshine laws and would allow for a closed meeting. Mr. Noah requested that the Town Council direct the Town Manager to coordinate this meeting with his firm.

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

**Motion made by Councilor Lehning to direct the Town Manager to set up and coordinate this requested Executive Council (Shade) meeting; seconded by Councilor Miles. Motion approved unanimously by voice vote.**

**Voting**

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

**Nay:** None

5. Consideration and Approval: **Library of Continuing Professional Services (CCNA)**

Councilor Lehning stated that he was not in favor of the proposed contracts in which the contractor could mark up subcontractor's fees as much as 20%.

Councilor Miles asked the Town Manager, Sean O'Keefe, why there were four firms that were not approved. Mr. O'Keefe explained that in the category of Environmental Services and Geotechnical Category, the staff had already selected three generalist candidates plus three additional candidates for this category. The four firms would have been ranked #7-10 in the pool of firms for the Environmental Services and Geotechnical Category.

Mayor Pro Tem Gallelli stated that she was not in favor of firms being allowed to mark up their fees from subcontractors.

Mayor MacFarlane opened Public Comment for this item only.

**Tim Everline, 1012 N. Lakeshore Blvd.** – Mr. Everline stated that the Town Manager should be negotiating with these firms. Mr. Everline stated that it appeared to him that a former front desk employee of the Town was negotiating, and he did not think that was right.

Mayor MacFarlane closed Public Comment for this item.

**Motion made by Councilor Miles to approve Consent Agenda Item #5; seconded by Councilor Lannamañ. Motion approved unanimously by roll call vote.**

**Voting**

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

**Nay:** None

**PUBLIC HEARING**

6. Consideration and Approval: (Second Reading) **Ordinance 2024-004 Fireworks Regulations**

Town Attorney, Tom Wilkes, read Ordinance 2024-004 out loud by title only:

**AN ORDINANCE OF THE TOWN OF HOWEY-IN-THE-HILLS, FLORIDA, PERTAINING TO FIREWORKS; CREATING CHAPTER 93 OF THE TOWN'S CODE OF ORDINANCES, ENTITLED "FIREWORKS"; DECLARING FINDINGS OF THE TOWN COUNCIL; PROVIDING DEFINITIONS; SPECIFYING UNLAWFUL ACTS AND MEANS OF ENFORCEMENT; SPECIFYING THE CONDITIONS AND REQUIREMENTS UNDER WHICH THE TOWN MAY GRANT A PERMIT FOR A PUBLIC DISPLAY OF FIREWORKS; PROVIDING FOR SEVERABILITY, CONFLICTS AMONG ORDINANCES, CODIFICATION, AND AN EFFECTIVE DATE.**

Mr. Wilkes explained that this Ordinance would limit shooting of fireworks to just three days a year (July 4<sup>th</sup>, December 31<sup>st</sup>, and January 1<sup>st</sup>) and then only certain times on those three days. Mr. Wilkes also described the process that a professional fireworks display company would have to go through to get a permit.

Mayor MacFarlane opened Public Comment for this item only.

**Eric Gunesch, 448 Avila Pl.** – Mr. Gunesch suggested making the hours that fireworks can be shot off consistent on all three days, ending at 12:30 a.m.

**Tim Everline, 1012 N. Lakeshore Blvd.** – Mr. Everline suggested that the Town should allow state laws related to fireworks to supersede the Town's laws. Mr. Everline was concerned with minors getting misdemeanor charges for shooting off fireworks.

**Sandra Pilling, 908 N. Lakeshore Blvd.** – Ms. Pilling was concerned about trees and the dangers of fires starting.

**Joshua Husemann, 671 Avila Pl.** – Mr. Husemann questioned why the Town needed this Ordinance since there is already a state law in place.



Mayor MacFarlane closed Public Comment for this item.

Mayor MacFarlane allowed Sandra Pilling to speak again.

**Sandra Pilling, 908 N. Lakeshore Blvd.** – Ms. Pilling spoke out against the end times for all three allowed dates changing to 12:30 a.m. It was decided that New Years Eve would end at 12:30 a.m. and the other two days would end at midnight.

**Motion made by Councilor Miles to approve this Ordinance, amending the approved hours for the setting off of fireworks on New Years Eve to be 5:00 p.m. to 12:30 a.m., and on New Years Day and Independence Day setting the hours to 5:00 p.m. to 12:00 a.m.; seconded by Councilor Lannamañ. Motion approved unanimously by roll-call vote.**

**Voting**

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

**Nay:** None

7. Consideration and Recommendation: **Lake Hills - Preliminary Subdivision Plan (PSP) Submittal**

Town Planner, Tom Harowski, reviewed his staff report on this item with the Town Council. Mr. Harowski explained that, on March 28, 2024, the Planning and Zoning Board voted to recommend the PSP. Mr. Harowski stated that the applicant would still need to account for an additional 10-acres of Open Space.

Councilor Miles stated that he wanted to see traffic circles on SR 19 and CR 48, on both ends of the neighborhood's spine road.

Councilor Miles questioned the validity of the current Development Agreement for the Lake Hills PUD. Councilor Miles asked Town Attorney, Tom Wilkes, to review the extensions of the Lake Hills Development Agreement. Mr. Wilkes stated that the owners of the Lake Hills property had previously sent in 6 or 7 notices to extend the sunset deadline of the Lake Hills PUD to December 9, 2026. Mr. Wilkes stated that the owners had sent in more recent extension requests which, if valid would extend the sunset date of the PUD to April 8, 2029. Mr. Wilkes stated that he had not personally reviewed the extension but was willing to, if the Town Council desired it. There was a consensus with the Town Council that Mr. Wilkes should review the extensions of the Lake Hills Development Agreement to determine if they were legal and legitimate.

Mayor MacFarlane stated that she thought a mechanical gate on both ends of the spine road into the development was a bad idea. Councilor Miles stated that the Villages had issues with reimbursements from FEMA due to their gates.

Mayor MacFarlane asked the representatives for the applicant to introduce themselves and give their presentation.

The applicant's team consisted of Mark Watts (Land Use Attorney with the firm of Cobb Cole), Dean Barberree (CEO of Reader Communities), and David Stokes (Project Engineer and Vice President with Madden Moorehead & Stokes LLC). Mr. Watts stated that the applicant was there asking for the Town to approve their PSP which was 571 units (less than the 780 units that the Development Agreement provided for).

Mr. Watts stated that the applicant was seeking two waivers from the originally agreed to Development Agreement. The first waiver that the development team was requesting was for the development of

paired lot units without the alley access that was currently required in the PUD. Mr. Watts explained that the Town's Planning and Zoning Board had voted to recommend this waiver.

Mr. Watts explained that the second waiver that they were seeking was for the location of the public park. Mr. Watts stated that the development team was requesting to move the location of the park so that the park would act as buffer between the commercial and residential components of the PUD. Mr. Watts stated that the Town Planning and Zoning Board had also voted to recommend this, as long as the park was built during the construction of phase 1.

Mr. Watts stated that the Town is required to ensure that the developer puts in their fair share of money into satisfying concurrency and that the applicant is willing to do this. Mr. Wilkes asked if the applicant was willing to allow no Certificates of Occupancy to be issued for the development until the access road from SR 19 is completed. Mr. Watts stated that they would be agreeable to that stipulation.

Mr. Watts explained that the developer was looking to install a soft gate on the entrance to both sides of the connector road that would go from CR 48 to SR 19. Mr. Watts stated that the developer would be willing to sign a license agreement that would ensure that the HOA or CDD would pay for all maintenance on the gates and that if the gate was not maintained correctly, they Town could remove the gate (with the cost of the removal going to HOA or CDD). Mr. Wilkes asked if the agreement could give the Town the ultimate right in the future to have the gate removed for any issue and have the HOA or CDD pay for its removal (since it is in the right of way).

Councilor Miles stated that he was not in favor of the soft gate.

Mayor MacFarlane opened Public Comment for this item only.

**Tim Everline, 1012 N. Lakeshore Blvd.** – Mr. Everline stated that he did not think that a 55+ age restricted community was a good idea for the Town. Mr. Everline said that he felt the side setbacks were too small and the lots needed to be larger. Mr. Everline also stated that he was not in favor of the development having gates unless the HOA was to maintain the roads and not the Town.

**Eric Gunesch, 448 Avila Pl.** – Mr. Gunesch stated that he did not want the Villages in the Town and was not in favor of this proposed development.

Mayor MacFarlane closed Public Comment for this item.

Councilor Lannamañ stated that she would like to make a motion to approve the PSP subject to the 10 conditions that the Planning and Zoning Board had recommended as well as including some of the discussion from the Council meeting. Mr. Wilkes suggested that the Council go item by item through the conditions. Mayor MacFarlane stated that an eleventh condition needed to be added, which would require that the original Development Agreement was still valid (since Mr. Wilkes was going to research if the Development Agreement extensions were valid).

**Motion made by Councilor Miles to continue this item to the April 22, 2024, Town Council Meeting (this continuance would allow for the Town Attorney to re-write the conditions that the Town Council wanted to impose on the approval of the proposed PSP); seconded by Mayor Pro Tem Gallelli. Motion approved unanimously by voice vote.**

#### **Voting**

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

**Nay:** None

Mayor MacFarlane made a motion to move agenda item #10 (Consideration and Approval: **Proclamation - George W. Linn Week**) to the next item in the meeting. Motion was approved unanimously by voice-vote.

**Voting**

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

**Nay:** None

**OLD BUSINESS**

None

**NEW BUSINESS**

10. Consideration and Approval: **Proclamation - George W. Linn Week** (Celebrating the Creation of George W. Linn Stamp Club in the Town of Howey-in-the-Hills)

**Motion made by Councilor Miles to approve this Proclamation; seconded by Mayor Pro Tem Gallelli. Motion approved unanimously by voice-vote.**

**Voting**

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

**Nay:** None

8. Consideration and Approval: **Evaluation of Wastewater Liaison Position**

Councilor Lannamañ stated that she requested this item be added to the agenda because she was concerned about expenses that had derived from the Wastewater Liaison Position. Councilor Lannamañ stated that she was concerned that the Councilor, whom had been elevated to the Wastewater Liaison Position, had the power to go to staff and authorize expenses like the expenses from Peak Park.

Councilor Lannamañ stated that she was very concerned about the over \$55,000 that had been spent on Peak Park during the first half of the fiscal year. Councilor Miles stated that he was also unaware of the costs attributed to Peak Park.

Councilor Lannamañ stated that she was concerned about a lack of transparency about why the Town was negotiating with Central Lake CDD rather than further investigating the wastewater options with the City of Groveland. Councilor Miles stated that he believed that he was much more transparent than any other member of the Town Council and referenced the wastewater presentation that he made during the December 12, 2024, Town Council meeting.

Councilor Miles stated that building a town-owned wastewater treatment plant would cost about \$7 million and he did not think that the Town Council had an appetite to undertake that debt at this time. Councilor Miles stated that he concluded that negotiating with the Central Lake CDD may be the best option. Councilor Miles stated that he agreed with Councilor Lannamañ that his special position as Wastewater Liaison should be terminated effective that night.

**Councilor Miles made a motion to direct Town Manager and the Town Attorney to enter into negotiations for a short-term agreement with the Central Lake CDD that would provide 1,652 ERUs of wastewater treatment capacity by the end of June 2024 (which will then be presented to the Town Council for consideration).**

Mayor MacFarlane stated that she would like to see a full proposal for partnering with Groveland for Wastewater treatment. Mayor MacFarlane would like the Groveland proposal to be presented at the same time that the Central Lake CDD amended agreement is presented. Councilor Miles stated that the problem with partnering with Groveland was that the Town would have to run 2 to 3 miles of pipeline. Mayor MacFarlane stated that she still wanted to see the Groveland proposal.

Councilor Miles stated that even though his Wastewater Liaison position would be ending, he would still be working on acquiring the 5-acres of land donation off of Number Two Road that was next to the 9 acres of land that the Town already owned.

Mayor MacFarlane is concerned that the Central Lake CDD was still trying to lock the Town in being the sole provider for wastewater treatment services and she was not in favor of that.

**Mayor Pro Tem Gallelli seconded Councilor Miles' motion.**

Councilor Miles stated that he wanted the Town Attorney and Town Manager to negotiate a side agreement with the Central Lake CDD that he wanted the Town to have the first right of refusal to purchase the wastewater treatment plant if it was determined that there was an interest in selling it.

Councilor Lehning stated that he wanted to see in the agreement that the cost of extensive plant repairs would not come back to the Town.

Councilor Lannamañ stated that she did not want to see wastewater rates going up for existing developments that were being serviced.

Mayor MacFarlane opened Public Comment for this item only.

**Tim Everline, 1012 N. Lakeshore Blvd.** – Mr. Everline stated that he remembered the PowerPoint presentation on Wastewater Options that came before the Town Council during its December meeting. Mr. Everline stated that he thinks Groveland was the most expensive option.

**Eric Gunesch, 448 Avila Pl.** – Mr. Gunesch wants to see reclaimed water come back to the Town for irrigation from the Central Lake CDD.

James Southall, Public Utilities Supervisor, stated that an engineer from Halff had informed him that, if the Town wanted to use surface water from the lake for irrigation water, it would have to be treated.

**Motion made by Councilor Miles to direct the Town Manager and the Town Attorney to enter into negotiations for a short-term agreement with the Central Lake CDD that would provide 1,652 ERUs of wastewater treatment capacity by the end of June 2024 (which will then be presented to the Town Council for consideration); seconded by Mayor Pro Tem Gallelli. Motion approved unanimously by roll call vote.**

**Voting**

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

**Nay:** None

Mayor Pro Tem Gallelli expressed a desire for agenda items #11 and #12 to be moved to the next meeting, as it was currently 9:15 p.m.

**Motion made by Mayor Pro Tem Gallelli to table agenda items #11 and #12 to the next Town Council Meeting; seconded by Councilor Lehning. Motion approved unanimously by voice-vote.**

**Voting**

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

**Nay:** None

9. Discussion: **Community Development Districts (CDD) within PUDs**

Mark Watts (Land Use Attorney with the firm of Cobb Cole) and Dean Barberree (CEO of Reader Communities) came forward to speak. Mr. Watts explained that the applicant for the Lake Hills residential development had submitted a petition to create a Community Development District that would service the residential component of the Lake Hills PUD. Mr. Watts stated that, for that petition to be considered, there must be published notices for public hearings on the topic of the proposed CDD being considered. Those notices must be published for four consecutive weeks prior to the second and final hearing. Mr. Watts stated that his law firm was willing to take on that task and expense, instead of the town having to undertake it. Mr. Watts explained that they were there asking for that permission.

Town Attorney, Tom Wilkes, cautioned against the Town allowing the creation of any CDDs within its borders. Mr. Wilkes stated that the problem with CDDs is that, if a town or county allows the creation of a CDD, it is giving private developers the ability to impose taxes and assessments on future property owners' tax bills. Mr. Wilkes explained that eventual future property owners within the CDD start looking at their property tax bills and realize that people living in neighborhoods across the street are paying significantly lower property taxes. Mr. Wilkes explained that developers use CDDs to shift the cost of the construction of infrastructure from construction loans to debt that future homeowners will have to pay forever.

Councilor Miles left the Town Council Meeting at 9:30 p.m.

Mayor MacFarlane opened Public Comment for this item only.

**Eric Gunesch, 448 Avila Pl.** – Mr. Gunesch was not in favor of the Town allowing the formation of the CDD.

**Ann Griffin, 215 E. Laurel Ave.** – Mrs. Griffin stated that the Town Attorney was against allowing the formation of a CDD and thought the Town Council should listen to him.

**Tim Everline, 102 N. Lakeshore Blvd.** – Mr. Everline stated that homeowners in the development would not get to choose, and that the Town Councilors should listen to the advice of Mr. Wilkes.

Mayor MacFarlane closed Public Comment for this item.

Councilor Lannamañ stated that she would like further discussion on this agenda item.

**Motion made by Councilor Lannamañ to continue this item to the April 22, 2024, Town Council Meeting; seconded by Mayor MacFarlane. Motion approved unanimously by voice-vote.**

**Voting**

**Yea:** Councilor Lannamañ, Councilor Lehning, Mayor Pro Tem Gallelli, Mayor MacFarlane

**Nay:** None

**Absent for this vote:** Councilor Miles

10. Consideration and Approval: **Proclamation - George W. Linn Week**  
(THIS ITEM WAS MOVED TO APPEAR BETWEEN AGENDA ITEMS 7 & 8)

- 11. Consideration and Approval: (First Reading) **Ordinance 2024-003 - Land Development Code (LDC) Amendment – Signs**  
**(THIS ITEM WAS TABLED TO THE NEXT TOWN COUNCIL MEETING)**
- 12. Consideration and Approval: (First Reading) **Ordinance 2024-005 Capital Improvement Schedule FY2024**  
**(THIS ITEM WAS TABLED TO THE NEXT TOWN COUNCIL MEETING)**

**DEPARTMENT REPORTS**

- 13. Town Hall

This report was included in the meeting’s packet.

- 14. Police Department

This report was included in the meeting’s packet.

- 15. Code Enforcement

This report was included in the meeting’s packet.

- 16. Public Works

This report was included in the meeting’s packet.

- 17. Library

This report was included in the meeting’s packet.

- 18. Parks & Recreation Advisory Board / Special Events

N/A

- 19. Town Attorney **(THIS ITEM WAS MOVED DURING AGENDA APPROVAL TO APPEAR BETWEEN ITEMS #4 AND #5 OF THE CONSENT AGENDA PORTION OF THE MEETING)**

- 20. Finance Supervisor

This report was included in the meeting’s packet.

- 21. Town Manager

None

**COUNCIL MEMBER REPORTS**

- 22. Mayor Pro Tem Gallelli

None

- 23. Councilor Lehning

None

24. Councilor Miles

None

25. Councilor Lannamañ

None

26. Mayor MacFarlane

None

**PUBLIC COMMENTS**

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

**Tim Everline, 1012 N. Lakeshore Blvd.** – Mr. Everline stated that he believed that someone needed to be held responsible for the spending of money on the Peak Park project.

**ADJOURNMENT**

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

The Meeting adjourned at 9:52 p.m. | **Attendees: 34**

\_\_\_\_\_  
Mayor Martha MacFarlane

ATTEST:

\_\_\_\_\_  
John Brock, Town Clerk



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

## MEMORANDUM

**TO:** Howey-in-the-Hills Town Council  
**CC:** J. Brock, Town Clerk  
**FROM:** Thomas Harowski, AICP, Planning Consultant  
**SUBJECT:** Mission Rise Revised Submittal  
**DATE:** May 22, 2024

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The town has received a revised proposal for the Mission Rise development based upon the conditional motion for approval made by the Town Council at the public hearing and first reading of the adopting ordinance. As stated in the resubmittal package, the applicants have accepted most of the conditions put forth in the Council motion for approval. There are some conditions for which the applicants have submitted a counter proposal. The deliberations on the resubmittal will necessarily focus on the willingness of the Council to accept the revisions proposed by the applicant. As the Council considers these proposals, it might be useful to have a brief history of the development proposals received to date for this project.

### The Initial Proposal

The initial proposal for the property was for development of 400 units of single-family housing. This proposal is noteworthy in that the 400 unit threshold has become the upper level for total housing units ascribed to the property. The initial proposal was adopted in a development agreement prior to the adoption of the Village Mixed Use land use category. The project consisted of 400 residential lots measuring 75 feet by 120 feet and the necessary street network to provide access to the lots. Some stormwater retention ponds were identified but not fully engineered. The project included only those three elements. There were no recreation facilities, no community facilities, no bicycle facilities, no landscaped buffer treatments or other project enhancements.

A comparison with the current proposal poses the questions of whether allowing 15 additional single-family lots in exchange for the added amenities is worth accepting the applicant's proposal.

The current proposal has a majority of lots at 60-foot width, which is smaller than the lot size in the original plan, but the proposal also includes 81 lots larger than any initially proposed. The larger lots are located at the perimeter of the project site where impacts to adjacent properties is less than would have occurred with the original plan.



## The Hanover Plan

The Hanover development proposal which was rejected in 2018 sought approval of 629 units with lot widths of 40-feet (227 units), 50-feet (183 units) and 60-feet (219 units). This proposal did include the central collector road, the bicycle facility and a variety of community facilities including parks and community buildings. Buffers as required by the VMU rules were included but there was no overall attempt to locate the largest lots at the perimeter of the project.

The current development proposal adopted transportation, recreation and community elements from the Hanover plan and in many ways improved on those elements. Such as alley assisted rear access so there are no driveways accessing the central collector directly and the commitment for intersection improvements at SR 19 and Revels Road which were not a part of the Hanover Plan. The proposed project is including many of the most desirable elements of the Hanover plan with 214 fewer housing units.

## Summary

Hopefully this brief history of the Mission Rise parcel and comparison of the development proposals considered to date will assist the Council in reviewing the latest plan version.

Motion made by Councilor Miles to approve Ordinance 2024-001 Mission Rise PUD Rezoning, subject to the following conditions:

With Applicant-proposed changes to the proposed conditions:

1. All minor changes must go through the Planning and Zoning Board for recommendation and approved by the Town Council.
2. At least 20% of the lots in the PUD must be at least 10,800 square feet and the remaining 80% of the lots must be at least ~~9,600~~ 7,200 square feet, and no lot will have less than 50 linear feet of frontage on a road or an alley.
3. Setbacks – Front setback (~~excluding setback to the front porch~~) shall be 25 feet, the rear setback shall be 25 feet, the side setback shall be 10 feet, corner setback at 12.5 feet, and the pool/accessory setback shall be 10 feet from any lot boundary.
4. The minimum dwelling size shall be 1,600 square feet, minimum 2-car garage size shall be ~~441~~ 400 square feet, and the maximum dwelling size 4,600 square feet under air.
5. The maximum impervious lot coverage shall be ~~55%~~ 50%.
6. For a 300-foot lot face there shall be a maximum of 2 iterations of the same model that can be used (not 3).
7. The ownership of all water, reclaim water, and wastewater infrastructure shall be dedicated to the town.
8. In section 1 (j)(1)(F) of the Development Agreement (pg. 7), remove (*which may be reduced to 11-foot travel lanes when adjacent to on-street parking*) from the first sentence.
9. In the landscape requirement of the Development the canopy street trees (in buffers/public areas) shall be a minimum of 3” caliper.
10. Street lighting shall be set to intervals of 250 feet.
11. The height of residential structures may not exceed 35 feet or 2 stories.

This instrument prepared by and should be returned to:  
Thomas J. Wilkes  
GrayRobinson  
301 East Pine Street, Suite 1400  
Orlando, Florida 32801

**MISSION RISE PUD  
DEVELOPMENT AGREEMENT**

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This **MISSION RISE PUD DEVELOPMENT AGREEMENT** (“Agreement”) is made as of the \_\_\_\_\_ day of \_\_\_\_\_, 2024 (“Effective Date”), between the **Town of Howey-in-the-Hills**, Florida, a Florida municipal corporation (the “Town”), and **ASF TAP FL I, LLC**, a Delaware limited liability company (the “Owner”).

**RECITALS**

A. The Owner owns approximately 243 acres of property more particularly described in Attachment A to this Agreement (“the Property”).

B. The Property is within the corporate limits of the Town. The Town has assigned the Property a future-land-use designation of Village Mixed Use. To be developed the Property must be zoned PUD - Planned Unit Development.

C. The Property was zoned PUD in or about 2010, but the PUD zoning and its related development agreement expired.

D. The Owner intends to develop and use the Property as a mixed-use planned development consisting of single-family residential, civic and public uses more specifically set forth herein (“the Project”), to be known as the “Mission Rise PUD.”

E. In connection with the Owner’s request for Village Mixed Use PUD zoning, the Town and the Owner now enter into this Agreement to set forth the terms and conditions of approval negotiated between them for the development and use of the Property as the Mission Rise PUD.

**NOW, THEREFORE, the Town and the Owner agree as follows:**

**Section 1. Land development and uses.** Development and use of the Property is subject to the following conditions, requirements, restrictions, and terms:

(a) **General.** Development of the Project and use of the Property shall be governed by this Agreement, the Town’s Comprehensive Plan, the Town’s Land Development Code (“LDC”) and Code of Ordinances (“Town Code”), and all other applicable state laws and regulations and Town ordinances and rules.

Unless otherwise noted, the definition of terms in this Agreement shall be the same as the definitions set forth in the LDC. Where in conflict, the terms of this Agreement shall supersede and prevail over the LDC and Town Code, but only to the extent of the conflict.

The Conceptual Land Use Plan, or Conceptual Plan, is contained in Attachment B to this Agreement and consists of seven pages of the following graphics:

- i. Conceptual Plan;
- ii. Phasing Plan;
- iii. Parks, Trails & Open Space Plan;
- iv. Non-Residential Areas;
- v. Buffer Typical;
- vi. Street Cross Sections; and
- vii. Lot Fit.

In the Conceptual Land Use Plan for the Project the term “conceptual” means the location of land uses on the site, including areas for residential development, open space, stormwater management, parks, and roads in relation to the site area and other uses on the site. Subsequent plan development may refine the details based on detailed engineering design. “Conceptual” does not mean or contemplate the modification of proposed housing types or the relocation of land uses and roads other than minor adjustments dictated by engineering needs and best practices.

(b) **Phasing.** The Project will be developed in three phases, as shown on the Conceptual Land Use Plan or “Conceptual Plan” in Attachment B to this Agreement. Each phase must be designed and built to operate independently with all necessary public services and utilities infrastructure, including roads, multimodal trails, and master stormwater systems, consistent with Conceptual Land Use Plan. Building permits for residential units in Phase 2 will not be issued until permits for residential units have been issued for Phase 1. Building permits for residential units in Phase 3 will not be issued until permits for residential units have been issued for Phase 2. Revisions to the phasing schedule shall be considered as minor amendments to this Agreement that may be approved by Town Council with no formal amendment to this Agreement required.

(c) **Purpose.** The purpose of the Mission Rise PUD is to:

1. Create an attractive and high-quality single-family housing development compatible with the scale and character of existing residential development and land uses in the Town;
2. Develop a residential area that is safe, comfortable and attractive for and to pedestrians;

3. Create a community with direct visual and physical access to open land, with a strong community identity, and with amenities in the form of community open space;
4. Provide a network of open space for future homeowners; and
5. Provide a variety of lot sizes and housing choices for diverse age and income groups and residential preferences.

(d) **Land uses.** The Conceptual Land Use Plan for the Project in Attachment B is an integral part of the approval of the Project. Elements in the Concept Plan include single-family detached homes, civic uses, multimodal trails and approximately 90 acres of open space and preserved wetlands. No manufactured or modular homes are allowed. Uses that would be prohibited under the LDC for SFR, MDR-1, or MDR-2 zoning are likewise prohibited in residential areas of the Project.

(e) **Development standards.**

**Lot Size**

A range of lot sizes shall be provided in order to create variety and offer opportunity for different income households. Minimum lot size will be 60' x 120'. The Project may consist of up to ~~438~~415 total single-family residential detached lots of 60' x 120' and ~~80~~90' x 120'.

**Setbacks**

The setbacks for single family residential lots shall be as follows:

Front:	<del>20 feet / 15</del> <u>25</u> feet ( <del>w/ recessed garage</del> <u>excluding front porch</u> )
Rear:	25 feet
Side:	10 feet
Corner:	12.5 feet
Pool / Accessory	10 feet

**Dwelling Size**

The minimum dwelling size for all single-family residences shall be ~~1,400~~1,600 square feet of heated/air-conditioned space under roof plus a two-car garage with a minimum of 400 square feet. Maximum dwelling size shall be 4,600 square feet of heated/air-conditioned space under roof.

**Lot Size**

The minimum lot size of at least 20% of the total number of lots developed in the Project shall be at least 10,800 square feet. The minimum lot size of the remaining lots in the Project shall be at least 7,600 square feet. The minimum street frontage for all lots shall be 50 feet.

**Lot Width**

The minimum lot width at building line shall be 60 feet ~~for 60-foot wide lots and 80 feet for 80-foot wide lots,~~ with a minimum street frontage for all lots of ~~30~~50 feet.

**Lot Coverage**

Lots may have a maximum lot coverage of ~~60~~55%, to include principal dwelling, all paved areas, and swimming pools.

**Height of Structures**

No residential structure may exceed 35 feet in height or two (2) stories.

**Building Design**

If and to the extent not inconsistent with Florida law, building design shall be in accordance with the Architectural Requirements of the Town's LDC and will comply specifically with the design requirements of LDC Sections 4.06.02 and 4.06.03.

The following principles seek to promote a high-quality development that will create a sense of place and community through the development of the site.

- If and to the extent not inconsistent with Florida law, housing styles, shapes and materials shall meet the Towns Land Development Regulations.
- The different housing types shall be integrated architecturally in order to give the development a harmonious appearance.
- The creation of visual richness shall be considered when choosing materials and details. Local characteristics are encouraged.
- Side entrances for garages are encouraged.
- A variety of roof heights, pitches and materials are encouraged.
- Landscaping shall be incorporated into the overall design as a means of linking the development areas with the open spaces.
- Each exterior wall for a single-family home must be a minimum of two materials and a minimum of two colors. Primary facades must have one base color and a complementary wall material may be used to meet the second color requirement.
- Block face restrictions may be reduced to 300 linear feet. The same house model may not be used more than ~~three~~two times within a single block face. For purposes of this requirement, a different house model is a different floor plan, not the same floor plan flipped in a different direction and not the same floor plan with a different exterior treatment.

(f) **Wetlands.** Impacts to wetlands, if any, and wetland buffering shall be subject to the Town's Land Development Regulations, as well as St. Johns River Water Management District regulations.

(g) **Potable water, wastewater, and reclaimed water.** For potable water and wastewater service, well and septic systems are not allowed. The Project must be connected to and served by the Town's potable-water and wastewater systems prior to a certificate of occupancy being issued for a structure in the Project (except temporary construction uses).

Except as may be set forth otherwise in this Agreement, the Owner must install all on-site potable-water, wastewater, and reclaimed-water infrastructure and connect to central water and wastewater systems, and to the Town's reclaimed-water system when available at the Property boundary, all at no cost to the Town. Upon installation, the ownership of all potable water,

wastewater and reclaimed-water infrastructure shall be dedicated to the Town. The Owner must pay potable-water, wastewater, and reclaimed-water capital and connection charges, impact fees, and other Town rates, fees, and charges, either applicable currently or in the future.

1. *Potable Water.* The Town will provide potable water, and may in the future provide reclaimed water, to the Project in accordance with its applicable ordinances, resolutions, operating regulations, policies and procedures. The Town will provide potable water to the Property in sufficient quantities for development of the Project as contemplated herein, subject to the limitations and requirements of permits issued to the Town from time to time by the St. John’s River Water Management District in connection with water consumption.

The Owner shall construct, at no expense to the Town, all off-site potable-water-system facilities, lines, pumps, valves, control structures, and appurtenances (other than water-treatment plants) necessary to serve the Project. The construction and route of off-site lines and other structures shall be done according to engineering plans prepared by the Owner and approved by the Town Manager. Potable water shall not be used for irrigation.

2. *Wastewater.* The Town will provide wastewater-collection and transmission service to the Project, transmitting Project wastewater either to the Central Lake Community Development District (“CDD”) or to another wastewater utility service provider of the Town’s choosing with available capacity to treat and dispose the Project’s wastewater (“Wastewater Utility”). The Owner must obtain from the CDD or Wastewater Utility a contract right for the Project to receive treatment and disposal of its wastewater at such provider’s treatment and disposal facilities.

The Owner shall construct, at no expense to the Town, all off-site wastewater-system transmission and disposal facilities, lines, lift stations, pumps, valves, control structures, and appurtenances (other than wastewater-treatment plants) necessary to serve the Project. The construction and route of off-site lines, lift stations, pumps, and other structures shall be done according to engineering plans prepared by the Owner and approved by the Town Manager.

3. *Town Option to Oversize Water and Wastewater Lines.* In its review and processing of the preliminary subdivision plans for each phase of the Project, the Town may elect to oversize the off-site lines, pumps, improvements, or other facilities or appurtenances for the Town’s water or wastewater system, or for both, necessary to serve such phase. If the Town elects to oversize one or both systems, it must inform the Owner in writing of the specifications for the oversizing(s) prior to or as part of the Town’s first round of review comments on the preliminary subdivision plan application. The Town shall reimburse the Owner for the difference in the increase in cost of design, materials and construction to oversize the improvements based on plans and cost estimates provided by the Owner to the Town and approved by the Town Manager, which approval shall not be unreasonably withheld, conditioned or delayed. The Town shall reimburse the Owners for the difference in the costs within 60 days following (i) completion of the improvements and (ii) receipt by the Town of documentation reasonably demonstrating that the Owner has completed the work and has incurred the costs attributable to the over-sizing, all in keeping with the plans and cost estimate previously approved by the Town Manager.

4. *Permit-Induced Costs, Restrictions, Requirements, and Risks.* Under state and federal laws and regulations, the Town may provide its potable-water and wastewater services to the Property and the Owner and its successors only if the Town first has been issued certain required permits. The Owner acknowledges that the permits are inevitably conditioned with requirements and restrictions that typically impose costs and risks. The Owner further acknowledges that, for the Town to operate its potable-water and wastewater systems in an orderly, dependable, and cost-effective manner, the Town must have the ability legally to spread the costs and risks among customers and property owners benefiting from the services. The Owner acknowledges, therefore, that (i) from time to time the Town may impose rates, fees, and charges and may issue potable-water system and wastewater-system regulations and policies that impose restrictions and requirements on its customers and benefiting property owners, such as the Owner and its successors, and (ii) so long as the Owner or successors are required to pay only their fair share for such rates, fees, and charges, then the imposition of such rates, fees, and charges and the issuance of such system regulations are not prohibited by or otherwise a breach of this Agreement.

5. *Reclaimed Water.* The Owner must install reclaimed water lines, both on-site and off-site as directed by the Town and as required by the Town's Code of Ordinances. Until such time as reclaimed water is available to the Property the Owner and its successors shall use the reclaimed water lines to irrigate properties within the Project boundaries, but only with stormwater from on-site stormwater-retention ponds or with sources other than potable water as may be approved by the Town and St. John's River Water Management District. Except for installation of reclaimed lines at the time of development as noted above, connection to reclaimed water after the development of the Project may not result in additional costs to the Owner or developer.

(h) **Solid Waste.** Solid Waste collection shall be pursuant to Town regulations.

(i) **Drainage.** The maintenance, repair, and replacement of the drainage system shall be the responsibility of the homeowners association(s).

(j) **Transportation**

1. Roadways

A. The Project must have a connected street system that serves vehicles, pedestrians and bicycles and that connects to recreation facilities and adjacent residential/community areas.

B. There must be ingress and egress points at Revels Road, County Number Two Road and Orange Blossom Road in the approximate location shown on the Conceptual Land Use Plan.

C. The access at County Road Number Two must be a full intersection, with dedication of right-of-way sufficient for both (i) construction of turn lanes and (ii) reconstruction of No. 2 Road lanes along the Project frontage with 12-foot travel lanes, 4-foot curb lanes, and 2-foot curb and gutter. Otherwise,



design of the No. 2 Road improvements are subject to review and approval by Lake County.

- D. Ingress and egress points at the western and eastern boundaries of the Property must also be provided, as shown on the Conceptual Land Use Plan. On the west the Project internal roads must connect to Silverwood Lane. On the east the internal roads must connect to Road DD shown on the Master Site Plan for The Reserve at Howey-in-the-Hills PUD that is to be stubbed to the boundary of the Property. If for whatever reason the internal roads cannot be connected by the Owner to Silverwood Lane on the west or to Road DD in The Reserve on the east, the Owner must stub the Project roads to the Property boundary for future connection.
- E. Revels Road and the north-south Spine Road must be constructed in phases consistent with the phasing plan shown on the Conceptual Land Use Plan. Revels Road and the Spine Road must be public, dedicated to and maintained by the Town. Revels Road and the Spine Road must have a minimum 90-foot right-of-way, 2-foot curb and gutter, and a minimum 32-foot-wide pavement with minimum 12-foot travel lanes and 4-foot curb lanes.
- F. All other internal neighborhood roads must have a minimum 50-foot right-of-way, curb and gutter, and a minimum 24-foot-wide pavement with minimum 12-foot travel lanes, ~~which may be reduced to 11-foot travel lanes when adjacent to on-street parking~~. All alley roads must have a minimum 24-foot right-of-way, curb and gutter, and a minimum 22-foot-wide pavement. Provision must be made in the rights-of-way for underground utilities.

## 2. ~~2.~~ Sidewalks and trails.

All portions of the development must be accessible by a direct, convenient, attractive, safe, and comfortable system of pedestrian facilities. The development must provide appropriate pedestrian amenities. A multimodal trail with minimum width of twelve feet must be constructed within each phase of the Project consistent with Conceptual Land Use Plan and the Town's bicycle/pedestrian plan. The multimodal trail and all sidewalks within rights-of-way must be dedicated to and will be maintained by the Town.

## 3. ~~2.~~ Intersection Improvements in Lieu of Proportionate Fair Share Mitigation

The Owner has offered, and the Town accepts the Owner's offer , (i) to undertake and complete at no cost to the Town the reconstruction of the intersection at Revels Road and State Road 19 as a roundabout facility, in return for (ii) the Town waiving its customary transportation-concurrency review and a proportionate fair-share payment by the Owner. The intersection and its design are subject to required approval and permits from the Florida Department of Transportation (FDOT).

The intersection construction must be complete before the issuance of the 51<sup>st</sup> residential building permit in Phase 2 of the Project.

If the Owner cannot obtain required state permits for an intersection roundabout, the Owner shall undertake and complete construction of the intersection with a traffic signal if allowed by FDOT. For either intersection type both Revels Road and State Road 19 must be constructed in the intersection as four-lane roads.

If the Owner obtains the required state permits for the roundabout intersection or, alternatively, the signalized intersection, the Town will be deemed to have waived its transportation-concurrency review. If the Owner cannot obtain required state permits for reconstruction of the intersection in either configuration, the Project must undergo transportation-concurrency review. The Owner must complete and submit for review prior to final development order a traffic-impact analysis.

If the results of the traffic-impact analysis require any mitigation for traffic generation, the Town and the Owner will work together and with any other applicable jurisdiction as required by applicable law to address such mitigation requirements through Owner's funding of its proportionate fair share of traffic improvements. Payment of the Owner's fair share must be made in pro-rata amounts upon the issuance of each building permit.

(k) **Schools.** The Project must apply for concurrency review at Lake County Public Schools. The school district has a specific application process. The Project must be shown to have appropriate school concurrency before building permits are issued.

(l) **Landscaping Requirements.** All landscaping and buffer requirements shall be in accordance with the LDC and as illustrated on the Conceptual Land Use Plan with the exception of the following:

1. [All canopy trees planted at the Project will be a minimum of a 3" caliper;](#)
2. ~~1-~~All buffer, [and](#) street, ~~and canopy~~ trees planted at the Project will be a minimum of a 2" caliper;
3. ~~2-~~the Owner shall require homebuilders to plant at least one canopy tree for each single-family lot of at least 3" DBH; and
4. ~~3-~~the developer will replace the equivalent of 30% of total tree-inches removed.

All trees planted at the Project shall adhere to the current guidelines established by the Florida Grades and Standards for nursery-grown trees and must be Florida grade #1 or better.

Developer must install street trees along each roadway where a common ~~area~~ [area](#) abuts the road as required by the LDC.

(m) **Tree Protection.** Under no circumstances may any tree, regardless of size or species, be removed from any designated wetland or conservation easement. Trees proposed to be maintained on-site must comply with LDC requirements. No construction activity, equipment or material is permitted inside a tree protection barrier.

(n) **Lighting.** Decorative street lighting (Sanibel fixture, a Duke Energy standard fixture) must be installed (i) at every intersection, (ii) at the end of each cul-de-sac, and (iii) at intervals of ~~300~~250 feet or as approved otherwise by the Town Manager. Street lighting must be installed by the Owner. All lighting must be directional, shielded lighting designed to minimize light pollution. All lighting must be maintained by the HOA.

(o) **Utilities.** All utilities must be underground.

(p) **Signage.** Entrance signs and informational signage may be located in buffers, setbacks/and or signage easements as approved by the Planning and Zoning Board. Unless stated otherwise in this Agreement all signage must comply with requirements and restrictions in the LDC. The Owner shall present a sign plan for review and approval by the Planning and Zoning Board with the final site plan for each phase of the Project.

The Owner and/or builder(s) may erect temporary vertical marketing flags, also known as feather banners, with the following stipulations:

1. Feather banners must be placed no less than 200 feet apart.
2. A maximum of 10 feather banners, in total.
3. Feather banners cannot be placed within the right of way.
4. Feather banners cannot be located offsite of PUD property.
5. Feather banners cannot exceed 12 feet in height.
6. Feather banners must be replaced or removed if they become faded, torn, or tattered.
7. Feather banners must be removed when 90% of the homes in the development have received building permit approval.

Billboards and pole signs are prohibited. Unless defined differently in the LDC, a pole sign is a permanent sign supported by at least one upright pole, pylon, or post secured to the ground, with the bottom of the sign face four feet or higher above the finished grade.

(q) **Maintenance of Common Areas.** Maintenance of each common area within the Project is the responsibility of the homeowners' association(s) for the affected subdivision.

(r) **Parks, Trails, and Open Spaces.** Each phase of the Project must include (i) the recreation and civic facilities for the phase and (ii) an integrated bicycle network that ties into the bicycle facilities in The Reserve PUD so as to loop the system to connect cyclists from both developments. Structures, facilities, and other improvements to be constructed and installed at the sites designated on the Conceptual Land Use Plan as parks, trails and open spaces must be included for review and approval as part of the final site plan approval for each phase or subdivision of each phase. Plans submitted must be in sufficient detail to provide reasonable understanding and certainty of the improvements, facilities, and uses to be made at each such site.;

**Section 2- Amendments.** Amendments to the Conceptual Land Use Plan that occur after the effective date of this Agreement shall take effect only if and when approved by the Town Council ~~or Town staff as applicable. Major amendments include material changes such as:~~

- ~~• in changes to the location of individual land uses;~~
- ~~• any increase in the total number of residential units; and~~
- ~~• relocation and realignment of roads and routes for pedestrian and bicycle facilities.~~

~~Major amendments take effect only if approved by the Town Council in~~ the manner required by law or otherwise as determined by Town Council, which may include public notice(s) and hearing(s).

~~Minor amendments shall include lesser changes such as:~~

- ~~• minor adjustments of roads, trails and pedestrian ways based on more detailed site-specific data;~~
- ~~• modifications to the phasing schedule;~~
- ~~• adjustments to utility locations based on more detailed engineering data; or~~
- ~~• adjustments to parks and open space based on more detailed subdivision design.~~

~~Minor amendments may be approved by the Town Manager without referral to the Planning and Zoning Board or Town Council. Whether a proposed amendment is major or minor will be determined by the Town Manager. Minor amendments to the Conceptual Land Use Plan shall be deemed incorporated into this Agreement and shall modify or replace the Conceptual Land Use Plan in Attachment B to the extent of such amendment to the Conceptual Land Use Plan, without the necessity for an amendment to this Agreement.~~

**Section 3. Notices.** All notices or payments required to be made hereunder shall be made at the following addresses:

To Town: Sean O’Keefe, Town Manager  
 Town of Howey-in-the-Hills  
 101 North Palm Avenue  
 Howey-in-the-Hills, FL 34737  
 sokeefe@howey.org

With copies to: John Brock, CMC, Town Clerk  
 Town of Howey-in-the-Hills  
 101 North Palm Avenue  
 Howey-in-the-Hills, FL 34737  
 jbrock@howey.org

Thomas J. Wilkes, Town Attorney  
Gray Robinson, P.A.  
301 East Pine Street, Suite 1400  
Orlando, FL 32801  
twilkes@gray-robinson.com

To Owner:

Jason Humm  
1170 Peachtree Street NE, Suite 1150  
Atlanta, GA 30309  
jhummm@turnstonegroup.com

With copies to:

Rhea Lopes, AICP  
RVI Planning + Landscape Architecture  
10150 Highland Manor Dr, Suite 450  
Tampa FL 33610  
rlopes@rviplanning.com

Mike Ripley  
Land Advisors  
399 Carolina Ave, Suite 200  
Winter Park, Florida 32789  
MRipley@landadvisors.com

Jonathan Huels  
Lowndes  
215 North Eola Drive  
Orlando, Florida 32801  
Jonathan.huels@lowndes-law.com

**Section 4. Severability.** If any provision or portion of this Agreement is declared by a court of competent jurisdiction to be void, unconstitutional, or unenforceable, then all remaining provisions and portions of this Agreement shall remain in full force and effect. To that end, this Agreement is declared to be severable.

**Section 5. Binding Effect.** This Agreement runs with the land and is binding on and enforceable by and against the parties hereto and all their successors in interest. However, no Lot Owner shall have the obligations imposed on the Owner as the developer of the Project under this Agreement. For that purpose, a “Lot Owner” means an end-user of a lot created within the Property with a completed residential unit constructed thereon, for which a certificate of occupancy has been issued. Each party covenants to each other party that this Agreement is a legal, valid, and binding agreement, enforceable against the party in accordance with its terms.

**Section 6. Negotiated Agreement.** The land uses, densities, intensities, and other conditions of approval of the Project have been negotiated and agreed to by the Owner and the Town. The Conceptual Land Use Plan and this Agreement together constitute an agreement between the

parties with the knowledge that the Owner’s successors in title, the future homeowners, and other landowners within the Property, as well as the Town and its affected property owners and residents, all will rely justifiably on the agreed-to land uses, densities, and intensities authorized hereby for the Property. For that reason, the Owner and the Owner’s successors in interest have the contract right to develop the PUD with the uses, densities, and intensities approved by the Town, subject to the restrictions and requirements in the conditions of approval set forth in this Agreement. Neither the Owner (and its successors in interest) nor the Town shall have the right in the future to rezone or downzone the property, or otherwise alter the uses, densities and intensities, or delete, waive or amend any conditions of approval except through an amendment to the Plan negotiated and approved by the Town Council and the owner or owners of the then-subject parcel or parcels. This section shall survive the termination and expiration of this Agreement.

### **Section 7. Homeowners’ Association(s).**

(a) **Association Responsibilities.** A homeowner’s association and/or a property owner’s association (“HOA”) must be created by the Owner. Membership in the HOA shall be mandatory for all property owners within the Project. The HOA, not the Town, must maintain, repair, and replace all parks, open-space and buffer areas, streetlights, stormwater-management areas and drainage systems, entrance features, boundary walls and/or fences, access tracts, and landscaped tracts within the Project. The Town may opt, however, to undertake any such project of maintenance, repair, and replacement of those structures, facilities and systems. If the Town exercises its option, it may charge or assess either the HOA or its homeowners and property owners to recover the cost of the project.

(b) **Requirement for Plat Recording.** Before a plat may be recorded for the Property and the Project, the Owner shall furnish to the Town copies of the pertinent documents for the homeowners’ or property owners’ association or associations, which documents must contain the covenants, conditions and restrictions for the Property and must set forth the requirements and restrictions imposed on the HOA and its homeowners and property owners as enumerated in this section 7 and other applicable parts of this Agreement.

### **Section 8. Additional Requirements.**

(a) **Letter of credit.** Construction and dedication to the Town of the public facilities and improvements required under this Agreement and the LDC for each phase of the Project is a condition precedent to final plat approval for such phase. In lieu of construction and dedication, however, the Owner may post a letter of credit or performance bond with the Town for 125% of the cost of such improvements not completed at the time of plat, in which event this condition precedent to final plat approval (but not the requirement to complete construction and to dedicate the public facilities and improvements required under this Agreement and the LDC) will be deemed satisfied.

(b) **Conveyances to the Town.** Property dedicated or otherwise conveyed to the Town under this Agreement must be free and clear of encumbrances unless and to the extent an encumbrance is acceptable to the Town. Encumbrances discovered after the Effective Date of

this Agreement must be removed or resolved by the Owner or its successor developer prior to dedication or conveyance of the affected property to the Town.

(c) **Changes in status of land.** Until completion of the Project, the Owner or its successor developer of the Project has a continuing duty (i) to disclose promptly to the Town all changes in ownership, encumbrances, and other matters of record affecting the Property and (ii) to resolve all issues, title or otherwise, that may be identified by the Town as a result of such changes. Failure to disclose such changes or to resolve resulting issues may result in delay in issuance of building and other development permits.

(d) **Developer representations binding.** If at Town Council hearings on the approval of the Project the Owner makes a written or oral promise or representation, and if the promise or representation was relied upon by Town Council in approving the Project or otherwise acted to induce or materially influence Town Council in its vote to approve the Project, the promise or representation is a condition of approval of the Project. The promise or representation is binding on the Owner and its successors and enforceable by the Town against the Owner and its successors as if set forth fully in this Agreement.

**Section 9. Governing Law.** This Agreement shall be governed by the laws of the State of Florida. Venue for any judicial proceeding pertaining to the Agreement shall be in the Fifth Judicial Circuit of Florida, in Lake County, Florida.

**Section 10. Effective Date; Termination.**

(a) **Effective Date.** This Agreement shall take effect upon the Effective Date above, or on the date when it has been executed by both the Town Council and the Owner, whichever is later.

(b) **Termination.** This Agreement shall remain in effect unless and until terminated under one of the following conditions:

1. If as of the second anniversary of the Effective Date of this Agreement an Owner's contract right to treatment and disposal services by the CDD or Wastewater Utility, as required under Section 1(g) above, has not taken effect, the Town may terminate this Agreement by vote of its Town Council. The vote must occur no later than (i) the third anniversary of the Effective Date or (ii) the CDD or Wastewater Utility Contract Date, whichever occurs first. The "Contract Date" is the date on which the Owner's contract right to treatment and disposal services by the CDD or Wastewater Utility takes effect.

2. If as of the second anniversary of the Contract Date no building permit for a residential unit in the Project has been issued, the Town may terminate this Agreement by vote of its Town Council. The vote must occur no later than (i) the third anniversary of the Contract Date or (ii) the date a building permit is issued, whichever occurs first.

3. If as of the fifth anniversary of the Contract Date no building permit for a residential unit in the second phase of the Project has been issued, the Town may terminate this Agreement by vote of its Town Council, but only as it applies to development of the second phase. The vote must occur no later than (i) the sixth anniversary of the Contract Date or (ii) the

date a building permit is issued for a residential unit in the second phase, whichever occurs first. Termination of the Agreement for this reason will not act to preclude the Owner or its successor from completing the first phase of the Project.

4. If as of the tenth anniversary of the Contract Date no building permit for a residential unit in the third phase of the Project has been issued, the Town may terminate this Agreement by vote of its Town Council, but only as it applies to development of the third phase. The vote must occur no later than (i) the eleventh anniversary of the Contract Date or (ii) the date a building permit is issued for a residential unit in the third phase, whichever occurs first. Termination of the Agreement for this reason will not act to preclude the Owner or its successor from completing the first or second phase of the Project.

Termination of this Agreement, in whole or in part, under this section shall be without prejudice to the Owner or its successor to apply for Town approvals to undertake or continue development of the Property in light of the circumstances and subject to the land-development regulations then existing in the Town.

**Section 11. Recording.** This Agreement shall be recorded by the Town, at the Owner’s expense, in the Public Records of Lake County, Florida, and shall constitute a covenant running with the land.

**Section 12. Authority.** This Agreement is entered into by the Town under the home-rule powers granted to it by the Florida constitution (including specifically Article VIII, Section 2(b) thereof), the home-rule powers granted municipalities by statute (including specifically Chapter 166, Florida Statutes), and the Town’s Charter. This Agreement does not constitute a “development agreement” under the Florida Local Government Development Agreement Act.

**Section 13. Entire Agreement.** This Agreement constitutes the entire agreement of the parties with respect to the transactions contemplated herein. It supersedes all prior understandings or agreements between the parties relating to the Property and the Project. No amendment to the terms of this Agreement shall be effective unless in writing signed by all parties hereto. Amendments to this Agreement will take effect and will be binding against the Town only if approved by a vote of the Town Council.

**Section 14. Waiver.** The failure of a party hereto to insist upon or enforce any right or privilege granted hereunder shall not constitute or operate as a waiver thereof and nothing shall constitute a waiver of any party’s right to insist upon strict compliance with the terms hereof. However, any party may waive in writing the benefit of any provision or condition for its benefit which is contained herein. Waivers of material provisions of either this Agreement or the Town’s LDC will be valid and binding against the Town only if approved by a vote of the Town Council.

*[ Signature pages follow ]*



IN WITNESS WHEREOF, the parties are signing this Agreement as of the Effective Date or, if later, the date by which both parties have fully executed this Agreement.

**TOWN OF HOWEY-IN-THE-HILLS,  
FLORIDA**  
By: its Town Council

By: \_\_\_\_\_  
Hon. Martha McFarlane, Mayor

Attest:

By: \_\_\_\_\_  
John Brock, CMC, Town Clerk

Approved as to form and legality:  
(for the use and reliance of the Town only)

\_\_\_\_\_  
Thomas J. Wilkes, Town Attorney

STATE OF FLORIDA  
COUNTY OF LAKE

The foregoing instrument was executed, sworn to and acknowledged before me this \_\_\_\_ day of \_\_\_\_\_, 2024, by Martha McFarlane, personally known to me to be the Mayor of the Town of Howey in the Hills.

(SEAL)

\_\_\_\_\_  
Signature of Notary

\_\_\_\_\_  
Name of Notary Public  
(Typed, Printed or stamped)

Signed, sealed and delivered  
in the presence of:

**WITNESSES**

**“OWNER”**

Printed Name: \_\_\_\_\_

**ASF TAP FL I, LLC**, a Delaware limited liability company

By: \_\_\_\_\_

Printed Name: \_\_\_\_\_

As its: \_\_\_\_\_

Printed Name: \_\_\_\_\_

STATE OF FLORIDA  
COUNTY OF \_\_\_\_\_

The foregoing instrument was executed, sworn to and acknowledged before me by means of \_\_\_\_ physical presence or \_\_\_\_ online notarization, this \_\_\_\_ day of \_\_\_\_\_, 2024, by \_\_\_\_\_, as \_\_\_\_\_ of **ASF TAP FL I, LLC.**, a Delaware limited liability company, on its behalf.

(SEAL)

\_\_\_\_\_  
Signature of Notary Public

\_\_\_\_\_  
Name of Notary Public  
(Typed, Printed or stamped)

Personally Known \_\_\_\_ **OR** Produced Identification \_\_\_\_\_  
(Type of Identification Produced)

**Attachment A  
To  
MISSION RISE PUD DEVELOPMENT AGREEMENT**

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**LEGAL DESCRIPTION**

**Attachment B  
To  
MISSION RISE PUD DEVELOPMENT AGREEMENT**

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**CONCEPTUAL LAND USE PLAN**

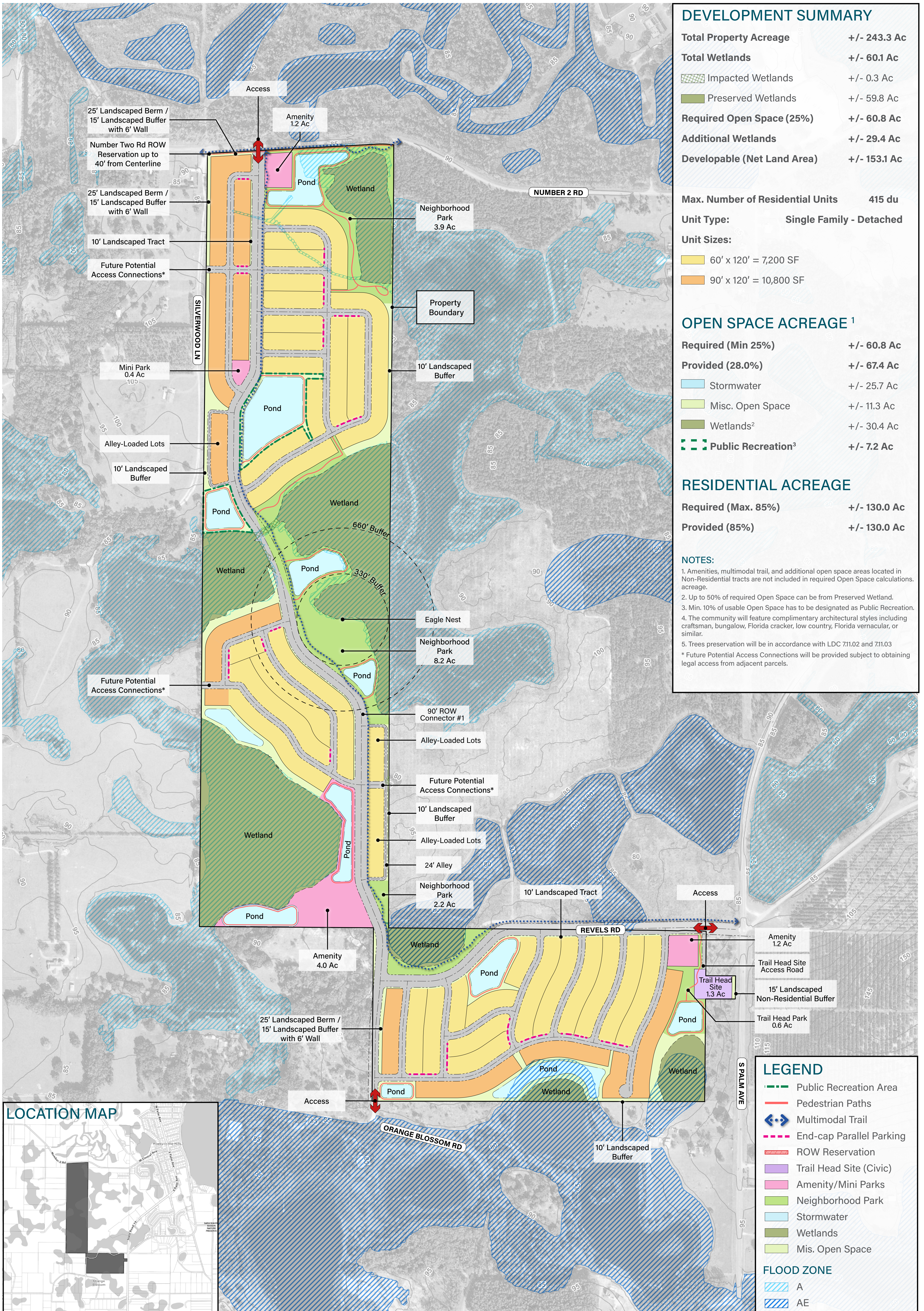
Including the following graphics:

1. Conceptual Plan;
2. Phasing Plan;
3. Parks, Trails & Open Space Plan;
4. Non-Residential Areas;
5. Buffer Typical;
6. Street Cross Sections; and
7. Lot Fit.

*[ insert Conceptual Land Use Plan ]*

#52338764 v3

<b>Summary report:</b>	
<b>Litera Compare for Word 11.4.0.111 Document comparison done on 5/17/2024 11:44:59 AM</b>	
<b>Style name:</b> Lowndes	
<b>Intelligent Table Comparison:</b> Active	
<b>Original DMS:</b> iw://LOWNDES-DMS.IMANAGE.WORK/Active/12958008/9	
<b>Modified DMS:</b> iw://LOWNDES-DMS.IMANAGE.WORK/Active/12958008/10	
<b>Changes:</b>	
<u>Add</u>	27
<del>Delete</del>	42
<del>Move From</del>	0
<u>Move To</u>	0
<u>Table Insert</u>	0
<del>Table Delete</del>	0
<u>Table moves to</u>	0
<del>Table moves from</del>	0
Embedded Graphics (Visio, ChemDraw, Images etc.)	0
Embedded Excel	0
Format changes	0
<b>Total Changes:</b>	<b>69</b>



### DEVELOPMENT SUMMARY

Total Property Acreage	+/- 243.3 Ac
Total Wetlands	+/- 60.1 Ac
Impacted Wetlands	+/- 0.3 Ac
Preserved Wetlands	+/- 59.8 Ac
Required Open Space (25%)	+/- 60.8 Ac
Additional Wetlands	+/- 29.4 Ac
Developable (Net Land Area)	+/- 153.1 Ac

Max. Number of Residential Units: 415 du  
 Unit Type: Single Family - Detached

Unit Sizes:  
 60' x 120' = 7,200 SF  
 90' x 120' = 10,800 SF

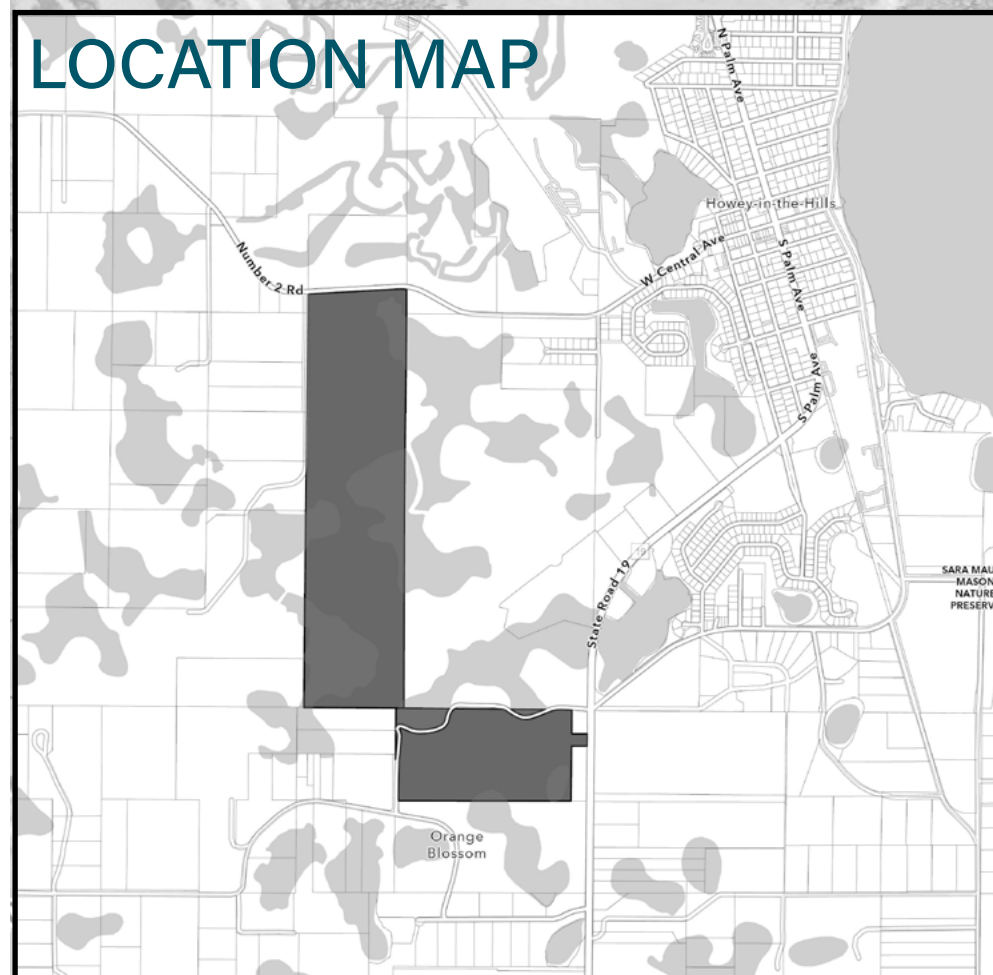
### OPEN SPACE ACREAGE<sup>1</sup>

Required (Min 25%)	+/- 60.8 Ac
Provided (28.0%)	+/- 67.4 Ac
Stormwater	+/- 25.7 Ac
Misc. Open Space	+/- 11.3 Ac
Wetlands <sup>2</sup>	+/- 30.4 Ac
Public Recreation <sup>3</sup>	+/- 7.2 Ac

### RESIDENTIAL ACREAGE

Required (Max. 85%)	+/- 130.0 Ac
Provided (85%)	+/- 130.0 Ac

- NOTES:**
- Amenities, multimodal trail, and additional open space areas located in Non-Residential tracts are not included in required Open Space calculations.
  - Up to 50% of required Open Space can be from Preserved Wetland.
  - Min. 10% of usable Open Space has to be designated as Public Recreation.
  - The community will feature complimentary architectural styles including craftsman, bungalow, Florida cracker, low country, Florida vernacular, or similar.
  - Trees preservation will be in accordance with LDC 711.02 and 711.03
- \* Future Potential Access Connections will be provided subject to obtaining legal access from adjacent parcels.



### LEGEND

- Public Recreation Area
- Pedestrian Paths
- Multimodal Trail
- End-cap Parallel Parking
- ROW Reservation
- Trail Head Site (Civic)
- Amenity/Mini Parks
- Neighborhood Park
- Stormwater
- Wetlands
- Mis. Open Space

### FLOOD ZONE

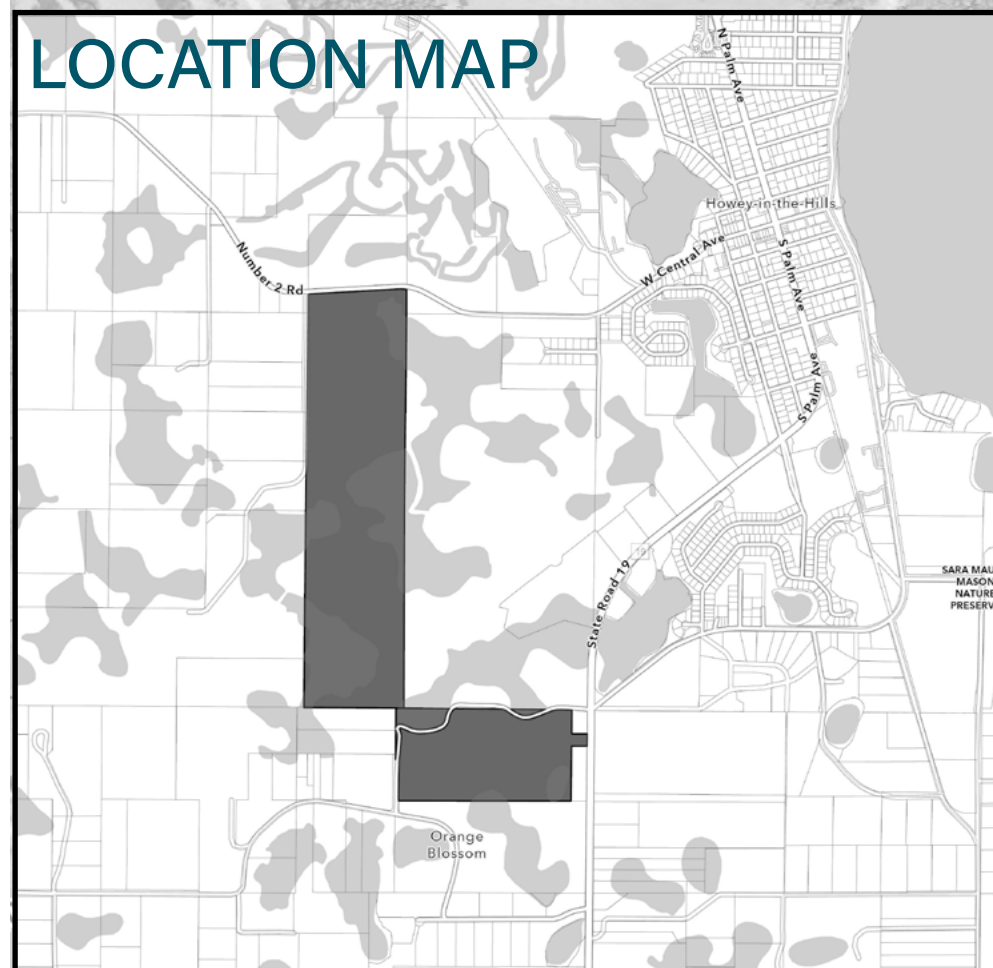
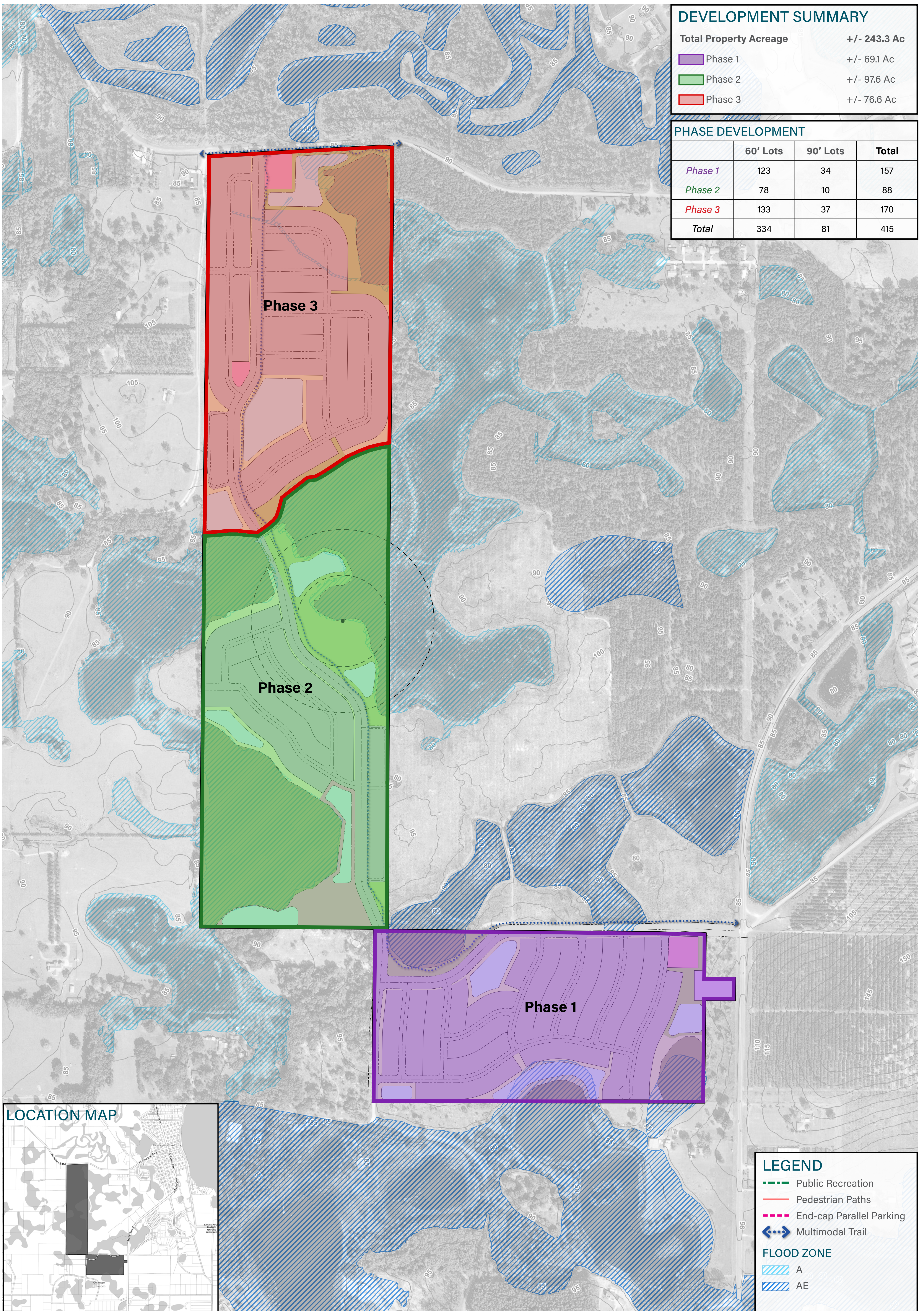
- A
- AE

### DEVELOPMENT SUMMARY

<b>Total Property Acreage</b>	<b>+/- 243.3 Ac</b>
Phase 1	+/- 69.1 Ac
Phase 2	+/- 97.6 Ac
Phase 3	+/- 76.6 Ac

### PHASE DEVELOPMENT

	60' Lots	90' Lots	Total
Phase 1	123	34	157
Phase 2	78	10	88
Phase 3	133	37	170
<b>Total</b>	<b>334</b>	<b>81</b>	<b>415</b>



### LEGEND

- Public Recreation
- Pedestrian Paths
- End-cap Parallel Parking
- Multimodal Trail

### FLOOD ZONE

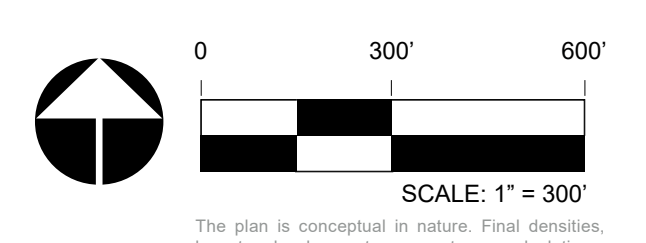
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## MISSION RISE • PHASING PLAN

Town of Howey Hills, FL  
 April 4, 2024  
 22003786  
 Turnstone Group / ASF TAP FL I LLC.

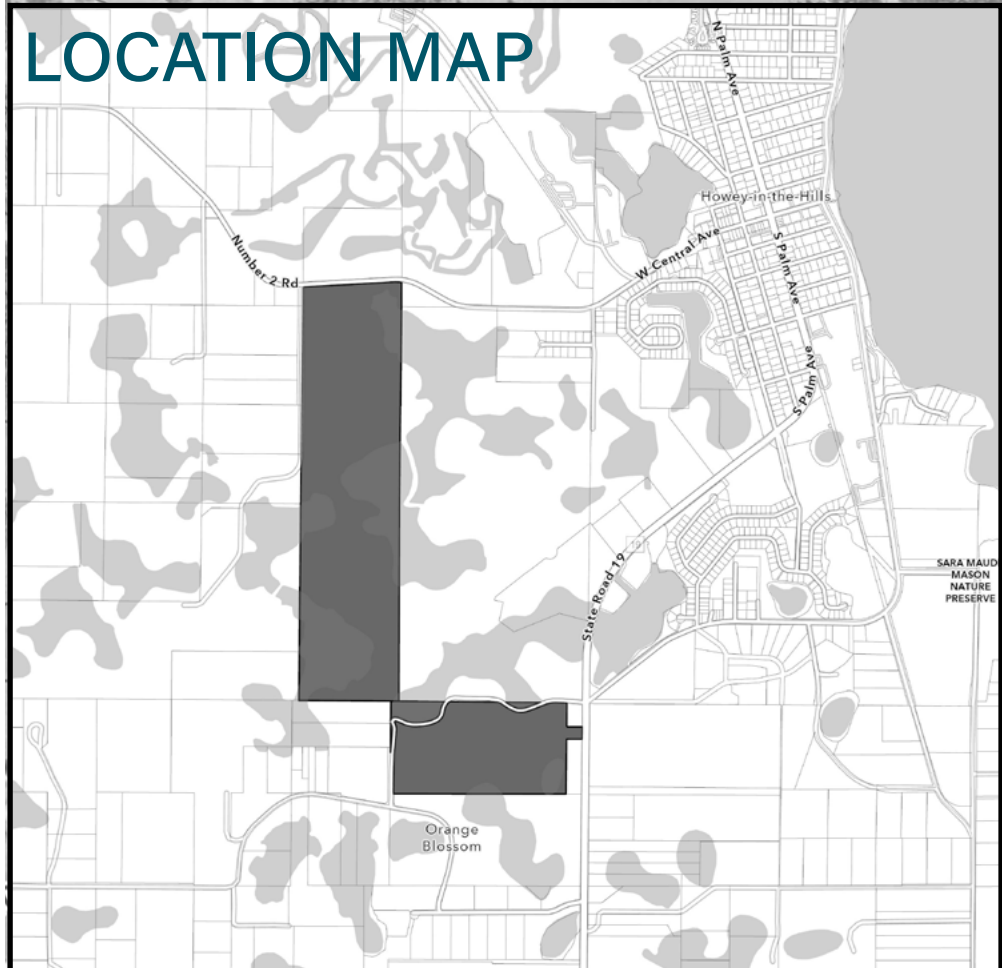
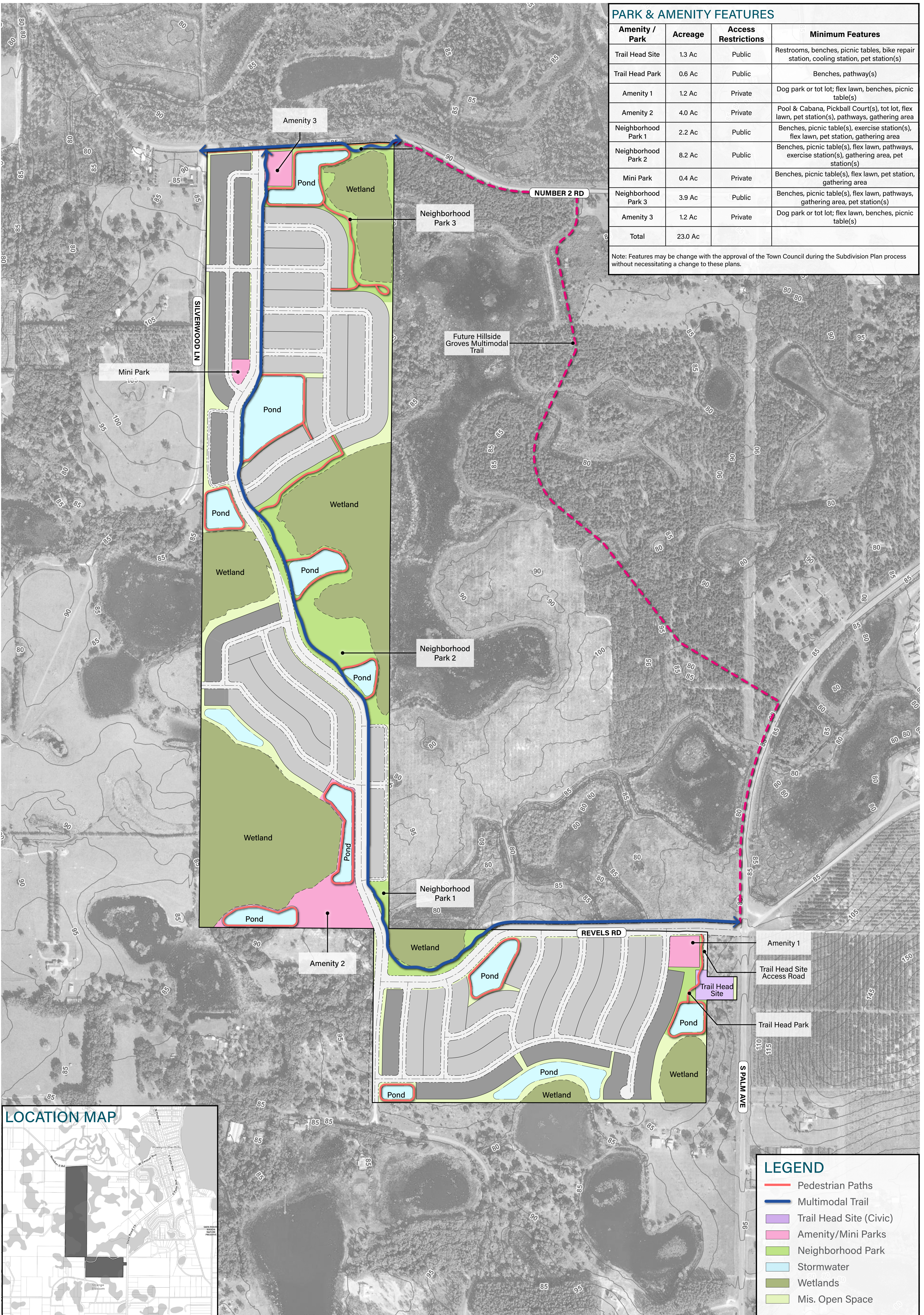


SCALE: 1" = 300'  
 The plan is conceptual in nature. Final contours, layout, development parameters, calculations, and site conditions may change upon further development of the Preliminary and/or Master Site Plan, and upon evaluation of topographic survey, water management and existing historic and specimen trees to remain.

**PARK & AMENITY FEATURES**

Amenity / Park	Acreage	Access Restrictions	Minimum Features
Trail Head Site	1.3 Ac	Public	Restrooms, benches, picnic tables, bike repair station, cooling station, pet station(s)
Trail Head Park	0.6 Ac	Public	Benches, pathway(s)
Amenity 1	1.2 Ac	Private	Dog park or tot lot; flex lawn, benches, picnic table(s)
Amenity 2	4.0 Ac	Private	Pool & Cabana, Pickball Court(s), tot lot, flex lawn, pet station(s), pathways, gathering area
Neighborhood Park 1	2.2 Ac	Public	Benches, picnic table(s), exercise station(s), flex lawn, pet station, gathering area
Neighborhood Park 2	8.2 Ac	Public	Benches, picnic table(s), flex lawn, pathways, exercise station(s), gathering area, pet station(s)
Mini Park	0.4 Ac	Private	Benches, picnic table(s), flex lawn, pet station, gathering area
Neighborhood Park 3	3.9 Ac	Public	Benches, picnic table(s), flex lawn, pathways, gathering area, pet station(s)
Amenity 3	1.2 Ac	Private	Dog park or tot lot; flex lawn, benches, picnic table(s)
<b>Total</b>	<b>23.0 Ac</b>		

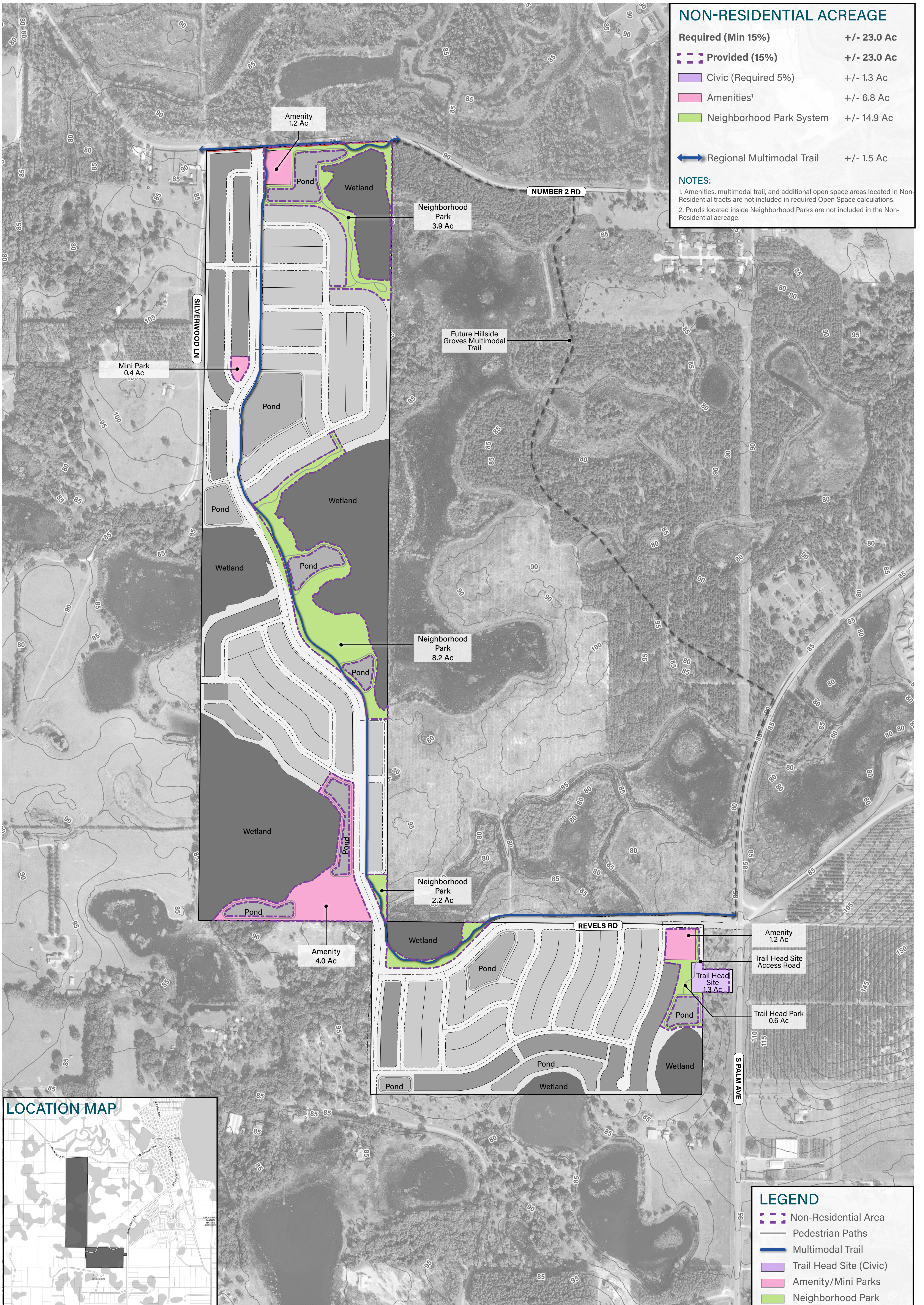
Note: Features may be change with the approval of the Town Council during the Subdivision Plan process without necessitating a change to these plans.



**LEGEND**

- Pedestrian Paths
- Multimodal Trail
- Trail Head Site (Civic)
- Amenity/Mini Parks
- Neighborhood Park
- Stormwater
- Wetlands
- Mis. Open Space



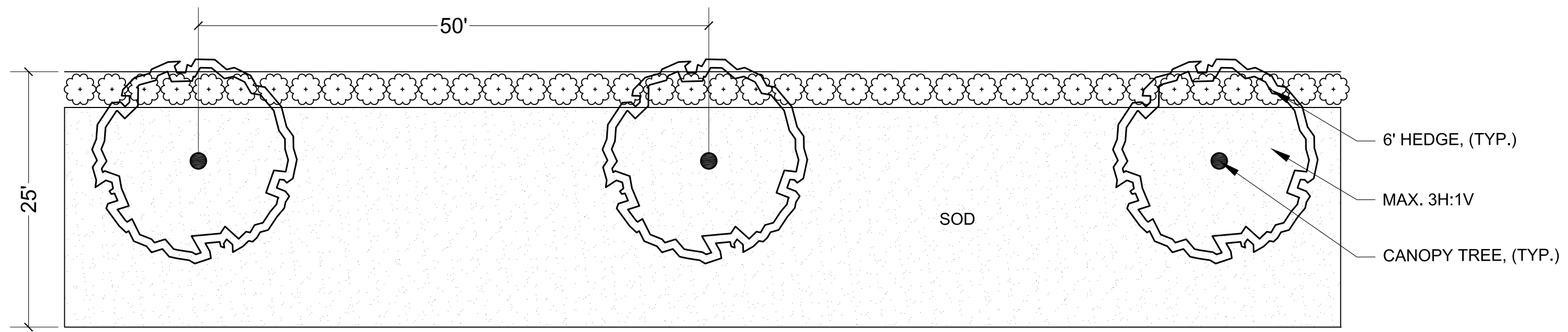


## RESIDENTIAL BUFFERS

### 25' LANDSCAPE BUFFER, TYPICAL

A landscaped berm with a total depth of at least 25 feet and no steeper than 3H:1V. The berm shall be at least three feet (3') in height and the berm together with the landscaping, shall comprise a continuous screen of at least 5 and one half feet (5.5') at time of planting and six feet (6') within one year of planting. Canopy trees shall also be planted every 50 feet along the berm.

For single family subdivisions, these buffers shall be on common property and dedicated to the homeowners' association for ownership and maintenance responsibilities.

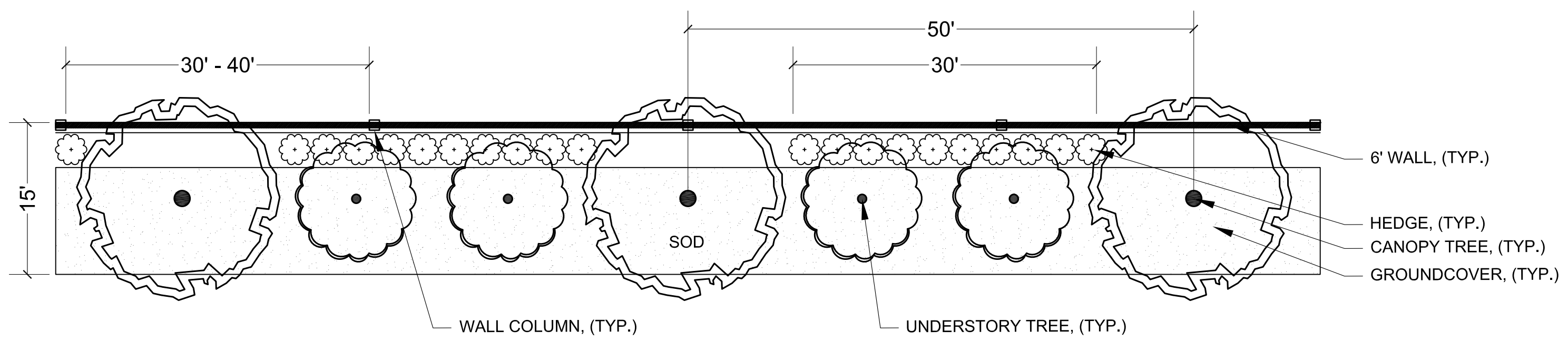


### 15' LANDSCAPE BUFFER, TYPICAL

A landscaped wall buffer with a minimum depth of 15 feet. The wall shall maintain a height of six feet (6') from grade on highest side and all walls shall have a decorative exterior (no exposed block). Acceptable materials for wall faces are brick, stucco or stone or a combination of those materials. Wall columns shall have a maximum spacing of thirty feet (30') on walls up to two hundred feet (200') in length and forty feet (40') on walls more than two hundred feet (200') in length. Wall columns may extend up to two feet (2') above the height of the wall.

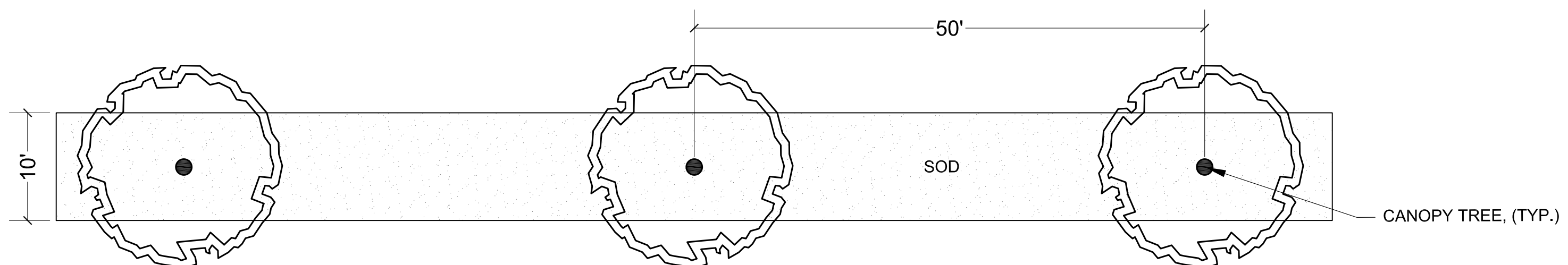
Within each fifty-foot (50') increment along the wall, two (2) canopy trees, two (2) understory trees, and 30 linear feet of shrubs shall be planted. The trees shall not be closer than five feet (5') to a walk or wall. The shrubs shall be at least 30" in height at time of planting.

For single family subdivisions, these buffers shall be on common property and dedicated to the homeowners' association for ownership and maintenance responsibilities.



### 10' LANDSCAPE BUFFER, TYPICAL

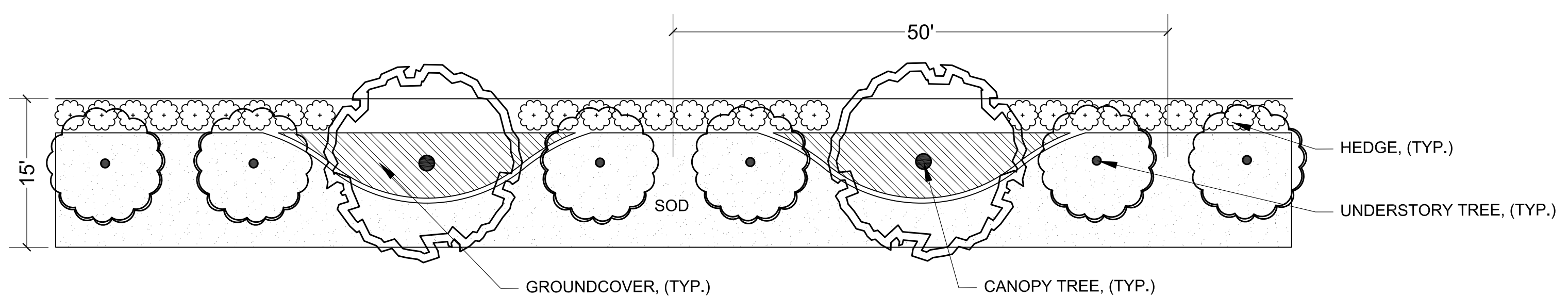
Ten-foot-wide (10') landscaped buffer with trees spaced no more than 50 feet on center.



## NON-RESIDENTIAL BUFFERS

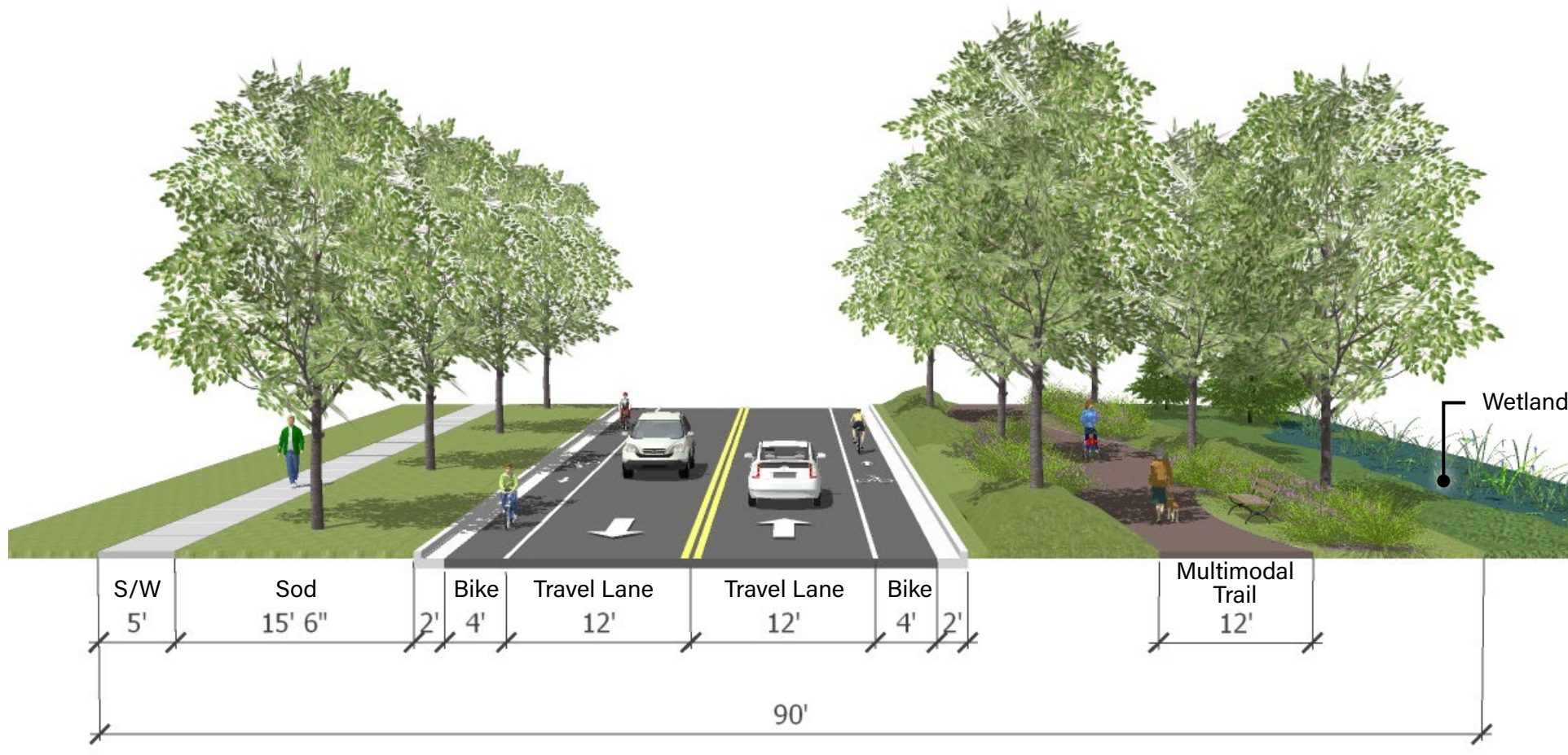
### 15' LANDSCAPE BUFFER, TYPICAL

The landscaped buffer shall contain at least one (1) canopy tree, two understory trees and 30 linear feet of shrubs and ground cover for each 50 linear feet of buffer. Canopy trees shall be located no less than five feet (5') and no more than eight feet (8') from sidewalks and other walkways in order to provide shade while minimizing conflicts between tree roots and sidewalks. Similarly, canopy trees shall be used to shade parking areas that adjoin buffers. Understory trees may be planted in groupings and palms may be planted in place of understory trees when clustered in groupings of three or more trees.



**SPINE ROAD**

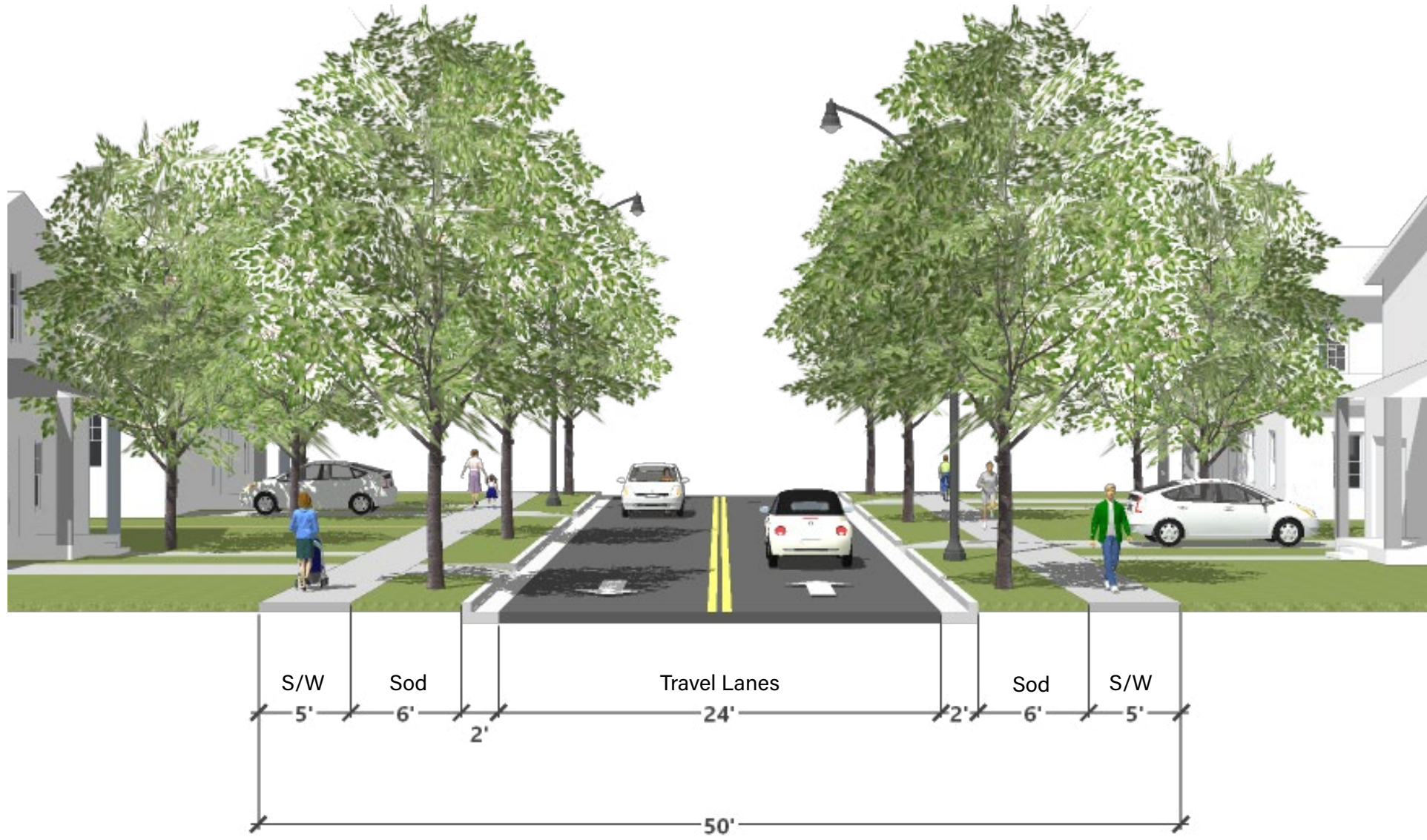
**90' ROW WITH BIKE LANE & 12' MULTIMODAL TRAIL**



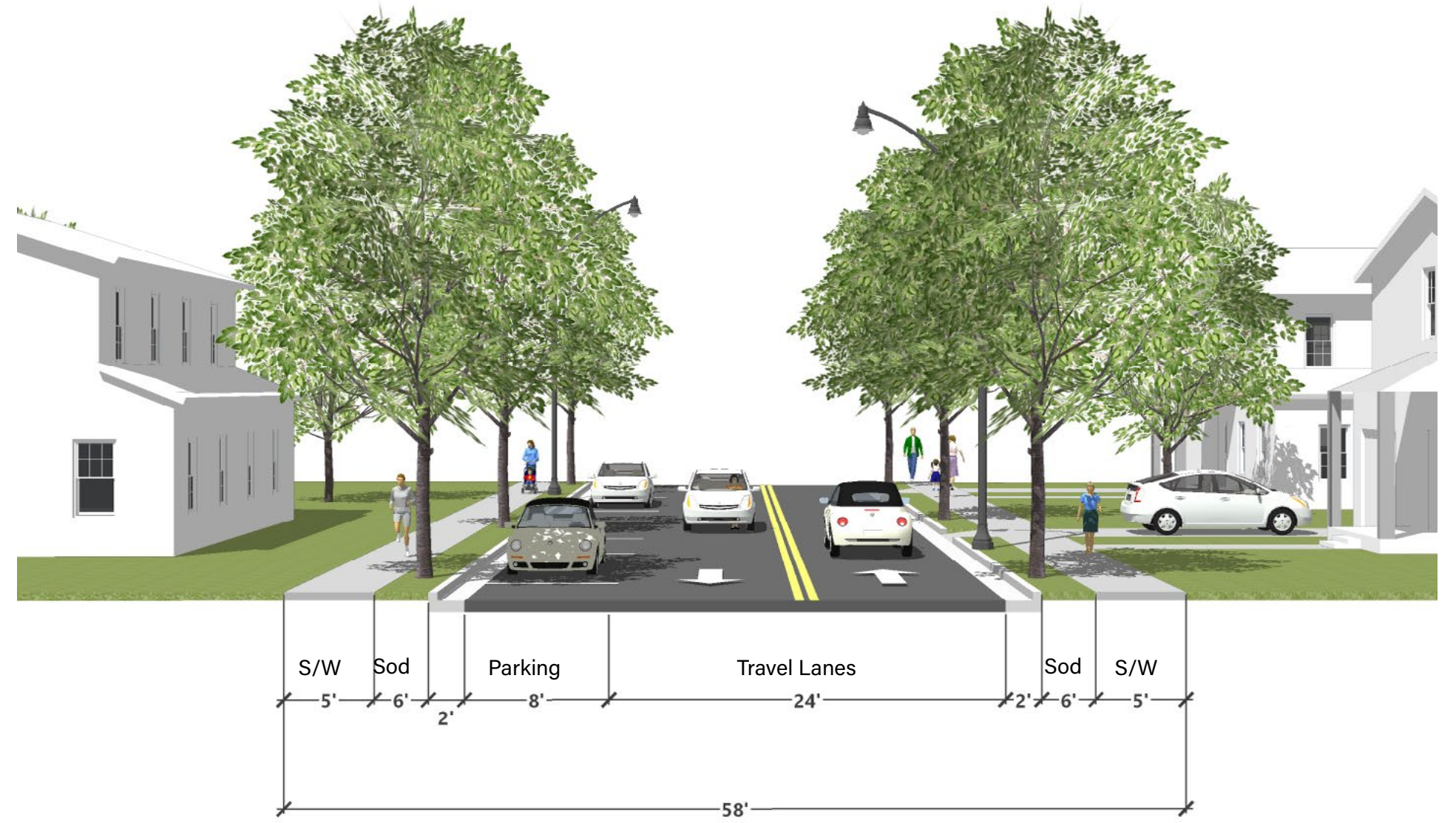
**NOTE:**

Multimodal Trail is intended to meander in and out of the proposed ROW. Final location may vary based on grading, utilities & final engineering.

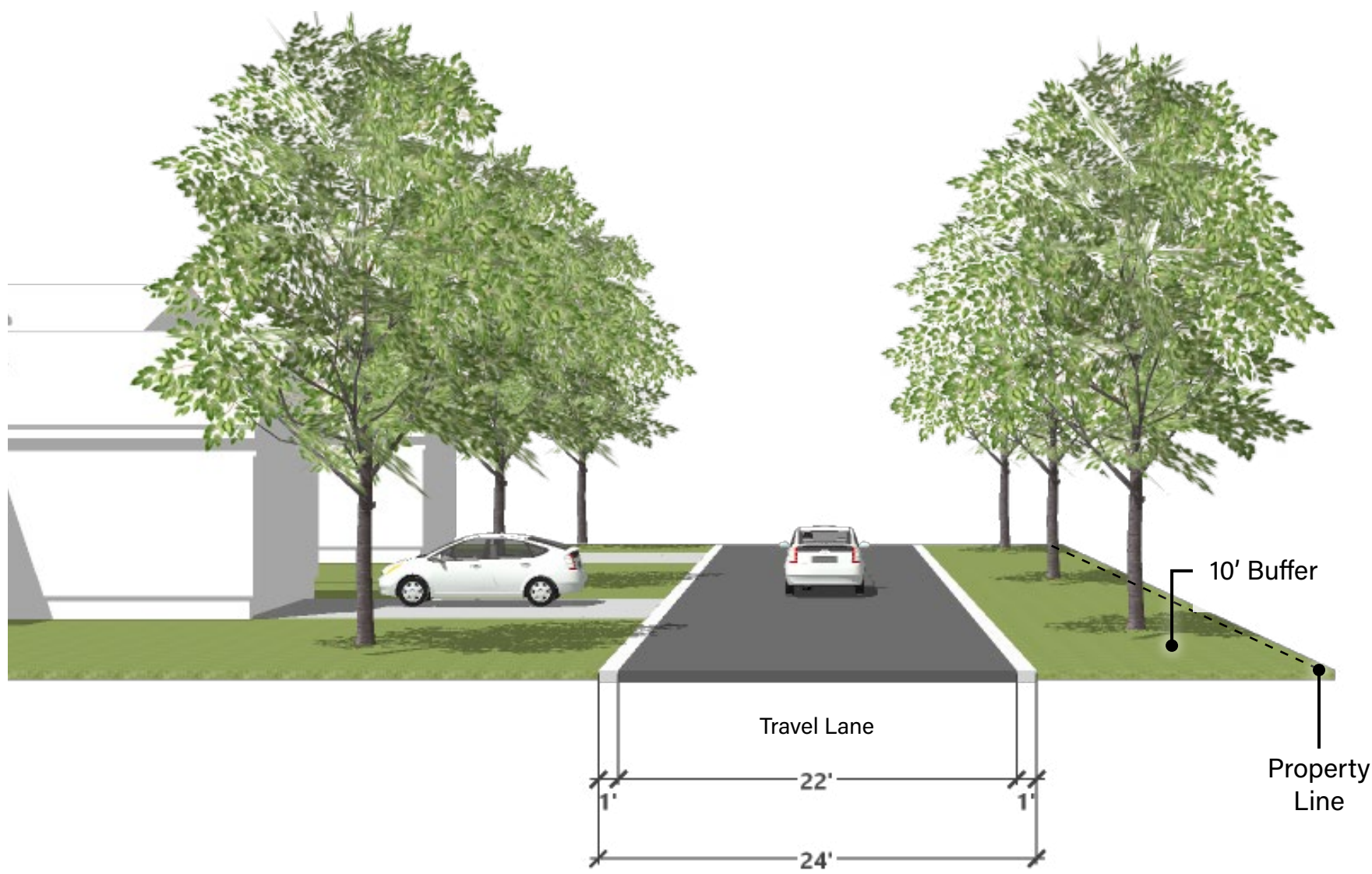
**NEIGHBORHOOD ROAD  
OPTION 1 - 50' ROW**



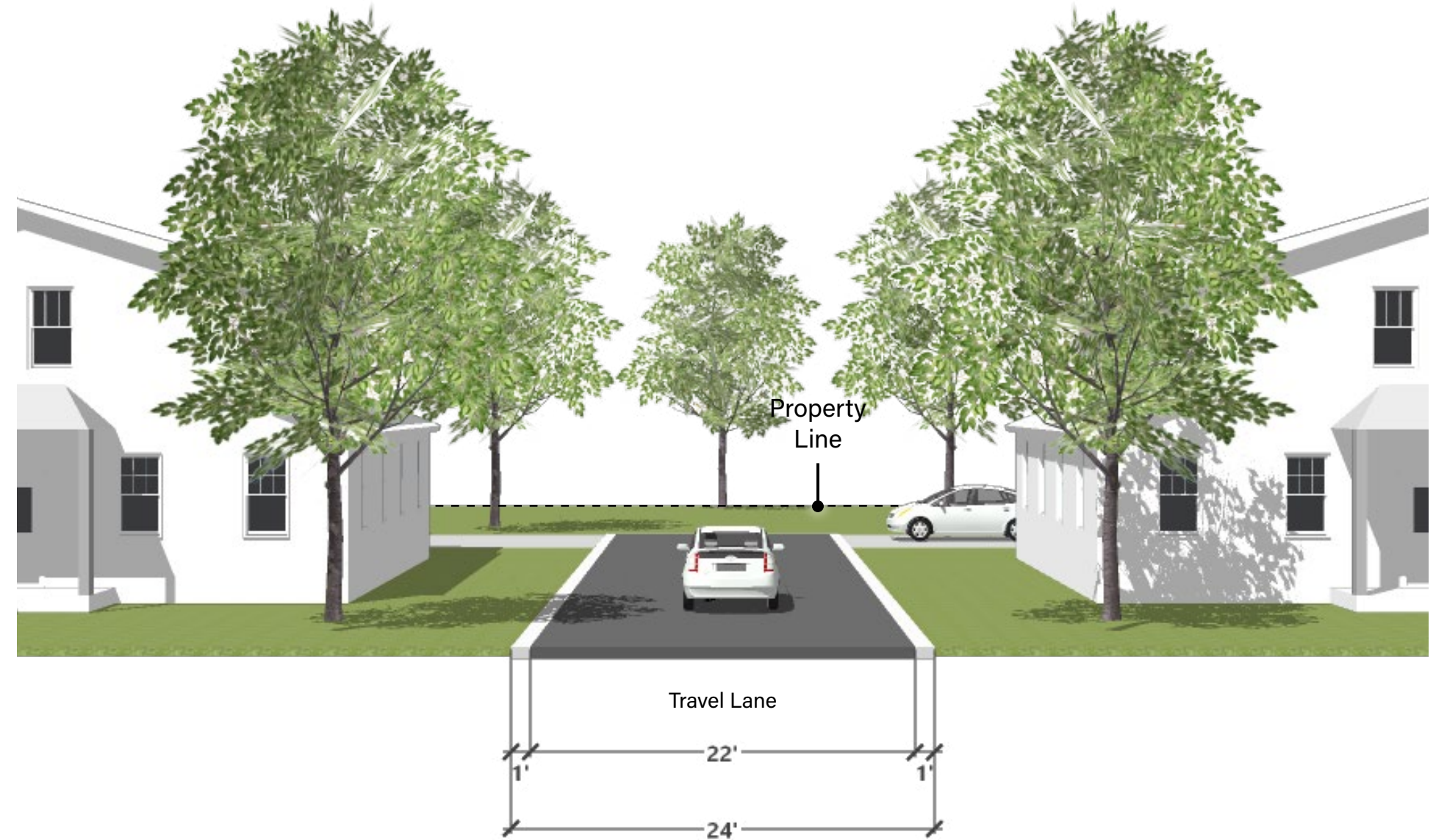
**OPTION 2 - 50' ROW WITH PARKING ON ONE SIDE**



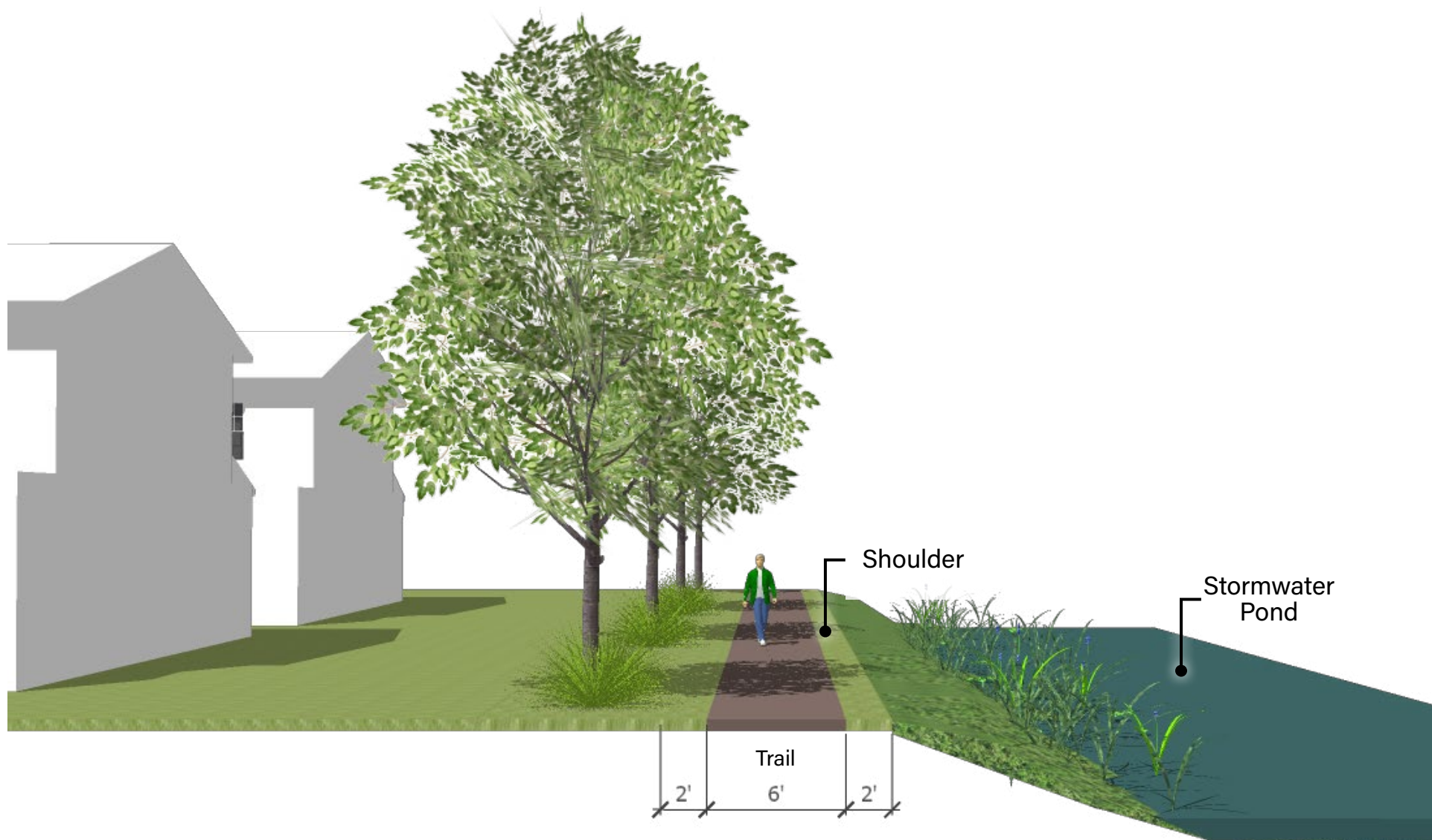
**ALLEY ROAD  
OPTION 1 - PARALLEL 24' ROW**



**OPTION 2 - PAIRED 24' ROW**



**PEDESTRIAN PATH  
6' TRAIL**



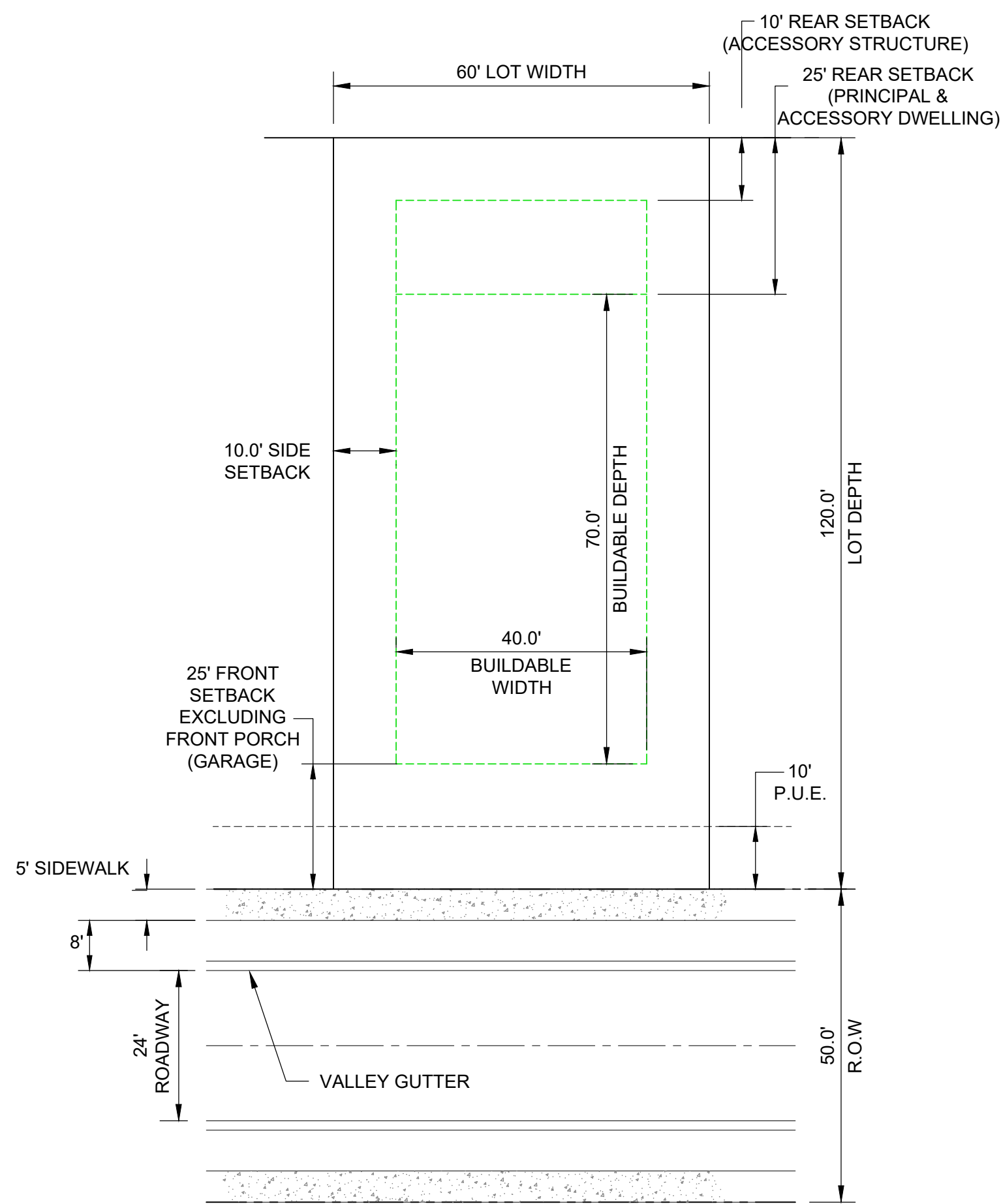
Copyright RVI



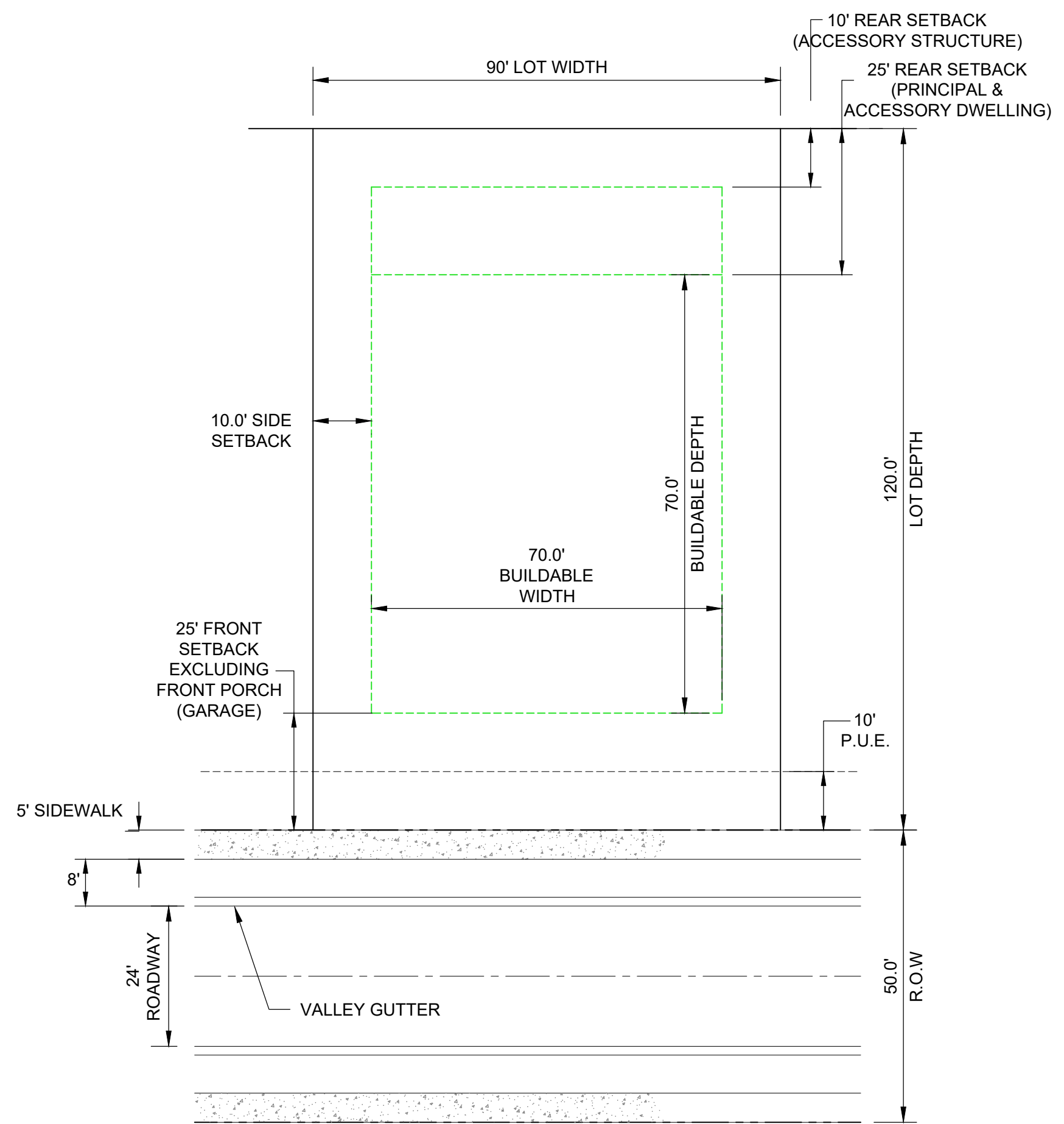
**MISSION RISE • STREET CROSS SECTIONS**

Town of Howey Hills, FL  
 April 4, 2024  
 # 22003786  
 Turnstone Group / ASF TAP FL I LLC.

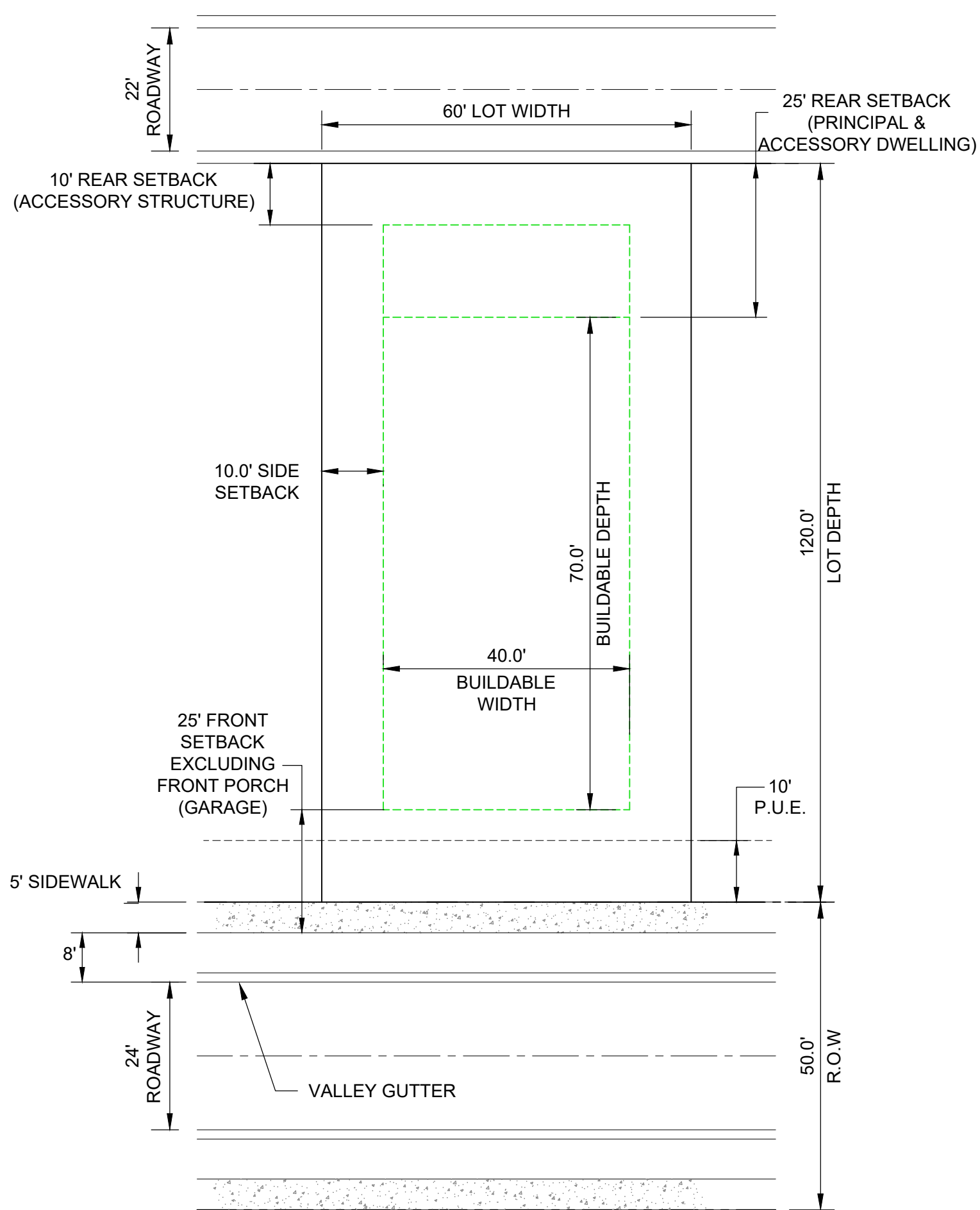
### 60' LOT FRONT LOAD GARAGE



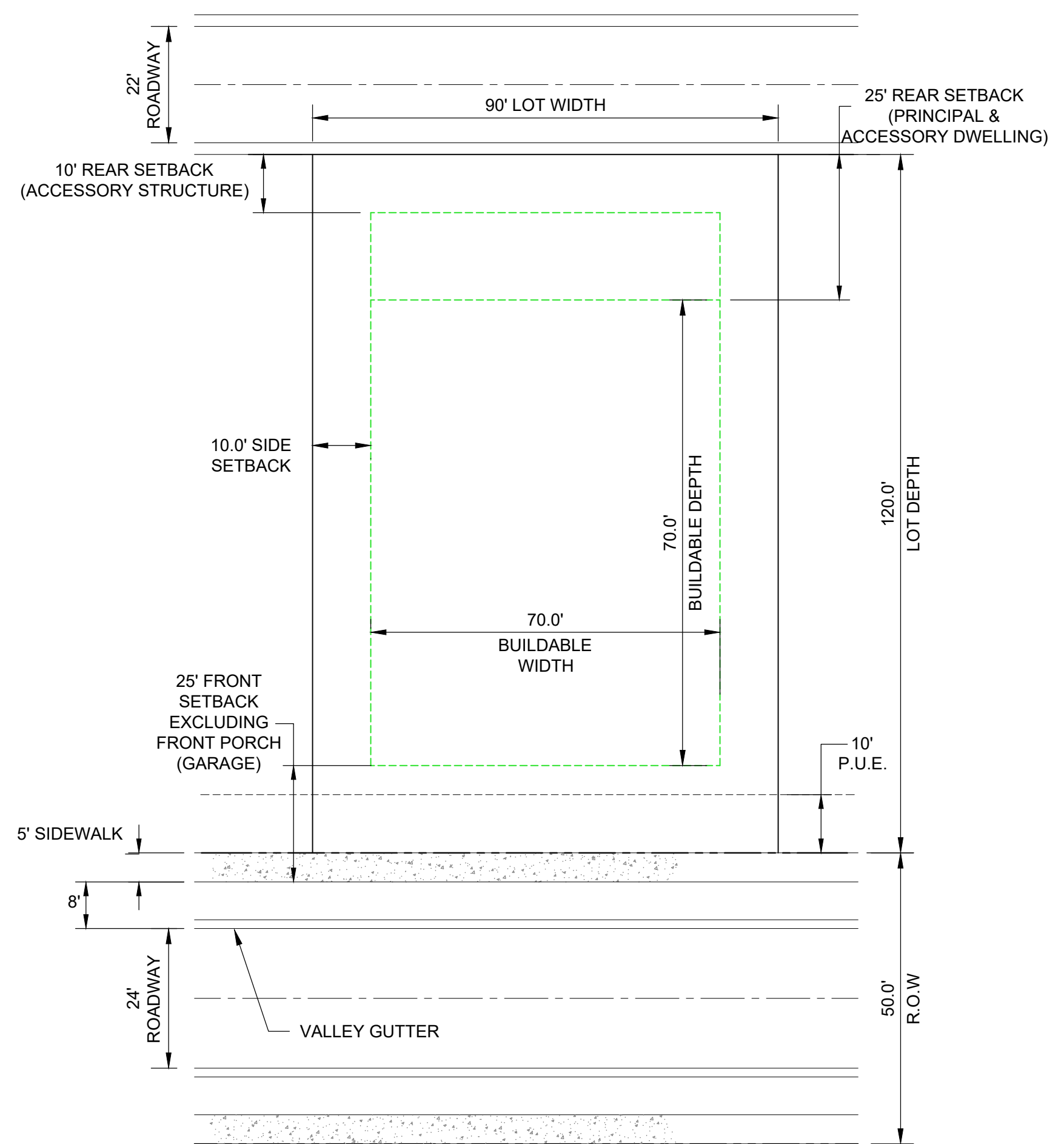
### 90' LOT FRONT LOAD GARAGE



### 60' LOT REAR LOAD GARAGE



### 90' LOT REAR LOAD GARAGE





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

## MEMORANDUM

**TO:** Howey-in-the-Hills Town Council  
**CC:** J. Brock, Town Clerk  
**FROM:** Thomas Harowski, AICP, Planning Consultant  
**SUBJECT:** Mission Rise February 2024 Resubmittal  
**DATE:** March 6, 2024

Following the public hearing before the planning board and discussion of the project by Town Council at the first reading of the proposed development agreement on January 22, 2024, the Mission Rise applicants submitted a revised conceptual development plan and development agreement. This report addresses the changes proposed in the revised plan and development agreement as an update to the original staff report. The changes are summarized as follows:

- The revised plan increases the minimum lot widths for both types of proposed lots from 55 feet to 60 feet and from 75 feet to 80 feet minimum lot width. This change moves the project design in the direction of larger lots but still remains below the one-quarter acre minimum lot size that has been proposed in the pending LDC amendments.
- The total number of lots has been reduced from 499 to 438, a reduction of 61 lots. The reduction in the overall number of lots is about 12% for the project and brings the project density, based on net buildable land area, to 2.86 units per acre. This reduction achieves the Town's stated goal of maximizing single-family development below three units per acre.
- The project phasing is revised based on the reduced number of total units, but the distribution between the smaller and larger lots remains about the same.

Original Proposed Development Phasing			
Phase	55-foot lots	75-foot lots	Total
Phase 1	150	41	191
Phase 2	100	13	113
Phase 3	166	29	195
Total	416	83	499

New Proposed Development Phasing			
Phase	60-foot lots	80-foot lots	Total
Phase 1	122	40	162
Phase 2	85	8	93
Phase 3	155	28	183
Total	362	76	438

- Side yard setbacks have been increased to 10-feet which means that the actual space between adjacent units is 20 feet. This change again moves the proposed project in the direction the Town Council has expressed of having more space between adjacent units.
- The phasing plan follows the original submittal requiring building permits be issued in one phase before a subsequent phase can be initiated. As noted in the original staff report, the extension of the central collector from SR-19 to Number Two Road will be done by phase with the eventual connection to Number Two Road resulting in the upgrade of Number Two Road to Lake County standards for the length of the project frontage.
- The applicants are proposing widened travel lanes for the proposed alleys.
- The project retains the tiered termination provisions as set forth in the original proposal.
- The reduction in total units will result in a reduction in total traffic volume. The reduction of 61 units will yield a total trip reduction of 585 daily trips. An update of the traffic study would be required to determine if the reduction in total trips would result in a reduction of any specific traffic impacts. The change would not result in an increase in traffic impacts.

**Planning Board Recommendation**

The planning board recommended a conditional approval of the project. The following comments address how the revisions to the plan address the conditions recommended by the board.

The Planning Board found that the project as presented did not adequately support Future Land Use Policy 1.1.2, but could support the policy with specific changes. The Planning Board recommended a conditional approval of the project including the following conditions:

1. Eighty percent of the single-family lots meet a minimum lot size of 10,840 square feet.

*The revisions, while including larger lots, do not meet this condition.*

2. Up to 20% of the residential lots may have lot widths of 75 feet as proposed by the applicant.

The revised plan does meet this condition as the plan has 15.5% of the lots with lot widths at or in excess of 75 feet.

3. Access connection to Number 2 Road cannot be opened until after Phase 1 and Phase 2 have been completed, but should be opened when 50% of the units in Phase 3 have received a certificate of occupancy.

The proposed plan does include extension of the central collector to Number Two Road by phases, with the actual connection not occurring until Phase 3. The phasing program requires building permits to be issued for the current phase before a subsequent phase can be initiated, but the proposal does not require all units in a phase to be completed before advancing to the next phase.

4. The open space area between Phase 2 and Phase 3 shall be redesigned to eliminate stormwater retention ponds from this area.

The stormwater plan has been redesigned to substantially reduce the storage pond area between phases two and three, and the shape of the pond has been changed as well. The result of these revisions has been to keep a wider connection between the two wetland areas to support wildlife and other natural processes. This is a substantial compliance with the noted condition.

## Summary

The applicant has made revisions to the proposed plan and development agreement that move the proposed project in the direction supporting many of the issues of concern to the Council. The question is whether the proposed changes are sufficient to find the project in compliance with Future Land Use Policy 1.1.2. As it relates to Policy 1.1.2 for Village Mixed Use Development, the policy reads as follows:

**POLICY 1.1.2:** *Land Use Categories.* The land use categories, as depicted on the Town's 2035 Future Land Use Map (FLUM) shall permit the following uses and activities.

**Village Mixed Use** – Primarily intended to create sustainability and maintain the unique charm of the Town, including the provisions of reducing the dependability on the automobile, protecting more open land, and providing quality of life by allowing people to live, work, socialize, and recreate in close proximity. Elementary, middle, and high schools are also permitted in this category

The Town Council options remain as noted below. The other information presented in the initial staff report remains current.

- Whether to approve the project based on the conditions proposed by the Planning Board;
- Approve the project with other conditions either in place of or supplementary to the Planning Board recommendation;
- Approve the project as submitted; or
- Deny project.

An action to deny the project needs to be accompanied by a statement as to why the project fails to meet the conditions for approval either through the comprehensive plan goals, objectives, and policies or through the failure to comply with other elements of the land development regulations.





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## MEMORANDUM

**TO:** Howey-in-the-Hills Town Council  
**CC:** J. Brock, Town Clerk  
**FROM:** Thomas Harowski, AICP, Planning Consultant  
**SUBJECT:** Mission Rise Planned Development Proposal  
**DATE:** January 12, 2024

The Town has received an application for approval of a planned unit development agreement for the Mission Rise parcel which lies south of and west of The Reserve (Hilltop Groves) development. The request is a zoning action which requires the Town Council to consider a proposed development agreement that will govern development of the parcel. The applicant has submitted a conceptual development plan and draft development agreement along with a traffic study and required application forms. The project has been reviewed by the Development Review Committee (DRC) on several occasions. While not all of the comments offered by the DRC have been adopted, the project has reached the stage where it needs to move to the policy decision stage.

### Project Description

The project is requesting approval for 499 single-family homes with lots measuring 55 x 120 and 75 x 120. The larger lots are located at the perimeter of the project and the smaller lots are located toward the interior of the project site. The project will access from SR-19 via Revels Road on the eastern side and access from Number Two Road on the north side. There is also a minor connection to Orange Blossom Road on the south. The site design provides for connections to the Hilltop Groves portion of The Reserve on the east and to Silverwood Lane on the west.

The residential portion of the project proposes three phases as shown on the graphic submitted with the application. The units by phase are as follows:

Proposed Development Phasing			
Phase	55-foot lots	75-foot lots	Total
Phase 1	150	41	191
Phase 2	100	13	113
Phase 3	166	29	195
Total	416	83	499

The project contains about 60 acres of wetlands with half of the total being credited to the required project open space and the balance identified as additional open space. The proposed plan will impact 0.3 acres which is for a road and utility crossing. The site includes an active eagles nest location, and the plan identifies 330 foot and 660 foot protection zones. No development activity is permitted within the 330 foot protection zone, but some development is proposed within the 660 foot protection zone. The development outside the 330 foot protection zone but within the 660 foot protection zone consists of single-family homes and roads. Some development within the outer protection zone is allowed.

Community facilities and parks are provided. Phase 1 and Phase 3 each include an amenity center including a cabana and pool. The project includes a multi-use trail along the central collector road to join with the Town's overall trail system, including a trail head adjacent to the Phase 1 amenity center. Phase 2 and Phase 3 each include smaller active miniparks, and Phase 2 includes a larger and more passive neighborhood park area. The neighborhood park area includes walking trails that connect to the multi-use trail.

### **Village Mixed Use Policy Assessment**

The project is required to meet the village mixed use land use criteria as presented in Policy 1.1.1 of the future land use element. As a threshold requirement the project must comply with these criteria.

**Maximum density is four units per net acre:**

The net land area is identified as 153.1 acres which would allow a maximum of 612 units. The proposed project size is 499 units.

**Residential land use maximum is 85%**

Maximum allowable residential acreage is 130 acres and the proposed project will apply 129.3 acres to residential use.

**Non-Residential land use minimum is 15%**

Non-Residential land use will occupy 23.1 acres including the amenity centers, park areas, and multi-use trail area outside the right-of-way. The application includes a graphic identifying the non-residential land assignments.

**Five percent of the non-residential land is to be applied to public/civic uses**

Public and civic land use minimum is 1.16 acres. The two amenity centers will occupy 2.6 acres as civic land uses.

**Public recreational uses must be at least 10% of the usable open space**

Ten percent of the usable open space is 3.0 acres. Passive and active park areas are reported as 16.9 acres.

Total open space is 25% of the gross project area.

Total open space required is 60.8 acres which may include up to 50% of wetlands on the site. Total wetlands are reported as 60.1 acres, and when applied to the open space calculation the total site open space comes to 90.2 acres. Note that 0.3 acres of wetland will be impact by road construction.

### **Comprehensive Plan Assessment**

The proposed project has been reviewed in comparison to the applicable comprehensive plan policies. The applicant has submitted a project narrative that offers their view on compliance with the goals, objectives and policies laid out in the comprehensive plan. The primary policy relating to Village Mixed Use development is Policy 1.1.1 of the Future Land Use Element. This policy lays out the minimum standards that a village mixed use project must meet including the percentage of land allocated to various uses, including open space, and associated activities such as civic activities and recreation. As noted in the preceding section, the application meets these basic requirements. Additionally, the applicant cites compliance with Policy 1.11.2 encouraging cluster development.

The applicant also cites compliance with Policy 1.3.1 regarding wetlands protection. The plan as proposed does include wetland areas in the designated open space areas. There is a minor wetland impact in the central area of the project where there is some disturbance, about 0.3 acres for a road and utility crossing. This type of limited wetland impact has been approved in other developments. The open space preservation areas also include the flood prone areas in Zone AE. The project will be required to provide the 25-foot wetland buffer and 50 foot setback from wetlands to upland structures as part of the Preliminary Subdivision Plan should the zoning package be approved. This action is required by Conservation Element Policy 1.2.3 as well as Future Land Use Policy 1.3.1.

Policy 1.2.6 encourages the allocation of more dense residential development along the major road corridors and in areas that support the Central Avenue commercial area. The proposed central collector is part of the recommended traffic network and could support some increased density. Serving as a parallel facility to SR-19 it can help direct traffic to the Central Avenue commercial area as that portion of the Town develops. Compliance with the policy might benefit from a reduced density and/or larger lot sizes at the western and southern perimeter of the project.

For evaluation of the proposed project design, Policy 1.1.2 as it relates to Village Mixed Use areas may be the key determinant. The effective portions of the policy read as follows:

**POLICY 1.1.2:**     *Land Use Categories.* The land use categories, as depicted on the Town's 2035 *Future Land Use Map (FLUM)* shall permit the following uses and activities.

**Village Mixed Use** – Primarily intended to create sustainability and maintain the unique charm of the Town, including the provisions of reducing the dependability on the automobile, protecting more open land, and providing quality of life by allowing people to live, work, socialize, and recreate in close proximity. Elementary, middle, and high schools are also permitted in this category.

The applicant has submitted a statement with the project narrative offering their position on how the plan complies with the policy. The Town is deep into a process of assessing how other village mixed use projects have performed relative to the policy. The recent summary of this village mixed use evaluation is captured in the draft amendments to the comprehensive plan that have emerged from the recent series of workshops and public discussions. The Town Attorney framed the findings from this process as follows:

**7. 2023 Analysis and Reevaluation of Residential Densities and Lot Sizes**

In 2023 the Town Council and the Town’s Planning and Zoning Board analyzed and reevaluated post-2010 residential development in the Town. Residential development under the Village Mixed Use designation resulted after 2010 in substantially increased housing densities and substantially smaller residential lots than were prevalent in the Town’s historical development.

The evaluation and analysis was accompanied by robust public participation. Public sentiment agreed overwhelmingly with Town Council: the increased densities and downsized lots after 2010 were inconsistent with the character, appearance, and ambiance of the Town’s historical neighborhoods. Contrary to FLUE Policy 1.1.2, development in Village Mixed Use had failed to “maintain the unique charm of the Town.”

Consequently, the Town Council determined that amendments to this Future Land Use Element to redirect future residential densities and lot sizes were warranted and desirable.

As the Town Council is well aware, the discussion about consistency of character, appearance and ambiance has focused on lot sizes. Newer developments have represented current housing markets as demanding smaller and narrower lots than is typical for the older neighborhoods in Howey. The Reserve located adjacent to the subject property on the east includes the Hilltop Groves residential development that includes single-family lots with 50-foot widths and groupings of townhouse units. This project was approved in the 2006 time frame and amended in 2018 including a redesign that stressed a higher percentage of owner-occupied units. The first phase final plat has recently been approved by the Town, and the Town will be able to assess the design impacts and contributions once construction begins.

The Venezia and Talichet developments are the most recent large scale developments including lot sizes ranging from 60-foot wide lots to 75-foot and 85-foot wide lots. Reaction to these developments has been mixed with the primary concern being the visual massing of large houses on smaller lots and lesser setbacks than the

Town's traditional neighborhoods. These projects have also been called out as lacking some public recreation elements. The proposed Mission Rise project includes a fairly robust recreation and civic facility support. The Watermark development has been approved with somewhat larger lots as a minimum of 50% of the 225 lots required to be 80-foot wide and the balance are allowed at 70-feet.

During the Development Review Committee phase of the Mission Rise project review, the applicants were clearly advised of the ongoing community debate regarding lot sizes and dimensions so these factors could be considered in their development proposal. The town Council now has the task of assessing the current application in comparison to Policy 1.1.2 as addressed by the applicant and as considered within the context of the ongoing policy review.

### **Conceptual Development Plan Review**

The conceptual development plan includes a series of graphics and a written development agreement. The conceptual plan has done a good job of identifying wetland and flood prone areas and including them in the open space areas of the project. The residential development areas clearly break out into three sub-areas that form the three project phases, and each phase is supported by recreation and/or civic facilities and an integrated bicycle and pedestrian network. The bicycle network will tie into the bicycle facilities in the adjacent Hilltop Groves development to provide a loop system connecting cyclists from both projects and offering a high quality cycling opportunity for Howey citizens generally.

The project design includes connected open space areas between Phase 1 and Phase 2 and again between Phase 2 and Phase 3. The staff has requested the applicant eliminate the stormwater retention area in the open space area between Phase 2 and Phase 3 in order to preserve more trees in this upland area and to maximize the open space connectivity. The staff believes that the stormwater retention is a residential support activity and should be located in the residential portions of the project. The applicants have been responsive to a number of other design suggestions, but have chosen to keep the stormwater retention area in the open space corridor.

The conceptual development plan package includes layouts for both the proposed 55-foot and 75-foot wide lots showing a minimum of 20 feet from the front property line to the garage and rear setbacks for the principal structure of 25-feet. The Town has been asking for these setbacks to provide for adequate off-street parking and to allow for accessory structures like swimming pools while meeting the setbacks for accessory structures.

### **Concurrency Considerations**

Concurrency issues relate to the provision of necessary public services to support new developments. There are two concurrency issues related to the Mission Rise project, sanitary sewer service and traffic.

**Sanitary Sewer:** The project does not currently have an agreement with the Central Lake Community Development District, which is the current provider for the Town. The CLCDD reports that they do not have currently available capacity. The applicants will need to reach an agreement with the CLCDD on service or arrange for service from an alternate provider. The Town is currently reviewing options for alternative treatment sources to provide options to the CLCDD.

The applicant has addressed the sewage treatment issue in the development agreement by linking the project approval to the acquisition of treatment service. Section 10 of the development agreement provides a two year window from the date of approval of the agreement for the applicants to obtain a commitment for sewage treatment. If the commitment is obtained, the project may move forward to submit plans for construction. If a commitment is not obtained within the prescribed time period, the Town Council may vacate the agreement.

**Traffic Considerations:** The applicants prepared a traffic analysis which projected traffic based on current conditions, anticipated traffic from the proposed development, and anticipated traffic from other projects which have been approved, but not yet constructed. Planned traffic improvements were considered, and given the concerns related to Number 2 Road, the capacity for Number 2 Road was reduced by 25%. The study reported two roadway links and three intersections that will have capacity concerns. The affected links are on SR -19. The first is from Lane Park Road to Central Avenue, and the second is from CR 455 to CR 478. Both of these segments will have capacity issues without the Mission Rise project, and both may be affected by re-classification of the roadway capacities to more accurately reflect current conditions.

The affected intersections are also on SR 19 and include the intersections at CR 48, Central Avenue and Revels Road. Typically the project is required to contribute a "fair share" amount to the improvements at each intersection. The applicant has proposed an alternative of paying for the full upgrade of the SR 19 and Revels road intersection. The upgrade may be a traffic signal if warranted or a roundabout. After discussion with the town's traffic engineer, this alternative is preferred as it will result in an actual physical improvement addressing one of the potential impact sites. The standard approach would likely result in a fair share payment sitting idle until sufficient funding is found to complete an improvement.

On Number 2 Road the project will provide additional right-of-way to help bring the right-of-way up to standard. The project will also provide turn lanes and bring the current lane width up to standard for the length of the project frontage. Combined with the approved upgrades from Hilltop Groves, the combined project will bring the road close to standard from the western terminus of the project to approximately Mare Avenue. Based on the timing for the proposed development as stated in the termination provisions, it may be up to four years before units in Phase 1 appear and another three years before Phase 2 units begin construction. The proposal for the collector road is to build the road with each residential phase, the actual connection to Number 2 Road could be five to ten years in the future.

The project design includes a connection to the Hilltop Groves project in Phase 2 of Mission Rise. The model predicts this connection will draw up to 10% of the project traffic primarily as a link to the commercial area in The Reserve development. This link also offers an indirect connection to SR-19. Lake County is discouraging use of the southerly connection to Orange Blossom Road due to the poor condition of that roadway.

### **Summary of Findings**

The list of findings presented below is offered to summarize for the Town Council the most salient points from the discussion to this point.

- The applicants have presented a conceptual plan that meets the minimum Village Mixed Use requirements as presented in Future Land Use Policy 1.1.1.
- The development agreement includes setbacks that address the issues related to onsite parking and adequate area to accommodate accessory structures.
- The conceptual plan includes recreation and civic components that have been issues for other VMU projects.
- The development agreement includes minimum and maximum dwelling unit sizes in an effort to address the building mass concerns from other VMU projects.
- The conceptual development provides some larger lots at the project periphery, but the project is dominated by 50 x 120 lots.
- Compliance with Future Land Use Policy 1.1.2 relating to community character is an open discussion item.
- The project development agreement provides a tiered termination clause so that the project has specific sunset action points.
- The project needs to obtain sanitary sewer service sufficient to serve the project.
- The project traffic will impact three intersections on SR 19, and the applicant has proposed full improvement of the SR-19 and Revels Road intersection as a “fair share” contribution.
- While the traffic study shows that Number 2 Road and most segments on SR-19 will operate within the designated level of service, there will be additional traffic added to each facility.
- The project will provide limited improvements to Number 2 Road.
- Based on the timing for phased development the actual connection of the central collector road to Number 2 Road is expected to occur between five and ten years from the project start.

### **Planning Board Analysis and Recommendation**

The Town's planning board considered the application at their December 21, 2023 regular meeting. The Board review the planning staff report and heard an extensive presentation from the applicant. Public testimony was also considered. The Planning Board found that the project as presented did not adequately support Future Land Use Policy 1.1.2, but could support the policy with specific changes. The Planning Board recommended a conditional approval of the project including the following conditions:

1. Eighty percent of the single-family lots meet a minimum lot size of 10,840 square feet.
2. Up to 20% of the residential lots may have lot widths of 75 feet as proposed by the applicant.
3. Access connection to Number 2 Road cannot be opened until after Phase 1 and Phase 2 have been completed, but should be opened when 50% of the units in Phase 3 have received a certificate of occupancy.
4. The open space area between Phase 2 and Phase 3 shall be redesigned to eliminate stormwater retention ponds from this area.

### **Action Options**

The Town Council has received the recommendation from the Planning Board and has the opportunity to consider:

- Whether to approve the project based on the conditions proposed by the Planning Board;
- Approve the project with other conditions either in place of or supplementary to the Planning Board recommendation;
- Approve the project as submitted; or
- Deny project.

An action to deny the project needs to be accompanied by a statement as to why the project fails to meet the conditions for approval either through the comprehensive plan goals, objectives, and policies or through the failure to comply with other elements of the land development regulations.

If the Town Council takes an action including conditions recommended by the Planning Board or other conditions that will result in changes to the lot patterns proposed in the development, the project will need to undergo a revision to the conceptual development plan that conforms to these conditions. If the applicant elects to redesign the project in line with the Planning Board recommendations or meeting other conditions that the Town Council may apply, some work will need to be done to clarify the conditions to be certain about how and when they would be satisfied.



This instrument prepared by and should be returned to:  
 Thomas J. Wilkes  
 GrayRobinson  
 301 East Pine Street, Suite 1400  
 Orlando, Florida 32801

## MISSION RISE PUD DEVELOPMENT AGREEMENT

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This **MISSION RISE PUD DEVELOPMENT AGREEMENT** (“Agreement”) is made as of the \_\_\_\_\_ day of \_\_\_\_\_, 2024 (“Effective Date”), between the **Town of Howey-in-the-Hills**, Florida, a Florida municipal corporation (the “Town”), and **ASF TAP FL I, LLC**, a Delaware limited liability company (the “Owner”).

### RECITALS

A. The Owner owns approximately 243 acres of property more particularly described in Attachment A to this Agreement (“the Property”).

B. The Property is within the corporate limits of the Town. The Town has assigned the Property a future-land-use designation of Village Mixed Use. To be developed the Property must be zoned PUD - Planned Unit Development.

C. The Property was zoned PUD in or about 2010, but the PUD zoning and its related development agreement expired.

D. The Owner intends to develop and use the Property as a mixed-use planned development consisting of single-family residential, civic and public uses more specifically set forth herein (“the Project”), to be known as the “Mission Rise PUD.”

E. In connection with the Owner’s request for Village Mixed Use PUD zoning, the Town and the Owner now enter into this Agreement to set forth the terms and conditions of approval negotiated between them for the development and use of the Property as the Mission Rise PUD.

**NOW, THEREFORE, the Town and the Owner agree as follows:**

**Section 1. Land development and uses.** Development and use of the Property is subject to the following conditions, requirements, restrictions, and terms:

(a) **General.** Development of the Project and use of the Property shall be governed by this Agreement, the Town’s Comprehensive Plan, the Town’s Land Development Code (“LDC”) and Code of Ordinances (“Town Code”), and all other applicable state laws and regulations and Town ordinances and rules.

Unless otherwise noted, the definition of terms in this Agreement shall be the same as the definitions set forth in the LDC. Where in conflict, the terms of this Agreement shall supersede and prevail over the LDC and Town Code, but only to the extent of the conflict.

The Conceptual Land Use Plan, or Conceptual Plan, is contained in Attachment B to this Agreement and consists of seven pages of the following graphics:

- i. Conceptual Plan;
- ii. Phasing Plan;
- iii. Parks, Trails & Open Space Plan;
- iv. Non-Residential Areas;
- v. Buffer Typical;
- vi. Street Cross Sections; and
- vii. Lot Fit.

In the Conceptual Land Use Plan for the Project the term “conceptual” means the location of land uses on the site, including areas for residential development, open space, stormwater management, parks, and roads in relation to the site area and other uses on the site. Subsequent plan development may refine the details based on detailed engineering design. “Conceptual” does not mean or contemplate the modification of proposed housing types or the relocation of land uses and roads other than minor adjustments dictated by engineering needs and best practices.

(b) **Phasing.** The Project will be developed in three phases, as shown on the Conceptual Land Use Plan or “Conceptual Plan” in Attachment B to this Agreement. Each phase must be designed and built to operate independently with all necessary public services and utilities infrastructure, including roads, multimodal trails, and master stormwater systems, consistent with Conceptual Land Use Plan. Building permits for residential units in Phase 2 will not be issued until permits for residential units have been issued for Phase 1. Building permits for residential units in Phase 3 will not be issued until permits for residential units have been issued for Phase 2. Revisions to the phasing schedule shall be considered as minor amendments to this Agreement that may be approved by Town Council with no formal amendment to this Agreement required.

- (c) **Purpose.** The purpose of the Mission Rise PUD is to:
1. Create an attractive and high-quality single-family housing development compatible with the scale and character of existing residential development and land uses in the Town;
  2. Develop a residential area that is safe, comfortable and attractive for and to pedestrians;

3. Create a community with direct visual and physical access to open land, with a strong community identity, and with amenities in the form of community open space;
4. Provide a network of open space for future homeowners; and
5. Provide a variety of lot sizes and housing choices for diverse age and income groups and residential preferences.

(d) **Land uses.** The Conceptual Land Use Plan for the Project in Attachment B is an integral part of the approval of the Project. Elements in the Concept Plan include single-family detached homes, civic uses, multimodal trails and approximately 90 acres of open space and preserved wetlands. No manufactured or modular homes are allowed. Uses that would be prohibited under the LDC for SFR, MDR-1, or MDR-2 zoning are likewise prohibited in residential areas of the Project.

(e) **Development standards.**

**Lot Size**

A range of lot sizes shall be provided in order to create variety and offer opportunity for different income households. Minimum lot size will be 60' x 120'. The Project may consist of up to 438 total single-family residential detached lots of 60' x 120' and 80' x 120'.

**Setbacks**

The setbacks for single family residential lots shall be as follows:

Front:	20 feet / 15 feet (w/ recessed garage)
Rear:	25 feet
Side:	10 feet
Corner:	12.5 feet
Pool / Accessory	10 feet

**Dwelling Size**

The minimum dwelling size for all single-family residences shall be 1,400 square feet of heated/air-conditioned space under roof plus a two-car garage with a minimum of 400 square feet. Maximum dwelling size shall be 4,600 square feet of heated/air-conditioned space under roof.

**Lot Width**

The minimum lot width at building line shall be 60 feet for 60-foot wide lots and 80 feet for 80-foot wide lots, with a minimum street frontage for all lots of 30 feet.

**Lot Coverage**

Lots may have a maximum lot coverage of 60%, to include principal dwelling, all paved areas, and swimming pools.

**Height of Structures**

No residential structure may exceed 35 feet in height.

### **Building Design**

If and to the extent not inconsistent with Florida law, building design shall be in accordance with the Architectural Requirements of the Town’s LDC and will comply specifically with the design requirements of LDC Sections 4.06.02 and 4.06.03.

The following principles seek to promote a high-quality development that will create a sense of place and community through the development of the site.

- If and to the extent not inconsistent with Florida law, housing styles, shapes and materials shall meet the Towns Land Development Regulations.
- The different housing types shall be integrated architecturally in order to give the development a harmonious appearance.
- The creation of visual richness shall be considered when choosing materials and details. Local characteristics are encouraged.
- Side entrances for garages are encouraged.
- A variety of roof heights, pitches and materials are encouraged.
- Landscaping shall be incorporated into the overall design as a means of linking the development areas with the open spaces.
- Each exterior wall for a single-family home must be a minimum of two materials and a minimum of two colors. Primary facades must have one base color and a complementary wall material may be used to meet the second color requirement.
- Block face restrictions may be reduced to 300 linear feet. The same house model may not be used more than three times within a single block face. For purposes of this requirement, a different house model is a different floor plan, not the same floor plan flipped in a different direction and not the same floor plan with a different exterior treatment.

(f) **Wetlands.** Impacts to wetlands, if any, and wetland buffering shall be subject to the Town’s Land Development Regulations, as well as St. Johns River Water Management District regulations.

(g) **Potable water, wastewater, and reclaimed water.** For potable water and wastewater service, well and septic systems are not allowed. The Project must be connected to and served by the Town’s potable-water and wastewater systems prior to a certificate of occupancy being issued for a structure in the Project (except temporary construction uses).

Except as may be set forth otherwise in this Agreement, the Owner must install all on-site potable-water, wastewater, and reclaimed-water infrastructure and connect to central water and wastewater systems, and to the Town’s reclaimed-water system when available at the Property boundary, all at no cost to the Town. The Owner must pay potable-water, wastewater, and reclaimed-water capital and connection charges, impact fees, and other Town rates, fees, and charges, either applicable currently or in the future.

1. *Potable Water.* The Town will provide potable water, and may in the future provide reclaimed water, to the Project in accordance with its applicable ordinances,

resolutions, operating regulations, policies and procedures. The Town will provide potable water to the Property in sufficient quantities for development of the Project as contemplated herein, subject to the limitations and requirements of permits issued to the Town from time to time by the St. John’s River Water Management District in connection with water consumption.

The Owner shall construct, at no expense to the Town, all off-site potable-water-system facilities, lines, pumps, valves, control structures, and appurtenances (other than water-treatment plants) necessary to serve the Project. The construction and route of off-site lines and other structures shall be done according to engineering plans prepared by the Owner and approved by the Town Manager. Potable water shall not be used for irrigation.

2. *Wastewater.* The Town will provide wastewater-collection and transmission service to the Project, transmitting Project wastewater either to the Central Lake Community Development District (“CDD”) or to another wastewater utility service provider of the Town’s choosing with available capacity to treat and dispose the Project’s wastewater (“Wastewater Utility”). The Owner must obtain from the CDD or Wastewater Utility a contract right for the Project to receive treatment and disposal of its wastewater at such provider’s treatment and disposal facilities.

The Owner shall construct, at no expense to the Town, all off-site wastewater-system transmission and disposal facilities, lines, lift stations, pumps, valves, control structures, and appurtenances (other than wastewater-treatment plants) necessary to serve the Project. The construction and route of off-site lines, lift stations, pumps, and other structures shall be done according to engineering plans prepared by the Owner and approved by the Town Manager.

3. *Town Option to Oversize Water and Wastewater Lines.* In its review and processing of the preliminary subdivision plans for each phase of the Project, the Town may elect to oversize the off-site lines, pumps, improvements, or other facilities or appurtenances for the Town’s water or wastewater system, or for both, necessary to serve such phase. If the Town elects to oversize one or both systems, it must inform the Owner in writing of the specifications for the oversizing(s) prior to or as part of the Town’s first round of review comments on the preliminary subdivision plan application. The Town shall reimburse the Owner for the difference in the increase in cost of design, materials and construction to oversize the improvements based on plans and cost estimates provided by the Owner to the Town and approved by the Town Manager, which approval shall not be unreasonably withheld, conditioned or delayed. The Town shall reimburse the Owners for the difference in the costs within 60 days following (i) completion of the improvements and (ii) receipt by the Town of documentation reasonably demonstrating that the Owner has completed the work and has incurred the costs attributable to the over-sizing, all in keeping with the plans and cost estimate previously approved by the Town Manager.

4. *Permit-Induced Costs, Restrictions, Requirements, and Risks.* Under state and federal laws and regulations, the Town may provide its potable-water and wastewater services to the Property and the Owner and its successors only if the Town first has been issued certain required permits. The Owner acknowledges that the permits are inevitably conditioned with requirements and restrictions that typically impose costs and risks. The Owner further acknowledges that, for the Town to operate its potable-water and wastewater systems in an

orderly, dependable, and cost-effective manner, the Town must have the ability legally to spread the costs and risks among customers and property owners benefiting from the services. The Owner acknowledges, therefore, that (i) from time to time the Town may impose rates, fees, and charges and may issue potable-water system and wastewater-system regulations and policies that impose restrictions and requirements on its customers and benefiting property owners, such as the Owner and its successors, and (ii) so long as the Owner or successors are required to pay only their fair share for such rates, fees, and charges, then the imposition of such rates, fees, and charges and the issuance of such system regulations are not prohibited by or otherwise a breach of this Agreement.

5. *Reclaimed Water.* The Owner must install reclaimed water lines, both on-site and off-site as directed by the Town and as required by the Town's Code of Ordinances. Until such time as reclaimed water is available to the Property the Owner and its successors shall use the reclaimed water lines to irrigate properties within the Project boundaries, but only with stormwater from on-site stormwater-retention ponds or with sources other than potable water as may be approved by the Town and St. John's River Water Management District. Except for installation of reclaimed lines at the time of development as noted above, connection to reclaimed water after the development of the Project may not result in additional costs to the Owner or developer.

(h) **Solid Waste.** Solid Waste collection shall be pursuant to Town regulations.

(i) **Drainage.** The maintenance, repair, and replacement of the drainage system shall be the responsibility of the homeowners association(s).

(j) **Transportation**

1. Roadways

- A. The Project must have a connected street system that serves vehicles, pedestrians and bicycles and that connects to recreation facilities and adjacent residential/community areas.
- B. There must be ingress and egress points at Revels Road, County Number Two Road and Orange Blossom Road in the approximate location shown on the Conceptual Land Use Plan.
- C. The access at County Road Number Two must be a full intersection, with dedication of right-of-way sufficient for both (i) construction of turn lanes and (ii) reconstruction of No. 2 Road lanes along the Project frontage with 12-foot travel lanes, 4-foot curb lanes, and 2-foot curb and gutter. Otherwise, design of the No. 2 Road improvements are subject to review and approval by Lake County.
- D. Ingress and egress points at the western and eastern boundaries of the Property must also be provided, as shown on the Conceptual Land Use Plan. On the west the Project internal roads must connect to Silverwood Lane. On the east the internal roads must connect to Road DD shown on the Master

Site Plan for The Reserve at Howey-in-the-Hills PUD that is to be stubbed to the boundary of the Property. If for whatever reason the internal roads cannot be connected by the Owner to Silverwood Lane on the west or to Road DD in The Reserve on the east, the Owner must stub the Project roads to the Property boundary for future connection.

- E. Revels Road and the north-south Spine Road must be constructed in phases consistent with the phasing plan shown on the Conceptual Land Use Plan. Revels Road and the Spine Road must be public, dedicated to and maintained by the Town. Revels Road and the Spine Road must have a minimum 90-foot right-of-way, 2-foot curb and gutter, and a minimum 32-foot-wide pavement with minimum 12-foot travel lanes and 4-foot curb lanes.
- F. All other internal neighborhood roads must have a minimum 50-foot right-of-way, curb and gutter, and a minimum 24-foot-wide pavement with minimum 12-foot travel lanes, which may be reduced to 11-foot travel lanes when adjacent to on-street parking. All alley roads must have a minimum 24-foot right-of-way, curb and gutter, and a minimum 22-foot-wide pavement. Provision must be made in the rights-of-way for underground utilities.

## **2. Sidewalks and trails.**

All portions of the development must be accessible by a direct, convenient, attractive, safe, and comfortable system of pedestrian facilities. The development must provide appropriate pedestrian amenities. A multimodal trail with minimum width of twelve feet must be constructed within each phase of the Project consistent with Conceptual Land Use Plan and the Town's bicycle/pedestrian plan. The multimodal trail and all sidewalks within rights-of-way must be dedicated to and will be maintained by the Town.

## **2. Intersection Improvements in Lieu of Proportionate Fair Share Mitigation**

The Owner has offered, and the Town accepts the Owner's offer, (i) to undertake and complete at no cost to the Town the reconstruction of the intersection at Revels Road and State Road 19 as a roundabout facility, in return for (ii) the Town waiving its customary transportation-concurrency review and a proportionate fair-share payment by the Owner. The intersection and its design are subject to required approval and permits from the Florida Department of Transportation (FDOT).

The intersection construction must be complete before the issuance of the 51<sup>st</sup> residential building permit in Phase 2 of the Project.

If the Owner cannot obtain required state permits for an intersection roundabout, the Owner shall undertake and complete construction of the intersection with a traffic signal if allowed by FDOT. For either intersection type both Revels Road and State Road 19 must be constructed in the intersection as four-lane roads.

If the Owner obtains the required state permits for the roundabout intersection or, alternatively, the signalized intersection, the Town will be deemed to have waived its transportation-concurrency review. If the Owner cannot obtain required state permits for reconstruction of the intersection in either configuration, the Project must undergo transportation-concurrency review. The Owner must complete and submit for review prior to final development order a traffic-impact analysis.

If the results of the traffic-impact analysis require any mitigation for traffic generation, the Town and the Owner will work together and with any other applicable jurisdiction as required by applicable law to address such mitigation requirements through Owner's funding of its proportionate fair share of traffic improvements. Payment of the Owner's fair share must be made in pro-rata amounts upon the issuance of each building permit.

(k) **Schools.** The Project must apply for concurrency review at Lake County Public Schools. The school district has a specific application process. The Project must be shown to have appropriate school concurrency before building permits are issued.

(l) **Landscaping Requirements.** All landscaping and buffer requirements shall be in accordance with the LDC and as illustrated on the Conceptual Land Use Plan with the exception of the following:

1. All buffer, street, and canopy trees planted at the Project will be a minimum of a 2" caliper;
2. the Owner shall require homebuilders to plant at least one canopy tree for each single-family lot of at least 3" DBH; and
3. the developer will replace the equivalent of 30% of total tree-inches removed.

All trees planted at the Project shall adhere to the current guidelines established by the Florida Grades and Standards for nursery-grown trees and must be Florida grade #1 or better.

Developer must install street trees along each roadway where a common area abuts the road as required by the LDC.

(m) **Tree Protection.** Under no circumstances may any tree, regardless of size or species, be removed from any designated wetland or conservation easement. Trees proposed to be maintained on-site must comply with LDC requirements. No construction activity, equipment or material is permitted inside a tree protection barrier.

(n) **Lighting.** Decorative street lighting (Sanibel fixture, a Duke Energy standard fixture) must be installed (i) at every intersection, (ii) at the end of each cul-de-sac, and (iii) at intervals of 300 feet or as approved otherwise by the Town Manager. Street lighting must be installed by the Owner. All lighting must be directional, shielded lighting designed to minimize light pollution. All lighting must be maintained by the HOA.

(o) **Utilities.** All utilities must be underground.

(p) **Signage.** Entrance signs and informational signage may be located in buffers, setbacks/and or signage easements as approved by the Planning and Zoning Board. Unless stated



otherwise in this Agreement all signage must comply with requirements and restrictions in the LDC. The Owner shall present a sign plan for review and approval by the Planning and Zoning Board with the final site plan for each phase of the Project.

The Owner and/or builder(s) may erect temporary vertical marketing flags, also known as feather banners, with the following stipulations:

1. Feather banners must be placed no less than 200 feet apart.
2. A maximum of 10 feather banners, in total.
3. Feather banners cannot be placed within the right of way.
4. Feather banners cannot be located offsite of PUD property.
5. Feather banners cannot exceed 12 feet in height.
6. Feather banners must be replaced or removed if they become faded, torn, or tattered.
7. Feather banners must be removed when 90% of the homes in the development have received building permit approval.

Billboards and pole signs are prohibited. Unless defined differently in the LDC, a pole sign is a permanent sign supported by at least one upright pole, pylon, or post secured to the ground, with the bottom of the sign face four feet or higher above the finished grade.

(q) **Maintenance of Common Areas.** Maintenance of each common area within the Project is the responsibility of the homeowners' association(s) for the affected subdivision.

(r) **Parks, Trails, and Open Spaces.** Each phase of the Project must include (i) the recreation and civic facilities for the phase and (ii) an integrated bicycle network that ties into the bicycle facilities in The Reserve PUD so as to loop the system to connect cyclists from both developments. Structures, facilities, and other improvements to be constructed and installed at the sites designated on the Conceptual Land Use Plan as parks, trails and open spaces must be included for review and approval as part of the final site plan approval for each phase or subdivision of each phase. Plans submitted must be in sufficient detail to provide reasonable understanding and certainty of the improvements, facilities, and uses to be made at each such site..

**Section 2. Amendments.** Amendments to the Conceptual Land Use Plan that occur after the effective date of this Agreement shall take effect only if and when approved by the Town Council or Town staff as applicable. Major amendments include material changes such as:

- changes to the location of individual land uses;
- any increase in the total number of residential units; and
- relocation and realignment of roads and routes for pedestrian and bicycle facilities.

Major amendments take effect only if approved by the Town Council in the manner required by law or otherwise as determined by Town Council, which may include public notice(s) and hearing(s).

Minor amendments shall include lesser changes such as:

- minor adjustments of roads, trails and pedestrian ways based on more detailed site-specific data;
- modifications to the phasing schedule;
- adjustments to utility locations based on more detailed engineering data; or
- adjustments to parks and open space based on more detailed subdivision design.

Minor amendments may be approved by the Town Manager without referral to the Planning and Zoning Board or Town Council. Whether a proposed amendment is major or minor will be determined by the Town Manager. Minor amendments to the Conceptual Land Use Plan shall be deemed incorporated into this Agreement and shall modify or replace the Conceptual Land Use Plan in Attachment B to the extent of such amendment to the Conceptual Land Use Plan, without the necessity for an amendment to this Agreement.

**Section 3. Notices.** All notices or payments required to be made hereunder shall be made at the following addresses:

To Town:

Sean O’Keefe, Town Manager  
Town of Howey-in-the-Hills  
101 North Palm Avenue  
Howey-in-the-Hills, FL 34737  
[sokeefe@howey.org](mailto:sokeefe@howey.org)

With copies to:

John Brock, CMC, Town Clerk  
Town of Howey-in-the-Hills  
101 North Palm Avenue  
Howey-in-the-Hills, FL 34737  
[jbrock@howey.org](mailto:jbrock@howey.org)

Thomas J. Wilkes, Town Attorney  
Gray Robinson, P.A.  
301 East Pine Street, Suite 1400  
Orlando, FL 32801  
[twilkes@gray-robinson.com](mailto:twilkes@gray-robinson.com)

To Owner:

Jason Humm  
1170 Peachtree Street NE, Suite 1150  
Atlanta, GA 30309  
[jhumm@turnstonegroup.com](mailto:jhumm@turnstonegroup.com)

With copies to:

Rhea Lopes, AICP  
 RVI Planning + Landscape Architecture  
 10150 Highland Manor Dr, Suite 450  
 Tampa FL 33610  
[rlopes@rviplanning.com](mailto:rlopes@rviplanning.com)

Mike Ripley  
 Land Advisors  
 399 Carolina Ave, Suite 200  
 Winter Park, Florida 32789  
[MRipley@landadvisors.com](mailto:MRipley@landadvisors.com)

Jonathan Huels  
 Lowndes  
 215 North Eola Drive  
 Orlando, Florida 32801  
[Jonathan.huels@lowndes-law.com](mailto:Jonathan.huels@lowndes-law.com)

**Section 4. Severability.** If any provision or portion of this Agreement is declared by a court of competent jurisdiction to be void, unconstitutional, or unenforceable, then all remaining provisions and portions of this Agreement shall remain in full force and effect. To that end, this Agreement is declared to be severable.

**Section 5. Binding Effect.** This Agreement runs with the land and is binding on and enforceable by and against the parties hereto and all their successors in interest. However, no Lot Owner shall have the obligations imposed on the Owner as the developer of the Project under this Agreement. For that purpose, a “Lot Owner” means an end-user of a lot created within the Property with a completed residential unit constructed thereon, for which a certificate of occupancy has been issued. Each party covenants to each other party that this Agreement is a legal, valid, and binding agreement, enforceable against the party in accordance with its terms.

**Section 6. Negotiated Agreement.** The land uses, densities, intensities, and other conditions of approval of the Project have been negotiated and agreed to by the Owner and the Town. The Conceptual Land Use Plan and this Agreement together constitute an agreement between the parties with the knowledge that the Owner’s successors in title, the future homeowners, and other landowners within the Property, as well as the Town and its affected property owners and residents, all will rely justifiably on the agreed-to land uses, densities, and intensities authorized hereby for the Property. For that reason, the Owner and the Owner’s successors in interest have the contract right to develop the PUD with the uses, densities, and intensities approved by the Town, subject to the restrictions and requirements in the conditions of approval set forth in this Agreement. Neither the Owner (and its successors in interest) nor the Town shall have the right in the future to rezone or downzone the property, or otherwise alter the uses, densities and intensities, or delete, waive or amend any conditions of approval except through an amendment to the Plan negotiated and approved by the Town Council and the owner or owners of the then-

subject parcel or parcels. This section shall survive the termination and expiration of this Agreement.

### **Section 7. Homeowners' Association(s).**

(a) **Association Responsibilities.** A homeowner's association and/or a property owner's association ("HOA") must be created by the Owner. Membership in the HOA shall be mandatory for all property owners within the Project. The HOA, not the Town, must maintain, repair, and replace all parks, open-space and buffer areas, streetlights, stormwater-management areas and drainage systems, entrance features, boundary walls and/or fences, access tracts, and landscaped tracts within the Project. The Town may opt, however, to undertake any such project of maintenance, repair, and replacement of those structures, facilities and systems. If the Town exercises its option, it may charge or assess either the HOA or its homeowners and property owners to recover the cost of the project.

(b) **Requirement for Plat Recording.** Before a plat may be recorded for the Property and the Project, the Owner shall furnish to the Town copies of the pertinent documents for the homeowners' or property owners' association or associations, which documents must contain the covenants, conditions and restrictions for the Property and must set forth the requirements and restrictions imposed on the HOA and its homeowners and property owners as enumerated in this section 7 and other applicable parts of this Agreement.

### **Section 8. Additional Requirements.**

(a) **Letter of credit.** Construction and dedication to the Town of the public facilities and improvements required under this Agreement and the LDC for each phase of the Project is a condition precedent to final plat approval for such phase. In lieu of construction and dedication, however, the Owner may post a letter of credit or performance bond with the Town for 125% of the cost of such improvements not completed at the time of plat, in which event this condition precedent to final plat approval (but not the requirement to complete construction and to dedicate the public facilities and improvements required under this Agreement and the LDC) will be deemed satisfied.

(b) **Conveyances to the Town.** Property dedicated or otherwise conveyed to the Town under this Agreement must be free and clear of encumbrances unless and to the extent an encumbrance is acceptable to the Town. Encumbrances discovered after the Effective Date of this Agreement must be removed or resolved by the Owner or its successor developer prior to dedication or conveyance of the affected property to the Town.

(c) **Changes in status of land.** Until completion of the Project, the Owner or its successor developer of the Project has a continuing duty (i) to disclose promptly to the Town all changes in ownership, encumbrances, and other matters of record affecting the Property and (ii) to resolve all issues, title or otherwise, that may be identified by the Town as a result of such changes. Failure to disclose such changes or to resolve resulting issues may result in delay in issuance of building and other development permits.

(d) **Developer representations binding.** If at Town Council hearings on the approval of the Project the Owner makes a written or oral promise or representation, and if the

promise or representation was relied upon by Town Council in approving the Project or otherwise acted to induce or materially influence Town Council in its vote to approve the Project, the promise or representation is a condition of approval of the Project. The promise or representation is binding on the Owner and its successors and enforceable by the Town against the Owner and its successors as if set forth fully in this Agreement.

**Section 9. Governing Law.** This Agreement shall be governed by the laws of the State of Florida. Venue for any judicial proceeding pertaining to the Agreement shall be in the Fifth Judicial Circuit of Florida, in Lake County, Florida.

**Section 10. Effective Date; Termination.**

(a) **Effective Date.** This Agreement shall take effect upon the Effective Date above, or on the date when it has been executed by both the Town Council and the Owner, whichever is later.

(b) **Termination.** This Agreement shall remain in effect unless and until terminated under one of the following conditions:

1. If as of the second anniversary of the Effective Date of this Agreement an Owner's contract right to treatment and disposal services by the CDD or Wastewater Utility, as required under Section 1(g) above, has not taken effect, the Town may terminate this Agreement by vote of its Town Council. The vote must occur no later than (i) the third anniversary of the Effective Date or (ii) the CDD or Wastewater Utility Contract Date, whichever occurs first. The "Contract Date" is the date on which the Owner's contract right to treatment and disposal services by the CDD or Wastewater Utility takes effect.

2. If as of the second anniversary of the Contract Date no building permit for a residential unit in the Project has been issued, the Town may terminate this Agreement by vote of its Town Council. The vote must occur no later than (i) the third anniversary of the Contract Date or (ii) the date a building permit is issued, whichever occurs first.

3. If as of the fifth anniversary of the Contract Date no building permit for a residential unit in the second phase of the Project has been issued, the Town may terminate this Agreement by vote of its Town Council, but only as it applies to development of the second phase. The vote must occur no later than (i) the sixth anniversary of the Contract Date or (ii) the date a building permit is issued for a residential unit in the second phase, whichever occurs first. Termination of the Agreement for this reason will not act to preclude the Owner or its successor from completing the first phase of the Project.

4. If as of the tenth anniversary of the Contract Date no building permit for a residential unit in the third phase of the Project has been issued, the Town may terminate this Agreement by vote of its Town Council, but only as it applies to development of the third phase. The vote must occur no later than (i) the eleventh anniversary of the Contract Date or (ii) the date a building permit is issued for a residential unit in the third phase, whichever occurs first. Termination of the Agreement for this reason will not act to preclude the Owner or its successor from completing the first or second phase of the Project.

Termination of this Agreement, in whole or in part, under this section shall be without prejudice to the Owner or its successor to apply for Town approvals to undertake or continue development of the Property in light of the circumstances and subject to the land-development regulations then existing in the Town.

**Section 11. Recording.** This Agreement shall be recorded by the Town, at the Owner’s expense, in the Public Records of Lake County, Florida, and shall constitute a covenant running with the land.

**Section 12. Authority.** This Agreement is entered into by the Town under the home-rule powers granted to it by the Florida constitution (including specifically Article VIII, Section 2(b) thereof), the home-rule powers granted municipalities by statute (including specifically Chapter 166, Florida Statutes), and the Town’s Charter. This Agreement does not constitute a “development agreement” under the Florida Local Government Development Agreement Act.

**Section 13. Entire Agreement.** This Agreement constitutes the entire agreement of the parties with respect to the transactions contemplated herein. It supersedes all prior understandings or agreements between the parties relating to the Property and the Project. No amendment to the terms of this Agreement shall be effective unless in writing signed by all parties hereto. Amendments to this Agreement will take effect and will be binding against the Town only if approved by a vote of the Town Council.

**Section 14. Waiver.** The failure of a party hereto to insist upon or enforce any right or privilege granted hereunder shall not constitute or operate as a waiver thereof and nothing shall constitute a waiver of any party’s right to insist upon strict compliance with the terms hereof. However, any party may waive in writing the benefit of any provision or condition for its benefit which is contained herein. Waivers of material provisions of either this Agreement or the Town’s LDC will be valid and binding against the Town only if approved by a vote of the Town Council.

*[ Signature pages follow ]*

**IN WITNESS WHEREOF**, the parties are signing this Agreement as of the Effective Date or, if later, the date by which both parties have fully executed this Agreement.

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

By: its Town Council

By: \_\_\_\_\_  
Hon. Martha McFarlane, Mayor

Attest:

By: \_\_\_\_\_  
John Brock, CMC, Town Clerk

Approved as to form and legality:  
(for the use and reliance of the Town only)

\_\_\_\_\_  
Thomas J. Wilkes, Town Attorney

STATE OF FLORIDA  
COUNTY OF LAKE

The foregoing instrument was executed, sworn to and acknowledged before me this \_\_\_\_ day of \_\_\_\_\_, 2024, by Martha McFarlane, personally known to me to be the Mayor of the Town of Howey in the Hills.

(SEAL)

\_\_\_\_\_  
Signature of Notary

\_\_\_\_\_  
Name of Notary Public  
(Typed, Printed or stamped)

Signed, sealed and delivered  
in the presence of:

**WITNESSES**

**“OWNER”**

Printed Name: \_\_\_\_\_

**ASF TAP FL I, LLC**, a Delaware limited liability company

By: \_\_\_\_\_

Printed Name: \_\_\_\_\_

As its: \_\_\_\_\_

Printed Name: \_\_\_\_\_

STATE OF FLORIDA  
COUNTY OF \_\_\_\_\_

The foregoing instrument was executed, sworn to and acknowledged before me by means of \_\_\_\_ physical presence or \_\_\_\_ online notarization, this \_\_\_\_ day of \_\_\_\_\_, 2024, by \_\_\_\_\_, as \_\_\_\_\_ of **ASF TAP FL I, LLC**, a Delaware limited liability company, on its behalf.

(SEAL)

\_\_\_\_\_  
Signature of Notary Public

\_\_\_\_\_  
Name of Notary Public  
(Typed, Printed or stamped)

Personally Known \_\_\_\_ **OR** Produced Identification \_\_\_\_\_  
(Type of Identification Produced)



**Attachment A  
To  
MISSION RISE PUD DEVELOPMENT AGREEMENT**

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**LEGAL DESCRIPTION**

**Attachment B  
To  
MISSION RISE PUD DEVELOPMENT AGREEMENT**

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**CONCEPTUAL LAND USE PLAN**

Including the following graphics:

1. Conceptual Plan;
2. Phasing Plan;
3. Parks, Trails & Open Space Plan;
4. Non-Residential Areas;
5. Buffer Typical;
6. Street Cross Sections; and
7. Lot Fit.

*[ insert Conceptual Land Use Plan ]*

#52338764 v3

**ORDINANCE NO. 2024 - 001**

**AN ORDINANCE OF THE TOWN OF HOWEY-IN-THE-HILLS, FLORIDA, PERTAINING TO LAND USE; REZONING FOUR PARCELS OF LAND LOCATED GENERALLY IN THE SOUTHWEST PART OF THE TOWN AND COMPRISING THE PROPOSED PLANNED UNIT DEVELOPMENT TO BE KNOWN AS “MISSION RISE” ON AN L-SHAPED AGGREGATE OF ABOUT 243.3 ACRES WEST AND SOUTH OF THE DEVELOPMENT KNOWN AS “THE RESERVE AT HOWEY-IN-THE-HILLS” (NOW ALSO KNOWN AS “HILLSIDE GROVES”), WITH PART OF THE LANDS BEING SOUTH OF NUMBER TWO ROAD AND EAST OF SILVERWOOD LANE AND OTHER PARTS OF THE LAND BEING WEST OF STATE ROAD 19 AND SOUTH OF REVELS ROAD, THE FOUR PARCELS BEING IDENTIFIED WITH LAKE COUNTY PROPERTY APPRAISER ALTERNATE KEY NUMBERS 1780616, 1780811, 1030421, AND 3835991; AMENDING THE TOWN’S ZONING MAP TO APPROVE PLANNED-UNIT-DEVELOPMENT (PUD) ZONING FOR THE PARCELS; PROVIDING FINDINGS OF THE TOWN COUNCIL; APPROVING PUD ZONING FOR THE PARCELS, WITH DEVELOPMENT TO BE GOVERNED BY A DEVELOPMENT AGREEMENT AND A REVISED CONCEPTUAL LAND USE PLAN AND BY THE TOWN’S LAND DEVELOPMENT CODE AND OTHER TOWN ORDINANCES GOVERNING THE DEVELOPMENT OF LAND; REPEALING PRIOR ORDINANCES AND SUPERSEDING CONFLICTING ORDINANCES; PROVIDING FOR SEVERABILITY, CODIFICATION AND AN EFFECTIVE DATE.**

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

**Section 1. Findings.** In enacting this ordinance, the Town Council of the Town of Howey-in-the-Hills, Florida declares the following findings, purposes, and intent:

- A. Approximately 243.3 acres of land more specifically described in **Attachment A** and generally located in southwest Howey-in-the-Hills on an L-shaped group of lands west and south of the land development known as “The Reserve at Howey-in-the-Hills (now also known as “Hillside Groves”), with part of the subject lands being south of No. 2 Road and east of Silverwood Lane and other parts of the

subject lands being west of State Road 19 and south of Revels Road (**Property**), are currently designated on the Future Land Use Map of the Town’s Comprehensive land for Village Mixed Use. Planned Unit Development (**PUD**) zoning is required to develop land designated for Village Mixed Use.

- B. The current PUD zoning was approved by Town Council through the enactment of Ordinances 2005-353, 2005-354, 2005-355, 2005-356, and 2005-357 and by that certain Mission Rise Developer’s Agreement between the Town and the then-owners, Richard H. Langley and Roxbury Ventures, LLC, dated February 6, 2007. No development occurred on the Property under those 2005 ordinances and the 2007 development agreement. The current PUD zoning and the 2007 development agreement have both expired under the terms of the development agreement.
- C. The owners of the Property have applied for PUD zoning to develop the Property with a mix of single-family residential, institutional, and recreational land uses in a Planned Unit Development to be known as “Mission Rise.” The Owners have requested Town Council approval of the PUD zoning subject to a new Development Agreement in the form in **Attachment B**, including its conceptual land use plan for the Property.
- D. The Town Council has determined that approval of the PUD zoning on the Property as requested by the owners and subject to the requirements and restrictions of the Development Agreement would be consistent with the Town’s Comprehensive Plan and the Town’s Land Development Code (**LDC**) and will not adversely affect the public health, safety, and welfare of the Town.

**Section 2. Amendment of the Official Zoning Map.** The Town Council hereby approves the PUD – planned unit development zoning for the Property. Development and use of the Property under its PUD zoning is subject to the conditions, requirements, restrictions, and other terms of the following:

- A. This Ordinance 2024-001. Ordinances 2005-353, 2005-354, 2005-355, 2005-356, and 2005-357 are repealed.
- B. The Development Agreement for Mission Rise PUD between the Town and ASF TAP FL I, LLC (**Owner**). The Development Agreement is approved for execution and delivery by the Mayor and Town Clerk in the form and substance contained in Attachment B, subject to such changes, if any, approved by Town Council. The Mission Rise Developer’s Agreement dated February 6, 2007, is

rescinded and superseded in its entirety by the Development Agreement approved hereby.

- C. The Town’s Land Development Code.
- D. All other Town ordinances governing the development of land.

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

**Section 4. Conflicts.** In a conflict between this ordinance and other existing ordinances, this ordinance shall control and supersede.

**Section 5. Codification.** The PUD zoning for the Property, as approved in Section 2, may be codified and made part of the Town’s Official Zoning Map.

**Section 6. Effective Date.** This ordinance shall take effect upon the later of (i) its enactment by the Town Council or (ii) the date on which the Development Agreement in Attachment B takes effect.

**ORDAINED AND ENACTED** this \_\_\_\_ day of \_\_\_\_\_, 2024, by the Town Council of the Town of Howey-in-the-Hills, Florida.

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

**By:** its Town Council

By: \_\_\_\_\_  
Hon. Martha MacFarlane, Mayor

**ATTEST:**

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

\_\_\_\_\_  
John Brock, Town Clerk

\_\_\_\_\_  
Thomas J. Wilkes, Town Attorney

Planning and Zoning hearing held \_\_\_\_\_, **2023**  
First Reading held \_\_\_\_\_, **2024**  
Second Reading and hearing held \_\_\_\_\_, **2024**  
Advertised \_\_\_\_\_, **202**\_\_

**ATTACHMENT A**

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**Legal Description of the Property**

**Lake County Property Appraiser  
Alternate Key No.'s:**

**1780616, 1780811, 1030421, and 3835991**

**CONTAINING 243.3± ACRES**

*[ insert legal description ]*

**ATTACHMENT B**

---

**Mission Rise PUD  
Development Agreement**

*[ insert form of development agreement ]*

#52366265 v2

**MISSION RISE**  
Project № 23017.1, v1.3  
October 2023

**TRAFFIC IMPACT ANALYSIS  
TOWN OF HOWEY-IN-THE HILLS  
FLORIDA**

*Prepared by:*



**Traffic & Mobility Consultants**  
3101 Maguire Boulevard, Suite 265  
Orlando, Florida 32803  
[www.trafficmobility.com](http://www.trafficmobility.com)  
(407) 531-5332

*Prepared for:*

ASF TAP Florida I, LLC  
1170 Peachtree Street Northeast, Suite 1150  
Atlanta, Georgia 30309



## EXECUTIVE SUMMARY

### **Project Information**

Name: Mission Rise

Location: West of SR 19 (South Palm Avenue), east of Silverwood Lane, and south of Number 2 Road in the Town of Howey-in-the-Hills, Lake County, Florida

Description: 499 Single Family Residential Units

Access Plan: One (1) full access at the intersection of Number 2 Road and Spine Road  
One (1) full access at the intersection of SR 19 and Revels Road  
One (1) full access at the intersection of Revels Road and Orange Blossom Road (expected to carry limited traffic)

### **Findings**

Trip Generation: 4,428 Daily Trips / 322 AM Peak Hour Trips / 451 PM Peak Hour Trips

Roadway Capacity: The segments of SR 19, from Lane Park Road to Central Avenue and from CR 455 to CR 478 are projected to operate over their capacities at the project buildout.

Intersection Capacity: The intersections of SR 19 and CR 48, SR 19 and Central Avenue, SR 19 and Revels Road, and SR 19 and CR 455 are projected to experience delays in the buildout condition. The project does not have a significant impact on the intersections.

### **Recommendations**

Intersection Improvements: Retime the signal or construct a roundabout at the intersections of SR 19 and CR 48 to maintain LOS standards.

Provide traffic signals on SR 19 at Central Avenue, Revels Road, and CR 455 to maintain LOS standards. A signal warrant analysis is recommended and should be provided in separate reports.

Construct a 430-foot northbound left turn lane and a 405-foot southbound right turn lane at the intersection of SR 19 and Revels Road.

Construct a 655-foot westbound left turn lane and a 420-foot eastbound right turn lane at the intersection of Number 2 Road and Spine Road.

### PROFESSIONAL ENGINEERING CERTIFICATION

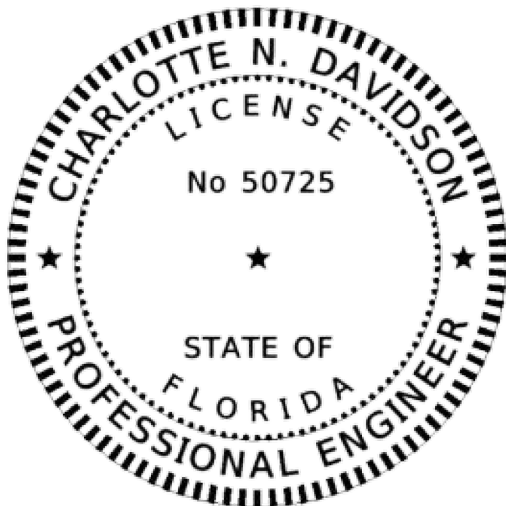
I hereby certify that I am a Professional Engineer properly registered in the State of Florida practicing with Traffic & Mobility Consultants LLC, a corporation authorized to operate as an engineering business, CA-30024, by the State of Florida Department of Professional Regulation, Board of Professional Engineers, and that I have prepared or approved the evaluations, findings, opinions, conclusions, or technical advice attached hereto for:

**PROJECT:** Mission Rise

**LOCATION:** Town of Howey-in-the-Hills, Florida

**CLIENT:** ASF TAP Florida, LLC

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



THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY

**Charlotte N Davidson**  
Digitally signed by Charlotte N Davidson  
Date: 2023.10.18 13:47:46 -04'00'

ON THE DATE ADJACENT TO THE SEAL

PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED AND THE SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

TRAFFIC & MOBILITY CONSULTANTS LLC  
3101 MAGUIRE BOULEVARD, SUITE 265  
ORLANDO, FLORIDA 32803  
CERTIFICATE OF AUTHORIZATION CA-30024  
CHARLOTTE N. DAVIDSON, P.E. NO 50725

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## 1.0 INTRODUCTION

This Traffic Impact Analysis (TIA) was conducted to assess the impact of the proposed Mission Rise development in the town of Howey-in-the-Hills, Florida. The proposed development consists of 499 single-family units with an anticipated buildout year of 2033. This study conforms to the Tier 2 TIA requirements of the Town of Howey-in-the-Hills and Lake County. The analysis was prepared in accordance with the approved methodology. The study has been updated to incorporate comments received from the Town of Howey-in-the-Hills. The methodology and the response to comments letter are included in **Appendix A**.

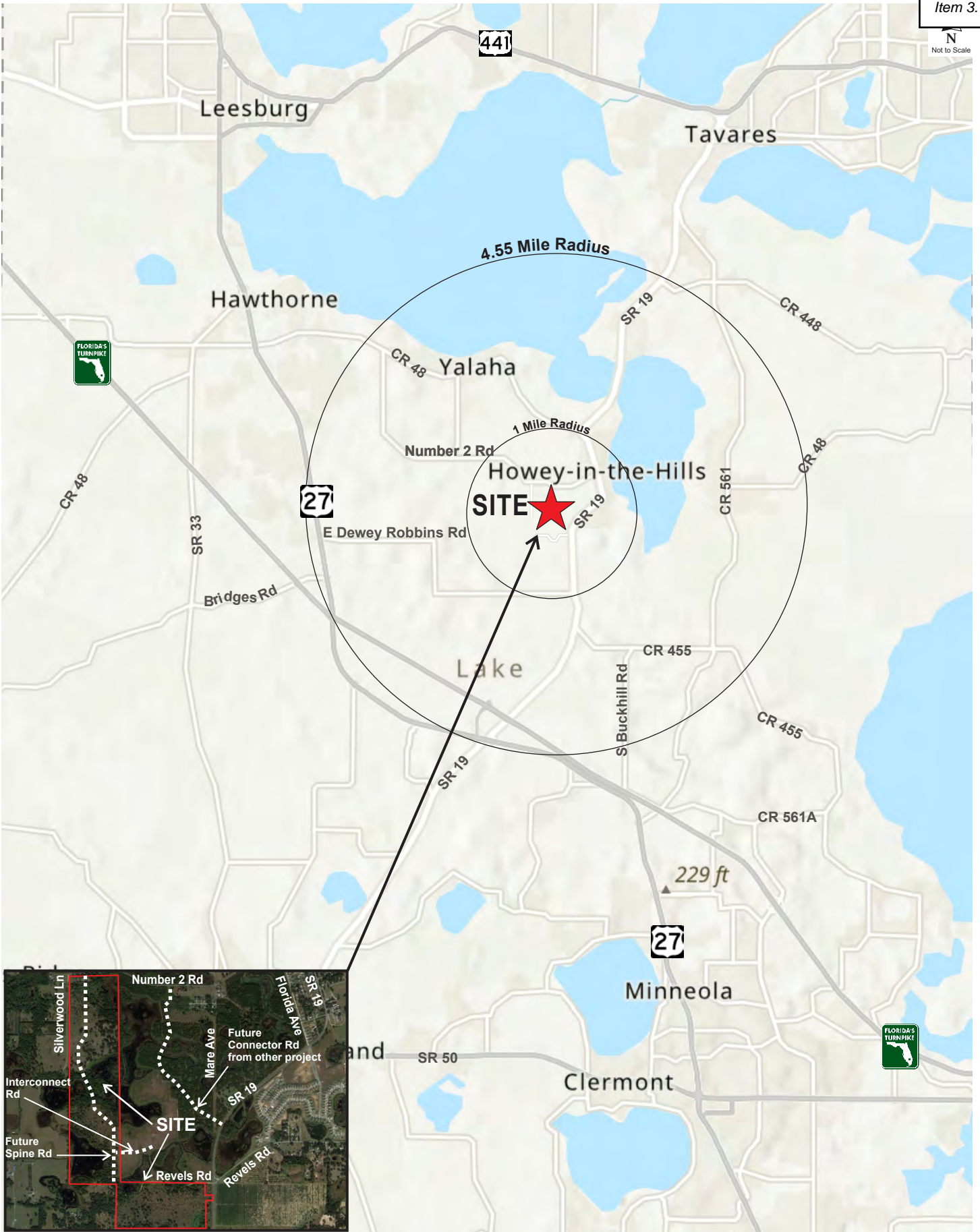
The site is located east of Silverwood Lane, west of SR 19 (South Palm Avenue), and south of Number 2 Road. **Figure 1** depicts the site location and the surrounding transportation network.

The development will be accessed via the intersections of Number 2 Road and Spine Road (future road), SR 19 and Revels Road, and Revels Road and Orange Blossom Road. The preliminary development site plan is provided in **Appendix B**.

Data used in the analysis consisted of site plan/development information provided by the project engineers, AM and PM peak hour intersection traffic counts obtained by Traffic & Mobility Consultants LLC, FDOT's *2023 Multimodal Quality/Level of Service (MQ/LOS) Handbook* and roadway capacities obtained from the *2022 Lake County Congestion Management Process (CMP) Database*.

### 1.1 Study Area

The project study area was established based on the standard requirements of the Lake Sumter Metropolitan Planning Organization (LSMPO) methodology and the Town of Howey-in-the-Hills *Land Development Code (LDC)*. In accordance with the requirements of Tier 2 TIA methodology, the impact area includes roadway segments and intersections within a 4.55-mile radius of the site in addition to roadways where the development traffic is expected to consume 5% or more of their adopted Level of Service (LOS) capacities. The roadway segments characteristics were obtained from the *2022 Lake County Congestion Management Process (CMP) Database* and *2023 FDOT Multimodal Quality/Level of Service (Q/LOS) Handbook Appendix B*, included in **Appendix C**. The project study area determination is provided in **Table 1**, as determined in the approved methodology.



**Table 1  
Study Area**

Roadway Segment	SEG ID	No Lns	Area Type	Median Type	Speed Limit	LOS Std	Pk Dir Cap	Dir	Project		Within 1-Mile? **	% Cap	In Study?
									Dist	Trips			
<b>CR 455</b>													
SR 19 to CR 561	950	2	R	Undivided	45	C	740	EB WB	10%	17 28	NO	2.3% 3.8%	NO
CR 561 to CR 561A	960	2	R	Undivided	25	C	410	EB WB	5%	8 14	NO	2.0% 3.4%	NO
<b>CR 48</b>													
US 27 to Lime Ave	1240	2	U	Undivided	40	D	1,080	EB WB	15%	43 25	NO	4.0% 2.3%	NO
Lime Ave to SR 19	1250	2	U	Undivided	40	D	1,080	EB WB	2%	6 3	NO	0.6% 0.3%	NO
CR 561 to Ranch Rd	1260	2	U	Undivided	40	D	840	EB WB	3%	5 9	NO	0.6% 1.1%	NO
Ranch Rd to CR 448A	1270	2	R	Undivided	40	C	410	EB WB	3%	5 9	NO	1.2% 2.2%	NO
<b>CR 561</b>													
CR 448 to CR 48	1410	2	U	Undivided	50	D	1,080	NB SB	0%	0 0	NO	0.0% 0.0%	NO
CR 48 to South Astatula City Limit	1420	2	U	Undivided	40	D	620	NB SB	3%	9 5	NO	1.5% 0.8%	NO
South Astatula City Limit to CR 455	1430	2	U	Undivided	40	D	1,080	NB SB	3%	9 5	NO	0.8% 0.5%	NO
CR 455 to Howey Cross Rd	1440	2	R	Undivided	35	C	470	NB SB	2%	6 3	NO	1.3% 0.6%	NO
Howey Cross Rd to Turnpike Rd / CR 561A	1450	2	R	Undivided	40	C	640	NB SB	2%	6 3	NO	0.9% 0.5%	NO
<b>SR 19</b>													
Lane Park Rd to CR 48	3040	2	U	Undivided	55	D	920	NB SB	23%	38 65	NO	4.1% 7.1%	YES
CR 48 to Central Ave	3050	2	U	Undivided	40	D	700	NB SB	25%	42 71	NO	6.0% 10.1%	YES
Central Ave to CR 455	3060	2	U	Undivided	35	D	1,200	NB SB	50%	142 84	YES	11.8% 7.0%	YES
CR 455 to US 27 / SR 25	3070	2	R	Undivided	55	C	450	NB SB	35%	99 58	NO	22.0% 12.9%	YES
US 27 / SR 25 to CR 478	3080	2	R	Undivided	55	C	450	NB SB	20%	57 33	NO	12.7% 7.3%	YES
<b>SR 91 (Florida Turnpike)</b>													
US 27/SR 25 to US 27/SR 25/SR 19 Interchange	3566	4	U	Freeway	70	B	2,230	EB WB	10%	17 28	NO	0.8% 1.3%	NO
<b>US 27/SR 25</b>													
SR 19 to CR 561	3830	4	U	Divided	55	D	3,280	EB WB	15%	25 43	NO	0.8% 1.3%	NO
<b>Central Ave</b>													
SR 19 to Mare Ave	N/A	2	U	Undivided	30	D	770 *	EB WB	10%	17 28	YES	2.2% 3.6%	YES
<b>Number 2 Rd</b>													
Mare Ave to Silverwood Ln	N/A	2	U	Undivided	30	D	730 *	EB WB	35%	58 99	YES	7.9% 13.6%	YES
Silverwood Ln to CR 48	N/A	2	U	Undivided	45	D	730 *	EB WB	15%	25 43	YES	3.4% 5.9%	YES

Source: 2022 Lake County CMP Database

\*2023 FDOT Multimodal Quality/Level of Service Handbook, Appendix B: Florida's Generalized Service Volume Tables

Bold numbers represent capacity equal or higher than 5%.

Based on the study area analysis presented in **Table 1**, the following roadway segments were analyzed for the PM peak hour:

- SR 19
  - Lane Park Road to CR 48
  - CR 48 to Central Avenue
  - Central Avenue to CR 455
  - CR 455 to US 27 / SR 25
  - US 27 / SR 25 to CR 478
- Central Avenue
  - SR 19 to Mare Avenue
- Number 2 Road
  - Mare Avenue to Silverwood Lane
  - Silverwood Lane to CR 48

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

- SR 19 and CR 48 (Signalized)
- SR 19 and Central Avenue (Unsignalized)
- Central Avenue and South Florida Avenue (Unsignalized)
- SR 19 and Revels Road (Unsignalized) (East Project Access)
- SR 19 and CR 455 (Unsignalized)
- Spine Road and Interconnect Road (Proposed)
- Number 2 Road and Spine Road (North Project Access) (Proposed)
- Revels Road and Spine Road (Proposed)
- Revels Road and Orange Blossom Road (South Project Access)



## 2.0 EXISTING CONDITIONS ANALYSIS

Existing conditions in the vicinity of the site were analyzed to establish a baseline for the traffic conditions prevailing in the vicinity of the proposed development. The analysis included a review of existing roadway segment capacity and analysis of the intersection operations at the study intersections.

### 2.1 Roadway Segment Capacity

Existing roadway conditions were analyzed by comparing the existing traffic volumes within the study area and the adopted level of service (LOS) standards for the roadway segments. **Table 2** summarizes the roadway segment capacity analysis.

**Table 2**  
**Existing Roadway Segment Capacity Analysis**

Roadway Segment	Seg ID	No Lns	LOS Std	Pk Dir Cap	Dir	Existing Vol	LOS	V/C	Deficient?
<b>*Central Ave</b>									
SR 19 to Mare Ave	N/A	2	D	530	EB	57	C	0.11	NO
					WB	59	C	0.11	NO
<b>SR 19</b>									
Lane Park Rd to CR 48	3040	2	D	920	NB	610	C	0.66	NO
					SB	656	C	0.71	NO
CR 48 to Central Ave	3050	2	D	700	NB	433	C	0.62	NO
					SB	372	C	0.53	NO
Central Ave to CR 455	3060	2	D	1,200	NB	433	B	0.36	NO
					SB	372	B	0.31	NO
CR 455 to US 27 / SR 25	3070	2	C	450	NB	507	D	1.13	YES
					SB	435	C	0.97	NO
US 27 / SR 25 to CR 478	3080	2	C	450	NB	466	D	1.04	YES
					SB	519	D	1.15	YES
<b>Number 2 Rd</b>									
Mare Avenue to Silverwood Ln	N/A	2	D	400	EB	57	C	0.14	NO
					WB	59	C	0.15	NO
Silverwood Ln to CR 48	N/A	2	D	400	EB	57	C	0.14	NO
					WB	59	C	0.15	NO

Source: 2022 Lake County CMP Database

\* Counts were obtained from PM Peak Turning Movement Counts

\*\*A reduction of 25% was applied to the Peak Hour Directional Capacity of 530, as Number 2 Road is a substandard road

The analysis indicates that all study roadway segments currently operate adequately within their capacities except the segments of SR 19 from CR 455 to CR 478 which currently operate over capacity.

## 2.2 Intersection Capacity

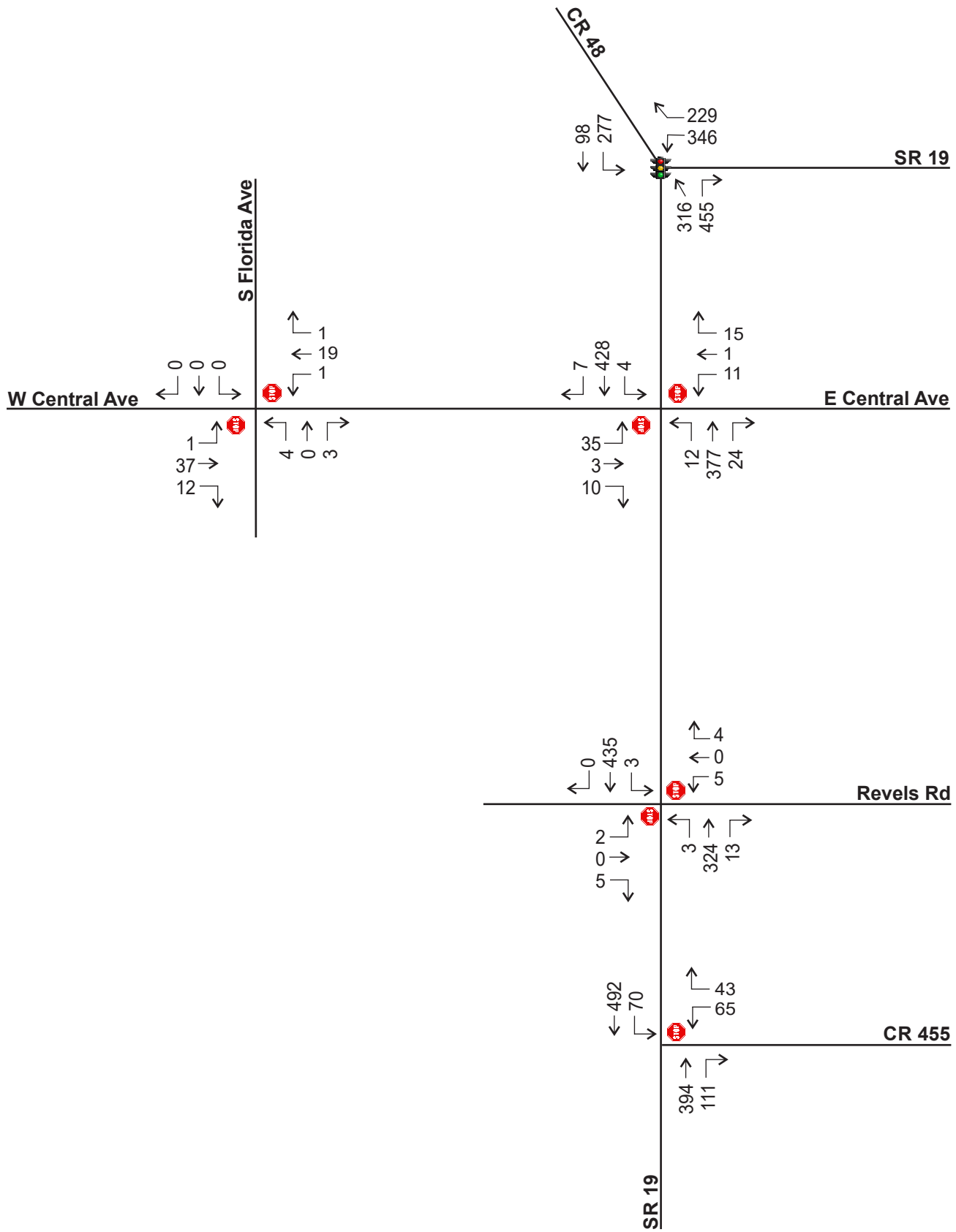
The intersection capacity analysis was performed for the AM and PM peak hour periods. The capacity analysis was performed using *Synchro* and the methods of the *Highway Capacity Manual (HCM)*. Turning movement volumes obtained during the AM and PM peak hour are displayed in **Figure 2** and **Figure 3**, respectively. The counts at SR 19 and CR 455 were collected on January 24, 2023, which coincides with a seasonal factor of 1.0. The remaining intersection turning movement counts were collected on July 19, 2023, during the off-peak season; therefore, a seasonal factor of 1.06 was applied to these counts. The turning movement counts and the seasonal factor report are included in **Appendix D**.

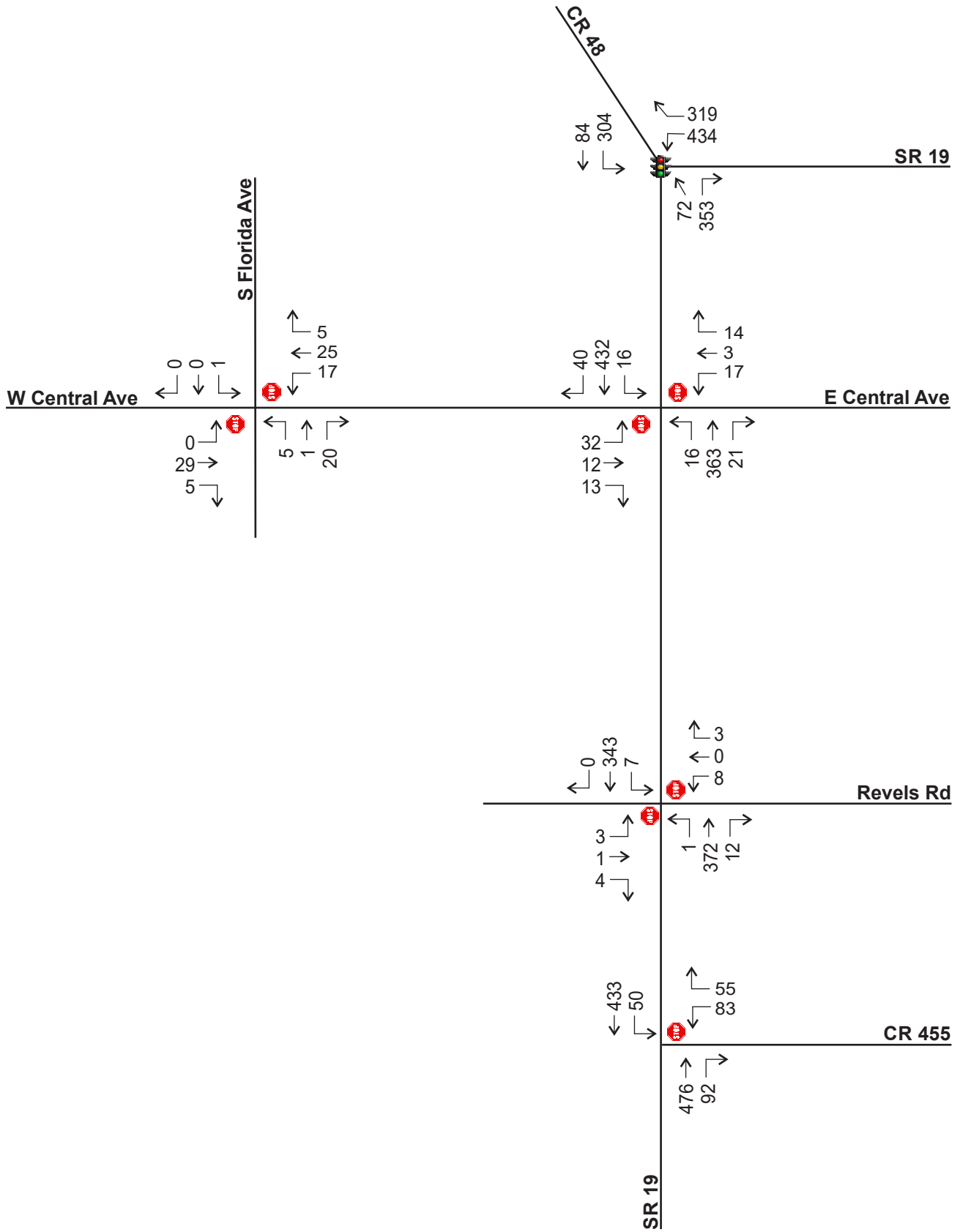
The results of the intersection capacity analysis, summarized in **Table 3**, reveal that all study intersections are currently operating at adequate LOS. Detailed *HCM* analysis worksheets are included in **Appendix E**.

**Table 3**  
**Existing Intersection Capacity Analysis**

Intersection	Traffic Control	Time Period	EB		WB		NB		SB		Overall	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
SR 19 & CR 48	Signal	AM	--	--	50.7	D	20.3	C	11.2	B	29.5	C
		PM	--	--	87.5	F	17.1	B	10.7	B	55.7	E
SR 19 & Central Ave	TWSC	AM	20.7	C	15.1	C	8.9	A	8.8	A	--	--
		PM	22.6	C	17.9	C	9.0	A	8.8	A	--	--
W Central Ave & S Florida Ave	TWSC	AM	7.3	A	7.3	A	8.8	A	0.0	A	--	--
		PM	0.0	A	7.3	A	8.8	A	9.4	A	--	--
SR 19 & Revels Rd	TWSC	AM	13.3	B	15.0	C	8.3	A	8.0	A	--	--
		PM	14.0	B	16.1	C	8.1	A	8.2	A	--	--
SR 19 & CR 455	TWSC	AM	--	--	25.1	D	--	--	8.9	A	--	--
		PM	--	--	26.7	D	--	--	9.0	A	--	--

Average delay is in seconds





### 3.0 PROJECT TRAFFIC

#### 3.1 Trip Generation

The Trip Generation Analysis was conducted using the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11<sup>th</sup> Edition*. The ITE Information sheets are included in **Appendix F**. **Table 4** summarizes the resulting trip generation analysis.

**Table 4**  
**Trip Generation Analysis**

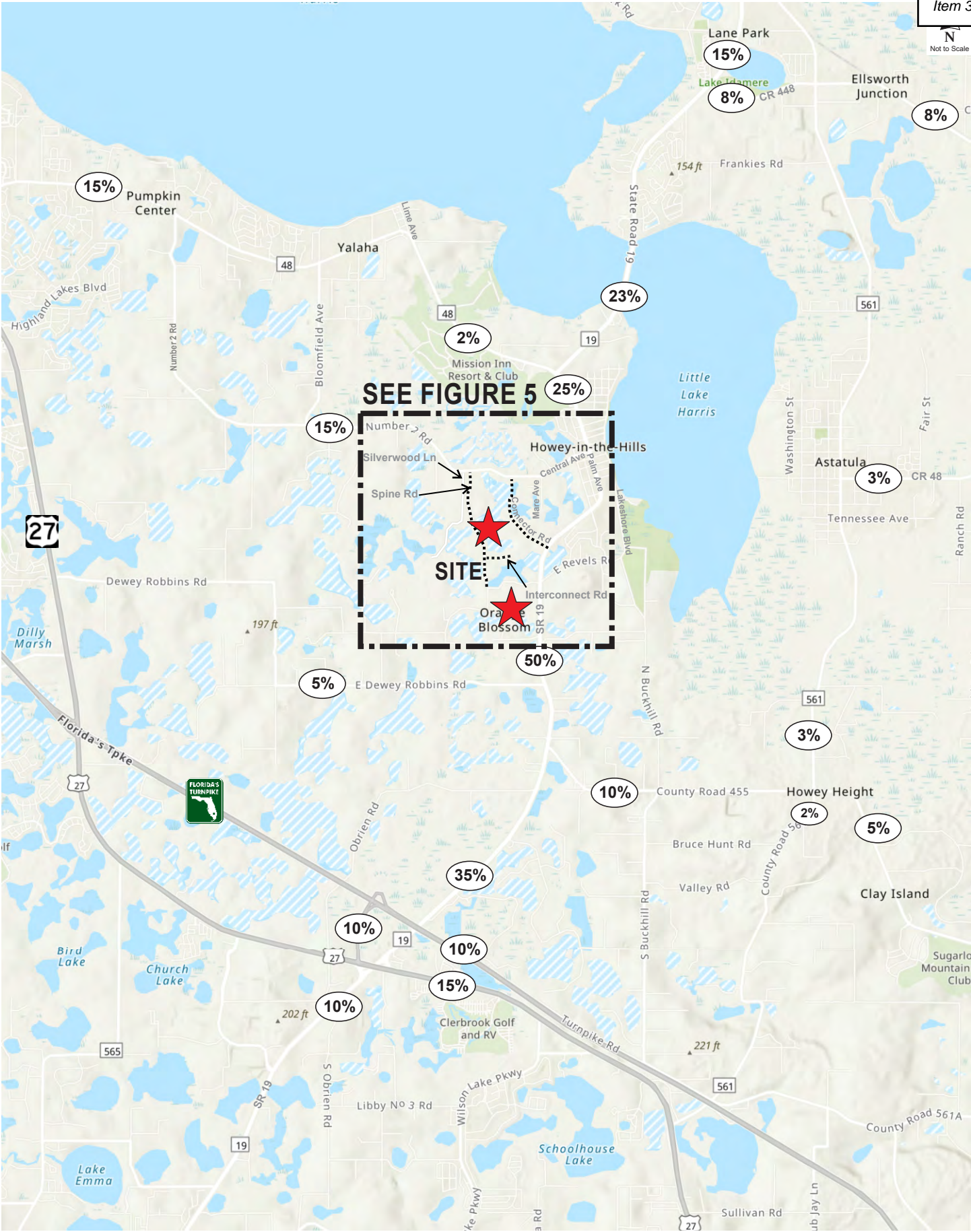
ITE Code	Land Use	Size	Daily		AM Peak Hour				PM Peak Hour			
			Rate	Trips	Rate	Total	Enter	Exit	Rate	Total	Enter	Exit
210	Single Family Residential (Detached)	499 DU	8.87	4,428	0.64	322	81	241	0.90	451	284	167

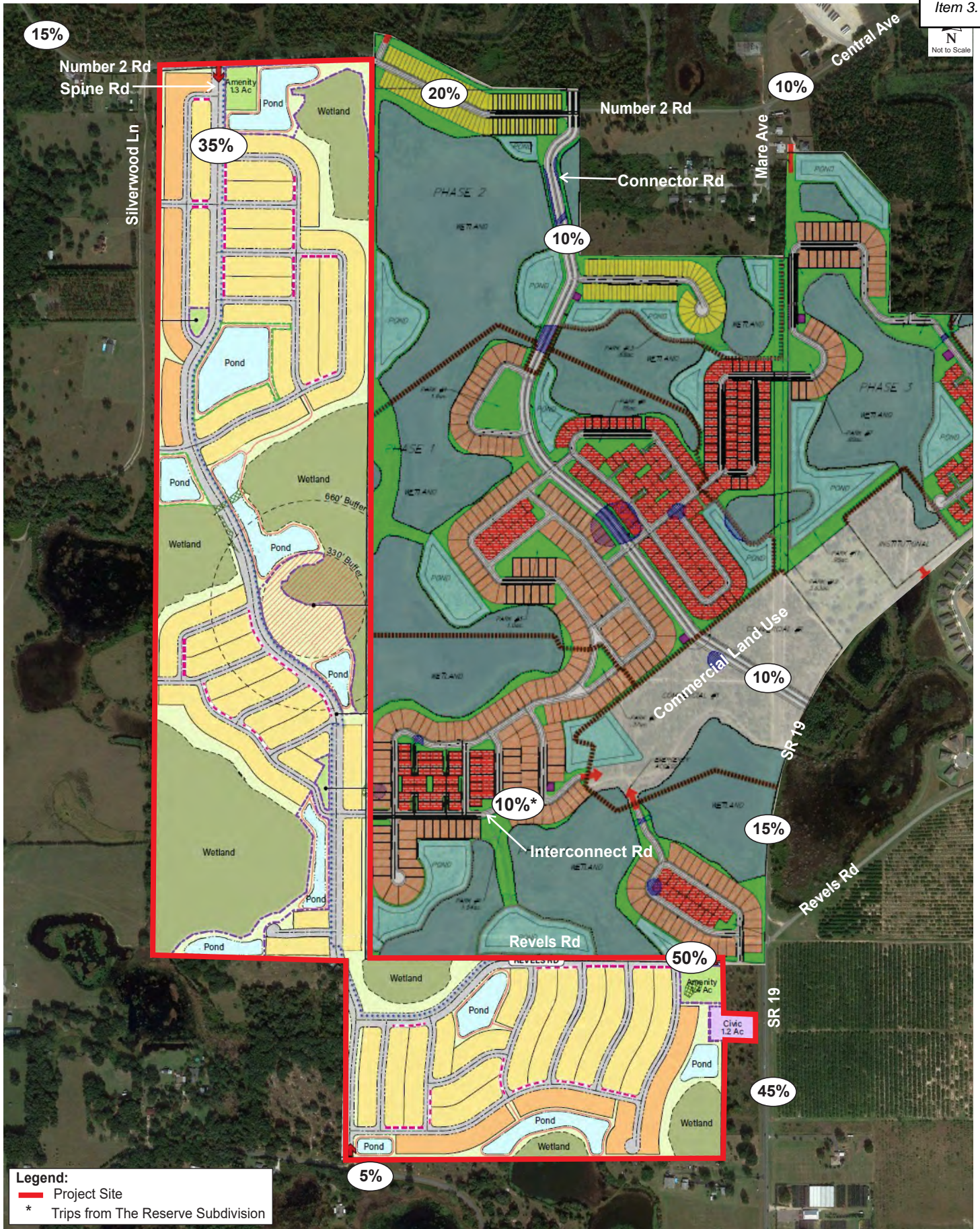
*Trip Generation analysis based on ITE Trip Generation Manual, 11th Edition.*

The proposed development is projected to generate 4,428 new daily trips, of which 322 trips occur during the AM peak hour and 451 trips occur during the PM peak hour.

#### 3.2 Trip Distribution

A trip distribution pattern was developed using the *Central Florida Regional Planning Model (CFRPMv7)*. The model distribution was slightly adjusted based on local knowledge, professional engineering judgement, and the location of the development with respect to the study area attractions and activity centers to reflect the prevailing travel patterns in the study area and the surrounding transportation network. The raw model plots are provided in **Appendix G**, and the project trip distribution pattern is shown in **Figure 4**. Detailed trip distribution near the project site is shown in **Figure 5**.





**4.0 PROJECTED CONDITIONS ANALYSIS**

An analysis of projected conditions was conducted to determine the impact of the proposed development on the roadway segments capacity, as well as the proposed access connections and intersections to the site. The project buildout year for the analysis is 2033.

**4.1 Planned and Programmed Improvements**

The *Lake-Sumter Metropolitan Planning Organization (LSMPO) 2023-2027 Transportation Improvement Program (TIP)*, as well as *LSMPO 2022 List of Priority Projects (LOPP)* were reviewed to identify any planned or programmed improvements to the transportation facilities in this area. The improvements are listed in **Table 5**. Construction is not planned to be completed within the next three (3) years for either improvement. Excerpts from the *LSMPO TIP* and *LSMPO LOPP* are provided in **Appendix H**.

**Table 5  
Planned and Programmed Improvements**

FM #	Project Name	From	To	Proposed Phase	Proposed Phase FY	Description of Improvement
2383191	SR 19 *	CR 48	CR 561	PDE-PE-ENV	2023	Add Lanes & Reconstruct
238319-1	SR 19 **	Howey Bridge	CR 561	-	-	Road Widening

\* LSMPO TIP Fiscal Year 2023-2027  
 \*\* LSMPO 2022 LOPP Tier 2 project

**4.2 Background Traffic Projection**

Projected traffic includes background traffic volumes, the project trips, and committed trips. Projected background traffic for the buildout year of 2033 was estimated by applying the growth rates obtained from *2022 Lake County CMP Database* to the existing traffic volumes. A minimum of 2% annual growth rate was applied to existing traffic volumes for which published annual growth rates are below 2%. The committed trips for the following approved developments within the study area are included in **Appendix I**:



- Whispering Hills
- Talichet Phase 1 and Phase 2
- The Reserve at Howey in the Hills
- Lake Hills (Four Seasons). Trips were estimated based on the trip generation analysis and the trip distribution obtained from the methodology.
- Watermark (Simpson)

#### 4.3 Roadway Segment Capacity

Projected roadway conditions were analyzed by comparing the projected traffic volumes on the study segments to their service volumes and adopted LOS standards. The total projected traffic volume is composed of background traffic, vested trips and project trips. **Table 6** summarizes the roadway segment capacity analysis, which reveals the following:

- SR 19 from Lane Park Road to Central Avenue and from CR 455 to CR 478 are projected to operate over their capacities due to background traffic.
- All remaining roadway segments are projected to continue to operate adequately at project buildout.

#### Roadway Segment Capacity Analysis with Recommended Mitigation

Number 2 Road is a substandard road with reduced capacity. It is projected to operate at an acceptable LOS; however, operational safety is a concern due to its narrow width. Lake County would need to improve it in the future to achieve safety.

SR 19 from CR 48 to CR 561 is programmed in the *TIP* to be widened to four (4) lanes. The roadway segment capacity analysis reveals that the widening of SR 19 to 4-lanes is projected to improve the capacity of the segment from Lane Park Road to CR 48. The segments of SR 19 from CR 48 to Central Avenue and from CR 455 to CR 478 would need to be widened to 4-lanes to achieve acceptable LOS conditions at project buildout, as summarized in **Table 7**.

**Table 6  
Projected Roadway Segment Capacity Analysis**

Roadway Segment	No Lns	LOS Std	PH Dir Capacity	Dir	Exist Vol	Growth Rate	2033 Backg'd	Vested Trips	Total Backg'd Volume	Backg'd LOS	Backg'd V/C	Trip Distr	Proj Dir	Project Volume	Total Volume	Final LOS	Final V/C
<b>*Central Ave</b>																	
SR 19 to Mare Ave	2	D	530	NB/EB SB/WB	57 59	2.00%	70 72	53 85	123 157	C C	0.23 0.30	10%	OUT IN	17 28	140 185	C C	0.26 0.35
<b>SR 19</b>																	
Lane Park Rd to CR 48	2	D	920	NB/EB SB/WB	610 656	2.00%	744 800	125 264	869 1,064	C F	0.94 1.16	23%	OUT IN	38 65	907 1,129	D F	0.99 1.23
CR 48 to Central Ave	2	D	700	NB/EB SB/WB	433 372	2.00%	528 454	266 355	794 809	F F	1.13 1.16	25%	OUT IN	42 71	836 880	F F	1.19 1.26
Central Ave to CR 455	2	D	1,200	NB/EB SB/WB	433 372	2.00%	528 454	437 272	965 726	D C	0.80 0.61	50%	IN OUT	142 84	1,107 810	D C	0.92 0.68
CR 455 to US 27/ SR 25	2	C	450	NB/EB SB/WB	507 435	2.00%	619 531	286 178	905 709	E D	2.01 1.58	35%	IN OUT	99 58	1,004 767	E E	2.23 1.70
US 27/ SR 25 to CR 478	2	C	450	NB/EB SB/WB	466 519	2.00%	569 633	286 178	855 811	E E	1.90 1.80	10%	IN OUT	28 17	883 828	E E	1.96 1.84
<b>**Number 2 Rd</b>																	
Mare Ave to Silverwood Ln	2	D	400	NB/EB SB/WB	57 59	2.00%	70 72	53 53	123 125	C C	0.31 0.31	35%	OUT IN	58 99	181 224	C D	0.45 0.56
Silverwood Ln to CR 48	2	D	400	NB/EB SB/WB	57 59	2.00%	70 72	53 53	123 125	C C	0.31 0.31	15%	IN OUT	43 25	166 150	C C	0.42 0.38

Source: 2022 Lake County Annual Traffic Counts

\*Exiting Counts were obtained from PM Peak Turning Movement Counts

\*\*A reduction of 25% was applied to the Peak Hour Directional Capacity of 530, as Number 2 Road is a substandard road

**Table 7  
Projected Roadway Segment Capacity Analysis with Mitigation**

Roadway Segment	No Lns	LOS Std	PH Dir Capacity	Dir	Exist Vol	Growth Rate	2033 Backg'd	Vested Trips	Total Backg'd Volume	Backg'd LOS	Backg'd V/C	Trip Distr	Proj Dir	Project Volume	Total Volume	Final LOS	Final V/C	Project Responsible ?
<b>SR 19</b>																		
Lane Park Rd to CR 48	4	D	1,480	NB/EB SB/WB	610 656	2.00%	744 800	125 264	869 1,064	C D	0.59 0.72	23%	OUT IN	38 65	907 1,129	D D	0.61 0.76	NO NO
CR 48 to Central Ave	4	D	1,480	NB/EB SB/WB	433 372	2.00%	528 454	266 355	794 809	D D	0.54 0.55	25%	OUT IN	42 71	836 880	D D	0.56 0.59	NO NO
CR 455 to US 27/ SR 25	4	C	1,360	NB/EB SB/WB	507 435	2.00%	619 531	286 178	905 709	C C	0.67 0.52	35%	IN OUT	99 58	1,004 767	C C	0.74 0.56	NO NO
US 27/ SR 25 to CR 478	4	C	1,360	NB/EB SB/WB	466 519	2.00%	569 633	286 178	855 811	C C	0.63 0.60	10%	IN OUT	28 17	883 828	C C	0.65 0.61	NO NO
<b>**Number 2 Rd</b>																		
Mare Ave to Silverwood Ln	2	D	530	NB/EB SB/WB	57 59	2.00%	70 72	53 53	123 125	C C	0.23 0.24	35%	OUT IN	58 99	181 224	C D	0.34 0.42	NO NO
Silverwood Ln to CR 48	2	D	530	NB/EB SB/WB	57 59	2.00%	70 72	53 53	123 125	C C	0.23 0.24	15%	IN OUT	43 25	166 150	C C	0.31 0.28	NO NO

Source: 2022 Lake County Annual Traffic Counts

\*Exiting Counts were obtained from PM Peak Turning Movement Counts

\*\*A reduction of 25% was applied to the Peak Hour Directional Capacity of 530, as Number 2 Road is a substandard road

Note: Roadway mitigations are necessitated by background traffic. Number 2 Road is an existing substandard facility.

The development is not responsible for these improvements, per Florida Statutes.

#### 4.4 Intersection Capacity Analysis

The projected volumes for the intersection capacity and operations analysis were calculated by assigning the project trips to the project driveways and adding those volumes to the background volumes and vested trips at the study intersections. Projected background traffic was estimated as discussed in the previous section. Projected background traffic on the proposed Spine Road and Revels Road were estimated based on the *CFRPMv7* model daily volumes. The AADT model plots are included in **Appendix J**.

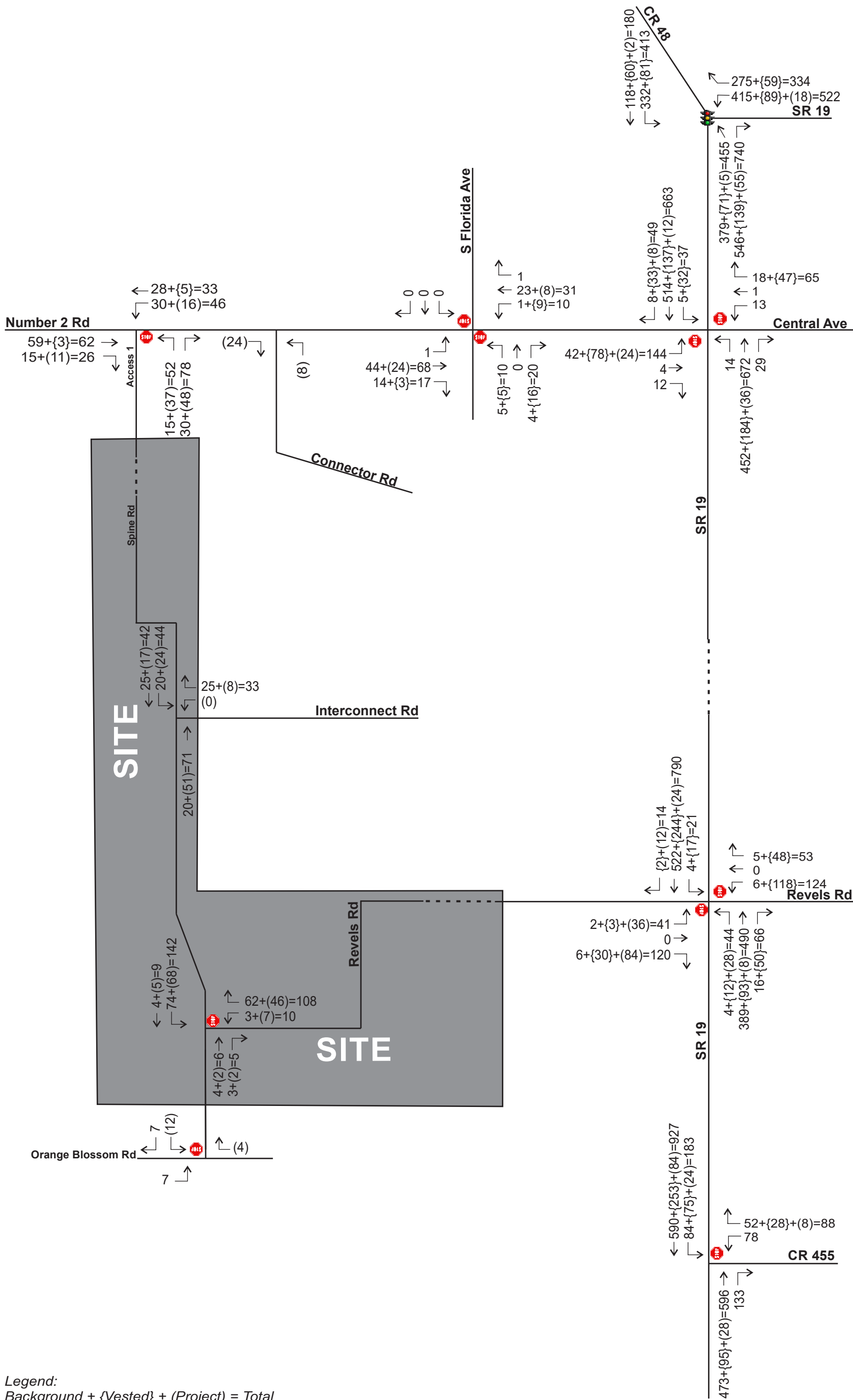
##### Intersection Capacity Analysis

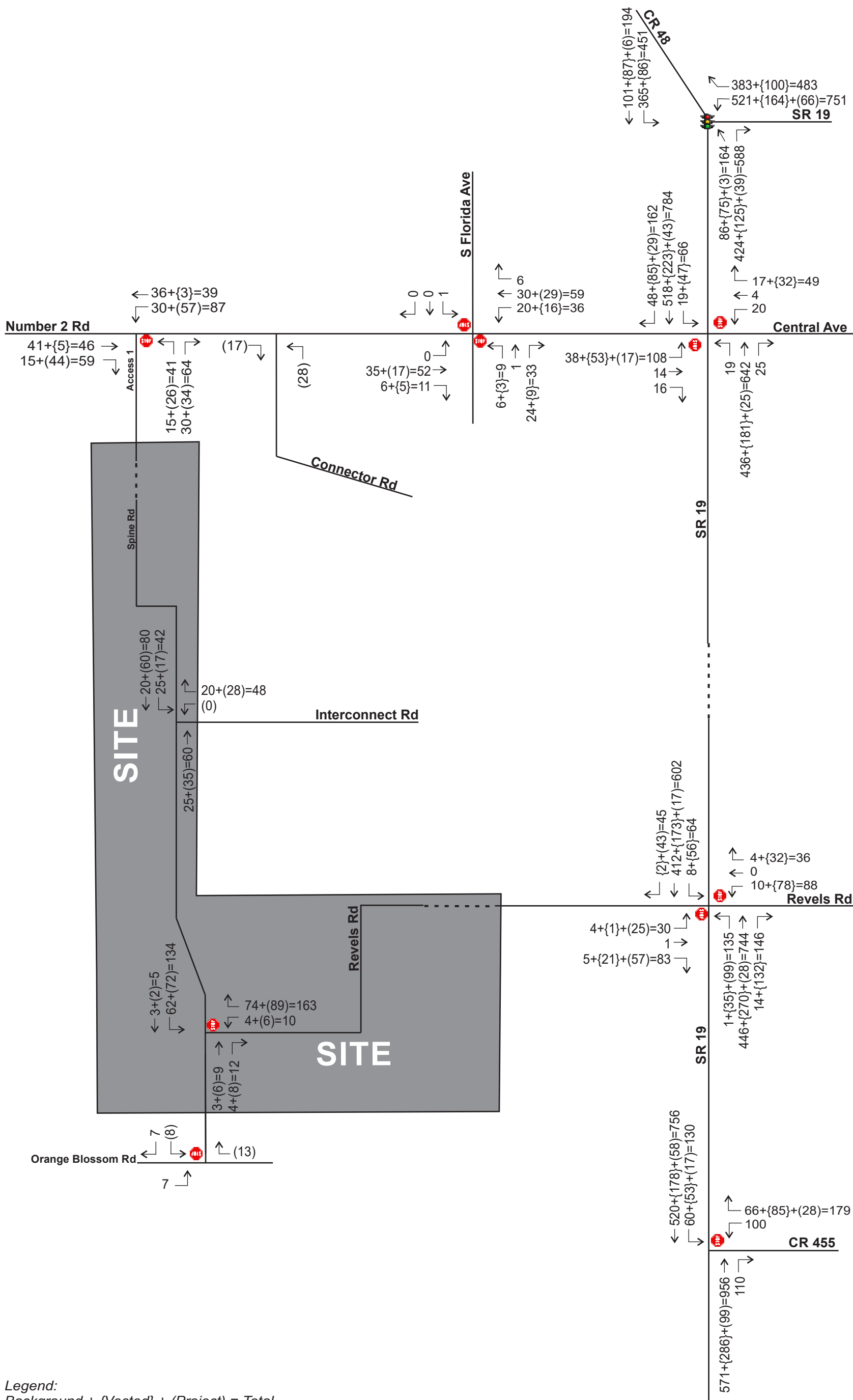
The projected AM and PM peak hour volumes are illustrated in **Figure 6** and **Figure 7**, respectively. The analysis includes right and left turn lanes on SR 19, and a right turn lane on Revels Road at the intersection of SR 19 and Revels Road. It also includes right and left turn lanes on Number 2 Road at the intersection of Spine Road and Number 2 Road. The results of the analysis are summarized in **Table 8**, and the analysis worksheets are included in **Appendix K**. The intersection volume projection sheets are included in **Appendix L**.

**Table 8**  
**Projected Intersection Capacity Analysis**

Intersection	Traffic Control	Time Period	EB		WB		NB		SB		Overall	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
SR 19 & CR 48	Signal	AM	--	--	177.1	F	29.7	C	22.1	C	87.2	F
		PM	--	--	>300	F	21.5	B	12.1	B	234.3	F
SR 19 & Central Ave	TWSC	AM	>300	F	26.5	D	10.1	B	10.3	B	--	--
		PM	>300	F	89.7	F	11.4	B	10.3	B	--	--
W Central Ave & S Florida Ave	TWSC	AM	7.3	A	7.4	A	9.2	A	0.0	A	--	--
		PM	0.0	A	7.4	A	9.3	A	10.6	B	--	--
SR 19 & Revels Rd / Project Entrance	TWSC	AM	51.2	F	>300	F	10.1	B	8.8	A	--	--
		PM	135.1	F	>300	F	9.9	A	10.7	B	--	--
SR 19 & CR 455	TWSC	AM	--	--	>300	F	--	--	10.7	B	--	--
		PM	--	--	>300	F	--	--	12.7	B	--	--
Spine Rd & Interconnect Rd / Proposed	TWSC	AM	--	--	8.8	A	--	--	7.4	A	--	--
		PM	--	--	8.8	A	--	--	7.4	A	--	--
Number 2 Rd and Spine Rd / Project Entrance	TWSC	AM	--	--	7.5	A	9.8	A	--	--	--	--
		PM	--	--	7.6	A	9.9	A	--	--	--	--
Spine Rd & Revels Rd	TWSC	AM	--	--	9.1	A	--	--	7.5	A	--	--
		PM	--	--	9.3	A	--	--	7.5	A	--	--
Revels Rd & Orange Blossom Rd / Project Entrance	TWSC	AM	7.2	A	--	--	--	--	8.6	A	--	--
		PM	7.3	A	--	--	--	--	8.6	A	--	--

Average delay is in seconds





The analysis reveals the following:

- The intersection of SR 19 and CR 48 is projected to operate with delay during the AM and the PM peak hour. Further review is needed.
- The intersection of SR 19 and Central Avenue is projected to operate with delay in the eastbound and westbound directions. The westbound movement does not carry any project traffic and it is projected to operate at volume to capacity ratio less than 1.0. Further review is needed.
- The intersection of SR 19 and Revels Road is projected to operate with delay in the eastbound and westbound directions. The westbound movement does not carry any project traffic. Further review is needed.
- The intersection of SR 19 and CR 455 is projected to operate with delay for the westbound left movement. Project trips contribute no traffic to the movement. Further review is needed.

The remaining study intersections are projected to operate adequately at the project buildout.

#### Intersection Capacity Analysis with Recommended Mitigation

The proposed project does not significantly impact study area intersections. Four (4) intersections have been reviewed further. The intersections are determined to need the following improvements to achieve acceptable LOS conditions at project buildout:

- Retiming the signal is recommended at the intersection of SR 19 and CR 48 OR constructing a 2-lane roundabout at the intersection of SR 19 and CR 48.
- Installing a signal is recommended at the intersection of SR 19 and Central Avenue.
- Installing a signal is recommended at the intersection of SR 19 and Revels Road.
- Installing a signal is recommended at the intersection of SR 19 and CR 455.

The traffic operations for the mitigated intersections are projected to have acceptable LOS, as detailed in **Table 9**. The background conditions and the buildout conditions with the mitigation analysis worksheets are included in **Appendix M**.

**Table 9  
Projected Intersection Capacity Analysis with Mitigation**

Intersection	Traffic Control	Peak Period	Scenario	EB		WB		NB		SB		Overall	
				Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
SR 19 & CR 48	Option 1: Retiming Signal	AM	Background	--	--	161.9	F	29.5	C	21.8	C	80.1	F
			Buildout	--	--	177.1	F	29.7	C	22.1	C	87.2	F
			Mitigation	--	--	59.4	E	72.4	E	54.1	D	60.9	D
		PM	Background	--	--	>300	F	21.5	C	12.1	B	187.5	F
			Buildout	--	--	>300	F	21.5	C	12.1	B	233.7	F
			Mitigation	--	--	48.7	D	56.5	E	58.2	E	52.6	D
SR 19 & CR 48	Option 2: Roundabout	AM	Background	--	--	161.9	F	29.5	C	21.8	C	80.1	F
			Buildout	--	--	177.1	F	29.7	C	22.1	C	87.2	F
			Mitigation	--	--	14.2	B	23.0	C	11.9	B	17.7	C
		PM	Background	--	--	>300	F	21.5	C	12.1	B	187.5	F
			Buildout	--	--	>300	F	21.5	C	12.1	B	233.7	F
			Mitigation	--	--	12.6	B	15.7	C	23.4	C	16.1	C
SR 19 & Central Ave	Signal	AM	Background	>300	F	24.5	C	9.9	A	10.1	A	--	--
			Buildout	>300	F	26.5	D	10.1	B	10.3	B	--	--
			Mitigation	21.0	C	18.3	B	8.2	A	8.2	A	9.9	A
		PM	Background	>300	F	65.2	E	11.0	B	10.2	B	--	--
			Buildout	>300	F	89.7	F	11.4	B	10.3	A	--	--
			Mitigation	13.3	B	12.0	B	6.8	A	24.7	C	16.9	B
SR 19 & Revels Road	Signal	AM	Background	22.5	C	>300	F	9.7	A	8.8	A	--	--
			Buildout	51.2	F	>300	F	10.1	B	8.8	A	--	--
			Mitigation	18.2	B	16.0	B	5.0	A	6.2	A	7.3	A
		PM	Background	30.0	D	>300	F	9.0	A	10.6	B	--	--
			Buildout	135.1	F	>300	F	9.9	A	10.7	B	--	--
			Mitigation	30.0	C	26.7	C	6.5	A	3.8	A	7.3	A
SR 19 & CR 455	Signal	AM	Background	--	--	>300	F	--	--	10.3	B	--	--
			Buildout	--	--	>300	F	--	--	10.7	B	--	--
			Mitigation	--	--	78.2	E	2.3	A	30.8	C	24.3	C
		PM	Background	--	--	>300	F	--	--	11.6	B	--	--
			Buildout	--	--	>300	F	--	--	12.7	B	--	--
			Mitigation	--	--	130.1	F	6.4	A	62.3	E	44.1	D

Average delay is in seconds

The analysis reveals the following:

- The intersection of SR 19 and CR 48 is projected to operate at an acceptable overall LOS by optimizing the signal timing or by constructing a 2-lane roundabout. Since the intersection can operate adequately by retiming the traffic signal; the project is not responsible to add a roundabout.
- The intersection of SR 19 and Central Avenue is projected to operate adequately at buildout with a signal. The westbound movement does not carry any project traffic. Project contribute 5.9% of the total traffic.
- The intersection of SR 19 and Revels Road is projected to operate adequately at buildout with a signal. The westbound movement does not carry any project traffic. Project contributes 13.6% of the total traffic.
- The intersection of SR 19 and CR 455 is projected to operate adequately at buildout with a signal. The westbound movement does not carry any project traffic. Project contribute 9.0% of the total traffic.



In lieu of contributing a proportionate share to the three (3) intersections needing new traffic signals, the developer is recommending to construct the new traffic signal at SR 19 and Revels Road, which serves as the main access to the project.

## 5.0 ACCESS REVIEW

The development will be accessed via the intersections of Number 2 Road and Spine Road (future road), SR 19 and Revels Road, and Revels Road and Orange Blossom Road. SR 19 is a 2-lane undivided facility with a posted speed limit of 55 miles per hour (mph) near the project entrance. Number 2 Road is a 2-lane undivided facility with a posted speed limit of 30 mph in the east direction and 45 mph in the west direction near the project entrance. Orange Blossom Road is a 2-lane undivided facility with a posted speed limit of 30 mph near the project entrance.

### 5.1 Turn Lane Review

A review of the need for turn lanes at the project entrance intersections was conducted based on the Lake County *Land Development Code (LDC)* guidelines, which are provided in **Appendix N**. In accordance with the *LDC* guidelines, right and left turn lanes are warranted at the intersections of SR 19 and Revels Road, and at Number 2 Road and Spine Road. The intersection of Orange Blossom Road and Revels Road is expected to carry limited traffic; therefore, exclusive turn lanes are not recommended.

The recommended lengths of the turn lanes on SR 19 were calculated based on the requirements of the *FDOT Design Manual Exhibit 212-1*, provided in **Appendix O**, and the recommended lengths of the turn lanes on Number 2 Road were calculated based on the Lake County *LDC* guidelines. Per Lake County requirement for turn lane widening on Number 2 Road, the length of tapers will need to be twice the standard length. The calculations are provided as follows:

#### SR 19 and Revels Road

Left Turn Lane Length = Deceleration Distance + Queue Length

Deceleration at 60 mph (design speed) = 405 feet

95<sup>th</sup> Percentile Queue Length = 1 x 25 = 25 feet

**Northbound Left Turn Lane = 405 feet + 25 feet = 430 feet (including a 50-foot taper)**

Right Turn Lane Length = Deceleration Distance

Deceleration at 60 mph (design speed) = 405 feet

**Southbound Right Turn Lane = 405 feet**

Number 2 Road and Spine Road

Left Turn Lane Length = Taper Length + Storage Length

Taper Length at 50 mph (design speed) = 230 feet x 2 = 460 feet

Storage Length at 50 mph (design speed) = 195 feet

**Westbound Left Turn Lane = 460 feet + 195 feet = 655 feet**

Right Turn Lane Length = Taper Length + Storage Length

Taper Length at 35 mph (design speed) = 170 feet x 2 = 340 feet

Storage Length at 35 mph (design speed) = 80 feet

**Eastbound Right Turn Lane = 340 feet + 80 feet = 420 feet**

## 6.0 STUDY CONCLUSIONS

This traffic analysis was conducted to assess the impact of the proposed Mission Rise development in the Town of Howey-in-the-Hills, Florida. The project will include 499 single family residential units. The analysis included a determination of project trip generation, a review of existing and projected roadway and intersection capacity.

The results of the traffic analysis are summarized as follows:

- The proposed development is projected to generate 4,428 trips per day, of which 322 trips occur during the AM peak hour and 451 trips occur during the PM peak hour.
- SR 19 SR 19 from Lane Park Road to Central Avenue and from CR 455 to CR 478 are projected to operate over their capacities due to background traffic. The development is not responsible for mitigating background deficiencies, per Florida's Statutes.
- SR 19 from CR 48 to CR 561 is programmed in the *TIP* to be widened to 4 lanes.
- All remaining roadway segments are projected to continue to operate adequately at project buildout.
- The intersection of SR 19 and CR 48 is projected to operate with delay during the AM and the PM peak hour. It is recommended to retime the signal or implement a 2-lane roundabout to maintain LOS standards. The development is not responsible to implement a roundabout.
- The intersection of SR 19 and Central Avenue is projected to operate with delay in the eastbound and the westbound movement. The westbound movement does not carry any project traffic.
- The intersection of SR 19 and Revels Road is projected to operate with delay in the eastbound and westbound directions. The westbound movement does not carry any project traffic.

- The intersection of SR 19 and CR 455 is projected to operate with delay for the westbound left movement. Project trips contribute no traffic to the movement.
- In lieu of contributing a proportional share to the three (3) intersections where traffic signals are projected to be needed, the developer is recommending to construct the traffic signal at the intersection of SR 19 and Revels Road.
- A traffic signal at SR 19 and Revels Road traffic signal needs to be warranted based on a signal warrant study of the in-field traffic volumes. An Intersection Control Evaluation (ICE) study will also need to be coordinated with FDOT.
- All remaining study intersections are projected to operate adequately at project buildout.
- The turn lane recommendations are as follows:
  - Construct a 430-foot northbound left turn lane and a 405-foot southbound right turn lane at the intersection of SR 19 and Revels Road.
  - Construct a 655-foot westbound left turn lane and a 420-foot eastbound right turn lane at the intersection of Number 2 Road and Spine Road.

## APPENDICES

**Appendix A**  
Study Methodology and Response to Comments Letter



## MEMORANDUM

May 23, 2023

**Re: Mission Rise**  
Traffic Impact Analysis Methodology, v1.1  
Town of Howey-In-The-Hills, Florida  
Project № 23017.1

---

This methodology outlines the proposed Traffic Impact Analysis (TIA) for the above referenced project. This methodology was prepared in accordance with the requirements of the Town of Howey-In-The-Hills and the Lake~Sumter Metropolitan Planning Organization (LSMPO) TIA guidelines for a Tier 2 TIA. This methodology has been revised in accordance with the comments provided by the Town of Howey-In-The-Hills. The comments and response to comments letter are included in the **Attachments**.

### Project Description

The ±243.3-acre site is a single-family residential development consisting of 592 dwelling units. The project site consists of parcels 34-20-25-0001-000-00100, 34-20-25-0004-000-01003, 02-21-25-0002-000-04800, and 27-20-25-0004-000-01200. The anticipated buildout year is 2033. A preliminary site plan is included in the **Attachments**.

### Project Location

The site is located east of Silverwood Lane, west of SR 19 (South Palm Avenue), and south of Number 2 Road in the Town of Howey-in-the-Hills, Florida. The site will be crossed from north to south by a future two-lane spine road that will connect Number 2 Roadway with Revels Road, as shown in **Figure 1**.

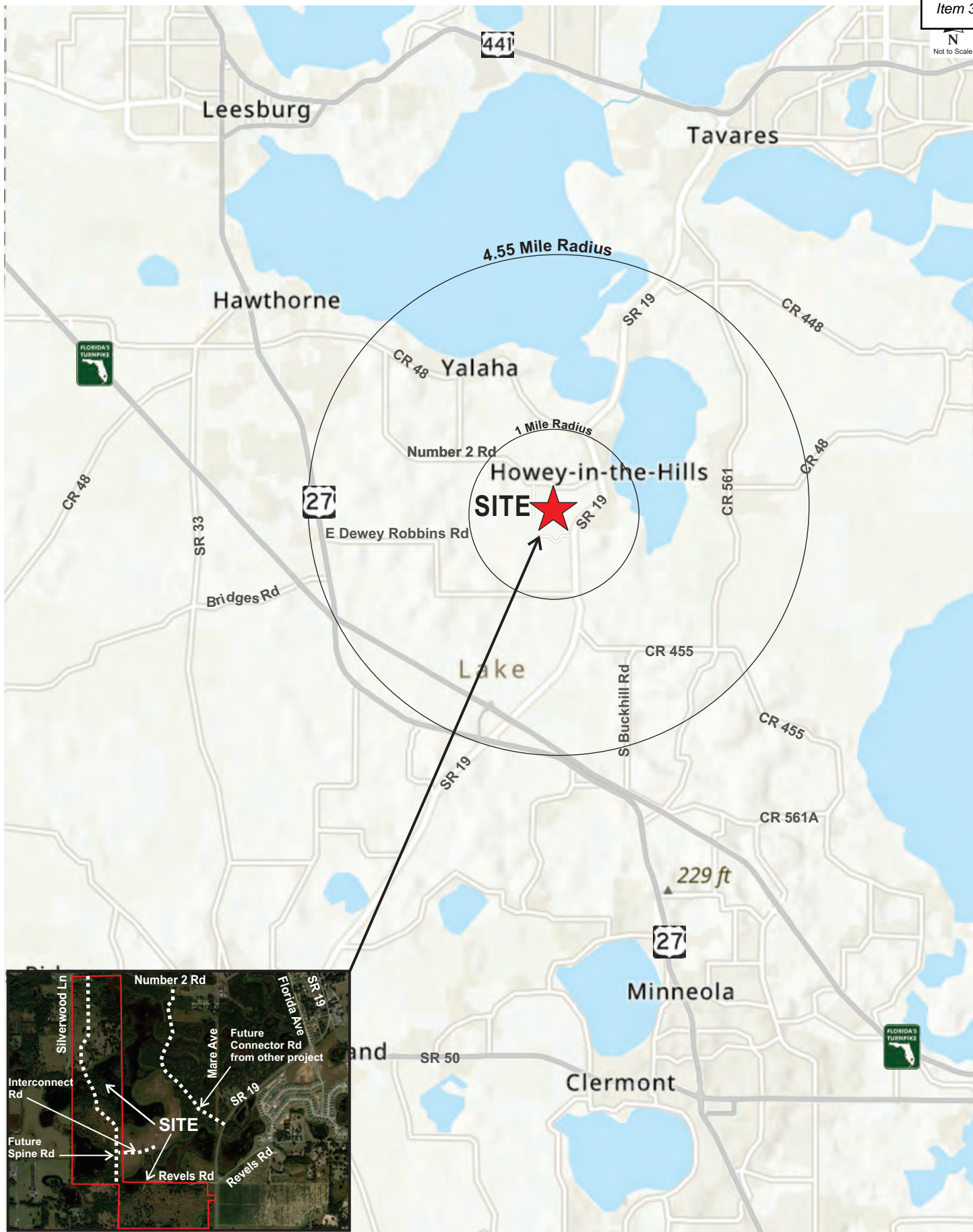
### Project Access

The project has access to the external network via one (1) full access driveway on Number 2 Road and one (1) full access driveway on SR 19. In addition, there is an emergency access to the south via Orange Blossom Road. The access configuration is depicted in the preliminary site plan included in the **Attachments**.

### Trip Generation

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





**Mission Rise**

Traffic Impact Analysis Methodology, v1.1  
 Project № 23017.1  
 May 23, 2023  
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**Table 1  
 Trip Generation Analysis**

ITE Code	Land Use	Size	Daily		AM Peak Hour			PM Peak Hour				
			Eqvlt Rate	Trips	Eqvlt Rate	Total	Enter	Exit	Eqvlt Rate	Total	Enter	Exit
210	Single Family Residential (Detached)	592 DU	8.75	5,181	0.63	376	94	282	0.89	529	333	196

*Trip Generation analysis based on ITE Trip Generation Manual, 11th Edition.*

The proposed development at project buildout is projected to generate 5,181 new daily trips of which 376 trips occur during the AM peak hour, and 529 trips occur during the PM peak hour.

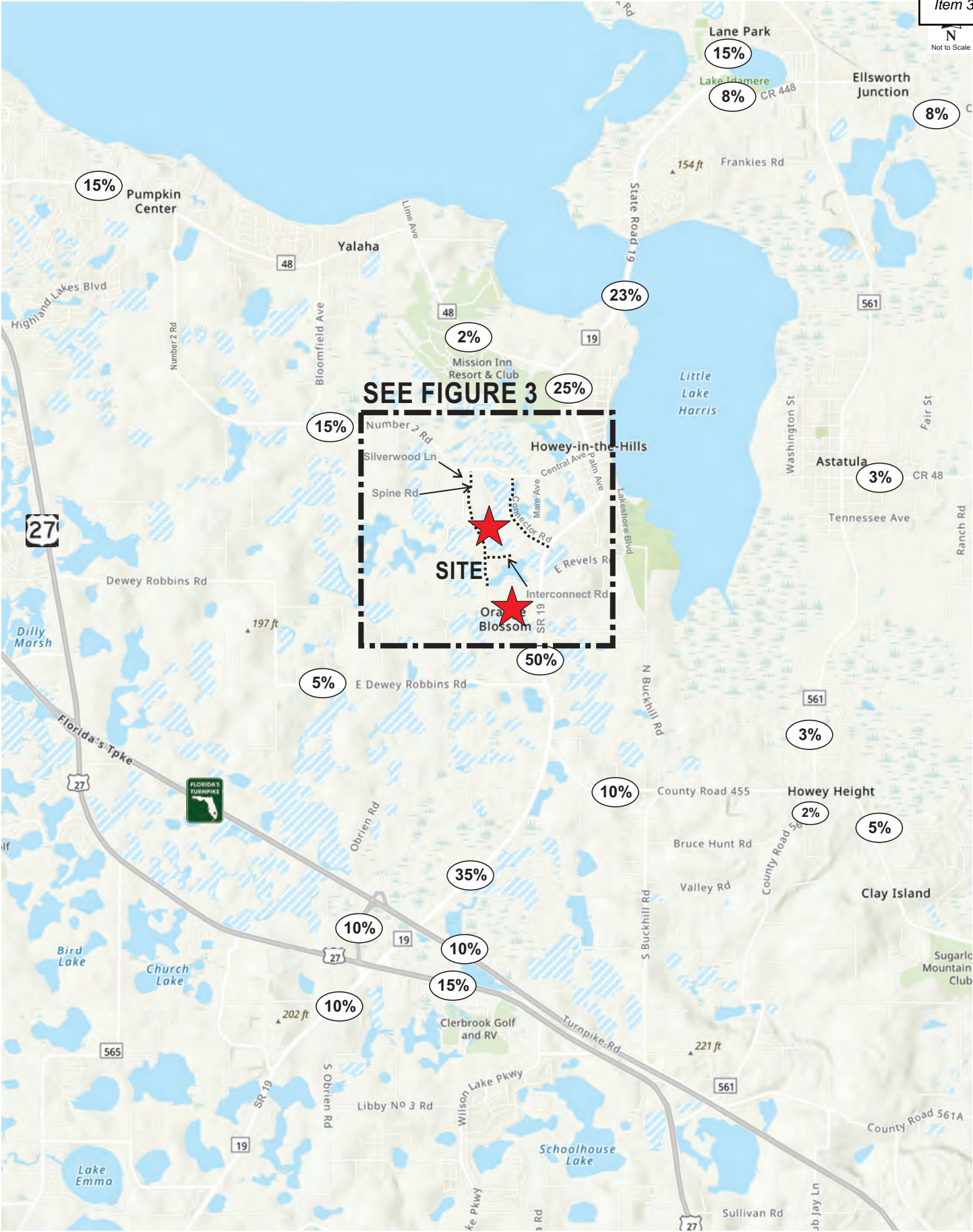
Trip Distribution

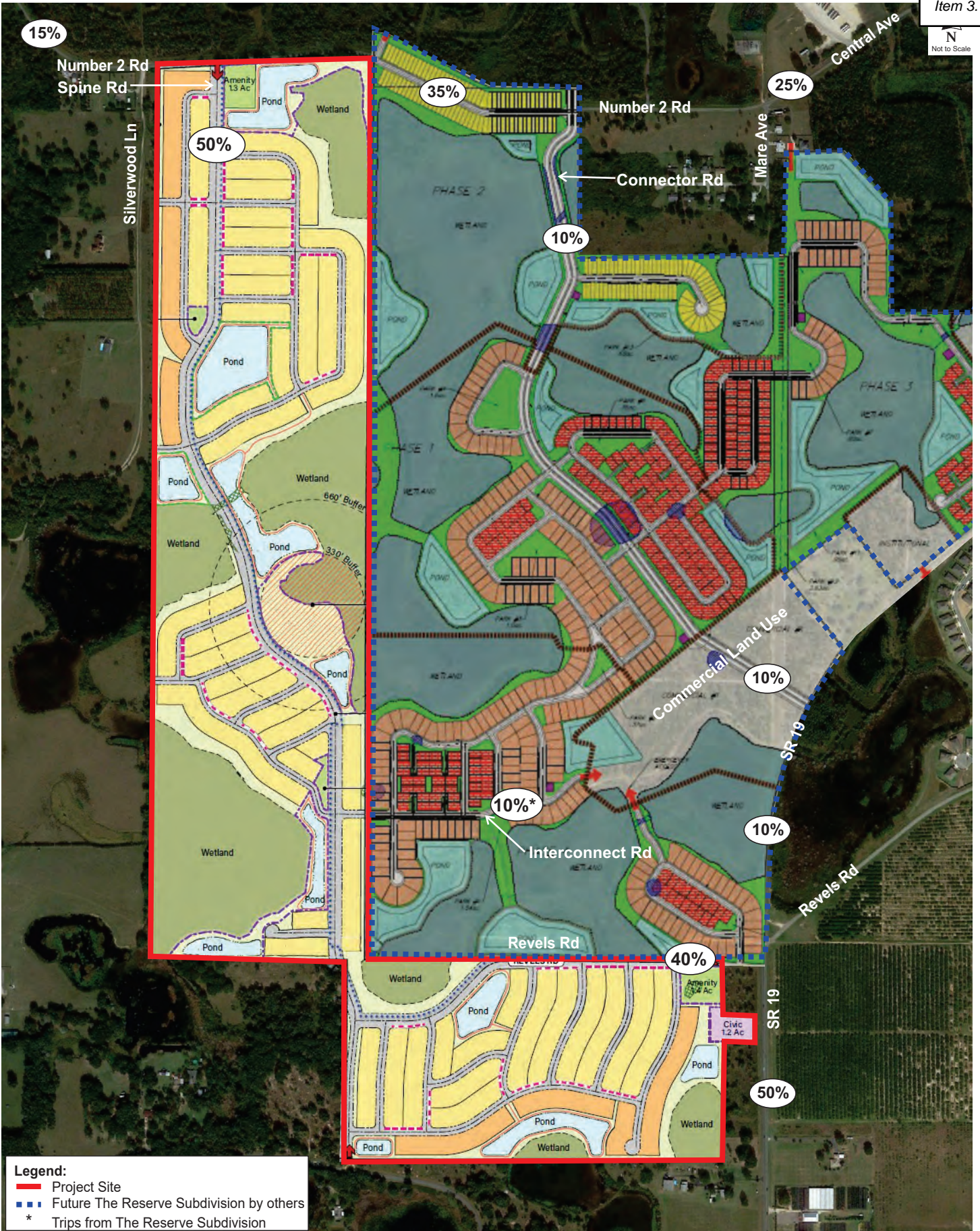
A trip distribution pattern in the general vicinity of the project site was initially determined based on the *Central Florida Regional Planning Model (CFRPM v7)*. Two (2) future connections (Spine Road and Connector Road) from SR 19 to Number 2 Road were included in the model for this project. The model distribution was modified to reflect the local network and prevailing traffic patterns. The proposed trip distribution pattern is provided in **Figure 2**. Detailed trip distribution near the project site is shown in **Figure 3**. The model distribution plots are included in the **Attachments**.

Study Area

In accordance with the LSMPO requirements for a Tier 2 TIA methodology, the study area will include a minimum 1-mile radius plus all roadway segments within a 4.55-mile radius in addition to roadways where the development is projected to consume 5% or more of their adopted Level of Service (LOS), unless otherwise specified by the City/LSMPO.

The extent of the study impact area shall be determined by the area of influence of the project. The area of influence shall be established as one-half (½) the total trip length associated with the land use of the proposed development, based upon the *2021 Lake County Transportation Impact Fee Update Study Final Report*. The total trip length for single-family is 9.1-miles. Accordingly, the area of influence will encompass all roadway segments within 4.55-mile radius. Excerpts of the *2022 Lake County Congestion Management Process (CMP) Database*, the *2021 Lake County Transportation Impact Fee Update Study Final Report*, and the *2023 FDOT Multimodal Quality/Level of Service (Q/LOS) Handbook Appendix B* are included in the **Attachments**. **Table 2** lists all roadway segments within the area of influence along with their capacities and percentages consumed by the project trips.





**Legend:**  
 ■ Project Site  
 ■■■ Future The Reserve Subdivision by others  
 \* Trips from The Reserve Subdivision

**Mission Rise**

Traffic Impact Analysis Methodology, v1.1

Project № 23017.1

May 23, 2023

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**Table 2  
Study Area**

Roadway Segment	SEG ID	No Lns	Area Type	Median Type	Speed Limit	LOS Std	Pk Dir Cap	Dir	Project		Within 1-Mile? **	% Cap	In Study?
									Dist	Trips			
<b>CR 455</b>													
SR 19 to CR 561	950	2	R	Undivided	45	C	740	EB WB	10%	20 33	NO	2.7% 4.5%	NO
CR 561 to CR 561A	960	2	R	Undivided	25	C	410	EB WB	5%	10 17	NO	2.4% 4.1%	NO
<b>CR 48</b>													
US 27 to Lime Ave	1240	2	U	Undivided	40	D	1,080	EB WB	15%	50 29	NO	4.6% 2.7%	NO
Lime Ave to SR 19	1250	2	U	Undivided	40	D	1,080	EB WB	2%	7 4	NO	0.6% 0.4%	NO
CR 561 to Ranch Rd	1260	2	U	Undivided	40	D	840	EB WB	3%	6 10	NO	0.7% 1.2%	NO
Ranch Rd to CR 448A	1270	2	R	Undivided	40	C	410	EB WB	3%	6 10	NO	1.5% 2.4%	NO
<b>CR 561</b>													
CR 448 to CR 48	1410	2	U	Undivided	50	D	1,080	NB SB	0%	0 0	NO	0.0% 0.0%	NO
CR 48 to South Astatula City Limit	1420	2	U	Undivided	40	D	620	NB SB	3%	10 6	NO	1.6% 1.0%	NO
South Astatula City Limit to CR 455	1430	2	U	Undivided	40	D	1,080	NB SB	3%	10 6	NO	0.9% 0.6%	NO
CR 455 to Howey Cross Rd	1440	2	R	Undivided	35	C	470	NB SB	2%	7 4	NO	1.5% 0.9%	NO
Howey Cross Rd to Turnpike Rd / CR 561A	1450	2	R	Undivided	40	C	640	NB SB	2%	7 4	NO	1.1% 0.6%	NO
<b>SR 19</b>													
Lane Park Rd to CR 48	3040	2	U	Undivided	55	D	920	NB SB	23%	45 77	NO	4.9% 8.4%	YES
CR 48 to Central Ave	3050	2	U	Undivided	40	D	700	NB SB	25%	49 83	NO	7.0% 11.9%	YES
Central Ave to CR 455	3060	2	U	Undivided	35	D	1,200	NB SB	50%	167 98	YES	13.9% 8.2%	YES
CR 455 to US 27 / SR 25	3070	2	R	Undivided	55	C	450	NB SB	35%	117 69	NO	26.0% 15.3%	YES
US 27 / SR 25 to CR 478	3080	2	R	Undivided	55	C	450	NB SB	20%	67 39	NO	14.9% 8.7%	YES
<b>SR 91 (Florida Turnpike)</b>													
US 27/SR 25 to US 27/SR 25/SR 19 Interchange	3566	4	U	Freeway	70	B	2,230	EB WB	10%	20 33	NO	0.9% 1.5%	NO
<b>US 27/SR 25</b>													
SR 19 to CR 561	3830	4	U	Divided	55	D	3,280	EB WB	15%	29 50	NO	0.9% 1.5%	NO
<b>Central Ave</b>													
SR 19 to Mare Ave	N/A	2	U	Undivided	30	D	770 *	EB WB	25%	49 83	YES	6.4% 10.8%	YES
<b>Number 2 Rd</b>													
Mare Ave to Silverwood Ln	N/A	2	U	Undivided	30	D	730 *	EB WB	35%	69 117	YES	9.5% 16.0%	YES
Silverwood Ln to CR 48	N/A	2	U	Undivided	45	D	730 *	EB WB	15%	29 50	YES	4.0% 6.8%	YES

Source: 2022 Lake County CMP Database

\* 2023 FDOT Multimodal Quality/Level of Service Handbook, Appendix B: Florida's Generalized Service Volume Tables

Bold numbers represent capacity equal or higher than 5%.

**Mission Rise**

Traffic Impact Analysis Methodology, v1.1

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

- SR 19
  - Lane Park Road to CR 48
  - CR 48 to Central Avenue
  - Central Avenue to CR 455
  - CR 455 to US 27 / SR 25
  - US 27 / SR 25 to CR 478
- Central Avenue
  - SR 19 to Mare Avenue
- Number 2 Road
  - Mare Avenue to Silverwood Lane
  - Silverwood Lane to CR 48

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

- SR 19 and CR 48 (Signalized)
- SR 19 and Central Avenue (Unsignalized)
- SR 19 and South Florida Avenue (Unsignalized)
- SR 19 and Revels Road (Unsignalized)
- SR 19 and CR 455 (Unsignalized)
- Spine Road and Interconnect Road (Proposed)
- Number 2 Road and Spine Road (North Project Access) (Proposed)
- Revels Road and Spine Road (South Project Access) (Proposed)

## Mission Rise

Traffic Impact Analysis Methodology, v1.1  
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### Projected Traffic

Projected traffic includes background traffic volumes, the project trips, and committed trips. Projected background traffic will be calculated using the historical growth rates obtained from the *Lake County CMP* database and *FDOT Florida Traffic Online* web-based database. A 2%, minimum growth rate will be applied if the calculated growth rates are lower than 2%. The committed trips for the following approved developments within the study area will be added to the background traffic:

- The Reserve (traffic study obtained)
- Talichet Phase 2 (traffic study obtained)
- Whispering Hills (traffic study obtained)
- Lake Hills (City to provide traffic study)
- Watermark (City to provide traffic study)

### Planned and Programmed Improvements

The *Lake-Sumter Metropolitan Planning Organization (LSMPO) 2023-2027 Transportation Improvement Program (TIP)*, as well as *LSMPO 2022 List of Priority Projects (LOPP)* were reviewed to identify any planned or programmed improvements to the transportation facilities in this area. As shown in **Table 3**, construction is not planned to be completed within the next three (3) years for either improvement. Excerpts from the *LSMPO TIP* and *LSMPO LOPP* are provided in the **Attachments**.

**Table 3**  
**Planned and Programmed Improvements**

FM #	Project Name	From	To	Proposed Phase	Proposed Phase FY	Description of Improvement
2383191	SR 19 *	CR 48	CR 561	PDE-PE-ENV	2023	Add Lanes & Reconstruct
238319-1	SR 19 **	Howey Bridge	CR 561	-	-	Road Widening

\* LSMPO TIP Fiscal Year 2023-2027

\*\* LSMPO 2022 LOPP Tier 2 project

### Capacity Analysis

The traffic study will include existing and 2033 buildout conditions for the roadway segment and intersection capacity analyses. A capacity analysis of the study roadway segments will be conducted for the PM peak hour under existing and projected conditions. The capacity analysis will be based on service volumes, capacities, and existing volumes, as documented in *2022 Lake County CMP Database* and the *FDOT's 2023 Multimodal Quality/Level of Service (MQ/LOS) Handbook*, included in the **Attachments**.

**Mission Rise**

Traffic Impact Analysis Methodology, v1.1

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The intersection turning movement counts will be seasonally adjusted, if needed, using the 2022 *FDOT Peak Season Factor Category Report* obtained from the *Florida Traffic Online (FTO)* website.

Right and left turn lane warrant reviews will be performed at the Spine Road accesses on Number 2 Road and at SR 19 and Revels Road in accordance with the Lake County requirements for turn lanes.

In cases where projected conditions require mitigation as a result of the proposed development, an analysis including the recommended mitigation will be conducted.

**Alternative Mode Analysis**

A review of transit, pedestrian, and bicycle facilities will be conducted in accordance with the LSMPO requirements.

**Report**

A TIA report detailing the methods and findings of the study, including all associated graphics, tables, calculations, and supporting information will be prepared for submittal to the Town of Howey-In-The-Hills.



**ATTACHMENTS**



May 23, 2023

Mr. John Brock  
Town Clerk  
PO Box 125  
Howey-In-The-Hills, Florida 34737  
[jbrock@howey.org](mailto:jbrock@howey.org)

Re: Mission Rise  
Response to Methodology Comments  
TMC Project № 23017.1  
Town Howey-In-The-Hills, Florida

Dear Mr. Brock,

Please find below our responses to the review comments prepared on behalf of The Town of Howey-In-The-Hills by TMH Consulting Inc dated May 8, 2023, regarding the above referenced Methodology dated April 28, 2023. The comments are listed in **bold** typeface and the TMC responses follow in *italic* typeface. Additionally, a revised Methodology is provided under cover reflecting the changes resulting from these comments.

- 1. The Revels Road access to the south cannot be limited to emergency access as this is a public road now. Since we have received comments from residents to the south, it will be very useful to get some type of prediction about how many trips are likely to use this access point as opposed to SR 19 and Number 2 Road.**

*TMC Response: The emergency access on Orange Blossom Road will be restricted to emergency vehicles only; therefore, no trips were assigned to that access.*

- 2. There is an interconnect between the Mission Rise parcel and The Reserve parcel. Is the model sensitive enough to determine if this interconnect will impact trip assignments? The Reserve has an approved connecting road which is discussed in the TMC methodology. The Reserve also includes a future commercial development area that might be an attractor.**

*TMC Response: Noted. The Reserve Subdivision includes a future commercial development, therefore, 10% of the trips are assumed to originate from The Reserve's commercial development and use the interconnect road to access the project site.*

- 3. The study needs to include those projects that have some level of approval. TMC has done the traffic studies for several of these and been provided with traffic studies from others. The projects that need to be included are:**

- **The Reserve**
- **Watermark**
- **Talichet Phase 2 (Phase 1 is mostly in the background traffic by now.)**
- **Whispering Heights**
- **Lake Hills**

*TMC Response: Noted. The vested trips from The Reserve, Watermark, Talichet Phase 2, Whispering Heights [Whispering Hills], and Lake Hills will be included in the traffic study as indicated in the revised methodology (attached).*

- 4. The study needs to include CFRPM distributions that show the percentages of future background through traffic that will use the new roads in Mission Rise and The Reserve that link No 2 Road to SR 19. Use that data to project future background traffic volumes on those links.**

*TMC Response: Noted. As reflected in Figure 2, the future Spine Road, which transverses the project site from north to south and connects Number 2 Road with Revels Road, and the future Connector Road, which connects SR 19 and Number 2 Road are included in the project trip distribution Figure 2 in the revised methodology (attached).*

- 5. The project trip distribution map is basically unreadable. They need to provide a graphic that someone can review and understand.**

*TMC Response: Noted. The distribution map has been revised to show an inset with the detail project distribution within the project site. See Figure 2 in the revised methodology (attached).*

- 6. SR 19 at Central Avenue is listed as signalized, but it is only a flashing light. The analysis cannot assume it is a true signal.**

*TMC Response: Noted. SR 19 at Central Avenue intersection is listed as an unsignalized intersection in the revised methodology (attached).*

- 7. The ITE land use, code 210, shows traffic generation as 9.43 trips per unit with 0.70% for the AM Peak and 0.94% for the PM Peak. Why did they use 8.75, 0.63 and 0.89 respectively for the project traffic generation?**

*TMC Response: Per the Trip Generation Handbook, 3rd Edition Figure 4.2 (Process for selecting average rate or equation in trip generation manual data) linear curve equations should be used for the weekday, AM, and PM peak period trip generation calculation. The linear curve equations have an  $R^2$  equal to 0.75 or greater, therefore, the fitted curve equations were used instead of average rate.*

*The linear curve equations used for the 592 dwelling residential units corresponding to the weekday, AM, and PM trips are as follows:*

*Weekday:  $\ln(T)=0.92 \ln(X)+2.68$  which is equivalent to an average rate of 8.75 (5,181/592).  
AM:  $\ln(T)=0.91 \ln(X)+0.12$  which is equivalent to an average rate of 0.63 (376/592).  
PM:  $\ln(T)=0.94 \ln(X)+0.27$  which is equivalent to an average rate of 0.89 (529/592).*

Mr. John Brock  
Mission Rise  
Response to Methodology Comments  
TMC Project № 23017.1  
May 23, 2023  
Page 3 of 3

**END OF COMMENTS**

We trust these responses and the revised Methodology adequately address the review comments. We remain available to discuss this matter further or to answer any questions you may have.

Kind regards,

TRAFFIC & MOBILITY CONSULTANTS LLC



Charlotte N. Davidson, PE  
Senior Transportation Engineer



October 17, 2023

Mr. J. Brock  
Town Clerk  
Howey-in-the-Hills/Development Review Committee  
101 North Palm Avenue  
Howey-in-the-Hills, FL 34737  
[jbrock@howey.prg](mailto:jbrock@howey.prg)

Re: Mission Rise  
Response to Traffic Impact Analysis Comments  
TMC Project № 23017.1  
Howey-in-the-Hills, Florida

Dear Mr. Brock,

Please find below our responses to the review comments prepared by Griffey Engineering Inc. on behalf of The Town of Howey-in-the-Hills, dated October 9, 2023, regarding the above referenced Traffic Impact Analysis dated August 2023. The comments are listed in **bold** typeface and the TMC responses follow in *italic* typeface. Additionally, a revised Traffic Impact Analysis is provided under cover reflecting the changes resulting from these comments.

**Traffic Study**

- 1. Figures in the report are missing. They need to be included.**

*TMC Response: Figures have been included in the report.*

- 2. For the future condition analysis of the intersection of SR 19 & CR 48, evaluate for a roundabout as well as signal timing adjustment.**

*TMC Response: A roundabout at the intersection of SR19 & CR 48 has been evaluated and the results of the analysis have been included in the TIA v1.3 report.*

Mr. J. Brock  
Mission Rise  
Response to Traffic Impact Analysis Comments  
TMC Project № 23017.1  
October 17, 2023  
Page 2 of 2

### **Recommended Improvements**

- 3. The traffic study identifies three intersections along SR 19 that will need to be signalized in the future (SR 19 & Central Ave., SR 19 & Revels Rd., and SR 19 & CR 455). The Development Agreement has a section that addresses proportionate share payment for off-site impacts. In the study's mitigation analysis it states: "In lieu of contributing a proportionate share to the three (3) intersections needing new traffic signals, the developer is recommending to construct the new traffic signal at SR 19 and Revels Road, which serves as the main access to the project." This is a reasonable mitigation alternative provided that there is a binding commitment for the developer to construct (or fund) the signal when it is deemed warranted by FDOT. This would be in addition to the turn lanes that the development will need to install at the intersection (right & left on SR 19, and right & through/left on EB Revels).**

*TMC Response: Acknowledged.*

### **END OF COMMENTS**

We trust these responses and the revised Traffic Impact Analysis adequately address the review comments. We remain available to discuss this matter further or to answer any questions you may have.

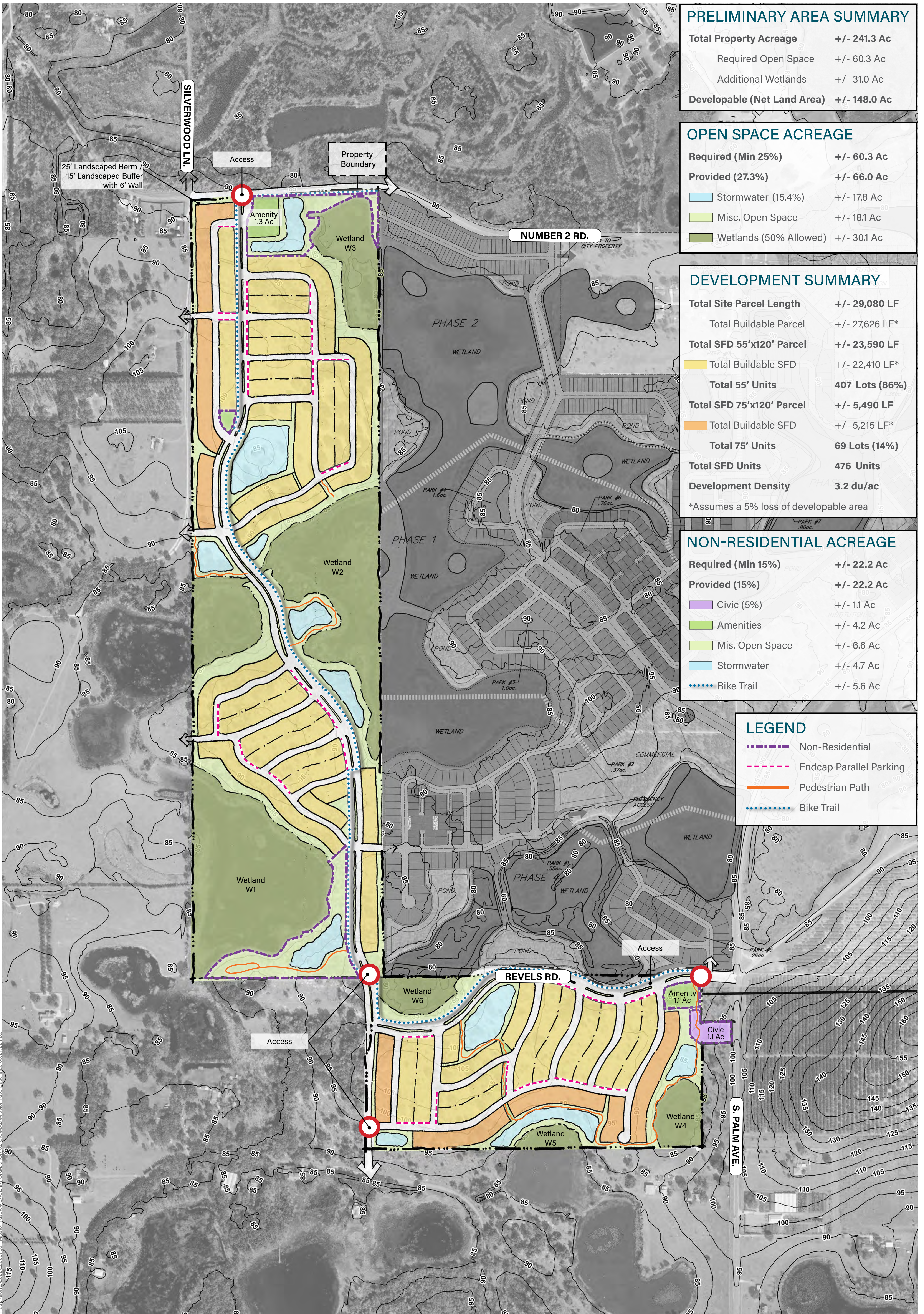
Kind regards,

TRAFFIC & MOBILITY CONSULTANTS LLC



Charlotte N. Davidson, PE  
Senior Transportation Engineer

**Appendix B**  
Preliminary Development Plan



### PRELIMINARY AREA SUMMARY

Total Property Acreage	+/- 241.3 Ac
Required Open Space	+/- 60.3 Ac
Additional Wetlands	+/- 31.0 Ac
<b>Developable (Net Land Area)</b>	<b>+/- 148.0 Ac</b>

### OPEN SPACE ACREAGE

Required (Min 25%)	+/- 60.3 Ac
Provided (27.3%)	+/- 66.0 Ac
Stormwater (15.4%)	+/- 17.8 Ac
Misc. Open Space	+/- 18.1 Ac
Wetlands (50% Allowed)	+/- 30.1 Ac

### DEVELOPMENT SUMMARY

Total Site Parcel Length	+/- 29,080 LF
Total Buildable Parcel	+/- 27,626 LF*
Total SFD 55'x120' Parcel	+/- 23,590 LF
Total Buildable SFD	+/- 22,410 LF*
<b>Total 55' Units</b>	<b>407 Lots (86%)</b>
Total SFD 75'x120' Parcel	+/- 5,490 LF
Total Buildable SFD	+/- 5,215 LF*
<b>Total 75' Units</b>	<b>69 Lots (14%)</b>
<b>Total SFD Units</b>	<b>476 Units</b>
<b>Development Density</b>	<b>3.2 du/ac</b>

\*Assumes a 5% loss of developable area

### NON-RESIDENTIAL ACREAGE

Required (Min 15%)	+/- 22.2 Ac
Provided (15%)	+/- 22.2 Ac
Civic (5%)	+/- 1.1 Ac
Amenities	+/- 4.2 Ac
Mis. Open Space	+/- 6.6 Ac
Stormwater	+/- 4.7 Ac
Bike Trail	+/- 5.6 Ac

### LEGEND

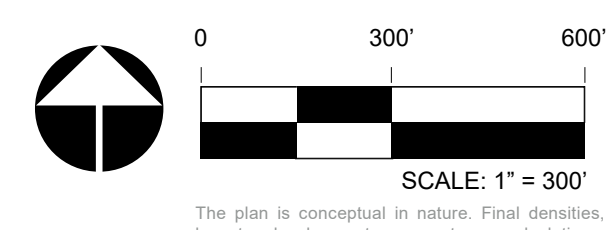
- Non-Residential
- Endcap Parallel Parking
- Pedestrian Path
- Bike Trail

Copyright RVI



## MISSION RISE • CONCEPTUAL PLAN

Town of Howey Hills, FL  
 December 22, 2022  
 # 22003786  
 Turnstone Group



The plan is conceptual in nature. Final contours, layout, development parameters, calculations, and site conditions may change upon further development of the Preliminary and/or Master Site Plan, and upon evaluation of topographic survey, water management and existing historic and specimen trees to remain.



**Appendix C**  
Lake County CMP Database and 2023 FDOT Q/LOS

Lake County CMP Database

Item 3.

Table with 30 columns: SEGMENT ID, COUNTY STATION, FOOT STATION, DATA SOURCE, SPEED LIMIT, SEGMENT LENGTH (MI), ROAD NAME, FROM, TO, LANES (2022), LANES (2027), URBAN / RURAL, DIVIDED / UNDIVIDED, MAINTAINING AGENCY, JURISDICTION, ADOPTED LOS STANDARD, DAILY SERVICE VOLUME, 2022 AADT, 2022 DAILY VOLUME, 2022 DAILY LOS, PEAK HOUR DIRECTIONAL SERVICE VOLUME, 2022 PEAK HOUR NB/EB VOLUME, 2022 PEAK HOUR SB/WB VOLUME, 2022 PEAK HOUR VIC, 2022 PEAK HOUR LOS, GROWTH RATE, DAILY SERVICE VOLUME (2027), 2027 AADT, 2027 DAILY VOLUME, 2027 DAILY LOS, PEAK HOUR DIRECTIONAL SERVICE VOLUME (2027), 2027 PEAK HOUR NB/EB VOLUME, 2027 PEAK HOUR SB/WB VOLUME, 2027 PEAK HOUR VIC, 2027 PEAK HOUR LOS.

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Lake County CMP Database

Item 3.

SEGMENT ID	COUNTY STATION	FOOT STATION	DATA SOURCE	SPEED LIMIT	SEGMENT LENGTH (MI)	ROAD NAME	FROM	TO	LANES (2022)	LANES (2027)	URBAN / RURAL	DIVIDED / UNDIVIDED	MAINTAINING AGENCY	JURISDICTION	ADOPTED LOS STANDARD	DAILY SERVICE VOLUME	2022 AADT	2022 DAILY VIC	2022 DAILY LOS	PEAK HOUR DIRECTIONAL SERVICE VOLUME	2022 PEAK HOUR NB/EB VOLUME	2022 PEAK HOUR SB/WB VOLUME	2022 PEAK HOUR VIC	2022 PEAK HOUR LOS	GROWTH RATE	DAILY SERVICE VOLUME (2027)	2027 AADT	2027 DAILY VIC	2027 DAILY LOS	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2027)	2027 PEAK HOUR NB/EB VOLUME	2027 PEAK HOUR SB/WB VOLUME	2027 PEAK HOUR VIC	2027 PEAK HOUR LOS
3020	11049	11049	State	45	1.38	SR 19	CR 452 (MAIN STREET)	CR 561	4	4	URBAN	DIVIDED	STATE	CITY OF TAVARES	D	41,790	45,500	1.09	F	2,100	2,203	1,892	1.05	F	4.50%	41,790	56,701	1.36	F	2,100	2,745	2,358	1.31	F
3030	11049	11049	ADJACENT	45	0.90	SR 19	CR 561	LANE PARK ROAD	2	2	URBAN	UNDIVIDED	STATE	CITY OF TAVARES	D	18,590	45,500	2.45	F	920	2,203	1,892	2.39	F	4.50%	18,590	56,701	3.05	F	920	2,745	2,358	2.98	F
3040	11049	11049	State	55	3.87	SR 19	LANE PARK ROAD	CR 48	2	2	URBAN	UNDIVIDED	STATE	HOWEY-IN-THE-HILLS/TAVARES	D	18,590	15,980	0.86	C	920	610	656	0.71	C	1.00%	18,590	16,795	0.90	C	920	641	689	0.75	C
3050	11049	11049	State	40	0.84	SR 19	CR 48	CENTRAL AVENUE	2	2	URBAN	UNDIVIDED	STATE	HOWEY-IN-THE-HILLS	D	14,160	8,950	0.63	C	700	433	372	0.62	C	1.00%	14,160	9,407	0.66	C	700	455	391	0.65	C
3060	11049	11049	ADJACENT	35	3.09	SR 19	CENTRAL AVENUE	CR 455	2	2	URBAN	UNDIVIDED	STATE	HOWEY-IN-THE-HILLS	D	24,200	8,950	0.37	B	1,200	433	372	0.36	B	1.00%	24,200	9,407	0.39	B	1,200	455	391	0.38	B
3070	11025	11025	State	55	2.72	SR 19	CR 455	US 27 / SR 25	2	2	RURAL	UNDIVIDED	STATE	CITY OF GROVELAND	C	8,600	9,910	1.15	D	450	507	435	1.13	D	1.00%	8,600	10,416	1.21	D	450	533	457	1.18	D
3080	110376	110376	State	55	4.73	SR 19	US 27 / SR 25	CR 478	2	2	RURAL	UNDIVIDED	STATE	CITY OF GROVELAND	C	8,600	9,350	1.09	D	450	466	519	1.15	D	1.00%	8,600	9,627	1.14	D	450	490	545	1.21	D
3090	110376	110376	ADJACENT	55	1.22	SR 19	CR 478	LAKE CATHERINE ROAD	2	2	URBAN	UNDIVIDED	STATE	CITY OF GROVELAND	D	17,700	9,350	0.53	C	880	466	519	0.59	C	1.00%	17,700	9,627	0.56	C	880	490	545	0.62	C
3100	110097	110097	State	45	0.70	SR 19	LAKE CATHERINE ROAD	SR 50 / SR 33	2	2	URBAN	UNDIVIDED	STATE	CITY OF GROVELAND	D	17,700	12,950	0.73	C	880	449	533	0.61	C	1.50%	17,700	13,951	0.79	C	880	484	574	0.65	C
3110	115072	115072	State	40	0.52	SR 33	SR 50 / SR 33	ANDERSON ROAD	2	2	URBAN	UNDIVIDED	STATE	CITY OF GROVELAND	D	18,590	14,760	0.79	C	920	470	667	0.73	C	4.25%	18,590	18,175	0.98	D	920	579	821	0.89	C
3120	110497	110497	State	60	3.16	SR 33	ANDERSON ROAD	CR 565B	2	2	RURAL	UNDIVIDED	STATE	CITY OF GROVELAND	C	8,600	10,428	1.21	D	450	533	458	1.18	D	3.75%	8,600	12,535	1.46	D	450	641	551	1.42	D
3130	111002	111002	State	60	6.76	SR 33	CR 565B	CR 561	2	2	RURAL	UNDIVIDED	STATE	UNINCORPORATED LAKE COUNTY	C	8,600	8,242	0.96	C	450	421	362	0.94	C	1.75%	8,600	8,988	1.05	D	450	459	395	1.02	D
3140	5		County	60	2.33	SR 33	CR 561	CR 474	2	2	RURAL	UNDIVIDED	STATE	UNINCORPORATED LAKE COUNTY	C	8,600	13,084	1.52	D	450	452	415	1.00	D	1.25%	8,600	13,923	1.62	D	450	480	441	1.07	D
3150	2		County	60	1.04	SR 33	CR 474	POLK COUNTY LINE	2	2	RURAL	UNDIVIDED	STATE	UNINCORPORATED LAKE COUNTY	C	10,320	10,821	1.05	D	540	352	544	1.01	D	4.50%	10,320	13,485	1.31	F	540	438	678	1.26	F
3160	808		County	45	4.71	SR 40	MARION COUNTY LINE	CR 445A	2	2	RURAL	UNDIVIDED	STATE	UNINCORPORATED LAKE COUNTY	C	8,600	5,068	0.59	C	450	169	217	0.48	B	2.75%	8,600	5,805	0.68	C	450	193	248	0.55	C
3170	110503	110503	State	55	1.61	SR 40	CR 445A	RIVER ROAD	2	2	RURAL	UNDIVIDED	STATE	UNINCORPORATED LAKE COUNTY	C	10,320	5,370	0.52	C	540	274	236	0.51	C	1.00%	10,320	5,644	0.55	C	540	288	248	0.53	C
3180	110050	110050	State	45	1.43	SR 40	RIVER ROAD	VOLUISA COUNTY LINE	2	2	RURAL	UNDIVIDED	STATE	UNINCORPORATED LAKE COUNTY	C	14,220	10,180	0.72	C	740	401	406	0.55	C	4.75%	14,220	12,839	0.90	C	740	506	512	0.69	C
3190	110496	110496	State	55	2.38	SR 44	SUMNER COUNTY LINE	CR 468	4	4	URBAN	DIVIDED	STATE	CITY OF LEESSBURG	D	39,800	21,800	0.55	C	2,000	1,071	964	0.54	C	1.00%	39,800	22,912	0.58	C	2,000	1,126	1,013	0.56	C
3200	110487	110487	State	45	1.54	SR 44	CR 468	S LONE OAK DRIVE	4	4	URBAN	DIVIDED	STATE	UNINCORPORATED LAKE COUNTY	D	39,800	16,540	0.42	C	2,000	610	720	0.38	C	1.00%	39,800	17,384	0.44	C	2,000	641	757	0.38	C
3210	115147	115147	State	35	0.76	SR 44	S LONE OAK DRIVE	US 27	4	4	URBAN	DIVIDED	STATE	CITY OF LEESSBURG	D	32,400	19,480	0.60	D	1,630	835	769	0.51	D	1.00%	32,400	20,474	0.63	D	1,630	878	808	0.54	D
3220	115179	115179	State	35	0.57	SR 44 (DNIE AVENUE)	US 27	S 97TH STREET	4	4	URBAN	DIVIDED	STATE	CITY OF LEESSBURG	D	32,400	27,300	0.84	D	1,630	1,322	1,135	0.81	D	1.25%	32,400	29,049	0.90	D	1,630	1,407	1,208	0.86	D
3230	115143	115143	ADJACENT	35	0.34	SR 44 (DNIE AVENUE)	US 27	GANAL STREET	4	4	URBAN	DIVIDED	STATE	CITY OF LEESSBURG	D	32,400	23,200	0.72	D	1,630	922	929	0.57	D	1.00%	32,400	24,383	0.75	D	1,630	969	975	0.60	D
3240	115143	115143	State	40	0.41	SR 44 (DNIE AVENUE)	US 27	CANAL STREET	4	4	URBAN	DIVIDED	STATE	CITY OF LEESSBURG	D	39,800	23,200	0.58	C	2,000	922	929	0.46	C	1.00%	39,800	24,383	0.61	C	2,000	969	975	0.49	C
3250	115142	115142	State	40	0.79	SR 44 (DNIE AVENUE)	US 27	S LAKE STREET	4	4	URBAN	DIVIDED	STATE	CITY OF LEESSBURG	D	39,800	18,760	0.47	C	2,000	928	780	0.45	C	1.00%	39,800	19,717	0.50	C	2,000	954	820	0.48	C
3260	115183	115183	State	40	0.11	SR 44 (DNIE AVENUE)	US 27	E MAIN STREET	4	4	URBAN	DIVIDED	STATE	CITY OF LEESSBURG	D	41,790	18,760	0.45	C	2,100	928	780	0.43	C	1.00%	41,790	19,717	0.47	C	2,100	954	820	0.45	C
3262	110005	110005	State	45	0.45	SR 44 (OLD C.R. 44B)	US 441	WAYCROSS AVENUE	2	2	URBAN	DIVIDED	STATE	CITY OF MOUNT DORA	D	19,510	25,500	1.31	F	970	1,236	1,060	1.27	F	1.00%	19,510	26,801	1.31	F	970	1,298	1,114	1.24	F
3268	110008	110008	State	45	1.65	SR 44 (OLD C.R. 44B)	US 441	WAYCROSS AVENUE	2	2	URBAN	UNDIVIDED	STATE	EUSTASAMOUNT DORA	D	18,590	17,880	0.96	D	920	907	637	0.99	D	1.00%	18,590	18,792	1.07	F	920	953	869	1.04	F
3270	110500	110500	ADJACENT	55	2.27	SR 44	CR 439	THRILL HILL ROAD	2	2	URBAN	UNDIVIDED	STATE	CITY OF ELUSTIS	D	18,590	13,810	0.74	C	920	708	698	0.77	C	1.00%	18,590	14,514	0.78	C	920	742	637	0.81	C
3280	110500	110500	ADJACENT	55	1.14	SR 44	CR 439	THRILL HILL ROAD	2	2	URBAN	UNDIVIDED	STATE	CITY OF MOUNT DORA	D	17,700	13,810	0.78	C	880	708	698	0.80	C	1.00%	17,700	14,514	0.82	C	880	742	637	0.84	C
3290	110500	110500	State	55	3.03	SR 44	CR 439	CR 437	2	2	RURAL	UNDIVIDED	STATE	UNINCORPORATED LAKE COUNTY	C	15,700	13,810	0.88	C	820	708	698	0.88	C	1.00%	15,700	14,514	0.92	C	820	742	637	0.90	C
3300	110500	110500	ADJACENT	55	1.15	SR 44	CR 439	CR 46A	2	2	RURAL	UNDIVIDED	STATE	UNINCORPORATED LAKE COUNTY	C	13,550	13,810	1.02	D	700	708	698	1.01	D	1.00%	13,550	14,514	1.07	D	700	742	637	1.06	D
3310	110010	110010	ADJACENT	55	3.43	SR 44	CR 46A	CR 44A	2	2	RURAL	UNDIVIDED	STATE	UNINCORPORATED LAKE COUNTY	C	8,600	9,383	1.09	D	450	480	412	1.07	D	1.00%	8,600	9,861	1.15	D	450	504	433	1.12	D
3320	110010	110010	ADJACENT	55	5.34	SR 44	CR 44A	OVERLOOK DRIVE	2	2	RURAL	UNDIVIDED	STATE	UNINCORPORATED LAKE COUNTY	C	8,600	9,383	1.09	D	450	480	412	1.07	D	1.00%	8,600	9,861	1.15	D	450	504	433	1.12	D
3330	110010	110010	State	55	5.64	SR 44	CR 44A	OVERLOOK DRIVE	2	2	RURAL	UNDIVIDED	STATE	UNINCORPORATED LAKE COUNTY	C	15,700	9,383	0.60	B	820	480	412	0.59	B	1.00%	15,700	9,861	0.63	B	820	504	433	0.61	B
3340	110010	110010	ADJACENT	55	0.26	SR 44	CR 44A	VOLUISA COUNTY LINE	2	2	RURAL	UNDIVIDED	STATE	UNINCORPORATED LAKE COUNTY	C	13,550	9,383	0.69	C	700	480	412	0.69	C	1.00%	13,550	9,861	0.73	C	700	504	433	0.72	C
3344	110200	110200	State	-	1.80	SR 429 (WEKIVA PKWY)	ORANGE CL	CR 46A (REALIGNED)	4	4	URBAN	DIVIDED	STATE	UNINCORPORATED LAKE COUNTY	D																			

# C3C & C3R

## Motor Vehicle Arterial Generalized Service Volume Tables

### Peak Hour Directional

### Peak Hour Two-Way

### AADT



(C3C-Suburban Commercial)

	B	C	D	E
1 Lane	*	760	1,070	**
2 Lane	*	1,520	1,810	**
3 Lane	*	2,360	2,680	**
4 Lane	*	3,170	3,180	**

	B	C	D	E
2 Lane	*	1,380	1,950	**
4 Lane	*	2,760	3,290	**
6 Lane	*	4,290	4,870	**
8 Lane	*	5,760	5,780	**

	B	C	D	E
2 Lane	*	15,300	21,700	**
4 Lane	*	30,700	36,600	**
6 Lane	*	47,700	54,100	**
8 Lane	*	64,000	64,200	**



(C3R-Suburban Residential)

	B	C	D	E
1 Lane	*	970	1,110	**
2 Lane	*	1,700	1,850	**
3 Lane	*	2,620	2,730	**

	B	C	D	E
2 Lane	*	1,760	2,020	**
4 Lane	*	3,090	3,360	**
6 Lane	*	4,760	4,960	**

	B	C	D	E
2 Lane	*	19,600	22,400	**
4 Lane	*	34,300	37,300	**
6 Lane	*	52,900	55,100	**

### Adjustment Factors

The peak hour directional service volumes should be adjusted by multiplying by 1.2 for one-way facilities  
 The AADT service volumes should be adjusted by multiplying 0.6 for one way facilities 2 Lane Divided  
 Roadway with an Exclusive Left Turn Lane(s): Multiply by 1.05

2 lane Undivided Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.80

Exclusive right turn lane(s): Multiply by 1.05

Multilane Undivided Roadway with an Exclusive Left Turn Lane(s): Multiply by 0.95

Multilane Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.75

Non-State Signalized Roadway: Multiply by 0.90

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.

\* Cannot be achieved using table input value defaults.

\*\* Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached.

# C1 & C2

## Motor Vehicle Highway Generalized Service Volume Tables

### Peak Hour Directional

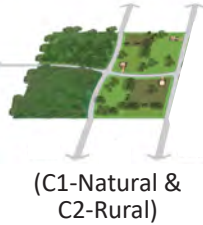
	B	C	D	E
1 Lane	240	430	730	1,490
2 Lane	1,670	2,390	2,910	3,340
3 Lane	2,510	3,570	4,370	5,010

### Peak Hour Two-Way

	B	C	D	E
2 Lane	440	780	1,330	2,710
4 Lane	3,040	4,350	5,290	6,070
6 Lane	4,560	6,490	7,950	9,110

### AADT

	B	C	D	E
2 Lane	4,600	8,200	14,000	28,500
4 Lane	32,000	45,800	55,700	63,900
6 Lane	48,000	68,300	83,700	95,900



(C1-Natural & C2-Rural)

### Adjustment Factors

2 Lane Divided Roadway with Exclusive Left Turn Adjustment: Multiply by 1.05  
 Multilane Undivided Highway with Exclusive Left Turn Adjustment: Multiply by 0.95  
 Multilane Undivided Highway without Exclusive Left Turn Adjustment: Multiply by 0.75

**Appendix D**  
Turning Movement Counts and Seasonal Factor Data

**TURNING MOVEMENT COUNT ANALYSIS**  
AUTOS & TRUCKS

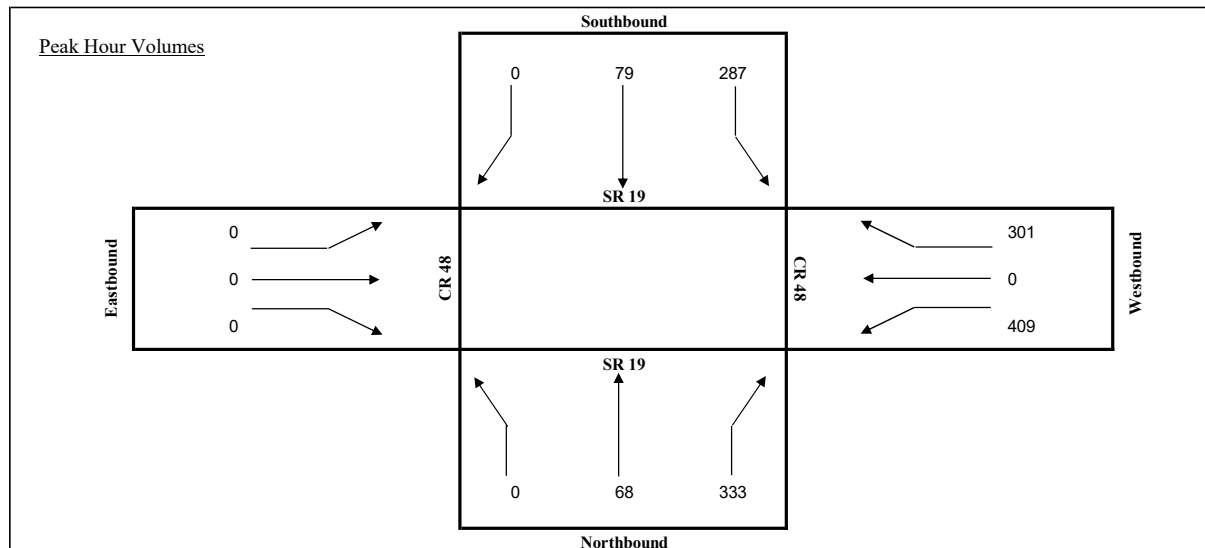
Intersection (N/S): SR 19

Intersection (E/W): CR 48

Date: 7/19/2023

Start	End	SR 19 NB			SR 19 SB			CR 48 EB			CR 48 WB			TOTAL
		L	T	R	L	T	R	L	T	R	L	T	R	
4:00 PM	4:15 PM	0	19	82	68	13	0	0	0	0	84	0	65	331
4:15 PM	4:30 PM	0	24	91	71	13	0	0	0	0	83	0	79	361
4:30 PM	4:45 PM	0	18	72	68	17	0	0	0	0	93	0	76	344
4:45 PM	5:00 PM	0	23	90	85	15	0	0	0	0	92	0	61	366
5:00 PM	5:15 PM	0	18	71	73	23	0	0	0	0	88	0	73	346
5:15 PM	5:30 PM	0	15	80	71	19	0	0	0	0	114	0	80	379
5:30 PM	5:45 PM	0	12	92	58	22	0	0	0	0	115	0	87	386
5:45 PM	6:00 PM	0	16	70	54	14	0	0	0	0	94	0	72	320

<b>Total for:</b>	4:00 PM	5:00 PM	0	84	335	292	58	0	0	0	0	352	0	281	1402
<b>Total for:</b>	5:00 PM	6:00 PM	0	61	313	256	78	0	0	0	0	411	0	312	1431
<b>Tota Peak Hour:</b>	4:45 PM	5:45 PM	0	68	333	287	79	0	0	0	0	409	0	301	1477
<b>Overall PHF:</b>	0.96														

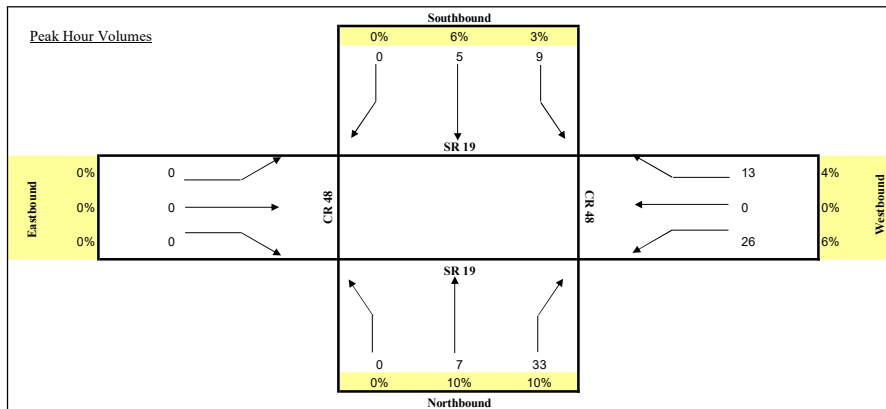


TURNING MOVEMENT COUNT ANALYSIS  
TRUCKS

Intersection (N/S): SR 19  
Intersection (E/W): CR 48  
Date: 7/19/2023

Start	End	SR 19			SR 19			CR 48			CR 48			TOTAL
		R	T	L	R	T	L	R	T	L	R	T	L	
4:00 PM	4:15 PM	0	3	10	5	0	0	0	0	0	4	0	6	28
4:15 PM	4:30 PM	0	4	11	1	3	0	0	0	0	8	0	2	29
4:30 PM	4:45 PM	0	0	8	2	1	0	0	0	0	7	0	4	22
4:45 PM	5:00 PM	0	0	4	1	1	0	0	0	0	7	0	1	14
5:00 PM	5:15 PM	0	1	7	2	2	0	0	0	0	6	0	0	18
5:15 PM	5:30 PM	0	0	7	2	0	0	0	0	0	6	0	0	15
5:30 PM	5:45 PM	0	0	2	0	0	0	0	0	0	2	0	1	5
5:45 PM	6:00 PM	0	2	4	2	1	0	0	0	0	5	0	1	15

Total for:	4:00 PM	5:00 PM	0	7	33	9	5	0	0	0	0	0	26	0	13	93
Total for:	5:00 PM	6:00 PM	0	3	20	6	3	0	0	0	0	0	19	0	2	53
Total Peak Hour:	4:00 PM	5:00 PM	0	7	33	9	5	0	0	0	0	0	26	0	13	93
Overall PHF:	0.80															



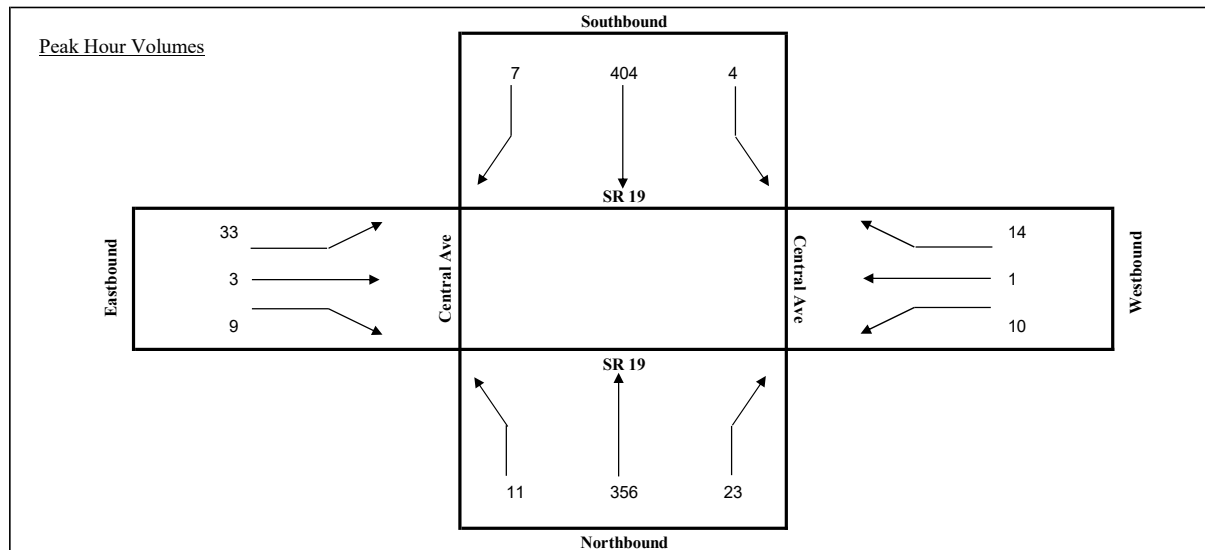


**TURNING MOVEMENT COUNT ANALYSIS**  
**AUTOS & TRUCKS**

Intersection (N/S): SR 19  
Intersection (E/W): Central Ave  
Date: 7/19/2023

Start	End	SR 19 NB			SR 19 SB			Central Ave EB			Central Ave WB			TOTAL
		L	T	R	L	T	R	L	T	R	L	T	R	
7:00 AM	7:15 AM	7	76	6	1	88	3	5	0	4	3	1	3	197
7:15 AM	7:30 AM	3	92	4	1	101	0	15	1	1	1	0	2	221
7:30 AM	7:45 AM	1	96	4	1	106	2	9	0	1	2	0	4	226
7:45 AM	8:00 AM	5	85	4	2	93	2	4	1	4	4	0	3	207
8:00 AM	8:15 AM	2	83	11	0	104	3	5	1	3	3	1	5	221
8:15 AM	8:30 AM	8	70	1	1	91	5	7	2	0	0	0	4	189
8:30 AM	8:45 AM	3	96	5	1	101	5	5	2	6	2	0	1	227
8:45 AM	9:00 AM	3	77	10	4	68	2	13	0	1	2	0	4	184

<b>Total for:</b>	7:00 AM	8:00 AM	16	349	18	5	388	7	33	2	10	10	1	12	851
<b>Total for:</b>	8:00 AM	9:00 AM	16	326	27	6	364	15	30	5	10	7	1	14	821
<b>Tota Peak Hour:</b>	7:15 AM	8:15 AM	11	356	23	4	404	7	33	3	9	10	1	14	875
<b>Overall PHF:</b>	0.97														



**TURNING MOVEMENT COUNT ANALYSIS  
TRUCKS**

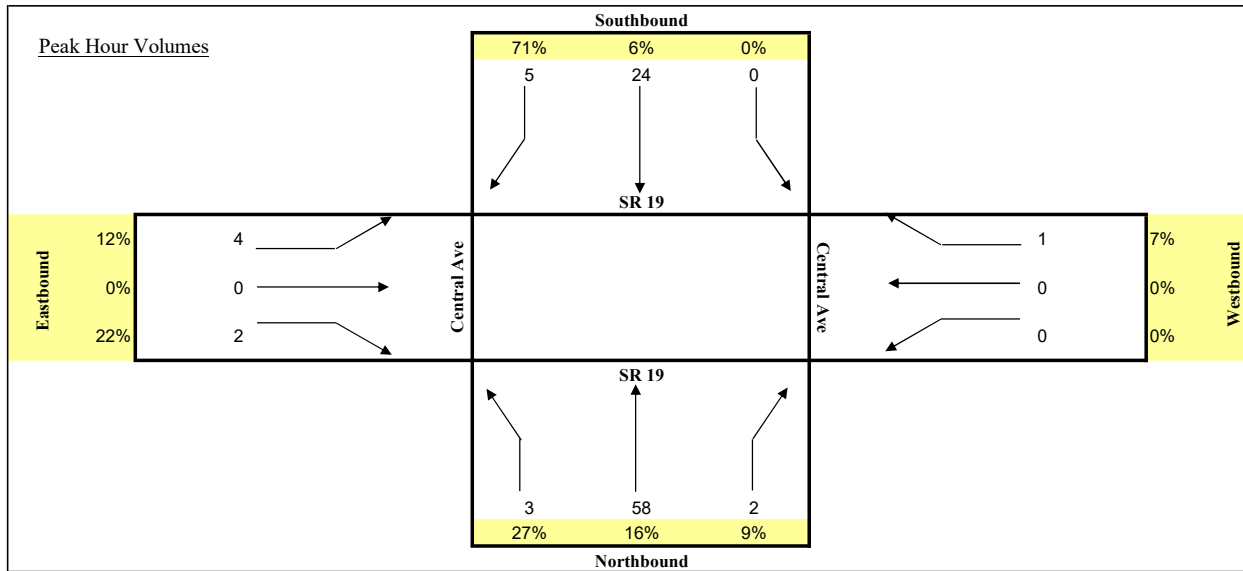
Intersection (N/S): SR 19

Intersection (E/W): Central Ave

Date: 7/19/2023

Start	End	SR 19			SR 19			Central Ave			Central Ave			TOTAL	
		NB			SB			EB			WB				
		R	T	L	R	T	L	R	T	L	R	T	L		
7:00 AM	7:15 AM	1	13	0	0	10	0	1	0	0	0	0	0	0	25
7:15 AM	7:30 AM	1	15	1	1	13	0	1	0	0	0	0	0	0	32
7:30 AM	7:45 AM	0	9	0	0	7	0	0	0	0	0	0	0	2	18
7:45 AM	8:00 AM	1	12	1	0	2	0	0	0	0	1	0	0	0	17
8:00 AM	8:15 AM	0	14	1	0	5	0	0	0	0	0	0	1	0	21
8:15 AM	8:30 AM	2	7	1	0	8	1	2	0	0	0	0	0	0	21
8:30 AM	8:45 AM	1	19	0	0	6	2	0	0	2	0	0	0	0	30
8:45 AM	9:00 AM	0	18	0	0	5	2	2	0	0	0	0	0	0	27

<b>Total for:</b>	7:00 AM	8:00 AM	3	49	2	1	32	0	2	0	0	1	0	2	92
<b>Total for:</b>	8:00 AM	9:00 AM	3	58	2	0	24	5	4	0	2	0	0	1	99
<b>Tota Peak Hour:</b>	8:00 AM	9:00 AM	3	58	2	0	24	5	4	0	2	0	0	1	99
<b>Overall PHF:</b>	0.83														

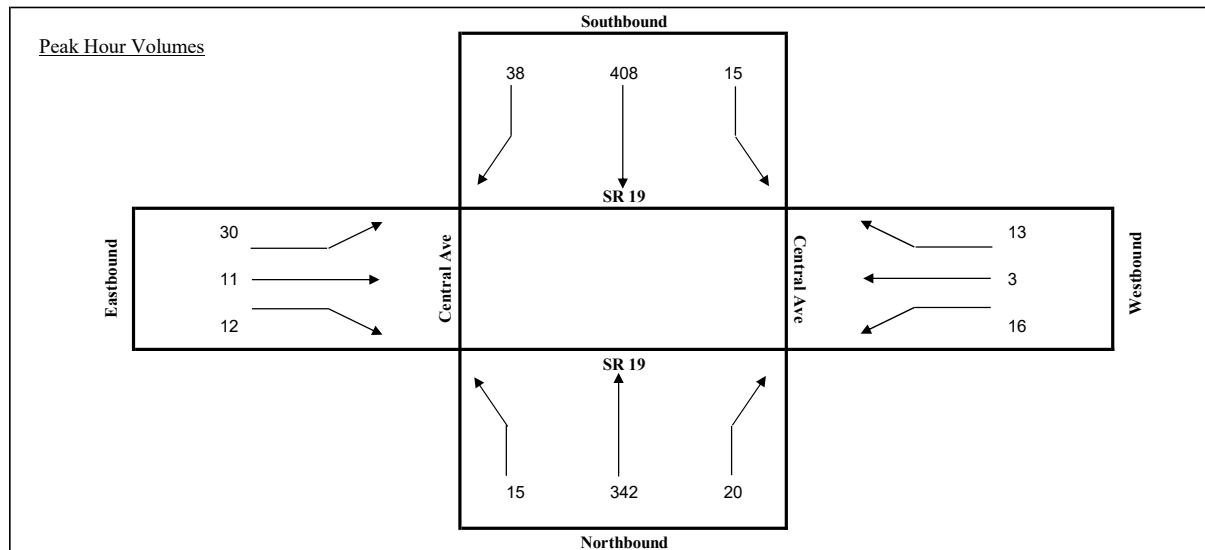


**TURNING MOVEMENT COUNT ANALYSIS  
AUTOS & TRUCKS**

Intersection (N/S): SR 19  
 Intersection (E/W): Central Ave  
 Date: 7/19/2023

Start	End	SR 19 NB			SR 19 SB			Central Ave EB			Central Ave WB			TOTAL
		L	T	R	L	T	R	L	T	R	L	T	R	
4:00 PM	4:15 PM	2	88	5	3	81	10	7	1	2	1	0	4	204
4:15 PM	4:30 PM	2	98	3	1	79	9	12	0	4	1	3	3	215
4:30 PM	4:45 PM	2	75	7	6	89	10	11	3	4	4	1	1	213
4:45 PM	5:00 PM	2	102	7	4	90	6	6	1	3	1	0	2	224
5:00 PM	5:15 PM	5	66	5	0	96	10	12	5	5	5	0	6	215
5:15 PM	5:30 PM	4	84	4	3	113	8	5	1	1	6	3	2	234
5:30 PM	5:45 PM	4	90	4	8	109	14	7	4	3	4	0	3	250
5:45 PM	6:00 PM	1	71	6	1	86	9	7	1	1	0	2	3	188

<b>Total for:</b>	4:00 PM	5:00 PM	8	363	22	14	339	35	36	5	13	7	4	10	856
<b>Total for:</b>	5:00 PM	6:00 PM	14	311	19	12	404	41	31	11	10	15	5	14	887
<b>Tota Peak Hour:</b>	4:45 PM	5:45 PM	15	342	20	15	408	38	30	11	12	16	3	13	923
<b>Overall PHF:</b>	0.92														

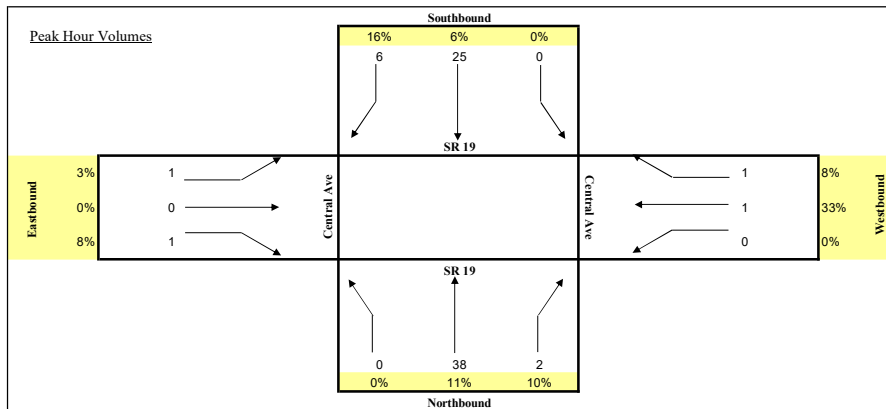


TURNING MOVEMENT COUNT ANALYSIS  
TRUCKS

Intersection (N/S): SR 19  
Intersection (E/W): Central Ave  
Date: 7/19/2023

Start	End	SR 19 NB			SR 19 SB			Central Ave EB			Central Ave WB			TOTAL
		R	T	L	R	T	L	R	T	L	R	T	L	
4:00 PM	4:15 PM	0	13	2	0	2	2	0	0	0	0	0	0	19
4:15 PM	4:30 PM	0	14	0	0	9	2	0	0	0	0	1	1	27
4:30 PM	4:45 PM	0	8	0	0	8	0	0	0	0	0	0	0	16
4:45 PM	5:00 PM	0	3	0	0	6	2	1	0	1	0	0	0	13
5:00 PM	5:15 PM	1	7	0	0	8	0	1	0	0	0	0	0	17
5:15 PM	5:30 PM	0	7	0	0	6	0	0	0	1	0	0	0	14
5:30 PM	5:45 PM	1	2	0	1	0	1	0	0	1	1	0	0	7
5:45 PM	6:00 PM	0	6	0	0	6	0	0	0	0	0	1	0	13

Total for:	4:00 PM	5:00 PM	0	38	2	0	25	6	1	0	1	0	1	1	75
Total for:	5:00 PM	6:00 PM	2	22	0	1	20	1	1	0	2	1	1	0	51
Total Peak Hour:	4:00 PM	5:00 PM	0	38	2	0	25	6	1	0	1	0	1	1	75
Overall PHF:	0.69														

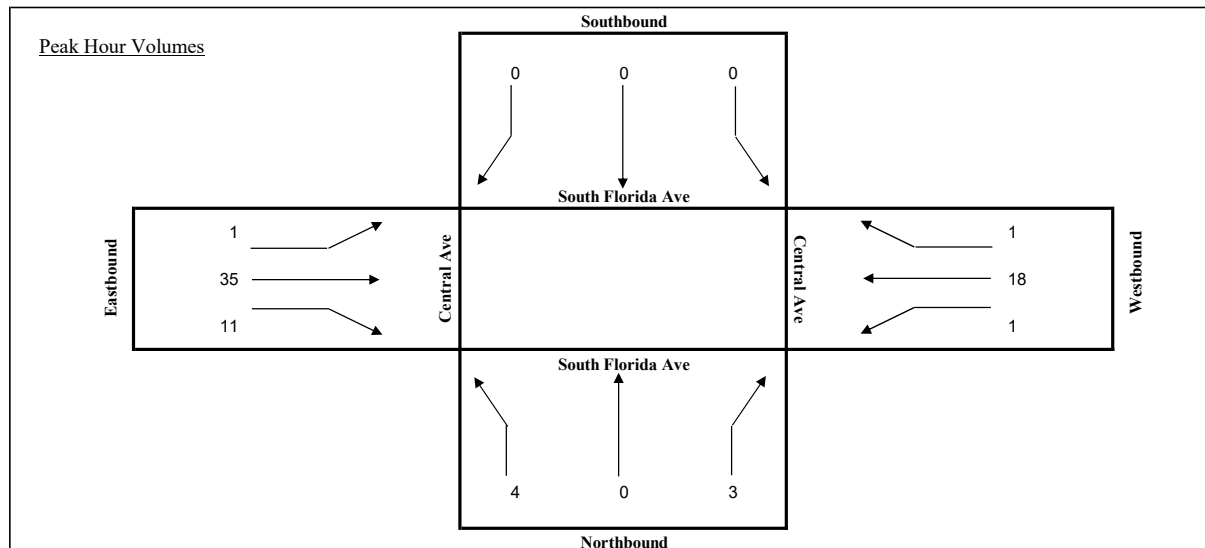


**TURNING MOVEMENT COUNT ANALYSIS  
AUTOS & TRUCKS**

Intersection (N/S): South Florida Ave  
 Intersection (E/W): Central Ave  
 Date: 7/19/2023

Start	End	South Florida Ave			South Florida Ave			Central Ave			Central Ave			TOTAL
		L	T	R	L	T	R	L	T	R	L	T	R	
7:00 AM	7:15 AM	0	0	0	0	0	0	0	6	4	0	8	1	19
7:15 AM	7:30 AM	2	0	1	0	0	0	1	13	2	0	4	0	23
7:30 AM	7:45 AM	2	0	1	0	0	0	0	9	4	1	1	0	18
7:45 AM	8:00 AM	0	0	1	0	0	0	0	7	1	0	5	0	14
8:00 AM	8:15 AM	0	0	2	0	0	0	0	5	0	2	5	0	14
8:15 AM	8:30 AM	0	0	3	0	0	0	0	8	2	1	3	2	19
8:30 AM	8:45 AM	0	0	1	1	0	1	0	3	1	3	7	0	17
8:45 AM	9:00 AM	1	0	2	0	0	0	0	7	2	1	6	1	20

<b>Total for:</b>	7:00 AM	8:00 AM	4	0	3	0	0	0	1	35	11	1	18	1	74
<b>Total for:</b>	8:00 AM	9:00 AM	1	0	8	1	0	1	0	23	5	7	21	3	70
<b>Tota Peak Hour:</b>	7:00 AM	8:00 AM	4	0	3	0	0	0	1	35	11	1	18	1	74
<b>Overall PHF:</b>			0.80												

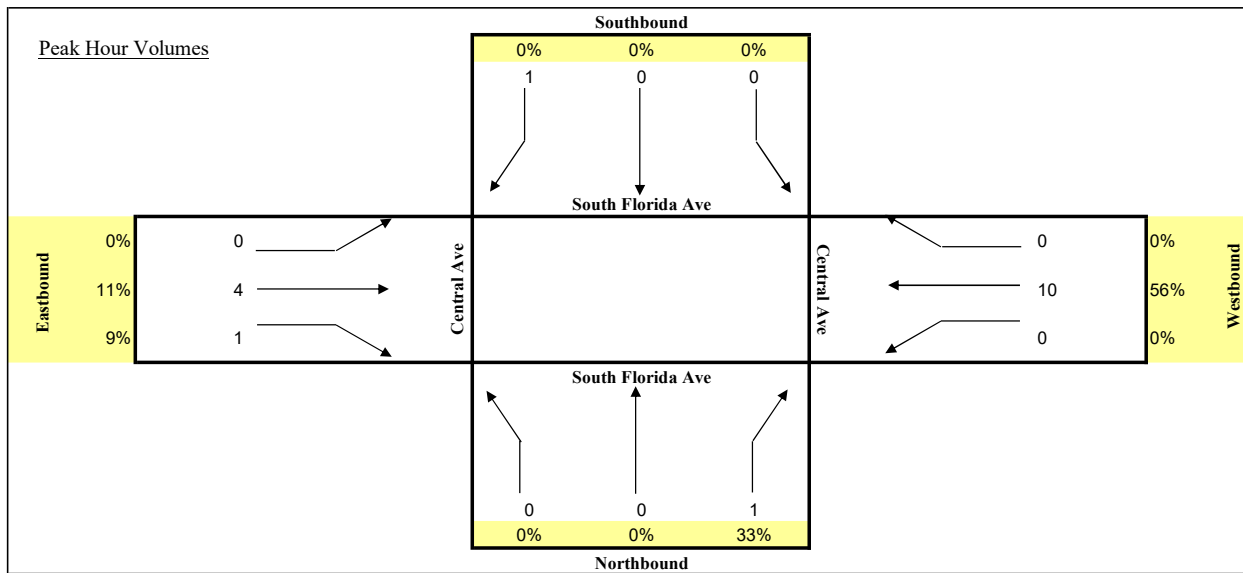


**TURNING MOVEMENT COUNT ANALYSIS**  
**TRUCKS**

Intersection (N/S): South Florida Ave  
 Intersection (E/W): Central Ave  
 Date: 7/19/2023

		South Florida Ave			South Florida Ave			Central Ave			Central Ave			TOTAL
Start	End	NB			SB			EB			WB			
		R	T	L	R	T	L	R	T	L	R	T	L	
7:00 AM	7:15 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
7:15 AM	7:30 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
7:30 AM	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:00 AM	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	8:30 AM	0	0	1	0	0	0	0	2	0	0	2	0	5
8:30 AM	8:45 AM	0	0	0	0	0	1	0	1	0	0	3	0	5
8:45 AM	9:00 AM	0	0	0	0	0	0	0	1	1	0	5	0	7

<b>Total for:</b>	7:00 AM	8:00 AM	0	0	0	0	0	0	2	0	0	3	0	5
<b>Total for:</b>	8:00 AM	9:00 AM	0	0	1	0	0	1	0	4	1	0	10	0
<b>Tota Peak Hour:</b>	8:00 AM	9:00 AM	0	0	1	0	0	1	0	4	1	0	10	0
<b>Overall PHF:</b>	0.61													

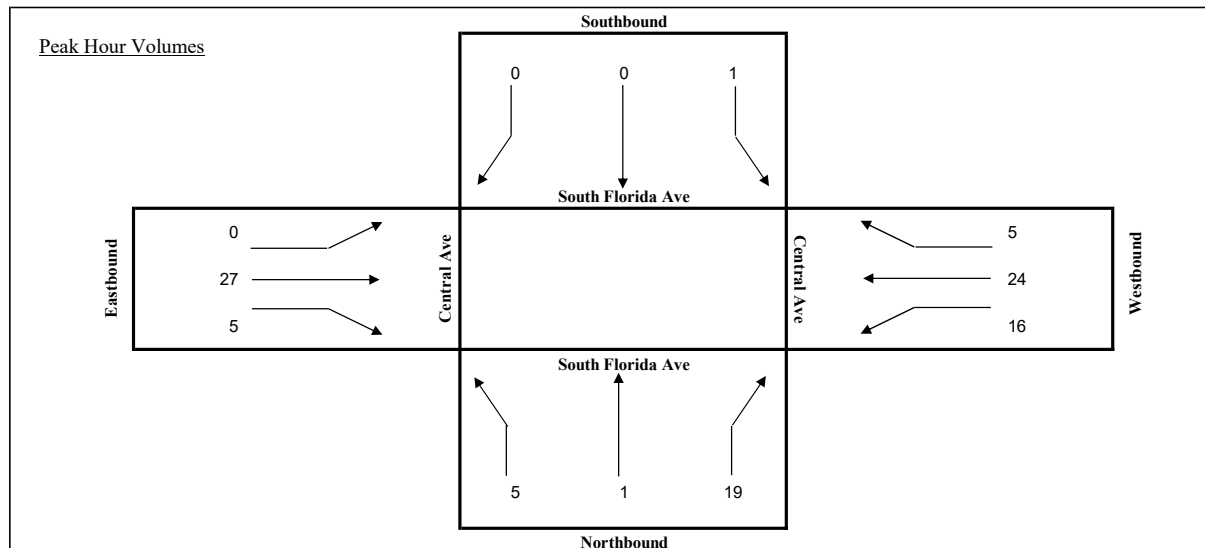


**TURNING MOVEMENT COUNT ANALYSIS**  
AUTOS & TRUCKS

Intersection (N/S): South Florida Ave  
Intersection (E/W): Central Ave  
Date: 7/19/2023

Start	End	South Florida Ave			South Florida Ave			Central Ave			Central Ave			TOTAL
		L	T	R	L	T	R	L	T	R	L	T	R	
4:00 PM	4:15 PM	3	0	3	0	0	0	0	3	0	4	5	0	18
4:15 PM	4:30 PM	3	0	5	0	0	0	0	6	2	4	8	0	28
4:30 PM	4:45 PM	2	0	6	0	0	0	0	2	3	3	7	0	23
4:45 PM	5:00 PM	1	0	4	0	0	0	0	5	1	1	4	0	16
5:00 PM	5:15 PM	1	1	7	0	0	0	0	10	2	5	6	0	32
5:15 PM	5:30 PM	1	0	4	0	0	0	0	5	1	0	4	4	19
5:30 PM	5:45 PM	1	0	4	1	0	0	0	6	2	5	9	0	28
5:45 PM	6:00 PM	2	0	4	0	0	0	0	6	0	6	5	1	24

<b>Total for:</b>	4:00 PM	5:00 PM	9	0	18	0	0	0	0	16	6	12	24	0	85
<b>Total for:</b>	5:00 PM	6:00 PM	5	1	19	1	0	0	0	27	5	16	24	5	103
<b>Tota Peak Hour:</b>	5:00 PM	6:00 PM	5	1	19	1	0	0	0	27	5	16	24	5	103
<b>Overall PHF:</b>	0.80														

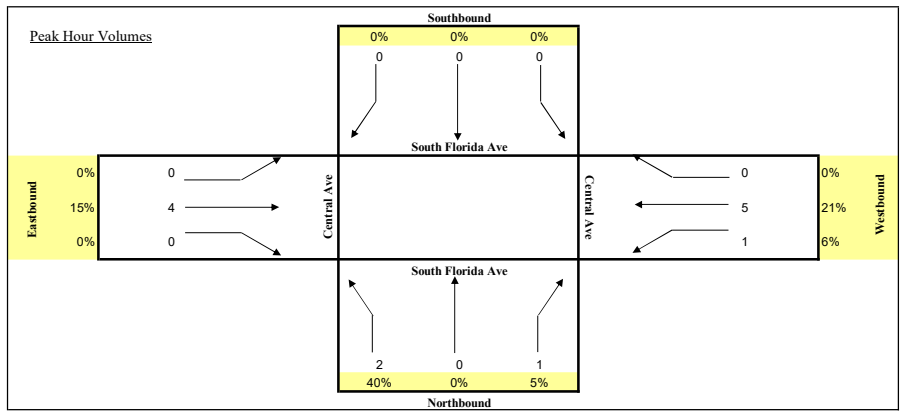


TURNING MOVEMENT COUNT ANALYSIS  
TRUCKS

Intersection (N/S): South Florida Ave  
Intersection (E/W): Central Ave  
Date: 7/19/2023

Start	End	South Florida Ave			South Florida Ave			Central Ave			Central Ave			TOTAL
		R	T	L	R	T	L	R	T	L	R	T	L	
4:00 PM	4:15 PM	0	0	0	0	0	0	0	0	0	1	1	0	2
4:15 PM	4:30 PM	1	0	0	0	0	0	0	0	0	1	2	0	4
4:30 PM	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	5:00 PM	1	0	0	0	0	0	0	2	0	1	1	0	5
5:00 PM	5:15 PM	0	0	1	0	0	0	0	0	0	0	1	0	2
5:15 PM	5:30 PM	1	0	0	0	0	0	0	2	0	0	1	0	4
5:30 PM	5:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
5:45 PM	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

Total for:	4:00 PM	5:00 PM	2	0	0	0	0	0	0	2	0	3	4	0	11
Total for:	5:00 PM	6:00 PM	1	0	1	0	0	0	0	2	0	0	4	0	8
Total Peak Hour:	4:45 PM	5:45 PM	2	0	1	0	0	0	0	4	0	1	5	0	13
Overall PHF:	0.65														



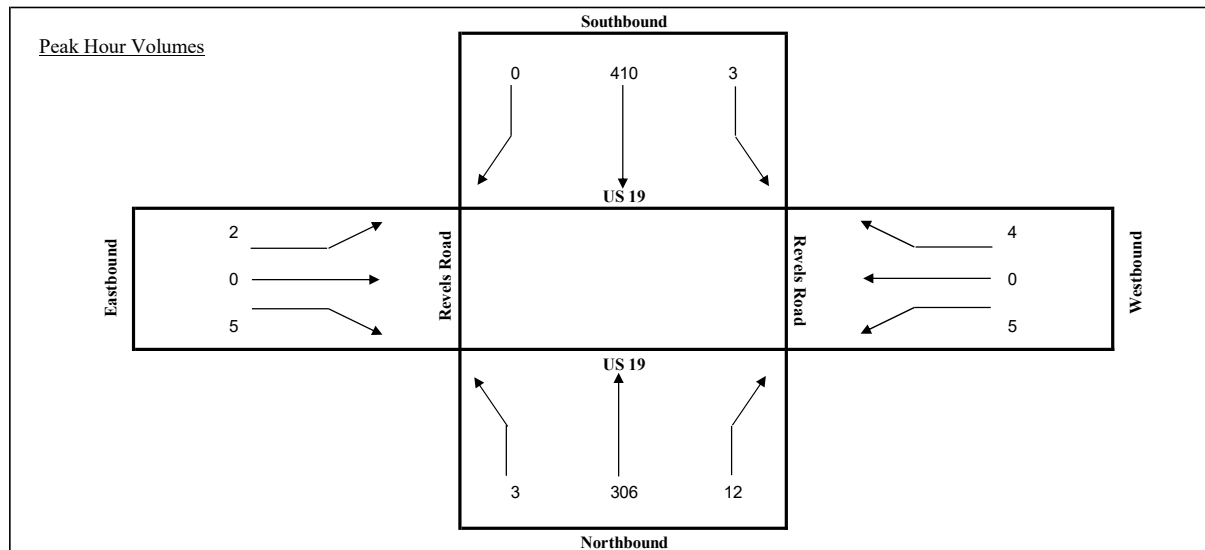


**TURNING MOVEMENT COUNT ANALYSIS  
AUTOS & TRUCKS**

Intersection (N/S): US 19  
 Intersection (E/W): Revels Road  
 Date: 7/19/2023

Start	End	US 19 NB			US 19 SB			Revels Road EB			Revels Road WB			TOTAL
		L	T	R	L	T	R	L	T	R	L	T	R	
7:00 AM	7:15 AM	3	80	1	0	74	2	0	0	0	3	0	2	165
7:15 AM	7:30 AM	2	60	1	1	94	1	1	0	0	0	1	0	161
7:30 AM	7:45 AM	1	72	0	1	107	0	0	0	2	1	0	1	185
7:45 AM	8:00 AM	1	97	5	0	100	0	0	0	2	2	0	1	208
8:00 AM	8:15 AM	0	71	2	2	110	0	2	0	0	2	0	2	191
8:15 AM	8:30 AM	1	66	5	0	93	0	0	0	1	0	0	0	166
8:30 AM	8:45 AM	0	58	1	0	60	1	1	0	2	4	0	2	129
8:45 AM	9:00 AM	0	57	3	1	63	2	0	0	1	1	0	2	130

<b>Total for:</b>	7:00 AM	8:00 AM	7	309	7	2	375	3	1	0	4	6	1	4	719
<b>Total for:</b>	8:00 AM	9:00 AM	1	252	11	3	326	3	3	0	4	7	0	6	616
<b>Tota Peak Hour:</b>	7:30 AM	8:30 AM	3	306	12	3	410	0	2	0	5	5	0	4	750
<b>Overall PHF:</b>	0.90														

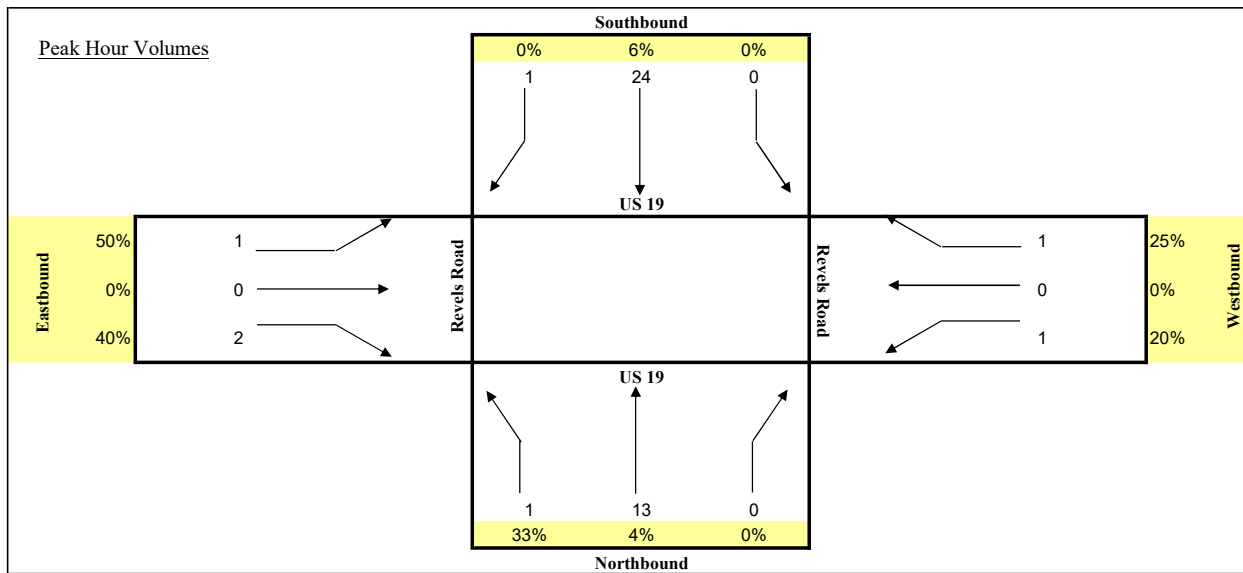


**TURNING MOVEMENT COUNT ANALYSIS**  
**TRUCKS**

Intersection (N/S): US 19  
Intersection (E/W): Revels Road  
Date: 7/19/2023

Start	End	US 19			US 19			Revels Road			Revels Road			TOTAL
		NB			SB			EB			WB			
		R	T	L	R	T	L	R	T	L	R	T	L	
7:00 AM	7:15 AM	1	3	0	0	5	0	0	0	0	0	0	0	9
7:15 AM	7:30 AM	0	1	0	0	6	0	0	0	0	0	0	0	7
7:30 AM	7:45 AM	0	2	0	0	5	0	0	0	0	0	0	0	7
7:45 AM	8:00 AM	1	6	0	0	3	0	0	0	0	0	0	1	11
8:00 AM	8:15 AM	0	1	0	0	8	0	0	0	0	0	0	0	9
8:15 AM	8:30 AM	0	3	0	0	6	0	0	0	1	0	0	0	10
8:30 AM	8:45 AM	0	3	0	0	7	1	1	0	1	0	0	0	14
8:45 AM	9:00 AM	0	1	0	0	3	1	0	0	0	0	0	0	5

<b>Total for:</b>	7:00 AM	8:00 AM	2	12	0	0	19	0	0	0	0	0	1	34
<b>Total for:</b>	8:00 AM	9:00 AM	0	8	0	0	24	2	1	0	2	1	0	38
<b>Tota Peak Hour:</b>	7:45 AM	8:45 AM	1	13	0	0	24	1	1	0	2	1	0	44
<b>Overall PHF:</b>	0.79													

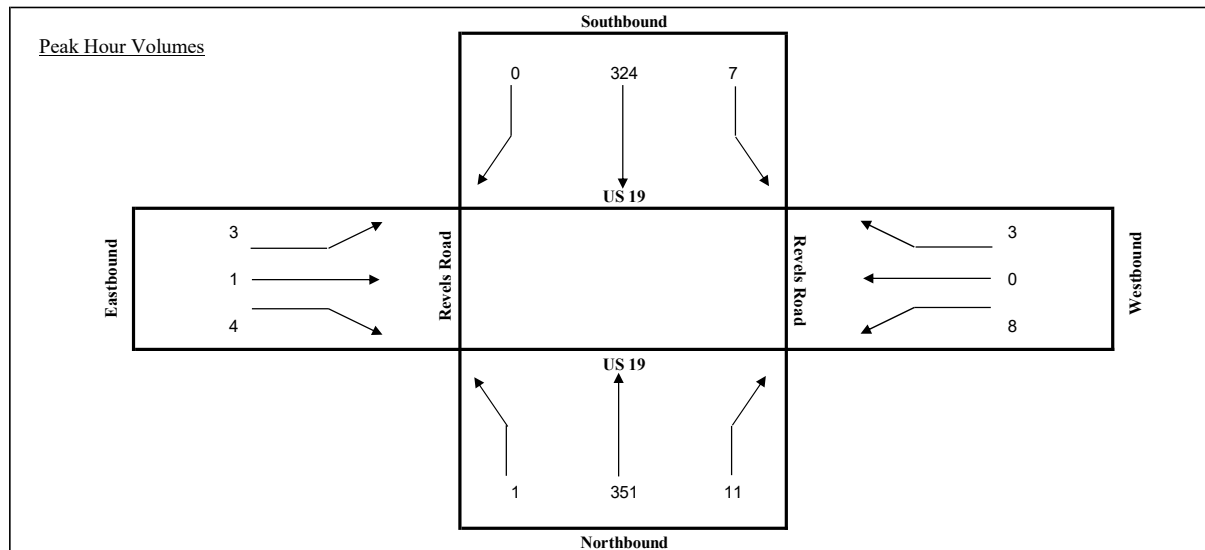


**TURNING MOVEMENT COUNT ANALYSIS  
AUTOS & TRUCKS**

Intersection (N/S): US 19  
 Intersection (E/W): Revels Road  
 Date: 7/19/2023

Start	End	US 19 NB			US 19 SB			Revels Road EB			Revels Road WB			TOTAL
		L	T	R	L	T	R	L	T	R	L	T	R	
4:00 PM	4:15 PM	2	89	6	5	61	3	1	0	0	1	1	2	171
4:15 PM	4:30 PM	0	76	3	0	74	1	1	0	1	3	0	1	160
4:30 PM	4:45 PM	1	78	1	2	88	0	0	0	1	2	0	0	173
4:45 PM	5:00 PM	0	93	6	1	91	0	0	0	0	2	0	2	195
5:00 PM	5:15 PM	0	88	3	2	70	0	1	0	2	2	0	0	168
5:15 PM	5:30 PM	0	92	1	2	75	0	2	1	1	2	0	1	177
5:30 PM	5:45 PM	0	92	2	1	70	0	0	0	1	0	0	0	166
5:45 PM	6:00 PM	0	86	3	0	72	0	1	0	0	2	0	1	165

<b>Total for:</b>	4:00 PM	5:00 PM	3	336	16	8	314	4	2	0	2	8	1	5	699
<b>Total for:</b>	5:00 PM	6:00 PM	0	358	9	5	287	0	4	1	4	6	0	2	676
<b>Tota Peak Hour:</b>	4:30 PM	5:30 PM	1	351	11	7	324	0	3	1	4	8	0	3	713
<b>Overall PHF:</b>			0.91												

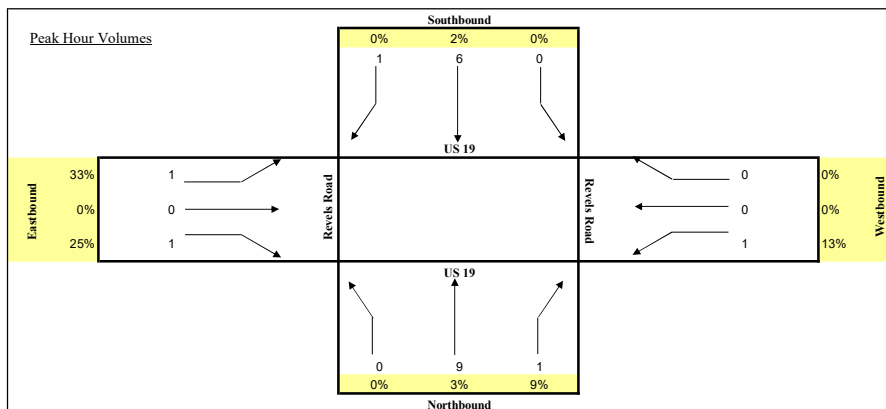


TURNING MOVEMENT COUNT ANALYSIS  
TRUCKS

Intersection (N/S): US 19  
Intersection (E/W): Revels Road  
Date: 7/19/2023

Start	End	US 19 NB			US 19 SB			Revels Road EB			Revels Road WB			TOTAL	
		R	T	L	R	T	L	R	T	L	R	T	L		
4:00 PM	4:15 PM	0	1	0	0	1	1	0	0	0	0	0	0	0	3
4:15 PM	4:30 PM	0	4	1	0	2	0	1	0	0	0	0	0	0	8
4:30 PM	4:45 PM	0	1	0	0	0	0	0	0	1	1	0	0	0	3
4:45 PM	5:00 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	6
5:00 PM	5:15 PM	0	2	0	0	1	0	0	0	0	0	0	0	0	3
5:15 PM	5:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	2
5:30 PM	5:45 PM	0	5	0	0	2	0	0	0	0	0	0	0	0	7
5:45 PM	6:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1

Total for:	4:00 PM	5:00 PM	0	9	1	0	6	1	1	0	1	1	0	0	20
Total for:	5:00 PM	6:00 PM	0	9	0	0	4	0	0	0	0	0	0	0	13
Total Peak Hour:	4:00 PM	5:00 PM	0	9	1	0	6	1	1	0	1	1	0	0	20
Overall PHF:	0.63														

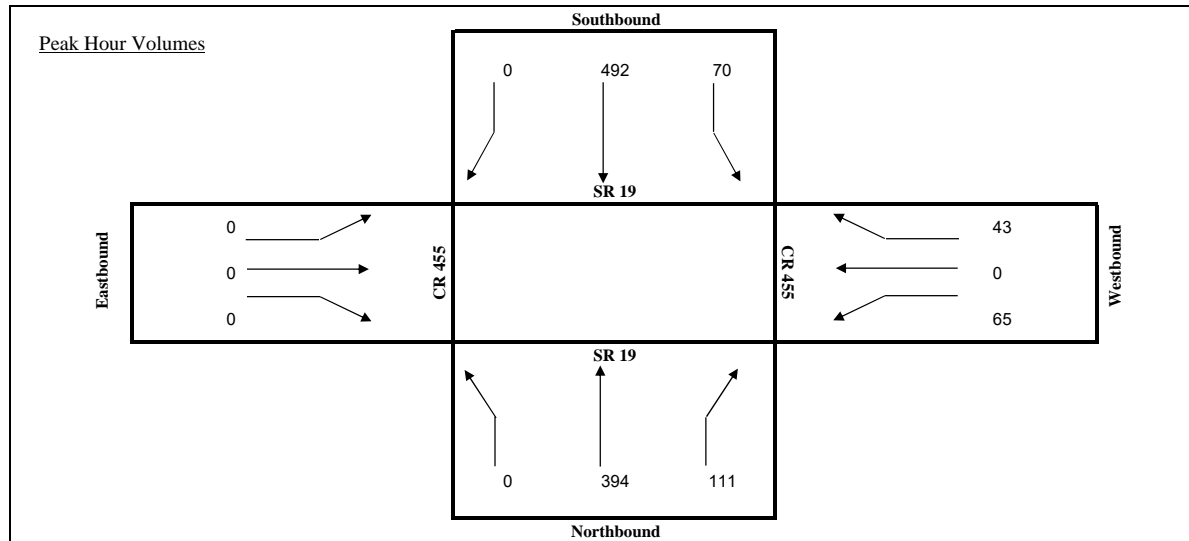


**TURNING MOVEMENT COUNT ANALYSIS**  
AUTOS & TRUCKS

Intersection (N/S): SR 19  
 Intersection (E/W): CR 455  
 Date: 1/24/2023

Start	End	SR 19 NB			SR 19 SB			CR 455 EB			CR 455 WB			TOTAL
		L	T	R	L	T	R	L	T	R	L	T	R	
7:00 AM	7:15 AM	0	92	15	11	131	0	0	0	0	7	0	4	260
7:15 AM	7:30 AM	0	93	23	16	144	0	0	0	0	9	0	6	291
7:30 AM	7:45 AM	0	111	27	21	105	0	0	0	0	13	0	11	288
7:45 AM	8:00 AM	0	91	26	20	124	0	0	0	0	17	0	12	290
8:00 AM	8:15 AM	0	99	35	13	119	0	0	0	0	26	0	14	306
8:15 AM	8:30 AM	0	93	29	18	98	0	0	0	0	22	0	11	271
8:30 AM	8:45 AM	0	74	27	11	94	0	0	0	0	22	0	12	240
8:45 AM	9:00 AM	0	81	22	9	94	0	0	0	0	17	0	9	232

<b>Total for:</b>	7:00 AM	8:00 AM	0	387	91	68	504	0	0	0	0	46	0	33	1129
<b>Total for:</b>	8:00 AM	9:00 AM	0	347	113	51	405	0	0	0	0	87	0	46	1049
<b>Tota Peak Hour:</b>	7:15 AM	8:15 AM	0	394	111	70	492	0	0	0	0	65	0	43	1175
<b>Overall PHF:</b>	0.96														

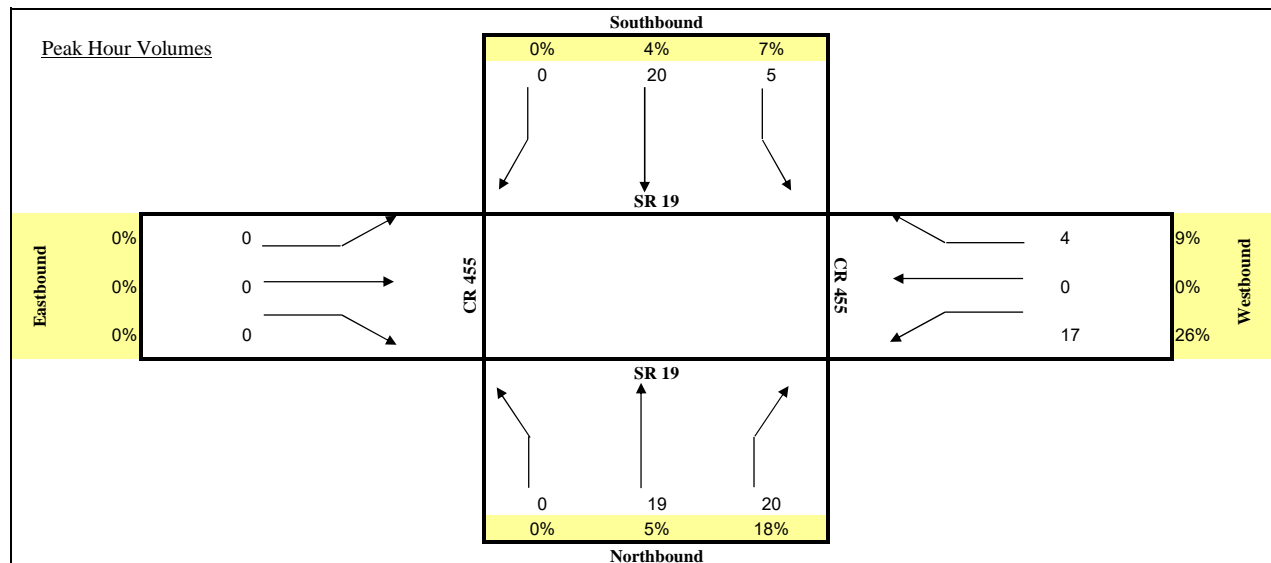


**TURNING MOVEMENT COUNT ANALYSIS**  
**TRUCKS**

Intersection (N/S): SR 19  
 Intersection (E/W): CR 455  
 Date: 1/24/2023

Start	End	SR 19			SR 19			CR 455			CR 455			TOTAL
		NB			SB			EB			WB			
		R	T	L	R	T	L	R	T	L	R	T	L	
7:00 AM	7:15 AM	0	3	3	0	7	0	0	0	0	2	0	1	16
7:15 AM	7:30 AM	0	6	1	1	8	0	0	0	0	2	0	0	18
7:30 AM	7:45 AM	0	7	7	3	5	0	0	0	0	3	0	2	27
7:45 AM	8:00 AM	0	3	2	1	3	0	0	0	0	1	0	0	10
8:00 AM	8:15 AM	0	6	5	0	5	0	0	0	0	5	0	1	22
8:15 AM	8:30 AM	0	3	6	3	6	0	0	0	0	3	0	2	23
8:30 AM	8:45 AM	0	3	6	1	5	0	0	0	0	6	0	0	21
8:45 AM	9:00 AM	0	7	3	1	4	0	0	0	0	3	0	1	19

<b>Total for:</b>	7:00 AM	8:00 AM	0	19	13	5	23	0	0	0	0	8	0	3	71
<b>Total for:</b>	8:00 AM	9:00 AM	0	19	20	5	20	0	0	0	0	17	0	4	85
<b>Tota Peak Hour:</b>	8:00 AM	9:00 AM	0	19	20	5	20	0	0	0	0	17	0	4	85
<b>Overall PHF:</b>	0.92														

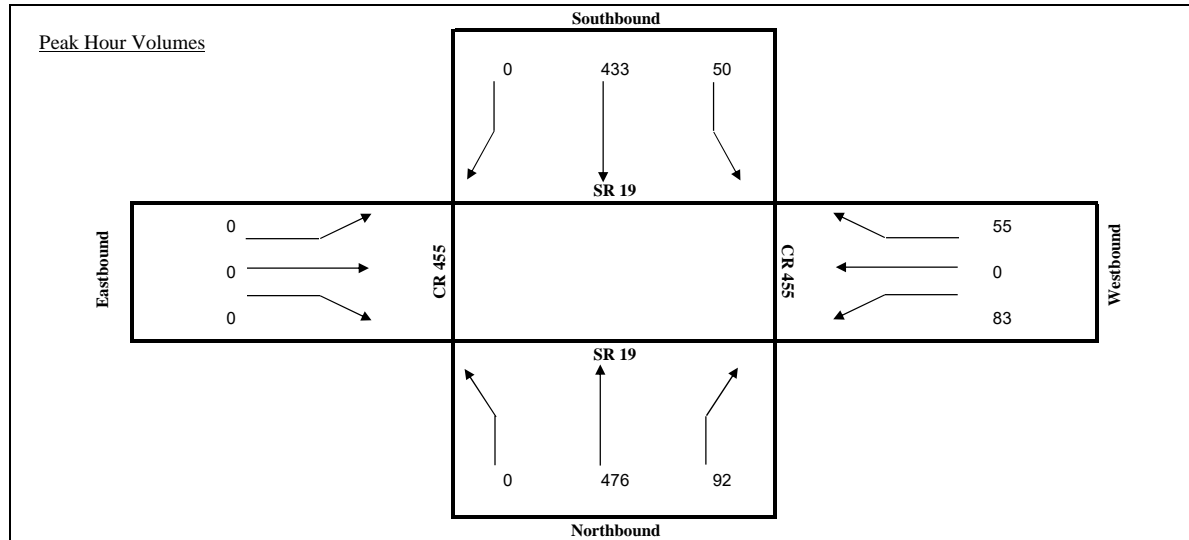


**TURNING MOVEMENT COUNT ANALYSIS**  
**AUTOS & TRUCKS**

Intersection (N/S): SR 19  
 Intersection (E/W): CR 455  
 Date: 1/24/2023

Start	End	SR 19 NB			SR 19 SB			CR 455 EB			CR 455 WB			TOTAL
		L	T	R	L	T	R	L	T	R	L	T	R	
4:00 PM	4:15 PM	0	97	20	6	117	0	0	0	0	18	0	14	272
4:15 PM	4:30 PM	0	111	22	9	109	0	0	0	0	22	0	11	284
4:30 PM	4:45 PM	0	114	25	13	108	0	0	0	0	19	0	16	295
4:45 PM	5:00 PM	0	118	22	9	108	0	0	0	0	25	0	13	295
5:00 PM	5:15 PM	0	131	21	14	104	0	0	0	0	18	0	10	298
5:15 PM	5:30 PM	0	113	24	14	113	0	0	0	0	21	0	16	301
5:30 PM	5:45 PM	0	96	28	17	94	0	0	0	0	17	0	19	271
5:45 PM	6:00 PM	0	87	21	10	102	0	0	0	0	21	0	12	253

<b>Total for:</b>	4:00 PM	5:00 PM	0	440	89	37	442	0	0	0	0	84	0	54	1146
<b>Total for:</b>	5:00 PM	6:00 PM	0	427	94	55	413	0	0	0	0	77	0	57	1123
<b>Tota Peak Hour:</b>	4:30 PM	5:30 PM	0	476	92	50	433	0	0	0	0	83	0	55	1189
<b>Overall PHF:</b>	0.99														

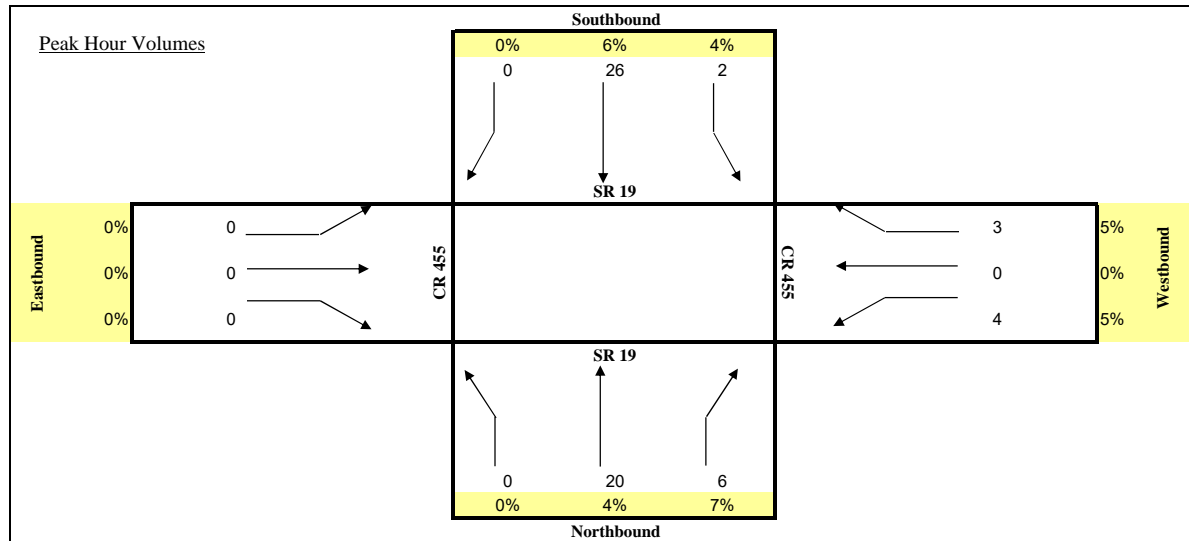


TURNING MOVEMENT COUNT ANALYSIS  
TRUCKS

Intersection (N/S): SR 19  
Intersection (E/W): CR 455  
Date: 1/24/2023

Start	End	SR 19 NB			SR 19 SB			CR 455 EB			CR 455 WB			TOTAL
		R	T	L	R	T	L	R	T	L	R	T	L	
4:00 PM	4:15 PM	0	6	3	0	7	0	0	0	0	1	0	1	18
4:15 PM	4:30 PM	0	5	0	1	7	0	0	0	0	1	0	1	15
4:30 PM	4:45 PM	0	7	2	1	4	0	0	0	0	0	0	0	14
4:45 PM	5:00 PM	0	2	1	0	8	0	0	0	0	2	0	1	14
5:00 PM	5:15 PM	0	4	3	1	2	0	0	0	0	0	0	0	10
5:15 PM	5:30 PM	0	3	1	0	7	0	0	0	0	1	0	0	12
5:30 PM	5:45 PM	0	0	4	1	1	0	0	0	0	0	0	2	8
5:45 PM	6:00 PM	0	0	1	0	5	0	0	0	0	1	0	1	8

<b>Total for:</b>	4:00 PM	5:00 PM	0	20	6	2	26	0	0	0	0	4	0	3	61
<b>Total for:</b>	5:00 PM	6:00 PM	0	7	9	2	15	0	0	0	0	2	0	3	38
<b>Tota Peak Hour:</b>	4:00 PM	5:00 PM	0	20	6	2	26	0	0	0	0	4	0	3	61
<b>Overall PHF:</b>	0.85														





2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL  
 CATEGORY: 1100 LAKE COUNTYWIDE

Item 3.

WEEK	DATES	SF	MOCF: 0.95 PSCF
1	01/01/2022 - 01/01/2022	0.99	1.04
2	01/02/2022 - 01/08/2022	1.01	1.06
3	01/09/2022 - 01/15/2022	1.03	1.08
4	01/16/2022 - 01/22/2022	1.02	1.07
5	01/23/2022 - 01/29/2022	1.00	1.05
* 6	01/30/2022 - 02/05/2022	0.98	1.03
* 7	02/06/2022 - 02/12/2022	0.97	1.02
* 8	02/13/2022 - 02/19/2022	0.95	1.00
* 9	02/20/2022 - 02/26/2022	0.95	1.00
*10	02/27/2022 - 03/05/2022	0.94	0.99
*11	03/06/2022 - 03/12/2022	0.94	0.99
*12	03/13/2022 - 03/19/2022	0.93	0.98
*13	03/20/2022 - 03/26/2022	0.94	0.99
*14	03/27/2022 - 04/02/2022	0.95	1.00
*15	04/03/2022 - 04/09/2022	0.95	1.00
*16	04/10/2022 - 04/16/2022	0.96	1.01
*17	04/17/2022 - 04/23/2022	0.97	1.02
*18	04/24/2022 - 04/30/2022	0.98	1.03
19	05/01/2022 - 05/07/2022	0.99	1.04
20	05/08/2022 - 05/14/2022	0.99	1.04
21	05/15/2022 - 05/21/2022	1.00	1.05
22	05/22/2022 - 05/28/2022	1.01	1.06
23	05/29/2022 - 06/04/2022	1.02	1.07
24	06/05/2022 - 06/11/2022	1.03	1.08
25	06/12/2022 - 06/18/2022	1.04	1.09
26	06/19/2022 - 06/25/2022	1.05	1.11
27	06/26/2022 - 07/02/2022	1.05	1.11
28	07/03/2022 - 07/09/2022	1.06	1.12
29	07/10/2022 - 07/16/2022	1.06	1.12
30	07/17/2022 - 07/23/2022	1.06	1.12
31	07/24/2022 - 07/30/2022	1.05	1.11
32	07/31/2022 - 08/06/2022	1.05	1.11
33	08/07/2022 - 08/13/2022	1.04	1.09
34	08/14/2022 - 08/20/2022	1.04	1.09
35	08/21/2022 - 08/27/2022	1.05	1.11
36	08/28/2022 - 09/03/2022	1.06	1.12
37	09/04/2022 - 09/10/2022	1.07	1.13
38	09/11/2022 - 09/17/2022	1.08	1.14
39	09/18/2022 - 09/24/2022	1.05	1.11
40	09/25/2022 - 10/01/2022	1.02	1.07
41	10/02/2022 - 10/08/2022	1.00	1.05
42	10/09/2022 - 10/15/2022	0.97	1.02
43	10/16/2022 - 10/22/2022	0.98	1.03
44	10/23/2022 - 10/29/2022	0.99	1.04
45	10/30/2022 - 11/05/2022	0.99	1.04
46	11/06/2022 - 11/12/2022	1.00	1.05
47	11/13/2022 - 11/19/2022	1.01	1.06
48	11/20/2022 - 11/26/2022	1.00	1.05
49	11/27/2022 - 12/03/2022	1.00	1.05
50	12/04/2022 - 12/10/2022	0.99	1.04
51	12/11/2022 - 12/17/2022	0.99	1.04
52	12/18/2022 - 12/24/2022	1.01	1.06
53	12/25/2022 - 12/31/2022	1.03	1.08

\* PEAK SEASON

23-FEB-2023 09:11:22













830UPD

5\_1100\_PKSEASON.TXT

**Appendix E**  
HCM Analysis Worksheets - Existing Conditions

## HCM 6th Signalized Intersection Summary

## 1: SR 19 &amp; CR 48













						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	346	229	316	455	277	98
Future Volume (veh/h)	346	229	316	455	277	98
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1752	1589	1767	1811	1737	1811
Adj Flow Rate, veh/h	357	117	326	0	286	101
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	10	21	9	6	11	6
Cap, veh/h	390	315	751		564	1114
Arrive On Green	0.23	0.23	0.42	0.00	0.12	0.62
Sat Flow, veh/h	1668	1346	1767	1535	1654	1811
Grp Volume(v), veh/h	357	117	326	0	286	101
Grp Sat Flow(s),veh/h/ln	1668	1346	1767	1535	1654	1811
Q Serve(g_s), s	18.9	6.6	11.8	0.0	8.2	2.1
Cycle Q Clear(g_c), s	18.9	6.6	11.8	0.0	8.2	2.1
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	390	315	751		564	1114
V/C Ratio(X)	0.91	0.37	0.43		0.51	0.09
Avail Cap(c_a), veh/h	417	336	751		705	1114
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	33.9	29.2	18.4	0.0	11.8	7.1
Incr Delay (d2), s/veh	23.6	0.7	1.8	0.0	0.7	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	14.8	3.7	8.6	0.0	5.1	1.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	57.5	29.9	20.3	0.0	12.6	7.3
LnGrp LOS	E	C	C		B	A
Approach Vol, veh/h	474		326	A		387
Approach Delay, s/veh	50.7		20.3			11.2
Approach LOS	D		C			B
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	17.3	45.0		28.6		62.3
Change Period (Y+Rc), s	6.5	6.4		7.3		6.4
Max Green Setting (Gmax), s	18.5	38.6		22.7		38.6
Max Q Clear Time (g_c+I1), s	10.2	13.8		20.9		4.1
Green Ext Time (p_c), s	0.5	1.9		0.3		0.5
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			29.5			
HCM 6th LOS			C			

## Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

## HCM 6th Signalized Intersection Summary

## 1: SR 19 &amp; CR 48

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	434	319	72	353	304	84
Future Volume (veh/h)	434	319	72	353	304	84
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1752	1589	1767	1811	1737	1811
Adj Flow Rate, veh/h	447	210	74	0	313	87
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	10	21	9	6	11	6
Cap, veh/h	405	327	729		767	1107
Arrive On Green	0.24	0.24	0.41	0.00	0.13	0.61
Sat Flow, veh/h	1668	1346	1767	1535	1654	1811
Grp Volume(v), veh/h	447	210	74	0	313	87
Grp Sat Flow(s),veh/h/ln	1668	1346	1767	1535	1654	1811
Q Serve(g_s), s	22.7	13.1	2.4	0.0	9.5	1.8
Cycle Q Clear(g_c), s	22.7	13.1	2.4	0.0	9.5	1.8
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	405	327	729		767	1107
V/C Ratio(X)	1.10	0.64	0.10		0.41	0.08
Avail Cap(c_a), veh/h	405	327	729		880	1107
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	35.4	31.8	16.9	0.0	11.2	7.4
Incr Delay (d2), s/veh	76.1	4.3	0.3	0.0	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	25.4	7.8	1.8	0.0	5.8	1.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	111.6	36.1	17.1	0.0	11.5	7.6
LnGrp LOS	F	D	B		B	A
Approach Vol, veh/h	657		74	A		400
Approach Delay, s/veh	87.5		17.1			10.7
Approach LOS	F		B			B
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	18.6	45.0		30.0		63.6
Change Period (Y+Rc), s	6.5	6.4		7.3		6.4
Max Green Setting (Gmax), s	18.5	38.6		22.7		38.6
Max Q Clear Time (g_c+I1), s	11.5	4.4		24.7		3.8
Green Ext Time (p_c), s	0.6	0.4		0.0		0.4
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			55.7			
HCM 6th LOS			E			
<b>Notes</b>						
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.						

## HCM 6th TWSC

### 2: SR 19 & W Central Ave/E Central Ave

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	35	3	10	11	1	15	12	377	24	4	428	7
Future Vol, veh/h	35	3	10	11	1	15	12	377	24	4	428	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	12	33	2	2	2	2	38	10	2	42	2	11
Mvmt Flow	36	3	10	11	1	15	12	389	25	4	441	7

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	887	891	445	885	882	402	448	0	0	414	0	0
Stage 1	453	453	-	426	426	-	-	-	-	-	-	-
Stage 2	434	438	-	459	456	-	-	-	-	-	-	-
Critical Hdwy	7.22	6.83	6.22	7.12	6.52	6.22	4.48	-	-	4.52	-	-
Critical Hdwy Stg 1	6.22	5.83	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.22	5.83	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.608	4.297	3.318	3.518	4.018	3.318	2.542	-	-	2.578	-	-
Pot Cap-1 Maneuver	254	251	613	266	285	648	946	-	-	960	-	-
Stage 1	568	521	-	606	586	-	-	-	-	-	-	-
Stage 2	581	529	-	582	568	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	243	245	613	255	278	648	946	-	-	960	-	-
Mov Cap-2 Maneuver	243	245	-	255	278	-	-	-	-	-	-	-
Stage 1	558	518	-	596	576	-	-	-	-	-	-	-
Stage 2	556	520	-	565	565	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	20.7		15.1		0.3		0.1	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	946	-	-	278	386	960	-	-
HCM Lane V/C Ratio	0.013	-	-	0.178	0.072	0.004	-	-
HCM Control Delay (s)	8.9	0	-	20.7	15.1	8.8	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.6	0.2	0	-	-

HCM 6th TWSC  
2: SR 19 & W Central Ave/E Central Ave

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	32	12	13	17	3	14	16	363	21	16	432	40
Future Vol, veh/h	32	12	13	17	3	14	16	363	21	16	432	40
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	12	33	2	2	2	2	38	10	2	42	2	11
Mvmt Flow	33	12	13	18	3	14	16	374	22	16	445	41

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	924	926	466	927	935	385	486	0	0	396	0	0
Stage 1	498	498	-	417	417	-	-	-	-	-	-	-
Stage 2	426	428	-	510	518	-	-	-	-	-	-	-
Critical Hdwy	7.22	6.83	6.22	7.12	6.52	6.22	4.48	-	-	4.52	-	-
Critical Hdwy Stg 1	6.22	5.83	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.22	5.83	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.608	4.297	3.318	3.518	4.018	3.318	2.542	-	-	2.578	-	-
Pot Cap-1 Maneuver	240	239	597	249	265	663	914	-	-	975	-	-
Stage 1	536	496	-	613	591	-	-	-	-	-	-	-
Stage 2	587	535	-	546	533	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	225	228	597	225	253	663	914	-	-	975	-	-
Mov Cap-2 Maneuver	225	228	-	225	253	-	-	-	-	-	-	-
Stage 1	524	485	-	599	577	-	-	-	-	-	-	-
Stage 2	558	523	-	508	521	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	22.6		17.9		0.4		0.3	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	914	-	-	263	313	975	-	-
HCM Lane V/C Ratio	0.018	-	-	0.223	0.112	0.017	-	-
HCM Control Delay (s)	9	0	-	22.6	17.9	8.8	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.8	0.4	0.1	-	-

HCM 6th TWSC  
3: S Florida Ave & W Central Ave

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	37	12	1	19	1	4	0	3	0	0	0
Future Vol, veh/h	1	37	12	1	19	1	4	0	3	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	46	15	1	24	1	5	0	4	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	25	0	0	61	0	0	83	83	54	85	90	25
Stage 1	-	-	-	-	-	-	56	56	-	27	27	-
Stage 2	-	-	-	-	-	-	27	27	-	58	63	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1589	-	-	1542	-	-	904	807	1013	901	800	1051
Stage 1	-	-	-	-	-	-	956	848	-	990	873	-
Stage 2	-	-	-	-	-	-	990	873	-	954	842	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1589	-	-	1542	-	-	902	805	1013	896	798	1051
Mov Cap-2 Maneuver	-	-	-	-	-	-	902	805	-	896	798	-
Stage 1	-	-	-	-	-	-	955	847	-	989	872	-
Stage 2	-	-	-	-	-	-	989	872	-	950	841	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.3			8.8			0		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	946	1589	-	-	1542	-	-	-
HCM Lane V/C Ratio	0.009	0.001	-	-	0.001	-	-	-
HCM Control Delay (s)	8.8	7.3	0	-	7.3	0	-	0
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	-

## HCM 6th TWSC

### 3: S Florida Ave & W Central Ave

Intersection												
Int Delay, s/veh	3.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	29	5	17	25	5	5	1	20	1	0	0
Future Vol, veh/h	0	29	5	17	25	5	5	1	20	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	36	6	21	31	6	6	1	25	1	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	37	0	0	42	0	0	115	118	39	128	118	34
Stage 1	-	-	-	-	-	-	39	39	-	76	76	-
Stage 2	-	-	-	-	-	-	76	79	-	52	42	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1574	-	-	1567	-	-	862	772	1033	845	772	1039
Stage 1	-	-	-	-	-	-	976	862	-	933	832	-
Stage 2	-	-	-	-	-	-	933	829	-	961	860	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1574	-	-	1567	-	-	853	761	1033	815	761	1039
Mov Cap-2 Maneuver	-	-	-	-	-	-	853	761	-	815	761	-
Stage 1	-	-	-	-	-	-	976	862	-	933	820	-
Stage 2	-	-	-	-	-	-	920	817	-	936	860	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			2.7			8.8			9.4		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	980	1574	-	-	1567	-	-	815
HCM Lane V/C Ratio	0.033	-	-	-	0.014	-	-	0.002
HCM Control Delay (s)	8.8	0	-	-	7.3	0	-	9.4
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0



# HCM 6th TWSC

## 4: SR 19 & Revels Rd

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	0	5	5	0	4	3	324	13	3	435	0
Future Vol, veh/h	2	0	5	5	0	4	3	324	13	3	435	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	8	12	2	10	2
Mvmt Flow	2	0	6	6	0	4	3	360	14	3	483	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	864	869	483	865	862	367	483	0	0	374	0	0
Stage 1	489	489	-	373	373	-	-	-	-	-	-	-
Stage 2	375	380	-	492	489	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	274	290	584	274	293	678	1080	-	-	1184	-	0
Stage 1	561	549	-	648	618	-	-	-	-	-	-	0
Stage 2	646	614	-	558	549	-	-	-	-	-	-	0
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	271	288	584	270	291	678	1080	-	-	1184	-	-
Mov Cap-2 Maneuver	271	288	-	270	291	-	-	-	-	-	-	-
Stage 1	559	547	-	645	616	-	-	-	-	-	-	-
Stage 2	639	612	-	551	547	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	13.3		15		0.1		0.1	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	1080	-	-	439	369	1184	-
HCM Lane V/C Ratio	0.003	-	-	0.018	0.027	0.003	-
HCM Control Delay (s)	8.3	-	-	13.3	15	8	0
HCM Lane LOS	A	-	-	B	C	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-

## HCM 6th TWSC

### 4: SR 19 & Revels Rd

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	1	4	8	0	3	1	372	12	7	343	0
Future Vol, veh/h	3	1	4	8	0	3	1	372	12	7	343	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	8	12	2	10	2
Mvmt Flow	3	1	4	9	0	3	1	413	13	8	381	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	820	825	381	822	819	420	381	0	0	426	0	0
Stage 1	397	397	-	422	422	-	-	-	-	-	-	-
Stage 2	423	428	-	400	397	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	294	308	666	293	310	633	1177	-	-	1133	-	0
Stage 1	629	603	-	609	588	-	-	-	-	-	-	0
Stage 2	609	585	-	626	603	-	-	-	-	-	-	0
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	290	305	666	288	307	633	1177	-	-	1133	-	-
Mov Cap-2 Maneuver	290	305	-	288	307	-	-	-	-	-	-	-
Stage 1	628	598	-	608	587	-	-	-	-	-	-	-
Stage 2	605	584	-	615	598	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	14		16.1		0		0.2	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	1177	-	-	408	338	1133	-
HCM Lane V/C Ratio	0.001	-	-	0.022	0.036	0.007	-
HCM Control Delay (s)	8.1	-	-	14	16.1	8.2	0
HCM Lane LOS	A	-	-	B	C	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-

# HCM 6th TWSC

## 5: SR 19 & CR 455

Intersection						
Int Delay, s/veh	2.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	65	43	394	111	70	492
Future Vol, veh/h	65	43	394	111	70	492
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	590	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	38	15	8	22	9	5
Mvmt Flow	68	45	410	116	73	513

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1069	410	0	0	526
Stage 1	410	-	-	-	-
Stage 2	659	-	-	-	-
Critical Hdwy	6.78	6.35	-	-	4.19
Critical Hdwy Stg 1	5.78	-	-	-	-
Critical Hdwy Stg 2	5.78	-	-	-	-
Follow-up Hdwy	3.842	3.435	-	-	2.281
Pot Cap-1 Maneuver	210	614	-	-	1006
Stage 1	599	-	-	-	-
Stage 2	453	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	189	614	-	-	1006
Mov Cap-2 Maneuver	189	-	-	-	-
Stage 1	599	-	-	-	-
Stage 2	407	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	25.1	0	1.1
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	189	614	1006
HCM Lane V/C Ratio	-	-	0.358	0.073	0.072
HCM Control Delay (s)	-	-	34.3	11.3	8.9
HCM Lane LOS	-	-	D	B	A
HCM 95th %tile Q(veh)	-	-	1.5	0.2	0.2

# HCM 6th TWSC

## 5: SR 19 & CR 455

Intersection						
Int Delay, s/veh	3.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	83	55	476	92	50	433
Future Vol, veh/h	83	55	476	92	50	433
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	590	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	38	15	8	22	9	5
Mvmt Flow	86	57	496	96	52	451

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1051	496	0	0	592
Stage 1	496	-	-	-	-
Stage 2	555	-	-	-	-
Critical Hdwy	6.78	6.35	-	-	4.19
Critical Hdwy Stg 1	5.78	-	-	-	-
Critical Hdwy Stg 2	5.78	-	-	-	-
Follow-up Hdwy	3.842	3.435	-	-	2.281
Pot Cap-1 Maneuver	215	548	-	-	950
Stage 1	544	-	-	-	-
Stage 2	509	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	199	548	-	-	950
Mov Cap-2 Maneuver	199	-	-	-	-
Stage 1	544	-	-	-	-
Stage 2	472	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	26.7	0	0.9
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	199	548	950
HCM Lane V/C Ratio	-	-	0.434	0.105	0.055
HCM Control Delay (s)	-	-	36.3	12.3	9
HCM Lane LOS	-	-	E	B	A
HCM 95th %tile Q(veh)	-	-	2	0.3	0.2

**Appendix F**  
ITE Trip Generation Sheets

# Single-Family Detached Housing (210)

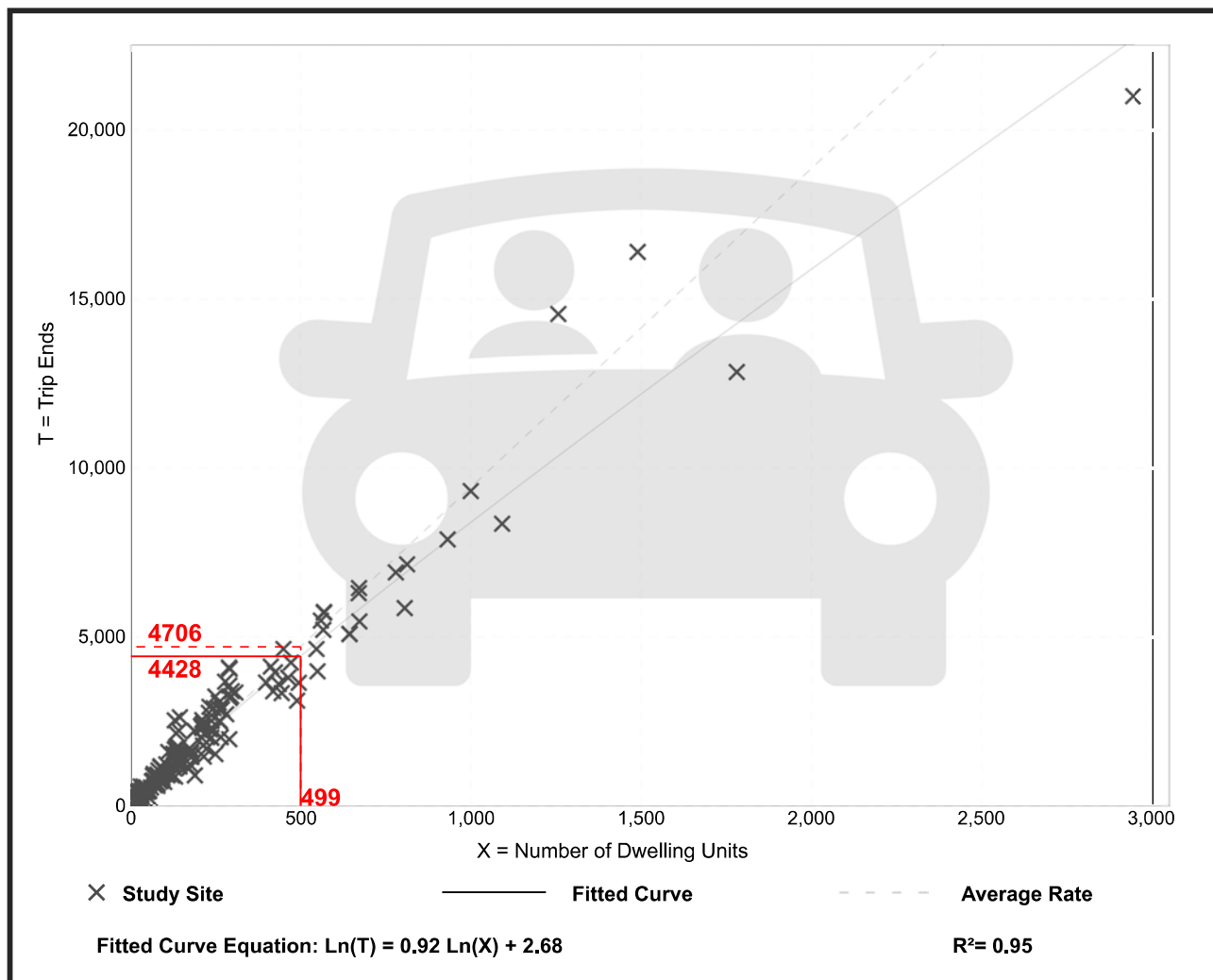
Vehicle Trip Ends vs: Dwelling Units  
On a: Weekday

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

## Vehicle Trip Generation per Dwelling Unit

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

## Data Plot and Equation



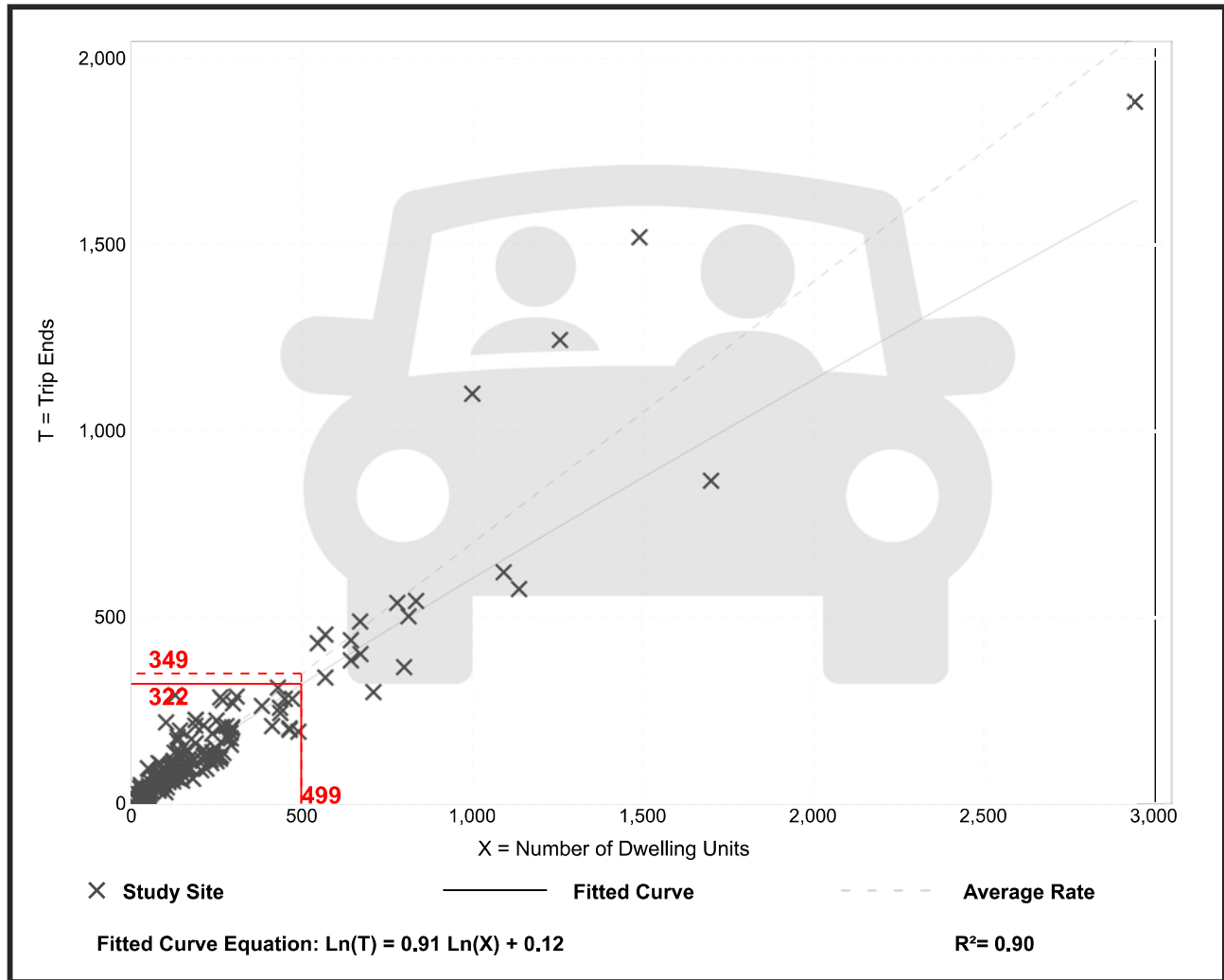
# Single-Family Detached Housing (210)

**Vehicle Trip Ends vs: Dwelling Units**  
**On a: Weekday,**  
**Peak Hour of Adjacent Street Traffic,**  
**One Hour Between 7 and 9 a.m.**  
**Setting/Location: General Urban/Suburban**  
 Number of Studies: 192  
 Avg. Num. of Dwelling Units: 226  
 Directional Distribution: 25% entering, 75% exiting

## Vehicle Trip Generation per Dwelling Unit

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

## Data Plot and Equation



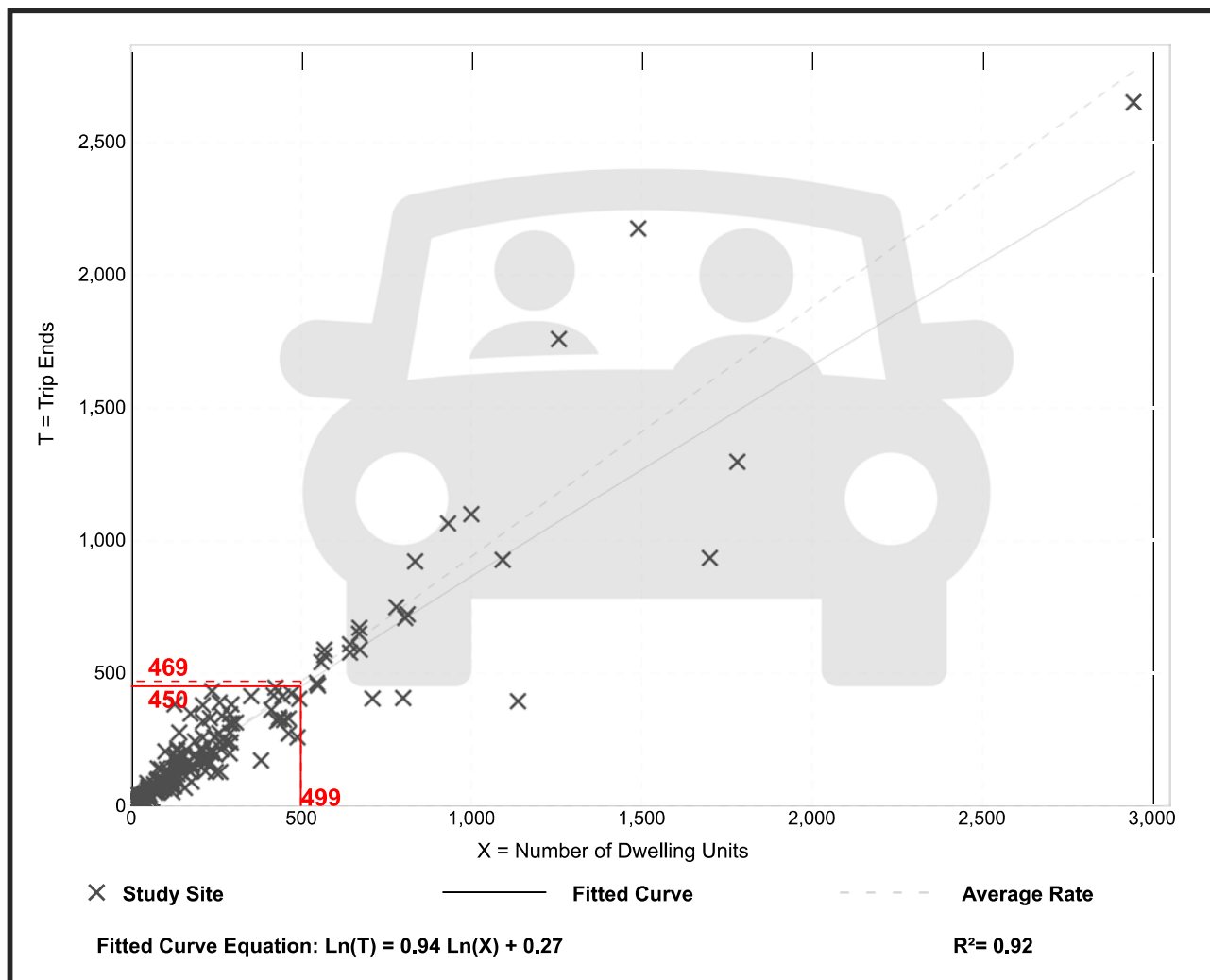
# Single-Family Detached Housing (210)

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

## Vehicle Trip Generation per Dwelling Unit

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

## Data Plot and Equation





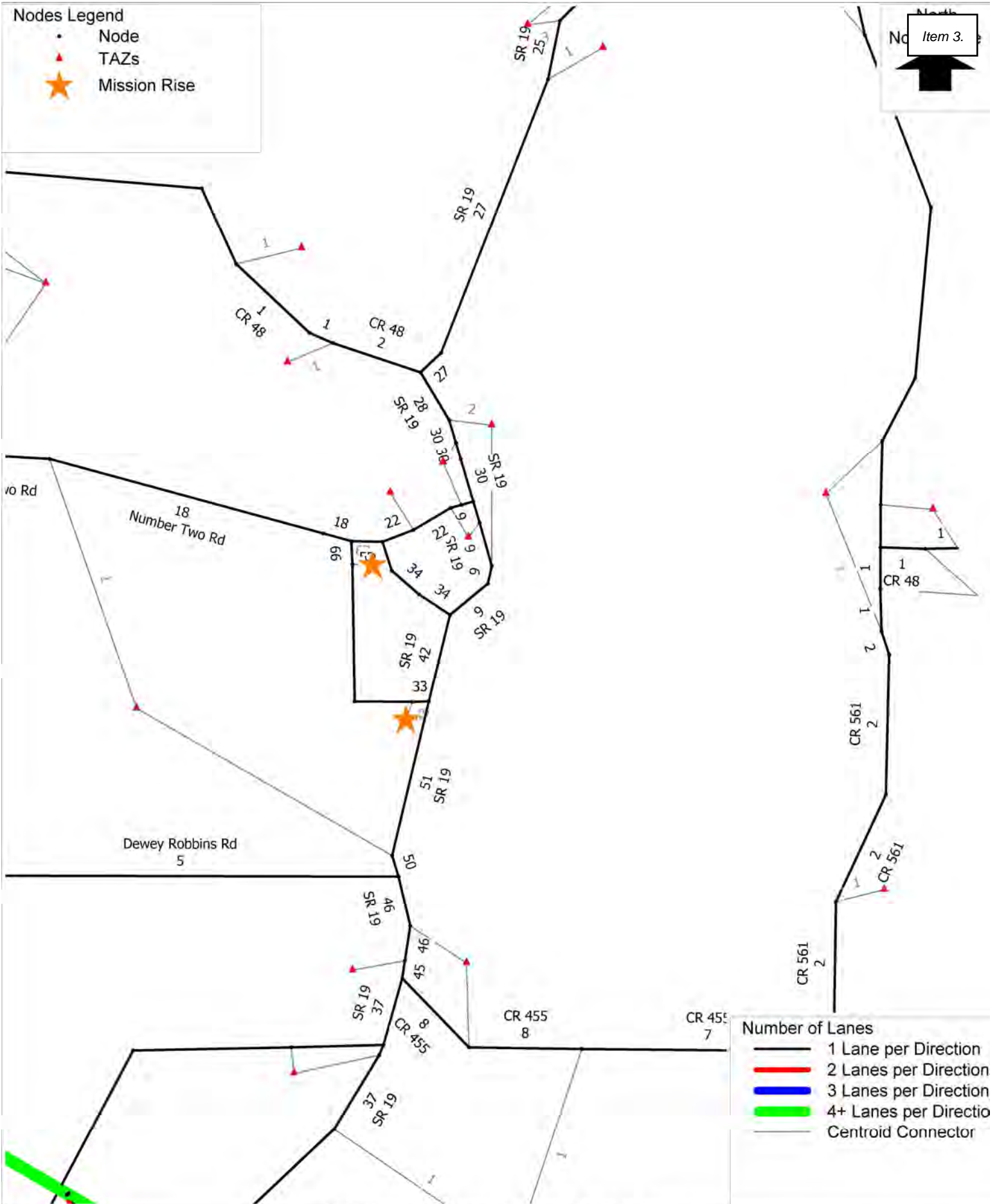
**Appendix G**  
CFRPM Model Output

**Nodes Legend**

- Node
- ▲ TAZs
- ★ Mission Rise

North

Item 3.



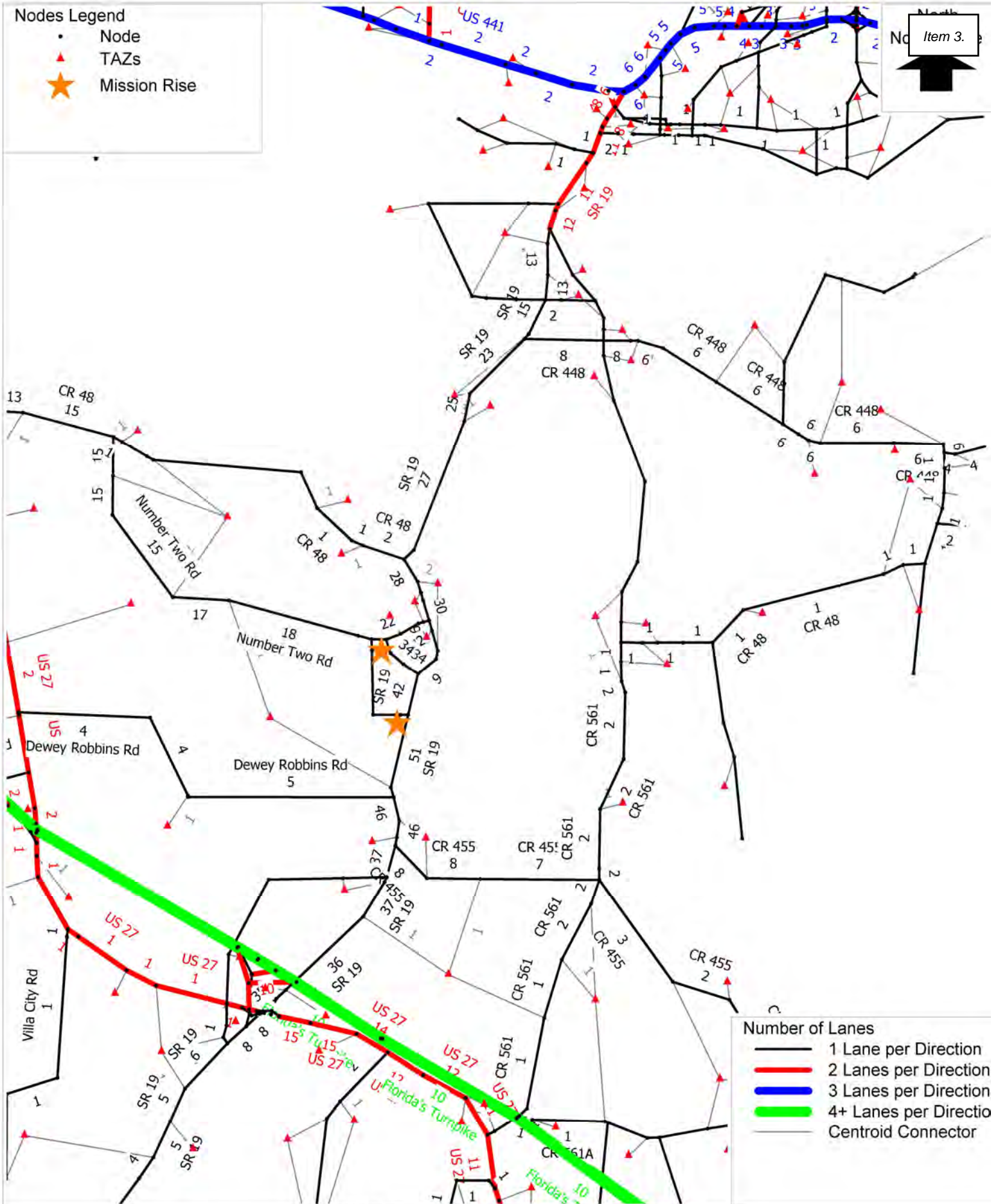
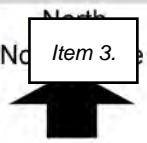
**Number of Lanes**

- 1 Lane per Direction
- 2 Lanes per Direction
- 3 Lanes per Direction
- 4+ Lanes per Direction
- Centroid Connector

23017 Mission Rise - Osceola County, FL TAZ 7676, 7677  
 Project Distribution

C:\FSUTMS\D5\CFRPM7\Base\CF\_2030\P23017\OUTPUT\HWYLOAD\_SL\_AllDay\_A30.NET

- Nodes Legend**
- Node
  - ▲ TAZs
  - ★ Mission Rise



- Number of Lanes**
- 1 Lane per Direction
  - 2 Lanes per Direction
  - 3 Lanes per Direction
  - 4+ Lanes per Direction
  - Centroid Connector

23017 Mission Rise - Osceola County, FL TAZ 7676, 7677






Project Distribution

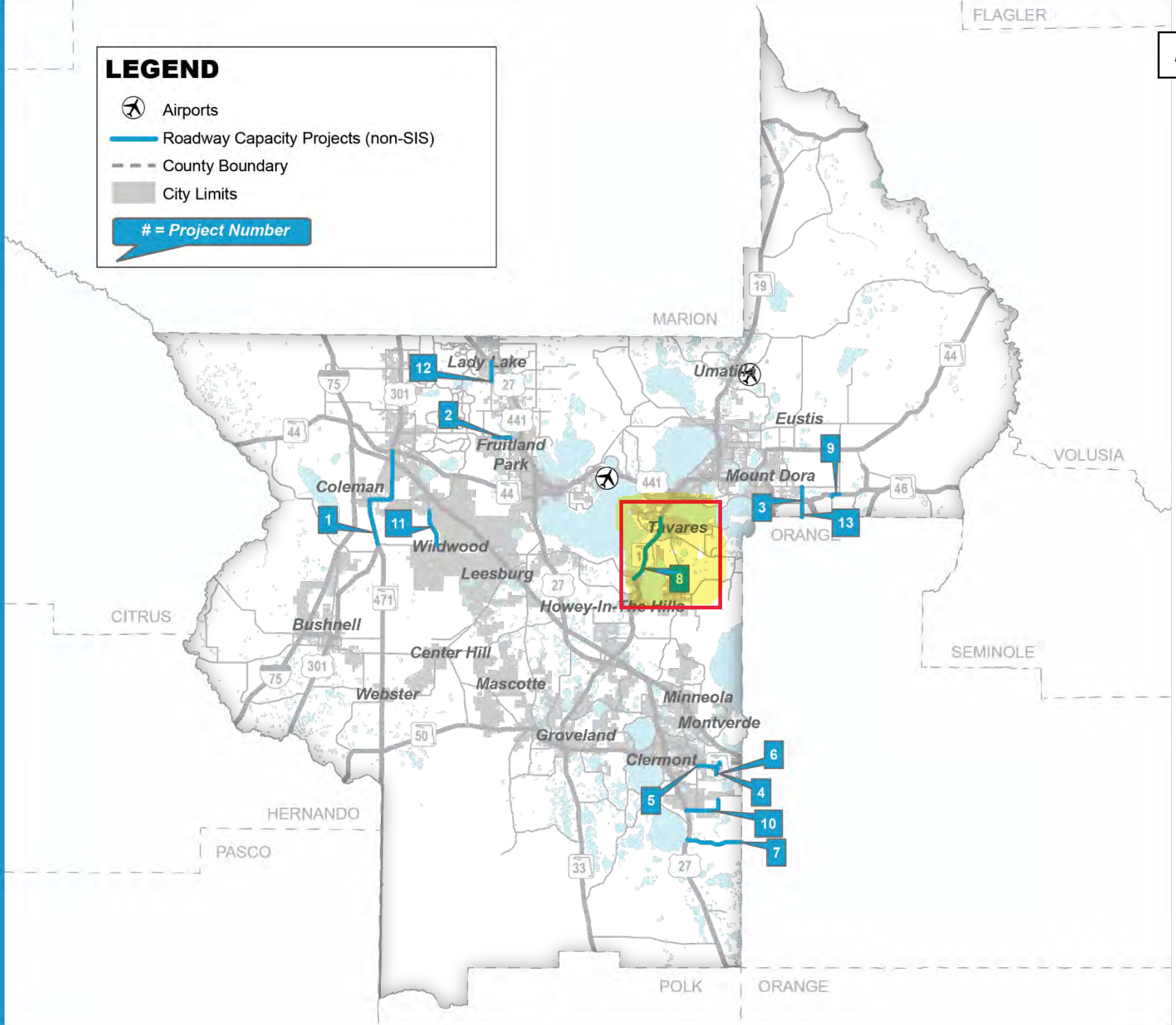
C:\FSUTMS\D5\CFRPM7\Base\CF\_2030\P23017\OUTPUT\HWYLOAD\_SL\_AllDay\_A30.NET

**Appendix H**  
*LSMPO TIP and LSMPO LOPP*

# ROADWAY CAPACITY PROJECTS (NON-SIS)

## LEGEND

-  Airports
-  Roadway Capacity Projects (non-SIS)
-  County Boundary
-  City Limits
-  # = Project Number



Item 3.

7

Project Description: WELLNESS WAY FROM US-27 TO THE LAKE/ORANGE COUNTY LINE

FM#

Funding

Local and State

4487331

Source(s):

Work Description: NEW ROAD CONSTRUCTION

LRTP Page:

PG. 4-12

Phase	<2023	2023	2024	2025	2026	2027	>2027	Amount Funded	
PDE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
PE	\$ -	\$ -	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	
ENV	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
ROW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
LAR	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
RRU	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
CST	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
<b>Total</b>	\$ -	\$ -	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	
Responsible Agency: RESPONSIBLE AGENCY NOT AVAILABLE					County: LAKE		Total Project Cost: \$ 3,000,000		

8

Project Description: SR 19 FROM CR 48 TO CR 561

FM#

Funding

State and Federal

2383191

Source(s):

Work Description: ADD LANES & RECONSTRUCT

LRTP Page:

PG. 4-12

Phase	<2023	2023	2024	2025	2026	2027	>2027	Amount Funded	
PDE	\$ 1,161,015	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,161,015	
PE	\$ 4,141,718	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,141,718	
ENV	\$ 492,196	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 692,196	
ROW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
LAR	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
RRU	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
CST	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
<b>Total</b>	\$ 5,794,929	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,994,929	
Responsible Agency: FDOT					County: LAKE		Total Project Cost: \$ 5,994,929		



# 2022 List of Priority Projects

Lake~Sumter Metropolitan Planning Organization

Adopted June 22, 2022

**Table 3 – Roadway Capacity (Non-SIS) Project Priorities**

Capacity Rank	Sponsor/ Location	FM #	Project Name	From	To	Description	Performance Measure(s)	Proposed Phase	Proposed Phase FY	Proposed Phase Cost	Programmed Phase(s)	Programmed Phase FY	CMP Congested Corridors 2021 Analysis (for informational purposes)
1	FDOT/ Sumter County	430132-1	SR 35 (US 301)	SR 44	CR 470	Road Widening	System Performance	ROW	2026/27	\$27,000,000	Design	2022/23 2025/26	Extremely Congested (2021)
2	FDOT/ Lake County	409870-1	SR 44 (CR44B)	US 441	SR44	Road Widening	System Performance; Safety	CST	2024/25	\$23,701,500	ROW		Extremely Congested (2021)
3	Sumter County	447931-1	Marsh Bend Trail (CR 501)	Corbin Trail	Central Parkway	Roadway Improvements	System Performance	CST	2023/24	\$1,275,400	CST	2022/23	Operating at Acceptable Level of Service
4	FDOT/ Lake County	238394-3	SR 500 (US 441)	Perkins Street	SR 44	Road Widening	System Performance	CST	2023/24	\$13,794,537			Congested (2026)
5	FDOT/ Lake County	429356-1	SR 500 (US 441)	SR 44	N of SR 46	Road Widening	System Performance	CST	2023/24	\$22,233,040	ROW	2021/22	Not Congested
6	Lake County/ Lady Lake	439665-1	Rolling Acres Road	West Lady Lake Ave.	Griffin Ave	Road Widening	System Performance	Design	2026/27	\$2,000,000	PD&E	2025/26	Extremely Congested (2026)
7	Lake County	441710-1	Round Lake Road	Wolfbranch Rd	North of SR 44	New Roadway/ Alignment	System Performance	CST	2024/25	\$30,000,000	Design		Operating at Acceptable Level of Service
8	Lake County	441779-1	CR 455 (Hartle Rd)	Lost Lake Rd.	Hartwood Marsh Rd.	Roadway Extension/ Widening	System Performance	CST	2024/25	\$19,800,000	ROW	2022/23	New Roadway, Not on CMP Network
9	Lake County	-	CR 455 (Hartle Rd)	Hartwood Marsh Rd	CFX Lake-Orange Connector	Road Extension	System Performance	Design	2023/24	\$3,000,000	PDE		New Roadway, Not on CMP Network

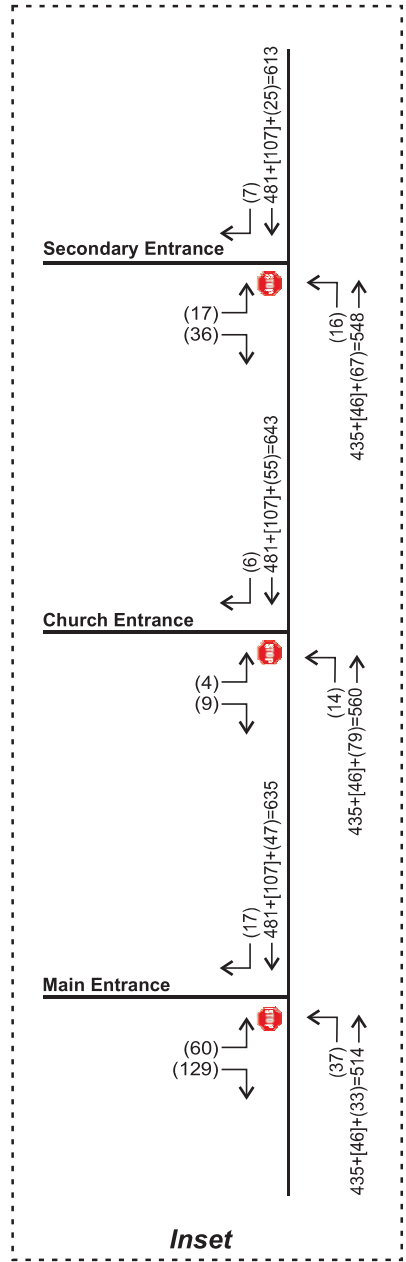
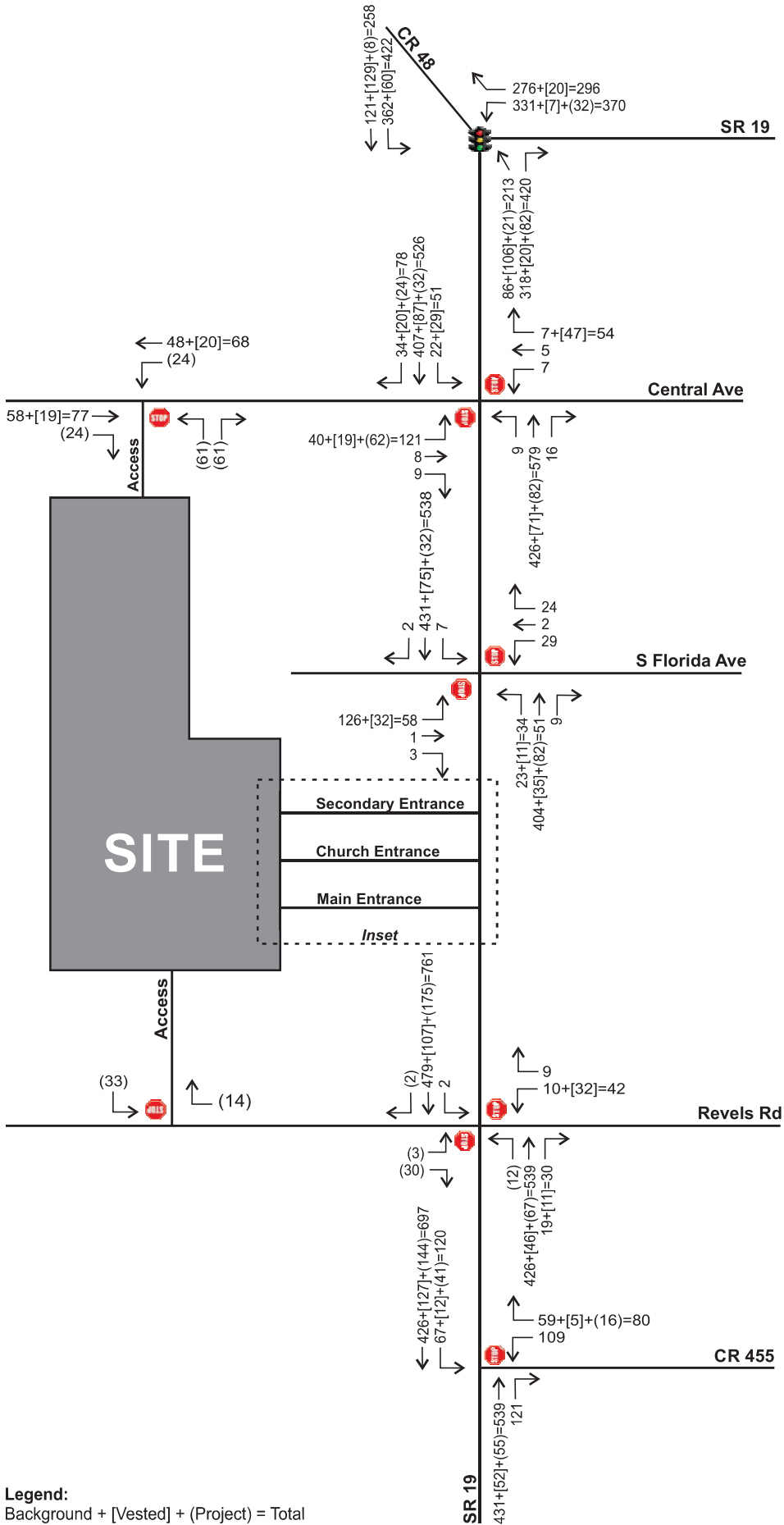


Capacity Rank	Sponsor/ Location	FM #	Project Name	From	To	Description	Performance Measure(s)	Proposed Phase	Proposed Phase FY	Proposed Phase Cost	Programmed Phase(s)	Programmed Phase FY	CMP Congested Corridors 2021 Analysis (for informational purposes)
10	Lake County	-	Citrus Grove Phase II	West of Scrub Jay Lane	Grassy Lake Rd	New Alignment/Widening	System Performance	CST	2024/25	\$10,000,000	ROW		New Roadway, Not on CMP Network
11	Lake County	-	Citrus Grove Phase V	Turnpike	Blackstill Lake Dr	New Roadway/Alignment	System Performance	CST	2024/25	\$5,000,000	Design		New Roadway, Not on CMP Network
12	Lake County	441393-1	CR 437 Realignment	Oak Tree Dr	SR 46	New Alignment/Widening	System Performance	CST	2024/25	\$4,000,000	Design		New Roadway, Not on CMP Network
13	Lake County	-	Hartwood Marsh	Regency Hills Dr	Innovation Lane	Road Widening	System Performance	Design	2023/24	\$750,000	PDE		Approaching Congestion
14	Lake County	-	CR 455 Paved Shoulder	CR 561	CR 561A	Paved Shoulder	System Performance	Design	2023/24	\$700,000			Operating at Acceptable Level of Service
15	FDOT/Lake County	-	CR 470/CR 48	Meggison Road at The Villages	US 27	Road Widening	System Performance	Design	2023/24	\$4,000,000			Congested (2026)
16	Lake County/ Mount Dora	-	Vista Ridge Drive/Wolf Branch Innovation Boulevard	Niles Rd	Round Lake Road	New Roadway	System Performance	Design	2023/24	\$1,000,000	Study		New Roadway, Not on CMP Network
17	Lake County	-	CR 561A	CR 561	CR 455	Realignment	System Performance; Safety	PDE	2023/24	\$750,000	Study		Operating at Acceptable Level of Service
18	FDOT/ Lake County	-	SR 44	Orange Ave	CR 46A	Road Widening	System Performance	PDE	2023/24	\$TBD			Congested (2021)
19	FDOT	-	SR 19	SR 50	CR 455	Road Widening	System Performance	PDE	2023/24	\$TBD			Congested (2021)

Capacity Rank	Sponsor/ Location	FM #	Project Name	From	To	Description	Performance Measure(s)	Proposed Phase	Proposed Phase FY	Proposed Phase Cost	Programmed Phase(s)	Programmed Phase FY	CMP Congested Corridors 2021 Analysis (for informational purposes)
20	Lake County	-	Woodlea Road	SR 19	End	Road Widening	System Performance	Design Update/ ROW	2023/24	\$3,000,000			Operating at Acceptable Level of Service
21	FDOT/ Lake County	238319-1	SR 19	Howey Bridge	CR 561	Road Widening	System Performance	CST	2023/24	\$35,000,000			Extremely Congested (2021)
22	Lake County	-	Hancock Road	Hartwood Marsh Rd	Wellness Way	New Road	System Performance	CST	2025/26	\$20,000,000			New Roadway, Not on CMP Network
23	Lake County	-	SR 46A	SR 44	SR 46	Road Widening	System Performance	CST	2023/24	\$TBD	Design		Congested (2021)

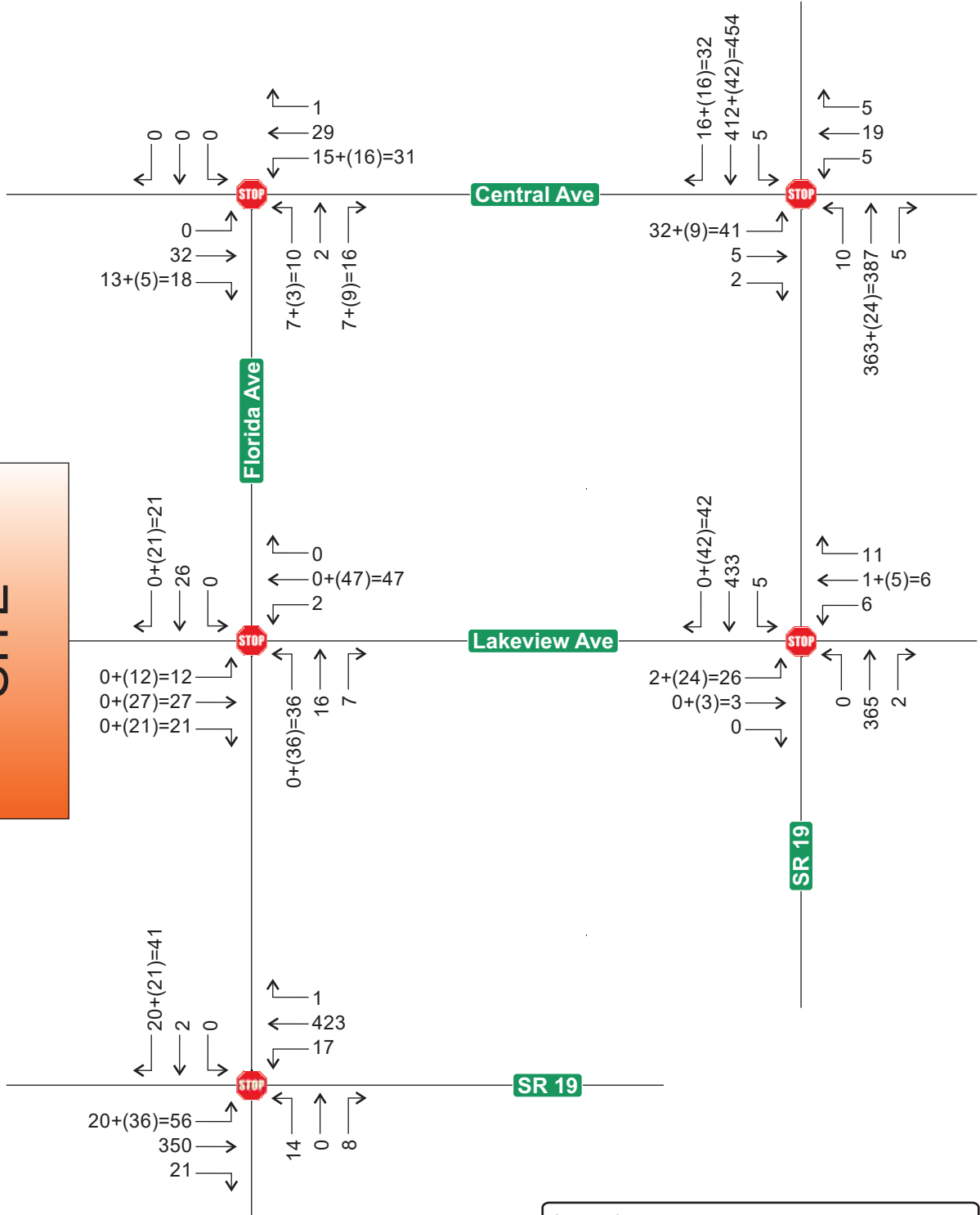
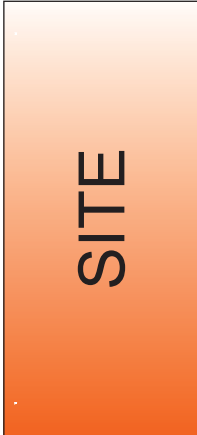
Top 20 Project

**Appendix I**  
Vested Trips Data



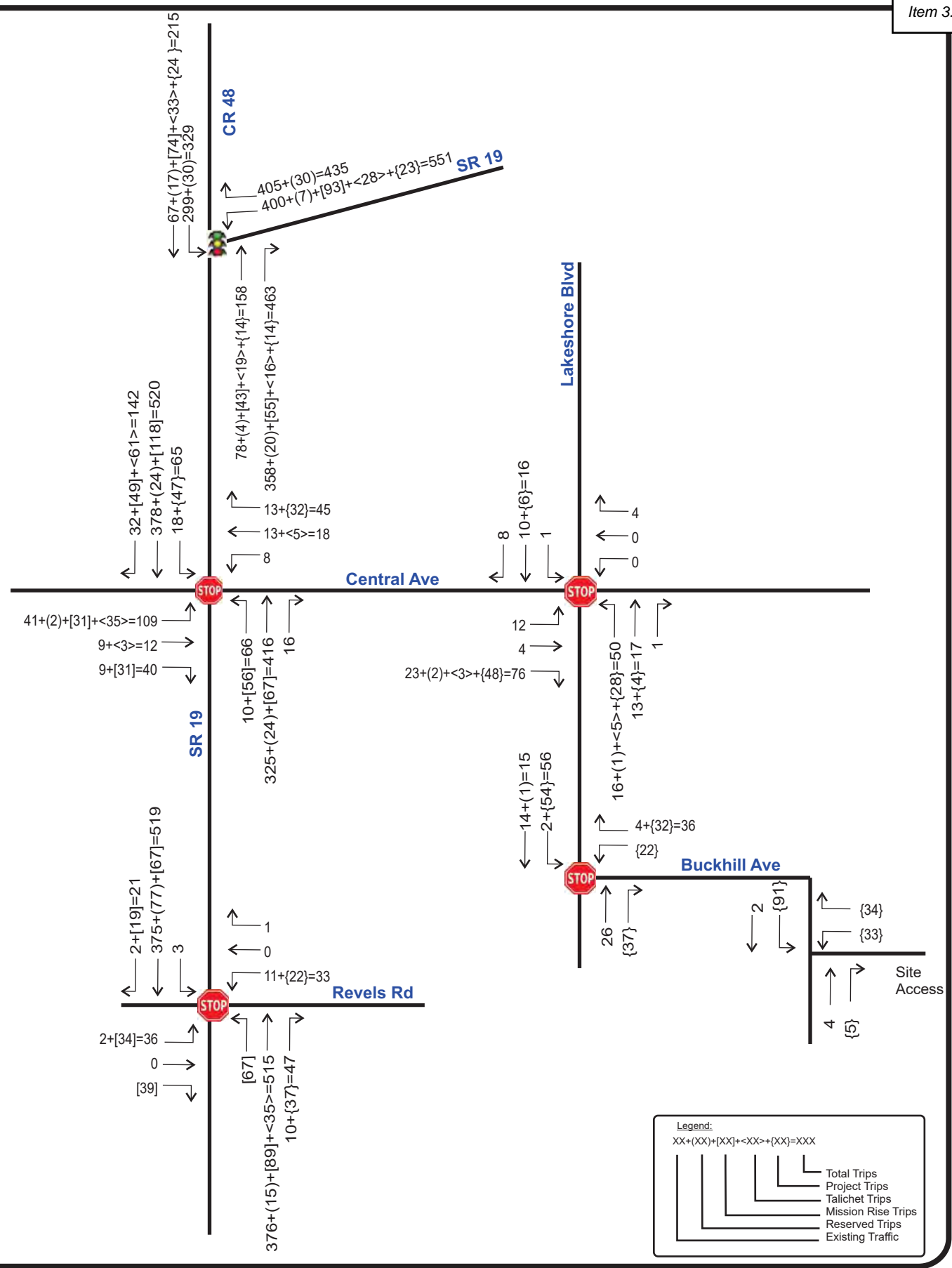
**Legend:**  
Background + [Vested] + (Project) = Total

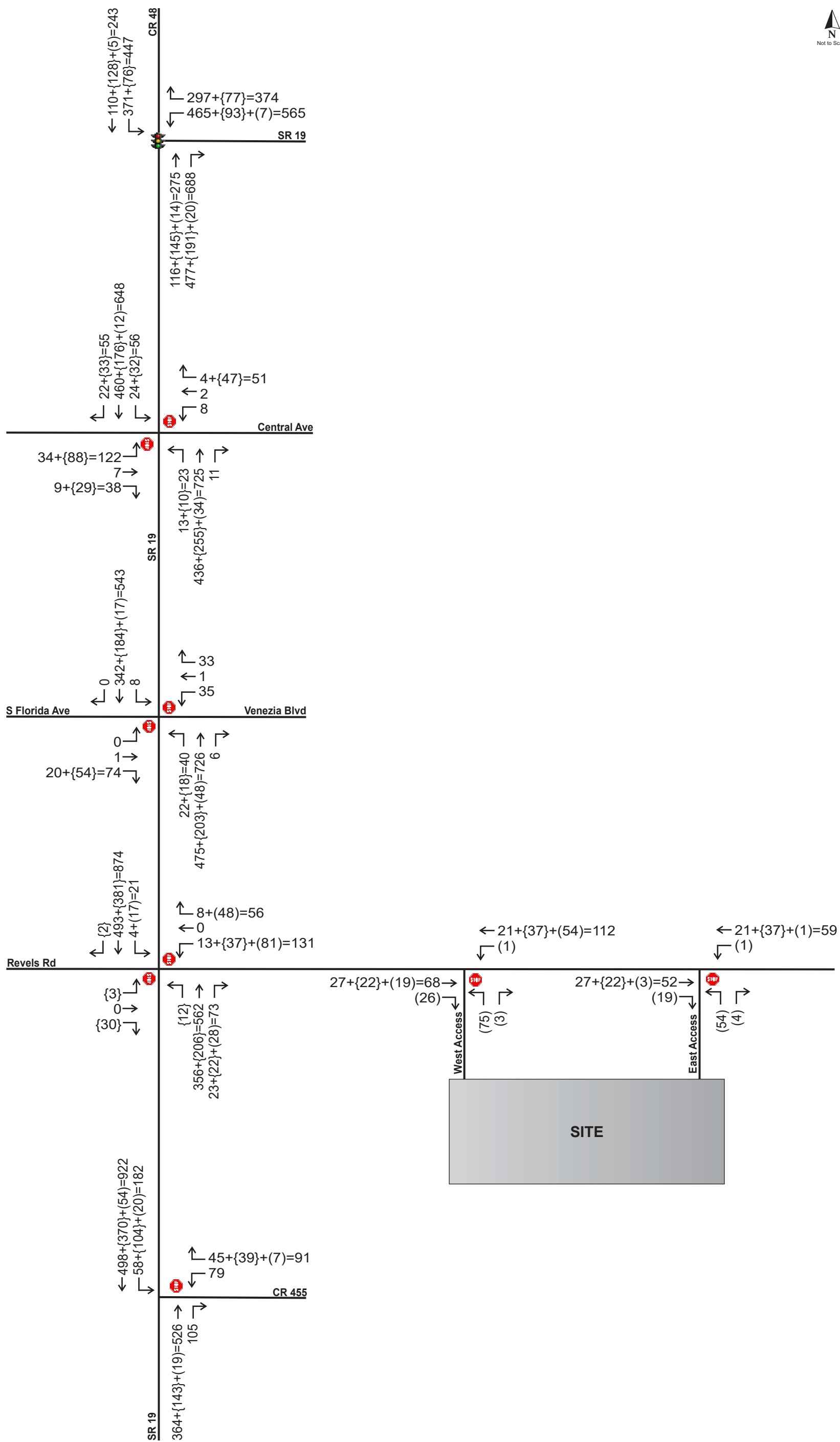




**Legend:**  
 XX+(XX)=XXX  
 — Total Traffic  
 — Project Trips  
 — Background Traffic

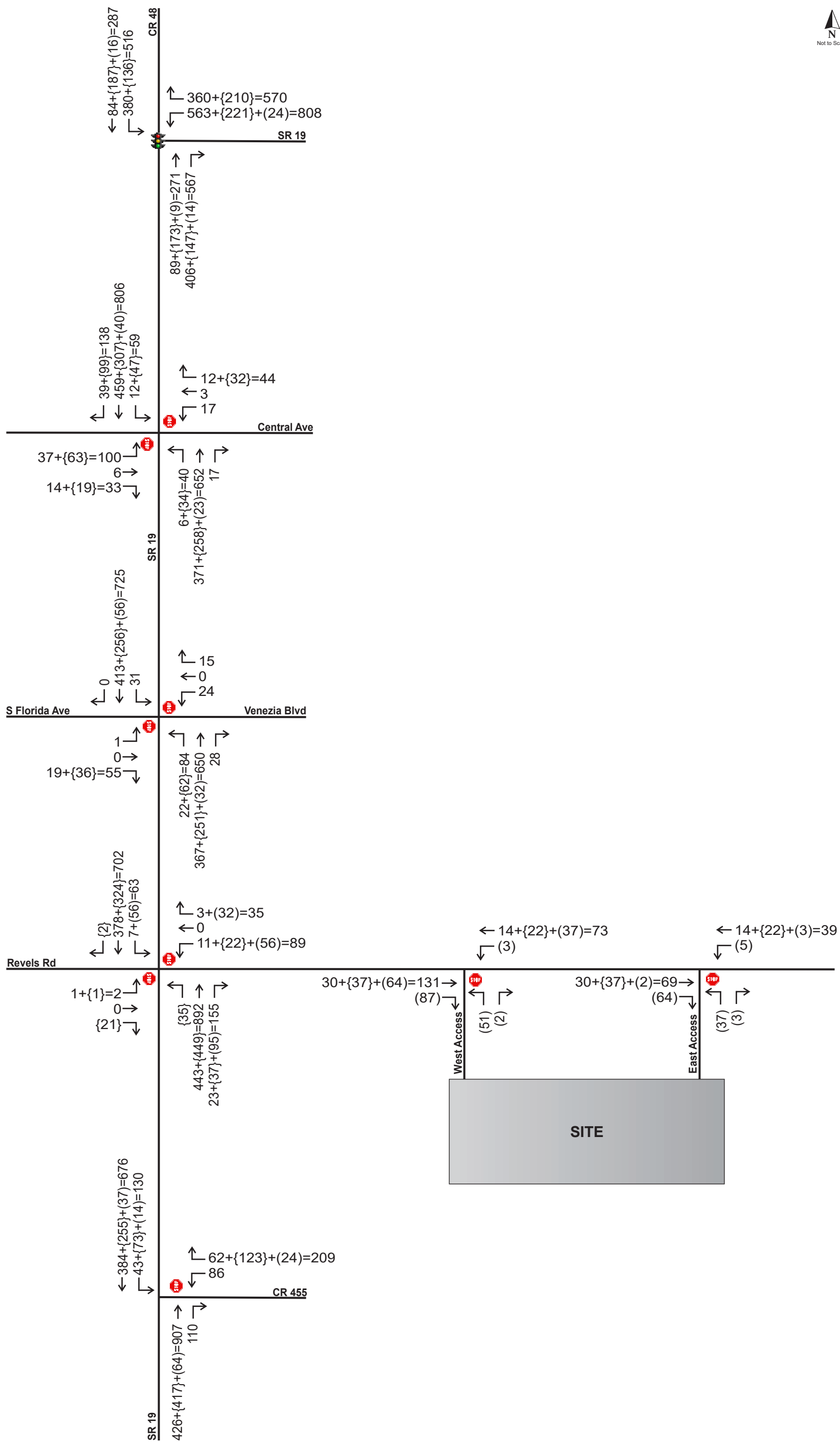
\*Schematic drawing. Not to scale.  
 \*\* Any +/- 1 project trip discrepancy is due to rounding





Legend:  
Background + {Committed} + (Project) = Total





Legend:  
Background + {Committed} + (Project) = Total

**Table 1**  
**Trip Generation Calculations – Phase 1 (2026)**

ITE Code	Land Use	Size	Daily		AM Peak Hour			PM Peak Hour				
			Rate	Trips	Rate	Total	Enter	Exit	Rate	Total	Enter	Exit
210	Single-Family Detached	184 DU	9.61	1,768	0.71	131	34	97	0.96	177	112	65
215	Single-Family Attached	146 DU	7.27	1,061	0.48	70	22	48	0.57	83	47	36
<b>Total Trip Generation (Phase 1)</b>				2,829		201	56	145		260	159	101

Source: ITE Trip Generation Manual, 11th Edition

ITE equations were used as R<sup>2</sup> were greater than 0.75 and with more than 20 studies

Phase 1 of the proposed development is projected to generate 2,829 new daily trips of which 201 trips occur during the AM peak hour, and 260 trips occur during the PM peak hour.

**Table 2**  
**Trip Generation Calculations – Phase 1 and Phase 2 (2030)**

ITE Code	Land Use	Size	Daily		AM Peak Hour			PM Peak Hour				
			Rate	Trips	Rate	Total	Enter	Exit	Rate	Total	Enter	Exit
210	Single-Family Detached	358 DU	9.11	3,261	0.66	236	61	175	0.92	329	207	122
215	Single-Family Attached	292 DU	7.45	2,175	0.50	146	45	101	0.59	172	98	74
<b>Total Trip Generation Buildout (Phase 1 + Phase 2)</b>				5,436		382	106	276		501	305	196

Source: ITE Trip Generation Manual, 11th Edition

ITE equations were used as R<sup>2</sup> were greater than 0.75 and with more than 20 studies

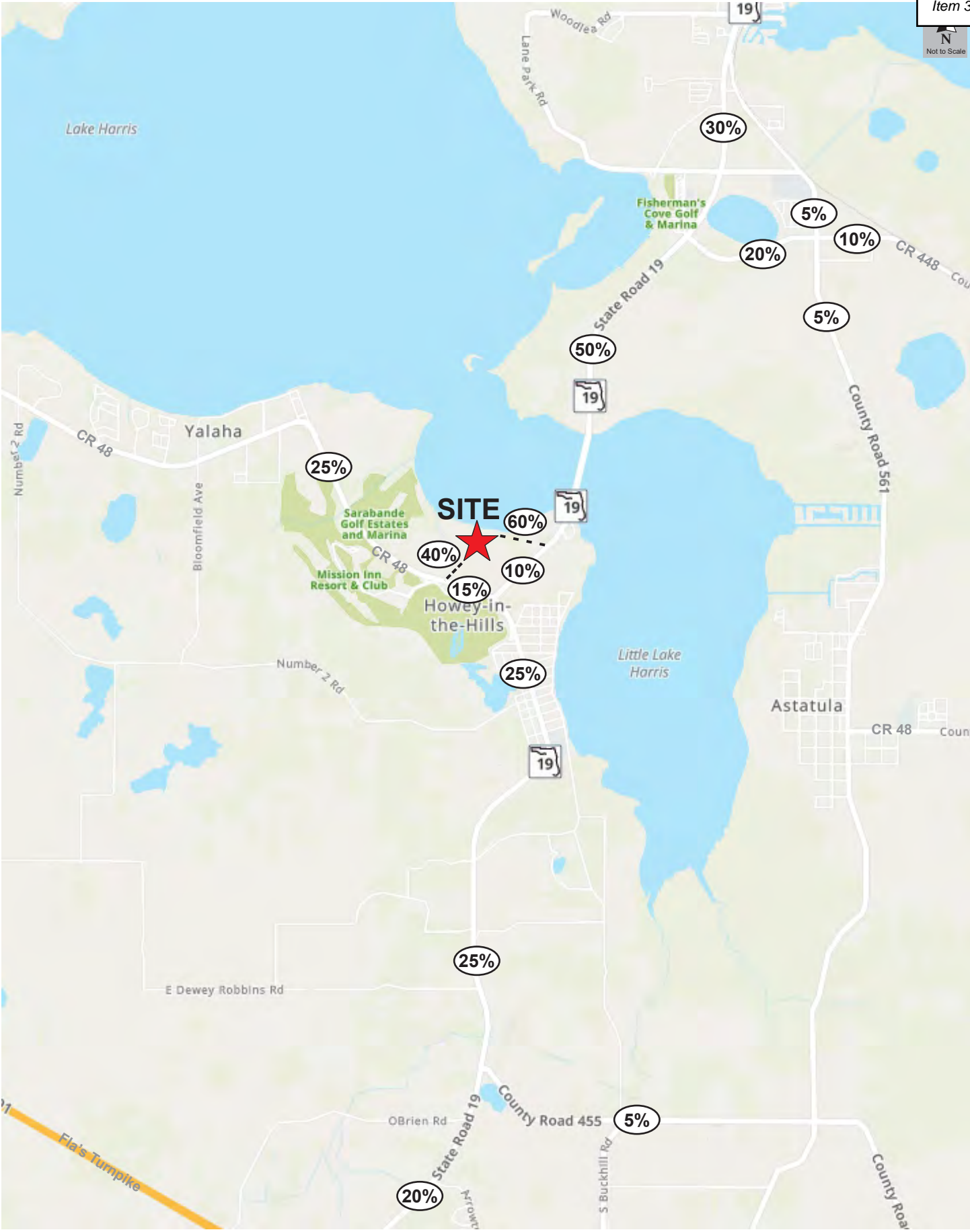
The proposed development at project buildout is projected to generate 5,436 new daily trips of which 382 trips occur during the AM peak hour, and 501 trips occur during the PM peak hour.

### Trip Distribution

A trip distribution pattern was estimated using the *Central Florida Regional Planning Model, version 7 (CFRPM V7)*. The model distribution was adjusted based on local knowledge, professional engineering judgement, and the location of the development with respect to the study area attractions and activity centers to reflect prevailing travel patterns in the vicinity of the site and the surrounding transportation network. The raw model plots are provided in the **Attachments**, and the adjusted trip distribution is shown in **Figure 2**.

### Study Area

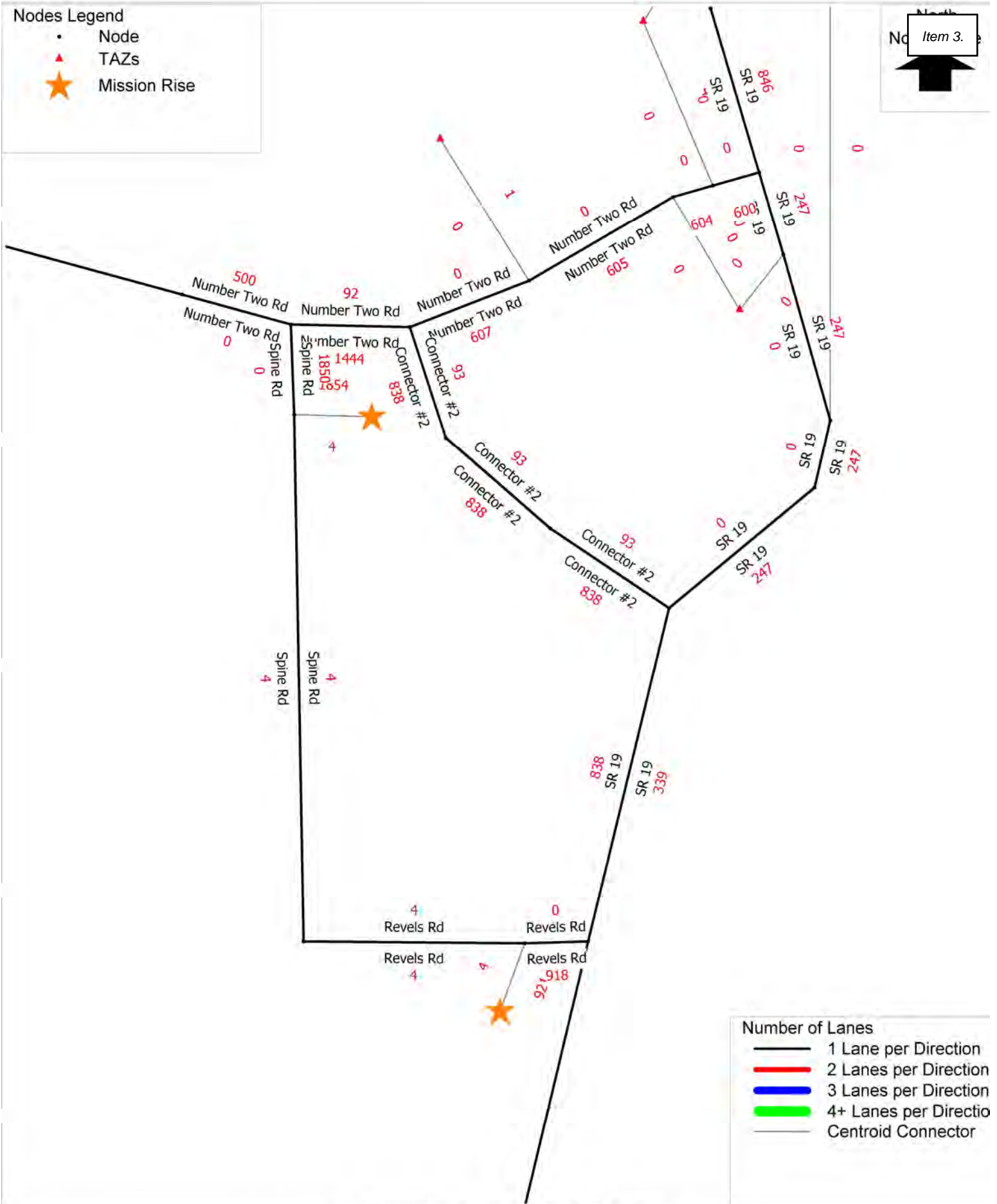
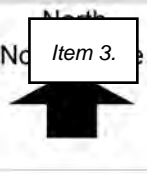
In accordance with the LSMPO requirements for a Tier 2 TIA methodology and the Town of Howey-In-The-Hills Land Development Code, the study area will encompass roadway segments and intersections within a 1-mile radius at minimum. The study will also include segments and intersections within a 4.55-mile radius, (½ the trip length for residential land use), where the project's peak hour trips consume five percent (5%) or more of a roadway's two-way peak hour generalized service volume, based on the adopted LOS and committed number of lanes. The total trip length was obtained from the *Lake County Transportation Impact Fee Schedule Table 9-1* (dated 12/21/2001), included in the **Attachments**. The roadway segments identified by the significance test will be analyzed in the Tier 2 TIA. Excerpts from the *2020 Lake County Congestion Management Plan (CMP) Database* are included in the **Attachments**. The study area significance analysis is summarized in **Table 3**.



**Appendix J**  
AADT Model Plot

Nodes Legend

- Node
- ▲ TAZs
- ★ Mission Rise

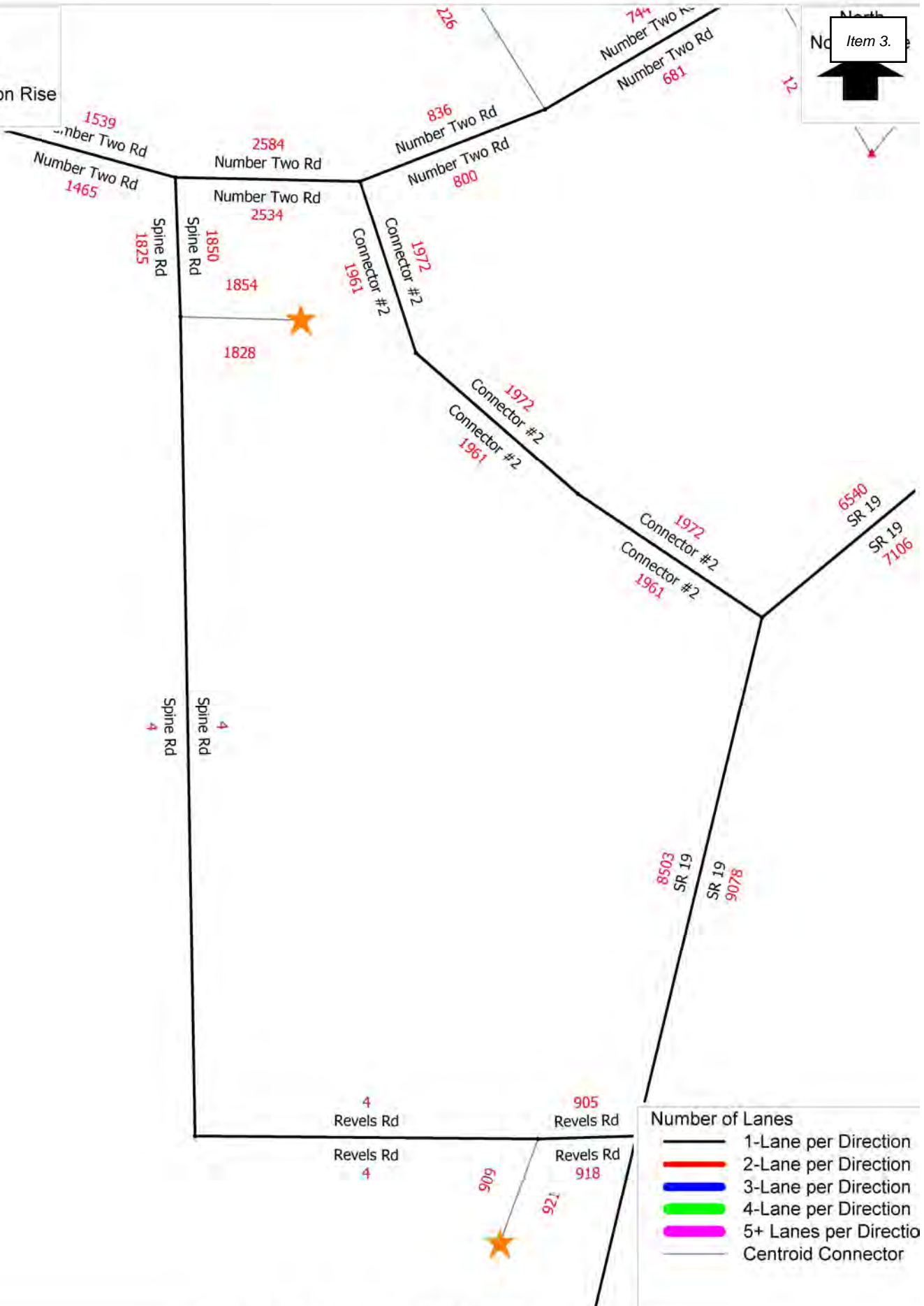
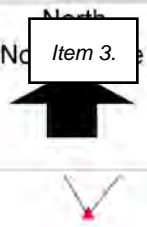


23017 Mission Rise - Lake County, FL TAZ 7676, 7677  
 Future AADT

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**Nodes Legend**

- Node
- ▲ TAZs
- ★ Mission Rise



23017.1 Mission Rise - Lake County, FL TAZ 7676, 7677













Future AADT

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**Appendix K**  
HCM Worksheets - Projected Conditions

## HCM 6th Signalized Intersection Summary

## 1: SR 19 &amp; CR 48

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	522	334	455	740	413	180
Future Volume (veh/h)	522	334	455	740	413	180
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1752	1589	1767	1811	1737	1811
Adj Flow Rate, veh/h	538	205	469	0	426	186
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	10	21	9	6	11	6
Cap, veh/h	386	312	695		502	1139
Arrive On Green	0.23	0.23	0.39	0.00	0.17	0.63
Sat Flow, veh/h	1668	1346	1767	1535	1654	1811
Grp Volume(v), veh/h	538	205	469	0	426	186
Grp Sat Flow(s),veh/h/ln	1668	1346	1767	1535	1654	1811
Q Serve(g_s), s	22.7	13.5	21.5	0.0	14.2	4.2
Cycle Q Clear(g_c), s	22.7	13.5	21.5	0.0	14.2	4.2
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	386	312	695		502	1139
V/C Ratio(X)	1.39	0.66	0.67		0.85	0.16
Avail Cap(c_a), veh/h	386	312	695		535	1139
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	37.7	34.2	24.5	0.0	16.9	7.5
Incr Delay (d2), s/veh	192.0	5.0	5.2	0.0	11.6	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	44.9	8.2	14.6	0.0	10.5	2.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	229.7	39.1	29.7	0.0	28.5	7.8
LnGrp LOS	F	D	C		C	A
Approach Vol, veh/h	743		469	A		612
Approach Delay, s/veh	177.1		29.7			22.2
Approach LOS	F		C			C
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	23.0	45.0		30.0		68.0
Change Period (Y+Rc), s	6.5	6.4		7.3		6.4
Max Green Setting (Gmax), s	18.5	38.6		22.7		38.6
Max Q Clear Time (g_c+I1), s	16.2	23.5		24.7		6.2
Green Ext Time (p_c), s	0.4	2.5		0.0		1.0
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			87.2			
HCM 6th LOS			F			













## Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



## HCM 6th Signalized Intersection Summary

## 1: SR 19 &amp; CR 48

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	751	483	164	588	451	194
Future Volume (veh/h)	751	483	164	588	451	194
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1752	1589	1767	1811	1737	1811
Adj Flow Rate, veh/h	774	359	169	0	465	200
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	10	21	9	6	11	6
Cap, veh/h	380	307	685		737	1149
Arrive On Green	0.23	0.23	0.39	0.00	0.18	0.63
Sat Flow, veh/h	1668	1346	1767	1535	1654	1811
Grp Volume(v), veh/h	774	359	169	0	465	200
Grp Sat Flow(s),veh/h/ln	1668	1346	1767	1535	1654	1811
Q Serve(g_s), s	22.7	22.7	6.5	0.0	16.0	4.5
Cycle Q Clear(g_c), s	22.7	22.7	6.5	0.0	16.0	4.5
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	380	307	685		737	1149
V/C Ratio(X)	2.04	1.17	0.25		0.63	0.17
Avail Cap(c_a), veh/h	380	307	685		744	1149
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	38.4	38.4	20.7	0.0	12.3	7.5
Incr Delay (d2), s/veh	475.1	105.6	0.9	0.0	1.7	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	92.9	24.6	4.9	0.0	9.5	3.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	513.5	144.1	21.5	0.0	14.0	7.8
LnGrp LOS	F	F	C		B	A
Approach Vol, veh/h	1133		169	A		665
Approach Delay, s/veh	396.4		21.5			12.1
Approach LOS	F		C			B
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	24.6	45.0		30.0		69.6
Change Period (Y+Rc), s	6.5	6.4		7.3		6.4
Max Green Setting (Gmax), s	18.5	38.6		22.7		38.6
Max Q Clear Time (g_c+I1), s	18.0	8.5		24.7		6.5
Green Ext Time (p_c), s	0.1	0.9		0.0		1.1
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			234.3			
HCM 6th LOS			F			

## Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th TWSC  
2: SR 19 & W Central Ave

Intersection												
Int Delay, s/veh	70.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	144	4	12	13	1	65	14	672	29	37	663	49
Future Vol, veh/h	144	4	12	13	1	65	14	672	29	37	663	49
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	12	33	2	2	2	2	38	10	2	42	2	11
Mvmt Flow	148	4	12	13	1	67	14	693	30	38	684	51

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1556	1537	710	1530	1547	708	735	0	0	723	0	0
Stage 1	786	786	-	736	736	-	-	-	-	-	-	-
Stage 2	770	751	-	794	811	-	-	-	-	-	-	-
Critical Hdwy	7.22	6.83	6.22	7.12	6.52	6.22	4.48	-	-	4.52	-	-
Critical Hdwy Stg 1	6.22	5.83	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.22	5.83	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.608	4.297	3.318	3.518	4.018	3.318	2.542	-	-	2.578	-	-
Pot Cap-1 Maneuver	~ 87	99	434	96	114	435	727	-	-	722	-	-
Stage 1	371	362	-	411	425	-	-	-	-	-	-	-
Stage 2	379	376	-	381	393	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~ 66	87	434	82	100	435	727	-	-	722	-	-
Mov Cap-2 Maneuver	~ 66	87	-	82	100	-	-	-	-	-	-	-
Stage 1	359	329	-	398	411	-	-	-	-	-	-	-
Stage 2	310	364	-	333	358	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	\$ 729.8	26.5	0.2	0.5
HCM LOS	F	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	727	-	-	71	248	722	-	-
HCM Lane V/C Ratio	0.02	-	-	2.323	0.328	0.053	-	-
HCM Control Delay (s)	10.1	0	-	\$ 729.8	26.5	10.3	0	-
HCM Lane LOS	B	A	-	F	D	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	15.7	1.4	0.2	-	-

Notes  
 ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

## HCM 6th TWSC

### 2: SR 19 & W Central Ave

Intersection												
Int Delay, s/veh	83.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	108	14	16	20	4	49	19	642	25	66	784	162
Future Vol, veh/h	108	14	16	20	4	49	19	642	25	66	784	162
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	12	33	2	2	2	2	38	10	2	42	2	11
Mvmt Flow	111	14	16	21	4	51	20	662	26	68	808	167

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1771	1756	892	1758	1826	675	975	0	0	688	0	0
Stage 1	1028	1028	-	715	715	-	-	-	-	-	-	-
Stage 2	743	728	-	1043	1111	-	-	-	-	-	-	-
Critical Hdwy	7.22	6.83	6.22	7.12	6.52	6.22	4.48	-	-	4.52	-	-
Critical Hdwy Stg 1	6.22	5.83	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.22	5.83	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.608	4.297	3.318	3.518	4.018	3.318	2.542	-	-	2.578	-	-
Pot Cap-1 Maneuver	~ 61	72	341	66	77	454	582	-	-	746	-	-
Stage 1	271	275	-	422	434	-	-	-	-	-	-	-
Stage 2	392	386	-	277	285	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~ 41	54	341	41	58	454	582	-	-	746	-	-
Mov Cap-2 Maneuver	~ 41	54	-	41	58	-	-	-	-	-	-	-
Stage 1	256	218	-	398	410	-	-	-	-	-	-	-
Stage 2	326	364	-	195	226	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, \$	1096.5		89.7		0.3		0.7	
HCM LOS	F		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	582	-	-	47	110	746	-	-
HCM Lane V/C Ratio	0.034	-	-	3.027	0.684	0.091	-	-
HCM Control Delay (s)	11.4	0		\$ 1096.5	89.7	10.3	0	-
HCM Lane LOS	B	A	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	15.4	3.6	0.3	-	-

Notes			
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

## HCM 6th TWSC

### 3: S Florida Ave & W Central Ave

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	68	17	10	31	1	10	0	20	0	0	0
Future Vol, veh/h	1	68	17	10	31	1	10	0	20	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	85	21	13	39	1	13	0	25	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	40	0	0	106	0	0	164	164	96	176	174	40
Stage 1	-	-	-	-	-	-	98	98	-	66	66	-
Stage 2	-	-	-	-	-	-	66	66	-	110	108	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1570	-	-	1485	-	-	801	729	960	786	719	1031
Stage 1	-	-	-	-	-	-	908	814	-	945	840	-
Stage 2	-	-	-	-	-	-	945	840	-	895	806	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1570	-	-	1485	-	-	795	722	960	760	712	1031
Mov Cap-2 Maneuver	-	-	-	-	-	-	795	722	-	760	712	-
Stage 1	-	-	-	-	-	-	907	813	-	944	832	-
Stage 2	-	-	-	-	-	-	936	832	-	871	805	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			1.8			9.2			0		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	898	1570	-	-	1485	-	-	-
HCM Lane V/C Ratio	0.042	0.001	-	-	0.008	-	-	-
HCM Control Delay (s)	9.2	7.3	0	-	7.4	0	-	0
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	-

## HCM 6th TWSC

### 3: S Florida Ave & W Central Ave

Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	52	11	36	59	6	9	1	33	1	0	0
Future Vol, veh/h	0	52	11	36	59	6	9	1	33	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	65	14	45	74	8	11	1	41	1	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	82	0	0	79	0	0	240	244	72	261	247	78
Stage 1	-	-	-	-	-	-	72	72	-	168	168	-
Stage 2	-	-	-	-	-	-	168	172	-	93	79	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1515	-	-	1519	-	-	714	658	990	692	655	983
Stage 1	-	-	-	-	-	-	938	835	-	834	759	-
Stage 2	-	-	-	-	-	-	834	756	-	914	829	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1515	-	-	1519	-	-	697	638	990	646	635	983
Mov Cap-2 Maneuver	-	-	-	-	-	-	697	638	-	646	635	-
Stage 1	-	-	-	-	-	-	938	835	-	834	735	-
Stage 2	-	-	-	-	-	-	808	733	-	875	829	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	2.7	9.3	10.6
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	899	1515	-	-	1519	-	-	646
HCM Lane V/C Ratio	0.06	-	-	-	0.03	-	-	0.002
HCM Control Delay (s)	9.3	0	-	-	7.4	0	-	10.6
HCM Lane LOS	A	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	0

# HCM 6th TWSC

## 4: SR 19 & Revels Rd/Revels Rd

Intersection												
Int Delay, s/veh	128											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↕		↖	↗			↖	↗
Traffic Vol, veh/h	41	0	120	124	0	53	44	490	66	21	790	14
Future Vol, veh/h	41	0	120	124	0	53	44	490	66	21	790	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	430	-	-	-	-	405
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	8	12	2	10	2
Mvmt Flow	46	0	133	138	0	59	49	544	73	23	878	16

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1632	1639	878	1678	1619	581	894	0	0	617	0	0
Stage 1	924	924	-	679	679	-	-	-	-	-	-	-
Stage 2	708	715	-	999	940	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	81	100	347	~ 75	103	514	759	-	-	963	-	-
Stage 1	323	348	-	441	451	-	-	-	-	-	-	-
Stage 2	426	434	-	293	342	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	66	89	347	~ 42	92	514	759	-	-	963	-	-
Mov Cap-2 Maneuver	66	89	-	~ 42	92	-	-	-	-	-	-	-
Stage 1	302	331	-	412	422	-	-	-	-	-	-	-
Stage 2	353	406	-	172	326	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	51.2	\$ 1224.7	0.7	0.2
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	759	-	-	66	347	58	963	-	-
HCM Lane V/C Ratio	0.064	-	-	0.69	0.384	3.391	0.024	-	-
HCM Control Delay (s)	10.1	-	-	137.5	21.	\$ 1224.7	8.8	0	-
HCM Lane LOS	B	-	-	F	C	F	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	3	1.8	20.9	0.1	-	-

Notes			
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

HCM 6th TWSC  
4: SR 19 & Revels Rd/Revels Rd

Intersection												
Int Delay, s/veh	127.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↕		↖	↗			↖	↗
Traffic Vol, veh/h	30	1	83	88	0	36	135	744	146	64	602	45
Future Vol, veh/h	30	1	83	88	0	36	135	744	146	64	602	45
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	430	-	-	-	-	405
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	8	12	2	10	2
Mvmt Flow	33	1	92	98	0	40	150	827	162	71	669	50

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	2039	2100	669	2091	2069	908	719	0	0	989	0	0
Stage 1	811	811	-	1208	1208	-	-	-	-	-	-	-
Stage 2	1228	1289	-	883	861	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	42	52	458	~38	54	334	882	-	-	699	-	-
Stage 1	373	393	-	224	256	-	-	-	-	-	-	-
Stage 2	218	234	-	340	372	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~28	36	458	~22	37	334	882	-	-	699	-	-
Mov Cap-2 Maneuver	~28	36	-	~22	37	-	-	-	-	-	-	-
Stage 1	310	326	-	186	212	-	-	-	-	-	-	-
Stage 2	159	194	-	224	308	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	135.1	\$ 1882.8	1.3	1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	882	-	-	28	458	30	699	-	-
HCM Lane V/C Ratio	0.17	-	-	1.23	0.201	4.593	0.102	-	-
HCM Control Delay (s)	9.9	-	-	\$ 457.1	14.8	\$ 1882.8	10.7	0	-
HCM Lane LOS	A	-	-	F	B	F	B	A	-
HCM 95th %tile Q(veh)	0.6	-	-	4	0.7	16.6	0.3	-	-

Notes  
 ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

# HCM 6th TWSC

## 5: SR 19 & CR 455

Intersection						
Int Delay, s/veh	48.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	78	88	596	133	183	927
Future Vol, veh/h	78	88	596	133	183	927
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	590	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	38	15	8	22	9	5
Mvmt Flow	81	92	621	139	191	966

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1969	621	0	0	760
Stage 1	621	-	-	-	-
Stage 2	1348	-	-	-	-
Critical Hdwy	6.78	6.35	-	-	4.19
Critical Hdwy Stg 1	5.78	-	-	-	-
Critical Hdwy Stg 2	5.78	-	-	-	-
Follow-up Hdwy	3.842	3.435	-	-	2.281
Pot Cap-1 Maneuver	~ 55	465	-	-	821
Stage 1	473	-	-	-	-
Stage 2	203	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	~ 27	465	-	-	821
Mov Cap-2 Maneuver	~ 27	-	-	-	-
Stage 1	473	-	-	-	-
Stage 2	101	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	576.7	0	1.8
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	27	465	821	-
HCM Lane V/C Ratio	-	-	3.009	0.197	0.232	-
HCM Control Delay (s)	-	\$	1210.8	14.6	10.7	0
HCM Lane LOS	-	-	F	B	B	A
HCM 95th %tile Q(veh)	-	-	9.9	0.7	0.9	-

Notes			
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



# HCM 6th TWSC

## 5: SR 19 & CR 455

Intersection						
Int Delay, s/veh	68.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	100	179	956	110	130	756
Future Vol, veh/h	100	179	956	110	130	756
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	590	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	38	15	8	22	9	5
Mvmt Flow	104	186	996	115	135	788

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	2054	996	0	0	1111	0
Stage 1	996	-	-	-	-	-
Stage 2	1058	-	-	-	-	-
Critical Hdwy	6.78	6.35	-	-	4.19	-
Critical Hdwy Stg 1	5.78	-	-	-	-	-
Critical Hdwy Stg 2	5.78	-	-	-	-	-
Follow-up Hdwy	3.842	3.435	-	-	2.281	-
Pot Cap-1 Maneuver	~ 48	280	-	-	603	-
Stage 1	307	-	-	-	-	-
Stage 2	286	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	~ 29	280	-	-	603	-
Mov Cap-2 Maneuver	~ 29	-	-	-	-	-
Stage 1	307	-	-	-	-	-
Stage 2	172	-	-	-	-	-




Approach	WB	NB	SB
HCM Control Delay, s	544.7	0	1.9
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	29	280	603	-
HCM Lane V/C Ratio	-	-	3.592	0.666	0.225	-
HCM Control Delay (s)	-	\$	1447.7	40.2	12.7	0
HCM Lane LOS	-	-	F	E	B	A
HCM 95th %tile Q(veh)	-	-	12.5	4.4	0.9	-

Notes			
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

## HCM 6th TWSC

### 6: Spine Road & Interconnect Road

Intersection						
Int Delay, s/veh	3.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	33	71	0	44	42
Future Vol, veh/h	0	33	71	0	44	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	36	77	0	48	46

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	219	77	0	0	77
Stage 1	77	-	-	-	-
Stage 2	142	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	769	984	-	-	1522
Stage 1	946	-	-	-	-
Stage 2	885	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	744	984	-	-	1522
Mov Cap-2 Maneuver	744	-	-	-	-
Stage 1	946	-	-	-	-
Stage 2	857	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.8	0	3.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	984	1522
HCM Lane V/C Ratio	-	-	0.036	0.031
HCM Control Delay (s)	-	-	8.8	7.4
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1

## HCM 6th TWSC

### 6: Spine Road & Interconnect Road

Intersection						
Int Delay, s/veh	3.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	48	60	0	42	80
Future Vol, veh/h	0	48	60	0	42	80
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	52	65	0	46	87

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	244	65	0	0	65	0
Stage 1	65	-	-	-	-	-
Stage 2	179	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	744	999	-	-	1537	-
Stage 1	958	-	-	-	-	-
Stage 2	852	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	721	999	-	-	1537	-
Mov Cap-2 Maneuver	721	-	-	-	-	-
Stage 1	958	-	-	-	-	-
Stage 2	826	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.8	0	2.6
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	999	1537
HCM Lane V/C Ratio	-	-	0.052	0.03
HCM Control Delay (s)	-	-	8.8	7.4
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1

## HCM 6th TWSC

### 7: Spine Road & Number 2 Road

Intersection						
Int Delay, s/veh	5.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↘	↙
Traffic Vol, veh/h	62	26	46	33	52	78
Future Vol, veh/h	62	26	46	33	52	78
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	420	655	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	67	28	50	36	57	85

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	95	0	203
Stage 1	-	-	-	-	67
Stage 2	-	-	-	-	136
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1499	-	786
Stage 1	-	-	-	-	956
Stage 2	-	-	-	-	890
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1499	-	760
Mov Cap-2 Maneuver	-	-	-	-	760
Stage 1	-	-	-	-	956
Stage 2	-	-	-	-	861

Approach	EB	WB	NB
HCM Control Delay, s	0	4.4	9.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	886	-	-	1499	-
HCM Lane V/C Ratio	0.159	-	-	0.033	-
HCM Control Delay (s)	9.8	-	-	7.5	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.6	-	-	0.1	-

## HCM 6th TWSC

### 7: Spine Road & Number 2 Road

Intersection						
Int Delay, s/veh	5.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Vol, veh/h	46	59	87	39	41	64
Future Vol, veh/h	46	59	87	39	41	64
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	420	655	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	50	64	95	42	45	70
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	114	0	282	50
Stage 1	-	-	-	-	50	-
Stage 2	-	-	-	-	232	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1475	-	708	1018
Stage 1	-	-	-	-	972	-
Stage 2	-	-	-	-	807	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1475	-	663	1018
Mov Cap-2 Maneuver	-	-	-	-	663	-
Stage 1	-	-	-	-	972	-
Stage 2	-	-	-	-	755	-
Approach	EB	WB	NB			
HCM Control Delay, s	0	5.3	9.9			
HCM LOS			A			
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	842	-	-	1475	-	
HCM Lane V/C Ratio	0.136	-	-	0.064	-	
HCM Control Delay (s)	9.9	-	-	7.6	-	
HCM Lane LOS	A	-	-	A	-	
HCM 95th %tile Q(veh)	0.5	-	-	0.2	-	

## HCM 6th TWSC

### 8: Revels Road & Spine Road

Intersection						
Int Delay, s/veh	7.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	108	6	5	142	9
Future Vol, veh/h	10	108	6	5	142	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	117	7	5	154	10

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	328	10	0	0	12	0
Stage 1	10	-	-	-	-	-
Stage 2	318	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	666	1071	-	-	1607	-
Stage 1	1013	-	-	-	-	-
Stage 2	738	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	602	1071	-	-	1607	-
Mov Cap-2 Maneuver	602	-	-	-	-	-
Stage 1	1013	-	-	-	-	-
Stage 2	667	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.1	0	7
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1005	1607
HCM Lane V/C Ratio	-	-	0.128	0.096
HCM Control Delay (s)	-	-	9.1	7.5
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0.3

## HCM 6th TWSC

### 8: Revels Road & Spine Road

Intersection						
Int Delay, s/veh	7.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	163	9	12	134	5
Future Vol, veh/h	10	163	9	12	134	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	177	10	13	146	5

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	314	17	0	0	23
Stage 1	17	-	-	-	-
Stage 2	297	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	679	1062	-	-	1592
Stage 1	1006	-	-	-	-
Stage 2	754	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	617	1062	-	-	1592
Mov Cap-2 Maneuver	617	-	-	-	-
Stage 1	1006	-	-	-	-
Stage 2	685	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.3	0	7.2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1019	1592
HCM Lane V/C Ratio	-	-	0.185	0.091
HCM Control Delay (s)	-	-	9.3	7.5
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.7	0.3

## HCM 6th TWSC

### 9: Orange Blossom Road & Revels Road

Intersection						
Int Delay, s/veh	7.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	7	0	0	4	12	7
Future Vol, veh/h	7	0	0	4	12	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	0	0	4	13	8

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	4	0	-	0	18
Stage 1	-	-	-	-	2
Stage 2	-	-	-	-	16
Critical Hdwy	4.12	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	2.218	-	-	-	3.518
Pot Cap-1 Maneuver	1618	-	-	-	1000
Stage 1	-	-	-	-	1021
Stage 2	-	-	-	-	1007
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1618	-	-	-	995
Mov Cap-2 Maneuver	-	-	-	-	995
Stage 1	-	-	-	-	1016
Stage 2	-	-	-	-	1007

Approach	EB	WB	SB
HCM Control Delay, s	7.2	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1618	-	-	-	1025
HCM Lane V/C Ratio	0.005	-	-	-	0.02
HCM Control Delay (s)	7.2	0	-	-	8.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1



## HCM 6th TWSC

### 9: Orange Blossom Road & Revels Road

Intersection						
Int Delay, s/veh	5.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	7	0	0	13	8	7
Future Vol, veh/h	7	0	0	13	8	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	0	0	14	9	8

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	14	0	-	0	23
Stage 1	-	-	-	-	7
Stage 2	-	-	-	-	16
Critical Hdwy	4.12	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	2.218	-	-	-	3.518
Pot Cap-1 Maneuver	1604	-	-	-	993
Stage 1	-	-	-	-	1016
Stage 2	-	-	-	-	1007
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1604	-	-	-	988
Mov Cap-2 Maneuver	-	-	-	-	988
Stage 1	-	-	-	-	1011
Stage 2	-	-	-	-	1007

Approach	EB	WB	SB
HCM Control Delay, s	7.3	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1604	-	-	-	1027
HCM Lane V/C Ratio	0.005	-	-	-	0.016
HCM Control Delay (s)	7.3	0	-	-	8.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

**Appendix L**  
Intersection Volume Projections

Intersection Volumes

Period	Tgen	Enter	Exit	SF	AGR	Years	Legend
AM Peak		81	241	1.06	2.00%	10	Backg'd + {Vested} + (Project) =

Intersection= SR 19 & CR 48 <span style="float: right;">1</span>																		
Approach	Mvmt	Raw	SF	Adjusted	GR	Redirect	Adj Bg'd	The Reserve	Whisp. Hills	Talichet	Lake Hills	Watermark	Vested	%Proj Ent	%Proj Ext	Project	Total	Formula
EB	L	0	1.06	0	1.20		0						0			0	0	
	T	0	1.06	0	1.20		0						0			0	0	
	R	0	1.06	0	1.20		0						0			0	0	
WB	L	326	1.06	346	1.20		415	32	14		36	7	89	23%		18	522	415 + {89} + (18) = 522
	T	0	1.06	0	1.20		0						0			0	0	
	R	216	1.06	229	1.20		275				59		59			0	334	275 + {59} = 334
NB	L	0	1.06	0	1.20		0						0			0	0	
	T	298	1.06	316	1.20		379	21	24		12	14	71		2%	5	455	379 + {71} + (5) = 455
	R	429	1.06	455	1.20		546	82	23		14	20	139		23%	55	740	546 + {139} + (55) = 740
SB	L	261	1.06	277	1.20		332				81		81			0	413	332 + {81} = 413
	T	92	1.06	98	1.20		118	8	14		33	5	60	2%		2	180	118 + {60} + (2) = 180
	R	0	1.06	0	1.20		0						0			0	0	

Intersection= SR 19 & Central Ave <span style="float: right;">2</span>																		
Approach	Mvmt	Raw	SF	Adjusted	GR	Redirect	Adj Bg'd	The Reserve	Whisp. Hills	Talichet	Lake Hills	Watermark	Vested	%Proj Ent	%Proj Ext	Project	Total	Formula
EB	L	33	1.06	35	1.20		42	62		16			78		10%	24	144	42 + {78} + (24) = 144
	T	3	1.06	3	1.20		4						0			0	4	4
	R	9	1.06	10	1.20		12						0			0	12	12
WB	L	10	1.06	11	1.20		13						0			0	13	13
	T	1	1.06	1	1.20		1						0			0	1	1
	R	14	1.06	15	1.20		18		47				47			0	65	18 + {47} = 65
NB	L	11	1.06	12	1.20		14						0			0	14	14
	T	356	1.06	377	1.20		452	82		42	26	34	184		15%	36	672	452 + {184} + (36) = 672
	R	23	1.06	24	1.20		29						0			0	29	29
SB	L	4	1.06	4	1.20		5		32				32			0	37	5 + {32} = 37
	T	404	1.06	428	1.20		514	32		24	69	12	137	15%		12	663	514 + {137} + (12) = 663
	R	7	1.06	7	1.20		8	24		9			33	10%		8	49	8 + {33} + (8) = 49

Intersection= Central Ave & S. Florida Ave <span style="float: right;">3</span>																		
Approach	Mvmt	Raw	SF	Adjusted	GR	Redirect	Adj Bg'd	The Reserve	Whisp. Hills	Talichet	Lake Hills	Watermark	Vested	%Proj Ent	%Proj Ext	Project	Total	Formula
EB	L	1	1.06	1	1.20		1						0			0	1	1
	T	35	1.06	37	1.20		44						0		10%	24	68	44 + (24) = 68
	R	11	1.06	12	1.20		14			3			3			0	17	14 + {3} = 17
WB	L	1	1.06	1	1.20		1			9			9			0	10	1 + {9} = 10
	T	18	1.06	19	1.20		23						0	10%		8	31	23 + (8) = 31
	R	1	1.06	1	1.20		1						0			0	1	1
NB	L	4	1.06	4	1.20		5			5			5			0	10	5 + {5} = 10
	T	0	1.06	0	1.20		0						0			0	0	0
	R	3	1.06	3	1.20		4			16			16			0	20	4 + {16} = 20
SB	L	0	1.06	0	1.20		0						0			0	0	0
	T	0	1.06	0	1.20		0						0			0	0	0
	R	0	1.06	0	1.20		0						0			0	0	0

Intersection= SR 19 & Revels Rd <span style="float: right;">4</span>																		
Approach	Mvmt	Raw	SF	Adjusted	GR	Redirect	Adj Bg'd	The Reserve	Whisp. Hills	Talichet	Lake Hills	Watermark	Vested	%Proj Ent	%Proj Ext	Project	Total	Formula
EB	L	2	1.06	2	1.20		2	3					3		15%	36	41	2 + {3} + (36) = 41
	T	0	1.06	0	1.20		0						0			0	0	0
	R	5	1.06	5	1.20		6	30					30		35%	84	120	6 + {30} + (84) = 120
WB	L	5	1.06	5	1.20		6		37			81	118			0	124	6 + {118} = 124
	T	0	1.06	0	1.20		0						0			0	0	0
	R	4	1.06	4	1.20		5					48	48			0	53	5 + {48} = 53
NB	L	3	1.06	3	1.20		4	12					12	35%		28	44	4 + {12} + (28) = 44
	T	306	1.06	324	1.20		389	67			26		93	10%		8	490	389 + {93} + (8) = 490
	R	12	1.06	13	1.20		16		22			28	50			0	66	16 + {50} = 66
SB	L	3	1.06	3	1.20		4					17	17			0	21	4 + {17} = 21
	T	410	1.06	435	1.20		522	175			69		244		10%	24	790	522 + {244} + (24) = 790
	R	0	1.06	0	1.20		0	2					2	15%		12	14	{2} + (12) = 14

Intersection= SR 19 & CR 455 <span style="float: right;">5</span>																		
Approach	Mvmt	Raw	SF	Adjusted	GR	Redirect	Adj Bg'd	The Reserve	Whisp. Hills	Talichet	Lake Hills	Watermark	Vested	%Proj Ent	%Proj Ext	Project	Total	Formula
EB	L	0	1.00	0	1.20		0						0			0	0	0
	T	0	1.00	0	1.20		0						0			0	0	0
	R	0	1.00	0	1.20		0						0			0	0	0
WB	L	65	1.00	65	1.20		78						0			0	78	78
	T	0	1.00	0	1.20		0						0			0	0	0
	R	43	1.00	43	1.20		52	16			5	7	28	10%		8	88	52 + {28} + (8) = 88
NB	L	0	1.00	0	1.20		0						0			0	0	0
	T	394	1.00	394	1.20		473	55			21	19	95	35%		28	596	473 + {95} + (28) = 596
	R	111	1.00	111	1.20		133						0			0	133	133
SB	L	70	1.00	70	1.20		84	41			14	20	75		10%	24	183	84 + {75} + (24) = 183
	T	492	1.00	492	1.20		590	144			55	54	253		35%	84	927	590 + {253} + (84) = 927
	R	0	1.00	0	1.20		0						0			0	0	0

Intersection= Interconnect Rd & Spine Rd (Proposed) <span style="float: right;">6</span>																			
Approach	Mvmt	Raw	SF	Adjusted	GR	Redirect	Adj Bg'd	The Reserve	Whisp. Hills	Talichet	Lake Hills	Watermark	Vested	%Proj Ent	%Proj Ext	Project	Total	Formula	
EB	L						0										0	0	
	T						0										0	0	
	R						0										0	0	
WB	L						0										0	0	
	T						0										0	0	
	R						25							10%			8	33	25 + (8) = 33
NB	L						0										0	0	
	T						20										51	71	20 + (51) = 71
	R						0										0	0	
SB	L						20										24	44	20 + (24) = 44
	T						25								10%		16	41	25 + (16) = 41
	R						0										0	0	

Intersection= Number 2 Rd & Spine Road / North Access <span style="float: right;">7</span>																			
Approach	Mvmt	Raw	SF	Adjusted	GR	Redirect	Adj Bg'd	The Reserve	Whisp. Hills	Talichet	Lake Hills	Watermark	Vested	%Proj Ent	%Proj Ext	Project	Total	Formula	
EB	L						0										0	0	
	T						59										0	62	59 + (3) = 62
	R						15										11	26	15 + (11) = 26
WB	L						30										16	46	30 + (16) = 46
	T						28										0	33	28 + (5) = 33
	R						0										0	0	
NB	L						15										37	52	15 + (37) = 52
	T						0								15%		0	0	
	R						30										48	78	30 + (48) = 78
SB	L						0										0	0	
	T						0										0	0	
	R						0										0	0	

Intersection= Revels Rd & Spine Rd / Proposed <span style="float: right;">8</span>																			
Approach	Mvmt	Raw	SF	Adjusted	GR	Redirect	Adj Bg'd	The Reserve	Whisp. Hills	Talichet	Lake Hills	Watermark	Vested	%Proj Ent	%Proj Ext	Project	Total	Formula	
EB	L						0										0	0	
	T						0										0	0	
	R						0										0	0	
WB	L						3										7	10	3 + (7) = 10
	T						0										0	0	
	R						62										46	108	62 + (46) = 108
NB	L						0										0	0	
	T						4										2	6	4 + (2) = 6
	R						3										2	5	3 + (2) = 5
SB	L						74										68	142	74 + (68) = 142
	T						4										5	9	4 + (5) = 9
	R						0										0	0	

Intersection= Revels Rd & Orange Blossom Rd / South Access <span style="float: right;">9</span>																			
Approach	Mvmt	Raw	SF	Adjusted	GR	Redirect	Adj Bg'd	The Reserve	Whisp. Hills	Talichet	Lake Hills	Watermark	Vested	%Proj Ent	%Proj Ext	Project	Total	Formula	
EB	L						7										0	7	7
	T						0										0	0	
	R						0										0	0	
WB	L						0										0	0	
	T						0										0	0	
	R						0										4	4	(4)
NB	L						0										0	0	
	T						0										0	0	
	R						0										0	0	
SB	L						0										12	12	(12)
	T						0										0	0	
	R						7										0	7	7

Intersection Volumes

Period	Tgen	Enter	Exit	SF	AGR	Years	Legend
PM Peak		284	167	1.06	2.00%	10	Backg'd + {Vested} + (Project) =

Intersection= SR 19 & CR 48 <span style="float: right;">1</span>																		
Approach	Mvmt	Raw	SF	Adjusted	GR	Redirect	Adj Bg'd	The Reserve	Whisp. Hills	Talichet	Lake Hills	Watermark	Vested	%Proj Ent	%Proj Ext	Project	Total	Formula
EB	L	0	1.06	0	1.20		0						0			0	0	
	T	0	1.06	0	1.20		0						0			0	0	
	R	0	1.06	0	1.20		0						0			0	0	
WB	L	409	1.06	434	1.20		521	92	23		25	24	164	23%		66	751	521 + {164} + (66) = 751
	T	0	1.06	0	1.20		0						0			0	0	
	R	301	1.06	319	1.20		383				100		100			0	483	383 + {100} = 483
NB	L	0	1.06	0	1.20		0						0			0	0	
	T	68	1.06	72	1.20		86	15	14		37	9	75		2%	3	164	86 + {75} + (3) = 164
	R	333	1.06	353	1.20		424	58	14		39	14	125		23%	39	588	424 + {125} + (39) = 588
SB	L	287	1.06	304	1.20		365				86		86			0	451	365 + {86} = 451
	T	79	1.06	84	1.20		101	23	24		24	16	87	2%		6	194	101 + {87} + (6) = 194
	R	0	1.06	0	1.20		0						0			0	0	

Intersection= SR 19 & Central Ave <span style="float: right;">2</span>																		
Approach	Mvmt	Raw	SF	Adjusted	GR	Redirect	Adj Bg'd	The Reserve	Whisp. Hills	Talichet	Lake Hills	Watermark	Vested	%Proj Ent	%Proj Ext	Project	Total	Formula
EB	L	30	1.06	32	1.20		38	44		9			53		10%	17	108	38 + {53} + (17) = 108
	T	11	1.06	12	1.20		14						0			0	14	14
	R	12	1.06	13	1.20		16						0			0	16	16
WB	L	16	1.06	17	1.20		20						0			0	20	20
	T	3	1.06	3	1.20		4						0			0	4	4
	R	13	1.06	14	1.20		17		32				32			0	49	17 + {32} = 49
NB	L	15	1.06	16	1.20		19						0			0	19	19
	T	342	1.06	363	1.20		436	58		24	76	23	181		15%	25	642	436 + {181} + (25) = 642
	R	20	1.06	21	1.20		25						0			0	25	25
SB	L	15	1.06	16	1.20		19		47				47			0	66	19 + {47} = 66
	T	408	1.06	432	1.20		518	92		42	49	40	223	15%		43	784	518 + {223} + (43) = 784
	R	38	1.06	40	1.20		48	69		16			85	10%		29	162	48 + {85} + (29) = 162

Intersection= Central Ave & S. Florida Ave <span style="float: right;">3</span>																		
Approach	Mvmt	Raw	SF	Adjusted	GR	Redirect	Adj Bg'd	The Reserve	Whisp. Hills	Talichet	Lake Hills	Watermark	Vested	%Proj Ent	%Proj Ext	Project	Total	Formula
EB	L	0	1.06	0	1.20		0						0			0	0	
	T	27	1.06	29	1.20		35						0		10%	17	52	35 + (17) = 52
	R	5	1.06	5	1.20		6			5			5			0	11	6 + {5} = 11
WB	L	16	1.06	17	1.20		20			16			16			0	36	20 + {16} = 36
	T	24	1.06	25	1.20		30						0	10%		29	59	30 + (29) = 59
	R	5	1.06	5	1.20		6						0			0	6	6
NB	L	5	1.06	5	1.20		6			3			3			0	9	6 + {3} = 9
	T	1	1.06	1	1.20		1						0			0	1	1
	R	19	1.06	20	1.20		24			9			9			0	33	24 + {9} = 33
SB	L	1	1.06	1	1.20		1						0			0	1	1
	T	0	1.06	0	1.20		0						0			0	0	
	R	0	1.06	0	1.20		0						0			0	0	

Intersection= SR 19 & Revels Rd <span style="float: right;">4</span>																		
Approach	Mvmt	Raw	SF	Adjusted	GR	Redirect	Adj Bg'd	The Reserve	Whisp. Hills	Talichet	Lake Hills	Watermark	Vested	%Proj Ent	%Proj Ext	Project	Total	Formula
EB	L	3	1.06	3	1.20		4	1					1		15%	25	30	4 + {1} + (25) = 30
	T	1	1.06	1	1.20		1						0			0	1	1
	R	4	1.06	4	1.20		5	21					21		35%	57	83	5 + {21} + (57) = 83
WB	L	8	1.06	8	1.20		10		22			56	78			0	88	10 + {78} = 88
	T	0	1.06	0	1.20		0						0			0	0	
	R	3	1.06	3	1.20		4					32	32			0	36	4 + {32} = 36
NB	L	1	1.06	1	1.20		1	35					35	35%		99	135	1 + {35} + (99) = 135
	T	351	1.06	372	1.20		446	194			76		270	10%		28	744	446 + {270} + (28) = 744
	R	11	1.06	12	1.20		14		37			95	132			0	146	14 + {132} = 146
SB	L	7	1.06	7	1.20		8					56	56			0	64	8 + {56} = 64
	T	324	1.06	343	1.20		412	124			49		173		10%	17	602	412 + {173} + (17) = 602
	R	0	1.06	0	1.20		0	2					2	15%		43	45	{2} + (43) = 45

Intersection= SR 19 & CR 455 <span style="float: right;">5</span>																		
Approach	Mvmt	Raw	SF	Adjusted	GR	Redirect	Adj Bg'd	The Reserve	Whisp. Hills	Talichet	Lake Hills	Watermark	Vested	%Proj Ent	%Proj Ext	Project	Total	Formula
EB	L	0	1.00	0	1.20		0						0			0	0	
	T	0	1.00	0	1.20		0						0			0	0	
	R	0	1.00	0	1.20		0						0			0	0	
WB	L	83	1.00	83	1.20		100						0			0	100	100
	T	0	1.00	0	1.20		0						0			0	0	
	R	55	1.00	55	1.20		66	46			15	24	85	10%		28	179	66 + {85} + (28) = 179
NB	L	0	1.00	0	1.20		0						0			0	0	
	T	476	1.00	476	1.20		571	161			61	64	286	35%		99	956	571 + {286} + (99) = 956
	R	92	1.00	92	1.20		110						0			0	110	110
SB	L	50	1.00	50	1.20		60	29			10	14	53		10%	17	130	60 + {53} + (17) = 130
	T	433	1.00	433	1.20		520	102			39	37	178		35%	58	756	520 + {178} + (58) = 756
	R	0	1.00	0	1.20		0						0			0	0	

Intersection= Interconnect Rd & Spine Rd (Proposed) <span style="float: right;">6</span>																			
Approach	Mvmt	Raw	SF	Adjusted	GR	Redirect	Adj Bg'd	The Reserve	Whisp. Hills	Talichet	Lake Hills	Watermark	Vested	%Proj Ent	%Proj Ext	Project	Total	Formula	
EB	L						0										0	0	
	T						0										0	0	
	R						0										0	0	
WB	L						0										0	0	
	T						0										0	0	
	R						20							10%			28	48	20 + (28) = 48
NB	L						0										0	0	
	T						25										36	61	25 + (36) = 61
	R						0										0	0	
SB	L						25										17	42	25 + (17) = 42
	T						20								10%		61	81	20 + (61) = 81
	R						0										0	0	

Intersection= Number 2 Rd & Spine Road / North Access <span style="float: right;">7</span>																			
Approach	Mvmt	Raw	SF	Adjusted	GR	Redirect	Adj Bg'd	The Reserve	Whisp. Hills	Talichet	Lake Hills	Watermark	Vested	%Proj Ent	%Proj Ext	Project	Total	Formula	
EB	L						0										0	0	
	T						41										5	46	41 + (5) = 46
	R						15							15%			44	59	15 + (44) = 59
WB	L						30							20%			57	87	30 + (57) = 87
	T						36									3	0	39	36 + (3) = 39
	R						0										0	0	
NB	L						15										26	41	15 + (26) = 41
	T						0								15%		0	0	
	R						30								20%		34	64	30 + (34) = 64
SB	L						0										0	0	
	T						0										0	0	
	R						0										0	0	













Intersection= Revels Rd & Spine Rd / Proposed <span style="float: right;">8</span>																			
Approach	Mvmt	Raw	SF	Adjusted	GR	Redirect	Adj Bg'd	The Reserve	Whisp. Hills	Talichet	Lake Hills	Watermark	Vested	%Proj Ent	%Proj Ext	Project	Total	Formula	
EB	L						0										0	0	
	T						0										0	0	
	R						0										0	0	
WB	L						4										6	10	4 + (6) = 10
	T						0										0	0	
	R						74							25%			89	163	74 + (89) = 163
NB	L						0										0	0	
	T						3										6	9	3 + (6) = 9
	R						4										8	12	4 + (8) = 12
SB	L						62										72	134	62 + (72) = 134
	T						3										2	5	3 + (2) = 5
	R						0										0	0	

Intersection= Revels Rd & Orange Blossom Rd / South Access <span style="float: right;">9</span>																			
Approach	Mvmt	Raw	SF	Adjusted	GR	Redirect	Adj Bg'd	The Reserve	Whisp. Hills	Talichet	Lake Hills	Watermark	Vested	%Proj Ent	%Proj Ext	Project	Total	Formula	
EB	L						7										0	7	7
	T						0										0	0	
	R						0										0	0	
WB	L						0										0	0	
	T						0										0	0	
	R						0										13	13	(13)
NB	L						0										0	0	
	T						0										0	0	
	R						0										0	0	
SB	L						0										8	8	(8)
	T						0										0	0	
	R						7										0	7	7

**Appendix M**  
Background Conditions / Buildout Conditions with Mitigation

## HCM 6th Signalized Intersection Summary

## 1: SR 19 &amp; CR 48

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	504	334	450	685	413	178
Future Volume (veh/h)	504	334	450	685	413	178
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1752	1589	1767	1811	1737	1811
Adj Flow Rate, veh/h	520	203	464	0	426	184
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	10	21	9	6	11	6
Cap, veh/h	386	312	695		506	1139
Arrive On Green	0.23	0.23	0.39	0.00	0.17	0.63
Sat Flow, veh/h	1668	1346	1767	1535	1654	1811
Grp Volume(v), veh/h	520	203	464	0	426	184
Grp Sat Flow(s),veh/h/ln	1668	1346	1767	1535	1654	1811
Q Serve(g_s), s	22.7	13.4	21.2	0.0	14.2	4.1
Cycle Q Clear(g_c), s	22.7	13.4	21.2	0.0	14.2	4.1
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	386	312	695		506	1139
V/C Ratio(X)	1.35	0.65	0.67		0.84	0.16
Avail Cap(c_a), veh/h	386	312	695		539	1139
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	37.7	34.1	24.4	0.0	16.8	7.5
Incr Delay (d2), s/veh	172.2	4.7	5.0	0.0	11.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	41.4	8.1	14.4	0.0	10.4	2.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	209.9	38.8	29.5	0.0	27.8	7.8
LnGrp LOS	F	D	C		C	A
Approach Vol, veh/h	723		464	A		610
Approach Delay, s/veh	161.9		29.5			21.8
Approach LOS	F		C			C
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	23.0	45.0		30.0		68.0
Change Period (Y+Rc), s	6.5	6.4		7.3		6.4
Max Green Setting (Gmax), s	18.5	38.6		22.7		38.6
Max Q Clear Time (g_c+I1), s	16.2	23.2		24.7		6.1
Green Ext Time (p_c), s	0.4	2.5		0.0		1.0
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			80.1			
HCM 6th LOS			F			













## Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



## HCM 6th Signalized Intersection Summary

## 1: SR 19 &amp; CR 48

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	685	483	161	549	451	188
Future Volume (veh/h)	685	483	161	549	451	188
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1752	1589	1767	1811	1737	1811
Adj Flow Rate, veh/h	706	302	166	0	465	194
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	10	21	9	6	11	6
Cap, veh/h	380	307	685		740	1149
Arrive On Green	0.23	0.23	0.39	0.00	0.18	0.63
Sat Flow, veh/h	1668	1346	1767	1535	1654	1811
Grp Volume(v), veh/h	706	302	166	0	465	194
Grp Sat Flow(s),veh/h/ln	1668	1346	1767	1535	1654	1811
Q Serve(g_s), s	22.7	22.2	6.3	0.0	16.0	4.4
Cycle Q Clear(g_c), s	22.7	22.2	6.3	0.0	16.0	4.4
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	380	307	685		740	1149
V/C Ratio(X)	1.86	0.98	0.24		0.63	0.17
Avail Cap(c_a), veh/h	380	307	685		747	1149
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	38.4	38.3	20.6	0.0	12.3	7.4
Incr Delay (d2), s/veh	395.5	46.9	0.8	0.0	1.7	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	79.4	16.3	4.8	0.0	9.5	2.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	433.9	85.1	21.5	0.0	13.9	7.8
LnGrp LOS	F	F	C		B	A
Approach Vol, veh/h	1008		166	A		659
Approach Delay, s/veh	329.4		21.5			12.1
Approach LOS	F		C			B
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	24.6	45.0		30.0		69.6
Change Period (Y+Rc), s	6.5	6.4		7.3		6.4
Max Green Setting (Gmax), s	18.5	38.6		22.7		38.6
Max Q Clear Time (g_c+I1), s	18.0	8.3		24.7		6.4
Green Ext Time (p_c), s	0.1	0.9		0.0		1.1
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			187.5			
HCM 6th LOS			F			

## Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th TWSC  
2: SR 19 & W Central Ave/E Central Ave

Intersection												
Int Delay, s/veh	41.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	120	4	12	13	1	65	14	636	29	37	651	41
Future Vol, veh/h	120	4	12	13	1	65	14	636	29	37	651	41
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	12	33	2	2	2	2	38	10	2	42	2	11
Mvmt Flow	124	4	12	13	1	67	14	656	30	38	671	42

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1501	1482	692	1475	1488	671	713	0	0	686	0	0
Stage 1	768	768	-	699	699	-	-	-	-	-	-	-
Stage 2	733	714	-	776	789	-	-	-	-	-	-	-
Critical Hdwy	7.22	6.83	6.22	7.12	6.52	6.22	4.48	-	-	4.52	-	-
Critical Hdwy Stg 1	6.22	5.83	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.22	5.83	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.608	4.297	3.318	3.518	4.018	3.318	2.542	-	-	2.578	-	-
Pot Cap-1 Maneuver	~ 95	107	444	104	124	456	742	-	-	747	-	-
Stage 1	380	369	-	430	442	-	-	-	-	-	-	-
Stage 2	397	392	-	390	402	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~ 74	95	444	89	110	456	742	-	-	747	-	-
Mov Cap-2 Maneuver	~ 74	95	-	89	110	-	-	-	-	-	-	-
Stage 1	368	338	-	417	428	-	-	-	-	-	-	-
Stage 2	327	380	-	343	368	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	472.6	24.5	0.2	0.5
HCM LOS	F	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	742	-	-	80	265	747	-	-
HCM Lane V/C Ratio	0.019	-	-	1.753	0.307	0.051	-	-
HCM Control Delay (s)	9.9	0	-	472.6	24.5	10.1	0	-
HCM Lane LOS	A	A	-	F	C	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	11.9	1.3	0.2	-	-

Notes  
 ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

HCM 6th TWSC  
2: SR 19 & W Central Ave/E Central Ave

Intersection												
Int Delay, s/veh	50.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	91	14	16	20	4	49	19	617	25	66	741	133
Future Vol, veh/h	91	14	16	20	4	49	19	617	25	66	741	133
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	12	33	2	2	2	2	38	10	2	42	2	11
Mvmt Flow	94	14	16	21	4	51	20	636	26	68	764	137

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1686	1671	833	1673	1726	649	901	0	0	662	0	0
Stage 1	969	969	-	689	689	-	-	-	-	-	-	-
Stage 2	717	702	-	984	1037	-	-	-	-	-	-	-
Critical Hdwy	7.22	6.83	6.22	7.12	6.52	6.22	4.48	-	-	4.52	-	-
Critical Hdwy Stg 1	6.22	5.83	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.22	5.83	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.608	4.297	3.318	3.518	4.018	3.318	2.542	-	-	2.578	-	-
Pot Cap-1 Maneuver	~ 70	81	369	76	89	470	624	-	-	764	-	-
Stage 1	292	294	-	436	446	-	-	-	-	-	-	-
Stage 2	405	397	-	299	308	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~ 49	63	369	50	69	470	624	-	-	764	-	-
Mov Cap-2 Maneuver	~ 49	63	-	50	69	-	-	-	-	-	-	-
Stage 1	277	240	-	414	423	-	-	-	-	-	-	-
Stage 2	340	377	-	219	251	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	701.2	65.2	0.3	0.7
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	624	-	-	57	130	764	-	-
HCM Lane V/C Ratio	0.031	-	-	2.188	0.579	0.089	-	-
HCM Control Delay (s)	11	0	-	701.2	65.2	10.2	0	-
HCM Lane LOS	B	A	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	12.3	2.9	0.3	-	-

Notes  
 ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

## HCM 6th TWSC

### 3: S Florida Ave & W Central Ave

Intersection												
Int Delay, s/veh	2.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	44	17	10	23	1	10	0	20	0	0	0
Future Vol, veh/h	1	44	17	10	23	1	10	0	20	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	55	21	13	29	1	13	0	25	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	30	0	0	76	0	0	124	124	66	136	134	30
Stage 1	-	-	-	-	-	-	68	68	-	56	56	-
Stage 2	-	-	-	-	-	-	56	56	-	80	78	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1583	-	-	1523	-	-	850	766	998	835	757	1044
Stage 1	-	-	-	-	-	-	942	838	-	956	848	-
Stage 2	-	-	-	-	-	-	956	848	-	929	830	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1583	-	-	1523	-	-	843	758	998	808	749	1044
Mov Cap-2 Maneuver	-	-	-	-	-	-	843	758	-	808	749	-
Stage 1	-	-	-	-	-	-	941	837	-	955	840	-
Stage 2	-	-	-	-	-	-	947	840	-	905	829	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			2.2			9			0		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	940	1583	-	-	1523	-	-	-
HCM Lane V/C Ratio	0.04	0.001	-	-	0.008	-	-	-
HCM Control Delay (s)	9	7.3	0	-	7.4	0	-	0
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	-

# HCM 6th TWSC

## 3: S Florida Ave & W Central Ave

Intersection												
Int Delay, s/veh	4.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	35	11	36	30	6	9	1	33	1	0	0
Future Vol, veh/h	0	35	11	36	30	6	9	1	33	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	44	14	45	38	8	11	1	41	1	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	46	0	0	58	0	0	183	187	51	204	190	42
Stage 1	-	-	-	-	-	-	51	51	-	132	132	-
Stage 2	-	-	-	-	-	-	132	136	-	72	58	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1562	-	-	1546	-	-	778	708	1017	754	705	1029
Stage 1	-	-	-	-	-	-	962	852	-	871	787	-
Stage 2	-	-	-	-	-	-	871	784	-	938	847	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1562	-	-	1546	-	-	760	687	1017	706	684	1029
Mov Cap-2 Maneuver	-	-	-	-	-	-	760	687	-	706	684	-
Stage 1	-	-	-	-	-	-	962	852	-	871	763	-
Stage 2	-	-	-	-	-	-	845	760	-	899	847	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			3.7			9.1			10.1		
HCM LOS							A			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	940	1562	-	-	1546	-	-	706
HCM Lane V/C Ratio	0.057	-	-	-	0.029	-	-	0.002
HCM Control Delay (s)	9.1	0	-	-	7.4	0	-	10.1
HCM Lane LOS	A	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	0

HCM 6th TWSC  
4: SR 19 & Revels Rd

Intersection												
Int Delay, s/veh	54.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↔			↕	
Traffic Vol, veh/h	5	0	36	124	0	53	16	482	66	21	766	2
Future Vol, veh/h	5	0	36	124	0	53	16	482	66	21	766	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	8	12	2	10	2
Mvmt Flow	6	0	40	138	0	59	18	536	73	23	851	2

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1536	1543	852	1527	1508	573	853	0	0	609	0	0
Stage 1	898	898	-	609	609	-	-	-	-	-	-	-
Stage 2	638	645	-	918	899	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	95	115	359	~96	121	519	786	-	-	970	-	-
Stage 1	334	358	-	482	485	-	-	-	-	-	-	-
Stage 2	465	467	-	326	358	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	79	106	359	~80	112	519	786	-	-	970	-	-
Mov Cap-2 Maneuver	79	106	-	~80	112	-	-	-	-	-	-	-
Stage 1	322	342	-	465	468	-	-	-	-	-	-	-
Stage 2	398	451	-	277	342	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	22.5	\$ 478.9	0.3	0.2
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	786	-	-	251 107	970	-	-
HCM Lane V/C Ratio	0.023	-	-	0.181 1.838	0.024	-	-
HCM Control Delay (s)	9.7	-	-	22.5\$ 478.9	8.8	0	-
HCM Lane LOS	A	-	-	C F	A A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.6 15.9	0.1	-	-

Notes  
 ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

# HCM 6th TWSC

## 4: SR 19 & Revels Rd

Intersection												
Int Delay, s/veh	48.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↔			↕	
Traffic Vol, veh/h	5	1	26	88	0	36	36	716	146	64	585	2
Future Vol, veh/h	5	1	26	88	0	36	36	716	146	64	585	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	8	12	2	10	2
Mvmt Flow	6	1	29	98	0	40	40	796	162	71	650	2

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1770	1831	651	1765	1751	877	652	0	0	958	0	0
Stage 1	793	793	-	957	957	-	-	-	-	-	-	-
Stage 2	977	1038	-	808	794	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	65	76	469	~ 65	86	348	935	-	-	718	-	-
Stage 1	382	400	-	310	336	-	-	-	-	-	-	-
Stage 2	302	308	-	375	400	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	47	58	469	~ 49	66	348	935	-	-	718	-	-
Mov Cap-2 Maneuver	47	58	-	~ 49	66	-	-	-	-	-	-	-
Stage 1	346	338	-	281	304	-	-	-	-	-	-	-
Stage 2	242	279	-	296	338	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	30	\$ 653.3	0.4	1
HCM LOS	D	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	935	-	-	179	65	718	-	-
HCM Lane V/C Ratio	0.043	-	-	0.199	2.12	0.099	-	-
HCM Control Delay (s)	9	-	-	30	\$ 653.3	10.6	0	-
HCM Lane LOS	A	-	-	D	F	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.7	13.1	0.3	-	-

Notes			
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

# HCM 6th TWSC

## 5: SR 19 & CR 455

Intersection						
Int Delay, s/veh	26.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	78	80	568	133	159	843
Future Vol, veh/h	78	80	568	133	159	843
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	590	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	38	15	8	22	9	5
Mvmt Flow	81	83	592	139	166	878

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1802	592	0	0	731
Stage 1	592	-	-	-	-
Stage 2	1210	-	-	-	-
Critical Hdwy	6.78	6.35	-	-	4.19
Critical Hdwy Stg 1	5.78	-	-	-	-
Critical Hdwy Stg 2	5.78	-	-	-	-
Follow-up Hdwy	3.842	3.435	-	-	2.281
Pot Cap-1 Maneuver	~ 71	483	-	-	842
Stage 1	489	-	-	-	-
Stage 2	239	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	~ 44	483	-	-	842
Mov Cap-2 Maneuver	~ 44	-	-	-	-
Stage 1	489	-	-	-	-
Stage 2	147	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	303.4	0	1.6
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	44	483	842	-
HCM Lane V/C Ratio	-	-	1.847	0.173	0.197	-
HCM Control Delay (s)	-	-	\$ 600.2	14	10.3	0
HCM Lane LOS	-	-	F	B	B	A
HCM 95th %tile Q(veh)	-	-	8.3	0.6	0.7	-

Notes			
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



# HCM 6th TWSC

## 5: SR 19 & CR 455

Intersection						
Int Delay, s/veh	40.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	100	151	857	110	113	698
Future Vol, veh/h	100	151	857	110	113	698
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	590	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	38	15	8	22	9	5
Mvmt Flow	104	157	893	115	118	727

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1856	893	0	0	1008
Stage 1	893	-	-	-	-
Stage 2	963	-	-	-	-
Critical Hdwy	6.78	6.35	-	-	4.19
Critical Hdwy Stg 1	5.78	-	-	-	-
Critical Hdwy Stg 2	5.78	-	-	-	-
Follow-up Hdwy	3.842	3.435	-	-	2.281
Pot Cap-1 Maneuver	~ 65	322	-	-	661
Stage 1	347	-	-	-	-
Stage 2	320	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	~ 46	322	-	-	661
Mov Cap-2 Maneuver	~ 46	-	-	-	-
Stage 1	347	-	-	-	-
Stage 2	224	-	-	-	-













Approach	WB	NB	SB
HCM Control Delay, s	322.1	0	1.6
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	46	322	661	-
HCM Lane V/C Ratio	-	-	2.264	0.488	0.178	-
HCM Control Delay (s)	-	-	\$ 768.6	26.4	11.6	0
HCM Lane LOS	-	-	F	D	B	A
HCM 95th %tile Q(veh)	-	-	10.9	2.5	0.6	-

Notes			
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

## HCM 6th Signalized Intersection Summary

## 1: SR 19 &amp; CR 48

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	522	334	454	740	413	180
Future Volume (veh/h)	522	334	454	740	413	180
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1752	1589	1767	1811	1737	1811
Adj Flow Rate, veh/h	538	205	468	0	426	186
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	10	21	9	6	11	6
Cap, veh/h	548	442	485		430	991
Arrive On Green	0.33	0.33	0.27	0.00	0.21	0.55
Sat Flow, veh/h	1668	1346	1767	1535	1654	1811
Grp Volume(v), veh/h	538	205	468	0	426	186
Grp Sat Flow(s),veh/h/ln	1668	1346	1767	1535	1654	1811
Q Serve(g_s), s	35.2	13.3	28.8	0.0	23.1	5.7
Cycle Q Clear(g_c), s	35.2	13.3	28.8	0.0	23.1	5.7
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	548	442	485		430	991
V/C Ratio(X)	0.98	0.46	0.96		0.99	0.19
Avail Cap(c_a), veh/h	548	442	485		430	991
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	36.6	29.3	39.4	0.0	31.2	12.6
Incr Delay (d2), s/veh	33.9	0.8	33.0	0.0	40.8	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	25.7	7.5	23.3	0.0	22.6	4.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	70.5	30.0	72.4	0.0	72.0	13.0
LnGrp LOS	E	C	E		E	B
Approach Vol, veh/h	743		468	A		612
Approach Delay, s/veh	59.4		72.4			54.1
Approach LOS	E		E			D
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	30.0	36.6		43.4		66.6
Change Period (Y+Rc), s	6.5	6.4		7.3		6.4
Max Green Setting (Gmax), s	23.5	30.2		36.1		60.2
Max Q Clear Time (g_c+I1), s	25.1	30.8		37.2		7.7
Green Ext Time (p_c), s	0.0	0.0		0.0		1.1
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			60.9			
HCM 6th LOS			E			

## Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.













# HCM 6th Roundabout

## 1: SR 19 & CR 48

Intersection						
Intersection Delay, s/veh	17.7					
Intersection LOS	C					
Approach	WB		NB		SB	
Entry Lanes	2		2		2	
Conflicting Circle Lanes	1		1		1	
Adj Approach Flow, veh/h	882		1231		612	
Demand Flow Rate, veh/h	1008		1319		670	
Vehicles Circulating, veh/h	510		473		592	
Vehicles Exiting, veh/h	1282		789		926	
Ped Vol Crossing Leg, #/h	0		0		0	
Ped Cap Adj	1.000		1.000		1.000	
Approach Delay, s/veh	14.2		23.0		11.9	
Approach LOS	B		C		B	
Lane	Left	Right	Left	Right	Left	Right
Designated Moves	L	TR	LT	R	L	TR
Assumed Moves	L	TR	LT	R	L	TR
RT Channelized						
Lane Util	0.587	0.413	0.387	0.613	0.706	0.294
Follow-Up Headway, s	2.535	2.535	2.535	2.535	2.535	2.535
Critical Headway, s	4.544	4.544	4.544	4.544	4.544	4.544
Entry Flow, veh/h	592	416	510	809	473	197
Cap Entry Lane, veh/h	893	893	923	923	829	829
Entry HV Adj Factor	0.909	0.827	0.917	0.943	0.901	0.943
Flow Entry, veh/h	538	344	468	763	426	186
Cap Entry, veh/h	811	738	847	871	746	782
V/C Ratio	0.663	0.466	0.552	0.876	0.571	0.238
Control Delay, s/veh	16.0	11.4	12.1	29.7	13.9	7.2
LOS	C	B	B	D	B	A
95th %tile Queue, veh	5	2	3	11	4	1

## HCM 6th Signalized Intersection Summary

## 1: SR 19 &amp; CR 48

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	751	483	164	587	451	194
Future Volume (veh/h)	751	483	164	587	451	194
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1752	1589	1767	1811	1737	1811
Adj Flow Rate, veh/h	774	359	169	0	465	200
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	10	21	9	6	11	6
Cap, veh/h	777	627	259		467	743
Arrive On Green	0.47	0.47	0.15	0.00	0.20	0.41
Sat Flow, veh/h	1668	1346	1767	1535	1654	1811
Grp Volume(v), veh/h	774	359	169	0	465	200
Grp Sat Flow(s),veh/h/ln	1668	1346	1767	1535	1654	1811
Q Serve(g_s), s	50.9	21.4	9.9	0.0	22.5	8.1
Cycle Q Clear(g_c), s	50.9	21.4	9.9	0.0	22.5	8.1
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	777	627	259		467	743
V/C Ratio(X)	1.00	0.57	0.65		1.00	0.27
Avail Cap(c_a), veh/h	777	627	259		467	743
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	29.3	21.4	44.3	0.0	33.2	21.5
Incr Delay (d2), s/veh	31.4	1.3	12.2	0.0	40.4	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	33.4	10.6	8.9	0.0	12.2	6.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	60.7	22.7	56.5	0.0	73.6	22.4
LnGrp LOS	E	C	E		E	C
Approach Vol, veh/h	1133		169	A		665
Approach Delay, s/veh	48.7		56.5			58.2
Approach LOS	D		E			E
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	29.0	22.5		58.5		51.5
Change Period (Y+Rc), s	6.5	6.4		7.3		6.4
Max Green Setting (Gmax), s	22.5	16.1		51.2		45.1
Max Q Clear Time (g_c+I1), s	24.5	11.9		52.9		10.1
Green Ext Time (p_c), s	0.0	0.3		0.0		1.1
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			52.6			
HCM 6th LOS			D			
<b>Notes</b>						
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.						

## HCM 6th Roundabout

### 1: SR 19 & CR 48

Intersection							
Intersection Delay, s/veh	16.1						
Intersection LOS	C						
Approach	WB		NB		SB		
Entry Lanes	2		2		2		
Conflicting Circle Lanes	1		1		1		
Adj Approach Flow, veh/h	1272		774		665		
Demand Flow Rate, veh/h	1454		825		728		
Vehicles Circulating, veh/h	184		516		851		
Vehicles Exiting, veh/h	1157		1063		787		
Ped Vol Crossing Leg, #/h	0		0		0		
Ped Cap Adj	1.000		1.000		1.000		
Approach Delay, s/veh	12.6		15.7		23.4		
Approach LOS	B		C		C		
Lane	Left	Right	Left	Right	Left	Right	
Designated Moves	L	TR	LT	R	L	TR	
Assumed Moves	L	TR	LT	R	L	TR	
RT Channelized							
Lane Util	0.585	0.415	0.223	0.777	0.709	0.291	
Follow-Up Headway, s	2.535	2.535	2.535	2.535	2.535	2.535	
Critical Headway, s	4.544	4.544	4.544	4.544	4.544	4.544	
Entry Flow, veh/h	851	603	184	641	516	212	
Cap Entry Lane, veh/h	1201	1201	888	888	655	655	
Entry HV Adj Factor	0.910	0.826	0.917	0.944	0.901	0.943	
Flow Entry, veh/h	774	498	169	605	465	200	
Cap Entry, veh/h	1092	992	815	838	590	618	
V/C Ratio	0.708	0.502	0.207	0.722	0.788	0.324	
Control Delay, s/veh	14.4	9.7	6.6	18.2	29.0	10.2	
LOS	B	A	A	C	D	B	
95th %tile Queue, veh	6	3	1	6	8	1	

## HCM 6th Signalized Intersection Summary

### 2: SR 19 & W Central Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	144	4	12	13	1	65	14	672	29	37	663	49
Future Volume (veh/h)	144	4	12	13	1	65	14	672	29	37	663	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1722	1411	1870	1870	1870	1870	1337	1752	1870	1278	1870	1737
Adj Flow Rate, veh/h	148	4	12	13	1	67	14	693	30	38	684	51
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	12	33	2	2	2	2	38	10	2	42	2	11
Cap, veh/h	310	10	15	105	29	252	78	1054	45	101	1041	75
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.64	0.64	0.64	0.64	0.64	0.64
Sat Flow, veh/h	965	56	81	128	159	1375	11	1642	70	43	1623	118
Grp Volume(v), veh/h	164	0	0	81	0	0	737	0	0	773	0	0
Grp Sat Flow(s),veh/h/ln	1102	0	0	1663	0	0	1722	0	0	1783	0	0
Q Serve(g_s), s	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	7.2	0.0	0.0	2.2	0.0	0.0	13.5	0.0	0.0	13.2	0.0	0.0
Prop In Lane	0.90		0.07	0.16		0.83	0.02		0.04	0.05		0.07
Lane Grp Cap(c), veh/h	335	0	0	386	0	0	1177	0	0	1218	0	0
V/C Ratio(X)	0.49	0.00	0.00	0.21	0.00	0.00	0.63	0.00	0.00	0.63	0.00	0.00
Avail Cap(c_a), veh/h	506	0	0	645	0	0	1177	0	0	1218	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	19.9	0.0	0.0	18.1	0.0	0.0	5.7	0.0	0.0	5.7	0.0	0.0
Incr Delay (d2), s/veh	1.1	0.0	0.0	0.3	0.0	0.0	2.5	0.0	0.0	2.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.2	0.0	0.0	1.4	0.0	0.0	6.1	0.0	0.0	6.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.0	0.0	0.0	18.3	0.0	0.0	8.2	0.0	0.0	8.2	0.0	0.0
LnGrp LOS	C	A	A	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		164			81			737			773	
Approach Delay, s/veh		21.0			18.3			8.2			8.2	
Approach LOS		C			B			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		37.5		13.9		37.5		13.9				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		33.0		18.0		33.0		18.0				
Max Q Clear Time (g_c+I1), s		15.5		9.2		15.2		4.2				
Green Ext Time (p_c), s		5.0		0.5		5.4		0.3				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				9.9								
HCM 6th LOS				A								

## HCM 6th Signalized Intersection Summary 2: SR 19 & W Central Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	108	14	16	20	4	49	19	642	25	66	784	161
Future Volume (veh/h)	108	14	16	20	4	49	19	642	25	66	784	161
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1722	1411	1870	1870	1870	1870	1337	1752	1870	1278	1870	1737
Adj Flow Rate, veh/h	111	14	16	21	4	51	20	662	26	68	808	166
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	12	33	2	2	2	2	38	10	2	42	2	11
Cap, veh/h	338	28	21	191	43	187	124	917	35	154	784	155
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.56	0.56	0.56	0.56	0.56	0.56
Sat Flow, veh/h	839	169	129	296	258	1130	18	1650	64	64	1410	279
Grp Volume(v), veh/h	141	0	0	76	0	0	708	0	0	1042	0	0
Grp Sat Flow(s),veh/h/ln	136	0	0	1684	0	0	1731	0	0	1753	0	0
Q Serve(g_s), s	2.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.1	0.0	0.0
Cycle Q Clear(g_c), s	3.7	0.0	0.0	1.3	0.0	0.0	9.9	0.0	0.0	18.0	0.0	0.0
Prop In Lane	0.79		0.11	0.28		0.67	0.03		0.04	0.07		0.16
Lane Grp Cap(c), veh/h	387	0	0	421	0	0	1077	0	0	1094	0	0
V/C Ratio(X)	0.36	0.00	0.00	0.18	0.00	0.00	0.66	0.00	0.00	0.95	0.00	0.00
Avail Cap(c_a), veh/h	803	0	0	1020	0	0	1077	0	0	1094	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	12.7	0.0	0.0	11.8	0.0	0.0	5.4	0.0	0.0	7.6	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.2	0.0	0.0	1.5	0.0	0.0	17.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.4	0.0	0.0	0.7	0.0	0.0	2.7	0.0	0.0	11.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.3	0.0	0.0	12.0	0.0	0.0	6.8	0.0	0.0	24.7	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	A	A	A	C	A	A
Approach Vol, veh/h		141			76			708			1042	
Approach Delay, s/veh		13.3			12.0			6.8			24.7	
Approach LOS		B			B			A			C	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		22.5		9.9		22.5		9.9				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.0		18.0		18.0		18.0				
Max Q Clear Time (g_c+l1), s		11.9		5.7		20.0		3.3				
Green Ext Time (p_c), s		2.5		0.6		0.0		0.3				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				16.9								
HCM 6th LOS				B								

### HCM 6th Signalized Intersection Summary 4: SR 19 & Revels Rd/Revels Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↔		↖	↗			↖	↗
Traffic Volume (veh/h)	41	0	120	124	0	53	44	490	66	21	790	14
Future Volume (veh/h)	41	0	120	124	0	53	44	490	66	21	790	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1781	1722	1870	1752	1870
Adj Flow Rate, veh/h	46	0	133	138	0	59	49	544	73	23	878	16
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	8	12	2	10	2
Cap, veh/h	377	0	210	0	0	210	342	980	131	104	1093	1010
Arrive On Green	0.13	0.00	0.13	0.00	0.00	0.13	0.64	0.64	0.64	0.64	0.64	0.64
Sat Flow, veh/h	1455	0	1585	0	0	1585	622	1538	206	16	1716	1585
Grp Volume(v), veh/h	46	0	133	0	0	59	49	0	617	901	0	16
Grp Sat Flow(s),veh/h/ln	1455	0	1585	0	0	1585	622	0	1744	1731	0	1585
Q Serve(g_s), s	0.0	0.0	3.1	0.0	0.0	1.3	2.5	0.0	7.8	0.0	0.0	0.1
Cycle Q Clear(g_c), s	0.9	0.0	3.1	0.0	0.0	1.3	17.5	0.0	7.8	15.0	0.0	0.1
Prop In Lane	1.00		1.00	0.00		1.00	1.00		0.12	0.03		1.00
Lane Grp Cap(c), veh/h	377	0	210	0	0	210	342	0	1111	1197	0	1010
V/C Ratio(X)	0.12	0.00	0.63	0.00	0.00	0.28	0.14	0.00	0.56	0.75	0.00	0.02
Avail Cap(c_a), veh/h	819	0	731	0	0	731	630	0	1921	1984	0	1745
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.1	0.0	16.0	0.0	0.0	15.3	11.8	0.0	4.0	5.3	0.0	2.6
Incr Delay (d2), s/veh	0.1	0.0	3.1	0.0	0.0	0.7	0.2	0.0	0.4	1.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.6	0.0	2.0	0.0	0.0	0.8	0.5	0.0	1.7	3.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.2	0.0	19.2	0.0	0.0	16.0	12.0	0.0	4.4	6.3	0.0	2.6
LnGrp LOS	B	A	B	A	A	B	B	A	A	A	A	A
Approach Vol, veh/h		179			59			666				917
Approach Delay, s/veh		18.2			16.0			5.0				6.2
Approach LOS		B			B			A				A
Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		29.4	0.0	9.7		29.4		9.7				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5		4.5				
Max Green Setting (Gmax), s		43.0	5.0	18.0		43.0		18.0				
Max Q Clear Time (g_c+I1), s		19.5	0.0	5.1		17.0		3.3				
Green Ext Time (p_c), s		4.8	0.0	0.5		7.9		0.2				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			7.3									
HCM 6th LOS			A									



### HCM 6th Signalized Intersection Summary 4: SR 19 & Revels Rd/Revels Rd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	1	83	88	0	36	135	744	146	64	602	45
Future Volume (veh/h)	30	1	83	88	0	36	135	744	146	64	602	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1781	1722	1870	1752	1870
Adj Flow Rate, veh/h	33	1	92	98	0	40	150	827	162	71	669	50
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	8	12	2	10	2
Cap, veh/h	244	6	140	0	0	140	388	1102	216	126	1006	1207
Arrive On Green	0.09	0.09	0.09	0.00	0.00	0.09	0.76	0.76	0.76	0.76	0.76	0.76
Sat Flow, veh/h	1422	65	1585	0	0	1585	733	1447	283	80	1321	1585
Grp Volume(v), veh/h	34	0	92	0	0	40	150	0	989	740	0	50
Grp Sat Flow(s),veh/h/ln	1486	0	1585	0	0	1585	733	0	1730	1401	0	1585
Q Serve(g_s), s	0.0	0.0	3.4	0.0	0.0	1.4	9.8	0.0	19.1	4.7	0.0	0.5
Cycle Q Clear(g_c), s	1.1	0.0	3.4	0.0	0.0	1.4	33.6	0.0	19.1	24.0	0.0	0.5
Prop In Lane	0.97		1.00	0.00		1.00	1.00		0.16	0.10		1.00
Lane Grp Cap(c), veh/h	249	0	140	0	0	140	388	0	1318	1133	0	1207
V/C Ratio(X)	0.14	0.00	0.66	0.00	0.00	0.29	0.39	0.00	0.75	0.65	0.00	0.04
Avail Cap(c_a), veh/h	542	0	476	0	0	476	600	0	1818	1548	0	1666
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	25.4	0.0	26.5	0.0	0.0	25.6	15.2	0.0	4.0	3.3	0.0	1.8
Incr Delay (d2), s/veh	0.2	0.0	5.2	0.0	0.0	1.1	0.6	0.0	1.2	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.8	0.0	2.5	0.0	0.0	1.0	2.7	0.0	4.3	2.3	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.6	0.0	31.6	0.0	0.0	26.7	15.8	0.0	5.1	3.9	0.0	1.8
LnGrp LOS	C	A	C	A	A	C	B	A	A	A	A	A
Approach Vol, veh/h		126			40			1139				790
Approach Delay, s/veh		30.0			26.7			6.5				3.8
Approach LOS		C			C			A				A
Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		50.5	0.0	9.8		50.5		9.8				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5		4.5				
Max Green Setting (Gmax), s		63.0	5.0	18.0		63.0		18.0				
Max Q Clear Time (g_c+I1), s		35.6	0.0	5.4		26.0		3.4				
Green Ext Time (p_c), s		10.8	0.0	0.3		7.2		0.1				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			7.3									
HCM 6th LOS			A									

## HCM 6th Signalized Intersection Summary

### 5: SR 19 & CR 455



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	78	88	596	133	183	927
Future Volume (veh/h)	78	88	596	133	183	927
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No		No	
Adj Sat Flow, veh/h/ln	1337	1678	1781	1574	1767	1826
Adj Flow Rate, veh/h	81	92	621	139	191	966
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	38	15	8	22	9	5
Cap, veh/h	101	113	1527	1143	214	983
Arrive On Green	0.08	0.08	0.86	0.86	0.86	0.86
Sat Flow, veh/h	1273	1422	1781	1334	216	1146
Grp Volume(v), veh/h	81	92	621	139	1157	0
Grp Sat Flow(s),veh/h/ln	1273	1422	1781	1334	1362	0
Q Serve(g_s), s	8.9	9.1	10.9	2.4	105.7	0.0
Cycle Q Clear(g_c), s	8.9	9.1	10.9	2.4	116.6	0.0
Prop In Lane	1.00	1.00		1.00	0.17	
Lane Grp Cap(c), veh/h	101	113	1527	1143	1197	0
V/C Ratio(X)	0.80	0.81	0.41	0.12	0.97	0.00
Avail Cap(c_a), veh/h	161	180	1540	1153	1208	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	64.4	64.4	2.2	1.6	12.5	0.0
Incr Delay (d2), s/veh	13.6	13.9	0.2	0.0	18.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/lr	5.9	6.7	4.5	0.8	40.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	78.0	78.4	2.4	1.7	30.8	0.0
LnGrp LOS	E	E	A	A	C	A
Approach Vol, veh/h	173		760			1157
Approach Delay, s/veh	78.2		2.3			30.8
Approach LOS	E		A			C
Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		126.5			126.5	15.8
Change Period (Y+Rc), s		4.5			4.5	4.5
Max Green Setting (Gmax), s		123.0			123.0	18.0
Max Q Clear Time (g_c+I1), s		12.9			118.6	11.1
Green Ext Time (p_c), s		5.3			3.4	0.3
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			24.3			
HCM 6th LOS			C			

# HCM 6th Signalized Intersection Summary

## 5: SR 19 & CR 455



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	100	179	956	110	130	756
Future Volume (veh/h)	100	179	956	110	130	756
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No		No	
Adj Sat Flow, veh/h/ln	1337	1678	1781	1574	1767	1826
Adj Flow Rate, veh/h	104	186	996	115	135	788
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	38	15	8	22	9	5
Cap, veh/h	153	171	1461	1094	141	755
Arrive On Green	0.12	0.12	0.82	0.82	0.82	0.82
Sat Flow, veh/h	1273	1422	1781	1334	138	921
Grp Volume(v), veh/h	104	186	996	115	923	0
Grp Sat Flow(s),veh/h/ln	1273	1422	1781	1334	1059	0
Q Serve(g_s), s	11.7	18.0	34.2	2.5	88.8	0.0
Cycle Q Clear(g_c), s	11.7	18.0	34.2	2.5	123.0	0.0
Prop In Lane	1.00	1.00		1.00	0.15	
Lane Grp Cap(c), veh/h	153	171	1461	1094	896	0
V/C Ratio(X)	0.68	1.09	0.68	0.11	1.03	0.00
Avail Cap(c_a), veh/h	153	171	1461	1094	896	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	63.2	66.0	5.5	2.7	24.2	0.0
Incr Delay (d2), s/veh	11.6	95.0	1.3	0.0	38.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.7	17.1	15.7	1.1	52.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	74.9	161.0	6.8	2.7	62.3	0.0
LnGrp LOS	E	F	A	A	F	A
Approach Vol, veh/h	290		1111			923
Approach Delay, s/veh	130.1		6.4			62.3
Approach LOS	F		A			E
Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		127.5			127.5	22.5
Change Period (Y+Rc), s		4.5			4.5	4.5
Max Green Setting (Gmax), s		123.0			123.0	18.0
Max Q Clear Time (g_c+I1), s		36.2			125.0	20.0
Green Ext Time (p_c), s		11.8			0.0	0.0
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			44.1			
HCM 6th LOS			D			

**Appendix N**  
*Lake County Land Development Code (LDC)*

## 2. Turn Lanes

Turn lanes consist of left-turn lanes and right-turn lanes (deceleration lanes). Turn lanes shall be installed on the road which is being accessed at the proposed entrance(s) to the development, as deemed necessary by the County Manager or Designee. The County Manager or Designee may also require turn lanes at adjacent or nearby intersections in lieu of, or in addition to, turn lanes at the development entrances.

Conditions which are to be considered in determining the need for turn lanes include the following:

- a) If the property accessing the road is projected to generate 500 or more vehicle trips per day, or 50 or more vehicle trips in any hour;
- b) If a traffic analysis indicates that turn lanes would be necessary to maintain capacity on fronting roads and/or on adjacent or nearby intersections.
- c) If entrances are proposed at locations where grade, topography, site distance, traffic, or other unusual conditions indicate that turn lanes would be needed for traffic safety. The need for turn lanes to accommodate right turn movements and left turn movements shall be based upon anticipated traffic distribution and projected turning movement volumes among other considerations, including traffic safety.

## C. Traffic Analysis

### 1. Transportation Concurrency Management System

Transportation Concurrency Management System is administered by the Lake-Sumter Metropolitan Planning Organization (LSMPO). All information regarding traffic study could be found on LSPMO website [www.lakesumtermpo.com/concurrency/index.aspx](http://www.lakesumtermpo.com/concurrency/index.aspx)

## D. Road Classification

### 1. Arterial Roads

An arterial road is a route providing service which is relatively continuous and of relatively high traffic volume, long average trip length, high operating speed and of high mobility importance.

Arterial roads are grouped into the following sub-categories:

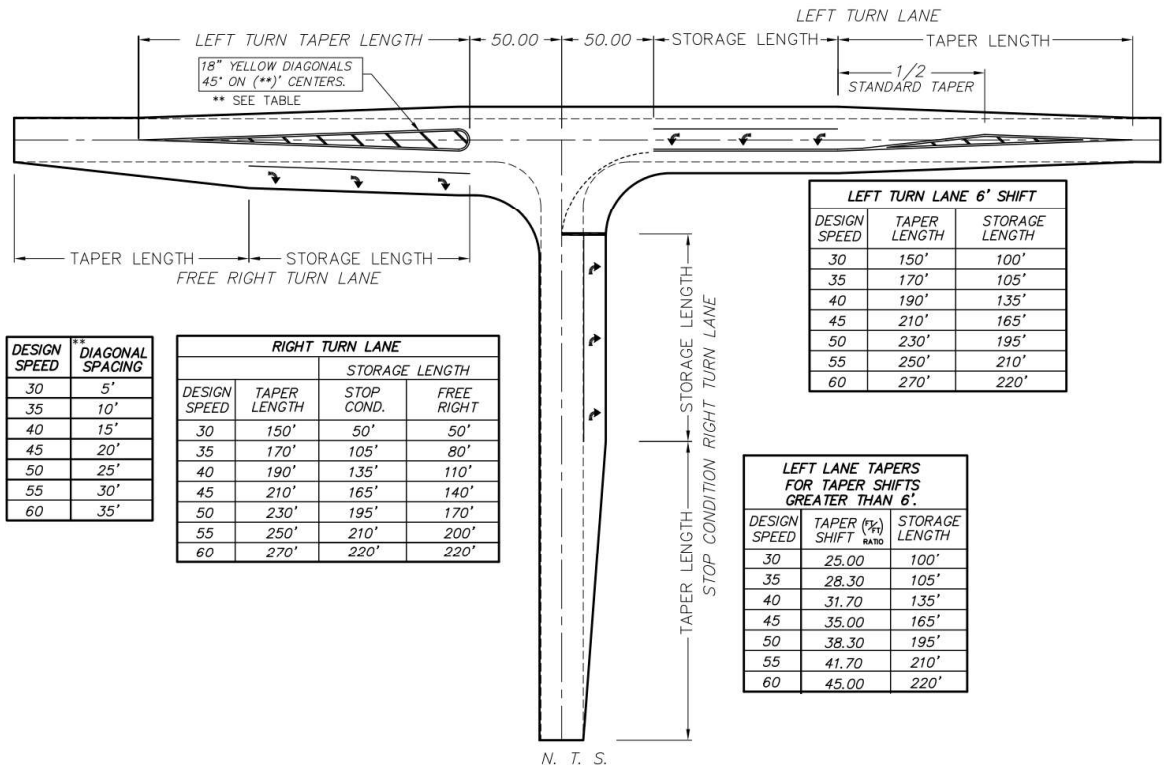
- a) Principal Arterial
- b) Minor Arterial

The classification of roads as arterials shall be based upon criteria established by the Florida Department of Transportation utilizing their most recent, adopted functional classification system.

### 2. Collector Roads

A collector road is a route providing services which is of relatively moderate traffic volume, moderate trip length and moderate operating speed. Collector roads collect and distribute the traffic between local roads and arterial roads and serves as a linkage between land access and mobility needs.

**LAKE COUNTY STANDARD TURN LANES**



DESIGN SPEED	** DIAGONAL SPACING
30	5'
35	10'
40	15'
45	20'
50	25'
55	30'
60	35'

RIGHT TURN LANE			
DESIGN SPEED	TAPER LENGTH	STORAGE LENGTH	
		STOP COND.	FREE RIGHT
30	150'	50'	50'
35	170'	105'	80'
40	190'	135'	110'
45	210'	165'	140'
50	230'	195'	170'
55	250'	210'	200'
60	270'	220'	220'

LEFT TURN LANE 6' SHIFT		
DESIGN SPEED	TAPER LENGTH	STORAGE LENGTH
30	150'	100'
35	170'	105'
40	190'	135'
45	210'	165'
50	230'	195'
55	250'	210'
60	270'	220'

LEFT LANE TAPERS FOR TAPER SHIFTS GREATER THAN 6'		
DESIGN SPEED	TAPER SHIFT (1/2) RATIO	STORAGE LENGTH
30	25.00	100'
35	28.30	105'
40	31.70	135'
45	35.00	165'
50	38.30	195'
55	41.70	210'
60	45.00	220'

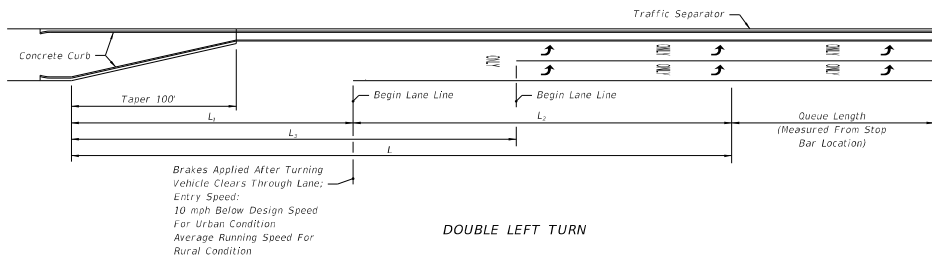
Typical Details

0: \\_CAD STANDARDS\DWG\Turn LanesR1.dwg (02/06/2007)

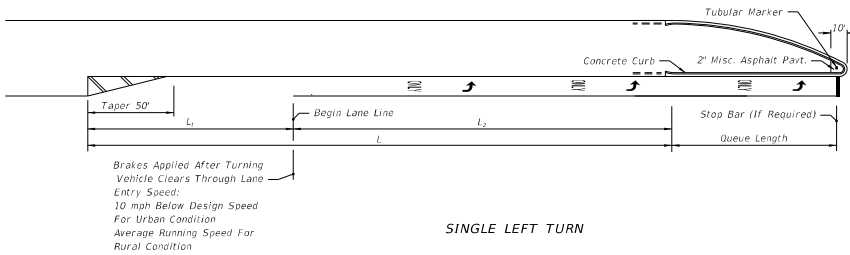
N. T. S.  
THIS SHOULD BE USED AS A GUIDE LINE ONLY.  
ALL DESIGNS SHALL BE SUBMITTED FOR REVIEW.

**Appendix O**  
FDOT Design Manual Exhibit 212-1

### MEDIAN TURN LANES MINIMUM DECELERATION LENGTHS



DOUBLE LEFT TURN



SINGLE LEFT TURN

		MEDIAN TURN LANES						
Design Speed (mph)	Entry Speed (mph)	Clearance Distance L <sub>1</sub> (ft.)	URBAN CONDITIONS		RURAL CONDITIONS		Clearance Distance L <sub>3</sub> (ft.)	
			Brake To Stop Distance L <sub>2</sub> (ft.)	Total Decel. L (ft.)	Clearance Distance L <sub>2</sub> (ft.)	Brake To Stop Distance L <sub>2</sub> (ft.)		Total Decel. L (ft.)
35	25	70	75	145	110	—	—	
40	30	80	75	155	120	—	—	
45	35	85	100	185	135	—	—	
50	40/44	105	135	240	160	185	160	
55	48	125	—	—	225	350	195	
60	52	145	—	—	—	260	230	
65	55	170	—	—	—	290	270	

NOT TO SCALE

EXHIBIT 212-1  
01/01/2022



**Appendix B**  
Preliminary Development Plan

**Appendix C**  
Lake County CMP Database and 2023 FDOT Q/LOS

**Appendix D**  
Turning Movement Counts and Seasonal Factor Data

**Appendix E**  
HCM Analysis Worksheets - Existing Conditions

**Appendix F**  
ITE Trip Generation Sheets

**Appendix G**  
CFRPM Model Output

**Appendix H**  
*LSMPO TIP and LSMPO LOPP*

**Appendix I**  
Vested Trips Data



**Appendix J**  
AADT Model Plot

**Appendix K**  
HCM Worksheets - Projected Conditions

**Appendix L**  
Intersection Volume Projections

**Appendix M**  
Background Conditions / Buildout Conditions with Mitigation

**Appendix N**  
*Lake County Land Development Code (LDC)*

**Appendix O**  
FDOT Design Manual Exhibit 212-1

**MISSION RISE  
PUD REZONE  
PROJECT NARRATIVE, COMPREHENSIVE PLAN & REZONE CRITERIA COMPLIANCE  
Revised July 2023**

**I. PROJECT OVERVIEW**

On behalf of the Property Owner, ASF TAP FL I, LLC. (“Applicant”), enclosed please find a Rezone Application to amend the Planned Unit Development (“PUD”) zoning of the Mission Rise Property (“Property”). The Property consists of 243+/- acres including 4 parcels, PIDs: 02-21-25-0002-000-04800; 34-20-25-0004-000-01003; 34-20-25-0001-000-00100; 27-20-25-0004-000-01200. It is generally located south of Number Two Road, west of SR 19, and east of Silverwood Lane in the southwestern portion of the Town of Howey-in-the-Hills (see Aerial Map, included in the application materials).

The Property is designated as Village Mixed Use (VMU) and Conservation (CON) based on the Town of Howey-in-the-Hills Future Land Use Map. In 2005, the Property was rezoned to PUD per Ordinance 2005-357, with a binding conceptual development plan allowing for development of 400 dwelling units. The Developer’s Agreement related to the Rezone was approved in 2007 and expired 10 years later in February 2017. The Property is currently vacant, consisting of pasturelands and wetlands. The Property can be accessed from Number 2 Road and Revels Road.

The purpose of this petition is to rezone the Property from PUD to PUD with a new Conceptual Land Use Plan and Developer’s Agreement, to allow for a maximum of **499 dwelling units**, along with supportive amenities and infrastructure. A multi-use trail and parks system as well as a trailhead site is also included as the non-residential use within the PUD.

**II. SURROUNDING USES**

While a majority of land surrounding the Property is predominantly vacant currently, many properties are entitled for development.

The surrounding lands to the north, south, and west of the Property consist of vacant agricultural lands, groves, or pastures along with a few dispersed single-family residential dwellings. The Reserve (Hillside Grove) PUD was approved to the east in November 2021 (Ordinance 2021-010), allowing for 284 single-family homes, 291-single-family cluster homes, and 153 townhouse units, along with up to 300,000 square feet of commercial uses and 100,000 square feet of institutional uses. Lands to the east of SR 19, known as the Simpson Parcels, was also rezoned to PUD as the Watermark PUD (Ordinance 2022-016). The PUD was approved for 275 single-family dwelling units. Table 1 below provides a comprehensive inventory of the surrounding land use pattern.

**TABLE 1: INVENTORY OF SURROUNDING USES**

	<b>Future Land Use</b>	<b>Zoning</b>	<b>Existing Land Use</b>
<b>North</b>	Village Mixed Use (VMU), Conservation	AR (Lake County), PUD (The Reserve, Ordinance 2021-010)	ROW (Number 2 Road) Agriculture/Pasture

	(CON), Urban Low Density (Lake County)		
<b>South</b>	Rural Transition (Lake County)	A (Lake County)	Single-family residential
<b>East</b>	Village Mixed Use (VMU), Conservation (CON), Medium Density Residential (MDR)	PUD (The Reserve, Ordinance 2021-010 & Watermark PUD, Ordinance 2022-016), LI	Future Residential (The Reserve (Lennar) PUD/Agriculture (Orange Grove)/Pasture
<b>West</b>	Village Mixed Use (VMU), Conservation (CON)	AG, A (Lake County), R-3 (Lake County)	Agriculture/Pasture/Single-family/Manufactured Home

Based on the development of the adjacent Reserve PUD and Watermark PUD, the surrounding area will be transitioning into denser residential or mixed-use neighborhoods.

**III. HISTORY**

Following annexation into the Town limits in 2005, the Property was rezoned to PUD per Ordinance 2005-037. The conceptual development plan, approved by the Town Council, authorizes the development of 400 single-family residential units. The Mission Rise Developer’s Agreement was approved in February 2007, to establish mutually agreed upon terms regarding the development of the Property. This agreement expired 10 years following the effective date. In 2018, Hanover Properties attempted to secure zoning entitlements through a PUD rezone for 629 single-family residential units with associated amenities and infrastructure on the Property. However, this rezone request was denied by the Town Council.

**IV. REZONE REQUEST**

The Applicant is requesting to rezone the Property from PUD to PUD with a new Binding Development Plan and Developer’s Agreement, to allow for a maximum of 499 dwelling units, along with supportive amenities and infrastructure. A regional multi-use trail and park system and a civic tract is planned as the non-residential component of this PUD, consistent with the requirements of the VMU future land use district.

The proposed density of 499 dwelling units is within the limitations of the base density permitted per the Town’s Comprehensive Plan. The proposed density calculations are as follows:

$$\text{Net Land Area} = \text{Total acreage} - \text{Waterbodies acreage}^1 - \text{Required open space}^2 - \text{Remaining Wetlands acreage}^3$$

<sup>1</sup> Only pre-existing water bodies are to be included in the calculation.

<sup>2</sup> 25% of gross land area has to be reserved as open space. Per Policy 1.2.2 of the Future Land Use Element of the Town’s Comprehensive Plan, no more than 50% of the open space requirement can be met with wetlands. Landscaped buffers and stormwater facilities may be counted towards open space if designed in a park-like setting with pedestrian facilities and free-form ponds. Up to



10% of open space may be impervious.

<sup>3</sup> Wetlands not counted towards the open space requirement.

Net Land Area = 243.3 – 0 – 60.8 – 29.4  
= 153.1 acres

Total Yield = 153.1 x 4  
= **612 dwelling units**

**Max. Potential Units per FLU = 612 dwelling units.**

**Max. Units Requested = 499 dwelling units.**

Only single-family detached residential units are proposed within the PUD, including a mix of 75-foot-wide and 55-foot-wide lots. The smaller lots are strategically located in the interior of the Property, with larger lots proposed along the boundaries. Compatibility with the adjacent properties will be addressed via sensitive site design that addresses the placement of buffers, open space/preserve areas, and proposed residential development tracts. The proposed density and lot sizes is consistent with the recent approval for the Reserve PUD to the immediate east.

Access to the project will be via Number 2 and Revels Road, as shown on the proposed Conceptual Land Use Plan. The N-S spine roadway (Connector #1) passing through the Property, connecting Number Two Road and SR 19 through Revels Road, will be designed as a two-lane Collector roadway with a 90’ right-of-way. This roadway will traverse through the proposed development providing interconnectivity. Additional future potential access points connecting to the Reserve PUD to the east and to the west are also proposed. A full access point is proposed to the south, connecting to Orange Blossom Road.

Connector #1 is designed with a continuous multimodal trail of min. 12’ that will provide for pedestrian and bicycle connectivity across the project. The multimodal trail will be designed to capture natural viewsheds along the preserved wetlands, serving as an amenity for the project’s residents as well as the Town as a whole. Additional pedestrian paths are planned along stormwater ponds throughout the development forming a system of parks adjacent to the N-S Spine Roadway. The system of multi-use trails and parks are designed to take advantage of the natural features of the site.

Over 25% of open space is provided within the project, consistent with the requirements of the Comprehensive Plan. On-site wetlands have been preserved along with upland buffers to the greatest extent possible, with minimal planned impacts.

**V. INFRASTRUCTURE**

*Transportation:*

Traffic & Mobility Consultants have prepared a Transportation Impact Analysis for this project, which is included in the application materials. Please see the report for additional details on the impacts of the proposed development.

*Utilities:*

Potable water will be provided through the Town’s public water supply system. Sanitary sewer service will be secured through the Mission Inn Wastewater Treatment Plant, which is operated by the Central Lakes Community Development District (CDD). The Applicant is working with the Town and CDD to establish

available capacity to serve the project.

*Fire and EMS:*

Fire and EMS services will be provided by the Lake County Fire District.

*Schools:*

Lake County School District has reviewed this project (application reviewed for 592 dwelling units, as initially proposed) and provided an Adequate Public Facilities Determination Letter.

## **VI. ENVIRONMENTAL**

An Environmental Assessment for the Property was prepared by Bio-Tech Consulting Inc., which contains information related to soils, land use types, listed and protected flora and fauna species, wetland delineation, and other environmental constraints.

Only 0.3 +/- acres of impacts to the 60.1 +/- acres of on-site wetlands is proposed, as reflected on the proposed Conceptual Land Use Plan. Consistent with Section 3.02.03 of the Land Development Code (LDC), no development is proposed within 25' of a wetland and no building or impervious surface area with the exception of stormwater ponds is planned within 50' of a wetland.

Any impacts to protected/listed species or wetlands will be permitted in accordance with relevant State and Federal guidelines as further described in the Environmental Assessment. Required buffers are maintained from the identified bald eagle's nest.

The project is in the X, A and AE flood zones. The proposed development is designed to have a majority of development, outside of areas prone to flooding per FEMA.

## **VII. STORMWATER MANAGEMENT**

The project will provide adequate stormwater management facilities to ensure water quality and attenuation in accordance with all applicable local, state and federal regulations. It is understood that the Applicant will obtain an Environmental Resource Permit (ERP) from the St. John's River Water Management District (SJRWMD) and any required Section 404 permits from the Florida Department of Environmental Protection (FDEP) prior to construction.

Stormwater runoff from the developed portions of the project will be conveyed to stormwater management ponds. Approximately 26.8 +/- acres of the Property are planned as stormwater ponds. The ponds will treat and attenuate the stormwater runoff in accordance with SJRWMD and Town's requirements prior to discharging off site. Stormwater will be detained within the ponds where chemical and physical processes within the ponds will improve water quality. The ponds will attenuate the project's runoff rate by holding back water, reducing the discharge rate.

Information related to proposed impervious surfaces will not be available until detailed design, which will be provided during at later stages of the Town's permitting process. Management of stormwater run-off, considering changes in existing and proposed impervious surfaces, will comply with SJRWMD and the Town of Howey-in-the-Hills requirements.

## **VIII. FUTURE LAND USE/COMPREHENSIVE PLAN COMPLIANCE**

The proposed amendment is consistent with the Goals, Objectives and Policies of the Howey-in-the-Hills County Comprehensive Plan as follows:

*Policy 1.1.1: Land Use Designations, Village Mixed Use (VMU)*

- *Minimum of 25 acres to apply for this land use. Maximum density of 4 dwelling units per acre, which may be increased to 6 dwelling units per acre if the development includes 20% usable public open space (no wetlands).*

**RESPONSE: The Property is 243 +/- acres in size, meeting the minimum threshold to be developed under the VMU future land use designation. The PUD is proposed for a maximum of 499 dwelling units, that is under the maximum base density of 4 dwelling units per acre, as demonstrated by the calculations included earlier in this narrative.**

- *Residential areas shall comprise a minimum of 70% of the net land area and a maximum of 85% of the net land area.*
- *Commercial/non-residential areas shall comprise a minimum of 15% of the net land area and a maximum of 30% of the net land area. This includes community facilities and schools.*

**RESPONSE: 15.2 % of the net land area or 23.2 acres is planned as non-residential areas within the project. This includes a mix of community recreational areas and the system of multi-use trails and parks, with trailhead site. The remainder of the net land area is proposed for residential uses.**

- *For developments with more than 100 acres, 5% of the non-residential land shall be dedicated for public/civic buildings.*

**RESPONSE: A 1.2 +/- acre site (5% of non-residential area) along SR 19 is designated as a civil tract which is planned to be developed with a trailhead to support the proposed trail and park system.**

- *Commercial/non-residential may be 2 stories with 50% coverage as long as parking and other support facilities (stormwater) are met. The maximum building height is 35 feet.*

**RESPONSE: The project will comply with this requirement.**

- *Public recreational uses must occupy a minimum of 10% of the useable open space (no wetlands).*

**RESPONSE: Over 10% of usable open space or 6.8 +/- acres is planned as public recreation areas.**

- *A minimum of 25% open space is required.*

**RESPONSE: 28.5% or 69.4 +/- acres is planned as open space within the project. Please note that any areas accredited towards non-residential area requirements are not included in this open space calculation.**

- *The maximum building size is 30,000 sq. ft.; unless a special exception is granted to the developer*

by the Town Council.

**RESPONSE: The project will comply with the maximum building size requirement of 30,000 SF. No special exception is being requested.**

*Policy 1.1.2: Village Mixed Use – Primarily intended to create sustainability and maintain the unique charm of the Town, including the provisions of reducing the dependability on the automobile, protecting more open land, and providing quality of life by allowing people to live, work, socialize, and recreate in close proximity. Elementary, middle, and high schools are also permitted in this category.*

**RESPONSE: The project meets the required mix of residential and non-residential areas for the VMU future land use designation. Non-residential areas are planned as the multi-use trail and park system that will be compatible with the residential development and maximize the natural features of the site. Special emphasis has been paid to multimodal connectivity across the project, especially connecting to the non-residential areas, consistent with the intent of this category.**

*Policy 1.3.1: Limiting Development in Wetland Areas. The Town shall limit development within all wetland areas to land uses supporting conservation facilities and water-related passive recreation activities, as defined in the Recreation and Open Space Element. Wetlands shall be identified on the Future Land Use Map Series as Conservation lands. No development shall be permitted in wetlands except for conservation or passive recreation uses as defined within policies cited herein.*

**RESPONSE: On-site wetlands are preserved to the greatest extent feasible with only 0.3 +/- acres of impacts proposed. This impact area is to accommodate the north-south Connector #1, consistent with the Town's 2035 Future Transportation Map.**

*Policy 1.11.2 Use of Cluster Developments. To promote the conservation of permeable surface area and maintain the Town's rural character, cluster developments shall be promoted by the Town during the development review process. Developers of Mixed Use/Planned Unit Developments and residential subdivisions shall be encouraged to cluster development in order to preserve open space.*

**RESPONSE: As seen on the proposed Conceptual Land Use Plan, the development is clustered consistent with this policy to allow for maximum preservation of on-site natural wetlands and native habitat. Approximately 25% of the site is wetland habitat, almost all of which is proposed to be preserved along with required upland buffers. 28.5% of open space has been provided within the project, only including 50% of on-site wetlands within the open space calculation. Thus, the development will help conserve permeable surface area and maintain the Town's rural character.**

Based on the above analysis, the proposed rezone petition is in substantial compliance with the Goals, Objectives and Policies of the Town's Comprehensive Plan.

## **IX. REZONING CRITERIA COMPLIANCE**

1. Is the rezoning request consistent with the Town's comprehensive plan?

**Yes, the rezoning request is consistent with the Town's Comprehensive Plan, as further detailed in Section VIII above.**

2. Describe any changes in circumstances of conditions affecting the property and the surrounding area that support a change in the current zoning.

**The Property is currently zoned PUD. This request does not seek to change the zoning designation of the subject property. Instead, it seeks approval of a new Conceptual Land Use Plan and Developer's Agreement for the Property, as the prior Conceptual Land Use Plan and Developer's Agreement expired in February 2017.**

**The proposed density is consistent with the maximum permitted per the underlying future land use of VMU. The proposed development will meet all requirements of the VMU category. Further, at current, development in the surrounding including the Reserve PUD and Watermark PUD is supportive of the requested density. The proposed lot sizes within the project are consistent with the lot sizes approved in the Reserve PUD that is immediately to the east of the Property. It uses clustering principles to allow for wetland preservation and open space enhancement to maximize the natural features of the Property.**

**Overall, the proposed rezoning will be consistent with the underlying future land use and mimics the nature of development seen in the surrounding area.**

3. Will the proposed rezoning have any negative effects on adjacent properties?

**No, the proposed rezoning will not have a negative effect on adjacent properties. The site has been sensitively designed such that preserved wetlands, stormwater ponds, and open space form a natural buffer adjacent to a majority of the Property's boundaries. Where residential use is proposed adjacent to single-family development to the west, larger 75'-wide-lots are planned. Smaller lots are strategically located in the interior of the Property and adjacent to the Reserve PUD, where similar lot sizes are approved. In terms of connectivity, the Conceptual Land Use Plan depicts the north-south Connector #1. This 90' ROW will connect Number Two Road to SR 19, improving connectivity in the area. Thus, the proposed development will not have any negative effects on adjacent properties and instead serve as a continuation of the existing development pattern with enhanced connectivity.**

4. Will the proposed rezoning have any impacts upon natural resources?

**No, the proposed rezoning will not have any impacts upon natural resources. Please see the attached Environmental Assessment by Bio-Tech Consulting Inc. which provides detailed information of natural resources on site.**

**On-site wetlands have been preserved to the greatest extent feasible, along with upland buffers as required by the Town's Comprehensive Plan. Any impacts to listed species and their habitat will be permitted through relevant State and Federal agencies. Required buffers have been maintained from the identified bald eagle's nest on site, in accordance with the U.S Fish and Wildlife Service's management plans.**

5. Will the proposed rezoning have any impacts upon adjacent properties?

**The proposed rezoning is a continuance of development seen in the adjacent area in recent years with approval of the Reserve PUD and Watermark PUD. Consistent with the intent of**

PUDs, the proposed Conceptual Land Use Plan proposes a clustered development with greater extent of environmental protection, open space, and public recreational areas. The proposed development meets all requirements of the VMU future land use designation, as described in Section VIII of this narrative. Further, the project will help interconnectivity within the area through the inclusion of the north-south Connector #1. This roadway is to be designed as a two-lane roadway with dedicated continuous min. 12' multimodal trail to ensure both vehicular and pedestrian connectivity from Number Two Road down to Revels Road and SR 19.

6. Will the rezoning create any impacts on services including schools, transportation, utilities, stormwater management and solid waste disposal?

- **Schools - An Adequate School Facilities Determination Letter has been provided by the Lake County School District.**
- **Transportation –Transportation & Mobility Consultants, Inc. has prepared a Traffic Impact Analysis based on a methodology approved by the Town.**
- **Utilities – Potable water will be provided through the Town’s public water supply system; the Town has indicated adequate capacity to serve the project. Sanitary sewer service will be secured through the Mission Inn Wastewater Treatment Plant, which is operated by the Central Lakes Community Development District (CDD). The Applicant is working with the CDD to establish available capacity to serve the project.**
- **Stormwater Management – Please see Section VII of this narrative. Stormwater systems will be designed to manage stormwater on-site and receive applicable permits from the SJRWMD and the Town, prior to construction.**
- **Solid Waste – Solid waste service will be provided through the Town.**

7. Are there any mistakes in the assignment of the current zoning classification?

**No, the proposed rezoning is not to change the current zoning classification of PUD, but instead to seek approval of a new Conceptual Land Use Plan and Developer’s Agreement for the Mission Rise Property.**

## **X. CONCLUSION**

The proposed petition seeks approval of a new Conceptual Land Use Plan and Developer’s Agreement for the Mission Rise site. The proposed development will continue to meet all requirements of the VMU future land use designation, be consistent with the requirements of the LDC and uphold the Goals, Objectives and Policies of the Town of Howey-in-the-Hills’ Comprehensive Plan. For these reasons, the Applicant respectfully requests approval of rezoning and reserves the right to modify this application through the review process.



September 28, 2023

Thomas A. Harowski, AICP  
 Town of Howey-in-the-Hills  
 101 N. Palm Ave., P.O. Box 128,  
 Howey-In-The-Hills, Florida 34737

**RE: Mission Rise PUD**

Dear: Mr. Harowski

Enclosed please find responses to Staff's comments below in bold. The following items are resubmitted in response to Staff's comments:

1. Revised Conceptual Land Use Plan
2. Revised Development Agreement
3. Revised Traffic Impact Analysis

**PLANNING REVIEW COMMENTS:**  
**CONCEPT PLAN:**

1. The project still fails to meet the 15% non-residential land area requirements of the Village Mixed Use land use classification. The stormwater areas allocated to the non-residential use calculation are in fact engineering elements of other land uses. The civic land use, the amenity centers and the park areas can count toward the non-residential land use as proposed. Staff is willing to include the major trail area that falls outside the central collector road right-of-way (so long as this area is not already counted as park area).

**RESPONSE: Please see page 4 of the Conceptual Land Use Plan, which provides distinct details of the non-residential land area proposed within the development. Stormwater areas have been excluded from the calculation. An additional park area is proposed in the southern part of Phase 2.**

2. The proposed recreational facilities have been better detailed, but the "regional" park still fails to meet the definition included in the comprehensive plan. Perhaps revising the name to a neighborhood facility is more appropriate given that the park is unlikely to draw significant interest from residents outside the neighborhood.

**RESPONSE: The "regional" park has been renamed to "neighborhood" parks. In turn, the previous "neighborhood parks" have been renamed to "mini" parks. The mini parks are planned as recreational space for the use of the residents of the community. The neighborhood parks are intended to serve the larger community and facilitate access and use of the multiuse trail system.**

3. The area in the center designated as regional park is a bonafide park area. The highlighted areas in Phase 3 and at the south end of Phase 2 are just open space and should not be

counted as park area.

**RESPONSE: The proposed park areas have been detailed, in terms of the proposed features/amenities on page 3 of the Conceptual Land Use Plan.**

4. The applicant has elected to retain stormwater retention areas within the central core area which staff recommended for tree preservation and green space. As noted in our comments last time, the retention ponds are part of the residential land use and should be located there. Be advised this item will be a comment in the staff report.

**RESPONSE: Acknowledged.**

5. The park area developments have been detailed but outside of the amenity centers are essentially passive designs. As an additional item, the applicant could consider including some court activities as part of the overall program. We renew our suggestions for repurposing the small residential development at the southeast corner of Phase 2 as a central community facility.

**RESPONSE: Active recreational amenities may be provided in the park area in the southern part of Phase 2. The planned facilities/amenities and design of the park areas are intended to be further detailed at the subdivision/site plan process.**

6. The applicant needs to address how the double-frontage lots located in Phase 2 and Phase 3 will be addressed. These lots have access from a parallel street so that the rear yards of these properties will front on the central collector road. Perhaps some sort of buffer such as a landscaped berm or wall is appropriate.

**RESPONSE: The double-frontage lots will have a 10' landscaped buffer along the Collector Road to protect views from this roadway.**

7. For the 55-foot-wide lots where no alley access is proposed, what design options are suggested to reduce the impact of a garage-dominate streetscape.

**RESPONSE: In accordance with LDC Section 4.06.02.A.3., at least 25% of the lots in the development will have to provide recessed garages. Further, side-loaded garages are encouraged, as stated in the proposed Development Agreement.**

8. The unit totals provided for the phase allocations do not add correctly on the table provided.

**RESPONSE: The unit totals have been revised on the Phase Development Table. Please see page 2 of the Conceptual Land Use Plan.**

9. The note to the table needs to be removed. Movement of units between phases will be considered a major amendment of the development agreement. As an alternative the applicant could propose language in the development agreement allowing for a specific level of shifting units between phases for Town Council consideration.

**RESPONSE: Acknowledged. The note has been removed and language related to movement of units between phases will be added to the Development Agreement.**



10. At the last DRC meeting the applicant was requested to provide a timing proposal for construction of the central collector road. The agreement needs to include a proposed timing.

**RESPONSE: Please see the revised Development Agreement.**

11. Map 2 seems to be unclear. Phase lines are similar to the symbols for pathways, parking, non-residential areas etc. Perhaps the information can be divided into more maps that will present a clearer summary.

**RESPONSE: Please see page 2 of the Conceptual Land Use Plan where the phase line type has been updated for better readability.**

### **PUD/DEVELOPMENT AGREEMENT:**

1. On page two the development agreement states the project is 592 units while the concept plan has 499. These documents need to be in agreement.

**RESPONSE: Please see the revised Development Agreement.**

2. On page three the minimum lot width at the building line needs to be 75 feet for the 75 x 120 lot size.

**RESPONSE: Please see the revised Development Agreement.**

3. On page three the wetland buffer needs to reflect the town requirements in Sec. 3.02.03C as well as the water management district and DEP requirements. The Town's requirements vary in some respects from the state requirements.

**RESPONSE: Please see the revised Development Agreement.**

4. On page four, the language setting the timing for the Town to ask for utility upgrades is still not satisfactory. The proposed 270 days from approval of the plan is still not what we need. The timing should be triggered by the application for final subdivision approval for the phase of the project proposed. The final subdivision approval gives authorization to construct subdivision improvements. The Town should be required to make its needs and commitments at this point. If final subdivision approval is sought by phase, then the Town's opportunity to seek utility line upgrades should attach to each phase.

**RESPONSE: Please see the revised Development Agreement.**

5. On page 6, the Town is not requiring all roads to be public. The applicant has the choice to use gated access for the project or for sub-areas within the project. While the collector road should remain with full public access, the applicant may wish to revise the proposed language to preserve the option for gated areas.

**RESPONSE: Please see the revised Development Agreement.**

6. On page eleven, the termination language related to sewer service acquisition should be modified to include other options than the CLCDD.

**RESPONSE: Please see the revised Development Agreement.**

**TRAFFIC IMPACT ASSESSMENT:**

1. Defer to the Town engineer comments

**RESPONSE: Acknowledged.**

**ENGINEERING REVIEW COMMENTS:  
TRAFFIC STUDY:**

1. The conceptual land use plan states the maximum number of lots is 499. The traffic study and the development agreement states 592 lots. All three need to be the same.

**RESPONSE: The Traffic Impact Analysis and Development Agreement have been revised to state a maximum of 499 units.**

2. The methodology states that Lake Hills & Watermark are to be included in the background traffic projection. The submitted study left these developments out.

**RESPONSE: Please see the revised Traffic Impact Analysis.**

3. For the future condition intersection analysis for SR 19 & Revels Rd. include right & left turn lanes on SR 19 and a right turn lane on revels.

**RESPONSE: Please see the revised Traffic Impact Analysis.**

4. For the future condition intersection analysis for the Spine Rd. and Number 2 Rd., include right & left turn lanes on Number 2 Rd.

**RESPONSE: Please see the revised Traffic Impact Analysis.**

5. Per the MPO TIS Guidelines the study needs to include a section for Mitigation Strategies. This needs to address the road segments and intersections with deficiencies. For unsignalized intersections, side streets with deficient delays need to be evaluated for mitigation. Also, the narrow width of Number 2 Road needs to be addressed in this section. While capacity is not an issue, operational safety is.

**RESPONSE: Please see the revised Traffic Impact Analysis.**

6. There is no proposed widening of SR 19 at Central Avenue as stated in the study.

**RESPONSE: Please see the revised Traffic Impact Analysis.**

7. Based on Lake County's requirement for turn lane widening on Number 2 Road (all on the south side) the length of tapers will need to be twice the standard length.

**RESPONSE: Please see the revised Traffic Impact Analysis.**

**CONCEPT PLAN:**

1. The main N-S spine road and realigned Revels Road should not have driveway connections or on-street parking. They should have full pedestrian accommodation including the multi-use trail and raised crosswalks/speed tables at key points along its length connecting the trail and sidewalks to amenity, open space, and park areas.

**RESPONSE: On-street parking/driveway connections along the Collector Road have been removed from the plan. All lots abutting the Collector Road will have access from another local street or alley.**

2. The curb & gutter for the neighborhood roads should 2' wide Type F or Drop Curb.

**RESPONSE: Please see page 6 of the Conceptual Land Use Plan, where the curb and gutter has been updated to 2' width.**

#### Development Agreement

1. Section 1. (f) Wetlands: Wetland impacts and buffering shall also be subject to the Town's land development regulations as well as the St Johns River Water Management District.

**RESPONSE: Please see the revised Development Agreement.**

2. Section 1. (j) Transportation, Streets and Sidewalks: Revels Road and the Spine Road must have a minimum 90-foot right-of-way, 2' curb and gutter, and a minimum 32-foot-wide pavement with 12-foot travel lanes and 4' curb lanes.

**RESPONSE: Please see the revised Development Agreement.**

Thank you in advance for your consideration of the above information. If you require further information, please do not hesitate to contact me at 607.216.2390 or [rlopes@rviplanning.com](mailto:rlopes@rviplanning.com)

Sincerely,

**RVi** Planning + Landscape Architecture

**Rhea Lopes, AICP**  
Project Manager

Enclosures

cc: Alexis Crespo, RVi Planning + Landscape Architecture  
Jason Humm, ASF TAP FL I LLC  
Jonathan Huels, Lowndes Law Group



## Planning & Zoning Board Meeting

December 21, 2023 at 6:00 PM  
 Howey-in the-Hills Town Hall  
 101 N. Palm Ave.,  
 Howey-in-the-Hills, FL 34737

### MINUTES

#### CALL TO ORDER ROLL CALL

#### BOARD MEMBERS PRESENT:

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

#### STAFF PRESENT:

Sean O'Keefe, Town Manager | John Brock, Town Clerk | Tom Harowski, Town Planner | Tom Wilkes, Town Attorney

#### 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 November 16, 2023, Planning and Zoning Board Meeting minutes.

**Motion made by Board Member Johnson to approve the Consent Agenda; seconded by Board Member Mulvany. 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: **Mission Rise Development PUD Rezoning Submittal**

Town Planner, Tom Harowski, introduced and explained this item. Mr. Harowski reviewed his staff report with the Board. Mr. Harowski explained that the project included 499 single-family homes with lots measuring 55' x 120' and 75' x 120'.

Mr. Harowski summarized that the applicants have presented a conceptual plan that meets the minimum Village Mixed Use requirements as presented in Future Land Use Policy 1.1.1 and that the proposed development agreement includes setbacks that address the issues related to onsite parking and adequate area to accommodate accessory structures.

Mr. Harowski explained to the Board that there were three options before the Board. Those options included: recommending approval of the proposed development as submitted; recommending denial of the proposed application (based on a failure to comply with Policy 1.1.2 regarding community character, the addition of traffic to road segments that are projected to fall below the level of service standard [even though the road segments will still fail without the project], failure to comply with Policy 1.2.6 on the allocation of residential density in the community, and/or other findings that the Planning Board may determine); or recommending a conditional approval providing the project make some changes.

Chair St. Clair asked the applicant to introduce themselves and give their presentation to the Board. Jonathan Huels (Attorney for the applicant) introduced himself and the group of applicant representatives. They included Jason Humm (Owner Representative), Jacqueline St. Juste (Engineer), Charlotte Davidson (Transportation Planner), Mark Ausley (Biologist), Jack Caldwell (Landscape Architect), and Alexis Crespo (Planner). Ms. Crespo gave the applicant’s presentation to the Board.

Board Member Yarckin quoted proposed changes to the Town’s Comprehensive Plan that would require developers to have at least 50% of all Single-Family Residences to have a minimum area of 10,800 square feet and the applicant’s biggest lots were only 9,000 square feet. Mr. Huels stated that this is a policy under consideration and has not yet been adopted and the applicant has been working with the existing regulations.

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

**Eric Gunesch, 448 Avila Place** – Mr. Gunesch stated that he wanted a recommendation of denial until the applicant comes back with a site plan that follows the Town’s MDR-2 zoning requirements.

**Greg Kiffer, 11348 Valley View Dr., Howey-in-the-Hills (unincorporated Lake County)** – Mr. Kiffer had questions about school concurrency. Mr. Kiffer was concerned about the traffic getting worse in the area.

**Frank Martinez, 10400 Woodland Hills Ct., Howey-in-the-Hills (unincorporated Lake County)** – Mr. Martinez stated that he appreciated the applicant’s consideration as it relates to the connection to Orange Blossom on the south side of the project but does not think it is enough. Mr. Martinez stated that he wanted a recommendation for denial.

**Nathaniel White, Owner of Contours Landscaping Solutions** – Mr. White was concerned about the flow of traffic around his business and wanted an access to the neighborhood through the south side of his property.

**Janice McLain, 109 S Lakeshore Blvd.** – Ms. McLain stated that she thought her 65’ wide lot that she lives on is too small and that she wanted the Board to make a recommendation of denial.

**Tim Everline, 1012 N Lakeshore Blvd.** – Mr. Everline stated that Florida is no longer a paradise due to growth. Mr. Everline stated that he believed the lots were too small and that Number Two Rd. may not be fixed in 10 years. Mr. Everline stated that he wanted a recommendation for denial.

**Ken Dunsmoor, 9950 Orange Blossom Rd., Howey-in-the-Hills (unincorporated Lake County)** – Mr. Dunsmoor stated that he did not think they could stop people from exiting out onto Orange Blossom Rd. and he was not in favor of this proposed development.

**David Miles (Town Councilor), 500 E Camelia Way** – Councilor Miles stated that he thinks 100% of all future lots should be at least 10,800 square feet and reminded the audience that he had stated this in a recent Town Council Meeting. Councilor Miles stated that he thought the Town’s staff was dragging their feet on getting the Town’s Comprehensive Plan amended.

Councilor Miles stated that he will make a motion in a future Town Council meeting to put a moratorium on building within the Town if they cannot come get this developer to change their path.

Councilor Miles asked the Planning and Zoning Board to reject this proposal. Councilor Miles stated that this proposal would not get his vote and that it would not get several other Councilors’ votes.

**Sandy Russ, 6813 Lakeview Dr. Yalaha, FL.** – Mrs. Russ stated that she did not think Number Two Road could handle more traffic. Mrs. Russ wanted to know what employment opportunities this development would bring. Mrs. Russ stated that the board should not recommend approval.

Chair St. Clair closed Public Comment for this item.

Mr. Huels addressed several points from the public’s comments.

Board Member Wagler stated that Number Two Rd was a major concern and was dangerous. Board Member Wagler stated the Planning and Zoning Board and Town Council were in favor of restoring larger lot sizes for the Town.

Board Member Mulvany said that the Town Planner has told developers to look at lot sizes and to look at keeping traffic off of Number Two Rd. and developers have yet to come back with larger lots. Board Member Mulvany stated that 55’ x 120’ was an unacceptable size for a lot.

Vice-Chair Francis stated that his 1/4-acre lot was too small and 55’ x 120’ lot was also too small.

Mr. Wilkes explained that the property that the Board was reviewing was currently zoned as PUD and without an active Development Agreement the owners could not develop their land. Mr. Wilkes explained that there had to be a negotiated agreement between the Town and the landowner. Mr. Wilkes explained that the Town cannot refuse to give the landowners a Development Agreement, and that there needed to be a reasonable negotiation. The Planning and Zoning Board was tasked with making a recommendation to the Town Council.

Board Member Wagler asked if the applicant had secured wastewater rights yet. Mr. Huels stated that they had not yet, but that the Development Agreement would have a time frame to allow for them to secure the rights.

Board Member Yarckin stated that she liked the clubhouse and the trail head, but she only wanted to allow them to have 250 homes in the development.

Board Member Wagler made a motion that was seconded by Board Member Yarckin. Board Member Wagler moved that the Planning and Zoning Board recommend approval of Ordinance 2024-001 and the Village Mixed Use PUD for Mission Rise only if the proposed Development Agreement is modified to include:

- 1) 80% of the residential lots can be no smaller than 1/4 acre in size (10,890 sq feet) – the remainder of the lots can be 75’ lots as proposed by the applicant.
- 2) Access to Number Two Rd can be constructed but cannot be open to access until Phases 1 and 2 have been completed and access to Number Two Rd shall be constructed and ready to open before a certificate of occupancy is issued for 50% of the lots in Phase 3.

3) The open space area between Phase 2 and Phase 3 shall be redesigned to eliminate the drainage ponds (as recommended in the Town Planner's staff report).

Board Member Hayes made a motion to amend the current motion to require 100% of all the residential lots to be 1/4 acre lots. There was no second to his motion to amend the standing motion, so the motion to amend died.

**Motion made by Board Member Wagler; seconded by Board Member Yarckin. Board Member Wagler moved that the Planning and Zoning Board recommend approval of Ordinance 2024-001 and the Village Mixed Use PUD for Mission Rise only if the proposed Development Agreement is modified to include:**

- 1) 80% of the residential lots can be no smaller than 1/4 acre in size (10,890 sq feet) – the remainder of the lots can be 75' lots as proposed by the applicant.**
- 2) Access to Number Two Rd can be constructed but cannot be open to access until Phases 1 and 2 have been completed and access to Number Two Rd shall be constructed and ready to open before a certificate of occupancy is issued for 50% of the lots in Phase 3.**
- 3) The open space area between Phase 2 and Phase 3 shall be redesigned to eliminate the drainage ponds (as recommended in the Town Planner's staff report).**

**Motion was approved by roll call vote.**

#### **Voting**

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

**Nay:** Board Member Hayes

### **3. Consideration and Recommendation: Ordinance 2023-013 Comprehensive Plan Amendment - Future Land Use Element**

Town Planner, Tom Harowski, introduced and explained this item. Mr. Harowski reviewed his staff report with the Board. Town Attorney, Tom Wilkes, explained that this Ordinance would amend the Town Comprehensive Plan and would create limitations on future Town Councils.

Mr. Harowski said that, if you limit the lot size too much, the developers would not be able to create amenities to their developments.

Board Member Yarckin stated that she wanted a moratorium on all development within the Town until after the Town changes its Comprehensive Plan and LDC.

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

**David Miles (Town Councilor), 500 E Camelia Way** – Councilor Miles stated that three developers had already taken advantage of the Town. Those three developments were filled with affordable housing due to the small lot sizes. Councilor Miles stated that he had provided 12 pages of recommendations for amendments to the Comprehensive Plan and LDC. Councilor Miles submitted those recommendations in June of 2023. Councilor Miles had stated that many of the recommendations were designed to create larger setbacks.

Councilor Miles reminded everyone that the Talichet neighborhood had no amenities and narrow streets. Councilor Miles also stated that he wanted to get rid of PUDs in the Town.

**Tim Everline, 1012 N. Lakeshore Blvd.** – Mr. Everline stated that Mission Inn was not what it was, people do not like the small lots in Las Colinas and people cannot get tee times on the golf course because there are too many people living there. Mr. Everline stated he had met with a Talichet resident that told him that they didn't like cars parked on the street in their neighborhood.

**David Miles (Town Councilor), 500 E Camelia Way** – Councilor Miles stated he wanted a High Density Residential (HDR)-1 and a HDR-2 zoning category to be created. Councilor Miles wanted to know if the Planning and Zoning Board had received all of the Comprehensive Plan and Land Development Code (LDC) comments that the Town Councilors had created and submitted to Mr. Harowski. Many of the Planning and Zoning Board members stated that they had not and would like a copy of them.

**Joshua Husemann, 671 Avila Pl.** – Mr. Husemann suggested that the Town should create rules that only allow parking on one side of the road to make it easier for emergency vehicles to travel through the Town. Mr. Husemann was also concerned that, if the Town did not allow PUDs in the future, it would remove potential for new parks.

**Greg Kiffer, 11348 Valley View Dr., Howey-in-the-Hills (unincorporated Lake County)** – Mr. Kiffer stated that, with the size of homes these days, 1/4 of an acre lot may not be big enough.

Chair St. Clair closed Public Comment for this item.

Board Member Wagler reviewed Policy 1.2.6 and recommended striking the current version and rewriting it. After discussion by the Board, it was decided Policy 1.2.6 should be changed to the following:

*Reorientation of Residential Densities. The Town may allow lot sizes smaller than one-fourth acre (10,890 sq. ft.) only in the following locations: areas in or adjacent to the Town center (e.g., the Town central commercial district) and areas abutting major arterial road corridors such as state roads and county roads, not neighborhood roads with higher traffic counts and areas abutting commercial or industrial land uses. The Town shall require single family residential lots in all other areas to be one-fourth of an acre (10,890 sq. ft.) or larger.*

**Motion made by Board Member Wagler to strike through the original Policy 1.2.6 and amend it to the above listed policy; seconded by Board Member Hayes. 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

**Motion made by Board Member Hayes recommend approval of the amended Ordinance 2023-013; seconded by Board Member Johnson. Motion approved unanimously by roll call vote.**

**Voting**

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

**Nay:** None

**OLD BUSINESS**

None



**NEW BUSINESS**

None

**PUBLIC COMMENTS**

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

**David Miles (Town Councilor), 500 E Camelia Way** – Councilor Miles thanked the Planning and Zoning Board for their hard work.

**Janice McLain, 109 S Lakeshore Blvd** - Mrs. McLain stated that there was a stop sign and a Do Not Enter sign posted before an alleyway in front of her house. Mrs. McLain stated that no one pays attention to the signs, and she wanted them removed. Sean O’Keefe, Town Manager, said that he would speak with Mrs. McLain after the meeting.

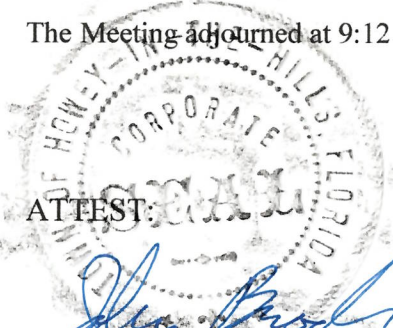
**BOARD COMMENTS**

Board Member Mulvany stated that he wanted the Board to discuss a letter that the Town had received from Lake County in reference to Number Two Road and he wanted it added to the next Board Meeting’s agenda.


**ADJOURNMENT**

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

The Meeting adjourned at 9:12 p.m. | **Attendees: 38**



ATTEST:

  
\_\_\_\_\_  
John Brock, Town Clerk

  
\_\_\_\_\_  
Tina St. Clair Chairperson



# MISSION RISE PUD REZONE

Town of Howey-in-the-Hills Town Council  
May 28, 2024

- ❖ Jason Humm, ASF TAP FL I LLC
- ❖ Jonathan Huels, Lowndes
- ❖ Mike Ripley, Land Advisors
- ❖ Jacqueline St. Juste, Atwell
- ❖ Charlotte Davidson, Traffic Mobility Consultants
- ❖ Mark Ausley, Bio-Tech Consulting
- ❖ Jack Caldwell, Alexis Crespo & Rhea Lopes, RVi Planning + Landscape Architecture












# PROJECT TEAM

MISSION RISE PUD

# PROJECT TIMELINE



# APPROVAL CONDITIONS

All minor changes must go through the Planning and Zoning Board for recommendation and approved by the Town Council.	
For a 300-foot lot face there shall be a maximum of 2 iterations of the same model that can be used (not 3).	
The ownership of all water, reclaim water, and wastewater infrastructure shall be dedicated to the town.	
In section 1 (j)(1)(F) of the Development Agreement (pg. 7), remove (which may be reduced to 11-foot travel lanes when adjacent to on-street parking) from the first sentence.	
In the landscape requirement of the Development the street trees (in buffer/public areas) shall be a minimum of 3" caliper. Canopy Trees (within streets or buffers) shall be 3" caliper.	
Street lighting shall be set to intervals of 250 feet.	
The height of residential structures may not exceed 35 feet or 2 stories.	
Setbacks – Front setback shall be 25 feet, the rear setback shall be 25 feet, the side setback shall be 10 feet, corner setback at 12.5 feet, and the pool/accessory setback shall be 10 feet from any lot boundary.	
The minimum dwelling size shall be 1,600 square feet, minimum 2-car garage size shall be 441 square feet, and the maximum dwelling size 4,600 square feet under air.	
The maximum impervious lot coverage shall be 50%.	
At least 20% of the lots in the PUD must be at least 10,800 square feet and the remaining 80% of the lots must be at least 9,600 square feet, and no lot will have less than 50 linear feet of frontage on a road or an alley.	

# FRONT SETBACK

## MOTION:

Setbacks – Front setback shall be 25 feet, **excluding the Front Porch (18 feet)**

the rear setback shall be 25 feet, ✓


the side setback shall be 10 feet, ✓

corner setback at 12.5 feet, ✓


and the pool/accessory setback shall be 10 feet from any lot boundary. ✓

# GARAGE SIZE

MOTION:

The minimum dwelling size shall be 1,600 square feet, 

minimum 2-car garage size shall be ~~441~~<sup>400</sup> square feet,

and the maximum dwelling size 4,600 square feet under air. 

# LOT COVERAGE

MOTION:

The maximum impervious lot coverage shall be ~~50%~~ <sup>55%</sup>.

*LDC Definition: Impervious Surface means a surface which has been compacted or covered with a layer of material so that it is highly resistant to infiltration by water. It includes most conventionally surfaced streets, roofs, sidewalks, parking lots, patios, wet pond surface areas at normal or control elevation, and other similar nonporous surfaces, but does not include dry bottom stormwater facilities or wooden decks over soil (with spaces between planks). Any determinations regarding permeability of material or surface shall be at the sole discretion of the Town Engineer or designee.*



# LOT SIZES

MOTION:

At least 20% of the lots in the PUD must be at least 10,800 square feet ✓

and the remaining 80% of the lots must be at least ~~9,600~~<sup>7200</sup> square feet,

and no lot will have less than 50 linear feet of frontage on a road or an alley ✓

# LOT SIZES

- Maximum No. of Units: 415 DU
- Net Density: 2.70 DU/NA
- Per Motion, Maximum Units: 334 DU (2.18 DU/NA)
- Density needed to support Public Improvements
- Home Pricing is not Proportional to Lot Size
- Greatly Reduced Market Demand for Lots 80'/90'



# LOT SIZES

Public Improvement	Total Cost Estimate
90' Collector Roadway	\$ 12,914,984.61
Trail Head Site	\$ 446,000.00
Revels Road & S.R. 19 Intersection (Roundabout)	\$ 1,500,000.00
Public Park Sites	\$ 308,500.00
12' Multiuse Trail	\$ 964,123.29
<b>Total</b>	<b>\$ 16,133,607.90</b>
Amenity	Total Cost Estimate
Amenity #1	\$ 260,000.00
Amenity #2	\$ 1,173,500.00
Amenity #3	\$ 260,000.00
<b>Total</b>	<b>\$ 1,693,500.00</b>

# LOT SIZES

- Market Analysis

		Lot Size Segment						Item 3.
		N/A	< 50	50-59	80-89	90-99	100-109	
<b>Custom Market Numerical Totals</b>	Ann Starts	8	1,592	1,619	5	5	120	82
	Ann Closings	17	1,707	1,671	17	34	100	83
	Housing Inv	8	834	917	4	3	92	74
	VDL Inv	92	1,161	2,150	184	87	431	607
	Future Inv	3,819	469	1,026	0	0	0	166
	VDL Supply (Mos)	138.0	8.8	15.9	441.6	208.8	43.1	88.8
<b>Custom Market Percentage Totals</b>	Ann Starts %		28.9 %	29.4 %	0.1 %	0.1 %	2.2 %	1.5 %
	Ann Closings %		27.9 %	27.3 %	0.3 %	0.6 %	1.6 %	1.4 %
	Housing Inv %		31.0 %	34.1 %	0.1 %	0.1 %	3.4 %	2.8 %
	VDL Inv %		21.2 %	39.2 %	3.4 %	1.6 %	7.9 %	11.1 %
	Future Inv %		19.4 %	42.4 %				6.9 %

**Annual Starts, VDL, and Future Lots By Lot Size**

Lot Size Segment	Annual Starts (%)	Vacant Developed Lots (%)	Future Lots (%)
< 50	28.9	21.2	19.4
50-59	29.4	39.2	42.4
80-89	0.1	0.3	0.1
90-99	0.1	0.6	0.1
100-109	2.2	7.9	3.4
110 >	1.5	6.9	2.8

# PUBLIC BENEFITS OF PROJECT

- Open Space: 69.4 AC (28.5%)
- 99% Wetland Preservation ( $\pm$ 60.1 AC) & Eagle's Nest Buffer
- $\pm$  23.0 AC of Parks/Amenity Areas
- On-site Active Recreational Amenities
- 12' Wide Multiuse Trail & Trail Head Site
- 90' Wide Collector Roadway
- Intersection Improvements at SR 19 & Revels Road



# REQUEST SUMMARY

*Rezone 243 acres from PUD to PUD to allow for a maximum of 415 single-family dwelling units, public and private recreational amenities, 90+/- acres of combined open space and wetland preservation areas, and substantial public benefits via binding Developers Agreement*

# REQUEST SUMMARY

Motion made by Councilor Miles to approve Ordinance 2024-001 Mission Rise PUD Rezoning, subject to the following conditions:

With Applicant-proposed changes to the proposed conditions:

1. All minor changes must go through the Planning and Zoning Board for recommendation and approved by the Town Council.
2. At least 20% of the lots in the PUD must be at least 10,800 square feet and the remaining 80% of the lots must be at least ~~9,600~~ 7,200 square feet, and no lot will have less than 50 linear feet of frontage on a road or an alley.
3. Setbacks – Front setback (excluding setback to the front porch) shall be 25 feet, the front porch setback shall be 18 feet, the rear setback shall be 25 feet, the side setback shall be 10 feet, corner setback at 12.5 feet, and the pool/accessory setback shall be 10 feet from any lot boundary.
4. The minimum dwelling size shall be 1,600 square feet, minimum 2-car garage size shall be ~~441~~ 400 square feet, and the maximum dwelling size 4,600 square feet under air.
5. The maximum impervious lot coverage shall be ~~50%~~ 55%.
6. For a 300-foot lot face there shall be a maximum of 2 iterations of the same model that can be used (not 3).
7. The ownership of all water, reclaim water, and wastewater infrastructure shall be dedicated to the town.
8. In section 1 (j)(1)(F) of the Development Agreement (pg. 7), remove (*which may be reduced to 11-foot travel lanes when adjacent to on-street parking*) from the first sentence.
9. In the landscape requirement of the Development the canopy street trees (in buffers/public areas) shall be a minimum of 3" caliper.
10. Street lighting shall be set to intervals of 250 feet.
11. The height of residential structures may not exceed 35 feet or 2 stories.

- CONSISTENT with the Comprehensive Plan & LDC
- CONTEXT-SENSITIVE Site Design
- ENVIRONMENTAL Preservation
- SUBSTANTIAL PUBLIC BENEFITS via roadway improvements, public parks & multi-use trail system

## CONCLUSION

### MISSION RISE PUD



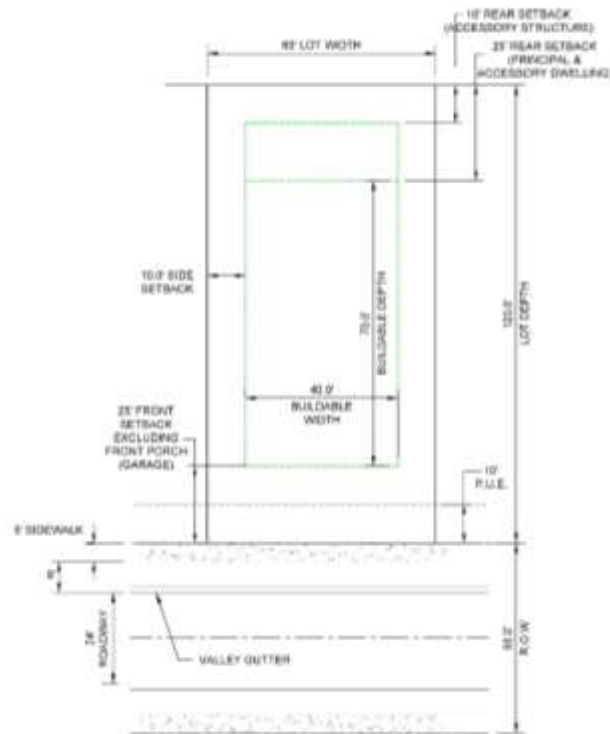
*THANK YOU!*

*QUESTIONS?*

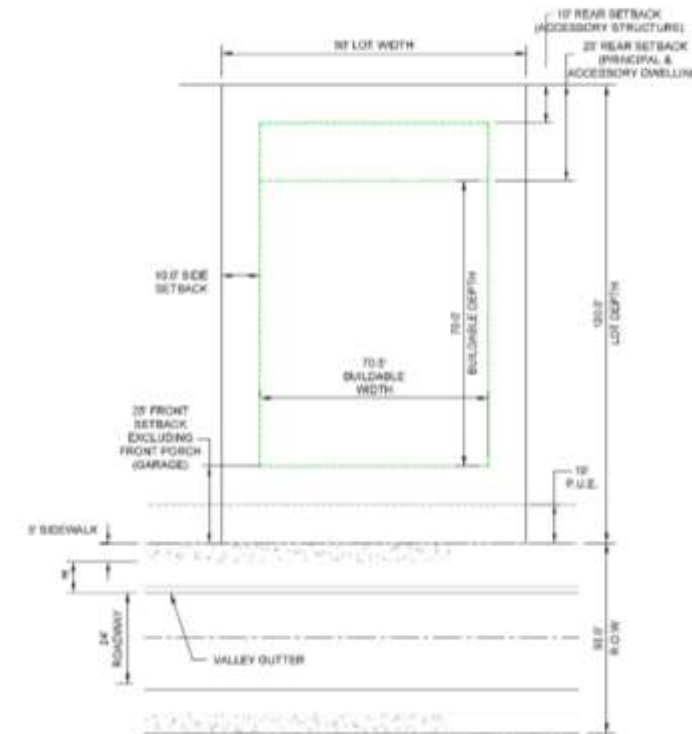
# LOT SIZES

- Previous Lot Sizes
  - 80' X 120' / 9,600 SF
  - 60' X 120' / 7,200 SF
- Proposed Lot Sizes
  - 90' X 120' / 10,800 SF
  - 60' X 120' / 7,200 SF

60' LOT  
FRONT LOAD GARAGE



90' LOT  
FRONT LOAD GARAGE





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

## MEMORANDUM

**TO:** Howey-in-the-Hills Town Council  
**CC:** J. Brock, Town Clerk  
**FROM:** Thomas Harowski, AICP, Planning Consultant  
**SUBJECT:** High Density Residential Proposal  
**DATE:** March 7, 2024

At the February 27, 2024 workshop the Town Council asked the staff to develop a proposal for high density residential development as a standard zoning district. This report provides a proposal as the beginning point for discussion. The specifics were developed from a review of zoning codes using districts that have density levels within the range of eight to twelve units per acre. (As a simple point of comparison the Venezia townhouse project has a gross density of 9.6 units/acre.) There are two actions which need to occur to implement the high density land use and zoning.

- ❖ First, the Town needs to create a high density land use classification as a guide to where the high density zoning may be applied and set the basic policy parameters for the zoning provisions. Note that once created, the high density land use does not need to be immediately applied to the future land use map. The Town can create the land use classification and then apply it at some point in the future in response to a specific request from a property owner.
- ❖ Secondly, the Town needs to develop a zoning classification or classifications that implement the comprehensive plan policies through the land development code. We can elect to create one or two new high density zoning classifications, and we may want to consider eliminating the separate townhouse rules in lieu of the high density zoning classification.
- ❖ The zoning classification should include provisions for the overall project, for individual buildings within the project and for individual units within the buildings.

### High Density Residential Land Use Classification

In order to apply a high density land use zoning classification, the comprehensive plan needs to include a high density land use designation. This is essential to have the zoning be consistent with the comprehensive plan. As noted above the creation of a high density land use does not mean that it has to be immediately applied on the future

land use map. The Town can wait for a specific proposal and then determine if the future land use and zoning are appropriate based on the specifics of the proposal. This is exactly the same process that was used with the Rural Lifestyle land use classification. The rural lifestyle land use was adopted with the plan at the time of the original adption but it was not actually applied to the future land use until the Town landfill and the Hickson annexation in May 2022.

An amendment of the comprehensive plan to include high density residential will require additions to Table 4 in the data and analysis section and Policy 1.1.1, Policy 1.1.2, and Policy 1.2.2. The relationship between the high density land use and Future Land Use Policy 1.2.6 also needs to be documented. The proposed addition to Table 4 is offered below.

Add the following section to Table 4 after Medium Density Residential

Future Land Use	Maximum Density and Intensity	Description
<u>High Density</u>	<u>Includes townhouse development up to eight units per acre and other multi-family up to 12 units per acre. Impervious surface ratio is a maximum of 60%.</u>	<u>Provides for townhouse units and other types of multi-family units.</u>

Add the following section after Medium Density Residential in Policy 1.1.1.

Land Use	Maximum Residential Density
<u>High Density Residential HDR</u>	<u>Up to 12.0 dwelling units per acre. Maximum density for townhouse units is 8.0 units per acre. Maximum impervious surface ratio is 60%. Maximum building height is 35 feet with additional height allowed for decorative elements. Projects of 30 units or more are required to provide recreation facilities for project residents.</u>

Add the following section after Medium Density Residential in Policy 1.1.2.

**High Density Residential** - The high density residential category is intended to accommodate owner occupied townhouse and condominium units in those areas where higher density development can be supported by adequate access and public services. Supporting community facilities and elementary schools are also permitted in this category. Residential uses in this category shall be permitted in those areas so designated in accordance with the applicable permitted density and as further controlled by the Land Development Regulations and the Florida Building Code.

Add the following open space requirement to the table included in Policy 1.2.2.

	Minimum open space requirements
<u>High Density Residential</u>	<u>40%</u>

**Future Land Use Policy 1.2.6**

The additions to the tables and policies as presented above set the parameters for high density residential development. Future Land Use Policy 1.2.6 provides guidance on where the high density residential land use should be applied. This policy reads as follows:

**POLICY 1.2.6:**     *Transition of Residential Densities.* The Town shall continue to orient the transition of residential densities on the *Future Land Use Map* toward higher densities along major transportation corridors and areas adjacent to commercial or other intensive land uses, while lower residential densities shall be directed towards areas further from the Town center (i.e., the central commercial district) and in areas adjacent to agricultural lands.

This policy directs any high density residential land uses to properties accessing SR-19, CR 48, and the Town Center Overlay area. High density type dwellings could be approved within Village Mixed Use projects through the normal review process used for VMU development. Approval of a high density future land use and zoning will require the affirmative action of the Town Council to assign a high density land use classification to the subject parcel and then assign the appropriate zoning classification from those that we develop. These land use and zoning assignments would most likely be project specific, so the Town will have information on the scope and type of development proposed.

**HDR-1 High Density Residential 1**

**2.02.05 High Density Residential 1 (HDR-1)**

- A. Purpose: The purpose of the High Density Residential 1 (HDR-1) zoning district is to provide for townhouse units and smaller groupings of multi-family dwellings in condominium and platted lot settings supported by community amenities, proper access and adequate public facilities. Projects should be accessible from arterial or collector roads and provide high quality building design.

## B. Principal, Accessory and Conditional Uses

### 1. Permitted Principal Uses and Structures

- a. Multi-family dwellings
- b. Licensed group homes
- c. Nursing homes
- d. Elementary schools

### 2. Permitted Accessory Uses and Structures

- a. Community buildings
- b. Recreation facilities
- c. Swimming pools
- d. Boathouses
- e. Docks
- f. Fences
- g. Trails (non-motorized)
- h. Home occupations

### 3. Conditional Uses and Structures

- a. None

## C. Prohibited Uses

1. Any use or structure not listed as permitted or conditional

## D. Project Requirements

1. Minimum parcel size is one acre.
2. Maximum project density is eight units per acre
3. Impervious surface ratio for the project is 60%
4. Perimeter landscaped buffer is 15 feet adjacent to single-family residentially zoned property and 10 feet adjacent to non-residentially zoned property or other high density residentially zoned property.
5. Project site must have access to an arterial or collector road

## E. Building Requirements

1. Buildings shall have a minimum of three units and a maximum six units
2. Building spacing is 20 feet between side to side of buildings and side to rear of buildings, 30 feet between front and side of buildings, and 40 feet between front and rear of buildings.
3. Maximum building height is 35 feet. Building mounted appurtenances such as belfries, chimneys, cupolas, antennas, and other appurtenances and design elements usually placed above roof level and not used for human occupancy may exceed the maximum building height by 10 feet.

## F. Unit Requirements (Townhomes and other platted lots)

1. Minimum lot width 30 feet
2. Minimum lot area 3,000 square feet
3. Minimum green space per lot 20%
4. Minimum floor area 1,700 square feet
5. Minimum unit setbacks
  - Front: 20 feet
  - Side: 10 feet
  - Side: 0 feet (interior)

Rear: 20 feet

6. Parking: Minimum 2-car garage plus 18-foot wide driveway

G. Unit Requirements (Where lots are not platted.)

1. Individual buildings shall follow the standards of Section E above.
2. Minimum floor area 1,500 square feet.
3. Parking: Minimum of two units per unit plus guest parking at ten percent of resident parking. Parking may be surface parking or garage parking. For surface parking landscaping meeting the requirements of Section 7.05 is required.

H. Other Requirements

1. All units shall meet the design requirements for residential development per Section 4.06
2. Projects of 30 units or more are required to provide recreation facilities for project residents. Recreation facilities are to include a combination of active and passive recreation opportunities.

**HDR-2 High Density Residential 2**

**2.02.06 High Density Residential 2 (HDR-2)** (Note: Renumber sections from this point)

- A. Purpose: The purpose of the High Density Residential 2 (HDR-2) zoning district is to provide for larger groupings of multi-family dwellings in condominium and platted lot settings supported by community amenities, proper access and adequate public facilities. Projects should be accessible from arterial or collector roads and provide high quality building design.

B. .Principal, Accessory and Conditional Uses

1. Permitted Principal Uses and Structures

- a. Multi-family dwellings
- b. Licensed group homes
- c. Nursing homes
- d. Elementary schools

2. Permitted Accessory Uses and Structures

- a. Community buildings
- b. Recreation facilities
- c. Swimming pools
- d. Boathouses
- e. Docks
- f. Fences
- g. Trails (non-motorized)
- h. Home occupations

3. Conditional Uses and Structures

- a. None

### C. Prohibited Uses

1. Any use or structure not listed as permitted or conditional

### D. Project Requirements

1. Minimum parcel size is three acres.
2. Maximum project density is twelve units per acre
3. Impervious surface ratio for the project is 60%
4. Perimeter landscaped buffer is 25 feet adjacent to single-family residentially zoned property and 15 feet adjacent to non-residentially zoned property or other high density residentially zoned property.
5. Project site must have access to an arterial or collector road

### E. Building Requirements

1. Buildings shall have a minimum of three units and a maximum eight units
2. Building spacing is 20 feet between side to side of buildings and side to rear of buildings, 30 feet between front and side of buildings, and 40 feet between front and rear of buildings.
3. Maximum building height is 35 feet. Building mounted appurtenances such as belfries, chimneys, cupolas, antennas, and other appurtenances and design elements usually placed above roof level and not used for human occupancy may exceed the maximum building height by 10 feet.

### F. Unit Requirements (Townhomes and other platted lots)

1. Minimum lot width 30 feet
2. Minimum lot area 3,000 square feet
3. Minimum green space per lot 20%
4. Minimum floor area 1,700 square feet
5. Minimum unit setbacks Front: 20 feet
  - a. Side: 10 feet
  - b. Side: 0 feet (interior)
  - c. Rear: 20 feet
6. Parking: Minimum 2-car garage plus 18-foot wide driveway

### G. Unit Requirements (Where lots are not platted.)

1. Individual buildings shall follow the standards of Section E above.
2. Minimum floor area 1,500 square feet.
3. Parking: Minimum of two units per unit plus guest parking at ten percent of resident parking. Parking may be surface parking or garage parking. For surface parking landscaping meeting the requirements of Section 7.05 is required.

### H. Other Requirements

1. All units shall meet the design requirements for residential development per Section 4.06
2. Projects of 30 units or more are required to provide recreation facilities for project residents. Recreation facilities are to include a combination of active and passive recreation opportunities.



# Request and proposal for potable water service & reservation from the Town of Howey in the Hills Florida

**Ref. property:**

Blue Sky Capital Group LLC aka Cedar Creek

**Location:**

North of Number Two rd. and east of Bloomfield Ave., consisting of appx 160ac

**Owner of record:**

Blue Sky Capital LLC. hereafter; (applicant)

**Tax ID parcels:**

27-20-25-0003-000-03100

27-20-25-0002-000-00200

27-20-25-0001-000-03300

28-20-25-0001-000-00100

**Project background.**

On April 10, 2023, the Town of Howey in the Hills held a public hearing to consider a request from the applicant for voluntary annexation into the Municipal boundaries of Howey in the Hills.

Reference Document; "Ordinance 2023-008 Cedar Creek Annexation"

The Town Council approved the request conditioned on the approval of the Lake County Board of County Commissioners.

On April 11, 2023, the Lake County Board of County Commissioners objected to the annexation therefore rendering the Towns approval mute.

Please let this correspondence stand as the applicants request for potable water service and reservation from the Town of Howey in the Hills.

The proposed development known as Cedar Creek consist of +/- 110 single family residential homes, and lies within the Utility Service Boundary as defined in the 2013 Lake County / Howey in the Hills "Inter-Service Local Boundary Agreement", entered into by Lake County on June 19, 2013 and Howey in the Hills on September 9, 2013.

## Terms and Conditions

- (1) The applicant agrees at their sole cost to construct all water transmission lines and associated apparatus from the Towns designated point of connection on Number Two Rd. or the closest connection point to the applicant's property line in order to obtain potable water service from the Town.
- (2) The applicant acknowledges Florida Statute allows a municipality to impose a water service surcharge for monthly potable water service to areas outside their municipal boundaries. The surcharge is calculated based on the prevailing potable water usage rate set by the municipality. The applicant or their successor agrees to pay a surcharge of 15% above the prevailing water usage rate at the time of water meter service connection and notify the homeowner of such surcharge.
- (3) The applicant agrees to move forward with the desired voluntary annexation under the following conditions prior to the submittal of final engineering plans to Lake County Planning & Zoning.

## Request and proposal for potable water service & reservation from the Town of Howey in the Hills Florida

(a) The Lake County Commission withdraws its objection to the Towns April 10, 2023 annexation approval and agrees not to interfere further in the progression of the applicants project,

or

(b) The above-described property becomes contiguous to the Municipal boundaries of Howey in the Hills and qualifies for voluntary annexation pursuant to Part (I) Chapter 171, Florida Statutes.

(4) Prepayment of Potable water impact fees.

(a) The applicant agrees to pay the Town a 10% non-refundable deposit of the impact fees which the project will generate based on the Towns established 2024 potable water impact fee rate. The applicant will pay the fee no later than 30 days after receiving final engineering approval from Lake County.

This deposit as well as any additional deposits provided to extend the potable water reservation will be credited towards the full payment of the potable water impact fee as established in 2024 as each residential building permit is granted to the applicant or their successor.

(b) The Town agrees to reserve potable water capacity for +/- 110 single family residential homes in the proposed Cedar Creek development for a period of five years, (5yrs), unless extended as provided herein.

(c) The applicant reserves the option to extend the potable water reservation for an additional five years, (5yrs) by notifying the Town not less than 30 days in advance of the expiration of the initial reservation date, and by paying an additional 10% non-refundable deposit based on the 2024 potable water impact fee rate the project will generate, provided the applicant has received final engineering approval from Lake County.

(5) The applicant reserves the right to change the name of the development from Cedar Creek by notifying the Town and Lake County of such name change.

The prevailing identifier for the project will be the Lake County property appraisers tax parcel identification numbers as listed under the Tax ID Parcel numbers defined on page one of this proposal dated Feb. 20, 2024.

The applicant and Town will formalize these terms in a written agreement to be signed by the applicant and the Town.

By: Keith Trace  02/19/2024

On behalf of: Blue Sky Capital Group LLC  
103 Commerce Street  
STE 160  
Lake Mary, FL 32746

Tom Wilkes | Tom.Wilkes@gray-robinson.com | D 407.244.5693  
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## MEMORANDUM

**TO:** Mayor and Town Council Members  
**FROM:** Thomas J. Wilkes, Town Attorney  
**DATE:** March 11, 2024  
**SUBJECT:** Proposal by Cedar Creek Developers Regarding Potable-Water Service

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This memorandum supplements Agenda Item No. 6 on the March 11, 2024 agenda for Town Council.

The developer is proposing an agreement under which, among other things, the developer will receive a contract right to potable-water service from the Town.

The proposal raises several policy issues that should be decided first by Town Council:

1. Is the Town willing to provide utility service, whether potable-water, wastewater, or both, to properties outside the Town's boundaries?
2. If so, is the Town willing to allow potable-water capacity to be *reserved* by future out-of-town customers, potentially to the detriment of future in-town customers?
3. If so, what should be the price, if any, to be paid by the future out-of-town customer in return for the Town reserving potable-water capacity for the customer? The Cedar Creek developer is proposing payment of 10% of the Town's water-system capital charge. Payment of the 10% will be due after Lake County grants its "final engineering approval" (not sure what that means).

There may be additional policy issues to discuss and decide beyond just these three.

We recommend that the Town Council decline the proposal and request in Agenda Item No. 6.

If the Town Council answers yes to issues 1 and 2 above, the Town Manager should bring back for Town Council consideration (i) a recommendation as to an amount to be paid by out-of-town customers for reservation of capacity and (ii) for the Cedar Creek proposal, a more comprehensive and more favorable agreement, including an agreement and petition for voluntary annexation of the Cedar Creek parcel when legally allowed.

I have recommended to the Town Manager that all these points be offered for discussion this evening.