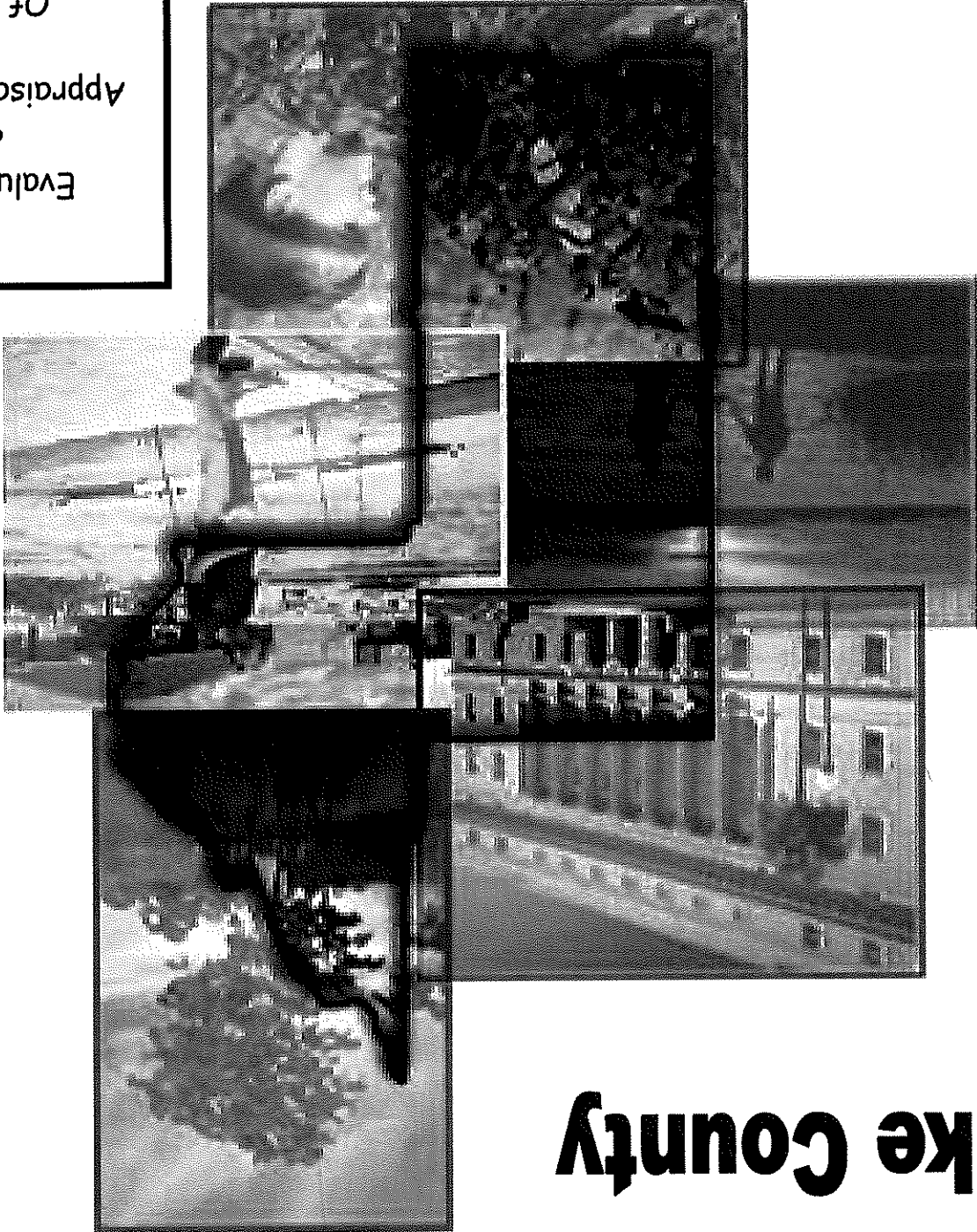


Department of Growth Management

Comprehensive
Plan 2003

Evaluation
&
Appraisal Report
Of the



Lake County

Commissioner Cadwell

CHAPTER II
TRAFFIC CIRCULATION ELEMENT
94-5.007(3)

GOALS, OBJECTIVES AND IMPLEMENTING POLICIES. This section stipulates goals, objectives and policies for implementing the desired traffic circulation system of Lake County.

GOAL 2: TRAFFIC CIRCULATION. LAKE COUNTY SHALL PROVIDE FOR ITS RESIDENTS AND VISITORS A SAFE, CONVENIENT, AESTHETICALLY PLEASING, AND EFFICIENT TRAFFIC CIRCULATION SYSTEM OVER THE SHORT AND LONG RANGE PLANNING TIME FRAMES FOR BOTH MOTORIZED AND NON-MOTORIZED TRANSPORTATION MODES.

OBJECTIVE 2-1: SAFE, CONVENIENT, AESTHETICALLY PLEASING, AND EFFICIENT TRAFFIC CIRCULATION SYSTEM. LAKE COUNTY SHALL PROVIDE A SAFE, CONVENIENT, AND EFFICIENT TRAFFIC CIRCULATION system through the establishment of minimum operating level of service standards, through the joint provision of non-motorized transportation facilities with proposed roadway improvements, and through roadway design guidelines that incorporate aesthetics as well as engineering.

Policy 2-1.1: *Unincorporated Area Minimum Operating Level of Service Standards*. Lake County hereby adopts the following minimum operating LOS standards for County roads:

Road Classification	County Roads within Unincorporated Lake County More than 1 Mile from municipal limits and not within Urban or Urban Expansion Area	County Maintained Roads within 1 mile of municipal limits	County Maintained Roads within Urban or Urban Expansion Area of the Future Land Use Map (most recently adopted)
Major Collector:	C	D	D
Minor Collector:	C	D	D
Local Roadway:	B	D	D

Policy 2-1.2: *General roadway minimum operating level of service standards*. Lake County hereby adopts the Statewide Minimum Level of Service Standards for the State Highway System (Table II-1)

Table II-1
STATEWIDE MINIMUM LEVEL OF SERVICE STANDARDS FOR THE STATE HIGHWAY SYSTEM¹

Constrained ⁹ and Backlogged ¹⁰ Roadways	Inside Transportation Concurrency Management Areas ⁸	Roadways Parallel to Exclusive Transit Facilities ⁷	Urbanized Areas ⁶ under 500,000	Transiting Areas ³ , Urban Areas ⁴ , or Communities ⁵	Rural Areas ²	Urbanized Areas ⁶ under 500,000	Transiting Areas ³ , Urban Areas ⁴ , or Communities ⁵	Inside Transportation Concurrency Management Areas ⁸	Constrained ⁹ and Backlogged ¹⁰ Roadways
INTRASTATE ¹¹									
Limited Access Highway ¹² (Freeway)	B	C	C (D)	D (E)	D (E)				Maintain ¹⁵
Controlled Access Highway ¹³	B	C	C	E	E				Maintain
OTHER STATE ROADS ¹⁴									
Other Multilane	B	C	D	D	E			* ¹⁶	Maintain
Two-Lane	C	C	D	D	E			*	Maintain

Level of Service Standards inside of parentheses applies to general use lanes only when exclusive through lanes exist.

1. The indicated levels of service designate lowest quality operating conditions for the 100th highest volume hour of the year in the predominant traffic flow direction from the present through a 20-year planning horizon. The 100th highest hour approximates the typical peak hour during the peak season. Definitions and measurement criteria used for minimum level of service standards are based on the most recent updates of the 1985 Transportation Research Board Highway Capacity Manual "Special Report 209." All level of service evaluations are to be based on "Special Report 209," or a methodology which has been accepted by FDOT as having comparable reliability.

2. Rural areas are not included in a transportation concurrency management area, urbanized area, transitioning urbanized area, urban area, or a community.

3. Transitioning urbanized areas are areas outside urbanized areas that are planned to be included within the urbanized areas within the next 20 years based primarily on the U.S. Bureau of Census urbanized criteria of a population density of at least 1000 people per square mile.

4. Urban areas are places with a population of at least 5000 that are not included in urbanized areas. The applicable boundary encompasses the 1990 urban area as well as the surrounding geographical area as agreed upon by FDOT, local government, and Federal Highway Administration (FHWA). The boundaries are commonly called FHWA Urban Area Boundaries and include areas expected to have medium density development before the next decennial census.

5. Communities are incorporated places outside urban or urbanized areas, or unincorporated developed areas having 500 population or more identified by local governments in their local government comprehensive plans and located outside of urban or urbanized areas.

6. Urbanized areas are the 2000 urbanized areas designated by the U.S. Bureau of Census as well as the surrounding geographical areas as agreed upon by FDOT, Metropolitan Planning Organization (MPO), and Federal Highway Administration (FHWA), commonly called FHWA Urbanized Area Boundaries. The over or under 500,000 classifications distinguish urbanized areas with a population over or under 500,000 based on the 2000 U.S. Census.

7. Roadways parallel to exclusive transit facilities are roads generally parallel to and within one-half mile of a physically separate rail or roadway lane reserved for multi-passenger use by rail cars or buses serving large volumes of home/work trips during peak travel hours. Exclusive transit facilities do not include downtown people movers, or high occupancy vehicle lanes unless physically separated from other travel lanes.

8. Transportation Concurrency Management Areas are geographically compact areas designated in local government comprehensive plans where intensive development exists or is planned in a manner that will ensure an adequate level of mobility and further the achievement of identified important state planning goals and policies, including discouraging the proliferation of urban sprawl, encouraging the revitalization of existing downtowns and designated redevelopment areas, protecting natural resources, protecting historic resources, maximizing the efficient use of existing public facilities, and promoting public transit, walking and other alternatives to the single occupant automobile. Transportation concurrency management areas may be established in a comprehensive plan in accordance with Rule 91-5.0057, Florida Administrative Code.

9. Constrained roadways are roads on the State Highway System which FDOT has determined will not be expanded by the addition of two or more through lanes because of physical, environmental or policy constraints. Physical constraints primarily occur when intensive land use development is immediately adjacent to roads, thus making expansion costs prohibitive. Environmental and policy constraints primarily occur when decisions are made not to expand a road based on environmental, historical, archaeological, aesthetic or social considerations.

10. Backlogged roadways are roads on the State Highway System operating at a level of service below the minimum level of service standards, programmed for construction in the first three years of FDOT's adopted work program or the five year schedule of improvements contained in a local government's capital improvements element, and not constrained.

11. Intrastate means the Florida Intrastate Highway System (FIHS), which comprises a statewide network of limited and controlled access highways. The primary function of the system is for high speed and high volume traffic movements within the state. Access to abutting land is subordinate to this function and such access must be prohibited or highly regulated. Highways included as part of this system are designated in the Florida Transportation Plan. General use lanes are intrastate roadway lanes not exclusively designated for long distance high-speed travel. In urbanized areas general use lanes include high occupancy vehicle lanes not physically separated from other travel lanes. Exclusive through lanes are roadway lanes exclusively designated for intrastate travel, which are physically separated from general use lanes and to which access is highly regulated. These lanes may be used for high occupancy vehicles and express buses during peak hours if the level of service standards can be maintained.

12. Limited access highways (freeways) are multi-lane divided highways having a minimum of two lanes for exclusive use of traffic in each direction and full control of ingress and egress; this includes freeways and all fully controlled access roadways.

13. Controlled access highways are non-limited access arterial facilities where access connections, median openings and traffic signals are highly regulated. The standards shown are the ultimate standards to be achieved for controlled access facilities on the Florida Intrastate Highway System (FIHS) within a 20 year period. Signalized intersections are to be minimized on these facilities within 20 years making an uninterrupted flow standard generally applicable. Controlled access facilities on the FIHS currently not meeting the ultimate standards shall be allowed to remain on the FIHS with a "maintain" status.

14. Other state roads are roads on the State Highway System, which are not part of the Florida Intrastate Highway System.

15. Maintain means continuing operating conditions at a level that significant degradation does not occur based on conditions existing at the time of local government comprehensive plan adoption. For roadways in rural areas, transitioning urbanized areas, urban areas or communities, significant degradation means (1) an average annual daily traffic increase in two-way traffic volume of 5 percent or (2) a reduction in operating speed for the peak direction in the 100th highest hour of 5 percent. For roadways in urbanized areas, for roadways parallel to exclusive transit facilities or for intrastate roadways in transportation concurrency management areas significant degradation means (1) an average annual daily traffic increase in two-way traffic volume of 10 percent or (2) a reduction in operating speed for the peak direction in the 100th highest hour of 10 percent. For other state roads in transportation concurrency management areas means that amount defined in the transportation mobility element. For constrained roadways meeting or exceeding the level of service standards, "maintain" does not apply until the roadway is operating below the applicable minimum level of service standard.

16. * means the level of service standard will be set in a transportation mobility element that meets the requirements of Rule 9J-5.0057.

Policy 2-1.3: Use of level of service maximum volumes. Lake County, in coordination with the Florida Department of Transportation, shall use generalized peak hour level of service maximum volumes (based on the most current Highway Capacity Manual) for arterial, collector and local roadways within its jurisdictional limits. Maximum volumes shall be annual average daily traffic volumes (based on peak hour volumes) and shall be sensitive to the local dynamics of the County. Maximum service volumes shall be updated according to changes in the Highway Capacity Manual as determined by FDOT

Policy 2-1.4: Review of proposed developments. Lake County shall review all proposed development for compliance and consistency with the adopted level of service standards through the County's Concurrency Management System and no final development order shall be approved until the Concurrency Management System has been satisfied. Available capacity on roadways must be concurrent with the impacts of development.

Policy 2-1.5

Policy 2-1.6: Provide for trip-capturing development. Lake County shall allow trip-capturing development, which creates shorter trip lengths in areas with deficient levels of service if it can be demonstrated that the same development, impacting the same roadways, in an area without deficient levels of service, will only increase trip length. Any development to be considered as a trip capturing development shall have an internal trip capture rate of at least 10%, and shall not further degrade levels of service for impacted streets below the adopted standards, and shall be consistent with the Concurrency Management System. The actual rate of trip capture shall be that specified for a particular land use by the latest edition of ITE Trip Generation.

Policy 2-1.7: Trip-capturing development standards. Lake County shall define trip capturing development within its Land Development Regulations. Criteria, based on percentages of required trip capturing development, shall be established that distinguish between required percentages for urban versus non-urban and single use versus multi-use projects. For projects to qualify as trip capturing development, projects shall have an internal trip capture rate of at least 10%. The actual rate of trip capture shall be that specified for a particular land use by the latest edition of ITE Trip Generation.

Policy 2-1.8: Use of traffic impact fees and 5 Cents Local Option Fuel Tax revenues. Lake County shall designate revenues collected via road impact fee provisions of the Land Development Regulations for improvements to arterial and collector roadways included in the County's Five-Year Transportation Construction Program. The County shall coordinate with the FDOT to receive credit for revenue designated for improvements to the State Highway System. Revenues collected from the 5 Cents Local Option Fuel Tax, if and when available, shall be used for improvements to roadways included in the 5 Cent Local Option Fuel Tax schedule of Capital Improvements. (Amended by LPA 98/1/1, Ordinance 1998-30, 4/28/98)

Policy 2-1.9: Use of traffic impact fees and 5 Cents Local Option Fuel Tax revenues for non-motorized transportation facilities. By 2005, Lake County shall amend the Land Development Regulations in order to make non-motorized transportation and mass transit improvements eligible to receive impact fee funds. Non-motorized transportation and mass transit improvements may be included as part of a project utilizing the 5 Cents Local Option Fuel Tax revenues. (Amended by LPA 98/1/1, Ordinance 1998-30, 4/28/98)

Policy 2-1.10: Access management for state roads. Lake County shall maintain access management standards in its Land Development Regulations that are consistent with the provisions of Rules of Chapter 14-96 and Chapter 14-97, Florida Administrative Code.

Policy 2-1.11: Access management for county maintained roads. The County shall maintain within its Land Development Regulations, provisions which define regulations and design standards for access to County maintained roads, and require new development and redevelopment along these roads to comply with or exceed such standards.

Policy 2-1.12: Aerial functional classification system. The County, in coordination with the Florida Department of Transportation and the Federal Highway Administration, shall determine functionally classified arterial roadways and reevaluate the functional classification of a roadway upon reaching the capacity threshold for the adopted minimum level of service.

Policy 2-1.13: *Collector and local functional classification system.* Lake County, in coordination with the Florida Department of Transportation, shall maintain a functional classification system for collector and local roadways under its jurisdiction, sensitive to the local dynamics of the County.

Policy 2-1.14: *On-site transportation improvements.* Lake County shall maintain provisions in its Land Development Regulations, which require new developments to establish safe and convenient on-site traffic flow that considers circulation and parking needs.

Policy 2-1.15: *Minimize conflicts between motorized and non-motorized transportation modes on state roads.* To minimize conflicts between motorized and non-motorized transportation modes, Lake County shall coordinate with the Florida Department of Transportation to assure that paved shoulders are added to all arterial roads within the jurisdictional limits of the County at the time reconstruction or additional capacity improvements occur.

Policy 2-1.16: *Provide safe motorized and non-motorized design standards.* The County shall identify collector and local roadways and include design standards for those roadways within its Land Development Regulations. The County shall assure that design standards are followed at the time of improvement or reconstruction of a roadway. Further design standards shall be included in the Land Development Regulations and the proposed bikeway plan as part of a coordinated master improvement plan.

Policy 2-1.17: *Transportation system management.* By 2003, Lake County shall develop a transportation access management plan, which utilizes transportation system management strategies to preserve and increase traffic flow in a cost effective way, and as an alternative to traditional capacity projects. The proposed transportation access management plan shall be maintained by the Lake County Board of County Commissioners and implemented through the Lake County Public Works Department.

Policy 2-1.18: *Provision of transportation system management for new developments.* By February 2005, Land Development Regulations for Lake County shall include provisions within the development review process that require new and expanding development to provide transportation improvements, both internal and off-site as necessary.

Policy 2-1.19: *Installation of railroad signalization.* Lake County shall continue to identify dangerous railroad crossings and provide signalization at all hazardous railroad crossings on arterial and collector roadways in coordination with the Florida Department of Transportation.

Policy 2-1.20: *Establish a Metropolitan Planning Organization.* Lake County shall coordinate with the State of Florida and the East Central Florida Regional Planning Council in order to establish a Lake County Metropolitan Planning Organization that shall continue to develop a safe, convenient and efficient traffic circulation system plan for the County by the year 2004.

Policy 2-1.21: *Monitor traffic accident data.* Lake County shall continue monitoring traffic accidents, both motorized and non-motorized, which occur on collector and local roadways. The monitoring technique used shall incorporate the most recent monitoring technique utilized by the Florida Department of Transportation.

Policy 2-1.22: *Traffic impact analysis.* Land Development Regulations for Lake County shall continue to include thresholds for developments to complete a traffic impact analysis and guidelines to be followed by the developer for the completion of the analysis.

OBJECTIVE 2-2: COORDINATE THE TRAFFIC CIRCULATION SYSTEM WITH FUTURE LAND USES OF THE FUTURE LAND USE MAP. The traffic circulation system shall be consistent and compatible with the Future Land Use Map.

Policy 2-2.1: *Future traffic circulation maps.* Lake County hereby adopts Maps II-1, II-2, II-3, II-4, II-5, II-6, II-7, and II-8, depicting existing and future Lake County traffic circulation conditions.

- Map II-1, Existing Number of Lanes
- Map II-2, Existing Functional Classification
- Map II-3, Existing Jurisdiction of Roadways
- Map II-4, Existing Level of Service
- Map II-5, Future Number of Lanes
- Map II-6, Future Functional Classification
- Map II-7, Future Jurisdiction of Roadways
- Map II-8, Future Level of Service

Policy 2-2.2: *Coordination with future land uses.* The Future Land Use Map shall delineate all arterial and collector roadways on the County's Future Traffic Circulation Maps. Land use allocations and densities on the Future Land Use Map shall be coordinated with the future traffic circulation system.

Policy 2-2.3: *Coordination with municipal development impacts.* In furtherance of policies found within the Intergovernmental Coordination Element, the County shall continue to coordinate with all municipalities within its jurisdictional limits to assure that impacts generated by future development occurring within incorporated areas will not cause levels of service on arterial and collector roadways within the unincorporated areas of the County to diminish below adopted minimum standards.

Policy 2-2.4: *Coordination with adjacent county development impacts.* The County shall continue to coordinate with all adjacent counties to assure that impacts generated by future development occurring within adjacent counties will not cause levels of service on arterial and collector roads within Lake County to diminish below adopted minimum standards. Lake County coordinate with adjacent counties regarding development occurring within Lake County that may cause levels of service on arterial and collector roads within adjacent counties to diminish below their adopted minimum level of service standards.

Policy 2-2.5: *Regulate impacts of development on adopted levels of service.* Lake County shall continue to regulate the impacts created by new development on adopted levels of service through provisions in the Land Development Regulations that: (1) require future development to comply with level of service standards; (2) deny approval of or regulate the density of development according to adopted levels of service; and (3) require future development to pay an equitable share of the costs necessary to support transportation facilities demanded by the development.

Policy 2-2.6: *Establish a Concurrency Management System and adequate facilities ordinance.* The County shall maintain a Concurrency Management System to monitor impacts on the traffic circulation system created by development and growth occurring in the designated land use categories as established on the Future Land Use Map and the Future Land Use Element. The Concurrency Management System shall monitor and evaluate impacts of existing and future land development on the transportation system to assure integration with adopted levels of service for arterial, collector and local roadways.

The County's Land Development Regulations shall continue to incorporate an adequate facilities requirement that is consistent with procedures established within the County's Concurrency Management System. These procedures shall mandate that future development applications evaluate all traffic impacts placed on thoroughfares by the proposed development. Prior to the issuance of a development order or permit, an applicant must: (1) assure that the proposed development shall not degrade the roadway below the adopted level of service standards; (2) assure that adequate roadway capacity shall be available concurrent with the impacts of the proposed development; (3) assure that the proposed development along State roads complies with or exceeds State access management regulations; (4) assure that the proposed development along County maintained roads complies with or exceeds County access management regulations.

Policy 2-2.7

Policy 2-2.8: *Provide bear underpasses for existing roadways.* Lake County, in coordination with the Florida Game and Fresh Water Fish Commission, shall construct a minimum of one (1) bear underpass for County Road 46A by the year 2005 or by the time the operating level of service for County Road 46A falls below level of service "C", whichever is first.

Policy 2-2.9: Improvements to state and county roadways. The following roadway improvements shall be constructed by the year 2020 in order to address deficiencies and to enhance mobility in Lake County:

SR 50 from SR 25/US 27 to Orange County Line (4 to 6 Lanes)
US 27/US 441 from CR 33 to CR 25A (north) (4 to 6 Lanes)
US 27 from SR 50 to CR 561 (4 to 6 Lanes)
SR 500/US 441 from US 27/US 441 to CR 441 (4 to 6 Lanes)
SR 500/US 441 from Lake Eustis Drive to CR 44B (4 to 6 Lanes)
Mt. Homer Road from David Walker Road to Kurt Street (2 Lane Undivided to 2 Lane Divided)
CR 44 from CR 452 to SR 44 (2 to 4 Lanes)
CR 44 from Radio Road to CR 473 (2 to 4 Lanes)
CR 44B from US 441 to SR 44 (2 to 4 Lanes)
Huffstiller Road from US 441 to David Walker Drive (new 2 Lane road)
Ardice Avenue from Kurt Street to SR 19 (2 Lane Undivided to 2 Lane Divided)
CR 33 from CR 470 to SR 25 (2 to 4 Lanes)
CR 441 from SR 500/US 441 to SR 19 (2 to 4 Lanes)
CR 441 from CR 19A to David Walker Drive (2 Lane Undivided to 2 Lane Divided)
Ranch Road from Wolf Branch Road to SR 44 (new 2 Lane road)
SR 91 (Florida's Turnpike) at CR 470 (new Interchange)

Policy 2-2.10: Additional improvements to state and county roadways. As additional funds become available, the following additional roadway improvements shall be evaluated to further address deficiencies and enhance mobility:

SR 19 from SR 50 (WB) to Number Two Road (2 to 4 Lanes)
SR 19 from CR 48 to CR 561 (2 to 4 Lanes)
SR 19 from SR 500 (US 441) to SR 19 NB/SB (S) (4 to 6 Lanes)
SR 19 from CR 450 (north) to CR 42 (2 to 4 Lanes)
SR 25(US 27) from Polk County Line to Lake Louisa Road (4 to 6 Lanes)
SR 25(US 27) from CR 25 (south) to CR 25 (north) (4 to 6 Lanes)
SR 33 from CR 565B to SR 50 (2 to 4 Lanes)
SR 44 from Hazelton Street to Volusia County Line (2 to 4 Lanes)
SR 46 from SR 500 (US 441) to CR 437 (2 to 4 Lanes)
SR 46 from CR 435 to Seminole County Line (2 to 4 Lanes)

[Not to be 4-laned from Sorrento to Mount Plymouth]

SR 50 from Sumter County Line to CR 33 (2 to 4 Lanes)
US 27/US 441 from CR 466A to Sumter County Line (4 to 6 Lanes)
CR 19A (B) from CR 441 to Lake Saunders (2 Lane Undivided to 2 Lane Divided)
CR 25A from US 27 (south) to Leesburg Connector (2 to 4 Lanes)
CR 33 from CR 48 to CR 470 (2 to 4 Lanes)
CR 44 from SR 500 (US 441) to Radio Road (2 to 4 Lanes)
CR 44 from CR 473 to CR 452 (2 to 6 Lanes)
CR 44 from CR 452 to SR 44 (2 to 4 Lanes)
CR 441 from David Walker Drive to CR 44C (2 Lane Undivided to 2 Lane Divided)
CR 44A from Thomas Avenue to US 27/US 441 (2 Lane Undivided to 2 Lane Divided)
CR 452 from SR 19 (north) to CR 44 (2 to 4 Lanes)
CR 460 from CR 468 to US 27/US 441 (New Road, 4 Lanes)
CR 466 from Sumter County Line to US 27/US 441 (2 to 4 Lanes)
CR 46A from SR 44 to SR 46 (2 to 4 Lanes)
CR 470 from SR 91 to CR 33 (2 to 4 Lanes)
CR 48 from CR 33 to Number Two Road (2 to 4 Lanes)
Donnelly Street from Limit Avenue to SR 500 (US 441) (2 Lane Undivided to 2 Lane Divided)
Bagley Road from US 27 to 1.68 miles east of US 27 (2 to 4 Lanes)

- (1) the projects contribution to the safety of the residents of Lake County by the reduction of high accident frequency on deficient roadways;
- (2) the projects ability to reduce the costs of capital outlay through its effective use of existing facilities and enhancement of future improvements;
- (3) the projects ability to provide service to developed areas lacking complete service;
- (4) the projects ability to fulfill the County's legal commitment to provide facilities and services and achieve full use of existing facilities.

Policy 2-2.13: Five-year Transportation Improvement Program. Based on needs identified in the analysis accomplished for the Traffic Circulation Element and the 2020 Transportation Plan, the County shall make identified capacity improvements, in coordination with the FDOT and the municipalities within Lake County, through projects proposed in Lake County's Five-Year Transportation Construction Program. All capacity improvements scheduled within the Lake County Five Year Transportation Construction Program shall be implemented according to the following guidelines;

[Map II-9 depicts all road improvements from the Cost-Feasible Plan, Needs Plan and the Villages DRI.]

- US 27/441 from Buenos Aires Blvd. to North Blvd. (4 to 6 Lanes)
- US 27 (14th Street) from US 441 to South Street (4 to 6 Lanes)
- CR 466A from Site Entrance to US 27/441 (2 to 4 Lanes)
- Florida Turnpike from US 301 to US 27 (4 to 6 Lanes)
- US 27 (14th Street) from CR 33 to CR 48 (4 to 6 Lanes)
- CR 25 from CR 42 to Griffin Avenue (2 to 4 Lanes)
- US 27/441 (14th Street) from CR 48 to South of the Turnpike (4 to 6 Lanes)
- Griffin Avenue from US 27/441 to CR 25 (2 to 4 Lanes)
- CR 468 from CR 466A to Griffin Road (CR 44C) (2 to 4 Lanes)

Policy 2-2.12: Villages DRI: Lake County shall coordinate with FDOT and private developers in assessing the need for and programming road improvements required to accommodate traffic from the villages DRI, and ensure the DRI developer to contribute to these improvements as specified in the approved development order.

- SR 91 at CR 455
- SR 91 at or near CR 561
- SR 91 at Pine Needle development

Policy 2-2.11: Future interchanges on Florida's Turnpike. Lake County shall coordinate with FDOT and private developers in assessing the need for and programming interchanges at the following locations:

- Eaglesnest Road from CR 466B to CR 44 (new 4 Lane road)
- Bischoberger from SR 19 to CR 561 (new 2 Lane road)
- Five Mile Road from US 27 to 1.68 miles east of US 27 (2 to 4 Lanes)
- Hancock Road from extend north to old CR 50 (2 to 4 Lanes)
- Main Street from SR 44 to SR 25 (2 Lane Undivided to 2 Lane Divided)
- Radio Road from SR 500(US 441) to CR 44 (2 to 4 Lanes)
- Clemont Connector from 1.68 miles east of US 27 to Orange County Line (new 4 Lane road)
- Leesburg Connector from CR 25A to SR 44 (new 4 Lane road)
- Hartwood Marsh Road from US 27 to Orange County Line (2 to 4 Lanes)
- South Clemont Connector from Lakeshore Drive to US 27 (new 4 Lane road)
- CR 468 from SR44 north to CR 460(new) (2 to 4 Lanes)
- Citrus Tower Blvd. From US 27 to SR 50 (new 2 Lane road)

Policy 2-2.14: *Proposed state and regional plans and improvements.* Lake County shall annually (by the month of March) analyze transportation plans and programs of the Florida Department of Transportation and the East Central Florida Regional Planning Council to establish consistency and compatibility with plans and policies set forth within the County's Comprehensive Plan. The County shall likewise notify these two entities of all programs and improvements, amendments to the Comprehensive Plan, and status of the Concurrency Management System, which pertain to transportation.

Policy 2-4.4-2-2.15: *Monitor traffic circulation system.* The County shall maintain a Concurrency Management System, which establishes procedures to annually monitor the available capacity on all collector and arterial roads. The County shall use the most recent traffic count figures recorded by the Florida Department of Transportation to update roadway capacities, or use traffic counts recorded specifically by the County or a designated professional engineering firm. The Concurrency Management System shall include provisions requiring developers to perform, or pay fees in lieu thereof, a traffic impact study to measure proposed impacts on the current availability of road capacities as a requirement in the development review process.

Policy 2-2.16: *Maximum through-lane standards.* Lake County hereby adopts the following maximum through-lane standards for the below listed roadway classifications:

Table II-2

Maximum Through-Lane Standards for Roadways

Road Classification	Maximum Through-Lane Standard
Principal Arterials	6
Minor Arterials	6
Major Collectors	4
Minor Collectors	4
Local Roadways	2
Scenic Roadways	2

Fully controlled limited access principal arterials shall have a maximum through-lane standard of eight (8) lanes including two (2) high-occupancy vehicle or special use lanes. Maximum through-lane standards shall only apply to motorized traffic lanes.

Policy 2-4.6

Policy 2-2.17: *Transportation model development.* Lake County shall annually update its transportation model for review of proposed developments and proposed roadway improvements and shall validate the model once every five years with the most recent traffic counts recorded by the Florida Department of Transportation and special traffic counts taken by the Lake County Public Works Department. The model shall be used to identify needed transportation improvements to be funded by the County's share of its gas tax revenues, traffic impact fees, State and Federal grants and special assessments and other funding sources.

Policy 2-2.18: *Use of FHHS roadways.* Lake County shall, through improvements to the local roadway system and the implementation of Transportation Demand Management strategies, minimize the use of Florida IntraState Highway System roads for local travel.

Policy 2-4.8:

OBJECTIVE 2-3: RIGHT-OF-WAY PRESERVATION. Provide for the protection of existing and future rights-of-way needed for planned road improvements, new road construction, and exclusive transit corridors.

Policy 2-3.1: *Right-of-way preservation maps.* By 2004, the County shall preserve rights-of-way, to extent allowed by State Law, for all roads and transit corridors by adopting right-of-way preservation maps. These maps shall incorporate State right-of-way standards which apply to arterial roadways.

Policy 2-3.2: *Right-of-way preservation.* Pursuant to State Law, Lake County shall amend Land Development Regulations by 2004 to preserve, to the extent allowed by State Law, rights-of-way for all roads and transit corridors delineated on the Right-of-Way Preservation Maps.

Policy 2-3.3: *Minimum Right-of-way standards.* The County hereby adopts the following right-of-way standards shown in Table II-3 as minimum right-of-way standards for arterial roads (measured according to corridor width)

Table II-3
Minimum Right-of-Way Standards

Right-of-Way Width (Feet)	
Type of Facility	4-Lane
Urban Arterial	94
Suburban Arterial	174
Rural Arterial	200
Freeway	216

The County shall revise these standards, where appropriate, upon the completion of the Florida Department of Transportation's right-of-way preservation study.

The County hereby adopts the right-of-way standards identified in Table II-4 as minimum right-of-way standards for collector and local roads (measured according to corridor width.)

Table II-4

LAKE COUNTY ROADWAY DESIGN STANDARDS

Roadway Classification	Pavement Width	No. Of Lanes	Rural	Min.	ROW	Urban	Speed (mph)	Property Access	Paved Shoulder Ped/Bike Pat
			128'	45-65	45-55	40-50			
Principal Arterial	12'	4-6	200'	128'	45-65	45-55	40-50	Controlled	4.5'
Minor Arterial	12'	2-5	200'	128'	45-55	45-55	40-50	Moderate	4.5'
Major Collector	12'	2-5	100'	80'	45-55	35-45	30-40	Discouraged	3'-5'
Minor Collector	12'	2-3	80'	70'	40-55	30-40	30-40	Incremental	3'-5'
Local Feeder/Distributor	10-12'	2	80'	60'	30-45	30-40	30-40	Continual	0'-2'
Local **	10'	2	66'	50'	30-45	25-35	25-35	High	0'

* Paved shoulders for pedestrian/bike paths are to be placed along roadways identified in the proposed Bikeway Plan to be adopted as part of a Coordinated Master Improvement Plan.

** Nine-foot (9') lanes shall be acceptable for special purpose projects with approval of the County Engineer. Corresponding reduced right-of-way widths (40'-45') shall also be acceptable for special purpose projects with approval of the County Engineer.

Note: ROW - Right-of-Way requirements may be greater on approaches to major intersections. Local Feeder/Distributor roadways include local roads, as determined by the FDOT, which act as collector roads for communities and residential developments.

Urban implies that there is a curb and gutter directly adjacent to the roadway and that there is a piped (closed) drainage system.

Rural implies a roadway section characterized by an eight (8) foot stabilized shoulder directly adjacent to the pavement and a swale (open) drainage system.

Source: Lake County Public Works Department

Policy 2-3.4: *Right-of-way acquisition.* Lake County shall review right-of-way needs for road improvements identified in its Five Year Transportation Construction Program and may establish a right-of-way acquisition program that can be implemented in subsequent years utilizing the five-year schedule. The County shall also maintain its Land Development Regulations, pursuant to State Law, that include provisions that mandate dedication of right-of-way, or fees in lieu thereof, as a required condition of a development approval associated with Planned Unit Developments, site plans, plats and replats where associated traffic impacts generated by such development will create or contribute to the need to establish new, or to expand existing right-of-way necessary to provide a safe and convenient traffic circulation system.

Policy 2-3.5: *Use of traffic impact fees for right-of-way acquisition.* Lake County may designate right-of-way revenues collected via its traffic impact fee ordinance for acquiring right-of-way for arterial and collector roadways included in the County's Five-Year Transportation Construction Program

OBJECTIVE 2-4:

OBJECTIVE 2-5: FACILITIES FOR BICYCLE AND PEDESTRIAN WAYS. Promote a system of bicycle and pedestrian ways in planning for Transportation Facilities.

Policy 2-5.1: *Planning for bicycle and pedestrian facilities.* Lake County shall maintain a plan for developing bicycle and pedestrian ways which connect residential areas to recreation areas and major activity centers.

Policy 2-5.2: *Rails-to-Trails program.* Lake County shall coordinate with and support local organizations or Rails-to-Trails Incorporated in order to analyze the feasibility of acquiring abandoned railroad right-of-ways within the County for use as regional bicycle and pedestrian paths.

Policy 2-5.3: *Provision of bicycle and pedestrian ways for new developments.* Land Development Regulations for Lake County shall require evaluation within the development review process that requires applicants of Planned Unit Developments, site plans, subdivisions, plats and replats to address and if necessary meet the needs for bicycle and pedestrian facilities.

Policy 2-5.4: *Consideration of bicycle storage facilities for existing public facilities and for new developments.* The County shall provide bicycle storage facilities at existing County parks by 2004, and shall analyze the need to provide such facilities at other County public buildings within the proposed bicycle and pedestrian plan. By February 2005, Land Development Regulations shall incorporate provisions requiring all new shopping centers, recreation areas, and other public use developments to provide storage facilities for bicycles.

Policy 2-5.5: *Alternative Transportation Planner*. Lake County shall maintain an Alternative Transportation Planner position within its Transportation Program. The responsibilities of the planner shall include at a minimum; the provision of a Countywide bicycle-pedestrian plan incorporating a countywide bicycle-pedestrian system to be annually updated; the promotion of non-motorized transportation as an alternate mode of transportation; and the reduction of non-motorized traffic accidents.

Policy 2-5.6: *Establishment of scenic roadways*. Lake County hereby designates the following roadways as scenic for which the maximum through lane standard shall be two (2) lanes and the adjacent land uses shall be low density as identified on the 2020 Future Land Use Map and in the Future Land Use Element;

- Lakeshore Drive: From the City of Tavares to the City of Eustis
- County Road 452 (*Lakeshore Drive*): From the City of Tavares to the City of Mt. Dora
- East Crooked Lake Drive: From US 441 to County Club Drive
- Heim Road: From Virginia Avenue to CR 19A (Mount Dora)
- Lakeshore Drive: From Hook Street to the Palatka Bridge (Clermont)
- Lakeshore Drive: From Washington Street to CR 561A (Minneola)
- Lakeshore Drive: From Mount Dora City Limit to Virginia Avenue
- Old US 441: from Mount Dora City Limit to Virginia Avenue
- Virginia Avenue: From 5th Avenue to Lakeshore Drive (Mount Dora)
- CR 455 from SR 19 to SR 50

Policy 2-5.7: *Protection of future scenic roadways*. Lake County shall biennially update the list of scenic roadways to include two (2) lane roadways with scenic amenities which will be lost if additional motorized lanes are added to such roadways.

Policy 2-5.8

Policy 2-5.9

CHAPTER III
MASS TRANSIT ELEMENT
91-5.008(3)

GOALS, OBJECTIVES AND POLICIES. This section establishes the Mass Transit Element Goals, Objectives, and Policies for implementation pursuant to Section 91-5.008 (3) Florida Administrative Code.

In order to implement the methodologies discussed in the text of this element, Lake County must establish a goal, which ultimately directs mass transit over a long-term; objectives, which achieve an intermediate goal, objectives and are measurable; and policies, which enable the goal to be achieved. The goal, objectives and policies established by Lake County must also be consistent with and further both the State Comprehensive Plan and the Comprehensive Regional Policy Plan to suit Lake County's needs.

GOAL 3: MASS TRANSIT. PROVISION OF A SAFE AND ECONOMICALLY VIABLE FORM OF PUBLIC TRANSPORTATION. LAKE COUNTY SHALL PROVIDE ITS RESIDENTS WITH A SAFE AND ECONOMICALLY VIABLE FORM OF TRANSPORTATION, VIA A MASS TRANSIT SYSTEM WHEN THE DEMOGRAPHIC COMPOSITION AND LAND USE INTENSITY OF THE COUNTY ARE ABLE TO SUPPORT SUCH A SYSTEM.

OBJECTIVE 3-1: PROVISION OF MASS TRANSIT SERVICES. Lake County shall provide a mass transit system which serves major trip generators and attractors, and other transit-dependent land uses, and provides a viable alternative to single-occupant vehicle travel in the urbanized areas of Lake County.

Policy 3-1.1: Establish mass transit zones. Lake County, in coordination with the East Central Florida Regional Planning Council and the State of Florida, shall assemble mass transit analysis zones, using County adopted traffic analysis zones as a basis, by the year 2003.

Policy 3-1.2
Policy 3-1.3
Policy 3-1.4:

Policy 3-1.5: Evaluate Existing Transit for Element Update. Lake County shall biennially evaluate local transit programs and update Lake County's Mass Transit Element every five years.

Policy 3-1.6: Initiation of a Fixed Route Bus System. By 2003, Lake County shall begin fixed-route service along routes established as priorities in the adopted Lake County Transit Development Plan.

Policy 3-1.7: Requirements Promoting Mass Transit. The County shall include within the Land Development Regulations requirements for developments to concur with the provision of facilities promoting a local mass transit system, by the year 2004.

Policy 3-1.8: Fiscal Incentives for Developers. The County shall develop fiscal incentives within Impact Fee Programs to give impact fee credits for developments, which give considerations to mass transit by 2003.

Policy 3-1.9: Fiscal incentives for major employers. By 2003, the County shall develop fiscal incentives for major employers (employing 300 or more employees) and groups of employers, such as industrial parks and shopping malls, to provide facilities for the future implementation of mass transit.

Policy 3-1.10: Adoption of transit maps. Lake County hereby adopts Maps III-1, III-2, and III-3, as part of the Lake County Comprehensive Plan Mass Transit Element.

Map III-1, Intermodal Facilities and Major Activity Centers
Map III-2, Existing Public Transportation Service Areas

OBJECTIVE 3-2: COORDINATION, EFFICIENT PROMOTION AND ELIMINATION OF

DUPPLICATION. Lake County shall support and aid in the coordination between privately and publicly provided transit service in order to expand both inter-county and intra-county transportation for Lake County's transportation disadvantaged population and shall promote safe and economically efficient forms of transportation which coordinate with plans of state, regional, and local agencies for the future provision of public and private transit service within Lake County.

Policy 3-2.1: Promotion of transit services. The County shall promote the use of existing and future private sector transit, both fixed route and demand-response, through the local media, and by restricting parking in areas which do not support transit and ensuring that parking is available in areas which do.

Policy 3-2.2: Incentives for communities to provide transit. Lake County shall provide incentives, through the use of tax rebates, for communities, socially based for retired citizens, to provide through the Lake County Community Transportation Coordinator their residents with transit to facilities required for a healthy way of life and to regional facilities.

Policy 3-2.3: Promote transportation demand management. Lake County shall encourage programs that promote transportation demand management strategies, including vanpooling, guaranteed ride-home, carpooling, employer-based mass transit subsidies, and telecommuting programs.

Policy 3-2.4: Coordination with adjacent governments. As part of the next update of the Transit Development Plan, the County shall study the feasibility of linking newly established fixed routes to the Lynx routes serving Orange County, and providing park and ride facilities for Lynx routes near the County border but not near Lake County transit routes.

Policy 3-2.5: Paratransit system management. Lake County shall continue to determine and help eliminate the inefficiencies in public paratransit service provided for the transportation disadvantaged population and implement recommendations in the adopted Transportation Disadvantaged Service Plan that maximize the efficient allocation of access to facilities required for a healthy way of life.

Policy 3-2.6: Coordination with private providers. The County shall increase the number of private sector transit providers that are part of the coordinated transportation system in order to expand and increase the productivity of paratransit service, and lessen the adverse environmental impacts from inadequate service delivery, such as duplication of service.

Policy 3-2.7: Community Transportation Coordinator integration. In coordination with the Community Transportation Coordinator, the County shall increase awareness of public provided transportation and develop methods to stimulate car-pooling and ride sharing.

Policy 3-2.8: School Board coordination. Lake County shall encourage the use of available School Board vehicles by the Community Transportation Coordinator for increasing the transportation service provided to the transportation disadvantaged.

Policy 3-2.9: Provision of information for visitors. The County shall provide information to visitors through visitor centers and Chambers of Commerce on how to utilize public transit and encourage visitors to utilize safe and economically efficient transportation to and from the Orlando International Airport and other areas of visitor interest.

Policy 3-2.10: Local funding for transportation disadvantaged services, Lake County shall pursue local funding sources to match State capital and operating grants.

OBJECTIVE 3-4: *FUNDING FUTURE MASS TRANSIT*. Lake County shall establish a method for funding a safe and economically viable form of public transit, at the local level.

Policy 3-4.1: *Analysis of stable funding*. An analysis shall be conducted of all stable funding mechanisms for transit, and updated regularly as part of the development of the Transit Development Plan for Lake County.

Policy 3-4.2:

Policy 3-4.3: *Utilization of impact fees*. The County shall investigate the utilization of impact fees as a method for funding capital improvements for publicly provided transit by 2004.

Policy 3-4.4: *Funding source examination*. Lake County shall examine the implementation of a local motor vehicle license tax or a local fuel tax for establishing revenue that will be designated to provide future public transit, by 2004.

Policy 3-3.2:

Policy 3-3.1:

CHAPTER IV
AVIATION AND RAILS ELEMENT
91-5.009(3)

GOALS, OBJECTIVES, AND POLICIES. This section establishes the Aviation and Rails Element Goals, Objectives, and Policies for implementation pursuant to Section 91-5.009 (3) Florida Administrative Code.

GOAL 4: AVIATION AND RAILS. TAKE COUNTY SHALL COORDINATE WITH LOCAL JURISDICTIONS TO ENSURE SAFE AND EFFICIENT AVIATION AND RAIL FACILITIES TO PROMOTE THE ECONOMIC GROWTH OF THE COUNTY. LAKE COUNTY SHALL ENDORSE LEESBURG MUNICIPAL, UMATILLA MUNICIPAL, AND MID-FLORIDA AIRPORTS IN THEIR MAINTENANCE AND EXPANSION PROVIDED THAT FACILITIES ARE DEVELOPED WHILE MAXIMIZING SAFETY AND MINIMIZING NEGATIVE ENVIRONMENTAL IMPACTS. INCOMPATIBLE LAND USES ARE ELIMINATED, AND GROUND TRANSPORTATION IMPROVEMENTS AND UTILITY EXPANSION ARE COORDINATED.

OBJECTIVE 4-1 COORDINATE AVIATION EXPANSION. All aviation expansion shall be coordinated with the Future Land Use and Conservation elements of the Lake County Comprehensive Plan. In addition, all facility expansions shall be coordinated with the provision of public improvements.

Policy 4-1.1 *Consistency with Lake County Comprehensive Plan.* Any development or expansion of the County's three general aviation airports shall be consistent with the goals, objectives and policies of the Lake County Comprehensive Plan. Airport development and expansion shall be consistent with the Future Land Use Map.

Policy 4-1.2 *Mitigation for environmentally sensitive lands.* When environmentally sensitive lands are impacted by airport facilities, Lake County shall assure that mitigation measures are provided consistent with the Conservation Element Goals, Objectives, and Policies, the wetland ordinance contained within the Land Development Regulations, rules of the St. Johns and Southwest Florida Water Management Districts, the Florida Department of Environmental Protection, the U.S. Army Corps of Engineers and U.S. Environmental Protection Agency. Disturbance of environmentally sensitive lands and subsequent mitigation shall be in conformance with rules and regulations of the agency or agencies involved.

Policy 4-1.3 *Evaluation of existing Airport Ordinance.* By 2003, the County shall evaluate the effectiveness of its existing airport ordinance and make any necessary modifications to airport regulations included in the Land Development Regulations.

Policy 4-1.4 *Suitable adjacent land use.* By 2003, Lake County shall designate suitable and compatible land uses in unincorporated areas surrounding airport sites. The Future Land Use Map shall restrict land uses around airports to those allowed by FAA regulations, State statutes and local ordinances relative to approach zones and noise abatements. Also, airport approach zones and noise zones shall be shown on Future Land Use and Zoning Maps.

Policy 4-1.5 *Adoption of Airport Existing and Future Conditions Maps.* Lake County hereby adopts Maps IV-2, IV-3, IV-4, and IV-5, which depict existing and future conditions for the Leesburg, and Umatilla Airports, pursuant to 91-5.019 F.A.C.

OBJECTIVE 4-2 COORDINATE WITH TRAFFIC CIRCULATION. All access points for ingress and egress to airport facilities shall be coordinated with the Lake County Traffic Circulation Element.

Policy 4-2.1 *Access to airports.* Facilities necessary for access to airports shall be provided for in the Traffic Circulation Element and the Five-Year Transportation Construction Program.

Policy 4-2.2 *Aviation facility expansion.* All expansion to aviation facilities shall be coordinated with the Lake County Transportation Construction Program.

OBJECTIVE 4-3 COORDINATE WITH OTHER TRANSPORTATION AGENCIES. Maintenance and construction of aviation facilities shall be coordinated among cities, private owners, state and federal agencies, Metropolitan Planning Organization, and the Continuing Florida Aviation System Planning Process.

Policy 4-3.1 *Public and private sector coordination.* Lake County shall participate in the Continuing Florida Aviation System Process and, when appropriate, support the East Central Florida Metropolitan Aviation System Plan.

Policy 4-3.2 *Determination of need for additional general aviation facility within Lake County.* Lake County shall continue to cooperate with the FDOT in the update of the Five-Year Plan (Central Florida Aviation System Planning Process-CFASPP) for air transportation. The County shall provide technical information and assistance for use in development of the Florida Aviation System Implementation Program (ASIP), which will refine the inventory of Florida's aviation capacity needs for the next twenty years. Consideration may be given throughout this process to the feasibility of a fourth general aviation facility being located in the County.

OBJECTIVE 4-4 ENSURE ACCESS ROUTES TO AIRPORTS. Future airport access needs will be integrated with other modes of transportation.

POLICY 4-4.1 *Safe and efficient access.* The County shall provide safe and efficient access to aviation facilities using multimodal approaches when such access methods are compatible with the safe and efficient movement of people, goods and services.

OBJECTIVE 4-5 COORDINATE RAIL EXPANSION. All rail expansion shall be coordinated with the Future Land Use and Conservation Elements of the Lake County Comprehensive Plan. In Addition, all facility expansions shall be coordinated with the provision of public improvements.

Policy 4-5.1 *Consistency with Lake County Comprehensive Plan.* Any development or expansion rail facilities in Lake County shall be consistent with the goals, objectives and policies of the Lake County Comprehensive Plan.

Policy 4-5.2 *Mitigation for environmentally sensitive lands.* When environmentally sensitive lands are impacted by rail facilities, Lake County shall assure that mitigation measures are provided consistent with the Conservation Element Goals, Objectives, and Policies, the wetland ordinance contained within the Land Development Regulations, rules of the St. Johns and Southwest Florida Water Management Districts, the Florida Department of Environmental Protection, and the U.S. Army Corps of Engineers and U.S. Environmental Protection Agency.

Disturbance of environmentally sensitive lands and subsequent mitigation shall be in conformance with rules and regulations of the agency or agencies involved.

Policy 4-5.3 *Suitable adjacent land use.* Lake County shall restrict land uses in the proximity of rail facilities to those uses with are compatible with such facilities.

OBJECTIVE 4-6 COORDINATE RAIL WITH TRAFFIC CIRCULATION. All access points for ingress and egress to rail facilities shall be coordinated with the Lake County Traffic Circulation Element.

Policy 4-6.1 *Access to rail.* Facilities necessary for access to rail facilities shall be provided for in the Traffic Circulation Element and the Five-Year Transportation Construction Program.

OBJECTIVE 4-7 COORDINATE WITH OTHER TRANSPORTATION AGENCIES. Lake County shall encourage coordination of rail facilities among cities, private owners, state and federal agencies, the future Metropolitan Planning Organization, and users of the rail lines.

Policy 4-7.1 *Provide technical assistance.* Lake County shall provide technical information and assistance as needed for the development of additional rail service in Lake County as appropriate.

Policy 4-7.2 *Encourage rail use.* Lake County shall encourage the use of rail by businesses and industry as an alternative to roadway transport for the movement of freight.

APPENDIX A

GLOSSARY OF AVIATION TERMS

Aircraft: Any motor vehicle or contrivance now known, or hereafter invented, which is used or designed for navigation or flight in the air, except a parachute or other contrivance designed for such navigation but used primarily as safety equipment.

Aircraft Operations: All takeoffs and landings.

Airport: Any area of land or water, or any man-made object or facility located thereon, which is used, or intended for use, for the landing and takeoff of aircraft, and any appurtenant areas which are used, or intended for use, for airport buildings or other airport facilities or rights-of-way together with all airport buildings and facilities located thereon (F.S. Chapter 332.27).

Airport Clear Zone: A designated area of land which is subject to peak aircraft noise and on which there is the highest potential of danger from aircraft operations.

Airport Facility: An area of land or water improved, maintained or operated by a governmental agency for the landing and takeoff of aircraft, or privately owned paved runways of 4,000 or more feet in length, and any appurtenant area, which is used for airport buildings, or other airport facilities or rights-of-way.

Airport Hazard Zones: Designated areas where an obstruction would constitute a hazard to the flight of aircraft taking off or landing at an airport.

Airport Obstruction: Any structure, object of natural growth, existing condition, or use of land which obstructs the airspace required for the flight of aircraft in landing or taking off at an airport or which otherwise increases the risk of danger to aircraft operations.

Aside Facilities: The runway and taxiway systems on an airport used for aircraft maneuvering. Approach End of Runway: The approach end of runway is the near end of the runway as viewed from the cockpit of a landing aircraft.

Based Aircraft: The number and type of aircraft stationed at an airport on an annual basis.

BT: Basic Transport: A publicly owned airport that is capable of accommodating general aviation aircraft under 60,000 pounds maximum gross weight.

Basic Utility (BU): airports can accommodate 95 percent of the general aviation propeller-driven fleet of aircraft under 12,500 pounds maximum gross weight. General Utility (GU) airports can accommodate all general aviation aircraft under 12,500 pounds maximum gross weight.

Capacity: A detailed calculation of the number of aircraft operations that can be accommodated by an airport (or airport component) in an hour under specific weather conditions with a specific level of traffic consisting of a specific mix of aircraft types. Capacity calculated in this manner is used for airport planning and design.

CFAASP: Continuing Florida Aviation System Planning Process
Conical Surface: As defined by the FAA in Part 77 is a surface extending outward and upward from the periphery of the horizontal surface at a slope of 20 to 1 for a horizontal distance of 4,000 feet.

db.(A): The A scale for decibels which most closely approximates human hearing and reaction to sound.

Displaced Threshold: A displaced threshold is a threshold not located at the extremity of a runway.

FAA: Federal Aviation Administration

FBO: Fixed Base Operator, an Aviation service business located on an airport offering aircraft servicing and waiting area facilities for pilots and their passengers.

FDOT: Florida Department of Transportation

FASP: Florida Aviation System Plan published in 1976, being updated through CFAASP.

General Aviation: That portion of the aviation industry covering all private and corporate aircraft, flight instruction, charter flights, air taxi service, and all facilities supporting these activities.
General Aviation Operations: Arrivals and departures of all civil aircraft, except those classified as air carrier and commuter/air taxi.

General Transport (GT): Airports can accommodate higher performance aircraft up to 150,000 pounds maximum gross weight.

GCA: Ground Controlled Approach.

Glide Slope: Provides vertical guidance for aircraft during approach and landing.

Ground Service: An indication that a given airport is staffed usually offering aviation fuel and at least minor maintenance or service.

Heliport: A designated landing area used primarily for the operation and basing of rotorcraft.

HIRL: High Intensity Runway Lights

Instrument Flight Rules (IFR): Aircraft flight procedures required of pilots by federal law during low visibility or low cloud ceiling weather.

Instrument Landing System (ILS): Airport equipment used to guide a pilot through an instrument approach during IFR weather.

Instrument Approach: A series of predetermined aircraft maneuvers for the orderly transfer of an aircraft operating under instrument flight conditions (IFR) from arrival at the vicinity of an airport to the runway end.

Landside Facilities: Buildings and equipment located off the air operations area of the airport, including terminal, parking areas and FBO's.

LIRL: Low Intensity Runway Lights

LITL: Low Intensity Taxiway Lights

MALS: Medium Intensity Approach Light System

MALSF: Medium Intensity Approach Lighting System with Sequenced Flashing Lights

MALSRL: Medium Intensity Approach Light System with Runway Alignment Indicator Lights.

Marking and Lighting: Terminology used to indicate methods to increase visibility of an obstruction to air navigation, marking refers to paint and colors; flags or high visibility devices for daytime use.

Medium Haul (M): Commercial service airports serve scheduled trips between 500 and 1,500 miles long. Long haul commercial service airports serve scheduled trips longer than 1,500 miles.

MIRL: Medium Intensity Runway Lighting

MITL: Medium Intensity Taxiway Lighting

Navigation Aid (NAVAID): Any facility and equipment for guiding aircraft flight between airports and during takeoff or landing.

NDB: Non-Directional Radial Beacon

Non-Precision Instrument Approach: A standard instrument approach in which no electronic glide slope is provided.

Obstruction: Means any existing or proposed man-made object or object of natural growth or terrain that violates the standards contained in 14 C.F.R. ss. 77.21, 77.23, 77.28, and 77.29.

Omni: A type of navaid radio transmitter, which sends signals in all directions. An in-flight radio receiver, which picks up omni signals, is also referred to as an omni.

Operation: A takeoff or landing by an aircraft.

PAPI: Precision Approach Path Indicator.

Primary Runway: The most desirable runway orientation based on the largest wind coverage and minimum crosswind components (usually the longest runway).

Private Airport: An airport that is not open to the general public.

Public Airport: A publicly owned or privately owned airport that is open for general public use.

Public-use Airport: (a) any public airport; (b) any privately owned reliever airport; (c) any privately owned airport which is determined by the U.S. Secretary to enplane annually 2,500 or more passengers and received scheduled passenger service of aircraft which is used or to be used for public purposes.

Regional Airport: A certified air carrier (AC) airport having regularly scheduled in-state or interstate flights which serve the residents of more than one local governmental jurisdiction.

Role: The capability of an airport defined in terms of the classes of aircraft that it can accommodate, or in the case of air carrier airports the route length it serves non-stop in its market area:

Runway Safety Area: A runway safety area is a rectangular area, centered on the runway centerline, which includes the runway (and stop way, if present) and the runway shoulders. The portion abutting the edge of the runway shoulders, runway ends, and stop ways is cleared, drained, graded, and usually turfed. Under normal conditions, the runway safety area is capable of supporting snow removal, fire fighting, and rescue equipment and accommodating the occasional passage of aircraft without causing major damage to the aircraft.

Seaplane Base - A body of water licensed for operation and basing of seaplanes.

Short Haul (S): Commercial service airports serve scheduled trips less than 500 miles long.

T-Hanger: A T-shaped aircraft hangar, which provides shelter for a single airplane.

Tie Down: Uncovered parking area where aircraft are anchored to the ground.

Utility Airport: Is an airport designed, constructed, and maintained to serve airplanes in Aircraft Approach Category A and B.

Visual Flight Rule (VFR): Rules and procedures under FAR Part 91.105 that govern the procedures for conducting flight under visual conditions. The term "VFR" is also used in the U.S. to indicate weather conditions that are equal to or greater than minimum VFR requirements. In addition, it is used by pilots and controllers to indicate type of flight plan.

VOR: Very High Frequency Omni Directional Range: an electronic NAVAID transmitting radials in all directions of the VHF frequency spectrum and providing azimuth guidance.

APPENDIX B

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CHAPTER VI
PUBLIC FACILITIES ELEMENT
91-5.011(2)
Sanitary Sewer Sub-Element - Chapter VI-A

GOALS, OBJECTIVES, AND POLICIES. This section establishes the Sanitary Sewer Sub-Element Goals, Objectives and Policies for implementation pursuant to Section 91-5.011 (2), Florida Administrative Code.

GOAL 6A: PROVISION OF SANITARY SEWER FACILITIES. PROVIDE FOR THE ADEQUATE DISPOSITION OF WASTEWATER AND BY-PRODUCTS IN A COST EFFECTIVE MANNER BALANCING THE NEEDS OF GROWTH, ENVIRONMENT AND PUBLIC HEALTH, SAFETY AND WELFARE.

OBJECTIVE 6A-1: PROVISION OF SANITARY SEWER FACILITIES TO MEET ANTICIPATED DEMAND. Lake County shall assure that procedures are in place by 2006 to assure that facility needs are met commensurate with the demand for those facilities. If adequate facilities are not provided for Urban, Urban Expansion and Suburban, development of the areas shall not commence until provided.

Policy 6A-1.1: *Level of Service Standards for Quality.* As a minimum, all generated wastewater shall be documented, collected, treated and disposed of/reused in accordance with all federal, state and county requirements. Levels of Service shall be a minimum of 300 gallons per day of treated sewage or the equivalent residential units (ERUs) as outlined in the adopted Lake County Water and Sewer Utilities Manual, shall be the standards for quality.

Policy 6A-1.2:

Policy 6A-1.3: *Preparation of Design and Construction Standards.* By December 2002, Lake County shall prepare and adopt design and construction standards for the documentation, collection, treatment, disposal and reuse of domestic wastewater.

Policy 6A-1.4:

Policy 6A-1.5:

Policy 6A-1.6: *Level of Service Standards for Quantity.* Upon County participation as a sanitary sewer provider, Lake County shall prepare and adopt Equivalent Residential Unit (ERU) Design Flow Schedule and Peaking Factors for the adequate hydraulic and mass loadings determination for collection, transmission and treatment of domestic wastewater prior to 6 months of implementation. The ERU Design Flow Schedule shall be based on an Equivalent Residential Capacity (ERC) of 300 gallons per ERC/day for a single family, three bedroom, two bath dwelling unit for the industry standard in Central Florida

Policy 6A-1.7:

Policy 6A-1.8:

Policy 6A-1.9:

Policy 6A-1.10:

Policy 6A-1.11:

Policy 6A-1.12: *Execute Joint Participating Agreements (JPAs) and Utility Areas with Service Providers.* By December 2004, Lake County shall prepare and adopt JPAs with the fourteen (14) municipalities and execute Interlocal Agreements with Private Utility Providers to provide timely wastewater services to the incorporated areas of Lake County.

OBJECTIVE 6A-2: MAXIMIZE THE USE OF EXISTING FACILITIES. Lake County shall provide for the orderly growth and development of the County by coordinating service delivery with two thirds (2/3) of all new residential subdivisions and non-residential site plans. The coordination of service delivery shall be in a manner that provides maximum use of existing facilities.

Policy 6A-2.1: *Coordination of Services with the Municipalities.* By 2003, Lake County shall execute Joint Planning Area Agreements with the municipal utility suppliers within Lake County for establishing full spectrum service areas so as not to duplicate services and to provide for conditions for the establishment of and the operation within the joint planning areas. Except for cases involving environmental or health endangerment, these joint planning agreements shall disallow municipalities from providing water service in the unincorporated part of Lake County unless wastewater service is provided concurrently. In all cases, such services shall be provided in accordance with the area set forth in the adopted Comprehensive Plans of each municipality which provides sanitary sewer service, and with the criteria set forth in the Lake County Comprehensive Plan.

Policy 6A-2.2: *Compatibility of Facility Location with the Future Land Use Element.* Lake County shall require that wastewater collection, transmission, treatment and disposal/reuse systems be provided in a manner consistent with the Future Land Use Element.

Policy 6A-2.3: *Coordination of Utility and Transportation Planning.* Lake County shall continue to coordinate utility and transportation planning.

Policy 6A-2.4: *Wastewater Facility Construction Standards.* By February 2003, Lake County shall adopt construction standards for package wastewater facilities in order to ease future connections to regional facilities and to provide for efficient maintenance if public acquisition is deemed appropriate.

Policy 6A-2.3:

Policy 6A-2.4

Policy 6A-2.5: *Mandatory Connection Ordinance.* Lake County shall continue to review and revise, as appropriate, its existing Mandatory Connection Ordinance. The revised ordinance shall require, at a minimum that, all private treatment systems unless exempted by Lake County via public hearing be joined and hooked to a regional/subregional wastewater system when the regional/subregional wastewater system comes within one thousand (1,000) feet of the private treatment system or any of the central lines of the private treatment system. The private treatment system shall be required to be joined and hooked within eighteen (18) months of the availability of the regional/subregional wastewater system. A regional/subregional wastewater system shall mean a system that is designated by the Lake County Board of County Commissioners as a regional/subregional system. Notwithstanding the one thousand (1,000) feet mandatory connection requirement, existing development utilizing a private treatment system shall be required to connect to a regional/subregional wastewater system when there is endangerment to the environment, public health, safety, and welfare.

Policy 6A-2.6: *Connection of On-site Disposal and Privately Owned Collection/Treatment Systems Where Necessary.* In furtherance of Policy 6A-2.5 requiring Lake County to adopt a Mandatory Connection Ordinance, Lake County shall require the connection of on-site disposal systems and collection/treatment systems to centralized utility services when there is endangerment to the environment, public health, safety and welfare. Financial assistance, to partially offset the cost of connecting to centralized utility services for individuals and non-profit utility service providers may be provided by Lake County through application for federal and state grants/loans or through the establishment of a construction fund funded by user charges and/or special benefit assessments.

Policy 6A-2.7:

Policy 6A-2.8: *Coordination of Services with Private Enterprises*. By 2004, Lake County shall identify, and exempt from mandatory connection, those privately owned facilities located within those portions of Lake County, where centralized wastewater services are available or planned, which have been and have the ability to continue to meet the minimum level of service, and where mandatory connection would not be required for the economic viability of a centralized system nor in the public interest as required under Policy 6A-2.5. Those privately owned facilities not meeting the above criteria shall be required to connect to the centralized system when available. Lake County shall identify those areas within the County where centralized utilities are needed and can be better served by a privately owned utility, through an agreement with Lake County, for the provision of the service.

OBJECTIVE 6A-3:

Policy 6A-3.1

Policy 6A-3.2:

OBJECTIVE 6A-4:

Policy 6A-4.1:

Policy 6A-4.2:

Policy 6A-4.3:

Policy 6A-4.4:

Policy 6A-4.5:

CHAPTER VI
PUBLIC FACILITIES ELEMENT
91-5.011(2)
Solid Waste Sub-Element - Chapter VI-B

GOALS, OBJECTIVES, AND POLICIES. This section establishes the Solid Waste Sub-Element Goals, Objectives, and Policies for implementation pursuant to Section 91-5.011 (2), Florida Administrative Code.

GOAL 6B-1: SOLID WASTE. LAKE COUNTY SHALL PROVIDE FOR AN INTEGRATED SOLID WASTE MANAGEMENT SYSTEM, WHICH PROTECTS THE PUBLIC HEALTH, SANITATION, AND ENVIRONMENT AND PROVIDES FOR OPERATIONAL EFFICIENCY AND BENEFICIAL LAND USE AND GROWTH PATTERNS.

OBJECTIVE 6B-1-1: *Integrated solid waste management system.* The Department of Solid Waste Management shall maintain a ten-year plan for an integrated solid waste management system to minimize the volume of solid waste disposed in landfills in Lake County through resource recovery, recycling, and reuse. An integrated solid waste management system consists of combination of solid waste management techniques to identify, forecast, and manage the collection, reutilization, or disposal of specific components of the solid waste stream which work together to meet the community's needs for safe and effective solid waste management.

Policy 6B-1-1.1: *Receipt of Materials at Landfills.* Landfills shall be designated to receive only those items that cannot be reused, composted, recycled, incinerated, or processed for volume reduction in a technologically feasible and economically practical manner.

Policy 6B-1-1.2: *Focus on Proper Management, Conservation, and Optimization of Capacity.* The integrated solid waste management program shall focus on the proper management of solid waste, conservation of resources, and optimization of landfill capacity. The County shall, when possible, pursue a course of management or regional disposal and resource recovery of solid waste with municipalities, and other counties, through the utilization of interlocal agreements, and public/private partnerships.

OBJECTIVE 6B-1-2: *Implementation of waste-to-energy technology to reduce the volume of solid waste requiring land filling.* Lake County shall maximize the use of its existing facilities by utilizing the waste-to-energy facility to reduce the volume of solid wastes entering the Landfill if the materials cannot be economically recycled or reused.

Policy 6B-1-2.1: *Utilization of the Waste-to-Energy Facility.* The County shall continue its contract for a Waste-to-Energy (resource recovery) facility through July 1, 2014 to incinerate solid waste, recover energy, and reduce the material requiring land filling into an inert material. By 2004, the County shall determine the type and length of service agreement with the Waste-to-Energy Facility after the July 2014 termination of the existing agreement.

Policy 6B-1-2.2: *Reduction in the Size of Combustible Bulky Waste.* The County shall investigate methods to reduce the size of combustible bulky waste so it may be processed through the waste-to-energy facility.

Policy 6B-1-2.3: *Monitor the Potential for Ash Residue Reuse.* The County shall continue to participate actively with applicable professional associations and state and federal regulatory agencies in the research and development of ash residue reuse to reduce the quantity requiring ultimate disposal.

Policy 6B-1-2.4: *Adoption of Mandatory Solid Waste Collection Ordinance.* By 2002, the County shall adopt the solid waste collection ordinance when it is economically feasible whereby all businesses receive collection service. The ordinance shall require commercial establishments to pay a fee for solid waste collection. The ordinance shall include provisions for exemptions from fee payment when severe economic hardship can be demonstrated.

OBJECTIVE 6B-1-3: *Implementation of recycling programs.* The Department of Solid Waste Management shall develop and implement new programs to reuse, reduce, and recycle the waste streams generated by the residential, commercial and industrial sectors.

Policy 6B-1-3.2: *Recycling Program for Commercial and Industrial Businesses.* The Department of Solid Waste Management Services shall continue to implement recycling programs designed to identify and separate newspaper, glass, plastic bottles, metal products, office papers, paperboard, corrugated papers, manufacturing by-products and organic materials from the solid waste generated by commercial and industrial businesses.

Policy 6B-1-3.3: *Commercial and Industrial Recycling Emphasis*. The Department of Solid Waste Management Services shall conduct programs of education and information awareness to encourage and promote the commercial/industrial sectors to perform individual solid waste audits to determine those materials, which may be reused, recycled, or composted.

Policy 6B-1-3.4: *Promote the Use of Recycled Products in the Commercial, Industrial, and Government Sectors*. The Department of Solid Waste Management Services shall continue to provide programs of education and information awareness to assist the commercial/industrial/government sectors in examining their operations and processes to identify recycled products which may be used in place of virgin materials and to identify ways to reduce their waste generation.

Policy 6B-1-3.5: *Enhance Public Education*. The Department of Solid Waste Management Services shall continue to promote, expand, and enhance public education and awareness programs to encourage and inform both the residential and the commercial/industrial sectors of the need to reduce, recycle, reuse, and recover.

Policy 6B-1-3.7: *Inclusion of Materials not Traditionally Targeted for Recycling, Reuse, or Volume Reduction*. The Department of Solid Waste Management Services shall continue to develop, improve, and expand the waste reduction, reuse, and recycling programs to include additional materials, methods, or technologies.

Policy 6B-1-3.8

Policy 6B-1-3.9

OBJECTIVE 6B-1-4: *Environmental Compliance of Solid Waste Management*. The Department of Solid Waste Management Services shall continue to operate solid waste management facilities in compliance with applicable air, groundwater, and surface water pollution standards established by federal, state, and local laws, regulations, and guidelines.

Policy 6B-1-4.1: *Facility Improvements*. The Department of Solid Waste Management Services shall identify, plan, and implement solid waste management facility improvements that are necessary to meet environmental performance standards and other applicable regulations.

Policy 6B-1-4.2: *Closure and Monitoring of Former Landfills*. The Department of Solid Waste Management Services shall close and monitor the County's former landfills in compliance with standards established by Federal, State, and local laws, regulations, and guidelines.

Policy 6B-1-4.3

Policy 6B-1-4.4

Policy 6B-1-4.5

Policy 6B-1-4.6: *Prohibition of Incompatible New Development Near Solid Waste Management Facilities*. The County shall adopt land development regulations that prohibit new development that is incompatible with the operation of nearby solid waste management facilities based on land use types and specified distance buffers contained in the Future Land Use Element and Future Land Use Map.

Policy 6B-1-4.7: *Minimizing the Impacts from Solid Waste Management Facilities*. Peripheral buffers and landscaping shall be consistent with the County's Landscape Ordinance to minimize impacts to the surrounding area.

OBJECTIVE 6B-1-5: *Environmental Monitoring of Private Solid Waste Management Facilities*. The Department of Solid Waste Management Services shall monitor privately owned and operated solid waste management facilities including landfills, resource recovery facilities, and solid waste processing facilities. This monitoring is needed to ensure that solid waste facilities in Lake County remain in compliance with applicable air, groundwater, and surface water pollution standards established by federal, state, and local laws, regulations, and guidelines.

Policy 6B-1-5.1: *Safe Operation of Privately Owned Solid Waste Management Facilities*. Upon adoption of its Comprehensive Plan, the County shall establish regulations to require all privately-owned, as well as publicly-owned, solid waste management facilities to be operated in a manner that will protect the public health, welfare, and safety.

Policy 6B-1-5.2: *Monitoring Impacts from Privately Owned Solid Waste Management Facilities.* County shall maintain a program to monitor the impacts to air, land, ground and surface water, and wildlife habitat from privately operated solid waste management facilities.

Policy 6B-1-5.3: *Periodic Ash Monitoring.* Lake County shall institute an ash residue-monitoring program, which shall assess the contents of the ash residue for harmful materials as defined by the Florida Department of Environmental Protection. Should the ash residues contain materials that are considered harmful to the environment, Lake County shall increase its efforts to eliminate the inputs to the waste stream that are contributing to the production of potentially harmful ash residues.

Policy 6B-1-5.4: *Acceptance of Imported Solid Waste.* Lake County shall accept only those imported solid wastes for disposal at the waste-to-energy facility that have, at the point of origin, a recycling program that eliminates to a practicable degree unacceptable materials such as batteries from the waste stream.

OBJECTIVE 6B-1-6.3: *Solid Waste Management Facility Planning.* The Department of Solid Waste Management Services shall plan new solid waste management facilities and additions, expansions, and improvements to existing facilities to meet the present needs and support the anticipated growth for a minimum of 25-years available capacity. To assist in this planning process, a reasonable and effective level of service shall be established. The ultimate objective of the integrated solid waste management system shall be to reduce the solid waste generation rate and to increase the solid waste disposal capacity.

Policy 6B-1-6.1: *Long-range Planning Program for Solid Waste Management.* The Department of Solid Waste Management Services shall maintain a long-range planning program to address the available capacity of solid waste management facilities for a minimum 25-year planning period.

Policy 6B-1-6.2: *Annual Evaluation of Generation Rates, Disposal Rates, and Facility Capacity.* The Department of Solid Waste Management Services shall conduct an annual review of solid waste generation, disposal rates, and facility capacity to monitor existing programs and to evaluate future needs.

Policy 6B-1-6.3: *Evaluation of Funding Alternatives.* The Department of Solid Waste Management Services shall identify and evaluate funding alternatives for the continued development and operation of the integrated solid waste management system.

Policy 6B-1-6.4: *Cost and Performance Efficiency.* The County shall operate all of its solid waste management facilities in a manner that will protect the public health, welfare, and safety, and will control cost and performance.

Policy 6B-1-6.5

Policy 6B-1-6.6: *Solid Waste Level of Service.* The County's adopted level of service for its solid waste disposal facilities shall be:

One (1) year of disposal capacity
6.67 pounds per capita per day before recycling, composting, reuse, and volume reduction.

OBJECTIVE 6B-1-7: *Proper Disposal of Solid Waste.* The County shall develop and implement programs to address the problems of illegal dumping of solid waste materials.

Policy 6B-1-7.1: *Enforcement of Regulation to Guard Against Illegal Dumping.* The County shall improve the enforcement of existing County ordinances, Florida Statutes, and Federal laws concerned with illegal dumping.

Policy 6B-1-7.2: *Establishment of a Program to Emphasize the Problems Associated with Illegal Dumping.* The Department of Solid Waste Management Services shall develop a comprehensive program concerning illegal dumping which includes education, public awareness, and enforcement penalties.

GOAL 6B-2: HAZARDOUS WASTE MANAGEMENT. LAKE COUNTY SHALL ENCOURAGE, SUPPORT, AND PROVIDE FACILITIES FOR THE PROPER MANAGEMENT AND DISPOSAL OF HAZARDOUS (AND HAZARDOUS-EXEMPT) WASTE TO PROTECT THE PUBLIC HEALTH AND THE ENVIRONMENT.

OBJECTIVE 6B-2-1: *Development and Implementation of a Hazardous Waste Management Program.* Lake County shall continue to implement its hazardous waste management program as part of its overall integrated solid waste management program.

Policy 6B-2-1-1

Policy 6B-2-1-2: *Monitoring and Inspection of All Identified Hazardous Waste Generators.* The Department of Solid Waste Management Services shall continue to maintain a program to monitor and inspect all identified hazardous waste generators for the purpose of enforcement of applicable regulations. The program will emphasize assistance to business owners in reducing the amount of hazardous wastes disposed of.

Policy 6B-2-1-3

Policy 6B-2-1-4: *Participation in Pollution Prevention Programs.* The Department of Solid Waste Management Services will participate in local, state and federal environmental education programs and initiatives to promote good environmental stewardship and to help prevent or reduce community and environmental exposure to hazardous substances.

Policy 6B-2-1-5

Policy 6B-2-1-6

Policy 6B-2-1-7

Policy 6B-2-1-8

Policy 6B-2-1-9

Policy 6B-2-1-10: *Battery and Used Oil Collection Program.* Lake County shall encourage the recycling, collection, and proper management of waste materials identified by the Florida Department of Environmental Protection and/or the U.S. Environmental Protection Agency as inappropriate for incineration in a municipal waste combustor or disposed of in a Subtitle D landfill due to hazardous characteristics. These waste materials include automotive batteries, consumer batteries, mercury containing devices, end of life electronics, unused motor oil, agricultural chemicals, and other waste materials identified by the Florida Department of Environmental Protection and/or the U.S. Environmental Protection Agency.

Policy 6B-2-1-8: *Education of County Personnel.* The Department of Solid Waste Management shall provide training and testing to personnel in compliance with local, state and federal regulations.

Policy 6B-2-1-9: *Enhanced Battery Collection and Disposal Program.* Lake County shall encourage the recycling of batteries, and those collected shall be properly and safely stored for recycling. If the batteries are not recyclable, then they shall be disposed of in a properly permitted landfill.

Policy 6B-2-1-10: *Battery and Used Oil Collection Program.* Lake County shall encourage the recycling, collection and proper management of waste materials identified by the Florida Department of Environmental Protection and/or the U.S. Environmental Protection Agency as inappropriate for incineration in a municipal waste combustor or disposed of in a Subtitle D landfill due to their hazardous characteristics. These waste materials of special concern include automotive batteries, consumer batteries, mercury containing devices, end of life electronics, used motor oil, agricultural chemicals, and other waste materials identified by the Florida Department of Environmental Protection and/or the U.S. Environmental Protection Agency from time to time.

Policy 6B-2-1-11: *Household Hazardous Waste Recovery Program.* The County shall continue a household hazardous waste recovery program.

Policy 6B-2-1-12: *Cooperation with State and Federal Agencies.* The County shall cooperate with State and Federal agencies in the identification and clean-up of hazardous waste facilities and in the coordination of hazardous materials management efforts.

Policy 6B-2-1.13: *Reduced Exposure to Hazardous Materials.* The County shall utilize land use policies, engineering practices, and Federal and State regulations and incentives to prevent or reduce community and environmental exposure to hazardous materials.

Policy 6B-2-1.14: *Preparation of a Plan to Assist Owners of Facilities which Generate Hazardous Waste.* The Department of Solid Waste Management Services shall continue to coordinate with Federal, State and Regional agencies to identify and develop corrective actions necessary to retrofit or upgrade identified hazardous waste facilities.

Policy 6B-2-1.15: *Continued Hazardous Material Storage Tank Compliance Program.* The County shall maintain its local hazardous material storage tank compliance program in cooperation with FDEP for above and below ground installations.

Policy 6B-2-1.16: *Hazardous Waste Incineration Within Lake County.* At no time shall a hazardous waste incinerator or landfill be located within Lake County.

Policy 6B-2-1.17: *Reduction of Hazardous Wastes Going to the Waste-to-Energy Facility.* Lake County shall continue its efforts to reduce the amount of hazardous materials and wastes entering the waste-to-energy facility through increased consumer education, amnesty days for households and small businesses, enforcement of laws pertaining to the disposal of these materials and wastes, increased spot checking of loads at the waste-to-energy facility, increased education of solid waste haulers, or other appropriate method that the County finds feasible.

Policy 6B-2-1.18: *Identification and Monitoring of Biohazardous Waste Generators.* The Department of Solid Waste Management Services shall cooperate with state agencies in identifying and monitoring biohazardous waste generators and transporters to ensure that these wastes are properly managed in accordance with applicable Federal and state rules and regulations.

OBJECTIVE 6B-2-2: *Establish a Hazardous Materials Accident Management (Haz Mat) Program to Protect County Residents and Businesses in the Event of a Hazardous Materials Spill.* Lake County shall establish a hazardous materials accident management program which shall consist of a response team, a hazardous materials emergency response plan, and a hazardous materials staging area.

Policy 6B-2-2.1: *Creation of a Haz-Mat Team.* The County shall provide for the creation of a HAZ-MAT (Hazardous Materials Response Team) Team. The costs of this program shall be funded through the recovery of cleanup costs at the time of a spill or through the establishment of a fee collected through occupational licensing based on a business Standard Industrial Classification Code.

Policy 6B-2-2.2: *Hazardous Materials Emergency Response Plan.* The County Emergency Management Department shall be responsible for the development and maintaining a hazardous materials emergency response plan.

Policy 6B-2-2.3: *HAZ-MAT Staging Facility to be Located at the County Landfill.* The County shall have a HAZ-MAT facility located at the County landfill to serve as a staging area for materials collected from spills until proper disposal can be arranged.

CHAPTER VI

PUBLIC FACILITIES ELEMENT

91-5-011(2)

Stormwater Sub-Element - Chapter VI-C

GOALS, OBJECTIVES, AND POLICIES. This section establishes the Stormwater Sub-Element Goals, Objectives, and Policies for implementation pursuant to Section 91-5.011 (2), Florida Administrative Code.

GOAL 6C: STORMWATER, SURFACE WATER, AND GROUNDWATER MANAGEMENT. LAKE COUNTY SHALL PROVIDE SOUND STORMWATER, SURFACE WATER, AND GROUNDWATER RESOURCE MANAGEMENT TO PREVENT FLOOD DAMAGE AND PROTECT WATER QUALITY TO ENSURE THE SAFETY AND WELL BEING OF THE CITIZENS OF LAKE COUNTY.

OBJECTIVE 6C-1: CORRECT EXISTING DEFICIENCIES. LAKE COUNTY SHALL CONTINUE TO IDENTIFY AND CORRECT EXISTING FACILITY DEFICIENCIES ON A PRIORITY BASIS BY 2004. THE COUNTY SHALL ADDRESS KNOWN PROBLEMS SUCH AS FLOODING AND DEGRADATION OF SURFACE AND GROUNDWATER QUALITY. THE COUNTY SHALL COORDINATE WITH THE MUNICIPALITIES TO ADDRESS PROBLEM AREAS AS THEY ARE IDENTIFIED.

POLICY 6C-1.1: *Eliminate Existing Deficiencies*. LAKE COUNTY STORMWATER MANAGEMENT NEEDS TO ASSESS THE COUNTY AND PLAN AND CORRECT EXISTING STORMWATER PROBLEMS.

Policy 6C-1.1A

POLICY 6C-1.2: *Completion of Stormwater Management Master Plan*. LAKE COUNTY SHALL COMPLETE A STORMWATER MANAGEMENT PROGRAM PLAN BY THE END OF 2004. THE STORMWATER MANAGEMENT PROGRAM SHALL ASSESS EXISTING INFORMATION, ESTABLISH PRIORITIES WITH FEDERAL, STATE AND LOCAL AGENCIES, AND INITIATE A DETAILED WORK PLAN FOR THE COMPLETION OF A STORMWATER MANAGEMENT MASTER PLAN. THE COUNTY, IN COORDINATION WITH THE APPROPRIATE FEDERAL AND STATE AND LOCAL AGENCIES, SHALL SEEK ADDITIONAL OPPORTUNITIES FOR FUNDING JOINT PROJECTS TO FACILITATE THE COUNTY-WIDE STORMWATER MANAGEMENT MASTER PLAN. THE COUNTY SHALL AMEND ITS COMPREHENSIVE PLAN UPON COMPLETION OF THE STORMWATER MANAGEMENT MASTER PLAN TO INCLUDE THE FINDINGS.

POLICY 6C-1.3: *Priorities for Stormwater Master Planning*. LAKE COUNTY SHALL SET THE FOLLOWING MAJOR BASIN PRIORITIES FOR DETAILED MASTER PLANNING:

- 1) Oklawaha River
- 2) St. Johns River
- 3) Wekiva River
- 4) Withlacoochee River
- 5) Kissimmee River

The above prioritization list shall be utilized in developing a detailed work plan for performing watershed level studies. LAKE COUNTY SHALL CONTINUE THE STORMWATER MANAGEMENT PROGRAM WITH A SCHEDULE OF A MINIMUM OF ONE WATERSHED STUDY PER YEAR. LAKE COUNTY SHALL DEVELOP CORRECTIVE MEASURES FOR MINIMIZING OR ELIMINATING IDENTIFIED PUBLIC THREATS THROUGH TARGETING THE PORTION OF THE BASIN EVALUATED TO BE OF GREATEST CONCERN.

Policy 6C-1.4

POLICY 6C-1.5: *Funding for Stormwater Management*. THE COUNTY SHALL USE THE STORMWATER MSTU ASSESSMENT ADOPTED IN 1999 AS THE PERMANENT FUNDING SOURCE FOR ALL EFFORTS RELATED TO DEVELOPMENT AND IMPLEMENTATION OF THE STORMWATER MANAGEMENT MASTER PLAN.

POLICY 6C-1.6: *Contour Interval Mapping*. BY 2006, A COMPLETE DETAILED COUNTY-WIDE MAPPING AT ONE (1) FOOT CONTOUR INTERVALS SHALL BE OBTAINED FROM THE SJRWMD AND THE SWFWMD. THE FEDERAL INSURANCE RATE MAP (FIRM) SHALL CONTINUE TO BE USED AS THE BASIS FOR DEVELOPMENT REVIEW.

Policy 6C-1.7: *Five-Year Schedule of Facility Improvements*. Within five years after the completion of the Stormwater Management Master Plan, Lake County shall correct or minimize the corresponding set of deficiencies that are identified as priorities in terms of the public's health and safety. Lake County's Public Works Department shall, as part of the annual update of the five year Capital Improvements Program, prepare a list of prioritized stormwater improvements. Lake County shall prioritize and correct the deficiencies identified in the Stormwater Management Master Plan through the Capital Improvements Program based on, at a minimum, the following criteria.

- A. The first priority shall be given to those deficiencies that threaten health, safety and welfare. This policy shall be interpreted to include drainage wells identified in the Stormwater Management Master Plan that are known to be a public threat to the aquifer or public drinking well water supply.
- B. The second priority shall be given to those improvements that are necessary to bring the existing standard systems and subsystems up to the adopted LOS appropriate for each basin with respect to flooding or pollution abatement deficiencies, as reflected by the stated goal or improving current levels of service.
- C. The third priority shall be given to those improvements that represent opportunities to participate on "joint projects" (with other public or private entities) that will result in the more efficient construction or replacement of improvements over time.

Policy 6C-1.8: *Coordination with Adjacent Jurisdictions*. Lake County shall cooperate and consult with the 14 municipalities and adjoining counties, in the completion of the Stormwater Management Master Plan and the subsequent identified improvements. Lake County shall encourage the municipalities to enact stormwater management programs, which are consistent with State, Regional, and County requirements for new development

OBJECTIVE 6C-2: GUIDE FUTURE DEVELOPMENT. Lake County shall coordinate its stormwater review and implementation process to ensure that all future development meets all local, state and federal stormwater regulations.

Policy 6C-2.1: *Impact Assessment During Development Review*. Lake County shall require, as part of the development review process, an impact assessment that addresses the effects of new development on existing stormwater management systems. This review process shall consider how the stormwater management systems will operate at build-out.

Policy 6C-2.2: *Review of Surface Water Management Criteria*. Lake County shall reevaluate the effectiveness of surface water management criteria for swales, open channels, and culverts for their applicability and effectiveness according to St. Johns River Water Management District and Southwest Florida Water Management District regulations and standards

Policy 6C-2.3: *Review of Land Development Regulations*. Lake County's Land Development Regulations shall incorporate Stormwater Management Design Standards as contained within the Lake County Stormwater Management Ordinance. These design standards shall include, at a minimum, the following criteria:

- A. In new developments, Lake County shall require a retention/detention system that limits peak discharge of a developed site to the peak discharge from the site in an undeveloped condition for design storms specified in Policy 6C-2.10 and Policy 6C-2.11.
- B. Stormwater collected in any development must be managed in a manner that will not cause personal or property damage to upstream and/or downstream property owners.

- C. Any segment of a stormwater system which is to be dedicated and made a part of the County's stormwater system shall be designed to accommodate upstream flows through the system.
- D. Each phase of any development shall exist as an independent unit capable of having its surface water management needs met by the stormwater system design; and
- E. Wet detention areas shall be designed as limnic systems and measures shall be provided to protect the public's health, safety, and welfare. Where no fencing is present, the space shall count as part of the open space requirements.

Policy 6C-2.4: *Stormwater Conveyance Rights-of-Way*. Lake County shall pursue, if necessary, the acquisition of stormwater rights-of-way and/or easements necessary for the operation and maintenance of the County's stormwater system.

Policy 6C-2.5: *Design of Stormwater Management Systems*. Lake County shall require that all stormwater management devices constructed be designed to County standards.

Policy 6C-2.6: *Provide Stormwater Services*. Lake County shall provide adequate stormwater services to maintain the adopted level of service standards based upon, but not limited to, the following considerations:

- A. The protection and maintenance of the public's health, safety, and welfare;
- B. The protection and maintenance of the property;
- C. The protection of existing public investment;
- D. The protection of water quality;
- E. The reduction of operating and maintenance costs; and,
- F. The achievement and satisfaction of Regional, State and Federal regulations.

Policy 6C-2.7: *Provide Effective Stormwater Treatment*. Lake County shall require that plans for expansion, modifications, and replacement of existing development, excluding phased development, meet the adopted level of service, where such stormwater treatment is currently inadequate.

Policy 6C-2.8: *Cost Effective Stormwater Management*. Stormwater management systems shall employ the most cost-effective pollutant control techniques available that are consistent with sound environmental management and which provide the greatest efficiency in stormwater runoff pollutant removal. The County shall approve a continuing maintenance program.

Policy 6C-2.9: *Non-Structural Solutions to Stormwater Problems*. Lake County shall require that non-structural improvements be utilized to solve existing and future stormwater problems where it is economically and/or physically possible to utilize these approaches. Where structural and/or non-structural approaches must be utilized, the County shall ensure that environmental damage is minimized. Non-structural solutions may include the use of conservation areas, maintaining floodplain protection (capacity) through the provision of compensating storage, and acquisition of flood prone properties.

Policy 6C-2.10: *Design Storms and Pollution Abatement Level of Service Standards*. Lake County hereby adopts the following minimum twenty-four (24) hour level of service standards for design storms and pollution abatement level of service standards:

Facility Type	Design Storm
Bridge	50 Year
Principal Arterial Bridge	100 Year

25 Year	Canals, ditches, roadside swales or culverts for stormwater external to the development
10 Year	Canals, ditches, roadside swales or culverts for stormwater internal to the development
25 Year	Cross drains
10 Year	Storm Sewers
For the Probable Maximum Precipitation as required by SJRWMD	Major Detention/Retention Structures (Based on Hazard Classification for Dams and Impoundments as defined by the SJRWMD)
25 Year	Minor Detention/Retention Structures (Based on Hazard Classification for Dams and Impoundments as defined by the SJRWMD)

Facility Type	Retention with percolation or detention with filtration
Pollution Abatement Treatment*	Runoff from first inch of rainfall or one-half (1/2") if it has less than 50% impervious surface and less than 100 acres, whichever is greater.

*If the site's runoff directly discharges to Class I, Class II or Outstanding Florida Waters (OFW), then the Pollution Abatement Treatment Requirement shall be increased an additional fifty percent (50%) more than described, and off-line retention or off-line detention with filtration of the first one-half inch of runoff or off-line detention without filtration of the first inch of runoff shall be required. Lake County shall discourage the use of detention with filtration pollution abatement systems due to their high failure rate and costly maintenance; thus, Lake County shall allow detention with filtration only if detention without filtration cannot be used.

Policy 6C-2.11: *Design Storm Level of Service Standard for Landlocked Areas.* Landlocked areas shall maintain a twenty-five (25) year ninety-six (96) hour design storm level of service standard.

Policy 6C-2.12: *Stormwater Management for Roadway Construction.* Lake County, in coordination with the Florida Department of Transportation, shall require appropriate or suitable stormwater management systems for the construction or reconstruction of all arterial and collector roadways within the County.

Policy 6C-2.13: *Consideration for Natural Hydro period.* Lake County shall maintain the natural hydro period of receiving waters when stormwater management systems are designed.

Policy 6C-2.14: *Accepted Stormwater Run-Off Computer Models.* By February 2004, the Lake County Land Development Regulations shall include provisions for the acceptance of computer models, which calculate stormwater run-off. These models shall be limited to those accepted by regulatory agencies.

OBJECTIVE 6C-3: MAXIMIZE FACILITY USE AND DISCOURAGE INEFFICIENT LAND USE. Lake County shall maximize the use of existing stormwater management facilities and available capacity through participation in Joint Planning Agreements (JPAs), and promote efficient land utilization through the implementation of appropriate technology by 2005.

Policy 6C-3.1: *Utilize New Technologies.* Lake County shall utilize new technologies and operational procedures as they become feasible.

Policy 6C-3.2: *Innovative Stormwater Management*. The County shall actively participate in the development of innovative stormwater management programs, which protect and conserve the County's water resources.

Policy 6C-3.3: *Alternative Stormwater Systems*. Lake County shall continue to investigate alternative stormwater management systems for providing efficient stormwater management service.

Policy 6C-3.4: *Efficient Land Use Designations*. Lake County shall designate land uses on its Future Land Use Map, which incorporate stormwater management without promoting inefficient land utilization.

Policy 6C-3.5: *Stormwater Management Performance Standards*. By 2003, the Lake County Land Development Regulations shall include the performance standards which require new developments to utilize stormwater management systems which are designed to maintain predevelopment levels of stormwater discharge for design storms specified in Policy 6C-2.10 and Policy 6C-2.11, and which consider stormwater management systems on adjacent development to promote efficient land use.

Policy 6C-3.6: *Adequate Flood Protection*. Lake County Land Development Regulations shall include provisions that require stormwater management systems within all development to be designed and installed to provide adequate flood protection for all primary structures and to protect the structural integrity of all roadways.

Policy 6C-3.7: *Provide for Stormwater Run-Off*. Lake County Land Development Regulations shall require that all new stormwater management systems provide for the safe handling of all stormwater run-off that flows into, across, and is discharged from the site without creating any additional flooding to adjacent property owners.

Policy 6C-3.8: *Design Standards*. Lake County shall utilize the design standards contained within, Policy 6C-2.10 and Policy 6C-2.11 for construction and maintenance requirements of all stormwater management facilities and ensure compliance with these requirements to prevent degradation of the receiving surface water bodies.

OBJECTIVE 6C-4: PROTECT THE FUNCTIONS OF NATURAL FEATURES. Lake County shall: 1) minimize and map the occurrence of flooding that is a threat to human health or property by 2006; 2) identify and properly abandon drainage wells by 2005; and 3) improve its ability to manage stormwater so as to minimize the degradation of surface water to the extent possible utilizing currently available methods in order to protect the functions of natural features.

Policy 6C-4.1: *Protection of Natural Features Through the Land Development Regulations*. Lake County shall continue to ensure that the stormwater management regulations, contained in the Land Development Regulations, continue to protect natural features by approving only those developments that are consistent with the Lake County's Land Development Regulations. All developments within the riverine flood hazard areas shall be designed to maintain the flood carrying capacity of the floodway such that the base flood elevations are not increased, either upstream or downstream.

Policy 6C-4.2: *Loading Reduction on Water Bodies*. Lake County shall prohibit discharges that would exceed the Total Maximum Daily Load (TMDL) allocation for a water body.

Policy 6C-4.3: *Best Management Practices*. Lake County shall require that Best Management Practices for agriculture, construction and silviculture be employed to protect the function of stormwater management and to minimize contributions of poor quality stormwater run-off to receiving water bodies.

Policy 6C-4.4: *Location of Retention/Detention Areas*. Lake County shall require that retention/detention areas be designed and located so as to not adversely reduce the existing flood storage of the flood plain.

Policy 6C-4.5: *Drainage and Injection Wells*. Consistent with Policy 7-2.13 within the Conservation Element, Lake County shall prohibit the use of drainage and injection wells for the purposes of stormwater

management. Existing drainage and injection wells situated within the County shall be filled and/or capped by the owner of the well and/or the County. These drainage and injection wells, used for the purpose of stormwater management, shall be phased out if technically feasible, in conformance with the Stormwater Management Master Plan.

Policy 6C-4.6

CHAPTER VI
PUBLIC FACILITIES ELEMENT
91-5.011(2)

Natural Groundwater Aquifer Recharge Sub-Element - Chapter VI-E

GOALS, OBJECTIVES, AND IMPLEMENTING POLICIES. This section stipulates goals, objectives and policies for obtaining the desired level of groundwater aquifer recharge in Lake County.

GOAL 6E: TO CONSERVE THE QUALITY AND QUANTITY OF POTABLE WATER AVAILABLE TO LAKE AND SURROUNDING COUNTIES.

OBJECTIVE 6E-1: CONSERVATION OF THE AQUIFER RESOURCE. Lake County, in cooperation with SJRWMD and SFWMD, will continue to safeguard the quality and quantity of the surficial and Floridan Aquifers, to protect and enhance the capabilities of the groundwater recharge areas for the present and future water supply of Lake County by limiting development to low densities as defined on the Future Land Use Map (FLUM)

Policy 6E-1.1: *Prime Aquifer Recharge Map and Definition*. Lake County shall amend its Comprehensive Plan and Land Development Regulations based on the adopted significant aquifer recharge area map(s) created by the St. Johns River and Southwest Florida Water Management Districts for Lake County, pursuant to Sections 373.095 (3) and 373.0937, Florida Statutes.

Policy 6E-1.2: *Required Use of Water Conserving Plumbing Fixtures*. By October 2004, the Lake County Land Development Regulations shall include the requirement of a hydrogeologic report for all areas of the County now classified as areas of high recharge by the Water Management Districts. As significant recharge areas are identified by the Water Management Districts consistent with Policy 6E-1.1, the Comprehensive Plan and Land Development Regulations will be amended accordingly. The hydrogeologic report will determine the recharge potential of the site and the Land Development Regulations shall stipulate the recharge requirements based on proposed land uses and site hydrogeology. The County shall require the use of water conserving plumbing fixtures in all new development.

Policy 6E-1.3: *Support Water Management Districts*. By 2004, Lake County shall assist the St. Johns River and Southwest Florida Water Management Districts in the preparation of a report detailing the impacts of all land uses on recharge areas and land surrounding Outstanding Florida Waters located in Lake County. This report shall be based on the conclusions of other studies completed by appropriate Federal, State, and local agencies. The Lake County Comprehensive Plan shall be amended, and the Land Development Regulations then updated, at the conclusion of this report.

Policy 6E-1.4: *Aquifer Monitoring Program*. By 2004, Lake County shall establish, in cooperation with the St. Johns River and Southwest Florida Water Management Districts, USGS, and Lake County Water Authority, a thorough aquifer-monitoring program.

Policy 6E-1.5: *Potentiometric Surface Contour Monitoring Program*. By 2006, Lake County, in cooperation with the St. Johns River and Southwest Florida Water Management Districts, shall develop and adopt minimum water reuse, significant recharge area, water table manipulation, and well draw down standards. Standards shall be based upon saltwater intrusion; changes in vegetation, springs, and wetlands; increased occurrence of sinkholes and peat fires; evidence of potential groundwater contamination; monitoring of the potentiometric surface of lakes in contact with the aquifer; and evidence of the compaction of the soils overlying the aquifer due to a change in the water levels. Domestic wells will not be included. Upon adoption of the standards, the Lake County Comprehensive Plan shall be amended to provide for their incorporation.

6E-1.6: *Wastewater Reuse Feasibility Study*. By 2004, Lake County shall research the feasibility of increasing its current reuse of treated wastewater, in conjunction with policies established in the Lake County Sanitary Sewer Sub-element of this Comprehensive Plan.

- Policy 6B-1.7: *Intergovernmental Coordination*. The County shall continue to collaborate with the St. Johns River and Southwest Florida Water Management Districts, U. S. Geological Survey, and U.S. Soil Conservation Service both in studying the surficial and Floridan aquifers and in determining the most appropriate actions to take in order to protect the resource.
- Policy 6B-1.8: *Provide Net Retention for Aquifer Recharge*. Consistent with Policy 7-2.2 of the Conservation Element, significant aquifer recharge areas that are considered appropriate for development, based on hydrogeologic condition and existing land use shall be developed so as to continue to maintain pre-development net retention. Exemptions shall be given for agricultural activities utilizing Best Management Practices adopted by USDA SCS and IFAS, which protect ground and surface water quality. The use of porous pavement, concrete and turf blocks shall be encouraged as a method of protecting aquifer recharge.
- Policy 6B-1.9: *Provision of Technical Assistance*. Lake County shall provide technical assistance to the appropriate Federal, State and local authorities for use in studying the surficial and Floridan aquifers and determining the most appropriate actions for protecting these resources. Technical assistance shall also be provided for purposes of 1) researching the impacts of impervious surface ratios on the natural rate of recharge, 2) preparing groundwater resource availability inventories, and 3) preparing and completing a Needs and Sources Inventory.
- Policy 6B-1.10: *Secure Aquifer Recharge Lands*. Where feasible, Lake County shall purchase or secure conservation easements on aquifer recharge lands.
- Policy 6B-1.11: *Educational Enhancement*. By 2002, Lake County shall participate in enhancing the function and quality of the education of its citizens about 1) the County's current water conservation policies, 2) the fragility of the aquifer, 3) methods to reuse and conserve water, 4) well abandonment problems and rules, and 5) the benefits of drought resistant plants (xeriscapes) through an education program that consists of, at a minimum, brochures, speakers bureau, and slide show.
- Policy 6B-1.12: *Lake County Involvement in the Preparation of Prime Aquifer Recharge Maps*. Lake County shall be an active participant in the designation of significant aquifer recharge maps for Lake County which are created and adopted by the St. Johns River and Southwest Florida Water Management Districts pursuant to Sections 373.095 (3) and 373.0937, Florida Statutes. Lake County shall attend all meetings and public hearings regarding the preparation and adoption of said maps.
- Policy 6B-1.13: *Site Specific Review of Prime Aquifer Recharge Areas*. Lake County shall, at the applicant's expense, seek a site-specific determination by an independent State registered geologist of whether a site lies within a bona fide significant aquifer recharge area. Should the site be determined to not meet the criteria of a aquifer recharge area as specified in the Florida Statutes or Florida Administrative Code, the County and the applicant shall petition the applicable Water Management District to have the significant aquifer recharge map amended.
- Policy 6B-1.14: *Development Within Very High & High Aquifer Recharge Areas*. Development within very high and high aquifer recharge areas shall be regulated so as to maintain pre-development net retention, which in fact protect ground and surface water quality. The use of porous pavement and concrete and turf blocks shall be encouraged as a method for fulfilling this policy. Agricultural activities utilizing Best Management Practices shall be deemed to have satisfied this policy.
- Policy 6B-1.15: *Educational Publications*. Prior to December 2002, the County shall develop an educational brochure for businesses and residents addressing the County's current water conservation policies, the protection of the aquifer, methods to reuse and conserve water, well abandonment problems and rules, and the use of drought resistant plants coordinated with SJRWMD and SWFWMD publications.
- Policy 6B-1.16: *Comprehensive Groundwater Monitoring*. The County shall begin, in cooperation with the cities, a comprehensive groundwater quality monitoring program prior to December 2004. This

program, using FDP groundwater quality information as a base for ambient groundwater quality, shall monitor the County's groundwater to determine the extent of any future groundwater contamination. The results of this program will be given to the SJRWMD for incorporation into its management plans for Lake County.

Policy 6B-1.17: *Groundwater and Surface Water Monitoring Around Landfills.* The County shall continue the present well monitoring program at the County's landfills to determine groundwater and surface water pollutant levels and shall expand the number of monitoring wells concurrent with expansion of the landfill and any future landfills.

Policy 6B-1.18: *Protection of Very High and High Aquifer Recharge Areas.* The County shall, continue to use the Land Development Regulations, which sets alternative design criteria and standards, to protect the functions of the very high and high aquifer recharge areas.

Policy 6B-1.19: *Requirements for Proposed Developments within High Recharge Areas.* Prior to the adoption of this overlay classification, the County shall require that all development within the very high and high recharge areas comply with the following measures, unless there is conflict with code provisions for buffers between developments, site stormwater requirements, and parking or other improvements:

1. Stormwater retention facilities shall be located in those areas with the highest rate of percolation.
2. Natural vegetation shall be used for required buffers, open space area shall be maintained in its natural state and protected from disruption during site construction.
3. Previous parking materials, grass parking areas, and smaller parking stalls shall be permitted where it can be demonstrated to adequately serve the need of on-site use and result in greater recharge than under current code requirements.

Policy 6B-1.20: *Correction of Failing Septic Tanks.* The County and Florida Department of Health shall establish an evaluation mechanism to correct failing septic tanks including, but not limited to, septic tank inspection, repair, alteration, maintenance and/or pumping, and siting requirements.

OBJECTIVE 6B-2: *PREVENTION OF CONTAMINATION OF AQUIFER RESOURCES.* By December 2004, The County shall investigate and monitor known and potential contamination sources to be proactive and provide a higher degree of protection for the County's groundwater resources.

Policy 6B-2.1: *Establish Monitoring Program.* Lake County shall establish, in cooperation with the appropriate Federal, State, and local authorities, a comprehensive groundwater quality-monitoring program by 2004. Lake County shall encourage the St. Johns River and Southwest Florida Water Management Districts, and the Lake County Water Authority, to incorporate the results of this program into their water management plans.

Policy 6B-2.2: *Septic Tank Monitoring Programs.* By 2004, Lake County shall, in order to protect the aquifer and eliminate any adverse effects, and be consistent with Policy 7-2.16 of the Conservation Element, coordinate with other governmental entities to implement the following programs:

- A. A septic tank monitoring program to identify improperly installed or malfunctioning septic tanks that could contaminate surface water or groundwater.
- B. A program to eliminate identified malfunctioning septic tanks.
- C. Determine the extent of contamination of County drainage wells by completing the Stormwater Master Plan as identified in Policy 6C-1.2 in the Stormwater Sub-Element and Policy 7-2.13 in the Conservation Element.

Policy 6E-2.3: *LDR Updates*. Lake County shall amend its Comprehensive Plan and update its Land Development Regulations, using information collected by the FDEP during future groundwater quality studies, to protect the aquifer. These updates shall address but not be limited to:

1. Public well field siting.
2. Siting of industrial land uses which use hazardous materials or generate hazardous waste.
3. Siting of additional hazardous waste collection facilities for households and conditionally exempt small quantity of hazardous waste.
4. Protection of the aquifer from saltwater intrusion.
5. Activities regarding the use of pesticides and fertilizers.

Policy 6E-2.4: *Continued Enforcement of Regulations*. Lake County shall continue to cooperate with State, and Federal regulations pertaining to the protection of the surficial and Floridan aquifers from such contaminants as hazardous and biological wastes, and petroleum products including, but not limited to: fuel oils, transportation fuels, machinery fluids and their wastes.

Policy 6E-2.5: *Development of Local Regulations*. Lake County shall continue to develop local regulations for inclusion into the Land Development Regulations to augment State and Federal regulations pertaining to the protection of the surficial and Floridan aquifers, as previously noted in Policy 6E-2.4. The Comprehensive Plan shall be amended to provide the basis for amendments to the Land Development Regulations.

Policy 6E-2.6: *Hazardous Waste Disposal*. Lake County shall cooperate with all State and Federal authorities in the regulation and disposal of hazardous wastes as defined in 915.003 (38) F.A.C. by establishing or expanding programs at the local level.

Policy 6E-2.6A: *Regulation of Hazardous Wastes in Significant Aquifer Recharge Areas*. Lake County shall prohibit the disposal of hazardous wastes in all areas of the County. Small quantity generator (<1000 kg per month) businesses that use hazardous materials or generate waste shall be regulated so as to ensure that proper handling and disposal practices are being adhered to. The location of new businesses that use hazardous materials or generate hazardous waste shall be restricted within significant aquifer recharge areas. Large quantity generators (>1000 kg per month) shall be prohibited in significant aquifer recharge areas.

Policy 6E-2.7: *Landfill Monitoring*. The County shall continue the present well monitoring program at the County's landfills to determine groundwater and surface water pollutant levels and shall expand the number of monitoring wells concurrent with any expansion of the landfills and any future establishment of landfills/monofills.

Policy 6E-2.8: *Landfill Monitoring Upgrades*. Existing monitoring networks at the County landfill shall be properly maintained and upgraded in conjunction with technological advances.

Policy 6E-2.9: *State Regulation Compliance*. Lake County shall continue following Chapter 62-701, F.A.C. regulations at all County solid waste disposal facilities to protect the water quality of the Floridan and surficial aquifers.

Policy 6E-2.10: *Compliance with State Regulations*. The County shall comply with Chapter 62-761, F.A.C., regulated storage facilities.

Policy 6E-2.11: *The Lake County FDEP Monitoring Program.* As part of the County FDEP program to monitor the compliance of newly permitted storage tanks and retrofit existing tanks, the County shall continue updating the geographic inventory of storage tank locations.

Policy 6E-2.12: *Adoption of Local Regulations to Provide Enforcement Capabilities.* Once necessary procedures to monitor and verify compliance with the requirements of Chapter 62-761, F.A.C., have been established, the County shall proceed with the adoption of equivalent local regulations, which will provide the County with enforcement capabilities that ensure a more timely response to enforcement procedures, and thus, achieve a higher degree of protection for the County's groundwater resources.

Policy 6E-2.13: *Coordinate Storage Tanks with Land Use.* The County shall utilize the information provided by the inventory of storage tanks in making land use decisions to avoid incompatible development in areas with high groundwater pollution potential.

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CHAPTER VIII
RECREATION AND OPEN SPACE ELEMENT
91-5.014(3)

GOALS, OBJECTIVES, AND POLICIES. This section establishes the Recreation and Open Space Element Goals, Objectives, and Policies for implementation pursuant to Section 91-5.014 (3) Florida Administrative Code (FAC).

The unincorporated population of the County has a need for a County-sponsored recreation program and a system of fully developed parks to fulfill demands not met by existing public recreation programs and facilities. The County parks and open space program is essential, and to achieve it, a recreation program and a Master Plan for park development will be established in phases, employing a multifaceted approach which consists of:

1. Commissioning and implementing a master plan for a countywide system of parks, recreational facilities, recreational programs, and open space.
2. Establishing a permanent funding mechanism to assure that all aspects of the master plan are implemented effectively, including parkland acquisition, development, maintenance, management, and staffing, using a variety of sources, which may include impact fees, a park dedication ordinance, general revenues, general obligation bonds, user fees, Federal, State, and private grants.

3. Creating an open space network under public ownership and management, which protects lands of high recreational, resource conservation, and scenic promise from the threat of development.

GOAL 8: RECREATION AND OPEN SPACE. LAKE COUNTY SHALL PROVIDE RECREATION AND OPEN SPACE OPPORTUNITIES IN THE UNINCORPORATED AREAS OF LAKE COUNTY TO MEET THE ANTICIPATED DEMANDS CREATED BY FUTURE GROWTH AND DEVELOPMENT

OBJECTIVE 8-1A: PLANNING FOR A SYSTEM OF PARKS AND RECREATION: Within one year of the adoption of this amendment, Lake County will commission a Master Plan for Parks and Recreation Facilities.

Policy 8-1A.1. The Master Plan will consist of:

- An inventory of existing properties and facilities.
- A survey of park and recreational facilities users and their needs.

• An evaluation of their appropriateness and effectiveness of existing facilities.

• Recommended levels of service for parklands by type.

• An analysis of the costs of acquiring and managing new and existing parks.

• Location standards for all classes of parks.

• Guidelines for recreational facilities based upon National Recreation and

Parks Association (NRP) guidelines adapted to the needs and demands of Lake County's park users.

Policy 8-1A.2: *Time frames for Master Plan.* The Master Plan will illustrate Lake County's needs in time horizons of at least five and twenty years.

Policy 8-1A.3: *Incorporation of the Master Plan into the Comprehensive Plan.* The Board of County Commissioners will, adopt those portions of the Master Plan, including levels of service standards, by amendment to this Recreation and Open Space Element; and may illustrate future park sites on the Future Land Use Map. The adoption hearing will be duly advertised.

OBJECTIVE 8-1B: PROVISION OF ADEQUATE SITES AND FACILITIES IN AN EFFICIENT MANNER. Lake County will provide an adequate level of parks and facilities by 2007 in a manner prescribed by the Master Plan.

Policy 8-1B.1: *Level of Service Standards for Activity-Based Recreation Space.* Lake County hereby adopts the following minimum Level of Service Standard for the provision of activity-based recreation space through the year 2007.

2.5 acres per 1,000 residents

Policy 8-1B.2: *Level of Service Standards for Passive (Resource-Based) Recreation Space.* The Master Plan will propose a LOS standard for resource-based recreation space.

Policy 8-1.3: *Level of Service Standards for Recreation Facilities* Following the adoption of Master Plan, Lake County will adopt LOS standards for recreational facilities to reflect the findings of the Master Plan.

Policy 8-1.4: *Monitor Compliance of Recreation Space Land Requirements.* Minimum land requirements needed to comply with the above adopted level of service standard shall be monitored and evaluated on an ongoing basis in the

County's Concurrency Management System. Procedures for monitoring the level of service shall be included within this system.

Policy 8-1.5: *Planned Capital Improvements Required to Meet Recreation Space Demands.* Lake County shall include any declared land acquisition for recreation space within the Capital Improvement Schedule.

Policy 8-1.6: *Mandatory Dedication of Land for Recreation Space.* Lake County shall incorporate provisions within its Land Development Regulations, which require new residential development to provide recreation space consistent with the Parks and Recreation Master Plan and the Concurrency Management System. The provision of recreation space for activity-based recreation shall be in addition to the area required for open space.

Policy 8-1.7: *Acquisition of Recreation Lands.* As a part of the Master Plan, Lake County shall establish a prioritized list of desirable properties to be acquired for recreational development, giving emphasis to those areas identified as vulnerable to immediate development, as low-income, as high density areas, or as areas having recreational deficiencies. Lake County shall annually schedule the purchase of parks and facilities within the five-year schedule of capital improvements based on the land acquisition priority list specified above.

Policy 8-1.8: *Prioritize Land for Acquisition.* The Master Plan will establish priorities for acquisition, and will consider the following criteria:

1. Ensure preservation of park lands for public use at the least cost to taxpayers.
2. Utilize sites which are identified as significant for their historic, cultural, or archaeological value.
3. Preserve and protect environmentally sensitive land or promote conservation.
4. Complement, rather than duplicate the existing network of public recreation programs and facilities.
5. Have low operation or maintenance costs.

Policy 8-1.10: *Designation of Abandoned Rail Corridors for Recreational Purposes.* Lake County shall identify and designate its existing abandoned rail corridors as open space through its Land Development Regulations. Proposed residential development that contains existing rail abandonments shall include such abandonments as meeting a portion of its recreation or open space requirements when dedicated. Where existing rail abandonment traverses through

proposed non-residential uses, the maintenance of the integrity of the corridor shall be ensured through donation, easement, rerouting or other available means.

Policy 8-1.11: *Provision of Recreation Trails.* Lake County shall acquire or participate in the acquisition of land or riverine areas for recreation trails. Recreation Trails shall be defined as found in Chapter 260, Florida Statutes, the adopted level of service. Priority shall be given to those facilities depicted on the Future Recreation and Open Space Map adopted herein. Priority for acquisition or rail abandonments shall be the Orange County to Sumter County Line (commonly known as the Winter Garden to Mascotte to the Sumter County line segments).

Policy 8-1.13: *Sale or Exchange of County Recreation Property.* Due consideration of the value of any County recreation site to the County Recreation and Parks Program shall be given; sale or exchange of any County recreation property, whether for money or for other property, will be transacted at fair market value, except when this will result in a loss to the County.

OBJECTIVE 8-2: ESTABLISH FUNDING MECHANISM FOR PARKS AND RECREATION. Lake County, will establish a mechanism for obtaining funds to be utilized by the Division of Parks and Recreation. Consideration shall be given to the complete range of funding sources.

Policy 8-2.1: *Staff and Fund Office of Parks and Recreation.* Lake County will, through the annual review of the Recreation & Open Space Element, assure that the complete range of parks and recreational programs and activities receive appropriate funding. These programs and activities include capital land acquisition, development, and maintenance and operations.

Policy 8-2.2: *Permanent Funding Mechanism for Acquisition of Recreation Sites and Facilities.* Lake County shall establish a permanent funding source for the purchase of new recreation sites and facilities to serve the anticipated population of the County. Lake County shall place a referendum on the ballot, which will determine the level of funding that the citizens of Lake County will support for the acquisition of recreation and conservation lands and programs.

Policy 8-2.3: *Use of Impact Fees for Recreation.* Lake County shall provide facility improvements to existing sites as programmed within the Capital Improvements Element to eliminate deficiencies. Funding for new sites shall be supported through impact fees if adopted in the future by the County. When all existing sites have facility improvements which are programmed or in place, which eliminate any identified deficiencies consistent with Policy 8-4.1, Lake County shall cover the cost of facility improvements to new park sites. The elimination of deficiencies shall be consistent with the improvements identified

within the Data Inventory, and Analysis portion of this element and the Capital Improvements Element.

OBJECTIVE 8-3: MAXIMIZE THE USE OF EXISTING RECREATION

SPACE. Lake County Shall maximize the use of existing recreation space by coordinating with the municipal recreation programs, developing enhanced lighting at County facilities, and improving maintenance where needed.

Policy 8-3.1: *Develop Procedures and Guidelines for Maintenance.* Lake County will implement procedures and guidelines for the maintenance and development of county-owned property identified in the Recreation and Open Space Element. These procedures and guidelines shall be incorporated into a publication titled "Maintenance and Development Procedures for Lake County Parks and Recreation Office" to be adopted by the Lake County Board of County Commissioners. Guidelines within this publication will establish maintenance procedures and safety standards to be applied to existing County recreation property, and to be utilized for recreation property acquired or developed in the future.

Policy 8-3.3: *Annually Review Recreation Facilities.* Lake County, through the budgetary process, will conduct an annual inventory of public recreational facilities by number and type, and shall designate a condition for each item on the inventory for review and approval by the Lake County Parks and Recreation Citizen Advisory Board. The inventory shall be based upon the criteria established in the Master Plan and subsequently incorporated into this element.

Policy 8-3.4: *Promote Cost-Effective Recreation Facilities.* In order to ensure that administration costs of the program are constrained to those that are functionally necessary and cost-effective, program costs proposed by the County Parks and Recreation Coordinator staff shall be reviewed by the Lake County Parks and Recreation Citizen Advisory Board, prior to final approval by the Lake County Board of County Commissioners.

Policy 8-3.5: *Cost-Effective Acquisition.* Park and open space land that is purchased by the County must be on the established, prioritized list identified in the Master Plan prior to acquisition. This list will be re-evaluated and updated annually, subsequent to completion of the annual County recreation inventory. This policy shall not be construed to exclude donations of land to the County or other appropriate parcels of land as determined by the Lake County Board of County Commissioners.

Policy 8-3.7: *Public Access to School Facilities.* Lake County shall coordinate with the Lake County Board of Education and Lake-Sumter Community College to establish an interlocal agreement, which allows public access to school recreation sites when school is not in session.

Policy 8-3.8: *Municipal Assistance Program*. Lake County shall offset its impacts to municipal recreation programs caused by residents in the unincorporated area using municipal recreation facilities and programs by distributing infrastructure sales tax moneys to the municipalities. Other suitable mechanisms shall be considered.

OBJECTIVE 8-4: MAINTENANCE OF EXISTING SITES AND FACILITIES AND DEVELOPMENT OF NEW SITES AND FACILITIES. From 2001 through 2007, Lake County will implement the Parks and Recreation Master Plan by undertaking the acquisition and development of parkland and facilities, and by improving and maintaining the existing holdings.

Policy 8-4.1: *Funded Capital Improvements to Existing Park Space*. Specific improvements to County parks shall be performed as prescribed in the Master Plan.

Policy 8-4.2: *Evaluation of County Owned Property*. Undeveloped land owned by the County shall be evaluated on an ongoing basis for potential use for recreation and open space development.

Policy 8-4.3: *Efficient Boat Ramp Use Within County-Owned Parks and Facilities*. Lake County will continue to alleviate any identified deficiencies in County-owned boat ramp facilities on the basis of designation in an annually updated Lake County Boat Ramp Review and Maintenance Report.

Policy 8-4.4: *Reduce Operation and Maintenance Costs*. In order to reduce operation and maintenance costs for existing and future parks, one hundred percent of all newly installed landscaping in County parks shall be of native or other low maintenance vegetation suited to soil and climatic conditions of Lake County. In addition, all landscaping and planted vegetation shall be consistent with the County's Tree Protection and Landscaping Ordinance or as found within the Land Development Regulations.

OBJECTIVE 8-5: ACCESS TO RECREATION AND OPEN SPACE SITES. Lake County shall preserve, maintain, and develop access to recreation and open space land for all members of the public with special regard to the needs of handicapped persons.

Policy 8-5.1: *Evaluate the Needs of the Transportation Disadvantaged*. Access to all public recreation facilities shall be consistent with accepted standards. The County will maintain a prioritized list of existing County-owned properties that require improvements. The improvements shall include installation of wheelchair ramps, rails, and other features integral to barrier-free access for the transportation disadvantaged (handicapped and elderly). Installation of these features shall be scheduled as needed.

Policy 8-5.2: *Address the Needs of the Transportation Disadvantaged.* All new recreational development shall require design features which provide general accessibility to the transportation disadvantaged (elderly and handicapped) through the provision of designated handicapped parking areas, and design features that enable participation by this user group.

Policy 8-5.3: *Provision of Access Routes.* Lake County shall acquire, develop, and maintain access easements or rights-of-way, adherent to standards incorporated within policies of the Traffic Circulation Element and principles established in the Land Development Regulations, in order to provide access to recreation and open space sites and facilities. Access routes shall be constructed so as to be compatible with the character and needs of the facility, as well as compatible with surrounding development.

Policy 8-5.4: *Establish Multimode Access to Recreation Facilities.* Lake County shall provide safe access for automobiles, bicycles, equestrians, and pedestrians to all County-owned recreation facilities where necessary and compatible and shall revise the existing bicycle plan to include a system of bike paths, bikeways, bike lanes and recreation trail facilities. The bike plan shall be incorporated into the Master Plan and funded through the Capital Improvements Program.

Policy 8-5.5: *Adequate Parking Facilities.* Parking standards shall be incorporated into the Land Development Regulations requiring the provision and designation of both motorized and non-motorized parking areas at all recreation sites according to recognized parking guidelines. Motorized parking may not be required at recreation sites for which insufficient land is available and sites within walking distance of its users.

OBJECTIVE 8-6: COORDINATION AMONG RECREATION PROVIDERS.
Lake County shall coordinate its recreation activities with those of Federal, State, and local recreation and open space providers.

Policy 8-6.1: *Coordination Among Recreation Providers.* Lake County shall maintain a Lake County Parks and Recreation Citizen Advisory Board to advise the Lake County staff, and the municipalities within the County on matters of recreation and open space needs. This board will be appointed by the Board of County Commissioners and will consist of a cross-section of County residents with varying recreation interests. This committee shall also ensure coordination between the County and State and Federal agencies.

Policy 8-6.2: *Coordination with State Agencies for Recreational Trails.* The County shall coordinate with the State Department of Transportation and Department of Natural Resources to implement public recreational trails as required in Chapter 260, Florida Statutes, and shall endorse the strategies agreed upon in the Strategic Plan for Acquiring Abandoned Railroad Rights-of-Way under the Greenways to Trails Program.

Policy 8-6.3: *Coordination with Federal and State Agencies.* Lake County shall assure that the County is notified by the Interstate Commerce Commission, the Florida Department of Transportation, and the Florida Department of Environmental Protection of all future rail abandonments and exercise its right to participate in the acquisition of the abandonment.

Policy 8-6.4: *Coordination Among Public Entities.* Lake County will coordinate with those municipal, federal, and state agencies whose work pertains to recreation in Lake County.

OBJECTIVE 8-7: PROVISION OF SERVICES THAT AVOID DUPLICATION OF EFFORT AND MAXIMIZE EXISTING RECREATION SPACE. [Deleted.]

Policy 8-6.5: *Coordination Among Private and Public Entities for Cost Effective Recreation.* The County shall coordinate with adjacent jurisdictions, private entities, state agencies and conservation groups, to identify available funding and provide the most cost effective recreation and open space facilities.

Policy 8-6.6: *Utilization of Public and Private Properties for Recreation Corridors.* The County shall seek the use of easements, covenants, rights-of-way, and vacant land from other units of local government, private utilities, state agencies, regulatory agencies and private landowners for recreation and open space purposes.

OBJECTIVE 8-8: ASSURE PROVISION OF OPEN SPACE THROUGH PROTECTION OF NATURAL AREAS. Lake County shall assure the provision of open space through land acquisition and through designation of land for open space use on the Future Land Use Map.

Policy 8-8.1: *Provision of Access to Lake County's Lakes.* Lake County shall ensure the provision of open space by public and private entities throughout the unincorporated area by maintaining access to lakes and waterways through maintenance and enhancement of its public boat ramp parks. Additional public boat ramp parks, which will also provide shoreline open space for non-boaters, shall be provided when the demand caused by future residents warrants additional sites and facilities.

Policy 8-8.2: *Protect and Preserve Environmentally Sensitive Lands as Open Space.* Lake County shall, provide a mechanism to protect and acquire environmentally sensitive and environmentally endangered lands for use as passive recreation or open space. The protection and acquisition of these lands shall be consistent with the Master Plan and the Conservation Element.

Policy 8-8.3: Participation in Florida Forever. Lake County shall participate in Florida Forever and its constituent programs, including Conservation and

Recreation Land (CARL) and Florida Communities Trust (FCT) to acquire open space and recreation land.

Policy 8-8.4: *Protection from Incompatible Land Uses.* The Land Development Regulations shall require through the site plan and development review process the protection of recreation and open space areas from incompatible adjacent land uses.

Land uses that are considered incompatible with recreation and open space areas include Heavy Industrial and Light Manufacturing. All other land uses shall use screening and vegetated buffers to control any off-site impacts to the adjacent recreation and open space site. Land uses near resource-based recreation sites shall be of a low density and intensity as defined in the Future Land Use Element. Resource-based recreation sites shall provide an on-site buffer of 250 feet to enhance compatibility between the recreation site and the adjacent land use.

Policy 8-8.5: *Open Space Definition and Standards.* Lake County shall define open space as naturally vegetated pervious areas. Standards, which provide for open space requirements for varying development types including: residential, commercial and industrial developments shall be developed in the Land Development Regulations. Clustering of units shall be required within Planned Unit Developments in order to create or maintain large usable open space areas.

Policy 8-8.5A: *Environmentally Sensitive Lands as Open Space.* Any required open space shall include the environmentally sensitive lands on the project site. Further, to the maximum extent practical, all development shall be clustered away from any environmentally sensitive lands.

Policy 8-8.6: *Open Space Requirements for Planned Unit Developments.* Lake County shall continue to require within the Land Development Regulations that Residential Planned Unit Developments set aside 25 percent of the project site as open space. The provision of open space shall emphasize the utilization of existing natural areas containing native plant and animal species.

Policy 8-8.7: *Open Space Definitions to be Consistent with Land Use Designations of the Future Land Use Map.* Lake County hereby adopts the following definitions of open space types to be designated on the Future Land Use Map under the general category of Public Resource Lands:

Conservation Open Space: Natural or Historic areas in need of protection from significant adverse impacts associated with the encroachment of development. Such areas include soils that are unsuitable for development. Conservation open space is defined in the Conservation Element.

Utility Open Space: Areas unsuitable for development because of the potential threat to public health and safety as a result of the presence of a public utility or service, and areas that are not suitable for development because of the presence of a man-made service that would destroy the character of the site and adversely affect the value of investments constructed thereon. Such areas include cemeteries, drainage canals, airport flight paths clear zones, and regional utility lines.

Corridor Open Space: This open space type constitutes areas separating development from transportation corridors, areas preserved for proposed transportation routes, and areas used to improve aesthetic character of a transportation corridor. Such areas include open areas adjacent to roadways and bicycle/pedestrian/equestrian paths, reserved rights-of-way for future transportation corridors, and abandoned railroad rights-of-way.

OBJECTIVE 8-9: COORDINATION OF LIBRARY SERVICES WITH THOSE OF THE MUNICIPALITIES. Lake County shall continue to enhance community life by providing countywide library and information services throughout the short range and long range planning time frames.

Policy 8-9.1 A: Developing a Countywide Library System. Lake County will continue to develop a countywide system of libraries and information services through innovation and coordination with municipalities and non-profit organizations.

Policy 8-9.2: Provision of Library Facilities in Proximity to New Development. The provision of adequate library facilities and services shall be provided in proximity to users if sufficient population capable of supporting the library is found within a service area containing sufficient population capable of supporting the facility.

Policy 8-9.3: Inclusion in Future Cultural Element. Public policy concerning libraries and information services shall be coordinated with other cultural activities and incorporated into a Cultural Element of the Lake County Comprehensive Plan.

OBJECTIVE 8-10: CULTURAL ELEMENT: Recognizing the importance of arts and cultural programs to enhancing Lake County's quality of life, the County will develop a Cultural Element to this Comprehensive Plan by 2006.

Policy 8-10.1: Cultural programming: Cultural programming shall be prioritized according to pre-determined criteria, which shall include the promotion of economic development, tourism, and heritage preservation.

Policy 8-2.1: *Staff and Fund Office of Parks and Recreation*. Lake County will, through the annual review of the Recreation & Open Space Element, assure that the complete range of parks and recreational programs and activities receive appropriate funding. These programs and activities **may** include capital land acquisition, development, and maintenance and operations.

Policy 8-2.2: *Permanent Funding Mechanism for Acquisition of Recreation Sites and Facilities*. Lake County may establish a permanent funding source for the purchase of new recreation sites and facilities to serve the anticipated population of the County. Lake County shall place a referendum on the ballot, which will determine the level of funding that the citizens of Lake County will support for the acquisition of recreation and conservation lands and programs.

Policy 8-2.3: *Use of Impact Fees for Recreation*. Lake County **may** provide facility improvements to existing sites as programmed within the Capital Improvements Element to eliminate deficiencies. Funding for new sites shall be supported through impact fees if adopted in the future by the County. When all existing sites have facility improvements which are programmed or in place, which eliminate any identified deficiencies consistent with Policy 8-4.1, Lake County shall cover the cost of facility improvements to new park sites. The elimination of deficiencies shall be consistent with the improvements identified within the Data Inventory, and Analysis portion of this element and the Capital Improvements Element.

OBJECTIVE 8-4: MAINTENANCE OF EXISTING SITES AND FACILITIES AND DEVELOPMENT OF NEW SITES AND FACILITIES. From 2001 through 2007, Lake County will implement the Parks and Recreation Master Plan by undertaking the acquisition **and/or** development of parkland and facilities, and by improving and maintaining the existing holdings.

CHAPTER XI
ECONOMIC ELEMENT

GOALS, OBJECTIVES AND POLICIES. This element of the plan presents the goals, objectives and policies that are intended to guide Lake County in achieving its preferred economic future.

GOAL 11: ECONOMIC GOAL. LAKE COUNTY SHALL CREATE AN ECONOMIC ENVIRONMENT THAT WILL ENHANCE THE ECONOMIC PROSPERITY AND QUALITY OF LIFE FOR ALL OF ITS CITIZENS. ENVIRONMENTAL QUALITY IS RECOGNIZED AS AN ESSENTIAL COMPONENT TO LONG-TERM ECONOMIC DEVELOPMENT.

OBJECTIVE 11-1: DIVERSIFIED AND STABLE ECONOMY. Lake County shall promote balanced and orderly economic growth that will provide increased economic opportunity while reducing dependence on any one-employment sector.

Policy 11-1.1: *Create Desirable Business Environment.* Lake County shall create a desirable business environment that attracts and retains business by:

- 1) fostering an attitude that welcomes new industry, 2) providing necessary infrastructure for development, 3) eliminating unnecessary regulation and streamlining the review process, 4) maintaining competitive tax and fee structures, 5) making business incentives available, and 6) supporting employee training and education programs.

Policy 11-1.2: *Create Desirable Living Environment.* Lake County shall create a quality of life that attracts and retains business by: 1) protecting natural resources, 2) promoting excellence in education, 3) expanding recreational and cultural activities, 4) ensuring planned and aesthetically pleasing development, and 5) maintaining public safety.

Policy 11-1.3: *Maintain Economic Development Program.* The County shall maintain an economic development program that serves the needs of existing business and actively markets Lake County and recruits new business and industry. Lake County shall continue to participate in the regional economic development efforts of the Economic Development Commission of Mid-Florida, Inc. or its successor as designated by the Board of County Commissioners.

Policy 11-1.4: *Promote Tourism Industry.* Lake County, in cooperation with the Tourist Development Council, shall introduce and promote tourism to Lake County through a distribution system involving state, national, and international locations.

Policy 11-1.5: *Ensure Environmentally Safe Business and Industry.* Lake County shall promote future business and industrial practices that will contribute toward a safe, clean, and healthy environment and will have minimal significant adverse impacts on the environment, through the strict enforcement of the policies in the Conservation Element of this Comprehensive Plan.

OBJECTIVE 11-2: ENHANCE AND ENCOURAGE A SUSTAINABLE AGRICULTURE INDUSTRY. Lake County shall maintain programs that are designed to enhance the opportunity for sustainable agricultural pursuits, both existing and new.

Policy 11-2.1: *Continue Beneficial Agricultural Practices.* Lake County shall coordinate with the Natural Resources Conservation Service, the Cooperative Extension Service, and the United States Department of Agriculture in order to identify and promote productive and prosperous agricultural practices. Up to date research findings on conservation, production, and marketing techniques of agriculture shall be made available to the public. Water conservation techniques in relation to agriculture shall be encouraged.

Policy 11-2.2: *Agricultural Land Values.* In order to maintain the viability of agricultural lands, Lake County shall encourage diversified agricultural pursuits. The County shall support safe pest eradication activities to preserve agricultural land values.

Policy 11-2.3

Policy 11-2.4: *Provision of Energy for Agriculture.* In order to protect Lake County's agricultural investments, Lake County shall encourage coordination between private industries and utility service providers. The County will support efforts to inform and educate residents and businesses regarding the importance of energy conservation during emergencies. Particular attention will be given to encourage conservation measures during periods when agricultural firms have critical needs. The County shall also explore ways of ensuring freeze-sensitive agricultural enterprises with priority power service during extreme cold periods.

Policy 11-2.5: *Provision of Farming Opportunities.* Lake County shall continue to encourage both full and part-time farming operations.

Policy 11-2.6: *Local Distribution of Farm Commodities.* Lake County shall continue to encourage the local sale and distribution of locally produced farm commodities through the use of packing sheds, packing houses, and farmers markets as produce becomes available.

Policy 11-2.7: *Citizens Agriculture Advisory Committee.* Lake County shall continue to support broad-based citizens agriculture advisory committees to work with the Lake County Cooperative Extension Service. The Citizens' Agriculture Advisory committees shall give recommendations to the Lake County Board of County Commissioners for the establishment and maintenance of viable and sustainable agricultural enterprises and practices within the County.

OBJECTIVE 11-3: RETAIN AND EXPAND EXISTING BUSINESS AND INDUSTRY. Lake County shall continue incentive and assistance programs which are designed to encourage the retention and expansion of the County's existing businesses.

Policy 11-3.1: *Develop Business Retention and Expansion Programs.* Lake County shall continue retention and expansion programs to supplement the Existing Industry Program of the Metro Orlando Economic Development Commission, Inc. or its successor.

Policy 11-3.2: *Assess Existing Industry Needs.* Lake County, through the Economic Development Commission's Visitation and Electronic Survey Retrieval Programs, shall continue to conduct periodic surveys of existing industries to determine what services they need in order to continue to do business, or to expand, in Lake County.

Policy 11-3.3: *Provide Business Incentives.* The County shall continue incentive programs that provide financial, in-kind, or other incentives to assist in the retention and expansion of existing business and industry in Lake County in coordination with the Metro Orlando Economic Development Commission or its successor, and State programs.

Policy 11-3.4: *Provide Infrastructure.* The County shall ensure the provision of adequate transportation infrastructure to existing industrial areas, regional commercial centers, commercial corridors, and present and future employment centers.

Policy 11-3.5: *Existing Industry Liaison.* The Lake County Economic Development/Tourism Director will assist existing industry with retention and expansion issues and provide development review assistance.

Policy 11-3.6: *Business Publications.* The Economic Development/Tourism Department shall provide chambers of commerce and other business organizations with information for publication, including: contact information, a listing of business incentives, available financing, networking opportunities, special events, training programs, and profiles of business leaders and recent expansions.

Policy 11-3.7: *Public Awareness.* Lake County, through its Economic Development Office, will publicize the positive economic impact of the community's existing industries. The County shall use Industry Appreciation Week as an opportunity to inform citizens, the media, businesses, and local governments and their employees of the importance of business retention and expansion to the community. An Industry Awards Program will be continued to augment these efforts.

Policy 11-3.8

OBJECTIVE 11-4: MARKET LAKE COUNTY AND RECRUIT NEW BUSINESS AND INDUSTRY. Lake County shall maintain a marketing program that will identify and recruit targeted industries and promote sound, sustainable economic development in Lake County. The marketing program will increase the list of active prospects by 25% per year.

Policy 11-4.1: *Recruit Targeted Industries.* Lake County shall recruit businesses in the following categories as identified in the target industry study: office and financial service

activity, light manufacturing, high technology, telecommunications, distribution, health care services, retirement services, and tourism.

Policy 11-4.2: *Economic Development Relationships*. The County shall maintain working relationships with Enterprise Florida, Mid Metro or its successor, and other state and regional bodies involved in the promotion of economic development in Florida. Policy 11-4.3: *Resource Center*. The County shall maintain a virtual resource center that provides public access to economic development information.

Policy 11-4.3: *Resource Center*. The County shall maintain a virtual resource center that provides public access to economic development information.

Policy 11-4.4: *Create Database of Commercial and Industrial Properties*. Lake County shall work with Realtors, chambers of commerce, and local governments to create a commercial and industrial site and building inventory. This inventory or database will identify each parcel of land zoned commercial or industrial and each building in commercial or industrial use. Information collected will include owner, Realtor, land use, zoning, utilities, size, and availability. As soon as possible, this database should be integrated with a parcel based mapping system in the Geographic Information System database.

Policy 11-4.5

Policy 11-4.6

Policy 11-4.7

OBJECTIVE 11-5: DEVELOP BUSINESS INCENTIVE PROGRAM. Lake County, with assistance from the Metro Orlando Economic Development Commission or its successor and Lake County business leaders, shall maintain a full range of business incentives.

Policy 11-5.1: *Criteria for Incentive Grants*. Criteria used to evaluate requests for incentives will be based on the economic return on investment received by the community, including: 1) jobs created, 2) average wage, 3) tax revenues, and 4) other economic benefits.

Policy 11-5.2: *Fast Track Development Review*. The program shall be maintained to encourage economic development.

Policy 11-5.3: *Job Growth Incentive Fund*. The County will continue a job growth incentives fund to assist business expansion and relocation projects deemed to be economically significant to Lake County. Monies from this fund may be used for payment of impact fees, infrastructure costs, and other types of approved expenses.

Policy 11-5.4: *Impact Fee Deferral Incentives*. Lake County shall continue an impact fee deferral program for commercial (excluding retail) and industrial construction.

Policy 11-5.5: *Property Tax Abatement Incentives*. Lake County shall adopt an ordinance that initiates a referendum authorizing the Board of County Commissioners to establish a tax abatement program. The tax abatement incentive will be made available to commercial (excluding retail) and industrial projects that have a significant economic impact and qualify per Policy 11-5.1. A schedule will be developed to determine the period of abatement based on the type of business and the number of jobs created by the improvement. This program will also extend property tax abatement to qualified speculative buildings until they are occupied.

Policy 11-5.6: *Encourage Construction of Speculative Buildings*. In order to provide facilities for immediate occupancy, Lake County will encourage construction of speculative buildings by extending impact fee deferral, tax abatement, and other incentives to qualified projects. The location of spec buildings shall be consistent with the comprehensive plan and with the policy of maximizing the use of existing infrastructure.

Policy 11-5.7

Policy 11-5.8: *Industrial Development Revenue Bonds*. Lake County shall make available Industrial Development Revenue Bond financing for those projects determined to make a significant contribution to the economic growth of the County. The Lake County Board of County Commissioners will determine approval for Industrial Development Bond financing with recommendation from the Industrial Development Authority (IDA).

Policy 11-5.9: *Employee Training*. The Economic Development/Tourism Director will provide information and assistance in applying for employee training through the One Stop Career Center, Lake Technical Center, Lake/Sunter Community College, and Florida's Rapid Response Training Program.

Policy 11-5.10: *Competitive Impact Fee Schedule*. The County shall maintain an impact fee schedule for residential, commercial, and industrial development that will allow Lake County to remain competitive in the region and state.

Policy 11-5.11: *Transportation Grants*. The Florida Economic Development Transportation Fund provides funds to local governments on behalf of companies that are considering expansion or relocation and have an existing or anticipated transportation need. Lake County shall provide the necessary staff supports to expedite the application process for these funds.

OBJECTIVE 11-6: INCREASE EFFICIENCY OF REGULATORY SYSTEM. Lake County shall streamline the development review and permitting process, make

regulations easier to understand, assist economic development proposals through the review process, and project a customer service orientation throughout the review process.

Policy 11-6-1: *User Friendly Development Review Process*. The County shall make the development review process easier to understand by creating a user friendly information manual and graphics flow chart for each type of review and permit process. The County shall maximize the continuity of the review process by locating the various departments and agencies in close proximity to each other.

Policy 11-6-2: *Provide Excellent Customer Service in the Permitting and Review Process*. Develop and institute customer service training with an established minimum number of training hours per year for all permitting and review employees.

Policy 11-6-3: *Provide Training and Continuing Education for Staff*. The County shall continue in-house training of county staff on the Comprehensive Plan and the Land Development Regulations and cross-train as appropriate.

Policy 11-6-4

Policy 11-6-5: *Fast-Track Review Process*. The County shall continue the Fast-Track Review Process to remain competitive in securing economic development opportunities ranging from motion picture production to industrial development.

Policy 11-6-6

Policy 11-6-7: *Refine Land Development Regulations*. The County shall continue to update the Land Development Regulations so that they are consistent with the Comprehensive Plan and provide a comprehensive listing of permitted uses and development standards for office, commercial, and industrial zoning districts.

Policy 11-6-8

Policy 11-6-9: *Eliminate Unnecessary Regulation*. The County shall continue to identify, correct, or eliminate the laws, regulations, and government practices that unnecessarily restrict agriculture, business, and industry practices from taking place in suitable locations.

Policy 11-6-10: *Inform Businesses of New Regulations*. The Economic Development Director shall use various internet resources to inform businesses of upcoming regulations.

Policy 11-6-11

Policy 11-6-12

OBJECTIVE 11-7: ALLOCATE ADEQUATE ACREAGE FOR FUTURE ECONOMIC NEEDS. Lake County shall identify future land use needs and ensure that adequate residential, commercial, industrial, and agricultural acreage is available.

Policy 11-7.1: *Assess Land Use Needs*. Lake County shall forecast its future need for commercial and industrial land and ensure adequate acreage is allocated for these uses. Agricultural acreage shall be periodically assessed to ensure that a critical mass exists for the continued viability of supporting businesses like processing plants, fertilizer distributors, etc.

Policy 11-7.2

Policy 11-7.3: *Consistency with Land Use*. Parcels that have been designated for employment activities, within the Future Land Use Element, shall be reevaluated in light of information on the timing and placement of infrastructure. Maximum use of existing infrastructure shall be adhered to through the reevaluation of parcels once every five (5) years along State and County roadways.

Policy 11-7.4

Policy 11-7.5

OBJECTIVE 11-8: ENSURE NECESSARY INFRASTRUCTURE TO FACILITATE ECONOMIC DEVELOPMENT. Lake County shall provide, directly or indirectly, the infrastructure, roadways and utilities, to facilitate planned economic development.

Policy 11-8.1

Policy 11-8.2

Policy 11-8.3

Policy 11-8.4

Policy 11-8.5: *Improve and Expand Infrastructure*. The County shall improve and expand infrastructure, particularly in existing industrial areas, regional commercial centers, commercial corridors, and present and future employment centers as designated by the Comprehensive Plan.

Policy 11-8.6

Policy 11-8.7: *Utilities Service Area Map*. Lake County shall maintain and improve a utilities service area map that lists service providers and delineates service area boundaries. This map will aid developers in assessing development potential of sites and will become one of the economic development tools incorporated into the virtual resource center.

OBJECTIVE 11-9: IMPROVE EDUCATIONAL AND TRAINING OPPORTUNITIES. Lake County recognizes the crucial role an educated and trained work force plays in the retention and recruitment of business and industry. Accordingly, Lake County shall pursue a level of excellence in education that will contribute to a creative, informed, and productive citizenry, which will sustain the social, cultural, and economic advancement of Lake County.

Policy 11-8-8

Policy 11-9-1: "Blueprint 2000". Lake County shall encourage the business community to establish and support a competitive grant program to underwrite creative initiatives leading to the realization of specific goals outlined in "Blueprint 2000."

Policy 11-9-2: *Education Element*. Because of the critical role education plays in determining the quality of life and therefore the County's ability to attract and retain business, Lake County Board of County Commissioners in concert with Lake County School Board, Lake/Sunter Community College, Lake Technical Center, and business and community leaders shall produce an education element that will be adopted as part of the Comprehensive Policy Plan. The scope of the element shall include funding, uniform technology resources, improved cooperation in school siting, and communication.

Policy 11-9-3: *Promote Educational and Training Opportunities*. Lake County shall strengthen the job readiness of the local work force by promoting the development of educational and training programs and facilities by the One Stop Career Center, Lake/Sunter Community College, Lake Technical Center, Lake County Public School System, and the private sector. The County shall encourage, through financial assistance, the location of colleges and vocational training centers within Lake County.

Policy 11-9-4: *Coordination of Educational Programs*. Lake County shall work with education providers, and employers to ensure educational and job training programs are available to meet the needs of existing and future employers.

Policy 11-9-5

Policy 11-9-6: Coordination with School Board and municipalities. Lake County will coordinate the development of new school facilities through interlocal agreements as prescribed in the legislation adopted by the 2002 Florida Legislature.

OBJECTIVE 11-10: REDUCE PROPERTY TAX BURDEN. The County shall reduce property tax burden by shifting, where possible, the burden of the costs of providing infrastructure, facilities and services to groups or individuals, which benefit the most from the provided infrastructure, facilities and services.

Policy 11-10.1: *Develop Funding Sources to Support Growth.* Lake County hereby supports the principle that growth should pay its fair share and shall continue to develop funding sources to pay for infrastructure and services.

Policy 11-10.2: *Pursue Alternative Financing.* Lake County shall encourage innovative methods of financing infrastructure and services wherever possible in order to minimize the current and future tax burden. The Capital Improvements Element and any other affected Element will be amended as needed to reflect any actions taken pursuant to this policy.

Policy 11-10.3: *Encourage and Support Grant Funding.* Lake County shall encourage and support efforts of other agencies to obtain grant monies and other extramural funds designed to assist local economic development efforts. The County shall make available, published information on grant monies and other extramural funds, which would be able to provide significant improvement in the local economy or in meeting the needs of the labor force.

OBJECTIVE 11-11: ECONOMIC DEVELOPMENT STRATEGIES. Lake County is committed to developing a business and living environment that promotes economic growth and stability today and tomorrow. Therefore, the County will continue to engage in strategic planning to develop strategies, policies, and incentives that will allow it to remain competitive in a dynamic economic environment.

Policy 11-11.1: *Annual Economic Development Report and Address.* On an annual basis, the Economic Development Director shall prepare a report that reviews the past years' economic development activity, summarizes the current state of the County economy and economic development efforts, and presents strategic plans for future economic development. This report shall also be provided to the Board of County Commissioners and others, as appropriate.

Policy 11-11.2: *Strategic Planning.* The County shall continue the process of self-evaluation and strategic planning that was started with the Lake County Economic Development "Action" Initiative. The County will periodically revisit the strategic planning process, making an appraisal of its strengths and weaknesses while surveying the economic horizon for opportunities and threats. This process will allow the county to develop the strategic plans and incentives necessary to remain economically competitive. This process shall include the periodic evaluation of data collection needs by an established task force.

Policy 11-11.3: *Unified Economic Elements and Plans.* Lake County shall work towards a unified county wide economic development effort by encouraging uniformity among the Economic Elements and economic development plans of the County and its municipalities.

Policy 11-11.4: *Update Economic Development Plan and Element*. In an effort to remain economically competitive, the County shall revise the Lake County Economic Element once every five years.