

**LAKE COUNTY PLANNING AND COMMUNITY DESIGN ANALYSIS  
COMPREHENSIVE PLAN AMENDMENT**

<b>PLANNING AND ZONING BOARD</b>	 <b>LAKE COUNTY FLORIDA</b>	<b>BOARD OF COUNTY COMMISSIONERS</b>
<b>April 1, 2015</b>	<b>District # 1 Commissioner Sullivan</b>	Transmittal: April 21, 2015 Adoption: TBA

<p style="text-align: center;"><b>FLU-2015-01-1 Sawmill Lake Property</b></p> <p>Change the Future Land Use Category on parcels described as AK#'s 1405505, 1405467, 1405513 and 3874623, <u>from</u> the Rural and Rural Transition Future Land Use Categories (FLUC) <u>to</u> the Urban Low and Rural Transition FLUC.</p>	<p><b>Case Manager Team:</b> Michele Janiszewski, Planner</p> <p>Tim McClendon, Chief Planner</p>	<p style="text-align: center;"><b>Agenda Item #7</b></p>
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- Item -

<b>Owner/Applicant:</b>	Abbas Sassanfar/Terra-Max Engineering, Inc. <b>Sawmill Lake Property</b>
<b>Type:</b>	Major Comprehensive Plan Map Amendment
<b>Revision:</b>	Future Land Use Map Amendment
<b>Description:</b>	Map Amendment. This request amends the Future Land Use Map (FLUM) on four parcels described as Alternate Key #s 1405505, 1405467, 1405513 and 3874623, consisting of approximately 103 gross acres, located north of the CR561/Lakeshore Drive intersection, south of Clermont <u>from</u> the <b>Rural &amp; Rural Transition Future Land Use Categories</b> , which allow a maximum density of (1) dwelling unit/ five (5) net acres and maximum density of one (1) dwelling unit/one (1) net acre with 50% open space, respectively, <u>to</u> <b>Urban Low &amp; Rural Transition</b> , which allows a maximum density of four (4) dwelling units/net acre and maximum density of one (1) dwelling unit/one (1) net acre with 50% open space as previously stated, respectively.

**- Summary of Staff Recommendation -**

<p>Staff recommends <b>APPROVAL</b> of the request to revise the Future Land Use Categories from Rural Transition and Rural to Urban Low and Rural Transition by amending the 2030 Future Land Use Map.</p>
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**Analysis:**

The subject parcels, described as Alternate Key (AK) numbers 1405467, 1405505, 1405513, and 3874623, consisting of approximately 103 gross acres, are located north of the County Road 561 and Lakeshore Drive intersection, south of Clermont as shown on the area below (Exhibit #1). The properties are currently vacant and contain approximately 78 acres of uplands that have historically been utilized for agricultural purposes, including pasture and citrus. The remaining acreage consists of surface waters and wetlands. The subject parcels are not located within the Green Swamp Area of Critical State Concern.

**Exhibit #1**



The applicant is proposing this amendment in order to increase the density allowed for residential homes on the subject parcels. The applicant's request is based on the population projections which estimate that Lake County's population could increase 40% by 2020.

Currently, the future land use on AK # 3874623, 1405513, and the north half of AK# 1405505 are designated as Rural Transition, which if the applicant rezones the property to Planned Unit Development (PUD), allows a maximum density of one (1) dwelling unit per one (1) net buildable acre, provided that at least 50 percent of the net buildable area of the entire PUD is dedicated as open space. Alternatively, a density of one (1) dwelling unit per three (3) net acres may be permitted with 35 percent of the net buildable area of the entire PUD dedicated as open space. The remaining half of AK# 1405505 and all of AK #1405467 are designated as the Rural Future Land Use Category, which allows a maximum density of one (1) dwelling unit per five (5) net buildable acres. The policies governing the Rural Transition and Rural Future Land Use Categories are copied below for reference.

***Policy I-1.4.5 Rural Transition Future Land Use Category***

*The Rural Transition Future Land Use Category is intended to address "edge" conditions where Rural Future Land Use Categories abut Urban Future Land Use Categories. These "edges" represent areas where lower rural densities may be increased for Rural Conservation Subdivisions that utilize clustering techniques.*

*This Future Land Use Category provides for residential development at densities equal to or less than one (1) dwelling unit per five (5) net buildable acres, agricultural operations, civic uses compatible with a rural community, and Rural Support functions where appropriate.*

*Alternatively, residential development not to exceed a maximum density of one (1) dwelling unit per three (3) net buildable acres may be permitted provided that any subdivision shall be developed as a clustered Rural Conservation Subdivision utilizing a PUD, and provided that at least 35% of the net buildable area of the entire PUD site shall be dedicated in perpetuity for preservation as common open space through the use of a conservation easement or similar recorded and legally binding instrument, as allowed by law. A proposed Rural Conservation Subdivision shall consist of at least fifteen (15) net buildable acres in order to be considered for this alternate density.*

*As a third alternative, residential development not to exceed a maximum density of one (1) dwelling unit per one (1) net buildable acre may be permitted provided that any subdivision shall be developed as a clustered Rural Conservation Subdivision utilizing a PUD, and provided that at least 50% of the net buildable area of the entire PUD site shall be dedicated in perpetuity for preservation as common open space through the use of a conservation easement or similar recorded and legally binding instrument, as allowed by law.*

*A proposed Rural Conservation Subdivision shall consist of at least fifteen (15) net buildable acres in order to be considered for this alternate density.*

*The maximum Impervious Surface Ratio within this category shall be 0.30, except for agricultural, civic and recreational uses which shall be 0.50.*

**TYPICAL USES INCLUDE:**

- *Agriculture and forestry;*
- *Residential;*
- *Passive parks;*
- *Equestrian related uses;*
- *K-12 schools;*
- *Religious organizations; and*
- *Rural Support uses as provided for in this Comprehensive Plan.*

**TYPICAL USES REQUIRING A CONDITIONAL USE PERMIT:**

- *Mining and Resource Extraction;*
- *Active parks and recreation facilities;*
- *Nursing and personal care facilities;*
- *Daycare services;*
- *Outdoor Sports and recreation clubs;*
- *Civic uses;*
- *Animal specialty services;*
- *Unpaved airstrips;*
- *Public order and safety;*
- *Utilities; and*
- *Ports and Marinas*

***Policy I-1.4.4 Rural Future Land Use Category***

*The Rural Future Land Use Category is intended to protect rural lifestyles represented by single-family homes on large lots and to accommodate agricultural pursuits. This Future Land Use Category provides for residential development at densities equal to or less than one (1) dwelling unit per five (5) net buildable acres, agricultural operations, civic uses compatible with a rural community, and Rural Support functions where appropriate.*

*New development shall not utilize regional water and wastewater utilities in this category, except when the absence of such facilities would result in a threat to public health or the environment. An extension of central services for either reason shall not justify an increase in density or intensity on the site being served, or any property adjoining the extended utility or lines. The maximum Impervious Surface Ratio within this category shall be 0.20, except for agricultural uses, civic uses, recreational uses, and all uses within Rural Support Corridors, for which the maximum impervious surface ratio shall be 0.30.*

**TYPICAL USES INCLUDE:**

- *Agriculture and forestry;*
- *Residential;*
- *Passive parks;*
- *Equestrian related uses;*
- *K-12 schools;*

- *Religious organizations;*
- *Green Energy facility; and*
- *Rural Support Uses as provided for in this Comprehensive Plan.*

**TYPICAL USES REQUIRING A CONDITIONAL USE PERMIT:**

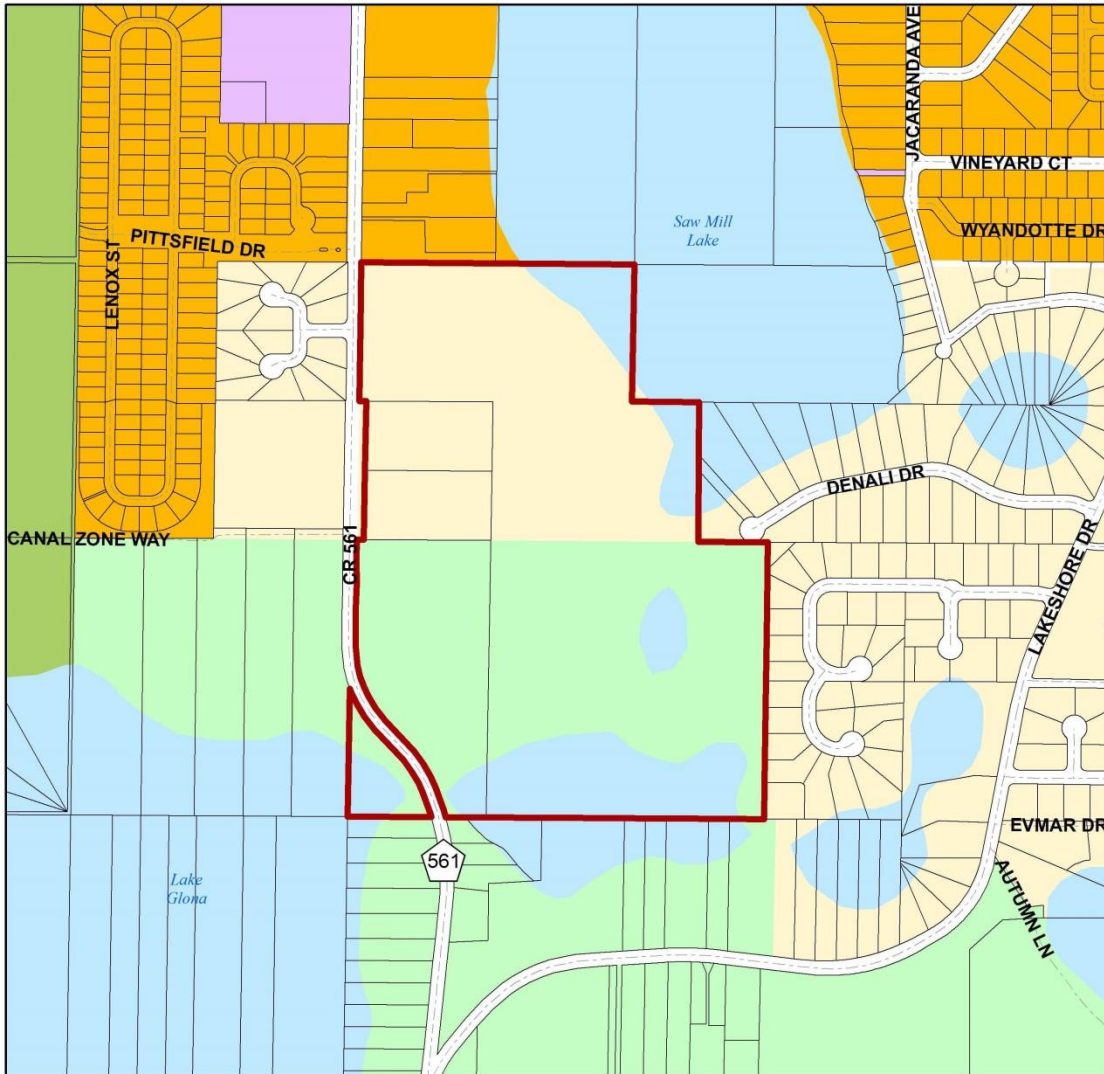
- *Mining and Resource Extraction;*
- *Active parks and recreation facilities;*
- *Nursing and personal care facilities;*
- *Day care services;*
- *Outdoor Sports and recreation clubs;*
- *Civic uses;*
- *Animal specialty services;*
- *Unpaved airstrips;*
- *Public order and safety;*
- *Ports and Marinas, and*
- *Renewable Energy Production Facility.*

The parcels north of the subject site are designated as Urban Low Density, the parcels to the east are Rural Transition, the parcels to the west are designated as Rural Transition and the parcels south of site are designated as Rural. Exhibit #2 below shows the current Future Land Use Categories surrounding the subject parcels.

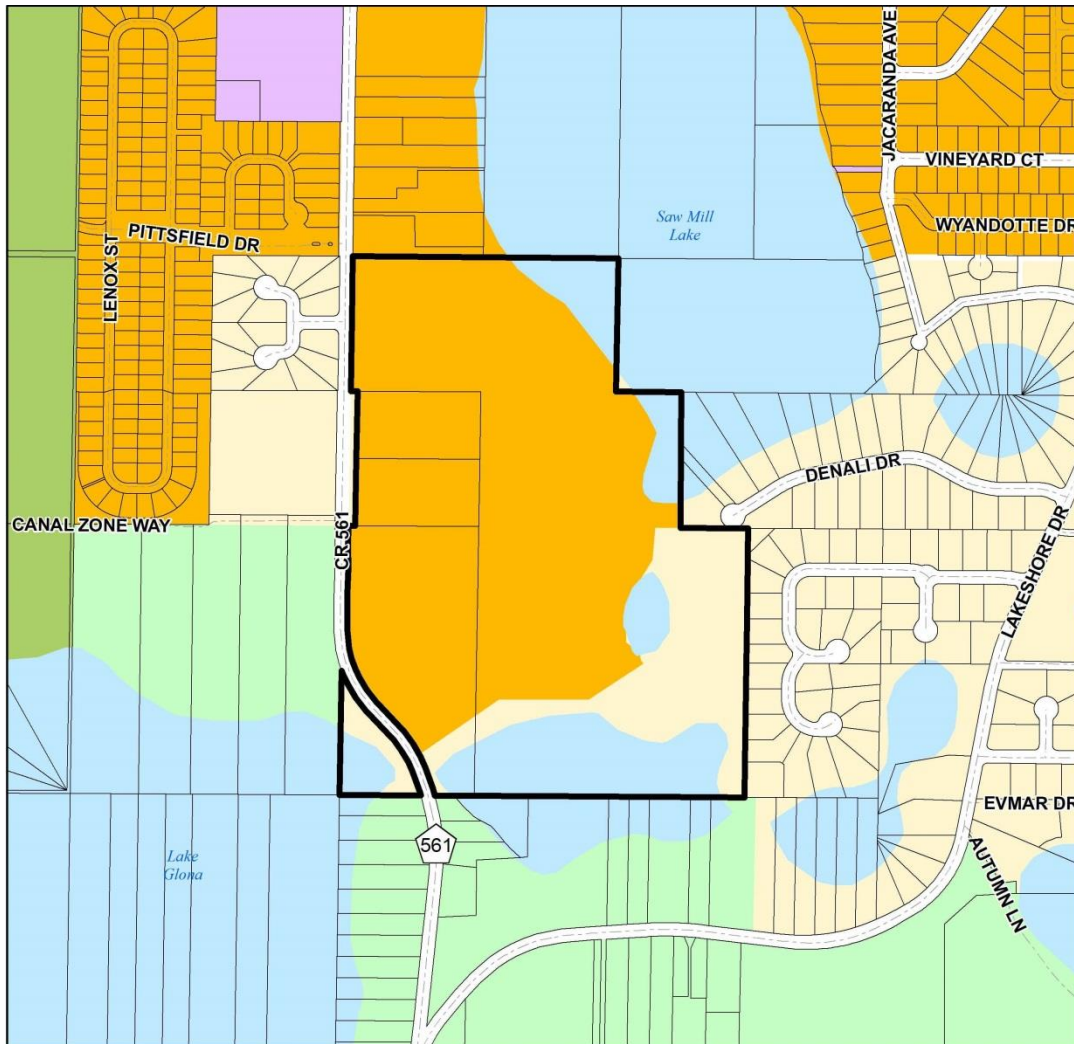
The County is required to ensure compatibility between densities and intensities of development and provide for appropriate land use transitions to protect the long-term integrity of both urban and rural areas. The Rural Transition Future Land Use Category is intended to address edge conditions where Rural Future Land Use Categories abut Urban Future Land Use Categories. The transitional pattern of the future land use categories contiguous to this site are as intended by the Comprehensive Plan. Changing the FLUC on AK # 3874623, 1405513, the northern portion of AK# 1405467, and the northern portion of AK# 1405505 to Urban Low Density would be congruent with the parcels to the north and changing the FLUC for the bottom portion of AK# 1405505 and the bottom portion of AK# 1405467 to Rural Transition would be congruent with the FLUC on the parcels to the south and east. The proposed amendments would create an appropriate transition between the parcels designated as Rural and Urban Low Density as required in the Comprehensive Plan and demonstrated in Exhibit #3 below. The Urban Low Density Future Land Use Category policy is copied below for reference.

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**Exhibit #2**  
**Current Future Land Use Map**



**Exhibit #3**  
**Proposed Future Land Use Map**



**Legend**

-  Urban Low
-  Public Service Facilities and Infrastructure
-  Rural
-  Rural Transition
-  Green Swamp Rural

**Policy I-1.3.2 Urban Low Density Future Land Use Category**

*The Urban Low Density Future Land Use Category provides for a range of residential development at a maximum density of four (4) dwelling units per net buildable acre in addition to civic, commercial, and office uses at an appropriate scale and intensity to serve this category. Limited light industrial uses may only be allowed as a conditional use. This category shall be located on or in proximity to collector or arterial roadways to minimize traffic on local streets and provide convenient access to transit facilities. Within this category any residential development in excess of 10 dwelling units shall be required to provide a minimum 25% of the net buildable area of the entire site as common open space. The maximum intensity in this category shall be 0.25, except for civic uses which shall be 0.35. The maximum Impervious Surface Ratio shall be 0.60.*

**TYPICAL USES INCLUDE:**

- Residential;
- Nursing and personal care facilities;
- Civic uses;
- Residential professional offices;
- Passive parks;
- Religious organizations;
- Day care services;
- Schools;
- Commerce uses, including: services, retail trade, finance, insurance and real estate as allowed pursuant to Policy I-1.3.10 Commercial Activities within the Urban Future Land Use Series; and
- Public order and safety.

**TYPICAL USES REQUIRING A CONDITIONAL USE PERMIT:**

- Active parks and recreation facilities;
- Light industrial such as manufacturing, wholesale trade, transportation, communications, electric, gas and sanitary services. activities are limited to those without off-site impacts and takes place primarily within an enclosed building;
- Animal specialty services;
- Mining and resource extraction;
- Hospitals; and
- Utilities

The applicant submitted this comprehensive plan amendment last year and was presented to the Planning and Zoning Board on April 2, 2014. The Planning and Zoning Board recommended denial (4-2) and the applicant postponed the Board of County Commissioners (BCC) meeting from April 22, 2014 to June 24, 2014 to address the community's concerns expressed at the April 2, 2014 Planning and Zoning Board meeting. On June 11, 2014 the applicant requested to withdraw the Comprehensive Plan amendment to allow for additional time to address the concerns identified at the Planning and Zoning meeting.



The resubmitted Comprehensive Plan application includes the addition of AK #3874623 and 1405513 which adds ten (10) acres of uplands to the proposed residential development. The applicant submitted a concept plan which states that between 200 and 265 homes are proposed for the subdivision.

The applicant stated in an email, dated March, 4, 2015, that they intended to hold a community meeting the last week of March to address the objections that were raised during the original comprehensive plan amendment.

**- Standards for Review –**

**A. Whether the proposed amendment is consistent with all elements of the Comprehensive Plan.**

The proposed map amendment is consistent with the Comprehensive Plan as noted in the analysis above. There is an existing development pattern in this immediate area, and the proposed amendment would be logical as the parcels to the north are designated with the Urban Low FLUC and designating the southern parcels with the Rural Transition FLUC will create a buffer between the Urban Low FLUC to the north and the Rural FLUC to the south.

**Goal I-1, Purpose of the Future Land Use Element,** requires the County to ensure compatibility between densities and intensities of development and also requires that land use transitions be provided as appropriate to protect the integrity of both urban and rural areas.

**B. Whether the proposed amendment is in conflict with any applicable provisions of these regulations.**

The proposed amendment would not be in conflict with the Comprehensive Plan or the Land Development Regulations.

**C. Whether, and the extent to which, the proposed amendment is inconsistent with existing and proposed land uses.**

The proposed amendment will change the future land use categories on the parcels to Urban Low and Rural Transition, which will be consistent with the surrounding existing land uses, as well as create a logical development transition from those surrounding land uses.

The proposed amendment is in accordance with **Policy I-1.4.5, Rural Transition Future Land Use Category,** which is intended to address “edge” conditions where Rural FLUCs abut Urban FLUC; the proposed amendment designates properties as Rural Transition between the Urban and Rural Categories.

**D. Whether there have been changed conditions that justify an amendment.**

The property owner would like to develop at a higher density to accommodate the projected future population growth in south Lake County.

- E. Whether, and the extent to which, the proposed amendment would result in demands on public facilities, and whether, or to the extent to which, the proposed amendment would exceed the capacity of such public facilities, infrastructure and services, including, but not limited to police, roads, sewage facilities, water supply, drainage, solid waste, parks and recreation, schools, and fire and emergency medical facilities.**

The amendment will result in additional demands on public facilities, but as discussed below the amendment would not exceed the capacity or the adopted level of service for the public facilities.

Goal I-1, Purpose of the Future Land Use Element, establishes the goals of the Future Land Use Element, one of which is to provide for the efficient allocation of public facilities and services concurrent with the impacts of development and in compliance with adopted level of services.

#### Transportation

A traffic analysis was submitted as part of the initial submittal by Traffic & Mobility Consultants (TMC), the analysis is attached for reference (Attachment #1); the analysis assessed the impact of the additional traffic resulting from the proposed amendment on the roadway network. The requested amendment will result in an additional 2,405 trips and 234 peak hour trips on the roadway network based on the addition of 274 dwelling units. A new traffic study will need to be completed to reflect the additional acreage and development potential when the applicant applies for the rezoning.

The existing conditions indicates that all roadway segments within the project's influence area currently operate at satisfactory level of service. The analysis of projected conditions in the interim year 2019 indicates that the roadway network has sufficient capacity to accommodate the projected background volumes and the additional traffic generated by the proposed CP amendment. The analysis of projected conditions in the year 2030 indicates that the roadway network has sufficient capacity to accommodate the projected background volumes and the additional traffic generated by the proposed CP amendment.

The traffic analysis was reviewed by the Lake-Sumter Metropolitan Planning Organization which concurred with the analysis as submitted.

#### Schools

Based on a review by the Lake County School Board (Attachment #2), there are three schools that service the area, Pine Ridge Elementary School, Cecil E. Gray Middle School, and South Lake High School. Based on the proposed FLUM amendment; Pine Ridge Elementary School would be under capacity by 9%, Cecil E. Gray Middle School would be under capacity by 26%, and South Lake High School would be 31% under capacity. Lake County School Board commented that the proposed amendment will not adversely impact Lake County Schools.

### Parks

The Palatlahaha River Park and Boat Ramp is located two and one half miles from the subject parcels. The Park provides active recreational opportunities to residents and visitors of Lake County. The Park has a playground, nature trail, picnic tables, fishing pier, boat ramp, and boardwalk. The adopted level of service is four (4) acres of park land (developed or undeveloped) per 1000 people in unincorporated Lake County. There are currently 3800 acres of park lands in unincorporated Lake County and there are roughly 300,000 people, leaving plenty of capacity for the proposed increased density.

### Public Safety

The closest Lake County Fire Rescue Station (LCFR Station #109) is located approximately two (2) miles from the site and is the first-responder station. The Station is an advanced life support station and is staffed with a full-time paramedic. The second-responder station, Station #110, is located four (4) miles from the site and staffed with a full-time paramedic.

### Water and Sewer

Water: The site will be served by Lake Utilities Services, Inc. for potable water services; a letter from Lake Utilities Services, Inc. indicating they have available potable water capacity for the subject properties is attached (Attachment #3).

Sewer for parcels designated with the Rural Transition Future Land Use Category: In accordance with **Policy III-2.1.22, *Regulate and Monitor Septic Tanks***, except for existing platted lots, the County cannot approve the use of septic systems for new development in excess of one unit per net buildable acre, with the exception of de minimis development, with conditions. Therefore, the property proposed with the Rural Transition Future Land Use Category can utilize septic tanks. However, in accordance with **Policy IX-3.1.6, *Provisions of Central Sewer Services Outside of Designated Urban Areas***, if central sewer services become available, development within the area designated as Rural Transition will be encouraged to connect to the central services, if economically feasible.

Sewer for parcels designated with the Urban Low Density Future Land Use Category: **Policy IX-3./1.1, *Regional Wastewater Service Criteria***, requires development within the Urban Future Land Use Series to be connected to a regional sewer system, defined as a central sewer system with a capacity of 500,000 gallons per day or greater. **Policy IX-3.1.2, *Mandatory Sewer Connection***, requires development to connect to public sanitary sewer, when available. When a public sanitary sewer system is not available, the policy requires a new development exceeding a density of one unit per net acre to provide a regional/sub-regional sanitary sewer system. **Policy IX-3.1.5, *Provisions of Central Sewer Services Inside of Designated Urban Areas***, also requires connection to central sewer services consistent with the mandatory connection policy, but where connection to a municipal system is not feasible, independent utility providers or public-private partnerships may be considered to provide regional central sewer services on properties designated with a Future Land Use Category within the Urban Future Land Use Series. Prior to development, the parcels

proposed for designation to the Urban Low Density Future Land Use Category shall meet the requirements listed in the policies noted above.

#### Solid Waste

The County's adopted level of service for solid waste is one (1) day a week garbage pickup and one (1) day a week recycling pickup. The five-year capital improvement schedule for solid waste shows that with existing landfill cells and additional land available and permitted through an FDEP Environmental Resource Permit, there is disposal capacity through 2030.

**F. Whether, and the extent to which, the proposed amendment would result in significant impacts on the natural environment.**

The environmental assessment indicated that impacts to wetlands and protected species are not anticipated. However, an updated environmental assessment will be required during the rezoning and development stages of the development review process. Pursuant to Comp Plan Policy III-3.2.5, any threatened, endangered or species of concern will be protection in accordance with the state permitting regulatory requirements, Comprehensive Plan and LDR, as amended. The wetlands within the project boundaries will be required to be platted in separate tracts and placed within a recorded conservation easement. In order to utilize the Rural Transition's maximum density of one (1) dwelling unit/one (1) net acre, fifty percent (50%) of the new buildable area needs to be designated open space. Any new development will be required to meet all Comprehensive Plan and Land Development Regulations requirements to protect the environment.

**G. Whether, and the extent to which, the proposed amendment would affect the property values in the area.**

There is no indication that there will be any adverse effects on the property values.

**H. Whether, and the extent to which, the proposed amendment would result in an orderly and logical development pattern, specifically identifying any negative effects on such pattern.**

The subject property is bordered to the north by land within the Urban Low Density Future Land Use Category. Parcels to the east and northwest of the subject property are designated as Rural Transition, and are developed as a platted subdivisions. The parcels to the southwest and south of the property are designated with the Rural FLUC. The amendment will result in an orderly and logical development pattern, as required by **Goal I-1**, and **Policy I-1.1.3**, *Direct Orderly, Compact Growth*.

**I. Whether the proposed amendment would be consistent with or advance the public interest, and is in harmony with the purpose and interest of these regulations.**

The amendment is consistent with the interest of the public and these regulations.

**– Conclusion –**

The proposed amendment will change the future land use categories on parcels to Urban Low and Rural Transition, which will be consistent with the surrounding existing land uses, as well as create a logical development transition between those surrounding land uses.

**– Staff Recommendation –**

Staff recommends **APPROVAL** of the proposed amendment to change the future land use categories from Rural Transition and Rural to Urban Low and Rural Transition.

**Planning & Zoning Board Recommendation:**

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**TRANSMITTAL ONLY  
ORDINANCE 2015– XX  
FLU-2015-01-1**

Sawmill Lake, south of Clermont

**AN ORDINANCE OF THE BOARD OF COUNTY COMMISSIONERS OF LAKE COUNTY, FLORIDA, AMENDING THE LAKE COUNTY 2030 COMPREHENSIVE PLAN; AMENDING THE FUTURE LAND USE MAP FROM RURAL TRANSITION AND RURAL FUTURE LAND USE CATEGORIES TO URBAN LOW DENSITY AND RURAL TRANSITION FUTURE LAND USE CATEGORIES FOR THE PARCELS LOCATED SOUTH OF CLERMONT AND EAST OF CR 561, DESCRIBED WITH ALTERNATE KEY NUMBERS 1405505, 1405467, 1405513 AND 3874623, AS SHOWN IN EXHIBIT A; PROVIDING FOR PUBLICATION AS REQUIRED BY SECTION 163.3184(11), FLORIDA STATUTES; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.**

15       **WHEREAS**, Chapter 163, Florida Statutes, Part II, governs growth policy, county and  
16 municipal planning, and land development regulation in the State of Florida; and

17       **WHEREAS**, Chapter 125, Florida Statutes, Section 125.01(1)(g), authorizes the Board of  
18 County Commissioners of Lake County to "Prepare and enforce comprehensive plans for the  
19 development of the county"; and

20       **WHEREAS**, pursuant to Chapters 163 and 125, Florida Statutes, on the 25<sup>th</sup> day of May,  
21 2010, the Board of County Commissioners enacted Ordinance No. 2010-25, adopting the Lake  
22 County 2030 Comprehensive Plan; and

23       **WHEREAS**, on the 23<sup>rd</sup> day of July, 2010, the State of Florida Department of Community  
24 Affairs, now known as the Community Planning and Development Division of the Florida  
25 Department of Economic Opportunity, published a Notice of Intent finding the Lake County  
26 2030 Comprehensive Plan Amendment "In Compliance" with Chapter 163, Florida Statutes; and

27       **WHEREAS**, on the 22<sup>nd</sup> day of September, 2011, the Lake County 2030 Comprehensive  
28 Plan became effective; and

29       **WHEREAS**, Section 163.3184, Florida Statutes, sets forth the process for adoption of  
30 Comprehensive Plan Amendments; and

31       **WHEREAS**, on the 1<sup>st</sup> day of April, 2015, this Ordinance was heard at a public hearing  
32 before the Lake County Planning & Zoning Board in its capacity as the Local Planning Agency;  
33 and

1           **WHEREAS**, on the 21<sup>st</sup> day of April, 2015, this Ordinance was heard at a public hearing  
2 before the Lake County Board of County Commissioners; and

3           **WHEREAS**, it serves the health, safety and general welfare of the residents of Lake  
4 County to adopt the amendment to the Lake County Comprehensive Plan Future Land Use  
5 Map;

6           **NOW THEREFORE, BE IT ORDAINED** by the Board of County Commissioners of Lake  
7 County, Florida, that:

8  
9           **Section 1. Comprehensive Plan Future Land Use Map Amendment.**

10 The 2030 Future Land Use Map is hereby amended to change the Future Land Use Category on  
11 parcels as described below:

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13           **Urban Low Density** - A PORTION OF THE NORTHWEST 1/4 AND A PORTION OF THE  
14 NORTHEAST 1/4 OF SECTION 14, TOWNSHIP 23 SOUTH, RANGE 25 EAST, LAKE COUNTY,  
15 FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

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17           BEGINNING FOR THE SAME AT THE INTERSECTION OF THE NORTH LINE OF THE W ½ OF  
18 THE SE 1/4 OF NW 1/4 OF SECTION 14, TOWNSHIP 23 S, RANGE 25 E WITH THE EAST  
19 RIGHT OF WAY LINE OF COUNTY ROAD NO. 561, PER LAKE COUNTY MAINTENANCE MAP  
20 BOOK 3, PAGES 90-112 THENCE; SOUTH 89°33'39" EAST, A DISTANCE OF 1303.77';  
21 THENCE SOUTH 01°03'25" WEST, A DISTANCE OF 660.09'; THENCE SOUTH 89°30'39"  
22 EAST, A DISTANCE OF 329.90'; THENCE SOUTH 01°03'25" WEST, A DISTANCE OF 662.20';  
23 THENCE NORTH 89°33'57" WEST, A DISTANCE OF 126.70'; THENCE SOUTH 43°12'26"  
24 EAST, A DISTANCE OF 2.68'; THENCE SOUTH 05°15'26" WEST, A DISTANCE OF 157.16';  
25 THENCE SOUTH 31°39'24" WEST, A DISTANCE OF 242.63'; THENCE SOUTH 00°37'24"  
26 WEST, A DISTANCE OF 195.81'; THENCE SOUTH 53°13'21" EAST, A DISTANCE OF 80.59';  
27 THENCE SOUTH 12°38'59" EAST, A DISTANCE OF 4160'; THENCE SOUTH 36°25'42" EAST,  
28 A DISTANCE OF 21.02'; THENCE SOUTH 56°50'45" WEST, A DISTANCE OF 322.28';  
29 THENCE SOUTH WEST90°00'00" WEST, A DISTANCE OF 439.56'; THENCE SOUTH  
30 55°15'43" WEST, A DISTANCE OF 471.74' TO THE POINT OF CURVATURE OF A NON-  
31 TANGENT CURVE, CONCAVE TO THE SOUTHWEST, HAVING A RADIUS OF 69411' A  
32 CENTRAL ANGLE OF 18°11'30", AND A CHORD OF 219.46' BEARING NORTH 36°05'57"  
33 WEST; THENCE NORTHWEST ALONG SAID CURVE, A DISTANCE OF 220.38'; THENCE  
34 NORTH 45°11'42" WEST, A DISTANCE OF 93.21' TO THE POINT OF CURVATURE OF A  
35 TANGENT CURVE, CONCAVE TO THE EAST, HAVING A RADIUS OF 549.67' AND A  
36 CENTRAL ANGLE OF 46°05'12"; THENCE NORTHWEST ALONG SAID CURVE, A DISTANCE  
37 OF 442.13', CURVING TO THE RIGHT; THENCE NORTH 00°53'30" EAST, A DISTANCE OF  
38 482.72'; THENCE SOUTH 89°37'05" EAST, A DISTANCE OF 638.04'; THENCE NORTH  
39 01°00'26" EAST, A DISTANCE OF 660.42'; THENCE NORTH 89°35'22" WEST, A DISTANCE

1 OF 639.37'; THENCE NORTH 00'53'30" EAST, A DISTANCE OF 660.73' TO THE POINT OF  
2 BEGINNING; SAID DESCRIBED TRACT CONTAINING 63.68 ACRES, MORE OR LESS.

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4 AND

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6 PARCEL 2 (Alternate Key 1405513, Parcel ID 14-23-25-0002-000-01600):

7  
8 THE NORTH 1/2 OF THE SOUTHWEST 1/4 OF THE NORTHEAST 1/4 OF THE NORTHWEST  
9 1/4 OF SECTION 14, TOWNSHIP 23 SOUTH, RANGE 25 EAST, LAKE COUNTY, FLORIDA;  
10 LESS THE WEST 33 FEET THEREOF. DESCRIPTION PER O.R.B. 4302 PG 1742.

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12 AND

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14 PARCEL 3 ( Alternate Key 3874623, Parcel ID 14-23-25-0002-000-07800):

15  
16 THE SOUTH 1/2 OF THE SOUTHWEST 1/4 OF THE NORTHEAST 1/4 OF THE NORTHWEST  
17 1/4 OF SECTION 14, TOWNSHIP 23 SOUTH, RANGE 25 EAST, LAKE COUNTY, FLORIDA;  
18 LESS THE WEST 33 FEET THEREOF. DESCRIPTION PER O.R.B. 4302 PG 1742.

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20  
21 **Rural Transition** A PORTION OF THE NORTHWEST 1/4 AND A PORTION OF THE  
22 NORTHEAST 1/4 OF SECTION 14, TOWNSHIP 23 SOUTH, RANGE 25 EAST, LAKE COUNTY,  
23 FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

24  
25 BEGINNING FOR THE SAME AT THE NW CORNER HASSON RIDGE AS RECORDED IN PLAT  
26 BOOK 32, PAGE 5 OF THE PUBLIC RECORDS OF LAKE COUNTY, FLORIDA; THENCE SOUTH  
27 01"03'25" WEST, A DISTANCE OF 1322.55'; THENCE NORTH 89"34'15" WEST, A  
28 DISTANCE OF 1511.79' TO THE POINT OF CURVATURE OF A NON-TANGENT CURVE,  
29 CONCAVE TO THE WEST, HAVING A RADIUS OF 1489.67' A CENTRAL ANGLE OF  
30 03"27'26", AND A CHORD OF 89.88' BEARING NORTH 16"55'04" WEST; THENCE NORTH  
31 ALONG SAID CURVE, A DISTANCE OF 89.89'; THENCE NORTH 18"38'47" WEST, A  
32 DISTANCE OF 24.96' TO THE POINT OF CURVATURE OF A TANGENT CURVE, CONCAVE TO  
33 THE SOUTHWEST, HAVING A RADIUS OF 694.11' AND A CENTRAL ANGLE OF 08"21'25";  
34 THENCE NORTH ALONG SAID CURVE, A DISTANCE OF 101.24', CURVING TO THE LEFT;  
35 THENCE NORTH 55"15'43" EAST, A DISTANCE OF 471.74'; THENCE NORTH 90"00'00"  
36 EAST, A DISTANCE OF 439.56'; THENCE NORTH 56"50'45" EAST, A DISTANCE OF 322.28';  
37 THENCE NORTH 36"25'42" WEST, A DISTANCE OF 21.02'; THENCE NORTH 12"38'59"  
38 WEST, A DISTANCE OF 41.60'; THENCE NORTH 53"13'21"  
39 WEST, A DISTANCE OF 80.59'; THENCE NORTH 00"37'24" EAST, A DISTANCE OF 195.81';  
40 THENCE NORTH 31"39'24" EAST, A DISTANCE OF 242.63'; THENCE NORTH 05"15'26"  
41 EAST, A DISTANCE OF 157.16'; THENCE NORTH 43"12'26" WEST, A DISTANCE OF 2.68';  
42 THENCE SOUTH 89"33'57" EAST, A DISTANCE OF 456.60' TO THE POINT OF BEGINNING;  
43 SAID DESCRIBED TRACT CONTAINING 26.69 ACRES, MORE OR LESS.



1  
2 PROPERTY DESCRIPTION: RURAL TRANSITION PARCEL (WEST)

3  
4 A PORTION OF THE NORTHEAST 1/4 OF SECTION 14, TOWNSHIP 23 SOUTH, RANGE 25  
5 EAST, LAKE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

6  
7 BEGINNING FOR THE SAME AT THE INTERSECTION OF THE SOUTH LINE OF THE W 1/2 OF  
8 THE SE 1/4 OF NW 1/4 OF SECTION 14, TOWNSHIP 23S, RANGE 25E WITH THE WEST  
9 RIGHT OF WAY LINE OF COUNTY ROAD NO. 561, PER LAKE COUNTY MAINTENANCE MAP  
10 BOOK 3, PAGES 90-112; THENCE NORTH 89°34'15" WEST, A DISTANCE OF 400.93';  
11 THENCE NORTH 00°57'27" EAST, A DISTANCE OF 619.73' TO THE POINT OF CURVATURE  
12 OF A NON-TANGENT CURVE, CONCAVE TO THE NORTHEAST, HAVING A RADIUS OF  
13 615.67' A CENTRAL ANGLE OF 24°58'57", AND A CHORD OF 266.33' BEARING SOUTH  
14 32°42'13" EAST; THENCE SOUTH ALONG SAID CURVE, A DISTANCE OF 268.45'; THENCE  
15 SOUTH 45°11'42" EAST, A DISTANCE OF 93.21' TO THE POINT OF CURVATURE OF A  
16 TANGENT CURVE, CONCAVE TO THE SOUTHWEST, HAVING A RADIUS OF 628.11' AND A  
17 CENTRAL ANGLE OF 26°32'55"; THENCE SOUTHEAST ALONG SAID CURVE, A DISTANCE OF  
18 291.04', CURVING TO THE RIGHT; THENCE SOUTH 18°38'47" EAST, A DISTANCE OF 24.96'  
19 TO THE POINT OF CURVATURE OF A TANGENT CURVE, CONCAVE TO THE WEST, HAVING  
20 A RADIUS OF 1423.67' AND A CENTRAL ANGLE OF 02°42'48"; THENCE SOUTH ALONG  
21 SAID CURVE, A DISTANCE OF 67.42', CURVING TO THE RIGHT, TO THE POINT OF  
22 BEGINNING; SAID DESCRIBED TRACT CONTAINING 3.08 ACRES, MORE OR LESS.

23  
24  
25 **Section 2. Advertisement.** This Ordinance was advertised pursuant to Chapter 163, Florida  
26 Statutes, Section 163.3184(11).

27  
28  
29 **Section 3. Severability.** If any section, sentence, clause, or phrase of this Ordinance is held to be  
30 invalid or unconstitutional by any court of competent jurisdiction, then said holding shall in no  
31 way affect the validity of the remaining portions of this Ordinance.

32  
33  
34 **Section 4. Effective Date.** The effective date of this plan amendment, if the amendment is not  
35 timely challenged, shall be 31 days after the state land planning agency notifies the local  
36 government that the plan amendment package is complete.

37  
38 ENACTED this \_\_\_\_ day of \_\_\_\_\_, 2015.

39  
40 FILED with the Secretary of State \_\_\_\_\_, 2015.

BOARD OF COUNTY COMMISSIONERS  
LAKE COUNTY, FLORIDA

\_\_\_\_\_  
Jimmy Conner, Chairman

ATTEST:

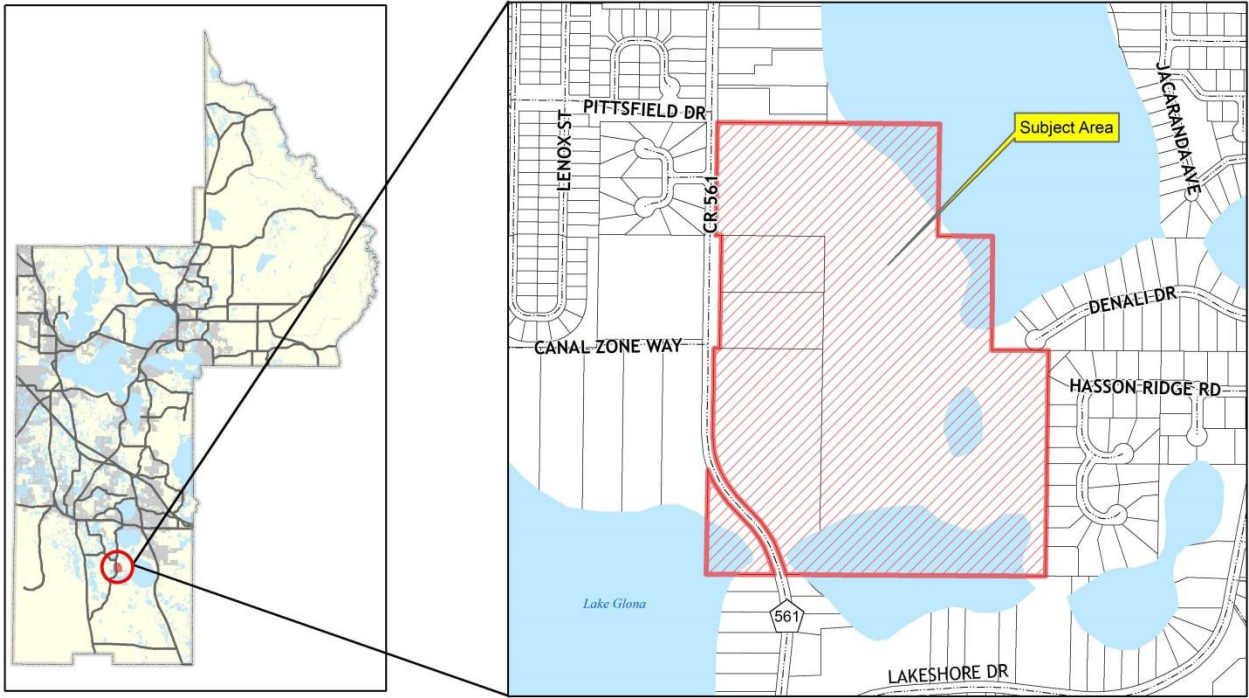
\_\_\_\_\_  
Neil Kelly, Clerk of the Board of  
County Commissioners, Lake County, Florida

Approved as to form and legality:

\_\_\_\_\_  
Sanford A. Minkoff, County Attorney

1  
2

**EXHIBIT A**  
**FLU-2015-01-1**



3  
4

# Attachment #1 (30 Pages)

## **SABETI PROPERTY**

Project № 13-110

January 2014

## **TRAFFIC ANALYSIS FOR COMPREHENSIVE PLAN AMENDMENT LAKE COUNTY, FL**

*Prepared by:*



**Traffic & Mobility Consultants**

1507 S. Hiawassee Road, Suite 212  
Orlando, Florida 32835  
[www.trafficmobility.com](http://www.trafficmobility.com)  
(407) 531-5332

*Prepared for:*

Terra-Max Engineering, Inc.  
1507 S Hiawassee Road, Suite 211  
Orlando, Florida 32835

## EXECUTIVE SUMMARY

This study was conducted in support of a Comprehensive Plan (CP) amendment application for the Sabeti Property located on CR 561, north of Lakeshore Drive in Lake County, Florida. The analysis assessed the impact of the additional traffic resulting from the proposed amendment on the roadway network.

The requested amendment is to change the Future Land Use (FLU) designation of the property from Rural and Rural Transitioning to Low Density Residential (LDR).

The findings of this analysis are as follows:

- The existing FLU designations (R & RT) allow a total of 21 single family units while the proposed designation (LDR) would allow up to 274 single family units on the property.
- The requested amendment will result in an additional 2,405 daily trips and 234 peak hour trips on the roadway network.
- An analysis of existing conditions indicates that all roadway segments within the project's influence area currently operate at satisfactory LOS.
- The analysis of projected conditions in the year 2019 (Interim Year) indicates that the roadway network has sufficient capacity to accommodate the projected background volumes and the additional traffic generated by the proposed CP amendment.
- The analysis of projected conditions in the year 2030 (Horizon Year) indicates that the roadway network has sufficient capacity to accommodate the projected background volumes and the additional traffic generated by the proposed CP amendment.
- A Highplan analysis was performed to determine the capacity of Lakeshore Drive from Harper Road to Oswalt Road, a constrained 2-lane facility.

## TABLE OF CONTENTS

	Page
1.0 INTRODUCTION.....	1
2.0 EXISTING TRAFFIC CONDITIONS .....	3
3.0 TRIP GENERATION AND DISTRIBUTION.....	4
3.1 Trip Generation.....	4
3.2 Trip Distribution/Assignment.....	4
4.0 PROJECTED CONDITIONS ANALYSIS .....	6
4.1 Background Traffic Volumes and Transportation Network.....	6
4.2 Interim Year (2019) Analysis .....	7
4.3 Horizon Year (2030) Analysis.....	10
5.0 STUDY CONCLUSIONS .....	13
APPENDICES.....	14
Appendix A Lake County TCMS Information	
Appendix B Highplan Analysis	
Appendix C ITE Trip Generation Information Sheets	
Appendix D CFRPM Model Plots	
Appendix E Regression Analysis	

## LIST OF TABLES

Table 1 Development Densities .....	1
Table 2 Existing Conditions Analysis .....	3
Table 3 Trip Generation Calculation .....	4
Table 4 Interim Year (2019) Base Conditions Analysis .....	8
Table 5 Interim Year (2019) Proposed Conditions Analysis .....	9
Table 6 Horizon Year (2030) Base Condition Analysis .....	11
Table 7 Horizon Year (2030) Proposed Condition Analysis.....	12

## LIST OF FIGURES

Figure 1 Project Site Location.....	2
Figure 2 Trip Distribution Pattern .....	5

## 1.0 INTRODUCTION

This Traffic Analysis study was undertaken to support an application to amend the Lake County Comprehensive Plan's (CP) Future Land Use Map (FLUM). The application is for the Sabeti Property, located on CR 561, north of Lakeshore Drive in Lake County, Florida. **Figure 1** depicts the location of the proposed development and the one (1) mile radius preliminary impact area.

The requested amendment is to change the Future Land Use Map (FLUM) designation of the property from Agricultural/Agricultural Transitioning to Low Density Residential (LDR).

The development densities are listed in **Table 1**. The current development density is based on the maximum allowable development under the current FLUM designation. The proposed development program is in accordance with the proposed Planned Development FLUM designation.

**Table 1**  
**Development Densities**

Land Use Designation	Net Acres	Density	Development
<b>Current FLUM</b>			
Rural Transitional	26.87	0.5 DU/Acre	13 DU
Rural	41.64	0.2 DU/Acre	8 DU
<b>Proposed FLUM</b>			
Low Density Residential	68.51	4.0 DU/Acre	274 DU

Total site is 93.45 acres with 24.94 acres wet or under water. Net acreage is 68.51  
DU = Dwelling Unit

This study was performed in accordance with the latest Comprehensive Plan Amendment procedures utilized by Lake County.





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Figure: <b>PROJECT LOCATION MAP</b>	
Project: Sabeti Property	Project No.: 13-110

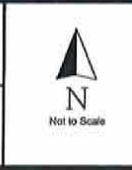


Figure:  
**1**

## 2.0 EXISTING TRAFFIC CONDITIONS

The existing traffic conditions were evaluated within the project's primary influence area. This included the area's major roadways within four (4) miles driving distance from the proposed project site. Analyses were conducted of both the daily and P.M. peak hour conditions.

The existing conditions on the roadway network were analyzed by comparing the latest available traffic volumes on each of the roadway segments to the adopted capacity thresholds. The existing conditions analysis was based on information from the Lake County Transportation Concurrency Management System (TCMS) dated December 16<sup>th</sup>, 2013. This information, provided in **Appendix A**, includes roadway segments, roadway characteristics, traffic volumes, and adopted capacities. A Highplan analysis, provided in **Appendix B**, was conducted for the segment of Lakeview Drive from Harper Road to Oswalt Road. **Table 2** summarizes the existing conditions capacity analysis in the area. This analysis reveals that currently all roadway segments currently operate at adequate Level of Service (LOS).

**Table 2**  
**Existing Conditions Analysis**

Roadway Segment	SEG ID	No Lns	Area Type	LOS Std	Capacity	Direction	P.M. Peak Hour		Deficient?
							Volume	LOS	
<b>CR 561</b>									
SR 50 to Log House Rd	1510	2	U	D	792	NB	248	C	No
						SB	321	C	No
Log House Rd to Florida Boys Ranch	1520	2	U	D	792	NB	195	C	No
						SB	115	C	No
Florida Boys Ranch Rd to SR 33	1530	2	R	C	603	NB	74	C	No
						SB	49	C	No
<b>CR 565A</b>									
SR 50 to CR 565B	1630	2	U	D	572	NB	97	C	No
						SB	94	C	No
<b>CR 565B</b>									
SR 33 to CR 561	1640	2	R	C	469	EB	71	C	No
						WB	58	C	No
<b>Lakeshore Dr</b>									
CR 561 to Oswalt Rd	2330	2	U	D	572	NB	77	C	No
						SB	106	C	No
Oswalt Rd to Harder Rd	2340	2	U	D	720*	NB	303	C	No
						SB	490	D	No
<b>Log House Rd</b>									
CR 561 to Lakeshore Dr	2450	2	U	D	572	EB	162	C	No
						WB	150	C	No

*Capacity obtained from Highplan Analysis of Segment (Appendix D)*

## TRIP GENERATION AND DISTRIBUTION

The project's traffic and travel characteristics determine the level of impact it will have on the surrounding transportation facilities. These characteristics include the project's trip generation, the distribution of those trips in the area, then their assignment to the roadway network.

### 2.1 Trip Generation

The trip generation for the existing and proposed land use densities was calculated using trip generation information published by the Institute of Transportation Engineers (ITE) in the *Trip Generation Report, 9<sup>th</sup> Edition*. Trip generation rates and calculations are summarized in **Table 3**, which shows the daily and P.M. peak hour trips for the existing and proposed land uses. Detailed trip generation information sheets are included **Appendix C**.

**Table 3**  
**Trip Generation Calculation**

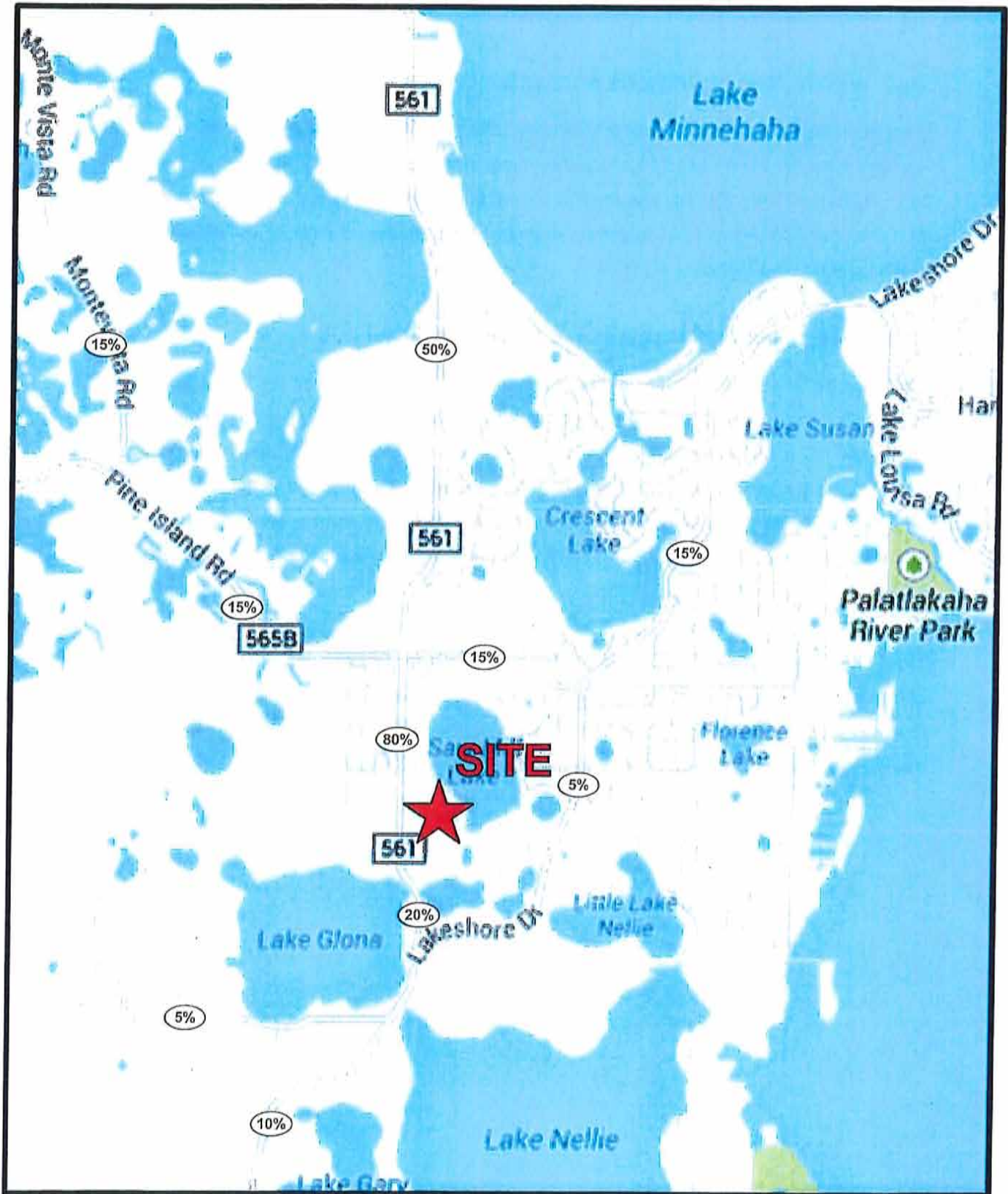
Description	LU Code	Quantity	Daily		PM Peak Hour Trips			
			Rate	Trips	Rate	In	Out	Total
<b>Allowable Development - Existing FLUM</b>								
Single Family Residential	210	21 Units	11.90	250	1.23	16	10	26
<b>Allowable Development - Proposed FLUM</b>								
Single Family Residential	210	274 Units	9.69	2,655	0.95	164	96	260
<b>Net Increase in Trip Generation</b>				<b>2,405</b>	<b>---</b>	<b>148</b>	<b>86</b>	<b>234</b>

*ITE Trip Generation Manual, 9th Edition*

From these calculations, the site's daily trip generation will increase by 2,405 trips and the P.M. peak hour trip generation will increase by 234 trips as a result of the proposed amendment.

### 2.2 Trip Distribution/Assignment

A preliminary project trip distribution pattern was developed utilizing the adopted *Central Florida Regional Planning Model (CFRPM) 5.0*. The input network was first updated to include Florida Boys Ranch Road and then a select Zone Analysis (SZA) was conducted to evaluate the distribution of project trips on the surrounding roadway network. The model output is included in **Appendix D**. The distribution was then adjusted using engineering/planning judgment. Specifically, it was noted that the models route choice eastward to Colonial Drive was circuitous and not reflective of driver route choice. The adjusted distribution is illustrated in **Figure 2**.



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Figure:  
**TRIP DISTRIBUTION**

Project:  
 Sabeti Property

Project No.:  
 13-110

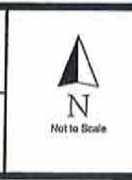


Figure:  
**2**

### 3.0 PROJECTED CONDITIONS ANALYSIS

Projected conditions were assessed to evaluate the impact of the proposed amendment on the roadway network. The projected conditions analysis was performed for the Interim Year (2019) and the Horizon Year (2030). The analyses were conducted for each the analysis year for both the base condition (without the amendment) and for the proposed condition (with the amendment) as discussed in the following sections.

#### 3.1 Background Traffic Volumes and Transportation Network

Projected traffic volumes for the future years were obtained based on the annual growth rate historically experienced on SR 33. The growth trend was analyzed using a regression analysis model and historical traffic volume counts obtained from the Florida Department of Transportation (FDOT). The data indicated that there has been no perceivable growth in traffic in this area over the past five years. Therefore, to project future traffic volumes, the analysis assumed a typical annual growth rate of 1.0% to 2030. The growth trend regression worksheet and historical traffic data are included in **Appendix E**.

The Lake County Capital Improvements Program (CIP) for Fiscal Years 2012 to 2016 and the Long Range Transportation Plan were reviewed to determine if there were any programmed roadway improvements that would be relevant to the study. Based on the review conducted, no roadway improvements were noted which would impact this analysis.

### 3.2 Interim Year (2019) Analysis

An interim year analysis was conducted for the base condition, which is based on the projected background traffic for the year 2019, without the additional traffic from the proposed CP amendment. The analysis compares the background traffic volume to the roadway network capacity and service volumes. **Table 4** summarizes the analysis, which indicates that all study roadway segments will operate at adequate LOS in the year 2019.

The capacity analysis is repeated with the additional traffic from the proposed amendment added to the projected background traffic. The total projected traffic and the LOS are summarized in **Table 5**, which reveals that all roadway segments will continue to operate at adequate LOS with the proposed CP amendment.

*Therefore, the transportation network has sufficient capacity to accommodate the proposed amendment through the Interim Year 2019.*

**Table 4  
Interim Year (2019) Base Conditions Analysis**

Roadway Segment	SEG ID	No Lns	Area Type	LOS Std	Capacity	Direction	2019 Back'd Volume	LOS	Deficient?
<b>CR 561</b>									
SR 50 to Log House Rd	1510	2	U	D	792	NB	265	C	No
						SB	343	C	No
Log House Rd to Florida Boys Ranch Rd	1520	2	U	D	792	NB	209	C	No
						SB	123	C	No
Florida Boys Ranch Rd to SR 33	1530	2	R	C	603	NB	79	C	No
						SB	52	C	No
<b>CR 565A</b>									
SR 50 to CR 565B	1630	2	U	D	572	NB	104	C	No
						SB	101	C	No
<b>CR 565B</b>									
SR 33 to CR 561	1640	2	R	C	469	EB	76	C	No
						WB	62	C	No
<b>Lakeshore Dr</b>									
CR 561 to Oswalt Rd	2330	2	U	D	572	NB	82	C	No
						SB	113	C	No
Oswalt Rd to Harder Rd	2340	2	U	D	720	NB	324	C	No
						SB	524	D	No
<b>Log House Rd</b>									
CR 561 to Lakeshore Dr	2450	2	U	D	572	EB	173	C	No
						WB	161	C	No

**Table 5  
Interim Year (2019) Proposed Conditions Analysis**

Roadway Segment	SEG ID	No Lns	Area Type	LOS Std	Capacity	Direction	2019 Back'd Volume	2019 Project Traffic		Total 2019 Volume	LOS	Deficient?
								Dist	Volume			
<b>CR 561</b>												
SR 50 to Log House Rd	1510	2	U	D	792	NB	265	50%	43	308	C	No
						SB	343		74			
Log House Rd to Florida Boys Ranch Rd	1520	2	U	D	792	NB	209	80%	69	278	C	No
						SB	123		118			
Florida Boys Ranch Rd to SR 33	1530	2	R	C	603	NB	79	30%	44	123	C	No
						SB	52		26			
<b>CR 565A</b>												
SR 50 to CR 565B	1630	2	U	D	572	NB	104	15%	13	117	C	No
						SB	101		22			
<b>CR 565B</b>												
SR 33 to CR 561	1640	2	R	C	469	EB	76	15%	22	98	C	No
						WB	62		13			
<b>Lakeshore Dr</b>												
CR 561 to Oswalt Rd	2330	2	U	D	572	NB	82	15%	13	95	C	No
						SB	113		22			
Oswalt Rd to Harder Rd	2340	2	U	D	720	NB	324	15%	13	337	C	No
						SB	524		22			
<b>Log House Rd</b>												
CR 561 to Lakeshore Dr	2450	2	U	D	572	EB	173	15%	13	186	C	No
						WB	161		22			



### 3.3 Horizon Year (2030) Analysis

An analysis of conditions in the planning horizon year of 2030 was conducted for the base condition, which is based on the projected 2030 background traffic, without the additional traffic from the proposed CP amendment. The analysis compares the background traffic volume to the roadway network capacity and service volumes. **Table 6** summarizes the analysis, which indicates that all study roadway segments will operate at adequate LOS in the year 2030. It should be noted that a Highplan analysis was conducted for the segment of Lakeview Drive between Harder Road and Oswalt Road, a constrained two lane roadway. The results of the analysis are included in **Appendix D**.

The capacity analysis was repeated with the additional traffic from the proposed amendment added to the projected background traffic. The total projected traffic and the LOS are summarized in **Table 7**, which reveals that all roadway segments will continue to operate at adequate LOS with the proposed CP amendment.

*Therefore, the transportation network has sufficient capacity to accommodate the proposed amendment through the Planning Horizon Year 2030.*

**Table 6**  
**Horizon Year (2030) Base Condition Analysis**

Roadway Segment	SEG ID	No Lns	Area Type	LOS Std	Capacity	Direction	2030 Back'd Volume	LOS	Deficient?
<b>CR 561</b>									
SR 50 to Log House Rd	1510	2	U	D	792	NB	293	C	No
						SB	379	C	No
Log House Rd to Florida Boys Ranch Rd	1520	2	U	D	792	NB	230	C	No
						SB	136	C	No
Florida Boys Ranch Rd to SR 33	1530	2	R	C	603	NB	87	C	No
						SB	58	C	No
<b>CR 565A</b>									
SR 50 to CR 565B	1630	2	U	D	572	NB	114	C	No
						SB	111	C	No
<b>CR 565B</b>									
SR 33 to CR 561	1640	2	R	C	469	EB	84	C	No
						WB	68	C	No
<b>Lakeshore Dr</b>									
CR 561 to Oswalt Rd	2330	2	U	D	572	NB	91	C	No
						SB	125	C	No
Oswalt Rd to Harder Rd	2340	2	U	D	720	NB	358	C	No
						SB	578	D	No
<b>Log House Rd</b>									
CR 561 to Lakeshore Dr	2450	2	U	D	572	EB	191	C	No
						WB	177	C	No

**Table 7  
Horizon Year (2030) Proposed Condition Analysis**

Roadway Segment	SEG ID	No Lns	Area Type	LOS Std	Capacity	Direction	2030 Back'd Volume	2030 Project Traffic		Total 2030 Volume	LOS	Deficient?
								Dist	Volume			
<b>CR 561</b>												
SR 50 to Log House Rd	1510	2	U	D	792	NB	293	50%	43	336	C	No
						SB	379		74			
Log House Rd to Florida Boys Ranch Rd	1520	2	U	D	792	NB	230	80%	69	299	C	No
						SB	136		118			
Florida Boys Ranch Rd to SR 33	1530	2	R	C	603	NB	87	30%	44	131	C	No
						SB	58		26			
<b>CR 565A</b>												
SR 50 to CR 565B	1630	2	U	D	572	NB	114	15%	13	127	C	No
						SB	111		22			
<b>CR 565B</b>												
SR 33 to CR 561	1640	2	R	C	469	EB	84	15%	22	106	C	No
						WB	68		13			
<b>Lakeshore Dr</b>												
CR 561 to Oswalt Rd	2330	2	U	D	572	NB	91	15%	13	104	C	No
						SB	125		22			
Oswalt Rd to Harder Rd	2340	2	U	D	720	NB	358	15%	13	371	C	No
						SB	578		22			
<b>Log House Rd</b>												
CR 561 to Lakeshore Dr	2450	2	U	D	572	EB	191	15%	13	204	C	No
						WB	177		22			

#### 4.0 STUDY CONCLUSIONS

This study was conducted in support of a Comprehensive Plan (CP) amendment application for the Sabeti Property located on CR 561, north of Lakeshore Drive in Lake County, Florida. The analysis assessed the impact of the additional traffic resulting from the proposed amendment on the roadway network.

The requested amendment is to change the Future Land Use (FLU) designation of the property from Rural and Rural Transitioning to Low Density Residential (LDR).

The findings of this analysis are as follows:

- The existing FLU designations (R & RT) allow a total of 21 single family units while the proposed designation (LDR) would allow up to 274 single family units on the property.
- The requested amendment will result in an additional 2,405 daily trips and 234 peak hour trips on the roadway network.
- An analysis of existing conditions indicates that all roadway segments within the project's influence area currently operate at satisfactory LOS.
- The analysis of projected conditions in the year 2019 (Interim Year) indicates that the roadway network has sufficient capacity to accommodate the projected background volumes and the additional traffic generated by the proposed CP amendment.
- The analysis of projected conditions in the year 2030 (Horizon Year) indicates that the roadway network has sufficient capacity to accommodate the projected background volumes and the additional traffic generated by the proposed CP amendment.
- A Highplan analysis was performed to determine the capacity of Lakeshore Drive from Harper Road to Oswalt Road, a constrained 2-lane facility.

**APPENDICES**

**Appendix A**  
Lake County TCMS Information







**Appendix B**  
Highplan Analysis

# HIGHPLAN 2012 Conceptual Planning Analysis

## Project Information

Analyst	TMC	Highway Name	Lakeshore Drive	Study Period	Standard K
Date Prepared	1/16/2014 9:04:16 AM	From	Log House Rd	Analysis Type	Two-Lane Segment
Agency	LAKE	To	Hammock Ridge Rd	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	C:\ATMC\Dropbox\TMC\Project Drive\AProjectFiles\2013\13110 Mark Sabeti's Subdivision\HighPlan.xhp				
User Notes					

## Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.700	Median	No	AADT	8000	PHF	0.950
# Thru Lanes	2	Left Turn Impact	No	K	0.090	% Heavy Vehicles	2.5
Terrain	Level	Pass Lane Length	N/A	D	0.550	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	396	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	324	Adjusted Capacity	1547

## LOS Results

v/c Ratio	0.27	Density	N/A	PTSF	70.1	ATS	30.6	% FFS	76.6
FFS Delay	46.7	LOS Thresh. Delay	77.3	Service Measure	PctFFS	LOS	C		

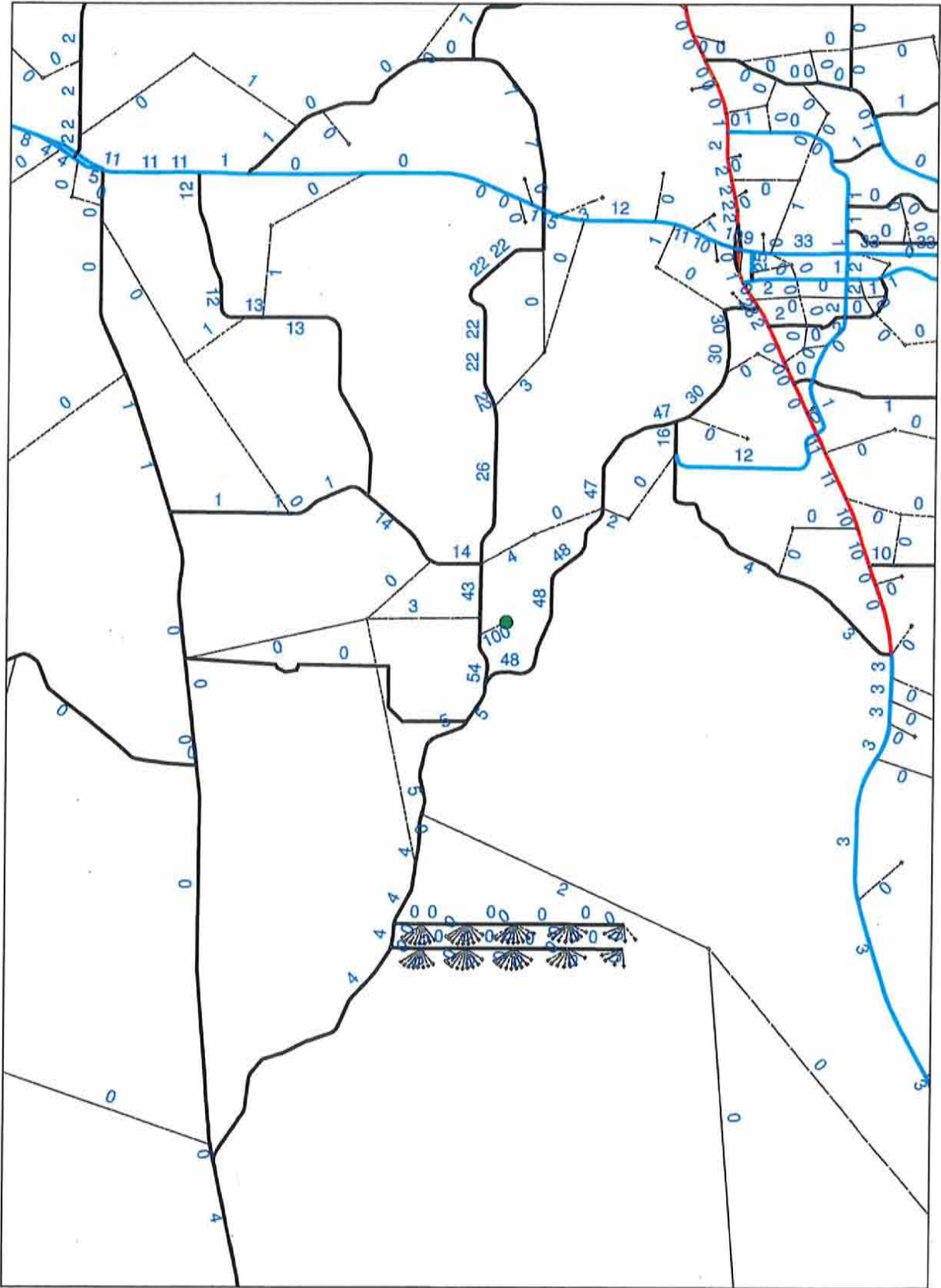
## Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
<b>Lanes</b>	<b>Hourly Volume In Peak Direction</b>				
1	50	180	450	720	1460
2					
3					
4					
<b>Lanes</b>	<b>Hourly Volume In Both Directions</b>				
2	100	330	820	1310	2660
4					
6					
8					
<b>Lanes</b>	<b>Annual Average Daily Traffic</b>				
2	1200	3700	9200	14600	29600

**Appendix C**  
ITE Trip Generation Information Sheets

**Appendix D**  
CFRPM Model Plots



**Appendix E**  
Regression Analysis

FLORIDA DEPARTMENT OF TRANSPORTATION  
 TRANSPORTATION STATISTICS OFFICE  
 2012 HISTORICAL AADT REPORT

COUNTY: 11 - LAKE

SITE: 0497 - ON SR-33, 0.17 MI. N OF CR-565A (PINE ISLAND RD.)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2012	6100 C	N 3400	S 2700	9.50	55.10	23.90
2011	6300 C	N 3300	S 3000	9.50	54.20	30.20
2010	6300 C	N 3300	S 3000	9.86	54.75	33.10
2009	5900 C	N 3100	S 2800	9.96	54.94	34.50
2008	6200 C	N 3200	S 3000	10.42	55.39	38.20
2007	6200 C	N 3200	S 3000	10.24	59.56	27.60
2006	6700 C	N 3500	S 3200	10.23	59.48	38.10
2005	7000 C	N 3600	S 3400	10.30	57.70	14.50
2004	5000 C	N 2500	S 2500	10.10	57.60	39.00
2003	5600 C	N	S	9.80	55.30	30.30
2002	4700 C	N	S	10.10	57.30	26.00
2001	4500 C	N	S	10.10	58.10	36.90
2000	4300 C	N	S	10.00	57.00	33.80
1999	4700 C	N	S	9.50	57.70	33.00
1998	4000 C	N	S	9.90	56.80	32.60
1997	3900 C	N	S	9.70	54.60	27.50

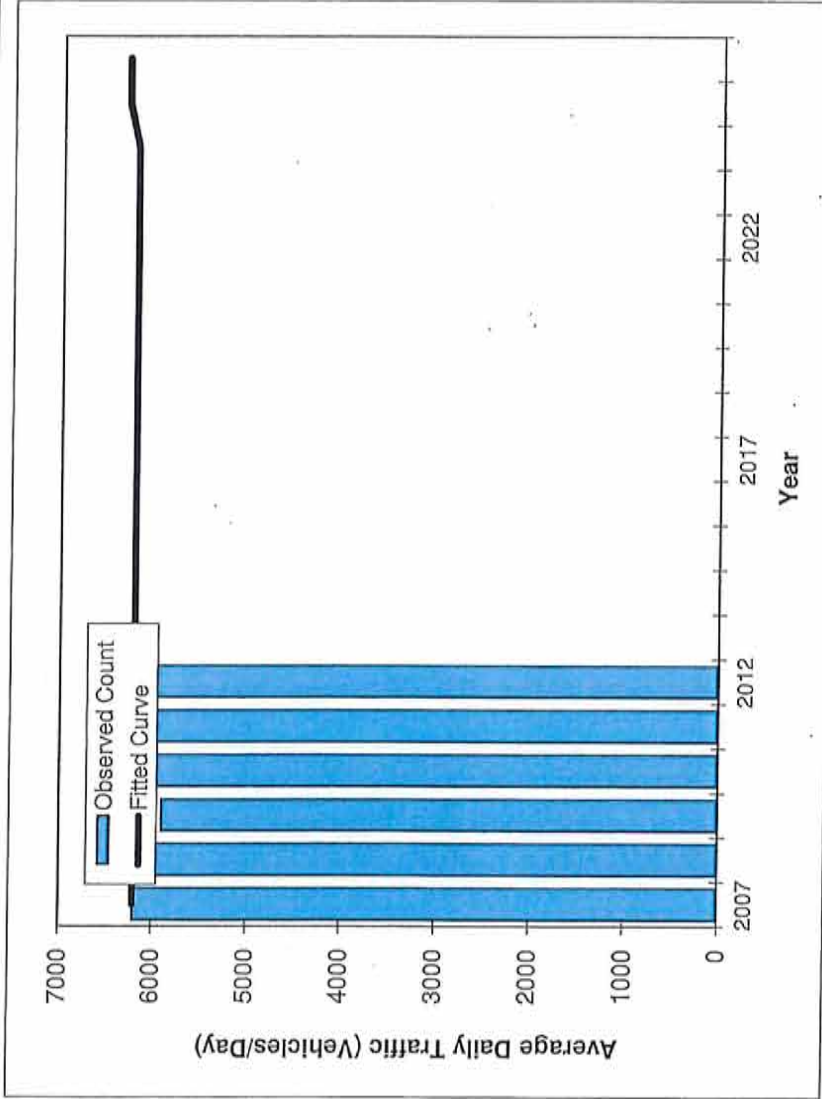
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; X = UNKNOWN

\*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

# TRAFFIC TRENDS

SR 33 -- North of CR 565A

County: Lake  
 Station #: 110497  
 Highway: SR 33



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2007	6200	6200
2008	6200	6200
2009	5900	6200
2010	6300	6200
2011	6300	6200
2012	6100	6200
<b>2014 Opening Year Trend</b>		
2014	N/A	6200
<b>2019 Mid-Year Trend</b>		
2019	N/A	6200
<b>2030 Design Year Trend</b>		
2030	N/A	6300
<b>TRANPLAN Forecasts/Trends</b>		

\*\* Annual Trend Increase: 6  
 Trend R-squared: 0.5%  
 Trend Annual Historic Growth Rate: 0.00%  
 Trend Growth Rate (2012 to Design Year): 0.09%  
 Printed: 30-Dec-13

**Straight Line Growth Option**

\*Axle-Adjusted





# Attachment #2 (2 Pages)



Superintendent:  
Susan Moxley, Ed.D.

School Board Members:  
District 1  
Bill Mathias  
District 2  
Rosanne Brandenburg  
District 3  
Marc Dodd  
District 4  
Debbie Stivender  
District 5  
Stephanie Luke

***Leading our Students to Success***

201 West Burleigh Boulevard · Tavares · FL 32778-2496  
(352) 253-6500 · Fax: (352) 253-6503 · [www.lake.k12.fl.us](http://www.lake.k12.fl.us)

February 20, 2015

Ms. Michele Janiszewski, Planner  
Division of Planning and Community Design  
Growth Management Department  
Lake County  
Post Office Box 7800  
Tavares, Florida 32778-7800

RE: Sawmill Lake Proposed Future Land Use Map Amendment

Dear Ms. Janiszewski:

The County is currently reviewing a future land use map (FLUM) amendment of approximately 103.45 acres proposed to change from Lake County Rural (1 dwelling unit/5 acres)(76.13 Acres) and Lake County Rural Transition (1 dwelling unit/1 acre) (27.32 Acres) to Lake County Urban Low Density (4 dwelling units/1 acre).

As the School Board of Lake County's authorized representative, I am forwarding the School Board's comments to your attention so they can be included with your planning report. The School Board of Lake County Florida believes the FLUM amendment will not have an adverse impact on Lake County Public Schools. The following School Board comments reflect projected enrollment data from the District's Five-Year Plan, FY 2015-2019, and student generation rates from the Impact Fee Study.

The proposed FLUM amendment has the potential to add 371 new dwelling units that will contribute 139 new students to the Lake County School system. Based on current school attendance zones, schools that will not be adversely affected by the proposed FLUM amendment and their projected five-year capacity status are as follows:

- **Pine Ridge Elementary School** 9% Under Capacity
- **Cecil E. Gray Middle School** 26% Under Capacity
- **South Lake High School** 31% Under Capacity

Please see the attached District Growth Impact Report, which indicates the potential impact of the proposed FLUM amendment on the public schools which currently serve the area under consideration. Should you have any questions or need additional information please contact me at (352)253-6694.

Sincerely,

Dawn McDonald, Senior Planner  
Growth Planning Department

Enclosure

**REVIEWING AUTHORITY NAME / CASE NUMBER** Lake County Division of Planning and Community Design  
**DEVELOPER/OWNER** Sawmill Lake Future Land Use Map (FLUM) Amendment  
 Abbas Sassanfar  
**ITEM DESCRIPTION** The County is reviewing a FLUM amendment for approximately 103.45 acres for an applicant that proposes a change from Lake County Rural (1 dwelling unit/5 acres)(76.13 acres) and Lake County Rural Transition (1 dwelling unit/1 acre) (27.32 Acres) to Lake County Urban Low Density (4 dwelling units/1 acre).  
**LOCATION** Section 14, Township 23S, Range 25E  
 Located north and west of Lakeshore Drive, south of Canal Zone Way, east of County Road 561  
**CURRENT LAND USE** Lake County Rural (1 dwelling unit/5 acres)(76.13 Acres) and Lake County Rural Transition (1 dwelling unit/1 acre) (27.32 Acres)  
**PROPOSED LAND USE** Lake County Urban Low Density (4 dwelling units/1 acre)  
**CURRENT ZONING** Lake County Urban Residential District (R-6)  
**PROPOSED ZONING** Lake County Planned Unit Development

**NEW DU IMPACT STUDENT GENERATION**

SF-DU	MF-DU	Mobile	SF Impacts
			<b>371 DUs</b>
0.374	0.235	0.126	139
0.172	0.133	0.065	64
0.085	0.051	0.029	32
0.117	0.051	0.032	43

**SCHOOL NAME**

Pine Ridge Elementary  
 Cecil E. Gray Middle  
 South Lake High

Projected Enrollment 2018-2019*	Permanent Student Capacity*	Projected Five-Year Capacity %	Student Enrollment w/ Impact	% of Perm. Capacity w/ Impact	Planned Capacity On Site
830	986	84%	894	91%	No
1,038	1,438	72%	1,070	74%	No
1,613	2,412	67%	1,656	69%	No

\*Lake County School District Five-Year Plan, Fiscal Year 2015-2019

**CSA 15**

Elementary School  
 Middle School  
 High School

Student Enrollment 2018-2019*	Permanent Student Capacity*	% of Permanent Capacity
830	986	84%
0	0	0%
0	0	0%

\*Lake County School District Five-Year Plan, Fiscal Year 2015-2019

**COMMENTS:**

The current FLUM categories would allow 42 dwelling units and the proposed FLUM would allow 413 dwelling units. The proposed FLUM results in an increase of 371 dwelling units, which will not adversely impact Lake County Schools.

*School Concurrency became effective in Lake County on June 1, 2008. Subsequent development orders, including but not limited to, site plans and subdivisions are subject to the school concurrency process. This Growth Impact Report (adequate public facilities analysis) is not intended to be an approval of, or an exemption from, any school concurrency regulations, including the school concurrency requirements in the Lake County School Concurrency Interlocal Agreement.*

# Attachment #3 (1 Page)



February 19, 2015

Ms. Mariana Ovalle  
Terra-Max Engineering, Inc.  
1507 S. Hiawassee Road, Suite #211  
Orlando, FL 32835

RE: Sawmill Lake  
Parcel ID 14-23-25-0001-000-01500 & 14-23-25-0002-000-02100  
Parcel ID 14-23-25-0002-000-01600 & 14-23-25-0002-000-07800  
Four Parcels Located East of CR 561 Between Log House Road and Lakeshore Drive  
Lake County, FL

Dear Ms. Ovalle:

This office has received your inquiry regarding the ability to provide potable water service to the proposed Sawmill Lake single family residential development.

The project parcel(s) are located within the Florida Public Service Commission certificated service area of Lake Utility Services, Inc. for the provision of potable water service. Lake Utility Services, Inc. currently has the available potable water capacity and would be amenable in providing service to your project subject to the execution of a mutually acceptable utility agreement between the Owner and the Utility.

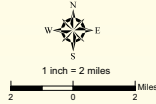
If you should have any questions, please feel free to contact me directly at 800.272.1919, extension 1360 or by email [bkgongre@uiwater.com](mailto:bkgongre@uiwater.com).

Sincerely,  
LAKE UTILITY SERVICES, INC.

A handwritten signature in black ink that reads "Bryan K. Gongre".

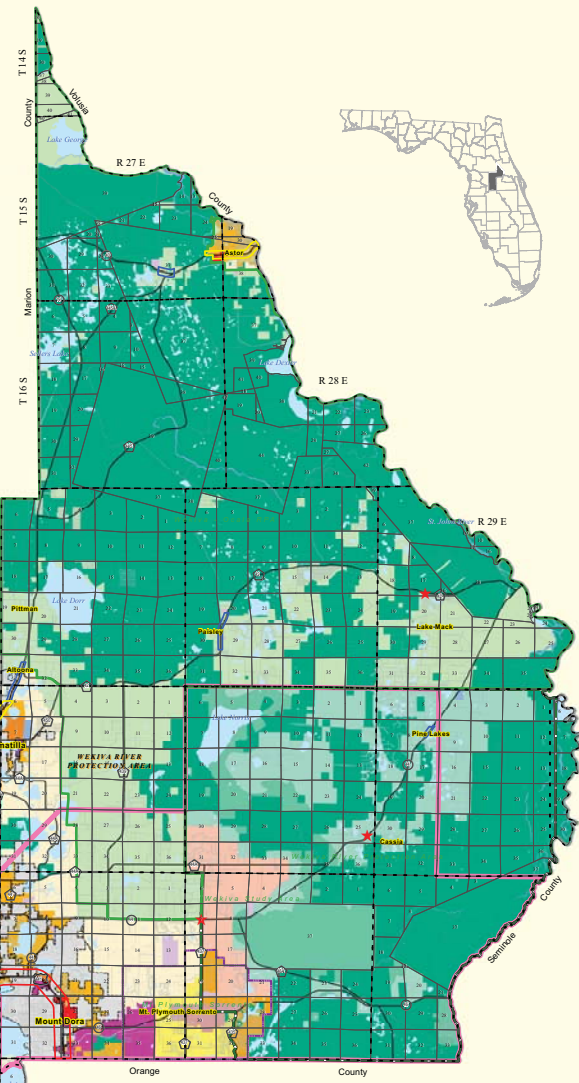
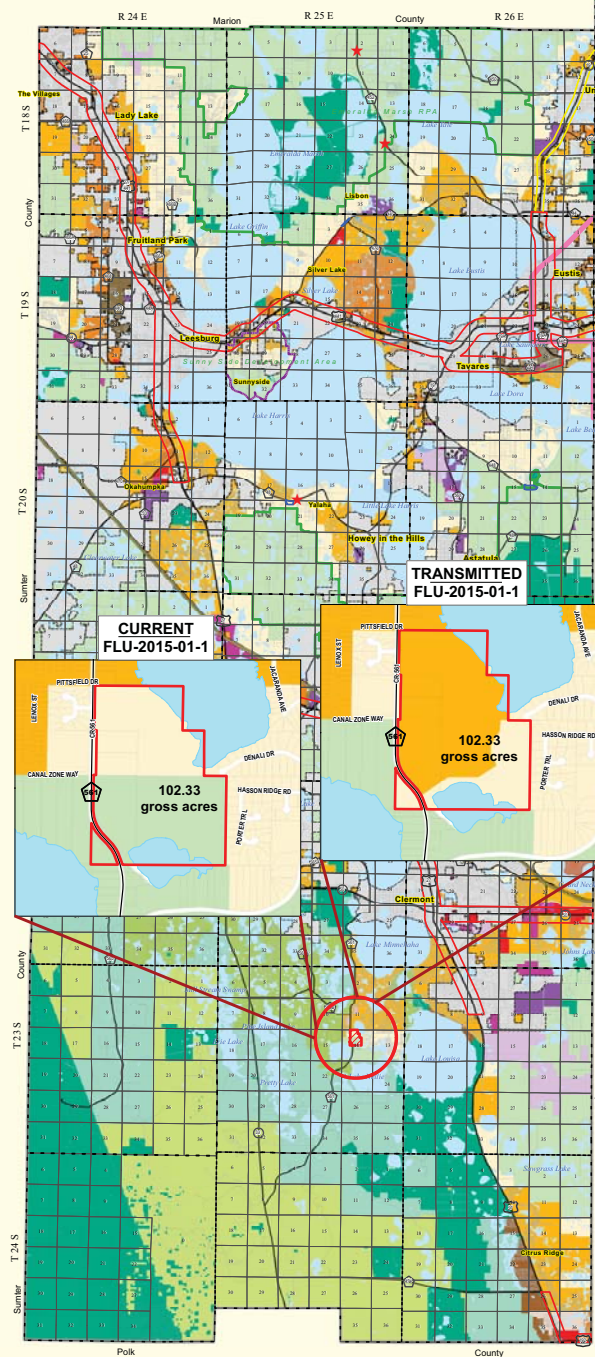
Bryan K. Gongre  
Regional Manager

# 2030 ADOPTED FUTURE LAND USE PLANNING HORIZON 2030 LAKE COUNTY FLORIDA



### Amended Ordinances

- Ordinance #2011-41 (Hospital-Thrift Hill Road Property)
- Ordinance #2011-42 (Hospital-Grays Airport Road Property)
- Ordinance #2011-43 (Sorrento Commons Property)
- Ordinance #2011-44 (Nola Land Company Property)
- Ordinance #2011-45 (Long & Scott Property)
- Ordinance #2012-32 (Pine Lakes Rural Support Corridor)
- Ordinance #2013-15 (Collina Bay Area - RT to UL)
- Ordinance #2013-34 (AK#1781817 - RT to UL)
- Ordinance #2013-35 (AK#s 1178913, 2930705, 2582952, 1388121, 1176905 - RT to I)
- Ordinance #2013-36 (AK#s 1037409, 3798103, 3309324, 1592356, 2827068, 3784890 - RO to RC)
- Ordinance #2013-37 (AK#s 1587166, 3781212, 1024609, 1092591 - RT & UL to RO)
- Ordinance #2013-59 (AK#s 1814545, 2993111, 1814537, 1124506, 1708991- UL to RC)
- Ordinance #2014-20 (AK#s 1246555, 1246504, 1246482 - C to PSFI)
- Ordinance #2014-37 (Ecotourism & Agri-Tourism)
- Ordinance #2014-38 (Fire Station #109 - C to PSFI)
- Ordinance #2014-39 (Fire Station #110 - C to PSFI)
- Ordinance #2014-40 (Fire Station #111 - C to PSFI)
- Ordinance #2014-41 (Florida Rock - PSFI to I)
- Ordinance #2014-42 (Nola Land Company)
- Ordinance #2014-43 (Mt Plymouth Gated Communities)
- Ordinance #2014-44 (Sorrento Commons Property)
- Ordinance #2014-45 (Yalaha Rural Support Corridor)
- Ordinance #2014-46 (Jones Property - Mt Plymouth-Sorrento Neighborhood to Mt Plymouth-Sorrento Main Street)
- Ordinance #2014-47 (Bella Collina FLU Category - RT to Bella Collina)
- Ordinance #2014-48 (Bella Collina PUD - Rezone 5 acres - LM to PUD for consistency with new Bella Collina FLUC)
- Ordinance #2014-49 (Bassett Small-Scale - PSFI to R)
- Ordinance #2014-74 (U-Haul Small-Scale - RO to RC)



ADOPTED JUNE 2, 2011  
REVISED JANUARY, 2015

**LEGEND:**  
2030 Future Land Use Categories

**Urban Future Land Use Series**

- Urban Low Density - Max 4 du/1 Net Acre
- Urban Medium Density - Max 7 du/1 Net Acre
- Urban High Density - Min 4 - Max 12 du/1 Net Acre
- Regional Office
- Regional Commercial
- Industrial
- Cagans Crossing
- Bella Collina

**Rural Future Land Use Series**

- Rural - Max 1 du/5 Net Acres
- Rural Transition
- Max 1 du/5 Net Acres Base Density
- Max 1 du/3 Net Acres with 35% Open Space
- Max 1 du/1 Net Acre with 50% Open Space

**Public Benefit Future Land Use Series**

- Conservation
- Recreation
- Public Service Facility and Infrastructure

**Applicable Only In Mt. Plymouth-Sorrento Community**

- Mt. Plymouth-Sorrento Neighborhood
- Mt. Plymouth - Sorrento Main Street
- Max 2 du/1 Net Acre
- Max 5.5 du/Net Acre w/ TDR's in the WRPA

**Applicable Only In Wekiva River Protection Area**

- A-1-20 Receiving Area
- Max 1 du/20 Net Acres Base Density
- Max 1 du/5 Net Acres with 50% Open Space
- Max 1 du/1 Net Acre with 50% Open Space and TDR's
- Mt. Plymouth - Sorrento Receiving Area
- Max 5.5 du/1 Net Acre/TDR's
- A-1-20 Sending Area
- Max 1 du/20 Net Acres Base Density
- Max 1 du/5 Net Acres with 50% Open Space
- A-1-40 Sending Area
- Max 1 du/40 Net Acres Base Density
- Max 1 du/10 Net Acres with 50% Open Space

**Applicable Only In Green Swamp Area of Critical State Concern**

- Ridge - Max 4 du/1 Net Acre
- Green Swamp Rural - Max 1 du/5 Net Acres
- Rural Conservation - Max 1 du/10 Net Acres
- Core Conservation - Max 1 du/20 Net Acres

**Other Features:**

- Major Road
- Water Body
- Major Commercial Corridor
- Minor Commercial Corridor
- Rural Support Corridor
- Wekiva River Protection Area
- Green Swamp Area of Critical State Concern
- Wekiva Study Area
- Special Community
- Rural Protection Area
- Municipal Area - Current as of February, 2015
- Rural Support Intersection
- Star symbol denotes intersection location only. Refer to Comprehensive Plan for Rules concerning Rural Support Intersections.

**DISCLAIMER:**  
Economic Growth Department, Planning and Community Design  
Map Produced By Economic Growth, Planning & Community Design Division GIS

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\* Planning boundaries are subject to change and do not necessarily reflect commitments which have already occurred.

