

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

PLANNING AND ZONING BOARD	 LAKE COUNTY <small>FLORIDA</small>	BOARD OF COUNTY COMMISSIONERS
July 3, 2013	Commissioner District #4 Commissioner Campione	Transmittal: July 30, 2013 Adoption: TBA

<p style="text-align: center;">LPA# 13/3/2-4</p> <p>Change the Future Land Use Category on parcels owned by Florida Twin Markets, Inc. and described as AK #s 1814545, 2993111, 1814537, 1124506, and 1708991 <u>from</u> Urban Low Density <u>to</u> Regional Commercial.</p>	<p style="text-align: center;">Case Manager: Anita W. Greiner, Chief Planner</p>	<p style="text-align: center;">Agenda Item # 2</p>
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- Item -

Type:	County-initiated Comprehensive Plan Map Amendment
Creation or Revision:	Revision
Description:	Map Amendment. This request amends the Future Land Use Map on five parcels, consisting of approximately 62 acres, known as Renninger’s Florida Twin Markets, located east of US Hwy 441 and Lincoln Avenue, with the bulk of the parcels being contiguous along the east, south and north with the parcels located within the City of Mount Dora, described as AK#s 1814545, 2993111, 1814537, 1124506, and 1708991 <u>from</u> Urban Low Density Future Land Use Category , which allows a maximum density of four (4) dwelling units/one (1) net acre (typical uses are described in the summary) <u>to</u> Regional Commercial Future Land Use Category , which is intended to accommodate commercial development, which exhibits a high level of site and building amenities to include extensive landscaping, plazas and pedestrian friendly gathering areas (typical uses are described in the summary).

- Summary of Staff Recommendation -

Staff recommends **APPROVAL** of the request to amend the 2030 Future Land Use Map.

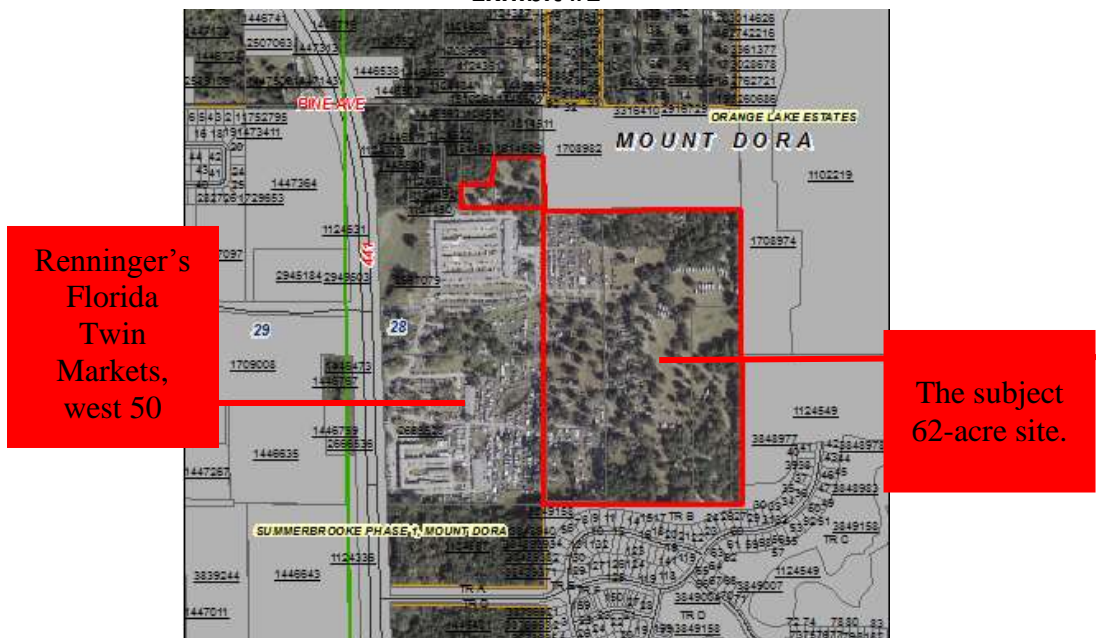
- Summary -

Analysis: On May 25, 2010, Lake County adopted the 2030 Comprehensive Plan, which included 60 acres of the subject parcels being designated as Regional Commercial. The amendment was considered and approved by the Board of County Commissioners prior to the adoption hearing and it was reviewed by local and State agencies; no concerns were noted. However, it was not processed by the Florida Department of Community Affairs (DCA) because the amendment was not included in the original transmittal (first hearing) on January 19, 2010. The 2030 Comprehensive Plan was found in compliance without this map amendment; as a result, the subject parcel was designated as Urban Low Density, as initially submitted on January 19, 2010.

The subject property is located within the Mount Dora Joint Planning Area (JPA). Although the Regional Commercial Category allows residential development, it is specifically excluded within the JPA so there would be a net residential reduction from this amendment.

The subject parcels are owned by Florida Twin Markets, Inc. and are contiguous to and part of Renninger's Florida Twin Markets, which is a 112-acre antique, produce and flea market, as shown in Exhibit #1 below. The subject parcels are comprised of 62 acres and are currently being used for flea market booths, antique market, overflow parking, special events, etc. The remainder of Renninger's Florida Twin Markets fronts on US Hwy 441, is approximately 50 acres in size and is designated as Regional Commercial.

Exhibit #1



In 1983, the owners rezoned 45 acres to Planned Commercial (CP) for the operation of an antique and produce market, with a dwelling unit used as a caretaker residence. Throughout the years the development expanded in size and uses. The current ordinance (2011-12, March 2011) added 44 acres to the site and the uses are comprised of general retail, including antique

and produce market, flea market, swap meet, food and beverage concessions, mobile vending, recreational vehicles (up to 50 on weekends from 8:00 am on Friday until 8:00 am on Monday), special events that consist of mud drags, dealer extravaganzas, and spectator activities, telecommunication tower and three dwelling units, two of which are used for caretakers and one for temporary staff during dealer extravaganzas.

In September 2011, the 2030 Comprehensive Plan became effective and the west 50 acres, with frontage on US Hwy 441, were designated as Regional Commercial, with a Major Commercial Corridor overlay; the subject parcels to the east and north, consisting of approximately 62 acres (the subject parcels), were designated as Urban Low Density.

The Urban Low Density Future Land Use Category is intended to provide 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 the community/neighborhood. Typical uses consist of residential, nursing and personal care facilities, civic uses, residential professional offices, passive parks, religious organizations, day care services, schools, commerce uses and public order and safety. This category allows the following typical uses with the approval of a conditional use permit: active parks and recreational facilities, light industrial (without off-site impacts and takes place primarily within an enclosed building), animal specialty services, mining and resource extraction, hospitals and utilities. The existing approved land uses on the subject parcels are not consistent with the Urban Low Density Future Land Use Category. If the subject parcels were developed with a residential subdivision, the Urban Low Density category would allow a maximum of 248 dwelling units.

The current zoning and existing uses on the 112-acre site are consistent with the Regional Commercial Future Land Use Category, which is intended to accommodate commercial development that exhibits a high level of site and building amenities to include extensive landscaping, plazas and pedestrian friendly gathering areas; this category allows commerce uses, including services, retail trade, finance, insurance and real estate, along with other typical uses and uses that require a conditional use permit as listed below (Policy I-1.3.7 Regional Commercial Future Land Use Category). This category allows one (1) multi-family dwelling unit per 10,000 square feet of gross leasable area of commercial space; however, residential uses are excluded on parcels in this category located within the Mount Dora joint planning area first authorized by the Board of County Commissioners on September 28, 2004. The subject parcels are within the joint planning area therefore, no residential uses will be allowed if the proposed amendment is adopted.

This amendment was reviewed by staff from the Lake County School Board and the State Department of Education when it was originally submitted in 2010; there were no objections to the amendment at that time.

The surrounding parcels to the south are located within the City of Mount Dora and are developed with the Summerbrooke, Phase I subdivision; three parcels to the east are large

acreage parcels located within the City of Mount Dora, two are developed with dwelling units and one is vacant, and a portion of the Summerbrooke, Phase I subdivision extends to the east. One parcel to the north is located within the City of Mount Dora, it is large acreage and not developed. Two parcels to the north are within unincorporated Lake County and designated as Urban Low Density; they are zoned Agriculture and Urban Residential District (R-6) and are not developed. The parcels to the west consist of 50 acres and are part of Renninger's Florida Twin Markets, across US Hwy 441, the majority of the parcels are located within the City of Mount Dora and are developed with commercial businesses, active recreation and are not developed. Two small undeveloped parcels are located in unincorporated Lake County and are designated as Regional Commercial. It is highly likely that any significant future redevelopment of the property would result in annexation into the City of Mount Dora, due to the need for utilities.

Policy I-1.3.7 Regional Commercial Future Land Use Category

The Regional Commercial Future Land Use Category provides for a variety of commercial uses concentrated within or in proximity to a large planned project, such as a regional mall with a non-residential floor area typically in excess of 299,000 square feet. This category is intended to accommodate commercial development, which exhibits a high level of site and building amenities to include extensive landscaping, plazas and pedestrian friendly gathering areas. Office and limited light industrial uses shall also be permitted within this category. This category shall be located on collector and arterial roadways to minimize traffic on local streets and to provide convenient access to transit facilities, and should be located in proximity to urban residential uses. This land use shall be located at the intersections of major roadways and along these roadways as infill development. Developments within this Category are not subject to Commercial Location Criteria.

Zoning applications within the regional commercial future land use category must be accompanied by a site/master plan as set forth in the Land Development Regulations. Such plans shall address, at a minimum, buffering, setbacks, lighting and building heights, to ensure compatibility with adjacent uses.

Limited residential use may be allowed in mixed-use commercial buildings or as stand-alone multi-family units as part of a mixed-use development; single-family dwellings shall not be allowed. Multi-family residential development shall be constructed only after or simultaneously with construction of commercial uses. The total number of multi-family dwelling units shall be no more than one (1) unit per 10,000 square feet of gross leasable area of commercial space and the allowed FAR shall not be applied to such residential areas. Residential uses are excluded on parcels in this category located within Mount Dora joint planning area first authorized by the Board of County Commissioners on September 28, 2004.

Design standards shall be provided in the Land Development Regulations that ensure that commercial development is compatible with adjoining properties. Standards shall include, but not be limited to, building style, design and scale; exterior building materials; roof design and construction; building size and placement; site furnishings; fences and entrance features; and

the size and location of service areas. Projects shall be designed with a minimum of fifteen percent (15%) of the net buildable area as open space. A FAR up to 3.0 will be allowed. The maximum Impervious Surface Ratio shall be 0.75. A conditional use approval will not be required if the development is approved by Lake County through a Development of Regional Impact Development Order.

TYPICAL USES INCLUDE:

- *Commerce uses, including: services, retail trade, finance, insurance and real estate;*
- *Office uses;*
- *Light industrial such as Manufacturing, Wholesale Trade, Transportation, Communications, Electric, Gas and Sanitary Services. Activities are limited to those without off-site impacts and take place primarily within an enclosed building;*
- *Civic uses;*
- *Amusement, entertainment and commercial recreation within an enclosed building;*
- *Religious organizations;*
- *Day care services;*
- *Colleges and universities and professional schools;*
- *Hotels and other lodging places;*
- *Public order and safety;*
- *Utilities; and*
- *Limited multi-family residential.*

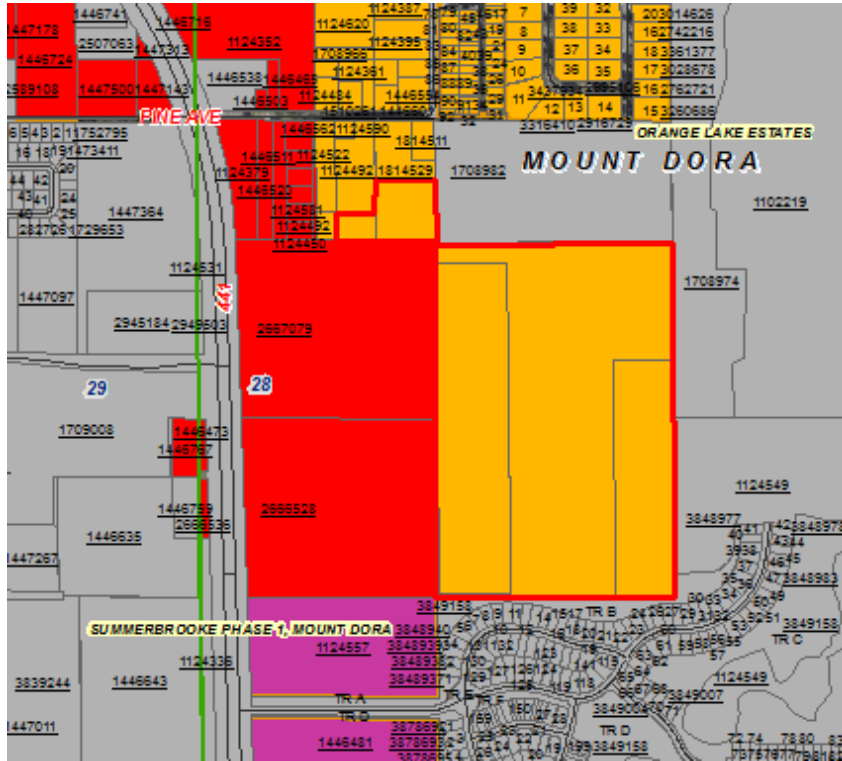
TYPICAL USES REQUIRING A CONDITIONAL USE PERMIT:

- *Light industrial, as provided above that takes place primarily outside an enclosed building;*
- *Heliports; and*
- *Hospitals.*

This amendment would result in a logical development pattern, the uses on the parcels are existing and are consistent with the uses allowed within the Regional Commercial Future Land Use Category. The Comprehensive Plan requires this category to be located on collector and arterial roadways to minimize traffic on local streets and to provide convenient access to transit facilities, the subject parcels are part of a 112-acre site that fronts on US Hwy 441; a traffic study was prepared by Lake-Sumter Metropolitan Planning Organization, which includes trip distribution assignments used to study roadway segments and the long-term strategies for roadway deficiencies. The most intense development scenario was used to complete the study; a copy of the study is attached (Attachment #1).

This category should be located in proximity to urban residential uses, the proposed amendment is located contiguous to developed residential parcels within the City of Mount Dora. The following segment of the Future Land Use Map shows the current Future Land Use Categories (Exhibit #2); the following map shows the transition of Future Land Use Categories if the proposed amendment is adopted (Exhibit #3).

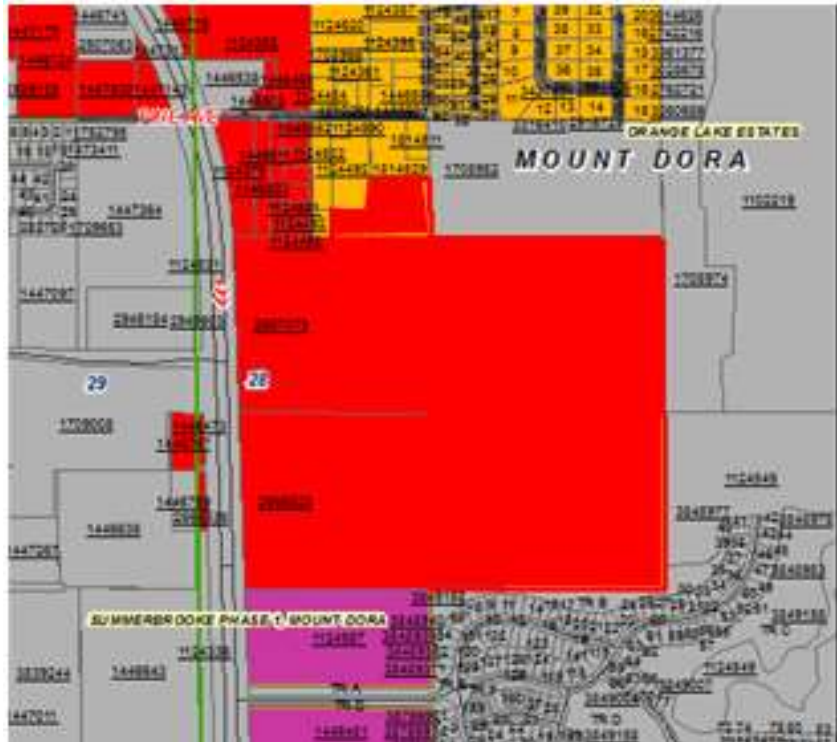
**Exhibit #2
Current Future Land Use Map**



Regional
Commercial

Urban Low
Density

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



Regional
Office

City of
Mount Dora

- Standards for Review –

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

The proposed amendment would be consistent with the Comprehensive Plan as previously determined by the Board and reviewed by all State agencies during the review of the 2030 Comprehensive Plan.

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. There are existing approved uses on the parcels that are consistent with the Regional Commercial Future Land Use Category; this amendment will place the land use category designation on the parcels that is consistent with the existing uses.

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 on the parcels to Regional Commercial, which will be consistent with the existing land uses.

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

The Board approved the amendment previously, but was found noncompliant by the State based on procedures.

The entire site (approximately 112 acres) has been approved by the Board (beginning in 1983) to allow an antique, flea market and produce market. Over the years the site expanded, adding acreage and additional uses; the current ordinance (2011-12) allows general retail, including antique and produce market, flea market, swap meet, food and beverage concessions, mobile vending, recreational vehicles (up to 50 on weekends from 8:00 am on Friday until 8:00 am on Monday), special events that consist of mud drags, dealer extravaganzas, and spectator activities, and three dwelling units, two of which are used for caretakers and one for temporary staff during dealer extravaganzas.

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.

A traffic study was prepared by Lake-Sumter Metropolitan Planning Organization (MPO), the most intense development scenario was used to complete the study. The study includes trip generation, traffic impact, future year long-term analysis for state roads, trip distribution and assignment, and the long-term strategies for roadway deficiencies. Using the most intense development scenario, the study indicates that there could be deficiencies on surrounding roads by 2020/2030, see Table 2 of the study.

Lake County will take on one of several options in addressing level of service deficiencies on state roads. A traditional approach that will apply to several deficiencies will be the parallel alternative corridor to relieve congestion on the arterial, this will be the case for US 441. Lake County has, through the Lake-Sumter MPO, designated the US 441 corridor as a mass transit corridor appropriate for significant transit investments.

US 441

US 441 has been designated as a multimodal corridor by the MPO. The corridor is constrained by policy to a maximum of six through lanes. The multimodal corridor designation indicates prioritization of project improvements along select corridors to improve transit quality of service, operational strategies to improve traffic flow, select intersection improvements to enhance mobility and pedestrian safety, designated bike lanes or parallel bike routes, and multimodal infrastructure improvements in "centers" located along these corridors to support urban design and land use patterns where walking, biking and utilizing transit are encouraged as primary modes of transportation. It is not the intent of these corridor designations to restrict regional mobility in terms of vehicular traffic flow, but rather to ensure that a balanced multimodal corridor strategy can be implemented over time that supports a more robust choice of transportation options within these corridors. Therefore mass transit will continue to be the focus for additional capacity along the corridor. The LakeXpress fixed-route bus service has been operating along the corridor for six years, and enhancements to service are planned including expansion of hours and increases in frequency. Two additional capacity projects are planned in Leesburg and in Mount Dora. Meanwhile, LOS adjustments may be warranted in order to allow the level of traffic and congestion appropriate to incite transit demand.

SR 46

SR 46 is a two-lane arterial in eastern Lake County that connects across the Wekiva River to Seminole County. The adopted transportation plan includes, as an illustrative project, the Wekiva Parkway as a six-lane expressway project that will complete the beltway around Orlando. The Wekiva Parkway project is accepted as the preferred alternative to a four-lane widening of SR 46. Through the Mount Plymouth/Sorrento community in unincorporated eastern Lake County, SR 46 will become a county jurisdictional roadway once the Wekiva Parkway is built and the county corridor would be constrained to a maximum of two through lanes. The Wekiva Parkway will provide more than adequate capacity in comparison to the two-lane SR 46.

The amendment will not result in any other additional demand on public facilities; the uses on the parcels are existing.

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

There is no indication this amendment will result in a significant impact on the natural environment. The parcels were previously approved for development of an antique, flea market and produce market along with food and beverage concessions, special events and limited recreational vehicle uses. During the rezoning of the parcels to Planned Commercial, impacts to the natural environment were addressed.

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.

This amendment would result in a logical development pattern, the uses on the parcels are existing and are consistent with the uses allowed within the Regional Commercial Future Land Use Category.

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 designation of the **Regional Commercial Future Land Use Category** on the subject parcels would create orderly growth and will be consistent with the approved existing land uses on the parcels.

– Staff Recommendation –

APPROVAL of the proposed amendment to designate the five subject parcels as Regional Commercial.

Planning & Zoning Board Recommendation:

RENNIGER'S FLORIDA TWIN MARKETS COMPREHENSIVE PLAN AMENDMENT

TRAFFIC STUDY

Prepared for:

Lake County Government

Prepared by:

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June 10, 2013

Introduction

The purpose of this report is to support a proposed Future Land Use Map (FLUM) amendment to the Lake County's adopted Comprehensive Plan, "Planning Horizon 2030". This is a large scale amendment initiated by Lake County to change the FLUM designation from Urban Low Density to Regional Commercial. A map of the project location is included as Exhibit A.

Project Description

The subject property is two parcels located on the east side of US 441 at Lincoln Avenue, County AltKey numbers 1814545, 2993111, 1814537, 1124506, and 1708991. The total area is approximately 62 acres. The subject parcels currently have a land use designation of Urban Low Density, which allows 4 dwelling units per acre but requires 25% of the net buildable area of the entire site as common open space. The maximum intensity in this category is 0.25, except for civic uses which is 0.35. The maximum Impervious Surface Ratio is 0.60. Regional Commercial allows a Floor Area Ratio of 3.0, but fifteen percent (15%) of the net buildable area must be open space and the Impervious Surface Ratio is 0.75.

Current Future Land Use Map Designation Trip Generation

To calculate the most intense development scenario:

- Apply open space requirement: 62 acres - 25% open space requirement = 46.5 acres
- Apply the .60 Impervious Surface Area rate: 46.5 acres X .60 ISR = 27.9 acres total developable area
- Multiply by 4 DU/acre: 27.9, and the result is 112 SFDU

Using the following Trip Generation rates from ITE Trip Generation, 9th Edition manual:

LUC 210 Single Family Homes
Units: DU
Daily Rate = 9.52
PM Peak Hour Rate = 0.09

Trip generation for this scenario is estimated to be 114 daily trips and 10 P.M. peak hour trips.

Proposes Future Land Use Map Designation

The proposed FLUM amendment would change the future land use designation to Regional Commercial. The adopted comprehensive plan defines the Regional Commercial Future Land Use Category in the following way:

"provides for a variety of commercial uses concentrated within or in proximity to a large planned project, such as a regional mall with a nonresidential floor area typically in excess of 299,000 square feet. This category is intended to accommodate commercial development, which exhibits a high level of site and building amenities to include extensive landscaping, plazas and pedestrian friendly gathering areas. Office and limited light industrial uses shall also be permitted within this category."

Therefore, the highest trip generating development scenario under this land use designation will be commercial land use. Regional Commercial allows a Floor Area Ratio of 3.0, but fifteen percent (15%) of the net buildable area must be open space and the Impervious Surface Ratio is 0.75.

To calculate the most intense development scenario:

- Apply the open space requirement = 62 acres – 15% = 52.7 acres
- Apply the Impervious Surface Area rate: 52.7 acres X .75 ISR = 39.525 acres total developable area
- Convert acres to square feet: 39.525 acres X 43,560 = 1,721,709 SF
- Multiply by FAR: 1,721,709 SF X 3.0, and the result is 5,165,127 SF

Using the following Trip Generation rates from ITE Trip Generation, 9th Edition manual:

LUC 820 Shopping Center

Units: Square Feet (SF)

Daily Rate = $\text{EXP}(0.65 \cdot \text{LN}(5,165.127) + 5.83)) = 88,196$

PM Peak Hour Rate = $\text{EXP}(0.67 \cdot \text{LN}(5,165.127) + 3.31)) = 8,420$

Trip generation for this scenario is estimated to be 88,196 Daily trips and 8,420 PM Peak Hour trips.

However, in consideration of other aspects of Lake County Land Development Code, the maximum available area for development is restricted further by parking space demand. The Code requires one (1) parking space per 500 SF of development.

To calculate trip generation for the real maximum allowable development:

- Apply the parking space requirement, assuming 1 parking space = 400 SF: $5,165,127 \text{ SF} / (1 + (400 \text{ SF} / 500 \text{ SF})) = 2,869,5156 \text{ SF}$

Using the following Trip Generation rates from ITE Trip Generation, 9th Edition manual:

LUC 820 Shopping Center

Units: Square Feet (SF)

Daily Rate = $\text{EXP}(0.65 \cdot \text{LN}(2,869.5156) + 5.83)) = 60,188$

PM Peak Hour Rate = $\text{EXP}(0.67 \cdot \text{LN}(2,869.5156) + 3.31)) = 5,679$

Trip generation for this scenario is estimated to be 60,188 Daily trips and 5,679 PM Peak Hour trips.

Traffic Impact

Following standard procedures as recommended in the FDOT [Site Impact Handbook](#) and the FDOT [District Five Local Government Comprehensive Planning Review Guidelines](#), traffic impacts of the FLUM amendment on the roadway network were developed for 2020 and 2030, the Plan horizon year.

➤ **Background Growth Rate**

The Central Florida Regional Planning Model (CFRPM) V.5 was used to develop growth rates for future year analysis. The traffic analysis zones (TAZs) have been updated in the new model to reflect land use designation changes. This model has a base year of 2005 and a horizon year of 2035. The total model output volumes were summarized per functional classification for both the base and horizon years. An annual compound growth rate was calculated per functional classification so that it could be applied to the 2012 AADT volumes to derive the 2030 AADT volumes. AADT volumes for 2020 were interpolated between 2012 and 2030 AADT volumes

Table 1 shows the model output volumes and the calculated growth rate.

Table 1

Preferred Land Use - Model Linear Regression			
Facility Type	2005 Volume	2035 Volume	Growth Rate
Divided Arterials	15,309,793	24,799,079	2.07%
Undivided Arterials	4,527,639	8,199,370	2.70%
Collectors	8,222,079	18,153,950	4.03%
One Way Facilities	491,907	801,644	2.10%
Ramps	128,478	207,758	2.06%
Toll Facilities	578,064	1,270,670	3.99%

➤ Future Year Long-Term Analysis (State Roads)

The 2020 and 2030 future year analyses were completed using the currently adopted Lake~Sumter Metropolitan Planning Organization (MPO) Long Range Transportation Plan (LRTP), *TRANSPORTATION 2035*, which represents the future Cost Affordable network. The list shown in Table 2 respects the policy approach taken by Lake County in constraining corridors to a maximum number of travel lanes as a means of incorporating sustainable planning principles to preserve social, environmental or economic integrity of affected communities.

➤ Trip Distribution and Assignment

Trip distribution and assignment incorporates the characteristics of the proposed land use change as well as the surrounding network configuration. FDOT recently completed a PD&E study for US 441 from SR 44 to SR 46, which covers this project's impact area. To be consistent with the findings of the FDOT PD&E, data and analysis from the PD&E was reviewed to develop a distribution for this project. Using this distribution, project generated traffic was assigned to the study roadway segments as shown in Table 2.

Table 2

ROAD NAME	FROM	TO	NUMBER OF LANES	LOS STANDARD	LOS CAPACITY	2012 AADT	GROWTH RATE	% DISTRIBUTION	2020				2030			
									AADT	PROJECT TRIPS	TOTAL	MEETS ADOPTED LOS?	AADT	PROJECT TRIPS	TOTAL	MEETS ADOPTED LOS?
C.R. 46 (SANFORD ROAD)	HIGHLAND STREET	US 441	2	D	14,850	5,507	4.03%	5%	7,303	3,009	10,313	Y	9,549	3,009	12,558	Y
E LIMIT AVENUE	DONNELLY STREET	US 441	2	E	10,725	2,201	4.03%	5%	2,791	3,009	5,801	Y	3,529	3,009	6,538	Y
ROUND LAKE ROAD	WOLF BRANCH ROAD	SR 46	2	D	9,880	2,269	4.03%	7%	3,018	4,213	7,231	Y	3,955	4,213	8,168	Y
ROUND LAKE ROAD	SR 46	ORANGE COUNTY LINE	2	D	9,880	2,306	4.03%	3%	3,654	1,806	5,460	Y	5,339	1,806	7,145	Y
WOLF BRANCH ROAD	US 441	BRITT ROAD	2	D	10,725	9,349	4.03%	5%	11,632	3,009	14,642	N	14,486	3,009	17,495	N
WOLF BRANCH ROAD	BRITT ROAD	CR 437	2	D	9,880	4,129	4.03%	5%	5,016	3,009	8,026	Y	6,125	3,009	9,134	N
SR 44 (OLD C.R. 44B)	WAYCROSS AVENUE	ORANGE AVENUE	4	D	33,030	14,419	4.03%	5%	18,040	3,009	21,049	N	22,566	3,009	25,575	Y
SR 44 (OLD C.R. 44B)	US 441	WAYCROSS AVENUE	4	D	34,865	14,348	4.03%	5%	23,107	3,009	26,117	Y	34,056	3,009	37,065	Y
SR 46	US 441	VISTA VIEW	2	D	16,500	10,662	2.70%	10%	12,750	6,019	18,769	N	15,360	6,019	21,379	N
SR 46	VISTA VIEW	ROUND LAKE ROAD	2	C	14,100	10,662	2.70%	10%	12,750	6,019	18,769	N	15,360	6,019	21,379	N
US 441/ SR 500	OLD MT DORA ROAD	DONNELLY STREET	6	D	59,900	38,802	2.07%	30%	42,330	18,056	60,386	N	46,739	18,056	64,795	N
US 441/ SR 500	DONNELLY STREET/SR 44	WOLF BRANCH ROAD	6	D	59,900	27,499	2.07%	40%	31,647	24,075	55,723	Y	36,833	24,075	60,908	N
US 441/ SR 500	WOLF BRANCH ROAD	SR 46	6	D	59,900	27,691	2.07%	50%	32,163	30,094	62,257	N	37,754	30,094	67,848	N
US 441/ SR 500	SR 46	ORANGE COUNTY LINE	4	D	39,800	24,293	2.07%	15%	27,073	9,028	36,101	Y	30,547	9,028	39,575	Y

Long-Term Strategies for Roadway Deficiencies

Lake County, in conjunction with the Lake-Sumter MPO, has adopted policy constraints of regionally-significant corridors to a maximum number of travel lanes. This has been done in order to sustainably plan for the county by protecting the social, environmental and economic integrity of communities along these corridors. Most county roads are constrained to four lanes, with some limited to two lanes of through travel. That is the case with CR 500A/Old 441. In addition, Donnelly Street, while not a constrained roadway, may not be widened due to ROW restrictions. For these roadways, a strong focus in mobility policies would be required. Meanwhile, LOS adjustments may be warranted in order to allow the level of traffic and congestion appropriate to incite transit demand.

Lake County will take on one of several options in addressing LOS deficiencies on state roads. A traditional approach that will apply to several deficiencies will be the parallel alternative corridor to relieve congestion on the arterial. This will be the case for US 441. In addition, Lake County has, through the Lake-Sumter MPO, designated the US 441 corridor as a mass transit corridor appropriate for significant transit investments. This is in light of constraints to the corridor that preclude the ability to add capacity through projects that widen the corridor to eight lanes.

Lake County, in conjunction with the Lake-Sumter MPO, has adopted policy constraints of regionally-significant corridors to a maximum number of travel lanes. This has been done in order to sustainably plan for the county by protecting the social, environmental and economic integrity of communities along these corridors. Most state roads are constrained to six lanes, with some limited to four lanes of through travel.

US 441

US 441 has been designated as a multimodal corridor by the MPO. The corridor is constrained by policy to a maximum of six through lanes. B The multimodal corridor designation indicates prioritization of project improvements along select corridors to improve transit quality of service, operational strategies to improve traffic flow, select intersection improvements to enhance mobility and pedestrian safety, designated bike lanes or parallel bike routes, and multimodal infrastructure improvements in 'centers' located along these corridors to support urban design and land use patterns where walking, biking and utilizing transit are encouraged as primary modes of transportation. It is not the intent of these corridor designations to restrict regional mobility in terms of vehicular traffic flow, but rather to ensure that a balanced multimodal corridor strategy can be implemented over time that supports a more robust choice of transportation options within these corridors. Therefore mass transit will continue to be the focus for additional capacity along the corridor. The LakeXpress fixed-route bus service has been operating along the corridor for six years, and enhancements to service are planned including expansion of hours and increases in frequency. Two additional capacity projects are planned in Leesburg and in Mount Dora. Meanwhile, LOS adjustments may be warranted in order to allow the level of traffic and congestion appropriate to incite transit demand.

SR 46

SR 46 is a two-lane arterial in eastern Lake County that connects across the Wekiva River to Seminole County. The adopted transportation plan includes, as an illustrative project, the Wekiva Parkway as a six-lane expressway project that will complete the beltway around Orlando. The Wekiva Parkway project is accepted as the preferred alternative to a four-lane widening of SR 46. Through the Mount Plymouth/Sorrento community in unincorporated eastern Lake County, SR 46 will become a county jurisdictional roadway once the Wekiva Parkway is built and the county corridor would be constrained to a maximum of two through lanes. The Wekiva Parkway will provide more than adequate capacity in comparison to the two-lane SR 46.

EXHIBITS

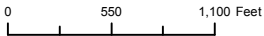
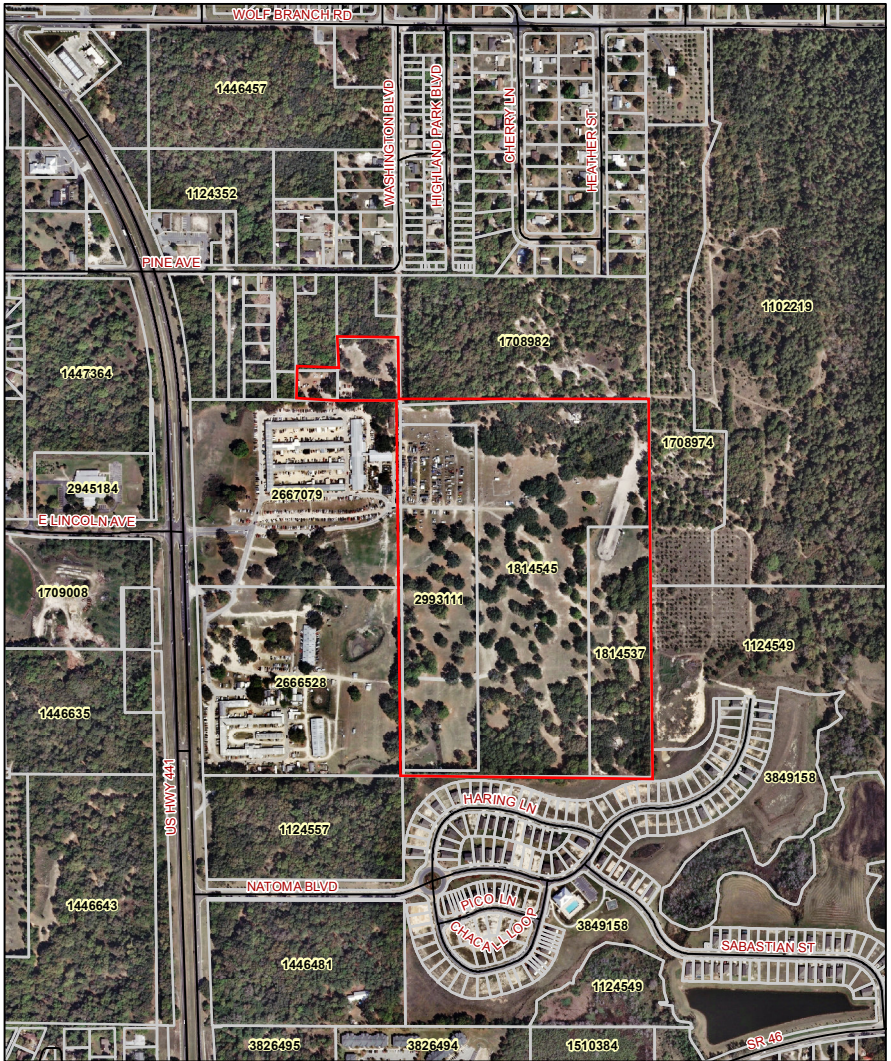


EXHIBIT A - SITE LOCATION

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TRANSMITTAL ONLY
ORDINANCE 2013 –
LPA#13/3/2-4
Florida Twin Markets, Inc.
US Hwy 441, near Mount Dora

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 URBAN LOW DENSITY TO REGIONAL COMMERCIAL FOR THE PARCELS LOCATED EAST OF US HWY 441 AND LINCOLN AVENUE, MOUNT DORA, WITH ALTERNATE KEY NUMBERS 1814545, 2993111, 1814537, 1124506, AND 1708991 (FLORIDA TWIN MARKETS, INC.), 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.

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

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

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

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

WHEREAS, on the 22nd day of September, 2011, the Lake County 2030 Comprehensive Plan became effective; and

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

WHEREAS, on the 3rd day of July 2013, this Ordinance was heard at a public hearing before the Lake County Planning & Zoning Board in its capacity as the Local Planning Agency; and

WHEREAS, on the ___ day of _____, 2013, this Ordinance was heard at the public hearing before the Lake County Board of County Commissioners for transmittal to the Department of Economic Opportunity in its capacity as the State Land Planning Agency; and

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

NOW THEREFORE, BE IT ORDAINED by the Board of County Commissioners of Lake

1 County, Florida, that:

2 **Section 1. Comprehensive Plan Future Land Use Amendment.**

3 The 2030 Future Land Use Map is hereby amended from Urban Low Density to Regional
4 Commercial for the parcels located east of US Hwy 441 and Lincoln Avenue, Mount Dora
5 with Alternate Key Numbers 1814545, 2993111, 1814537, 1124506, and 1708991
6 Section 28, Township 19, Range 27, comprised of 62 +/- acres, as shown in Exhibit A.

7
8 **Section 2. Advertisement.** This Ordinance was advertised pursuant to Chapter 163,
9 Florida Statutes, Section 163.3184(11).

10
11 **Section 3. Severability.** If any section, sentence, clause, or phrase of this Ordinance is
12 held to be invalid or unconstitutional by any court of competent jurisdiction, then said
13 holding shall in no way affect the validity of the remaining portions of this Ordinance.

14
15 **Section 4. Effective Date.** This Ordinance shall become effective upon filing with the
16 Secretary of State.

17
18 ENACTED this ____ day of _____, 2013.

19
20 FILED with the Secretary of State _____, 2013.

21
22
23 BOARD OF COUNTY COMMISSIONERS
24 LAKE COUNTY, FLORIDA

25
26 _____
27 Leslie Campione, Chairman

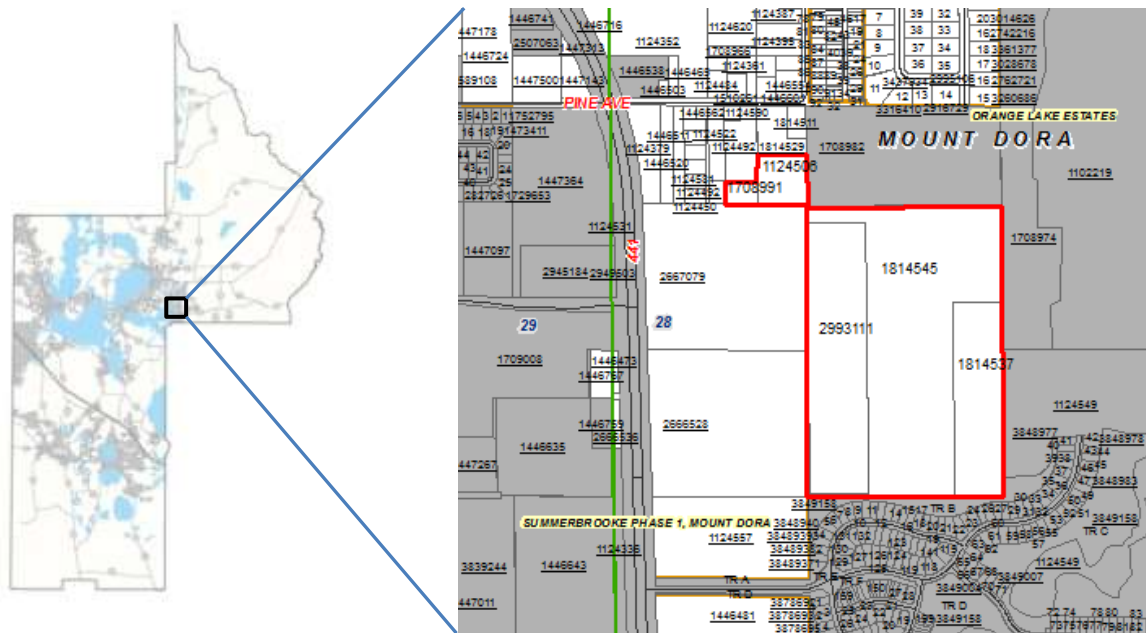
28 ATTEST:
29
30 _____
31 Neil Kelly, Clerk of the Board of
32 County Commissioners, Lake County, Florida

33
34 Approved as to form and legality:
35
36
37 _____
38 Sanford A. Minkoff, County Attorney

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EXHIBIT A
LPA#13/3/2-4
East of US Hwy 441 and Lincoln Avenue, near Mount Dora



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