


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

PLANNING AND ZONING BOARD		BOARD OF COUNTY COMMISSIONERS
July 3, 2013	Commissioner District #4 Commissioner Campione	Transmittal: July 30, 2013 Adoption: TBA
LPA# 13/9/1-4 Change the Future Land Use Category on 86 parcels as described in Attachment #1 from Rural Transition to Urban Low Density as previously approved by the Board of County Commissioners on May 25, 2010.	Case Manager: Anita W. Greiner, Chief Planner	Agenda Item #3

- Item -

Type:	County-initiated Comprehensive Plan Map Amendment
Creation or Revision:	Revision
Description:	Map Amendment. This request amends the Future Land Use Map on vacant and developed parcels located east and west of Estes Road, north of SR 44 and south of CR 44A, near Eustis (see list of alternate key numbers and owners on Attachment #1) from Rural Transition , which allows a maximum density of one (1) dwelling unit per net buildable acre, with 50 percent open space in addition to agriculture, forestry, passive parks, equestrian related uses, K-12 schools and religious organizations to Urban Low Density Future Land Use Category , which allows 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 category.

- Summary of Staff Recommendation -

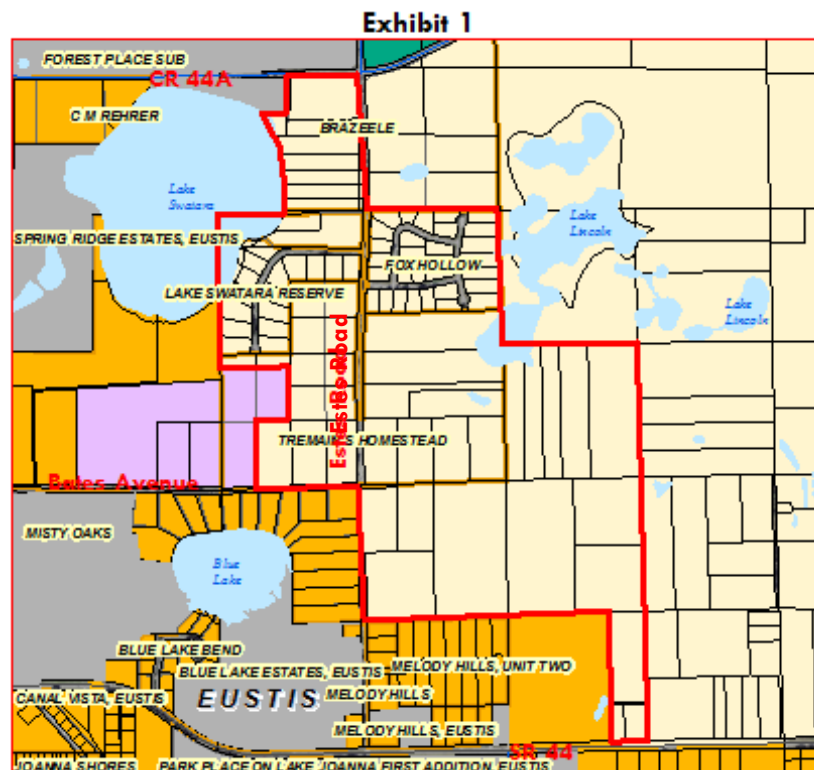
Staff recommends APPROVAL of the request to amend the 2030 Future Land Use Map.
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Analysis: On May 25, 2010, Lake County adopted the 2030 Comprehensive Plan, which included the subject 86 parcels being designated as Urban Low Density. The amendment was considered and approved by the Board of County Commissioners prior to the adoption hearing, 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 parcels were designated as Rural Transition, as initially submitted on January 19, 2010.

The 86 parcels are located east and west of Estes Road in Eustis, north of SR 44 and south of CR 44A and consist of approximately 292 acres (shown outlined in red on Exhibit 1, below). The 292-acre area is contiguous to the City of Eustis and land designated as Urban Low Density and Public Service Facility/Infrastructure to the west; the parcels to the north are within the City of Eustis or designated as Rural Transition. The parcels to the east are designated as Rural Transition and the parcels to the south are within the Urban Low Density Future Land Use Category.

One of the 86 parcels is developed with a commercial business (automotive repair and service), 63 parcels are developed with single-family dwelling units, five (5) parcels are undeveloped lots within existing subdivisions, and 18 parcels are undeveloped and consist of approximately 127 acres. The Rural Transition Future Land Use Category allows a maximum density of one (1) dwelling unit per net acre, with 50% opens space, using the maximum calculations, 127 dwelling units could potentially be platted on the undeveloped parcels under this category. The Urban Low Density Future Land Use Category allows a maximum density of four (4) dwelling units per net acre, which potentially could allow 508 dwelling units to be platted on the undeveloped parcels. The higher density allowed by the Urban Low Density Category was included in the adopted Data, Inventory and Analysis reviewed and accepted by the reviewing agencies.

According to the Bureau of Economic and Business Research (BEBR) Medium 2010 data, the City of Eustis is projected to increase in population by 20 percent from 2010 to 2030. The proposed increase in residential density caused by the proposed amendment could accommodate the projected growth in population; the site is adjacent to the City of Eustis, has public facilities available for the increase in density and will discourage urban sprawl.



Comprehensive Plan, Policy I-7.12.3 Provision of Central Water and Sewer Services, encourages compact development and requires the County to ensure that future urban development occurs in a contiguous fashion through the requirements of policies within the Comprehensive Plan. It also states

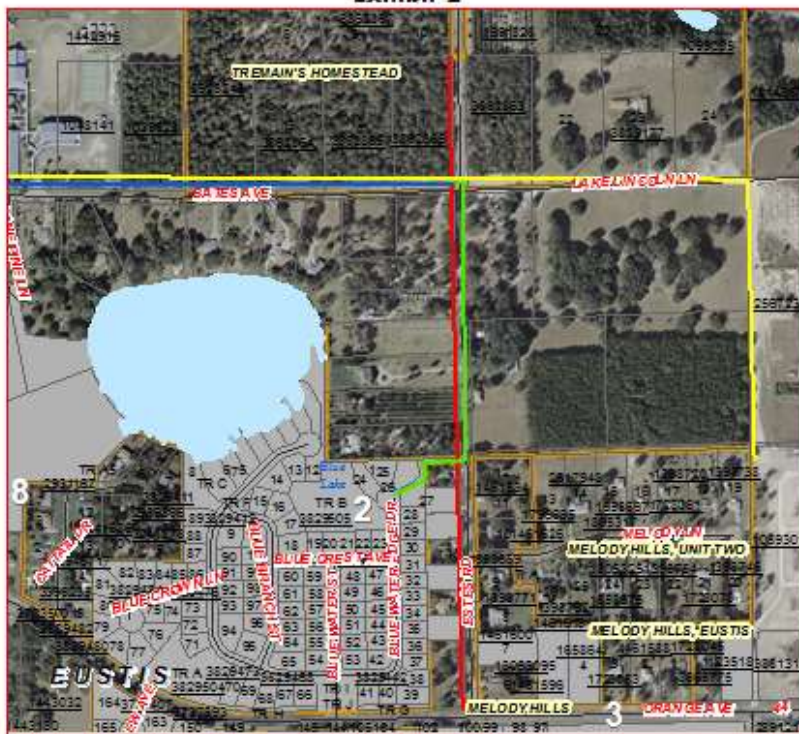
that central water and sewer services are not intended nor required for areas within the Rural Future Land Use Series; however, parcels within the Rural Transition Future Land Use Category that are adjacent to urban areas shall be encouraged to connect to central services, if available.

The following utilities are available in this area:

- A 16" waterline extends from Bates Avenue running north approximately 600 feet, on the west side of Estes Road and a 12" waterline runs south from Bates Avenue to SR 44, on the west side of Estes Road (shown on Exhibit 2 as a red line).
- A 12" reclaimed waterline is located on the north side of Bates Avenue running east and ends at Estes Road (shown on Exhibit 2 as a blue line).
- A 4" force main beginning on Blue Water Edge Drive (through an easement), runs north on Estes Road and terminates in a manhole at the intersection of Bates Avenue and Estes Road (shown on Exhibit 2 as a green line).
- A gravity sewer runs east on Bates Avenue to Estes Road, and an additional gravity sewer runs across Estes Road and along Lincoln Lane for approximately 1400 feet. The gravity sewer turns south and ties into the Pebble Creek development (shown on Exhibit 2 as a yellow line).

The City of Eustis only maintains the sewer west of Estes Road. The additional sewer east of Estes Road has not been tested or turned over to the City, no time table has been set for that to happen. According to the City of Eustis, there are currently no plans to expand these utilities.

Exhibit 2



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. Public schools are located close to this area; Eustis Middle School is approximately one-

half mile from the intersection of Bates Avenue and Estes Road; the 9th Grade Campus is less than 2 miles, Eustis High School is 2+ miles, and Eustis Elementary is less than 2 ½ miles from the intersection. According to the Lake County School Board's Five Year Capital Facilities Plan, none of these schools are at capacity or expected to be at capacity through 2017. According to the Lake County School Board's report (Attachment #2) if the subject site is developed at the highest density allowed by 2017, Eustis Elementary School will be over capacity by one (1) percent, Eustis Middle School will be under capacity by 27 percent and Eustis High School will be under capacity by 22 percent. If development is proposed, proof of capacity is required prior to development being approved.

The closest fire station is located on CR 44B and is less than one mile from the intersection of Bates Avenue and Estes Road (see Exhibit 3). This fire station (#27) is a manned station, which operates 24 hours/7 days a week and is an Advanced Life Support station, with a paramedic available.

The closest public lands is Lake May Reserve, which is located on the northeast corner of Estes Road and CR 44A (across the intersection from the northern portion of the subject area, shown on Exhibit 3). Lake May Reserve consists of 136 acres, it features a trail path throughout the property and around Lake May. In the future it will offer picnic pavilions and a canoe/kayak launch, along with catch and release fishing. Lake Joanna Neighborhood Park is located approximately 1.5 miles south of this site; it is a ½-acre park that provides access to Lake Joanna and a picnic area.

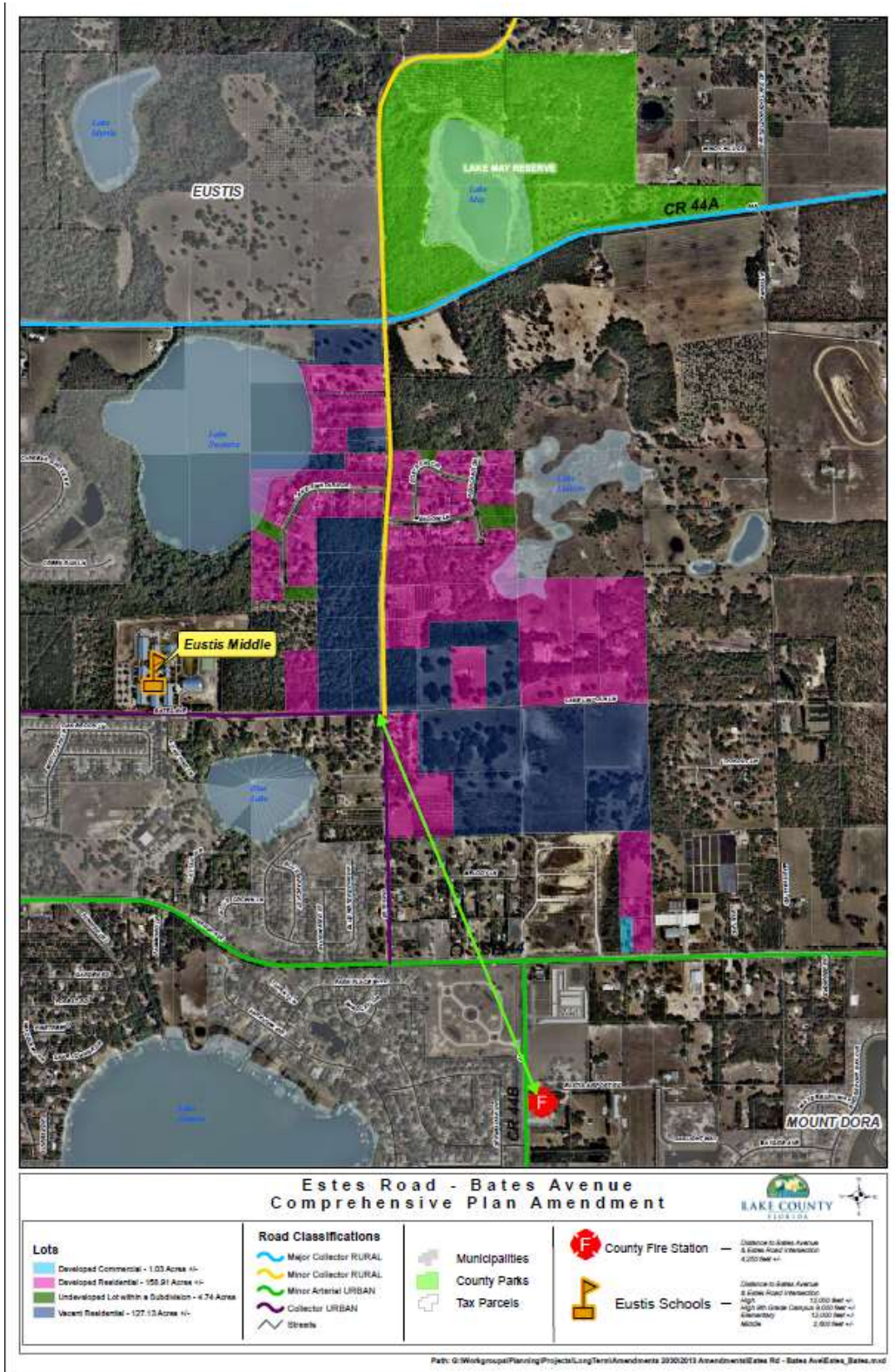
The County's adopted level of service for solid waste is one (1) day a week garbage pickup and one (1) day a week recycling pickup. The five year capital improvement schedule for solid waste shows that with existing landfill cells and additional land available and permitted through an FDEP Environmental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

Lands designated as Urban Low Density are required by the Comprehensive Plan to be located on, or in proximity to, collector or arterial roadways to minimize traffic on local streets and provide convenient access to transit facilities. SR 44 and CR 44B are minor arterial urban roads, Estes Road (from SR 44 to the intersection of Bates Avenue) and Bates Avenue are collector urban roads, Estes Road from the intersection of Bates Avenue north is a minor collector rural road and CR 44A is a major collector rural road; the area meets the requirement of being located on or in proximity to collector or arterial roadways (see Exhibit 3). This amendment was originally reviewed by the Department of Transportation in 2010; there were no objections to the amendment at that time.

The County is required to ensure compatibility between densities and intensities of development, providing for land use transitions as appropriate to protect the long-term integrity of both urban and rural areas. The proposed amendment will ensure that transitional land uses are provided as a buffer between urban residential, residential uses of varying densities and nonresidential uses. As shown in Exhibit 5, the Urban Future Land Use Category will be used to buffer around the City of Eustis and the Rural Transition Future Land Use Category will be used to address "edge" conditions, buffering the Urban Future Land Use Category from the Rural Future Land Use Category. This amendment will provide an appropriate transition of land uses and will create a transition between the rural area and existing urban development and constrain future intrusion into the rural area.

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 #3). Table 2 on page 4 of the study indicates that one road will not meet the level of service by 2020 and four roads will not meet the level of service by 2030. The study offers options that the County could take to address the level of service deficiencies on county roads.

Exhibit 3



The Urban Low Density Future Land Use Policy showing the allowed density, intensity, impervious surface ratio, typical uses and typical uses that require a conditional permit is copied below.

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.

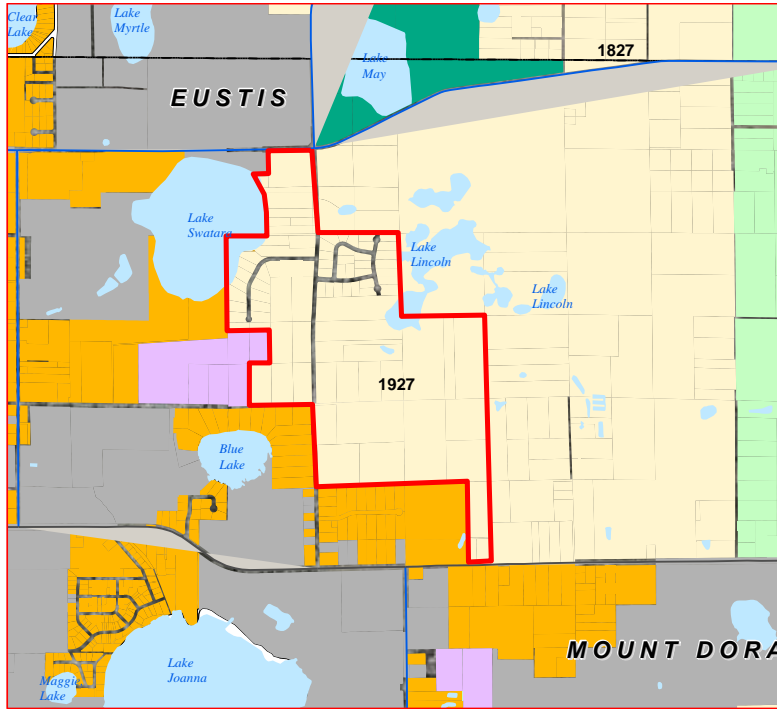
TYPICAL USES INCLUDE:

- 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.

**Exhibit 4
Current Future Land Use Map**



City Limits

Public Services
Facility and
Infrastructure

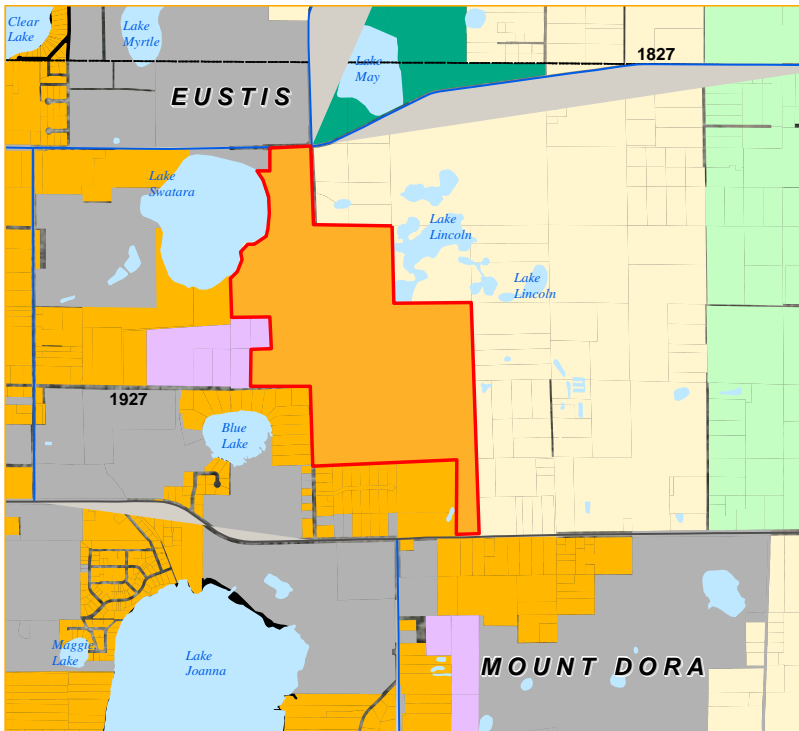
Urban Low
Density

Rural Transition

Rural

Conservation

**Exhibit 5
Proposed Future Land Use Map**



- 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 was 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. The parcels are located on or in proximity to collector or arterial roadways minimizing traffic on local streets and providing convenient access to transit facilities and the Urban Low Density Future Land Use Category is compatible with the surrounding future land use categories providing a logical transition pattern between the City of Eustis and rural areas.

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

The proposed amendment is consistent with the existing land uses and will provide a logical transition between the City of Eustis and the existing Rural Transition and Rural land uses.

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

The Board felt the proposed Future Land Use Category designation was appropriate and necessary to correct a mapping error due to the presence of central utilities, which are discouraged in rural areas by Comprehensive Plan Policy 1-7.12.3 *Provision of Central Water and Sewer Services*. The Board approved the amendment on May 25, 2010, but the amendment was found procedurally noncompliant by the State.

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, trip distribution and assignment, and long-term strategies for roadway deficiencies. Using the most intense development scenario, the study indicates that one road by 2020 and four roads by 2030 will not meet level of service (LOS) standards, see Table 2 of the study. The study shows that Lake County will take on one of several options in addressing LOS deficiencies on county roads. A traditional approach that will apply to several deficiencies will be the parallel alternative corridor to relieve congestion on the arterial. Operation and management strategies, such as turn lanes and updated signal timings will be considered. Lake County is in the process of developing a plan that will include adaptive signal technology on major corridors that will result in better traffic flows on collector and local roads.

TRANSPORTATION 2035, the MPOs adopted long range transportation plan identified a range of multimodal transportation projects and strategies to address long term mobility needs. While none of the roadways in this study have a multimodal corridor designation, some of the strategies developed for multimodal corridors will be investigated as appropriate for future failing segments, such as, increased 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' that are supported by urban design and land use patterns where walking, biking and utilizing transit are encouraged as primary modes of transportation.

Lake County Public Transportation has successfully continued coordination with surrounding transit agencies on fixed-route services. Lake County bus service, LakeXpress, provides public transportation along the U.S. Highway 441 corridor, including the municipalities of Eustis, Fruitland Park, Lady Lake, Leesburg, Mount Dora, Tavares and Umatilla. Service also connects to LYNX in Zellwood. Strategies have been adopted by Lake County, the City of Eustis, and the MPO in their respective planning documents to promote transit and increase ridership.

According to the Lake County School Board's report (Attachment #2) if the subject site is developed at the highest density allowed by 2017, Eustis Elementary School will be over capacity by one (1) percent, Eustis Middle School will be under capacity by 27 percent and Eustis High School will be under capacity by 22 percent. If development is proposed, proof of capacity is required prior to development being approved.

The amendment would not exceed the capacity of public facilities, such as solid waste, parks and recreation, and fire and emergency services. The proposed amendment was reviewed by local and State agencies during the initial review in 2010; no concerns were noted.

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

The amendment will not result in a significant impact on the natural environment. Any development that would take place will be required to meet all Comprehensive Plan and Land Development Regulation 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.

This amendment would result in a logical development pattern, acting as a transition between the City of Eustis and parcels designated as Rural Transition and Rural, protecting the long-term integrity of both urban and rural areas.

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. The amendment will ensure compatibility between land uses, transitioning in a logical pattern that will protect the integrity of the area.

– Conclusion –

The designation of the Urban Low Density Future Land Use Category on the subject parcels would create an orderly and logical transition of land uses in that area, meeting the intent of the 2030 Comprehensive Plan, which requires compatibility between densities and intensities of development. The proposed amendment provides for appropriate land use transition from the City of Eustis and Urban Low Density to Rural Transition, which transitions to Rural, protecting the long-term integrity of both urban and rural areas.

– Staff Recommendation –

APPROVAL of the proposed amendment to designate the subject parcels as Urban Low Density.

Planning & Zoning Board Recommendation:

Attachment #1

AK#	Owner
1098378,	La Roe, Glen A., Estate
1099005,	La Roe, Glen A., Estate
1123542,	Charlie Johnson Builders, Inc.
1123569,	Rehman, D. Douglas & Jody L.
1413656,	Panuska, Robert & Elaine
1443474,	Dubbs, Lois Ann
1443563,	McWorther, Daniel C. & Judith
1498716,	Smith, Ernest Ray & Peggy C.
1498724,	Pansuka, Robert T., Trustee
1498732,	Charlie Johnson Builders, Inc.
1608716,	Jenson, Eric T. & Linda J.
1608724,	Pansuka, Robert T., Trustee
1608732,	Pansuka, Robert T. & Elaine V.
1691818,	Select Custom Homes, Inc.
1691826,	Woodall, Harold W. & Linda P.
1708524,	La Roe, Glen A., Estate
1708559,	Rehmand, Douglas & Judy L.
1800111,	Strong, James W.
1814367,	Young, Janice M. & James G.
2567236,	Charlie Johnson Builders, Inc.
2567767,	McWorther, Daniel C.
2702699,	RAD Holding Company, Inc.
2806851,	Harmon, Leon A, Jr. & Darlene C.
2806877,	Gasior, Michael K. & Denise R.
2814101,	Flaumenhaft, Carol
2814110,	Green, Michael D & Batten, Gary L.
2832908,	Tucker, Joseph N. & Deborah
2861878,	D'angelo, Louis P. & Michelle R.
2861886,	Lynn, Christopher c. & Piper L. Lamond
2864044,	Edwards, Douglas E. & Colleen M.
2869348,	Draper, Mark T. & Kathleen Y.
2875011,	Siebert, Paula
2880228,	Young, Janice M.
2899727,	Hale, Marty M. & Cathy P.
2916095,	Morris, Jon P. Jr. & Elizabeth B.
2916109,	Abbott, Lawrence E.
2923342,	Nacke, Mark A & Sheryl T.
2923351,	Rider, Evelyn Trustee
2923369,	Kimball, Pamela D., Trustee

AK#	Owner
2923407,	Newton, Charles L. & Cindy L.
2923415,	Babb, Howard H., Jr. & Virginia C., Trustees
2923423,	McDade, Edward D. Jr. & Elizabeth A.
2923431,	Holland, Michael D. & Wendellyn E.
2929308,	Carpenter, Kenneth W. & Julie A.
2930870,	Macphee, Benjamin & Laura
2946644,	Hoagland, James D. & Cindy
2946652,	Silva, William & Veronica
2946679,	Winger, Martin P.
2946687,	Montgomery, Robert A. & Ramona L.
2986034,	Silbernagel, Brent L. & Debora L.
3025831,	Lubbers, Charles Arthur & Susan Gray Trustees
3032659,	Cloud, Jerry D. & Barbara K.
3036247,	Berger, Justin D.
3241835,	Bowen, Martha A.
3260309,	Mynatt, Michael R & Patricia Life Estate
3266218,	Lubbers, Charles A & Susan G.
3266226,	Tranum, Gale L & Deborah L.
3285611,	Grant, Lee E. & Donna J.
3316908,	Finger, David B. & Jayne E.
3316991,	Jaffe, Reid S.
3333276,	Taylor, William B. & Wendy L.
3333292,	Ramp, Glenna G., Trustee
3369122,	Tupper, Charles A Trustee
3387881,	Stebner, Ronald L. & Mary Ann Kalonick
3435575,	Burkholder, Marvin R.& Charlotte K.
3438531,	Tidwell, Michael L. & Sarah E.
3438540,	Haydu, John J. & Luanne D.
3515501,	Baker, James H III & Myra A.
3515510,	Staley, Linda B.
3515536,	Horvat, Boris
3777625,	Holland, Michael D. & Wendellyn E., Trustees
3786247,	Panuska, Robert & Elaine
3793988,	Figliolia, Vincent T. & Bonnie K. Trustees
3808204,	Fernandez, David & Maria R.
3829177,	La Roe, Glen A. Estate
3839243,	Charlie Johnson Builders, Inc.
3862863,	Charlie Johnson Builders, Inc.
3862864,	Charlie Johnson Builders, Inc.
3862865,	Charlie Johnson Builders, Inc.

AK#	Owner
3862866,	Charlie Johnson Builders, Inc.
3862867,	Charlie Johnson Builders, Inc.
3862868,	Charlie Johnson Builders, Inc.
3862869,	Charlie Johnson Builders, Inc.
3874591,	Lake County BCC
3878746,	Jensen, Eric T. & Linda J.
3880985,	Pansuka, Robert T. & Elaine V.



Leading our Students to Success

201 West Burleigh Boulevard · Tavares · FL 32778-2496
(352) 253-6500 · Fax: (352) 343-0198 · www.lake.k12.fl.us

Attachment #2

Superintendent:
Susan Moxley, Ed.D.

School Board Members:
District 1
Bill Mathias
District 2
Rosanne Brandenburg
District 3
Tod Howard
District 4
Debbie Stivender
District 5
Kyleen Fischer

June 18, 2013

Mr. Brian Sheahan, Director
Division of Planning and Community Design
Growth Management Department
Lake County
Post Office Box 7800
Tavares, Florida 32778-7800

RE: Lake County Proposed Comprehensive Plan Future Land Use Map Amendment - LPA#13/9/1-4 (Estes Road Area)

Dear Mr. Sheahan:

The County is currently reviewing a proposed future land use map (FLUM) amendment of approximately 292 acres from Lake County Rural Transition (1 DU/1 AC) to Lake County Urban Low Density (4 DU/1 AC).

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 change will have an adverse impact on Lake County Public Schools. The following School Board comments reflect projected enrollment data from the District's Five-Year Facilities Master Plan, FY 2013-2017, and student generation rates from the Impact Fee Study.

According to Lake County, the proposed FLUM change has the potential to add approximately 381 new single-family dwelling units that will contribute 156 new students to the Lake County School system. Based on current school attendance zones, schools that will be adversely affected by the proposed FLUM change and their projected five-year capacity status are as follows:

- | | |
|-----------------------------------|---------------------------|
| • Eustis Elementary School | 1% Over Capacity |
| • Eustis Middle School | 27% Under Capacity |
| • Eustis High School | 22% Under Capacity |

Please see the attached District Growth Impact Report, which indicates the potential impact of the proposed FLUM change 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

LAKE COUNTY PUBLIC SCHOOLS RESIDENTIAL GROWTH IMPACT REPORT

**REVIEWING AUTHORITY
NAME / CASE NUMBER**

**Lake County Planning & Community Design
Lake County Proposed Comprehensive Plan Future Land Use Map Amendment -
LPA#13/9/1-4 (Estes Road Area)**

ITEM DESCRIPTION

The County is currently reviewing a proposed future land use map (FLUM) amendment of approximately 292 acres from Lake County Rural Transition (1 DU/1 AC) to Lake County Urban Low Density (4 DU/1 AC). Of the total 292 acres, 127 acres are undeveloped at this time.

LOCATION

Sections 5 & 8; Township 19S; Range 27E
Located north of SR 44, south of CR 44A, east of Gatch Road, and west of Deland Road

**CURRENT LAND USES
PROPOSED LAND USE**

Lake County Rural Transition (1 DU/1 AC)
Lake County Urban Low Density (4 DU/1 AC)

**NEW DU IMPACT
STUDENT GENERATION**

	SF-DU	MF-DU	Mobile	SF Impacts
				381 DU
	0.410	0.254	0.145	156
Elementary School	0.186	0.131	0.065	71
Middle School	0.100	0.057	0.036	38
High School	0.124	0.066	0.044	47

SCHOOLS

Eustis Elementary School
Eustis Middle School
Eustis High School

	Projected Enrollment 2016-2017*	Permanent Student Capacity*	Projected Five-Year Capacity %	Student Enrollment w/ Impact	% of Perm. Capacity w/ Impact	Planned Capacity On Site
Eustis Elementary School	454	519	87%	525	101%	No
Eustis Middle School	930	1,327	70%	968	73%	No
Eustis High School	1,206	1,615	75%	1,253	78%	No

**Lake County School District Five-Year Facilities Master Plan, Fiscal Year 2013-2017*

CSA 4

Elementary
Middle
High

	Student Enrollment 2016-2017*	Permanent Student Capacity*	% of Permanent Capacity
Elementary	1,016	1,349	75%
Middle	930	1,327	70%
High	1,206	1,615	75%

**Lake County School District Five-Year Facilities Master Plan, Fiscal Year 2013-2017*

COMMENTS:

According to Lake County, the existing FLUM category would allow a maximum of 127 single-family residential dwelling units on the amendment site. The proposed FLUM category would allow a maximum of 508 single-family residential dwelling units on the amendment site. The proposed FLUM amendment results in an increase of 381 single-family residential dwelling units and will generate 156 students, which will adversely impact Lake County Schools.

School Concurrency became effective in Lake County on June 1, 2008, per Chapter 163, Florida Statutes. 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.

Prepared By: Dawn McDonald, Senior Planner, Lake County School District

Date: 6/18/2013

Attachment #3

**ESTES ROAD - LPA# 13/9/1-4
COMPREHENSIVE PLAN AMENDMENT**

TRAFFIC STUDY

Prepared for:

Lake County Government

Prepared by:

**LAKE~SUMTER METROPOLITAN PLANNING ORGANIZATION
1616 South 14th Street
Leesburg, Florida 34748
352-315-0170**

Contact:

**Pamela Richmond, AICP
prichmond@lakesumtermpo.com**

June 17, 2013

Introduction

The purpose of this report is to support a proposed Future Land Use Map (FLUM) amendment to Lake County's adopted Comprehensive Plan, "Planning Horizon 2030". This is a large scale amendment initiated by Lake County to change the FLUM designation of approximately 292 acres generally located east and west of Estes Road, north of SR 44 and south of CR 44A, near Eustis from Rural Transition Future Land Use to Urban Low Density Future Land Use designation. A map of the project location is included as Exhibit A.

Project Description

The 292 acre site is currently has a future land use designation of Rural Transition and is partially developed. Approximately 127 acres of the site are undeveloped; the remaining 165 are developed with single family dwelling units and one commercial business. The Rural Transition Future Land Use Category allows a maximum density of one (1) dwelling unit per net acre, with 50% opens space, using the maximum calculations, 127 dwelling units could be platted on the undeveloped parcels.

The requested FLUM amendment is to change the future land use designation to Urban Low Density. The Urban Low Density Future Land Use Category allows a maximum density of four (4) dwelling units per net acre, which could allow 508 dwelling units to be platted on the undeveloped parcels.

Trip Generation

Table 1

SCENARIO/LAND USE CATEGORY	MAXIMUM ALLOWABLE	ISR	FAR	ACRES	MAXIMUM DEVELOPMENT SCENARIO
Existing:					
Rural Transition	1 DU/Acre	.50	N/A	127	127 DU
Proposed					
Urban Low Density	4 DU/Acre	.60	N/A	127	508 DU
TOTAL NET INCREASE					254 DU

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

LUC 210 Single Family Homes
Units: DU
Daily Rate = 9.52 = 2,418 Trips
PMPH Rate = 0.09 = 229 Trips

The proposed FLUM amendment is estimated to increase trip generation by 2,418 daily and 229 PMPH 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

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. A distribution was developed using recent traffic counts and knowledge

of the area land uses and traffic patterns. 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	DISTRIBUTION	2020				2030			
								AA DT	PROJECT TRIPS	TOTAL	MEETS ADOPTED LOS?	AA DT	PROJECT TRIPS	TOTAL	MEETS ADOPTED LOS?
ABRAMS ROAD	ORANGE AVENUE	WAYCROSS AVENUE	2	D	10,725	4,258	5%	5,562	121	5,683	Y	7,192	121	7,313	Y
BATES AVENUE	N CENTER STREET	CR 44 / DELAND ROAD	2	D	10,725	1,393	10%	1,826	242	2,068	Y	2,368	242	2,610	Y
BATES AVENUE	CR 44 / DELAND ROAD	ESTES ROAD	2	D	10,725	1,433	20%	1,881	484	2,364	Y	2,440	484	2,924	Y
C.R. 19A	CR 44	SR 19	2	D	10,725	2,714	0%	3,146	0	3,146	Y	3,686	0	3,686	Y
C.R. 439	CR 42	CR 44A	2	C	9,800	2,214	10%	3,051	242	3,293	Y	4,097	242	4,339	Y
C.R. 439	CR 44A	SR 44	2	C	9,800	3,223	10%	4,310	242	4,551	Y	5,668	242	5,910	Y
C.R. 44	CR 452	SR 19	4	D	14,850	13,245	10%	17,079	242	17,321	N	21,872	242	22,114	N
C.R. 44	SR 19	HICKS DITCH ROAD	4	D	14,850	10,200	20%	13,248	484	13,731	Y	17,057	484	17,541	N
C.R. 44	HICKS DITCH ROAD	CR 44A	4	D	13,680	8,328	20%	11,458	484	11,941	Y	15,370	484	15,854	N
C.R. 44 (DELAND ROAD)	CR 44A	ORANGE AVENUE	2	D	14,850	9,251	5%	10,913	121	11,034	Y	12,991	121	13,112	Y
C.R. 44A	SKYLINE DRIVE	CR 450A/ CR44A	2	D	9,880	1,543	5%	1,923	121	2,044	Y	2,399	121	2,520	Y
C.R. 44A	DELAND ROAD	ESTES ROAD	2	D	21,100	4,641	20%	6,197	484	6,681	Y	8,143	484	8,627	Y
C.R. 44A	ESTES ROAD	CR 439	2	C	14,200	4,134	15%	5,688	363	6,050	Y	7,630	363	7,993	Y
C.R. 44A	CR 439	CR 437	2	C	14,200	3,968	15%	5,581	363	5,944	Y	7,598	363	7,961	Y
C.R. 44A (ESTES ROAD)	CR 450A	DELAND ROAD	3	D	9,880	1,604	5%	1,799	121	1,920	Y	2,043	121	2,164	Y
C.R. 450A	SR 19	CR 44A NORTH	2	D	9,880	1,148	0%	1,546	0	1,546	Y	2,043	0	2,043	Y
ESTES ROAD	CR 44A	LAKE LINCOLN LANE	2	D	9,880	2,707	40%	3,634	967	4,601	Y	4,793	967	5,760	Y
ESTES ROAD	LAKE LINCOLN LANE	ORANGE AVENUE	2	D	10,725	2,707	40%	3,634	967	4,601	Y	4,793	967	5,760	Y
HASELTON STREET	ORANGE AVENUE	LAKEVIEW AVENUE	2	D	10,725	1,778	0%	2,505	0	2,505	Y	3,414	0	3,414	Y
ORANGE AVENUE	SR 19	HASELTON STREET	4	D	36,700	11,924	10%	14,594	242	14,836	Y	17,931	242	18,173	Y
ORANGE AVENUE	HASELTON STREET	CR 44B	2	D	16,500	11,805	30%	14,367	725	15,092	Y	17,569	725	18,294	N
PRESCOTT STREET	BATES AVENUE	ORANGE AVENUE	2	D	10,725	464	5%	632	121	753	Y	842	121	963	Y
SR 19	CR 450A	CR 19A	4	D	36,700	17,580	5%	20,210	121	20,331	Y	23,498	121	23,619	Y
SR 19	CR 19A	CR 44	4	D	36,700	17,580	5%	20,210	121	20,331	Y	23,498	121	23,619	Y
SR 19	CR 44	CR 452	4	D	36,700	14,797	5%	18,326	121	18,447	Y	22,738	121	22,859	Y
SR 44	CR 44B	GRIFFIN LANE	2	D	36,700	9,948	20%	12,458	484	12,941	Y	15,595	484	16,079	Y
SR 44 (OLD C.R. 44B)	WAYCROSS AVENUE	ORANGE AVENUE	2	D	33,030	14,348	10%	18,000	242	18,242	Y	22,566	242	22,808	Y
WASHINGTON AVENUE	HASELTON STREET	ABRAMS ROAD	2	D	10,725	2,429	0%	3,397	0	3,397	Y	4,607	0	4,607	Y

As displayed in Table 2, several county roads will exceed the currently adopted LOS capacity in 2020 and 2030 with the addition of project traffic.

Long-Term Strategies for County Roads

Lake County will take on one of several options in addressing LOS deficiencies on county roads. A traditional approach that will apply to several deficiencies will be the parallel alternative corridor to relieve congestion on the arterial. Operation and management strategies, such as turn lanes and updated signal timings will be considered. Lake County is in the process of developing an ITS plan that will include adaptive signal technology on major corridors that will result in better traffic flows on collector and local roads.

TRANSPORTATION 2035, the MPOs adopted long range transportation plan identified a range of multimodal transportation projects and strategies to address long term mobility needs. The types of strategies represent a cost conscious and livability focused approach to addressing future mobility needs, diverting from the standard “get the red out” capacity building approach.

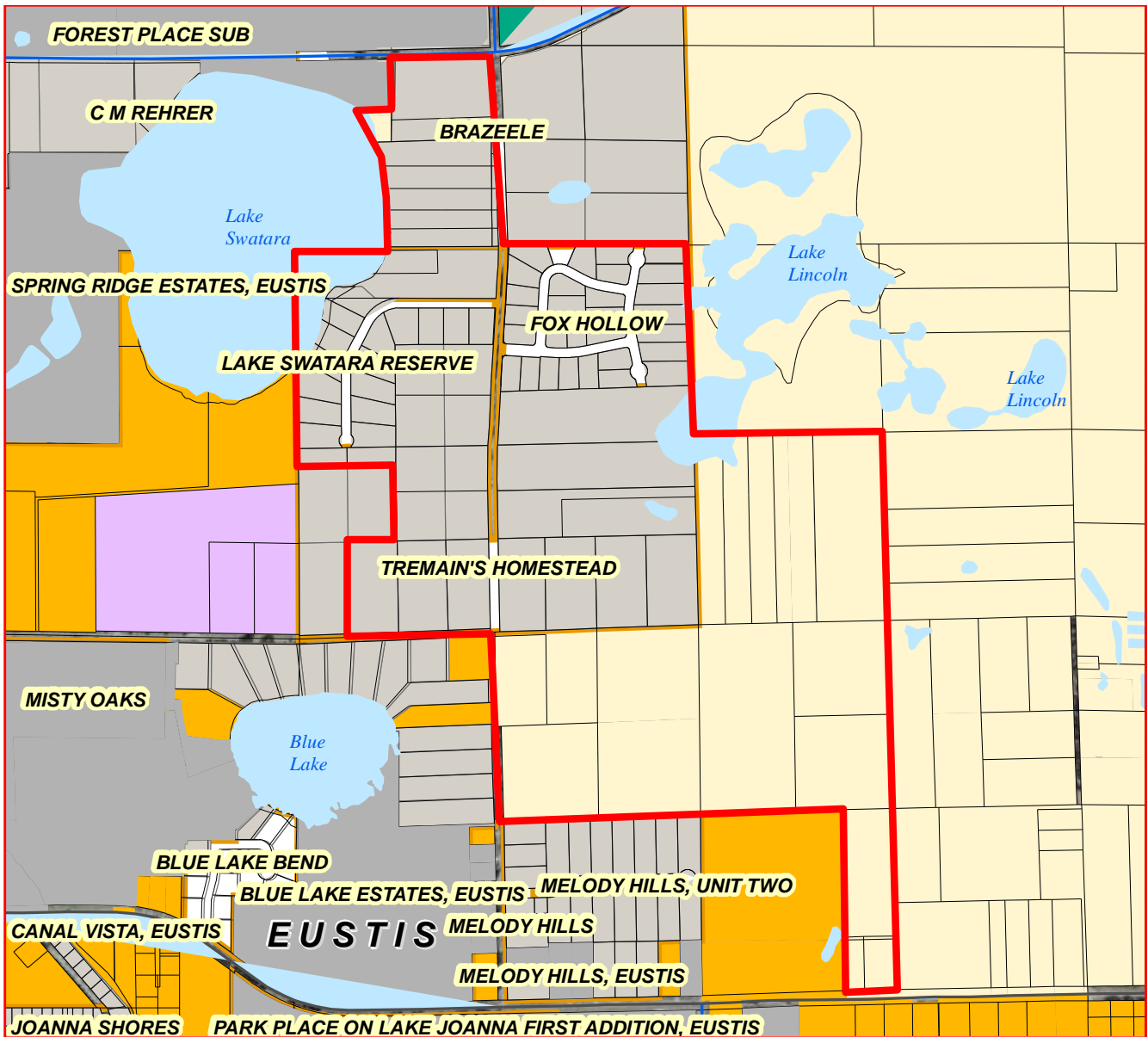
While none of the roadways in this study have a multimodal corridor designation, some of the strategies developed for multimodal corridors will be investigated as appropriate for future failing segments. Improvements that will be investigated are increased transit quality of service, operational strategies 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' that are supported by urban design and land use patterns where walking, biking and utilizing transit are encouraged as primary modes of transportation. It is the intent of these strategies to ensure that multimodal options can be implemented over time supporting a more robust choice of transportation options.

Lake County Public Transportation has successfully continued coordination with surrounding transit agencies on fixed-route services. Lake County bus service, LakeXpress, provides public transportation along the U.S. Highway 441 corridor, including the municipalities of Eustis, Fruitland Park, Lady Lake, Leesburg, Mount Dora, Tavares and Umatilla. Service also connects to LYNX in Zellwood. Currently, Lake County is seeking public comment on the draft 2013 Transit Development Plan (TDP) Major Update. The plan update seeks to develop a reasonable, integrated and comprehensive transit system that will expand the opportunities available to meet the mobility needs of all persons. The (TDP) update is focusing on options for maintaining and enhancing the accessibility of the transportation system for all users including the young, elderly, the economically disadvantaged and the disabled.

Since public transit provides transportation for citizens who typically cannot drive transit is increasingly being seen as a viable option for riders who may have access to an automobile, but choose to take transit because it provides a more attractive alternative or supports broader community goals, thus reducing the need for more costly roadway capacity projects. Strategies have been adopted by Lake County, the City of Eustis, and the MPO in their respective planning documents to promote transit and increase ridership. Examples of these strategies are promoting FDOT's commuter assistance program, rethink; improving the availability and level of service of public transit; pursuing additional funding opportunities for transit; and improving the frequency of service and hours of operation for existing fixed route buses.

EXHIBIT

SITE LOCATION



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**TRANSMITTAL ONLY
ORDINANCE 2013 –
LPA#13/9/1-4**

Estes Road – Bates Avenue, near Eustis

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 TO URBAN LOW DENSITY FUTURE LAND USE CATEGORY FOR THE PARCELS LOCATED EAST AND WEST OF ESTES ROAD, NORTH OF SR 44 AND SOUTH OF CR 44A, WITH ALTERNATE KEY NUMBERS 2702699, 1123569, 1708559, 1098378, 1708524, 2567236, 2567767, 1443563, 1443474, 1123542, 2869348, 2880228, 1814367, 3829177, 3862863, 1099005, 1691826, 3862866, 3862865, 3862864, 3862867, 3862868, 3793988, 3808204, 1691818, 3862869, 1498732, 1498724, 1800111, 1498716, 3777625, 3333276, 3260309, 3515510, 3515536, 3387881, 2923342, 3316908, 3333292, 2923351, 2923369, 2923407, 2923415, 2946679, 2946687, 2923423, 2923431, 3241835, 2986034, 2916095, 2946644, 2806851, 3874591, 2875011, 2946652, 2814101, 2899727, 3438540, 3438531, 3036247, 3316991, 3025831, 3266218, 3435575, 2861886, 2929308, 2806877, 2864044, 2832908, 3266226, 2930870, 2814110, 3369122, 2916109, 3285611, 3515501, 2861878, 3880985, 1608732, 1413656, 3786247, 1608724, 3032659, 1608716, 3878746 AND 3839243 WITHIN SECTIONS 5 AND 8, TOWNSHIP 19, RANGE 27, 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.

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

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

28 **WHEREAS**, pursuant to Chapters 163 and 125, Florida Statutes, on the 25th day of May, 2010,
29 the Board of County Commissioners enacted Ordinance No. 2010-25, adopting the Lake County
30 2030 Comprehensive Plan; and

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

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

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

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

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

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

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

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

6 The 2030 Future Land Use Map is hereby amended from Rural Transition Future Land Use
7 Category to Urban Low Density Future Land Use Category for the parcels located east and west
8 of Estes Road, north of SR 44 and south of CR 44A, near Eustis with Alternate Key Numbers
9 2702699, 1123569, 1708559, 1098378, 1708524, 2567236, 2567767, 1443563, 1443474,
10 1123542, 2869348, 2880228, 1814367, 3829177, 3862863, 1099005, 1691826, 3862866,
11 3862865, 3862864, 3862867, 3862868, 3793988, 3808204, 1691818, 3862869, 1498732,
12 1498724, 1800111, 1498716, 3777625, 3333276, 3260309, 3515510, 3515536, 3387881,
13 2923342, 3316908, 3333292, 2923351, 2923369, 2923407, 2923415, 2946679, 2946687,
14 2923423, 2923431, 3241835, 2986034, 2916095, 2946644, 2806851, 3874591, 2875011,
15 2946652, 2814101, 2899727, 3438540, 3438531, 3036247, 3316991, 3025831, 3266218,
16 3435575, 2861886, 2929308, 2806877, 2864044, 2832908, 3266226, 2930870, 2814110,
17 3369122, 2916109, 3285611, 3515501, 2861878, 3880985, 1608732, 1413656, 3786247,
18 1608724, 3032659, 1608716, 3878746 and 3839243 lying within Sections 5 and 8, Township 17,
19 Range 29, comprised of 292 +/- acres, as shown in Exhibit A.

20
21 **Section 2. Advertisement.** This Ordinance was advertised pursuant to Chapter 163, Florida
22 Statutes, Section 163.3184(11).

23
24 **Section 3. Severability.** If any section, sentence, clause, or phrase of this Ordinance is held to be
25 invalid or unconstitutional by any court of competent jurisdiction, then said holding shall in no
26 way affect the validity of the remaining portions of this Ordinance.

27
28 **Section 4. Effective Date.** This Ordinance shall become effective upon filing with the Secretary
29 of State.

30 ENACTED this ____ day of _____, 2013.

31 FILED with the Secretary of State _____, 2013.

32
33 ATTEST:

BOARD OF COUNTY COMMISSIONERS
LAKE COUNTY, FLORIDA

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36
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38 _____
39 Neil Kelly, Clerk of the Board of
County Commissioners, Lake County, Florida

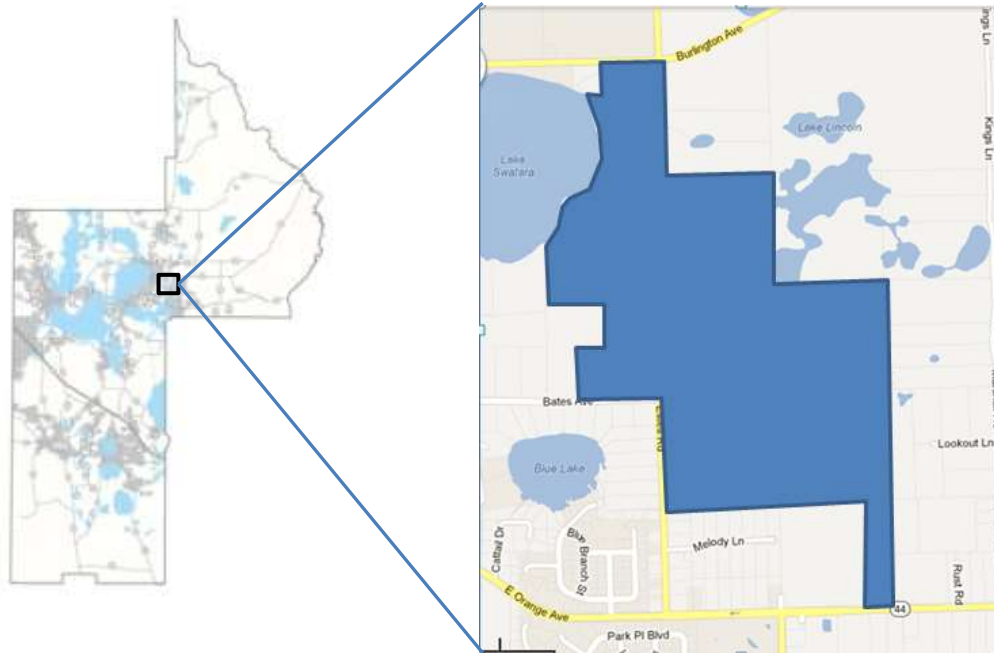
Leslie Campione, Chairman

40
41 Approved as to form and legality:

42
43 _____
44 Sanford A. Minkoff, County Attorney

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EXHIBIT A
LPA#13/9/1-4
East and West of Estes Road, North of SR 44 and South of CR 44A, near Eustis



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