



COMPREHENSIVE PLAN AMENDMENT
STAFF REPORT
OFFICE OF PLANNING & ZONING

Tab Number: 3

Public Hearings: Planning & Zoning Board (PZB): January 2, 2020
Board of County Commissioners (BCC): January 28, 2020 (Adoption)

Case No. and Project Name: FLU-19-04-2 Bella Collina Future Land Use Amendment

Applicants: Jonathan Huels, Esquire

Owners: DCS Real Estate Investments, LLC.

Requested Action: Amend Comprehensive Plan (Comp Plan) Policy I-1.3.11 Bella Collina Future Land Use Category (FLUC) to include helicopter landing pad use.

Staff Determination: Staff finds the future land use amendment application consistent with the Land Development Regulations (LDR) and Comprehensive Plan.

Case Manager: Steve K. Greene, AICP, Chief Planner

PZB Recommendation:

Subject Property Information

Size: 1,915 +/- acres

Location: East and west of CR 455, northwest of Blackstill Lake Road and the Florida Turnpike

Alternate Key No.: 3836730, 3871521, 3825849 and 3836736, among others.

Future Land Use Category: Bella Collina

Current Zoning District: Bella Collina PUD (Ordinance #2018-31)

Flood Zone: "X"

Joint Planning Area/ISBA: Montverde JPA and ISBA

Overlay Districts: Lake Apopka Basin

Adjacent Property Land Use Table

Direction	Future Land Use	Zoning	Existing Use	Comments
North	N/A	N/A	Vacant and Residential	City of Montverde
South	Rural Transition	Community Facility District (CFD)	Proposed Rec. Facility and Chapel	Vacant Land, Lake Dolls and Gourd Neck Lake
East	N/A	N/A	Water body	Lake Apopka
West	Urban Low	Planned Unit Development (PUD)	Proposed Residential	Undeveloped residential acreage

Staff Analysis

The Applicant submitted a Comprehensive Plan Amendment application to amend Comprehensive Plan Policy I-1.3.11 Bella Collina Future Land Use Category (FLUC). The subject property contains approximately 1,915 acres including wetlands and open bodies of water. The property is located on the east and west sides of C.R. 455 and is contiguous to the southern city limits of Montverde. The property is also located within the Montverde Joint Planning Area (JPA), the Montverde Interlocal Service Boundary Area (ISBA), and the Lake Apopka Basin Overlay District as described in the 2030 Comprehensive Plan. The Applicant proposes to amend Comprehensive Plan Policy I-1.3.11 Bella Collina Future Land Use Category to include helicopter landing pad use. The Bella Collina FLUC currently accommodates a mixed-use community that consists of the following uses:

- 866 single-family dwelling units
- 100-unit lodge/hotel with a freestanding restaurant and bar
- Clubhouse with spa, pool, gym facility, tennis courts, and other recreational facilities and/or equipment
- Banquet hall
- Docks and boathouses (1 dock or boathouse per 2 adjacent lots in accordance with St. Johns River Water Management District (SJRWMD) permit)
- Eighteen-hole golf course and ancillary buildings/structures
- Water and sewer facility buildings/structures
- Telecommunication tower and supporting structures
- Neighborhood commercial uses on designated Neighborhood Commercial (NC) Tracts

The Applicant has submitted a concurrent rezoning application to amend Bella Collina PUD Ordinance No. 2018-31 to allow for helicopter landing pad use, as it is not listed as an allowable use within the zoning district. A draft of the amended PUD ordinance is provided as Attachment "A".

The Bella Collina FLUC allows a maximum impervious surface area of sixty percent (60%), applied collectively over the entire development, and requires a minimum of twenty-five percent (25%) open space of the net developable area to be provided. The accompanying rezoning application indicates that these development standards will not be adversely affected by the proposed helicopter landing pad use.

Staff considers the application to be a Small-Scale comprehensive plan amendment as this amendment pertains to the use of a development area which is less than 10-acres. Additionally, the proposed development area is located within a pre-existing future land use category, and this amendment does not propose to add any land to the land use category; as such, transmittal review by the State Department of Economic Opportunity (DEO) is not required pursuant to Florida Statute Chapter 163.3187. This affords the Board of County Commissioners the ability to adopt the land use amendment on first reading at a duly noticed public hearing.

Standards for Review (LDR Section 14.03.03)

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

The proposed Comp Plan amendment is consistent with all elements of the Comprehensive Plan. The amendment seeks to include helicopter landing pad use to the list of uses described in current Comp Plan Policy I-1-3.11 Bella Collina Future Land Use Category. The application indicates that this facility will be for private use, only. The FLU Amendment is consistent with Comprehensive Plan Transportation Element Policy VIII-7 which states that the County shall coordinate with the Lake Sumter Metropolitan Planning Organization (LSMPO), Federal Aviation Administration (FAA), and Florida Department of Transportation (FDOT) to ensure that the expansion of existing general aviation airports and surface transportation access roads are consistent with the goals, objectives, and policies of the Lake County Comprehensive Plan, and applicable Federal and State regulations. FAA Heliport documentation (Attachment "B") describes that heliports

are exempted from certification as an air carrier general aviation facility. As this proposed helicopter landing pad use is not a carrier operation, no certification from the LSMPA or the FDOT is required.

B. Whether the proposed amendment conflicts with any applicable provisions of the Code.

The proposed Comp Plan amendment is not in conflict with the Land Development Regulations. The property is currently zoned Planned Unit Development (PUD) and governed by PUD Ordinance No. 2018-31. The applicant has submitted a rezoning application to amend PUD Ordinance No. 2018-31 to allow helicopter landing pad use, with development conditions. The amended PUD Ordinance will ensure the property is developed in accordance with the Bella Collina FLUC. If this Comp Plan application is approved by the Board of County Commissioners (BCC), the rezoning application will be presented at the same public hearing. A draft of the amended PUD ordinance is provided as Attachment "A".

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

The applicant wishes to amend the current Bella Collina FLUC and PUD Ordinance to include helicopter landing pad use consistent with other allowable non-residential uses within the Bella Collina development. Other approved non-residential uses include a commercial tract, a 100-unit lodge, golf course, clubhouse, and a telecommunications tower. The proposed helicopter landing pad will be located on Tract O of the development, which is centrally situated within the development (reference Attachment "C"). Single-family residential lots exist approximately 65-feet from Tract O. This separation distance is greater than the standard 50-foot building setback required for residential structures to principal urban collector roads.

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

The application indicates that the private helipad will serve as an amenity to help further distinguish Bella Collina as one of the top gated golf course communities Central Florida.

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.

Water and Sewer

Although the property is located within the Lake Apopka Basin, the proposed FLU amendment will not cause any adverse impacts to water and sewer capacity or levels of service.

Office of Public Safety

The closest Lake County Fire Rescue Station (LCFR Station #90) is located two (2) miles from the site and is the first responder station. This station is an advanced life support station and is staffed with a full-time paramedic. The second responder station (LCFR Station #83) is located three (3) miles from the site and is also an advanced life support station, staffed with a full-time paramedic.

Schools

The proposed future land use amendment will not have any impact on Lake County Schools.

Solid Waste

No impact to solid waste capacities or levels of service are anticipated.

Transportation

The application indicates the proposed helicopter landing pad is consistent with 2030 Comprehensive Plan Transportation Element Objective VIII -1.3 pertaining to convenient multimodal transportation systems. The proposed future land use amendment will not have any impact on the adopted Level of Service (LOS) of the surrounding road network.

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

The Application indicates that Tract O has been cleared and graded for future urban development. No impacts to environmental resources are anticipated.

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

There is no indication that the amendment would have an adverse impact on property values.

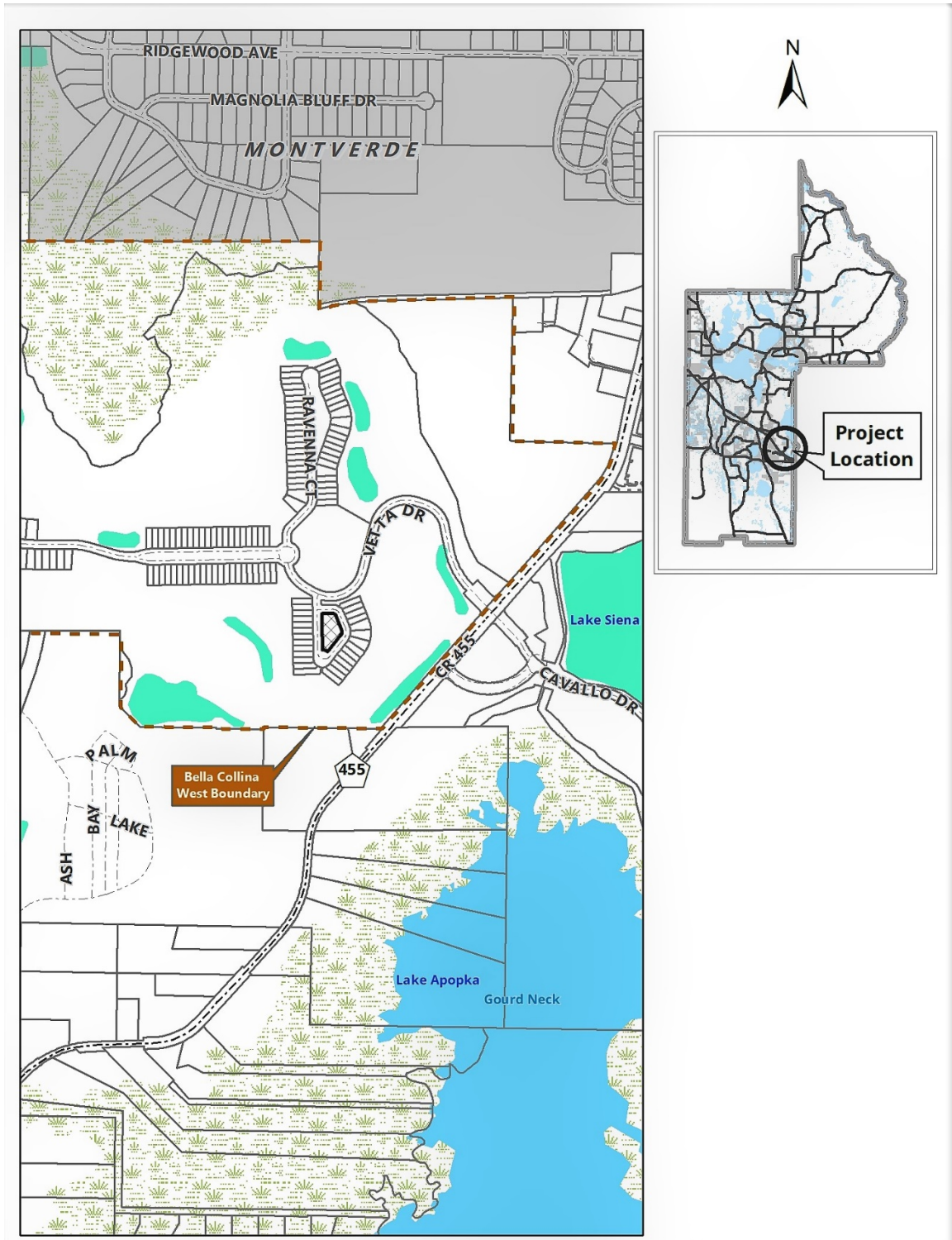
H. Whether, and the extent to which, the proposed amendment would result in an orderly and logical development pattern, specifically identifying any negative effects on such pattern.

The proposed land use amendment will not result in a disorderly or illogical development pattern of the existing residential development.

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

The proposed amendment is consistent with the purpose and intent of the Land Development Regulations and Comprehensive Plan.

Map of Subject Property



ATTACHMENT - B



Federal Aviation
Administration

Helicopter Operations at Part 139 Airports Part 139 Airport Certification

- [Main](#)
- [What is Part 139?](#)
- [Air Carriers using Part 139 Airports](#)
- **Helicopter Operations at Part 139 Airports**
- [Airports Affected](#)
- [Certification Process](#)
- [Classes of Airports](#)
- [Definitions](#)
- [FAQs](#)

Some airports that are certificated under Part 139 also serve air carrier operations conducted in helicopters. Under the revised Part 139, an airport operator is not required to comply with Part 139 requirements during air carrier operations conducted in a helicopter that would otherwise meet the definition of covered air carrier operations under § 139.1(a)(1).

The word "aircraft" is used in revised § 139.1(a) because it is specified in the authorizing statute (Title 49, United States Code (U.S.C.) § 44706). Since the definition of aircraft in 14 CFR Part 1 includes helicopters, the FAA added § 139.1(c) (5) to clarify that Part 139 does not apply to heliports (see [Heliports](#) section of Airports Affected). Revised Part 139.5 defines "heliport" as an airport, or an area of an airport, used or intended to be used for the landing and takeoff of helicopters.

Even though airport operators are not required to comply with Part 139 requirements during air carrier operations conducted in helicopter, many operators of Part 139 certificated airports voluntarily do so because they already comply with Part 139 requirements on a continuous basis, regardless of the number of passenger seats. At such airports, varying types of air carrier operations occur throughout a 24-hour period, and airport operators find it more convenient and economical to comply with Part 139 requirements at all times.

Page last modified: July 22, 2015 10:03:03 AM EDT

This page was originally published at: https://www.faa.gov/airports/airport_safety/part139_cert/helicopter-operations-at-part-139-airports/



Federal Aviation Administration

Heliports

Part 139 Airport Certification

- [Main](#)
- [What is Part 139?](#)
- [Air Carriers using Part 139 Airports](#)
- [Helicopter Operations at Part 139 Airports](#)
- [Airports Affected](#)
 - [Airports Planning to Serve Air Carriers](#)
 - [General Aviation Airports](#)
 - [Military/U.S. Government-Operated Airports](#)
 - [Alaskan Airports](#)
 - **Heliports**
- [Certification Process](#)
- [Classes of Airports](#)
- [Definitions](#)
- [FAQs](#)

The FAA has determined it is not in the public interest to certificate heliports at this time and has exempted operators of heliports from complying with Part 139 requirements (see § 139.1(c)(5)).

Heliports typically are used by general aviation operators and serve very few air carrier operations. (Currently, only one heliport is voluntarily certificated under Part 139; although it does not serve air carrier operations conducted in helicopters with more than 30 seats.) Further, there are very few helicopters that can seat more than nine passengers, and fewer still are used for scheduled passenger operations. Since Congress has not given FAA the authority to certificate facilities serving general aviation operations and the vast majority of operations served by heliports are by general aviation operators, certificating the few heliports that serve air carrier operations would not significantly enhance safety.

The provisions of the revised Part 139 are designed for airports serving fixed-wing aircraft and often do not transfer to heliports. However, FAA will continue to monitor the situation and encourage heliport operators to follow Advisory Circular (AC) 150/5390-2, Heliport Design, and National Fire Protection Association (NFPA) 418. In addition, those heliport operators that have accepted Federal funds may be obligated to comply with AC 150/5390-2 under their grant assurances.

See also Helicopter Operations at Part 139 Airports.

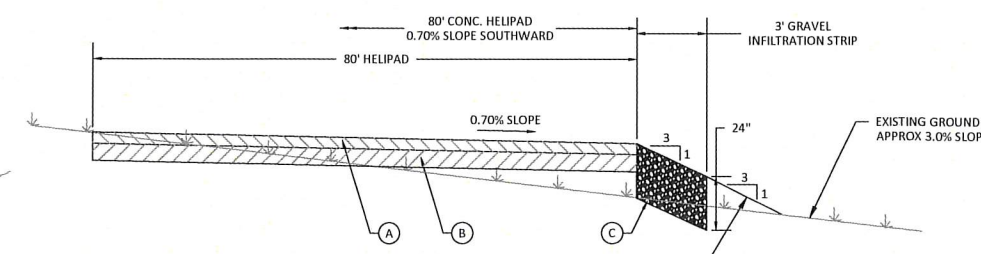
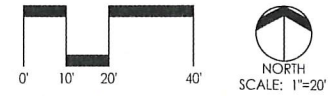
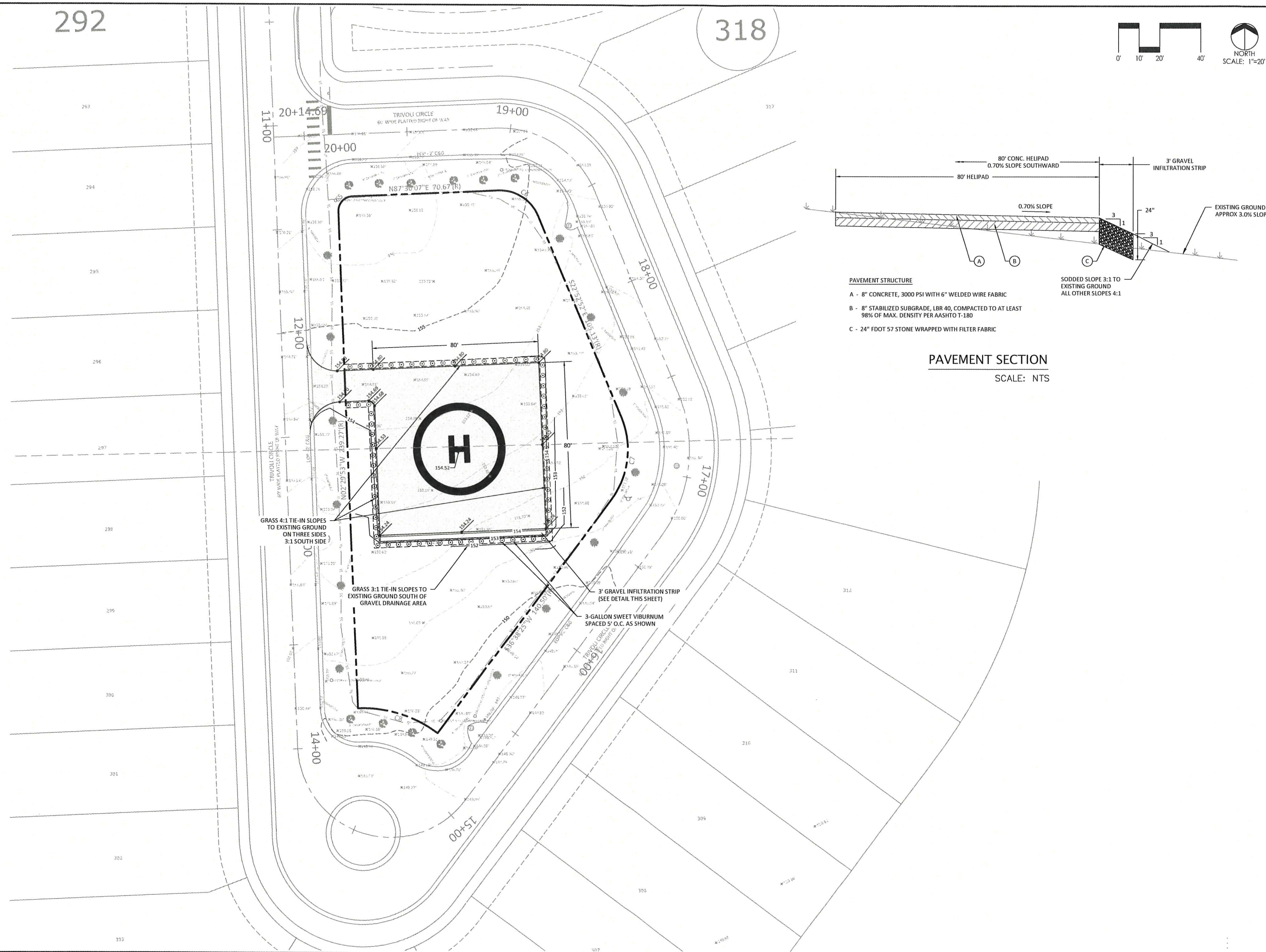
Page last modified: July 22, 2015 10:00:08 AM EDT

This page was originally published at: https://www.faa.gov/airports/airport_safety/part139_cert/airports-affected/heliports/

ATTACHMENT - C

292

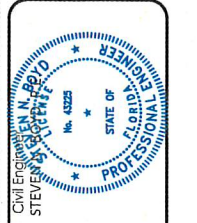
318



- PAVEMENT STRUCTURE**
- A - 8" CONCRETE, 3000 PSI WITH 6" WELDED WIRE FABRIC
 - B - 8" STABILIZED SUBGRADE, LBR 40, COMPACTED TO AT LEAST 98% OF MAX. DENSITY PER AASHTO T-180
 - C - 24" FDOT 57 STONE WRAPPED WITH FILTER FABRIC

PAVEMENT SECTION
SCALE: NTS

BOYD CIVIL ENGINEERING
6816 Hanging Moss Road
Orlando, Florida 32807
Office: (407) 494-2693
Certificate of Auth. 29791



Rev.	Date	Description	Chk By

BELLA COLLINA HELIPAD
LAKE COUNTY, FLORIDA
PREPARED FOR: BELLA COLLINA HELIPAD

SITE AND GRADING PLAN

Date: 7/12/2019
Scale: AS SHOWN
Project No.: 1014.010
Drawn By: DPM
Designed By: SNB
Checked By: SNB

SHEET NO.
3.00

PLOT DATE: JULY 12, 2019, 10:03:27 AM
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ORDINANCE 2019--xx
Bella Collina Future Land Use Category
FLU-19-04-2

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AN ORDINANCE OF THE BOARD OF COUNTY COMMISSIONERS OF LAKE COUNTY, FLORIDA, AMENDING THE LAKE COUNTY 2030 COMPREHENSIVE PLAN; AMENDING *POLICY I-1.3.11 BELLA COLLINA FUTURE LAND USE CATEGORY* TO AMEND THE BELLA COLLINA FUTURE LAND USE CATEGORY AND LIST OF ALLOWED USES FOR THE PARCELS LOCATED SOUTH OF MONTVERDE AND EAST AND WEST OF CR 455, DESCRIBED AS AND 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.

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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, Section 125.01(1)(g), Florida Statutes, 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 24th day of July 2018, the BCC amended the Bella Collina Future Land Use Category with the adoption of Ordinance #2018-30; and ,

WHEREAS, 2nd day of January 2020, 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 28th day of January 2020, this Ordinance was heard at a public hearing before the Lake County Board of County Commissioners for approval to transmit to the state planning agency and other reviewing agencies; and

WHEREAS, the adoption of this ordinance shall supersede and replace previous Ordinance 2018-30; 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 and Future Land Use Map;

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

1 **Section 1. Comprehensive Plan Text Amendment.** The 2030 Comprehensive Plan Policy I-1.3.11
2 *Bella Collina Future Land Use Category*, shall be amended as follows. Added text is shown as underlined,
3 deleted text is shown as ~~strikethrough~~. The notation * * * shall mean that all preceding or subsequent text
4 remains unchanged.

5 ***

6 **Policy I-1-3-11 Bella Collina Future Land Use Category**

7 This Future Land Use Category shall consist solely of the following uses, densities and intensities:
8

- 9 • A total of 866 single-family dwelling units;
- 10 • 100-unit lodge/hotel with a freestanding restaurant and bar;
- 11 • Clubhouse with spa, pool, gym facility, tennis courts and other recreational facilities and/or
12 equipment;
- 13 • Banquet hall;
- 14 • Docks and boathouses, in accordance with a permit issued by the St. Johns River Water
15 Management District (SJRWMD);
- 16 • Eighteen (18) hole golf course and ancillary buildings/structures;
- 17 • Water and sewer facility buildings/structures;
- 18 • Commercial activities that are directly associated with the structures listed above
- 19 • Communication Tower and supporting structures; and
- 20 • Neighborhood Commercial uses on designated Neighborhood Commercial (NC) Tracts.
- 21 • Helicopter Landing Pad

22 The maximum impervious surface ratio within this category shall be 0.60, which shall be applied collectively
23 over the entire site, the maximum density shall be 866 single-family dwelling units, the maximum floor area
24 ratio (FAR) shall be 500,000 square feet, the minimum open space shall be 25%, and the building height
25 shall meet the requirements set forth in Policy I-1.2.3 entitled, Building Heights within Future Land Use
26 Categories.

27 ***

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

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

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36 **Section 4. Effective Date.** The effective date of this plan amendment, if the amendment is not timely
37 challenged, shall be 31 days after the state land planning agency notifies the local government that the plan
38 amendment package is complete. If timely challenged, this amendment shall become effective on the date
39 the state land planning agency or the Administration Commission enters a final order determining this
40 adopted amendment to be in compliance. No development orders, development permits, or land uses
41 dependent on this amendment may be issued or commence before it has become effective. If a final order
42 of noncompliance is issued by the Administration Commission, this amendment may nevertheless be made
43 effective by adoption of a resolution affirming its effective status, a copy of which resolution shall be sent to
44 the state land planning agency.

1 ENACTED this ____ day of _____, 2020.

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3 FILED with the Secretary of State _____, 2020.

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BOARD OF COUNTY COMMISSIONERS
LAKE COUNTY, FLORIDA

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Leslie Campione, Chairman

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12 ATTEST:

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Gary J. Cooney, Clerk
Board of County Commissioners
of Lake County, Florida

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22 Approved as to form and legality:

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Melanie Marsh, County Attorney

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Exhibit A
Legal Description.

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BELLA COLLINA EAST DESCRIPTION. A PORTION OF BELLA COLLINA AS RECORDED IN PLAT BOOK 51, PAGES 31-49, A PORTION OF BELLA COLLINA EAST AS RECORDED IN PLAT BOOK 53, PAGES 95-98, ALL OF BELLA COLLINA NORTH ENTRANCE AS RECORDED IN PLAT BOOK 53, PAGE 31, ALL OF THE PUBLIC RECORDS OF LAKE COUNTY, FLORIDA AND A PORTION OF SECTION 11, TOWNSHIP 22 SOUTH, RANGE 26 EAST LYING IN SECTIONS 1, 11, 12, 13, 14 AND 24, TOWNSHIP 22 SOUTH, RANGE 26 EAST, AND A PORTION OF SECTIONS 7 AND 18, TOWNSHIP 22 SOUTH, RANGE 27 EASTLAKE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT INTERSECTION OF SOUTH LINE OF NORTH HALF (N1/2) OF NORTHWEST QUARTER (NW1/4) OF NORTHEAST QUARTER (NE 1/4) WITH WEST LINE OF NORTHEAST QUARTER (NE 1/4) OF NORTHEAST QUARTER (NE 1/4) OF AFORESAID SECTION 14-22-26; THENCE SOUTH 89°27'21" WEST, A DISTANCE OF 706.79 FEET TO A POINT ON THE EASTERLY RIGHT-OF-WAY LINE OF COUNTY ROAD 455; THENCE NORTH 41°15'24" EAST ALONG SAID EASTERLY RIGHT-OF-WAY LINE, A DISTANCE OF 1,527.98 FEET; THENCE NORTH 41°46'07" EAST, A DISTANCE OF 246.53 FEET; THENCE DEPARTING SAID EASTERLY RIGHT-OF-WAY LINE, NORTH 89°51'49" EAST, A DISTANCE OF 880.36 FEET; THENCE NORTH 01°20'39" EAST, A DISTANCE OF 270.95 FEET; THENCE SOUTH 89°51'49" WEST, A DISTANCE OF 661.08 FEET TO A POINT ON AFORESAID EASTERLY RIGHT-OF-WAY LINE ALSO BEING A POINT OF CURVATURE OF A NON TANGENT CURVE CONCAVE NORTHWESTERLY, HAVING A RADIUS OF 764.20 FEET A CENTRAL ANGLE OF 22°58'23" AND A CHORD DISTANCE OF 304.36 FEET WHICH BEARS NORTH 25°09'15" EAST; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 306.41 FEET; THENCE NORTH 13°40'04" EAST, A DISTANCE OF 114.01 FEET; THENCE NORTH 89°56'32" EAST, A DISTANCE OF 4.85 FEET; THENCE NORTH 13°40'04" EAST, A DISTANCE OF 184.73 FEET; THENCE NORTH 12°44'49" EAST, A DISTANCE OF 901.32 FEET TO A POINT OF CURVATURE OF A NON TANGENT CURVE CONCAVE NORTHWESTERLY, HAVING A RADIUS OF 979.00 FEET A CENTRAL ANGLE OF 02°09'02" AND A CHORD DISTANCE OF 36.74 FEET WHICH BEARS NORTH 57°52'18" EAST; THENCE DEPARTING SAID EASTERLY RIGHT-OF-WAY LINE, NORTHEASTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 36.75 FEET; THENCE NORTH 56°47'47" EAST, A DISTANCE OF 100.00 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE SOUTHEASTERLY HAVING A RADIUS OF 918.50 FEET, A CENTRAL ANGLE OF 20°18'00" AND A CHORD DISTANCE 323.73 FEET WHICH BEARS NORTH 66°56'47" EAST; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE, A DISTANCE OF 325.43 FEET; THENCE NORTH 77°05'47" EAST, A DISTANCE OF 249.70 FEET; THENCE NORTH 89°34'25" EAST, A DISTANCE OF 1,433.32 FEET; THENCE NORTH 62°52'10" WEST, A DISTANCE OF 210.15 FEET; THENCE NORTH 89°51'10" WEST, A DISTANCE OF 281.00 FEET; THENCE NORTH 00°50'16" EAST, A DISTANCE OF 1,146.61 FEET; THENCE SOUTH 89°38'56" EAST, A DISTANCE OF 1,340.99 FEET; THENCE NORTH 01°14'28" EAST, A DISTANCE OF 5.55 FEET TO A POINT OF CURVATURE OF A NON TANGENT CURVE CONCAVE NORTHERLY, HAVING A RADIUS OF 314.34 FEET A CENTRAL ANGLE OF 22°45'09" AND A CHORD DISTANCE OF 124.01 FEET WHICH BEARS NORTH 77°38'39" EAST; THENCE EASTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 124.83 FEET; THENCE NORTH 23°43'54" WEST, A DISTANCE OF 10.00 FEET; THENCE NORTH 66°16'06" EAST, A DISTANCE OF 42.77 FEET TO A POINT OF CURVATURE OF A NON TANGENT

1 CURVE CONCAVE SOUTHERLY, HAVING A RADIUS OF 1,204.47 FEET A CENTRAL ANGLE OF
2 03°18'06" AND A CHORD DISTANCE OF 69.40 FEET WHICH BEARS NORTH 68°44'46" EAST;
3 THENCE EASTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 69.40 FEET; THENCE NORTH
4 70°23'49" EAST, A DISTANCE OF 6.53 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE
5 SOUTHERLY HAVING A RADIUS OF 271.31 FEET, A CENTRAL ANGLE OF 10°10'38" AND A CHORD
6 DISTANCE 48.13 FEET WHICH BEARS NORTH 75°29'08" EAST; THENCE EASTERLY ALONG THE ARC
7 OF SAID CURVE, A DISTANCE OF 48.19 FEET TO A POINT OF A COMPOUND CURVE CONCAVE
8 SOUTHERLY HAVING A RADIUS OF 217.59 FEET, A CENTRAL ANGLE OF 12°33'44" AND CHORD
9 DISTANCE OF 47.61 FEET WHICH BEARS NORTH 86°51'19" EAST; THENCE EASTERLY ALONG THE
10 ARC OF SAID CURVE, A DISTANCE OF 47.71 FEET; THENCE NORTH 03°08'11" EAST, A DISTANCE
11 OF 5.00 FEET; THENCE SOUTH 86°51'49" EAST, A DISTANCE OF 48.00 FEET; THENCE SOUTH
12 86°56'51" EAST, A DISTANCE OF 1.58 FEET; THENCE NORTH 01°29'23" EAST, A DISTANCE OF 5.01
13 FEET; THENCE SOUTH 87°04'56" EAST, A DISTANCE OF 535.48 FEET; THENCE SOUTH 76°46'51"
14 EAST, A DISTANCE OF 50.05 FEET; THENCE SOUTH 65°10'08" EAST, A DISTANCE OF 56.55 FEET;
15 THENCE SOUTH 57°59'33" EAST, A DISTANCE OF 50.83 FEET; THENCE SOUTH 55°08'02" EAST, A
16 DISTANCE OF 37.17 FEET; THENCE NORTH 05°51'46" EAST, A DISTANCE OF 254.96 FEET; THENCE
17 NORTH 32°48'36" EAST, A DISTANCE OF 126.37 FEET; THENCE NORTH 43°29'37" EAST, A
18 DISTANCE OF 572.75 FEET; THENCE NORTH 02°54'58" EAST, A DISTANCE OF 683.35 FEET TO THE
19 TO A POINT ON THE NORMAL HIGH WATER LINE OF LAKE APOPKA HEREIN AFTER REFERRED TO
20 AS POINT "A"; THENCE RUN ALONG SAID NORMAL HIGH WATER LINE SOUTHERLY; THENCE
21 WESTERLY; THENCE NORTHERLY TO A POINT ON THE SOUTH LINE OF THE NORTH HALF (N1/2)
22 OF NORTHWEST QUARTER (NW1/4) OF NORTHEAST QUARTER (NE 1/4) OF SAID SECTION 14
23 BEING THE POINT OF BEGINNING, BEING SOUTH 43°24'59" WEST, 8259.31 FEET FROM AFORE
24 SAID POINT "A". CONTAINING 1,489.684 ACRES, MORE OR LESS.

25
26 BELLA COLLINA WEST DESCRIPTION. ALL OF BELLA COLLINA WEST, LESS TRACT A AND TRACT P,
27 ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 54, PAGES 1 THROUGH 19,
28 SITUATED IN SECTIONS 10, 11 AND 14, TOWNSHIP 22 SOUTH, RANGE 26 EAST, OF THE PUBLIC
29 RECORDS OF LAKE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:
30 BEGINNING AT THE SOUTHWEST CORNER OF AFORESAID SECTION 10

31
32 THENCE SOUTH 89°30'14" WEST ALONG SOUTH LINE OF SAID SECTION 10, A DISTANCE OF
33 2,638.52 FEET TO A POINT OF CURVATURE OF A NON TANGENT CURVE CONCAVE WESTERLY,
34 HAVING A RADIUS OF 525.56 FEET A CENTRAL ANGLE OF 37°26'35" AND A CHORD DISTANCE OF
35 337.38 FEET WHICH BEARS NORTH 09°31'20" EAST; THENCE DEPARTING SOUTH LINE OF SAID
36 SECTION 10 AND NORTHERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 343.46 FEET;
37 THENCE SOUTH 89°30'27" WEST, A DISTANCE OF 18.17 FEET; THENCE NORTH 01°02'40" WEST, A
38 DISTANCE OF 493.61 FEET; THENCE NORTH 01°24'11" WEST, A DISTANCE OF 1,040.53 FEET;
39 THENCE NORTH 01°00'22" WEST, A DISTANCE OF 727.40 FEET; THENCE NORTH 44°33'24" EAST,
40 A DISTANCE OF 35.01 FEET; THENCE SOUTH 89°52'50" EAST, A DISTANCE OF 583.36 FEET;
41 THENCE NORTH 89°09'19" EAST, A DISTANCE OF 737.82 FEET TO A POINT OF CURVATURE OF A
42 NONTANGENT CURVE CONCAVE NORTHERLY HAVING A RADIUS OF 290.00 FEET, A CENTRAL
43 ANGLE OF 26°54'40" AND A CHORD DISTANCE 134.96 FEET WHICH BEARS NORTH 75°41'59"
44 EAST; THENCE EASTERLY ALONG THE ARC OF SAID CURVE, A DISTANCE OF 136.21 FEET; THENCE

1 NORTH 89°11'40" EAST, A DISTANCE OF 1,142.89 FEET; THENCE NORTH 88°43'38" EAST, A
2 DISTANCE OF 2,637.92 FEET TO A POINT ON THE EAST LINE OF THE SOUTHWEST QUARTER
3 (SW1/4) OF AFORESAID SECTION 11; THENCE SOUTH 00°34'01" EAST ALONG THE EAST LINE OF
4 SAID SECTION 11, A DISTANCE OF 461.82 FEET TO A POINT OF CURVATURE OF A NON TANGENT
5 CURVE CONCAVE SOUTHERLY, HAVING A RADIUS OF 1,920.00 FEET A CENTRAL ANGLE OF
6 13°09'42" AND A CHORD DISTANCE OF 440.08 FEET WHICH BEARS NORTH 80°45'37" EAST;
7 THENCE DEPARTING SAID EAST LINE OF SOUTHWEST QUARTER (SW1/4) OF SECTION 10 AND
8 EASTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 441.05 FEET; THENCE NORTH
9 87°20'28" EAST, A DISTANCE OF 892.80 FEET; THENCE SOUTH 00°17'41" EAST, A DISTANCE OF
10 974.73 FEET; THENCE SOUTH 89°47'12" EAST, A DISTANCE OF 711.05 FEET TO A POINT ON THE
11 WESTERLY RIGHT-OF-WAY LINE OF COUNTY ROAD 455; THENCE SOUTH 11°20'15" WEST, ALONG
12 SAID WESTERLY RIGHT-OF-WAY LINE, A DISTANCE OF 58.96 FEET TO A POINT OF CURVATURE OF
13 A NON TANGENT CURVE CONCAVE NORTHWESTERLY, HAVING A RADIUS OF 458.84 FEET A
14 CENTRAL ANGLE OF 28°39'48" AND A CHORD DISTANCE OF 227.16 FEET WHICH BEARS SOUTH
15 25°40'08" WEST; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF
16 229.54 FEET; THENCE SOUTH 40°00'02" WEST, A DISTANCE OF 1,671.98 FEET; THENCE SOUTH
17 39°44'20" WEST, A DISTANCE OF 568.74 FEET; THENCE DEPARTING SAID WESTERLY RIGHT-OF-
18 WAY LINE, SOUTH 89°06'09" WEST, A DISTANCE OF 794.85 FEET; THENCE SOUTH 00°35'48" EAST,
19 A DISTANCE OF 12.50 FEET; THENCE SOUTH 89°06'16" WEST, A DISTANCE OF 324.48 FEET;
20 THENCE NORTH 01°05'10" WEST, A DISTANCE OF 9.51 FEET; THENCE SOUTH 88°54'50" WEST, A
21 DISTANCE OF 521.18 FEET; THENCE NORTH 45°51'43" WEST, A DISTANCE OF 200.03 FEET TO A
22 POINT ON THE EAST LINE OF THE NORTHWEST QUARTER (NW1/4) OF AFORESAID SECTION 14;
23 THENCE NORTH 00°38'17" WEST ALONG SAID EAST LINE, A DISTANCE OF 512.75 FEET; THENCE
24 DEPARTING SAID EAST LINE SOUTH 88°48'56" WEST, A DISTANCE OF 1,317.66 FEET TO THE POINT
25 OF BEGINNING. CONTAINING 425.674 ACRES, MORE OR LESS.