

Recommendations for Plaza Collina

A. Introduction

The Plaza Collina DRI Application for Development Approval has been reviewed to consider whether, and the extent to which:

- 1) The development will have a favorable or unfavorable impact on state or regional resources or facilities identified in the applicable state or regional plans.
- 2) The development will significantly impact adjacent jurisdictions.
- 3) The development will adversely affect the ability of people to find adequate housing reasonably accessible to their places of employment (380.06(12) (a), F.S.).

B. Findings and Recommendations

After balancing the identified regionally significant impacts associated with each of the criteria of s. 380.06(12) (a), Florida Statutes, and for the reasons presented in the preceding report, it is the recommendation of the East Central Florida Regional Planning Council that the Application for Development Approval may be approved if the following conditions are included as a part of the development order. These minimum conditions are not intended to address issues of local significance.

1. The Plaza Collina DRI project shall be developed in accordance with the information, data, plans and commitments contained in the Plaza Collina DRI ADA and supplemental information incorporated herein by reference, unless otherwise provided by the conditions of this Development Order. The Development Order shall prevail over any conflicting information, data, plan, or commitments. For the purposes of this condition, the ADA shall consist of the following items:

- a. ADA dated December 2004.
- b. First Sufficiency Response dated March 2005.
- c. Second Sufficiency Response dated June 2005.

27 2. The DRI Development Order shall govern the development of lands totaling
 28 approximately 142 gross acres, as described in Exhibit 1 of the Development Order and
 29 shall consist of 1,200,000 square feet of retail and 200 condominium dwelling units.

30 **Transportation**

31 3. For purposes of the transportation conditions, the Plaza Collina DRI shall be divided into
 32 the following traffic phases based on reaching any of the following thresholds or years, as
 33 follows:

Phase	Daily Trips	Daily Trips Cumulative	External Daily Trips*	External Daily Trips Cumulative*	Peak Hour Trips	Peak Hour Trips Cumulative	External Peak Hour Trips*	External Peak Hour Trips Cumulative*
Phase 1 (2008)	37,289	37,289	31,696	31,696	3,492	3,492	2,968	2,968
Phase 2 (2010)	7,396	44,685	6,285	37,981	702	4,194	598	3,566

34 * Includes passer-by and diverted trip ends but not transit or internally captured trip ends.

35 4. **Monitoring and Modeling Methodology.** Prior to the initiation of Phase 2 as identified
 36 in the preceding paragraph, the developer shall conduct a monitoring/modeling program.
 37 This program shall ascertain the Level of Service (LOS) on facilities where the Plaza
 38 Collina DRI is estimated to contribute an amount of traffic greater than or equal to 5
 39 percent of the adopted LOS service volume. The methodology of the
 40 monitoring/modeling program shall be agreed upon by Lake County, the East Central
 41 Florida Regional Planning Council (ECFRPC), Orange County, the City of Clermont, the
 42 City of Winter Garden, the Town of Oakland, the Florida Department of Transportation,
 43 the Florida Department of Community Affairs and the Developer. The depth of each
 44 monitoring and modeling effort shall be similar to that required within an Application for
 45 Development Approval but shall be consistent with the requirements of Lake County
 46 Concurrency Management Systems as it relates to facilities within that jurisdiction. All
 47 studies and monitoring/modeling programs shall be consistent with the ECFRPC's
 48 methodology. Empirical data will be required to be collected for the monitoring and
 49 modeling program on facilities where it is estimated that the project contributes an
 50 amount of traffic greater than or equal to five percent (5%) of the adopted LOS maximum

51 service volume. In the event that all parties cannot come to agreement on the
 52 methodology, the ECFRPC, FDOT, Lake County and Orange County shall be the final
 53 arbiters. Lake County's decision shall be final as it relates to Lake County facilities,
 54 Orange County's decision shall be final as it relates to Orange County facilities, the
 55 FDOT's decision shall be final on state facilities and the ECFRPC's decision shall be
 56 final as it relates to all other facilities.

57 5. The facilities to be monitored/modeled for the Phase 2 shall include, but shall not be
 58 limited to, those segments of the regional roadways within this list and one segment
 59 beyond where the Plaza Collina DRI is estimated to contribute a cumulative amount of
 60 traffic greater than or equal to five percent of the adopted LOS service volume. The
 61 analyzed facilities will include signalized intersections and link analyses of collector and
 62 higher classified roadways and interchange ramps.

63 Lake County, the ECFRPC, Orange County, the Cities of Clermont and Winter Garden,
 64 the Town of Oakland, the Florida Department of Transportation and the Florida
 65 Department of Community Affairs shall have the right to make reasonable requests for
 66 additional information from the Developer to verify adherence to these provisions. The
 67 developer shall supply adequate information toward compliance with these requirements.

68 Candidate Roadways* for Monitoring/Modeling Study

Roadway	From	To
Florida's Turnpike	SR 50	SR 27
CR 535/Winter Garden Vineland Road	Tilden Road	SR 50
CR 545/Avalon Road	McKinney Road	Oakland Avenue
Hartwood Marsh Road	Maguire Road	US 27
Oakland Avenue	SR 50	Avalon Road
Tilden Road	Avalon Road	Winter Garden-Vineland Road
Story Road	Bluford Street	Plant Street
West Plant Street	Avalon Road	Bowens Road

SR 50	CR 561	Beulah Road
US 27	Johns Lake Road	CR 50
CR 455	CR 561A	SR 50
Citrus Tower Boulevard	SR 50	Grand Highway

69 * Intersection analyses shall also be conducted.

70 6. **Monitoring and Modeling Results/Mitigation**

71 I. The Plaza Collina DRI shall not commence beyond phase 1 (an equivalent of
 72 2,968 external peak hour project trip ends) into Phase 2 when service levels are
 73 below the minimum service level adopted in the applicable local government's
 74 comprehensive plan during the peak hour and the project contributes, or is
 75 projected to contribute with the next phase of traffic, five percent of the adopted
 76 LOS service volume of the roadway or intersection as determined by the
 77 monitoring program required in the preceding condition, unless mitigation
 78 measures and/or improvements are secured and committed for completion of
 79 construction during the phase in which the impacts occur. The schedule of
 80 required roadway improvements shall be tied to the development level when the
 81 improvement is needed within each subphase. The Development Order shall be
 82 amended to incorporate the required improvements and the commensurate trip
 83 level by which the improvement is needed to support project development.

84 II. For the purposes of this development order, adequate "secured and committed"
 85 mitigation measures shall include one of the following:

86 (a) A roadway improvement scheduled for construction within the first three
 87 (3) years of the appropriate local government's adopted comprehensive
 88 plan capital improvement element (or as otherwise provided in the
 89 applicable jurisdiction's capital improvement element); A roadway
 90 improvement scheduled for construction within the first three (3) years of
 91 the Florida Department of Transportation's five-year Work Program.

92 (b) A binding financially secured and irrevocable commitment by the
 93 Developer or other appropriate persons or entities for the design,
 94 engineering, land acquisition and actual construction of the necessary

95 improvements (with the posting of a cash bond, surety bond, irrevocable
 96 letter of credit, escrow account or other security in a form acceptable to
 97 the agency of jurisdiction) within the next three years and incorporated
 98 by reference into the development order.

99 (c) Any other mitigation option specifically provided for in this
 100 development order.

101 (d) Any other mitigation option permitted by law, including a local
 102 government development agreement consistent with Chapter 163, F.S.,
 103 which ameliorates the projected impact and is incorporated into the
 104 development order by amendment.

105 These mitigation measures shall occur by the required threshold in order for the project
 106 to proceed through the balance of the applicable phase. If the Developer can
 107 demonstrate that a portion of a phase or subphase does not adversely affect the Regional
 108 Roadway network as determined by the monitoring and modeling tests discussed above,
 109 then the Developer may proceed with that portion of the phase (and only that portion).

110 7. In the event that a roadway widening is identified which is not compatible with
 111 adopted policy of the FDOT (e.g. 8 or 10 laning of a state roadway) or local
 112 government (e.g. constrained), the Developer, Lake County, or the party having either
 113 maintenance or jurisdictional responsibility for the facility, together with the
 114 ECFRPC, Orange County and Seminole County, shall determine alternate mitigation
 115 solutions to provide for the movement of people.

116 8. Toward the achievement of the objectives in the two preceding conditions, an
 117 agreement(s) among Lake County, the ECFRPC, Orange County, the Cities of Clermont
 118 and Winter Garden, the Town of Oakland, the Florida Department of Transportation and
 119 the developer may be entered into within twelve months of the issuance of a development
 120 order for this project by the Lake County. Said agreement(s) shall address and clarify
 121 such issues related to equity in the application of collected fees for transportation
 122 improvements. Application of fees shall be on a fair-share basis with respect to the
 123 improvements to be provided and not solely on the basis of impact fees. However, such
 124 an agreement would not alter or waive the provisions and requirements of the other
 125 conditions of the Development Order as a mitigative measure for the transportation

126 impacts of the Plaza Collina DRI. In the event that one of the designated parties to the
 127 agreement (other than the Developer) fails to execute said interlocal agreement(s) within
 128 the specified time, then the developer may proceed with the project based upon the
 129 monitoring/modeling schedule and all other recommendations specified herein as it affects
 130 the non-participating party. Separate agreements may be entered into with one or more
 131 parties and the Developer.

132 9. The following state and regionally significant roadway segments are projected to be
 133 both significantly impacted by traffic from the Plaza Collina DRI development and to
 134 operate below the adopted level of service standard. Mitigation as defined above
 135 must be in place prior to Plaza Collina entering the trip levels noted below. Changes
 136 to the Phase 2 improvements shall be altered based on the final results of the
 137 monitoring and modeling study as necessary.

Intersection	Improvement	External Peak Hour Trip Level
Phase 1		
SR 50 & US 27 SB off ramp	Dual SB left turn lanes and modify signal timing	1,900
SR 50 & US 27 NB off ramp	Add WB through lane and modify signal timing	1,900
SR 50 & Hancock Road	Add dual WB left turn lanes	630
SR 50 & Remmington St.	Add NB right turn lane	750
SR 50 & Lakes Blvd.	Signalize (assuming warrants are met)	750
SR 50 & CR 535	Add dual NB left turn lanes	2,950
SR 50 & CR 545	Add right turn lane and NB left turn lane	2,950
SR 50 & Tuggs St.	Signalize (assuming warrants are met)	2,950
CR 455 & Old SR 50	Signalize (assuming warrants are met)	1,850
CR 50 & SR 438/Oakland Ave	Add turn lanes	1,500

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Phase 1			
Roadway	Section	Improvement Need	External Peak Hour Trip Level
SR 50	From US 27 to Florida's Turnpike	6 lane divided	650
SR 50	Along project frontage	8 lane divided (100% developer funding)	when requested by FDOT or Lake County
Phase 2			
SR 50	From Florida's Turnpike to Winter Garden Vineland Road	6 lane divided	3,000
CR 50	CR 455 to SR 438	4 lane divided	3,000

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10. If the monitoring/modeling results as required hereinabove show that improvements must be made to roadway facilities, and if mitigation is not provided as set forth in these conditions or as otherwise required pursuant to 9J-2.045(7), then prior to any construction of future phases and subject to the provisions of Section 380.06(15)(e), Florida Statutes, the developer, Lake County, and to the extent that they have impacted facilities requiring mitigation, Orange County, the City of Clermont, the City of Winter Garden, the Town of Oakland and FDOT may enter into an agreement which ensures that:

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a) a proportionate share payment is made by the developer to the appropriate entity/(ies) to mitigate project impacts;

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b) said proportionate share payment shall be used by the appropriate entity only for the design, engineering, right-of-way purchase, permitting and/or construction of improvement to the segments/intersections for which the payment is made; and

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c) said proportionate share payment by the developer constitutes adequate provision for the public facilities needed with respect to the road segments to accommodate the impacts of the project through the phase for which the fair share was calculated, as required by Section 380.15(e)(2), Florida Statutes. All such proportionate fair share agreements shall be included in this development order by amendment pursuant to

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159 Section 380.06(19), F.S. The formula to be used to determine proportionate share
 160 contribution is as follows:

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$$\frac{(\text{DRI Trips})}{(\text{SV Increase})} * \text{Cost} = \text{Proportionate Share}$$

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164 d) For this formula, DRI Trips is the cumulative number of trips from the
 165 development expected to reach the roadway during the peak hour from the phase
 166 under development. SV Increase is the change in peak hour maximum service
 167 volume of the roadway resulting from construction of the improvement necessary to
 168 maintain the desired level of service; and Cost of Improvement is the cost (at the time
 169 of Developer payment) of constructing an improvement necessary to maintain the
 170 desired level of service, including all improvement associated costs (engineering
 171 design, right-of-way acquisition, planning, engineering, inspection, and other
 172 associated physical development costs directly required and associated with the
 173 construction of the improvement) as determined by the governmental agency having
 174 maintenance obligations over the roadway.

175 11. Notwithstanding any provision contained herein to the contrary, except as specifically
 176 agreed in writing, Lake County shall have no financial responsibility to contribute to or
 177 participate in the funding of the design, engineering, permitting, and/or construction of
 178 roadway improvements.

179 12. The monitoring and modeling required prior to Phase 2 shall be used to verify impacts
 180 from previous phases and to more accurately estimate probable impacts from later
 181 phases. If necessary, the proportionate share amount will be adjusted to reflect actual
 182 impacts from a phase and the more accurate information, which will result from the
 183 estimates for later phases; provided, however, that any impacts from prior phases which
 184 have been mitigated in accordance with any of the methods set forth in this
 185 Development Order shall not be included in any subsequent proportionate share
 186 calculations. If it is verified that the roadway improvements mentioned above are still
 187 needed, then the project shall not proceed into later phases until either the proportionate
 188 share payment is made or the needed improvements are scheduled for construction in the

189 applicable entities' work program within the first three years from the date when
190 impacts are estimated to be significant and adverse.

191 13. If the parties cannot reach agreement independently prior to the date when impacts are
192 estimated to be significant and adverse, or if so desired by the parties at any time, then
193 the issues in dispute shall be submitted to the ECFRPC for either voluntary mediation
194 pursuant to its adopted dispute resolution processor to binding arbitration pursuant to the
195 rules and procedures of the American Arbitration Association (AAA). The solutions
196 recommended as a result of this process shall be implemented and the development order
197 amended pursuant to Section 380.06(19), Florida Statutes, to include these solutions.

198 14. The developer shall fund the engineering and installation of an interconnected
199 intersection system to maximize the movement of vehicles on SR 50, with prioritization
200 given to through traffic to the maximum extent practicable as determined by FDOT. The
201 extent of the system shall include the section of SR 50 where the project is expected to
202 have significant impacts and may be divided into separate interconnect systems as
203 deemed appropriate by FDOT.

204 15. The developer shall coordinate with Lake County, the Town of Oakland and Orange
205 County to address significant impacts on SR 438. At a minimum, the following shall be
206 accomplished prior to construction:

207 a. Any improvements on SR 438 through the Town of Oakland shall take into
208 consideration the rural nature of the area and capacity improvements shall include
209 landscaping, turn lanes and traffic calming as deemed warranted by the Town of
210 Oakland and Orange County. Consideration of alternatives to the signalization of
211 Tubb Street and Oakland Avenue shall be explored, including, but not limited to the
212 use of landscaped traffic roundabouts. Roadway widening shall be discouraged.

213 b. The developer shall conduct a study to ascertain the best configuration for the
214 intersections of SR 50 with Deer Island Road and SR 438 to determine if SR 438 can
215 be realigned to intersect SR 50 at Deer Island Road, resulting in the elimination of SR
216 438 with SR 50 as a potentially signalized intersection. As a part of this roadway
217 realignment study, the intersection of SR 438, CR 50 and JW Jones Road should be
218 studied as a new crossroad. Other alternatives to provide for the safe and efficient

- 219 flow of traffic in the area shall also be presented as alternatives, including the
220 installation of landscaped roundabouts. The developer is expected to fund their
221 proportionate share of the cost to accomplish these changes should the Town of
222 Oakland, Orange County and Lake County determine the improvement to be an
223 appropriate mitigation measure in response to project impacts.
- 224 16. In order to provide safe access and to preserve operational capacity, left and right turn
225 deceleration lanes shall be evaluated and installed by the developer at all project
226 entrances on collector and arterial roadways. The Developer, FDOT and Lake County
227 shall confirm the need for and the cost of signalization at the Project entrance(s)
228 consistent with policies of the appropriate government entity and when nationally
229 recognized warrants are met. The cost for signalization at project entrances is the
230 responsibility of the developer.
- 231 17. In the interest of safety, and to promote alternative forms of transportation, the Developer
232 shall provide an on-site system of bikeways and shaded pedestrian circulation that
233 accesses all areas within the project and shall install appropriate signage identifying bike
234 routes and pedestrian facilities. Bicycle support facilities in the form of covered parking
235 shall be made available at commercial areas for both employees and patrons. Shower
236 facilities shall be provided for employees who bicycle to work.
- 237 18. The on-site bicycle systems shall be connected into any proximate external bicycle
238 systems existing at the time of construction. Construction standards shall conform to
239 latest state standards and criteria. Improvements to area roadways should be encouraged
240 to incorporate bicycle and pedestrian facilities.
- 241 19. LYNX has developed a routing plan for S.R. 50 through Winter Garden that would suffice
242 for the Plaza Collina development in Lake County. LYNX would utilize two routes to
243 provide service for both this project and other nearby developments and connect to existing
244 service along S.R. 50 at the onsite superstop. Operating costs for both routes would amount
245 to approximately \$400,000 annually after farebox recovery. The developer shall provide this
246 funding for a minimum of 10 years. If LYNX obtains FDOT service development funds to
247 help initiate service, the developer would be obligated for fifty- percent (50%) of the
248 operating costs, or \$200,000 annually.

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20. The following transit related conditions shall apply

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a. Internal collector and arterial road geometrics should accommodate standard 40' and articulated buses as described on page 5.5 of the LYNX Design Manual. The design manual is located in local libraries and on the LYNX website under news and events, LYNX documents at www.golynx.com.

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b. An onsite-superstop shall be constructed by the developer to LYNX specifications with direct signalized access to SR 50 on a minimum 1 acre site approved by and donated to LYNX.

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c. Sites shall be reserved both within and external to the development with adequate size and accessibility for future transit routes, stops and amenities (passenger shelters, transit parking bays and parking spaces for vanpool vehicles) in the development area. Passenger shelters shall be built at cost to the developer and maintained by LYNX.

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d. If additional property is necessary for bus stops beyond that which can be accommodated within the existing right-of-way, then the developer should provide this land.

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e. The developer shall employ or appoint, part-time, an employee transportation coordinator (ETC) when employment levels reach five hundred (500) and a full-time ETC if employment levels and onsite residency reach four thousand (4,000). The ETC may be incorporated into the functions of any Transportation Management Association (TMA) if one exists for the project area. The developer shall also coordinate with the area transit provider, hold ridesharing campaigns and distribute information regarding alternative transit modes.

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f. The developer is required to inform both residents and tenants that the Development is served by LYNX's ridesharing program. Literature regarding the ridesharing program shall be displayed in public, commercial and employment areas.

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g. Preferential parking for employees who participate in ridesharing programs.

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h. Bicycle lockers or bicycle racks, transit passenger shelters and transit parking bays shall be constructed where necessary to augment and facilitate the operations of transit service to the site.

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i. The developer shall require tenants to subsidize transit 100% for employees opting to take transit to work. Utilization of this option shall be included in the annual report.

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- 280 j. The Developer shall promote and encourage variable work hours and flextime
281 participation by on-site employers
- 282 k. The Developer shall provide park and ride spaces on site for use as a rideshare lot to
283 lessen the overall impacts on regional roadways. Spaces for at least 100 vehicles shall
284 be provided and may be shared with parking for commercial land uses. The park and
285 ride spaces shall be proximate to the bus transit stops when established. Park and ride
286 spaces shall be aggregated into groupings of not less than 25 spaces per designated park
287 and ride area, which shall be indicated with appropriate signage. The Developer shall
288 coordinate with Lake County, FDOT and LYNX to accomplish these requirements at
289 the time of site development.
- 290 21. In order to minimize impacts to the roadway network, parcels within the Plaza Collina
291 DRI property shall, subject to environmental constraints, be interconnected to the
292 maximum extent feasible as determined by Lake County. The Developer shall cooperate
293 with any city or county supported efforts to continue roadways from or through the site
294 with other roadway facilities that are hereafter endorsed by Lake County. At a minimum,
295 an east-west roadway shall be provided from Lake Boulevard to the western property
296 boundary where it will join the frontage roadway of the adjacent property.
- 297 22. In order to protect the integrity of CR 50 as a Florida Scenic Highway and the South
298 Lake Trail as an attractive and safe facility, the developer:
- 299 a. Shall preserve the existing oaks along the Scenic Byway that are on the project site.
300 b. Shall provide right-of-way abutting the trail as agreed with Lake County.
301 c. Should work toward preserving the physical form of the former CSX railroad right-
302 of-way because it provides an existing buffer and preserves the existing viewshed of
303 the Scenic Byway.
304 d. Should provide retail shops and cafes of appropriate scale and provide a transition to
305 the larger buildings within the DRI. Mall buildings should not be visible from Scenic
306 Byway. Consideration should be given to providing public space along the trail area
307 for events such as art shows and festivals.

- 308 e. Shall provide native trees and plantings along the property adjacent to the trail and
309 scenic highway. Berms and buffers of native vegetation shall be used instead of
310 walls.
- 311 f. Shall allow only one access point from CR 50 and no trucks shall be permitted
312 through this entrance. Deliveries shall be restricted to SR 50 ingress and egress.
- 313 g. Should construct five foot wide, marked bicycle lanes along the length of the Scenic
314 Byway abutting the project site.
- 315 h. Shall provide a proportionate share (based on share of traffic on Lake Avenue) of a
316 grade separated crossing at Lake Avenue for the trail, if Lake County decides to
317 construct such a crossing.

318 **Wildlife systems**

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- 320 23. Except as otherwise allowable by this Development Order or by permits obtained by the
321 Developer from the Florida Fish and Wildlife Conservation Commission (FWC) or the US
322 Fish and Wildlife Service (FWS), site development related activities shall not result in the
323 harming, pursuit or harassment of plant or animal species classified as Endangered,
324 Threatened or a Species of Special Concern by either the state or Federal government in
325 contravention of applicable state or federal laws. Should such species be at any time
326 determined to be residing on, or be otherwise significantly dependent upon the project site,
327 the Developer shall immediately notify the local jurisdiction (Lake County), FWC and
328 FWS and, to the extent required by laws and regulations, the Developer shall cease all
329 activities which might negatively affect that individual or population. The Developer shall
330 provide proper protection, to the satisfaction of all agencies with jurisdiction.
331 "Harming" and "harassment" as used in this recommendation shall be defined in the same
332 manner as "harm" and "harass" respectively are defined in 50 CFR Section 17.3.
- 333 24. Gopher tortoise is known to occur on the property. Prior to development activities, permits
334 for development from FWC shall be obtained. For this particular project, offsite relocation or
335 incidental take is an acceptable process to pursue.

Water quality

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338 25. The developer (or owner/successors, as applicable) or its assigns shall establish and
339 implement an inspection and maintenance program for the Project's surface water
340 management system to assure proper operation of all components at their permitted
341 design specifications, to include schedules for the performance of:

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a. Stormwater facility operating inspections on a regular basis;

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b. Routine maintenance activities (e.g., mowing, trash removal, etc.)

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c. Periodic removal of accumulated silts and other materials;

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d. Ongoing educational programs for maintenance staff personnel shall be conducted
346 regarding the correct usage of and application rates for fertilizers and chemicals
347 (e.g., herbicides, pesticides) on other common landscaped areas, the removal of
348 noxious weeds and retention of desirable aquatic vegetation, and correct
349 procedures for other maintenance/landscaping-related activities which have the
350 potential for adversely affecting water quality conditions on or off the Project site.

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26. Artificial ponds designed to have open water of more than five acres in surface area shall
352 constitute a natural system and shall be constructed with slopes no steeper than a 4:1
353 horizontal to vertical ratio and planted in, or allowed to be colonized by, native emergent
354 and submergent vegetation.

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27. The Developer shall demonstrate to the satisfaction of Lake County and the SJRWMD
356 that the entity (ies) that is proposed to assume responsibility for the project surface water
357 management system will have defined duties and responsibilities regarding the operation
358 and maintenance of the surface water management system. These responsibilities shall
359 include sufficient legal authority and power to establish the mandatory collection of fees
360 or assessments, or both, from all property owners or users for financing the operation,
361 replacement and maintenance of all components of the Project's surface water
362 management system.

Conservation of Water

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365 28. A Waterwise landscaping approach shall be used throughout the development that
366 includes at least 75% of the landscaped vegetation in drought-tolerant or native
367 vegetation varieties. Landscaped area is defined as any pervious area within the
368 proposed development that will be altered due to the development, exclusive of pervious
369 area within wetlands, wetland buffers, vegetative buffers between land uses, stormwater
370 systems and required preservation areas. Native or drought-resistant plants include
371 those in the SJRWMD Waterwise Florida Landscapes, available at
372 <http://www.sjrwmd.com/programs/outreach/conservation/landscape.index.html>: the
373 Florida Native Plant Society's list of native landscape plants for Lake County, available
374 at http://www.fnps.org/pages/plants/landscape_plants.php: A Gardner's Guide to
375 Florida's Native Plants (Osorio 2001); or other comparable guidelines.

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29. The applicant shall follow best management practices for landscape installation,
377 irrigation, and fertilizer and pesticide application, specifically addressing:

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a. Appropriate type of fertilizer to avoid the release of excess nutrients

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b. Rate and frequency of application

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c. Appropriate watering schedules

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d. Preferred plant materials

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e. Landscape design that minimizes the impacts of fertilizer applications, and

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f. Design and maintenance of drainage control systems.

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30. The applicant shall provide information on Waterwise landscaping and/or native
385 vegetation and /or drought-tolerant vegetation to all residents.

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31. The project shall utilize ultra-low volume water use plumbing fixtures, self-closing
387 and/or metered water faucets in all construction.

- 388 32. The entire project will connect to reclaimed water for irrigation when it becomes
389 available to the site. Separate irrigation lines shall be included in the initial project
390 construction.
- 391 33. Any single use of more than 100,000 gallons of water per day, estimated on an annual
392 average, shall apply for a secondary consumptive use permit (CUP) if required by
393 SJRWMD rules.
- 394 34. To meet the non-potable water use demands of the project, the development shall use the
395 following sources, in order of priority, for surface irrigation of common and private
396 areas, to include parks, commercial, institutional and residential areas, unless prohibited
397 by the Florida Department of Environmental Protection, SJRWMD, or other regulatory
398 agency:
- 399 a. Treated wastewater made available to the property
 - 400 b. Surface water stored on-site in surface water storage ponds
 - 401 c. Potable water used on residential lots if no lesser quality source is available, but shall
402 be converted to a lesser quality when it becomes available.

403 **Natural Systems**

- 404 35. The on-site wetlands systems, upland buffers, other areas designated for
405 conservation/preservation and on-site mitigation areas shall be regarded as preservation
406 areas and identified as separate tracts in accordance with the requirements of SJRWMD
407 and USACOE. Developmental uses of these areas shall be restricted by Conservation
408 Easements conveyed to the SJRWMD, USACOE, FFWCC or other conservation
409 oriented agency acceptable to the ECFRPC and FDCA. Any use of these areas shall be
410 limited to those permitted by the SJRWMD and the USACOE and which can be
411 constructed and maintained in such a manner that adverse impacts to wetlands and
412 habitat protection areas are avoided. Nothing in the language of the Conservation
413 Easement shall preclude the Developer or other entity designated by the Developer from
414 performing maintenance or management of these lands as long as these activities are
415 consistent with the limitations set forth in the applicable resource permits. All such areas

416 will be administered and managed by an entity identified in the applicable resource
417 permits. Such entity shall have the power to access and lien property owners within the
418 Plaza Collina property development for the purpose of insuring adequate funding to
419 implement the purposes set forth herein.

420 36. Designated preserves, conservation buffers and the edges of retained wetlands shall be
421 inspected by the developer at least annually for the establishment of any Category I
422 Invasive Plant Species, as defined by the Florida Exotic Pest Plant Council (FLEPPC).
423 Should any such plants be observed during the scheduled annual review or during any
424 unscheduled review, then they shall be systematically removed and destroyed within 30
425 days to prevent further propagation.

426 37. To provide additional wetland buffer and promote wildlife utilization areas, native vegetation
427 such as prairie grasses and other prairie vegetation shall be utilized in the dry retention pond
428 instead of the typical Bahia grass sodding or seeding. Limited areas of sodding with Bahia
429 are acceptable but shall be limited to no more than 25% of the area for stabilization purposes
430 such as the steepest slopes or more critical areas of potential erosion.

431 38. Upland buffers of at least 25 feet along the northern property line shall be maintained in
432 native vegetation to provide a visual and natural buffer between development and the
433 proposed Lake County recreational trail.

434 Wetlands

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436 39. Upland buffers between on-site wetlands and any type of development or land alteration shall
437 be established in accordance with St. Johns River Water Management District permit
438 approvals, but shall be no less than an average 25 feet, minimum 15 feet in width for the
439 onsite preserved wetland provided that the dry bottom retention pond is placed adjacent to
440 and outside of the upland buffer. The berms and dry bottom of the retention area provide
441 additional buffering to the wetland. In absence of the dry bottom pond being placed adjacent
442 to the upland buffer, the buffer shall be expanded to a minimum of 25 feet and average of 50
443 feet.

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445 40. The onsite depressional wetland and the associated upland buffer shall be placed under
446 conservation easement conveyed to the SJRWMD. The conservation easement may be
447 conveyed in conjunction with the SJRWMD ERP permitting, but in no instance shall be
448 delayed until after construction begins.

449 **Archeological Resources**

450

451 41. Project construction personnel shall be notified, through posted advisories or other methods,
452 of the potential for artifact discoveries on the site and to report suspected findings to the
453 project manager. In the event of discovery of artifacts of historic or archaeological
454 significance during project construction, the Developer shall stop construction at the site of
455 discovery and notify Lake County and the Division of Historical Resources (DHR) of the
456 Florida Department of State. From the date of notification, construction shall be suspended
457 within a 100-foot radius of the site of discovery for a period of up to 120 days to allow
458 evaluation of the site. The Developer shall provide proper protection of the discovery, to
459 the satisfaction of the DHR.

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