

ECFRPC DRI 5361
September 21, 2005

PLAZA COLLINA

Development of Regional Impact

Lake County



EAST CENTRAL FLORIDA REGIONAL PLANNING COUNCIL
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Plaza Collina DRI

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Applicant Information

This report is prepared in accordance with the Florida Land and Water Management Act, Chapter 380, Florida Statutes (FS). The report presents the findings and recommendations of the East Central Florida Regional Planning Council which are based upon data presented in the Development of Regional Impact (DRI) application as well as upon information obtained from on-site inspections, local and state agencies, outside sources and comparisons with local and regional plans. Policies cited in this report are from the Council's adopted policy document, the East Central Florida Strategic Regional Policy Plan (SRPP).

Evaluation Guidelines

This DRI proposal was reviewed pursuant to the criteria of Chapter 380, Florida Statutes, specifically paragraphs 380.06 (12)(a) 1, 2 and 3, which require the regional planning council to consider whether, and the extent to which, the development will:

- 1) Have a favorable or unfavorable impact on state or regional resources or facilities identified in applicable state or regional plans;
- 2) Significantly impact adjacent jurisdictions; and
- 3) Have a favorable or adverse affect on the ability of people to find adequate housing reasonably accessible to their places of employment.

The policies of the Strategic Regional Policy Plan (SRPP), section 29F-21.001 FAC, were used to evaluate these issues to the extent that the Plan addresses the specific issues of concern. All policies of the Plan were available for consultation during this review, although only the more relevant may be specifically referenced in this report.

Distribution List

Lake and Orange County Planning Departments
Lake and Orange County Public Works
Lake and Orange County Engineering Departments
Lake and Orange County Planning and Zoning
LYNX
FGFWFC
US Army Corp. of Engineers
Florida Department of Community Affairs
Florida Department of Environmental Protection
Florida Department of Transportation
Orlando/Orange County Expressway Authority
METROPLAN ORLANDO
Lake/Sumter MPO
Lake County Public Library
SJRWMD

Summary of Regional Issues

TABLE 1	
Summary of Regional Issues Considered in Evaluating the Plaza Collina DRI*	
Regional Issue	Regionally Significant Impact
Environment	
Air Quality	Yes
Natural Resources	
Soils	No
Wetlands	No
Floodplains	No
Vegetation/Wildlife	Yes
Water resources	
Future conditions	Yes
Proposed surface drainage/stormwater management system	Yes
Public Facilities	
Sewage treatment/wastewater management	No
Water supply	Yes
Recreation and open space	No
Hazardous waste	No
Schools	Yes
Transportation	
Available roadway capacity	Yes
Impacts to surrounding network	Yes
Affordable housing	
Housing availability	Yes
<p>* Note: This table provides a summary of regional issues common in DRI reviews and indicates those for which an unmitigated impact has been identified and a condition of approval recommended. Supporting information is provided in the following text. The table is not a statement of Council policy, but rather indicates the significance of a given issue when related specifically to the Plaza Collina DRI Application.</p>	

Applicant Information

Applicant Information	
Project Name	Plaza Collina
Applicant	A. Tom Harb, P.E. Lake County Gateway, LLC 7594 West Sand Lake Road Orlando, FL 32819 and: Joeseph F. Russo and Paul Montgomery Commercial Net Lease Realty Services, Inc. 450 South Orange Avenue, Ste. 900 Orlando, FL 32801
Authorized Agent	A. Tom Harb, P.E.
Project Manager	Jim Hall and Ron Manley Canin Assocites, Inc. 500 Delaney Ave. Suite 404 Orlando, FL 32801
Submittal of Application	December 22, 2004
Submittal of First Information Response	March 21, 2005
Submittal of Second Information Response	June 3, 2005
ECFRPC Hearings	September 21, 2005
Local Government of Jurisdiction	Lake County

Project Background and Description

The 142 acre project is located on the north side of SR 50 east of Clermont in Lake County adjacent to the Orange County line (Figure 1). Table 2 shows the development program and Figure 2 shows the proposed site plan. The Florida Turnpike runs northeast of the property and the SR 50 interchange with the Turnpike is approximately a half mile east of the site.

The project is planned for two phases, beginning in 2005 and building out in 2010. A variety of commercial uses are planned including “big box” retail, restaurants, shopping personal services, office and business uses. A multiplex theater is under consideration. The residential uses are planned for both stand alone and on top of retail uses.

There is 4,627 feet of frontage on SR 50 with several access points on the highway. A frontage roadway is planned for the site to accommodate internal movement. One roadway connection is proposed through the site between SR 50 and the Old SR 50 alignment north of the site.

The Lake Minneola/Clermont scenic trail is adjacent to the northern boundary with a connection to the West Orange Trail Head Facility which is directly east of the site. The trail will utilize the abandoned CSX rail bed and portions of the Old SR 50 right-of-way. The project will connect to the trail through internal bikeway and pedestrian networks.

Old SR 50 is a Scenic Byway, popular with bicycle enthusiasts. The project will provide buffering and protection of the view sheds and the proposed intersection with Old SR 50 will utilize a cross-section which incorporates the needs of the trail users, cyclists and vehicular traffic.

The site has been used for cattle and citrus operations and recently, the eastern portions of the site have been used for sand mining activities. The current land uses are shown in Table 3.

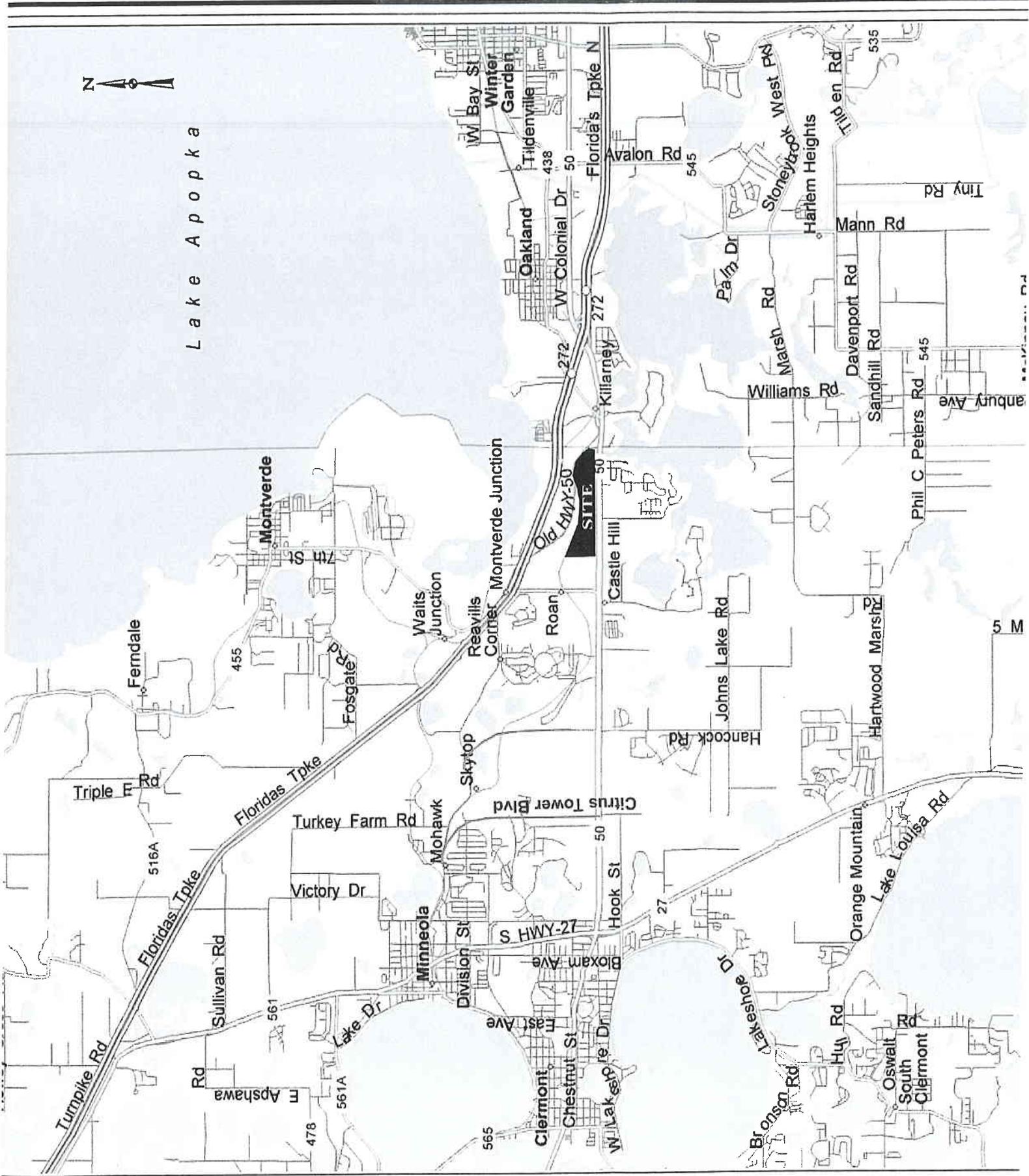
Transportation

Operational Levels of Service

Six levels of service are defined in the Highway Capacity Manual. They are labeled A through F and are described as follows:

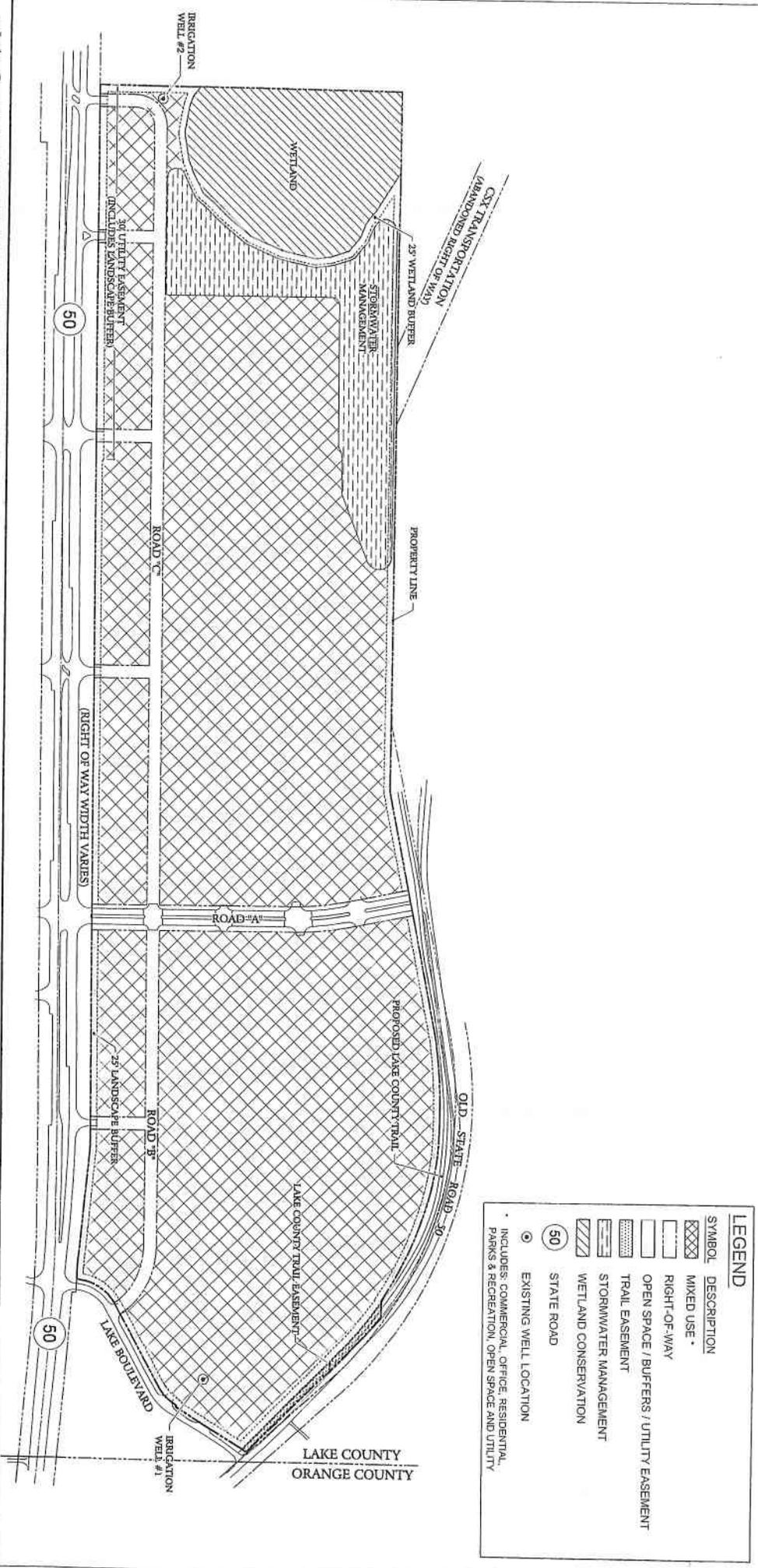
- A Free flow with low volume, high speed and unrestricted maneuverability
- B Stable flow with speed somewhat restricted by traffic and maneuverability relatively unrestricted. Lower limit of this level associated with rural highway design.
- C Stable flow with restrictions on speed and maneuverability. Generally accepted level of design for urban highways.
- D Approaching unstable flow with tolerable operating speeds and little freedom to maneuver.
- E Unstable flow with operating speeds below level D and momentary stoppages. Forced flow at low speeds with stoppages of possibly long duration.

Figure 1 Location Map



PLAZA COLLINA

Figure 2 Master Plan



LEGEND	
SYMBOL	DESCRIPTION
[Cross-hatched box]	MIXED USE
[Dotted box]	RIGHT-OF-WAY
[Horizontal lines box]	OPEN SPACE / BUFFERS / UTILITY EASEMENT
[Vertical lines box]	TRAIL EASEMENT
[Diagonal lines box]	STORMWATER MANAGEMENT
[Wavy lines box]	WETLAND CONSERVATION
[Circle with 50]	STATE ROAD
[Circle with dot]	EXISTING WELL LOCATION

* INCLUDES COMMERCIAL, OFFICE, RESIDENTIAL, PARKS & RECREATION, OPEN SPACE AND UTILITY

- Lake County Gateway, LLC/Commercial Net Lease Realty Services, Inc. Applicant
- Canin Associates, Inc. Planning & Landscape Architecture
- Fishkind & Associates, Inc. Economics
- Florida Engineering Group, Inc. Civil Engineers
- Traffic Planning & Design, Inc. Transportation
- Akerman, Senterfitt & Eidson, P.A. Legal
- LPG Environmental & Permitting Services, Inc. Environmental

Map H
Master Plan (Revised)

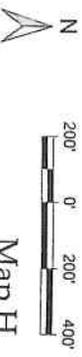


Table 2 **Phased Development Plan**

Land Use	Phase 1 2005-2008		Phase 2 2008-2010		Total Program		
	Acres	SF	DU	SF	DU	SF	DU
Mixed Use (See Note #1)	111.53	950,000	0	250,000		1,200,000	0
		0	0	0	200		200
Subtotal	111.53	950,000	0	250,000	200	1,200,000	200
Roadway	2.88						
Stormwater	8.88						
Wetland Conservation	10.37						
Open Space	6.76						
Easements	1.48						
Subtotal	30.37						
Project Total	141.90						

Note #1- Mixed Uses include commercial, office, residential, parks and recreation, open space and utilities.

Table 3 **Existing Land Uses**

Cover Type	Description	Acres	Approx % of Total
212	Unimproved Pastures	65.64±	46.26%
320	Shrub and Bushland	0.59±	0.42%
425	Temperate Hardwood	10.16±	7.48%
515	Cattle Pond	0.13±	0.09%
611	Bay Swamps	10.71±	7.55%
740	Disturbed Lands	52.72±	37.15%
746	Abandoned Railroad	1.95±	1.37%
	Total Acreage	141.90±	

Source - Florida Land Use Cover and Forms Classification System (FDOT, 1999)

Existing Conditions

Table 4 shows existing intersection levels of service and Table 5 shows existing roadway conditions. Generally, Lake County has adopted a minimum level of service of D and Orange County has adopted E as their minimum. Currently, many intersections and roadway segments are operating below the adopted minimums, particularly along SR 50.

Future Traffic Growth

Future traffic is comprised of project traffic and background or ambient traffic growth. Project traffic was derived from the ITE Trip Generation Report, 7th Edition. These rates are displayed in Table 6 and the project's development program and trip numbers are displayed in Table 7 for 2008 and Table 8 for 2010. Background traffic growth was derived from an annual growth rate developed through linear regression analysis of historical daily traffic count data on SR 50, resulting in an average growth rate of 3.21%. This was subsequently increased to 4.0% at the request of Lake County staff. Consequently, background traffic increased 16% by 2008 and 24% by the buildout in 2010.

Distribution of traffic was accomplished using a distribution pattern determined based upon the review of three travel demand models: the Lake County model, the Orlando Urban Area Transportation (OUATS) model and the FDOT District 5 model. The resulting peak hour project and total traffic volumes for 2008 and 2010 are shown in Figures 3 and 4.

Assumptions

The applicant made several assumptions in order to conduct the traffic analysis:

Internal Capture relates to the trips by any mode, which begin and end on the site and do not impact any external roadways. Internal interaction is assumed to occur between the two large retail groupings as well as between retail and residential land uses. For both phases, this was assumed to be 15.0% (524 peak hour trip ends for Phase 1 and 628 peak hour trip ends for Phase 2). Please refer back to Tables 7 and 8.

Passer-by capture describes the circumstance in which background vehicles on the adjacent roadway stop to shop at the project's commercial site while they are on a trip for another purpose. For this project, it was assumed that passer-by would be 23% of retail trip ends for each phase (Tables 7 and 8).

Diverted trips are those trips which are also already on the roadway network, but must divert to another route in order to stop at the project's commercial site while they are on a trip for another trip purpose. No diverted trips were assumed for this project.

Mode Split pertains to the percentage of trips that are taken via transit, including private charter. For this analysis, it is assumed that no additional transit reduction beyond that which is inherent in the ITE trip generation rates would be taken. Provisions for transit will be included in the recommendations section. The site would provide an excellent location for a transit superstop.

Planned and programmed improvements for future years are shown in Table 9. Programmed improvements are those within the first 5 years of the adopted work program of the Florida

Table 4 Intersection Capacity Analysis, Existing Conditions

Study Intersection	Traffic Control	LOS
SR 50 and US 27 NB Ramp	Signal	D
SR 50 and US 27 SB Ramp	Signal	C
SR 50 and Grand Highway	Signal	D
SR 50 and Citrus Tower Boulevard	Signal	E
SR 50 and Hancock Road	Signal	E
SR 50 and Greater Hills Boulevard/Emil Jahna Road	Signal	D
SR 50 and Remington Street	Signal	B
SR 50 and Lakes Boulevard	Signal	E
SR 50 and CR 455	Signal	D
SR 50 and Turnpike SB Ramps	Signal	B
SR 50 and Turnpike NB Ramps	Signal	C
SR 50 and Deer Island Road	Signal	D
SR 50 and CR 535/Winter Garden-Vineland Road	Signal	E
SR 50 and CR 545/Avalon Road	Signal	E
SR 50 and Tubbs Street	Stop	A/E
SR 50 and Dillard Street (1)	Signal	E
CR 50 and SR 438/Oakland Avenue (2)	Stop	A/D
SR 438 and Tubbs Street	Stop	A/B
CR 535 and Tilden Road	Stop	A/F
CR 545/Avalon Road and Stoneybrook West Parkway	Stop	E
CR 455 and Old CR 50 West	Stop	A/C
CR 455 and Old CR 50 East	Stop	A/F
US 27 and Washington Street/Old CR 50	Signal	D

(1) Added at the request of the City of Winter Garden

(2) Added at the request of the Town of Oakland

Table 5 Existing Traffic Conditions Summary

	Number of Lanes	Jurisdiction	Functional Classification	Area Type	Adopted LOS	Capacity at Adopted LOS	Service Volumes				PM Peak Hour		LOS
							B	C	D	E	NB/EB	SB/WB	
Florida's Turnpike													
SR 408 (Exist 265) to SR 429 (Exit 267A)	4	FDOT	Express	U	D	3,580	2,110	2,940	3,580	3,980	3,372	2,727	D
SR 429 (Exit 267A) to SR 50 (Exit 267 B)	4	FDOT	Express	U	D	3,580	2,110	2,940	3,580	3,980	3,086	2,330	D
SR 50 (Exit 267 B) to SR 50 (Exit 272)	4	FDOT	Express	U	D	3,580	2,110	2,940	3,580	3,980	2,143	1,565	C
SR 50 (Exit 272) to US 27	4	FDOT	Express	T	C	2,890	2,130	2,890	3,420	3,800	2,197	1,767	C
CR 535/Winter Garden Vineland Road													
Tilden Road to Roper Road	2	Orange	Maj Coll	U	E	1,300	340	370	950	1,300	912	380	D
Roper Road to Colonial Drive	2	Orange	Maj Coll	U	E	890	220	720	860	890	308	505	C
CR 545/Avalon Road													
Mckinney Road to Tilden Road	2	Orange	Maj Coll	U	E	1,300	340	370	950	1,300	163	177	B
Tilden Road to Siplin Road	2	Orange	Maj Coll	U	E	1,300	340	370	950	1,300	254	233	B
Siplin Road to Colonial Drive	2	Orange	Maj Coll	U	E	890	220	720	860	890	555	536	C
Colonial Drive to Oakland Avenue	2	Orange	Min Art	U	E	890	220	720	860	890	289	355	B
Oakland Avenue													
SR 50 to Tubb Avenue	2	Orange	Collector	U	E	1,300	340	370	950	1,300	169	350	C
Tubb Avenue to Avalon Road	2	Orange	Collector	U	E	1,300	340	370	950	1,300	396	368	D
Tilden Road													
Avalon Road to Winter Garden-Vineland Road	2	Orange	Collector	U	E	1,300	340	370	950	1,300	56	198	B
Story Road													
Bluford Street to 9th Street	2	Winter Garden	Min Coll	U	E	810	0	280	660	810	523	543	D
9th Street to Plant Street	2	Winter Garden	Min Coll	U	E	810	0	280	660	810	348	528	D
W. Plant Street													
Avalon Road to Park Avenue	2	FDOT	Min Art	U	E	890	220	720	860	890	293	323	C
Park Avenue to Dillard Street	2	FDOT	Min Art	U	E	890	220	720	860	890	694	802	D
Dillard Street													
Plant Street to SR 50/Colonial Drive	4	FDOT	Min Art	U	E	1,860	1,530	1,810	1,860	1,860	640	659	B
W SR 50													
CR 565A to CR 561	4	FDOT	Prin Art	U	D	1,860	1,530	1,810	1,860	1,860	1,510	1,867	F
CR 561 to US 27	4	FDOT	Prin Art	U	D	1,860	1,530	1,810	1,860	1,860	1,675	2,097	F
US 27 to Grand Highway	4	FDOT	Prin Art	U	D	1,860	1,530	1,810	1,860	1,860	1,254	1,763	C
Grand Highway to Citrus Tower Blvd	4	FDOT	Prin Art	U	D	1,860	1,530	1,810	1,860	1,860	1,803	2,103	F
Citrus Tower Blvd to Hancock Road	4	FDOT	Prin Art	U	D	1,860	1,530	1,810	1,860	1,860	1,500	2,017	F
Hancock Road to Greater Hills Boulevard	4	FDOT	Prin Art	U	D	1,860	1,530	1,810	1,860	1,860	1,396	1,992	F
Greater Hills Boulevard to CR 455	4	FDOT	Prin Art	U	D	1,860	1,530	1,810	1,860	1,860	1,370	2,286	F
CR 455 to Main Entrance@N/S Road	4	FDOT	Prin Art	U	D	1,860	1,530	1,810	1,860	1,860	1,157	1,876	F
Main Entrance@N/S Road to Deer Island Road	4	FDOT	Prin Art	U	D	1,860	1,530	1,810	1,860	1,860	1,371	2,728	F
Deer Island Road to Florida's Turnpike	4	FDOT	Prin Art	U	D	1,860	1,530	1,810	1,860	1,860	1,393	2,726	F
Florida's Turnpike to Avalon Road	4	FDOT	Prin Art	U	E	1,860	1,530	1,810	1,860	1,860	814	1,360	B
Avalon Road to Winter Garden Vineland Road	4	FDOT	Prin Art	U	E	1,860	1,530	1,810	1,860	1,860	1,214	1,728	C
Winter Garden Vineland Road to Beulah Road	4	FDOT	Prin Art	U	E	1,860	1,530	1,810	1,860	1,860	1,416	1,746	C
US 27													
Johns Lake Road to SR 50	4	State	Prin Art	U	C	2,500	1,720	2,500	3,230	3,670	1,218	985	B
SR 50 to E. Grand Highway	4	State	Prin Art	U	C	2,500	1,720	2,500	3,230	3,670	1,921	1,554	B
E. Grand Highway to CR 50	4	State	Prin Art	U	C	2,500	1,720	2,500	3,230	3,670	1,554	1,257	B
CR 50 to CR 561	4	State	Prin Art	U	C	2,500	1,720	2,500	3,230	3,670	1,527	1,236	B
CR 455													
CR 561A to Katie's Landing Lane	2	Lake	Maj Coll	R	D	740	120	590	740	800	255	207	C
Katie's Landing Lane to 7th Street (CR 455)	2	Lake	Maj Coll	R	D	740	120	590	740	800	198	437	C
7th Street to CR 50	2	Lake	Maj Coll	R	D	740	120	590	740	800	198	437	C
CR 50 to SR 50	2	Lake	Collector	R	D	740	120	590	740	800	352	188	C
CR 50													
US 27 to Hancock Road	2	Lake	Collector	U	D	760	0	560	760	810	399	233	C
Hancock Road to CR 455	2	Lake	Collector	U	D	760	0	560	760	810	457	237	C
CR 455 to Orange County Line	2	Lake	Collector	U	D	760	0	560	760	810	159	556	C
Orange County Line to SR 438	2	Lake	Collector	U	D	760	0	560	760	810	160	564	C
Citrus Tower Boulevard													
SR 50 to N Ridge Boulevard	2	Lake	Collector	U	D	760	0	560	760	810	462	309	C

*Table information Source - Orange County Comprehensive Policy Plan, Transportation Element, Lake County Comprehensive Policy Plan and FDOT Generalized LOS Tables, and information provided by Orange County, Lake County, The City of Oakland, and the City of Winter Garden Planning Staffs.

Table 6 Summary of Daily and Peak Hour Trip Generation

Year 2008, Phase 1												
Land Use	Intensity	Code	Daily Generation		Daily Trip Ends	P.M. Peak Hour Generation		P.M. Peak Hour Trip Ends				
			Rate	Equation		Rate	Equation	In	Out	Total		
Shopping Center	550 KSF	820	37.39	$\text{Ln}(T)=0.65 \text{Ln}(KSF) + 5.83$	20,567	3.51	$\text{Ln}(T)=0.66 \text{Ln}(KSF) + 3.40$	926	1,003	1,929		
Shopping Center	400 KSF	820	41.80	$\text{Ln}(T)=0.65 \text{Ln}(KSF) + 5.83$	16,722	3.91	$\text{Ln}(T)=0.66 \text{Ln}(KSF) + 3.40$	750	813	1,563		
Total					37,289			1,676	1,816	3,492		
Internal					5,593			262	262	524		
Pass-By					7,892			370	370	740		
Net External					23,804			1,044	1,184	2,228		

Year 2010, Phase 2												
Land Use	Intensity	Code	Daily Generation		Daily Trip Ends	P.M. Peak Hour Generation		P.M. Peak Hour Trip Ends				
			Rate	Equation		Rate	Equation	In	Out	Total		
Shopping Center	600 KSF	820	36.27	$\text{Ln}(T)=0.65 \text{Ln}(KSF) + 5.83$	21,764	3.40	$\text{Ln}(T)=0.66 \text{Ln}(KSF) + 3.40$	982	1,062	2,044		
Shopping Center	600 KSF	820	36.27	$\text{Ln}(T)=0.65 \text{Ln}(KSF) + 5.83$	21,764	3.40	$\text{Ln}(T)=0.66 \text{Ln}(KSF) + 3.40$	982	1,062	2,044		
Condominium	200 D.U.	230	5.78	$\text{Ln}(T)=0.85 \text{Ln}(KSF) + 2.55$	1,157	0.54	$\text{Ln}(T)=0.82 \text{Ln}(KSF) + 0.32$	71	35	106		
Total					44,685			2,035	2,159	4,194		
Internal					6,704			314	314	628		
Pass-By					8,510			400	400	800		
Net External					29,471			1,321	1,445	2,766		

Table 7 Trip Generation Characteristics, Year 2008

Daily Trips											
ITE Code	Land Use	Size	Gross Daily Generation	15% Daily		External Trips	ITE Pass- by Rate	ITE Pass- by Trips	10% of 2008		Net External Trips
				Internal Capture	Internal Capture				Adjacent Street Volume	Pass-by Trips Used	
820	Shopping Center	550,000	20,567	3,085	17,482	24%	4,196	4,800	4,196	13,286	
820	Shopping Center	400,000	16,722	2,508	14,214	26%	3,696	4,800	3,696	10,518	
	<i>Total</i>		37,289	5,593	31,696		7,892		7,892	23,804	

PM Peak Hour Trips

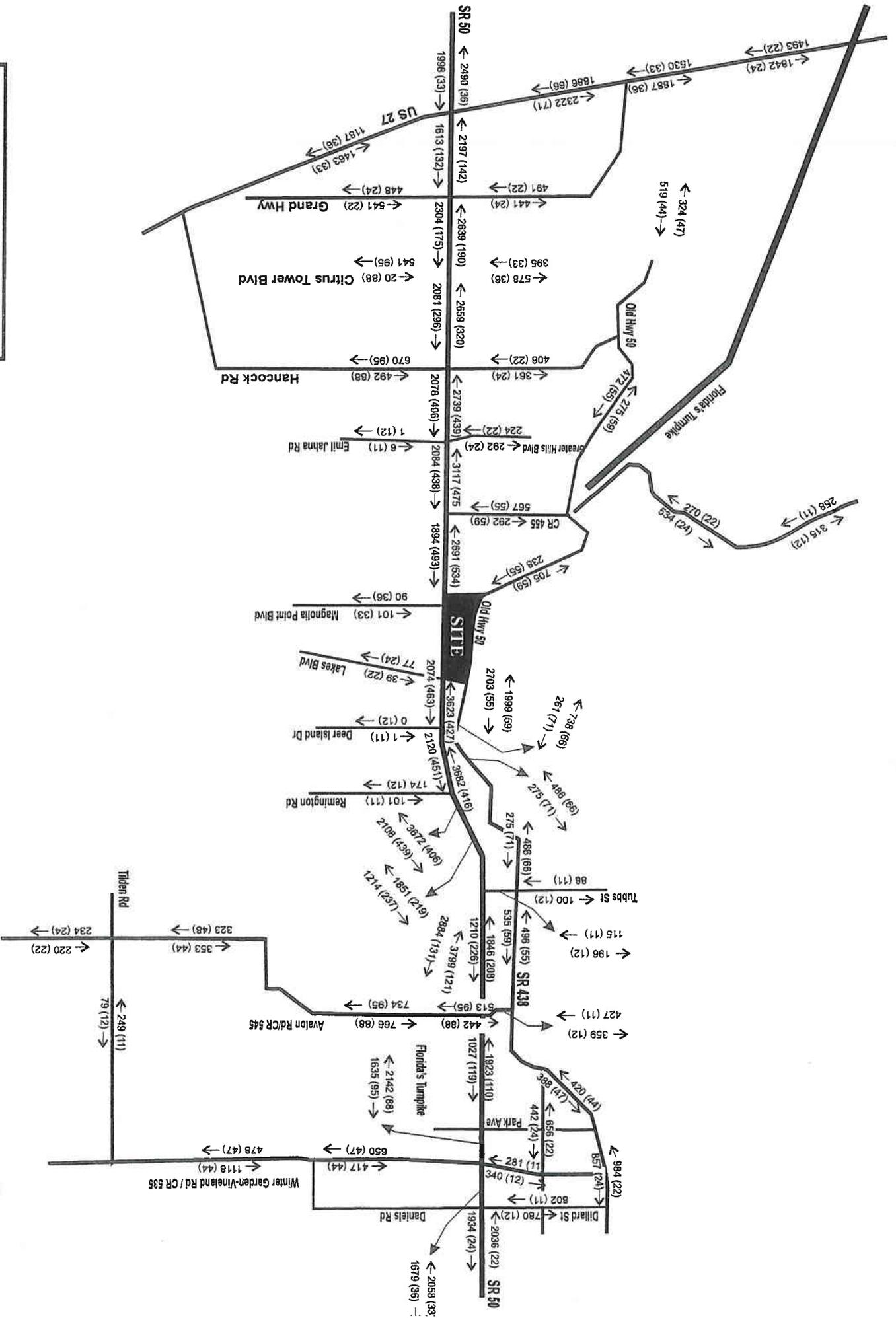
ITE Code	Land Use	Size	Gross P.M. Peak Hour Generation	15% P.M.		External Trips	ITE Pass- by Rate	ITE Pass- by Trips	10% of 2008		Pass-by Trips Used	Net External P.M. Peak Hour Trips
				Internal Capture	Internal Capture				Adjacent Street Volume	Pass-by Trips Used		
820	Shopping Center	550,000	1,929	289	1,640	24%	394	468	394	583	663	1,246
820	Shopping Center	400,000	1,563	235	1,328	26%	346	468	346	461	521	982
	<i>Total</i>		3,492	524	2,968		740		740	1,044	1,184	2,228

Source: ITE Trip Generation Report, 7th Edition

Table 8 Trip Generation Characteristics, Year 2010

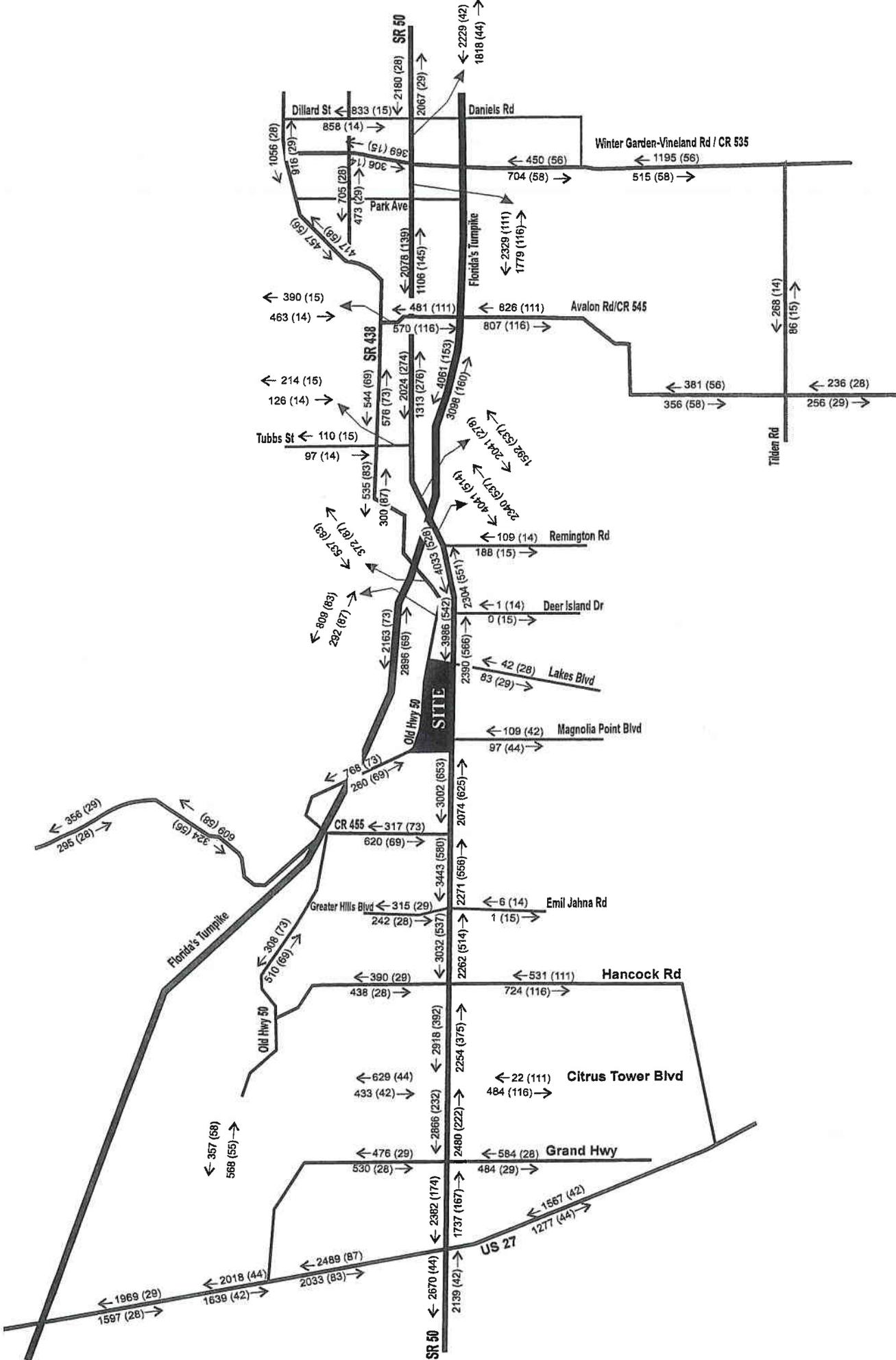
Daily Trips												
ITE Code	Land Use	Size	Gross Daily Generation	15% Daily Internal Capture	External Trips	ITE Pass- by Rate	ITE Pass- by Trips	10% of 2010 Adjacent Street Volume	Pass-by Trips Used	Net External Trips		
820	Shopping Center	600,000	21,764	3,265	18,499	23%	4,255	5,200	4,255	14,244		
820	Shopping Center	600,000	21,764	3,265	18,499	23%	4,255	5,200	4,255	14,244		
230	Condominiums	200	1,157	174	983	0%	0	0	0	983		
	<i>Total</i>		44,685	6,704	37,981		8,510		8,510	29,471		
PM Peak Hour Trips												
ITE Code	Land Use	Size	Gross P.M. Peak Hour Generation	15% Daily Internal Capture	External Trips	ITE Pass- by Rate	ITE Pass- by Trips	10% of 2010 Adjacent Street Volume	Pass-by Trips Used	Enter	Exit	Total
820	Shopping Center	600,000	2,044	306	1,738	23%	400	501	400	630	708	1,338
820	Shopping Center	600,000	2,044	306	1,738	23%	400	501	400	631	707	1,338
230	Condominiums	200	106	16	90	0%	0	0	0	60	30	90
	<i>Total</i>		4,194	628	3,566		800		800	1,321	1,445	2,766

Source: ITE Trip Generation Report, 7th Edition



Legend
 ← xxx (xx) Total PM Peak Hour Trips (Project Trips)

Figure 3 Year 2008 PM Peak Hour Directional Traffic



Legend
 ←-xxx (xx) Total PM Peak Hour Trips (Project Trips)

Figure 4 Year 2010 PM Peak Hour Directional Traffic

Table 9 Planned and Programmed Roadway Improvements

Project Name	From/To	Work Description	Status - Phase	Date
Grand Highway Road	Hooks Street to SR 50	Construct 3-lane road	Programmed - Construction	2005
Hooks Street Extension Phase II	Hancock Street to Hartle Street	Construct 4-lane road	Programmed - Construction	2008
Hooks Street Extension Phase III	US 27 to Citrus Tower Boulevard	Construct 4-lane road	Programmed - Construction	2006
Reverse Frontage Road	Citrus Tower Boulevard to N Hancock Rd C-1354	Construct 24 foot road	Programmed - Construction	2007
Steve's Road	US 27 to Citrus Tower Boulevard	Construct 2-lane road	Programmed - Construction	2005
Hancock Road C-1254	US 27/Lake Louisa Rd to Hartwood Marsh Road	Construct new 2-lane road	Programmed - Construction	2006
US 27	SR 50 to S. Grassy Lake Road	Widen to 6 lanes	Programmed - Construction	2005
Florida's Turnpike	I-4 to Beulah Road	Widen to 8 lanes	Programmed - Construction	2007/12
Florida's Turnpike	Beulah Road to SR 50	Widen to 8 lanes	Programmed - Construction	2008/11
SR 50*	Hancock Road to Florida's Turnpike	Widen to 6 lanes	Planned - Construction	2008

* Included in the Tentative Work Program, anticipated to be approved in July, 2005.

Department of Transportation or local government, and have a guaranteed funding source. The Department of Community Affairs' rules will recognize projects scheduled for construction within the first 3 years of the list as applicable for mitigation purposes, or the first 5 years if the roadway is part of the Florida Intrastate Highway System (FHIS). Roadway improvements within this timeframe are assumed built for the analysis of the first phase. Of particular importance is the widening of SR 50 for this project. The timing is such that the project cannot assume it to be six lanes and must provide mitigation for impacts to the four lane section.

Future Traffic Conditions

Table 10 and Table 11 show the roadway segment conditions for 2008 and 2010, respectively. Table 12 shows the 2008 intersection levels of service. Table 13 shows the 2008 roadway improvement costs and the proportionate share as calculated by the applicant and Table 14 does the same for intersection.

Issues

SR 50 – There is a dearth of east-west facilities in the area and consequently, most project traffic is assigned to SR 50, which is already over capacity in most areas. The adopted level of service on SR 50 is LOS “E” in Orange County and LOS “D” in Lake County. Even if the roadway is widened to a 6 lane divided section, the project may still have significant and adverse impacts. The alternative roadways are CR 438 and CR 50 to the north and Hartwood Marsh Road to the south. The southern alignment, a two lane, substandard roadway, is too far south to provide much relief from project traffic on SR 50 and the CR 438/CR 50 (Old SR 50) is a scenic highway in some portions and is likewise substandard in some portions. Furthermore, CR 438 through the Town of Oakland to the east in Orange County is rural in character with a 35 mph speed limit. Widening of that facility would disrupt the rural character so important to the Town of Oakland. To address this, we have included a requirement for mitigation in the form of 6 laning SR 50 at the point the project has a significant impact on the roadway. It is expected that the developer will contribute a proportionate share contribution of at least \$6.1 million, and this figure is subject to change based on FDOT review of the calculations.

Transit – In order to relieve SR 50, transit recommendations for the project are extensive, including funding of a route to the site for a ten year period and the provision of a “superstop” or similar transit facility. A rideshare coordinator is also recommended. Accessory stops, park and ride lots, pedestrian and bicycle facilities and showers are also recommended. While transit is likely to service only a small number of people, the obstacles to riding transit should be lessened with these provisions. Most of the requirements are from LYNX.

Town of Oakland – The Town of Oakland is just to the east of the project in Orange County and strives to protect its rural character. Significant project traffic will utilize the rural two lane roadways between the project and Winter Garden to the east, through the Town. There is an opportunity to maintain the rural character through appropriate treatment of the roadways as some capacity enhancement is provided. This includes landscaping, traffic calming, roundabouts and turn lanes.

Table 10 Roadway Segment Analysis - Year 2008

Roadway Segment	Number of Lanes	Capacity at Adopted LOS	Background PM Peak Hour		Project PM Peak Hour		Total		Peak Direction LOS	Adopted LOS	Project % of LOS Standard	Significant?	Adverse?	Significant & Adverse?
			NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB						
Florida's Turnpike														
SR 408 (Exit 265) to SR 429 (Exit 267A)	8	7,480	4,046	3,272	48	44	4,094	3,316	B	D	0.64%	N	N	N
SR 429 (Exit 267A) to SR 50 (Exit 267 B)	8	7,480	3,703	2,796	96	88	3,799	2,884	B	D	1.28%	N	N	N
SR 50 (Exit 267 B) to SR 50 (Exit 272)	8	7,480	2,572	1,878	131	121	2,703	1,999	B	D	1.75%	N	N	N
SR 50 (Exit 272) to US 27	4	2,890	2,636	2,120	59	59	2,695	2,179	B	C	2.04%	N	N	N
CR 535/Winter Garden Vineland Road														
Tilden Road to Roper Road	2	1,300	1,094	456	24	22	1,118	478	E	E	1.84%	N	N	N
Roper Road to Colonial Drive	2	890	370	606	44	47	414	653	C	E	5.28%	Y	N	N
CR 545/Avalon Road														
Mckimney Road to Tilden Road	2	1,300	196	212	24	22	220	234	B	E	1.84%	N	N	N
Tilden Road to Siplin Road	2	1,300	305	280	48	44	353	323	B	E	3.68%	N	N	N
Siplin Road to Colonial Drive	2	890	666	643	88	95	754	738	C	E	10.67%	Y	N	N
Colonial Drive to Oakland Avenue	2	890	347	426	12	11	359	437	B	E	1.35%	N	N	N
Oakland Avenue														
SR 50 to Tubb Avenue	2	1,300	203	420	71	66	274	486	C	E	5.46%	Y	N	N
Tubb Avenue to Avalon Road	2	1,300	475	442	59	55	534	496	D	E	4.54%	N	N	N
Tilden Road														
Avalon Road to Winter Garden-Vineland Road	2	1,300	67	238	12	11	79	249	B	E	0.92%	N	N	N
Story Road														
Bluford Street to 9th Street	2	810	628	652	24	22	652	674	E	E	2.96%	N	N	N
9th Street to Plant Street	2	810	418	634	24	22	442	656	E	E	2.96%	N	N	N
W. Plant Street														
Avalon Road to Park Avenue	2	890	352	388	47	44	399	432	C	E	5.28%	Y	N	N
Park Avenue to Dillard Street	2	890	833	962	24	22	857	984	F	E	2.69%	N	Y	N
Dillard Street														
Plant Street to SR 50/Colonial Drive	4	1,860	768	791	12	11	780	802	B	E	0.64%	N	N	N
SR 50														
CR 565A to CR 561	4	1,860	1,769	2,187	24	22	1,793	2,209	F	D	1.29%	N	Y	N
CR 561 to US 27	4	1,860	1,962	2,457	33	36	1,995	2,493	F	D	1.94%	N	Y	N
US 27 to Grand Highway	4	1,860	1,469	2,066	132	142	1,601	2,208	F	D	7.63%	Y	Y	Y
Grand Highway to Citrus Tower Blvd	4	1,860	2,112	2,464	175	190	2,287	2,654	F	D	10.22%	Y	Y	Y
Citrus Tower Blvd to Hancock Road	4	1,860	1,757	2,363	296	320	2,053	2,683	F	D	17.20%	Y	Y	Y
Hancock Road to Greater Hills Boulevard	4	1,860	1,636	2,334	406	439	2,042	2,773	F	D	23.60%	Y	Y	Y
Greater Hills Boulevard to CR 455*	4	2,370	1,605	2,678	438	475	2,043	3,153	F	D	20.04%	Y	Y	Y
CR 455 to Main Entrance@N/S Road*	4	2,370	1,356	2,198	493	534	1,849	2,732	F	D	22.53%	Y	Y	Y
Main Entrance@N/S Road to Deer Island Road*	4	2,370	1,606	3,196	534	493	2,140	3,689	F	D	20.81%	Y	Y	Y
Deer Island Road to Florida's Turnpike*	4	2,370	1,672	3,271	451	416	2,123	3,687	F	D	17.55%	Y	Y	Y
Florida's Turnpike to Avalon Road*	4	2,550	977	1,632	237	219	1,214	1,851	B	E	8.59%	Y	N	N
Avalon Road to Winter Garden Vineland Road*	4	2,550	913	1,819	119	110	1,032	1,929	B	E	4.31%	N	N	N
Winter Garden Vineland Road to Beulah Road	4	1,860	1,898	2,003	36	33	1,934	2,036	F	E	1.77%	N	Y	N
US 27														
Johns Lake Road to SR 50	4	2,500	1,427	1,154	33	36	1,460	1,190	B	C	1.44%	N	N	N
SR 50 to E. Grand Highway	4	2,500	2,251	1,821	71	66	2,322	1,886	C	C	2.84%	N	N	N
E. Grand Highway to CR 50	4	2,500	1,851	1,497	36	33	1,887	1,530	C	C	1.44%	N	N	N
CR 50 to CR 561	4	2,500	1,818	1,471	24	22	1,842	1,493	C	C	0.96%	N	N	N
CR 455														
CR 561A to Katie's Landing Lane	2	740	303	247	12	11	315	258	C	D	1.62%	N	N	N
Katie's Landing Lane to 7th Street (CR 455)	2	740	232	512	47	44	279	556	C	D	6.35%	Y	N	N
7th Street to CR 50	2	740	232	512	47	44	279	556	C	D	6.35%	Y	N	N
CR 50 to SR 50	2	740	232	512	59	55	291	567	C	D	7.97%	Y	N	N
CR 50														
US 27 to Hancock Road	2	760	475	277	44	47	519	324	D	D	6.18%	Y	N	Y
Hancock Road to CR 455	2	760	412	220	55	59	467	279	D	D	7.76%	Y	N	Y
CR 455 to Orange County Line	2	760	178	650	55	59	233	709	C	D	7.76%	Y	N	N
Orange County Line to SR 438	2	760	190	672	71	66	261	738	C	D	9.34%	Y	N	N
Citrus Tower Boulevard														
SR 50 to N Ridge Boulevard	2	760	542	362	36	33	578	395	C	D	4.73%	N	N	N

Table information Source - Orange County Comprehensive Policy Plan, Transportation Element, Lake County Comprehensive Policy Plan and FDOT Generalized LOS Tables, and information provided by Orange County, Lake County, The City of Oakland, and the City of Winter Garden Planning Staffs.

*Analysis conducted using ARTPLAN

Table 11 Roadway Segment Analysis - Year 2010

Roadway Segment	Number of Lanes	Capacity at Adopted LOS	Background PM Peak Hour		Project PM Peak Hour		Total		Peak Direction LOS	Adopted LOS	Project % of LOS Standard	Significant?	Adverse?	Significant & Adverse?
			NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB						
Florida's Turnpike														
SR 408 (Exist 265) to SR 429 (Exit 267A)	8	7,480	4,316	3,491	56	58	4,372	3,549	C	D	0.78%	N	N	N
SR 429 (Exit 267A) to SR 50 (Exit 267 B)	8	7,480	3,950	2,982	111	116	4,061	3,098	C	D	1.55%	N	N	N
SR 50 (Exit 267 B) to SR 50 (Exit 272)	8	7,480	2,743	2,003	160	153	2,903	2,156	B	D	2.14%	N	N	N
SR 50 (Exit 272) to US 27	4	2,890	2,812	2,262	69	73	2,882	2,334	C	C	2.51%	N	N	N
CR 535/Winter Garden Vineland Road														
Tilden Road to Roper Road	2	1,300	1,167	486	56	58	1,223	544	E	E	4.46%	N	N	N
Roper Road to Colonial Drive	2	890	394	646	56	58	450	704	C	E	6.52%	Y	N	N
CR 545/Avalon Road														
Mckinney Road to Tilden Road	2	1,300	209	227	28	29	236	256	B	E	2.23%	N	N	N
Tilden Road to Siplin Road	2	1,300	325	298	56	58	381	356	B	E	4.46%	N	N	N
Siplin Road to Colonial Drive	2	890	710	686	111	116	821	802	C	E	13.03%	Y	N	N
Colonial Drive to Oakland Avenue	2	890	370	454	15	14	385	468	B	E	1.69%	N	N	N
Hartwood Marsh Road														
Lake County Line to Avalon Road	2	760								D				
Avalon Road to Maguire Road	2	760								D				
Oakland Avenue														
SR 50 to Tubb Avenue	2	1,300	216	448	87	83	303	531	D	E	6.69%	Y	N	N
Tubb Avenue to Avalon Road	2	1,300	507	471	73	69	580	540	D	E	5.62%	Y	N	N
Tilden Road														
Avalon Road to Winter Garden-Vineland Road	2	1,300	72	253	14	15	86	268	B	E	1.12%	N	N	N
Story Road														
Bluford Street to 9th Street	2	810	669	695	28	29	697	724	E	E	3.58%	N	N	N
9th Street to Plant Street	2	810	445	676	28	29	473	705	E	E	3.58%	N	N	N
W. Plant Street														
Avalon Road to Park Avenue	2	890	375	413	58	56	433	469	C	E	6.52%	Y	N	N
Park Avenue to Dillard Street	2	890	888	1,027	29	28	917	1,055	F	E	3.26%	N	Y	N
Dillard Street to Bovens Road	2	890								E				
Dillard Street														
Plant Street to SR 50/Colonial Drive	4	1,860	819	844	15	14	834	858	B	E	0.81%	N	N	N
SR 50														
CR 565A to CR 561	4	1,860	1,891	2,338	28	29	1,919	2,367	F	D	1.56%	N	Y	N
CR 561 to US 27	4	1,860	2,098	2,626	42	44	2,139	2,670	F	D	2.34%	N	Y	N
US 27 to Grand Highway	4	1,860	1,571	2,208	167	174	1,737	2,382	F	D	9.36%	Y	Y	Y
Grand Highway to Citrus Tower Blvd	4	1,860	2,258	2,634	222	232	2,480	2,866	F	D	12.48%	Y	Y	Y
Citrus Tower Blvd to Hancock Road	4	1,860	1,879	2,526	375	392	2,254	2,918	F	D	21.06%	Y	Y	Y
Hancock Road to Greater Hills Boulevard	4	1,860	1,748	2,495	514	537	2,262	3,032	F	D	28.86%	Y	Y	Y
Greater Hills Boulevard to CR 455	4	2,370	1,716	2,863	556	580	2,271	3,443	F	D	24.49%	Y	Y	Y
CR 455 to Main Entrance@N/S Road	4	2,370	1,449	2,350	625	653	2,074	3,002	F	D	27.55%	Y	Y	Y
Main Entrance@N/S Road to Deer Island Road	4	2,370	1,717	3,417	653	625	2,370	4,042	F	D	27.55%	Y	Y	Y
Deer Island Road to Florida's Turnpike	4	2,830	1,783	3,489	551	528	2,334	4,017	F	D	19.47%	Y	Y	Y
Florida's Turnpike to Avalon Road	4	2,550	1,042	1,741	290	278	1,332	2,019	F	E	11.37%	Y	Y	Y
Avalon Road to Winter Garden Vineland Road	4	2,550	974	1,940	145	139	1,119	2,079	F	E	5.69%	Y	Y	Y
Winter Garden Vineland Road to Beulah Road	4	1,860	2,025	2,136	44	42	2,069	2,178	F	E	2.37%	N	Y	N
US 27														
Lake Louisa Road to Hartwood Marsh Road										B				
Hartwood Marsh Road to Johns Lake Road										B				
Johns Lake Road to SR 50	4	2,500	1,525	1,234	42	44	1,567	1,277	B	C	1.74%	N	N	N
SR 50 to E. Grand Highway	4	2,500	2,406	1,946	87	83	2,493	2,029	C	C	3.48%	N	N	N
E. Grand Highway to CR 50	4	2,500	1,974	1,597	42	83	2,016	1,680	C	C	3.32%	N	N	N
CR 50 to CR 561	4	2,500	1,940	1,569	29	28	1,969	1,597	C	C	1.16%	N	N	N
Hartwood Marsh Road														
US 27 to North Turn	2	760								D				
North Turn to Orange County Line	2	760								D				
CR 455														
CR 561A to Katie's Landing Lane	2	740	327	267	29	28	356	295	D	D	3.92%	N	N	N
Katie's Landing Lane to 7th Street (CR 455)	2	740	248	547	58	56	306	603	D	D	7.84%	Y	N	N
7th Street to CR 50	2	740	248	547	58	56	306	603	D	D	7.84%	Y	N	N
CR 50 to SR 50	2	740	248	547	73	69	321	616	D	D	9.86%	Y	N	N
CR 50														
US 27 to Hancock Road	2	760	513	299	55	58	568	357	C	D	7.63%	Y	N	N
Hancock Road to CR 455	2	760	441	235	69	73	510	308	C	D	9.55%	Y	N	N
CR 455 to Orange County Line	2	760	190	695	69	73	260	768	E	D	9.55%	Y	Y	Y
Orange County Line to SR 438	2	760	205	726	87	83	292	809	E	D	10.92%	Y	Y	Y
S. Hancock Road														
Johns Lake Road to SR 50	2	810								D				
Hartwood Marsh Road to Johns Lake Road	2	760								D				
N. Hancock Road														
SR 50 to CR 50	2	810								D				
Citrus Tower Boulevard														
SR 50 to N Ridge Boulevard	2	760	585	391	44	42	629	433	C	D	5.79%	Y	N	N
N Ridge Boulevard to Grand Highway	2	760	5	312	42	44	50	356	C	D		N	Y	N

*Table information Source - Orange County Comprehensive Policy Plan, Transportation Element, Lake County Comprehensive Policy Plan and FDOT Generalized LOS Tables, and information provided by Orange County, Lake County, The City of Oakland, and the City of Winter Garden Planning Staffs

Table 12 Intersection Capacity Analysis, 2008 Conditions

Study Intersection	Traffic Control	Projected (2008) LOS
SR 50 and US 27 NB Ramp	Signal	F
SR 50 and US 27 SB Ramp	Signal	E
SR 50 and Grand Highway	Signal	F
SR 50 and Citrus Tower Boulevard	Signal	F
SR 50 and Hancock Road	Signal	F
SR 50 and Greater Hills Boulevard/Emil Jahna Road	Signal	F
SR 50 and Remington Street	Signal	E
SR 50 and Lake Boulevard	Stop	F
SR 50 and CR 455	Signal	F
SR 50 and Turnpike SB Ramps	Signal	D
SR 50 and Turnpike NB Ramps	Signal	F
SR 50 and Deer Island Road	Signal	F
SR 50 and CR 535/Winter Garden-Vineland Road	Signal	F
SR 50 and CR 545/Avalon Road	Signal	F
SR 50 and Tubbs Street	Stop	C/F
SR 50 and Dillard Street (1)	Signal	F
SR 438 and Tubbs Street	Stop	B/B
CR 535 and Tilden Road	Stop	A/F
CR 545/Avalon Road and Stoneybrook West Parkway	Stop	F
CR 455 and Old CR 50 West	Stop	B/E
CR 455 and Old CR 50 East	Stop	A/F
US 27 and Washington Street/Old CR 50	Signal	E
CR 50 and SR 438/Oakland Avenue (2)	Stop	B/F
SR 50 and Entrance 1	Stop	D
SR 50 and Entrance 2	Signal	F
SR 50 and Entrance 3	Stop	D/D
SR 50 and Entrance 4	Signal	F
SR 50 and Entrance 5	Stop	E
SR 50 and Entrance 6	Stop	D/E
SR 50 and Entrance 7	Stop	A/A
SR 50 and Entrance 8	Stop	A/B

(1) Added at the request of the City of Winter Garden

(2) Added at the request of the Town of Oakland

Table 13 Roadway Improvement Costs and Proportionate Share

Roadway	Segment From - To	Number of Lanes	Length (miles)*	A	B	C	D	E	F	G	H	I	J
				Service Vol. at Std.	Total PM Pk-Hr Pk-Dir Traffic	DRIPM Pk-Hr Pk-Dir Traffic	Improvement	Improved Service Volume	Service Volume Increase	ROW#	Design Cost per Mile	Const. #	DRIPM Proportionate Share Cost 2005 (Hr)
SR 50	US 27 - Grand Highway Signal reconstruction	4	0.129	1,860	2,208	142	Widen to six lanes	2,790	930	663,157	367,630	3,490,300	\$ 4,521,087
													\$ 186,000
													\$ 186,000
													\$ 4,521,087
SR 50	Grand Highway - Citrus Tower Blvd. Signal reconstruction	4	1.00	1,860	2,654	190	Widen to six lanes	2,790	930	663,157	367,630	3,490,300	\$ 4,521,087
													\$ 186,000
													\$ 186,000
													\$ 4,521,087
SR 50	Citrus Tower Blvd. - Hancock Rd. Signal reconstruction	4	1.00	1,860	2,683	320	Widen to six lanes	2,790	930	663,157	367,630	3,490,300	\$ 3,857,930
													\$ 186,000
													\$ 186,000
													\$ 3,857,930
SR 50	Hancock Rd. - Greater Hills Blvd. Signal reconstruction	4	0.781	1,860	2,773	439	Widen to six lanes	2,790	930	663,157	367,630	3,490,300	\$ 3,857,930
													\$ 186,000
													\$ 186,000
													\$ 3,857,930
SR 50	Greater Hills Blvd. - CR 455 Signal reconstruction	4	0.665	1,860	3,153	475	Widen to six lanes	2,790	930	663,157	367,630	3,490,300	\$ 3,857,930
													\$ 186,000
													\$ 186,000
													\$ 3,857,930
SR 50	CR 455 - Orange County Line Signal reconstruction	4	1.55	1,860	2,732	534	Widen to six lanes	2,790	930	663,157	367,630	3,490,300	\$ 3,857,930
													\$ 186,000
													\$ 186,000
													\$ 3,857,930
SR 50	Orange County Line - Deer Island Signal reconstruction	4	0.358	1,860	3,689	534	Widen to six lanes	2,790	930	663,157	367,630	3,490,300	\$ 4,521,087
													\$ 186,000
													\$ 186,000
													\$ 4,521,087
SR 50	Deer Island - Remington Rd Signal reconstruction	4	0.545	1,860	3,687	451	Widen to six lanes	2,790	930	663,157	367,630	3,490,300	\$ 2,102,572
													\$ 186,000
													\$ 186,000
													\$ 2,102,572
SR 50	Remington Rd - Tumpike Signal reconstruction	4	0.191	1,860	3,687	451	Widen to six lanes	2,790	930	663,157	367,630	3,490,300	\$ 736,865
													\$ 186,000
													\$ 186,000
													\$ 736,865
TOTAL SEGMENT IMPROVEMENT COSTS												\$ 11,181,777	

Notes:
 * Const. cost of \$3,490,300 per mile is based on the FDOT 2004 Transportation Costs (ROW cost is 19% of construction cost (source: FDOT 2004 Transportation Costs). Signal reconstruction cost is based on the applicable project cost for similar improvements. Design cost represents CIP cost and is calculated as 10% of construction cost.

Table 14 Summary of Projected Intersection Proportionate Share Costs

Intersection	Improvement Cost	Proportionate Share	DRI Proportionate Share Cost
SR 50 at US 27			
Dual SB Left Turn Lanes	\$ 275,000	100.0%	\$ 275,000
SR 50 at Hancock Rd.			
Dual WB Left Turn Lanes	\$ 275,000	35.0%	\$ 96,250
SR 50 at Remington St.			
Add NB Right Turn Lane	\$ 175,000	8.0%	\$ 14,000
SR 50 at Lakes Blvd.			
Install Traffic Signal	\$ 150,000	17.0%	\$ 25,500
SR 50 at CR 535			
Dual NB Left Turn Lanes	\$ 275,000	21.0%	\$ 57,750
SR 50 at CR 545			
Add NB Left Turn Lane	\$ 200,000	14.0%	\$ 28,000
SR 50 at Tubb St.			
Install Traffic Signal	\$ 150,000	11.0%	\$ 16,500
CR 455 at Old CR 50			
Install Traffic Signal	\$ 150,000	31.0%	\$ 46,500
CR 50 at SR 438/Oakland Ave.			
Add Turn Lanes	\$ 200,000	24.0%	\$ 48,000
TOTAL INTERSECTION IMPROVEMENT COSTS			\$ 607,500
			\$ 11,540,606 With Roadway

12. We concur with the FDOT regarding the minimum K and D factors and that the v/c ratio for intersections cannot exceed 1.0. Please make adjustments to the analysis.

See response to FDOT Comments 8, 11 and 14.

Further to the east and closer to the project site, the geometry of the roadway intersections is such that the intersections may be too close for signalization. The Town of Oakland has requested that the developer study the realignment of roadways in the area and, in particular, to see if the realignment as depicted in Figure 5 would work. A recommendation is include that this study be accomplished.

Scenic Highway and South Lake Trail – CR 50 (Old SR 50) along the north side of the site has been recently designated a scenic highway, also known as the Green Mountain Scenic Byway. Concerns have been raised regarding the impacts of the project on the roadway and the Corridor Management Entity (CME) provided a letter with suggestions, many of which are incorporated into the proposed recommendations.

The South Lake Trail is also located along the northern border of the site within the abandoned CSX rail right-of-way. The trail groundbreaking was in August of 2005 and construction will soon commence. Provisions in the recommendations also protect the trail as well as suggest how the project could take advantage of it through the placement of retail shops, cafes and the provision of public space for events such as art shows and festivals.

Natural Resources

Existing Conditions

The majority of the site consists of upland communities, most of which were historically mapped as citrus groves and are currently unimproved pasture (Figure 6, Vegetation Map). The eastern side of the property appears to have been used as a sand pit in the recent past. The property is bounded by S.R. 50 to the south, Old Highway 50 to the north, pasture to the west and a sand pit to the east. An abandoned rail bed lies along a portion of the northern boundary between the property and Old Highway 50. The current terminus for the West Orange Trail with a trailhead is located immediately west. The recreational trail is proposed to extend west from the trailhead along the abandoned rail bed.

The onsite vegetative communities include:

- Unimproved pasture (65.64 acres)
- Shrub and brushland (0.59 acre)
- Temperate hardwood (10.16 acres)
- Cattle pond (0.13 acre)
- Bay swamp (10.71 acre)
- Disturbed lands (52.72 acres)
- Abandoned railroad (1.95 acres)

Native plant communities are limited on this site and include the depressional bay swamp in the northwest corner of the property, a fringe of shrub vegetation surrounding the bay swamp and oak hardwood remnant community predominantly along the northern boundary central to the site.

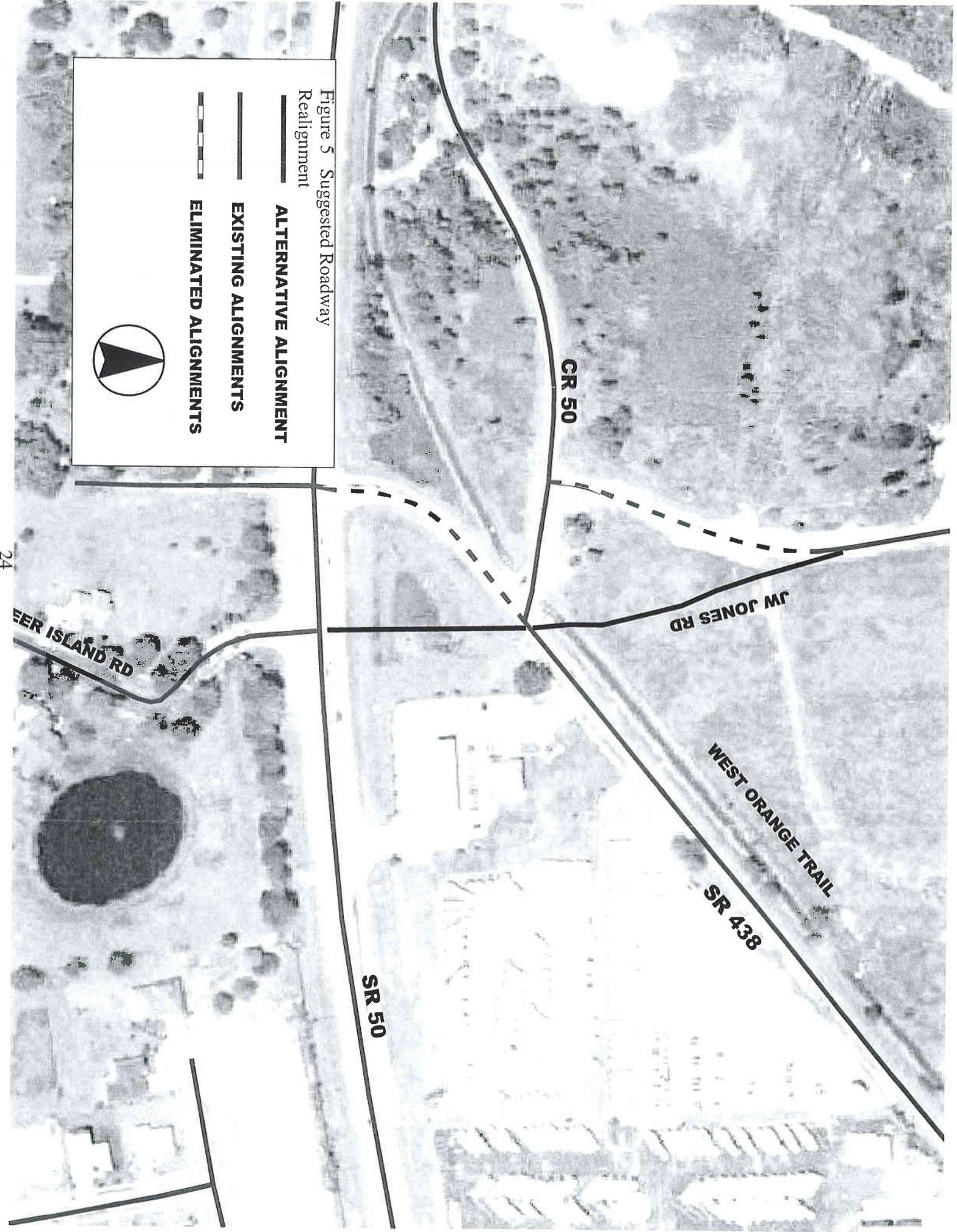


Figure 5 Suggested Roadway Realignment

ALTERNATIVE ALIGNMENT

EXISTING ALIGNMENTS

ELIMINATED ALIGNMENTS



CR 50

JW JONES RD

WEST ORANGE TRAIL

SR 438

SR 50

DEER ISLAND RD

PLAZA COLLINA



Legend

- PROJECT BOUNDARY: 141.90 ac. ±
- 212 UNIMPROVED PASTURES: 65.64 ac. ±
- 320 SHRUB & BUSHLAND: 0.59 ac. ±
- 425 TEMPERATE HARDWOOD: 10.16 ac. ±
- 515 CATTLE POND: 0.13 ac. ±
- 611 BAY SWAMPS: 10.71 ac. ±
- 740 DISTURBED LANDS: 52.72 ac. ±
- 746 ABANDONED RAILROAD: 1.95 ac. ±

Source: Land Use and Land Cover information obtained from utilizing the updated March 2004 True Color Aerial Photography and the Florida Land Use, Cover and Form Classification System. The Florida Land Use, Cover and Form Classification System was utilized to determine the specific land use classifications. True Color Aerial Photography obtained from Lake County GIS in the File Source Date: March 2004. Source Scale: 1 inch = 200 Feet. Source Date: March 2004. Source Scale: 1 inch = 200 Feet. Description provided by client and the Lake County GIS Parcel Coverage. Date of Source: Nov. 2003.



Vegetation

- ! Lake County Gateway, LLC/Commercial Net Lease Realty Services, Inc. Applicant
- ! Canin Associates, Inc. Planning & Landscape Architecture
- ! Fishkind & Associates, Inc. Economics
- ! Florida Engineering Group Civil Engineers
- ! Traffic Planning & Design, Inc. Transportation
- ! Akerman, Senterfitt & Eidson, P.A. Legal
- ! LPG Environmental & Permitting Services, Inc. Environmental

Figure 6 Vegetative Map

Topographic relief is significant with a high of approximately 170 feet on the south side of the property sloping quickly to a low of 80 feet at a depressional wetland along the northwest and at the old railroad grade along the north (Figure 7, Topography Map).

Wetlands— Onsite wetlands are limited to the depressional bay swamp and a small cattle pond located adjacent to the swamp. The bay wetland extends offsite and is connected through ditches further to the north ultimately to Lake Apopka. This wetland has experienced impact in the past as is evidenced by toppled trees in the center and coverage of muscadine grape throughout. The cattle pond is an excavated water hole for cattle that has limited vegetation and berms from the excavation.

Protected species— Protected wildlife and plant resources documented to occur onsite were minimal. The applicant conducted pedestrian survey across the site for the majority of species. There was potential for several species to occur due to proximity to known occurrences or onsite habitat. Based on the findings of the pedestrian qualitative survey, quantitative surveys were conducted throughout the site for potential presence of the gopher tortoise, as well as the Florida scrub jay (*Aphelocoma coerulescens*). The surveys revealed a significant population of the gopher tortoise within the unimproved pasture and no occurrence of scrub jays. The potential for occurrence of sand skink (*Neoseps reynoldsi*) in the unimproved pasture area was questioned due to a proximate documented occurrence, with US Fish and Wildlife Service determining that no survey was required. The gopher tortoise (*Gopherus polyphemus*) was the only onsite protected species documented to occur.

Two plant species, the pigeon wing butterfly pea (*Clitoria fragrans*) and scrub buckwheat (*Eriogonum longifolium* var. *gnaphalifolium*) were documented by reviewing agencies as occurring along the south side of Old Highway 50 just offsite on the north side of the abandoned rail bed. These species are listed as rare under the Uniform Standard Rules for DRI's (9J-2, F.A.C.); threatened by US Fish and Wildlife Service; and endangered by Florida Department of Agriculture and Consumer Services. The applicant conducted surveys for presence of these species, with no occurrences found within the property.

Development Proposal

Wetlands— The depressional 10.71-acre bay swamp will be preserved in its entirety. The small cattle pond (0.13 acre) is proposed for impact.

Upland Buffers— The development plan is to preserve the bay swamp with a 25-foot average, 15-foot minimum upland buffer (MAP H). In this instance a smaller buffer than the normal 50-foot average, 25-foot minimum is acceptable due to two factors. First, the existing lands surrounding the wetland have been disturbed in the past. The immediate area around the wetland is a shrubby disturbed area. Adjacent to the shrub and brushland is unimproved pasture for most areas. Second, the development proposal is to place the large dry bottom stormwater management area immediately adjacent and outside of the 25 foot buffer. The berm and slope to the bottom provide approximately 100 additional feet. The dry bottom pond occupies an additional minimum of 140 feet beyond the berm.

The applicant has committed to use of native species in the dry pond, which will further provide habitat. The result should be greater areas for wildlife utilization than would be provided by the standard 50-foot average buffers.

The applicant has also has committed to preservation of all native vegetation within a 25 foot buffer along the northern property line. This commitment will provide a natural buffer and visual transition to the adjacent proposed Lake County Recreational Trail from the development.

Protected species— The majority of the project site is disturbed upland areas of unimproved pasture and abandoned sand pit. The gopher tortoise, a Florida Fish and Wildlife Conservation Commission (FWC) listed Species of Special Concern is the only protected species documented to occur onsite. Impact to this species is unavoidable as it occurs within the unimproved pasture areas.

The preferred method for permitting of impact to this species within DRI projects and under 9J-2 F.A.C. is through onsite preservation of habitat using the FWC permitting guidelines. Due to the small size of this DRI (± 142 acres) and the lower quality of unimproved pasture habitat, preservation of a population onsite is not warranted. The FWC is in agreement on the recommendation to allow offsite relocation or incidental take for this small DRI. A permit from FWC for development of the occupied gopher tortoise habitat will be necessary prior to development activities.

ISSUES

All regional natural resource issues have been addressed during the DRI ADA review process. The more notable potential issues relate to the need for upland buffers. Concern has been addressed through commitment of preservation of natural upland buffers along the northern property line and around the wetland and commitment to utilize native plantings within the dry retention area adjacent to the wetland and the northern property line. To provide assurance that the commitments are carried through to construction, several conditions of approval have been recommended for inclusion in the Development Order.

SUMMARY OF REVIEWING AGENCY COMMENTS

There were no final comments from reviewing agencies relative to the natural resources other than the SJRWMD letter relating to issues addressing the conservation of water.

Public Facilities

Water is being supplied by the the City of Clermont and a letter is contained in the appendices indicating that they can supply the water. It is expected that the project will use 157,600 gallons per day (GPD) at buildout with 120,000 gpd being used for the retail component and 37,600 gpd being used for the residential component.

Reuse water is not currently available, however the applicant will install separate irrigation lines which will be switched to reuse when it is made available. The City of Clermont has stated that they do not expect reuse to be available within the next five years.

The recommendations contain requirements for conservation of potable water.

Wastewater is also being supplied by the City of Clermont and a letter is contained in the appendices indicating that they can accommodate the wastewater flows.

Education

The applicant calculated that the 200 dwelling units would generate 68 full time equivalent students as follows

School Type	Students Generated	School	Percent over Capacity
Elementary School	32	Lost Lake Elementary	99
Middle School	16	Windy Hill Middle	38
High School	20	East Ridge High	46

The applicant has stated that they will pay the appropriate impact fees, as required by the ordinance.

The school board has noted that the three schools that would service the project are over capacity and affirmed that the project should pay the \$10,775.60 per unit impact fee. No recommendation regarding schools is offered.

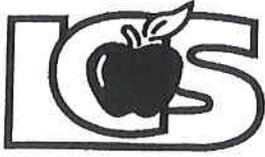
Affordable Housing

Using the 1999 RPC Housing Demand, Supply and Need Methodology, the demand for affordable housing for Plaza Collina DRI was estimated. Plaza Collina is expected to create 2,007 jobs, which will result in a demand for 329 housing units affordable to very low income households, 272 housing units affordable to low income households, and 209 housing units affordable to moderate income households (Plaza Collina DRI ADA, Appendix 9).

In the past several years, south Lake County has experienced growing residential construction, much of it more affordable than housing in Orange County. Consequently, the applicant identified a surplus of housing units in south Lake County to meet the demand for affordable housing generated by this DRI. Consequently, no recommendations are warranted.

Appendix A Letters from Outside Agencies

1. Lake County Schools
2. Town of Oakland
3. City of Clermont
4. Orange County Public Works Transportation Planning Division
5. City of Winter Garden
6. Florida Department of Transportation
7. St. Johns River Water Management District
8. Florida Scenic Highway/Green Mountain Scenic Byway



LAKE COUNTY SCHOOLS

Leading our Children to Success

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

Superintendent:
Anna P. Cowin

School Board Members:

District 1
Larry Metz
District 2
Scott Strong
District 3
Becky Elswick
District 4
Jimmy Conner
District 5
Kleen Fischer

RECEIVED

JAN 4 2005

CANIN ASSOCIATES

December 23, 2004

Mr. Ronald P. Manley, MURP
Vice President
Canin Associates
500 Delaney Avenue
Orlando, FL 32801

RE: Plaza Collina DRI; CA Job No. 204082.102

Dear Mr. Manley:

This information is being provided in response to your letter request dated December 2, 2004. Canin Associates is preparing a Development of Regional Impact/Application for Development Approval (DRI/ADA) east of the City of Clermont in unincorporated Lake County, Florida. The School Board of Lake County Florida believes this development will have an adverse impact on Lake County Public Schools. As the School Board of Lake County's authorized representative, I am forwarding the School Board's comments to your attention with copies to the County and the City of Clermont. Our comments reflect enrollment data as of December 22, 2004, as well as new student generation rates, proposed school impact fees from the Impact Fee Study recently completed by Henderson, Young & Company, and actual impact fees as approved by the Lake County Commission that will become effective February 1, 2005.

The proposed development known as Plaza Collina DRI will create 200 new single-family dwelling units that will contribute 82 new students to the Lake County School system. Based on current school attendance zones, schools that will be adversely affected by this development action and their current permanent capacity status are as follows:

- **Lost Lake Elementary School** **99% Over-Capacity**
- **Windy Hill Middle School** **38% Over-Capacity**
- **East Ridge High School** **46% Over-Capacity**

Based on the recently completed Impact Fee Study, the resultant fiscal impact to Lake County Schools will be \$2,155,000.

On August 25, 2003 the School Board of Lake County unanimously passed a resolution which states, in part, ". . . Now, therefore, be it resolved that the School Board of Lake County, Florida, do hereby proclaim in the strongest manner possible, that all cities and the county should delay any new development that significantly impacts the need for additional classrooms unless adequate facilities are available or the funding is in place for those facilities . . ."

The School Board requests that the Developer enter into a contract agreeing to pay the proposed School Impact Fees of \$10,775.60 per single-family dwelling unit. Should Developer

Mr. Ronald P. Manley, MURP
Plaza Collina DRI, CA Job No. 204082.102
December 23, 2004
Page 2

pull any building permits prior to the effective date of the approved School Impact Fees of \$7,055 per single-family dwelling unit, the Developer shall agree to pay a GAP FEE of \$3,720 in addition to the approved School Impact Fee of \$7,055 per single-family dwelling unit. Should pre-payment of School Impact Fees at the current rate of \$3,489 be allowed after approval of, and until the effective date of the approved rate, and the Developer chooses to pre-pay the School Impact Fees, a GAP FEE of \$7,286 per single-family dwelling unit shall be paid at that time.

Attached please find a copy of the Growth Impact Report prepared by District Staff which shows the potential impact of this proposed development on the public schools which currently serve the area under consideration.

Should you have any questions or need additional information feel free to contact me.

Sincerely,



Harry R. Fix, AICP, Director
Growth Planning Department

Enclosure

c: Wayne Saunders, City Manager, City of Clermont
Gregg Welstead, Director of Growth Management, Lake County Florida
J. (Terry) Adsit, Senior Planner, Lake County Schools

LAKE COUNTY PUBLIC SCHOOLS RESIDENTIAL GROWTH IMPACT REPORT

REVIEWING AUTHORITY

Lake County Development Review Staff (DRS)

DATE

TBD

Page 1

AGENDA ITEM #

N/A

CASE NUMBER / NAME

Plaza Collina DRI

OWNER / DEVELOPER
ITEM DESCRIPTION

Canin Associates

DRI application for two phase mixed use development consisting of 1,200,000 square feet of commercial mixed use space and 200 residential units on 142 acres to be served by public water and sewer; density: 1.4 units per acre Sections 24&25, Township 22S, Range 26E (SR-50, east of Lake Blvd. and south of Old Highway 50)

LOCATION

City of Clermont

MUNICIPALITY

CURRENT LAND USE

Urban Expansion/Community Commercial/Employment Center

PROPOSED ZONING

PUD - DRI

NEW DU IMPACT

STUDENT GENERATION

Elementary School
Middle School
High School

	SF-DU	MF-DU	Mobile
	0.410	0.254	0.145
Elementary School	0.186	0.131	0.065
Middle School	0.100	0.057	0.036
High School	0.124	0.066	0.044

200 Dwelling Units

82
37
20
25

IMPACTED SCHOOLS

Lost Lake Elementary School
Windy Hill Middle School
East Ridge High School

Student Enrollment 2/22/2004	Permanent Student Capacity	No of Port Classrooms (Non-Perm)	Current % of Perm Capacity	Enrollment w/Impact	% of Perm Capacity w/Impact
1,378	693	13	198.85%	1,415	204.21%
1,413	1,020	14	138.53%	1,433	140.49%
2,687	1,840	17	146.03%	2,712	147.38%

BUS ACCESS

Insufficient information to provide comment at this time

SIDEWALKS

Insufficient information to provide comment at this time

BUS PICK-UP AREA(S)

Insufficient information to provide comment at this time

STUDENT SAFETY

Insufficient information to provide comment at this time

SHARED USE OPTIONS

Insufficient information to provide comment at this time

COMMENTS

This proposed development action will adversely impact area schools that are already critically over capacity

Additional planned student capacity to relieve overcrowding at these schools is as follows with the time frame for availability noted:

School	Seats	Date Available
New High School "BBB"	2070	1-Aug-07
New Middle School "DD"	1416	1-Aug-08
Lost Lake Elementary School	216	1-Aug-05

CONCLUSION

See following comments regarding fiscal impact

REVIEWING AUTHORITY Lake County Development Review Staff (DRS)
 DATE TBD Page 2

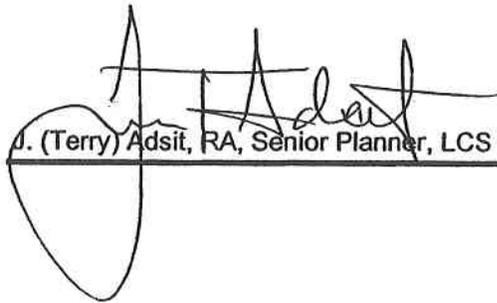
AGENDA ITEM # N/A
 CASE NUMBER / NAME Plaza Collina DRI

No. of Dwelling Units		200	
School Impact Fees	Approved Rate	\$1,411,000	(SF-DU)
	Proposed Rate	\$2,155,000	(SF-DU)

FISCAL IMPACT On August 25, 2003 the School Board of Lake County unanimously passed a resolution which states in part, ".... Now, therefore, be it resolved that the School Board of Lake County, Florida, do hereby proclaim in the strongest manner possible, that all cities and the County should delay any new development that significantly impacts the need for additional classrooms unless adequate facilities are available or the funding is in place for those facilities"

The School Board requests that the Developer enter into a contract agreeing to pay the recommended School Impact Fees of \$10,775 per single family dwelling unit. Should the Developer pull any building permits prior to the effective date of the approved School Impact Fees of \$7,055 per single family dwelling unit, the Developer shall pay a GAP FEE of \$3,720 in addition to the approved School Impact Fee of \$7,055 per single family dwelling unit. Should pre-payment of School Impact Fees at the current rate of \$3,489 be allowed after approval of, and until the effective date of, the approved rate, and the Developer chooses to pre-pay the School Impact Fees, a GAP FEE of \$7,286 per single family dwelling unit shall be paid at that time.

Prepared By:


 J. (Terry) Adsit, RA, Senior Planner, LCS

Date: 12/22/2004



Roland D. Magyar, AICP
Planning Director

P.O. Box 98

220 North Tubb Street

Oakland, Florida 34760

407.656.1117 ext. 12(voice) 407.656.2940 (fax)

planning@oaktownusa.com (e-mail)

August 16, 2005

Fred Milch

ECFRPC

631 N. Wymore Road, Suite 100

Maitland, FL 32751-4246

Subject: Plaza Collina DRI Comments

Dear Mr. Milch:

The Town of Oakland is forwarding these final comments and requests to be considered during the Council's approval hearing for Plaza Colina. The Town is very concerned over the project's transportation impacts to the roadways within Oakland, especially Oakland Avenue (CR 438). The projected traffic from Plaza Colina will increase the average daily trips on Oakland Avenue by almost 1,800 trips. This is a 35% increase in traffic from just one development. Total peak hour trips will be increased by 17%. The increase from Plaza Colina alone will negatively impact the rural nature of Oakland Avenue and the Town, not to mention the impacts from other projects along the Winter Garden – Clermont corridor. The Town also takes exception to the use of additional capacity from the proposed SR 50 and Turnpike improvements for this development. The improvements to these roads were required for existing traffic. The developer should be held accountable for the additional, unplanned impacts to SR 50 from Plaza Colina.

There are two main concerns the Town has regarding the traffic impact from Plaza Colina. These are the Tubb St./Oakland Ave. and the CR 438/CR 50 intersections. The Town's main intersection at Tubb Street and Oakland Avenue is a 4-way stop. The increase in traffic will create intolerable back-ups leading to increases in cut-through traffic through the peaceful, dirt roads of the Town's residential areas. This will in turn create additional need for roadway maintenance for the Town. The projected LOS and impacts from the developer's traffic study does not factor in the rural character of Oakland and the negative external impacts of cut-through traffic and increased road maintenance for the Town.

The intersection of CR 438/CR 50 has been slated for a traffic signal per the developer's traffic study. The Town of Oakland believes this option will not bring about the desired results of improved intersection performance. We have already requested an operational analysis of the proposed signal at CR 50 and SR 438 be performed, and alternative intersection and segment designs be proposed. No progress has been reported to the Town on this analysis even though the County Transportation Planning Division concurs an assessment of this intersection is warranted.

The Town is requesting the Council to require additional transportation studies of the Oakland Avenue corridor with special attention to the Tubb St./Oakland Ave. and CR 438/CR 50 intersections. Improvements will be necessary to both intersections. In addition, the study must consider the rural, residential character of the road and Town, as well as the Scenic By-way and the West Orange Trail.

Sincerely,

A handwritten signature in cursive script that reads 'Roland D. Magyar'.

Roland D. Magyar, AICP
Planning Director

cc: Town Commission Members
Maureen Rischitelli, Town Manager



CITY OF CLERMONT

March 4, 2005

A. Tom Harb, PE, Managing Partner
Lake County Gateway, LLC
7594 West Sand Lake Road
Orlando, Florida 32819

RE: PLAZA COLLINA – CAPACITY AVAILABILITY

The subject project is located within the City of Clermont's potable water service area and wastewater collection service area. The projected flows for the project are 157,600 gallons per day for potable water and wastewater. Irrigation water will be provided by on-site private wells.

The City of Clermont's East Water Reclamation Facility and the East Side Potable Water system have the capacity to serve the project. In addition, both systems are in the process of expanding capacity to continue to meet the increasing demands.

If you require additional information, please do not hesitate to contact me.

Sincerely,

Tamara Richardson, PE
Director of Engineering and Utilities

cc: Darren Gray, Asst. City Manager, City of Clermont
Jean Abi-Aoun, PE, VP, Florida Engineering Group, Inc.

RECEIVED
MAR 07 2005

BY:.....



PUBLIC WORKS DEPARTMENT ▪ TRANSPORTATION PLANNING DIVISION

RENZO NASTASI, *Manager*

4200 South John Young Parkway ▪ Orlando, Florida 32839-9205

407-836-8072 ▪ Fax 407-836-8079

www.OrangeCountyFL.net

September 12, 2005

Mr. Frederick W. Milch, AICP
Section Chief, Transportation Planner
Project Review Division
East Central Florida Regional Planning Council
631 North Wymore, Suite 100
Maitland, FL 32751

Subject: Plaza Collina Development of Regional Impact (DRI) – Request for Final Comments

Dear Mr. Milch:

Orange County appreciates the opportunity to review and comment on this study and has the following final comments:

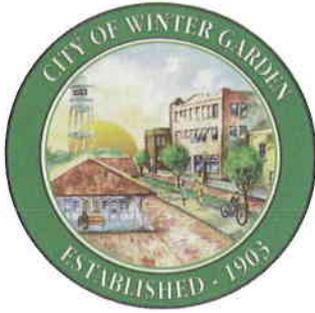
1. Regarding improvements to SR50, if the SR50 project is not included in the first three years of the adopted work program, then the project will be responsible for developing a mitigation plan for west SR50.
2. Orange County's position is that all major developments (DRIs) that impact this roadway should pay their fair share of the improvements to this facility even if funding is identified in the FDOT adopted Work Program. The funds identified are derived from a State Infrastructure Bank loan, which will be paid back in 2021 using the rental car surcharge revenues. Costs for west SR50 should therefore be mitigated rather than assumed to be fully funded.

Sincerely,

Renzo Nastasi
Manager, Transportation Planning Division

cc:

Mirna Barq, Traffic Engineering Division
Chris Testerman, AICP, Manager, Planning Division



CITY OF WINTER GARDEN

DEPARTMENT OF PLANNING, ZONING & DEVELOPMENT

270 W. PLANT STREET

WINTER GARDEN, FL 34787

TEL: (407) 656-4111 • FAX: (407) 654-1258

RECEIVED
SEP 06 2005

August 31, 2005

Mr. Fred Milch
East Central Florida Regional Planning Council
631 North Wymore Road, Suite 100
Maitland, FL 32751

RE: Plaza Collina DRI/ADA – Development Order Recommendations

Dear Mr. Milch:

City of Winter Garden staff and our consultant have reviewed the additional materials supplied by the applicant in response to the second RAI and have prepared these final recommendations for consideration as conditions of DRI approval.

The revised study identifies significant and adverse impacts to the intersections of SR 50/CR 545 and SR 50/CR 535 and has identified a proportionate share of 14 % and 21 % of the mitigation costs for these intersections, respectively. However, it is unclear from the improvement costs provided whether the improvements could be accomplished without additional intersection work that should be included with the required improvement costs. For example, the SR 50/CR 535 improvement is to add dual NB left turn lanes at a cost of \$275,000, for which the applicant has identified 21 % as a proportionate mitigation costs. However, it is not stated whether the NB lanes can be installed without also widening the approach to accommodate the through lanes and maintaining the through movement alignment across the intersection which could expand the costs to complete the necessary improvements. The additional right-of-way, construction, engineering, design and permitting necessary to accomplish this improvement should be incorporated into the improvement costs, if they have not been already.

Additionally, the City of Winter Garden recommends that the necessary improvements to achieve satisfactory service levels at the SR 50/CR 535 and SR 50/CR 545 intersections be fully completed as part of the Phase 1 project with the developer responsible for the fair share costs, as identified, and eligible for impact credit for improvement costs beyond the project's responsibility. Proportional payment of impact costs, as currently proposed by the applicant, provides no surety that the needed improvements will be completed in a

timely manner since no state, county or municipal funding is currently programmed to improve either of these critical intersections. Therefore, full completion of the necessary improvement is recommended to resolve the deficiencies identified for the project.

Thank you for the opportunity to comment on this project. Please do not hesitate to contact me at 407-656-4111, ext. 2292, if I can assist you further in any way.

Sincerely,

A handwritten signature in black ink, appearing to read 'Mark A. Cechman', written in a cursive style.

Mark A. Cechman, AICP
Planning Director

To: Mr. Mark Cechman, City of Winter Garden Planning, Zoning and Development

From: Matthew Matin, Transportation Planner

Project: Plaza Collina

CC: Jason McGlashan, Project Manager

Date: 9/1/2005

Job No: 000000000028603

RE: Plaza Collina DRI Application for Development Approval

Based on our review of the Plaza Collina ADA submitted December 22, 2004, the following are issues of interest to the City of Winter Garden.

1. *Oakland Avenue*: The applicant has analyzed this roadway based on a LOS standard of "E", while the City of Winter Garden's Comprehensive Plan uses LOS "D" as the standard. The LOS "E" standard is 1,300, while LOS "D" is 950. At LOS "D" both Oakland Avenue segments are significant (6.41% and 5.34%), however they are not reported to be adverse. Since the LOS "D" capacity is 950vph, the significance increases to 9.1% and 7.6%, however they are not adverse and therefore mitigation is not required. For consistency with Winter Garden standards for future monitoring of the project, the LOS "D" standard should be used for analyzing Oakland Avenue within the City of Winter Garden..
2. On page 21-22 of the ADA, the intersections of S.R. 50/ C.R. 535 and S.R. 50/ Avalon Road are both reported as being significantly and adversely impacted by the proposed development. Page 21-29, which details the fair share percentages, fails to report the proportionate share required by the project for these deficiencies. These needed improvements appear to be unmitigated impacts. An asterisk is shown for these two needed improvements in the "fair share" column, however the note at the bottom of the table is referring to the EB/WB through lanes on S.R. 50, disregarding the impacts to Avalon Road and S.R. 535 which call for additional left-turn lanes. A review of the S.R. 50 widening plans does not indicate that these needed improvements are currently incorporated as part of the FDOT's widening project. It is recommended that these improvements become included as part of the project fair share mitigation.
3. In reference to questions 3-5, that were submitted on January 19th, 2005: None of these three roadway segments would be adverse using the lower capacities that were used for the Fowler Groves DRI.

Please call if you have any questions or require any additional information.



Florida Department of Transportation

JEB BUSH
GOVERNOR

DENVER J. STUTLER, JR.
SECRETARY

Intermodal Systems Development
133 South Semoran Boulevard
Orlando, Florida 32807

August 31, 2005

Mr. Jeff Jones, Acting Executive Director
East Central Florida Regional Planning Council
631 North Wymore Road, Suite 100
Maitland, Florida 32751-4246

SUBJECT DRI: Plaza Collina DRI
REPORT NAME: 2nd Request for Additional Information
REPORT DATE: June 2005
JURISDICTION: Lake County
ECFRPC #: N/A

Dear Mr. Jones:

The Florida Department of Transportation (FDOT) has completed its review of the 2nd Request for Additional Information for the Plaza Collina DRI. The Department has enclosed the following comments and request for additional information.

We appreciate the opportunity to participate in this review process and if you have any questions, please contact me at your earliest convenience at 407-482-7881 or Suncom: 335-7881 or email at jon.weiss@dot.state.fl.us

Sincerely,

Stephanie A. Vera

for Jon V. Weiss, P.E.
Growth Management Supervisor

Attachment

C: Fred Milch, ECFRPC
Rob Magee, FDOT C/O
Chris Cairns, FDOT

Anganie Durbal, Orange County
Noble Olasimbo, Lake County
Karl Passetti, Kittelson & Assoc.

DEVELOPMENT OF REGIONAL IMPACT REVIEW FORM

DRI NAME: PLAZA COLLINA DRI
2ND REQUEST FOR ADDITIONAL INFORMATION
LOCAL GOV'T./JURISDICTION: LAKE COUNTY
RPC IDENTIFICATION #: 5361
REVIEW COMMENTS DEADLINE: AUGUST 31, 2005
TODAY'S DATE: AUGUST 24, 2005

Comment Number	Page(s)	General Areas of Concern	Specific Review Comment(s)
8	Page 21-19/ Appendix D	ARTPLAN Analysis	<p>Original Comment: In the ARTPLAN analysis of SR 50 from the Florida Turnpike to Greater Hills Road, several v/c ratios >1.0 are shown with SR 50 being six-laned. This indicates that the roadway is over capacity and that further mitigation in the section (in addition to the six laning) is necessary for Phase 1.</p> <p>Response: The ARTPLAN analysis is a corridor analysis for an arterial with several signals. Although individual segments in the ARTPLAN output show v/c ratios greater than 1.0, the ARTPLAN analysis is based on the overall performance of the corridor. In this case, the overall corridor will be operating at an average speed of 25.3 MPH with an overall level of service LOS "D". The main purpose of the ARTPLAN analysis is to obtain new capacity values that are more specific to the corridor traffic characteristics. The new capacities provided by the ARTPLAN analysis were used in the roadway LOS analysis.</p> <p>Response Comment: The fact that v/c ratios greater than 1.0 are being shown on the through lanes of SR 50 <u>after</u> it has been widened to six lanes is of concern to the Department. Please refer to the discussion about intersections in Comment 14. The applicant should present alternatives to increase the green time for the through movements on SR 50 or present other mitigation measures to increase the capacity on SR 50. As discussed in Comment 14, if an overcapacity movement is to occur at the intersection of a private access and the state roadway, the overcapacity movement should occur on the private access road.</p> <p>Applicant Second Response: The signal timings at the SR 50 intersections after the widening have been revised such that none of the v/c ratios is greater than 1.0. See attached worksheets.</p> <p>FDOT Response to Comment: The applicant will be required to coordinate with the FDOT and Lake County regarding the study of traffic signal operations on SR 50 in the vicinity of the site. The required study will determine the feasibility of the proposed signal timings and determine if other options exist regarding the proposed new traffic signals (i.e. signal interconnect and creating a</p>

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 Fax: 407-275-4188
 E-mail: stephanie.vena@dot.state.fl.us
 File: J:\Growth Management\DRI Reviews\Lake County\Plaza Collina\2nd Sufficiency comments 083005.doc

Reviewed By: Karl Passetti, P.E.
 Company: Kittelson & Associates, Inc.
 Telephone: 407-540-0555
 Email: kpassetti@kittelson.com

DEVELOPMENT OF REGIONAL IMPACT REVIEW FORM

DRI NAME: PLAZA COLLINA DRI
 2ND REQUEST FOR ADDITIONAL INFORMATION
 LOCAL GOV'T./JURISDICTION: LAKE COUNTY
 RPC IDENTIFICATION #: 5361
 REVIEW COMMENTS DEADLINE: AUGUST 31, 2005
 TODAY'S DATE: AUGUST 24, 2005

			coordinated signal system). The applicant will be responsible for the costs of the signal timing evaluation, implementation of the proposed signal timing plans, and any hardware changes that may be necessary. Therefore, the costs need to be included in the mitigation plan for the project.
11	Appendix	Improved Intersection Analysis	<p>Original Comment: The PHF used in the improved analysis should be limited to 0.95. FDOT limits all PHF to 0.95, but due to the existing $v/c > 1.0$ on the existing four-lane section of SR 50, the higher field recorded PHFs were accepted. The improvements on the roadway eliminate the need to use PHFs higher than 0.95.</p> <p>Response: The field recorded PHFs were used in the analysis of the existing conditions and carried on to the analysis of the future conditions. The PHFs used were reasonable and realistic, since they were based on actual field conditions.</p> <p>Response Comment: Page 71 of the FDOT Site Impact Handbook states: "The maximum PHF that the Department will normally accept is 0.95. However, if adequate justification is provided by the applicant that a higher PHF is appropriate and represents an unconstrained situation, the Department may accept a somewhat higher value". Pages 68 and 69 of the FDOT Q/LOS Handbook also discuss PHF.</p> <p>It is recognized that the PHFs used in the analysis were field recorded. It is also recognized and shown in the analysis that SR 50 is currently operating as a constrained facility (a primary reason of why the facility will likely be widened). After the widening of SR 50, the facility should no longer be constrained (or mitigation would be necessary to address the issues causing the constraint) and PHF values greater than 0.95 should not be planned for. Therefore, the applicant should either provide "adequate justification" that a higher PHF is appropriate <u>and</u> represents an unconstrained situation or adhere to the guidance listed in the Site Impact Handbook and the Q/LOS Handbook that PHFs should be a maximum of 0.95.</p> <p>Applicant Second Response: The HCS analyses have been revised with none of the intersections having a PHF greater than</p>

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			0.95. See attached HCS worksheets. FDOT Response to Comment: No further comment.
14	Appendix	Improved Intersection Analysis	<p>Original Comment: Several v/c ratios >1.0 are shown in the improved intersection analysis. Specifically,</p> <ul style="list-style-type: none"> • SR 50/Entrance 2: WB through v/c = 1.07; • SR 50/Entrance 4: WB through v/c = 1.05; • SR 50/Lakes Blvd: WB through v/c = 1.02; • SR 50/US 27 SB: EB through v/c = 1.01; • SR 50/Greater Hills: WB through v/c = 1.01; • SR 50/Turnpike NB: NB left v/c = 1.10; • SR 50/Deer Island: WB through v/c = 1.06; and • SR 50/535: WB through v/c = 1.19. <p>Major movements with v/c>1.0 need to be mitigated.</p> <p>Response: Level of service is not based on V/C (Volume to Capacity) ratios. As identified in the National Highway Capacity Manual published by the Transportation Research Board (ref. Page 16-1 and 21-3 of the 2000 Edition), delay at intersections and travel speed on roads are the appropriate measures of level of service. In fact, some movements could have v/c values greater than 1.0 but they operate at LOS "D" or better. Following is a description of each of the situations listed above:</p> <ul style="list-style-type: none"> • SR 50/Entrance 2: WB through v/c=1.07. (The WB through lane operates at LOS "D" with a v/c=1.07 and the overall intersection operates at LOS "D") • SR 50/Entrance 4: WB through v/c=1.05. (The WB through lane operates at LOS "D" with a v/c=1.05 and the overall intersection operates at LOS "D") • SR 50/Lakes Blvd: WB through v/c=1.02. (The WB through lane operates at LOS "D" with a v/c=1.02 and the overall intersection operates at LOS "C") • SR 50/US 27 SB: EB through v/c=1.01. (The EB through lane operates at LOS "D" with a v/c=1.01 and the overall intersection operates at LOS "C") • SR 50/Greater Hills: WB through v/c=1.01. (The WB through

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			<p>lane operates at LOS "D" with a v/c=1.01 and the overall intersection operates at LOS "C")</p> <ul style="list-style-type: none"> • SR 50/Turnpike NB: NB left v/c=1.10. (The HCS analysis for this intersection has been revised and the revised NB left v/c=1.09 with a LOS "E" and the overall intersection operates at LOS "D") • SR 50/Deer Island: WB through v/c=1.06. (The WB through lane operates at LOS "D" with a v/c=1.06 and the overall intersection operates at LOS "D") • SR 50/535: WB through v/c=1.19. (The HCS analysis for this intersection has been revised and the revised WB through v/c=0.85 with a LOS "D" and the overall intersection operates at LOS "D") <p>Response Comment: The fact that v/c ratios greater than 1.0 are being shown on the through lanes of SR 50 <u>after</u> it has been widened to six lanes is of concern to the Department. Page 77 of the FDOT Site Impact Handbook states, "Although arterial LOS is stressed in the standards, detailed volume-to-capacity analyses at selected intersections will be necessary to evaluate specific projects. Both LOS and volume-to-capacity ratio criteria are appropriate to determine impacts from proposed developments and required mitigation efforts".</p> <p>The applicant is correct in the reference to the HCM 2000 which states that LOS is evaluated on the basis of control delay and that cases do exist where movements could have v/c values greater than 1.0 but operate at LOS "D" or better. The HCM 2000 also describes the significance of evaluating v/c ratios for signalized intersections in the following:</p> <ul style="list-style-type: none"> • Capacity is evaluated in terms of the ratio of demand flow rate to capacity (v/c ratio). Page 16-1; • Any v/c ratio greater than 1.0 is an indication of actual or potential breakdown. In such cases, multiperiod analyses are advised. These analyses encompass all periods in which queue carryover due to oversaturation occurs. When the overall intersection v/c ratio is less than 1.0 but some critical lane groups have v/c ratios greater than 1.0, the green time is
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		<p><i>William 1550e</i></p>	<p>generally not appropriately apportioned, and a retiming using the existing phasing should be attempted. Page 16-23;</p> <ul style="list-style-type: none"> A critical v/c ratio greater than 1.0 indicates that the overall signal and geometric design provides inadequate capacity for the given flows. Improvements that might be considered include basic changes in intersection geometry (number and use of lanes), increases in the signal cycle length if it is determined to be too short, and changes in the signal phase. Page 16-23; The analysis must consider the results of both the capacity analysis and the LOS analysis to obtain a complete picture of existing or projected intersection operations. Page 16-24. <p>The issue of v/c ratios for major movements on the state roadway (such as the westbound through movement on SR 50) being greater than 1.0 indicates a potential capacity problem. The applicant should review the signal timings being proposed, particularly at the site driveways, to determine if green time can be allocated (it would be the responsibility of the applicant to fund the retiming effort) to eliminate overcapacity movements on the state roadway. If an overcapacity movement is going to occur at an intersection with a private access, the failing movement should be on the private access drive. If signal timing modifications will not impact the over capacity movement, other mitigation measures should be suggested.</p> <p>Applicant Second Response: See response to Comment 8 above.</p> <p>FDOT Response to Comment: See response to Comment 8 above.</p>
17	Page 21-29	Access	<p>Original Comment: The proposed site access points should be evaluated based on FDOT access management regulations. It is noted that the section of SR 50 from Hancock Road to the Lake/Orange County is a Class III roadway (the sections surrounding are Class V). The reclassification of the Class III section to a Class V section would require a formal process, which FDOT would support, to be followed.</p>

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		<i>Rec</i>	<p>The following notes were made based on a conceptual review of the proposed access plan:</p> <ul style="list-style-type: none"> • The western most directional median opening and driveway, may need to be shifted (200' +/-) to accommodate future westbound left turn lane into full median opening. Additional review of the S.R. 50 plans will be required for permitting and traffic operations. • The median opening at Magnolia Point will remain as directionalized with future development and roadway widening. • The median opening at the storage facility will become a full opening and will be shifted approximately 150.0' feet to the west. • The median opening east of the opening at the storage facility is going to become a directional opening with the widening of S.R. 50. <p>It is also noted that mitigation requirements at the intersections may change if only one of the proposed signalized intersections is approved based on the redistribution of traffic volumes.</p> <p>The applicant should coordinate with the FDOT District Design Engineer on the SR 50 improvement project (238429-4) currently in design.</p> <p>Response Comment: No further comment. It is noted that the applicant will have to formalize any access points by submitting Driveway Connection Applications per the rule chapters 14-96 and 14-97.</p>
23	N/A	Special Notes	<p>Original Comment: Additionally, Planning would like to reiterate coordination with our District Design Engineer on the SR 50 improvement project (238429-4) in design and Traffic Ops regarding access management for median openings.</p> <p>Response Comment: No further comment. It is noted that the applicant will have to formalize any access points by submitting Driveway Connection Applications per the rule chapters 14-96 and 14-97.</p>

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24 (New Comment)		Improvement Costs <i>Rec</i>	Original Comment: When submitting improvement costs as part of an overall mitigation plan on state roadways, the applicant will need to include an aerial showing new R/W lines (for anticipated widening), new edge of pavement, any signal changes, lane modifications, and dimensions of any modifications so that an FDOT cost estimator can verify the proposed costs. Costs for the signal timing modifications (i.e. needed studies, signal timing implementation, inspections, potential for signal interconnect) associated with the modifications being made as described in Comment 8 need to be included in the proposal to be considered a mitigation.
25 (New Comment)		Proportionate Share	Original Comment: As described in the ECFRPC intersection methodology, please submit the HCS sheets and calculations that were used to determine project significance.
26 (New Comment)		DRI Proportionate Share Cost	Original Comment: The proportionate share information listed (this is the first time it has been presented) is not sufficient for the FDOT to make a decision regarding the projects required proportionate share cost. In addition to the information requested in Comments 24 and 25, a meeting should be held to discuss exactly what is being proposed and how the cost estimates should be determined.

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St. Johns River Water Management District

Kirby B. Green III, Executive Director • David W. Fisk, Assistant Executive Director

4049 Reid Street • P.O. Box 1429 • Palatka, FL 32178-1429 • (386) 329-4500
On the Internet at www.sjrwmd.com.

August 19, 2005

Mr. Fred Milch, AICP
DRI Coordinator
East Central Florida Regional Planning Council
631 N. Wymore, Suite 100
Maitland, FL 32751

Subject: Plaza Collina Development of Regional Impact (DRI)
Development Order Recommendations

Dear Mr. Milch:

St. Johns River Water Management District (SJRWMD) staff have reviewed the Application for Development Approval (ADA) and the sufficiency responses for the above-referenced DRI. SJRWMD comments and recommendations for the development order are provided below.

- A waterwise landscaping approach shall be used throughout the development that includes at least 50% of landscaped vegetation in drought-tolerant or native vegetation varieties. Landscaped area is defined as any pervious area within the proposed development that will be altered due to the development, exclusive of pervious area within wetlands, wetland buffers, vegetative buffers between land uses, stormwater systems, and required preservation areas. Native or drought-resistant plants include those in the SJRWMD *Waterwise Florida Landscapes*, available at <http://www.sjrwmd.com/programs/outreach/conservation/landscape/index.html>; the Florida Native Plant Society's list of native landscape plants for Lake County, available at http://www.fips.org/pages/plants/landscape_plants.php; *A Gardener's Guide to Florida's Native Plants* (Osorio 2001); or other comparable guidelines.
- The applicant shall follow best management practices for landscape installation, irrigation, and fertilizer and pesticide application, specifically addressing:
 - Appropriate type of fertilizer to avoid the release of excess nutrients
 - Rate and frequency of application
 - Appropriate watering schedules
 - Preferred plant materials
 - Landscape design that minimizes the impacts of fertilizer applications
 - Design and maintenance of drainage control systems
- The applicant shall provide information on waterwise landscaping and/or native vegetation and/or drought-tolerant vegetation to all residents.

GOVERNING BOARD

Ometrias D. Long, CHAIRMAN APOPKA	David G. Graham, VICE CHAIRMAN JACKSONVILLE	R. Clay Albright, SECRETARY OCALA	Duane Ottenstroe, TREASURER JACKSONVILLE	
W. Leonard Wood FERNANDINA BEACH	John G. Sowinski ORLANDO	William Kerr MELBOURNE BEACH	Ann T. Moore BUNNELL	Susan N. Hughes PONTE VEDRA

- The project shall utilize ultra-low volume water use plumbing fixtures, self-closing and/or metered water faucets in all construction.
- The entire project will connect to reclaimed water for irrigation when it becomes available to the site.
- Any single user of more than 100,000 gallons of water per day, estimated on an annual average, shall apply for a secondary consumptive use permit (CUP) if required by SJRWMD rules.
- To meet the non-potable water use demands of the project, the development shall use the following sources, in order of priority, for surface irrigation of common and private areas, to include parks, commercial, institutional and residential areas, unless prohibited by the Florida Department of Environmental Protection, SJRWMD, or other regulatory agency:
 - a. Treated wastewater made available to the property
 - b. Surface water stored on-site in surface water storage ponds
 - c. Potable water used on residential lots if no lesser quality source is available, but shall be converted to a lesser quality when it becomes available

This letter does not constitute or substitute for permit review. We appreciate the opportunity to provide comments. If you have any questions, please contact District Policy Analyst Peter Brown at (386) 329-4311/Suncom 860-4311 or pbrown@sjrwmd.com.

Sincerely,



Linda Burnette, Director
Office of Communications and Governmental Affairs

LB/PB

cc: Ron Manley, Canin Associates
Jeff Richardson, Lake County
Darren Gray, City of Clermont
James Stansbury, DCA
Jeff Cole, SJRWMD
Lori Burklew, SJRWMD
Victoria Nations, SJRWMD
Ken Lewis, SJRWMD
Gene Caputo, SJRWMD
Nancy Christman, SJRWMD
Peter Brown, SJRWMD

April 18, 2005

Mr. Fred Milch, AICP
East Central Florida RPC
631 N. Wymore Road, Suite 100
Maitland, FL 32751

Subject: Plaza Collina DRI ADA Responses

Dear Mr. Milch:

Based on the developer's responses to initial comments on the ADA, LYNX has the following comments:

- ◆ While the proposed development is outside of LYNX's current service area, LYNX concurs with the request for a park-n-ride lot off of S.R. 50 near the turnpike.
- ◆ If LYNX were to provide transit access to the site it would be ideal for a superstop to be constructed onsite with direct signalized access to S.R. 50. This is also in the interest of pedestrian safety while accessing transit. A superstop onsite would prevent passengers from having to cross the busy S.R. 50.
- ◆ LYNX has developed a routing plan for S.R. 50 through Winter Garden that would suffice for the Plaza Collina development in Lake County and also provide service to the Winter Garden Village at Fowler Groves development in Orange County. LYNX would utilize two routes to provide service for both developments and connect to other service along S.R. 50 at the superstop. Operating costs for both routes would amount to approximately \$400,000 annually after farebox recovery. LYNX has proposed seeking FDOT service development funds to help initiate service to the Winter Garden Village development, if the developer would cover the additional fifty-percent (50%) of the operating costs or \$200,000 annually. If the Plaza Collina and Winter Garden Village developers would work together to bring transit service to these developments it would benefit employers, employees, residents, and traffic in general.

LYNX would recommend that the Lake-Sumter MPO request the following of the developer:

- ◆ 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.
- ◆ 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, if constructed in accordance to the

- ◆ That 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.
- ◆ 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 when 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.
- ◆ 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.
- ◆ Preferential parking for employees who participate in ridesharing programs.

LYNX believes that encouraging transit bus utilization and commuter choice options helps to reduce traffic congestion and mitigate development impacts. For information on commuter choice alternatives contact Belinda Wilson, Manager of Business Relations at (407) 254-6204. Please feel free to contact me at (407) 254-6046 should you have any questions.

Sincerely,

LaChant Barnett
Project Manager

Cc: Jennifer Clements, Strategic Planning Manager, LYNX
Glen Waters, Service Planning Manager, LYNX
Belinda Wilson, Manager of Business Relations, LYNX



Mr. Fred Milch
East Central Florida Regional Planning Council
631 North Wymore Road
Suite 100
Maitland, FL 32751
January 17, 2005

Dear Mr. Milch,

This letter expresses the views of the Green Mountain Scenic Byway CME on the Application For Development Approval for the Plaza Collina DRI.

We want to be sure that all parties understand that the former CSX right of way is included in the Green Mountain Scenic Byway Corridor for the dual purposes of providing a buffer for the Byway from the commercially zoned property to the south, as well as to encourage the completion of the South Lake - West Orange Trail connection.

We ask that we are kept abreast of the progress of this DRI. We look forward to working with all involved with this project.

Sincerely,

A handwritten signature in cursive script that reads "Kathleen Patterson".

Kathleen Patterson
Chair, Green Mountain Scenic Byway CME
16939 7th Street
Montverde, FL 34756

Copy: Lake County Board of County Commissioners
Enclosure

Green Mountain Scenic Byway CME Views on the Application For
Development Approval for the Plaza Collina DRI

In General:

1. A plan for the entire area along the Scenic Byway from Deer Island Road to the west side of the DRI should be developed.
2. The Master Plan included in the ADA is not detailed enough for accurate analysis.

Viewshed Protection:

1. The existing oaks on the Scenic Byway should be preserved.
2. The general physical form of the former CSX railroad right of way should be preserved and used as the route of the South Lake Trail. The railroad right of way provides a ready-made buffer, and preserves the existing viewshed of the Scenic Byway.
3. Retail shops and cafes of appropriate scale, (retail village) could directly front the trail on the south, and provide a transition to the intense and large-scale interior development. With imaginative planning, the railroad right of way will make a unique and exceptional space for events such as art shows and festivals.
4. The existing vegetation between the southern edge of pavement of the Scenic Byway and the railroad grade, and the existing vegetation on the southern edge of the railroad right of way should be preserved as the buffer.
5. The few gaps in the existing vegetation located between the railroad bed and the Scenic Byway on the eastern side of the project should be filled in with native trees and shrubs of sufficient height and diameter to shield the Byway viewshed from the development.
6. Access for construction of the trail should be from the southern side of the railroad grade, leaving the buffer between the edge of pavement of the Scenic Byway and the railroad bed undisturbed.
7. Right of way for safety improvements to the Scenic Byway should be obtained on the northern side of the roadway, and the southern edge of pavement held in its existing position.
8. Buildings should not be visible from Scenic Byway.

9. Berms and buffers of native vegetation should be used instead of walls.

Access:

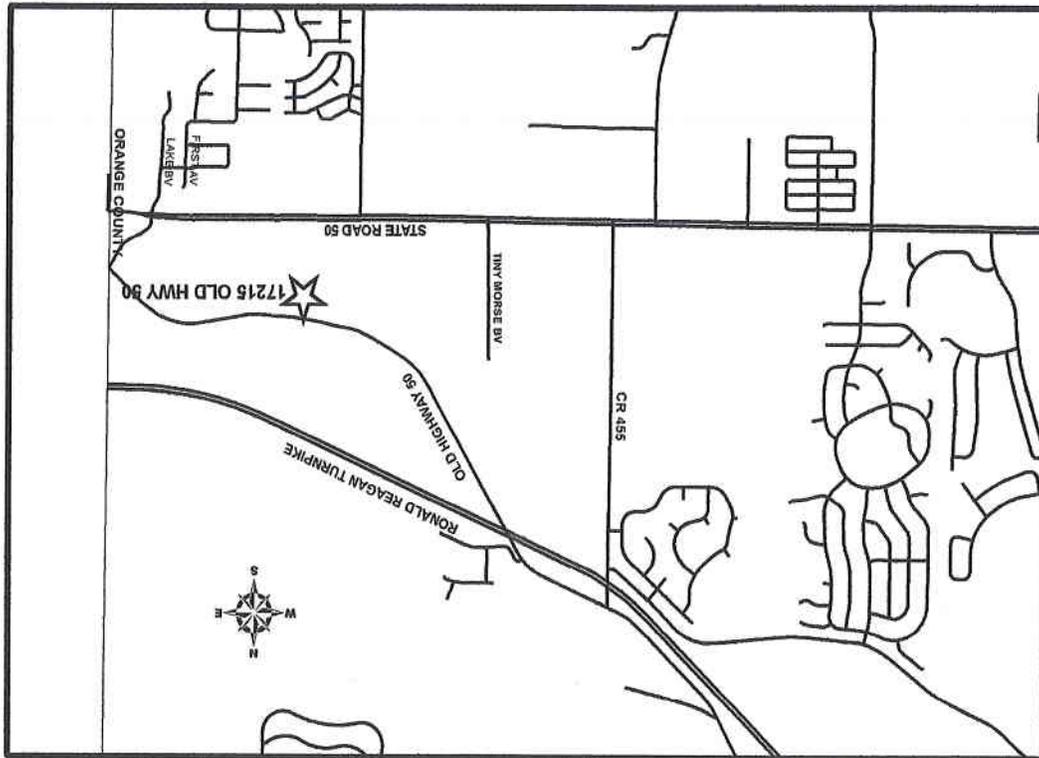
1. No direct access from the Scenic Highway to the D.R.I..
2. Access from the Scenic Highway should be from Lake Avenue.
3. Main entrance should be on SR 50.
4. All truck access will be from SR 50.
5. Maintain current LOS on the Scenic Highway.
6. Five foot wide, marked bicycle lanes should be constructed along the length of the Scenic Byway abutting the D.R.I.

Bicycle and Pedestrian:

1. Use the existing railroad grade for South Lake Trail.
2. Construct grade separated crossing at Lake Avenue.

Threatened and Endangered Species:

1. There are two known species of endangered plants located inside the northern perimeter of the site, *Clitoria fragrans* and *Erigeronum longifolium* var. *gnaphalifolium*. According to the Field Guide to the Rare Plants of Florida, published by the Florida Natural Areas Inventory, *Clitoria fragrans*, is known to inhabit only about 40 sites, and has not been seen in Lake or Osceola Counties in decades. These sites cannot be disturbed under any circumstances. Since they are located near the perimeter of the site within and close to the area that should be used as a buffer for the Scenic Byway, there is no need for them to be disturbed. These sites should be large enough to be managed for scrub restoration.



South Lake Trail

GROUND BREAKING CEREMONY

Special thanks to the landowners along the trail corridor who helped make this project happen.

**TRAVIS & CATHY STILES
THOMAS & EMMA RATHBUN
SAMUEL & VERA PENNINGTON
MARK & ROXANNE CHAPMAN
PARK SQUARE ENTERPRISES, INC.
CENTEX HOMES
BANYAN HOMES
DIAMOND PLAYERS CLUB
LEVITT HOMES
DARYL CARTER
CENTER LAKE PROPERTIES, LTD.
DONALD & ANN GUBER
ARROWHEAD ESTATES HOMEOWNERS ASSOCIATION
LARRY & HARRIETTE GRIMES
ARTHUR & JEAN HUBBARD
DAVID WARREN
LAKE COUNTY GATEWAY, LLC.**

**Lake County
Board of County Commissioners
cordially invites you to attend the**

**SOUTH LAKE TRAIL
GROUNDBREAKING CEREMONY**

**August 10, 2005
9:00 AM
17215 Old Hwy. 50
Clermont, FL 34711
(across from Bear Gap Foliage, see map on back cover)**

RECEIVED
AUG 03 2005

***Wear your hiking shoes and join us for a tour of the trail corridor.
Refreshments will be served.***

Please call Michael Woods at 352-253-4982 for more information.