

MEMORANDUM

GROWTH MANAGEMENT DEPARTMENT
PLANNING & COMMUNITY DESIGN DIVISION
315 West Main Street
Tavares, FL 32778



LAKE COUNTY
FLORIDA

TO: Board of County Commissioners

THROUGH: Sandy Minkoff, Interim County Manager
Amye King, AICP, Growth Management Director
Brian T. Sheahan, AICP, Planning & Community Design Director 

FROM: Anita Greiner, Chief Planner, Planning & Community Design Division 

DATE: October 19, 2009

SUBJECT: October 27th, 2009 Comprehensive Plan Workshop

Attached you will find the agenda for the October 27th, 2009 Comprehensive Plan Workshop along with the following supporting documentation.

- Jones Property Proposed Future Land Use Change Summary
- Boyd – Davis Property Proposed Future Land Use Change Summary
- Main Street Stakeholders Proposed Policy Changes
- Florida Department of Agriculture and Consumer Services Requested Changes to Wekiva Policies

If you have any questions, please do not hesitate to contact me.

JENNIFER HILL
District 1

ELAINE RENICK
District 2

JIMMY CONNER
District 3

LINDA STEWART
District 4

WELTON G. CADWELL
District 5

Lake County Board of County Commissioners

Workshop - BCC Chambers

October 27, 2009 - 9:00 A.M.

I Discussion Items

- A. Economic Development Committee Presentation (EDC)
- B. Future Land Use Map Overview
- C. Discussion of Citizens requested Future Land Use Map and Policy Changes
 - 1. Mellich (Jones Property; Mt. Plymouth-Sorrento Area Proposed Land Use Change)
 - 2. Ray (Boyd- Davis Property; Green Swamp Area of Critical State Concern Proposed Land Use Change)
 - 3. Main Street Stakeholders proposed policy changes (Mt. Plymouth-Sorrento)
- D. FDACS requested changes
- E. Public Comment

II. Proposed Transmittal Schedule

III. Regional Comprehensive Plan Public Workshops

- A. November 2nd, 2009 at the Jenkins Auditorium, Clermont from 6:00 to 7:30 PM
- B. November 5th, 2009 at the Cassia Community Club, Eustis from 6:00 to 7:30 PM
- C. November 9th, 2009 at the Tavares Civic Center, Tavares from 6:00 to 7:30 PM

IV. BCC Workshop – November 17, 2009

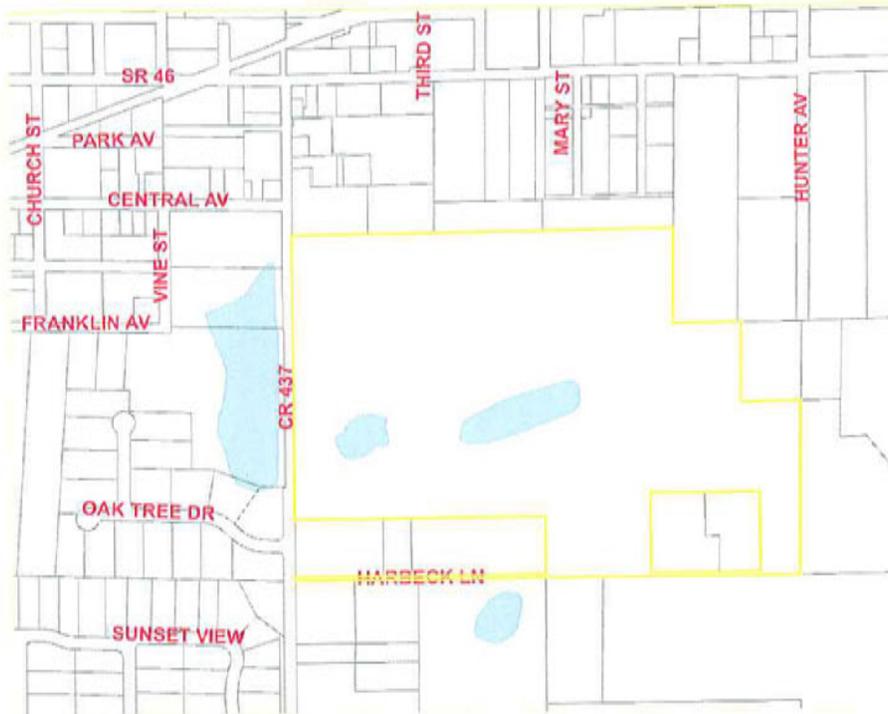
- A. Unresolved and Additional Comments, which includes the Mining Comments

V. Transmittal Hearing – January 19, 2010

Jones Property Proposed Land Use Change Mt. Plymouth-Sorrento Area

REQUEST: Change one parcel from Mt. Plymouth-Sorrento Neighborhood (maximum density of two (2) dwelling units per net acre) to Mt. Plymouth-Sorrento Main Street (maximum density of 5.5 dwelling units per net acre).

LOCATION: Mt. Plymouth-Sorrento Area, east of CR 437 and west of Hunter Avenue. The property is located entirely within Section 30, Township 19S, and Range 28E (Alternate Key # 1598192).



APPLICANT'S JUSTIFICATION: Steve L. Mellich, P.E., on behalf of Mr. & Ms. Jones, has requested the proposed future land use category be changed from Mt. Plymouth-Sorrento Neighborhood to Mt. Plymouth-Sorrento Main Street on the Jones Parcel to maintain the density potential allowed under the existing Urban Compact Node Non-Wekiva Future Land Use.

DISCUSSION: Currently, the property lies within the Urban Compact Node Non-Wekiva future land use category, which has a maximum density of 5.5 dwelling units per acre. The proposed Future Land Use Category is Mt. Plymouth-Sorrento Neighborhood, which has a maximum density of two dwelling units per net acre.

The Jones parcel consists of approximately 85 gross acres. According to the Federal Emergency Management Floodplain Maps, portions of the property on the west and center of the parcel are within the 100-year flood zone. Approximately 40 acres of the site are within the floodplain. The Lake County GIS wetland map shows approximately 13 acres of wetlands on the west and the center of the parcel.

The parcel is contiguous to the north, east, and west with property that is proposed within the Mt. Plymouth-Sorrento Main Street future land use category as shown on the attached map (Exhibit #1). A contiguous parcel to the east is located within the Market Square District, which is shown on the attached map (Exhibit #2).

The majority of the parcels to the west are developed; the parcels that have a proposed Mt. Plymouth-Sorrento Main Street future land use category range in size from .19 acre to 4.37 acres in size. The parcels that have a proposed future land use of Mt. Plymouth-Sorrento Neighborhood range in size from .34 acre to 17 acres. A majority of the parcels to the south (stopping at Adair Avenue) are developed and have a proposed future land use of Mt. Plymouth-Sorrento Neighborhood; they range in size from .50 acre to 49 acres.

The City of Mount Dora utility lines extend east on SR 46 to the intersection of Sebastian Street (roughly 4 miles); they extend east on Wolf Branch Road to the intersection of Britt Road and Niles Road (roughly 4 miles). City of Mount Dora central water and sewer services are not available to the subject area, nor are extensions planned.

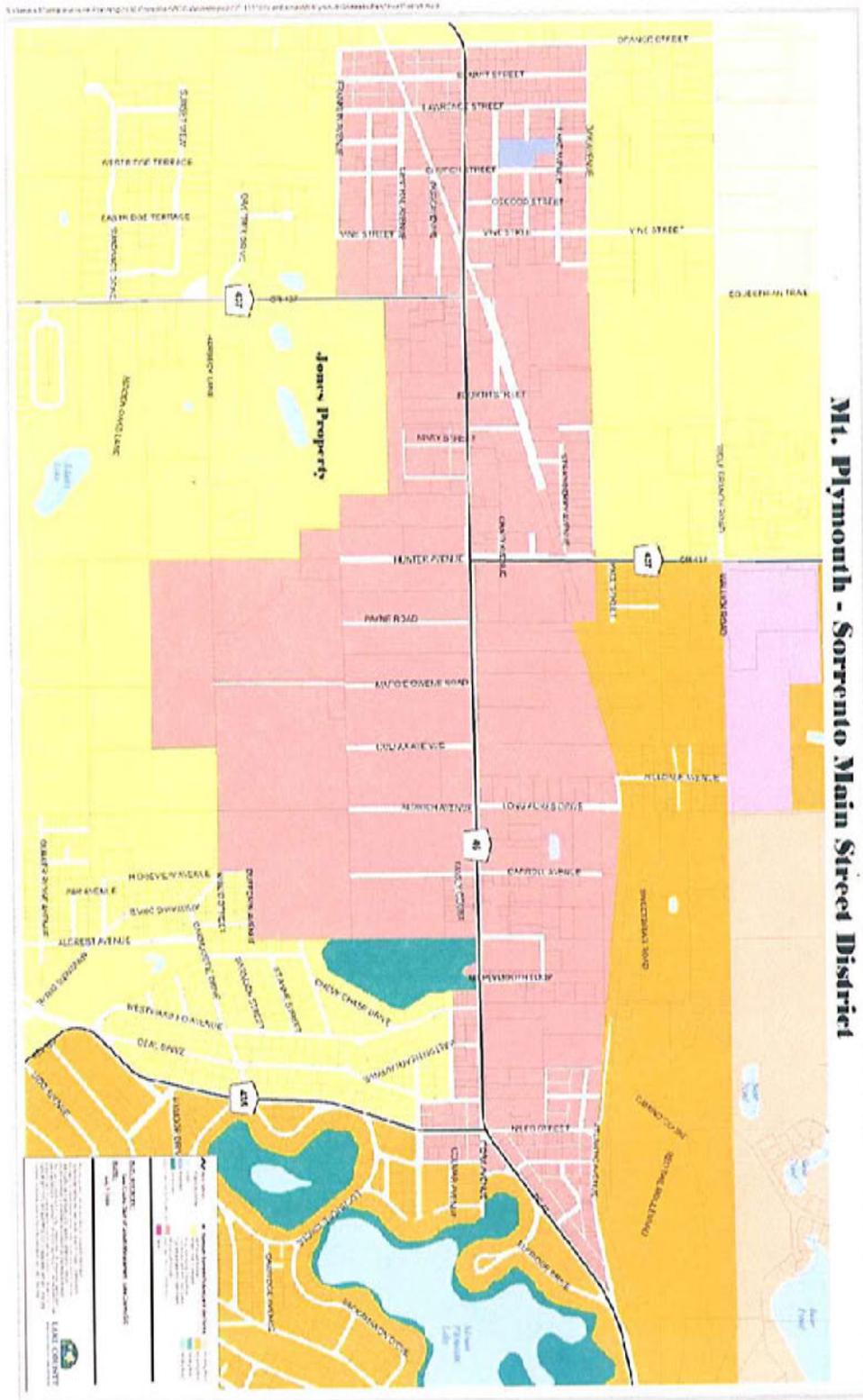
The Ordinance governing Sorrento Village Subdivision was approved in December 2006. The subdivision lies south and east of the Jones parcel. The proposed development allows 776 dwelling units, a 19-acre proposed elementary school, and a seven-acre community facility area on the approximately 312-acre site for an overall potential density of 2.5 dwelling units per gross acre. Approximately half of the Sorrento Village Subdivision lies within the proposed Mt. Plymouth-Sorrento Main Street future land use category as shown on Exhibit #2.

The subject parcel is located less than ¼ mile to the proposed Mt. Plymouth-Sorrento Main Street (SR 46). However, approximately 40 acres are within the flood plain and there are currently no central utilities available.

Approval of the change would increase the total potential dwellings on the property from approximately 140 to 396, based on approximately 72 acres of uplands.

Options:

- A. Change the future land use category on the subject parcel to Mt. Plymouth-Sorrento Main Street.
- B. Leave the future land use category as proposed (Mt. Plymouth-Sorrento Neighborhood).
- C. Split the parcel to include the northern and eastern portions of the parcel (majority outside the floodplain) in the Main Street Category and leave the remainder in the Neighborhood Category.

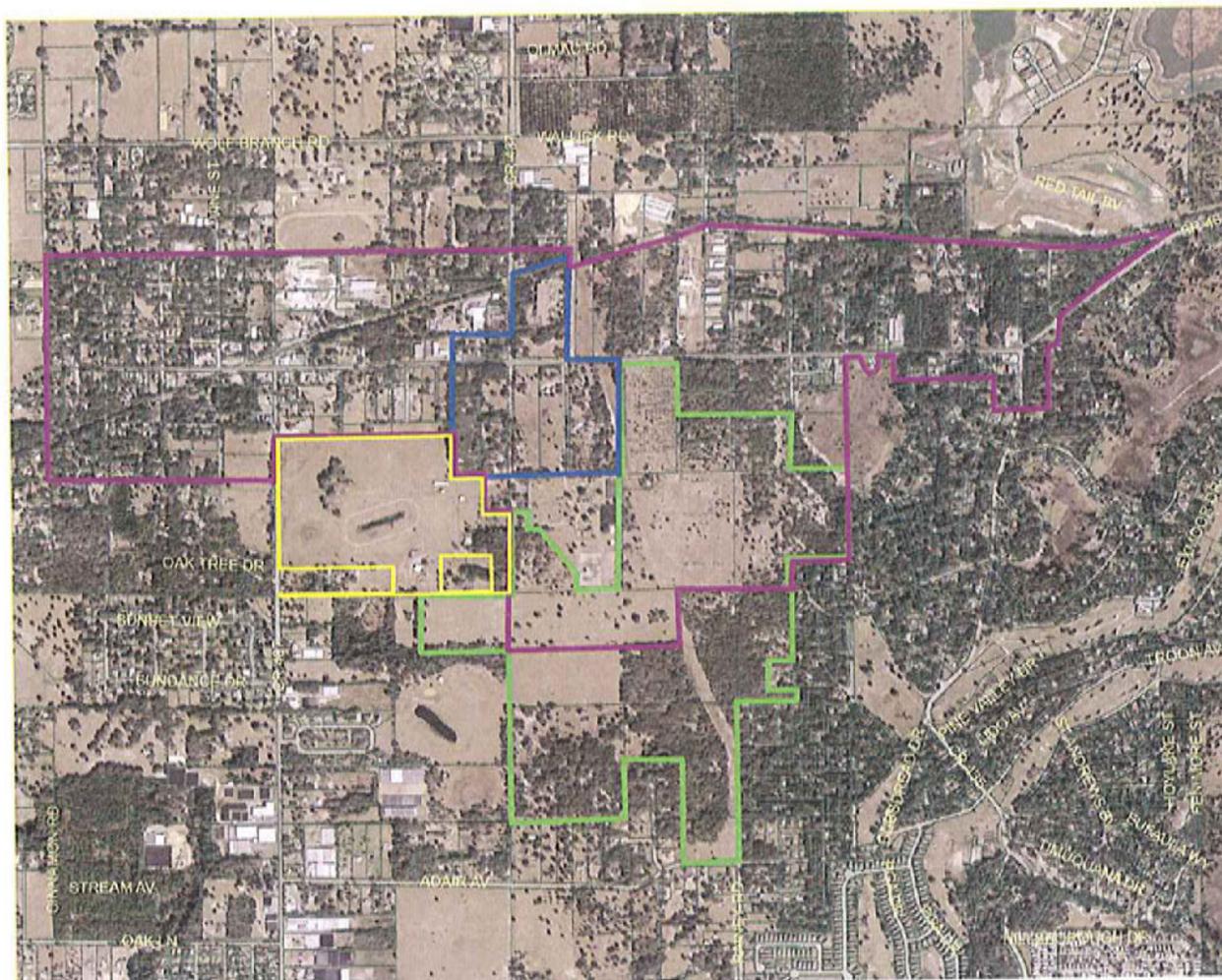


Mt. Plymouth - Sorrento Main Street District

Exhibit #1



Exhibit #2

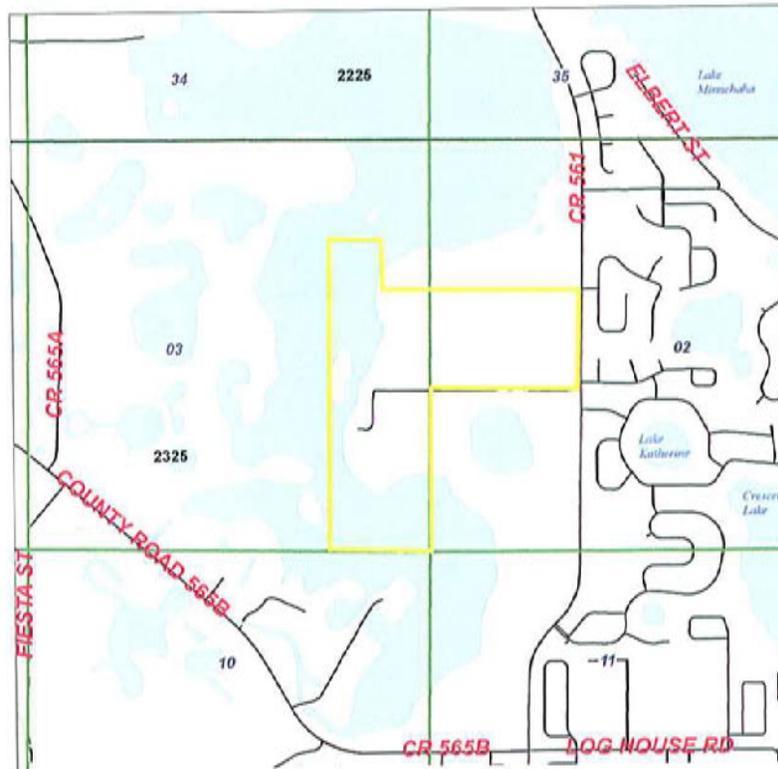


Mt. Plymouth-Sorrento Main Street - Purple
Jones Parcel - Yellow
Market Square District - Blue
Sorrento Village - Green



Boyd - Davis Property Proposed Land Use Change South Lake County – Green Swamp Area of Critical State Concern

REQUEST: Change seven parcels from Green Swamp Rural Conservation (maximum density of one (1) dwelling unit per 10 net acres) to Green Swamp Rural (maximum density of one (1) dwelling unit per 5 net acres).



LOCATION: West of CR 561, southwest of Lake Minnehaha, and located entirely within Sections 2 and 3 of Township 23S, Range 25E, within the Green Swamp Area of Critical State Concern. The parcels subject to this request have the following Alternate Key #s: 3456068, 1111811, 1587808, 1587794, 1704707, 1507529, and 1587816.

APPLICANT'S JUSTIFICATION: Bill A. Ray, AICP, on behalf of the Boyd - Davis Trust, has requested that the proposed future land use category be changed from Green Swamp Rural Conservation to Green Swamp Rural. Mr. Ray feels that an error during the 1993 future land use mapping process resulted in the upland portion of the parcels being designated as Rural Conservation instead of Transitional.

DISCUSSION: The seven (7) parcels consist of approximately 177 gross acres, but only represent a portion of the area designated as Rural Conservation.

The basic premise of Mr. Ray's request is that a scrivener's error was made when the Future Land Use map was developed. The Future Land Use Categories in the Green Swamp appear to have closely

followed the 100-year flood zones lines in this area. The parcels lying within the 100-year flood zone were generally categorized as Rural Conservation and the parcels outside of the 100-year flood zone were generally categorized as Transitional. The Boyd - Davis parcels and adjacent parcels to the north and south are designated as Rural Conservation. The subject parcels, as well as the adjacent parcels, west of CR 561, have been consistently designated Rural Conservation since at least 1992, as shown on the Draft 1992 Future Land Use Map dated 8/31/92.

Portions of the subject property as well as adjacent properties contain property within the Flood Plain. One of the subject parcels is entirely in the floodplain.

The Federal Emergency Management Agency map shows that portions of the parcels along the west and south property lines lay within the 100-year flood zone, designated as "A". The Lake County GIS wetland map shows that there are wetlands along the west and south parcel lines, lying within the boundaries of the 100-year flood zone.

Another evaluation criterion for this request is soil type. The soil types of the parcels designated as Transitional are consistent with the portions of the subject parcels that are outside of the 100-year flood zone (designated as Rural Conservation). The elevations on the subject parcels (outside of the 100-year flood zone) are consistent with or higher than the surrounding parcels that are designated as Transitional.

The 1993, current, and proposed future land use maps are attached for review along with the flood zone map; they are marked as Exhibits 1, 2, 3 and 4, respectively.

The parcels within the subject area, that are outside of the 100-year flood zone, could be changed to the Green Swamp Rural future land use category because they have consistent soil types and the elevations are consistent with or higher than the surrounding parcels that have been designated as Green Swamp Rural on the proposed future land use map.

An analysis of the development pattern for the area indicates that developments have generally been directed east of CR 561 in the immediate area, and that CR 561 has been a physical boundary limiting development further into the Green Swamp. If a change were considered for the subject parcels it is important to consider maintaining predictable future development patterns. If the request is approved, the adjacent parcels should also be considered in the request to maintain consistency in land use. The result would be the adjacent wetland to the west becoming the dividing line between land uses.

Options:

- A. Keep the parcels designated as proposed (Rural Conservation).
- B. Change the subject parcels and the parcels north and south that are located outside of the 100-year flood zone to the Green Swamp Rural future land use category.
- C. Change the subject parcels and the parcels north and south to Green Swamp Rural Future Land Use Category.
- D. Change the subject parcels to Green Swamp Rural Future Land Use Category.

Exhibit #1
1993 Future Land Use Map

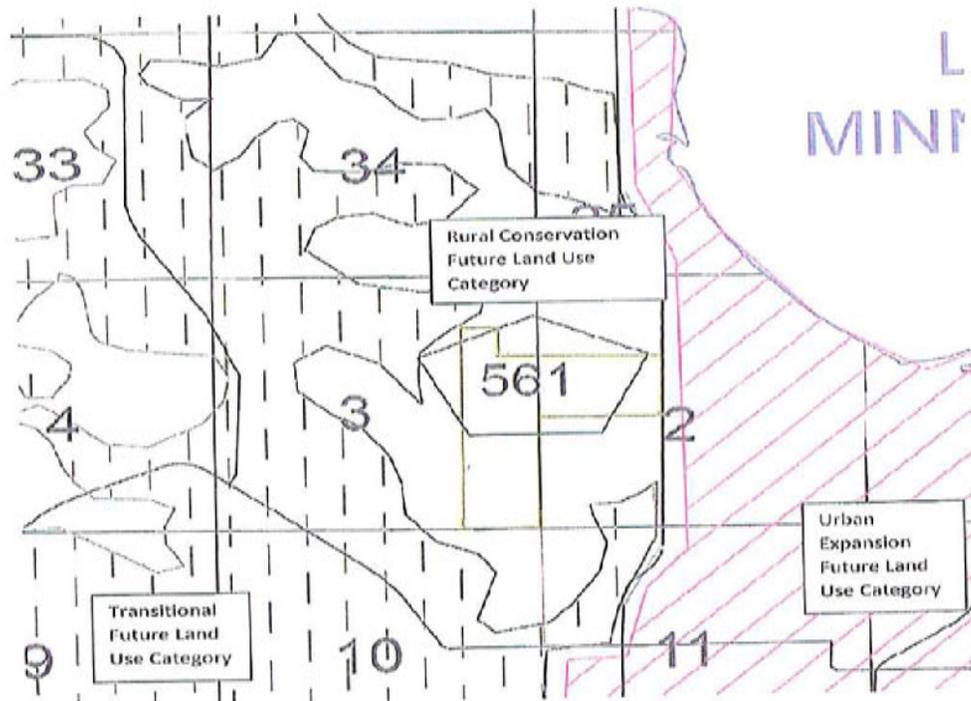


Exhibit #2
Adopted Future Land Use Map

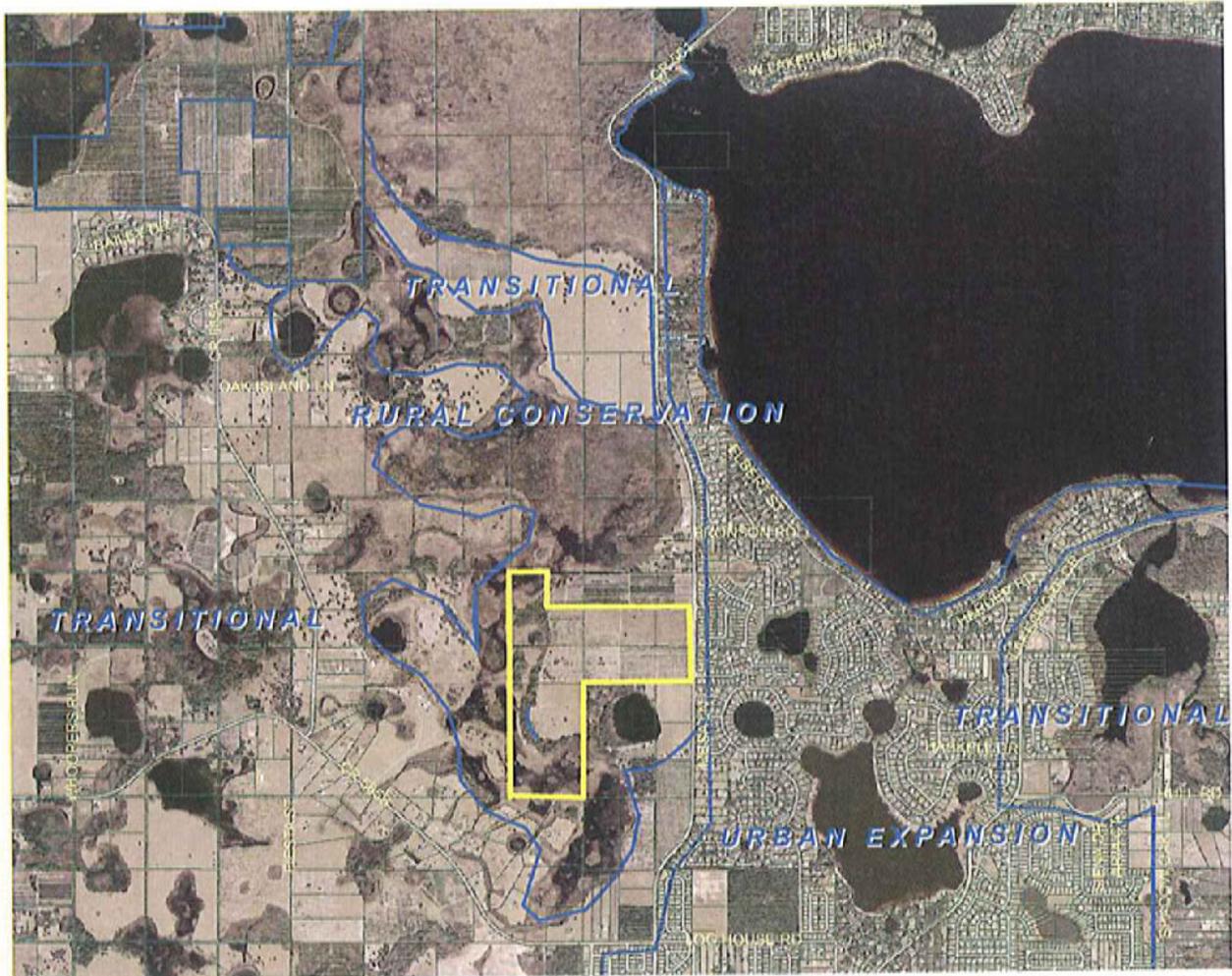
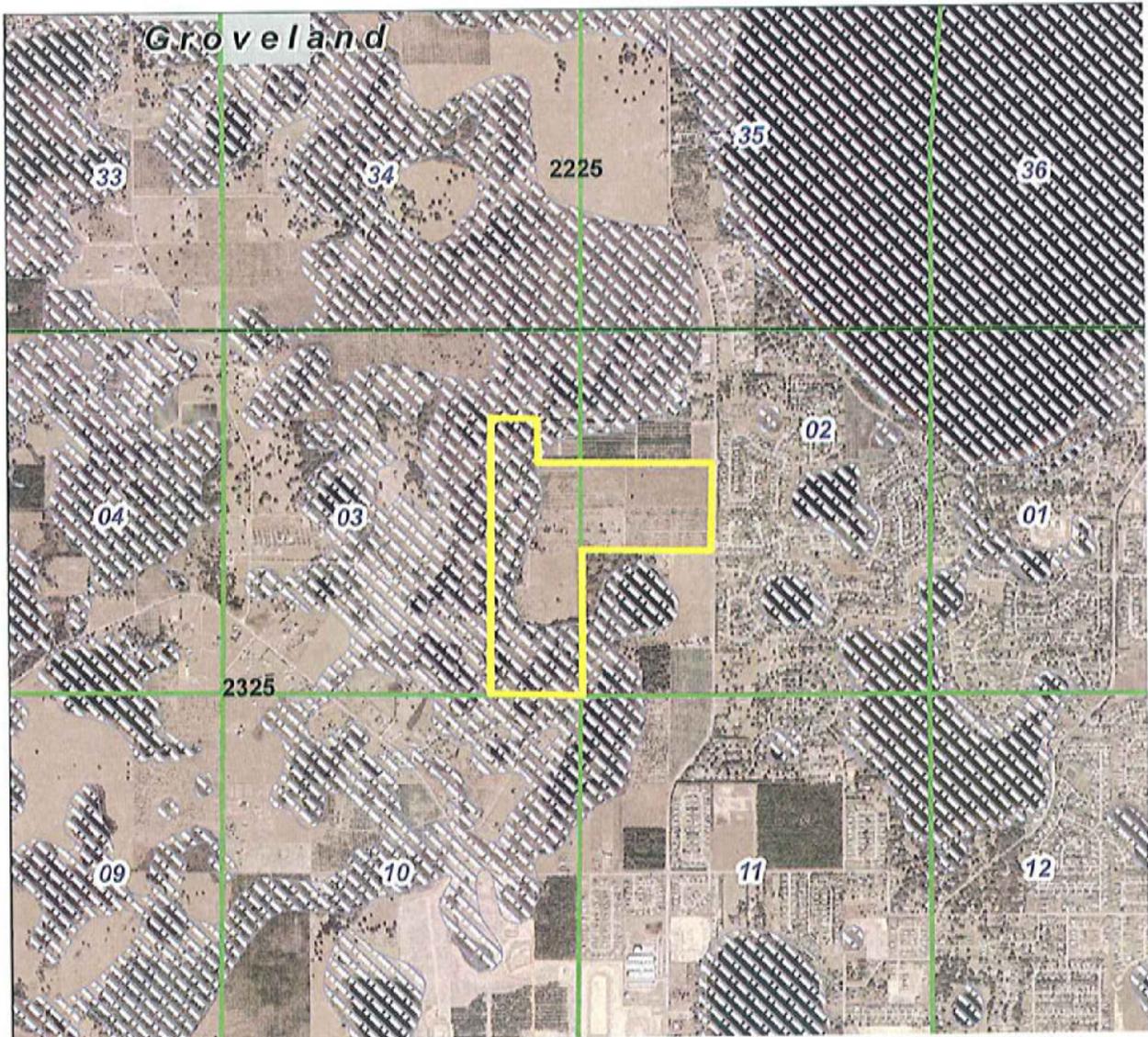


Exhibit #4
Flood Zone Map





Ray ar ' Associates
Planning & Environmental
2712 SE 29th Street Ocala, Florida 34471
352-425-8881 wrayassoc@aol.com

Conroy & Brian!

*I have electronic full
size of regional exhibits.
(36x36) Bud*

September 11, 2009

Lake County Board of County Commissioners
Chairman Welton G. Cadwell
Commissioner Jennifer Hill
Commissioner Elaine Renick
Commissioner Jimmy Conner
Commissioner Linda Stewart
P.O. Box 7800
315 West Main Street
Tavares, Florida 32778-7800

Subject: Proposed correction to the proposed FLUM for property located in; Section 2 and 3
Tw23S, Rng25E, South Lake County, Florida

Dear Chairman and Commissioners,

This letter is written in reference to the draft FLUM and Draft Comprehensive plan that is currently under review and information submitted to you earlier on August 14, 2009. We are providing you additional information that identifies the subject property in a larger regional context.

The first enclosed 8 1/2 x 11 exhibit identifies the Boyd Davis Property as it is currently mapped as Rural Conservation. One can easily see that the property to the south, west, and north is Transitional and the property to the east is developed at an R-3 Zoning.

Exhibit 1: FEMA Flood Zone (11 X 17) Identifying the subject area for with the map correction. This exhibit shows that the subject property is outside and above the 100-Year Flood Zone, the AE Flood Zone and Floodways.

Exhibit 2: Existing Future Land Use (11 X 17): This exhibit shows the current Future Land Use with the Subject Area delineated. One can clearly see that comparing the subject site area to other Rural Conservation areas that there are substantial differences. The Subject area is and was primarily used for Citrus Grove with the line delineating uplands from wetland being very clear. The areas West, Northwest and North that are mapped as Rural Conservation are also areas that are in the 100 Year Flood Plane or AE Flood Zone.

Exhibit 3: 1993 Future Land Use (11 X 17): The subject property under discussion is located in Sections 2 and 3 of TW 23S Range 25E. The subject area is Southwest of Lake Minnehaha and directly under the 561 logo on the map. When one examines other lakes and water bodies that are also identified as "white" one can see lines of delineation separating uplands from wetlands/flood plain/marginal soils. When one examines the subject area it is clear that the uplands were not delineated and therefore indicated that there was no uplands or developable property at that location.

Exhibit 4: 1993 National Wetland Inventory, NWI (11 X 17): The Subject Area is clearly comprised of Uplands and is not a wetland. When one evaluates other areas that are mapped as Rural Conservation in the Transition Area south of Groveland it is clear that the other areas are comprised of significant areas of Emergent and Forested Wetlands together with other areas of Unconsolidated Bottom which are lakes or water bodies. The Subject Area is contiguous to County Road 561 and not comprised or impacted by a mosaic of localized smaller connected wetlands typical of other Rural Conservation Areas.

Exhibit 5: Proposed Future Land Use, (8 1/2 X 11): This exhibit identifies the area proposed for the correction to the existing Future Land Use Map. The area of Wetlands, 100 year Flood Plain and otherwise marginal soils would retain the Rural Conservation Classification. The non wetland, former Citrus Grove, well drained sandy soils would receive the Transitional Classification.

Exhibit 6: Soils (11 X 17): This exhibit shows that the Subject Area is comprised of primarily of Well Drained and Moderately Well Drained Soils. When one compares the Subject Area to other areas mapped as Rural Conservation in the Transitional Area it is clear that the other areas are comprised primarily of Very Poorly Drained soils and Water Bodies. These Very Poorly Drained soils are primarily Freshwater Emergent Marshes and Wetlands.

Exhibit 7: Topography (11 X 17): This exhibit clearly shows that the Subject Area is comprised of some of the highest elevations in the local region. Elevations of the Subject Area begin at approximately 105' and continue to increase in elevation to a high in excess of 170'. When comparing the Subject Area to other areas of Rural Conservation in the region it is clear that the other areas predominantly below the 105' elevation and the majority below the 100' elevation.

Exhibit 8: Zoning (11 X 17): This exhibit clearly shows that the Subject Area is predominantly zoned R-3. This zoning was in place prior to the 1993 Future Land Use Map, indication that the subject area was considered appropriate for development at densities greater than those typically associated with Agricultural or Rural development. Property to the East, North and South, are R-3, R-1 or PUD and deemed compatible with the Transitional land use classification

In review of this information, obtained from Lake County's GIS data base, is clear that a mapping error occurred during the original 1993 FLUM process and has continued to be overlooked having not been corrected.

In review of this information and previous information and exhibits submitted for review we are requesting that this error be corrected and that the Subject Area be designated as Transitional.

I look forward to discussion this request at the September 22th meeting. If you have any questions or require additional information please do not hesitate to contact me.

Sincerely,

William (Bill) A. Ray, A.I.C.P.
President
Ray and Associates

Enclosures: 9 Exhibits

Main Street Stakeholders Proposed Policy Changes

The following comments are provided in response to the Main Street Stakeholders (MSS) proposed Policy changes; options are provided to the Board for consideration. Copies of MSS backup information and letter, which includes their explanation for the proposed changes, are attached for review.

Comment 1: Policy 1-2.1.2 Guiding Principles for Development (Page 28).

Discussion: In order to support inclusiveness, promote connectivity and encourage new developments to become part of the greater community rather than small sequestered gated communities. Gated communities generally do not have connectivity to the road systems and increase the required travel distance to to get around them. They can also create additional demands on the transportation network.

Options:

- A. Leave the Policy as proposed.
- B. Make the following change to the Policy (proposed by the Main Street Stakeholders):

Policy 1-2.1.2 Guiding Principles for Development (4th bullet)

The County shall ensure that new development within the Mount Plymouth-Sorrento Community is of high quality while maintaining community character and protecting property rights. Consideration of proposals for development within the Mount Plymouth-Sorrento Planning Area shall be guided by the following principles:

- Provide for an integrated network of local two-lane streets, bicycle trails, and pedestrian paths to connect neighborhoods and provide access to the Main Street and throughout the planning area, and prohibit discourage new gated communities;

Comment 2: Policy 1-2.1.4 Design Standards for Mount Plymouth-Sorrento Main Street Future Land Use Category (Page 29).

Discussion: The first three bullets in this policy require standards. Changing the wording to encourage would allow those standards to be a suggestion and without a meaningful objective criteria to meet.

The first bullet requires specific design standards to be created in the Land Development Regulations to support the community feel and architecture; those standards have to be established for the review process.

The fourth bullet requires parking in the rear of buildings, with the exception of the on-street parking; this encourages pedestrian activity along store fronts.

Options:

- A. Make the following changes to the first bullet, leave the rest of the Policy as proposed:

Policy I-2.1.4 Design Standards for the Mount Plymouth-Sorrento Main Street Future Land Use Category

Within twelve (12) months of the effective date of this Comprehensive Plan, Land Development Regulations for the Main Street Future Land Use Category shall be developed to emulate a traditional community feel including, but not be limited to, the follow requirements:

- Establish Require specific design standards ~~affecting the size and architecture of~~ for residential and non residential structures, consistent with the Main Street Future Land Use Category;

B. Make the following changes to the Policy (proposed by the Main Street Stakeholders):

Policy I-2.1.4 Design Standards for the Mount Plymouth-Sorrento Main Street Future Land Use Category

Within twelve (12) months of the effective date of this Comprehensive Plan, Land Development Regulations for the Main Street Future Land Use Category shall be developed to emulate a traditional community feel, including but not be limited to, the follow requirements:

- Encourage Require specific design standards affecting the size and architecture of residential and non residential structures, consistent with the Main Street Future Land Use Category;
- Encourage Require specific additional standards for infill housing to preserve the character of the historic Sorrento neighborhood;
- Encourage Require that building structures present a traditional storefront face and entrance to the Main Street, and provide wide sidewalks for pedestrian activity with street furniture for outdoor cafes and benches for rest and shading; and require the planting of canopy trees (such as Live Oaks, Sweet Gum, and Drake Elms) at regular intervals along Main Street. Outdoor lamps shall utilize full-cutoff lighting with traditional-style fixtures;
- Require that all parking be located in the rear of building structures facing Main Street, ~~with the exception of where~~ on-street angle or parallel parking is available along Main Street. Encourage the design of on street parking where it is not available and reasonably achievable within existing right-of-ways along Main Street. Pervious parking is encouraged;
- Encourage upper-story residences or office space located above ground-level shops, and provide for multi-family homes, including town homes, duplexes, and condominiums along and near the Main Street corridor;
- Include the provision for ~~a Market Square District, located at the intersection of Hunter Avenue and State Road 46, not to exceed 40 acres in size and a maximum of 100,000 square feet of floor area in the aggregate. Required open space within the Market Square shall be contiguous and centrally configured as an amenity for the community. This Market Square District shall contain no more than one~~ an anchor store, such as a grocery store, which shall be sized to serve the needs of the Mount Plymouth-Sorrento Community Planning Area and not exceed 30,000 square feet of floor area. Such a store, if located within the Planning Area, ~~must not be visible should not front directly on from~~ Main Street, and shall be designed with architectural features compatible with the character of the Mount Plymouth-Sorrento Community; ~~all other structures within the Market Square District shall be limited to 8,000 square feet for new development. Outside of the Market Square District, individual building floor area allocation shall not exceed 5,000 square feet for new development;~~

- Provide for a maximum building height not to exceed 40 feet with varied rooflines unless such look is provided by adjacent buildings. ~~Generally, this would result in structures of two (2) habitable stories;~~ and
 - Provide for one or more areas within the Main Street Future Land Use Category to serve as a community park or civic space, and which shall be designed with appropriate landscaping and amenities to enhance the public realm and community identity.
- C. Leave the Policy as proposed.

Comment 3: Policy 1-2.1.9 Preservation of Tree Canopy (Page 30).

Discussion: The word require is used to ensure that mature native trees and tree canopies are preserved. However, it may be clearer to add a provision to ensure that this is done to the maximum extent possible to allow some discretion if removal of a tree is unavoidable. For example, in the case of a tree that is not healthy or where prohibiting removal would render the property undevelopable. If the wording is changed to encourage, preservation of the trees cannot be ensured.

The intent of the provision is to protect mature native trees and tree canopies, not just hardwoods. This change would exempt Long-leaf Pine communities, which are protected.

Options:

- A. Make the following changes to the Policy:

The County shall require that mature native trees and tree canopies be protected within Mount Plymouth-Sorrento, to the maximum extent feasible. A mature tree shall be defined as a tree with a caliper of 8 inches or more in diameter at breast height (DBH). Where mature native tree stands exist, land use and design requirements shall minimize the impact to the existing trees and tree canopies. Within Mount Plymouth-Sorrento, Lake County shall emphasize the protection of mature native trees and promote the use of trees along roadways and within all new development.

- B. Make the following changes to the Policy (proposed by the Main Street Stakeholders):

Policy I-2.1.9 Preservation of Tree Canopy

The County shall ~~require~~ encourage that mature hardwood native trees and tree canopies be protected within Mount Plymouth-Sorrento. A mature tree shall be defined as a tree with a caliper of 8 inches or more in diameter at breast height (DBH). Where mature native hardwood tree stands exist, land use and design requirements shall are intended to minimize the impact to the existing ~~trees and~~ tree canopies. Within Mount Plymouth-Sorrento, Lake County shall emphasize the protection of mature native trees and promote the use of trees along roadways and within all new development.

Comment 4: Policy 1-2.1.12 Transportation Network in the Mount Plymouth-Sorrento Community (Page 31).

Discussion: There is a need to provide trails that connect to and through the Community; this should be achieved, if it is feasible. The capacity limit of the road is an integral part of the review process and is a

requirement of the Lake County Concurrency Ordinance. The last sentence in paragraph three is not needed.

Options:

- A. Make the following changes to the first and third paragraphs; leave the rest of the Policy as proposed:

Policy I-2.1.12 Transportation Network in the Mount Plymouth-Sorrento Community

It shall be a priority of Lake County to preserve two lane roads while improving connectivity within and through the Mount Plymouth-Sorrento Community. In order to accomplish this effort and meet the needs of current and future residents, the County shall require new developments to reserve land for transportation routes that connect to existing and planned roads in the network. Provisions shall also be made for roads, bicycling, walking, equestrian, ~~and~~ or golf cart trails, if feasible.

A community transportation vision and preferred transportation network shall be established for the Mount Plymouth-Sorrento Planning Area that identifies the functional type, cross-sections for different streets, and recreational trail connectivity. Site development plans/plats shall incorporate the applicable transportation vision and network for streets, trails, and their connections. This transportation vision and network shall anticipate the coordination and integration of roads with other modes of transportation where appropriate, such as bicycle, walking, equestrian, and golf cart trails.

In order to protect the long-term integrity of the Mount Plymouth-Sorrento Community, it shall be the expressed intent of the County to maintain State Road 46 within the Mount Plymouth-Sorrento Main Street Future Land Use Category as a two-lane facility, herein referred to as "Main Street", and to coordinate with the Florida Department of Transportation to achieve this purpose. ~~This capacity limitation shall have primacy in the review of all proposed development within the Main Street Future Land Use Category and Mount Plymouth-Sorrento Planning Area.~~

- B. Make the following changes to the Policy (proposed by the Main Street Stakeholders):

Policy I-2.1.12 Transportation Network in the Mount Plymouth-Sorrento Community

It shall be a priority of Lake County to preserve two lane roads while improving connectivity within and through the Mount Plymouth-Sorrento Community. In order to accomplish this effort and meet the needs of current and future residents, the County shall require new developments to reserve land for transportation routes that connect to existing and planned roads in the network. Provision ~~shall~~ should also be made for roads, bicycling, walking, equestrian, and or golf cart trails.

A community transportation vision and preferred transportation network shall be established for the Mount Plymouth-Sorrento Planning Area that identifies the functional type, cross-sections for different streets, and recreational trail connectivity. Site development plans/plats shall incorporate the applicable transportation vision and network for streets, trails, and their connections. This transportation vision and network shall anticipate the coordination and integration of roads with other modes of transportation where appropriate, such as bicycle, walking, equestrian, and golf cart trails.

In order to protect the long-term integrity of the Mount Plymouth-Sorrento Community, it shall be the expressed intent of the County to maintain State Road 46 within the Mount Plymouth-Sorrento Main Street Future Land Use Category as a two-lane facility, herein referred to as "Main Street", and to coordinate with the Florida Department of Transportation to achieve this purpose. ~~This capacity~~

~~limitation shall have primacy in the review of all proposed development within the Main Street Future Land Use Category and Mount Plymouth-Sorrento Planning Area.~~

C. Leave the Policy as proposed.

Comment 5: Policy 1-2.1.13 Transportation Analysis (Page 31).

Discussion: Lake County has an adopted Concurrency Ordinance, which regulates development based on the capacity limits of the roads. The Concurrency Ordinance is County-wide and a separate Policy is not needed for the Mount Plymouth-Sorrento Community.

Options:

A. Make the following changes to the Policy (proposed by the Main Street Stakeholders):

~~Policy 1-2.1.13 Transportation Analysis~~

~~Approval of a Market Square District shall not occur until the County conducts a transportation analysis of roads within the planning area, including State Road 46. The purpose of this study shall be to estimate transportation conditions in 2030 with completion of the Wekiva Parkway, taking into account the impact of existing development as well as projected new development within the Mount Plymouth-Sorrento Planning Area consistent with this Comprehensive Plan. If it is determined that Level of Service standards cannot be maintained utilizing a system of roads with two travel lanes, then this shall be cause within the Land Development Regulations to further limit density and intensity provisions applicable to the Mount Plymouth-Sorrento Planning Area.~~

B. Leave the Policy as proposed.

Comment 6: Policy 1-2.1.14 Parking in the Mount Plymouth-Sorrento Community (Page 31).

Discussion: The fourth bullet of Policy 1-2.1.4 requires parking lots to be located behind the buildings on Main Street, with the exception of the on-street angle and parallel parking. If the policy were changed as suggested it would allow parking in front of a building even if a parking lot existed adjacent to the site. This was not the intent of the community's policy, but the policy could be made clearer

Options:

A. Make the following change to the Policy:

Policy 1-2.1.14 Parking in the Mount Plymouth Sorrento Community

In an effort to create a pedestrian realm area and storefront activity on Main Street, parking lots shall be hidden located behind the buildings that front Main Street, with the exception of on-street angle or parallel parking. The Main Street Future Land Use Category shall encourage the use of parking in the form of individual small lots of typically twenty-five (25) spaces or less. All parking lots shall be required to extensively use trees, landscaping, and utilize full-cutoff lighting with traditional-style fixtures. Design of the Main Street corridor shall accommodate on-street parallel or angled parking. Calculations for shared parking spaces are encouraged for lots that serve mixed-use buildings.

Parking standards for the Planning Area shall include adequate off street parking for residents within all residential subdivisions.

B. Make the following changes to the Policy (proposed by the Main Street Stakeholders):

Policy I-2.1.14 Parking in the Mount Plymouth Sorrento Community

In an effort to create a pedestrian realm and storefront activity on Main Street, parking lots shall be hidden located behind the buildings that front Main Street when on street parking is available or reasonably achievable within existing right-of-ways. ~~The Main Street Future Land Use Category shall emphasize the use of parking in the form of individual small lots of typically twenty-five (25) spaces or less.~~ All parking lots shall be required to extensively use trees, landscaping, and utilize full-cutoff lighting with traditional-style fixtures. Design of the Main Street corridor shall accommodate on-street parallel or angled parking. Calculations for shared parking spaces are encouraged for lots that serve mixed-use buildings.

Parking standards for the Planning Area shall include adequate off street parking for residents within all residential subdivisions.

C. Leave the Policy as proposed.

July 28, 2009

Board of County Commissioners
Lake County
315 West Main St.
PO Box 7800
Tavares, FL 32778

Re: Proposed Comprehensive Land Use Policies for Mt. Plymouth-Sorrento

Dear Commissioners,

In March of this year we presented you with our recommended changes to the proposed Comp Plan policies for Mt. Plymouth-Sorrento. Since that time, Lake County Staffs' comments report has been completed and workshops are well underway. While our recommendations have yet to be given consideration in this review process, we trust that such deliberation will be afforded during the public hearing process. So that our message is not forgotten or lost in this long and arduous process, we felt it prudent to reiterate and detail our rationale for these proposed changes.

Below are our explanations for the specific changes as noted on the attached document (Exhibit 1):

- (A) *(Policy 2.1.2)* While connectivity should be highly encouraged, there could be instances where a gated community is acceptable and conceivably preferred. The inflexibility of the word "prohibit" is troublesome in what should be a flexible guideline. Land Development Regulations ("LDRs") could be used to define the few specific instances where gated communities may be acceptable.
- (B) *(Policy 2.1.4)* Substituting "Encourage" for "Require" as regards design standards should be ample for the Comp Plan. Specific requirements should be relegated to the LDRs. Requiring specific architectural design is unrealistically inflexible and will be cumbersome for the County to administer.
- (C) *(Policy 2.1.4)* Reasoning is similar to (B) above. While it may sound good, requiring specific standards to "preserve the character of the historic Sorrento neighborhood" could prove difficult to define and administer in what is an area that is characterized by a variety of styles.
- (D) *(Policy 2.1.4)* Substituting "Encourage" for "Require" as regards design standards should be ample for the Comp Plan. Many of the design elements listed in this paragraph may not be economically or logically feasible without significant prior public infrastructure improvements. Specific requirements should be relegated to the LDRs.
- (E) *(Policy 2.1.4)* The policy as written is much too restrictive in its specificity given the existing character of SR 46 as well as existing Right of Way design limitations. Virtually all of the existing commercial buildings along SR 46 have parking in front of the buildings and there is no existing on street parking. Further, many of these parcels do not have adequate depth to accommodate the proposed design. Such a policy immediately renders the existing Main Street buildings as non-conforming. This policy as proposed also ignores the existing conditions whereby ROW along SR 46 varies throughout the corridor. As part of the County funded and endorsed Small Area Study, Miller-Sellen conducted a "Property Ownership and Building Setback Study" and provided suggested streetscapes for the varying ROW conditions along the SR 46 corridor (see attached **Exhibit 2**). The policies as transmitted do not

account for this varying physical reality. The policy language should be flexible with the LDRs presenting viable options similar to the 2003 Miller-Sellen Small Area Framework Study Report. Our proposed changes do not change the substance of the policy but allow for the feasible implementation of the desired design.

- (F) *(Policy 2.1.4)* The majority of the stricken language in this paragraph did not come from the MPSPAC but was incorporated in December 2008 by the LPA. The MPSPAC had been discussing some of the specifics for a Market Square to be incorporated into the LDRs, however, this language does not represent a consensus of the committee nor the community. With the exception of the deletion of the 30,000 sq. ft. limitation for the anchor store, our recommended additions and deletions restores this language to that recommended by the committee. As regards the size of a possible anchor store, we strongly urge that any size limitation be eliminated in the Comp Plan Policies. Immediately after the MPSPAC sent their recommendations to the LPA in February 2006, extensive debate of this item ensued. As that authoring body was retired in late 2007, there was clearly no longer majority support for this size limitation. In today's environment, mandating a maximum size of 30,000 sq. ft. for an anchor/grocery store undermines any economically feasible development of a market Square. Virtually every grocery store built in Lake County for the past 15-20 years is 40,000 square feet and larger. The LDRs is the proper place to address these specifics. Having a LDR requirement necessitating a CP or PUD zoning whenever a proposed use exceeds xx,xxx square feet will allow for sufficient County and Community input to make a determination as to its appropriateness. Inserting such specificity in what should be a broad policy for the next 20 years not only undermines the stated intent of providing "flexible guidelines" for policymakers, land managers and land users but seriously hinders the likelihood of an economically viable Market Square.
- (G) *(Policy 2.1.4)* While we feel that such specifics should be relegated to the LDRs, the "40 feet" limitation is sufficient. The stricken comment is unneeded and potentially confusing.
- (H) *(Policy 2.1.9)* Again, our proposed changes here allow for flexibility of the Comp Plan while clearly stating the intended policy. Substituting "encourage" for "require" eliminates the possibility of future debates as to whether or not certain trees can be removed while still clearly stating the intent of the policy. A tree ordinance within the LDR's should be the document spelling out specific requirements. Backing the policy up with the LDRs allows policymakers, land managers and land users the ability to make future decisions that are in the community's best interest.
- (I) *(Policy 2.1.12)* It could be argued that as this sentence is written, developments could be required to provide land for all of the listed modes of transportation. The proposed changes allow for the infusion of flexibility and eliminate the possibility of an unreasonable interpretation.
- (J) *(Policy 2.1.12)* The stricken sentence was not included in the recommended language from the MPSPAC but was incorporated in December 2008 by the LPA without approval from the MPSPAC. The policy as stated in the foregoing sentence of this paragraph is sufficient.
- (K) *(Policy 2.1.13)* As in (J) and (F) above, this stricken paragraph was not included in the recommended language from the MPSPAC but was incorporated in December 2008 by the LPA. In addition to being a poor and unnecessary policy, such a policy was suggested on multiple occasions to the MPSPAC and was repeatedly denied. The policy is fraught with problems from who funds such an analysis, when does it occur, and how is projected new development determined between now and 2030. Existing

regulations regarding transportation concurrency as development occurs are sufficient to govern capacity impacts.

- (L) (*Policy 2.1.14*) See (E) above. Additionally, we suggest substituting "located" for "hidden" to avoid any unreasonable interpretation of the policy. While it is reasonable to require screening for parking areas, it is unreasonable to require parking lots to be "hidden". Also the language regarding parking lots of 25 spaces or less, even though it is preceded by "emphasize", is economically restrictive and has the potential to be misapplied. Per the County code for retail uses, a parking lot of 25 cars can only support a building of 5,000 square feet. Language in the LDRs regarding location, screening, and the use of islands to break up parking fields is the prudent approach.

As mentioned in our meetings, the Main Street Stakeholders is an informal group comprised of property owners along and abutting the SR 46 corridor and leaders from the community. We are the owners and taxpayers of the vast majority of the land within the proposed Main Street District, and as such, we are the ones most directly impacted. Yet, our input into the process of drafting the policies has been minimal. While some may have been unmindful of the ongoing planning process, others that did follow the process were frustrated by unsuccessful attempts to have their voices heard at the local committee level as well as by the LPA. In the end, as landowners, taxpayers and citizens committed to building a better community, we seek only reasonableness and fairness in the laws that will govern our land. We understand this may not be synonymous with maximizing the commercial value of our property, and are willing to live with that in the interest of the community,

According to the County web site the Comp Plan is to provide "*flexible guidelines for policymakers, land managers and land users about how to conserve rehabilitate or develop an area.*" Language in the policies transmitted by the LPA for the Mt. Plymouth-Sorrento area does not allow for such flexibility. Without such flexibility being afforded to policymakers, land managers and users, the opportunities to provide for the social and economic betterment of the community at large is limited and potentially eliminated for the next 20 years, without a cumbersome and lengthy amendment process.

The changes we propose are to remove or amend those elements that: 1) are contrary to the character of Main Street that the policies purport to preserve; 2) would render many of the existing Main Street buildings as nonconforming uses; 3) are economically and/or physically unfeasible; and 4) in their specificity, will result in rigid policy that could preclude the possibility for policy makers to act on community enhancing opportunities without a lengthy and costly amendment process. These proposed changes do not alter the vision or overall intent of the policies. They are fair and reasonable while allowing for positive forward thinking rather than restrictive policies.

Thank you for your consideration,

Main Street Stakeholders

- Nature centers; and
- Rustic cabins and similar facilities.

Policy 1.5.2 Recreation Future Land Use Category

The Recreation Future Land Use Category consists of County-wide public or private recreational facilities, park lands and open space preservation areas. Active or passive uses are appropriate within the Recreation Land Use Category, subject to conditions established for the particular facility. The maximum intensity in this category shall be 0.10. The maximum Impervious Surface Ratio shall be 0.50 and building height shall be limited to 40 feet.

USES:

- Public and private recreation and open space; and
- County parks, community parks.

Policy 1.5.3 Public Service Facilities and Infrastructure Future Land Use Category

This Public Service Facilities and Infrastructure Future Land Use Category consists of uses needed to address public facility or infrastructure needs. The maximum intensity in this category shall be 1.0. The maximum Impervious Surface Ratio shall be 0.80 and building height shall be limited to 50 feet.

USES:

- Government and civic buildings;
- Public safety facilities;
- Active and passive recreation facilities;
- Transportation facilities;
- Schools;
- Libraries;
- Power plants; and
- Regional water and wastewater utilities.

USES REQUIRING A CONDITIONAL USE

- PERMIT:
- Borrow pits; and

Landfills.

GOAL 2.0 SPECIAL COMMUNITIES

Lake County contains historically established communities with unique character that warrant special attention and planning approaches to ensure their distinctive qualities are retained. The County shall protect the integrity and long-term viability of these communities through Comprehensive Plan policies and Land Development Regulations prepared specifically for these areas that address characteristics including but not limited to land use, scale, form, infrastructure, and amenities.

OBJECTIVE 2.1 Mount Plymouth-Sorrento Community

The County shall implement and enforce policies and programs designed to preserve and reinforce the positive qualities of the lifestyle and charm presently enjoyed in the Mount Plymouth-Sorrento Community, and thereby ensure that these qualities are available to future residents. The County recognizes that it is the intent of the Mount Plymouth-Sorrento Community to discourage annexations.

Policy 2.1.1 Recognition of the Mount Plymouth-Sorrento Community

Within 12 months of the effective date of this Comprehensive Plan, the County shall develop Land Development Regulations for the Mount Plymouth-Sorrento Planning Area, established pursuant to Ordinance No. 2004-67 and depicted on the Future Land Use Map, that recognize the Mount Plymouth-Sorrento Community as a part of Lake County with unique character and charm. It shall be the policy of the County that this area requires approaches to land use intensities and densities, rural roadway corridor protection, the provision of services and facilities, environmental protection and the enforcement of Land Development Regulations consistent with the community's character.

Policy 2.1.2 Guiding Principles for Development

The County shall ensure that new development within the Mount Plymouth-Sorrento Community is of high quality while maintaining community character and protecting property rights. Consideration of proposals for development within the Mount Plymouth-Sorrento Planning Area shall be guided by the following principles:

- Provide a range of housing types for all ages, incomes, and lifestyles while focusing the highest density and intensity of new development within the Main Street Future Land Use Category;
- Ensure compatibility with established neighborhoods and rural lifestyles;
- Ensure compatibility with rural and transitional uses adjacent to the Planning Area;
- Provide for an integrated network of local two-lane streets, bicycle trails, and pedestrian paths to connect neighborhoods and provide access to the Main Street and throughout the planning area, and ~~prohibit-discourage (A)~~ new gated communities;
- Create a sense of place by implementing design standards, traditional village architectural guidelines, traffic calming, lighting and landscaping standards, liberal use of street trees, community parks, and open space that protect and enhance the character of the Mount Plymouth-Sorrento Community; and
- Provide for environmentally-responsible development and design appropriate within the Wekiva Study Area.

Policy 2.1.3 Mount Plymouth-Sorrento Future Land Use Categories

The County shall adopt Land Development Regulations containing design standards for new development, including but not limited to parking, lighting, signage, open space, architectural guidelines, building scale, and landscaping to preserve the character of the Mount Plymouth-Sorrento Community and define the community. Future Land Use Categories located within the Mount Plymouth-Sorrento Community include: Mount Plymouth-Sorrento Main Street, Mount Plymouth-Sorrento Neighborhood, Rural Transition, Regional Office, WRPA Mount Plymouth-Sorrento Receiving Area, and part of WRPA A-1 -20 Receiving Area. In addition, Future Land Use Categories within the Public Benefit Future Land Use Series may be located within the Mount Plymouth-Sorrento Community.

Policy 2.1.4 Design Standards for the Mount Plymouth-Sorrento Main Street Future Land Use Category

Within twelve (12) months of the effective date of this Comprehensive Plan, Land Development Regulations for the Main Street Future Land Use Category shall be developed to emulate a traditional community feel, including but not be limited to, the follow requirements:

- ~~Require-Encourage (B)~~ specific design standards affecting the size and architecture of residential and non residential structures, consistent with the Main Street Future Land Use Category;
- ~~Require-Encourage (C)~~ specific additional standards for infill housing to preserve the character of the historic Sorrento neighborhood;

- ~~Require-Encourage (D)~~ that building structures present a traditional storefront face and entrance to the Main Street, and provide wide sidewalks for pedestrian activity with street furniture for outdoor cafes and benches for rest and shading; and require the planting of canopy trees (such as Live Oaks, Sweet Gum, and Drake Elms) at regular intervals along Main Street. Outdoor lamps shall utilize full-cutoff lighting with traditional-style fixtures;
- Require that all parking be located in the rear of building structures facing Main Street, ~~with the exception of where~~ on-street angle or parallel parking ~~is available along Main Street. Encourage the design of on street parking where it is not available and reasonably achievable within existing right of ways along Main Street. (E)~~ Pervious parking is encouraged;
- Encourage upper-story residences or office space located above ground-level shops, and provide for multi-family homes, including town homes, duplexes, and condominiums along and near the Main Street corridor;
- Include the provision for ~~a Market Square District, located at the intersection of Hunter Avenue and State Road 46, not to exceed 40 acres in size and a maximum of 100,000 square feet of floor area in the aggregate. Required open space within the Market Square shall be contiguous and centrally configured as an amenity for the community. This Market Square District shall contain no more than one an anchor store, such as a grocery store, which shall be sized to serve the needs of the Mount Plymouth-Sorrento Community Planning Area and not exceed 30,000 square feet of floor area. Such a store, if located within the Planning Area, must not be visible should not front directly on from~~ Main Street, and shall be designed with architectural features compatible with the character of the Mount Plymouth-Sorrento Community; ~~all other structures within the Market Square District shall be limited to 8,000 square feet for new development. Outside of the Market Square District, individual building floor area allocation shall not exceed 5,000 square feet for new development; (E)~~
- Provide for a maximum building height not to exceed 40 feet with varied roof lines unless such look is provided by adjacent buildings. ~~Generally, this would result in structures of two (2) habitable stories; and (G)~~
- Provide for one or more areas within the Main Street Future Land Use Category to serve as a community park or civic space, and which shall be designed with appropriate landscaping and amenities to enhance the public realm and community identity.

Policy 2.1.5 Rural Compatibility

The County shall provide for a rural transitional area within the Mount Plymouth-Sorrento Community outside of the Neighborhood Category. This area shall utilize the Rural Transition Future Land Use Category defined within the Comprehensive Plan and adhere to all open space requirements pertaining to the category. The intent of this Future Land Use Category is to ensure compatibility with established rural residential neighborhoods in the Wolf Branch Road corridor and to provide for the protection of environmentally sensitive lands.

Policy 2.1.6 Office Employment Center

The County shall coordinate with the City of Mount Dora to establish a Regional Professional Employment Center utilizing the Regional Office Future Land Use Category in the vicinity of State Road 46 and Round Lake Road for the purpose of creating quality professional jobs within the east Lake County and convenient to the residential areas of both communities. The intent of this employment center shall be to promote orderly and logical development of land for office complexes and light, clean industrial development in an attractively designed, park-type setting, and to assure appropriate design in order to maintain the integrity of existing or future nearby residential areas.

Policy 2.1.7 Gateway/Landmark Features

The County shall allow for the placement of gateway/landmark features to define the Mount Plymouth-Sorrento Community on County Road 437 (north and south entrance), County Road 435 (south entrance), Wolf Branch Road (west entrance), and on the segment of State Road 46 described as the Main Street

District (east and west entrance). Gateway/landmark features shall be used to announce entrances and transitions to and through the Mount Plymouth-Sorrento Community and to facilitate community identity.

Policy 2.1.8 Environmental Design Standards

The County shall require compliance with environmental design standards established for the Wekiva Study Area within the Mount Plymouth Sorrento Planning Area. The County shall require environmentally-responsible development and design appropriate within the Wekiva Study Area, including but not limited to the protection of aquifer recharge areas, wetlands, karst features, wildlife, trees and native vegetation; the use of drought-tolerant landscaping; the use of reclaimed water for irrigation where appropriate, and the promotion of energy efficient "green-building".

Policy 2.1.9 Preservation of Tree Canopy

The County shall ~~require-encourage~~ that mature hardwood native trees and tree canopies be protected within Mount Plymouth- Sorrento. A mature tree shall be defined as a tree with a caliper of 12 inches or more in diameter at breast height (DBH). Where mature native hardwood tree stands exist, land use and design requirements ~~shall-are intended to~~ minimize the impact to the existing ~~trees-and~~ tree canopies. Within Mount Plymouth-Sorrento, Lake County shall emphasize the protection of mature native trees and promote the use of trees along roadways and within all new development. (H)

Policy 2.1.10 Protection of Dark Skies

Within 12 months of the effective date of this Comprehensive Plan, Lake County shall adopt an exterior lighting ordinance for the Mount Plymouth-Sorrento Planning Area to preserve dark skies, based on recommendations of the International Dark Sky Association and exemplified by the City of Casselberry Exterior Lighting Ordinance (May 2002).

Policy 2.1.11 Signage and Advertisement

Within 12 months of the effective date of this Comprehensive Plan, the County shall adopt Land Development Regulations that limit the location, height, size, and illumination of signs and advertisement structures within Mount Plymouth-Sorrento in order to enhance community character and limit the visual intrusion of commercial features.

Policy 2.1.12 Transportation Network in the Mount Plymouth-Sorrento Community

It shall be a priority of Lake County to preserve two lane roads while improving connectivity within and through the Mount Plymouth-Sorrento Community. In order to accomplish this effort and meet the needs of current and future residents, the County shall require new developments to reserve land for transportation routes that connect to existing and planned roads in the network. Provision ~~shall-should~~ also be made for roads, bicycling, walking, equestrian, and ~~or~~ golf cart trails. (I)

A community transportation vision and preferred transportation network shall be established for the Mount Plymouth-Sorrento Planning Area that identifies the functional type, cross-sections for different streets, and recreational trail connectivity. Site development plans/plats shall incorporate the applicable transportation vision and network for streets, trails, and their connections. This transportation vision and network shall anticipate the coordination and integration of roads with other modes of transportation where appropriate, such as bicycle, walking, equestrian, and golf cart trails.

In order to protect the long-term integrity of the Mount Plymouth-Sorrento Community, it shall be the expressed intent of the County to maintain State Road 46 within the Mount Plymouth-Sorrento Main Street Future Land Use Category as a two-lane facility, herein referred to as "Main Street", and to coordinate with the Florida Department of Transportation to achieve this purpose. ~~This capacity limitation shall have primacy in the review of all proposed development within the Main Street Future Land Use Category and Mount Plymouth-Sorrento Planning Area.~~

(J)

The County shall establish rural scenic road and community road guidelines that define the functional type and cross-sections for these roads. Further, in order to maintain the scenic quality of rural roadways and limit traffic through established residential areas, the County shall designate Wolf Branch Road and Adair Road within the boundaries of the Planning Area as local scenic roadways that shall be policy constrained to remain as two-lane facilities and be treated with traffic calming techniques (i.e. chicanes, bulb outs, and other traffic calming mechanisms). The County shall develop land use, landscaping, and design standards protective of the unique character of these roadway corridors.

~~Policy 2.1.1.3 Transportation Analysis~~

~~Approval of a Market Square District shall not occur until the County conducts a transportation analysis of roads within the planning area, including State Road 46. The purpose of this study shall be to estimate transportation conditions in 2030 with completion of the Wekiva Parkway, taking into account the impact of existing development as well as projected new development within the Mount Plymouth Sorrento Planning Area consistent with this Comprehensive Plan. If it is determined that Level of Service standards cannot be maintained utilizing a system of roads with two travel lanes, then this shall be cause within the Land Development Regulations to further limit density and intensity provisions applicable to the Mount Plymouth Sorrento Planning Area. (K)~~

Policy 2.1.14 Parking in the Mount Plymouth Sorrento Community

In an effort to create a pedestrian realm and storefront activity on Main Street, parking lots shall be ~~hidden~~ located behind the buildings that front Main Street when on street parking is available or reasonably achievable within existing right of ways. ~~The Main Street Future Land Use Category shall emphasize the use of parking in the form of individual small lots of typically twenty five (25) spaces or less. (L)~~ All parking lots shall be required to extensively use trees, landscaping, and utilize full-cutoff lighting with traditional-style fixtures. Design of the Main Street corridor shall accommodate on-street parallel or angled parking. Calculations for shared parking spaces are encouraged for lots that serve mixed-use buildings.

Parking standards for the Planning Area shall include adequate off street parking for residents within all residential subdivisions.

Policy 2.1.15 Traffic Calming

The use of traffic calming measures such as round-a-bouts, speed humps, bulb outs, chicanes, and similar measures shall be encouraged to reduce the speed of traffic within all districts within the Mount Plymouth and Sorrento Planning Area.

Policy 2.1.16 Mount Plymouth and Sorrento Finance Mechanism

The County shall explore mechanisms to fund plans, construction, maintenance, or improvements to roads and community amenities.

OBJECTIVE 2.2 Sunnyside Community

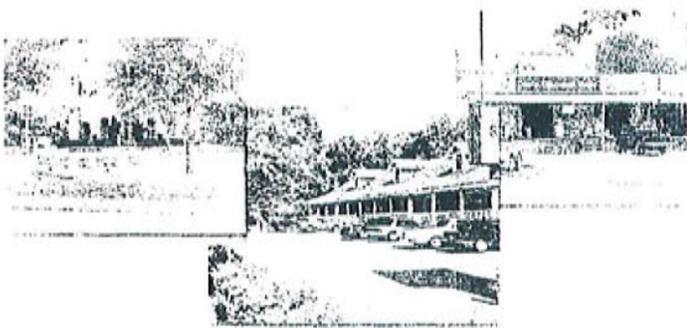
The County shall implement and enforce policies and programs designed to preserve and reinforce the positive qualities of the rural lifestyle and charm presently enjoyed in the Sunnyside Community, and thereby ensure that these qualities are available to future residents.

Policy 2.2.1 Recognition of Sunnyside Community

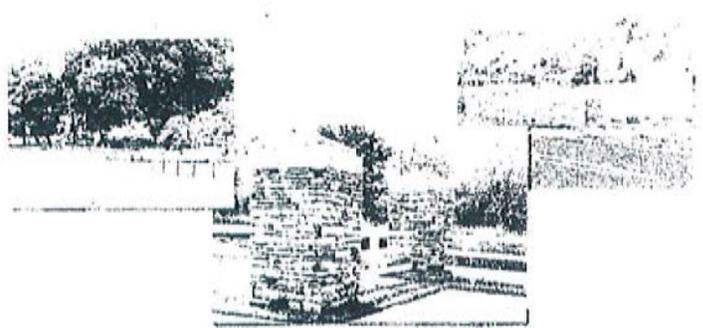
The County shall develop and enforce Land Development Regulations for the Sunnyside Planning Area consistent with the Sunnyside Task Force Study Report adopted in June 2004 that recognizes the unique rural character and charm of the Sunnyside Community. It shall be the policy of the County that this area requires approaches to land use intensities and densities, rural roadway corridor protection and enhancement, the provision of services and facilities, and environmental protection consistent with the community's character. Land Development Regulations shall apply to new development and redevelopment

"EXHIBIT 2"

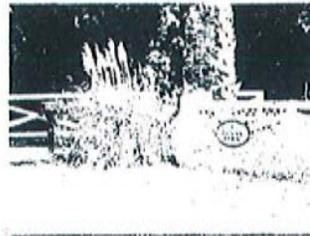
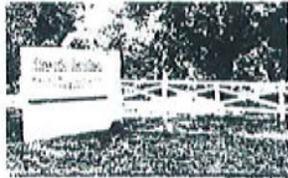
MT. PLYMOUTH & SORRENTO STATE ROAD 46 CHARACTER



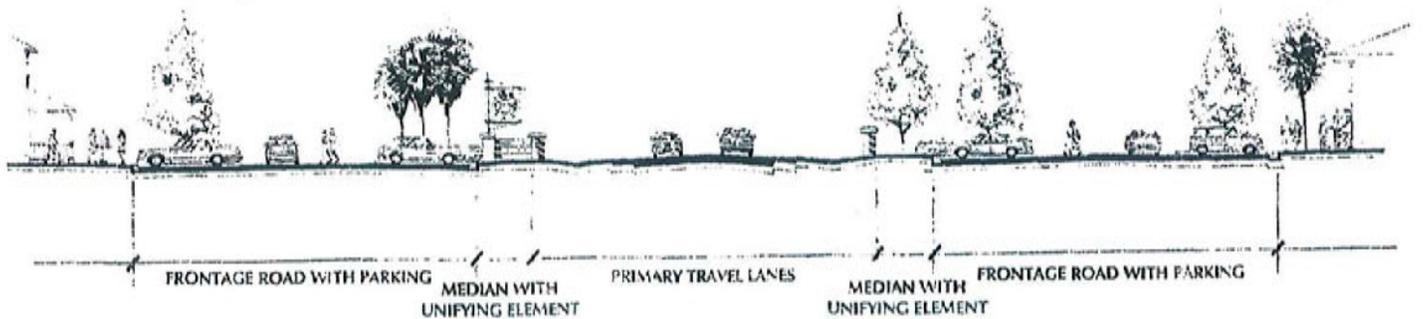
ARCHITECTURAL CHARACTER



UNIFYING ELEMENTS

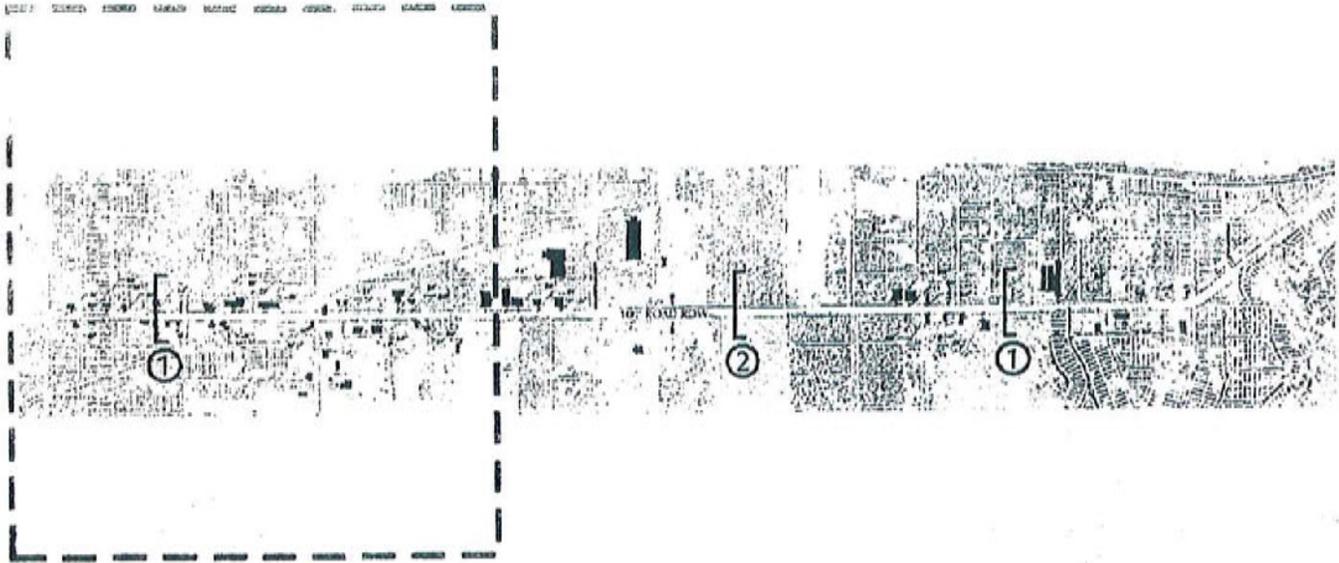


SIGNAGE



TYPICAL ROAD SECTION



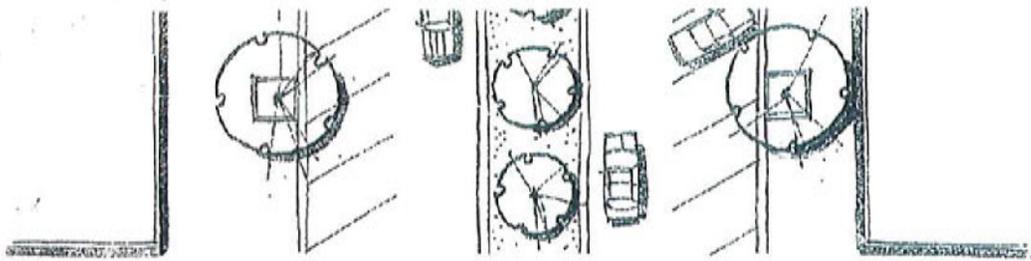


SR 46 Right Of Way Study
 West Market Street Corridor

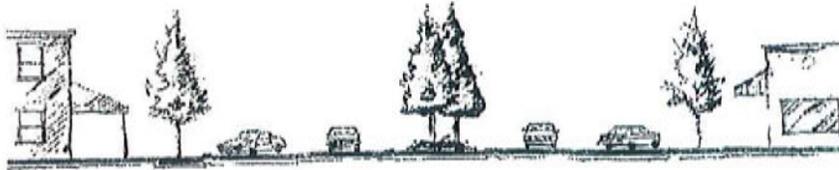
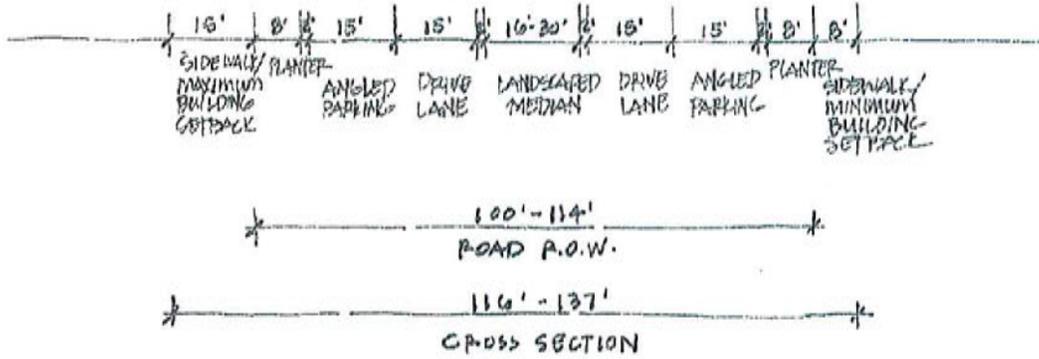


Property Ownership and Building Setback Study
 West Market Street Corridor

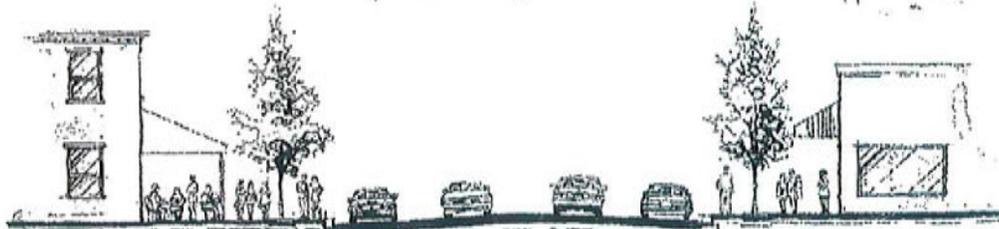
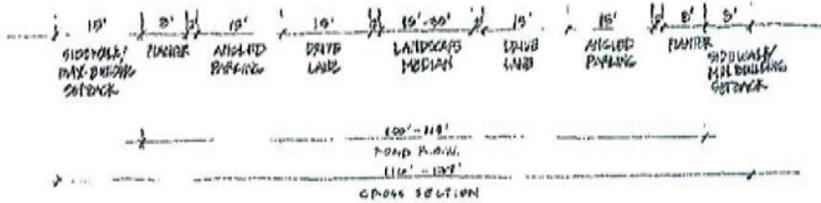
West Market Street Corridor Studies	
MOUNT PLYMOUTH & SORRENTO	
Scale: Not To Scale <i>for illustrative purposes only</i>	①
 MILLER SELLEN CONNER & WALSH Community Planners, Designers & Engineers	



West Market Street
Road Section

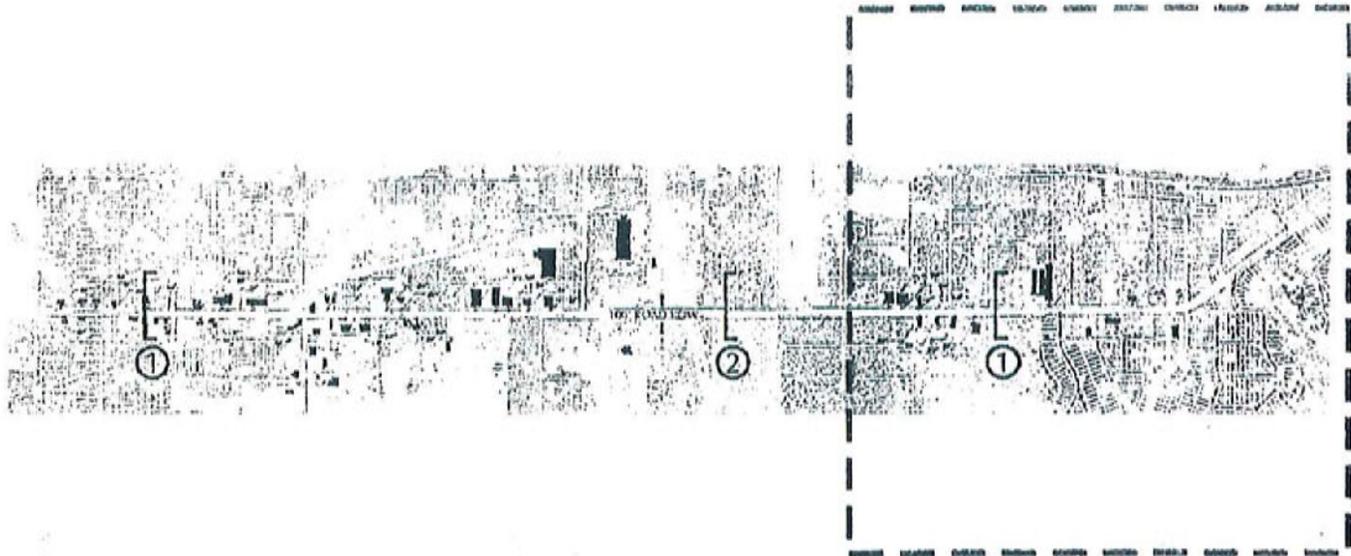


West Market Street
Road Section

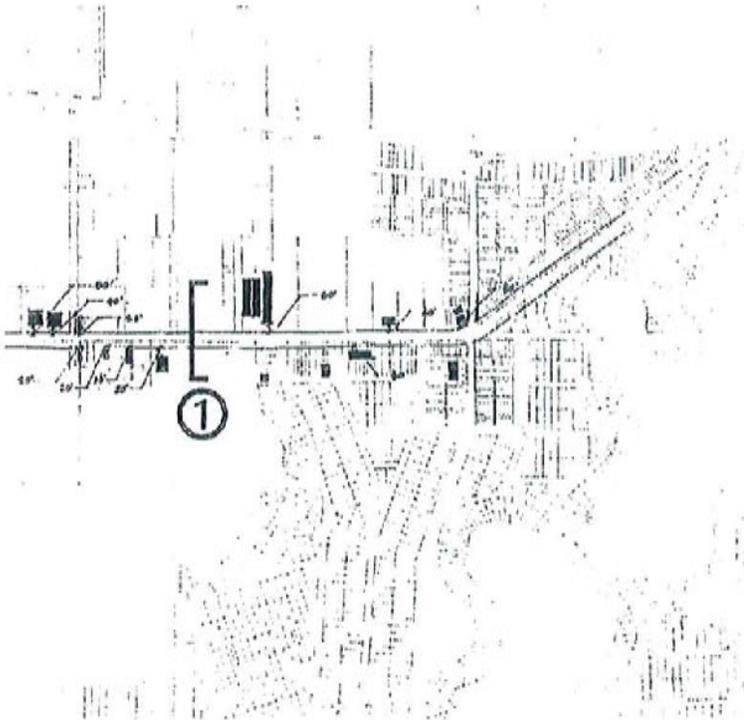


West Market Street
Road Section Alternative

Sorrento	
West Market Street Corridor Concepts	
MOUNT PLYMOUTH & SORRENTO	
Scale: Not To Scale for illustrative purposes only	
 MILLER SELLEN CONNER & WALSH Community Planners, Designers & Engineers	

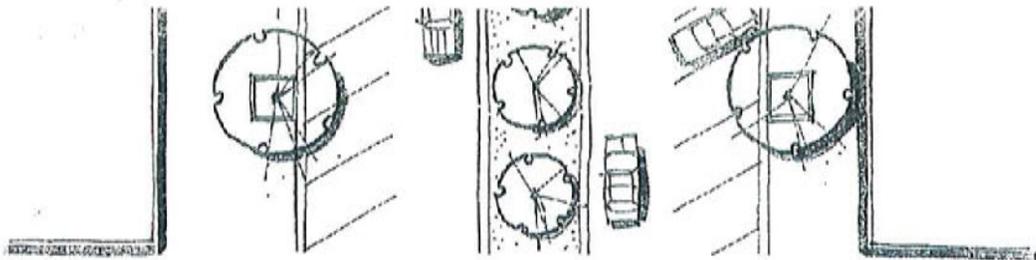


SR 46 Right Of Way Study
East Market Street Corridor



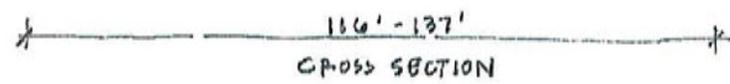
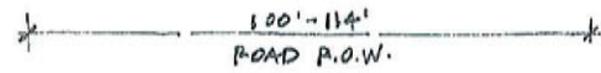
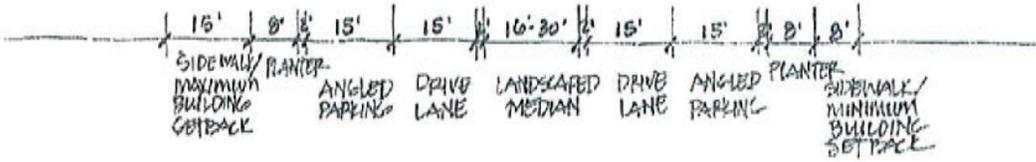
Property Ownership and Building Setback Study
East Market Street Corridor

East Market Street Corridor Studies	
MOUNT PLYMOUTH & SORRENTO	
Scale: Not To Scale <i>for illustrative purposes only</i>	①
 MILLER SELLEN CONNER & WALSH Community Planners, Designers & Engineers	



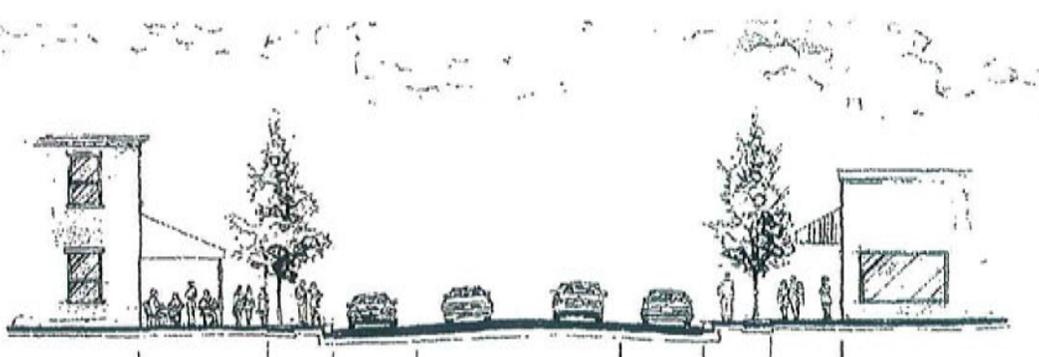
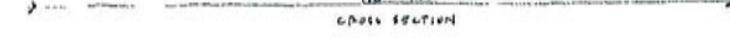
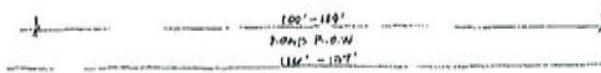
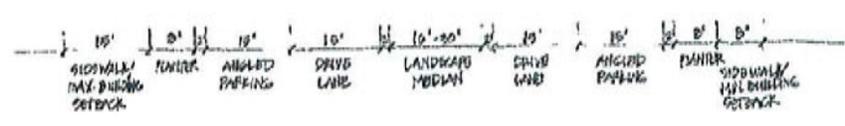
East Market Street

Road Section



East Market Street

Road Section



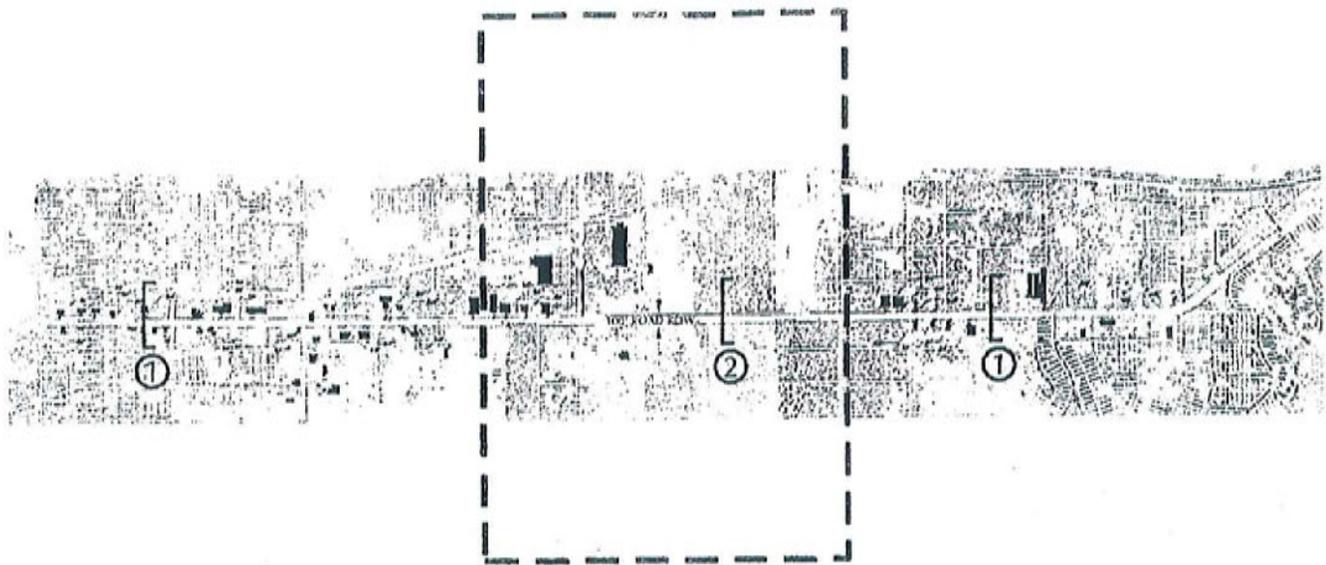
East Market Street

Road Section Alternative

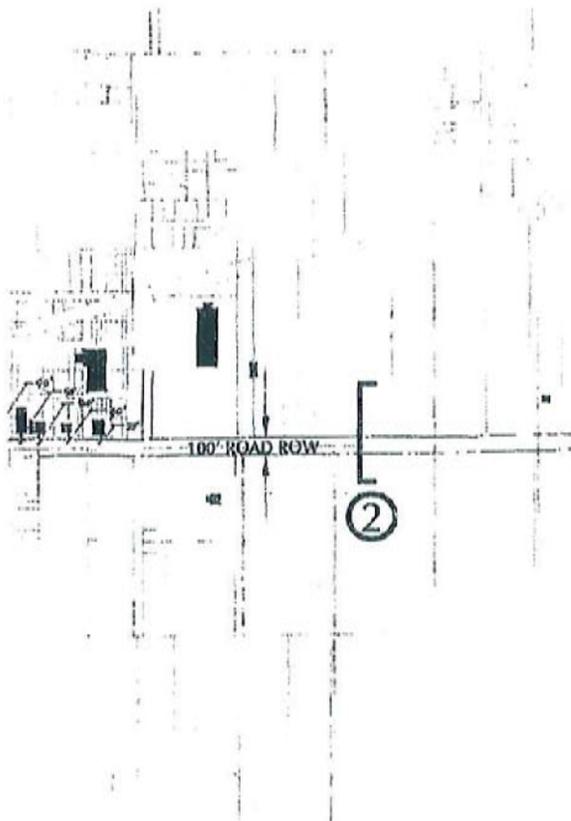


Mount Plymouth
 East Market Street Corridor Concepts
 MOUNT PLYMOUTH & SORRENTO
 Scale: Not To Scale
 for illustrative purposes only

MILLER SELLEN CONNER & WALSH
 Community Planners, Designers & Engineers

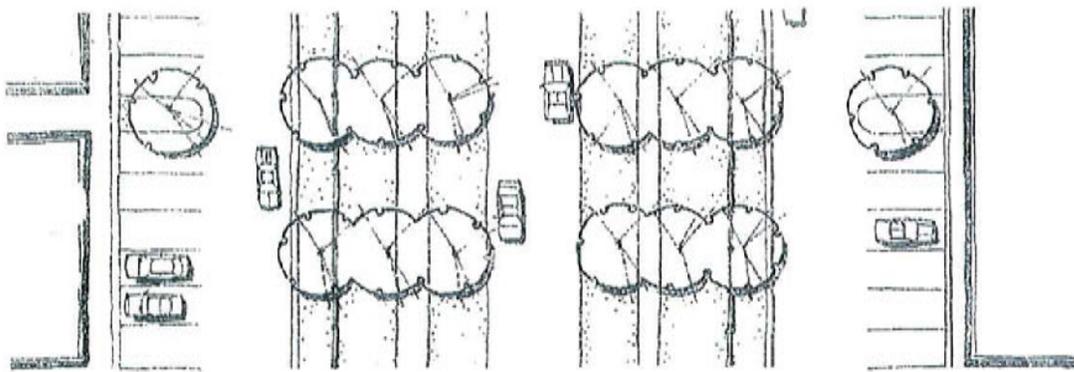


SR 46 Right Of Way Study
Market St. Parkway Corridor

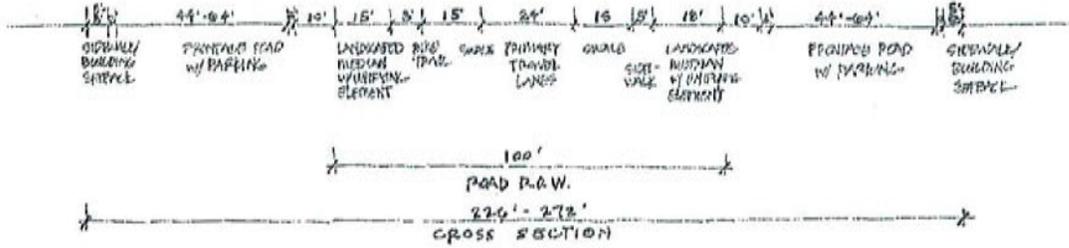


Property Ownership and Building Setback Study
Market St. Parkway Corridor

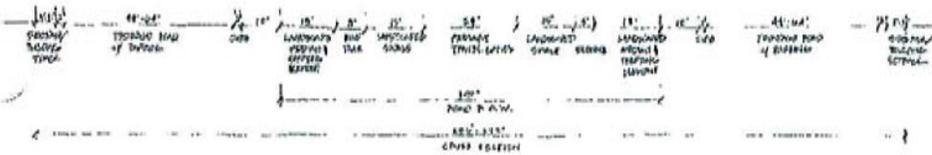
Market St. Parkway Corridor Studies	
MOUNT PLYMOUTH & SORRENTO	
Scale: Not To Scale for illustrative purposes only	①
	
MILLER SELLEN CONNER & WALSH Community Planners, Designers & Engineers	



West Market Parkway
Road Section



West Market Parkway
Road Section



Market Street Parkway
Road Section Alternative



Market St. Parkway Corridor Concepts
MOUNT PLYMOUTH & SORRENTO

Scale: Not To Scale
for illustrative purposes only

MILLER SELLEN CONNER & WALSH
Community Planners, Designers & Engineers

Florida Department of Agriculture and Consumer Services Requested Changes to Wekiva Policies

Policy I-3.3.12 Agricultural Uses

Recognizing agriculture as an important and necessary economic activity within Florida and Lake County, adequate and appropriate land and water shall be reserved for its continuance. Agriculture, as defined by Section 570.02 F.S. and more specifically Section 193.461 F.S. conducted in compliance with appropriate Best Management Practices (BMPs), is recognized as a legitimate and productive use of lands within the Wekiva River Protection Area. ~~All agricultural activities operations within the Wekiva River Protection Area that file a Notice of Intent with the Department of Agriculture and Consumer Services and shall comply with implement~~ BMPs developed by the ~~Florida Department of Agriculture and Consumer Services and adopted by rule pursuant to Section 403.067, F.S., shall be considered to meet the requirements of this policy. U.S. Department of Agriculture Natural Resources Conservation Service and BMPs contained in the publication "Protecting Florida's Springs Land Use Planning Strategies and Best Management Practices" (Department of Community Affairs/Department of Environmental Protection, 2002).~~

Policy I-3.3.13 Silviculture in Wekiva River Protection Area

Silviculture, conducted as an agricultural operation as defined by Section 570.02 F.S. and more specifically in 193.461 F.S. as a bona fide agricultural operation, is recognized as a legitimate and productive use of lands within the Wekiva River Protection Area. ~~All silviculture activities, including harvesting plans, within the Wekiva River Protection Area that file a Notice of Intent with the Department of Agriculture and Consumer Services and shall comply with implement~~ Best Management Practices (BMPs) developed by the ~~Florida Department of Agriculture and Consumer Services and adopted by rule pursuant to Section 403.067, F.S., shall be considered to meet the requirements of this policy. U.S. Department of Agriculture Natural Resources Conservation Service and BMPs contained in the publication "Protecting Florida's Springs Land Use Planning Strategies and Best Management Practices" (Department of Community Affairs/Department of Environmental Protection, 2002).~~ Long crop rotation shall be encouraged when land within Primary Springshed Zones is used for silviculture.

Policy I-3.3.20 Mining and Borrow Activities within the Wekiva River Protection Area

New mining activities shall be prohibited within the Wekiva River Protection Area. Expansion of existing mining activities within the Wekiva River Protection Area shall be subject to the provisions of the Lake County Code and the approval of the Board of County Commissioners.

Borrow activities within the Wekiva River Protection Area may be permitted only after approval by the Board of County Commissioners. It is the intent herein to limit borrow activities to those necessary for the construction of or improvement to highways or other public works projects within the Wekiva River Protection Area. ~~Excavation performed in the construction of an agricultural water management system subject to a water management district permit is not considered to be borrow activity.~~

Policy IV-2.3.11 ~~The Require~~ Use of Best Management Practices ~~for in~~ Agricultural and Silviculture ~~al-Practices Operations to Protect Springsheds.~~

Within springsheds, ~~the County shall require agricultural and silviculture operations activities and to shall~~ use best management practices that are compatible with the need to protect springsheds and conserve ~~the~~ water resources ~~pursuant to Section 403.067, F.S. Agricultural and silviculture operations that file a Notice of Intent with the Department of Agriculture and Consumer Services and implement Best Management Practices developed by the Department of Agriculture and Consumer Services and adopted by rule pursuant to Section 403.067, F.S., shall be considered to meet the requirements of this policy. The County shall require compliance with best management practices outlined in "Silviculture and Agriculture Best Management Practices Manuals" (Florida Department of Agriculture and Consumer Services), and "Protecting Florida's Springs Land Use Planning Strategies and Best Management Practices" (Dept. of Environmental Protection/Dept. of Community Affairs), or its successor documents.~~ The County shall encourage long-crop rotation silviculture and unimproved pasture within the primary zone and minimum tillage farming elsewhere within the springshed.

The County shall work with federal, state, regional, and local agencies, and existing agricultural extension programs to educate, encourage and assist farmers and the agricultural industry within springsheds to use best management practices that minimize use of water, fertilizers, herbicides and pesticides and that reduce erosion.

Policy IV-2.3.24 Incorporate Best Management Practices

Within 12 months of the effective date of the Comprehensive Plan, the County shall adopt Land Development Regulations (LDRs) for springshed protection and incorporate Best Management Practices (BMPs) contained in the document "Protecting Florida's Springs ~~Manual~~ Land Use Planning Strategies and BMPs" (Fl. Dept. of Community Affairs and Fl. Dept. of Environmental Protection, 2002). These LDRs shall include but not be limited to standards for the use of native and drought tolerant species, clearing of vegetation, landscaping and arbor requirements, ~~agriculture and silviculture practices,~~ aquifer recharge, use of septic systems, creation of open space and efficient irrigation to maximize conservation of water.

Policy X-5.3.2 Best Management Practices for Agriculture, ~~and~~ Silviculture, ~~and~~ Construction

~~Lake County shall require that Best Management Practices for agriculture, construction and silviculture be employed to protect the function of existing stormwater management systems and to minimize contributions of poor quality stormwater run-off to receiving water bodies. Construction activities shall require a National Pollutant Discharge Elimination System (NPDES) permit, as appropriate. Agriculture and Silviculture BMPs shall be addressed consistent with Policies I-3.3.12, I-3.3.13, and IV-2.3.11.~~

Policy X-5.3.3 Best Management Practices for Construction. Lake County shall require that Best Management Practices for construction be employed to protect the function of existing stormwater management systems and to minimize contributions of poor quality stormwater run-off to receiving water bodies. Construction activities shall require a National Pollutant Discharge Elimination System (NPDES) permit, as appropriate.

The following is a Lake County Staff recommended change to Policy I-3.4.1 number 4:

Policy I-3.4.1 Surveys and Studies

The County shall require the following surveys and studies to be submitted with applications for rezonings, site plans, plats or development proposals, subject to verification and approval by Lake County for projects within the Wekiva Study Area of 40 acres or greater. The following surveys and studies shall also be required for rezonings resulting in densities greater than the base density within the Rural Transition, Sending Area A-1-40, Sending Area A-1-20, and Receiving Area A-1-20 Future Land Use Categories:

4. In order to protect natural resources in the Wekiva Study Area, the County shall herein adopt create and maintain maps, including but not limited to: Most Effective Recharge Areas, areas of aquifer vulnerability, karst features, sensitive upland habitats (Longleaf Pine, Sand Hill, Sand Pine Scrub and Xeric Oak Scrub) and wetlands. These maps shall be developed, based upon best available data, from the St. Johns River Water Management District, Florida Department of Environmental Protection, Florida Fish and Wildlife Conservation Commission and other agencies, and updated at least annually as new site specific and agency data becomes available. Due to the inherent complexities of ecological systems, these maps are for reference purposes and not intended to substitute for site specific professional studies, surveys, reports, and analyses required pursuant to this Comprehensive Plan and the Land Development Regulations.