Summary of Ordinance

The purpose of this ordinance is to extend the suspension of the collection of transportation impact fees until December 31, 2013. Upon the expiration of the suspension period, the impact fees will be reinstated, at lower rates, and with a reduced number of categories. The ordinance will additionally reduce the number of impact fee districts from six (6) to three (3).

ORDINANCE NO. 2013 - 7

AN ORDINANCE OF THE BOARD OF COUNTY COMMISSIONERS OF LAKE COUNTY, FLORIDA; AMENDING SECTION 22-4, LAKE COUNTY CODE, ENTITLED DEFINITIONS; AMENDING CHAPTER 22, ARTICLE III, LAKE COUNTY CODE, ENTITLED TRANSPORTATION IMPACT FEES; PROVIDING FOR THE ADOPTION OF AN UPDATED TRANSPORTATION IMPACT FEE STUDY; PROVIDING FOR THE CONTINUATION OF THE SUSPENSION OF THE COLLECTION OF IMPACT FEES UNTIL DECEMBER 31, 2013; PROVIDING FOR A REVISED IMPACT FEE SCHEDULE TO BE EFFECTIVE JANUARY 1, 2014; REDUCING THE NUMBER OF IMPACT FEE DISTRICTS FROM SIX (6) TO THREE (3); PROVIDING LEGAL DESCRIPTIONS FOR THE IMPACT FEE DISTRICTS; PROVIDING FOR SEVERABILITY; PROVIDING FOR INCLUSION IN THE CODE; PROVIDING FOR FILING WITH THE DEPARTMENT OF STATE; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, Chapter 22 of the Lake County Code imposes impact fees for Transportation, Educational Facilities, Parks, Libraries and Fire; and

WHEREAS, the Board of County Commissioners did in Ordinance 2012-3 suspend the collection of transportation impact fees until March 1, 2013; and

WHEREAS, the County did have prepared an updated transportation impact fee study to evaluate and propose reasonable and appropriate transportation impact fee rates; and

WHEREAS, such study has been calculated based on the most recent and localized data;

WHEREAS, the Board now finds it is in the best interests of the citizens of Lake County to make this change to the Lake County Code.

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

Section 1. **Recitals.** The foregoing recitals are true and correct and incorporated herein by reference.

Section 2. **Amendment.** Section 22-4, Lake County Code, entitled Definitions, is hereby amended to read as follows:

Sec. 22-4. Definitions.

The following words, terms and phrases, when used in Chapter 22, shall have the meaning ascribed to them in this chapter, except where the context clearly indicates a different meaning. For words, terms and phrases not listed in this section, reference shall be made to Chapter 2, Lake County Code, Appendix E, Land Development Regulations.

(1) *Accessory building or structure* is a detached, subordinate building, the use of which is clearly indicated and related to the use of the principal building or use of the land and which is located on the same lot as the principal building or use.

(2) *Active adult community* is defined as a community which meets the definition of housing for older persons contained in this Code, which has been approved by the county attorney to be exempt from educational system impact fees pursuant to section 22-14(8), and which contains on-site facilities and services specifically designed to meet the physical or social needs of its residents, such as pools, spas, tennis courts, basketball courts, golf courses, horseshoe areas, bachi courts, community center, banquet halls, health gyms, clubhouses and/or other sports or activities for use by the residents, including at least one thousand (1,000) square feet of building space per one hundred (100) dwelling units. If a community ceases to contain at least two (2) or more of such facilities or services, and a minimum of at least one thousand (1,000) square feet of building space for residents per one hundred (100) dwelling units, the applicable transportation impact fee in effect at the time of the change in circumstances shall be due and payable for all such residential units located within the subdivision, mobile home or manufactured housing park, or multi-family structure. To be recognized as being within the active adult transportation impact fee category, the property must meet the above described qualifications

(3) *Ancillary plant* includes the buildings, sites and site improvements necessary to provide support services to educational programs and shall include, but not be limited to, such facilities as vehicle maintenance, warehouses, maintenance or administrative buildings not located at educational plants. Any such building, site or site improvement may be independently referred to as an ancillary facility.

(4) *Apartment* is a rental dwelling unit located within the same building as other dwelling units.

(5) *Assisted living facilities* are any building or buildings licensed as an assisted living facility pursuant to F.S. Ch. 400, Pt. III, or its statutory successor in function.

(6) *Auxiliary facilities* shall mean those portions of an educational plant which are not designated for student occupant stations.

(7) *Building* is any structure, either temporary or permanent, designed or built for the support, enclosure shelter or protection of persons, chattels or property of any kind. This term shall include trailers, mobile homes or any other vehicles serving in any way the function of a building. This term shall not include temporary construction sheds or trailers erected to assist in construction and maintained during the term of a construction.

(8) *Capital equipment* is equipment with a life expectation of three (3) years or more.

(9) *Capital improvement* includes expenditures for facility planning, land acquisition, site improvements, construction, necessary off-site improvements, acquisition of, or additions to buildings and capital equipment, but excludes maintenance and operation.

(10) *Condominium* is a dwelling unit that has at least one (1) other similar unit within the same building structure. The term "condominium" includes all fee-simple or titled multi-unit structures, including townhouses and duplexes.

(11) *County fire rescue system* shall mean the buildings, apparatus, and capital equipment provided by the county that are used for suppression and prevention of fires, responses to medical emergencies or other disasters and the handling of incidents involving hazardous materials.

(12) *County library system* shall mean the buildings, books, periodicals, audio and video resources and equipment, computer equipment and facilities and other collection items provided by the county and/or a municipal member of the public library cooperative.

(13) *County park system* shall include all parks owned and operated by the county, including active parks, passive parks, water access sites, and associated recreational facilities and buildings, but does not include those parks and recreational facilities that are owned and operated by a municipal corporation within the county or those parks that are owned and operated by the State of Florida. County park system shall include the system of trails owned and operated by Lake County.

(14) *Development* means the carrying out of any building activity or mining operation, the making of any material change in the use or appearance of any structure or land, or the dividing of land into three (3) or more parcels.

(15) *Development order/permit* means any order granting, denying, or granting with conditions an application to carry out development.

(16) *Dwelling unit* is a building, or a portion thereof, which is designed for residential occupancy, consisting of one (1) or more rooms which are arranged, designed or used as living quarters for one (1) family only. For purposes of the educational impact fee only, the term dwelling unit excludes assisted living facilities and time-share property.

(17) *Educational facilities* shall mean the building, furniture and equipment that are built, installed or established to serve educational purposes and are designated for student occupant stations or to facilitate the delivery of educational services.

(18) *Educational plant* shall mean the land, building, furniture, equipment and site improvements necessary to accommodate students, faculty, administrators, staff and the activities of the educational programs and services for each student and shall include both the educational facilities and auxiliary facilities.

(19) *Educational system* shall mean the educational plants and ancillary plants which are used to provide instruction within the public schools or the administrative or support activities related thereto.

(20) *Educational system impact fee* shall mean the fee imposed pursuant to section 22-22 of the Lake County Code, as it may be amended from time-to-time.

(21) *Fire rescue impact construction* shall mean construction designed or intended to permit a use of the land which will contain more dwelling units, buildings or floor space than the existing use of land, or to otherwise change the use of the land in a manner that increases the impact upon the county fire rescue system.

(22) *Fire rescue impact fee* shall mean the fee imposed by the county pursuant to section 22-47 of the Lake County Code, as it may be amended from time-to-time.

(23) *Fire rescue impact fee land use category* shall mean those categories of land use incorporated in the fire impact fee rate schedule in section 22-47 of the Lake County Code.

(24) *Fire rescue impact fee study* shall mean that certain study entitled "Impact Fees for Fire and Rescue Services in Lake County, Florida," dated as of July 21, 2003, prepared by Henderson Young & Company, as adopted by the board of county commissioners.

(25) *Housing for older persons* shall mean residential dwelling units that (1) are within a community or subdivision that is operated as Housing for Older Persons in compliance with the terms and provisions of the Federal Fair Housing Act, Title VIII of the Civil Rights Acts of 1968, as amended by the Fair Housing Amendments Act of 1988 and the Housing for Older Persons Act of 1995, 42 U.S.C. §§ 3601--3619, or its statutory successor in function; and (2) prohibit any person under the age of eighteen (18) years of age from residing within any dwelling unit on the property as a permanent resident, as evidenced by a recorded declaration of covenants and restrictions that runs with the land and is not subject to revocation or amendment for a period of at least thirty (30) years from the date of recording.

(26) *Industrial/manufacturing* shall mean an establishment primarily engaged in the fabrication, assembly or processing of goods. Typical uses include manufacturing plants, industrial parks, welding shops, wholesale bakeries, utility plants and agricultural processing facilities for produce or livestock not raised on the site.

(~~26~~27) *Library impact fee* shall mean the fee imposed pursuant to section 22-60 of the Lake County Code, as it may be amended from time-to-time.

(~~27~~28) *Library impact fee study* shall mean that certain study entitled "Impact Fees for Library Facilities in Lake County, Florida," dated as of June 17, 2003, prepared by Henderson Young & Company, as adopted by the board of county commissioners.

(29) *Lodging* shall mean a building or part thereof, in which sleeping accommodations are offered to the public and in which there may be a public dining room for the convenience of the guests. Typical uses include hotels, motels, bed and breakfast inns, boarding houses, campsites and recreational vehicle parks. For campsites and recreational vehicle parks, a camping or RV space shall be considered the equivalent of a hotel or motel room.

(30) *Mini-warehouse* shall mean an enclosed storage facility containing independent, fully enclosed bays that are leased to persons for storage of their household goods or personal property.

(~~28~~31) *Mobile home* is a structure transportable in one (1) or more sections, which structure is eight (8) body feet or more in width and over thirty-five (35) feet in length, and which structure is built on an integral chassis and designed to be used as a dwelling unit when connected to the required utilities, and includes the plumbing, heating, air conditioning, and electrical systems contained therein. The term mobile home includes manufactured homes designed to be used as a dwelling unit, as defined in F.S. Ch. 553.

(32) *Mobile home park* shall mean an establishment that leases spaces for occupancy by mobile homes.

(~~29~~33)*Multi-family dwelling unit* shall mean a building or a portion of a building, regardless of ownership, containing more than one (1) dwelling unit designed for occupancy by a single family, which units are not customarily offered for rent for one (1) day, and shall include apartments and condominiums. For purposes of the transportation impact fee, the term shall also include duplexes, townhouses and timeshares.

(~~30~~ 34) *Nonsite-related improvements* are improvements that are required by the permitting authority as part of the development approval process which are beyond what is mandated by federal, state or local codes or regulations to provide safe and adequate ingress and egress to the site. These may include, but are not limited to, additional lanes, deceleration lanes, left-turn lanes, signalization and widening of roads not at or near the site. Nonsite-related improvements improve the transportation system of the area over and above the improvements required based on criteria outlined in applicable federal, state or local codes or regulations as part of the development approval and can be credited against transportation impact fees.

(35) *Office* shall mean an establishment providing executive, management, administrative or professional services, not located in a shopping center, and which may include ancillary services for office workers, such as a restaurant, coffee shop, newspaper or candy stand, or child-care facilities. Typical uses include real estate, insurance, property management, investment, employment, travel, advertising, secretarial, data processing, photocopy and reproduction, telephone answering, telephone marketing, music, radio and television recording and broadcasting studios; professional or consulting services in the fields of law, architecture, design, engineering, accounting and similar professions; interior decorating consulting services; medical and dental offices and clinics, including veterinarian clinics; and business offices of private companies, public agencies, utility companies, trade associations, unions and nonprofit organizations.

(~~31~~ 36) *Owner of record* means the most recent owner of a parcel of property appearing in the Official Records of Lake County, Florida.

(~~32~~ 37) *Park impact fee* shall mean the fee imposed pursuant to section 22-54 of the Lake County Code, as it may be amended from time-to-time.

(33 38) *Park impact fee study* shall mean that certain study entitled "Impact Fees for Parks and Recreational Facilities in Lake County, Florida," dated as of July 2, 2003, prepared by Henderson Young & Company, as adopted by the board of county commissioners

(39) *Public/institutional* shall mean a governmental, quasi-public, institutional or non-profit recreational use, other than government administrative offices or uses located in a shopping center. Typical uses include elementary, secondary or higher educational establishments, day care centers, hospitals, mental institutions, nursing homes, assisted living facilities, fire stations, jails, libraries, museums, places of religious worship, cemeteries, military bases, airports, bus stations, fraternal lodges, parks and playgrounds.

(~~34~~40) *Public schools* are all pre-kindergarten classes; kindergarten classes; elementary, middle and high school grades and special classes; and all adult, part-time, vocational and evening schools, courses or classes operated by law under the control of the school board or a public school charter board.

(~~35~~ 41) *Residential* means multi-family dwelling units, mobile homes and single-family detached houses.

(~~36~~42) *Residential construction* is land development designed or intended to permit more dwelling units than the existing use or non-use of land contains.

(43) *Retail/commercial* means establishments engaged in the selling or rental of goods, services or entertainment to the general public. Such uses include, but are not limited to, shopping centers, discount stores, supermarkets, furniture stores, home improvement stores, pharmacies, automobile sales and service, banks, movie theaters, amusement arcades, bowling alleys, barber shops, laundromats, funeral homes, gas stations, quick lubes, car washes, automobile sales and service, convenience stores, restaurants, bars, vocational or technical schools, dance studios, meeting facilities, marinas, health clubs and golf courses that are open to the public. All uses within a shopping center shall be considered to be retail/commercial uses.

(~~37~~44) *School board* is the School Board of Lake County, Florida, which is the governing body of the School District of Lake County, Florida.

(45) *Shopping center* shall mean a building or group of buildings containing multiple retail and other establishments and served by a common vehicular access and parking area so that patrons may visit multiple establishments without taking access to a public street.

(46) *Single-family detached house* for purposes of transportation impact fees shall mean, a dwelling unit, including a mobile home, modular home or manufactured home, on an individual lot, unattached to any other dwelling. For all other impact fee purposes, is a dwelling unit on an individual lot.

(~~39~~ 47) *Site-related improvements* are those improvements that are mandated by federal, state or local codes or regulations to provide safe and adequate ingress and egress to the site. These may include but are not limited to additional lanes, deceleration lanes, left-turn lanes, signalization widening of adjacent roadways and resurfacing. These improvements are designed to improve safety for the increased traffic generated from the site, prevent the development of the site from causing physical deterioration of the existing adjacent roadways, and accommodate increased traffic generation caused by the development of the site. Site-related improvements that are so required as part of a development approval based on criteria outlined in applicable federal, state or local codes or regulation shall not be credited against transportation impact fees.

(~~40~~ 48) *Student occupant station* shall mean the area necessary for a student to engage in educational activities, excluding ancillary and auxiliary spaces.

(~~41~~ 49) *Superintendent* shall mean the chief administrative officer of the public schools or the designee of such person.

(~~42~~ 50) *Square footage* shall mean, when applied to nonresidential uses, the gross area measured in square feet from the exterior faces of exterior walls or other exterior boundaries of the building, including all floors and mezzanines within said building, but excluding areas within the interior of the building that are utilized for parking. ~~This definition applies to Article IV, Fire Impact Fees only.~~ When applied to residential uses, square footage shall refer to enclosed, air conditioned and heated living area, measured from the exterior surface of exterior walls or the center of common walls..

(~~43~~ 51) *Time-share property* means the facilities and accommodations offered in a time-share plan that are classified as time-share estates and time-share licenses as those terms are defined in F.S. Ch. 721.

~~(44) *Unit for residential and motel uses* means each entity of occupancy within a building and not the entire building. For land uses calculated using units of one thousand (1,000) square feet, the rate is to be calculated on total square feet. For land uses expressed in acres, the rate is to be calculated on number of acres in production during a typical five-year period.~~

(52) *Warehousing/wholesale* shall mean an establishment primarily engaged in the display, storage and sale of goods to other firms for resale, as well as activities involving significant movement and storage of products or equipment. Typical uses include wholesale distributors, storage warehouses, high-cube warehouses, moving and storage firms, trucking and shipping operations, major mail processing centers and agricultural product storage and distribution.

Section 3. **Amendment.** Chapter 22 Article III, Transportation Impact Fees, Sections 22-36 through Section 22-42 of the Lake County Code, is hereby revised to read as follows:

Sec. 22-36. - Short title, authority.

(a) This article shall be known and may be cited as the "Transportation Impact Fee Ordinance."

(b) F.S. Ch. 336, vests the board of county commissioners with general supervision and control of all county roads and road facilities within Lake County which comprise the county road system as defined in F.S. Ch. 334, including county roads within municipalities.

(c) The board of county commissioners hereby adopts the "Lake County Transportation Impact Fee Update Study Final Report," dated ~~December 2001~~, January 2013 prepared by ~~Tindale-Oliver and Associates, Inc~~ Duncan/Associates.

Sec. 22-37. - Imposition.

(a) The imposition of transportation impact fees on new development shall be suspended for a period beginning on March 2, 2010 and extending through ~~March 1~~December 31, 2013. The suspension shall not apply to pre-payments, concurrency reservation accounts, deferral agreements unless the agreement specifically allows, or the use of impact fee credits. Effective January 1, 2014 the suspension of transportation impact fees shall end and fees shall be collected as provided herein.

(b) Transportation impact fees shall be determined as follows:

~~Lake County Transportation Impact Fee Schedule~~			
~~Land Use Code~~	~~Land Use~~	~~Unit~~	~~Rate~~
	~~Residential:~~		
~~210~~	~~Single-family/Mobile Home (On Single-family Lot) - Less than 1,500 sf* living space~~	~~du*~~	~~$1,642.00~~
~~210~~	~~Single-family/Mobile Home (On Single-family Lot) - 1,501 sf to 2,500 sf living space~~	~~du~~	~~$2,189.00~~

~~210~~	~~Single-family/Mobile Home (On Single-family Lot) - Greater than 2,500 sf living space~~	~~du~~	~~$2,583.00~~
~~N/A~~	~~Active Adult (Deed Restricted)~~	~~du~~	~~$1,153.00~~
~~221~~	~~Multi-Family (1 or 2 Stories)~~	~~du~~	~~$1,408.00~~
~~222~~	~~Multi-Family (3 & more Stories)~~	~~du~~	~~$898.00~~
~~240~~	~~Mobile Home Park (Mobile Homes clustered in a Park)~~	~~du~~	~~$859.00~~
~~252~~	~~ACLF~~	~~du~~	~~$309.00~~
	~~**Lodging:**~~		
~~310~~	~~Hotel~~	~~Room~~	~~$1,446.00~~
~~320~~	~~Motel/Bed and Breakfast~~	~~Room~~	~~$774.00~~
~~416~~	~~Campground/RV Park~~	~~Space~~	~~$536.00~~
	~~**Recreational:**~~		
~~412~~	~~General Recreation/County Park~~	~~Acre~~	~~$388.00~~
~~420~~	~~Marina~~	~~Slip~~	~~$668.00~~
~~430~~	~~Golf Course~~	~~Hole~~	~~$6,594.00~~
~~473~~	~~Amusement & Recreation Services~~	~~1,000 sf~~	~~$25,880.00~~
~~492~~	~~Racquet Club/Health Spa~~	~~1,000 sf~~	~~$3,303.00~~
~~494~~	~~Bowling Center~~	~~1,000 sf~~	~~$6,286.00~~
~~N/A~~	~~Dance Studio~~	~~1,000 sf~~	~~$3,303.00~~
~~495~~	~~Community Recreation Center~~	~~1,000 sf~~	~~$3,895.00~~

~~N/A~~	~~Horse Training~~	~~Acre~~	~~$964.00~~
	~~**Institutional:**~~		
~~520~~	~~School (Elementary)~~	~~Student~~	~~$180.00~~
~~522~~	~~Middle School~~	~~Student~~	~~$287.00~~
~~530~~	~~School (High)~~	~~Student~~	~~$355.00~~
~~550~~	~~School (College)~~	~~Student~~	~~$552.00~~
~~540~~	~~Junior College~~	~~Student~~	~~$357.00~~
~~560~~	~~Church/Religious Organization~~	~~1,000 sf~~	~~$1,322.00~~
~~565~~	~~Day Care Center~~	~~1,000 sf~~	~~$4,507.00~~
~~566~~	~~Cemetery~~	~~Acre~~	~~$1,073.00~~
~~590~~	~~Library~~	~~1,000 sf~~	~~$4,265.00~~
~~610~~	~~Hospital~~	~~1,000 sf~~	~~$2,444.00~~
~~620~~	~~Nursing Home~~	~~Bed~~	~~$242.00~~
~~730~~	~~Government Office Building - Municipal~~	~~1,000 sf~~	~~$4,304.00~~
~~733~~	~~Government Office Building - County~~	~~1,000 sf~~	~~$8,711.00~~
~~N/A~~	~~Fire Station~~	~~1,000 sf~~	~~$2,494.00~~
	~~**Office:**~~		
~~710~~	~~Office under 10,000 GSF~~	~~1,000 sf~~	~~$4,452.00~~
~~710~~	~~Office 10,001 GSF to 30,000 GSF~~	~~1,000 sf~~	~~$3,790.00~~

~~710~~	~~Office 30,001 GSF to 100,000 GSF~~	~~1,000 sf~~	~~$2,883.00~~
~~710~~	~~Office 100,001 GSF to 400,000 GSF~~	~~1,000 sf~~	~~$2,110.00~~
~~710~~	~~Office greater than 400,000 GSF~~	~~1,000 sf~~	~~$1,722.00~~
~~715~~	~~Single Tenant Office Building~~	~~1,000 sf~~	~~$2,275.00~~
~~720~~	~~Medical Office~~	~~1,000 sf~~	~~$6,717.00~~
~~750~~	~~Office Park~~	~~1,000 sf~~	~~$2,123.00~~
~~760~~	~~Research Center~~	~~1,000 sf~~	~~$1,508.00~~
~~770~~	~~Business Park~~	~~1,000 sf~~	~~$2,373.00~~
	~~**General Commercial:**~~		
~~820~~	~~Under 50,000 GSF~~	~~1,000 sf~~	~~$2,816.00~~
~~820~~	~~50,000 to 200,000 GSF~~	~~1,000 sf~~	~~$2,177.00~~
~~820~~	~~200,001 to 600,000 GSF~~	~~1,000 sf~~	~~$2,171.00~~
~~820~~	~~Greater than 600,000 GSF~~	~~1,000 sf~~	~~$2,385.00~~
	~~**Retail/Services:**~~		
~~444~~	~~Movie Theater w/Matinee~~	~~Screen~~	~~$11,552.00~~
~~812~~	~~Building Materials and Lumber Store~~	~~1,000 sf~~	~~$5,930.00~~
~~813~~	~~Discount Superstore (greater than 120,000 sf)~~	~~1,000 sf~~	~~$2,969.00~~
~~814~~	~~Specialty Retail~~	~~1,000 sf~~	~~$3,553.00~~
~~815~~	~~Discount Superstore (less or equal to 120,000 sf)~~	~~1,000 sf~~	~~$3,580.00~~

~~816~~	~~Hardware/Paint Store~~	~~1,000 sf~~	~~$9,939.00~~
~~818~~	~~Wholesale Nursery~~	~~Acre~~	~~$858.00~~
~~831~~	~~Quality Restaurant~~	~~1,000 sf~~	~~$8,731.00~~
~~832~~	~~High Turnover Restaurant~~	~~1,000 sf~~	~~$11,422.00~~
~~834~~	~~Fast Food Restaurant/W Drive Thru~~	~~1,000 sf~~	~~$17,706.00~~
~~836~~	~~Bar/Lounge/Drinking Place~~	~~1,000 sf~~	~~$11,422.00~~
~~837~~	~~Quick Lube~~	~~Bay~~	~~$3,884.00~~
~~840~~	~~Auto Repair~~	~~1,000 sf~~	~~$4,010.00~~
~~841~~	~~New and Used Auto Sales~~	~~1,000 sf~~	~~$5,742.00~~
~~844~~	~~Service Station~~	~~Fuel Position~~	~~$2,080.00~~
~~847~~	~~Car Wash~~	~~1,000 sf~~	~~$5,973.00~~
~~850~~	~~Supermarket~~	~~1,000 sf~~	~~$4,952.00~~
~~853~~	~~Convenience Market w/Gas~~	~~1,000 sf~~	~~$14,834.00~~
~~881~~	~~Pharmacy/Drugstore~~	~~1,000 sf~~	~~$3,915.00~~
~~890~~	~~Furniture Store~~	~~1,000 sf~~	~~$704.00~~
~~911~~	~~Bank~~	~~1,000 sf~~	~~$8,202.00~~
~~912~~	~~Bank w/Drive-Thru~~	~~1,000 sf~~	~~$12,207.00~~
~~N/A~~	~~Convenience Mkt. w/Gas, Fast Food and Car Wash~~	~~1,000 sf~~	~~$32,865.00~~
~~N/A~~	~~Stand-Alone Meeting Facility w/ Catering~~	~~1,000 sf~~	~~$3,368.00~~

~~N/A~~	~~Veterinary Clinic~~	~~1,000 sf~~	~~$1,788.00~~
	~~**Industrial:**~~		
~~110~~	~~General Light Industrial~~	~~1,000 sf~~	~~$2,157.00~~
~~120~~	~~General Heavy Industrial~~	~~1,000 sf~~	~~$464.00~~
~~130~~	~~Industrial Park~~	~~1,000 sf~~	~~$2,084.00~~
~~140~~	~~Manufacturing~~	~~1,000 sf~~	~~$1,182.00~~
~~150~~	~~Warehouse~~	~~1,000 sf~~	~~$1,535.00~~
~~151~~	~~Mini-Warehouse~~	~~1,000 sf~~	~~$290.00~~
~~152~~	~~High Cube Warehouse (4)~~	~~1,000 sf~~	~~$535.00~~
~~N/A~~	~~Airport Hanger~~	~~1,000 sf~~	~~$1,535.00~~
~~170~~	~~Utilities Building~~	~~1,000 sf~~	~~$1,684.00~~
~~**Notes:**~~			
~~**N/A** - Does not have an ITE Land Use Code~~			

1

Lake County Transportation Impact Fee Schedule		
Category	**Unit**	**Fee**
Single-Family		
Less than 1,500	Dwelling	$375
1,500 to 2,499 sf	Dwelling	$500
2,500 sf or greater	Dwelling	$590
Multi-Family	Dwelling	$229
Mobile Home Park	Space	$143
Active Adult Community	Dwelling	$182
Lodging	Room	$242
Retail/Commercial	1,000 sf	$569

Office	1,000 sf	$485
Industrial/Manufacturing	1,000 sf	$278
Warehousing	1,000 sf	$259
Mini-Warehouse	1,000 sf	$66
Public/Institutional	1,000 sf	$150

Source - ~~Tindale-Oliver and Associates~~ Duncan/Associates, Updated as of ~~October 2003~~ January 2013.

sf = square foot

~~du = dwelling unit~~

Sec. 22-38. - Alternative transportation impact fee; mixed uses; change of use; fee challenges.

~~(a) In the event that the determination of a transportation impact fee is required for a land use not contained in section 22-37, the following procedure shall be followed. The determination of an alternative transportation impact fee shall be the responsibility of a county-designated planning, zoning or land use professional and supportable by documentation.~~

~~(1) The two-digit Standard Industrial Classification (SIC) Code, or two-digit Department of Revenue (DOR) Land Use Code, into which the land use falls is to be determined.~~

~~(2) The two-digit SIC Code, or two-digit DOR Land Use Code shall be cross-referenced to an appropriate Institute of Transportation Engineers (ITE) Land Use Code in order to derive an appropriate trip generation rate.~~

~~(3) At the discretion of the county's designated agent, information provided by the person seeking to develop land may be used in determining the appropriate trip generation rate.~~

~~(4) Once a trip generation rate has been determined for a land use not contained within the "Fee Schedule," located in subsection (a), that rate shall be considered precedence for future assessment of similar land uses.~~

~~(5) The person seeking to develop land shall either pay the transportation impact fee determined by the county agent authorized to make the trip generation determination, or prepare a traffic study in accordance with the methodology contained in this article.~~

(~~b~~a) If a building or development permit is requested for mixed uses, then the transportation impact fee shall be determined by using the above fee schedule, and apportioning the space committed according to the building or development permit to uses specified on the fee schedule. However, any secondary use which takes up less than twenty-five (25) percent of the square footage of the primary use will be considered an incidental use, not a mixed use, when such use is necessary to carry out the primary use, i.e., office space needed to operate warehouse.

(~~e~~b) In the case of a change of use, redevelopment, or modification of an existing use on-site which requires the issuance of a building permit or development permit, the transportation impact fee shall be determined as set forth in the above fee schedule. ~~based upon the net increase in vehicular traffic generated fee calculated by the new use as compared to the fee calculated on the most intense previous use since February 19, 1985. The county manager or a designee shall be guided in this determination by using the most recent edition of the ITE Trip Generation Manual, and the most recent edition of the SIC Manual.~~ If impact fees have been previously paid on the site, then a credit shall be given and the applicant shall pay the difference, if any. If the previous fees paid exceed the fee determined in the above fee schedule, no fees shall be due No refunds shall be given.

(~~d~~c) If the person seeking to develop land challenges the transportation impact fee as determined according to the section 22-37, the person shall prepare and submit a traffic study and independent impact fee calculation for the development activity for which a building permit or development order is sought in accordance with the procedures set forth below. The independent fee calculation shall employ the methodology contained in the "Transportation Impact Fee Update Study," dated ~~May 30, 2001~~ January 2013, prepared by ~~Tindale-Oliver and Associates, Inc~~ Duncan/Associates. and be calculated at the same rate as set forth in the fee schedule. . The study reduces all development uses to eleven general categories which will be the basis of the traffic study and independent impact fee calculation. A study of a specific use within these categories will not be allowed.

(~~e~~d) The traffic study shall document the basis upon which the independent fee calculation was made and be in accordance with the methodology described above. The county manager or designee shall consider the documentation submitted; however, the county manager or designee is not required to accept such documentation if it is deemed to be inaccurate or not reliable. The county manager or designee may require the submission of additional and distinct documentation for consideration. If an acceptable independent impact fee calculation is not presented, the county manager or designee shall require payment in accordance with the fee schedule located in subsection (a). If an acceptable independent impact fee calculation is presented, the county manager or designee may adjust the impact fee, as appropriate to a specific building permit or development order.

(~~f~~e) The following procedures shall be used to prepare the alternative transportation impact fee study:

(1) *Pre application conference.* Feepayers are encouraged to schedule a meeting with the public works department before proceeding with a study. At such a meeting, the basic requirements of a study can be discussed.

(2) *Application, study methodology, and initial approval.* The following materials shall be submitted and approved prior to the study being conducted. Submitted materials will be reviewed and every effort will be made to approve, approve with conditions, or deny the study methodology within ten (10) working days of the date submitted.

a. An application form indicating the name, address and telephone number of the feepayer and the name, address and telephone number of any agent for the

feepayer, a legal description of the property involved and a description of the development activity proposed.

b. If the feepayer proposes relying on the results of any previous studies, such as studies originally submitted as part of the zoning approval process, copies of those reports should be provided. Such studies must meet the requirements of this procedure in order to be relied upon.

c. The feepayer shall, in accordance with the following guidelines, provide the study methodology that is proposed to be used for the study.

1. The proposed methodology shall identify a minimum of three (3) comparable sites to be studied. Such sites shall be located within Lake County unless sites are not available in Lake County. The site descriptions should include the specific location, the character of the location (Central Business District, urban, suburban, or rural), and the land use(s) at the location. An explanation of why the proposed sites are similar to the proposed new development should be included. The explanation should address pertinent characteristics, such as land use, adjacent area, and demographics. A map should be included showing the location of the proposed new development and the proposed study sites.

2. The proposed methodology shall discuss the proposed data elements of the study. These shall include trip generation rate, trip length and percent new trips, and any other applicable data elements that may be necessary.

3. The trip generation rate should normally be determined by machine counts. The proposed methodology should provide documentation depicting the proposed machine counter sites and locations within the site as well as the type of equipment, hose/loop detector configurations, and the proposed dates of counting.

4. The machine counters should normally be placed at project driveways, for a minimum of seven (7) consecutive days of twenty-four-hour machine counting, on days representative of typical traffic patterns at that site (not during a holiday, for example).

5. The data to be collected should include:

   i. Date and time counts,

   ii. A summary of counts by fifteen-minute increments (entering, exiting and total),

   iii. Average daily volume, and

   iv. Volume during the a.m. and p.m. peak hours of the adjacent street.

6. The study methodology should show that the correct operation of the machine counters will be verified by manually observing their proper data recording for at least fifteen (15) minutes on at least four (4) occasions. Two (2) of the four (4) occasions can be verifications performed at the start and finish of the

counting period. This manual verification should be documented in the study report.

d. The trip length and percent new trips will normally be determined by an origin/destination survey, consisting of motorist surveys. The proposed study methodology should provide the proposed location of interviewers, interview forms, and dates and times of day for conducting interviews. The origin/destination survey will collect the following information:

1. Date of interview,
2. Location of the interview,
3. Name of the interviewer,
4. Time of day of the interview,
5. Origin of the interviewee's trip,
6. Destination of the interviewee's trip, and
7. Trip purpose.

e. The place of origin or destination should be identified as accurately as possible. The origin and destination should be determined with one (1) of the following methods:

1. The specific name of the place (mall, town, bank, supermarket, subdivision, school, etc.),
2. The address of the place,
3. The intersection nearest to the place, and
4. The major intersection nearest to the place.

The most preferred method to the least preferred method is indicated by the order listed above.

f. The proposed methodology should include a copy of the interview form to record the interview responses which are proposed to be used. Copies of the completed interview forms should be included in the study report.

g. It is not acceptable to collect trip length as estimated and reported by the interviewee. The proper method to determine a trip length is to use a scaled map to measure the shortest route between the site and the reported places of origin and destination, or to measure the distance directly using a vehicle odometer.

h. Acceptable procedures to determine if a trip is classified as primary, secondary, diverted, or captured, and to compute the assessable trip length are described in "Measuring Travel Characteristics for Transportation Impact Fees" W.E. Oliver, (ITE Journal, April 1991). Another acceptable procedure is in the most recent Florida Department of Transportation-site Impact Handbook.

i. Also included in the study report should be the following:

1. The number of observations (useable interview responses),
2. The mean trip length, rounded off to one-tenth (0.1) mile, and
3. The percent new trips.

j. In determining a reasonable estimate of the trip length and percent new trips the proposed methodology must propose surveys to be performed for a minimum of three (3) sites for three (3) days. These surveys will be conducted for nine (9) hours each day. The specific time period to be covered should be governed by the type of land being surveyed and the typical daily operations of the specific land use. The total survey hours should be approximately eighty-one (81) hours (3 x 3 x 9 = 81).

k. The study report should be submitted in the following format:

1. Table of contents,
2. Letter of transmittal,
3. Findings of the report:

Trip generation rate

Trip length and percent new trips,

4. Impact fee calculations, and appendices:

Trip generation rate summary

Trip length worksheet

Percent new trips worksheet

Trip generation data

Interview forms

l. The proposed study shall include a completed impact fee work sheet in the format provided by the county manager or designee.

m. After submittal of the proposed methodology, the county manager or designee will either approve the proposed study methodology or request additional information or changes to the proposed methodology.

(3) Upon approval of the study methodology, the feepayer may proceed with the study. Upon completion, three (3) copies shall be submitted to the county manager or designee. A review fee specified in the board of county commissioners fee resolution shall be submitted with the study.

(4) County review will be made within thirty (30) days and a written decision will be rendered approving or disapproving of the study and specifying the applicable fee, if necessary.

(5) If a property owner desires to obtain a building permit prior to the time the protest is completed he/she shall pay the challenged impact fee at the time of issuance of the

building permit. If the county approves the traffic study referenced above and the study establishes a lower fee the owner shall be entitled to a refund representing the difference between that paid and the new established fee. The traffic study described herein shall be completed in a time frame agreed upon in writing by the owner and the county manager at the time of fee payment.

Sec. 22-39. - Dedication of land and impact fee credits.

(a) In lieu of all or part of the transportation impact fee, the county manager or a designee, may enter into a developer's agreement with a person seeking to develop land to allow such person to construct part of a road improvement project shown in the Lake County Comprehensive Plan, or to construct off-site road improvements determined necessary as a result of the development of the property or to donate land or right-of-way for a project shown in the Lake County Comprehensive Plan so long as the project or improvement is within the road benefit district in which the funds were collected. The person seeking to enter into the developer's agreement shall submit a construction cost estimate certified by an engineer registered pursuant to F.S. Ch. 471, to the county manager or designee. If acceptable, the county manager or designee shall agree to credit the cost of construction of the improvements towards the transportation impact fee chargeable to the proposed development. If right-of-way dedicated is to be included in the credit, the person shall provide to the county manager or designee an MAI appraisal indicating the fair market value of the property to be dedicated; provided, however, that if the parcel is valued by the property appraiser at fifteen thousand dollars ($15,000.00) or less, the property appraiser's assessed value may be used to determine the square footage value of the right-of-way. The county manager or designee may additionally determine the value of the right-of-way by using the square footage value as determined from an appraisal of a similarly situated parcel so long as such appraisal was completed upon request of the county and is no older than one (1) year. If the county manager or designee elects to use an appraisal of a similarly situated parcel, the county manager or designee shall make a determination that such the economic conditions at the time of the appraisal have not changed significantly so as to invalidate such appraisal. The developer's agreement shall be approved by the board of county commissioners and shall set forth all other applicable requirements and conditions of performance.

(b) In the event the impact fee credits for construction shall exceed the impact fees chargeable to a particular development, the county manager or designee may agree to compensate the person seeking to develop land with cash, impact fee credit or a combination thereof, as set forth in the developer's agreement. If the person seeking to develop elects cash reimbursement, the person shall be required to competitively bid the construction project and/or professional services. Professional services shall be bid in accordance with F.S. § 287.055, known as the Consultants' Competitive Negotiation Act, and construction services shall be bid in accordance with the county's standard competitive bidding procedures and any other applicable Florida Statutes. A construction cost estimate and/ or right-of-way appraisal shall be provided in the same manner as subsection (a) above. The developer's

agreement shall be approved by the board of county commissioners and shall set forth all other applicable requirements and conditions.

Sec. 22-40. - Transfer of impact fee credits.

The transfer of impact fee credits shall be permitted on a project-by-project basis subject to the following:

(~~1~~a) A request to permit the transfer of impact fee credits, if any, shall be submitted simultaneously with the property owner's request to construct road improvements in accordance with section 22-3~~8~~9 above. All requests to permit the transfer of impact fees credits shall be approved by the board of county commissioners. Untimely requests shall not be considered, nor shall the board of county commissioners consider a request to transfer any impact fee credits distributed by the county to any owner of record prior to the effective date of this subsection, unless the project was specifically approved at the time of submittal to allow the future transfer of such credits.

(~~2~~b) The county manager or designee shall establish an account in the name of the owner of record and credit to the account the amount of impact fee credits due and owing as certified by the county manager or designee. In the event the owner of record desires to transfer any portion of the impact fee credits to another party, and the board of county commissioners has previously approved the transfer of credits for the project, the owner of record shall submit a notarized affidavit to the county manager or designee indicating to whom the credits are to be transferred. Upon receipt of the notarized affidavit, the impact fee credits shall be transferred to a similar account established for the transferee.

(~~3~~c) The transfer shall become effective upon confirmation by the county manager or designee that the credits have been:

a. Duly distributed to the transferor;

b. Approved by the board of county commissioners for transferring; and

c. Are being transferred within the same transportation benefit district.

The county manager or designee shall notify the transferee when the credits are available to the transferee.

(4d) In no event shall any impact fee credit be transferred outside of the transportation benefit district in which the original project was completed. Any transfer of impact fee credit sheet attempting to transfer such credits outside of the transportation benefit district shall be immediately voided by the county manager or designee.

(~~5~~e) In no event shall the transferee be entitled to further transfer those same credits to a second transferee.

(~~6~~f) All other provisions, policies and procedures that are applicable to the payment of impact fees, or to impact fee credits shall be applicable to the transfer of impact fee credits.

(~~7~~g) A schedule of fees may be established by resolution of the board of county commissioners in order to cover the costs of the administrative activities required pursuant to this section.

Sec. 22-41. - Impact fee trust account and use of monies.

(a) A separate transportation benefit district account shall be established for each road benefit district and funds shall be deposited accordingly. Such accounts shall be known as the "Transportation Impact Fee Trust Account." Effective for any transportation impact fee paid on or after January 1, 2014, the Transportation Benefit Districts have been redrawn and reduced in number from six (6) to three (3). Transportation impact fees collected on or before December 31, 2013, shall be expended in the District in which they are collected, utilizing all six (6) Districts. Transportation impact fees collected on or after January 1, 2014, shall be expended in the District in which they were collected utilizing all three (3) Districts.

(b) All funds collected from transportation impact fees shall be used solely for the purpose of providing capital improvements to transportation facilities associated with the arterial and collector road network under the jurisdiction of the county, or the state, and shall not be used for maintenance or operations. Such improvements shall be of the type as are made necessary by new development.

(c) All funds shall be used exclusively for capital improvements within the transportation benefit district in which the funds were collected or for projects in other transportation benefit districts which are of direct benefit to the transportation benefit districts from which the funds were collected. In the event, funds collected in one (1) transportation benefit district are to be utilized for a project in another transportation benefit district that is of direct benefit to the transportation benefit district in which the funds were collected, such use shall be approved by a majority of the municipalities in the transportation benefit district within which the funds were collected. Said recommendation shall be forwarded to the board of county commissioners through the county manager or designee. The board of county commissioners shall approve the use of funds collected in one (1) transportation benefit district for a project in another transportation benefit district after a specific finding that there shall be a direct benefit to the transportation benefit district in which the funds were collected. Funds shall be expended in the order in which they are collected.

(d) Each fiscal year the county manager shall present to the board of county commissioners, a proposed transportation capital improvement program based upon the recommendations of the municipalities within the transportation benefit district and senior department director of the department of public works which shall assign funds, including any accrued interest, from the transportation impact fee trust account, to specific road improvement projects and related expenses. Monies, including any accrued interest, not assigned in any fiscal year shall be retained in the same transportation benefit district account until the next fiscal year, except as provided elsewhere in this chapter. The board of county commissioners shall hold a public hearing to adopt the program including any amendments which the board of county commissioners determines are necessary.

(d) The governmental authority issuing the permit or other approval for the development shall determine whether road improvements constructed by the person seeking to develop land are "site-related" or "nonsite-related" as defined herein. In the event the permitting authority has a question as to whether a particular improvement is site-related or nonsite-related, the county shall be consulted and make the final decision.

Sec. 22-42. - Transportation benefit districts.

(a) The following ~~t~~Transportation ~~b~~Benefit Ddistricts are established and shall be used for transportation impact fees collected on or before December 31, 2013:

(1) *Transportation Benefit District 1.* Begin at C-42 and the Lake County line in Section 31, Township 17 South, Range 27 East, Lake County, Florida; run easterly along C-42 to C-439; thence run southerly along C-439 to C-44A; thence run easterly along C-44A to SR-44; thence run southwesterly along SR-44 to C-46A; thence run southeasterly along C-46A to SR-46; thence run easterly along SR-46 to the Lake County line in Section 21, Township 19 South, Range 29 East; thence run northeasterly, northerly, northwesterly, and southerly along the Lake County line to the aforementioned C-42 being the end of this description.

(2) *Transportation Benefit District 2.* Beginning at C-561 and C-455 in Section 8, Township 21 South, Range 26 East, Lake County, Florida; run west along C-455 to 3-2739 North Buckhill Road; thence run northerly along 3-2739 North Buckhill Road to a point on the north line of Section 1, Township 21 South, Range 25 East; thence run east to the theoretical northeast corner of said Section 1; thence run north to the theoretical northeast corner of Section 13, Township 20 South, Range 25 East; thence run thence run west to the theoretical southeast corner of Section 14, Township 20 South, Range 25 East; thence run northwest to the theoretical northwest corner of said Section 14; thence run north to a point lying east of the mouth of Dead River and Lake Harris; thence run east to the mouth of said Dead River; thence run northeasterly along Dead River to Lake Eustis; thence run east to the theoretical east line of Section 19, Township 19 South, Range 26 East; thence run north to the northeast corner of Section 6, Township 19 South, Range 26 East; thence run west to C-44; thence northeasterly along C-44 to 5-6744 Fish Camp Road; thence run north along 5-6744 Fish Camp Road to C-452; thence run northerly along C-452 to the Lake County Line in Section 2, Township 18 South, Range 25 East; thence run east and north along the Lake County line to C-42 in Section 31, Township 17 South, Range 27 East; thence run easterly along C-42 to C-439; thence run southerly along C-439 to C-44A; thence run easterly along C-44A to SR-44; thence run southwesterly along SR-44 to C-46A; thence run southeasterly along C-46A to SR-46; thence run easterly along SR-46 to the Lake County Line in Section 21, Township 19 South, Range 29 East designated as point "A". Return to point of beginning. From said point of beginning run southeasterly along C-455 to the south line of Section 22, Township 21 South, Range 26 East; thence run east to the Lake County line; thence run north, east and northerly along the Lake County line to SR-46 and the aforementioned point "A" being the end of this description.

(3) *Transportation Benefit District 3.* Begin at the Oklawaha River and the Lake County line in Section 6, Township 18 South, Range 25 East, Lake County Florida; run southerly along the Oklawaha River to a point on the theoretical west line of Section 17, Township 18 South, Range 25 East; thence run south to the theoretical northeast corner of Section 19, Township 19 South, Range 25 East; thence run west to the theoretical northwest corner of said Section 19; thence run south to the theoretical southwest corner of Section 31, Township 19 South, Range 25 East; thence run east to the theoretical southwest corner of Section 35; thence run north to a point lying west of the mouth of Dead River and Lake Harris; thence run east to the mouth of said Dead River; thence run northeasterly along Dead River to Lake Eustis; thence run east to the theoretical east line of Section 19, Township 19 South, Range 26 East; thence run north to the northeast corner of Section 6, Township 19 South, Range 26 East; thence run west to C-44; thence run northeasterly along C-44 to 5-6744 Fish Camp Road; thence run north along 5-6744 Fish Camp Road to C-452; thence run northwesterly along C-452 to the Lake County line; thence run west along the Lake County line to the aforementioned Oklawaha River being the end of this description.

Also:

Begin at C-470 and the Lake County line in Section 7, Township 20 South, Range 24 East, Lake County, Florida run easterly along C-470 to C-33; thence run northeasterly along C-33 to US-27; thence run northerly along US-27 to the north line of Section 2, Township 20 South, Range 24 East; thence run East to the theoretical northeast corner of Section 1, Township 20 South, Range 24 East designated as Point "A." Return to point of beginning. From said point of beginning run north along the Lake County line to the northwest corner of Section 6, Township 18 South, Range 24 East; thence run east along the Lake County line to the Oklawaha River being in Section 6, Township 18 South, Range 25 East; thence run southerly along the Oklawaha River to a point on the theoretical west line of Section 17, Township 18 South, Range 25 East; thence run south to the theoretical northeast corner of Section 19, Township 19 South, Range 25 East; thence run south to the northeast corner of Section 1, Township 19 South, Range 25 East; thence run south to the corner of Section 1, Township 20 South, Range 24 East and the aforementioned point ' 'A" being the end of this description.

(4) *Transportation Benefit District 4.* Begin at C-561 and US-27 in Section 36, Township 21 South, Range 25 East, Lake County, Florida; run northerly along C-561 to C-455; thence run west along C-455 to 3-2739 North Buckhill Road; thence run northerly along 3-2739 North Buckhill Road to a point on the north line of Section 1, Township 21 South, Range 25 East; thence run east to the theoretical northeast corner of said Section 1; thence run north to the theoretical southeast corner of Section 13, Township 20 South, Range 25 East; thence run west to the theoretical southeast corner of Section 14, Township 20 South, Range 25 East; thence run northwest to the theoretical northwest corner of said Section 14; thence run north to the theoretical northwest corner of Section 2; Township 20 South, Range 25 East designated as point "A". Return to point of beginning. From said point of beginning run northwesterly along US-27 to 2-2713 Bridges Road; thence run westerly along 2-2713 Bridges Road, 2-2607 Austin Merritt Road, and 2-2403 Youth Camp Road to the Lake County line; thence run north along

the Lake County Line to C-470; thence run easterly along C-470 to C-33; thence run northeasterly along C-33 to US-27; thence run northerly along US-27 to the north line of Section 2, Township 20 South, Range 24 East; thence run east to the theoretical northwest corner of Section 2, Township 20 South, Range 24 East, and the aforementioned point "A" being the end of this description.

(5) *Transportation Benefit District 5.* Begin at SR-33 and the Lake County line in Section 28, Township 24 South, Range 25 East, Lake County, Florida; run northerly along SR-33 to C-565B; thence run easterly along C-565B to C-561; thence run northerly along C-561 to C-561A; thence run northwesterly, northeasterly along C-56IA to US-27; thence run northerly along US-27 to C-561; thence run northerly along C-561 to C-455; thence run southeasterly along C-455 to the south line of Section 22, Township 21 South, Range 26 East; thence run east to the Lake County line, thence run southerly, west, north, and west along the Lake County line to the aforementioned SR-33 being the end of this description.

(6) *Transportation Benefit District 6.* Begin at SR-33 and the Lake County line in Section 28, Township 24 South, Range 25 East, Lake County, Florida; run northerly along SR-33 to C-565B; thence run easterly along C-565B to C-561; thence run northerly along C-561 to C-561A; thence run northwesterly, northeasterly along C-561A to US-27; thence run northwesterly along US-27 to 2-2713 Bridges Road; thence run westerly along 2-2713 Bridges Road, 2-2607 Austin Merritt Road, and 2-2403 Youth Camp Road to the Lake County line; thence run south, east, north and east along the Lake County line to the aforementioned SR-33 being the end of this description.

(b) The following Transportation Benefits Districts are established and shall be used for transportation impact fees collected on or after January 1, 2014:

(1) *North Transportation Benefit District.* Begin at the Lake County line at the northwest corner of Section 6, Township 18 South, Range 26 East; thence run south to the northwest corner of Section 6, Township 19 South, Range 26 East; thence run east to the northeast corner of Section 6, Township 19 South, Range 26 East; thence run south to the theoretical southeast corner of Section 18, Township 19 South, Range 26 East; thence run west to CR 473; thence run south along CR 473 to US 441; thence run west along US 441 to the eastern boundary of Section 23, Township 19 South, Range 25 East; thence run south to the southeast corner of Section 23, Township 19 South, Range 25 East; thence run west to the theoretical northeast corner of Section 27, Township 19 South, Range 25 East; thence run south to the theoretical northeast corner of Section 15, Township 20 South, Range 25 East; thence run southeasterly in a straight line to the theoretical northeast corner of Section 23, Township 20 South, Range 25 East; thence run east to the theoretical northeast corner of Section 24, Township 20 South, Range 25 East, thence run south to the southeast corner of Section 1, Township 21 South, Range 25 East; thence run east to the southeast corner of Section 1, Township 21 South, Range 26 East; thence north along the Lake County line and continuing along the Lake County line to the aforementioned northwest corner of Section 6, Township 18 South, Range 26 East being the end of this description.

(2) *Central Transportation Benefit District.* Begin at Youth Camp Road and the Lake County line in Section 18, Township 21 South, Range 24 East; run northeasterly along Youth Camp Road/Austin Merritt Road to CR 33; thence run northerly along CR 33 to the northern boundary of Section 10, Township 21 South, Range 24 East; thence run east to the southeast corner of Section 1, Township 21 South, Range 25 East; thence run north to the theoretical northeast corner of Section 24, Township 20 South, Range 25 East; thence run west to the theoretical northeast corner of Section 23, Township 20 South, Range 25 East; thence run northwesterly in a straight line to the theoretical northeast corner of Section 15, Township 20 South, Range 25 East; then run north to the theoretical northeast corner of Section 27, Township 19 South, Range 25 East; thence run east to the northeast corner of Section 26, Township 19 South, Range 25 East; thence run north to US 441; thence run easterly along US 441 to CR 473; thence run northerly along CR 473 to the northern boundary of Section 24, Township 19 South, Range 25 East; thence run east to the theoretical southeast corner of Section 18, Township 19 South, Range 26 East; thence run north to the northeast corner of Section 6, Township 19 South, Range 26 East; thence run west to the northwest corner of Section 6, Township 19 South, Range 26 East; thence run north to the Lake County line; thence run west along the Lake County line to the northwest corner of Section 6, Township 18 South, Range 24 East; thence run south along the Lake County line to the aforementioned Youth Camp Road being the end of this description.

(3) *South Transportation Benefit District.* Begin at Youth Camp Road and the Lake County line in Section 18, Township 21 South, Range 24 East; run northeasterly along Youth Camp Road/Austin Merritt Road to CR 33; thence run northerly along CR 33 to the northern boundary of Section 10, Township 21 South, Range 24 East; thence run east to the theoretical southeast corner of Section 1, Township 21 South, Range 26 East at the Lake County line; thence run south along the Lake County line to the southeast corner of Section 36, Township 24 South, range 26 East; thence run west along the Lake County line to the southeast corner of Section 34, Township 24 South, Range 25 East; thence run north along the Lake County line to the southeast corner of Section 27, Township 24 South, Range 25 East; thence run west along the Lake County line to the southwest corner of Section 30, Township 24 South, Range 25 East; thence run south along the Lake County line to the southwest corner of Section 31, Township 24 South, Range 25 East; thence run west along the Lake County line to the southwest corner of Section 31, Township 24 South, Range 24 East; thence run north along the Lake County line to the aforementioned Youth Camp Road being the end of this description.

Section 4. Severability. If any section, sentence, clause, or phrase of the Ordinance is held to be invalid or unconstitutional by any court of competent jurisdiction, then said holding shall in no way affect the validity of the remaining portion of this Ordinance.

Section 5. Inclusion in the Code. It is the intent of the Board of County Commissioners that the provisions of this Ordinance shall become and be made a part of the

Lake County Code and that the sections of this Ordinance may be renumbered or relettered and the word "ordinance" may be changed to "section," "article," or such other appropriate word or phrase in order to accomplish such intentions.

Section 6. Filing with the Department of State. The clerk shall be and is hereby directed forthwith to send a certified copy of this Ordinance to the Secretary of State for the State of Florida.

Section 7. Effective. This Ordinance shall become effective as provided for by law.

Enacted this 12 day of February, 2013.

Filed with the Secretary of State February 21, 2013.

Effective February 21, 2013.

ATTEST:

Neil Kelly, Clerk of the
Board of County Commissioners
of Lake County, Florida

BOARD OF COUNTY COMMISSIONERS
OF LAKE COUNTY, FLORIDA

Leslie Campione, Chairman

This 13th day of February, 2013.

Approved as to form and legality:

Sanford A. Minkoff
County Attorney