

**APPENDIX 4-C**  
**Written Public Comments**

## Minneola Ridge Area-Wide Traffic Study Written Comments

1- Honor original land use plan-good growth
2- High: Since 1965 - Water Development Issue/time frame in completing road / How much land is required to fill for road & easement-who will pay and at what value. Grove land lost - went to 5 acres sites / How much for 2 lane vs. 4 land ROW / who exercises eminent domain / what type of compensation
3- Schools - safety and overcrowding
4- Keep Agricultural living - low density
5- In Favor of Interchange-would rather have a 4 lane than a 6
6- Integrity of topography needs - keep proposed roadways in line with the scope requirements of the proposed developments-who will maintain the roads when made 4 or 6
7- High: N/S CR455 is a scenic area approved by the State-find an alternative to 4 laneing in this area (2) Restricted ability to change to high density (3) Raise School/Road Impact Fees to pay for development (4) preserve rural character of the countryside (5) bike lanes
8- Bicyclists considerations - bike lanes for preservation of safety and recreation (not only conducive to trail riding)
9- How close to existing property will the new road be/What are the plans for noise abatement in Area A/what are the plans for 561A intersecting/will new road be limited access/projected impact to property values along right-of-way
10- High: Lake County Water Authority Board. - South Lake growth issues - diversion of Lakes - With the interchange, additional roads should be at least 4 lanes-current roads not able to handle current traffic/will the roads follow the contours of the hills & not cut through /Water is not evaluated / address sustainable safe yield in aquifer / low 10 water infrastructure planning / assume cumulative impacts
11- In favor of Additional road access-Frontage Rd is in no way going to relieve the horrendous traffic East/West road alternative needs to be initiated immediately-Approved new development will only exacerbate this need. (2) School overcrowded
12- School - proposal of site is obscene-consider safety issues and quality of life
13- High: Control Density-maintain zoning Low Density preferred 1-per 5 acres / Need new schools-Sullivan sight not good / why schools and no dev / leaving of hills / Turnpike makes sense / Orange County reduce impact fees / why low density rezoning - what is the criteria for rezoning /Low density=high value Build new roads through new developments not existing neighborhoods
14- Project poorly thought out-if proposed future development is stopped than roadway improvements can be avoided-education will suffer as development grows.
15- Slow growth-maintain agricultural zoning.- High density causes stress- more schools where are the teachers going to come from?
16- Water source-serious impact. State Laws require 10 year work plans to be completed before improvements - this is not being followed
17- Slow Growth to be consistent with highways, schools, water Lower density would help.
18- Water & Sewer needs/Are developers required to use reclaimed water/have parks & playgrounds- Developers need to pay their own way not tax money
19- Wildlife-(8 families documented in area) what will happen to the them if roads and developments are built along Grassy Lake Rd
20- High: Sullivan Rd since 1998 (1-5 acres) What type of Growth pays for itself / schools will suffer - Change density and zoning and hold builders to it - Impact fees to not cover the costs
21- Address Density - Safety for children/schools on the road- Residents paid premium for land - low density housing
22- High: Sullivan & Sem Trail Adjacent to school site / Who will pay property damage from road/school/development construction - who is going to monitor /Water treatment plant / not a good place to put a school find a new site / elected officials are not acting
23- Schools-move location to the sight adjacent to 561A

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24- Will developments proceed in an environmentally, economically sustainable way
25- School location safety - construction on Hancock Rd
26- Development - no more cheap tacky subdivisions
27- High: Turnpike in back yard/Schools/avoids Florida growth problem. High: Fosgate ext 3 more in 3 years-not ok to move again-has horses-make difficult for builders. No more development until present needs are addressed and taken care of
28- Safety for Children - intersection of Hancock Rd
29- Concerns raised by Montverde and Development-network should be evaluated w/turnpike interchange but w-o the Fosgate/Minneola collector overpass (2) w-o detailed Taz and Network info used in the model, info on level of internal connections and between projects should be identified. they may reduce arterial volumes. How were the cost estimates prepared.
30- Costs 2005 vs. 2025/Recreation/Safety/Projected Growth/Endangered wildlife/schools teachers/supplies/our children
31- Grading Issues/Landscape requirements / enforcement of ordinances
32- Either plan with or w/o a turnpike will DUMP traffic onto Montverde/Converting a clay road to a major road affects trails with noise and congestions. This is a rural horse community/STOP the unbridled growth - keep rural lifestyle / fix the current roads and put in bike lanes
33- Why not put the proposed frontage road on the south side of turnpike.
34- Preserve the small-town feel - concerned about the amount of danger currently on the road - How might the risk increase. Safety.
35- Against building N-S Collector across Sugar loaf. Roads are being put in for the SOLE benefit of Developers. Roads currently are quite adequate.
36- Continue subject road all the way to 455 by Hwy 50. You are more concerned about the developers than the residents-Why such minimum impact on proposed development that is still bare land. Add bike lanes to all roads which will help traffic
37- Before new development should we not have the school demand and water supply satisfied. - Roads from Hills to Fosgate will take out existing equestrian subdivision, to have new homes with roads-where is the logic. - Save money and improve roads already existing.- they could handle growth with improvements
38- Very discouraged that 75% of the comments came from elected officials. Obvious that the plan for roadways is what is being pushed for by the county/cities. I was not given the opportunity to ask a ?- nor were anyone who lived on N Grassy Lake Road
39- Quality of life will be disturbed-do not ruin rural setting
40- Against the Sullivan Rd ext - only Grassy Lake Rd s/b improved and would suffice-Against interchange - Extending Grassy Lake would be better
41- Intersection Old Hwy 50 is already problematic-witnessed numerous collisions. This road needs to be closed to all trucks and thru traffic. Let them access these new areas from 27 or the turnpike.
42- Right of way issues - N Grassy Lake Rd-how will the residents be compensated for property not to mention owning a house with a highway (4 lane) in front of it. Property value Negatively affected. How do we enter and exit our driveway safely onto a highway. What about fire and police to support growth.
43- Moderate: Please help me get to the turnpike easier. It takes me 45-55 minutes to get to work, Also any change in these roads could help extend our bike paths
44- Why route the new north-s connector to bend east to fosgate - WHY NOT plan it to run straight south to connect to Sullivan. South Lake County needs a breather on new development to allow Police, Fire, Roads Schools to catch up
45- Lower density - put roads in new developments - slow growth GET MORE IMPACT FEES - handle only current roads

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46- When will these projects take place/Will they occur prior to construction of homes/All funding should come from development companies.
47- Support steady low density planning - Funding dependent on Developers contributions-is this a required certainty of the developers (2) S lake county continues unbridled growth - crisis stage (3) what roads are planned to divert traffic off Hwy 455 it cannot handle anymore
48- Traffic light at 27 & North Grassy Rd - NEED A RED LIGHT NOW