

**AMENDED
Lake County
Board of County Commissioners
Workshop
BCC Chambers
July 21, 2009
1:30 P.M.**

I. 2030 Comprehensive Plan

1. Review of changes discussed on June 16, 2009
2. 2030 Comprehensive Plan Departmental Comments 215 to 239: Parks & Recreation and Transportation
3. Public Comment

II. Tentative Future 2030 Comprehensive Plan Workshops:

August 4th at 1:00 in Chambers

1. Inter Governmental Coordination Element (Comments 205 to 214)
2. Public Facilities and Public Schools Element (Comments 240 to 284)
3. Economic Development Examples
4. Presentation on Alfred Street Corridor
5. Mining Policy Direction

August 25th at 1:00 in Chambers

1. Any additional or added comments
2. Map Overview

M E M O R A N D U M



LAKE COUNTY
FLORIDA

TO: Cindy Hall, County Manager

FROM: Brian T. Sheahan, AICP Planning & Community Design Director

THROUGH: Amye King, Growth Management Director

DATE: July 9, 2009

SUBJECT: Comprehensive Plan June 16, 2009 Workshop Summary

Please accept this memo as a summary of the June 16th, 2009 Comprehensive Plan workshop. This memo is divided into three parts, *General Direction, Discussion on Staff Comments and Public Input*. Please let me know if you have any questions.

General Direction

- Commissioner Renick will assist staff with editing.

Discussion on Staff Comments

- Comment 90 - Option A
- Comment 91 - Option A
- Comment 92 - Option B (Strike term “Yard Waste”)
- Comment 93 - Option A
- Comment 94 - Option A
- Comment 95 – To be addressed by Budget.
- Comment 96 - Option A
- Comment 97 - Option A. Second to last bullet: change **projected** growth patterns to **planned** growth patterns.
- Comment 98 - Option A. Second to last bullet: change **projected** growth patterns to **planned** growth patterns.
- Comment 99 - Option A.
- Comment 100 - Option A.

- Comment 101 - Option A.
- Comment 102 - Option A.
- Comment 103 - Option A.
- Comment 104 - Option A.
- Comment 105 - Option A.
- Comment 106 - Option A.
- Comment 107 - Option A.
- Comment 108 - Option A.
- Comment 109 - Option A. Stop the sentence at word “improvements.” Remove the last four words “and update it annually.”
- Comment 110 - Option A.
- Comment 111 - Option A. In the first paragraph, add the word agreement as follows: “(or the levels of service adopted by the municipality **agreement** in whose utility area the proposed amendment is located and the County by Joint Agreement).”
- Comment 112 - Option A, with the word solely added as follows: “The Land Development Regulations of the County shall provide that applications for development orders that are **solely** denied because of insufficient capacity...”
- Comment 113 - Option A.
- Comment 114 - Option A.
- Comment 115 - Option A.
- Comment 116 - Option A.
- Comment 117 - Option A.
- Comment 118 - Option A.
- Comment 119 - Option A.
- Comment 120 - Option A.
- Comment 121 - Option A.
- Comment 122 - Option C. Remove the word evaluate and replace with monitor in the second sentence to read: “The County shall **monitor** the Consumptive Use Permits Issued by the ...”
- Comment 123 - Option A.
- Comment 124 - Option B.
- Comment 125 - Option A.
- Comment 126 - Staff direction to revise. Suggest the following revision in double underline:

Policy IV-2.1.12 Groundwater Recharge

The County shall protect groundwater recharge areas through land use strategies including but not limited to reduction of land use densities in critical areas, mandatory open space, protection of pervious surface areas, drought-tolerant

landscaping, and the use of reclaimed water, stormwater or other ~~alternate~~ non-potable water sources for irrigation. An aquifer recharge overlay shall be developed that sets standards to protect the infiltration functions of protected and most effective aquifer recharge areas.

- Comment 127 - Option A.
- Comment 128 - Option B.
- Comment 129 - Option A.
- Comment 130 - Option A.
- Comment 131 - Option A.
- Comment 132 - Option A.
- Comment 133 - Option A.
- Comment 134 - Option A.
- Comment 135 - Come back to readdress.
- Comment 136 - Option A.
- Comment 137 - Option A.
- Comment 138 - Option A.
- Comment 139 - Option A.
- Comment 140 - Option A.
- Comment 141 - Option A.
- Comment 142 - Option A.
- Comment 143 - Option A.
- Comment 144 - Option A.
- Comment 145 - Option A.
- Comment 146 - Option A.
- Comment 147 - Option A.
- Comment 148 - Option A.
- Comment 149 - Option A.
- Comment 150 - Option A.
- Comment 151 – Delete Policy. (Keep Policy 2.3.16 discussed in Comment 155)
- Comment 152 - Option A.
- Comment 153 – Option B, staff to revise to have stronger language.
- Comment 154 - Come back to readdress.
- Comment 155 – Option B, ensure consistency with Policy IV-2.3.5
- Comment 156 - Option A, with following changes:
 - Remove the fifth bullet that states “Require frequent and active street sweeping.”
 - Revise second to last bullet as follows: “~~Work Coordinate with the Florida~~ Department of Health to develop ~~implement~~ a local septic management program to

assure that these systems are regularly inspected, pumped out, ~~and~~ or brought up to current standards ~~whenever if the system fails a parcel is sold~~; and

- Comment 157 - Option A.
- Comment 158 - Come back to readdress.
- Comment 159 - Option A.
- Comment 160 - Option A.
- Comment 161 - Option A.
- Comment 162 - Option A.
- Comment 163 - Option B.
- Comment 164 - Option A.
- Comment 165 - Option A.
- Comment 166 - Option A.
- Comment 167 - Option A. Change to “Wekiva-Ocala Greenway Area”
- Comment 168 - Option A.
- Comment 169 - Option A, possibly readdress.
- Comment 170 - Option A, possibly readdress.
- Comment 171 - Option B. Add “to the maximum extent allowed by law” to end of policy.
- Comment 172 - Option B.
- Comment 173 - Option A.
- Comment 174 - Option B.
- Comment 175 - Option A.
- Comment 176 - Option B.
- Comment 177 - Option A.
- Comment 178 - Option A.
- Comment 179 - Option A.
- Comment 180 - Option A.
- Comment 181 - Option A.
- Comment 182 - Option A.
- Comment 183 - Option A.
- Comment 184 – Readdress with Mining Items.
- Comment 185 – Readdress with Mining Items.
- Comment 186 – Readdress with Mining Items.
- Comment 187 - Option A.
- Comment 188 - Option A.
- Comment 189 - Option A.
- Comment 190 - Option A.
- Comment 191 - Option A.
- Comment 192 - Option A.
- Comment 193 - Option A, with the following changes:

~~Policy V-1.2.1 Department of Economic Growth and Redevelopment~~

~~On an annual basis, Lake County shall evaluate the resources available to ensure its mission to promote and provide for the economic development needs of the business community and citizenry is adequately supported.~~

Policy V-1.2.1 Resources for Economic Development

Lake County shall continuously evaluate the resources available to ensure that its mission to promote and provide for economic development is adequately supported.

~~Policy V-1.3.1 Leadership~~

~~Lake County shall pursue and maintain partnerships with leadership organizations, including all Lake County municipalities, the Metro Orlando Economic Development Commission, Lake Sumter Metropolitan Planning Organization, Lake County Chambers of Commerce, Lake County Schools, Lake Sumter Community College, University of Central Florida and Workforce Central Florida.~~

Policy V-1.3.1 Leadership

Lake County shall pursue and maintain partnerships with Lake County municipalities, local and regional leadership organizations and educational institutions.

~~Policy V-2.2.2 Business Inventory~~

~~The County shall develop and maintain a comprehensive inventory of existing businesses and encourage those businesses to take advantage of existing industry clusters to forward their own economic prosperity and that of other Lake County businesses.~~

OBJECTIVE V-2.2 BUSINESS RETENTION AND EXPANSION

Lake County shall be responsive to existing employers by working with them to ensure continued prosperity and survival.

~~Policy V-2.4.1 Build Awareness~~

~~Lake County shall work with the Metro Orlando EDC to build awareness among site selectors, decision makers in targeted industry sectors and throughout Central Florida by acting on the following strategies:...~~

Policy V-2.4.1 Build Awareness

Lake County shall work with the Metro Orlando EDC or other regionally based marketing organizations to build awareness among site selectors, decision makers in

targeted industry sectors and throughout Central Florida by acting on the following strategies: ...

~~**OBJECTIVE V-3.1 REDEVELOPMENT AND REVITALIZATION**~~

~~*Lake County's downtowns are distinctive and unique quality of place assets that are capable of serving both economic development and green space preservation purposes. In addition to downtowns, many areas along major transportation corridors are ripe for redevelopment and revitalization.*~~

OBJECTIVE V-3.1 REDEVELOPMENT AND REVITALIZATION

Lake County's downtowns are distinctive and unique quality of place assets that serve economic development purposes and combat sprawl in rural areas by providing locations for higher density of development. In addition to downtowns, many areas along major transportation corridors are ripe for redevelopment and revitalization.

- Comment 194 - Option A.
- Comment 195 - Option A.
- Comment 196 - Option A.
- Comment 197 - Option A.
- Comment 198 - Option A, revise for consistency with language from Green Building Ordinance
- Comment 199 - Option A.
- Comment 200 - Option A.
- Comment 201 - Option A, but make consistent with Policy I-7.2.4
- Comment 202 - Option A.
- Comment 203 - Option A.
- Comment 204 - Option A.

Citizen Comments:

(Referencing Comment #140) does not agree with the section that requires specific design criteria; believes the Code should give incentives, such as less parking or more ISR, to provide enhance treatment techniques.

Spoke about Comments 151, 154, and 163. He stated that there were rules concerning setbacks for septic systems, but there was no mention about rules for the advanced septic systems. He spoke about concerns with the setbacks to karst features.

- Comment 150: (Option A) In the first sentence, he felt that springsheds, including the features at the end of the sentence should be removed so it says...The County shall

protect, to the maximum extent possible, sensitive areas within and adjacent to karst areas.

- Comment 153: (Option B) Best Management Practices should be addressed whether the property is within a springshed or not.
- Comment 156: The second bullet in Option A, he felt should say in compliance with the Water Management District, instead of similar to those requirements of the St. John's River Water Management District.
- Second from last bullet from bottom: He believes the "whenever a parcel is sold" should be stricken; he did not feel they would ever have to abide by this if they don't sell their property.
- Comment 158: He did not believe this should be just within springsheds; he felt this should be a County-wide initiative.
- Comment 173: (Option A) He did not feel this was clear; he also felt that the words "encourage the use of" should be replaced with **require compliance with** the Best Management Practices...
- Comment 175: The last sentence in Option A, he felt that the word "direct" should be stricken. All ~~direct~~ impacts to the conservation area shall be mitigated...
- Comment 177: In the middle of the first paragraph (Option A) remove "and individuals are present". We need to protect the habitat and species that are there.
- Comment 178: Option A, the last sentence. He believes "if an incidental take permit, or similar permit, is issued".
- Comment 190: Option A, The last sentence concerning the reference to the City of Casselberry could say such as those in the City of Casselberry, instead of striking it out all together.

Economic Element:

- V-4.1.1: He felt that the work northeastern should be stricken, so it refers to Lake County as a whole.
- V-1.4.1: The third bullet; he felt that the first word "Primarily" should be removed.
- V-3.1: He had concerns about this section, but I wasn't clear on the exact issue. This is one of the objectives that the Board asked staff to rewrite to make it clearer.

The Board was requested to consider having a workshop with the members of the LPA after they were finished with these workshops; the LPA would like to address the policies that were completely rewritten by staff.

Concerning the Economic Element, V.1.4.1, citizen felt that the word "Primarily" should be left as it is on the third bullet; she stated that it allowed flexibility, which is important.

MEMORANDUM

GROWTH MANAGEMENT
Planning & Community Design
315 W. Main Street
Tavares, FL 32778



LAKE COUNTY
FLORIDA

To: Board of County Commissioners
From: Brian T. Sheahan, AICP, Director of Planning and Community Design
Through: Cindy Hall, County Manager
Amye King, AICP, Sr. Growth Management Director
Date: July 9, 2009
Subject: Comments on Parks & Recreation and Transportation Elements

The attached comments are being distributed as a substitution for the staff comments provided for the May 7, 2009 Workshop. After careful review the Department of Public Works has provided additional comments that revise some of the options offered in the earlier version. In effort to provide you with these comments in organized and easy to follow format they are submitted to replace Comments 215 through 239 covering the Parks & Recreation Element and Transportation Element. The Lake Sumter Metropolitan Planning Organization has also provided alternatives that can be equally considered as the preferred option. Where this is the case options are provided in a format for side by side comparison.

Staff of the Public Works Department and Lake-Sumter Metropolitan Planning Organization, in addition to other County Staff, will be available to answer any questions you may have.

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

PARKS AND RECREATION ELEMENT

Comment 215: Objective VIII-1.1 is too vague (Growth Management, County Attorney)
(Page 213)

Discussion: Objective VIII-1.1 is overly vague and is not appropriate as an objective.

OPTIONS:

- A. Delete Objective VIII-1.1 and renumber Policy VIII-1.1.1 as Objective VIII-1.1.
- B. Leave language as proposed.

Comment 216: Incorrect departmental reference (Economic Growth and Redevelopment)
(Page 214)

Discussion: Parks and Recreation Element Policy VIII-1.2.1 contains an outdated reference.

OPTIONS:

- A. Revise the policy as follows:

Policy VIII-1.2.1 Coordination

Lake County Parks and Recreation shall coordinate with Lake County ~~Economic Development~~ and Department of Tourism and Business Relations to help promote Lake County's parks, trails, cultural events, natural areas, and special events to visitors.

- B. Leave policy as proposed.

Comment 217: Policy may be confusing (Growth Management)
(Page 214)

Discussion: Policy VIII-1.3.1 addresses Recreation Planning Areas, however, use of the acronym RPA may lead to confusion as this is the same as the acronym for Rural Protection Areas. Also, the use of these Recreation Planning Areas is not specified.

OPTIONS:

- A. Revise the policy as follows:

Policy VIII-1.3.1 Recreation Planning Areas (~~RPA~~s)

Recreation Planning Areas (~~RPA~~s) will be established based on location, growth patterns, and the individual character of each particular area in order to help assure the provision of adequate recreational facilities where they are needed.

- B. Leave policy as proposed.

Comment 218: Recreation levels of service
(Page 214) Proposed Parks and Recreation Element Policy VIII-1.4.3 may be confusing.
(Public Works)

Discussion: As written, Policy VIII-1.4.3 may be confusing as it is too broad. The policy should be more specific. If the policy is revised, Capital Improvements Element Policy II-1.1.6 should be revised as well to ensure consistency.

OPTIONS:

A. Revise the policies as follows:

Policy VIII.1.4.3 Level of Service

*The adopted Level of Service shall be 4.0 acres of Developed, or Open for Public Use,
~~of~~land per 1,000 people in unincorporated Lake County.*

B. Leave policies as is.

Comment 219: Open space for recreation

(Page 215) Proposed Parks and Recreation Element Policy VIII-1.4.5 may be confusing. (Growth Management)

Discussion: The use of the term open space in the policy may be confusing.

OPTIONS:

A. Revise the policy as follows:

Policy VIII-1.4.5 Mandatory Dedication of Land for Recreation Space

Lake County shall incorporate provisions within its Land Development Regulations which require new residential development to provide recreation space consistent with the Concurrency Management System. The provision of ~~open space~~ land for activity-based recreation shall be in addition to the area required for open space.

B. leave policy as proposed.

Comment 220: Trails Program, greenways and blueways

(Page 215) Policies VIII-1.5.1 and VIII-1.5.2 should reference the Lake County Trails Master Plan, July 2008. (Lake Sumter MPO, Growth management)

Discussion: The Lake County Trails Master Plan, July 2008 was adopted by the County Commission on September 18, 2008, after the policies were written and should be referenced.

OPTIONS:

A. Amend policy as follows:

Policy VIII.1.5.1 Trails Program

Lake County shall continue working towards ~~implementing~~ expanding and improving its trails program by coordinating with federal, state, regional, and local public agencies and private organizations to implement the Lake County Trails Master Plan, July 2008, or its successor documents.

~~Policy VIII.1.5.2 Greenways and Blueways~~

~~Lake County shall coordinate the establishment of greenways and blueways with its trails and bikeways program to help connect natural resources and parks to the trail system as identified in the Lake County Trails Master Plan, July 2008, or its successor documents.~~

REVISED

Policy VIII.1.5.2 Greenways and Blueways

Lake County shall coordinate the establishment and maintenance of greenways ~~trails~~ and blueways ~~trails~~ with its trails and bikeways program to help connect natural resources and parks to the trail system as identified in the Lake County Trails Master Plan, July 2008, or its successor documents.

B. Leave policies as is.

Comment 221: Guidelines for trail development, maintenance and operation
(Page 216) Proposed Parks and Recreation Element Policy VIII-1.5.3 should be updated.
(Public Works, Growth Management)

Discussion: Policies VIII-1.5.3 and VIII-1.5.4 reference guidelines for trail development and maintenance/operations, respectively, however, they do not include the Lake County Trails Master Plan which was approved by the County Commission September 16, 2008. This document should be included in the policies.

OPTIONS:

A. Revise the policies as follows:

Policy VIII.1.5.3 Guidelines for Trail Development

Lake County shall adopt ~~as a~~ guidelines the Lake County Trails Master Plan, July 2008, or its successor documents, the Florida Bicycle Facilities Planning and Design Handbook by FDOT and the Florida Office of Greenways and Trails Reference and Resource Guide. These documents shall be used in the planning and development of trails.

Policy VIII.1.5.4 Maintenance and Operation Standards

Maintenance and operation standards ~~shall be developed and approved prior to~~ for existing and new trail design and development shall be consistent with the Lake County Trails Master Plan, July 2008, or its successor documents.

B. Leave policies as is.

Comment 222: Inconsistent and redundant language.

(Page 218) Parks and Recreation Element Goal 2 is partly redundant and partly inconsistent with other sections of the Plan. (County Attorney, Growth Management)

Discussion: This goal and its implementing objective and policies either out-of-place or not needed. The element deals with recreation, not open space. Open space standards are addressed in several sections of the Future Land Use and Conservation Elements. To include them here leads to confusion and redundancy since the issues are the same, but the language differs. Policy VIII-2.1.1 deals with access to lakes and should be moved to the section on access to parks and renumbered as Policy VIII-1.6.5. Policy VIII-2.1.3 is about partnering with other agencies to acquire environmentally sensitive lands and therefore should be moved to the Intergovernmental Coordination Element.

OPTIONS:

- A. Combine Goal 2 with Goal 1;
Move Objective VIII-2.1 to Future Land use Element and combine with Policy I-7.4.1;
Move Policy VIII-2.1.1 and renumber as Policy VIII-1.6.5;
Move Policy VIII-2.1.2 to the Future Land use Element and combine with Policy I-7.4.1;
Move Policy VIII-2.1.3 to the Intergovernmental Coordination Element;
Revise Policy VIII-2.1.4 as follows and move to Future Land Use Element as Policy I-7.4.10;

Policy VIII-2.1.4 Protection from Incompatible Land Uses

The Land Development Regulations shall require through the site plan and development review process the protection of conservation, recreation, and open space areas from incompatible adjacent land uses and activities.

Adjacent ~~land uses~~ adjacent to ~~that are considered incompatible with~~ conservation, recreation, and open space areas ~~include Heavy Industry~~. All other land uses shall be required to use appropriate screening and ample vegetated buffers to limit off-site impacts. Land uses adjacent to and near resource-based conservation and recreation sites shall be of a low density and intensity as defined in the Future Land Use Element.

Additional land development regulations shall be established within 24 months of the effective date of the Comprehensive Plan to limit the undesirable intrusion of noise, light, access, and other impacts onto conservation and recreation lands from adjacent property.

Delete Policies VIII-2.1.5 and VIII-2.1.6 as redundant.

Delete Policies VIII-2.1.7 and VIII-2.1.8 as in conflict with other policies in the Plan.

- B. Move Policies VIII-2.1.1 and VIII-2.1.3 and delete the rest of the language under Goal 2.
C. Leave language as proposed.

TRANSPORTATION ELEMENT

Comment 223: Greenhouse gas reduction strategies

(Pages 223, 225, 231 & 232) Recent changes to Chapter 163, F.S., now requires that the Transportation Element include strategies to address reduction in greenhouse gas emissions from the transportation sector. (s.163.3177(6)(b)). (Growth Management)

Discussion: Since the initial drafting of the proposed Comprehensive Plan and the final recommendations by the LPA on the Transportation Element, state law has added new requirements for comprehensive plans to address greenhouse reduction strategies. One of those requirements affects the Transportation Element. The proposed Transportation Element of Planning Horizon 2030 contains no specific language pertaining to a reduction in greenhouse gas emissions from the transportation sector and, therefore, does not meet the technical requirements of s.163.3177(6)(b), therefore, the issue should be incorporated into the policies recommended by the LPA.

OPTIONS:

A. Revise the following Goal, Objective, and Policies as follows to address the statutory requirements:

GOAL IX-1-0 TRANSPORTATION

To facilitate a balanced multi-modal transportation system that encourages increased mobility options, and provides for efficient transportation alternatives while minimizing and reducing greenhouse gas emissions and other environmental impacts.

Policy IX-1.2.2 Encourage Trip-Capturing Development

Lake County shall encourage the development of mixed use, self-contained projects and development patterns that promote shorter trip lengths and generate fewer vehicle miles. In areas of the County with an imbalance of employment, commercial development, or housing, the County shall encourage development which will complement the existing pattern of development and capture trips from nearby areas thereby reducing overall Vehicle Miles Travelled (VMT). Such balancing shall consider both built and approved but un-built projects to incorporate future conditions into the needs analysis.

OBJECTIVE IX-1.10 ENVIRONMENTAL IMPACTS

Lake County shall consider the primary and cumulative impacts of proposed transportation improvements upon natural resources and promote the use of innovative design techniques and other strategies to ensure the protection of ecological systems and reduce greenhouse gas emissions from the transportation sector.

Policy IX-1.10.6 Support Quality of Environment

Lake County shall consider public transit, para-transit and transportation demand management activities as a means of supporting the County's goals, objectives and policies to conserve natural resources, reduce greenhouse gas emissions from the transportation sector, maintain the quality of the environment, improve the aesthetic and sensory quality of the urban community and to maintain a clear delineation between urban and rural land uses.

Policy IX-1.10.7 Reduce Vehicular Pollutant Emission Levels

Within 24 months of the effective date of the Comprehensive Plan, ~~the~~ County will adopt Land Development Regulations to provide standards to identify and regulate significant traffic-generating development and develop strategies to reduce greenhouse gas emissions from the transportation sector. ~~should reduce or stabilize vehicular emission levels~~ These strategies may include, but are not limited to:

- ~~by~~ requiring air quality impact analyses be performed on all significant traffic generating development proposals ~~such that, projects that are~~ predicted to violate air quality standards ~~shall be~~ are required to pursue the implementation of traffic mitigation techniques (or down-scaling of the proposal to achieve compliance standards), ~~as conditions in all development orders;~~*
- requiring efficient land use patterns which decrease Vehicle Miles Travelled (VMT); using access management standards to reduce VMT;*
- allowing innovative site designs and roadway configurations to minimize the number of lane-miles needed while maximizing access;*
- requiring roads, access, and parking areas be designed to minimize turning movements, stopping, and other conflict points;*
- increasing the number of roadway interconnections and intersections, where appropriate;*
- limiting gated communities which prevent existing or future roadway interconnections;*
- requiring development along transit corridors and routes to accommodate mass transit and provide for park-n-ride areas, sheltered bus/rail stops, and bus turnouts, as appropriate;*
- discouraging the use of single-occupancy vehicles by adopting reduced parking requirements and by limiting roadway capacity on key roads, as appropriate, as a disincentive to travel;*
- encouraging Transit-Oriented Development and development which takes advantage of existing and potential passenger rail;*
- protecting existing railroad corridors, encouraging and facilitating the location of industrial and commercial employment centers along those corridors, and encouraging increased use of rail transport by industrial and commercial enterprises; and*
- requiring bikeways, trails, and pedestrian paths, wherever practical and appropriate, to provide alternatives to motor vehicles.*

B. Leave the Goal, Objective, and Policies unchanged.

Comment 224: Rural areas level of service

(Page 223) Policy IX-1.1.1 may not adequately protect rural areas. (Public Works/Lake-Sumter MPO)

Discussion: The County should consider adopting stricter Level of Service (LOS) standards or maximum lane widths in rural areas and rural transitioning areas, especially environmentally sensitive areas and Rural Protection Areas (RPAs): the Wekiva River Protection Area, the

Wekiva-Ocala RPA; the Green Swamp Area of Critical State Concern, the Emerald Marsh RPA, the Yalaha-Lake Apopka RPA (with the exceptions of State Road 19 and County Road 561), and the South Lake RPA.

Adopting maximum lane standards could accomplish protection of rural areas by limiting the number of travel lanes. (Option A1)

An alternative, would be to adopt LOS B or C to help preserve rural/low-density areas as it would provide less available capacity that encourages new development. Adoption of such standards could help guide new development into regional corridors and urban areas, thereby fostering the compact development and use of mass transit. Changing the adopted level of service on a roadway may cause the need to widen for additional lane capacity or add other improvements, thereby incurring infrastructure costs for the required improvements which would require demonstration that they are cost feasible. (Option A2)

A third alternative is a hybrid of both approaches above. (Option A3)

OPTIONS:

A1. Adopt maximum lane width standards for roadways of concern. A list of constrained roadways would be returned for approval by the Board.

-OR-

A2. Revise Tables TRAN-1 and TRAN-2 to establish LOS A or B on County Arterials, Collectors, and Local roads with TRAN-2 one grade lower than TRAN-1.

A3. Adopt maximum lane width and LOS standards for specific roadways of concern. A list of roadways would be returned for approval by the Board.

B. Revise Tables TRAN-1 and TRAN-2 to establish LOS A or B on County Arterials, Collectors, and Local roads only within the Green Swamp Area of Critical State Concern, the Wekiva River Protection Area, and Rural Protection Areas.

C. Leave Levels of Service as proposed.

Comment 225: Transportation definition consistency

(Page 224) Objective IX-1.1.2 is not consistent with FDOT or Lake Sumter MPO definitions. (Public Works/Lake-Sumter MPO)

Discussion: The Census is completed every ten years. This is typically when the Urban Boundaries (as defined by census) are mapped by FDOT in updating the Federal Functional Classification Maps. The County defines a Transitioning Urbanized Area (TUA) as being within one (1) mile of a city boundary or an urbanized area, whereas, the FDOT generally defines such areas as those projected to have a future density of approximately 500 people per square mile within the 20-year planning horizon.

The State method for calculating trips does not provide for real time evaluation. As cities annex, there are sections of roadway that are skipped over. This leaves gaps between city limits. For instance, it makes more sense from a transportation engineering aspect to evaluate the gaps at the

same classification and level of service instead of skipping from urban to rural and back again all in the space of a mile or less. This could cause a situation where a road needs to be four-laned outside the city limit, but only two lanes inside the city limits.

Option A1 allows the calculations to account for these areas

Alternatively, transitioning/urban areas actually consist of two distinct areas:

- 1) Areas that are adjacent to urbanized areas and anticipated to become parts of urbanized areas; and
- 2) Areas of over 5,000 population not in urbanized areas.

Because their traffic characteristics are similar, they are treated under one grouping. Transitioning areas are outside of, but contiguous to, urbanized areas with which they are expected to be included within the next 20 years. If this option is adopted it is recommended that the County drop its definition of a TUA and be consistent with the LSMPO and FDOT and refer to the MPO Transitioning Area designation maps.

OPTIONS:

<p>A1. Leave policy as proposed.</p>	<p>-OR-</p>	<p>A2. Revise the policy as follows:</p> <p><i>Policy IX.1.1.2 Transitioning Urbanized Areas Minimum Operating Level of Service Standards.</i></p> <p><i>Consistent with the Florida Department of Transportation Quality /Level of Service Handbook, Lake County adopts the following peak hour minimum operating level of service standards for transition areas, defined generally as:</i></p> <p><i>Within one (1) mile of city corporate limits;</i></p> <p><i>or</i></p> <p><i>Within one (1) mile of an area designated as Urban using FDOT Standards</i></p> <p><u><i>Areas that are adjacent to urbanized areas and anticipated to become parts of urbanized areas, and</i></u></p> <p><u><i>Areas projected to have a future density of approximately 500 people per square mile within the 20-year planning horizon.</i></u></p> <p><u><i>The County shall use the Transitioning Area designation maps as developed and maintained by the Lake-Sumter MPO and the FDOT to determine the exact boundaries of the areas in which these</i></u></p>
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		<u>Level of Service Standards apply.</u>
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Comment 226: Collector and local functional system
 (Page 225) Policy IX-1.1.6 is unclear. (Lake-Sumter MPO)

Discussion: As written, this Policy is not clear as to its meaning. Rewriting it to say that the County will update or request updates for Federal Functional Classifications on facilities as area characteristics and facilities change might help clarify the policy.

OPTIONS:

A. ***Policy IX.1.1.6 Collector and Local Functional Classification System***

Lake County, in coordination with the Cities, FDOT and the LSMPO, shall maintain a functional classification system for collector and local roadways under its jurisdiction that is sensitive to the local dynamics of the County. The County will update or request updates for Federal Functional Classifications for local roadways as area characteristics area and facilities change over time.

A. Revise the policy as follows:

Policy IX.1.1.6 Collector and Local Functional Classification System

Lake County, in coordination with the FDOT and LSMPO, shall maintain a functional classification system for collector and local roadways under its jurisdiction ~~that is sensitive to the local dynamics of the County.~~ The County will update or request updates for Federal Functional Classifications for local roadways as area characteristics area and facilities change over time.

C. Leave policy as proposed.

Comment 227: Trip capturing development
 (Page 225) Policy IX-1.2.2 is incomplete. (Lake-Sumter MPO)

Discussion: The policy is missing a word needed for accuracy. The policy calls for a reduction in vehicles miles. The proper wording is vehicle miles travelled, commonly called VMT.

OPTIONS:

A. Revise the policy as follows:

Policy IX.1.2.2 Encourage Trip-Capturing Development

Lake County shall encourage the development of mixed use, self-contained projects that promote shorter trip lengths and generate fewer vehicle miles travelled.

B. Leave policy as proposed.

Comment 228: Transportation system and demand management

(Page 226) Policies IX-1.3.1 and IX.1.3.2 lack several potent strategies. (Lake-Sumter MPO)

Discussion: Even though they are addressed in Policies IX-1.3.4 and IX-1.3.5, ITS and Access Management are two of the most predominant forms of Transportation System Management tools and should be added to Policy IX.1.3.1. The words "but not limited to" should be added to Policy IX-1.3.2 to be consistent with IX-1.3.1.

OPTIONS:

A. Revise the policies as follows:

Policy IX.1.3.1 Transportation System Management

Lake County shall develop a series of Transportation System Management (TSM) strategies to preserve and increase traffic flow in a cost effective way, and as an alternative to traditional capacity projects. TSM strategies can include, but are not limited to: Access Management, Intelligent Transportation Systems, Intersection Improvements; Signalization Improvements; Ramp Metering; Freeway Bottleneck Removal; Special Event Management; Parking Management; Transit Improvements; and Incident Management.

Policy IX.1.3.2 Promote Transportation Demand Management

Lake County shall promote demand management strategies, including but not limited to, mixed-use development, vanpooling, guaranteed ride-home, carpooling, employer-based public transit subsidies, park and ride, and telecommuting programs to reduce peak hour demand and reduce vehicle miles traveled.

B. Leave policies as is.

Comment 229: Access management on state and local roads

(Page 226) Policies IX-1.3.4 and IX.1.3.5 are too general. (Growth Management)

Discussion: The policies are too general and only address roadways, not to property, nor do they address connections between properties.

OPTIONS:

A. Revise the policies as follows:

Policy IX-1.3.4 Access Management for State Roads

Lake County shall maintain access management standards, consistent with Rule 14-97 F.A.C., to regulate and control vehicular ingress and egress to and from the State Highway System (SHS). The intent of these standards is to protect public safety and the general welfare, to provide for mobility of people and goods, ~~and~~ to preserve the functional integrity of the SHS, and to minimize the need to access state roads thereby reducing turning movements, conflict points, and other hazards. New development, and redevelopment along State Roads shall be required to conform with or exceed these

standards. Access management requirements shall include, but are not limited to, dedicated turn lanes, limited driveways and curb cuts, shared access/driveways, cross access easements, frontage roads or rear access roads and driveways, inter-connected parking lots, and other means to reduce the need and ability to access properties from State roads and increase access from adjacent properties.

Policy IX-1.3.5 Access Management for County Maintained Roads

Lake County shall maintain regulations and design standards for access to County maintained roads, and require new development and redevelopment along these roads to comply with or exceed such standards. Access management requirements shall include, but are not limited to, dedicated turn lanes, limited driveways and curb cuts, shared access/driveways, cross access easements, frontage roads or rear access roads and driveways, inter-connected parking lots, and other means to reduce the need and ability to access properties from County roads and increase access from adjacent properties.

- B. Leave policies as proposed.

Comment 230A: Transportation concurrency

(Page 227) Objective IX-1.5 does not reference the Lake Sumter MPO (Public Works/Lake-Sumter MPO)

Discussion: The Lake-Sumter Metropolitan Planning Organization performs the concurrency analyses for the County and all 14 municipalities and is currently designated for this function. The LSMPO provides comments as requested by the Lake County Department of Public Works. The County Manager, or designee under the authority of the BCC is the Administrator of the County Transportation Concurrency Management System. Option retains this role under the authority of the County Manager. Should the Board wish to designate the Lake Sumter Metropolitan Planning Organization for this role, Option A2 provides this designation.

Additionally, Policy IX-1.5.2 which defines transportation concurrency is not consistent with the County’s Concurrency management Ordinance and State statutes and should be revised.

OPTIONS:

<p>A1. Revise Objective IX.1.5 and supporting policies as follows:</p> <p>OBJECTIVE IX.1.5 TRANSPORTATION CONCURRENCY</p> <p><i>Lake County shall <u>work with the Lake-Sumter Metropolitan Planning Organization (LSMPO) and all fourteen municipalities to maintain a standardized concurrency management system that ensures that transportation facilities and services needed to support new development and redevelopment are available concurrent with the impacts of such development, <u>subject to State Law.</u></u></i></p> <p>Policy IX.1.5.1 Concurrency Management System</p> <p><i>Lake County, <u>in partnership with the Lake Sumter MPO, shall maintain the Concurrency Management System established within the Concurrency</u></i></p>	<p>OR</p>	<p>A2. Revise Objective IX.1.5 and supporting policies as follows:</p> <p>OBJECTIVE IX.1.5 TRANSPORTATION CONCURRENCY</p> <p><i>Lake County shall <u>work with the Lake-Sumter Metropolitan Planning Organization (LSMPO) and all fourteen municipalities to maintain a standardized concurrency management system that ensures that transportation facilities and services needed to support new development and redevelopment are available concurrent with the impacts of such development. <u>The LSMPO shall serve as the administrator of the Transportation Concurrency Management System.</u></u></i></p> <p>Policy IX.1.5.1 Concurrency Management System</p> <p><i>Lake County, <u>in partnership with the Lake Sumter MPO, shall maintain the Concurrency Management</u></i></p>
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Management Element and the Lake County Land Development Regulations. A development application will not be deemed complete until a final, approved Traffic Impact Study is received and approved by the County. In addition, applicants should note that interagency and intergovernmental coordination is necessary for projects that impact transportation facilities maintained by the State (FDOT) or adjacent/other local governments.

Policy IX.1.5.2 Defined Transportation Concurrency Defined

~~Transportation Facilities shall be in place or funded within three years after the County approval of a building permit or its functional equivalent that results in traffic generation. The concurrency management review procedure shall be satisfied through one (1) of the following actions approved by Lake County during the development review process:~~

- A development order or permit is issued subject to the condition that, at the time of the issuance of a certificate of occupancy or its functional equivalent, the necessary facilities and services are in place and available to serve the new development; or*
- At the time the development order or permit is issued, the necessary facilities and services are guaranteed in an enforceable development*

System established within the Concurrency Management Element and the Lake County Land Development Regulations. Concurrency determinations will be made by the Lake-Sumter MPO according to the standardized Traffic Impact Study (TIS) Methodology Guidelines to provide a clear, orderly and consistent basis on which traffic impacts are evaluated. A development application will not be deemed complete until a final, approved TIS is received and approved by the County. In addition, applicants should note that interagency and intergovernmental coordination is necessary for projects that impact transportation facilities maintained by the State (FDOT) or adjacent/other local governments.

Policy IX.1.5.2 Defined Transportation Concurrency Defined

~~Transportation Facilities shall be in place or funded within three years after the County approval of a building permit or its functional equivalent that results in traffic generation. The concurrency management review procedure shall be satisfied through one (1) of the following actions approved by Lake County during the development review process:~~

- A development order or permit is issued subject to the condition that, at the time of the issuance of a certificate of occupancy or its functional equivalent, the necessary facilities and services are in place and available to serve the new development; or*

agreement, pursuant to Section 163.3220, Florida Statutes, or an agreement or development order issued pursuant to Chapter 380, Florida Statutes, to be in place and available to serve new development at the time of the issuance of a certificate of occupancy or its functional equivalent; or

- Necessary Improvements are programmed within the first three (3) years of the Five-Year Schedule of Capital Improvements, subject to financial feasibility and other conditions in accordance with Section 5.03.08, Land Development Regulations; or
- Execution of a Proportionate Fair Share agreement in accordance with Section 5.10.00, Land Development Regulations.

**Policy IX.1.5.3 Transportation Concurrency
Exception Areas and Management Areas**

The County shall, in coordination with the Lake Sumter MPO and municipalities, examine the utility of transportation concurrency exception areas and management areas as tools to promote compact growth and development patterns that establish a clear delineation between urban and rural land uses and promote economic development.

Policy IX.1.5.4 Proportionate Share

~~Lake County shall adopt a Proportionate Share~~

- At the time the development order or permit is issued, the necessary facilities and services are guaranteed in an enforceable development agreement, pursuant to Section 163.3220, Florida Statutes, or an agreement or development order issued pursuant to Chapter 380, Florida Statutes, to be in place and available to serve new development at the time of the issuance of a certificate of occupancy or its functional equivalent; or
- Necessary Improvements are programmed within the first three (3) years of the Five-Year Schedule of Capital Improvements, subject to financial feasibility and other conditions in accordance with Section 5.03.08, Land Development Regulations; or
- Execution of a Proportionate Fair Share agreement in accordance with Section 5.10.00, Land Development Regulations.

**Policy IX.1.5.3 Transportation Concurrency
Exception Areas and Management Areas**

The County shall, in coordination with the Lake Sumter MPO and municipalities, examine the utility of transportation concurrency exception areas and management areas as tools to promote compact growth and development patterns that establish a clear delineation between urban and rural land uses and promote economic development.

~~Ordinance for transportation impacts according to State statute. If an applicant receives a capacity encumbrance denial letter for transportation facilities deficiency reasons, they may propose to use the proportionate fair-share contribution to satisfy transportation concurrency. In such case, that application shall be reviewed and considered by the County. The applicant's proportionate fair-share proposal may be approved (whether as submitted or as subsequently modified) for the issuance of a capacity encumbrance letter (which capacity encumbrance letter of concurrency may contain conditions for its issuance), provided that the proposed development is consistent with the Comprehensive Plan and applicable Land Development Regulations and, specifically, with Section 5.10.00, Land Development Regulations.~~

Policy IX.1.5.4 Proportionate Share

~~Lake County shall adopt a Proportionate Share Ordinance for transportation impacts according to State statute. If an applicant receives a capacity encumbrance denial letter for transportation facilities deficiency reasons, they may propose to use the proportionate fair-share contribution to satisfy transportation concurrency. In such case, that application shall be reviewed and considered by the County. The applicant's proportionate fair-share proposal may be approved (whether as submitted or as subsequently modified) for the issuance of a capacity encumbrance letter (which capacity encumbrance letter of concurrency may contain conditions for its issuance), provided that the proposed development is consistent with the Comprehensive Plan and applicable Land Development Regulations and, specifically, with Section 5.10.00, Land Development Regulations.~~

C. Leave objective and supporting policies as is.

Comment 230B: Requirement for Bicycle and Pedestrian facilities is too broad
(Page 228) Transportation Element Policy 1.6.1. Enhance Bicycle and Pedestrian Mobility requires sidewalks and bike lanes on all collector and arterial roads. (Public Works)

Discussion (Public Works): It is not always feasible or desirable to construct bike lanes and sidewalks. There can be significant costs that can eliminate a project from consideration for any type of improvement due to right of way costs necessary to widen a road with bike lanes. The Florida Dept of Transportation is under a similar legislative rule to provide bike lanes or other improvements on state road projects. This rule does not apply to County and City roads. The Board of County Commissioners should have the ability to make informed decisions based on Cost, Public Input, and Need. The language may be revised as follows:

- A. Revise and replace Bullet 1 as follows:

~~*Lake County Shall provide bicycle lanes and sidewalks on all new and rebuilt collector and arterial facilities in urban areas.*~~

Lake County shall provide bicycle lanes and sidewalks on all new and rebuilt collector and arterial facilities in urban areas. However, a design exception may be approved by the Board of County Commissioners as a result of Public Input, Cost Feasibility, or Policy restrictions.

- B. Leave the language as is.

Comment 231: Motorized and Non-Motorized Design Standards for State Roads

(Page 228) Transportation Policy IX.1.6.3 should reference the Plans Preparation Manual utilized by FDOT. (Public Works, Lake-Sumter MPO, Growth Management)

Discussion: FDOT utilizes the Plans Preparation Manual (PPM) for design standards on state roads. Reference to this design manual in Policy IX-1.6.3 would be appropriate. Also, The Lake County Trails Master Plan was adopted after this policy was written and should be referenced in Policies IX.1.6.3 through IX-1.6.7, as well.

OPTIONS:

<p>A1. Revise the policies as follows:</p> <p><i>Policy IX.1.6.3 Motorized and Non-Motorized Design Standards for State Roads</i></p> <p><i>To minimize conflicts between motorized and non-motorized transportation traffic, Lake County shall coordinate with the Florida Department of Transportation to ensure that, at a minimum, paved shoulders are added to all State roads within the jurisdictional limits of the County at the time of reconstruction or additional capacity improvements occur, <u>in conformance with the FDOT Plans Preparation Manual, January 1, 2009, or its successor documents, as well as the Lake County Trails Master Plan, July 2009, or its successors.</u></i></p> <p><i>Policy IX.1.6.4 Motorized and Non-Motorized Design Standards for County and Local Roads</i></p> <p><i>Lake County shall identify collector, arterial, and local roadways and include design standards for those roadways. The County shall ensure that design standards are followed at the time of improvement or</i></p>	<p><u>OR</u></p>	<p>A2. Revise the policies as follows:</p> <p><i>Policy IX.1.6.3 Motorized and Non-Motorized Design Standards for State Roads</i></p> <p><i>To minimize conflicts between motorized and non-motorized transportation traffic, Lake County shall coordinate with the Florida Department of Transportation to ensure that, at a minimum, paved shoulders are added to all State roads within the jurisdictional limits of the County at the time of reconstruction or additional capacity improvements occur, <u>in conformance with the FDOT Plans Preparation Manual, January 1, 2009, or its successor documents, as well as the Lake County Trails Master Plan, July 2009, or its successors.</u></i></p> <p><i>Policy IX.1.6.4 Motorized and Non-Motorized Design Standards for County and Local Roads</i></p> <p><i>Lake County shall identify collector, arterial, and local roadways and include design standards for those roadways. The County shall ensure that design standards are followed at the time of improvement or</i></p>
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~~reconstruction of a roadway. Further design standards shall be included in the bikeway plan as part of a coordinated master improvement plan.~~

Lake County shall identify collector, arterial, and local roadways and include design standards for those roadways. The county should follow those design standards. However, a design exception may be approved by Board of County Commissioners as a result of Public Input, Cost Feasibility, or Policy restrictions. Design Standards for Trails are included in the adopted 2008 Lake County Trails Master Plan.

Policy IX.1.6.5 Rails to Trails

Lake County shall coordinate with government agencies and private organizations involved in the acquisition and development of a trail system utilizing abandoned railroad right-of-way where feasible. Such coordination shall ensure, to the extent possible, that new trails are consistent with the design standards and network adopted in the Lake County Trails Master Plan, July 2008, or its successor documents. The County shall incorporate new rail trails into the Plan in future updates, as appropriate.

Policy IX.1.6.6 Bicycle and Recreational Trail Planning and Coordination

~~Lake County shall fund and construct a countywide network of pedestrian, bicycle, recreational and equestrian trails. The County will coordinate with the~~

reconstruction of a roadway. Further design standards shall be included in the bikeway plan as part of a coordinated master improvement plan. Roadway designs shall be consistent with the design standards included in the Lake County Trails Master Plan, July 2008, or its successor documents, and new bikeways and pedestrian paths shall be constructed to connect to the existing or proposed network wherever possible.

Policy IX.1.6.5 Rails to Trails

Lake County shall coordinate with government agencies and private organizations involved in the acquisition and development of a trail system utilizing abandoned railroad right-of-way where feasible. Such coordination shall ensure, to the extent possible, that new trails are consistent with the design standards and network adopted in the Lake County Trails Master Plan, July 2008, or its successor documents. The County shall incorporate new rail trails into the Plan in future updates, as appropriate.

Policy IX.1.6.6 Bicycle and Recreational Trail Planning and Coordination

Lake County shall fund and construct a countywide network of pedestrian, bicycle, recreational and equestrian trails. The County will coordinate with the

~~the Lake-Sumter Metropolitan Planning Organization, Florida Department of Transportation, municipalities and other appropriate agencies to study and implement options for coordinated provision of a bike trail network.~~

Lake County has a goal of providing a countywide network of pedestrian, bicycle, recreational and equestrian trails. The County will coordinate with the Lake-Sumter Metropolitan Planning Organization, Florida Department of Transportation, municipalities and other appropriate agencies to study and implement options for coordinated provision of a bike trail network consistent with the Lake County Trails Master Plan, July 2008, or its successor documents. The County will request federal, state and other local funding sources to implement this goal.

[NOTE: This policy will be moved to the Intergovernmental Coordination Element]

Policy IX.1.6.7 Provision of Bicycle and Pedestrian Ways for New Development

Lake County shall adopt provisions in the Land Development Regulations to require that developers of new development and redevelopment projects ~~evaluate the need for~~ provide appropriate bicycle and pedestrian facilities based on measurable criteria, ~~and provide for~~ Such facilities shall be consistent with the design standards included in the Lake County Trails Master Plan, July 2008, or its

Lake-Sumter Metropolitan Planning Organization, Florida Department of Transportation, municipalities and other appropriate agencies to study and implement options for coordinated provision of a bike trail network consistent with the Lake County Trails Master Plan, July 2008, or its successor documents.

Policy IX.1.6.7 Provision of Bicycle and Pedestrian Ways for New Development

Lake County shall adopt provisions in the Land Development Regulations to require that developers of new development and redevelopment projects ~~evaluate the need for~~ provide appropriate bicycle and pedestrian facilities based on measurable criteria, ~~and provide for~~ Such facilities shall be consistent with the design standards included in the Lake County Trails Master Plan, July 2008, or its successor documents, and shall connect to the existing or proposed network wherever possible.

<p><u>successor documents, and shall connect to the existing or proposed network wherever possible.</u></p>		
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B. Revise the policies as follows:

Policy IX.1.6.3 Motorized and Non-Motorized Design Standards for State Roads

To minimize conflicts between motorized and non-motorized transportation traffic, Lake County shall coordinate with the Florida Department of Transportation to ensure that, at a minimum, paved shoulders are added to all State roads within the jurisdictional limits of the County at the time of reconstruction or additional capacity improvements occur, in conformance with the FDOT Plans Preparation Manual, January 1, 2009, or its successor documents, as well as the Lake County Trails Master Plan, July 2009, or its successors.

Policy IX.1.6.4 Motorized and Non-Motorized Design Standards for County and Local Roads

Lake County shall identify collector, arterial, and local roadways and include design standards for those roadways. The County shall ensure that design standards are followed at the time of improvement or reconstruction of a roadway. ~~Further design standards shall be included in the bikeway plan as part of a coordinated master improvement plan.~~ Roadway designs shall be consistent with the design standards included in the Lake County Trails Master Plan, July 2008, or its successor documents, and new bikeways and pedestrian paths shall be constructed to connect to the existing or proposed network wherever possible.

Policy IX.1.6.5 Rails to Trails

Lake County shall coordinate with government agencies and private organizations involved in the acquisition and development of a trail system utilizing abandoned railroad right-of-way where feasible Such coordination shall ensure, to the extent possible, that new trails are consistent with the design standards and network adopted in the Lake County Trails Master Plan, July 2008, or its successor documents. The County shall incorporate new rail trails into the Plan in future updates, as appropriate.

Policy IX.1.6.6 Bicycle and Recreational Trail Planning and Coordination

Lake County shall fund and construct a countywide network of pedestrian, bicycle, recreational and equestrian trails. The County will coordinate with the Lake-Sumter Metropolitan Planning Organization, Florida Department of Transportation,

municipalities and other appropriate agencies to study and implement options for coordinated provision of a bike trail network consistent with the Lake County Trails Master Plan, July 2008, or its successor documents.

Policy IX.1.6.7 Provision of Bicycle and Pedestrian Ways for New Development

Lake County shall adopt provisions in the Land Development Regulations to require that developers of new development and redevelopment projects ~~evaluate the need for~~ provide appropriate bicycle and pedestrian facilities based on measurable criteria, ~~and provide for~~ Such facilities shall be consistent with the design standards included in the Lake County Trails Master Plan, July 2008, or its successor documents, and shall connect to the existing or proposed network wherever possible.

- B. Leave policies as is.

Comment 232: Policy is incomplete

(Page 229) Transportation Policy IX-1.7.2 is incomplete. (Growth Management)

Discussion: The Black Bear State Scenic Roadway needs to be added to Policy IX-1.7.2.

OPTIONS:

- A. Add the Black Bear State Scenic Roadway to the list of scenic roads in .Policy IX-1.7.2.
- B. Leave policy as proposed.

Comment 233: Policy needs LDR implementation date

(Page 230) Transportation Policy IX-1.9.2 needs an LDR implementation date (Economic Growth and Redevelopment, Growth Management)

Discussion: The policy needs an appropriate implementation date or Land Development Regulations will be required within 12 months of the effective date of the Plan which may be insufficient time.

OPTIONS:

- A. Revise the policy as follows:

Policy IX-1.9.2 Suitable Adjacent Land Use

Within 24 months of the effective date of the Comprehensive Plan, the County will adopt Land Development Regulations to ensure that ~~Lake County shall restrict~~ land uses and development in the proximity of to rail facilities to those uses which are compatible with such facilities.

- B. Leave policy as proposed.

Comment 233A: Transportation Element Policy 1.11.3 Establish Road Standards to Protect Neighborhoods

(Page 232) Policy may incur additional cost for road projects. (Public Works)

Discussion: Standard FDOT practice is to provide a noise study during the PD&E study. If a noise wall is deemed necessary, it is typically installed to a height of 20 feet in order to be effective. This is extremely costly and also not always feasible. The other option is to build buffers requiring significantly more right of way which is also extremely costly. The need for a wall (privacy or other) should be determined during the public hearing process, by engineering study, and approved by the BCC.

Landscaping is typically not a function provided by County Governments on roadway projects. Landscaping is typically a City desired improvement in urban areas. The BCC has entered into

agreements with cities to maintain and pay for landscaping on county roads. The process has worked well for both the county and city involved in the agreement.

If the BCC desires to adopt noise, landscaping, and buffer requirements for roadway projects, this may significantly raise the cost road construction projects. The BCC should determine whether these standards apply to both urban and rural roadways.

Options

A. Revise Policy as follows:

Policy IX-1.11.3 Establish Road Standards to Protect Neighborhoods

Lake County shall adopt roadway design standards that minimize the impact of noise from new or expanded arterial and collector roads on adjoining land use, where feasible. The County shall also adopt standards for landscaping and other buffering techniques to maintain or enhance the visual character of such roads, where appropriate.

Comment 234: Policy should be relocated

(Page 233) Transportation Policy IX-2.1.2 should be moved. (County Attorney, Growth Management)

Discussion: Transportation Policy IX-2.1.2 deals with corridor protection and therefore belongs under Objective IX-4.3 which is about corridor protection. Also, the last sentence should be deleted as it refers to the Evaluation and Appraisal Report and is not logically connected to the policy.

OPTIONS:

- A. Delete the last sentence of Policy IX-2.1.2 and move it to Policy IX-4.3.1, renumbering the rest of the section.
- B. Delete the last sentence of Policy IX-2.1.2.
- C. Leave policy as proposed.

Comment 235: Public transit policies need revisions.

(Page 233) Objective IX-2.2 is grammatically confusing and also needs to be updated (Lake-Sumter MPO)

Discussion: Objective IX-2.2 is awkwardly written and needs to be grammatically correct. Also, the objective and supporting policies should reference the Lake County 2020 Transit Development Plan which was updated since the objective was written. Finally, the MPO refers to “Public Transit Zones” as “Transit Supportive Areas” and Traffic Analysis Zones are not technically established by the County but by the MPO. Also, the County has established a fixed route transit system, therefore, Policy IX-2.2.3 needs to be revised.

OPTIONS:

- A. Revise the objective as follows:

OBJECTIVE IX.2.2 PUBLIC TRANSIT SERVICES

Lake County shall strive to address the need for a public transit system that serves major trip generators and attractors, and transit-dependent populations, and land uses ~~and~~ to provide a viable alternative to single-occupant vehicle travel in the urbanized areas of Lake County and within the region. The County shall cooperate with the Lake-Sumter MPO and the municipalities to implement the Lake County Transit Development Plan (Wilbur Smith Associates, 2008) and its successor documents.

Policy IX.2.2.1 ~~Establish Public Transit Zones~~ Transit Supportive Areas

Lake County, in coordination with the Lake-Sumter MPO and the municipalities, shall identify, ~~and analyze mass transit zones, using County adopted traffic analysis zones as a basis,~~ and help create Transit Supportive Areas to implement the Lake County Transit Development Plan (Wilbur Smith Associates, 2008) and its successor documents.

Policy IX.2.2.2 Fixed Route Public Transit

Lake County shall promote fixed route service along routes established as priorities in the ~~LSMPO~~ Lake County Transit Development Plan (Wilbur Smith Associates, 2008) and its successor documents, or as determined by the Community Transportation Coordinator (CTC) and the Lake-Sumter MPO and shall seek to coordinate that service with other providers in the region.

Policy IX-2.2.3 Level of Service

~~Upon implementation of the Lake County fixed route transit system,~~ Within 36 months of the effective date of the Comprehensive Plan, the County shall establish a level of service for transit.

Policy IX.2.2.7 Accessible Transit System

To ensure the accessibility of the transit system, Lake County will strive to provide to its residents and business community the ability to move from one mode of travel to another with ease using parking strategies such as having available parking at transfer stations and major stops; park and ride; parking garages to reduce on-street parking; and locating bus stops at existing, major parking facilities (i.e. malls, shopping centers, and parking garages.). The County will establish, in the Land Development Regulations, land use, site, and building guidelines and requirements for development in public transit corridors to assure accessibility of new development to public transit consistent with the Lake County Transit Development Plan (Wilbur Smith Associates, 2008) and its successor documents.

- B. Leave objective as is.

Comment 236: Coordination and public input are outdated.

(Page 235) Goal IX-3 and its supporting objectives and policies should be in the Intergovernmental Coordination Element. Policy IX-3.1.1 could be broader in scope. (Growth Management, County Attorney, Lake-Sumter MPO)

Discussion: Goal 3 and its supporting objectives and policies are somewhat outdated and also should be in the Intergovernmental Coordination Element. Policy IX-3.1.1 could be broader in scope (MPO). The way the policy is worded, it sounds like the Citizens Advisory Committee (CAC) is the only source for community input. Policy 3.1.2 is to encourage diversity on the CAC, however, at the time the policy was drafted, the County ran the committee. Now it is part of the MPO and therefore, the policy should be deleted as outdated.

OPTIONS:

- A. Move Goal IX-3 and Objective IX-3.2 to the Intergovernmental Coordination Element;
Delete Policy IX.3.1.2 as outdated and unnecessary;
Combine Objective IX-3.1 and Policy IX-3.1.1 as follows and move to the Intergovernmental Coordination Element:

~~*OBJECTIVE IX 3.1 PUBLIC PARTICIPATION*~~

~~*Ensure that the Comprehensive Plan supports community social values through developing transportation systems that are user friendly, accessible, interconnected and aesthetically appropriate.*~~

Policy IX.3.1.1 Public Input

Actively solicit public input from appropriate sources, including but not limited to, community groups, businesses, underserved populations, etc., through, Cities and the Lake-Sumter MPO Citizens Advisory Committee (CAC)- to ensure that the Comprehensive Plan supports community social values through developing transportation systems that are user friendly, accessible, interconnected and aesthetically appropriate.

- B. Leave language as proposed.

Comment 237: Transportation capital improvements

(Page 236) Policy IX-4.2.2 does not address project prioritization (Lake-Sumter MPO, Growth Management)

Discussion: Policy IX-4.2.2 states that projects in the County's five-year work program shall be included in the Schedule of Capital Improvements. Not all such projects can be included, however, so some sort of prioritization process is needed. The County could use the LSMPO prioritization process for County projects in the CIP.

OPTIONS:

- A. Revise the policy as follows:

Policy IX.4.2.2 Include Projects in the CIP

Projects in the County's five-year work program shall be included in the Schedule of Capital Improvements showing projects by funding source. Projects identified as required to maintain Levels of Service shall be prioritized according to need and financial feasibility. The County may utilize the Lake-Sumter MPO prioritization

process to schedule County-road projects in the Five-Year Schedule of Capital Improvements.

- B. Adopt a separate policy regarding the prioritization of roadway projects:
- C. Leave policy as proposed.

Comment 238: Constrained corridors should be added to the Element.

(Page 236) Objective IX-4.3 is to protect and maintain corridors. (Lake-Sumter MPO, Growth Management)

Discussion: Within the Lake-Sumter Planning Area, various physical, environmental and local policy constraints influence the transportation planning vision for the region. Land use decisions and transportation planning must be coordinated. To assist in this coordination, some corridors should be designated as appropriate for capacity improvements through the expansion of lanes.

Right-of-way acquisition and roadway capacity improvements through additional lanes have become too expensive a venture to be considered the only option when planning for future transportation demand. Further, there is a need for a regional multimodal approach to addressing the traffic demand and congestion issues within the Lake-Sumter region. The following new policy is recommended for consistency with the Lake-Sumter MPO's Long Range Transportation Plan and to accomplish Planning Horizon 2030's overall goals of increasing development in core urban areas and to preserving rural areas.

OPTIONS:

- A. Add new Policy IX-4.3.1 as follows and renumber subsequent policies:

Policy IX-4.3.1 Constrained Roadway Corridors

Lake County shall coordinate and cooperate with the Lake-Sumter Metropolitan Planning Organization to identify constrained road corridors for state and county roads, designated collector status and above. Constrained corridors shall be so designated in an effort to accomplish one or more of the following:

- To preserve rural character in areas where existing conditions and land use designations do not require the need for additional capacity;
- To limit the extent to which corridors will be widened in order to prevent roadways from becoming dividing factors within communities or to prevent widening projects causing the erosion of viable neighborhoods or districts;
- To enhance the regional transportation network, spread demand for transportation capacity and maximize access to communities and centers;
- To promote the goal of migrating away from capacity improvements through the addition of lanes and to promote the migration toward additional capacity through mass transit improvements along appropriate arterial corridors; and
- To prevent a misallocation of fiscal resources toward lane-addition projects in which cost-benefit ratios are low in terms of cost versus new capacity.

Lane constraints shall apply only to through lanes and not to turn lanes, auxiliary lanes and exclusive-transit lanes.

B. Do not add policy.

Comment 239: Road standards

(Page 236) Policies IX-4.3.1 and IX-4.3.2 and tables TRAN-4 and TRAN-5 are not consistent with current FDOT standards. (Public Works)

Discussion: The FDOT has changes its Plans Preparation Manual since the LPA approved its recommendation for the Transportation Element. Roadway Design standard for roadways should not be included in the Comprehensive Plan and should be based on the Florida Department of Transportation's Green Book. The tables associated with the policies should to be deleted revised for consistency with the Manual.

OPTIONS:

A. Revise tables as follows:

Table TRAN 4 - Minimum Right-of-Way Standards for Arterial Roadways

RIGHT OF WAY WIDTH (FEET ²)			
TYPE OF FACILITY	FOUR (4) LANE	SIX (6) LANE	EIGHT (8) LANE
Urban Arterial	94 <u>102</u>	128 <u>126</u>	N/A
Suburban Arterial	174 148	200 160	N/A
Rural Arterial	200 <u>192</u>	200	N/A
Freeway	216 324	240 <u>324</u>	264 <u>N/A</u>

~~Table TRAN 5 - Lake County Roadway Design Standards~~

ROADWAY CLASSIFICATION	ROAD WIDTH	NO. OF LANES	RURAL MIN. ROW	URBAN MIN. ROW	SPEED (MPH) RURAL	SPEED (MPH) URBAN	PROPERTY ACCESS	PAVED SHOULDER PED/BIKE PATH ²
Principal Arterial	12'	4-6 4 6	200' 148' 102'	128' 102' 102'	45-65	45-65 or less	Minimal Controlled	4'-5'
Minor Arterial	12'	2-5 2 4	200' 124' 148'	128' 80' 102'	45-55	40-50	Moderate Controlled	4'-5'
Major Collector	12'	2-5 4	100' 120'	80' 102'	45-55	35-45	Discouraged Joint Driveways Recommended	3'-5'
Minor Collector	12'	2-3 4	80' 120'	70' 102'	40-55	30-40	Incremental	3'-5'

ROADWAY CLASSIFICATION	ROAD WIDTH	NO. OF LANES	RURAL MIN. ROW	URBAN MIN. ROW	SPEED (MPH) RURAL	SPEED (MPH) URBAN	PROPERTY ACCESS	PAVED SHOULDER PED/BIKE PATH*
Local Feeder /Distributor	10'-12'	2	80'	60'	30-45	30-40	Continual	0'-2'
Local**	10'	2	66'	50'	30-45	25-35	High	0'

B. Leave tables as is.