



2021-2022 Florida Job Growth Grant Fund Public Infrastructure Grant Proposal

Proposal Instructions: Please read this document carefully and provide the information requested below. Some questions may request that a separate narrative be completed. If additional space is needed, attach a word document with your entire answer.

Governmental Entity Information

Name of Governmental Entity: City of Mount Dora

Government Federal Employer Identification Number: [REDACTED]

Primary Contact Name: Tim Wilson

Title: Economic Development Director

Mailing Address: 510 N. Baker Street

Mount Dora, FL 32757

Phone Number: (352) 735- 7114

Email: wilsont@cityofmounddora.com

Secondary Contact Name: Misty Sommer

Title: Economic Development Coordinator

Phone Number: (352)- 735-7110

Public Infrastructure Grant Eligibility

Pursuant to section 288.101, F.S., the Florida Job Growth Grant Fund was created to promote economic opportunity by improving public infrastructure and enhancing workforce training. Eligible entities that wish to access this grant fund must submit public infrastructure proposals that:

- Promote economic recovery in specific regions of the state, economic diversification or economic enhancement in a targeted industry. ([View Florida's Targeted Industries here.](#))
- Are not for the exclusive benefit of any single company, corporation or business entity.
- Are for infrastructure that is owned by the public and is for public use or predominately benefits the Public.

1. Program Requirements:

(If additional space is needed, attach a word document with your entire answer.)

Each proposal must include the following information describing how the project satisfies eligibility requirements listed on page 1.

A. Provide a detailed description of the public infrastructure improvements.

The City of Mount Dora is proposing infrastructure improvements for the extension of reclaimed water and potable water utilities and construction of Vista Ridge Drive within the Wolf Branch Innovation District. (see attached document for more explanation).

B. Provide location of public infrastructure, including physical address and county of project.

The project is in proposed areas of the City through our Joint Project Area (JPA) agreement with Lake County. All improvements are within or adjacent to Round Lake Road that is also proposed to be improved as a 4 lane roadway by Lake County.

C. Is this infrastructure currently owned by the public? Yes No

If no, is there a current option to purchase or right of way provided to the County?

D. Provide current property owner.

City of Mount Dora and Lake County within the Round Lake Road right-of-way or adjacent to Round Lake Road.

E. Is this infrastructure for public use or does it predominately benefit the public?

Yes No

All current and future businesses and residents will be able to utilize the expanded reclaimed water, potable water and the proposed roadway. In addition, the Vista Ridge Drive roadway will provide improved access to the Round Lake Road Charter School and Real Life Christian Church and future adjacent mixed use development.

F. Will the public infrastructure improvements be for the exclusive benefit of any single company, corporation, or business entity?

Yes No

All current and future businesses and residents will be able to utilize the expanded reclaimed water, potable water and the proposed roadway.

G. Provide a detailed description of, and quantitative evidence demonstrating, how the proposed public infrastructure project will promote:

- Economic recovery in specific regions of the state;
- Economic diversification; or
- Economic enhancement of a Targeted Industry ([View Florida's Targeted Industries here.](#))
 - Describe how the project will promote specific job growth. Include the number of jobs that will be retained or created, and in which industry(ies) the new net jobs will be created using the North American Industry Classification System ([NAICS](#)) codes. Where applicable, you may list specific businesses that will retain or create jobs or make capital investment.
 - Provide a detailed explanation of how the public infrastructure improvements will connect to a broader economic development vision for the community and benefit additional current or future businesses.

(See attached explanation and job projections in Exhibit D within the Wolf Branch Innovation District area).

2. Additional Information:

(If additional space is needed, attach a word document with your entire answer.)

A. Provide the proposed commencement date and number of days required to complete construction of the public infrastructure project.

The proposed utility and roadway improvements will provide infrastructure to support new economic investment in the Wolf Branch Innovation District area. (see attached document for more information).

B. What permits are necessary for the public infrastructure project?

See attached document for necessary permits for the proposed infrastructure improvements.

- C. Detail whether required permits have been secured, and if not, detail the timeline for securing these permits. Additionally, if any required permits are local permits, will these permits be prioritized?

See attached document for permitting details.

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- D. What is the future land use and zoning designation on the proposed site of the infrastructure improvements, and will the improvements conform to those uses?

See attached document for explanation of land use and zoning patterns.

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- E. Will an amendment to the local comprehensive plan or a development order be required on the site of the proposed project or on adjacent property to accommodate the infrastructure and potential current or future job creation opportunities? If yes, please detail the timeline.

Yes No

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- F. Is the project ready to commence upon grant fund approval and contract execution? If no, please explain.

Yes No

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- G. Does this project have a local match amount? Yes No

If yes, please describe the entity providing the match and the amount.

The City of Mount Dora is providing a local match of \$500,000 to support the three (3) proposed improvements.

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- H. Provide any additional information or attachments to be considered for this proposal. Maps and other supporting documents are encouraged.

See attached document for additional maps and exhibits to support the application.

3. Program Budget

(If additional space is needed, attach a word document with your entire answer.)

Estimated Costs and Sources of Funding: Include all applicable public infrastructure costs and other funding sources available to support the proposal.

1.) **Total Amount Requested** \$ 3,306,020.00
 Florida Job Growth Grant Fund

A. Other Public Infrastructure Project Funding Sources:

City/County \$ 500,000.00

Private Sources \$

Other (grants, etc.) \$ 148,975.00

Total Other Funding \$ 648,975.00

ROW donation
 Please Specify: _____

B. Public Infrastructure Project Costs:

Construction \$ 3,306,020.00

Reconstruction \$

Design & Engineering \$ 400,000.00

Land Acquisition \$ 100,000.00

Land Improvement \$

Other \$

Total Project Costs \$ 3,806,020.00

Please Specify: _____

Note: The total amount requested must be calculated by subtracting the total other public infrastructure project funding sources in A. from the total public infrastructure project costs in B.

- C. Provide a detailed budget narrative, including the timing and steps necessary to obtain the funding and any other pertinent budget-related information.

See attached document for details outlining budget, timing and steps to obtain funding.

4. Approvals and Authority

(If additional space is needed, attach a word document with your entire answer.)

- A. If the governmental entity is awarded grant funds based on this proposal, what approvals must be obtained before it can execute a grant agreement with the Florida Department of Economic Opportunity (e.g., approval of a board, commission or council)?

The City Council will enter into an agreement for funding.

If board authorization is not required, who is authorized to sign?

N/A

- B. If approval of a board, commission, council or other group is needed prior to execution of an agreement between the governmental entity and the Florida Department of Economic Opportunity:

- i. Provide the schedule of upcoming meetings for the group for a period of at least six months.
- ii. State whether entity is willing and able to hold special meetings, and if so, upon how many days' notice.

i. The City Council meets twice a month every month of the year.

ii. The City Council has the authority to hold special meetings upon three (3) days notice.

- C. Attach evidence that the undersigned has all necessary authority to execute this proposal on behalf of the governmental entity. This evidence may take a variety of forms, including but not limited to: a delegation of authority, citation to relevant laws or codes, policy documents, etc.

See attached document - The City Manager has authority to sign the grant agreement.

I, the undersigned, do hereby certify that I have express authority to sign this proposal on behalf of the above-described entity and to the best of my knowledge, that all data and information submitted in proposal is truthful and accurate and no material fact has been omitted.

Name of Governmental Entity: City of Mount Dora

Name and Title of Authorized Representative: Charles F. Revell, Interim City Manager

Representative Signature: Charles F. Revell

Signature Date: 10-1-21

City of Mount Dora – Wolf Branch Innovation District Additional Project Narrative

1. Program Requirements

1-A. Provide a detailed description of the public infrastructure improvements.

The City of Mount Dora is proposing infrastructure improvements that will support future employment in the Wolf Branch Innovation District (WBID) – 850 acres (see exhibit A). The City is projecting 4,000 future employment opportunities that will occur over the next 10-15 years. (See section 1-G for a more detailed explanation on the range of employment.)

The Wolf Branch Innovation District is a strategic growth corridor located within the joint planning area of Lake County and the City of Mount Dora. It is anticipated that the Innovation District will potentially provide up to 17,000 new job opportunities over a 20-to-30-year horizon. The area is being planned as a vibrant and impactful job-generating, mixed-use project area that will see accelerated economic opportunity due to improved access to the greater Orlando metro area brought about by the Wekiva Parkway (SR 429) and SR 453. The Central Florida Expressway has recently extended the Wekiva Parkway into Lake County and the complete beltway (SR 429, SR 417) will be finished by 2022.

The proposed project will continue to further the development of the Wolf Branch Innovation District by enhancing the momentum gained when Lake County received a DEO Job Growth Grant in 2019 for similar infrastructure improvements taking place in another portion of the District. The current DEO funding of \$2,500,000 will facilitate the design of Round Lake Road improvements for a four-lane roadway (urban collector), and the City of Mount Dora is constructing a master sewer lift station to serve the sewer treatment pumping needs of the wastewater treatment plant. In all, there are numerous infrastructure improvement projects recently completed, ongoing, or planned to support the development of the District. These include:

1. SR 46 improvements – FDOT completed in August 2020, 6-lane improvement on SR 46 from US 441 to the SR 453 interchange. Also included is a grade separated ramp at US 441 and SR 46. Total estimated cost- \$32 M
2. Master Lift Station – City is constructing a master wastewater lift station to serve future development in the WBID- Total estimated cost- \$1.2 M to be completed by end of 2021.
3. Completion of Wekiva Parkway (SR 429) from SR 46 A to I-4 will be completed by January 2023 – total investment \$1.6 B for entire project including \$500 M of non-toll road investment.
4. CFX Authority constructed SR 453 - a 2.5-mile expressway spur off the Wekiva Parkway. This expressway opened in March 2018. Cost is included in overall Wekiva Parkway costs. SR interchange is the main intersection into the WBID employment center.
5. City of Mount Dora constructed water, sewer, and reclaimed improvements on SR 46 from US 441 to Round Lake Road- completed in 2019 – \$3.8 M
6. Round Lake Road – Lake County is designing a 4-lane roadway from SR 44- Orange County line – estimated construction cost - \$35 M

While current infrastructure improvements are ongoing, the need to expand utilities such as potable and reclaimed water along Round Lake Road has been identified as crucial in the success of the WBID vision. The construction of a new road along Vista Ridge Drive is also part of the project. The City is requesting

additional financial assistance from DEO to continue the work needed in the District to further the vision of the innovative employment center. The proposed scope of work for this request includes:

- 3800 LF extension of potable water (16" line)
- 3800 LF reclaimed water (12" line)
- 650 LF new roadway

To implement the project, the final design will be completed and the project will be competitively bid to engage a qualified contractor. In addition, acquisition of easements and coordination with Lake County for improvements within the R-O-W and several landowners will need to occur. The cost for these acquisitions and transfers has been included in the project's cost estimate. (Preliminary plans for the roadway improvements and utility expansion are included in exhibits B and C.)

Once complete, the proposed infrastructure improvements will complement the current utility improvements underway in the WBID area and the initial construction of Vista Ridge Drive will provide improved road access off Round Lake Road to vacant lands to the west, increasing the development opportunities for the property.

1-G. Provide a detailed description of, and quantitative evidence demonstrating, how the proposed public infrastructure project will promote:

- **Economic recovery in specific region of the state;**
 - **Economic diversification; or**
 - **Economic enhancement of a Targeted Industry**
 - **Describe how the project will promote specific job growth. Include the number of jobs that will be retained or created, and in which industry(is) the new net jobs will be created using the North American Industry Classification System (NAICS) codes. Where applicable, you may list specific businesses that will retain or create jobs or make capital investment.**
 - **Provide a detailed explanation of how the public infrastructure improvements will connect to a broader economic development vision for the community and benefit additional current or future businesses.**
-

The proposed installation of new water service and enhancement of roadways will increase the WBID's ability to attract the identified target employment areas that will lead to diverse employment for the City of Mount Dora, Lake County, and surrounding areas.

Specific employment categories tied to the NAICS codes are listed below. The specific categories are provided in Exhibit D.

Sector 31-33 Manufacturing

- 325411 – Medical & Botanical Manufacturing
- 325412 – Pharmaceutical Preparation Manufacturing
- 339112 – Surgical & Medical Instrument Manufacturing

Sector 51 Information

- 511210 – Software Publishers
- 512110 – Motion picture and video production
- 512191 – Motion picture animation, post-production

Sector 54 Professional, Scientific, and Technical Services

- 541310 – Architectural, Engineering, & Related Services
- 541511 – Custom Computer Programming Services
- 541511 – Applications software programming services, custom computer
- 541611 – Management Consulting Services
- 541711 – Scientific Research & Development Services
- 541910 – Marketing Research & all other miscellaneous professional, scientific, & technical services

Sector 61 Educational Services

- 611310 – Junior colleges, colleges, universities, and professional schools
- 621512 – Medical and Diagnostic Laboratories

Sector 62 Health Care and Social Assistance

- 621910 – Ambulatory Health Care Services
- 622110 – Hospitals/Emergency Care

Sector 44-45 Retail Trade

- 445110 – Supermarkets & Other Grocery
- 446199 – All other Health & Personal Care

Sector 72 Accommodation and Food Services

- 721110 – Hotels
- 722513 – Limited-Service Restaurants

Miscellaneous

Home-based Businesses

Demographic Information – The demographic trends for the area are an expanding population that will need public utility services and will create opportunities for additional employment in and around this portion of Lake County. The City's current population is estimated at 15,200 for 2021 and is projected to expand to 18,759 by 2030 with a projected population of 20,635 by 2035. This calculates to a 38% population increase over a 15+ year timeframe (2.55%/year). The population is expanding at an equal or greater rate in unincorporated Lake County. Population expansion and migration is not simply coming from new additions to the area from out of state, but also a push of population relocation out of the metro Orlando area into Lake County. The City and County intend to change the paradigm of people having to commute 30 minutes to an hour or more from Lake County to Metro Orlando (Orange, Seminole, and Osceola Counties) and establish local employment. Achieving this goal will require public resources to create a well-trained work force. The City intends to promote the inclusion of education and training facilities within the employment center and curricula can be developed and adapted to match employers' needs in the medical field (nursing, lab technicians, and specialists) and technical training and high technology curricula for emerging and expanding skills in computers, animation, and digital technology. Lake Sumter State College and Lake Technical College are in the process of planning a shared urban scale educational campus that will supply the educational and training needs described above to adapt specific academic curricula and job training needs to the future workforce in this area. The property is located in the Summer Lake Grace PUD project within the WBID area (see Exhibit J). Two specific high technology employers are proposing to relocate or add additional workspace near the campus and collaborate to develop educational and training programs, providing a skilled workforce with initial employment. This

developing partnership will spur the opportunity for other educational and training partnerships with other future employers to create a workforce pipeline within the employment center. Employers will also provide internships and apprenticeships for students to provide exposure to gain job skills in an actual work setting.

The proposed utility extensions south on Round Lake Road will facilitate utility connections to the proposed Lake Sumter State College/ Lake Technical school campus to ensure utility service is available to support their development infrastructure needs.

WBID – 850 acres – Regional Employment Activity Center with a wide range of larger employers and business industry (except large distribution uses). *Proposed Employment – 4,000 jobs* (see Exhibit D for detailed projected employment)

- Medical facilities
- Medical research facilities
- High technology users (both <100 employees, >200 employees)
- Higher education colleges and technical training facilities
- Support business services
- Professional consulting firms
- Light Manufacturing (wholesale distributors)

The Wolf Branch Innovation District (WBID) Implementation Plan, adopted in November of 2019 is included for review in Exhibit F. The plan defines the detailed land use program for the area, outlines both a roadway and trail network for interconnectivity within the district and access to surrounding highways, and recommends the adopted design guidelines to establish a "quality of place" for this employment district. We believe target industries will be attracted to a master planned district area that will ensure surrounding development will complement individual project investment within the district.

Local transportation facilities will be designed as multi-modal with wider sidewalks, bike trails, streetscape elements, decorative lighting, and landscaping (see page 7, of the WBID implementation plan). We will also evaluate the possibility of additional transportation modes on the local trail in addition to the use of Segways. Connectivity to regional transportation facilities could be planned for autonomous vehicles access. Trail users will be able to connect to the expanded regional trail network for the Wekiva Trail, trails in Seminole and Orange Counties, and trails beyond that connect to the state's coast to coast trail network.

Finally, the WBID offers an opportunity to diversify and expand our employment base by recruiting the types of industry and high-wage jobs that are desired. Currently, the largest employers in Lake County are the public school system, three hospitals, and local governments. If we are successful in achieving the level of employment in this area in the next 15 years, the current level of employment of the public schools – 5,500 jobs would almost be equaled with the 4,000 jobs the project will enable in the employment center. The City has updated our strategic plan (see Exhibit G) that defines the City's strategy for economic diversification and the enhancement of target industries such as healthcare, life sciences, medical research, and treatment facilities for the WBID.

In conclusion, Lake County and Mount Dora have been, and continue to be, partners that are both heavily invested in this area. Both governmental entities are coordinating infrastructure investment to further the plan development for the WBID. This coordination will lead to the vision of the District being realized, leading to significant and long-term job creation.

Other important studies completed for the district include a market study completed by the Renaissance Planning Group (see Exhibit M) and a Site Readiness Assessment prepared by Duke Energy and McCallum Sweeney, which rendered an A grade for development (see Exhibit I). This information validates the market conditions and development readiness with the WBID area.

2. Additional Information

2-A. Provide the proposed commencement date and number of days required to complete construction of the public infrastructure project.

The Design and Engineering phase of this project can start immediately after funds are received. The total time from start to completion of Design and Engineering will take no longer than 14 months for both the utilities design and roadway design. The engineering needed for the water and reclaimed improvements will occur at the same time. The start of construction is less than 14 months once a notice to proceed is issued to a contractor.

2-B. What permits are necessary for the public infrastructure project?

The City will need the following permits for potable/reclaimed utility improvements:

- FDEP water permit
- License agreement with Railroad for utility crossing
- Lake County right-of-way utilization permit

The City will need the following permits for Vista Ridge Drive:

- Lake County right-of-way utilization permit
- Right-of-way agreement with school and church
- SJRWMD permit – stormwater

2-C. Detail whether required permits have been secured, and if not, detail the timeline for securing these permits. Additionally, if any required permits are local permits, will these permits be prioritized?

The City has already secured the FDEP Water Permit, the FDEP Wastewater Permit, and the Railroad License Agreements for utility crossings. The Lake County permits needed for the project will be prioritized by the County when they are submitted.

2-D. What is the future land use and zoning designation on the proposed site of the infrastructure improvements, and will the improvements conform to those uses?

WBID – The properties will be annexed into the City per the JPA with Lake County which is also consistent with the Wolf Branch Innovation District Implementation Plan. The proposed future land use is Employment Center, Gateway overlay, or highway commercial. Allowed FAR is 1.0 and higher by development incentives. Minimum residential density for workforce housing is 8 DU/AC.

The Gateway overlay in WBID has special design and architectural standards. These requirements were accepted in June 2021. (see Exhibit F)

2-F. Is the project ready to commence upon grant fund approval and contract execution? If no, please explain.

The project can begin immediately upon grant funding approval. The City can commence designs for the proposed improvements as soon as costs are eligible per the funding agreement. The City has a general services contract with a consultant for both the utility and roadway designs. The City will coordinate the designs and work can commence once the scopes have been prepared and the work is authorized. The designs will be completed within 12 months for the water/reclaimed improvements and approximately 14 months for the Gateway improvements.

Upon completion of the design and easement acquisition, which will occur during the design period, the project can be competitively bid, and a contractor selected within 3 months. With an estimated 12-month construction period the entire project can be complete within 29 months from the notice of award.

2-G. Does this project have a local match amount? If yes, please describe the entity providing the match and the amount.

The City will use local funding to include the cost of obtaining a utility easement and designs for the utility improvements and roadway. The local share will consist of \$100,000 for the utility easement, \$250,000 for utility plans, and \$150,000 for the roadway plans. In addition to the City matching funds, an in-kind contribution of approximately \$148,975 will be obtained for the value of the donated ROW.

2-H. Provide any additional information or attachments to be considered for this proposal. Maps and other documents are encouraged.

- Exhibit A- Project Area Map/ Employment Target
- Exhibit B- Vista Ridge Drive Preferred Alignment
- Exhibit C- Utility Plan Map
- Exhibit D- Job Projections
- Exhibit E- Lake County and City Joint Planning Agreement (JPA)
- Exhibit F- Wolf Branch Innovation District Implementation Plan – adopted 2019 & Land Development Code Amendments related to the Wolf Branch Innovation District – adopted 2021
- Exhibit G- City Strategic Plan – adopted 2021
- Exhibit H- Project CIP Lists
- Exhibit I- Duke Site Readiness Assessment
- Exhibit J- Summer Lake Grace PUD plan
- Exhibit K- Approvals and Authority
- Exhibit L- Support Letters
- Exhibit M- Renaissance Planning Group Market Study

3-C. Provide a detailed budget narrative, including the timing and steps necessary to obtain the funding and any other pertinent budget related information.

City of Mount Dora Budget Narrative:

1. Once funding is received, the City will immediately proceed with the preparation of designs for all proposed utility improvements through continuing consultant design services and authorized work orders once an agreed to scope of work is negotiated.
2. Designs will be prepared and updated within the next 12 months for both the potable water/reclaimed water improvements and the Vista Ridge Drive roadway design.
3. Construction funds will be authorized through the City's less than \$2M contractor procurement method to install improvements for potable water/reclaimed improvements and roadway improvements.
4. Construction funds will be authorized once pricing is established through the contractor.
5. The City will apply the local match funding for the designs of each project and for the utility easement acquisition.

The estimated costs were developed using similar project costs from recent projects and through consultations with Utility engineers and City Staff. The scope of work needed for the project is:

**City of Mount Dora
2021 DEO Job Growth Grant Cost Estimate**

Utility Improvements - West Side Round Lake Road

Item	Item Quantity	Item Unit	Unit Price	Total
16" Water Main Directional Drill	3800	LF	\$300.00	\$1,140,000.00
12" Reclaimed Main Direct Drill	3800	LF	\$250.00	\$950,000.00
Conduit Directional Drill	1200	LF	\$25.00	\$30,000.00
Pull BOX (24" x 36")	3	Each	\$1,600.00	\$4,800.00
SUBTOTAL				\$2,124,800.00
CONTINGENCY (15%)				\$318,720.00
Easement Acquisition				\$100,000.00
Design of Roadway				\$250,000.00
TOTAL				\$2,793,520.00

Vista Ridge Drive - West of Round Lake Road, North of SR 46

Item	Item Quantity	Item Unit	Unit Price	Total
Construction of New Roadway	650	Feet	\$1,153.85	\$750,000.00
CONTINGENCY (15%)				\$112,500.00
SUBTOTAL				\$862,500.00
Land Value Donation				\$148,975.00
Design of Roadway				\$150,000.00
TOTAL				\$1,161,475.00
PROJECT TOTAL COST				\$3,954,995.00

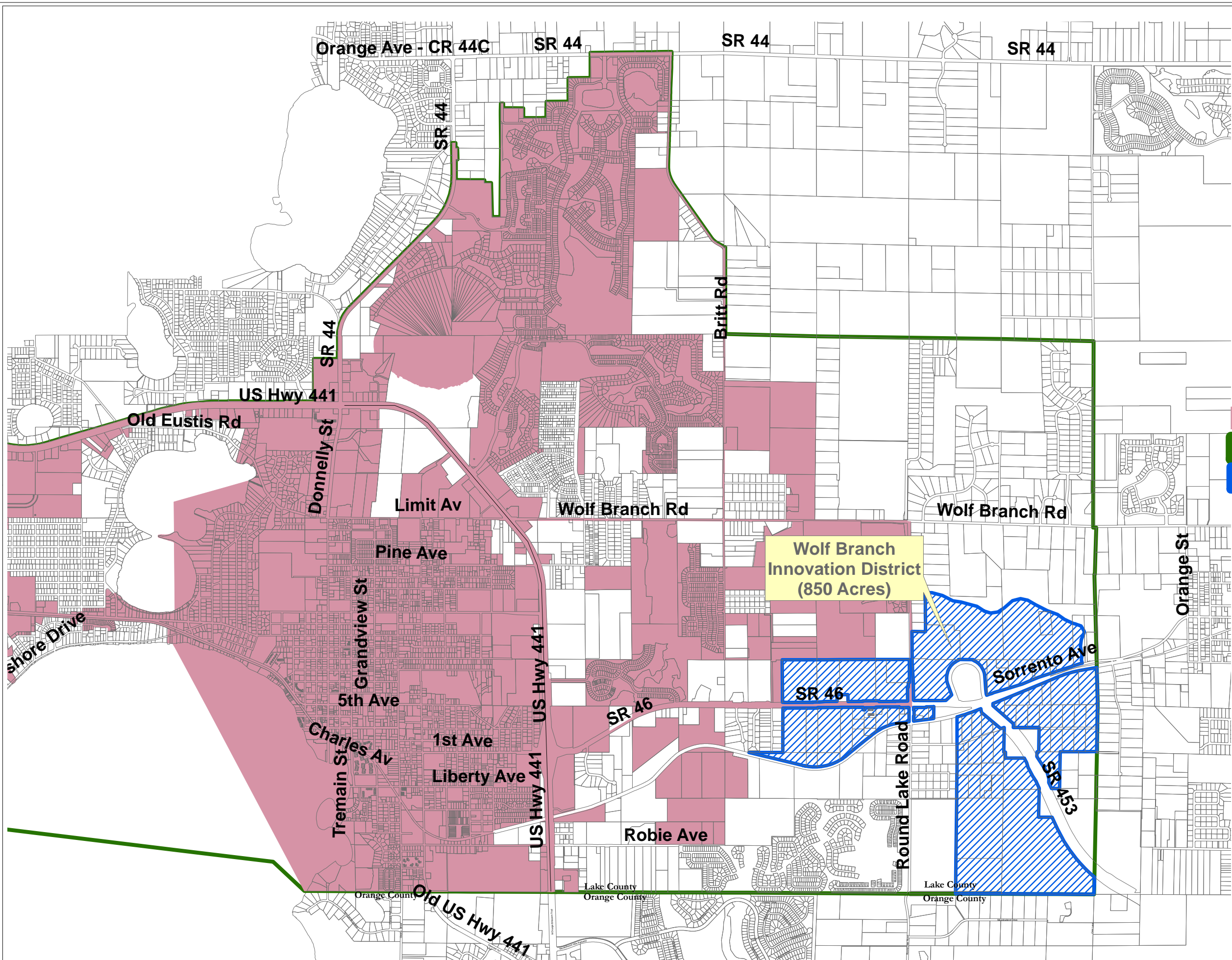
4. Approvals and Authority

4-C. Attach evidence that the undersigned has all necessary authority to execute this proposal on behalf of the governmental entity. This evidence may take a variety of forms, including but not limited to: a delegation of authority, citation to relevant laws or codes, policy documents, etc.

Please see Exhibit K.

EXHIBIT A

Project Area Map/ Employment Target



1 inch = 2,685 feet

STUDY AREA MAP

Legend

- City Limits
- Joint Planning Area Boundary
- Wolf Branch Innovation District

Map Date: 8/10/2021

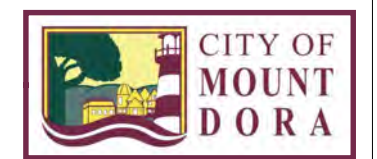
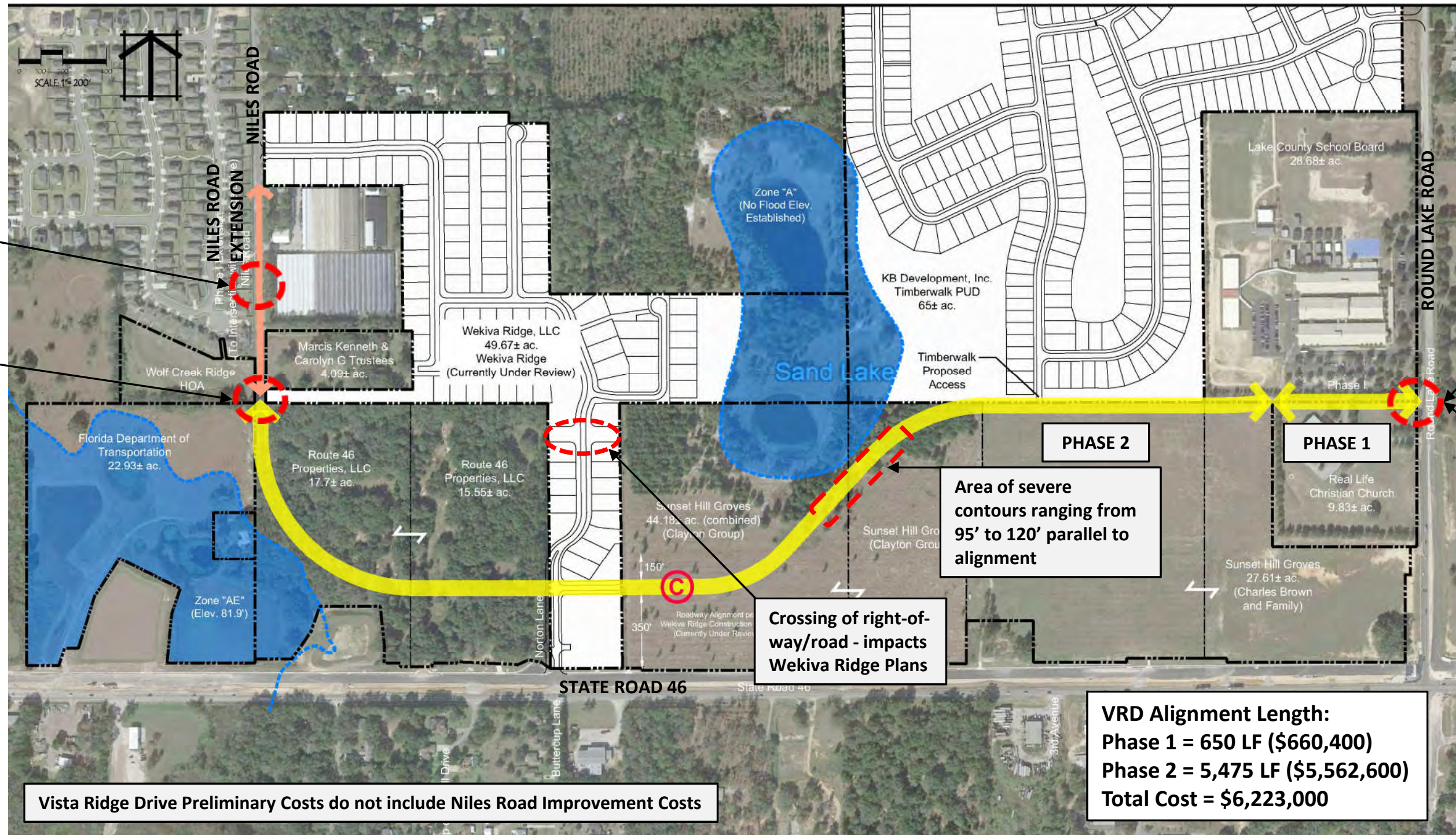


EXHIBIT B

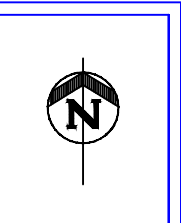
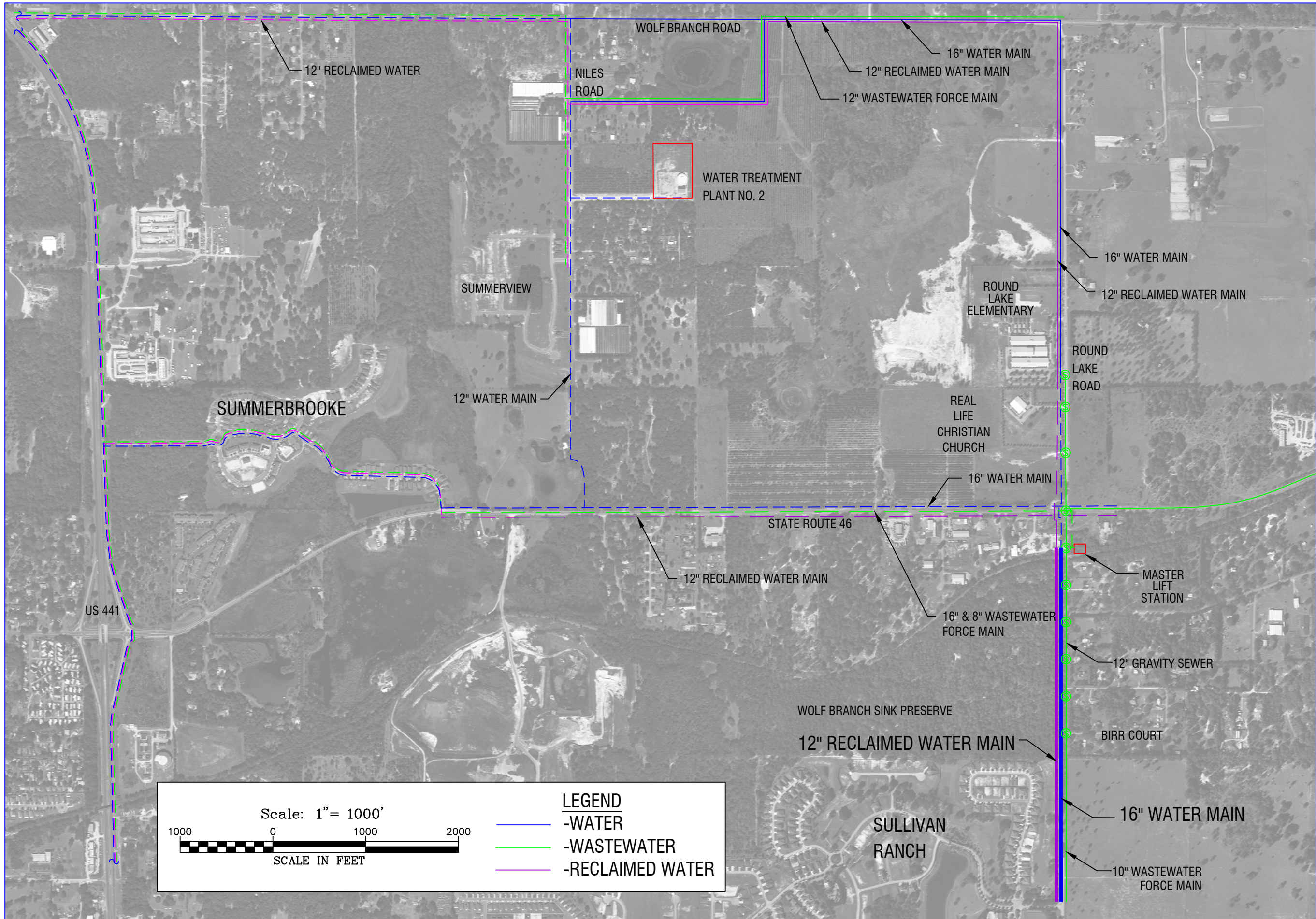
Vista Ridge Drive Preferred Alignment



PREFERRED ALIGNMENT

EXHIBIT C

Utility Plan Map



ALTERNATIVE #2: CONSTRUCTION OF UTILITIES
WITHIN THE RIGHT OF WAY

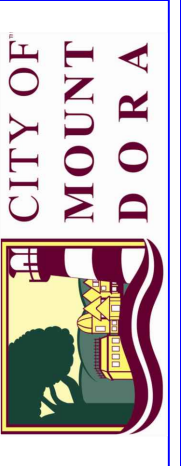


Figure 2-1

EXHIBIT D

Job Projections

2021 FL Job Growth Grant - Wolf Branch Innovation District

NAICS	Description	# of jobs
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Manufacturing Sector 31-33

Land Use:
Industrial

325411	Medical & Botanical Manufacturing	120
325412	Pharmaceutical Preparation Manufacturing	120
333314	Optical Instrument & Lens Manufacturing	
333318	Printed Circuit Assembly Manufacturing	
334510	Electromedical & Electrotherapeutic Apparatus Manufacturing	
334516	Analytical Laboratory Instrument Manufacturing	
339112	Surgical & Medical Instrument Manufacturing	120
339114	Dental Equipment & Supplies Manufacturing	
339116	Dental Laboratories	
		360

Information - Sector 51, Finance and Insurance 52 Professional, Scientific, and Technical Services - Sector 54 Management of Companies and Enterprises - Sector 55 Educational Services - Sector 61, Health Care and Social Assistance - Sector 62

Office

511210	Software Publishers	45
512110	Motion picture and video production	200
512191	Motion picture animation, post-production	200
524126	Other Financial Investment Activities	
541310	Architectural, Engineering, & Related Services	130
541511	Custom Computer Programming Services	250
541511	Applications software programming services, custom computer	200
541611	Management Consulting Services	150
541711	Scientific Research & Development Services	500
541810	Advertising, Public Relations, and Related Services	
541910	Marketing Research & all other miscellaneous professional, scientific, & technical services	150
551114	Management of companies and enterprises	
611310	Junior colleges, colleges, universities, and professional schools	300
621512	Medical and Diagnostic Laboratories	750
621512	Diagnostic Imaging Centers	
621910	Ambulatory Health Care Services	100
621991	Blood & Organ Banks	
622110	Hospitals/Emergency Care	150
623110	Nursing Care Facilities (Skilled Nursing Facilities)	
	Home based Businesses	80
		3,205

Retail Trade - Sector 44-45, Accommodation and Food Services - Sector 72

Retail

445110	Supermarkets & Other Grocery	120
446110	Pharmacies & Drug Stores	
446130	Optical Goods Stores	
446191	Good (Health) Supplement Stores	
446199	All other Health & Personal Care	40
447110	Gasoline w/ Convenience Store	
721110	Hotels	115
722513	Limited Service Restaurants	160
722514	Cafeterias, Grills Buffets, & Buffets	
722515	Snack & Non-Alcoholic Beverage Bars	
		435

Grand Total

4,000

EXHIBIT E

Lake County and City Joint Planning Agreement (JPA)

1 **CITY OF MOUNT DORA - LAKE COUNTY**

2 **JOINT PLANNING AGREEMENT**

3 This Joint Planning Agreement is made and entered this 28th day of September
4 2004 by and between the City of Mount Dora, a Florida Municipal Corporation (the "City") and
5 Lake County, Florida, a political subdivision of the State of Florida (the "County").

6 **PREAMBLE**

7 **WHEREAS**, the County and the City recognize that proper intergovernmental
8 coordination is essential for sound growth management; and

9 **WHEREAS**, the County and City seek to have compatible land uses adjacent to their
10 common boundary; and

11 **WHEREAS**, pursuant to Part II of Chapter 163, Florida Statutes, the Local Government
12 Comprehensive Planning and Land Development Regulation Act (the "Act"), and Chapters 9J-5
13 and 9J-12, Florida Administrative Code, the City and the County adopted and subsequently
14 amended Comprehensive Plans (the "Comprehensive Plan(s)"); and

15 **WHEREAS**, the State Comprehensive Plan requires local governments to direct
16 development to those areas which have in place the land and water resources, physical abilities
17 and service capacities to accommodate growth in an environmentally acceptable manner and use
18 incentives and disincentives to achieve a separation of urban and rural land uses; and

19 **WHEREAS**, the State Comprehensive Plan requires local governments to protect the
20 substantial investment in public facilities which already exists and to plan for and finance new
21 facilities in a timely, orderly and efficient manner; and

1 WHEREAS, the City and the County are desirous of engaging in joint efforts to
2 comprehensively plan certain areas within the City limits of the City of Mount Dora and as well
3 as certain areas located within the boundaries of Lake County, (the "Joint Planning Area" or the
4 "JPA"); and

5 WHEREAS, the JPA, as depicted in Exhibit "A," delineates areas to which the City of
6 Mount Dora is providing utility and other municipal services or intends to provide utility and
7 other municipal services within the next five years; and

8 WHEREAS, the City and the County wish to agree on certain procedures for the timely
9 review and processing of annexation and development proposals within the JPA; and

10 WHEREAS, there is no intent for this Agreement to restrict the County's authority to
11 amend its Comprehensive Plan, Official Zoning Map, or apply land development regulations
12 consistent with the provisions contained herein or otherwise to make land use decisions for
13 unincorporated areas within the JPA; and

14 WHEREAS, there is no intent for this Agreement to restrict the City's authority to amend
15 its Comprehensive Plan, Official Zoning Map, or apply land development regulations consistent
16 with the provisions contained herein, or otherwise to make land use decisions for lands within
17 the corporate boundaries of the City or within the JPA should such lands be annexed by City; and

18 WHEREAS, this joint planning agreement (this "Agreement") will provide a basis for
19 the evaluation of future development applications and annexation proposals as well as for the
20 adequate provision of public services; and

21 WHEREAS, the City and County wish to identify a joint planning area and have

1 determined that a joint planning agreement will foster intergovernmental coordination and
2 cooperation, economical provision of services, including police, fire and other services, and
3 adequate utilization of existing and proposed infrastructure; and

4 WHEREAS, this Agreement provides the City and the County with ample opportunities
5 for renegotiation in response to changed circumstances, including the ability to seek refinement
6 or expansion of the Joint Planning Area; and

7 WHEREAS, public hearings with due public notice have been held by the City and the
8 County prior to approval of this Agreement and as set forth in Section 163.3171(3), Florida
9 Statutes; and

10 WHEREAS, it is the intent of the City and the County that this Agreement shall be
11 immediately applicable to any issuance of a Development Order, as defined in Article II of this
12 Agreement, for a parcel of land located in the JPA and submitted to the County or the City after
13 the effective date of this agreement; and

14 WHEREAS, annexation of properties can affect the responsibility for maintenance of
15 public facilities such as roadways and drainage facilities; and

16 WHEREAS, the County and the City desire to enter into this Joint Planning Agreement to
17 address post-annexation issues related to road right-of-way and drainage facility maintenance
18 responsibility as well as development order requests within the Joint Planning Area; and

19 WHEREAS, it is desirable for the City and the County to enter into such an agreement to
20 better identify areas proposed for future municipal service, and jurisdiction and to ensure better
21 coordination of government services and reduce or eliminate substantial future non-conformities;

1 and

2 WHEREAS, the establishment of this agreement will provide for a better defined
3 boundary between the City and the County including the elimination of enclaves and reduce
4 confusion to residents and service providers; and

5 WHEREAS, the agreement will facilitate the flow of information regarding land
6 development issues between the City and the County; and

7 WHEREAS, the City and County desire to provide opportunities for employment in
8 proximity to nearby populations centers, and uphold this mutual objective as a tenant of smart
9 growth; and

10 WHEREAS, the City and County recognize Mount Dora and the unincorporated area of
11 Sorrento/Mount Plymouth as distinctive communities, and desire to protect the unique character
12 of each; and

13 WHEREAS, the City and County recognize the scenic nature of Wolfbranch Road and
14 character of established residential neighborhoods appurtenant to this roadway corridor; and

15 WHEREAS, the City and County affirm a shared commitment to furthering
16 transportation and conservation objectives of the Wekiva River Basin Coordinating Committee
17 as set forth by the Wekiva Parkway and Protection Act, Part III, Chapter 369, Florida Statutes
18 (2004);

19 NOW, THEREFORE, in consideration of the mutual covenants set forth in this
20 Agreement, the receipt and sufficiency of which are hereby acknowledged, the City and the
21 County agree with each other to create and participate in this Agreement as follows:

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ARTICLE I - INCORPORATION OF PREAMBLE

1. . . Incorporation of Preamble. The preamble above is true and correct and is incorporated into this Agreement as if fully set forth below. This Agreement shall be considered an interlocal agreement pursuant to the authority given to the County and the City, including the authority found within, but not limited to, Sections 163.01, 163.3171, and 163.3177(6)(h)1.a, Florida Statutes (2003), as well as Chapter 125, Chapter 166 and Chapter 171, Florida Statutes and the Constitution of the State of Florida.

ARTICLE II - DEFINITIONS

1. Act. Means the "Local Government Comprehensive Planning and Land Development Regulation Act" set forth in Section 163.3161 *et. seq.*, Florida Statutes, as the same may be amended or superseded from time to time.

2. Agreement. Means this Agreement, as the same may be amended or supplemented as provided for herein.

3. City. Means the City of Mount Dora, a Florida municipal corporation.

4. City Comprehensive Plan. Means the comprehensive plan of the City adopted pursuant to the Act, as amended from time to time.

5. City Council. Means the elected legislative governing board of the City of Mount Dora .

6. Collector Road. Means the type of road that provides for movement between local streets and the regional road network. A collector road may include an arterial road.

7. County. Means Lake County, Florida, a political subdivision of the State of

1 Florida.

2 8. County Commission. Means the elected legislative governing board of Lake
3 County.

4 9. County Comprehensive Plan. Means the comprehensive plan of the County
5 adopted pursuant to the Act, as amended from time to time.

6 10. County-Maintained Roads. Means roadways, or segments thereof, along with
7 associated drainage facilities, actually maintained or required to be maintained by the County,
8 which may or may not have been transferred to the County for maintenance responsibility by the
9 State of Florida as outlined in Chapter 335, Florida Statutes, as amended or superseded from time
10 to time.

11 11. Development. Means development as set forth in Sections 163.3164(6) and
12 380.04, Florida Statutes (2003), as amended or superseded from time to time.

13 12. Employment Center. Means an area in which light industrial, wholesale,
14 manufacturing and assembly uses, offices and combinations of these uses are appropriate, as
15 designated on the Lake County Future Land Use Map.

16 13. Enclave. Means enclave as set forth in Section 171.031, Florida Statutes (2003),
17 as amended or superseded from time to time.

18 14. Future Land Use Element. Means to that section of either the City's or the
19 County's Comprehensive Plan, which includes all of the requirements of Section 163.3177(6)(a),
20 Florida Statutes (2003), as the same may be amended or renumbered from time to time.

21 15. Governing Body. Means, in the case of the County, the County Commissioners,

1 and in the case of the City, the City Council.

2 16. Infrastructure or Utility Improvements. Means any proposed sewer, water, reuse
3 water, stormwater, right-of-way, roadway, electric, gas, telecommunication, park, open space,
4 public building, public utility, public drainage, or public retention owned or operated by a local
5 government or private entity.

6 17. Joint Planning Area or JPA. Means that area depicted in Exhibit "A."

7 18. JPA Map. Means and refers to the map attached hereto and incorporated herein
8 by reference as Exhibit "A", which designates parcels of land encompassed by this Agreement.

9 19. Land Development Regulations. Means ordinances enacted by the City or the
10 County for the regulation of any aspect of land development.

11 20. Local Planning Agency or LPA. Means the respective recommending agencies
12 appointed by the County Commission or City Council to review comprehensive plan and Land
13 Development Regulation amendments, and designated as the "local planning agency" pursuant to
14 Section 163.3174, Florida Statutes. The City LPA is currently the City Planning and Zoning
15 Commission. The County LPA is currently the Land Planning Agency (Planning Board).

16 21. Non-conforming use. Means existing land use that is prohibited by current
17 regulations.

18 22. Parcel of Land. Means any quantity of land capable of being described with such
19 precision or exactness that its location and boundaries may be established, which is designated by
20 the City, by the County, or by its owner or developer as land to be used or developed as a unit or
21 which has been used or developed as a unit.

1 including the terms and conditions stated herein. The County and the City will use their best
2 efforts to amend their Land Development Regulations to incorporate the terms and conditions
3 stated herein. The County and the City will use their best efforts to implement the ideas set forth
4 in Article V hereof.

5 3. a. It is the intent of the City and the County that the comprehensive plans of
6 the City and the County shall ensure that the lands in the Joint Planning Area are developed
7 consistent with development within the City, and, at the same time, develop in a way that will
8 ensure efficient provision of public infrastructure and services in this area. Any property
9 annexed subsequent to the adoption hereof shall be limited to a maximum density no greater than
10 the highest density allowed within the Future Land Use category established for the property by
11 the County immediately prior to annexation.

12 b. The amendments contemplated in paragraph a, above, shall cover growth
13 management issues and may include, but are not limited to, the following topics:

- 14 (1) Timing of urban growth
- 15 (2) Density of urban and pre-urban areas
- 16 (3) Limiting private utility providers to areas outside the JPA
- 17 (4) Environmental resource management, including potential greenbelt
18 areas
- 19 (5) Innovative and flexible planning such as mixed-use, clustering and
20 open space provisions
- 21 (6) Transportation planning consistent with Lake County

1 transportation plan

2 4. If the County creates a land development overlay district, the City shall be
3 consulted and allowed to formally comment on the proposed district and associated regulations in
4 an effort to ensure an orderly transition of land development between the City and the County. It
5 is the intent of the City and the County that any proposed Land Development Regulation of the
6 City and the County shall ensure that the lands in the Joint Planning Area are developed
7 consistent with development within the City. In order to accomplish this goal, the City and the
8 County agree that the amendments to the Land Development Regulations of both the City and the
9 County, that may be jointly developed to apply within the JPA, are intended to create a unified
10 development code, which shall apply within both the incorporated and the unincorporated
11 portions of the Joint Planning Area. The City and the County staffs shall recommend to the City
12 Council and County Commission, amendments to the City and the County Land Development
13 Regulations, establishing standards for Development within the Joint Planning Area. The
14 standards shall incorporate the standards from current City and County standards that are
15 superior to the standards currently applied.

16 5. Requests for municipal services within the JPA may at the discretion of the City,
17 require a covenant to annex or, if contiguous to the City boundary, annexation into the City in
18 order to receive municipal services. If the City notifies the County as part of a Development
19 Order application review process that a covenant to annex will be required because of the
20 provision of City utilities to the development and the property is located within the JPA, the
21 County shall not approve a Development Order until such time as a covenant to annex has been

1 executed by the City and the Development Order applicant unless the City refuses to provide
2 utilities per this section, or does not allow the Development Order applicant to recoup all costs of
3 the utility line extension not directly attributable to the development as others hook up to such
4 lines within a reasonable time period not to exceed five (5) years. If the City notifies the County
5 as part of a Development Order application review process that annexation will be required
6 because of the provision of City utilities to the development and the property is located within
7 the JPA and contiguous to the City's boundary, the County shall not approve a Development
8 Order, but shall require the Development Order applicant to annex and submit to the City's
9 development process unless the City refuses to provide utilities per this section, or does not allow
10 the Development Order applicant to recoup all costs of the utility line extension not directly
11 attributable to the development as others hook up to such lines within a reasonable time period
12 not to exceed five (5) years.

13 The City shall provide utility services within the JPA and may, at the discretion of the
14 City, require those persons desiring service to pay the initial expense of extending utility
15 services through a refundable facilities program which allows the person extending utility
16 services to recoup all costs of the utility line extension not directly attributable to the person
17 desiring service as others hook up to such lines within a reasonable time period not to exceed
18 five (5) years. The County shall not issue development orders within the JPA without reviewing
19 the proposed development with the City to ensure the appropriate utility design for the
20 development. If the City is willing to provide utility services or provide utility services through a
21 refundable facilities program as described above, the County shall not permit any new private

1 utilities, septic tanks or wells to be constructed as part of development within the JPA without
2 prior approval by the City.

3 6. a. The City shall annex only lands in the Joint Planning Area and shall not
4 annex any lands outside of the Joint Planning Area without amendment of Exhibit "A" of this
5 Agreement.

6 As real property within the area depicted as unincorporated is annexed into
7 the City, it shall be unnecessary to amend this Agreement or Exhibit "A."

8 b. Terms of Annexation Related to Transfer of Infrastructure. All future
9 municipal annexation-related transfers of infrastructure shall occur consistent with the following
10 terms: Upon annexation of a sum greater than fifty (50%) of the existing front footage of
11 properties abutting any subject road right-of-way, other than a State of Florida operated and
12 maintained right-of-way, located between the two nearest collector streets (or streets with a
13 higher classification) intersecting right-of-ways (i.e. cross streets), except for existing County
14 roads currently being maintained within the City, the City shall assume maintenance
15 responsibility for such road right-of-way segment and associated drainage facilities not
16 terminating at any right-of-way centerline, but between and extending to and including the above
17 mentioned local cross street intersections, or as may be mutually designated. All such transfers of
18 maintenance responsibility related to an annexation shall include the entire width of the right-of-
19 way adjacent to annexed properties.

20 The following list of County roads shall not require assumption of
21 maintenance:

- 1 1. Wolfbranch Road;
- 2 2. Robie Avenue;
- 3 3. Old Highway 441;
- 4 4. CR19A;
- 5 5. Britt Road; and
- 6 6. Round Lake Road.

7 c. Terms of Non-Annexation Related Transfer of Infrastructure and Right-of-
8 Way. Transfers of maintenance responsibility and ownership from the County to the City related
9 to road right-of-ways and their associated drainage facilities not associated with an annexation
10 shall require an agreement between the City and the County.

11 7. County Right-of-Way Maintenance Responsibility. Unless this Agreement is
12 modified pursuant to Article V below, the County agrees to continue to maintain, regardless of
13 any adjacent annexations, the particular roadways or segments thereof, and associated drainage
14 facilities within the JPA. The County agrees to continue to maintain these facilities until
15 transferred to the City in accordance with the terms of this Agreement, or as this Agreement is
16 modified pursuant to Article V below. Upon execution of this Agreement, any new roads
17 constructed by the County in the City shall be maintained and owned by the County.

18 **ARTICLE IV – PROCEDURES FOR REVIEWING AND**
19 **COMMENTING ON DEVELOPMENT ORDERS**
20 **WITHIN THE JPA**

- 21 1. Forwarding of Development Order applications from the County to the City and

1 from the City to the County. The City and the County, within five (5) working days of receipt of
2 any applications or preliminary plans associated with an application for a Significant
3 Development Order within the JPA shall provide a copy of such application materials to the
4 designated department, division or office of the other party as is designated by the other party via
5 written correspondence to the persons described in Section 6, Article V herein. The City or the
6 County may request a meeting to discuss the effect of such development.

7 The County/City staff shall provide to the City/County its comments on the matters
8 above, within ten (10) working days of receipt of a copy of any such application. The noted time
9 frames may be extended by consent of both parties in order for the City staff or the County staff
10 to review the objecting party's comments so long as the time frames within the City's or the
11 County's Land Development Regulations are met. If at any time the secondary jurisdiction shall
12 consider the Development Order at a public meeting, the landowner or applicant for the proposed
13 Development Order shall be given notice of the time, date, and place of the public meeting.

14 If a modification of a development order application is submitted to the primary
15 jurisdiction, the secondary jurisdiction shall be afforded review pursuant the review time periods
16 described herein.

17 2. Review of Development Applications described in 1, above. In addition to the
18 evaluation and comments normally prepared by the City or the County agency initially accepting
19 an application for a Development Order, any comments submitted by the agency of secondary
20 jurisdiction in their review of the copy of a Development Order application shall be considered
21 by the agency of primary jurisdiction in its review of the Development Order, which review shall

1 include an examination of the relationship between the application, the City's and the County's
2 Comprehensive Plans, Land Development Regulations and this Agreement.

3 3. When reviewing any Development Order plan(s) or application(s) for properties
4 within the JPA that are bound by a City covenant to annex, the City staff shall provide review
5 comments and forward such covenant to annex directly to the County. Formal review of said
6 plan(s) or application(s) along with the permitting, inspection and the issuance of Certificates of
7 Occupancy on such properties shall then be the responsibility of the County. Such properties
8 shall meet the supplemental development criteria, if any, as stipulated in the City's covenant to
9 annex and related agreements. The County shall not issue a Certificate of Occupancy until the
10 City has approved all public infrastructure to be transferred to the City pursuant the terms
11 established in the covenant to annex and related agreements and any additional City
12 requirements, including concurrency, have been met, which requirements shall be forwarded to
13 the County as part of the Development Order application review process.

14 4. Development Orders within the City's portion of the JPA. The governing and/or
15 administrative body of the City shall consider the comments of the County for property annexed
16 after execution of this agreement.

17 **ARTICLE V - SPECIFIC DEVELOPMENTAL**
18 **AND ENVIRONMENTAL CONSIDERATIONS**

19 1. It is the intent of the City and the County to designate and promote the creation of
20 an employment center located in the vicinity of Round Lake Road and State Road 46, as
21 conceptually depicted in Exhibit "B." The objective of this land use designation shall be to

1 provide quality job opportunities, including professional offices, convenient to both the City of
2 Mount Dora and unincorporated area of Sorrento and Mount Plymouth. The City and the County
3 shall coordinate efforts to develop Comprehensive Plan policies that are appropriate for this
4 employment center, ensure compatibility with neighboring land uses, and respect the distinct
5 identities of both the city and the unincorporated area.

6 2. It is the intent of the City and the County to create a local scenic roadway
7 designation for Wolfbranch Road and to develop Comprehensive Plan policies that protect the
8 aesthetic characteristics of this residential corridor. Such policies shall consider lighting,
9 signage, buffers, protection of canopy trees, and restrictions on incompatible development.

10 3. It is the intent of the City and the County to designate a transitional area within the
11 JPA between Round Lake Road and the Mount Plymouth/Sorrento Urban Compact Node, as
12 depicted in Exhibit "B." The objective of this designation shall be to support the professional
13 employment center identified in paragraph 1 and to provide for transitional residential densities
14 of no more than one unit per acre, compatible with established neighborhoods in the Wolfbranch
15 Road corridor.

16 4. It is the intent of the City and the County to coordinate with state agencies and
17 local governments to implement requirements of the Wekiva Parkway and Protection Act.
18 Within the JPA, these activities may include but are not limited to the establishment of
19 Comprehensive Plan policies and land development regulations, creation of a master stormwater
20 management plan, and the protection of habitat and recharge areas. Consistent with this, the City
21 and the County shall explore cooperative efforts to acquire environmentally sensitive land within

1 the JPA and consider development of a trail system to link natural areas with the surrounding
2 community and employment center.

3 ARTICLE VI - GENERAL PROVISIONS

4 1. Disclaimer of Third Party Beneficiaries. This Agreement is solely for the benefit
5 of the parties executing this Agreement, and no right or cause of action shall accrue upon or by
6 reason hereof, to or for the benefit of any third party not a formal named party hereto. Nothing in
7 this Agreement expressed or implied is intended or shall be construed to confer upon or give any
8 person or corporation other than the parties hereto any right, remedy or claim under or by reason
9 of this Agreement or any provisions or conditions hereto; and all of the provisions,
10 representations, covenants and conditions herein contained shall inure to the sole benefit of, and
11 shall be binding upon, the parties hereto and their respective and express representatives,
12 successors and assigns.

13 2. Renegotiation. The County or the City may call for renegotiation of this
14 Agreement by written notice to the other party at any time. The City and the County may
15 renegotiate this Agreement in response to changed circumstances, to seek refinement, expand or
16 contract the JPA boundary, or alter the designated time allowances as described in this
17 Agreement. Upon such written notice, for a period of 90 days thereafter, the City and the County
18 shall attempt to renegotiate this Agreement in good faith. During that 90-day period, where
19 either party, in its sole discretion and in good faith, determines that such renegotiations have
20 reached an impasse, it may invoke the conflict resolution procedures set forth in Chapter 164,
21 Florida Statutes. If no Agreement is negotiated during the 90-day period or during the conflict

1 resolution process, the terms of this Agreement shall continue to govern and remain in full force
2 and effect. Should the City or the County seek judicial review of this Agreement, or to enforce
3 this Agreement, the City and the County recognize that venue will be properly located in Lake
4 County, Florida for any action regarding this Agreement. The failure of any party to this
5 Agreement to enforce any provision contained herein shall in no event be deemed a waiver of its
6 rights to thereafter enforce this Agreement. Utilization of one remedy to enforce this Agreement
7 shall not be deemed the only method by which to enforce the provisions of this Agreement.

8 3. Severability, Construction and Interpretation. In the event that any section,
9 subsection, sentence, clause, or word of this Agreement shall be held by a court of competent
10 jurisdiction to be partially or wholly invalid or unenforceable for any reason whatsoever, any
11 such invalidity, illegality, or unenforceability shall not affect any of the other remaining articles,
12 sections, subsections, sentences, clauses or words of this Agreement, and this Agreement shall be
13 read and/or applied as if the invalid, illegal, or unenforceable section, subsection, sentence,
14 clause, or word did not exist. This Agreement was mutually negotiated by all parties who have
15 executed the same. Consequently, it is the intent of the parties that no provision shall be more
16 harshly construed against either party as the drafter hereof.

17 4. Effective Date. Prior to this Agreement, or any amendment hereto, becoming
18 effective, it shall be approved and executed by both parties hereto, and pursuant to Section
19 163.01(11), Florida Statutes (2003), this Agreement shall become effective immediately after
20 filing of this Agreement with the Clerk of the Circuit Court of Lake County, Florida. This
21 Agreement shall be recorded in the public Records of Lake County, Florida, and the cost thereof,

1 if any, shall be shared equally by both governing bodies

2 5. Termination and Amendment.

3 a. Termination.

4 (1) This Agreement shall renew automatically after five (5) years from
5 the date of final adoption, and every five (5) years thereafter, unless it is terminated pursuant to
6 paragraph 2 below.

7 (2) Either party may terminate this Agreement at any time by
8 delivering written notice to the other party of its intent to terminate this Agreement at least 180
9 days prior to the intended date of termination.

10 b. Amendment. This Agreement may be amended at any time provided both
11 parties authorize said amendment.

12 c. Amendment or Termination of Agreement to be in Writing. Except as
13 provided for herein, no amendment or termination of this Agreement shall be binding on either
14 party unless a written instrument terminating or amending this Agreement is executed by the
15 County Commission Chairman and the Mayor after being duly authorized to do so by their
16 respective governing bodies, and such termination or amendment shall not be effective until after
17 it has been filed with the Clerk of the Circuit Court of Lake County, Florida. Except as set forth
18 herein, all instruments amending or terminating this Agreement shall be recorded in the Public
19 Records of Lake County, Florida.

20 6. Notice; Proper Form. Any notice to be delivered hereunder to either the City or
21 the County by the other party shall be in writing and shall be deemed to be delivered when: (a)

1 hand delivered to the official designated hereunder with receipt acknowledged in writing, or (b)
2 upon receipt of such notice when deposited in the United States Mail, postage prepaid, certified
3 or registered mail, return receipt requested, addressed to the party at the address set forth under
4 the party's name below, or at such other address as the party shall have specified by written
5 notice to the other party delivered in accordance herewith. Copies need not, but are encouraged
6 to be sent pursuant to the above referenced provisions. Mere delivery of copies shall not be
7 determined to be a compliance with the requirements hereof:

8	COUNTY	CITY
9	County Manager	City Manager
10	Lake County Administration Building	City of Mount Dora
11	P.O. Box 7800	P.O. Box 176
12	315 West Main Street	510 North Baker Street
13	Tavares, FL 32778-7800	Mount Dora, FL 32757
14		

15 Either party to this Agreement may unilaterally amend the address or designee to whom notices
16 are to be delivered by providing notice to the other party as provided herein.

17 7. Rules of Construction. As used in this Agreement, the plural includes the
18 singular, and the singular includes the plural. Use of one gender includes all genders. Subtitles
19 or catchlines for articles, sections, or subsections herein are used for ease in reading this
20 Agreement, and the subtitles or catchlines do not form a substantive part of this Agreement for
21 purposes of interpretation. This Agreement shall be liberally interpreted to achieve its goals and
22 purposes.

23 IN WITNESS WHEREOF, the parties hereto have made and executed this Agreement on
24 the respective dates under each signature: the COUNTY through its Board of County

1 Commissioners, signing by and through its Chairman, duly authorized to execute same by Board
2 action on the 28th day of September, 2004, and the CITY through its City Council,
3 signing by and through its Mayor, duly authorized to execute same by Council action on the
4 3rd day of August, 2004.

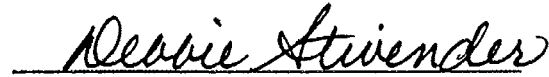
5 COUNTY

6 ATTEST:

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11 James C. Watkins, Clerk
12 of the Board of County
13 Commissioners of Lake County, Florida

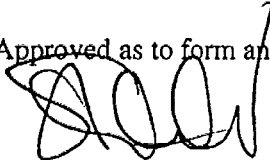
LAKE COUNTY, through its
BOARD OF COUNTY COMMISSIONERS



Debbie Stivender Chairman

This 15th day of October,
2004.

15 Approved as to form and legality:

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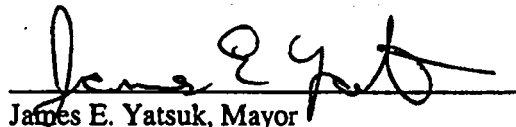
20 Sanford A. Minkoff
21 County Attorney

22 CITY

23 ATTEST:

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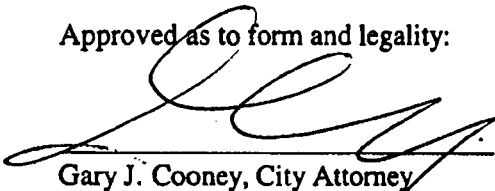
28 Bernice Brinson, City Clerk



James E. Yatsuk, Mayor

This 8th day of October, 2004.

30 Approved as to form and legality:

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Gary J. Cooney, City Attorney

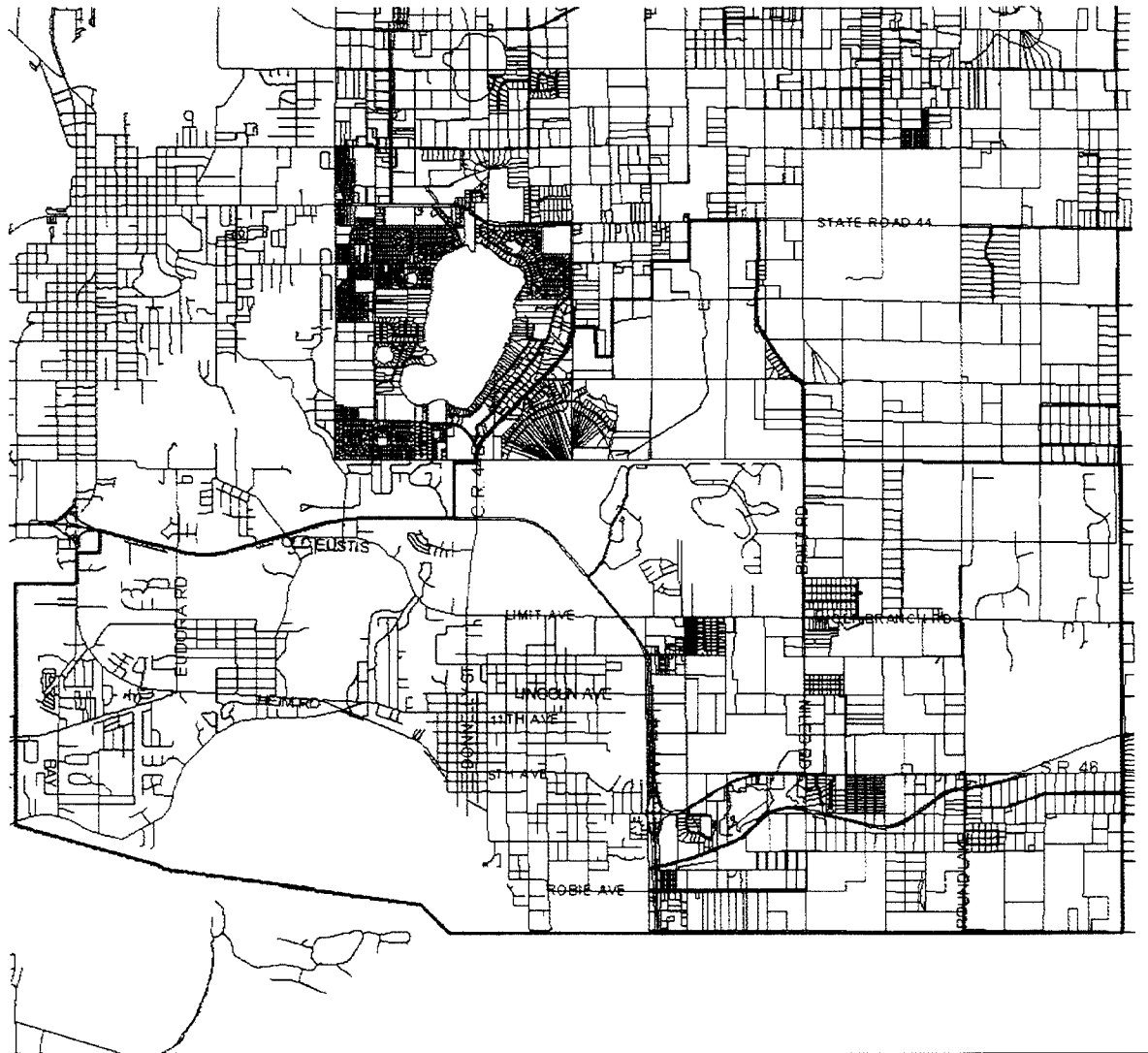


Lake County/City of Mount Dora Joint Planning Area Map



	Joint Planning Area
	Parcels
	Streets

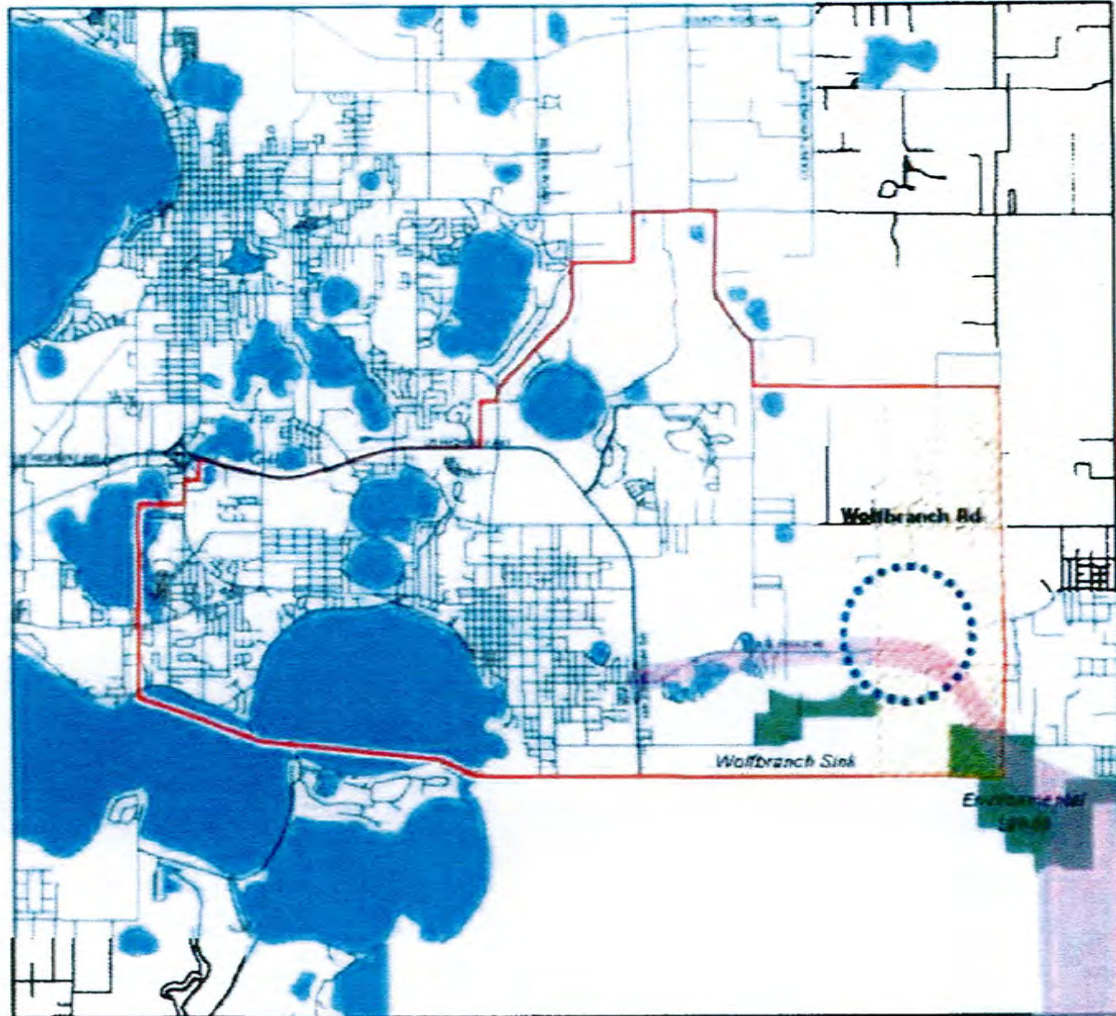
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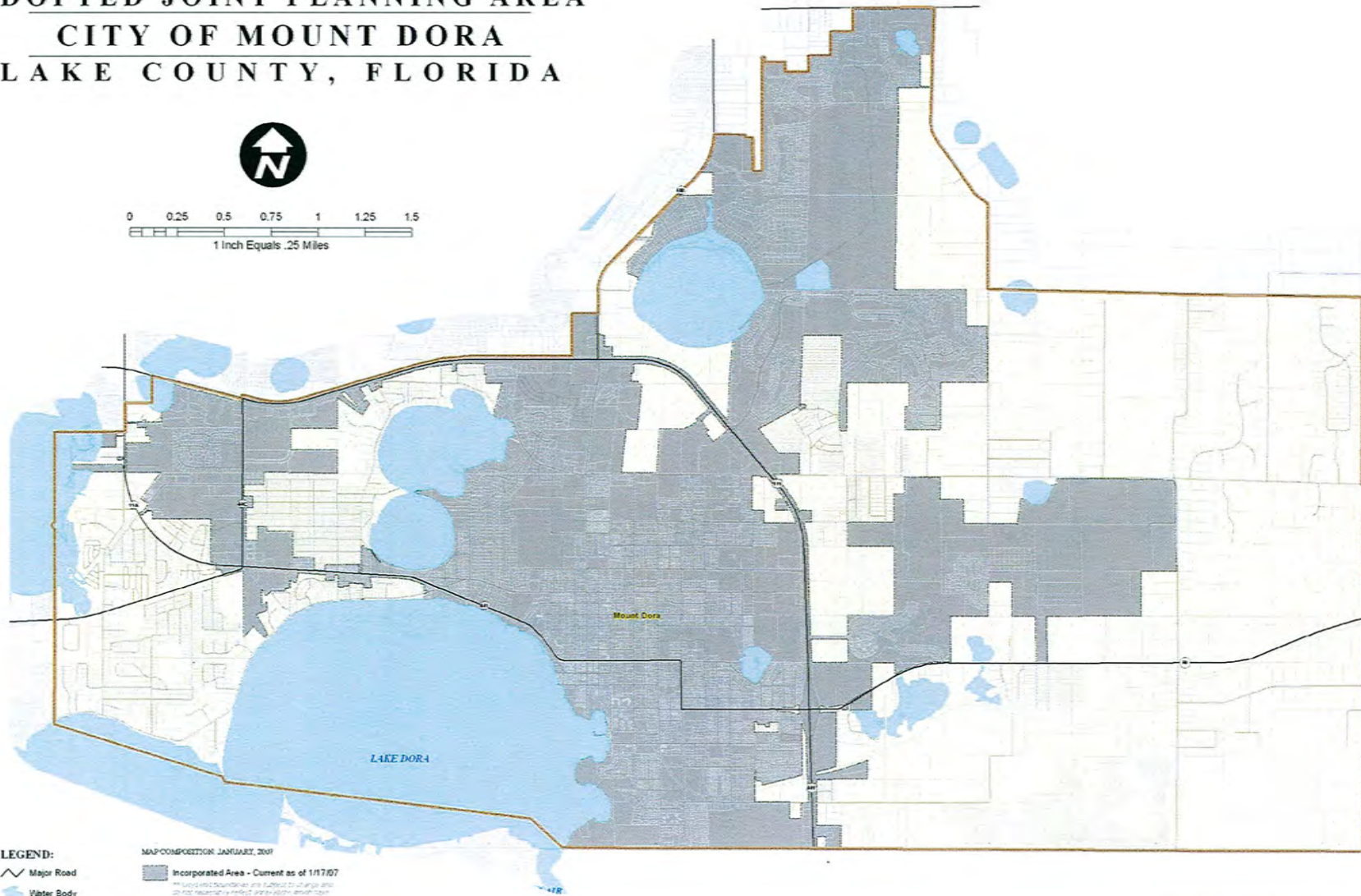
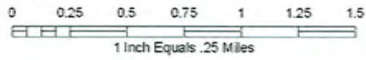
Lake County / Mount Dora Joint Planning Area Map

Exhibit "B"

- Mt Dora JPA Boundary
- JPA Transitional Area
- Conceptual Location for "Office Employment Center"
- Wekiva Transportation Improvement
- Streets and Roads



ADOPTED JOINT PLANNING AREA CITY OF MOUNT DORA LAKE COUNTY, FLORIDA



- LEGEND:**
- Major Road
 - Water Body
 - JPA Boundary (adopted)
 - Incorporated Area - Current as of 1/17/07
*Future boundary changes are subject to change and do not necessarily reflect future development plans.

MAP COMPOSITION: JANUARY, 2009

SOURCES:
Lake County GIS Department; Planimetrics.
Data Compilation and map Production Compliments of
Growth Management/ Comprehensive Planning

This map product was prepared from geographic information system data provided by the Lake County Board of County Commissioners. The information, maps and products are made in accordance with the accuracy and reliability of the information provided. The user of this map product is responsible for the accuracy and reliability of the information provided. The user of this map product is responsible for the accuracy and reliability of the information provided. The user of this map product is responsible for the accuracy and reliability of the information provided.



LAKE COUNTY
BOARD OF COUNTY COMMISSIONERS

**FIRST AMENDMENT TO JOINT PLANNING AREA AGREEMENT BETWEEN
LAKE COUNTY AND THE CITY OF MOUNT DORA**

THIS FIRST AMENDMENT TO THE JOINT PLANNING AREA AGREEMENT (“Amendment”) in made and entered into as of the 3rd day of March, 2015, by and between **LAKE COUNTY, FLORIDA**, a political subdivision of the State of Florida (“County”) and the **CITY OF MOUNT DORA**, a Florida municipal corporation (“City”).

RECITALS

WHEREAS, County and City have entered into a certain Joint Planning Agreement on September 28, 2004 (“Agreement”); and

WHEREAS, the City wishes to provide for better intergovernmental relations and coordinate planning efforts, as authorized pursuant to Section 163.01, Florida Statutes; and

WHEREAS, the County and City Joint Planning Agreement may be amended from time to time provided authorization by both parties; and

WHEREAS, the City Council of the City of Mount Dora and the Board of County Commissioners of Lake County wish to eliminate any conflict in jurisdictional boundaries for annexation and utility provision between the City of Mount Dora and City of Tavares; and

WHEREAS, the City requested that the County amend the Agreement’s Land Use Map; and

WHEREAS, the local planning agencies of both the County and City have considered the Amendment and made recommendations to the Lake County Board of County Commissioners and the Mount Dora City Council, respectively; and

WHEREAS, pursuant to 163.3171(3), Florida Statutes, this Amendment has been approved at advertised public hearings held by both the Lake County Board of County Commissioners and the Mount Dora City Council.

NOW, THEREFORE, in Consideration of the covenants made by each party to the other and of the mutual advantages to be realized by the parties hereto, the receipt and sufficiency of which is hereby acknowledged, County and City hereby agree as follows.

SECTION I. The Recitals set forth above are true and correct and are incorporated herein by reference.

SECTION II. The Joint Planning Agreement dated September 28, 2004, is hereby amended to reflect an adjustment in the Joint Planning Area boundary in the vicinity of the intersection of Bay Road and Old Highway 441. The boundary of the JPA Map attached hereto and incorporated herein by reference as Exhibit "A," which designates parcels of land encompassed by the terms and conditions of said Agreement.

SECTION III. The City and County shall amend their respective Comprehensive Plans pursuant to the revised JPA Map boundary of this Amendment accordingly and in a timely manner.


SECTION IV. Except as expressly set forth herein, the Joint Planning Agreement remains unchanged and in full force and effect.

IN WITNESS WHEREOF, the County and City have executed this Amendment on behalf of the County and City, respectively, and have set their seals hereto as of the date set forth above.


COUNTY
ATTEST:

LAKE COUNTY, through its
BOARD OF COUNTY COMMISSIONERS


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

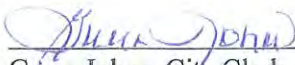

Jimmy Conner, Chairman
This 10th Day of May, 2015

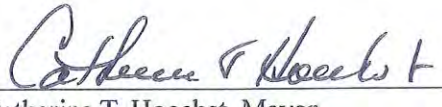
Approved as to form and legality:


Sanford A. Minkoff
County Attorney

CITY
ATTEST:

CITY OF MOUNT DORA


Gwen Johns, City Clerk
City of Mount Dora


Catherine T. Hoechst, Mayor
City of Mount Dora

This 5 Day of May, 2015

Approved as to form and legality:

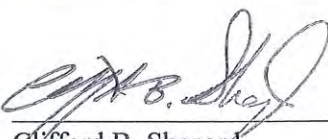

Clifford B. Shepard
City Attorney



Exhibit "A"

Lake County and City of Mount Dora Joint Planning Area Map

** Revised JPA Boundary **

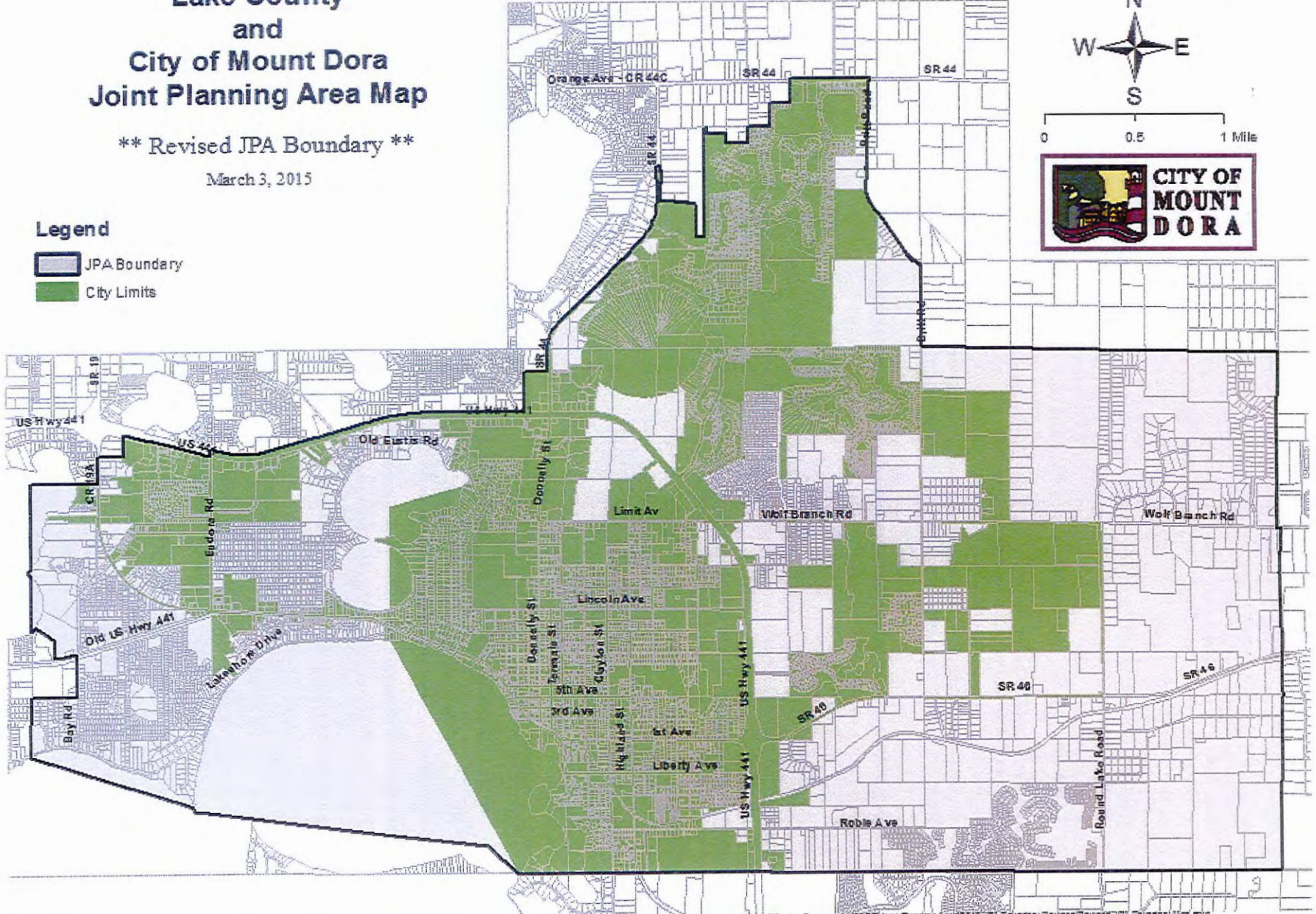
March 3, 2015

Legend

-  JPA Boundary
-  City Limits



0 0.5 1 Mile



Path: J:\Planning and Development\Map Documents\MAPS\Joint Planning Area 2015\JPA Boundary Revised\Revised JPA Boundary Map.mxd

EXHIBITS F

**Resolution No. 2019-183, Approval
of Wolf Branch Innovation District
Implementation Plan**

**Ordinance No. 2020-20, Adoption
of Land Development Code
Amendments related to the Wolf
Branch Innovation District**

RESOLUTION NO. 2019-183

A RESOLUTION OF THE CITY OF MOUNT DORA, FLORIDA, PERTAINING TO THE WOLF BRANCH INNOVATION DISTRICT IMPLEMENTATION PLAN; PROVIDING FOR LEGISLATIVE FINDINGS AND INTENT; PROVIDING FOR REPEAL OF PRIOR RESOLUTION; PROVIDING FOR ADOPTION OF THE REVISED PLAN; PROVIDING FOR THE IMPLEMENTATION OF ADMINISTRATIVE ACTIONS; PROVIDING A SAVINGS CLAUSE; PROVIDING FOR SCRIVENER'S ERRORS; PROVIDING FOR CONFLICTS; PROVIDING FOR SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, on May 16, 2017, through City of Mount Dora Resolution 2017-66, the City entered into an Agreement with Levey Consulting, LLC, for Economic Development services related to the Wolf Branch Innovation District; and

WHEREAS, on September 6, 2018, the City Manager executed Work Order 1b with Levey Consulting, LLC, for the development of a comprehensive implementation plan for the Wolf Branch Innovation District; and

WHEREAS, Levey Consulting, LLC, finalized the comprehensive implementation plan after receiving input from property owners and stakeholders in the study area the City of Mount Dora and Lake County; and

WHEREAS, the City of Mount Dora determined that it is in the best interest of its citizens to adopt the plan developed by Levey Consulting, LLC, to serve as its master plan for the Wolf Branch Innovation District; and on October 15, 2019, the City adopted the final Wolf Branch Innovation District Implementation Plan through Resolution 2019-106; and

WHEREAS, on October 22, 2019, the Lake County Board of County Commissioners adopted a revised version of the Wolf Branch Innovation District Implementation Plan which had been adopted by the City; and

WHEREAS, the City has determined that it is in its best interest to adopt the revised version of the Wolf Branch Innovation District Implementation Plan which was adopted by Lake County.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY OF MOUNT DORA, FLORIDA, AS FOLLOWS:

SECTION 1. Legislative Findings and Intent. The City has complied with all requirements and procedures of Florida law in processing this Resolution. The above recitals are hereby adopted.

SECTION 2. Repeal of Prior Resolution. City of Mount Dora Resolution No. 2019-106 is hereby repealed in its entirety.

SECTION 3. Adoption of Revised Plan. The City hereby adopts the Wolf Branch Innovation District Implementation Plan dated September 20, 2019, as revised on October 22, 2019, attached hereto as **Exhibit “A”**.

SECTION 4. Implementing Administrative Actions. The City Manager is hereby authorized and directed to take such actions as may be deemed necessary and appropriate in order to implement the provisions of this Resolution. The City Manager may, as deemed appropriate, necessary and convenient, delegate the powers of implementation as herein set forth to such City employees as deemed effectual and prudent.

SECTION 5. Savings Clause. All prior actions of the City pertaining to the revised Wolf Branch Innovation District Implementation Plan, as well as any and all matters relating thereto, are hereby ratified and affirmed consistent with the provisions of this Resolution.

SECTION 6. Scrivener’s Errors. Typographical errors and other matters of a similar nature that do not affect the intent of this Resolution, as determined by the City Clerk and the City Attorney, may be corrected.

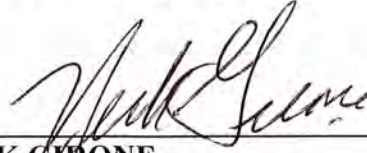
SECTION 7. Conflicts. All Resolutions or parts of Resolutions in conflict with any of the provisions of this Resolution are hereby repealed.

SECTION 8. Severability. If any Section or portion of a Section of this Resolution proves to be invalid, unlawful, or unconstitutional, it shall not be held to invalidate or impair the validity, force, or effect of any other Section or part of this Resolution.

SECTION 9. Effective Date. This Resolution shall become effective immediately upon its passage and adoption.

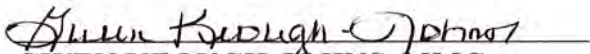
Signatures on following page

PASSED AND ADOPTED this 5th day of November, 2019.



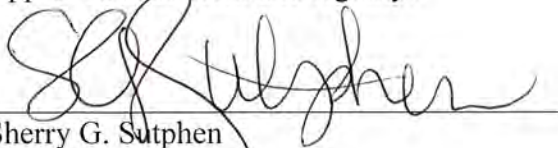
NICK GIRONE
Mayor of the City of
Mount Dora, Florida

ATTEST:



GWEN KEOUGH-JOHNS, MMC
CITY CLERK

For the use and reliance of City of Mount Dora only.
Approved as to form and legality.



Sherry G. Sutphen
City Attorney

Exhibit “A”
Wolf Branch Innovation District
Implementation Plan

Wolf Branch Innovation District Implementation Plan

Amended and Adopted by Lake County on October 22, 2019
Adopted by City of Mount Dora on November 5, 2019



Executive Summary

The Wolf Branch Innovation District (WBID) represents a unique opportunity for the City of Mount Dora and Lake County to collaborate on establishing a mixed-use employment center of regional importance in central Florida. The long-awaited opening of the Wekiva Parkway segment of the perimeter expressway system encircling metro Orlando is here.

In order to be prepared for the inevitable private investment response to the mobility improvements in northeast Lake County, the two governments commissioned this implementation plan to ensure that the necessary regulatory structure was in place to guide the creation of a high quality physical, economic and social place.

This implementation plan includes the following:

1. A recommended Master Plan which has the following elements:
 - The ‘right-sizing’ of the supply of properly designated land for employment center uses based on market expectations;
 - A detailed land use program for the WBID based on the recommendations in this plan;
 - A ‘Gateway District’ to allow for commercial and other land uses necessary to support the day-to-day needs of the surrounding community;
 - Creation of unique multi-purpose trail features connecting the WBID to the surrounding community and ultimately into the planned regional trail system in Lake County;
 - Reinforcement of the importance of the ‘quality of place’ by establishing design guidelines recommended for adoption by the City and the County; and
 - Recommended modifications of the existing Comprehensive Plan of the City and the County, including Future Land Use map designations, as well as changes to policies and standards.
2. A recommended set of Design Guidelines which:
 - Establishes overall design principles and intent;
 - Creates standard roadway cross sections that promote consistency and quality of the public realm within the WBID;
 - Promotes higher quality urban form via street and block standards, building placement, massing and site orientation; and
 - Promotes improved building and site design via building character, site elements, and landscape design standards.
3. A Capital Improvement Plan which summarizes the required public and private investment in infrastructure and physical enhancements necessary to achieve the desired economic success of the WBID, as well as a discussion of potential financing tools available for implementation.
4. An Administration Plan that defines necessary changes to land use regulations and outlines ongoing City/County collaboration activities necessary to implement the plan.

Acknowledgements

City of Mount Dora

City Council

Nick Girone, Mayor
Cal Rolfson, Vice Mayor
Laurie Tillett
John Tucker
Marc Crail
Crissy Stile
Harmon Massey

Staff

Robin Hayes
Tim Wilson
Vince Sandersfeld
Adam Sumner
Misty Sommer
Shelby Eldridge

Consultants

Levey Consulting

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GAI Consultants, Inc.

Blake Drury, AICP
Patrick Panza, AICP
Wes Shaffer, AICP
Molly Stahl

Lake County

County Commission

Leslie Campione, Chair
Wendy Breeden, Vice-Chair
Timothy I. Sullivan
Sean Parks
Josh Blake

Staff

Jeff Cole
Brandon Matulka
Tracy Garcia
Tim McClendon
Michelle Janiszewski

Contents

01 Master Plan

Wolf Branch Innovation District	1
Quality of Place	2
Land Supply for Regional Development	2
Land Use / Program	4
Mobility	7
Future Land Use Amendments.	8
Policies and Standards	10

02 Design Guidelines and Standards

Introduction and Overview	15
Design Principles and Precedents	16
Streets and Blocks	20
Building Placement, Massing, and Site Orientation	21
Building Character.	25
Site Elements and Landscape.	28

03 Capital Improvement Plan

Capital Improvement Plan	32
Finance	34

04 Administration Plan

Land Use Regulation Changes	38
Ongoing Collaboration	39





Master Plan

Wolf Branch Innovation District Plan

Wolf Branch Innovation District

The Wolf Branch Innovation District (WBID) in unincorporated Lake County represents a bold initiative by the City of Mount Dora and Lake County to diversify the economic base of the region. It represents an opportunity to establish new employment in targeted industries such as clinical healthcare and life sciences, research and development, advanced manufacturing, and higher education.

The location of the WBID must be viewed in light of its regional context. While the City of Mount Dora has enjoyed the benefit of a setting between Lake Dora and US 441, the more local nature of its roadway infrastructure has limited its potential for major employment. This area of Lake County will be further connected to the regional economy due to improved access and reduced travel times created by the new SR 453 connection between the Wekiva Parkway and State Road 46. Economic geographers view distance not in terms of the measured length between locations, but in terms of time. The opening of SR 453 to SR 429 reduces the 'friction of time' between WBID and metro Orlando's major centers – Downtown Orlando (30 minutes), Orlando International Airport (38 minutes), and the University of Central Florida (42 minutes) – all interrelated to the WBID as a regional employment center.

Intent

The WBID can be a contending location for users who are part of the global innovation economy. However, there are key factors of the innovation economy that must be understood in attempting to position the WBID in the competition for employers:

- Scientists and engineers are the drivers of the innovation economy
- Scientists and engineers tend to co-locate in areas with relatively large populations of scientists and engineers and around highly rated universities
- Access to common pools of labor or talent rather than access to suppliers and customers is what drives the tendency of firms, including high-technology firms to cluster together in regional complexes
- High Technology and R & D firms are disproportionately attracted by amenities and quality-of-place

Most of these factors are beyond the influence of state or local government and they are difficult to begin from scratch. The community must examine its existing intellectual capital and determine how to build into these global innovation factors through collaboration and starting small.

Factors of Success

Starting from scratch and trying to build an economic engine at the WBID is a long-term endeavor. Efforts by the City and County to recruit smaller companies in technology related industries might be the best foundation that can be laid for success. Most economic development success stories come from homegrown businesses. Pursuing a dual strategy of recruiting small technology companies to the area while taking the long view toward the WBID is the most prudent approach to enhancing Mount Dora's role as a creative city. The following are further justifications for starting with small steps:

- Building a reputation for technology/innovation in the market place takes time
- The City of Mount Dora has unprecedented attributes in the existing city to build a new expanded reputation of a creative community
- Small steps are manageable and affordable, and not disruptive to the character of the City
- Starting small supplements the thinking about larger WBID pursuits

There are many theories of economic development and what factors drive high value-high wage job creation in any given region. Firms make location decisions based on numerous data points that are different for each industry sector. While it is believed that the creation of the SR 453 interchange with SR 46 creates the opportunity for economic expansion, there is no guarantee of the type, quality and timing of any job creation.

Quality of Place

Previous research has found a clear association between places with higher endowments of human capital and higher than average amenities. In other words, workforce talent in high value-high wage industry sectors is drawn to places with a high concentration of amenities and high quality of life, sometimes referred to as “quality of place.” Access to human capital will be one of the keys to the attraction of firms to the WBID.

Quality of place can be thought of as “the bundle of goods and services that come under the rubric of amenities”¹. These amenities are genuine foundational characteristics of a community such as its cultural and educational institutions, parks, neighborhoods, and festivals – elements that establish and reinforce a City’s reputation. This reputation is an attraction for human capital and therefore is also important in the relocation or location decision of firms that require an educated and skilled workforce. Several studies suggest that firms that utilize high levels of human capital are likely to prefer locations with higher levels of amenities. Recent research has shown that quality of place is now the key economic and social organizing unit in the modern-day knowledge economy².

Mount Dora’s quality of place is unique in central Florida and it is critically important for the development of the WBID. Firms that choose to locate in the WBID will likely weigh the quality of place as an attractor for their workforce as a high factor in the decision. The purpose here is not to weigh one factor higher than another such as improved regional access, but to note that quality of place is a clear ‘differentiator’ of the WBID from other established and emerging regional centers on the beltway around metro Orlando. As stated earlier, the WBID will be competing with other similarly situated centers in the region.

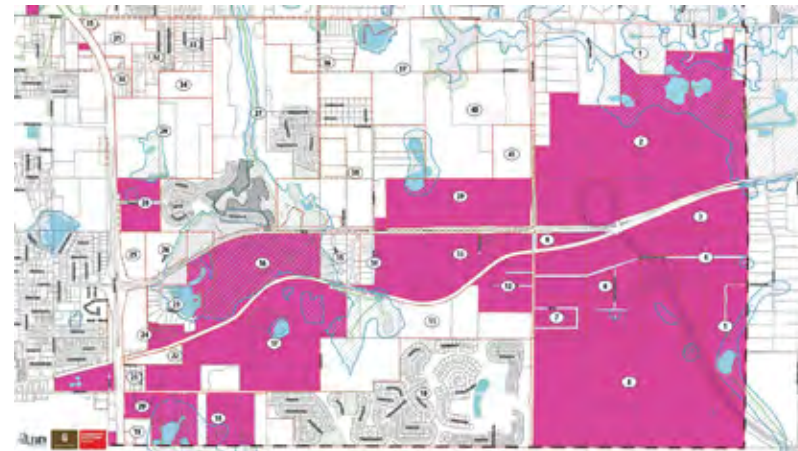
¹Arora, A., Florida, R., Gates, G. and Kamlet, M., Human Capital, Quality of Place, and Location; 2000

²Florida, R., Adler, P., and Mellander, C., The City as Innovation Machine, 2017

Land Supply for Regional Development

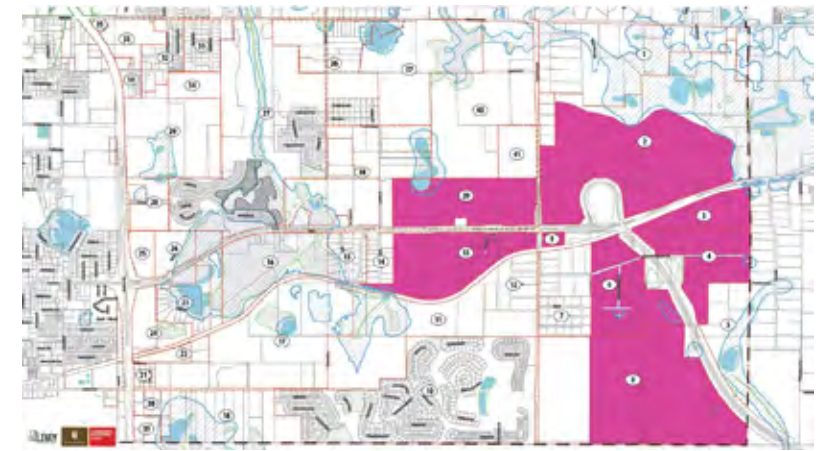
Ensuring that there is sufficient land area designated for employment center uses in the right location and configuration is critical to the success of the WBID. Market studies conducted for the project determined the required land supply needed to meet the projected demand. Figures 2 and 3 represent the recommendation to reconfigure Future Land Use designations to facilitate the greatest success of the WBID.

Figure 1: Current Employment Center FLU Designation



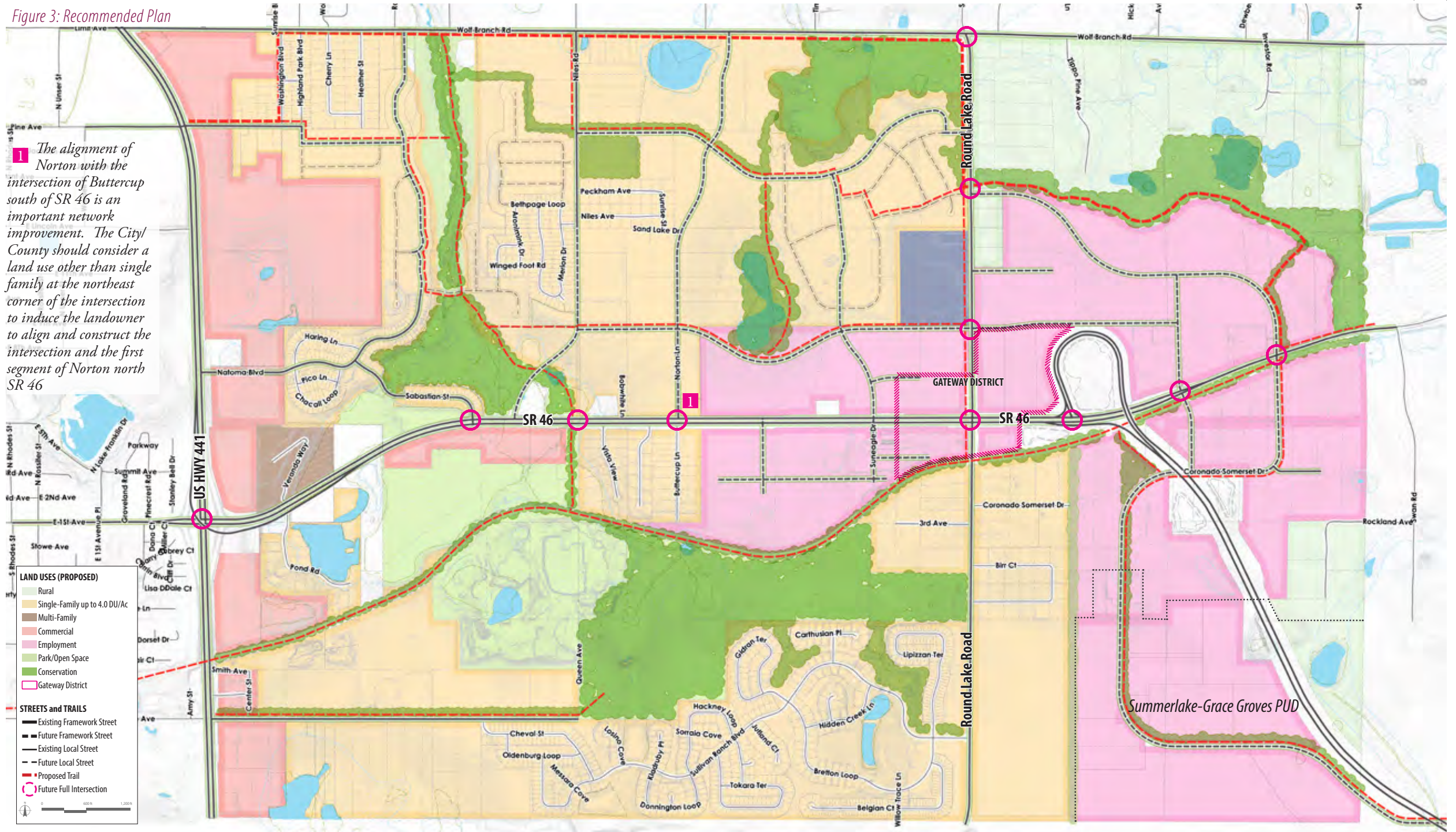
Current Employment Center FLU designation covers 1,328 acres net of wetlands, floodplains, and rights of way.

Figure 2: Proposed Employment Center FLU Designation



Proposed Employment Center FLU designation covers 850 acres net of wetlands, floodplains, and rights of way.

Figure 3: Recommended Plan



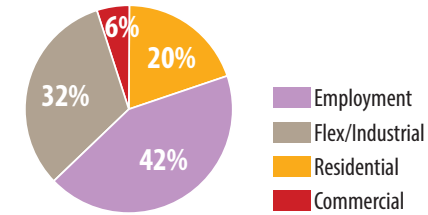
Land Use / Program

Future Land Uses and the WBID Development Program

There is an inherent symbiotic relationship between an emerging employment center and its immediate surrounding community. Throughout the planning process, it became clear that the area to be analyzed had to be larger than just the WBID to ensure the highest possible resulting quality of place. Therefore, the Concept Plan area is approximately six square miles in size.

While the Concept Plan includes recommended Future Land Use designations for the entire six square mile study area, this plan recommends specific development standards and guidelines for only the 850-acre WBID. As a result of the recommendations further in this document, the overall build out scenario is projected to have the mix of land uses displayed in Figure 4 and Table 1.

Figure 4: Employment Center Recommended Land Use Mix



Gateway Employment Center

The Gateway Employment Center is intended to be the ‘core’ of the WBID where the highest concentration of retail and services are located to conveniently serve the needs of the tenants of the WBID and residents of surrounding neighborhoods. The vertical mixing of uses is encouraged. Each quadrant of the Gateway District will be subject to the requisite mix of uses shown in Table 4 on Page 11.

Table 1: Projected Employment Center Program at Build Out

Phase	Development Area (Subareas)	Developable Acres	Residential				Employment ¹				Flex / Industrial				Commercial			
			Mix	Acres	Desired Average Density (du/ac)	Build-out (units)	Mix	Acres	Desired Intensity (FAR)	Build-out (kSF)	Mix	Acres	Desired Intensity (FAR)	Build-out (kSF)	Mix	Acres	Desired Intensity (FAR)	Build-out (kSF)
1	Employment Center West 1	174.74	25%	43.69	18	786	57%	99.60	0.25	1,085	15%	26.21	0.25	285	3%	5.24	0.25	57
	Employment Center East 1	252.20	25%	63.05	18	1,135	57%	143.75	0.25	1,565	15%	37.83	0.25	412	3%	7.57	0.25	82
	Employment Center Gateway	62.80	25%	15.70	8	126	25%	15.70	0.35	239	0%	-	0.25	-	50%	31.41	0.25	342
2	Employment Center East 2A	187.81	10%	18.78	18	338	15%	28.17	0.25	307	55%	103.30	0.25	1,125	0%	-	0.25	-
	Employment Center East 2B	218.83	10%	21.88	8	175	23%	50.33	0.20	438	38%	83.16	0.15	543	4%	8.75	0.10	38

¹ Employment includes, but is not limited to, Research, Education, Clinical Health Care, and Professional Services

Figure 5: Development Sub-Areas

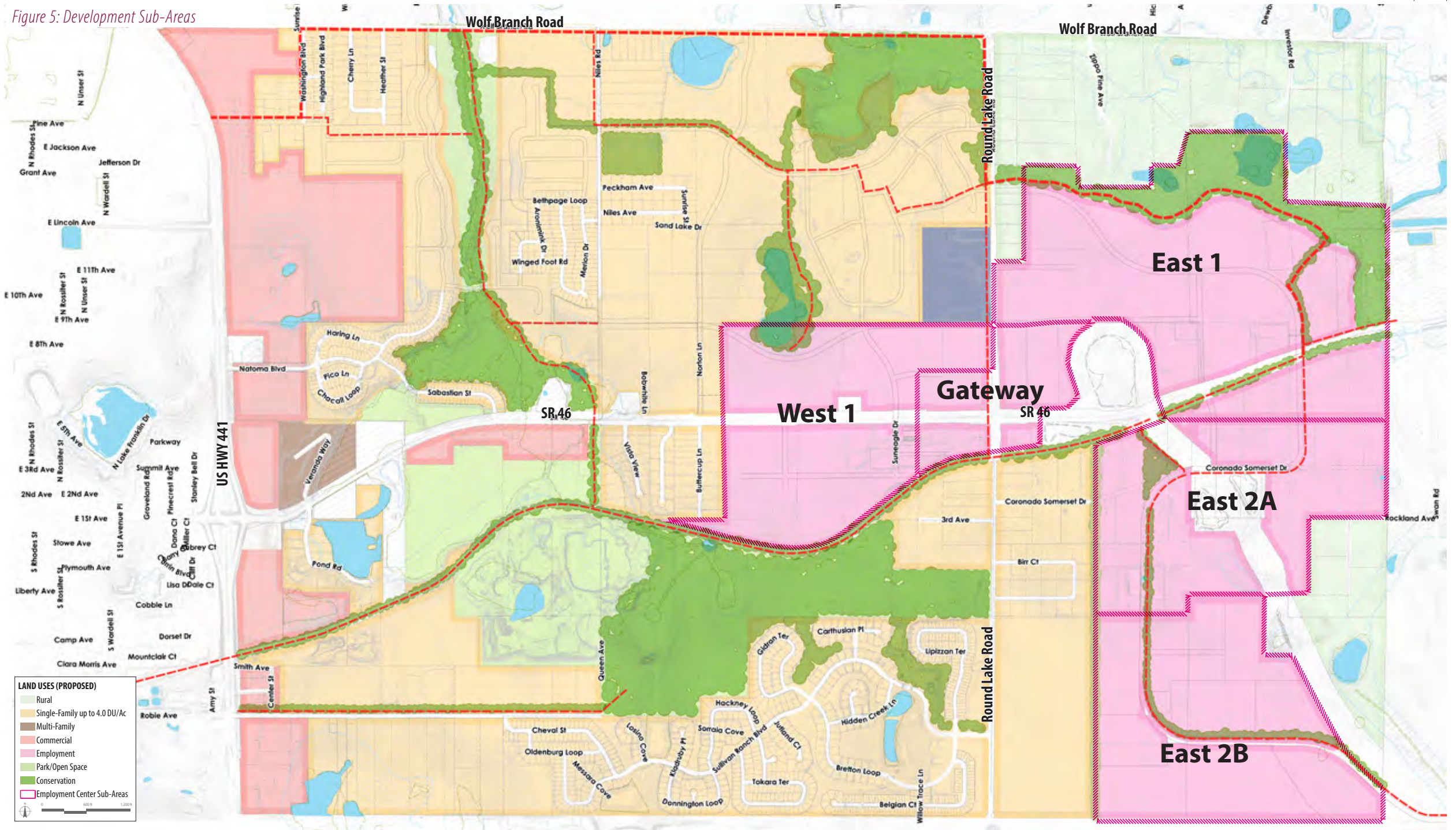
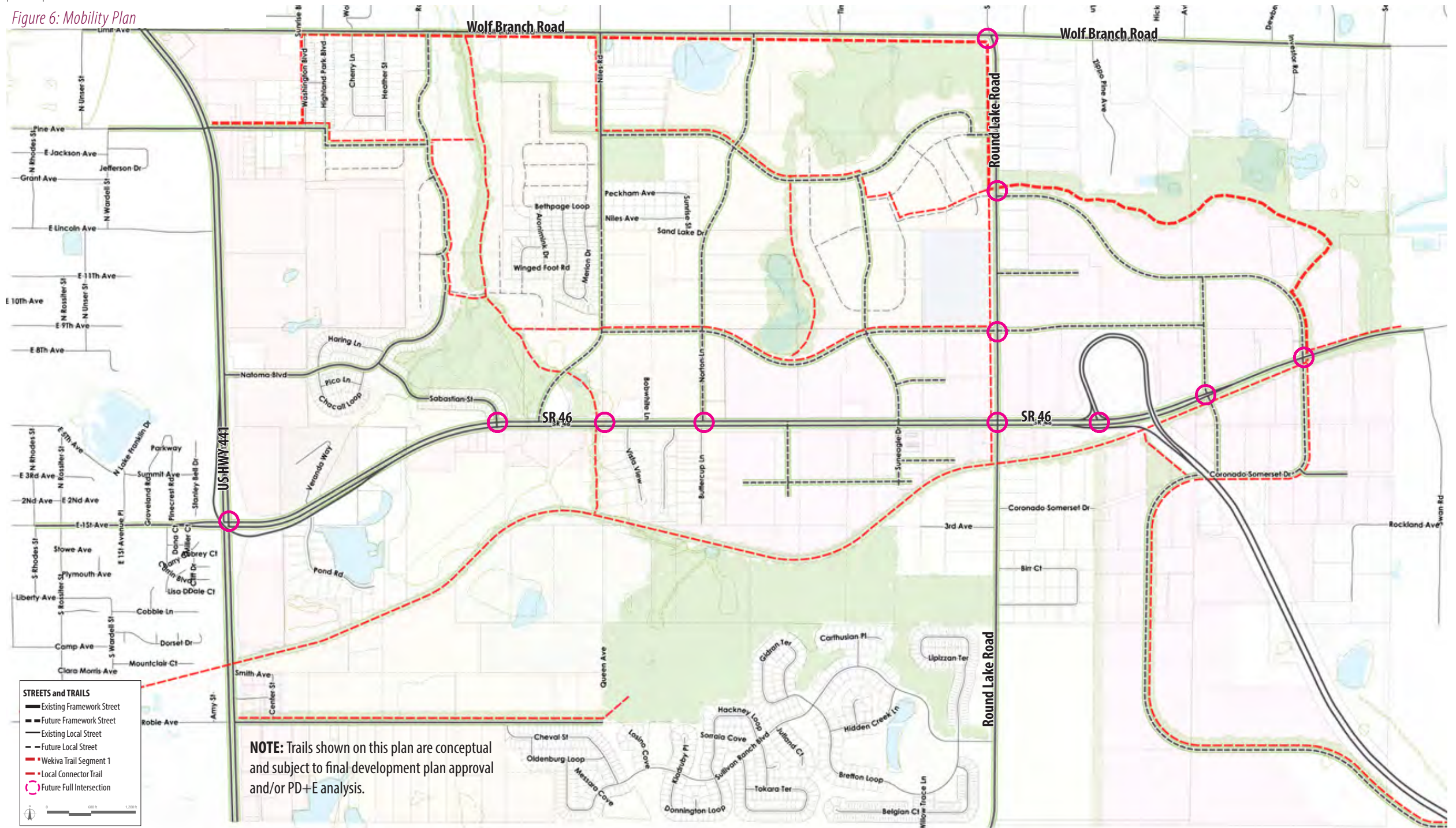


Figure 6: Mobility Plan



Mobility

The success of the WBID is subject to a number of factors, including the ability of residents, employees, and visitors to have ease of movement to and through the study area. As a result, overall mobility was a high priority during the planning process. The Concept Plan contains a recommended secondary roadway network designed to provide a robust level of movement for vehicular traffic.

In addition to roadways, the Concept Plan includes an area-wide multi-use trail system to provide a unique amenity system and alternative means of moving people throughout the study area and to and from the WBID.

See Figure 6 for street and trail locations.

Summerlake-Grace Groves PUD

An existing approved Planned Unit Development (Summerlake-Grace Groves PUD) exists in the southeast quadrant of the proposed WBID. (See Figure 3). Due to the size and scale of the approved development program, a phased approach to the development is required to avoid using SR 46 as the only access point for the project. A planned secondary access is anticipated via an extension of the internal spine road east to CR 437. A condition shall be included on any annexation and/or approval of the project requiring a maximum Average Daily Trip (ADT) threshold or other traffic condition which would require a roadway extension to CR 437. The determination of any trip threshold should be established after a traffic study is provided to show how much of the project's traffic can be accommodated with a single access point to SR 46.

Figure 7: Employment Center Framework A-Street

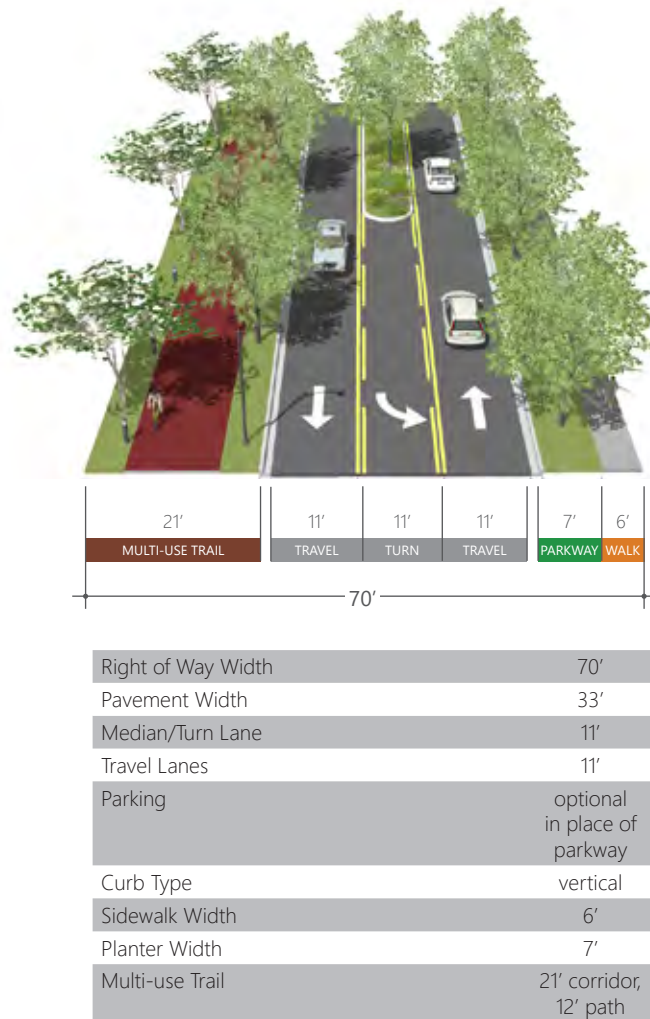
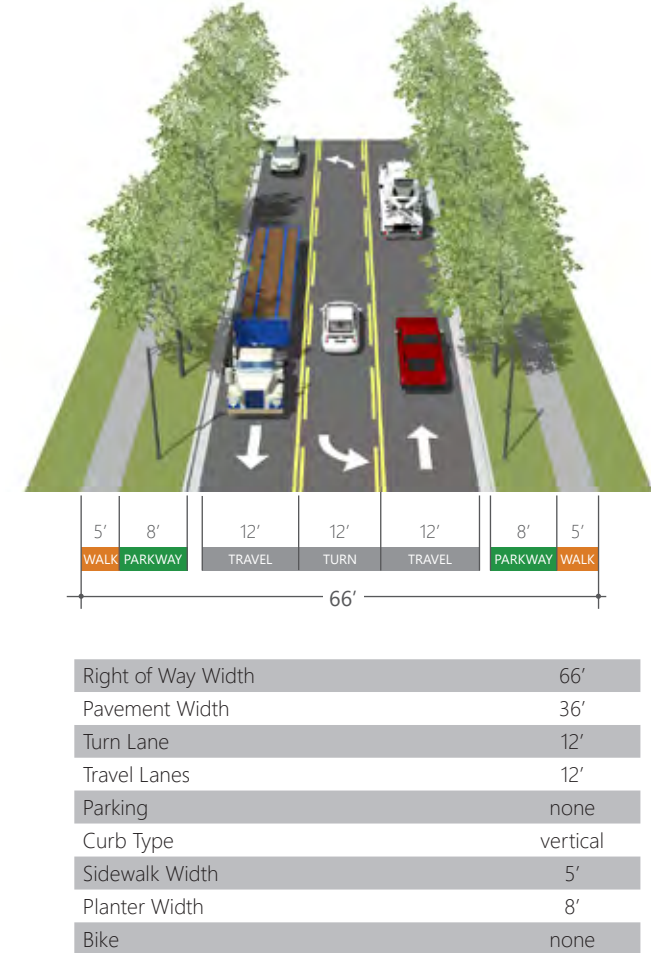


Figure 8: Employment Center Framework B-Street



NOTE: The above cross-sections are intended to be part of internal WBID mobility network and not part of County road system.

Future Land Use Amendments

In order to implement the findings and conclusions in this Plan, a number of parcels will require a change to the Future Land Use designation within the Lake County Comprehensive Plan. Table 2 identifies those parcels. The parcels are also shown on Figure 9. The City of Mount Dora would also incorporate the recommended changes in Future Land Use designation in any future annexations of the designated parcels.

The recommended changes achieve the following objectives:

1. The “right-sizing” of the supply of land for regional office/employment center uses to align with the market study conducted for the area;
2. Removing higher intensity land uses in areas where the needed infrastructure will never be in place to support regional office/employment center uses; and
3. Providing new, lower density/intensity land uses where surrounding residential characteristics require more compatible planned uses.

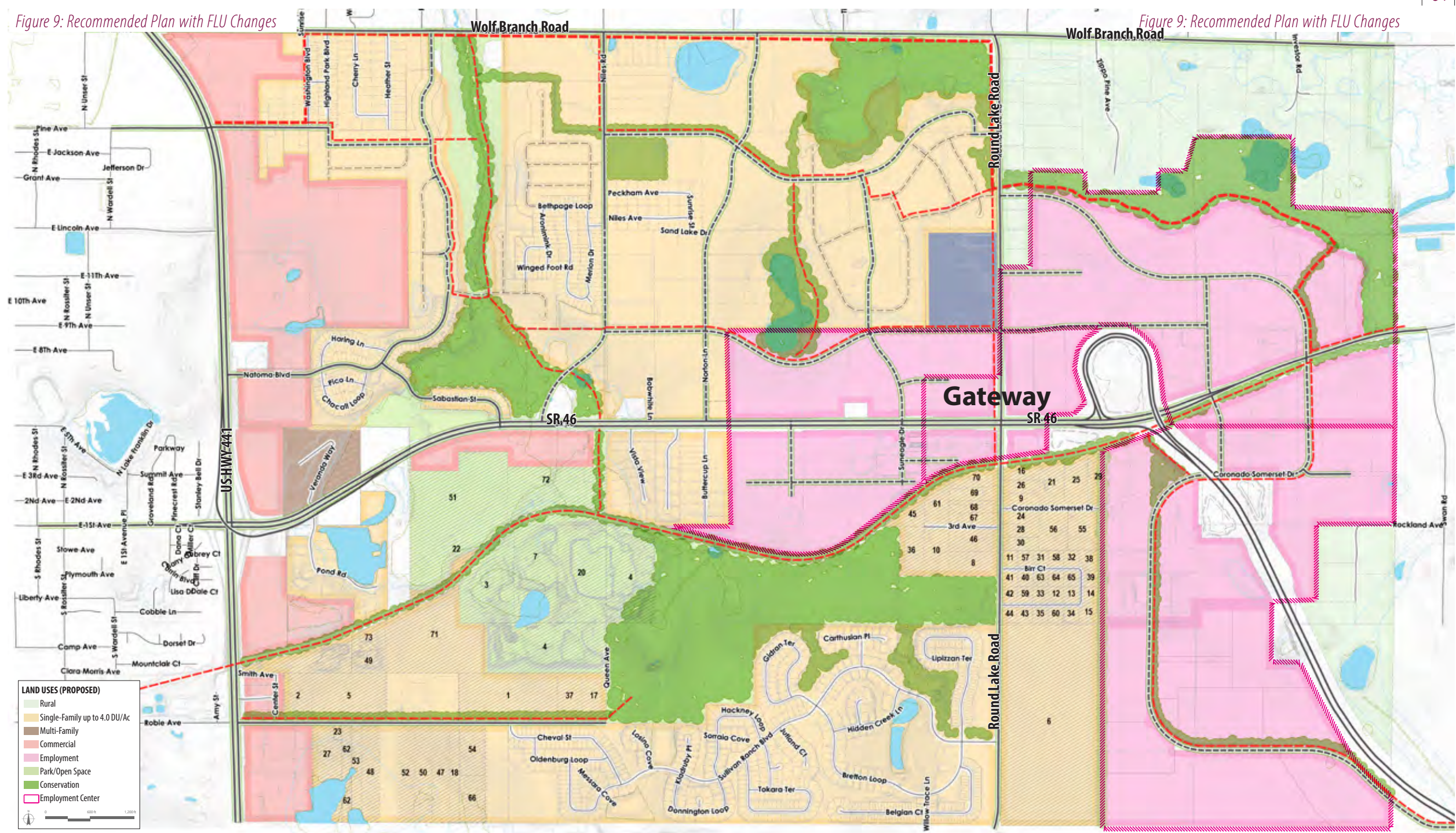
Table 2: Parcels Recommended for FLU Change

MAP ID	AltKey	Owner Name
1	1048397	O J BREAK LLLP ET AL
2	1048419	O J BREAK LLLP & CAROL A SIMPSON
3	1048443	HUBBARD CONSTRUCTION COMPANY
4	1048877	HUBBARD CONSTRUCTION COMPANY
5	1124786	O J BREAK LLLP & CAROL A SIMPSON
6	1098491	CSD GROVES C/O CHARLES BROWN
7	1124697	HUBBARD CONSTRUCTION COMPANY
8	1685168	SHEPP JUDITH R
9	1709245	DROZ DORA O LIFE ESTATE
10	1735815	MAREK GEORGE W JR & REBECCA J
11	2505192	BERNFELD HARVEY
12	2505362	PALACIOS FREDDY O
13	2505371	WESLEY FRANCES
14	2505389	TEMPLE DONALD A & MARY A
15	2505397	LANGFORD BLAINE
16	2515848	WINDSOR MAXWELL L
17	1085101	O J BREAK LLLP ET AL
18	2601175	PANDOLPH GEORGE J
19	1124727	LINDSLEY PAVING CO INC
20	1124743	HUBBARD CONSTRUCTION COMPANY
21	1124859	WINDSOR MAXWELL L & CONNIE J
22	2810211	TIMMONS EARL E JR & PATRICIA H
23	1510511	COSSIO MENDOZA SAUL ET AL
24	1510597	KEY LOLITA
25	1510601	MARVIN GERALD P & DEBORAH G
26	1709326	STUBBS CHARLES L & PATRICIA G
27	1510449	PARKER JAY L TRUSTEE
28	1510759	SWAILS HAZEL A
29	1709270	LUCAS RICHARD G & CRYSTAL G
30	1709318	ROGERS GREGORY W
31	2505214	WEST ROBERT C & WINIFRED T
32	2505231	FEDERAL NATIONAL MORTGAGE ASSN
33	2505354	GREEN BRUCE E JR & PHYLLIS A H
34	2505401	PALACIOS FREDDY O & ELSA
35	2505427	BROWN SARA S
36	2511591	MC GHEE KEVIN W & RACHEL
37	2569077	O J BREAK LLLP ET AL

MAP ID	AltKey	Owner Name
38	2505249	FOREMAN VIRGINIA L LIFE ESTATE & I WILLIAM ROTHE TRUSTEE
39	2505257	JONES MICHAEL EUGENE
40	2505290	SIMMONS MARY C LIFE ESTATE
41	2505303	RICHTER KENT A & DONNA J TRUSTEES
42	2505311	LUPO FREDRIC J & SANDRA L
43	2505460	REAGAN LARRY & LANA S
44	2505478	COLEMAN LINDA EVERETT
45	2600110	DUNLAP AUSTIN L & KAYE
46	2600144	FISHER MATTHEW E & KATHRYN
47	2832088	PANDOLPH GEORGE J & LYNDA W
48	1124701	SMITH LEO C & TERESA R
49	1124808	LINDSLEY PAVING COMPANY INC
50	3330986	PANDOLPH GEORGE J & LINDA
51	1784310	HUBBARD CONSTRUCTION COMPANY
52	3266391	PANDOLPH GEORGE & LYN
53	1510392	FAY WILLIAM JOSEPH
54	1510465	QUINTON ERNEST
55	1510643	CLARK PATRICK L JR
56	1510694	CORTES RODNEY
57	2505206	LASH RAYMOND W
58	2505222	DAVIS DELTA P LIFE ESTATE
59	2505346	ZWICK PHILLIP J
60	2505419	PALACIOS FREDDY O & ELSA B
61	1799449	TURNER DANNIE C & KATHERINE D
62	3819018	FAY WILLIAM J
63	2505281	CARLTON MICHAEL N & ANN H
64	2505273	WILLIAMSON JOHN T
65	2505265	COCHRAN CAROL LIFE ESTATE
66	3851987	RINEHART RODNEY & TRACEY
67	2600136	DAVIS WILLIAM C & DEBRA L
68	1806305	HENDERSON ROBERT W & CATHERINE H TRUSTEES
69	2566329	SELLERS LAURENCE
70	2600128	TAYAL GEETANJALI & SHOBHIT GUPTA
71	1510422	NEULIFE NEUROLOGICAL SERVICES LLC
72	3860119	HUBBARD CONSTRUCTION COMPANY
73	1124719	LINDSLEY PAVING COMPANY INC

Figure 9: Recommended Plan with FLU Changes

Figure 9: Recommended Plan with FLU Changes



Policies & Standards

The implementation of the WBID Master Plan requires an updated regulatory framework to be adopted by the City of Mount Dora and Lake County. While the effort to develop the Plan has been collaborative, both jurisdictions have slightly different nomenclature and approaches in their Future Land Use elements of the respective Comprehensive Plans.

Policy I-1.3.6 in the Future Land Use element (FLU) of the Lake County Comprehensive Plan establishes the Regional Office Future Land Use category. This is the current FLU designation for the land in the unincorporated area that is proposed to be the new boundary of the WBID as well as multiple areas throughout Lake County. The City of Mount Dora Comprehensive Plan contains an Employment Center FLU category which would be the designation placed on lands in the proposed WBID

following annexation. This category is described in Policy 4.g(12) of the Comprehensive Plan.

There is great similarity in approach between Lake County’s Regional Office FLU category and the City of Mount Dora’s Employment Center FLU category. However, there are some differences that are highlighted in the table below.

Throughout the planning process, there was considerable discussion regarding what changes to the respective Future Land Use categories would foster a more supportive regulatory regime for the acceleration of employment growth in the WBID. A number of significant principles emerged:

1. Align the City and County FLU categories to allow all probable employment sectors as allowable uses (i.e. Hospitals);

2. Reduce the FAR to a more realistic scale and massing for this regional location. Include incentive criteria to allow for increases in FAR;
3. Encourage residential uses to create more of a mixed-use environment, allowing for employees to live closer to work;
4. Use a performance approach to height limit, ensuring compatibility with land uses adjoining the perimeter of the proposed WBID;
5. Utilize the Lake County Wellness Way Jobs/Housing standard as a more practical approach to ensuring land supply for employment uses; and
6. Provide separate land use standards for the recommended Gateway District.


Table 4 summarizes the recommended changes.

Table 3: Comparison of Existing City and County Future Land Use Categories

	County Existing Regional Office FLU	City Existing Employment Center FLU
Floor Area Ratio Maximum	3.0	3.0
Residential Use	Allowed in mixed-use commercial buildings or as stand-alone multi-family units as part of a mixed-use development; Single Family prohibited; only permitted to be constructed after or simultaneously with commercial uses	Limited multi-family as a Conditional Use
Jobs/Housing Ratio	10,000 SF/1 Dwelling Unit	NA
Commercial Use	No more than 20% of floor area (hotels excluded)	No more than 20% of floor area (hotels excluded)
Permitted Uses	Office; limited retail; light industrial (within a building); health services (except hospital); civic; religious organizations; colleges, universities and professional schools; hotels; utilities; limited multi-family	Office; limited retail; light industrial (within a building); health services (except hospital); civic; religious organizations; colleges, universities and professional schools; public order and safety; hotels; hospitals; and utilities
Conditional Uses	Light industrial (outside enclosed building); hospitals; heliports; borrow pits	Light industrial (outside enclosed building); heliports; and limited multi-family
Prohibited Uses	Single Family	Single Family

Table 4: Summary of Recommended Changes

Zone	Existing FLU	Recommendation	
Employment	Employment Center FAR	Up to 3.0	1.0 by Right; Up to 2.0 via incentives
	Residential Use	Only Multi-Family permitted. Single Family prohibited	Keep existing prohibition of single family; 8 DU/ac minimum density; Maximum 25% of EC land area can be in residential use; Vertically mixed-use buildings exempt from 25% standard up to 50% of land area in EC zone
	Commercial use	No more than 20% of floor area allocated to commercial uses (Hotels excluded - City FLU)	No change
	Height Limit	Determined by FAR	100' Maximum; 25' setback when EC use is 35' in height or less; 1' additional for each 3' of additional building height
	Jobs/Housing	Residential can only be constructed with or after the provision of employment use at a rate of 1 DU/10,000 SF of GLA	2 jobs/DU (450 SF of Employment Use per job); Land sufficient to meet proper housing/jobs balance must be set aside for employment only uses only
	Conditional Uses	Varies between City and County	Make Hospitals, Colleges/Universities and private schools permitted uses; Make Manufacturing, R & D facilities permitted uses (warehousing & distribution would be allowed as accessory uses)
	Mix of Uses	No more than 20% of floor area allocated to commercial uses (Hotels excluded - City FLU)	No change
	Open Space	Minimum of fifteen percent (15%) of the net buildable area as open space	No change
Gateway	ISR	Max 0.75	No change
	FAR	NA	0.35 Min/1.0 Max
	Minimum Size of Development Site	NA	3 acres
	Commercial Use	NA	Permitted as part of mixed-use site. Can be up to 75% of land area
	Residential Use	NA	Permitted as part of mixed-use site. Can be up to 60% of land area; Minimum 8 DU/Ac
	Urban Design	NA	High level of walkability and urban character; building placements and architectural design indicative of exemplary character and feel of a true gateway district. Vertical mixing of uses is encouraged.
Other	Outside EC District Density	NA	Maximum 4.0 DU/Ac
	Trail Dedication Requirement	NA	City has requirement for Trail dedication and construction in Section. 6.15 of Land Development Code



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A photograph of a modern, multi-story brick building with large windows, viewed from a low angle looking up. The sky is overcast with large, white clouds. The text "Design Standards and Guidelines" is overlaid in a dark red, serif font on the right side of the image.

Design Standards and Guidelines

Introduction and Overview

Purpose and Intent

Placemaking is the process of designing places that people find desirable to live and work, resulting in a high-quality built environment. Successful placemaking establishes locations that attract residents, businesses, and institutions that are all uniquely connected by a common identity. The disciplines of architecture, urban design, and landscape architecture are used to create high quality places.

These Design Guidelines are intended to implement the character of place that has been identified in the Wolf Branch Innovation District Strategy Report. The approach taken in these guidelines will direct the form and character of development to achieve the overall objectives of the Master Plan, by using the most relevant principles of architecture, urban design, and landscape architecture.

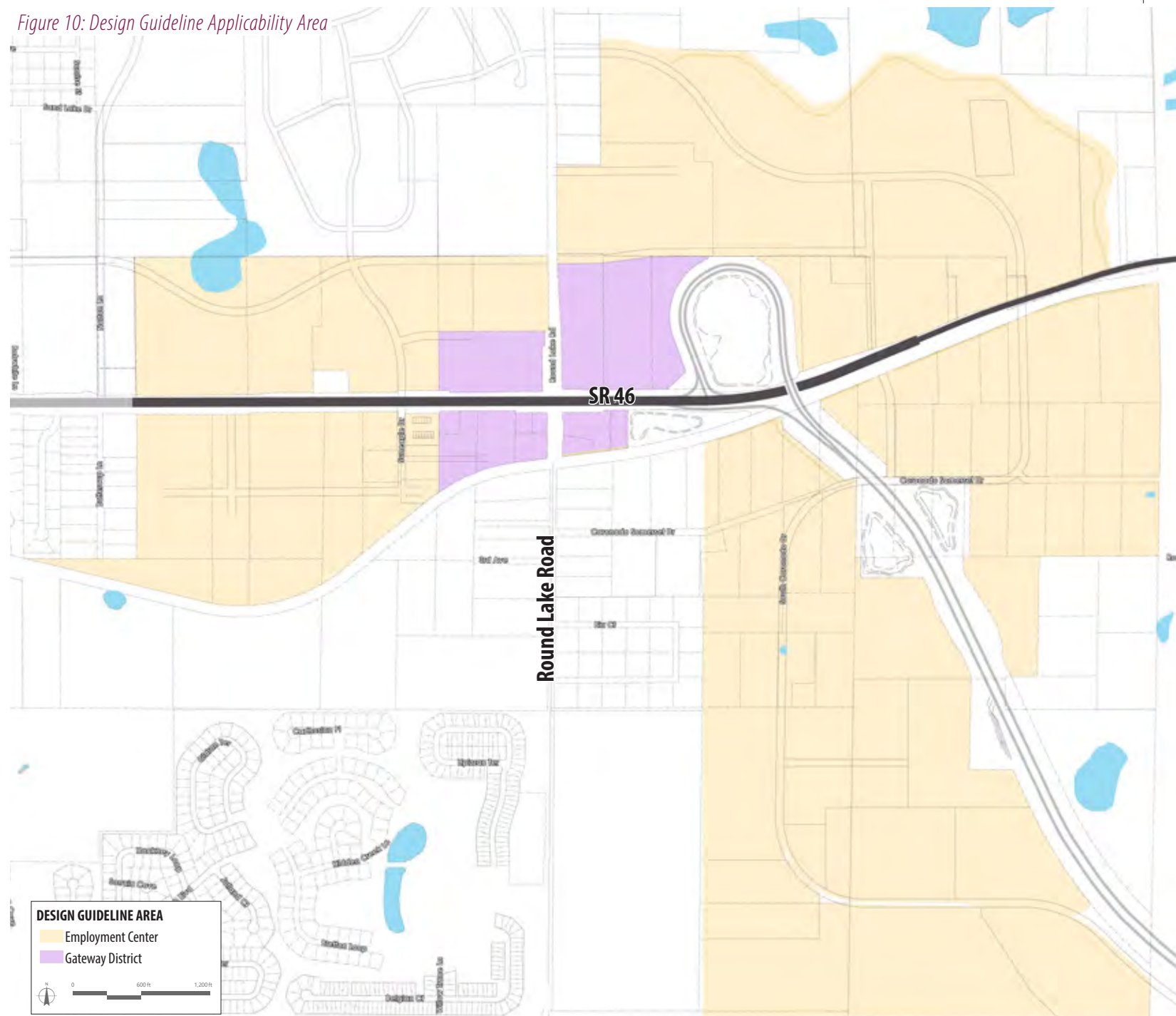
Applicability

The City of Mount Dora and Lake County may have different approaches to implementation by way of their unique regulatory framework. While their nomenclature may differ, it is highly encouraged that the core principles of these guidelines be adopted in total by each local government. For instance, the City of Mount Dora may choose to utilize the guidelines as a supplement to their Commercial Architectural and Site Design requirements contained in Section 6.134 of the Land Development Code. In contrast, Lake County may elect to adopt the Master Plan and Design Guidelines as an overlay district in their Land Development Code.

Urban Form

The Master Plan envisions this area as a mixed use area with uses ranging from manufacturing to retail to multi-family housing to support the growth of Mount Dora. Its urban form is intended to reflect a workplace environment with larger buildings that still honors the character of the community and its small town urbanism linked by pedestrian-oriented design.

Figure 10: Design Guideline Applicability Area



Design Principles and Precedents

Design Principles

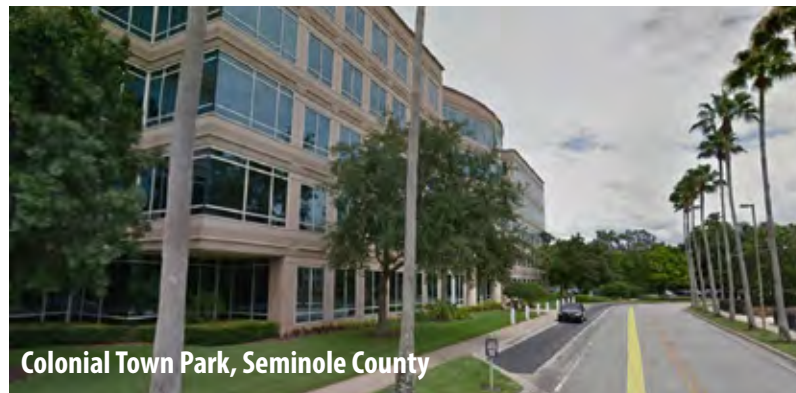
This section includes design guidelines related to the placement, orientation, and design of buildings on sites. A building's form and scale is a key factor in the development of an aesthetically pleasing workplace environment. The design principles listed below reflect a commitment to create a sense of place where diverse uses can exist in a district that is linked by high quality, pedestrian-oriented streetscapes that are able to adapt to changing conditions over time. These principles are intended to ensure high quality development that facilitates a wide range of uses from light manufacturing to offices.

1. All site improvements and buildings shall be designed to enhance the Innovation District's overall sense of place.
2. Building facades that are visible from the public realm shall be designed to contribute to an attractive overall streetscape.
3. New buildings shall utilize appropriate, durable exterior building materials to create a coherent urban form and promote sustainability and the reuse of buildings over time.
4. Parking and vehicular uses, particularly loading docks, shall be designed and located to reduce their visual impact on the streetscape and their functional impact on the pedestrian.
5. All sites shall be landscaped with the intent of softening the appearance of large building masses and easing transitions between adjacent sites.
6. Streets shall be designed to accommodate both heavier vehicles and pedestrians in a safe manner.
7. Buildings shall feature clean, simple massing that accentuates the office uses and minimizes the visual impact of larger industrial and warehousing elements of the building.

Design Precedents: Employment Center Land Uses

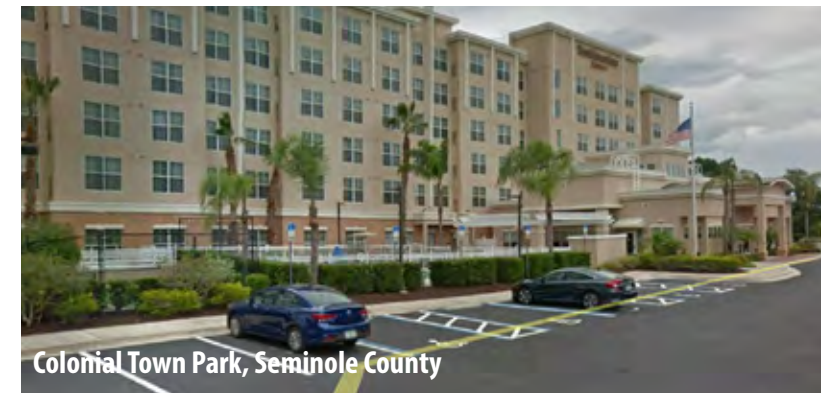
Surface Parked Office

- 160,500 SF
- 8.45 Acres (net of stormwater)
- FAR 0.44 @ 5 stories



Hotel

- 87,500 SF
- 2.50 Acres (net of stormwater)
- FAR 0.80 @ 5 stories



Design Precedents: Employment Center Land Uses *(continued)*

Hospital

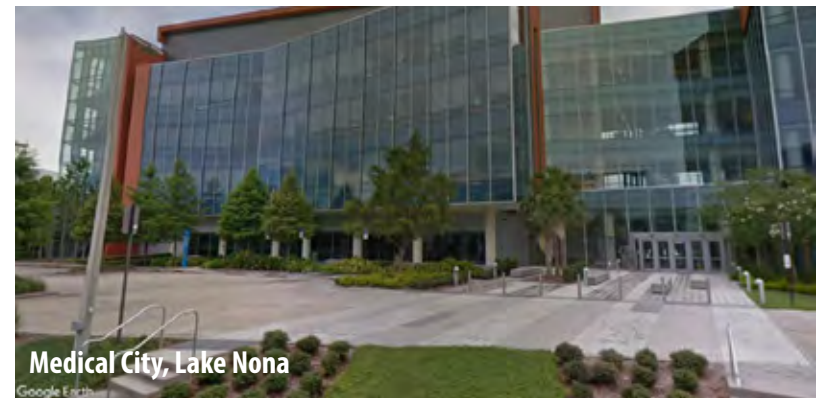
- 853,700 SF
- 23.5 Acres (net of stormwater)
- FAR 0.83 @ 6 stories



Nemours Children's Hospital, Lake Nona

Research

- 267,000 SF
- 17.25 Acres (net of stormwater)
- FAR 0.35 @ 4 stories



Medical City, Lake Nona

Flex Industrial & Office

- Varies
- FAR 0.25 to 0.40 @ 1 story



Lake Point, Orlando

Design Precedents: Commercial/Mixed Use Land Uses

- 230,000 SF
- 15.0 Acres (net of stormwater)
- FAR 0.35 @ 1 and 2 stories



- 337,000 SF
- 21.3 Acres (net of stormwater)
- FAR 0.36 @ 1 and 2 stories

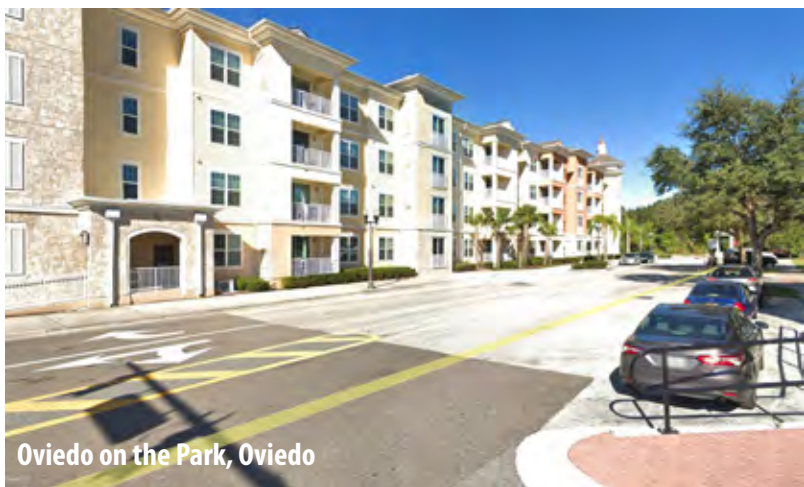
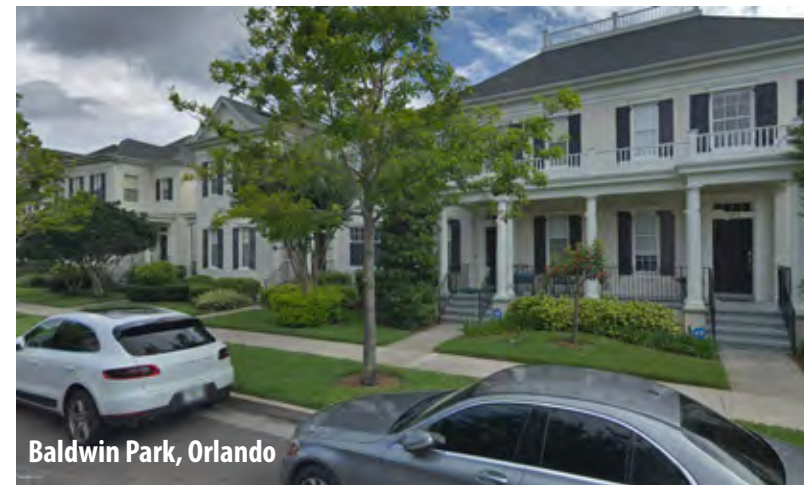


The Grove, Windermere



Colonial Town Park, Seminole County

Design Precedents: Townhouse and Multi-Family Land Uses (min 8 DU/Acre)



Streets and Blocks

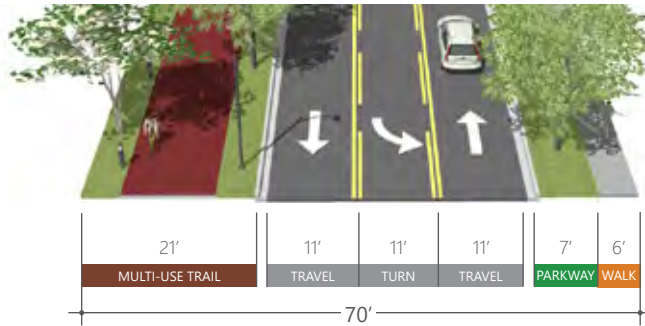
Purpose and Intent

Multi-modal mobility is an important design element of the Innovation District. In addition to moving vehicles throughout the area, the mobility network design is intended to accommodate cyclists and pedestrians in a safe and attractive environment.

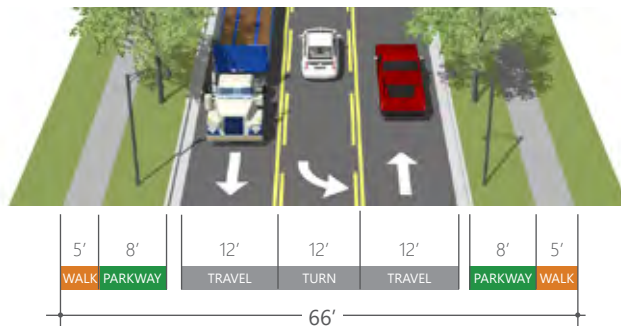
New Streets and Blocks

Within the Innovation District, new development shall provide a network of new framework streets and blocks consistent with the Regulating Plan. New streets shall be designed consistent with the street cross sections on this page. The maximum perimeter of an individual interior block shall be 2500'. Development on blocks larger than the maximum shall be required to provide a system of alleys and driveways consistent with the intent of the example shown on in these standards.

A-Street Cross Section

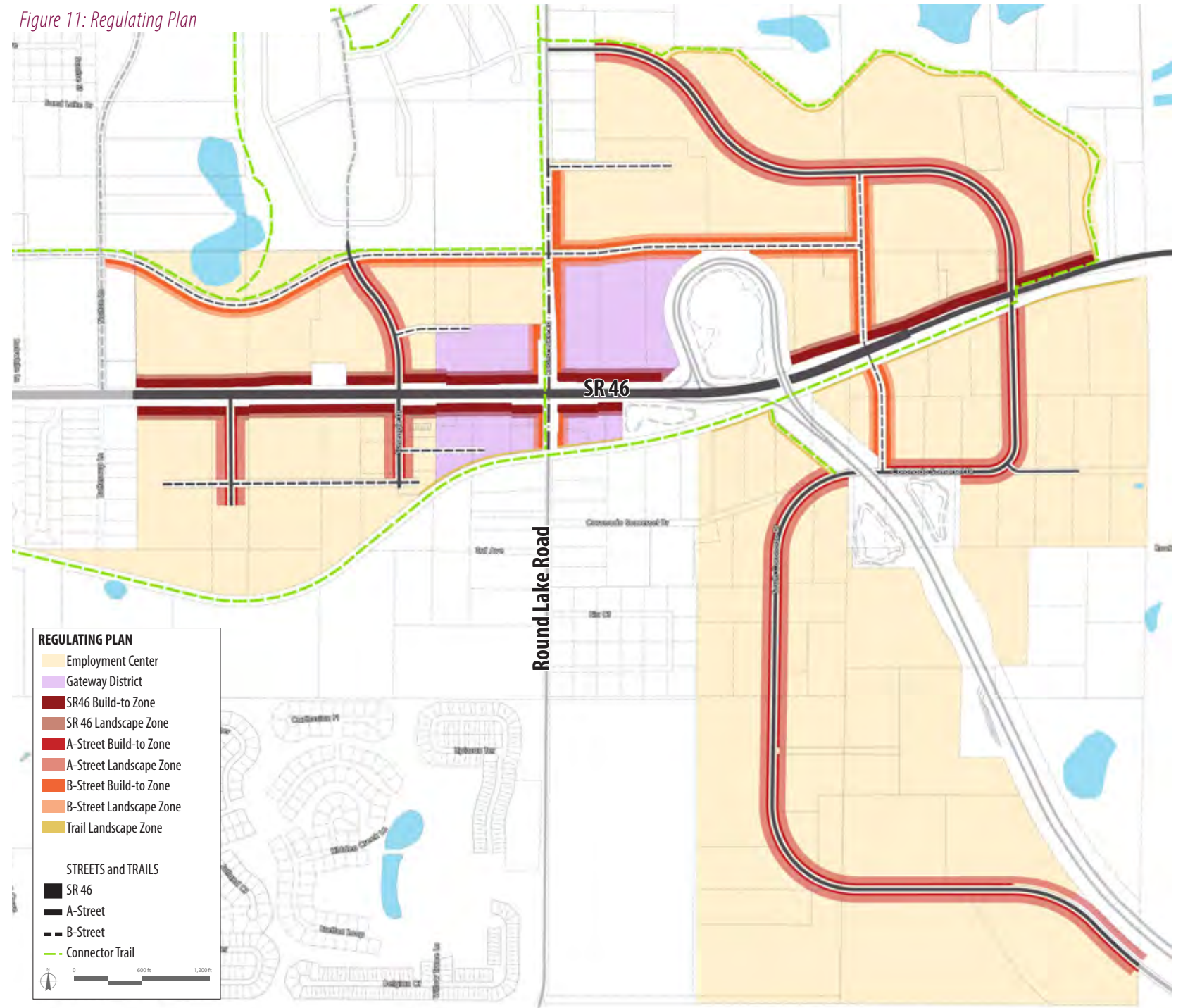


B-Street Cross Section



NOTE: The above cross-sections are intended to be part of internal WBID mobility network and not part of County road system.

Figure 11: Regulating Plan



Building Placement, Massing, and Site Orientation

In general, buildings shall be located and oriented toward the street to create a character of place that is defined by buildings and landscape rather than parking areas. In order to create a consistent building wall along the street, design standards for the area require a significant percentage of each lot to maintain a building frontage within a Build-to-Zone behind the sidewalk edge along all streets. The width of this Build-to-Zone varies to allow variation in building setbacks to avoid monotony along a street.

Build-To Zone

Building facades shall be placed in the Build-To Zone of the applicable street frontage and shall occupy at least the specified percentage of the linear frontage of the site:

- SR 46: 60%
- A-Streets: 60%
- B-Streets: 40%

Parking and service areas shall not be located between the principal building and the street, with the exception of the SR 46 frontage. Along SR 46, a single bay of parking is permissible within the Build-to-Zone so long as the frontage requirements of this section are met. Buildings on corner parcels shall be located up to and address the corner. They are encouraged to wrap the corner where possible.

Landscape Zone

The Landscape Zone accommodates site access (dropoffs and visitor parking) and pedestrian access from parking to buildings. Parking is permitted within this zone.

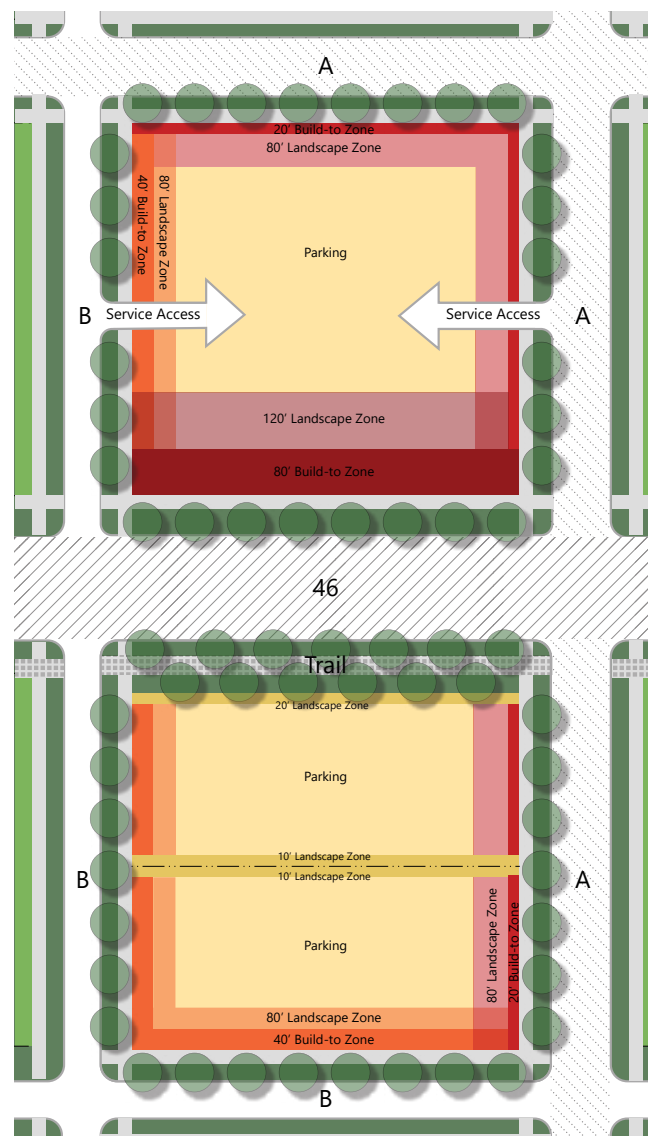
Parking and Service Zone

Building service elements (e.g., loading docks, dumpsters, etc...) shall be located at the rear of the building and screened from view of all adjacent streets. New development is encouraged to develop a system of service alleys to provide access to these areas.

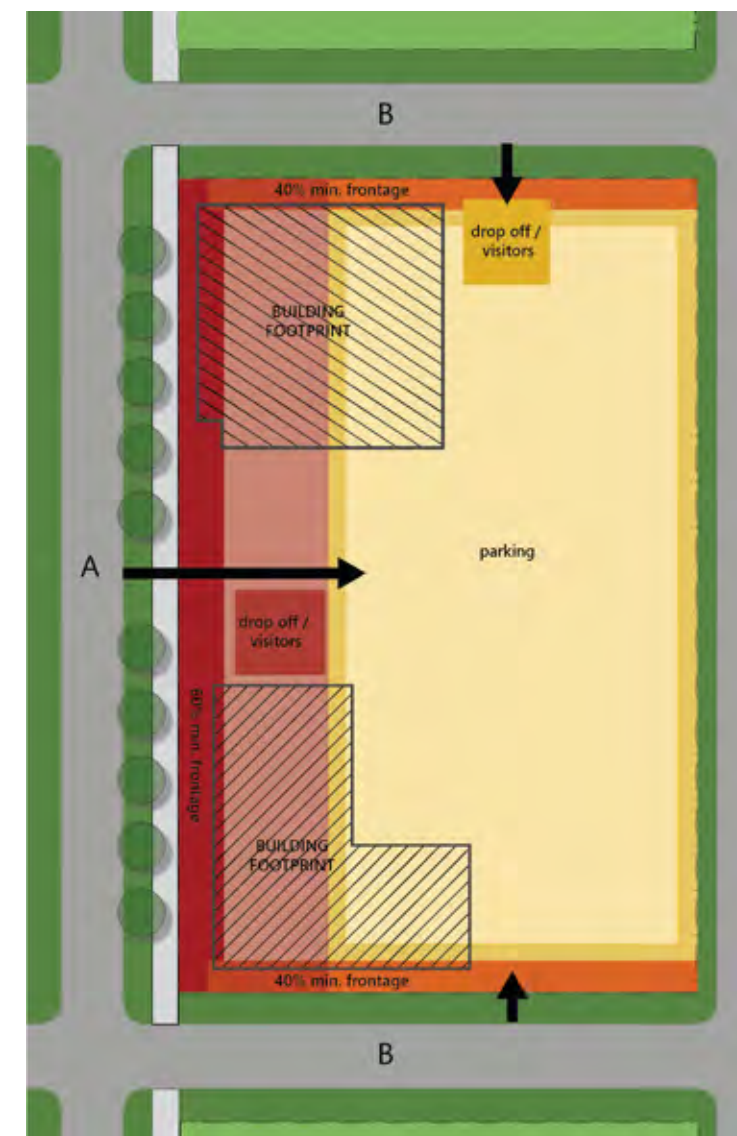
Access

Site access shall be oriented toward B-Streets and minimized on A-Streets to the extent possible. Sites fronting on A-Streets and SR 46 shall be allowed a single driveway curb-cut. Multiple curb-cuts are permitted on B-Streets.

Build-To Zones and Landscape Zones



Example Block



Building Location and Site Orientation in the Gateway District

In general, urban architecture should be built up to all property lines that front SR 46. The intent of the area is to promote a substantially continuous edge along the corridor to encourage density, connection to adjacent properties, and street activity.

Guidelines:

1. In order to create a consistent building wall along the street, design standards for the area require a significant percentage of each lot to maintain a building frontage within a Build-to-Zone of 0 feet to 80 feet behind the sidewalk edge along SR 46.
2. To create a pedestrian scale in the space, along SR 46 a minimum building height of 25' is required within this Build-to-Zone. Courtyards or other interruptions in the building wall along street frontages may be permitted at the discretion of the City if they do not substantially diminish the effect of the building wall or the pedestrian character of the street.
3. Service areas shall not be located between the principal building and the street. A single row of parking may be located to the front of the principal building so long as the frontage requirements of this section are met.
4. Building service elements (e.g., loading docks, dumpsters, etc...) shall be located at the rear of the building and screened from view of all adjacent streets. New development is encouraged to develop a system of service alleys to provide access to these areas.
5. Buildings on corner parcels shall be located up to and address the corner. They are encouraged to wrap the corner where possible.



Example: Buildings are located near the main road with a single row of parking. Bulk of parking is located at center of block where its impact on surrounding pedestrian areas is minimized.

Building Location and Site Orientation for Residential Buildings

Site planning for residential buildings (townhomes and apartments) in the Innovation District should respect the environment, connect the project to surrounding development, and ensure effective access and promote walkability. The intent of the area is to promote a substantially continuous edge along new blocks to encourage density, connection to adjacent properties, and street activity.

Guidelines:

1. Units shall be located to spatially define streets and open spaces to the greatest extent possible.
2. Project design shall treat major intersections and corners as project entryways.
3. Parking and service areas shall not be located between the principal building and the street. Parking may be located to the side of the principal building so long as the frontage requirements of this section are met. If parking is located next to the building, adjacent to the street, a kneewall of 30-36" in height is required to visually hold the edge of the sidewalk.
4. Service areas shall not be located between the principal building and the street.
5. Building service elements (e.g., loading docks, dumpsters, etc...) shall be located at the rear of the building and screened from view of all adjacent streets. New development is encouraged to develop a system of service alleys to provide access to these areas.
6. Buildings on corner parcels shall be located up to and address the corner. They are encouraged to wrap the corner where possible.



Example: Buildings are located at edge of sidewalk to spatially define the public realm. Parking is located at center of block where its impact on surrounding pedestrian areas is minimized.

Building Placement and Site Orientation for Industrial and Manufacturing Buildings

Considerations: Within the Innovation District, industrial and manufacturing buildings should be sited, regardless of their use, in a manner that emphasizes building and landscape more than parking and service/loading areas. While there is not a requirement that buildings be placed at the edge of the sidewalk, the intent of these guidelines is to encourage a varied streetscape that allows buildings with a mix of employment uses in close proximity to each other.

Guidelines:

1. Buildings are encouraged to have a variety of front setbacks in order to avoid the creation of a constant wall of buildings. This is particularly important where proposed buildings have similar heights and massing.
2. Large scale parking and service areas shall not be located between the principal building and the street. No more than a single bay of parking may be located between the principal building and the street at the front of the parcel. Where parking is provided between the building and street, at least 25% of the building frontage must be kept free of parking stalls.
3. Parking may be located to the side of the principal building. In this condition, special screening guidelines apply.
4. Building service elements (e.g., loading docks, dumpsters, etc...) shall be screened from view of all A-Streets and SR 46 with landscape screening and/or berming. New development is encouraged to develop a system of service drives to provide access to these areas.



Example industrial building site configuration, with loading oriented away from street and limited parking in front of building



Example office building with limited parking between building and street and main parking field behind building

Building Character

Building Facades: Commercial and Mixed-Use Buildings

Considerations: Building facades of commercial and mixed-use buildings should be composed with elements that reinforce a pedestrian scale. These elements shall be utilized to create a rhythm and scale consistent with traditional architecture. Large unarticulated facades along the sidewalk are not conducive to a pedestrian experience. The street-front facades of new buildings shall be broken down into a number of smaller bays that relate to the context. Additional interest can be added through variations in solid and void composition, color, material, and height.

Guidelines:

1. All facades visible from a publicly accessible street or open space shall reflect appropriate structural elements and variation of the wall plane through the expression of:
 - Floors (banding, belt courses, etc.)
 - Vertical support (columns, pilasters, piers, quoins, etc.)
 - Foundation (watertables, rustication, etc.)
 - Variation in wall plane through the use of projecting and recessed elements
 - Changes in material or material pattern
2. Facades oriented to a publicly accessible street or open space shall include clear delineation between the first or second level and the upper levels with a cornice, canopy, balcony, arcade, or other architectural feature.
3. Each block of new construction shall contain unique building facades to encourage architectural variety within the Innovation District.



Example of simple, but well-executed building massing expressing floors, columns, foundation, and wall plane variation



Example of proper building proportioning and clear delineation between ground floor and upper levels.



Example variation in building facades along street to add variety

Building Facades: Industrial and Manufacturing Buildings

Considerations: Building facades of industrial and manufacturing buildings shall be composed with elements that reduce the mass of building walls, reinforce locations of entries, and create architectural interest. This can be done through variations in solid and void composition, color, material, and height.

Guidelines:

1. The front façade of every building shall reflect appropriate structural elements and variation of the wall plane through the expression of:
 - Floors (banding, belt courses, etc.)
 - Vertical support (columns, pilasters, piers, quoins, etc.)
 - Foundation (watertables, rustication, etc.)
 - Variation in wall plane through the use of projecting and recessed elements
 - Changes in material or material pattern
2. The sides of each building on a site, particularly buildings visible from multiple streets, shall be consistent in design and shall be compatible with other development in the immediate vicinity.
3. Industrial building frontages shall be broken up and/or screened with landscape at intervals of no more than 50 linear feet.



Example of appropriate facade treatment in Innovation District

Building Facades: Residential Buildings

Considerations: Building facades of residential buildings should create character and visual interest and be composed with elements that reinforce a pedestrian scale. These elements shall be utilized create a rhythm and scale consistent with traditional architecture. The design concept shall utilize architectural elements commonly associated with the chosen style. Additional interest can be added through variations in solid and void composition, color, material, and height.

Guidelines:

1. All facades visible from a publicly accessible street or open space shall reflect appropriate structural elements and variation of the wall plane through the expression of:
 - Floors (banding, belt courses, etc.)
 - Vertical support (columns, pilasters, piers, quoins, etc.)
 - Foundation (watertables, rustication, etc.)
 - Variation in wall plane through the use of projecting and recessed elements
 - Changes in material or material pattern
2. Variations in wall planes, rooflines, and other massing elements shall be incorporated to create visual interest in buildings. Large expanses of flat and/or blank walls are prohibited.
3. Building entries shall be clearly defined and pedestrian-scaled entries must be a prominent feature of the front elevation.



Example multi-family facade creating interest through variations in solid and void composition, color, material, and height.



Example appropriate reflection of structural elements and variation in wall plane in multi-family building.



Example utilization of balconies and porches on townhome building creating rhythm and scale consistent with traditional architecture.



Example multi-family buildings with clearly defined and prominent pedestrian-scaled entries.

Ground Floor Residential Character

Considerations: The integration of residential buildings within the Innovation District is important to the mixed use nature of the district. Rather than units segregated from other non-residential uses, careful design can integrate residential uses within mixed-use streetscapes.

Guidelines:

1. Where residential occurs on the ground floor of a building, a maximum 8 foot setback is allowed, but not required, to accommodate entrance stoops, planters, canopies or landscaped areas.
2. Ground floor residential uses shall provide a clear delineation between public and private space through the use of a patio, landscaped yard, or raised stoop.
3. Residential characteristics such as elevated stoops, entrance canopies, balconies, and other features are encouraged in all residential development.



Example ground floor residential character, with stoop and landscaped area providing transition to public sidewalk.

Pedestrian Access

Considerations: Buildings shall feature true pedestrian entrances. When parking is located to the rear of a street-facing building, entrances shall be provided from both sides rather than solely from the parking lot.

Guidelines:

1. All buildings fronting SR 46 shall have a main entrance from the public sidewalk. In addition, any retail use along this street shall have an individual public entry from the street.
2. Primary entrances to corner buildings shall be located at the street corner.
3. Primary entrances shall be both architecturally and functionally designed to demonstrate their prominence.
4. Entrances along a public sidewalk shall incorporate arcades, roofs, porches, alcoves or awnings that protect pedestrians from the sun and rain.

Materials and Colors

Considerations: The materials used in building facades adjacent to public streets shall reflect a simplicity consistent with the City's architectural past and serve to mitigate the effects of large expanses of building mass on the surrounding public realm.

Guidelines:

1. In general, facades shall utilize one clearly dominant material and no more than three exterior building materials (in addition to glass). Selection shall be based on the material's durability and its ability to weather and age within the environment.
2. Street level design shall reflect a direct relationship to pedestrians. Materials used at street level shall reflect a higher level of finish and tactile interest to reinforce the pedestrian environment.
3. Inappropriate materials:
 - EIFS (Exterior Insulation & Finish System)
 - Applied Stone - any stone system without cavity wall construction
 - Vinyl or Aluminum Siding
 - Mirrored or Tinted Glass (on the ground floor)
 - Metal seam roof
4. Colors will be reviewed and approved by City staff. No primary, overly saturated or fluorescent colors will be permitted.



Workplace example of appropriate material selection and composition

Site Elements and Landscape

Landscape, Buffers, Walls, and Fencing

Considerations: Within the Innovation District, there shall be a focus on creating an image of buildings and landscape rather than parking and service areas. Public area landscape, between the building and public streets, is intended to be informal and create a soft appearance over time. Screening landscape is intended to mask the appearance of more industrial elements of sites to allow for integrated uses within the district.

Guidelines:

1. Where the parking area is visible from a public street or highway, the area shall be screened from view by some combination of landscaping, earth berms and decorative walls. Landscape screens consisting of trees, shrubs, ground cover and earth berms are preferred.
2. All service yards and maintenance equipment must be enclosed and screened from off-site view. Screening may be accomplished with a combination of buildings, walls, landscaping, and landscaped earth berms.
3. Walls and accessory structures shall be consistent with the building materials, finish and colors used in the main building or buildings.
4. Masonry walls and buffer landscaping shall be provided along the side and rear property lines and streets adjacent to property planned or zoned for residential use.
5. Walls or fences of more than 100' in length shall be broken up by landscaping, pilasters, offsets in the alignment of the wall or fence, and/or changes in materials and colors.

Service and Storage Yards and Loading Docks

Considerations: The mix of uses in the Innovation District necessitates a certain amount of service and loading areas. In order to maintain a positive image of building and landscape from the street, service and loading shall be oriented toward the interior of blocks and screened with landscape.

Guidelines:

1. Loading docks shall be oriented toward the interior of a block to the extent possible. Where no feasible option exists to orient inward, docks shall be completely screened from view of adjacent public rights of way by an appropriate landscape buffer. In no case shall loading docks be located less than 150 feet from a residential use.
2. Loading areas are not to interfere with on-site pedestrian and vehicular circulation. Loading areas shall be separate from areas that are devoted to public parking and public entrances.
3. Loading operations shall not be conducted on or from a public street.
4. No outdoor storage is permitted within the Innovation District. Storage of equipment and vehicles shall be within a building or an enclosed storage yard.
5. Service and/or storage yards shall include, but not be limited to, loading areas, refuse and recycle bins, trash compactors, equipment and material storage, utility cabinets and transformers.
6. Service yards shall be easily accessible to tenants and service vehicles and shall be located to minimize conflicts with other activities on the site. Public circulation shall be separated from service yards.
7. Service yards may not be located next to properties planned or zoned for residential use.

Accommodating Parking: Parking Lot Design

Considerations: Parking shall be designed to be safe, shaded, and easily accessible, but should not dominate the development of a site.

Guidelines:

1. Surface parking within the Character Area is to be limited to the minimum required by governing code. Additional parking above code minimum is permitted provided that it is contained within the footprint of a building or in a parking structure.
2. Pedestrian walkways through parking areas are required and shall be carefully defined, particularly where pedestrian and vehicle conflicts are unavoidable.
3. Building exposure shall be maximized and parking areas minimized along all street frontages, where parking areas should be located behind buildings and be screened from direct view from the street.
4. Where parking areas cannot be located behind buildings and are therefore adjacent to public streets, parking areas shall be screened using some combination of landscaping, colonnades, trellises, pergolas, kneewalls, low masonry or concrete walls.

Parking and the Streetscape: Parking Lot Screening

Considerations: Site design guidelines serve to position buildings on the street. However, on larger blocks, parking may be located to the side of, but never in front of, the building. In these cases, when parking is visible from public or private streets, walls, architectural elements, and/or landscaping materials shall be used to screen views.

Guidelines:

1. Where parking lots are located adjacent to public streets, a street wall edge to the sidewalk shall be maintained by a kneewall of 30" to 36" in height in order to reduce visual impact of parking fields and headlights.
2. Wall materials shall be consistent with the composition of the adjacent building façade.



Example of appropriate parking lot screening with kneewall and landscape along public sidewalk.



Example of appropriate parking lot screening along public streetscape.



A multi-story residential building with balconies and windows, serving as a background for the text. The building features light-colored siding and dark window frames. The balconies have metal railings. The text "Capital Improvement Plan" is overlaid in a large, bold, dark red serif font.

Capital Improvement Plan

Capital Improvement Plan

Capital Improvement Program

The Master Plan and Design Guidelines for the WBID is the product of a review of prior planning and market studies, and a reconceptualization of a more contemporary approach to designing and constructing an attractive and economically competitive location for employment. The creation of such a place requires investment – both public and private – to be successful.

Identifying the large-scale expenditures necessary for success is important for policymakers and stakeholders to understand what level of investment is necessary to achieve success. This section of the Master Plan is included to identify those required investments, the estimated timing, and which sector, public or private, is responsible for implementation.

The following Capital Improvement Program (CIP) table highlights the first seven years of a capital program. The following assumptions were used in developing the proposed CIP:

1. The utility program is identical to the existing CIP for the City of Mount Dora for the WBID;
2. The estimated costs for the local roads are organized by WBID quadrant. Assumptions on timing are based on an estimated timing of development, but is entirely dependent upon the timing of private development;
3. Due to logistical and timing concerns, the regional trail is prioritized to be the northern route. Two options for this route exist as shown in Figure 6.

The east-west roadway between the Round Lake Charter School and the Real Life Christian Church of Mount Dora is the highest ranking capital improvement project to be undertaken by the public sector. It will ensure that the critical traffic relieving function of the east-west roadway corridor in the NW quadrant of the WBID is preserved, providing a through connection from Round Lake Road to Niles Road parallel to SR 46. Secondly, it could provide a much-needed alternative to the drop off and pick up sequence at the school, removing the stacked traffic on Round Lake Road. It is highly recommended that discussions begin immediately while Lake County is conducting their PD+E study of Round Lake Road to incorporate this new roadway.

Table 5: Capital Improvement Program Table

	FY19-20	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY24-25	Total	Notes
Roads - Public									
Niles Rd - Southerly completion to SR 46			\$2,200,000					\$2,200,000	2400 LF @ \$4.85MM/mile; outside WBID*
Church-School Road		\$920,000						\$920,000	1000 LF @ \$4.85MM/mile
Roads - Private									
NE Quadrant			\$1,635,000	\$1,635,000	\$1,635,000	\$1,635,000	\$1,635,000	\$8,175,000	8,900 LF @ \$4.85MM/mile**
NW Quadrant			\$884,000	\$884,000	\$884,000	\$884,000	\$884,000	\$4,420,000	4,810 LF @ \$4.85MM/mile**
SW Quadrant			\$775,000	\$775,000	\$775,000	\$775,000	\$775,000	\$3,875,000	4,210 LF @ \$4.85MM/mile**
SE Quadrant - Phase 1			\$2,800,000	\$2,800,000	\$2,800,000	\$2,800,000	\$2,800,000	\$14,000,000	15,230 LF @ \$4.85MM/mile**
SE Quadrant - Phase 2			\$2,800,000	\$2,800,000	\$2,800,000	\$2,800,000	\$2,800,000	\$14,000,000	15,230 LF @ \$4.85MM/mile**
Traffic Signals									
New/Upgraded Signals		\$300,000	\$300,000					\$600,000	\$300,000 each
Utilities									
Round Lake Utilities Phase I	\$1,200,000		\$2,043,500		\$2,533,000			\$5,776,500	Existing CIP Project ***
Round Lake Utilities Phase II					\$5,245,000			\$5,245,000	Existing CIP Project ***
Wolf Branch Utilities Extension Phase I					\$4,488,700			\$4,488,700	Existing CIP Project ***
Wolf Branch Utilities Extension Phase II						\$5,450,000		\$5,450,000	Existing CIP Project ***
Trails									
Local Trail - SE Quadrant						\$625,000		\$625,000	11,600 LF @ \$285k/mile
Local Trail - SE Quadrant *							\$245,000	\$245,000	4,500 LF @ \$285k/mile
Local Trail - Tremain to CR 437 (Former rail spur)							\$1,567,500	\$1,567,500	5.5 miles @ \$285k/mile
Regional Trail (Option A or B)			\$869,250	\$869,250				\$1,738,500	6.1 miles @ \$285k/mile****
Gateway Monumentation									
SR 46 and Round Lake Road Intersection						\$250,000		\$250,000	Monumentation and landscape on all four quadrants

* - Not within WBID

** - Private sector cost likely lower than Lake County cost per mile

*** - portions of project not within WBID

**** - only one option to be selected (A or B)

***** - Nothing obligates any public sector funding nor does anything to preclude public-private partnership funding for these roads.

Finance

There are a wide variety of tools available for both the public and private sector to fund the required capital improvements necessary to implement the WBID Master Plan. Prior to identifying the various tools, a high-level policy discussion surrounding the question of ‘Who pays?’ is in order.

Local governments vary widely on their view of their role in economic development. Some will advance their goals by providing a wide array of services to businesses to promote economic expansion, but refrain from making any direct investment, either capital or participation in incentive agreements to attract employers. Others take a more aggressive approach and view their role in economic development as a funding partner, often evaluating the level of investment based on a number of Return on Investment (ROI) metrics which differ greatly from the private sector. These ROI metrics can take many different forms, including increased revenues from ad-valorem taxes, serviced fees, and other direct and indirect returns.

The methods and tools discussed below can be utilized in a number of different ways once the policy approach of the investing local government is established. Some of the capital projects listed in Table 5 are clearly and solely the responsibility of the public sector, such as utility extensions. How or whether the City chooses to seek reimbursement of those costs over time via connection charges and monthly fees is part of this policy discussion. Other capital improvements such as internal roadways like Road A in each of the quadrants can be left to the private sector to deliver incrementally when site development occurs or can be constructed as a single system and financed by one or more of the methods discussed below.

One final policy issue is important to consider, and that is one of private property rights. Some view the role of the public sector as limited in compelling property owners to participate in any mandatory capital financing mechanism. Opposite views include the idea that with enhanced

entitlements and the ability to develop land, there is a certain obligation to participate and pay a fair share, regardless of whether the timing of development is short or long term. These issues should be fully vetted when considering how and when to use the tools and mechanisms listed in this section.

The list of financing tools included in Table 6 is not exhaustive. It is a list of some of the most common tools used to finance infrastructure. In addition, the use of grants and loans such as State DEO Job Growth grants, State Revolving Loans, FDOT, FDEP, and other agency grants and loans, can supplement the financing of infrastructure.

Table 6: Capital Improvement Financing Options

Method	Description	Strengths	Weaknesses	Applicability to WBID
Special Assessment	A financing approach created to provide for projects and/or services to a specifically defined area. Special assessments imposed pursuant to Chapter 170, Florida Statutes, must be “on benefited real property at a rate of assessment based on the special benefit accruing to such property from such improvements when the improvements funded by the special assessment provide a benefit which is different in type or degree from benefits provided to the community as a whole.” An MSBU is a form of Special Assessment commonly used in unincorporated areas.	Assignment of costs to only those properties that benefit from the improvements. Can be used as a secondary pledge for other financing mechanisms	Not all properties want the benefit of the capital improvements. The WBID boundary includes single family residential properties without any near term plans for redevelopment	Could be used to assess the costs of roadways, gateway monumentation, and/or other public realm improvements. Assessment districts could be designed for just the Gateway or for the entire WBID, or both.
Tax Increment Financing (TIF)	The ‘freezing’ of the assessed value of properties creating base year value for a specified district. The ad-valorem revenue for the City and County due to any increase in assessed value would flow to a newly created Community Redevelopment Agency (CRA). CRA revenues would be limited to spending within the CRA boundary and subject to spending based upon an approved CRA plan.	In general, property values are increasing due to investment in public infrastructure (SR 453, City utilities). There is a direct nexus between revenues generated and benefitting properties.	CRA revenues are unpredictable, especially in newly created areas. TIF districts typically rely upon tax-exempt debt to fund capital improvements. Uncertainty about future revenues will make underwriting issuance of debt very challenging.	Appropriate for long term capital financing and construction. Best approach may be to combine with a special assessment district used to generate debt service payments until such time as TIF revenues can cover obligations.
Impact Fees	A well established approach to financing public infrastructure. Structured as an ‘up-front’ fee on a development program based on an approved assessment methodology.	Fees assessed on development that create the impact on the public facility or service.	Impact fees are assessed at the time of development and are difficult to use as a primary source of debt service.	<u>Sewer & Water:</u> An additional fee on top of the existing sewer and water impact fees could be used by the City to recapture the cost of utility trunk line extensions from US 441 to Round Lake Road. <u>Roads:</u> The internal roadway system is anticipated to be constructed by developers when land is developed. All impact fees generated will be used by the County to construct arterial roadway capacity.-





Administration Plan

Administration Plan

Land Use Regulation Changes

In order to implement the findings and recommendations in this report, each government will need to process Comprehensive Plan amendments and Zoning/Land Development Code amendments. Table 7 outlines the specific recommended actions to ensure that Lake County and the City of Mount Dora adopt changes to their respective land use regulatory systems which will result in identical development criteria.

Table 7: Capital Improvement Financing Options

Action Item	Lake County	City of Mount Dora
Future Land Use (FLU) Map	Figure 9 and Table 2 identify the parcels that require Future Land Use changes to implement this plan. The County should initiate FLU map changes for those parcels listed in Table 2. Upon final adoption, the updated County FLU map will be consistent with the recommendations in this Implementation Plan	The City cannot adopt official FLU Map designations until properties are annexed. However, as part of the current Evaluation and Appraisal Report (EAR) process, the City has identified the WBID as a desired addition to the City. In the EAR, the City should identify the recommended Plan on Page 6 as the instrument that will guide all FLU changes as a result of annexation.
Policy Changes	Policy I-1.3.6 of the Future Land Use Element Goals, Objectives and Policies sets out the criteria for the Regional Office FLU category countywide. Because other areas of Lake County are subject to this designation, it is recommended that Lake County adopt a new policy specifically tailored to the Wolf Branch Innovation District , which would include the use and development criteria recommended in Section 01 of this plan.	Policy 4.g.(12) of the City's Goals, Objectives and Policies of the Comprehensive Plan describes the Employment Center Future Land Use category. This category should be amended and renamed to the Wolf Branch Innovation District category. In addition, the use and development criteria recommended in Section 01 of this plan should be included in the policy amendment.
Zoning District	Section 3.00.00 of the County Code (Zoning District Regulations) establishes the "C-3" Employment Center District, as the implementing vehicle for the Regional Employment Center Future Land Use category. Since there are multiple locations in Lake County designated as Regional Office, it is recommended that Lake County establish zoning use and development standards applicable only to the Wolf Branch Innovation District. This can be achieved in varying ways within the code, including the establishment of a new 'Special District' or by amending the C-3 zone to include use and development criteria only applicable to the WBID	The City has an established Zoning District - "Employment Center" (EC) in the Land Development Code. The following code sections should be updated to be consistent with the recommendations in this report: Section 1.4. - Future Land Use category and Zoning District compatibility Section 3.4.15 - EC Employment Center District
Architectural and Site Design Standards	Chapter IX of the County Code contains the Development Design and Improvement Standards. Subsection 9.10.00 contains the architectural and site design standards of the County. Similar to Section 9.10.03 - Mt. Plymouth-Sorrento Community Redevelopment Area Commercial Design Standards, it is recommended that the County create a new section establishing the design guidelines for the WBID. In the alternative, the County could adopt the design guidelines by reference to the WBID Implementation Plan.	Chapter VI. Design Standards of the Land Development Code sets out the commercial (6.13) and residential (6.11) architectural and site design standards for the City. The design guidelines in this report are recommended to be applied only to the WBID and used to supplement the City's existing design criteria. When in conflict, the WBID design guidelines should prevail. The City may choose to adopt these guidelines by incorporating them into Chapter VI, or adopt them by reference to the WBID Implementation Plan.

Ongoing Collaboration

The success of the WBID depends largely on two factors – market forces and marketing. The former is beyond the control of any local government and is subject to macro-economic conditions. By adopting the recommendations in this plan and implementing the recommended actions, Lake County and the City of Mount Dora will have done the lion's share of effort to create a regulatory environment conducive to economic success. Investments by the Central Florida Expressway Authority and the Florida Department of Transportation have accelerated the emergence of the WBID. Additional future investments by the City of Mount Dora in utilities and fiber optic capacity, and Lake County in roadway capacity, will further fuel the location as a unique economic and business district.

The second factor is marketing and business development. Selling the WBID as a remarkable location for the establishment of businesses in targeted industries such as Clinical Health Care/Life Sciences, Research & Development, Advanced Manufacturing, and Higher Education is in the hands of the private and the public sector. Private sector land interests largely control the timing of the emerging employment center by bringing land supply to the market.

The public sector also plays a critical role in marketing and business development. The City and County each employ highly trained staff in Economic Development. Through maintaining the strong collaborative effort built to date, both governments can combine resources to market the WBID as one of the emerging corporate business centers in central Florida. It is highly recommended that the momentum established between the two governments be continued going forward. Coordinating marketing and business development initiatives for the WBID should occur on an ongoing basis.

ORDINANCE NO: 2020-20

AN ORDINANCE OF THE CITY OF MOUNT DORA, FLORIDA, PERTAINING TO REVISIONS TO THE CITY OF MOUNT DORA LAND DEVELOPMENT CODE; PROVIDING FOR LEGISLATIVE FINDINGS AND INTENT; PROVIDING FOR AMENDMENTS TO THE CITY OF MOUNT DORA LAND DEVELOPMENT CODE, CHAPTER I, OVERVIEW, CHAPTER II, GENERAL, CHAPTER III, ZONING REGULATIONS, CHAPTER IV, SUBDIVISION REGULATIONS, CHAPTER V, SITE PLAN REGULATIONS, CHAPTER VI, DESIGN STANDARDS, CHAPTER VIII, DEFINITIONS; PROVIDING FOR THE IMPLEMENTATION OF ADMINISTRATIVE ACTIONS; PROVIDING FOR CODIFICATION AND SCRIVENER'S ERRORS; PROVIDING A SAVINGS CLAUSE; PROVIDING FOR CONFLICTS; PROVIDING FOR SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, Florida Statutes, Chapter 166, confers upon a local government, the authority to adopt regulations designed to promote the public health, safety and general welfare of its citizens; and

WHEREAS, pursuant to its home rule powers, the City of Mount Dora may regulate land use matters and design standards within the City limits through the adoption of Land Development regulations; and

WHEREAS, from time to time the City of Mount Dora provides updates and amendments to its Land Development regulations in the best interest of its residential and business citizens; and

WHEREAS, on June 16, 2020, pursuant to City of Mount Dora Ordinance No.: 2020-04, the City adopted the Mount Dora Comprehensive Plan 2045 EAR-Based Amendments which necessitated various updates to the City's Land Development Code; and

WHEREAS, after a series of public meetings, workshops, stakeholder meetings and in cooperation with Lake County, on October 15, 2019, through Resolution No. 2019-106, and November 5, 2019, through Resolution No. 2019-183, the City adopted the Wolf Branch Innovation District Implementation Plan; and

WHEREAS, the City and Lake County developed the Wolf Branch Innovation District Design Guidelines, which include permitted, prohibited and conditional uses; and

WHEREAS, the City finds that the amendments to its Land Development Code, as set forth herein, are consistent with all applicable policies of the City of Mount Dora Comprehensive Plan; and

WHEREAS, the City has determined that the amendments to its Land Development Code, as set forth herein, advance a legitimate public purpose and promote and protect the health, safety and welfare of the citizens of the City of Mount Dora.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY OF MOUNT DORA, FLORIDA, AS FOLLOWS:

SECTION 1. LEGISLATIVE FINDINGS AND INTENT. The City of Mount Dora has complied with all requirements and procedures of the Florida law in processing this Ordinance. The above recitals are hereby adopted.

SECTION 2. AMENDMENTS TO CITY OF MOUNT DORA LAND DEVELOPMENT CODE. The City of Mount Dora Land Development Code, is hereby revised and amended as follows:

Note: Underlined words constitute additions to existing text, ~~strikethrough~~ constitutes deletions from existing text and asterisks (***) indicate omitted parts which are intended to remain unchanged.

CHAPTER I. OVERVIEW

1.3. Annexation.

Owners of land outside the city who desire to be incorporated within the city may petition for annexation subject to Florida law and the requirements of the city. The following steps should first be taken:

1. The existing city limits should be referenced ~~to determine if the parcel is contiguous to the city.~~

4. Petition. The petition for annexation must include:

- d. Requested land use designation and zoning. Upon annexation the existing County Future Land Use (FLU) designation shall remain until such time the City's Future Land Use Map is amended. Upon annexation the existing County zoning classification shall remain until such time a City zoning district is assigned, which may be concurrent with annexation.
- e. Method of providing services including water, sewer, roads, drainage, schools and police protection.
- ~~f. Justification for the proposal in relation to the comprehensive plans of the city and the county for ultimate review by the department of community affairs.~~
- g. Processing fee established and amended from time to time by resolution.

1.4. Land use category and zoning district compatibility.

All development must be consistent with the city's comprehensive plan which establishes the basis and general guidelines for guiding and regulating land uses. The future land use map of the comprehensive plan should be reviewed to determine if the land use shown would allow the type of development contemplated. The land use categories and zoning districts permitted in each are as follows:

Land Use Category	Permitted Zoning Districts
Low-Density Residential (0—2.5 dwelling units per acre)	R-1AAAA, R-1AAA, R-1AA, R-1A, PUD
Low/Medium Density Residential (0—4.0 dwelling units per acre)	R-1AAAA, R-1AAA, R-1AA, R-1A, R-1, PUD
Medium-Density Residential (0—6.0 dwelling units per acre)	R-1, R-2, plus all districts permitted in the low-density residential category
High-Density Residential (0—12.0 dwelling units per acre <u>with design criteria for maximum 18.00 du/ac</u>)	R-1B, R-3, MHP, plus all districts permitted in the medium and low-density residential category
Office* <u>(FAR maximum 1.00)</u>	RP , OP, PLI, PUD
Residential Professional Office* ¹ <u>(FAR maximum 0.30. Maximum Density 0—6.0 dwelling units per acre)</u>	RP, OP, PUD
Commercial* (Maximum Density 0—12.0 dwelling units per acre. <u>FAR maximum by zoning districts are as follows: C-1 at 0.25; C-2 within downtown exempt at 2.00; C-2 outside downtown exempt at 1.00; C-2A within downtown exempt at 0.50; C-2A outside downtown exempt at 0.50; C-3 at 1.00; and Mixed Use outside downtown exempt 1.00</u>)	C-1, C-2, C-2A, C-3, OP , PUD
Mixed Use <u>Traditional</u> (Maximum FAR 3.00. Minimum Density 6.0 dwelling units per acre. Maximum Density 35 dwelling units per acre)	MU-1, MU-2 <u>C-3</u>
<u>Mixed Use Downtown (Maximum FAR 3.00. Minimum Density 6.0 dwelling units per acre. Maximum Density 35 dwelling units per acre)</u>	<u>MU-2, C-2</u>
Employment Center <u>(FAR maximum 3.00. A total of multi-family dwelling units shall be one unit per 10,000 sf of gross floor area) (FAR maximum 1.00. FAR up to 2.0 with bonus)</u>	EC , <u>WBI-E</u> , PUD

<u>Employment Center Gateway Sub-District (FAR minimum 0.15 for parcels or lots existing as of May 31, 2021 that are less than 4 acres; and minimum 0.25 FAR for all other parcels of lots; and FAR maximum 1.00)</u>	<u>WBI-G, PUD</u>
Industrial (<u>FAR maximum 0.70</u>)	C-3, WP-1, WP-2, PUD
Conservation	GB, PUD
Recreation	GB, PUD, PLI
Public Lands and Institutions	PUD, PLI
<p>*Development intensity based on minimum site performance standards, such as maximum impervious percentage, building heights, parking, stormwater, setbacks, buffers, etc. <u>Notes:</u></p> <ul style="list-style-type: none"> • <u>Floor Area Ratio (FAR) is defined as the total floor area of a building or buildings on a parcel divided by the gross area of the parcel.</u> • <u>The gross area of a parcel shall be defined as the full area of a parcel minus any areas within natural bodies of water, wetlands, and floodplains.</u> • <u>The maximum development potential for a parcel shall be calculated using gross area. Within land uses that allow both residential and non-residential uses, maximum density shall be calculated in addition to the maximum intensity.</u> 	

1.11. Development/Application approval processes.

The general processes for various types of development/application approvals are as follows:

2. Subdivisions (see chapter IV):

a. *Development plan* (optional).

c. Final Construction Plan

1. Development Review Committee

2. Site Development Permit

c. *Final plat.*

1. Development review committee.
2. Planning and zoning chairman plat signature.
3. Mayor plat signature.
4. City Clerk seal and signature.
5. City surveyor and certification.

- e. *Replat.*
 - 1. Development review committee.
 - 2. City council.
 - 3. Mayor plat signature.
 - 4. City Clerk seal and signature.
 - 5. City surveyor and certification.

Note: Depending on the nature of the replat, Planning and Zoning Commission signature may be required.

4. Planned unit developments (see subsection 3.4.5):

- a. *Preliminary ~~development~~ PUD master plan.*
 - 1. Development review committee.

~~i. An optional joint workshop between the planning and zoning commission, the city council and the applicant may be held at the request of the applicant to help provide better feed-back on the pending proposal and to ensure consistency of staff and planning and zoning commission recommendations.~~

- b. *Final ~~development~~ master plan.*

5. Mixed Use (MU-1 and MU-2) (see subsections 3.4.5 and 3.4.16):

- a. Preliminary ~~development~~ master plan.

- b. Final ~~development~~ master plan.

6. Wolf Branch Innovation Employment and Gateway (WBI-E and WBI-G)

- a. Preliminary master plan.
 - 1. Development review committee.
 - 2. Planning and zoning commission.
 - 3. City council.
- b. Final master plan.
 - 1. Development review committee.
 - 2. Planning and zoning commission.

3. City council.

- c. Subdivision plat or site plan for each section of the WBI-E or WBI-G Final Master Plan (See: Subdivision site plan regulations).

Note: Preliminary and Final Master Plan steps may be combined and/or concurrent reviews may be conducted at the applicant's request and based on the nature of the request and the quality of submittals.

67. Conditional uses permits (CUP) (see subsection 2.5.1.5):

- a. Development review committee.
- b. Planning and zoning commission.

78. Variances (see section 2.5.1.6):

- a. Development review committee.
- b. Planning and zoning commission.

89. Appeals see section 2.6.

CHAPTER II. GENERAL

2.2. Development review committee.

- 2.2.2. *Composition of committee.* Members of the development review committee shall include representatives of various city departments and outside consultants whose field of interest is called into play by the new development. The city manager shall designate the members including a chairman. The members shall represent the departments of public services, economic development, electric, building, zoning, planning, leisure services, community development, police and fire.

2.7. Fees and services.

4. Pass Through-Fees: The City is hereby authorized to assess and collect fees, cost, and expenses relating to the review, inspection, appeal, regulation and defense of development activities pursuant to adopted fee schedules and this code.

a. Invoices and Payments

1. The City Department in which the application was originally submitted may periodically calculate the costs expenses and fees incurred by the City for each application and send an invoice to the applicant for payment. The applicant shall have thirty (30) days from the date of the invoice to pay to the City the invoiced amount.
2. In such cases where payment and/or fee reimbursement has not been made by the applicant after the 30 day notice the applicable City Department shall send a second notice to the applicant instructing the applicant to cease all work relating to such application or project until all invoice fees have been paid.
3. Upon receipt of the second notice, work by the City staff, City Attorney, and City consultants on the application or project shall cease, and neither building permits, certificates of completion, temporary certificates of occupancy, nor certificates of occupancy will be issued with the respect to such real property. Continuation of the review of the application or project with the respect to the real property for which payment was not made will not be undertaken by the City until such time as all outstanding fees, costs and expenses due under this sub-section are paid in full.
4. Unless otherwise provided for in this sub-section if an applicant receives or is granted approval on an application or project or is issued a building permit, certificate of completion, temporary certificate of occupancy, certificate of occupancy, occupational license or other development order by the City, and additional fees, costs, expenses or such other obligations attributable to the applicant are thereafter posted to the project account for work that is associated with said approval or issuance, the applicant or his/her successor in interest shall pay said cost, fees and expenses incurred by the City for such application. The City shall send an invoice to the applicant or successor for such fees or expenses, and the applicant or successor shall reimburse the City for such fees or expenses within ten (10) days.

b. Assessable cost, expenses, and fees.

1. Payment for costs, expenses and fees incurred by the City under this sub-section is a requirement for the City's final approval of the applicant and project.
2. Fees, costs and expenses for any City consultant time directly to the review, processing inspection, appeal or regulation of any application or development pursuant to this Section the City Code and/or State Statutes, and all other directly related expenses, including but not limited to legal, notification mailing, inspection and engineering cost are to be invoiced to the applicant requesting payment pursuant to this sub-section.
3. All direct costs, expenses and fees incurred by the City that relate directly to the review processing, inspection, appeal, regulation or defense of an application

including but not limited to expenses incurred by City consultants who review or defend the application at the direction of the City, as well as other expenses related directly to advertising, notification mailing, surveying, legal review and/or engineering review for an application or project shall be assessed to the applicant and reimbursed to the city. Assessable expenses shall not include the cost employee time in reviewing such application as such time shall be deemed to have been reimbursed by the application fee.

4. City consultants shall submit records of their time, fees, costs and expenses to the City Department in which the application was generated and such fees, costs and expenses shall be invoiced to the applicant on a dollar-for-dollar basis for services provided under the direction of the City to review. The rates charged to the applicant for said services shall not exceed those charged to the City.
- c. Objections and appeal. Any objection to any invoice or to any matter set forth in this sub-section must be set forth in writing and addressed and delivered to the City Department in which the application was originally submitted on or before the tenth day after the date of the relevant invoice. In the event the Department Director denies the objection, the applicant shall have ten (10) days after the date of the Director's written decision to file an appeal of such decision with the City Manager or his/her designee, which appeal shall be heard by the City Council. All objections and appeals shall set forth in detail the reasons and evidence upon which the objection and appeal are based. Failure of the applicant to establish beyond a preponderance of evidence that an invoice is not appropriate and is not based upon competent substantial evidence shall result in a denial of the objection and appeal.
- ~~e.~~ Attorney's fees in event of failure to pay review cost. In the event City is required to enforce this Section, then the City shall be entitled to recover from the applicant all costs and expenses incurred, including but not limited to its reasonable attorneys' fees, paralegal fees and other costs and expenses, whether incurred prior to or subsequent to court proceedings or on appeal and/or in any bankruptcy proceedings involving the applicant, the real property and/or the project being reviewed.
- d. Agreement to be bound by pass-thru fees. Submission of an application shall constitute the consent and agreement for the applicant and the owner, if the application is being executed by the owner's authorized agent, to be bound by the provisions of this section.
- f. Deficiency and liens.
 1. Failure to pay an invoiced amount within requested time shall constitute a violation of this sub-section. Any deficiency owed to the City, whether incurred before or after project approval, shall bear interest from the date of the aforementioned notice of non-payment at the rate of 18 percent simple interest per annum or otherwise at the highest rate permitted by law until paid. The amount of any such deficiency owed to the City shall together with interest and the costs of the collection as hereinafter

provided, shall be the personal obligation of the applicant and shall be a continuing lien on the real property related to the application or project under review. Any subsequent or new owner of the real property related to the application or project shall take title subject to the obligations of the applicant under the terms of this subsection and shall be jointly and severally liable for such obligations. An applicant may not escape liability for the deficiency by abandonment of the application or project withdrawal of such application or sale of the real property with the respect to which such application has been submitted. If the initial or subsequent invoices are not paid in a timely fashion, the City may take whatever legal means it deems appropriate to collect the deficiency, including, but not limited to retaining the services of a collection agency or attorney, initiating legal proceedings for thereof recording a notice of lien as hereinafter provided and foreclosing same in the same manner as mortgage liens are foreclosed.

2. If the project is subject to the provisions of a development agreement, and the applicant is found to be in default of such development agreement and whatever remunerative such development agreement calls for would be applied as opposed to the provisions called for in this Appendix.

2.12. Effective date.

This code shall take effect upon adoption by the city council. Subdivisions or site plans for which preliminary or final plans or plats have been submitted prior to the effective date may be developed and completed according to the preexisting requirements for subdivisions. However, preliminary or final subdivision plans or plats which are submitted prior to the effective date shall not be substantially amended or changed after the effective date except to conform with the regulations established herein. Nothing herein shall vest a preliminary ~~planned-unit development~~ master plan. Planned unit development plans shall only become vested at the time of approval of the final ~~development~~ master plan.

2.13. Vested rights.

2.13.1. Procedures.

- 1.5. Any applicant or developer claiming vested rights must do so on a form provided by the ~~community~~ planning and development department. Failure to claim such vested rights at the time of any application wherein vesting might be an issue shall cause any vested rights which might otherwise be in existence to be waived.

CHAPTER III. ZONING REGULATIONS

3.2. Mapping of districts.

The boundaries of the various districts are shown on the official zoning map adopted concurrent with this code which shall be maintained by the city. The map shall be by reference a part hereof. ~~All changes to the district boundaries, as approved by the city council shall be noted on the map, dated and signed by the development review coordinator. A log shall also be maintained to support the map. The log shall indicate the date of the zoning and the ordinance adopting the change.~~ The map may be supplemented from time to time by the city council.

3.3. Procedures for rezoning.

3.3.3. *Review process.*

1. The development review coordinator shall schedule the application for review by the development review committee and notify all members of the development review committee. ~~The applicant(s) shall be invited to the development review committee meeting.~~
2. ~~For rezoning to planned unit development, an optional joint workshop between the planning and zoning commission, the city council and the applicant may be held at the request of the applicant to help provide better feed back on the pending proposal and to ensure consistency of staff recommendations.~~
3. ~~All comments of the development review committee shall be presented to the planning and zoning commission at a public hearing.~~
42. The planning and zoning commission shall review the application ~~and the comments of the development review committee~~ and make a recommendation, based on the criteria in subsection 3.3.4, to the city council.
53. All comments and recommendations shall be presented to the city council at a public hearing.
64. The city council shall have final authority to approve or deny the request.
75. An applicant may postpone a rezoning case by submitting a written request to the DRC coordinator. If a postponed case is not reactivated within six months of the postponement request, the application expires and all paid rezoning fees are forfeited.

3.4. Establishment of zoning districts.

In order to classify, regulate and restrict the uses of land, water, buildings and structures; to regulate and restrict the height and bulk of buildings; to regulate the area of yards and other spaces around buildings; and to regulate the intensity of land use, the City of Mount Dora is divided into the following zoning districts:

R-2	<u>Single-Family or Duplex Residential</u>

EC <u>WBI-E</u>	Employment Center <u>Wolf Branch Innovation Employment</u>
<u>WBI-G</u>	<u>Wolf Branch Innovation Gateway</u>

3.4.1. GB Greenbelt District:

- h. Public utility and public facilities
- i. Public parks and recreation facilities
- j. Home occupations (subsection 3.5.12).

3. Conditional uses:

- a. Private ~~and public~~ parks.
- ~~ba.~~ Golf courses.
- ~~eb.~~ Retail or wholesale plant production, nurseries and greenhouses.
- ~~dc.~~ Fishing clubs and marinas.
- ~~ed.~~ Environmental study centers.
- ~~fe.~~ Riding stables.
- ~~g. Public utility and service facilities.~~
- ~~hf.~~ Cemeteries.
- ~~ig.~~ Churches.

4. Prohibited uses:

- d. All uses not allowed as either a permitted use or a conditional use above are prohibited unless adopted as part of a planned unit development.

5. Site development standards:

d. Minimum building setbacks:

Front yard: 50 feet.

Side yard: 25 feet.

Rear yard: 30 feet.

From any street: 50 feet.

Exempt District defined in this code: No setbacks

Public Parks and Recreation Facilities: No setback

Private park structures and facilities setbacks: All 25 feet

e. Maximum building height: 35 feet.

f. Parking: See [section 6.5](#).

g. Landscaping and buffers: See [section 6.6](#).

h. Signs: See [section 6.7](#).

i. Access: See subsection 6.3.7.

j. Minimum dwelling size (sq. ft.): 2,000.

3.4.2. *R-1AAAA, R-1AAA, R-1AA, R-1A, R-1, R-1B, Single-Family Residential Districts:*

2. *Permitted uses:*

c. Public parks and public recreation facilities.

d. Home occupations (subsection 3.5.12).

3. *Conditional uses (See section 2.5.1.5):*

~~d. Recreation, including live theaters or other city sponsored cultural uses.~~

e. Private parks and recreation facilities.

~~ef.~~ Temporary sales offices (subsection 3.5.14).

~~f.~~ Home occupations (subsection 3.5.12).

g. Bed and breakfast establishments in R-1 and R-1B zoning districts (subsection 3.5.17).

4. *Prohibited uses:*

d. All uses not allowed as either a permitted use or a conditional use above are prohibited unless adopted as part of a planned unit development.

5. *Site development standards:*

<u>Park and recreation facilities setbacks: All 25 feet</u>

*Note: Also, see section 3.5.1 for minimum setback averaging in certain cases.

3.4.3. *R-2 Duplex (one- and two-family) Residential District:*

2. *Permitted uses:*

e. Public parks and public recreation facilities.

f. Home occupations (subsection 3.5.12).

3. *Conditional uses (See section 2.5.1.5):*

d. Private Parks and Private Recreation facilities.

~~h.~~ Home occupations (subsection 3.5.12).

hi. Day care centers.

ji. Group homes and adult living facilities (subsection 3.5.13).

kj. Parking associated with adjacent nonresidential uses provided that the vacant land used for the construction of a parking facility is not created as the result of the demolition of an existing structure (subsection 6.5).

4. *Prohibited uses:*

d. All uses not allowed as either a permitted use or a conditional use above are prohibited unless adopted as part of a planned unit development.

5. *Site development standards:*

	Single-Family Dwelling	Duplex

From any street	<u>25-15</u>	25
<u>Park and recreation facilities setbacks: All 25 feet</u>		

*Note: Also, see section 3.5.1 for minimum setback relief for residential dwellings.

3.4.4. *R-3 Multifamily Residential District:*

2. *Permitted uses:*

- b. Duplexes meeting R-2 development standards and customary accessory uses.
- c. Single-family dwellings and customary accessory uses including boathouses, for watercraft or human occupancy, of no more than 25 feet in height, meeting at a minimum, the requirements of the R-1B zoning district.
- d. Public parks and public recreation facilities.
- e. Private park and recreation facilities as an accessory use within multiple-family development only.
- f. Home occupations (subsection 3.5.12).

3. *Conditional uses (See section 2.5.1.5):*

- e. Private Park and Recreation facilities other than accessory to a multiple-family development.
- ~~f. Temporary sales offices (subsection 3.5.14).~~
- ~~g.~~ Bed and breakfast establishments (subsection 3.5.17).
- ~~h.~~ Hospitals.
- ~~i.~~ Funeral homes.
- ~~j.~~ Day care centers.
- ~~k. Home occupations (subsection 3.5.12).~~
- ~~l.~~ j. Parking associated with adjacent nonresidential uses provided that the vacant land used for the construction of a parking facility is not created as the result of the demolition of an existing structure (subsection 6.5).

4. *Prohibited uses:*

d. All uses not allowed as either a permitted use or a conditional use above are prohibited unless adopted as part of a planned unit development.

5. *Site development standards:*

b. Maximum gross dwelling units/acre (du/ac) residential density: 0—12.00; however, the density may increase from 12.01 du/ac to a maximum 18.00 du/ac provided one of each element of the three categories are selected below. Alternative type elements may be considered that meeting or exceed the intent of each category.

1. Building Elements:

- Renewable energy systems – solar panels;
- Heat island effect reducers – green roofs, green walls, roof decks;
- Green building materials and finishes – locally sourced, environmentally responsible manufactured or recycled materials; or
- Smart home technology – LED lighting, Energy Star certified products, programmable thermostats, electrochromic windows, occupancy sensors, dimmers.

2. Architecture Elements:

- Cool roofs – materials with high solar reflectance index (SRI), cool roof shingles, wood roof deck
- High performance windows – noise-reducing, heat reducing
- Soundproofing – walls and floors
- Terraced floor setbacks
- Secured bicycle storage areas

3. Site Elements:

- Industry certification submittals – LEED;
- Enhanced stormwater management – Low Impact Design (LID) measures that reuse or recycle water for onsite use;
- Community outdoor space – urban plazas, green space, parks; or
- Sculpture art-work approved by the City’s Public Arts Commission.

	One Story	Two Story	Three Story
Front	25	30	35
Side	25	30	35
Rear	25	30	35

f. Minimum multifamily setbacks abutting a single-family district (ft.):

	One Story	Two Story	Three Story
Front	25	35	45
Side	50	75	100
Rear	50	75	100
<u>Park and recreation facilities setbacks: All 25 feet</u>			

3.4.5. PUD Planned Unit Development District:

1. Description of district. This district is established to:

- a. Provide for planned residential communities containing a variety of residential structures and a diversity of building arrangements, with complementary and compatible commercial or industrial uses or both; planned commercial centers with complementary and compatible residential or industrial uses or both; or planned industrial parks with complementary and compatible residential or commercial uses or both developed in accordance with an approved final development-master plan.

- d. Ensure that development will occur according to the limitations of use, design, density, coverage and phasing stipulated on an approved final development master plan.

- g. Provide the maximum opportunity for the application of innovative concepts of site planning in the creation of aesthetically pleasing living, shopping and working environments on properties of adequate size, shape and location. The Planned Unit Development district is permitted within all land use categories shown on the future land use map of the comprehensive plan, unless otherwise specified in this code.

2. Permitted uses:

- e. New developments within the WBI-E and WBI-G zoning districts are required to following the preliminary and final master plan procedures of this section. The uses and standards shall be consistent with the underlying WBI-E and WBI-G zoning districts of this code. In these two zoning district the lands would be rezoned WBI-E or WBI-G zoning districts and include a final master plan outlining the conditions, minimum site area, uses, and standards at time of change of zoning. Amendments to an approved WBI-E or WBI-G Final Master Plan follows the procedures of the PUD section.

3. Prohibited uses:

d. All uses not allowed as either a permitted use or a conditional use above are prohibited unless adopted as part of a planned unit development.

4. *Site development standards.*

f. New developments to provide conservation design and practices, such as but not limited to dark sky lighting principals, energy star, green building design, solar, LEED principals, etc.

5. *Approval procedures.* The review outlined in section 3.3 of this code shall be followed for first a preliminary ~~development-master~~ plan and then a final ~~development-master~~ plan, which shall be adopted by ordinance. The two steps are designed to allow the applicant to gain review and approval of general concepts prior to the preparation of detailed plans. Subdivision plats and/or site plans are required for each separate section of the PUD. However, if the applicant so chooses and is permitted by the development review coordinator, steps may be bypassed or combined in an attempt to reduce the time involved at the applicant's own risk.

6. *Submittals.* The following items must be submitted to the development review coordinator:

a. *Preliminary ~~development-master~~ plan:* The preliminary ~~development-master~~ plan, consisting of properly identified exhibits and supporting materials, shall clearly indicate the following:

b. *Final ~~development-master~~ plan:* The final ~~development-master~~ plan for portions of, or the total PUD, shall include the following submittals:

1. Development report. An 8½ × 11-inch report with folded drawings, including the following information (electronic submittals of drawings and documents may be considered):

a. A location map showing the relationship between the area proposed for development, the remainder of the area within the approved preliminary ~~development-master~~ plan and the surrounding area;

c. *Additional approvals:* Based on the scope of the PUD project and the level of detail and scope of the final ~~development-master~~ plan, additional submittals in the form of a subdivision plat or site plan may be required for any section of the project before authorization can be given to proceed with development of that section. Procedures and submittals outlined in chapters IV and V of this code apply. Combined or concurrent reviews may be allowed as previously described.

d. *Alterations to preliminary or final ~~development-master~~ plans:*

1. Substantial proposed changes in requested uses, density, phasing or other specifications of the preliminary ~~development-master~~ plan may be permitted

only upon resubmittal to the development review committee and the planning and zoning commission.

2. Substantial proposed changes in requested uses, density, phasing or other specifications of the final ~~development-master~~ plan may be permitted following review by the development review committee, the planning and zoning commission and approval by the city council.

e. *Control of development following completion:*

1. Upon the completion of the final ~~development-master~~ plan or any phase thereof, the development review coordinator shall certify the completion in the official zoning map.
2. After such certification, the use of land and the construction, modification or alteration of any buildings or structures within the planned unit development will be in accordance with the approved final ~~development-master~~ plan, rather than with standard provisions of the zoning regulations.
3. After certification, no changes may be made in the approved final ~~development-master~~ plan except under the procedure provided below:
 - a. Minor extensions, alterations or modifications of existing buildings, structures or utilities which are consistent with the purposes and intent of the final ~~development-master~~ plan, they may be authorized by the development review coordinator.
 - b. Uses not authorized by the final ~~development-master~~ plan may be added to the final ~~development-master~~ plan if approved by the city council, which shall hold a public hearing.
 - c. A building or structure that is totally or substantially destroyed may be reconstructed only in compliance with the final ~~development-master~~ plan as approved under the provisions of this part.

f. *Approval expiration:*

1. If a final ~~development-master~~ plan for all or part of the preliminary ~~development-master~~ plan has not been submitted within ~~six months~~ (1) year following the approval of the preliminary ~~development-master~~ plan, the preliminary ~~development-master~~ plan approval shall be void. Upon request by the applicant prior to expiration, the ~~city council~~ development review committee may review the preliminary ~~development-master~~ plan and current conditions and determine whether the approved uses are still appropriate. Following this review, the ~~city council~~ development review committee may take the following action:
 - a. If there have been no significant changes in the surrounding area, the ~~city council~~ development review committee may extend the approval for an additional six months. A second six (6) month extension may be

approved by the planning and zoning commission. A third six (6) month extension will require a PUD amendment.

- b. If significant changes have occurred in the area that make the approved uses inappropriate, the city council may, after public hearing and recommendations of the planning and zoning commission:
 1. Revise the preliminary- ~~development master~~ plan; or
 2. Change the zoning classification to a more appropriate district.
2. Actual construction must begin within the Planned Unit Development within 12 months of approval of the final ~~development master~~ plan. If actual construction has not begun, the final ~~development master~~ plan approval and any vesting which may be claimed thereby shall be void. The applicant may request ~~an six (6) month~~ extension prior to expiration to the Development Review Committee. Construction shall be deemed to commence upon receipt of a site development permit or building permit for the development. Lapse of said site development or building permit shall constitute a termination of construction. Upon a termination of construction, construction must recommence during that portion of the 12-month period which was not exhausted prior to commencement of construction. If recommencement does not occur in a timely manner the final ~~development master~~ plan approval and any vesting which may be claimed thereby shall be void.

~~[g. Reserved.]~~

hg. *Bonds:* Improvement bonds for facilities to be owned and maintained by the city shall be posted before the issuance of building permits.

3.4.6. *C-1 Neighborhood Commercial District:*

1. *Description of district.* This district is established to provide commercial areas that serve neighborhood needs without damaging the residential character of the neighborhood and without attracting traffic from outside the neighborhood. The architecture of the proposed development shall be compatible with the established neighborhood. Areas of the city in which this district is appropriate are designated as "commercial" on the future land use map of the comprehensive plan and are generally located adjacent to Gorham Street, Grandview Street; and between Grant Avenue and Lincoln Avenue. Other areas may be considered which support neighborhood type commercial uses. Proposed sites must be of sufficient size to allow for required buffers.

4. *Prohibited uses.*

g. All uses not allowed as either a permitted use or a conditional use above are prohibited unless adopted as part of a planned unit development.

5. *Site development standards:* ~~Within this district, development will generally be required to be compatible with the existing character of the Northeast District.~~

f. Floor Area Ratio (FAR): 0.25

3.4.7. *C-2 Downtown Commercial District.*

4. *Prohibited uses:* The following uses are specifically excluded from the C-2 district:

e. All uses not allowed as either a permitted use or a conditional use above are prohibited unless adopted as part of a planned unit development.

b. Building height maximum: 35 feet.

ii. Parking garage maximum height: 55 feet and 25 feet within 100 feet of Lake Dora

5. *Site development standards:* ~~Within this district, development will generally be required to be compatible with the existing character of the Northeast District.~~

j. Floor Area Ratio (FAR):

C-2 within downtown exempt district FAR: 2.00

C-2 outside downtown exempt district FAR: 1.00

3.4.7-A. *C-2-A Peripheral Commercial District.*

4. *Prohibited uses:*

e. All uses not allowed as either a permitted use or a conditional use above are prohibited unless adopted as part of a planned unit development.

5. *Site development standards:*

a. Building setbacks (ft.):

- i. Front yard: Along Highland Street Five feet maximum setback. Front setbacks shall be used as pedestrian access or as seating areas with landscaping used as accents rather than as buffers. Additional front setback may be considered provided that the entire front setback area is used for pedestrian access and hardscape features. Other C-2A areas minimum front setback 10 feet.

b. Building height maximum: 35 feet.

- ii. Parking garage maximum height: 55 feet and 25 feet within 100 feet of Lake Dora

k. Floor Area Ratio (FAR):

C-2A within downtown exempt district FAR: 0.50

C-2A outside downtown exempt district FAR: 0.50

3.4.8. *C-3 Highway Commercial District.*

- ~~m. Other uses which are similar or compatible to the uses permitted herein and which are not specifically permitted in a more permissive district and which are not prohibited and which promote the intent and purposes of this district. This determination shall be made by the planning and zoning commission.~~

3. *Conditional uses (See section 2.5.1.5):*

- j Other uses which are similar or compatible to the uses permitted herein and which are not specifically permitted in a more permissive district and which are not prohibited and which promote the intent and purposes of this district. This determination shall be made by the planning and zoning commission.

4. *Prohibited uses:*

5. *Site development standards:*

		Adjacent to Residential	Standard

5.	Maximum building size (sq. ft. leaseable area) Floor Area Ratio (FAR)	100,000	100,000* <u>0.35</u>

~~*Subparagraph 5 relating to maximum building size shall apply to all new buildings for which a development order is sought after the effective date hereof unless such development order is sought in conjunction with a planned unit development for which an exception to subparagraph 5 has been granted, in which case subparagraph 5 shall not apply.~~

3.4.9. *RP Residential Professional District.*

c. Public buildings, public facilities, and public uses

d. Fire and Police Stations

e. Home occupations (subsection 3.5.12).

d. Bed & Breakfasts

4. *Prohibited uses:*

d. All uses not allowed as either a permitted use or a conditional use above are prohibited unless adopted as part of a planned unit development.

3.4.10. *OP Office Professional District.*

d. All uses not allowed as either a permitted use or a conditional use above are prohibited unless adopted as part of a planned unit development.

5. *Site development standards:*

		Adjacent to Residential	Standard

i.	<u>Floor Area Ratio (FAR)</u>		<u>0.30</u>

* Includes any single-family or duplex residential zoning district.

3.4.11. *WP-1 Workplace District.*

4. *Prohibited uses:*

d. All uses not allowed as either a permitted use or a conditional use above are prohibited unless adopted as part of a planned unit development.

5. *Site development standards:*

<u>e.</u>	<u>Floor Area Ratio (FAR)</u>	<u>0.70</u>
<u>ef.</u>	Landscaping/buffers: The 25 feet of the front yard adjacent to the right-of-way shall be retained as a landscaped green area, with parking permissible in the remaining portion of the front yard only for passenger vehicles. See section 6.6.	
<u>fg.</u>	Signs: See section 6.7.	

3.4.12. *WP-2 Workplace District.*

c. All uses not allowed as either a permitted use or a conditional use above are prohibited unless adopted as part of a planned unit development.

5. *Site development standards:*

	Adjacent to Residential	Standard

<u>e.</u>	<u>Floor Area Ratio (FAR)</u>	<u>0.70</u>
<u>ef.</u>	Landscaping/buffers: The 25 feet of the front yard adjacent to the right-of-way shall be retained as a landscaped green area, with parking permissible in the remaining portion of the front yard only for passenger vehicles. See section 6.6.	
<u>fg.</u>	Signs: See section 6.7.	
<u>gh.</u>	Outside storage: Any outside storage shall be screened from view from adjacent property.	

3.4.13. *PLI Public Lands and Institutions District.*

f. Parking garage.

4. *Prohibited uses:*

d. All uses not allowed as either a permitted use or a conditional use above are prohibited unless adopted as part of a planned unit development.

5. *Site development standards:*

Rear yard: 25 feet.

b. Maximum building height: 35 feet.

Parking garage maximum height: 55 feet and 25 feet within 100 feet of Lake Dora

g. Floor Area Ratio (FAR): 0.70

3.4.14. *MHP Mobile Home Park District.*

2. *Permitted uses:*

d. Home occupations (subsection 3.5.12).

3. *Conditional uses (See section 2.5.1.5):*

~~e. Home occupations (subsection 3.5.12).~~

4. *Prohibited uses:*

d. All uses not allowed as either a permitted use or a conditional use above are prohibited unless adopted as part of a planned unit development.

5. *Site development standards:*

6. *Additional requirements:*

~~3.4.15. EC Employment Center District.~~

~~1. Description of district. The intent of the EC Employment Center District is to promote orderly and logical development of land for major office complexes and light, clean industrial development in attractively designed, park-type settings, and to assure adequate design in order to maintain the integrity of existing or future nearby residential areas. The ultimate site must be large enough to meet the standards set forth herein while retaining a well-landscaped image so as to readily blend with nearby residential areas. It is intended that a minimum number of points of ingress and egress be utilized in order to reduce the traffic impact on adjacent streets and thus enhance traffic movement. The district is most generally located on, or having access to, arterial or collector roadways. Areas of the city appropriate for this district are included in the "office" designations on the future land use~~

~~map of the comprehensive plan and within the "employment center" of the Lake County/Mount Dora Joint Planning Area.~~

~~2. *Permitted uses:*~~

- ~~a. Medical and pharmaceutical research complexes.~~
- ~~b. General office buildings.~~
- ~~c. Professional offices.~~
- ~~d. Financial offices.~~
- ~~e. Telephone and utility business offices.~~
- ~~f. Public uses.~~
- ~~g. Banking centers.~~
- ~~h. Technology based research and development.~~
- ~~i. Hospitals.~~

~~3. *Conditional uses (see section 2.5.1.5 for criteria) and certain uses permitted within properties assigned the Planned Unit Development (PUD) District:*~~

- ~~a. Commercial parking facilities.~~
- ~~b. Public and private schools, colleges and universities.~~
- ~~c. Nursing homes.~~
- ~~d. Day care centers associated with another use.~~
- ~~e. Telecommunication towers (subject to subsection 3.5.21).~~
- ~~f. Manufacturing, warehousing and distribution centers associated with corporate headquarters or research and development facilities.~~
- ~~g. Retail uses associated with another use so long as such use occupies no more than ten percent of the space available for use~~
- ~~h. Limited multi family residential subject to compliance with the standards of subsection 3.4.5.2.b pertaining to the Planned Units Development (PUD) District (planned commercial/office centers).~~
- ~~i. Other similar uses if determined to be compatible by the planning and zoning commission.~~

~~4. *Prohibited uses:*~~

- ~~a. Medical marijuana dispensaries.~~
- ~~b. Non medical marijuana sales.~~
- ~~c. Cannabis farms.~~
- ~~d. Single family residential.~~

~~5. *Other requirements.* In addition to the requirements of section 2.5 for the conditional uses set forth above, the planning and zoning commission shall determine that there are adequate systems to prevent ground, air or noise pollution, that the required setback requirements of the EC district are adequate for the proposed conditional use, and that the~~

facility shall conform to the standards set in the description of the EC district in subsection 3.4.15.1 above.

~~6. Site development standards:~~

		Adjacent to Residential	Standard
a.	Minimum building setbacks (ft.)		
	Front yard	100	50
	Side yard	100	50
	Rear yard	100	50
	From any street	100	50
b.	Minimum lot size (sq. ft.)	100,000	
c.	Minimum lot width (ft.)	200	
d.	Maximum building height (ft.)	Maximum FAR 3.0	
e.	Parking	See section 6.5	
f.	Landscaping/buffers	See section 6.6*	
g.	Signs	See section 6.7*	
h.	Access	See subsection 6.3.7	
*C-3 standard shall apply			

~~Note—Amendments to this section made by Ordinance No. 849 adopted June 15, 2004, shall be prospective in nature and shall not apply to any development for which approvals were granted on or before June 15, 2004.~~

3.4.15. WBI-E Wolf Branch Innovation Employment and WBI-G Wolf Branch Innovation Gateway Districts:

1. Description of the districts. The intent of the WBI-E and WBI-G districts are to provide for a variety of office uses, high-tech industrial, multi-family residential, and limited commercial uses that support office uses. These districts are intended to accommodate employment development which exhibits a high level of site and building amenities to include extensive landscaping, plazas and pedestrian/employee-friendly gathering areas, central building entrances, enhanced building and site security features, and accessory uses included within the building footprint. The development standards of the WB-E and WBI-G are calibrated to the varied existing development and desired future character for the property within these districts. If there are conflicts between these standards and standards contained elsewhere in the land development code, the standards in this division shall prevail. The use of PUD Master Plan process of this code is required for the lands within the character area for new developments. The Master Plan allows for a mixture of permitted uses that a parcel’s or lot’s current underlying zoning district may not, and shall follow the underlying Future Land Use classification.

2. Purpose. These standards are intended to serve the following purposes:
a. Ensure sufficient land area designated for employment center uses;

- b. Allow for the development of employment center uses in an effective and efficient configuration;
- c. Create a transportation network with people-oriented transportation focusing on a robust network of street and trail connections rather than a limited system of roads;
- d. Promote the creation of a high quality of place that is consistent with the elements seen in Mount Dora;
- e. Allow for a central node of mixed or multi-use development that focuses activity;
- f. Maintain and enhance property values and quality of life in the surrounding neighborhoods;
- g. Facilitate high quality, high value economic development;
- h. Provide the maximum opportunity for the application of innovative concepts of site planning on properties of adequate size, shape and location; and
- i. Ensure consistent land use patterns and design standards consistent with the WBI-E and WBI-G Districts.

3. Applicability. The standards set forth in this division shall apply when vacant property is developed. Existing principal structures may be repaired or replaced and additions to principal structures are allowed so long as the use of the property does not change. Subdivision, including lot splits, requires conformance with these standards.

4. Relationship to Other Standards. Aspects of development not covered by these standards shall be governed by the standards contained elsewhere in the land development code. Where these standards are silent, the underlying zoning regulations shall apply.

4.5. Process and application requirement. In addition to the requirements contained herein all new developments, shall be processed through the City's normal Planned Unit Development (PUD) process of this code and shall follow the uses and design standards of this section. The actual assignment of the zoning of lands shall be WBI-E or WBI-G and include a master plan outlining these standards, permitted uses, performance standards, architectural design, phasing plans and the development configuration. The master plan will establish the overall project development conditions. Following assignment of the WBI-E or WBI-G zoning district all other city review site plan and platting processes are required per this code. Amendments to an approved master plan shall be by resolution processed by the Planning and Zoning Commission and City Council per this code.

6. Existing Uses/Structures. Uses and structures that are in existence upon a property at the time of the adoption of this section or at the time the WBI-E or WBI-G zoning district is assigned to the property shall be deemed legally permitted and conforming and such may be reconstructed, remodeled, altered, enlarged and expanded upon the property notwithstanding other provisions of this code. The substitution of occupant(s) of such existing uses and structures with similar businesses and uses is permitted. Waivers to applicable performance standards of the WBI-E and WBI-G zoning districts shall be granted by the city in order to implement the intent of this subsection.

7. WBI-E Wolf Branch Innovation Employment District Development Standards are as follows:

- a. Purpose and intent. The purpose of the Wolf Branch Employment (WIB-E) District is to allow and encourage the attraction of a variety of office types, highly specialized and technological industries, research and experimental institutions, light industrial support facilities, and business services. Higher density residential uses and commercial uses are allowed in support of these uses.
- b. In addition to the requirements of this code, the Wolf Branch Innovation Design Guidelines dated April 20, 2021, or as amended from time to time shall be incorporated herein by reference.
- c. Development standards. The following table summarizes the development standards for the WBI-E District:

<u>Building Height (max)</u>	<u>100 ft. Where buildings are located adjacent to residential uses not located within the WBI-E or WBI-G District, a 25 ft. setback shall be provided. An additional 1 ft. setback is required for each 3 ft. of additional building height above 35 ft.</u>
<u>Residential Density (min)</u>	<u>8 du/ac</u>
<u>Intensity (max)</u>	<u>1.0 FAR (2.0 FAR with bonus of this section). Floor Area Ratio as defined by this code.</u>
<u>Impervious Surface Ratio ISR (max)</u>	<u>0.75</u>
<u>Employment floor area (min)</u>	<u>A total of 900 SF of employment floor area must be provided within the Master Plan for each proposed dwelling unit.</u>
<u>Open Space (min)</u>	<u>15%</u>
<u>Commercial Uses</u>	<u>No more than 20% of total floor area (hotel excluded from total)</u>
<u>Residential Uses</u>	<u>No more than 25% of land area can be allocated to residential use; vertically mixed-use buildings are exempt from this standard</u>
<u>Parking</u>	<u>For parking spaces required, see Section 6.5 of this code</u>
<u>Landscaping/buffers</u>	<u>See Section 6.6 of this code for buffer treatments and design not listed in this section.</u>

Access

See Subsection 6.3.7 of this code

Signs

A sign master plan and as guideline is required for new development proposals in general following the sign design standards commensurate to the C-3 zoning district of this code.

- d. Minimum Site Area Requirements: New developments in the WBI-E District require a minimum development three (3) acres in site area.
- e. Intensity bonus. An intensity bonus of up to 1.0 FAR may be allowed at the sole discretion of the City Council for any site within the WBI-E District based on the provision of public benefit elements including:
- (1) Dedicated public park open to the public managed privately;
 - (2) Additional open space above the required minimum;
 - (3) Park and ride lot;
 - (4) Off-site infrastructure including streets and trails; and/or
 - (5) Land donation for transportation improvements.
- f. WBI-E Permitted Uses. The following uses are permitted within the WBI-E District:
- (1) Medical and pharmaceutical research complexes
 - (2) General office buildings including: research and development and health care
 - (3) Limited commercial retail trade uses that support office land uses;
 - (4) Light industrial uses such as manufacturing, wholesale trade, office/showroom, transportation, communications, electric, gas and sanitary services. Activities are limited to those without off-site impacts and take place primarily within an enclosed building.
 - (5) Day care
 - (6) Professional offices
 - (7) Financial, insurance and real estate offices
 - (8) Telephone and utility business offices
 - (9) Public facilities and civic uses (includes public utilities, fire and police stations, or similar)
 - (10) Recreation and parks
 - (11) Banking centers
 - (12) Technology based research and development
 - (13) Manufacturing, warehousing and distribution centers associated with corporate headquarters or research and development facilities
 - (14) Hospitals and health services
 - (15) Churches or religious organizations
 - (16) Schools (public or private)
 - (17) Assisted (Adult) Living Facilities
 - (18) Multifamily dwellings and customary accessory uses (consistent with the Development Standards listed the above table Sub-Section 3.4.15(7.b).
 - (19) Single-family attached residential of at least 8 DU/Ac (dwelling units per acre)
 - (20) Public and private schools, colleges and universities

- (21) Telecommunication towers (subject to other applicable codes of Section 3.5.6 “Height” and Section 3.5.21 “Communications towers.”).
- (22) Other similar uses if determined to be compatible by the planning and zoning commission.

g. The following uses are prohibited in the WBI-E District:

a-

- (1) Medical marijuana dispensaries
- (2) Non-medical marijuana sales
- (3) Cannabis farms
- (4) Gas stations
- (5) Single-family detached residential
- (6) Electrical sub-stations or similar uses
- (7) Off Site Advertising sign (billboards
- (8) Heavy industrial uses
- (9) Cross-dock truck dependent warehouse and distribution uses
- (10) Outside flea market or outside sales, outside storage or staging of equipment, activities, or services
- (11) Single-use highway commercial uses not located within a mixed use building. Mixed use means at least two of the following uses within a single building: commercial, office, or residential. Multiple commercial buildings developed on the same site are not allowed by definition of mixed use. These single-use highway commercial uses are intended to prohibit free-standing highway orientated commercial uses such as but not limited to fast-food restaurants (with or without drive-thru), banks, financial institutions, drug stores, automotive parts or mechanical repair stores/shops of any kind, coffee houses, day care, veterinarian office, animal clinic, grocery/specialty markets, or single tenant standalone retail uses.

8. WBI-G Wolf Branch Innovation Gateway District Development Standards are as follows:

- a. Purpose and intent. The purpose of the WBI Gateway (WBI-G) District is to form the ‘core’ of the Wolf Branch Innovation District where the highest concentration of retail and services are located to conveniently serve the needs of the tenants of the Wolf Branch Innovation District and residents of surrounding neighborhoods. The vertical mixing of uses is encouraged and residential uses are allowed as part of a mixed- or multi-use site.
- b. Development standards. The following table summarizes the development standards for the WBI-G District.

<u>Building Height (max)</u>	<u>100 ft</u>
<u>Residential Density (min)</u>	<u>8 du/ac; No residential use and density required for parcels or lots existing as of May 31, 2021 that are less than 4 acres.</u>

<u>Intensity (min/max)</u>	<u>0.25 FAR / 1.0 FAR (Floor Area Ratio as defined by this code); Minimum FAR of 0.15 for parcels or lots existing as of May 31, 2021 that are less than 4 acres.</u>
<u>Impervious Surface Ratio ISR (max.)</u>	<u>0.75</u>
<u>Employment floor area (min)</u>	<u>N/A</u>
<u>Open Space (min)</u>	<u>15%</u>
<u>Commercial Uses</u>	<u>No more than 75% of land area may be allocated to commercial use. This does not apply to parcels or lots existing as of May 31, 2021 that are less than 4 acres.</u>
<u>Residential Uses</u>	<u>Permitted as part of mixed- or multi-use site, provided no more than 60% of land area allocated to residential use</u>

c. Minimum site area requirements: New developments in the WBI-G District require a minimum development size of two (2) acres in site area. This requirement does not apply to parcels or lots existing as of May 31, 2021.

d. WBI-G Permitted Uses. The following uses are permitted within the WBI-G District:

- (1) Medical and pharmaceutical research complexes
- (2) General office buildings
- (3) Professional offices
- (4) Financial offices
- (5) Telephone and utility business offices
- (6) Public facilities and civic uses (includes public utilities, fire and police stations, or similar)
- (7) Recreation and parks
- (8) Banking centers
- (9) Technology based research and development
- (10) Retail and Service Uses including:
 - i. Antique shops.
 - ii. Art galleries.
 - iii. Banks, finance, and insurance.
 - iv. Bakeries.
 - v. Bed and breakfast establishments.
 - vi. Bars and cocktail lounges.
 - vii. Business service establishments, specialty shops, tailor shops, shoe repair, jewelry stores, camera stores, variety stores, and luggage stores.
 - viii. Childcare centers.
 - ix. Commercial recreational facilities, indoor only.

- x. Convenience stores
- xi. Drug stores.
- xii. Florists.
- xiii. Grocery/Specialty markets.
- xiv. Hardware stores, paint stores, office supplies.
- xv. Health spas.
- xvi. Liquor stores selling liquor for consumption off premises.
- xvii. Motels and hotels.
- xviii. Restaurants, including outside seating areas; dining table service only.
- xix. Retail trade establishments, enclosed.
- xx. Personal service establishments.
- xxi. Photographic studios and fine arts studios.
- xxii. Veterinarian office and animal clinic (no overnight boarding)
- xxiii. Theaters, indoor.
- xxiv. Similar retail sales activities to those listed above.
- xxv. Electric vehicle charging stations

- (11) Multifamily dwellings and customary accessory uses.
- (12) Single-family attached residential of at least 8 du/ac.
- (13) Public and private schools, colleges and universities.
- (14) Telecommunication towers per this codes.
- (15) Other similar uses if determined to be compatible by the planning and zoning commission.
- (16) Only the permitted uses under a planned commercial (CP) ordinance previously approved by Lake County and recorded in the public records prior to May 31, 2021 for a property within the WBI-G District or the Employment Center Gateway Sub-District future land use. This provision controls over any conflicts with the prohibited use provisions. The above CP ordinances only pertains to permitted uses and all other design standards and Conditional Uses listed in this code shall apply upon new developments.
- (17) Existing uses on a property that legally existed prior to annexation of a property designated with the WBI-G District zoning or the Employment Center Gateway Sub-District future land use. The expansion of such uses and their principal and accessory structures are also permitted. This provision controls over any conflicts with the prohibited use provisions.

e. WBI-G District Conditional Use Permit (see section 2.5.1.5):

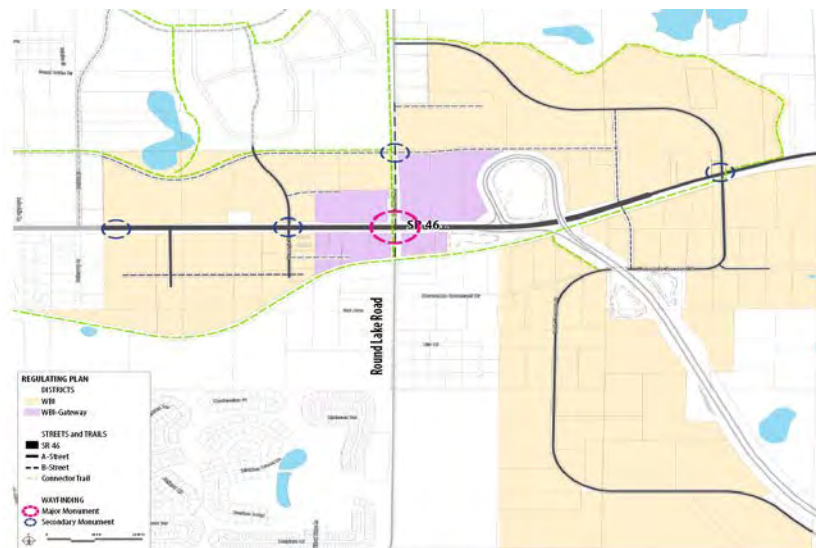
- (1) One (1) single highway commercial use with drive-thru window for the SR 46 frontage within each quadrate of the WBI-G District, subject to the design elements listed below of sub-sub section (e.3).
- (2) One (1) gas station/convenience store use for the SR 46 frontage within each quadrate of the WBI-G District, subject to the design elements listed below of sub-sub section (e.3).
- (3) Design Elements: In cases of Conditional Use Permits for the uses listed in the sub-section the following design elements are required in addition to other standards of this code:
 - i. Gas convenience store use shall front on SR 46. Gas pumps and canopy must be located behind the rear of the primary building facing SR 46.
 - ii. Building placement/site design conducive to shielding gas pump canopy from the primary view shed of the intersection of SR 46 and Round Lake Road shall provide a corner location for a gateway “feature”;
 - iii. Building with drive-thru would need to have a structured canopy over drive-thru window;
 - iv. Each corner of the SR 46 and Round Lake intersection are required to designate for public/common gateway entrance “feature” to be designed and installed by the developer for dedication to the City. Owner/Developer shall be subject to initial feature design construction and a special assessment though an annual maintenance, repair and replacement cost;
 - v. Dedication of “feature” site (via easement or other restrictions determined appropriate by the City), site design, and/or funding commitment would be required prior to first building permit for each corner;
 - vi. Design illustration examples of gateway feature will be provided by the City. Owner/developer may either construction or provide city payment for design feature. A Developer’s Agreement shall be required; and
 - viii. Requirement for simultaneous development of other mix of uses with gas station or commercial outparcel, so that they cannot develop before other uses and result in them being stand-alone use of the parcel.

f. The following uses are prohibited in the WBI-G District:

- (1) Medical marijuana dispensaries
- (2) Non-medical marijuana sales
- (3) Cannabis farms
- (4) Single-family detached residential
- (5) Churches or religious organizations
- (6) Schools (public or private)
- (7) Outside flea market or outside sales, outside storage or staging of equipment, activities, or services
- (8) Vehicle repair and mechanic shops
- (9) Electrical sub-stations or similar uses
- (10) Off Site Advertising sign (billboards)
- (11) Heavy industrial uses
- (12) Cross-dock truck dependent warehouse and distribution uses
- (1)(13) Single-use highway commercial uses, unless granted a Conditional Use Permit under provisions of Section 3.4.15(8.e), not located within a mixed use building. Mixed use means at least two of the following uses within a single building: commercial, office, or residential. Multiple commercial buildings developed on the same site are not allowed by definition of mixed use. These single-use highway commercial uses are intended to prohibit free-standing highway orientated commercial uses such as but not limited to fast-food restaurants (with or without drive-thru), banks, financial institutions, drug stores, automotive parts or mechanical repair stores/shops of any kind, coffee houses, day care, veterinarian office, animal clinic, grocery/specialty markets, or single tenant standalone retail uses.

8. Streets and Blocks with the WBI-E and WBI-G:

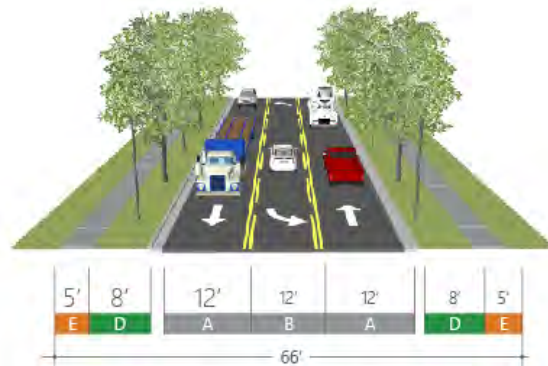
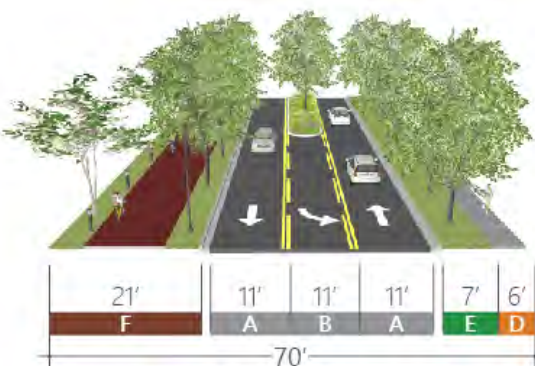
- a. Regulating Plan. The Regulating Plan shows the intended location of the WBI-E and WBI-G Districts, Streets, Trails, and Wayfinding. Individual development Master Plans shall demonstrate consistency with the Comprehensive Plan Policies and these following the general street (Street-A and Street-B) and block layout depicted in the illustration below.



b. Block Structure. A system of connected streets and well-proportioned blocks is a key element of the vision for the WBI-E and WBI-G Districts. Consistent with this vision, development of certain areas will require new streets to create this block system. The Regulating Plan provides a representation of the desired street network and may require adjustments to address site conditions. An alternate but comparable network, consistent with the intent of providing connectivity, may also be considered as part of the development master plan approval process. New streets shall be designed consistent with the standards shown below.

A-Street Section

B-Street Section



Street design	
Right-of-way width	70 ft
Design speed	35 mph
Travelway	
A Travel lanes	11 ft
B Turn lane/planted median	11 ft
C Curb and gutter	2 ft
Streetscape	
D Walkway (min)	6 ft
E Planting strip	7 ft
F Bikeway (multi-use trail)	21 ft

Street design	
Right-of-way width	66 ft
Design speed	35 mph
Travelway	
A Travel lanes	12 ft
B Turn lane/planted median	12 ft
C Curb and gutter	2 ft
Streetscape	
D Walkway (min)	6 ft
E Planting strip	8 ft

9. Building Frontage.

- a. General. Throughout the WBI-E and WBI-G, buildings shall be located and oriented toward the street to create a character of place that is defined by buildings and landscape rather than parking areas. In order to create a consistent building wall along the street, design standards for the area require a significant percentage of each lot to maintain a building frontage within a Build-to-Zone along all streets. The width of this Build-to-Zone varies to allow variation in building setbacks to avoid monotony along a street. The standards in this section apply to both the WBI-E and WBI-G Districts.
- b. Build-to zone. Building facades shall be placed in the Build-To Zone of the applicable street frontage and shall occupy at least the specified percentage of the linear frontage of the site.
- c. Landscape zone. The Landscape Zone accommodates a consistent landscape identity throughout the WBI-E and WBI-G Districts. Buildings are allowed to be located within the Landscape Zone pursuant to setbacks and the Landscape Zone Planting requirements of this section. Driveway access may cross the Landscape Zone, however parking is not permitted within this zone.
- d. Parking and service zone. Parking and service areas shall not be located between the principal building and the street, with the exception of the SR 46 frontage. Along SR 46, a single bay of parking is permissible within the Build-to-Zone so long as the frontage requirements of this section are met. Buildings on corner parcels shall be located up to and address the corner. They are encouraged to wrap the corner where possible. Building service elements (e.g., loading docks, dumpsters, etc...) shall be located at the rear of the building and screened from view of all adjacent streets. New development is encouraged to develop a system of service alleys to provide access to these areas.

SR-46/Round Lake Rd

<u>A</u>	<u>Build-to zone</u>	
<u>A1</u>	<u>Setbacks (min/max)</u>	<u>10/100 ft</u>
<u>A2</u>	<u>Building frontage (min)</u>	<u>60%</u>
<u>B.</u>	<u>Landscape zone</u>	<u>25 ft</u>
<u>C</u>	<u>Parking & service zone</u>	
<u>C1</u>	<u>Walkway (min)</u>	<u>6 ft</u>
<u>D.</u>	<u>Access</u>	<u>Governed by FDOT/Lake County standards as applicable</u>

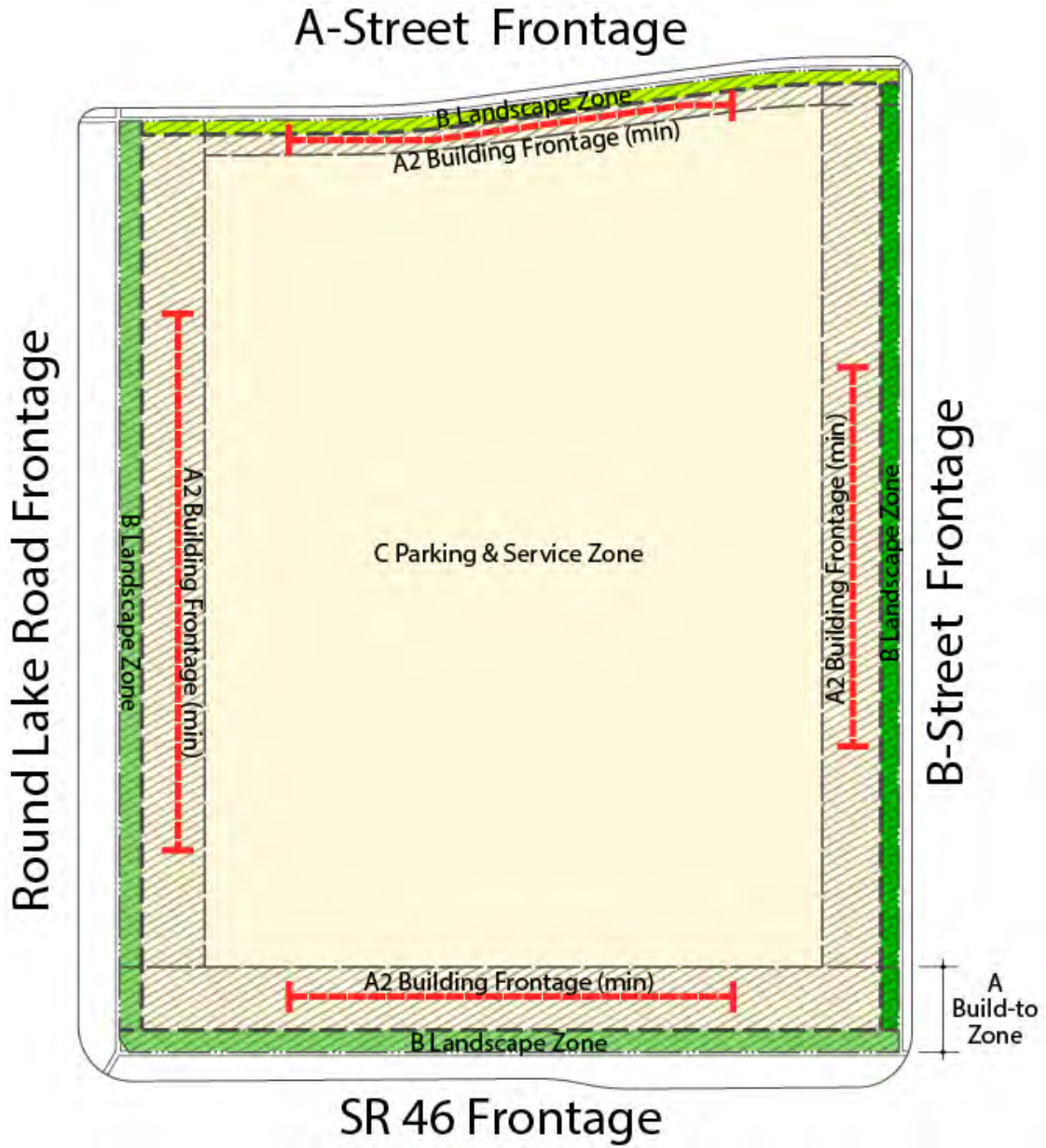
A-Street B-Street

<u>A</u>	<u>Build-to zone</u>		
<u>A1</u>	<u>Setback (min/max)</u>	<u>0/20 ft</u>	<u>0/40 ft</u>
<u>A2</u>	<u>Building frontage (min)</u>	<u>60%</u>	<u>40%</u>
<u>B.</u>	<u>Landscape zone</u>	<u>25 ft</u>	<u>20 ft</u>
<u>C</u>	<u>Parking & service zone</u>		

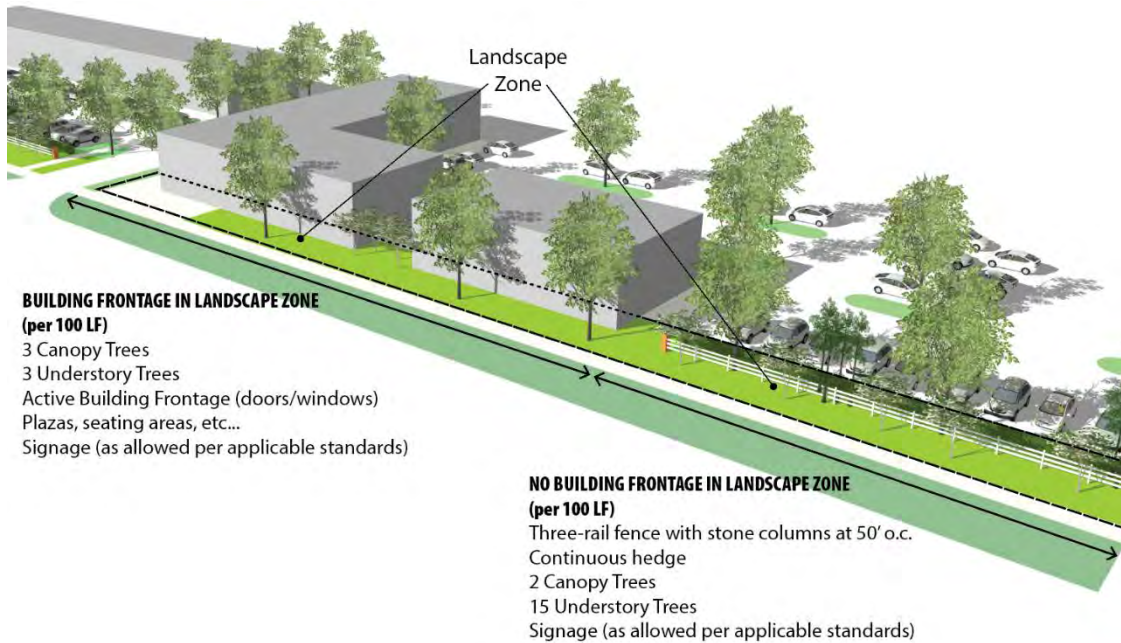
- C1 Walkway (min)
- C2 Bikeway (multi-use trail)
- D. Access

- 6 ft 5 ft
- 12 ft 12 ft

Governed by FDOT/Lake County standards as applicable



- e. Landscape Zone Planting. In order to form a cohesive visual character along SR 46 and Round Lake Road, the required Landscape Zone shall be planted consistent with the standards shown in the figure below.



10. Park systems. The park, trails, and open space systems within the WBI-E and WBI-G districts are intended to serve the day-to-day park needs of residents, employees, and visitors, as well as to frame the spatial organization of the community by linking neighborhoods, workplaces, and service centers with outdoor spaces. The system shall be designed to serve many different functions and may be composed of a range of sizes and types of open spaces connected by pedestrian and cycling pathways. These spaces shall be integrated into the fabric of the WBI along with other public infrastructure systems such as streets, utilities, and stormwater drainage.

- a. Multi-use Trails. Multi-use trails shown on the Regulating Plan must be incorporated into the master plan. Trail alignments may deviate from those shown on the Regulating Plan, so long as they achieve the origin and destination shown on the Regulating Plan. Trails shall be designed consistent with the standards in LDC Section 6.15.

11. Site Orientation and Development Standards.

- a. Intent: The intent of the WBI-E and WBI-G districts are to encourage the development of employment center and other supporting uses. These uses often require larger footprint buildings that require special standards. Buildings in the WBI-E and WBI-G should be sited, regardless of their use, in a manner that emphasizes building and landscape more than parking and service/loading areas. While there is not a requirement that buildings be placed at the edge of the sidewalk, the intent of these guidelines is to encourage a varied streetscape that allows buildings with a mix of employment uses in close proximity to each other. Unless noted otherwise, the standards in this section apply to both the WBI-E and WBI-G Districts.

b. Building Placement and Site Orientation

- (1) Buildings are encouraged to have a variety of front setbacks in order to avoid the creation of a constant wall of buildings. This is particularly important where proposed buildings have similar heights and massing.
- (2) Large scale parking and service areas shall not be located between the principal building and the street. No more than a single full bay of parking may be located between the principal building and the street at the front of the parcel. Where parking is provided between the building and street, at least 25% of the building frontage must be kept free of parking stalls.
- (3) Parking may be located to the side of the principal building.
- (4) Building service elements (e.g., loading docks, dumpsters, etc...) shall be screened from view of all A-Streets, SR 46, and Round Lake Road with landscape screening and/or berms. New development is encouraged to develop a system of service drives to provide access to these areas.

c. Drive-through Standards

- (1) Drive-through windows and lanes shall be designed to adhere to the following standards:
- (4)(2) Drive-through windows shall not be placed between the right-of-way of SR 46 or Round Lake Road and the associated building.

d. Pedestrian walkways.

- (1) Purpose and intent. To provide safe opportunities for alternative modes of transportation by connecting with existing and future pedestrian and bicycle pathways within the city and to provide safe passage from the public right-of-way to the commercial building or project, and between alternative modes of transportation.
- (2) Pedestrian access standards. Pedestrian ways, linkages and paths shall be provided from the building entry(s) to surrounding streets, external sidewalks, and outparcels. Pedestrian ways shall be designed to provide access between parking areas and the building entrance(s) in a coordinated and safe manner. Pedestrian ways may be incorporated within a required landscape perimeter buffer, provided said buffer is not less than ten feet in width on average. Shared pedestrian walkways are encouraged between adjacent projects.
- (3) Minimum ratios. Pedestrian ways shall be provided at a minimum ratio of one for each public vehicular entrance to a project, excluding ingress and egress points intended primarily for service, delivery or employee vehicles.
- (4) Minimum dimensions. Pedestrian walkways shall be a minimum of six feet wide.
- (5) Materials. Pedestrian walkways shall be consistent with the provisions of the Americans with Disabilities Act (ADA), the Accessibility Guidelines and the Florida Accessibility Code. Materials may include specialty pavers, concrete, colored concrete or stamped pattern concrete.
- (6) Pedestrian crosswalks at building perimeter. Building perimeter crosswalks shall be designed and coordinated to move people safely to and from buildings

and parking areas by identifying pedestrian crossings with signage and variations in pavement materials or markings.

(7) Shade. Pedestrian walkways shall provide intermittent shaded areas when the walkway exceeds 100 linear feet in length at a minimum ratio of 100 square feet of shaded area per every 100 linear feet of walkway. Shade structures may be natural, manmade or a combination of both.

e. Stormwater: The shape of a manmade body of water, including wet and dry retention areas, shall be designed to appear natural by having off-sets in the edge alignment that are a minimum of ten feet and spaced 50 feet apart. All bodies of water, including wet and dry retention areas, exceeding 20,000 square feet in area, and which are located adjacent to a public right-of-way, shall incorporate into the overall design of the project at least two of the following items:

i. A five-foot wide walkway with trees an average of 50 feet on center and shaded benches a minimum of six feet in length or picnic tables with one located every 150 feet.

ii. A public access pier with covered structure and seating.

iii. An intermittent shaded plaza/courtyard, a minimum of 200 square feet in area, with benches and/or picnic tables adjacent to the water body.

iv. A permanent fountain structure of significant size to demonstrate a focal element.

f. Parking:

(1) Building exposure shall be maximized and parking areas minimized along all 'A' Street frontages, where parking areas should be located behind buildings and be screened from direct view from the street through the use of landscaping, knee walls, etc.

(2) Parking location. Projects shall be designed to adhere to the following standards:

- Interior lots. No more than 50 percent of the off-street parking for the entire commercial building or project shall be located between any primary facade of the commercial building or project and the abutting street.

- Corner lots. No more than 80 percent of the off-street parking for the entire commercial building or project shall be located between any primary facade of the commercial building or project and the abutting street, with no single side to contain more than 65 percent of the required parking.

(3) Where parking areas cannot be located behind buildings and are therefore adjacent to public streets, parking areas shall be screened using some combination of landscaping, colonnades, trellises, pergolas, kneewalls, low masonry or concrete walls.

(4) Off street parking design. Parking shall be designed to be safe, shaded, and easily accessible, but must be located in such a fashion that it does not dominate the development of a site. Parking shall be as provided for in section 6.5, and subject to the following provisions: temporary sales

- Surface parking is to be limited to the minimum required by governing code. Additional parking above code minimum is permitted provided that it is contained within the footprint of a building, in a parking structure, or in a

surface lot with enhanced parking lot landscaping and pedestrian circulation to be determined at change in zoning.

- Certain specialized or unique uses may require more surface parking than allowed by Code minimum standards and such parking shall be determined at site plan with justification, subject to otherwise applicable code requirements.
- Pedestrian walkways through parking areas are required and should be carefully defined, particularly where pedestrian and vehicle conflicts are unavoidable.
- Pedestrian walkways shall be provided within all parking lots serving commercial, office and multi-family residential development, and be designed to provide direct connections between all building entrances, adjacent rights-of-way, transit stops, and outparcels.
- A minimum of one pedestrian walkway shall be provided for every five head to head parking rows, except where an alternative arrangement is approved as part of a planned unit development.
- At least one pedestrian walkway shall be designed to provide a direct connection from the main pedestrian entrance of any anchor tenant, principle building, or multi-family leasing office to the sidewalk along the perimeter of the development site.
- Pedestrian walkways shall have a minimum width of 14 feet, including a minimum of six feet in width for the sidewalk, and a minimum of eight feet in width for the central landscape strip. All unpaved areas within pedestrian walkways shall have 100 percent landscape coverage in accordance with this Section, and shall conform to the tree spacing requirements provided therein. Shade structures, including pergolas or gazebos, may be substituted for canopy trees.
- Crosswalks connecting pedestrian walkways across parking lot drive aisles shall be designed and constructed to appear visually distinct from the adjacent driving surface through the use of colored or textured concrete.

(5) Parking structure standards. The primary facade of a parking structure or covered parking facility that is visible from SR 46 or Round Lake Road shall incorporate at least two of the following:

- a. Transparent windows, with clear or lightly-tinted glass, where pedestrian oriented businesses are located along the facade of the parking structure;
- b. Display windows;
- c. Decorative metal grille-work or similar detailing which provides texture and partially and/or fully covers the parking structure opening(s);
- d. Art or architectural treatment such as sculpture, mosaic, glass block, opaque art glass, relief work, or similar features; or,
- e. Vertical trellis or other landscaping or pedestrian plaza area.

g. Landscaping. In addition to the requirements of the applicable code, the following requirements shall apply.

(1) Purpose and intent. To provide enhanced landscaping within the vehicular and pedestrian use areas of large commercial buildings and projects. Such landscaping is intended to enhance the visual experience of the motoring and

pedestrian public, commonly referred to as the "streetscape". Landscaping should be used to enhance and complement the site design and building architecture.

- (2) Landscape/Hardscape. The following requirements, with the exception of building perimeter plantings, shall be counted toward the code-required greenspace and open space requirements.
- (3) Tree and lighting locations shall be designed so as not to conflict with one another.
- (4) Locational requirements for building perimeter plantings:
 - a. Perimeter landscape plantings shall be located adjacent to the primary building facade, including building entrance areas, plazas, and courtyards. These areas shall be landscaped with any combination of trees, palms, shrubs and ground covers; and
 - b. Building perimeters shall include plantings at a ratio of 100 square feet of planters per 1,000 square feet of building ground floor area. Planters shall either be raised or at ground level and be a minimum of ten feet wide. Seating courtyards, eating areas and plazas may be incorporated within them.

h. Lighting

- (1) Purpose and intent. Commercial buildings and sites, including outparcels, shall be designed to provide safe, convenient, and efficient lighting for pedestrians and vehicles. Lighting shall be designed in a consistent and coordinated manner for the entire site. The lighting and lighting fixtures shall be integrated and designed so as to enhance the visual impact of the project on the community and/or blend the project into the surrounding landscape.
- (2) Exterior lighting may be used to illuminate a building and its grounds for safety purposes but in an aesthetic manner. Lighting is not to be used as a form of advertising in a manner that is not compatible to the neighborhood or in a manner that draws considerably more attention to the building or grounds at night than in the day. All fixtures used in exterior lighting are to be selected for functional and aesthetic value. Decorative lighting fixtures in keeping with the architecture style shall be used for commercial wall mount lighting and parking lot light poles. Exterior lighting shall be in accordance with the lighting design standards of this code.
- (3) All new development within the WBI-E and WBI-G districts, including residential, non-residential, and all public rights-of-way shall utilize lighting fixtures designed and located to minimize glare and reduce light trespass and overhead skyglow. All fixtures shall be certified by the International Dark Sky Association's Fixture Seal of Approval program.
- (4) Shielding standards. Lighting shall be designed so as to prevent direct glare, light spillage and hazardous interference with automotive and pedestrian traffic on adjacent streets and all adjacent properties. Illumination onto adjacent right-of-way or adjacent property shall not exceed 0.5 foot candles.
- (5) Fixture height standards. Lighting fixtures shall be a maximum of 30 feet in height within the parking lot and shall be a maximum of 15 feet in height within non-vehicular pedestrian areas.

(6) Design standards. Lighting shall be used to provide safety while accenting key architectural elements and/or emphasizing landscape features. Light fixtures shall be used as an integral design element that complements the design of the project. This can be accomplished through style, material or color (excluding florescent, primary and secondary colors) or by designing the lighting fixtures to blend into the landscape through the use of dark colors such as bronze, black and forest green. Concrete type poles or mill finish is not permitted. Light pole footers shall not be exposed more than six inches above finish grade.

i. Fencing

(1) Fencing standards. Chain link and wood fencing are prohibited forward of the primary facade, except as provided below, and must be a minimum of 100 feet from a public right-of-way, except as provided in the public realm landscape standards. Chain link and wood fencing facing a public right-of-way shall be buffered at a minimum by an irrigated hedge directly in front of the fence on the side of the right-of-way. Plant material shall be a minimum of 24 inches in height and width and planted to create a continuous visual barrier at time of installation. This plant material shall be maintained at a minimum of three quarter the height of the fencing.

(2) Fencing forward of the primary facade is permitted under the following conditions:

i. Fencing does not exceed four feet in height;

ii. The fencing provides either an open view at a minimum of 25 percent of its length or provides variation in its height for a minimum of 15 percent of its length with a deviation of at least 12 inches; and,

iii. The fence style must complement building style through material, color and/or design.

12. Building Standards: Industrial and Manufacturing Buildings.

a. Intent: Industrial and manufacturing buildings shall be composed with elements that reduce the mass of building walls, reinforce locations of entries, and create architectural interest. This can be done through variations in solid and void composition, color, material, and height.

b. Building Massing: Industrial building frontages shall be broken up and/or screened with landscape at intervals of no more than 100 linear feet. For cross-dock facilities where this is not feasible, additional perimeter landscaping may be substituted (to be determined at WBI-E or WBI-G zoning assignment within the master plan).

c. Building Facades

(1) The front façade of every building shall reflect appropriate structural elements and variation of the wall plane through the expression of:

a. Floors (banding, belt courses, etc.)

b. Vertical support (columns, pilasters, piers, quoins, etc.)

c. Foundation (water tables, rustication, etc.)

d. Variation in wall plane through the use of projecting and recessed elements

e. Changes in material or material pattern

(2) The sides of each building on a site, particularly buildings visible from multiple streets, shall be consistent in design and shall be compatible with other development in the immediate vicinity.

d. Special Requirements for Landscape, Buffers, Walls, and Fencing on Industrial Sites. Within the WBI, there should be a focus on creating an image of buildings and landscape rather than parking and service areas. The landscape between the building and public streets is intended to be informal and create a soft appearance over time. Screening landscape is intended to mask the appearance of more industrial elements of sites to allow for integrated uses within the WBI-E and WBI-G districts. The following standards shall apply to all industrial sites:

a. Where the parking area is visible from a public street or highway, the area will be screened from view by some combination of landscaping, earth berms and decorative walls. Landscape screens consisting of trees, shrubs, ground cover and earth berms are preferred.

b. All service yards and maintenance equipment must be enclosed and screened from the public right of way. Screening may be accomplished with a combination of buildings, walls, landscaping, and/or landscaped earth berms.

c. Walls and accessory structures shall be consistent with the building materials, finish and colors used in the main building or buildings.

d. Masonry walls and/or buffer landscaping shall be provided along the side and rear property lines and streets adjacent to property planned or zoned for residential use.

e. Walls or fences of more than 50' in length should be broken up by landscaping, pilasters, offsets in the alignment of the wall or fence, and/or changes in materials and colors.

13. Building Standards: Commercial and Mixed-Use Buildings.

a. Considerations: Commercial and mixed-use buildings should be composed with elements that reinforce a pedestrian scale. These elements shall be utilized to create a rhythm and scale consistent with traditional architecture. Large unarticulated facades along the sidewalk are not conducive to a pedestrian experience. The street-front facades of new buildings shall be broken down into a number of smaller bays that relate to the context. Additional interest can be added through variations in solid and void composition, color, material, and height.

b. Building Massing

i. No horizontal length or uninterrupted curve of a primary building facade shall exceed 100 linear feet. For arcaded facades, no horizontal length or uninterrupted curve of the arcaded facade shall exceed 120 feet, with varied lengths being desirable. Projections and recesses shall have a minimum depth of three feet with 25 percent of these having a varied length with a minimum differential of one foot.

c. Building Facades

- (1) All primary facades of a building shall be designed with consistent architectural style and detail and trim features. In the case of outparcel buildings, all exterior facades shall adhere to the requirements of this section with respect to architectural design treatments for primary facades.
- (2) All facades visible from a publicly accessible street or open space shall reflect appropriate structural elements and variation of the wall plane through the expression of:
 - a. Floors (banding, belt courses, etc.)
 - b. Vertical support (columns, pilasters, piers, quoins, etc.)
 - c. Foundation (watertables, rustication, etc.)
 - d. Variation in wall plane through the use of projecting and recessed elements
 - e. Changes in material or material pattern
- (3) In addition to the above standards, all building facades that are adjacent to an A-Street, SR 46, and/or Round Lake Road, shall include clear delineation between the first or second level and the upper levels with a cornice, canopy, balcony, arcade, or other architectural feature and shall have two of the following design features:
 - a. Windows comprising a minimum of 40 percent of the affected facade;
 - b. Projected covered public entry with a minimum of 25 percent of the wall space devoted to windows; or,
 - c. Covered walkway (excluding canvas type unless provided with six-inch columns or better) attached to the building, with a minimum width of eight feet and a 60 percent minimum coverage for the affected facade
- (4) Windows shall not appear to be false or applied, except if the primary building is required to be located on the corner street and windows have no functional purpose.
- (5) The first floor of the primary facades shall, at a minimum, utilize windows between the heights of three feet and eight feet above the walkway grade for no less than 30 percent of the horizontal length of the primary building facade.
- (6) Windows shall be recessed, a minimum of one-half inch, and shall include visually prominent sills, shutters, stucco reliefs, or other such forms of framing.
- (7) Blank wall areas. Blank wall areas shall not exceed ten feet in the vertical direction nor 20 feet in the horizontal direction of any primary facade. For facades connected to a primary facade this shall apply to a minimum of 33 percent of the attached facade measured from the connection point. Control and expansion joints within this area shall constitute blank wall area unless used as a decorative pattern and spaced at intervals of six feet or less. Relief and reveal work depth must be a minimum of one-half inch. Landscaping may be used to assist in reducing the blank wall area. Such landscaping shall not be in lieu of architectural treatment.
- (8) Repeating facade treatments. Building facades shall include a repeating pattern and shall include no less than three of the design elements listed below. At least

one of these design elements shall repeat horizontally. All design elements shall repeat at intervals of no more than 50 feet horizontally and 15 feet vertically.

- a. Color change;
- b. Texture change;
- c. Material module change;
- d. Expression of architectural or structural bays, through a change in plane of no less than 12 inches in width, such as a reveal, an offset, or a projecting rib;
- e. Architectural banding;
- f. Building setbacks or projections, a minimum of three feet in width on upper level(s); or
- g. Pattern change.

d. Entryway Design

- (1) Purpose and intent. Entryway design elements and variations are intended to give protection from the sun and adverse weather conditions. These elements are to be integrated into a comprehensive design style for the project.
- (2) Buildings shall feature functional pedestrian entrances. When parking is located to the rear of a street-facing building, entrances shall be provided from both the front and rear or side of the building rather than solely from the parking lot. The following standards shall apply to all buildings:
 - Primary entrances shall be both architecturally and functionally designed to demonstrate their prominence.
 - All buildings fronting 'A' Streets shall have a main entrance from the public sidewalk. In addition, each retail use along these streets shall have an individual public entry from the street.
 - Entrances along a public sidewalk shall incorporate arcades, roofs, porches, alcoves or awnings that protect pedestrians from the sun and rain.
- (3) Single use buildings. Single use buildings shall have clearly defined, highly visible customer entrances which shall include the following:
 - a. An outdoor patio area adjacent to the customer entrance, a minimum of 200 square feet in area which incorporates the following:
 - b. Benches or other seating components;
 - c. Decorative landscape planters or wing walls which incorporate landscaped areas; and
 - d. Structural or vegetative shading.
 - e. A main front entry which shall be set back from the drive a minimum distance of 15 feet.
- (4) Multiple use buildings and projects. Multi-use structures shall include the following:
 - a. Anchor tenants shall provide clearly defined, highly visible customer entrances.
 - b. Each anchor tenant shall have a front entry which shall be set back from the drive a minimum of 15 feet.
 - c. A provision for intermittent shaded outdoor community space at a minimum of one percent of the total gross floor area of the building or commercial project. Said community space shall be located off or

adjacent to the circulation path of the complex or main structure and shall incorporate benches or other seating components.

e. Materials

- (1) Purpose and intent. Exterior building materials contribute significantly to the visual impact of a building on the community. They shall be well-designed and integrated into a comprehensive design style for the project.
- (2) Exterior building materials, exterior colors, and standards. Predominant exterior building materials shall include, but are not limited to:
 - a. Stucco of earth tone;
 - b. Natural brick (unpainted, unstained, and untinted);
 - c. Textured, other than smooth or ribbed, concrete masonry units of earth tone;
 - d. Stone (unpainted, unstained, and untinted), excluding an ashlar or rubble construction look; and
 - e. Wooden or composite siding.
- (3) Predominant exterior building materials that are prohibited include:
 - a. Plastic or vinyl siding;
 - b. Corrugated or reflective metal panels;
 - c. Tile;
 - d. Smooth or rib faced concrete block; and
 - e. Applied stone in an ashlar or rubble look.
- (4) The following colors are prohibited:
 - Florescent or day glow colors; or
 - Corporate colors or colors used in the marketing of the business occupying the space which are not earth tone shall be calculated towards the allowable signage copy area provided for under applicable code. In such case, a sign permit is required. This section is intended to provide corporations, franchises and corporate chains, with the opportunity to use other exterior colors (other than earth tone), but any such colors shall be considered signage for the purpose of this code.

f. Roofs

- (1) Purpose and intent. Variations in roof lines shall be used to add interest to, and reduce the massing of buildings. Roof features shall be in scale with the building's mass and complement the character of adjoining and/or adjacent buildings and neighborhoods. Roofing material should be constructed of durable high quality material in order to enhance the appearance and attractiveness of the community. The following standards identify appropriate roof treatments and features.
- (2) Roof edge and parapet treatment. At a minimum of two locations, the roof edge and/or parapet shall have a vertical change from the dominant roof condition, a minimum of three feet for buildings of 20,000 square feet of gross building area or more, and two feet for all other buildings. At least one such change shall be located on a primary facade adjacent to a collector or arterial right-of-way. One additional roof change must be provided for every 25,000 square foot increment over 50,000 square feet of ground floor space.

- (3) Prohibited roof types and materials. The following types of materials are prohibited:
 - a. Asphalt shingles, except laminated, 320-pound, 30-year architectural grade asphalt shingles or better;
 - b. Mansard roofs and canopies;
 - c. Roofs utilizing less than or equal to a two to 12-pitch unless utilizing full parapet coverage; and
 - d. Back-lit awnings used as a mansard or canopy roof.

14. Building Standards: Residential Buildings.

a. Building Facades: Residential Buildings

- (1) Considerations: Building facades of residential buildings should create character and visual interest and be composed with elements that reinforce a pedestrian scale. These elements shall be utilized create a rhythm and scale consistent with traditional architecture. The design concept shall utilize architectural elements commonly associated with the chosen style. Additional interest can be added through variations in solid and void composition, color, material, and height.
- (2) All facades visible from a publicly accessible street or open space shall reflect appropriate structural elements and variation of the wall plane through the expression of:
 - a. Floors (banding, belt courses, etc.)
 - b. Vertical support (columns, pilasters, piers, quoins, etc.)
 - c. Foundation (watertables, rustication, etc.)
 - d. Variation in wall plane through the use of projecting and recessed elements
 - e. Changes in material or material pattern
- (3) Variations in wall planes, rooflines, and other massing elements shall be incorporated to create visual interest in buildings. Large expanses of flat and/or blank walls are prohibited.
- (4) Building entries shall be clearly defined and pedestrian-scaled entries must be a prominent feature of the front elevation.

b. Roofs

- (1) Purpose and intent. Variations in roof lines shall be used to add interest to, and reduce the massing of buildings. Roof features shall be in scale with the building's mass and complement the character of adjoining and/or adjacent buildings and neighborhoods. Roofing material should be constructed of durable high quality material in order to enhance the appearance and attractiveness of the community. The following standards identify appropriate roof treatments and features.
- (2) Roof edge and parapet treatment. At a minimum of two locations, the roof edge and/or parapet shall have a vertical change from the dominant roof condition, a minimum of three feet for buildings of 20,000 square feet of gross building area or more, and two feet for all other buildings. At least one such change shall be located on a primary facade adjacent to a collector or arterial right-of-way. One additional roof change must be provided for every 25,000 square foot increment over 50,000 square feet of ground floor space.

(3) Prohibited roof types and materials. The following types of materials are prohibited:

- a. Asphalt shingles, except laminated, 320-pound, 30-year architectural grade asphalt shingles or better;
- b. Mansard roofs;
- c. Roofs utilizing less than or equal to a two to 12-pitch unless utilizing full parapet coverage; and
- d. Back-lit awnings used as a mansard or canopy roof.

c. Materials

(1) Purpose and intent. Exterior building materials contribute significantly to the visual impact of a building on the community. They shall be well-designed and integrated into a comprehensive design style for the project.

(2) Exterior building materials, exterior colors, and standards. Predominant exterior building materials shall include, but are not limited to:

- i. Stucco of earth tone;
- ii. Natural brick (unpainted, unstained, and untinted);
- iii. Textured, other than smooth or ribbed, concrete masonry units of earth tone;
- iv. Stone (unpainted, unstained, and untinted), excluding an ashlar or rubble construction look; and
- v. Wooden or composite siding.

(3) Predominant exterior building materials that are prohibited include:

- i. Plastic or vinyl siding;
- ii. Corrugated or reflective metal panels;
- iii. Tile;
- iv. Smooth or rib faced concrete block; and
- v. Applied stone in an ashlar or rubble look.

3.4.16. *MU-1 Mixed Use ~~Transitional-Traditional~~ and MU-2 Mixed Use Downtown Districts:*

4. Prohibited uses:

d. All uses not allowed as either a permitted use or a conditional use above are prohibited.

7. *Site development standards:* The following requirements shall be observed in all mixed-use developments, except where the requirement is more specifically attributed to horizontal mixed use, or vertical mixed use, as the case may be.

- (2) *MU-2*: Building height is limited to 35 feet and cannot exceed 25 feet in height for building that are located within 100 feet of Lake Dora or in any other location in the MU-2 district where surrounding scenic views of Lake Dora cannot be maintained. Parking garage maximum height 55 feet.

14. *Approval expiration*: If a final ~~development-master~~ plan for all or part of the preliminary ~~development-master~~ plan has not been submitted within 12 months following the approval of the preliminary ~~development-master~~ plan, the preliminary ~~development-master~~ plan approval shall be void. Upon request by the applicant prior to expiration, the city council may review the preliminary ~~development-master~~ plan and current conditions and determine whether the approved uses are still appropriate. Following this review, the city council may take the following action:

- b. If significant changes have occurred in the area that make the approved uses inappropriate, the city council may, after public hearing and recommendations of the planning and zoning commission: Revise the preliminary ~~development master~~ plan.

16. *Process and application requirement*: ~~In addition to the requirements that generally apply to all rezoning PUD applications,~~ the applicant for mixed use development shall in addition provide the following information:

- a. Mixed use master plans, when required, shall follow the same PUD application, submittal requirements, and approvals procedures of this code: Preliminary mixed use master plan, final mixed use master plan, and final site plan and plat (these steps may be combined).
- b. All mixed use developments ~~shall-should~~ require a final plat. All phases shall be platted as separate tracts within the initial plat.

- d. Mixed use master plans ~~shall-should~~ include:

3.5. Supplemental regulations.

3.5.4 *Accessory buildings/structures and uses in residential district.*

5. An accessory structure is incidental and subordinate to the principal structure. There must be a permitted principal structure on the same parcel prior to installation and permitting of an accessory structure.
6. Height limit. No accessory structure shall exceed a height of twenty-five (25) feet and one story.

7. Exempt structures: Play equipment and pet shelters. Children’s play equipment, movable dog houses, and similar structures may be placed within a required rear setback without limitation on location.

3.5.5. *Yards.*

3.5.6. *Height.* Building heights may not exceed 35 feet for all zoning districts, except 60 feet within the MU-1 district, 65 feet within the C-3 district, ~~and no height limit for the EC district;~~ 100 feet within the WBI-E and WBI-G districts; and maximum 55 height for parking garages within the C-2, C2A, PLI and MU-2 zoning districts. ~~however,~~ chimneys, water, fire, telecommunication, radio and television towers, church spires, cooling towers, elevator bulkheads, smokestacks, and similar structures, and their necessary mechanical appurtenances may exceed 35 feet, subject to the restrictions herein, and any height limitations placed on such structures by the Federal Aviation Administration. No building, parking garage, or other structure shall exceed 25 feet if such building or structure is to be located within 100 feet of Lake Dora, or in any other location where surrounding scenic views of Lake Dora would be destroyed. Flagpoles may not exceed 45 feet in height in all zoning districts.

3.5.7. *Nonconforming uses/structures.*

~~d. Subdivision. No land upon which a nonconforming use exists shall be subdivided, nor shall any structures be added on the land except for the purposes and in a manner conforming to the regulations for the district in which the land is located.~~

de. Change in tenancy or ownership. There may be a change in tenancy, ownership or management of a nonconforming use, provided there is no change in the nature or character of the nonconforming use.

ef. Casual, temporary or illegal use. The casual, temporary or illegal use of land, or land in combination, shall not be sufficient to establish the existence of a nonconforming use or to create rights in the continuance of such use.

fg. If application for any zoning or development approval is requested, all nonconforming uses must be brought into compliance with this code.

3.5.8. *Fence requirements.*

2. *Height of fences.* Fences in single-family and duplex residential zoning districts shall be limited to six feet in height in the rear yard, side yard and street side yard. No fence installed at a height of six feet along street side yards shall be located closer to the street side yard property line of the lot, parcel, or piece of land upon which the fence is located, than the distance required by the zoning regulations of the city for side yards in the zone in which the property is located. Fences may be installed in

the front yard not to exceed four feet in height. Further, fences four feet or greater in height cannot be installed within the street side yard setback of the zoning district.

In all other commercial, WBI-E, WBI-G and PLI zoning districts, the fences shall be limited to eight feet in height along the side and rear property line and four feet in front yards.

~~No~~A fence shall be considered to be a nonconforming fence if it was erected without the approval of the community development department and without a building permit having been obtained, or if the fence was constructed contrary to the provisions of a building permit. Any such fence shall be considered unlawful and shall be subject to removal.

11. Columns. Fence or wall columns may be located at the property-line. The columns however cannot block corner vehicular or pedestrian visibility and shall not exceed the height allowed for a fence by the zoning district.

3.5.14. *Temporary sales offices and model homes in new developments.* Temporary sales offices and model homes may be placed in new developments ~~upon approval of the development review coordinator~~, subject to the following conditions:

1. The structure must comply with applicable construction codes, meet the minimum setback requirements of the zoning district and parking areas must be landscaped in accordance with the landscaping regulations.
2. The sales office may not be utilized to conduct sales of any product or service other than lots and/or dwellings within the specific development.
3. Approval for sales office may be granted for a period not to exceed ~~six months~~one (1) year or until ~~75-99~~ percent of the lots in the development are sold, whichever comes first. Renewals may be approved until ~~75-99~~ percent of the lots in the development are sold. ~~The city may require a bond be posted to guarantee removal.~~
4. New model homes subject to building permit requirements with maximum six (6) units prior to final platting when required. Additional units may be granted by the Development Review Committee. Model homes must include foundation survey and final survey. Once the development plat has been recorded, the model homes limitations no longer apply.

3.5.23. *Wellhead protection.* The city hereby establishes a protection area of ~~400-500~~ feet in radius measured from the wellhead in question as the wellfield protection zone for each public potable water well. This area shall be designated as a water well protection zone. Within the 500 feet radius, the City shall provide progressive wellhead protections.

The first 200 feet shall be a zone of exclusion, where no development activities except wellfield facilities will be permitted, and within the remainder of the zone (200 feet in radius) of protection the following land uses shall be prohibited:

75 ft. radius Zone (Non-Hazardous residential and public services)

- Utility and Utility Support Systems including Public Works, Fire and Police Services.
- Open Space, parks, playgrounds, shelters and other recreational structures not serviced by septic tank
- One Residential unit per parcel, tract or lot not on septic.
- Accessory structures, utility lines, roads, driveways, parking lots, piped stormwater.

100 ft radius Zone [Prohibited by rule 62-555.312(3)]

- Structures and buildings not on septic
- Businesses that are (Exempt Small Quantity Generators of Hazardous Waste)

200 ft. radius Zone (Sanitary hazards)

- Ponds
- Septic tanks

500 ft. radius Zone (Potentially hazardous facilities/activities to groundwater)

3.6. Historic preservation.

3.6.4. Certificate of appropriateness.

1. Basic requirements.

- a. Certificate of appropriateness required.

2. *Historic preservation review area.* A certificate of appropriateness shall be required for the demolition, relocation, alteration, restoration, or renovation of the exterior architectural features of a building located in the historic preservation area:

~~a. Constructed before 1956;~~

~~b. Constructed in 1956 or later if a proposed alteration causes the building size to be either increased or decreased by 50 percent or more, or causes the height of the building to be increased;~~

~~ae. Fifty (50) years old or older~~

~~b. New construction.~~

- e. *Relocation.* Relocation of a building or structure will include, but not be limited to, moving a historic building or structure within or out of the City of Mount Dora or

any historic preservation review area, and moving a building ~~built before 1956~~fifty (50) years old or older within or out of the historic preservation review area.

h. Energy devices or equipment (air conditioners, solar panels, etc.) should be installed on rear slopes or other locations not highly visible from the roadway when feasible. Should this placement reduce the efficiency of the equipment, a different location may be permissible. Energy equipment should be installed flat or be screened and not alter the slope of the roof. Installation of equipment should not conflict with the intent of the historic integrity of the resource and historic preservation district. This provision is intended to ensure such devices are not visible from the adjacent roadways. Such devices are exempt from the certificate of appropriateness process of this code and are processed through the City's normal permitting.

3. *Review initiation and procedures.*

g. The board may approve, modify or deny an application for a certificate of appropriateness. If the board approves the application, a certificate of appropriateness will be issued. Construction for which a certificate of appropriateness is issued shall commence within ~~six months~~one (1) year from the date of issuance, and said certificate shall expire if construction is not continuing in a timely manner as outlined in the applicable Building Code. The board may or may not approve extensions for certificates of appropriateness. If the board disapproves the application, a certificate of appropriateness shall not be issued. The board will state its reasons for disapproval in writing and present these written reasons to the applicant.

CHAPTER IV. SUBDIVISION REGULATIONS

4.2.3 *Review of preliminary plat.*

5. *Time limit on approval.* A final subdivision plat or plats shall be submitted within one (1) year ~~six months~~ after preliminary plat approval for all areas included in the preliminary plat or the preliminary plat approval shall lapse. An extension of the six month limit may be considered by the planning and zoning commission upon written request by the applicant prior to the expiration date showing cause for such an extension. Only two six-month extensions shall be allowed.

4.3. **Required submittals.**

4.3.2. *Required submittals for development plan.* The development plan shall be drawn at a scale of not less than 100 feet to one inch, submitted in 12 copies with application submittal format as provided by the City, and shall show the following:

4.3.3. *Required submittals for preliminary plat.* Required submittals for the preliminary plat shall consist of a plat, preliminary engineering drawings, and other auxiliary submittals as herein stated:

1. *Plat requirements.* A preliminary plat, drawn at a scale not less than 100 feet to one inch prepared by a registered surveyor and engineer and submitted in 12 copies, showing graphically or by notes:

l. All new developments, including public rights-of-way, shall utilize lighting fixtures designed and located to minimize glare and reduce light trespass and overhead skyglow. All fixtures shall be designed meeting the International Dark Sky Association principals.

m. All new developments shall provide street light poles and fixtures meeting the City's fixture and pole design styles as provided in the City of Mount Dora Standard Details Construction Manual.

n. All new developments are required to be energy efficient (ex. Energy Star).

o. All new developments with twenty (20) lots or more are required to provide a recreational tract for use of a park or other recreational feature.

CHAPTER V. SITE PLAN REGULATIONS

5.1.2. *Applicability.* The procedures contained in this chapter will be used for the review of site plans for all office, commercial, industrial, institutional and multifamily residential development. Also included are:

4. Any developments permitted under conditional uses. Exempt from site plan review are:

c. Accessory structures used for storage purposes only that adhere to the following criteria:

1. Shall not exceed ~~600~~800 square feet.

2. Height is restricted to one story not to exceed 35 feet.

5.2. Procedures for review of site plans.

5.2.1. *Preapplication conference.* The applicant will meet with the development review coordinator to discuss the proposed development prior to submitting a formal application.

5.2.2. *Application procedure.*

1. An approved site plan is required prior to the issuance of a building permit. ~~Conceptual site plans shall show the size and location of any structures, parking areas, setbacks, source of utilities and stormwater management concept.~~
2. It shall be unlawful for any person to construct, erect or alter a building or structure or to develop, change or improve land for which a site plan is required except in accordance with an approved site plan.
3. All applicants applying for site plan review, submitted under the purview of this chapter, with application submittal format as provided by the City shall submit 12 copies of the site plan to the development review coordinator.

5.2.5. *Time limit on approval.* Following approval of the site plan, the applicant shall have ~~six months~~ one (1) year to obtain a permit for construction on the site. The site plan for any site where a permit for construction has not been issued within ~~six months~~ one (1) year of approval ~~shall may~~ be reevaluated by the planning and zoning commission, and any newly adopted standards will be utilized. An extension of the time limit may be requested in writing by the applicant before the time limit expires. Cause for the extension must be shown.

5.3. Required submittals.

5.3.2. *General development and proposed improvements.*

3. *Streets, sidewalks, driveways, parking areas and loading spaces:*

q. All new developments, including public rights-of-way, shall utilize lighting fixtures designed and located to minimize glare and reduce light trespass and overhead skyglow. All fixtures shall be designed meeting the International Dark Sky Association principals.

r. All new developments shall provide parking light poles and fixtures meeting the City's fixture and pole design styles as provided in the City of Mount Dora Standard Details Construction Manual. Further exterior lighting design requirements are listed in Section 6.13 (Commercial architectural and site design requirements).

4. *Traffic impact analysis data:*

- d. All traffic impact analysis shall be conducted in conformance with the traffic impact study (TIS) guidelines -dated March 2008 or most recent version.

CHAPTER VI. DESIGN STANDARDS

6.2.9. *Design criteria.*

2. *Design storm (minimum).*

Facility	Frequency (Year)	Duration (Hours)
Bridges	50	24
Principal arterial bridges and evacuation routes	100	24
Canals, ditches, swales or culverts for drainage external to the development	25	24
Canals, ditches, swales or culverts for drainage internal to the development	10	24
Detention and retention basins contributory to land-locked areas with no positive outlet	25	96
Major detention/retention structures with a positive outlet. The probable maximum precipitation (PMP) as required by the SJRWMD shall be evaluated PMP		24
Minor detention/retention structures with a positive outlet	25	24
Houses/buildings first floor elevation shall meet the requirements of Chapter 23 <u>24</u> Mount Dora Code of Ordinances.	100	24

6.2.10. *Hydraulic design criteria.*

1. *Roadway (pavement) design.*

- b. *Minimum groundwater and high water clearances.* All streets must designed to provide a minimum clearance of one foot between the bottom of the base and the

seasonal high groundwater table as established by a geotechnical engineer or professional geologist, or the artificial water table induced by a road underdrain system. ~~Swales will be permitted only when the seasonal high groundwater table, as established by a geotechnical engineer or professional geologist, is a minimum of two feet below the invert of the swale. Swales shall be constructed to allow positive drainage from the pavement to the invert of the swale (i.e., no ponding of water at the edge of pavement).~~ All new streets shall be paved and drained utilizing curb and gutter construction. The stormwater facilities shall be designed to accommodate expected flow contributed by the underdrain system. Swales may only be permitted for existing street system renovation projects and within the downtown area where existing development occurs. In such case, where modifications to the existing stormwater design is proposed only in the downtown area, swales may be used at the discretion of the Public Works Director.

- c. ~~Curbs and gutters—Types.~~ All roadway drainage ~~not considered suitable for swale and/or ditch type drainage~~ shall be designed as one of the following:

6.3. Roads.

- 6.3.2. *Arrangement of streets.* The arrangement of streets in any development shall:

- 7. New development with 20 residential units or greater should have at least two points of ingress and egress, with at least one access required to lie above the FEMA base flood elevation for emergency services.
- 8. New developments should avoid the use of cul-de-sac roadway configuration in order to preserve connectivity through the expanded roadway grid.

- 6.3.7. *Access.* Access shall be provided as follows:

- 8. Access limitations shall be as follows:

- d. Commercial or office development are not allowed the primary access points on residential collectors. Secondary access points on residential collectors shall be ingress-only or egress-only.
- e. Upon redevelopment of existing commercial and office projects, the access points on to residential collectors will be eliminated or converted to ingress-only or egress-only secondary access points as opportunities allow.

6.3.17. Specifications for improvements.

10. ~~Regulatory signs. "STOP" signs shall be required at every street intersection as a condition for acceptance of subdivision paving and drainage improvements and shall be in place prior to final inspection.~~ The developer shall furnish and erect regulatory signs as required by the city prior to final inspection. Regulatory signs must conform to the specifications in the ~~"Uniform Traffic Control Manual~~ "Manual on Uniform Traffic Control Devices" (MUTCD). ~~Locations of signs shall be determined based on a traffic engineering study and~~ are subject to approval by the city.
11. ~~[Design of transportation facilities.]~~ Design of transportation facilities. Design of transportation facilities will use those criteria published on the federal, state, and local level. These include the FDOT Manual of Uniform Minimum Standards for Design, Construction and Maintenance of Streets and Highways, the MUTCD, and the American Association of State Highway and Transportation Engineers Policy on Geometric Design of Highways and Streets.

6.3.18. *Traffic impact analysis.*

4. All traffic impact analysis shall be conducted in conformance with the traffic impact study (TIS) guidelines dated March 2008 or most recent version.

3. *Required buffer widths:* Requirements for buffers are based on the intensity of the proposed development or use, and the use which is developed or designated on all adjacent properties. In order to determine the type of buffer required for a proposed use, the following procedure shall apply:

- ~~d.—An additional ten feet of buffer width shall be required for each story of the proposed building above the first story.~~
- ed. The total required buffer width may be reduced by up to ten feet and the number of required planting materials may be reduced by 20 percent if a six-foot-high brick wall is installed as a part of the buffer.
- fe. Regardless of width averaging, in no event shall any portion of a buffer be less than five feet in width nor shall a measurement of any portion of the buffer used in determining the average width exceed 200 percent of the required width.

Table VI-1
Buffer Requirements for Contiguous (Touching) Parcels
Zoning of Contiguous Parcel

Site Zoning Classification **	GB	R-IAAA	R-IAA	R-IA	R-I	R-IB	R-2	R-3	PUD MU-1 MU-2	C-3	RP	OP	WP-1 WP-2	PLI
GB	—	—	—	—	—	—	—	—	*	—	—	—	—	—
R-IAAA	—	—	—	—	—	—	—	—	*	—	—	—	—	—
R-IAA	—	—	—	—	—	—	—	—	*	—	—	—	—	—
R-IA	—	—	—	—	—	—	—	—	*	—	—	—	—	—
R-I	—	—	—	—	—	—	—	—	*	—	—	—	—	—
R-IB	—	—	—	—	—	—	—	—	*	—	—	—	—	—
R-2	—	a	a	a	a	—	—	—	*	—	—	—	—	—
R-3	A	B	B	B	B	B	A	A a	*	A	A	A	B	A
PUD MU-1 MU-2	*	*	*	*	*	*	*	*	*	*	*	*	*	*
MHP	A	B	B	B	B	B	A	A	*	A	A	A	A	A
C-3	A	C	C	C	C	C	C	B	*	a	B	B	a	A
RP	A	A	A	A	A	A	A	A	*	a	A a	A	A	A
OP	A	B	B	B	B	B	B	A	*	A	a	A a	A	A
WP-1 WP-2	C	C	C	C	C	C	C	B	*	B	B	A	B	A
PLI	B	B	B	B	B	B	B	B	*	A	A	A	A	A

*PUD and Mixed Use (MU-1 and MU-2) buffer requirements will generally be the same as those required of the conventional zoning district most similar to each PUD/Mixed Use (MU-1 and MU-2). Based on adjacent unlike uses, more stringent buffering treatments may be required. Requirements may be negotiated.

**** Wolf Branch Innovation-Employment (WBI-E) and Wolf Branch Innovation-Gateway (WBI-G) shall follow the buffer and treatments of the Wolf Branch Innovation districts of this code and most recent WBID Design Guidelines adopted by reference.**

C-1, C-2, and C-2A zoning district landscape requirements are included in the zoning section of this code.

Table VI-2
Buffer Requirements for Noncontiguous Parcels
(Separated by right-of-way)
Zoning of Noncontiguous Parcel

Site Zoning Classification **	GB	R-IAAA	R-IAAA	R-IAA	R-IA	R-I	R-IB	R-2	R-3	PUD MU-1	C-3	RP	OP	WP-1 WP-2	PLI
GB	—	—	—	—	—	—	—	—	—	*	—	—	—	—	—
R-IAAA	—	—	—	—	—	—	—	—	—	*	—	—	—	—	—
R-IAA	—	—	—	—	—	—	—	—	—	*	—	—	—	—	—
R-IA	—	—	—	—	—	—	—	—	—	*	—	—	—	—	—
R-I	—	—	—	—	—	—	—	—	—	*	—	—	—	—	—
R-IB	—	—	—	—	—	—	—	—	—	*	—	—	—	—	—
R-2	—	a	a	a	a	—	—	—	—	*	—	—	—	—	—
R-3	A	B	B	B	B	B	A	A a	*	A	A	A	B	A	
PUD MU-1	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
MHP	A	B	B	B	B	B	A	A	*	A	A	A	A	A	
C-3	A	C	C	C	C	C	C	B	*	a	B	B	a	A	
RP	A	A	A	A	A	A	A	A	*	a	A a	A	A	A	
OP	A	B	B	B	B	B	B	A	*	A	a	A a	A	A	
WP-1 WP-2	C	C	C	C	C	C	C	B	*	B	B	A	B	A	
PLI	B	B	B	B	B	B	B	B	*	A	A	A	A	A	

										MU-2					
GB	—	—	—	—	—	—	—	—	—	*	—	—	—	—	—
R-IAAAA	—	—	—	—	—	—	—	—	—	*	—	—	—	—	—
R-IAAA	—	—	—	—	—	—	—	—	—	*	—	—	—	—	—
R-IAA	—	—	—	—	—	—	—	—	—	*	—	—	—	—	—
R-IA	—	—	—	—	—	—	—	—	—	*	—	—	—	—	—
R-I	—	—	—	—	—	—	—	—	—	*	—	—	—	—	—
R-IB	—	—	—	—	—	—	—	—	—	*	—	—	—	—	—
R-2	—	—	—	—	—	—	—	—	—	*	—	—	—	—	—
R-3	a	a	a	a	a	a	a	a	a	*	a	a	a	a	a
PUD MU-1 MU-2	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
MHP	a	a	a	a	a	a	a	a	a	a	a	a	a	a	a
C-3	b	c	c	c	c	c	c	c	b	*	a	a	a	a	a
RP	a	a	a	a	a	a	a	a	a	*	a	a	a	a	a
OP	a	b	b	b	b	b	b	b	a	*	a	a	a	a	a
WP-1 WP-2	c	c	c	c	c	c	c	c	b	*	a	a	a	a	a
PLI	b	b	b	b	b	b	b	b	b	*	a	a	a	a	a

*PUD/Mixed Use (MU-1 and MU-2) buffer requirements will generally be the same as those required of the conventional zoning district most similar to each PUD/Mixed Use (MU-1 and MU-2). Based on adjacent unlike uses, more stringent buffering treatments may be required. Requirements may be negotiated.

**** Wolf Branch Innovation-Employment (WBI-E) and Wolf Branch Innovation-Gateway (WBI-G) shall follow the buffer and treatments of the Wolf Branch Innovation districts of this code and most recent WBID Design Guidelines adopted by reference.**

C-1, C-2, and C-2A zoning district landscape requirements are included in the zoning section of this code.

6.6.5. *Planting standards and requirements.*

- d. *Lawn grass*: Grass shall be species normally grown as permanent lawns in the city. However, all species of St. Augustine grass shall be prohibited in new developments. Grass seed shall be clean and reasonably free of weeds and noxious pests or diseases. Grass seed shall be delivered to the job site in containers with Florida Department of Agriculture tags attached indicating the seed grower's compliance with the department's quality control program.

3. *Approved species*: The landscaping requirements of this appendix [section] may be achieved by using any of the approved drought tolerant xeriscape species listed in Table VI-3. Other species may also be used if approved in advance by the city as being equivalent in function and quality. The city encourages plant listing and publication of the <http://floridayards.org>. Pines listed in the approved species list may be counted for landscaping purposes if they exist on site at the time of development; however, pines may not be counted for landscaping purposes if they are planted as a part of new landscaping.

TABLE VI-3
APPROVED TREE AND PLANT SPECIES LIST

1. *Canopy trees* —Trees which normally grown to mature height of 40 feet or more:
- a. Live Oak (*Quercus Virginiana*)
 - ~~b. Laurel Oak (*Quercus Laurifolia*)~~
 - ~~eb.~~ Shumard Oak (*Quercus Shumardii*)
 - ~~d.~~ ~~Water Oak (*Quercus Nigra*)~~
 - ~~ec.~~ Red Maple (*Acer Rubrum*)
 - ~~fd.~~ American Holly (*Ilex Opaca*)
 - ~~ge.~~ Sweetgum (*Liquidambar Styraciflua*)
 - ~~hf.~~ Southern Magnolia (*Magnolia Grandiflora*)
 - ~~ig.~~ Sweet Bay (*Magnolia Virginiana*)
 - ~~jh.~~ Slash Pine (*Pinus Elliottii*)
 - ~~ki.~~ Sand Pine (*Pinus Clausa*)
 - ~~lj.~~ Longleaf Pine (*Pinus palustris*)
 - ~~mk.~~ Loblolly Pine (*Pinus taeda*)
 - ~~nl.~~ Bald Cypress (*Taxodium Distichum*)

6.6.6. *Maintenance.* Maintenance shall consist of mowing, removing of litter and dead plant materials, necessary pruning, replacement of dead plantings, watering and fertilizing. Maintenance is required in order to ensure proper functioning.

4. *Pruning:*

- a. *Applicability.* The owner of a property, or the tenant thereof, shall not trim, prune, remove living branches or cause the diminution of the crown of any canopy tree as specified in subsection 6.6.6.2 without a permit. This sub-section does not apply to public lands or right-of-way (including public right-of-way easements).

6.6.7. *Preservation of existing trees.*

1. *Tree removal and replacement program requirements:*

- a. ~~Where removal~~ Removal of an approved tree for construction, new developments, or developments of other than a single family residence or duplex, the community development director shall require the owner to replace said tree on-site at the replacement ratios listed below. Definition of Approved Tree: Any living, self-supporting, perennial plant which has a trunk diameter of at least six (6) inches measured four (4) feet above grade (at the base of the tree) and normally grows a minimum overall height of fifteen (15) feet.

- d. Tree sized 6 inches to 23.99 inches: In the event the tree removed is an approved tree is size if 6 inches to 23.99 inches in diameter when measured four feet above the ground, the owner shall provide one (1) approved canopy type tree specimen or each tree removed (replacement ratio of tree replaced for tree removed) removed of a type to reach an eventual height of at least 15 feet with a trunk diameter of at least 3½ inches measured six inches above the ground, at the time of planting, with the oxygen producing capacity of the removed tree upon maturity.

- ~~d~~ e. Tree sized 24 inches or greater: In the event the tree removed is an approved canopy tree greater than or equal to 24 inches in diameter when measured four feet above the ground, the owner shall provide one approved canopy tree for each ~~eight-six (6)~~ inches of diameter (replacement ratio of ~~1:8~~ 1:6) removed of a type to reach an eventual height of at least 15 feet with a trunk diameter of at least 3½ inches measured six inches above the ground, at the time of planting, with the oxygen producing capacity of the removed tree upon maturity.

- e. ~~For each approved canopy tree greater than or equal to 24 inches in diameter when measured four feet above the ground which the owner preserves on site, the owner shall be credited one approved canopy tree for each eight inches of diameter above eight inches.~~

- ~~h. As an alternative, upon a request for a waiver and justification based upon a claim that the replacement trees required would be too numerous to be placed upon the site,~~

~~the planning and zoning commission, if a waiver is warranted, may, but is not required to, allow the owner to provide fewer replacement trees so long as the number of trees provided is no less than 1.25 times the number which would have been required if the site was vacant at the time of site plan submission.~~

~~i.h.~~ City tree bank contributions: In cases where there are no opportunities to replace tree inches on site for tree inches proposed for removal, the owner may make a tree bank contribution in the amount equal to the retail price of a canopy type specimen tree for the remaining tree replacement inches. ~~Final acceptance of the tree bank contribution shall be made by the planning and zoning commission through a waiver request during a site plan review process.~~ Tree bank contributions shall be used for the purpose of planting trees throughout the city at the sole discretion of the city. Replacement retail cost shall be based on a Live Oak (Quercus Virginiana) sized minimum 3.5 inches, 8-10 feet in height, and Florida Number One Grade or Better. Payment of tree bank funds must be made prior to issuance of arbor permit (when required), Site Development Permit or as authorized by the City, or as specified by the City.

~~j.i.~~ Existing trees and trees proposed for removal shall be shown on a landscape plan with the following tree ~~removal replacement~~ data (applicant to fill-in blanks):

~~Total tree inches on site~~

~~Total tree inches proposed for removal~~

~~Total tree inches proposed for replacement~~

~~Total remaining tree inches~~

~~Total existing number of trees sized 6"-23.99": _____~~

~~Total existing number of trees sized 6"-23.99" removed: _____~~

~~Total existing number of trees sized 24" or greater: _____~~

~~Total existing number of tree sized 24" or greater removed: _____~~

~~Total number of trees replaced at ratio 1:1 for trees removed 6'-23.99": _____~~

~~Total number of trees placed at ratio 1:12 (for trees removed 24" or greater): _____~~

~~Total number of trees replaced: _____~~

~~Total number of tree deficient (not being replaced) for tree bank contribution and includes total dollar amount of contribution funds: \$ _____~~

2. *Erection of protective barriers.* During construction, builders shall be required to erect protective barriers around trees that might be injured. These barriers shall be constructed of wood and extend to the drip line of the tree to be protected. Tree barriers shall be installed and inspected by the City prior to any authorized and permitted tree removal.

6.6.9 Residential Lot Trees. ~~Trees shall be planted adjacent to the rights-of-way in any subdivision platted after October 1, 2002. New residential developments or in cases when a new single-family or duplex dwelling is constructed a minimum one (1) canopy tree as contained in this section shall be planted in the front yard. The canopy tree must be a minimum two (2) inch caliper, 8 feet in height, and Florida Number One Grade or Better. At a minimum, such trees shall conform to the standards for canopy trees set forth in subsection 6.6.5.2.a, hereof. A Said lot canopy tree meeting those standard~~ shall be planted on each residential lot at a distance of three feet from the right-of-way line or any utility easement adjacent to the right-of-way, whichever is further from the center line of the road right-of-way for the lot in question. Addition trees and sizes are listed in Section 6.14. residential design standards overlay zoning district.

6.13. Commercial architectural and site design requirements.

6.13.2. *Applicability.* Provisions of this section are applicable in all ~~commercial and office non-residential~~ zoning districts, commercial and office components of PUD, MU-1, and MU-2 districts, ~~DRIs~~, office park districts, and industrial zoned areas (public building and facilities are exempt from these requirements) fronting on arterial or collector roads as described by the transportation circulation element of the growth management plan, as provided below:

6. The WBI-E and WBI-G zoning districts shall follow the standards and guidelines of the zoning districts as listed in this code.

5. *Drive-through window standards.* Drive-through windows and lanes shall be designed to adhere to the following standards:

a. Drive-through windows shall not be placed between the right-of-way of a primary collector or arterial roadway and the associated building, unless the vegetation required by a Type "B" landscape buffer is installed within the buffer width required for the project and maintained along the entire length of the drive-through stacking and exit lanes lane between the drive-through lane and the adjacent right-of-way. ~~As an alternative to the vegetative buffer referenced above, a~~ permanent covered porte-cochere type structure, other than awning/canvass type structure(s), may be installed extending the width of the drive-through and covering the service window(s). Such structure shall be integrated structurally and architecturally into the design of the building.

~~b.— Only a single drive-through facility is permitted.~~

b. Stacking lanes must be provided. Stacking spaces and lanes for drive-through stations shall not impede on- and off-site traffic movements by blocking vehicular or pedestrian circulation.

CHAPTER VIII. DEFINITIONS

Compensating storage: Equivalent to floodplain storage provided to counterbalance floodplain filling. Fill within the 100-year flood plain shall result in no net loss of floodplain storage. The volume of the loss of floodwater storage due to filling of the floodplain shall be offset by providing an equal volume of flood storage within the same basin.

Floodplain management: See Chapter 23-24 of the Code of Ordinances for all definitions related to floodplain management.

SECTION 3. IMPLEMENTATION OF ADMINISTRATIVE ACTIONS.

The City Manager is hereby authorized and directed to take such actions as deemed necessary and appropriate in order to implement the provisions of this Ordinance. The City Manager may, as deemed appropriate, necessary and convenient, delegate the powers of implementation as herein set forth to such City employees as deemed prudent.

SECTION 4. CODIFICATION AND SCRIVENER'S ERRORS.

A. The revisions to City of Mount Dora Land Development Code, as set forth in Sections 3 above shall be codified in the City of Mount Dora Code of Ordinances.

B. The sections, divisions and provisions of this Ordinance may be renumbered or re-lettered as deemed appropriate by the codifier of the City of Mount Dora Land Development Code.

C. Typographical errors and other matters of a similar nature that do not affect the intent of this Ordinance, as determined by the City Clerk and City Attorney, may be corrected with the endorsement of the City Manager, or designee, without the need for a public hearing.

SECTION 5. SAVINGS CLAUSE. All prior actions of the City pertaining to the amendments to the City of Mount Dora Land Development Code, as well as any and all other applicable matters, are hereby ratified and affirmed consistent with the provisions of this Ordinance.

SECTION 6. CONFLICTS. All ordinances or part of ordinances in conflict with this Ordinance are hereby repealed; provided, however, that any code or ordinance that provides for an alternative process to effectuate the general purposes of this Ordinance shall not be deemed a conflicting code or ordinance.

SECTION 7. SEVERABILITY. If any section, sentence, phrase, word, or portion of this Ordinance is determined to be invalid, unlawful or unconstitutional, said determination shall not be held to invalidate or impair the validity, force or effect of any other section, sentence, phrase, word, or portion of this Ordinance not otherwise determined to be invalid, unlawful, or unconstitutional.

SECTION 8. EFFECTIVE DATE. This Ordinance shall become effective immediately upon enactment by the City of Mount Dora.

PASSED AND ADOPTED this 4th day of May, 2021.

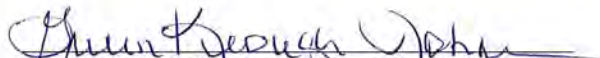
FIRST READING: April 20, 2021

SECOND READING: May 4, 2021



CATHERINE T. HOECHST
MAYOR of the City of Mount Dora, Florida

ATTEST:



GWEN KEOUGH-JOHN'S, MMC
CITY CLERK

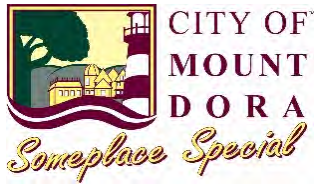
For the use and reliance of
City of Mount Dora only.
Approved as to form and legality.



Sherry G. Sutphen
City Attorney

EXHIBIT G

2020-21 City Strategic Plan



Strategic Plan Summary

Goals, Strategies & City Council Ranking

Confirmed 4/8/2021

GOAL 1: Economic Development

Objective 1.1. Develop Wolf Branch Innovation District (WBID)

- 1.1.1. Continue implementing Wolf Branch Master Plan
- 1.1.2. Incorporate brand marketing/promote “gateway”

Objective 1.2. Enhance mobility, connectivity, and expand trail network

- 1.2.1. Implementation of the transportation master plan
- 1.2.2. Seek funding sources to pay for trail improvements and future maintenance/include partnerships to establish trailheads and associated amenities

Objective 1.3. Attract new commercial businesses/residential development

- 1.3.1. Promote waterfront development
- 1.3.2. Promote residential development and redevelopment within the Northeast CRA (including mixed-use development of the Grandview Commercial District)
- 1.3.3. Promote Work Force Housing and Attainable Housing
- 1.3.4. Promote energy-conserving construction and practices

Objective 1.4. Promote tourism by Enhancing Mount Dora as a Destination

- 1.4.1. Advertise the trails, downtown Wi-Fi, waterfront, and other city amenities that draw tourists and visitors
- 1.4.2. Develop a standard brand image/Wayfinding signage
- 1.4.3. Re-evaluate special events throughout the year

GOAL 2: Infrastructure / Public Safety

Objective 2.1. Improve parking capacity/Identify final location

Objective 2.2. Enhance pedestrian safety-crosswalk & traffic calming solutions

Objective 2.3. Develop a parks and recreation system guided by the principles of the Parks and Recreation Master Plan

- 2.3.1. Enhance connectivity and accessibility
- 2.3.2. Increase engagement and collaboration with residents
- 2.3.3. Support Special Events and dedicated open space
- 2.3.4. Invest in an equitable Parks system
- 2.3.5. Advertise recreational activities for all ages and abilities

Objective 2.4. Sustain City Infrastructure

- 2.4.1. Strengthen city cyber-security
- 2.4.2. Identify alternate, sustainable water supply sources

GOAL 3: Fiscal Resources / Human Resources

Objective 3.1. Identify and seek funding sources

- 3.1.1. Pursue federal, state, and local grants to fund city department technology, studies, and projects
- 3.1.2. Seek to create public and private partnerships to conserve government funds and resources for priority projects

Objective 3.2. Attract and maintain city human resources through competitive compensation and benefits

- 3.2.1. Conduct a salary survey

EXHIBIT H

Project CIP Lists



**CITY OF
MOUNT
D O R A**

Capital Improvement Project (CIP) Request Form

Priority #: _____

Department Division: <input type="checkbox"/> Multiple	Fiscal Year:	GL#:
Public Works	20-21	

Project Title:
Utility Extensions

Type of Project: (Check all that apply)
 New Project
 Replacement
 Project Continuation
Project #: _____

Description, Objective and Benefits of Project:
With this project, the City will extend reclaimed potable water, conduit lines out to the area in anticipation of the major growth will occur as the area develops. One of the main service areas will be the Wolf Branch Innovation District which will consist of new businesses and homes to be built. With the availability of City owned utilities, it will eliminate the need for private wells and septic tanks that could potentially pollute the watershed. The land acquisition cost as part of this project will be considered the local match for the grant.

Needs Criteria: (Check all that apply and explain below)
 Building
 Imp. Other than Building
 Machinery & Equipment
 Land

Needs/Issues/Problems: What specific need, issue, or problem does this request address?
Mount Dora East is projected to grow in the immediate future with the construction of new subdivisions and business districts, thus utility services will need to extended to supply the future citizens.

Alternatives: What alternative measures have been taken to address this need/issue/problem? Are there solutions other than adding a new project that have been utilized or considered?
If we do not supply the expanding area with utilities, it will required private wells to be drilled and septic tanks that could potentially harm the local watershed.

Outcomes / Measurable Results: What specific outcomes are expected with this project? Describe in detail what performance measures will be used to measure the impact of the new project. How do the proposed measures compare to current measures, if different?
The performance measures that will be used to measure the impact of the project will be the amount of businesses & homes that become utility customers of the City.

Funding Sources

Funding Sources: (Check all that apply)

- | | | | |
|---------------------------------------|---|--|---|
| <input type="checkbox"/> General Fund | <input checked="" type="checkbox"/> Water & WW Fund | <input type="checkbox"/> Stormwater Utility Fund | <input type="checkbox"/> Electric Utility Fund |
| <input type="checkbox"/> CRA | <input type="checkbox"/> Downtown CRA | <input type="checkbox"/> Debt (SRF loan, lease) | <input checked="" type="checkbox"/> Grant (federal, state, local) |
| <input type="checkbox"/> Other Funds | | <input type="checkbox"/> FDOT | <input type="checkbox"/> Donation/Contribution |
- Impact Fees: Wastewater Water Parks Fire Police Library

Funding Sources	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25
Transfer between projects	\$ -	\$ -	\$ -	\$ -	\$ -
Debt/Borrowed Funds	-	-	-	-	-
General Fund	-	-	-	-	-
Enterprise Fund	100,000	-	-	-	-
Other Fund	-	-	-	-	-
Grant	-	3,050,000	-	-	-
Total	\$ 100,000	\$ 3,050,000	\$ -	\$ -	\$ -

Project Costs

Estimated Project Costs

Description	Five Year Schedule					Total 5 Year Cost
	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	
Planning & Design	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Land Acquisition	100,000	-	-	-	-	100,000
Engineering	-	250,000	-	-	-	250,000
Construction	-	2,500,000	-	-	-	2,500,000
Vehicle & Equipment	-	-	-	-	-	-
Other	-	-	-	-	-	-
Contingency	-	300,000	-	-	-	300,000
Inflation	-	-	-	-	-	-
Total Capital Costs	\$ 100,000	\$ 3,050,000	\$ -	\$ -	\$ -	\$ 3,150,000
Estimated Operating Costs ¹						
Equipment ²	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Utilities	-	-	-	-	-	-
Supplies	-	-	-	-	-	-
Additional Staff ³	-	-	-	-	-	-
Other (describe below)	-	-	-	-	-	-
Total Operating Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Costs	\$ 100,000	\$ 3,050,000	\$ -	\$ -	\$ -	\$ 3,050,000

Other Costs:

¹ Are the estimated operating costs listed above included in your budget?

² Machinery & Equipment requests require Request Justification.

³ New Staff positions require Personnel Requisition Form and must be submitted to Human Resources.

Finance Department Use Only

Approved

Denied

Comments:



**CITY OF
MOUNT
D O R A**

Capital Improvement Project (CIP) Request Form

Priority #: _____

Department Division: <input type="checkbox"/> Multiple	Fiscal Year:	GL#:
Economic Development	2021-22	111-5155-531-00-00

Project Title:

Vista Ridge Drive Design & Construction

Type of Project: (Check all that apply)

New Project

Replacement

Project Continuation

Project #: _____

Description, Objective and Benefits of Project:

Design and construction for the first segment of Vista Ridge Drive, from Round Lake Road near the boundaries of the adjacent school and church. The project approach will allow for phasing and the coordination of design will be timed with Lake County's design of the widening/extension of Round Lake Road.

Needs Criteria: (Check all that apply and explain below)

Building

Imp. Other than Building

Machinery & Equipment

Land

Needs/Issues/Problems: What specific need, issue, or problem does this request address?

This roadway will provide improved access for both Round Lake Charter School and the Real Life Christian Church. Ultimately, this roadway will connect into the Niles Road extension and will be designed for future development west of the Church.

Alternatives: What alternative measures have been taken to address this need/issue/problem? Are there solutions other than adding a new project that have been utilized or considered?

Outcomes / Measurable Results: What specific outcomes are expected with this project? Describe in detail what performance measures will be used to measure the impact of the new project. How do the proposed measures compare to current measures, if different?

Funding Sources

Funding Sources: (Check all that apply)

- | | | | |
|--|--|--|--|
| <input checked="" type="checkbox"/> General Fund | <input type="checkbox"/> Water & WW Fund | <input type="checkbox"/> Stormwater Utility Fund | <input type="checkbox"/> Electric Utility Fund |
| <input type="checkbox"/> Northeast CRA | <input type="checkbox"/> Downtown CRA | <input type="checkbox"/> Debt (SRF loan, lease) | <input type="checkbox"/> Grant (federal, state, local) |
| <input checked="" type="checkbox"/> Other Funds | <input type="checkbox"/> FDOT | <input type="checkbox"/> Donation/Contribution | |
- Impact Fees: Wastewater Water Parks Fire Police Library

Funding Sources	2021-22	2022-23	2023-24	2024-25	2025-26
Transfer between projects	\$ -	\$ -	\$ -	\$ -	\$ -
Debt/Borrowed Funds	-	-	-	-	-
General Fund	-	-	-	-	-
Enterprise Fund	-	-	-	-	-
Other Fund	-	-	-	-	-
Grant	-	-	-	-	-
Total	\$ -	\$ -	\$ -	\$ -	\$ -

Project Costs

Estimated Project Costs

Description	Five Year Schedule					Total 5 Year Cost
	2021-22	2022-23	2023-24	2024-25	2025-26	
Planning & Design	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Land Acquisition	-	-	-	-	-	-
Engineering	150,000	-	-	-	-	150,000
Construction	-	700,000	-	-	-	700,000
Vehicle & Equipment	-	-	-	-	-	-
Other	-	-	-	-	-	-
Contingency	-	105,000	-	-	-	105,000
Inflation	-	48,500	-	-	-	48,500
Total Capital Costs	\$ 150,000	\$ 853,500	\$ -	\$ -	\$ -	\$ 1,003,500

Estimated Operating Costs ¹

Equipment ²	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Utilities	-	-	-	-	-	-
Supplies	-	-	-	-	-	-
Additional Staff ³	-	-	-	-	-	-
Other (describe below)	-	-	-	-	-	-
Total Operating Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Costs	\$ 150,000	\$ 853,500	\$ -	\$ -	\$ -	\$ 1,003,500

Other Costs:

¹ Are the estimated operating costs listed above included in your budget?

² Machinery & Equipment requests require Request Justification.

³ New Staff positions require Personnel Requisition Form and must be submitted to Human Resources.

Finance Department Use Only

Approved

Denied

Comments:

This project is being re-budgeted as it was not started in FY 2020-21 because a ROW Agreement with the Church and School must first be obtained before design can begin. \$25,000 would be allocated in 001-5155-531-00-00 and \$125,000 in 111-5155-531-00-00.

EXHIBIT I

Duke Site Readiness Assessment

**DUKE ENERGY SITE READINESS PROGRAM
SITE VISIT REPORT CARD**

Property Name: Summer Lake – Grace at the Wolf Branch Innovation District
Site Location: Lake County, FL
Category: Large Park

Overview

In addition to evaluating properties to determine their readiness, an objective of the Duke Energy Site Readiness Program is to help communities be better prepared when competing for projects. McCallum Sweeney Consulting (MSC) helps communities be better prepared by providing an evaluation of the evaluation application and the site visit. The evaluation application report card was provided prior to the site visit.

MSC performed an evaluation of the community’s ability to conduct a site visit. In many cases, a site visit is the introduction of your community to representatives of the company who will be decision makers in the ultimate location of the project. The way a site visit is conducted is a reflection on your community and can have a major impact on whether your site is retained or eliminated from contention. Criteria included in our evaluation of the site visit include:

- Correspondence
- Location
- Accuracy
- Agenda / Site Visit Schedule
- Project Team
- Follow Up Items
- Transportation
- Time

To evaluate the site visit, MSC has provided grades (A-B-C-F) for each evaluation criterion so that you have an understanding of areas of strength and those with room for improvement. The purpose of the evaluation is for MSC to provide candid feedback to the applicant team on ways to be better prepared for projects. Feedback provided is for internal use and is up to the local applicant team on how the information is shared and delivered. MSC and Duke Energy will not deliver this report in a public forum.

Correspondence

After company representatives have performed a desktop evaluation of your site, it may be determined that a visit to the site is necessary to further evaluate conditions. A site visit typically means that your community has made the first cut. It is typical to have very little time between the time you find out that the project would like to visit and when the visit will occur due to a project’s overall schedule. As a result, it is imperative that there is a primary point of contact in your organization to communicate with the project representative leading up to the visit to confirm meeting dates, location, and requests. Correspondence is a key aspect to a successful site visit.

Criteria	Grade	Comments
Applicant was quick to respond to questions before and after submission of proposal and in advance of site visit.	A	Applicant was quick to respond to questions before and after submission of proposal and in advance of site visit.

Location

The time allocated for each community's site visit is dependent upon factors such as the number of sites to be visited, the geographic dispersion of communities, and the project participants attending the visits. In most cases, project representatives are driven by tight schedules, making the efficiency and effectiveness of short visits a necessity. In order to best utilize the time allocated to your community, it is suggested that visits take place at a meeting location that is easy to find and accessible to all participants. Holding the in-office portion of a visit in close proximity to the site being evaluated further ensures efficient use of time in the community.

Criteria	Grade	Comments
Site visit office meeting location was easy to locate and provided an acceptable environment for a site visit meeting. Location was in close proximity to the site.	A	Site visit office meeting location was easy to locate and provided an acceptable environment for a site visit meeting. Location was acceptable for the Duke Energy Site Readiness Program.

Accuracy

Project representatives do not like to be surprised on a site visit with information that conflicts with what has already been submitted. This is especially true if representatives of the company are present. The purpose of a site visit is to further enhance understanding of a location. But when site visits become opportunities to uncover unknown or concealed risks, it is likely that your community will not be making the short list. Make sure that all information presented in initial submissions is an accurate reflection of your site and community and reduce all chances for unwanted surprises.

Criteria	Grade	Comments
Initial submission was an accurate reflection of the conditions present at the site, and additional detail at site visit enhanced understanding of the site.	A	The initial submission was an accurate reflection of the conditions present at the site, and additional detail at the site visit enhanced understanding of the site.

Agenda/Site Visit Schedule

The time allocated by the project representatives for the site visit may seem shorter than necessary to best present your site and community. While it would be ideal to have the project representatives spend a day or two in town to get a real feel for the community, it is highly unlikely that there is time available for such a visit. To best utilize the time you have, MSC suggests that you prepare an agenda and allocate segments of time for each topic to be discussed. Even if discussion drifts away from the schedule, you can have comfort in knowing you have allocated time for each topic and can make changes accordingly.

Criteria	Grade	Comments
Applicant team prepared a planned agenda for the site visit and managed the allotted time accordingly.	A	The applicant team prepared a planned agenda for the site visit and managed the allotted time well.

Project Team

Just as it is important to establish a team of partners in advance of the RFI phase of the project, those team members should be represented at the site visit as well. Typical representatives asked to be at a site visit, in addition to the economic development team, include utility providers, planning/zoning representatives, city/county representatives, property owners, rail providers, and site engineers. Having strong representation present at a site visit not only allows the project representatives to have all of his/her questions answered, but also is a reflection on your communities' ability to respond to project needs.

Criteria	Grade	Comments
Applicant invited the appropriate representatives of the project team, and team members were present to answer questions.	A	The applicant invited the appropriate representatives of the project team, and the team members were present to answer questions.

Follow-up Items

The project representatives are likely to uncover questions from the desktop review of RFIs that will require further clarification at the site visit. Some project representatives may notify the community to be prepared to respond to certain questions at the meeting. If provided a list of items for discussion in advance of the meeting, you can be certain that these are important items to the project requiring thoughtful consideration. MSC provides a list of items that require clarification in advance of the site visit and expects materials to be provided in hardcopy and electronic formats at the visit.

Criteria	Grade	Comments
Information was provided based on requests made in the site visit letter, which was provided in advance of the visit.	A	The information requested in the site visit letter was provided at the site visit.

Transportation

Due to the limited time project representatives have available to be in your community, it is imperative that you maximize the time you have to present your community. The drive between the in-office meeting and the physical evaluation of the property is an excellent opportunity to further present information about the community or to share sensitive information in a more isolated environment. The applicant team should ideally provide transportation to and from the property and the vehicle should comfortably fit both the project representatives and key members of your project team who can answer questions or discuss important aspects of the site and community.

Criteria	Grade	Comments
The applicant team managed transportation to and from property. Appropriate team members were in the vehicle and provided community information en route to site.	A	The applicant team managed transportation to and from the property. All of the team members were in the same vehicle and were able to provide information about the site.

Time

Time is an important commodity in the site selection process and the time that has been allotted for your communities' site visit is only a small portion of a much larger site visit schedule that may include multiple communities, states, and regions. By misusing the time allotted to you or going over the allotted time you are potentially causing major schedule delays that could impact several other visits that day. It is important to respect the time that has been provided to you for the visit and adjust itineraries accordingly to stay within the allotted time requested by the project representative.

Criteria	Grade	Comments
Site visit was conducted in the allotted time requested by the McCallum Sweeney team.	A	The site visit was conducted in the allotted time requested by the McCallum Sweeney team.

October 10, 2017

Site Visit Recommendations for Improvement

Based on our evaluation of the site visit to your community, MSC makes the following recommendations:

- Include a list of meeting attendees including their organization and title with the meeting agenda prior to the site visit.
- Create a PowerPoint presentation that highlights the City of Mount Dora for future prospects. Print out a hard copy of the community presentation as a takeaway for prospects.
- The Bearcat was a good way to get everyone out to the site in the same vehicle, however it was hard to see out of. A lack of visibility out of the vehicle can cause a project team to be disoriented, and not get a complete feel for the community on the way to and from the site.

**DUKE ENERGY SITE READINESS PROGRAM
SITE EVALUATION**

Property Name: Summer Lake – Grace at the Wolf Branch Innovation District
Site Location: Lake County, FL
Category: Large Park

OVERVIEW OF EVALUATION

In this report, we have divided our evaluation of the property into three areas. The first is a technical evaluation of the property, and the second is a marketing evaluation of the property. For the first two sections, we have grouped the findings into three categories: green, yellow, and red. The green category is strengths of the property, and the red category is weaknesses of the property. The yellow category is the items that are in somewhere in between. The final section are recommendations on ways to improve the readiness of the property.

TECHNICAL EVALUATION OF PROPERTY

The technical evaluation is a review of the property from a construction or developability standpoint. We are assessing the property on its ability to be developed for industrial use. The information documented in this section was provided by the applicant either in the evaluation application or during the site visit.

Site Characteristics	
Site Characteristics	<ul style="list-style-type: none">• The property is 265 acres with 245.9 developable acres.• The property is zoned Planned Unit Development and will not need to be rezoned for industrial use.• The property has a space intended for a future college development that is committed to serving the future employers of the park.
	<ul style="list-style-type: none">• The property is available for sale, but a price has not been established/provided.• The property is made up of five different owners which may complicate the purchase of the park.• There are multiple sand skink conservation easements on the property.• The current master development plan limits the industrial development on the property and covers some of the designated industrial land with the Wekiva Parkway development.• The property is surrounded by Agricultural and Rural Residential zoned land.

Site Characteristics (continued)

- There are approximately six acres of wetlands on the property.
- Six acres of the property are located in FEMA flood zone A – inside the 100-year flood zone.

Transportation

- The property is 0.8 miles from State Route 46 (four-lane highway).
- Wekiva Parkway is currently under construction through the property.
- The property is accessed from Round Lake Road, South Coronado Drive, and Oak Lane.
- The property is 15.9 miles from I-4.
- The property will not be rail served.

Utility Adequacy / Capacity

- A 12.47 kV distribution line is adjacent to the site along Round Lake Road, and electric service can be provided within nine months.
- A six-inch natural gas line operating at 45 psi is adjacent to the site along Round Lake Road and service is readily available.
- A 16-inch water line with 5.8 million gallons per day of excess capacity will be adjacent to the park in approximately November of 2017
- The water treatment plant has 7.37 million gallons per day of excess capacity, factoring in peak utilization.
- A 16-inch force main and a 10-inch gravity line with 5.8 million gallons per day of excess capacity will be adjacent to the park in approximately November of 2017.
- The wastewater treatment plant has 1.35 million gallons per day of excess capacity, factoring in peak utilization.

Utility Adequacy / Capacity (continued)

- Telecommunications infrastructure is ~1,275 feet from the park and the estimated timeline for dedicated service is 30 to 90 days.

MARKETING EVALUATION OF PROPERTY

The marketing evaluation is a review of the property based on how it may be perceived by prospects. While some of the information is the same as in the technical evaluation, we are now evaluating that information from a marketing perspective rather than a technical perspective.

Community / Workforce

- High School Attainment in Lake County is higher than the Florida average;
 - Lake County: 87.4%
 - Florida Average: 86.9%
- Lake County had more overall job growth over the past three published years, 2014-2016 (8.9% job growth compared to the Florida average of 7.9% job growth).
- Low union activity in Lake County. Lake County has had two union elections, and one win reported (2005 to June 2017).
- Bachelor's Degree Attainment in Lake County is lower than the Florida average;
 - Lake County: 21.5%
 - Florida Average: 27.3%
- Percentage of workforce employed in manufacturing is 4.1% for Lake County (2016), a rate lower than the State of Florida at 4.9%.

Transportation

- The property is 0.8 miles from State Route 46 (four-lane highway).
- Wekiva Parkway is currently under construction through the property.
- The property is 26 miles from the Orlando Sanford International Airport and 40 miles from the Orlando International Airport.

Transportation (continued)

- The property is 83 miles from Port Canaveral and 100 miles from the Port of Tampa.
- The property is accessed from Round Lake Road, South Coronado Drive, and Oak Lane.
- The property is 15.9 miles from I-4.
- The entirety of Wekiva Parkway will not be completed until 2021.
- The property will not be rail served.

Start-Up Schedule

- The property is zoned appropriately and will not need to be rezoned.
- Electric service at 10 MW of capacity can be provided within nine months.
- Natural gas service of 25,000 mcf per month is readily available.
- Water and wastewater service at the required levels will be completed to the site by November 2017.
- Telecommunications service can be provided within 30 to 90 days.
- Sand skink conservation easements will need to be avoided during development of the property and limitations may be made to development due to the presence of sand skinks.

Site Costs

- The estimated cost to provide electric service should be covered by a revenue credit and no cost to a prospect.
- Natural gas infrastructure is adjacent to the property and there is no estimated cost for service.

Site Costs (continued)

- Water and wastewater infrastructure will be completed to the property by November 2017 and there is no cost to an end-user of the park for the extension.
 - The property is already cleared due to roadway construction and it should be easier to get a pad ready site.
-
- Estimated cost to provide telecommunications service is unknown.

RECOMMENDATIONS

Based upon our technical and marketing evaluations of the property, we have developed some recommendations on ways to further improve the readiness of the property for industrial prospects. Some of these are short-term items that may be able to be addressed quickly, but others may be more long-term items that will take time and money to complete.

- Establish a purchase price and the conditions for sale of the property.
- Prepare visual aids to discuss future road access to the property and the impact of development and congestion to the roadways.
- Establish an estimated cost to provide telecommunications services.
- Revise the Concept Plan as needed to take into consideration the development limitations, conservation easements, completed road, water, wastewater, and college.
- Complete updated due diligence studies on the property, which includes the following:
 - Phase I Environmental Site Assessment. The Phase I ESA should be performed to the current ASTM standard which is E1527-13. In addition, steps should be taken to mitigate any recognized environmental conditions if these are found on the property.
 - Wetlands Delineation. After the wetlands delineation has been completed, it should be submitted to the U.S. Army Corps of Engineers for an approved Jurisdictional Determination.
 - Archaeological and Historical Investigation Report. If available, having the State Historic Preservation sign off on the findings would be advantageous.

POTENTIAL END USERS

Industry	Location Requirements	MSC Justification
<p>Clean Energy</p>	<ul style="list-style-type: none"> • Access to qualified labor • Proximity to research universities • Proximity to training resources • Proximity to a large metro area • Large tracts of land 	<ul style="list-style-type: none"> • Access to qualified labor • Proximity to the University of Central Florida and the University of Florida • Planned college area on the property • Property is part of the Orlando-Kissimmee-Sanford, FL MSA • Property has 237 developable acres
<p>Emerging Technologies</p>	<ul style="list-style-type: none"> • Large tracts of land • Access to qualified labor • Competitive operating cost environment • Highway transportation linkages 	<ul style="list-style-type: none"> • Access to qualified labor • Competitive operating cost environment • Planned college area on the property
<p>Life Sciences</p>	<ul style="list-style-type: none"> • Larger site size requirement • Proximity to population centers with strong quality of life components to recruit required personnel • Adequate manufacturing labor force • Good transportation infrastructure 	<ul style="list-style-type: none"> • Property is located in the Orlando-Kissimmee-Sanford, FL MSA • Adequate manufacturing labor force available • Property has 237 developable acres • Good transportation infrastructure



**THE GEOGRAPHY
OF BUSINESS**

**Attracting Investment and Employment:
Prepared Communities Win**

Duke Energy Site Readiness Program
Lake County, Florida


October 10, 2017



The Main Thing to Remember

Attracting investment and jobs is more competitive than ever, and being prepared creates a competitive advantage.

2



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Agenda

Introduction to McCallum Sweeney

Overview of the Site Selection Process

Site Readiness and Why It's Important

Overview of Summer Lake – Grace at the
Wolf Branch Innovation District

Questions

3



Introduction to McCallum Sweeney Consulting

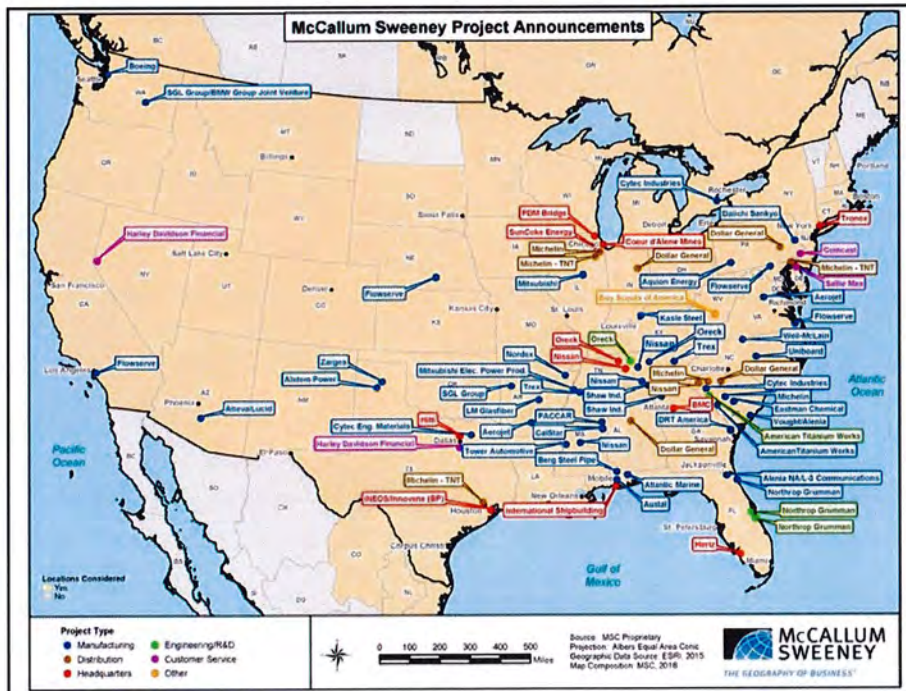
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MSC Clients



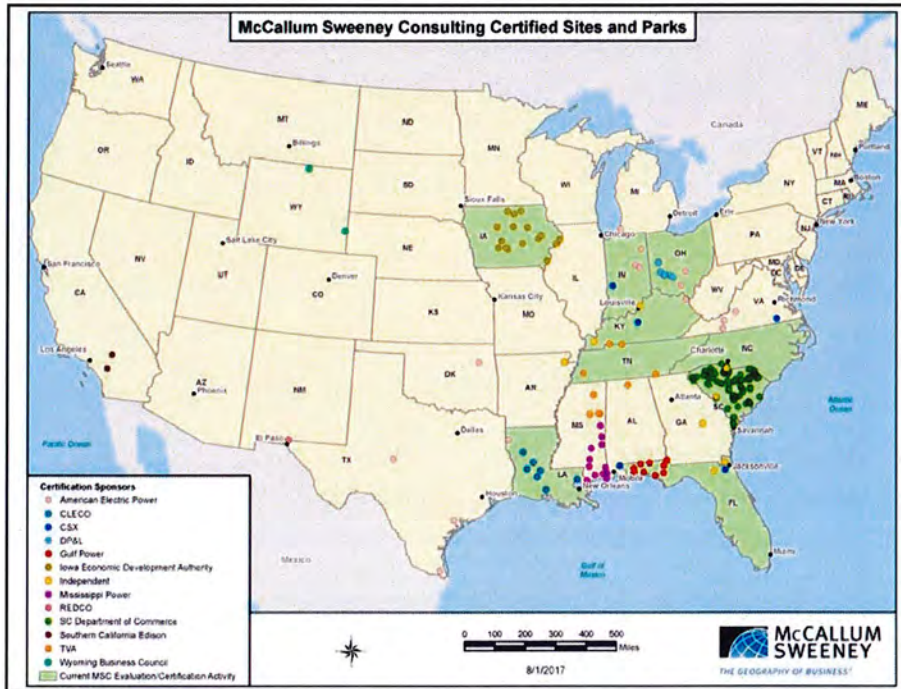
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MSC Clients – Site Evaluation and Certification



7



Overview of the Site Selection Process

9



Site Selection Process Fundamentals



10



MSC's Comprehensive Analysis



11



Key Drivers for Site Selection Projects

- The site selection process largely remains the same for the different types of facilities, but the key drivers vary significantly
- Investment Costs and Operating Costs are criteria taken into consideration for every project
- Every project is seeking a site or building that is ready to go and relatively risk-free

Manufacturing

Search region tends to be a group of contiguous states

- Transportation Infrastructure
- Utility Infrastructure
- Workforce
- Access to Suppliers and/or Customers

Office (Headquarters)

Search region tends to be a group of metropolitan areas

- Compelling Strategic Issue(s)
- Air Service
- Workforce

Distribution

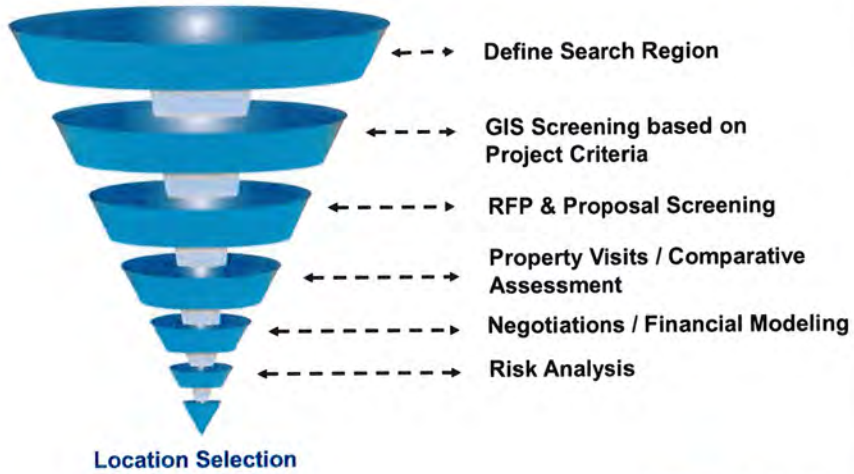
Search region tends to be a geometric shape developed based on the markets served

- Access to Customers/Consumers
- Transportation Infrastructure
- Workforce

12



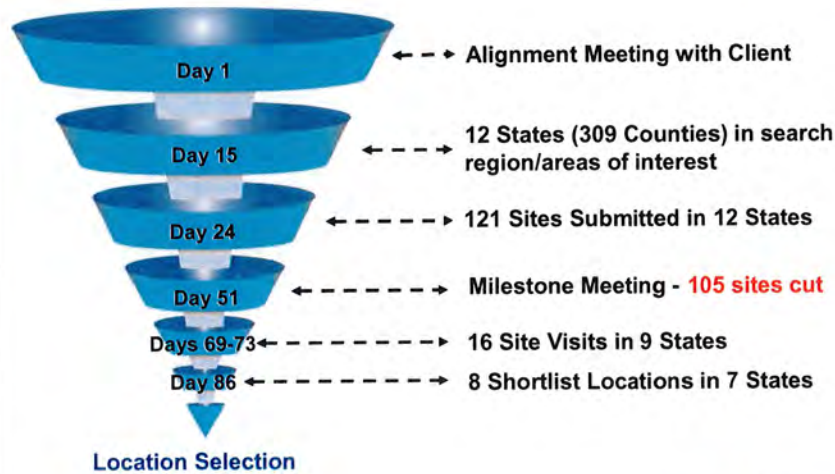
Competitive Site Selection Screening Process



13



Screening Process Example – “Project Snow”



14



Confidentiality

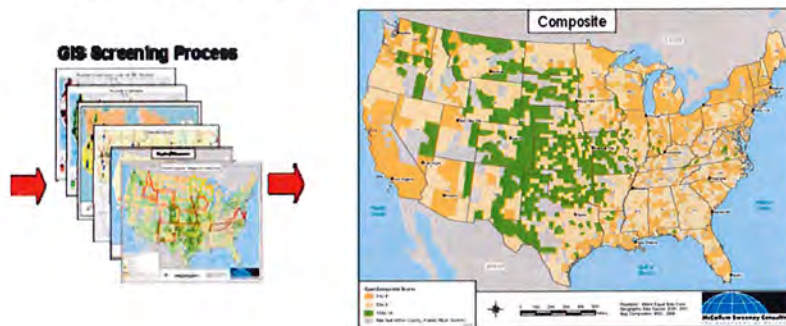
- Code names are not just for fun
- Financial implications
 - Final capital commitment probably has not been made
 - SEC considerations
 - Financial market impacts
- Likely limited knowledge within the company
- Competition
- Disruption
 - To existing workforce in existing locations
- Labor – management relations

Site Selection Process

Planning Phase	Phase 1	Phase 2	Phase 3	Phase 4
<ul style="list-style-type: none"> • Conception • Feasibility • Investment Decision 	<ul style="list-style-type: none"> • Alignment/ Criteria • Regional Analysis • Areas of Interest • Request for Proposal and/or Web Research • Candidate Locations 	<ul style="list-style-type: none"> • Community Visits • Location Evaluation • Comparative Analysis • Finalist Locations 	<ul style="list-style-type: none"> • Negotiations • Evaluation • Site Due Diligence • Internal Selection of Preferred Location 	<ul style="list-style-type: none"> • Prepare MOU • Real Estate Transaction • Public Announcement • Incentive Capture Support

Site Selection Process – Phase I

- Alignment Meeting (MSC and Client team)
 - Project parameters, decision criteria, search region
- Regional analysis using GIS (MSC)
 - Attraction and aversion factors



17



Site Selection Process – Phase I

- Determine *Areas of Interest* (MSC and Client team)
- Issue request for proposal (MSC)
- Desktop evaluation of information / proposals (MSC)
 - Screen against project criteria
- Milestone Meeting I (MSC and Client team)
 - Determine *Candidate Communities*

18



Site Selection Process – Phase II

- Property / community visits (MSC, and MSC + Client Team)
 - Physical conditions
 - Site and Infrastructure
 - Operating factors
 - Labor, Utilities, Transportation, Taxes, Education/Training
 - Living conditions / Quality of Life
 - Housing, medical, education, leadership
 - Appearance, congestion, culture & recreation

- Milestone Meeting II (MSC and Client team)
 - Review comprehensive location analysis
 - Includes existing industry interviews
 - Down-select to Finalist Locations

19



Site Selection Process – Phase III and IV

- Incentives / Real Estate Negotiations (MSC and Client team)
 - Property and Site Preparation
 - Infrastructure and Transportation
 - Utilities
 - Training
 - Taxes and Financing
 - Permitting

- Public Announcement (MSC and Client Team)
 - Align company and community objectives
 - Press releases, events, etc.

- Incentive Capture Support (MSC)
 - On an as-needed basis

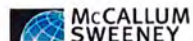
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Role of Incentives in Economic Development

- Part of overall economic development strategy
- Designed to support your development goals by:
 - Meeting the needs (and influencing the location decision) of companies
 - Enhancing the strengths of your location
 - Mitigating the weaknesses of your location
- Incentives are Important If and When:
 - They impact the prospect's decision
 - Differentiate one location from another
 - Increase in importance as the decision process proceeds

21



Characteristics of Successful Communities



22



Site Readiness and Why It's Important

23



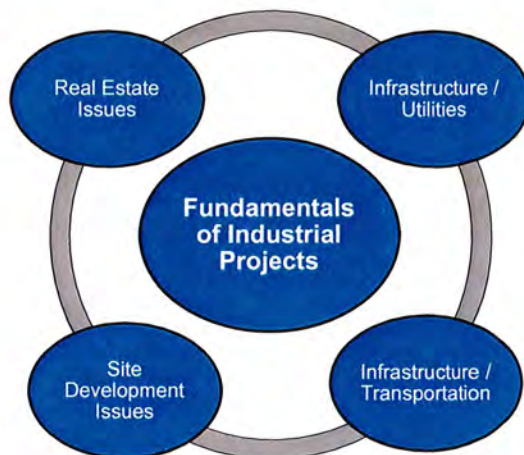
Why Ready Sites?

- Companies are Very Deadline Driven
 - Once a market opportunity is identified, company does not want to take much time
 - In selecting location
 - In getting up and running
 - Looking for sites ready for quick development
 - Has influenced the process of site selection
 - Communities with ready sites have competitive advantage

24



Fundamentals of Industrial Projects



25



Site Selection Process

Planning Phase	Phase 1	Phase 2	Phase 3	Phase 4
<ul style="list-style-type: none"> • Conception • Feasibility • Investment Decision 	<ul style="list-style-type: none"> • Alignment/ Criteria • Regional Analysis • Areas of Interest • Request for Proposal and/or Web Research • Candidate Locations 	<ul style="list-style-type: none"> • Community Visits • Location Evaluation • Comparative Analysis • Finalist Locations 	<ul style="list-style-type: none"> • Negotiations • Evaluation • Site Due Diligence • Internal Selection of Preferred Location 	<ul style="list-style-type: none"> • Prepare MOU • Real Estate Transaction • Public Announcement • Incentive Capture Support

26



Benefits of Ready/Certified Sites

- Allows for effective pro-active marketing
- Prepares you for better re-active marketing
- Educates you on the site's strengths and weaknesses
- Prepares you to offer development assistance as may be needed
- Speeds up development schedule by having due diligence completed
- Present properties that offer a company a minimum development schedule and minimal risks

27



How Readiness Can Impact a Company Financially

\$35,000



100,000 vehicles annually
(~8,000 per month)



Sales by Having a Ready/Certified Site:

- Sales Per Month: \$280,000,000
- Three Months: \$840,000,000
- Six Months: \$1,680,000,000
- Twelve Months: \$3,360,000,000

28



Example #1: When Readiness Paid Off

- Severcorr Steel
Columbus, MS
- Rural community
- Community proactively prepared by achieving certification through TVA Megasite Program
- Announced \$800 million investment and 450 jobs in 2005



29



Example #2: When Readiness Paid Off

- Giti Tire
Richburg, Chester County, SC
- Rural community
- Community preparedness:
 - Duke Energy's Site Readiness Program
 - McCallum Sweeney Certification
- Announced \$560 million investment and 1,700 jobs in June 2014



30



Example #3: When Readiness Paid Off

- Coreslab Structures
Leesburg, Lee County, FL
- First Florida Duke Energy Site
Readiness Program Win
- Community preparedness:
 - Duke Energy's Site Readiness
Program
- Announced \$10 million
investment in March 2015
and 120 jobs are anticipated



31



Remember The Main Thing?

Attracting investment and jobs is more competitive than ever, and being prepared creates a competitive advantage.

32



Duke Energy Site Readiness Program

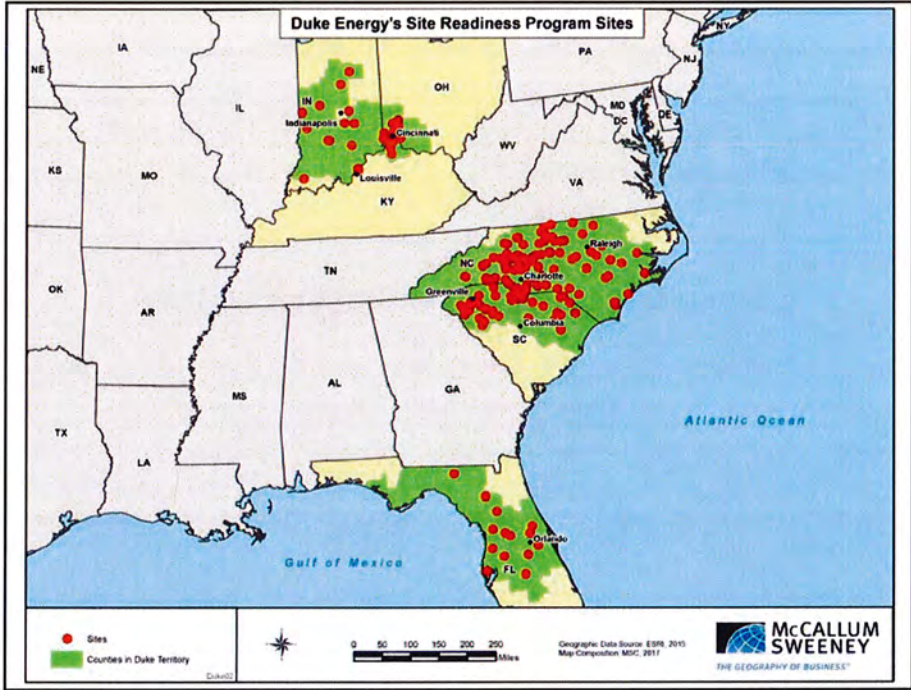
33



Program Design: Goals and Objectives

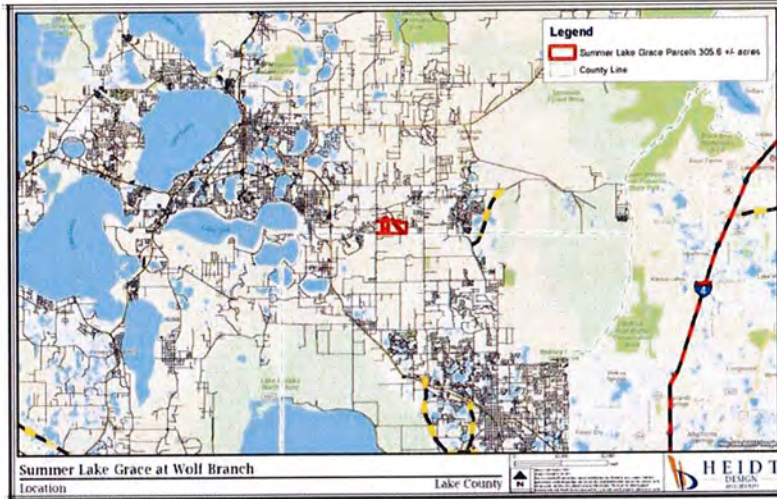
Identify, improve, and increase awareness of industrial sites in the region that are best suited for new manufacturing facilities in Duke Energy's targeted growth segments.





Review of Summer Lake – Grace at the Wolf Branch Innovation District

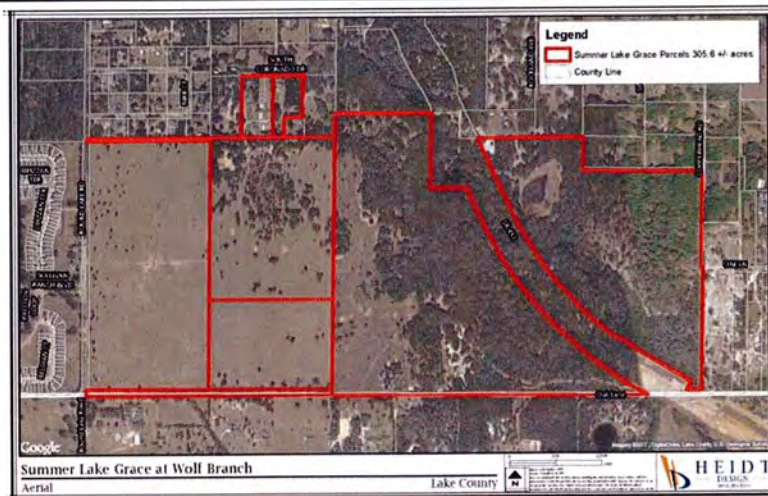
Vicinity Map



37



Site Visual



38



Technical Evaluation

39



Technical Evaluation

- Site
 - Developable, contiguous acreage
 - Topography
 - Configuration
 - Property control
 - Zoning
 - Surrounding land use
 - Prior site use
 - Due diligence
- Transportation
 - Access to interstate
 - Distance
 - Quality of route
 - Quality of interchange
 - Site ingress / egress
 - Proximity to commercial service airports
 - Proximity to ports
 - Rail service
 - Feasibility

40



Technical Evaluation

- Utilities
 - Electric
 - Natural Gas
 - Water
 - Wastewater
 - Telecommunications
- Evaluate
 - Feasibility of providing service to the site (cost and schedule)
 - Capacity of lines and systems to provide adequate utility service

41



Technical Review of Summer Lake – Grace at the WBID

Site Characteristics

- The property is 265 acres with 245.9 developable acres.
- The property is zoned Planned Unit Development and will not need to be rezoned for industrial use.
- The property has a space intended for a future college development that is committed to serving the future employers of the park.
- The property is available for sale, but a price has not been established/provided.
- The property is made up of five different owners which may complicate the purchase of the park.

42



Technical Review of Summer Lake – Grace at the WBID

Site Characteristics (continued)

- There are multiple sand skink conservation easements on the property.
- The current master development plan limits the industrial development on the property and covers some of the designated industrial land with the Wekiva Parkway development.
- The property is surrounded by Agricultural and Rural Residential zoned land.
- There are approximately six acres of wetlands on the property.
- Six acres of the property are located in FEMA flood zone A – inside the 100-year flood zone.

43



Technical Review of Summer Lake – Grace at the WBID

Transportation

- The property is 0.8 miles from State Route 46 (four-lane highway).
- Wekiva Parkway is currently under construction through the property.
- The property is accessed from Round Lake Road, South Coronado Drive, and Oak Lane.
- The property is 15.9 miles from I-4.
- The property will not be rail served.

44



Technical Review of Summer Lake – Grace at the WBID

Utility Adequacy / Capacity

- A 12.47 kV distribution line is adjacent to the site along Round Lake Road, and electric service can be provided within nine months.
- A six-inch natural gas line operating at 45 psi is adjacent to the site along Round Lake Road and service is readily available.
- A 16-inch water line with 5.8 million gallons per day of excess capacity will be adjacent to the park in approximately November of 2017
- The water treatment plant has 7.37 million gallons per day of excess capacity, factoring in peak utilization.

45



Technical Review of Summer Lake – Grace at the WBID

Utility Adequacy / Capacity (continued)

- A 16-inch force main and a 10-inch gravity line with 5.8 million gallons per day of excess capacity will be adjacent to the park in approximately November of 2017.
- The wastewater treatment plant has 1.35 million gallons per day of excess capacity, factoring in peak utilization.
- Telecommunications infrastructure is ~1,275 feet from the park and the estimated timeline for dedicated service is 30 to 90 days.

46



Marketing Evaluation

47



Marketing Evaluation

- Community
 - Proximity to business services
 - Presence of existing industries
 - Job growth
 - Amenities (hotels, restaurants, etc.)
- Workforce
 - Educational attainment
 - Manufacturing employment
 - Unionization
- Transportation
 - Interstate
 - Airports
 - Distance
 - Number of carriers
 - Number of non-stop flights per day
- Project Start-up Schedule
- Site Costs

48



Marketing Review of Summer Lake – Grace at the WBID

Community / Workforce

- High School Attainment in Lake County is higher than the Florida average;
 - Lake County: 87.4%
 - Florida Average: 86.9%
- Lake County had more overall job growth over the past three published years, 2014-2016 (8.9% job growth compared to the Florida average of 7.9% job growth).
- Low union activity in Lake County. Lake County has had two union elections, and one win reported (2005 to June 2017).
- Bachelor's Degree Attainment in Lake County is lower than the Florida average;
 - Lake County: 21.5%
 - Florida Average: 27.3%
- Percentage of workforce employed in manufacturing is 4.1% for Lake County (2016), a rate lower than the State of Florida at 4.9%.

49

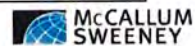


Marketing Review of Summer Lake – Grace at the WBID

Transportation

- The property is 0.8 miles from State Route 46 (four-lane highway).
- Wekiva Parkway is currently under construction through the property.
- The property is 26 miles from the Orlando Sanford International Airport and 40 miles from the Orlando International Airport.
- The property is 83 miles from Port Canaveral and 100 miles from the Port of Tampa.
- The property is accessed from Round Lake Road, South Coronado Drive, and Oak Lane.
- The property is 15.9 miles from I-4.
- The entirety of Wekiva Parkway will not be completed until 2021.
- The property will not be rail served.

50



Marketing Review of Summer Lake – Grace at the WBID

Start-Up Schedule

- The property is zoned appropriately and will not need to be rezoned.
- Electric service at 10 MW of capacity can be provided within nine months.
- Natural gas service of 25,000 mcf per month is readily available.
- Water and wastewater service at the required levels will be completed to the site by November 2017.
- Telecommunications service can be provided within 30 to 90 days.
- Sand skink conservation easements will need to be avoided during development of the property and limitations may be made to development due to the presence of sand skinks.

51



Marketing Review of Summer Lake – Grace at the WBID

Site Costs

- The estimated cost to provide electric service should be covered by a revenue credit and no cost to a prospect.
- Natural gas infrastructure is adjacent to the property and there is no estimated cost for service.
- Water and wastewater infrastructure will be completed to the property by November 2017 and there is no cost to an end-user of the park for the extension.
- The property is already cleared due to roadway construction and it should be easier to get a pad ready site.
- Estimated cost to provide telecommunications service is unknown.

52



Recommendations

53



Recommendations

- Establish a purchase price and the conditions for sale of the property.
- Prepare visual aids to discuss future road access to the property and the impact of development and congestion to the roadways.
- Establish an estimated cost to provide telecommunications services.
- Revise the Concept Plan as needed to take into consideration the development limitations, conservation easements, completed road, water, wastewater, and college.

54



Potential End Users

55



Potential End Users

- Potential end users for each site are based on:
 - Site-specific conditions (strengths & weaknesses)
 - Site selection drivers for each industry
- Key characteristics for location decisions of each industry
- Within each recommended industry, the drivers vary by facility type and size
- Most recommendations are based on Duke's target industries
- Should not be used as hard and fast rules for classifying sites

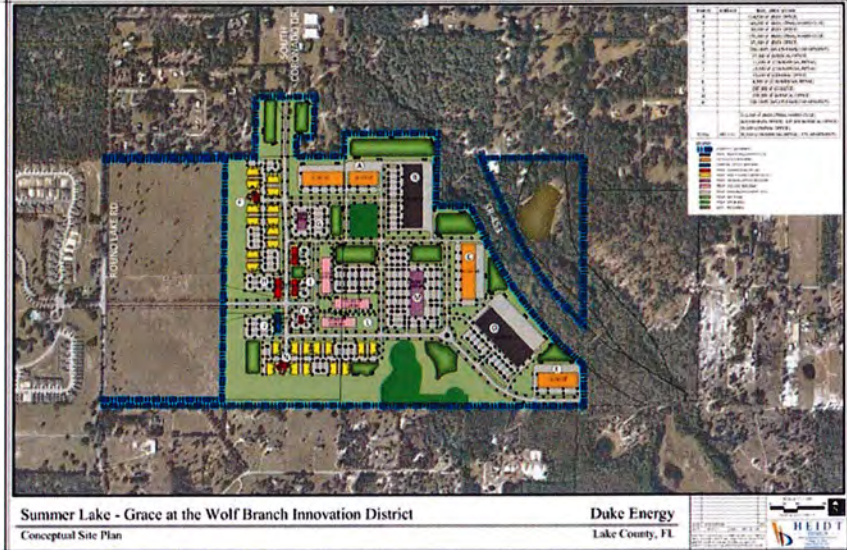


Potential End Users

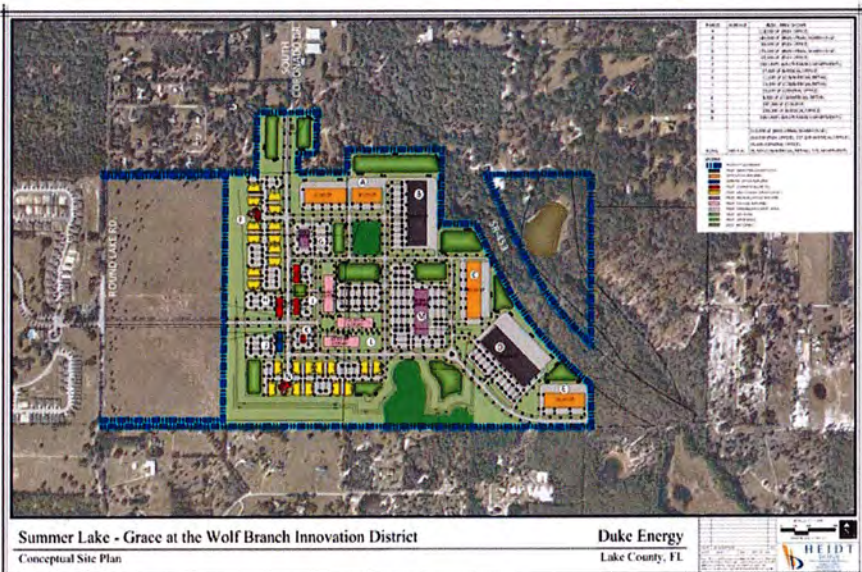
Industry	Location Requirements	MSC Justification
Clean Energy	<ul style="list-style-type: none"> • Access to qualified labor • Proximity to research universities • Proximity to training resources • Proximity to a large metro area • Large tracts of land 	<ul style="list-style-type: none"> • Access to qualified labor • Proximity to the University of Central Florida and the University of Florida • Planned college area on the property • Property is part of the Orlando-Kissimmee-Sanford, FL MSA • Property has 237 developable acres
Emerging Technologies	<ul style="list-style-type: none"> • Large tracts of land • Access to qualified labor • Competitive operating cost environment • Highway transportation linkages 	<ul style="list-style-type: none"> • Access to qualified labor • Competitive operating cost environment • Planned college area on the property
Life Sciences	<ul style="list-style-type: none"> • Larger site size requirement • Proximity to population centers with strong quality of life components to recruit required personnel • Adequate manufacturing labor force • Good transportation infrastructure 	<ul style="list-style-type: none"> • Property is located in the Orlando-Kissimmee-Sanford, FL MSA • Adequate manufacturing labor force available • Property has 237 developable acres • Good transportation infrastructure

Heidt Design Site Visuals

Site Concept Plan

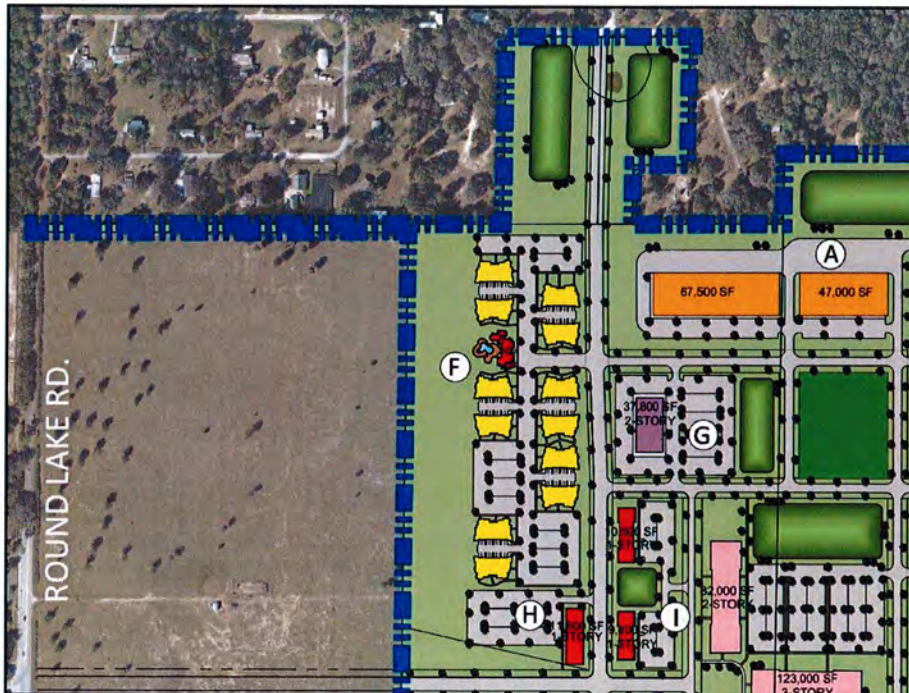


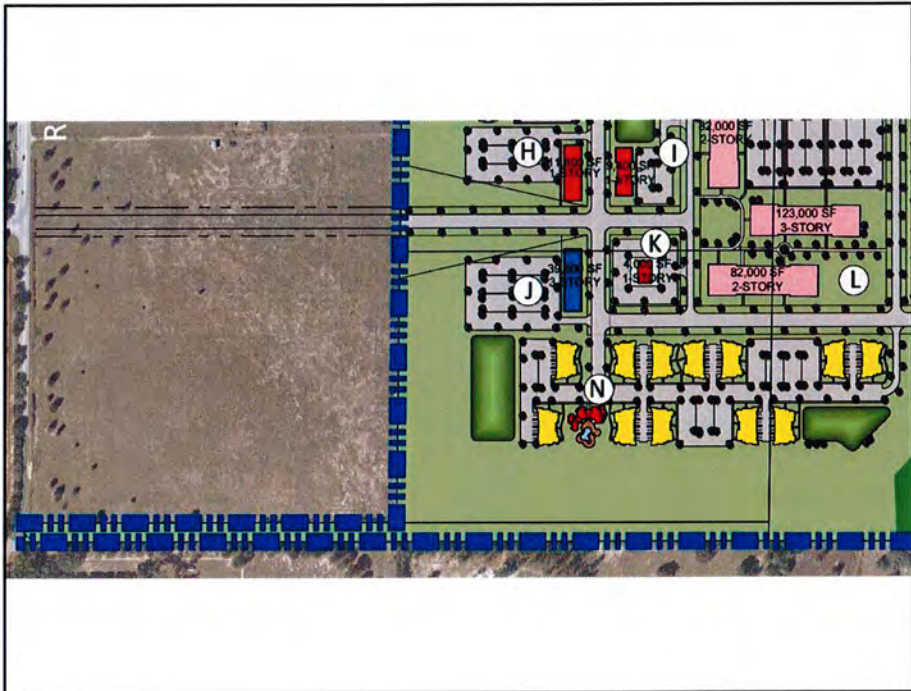
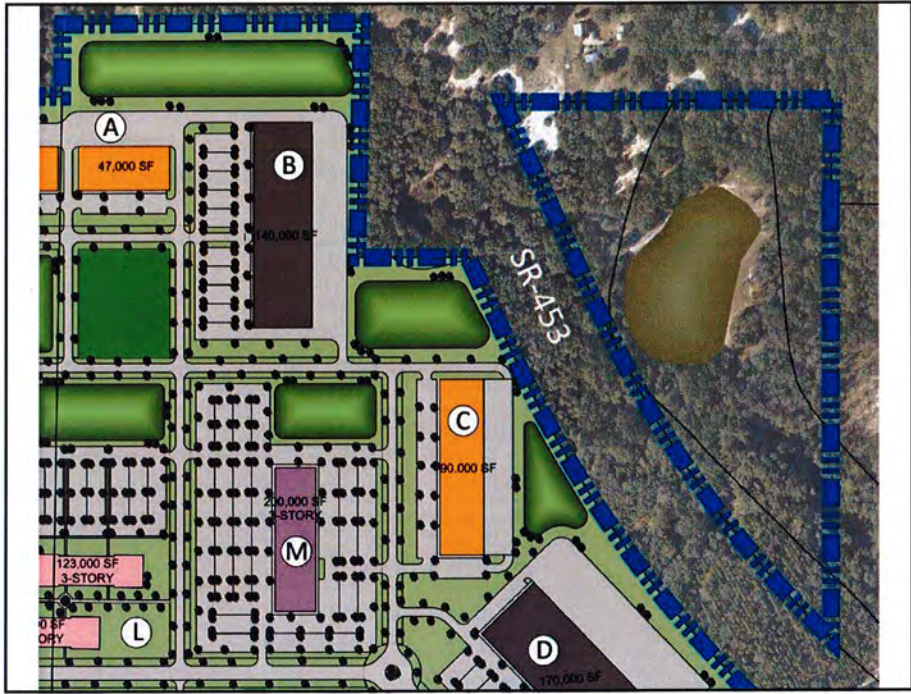
Site Concept Plan with Grading

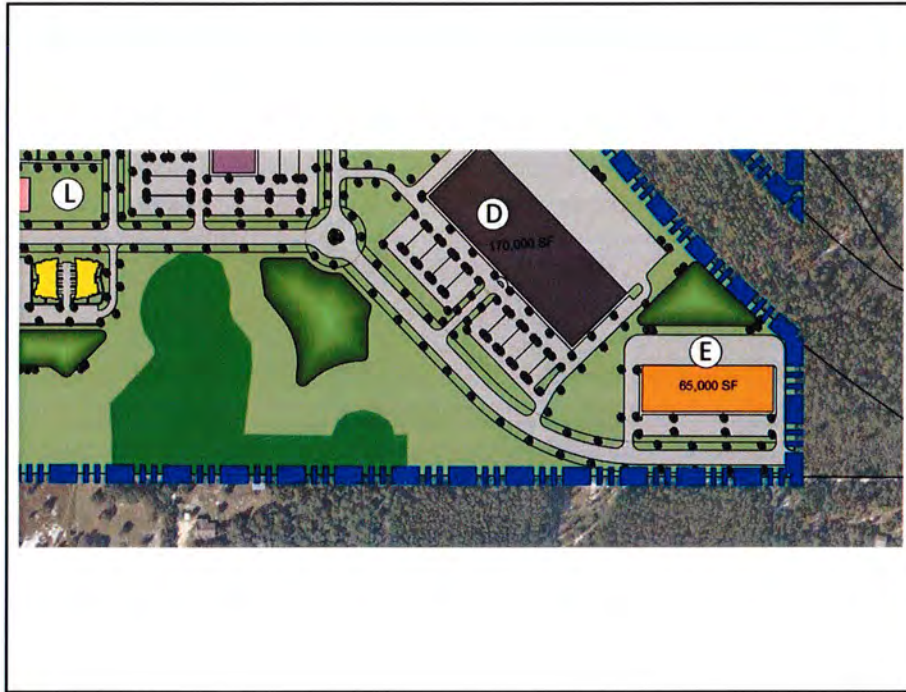


PARCEL	ACREAGE	BLDG. AREA SHOWN
A		114,500 SF (FLEX OFFICE)
B		140,000 SF (INDUSTRIAL/WAREHOUSE)
C		90,000 SF (FLEX OFFICE)
D		170,000 SF (INDUSTRIAL/WAREHOUSE)
E		65,000 SF (FLEX OFFICE)
F		288 UNITS (MULTI-FAMILY/APARTMENTS)
G		37,800 SF (MEDICAL/OFFICE)
H		11,600 SF (COMMERCIAL/RETAIL)
I		19,900 SF (COMMERCIAL/RETAIL)
J		39,600 SF (GENERAL OFFICE)
K		4,000 SF (COMMERCIAL/RETAIL)
L		287,000 SF (COLLEGE)
M		200,000 SF (MEDICAL/OFFICE)
N		288 UNITS (MULTI-FAMILY/APARTMENTS)
		310,000 SF (INDUSTRIAL/WAREHOUSE); 269,500 (FLEX OFFICE); 237,800 (MEDICAL/OFFICE); 39,600 (GENERAL OFFICE);
TOTAL	245.9 AC.	35,500 (COMMERCIAL/RETAIL); 576 APARTMENTS

- LEGEND:**
-  PROPERTY BOUNDARY
 -  PROP. INDUSTRIAL/WAREHOUSE
 -  OFFICE/FLEX BUILDING
 -  GENERAL OFFICE BUILDING
 -  PROP. COMMERCIAL/RETAIL
 -  PROP. MULTI-FAMILY/APARTMENTS
 -  PROP. MEDICAL/OFFICE BUILDING
 -  PROP. COLLEGE BUILDING
 -  PROP. PARKING/PAVEMENT AREA
 -  PROP. DRY POND
 -  PROP. OPEN SPACE
 -  EXIST. WETLANDS







Questions?



MSC Contact Information

Lindsey M. Cannon
Principal / Director of Site Readiness
lcannon@mccallumsweeney.com

Kyle Neu
Consultant
kneu@mccallumsweeney.com

McCallum Sweeney Consulting
15 South Main Street, Suite 950
Greenville, SC 29601

864-672-1600 (main)
864-672-1610 (fax)

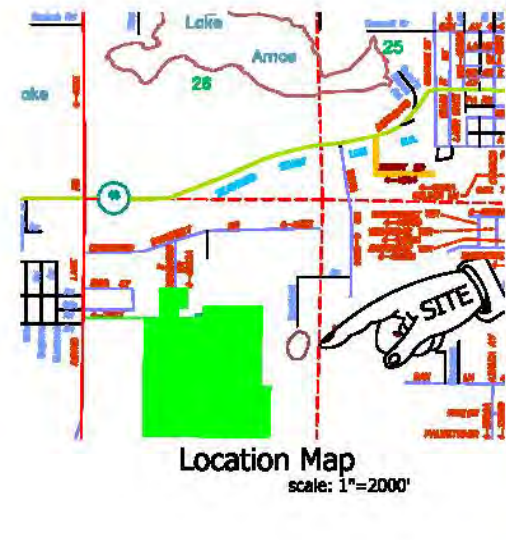
www.mccallumsweeney.com
@McCallumSweeney

67



EXHIBIT J

Summer Lake Grace PUD Plan



1 of 1

Urban & Regional Planners, Inc.
 1162 CAMP AVENUE - MT. DORA, FL 32757
 (352)385-1940 / FAX (352)385-1464
 Proj.: 1526/1 File: 1526-1 SLG Concept Plan Revised 08-20-2018.dwg

Notes

Total Project Acreage: 308.59 Acres ± (13,442,180 sq ft ±)

Future Land Use: Regional Office

Zoning: Lake County Mixed Use PUD

Adjacent Zoning: North - Lake County A
South - Orange County
East - Lake County A
West - Lake County A

Proposed Zoning: City of Mount Dora Mixed Use PUD

Flood Zone: As noted on survey

Wetlands: 6 acres ±

Open Space: 90.78 Acres ± (30% of net land area)

- Sewer and water service from the City of Mount Dora, re-use water service when it becomes available.
- Landscape buffers as shown
- Duke Energy Electric
- All Easements will be maintained by the POA
- Maximum Building Height shall be no more than 45 feet
- Stormwater management will be through a system of swales and dry retention ponds. Locations shown subject to final engineering.
- College site will be constructed in phases. Facilities to serve 400 students in Phase 1. Later phases will have facilities to serve 4,000 total.
- Transit stop details will be provided with site/subdivision plans to comply with DOT, Lake County, and Lake Xpress standards.
- A pedestrian way and bicycle path master plan will be provided with site/subdivision plans to meet Lake County standards.
- Land within the project area not currently being developed will remain under agricultural land use.
- Main 100' and 80' corridors will be evaluated when constructed for compliance with "Complete Streets" requirements to include trails, sidewalks, traffic calming, etc.
- All right-of-ways will be constructed to City specifications and be dedicated to the City.
- Turn lanes on Round Lake Road and Coronado Somerset will be addressed when required improvements are identified.
- Internal roads shall include bike lanes, sidewalks, trails, and transit stops. Internal road design shall meet both FDOT and Lake County design standards
- SLG Blvd. shall be a four lane divided boulevard with bike lanes, trails and sidewalks.

Summer Lake-Grace Groves Concept Plan

Lake County, FL

Land Use

Pod	Use	Acreage (±)	Percentage	Residential Units	Floor Area	Floor Area Civic
Pod 1	Warehouse/Distribution	22.62	7%		878,545	
Pod 2	Industrial	26.36	8%		877,217	
Pod 3	General Office	7.95	3%		70,667	
Pod 4	Commercial	9.37	3%		60,000	
Pod 5	Single Family	41.12	13%	165		
Pod 6	Multi-Family	64.39	21%	1095		
Pod 7	College	20.00	7%			340,000
Pod 8	Medical Office	31.20	10%		1,190,708	
WET	Wetlands	6.00	2%			
BUFF	Buffer Open Space	11.58	4%			
CONSERV	Conservation Open Space	6.87	2%			
GEN	General Open Space	41.81	14%			
WRA	In Pod Dry Water Retention As Amenity	30.52				
ROW	right-of-way	19.32	6%			
WATER	Open Water	0.00	0%			
OPEN	Open Space	90.78 ± (30%)				
Totals	Gross Acreage	308.59	100%	1,260	3,077,137	340,000
	Net Developable	302.59 ±				

* see notes below
 Gross Land Area = 308.59± acres
 Net Land Area = 302.59± acres (308.59 acres total - 6 acres wetlands)
 Buffer OS - 11.58 acres, Conservation OS - 6.87 acres, WRA As Amenity 30.52 acres, General OS - 41.81 acres = 90.78 acres
 Total Open Space = 90.78± acres (30% of net land area minimum)
 Total Development Floor Area 3,077,137

Legal Description

Owner:
Harvey Bemfeld
30549 S Coronado Dr
Sorrento, Florida 32776

Owner:
Mount Dora Hills, LLC
c/o Harvey Bemfeld
30549 S Coronado Dr
Sorrento, Florida 32776

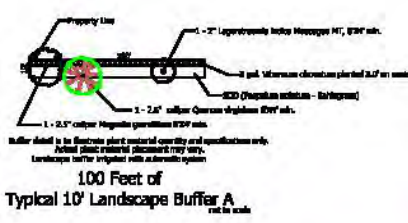
Owner:
HB Sorrento, LLC
c/o Harvey Bemfeld
30549 S Coronado Dr
Sorrento, Florida 32776

Owner:
Summer Lake Grace Groves, LLP
4345 S Atlantic Avenue
Unit A4
New Smyrna Beach, Florida 32169

Owner:
Tom West, Inc.
P.O. Box 1028
Ocoee, Florida 32762

Phasing

Phase	Years	College (students)	Commercial	Warehouse/Dist	General Office	Single Family	Multi-Family	Industrial	Medical/Office
Phase 1	2016-2024	400	10,000	35,000	5,000	65	125		15,000
Phase 2	2025-2030	600	7,500	35,000	5,000	100	125	50,000	30,000
Phase 3	2031-2036	600	7,500	50,000	10,000		125	50,000	45,000
Phase 4	2037-2042	800	15,000	65,000			125	50,000	65,000
Phase 5	2043-2048	800	20,000	75,000	25,000		125	75,000	125,000
Phase 6	2049-2054	800		95,000			125	100,000	125,000
Phase 7	2055-2060			95,000	25,667		250	150,000	250,000
Phase 8	2061-2066			125,000			95	150,000	350,000
Phase 9	2067-2072			303,545				252,217	185,708



Applicant:
LPG Urban and Regional Planners, Inc.
c/o Greg Beliveau
1162 Camp Avenue
Mount Dora, Florida 32757
(352)-385-1940 (phone)

Project Engineer:
Booth, Err, Straughan, & Hiott, Inc.
c/o Duane Booth, P.E.
350 North Sinclair Ave.
Tavares, FL 32778
352-343-8481 (phone)
352-343-8495 (fax)

September 7, 2018
GRAPHIC SCALE

EXHIBIT K

Approvals and Authority

City of Mount Dora



CITY OF
MOUNT
DORA

POLICY AND PROCEDURES MANUAL

Section: **Grants Management**

Subject: **Grants Management & Administration**

Responsible Dept.: Finance

Approved:

Dept. Approval:

Robin R. Hayes, City Manager

Policy:

The purpose of Grant Management and Administration policies and procedures is to develop, implement and maintain meaningful grant oversight and coordination for the City thereby increasing grant related revenue, limiting the City's exposure to grant related legal liability, and improving the efficiency and impact of programs and services funded through grants.

All Policies or parts of Policies in conflict with any of the provisions of this Policy are hereby repealed if dated prior to the approval date of this policy.

Procedures:

A. INTRODUCTION

City government, as an institution, has multiple partners including citizens, taxpayers, businesses, visitors, employees, and other governments. As a major institutional, economic, and service force in the region, it is important that the City strengthen relationships with its partners by adopting clear and comprehensive financial policies.

Grant funds received by the City of Mount Dora (the "City") support important programs and services that the City provides to the community. These funds allow the City to extend pre-existing services, introduce new initiatives, gain technological advances, and subsidize programmatic staffing. Grant funds are dispersed throughout the City and impact a variety of efforts, including homeland security, economic development, social services, public safety, recreation, and infrastructure improvement and maintenance, among others. Because grant funding allows the City to leverage local public funds in order to extend and enhance the services it offers to the community, the impact of grant funding upon the community is significant, with the process of grants administration and management a critical and important function. Furthermore, the financial integrity of the City of Mount Dora is of utmost importance, and adopting a set of financial policies is a key element to maintain this integrity.

These policies and procedures are intended to foster exceptional stewardship of the public trust through a rigorous adherence to ethical and professional standards associated with grant related activity. Adherence to these policies and procedures will promote efficiency, better transparency, greater accountability, a strategic approach to funding opportunities, and generally place the City in a more competitive position for securing grant funds.

B. TYPES OF GRANT FUNDING

City of Mount Dora



POLICY AND PROCEDURES MANUAL

Section: **Grants Management**

Subject: **Grants Management & Administration**

The City of Mount Dora considers the term *grant* to include the following grant types:

1. **Block Grants** – a broad intergovernmental transfer of funds or other assets by the U.S. Congress to state or local governments for specific activities such as secondary education or health services, but with few restrictions attached. Block grants are distributed according to legal formulas defining broad functional areas such as health, income security, education or transportation. They are used for a variety of activities, largely at the recipient's discretion.
2. **Competitive (Discretionary) Grants** – an award of financial assistance in the form of money, or property in lieu of money, by the Federal government to an eligible grantee, usually made on the basis of a competitive review process.
3. **Continuation of any grant type** – a continuation grant provides additional funding for budget periods subsequent to the initial budget period.
4. **Conditional Grant** – a conditional grant involves one grant maker seeking the involvement of others by making their grant (only a part of the total costs of a project) conditional upon the remainder of the cost being funded from another source.
5. **Cooperative Agreements & Contracts** – a type of Federal assistance; essentially, a variation of a discretionary grant, awarded by a Federal agency when it anticipates having substantial involvement with the grantee during the performance of a funded project.
6. **Earmark** – refers to a provision in legislation requiring that a portion of a certain source of revenue be designated for specific projects usually at the request of a legislator. Typically, the City submits requests for projects to state and federal legislators who seek to obtain funds for those requests, usually to be spent in the district the legislator represents. Earmarking bypasses the normal procedure by which revenues are pooled in a general fund and then allocated among various government spending programs as opposed to a specific project.
7. **Formula Grants** – a grant that the Federal agency is directed by Congress to make to grantees, for which the amount is established by a formula based on certain criteria that are written into the legislation and program regulations; this funding is directly awarded and administered in the Federal agency's program offices.
8. **Pass-thru of any grant type** – grant funds received from one grantor, but passed through another grantor or funding source.
9. **Reimbursement Programs** – a type of funding program under which the grantee is reimbursed for qualifying expenditures already incurred, as specified in the terms of the grant agreement for such a program.
10. **County Grants** – a grant made by County Government.
11. **State Grants** – a grant made by State Government.

City of Mount Dora



POLICY AND PROCEDURES MANUAL

Section: Grants Management

Subject: Grants Management & Administration

- 12. **Federal Grants** – a grant made by the Federal Government.
- 13. **Foundation Grants** – a grant made by a philanthropic foundation.
- 14. **Corporate Grants** – a grant made by a corporate foundation.

C. GRANT ROLES AND RESPONSIBILITIES

The purpose of this policy is to establish the roles and associated responsibilities of the various City of Mount Dora departments, divisions and offices, henceforth referred to as “departments” involved in the grant process. City departments and their staff that occupy positions of responsibility with respect to grant activity have specific roles and responsibilities that they shall perform and uphold both ethically and in the best interests of the City of Mount Dora.

Roles are addressed herein for the: Finance Department, City departments, divisions and offices that apply for or receive grant funds, City Attorney’s Office, City Manager, and Mayor.

Finance Department

The **Finance Department** is responsible for the oversight of grant related financial activity. In this role, Finance reviews financial reports, works with the City Attorney to identify and investigate issues that may arise with respect to the management of City grants, and provides general oversight of other grant related issues, including the proper budgeting and accounting for grants and other responsibilities indicated throughout this policy.

Finance is responsible for creating a grant fund and/or project number, which is used to recognize grant revenue and expenditures in the department or division’s budget.

City Departments

City departments that apply for and utilize grant funds are responsible for all aspects of the grant process including planning for grant acquisition, preparation and submission of grant proposals, grant writing, preparing City Council Agenda items to accept grant awards, preparing budget revision requests to accept grant funds, developing grant implementation plans, managing grant programs and projects, preparing and submitting reports to grantors, and properly closing out grant projects as detailed in this policy and the grant agreement or award letter that delineates the terms and conditions of the grant. The following roles further define grant related responsibilities:

Grant Coordinator – The employee responsible for coordinating a grant application within a department.

Grant Project Manager – The employee responsible for managing the program or project funded by the grant within a department.

City Attorney’s Office –

Prior to City Council consideration, the City Attorney’s Office shall conduct a legal review of grant applications and subsequent agreements or contracts. The City

City of Mount Dora



POLICY AND PROCEDURES MANUAL

Section: **Grants Management**

Subject: **Grants Management & Administration**

Attorney or designee has authority to approve and sign grant applications for the City Attorney's Office at the time of application submission.

City Manager

The City Manager or designee has authority to approve and sign grant applications for City operating departments at the time of application submission. In addition, the City Manager or designee shall be the final arbiter of which department will submit the application when internal competition for a grant application cannot otherwise be resolved or to obtain approval to submit multiple applications to a grantor.

Mayor

The Mayor or designee sign grant agreements that have been approved by City Council and delivered for signature by the City Clerk.

Purchasing

The Finance Department processes purchase orders according to the grant agreement, federal and state laws and regulations, and City Code and policy. All other activities related to procurement, including funds received as a grant, must follow City Policy and Procedure, *Procurement of Goods and Services*.

D. CONFLICT OF INTEREST

Grant audit findings due to conflicts of interest can damage the reputation and credibility of the City. Further, the appearance of a conflict of interest can be just as damaging to the City's reputation and credibility as an actual conflict. The purpose of this policy is to avoid the appearance, as well as the actuality, of any conflict of interest or breach of trust by an official or employee of the City.

1. No officer or employee of the City shall have any interest, financial or otherwise, direct or indirect, or have any arrangement concerning prospective employment that will, or may be reasonably expected to, bias the design, conduct, or reporting of a grant funded project on which he or she is working.
2. The Grant Project Manager for each particular grant funded project shall ensure that in the use of project funds, officials or employees of the City and nongovernmental recipients or sub-recipients shall avoid any action that might result in, or create the appearance of:
 - a) Using his or her official position for private gain
 - b) Giving preferential treatment to any person or organization
 - c) Losing complete independence or impartiality
 - d) Making an official decision outside official channels
 - e) Affecting adversely public confidence in the grant funded program in particular and the City in general

City of Mount Dora



POLICY AND PROCEDURES MANUAL

Section: **Grants Management**

Subject: **Grants Management & Administration**

E. GRANTS MANAGEMENT TRACKING

The Schedule of Awards Excel Spreadsheet is a tool to assist in the management of grants awarded to the City, improve coordination, enhance oversight and provide a snapshot of the current Citywide grant landscape. It is maintained by the Finance Department. This section shall describe the use and establish the responsibilities for entering the required grant related data.

GRANTS MANAGEMENT DATABASE PROCEDURE

1. All City staff must immediately report **all grant activity** to the Finance department. This shall include grants being considered for a program or project (even if not ultimately pursued) and grant applications submitted.
2. If no record of the same grant opportunity exists within the same grant year or cycle, the Finance Department must enter the required grant tracking information.
3. Each grant record shall be updated upon any change to the status of the grant and/or the information previously entered.

F. AUTHORIZED WRITTEN SIGNATURE

The purpose of this policy is to identify who may approve and provide authorized written signatures on grant applications and subsequent grant agreements. This shall be done well in advance of grant submission due dates to avoid last minute delays or problems that could cause the grant deadline to be missed.

1. There are two authorized signers: City Manager and the Mayor.
 - a. City Manager – the City Manager or designee is authorized to approve and provide authorized written signature on grant applications for City operating departments.
 - b. Mayor – the Mayor or designee may only sign grant agreements that have been approved by City Council. The City Clerk is solely responsible for obtaining this signature.
2. Authority over a specific grant project or program, grant application or grant agreement may be delegated in writing to address circumstances that warrant delegation or provide efficiency.
3. If a grantor requests a signature other than what is defined above, a copy of this policy may be provided to grantors as documentation authorizing that person to sign.

G. D-U-N-S NUMBER

Dun & Bradstreet (D&B) issues a D-U-N-S Number, a unique nine digit identification number that is required to apply for US federal government contracts or grants.

The Finance Department has the **sole responsibility** of managing and obtaining D-U-N-S numbers for the City of Mount Dora from the federal government's Central Contractor Registry. Contact the Finance Department to obtain the City's D-U-N-S number.

City of Mount Dora



POLICY AND PROCEDURES MANUAL

Section: **Grants Management**

Subject: **Grants Management & Administration**

H. GRANT SEEKING PROCESS

The grant seeking process has three components: (1) the development of a departmental grant seeking plan (2) pre-application assessment and review and (3) application submission.

1. GRANT SEEKING PLAN

The purpose of this policy is to promote a strategic approach to grant seeking, to enhance the City's ability to coordinate grant activity on a City wide basis and provide an annual overview of department-level needs that have the potential for being met through grant funding.

2. PRE-APPLICATION ASSESSMENT & REVIEW

The purpose of this policy is to encourage the pursuit of grant opportunities that support the City's strategic priorities, while ensuring that possible costs to the City are identified and considered as early as possible. The department shall ensure the grant information is provided to Finance at the time of application.

PRE-APPLICATION ASSESSMENT & REVIEW PROCEDURE

The department considering an application for a grant is responsible for pre-application assessment, in which the following factors shall be evaluated in consultation with the Finance Director.

Pre-application assessment shall be done well in advance of grant submission due dates to avoid last minute delays or problems that could cause the grant deadline to be missed.

a) Pre-Application Assessment

(1) Financial

- Total anticipated project cost
- Match requirements and sources
- Program income considerations
- Staffing requirements (including salary and benefits increases for multi-year grants)
- Receipt of grant funds. See City Policy and Procedure, *Revenue Collections*.

(2) Programmatic

- Alignment with City's strategic priorities and/or department's business plan
- Provision or expansion of services to address critical needs
- Department's capacity to administer the financial and administrative aspects of the grant

City of Mount Dora



POLICY AND PROCEDURES MANUAL

Section: **Grants Management**

Subject: **Grants Management & Administration**

3. APPLICATION SUBMISSION

The purpose of this policy is to ensure that each grant application submitted by or on behalf of the City is aligned with an established City priority, meets the City's expectations of document quality, has matching funds available if required by grantor, and that the means for continuation of the project or program after the grant period ends has been given realistic consideration.

The department submitting the grant application is responsible for ensuring that pre-application assessment factors noted above have been evaluated and completed prior to submission.

APPLICATION SUBMISSION PROCEDURE

- a) Approval to submit a grant application shall be obtained as follows:
 - (1) Department Director
 - (2) Finance Director
 - (3) City Manager
 - (4) Approval from the Council if required by the grantor at the time of submission.
- b) Grant applications must be sent for review to the Department Director.
- c) The department is responsible for obtaining required authorized written signature as noted in Section H at the time of application submission and for submitting the grant application to the grantor by the grant application due date. Grant applications must be clearly labeled at each location that requires a signature with a "sign here" label.
- d) The department shall prepare a council agenda item for City Council approval to submit a grant application if required by the grantor at the time of submission.

I. AWARD NOTIFICATION, REVIEW AND ACCEPTANCE

Grant agreements are legal contracts. It is the City's responsibility to carry out the project and/or activities associated with a grant to accomplish its objectives, while adhering to all of the terms and conditions prescribed by the grantor. Failure to do so increases the City's exposure to legal liability and compromises current and future grant funding. Therefore, the City carries a significant legal and ethical responsibility when accepting grant funding.

The award notification, review and acceptance process has two components:

- (1) Award notification and review and
- (2) City Council approval to accept the award.

City of Mount Dora



POLICY AND PROCEDURES MANUAL

Section: **Grants Management**

Subject: **Grants Management & Administration**

AWARD NOTIFICATION AND REVIEW PROCEDURE

- a) All departments that receive a grant award shall date stamp, duplicate, and forward a copy of the award notification, the grant agreement or contract, and any memoranda of understanding to the City Attorney within two days of receipt.
- b) The department is responsible for reviewing the grant award and ensuring that legal review and City Council approval to accept the award is completed by the date required by the grantor for full execution.
- c) In the event that funds awarded by the granting entity are reduced from those requested in the original grant application, or factors previously evaluated at the time of application have changed, the department must ensure that the goals, objectives and evaluative components of the grant can still be accomplished within the prescribed timeframe set by the grantor.
- d) If award terms need to be amended before the grant award can be accepted, the department must negotiate with the grantor and obtain changes to the grant award in writing.
 - (1) If the award terms are negotiated to the department's satisfaction, the department must request that the grantor provide the changes in writing. When the changes have been received in writing from the grantor, the department must submit the grant agreement or contract, any memoranda of understanding and written changes from the grantor to the City Attorney within two business days of receipt.
 - (2) If the award terms cannot be negotiated to the department's satisfaction, the Department Director from the recipient department must prepare a letter to the granting entity declining the award, and provide a copy of the letter to the City Attorney, and the department's authorized signatory as defined in Section H. The letter should express the City's regret in declining the award and clearly articulate the specific reason(s) the award is being declined.
- e) The City Attorney's Office shall conduct a legal review of the grant agreement to assess whether the terms and conditions of the agreement are legally enforceable and ensure the City's interests are protected prior to the department's submission of a council agenda item to accept grant funds.
 - (1) If the legal review identifies any potential legal issues stemming from the terms and conditions of the agreement, the submitting department must contact the granting entity and seek to resolve the issue.
 - (2) If a resolution cannot be reached, the submitting department must prepare a letter to the granting entity to decline the award and provide a copy of the letter to the City Attorney and the department's authorized signatory as defined in Section H.
 - (3) If the legal review identifies no potential legal issues stemming from the terms and conditions of the agreement, the department may submit a council agenda item to accept grant funds.

City of Mount Dora



POLICY AND PROCEDURES MANUAL

Section: **Grants Management**

Subject: **Grants Management & Administration**

- f) The department Director must ensure the grant record is added to the Schedule of Awards Excel Spreadsheet at the time of award.

COUNCIL APPROVAL TO ACCEPT AWARD PROCEDURE

The purpose of this policy is to ensure that acceptance of each award granted to the City is formally authorized by City Council.

- a) The department receiving the grant award must prepare a council agenda item and fiscal impact statement and submit it for council approval before any funds from the granting entity are appropriated or expended. The agenda item must be accompanied by the award letter, grant agreement and any other required documentation.
- b) The department must prepare a budget revision request to the Finance Director to add the grant award to the department's budget. The fund and project into which the grant funds are to reside must be clearly stated.
- c) The department must ensure the City Clerk has the required amount of original grant awards ready for the Mayor's signature. Grant awards must be clearly labeled at each location that requires a signature with a "sign here" label.
- d) Once City Council has approved the grant award, the recipient department shall notify the Finance Department of the Council's action and ensure the City Clerk has obtained the Mayor's signature as required.
- e) The department is responsible for submitting the grant award(s) to the grantor by the grant award due date.
- f) The department must provide a copy of the fully executed grant agreement to the City Clerk's Office when the fully executed grant award is returned to the City by the grantor.

J. USE AND RECEIPT OF GRANT FUNDS

The purpose of this policy is to ensure that grant funds are properly used and received by the City of Mount Dora. Violations can result in a range of penalties, including suspension of future funds from the grantor, return of all funds associated with the award, including those already expended, and civil and/or criminal penalties.

- a) All departments receiving grant funds shall adhere to City Policy and Procedure, *Revenue Collection*.
- b) No grant funds shall be disbursed until a council agenda item and budget revision request have been approved by City Council, a project has been established in an appropriate fund and required documentation is complete.
- c) Modifications to the budget associated with a grant funded project in such a way that alters the grant amount or moves funds from one budget line item to another must adhere to City policy and procedures for budget modifications and grantor requirements.

City of Mount Dora



POLICY AND PROCEDURES MANUAL

Section: **Grants Management**

Subject: **Grants Management & Administration**

- d) Grant funds awarded to the City of Mount Dora shall not be used to supplant an existing expense so that current funds can be diverted to another use, unless such use of grant funds is explicitly identified as allowable in writing by the granting entity in the grant award.
- e) All income resulting from a grant funded project or program shall adhere to City Policy and Procedure, *Revenue Policy* and be managed and maintained as established in the award letter, grant agreement, contract, special conditions, or other document generated by the granting entity.
- f) All procurement activity associated with grant funded projects or programs shall follow the procedures outlined in City Policy and Procedure, *Procurement of Goods and Services*. A copy of the grant agreement and/or documentation specifying grantor purchasing requirements must be provided to Purchasing to ensure compliance.
- g) All property acquired through grant funds shall follow the procedures outlined in City Policy and Procedure, *Property Control*.
- h) All grant and any related matching fund revenues and expenditures shall be recorded in the grant project. Any revenues or expenditures that occur in another program/project that are applicable to a grant or that are used as a match shall have a journal entry (JE) made to put the revenues or expenditures in the appropriate grant project with a detailed explanation, including original G/L date and batch information. Revenues received shall not be deposited into an expenditure account unless an item purchased was returned.
- i) Grant project managers are ultimately responsible for adherence to the stipulations outlined in the approved grant award/contract to ensure that allowable expenditures are incurred.

K. GRANT OVERSIGHT AND MONITORING

The purpose of this policy is to ensure that all grant funded programs or projects are managed according to the terms set forth in the grant agreement, Grant Management and Administration Policies and Procedures and other applicable City policies and procedures.

The grant oversight and monitoring process has two components: (1) develop implementation plan and (2) submit reports as required.

1. DEVELOP IMPLEMENTATION PLAN

- a) All City departments that receive grant awards must develop an implementation plan.
- b) The grant implementation plan shall have the following elements:
 - (1) Project overview
 - (2) Project goals and objectives
 - (3) Identification of activities and dates

City of Mount Dora



POLICY AND PROCEDURES MANUAL

Section: **Grants Management**

Subject: **Grants Management & Administration**

(4) Identification of roles and associated responsibilities

(5) Anticipated expenditure schedule

2. GRANT REPORTING

Grants awarded to the City may require that progress, programmatic and financial reports be submitted to the grantor. Accurate and timely reporting is critical to maintaining a good relationship with the grantor. Late or inaccurate reports may negatively impact current or future funding.

GRANT REPORTING PROCEDURE

- a) Recipient departments must prepare timely and accurate progress, programmatic or financial reports as required by grantor.
- b) Copies of all financial status and final reports prepared for submission to the grantor shall be provided, along with the associated grant name and year to the Finance Department.
- c) The Finance Department will review the financial reports for content and quality and address any issues with the recipient department.

L. FILE MANAGEMENT, ACCESS AND RETENTION

The City Manager or designee may review the files, activities, equipment, and facilities, and interview relevant personnel and contracted entities of any City of Mount Dora project or program that is funded with grants awarded to the City.

1. FILE MANAGEMENT PROCEDURE

All department and master files associated with a grant award must maintain a file structure that includes the following five sections with clear separations between different fiscal years, unless otherwise directed by the grantor:

- a) **Submittal** (e.g., application guidance and a copy of the application)
- b) **Research** (e.g., statistical and other information used in preparation of and support of the grant)
- c) **Award** (e.g., award letter, council agenda item, grant agreement, grant amendments, modifications, extensions, cancellations and terminations and anything else related to the award)
- d) **Finance** (e.g., account set up, purchase orders, invoices)
- e) **Reports** (e.g., reports to granting entity and evaluation components)

2. FILE RETENTION PROCEDURE

The City of Mount Dora maintains records for at least five years following the closure of its most recent audit report. If any litigation, claim, negotiation, audit, or other action involving grant records has been started before the expiration of the five-year period, the records must be retained until completion of the action

City of Mount Dora



POLICY AND PROCEDURES MANUAL

Section: **Grants Management**

Subject: **Grants Management & Administration**

and resolution of all issues which arise from it, or until the end of the regular five-year period, whichever is later.

- a) Grantors may require retention periods in excess of five years. Departments must ensure they comply with retention requirements specified by each grantor.
- b) Retention requirements extend to books of original entry, source documents supporting accounting transactions, the general ledger, subsidiary ledgers, personnel and payroll records, cancelled checks, and related documents and records.
- c) Source documents include copies of all awards, applications, and required recipient financial and narrative reports. Personnel and payroll records shall include the time and attendance reports, personal activity reports or equivalent documentation for all individuals reimbursed under the award.
- d) File Maintenance Recipient departments are also obligated to protect records adequately against loss, theft, fire or other damage in accordance with statutory provisions of Chapters 119 and 257, Florida Statutes, as outlined in the most current General Records Schedule.

M. GRANT CLOSEOUT

Upon completion of the grant term of each grant award, the recipient department shall alert Finance Department to place the fund and/or project in a no posting status.

GRANT CLOSEOUT PROCEDURE

1. Upon completion of the grant period of each grant, the recipient department must prepare a memorandum to the Finance Department that identifies the name of the grant, the project number and describes the final disposition of the funds and required activities.
2. Upon review of the memorandum and satisfaction of any discrepancies, Finance Department will update the accounting system and confirm grant.

EXHIBIT L

Support Letters



THE FLORIDA SENATE

Tallahassee, Florida 32399-1100

COMMITTEES:
Ethics and Elections, *Chair*
Appropriations Subcommittee on Criminal and Civil Justice
Community Affairs
Criminal Justice
Health Policy
Judiciary
Rules

JOINT COMMITTEE:
Joint Legislative Auditing Committee, *Alternating Chair*

SENATOR DENNIS BAXLEY
12th District

Charles F. Revell
Interim City Manager
City of Mount Dora
510 N. Baker Street
Mount Dora, FL
32757

Re: DEO Infrastructure Grant Application

Dear Mr. Revell:

Please accept this letter of support for the Florida Job Growth Grant Infrastructure application for the extension of city utilities and roadway construction in the Wolf Branch Innovation District.

The state has funded the Job Growth Infrastructure Grant program to support economic development expansion through the construction of needed infrastructure improvements that accommodate business expansion and jobs in appropriate areas.

The Wolf Branch Innovation employment district's 850 acre area is promoting the following target industries: life sciences, emerging technology, research and development and clean energy uses. The proposed utility and roadway extensions provide infrastructure that will advance private investment and capitalizes on the substantial \$1.7 B in transportation infrastructure in this area with the Wekiva Parkway, SR 453 and SR 46 improvements.

We look forward to working with the City to expand the economic vitality in our region for future planned growth and offer our support to the City's Job Grant Fund Infrastructure Grant application.

Respectfully,

Senator Dennis Baxley
District 12

REPLY TO:

- 206 South Hwy 27/441, Lady Lake, Florida 32159 (352) 750-3133
- 315 SE 25th Avenue, Ocala, Florida 34471 (352) 789-6720
- 320 Senate Building, 404 South Monroe Street, Tallahassee, Florida 32399-1100 (850) 487-5012

Senate's Website: www.flsenate.gov

Wilton Simpson
President of the Senate

Aaron Bean
President Pro Tempore



Florida House of Representatives

Representative Keith Truenow

District 31

District Office:

1951 Woodlea Road
Tavares, Florida 32778
(352) 742-6275
Fax: 888-635-2334

Tallahassee Office:

1401 The Capitol
402 South Monroe Street
Tallahassee, FL 32399
(850) 717-5031

August 27th, 2021

Charles F. Revell
Interim City Manager
City of Mount Dora
510 N. Baker Street
Mount Dora, FL 32757

Re: DEO Infrastructure Grant Application

Dear Mr. Revell:

Please accept this letter of support for the Florida Job Growth Grant Infrastructure application for the extension of city utilities and roadway construction in the Wolf Branch Innovation District. The state has funded the Job Growth Infrastructure Grant program to support economic development expansion through the construction of needed infrastructure improvements that accommodate business expansion and jobs in appropriate areas.

The Wolf Branch Innovation employment district's 850 acre area is promoting the following target industries: life sciences, emerging technology, research and development and clean energy uses. The proposed utility and roadway extensions provide infrastructure that will advance private investment and capitalizes on the substantial \$1.7 B in transportation infrastructure in this area with the Wekiva Parkway, SR 453 and SR 46 improvements.

We look forward to working with the City to expand the economic vitality in our region for future planned growth and offer our support to the City's Job Grant Fund Infrastructure Grant application.

In Service,

A handwritten signature in blue ink that reads "Keith Truenow".

Keith Truenow
State Representative, District 31

Judiciary Committee, Civil Justice & Property Rights Subcommittee, Environment, Agriculture, & Flooding Subcommittee, Pre-K-12 Appropriations Subcommittee, Early Learning & Elementary Education Subcommittee, Joint Legislative Auditing Committee



Board of County Commissioners

P.O. Box 7800 • 315 W. Main St., Suite 316 • Tavares, FL 32778-7800

September 28, 2021

Mr. Charles F. Revell
Interim City Manager
City of Mount Dora
510 N. Baker Street
Mount Dora, FL 32757

Dear Mr. Revell:

The Lake County Board of County Commissioners is offering its support of Mount Dora's application for a grant through the Florida Department of Economic Opportunity's "Florida Job Growth Grant Fund - Infrastructure" for the extension of utilities in the targeted employment area of the Wolf Branch Innovation District.

As collaborative partners, Lake County and Mount Dora have continued to work together with other government entities, education and business organizations on the development of the Wolf Branch Innovation District for more than 10 years. Through the strategic and progressive planning of this area, Lake County and the City of Mount Dora have planned for future growth to support new employment and high wage jobs. The Wolf Branch Innovation District includes 850 acres of land that will attract targeted industries, mixed use retail and office space, and higher value residential development, all while maintaining the unique character of Mount Dora and the surrounding areas in Lake County. The proposed utility extensions supplement committed infrastructure improvements already planned for this employment zone.

It is imperative that Lake County and the municipalities pursue economic development strategies that will facilitate the creation of high wage jobs within our geographic boundaries. The project scope presented by Mount Dora in this grant application will assist us in achieving those goals, and Lake County is committed to working with our partners at the City of Mount Dora to bring new jobs to the region.

Sincerely,

Sean Parks, Chairman
Lake County Board of County Commissioners

P 352-343-9850 • F 352-343-9495

Board of County Commissioners • www.lakecountyfl.gov

Douglas B. Shields
District 1

Sean M. Parks, AICP, QEP
District 2

Kirby Smith
District 3

Leslie Campione
District 4

Josh Blake
District 5



Lake Sumter
State College

OFFICE OF THE PRESIDENT

August 11, 2021

Charles F. Revell Interim
City Manager
City of Mount Dora
510 N. Baker Street
Mount Dora, FL 32757

Re: DEO Infrastructure Grant Application

Dear Mr. Revell:

Please accept this letter of support for the Florida Job Growth Grant Fund Infrastructure application for the extension of city utilities in the Wolf Branch Innovation District.

Lake-Sumter State College has worked with Lake County and other government, education and business partners regarding the Wolf Branch Innovation District for over ten years in the planning and development of a high-skill high wage employment district.

With the support of the City of Mount Dora, business partners and a generous private donor the college has secured a land donation within the innovation district. This land is earmarked to create a public-private campus partnership with goal of co-locating technology companies and training their skilled employees to attract and retain those companies and others who will locate in the region.

The utility extensions are critical in the establishment of the campus and creating high value workforce programs.

We look forward to working with the City to expand the economic vitality in our region for future planned growth and offer our support to the City's Florida Job Grant Fund Infrastructure Grant application.

Respectfully,

Stanley M. Sidor, Ed. D.
President, Lake-Sumter State College



Lake Technical College

Mr. Charles F. Revell
Interim City Manager
City of Mount Dora
510 N. Baker Street
Mount Dora, FL 32757

Re: DEO Infrastructure Grant Application

Dear Mr. Revell:

It is my pleasure to write this letter of support for the Florida Job Growth Grant Fund Infrastructure application for the extension of City utilities in the Wolf Branch Innovation District.

The City has worked in partnership with Lake County and other government, education and business partners, including Lake Technical College, regarding the Wolf Brach Innovation District for over 10 years and through progressive planning, the City has planned for the future growth to support future employment and high wage jobs. The designated targeted employment area is strategically located and conveniently accessible to the near completion of the Wekiva Parkway (State Road 453/429) that also includes extension of the Wekiva Trail into Lake County and planned connection to downtown Mount Dora along with roadway improvements to SR 46 and US 441 within the City.

The Wolf Branch Innovation District will attract target industries, mixed use retail and office and higher value residential development while maintaining the unique character of the City and surrounding areas in Lake County.

The proposed utility extensions on Round Lake Road will assist in the development of the campus and the creation of in-demand workforce training programs. We look forward to working with the City to expand the economic vitality in the key locations for future planned growth and offer our support to the City's Florida Job Grant Fund Infrastructure Grant application.

Respectfully,

A handwritten signature in black ink that reads "DeAnna Thomas". The signature is fluid and cursive, with a large initial "D" and "T".

DeAnna Thomas
Executive Director

Lake Technical College

2001 Kurt Street

• Eustis, Florida 32726

352.589.2250

www.laketech.org

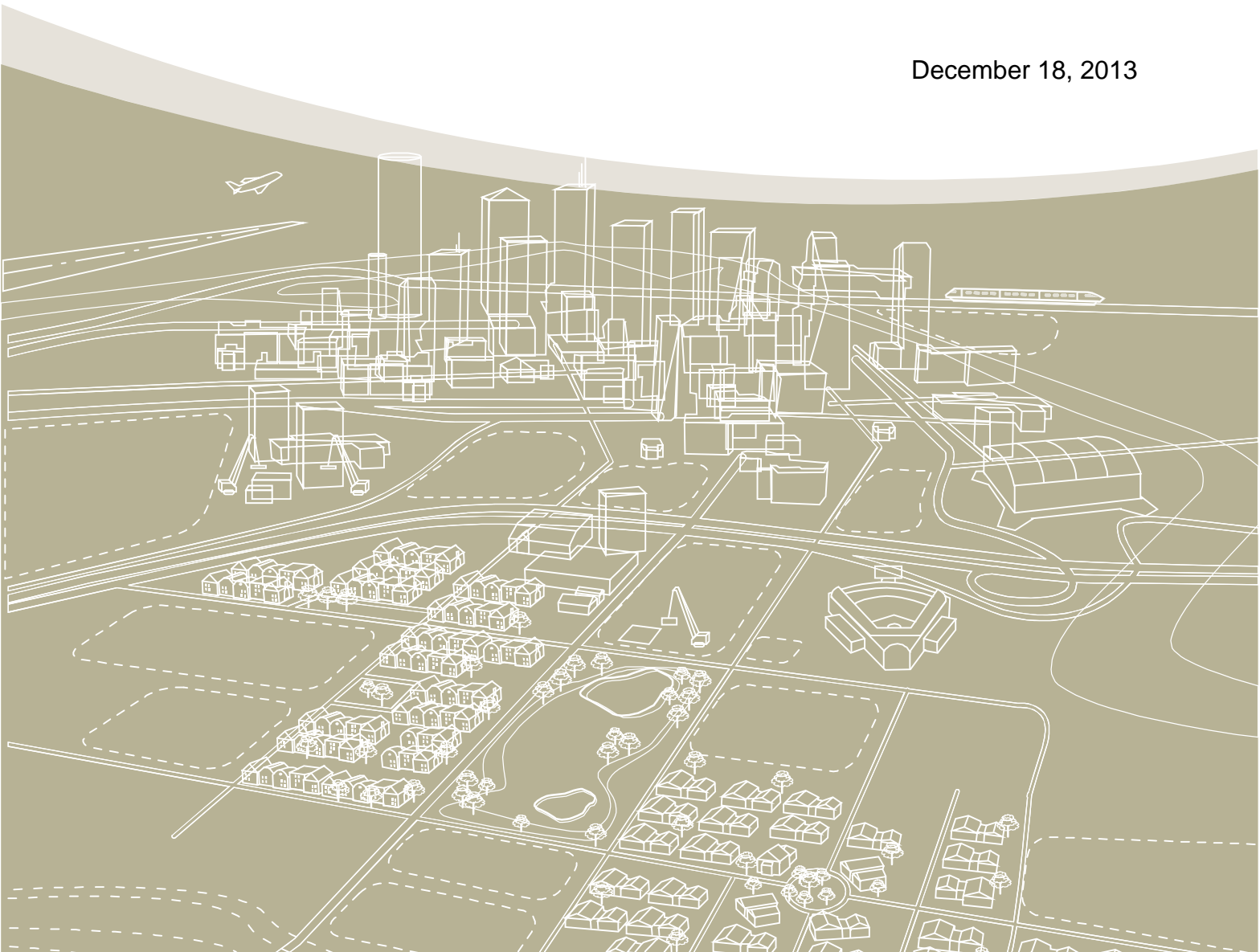
EXHIBIT M

Renaissance Planning Group Market Study

Analysis of Proposed Mount Dora Employment Center City of Mount Dora and Lake County

Prepared for Renaissance Planning Group

December 18, 2013



MEMORANDUM

TO: Mark Reggentin, Planning and Development Director
City of Mount Dora, Florida

FROM: Owen M. Beitsch, PhD, CRE, FAICP
Dave Darsey, Senior Principal
Real Estate Research Consultants, Inc.

DATE: December 18, 2013

RE: **Analysis of Proposed Mount Dora Employment Center**

1.0 INTRODUCTION

Real Estate Research Consultants, Inc. (RERC) was retained as a sub-consultant to Renaissance Planning Group (Renaissance) to provide consulting services associated with a proposed employment center near the City of Mount Dora, Florida.

Renaissance is preparing a master plan that describes the content of this major new employment center which will generally support the city and nearby communities. The plan responds to key markets that could be served based on an analysis of growth occurring in appropriate employment categories and the experiences of case study circumstances to be determined. Generally, RERC was charged with identifying those markets, describing the possible scale of such a venture, determining the efforts and lessons from comparable situations and to otherwise assist in executing the basic documents associated with the master plan. This memorandum summarizes the results of our analysis.

2.0 MOUNT DORA EMPLOYMENT CENTER SITE

Access and Context

The subject site is located east of US 441 and straddles both sides of SR 46. A portion of the Wekiva Parkway will be constructed through the site, exiting onto SR 46. The site is shown on the following regional map.

Figure 2.1: Mount Dora Employment Center Location

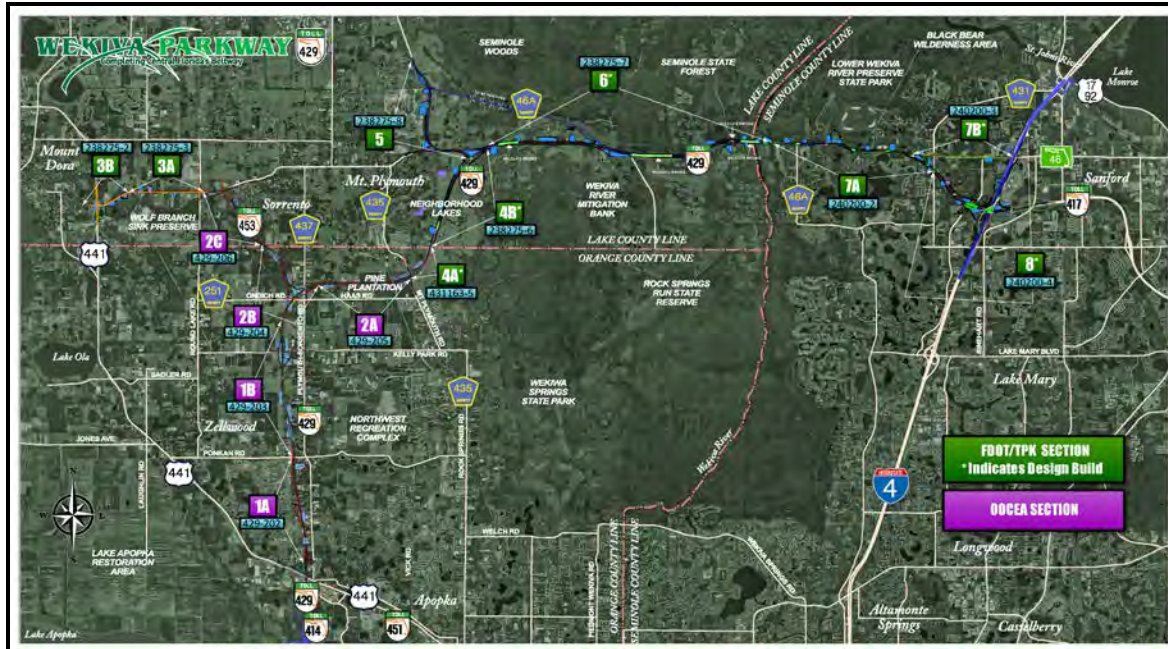


Source: Orlando-Orange County Expressway Authority; FDOT; RERC

As indicated on the above map, the site will have excellent interconnectivity within the greater Orlando region upon completion of the Wekiva Parkway. The Parkway will complete the toll road beltway system around Orlando. Construction is underway now on the Parkway, with various stages opening in phases over the next seven years.

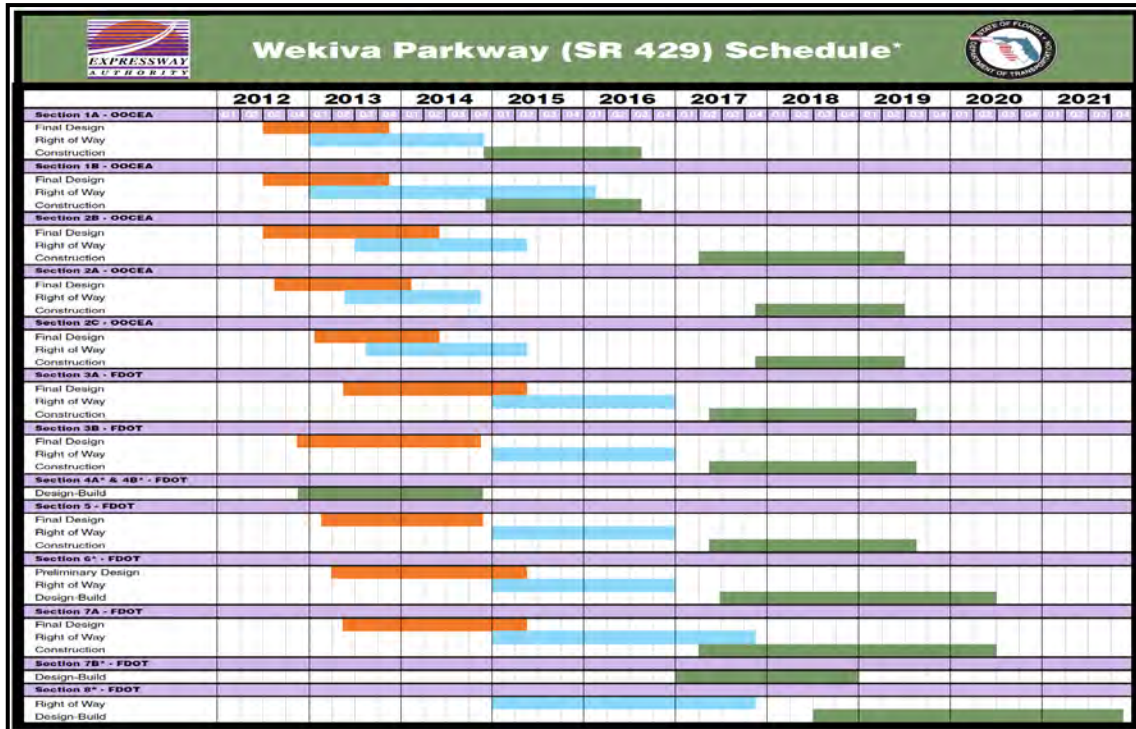
The following map shows a more detailed view of the Wekiva Parkway route, along with the estimated construction schedule.

Figure 2.2: Wekiva Parkway Alignment



Source: Orlando-Orange County Expressway Authority; FDOT; RERC

Figure 2.3: Wekiva Parkway Construction Schedule

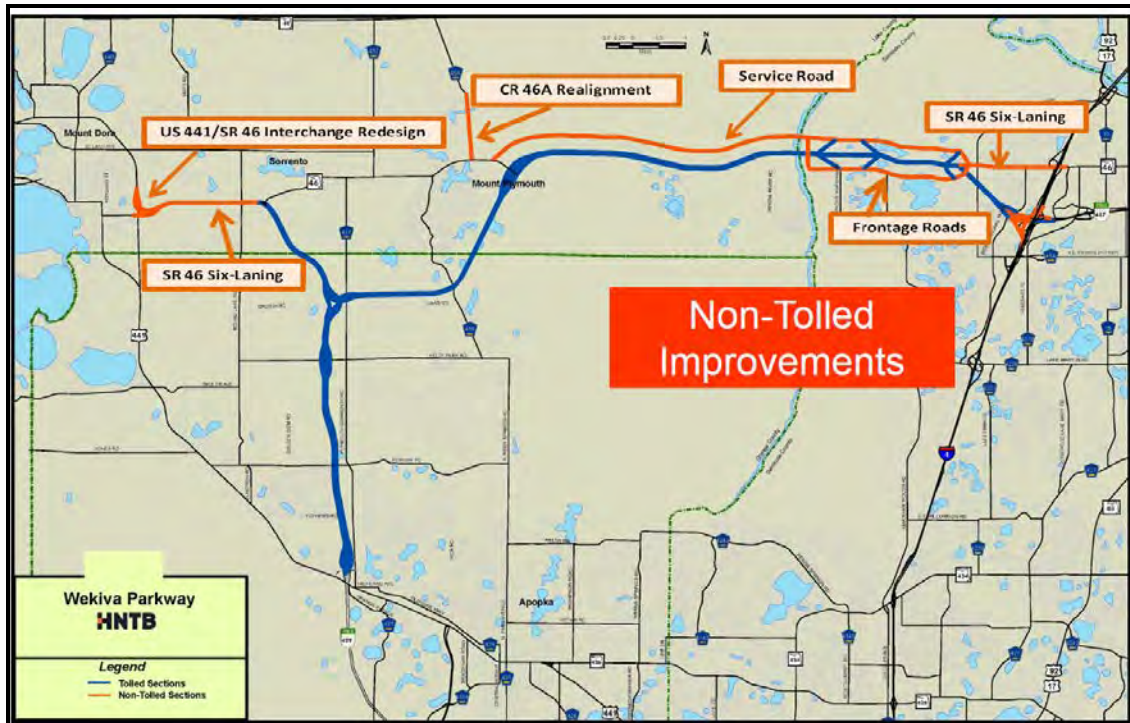


Source: Orlando-Orange County Expressway Authority; FDOT; RERC

The entire Parkway system is scheduled to open by mid-year 2020. The leg of the system that extends into Lake County to the subject site is scheduled to be completed in mid-year 2019, about one year prior to the entire road opening.

Improvements to SR 46 will also occur as a part of the Parkway construction process. These improvements are scheduled to be completed at the same time as the toll road extension to the subject site. The following map highlights the non-tolled road improvements.

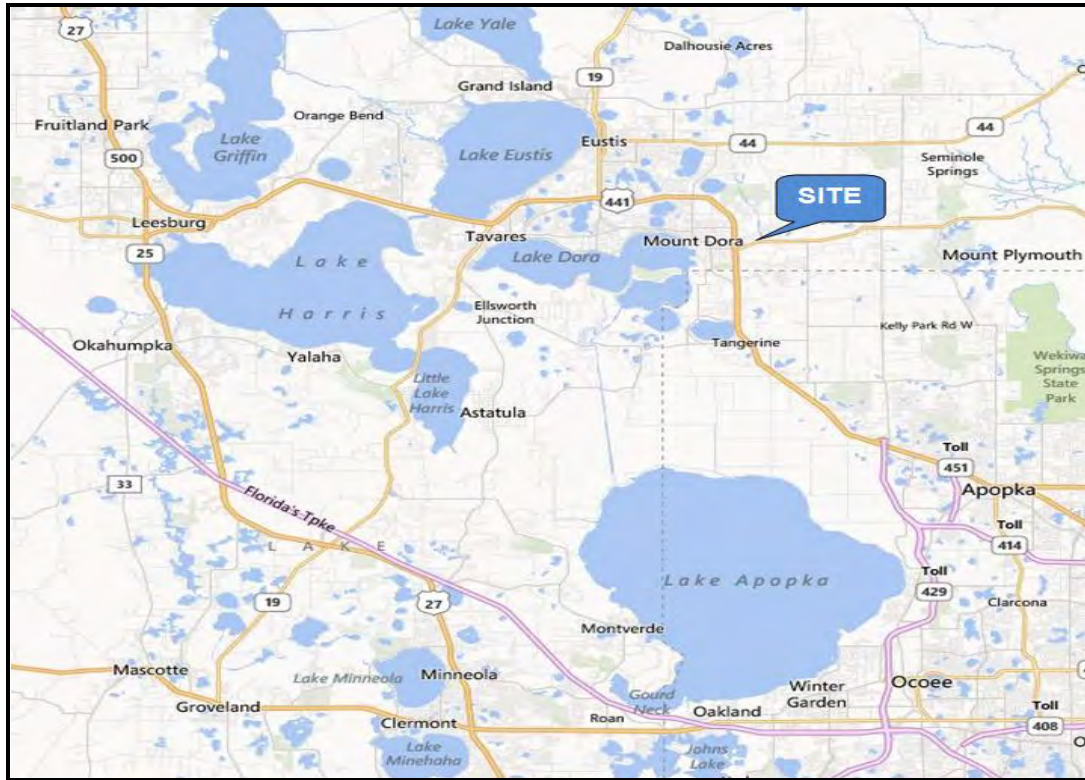
Figure 2.4: Other Road Upgrades



Source: Orlando-Orange County Expressway Authority; Florida Department of Transportation; RERC

A portion of the improvements to SR 46 extending west towards US 441 will go through the subject site. These improvements will only enhance the access to other areas within Lake County, such as Tavares and Leesburg. The location of the Mount Dora Employment Center site relative to other cities in Lake County is shown in the figure on the following page.

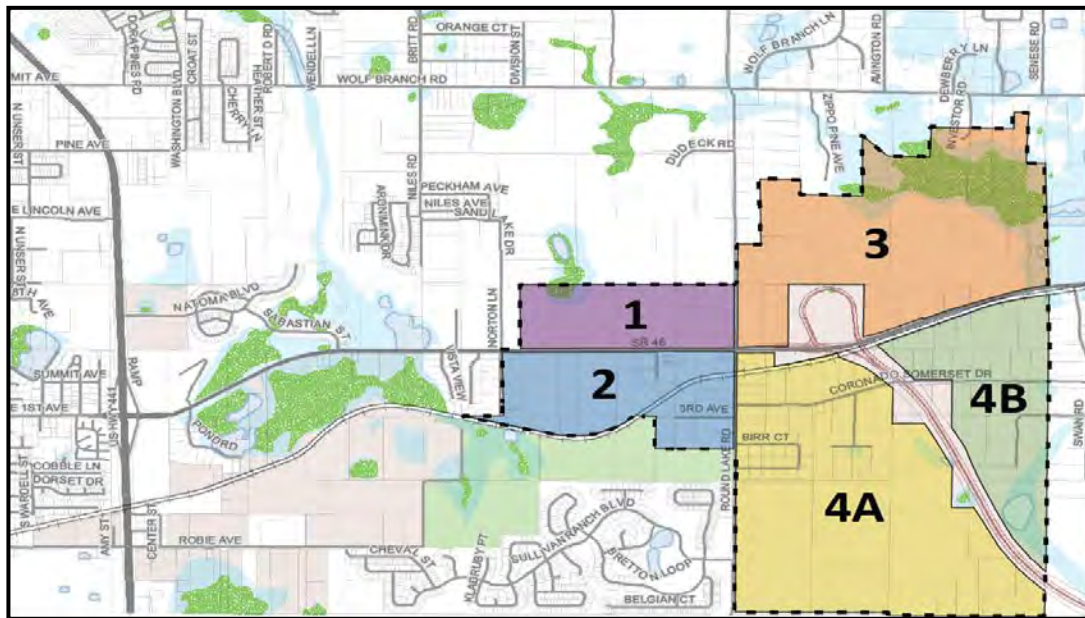
Figure 2.5: Mount Dora Employment Center's Location Relative to Other Municipalities



Source: Bing Maps; RERC

A more detailed view of the Mount Dora Employment Center site is shown in the map below.

Figure 2.6: Mount Dora Employment Center Site



Source: Renaissance; RERC

The site totals about 1,320 acres. After netting out the proposed roads and right of way there is approximately 1,217 acres remaining. Approximately 461 acres are north of SR 46, with the remaining 756 acres south of the road. The following tables illustrate the acres in the defined quadrants in the above map as well as the size of the land parcels within the site area.

Table 2.1: Site Quadrants and Parcel Sizes

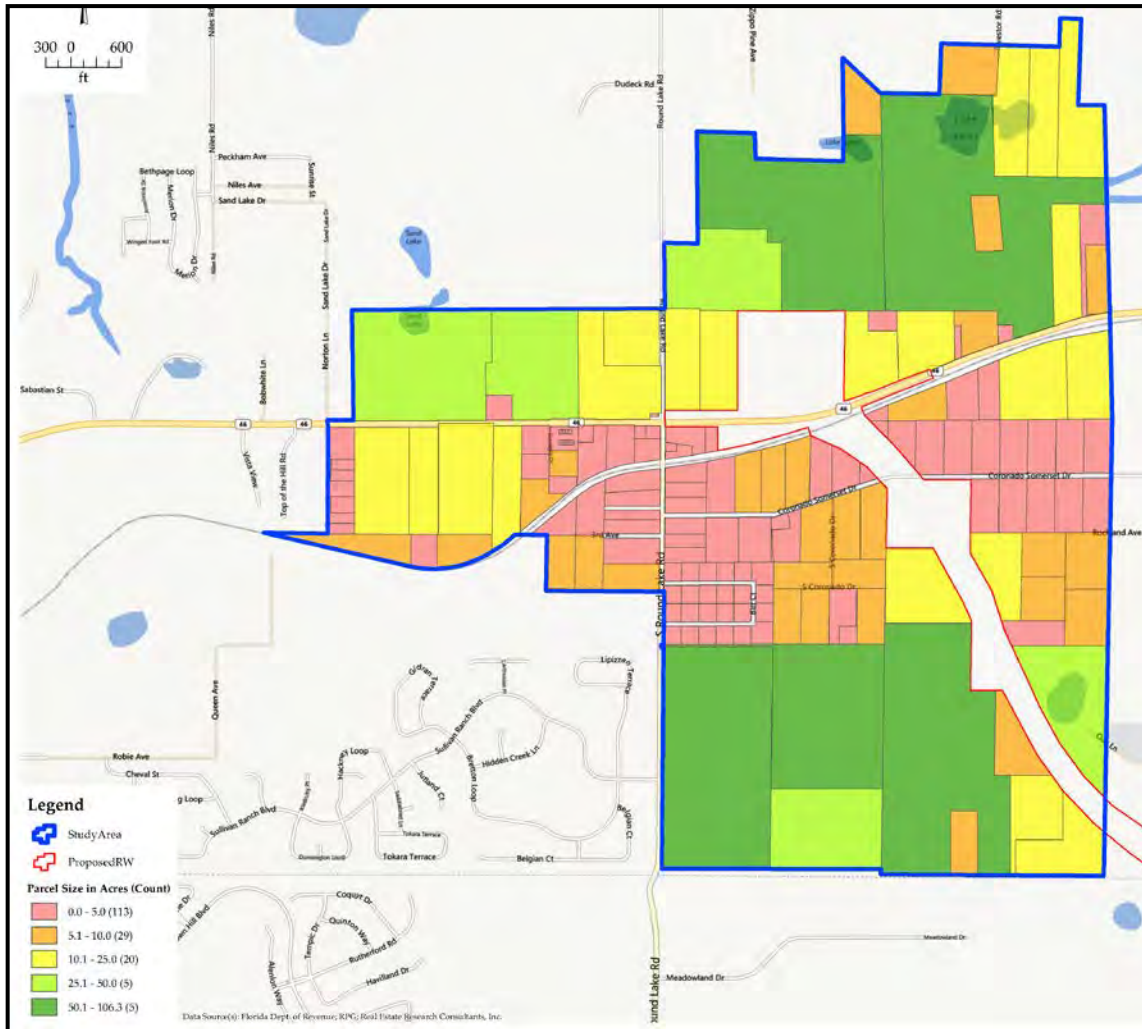
Area	Acres (1)	Parcel Size	# of Parcels	Acres (1)	% of Total	
					Parcels	Acres
1	108	0 to 1 acres	36	12	20.9%	1.0%
2	146	1 to 2.5 acres	41	56	23.8%	4.6%
3	353	2.5 to 5 acres	36	148	20.9%	12.2%
4A	434	5 to 10 acres	29	172	16.9%	14.1%
4B	176	10 to 25 acres	20	268	11.6%	22.0%
Total	1,217	25 to 50 acres	5	161	2.9%	13.2%
		Greater than 50 acres	5	400	2.9%	32.9%
		Total	172	1,217	100.0%	100.0%

(1) Net of roads and right of way.
Source: Renaissance; Lake County Property Appraiser; RERC

The existing and proposed road systems that run through the site divide the Employment Center up into five areas. Areas 3 and 4A have the largest acreage. Currently 4A and 4B are not separated but will be once the Wekiva Parkway is extended to SR 46. The proposed interchange at SR 46 and the Wekiva Parkway will also impact the available land in area 3.

The property is all under private ownership, with about 134 owners of 172 parcels. The parcels vary in size with the largest at approximately 106 acres. The largest number of parcels is in the 1 to 2.5 acre size but only account for about 5% of the site acreage. Ten parcels are greater than 25 acres in size, accounting for about 6% of the parcels and 46% of the site's acreage. The map on the following page shows each parcel color coded by the size of the parcel.

Figure 2.7: Parcelization of Mount Dora Employment Center Site



Source: Renaissance; RERC

As can be seen in the above map, several of the larger parcels are adjacent to each other, meaning the ability to assemble land into larger development sites should be enhanced. The dark green shaded parcels on the map are 50 acres or more in size. The larger parcels north of SR 46 shown in dark green have access to the roadway and may offer some particularly good opportunities for development and assemblage.

This location is unique as it will offer one of a very limited number of development sites along the Wekiva Parkway. The Parkway was designed to minimize its impact on the environment as well as allow corridors for passage of wildlife in the area. There are only three permanent interchanges on the Parkway between Apopka and I-4, one at the subject site, another at Kelly Park Road in Orange County, and a third at Camp Challenge Road in Lake County. The Kelly Park Road interchange is about two miles south of the subject site, and the Camp Challenge Road interchange is about five miles east of the site. This could limit the competition for new product within easy access to the Parkway in the region.

The Kelly Park Crossing DRI project is proposed at the Kelly Park interchange off the Wekiva Parkway. This project could have up to 900 developed acres including 1,550 housing units, a 1,400,000 square feet regional mall, offices, a campus for Valencia College, 500 hotel rooms, a 400-bed hospital with medical office space, as well as a 4,000,000 square feet merchandise mart. There are 9,200,000 square feet of development rights secured for this project. Even though the limited number of interchanges on the Wekiva Parkway will impact the potential for future competition, the Kelly Park Crossing project should certainly attract its fair share of commercial space, even if not developed as currently envisioned. In many ways Kelly Park Crossing, which is much further along in obtaining entitlements, could be a preferred development site compared to the proposed Mount Dora Employment Center. Its location slightly closer to the Orlando metro area could also make it more desirable in the near term to the subject site. These factors were taken into account in our estimates of development potential discussed later in this document.

Regulatory Environment

The area is subject to a joint planning agreement and it is understood that the property in question will be annexed into the City of Mount Dora as the planning process continues. The location will benefit from zoning and land use designations favorable to most kinds of non-residential development opportunities. While residential activity may also be permitted, there are expectations the overall number of units ultimately approved would be relatively low to retain the area's focus on employment generating initiatives.

While Florida substantially suspended the rules for land development approvals, this area may still be subject to special approvals. By virtue of being within the Wekiva Study Area, there will still be requirements for specific properties of a certain size to follow the procedures for submitting a DRI. Given the number of property holders in the area, it is difficult to evaluate how, at this point, this level of approvals could affect actual implementation.

Implications

All in all, the proposed Employment Center should be able to compete very effectively for new development opportunities over an extended time frame.

The Mount Dora Employment Center site is well situated to take advantage of the dramatic improvement to regional access in the area that will occur upon the opening of the Wekiva Parkway. In 2020 the Parkway will ultimately connect with I-4 to the east and provide the last leg of the beltway system around Orlando. The extension of the beltway into Lake County will end at the subject site and should open by 2019. Various developers and property owners can be expected to position themselves and any potential projects to coincide with the roadway's actual completion.

The parkway is literally a limited access highway, which enhances the value and access stemming from any of the interchanges that will be constructed. The restricted number of access points along the road will impose some limits on potentially competitive development that will emerge in the region

The property has extensive acreage contained within parcels over 25 acres in size, which should ease, but not eliminate, the effort of assembling large developable sites. Also, several of

the larger parcels are adjacent to each other, which should help in assembling land into larger development sites. The need to satisfy some regulatory hurdles which do not apply in, or to, other development areas will remain something of an obstacle to implementing a truly integrated and cohesive plan. At the very least, the complications stemming from a large plan seem likely to slow the rate at which the property is absorbed by the market.

3.0 SOCIO-ECONOMIC TRENDS

Orange County remains the dominant housing and business location in the larger region and will continue to attract a disproportionate share of the metropolitan area’s population and employment growth. However, as competition for the remaining land to accommodate both residential and non-residential uses grows, costs will also grow, forcing users to become more economically discriminating in their choices. The need to balance land prices and land suitability will ultimately shift a substantial part of the region’s development activity to less settled areas. It will advance first to those with the most supportive access and infrastructure.

Several of the trends influencing the region’s development patterns and comprising major considerations in our analysis are discussed in the sections below. In effect, these are observable conditions which provide a valuable frame of reference for our ultimate findings. In the main, we believe these trends largely benefit the study area and affirm its position among many regional locations competing for future employment opportunities.

Population

There are a number of ways the region’s geography could be profiled. Given the connecting linkages of I-4, the Wekiva Parkway and other related extensions of the Orlando area’s beltway, we are focusing exclusively on Lake, Seminole and Orange counties for this analysis. Even if Osceola or other nearby counties may be a part of the formal regional structure, they are not an obvious part of the surface transportation system servicing today’s key residential and commercial centers.

Table 3.1: Current and projected area population

<u>Year</u>	<u>Lake</u>	<u>Orange</u>	<u>Seminole</u>	<u>Total Tri-County Area</u>	<u>Lake % of Total</u>	<u>Lake % Avg Annual Growth Rate</u>	<u>Orange</u>	<u>Seminole</u>	<u>Tri-County</u>
	<u>(1,000)</u>								
1980	105.9	474.8	182.0	762,728	13.9%				
1990	153.5	685.8	291.2	1,130,405	13.6%	3.8%	3.7%	4.8%	4.01%
2000	212.3	903.0	367.4	1,482,744	14.3%	3.3%	2.8%	2.4%	2.75%
2010	298.0	1,149.5	423.5	1,870,958	15.9%	3.4%	2.4%	1.4%	2.35%
Projections									
2020	384.2	1,370.2	507.4	2,261,799	17.0%	2.6%	1.8%	1.8%	1.92%
2025	427.7	1,482.9	550.2	2,460,756	17.4%	2.2%	1.6%	1.6%	1.70%
2030	471.0	1,595.1	592.8	2,658,903	17.7%	1.9%	1.5%	1.5%	1.56%
2040	557.0	1,818.4	677.6	3,052,927	18.2%	1.7%	1.3%	1.3%	1.39%

Sources: U.S. Bureau of the Census, Decennial Census, Woods and Poole 2012 State Profile; RERC.

By 2040, this three county area will grow to approximately 3,000,000 people; double the population in 2000, adding about 1,500,000 people in that time horizon. The total change from 1980 to 2040 will be about 2,300,000 people, a figure larger than the resident population in place in 2010, the year of the last decennial census. This will be a period of extraordinary growth.

Within this regional context, Lake’s population will have grown by 451,000 persons in the 1980 to 2040 period, a change that exceeds the total population in Seminole County in 2010. As a share of the region’s growing population, Lake is expected to control a growing proportion

across the entire study period. In 1980, Lake comprised about 14% of the three county population, dipping slightly in 1990 during a prior recession. Since then, its share has steadily expanded and will grow to about 18% of the three county total by 2040.

Just as its share has grown so has the rate of expansion. In almost every decennial year and in all future years, Lake is forecast to have an annualized growth rate that exceeds that of its neighbors.

Employment

Lake's share of the defined region's employment, however, has not kept pace with its growing population. In effect, Lake County has become an alternative location for housing displaced from Seminole, which is almost fully developed and Orange, where there are higher demands on land resources. Current employment projections, based on data from Woods & Poole Economics, Inc., actually show a moderately declining share of employment relative to population through 2040. The Woods & Poole firm specializes in long-term county economic and demographic projections. Woods & Poole's database for every county in the U.S. contains projections through 2040 for more than 900 variables. Each year Woods & Poole updates the projections with new historical data. Woods & Poole has been making county projections since 1983.

In terms of absolute job growth, however, the numbers are impressive. Lake County will have added about 161,000 jobs from 1980 to 2040, only slightly less than the total employment in Seminole County in 2000. In 2040, there could be as many as 207,000 workers in Lake County, approximately the total in place in Seminole County between the years 2000 and 2010. Beyond 2020, Woods and Poole expect the annualized rate of job change in Lake County to be on par with that of its neighboring counties.

Table 3.2: Current and projected area employment

<u>Year</u>	<u>Lake</u>	<u>Orange</u>	<u>Seminole</u>	<u>Total Tri-County Area</u>	<u>Lake % of Total</u>	<u>Lake</u>	<u>Orange</u>	<u>Seminole</u>	<u>Tri-County</u>
	(1,000)					<u>% Avg Annual Growth Rate</u>			
1980	46.3	291.2	61.6	399,068	11.6%				
1990	58.3	516.9	121.2	696,455	8.4%	2.3%	5.9%	7.0%	5.7%
2000	85.8	733.6	185.1	1,004,518	8.5%	3.9%	3.6%	4.3%	3.7%
2010	115.0	809.7	221.0	1,145,649	10.0%	3.0%	1.0%	1.8%	1.3%
Projections									
2020	140.3	988.8	266.2	1,395,292	10.1%	2.0%	2.0%	1.9%	2.0%
2025	155.3	1,091.9	292.3	1,539,401	10.1%	2.0%	2.0%	1.9%	2.0%
2030	171.4	1,202.8	320.9	1,695,032	10.1%	2.0%	2.0%	1.9%	1.9%
2040	207.3	1,448.8	386.9	2,042,954	10.1%	1.9%	1.9%	1.9%	1.9%

Sources: U.S. Bureau of the Census, Decennial Census, Woods and Poole 2012 State Profile; RERC.

Certain classes of employment will assume greater importance over time. Not surprisingly, as the county has shifted from its agricultural past, the rate of decline in farming and forestry has been steady compared with both Orange County and Seminole County. The decline continues through 2040. Nonetheless, this category of employment remains material to the composition of

Lake's economy. While Lake may have only 10% of all jobs in the region by 2040, the county will still account for about 24% of the region's jobs in agricultural, mining, and forestry related industries.

Other important categories of employment in the larger mix of employment include various services, retail services, government, health care and construction. The above average shares within these categories reflect the area's steadily increasing population and its needs. Less significant in terms of its relative share, but still a large category of future employment, are jobs in selected professional services and management.

Implications

Even as socio-economic projection methods have improved, the numbers used in this analysis have limitations because they are derived from recent gains and losses in the housing and commercial markets very specific to jurisdictional boundaries. Consequently, population and employment forecasts at the county level can vary materially over time as policies and local investments deter or attract patterns of development, yielding higher or lower rates of growth.

Without discounting their value for planning purposes, the numbers used here are best deployed as relative measures describing generalized patterns of a certain velocity and character subject to shifting political or physical conditions. They are suggestive of trends to be exploited or manipulated in the short and long terms. They absolutely do not represent an immutable condition.

On balance, what the information does indicate is, absent specific interventionist strategies, Lake County is on a trajectory to achieve growth that equals or exceeds other nearby counties. The comparison provides insight into the nature and composition of that growth. The scale of potential growth is such that the affected local governments are wise to control and direct it to areas of the county most suitable to support the pace of development. Whatever the limitations of the forecast, the data point to substantial gains in population and employment which certain nearby jurisdictions have leveraged to achieve powerful long term goals.

Using these numbers as reference points, we have selected a number of other areas in Florida also suggestive of what might be achieved in a given location over a period of several years and the sequence of events likely to be experienced as the area matures and evolves.

4.0 MARKET CHARACTERISTICS OF THE LAKE COUNTY OFFICE, INDUSTRIAL AND RETAIL MARKET

The following table summarizes the office, industrial and retail activity occurring in Lake County over various time periods.

Table 4.1: Summary of Lake County Office, Industrial and Retail Markets

<u>Year Built</u>	<u>Office</u>		<u>Industrial</u>		<u>Retail</u>	
	<u>Absorption</u>	<u>Cumulative Total</u>	<u>Absorption</u>	<u>Cumulative Total</u>	<u>Absorption</u>	<u>Cumulative Total</u>
Prior to 1970	806,830	806,830	1,121,290	1,121,290	2,027,602	2,027,602
1970-1979	290,551	1,097,381	1,248,639	2,369,929	1,368,565	3,396,167
1980-1989	539,587	1,636,968	1,407,702	3,777,631	2,765,659	6,161,826
1990-1999	400,154	2,037,122	2,282,460	6,060,091	2,861,099	9,022,925
2000-2010	1,933,454	3,970,576	2,786,159	8,846,250	5,630,620	14,653,545
2011-2012	23,152	3,993,728	0	8,846,250	320,021	14,973,566
	<u>Avg Annual Absorption</u>	<u>Avg Annual Growth Rate</u>	<u>Avg Annual Absorption</u>	<u>Avg Annual Growth Rate</u>	<u>Avg Annual Absorption</u>	<u>Avg Annual Growth Rate</u>
Prior to 1970	NA	NA	NA	NA	NA	NA
1970-1979	29,055	3.1%	124,864	7.8%	136,857	5.3%
1980-1989	53,959	4.1%	140,770	4.8%	276,566	6.1%
1990-1999	40,015	2.2%	228,246	4.8%	286,110	3.9%
2000-2010	175,769	6.3%	253,287	3.5%	511,875	4.5%

Source: CoStar; RERC

Among the various uses, retail square footage dominates Lake County's non-residential land uses at this point in time. There is almost four times the amount of retail as there is office space in the County. The retail inventory is almost two times greater than the industrial inventory in the County. However, average annual growth rates of office space within Lake County were greater than retail over the latest 10 year period. Growth in industrial space has yet to catch up to retail space growth on a percentage basis. Retail activity absorbed more than twice the amount of office and industrial space over the last 10 year period in Lake County.

To place Lake County within the context of the region, we also profiled the office, industrial and retail markets in neighboring Orange and Seminole Counties in the tables on the following page.

Table 4.2: Summary of Orange County Office, Industrial and Retail Markets

Year Built	Office		Industrial		Retail	
	Absorption	Cumulative Total	Absorption	Cumulative Total	Absorption	Cumulative Total
Prior to 1970	8,972,613	8,972,613	16,676,396	16,676,396	9,175,564	9,175,564
1970-1979	5,585,544	14,558,157	18,310,452	34,986,848	6,938,112	16,113,676
1980-1989	19,872,289	34,430,446	29,316,424	64,303,272	15,759,384	31,873,060
1990-1999	7,756,478	42,186,924	17,336,840	81,640,112	15,139,115	47,012,175
2000-2010	16,367,937	58,554,861	25,860,690	107,500,802	21,137,702	68,149,877
2011-2012	379,307	58,934,168	295,646	107,796,448	909,920	69,059,797
	<u>Avg Annual Absorption</u>	<u>Avg Annual Growth Rate</u>	<u>Avg Annual Absorption</u>	<u>Avg Annual Growth Rate</u>	<u>Avg Annual Absorption</u>	<u>Avg Annual Growth Rate</u>
Prior to 1970	NA	NA	NA	NA	NA	NA
1970-1979	558,554	5.0%	1,831,045	7.7%	693,811	5.8%
1980-1989	1,987,229	9.0%	2,931,642	6.3%	1,575,938	7.1%
1990-1999	775,648	2.1%	1,733,684	2.4%	1,513,912	4.0%
2000-2010	1,487,994	3.0%	2,350,972	2.5%	1,921,609	3.4%

Source: CoStar; RERC

Table 4.3: Summary of Seminole County Office, Industrial and Retail Markets

Year Built	Office		Industrial		Retail	
	Absorption	Cumulative Total	Absorption	Cumulative Total	Absorption	Cumulative Total
Prior to 1970	1,386,407	1,386,407	2,500,945	2,500,945	2,471,752	2,471,752
1970-1979	1,558,886	2,945,293	3,875,152	6,376,097	4,779,084	7,250,836
1980-1989	5,502,865	8,448,158	8,855,150	15,231,247	8,035,133	15,285,969
1990-1999	4,041,462	12,489,620	5,711,973	20,943,220	6,698,279	21,984,248
2000-2010	5,291,446	17,781,066	5,096,102	26,039,322	6,393,458	28,377,706
2011-2012	200,072	17,981,138	53,829	26,093,151	87,930	28,465,636
	<u>Avg Annual Absorption</u>	<u>Avg Annual Growth Rate</u>	<u>Avg Annual Absorption</u>	<u>Avg Annual Growth Rate</u>	<u>Avg Annual Absorption</u>	<u>Avg Annual Growth Rate</u>
Prior to 1970	NA	NA	NA	NA	NA	NA
1970-1979	155,889	7.8%	387,515	9.8%	477,908	11.4%
1980-1989	550,287	11.1%	885,515	9.1%	803,513	7.7%
1990-1999	404,146	4.0%	571,197	3.2%	669,828	3.7%
2000-2010	481,041	3.3%	463,282	2.0%	581,223	2.3%

Source: CoStar; RERC

As would be expected in these substantially more mature counties, there is a much higher amount of developed square footage in all the profiled land uses versus the amount of space in Lake County. However, average annual growth rates in Lake County from 2000 to 2010 were much higher than those in Orange and Seminole Counties, indicating Lake is still a growing market within the region that has yet to reach stabilization.

The table on the following page summarizes Lake County's capture of regional (Lake, Orange and Seminole Counties) demand for each respective land use.

Table 4.4: Lake County Capture of Regional Office, Industrial and Retail Markets

Year Built	Office		Industrial		Retail	
	Absorption	Cumulative Total	Absorption	Cumulative Total	Absorption	Cumulative Total
Prior to 1970	7.2%	7.2%	5.5%	5.5%	14.8%	14.8%
1970-1979	3.9%	5.9%	5.3%	5.4%	10.5%	12.7%
1980-1989	2.1%	3.7%	3.6%	4.5%	10.4%	11.6%
1990-1999	3.3%	3.6%	9.0%	5.6%	11.6%	11.6%
2000-2010	8.2%	4.9%	8.3%	6.2%	17.0%	13.2%
2011-2012	3.8%	4.9%	0.0%	6.2%	24.3%	13.3%

Source: CoStar; RERC

As noted earlier, Lake County is dominated by retail compared to the office and industrial markets. This fact comes through in the County's much higher capture rate of regional retail space versus the office and industrial markets. In recent years the retail capture rate has been generally growing but the office and industrial rates have been much more inconsistent.

Obviously there are many other settings in the County itself where office, retail or industrial uses have, and are likely to, be developed. These land uses have emerged in part based on perceived opportunity, settlement patterns, need, and regional transportation access such as that now generating interest in the subject location.

The current tax rolls, summarized below, offer some indication of the areas in which these land use activities have been concentrated over the last two decades. The figures are at least suggestive of the ways in which the Mount Dora and nearby areas might perform over some future period relative to one another. Certainly, new areas will emerge but it will take some time for the existing patterns to alter on a substantial scale. For the present analysis, we are interested only in the last twenty year period because the region was in its most active and sustainable period of development. This more recent perspective mitigates the impacts of yet new and undeveloped or identified areas. Please note that the areas shown below are for properties that have mailing addresses in the respective municipalities or unincorporated Lake County.

Table 4.5: Concentrations of Office, Industrial and Retail Facilities Constructed in Lake County, 1990-2010

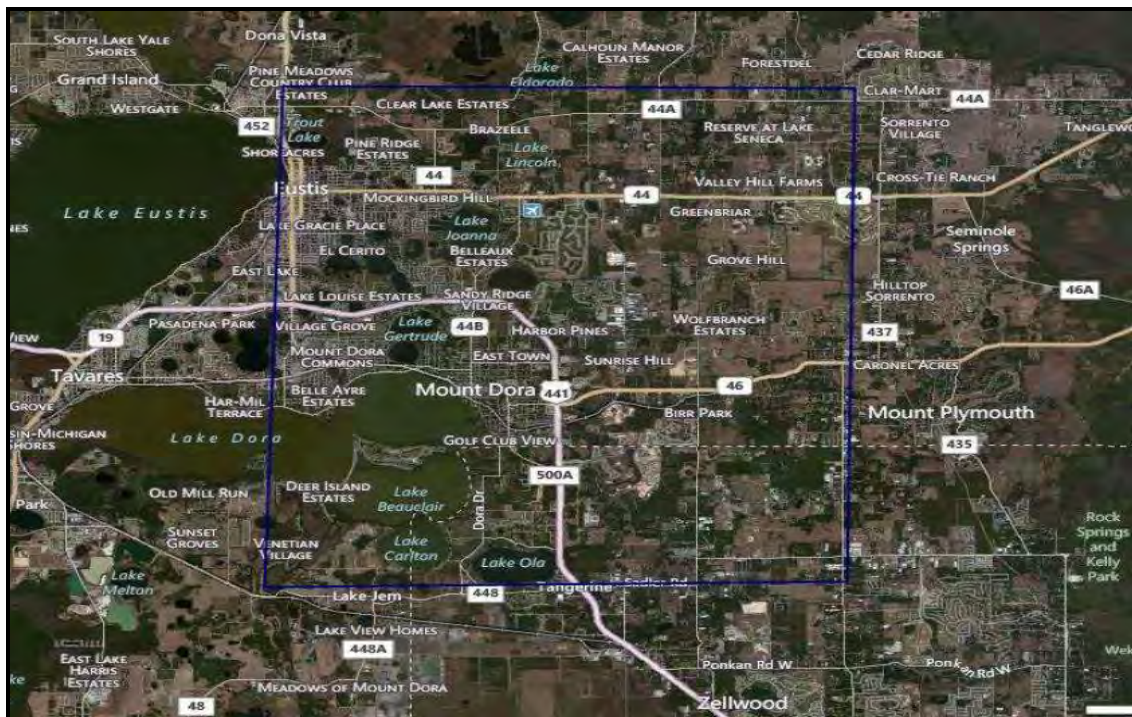
Area	Industrial	Percent of Total	Office	Percent of Total	Retail/ Restaurants	Percent of Total	Total	
							Square Feet	Percent Total Area
Clermont	318,847	4.4%	755,096	24.2%	2,343,925	27.3%	3,417,868	18.1%
Leesburg	1,077,872	15.0%	578,662	18.6%	1,274,963	14.9%	2,931,497	15.5%
Lady Lake	209,197	2.9%	368,024	11.8%	1,555,860	18.1%	2,133,081	11.3%
Tavares	667,653	9.3%	369,374	11.8%	344,065	4.0%	1,381,092	7.3%
Mount Dora	211,826	2.9%	215,994	6.9%	774,324	9.0%	1,202,144	6.4%
Eustis	346,737	4.8%	216,342	6.9%	494,874	5.8%	1,057,953	5.6%
Groveland	761,428	10.6%	8,888	0.3%	178,468	2.1%	948,784	5.0%
Minneola	307,444	4.3%	22,365	0.7%	143,257	1.7%	473,066	2.5%
Fruitland Park	39,133	0.5%	54,163	1.7%	89,137	1.0%	182,433	1.0%
Mascotte	22,076	0.3%	0	0.0%	14,146	0.2%	36,222	0.2%
Umatilla	6,480	0.1%	4,062	0.1%	17,021	0.2%	27,563	0.1%
Howey in the Hills	0	0.0%	2,310	0.1%	1,950	0.0%	4,260	0.0%
Astatula	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Montverde	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Lake Unincorporated	3,239,871	44.9%	523,260	16.8%	1,343,697	15.7%	5,106,829	27.0%
Total Square Feet	7,208,564	100.0%	3,118,540	100.0%	8,575,687	100.0%	18,902,793	100.0%

Sources: Lake County Property Appraiser Tax Roll 2011F; RERC.

In effect, the largest share of development has occurred in the County, outside any municipality. With some exceptions, we have to assume that much of what is located inside the County's unincorporated areas is relatively close to a true municipal area and distributed in some proportion to that more properly associated with a designated town or community. Setting aside that issue for a moment, the data suggests that for the last two decades Mount Dora has captured between 6.0% and 7.0% percent of the continuing non-residential land uses most germane to the current analysis.

We defined a "Mount Dora area" that includes the subject site, the City of Mount Dora and nearby property. The following map shows the general boundaries of this area.

Figure 4.1: Map of Mount Dora Area



Source: CoStar; Microsoft Maps; RERC

The following table summarizes in much greater detail the ebbs and flows of market share in Mount Dora itself and the balance of Lake County, again focusing on office, industrial and retail land uses. Please note that the defined Mount Dora area is larger than the actual City, meaning that the square feet shown in the table on the following page (Table 4.6) is larger than that shown in Table 4.5 for Mount Dora.

Table 4.6: Summary of Mount Dora Area Office, Industrial and Retail Markets

Year Built	Office		Industrial		Retail	
	Absorption	Cumulative Total	Absorption	Cumulative Total	Absorption	Cumulative Total
Prior to 1970	233,894	233,894	49,095	49,095	594,196	594,196
1970-1979	43,764	277,658	339,147	388,242	341,324	935,520
1980-1989	117,661	395,319	59,106	447,348	541,459	1,476,979
1990-1999	38,612	433,931	82,649	529,997	514,951	1,991,930
2000-2010	151,520	585,451	138,595	668,592	636,041	2,627,971
2011-2012	12,152	597,603	0	668,592	24,833	2,652,804
	Avg Annual Absorption	Avg Annual Growth Rate	Avg Annual Absorption	Avg Annual Growth Rate	Avg Annual Absorption	Avg Annual Growth Rate
Prior to 1970	NA	NA	NA	NA	NA	NA
1970-1979	4,376	1.7%	33,915	NA	34,132	4.6%
1980-1989	11,766	3.6%	5,911	NA	54,146	4.7%
1990-1999	3,861	0.9%	8,265	1.7%	51,495	3.0%
2000-2010	13,775	2.8%	12,600	2.1%	57,822	2.6%
Capture Rate of County Total:						
Prior to 1970	29.0%	29.0%	4.4%	4.4%	29.3%	29.3%
1970-1979	15.1%	25.3%	27.2%	16.4%	24.9%	27.5%
1980-1989	21.8%	24.1%	4.2%	11.8%	19.6%	24.0%
1990-1999	9.6%	21.3%	3.6%	8.7%	18.0%	22.1%
2000-2010	7.8%	14.7%	5.0%	7.6%	11.3%	17.9%

Source: CoStar; RERC

Similar to the County as a whole, the Mount Dora area is dominated by retail space. Retail accounts for about 68% of the combined office, industrial and retail space there. The retail market has about four times the amount of office and industrial square footage. Average annual growth rates for all profiled land uses ranged from about 2.0 to 3.0 percent in the last ten year period. Capture rates of the County's total have been declining over time, but still range from about 8% to 18% depending on the land use.

In our opinion, the Mount Dora area's declining capture rates of the County's office, industrial and retail development should reverse after the road extension into Lake County is in place in 2019. This new road network will significantly enhance the area's accessibility within the region and should certainly increase demand for industrial space at a minimum. Retail space will be impacted more by growth in housing/population across the community and office demand will be dependent on employment growth fueled by expanding companies and relocations. The following section profiles case study areas in other locations that could offer insight into the future potential of the planned employment center after the completion of the Wekiva Parkway.

Implications

Lake County has historically been dominated by retail development with smaller amounts of office and industrial space. Retail growth really expanded dramatically from 2000 to 2010 within the County, averaging about 511,000 square feet of new space added each year. Industrial and office absorption was about half or less of the retail total over that same time period. Lake County's capture of the regional office, industrial and office markets reflect these same patterns.

The Mount Dora area is also dominated by retail development. The capture rate of the County's total has been declining over time for office, industrial and retail uses indicating this area is becoming less viable for this type of development.

However, we believe the Mount Dora area's declining capture rates of the County's office, industrial and retail development should begin to reverse after the Wekiva Parkway extension into Lake County is in place in 2019. Industrial development should certainly be enhanced with growth in office and retail fueled by expanding companies/relocations and growth in housing/population, respectively.

5.0 CASE STUDY AREAS

RERC identified several case study counties and areas to profile based on several factors, including:

- Population growth trends that shed light on potential post-Wekiva Parkway growth in Lake County and Mount Dora.
- Areas that have seen past growth due to new or improved road access.
- Similar locations adjacent to regional arterials.

These case studies offer some perspective on the pace of development which might be realized and the combinations of activities which might be supported as growth extends into areas that have largely been rural or ex-urban, changing in responses to pressures from development in nearby areas or responding to transportation or other major infrastructure improvements.

The following areas were summarized for comparison to Lake County and Mount Dora:

- Seminole County:
 - Lake Mary/Heathrow Area
 - West Sanford Area
- Polk County:
 - West Lakeland Area
- Pasco County:
 - South Pasco County Area
- Lee County:
 - Ft. Myers Airport Area (Southwest Florida International Airport)
- St. Lucie County:
 - St. Lucie/Turnpike Area
- Duval County:
 - Southeast Duval County Area
- Dade County:
 - Florida Turnpike/US 27 Area

The counties are discussed first, followed by the subareas. Within the subarea discussion, maps showing the boundary of each area are also presented. Please note that although we included subareas in both Duval and Dade Counties, we do not believe those counties as a whole are indicative of future potential within Lake County. Both Duval and Dade Counties are significantly larger with much higher population and commercial inventory than Lake could be expected to capture in the foreseeable future. For those reasons, we excluded Duval and Dade Counties in the county discussion in the next section.

Case Study Counties

The following table profiles the office market within Lake County as well as the selected case study counties.

Table 5.1: Summary of Case Study Counties' Office Market

Year Built	Lake County		Seminole County		Polk County	
	Absorption	Cumulative Total	Absorption	Cumulative Total	Absorption	Cumulative Total
Prior to 1970	806,830	806,830	1,386,407	1,386,407	3,328,340	3,328,340
1970-1979	290,551	1,097,381	1,558,886	2,945,293	1,526,277	4,854,617
1980-1989	539,587	1,636,968	5,502,865	8,448,158	2,028,312	6,882,929
1990-1999	400,154	2,037,122	4,041,462	12,489,620	1,944,458	8,827,387
2000-2010	1,933,454	3,970,576	5,291,446	17,781,066	1,998,678	10,826,065
2011-2012	23,152	3,993,728	200,072	17,981,138	103,023	10,929,088
	<u>Avg Annual Absorption</u>	<u>Avg Annual Growth Rate</u>	<u>Avg Annual Absorption</u>	<u>Avg Annual Growth Rate</u>	<u>Avg Annual Absorption</u>	<u>Avg Annual Growth Rate</u>
Prior to 1970	NA	NA	NA	NA	NA	NA
1970-1979	29,055	3.1%	155,889	7.8%	152,628	3.8%
1980-1989	53,959	4.1%	550,287	11.1%	202,831	3.6%
1990-1999	40,015	2.2%	404,146	4.0%	194,446	2.5%
2000-2010	175,769	6.3%	481,041	3.3%	181,698	1.9%
Year Built	Pasco County		Lee County		St. Lucie County	
	Absorption	Cumulative Total	Absorption	Cumulative Total	Absorption	Cumulative Total
Prior to 1970	548,421	548,421	2,065,056	2,065,056	550,319	550,319
1970-1979	1,022,105	1,570,526	1,873,739	3,938,795	385,565	935,884
1980-1989	1,470,154	3,040,680	3,807,267	7,746,062	1,761,829	2,697,713
1990-1999	859,628	3,900,308	4,012,870	11,758,932	754,703	3,452,416
2000-2010	3,207,389	7,107,697	6,134,685	17,893,617	1,404,092	4,856,508
2011-2012	200,511	7,308,208	233,761	18,127,378	153,064	5,009,572
	<u>Avg Annual Absorption</u>	<u>Avg Annual Growth Rate</u>	<u>Avg Annual Absorption</u>	<u>Avg Annual Growth Rate</u>	<u>Avg Annual Absorption</u>	<u>Avg Annual Growth Rate</u>
Prior to 1970	NA	NA	NA	NA	NA	NA
1970-1979	102,211	11.1%	187,374	6.7%	38,557	5.5%
1980-1989	147,015	6.8%	380,727	7.0%	176,183	11.2%
1990-1999	85,963	2.5%	401,287	4.3%	75,470	2.5%
2000-2010	291,581	5.6%	557,699	3.9%	127,645	3.2%

Source: CoStar; RERC

Lake County has the smallest amount of office space of all counties profiled. Seminole and Lee County have the largest at about 18,000,000 square feet of space. However, in the more recent 2000 to 2010 time period, Lake County's absorption of office space was about what was achieved in Polk County and was higher than St. Lucie County. Pasco County added about 100,000 square feet more of office space each year than what Lake County absorbed, and Seminole and Lee Counties were more than double the Lake County 2000 to 2010 absorption.

The following table profiles the industrial market within Lake County as well as the selected case study counties.

Table 5.2: Summary of Case Study Counties' Industrial Market

Year Built	<u>Lake County</u>		<u>Seminole County</u>		<u>Polk County</u>	
	<u>Absorption</u>	<u>Cumulative Total</u>	<u>Absorption</u>	<u>Cumulative Total</u>	<u>Absorption</u>	<u>Cumulative Total</u>
Prior to 1970	1,121,290	1,121,290	2,500,945	2,500,945	8,208,631	8,208,631
1970-1979	1,248,639	2,369,929	3,875,152	6,376,097	5,535,577	13,744,208
1980-1989	1,407,702	3,777,631	8,855,150	15,231,247	11,940,562	25,684,770
1990-1999	2,282,460	6,060,091	5,711,973	20,943,220	9,265,405	34,950,175
2000-2010	2,786,159	8,846,250	5,096,102	26,039,322	12,338,796	47,288,971
2011-2012	0	8,846,250	53,829	26,093,151	59,200	47,348,171
	<u>Avg Annual Absorption</u>	<u>Avg Annual Growth Rate</u>	<u>Avg Annual Absorption</u>	<u>Avg Annual Growth Rate</u>	<u>Avg Annual Absorption</u>	<u>Avg Annual Growth Rate</u>
Prior to 1970	NA	NA	NA	NA	NA	NA
1970-1979	124,864	7.8%	387,515	9.8%	553,558	5.3%
1980-1989	140,770	4.8%	885,515	9.1%	1,194,056	6.5%
1990-1999	228,246	4.8%	571,197	3.2%	926,541	3.1%
2000-2010	253,287	3.5%	463,282	2.0%	1,121,709	2.8%
Year Built	<u>Pasco County</u>		<u>Lee County</u>		<u>St. Lucie County</u>	
	<u>Absorption</u>	<u>Cumulative Total</u>	<u>Absorption</u>	<u>Cumulative Total</u>	<u>Absorption</u>	<u>Cumulative Total</u>
Prior to 1970	824,063	824,063	2,905,378	2,905,378	1,343,060	1,343,060
1970-1979	1,484,990	2,309,053	4,921,679	7,827,057	1,723,222	3,066,282
1980-1989	2,549,833	4,858,886	6,158,309	13,985,366	2,861,643	5,927,925
1990-1999	1,098,392	5,957,278	4,589,241	18,574,607	1,711,533	7,639,458
2000-2010	2,541,961	8,499,239	11,012,884	29,587,491	4,748,186	12,387,644
2011-2012	19,500	8,518,739	229,697	29,817,188	98,670	12,486,314
	<u>Avg Annual Absorption</u>	<u>Avg Annual Growth Rate</u>	<u>Avg Annual Absorption</u>	<u>Avg Annual Growth Rate</u>	<u>Avg Annual Absorption</u>	<u>Avg Annual Growth Rate</u>
Prior to 1970	NA	NA	NA	NA	NA	NA
1970-1979	148,499	10.9%	492,168	10.4%	172,322	8.6%
1980-1989	254,983	7.7%	615,831	6.0%	286,164	6.8%
1990-1999	109,839	2.1%	458,924	2.9%	171,153	2.6%
2000-2010	231,087	3.3%	1,001,171	4.3%	431,653	4.5%

Source: CoStar; RERC

Lake and Pasco County have similar amounts of industrial space, but are the lowest amongst the profiled counties. St. Lucie County has about 40% more industrial space than Lake County. However, Seminole, Lee and Polk County are significantly higher at more than three times Lake County's industrial space.

The following table profiles the retail market within Lake County as well as the selected case study counties.

Table 5.3: Summary of Case Study Counties' Retail Market

<u>Year Built</u>	<u>Lake County</u>		<u>Seminole County</u>		<u>Polk County</u>	
	<u>Absorption</u>	<u>Cumulative Total</u>	<u>Absorption</u>	<u>Cumulative Total</u>	<u>Absorption</u>	<u>Cumulative Total</u>
Prior to 1970	2,027,602	2,027,602	2,471,752	2,471,752	4,756,485	4,756,485
1970-1979	1,368,565	3,396,167	4,779,084	7,250,836	3,719,609	8,476,094
1980-1989	2,765,659	6,161,826	8,035,133	15,285,969	6,452,267	14,928,361
1990-1999	2,861,099	9,022,925	6,698,279	21,984,248	4,409,686	19,338,047
2000-2010	5,630,620	14,653,545	6,393,458	28,377,706	6,522,791	25,860,838
2011-2012	320,021	14,973,566	87,930	28,465,636	56,238	25,917,076
	<u>Avg Annual Absorption</u>	<u>Avg Annual Growth Rate</u>	<u>Avg Annual Absorption</u>	<u>Avg Annual Growth Rate</u>	<u>Avg Annual Absorption</u>	<u>Avg Annual Growth Rate</u>
Prior to 1970	NA	NA	NA	NA	NA	NA
1970-1979	136,857	5.3%	477,908	11.4%	371,961	5.9%
1980-1989	276,566	6.1%	803,513	7.7%	645,227	5.8%
1990-1999	286,110	3.9%	669,828	3.7%	440,969	2.6%
2000-2010	511,875	4.5%	581,223	2.3%	592,981	2.7%
<u>Year Built</u>	<u>Pasco County</u>		<u>Lee County</u>		<u>St. Lucie County</u>	
	<u>Absorption</u>	<u>Cumulative Total</u>	<u>Absorption</u>	<u>Cumulative Total</u>	<u>Absorption</u>	<u>Cumulative Total</u>
Prior to 1970	1,838,287	1,838,287	5,759,567	5,759,567	1,739,312	1,739,312
1970-1979	3,269,610	5,107,897	6,414,556	12,174,123	1,100,614	2,839,926
1980-1989	6,135,804	11,243,701	7,816,488	19,990,611	2,573,606	5,413,532
1990-1999	2,983,325	14,227,026	9,300,077	29,290,688	1,974,544	7,388,076
2000-2010	7,506,190	21,733,216	14,113,222	43,403,910	5,058,229	12,446,305
2011-2012	165,333	21,898,549	443,064	43,846,974	37,823	12,484,128
	<u>Avg Annual Absorption</u>	<u>Avg Annual Growth Rate</u>	<u>Avg Annual Absorption</u>	<u>Avg Annual Growth Rate</u>	<u>Avg Annual Absorption</u>	<u>Avg Annual Growth Rate</u>
Prior to 1970	NA	NA	NA	NA	NA	NA
1970-1979	326,961	10.8%	641,456	7.8%	110,061	5.0%
1980-1989	613,580	8.2%	781,649	5.1%	257,361	6.7%
1990-1999	298,333	2.4%	930,008	3.9%	197,454	3.2%
2000-2010	682,381	3.9%	1,283,020	3.6%	459,839	4.9%

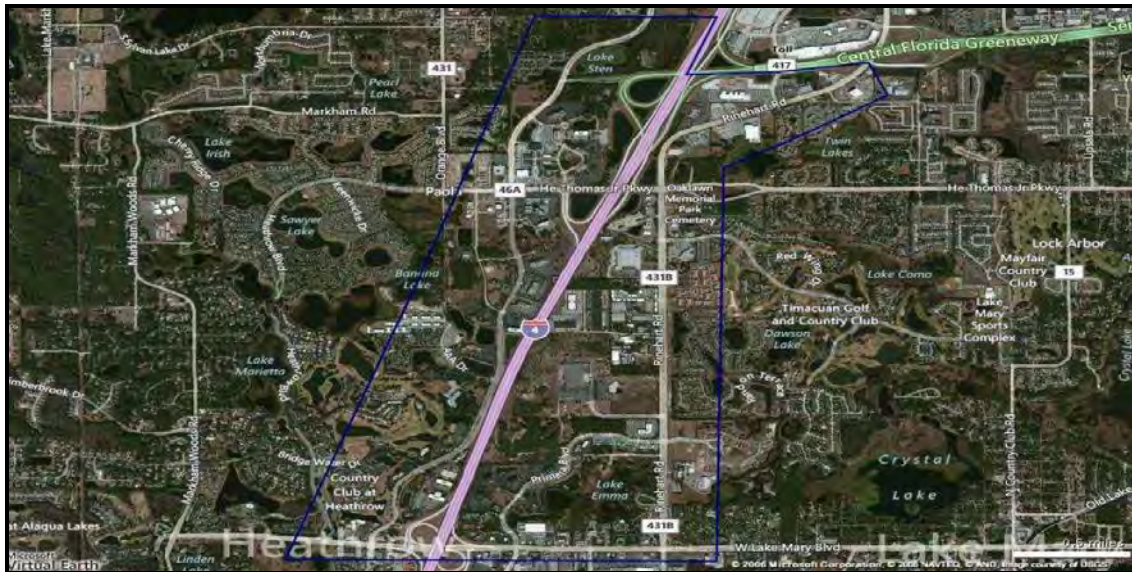
Source: CoStar; RERC

As noted previously, Lake County is dominated by retail development when compared to the office and industrial markets. However, the amount of retail space in Lake County is still much smaller than all profiled counties except St. Lucie. Pasco, Seminole and Polk Counties all have about 50% or more retail space than Lake County. Lee County has substantially more retail space than all counties profiled but its large tourist visitation is certainly contributing to retail demand.

Case Study Subareas

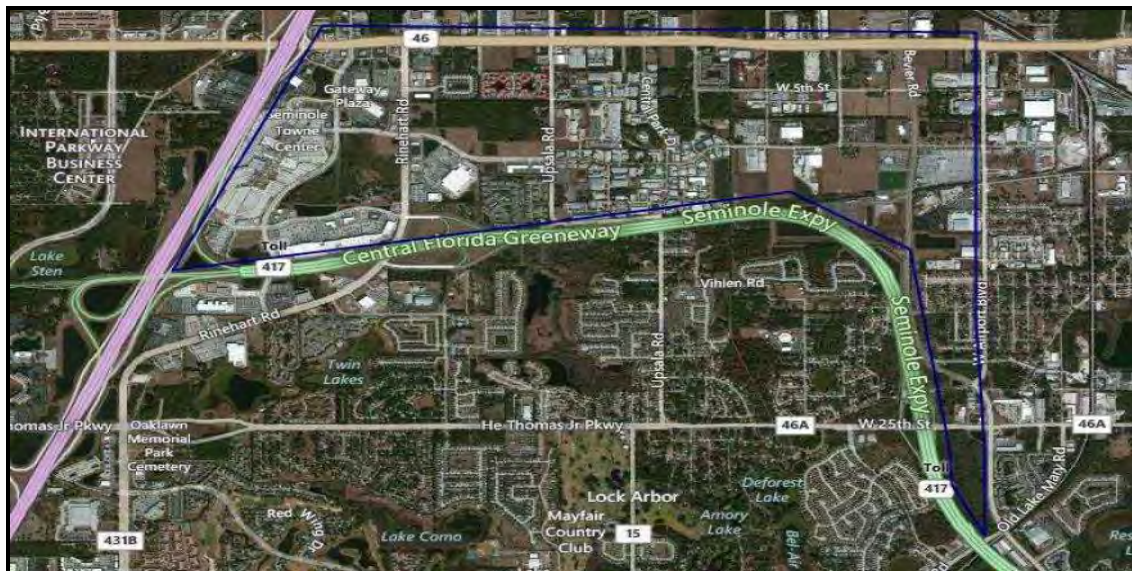
The case study subareas noted earlier are shown in the following series of figures. The areas do vary significantly in size but adjustments are made later in the analysis to account for these discrepancies.

Figure 5.1: Lake Mary/Heathrow Subarea (Seminole County) – 2,816 Acres



Source: CoStar; Microsoft Maps; RERC

Figure 5.2: West Sanford Subarea (Seminole County) – 1,670 Acres



Source: CoStar; Microsoft Maps; RERC

Figure 5.3: West Lakeland Subarea (Polk County) – 18,720 Acres



Source: CoStar; Microsoft Maps; RERC

Figure 5.4: Southeast Duval County Subarea – 100,653 Acres



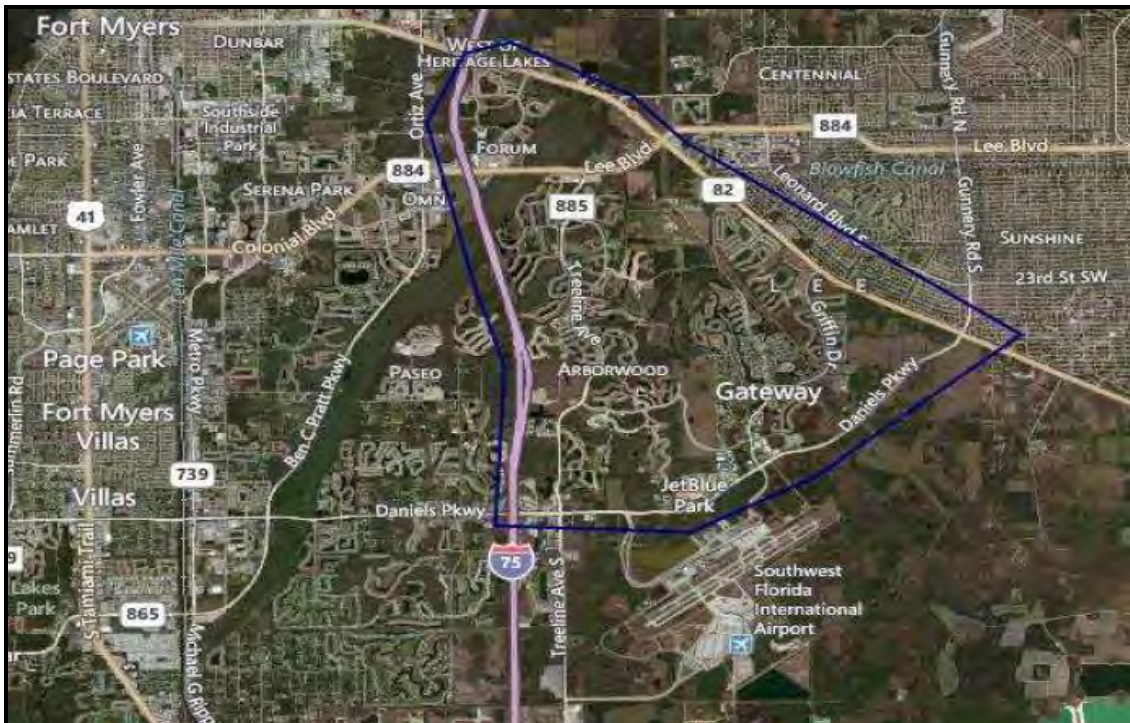
Source: CoStar; Microsoft Maps; RERC

Figure 5.5: South Pasco County Subarea – 82,611 Acres



Source: CoStar; Microsoft Maps; RERC

Figure 5.6: Ft. Myers Airport Subarea (Lee County) – 13,786 Acres



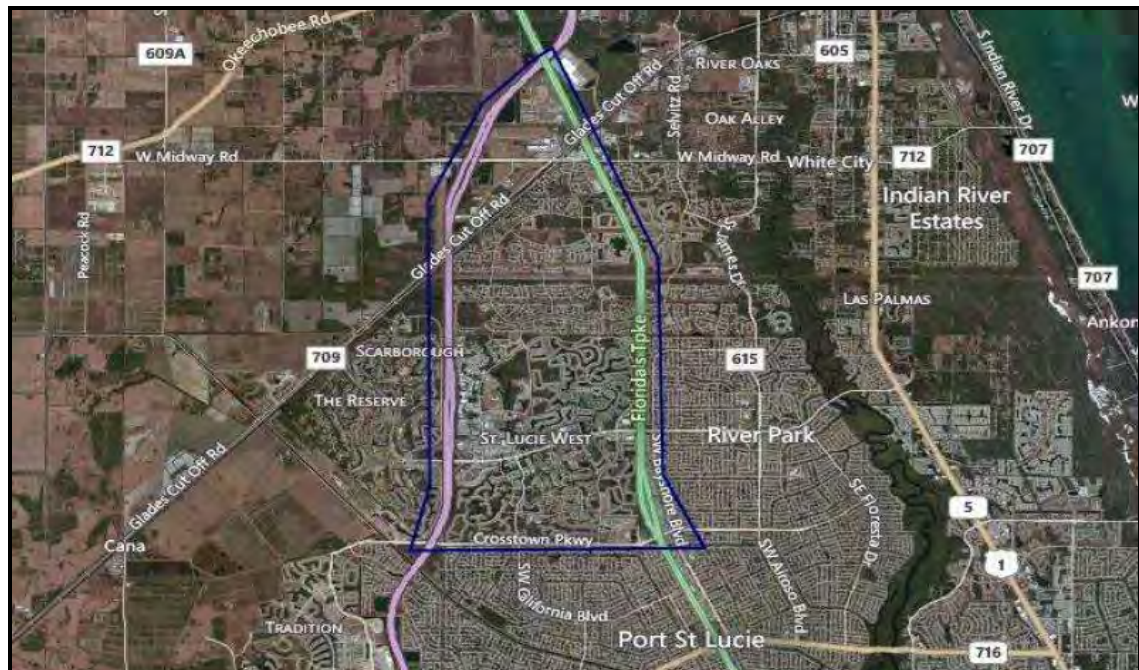
Source: CoStar; Microsoft Maps; RERC

Figure 5.7: Florida Turnpike/US 27 Subarea (Dade County) – 4,275 Acres



Source: CoStar; Microsoft Maps; RERC

Figure 5.8: St. Lucie/Florida Turnpike Subarea – 10,739 Acres



Source: CoStar; Microsoft Maps; RERC

The table on the following page summarizes the office market within the Mount Dora area and each of the respective subareas.

Table 5.4: Summary of Case Study Subarea's Office Market

Year Built	Mt. Dora Area		Lake Mary/Heathrow		West Sanford Area	
	Absorption	Cumulative Total	Absorption	Cumulative Total	Absorption	Cumulative Total
Prior to 1970	233,894	233,894	0	0	1,051	1,051
1970-1979	43,764	277,658	0	0	0	1,051
1980-1989	117,661	395,319	692,443	692,443	10,000	11,051
1990-1999	38,612	433,931	2,013,212	2,705,655	3,851	14,902
2000-2010	151,520	585,451	2,310,825	5,016,480	162,242	177,144
2011-2012	12,152	597,603	0	5,016,480	0	177,144
	<u>Avg Annual Absorption</u>	<u>Avg Annual Growth Rate</u>	<u>Avg Annual Absorption</u>	<u>Avg Annual Growth Rate</u>	<u>Avg Annual Absorption</u>	<u>Avg Annual Growth Rate</u>
Prior to 1970	NA	NA	NA	NA	NA	NA
1970-1979	4,376	1.7%	0	NA	0	0.0%
1980-1989	11,766	3.6%	69,244	NA	1,000	26.5%
1990-1999	3,861	0.9%	201,321	14.6%	385	3.0%
2000-2010	13,775	2.8%	210,075	5.8%	14,749	25.2%
Capture Rate of County Total:						
Prior to 1970	29.0%	29.0%	0.0%	0.0%	0.1%	0.1%
1970-1979	15.1%	25.3%	0.0%	0.0%	0.0%	0.0%
1980-1989	21.8%	24.1%	12.6%	8.2%	0.2%	0.1%
1990-1999	9.6%	21.3%	49.8%	21.7%	0.1%	0.1%
2000-2010	7.8%	14.7%	43.7%	28.2%	3.1%	1.0%
Area in Acres		44,634		2,816		1,670
Developed SF per Acre		13		1,781		106
Year Built	West Lakeland Area		SF Duval County Area		South Pasco County Area	
	Absorption	Cumulative Total	Absorption	Cumulative Total	Absorption	Cumulative Total
Prior to 1970	287,139	287,139	139,668	139,668	13,746	13,746
1970-1979	70,182	357,321	1,086,578	1,226,246	2,847	16,593
1980-1989	57,429	414,750	7,511,149	8,737,395	76,081	92,674
1990-1999	712,875	1,127,625	8,151,718	16,889,113	71,756	164,430
2000-2010	605,905	1,733,530	7,239,589	24,128,702	1,943,664	2,108,094
2011-2012	0	1,733,530	134,234	24,262,936	102,939	2,211,033
	<u>Avg Annual Absorption</u>	<u>Avg Annual Growth Rate</u>	<u>Avg Annual Absorption</u>	<u>Avg Annual Growth Rate</u>	<u>Avg Annual Absorption</u>	<u>Avg Annual Growth Rate</u>
Prior to 1970	NA	NA	NA	NA	NA	NA
1970-1979	7,018	2.2%	108,658	24.3%	285	1.9%
1980-1989	5,743	1.5%	751,115	21.7%	7,608	18.8%
1990-1999	71,288	10.5%	815,172	6.8%	7,176	5.9%
2000-2010	55,082	4.0%	658,144	3.3%	176,697	26.1%
Capture Rate of County Total:						
Prior to 1970	8.6%	8.6%	1.3%	1.3%	2.5%	2.5%
1970-1979	4.6%	7.4%	18.1%	7.2%	0.3%	1.1%
1980-1989	2.8%	6.0%	53.2%	28.0%	5.2%	3.0%
1990-1999	36.7%	12.8%	73.3%	39.9%	8.3%	4.2%
2000-2010	30.3%	16.0%	70.3%	45.9%	60.6%	29.7%
Area in Acres		18,720		100,653		82,611
Developed SF per Acre		93		241		27
Year Built	Ft. Myers Airport Area		FL Turnpike/US 27 Area		St. Lucie/Turnpike Area	
	Absorption	Cumulative Total	Absorption	Cumulative Total	Absorption	Cumulative Total
Prior to 1970	0	0	0	0	0	0
1970-1979	0	0	23,172	23,172	1,873	1,873
1980-1989	12,876	12,876	24,683	47,855	54,262	56,135
1990-1999	204,959	217,835	9,905	57,760	208,041	264,176
2000-2010	449,418	667,253	799,032	856,792	450,997	715,173
2011-2012	159,141	826,394	0	856,792	17,576	732,749
	<u>Avg Annual Absorption</u>	<u>Avg Annual Growth Rate</u>	<u>Avg Annual Absorption</u>	<u>Avg Annual Growth Rate</u>	<u>Avg Annual Absorption</u>	<u>Avg Annual Growth Rate</u>
Prior to 1970	NA	NA	NA	NA	NA	NA
1970-1979	0	NA	2,317	NA	187	NA
1980-1989	1,288	NA	2,468	7.5%	5,426	40.5%
1990-1999	20,496	32.7%	991	1.9%	20,804	16.8%
2000-2010	40,856	10.7%	72,639	27.8%	41,000	9.5%
Capture Rate of County Total:						
Prior to 1970	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
1970-1979	0.0%	0.0%	0.1%	0.1%	0.5%	0.2%
1980-1989	0.3%	0.2%	0.1%	0.1%	3.1%	2.1%
1990-1999	5.1%	1.9%	0.1%	0.1%	27.6%	7.7%
2000-2010	7.3%	3.7%	4.2%	0.9%	32.1%	14.7%
Area in Acres		13,786		4,275		10,739
Developed SF per Acre		60		200		68

Source: CoStar; RERC

The Mount Dora subarea has the smallest amount of office space of all other areas, with the exception of West Sanford. However, based on the developed office square feet per acre, Mount Dora is by far the least developed of all areas profiled.

The experience of several of these case study subareas offers some perspective on the potential of future development in the Mount Dora area.

- South Pasco has come on strong over the past 10-12 years as development has continued to expand northward from the Tampa area along the I-75 corridor and the Suncoast Parkway (SR 589). Although I-75 has been in existence in this area for decades, the Suncoast Parkway opened in 2001, providing an alternate north-south express route from Tampa into Pasco and through Hernando County. About 2,000,000 square feet of office space has been constructed in the south Pasco area since 2000, adding about 177,000 square feet of space every year. At the end of the 1990's there was only about 2 square feet of office space per acre in South Pasco County, but by the end of 2012 that ratio had increased to 27 square feet of office space per acre. As a point of comparison Mount Dora now has approximately 13 square feet of office space per acre.
- The West Lakeland area has seen steady growth of office space since about 1990. Although it has a slightly smaller amount of office space than South Pasco it is in a smaller geographic area, so its ratio of office space per acre is larger at 93 square feet. The I-4 corridor has been open in this area for many decades but the Polk Parkway (SR 570), which goes through the West Lakeland area, is a more recent addition with the toll highway completed in 1999. This road provides an alternate route around the southern portion of Lakeland and ultimately reconnects with I-4 around Polk City. Over the last 20 years, the West Lakeland area has been adding about 55,000 to 70,000 square feet of office space each year.
- The Lake Mary/Heathrow area has seen significant additions to office space since the 1990's. Although I-4 has been open in this corridor for decades International Parkway, which was completed in the late 1990's, created access to a significant amount of developable land in the Heathrow area just west of the interstate. Also contributing to improvements in access was the opening of the SR 417 extension to International Parkway in 2011. Over 2,000,000 square feet of office space was added in this area in each 10 year period from 1990-1999 and 2000 to 2010, averaging about 200,000 new square feet each year. The much smaller land area created a significantly higher density of 1,781 square feet of office space per acre.
- The Southeast Duval County subarea is bisected by I-295, a beltway system around the Jacksonville metro area. The first portion of the eastern section of I-295 opened in 1983, with the remaining sections opening over a long period of time through 2006. In 2009 the entire beltway was considered interstate ready. This is one of the more mature subareas we profiled, with about 7,200,000 to 8,000,000 square feet of office space added in each decade from 1980 on. On average this area has absorbed about 650,000 to 800,000 square feet of each space annually over the past 30 years. Even though the subarea is very large at almost 101,000 acres, it has achieved a ratio of approximately 241 square feet of office space per acre.

The following table summarizes the industrial market within the Mount Dora area and each of the respective subareas.

Table 5.5: Summary of Case Study Subarea's Industrial Market

Year Built	Mt. Dora Area		Lake Mary/Heathrow		West Sanford Area	
	Absorption	Cumulative Total	Absorption	Cumulative Total	Absorption	Cumulative Total
Prior to 1970	49,095	49,095	262,511	262,511	70,000	70,000
1970-1979	339,147	388,242	0	262,511	122,746	192,746
1980-1989	59,106	447,348	0	262,511	474,169	666,915
1990-1999	82,649	529,997	264,804	527,315	1,044,815	1,711,730
2000-2010	138,595	668,592	48,044	575,359	733,780	2,445,510
2011-2012	0	668,592	0	575,359	0	2,445,510
	<u>Avg Annual Absorption</u>	<u>Avg Annual Growth Rate</u>	<u>Avg Annual Absorption</u>	<u>Avg Annual Growth Rate</u>	<u>Avg Annual Absorption</u>	<u>Avg Annual Growth Rate</u>
Prior to 1970	NA	NA	NA	NA	NA	NA
1970-1979	33,915	23.0%	0	NA	12,275	10.7%
1980-1989	5,911	1.4%	0	NA	47,417	13.2%
1990-1999	8,265	1.7%	26,480	7.2%	104,482	9.9%
2000-2010	12,600	2.1%	4,368	0.8%	66,707	3.3%
Capture Rate of County Total:						
Prior to 1970	4.4%	4.4%	10.5%	10.5%	2.8%	2.8%
1970-1979	27.2%	16.4%	0.0%	4.1%	3.2%	3.0%
1980-1989	4.2%	11.8%	0.0%	1.7%	5.4%	4.4%
1990-1999	3.6%	8.7%	4.6%	2.5%	18.3%	8.2%
2000-2010	5.0%	7.6%	0.9%	2.2%	14.4%	9.4%
Area in Acres		44,634		2,816		1,670
Developed SF per Acre		15		204		1,464
Year Built	West Lakeland Area		SE Duval County Area		South Pasco County Area	
	Absorption	Cumulative Total	Absorption	Cumulative Total	Absorption	Cumulative Total
Prior to 1970	2,876,986	2,876,986	1,332,284	1,332,284	12,844	12,844
1970-1979	865,679	3,742,665	3,391,080	4,723,364	119,900	132,744
1980-1989	4,668,977	8,411,642	5,189,240	9,912,604	491,588	624,332
1990-1999	3,448,829	11,860,471	5,486,274	15,398,878	664,945	1,289,277
2000-2010	3,859,148	15,719,619	2,456,514	17,855,392	1,401,950	2,691,227
2011-2012	37,000	15,756,619	13,372	17,868,764	0	2,691,227
	<u>Avg Annual Absorption</u>	<u>Avg Annual Growth Rate</u>	<u>Avg Annual Absorption</u>	<u>Avg Annual Growth Rate</u>	<u>Avg Annual Absorption</u>	<u>Avg Annual Growth Rate</u>
Prior to 1970	NA	NA	NA	NA	NA	NA
1970-1979	86,568	2.7%	339,108	13.5%	11,990	26.3%
1980-1989	466,898	8.4%	518,924	7.7%	49,159	16.7%
1990-1999	344,883	3.5%	548,627	4.5%	66,495	7.5%
2000-2010	350,832	2.6%	223,319	1.4%	127,450	6.9%
Capture Rate of County Total:						
Prior to 1970	35.0%	35.0%	4.2%	4.2%	1.6%	1.6%
1970-1979	15.6%	27.2%	16.1%	8.9%	8.1%	5.7%
1980-1989	39.1%	32.7%	30.7%	14.2%	19.3%	12.8%
1990-1999	37.2%	33.9%	32.1%	17.7%	60.5%	21.6%
2000-2010	31.3%	33.2%	11.4%	16.5%	55.2%	31.7%
Area in Acres		18,720		100,653		82,611
Developed SF per Acre		842		178		33
Year Built	Ft. Myers Airport Area		FL Turnpike/US 27 Area		St. Lucie/Turnpike Area	
	Absorption	Cumulative Total	Absorption	Cumulative Total	Absorption	Cumulative Total
Prior to 1970	0	0	447,266	447,266	0	0
1970-1979	0	0	577,877	1,025,143	449,464	449,464
1980-1989	140,334	140,334	3,608,180	4,633,323	240,033	689,497
1990-1999	347,479	487,813	5,533,367	10,166,690	572,346	1,261,843
2000-2010	950,028	1,437,841	7,569,042	17,735,732	1,891,241	3,153,084
2011-2012	0	1,437,841	105,524	17,841,256	0	3,153,084
	<u>Avg Annual Absorption</u>	<u>Avg Annual Growth Rate</u>	<u>Avg Annual Absorption</u>	<u>Avg Annual Growth Rate</u>	<u>Avg Annual Absorption</u>	<u>Avg Annual Growth Rate</u>
Prior to 1970	NA	NA	NA	NA	NA	NA
1970-1979	0	NA	57,788	NA	44,946	NA
1980-1989	14,033	NA	360,818	16.3%	24,003	4.4%
1990-1999	34,748	13.3%	553,337	8.2%	57,235	6.2%
2000-2010	86,366	10.3%	688,095	5.2%	171,931	8.7%
Capture Rate of County Total:						
Prior to 1970	0.0%	0.0%	0.6%	0.6%	0.0%	0.0%
1970-1979	0.0%	0.0%	1.3%	0.9%	26.1%	14.7%
1980-1989	2.3%	1.0%	8.3%	2.9%	8.4%	11.6%
1990-1999	7.6%	2.6%	14.6%	5.2%	33.4%	16.5%
2000-2010	8.6%	4.9%	27.0%	7.9%	39.8%	25.5%
Area in Acres		13,786		4,275		10,739
Developed SF per Acre		104		4,173		294

Source: CoStar; RERC

As with the office development noted earlier, the Mount Dora area has the lowest ratio of industrial square feet per acre of any area profiled. Some of the pertinent observations from other areas profiled include:

- South Pasco County again has relevance to Mount Dora. The opening of additional north-south access to the area via the Suncoast Parkway impacted the growth of industrial space in South Pasco. After the opening of this corridor, growth in industrial space doubled during the 10 year period starting in 2000 versus the 1990's. Absorption reached about 127,000 square feet of space each year during the most recent decade. The South Pasco area has a ratio of 33 square feet of industrial space per acre, about twice that of the Mount Dora area.
- The West Lakeland area has seen substantial growth in industrial space over most of the time periods analyzed. This area has attributes other than the road network contributing to this growth in industrial space, including rail access. Industrial space has grown at a faster rate than any other area profiled, and currently averages 842 square feet of space per acre. About 350,000 to 470,000 square feet of space has been added each year over the past 30 years.
- The Southeast Duval County area has the largest amount of industrial space of any area profiled. Again, industrial growth has been ongoing for a long period of time, with the greatest amount of activity occurring from 1980 through 1999. During that time frame about 500,000 to 550,000 square feet of space was added each year. The I-295 road access has certainly helped this area as the largest amount of growth occurred after the first section of highway opened. The area currently averages about 178 square feet of industrial space per acre.
- The Homestead extension of the Florida Turnpike was opened in phases between 1973 and 1974 and certainly was a contributor to future growth in industrial square feet in the Florida Turnpike/US 27 area of Dade County. This area has the second highest concentration of industrial space just behind the Southeast Duval County area. However, the Florida Turnpike/US 27 area is much smaller, at about 4,275 acres, only about 4 percent the total acres in Southeast Duval County. This smaller area results in a much higher density of 4,173 square feet of industrial space per acre, by far the highest of all areas profiled. Growth has averaged about 550,000 to 690,000 square feet of industrial space per year over the last 20 years, slightly higher than what has been experienced in Southeast Duval County.
- The West Sanford area had considerable growth in industrial space beginning in 1990 and continuing through the last decade. Industrial space now totals about 2,500,000 square feet and the area has about 1,464 square feet of space per acre, the second highest ratio behind the Florida Turnpike/US 27 area of Dade County. This area also benefited from the opening of the SR 417 section connector to I-4 in 2002. About 70,000 to 100,000 square feet of industrial space was added annually in this area over the last 20 years.

The following table summarizes the retail market within the Mount Dora area and each of the respective subareas.

Table 5.6: Summary of Case Study Subarea's Retail Market

Year Built	Mt. Dora Area		Lake Mary/Heathrow		West Sanford Area	
	Absorption	Cumulative Total	Absorption	Cumulative Total	Absorption	Cumulative Total
Prior to 1970	594,196	594,196	0	0	10,180	10,180
1970-1979	341,324	935,520	0	0	41,738	51,918
1980-1989	541,459	1,476,979	239,075	239,075	12,094	64,012
1990-1999	514,951	1,991,930	324,398	563,473	1,546,958	1,610,970
2000-2010	636,041	2,627,971	958,849	1,522,322	967,175	2,578,145
2011-2012	24,833	2,652,804	25,318	1,547,640	4,113	2,582,258
	<u>Avg Annual Absorption</u>	<u>Avg Annual Growth Rate</u>	<u>Avg Annual Absorption</u>	<u>Avg Annual Growth Rate</u>	<u>Avg Annual Absorption</u>	<u>Avg Annual Growth Rate</u>
Prior to 1970	NA	NA	NA	NA	NA	NA
1970-1979	34,132	4.6%	0	NA	4,174	17.7%
1980-1989	54,146	4.7%	23,908	NA	1,209	2.1%
1990-1999	51,495	3.0%	32,440	9.0%	154,696	38.1%
2000-2010	57,822	2.6%	87,168	9.5%	87,925	4.4%
Capture Rate of County Total:						
Prior to 1970	29.3%	29.3%	0.0%	0.0%	0.4%	0.4%
1970-1979	24.9%	27.5%	0.0%	0.0%	0.9%	0.7%
1980-1989	19.6%	24.0%	3.0%	1.6%	0.2%	0.4%
1990-1999	18.0%	22.1%	4.8%	2.6%	23.1%	7.3%
2000-2010	11.3%	17.9%	15.0%	5.4%	15.1%	9.1%
Area in Acres		44,634		2,816		1,670
Developed SF per Acre		59		550		1,546
Year Built	West Lakeland Area		SF Duval County Area		South Pasco County Area	
	Absorption	Cumulative Total	Absorption	Cumulative Total	Absorption	Cumulative Total
Prior to 1970	177,701	177,701	673,736	673,736	27,217	27,217
1970-1979	131,677	309,378	1,012,462	1,686,198	262,217	289,434
1980-1989	296,069	605,447	2,946,642	4,632,840	605,760	895,194
1990-1999	18,617	624,064	3,934,411	8,567,251	612,408	1,507,602
2000-2010	683,901	1,307,965	4,518,246	13,085,497	4,321,331	5,828,933
2011-2012	0	1,307,965	49,259	13,134,756	8,785	5,837,718
	<u>Avg Annual Absorption</u>	<u>Avg Annual Growth Rate</u>	<u>Avg Annual Absorption</u>	<u>Avg Annual Growth Rate</u>	<u>Avg Annual Absorption</u>	<u>Avg Annual Growth Rate</u>
Prior to 1970	NA	NA	NA	NA	NA	NA
1970-1979	13,168	5.7%	101,246	9.6%	26,222	26.7%
1980-1989	29,607	6.9%	294,664	10.6%	60,576	12.0%
1990-1999	1,862	0.3%	393,441	6.3%	61,241	5.4%
2000-2010	62,173	7.0%	410,750	3.9%	392,848	13.1%
Capture Rate of County Total:						
Prior to 1970	3.7%	3.7%	4.7%	4.7%	1.5%	1.5%
1970-1979	3.5%	3.7%	13.9%	7.8%	8.0%	5.7%
1980-1989	4.6%	4.1%	24.4%	13.8%	9.9%	8.0%
1990-1999	0.4%	3.2%	38.9%	19.6%	20.5%	10.6%
2000-2010	10.5%	5.1%	31.2%	22.5%	57.6%	26.8%
Area in Acres		18,720		100,653		82,611
Developed SF per Acre		70		130		71
Year Built	Ft. Myers Airport Area		FL Turnpike/US 27 Area		St. Lucie/Turnpike Area	
	Absorption	Cumulative Total	Absorption	Cumulative Total	Absorption	Cumulative Total
Prior to 1970	0	0	31,946	31,946	0	0
1970-1979	8,624	8,624	27,428	59,374	0	0
1980-1989	8,519	17,143	27,522	86,896	24,113	24,113
1990-1999	47,699	64,842	18,975	105,871	390,877	414,990
2000-2010	1,052,611	1,117,453	185,656	291,527	1,568,607	1,983,597
2011-2012	0	1,117,453	6,670	298,197	0	1,983,597
	<u>Avg Annual Absorption</u>	<u>Avg Annual Growth Rate</u>	<u>Avg Annual Absorption</u>	<u>Avg Annual Growth Rate</u>	<u>Avg Annual Absorption</u>	<u>Avg Annual Growth Rate</u>
Prior to 1970	NA	NA	NA	NA	NA	NA
1970-1979	862	NA	2,743	NA	0	NA
1980-1989	852	NA	2,752	3.9%	2,411	NA
1990-1999	4,770	14.2%	1,898	2.0%	39,088	32.9%
2000-2010	95,692	29.5%	16,878	9.6%	142,601	15.3%
Capture Rate of County Total:						
Prior to 1970	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%
1970-1979	0.1%	0.1%	0.2%	0.1%	0.0%	0.0%
1980-1989	0.1%	0.1%	0.1%	0.1%	0.9%	0.4%
1990-1999	0.5%	0.2%	0.1%	0.1%	19.8%	5.6%
2000-2010	7.5%	2.6%	0.9%	0.2%	31.0%	15.9%
Area in Acres		13,786		4,275		10,739
Developed SF per Acre		81		70		185

Source: CoStar; RERC

Mount Dora area is dominated by retail development. However, even given this retail dominance, the area has the lowest square feet per acre of any area profiled. Some of the pertinent observations from other areas profiled include:

- The West Sanford area has about the same amount of retail space as the Mount Dora area, although in a much smaller amount of acres. The West Sanford area also includes the Seminole Towne Center Mall, which has about 1,213,000 square feet of space and opened in 1994. The jump in retail space in this area began in the 1990's and is directly related to the opening of the mall.
- The Lake Mary/Heathrow area's growth in retail space occurred after the opening of International Parkway in the late 1990's. About 1,000,000 square feet of space was added from 2000 to 2010. Still this area has a lower amount of overall retail space than the Mount Dora area but does have a much higher ratio of retail space per square feet at 550 square feet per acre.
- The South Pasco County area again is a good example of the potential for Mount Dora. Retail growth exploded in the period from 2000 to 2010 as new households were added to the market. During that time about 400,000 square feet of retail space per year was added to the market. This area has a ratio of about 71 square feet of retail space per acre versus 59 square feet in the Mount Dora area. The West Lakeland area has about the same amount of retail space per acre as the South Pasco market.
- The much larger Southeast Duval County area has a substantial amount of retail space, by far the largest of any area profiled. The area has about 13,000,000 square feet of space, adding from about 300,000 to 400,000 square feet of retail space annually over the last 30 years. The Southeast Duval County area has more than twice the amount of space per acre (130 square feet) as Mount Dora. Certainly the amount of households in the large area is a contributor to the growth in retail space.

The following series of tables summarize the combined office, industrial and retail markets within the Mount Dora area and each of the respective subareas.

Table 5.7.1: Summary of Case Study Subarea's Combined Office, Industrial and Retail Markets

Year Built	Mt. Dora Area		Lake Mary/Heathrow		West Sanford Area	
	Absorption	Cumulative Total	Absorption	Cumulative Total	Absorption	Cumulative Total
Prior to 1970	877,185	877,185	262,511	262,511	81,231	81,231
1970-1979	724,235	1,601,420	0	262,511	164,484	245,715
1980-1989	718,226	2,319,646	931,518	1,194,029	496,263	741,978
1990-1999	636,212	2,955,858	2,602,414	3,796,443	2,595,624	3,337,602
2000-2010	926,156	3,882,014	3,317,718	7,114,161	1,863,197	5,200,799
2011-2012	36,985	3,918,999	25,318	7,139,479	4,113	5,204,912
	<u>Avg Annual Absorption</u>	<u>Avg Annual Growth Rate</u>	<u>Avg Annual Absorption</u>	<u>Avg Annual Growth Rate</u>	<u>Avg Annual Absorption</u>	<u>Avg Annual Growth Rate</u>
Prior to 1970	NA	NA	NA	NA	NA	NA
1970-1979	72,424	6.2%	0	NA	16,448	11.7%
1980-1989	71,823	3.8%	93,152	NA	49,626	11.7%
1990-1999	63,621	2.5%	260,241	12.3%	259,562	16.2%
2000-2010	84,196	2.5%	301,611	5.9%	169,382	4.1%
Capture Rate of County Total:						
Prior to 1970	22.2%	22.2%	4.1%	4.1%	1.3%	1.3%
1970-1979	24.9%	23.3%	0.0%	1.6%	1.6%	1.5%
1980-1989	15.2%	20.0%	4.2%	3.1%	2.2%	1.9%
1990-1999	11.5%	17.3%	15.8%	6.9%	15.8%	6.0%
2000-2010	8.9%	14.1%	19.8%	9.9%	11.1%	7.2%
Area in Acres		44,634		2,816		1,670
Developed SF per Acre		88		2,535		3,116
% Office:						
Prior to 1970	26.7%	26.7%	0.0%	0.0%	1.3%	1.3%
1970-1979	6.0%	17.3%	NA	0.0%	0.0%	0.4%
1980-1989	16.4%	17.0%	74.3%	58.0%	2.0%	1.5%
1990-1999	6.1%	14.7%	77.4%	71.3%	0.1%	0.4%
2000-2010	16.4%	15.1%	69.7%	70.5%	8.7%	3.4%
2011-2012	32.9%	15.2%	0.0%	70.3%	0.0%	3.4%
% Industrial:						
Prior to 1970	5.6%	5.6%	100.0%	100.0%	86.2%	86.2%
1970-1979	46.8%	24.2%	NA	100.0%	74.6%	78.4%
1980-1989	8.2%	19.3%	0.0%	22.0%	95.5%	89.9%
1990-1999	13.0%	17.9%	10.2%	13.9%	40.3%	51.3%
2000-2010	15.0%	17.2%	1.4%	8.1%	39.4%	47.0%
2011-2012	0.0%	17.1%	0.0%	8.1%	0.0%	47.0%
% Retail:						
Prior to 1970	67.7%	67.7%	0.0%	0.0%	12.5%	12.5%
1970-1979	47.1%	58.4%	NA	0.0%	25.4%	21.1%
1980-1989	75.4%	63.7%	25.7%	20.0%	2.4%	8.6%
1990-1999	80.9%	67.4%	12.5%	14.8%	59.6%	48.3%
2000-2010	68.7%	67.7%	28.9%	21.4%	51.9%	49.6%
2011-2012	67.1%	67.7%	100.0%	21.7%	100.0%	49.6%

Source: CoStar; RERC

Table 5.7.2: Summary of Case Study Subarea's Combined Office, Industrial and Retail Markets

<u>Year Built</u>	<u>West Lakeland Area</u>		<u>SE Duval County Area</u>		<u>South Pasco County Area</u>	
	<u>Absorption</u>	<u>Cumulative Total</u>	<u>Absorption</u>	<u>Cumulative Total</u>	<u>Absorption</u>	<u>Cumulative Total</u>
Prior to 1970	3,341,826	3,341,826	2,145,688	2,145,688	53,807	53,807
1970-1979	1,067,538	4,409,364	5,490,120	7,635,808	384,964	438,771
1980-1989	5,022,475	9,431,839	15,647,031	23,282,839	1,173,429	1,612,200
1990-1999	4,180,321	13,612,160	17,572,403	40,855,242	1,349,109	2,961,309
2000-2010	5,148,954	18,761,114	14,214,349	55,069,591	7,666,945	10,628,254
2011-2012	37,000	18,798,114	196,865	55,266,456	111,724	10,739,978
	<u>Avg Annual Absorption</u>	<u>Avg Annual Growth Rate</u>	<u>Avg Annual Absorption</u>	<u>Avg Annual Growth Rate</u>	<u>Avg Annual Absorption</u>	<u>Avg Annual Growth Rate</u>
Prior to 1970	NA	NA	NA	NA	NA	NA
1970-1979	106,754	2.8%	549,012	13.5%	38,496	23.4%
1980-1989	502,248	7.9%	1,564,703	11.8%	117,343	13.9%
1990-1999	418,032	3.7%	1,757,240	5.8%	134,911	6.3%
2000-2010	468,087	3.0%	1,292,214	2.8%	696,995	12.3%
Capture Rate of County Total:						
Prior to 1970	20.5%	20.5%	3.8%	3.8%	1.7%	1.7%
1970-1979	9.9%	16.3%	16.0%	8.3%	6.7%	4.9%
1980-1989	24.6%	19.9%	36.3%	17.3%	11.6%	8.4%
1990-1999	26.8%	21.6%	45.9%	23.6%	27.3%	12.3%
2000-2010	24.7%	22.3%	30.7%	25.1%	57.8%	28.5%
Area in Acres		18,720		100,653		82,611
Developed SF per Acre		1,004		549		130
% Office:						
Prior to 1970	8.6%	8.6%	6.5%	6.5%	25.5%	25.5%
1970-1979	6.6%	8.1%	19.8%	16.1%	0.7%	3.8%
1980-1989	1.1%	4.4%	48.0%	37.5%	6.5%	5.7%
1990-1999	17.1%	8.3%	46.4%	41.3%	5.3%	5.6%
2000-2010	11.8%	9.2%	50.9%	43.8%	25.4%	19.8%
2011-2012	0.0%	9.2%	68.2%	43.9%	92.1%	20.6%
% Industrial:						
Prior to 1970	86.1%	86.1%	62.1%	62.1%	23.9%	23.9%
1970-1979	81.1%	84.9%	61.8%	61.9%	31.1%	30.3%
1980-1989	93.0%	89.2%	33.2%	42.6%	41.9%	38.7%
1990-1999	82.5%	87.1%	31.2%	37.7%	49.3%	43.5%
2000-2010	75.0%	83.8%	17.3%	32.4%	18.3%	25.3%
2011-2012	100.0%	83.8%	6.8%	32.3%	0.0%	25.1%
% Retail:						
Prior to 1970	5.3%	5.3%	31.4%	31.4%	50.6%	50.6%
1970-1979	12.3%	7.0%	18.4%	22.1%	68.1%	66.0%
1980-1989	5.9%	6.4%	18.8%	19.9%	51.6%	55.5%
1990-1999	0.4%	4.6%	22.4%	21.0%	45.4%	50.9%
2000-2010	13.3%	7.0%	31.8%	23.8%	56.4%	54.8%
2011-2012	0.0%	7.0%	25.0%	23.8%	7.9%	54.4%

Source: CoStar; RERC

Table 5.7.3: Summary of Case Study Subarea's Combined Office, Industrial and Retail Markets

Year Built	Ft. Myers Airport Area		FL Turnpike/US 27 Area		St. Lucie/Turnpike Area	
	Absorption	Cumulative Total	Absorption	Cumulative Total	Absorption	Cumulative Total
Prior to 1970	0	0	479,212	479,212	0	0
1970-1979	8,624	8,624	628,477	1,107,689	451,337	451,337
1980-1989	161,729	170,353	3,660,385	4,768,074	318,408	769,745
1990-1999	600,137	770,490	5,562,247	10,330,321	1,171,264	1,941,009
2000-2010	2,452,057	3,222,547	8,553,730	18,884,051	3,910,845	5,851,854
2011-2012	159,141	3,381,688	112,194	18,996,245	17,576	5,869,430
	<u>Avg Annual Absorption</u>	<u>Avg Annual Growth Rate</u>	<u>Avg Annual Absorption</u>	<u>Avg Annual Growth Rate</u>	<u>Avg Annual Absorption</u>	<u>Avg Annual Growth Rate</u>
Prior to 1970	NA	NA	NA	NA	NA	NA
1970-1979	862	NA	62,848	NA	45,134	NA
1980-1989	16,173	34.8%	366,039	15.7%	31,841	5.5%
1990-1999	60,014	16.3%	556,225	8.0%	117,126	9.7%
2000-2010	222,914	13.9%	777,612	5.6%	355,531	10.6%
Capture Rate of County Total:						
Prior to 1970	0.0%	0.0%	0.4%	0.4%	0.0%	0.0%
1970-1979	0.1%	0.0%	0.8%	0.5%	14.1%	6.6%
1980-1989	0.9%	0.4%	3.7%	1.5%	4.4%	5.5%
1990-1999	3.4%	1.3%	9.0%	2.8%	26.4%	10.5%
2000-2010	7.8%	3.5%	12.6%	4.3%	34.9%	19.7%
Area in Acres		13,786		4,275		10,739
Developed SF per Acre		245		4,443		547
% Office:						
Prior to 1970	NA	NA	0.0%	0.0%	NA	NA
1970-1979	0.0%	0.0%	3.7%	2.1%	0.4%	0.4%
1980-1989	8.0%	7.6%	0.7%	1.0%	17.0%	7.3%
1990-1999	34.2%	28.3%	0.2%	0.6%	17.8%	13.6%
2000-2010	18.3%	20.7%	9.3%	4.5%	11.5%	12.2%
2011-2012	100.0%	24.4%	0.0%	4.5%	100.0%	12.5%
% Industrial:						
Prior to 1970	NA	NA	93.3%	93.3%	NA	NA
1970-1979	0.0%	0.0%	91.9%	92.5%	99.6%	99.6%
1980-1989	86.8%	82.4%	98.6%	97.2%	75.4%	89.6%
1990-1999	57.9%	63.3%	99.5%	98.4%	48.9%	65.0%
2000-2010	38.7%	44.6%	88.5%	93.9%	48.4%	53.9%
2011-2012	0.0%	42.5%	94.1%	93.9%	0.0%	53.7%
% Retail:						
Prior to 1970	NA	NA	6.7%	6.7%	NA	NA
1970-1979	100.0%	100.0%	4.4%	5.4%	0.0%	0.0%
1980-1989	5.3%	10.1%	0.8%	1.8%	7.6%	3.1%
1990-1999	7.9%	8.4%	0.3%	1.0%	33.4%	21.4%
2000-2010	42.9%	34.7%	2.2%	1.5%	40.1%	33.9%
2011-2012	0.0%	33.0%	5.9%	1.6%	0.0%	33.8%

Source: CoStar; RERC

The combined office, industrial and retail land uses continue the trends noted earlier for Mount Dora. The Mount Dora area has the lowest square feet per acre (88) of any area profiled. The South Pasco area is the next highest at 130 square feet per acre. Some of the pertinent observations from other areas profiled include:

- The retail dominance in the Mount Dora area can clearly be seen. In the current and most prior time periods, that land use represented about 68% of the market. Office and industrial land uses have been declining as a percentage of total acres over time. Also, the Mount Dora area has seen a declining capture rate of development within the County. All of the other subareas have achieved increasing shares of development within their respective counties. This means other areas in Lake County have been able to attract an increasing share of development. To date the Mount Dora area has not been as desirable for office and industrial development as other areas of the County.
- The annual absorption rate in the Mount Dora area is far less than what has been achieved in the other profiled areas. Many of the other areas have ranged from about 300,000 to 500,000 square feet of new office, retail and industrial space each year. Those areas that were significantly above this range are in locations that may not be comparable to the future potential in Mount Dora. However, the experience of some of the subareas does provide proof that development can increase dramatically over a relatively short period of time. For example, the South Pasco area jumped from an annual absorption rate of about 135,000 square feet in the 1990's to approximately 697,000 square feet annually from 2000 through 2010. As noted earlier, the Suncoast Parkway's opening allowed access to new greenfield areas just north of the Hillsborough/Pasco County line and was a factor in the rapid growth that occurred during the last decade. The Lake Mary/Heathrow area had a large jump in development from the 1980's (93,000 square feet per year) to the 1990's (260,000 square feet per year). The Ft. Myers Airport and St. Lucie/Turnpike areas also had a large growth in developed square feet from the 1990's to the 2000's, increasing almost three to four times from the earlier to the later time period.
- Each area is unique and has a varying amount of office, retail and industrial space. On average the percent of developed square feet is approximately 23% office, 45% industrial and 33% retail. Some areas are dominated by a particular land use, such as:
 - Mount Dora: Retail
 - Lake Mary/Heathrow: Office
 - West Lakeland: Industrial
 - South Pasco: Retail
 - Ft. Myers Airport: Industrial
 - Florida Turnpike/US 27: Industrial
 - St. Lucie/Florida Turnpike: Industrial

It would be rare to have all three of these land uses coexisting in equal amounts. For example, traditional office and industrial development usually do not make good partners unless the land area in question is so large that separation can occur. Office/warehouse space is more likely to locate in industrial areas than traditional office. Retail can coexist with either office or industrial space but generally prefers office, again unless there is enough land area to create separation amongst the uses.

Implications

Lake County is generally less developed in office, retail and industrial space as the other counties profiled. This trend continues with the Mount Dora area versus the other subareas we profiled. However, the experience of some of the subareas that have undergone improved access provides some examples on what could occur in the Mount Dora area in the future after the Wekiva Parkway is in place. Several of the subareas had significant jumps in development of new office, industrial or retail space after access was improved. It is highly likely that the proposed Mount Dora Employment Center will experience growth in demand once the Parkway is complete. However, there are some limiting factors that could temper this growth, including:

- All of the areas we profiled had more available land than the Mount Dora Employment Center. This would certainly impact the absolute amount of space that could be developed. Also, the road improvements themselves will take up some of the available land and other areas in the site are not developable due to wetlands or other issues. Taking these into account, about 1,152 acres of the total 1,320 acre site could be developable. The wetlands and road impacts will need to be better defined in future study efforts.
- As noted earlier, the site is dominated by land parcels that are less than 5 acres in size. About 65% of the parcels fall in this category. There are 10 parcels that account for about 560 acres (46% of the site less impact of roads and right of way). Several of the larger parcels are adjacent to each other, meaning the ability to assemble those areas into larger development sites should be enhanced. However, some of the larger parcels south of SR 46 are not adjacent to the roadway, limiting their access.
- The Mount Dora Employment Center will compete with other areas in attracting development activity. In particular, the proposed Kelly Park Crossing project located in Orange County off the Wekiva Parkway, has up 9,200,000 square feet of approved entitlements, which could compete directly with the subject site.
- The 1,152 acres of developable land at the subject site could have a bearing on the mix of land uses that are compatible with each other. As noted earlier, certain land uses do not mix well together unless there is sufficient room for separation. Although there are some limitations due to the absolute amount of developable acres, some separation could be created via the road improvements that will occur through the site. The road improvements separate the site into five quadrants ranging in size from 108 to 434 acres, which may allow the noted separation of land uses to some degree.

6.0 INTERVIEWS AND DISCUSSIONS

The enormity of the undertaking and the prospects of its impacts on the City and nearby areas suggest the need to engage at least some property owners and other key stakeholders to solicit their opinion about opportunities, constraints, observed trends, and general planning issues. RERC staff contacted a number of people to solicit different prospective, building on some comments gathered in the course of the initial meeting held earlier in November 2013.

In general, there is the impression the area will undergo substantial transformation as the road ultimately opens. While some are concerned about a loss of rural character and the physical consequences of the road's completion, others have formed a vision of what the area might be. Selected comments were useful in selecting our case study areas.

Some of those with an ostensible understanding of road's impacts already observe the possibility change may occur *even before* the road opens, effectively the outcome of people selling, making plans, or buying property. Mount Dora is well ahead of other areas that could be similarly affected by the road's completion [Mount Plymouth for example] but are taking no action. Given the scale of potential development, there is an obvious sense it is not too early to secure a position along the corridor.

Without attributing comments to specific people, several suggested that healthcare and education needed to be indeed in the mix of future development. Regarding health care, it was suggested Mount Dora has ceded all of its tertiary care and much of its secondary care needs to other communities. With a population increase likely to accompany the plan's implementation, it was intimated that health options need to be considered now. Moreover this area seemed to be a naturally attractive site given its location at the extreme east side of the county. As one of the farthest points east, it may also be underserved by academic opportunities beyond the high school level. While we did not complete either a health care analysis or an academic analysis specifically, the two are obviously symbiotically related based on the emergence of the healthcare profession generally and the proximity to University of Central Florida and its medical school.

These observations were vetted with both healthcare and academic professionals who seemed generally in agreement that benefits could be reciprocal and extend to other uses. Not only are these particular uses symbiotic, they could function to advance the timetable of the area's overall development, providing a large number of jobs and visually anchoring the location in the market. Among key property owners there appears to be some realization that one or both of these substantial uses, should they be incorporated in the master plan, would add to the advantages already seeded by the road. Valencia College and Seminole State College were discussed as examples. These have both grown enormously as they have extended their classroom services into areas which may have otherwise been difficult to reach.

One real estate professional with whom we spoke at length voiced some concerns about the layer of regulations that might thwart specific opportunities along the corridor. This party was dissuaded from being involved in the area's longer term development because of the combined challenges associated with approvals, small parcelization, funds as yet uncommitted for nominal local improvements, and potentially overvalued properties. All of these together mitigate in demonstrable ways the City's efforts to implement a cohesive plan of action. Certainly, any one of the potential obstacles is problematic but they become more so when many properties must

be acquired and any one may distort the total effort. Certainly, the possibility exists that these impediments will slow any overall development timetable.

Despite the evidently attractive overall access, some expressed concern about the overall bifurcation of the property. In general terms, the fear is that circulation between and among parcels could prove difficult even as regional access to the area is good. In effect, road alignment could impose some challenges to linking the best parcels together and undermine the best overall plan for the larger area.

The real estate brokerage community is eying the corridor and the study area with great interest. There is recognition the corridor properties could take on varied character as it develops.

Implications

Even as many are very optimistic about the future of the study area and the opportunities associated with the Wekiva Parkway, there is a recognition that many development initiatives may have to be small. As a result, the creation of an overarching plan that enables the area's full potential to be realized is a logistics challenge. It remains to be seen how the property's ownership and its division will impact any implementation plans. For the moment, we believe that the planned parkway may naturally divide the property in a way that serves as an organizing spine allowing uses, which might otherwise not be complementary, to locate nearby. Effectively the uses could be buffered by a combination of road alignment, grade separations and gateways features. Still, whatever opportunities there could be may unfold slowly initially as various property owners explore their options.

It seems most likely there will have to be incentives and interventionist efforts to overcome inertia. There may have to be certain public investments, presently not being considered, that would advance some activities and strategies.

7.0 LONG TERM OUTLOOK

Our analysis points to a number of different land uses which are appropriate for the properties in question but their mix and timing will depend upon several factors connected to the form of the plan itself, the parcelization of the holdings, and the willing exchanges between buyers and sellers as opportunities arise.

Toward quantifying those uses, we prepared a series of population projections for Lake County extending through 2040 and then estimated the commensurate space needs linked to those long term projections. The projections were based on per capita square feet estimates based on the current situation in Lake County compared to other counties that may have already experienced growth as their markets matured.

The table below shows varying relationships among large, small, urban and rural counties in Florida. The data links the period's estimated population and the actual square footage of the various uses listed.

Table 7.1: Per Capita Square Feet in Service for Selected Commercial Land Uses 1990-2010

County	Industrial			County	Office			County	Retail/Restaurants		
	1990	2000	2010		1990	2000	2010		1990	2000	2010
	Per Capita				Per Capita				Per Capita		
Alachua	37	45	54	Alachua	28	32	36	Alachua	47	49	51
Charlotte	22	24	28	Charlotte	18	18	26	Charlotte	47	54	65
Clay	43	41	37	Clay	17	17	21	Clay	52	47	49
Collier	46	39	37	Collier	16	16	18	Collier	62	57	71
Miami-Dade	83	89	92	Miami-Dade	41	40	45	Miami-Dade	46	47	50
DeSoto	33	29	70	DeSoto	11	10	11	DeSoto	48	40	45
Duval	118	131	147	Duval	57	67	70	Duval	47	51	61
Escambia	45	50	57	Escambia	31	34	40	Escambia	65	71	83
Gadsden	78	87	98	Gadsden	10	11	14	Gadsden	35	33	40
Glades	38	30	25	Glades	5	26	29	Glades	21	18	22
Hardee	21	20	26	Hardee	13	10	11	Hardee	40	33	42
Highlands	37	34	39	Highlands	17	17	20	Highlands	48	51	56
Hillsborough	94	94	88	Hillsborough	57	63	61	Hillsborough	45	53	53
Lee	52	54	58	Lee	31	32	34	Lee	53	60	67
Liberty	75	70	60	Liberty	10	11	10	Liberty	19	17	20
Okaloosa	37	39	60	Okaloosa	31	35	42	Okaloosa	56	67	78
Okeechobee	20	40	46	Okeechobee	15	16	18	Okeechobee	68	67	69
Orange	97	99	101	Orange	53	54	58	Orange	45	52	57
Osceola	33	32	33	Osceola	19	19	18	Osceola	45	43	48
Pasco	28	32	34	Pasco	16	16	19	Pasco	51	49	52
Polk	93	108	110	Polk	22	23	22	Polk	48	52	51
St. Lucie	44	43	48	St. Lucie	15	16	16	St. Lucie	35	35	37
Seminole	49	56	62	Seminole	30	38	46	Seminole	45	54	59
Volusia	34	40	50	Volusia	20	22	27	Volusia	61	63	73

Source: CoStar; RERC

Based upon the data described, we subsequently evaluated the general location's ability to capture or support a part of this future potential based upon considerations of the property's general configuration, access, ownership, and development patterns experienced elsewhere. Given the number of likely uses and the many variables influencing the actual deployment of any specific parcel, the analysis points to obvious time frames in which expectations might be realized and greater or lesser inventories of space and jobs which might be accommodated. Further, local preferences or policies could advance or delay certain uses. At least today, the disparate number of owners may be the most challenging consideration to address as any longer term plan is implemented.

Population and space projections

While potential uses will almost certainly include some commercial office, healthcare, educational, and other uses, we believe the emphasis will be on varying intensities of industrial and distribution type of facilities capable of supporting distribution, manufacturing, and technology activities. These activities will be complemented by office and retail uses. The latter could serve site specific employment populations as well as nearby resident populations.

This basic assessment underlies our long term outlook which extends to 2040. We used three sets of population projections reflecting low, medium and high estimates that tie our projections of population and space utilization patterns together. The highest figures generally assume the most aggressive growth scenarios for both the region and the county, increasing population gains in the county relative to nearby counties which will have fewer land options as the region matures, and patterns of space needs which demonstrate increasing concentrations of space relative to the resident population and diversity in the employment mix.

The outcome of this analysis, shown on the following page in Table 7.2, was then compared with that of several other counties and tested for reasonableness. The table on the following page summarizes our estimates of future office, industrial and retail square feet in Lake County through 2040. Estimated square feet per capita for each land use was derived using historic information from other counties as a base. These estimates appear reasonable given the history in Lake County and the potential for future growth given the improvements in access to the area.

Table 7.2: Lake County's Projected Office, Industrial and Retail Square Feet, 2015-2040

	Per Capita SF	Total County SF			Avg Annual Growth Rates			Increase in Total County SF			Avg Annual County SF Absorption		
		Low	Midpoint	High	Low	Midpoint	High	Low	Midpoint	High	Low	Midpoint	High
Office:													
2010		3,970,576	3,970,576	3,970,576	NA	NA	NA	NA	NA	NA	NA	NA	NA
2015	14	4,254,600	4,526,200	4,797,800	1.4%	2.7%	3.9%	284,024	555,624	827,224	56,805	111,125	165,445
2020	14	4,564,000	5,071,500	5,579,000	1.4%	2.3%	3.1%	309,400	545,300	781,200	61,880	109,060	156,240
2025	16	5,504,000	6,400,800	7,297,600	3.8%	4.8%	5.5%	940,000	1,329,300	1,718,600	188,000	265,860	343,720
2030	18	6,445,800	7,860,600	9,275,400	3.2%	4.2%	4.9%	941,800	1,459,800	1,977,800	188,360	291,960	395,560
2035	20	7,364,000	9,441,000	11,518,000	2.7%	3.7%	4.4%	918,200	1,580,400	2,242,600	183,640	316,080	448,520
2040	22	8,247,800	11,145,200	14,042,600	2.3%	3.4%	4.0%	883,800	1,704,200	2,524,600	176,760	340,840	504,920
Industrial:													
2010		8,846,250	8,846,250	8,846,250	NA	NA	NA	NA	NA	NA	NA	NA	NA
2015	30	9,117,000	9,699,000	10,281,000	0.6%	1.9%	3.1%	270,750	852,750	1,434,750	54,150	170,550	286,950
2020	31	10,106,000	11,229,750	12,353,500	2.1%	3.0%	3.7%	989,000	1,530,750	2,072,500	197,800	306,150	414,500
2025	32	11,008,000	12,801,600	14,595,200	1.7%	2.7%	3.4%	902,000	1,571,850	2,241,700	180,400	314,370	448,340
2030	34	12,175,400	14,847,800	17,520,200	2.0%	3.0%	3.7%	1,167,400	2,046,200	2,925,000	233,480	409,240	585,000
2035	36	13,255,200	16,993,800	20,732,400	1.7%	2.7%	3.4%	1,079,800	2,146,000	3,212,200	215,960	429,200	642,440
2040	38	14,246,200	19,250,800	24,255,400	1.5%	2.5%	3.2%	991,000	2,257,000	3,523,000	198,200	451,400	704,600
Retail:													
2010		14,653,545	14,653,545	14,653,545	NA	NA	NA	NA	NA	NA	NA	NA	NA
2015	49	14,891,100	15,841,700	16,792,300	0.3%	1.6%	2.8%	237,555	1,188,155	2,138,755	47,511	237,631	427,751
2020	50	16,300,000	18,112,500	19,925,000	1.8%	2.7%	3.5%	1,408,900	2,270,800	3,132,700	281,780	454,160	626,540
2025	51	17,544,000	20,402,550	23,261,100	1.5%	2.4%	3.1%	1,244,000	2,290,050	3,336,100	248,800	458,010	667,220
2030	52	18,621,200	22,708,400	26,795,600	1.2%	2.2%	2.9%	1,077,200	2,305,850	3,534,500	215,440	461,170	706,900
2035	53	19,514,600	25,018,650	30,522,700	0.9%	2.0%	2.6%	893,400	2,310,250	3,727,100	178,680	462,050	745,420
2040	54	20,244,600	27,356,400	34,468,200	0.7%	1.8%	2.5%	730,000	2,337,750	3,945,500	146,000	467,550	789,100
Total:													
2010		27,470,371	27,470,371	27,470,371	NA	NA	NA	NA	NA	NA	NA	NA	NA
2015	93	28,262,700	30,066,900	31,871,100	0.6%	1.8%	3.0%	792,329	2,596,529	4,400,729	158,466	519,306	880,146
2020	95	30,970,000	34,413,750	37,857,500	1.8%	2.7%	3.5%	2,707,300	4,346,850	5,986,400	541,460	869,370	1,197,280
2025	99	34,056,000	39,604,950	45,153,900	1.9%	2.8%	3.6%	3,086,000	5,191,200	7,296,400	617,200	1,038,240	1,459,280
2030	104	37,242,400	45,416,800	53,591,200	1.8%	2.8%	3.5%	3,186,400	5,811,850	8,437,300	637,280	1,162,370	1,687,460
2035	109	40,133,800	51,453,450	62,773,100	1.5%	2.5%	3.2%	2,891,400	6,036,650	9,181,900	578,280	1,207,330	1,836,380
2040	114	42,738,600	57,752,400	72,766,200	1.3%	2.3%	3.0%	2,604,800	6,298,950	9,993,100	520,960	1,259,790	1,998,620

Source: RERC

Market penetration or capture

The analysis above describes our broad approach to estimating a long term outlook for an area and location which will compete at a number of levels with many different settings, each with advantages and disadvantages. This area's superior access, the relatively limited number of interchanges along the road's alignment, the planned entitlements, and the availability of other supportive infrastructure make it a dynamic and robust location over time.

That said, in both the long and short term there are other emerging and established areas in Lake County itself and throughout central Florida that will remain major employment centers. Even as some of these reach maturity, others will be redeveloped to take advantage of, or to secure, their locations. At least in the short term, the most obvious nearby competing location is associated with the Kelly Park Crossing DRI project, effectively accessed by the closest interchange in neighboring Orange County and envisioned as both a major residential and non-residential project. Areas further south in Lake County have been addressed in terms of Mount Dora's potential share.

The capture rates applied in this analysis stem largely from observations and interpretations of the case study situations, prior development patterns in the region, and our own understanding about the competitive framework in the region. The case study holdings or locations have

generally emerged over 10 to 20 year time frame in the context of very dynamic and competing settings. We believe the experience of the case study group in particular is instructive regarding a pace of development, a market share, and intensity of activity that could be expected.

At the same time, we are mindful that Lake County has failed to enhance its share of regional activity even as Seminole has materially improved its regional capture. We believe Seminole's dominant position, if not falling away, will begin to decline as locations in southeast Orange, west Orange and Lake mature. Certainly, the beltways and parkways which connect the region will open new lands and opportunities. We believe our analysis centered on Lake County and its share of the region's longer term economic activity establishes the basis for our outlook and understanding about this location's competitiveness.

The table below summarizes our estimates of potential future development at the subject site based on site capture percentages of the County's growth in supply for each land use (office, industrial, retail). Other land uses could certainly occur which would make use of land not fully utilized on-site.

Table 7.3: Site Capture of Lake County's Projected Office, Industrial and Retail Square Feet, 2015-2040

	Site Capture %	Site Cumulative Total SF			Site Avg Annual SF Absorption			FAR			Cumulative Acres		
		Low	Midpoint	High	Low	Midpoint	High	Low	Midpoint	High	Low	Midpoint	High
Office:													
2010	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
2015	0.0%	0	0	0	0	0	0	0.25	0.25	0.25	0	0	0
2020	0.0%	0	0	0	0	0	0	0.25	0.25	0.25	0	0	0
2025	10.0%	94,000	132,930	171,860	18,800	26,586	34,372	0.25	0.25	0.25	9	12	16
2030	20.0%	282,360	424,890	567,420	37,672	58,392	79,112	0.25	0.25	0.25	26	39	52
2035	25.0%	511,910	819,990	1,128,070	45,910	79,020	112,130	0.25	0.25	0.25	47	75	104
2040	30.0%	777,050	1,331,250	1,885,450	53,028	102,252	151,476	0.25	0.25	0.25	71	122	173
Industrial:													
2010	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
2015	0.0%	0	0	0	0	0	0	0.20	0.20	0.20	0	0	0
2020	0.0%	0	0	0	0	0	0	0.20	0.20	0.20	0	0	0
2025	15.0%	135,300	235,778	336,255	27,060	47,156	67,251	0.20	0.20	0.20	16	27	39
2030	25.0%	427,150	747,328	1,067,505	58,370	102,310	146,250	0.20	0.20	0.20	49	86	123
2035	35.0%	805,080	1,498,428	2,191,775	75,586	150,220	224,854	0.20	0.20	0.20	92	172	252
2040	40.0%	1,201,480	2,401,228	3,600,975	79,280	180,560	281,840	0.20	0.20	0.20	138	276	413
Retail:													
2010	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
2015	0.0%	0	0	0	0	0	0	0.15	0.15	0.15	0	0	0
2020	0.0%	0	0	0	0	0	0	0.15	0.15	0.15	0	0	0
2025	4.0%	49,760	91,602	133,444	9,952	18,320	26,689	0.15	0.15	0.15	8	14	20
2030	6.0%	114,392	229,953	345,514	12,926	27,670	42,414	0.15	0.15	0.15	18	35	53
2035	8.0%	185,864	414,773	643,682	14,294	36,964	59,634	0.15	0.15	0.15	28	63	99
2040	10.0%	258,864	648,548	1,038,232	14,600	46,755	78,910	0.15	0.15	0.15	40	99	159
Total:													
2010		NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
2015		0	0	0	0	0	0	NA	NA	NA	0	0	0
2020		0	0	0	0	0	0	NA	NA	NA	0	0	0
2025		279,060	460,310	641,559	55,812	92,062	128,312	0.20	0.20	0.20	32	53	75
2030		823,902	1,402,171	1,980,439	108,968	188,372	267,776	0.20	0.20	0.20	92	160	228
2035		1,502,854	2,733,191	3,963,527	135,790	266,204	396,618	0.21	0.21	0.21	168	311	454
2040		2,237,394	4,381,026	6,524,657	146,908	329,567	512,226	0.21	0.21	0.21	249	497	745

Source: CoStar; RERC

As can be seen in the following table, the midpoint scenario's site capture percentages for the combined office, industrial and retail land uses are in-line with the Mount Dora area's historic capture of the County's growth in supply shown earlier in Table 4.5. The site capture percentages in later years reflect slight increases from the past Mount Dora area capture due to the improved access that will occur once the Wekiva Parkway is completed.

Table 7.4: Site Capture Percentages for the Combined Office, Industrial and Retail Square Feet, 2015-2040

<u>Year</u>	<u>Site Capture Percentage</u>		
	<u>Low</u>	<u>Midpoint</u>	<u>High</u>
2010	0.0%	0.0%	0.0%
2015	0.0%	0.0%	0.0%
2020	0.0%	0.0%	0.0%
2025	0.8%	1.2%	1.4%
2030	2.2%	3.1%	3.7%
2035	3.7%	5.3%	6.3%
2040	5.2%	7.6%	9.0%

Source: CoStar; RERC

If the property is developed as noted earlier, the percent of office, industrial and retail development would be as follows.

Table 7.5: Percentage of Office, Industrial and Retail Square Feet Developed at Subject Site, 2015-2040

	<u>% of Site Total SF</u>		
	<u>Low</u>	<u>Midpoint</u>	<u>High</u>
Office:			
2010	NA	NA	NA
2015	NA	NA	NA
2020	NA	NA	NA
2025	33.7%	28.9%	26.8%
2030	34.3%	30.3%	28.7%
2035	34.1%	30.0%	28.5%
2040	34.7%	30.4%	28.9%
Industrial:			
2010	NA	NA	NA
2015	NA	NA	NA
2020	NA	NA	NA
2025	48.5%	51.2%	52.4%
2030	51.8%	53.3%	53.9%
2035	53.6%	54.8%	55.3%
2040	53.7%	54.8%	55.2%
Retail:			
2010	NA	NA	NA
2015	NA	NA	NA
2020	NA	NA	NA
2025	17.8%	19.9%	20.8%
2030	13.9%	16.4%	17.4%
2035	12.4%	15.2%	16.2%
2040	11.6%	14.8%	15.9%
Total:			
2010	NA	NA	NA
2015	NA	NA	NA
2020	NA	NA	NA
2025	100.0%	100.0%	100.0%
2030	100.0%	100.0%	100.0%
2035	100.0%	100.0%	100.0%
2040	100.0%	100.0%	100.0%

Source: CoStar; RERC

This mix of office, industrial and retail land uses makes sense given the area's future improvements in access beginning around 2020. We have assumed that no significant development will occur on-site until after the Wekiva Parkway is completed. By 2040 office, industrial and retail will make up approximately 30%, 55% and 15%, respectively of these land uses combined square feet.

Sequence of development

The exurban location and road access suggest to us that the various industrial and distribution opportunities will emerge first, possibly in conjunction with aggressive plans for the addition of regional educational and healthcare facilities. While modest office development may occur in response to the industrial activities, they will be among the last kinds of uses to be implemented at a major scale. Various other commercial uses (mainly retail) will occur as the location is established but will depend primarily on the addition of residential population. We believe that some residential development is an attractive use in the larger mix because it complements those that should occur as the employment concept is established.

The table below summarizes, the excess acres that will be available for other land uses after office, retail and industrial uses are developed.

Table 7.6: Excess Acres at Subject Site after Office, Retail and Industrial Development, 2015-2040

<u>Year</u>	<u>Remaining Site Acres</u>		
	<u>Low</u>	<u>Midpoint</u>	<u>High</u>
2010	922	922	922
2015	922	922	922
2020	922	922	922
2025	890	868	847
2030	829	762	694
2035	754	611	468
2040	673	424	176

Source: CoStar; RERC

We have assumed that the approximate 1,152 acres of developable property would be reduced by about 20% to account for internal roads and other infrastructure. About 922 acres would remain to be allocated to various land uses. As can be seen above, the high scenario makes use of a significant amount of the property, leaving only about 176 acres for other uses, such as residential, hospital/medical, institutional, etc. The low and midpoint scenarios have much more land available for these other uses, or continued absorption of office, retail and industrial development beyond the 2040 time period.

Nature and form of development

The overall program is not highly intensive because of its form. Throughout the case studies, the overall intensity of developed square feet per acre for combined office, industrial and retail uses ranged from about 88 square feet to 4,400 square feet. By 2040, our projected development program results in about 1,700 square feet per acre for the low scenario, 3,300 square feet for the midpoint and 4,900 square feet for the high scenario. The midpoint and high scenarios may appear to have a very large intensity of development based on the case studies. However, all of the case study areas are much larger in size than our total site (1,320 acres).

The smallest site area in size was West Sanford at 1,670 acres, which had a development intensity of approximately 3,116 square feet per acre. This compares favorably to our midpoint estimate. These figures, however, are “modified” gross densities or intensities in that the case studies include some combination of internal and major roads that would otherwise not be included for plan estimation purposes. The subject site would also have an internal road system and other infrastructure that would make use of some of the available property.

Implications

While the analysis is obviously conceptual, it relies upon both observed and historical experience to set a baseline outlook which could be accelerated with the addition of one or two major users, projects, or initiatives. Still, this employment center is, and is plausibly expected to be, a long term undertaking.

Whatever the actual mix and future of the study area and the opportunities associated with the Wekiva Parkway, many of the early development efforts are likely to be small with the market’s share and the total inventory growing at increasing rates over time.

Though much of what will actually occur here is dependent upon competing activity, both the City of Mount Dora and Lake County can begin to work cooperatively with certain institutional users to seed the location and establish it as an emerging commercial center in the region.

While the properties in this employment area should not center on residential uses, they can fit into the mix. Similarly, retail has a purpose and a beneficial connection but will not dominate the opportunities.

As for residential uses, while not a focus of this study, they are logically thought of as indirect uses generated by growing employment counts.

We believe our conversations with others associated with the healthcare and education communities point to opportunities in those areas. We also believe that those uses could potentially accelerate the uses estimated so we are strong advocates of accommodating them in the overall program. They would certainly complement the principal uses.