2018-2019 Florida Job Growth Grant Fund  
Public Infrastructure Grant Proposal

Proposal Instructions: The Florida Job Growth Grant Fund Proposal (this document) must be completed by the governmental entity applying for the grant and signed by either the chief elected official, the administrator for the governmental entity or their designee. Please read the proposal carefully as some questions may require a separate narrative to be completed. If additional space is needed, attach a word document with your entire answer.

**Governmental Entity Information**

Name of Governmental Entity: Lake County Board of County Commissioners  
Government Federal Employer Identification Number: [REDACTED]

Primary Contact Name: Brandon Matulka  
Title: Executive Director, Agency for Economic Prosperity  
Mailing Address: 20763 US 27  
Groveland, FL 34736  
Phone Number: 352-742-3926  
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Secondary Contact Name: Amanda Johnson  
Title: Manager, Business Development  
Phone Number: 352-742-3927

**Public Infrastructure Grant Eligibility**

Pursuant to section 228.101, 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.
   Lake County is proposing an infrastructure improvement that consists of widening and extending Round Lake Road in the Wolf Branch Innovation District. See attached document.

B. Provide location of public infrastructure, including physical address and county of project.
   Project is located in Lake County in area surrounding intersection of Round Lake Road and SR 46 known as the Wolf Branch Innovation District. See attached document.

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?
   Infrastructure improvements will be owned by the public after right of way acquisition. See attached document.

D. Provide current property owner.
   See attached document for a comprehensive list of property owners in the project area.

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 new road expansion.

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 new road expansion.
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.

The proposed Round Lake Road Extension project will promote both economic diversification and the enhancement of a Targeted Industry in Lake County. The infrastructure improvements will increase the access and traffic capacity in the Wolf Branch Innovation District which is a designated employment center in the joint planning area of Lake County and the City of Mount Dora. The Extension project will also allow the City of Mount Dora to start their own fully funded utility infrastructure project that includes water, wastewater, and reclaimed water elements. See attached document.

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 Round Lake Road Extension project can start immediately upon receipt of funds. The Mount Dora utility infrastructure project will start during the Design and Engineering phase of the Round Lake Road Extension project. See attached document for project time line details.

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

See attached document for necessary permits for both the Round Lake Road Extension project and the Mount Dora utility infrastructure project.
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 for both the Round Lake Road Extension project and the Mount Dora utility infrastructure project.

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 details regarding future land use and zoning designations on the proposed site for both the Round Lake Road Extension project and the Mount Dora utility infrastructure project.

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

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

☐ Yes ☐ No

See attached document for project time line details.

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 the match amount for this project in the amount of $8,325,267 for their utility infrastructure project. See attached document for further details.

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

See attached document.
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 $2,500,000 (See attached document for details)
Florida Job Growth Grant Fund

A. Other Public Infrastructure Project Funding Sources:
   City/County $8,325,267
   Private Sources $N/A

   Other (grants, etc.) $35,000,000
   Total Other Funding $43,325,267
   Please Specify: See Attached

B. Public Infrastructure Project Costs:
   Construction $24,500,000
   Reconstruction $N/A
   Design & Engineering $2,500,000
   Land Acquisition $8,000,000
   Land Improvement $N/A

   Other $8,325,267
   Total Project Costs $2,500,000
   Please Specify: See Attached

Note: The total amount requested must be calculated by subtracting the total 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 necessary to obtain the 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 Lake County Board of County Commissioners will enter into the agreement for funding. No other approvals are necessary.

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 Lake County Board of County Commissioners meets twice per month, every month of the year.

ii. The Lake County Board of County Commissioners has the authority to hold special meetings and must provide a minimum of three (3) days notice to do so.

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.
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: Lake County Board of County Commissioners

Name and Title of Authorized Representative: Timothy L. Sullivan Chairman

Representative Signature: [Signature]

Signature Date: 28 September 2018
2018-2019 Florida Job Growth Grant Fund
Public Infrastructure Grant Proposal

1. Program Requirements

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

Lake County is proposing an infrastructure improvement that consists of the widening of Round Lake Road in the Wolf Branch Innovation District from a 2-lane to a 4-lane road and extension to SR 44 in conjunction with the City of Mount Dora’s utility infrastructure expansion along the same corridor. The Wolf Branch Innovation District is a strategic growth corridor located in the joint planning area between Lake County and the City of Mt. Dora which is approximately 1300 acres in size. It is anticipated that the Innovation District will provide approximately 17,000 new job opportunities. The area is being planned as a vibrant and impactful job generating, mixed-use community that will see accelerated economic opportunity due to the newly realized 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 beltway will soon be finished around the Orlando metro area (construction currently ends at SR 46 near Old McDonald Rd). However, the extension from SR 429 and SR 453, is completed and takes travelers directly into the heart of the Wolf Branch Innovation District where it meets SR 46 (Please see map in Tab A).

Round Lake Road has been identified as an urban collector road that will assist residents and visitors to access the Wolf Branch Innovation District. This entire area is seeing an increase in traffic due to the newly created infrastructure (SR 453). Currently Round Lake Road extends from the Orange County line to the south and goes north through the heart of the district (directly east of where SR 453 meets SR 46) where it ends at Wolf Branch Road. Round Lake Road will be extended north from that point to meet SR 44 near CR 439, furthering the access and necessary traffic capacity to the area that is needed for its future uses. The road expansion project is in the PD&E phase which will be completed in April 2019 (Please see map in Tab B). The total length of the Round Lake Road Extension Project is approximately 4.5 miles. FDOT and the Lake Sumter MPO have this project as a priority in their Transportation Management Plan that was based off of their Transportation Network Needs Assessment.

Funding for the Design and Engineering of the Round Lake Road expansion which will take it from a 2-lane road to a 4-lane road is being sought through this grant submittal. Outside of making progress on the road itself to address the critical capacity issues that are being realized, the Design and Engineering will produce a final determination for the alignment of Round Lake Road which will allow our partners, the City of Mount Dora, to start their own fully funded utility infrastructure project. During the Design and Engineering process, the alignment determination will be finalized, which will then allow our partners at the City of Mount Dora to accurately place their utility infrastructure in the public right of way/ easement of the newly engineered road. This is an equally important step towards opening up the area for the commercial development and job creation that both the County and City are proactively seeking. The City of Mt. Dora has already received funding approval for their utility project from the State Revolving Loan Fund (Please see Tab C). As of the date this application was submitted, there is no water, wastewater, or reclaimed water service available in the Wolf Branch Innovation District.
Mount Dora requires the alignment of Round Lake Road to be completed in order to place their water, wastewater, reuse water, fiber optics, and other utility infrastructure to serve the Wolf Branch Innovation District. Their portion of this project includes the creation of a lift station in the Wolf Branch Innovation District, eliminating dead ends in their system, extending a reclaimed water main south to connect with Orange County and the City of Apopka, and gravity sewer construction along Round Lake Road to collect wastewater for the area. Their utility infrastructure project is currently fully funded with a total project present worth cost of $8,325,267.

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

The project area is in Lake County and starts at the intersection of Round Lake Road and SR 46 which is part of the joint planning area between Lake County and the City of Mount Dora. The center of the area starts at the intersection of SR 46/ Round Lake Road and extends south to the Lake/Orange county line. From that same central intersection north, the project area follows the current alignment of Round Lake Road to the intersection of Wolf Branch Road. The future extension of Wolf Branch Road extends north from the intersection of Round Lake Road and Wolf Branch Road to SR 44 near the intersection of SR 44 and CR 439.

**Please refer to Tab B for a map of the study area that shows the physical location of the Design and Engineering request.

**Please see Tab D for a map of the planned infrastructure for the City of Mount Dora’s utilities

1-C. Is this infrastructure currently owned by the public?

The Round Lake Road Extension Project will include right of way acquisition once a determination of the final alignment is approved. Round Lake Road will remain a public access road.

The Mount Dora Utility Infrastructure will be owned by the public and placed in the dedicated public right of way/ easement along Round Lake Road.

1-D. Provide current property owner.

The current property owners of the parcels surrounding Round Lake Road has been attached (Please see Tab E – Property Owner List) for review. This list of property owners was collected as a comprehensive list of all properties that are within and surrounding the study area of the PD&E. We have also included a property owner list from the City of Mount Dora that was collected as part of their utility project. Once a final alignment of the road is determined via the Design and Engineering, a narrowed updated list of property owners will be produced.

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(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.

The Wolf Branch Innovation District in northeast Lake County will be a game changer for the area, offering 1,300 acres of huge opportunity for attracting high wage job creation in targeted industries. Ideally located in an emerging activity center, the district will be a hub of highly accessible regional transportation, including SR 46, US 441 and the Wekiva Parkway Extension (SR 453) allowing the County to target and attract industries invested in innovation, technology and wellness. As partners, the focus of both Lake County and the City of Mount Dora is a district that offers a vibrant and impactful-job generating mixed use community. Our strategy is to target technology and innovation related industry sectors that are influenced by state targeted industries, with future uses that include a mix of office, industrial/warehouse, clean and green technology, advanced manufacturing, institutional sites, life sciences, research and development, as well as complementary retail/ high quality residential areas. The area will also incorporate a network of trails and outdoor spaces that will make this district an ideal place to live and work right here in Lake County. The district projects to create approximately 17,000 new jobs in Lake County that may include jobs in the following NAICS code categories (categories are current priority targets):

**Sector 31-33 Manufacturing**

• 333 Machinery Manufacturing, 334 Computer and Electronic Product Manufacturing, 339 Miscellaneous Manufacturing (3391 – Medical Equipment and Supplies Manufacturing)

**Sector 51 – Information**

• 5112 Software Publishers, 519 Other Information Services

**Sector 54 – Professional, Scientific, and Technical Services**

• 5413 Architectural, Engineering, and Related Services, 5414 Specialized Design Services, 5415 Computer Systems Design and Related Services, 5417 Scientific Research and Development Services, 5419 Other Professional, Scientific, and Technical Services

**Sector 61 – Educational Services**

• 611 Educational Services

**Sector 62 – Health Care and Social Assistance**

• 621 Ambulatory Health Care Services, 622 Hospitals, 623 Nursing and Residential Care Facilities
In order to achieve this shared vision for Wolf Branch Innovation District, a huge emphasis is being placed on the internal infrastructure of the district in terms of roadway networks and available utilities. Both pieces are critically important to achieving the joint goals of the County and City. In order to see the development that is desired, adequate road capacity that is conducive to the future commercial uses, as well as the necessary utilities, are paramount. The requested funding for the Round Lake Road Extension Project is an integral step to achieving multiple goals for this district in both of those areas. In order to be able to accommodate the existing and increased traffic impacts brought on by the new Wekiva Parkway infrastructure, the future commercial uses we are targeting, and to be able to recruit industry to the district, we have to expand the road network and install utilities. Round Lake Road has been designated as the main north/south urban collector road that will set the tone and standard for the rest of the Wolf Branch Innovation District area as it creates the central hub for commercial activity surrounding its intersection with SR 46. The opening of the Wekiva Parkway (SR 453 and SR 429) has set the stage for this area of northeast Lake County with a direct connection to Orlando and surrounding Counties.

Prior to the freezes and greening that severely impacted the citrus industry statewide, Lake County was known as being a predominantly agricultural community. Now it has become a bedroom community for the Orlando metro area. The Wolf Branch Innovation District offers an opportunity to diversify our employment base by recruiting the types of industry and high wage job creation that is desired. Approximately 17% of Lake County’s tax revenue is generated by commercial and industrial properties. This figure is low compared to similarly situated counties located near major metro areas. Lake County’s major employers include those in the healthcare industry, retail, construction and government; all industries that are common indications of an area experiencing a high degree of population growth. The recruitment of technology and innovation related industries in the Wolf Branch Innovation District is Lake County’s strategy for economic diversification and the enhancement of targeted industries like healthcare/ life sciences that are already present in the County.

Lake County is experiencing tremendous growth pressures and is currently the 19th largest County in Florida. Since 2010, Lake County is the 15th fastest growing County in the State in terms of total change in population (34,677 new residents) and the 10th fastest growing County over that same span in terms of percentage change (11.67% population increase). Our current population sits at an estimated 331,724 in 2017 and is projected to reach 335,200 by 2020 and 405,600 by 2045. That migration pressure is not simply coming from new additions to the area from out of state, but rather a push of population out of the metro Orlando area into Lake County. The commuting population increases pressures on our road network, and places an even greater stress on the need to bring jobs to this area to start reversing that commute for our residents. The expansion of Round Lake Road allows us to alleviate some of the immediate pressures in this region, and also allows the placement of utilities along the road that will assist in the recruitment and location of businesses to the district as well.

Lake County and Mount Dora have been, and continue to be, partners that are both heavily invested in this area. Both governmental entities are cost sharing consulting services for strategic and implementation plans for the Wolf Branch Innovation District (Please see Tab F). There is also a joint

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1 Statistics based on University of Florida Bureau of Economic and Business Research – Population Studies and 2010 Census Figures

**Population Growth estimates based on lowest projected growth figures**
resolution between the two entities for the area as well (Please see Tab G). Other important studies on
the district include a master plan done by Renaissance Planning Group (Please see Tab H), a market
study done by the Renaissance Planning group (Please see Tab I), and a Site Readiness Assessment done
by Duke Energy and McCallum Sweeney which rendered an A grade for development (Please see Tab J).

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. If
funding is received prior to April 2019, the Design and Engineering can start immediately after the PD&E
finishes in April 2019. The total time from start to completion of Design and Engineering will take
approximately 20 months.

Mount Dora's utility infrastructure project will start during the Design and Engineering phase of this
project. The City will work with the consultant to determine the final alignment of the road and can
begin placing the infrastructure in the future public right of way/ easement. From start to completion,
the utility project will take approximately 12 to 24 months.

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

Lake County will need to obtain the following permits for the Round Lake Road Extension Project: FDOT
Drainage Permit, FDOT Connection Permit, SJRWMD Storm Water Management Permit, Environmental
US Fish & Wildlife Service and Florida Fish & Wildlife Conservation Permits.

For the City of Mount Dora Utilities Project, the permits necessary are a Florida Department of
Environmental Protection (FDEP) Water Permit, FDEP Waste Water Permit, (4) License Agreements with
the Railroad for utility crossings and Lake County Right of Way utilization permits.

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?

Lake County will need to obtain the permits outlined in 2-B as part of the Round Lake Road Extension
Project. FDOT permits will be obtained during the Design and Engineering process. The environmental
permits will be obtained in the post right of way acquisition and pre construction time frame, which is
the next phase of the larger expansion project. Any local permits associated with the project will be
prioritized.

The City of Mount Dora has already secured the FDEP Water Permit, the FDEP Waste Water Permit, and
the Railroad License Agreements for utility crossings. The Lake County permits needed for the project
will be prioritized 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?
The Lake County Future Land Use in the area is Regional Office, Urban Low and Rural Transition which conforms with the proposed infrastructure. Regional Office carries a 1 multi-family d.u. per 10,000 sq ft. of commercial space, a F.A.R. of .3, I.S.R. of .75 and 15% open space requirement. Urban Low has a density of 4 d.u. per 1 acre, a F.A.R. of .25 to .35, I.S.R. of .6 and 25% open space requirement. Rural Transition can have 1 d.u. per 1, 3 or 5 acres, no standard for F.A.R. .3 or .5 I.S.R., and 35% to 50% open space requirements.

The Mount Dora Future Land Use in the area is Employment Center that carries a F.A.R. of 3.0 and Residential Low which is 2.5 d.u. per acre. The infrastructure improvements will conform and enhance these future land uses.

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

Yes. Immediately upon grant funding approval Lake County can start the RFP process and execute a contract for a consultant to conduct the Design and Engineering. The PD&E phase of the project will be completed in April 2019. The aim would be to receive funding and have the RFP finalized so that the Design and Engineering process will start immediately after the PD&E is completed.

The Design & Engineering phase will take an estimated 20 months. Once that phase has started, the City of Mount Dora will start working with the consultant regarding the final alignment and can immediately start placing the utility infrastructure along the approved alignment for Round Lake Road. Mount Dora projects that their infrastructure will take 12 to 24 months to finish.

Without funding for the Design and Engineering for Round Lake Road, funding for the Design and Engineering of Round Lake Road is not anticipated for a minimum of 2 years after the PD&E is completed in April of 2019. Capacity issues are already existing in the area with the increased traffic flow brought on by SR 453 and are anticipated to increase over that time creating a much greater need.

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

Yes. The City of Mounty Dora has been approved for receipt of State Revolving Fund monies in the amount of $8,325,267 that will be used to place the utility infrastructure in the Wolf Branch Innovation District around the new alignment of Round Lake Road (Please see Tab C).

In addition to that, Lake County and the City of Mount Dora have partnered to hire consulting services specifically for the Wolf Branch Innovation District to assist with Strategic and Implementation planning centered around development of the area to promote future high wage job growth. That 2-year interlocal agreement is currently being cost shared between the two partnering entities for a total of $200,000 over the course of the agreement. (Please see Tab F)

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

Tab A – Wolf Branch Innovation District Master Plan Conceptual Map/ Regional Map
Tab B – Lake County PD&E Study Area Map
Tab C – City of Mount Dora Utilities Loan Funding Approval and Proposal Documents
Tab D – City of Mount Dora Utility Plan Map
3. Program Budget

3-1. Total Amount Requested: $2,500,000

3-A Other Public Infrastructure Project Funding Sources:

- City/County: $8,325,267 (City of Mount Dora match funds for utility infrastructure project)
- Private Sources: $N/A
- Other (Grants, etc.): $35,000,000

- Please Specify: Future funding for construction and right of way acquisition will be a mix of funding from the County in partnership with the Lake Sumter MPO and State agencies. It is also expected that there will be public private partnerships with land developers for right of way contributions and assistance with construction funding as well.

Total Other Funding: $43,325,267

3-B Public Infrastructure Project Costs:

- Construction: $24,500,000
- Reconstruction: $N/A
- Design & Engineering: $2,500,000
- Land Acquisition: $8,000,000
- Land Improvement: $N/A
- Other: $8,325,267 (City of Mount Dora utility infrastructure project cost)

Total Project Costs: $2,500,000

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

Lake County Round Lake Road Design and Engineering Budget Narrative

1. Once funding is received, Lake County will immediately proceed with the RFP process and contract with a consultant for the Design and Engineering of the Round Lake Road widening project.
2. Upon completion of the PD&E study in April of 2019, the Design and Engineering project can commence with an approximate timeline of 20 months to finish.

3. Upon completion of the Design and Engineering, right of way acquisition and construction funding will be prioritized. Lake County will look to partnering with the State and Lake Sumter MPO to secure funding for these next steps.

City of Mount Dora Utility Infrastructure Budget Narrative

1. Working with the hired consultant for the Lake County Design and Engineering of Round Lake Road, the approved alignment produced will allow the City of Mount Dora to begin their project immediately once it is determined. This part of the project is fully funded and will take approximately 12 to 24 months.

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 Tab K
TAB A

Conceptual and Regional Map
TAB B

PDE Map
TAB C

Mount Dora Utility Approval & Proposal
Having been duly advertised as required by law, Mayor Nick Girone called the Regular Session of City Council to order at approximately 6:00 p.m.

Councilmember Tillett led a Moment of Silence and Pledge of Allegiance to the Flag.

**Members Present**
Nick Girone, Mayor
Cathy Hoechst, Vice-Mayor
Harmon Massey, At-Large Odd
Laurie Tillett, District 1
Cal Rolfsen, District 2
John Tucker, District 3
Marc Crail, District 4

**Also Present**
Robin R. Hayes, City Manager
Gwen Johns, MMC, City Clerk
Jennifer Cockcroft, City Attorney

**PUBLIC COMMENTS**

Mary Miller, 200 East 10th Avenue, addressed City Council, stating Serenity Park is financially stable and there is some money left over for future needs. Amy Jewell, Leisure Services Director and her staff including Reggie Thomas, Ross Bushman have been resourceful, courteous and helpful.

T.K. Lewis, 2103 Dogwood Circle, addressed City Council asking about a retention pond behind his house in Dogwood Mountain. He said he would like to populate it with trees and he would be willing to put his time, effort or money toward this type of project.

Robin R. Hayes, City Manager, directed Mr. Lewis to Mark Rudowske, Public Works Director.

Rozann Abato, 541 East 1st Avenue, announced the upcoming appearance of the Air National Guard Band of the South Concert on June 26, 2018 at 7:00 p.m. in the Community Building.

**PRESENTATIONS**

**Pinning Ceremony**

Robin R. Hayes, City Manager, asked Police Chief and Public Safety Director John O’Grady and Fire Chief Tim Griner, to move to the podium.

Fire Chief Griner introduced Dara Hennessey, Firefighter/Paramedic, joins the City of Mount Dora with 15 years of experience from Seminole County and a Bachelor’s Degree in Emergency Management. Joe Sylvestris, Fire Chief St. Cloud, pinned Firefighter Hennessey’s badge.
Fire Chief Griner introduced Mark Holsbeke, Firefighter/Paramedic. Ainsley Holsbeke, wife, pinned Firefighter Holsbeke’s badge.

Tim Carpenter, Senior Engineer/EMT, has been employed by the City of Mount Dora for nineteen years and was promoted to Lieutenant. His daughter, Taylor, pinned his badge.

A special thanks was extended to City Council for hosting the badge pinning ceremony. Colleagues, friends and family were in attendance to congratulate the firefighters and participate in the pinning of their new badges.

APPROVAL OF AGENDA

Mayor Girone moved Resolution No. 2018-74, Gilbert Park Playground Renovation Project, to the beginning of the Resolutions portion of the agenda.

Motion was made by Councilmember Rolfson to remove the City Hall Annex Building Improvements from the Consent Agenda portion of the agenda for discussion; Councilmember Rolfson seconded the motion. The motion was approved by a unanimous voice vote.

Motion was made by Councilmember Rolfson to approve the agenda as amended; Vice-Mayor Hoechst seconded the motion. The motion was approved by a unanimous voice vote.

CONSENT AGENDA

1. Approval of City Council Meeting Minutes

City Council Work Session – May 15, 2018
CRA Governing Board – May 15, 2018
City Council Regular Session – May 15, 2018
City Council Regular Session – June 5, 2018

Motion was made by Councilmember Tillett to approve all minutes as transcribed; Vice-Mayor Hoechst seconded the motion. The motion was approved by a unanimous voice vote.

2. City Hall Annex Building Improvements

Councilmember Massey pulled item no. 2, City Hall Annex Building Improvements from the consent agenda for discussion.

Robin R. Hayes, City Manager, stated this is being presented as realignment of a capital account of about $66,000, scheduled to be spent on BIS audio/visual equipment for the board room. In looking at realignment of some of the dollars, it became clear these funds could be used to renovate the City Hall Annex for housing the Public Works, Electric, Water & Wastewater Utilities Departments and the Parks Division of Leisure Services. Estimated cost for the renovation is expected not to exceed $66,000.
Ms. Hayes requested City Council, pending approval of the item, to confirm the execution, by the City Manager, of the attached budget transfer which moves $66,000 from account number 111-5121-564.00-00- CL1801 (Discretionary Sales Tax/City Clerk/Machinery & Equipment/Audio/Video Equipment PR to account number 111-5190-562.00-00-CP0602 (Discretionary Sales Tax/Building Maintenance/Building Maintenance/Annex Renovations. The Audio/Video Equipment proposed for purchase by the City Clerk's Office will not occur during the current fiscal year. Any operating costs (i.e. non-capital costs associated with the City Hall Annex will be funded from the Building Maintenance Department's operating budget in the general fund.

Motion was made by Councilmember Rolfsen to approve the city hall annex building improvements confirming the execution, by the City Manager, of a budget transfer which moves $66,000 as described in the previous paragraph; Councilmember Tucker seconded the motion.

Councilmember Tillet asked how long Public Works personnel will occupy City Hall annex space. Ms. Hayes does not anticipate any more than two years.

The motion was approved by a roll call vote:

Councilmember Rolfsen    YES    Councilmember Tillet    YES
Councilmember Tucker      YES    Vice-Mayor Hoechst      YES
Councilmember Crail       YES    Mayor Girone            YES
Councilmember Massey      YES

PUBLIC HEARINGS

RESOLUTIONS

1. Approval of Resolution No. 2018-74, Gilbert Park Playground Renovation Project

Jennifer Cockcroft, City Attorney, read Resolution No. 2018-74 by title only.

RESOLUTION NO. 2018-74

A RESOLUTION OF THE CITY OF MOUNT DORA, FLORIDA, AUTHORIZING A COOPERATIVE PURCHASING AGREEMENT WITH KOMPAN, INC., FOR THE PURCHASE AND INSTALLATION OF PARK AND PLAYGROUND EQUIPMENT AT GILBERT PARK; PROVIDING FOR LEGISLATIVE FINDINGS AND INTENT; PROVIDING FOR AUTHORITY TO THE CITY MANAGER FOR IMPLEMENTING ADMINISTRATIVE ACTIONS; AUTHORIZING THE MAYOR TO EXECUTE SAID WORK ORDER; PROVIDING FOR A SAVINGS PROVISION; AND PROVIDING FOR SCRIVENER'S ERRORS, CONFLICTS, SEVERABILITY, AND AN EFFECTIVE DATE.

Robin R. Hayes, City Manager, introduced Resolution No. 2018-74, which allows the City to enter into a Master Intergovernmental Cooperative Purchasing Agreement with KOMPAN, Inc., for the purchase of new playground equipment for Gilbert Park.
Amy Jewell, Leisure Services Director, stated the current playground structure at Gilbert Park was built in 1990 and was very innovative at the time it was built. However, the Parks and Recreation Master Plan is reviewing all parks as well as giving consideration to feedback from the recent online survey administered as part of the Parks and Recreation Master Plan. A total of 62% of the 1300+ respondents to the survey said they have visited Gilbert Park in the past year. There were some concerns expressed with regard to the condition of the wood-constructed playground equipment. The proposal for new equipment would be purchased utilizing Parks Impact Fees and would be purchased utilizing a master intergovernmental purchasing agreement with Kompan, Inc. Demolition of the existing equipment at Gilbert Park would begin within thirty days, and construction would begin in August with the scheduling of a ribbon cutting ceremony after October 1, 2018. The improved equipment would not include the 2-5 year old play area, which will remain as it currently exists.

Motion was made by Councilmember Crail to approve Resolution No. 2018-74; Vice-Mayor Hoechst seconded the motion.

Lynn Tacher, Country Club of Mount Dora resident, addressed the City Council. She asked City Council to consider access for children with special needs.

Mike Masterson, 7887 Crosswinds Way, spoke about manufacturing of playground equipment and offered the suggestion to look further before approval of the proposed equipment.

Councilmember Rolfson assumes Kompan, Inc., and Ms. Jewell have considered ADA compliance for the playground.

Robin R. Hayes, City Manager, asked Ms. Jewell to discuss the two separate areas and wheelchair accessibility. Ms. Jewell said the playground is currently accessible from an ADA perspective and the area will continue to be accessible.

Vice-Mayor Hoechst said the ADA component of equipment for the younger children was the additional component added to the park (the 2-5 year old area).

Councilmember Crail agreed the City must keep special needs patrons in mind and likes the idea of a splash pad in the future. He said approval of this proposal does not preclude any of those ideas from being further explored.

The motion was approved by a roll call vote.

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2. Approval of Resolution No. 2018-61, State Revolving Fund (SRF) Facility Plan Approval of Apopka Reclaim Interconnect

Jennifer Cockcroft, City Attorney, read Resolution No. 2018-61 by title only.
RESOLUTION NO. 2018-61

A RESOLUTION OF THE CITY OF MOUNT DORA, FLORIDA, RELATING TO THE FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION (FDEP) STATE REVOLVING FUND (SRF), ADOPTION OF THE SRF PLANNING DOCUMENT FOR THE IMPLEMENTATION OF THE RECLAIMED WATER INTERCONNECT WITH THE CITY OF APOPKA IMPROVEMENTS; AUTHORIZING THE MAYOR TO EXECUTE THE SRF PLANNING DOCUMENT IN ACCORDANCE WITH SOUND PROCUREMENT PRACTICES AND PRINCIPLES; PROVIDING FOR LEGISLATIVE FINDINGS AND INTENT; PROVIDING FOR IMPLEMENTING ADMINISTRATIVE ACTIONS; PROVIDING FOR A SAVINGS PROVISION; PROVIDING FOR SCRIVENER’S ERRORS; PROVIDING FOR CONFLICTS, PROVIDING FOR SEVERABILITY AND PROVIDING FOR AN EFFECTIVE DATE.

Robin R. Hayes, City Manager, explained the proposed resolution allows the City to participate in the State Revolving Loan Fund Program for this project.

Joe Grusauskas, Utilities and Plant Operations Director, discussed the insufficiency of the City’s supply of reclaim water to meet demand during peak periods. The City’s Consumptive Use Permit (CUP) limits the amount of water that can be obtained from an existing ground water well located at Wastewater Treatment Plant (WWTP) #2, which currently provides supplemental reclaimed water to ensure continuous service. The City of Apopka has an average of one million gallons of excess reclaimed water per day available for use by the City of Mount Dora. Additional funding from the State Revolving Loan Fund would allow for construction of a transmission system and pump station.

Representatives from BESH and PRMG were present to answer questions.

Mike Scullion, Environmental Engineer, addressed City Council with a State Revolving Fund Project Overview presentation.

Henry Thomas, Senior Vice President of Public Resources Management Group, Inc., said DEP is asking for historical financial operating results as well as projections of rate sufficiency to repay the loans. At the time rates were established for the last round of loans, the rate path, adopted by City Council, with increases over a five year period was inclusive of these loans. In doing the current assignment, the rate study was not the only thing relied upon, recent financial projections and current budgets in place were also reviewed. Rates are in place to repay the loans. A new rate study is scheduled for consideration into the next five years. Mr. Thomas assured City Council in terms of where the City is today with these loans, the rates have already taken these into consideration.

Motion was made by Councilmember Rolfsen to approve Resolution No. 2018-61; Vice-Mayor Hoechst seconded the motion.

Joe Gillespie, 2022 Sunset Road, clarified these projects are to serve future growth.
The motion was approved by a roll call vote.

Councilmember Rolfor YES
Vice-Mayor Hoechst YES
Councilmember Tillet YES
Councilmember Tucker YES
Councilmember Crail YES
Councilmember Massey YES
Mayor Girone YES

3. Approval of Resolution No. 2018-62, SRF Facility Plan for Wolf Branch and Round Lake Road Utilities

Jennifer Cockcroft, City Attorney, read Resolution No. 2018-62 by title only.

RESOLUTION NO. 2018-62

A RESOLUTION OF THE CITY OF MOUNT DORA, FLORIDA, RELATING TO THE FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION (FDEP) STATE REVOLVING FUND (SRF), ADOPTION OF THE SRF PLANNING DOCUMENT FOR THE WOLF BRANCH ROAD & ROUND LAKE UTILITIES; AUTHORIZING THE MAYOR TO EXECUTE THE SRF PLANNING DOCUMENT IN ACCORDANCE WITH SOUND PROCUREMENT PRACTICES AND PRINCIPLES; PROVIDING FOR LEGISLATIVE FINDINGS AND INTENT; PROVIDING FOR IMPLEMENTING ADMINISTRATIVE ACTIONS; PROVIDING FOR A SAVINGS PROVISION; PROVIDING FOR SCRIVENER’S ERRORS; PROVIDING FOR CONFLICTS; PROVIDING FOR SEVERABILITY AND PROVIDING FOR AN EFFECTIVE DATE.

Robin R. Hayes, City Manager, explained this resolution, planning document for the Wolf Branch and Round Lake Utility Extension project, allows the City to participate in the SRF program for this project. The City of Mount Dora recently constructed water, wastewater and reclaimed water extensions along State Route 46, prior to construction of the Welkiva Parkway. Construction of additional utility extensions is planned and will provide service to the Wolf Branch Innovation District whilelooping water and reclaimed water systems and providing additional reliability.

Motion was made by Councilmember Tillet to approve Resolution No. 2018-62; Councilmember Massey seconded the motion.

Scott Johnston, Sullivan Ranch, has questions and feels a serious dialogue should take place about easements and what is going to be done with the Sullivan Ranch residents. Before moving forward, there needs to be a serious discussion. Mr. Johnston is the spokesperson for the community.

Rob Ern, BESH, addressed Mr. Johnston’s comments and stated the City has contracted with Ed Barfield to do utility easement acquisitions for several projects throughout the City. Mr. Barfield is required, statutorily, to state the City can use eminent domain, but the letters have not stated the City intends to do so.

Robin R. Hayes, City Manager, asked if Jennifer Cockcroft, City Attorney, had been involved in this and she said not to date.

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The motion was approved by a roll call vote.

Councilmember Tillett  YES  Councilmember Rolfson  YES  
Councilmember Massey  YES  Vice-Mayor Hoechst  YES  
Councilmember Crail  YES  Mayor Girone  YES  
Councilmember Tucker  YES


Jennifer Cockcroft, City Attorney, read Resolution No. 2018-63 by title only.

RESOLUTION NO. 2018-63

A RESOLUTION OF THE CITY OF MOUNT DORA, FLORIDA, RELATING TO THE FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION (FDEP) STATE REVOLVING FUND (SRF), ADOPTION OF THE SRF PLANNING DOCUMENT FOR THE IMPLEMENTATION OF THE US 441 UTILITY RELOCATION PROJECT IMPROVEMENTS; AUTHORIZING THE MAYOR TO EXECUTE THE SRF PLANNING DOCUMENT IN ACCORDANCE WITH SOUND PROCUREMENT PRACTICES AND PRINCIPLES; PROVIDING FOR LEGISLATIVE FINDINGS AND INTENT; PROVIDING FOR IMPLEMENTING ADMINISTRATIVE ACTIONS; PROVIDING FOR A SAVINGS PROVISION; PROVIDING FOR SCRIVENER’S ERRORS; PROVIDING FOR CONFLICTS; PROVIDING FOR SEVERABILITY AND PROVIDING FOR AN EFFECTIVE DATE.

Robin R. Hayes, City Manager, stated this resolution allows the City to participate in the SRF program for the US Route 441 Utility Relocation project. In addition, the City obtained an FDOT Economic Development Transportation Project Fund grant for $1,000,000 which will be used for portions of the relocation work. The relocation of utility lines will allow for the widening of US 441 from Lincoln Avenue to Donnelly Street (SR 44). The widening of US 441 is necessary and desired by the City.

Motion was made by Councilmember Rolfson to approve Resolution No. 2018-63; Councilmember Crail seconded the motion. The motion was approved by roll call vote.

Councilmember Rolfson  YES  Councilmember Tillett  YES  
Councilmember Crail  YES  Vice-Mayor Hoechst  YES  
Councilmember Tucker  YES  Mayor Hoechst  YES  
Councilmember Massey  YES

5. Approval of Resolution No. 2018-64, SRF Facility Plan for Wastewater Treatment Plan (WWTP) #1 Improvements

Jennifer Cockcroft, City Attorney, read Resolution No. 2018-64 by title only.

RESOLUTION NO. 2018-64
A RESOLUTION OF THE CITY OF MOUNT DORA, FLORIDA, RELATING TO THE FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION (FDEP) STATE REVOLVING FUND (SRF), ADOPTION OF THE SRF PLANNING DOCUMENT FOR THE WASTEWATER TREATMENT PLANT #1 IMPROVEMENTS; AUTHORIZING THE MAYOR TO EXECUTE THE SRF PLANNING DOCUMENT IN ACCORDANCE WITH SOUND PROCUREMENT PRACTICES AND PRINCIPLES; PROVIDING FOR LEGISLATIVE FINDINGS AND INTENT; PROVIDING FOR IMPLEMENTING ADMINISTRATIVE ACTIONS; PROVIDING FOR A SAVINGS PROVISION; PROVIDING FOR SCRIVENER'S ERRORS; PROVIDING FOR CONFLICTS; PROVIDING FOR SEVERABILITY AND PROVIDING FOR AN EFFECTIVE DATE.

Robin R. Hayes, City Manager, stated this resolution allows the City to participate in the SRF for making improvements to WWTP #1 facility. The improvements will address some significant deficiencies that need to be corrected. In addition, some roadway improvements being made by Lake County will require relocation of a number of the City’s utilities.

**Motion was made by Councilmember Massey to approve Resolution No. 2018-64; Councilmember Tucker seconded the motion. The motion was approved by a roll call vote.**

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6. Approval of Resolution No. 2018-84, First Amendment to the Interlocal Agreement (JPA) between the City of Mount Dora and Orange County

Jennifer Cockcroft, City Attorney, read Resolution No. 2018-84 by title only.

**RESOLUTION NO. 2018-84**

A RESOLUTION OF THE CITY OF MOUNT DORA, APPROVING AN AMENDMENT TO THE EXISTING JOINT PLANNING AREA INTERLOCAL AGREEMENT BETWEEN ORANGE COUNTY AND MOUNT DORA; AUTHORIZING THE MAYOR TO EXECUTE SAID INTERLOCAL AGREEMENT; PROVIDING FOR IMPLEMENTING ACTIONS, SAVINGS, CONFLICTS, SCRIVENER'S ERRORS, SEVERABILITY AND AN EFFECTIVE DATE.

Robin R. Hayes, City Manager, asked Vince Sandersfeld to address City Council.

Vince Sandersfeld, Planning and Development Director, explained stated on January 16, 2018, City Council approved Resolution No. 2018-02, accepting a change in approved land use intensity requested by the Parks of Mt. Dora, LLC to change from office to commercial for the site depicted.
as being 7.50 acres. The amendment to the interlocal agreement will ratify the commercial section
to Parks of Mt. Dora, LLC parcel with a maximum at 75,000 square feet and not to exceed 10
acres. There are no changes with the existing 280 residential units on the parcel.

Motion was made by Councilmember Tillet to approve Resolution No. 2018-84; Vice-Mayor
Hoechst seconded the motion.

Councilmember Crail asked about the type of housing and Mr. Sandersfeld said those type of
details would fall under Orange County jurisdiction.

The motion was approved by a roll call vote.

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7. Approval of Resolution No. 2018-89, Public Safety Radio Purchase Interlocal Agreement

Jennifer Cockcroft, City Attorney, read Resolution No. 2018-89 by title only.

RESOLUTION NO. 2018-89

A RESOLUTION OF THE CITY OF MOUNT DORA, FLORIDA, APPROVING AN AMENDED AND RESTATED INTERLOCAL AGREEMENT BETWEEN LAKE COUNTY, LAKE EMERGENCY MEDICAL SERVICES INC., THE MUNICIPALITIES OF LAKE COUNTY, AND LAKE COUNTY SHERIFF FOR THE REPLACEMENT OF THE EXISTING COUNTY-WIDE EMERGENCY NETWORK RADIOS; PROVIDING FOR LEGISLATIVE FINDINGS AND INTENT; PROVIDING FOR AUTHORITY TO THE CITY MANAGER FOR IMPLEMENTING ADMINISTRATIVE ACTIONS; PROVIDING FOR AUTHORITY TO THE MAYOR TO EXECUTE; PROVIDING FOR A SAVINGS PROVISION; AND PROVIDING FOR SCRIVENER'S ERRORS, CONFLICTS, SEVERABILITY, AND AN EFFECTIVE DATE.

Robin R. Hayes, City Manager, said as written, this request is being made by Lake County. She said the City of Mount Dora radio cost is approximately $93,000 and is being pushed into the 2018-19 budget. Lake County has asked that the City of Mount Dora submit this agreement back to them as soon as possible.

Police Chief and Public Safety Director John O'Grady provided additional details. He said City Council approved a similar Interlocal Agreement on October 16, 2007 to purchase public safety radios and utilize the Lake County emergency communication infrastructure. An amended Interlocal Agreement is needed since those radios have served their useful life of 10 years and Motorola's support for these radios will end at the close of 2018. In order to contain cost and address public safety considerations, Lake County has put together an amended and restated interlocal agreement to move forward.

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Motion was made by Councilmember Tucker to approve Resolution No. 2018-89; Councilmember Rolfsen seconded the motion.

Councilmember Tillett asked about the interoperable network of radios and expressed support for the resolution.

Charles Revell, Electric Department Director, added the existing radios, as well as new radios, have the ability to set aside emergency channels during hurricane activity. This is very helpful during a disaster.

Councilmember Tucker supports this program.

The motion was approved by a roll call vote.

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8. Approval of Resolution No. 2018-91, Change Order #1, Emergency Repair of Cul-de-sac for Magnolia Ending in Dogwood Mountain Reserve

Jennifer Cockcroft, City Attorney, read Resolution No. 2018-91 by title only.

RESOLUTION NO. 2018-91

A RESOLUTION OF THE CITY OF MOUNT DORA, FLORIDA, APPROVING A SCOPE OF SERVICES WITH FINAL ESTIMATES INCLUDED BY PEGASUS ENGINEERING FOR REPAIRS TO BE COMPLETED BY GEOSTABILIZATION INTERNATIONAL, LLC FOR PUBLIC WORKS PROJECTS NECESSARY TO REPAIR THE CUL-DE-SAC AT MAGNOLIA ENDING IN DOGWOOD MOUNTAIN RESERVE; PROVIDING FOR LEGISLATIVE FINDINGS AND INTENT; PROVIDING FOR AUTHORITY TO THE CITY MANAGER FOR IMPLEMENTING ADMINISTRATIVE ACTIONS; PROVIDING FOR AUTHORITY TO THE MAYOR TO EXECUTE; PROVIDING FOR A SAVINGS PROVISION; AND PROVIDING FOR SCRIVERER'S ERRORS, CONFLICTS, SEVERABILITY, AND AN EFFECTIVE DATE.

Robin R. Hayes, City Manager, stated this Resolution encompasses the full scope of the entire project, including roadway work for the repair and rehabilitation of Magnolia Ending in Dogwood Mountain Reserve, damages caused by Hurricane IRMA. An advance from the City’s utility fund has been made in case the funding from FEMA is not received in order to properly pay for the project. From a financial standpoint, it was felt this notation should be made so auditors can see everything was planned and kept up to date. A budget amendment will be prepared. Funding has been encumbered through a PO and this Resolution cleans up and brings all components of the project together under a single Resolution.
Motion was made by Councilmember Tillett to approve Resolution No. 2018-91; Vice-Mayor Hoechsht seconded the motion.

Councilmember Crail complemented staff on a job well done.

The motion was approved by roll call vote.

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9. Approval of Resolution No. 2018-76, Piggyback Service Agreement via City of Oviedo, FL with Shelley’s Septic Tank, Inc., for Biosolids (Sludge) Treatment and Disposal Services

Jennifer Cockerof, City Attorney, read Resolution No. 2018-76 by title only.

RESOLUTION NO. 2018-76

A RESOLUTION OF THE CITY OF MOUNT DORA, FLORIDA, AUTHORIZING A PIGGYBACK CONTRACT FOR BIOSOLIDS (SLUDGE) SERVICES WITH SHELLEY’S SEPTIC TANK, INC., DBA SHELLEY’S ENVIRONMENTAL SYSTEMS; PROVIDING FOR IMPLEMENTING ADMINISTRATIVE ACTIONS; PROVIDING FOR CONFLICTS; PROVIDING FOR A SAVINGS PROVISION; PROVIDING FOR SEVERABILITY; PROVIDING FOR CONFLICTS AND PROVIDING FOR AN EFFECTIVE DATE.

Robin R. Hayes, City Manager, introduced this resolution. This is formalization of the agreement with Shelley’s Environmental Systems. The City is using a piggyback contract with the City of Oviedo.

Mr. Grusauskas explained as part of the wastewater treatment process there are solids that cannot be treated down any further and must be transported for conversion into fertilizer products. The City of Mount Dora is joining several other Cities to utilize the same services from Shelley’s Environmental Systems.

Motion was made by Councilmember Massey to approve Resolution No. 2018-76; Councilmember Tucker seconded the motion. The motion was approved by roll call vote.

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ORDINANCES

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Jennifer Cockcroft, City Attorney, read Ordinance No. 2018-11 by title only.

ORDINANCE NO. 2018-11

AN ORDINANCE OF THE CITY OF MOUNT DORA, FLORIDA APPROVING AN ECONOMIC DEVELOPMENT AD VALOREM TAX EXEMPTION AGREEMENT FOR STEAMROLLER STUDIOS, LLC; AUTHORIZING THE MAYOR OR DESIGNEE TO EXECUTE SAID AGREEMENT; PROVIDING FOR NOTIFICATION TO THE LAKE COUNTY PROPERTY APPRAISER; PROVIDING FOR LEGISLATIVE FINDINGS AND INTENT; PROVIDING TERMS AND CONDITIONS; PROVIDING FOR IMPLEMENTING ADMINISTRATIVE ACTIONS; PROVIDING FOR CONFLICTS, SEVERABILITY, NON-CODIFICATION, CORRECTION OF SCRIVENER’S ERRORS, AND AN EFFECTIVE DATE.

Robin R. Hayes, City Manager, gave an overview of the Steamroller Studios, LLC Ordinance, stating having Steamroller Studios, LLC as part of downtown Mount Dora is vital to economic development. This type of company is what the City looks at from an economic standpoint as well as community service and partnership. She said G3 Development worked with the City when it was realized other locations may not work out for housing of this business. Part of this agreement is to show that a partnership has been developed and the City has been a part of the partnership.

Vince Sandersfeld, Planning & Development Director, said Steamroller Studios, LLC, is a full service video game design and animation studio, currently located in Eustis, Florida. They will be relocating and expanding into the Sunset Building located at 301 North Baker Street, immediately bringing at least 35 new high wage jobs to the City of Mount Dora. Over the next two years they expect to add at least 20 additional higher wage jobs to this facility.

Steamroller has applied for the Economic Development Ad Valorem Tax Abatement for their new corporate headquarters location at the Sunset Building.

The City enacted this program on January 3, 2012 (Chapter 78 Mount Dora Code of Ordinances).

The ordinance criteria, project timeline, etc. was reviewed and there would be a three year commitment for the tax abatement. Estimates have been provided, of what the tax would be based on a millage rate has been provided.

Adam Sumner, CRA Administrator, further expanded on the program and since Steamroller applied with a complete application meeting all criteria, staff held back even though this was

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brought forward on March 1, 2018. Steamroller Studios, LLC, wanted to announce their move before this item was presented to City Council.

Dr. Levey stated his typical recommendation to his clients is to take a very conservative and prudent approach with economic development because public resources are limited. However, in Dr. Levey’s estimation, this opportunity came about and was a remarkable alignment of luck, hard work, encouragement, marketing, etc. He believes the City is fortunate to have this opportunity. Dr. Levey emphasized the scale the partnership to bring Steamroller Studios into downtown, compared to what the City is getting in return, is a significant spread. Dr. Levey encouraged City Council to approve this request as an open-minded approach shows good, sound economic development policy and public policy.

Public Comment

Michael Solerno, 354 E 10th Avenue, Mount Dora, asked for clarification of this being a 3 year agreement.

Mr. Adam Sumner said the moment the company ceases operation, the tax abatement ceases immediately.

Mr. T.K. Lewis, Dogwood Circle, shops downtown and has observed parking is already difficult. He asked if this constrains the rest of the City for parking.

Robin R. Hayes, City Manager, asked if Mr. Lewis drives down to the Tremain Street parking lot, he will see how empty it is every day. City employees park at the Methodist Church and behind city hall to allow additional parking for patrons. She added the Steamroller Studios, LLC employees do not work a traditional 40 hour week.

Councilmember Massey pointed out the Code of Ordinances Chapter 78 Sec. 78.550 sets forth how an ordinance should be formatted for granting an exemption. He noted there is no copy of the application or Finance Directors report included in the agenda packet. In the future, the format of an ordinance should follow and include information as outlined in the above referenced Chapter and Section of the Code of Ordinances.

Councilmember Tillett asked if the tax abatement will benefit G3 Development, or the business that is going to be occupying the building.

Jennifer Cockcroft, City Attorney, reviewed the applicable statutes with Mr. Sumner and edits to the ordinance will be made before the second reading.

CITY MANAGER

Robin R. Hayes, City Manager, said accomplishments have been provided in the agenda packet for the month of May. City Councilmembers were informed of a report of RFP’s included in her
report. This is to create awareness for City Council and residents, and periodic status updates will be provided to City Council.

BOARD APPOINTMENTS

Mayor Girone nominated Akhtar Hussain to serve on the CRA Advisory Committee. The City Council voted unanimously to appointed Akhtar Hussain to the CRA Advisory Committee.

COMMUNICATION AND REPORTS

Councilmember Tillett

Councilmember Tillett requested to have live-streaming of workshops on Facebook so the general public can access the meetings immediately. If this is going to cost money, she would like to see it added in the budget as she wants to see workshops on Facebook as well as meetings.

Councilmember Massey expressed similar feelings when the playground discussion/presentation took place during the work session.

Councilmember Rolfsen

Councilmember Rolfsen announced the Juneteenth event at the Martin Luther King Jr Center on Saturday from 3:00 pm to 9:00 pm.

Councilmember Tucker

Councilmember Tucker referred to the recent volcano in Guatemala. Some of the items needed there is fire equipment. There is some protective gear that has been determined out of date in the Fire Department. He asked if anyone would object that equipment being sent to Guatemala. City Councilmembers were supportive so long as the City is legally protected. Ms. Hayes said the items will be listed on the City’s surplus items list.

Councilmember Crail

Councilmember Crail said the City Council is having good discussions and making good decisions.

Councilmember Massey

Councilmember Massey extended his appreciation to the City Council and residents for the opportunity to continue serving the City of Mount Dora.

Vice-Mayor Hoechst

Friends of the Library is having their book sale Monday through Friday. Funds raised will be used for the commitment to expanding the Children’s Library.

Mayor Girone
Mayor Girone said a future agenda item to be presented to City Council is an amendment to the City’s animal ordinance as it pertains to buying and selling dogs and cats. It will be a single paragraph to make the City consistent with Lake County and other surrounding Cities.

ADJOURNMENT

There being no further business to be addressed, the City Council meeting was adjourned at approximately 8:50

[Nick Girone's signature]

NICK GIRONE, MAYOR
City of Mount Dora, Florida

[Owen Keough-John's signature]

Owen Keough-Johns, MMC
City Clerk

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City of Mount Dora

State Revolving Fund Planning Document For Wolf Branch Road & Round Lake Road Utilities

May 2018
Section 1: Executive Summary

This planning document was prepared in accordance with the requirements of the Florida Department of Environmental Protection (FDEP) in support of obtaining State Revolving Fund (SRF) loan funding from both the clean water and drinking water sections. The planning area includes the area surrounding the intersection of Wolf Branch Road and Round Lake Road, just east of the City of Mount Dora. At the conclusion of the 20 year planning period in 2038, potable water demand in the area immediately surrounding this intersection is projected to be 850,000 gpd on an average daily demand basis with an annual average daily wastewater flow of 640,000 gpd. The recommendations for providing potable water, wastewater, and reclaimed water service to this area are consistent with the recommendations of the City’s State Route 46 Utility Master Plan, and Lake County and City of Mount Dora future land use maps.

1.1 Project Description

Construction of the Wekiva Parkway is expected to promote growth in the Mount Dora area by providing greater connectivity to Orange and Seminole Counties. The City of Mount Dora and Lake County have established a joint planning area known as the Wolf Branch Innovation District that is located in the areas directly surrounding the Wekiva Parkway. While the Wolf Branch Innovation District is envisioned to be composed of primarily commercial and industrial uses, there is a significant amount of undeveloped land near the Innovation District that is anticipated to be the site of significant residential development. Although this area is within unincorporated Lake County, the City would provide potable water, wastewater, and reclaimed water service to the area.

A map showing the boundaries of the Wolf Branch Innovation District, the future Wekiva Parkway, and the Wolf Branch Road and Round Lake Road planning area is presented in Figure 1-1.

Public water and wastewater utilities are not currently available within the planning area, which is within the Wekiva River Study Area. Providing centralized utilities is critical to protecting the health of the Wekiva Springs. Extension of the City’s existing potable water and reclaimed water distribution systems and wastewater collection and transmission systems will be required to serve future development and prevent environmental impacts of individual water wells and septic systems. The proposed improvements consist of construction of approximately 16,500 LF of 16" potable water main, 15,000 LF of 12" and 16" reclaimed water main, 16,800 LF of 10" wastewater force main, and 10" gravity sewer along Wolf Branch Road and Round Lake Road, as well as a master wastewater lift station. The proposed utilities would be constructed along Wolf Branch Road between Niles Road and Round Lake Road, and along portions of Round Lake Road from Wolf Branch Road to the Lake County-Orange County Line.
1.2 Justification for Project

Municipal water, wastewater, and reclaimed water service are not currently available in the area of the future Wolf Branch Innovation District. The first phase in extending these utilities, the State Route 46 Utilities project was completed in the fall of 2017. Upon completion of the State Route 46 Utilities project roughly 7,000 LF of dead end water and reclaimed water mains, and a dry force main were placed into service along State Route 46.

The project proposed as part of this planning document is designed to eliminate dead ends in the water and reclaimed water systems by looping the mains back to the existing system at the intersection of Wolf Branch Road and Niles Road, and at the entrance to the Sullivan Ranch subdivision on Round Lake Road. In addition, the reclaimed water main will be extended south to the Orange County line in anticipation of a reclaimed water interconnect with the City of Apopka. Wastewater system improvements proposed as part of the project include the construction of a master lift station to allow the force main constructed as part of the State Route 46 Utilities project to be placed into service. Gravity sewer will be constructed along Round Lake Road to collect wastewater from the Wolf Branch Innovation District, while a second lift station and force main will be constructed near the intersection of Wolf Branch Road and Round Lake Road to collect wastewater from residential development outside the Wolf Branch Innovation District.

Completion of this project will also provide water, reclaimed water, and wastewater service to the residential development proposed for the areas in the immediate vicinity of the Wolf Branch Innovation District. At the end of the 20 year planning period the residential average daily potable water demand is projected to be 850,000 gpd, while annual average daily residential wastewater flow is projected to be 635,000 gpd. A summary of the potable water demand and wastewater production projections for the joint planning area are presented in Table 1-1.

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<tr>
<th>Residential Development</th>
<th>Units</th>
<th>Average Daily Potable Water Demand (gpd)</th>
<th>Annual Average Daily Wastewater Production (gpd)</th>
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<tr>
<td>Wolf Stone Estates</td>
<td>622</td>
<td>171,747</td>
<td>128,810</td>
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<tr>
<td>Avington Park</td>
<td>428</td>
<td>118,179</td>
<td>88,634</td>
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<tr>
<td>Other Residential (2 units/acre)</td>
<td>2,020</td>
<td>557,762</td>
<td>418,322</td>
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<tr>
<td>Planning Area Total</td>
<td>3,070</td>
<td>847,688</td>
<td>635,766</td>
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1.3 Project Location
The project is located within the Wekiva River Study Area in unincorporated Lake County in an area bounded by Niles Road to the west, State Route 44 to the north, Sensee Road to the east, and State Route 46 to the south.

1.4 Scope of Planning Document
The planning document was developed to assess potential options for the supply of water, wastewater, and reclaimed water utilities to the planning area. The focus is on the main utility lines and wastewater lift stations that would serve the planning area, including the Wolf Branch Innovation District.
Section 2: Cost Comparison

2.1 Development of Alternatives
The goal of the project is to provide potable water, reclaimed water, and wastewater utility service to the planning area. Alternatives were evaluated on both their ability to meet the future needs of the community, and the initial capital costs. The three alternatives selected for further evaluation are:

- Alternative 1 – No Action
- Alternative 2 – Construction of Utilities within the Right of Way
- Alternative 3 – Construction of Utilities with City Owned Easements

2.2 Alternative 1 – No Action
Under this alternative the City of Mount Dora would not construct any additional water, wastewater or reclaimed water utilities on Wolf Branch Road or Round Lake Road.

2.2.1 Description of Alternative
No public water, wastewater, or reclaimed water utilities would be constructed on Wolf Branch Road or Round Lake Road. Future development would be required to include private potable water and wastewater treatment facilities, or the area would need to rely on private wells and septic tanks, endangering groundwater resources within the Wekiva River basin.

2.2.2 Effectiveness of Alternative
Selection of this alternative would not meet the future needs of the planning area. In the event that no action is taken it is likely that development would still occur within the planning area. Water and wastewater utility service would need to be provided either by small package treatment plants or by private wells and septic tanks. Neither of these options is desirable, especially given the proximity of the Wolf Branch Sink Preserve and Wekiva Springs.

2.2.3 Cost of Alternative
As the no action alternative would not adequately meet the future needs of the planning area a cost analysis was not prepared.
2.3 Alternative 2 – Construction of Utilities within the Right of Way

Under this alternative water, reclaimed water, and wastewater force mains would be constructed within the right of way along Wolf Branch Road and Round Lake Road.

2.3.1 Description of Alternative

The City of Mount Dora’s existing water, wastewater, and reclaimed water utilities in the vicinity of the service area extend along Wolf Branch Road to the intersection with Niles Road, and through the Sullivan Ranch subdivision to the intersection of Round Lake Road and Sullivan Ranch Boulevard.

As part of this alternative 16,500 LF of 16” water main would be constructed along Wolf Branch Road from Niles Road to Round Lake Road, on Round Lake Road from Wolf Branch Road to a point approximately 1,500 feet north of State Route 46, and on Round Lake Road from a point approximately 600 feet south of State Route 46 to Sullivan Ranch Boulevard. Construction of the proposed water main extensions would extend water service to the planned Wolf Stone Estates and Avington Park subdivisions, eliminate the dead end water main on State Route 46, and provide additional capacity to serve the Wolf Branch Innovation District.

Proposed improvements to the reclaimed water system will parallel the improvements to the water system, with 14,000 LF of 12" and 16" reclaimed water main being installed to serve Wolf Stone Estates, Avington Park, and the Wolf Branch Innovation District. In addition, 1,000 LF of 16" reclaimed water main will be constructed on Round Lake Road from the intersection with Sullivan Ranch Boulevard to the Orange County line. This segment of the reclaimed water main will allow for a reclaimed water interconnection with the City of Apopka that will allow the City of Mount Dora to receive excess reclaimed water from Apopka.

Wastewater system improvements proposed as part of this alternative include the construction of a master wastewater lift station. The proposed master lift station will discharge to the City of Mount Dora’s Wastewater Treatment Plant No. 2 through a 16” force main previously constructed as part of the State Route 46 Utilities project. Preliminary design criteria for the lift station is presented in Table 2-1.
### Table 2-1: Preliminary Master Lift Station Design Criteria

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<td>Type of Pump</td>
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<td>Design Flow per Pump (gpm)</td>
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<td>Motor Horsepower (Hp)</td>
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<td>150</td>
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</table>
In addition to the lift stations, 14,800 LF of 10" wastewater force main will be constructed along Round Lake Road from Wolf Branch Road to a manhole located approximately 1,500 feet north of State Route 46, and along Wolf Branch Road from Niles Road to Round Lake Road. Approximately 2,000 LF of 10" gravity sewer will also be constructed along Round Lake Road from the Master Lift Station to Brr Court.

All of the proposed improvements would be constructed in the existing right of way under this alternative. A map showing the locations of the proposed improvements is presented in Figure 2-1.

2.3.2 Effectiveness of Alternative
Implementation of this alternative would accomplish both the goals of providing water, wastewater, and reclaimed water service to the planning area while also eliminating the dead ends in the water and reclaimed water distribution systems on State Route 46. The right of way on Round Lake Road has sufficient space to allow for installation of the utilities. However, Lake County is in the process of conducting a PD&E study for the widening of Round Lake Road to 4 lanes, which will consume the existing right of way. The width of the right of way on Wolf Branch Road is also limited and already congested with existing utilities, including overhead electric and buried telephone and fiber optic. Installation of both the proposed water and reclaimed water mains within the existing right of way is unlikely to be feasible due to the space constraints.

2.3.3 Cost of Alternative
The opinion of probable construction cost for this alternative is approximately $8,400,000, with a present worth cost of $8,500,000. The wastewater and reclaimed water infrastructure account for $5,700,000, while the drinking water infrastructure represents $2,800,000. A complete summary of the cost of the Alternative is presented in Appendix A.

2.4 Alternative 3 – Construction of Utilities within City Owned Easements
In order to avoid the construction of utilities in the narrow and heavily congested Wolf Branch Road right-of-way, and potential right of way impacts associated with the planned Round Lake Road widening procurement of easements was investigated for the construction of potable water, reclaimed water, and wastewater utilities.
2.4.1 Description of Alternative

The City of Mount Dora’s Water Treatment Plant No. 2 is located on the eastern side of Niles Road approximately 1,400 feet south of Wolf Branch Road. The land immediately east of the water treatment plant consists of orange grove and pasture that is part of the future Wolf Stone Estates subdivision. This alternative consists of routing the water and reclaimed water mains in City owned easements along the western side of Round Lake Road, along the southern side of Wolf Branch Road from Round Lake Road to Timberlake Drive. At Timberlake Drive, the reclaimed water line would run into the right of way, while the water main would continue in an easement to the south through the orange grove to the northeast corner of the Water Treatment Plant property. The remainder of the proposed piping would remain within the right of way as proposed in Alternative 2 as no conflicts with existing utilities are anticipated.

The two lift stations would also be relocated to properties obtained by the City. The general locations of the lift stations would remain the same as in Alternative 2, with the Northern Lift Station located near the intersection of Wolf Branch Road and Round Lake Road and the Master Lift Station located on Round Lake Road near the railroad right of way. However, under this alternative the City would acquire properties outside of the right of way to allow for additional space for access and maintenance.

The lengths of piping and preliminary design criteria of the lift station would remain the same in this alternative as in Alternative 2. A map showing the proposed improvements is presented in Figure 2-2.

2.4.2 Effectiveness of Alternative

Construction of a portion of the utility mains in City owned easements would provide water, reclaimed water, and wastewater service to the anticipated development in the planning area, and would eliminate the dead ends on State Route 46. The revised routing proposed under this alternative would leave a roughly 3,200 foot section of Wolf Branch Road with no direct connection to a water main, however the properties that border this stretch of road include a wetlands and existing single family homes that are unlikely to connect to the proposed utilities. Routing the water and reclaimed water mains through easements to the maximum extent possible on Wolf Branch Road would also reduce the construction due to the substantial number of conflicts with existing utilities in the crowded right of way. Construction of the lift stations on City owned properties allows for greater flexibility in optimizing the layout of the lift stations and allows for improved access for maintenance.

2.4.3 Cost of Alternative

The opinion of probable construction cost for this alternative is approximately $8,400,000, with a present worth cost of $8,500,000. The wastewater and reclaimed water infrastructure account for $5,700,000, while the drinking water infrastructure represents $2,800,000. These costs do not include the costs of procurement of
easements. A complete summary of the cost of the Alternative is presented in Appendix A.
Section 3: Environmental Effects

An environmental investigation was not performed as part of this evaluation for construction that would occur within the right-of-way. It is expected that the proposed pipeline construction in these areas would have no environmental impacts as the right of way has already been heavily altered during the construction of the adjacent roadway. A summary of the anticipated environmental benefits and impacts is presented below.

3.1 Environmental Benefits

Extension of public water, wastewater, and reclaimed water utilities to the planning area will have the benefit of protecting groundwater and surface water in the Wekiva River basin. Connection to the municipal sewer system will reduce the loading of nitrogen versus an alternative where septic tanks would be installed for individual users. Providing reclaimed water service will also reduce the reliance on potable water for irrigation within the planning area. Eliminating the dead ends in the water and reclaimed water distribution systems will also eliminate the discharge of large volumes of water associated with the flushing of 7,000 linear feet of dead end mains.

3.2 Environmental Impacts

Construction of utilities will occur within 25 foot wide City owned utility easements running along the western side of Round Lake Road from approximately 1,500 feet north of State Route 46 to Wolf Branch Road, and along the southern side of Wolf Branch Road from Round Lake Road to Timberlake Drive before running south through an existing orange grove to the City's water treatment plant. The lift station will be located on City owned property. Initial environmental assessments were conducted on September 25, 2017 for Round Lake Road and December 12, 2017 for Wolf Branch Road to evaluate the area for impacts on flora, fauna, surface water bodies and wetlands. A follow-up sand skink survey was conducted between March 27 and April 17, 2018 for a portion of the Wolf Branch Road corridor that was identified as being suitable skink habitat. A summary of the findings of the evaluation is presented below. The complete environmental assessment reports are included as Appendix B.

3.2.1 Impacts on Flora and Fauna

The site was evaluated for the presence or potential presence of listed species including gopher tortoise, Florida scrub jay, sand skink, and eastern indigo snake. The only listed species or evidence of listed species observed during the site visits were gopher tortoise burrows. An updated gopher tortoise survey will be conducted, and any gopher tortoises within the project site will be relocated in accordance with the requirements of the Florida Fish and Wildlife Conservation Commission prior to initiation of construction. No evidence of sand skinks was observed during the coverboard survey conducted in March and April 2018. No adverse environmental impacts to flora and fauna are anticipated as part of the project.
3.2.2 Impacts on Surface Water Bodies and Wetlands
A small area of mixed forested wetlands is located along the southern side of Wolf Branch Road. The proposed pipeline construction will occur using horizontal direction drill installation methods to avoid impact to the wetlands. No adverse impacts on surface water bodies or wetlands are anticipated as part of this project.

3.3 Impact on Minority and Low Income Communities
No impacts on minority or low income communities are anticipated as the proposed improvements will be constructed within the existing right-of-way or easements through primarily undeveloped land. Upon completion of construction the majority of the improvements will also be buried with little visual impact on the surrounding communities.
Section 4: Selected Alternative

Alternative 3 – Construction of Utilities in City Owned Easements was selected for implementation. A detailed summary of the selected alternative is presented below.

4.1 Existing Utilities
The City's existing utilities do not extend into the project area. A 16" water main and 16" reclaimed water main are located along the south side of Wolf Branch Road terminating at the intersection with Niles Road, while a 12" water main and 10" reclaimed water main run through the Sullivan Ranch subdivision to Round Lake Road. A 16" water main and 12" reclaimed water main are also being constructed on Round Lake Road to points approximately 1,500 feet north and 600 feet south of State Route 46.

Wastewater utilities being constructed include a 16" wastewater force main along State Route 46 from Sebastian Street to Round Lake Road, and on Round Lake Road from State Route 46 to the existing railroad easement. A 12" gravity sewer is also being constructed on Round Lake Road from 1,500 feet north of State Route 46 to 600 feet south of State Route 46.

4.2 Recommended Utility Improvements
The recommend utility improvements consist of the construction of water main and reclaimed water main along Wolf Branch Road and Round Lake Road to connect the existing points of connection at the intersections of Wolf Branch Road and Niles Road, State Route 46 and Round Lake Road, and Round Lake Road and Sullivan Ranch Boulevard. This would create two loops within the distribution systems, eliminating stagnant water on the dead end portion of the mains on State Route 46. The water and reclaimed water mains would also be extended out Wolf Branch Road to Avington Road to provide a point of connection for the planned Avington Park subdivision.

Both the water and reclaimed water mains would be installed in City owned easements along Round Lake Road from State Route 46 to Wolf Branch Road, and along Wolf Branch Road from Round Lake Road to Timberlake Drive. The water main and reclaimed water main would continue through an easement to Niles Road.

Wastewater improvements include the construction of a master lift station that would be located on Round Lake Road near the existing railroad easement. A gravity sewer would be constructed between the Master Lift Station and Birr Court to collect wastewater from the Wolf Branch Innovation District.

Recommended utility improvement specifically include:

- Construction of approximately 16,500 linear feet of 16" PVC water main.
- Construction of approximately 14,000 linear feet of 12" PVC reclaimed water main.
- Construction of approximately 1,000 linear feet of 16" PVC reclaimed water main.
- Construction of approximately 3,800 linear feet of 10" PVC wastewater force main.
- Construction of approximately 12,000 linear feet of 10" PVC gravity sewer.
Construction of two wastewater lift stations.

4.3 Opinion of Probable Construction Cost

The opinion of probable construction cost is $8,400,000. Of this cost, $5,700,000 would be requested from the Clean Water SRF program for construction of wastewater and reclaimed water infrastructure. An additional $2,800,000 would be requested from the Drinking Water SRF program for potable water infrastructure. It is assumed that both projects would be constructed concurrently by a single contractor, and a 10 percent contingency is included in the estimate. Easement and land acquisition costs are not included in this cost estimate. A detailed summary of the opinion of probable construction cost is presented in Appendix A.
Section 5: Public Participation Process

5.1 Advertisement of Public Meeting
A discussion of the recommended alternative was advertised as part of the regular City Council meeting on June 5, 2018. The agenda included presentation of the selected recommended alternative, capital costs of constructing the project, and the impact on user charges. A copy of the public meeting notice is included as Appendix C.

5.2 Input from the Public
Insert comments from public meeting.
TAB D

Utility Plan Map
TAB E

Property Owner Lists
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<th>ParcelNumb</th>
<th>OwnerName</th>
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<td>CARTER DARYL M TRUSTEE CARTER-LAKE 215 SR 46 LAN</td>
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<td>42 S PENINSULA DR, DAYTONA BEACH, FL 32118</td>
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<td>REAL LIFE CHRISTIAN CHURCH OF CLERMONT INC</td>
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<td>2018-3 IH BORROWER LP C/O INVITATION HOMES - TA</td>
<td>1717 MAIN ST STE 2000, DALLAS, TX 75201</td>
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<td>MOUNT DORA FL 32757</td>
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<td>Parcel #</td>
<td>Owner Name of Record</td>
<td>Alt. Key #</td>
<td>Site</td>
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<td>1048311 1109311 1109329</td>
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<td>15</td>
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<td>17</td>
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<td>1102171 1124191 2755342 2755547 2765063 2896973 3769479</td>
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**Total Estimated Land Costs**: $128,600

**Final Total**: $257,200
## Round Lake Road - Parcel Right of Way Cost Estimate (Unfactored) Summary Table for Easement Acquisitions

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<tr>
<th>Parcel #</th>
<th>Owner Name of Record</th>
<th>Alt. Key #</th>
<th>Site</th>
<th>Mailing Address</th>
<th>Current Use</th>
<th>Parent Tract Size/Abb. PT</th>
<th>Area of Acquisition</th>
<th>Date of Cost Estimate</th>
<th>Unit Value of Land</th>
<th>Value of Easement Land Area Acquired (Rounded)</th>
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<td>1</td>
<td>Tayal Geetanjali &amp; Shobhit Gupta</td>
<td>2600128</td>
<td>30851 ROUND LAKE RD MOUNT DORA, FL 32757</td>
<td>30851 ROUND LAKE RD MOUNT DORA, FL 32757</td>
<td>Improved Single-Family</td>
<td>3.3 AC</td>
<td>5,500 SF</td>
<td>0.126 AC</td>
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<td>$1.50/SF</td>
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<td>2</td>
<td>Sellers, Laurence</td>
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<td>2725 NW 5TH BLVD GAINESVILLE, FL 32609</td>
<td>Vacant Res.</td>
<td>2.81 AC</td>
<td>4,000 SF</td>
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<td>30627 SOUTH ROUND LAKE RD MOUNT DORA, FL 32757</td>
<td>30627 S ROUND LAKE RD MOUNT DORA, FL 32757</td>
<td>Ornamental Nursery</td>
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<td>6,600 SF</td>
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<td>Lake County Water Authority</td>
<td>1128528</td>
<td>ROUND LAKE RD MOUNT DORA, FL 32757</td>
<td>27351 STATE ROAD 19 TAVARES, FL 32778</td>
<td>Vacant Wooded</td>
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<td>Sullivan Ranch Homeowners Assn., Inc.</td>
<td>3851519</td>
<td>30125 ROUND LAKE RD MOUNT DORA, FL 32757</td>
<td>860 N ORANGE AVE STE 135 ORLANDO, FL 32801</td>
<td>Subdivision Common Area</td>
<td>297.321 AC (Tot)</td>
<td>26,755 SF</td>
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| Total Estimated Land Costs | $71,800 |

| 143,600 |
TAB F

Interlocal Agreement
EXHIBIT #1

INTERLOCAL AGREEMENT
BETWEEN
LAKE COUNTY, FLORIDA AND
THE CITY OF MOUNT DORA, FLORIDA
FOR CONSULTING SERVICES FOR WOLF BRANCH DEVELOPMENT

THIS INTERLOCAL AGREEMENT is made by and between Lake County, Florida, a political subdivision of the State of Florida (the “COUNTRY”), and the City of Mount Dora, a municipal corporation organized under the laws of the State of Florida (the “CITY”).

WITNESSETH:

WHEREAS, Section 163.01, Florida Statutes, provides that local governments may enter into agreements to make the most efficient use of their powers by enabling them to cooperate with other localities on a basis of mutual advantage; and

WHEREAS, the Wolf Branch Innovation District (the “DISTRICT”), is a special planning area totaling approximately 1,300 acres that is expected to accommodate a significant regional employment center along the Wekiva Parkway, which is currently under construction and will complete the beltway around Orlando; and

WHEREAS, the COUNTY and CITY wish to accomplish an extensive set of goals and objectives with the development of the DISTRICT that includes the construction of a wide range of uses including Class A office space, warehousing, advanced manufacturing, life sciences, research and development, higher education facilities and complimentary retail and residential space served by the appropriate volume and quality of utilities and infrastructure needed to create a vibrant and impactful job generating mixed-use community; and

WHEREAS, the COUNTY and the CITY own, operate, or regulate a number of facilities in the northeastern Lake County region which will be affected by the DISTRICT; and

WHEREAS, the CITY has entered into a Professional Consulting Services Contract with Levey Consulting, LLC., a Florida Limited Liability Corporation (the “CONSULTANT”), to assist the CITY in developing and executing strategies for economic development in Lake County, including the DISTRICT; and

WHEREAS, the parties desire to enter into this Agreement in order to collaborate on the economic development of the DISTRICT.
NOW, THEREFORE, IN CONSIDERATION of the mutual terms, understandings, conditions, promises, covenants and payment set forth in this Agreement, and intending to be legally bound, the parties hereby agree as follows:

1. **Recitals.** The above recitals are true and correct and incorporated in this Agreement by reference.

2. **Purpose.** The purpose of this Agreement is to memorialize the collaboration and support of the CITY and the COUNTY for the economic development of the DISTRICT, including financial contribution by the COUNTY (the "PROJECT").

3. **City Obligations.**
   A. The parties acknowledge that the CITY has solicited and retained the services of the CONSULTANT to assist the CITY for the PROJECT. The services to be provided by the CONSULTANT for the PROJECT will benefit both the CITY and the COUNTY.
   
   B. The CITY, or the CONSULTANT at the CITY’s request, will provide quarterly work task schedules to the COUNTY outlining the CONSULTANT’s proposed work tasks on the PROJECT on a quarterly basis. Nothing by way of execution of this Agreement is intended to make CONSULTANT, its employees or agents to be contractors, agents, or employees of the COUNTY or obligate the COUNTY to make payments directly to the CONSULTANT.
   
   C. The CITY shall ensure that the CONSULTANT will comply with Section 119.0701, Florida Statutes.

4. **COUNTY Obligations.**
   A. The parties agree and acknowledge that the budget for the PROJECT contract is estimated to be approximately One Hundred Thousand Dollars and 00/100 Dollars ($100,000.00) per year. The CITY shall submit quarterly invoices to the COUNTY outlining the approved tasks completed by the CONSULTANT. The COUNTY agrees to provide funding to the CITY for those services completed by the CONSULTANT which the Lake County Manager or designee determine to be beneficial for the COUNTY; but in no event will the COUNTY be required to pay more than Fifty Thousand and 00/100 Dollars ($50,000.00) annually during the term of this Agreement. Payments will be made in accordance with the Florida Prompt Payment Act, Chapter 218, Part VII, Florida Statutes.
   
   B. Funding by the COUNTY to the CITY for the services provided by the CONSULTANT on the PROJECT will continue until such time as the CITY’s contract with the
CONSULTANT expires or terminates or this Agreement is terminated, whichever is earlier. In
the event funds obligated under this Agreement become reduced or unavailable, the COUNTY
will notify the CITY of such occurrence, and the COUNTY may terminate this Agreement without
penalty or expense to the COUNTY. The COUNTY will be the final authority as to the
unavailability of funds.

C. In the event any of the funding for the PROJECT is funded by grant monies
received by the CITY, the COUNTY will not be liable for any non-compliance with the provisions
of such grant.

5. **Future Projects.** Nothing in this Agreement will prohibit the parties from
negotiating a different allocation of responsibilities for, or contributions, to the development of the
PROJECT. The maintenance and ownership of each future project, if any, will be negotiated on a
project by project basis.

6. **Term.** The term of this Agreement will be for a period of two (2) years beginning
on the effective date, with the option of the parties to extend one (1) additional twelve (12) month
period.

7. **Termination.**
   A. Either party may terminate this Agreement upon thirty (30) days written notice to
      the other party. Within twenty (20) days after the effective date of termination, the terminating
      party shall remit to the non-terminating party a payment equal to fifty percent (50%) of all
      PROJECT costs incurred as of the date of termination as well as fifty percent (50%) of all
      PROJECT work mutually authorized to proceed but which has not yet been completed. Nothing
      in this Agreement will preclude the non-terminating party from seeking additional support for the
      PROJECT.
   B. In the event the CITY assigns or terminates the contract with the CONSULTANT,
      the CITY shall provide written notice to the COUNTY. In the event the CITY assigns the contract
      with the CONSULTANT to another vendor or sub-consultant, the COUNTY may terminate this
      Agreement if the Lake County Manager or designee determines that the vendor or sub-consultant
      is not acceptable or in the best interest of the COUNTY.

8. **Modifications.** Unless otherwise specified in this Agreement, no modification,
   amendment, or alteration of the terms or conditions contained in this Agreement will be effective
unless contained in a written document executed by the parties to this Agreement, with the same formality and of equal dignity with this Agreement.

9. **Notices.**

A. All notices, demands, or other writings required to be given or made or sent in this Agreement, or which may be given or made or sent, by either party to the other, will be deemed to have been fully given or made or sent when in writing and addressed as follows:

<table>
<thead>
<tr>
<th>COUNTY</th>
<th>CITY</th>
</tr>
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<tbody>
<tr>
<td>County Manager</td>
<td>City of Mount Dora</td>
</tr>
<tr>
<td>Lake County Administration Building</td>
<td>City Manager</td>
</tr>
<tr>
<td>P.O. Box 7800</td>
<td>510 N. Baker Street</td>
</tr>
<tr>
<td>Tavares, Florida 32778</td>
<td>Mount Dora, Florida 32757</td>
</tr>
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</table>

B. All notices required, or which may be given under this Agreement, will be considered properly given if: (1) personally delivered, (2) sent by certified United States mail, return receipt requested, or (3) sent by Federal Express or other equivalent overnight letter delivery company.

C. The effective date of such notices will be the date personally delivered, or if sent by certified mail, the date the notice was signed for, or if sent by overnight letter delivery company, the date the notice was delivered by the overnight letter delivery company.

D. The parties may designate other parties or addresses to which notice will be sent by notifying, in writing, the other party in a manner designated for the filing of notice under this Agreement.

10. **Entire Agreement.** This document embodies the entire agreement between the parties. It may not be modified or terminated except as provided in this Agreement.

11. **Severability.** If any provision of this Agreement is found by a court of competent jurisdiction to be invalid, it will be considered deleted from this Agreement, and will not invalidate the remaining provisions.

12. **Effective Date.** This Agreement will become effective on the date the last party executes this Agreement ("effective date").

13. **Assignment.** No party to this Agreement may assign the rights and obligations under this Agreement without the prior consent of the other party.
14. **Counterparts.** This Agreement may be executed in counterparts, each executed counterpart to be deemed an original and all of which will constitute but one and the same instrument. This Agreement may be executed by electronic signatures and electronic signatures will constitute originals for all purposes.

**CITY**

CITY OF MOUNT DORA, FLORIDA

Nick Girone, Mayor

This ___ day of September, 2017.

**COUNTY**

LAKE COUNTY, FLORIDA through its BOARD OF COUNTY COMMISSIONERS

Timothy J. Sullivan, Chairman

This 10th of October, 2017.
RESOLUTION NO. 2017-132

A RESOLUTION OF THE CITY OF MOUNT DORA, FLORIDA, TO APPROVE AN INTERLOCAL AGREEMENT WITH LAKE COUNTY FOR FUNDING ECONOMIC CONSULTING SERVICES THROUGH AN AMENDED WORK ORDER WITH LEVEY CONSULTING, LLC. TO PROVIDE PROFESSIONAL CONSULTING SERVICES FOR THE WOLF BRANCH INNOVATIVE DISTRICT; AUTHORIZING THE MAYOR TO EXECUTE THE CONTRACT IN ACCORDANCE WITH SOUND PROCUREMENT PRACTICES AND PRINCIPLES; PROVIDING FOR LEGISLATIVE FINDINGS AND INTENT; PROVIDING FOR AUTHORITY TO THE CITY MANAGER FOR IMPLEMENTING ADMINISTRATIVE ACTIONS; AND PROVIDING FOR SCRIVENER’S ERRORS, CONFLICTS, SEVERABILITY, AND EFFECTIVE DATE.

WHEREAS, the City of Mount Dora is desirous of entering into an Interlocal Agreement (Exhibit 1) with Lake County for necessary economic consulting services and authorizing an amended work order with Levey Consulting, LLC., to provide professional consulting services as needed for the Wolf Branch Innovative District; and

WHEREAS, this Interlocal Agreement with Lake County will span an initial two years with an additional one year option, allowing the City to extend consulting services with Richard Levey if necessary; and

WHEREAS, it is necessary for the City to move forward with an Interlocal Agreement and the amended work order to advance implementation of the Master Plan, to avoid loss of potential opportunities, developments and partners in the implementation of the Master Plan, and to facilitate a new economic development approach for Wolf Branch Innovative District as elaborated upon further and described in the Work Order (Exhibit 2); and

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

SECTION 1. Authorizing the Mayor to Execute: The Mayor is hereby authorized to sign and execute said contract with Levey Consulting, LLC.

SECTION 2. Legislative Findings and Intent. The foregoing recitals (whereas clauses) are incorporated herein by reference and adopted as legislative and administrative findings in support of the matters set forth in this Resolution and made a part hereof.

SECTION 3. Implementing Administrative Actions. The City Manager is hereby authorized and directed to take such actions as he may deem 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 4. 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 City Attorney may be corrected.

SECTION 5. Conflicts. All Resolutions or parts of Resolutions in conflict with any of the provisions of this Resolution are hereby repealed.

SECTION 6. 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 7. Effective Date. This Resolution shall become effective immediately upon its passage and adoption.

PASSED AND ADOPTED this 10 day of October, A.D., 2017.

[Signature]

NICK GIRONE
MAYOR of the City of Mount Dora, Florida

ATTEST:

[Signature]

GWEN KEOUGH-JOHNS, MMC
CITY CLERK

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

[Signature]

William Colbert or Jennifer Cockcroft
City Attorney

Resolution No. 2017-132
Page 2 of 2
TAB G

Resolution
RESOLUTION NO. 2011-17

A JOINT RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS OF LAKE COUNTY, FLORIDA AND THE CITY COUNCIL OF MOUNT DORA; TO PROMOTE THE CREATION OF PRIMARY SECTOR JOBS AND CAREER OPPORTUNITIES FOR THE RESIDENTS OF LAKE COUNTY THROUGH JOINT PLANNING AND INFRASTRUCTURE DEVELOPMENT FOR CERTAIN PROPERTY DESIGNATED ON THE CITY’S COMPREHENSIVE PLAN AS “EMPLOYMENT CENTER” AND DESIGNATED AS “REGIONAL OFFICE” ON LAKE COUNTY’S 2030 COMPREHENSIVE PLAN; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, creating opportunities for development that creates jobs and strengthens the economy is a vital role of government;

WHEREAS, the City of Mount Dora and Lake County acknowledge that the failure of the public sector to adequately plan for and construct necessary capital improvements and public infrastructure can stifle beneficial economic activity and the diversification of the Lake County’s tax base;

WHEREAS, the creation of capacity and construction of infrastructure including water, sewer and roadway improvements creates an environment attractive for new development to occur;

WHEREAS, the City of Mount Dora and Lake County have been collaborating in an effort to promote the creation of primary sector jobs and career opportunities for the residents of Lake County through joint planning, infrastructure development and marketing of property designated on the City’s Comprehensive Plan as “Employment Center” and on Lake County’s proposed 2030 Comprehensive Plan as “Regional Office,” specifically identified in Exhibit A hereto as the “Subject Property;”

WHEREAS, the Subject Property is ideally situated adjacent to the proposed Wekiva Parkway, the 429 Expressway and State Road 46 (referred to jointly as the “Wekiva Parkway Corridor”) and a proposed multi-use trail that will provide connection to the Seminole County Trail System and the Orange County Trail System (the “Lake-Wekiva Trail”);

WHEREAS, the City of Mount Dora (“City”) has developed a long range utility plan and acquired property to provide the capacity needed to develop the property;

WHEREAS, the City of Mount Dora and Lake County Board of County Commissioners (“Lake County”) seek to facilitate a prosperous economy;

WHEREAS, the City of Mount Dora and Lake County acknowledge the importance of regional and multi-jurisdictional partnerships, and the coordination with private property owners and the community, as an integral part of long range planning and healthy economic activity;

WHEREAS, the Subject Property is owned by multiple owners and is partially located within the City limits of Mount Dora and unincorporated Lake County;

Resolution 2011-XX - Page 1 of 3
WHEREAS, the City and Lake County recognize that the preservation of and enhancement of the City's and Lake County's quality of life require careful and thoughtful design, execution and development of the Subject Property and the City and Lake County are committed to these principles;

WHEREAS, the City and Lake County recognize that importance of marketing and providing necessary infrastructure to the Subject Property as a potential site on a regional, national and international level, and through such marketing and infrastructure investment, Lake County and the City may generate economic opportunities that result in the infusion of private capital for infrastructure associated with the Subject Property;

WHEREAS, the City and Lake County recognize that the marketing, conceptual design, and development of infrastructure to serve the Subject Property will require a high level of cooperation and coordination with private property owners and the community, and will ultimately result in job creation, career opportunities, a significantly enhanced and diversified tax base and an improved quality of life for all residents of Lake County;

NOW BE IT RESOLVED, by the City of Mount Dora City Council as follows:

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

Section 2. City Responsibilities.

1. The City of Mount Dora City Council and Lake County shall seek to achieve the goals stated herein through ongoing collaboration and joint planning of land use activity and infrastructure improvements in the area identified in Exhibit A with the City of Mt. Dora.

2. The City of Mount Dora hereby directs the City Manager to utilize city staff to identify opportunities to develop a conceptual plan for the property to assist in the marketing and promotion of the area for appropriate uses;

3. The City of Mount Dora directs the City Manager to participate in regional activities related to the development of the Wekiva Parkway Corridor to ensure that the initial phases of the roadway project include the extension of the project to State Road 46 and the widening of State Road 46 from the Round Lake Road area to U.S. 441;

4. The City of Mount Dora directs the City Manager to ensure that the planning for the Lake Wekiva Trail moves forward with the development of the roadway project;

5. The City of Mount Dora directs the City Manager to monitor regional activities that may impact future use of the Subject Property, and to bring recommendations to the City Council for specific actions to be taken to achieve said goals.

6. The City of Mount Dora directs the City Manager to work with Lake County to develop a strategy to fund creation of utility capacity and extension of infrastructure to the subject property;

7. The City of Mount Dora commits to working closely with Lake County, other governmental agencies, and the private property owners within the Subject Property to achieve the goals stated herein.
8. The City Manager shall provide a copy of this resolution to the Lake County Board of County Commissioners who on September 13, 2011 adopted a corresponding resolution expressing its intent to work with the City and the private property owners to achieve the goals stated herein.

Section 3. Severability. If any section, sentence, phrase, word or portion of this Resolution 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 Resolution not otherwise determined to be invalid, unlawful or unconstitutional.

Section 4. Effective Date. This Resolution shall become effective immediately upon its passage and adoption.

PASSED AND ADOPTED this 24th day of Sept., 2011.

ATTEST:

Gwen Johns, City Clerk
City of Mount Dora

Melissa DeMarco, Mayor
City of Mount Dora

Approved as to form and legality:

Clifford C. Shepard, City Attorney
City of Mount Dora
TAB H

Master Plan
ECONOMIC DEVELOPMENT DISTRICT MASTER PLAN
for the CITY OF MOUNT DORA/LAKE COUNTY
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A conceptual master plan is an organizational scheme that establishes relationships between the various working parts of a development program, with a goal of creating a place that is sustainable and adaptable to changing circumstances in social, economic and environmental conditions over time. The design process involves interaction with the community, gathering and consolidating both data and opinions, considering a variety of alternatives, building consensus and setting a direction for the project.

The objective of the Mount Dora Economic Development District Master Plan is to create a framework for the marketing and development of property in the Lake County/Mount Dora Joint Planning Area for employment based uses. The City and County have adopted land use policies that incorporate industrial corridors along SR 46 east of US 441 and employment center/regional office uses east of Round Lake Road. The intent of these policies is to promote orderly and logical development of land for major office complexes, technology uses, and light, clean, green industrial development in attractively designed, park-type settings that complement the area's environmental and natural features. The framework developed by this Master Plan addresses the approximate mix, density, intensity, access, location and compatibility of uses.

The map on the following page indicates the location of the Mount Dora Economic Development District in relation to other projects and improvements in the area. With the construction of the Wekiva Parkway extension and completion of the Beltway, Mount Dora becomes much more easily accessible to all parts of the greater Orlando region.

The work involved in creating this Conceptual Master Plan occurred in three stages, as shown and described in the following pages.
The first portion of the project work established a context for the Conceptual Master Plan that guided its development and laid the groundwork for linking the Plan to larger community and regional goals such as economic development, multimodal connectivity and environmental preservation.

The Consultant collected critical data necessary to identify existing area conditions and characteristics and compiled it in a form in which it could be mapped in a digital format. Data collected covered such items as topography, soils, vegetation, hydrology and drainage, views, structures, roads and railways and infrastructure. Policy designations (zoning and future land use) and parcel ownership information were also noted. In conjunction with City and County staff, available data from existing online and paper sources was obtained for mapping and analysis. Information from other online sources was collected and field work was used as necessary to fill in gaps in the data set and verify information.
INVENTORY: JURISDICTION
INVENTORY: FUTURE LAND USE

Mt Dora FLUM2013
- LD - Low Density Residential (2.5 DUAC or Less)
- LN - Low/Medium Density Residential (4 DUAC or Less)
- OFF - Office

Lake County FLU2010
- Conservation
- Mt. Plymouth-Sorrento Neighborhood
- Public Service Facilities and Infrastructure
- Regional Office
- Rural Transition
- Urban Low
INVENTORY: WETLANDS/FLOOD PLAINS
INVENTORY:  TRAILS
INVENTORY: WEKIVA PARKWAY
The second portion of the project work provided a detailed examination of the gathered inventory items and identified the physical conditions, policies and community issues that may influence the Master Plan design. A Market Analysis was completed that framed the development opportunities to be considered during this site examination and subsequent program development.

Relevant information from the background documents and inventory data was analyzed to determine its potential impact on development of the site. Existing site characteristics were mapped as a basis for developing a sense of the issues and opportunities provided by the site. Analysis was done through a series of map overlays that delineated the most suitable and least suitable areas of the site for each analysis factor. Potential linkages, focal points, access, centers and edges were also identified and mapped.
ANALYSIS: COMPOSITE BASE
Analysis: Issues & Opportunities

Issue: Provide safe routes to school. Don't add industrial traffic to school routes.

Opportunity: Established road network and access to site.

Opportunity: Create key intersection as a hub for area.

Issue: Protect areas along Wolf Branch Rd that wish to remain rural.

Opportunity: Rails to Trails conversion to regional trail. Provide connection to downtown.

Issue: Avoid floodplains & wetland areas/poor soil.

Opportunity: Important environmental area can also provide recreation needs of area.

Issue: New road bisects site and creates noise.

Issue: Provide buffers to protect established residential areas. (typical of 5 areas)

Opportunity: Preserve viewshed & rolling topography typical to area.

Issue: Coordination between various counties, municipalities and agencies.

Issue: Wekiva Parkway creates regional access to Employment Center Area.

Mount Dora Economic Development District
Issues & Opportunities
April, 2014
Creation of a preliminary development program was the bridging step between the analysis and the design phases of the project. The program was based on both the Market Analysis and the Site Analysis and it served as the guide to begin envisioning the Conceptual Master Plan design elements. The program was explicit enough to provide initial direction, but flexible enough to allow new ideas and direction to emerge as the design evolved.

Conceptual design began with the creation of functional diagrams that explored the relationships of the different development program components. This was first accomplished as a series of quick non-site related diagram sketches that helped the designers understand abstract relationships and hierarchy among the various elements of the development program, including such things as access points, roads, key facilities, development pods, drainage ways, buffers, adjacency of uses, and open space/greenways.

These diagrams were then applied to the project site, using the Issues and Opportunities Map as an underlying framework. The goal of this exercise was to start integrating project components into the site, highlighting and utilizing the positive elements of the site, while protecting sensitive elements and systems. The designers explored a series of alternative arrangements, evaluating each concept in terms of suitability with natural site features, adjacent land uses and proposed development. The result was a series of hand-drawn site-related diagrams or "bubble" plans.

The selected conceptual design was refined into the Master Plan, resolving program elements into physical components that suggested basic form and size, as well as a road network that provided connectivity and spread out traffic patterns throughout the site.

Based on the economic demand and opportunities presented in the Market Analysis, the Conceptual Master Plan illustrates a potential development program and mix of uses for the site that includes (approximately):

- Office: 326 acres (32%)
- Industrial: 416 acres (41%)
- Retail: 51 acres (5%)
- High Tech: 101 acres (10%)
- Residential: 123 acres (12%)

Total Non-Residential SF: 8.5 million
Total Employees: 17,000 people
Total Residential: 1,000 units
TAB I

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

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**

![Wekiva Parkway Map](image)

*Source: Orlando-Orange County Expressway Authority, FDOT, RERC*

**Figure 2.3: Wekiva Parkway Construction Schedule**

![Wekiva Parkway Schedule Table](image)

*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**

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

![Map showing 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

![Detailed map of 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

<table>
<thead>
<tr>
<th>Area</th>
<th>Acres (1)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>108</td>
</tr>
<tr>
<td>2</td>
<td>146</td>
</tr>
<tr>
<td>3</td>
<td>353</td>
</tr>
<tr>
<td>4A</td>
<td>434</td>
</tr>
<tr>
<td>4B</td>
<td>176</td>
</tr>
<tr>
<td>Total</td>
<td>1,217</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Parcel Size</th>
<th># of Parcels</th>
<th>Acres (1)</th>
<th>% of Total Parcels</th>
<th>Acres</th>
</tr>
</thead>
<tbody>
<tr>
<td>0 to 1 acres</td>
<td>36</td>
<td>12</td>
<td>20.9%</td>
<td>1.0%</td>
</tr>
<tr>
<td>1 to 2.5 acres</td>
<td>41</td>
<td>56</td>
<td>23.8%</td>
<td>4.6%</td>
</tr>
<tr>
<td>2.5 to 5 acres</td>
<td>36</td>
<td>148</td>
<td>20.9%</td>
<td>12.2%</td>
</tr>
<tr>
<td>5 to 10 acres</td>
<td>29</td>
<td>172</td>
<td>16.9%</td>
<td>14.1%</td>
</tr>
<tr>
<td>10 to 25 acres</td>
<td>20</td>
<td>268</td>
<td>11.6%</td>
<td>22.0%</td>
</tr>
<tr>
<td>25 to 50 acres</td>
<td>5</td>
<td>161</td>
<td>2.9%</td>
<td>13.2%</td>
</tr>
<tr>
<td>Greater than 50 acres</td>
<td>5</td>
<td>400</td>
<td>2.9%</td>
<td>32.9%</td>
</tr>
<tr>
<td>Total</td>
<td>172</td>
<td>1,217</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

(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.
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

<table>
<thead>
<tr>
<th>Year</th>
<th>Lake (1,000)</th>
<th>Orange (1,000)</th>
<th>Seminole (1,000)</th>
<th>Total Tri-County Area (1,000)</th>
<th>Lake % of Total</th>
<th>Orange %</th>
<th>Seminole %</th>
<th>Tri-County %</th>
</tr>
</thead>
<tbody>
<tr>
<td>1990</td>
<td>105.9</td>
<td>474.8</td>
<td>182.0</td>
<td>762,728</td>
<td>13.9%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1990</td>
<td>153.5</td>
<td>685.8</td>
<td>291.2</td>
<td>1,130,405</td>
<td>13.6%</td>
<td>3.8%</td>
<td>3.7%</td>
<td>4.8%</td>
</tr>
<tr>
<td>2000</td>
<td>212.3</td>
<td>903.0</td>
<td>367.4</td>
<td>1,482,744</td>
<td>14.3%</td>
<td>3.3%</td>
<td>2.8%</td>
<td>2.4%</td>
</tr>
<tr>
<td>2010</td>
<td>298.0</td>
<td>1,149.5</td>
<td>423.5</td>
<td>1,870,958</td>
<td>15.9%</td>
<td>3.4%</td>
<td>2.4%</td>
<td>1.4%</td>
</tr>
<tr>
<td>Projections</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2020</td>
<td>364.2</td>
<td>1,370.2</td>
<td>507.4</td>
<td>2,261,799</td>
<td>17.0%</td>
<td>2.6%</td>
<td>1.8%</td>
<td>1.8%</td>
</tr>
<tr>
<td>2025</td>
<td>427.7</td>
<td>1,482.9</td>
<td>550.2</td>
<td>2,460,756</td>
<td>17.4%</td>
<td>2.2%</td>
<td>1.6%</td>
<td>1.6%</td>
</tr>
<tr>
<td>2030</td>
<td>471.0</td>
<td>1,595.1</td>
<td>592.8</td>
<td>2,658,903</td>
<td>17.7%</td>
<td>1.9%</td>
<td>1.5%</td>
<td>1.5%</td>
</tr>
<tr>
<td>2040</td>
<td>557.0</td>
<td>1,818.4</td>
<td>677.6</td>
<td>3,052,927</td>
<td>18.2%</td>
<td>1.7%</td>
<td>1.3%</td>
<td>1.3%</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Year</th>
<th>Lake (1,000)</th>
<th>Orange</th>
<th>Seminole</th>
<th>Total Tri-County Area</th>
<th>Lake % of Total</th>
<th>Orange</th>
<th>Seminole</th>
<th>Tri-County</th>
<th>% Avg Annual Growth Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>1980</td>
<td>46.3</td>
<td>291.2</td>
<td>61.6</td>
<td>399,068</td>
<td>11.6%</td>
<td>5.9%</td>
<td>7.0%</td>
<td>5.7%</td>
<td></td>
</tr>
<tr>
<td>1990</td>
<td>58.3</td>
<td>516.9</td>
<td>121.2</td>
<td>696,455</td>
<td>8.4%</td>
<td>2.3%</td>
<td>3.9%</td>
<td>4.3%</td>
<td></td>
</tr>
<tr>
<td>2000</td>
<td>85.8</td>
<td>733.6</td>
<td>185.1</td>
<td>1,004,518</td>
<td>8.5%</td>
<td>3.9%</td>
<td>3.6%</td>
<td>3.7%</td>
<td></td>
</tr>
<tr>
<td>2010</td>
<td>115.0</td>
<td>809.7</td>
<td>221.0</td>
<td>1,145,649</td>
<td>10.0%</td>
<td>3.0%</td>
<td>1.0%</td>
<td>1.8%</td>
<td>1.3%</td>
</tr>
</tbody>
</table>

Projections

<table>
<thead>
<tr>
<th>Year</th>
<th>Lake (1,000)</th>
<th>Orange</th>
<th>Seminole</th>
<th>Total Tri-County Area</th>
<th>Lake % of Total</th>
<th>Orange</th>
<th>Seminole</th>
<th>Tri-County</th>
<th>% Avg Annual Growth Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>2020</td>
<td>140.3</td>
<td>988.8</td>
<td>266.2</td>
<td>1,395,292</td>
<td>10.1%</td>
<td>2.0%</td>
<td>2.0%</td>
<td>1.9%</td>
<td>2.0%</td>
</tr>
<tr>
<td>2025</td>
<td>155.3</td>
<td>1,091.9</td>
<td>292.3</td>
<td>1,539,401</td>
<td>10.1%</td>
<td>2.0%</td>
<td>2.0%</td>
<td>1.9%</td>
<td>2.0%</td>
</tr>
<tr>
<td>2030</td>
<td>171.4</td>
<td>1,202.8</td>
<td>320.9</td>
<td>1,695,032</td>
<td>10.1%</td>
<td>2.0%</td>
<td>2.0%</td>
<td>1.9%</td>
<td>1.9%</td>
</tr>
<tr>
<td>2040</td>
<td>207.3</td>
<td>1,448.8</td>
<td>366.9</td>
<td>2,042,954</td>
<td>10.1%</td>
<td>1.9%</td>
<td>1.9%</td>
<td>1.9%</td>
<td>1.9%</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Year Built</th>
<th>Office Absorption</th>
<th>Office Cumulative Total</th>
<th>Industrial Absorption</th>
<th>Industrial Cumulative Total</th>
<th>Retail Absorption</th>
<th>Retail Cumulative Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Prior to 1970</td>
<td>806,830</td>
<td>806,830</td>
<td>1,121,290</td>
<td>1,121,290</td>
<td>2,027,602</td>
<td>2,027,602</td>
</tr>
<tr>
<td>1970-1979</td>
<td>290,551</td>
<td>1,097,381</td>
<td>1,248,639</td>
<td>2,369,929</td>
<td>1,388,565</td>
<td>3,398,167</td>
</tr>
<tr>
<td>1980-1989</td>
<td>539,557</td>
<td>1,636,968</td>
<td>1,407,702</td>
<td>3,777,631</td>
<td>2,765,659</td>
<td>6,161,826</td>
</tr>
<tr>
<td>1990-1999</td>
<td>400,154</td>
<td>2,037,122</td>
<td>2,282,460</td>
<td>6,060,091</td>
<td>2,861,099</td>
<td>9,022,925</td>
</tr>
<tr>
<td>2000-2010</td>
<td>1,933,454</td>
<td>3,970,576</td>
<td>2,786,159</td>
<td>8,846,250</td>
<td>5,630,620</td>
<td>14,653,545</td>
</tr>
<tr>
<td>2011-2012</td>
<td>23,152</td>
<td>3,993,728</td>
<td>0</td>
<td>8,846,250</td>
<td>320,021</td>
<td>14,973,566</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Avg Annual Absorption</th>
<th>Avg Annual Growth Rate</th>
<th>Avg Annual Absorption</th>
<th>Avg Annual Growth Rate</th>
<th>Avg Annual Absorption</th>
<th>Avg Annual Growth Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Prior to 1970</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>1970-1979</td>
<td>29,055</td>
<td>3.1%</td>
<td>124,864</td>
<td>7.8%</td>
<td>136,857</td>
</tr>
<tr>
<td>1980-1989</td>
<td>53,959</td>
<td>4.1%</td>
<td>140,770</td>
<td>4.8%</td>
<td>276,566</td>
</tr>
<tr>
<td>1990-1999</td>
<td>40,015</td>
<td>2.2%</td>
<td>228,246</td>
<td>4.8%</td>
<td>286,110</td>
</tr>
<tr>
<td>2000-2010</td>
<td>175,769</td>
<td>6.3%</td>
<td>253,287</td>
<td>3.5%</td>
<td>511,875</td>
</tr>
</tbody>
</table>

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 last 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

<table>
<thead>
<tr>
<th>Year Built</th>
<th>Office Absorption</th>
<th>Office Cumulative Total</th>
<th>Industrial Absorption</th>
<th>Industrial Cumulative Total</th>
<th>Retail Absorption</th>
<th>Retail Cumulative Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Prior to 1970</td>
<td>8,972,813</td>
<td>8,972,813</td>
<td>16,676,936</td>
<td>16,676,936</td>
<td>9,175,564</td>
</tr>
<tr>
<td></td>
<td>1970-1979</td>
<td>5,585,544</td>
<td>14,558,157</td>
<td>18,310,452</td>
<td>34,986,848</td>
<td>6,938,112</td>
</tr>
<tr>
<td></td>
<td>1980-1989</td>
<td>19,572,289</td>
<td>34,430,446</td>
<td>29,316,424</td>
<td>64,303,272</td>
<td>15,759,384</td>
</tr>
<tr>
<td></td>
<td>1990-1999</td>
<td>7,756,478</td>
<td>42,196,924</td>
<td>17,336,840</td>
<td>81,640,112</td>
<td>15,139,115</td>
</tr>
<tr>
<td></td>
<td>2000-2010</td>
<td>16,367,937</td>
<td>58,554,801</td>
<td>25,860,690</td>
<td>107,500,802</td>
<td>21,137,702</td>
</tr>
<tr>
<td></td>
<td>2011-2012</td>
<td>379,307</td>
<td>58,934,166</td>
<td>295,646</td>
<td>107,796,448</td>
<td>909,920</td>
</tr>
</tbody>
</table>

Avg Annual Absorption: NA  
Avg Annual Growth Rate: NA  
Avg Annual Absorption: NA  
Avg Annual Growth Rate: NA  
Avg Annual Absorption: NA  
Avg Annual Growth Rate: NA  
Avg Annual Absorption: NA  
Avg Annual Growth Rate: NA

Source: CoStar; RERC

Table 4.3: Summary of Seminole County Office, Industrial and Retail Markets

<table>
<thead>
<tr>
<th>Year Built</th>
<th>Office Absorption</th>
<th>Office Cumulative Total</th>
<th>Industrial Absorption</th>
<th>Industrial Cumulative Total</th>
<th>Retail Absorption</th>
<th>Retail Cumulative Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Prior to 1970</td>
<td>1,386,407</td>
<td>1,386,407</td>
<td>2,500,945</td>
<td>2,500,945</td>
<td>2,471,752</td>
</tr>
<tr>
<td></td>
<td>1970-1979</td>
<td>1,558,886</td>
<td>2,945,293</td>
<td>3,875,152</td>
<td>6,736,097</td>
<td>4,779,094</td>
</tr>
<tr>
<td></td>
<td>1990-1999</td>
<td>4,041,462</td>
<td>12,489,620</td>
<td>5,711,973</td>
<td>20,943,220</td>
<td>6,698,278</td>
</tr>
<tr>
<td></td>
<td>2000-2010</td>
<td>5,291,448</td>
<td>17,781,066</td>
<td>5,096,102</td>
<td>26,039,322</td>
<td>6,393,458</td>
</tr>
<tr>
<td></td>
<td>2011-2012</td>
<td>200,072</td>
<td>17,961,138</td>
<td>53,829</td>
<td>26,083,151</td>
<td>87,930</td>
</tr>
</tbody>
</table>

Avg Annual Absorption: NA  
Avg Annual Growth Rate: NA  
Avg Annual Absorption: NA  
Avg Annual Growth Rate: NA  
Avg Annual Absorption: NA  
Avg Annual Growth Rate: NA  
Avg Annual Absorption: NA  
Avg Annual Growth Rate: NA

Source: CoStar; RERC

As would be expected in these substantially more mature counties, these 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

<table>
<thead>
<tr>
<th>Year Built</th>
<th>Office</th>
<th></th>
<th></th>
<th>Industrial</th>
<th></th>
<th></th>
<th>Retail</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Absorption</td>
<td>Cumulative Total</td>
<td>Absorption</td>
<td>Cumulative Total</td>
<td>Absorption</td>
<td>Cumulative Total</td>
<td>Absorption</td>
<td>Cumulative Total</td>
<td>Absorption</td>
</tr>
<tr>
<td>Prior to 1970</td>
<td>7.2%</td>
<td>7.2%</td>
<td>5.5%</td>
<td>5.5%</td>
<td>14.8%</td>
<td>14.8%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1970-1979</td>
<td>3.9%</td>
<td>5.9%</td>
<td>5.3%</td>
<td>5.4%</td>
<td>10.5%</td>
<td>12.7%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1980-1989</td>
<td>2.1%</td>
<td>3.7%</td>
<td>3.6%</td>
<td>4.5%</td>
<td>10.4%</td>
<td>11.6%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1990-1999</td>
<td>3.3%</td>
<td>3.6%</td>
<td>9.0%</td>
<td>5.6%</td>
<td>11.6%</td>
<td>11.6%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2000-2010</td>
<td>8.2%</td>
<td>4.9%</td>
<td>8.3%</td>
<td>6.2%</td>
<td>17.0%</td>
<td>13.2%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2011-2012</td>
<td>3.8%</td>
<td>4.9%</td>
<td>0.0%</td>
<td>6.2%</td>
<td>24.3%</td>
<td>13.3%</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Area</th>
<th>Industrial</th>
<th>Percent of Total</th>
<th>Office</th>
<th>Percent of Total</th>
<th>Retail/</th>
<th>Percent of Total</th>
<th>Total</th>
<th>Percent of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Restaurants</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Clermont</td>
<td>318,847</td>
<td>4.4%</td>
<td>795,996</td>
<td>24.2%</td>
<td>2,345,928</td>
<td>27.3%</td>
<td>3,417,868</td>
<td>18.1%</td>
</tr>
<tr>
<td>Leesburg</td>
<td>1,077,672</td>
<td>15.0%</td>
<td>579,062</td>
<td>16.6%</td>
<td>1,274,093</td>
<td>14.0%</td>
<td>2,931,967</td>
<td>15.6%</td>
</tr>
<tr>
<td>Lady Lake</td>
<td>209,167</td>
<td>2.9%</td>
<td>356,024</td>
<td>11.8%</td>
<td>1,886,880</td>
<td>18.2%</td>
<td>2,133,081</td>
<td>11.3%</td>
</tr>
<tr>
<td>Tavares</td>
<td>667,093</td>
<td>9.3%</td>
<td>366,374</td>
<td>11.8%</td>
<td>344,085</td>
<td>4.0%</td>
<td>1,381,062</td>
<td>7.3%</td>
</tr>
<tr>
<td>Mount Dora</td>
<td>211,026</td>
<td>2.9%</td>
<td>215,304</td>
<td>6.5%</td>
<td>774,324</td>
<td>9.0%</td>
<td>1,025,144</td>
<td>6.4%</td>
</tr>
<tr>
<td>Eustis</td>
<td>346,737</td>
<td>4.8%</td>
<td>216,342</td>
<td>6.9%</td>
<td>406,874</td>
<td>5.6%</td>
<td>1,057,863</td>
<td>5.6%</td>
</tr>
<tr>
<td>Groveland</td>
<td>761,426</td>
<td>10.6%</td>
<td>266,888</td>
<td>0.3%</td>
<td>178,468</td>
<td>2.1%</td>
<td>949,844</td>
<td>5.0%</td>
</tr>
<tr>
<td>Minneola</td>
<td>307,444</td>
<td>4.3%</td>
<td>22,365</td>
<td>0.7%</td>
<td>143,207</td>
<td>1.7%</td>
<td>473,066</td>
<td>2.5%</td>
</tr>
<tr>
<td>Fruitland Park</td>
<td>30,133</td>
<td>0.4%</td>
<td>54,163</td>
<td>1.7%</td>
<td>89,137</td>
<td>1.0%</td>
<td>182,433</td>
<td>1.0%</td>
</tr>
<tr>
<td>Mascotte</td>
<td>22,076</td>
<td>0.3%</td>
<td>0</td>
<td>0.0%</td>
<td>14,196</td>
<td>0.2%</td>
<td>36,222</td>
<td>0.2%</td>
</tr>
<tr>
<td>Umatilla</td>
<td>6,880</td>
<td>0.1%</td>
<td>4,062</td>
<td>0.1%</td>
<td>17,021</td>
<td>0.2%</td>
<td>27,963</td>
<td>0.1%</td>
</tr>
<tr>
<td>Hosay in the Hills</td>
<td>0</td>
<td>0.0%</td>
<td>2,310</td>
<td>0.1%</td>
<td>1,950</td>
<td>0.0%</td>
<td>4,260</td>
<td>0.0%</td>
</tr>
<tr>
<td>Astotula</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Mencia</td>
<td>0.0%</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Lake Unincorporated</td>
<td>3,239,671</td>
<td>44.3%</td>
<td>523,290</td>
<td>16.8%</td>
<td>1,343,697</td>
<td>16.7%</td>
<td>5,106,662</td>
<td>27.0%</td>
</tr>
</tbody>
</table>

Total Square Feet | 7,208,564 | 100.0%          | 3,118,540| 100.0%          | 8,575,687| 100.0%          | 18,952,793| 100.0%          |

Sources: Lake County Property Appraiser Tax Roll 2011F; RERC.

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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

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

<table>
<thead>
<tr>
<th>Year Built</th>
<th>Office Absorption</th>
<th>Cumulative Total</th>
<th>Industrial Absorption</th>
<th>Cumulative Total</th>
<th>Retail Absorption</th>
<th>Cumulative Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Prior to 1970</td>
<td>233,894</td>
<td>233,804</td>
<td>40,065</td>
<td>40,095</td>
<td>594,196</td>
<td>594,196</td>
</tr>
<tr>
<td>1990-1999</td>
<td>39,612</td>
<td>433,931</td>
<td>82,649</td>
<td>516,590</td>
<td>591,651</td>
<td>591,651</td>
</tr>
<tr>
<td>2011-2012</td>
<td>12,152</td>
<td>597,603</td>
<td>0</td>
<td>686,592</td>
<td>2,027,971</td>
<td>2,027,971</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Avg Annual Absorption</th>
<th>Avg Annual Growth Rate</th>
<th>Avg Annual Absorption</th>
<th>Avg Annual Growth Rate</th>
<th>Avg Annual Absorption</th>
<th>Avg Annual Growth Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Prior to 1970</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>1970-1978</td>
<td>4,376</td>
<td>1.7%</td>
<td>35,916</td>
<td>NA</td>
<td>34,132</td>
</tr>
<tr>
<td>1980-1989</td>
<td>11,766</td>
<td>3.6%</td>
<td>5,011</td>
<td>NA</td>
<td>54,148</td>
</tr>
<tr>
<td>1990-1999</td>
<td>3,861</td>
<td>0.9%</td>
<td>8,285</td>
<td>1.7%</td>
<td>51,485</td>
</tr>
<tr>
<td>2000-2010</td>
<td>15,775</td>
<td>2.8%</td>
<td>12,600</td>
<td>2.1%</td>
<td>57,622</td>
</tr>
</tbody>
</table>

Capture Rate of County Total:

| Prior to 1970 | 29.0% | 29.0% | 4.4% | 4.4% | 29.3% | 29.3% |
| 1970-1979 | 16.1% | 25.3% | 27.2% | 16.4% | 24.9% | 27.5% |
| 1980-1989 | 21.8% | 24.1% | 4.2% | 11.6% | 18.6% | 24.0% |
| 1990-1999 | 9.6% | 21.3% | 3.6% | 6.7% | 18.0% | 22.1% |
| 2000-2010 | 7.8% | 14.7% | 5.0% | 7.8% | 11.3% | 17.8% |

Sources: 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.
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

<table>
<thead>
<tr>
<th></th>
<th>Industrial</th>
<th>Office</th>
<th>Retail/Restaurants</th>
</tr>
</thead>
<tbody>
<tr>
<td>County</td>
<td>Per Capita</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Alachua</td>
<td>37</td>
<td>45</td>
<td>54</td>
</tr>
<tr>
<td>Charlotte</td>
<td>22</td>
<td>24</td>
<td>28</td>
</tr>
<tr>
<td>Clay</td>
<td>43</td>
<td>41</td>
<td>37</td>
</tr>
<tr>
<td>Collier</td>
<td>46</td>
<td>39</td>
<td>37</td>
</tr>
<tr>
<td>Miami-Dade</td>
<td>83</td>
<td>89</td>
<td>92</td>
</tr>
<tr>
<td>DeSoto</td>
<td>33</td>
<td>29</td>
<td>70</td>
</tr>
<tr>
<td>Duval</td>
<td>118</td>
<td>131</td>
<td>147</td>
</tr>
<tr>
<td>Escambia</td>
<td>45</td>
<td>50</td>
<td>57</td>
</tr>
<tr>
<td>Gadsden</td>
<td>78</td>
<td>87</td>
<td>98</td>
</tr>
<tr>
<td>Glades</td>
<td>38</td>
<td>30</td>
<td>25</td>
</tr>
<tr>
<td>Hardee</td>
<td>21</td>
<td>20</td>
<td>26</td>
</tr>
<tr>
<td>Highlands</td>
<td>37</td>
<td>34</td>
<td>39</td>
</tr>
<tr>
<td>Hillsborough</td>
<td>94</td>
<td>94</td>
<td>88</td>
</tr>
<tr>
<td>Lee</td>
<td>52</td>
<td>54</td>
<td>58</td>
</tr>
<tr>
<td>Liberty</td>
<td>75</td>
<td>70</td>
<td>60</td>
</tr>
<tr>
<td>Okaloosa</td>
<td>37</td>
<td>39</td>
<td>60</td>
</tr>
<tr>
<td>Okeechobee</td>
<td>20</td>
<td>40</td>
<td>46</td>
</tr>
<tr>
<td>Orange</td>
<td>97</td>
<td>99</td>
<td>101</td>
</tr>
<tr>
<td>Osceola</td>
<td>33</td>
<td>32</td>
<td>33</td>
</tr>
<tr>
<td>Pasco</td>
<td>28</td>
<td>32</td>
<td>34</td>
</tr>
<tr>
<td>Polk</td>
<td>93</td>
<td>106</td>
<td>110</td>
</tr>
<tr>
<td>St. Lucie</td>
<td>44</td>
<td>43</td>
<td>48</td>
</tr>
<tr>
<td>Seminole</td>
<td>49</td>
<td>56</td>
<td>62</td>
</tr>
<tr>
<td>Volusia</td>
<td>34</td>
<td>40</td>
<td>50</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th></th>
<th>Per Capita SF</th>
<th>Total County SF</th>
<th>Average Annual Growth Rates</th>
<th>Increase in Total County SF</th>
<th>Av. Annual County SF Absorption</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Low</td>
<td>Midpoint</td>
<td>High</td>
<td>Low</td>
<td>Midpoint</td>
</tr>
<tr>
<td>Office:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2010</td>
<td>3,970,579</td>
<td>3,970,579</td>
<td>3,970,579</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>2015</td>
<td>4,284,800</td>
<td>4,305,900</td>
<td>4,317,000</td>
<td>2.0%</td>
<td>3.1%</td>
</tr>
<tr>
<td>2020</td>
<td>4,598,200</td>
<td>4,609,400</td>
<td>4,671,700</td>
<td>2.3%</td>
<td>3.1%</td>
</tr>
<tr>
<td>2025</td>
<td>5,040,000</td>
<td>5,040,000</td>
<td>5,077,100</td>
<td>2.6%</td>
<td>4.5%</td>
</tr>
<tr>
<td>2030</td>
<td>6,448,800</td>
<td>7,880,500</td>
<td>9,275,400</td>
<td>3.2%</td>
<td>4.2%</td>
</tr>
<tr>
<td>2035</td>
<td>7,364,300</td>
<td>8,411,000</td>
<td>11,518,600</td>
<td>2.7%</td>
<td>3.7%</td>
</tr>
<tr>
<td>2040</td>
<td>6,247,800</td>
<td>11,148,200</td>
<td>11,642,600</td>
<td>2.3%</td>
<td>3.4%</td>
</tr>
</tbody>
</table>

| Industrial:   |              |                 |                            |                             |                               |                             |
| 2010           | 8,846,259    | 8,846,259       | 8,846,259                  | NA                          | NA                            | NA                          |
| 2015           | 9,117,000    | 9,117,000       | 9,117,000                  | 0.6%                        | 1.3%                          | 270,750                     | 852,750                     | 1,434,750                   |
| 2020           | 10,166,000   | 11,223,750      | 12,353,500                 | 2.1%                        | 3.7%                          | 989,000                     | 1,530,700                   | 2,072,500                   |
| 2025           | 11,098,000   | 12,801,600      | 14,992,200                 | 1.7%                        | 3.4%                          | 902,000                     | 1,571,700                   | 2,241,700                   |
| 2030           | 12,176,400   | 14,847,800      | 17,503,290                 | 2.6%                        | 3.4%                          | 1,197,400                   | 2,046,200                   | 2,926,000                   |
| 2035           | 13,265,200   | 16,993,800      | 20,732,400                 | 1.7%                        | 3.4%                          | 1,070,800                   | 2,146,000                   | 3,212,200                   |
| 2040           | 14,244,200   | 19,250,800      | 24,205,400                 | 1.6%                        | 3.2%                          | 901,000                     | 2,297,000                   | 3,520,000                   |

| Retail:       |              |                 |                            |                             |                               |                             |
| 2010           | 14,653,549   | 14,653,549      | 14,653,549                 | NA                          | NA                            | NA                          |
| 2015           | 14,891,100   | 16,841,700      | 19,702,300                 | 0.3%                        | 1.6%                          | 237,665                     | 1,198,165                   | 2,136,765                   |
| 2020           | 10,360,000   | 16,112,600      | 19,925,000                 | 1.6%                        | 2.7%                          | 1,406,800                   | 2,270,800                   | 3,132,100                   |
| 2025           | 17,544,000   | 20,402,600      | 23,261,100                 | 1.5%                        | 2.4%                          | 1,344,000                   | 2,293,000                   | 3,356,100                   |
| 2030           | 18,921,200   | 22,708,400      | 26,795,600                 | 1.2%                        | 2.2%                          | 1,077,200                   | 2,305,600                   | 3,634,600                   |
| 2035           | 15,514,800   | 26,018,600      | 30,022,700                 | 0.9%                        | 2.0%                          | 863,400                     | 2,310,200                   | 3,727,100                   |
| 2040           | 20,344,600   | 27,385,400      | 34,468,200                 | 0.7%                        | 1.8%                          | 759,000                     | 2,337,700                   | 3,845,800                   |

| Total:        |              |                 |                            |                             |                               |                             |
| 2015           | 28,262,700   | 30,002,900      | 31,771,900                 | 0.6%                        | 1.3%                          | 792,200                     | 2,496,820                   | 4,400,729                   |
| 2020           | 30,970,000   | 34,413,750      | 37,657,500                 | 1.6%                        | 2.7%                          | 2,707,300                   | 4,346,600                   | 5,966,400                   |
| 2025           | 34,056,000   | 38,904,500      | 45,163,900                 | 1.9%                        | 2.8%                          | 3,086,000                   | 5,191,200                   | 7,298,400                   |
| 2030           | 37,242,400   | 46,416,800      | 53,561,200                 | 1.8%                        | 2.8%                          | 3,196,400                   | 5,911,600                   | 8,437,300                   |
| 2035           | 40,193,800   | 51,453,600      | 62,773,100                 | 1.5%                        | 2.8%                          | 2,891,400                   | 6,036,800                   | 9,181,900                   |
| 2040           | 42,738,800   | 57,752,400      | 72,766,200                 | 1.3%                        | 3.0%                          | 2,004,600                   | 8,298,050                   | 9,653,100                   |

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 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

<table>
<thead>
<tr>
<th>Site Type</th>
<th>Site Capture %</th>
<th>Site Cumulative Total SF</th>
<th>Site Avg Annual SF Absorption</th>
<th>FAR</th>
<th>Cumulative Acres</th>
</tr>
</thead>
<tbody>
<tr>
<td>Office</td>
<td></td>
<td>Low</td>
<td>Midpoint</td>
<td>High</td>
<td>Low</td>
</tr>
<tr>
<td>2010</td>
<td></td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>2016</td>
<td>0.0%</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>2020</td>
<td>0.0%</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>2025</td>
<td>10.0%</td>
<td>94,000</td>
<td>132,930</td>
<td>171,880</td>
<td>18,800</td>
</tr>
<tr>
<td>2030</td>
<td>20.0%</td>
<td>282,980</td>
<td>424,830</td>
<td>567,620</td>
<td>37,672</td>
</tr>
<tr>
<td>2035</td>
<td>25.0%</td>
<td>511,910</td>
<td>819,980</td>
<td>1,128,070</td>
<td>45,910</td>
</tr>
<tr>
<td>2040</td>
<td>30.0%</td>
<td>777,050</td>
<td>1,331,260</td>
<td>1,885,450</td>
<td>53,028</td>
</tr>
<tr>
<td>Industrial</td>
<td></td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>2010</td>
<td></td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>2015</td>
<td>0.0%</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>2020</td>
<td>0.0%</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>2025</td>
<td>15.0%</td>
<td>135,300</td>
<td>235,776</td>
<td>336,256</td>
<td>27,080</td>
</tr>
<tr>
<td>2030</td>
<td>26.0%</td>
<td>427,150</td>
<td>747,328</td>
<td>1,067,568</td>
<td>68,370</td>
</tr>
<tr>
<td>2035</td>
<td>38.0%</td>
<td>806,080</td>
<td>1,498,428</td>
<td>2,191,775</td>
<td>75,586</td>
</tr>
<tr>
<td>2040</td>
<td>44.0%</td>
<td>1,201,480</td>
<td>2,401,228</td>
<td>3,600,975</td>
<td>79,280</td>
</tr>
<tr>
<td>Retail</td>
<td></td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>2010</td>
<td></td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>2015</td>
<td>0.0%</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>2020</td>
<td>0.0%</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>2025</td>
<td>4.0%</td>
<td>49,760</td>
<td>91,602</td>
<td>133,444</td>
<td>9,062</td>
</tr>
<tr>
<td>2030</td>
<td>6.0%</td>
<td>114,392</td>
<td>229,963</td>
<td>345,514</td>
<td>12,928</td>
</tr>
<tr>
<td>2035</td>
<td>8.0%</td>
<td>185,964</td>
<td>414,773</td>
<td>643,662</td>
<td>14,294</td>
</tr>
<tr>
<td>2040</td>
<td>10.0%</td>
<td>258,864</td>
<td>648,548</td>
<td>1,038,232</td>
<td>14,800</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>2010</td>
<td></td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>2015</td>
<td>0.0%</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>2020</td>
<td>0.0%</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>2025</td>
<td>279,060</td>
<td>460,310</td>
<td>641,559</td>
<td>55,812</td>
<td>92,062</td>
</tr>
<tr>
<td>2030</td>
<td>823,902</td>
<td>1,402,171</td>
<td>1,980,439</td>
<td>108,968</td>
<td>186,372</td>
</tr>
<tr>
<td>2035</td>
<td>1,502,854</td>
<td>2,733,191</td>
<td>3,983,527</td>
<td>135,790</td>
<td>286,204</td>
</tr>
<tr>
<td>2040</td>
<td>2,297,394</td>
<td>4,381,026</td>
<td>6,624,667</td>
<td>146,908</td>
<td>320,557</td>
</tr>
</tbody>
</table>

Source: CoStar; RERC

REAL ESTATE RESEARCH CONSULTANTS, INC.
Mount Dora Employment Center
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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

<table>
<thead>
<tr>
<th>Year</th>
<th>Low</th>
<th>Midpoint</th>
<th>High</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010</td>
<td>0.0%</td>
<td>0.0%</td>
<td>0.0%</td>
</tr>
<tr>
<td>2015</td>
<td>0.0%</td>
<td>0.0%</td>
<td>0.0%</td>
</tr>
<tr>
<td>2020</td>
<td>0.0%</td>
<td>0.0%</td>
<td>0.0%</td>
</tr>
<tr>
<td>2025</td>
<td>0.8%</td>
<td>1.2%</td>
<td>1.4%</td>
</tr>
<tr>
<td>2030</td>
<td>2.2%</td>
<td>3.1%</td>
<td>3.7%</td>
</tr>
<tr>
<td>2035</td>
<td>3.7%</td>
<td>5.3%</td>
<td>6.3%</td>
</tr>
<tr>
<td>2040</td>
<td>5.2%</td>
<td>7.6%</td>
<td>9.0%</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>% of Site Total SF</th>
<th>Low</th>
<th>Midpoint</th>
<th>High</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Office:</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2010</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>2015</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>2020</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>2025</td>
<td>33.7%</td>
<td>29.9%</td>
<td>26.8%</td>
</tr>
<tr>
<td>2030</td>
<td>34.3%</td>
<td>30.3%</td>
<td>28.7%</td>
</tr>
<tr>
<td>2035</td>
<td>34.1%</td>
<td>30.0%</td>
<td>28.6%</td>
</tr>
<tr>
<td>2040</td>
<td>34.7%</td>
<td>30.4%</td>
<td>28.9%</td>
</tr>
<tr>
<td><strong>Industrial:</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2010</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>2015</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>2020</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>2025</td>
<td>48.5%</td>
<td>51.2%</td>
<td>52.4%</td>
</tr>
<tr>
<td>2030</td>
<td>51.8%</td>
<td>53.3%</td>
<td>53.9%</td>
</tr>
<tr>
<td>2035</td>
<td>53.6%</td>
<td>54.8%</td>
<td>55.3%</td>
</tr>
<tr>
<td>2040</td>
<td>53.7%</td>
<td>64.8%</td>
<td>55.2%</td>
</tr>
<tr>
<td><strong>Retail:</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2010</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>2015</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>2020</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>2025</td>
<td>17.8%</td>
<td>19.9%</td>
<td>20.8%</td>
</tr>
<tr>
<td>2030</td>
<td>13.9%</td>
<td>16.4%</td>
<td>17.4%</td>
</tr>
<tr>
<td>2035</td>
<td>12.4%</td>
<td>16.2%</td>
<td>16.2%</td>
</tr>
<tr>
<td>2040</td>
<td>11.6%</td>
<td>14.8%</td>
<td>15.9%</td>
</tr>
<tr>
<td><strong>Total:</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2010</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>2015</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>2020</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>2025</td>
<td>100.0%</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>2030</td>
<td>100.0%</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>2035</td>
<td>100.0%</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>2040</td>
<td>100.0%</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

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**

<table>
<thead>
<tr>
<th>Year</th>
<th>Remaining Site Acres</th>
<th>Low</th>
<th>Midpoint</th>
<th>High</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010</td>
<td>922</td>
<td>922</td>
<td>922</td>
<td>922</td>
</tr>
<tr>
<td>2015</td>
<td>922</td>
<td>922</td>
<td>922</td>
<td>922</td>
</tr>
<tr>
<td>2020</td>
<td>922</td>
<td>922</td>
<td>922</td>
<td>922</td>
</tr>
<tr>
<td>2025</td>
<td>890</td>
<td>868</td>
<td>847</td>
<td></td>
</tr>
<tr>
<td>2030</td>
<td>829</td>
<td>762</td>
<td>694</td>
<td></td>
</tr>
<tr>
<td>2035</td>
<td>754</td>
<td>611</td>
<td>468</td>
<td></td>
</tr>
<tr>
<td>2040</td>
<td>673</td>
<td>424</td>
<td>176</td>
<td></td>
</tr>
</tbody>
</table>

*Source: CoStar; NERC*

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 per 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.
TAB J

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.

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Grade</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Applicant was quick to respond to questions before and after submission of proposal and in advance of site visit.</td>
<td>A</td>
<td>Applicant was quick to respond to questions before and after submission of proposal and in advance of site visit.</td>
</tr>
</tbody>
</table>
October 10, 2017

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.

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Grade</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>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.</td>
<td>A</td>
<td>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.</td>
</tr>
</tbody>
</table>

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.

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Grade</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Initial submission was an accurate reflection of the conditions present at the site, and additional detail at site visit enhanced understanding of the site.</td>
<td>A</td>
<td>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.</td>
</tr>
</tbody>
</table>

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.

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Grade</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Applicant team prepared a planned agenda for the site visit and managed the allotted time accordingly.</td>
<td>A</td>
<td>The applicant team prepared a planned agenda for the site visit and managed the allotted time well.</td>
</tr>
</tbody>
</table>
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.

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Grade</th>
<th>Comments</th>
</tr>
</thead>
</table>
| 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.

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Grade</th>
<th>Comments</th>
</tr>
</thead>
</table>
| 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.

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Grade</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>The applicant team managed transportation to and from property. Appropriate team members were in the vehicle and provided community information en route to site.</td>
<td>A</td>
<td>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.</td>
</tr>
</tbody>
</table>

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.

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Grade</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Site visit was conducted in the allotted time requested by the McCallum Sweeney team.</td>
<td>A</td>
<td>The site visit was conducted in the allotted time requested by the McCallum Sweeney team.</td>
</tr>
</tbody>
</table>
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.

<table>
<thead>
<tr>
<th>Site Characteristics</th>
</tr>
</thead>
<tbody>
<tr>
<td>The property is 265 acres with 245.9 developable acres.</td>
</tr>
<tr>
<td>The property is zoned Planned Unit Development and will not need to be rezoned for industrial use.</td>
</tr>
<tr>
<td>The property has a space intended for a future college development that is committed to serving the future employers of the park.</td>
</tr>
<tr>
<td>The property is available for sale, but a price has not been established/provided.</td>
</tr>
<tr>
<td>The property is made up of five different owners which may complicate the purchase of the park.</td>
</tr>
<tr>
<td>There are multiple sand skink conservation easements on the property.</td>
</tr>
<tr>
<td>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.</td>
</tr>
<tr>
<td>The property is surrounded by Agricultural and Rural Residential zoned land.</td>
</tr>
</tbody>
</table>
**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 28 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.
<table>
<thead>
<tr>
<th>Industry</th>
<th>Location Requirements</th>
<th>MSC Justification</th>
</tr>
</thead>
<tbody>
<tr>
<td>Clean Energy</td>
<td>• Access to qualified labor</td>
<td>• Access to qualified labor</td>
</tr>
<tr>
<td></td>
<td>• Proximity to research universities</td>
<td>• Proximity to the University of Central Florida and the University of Florida</td>
</tr>
<tr>
<td></td>
<td>• Proximity to training resources</td>
<td>• Planned college area on the property</td>
</tr>
<tr>
<td></td>
<td>• Proximity to a large metro area</td>
<td>• Property is part of the Orlando-Kissimmee-Sanford, FL MSA</td>
</tr>
<tr>
<td></td>
<td>• Large tracts of land</td>
<td>• Property has 237 developable acres</td>
</tr>
<tr>
<td>Emerging Technologies</td>
<td>• Large tracts of land</td>
<td>• Access to qualified labor</td>
</tr>
<tr>
<td></td>
<td>• Access to qualified labor</td>
<td>• Competitive operating cost environment</td>
</tr>
<tr>
<td></td>
<td>• Competitive operating cost environment</td>
<td>• Planned college area on the property</td>
</tr>
<tr>
<td></td>
<td>• Highway transportation linkages</td>
<td></td>
</tr>
<tr>
<td>Life Sciences</td>
<td>• Larger site size requirement</td>
<td>• Property is located in the Orlando-Kissimmee-Sanford, FL MSA</td>
</tr>
<tr>
<td></td>
<td>• Proximity to population centers with strong quality of life components to recruit</td>
<td>• Adequate manufacturing labor force available</td>
</tr>
<tr>
<td></td>
<td>required personnel</td>
<td>• Property has 237 developable acres</td>
</tr>
<tr>
<td></td>
<td>• Adequate manufacturing labor force</td>
<td>• Good transportation infrastructure</td>
</tr>
<tr>
<td></td>
<td>• Good transportation infrastructure</td>
<td></td>
</tr>
</tbody>
</table>
TAB K

Approvals
BOARD OF COUNTY COMMISSIONERS
LAKE COUNTY, FLORIDA
OFFICE OF THE COUNTY MANAGER
AGENDA ITEM COVER SHEET

DATE: 09/17/2018
TO: Jeff Cole, County Manager
THRU: MEETING DATE: 09/25/2018
ITEM TYPE: Consent Item
ITEM ID: 7353

BY: Brenda DeMartino, Office Manager
SUBJECT: Approval to apply for and accept the Florida Job Growth Grant Fund Public Infrastructure Grant for design and engineering of the Round Lake Road Expansion within the Wolf Branch Innovation District, located in the joint planning area between Lake County and the City of Mount Dora.

RECOMMENDATION/REQUIRED ACTION:
Request: approval to apply for and accept a Public Infrastructure Grant through the 2018-2019 Florida Job Growth Grant Fund for design and engineering of the Round Lake Road Expansion in the Wolf Branch Innovation District; authorization for the Chairman to execute all related documentation; and approval for the Chairman to send a letter of support for the City of Clermont’s grant funding application for utilities in Wellness Way. The fiscal impact is up to $2,500,000.00 (revenue). Commission Districts 1, 2 and 4

BACKGROUND SUMMARY:

In 2017, the Florida Job Growth Grant Fund provided $85 million for public infrastructure and job training projects that support growth and employment in Florida’s diverse industries. In 2018-19, another $85 million will be provided for public infrastructure and job training projects in Florida.

The Office of Elevate Lake is seeking to apply for this grant to enable the County to complete the Design and Engineering of the Round Lake Road extension in the Wolf Branch Innovation District. The City of Mount Dora has secured funds through a State Revolving Loan Fund to install necessary utilities along this new corridor. These utilities cannot be accurately placed until the Design and Engineering process has determined the final alignment of the newly expanded 4.5 mile road.

Presently, the County is conducting a PD&E study on the area which is anticipated to be completed in April 2019. Without this grant funding, it is expected that funding for the Design and Engineering of the road will take a minimum of two years. The Design and Engineering of the road, and the installation of the utilities, will assist to drive
development within the Wolf Branch Innovation District.

The Chairman's letter of support for the City of Clermont's Florida Job Growth Grant application is to support our City partners in the Wellness Way Urban Services Area. The requested funding will be used to permit and construct their utility service extension into the area, which both the City and County have a vested interest in supporting. The utility infrastructure will assist both Lake County and the City of Clermont promote development and high wage job creation in the Wellness Way Urban Services Area.

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Fiscal Impact: The fiscal impact is up to $2,500,000.00 (revenue).

Account No.: 

Advertised Date: 

Paper:

Attachments: 

1. Grant Summary Florida Job Growth Grant
2. FL Job Growth Grant application
3. Support Documents A - G
4. Support Documents Tabs H-L
5. LCBCC - City of Clermont Support Letter - FJGG

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STAFF APPROVALS AND DATES: 

Brenda DeMartino Created/Initiated - 09/17/2018
Brandon Matulka Approved - 09/17/2018
Jennifer Barker Approved - 09/17/2018
Todd Thornton Approved - 09/17/2018
Melanie Marsh Approved - 09/17/2018
Angela Harrold Final Approval - 09/18/2018

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ACTION TAKEN BY BOARD: 

Action: New 
Continued/Deferred Until:

Other:
providing for a Comprehensive Plan amendment amending the land use designation from “Urban Low Density” on the Lake County Comprehensive Plan to “Dalley Mixed Use Commercial Development” on the Future Land Use Map of the City of Minneola’s Comprehensive Plan, for 26.5 acres of property generally located east of US Highway 27 and South of Citrus Grove Road.


| APPROVED | Tab 6. Request from Management and Budget for approval of a budget transfer in the amount of $177,900.00 for the Supervisor of Elections' Help America Vote Act Fiscal Year 2018/2019 Grant to reallocate the funds to the appropriate accounts. There is no additional fiscal impact. | BARKER |
| APPROVED | Tab 7. Request from Human Resources and Risk Management for approval of Lake County Policy LCC-99 entitled "Health Insurance Portability and Accountability Act (HIPAA) Hybrid Entity Designation," which establishes a policy that provides for the County to be designated as an entity that conducts health care and non-health care functions and to identify those functions with a health care component pursuant to federal law. Request approval to retitle Lake County Policy LCC-95 to "Privacy Policy Statement for Group Health Plan for Health Insurance Portability and Accountability Act (HIPAA) Compliance." There is no fiscal impact. | KOVACS |
| APPROVED | Tab 8. Request from Elevate Lake for approval to apply for and accept a Public Infrastructure Grant through the 2018-2019 Florida Job Growth Grant Fund for design and engineering of the Round Lake Road Expansion in the Wolf Branch Innovation District; authorization for the Chairman to execute all related documentation; and approval for the Chairman to send a letter of support for the City of Clermont’s grant funding application for utilities in Wellness Way. The fiscal impact is up to $2,500,000.00 (revenue). Commission Districts 1, 2 and 4. | MATULKA |
| APPROVED | Tab 9. Request from Visit Lake for approval of the first amendment to the lease agreement with the Lake County Water Authority for the volleyball facility at the Hickory Point Stormwater Retention Area. There is no fiscal impact. Commission District 3. | MATULKA |
| APPROVED | Tab 10. Request from Public Safety for approval of an agreement with Susan’s Landing Homeowners Association, Inc., located in Clermont, for a | MOLEND A |
TAB L

Letters of Support
August 21, 2018

Mr. Jeff Cole
County Manager
Lake County Board of County Commissioners
315 W. Main Street
Tavares, FL 32778

Re: DEO Infrastructure Grant Application
    Round Lake Road Extension Design and Utilities

Dear Mr. Cole:

Please accept this letter of support for the Florida Job Growth Grant Fund Infrastructure Grant Application for Round Lake Road Design and Utilities. The City of Mount Dora and Lake County have been working in partnership for almost two decades associated the construction of the Wekiva Parkway (State Road 453/429), land use master plans for the Wolf Branch Innovation District, and create economic vitality for Northeast Lake County and the City of Mount Dora. This partnership has been a productive enterprise to date.

Since the inception of the Wekiva Parkway the City and County has had a shared vision for an employment center full of high wage jobs for our residents at the terminus of State Road 453/429, along SR 46 and Round Lake Road, while maintaining the unique character of Northeast Lake County. Lake County and the City of Mount Dora partnered with Duke Energy for their Site Readiness Assessment of 265 acres of the Summer Lake Grace property within the Wolf Branch Innovation District boundary in July of 2017. McCallum Sweeney, the consultant hired by Duke Energy to evaluate the site rated it as an “A” site for future development. The challenge with this site as McCallum Sweeney cited was the access from Round Lake Road.

With the opening of the Wekiva Parkway, it is critical that Round Lake Road is improved and extended to meet the increased traffic demands and future growth for this region. The City of Mount Dora supports Lake County’s Florida Job Growth Grant Fund Infrastructure Grant Application.

Please don’t hesitate to contact the City if we can assist with project as you move forward with the grant proposal.

Respectfully,

Mayor Nick Girone
Mr. Jeff Cole
County Manager
Lake County Board of County Commissioners
315 W. Main Street
Tavares, FL 32778

Re: DEO Infrastructure Grant Application
Round Lake Road Extension Design and Utilities

Dear Mr. Cole:

Please accept this letter of support for the Florida Job Growth Grant Fund Infrastructure Grant Application for Round Lake Road Design and Utilities. Economic vitality for Northeast Lake County and the City of Mount Dora is the number one goal of the Chamber.

Since the inception of the Wekiva Parkway, the Mount Dora Area Chamber of Commerce has had a shared vision for an employment center full of high wage jobs for our residents at the terminus of State Road 453/429, along SR 46 and Round Lake Road, while maintaining the unique character of Northeast Lake County.

With the opening of the Wekiva Parkway, it is critical that Round Lake Road is improved and extended to meet the increased traffic demands and future growth for this region. The Mount Dora Area Chamber of Commerce supports Lake County’s Florida Job Growth Grant Fund Infrastructure Grant Application.

Thank you for your consideration.

Respectfully,

Rob English, President
Mount Dora Area Chamber of Commerce