AGENDA
CITY COMMISSION MEETING
CITY HALL, 501 W MEADOW STREET
MONDAY, DECEMBER 8, 2025 5:30 PM

1. CALL TO ORDER

INVOCATION

PLEDGE OF ALLEGIANCE TO THE FLAG OF THE UNITED STATES OF AMERICA

2. PROCLAMATIONS:

A. None

3. PRESENTATIONS:

A. Leesburg in Bloom Update

B. <u>Employee Service Award Recognitions:</u>

Five Years: Thomas Devereaux, Fire; Brendin Evans, Police; David McClain, Police; and Christopher Moering, Police
Ten Years: Ryan Owens, Fire; and Gabriel White, Police
Twenty Years: Timothy Patten, Public Works; and Sonja Shaffer, Information Technology
Twenty-Five Years: James Green, Police

4. PUBLIC COMMENTS:
This section is reserved for members of the public to bring up matters of concern or opportunities for praise. Please note that issues raised during this time will not be discussed in detail during the current meeting. They will either be referred to the appropriate staff or scheduled for consideration at a future City Commission Meeting. Each speaker is allocated three minutes to provide their comments. Kindly adhere to this time limit to ensure equal opportunity for all participants and to support the efficient conduct of the meeting. Thank you!

5. CONSENT AGENDA:
Routine items are placed on the Consent Agenda to expedite the meeting. If the Commission/Staff wish to discuss any item, the procedure is as follows: (1) pull the item(s) from the Consent Agenda; (2) vote on remaining items with one roll call vote, (3) discuss

each pulled item and vote by roll call

A. CITY COMMISSION MEETING MINUTES:

1. Regular meeting held November 24, 2025

B. PURCHASING ITEMS:

1. Requesting approval to purchase one (1) 2027 medium duty Mack truck, model MD7 for the total amount of $214,561.00 from Nextran Truck Center, contract holder under the Florida Sheriffs Association Contract FSA 25-VEH23.0.

2. Purchase Request approval for computer equipment from High Performance Technologies using Florida State Contract 43210000-23-NASPO-ACS-FL.

3. Purchase request to approve the purchase to install a new Taraflex Class 3 Sports Flooring with heat welded seams and other updates to the Gym from Southeastern Surfaces & Equipment (SSE) for the amount of $199,000.00 using Sourcewell Contract ID# 060518-CS.

C. RESOLUTIONS:

1. Resolution of the City Commission of the City of Leesburg, Florida authorizing the Mayor and City Clerk to execute an Agreement to the Florida Gas Transmission FTS-1 contract to provide Natural Gas Transportation Services; and providing an effective date.

2. Resolution of the City Commission of the City of Leesburg, Florida authorizing the Mayor and City Clerk to execute a Flagpole Donation and Dedication Agreement between the City of Leesburg and the Leesburg Boating Club, Inc., a Florida not-for-profit corporation; and providing an effective date.

3. Resolution of the U.S. Highway 441/27 Redevelopment Agency of the City of Leesburg, Florida authorizing the Chairman and Clerk to execute an agreement between the U.S. Highway 441/27 Redevelopment Agency of the City of Leesburg and Habitat for Humanity of Lake-Sumter, Florida, Inc., for the Disbursement of Grant Funds; and providing an effective date.

6. PUBLIC HEARINGS AND NON-ROUTINE ITEMS:

During Public Hearings and Non-Routine Items, the Commission requests that those in attendance respect the process and maintain order. As such, in accordance with Robert's

Rules of Order, please refrain from speaking out, cheering, or applauding during these proceedings. Your cooperation helps ensure a fair and respectful hearing.

A. SECOND READING OF ORDINANCES:

1. **An Ordinance of the City of Leesburg, Florida, changing the zoning on approximately 103.14 +/- acres from City of Leesburg PUD (Planned Unit Development) to City of Leesburg PUD (Planned Unit Development) to allow for 294 single-family detached units, consisting of 241 50' lots and 53 60' lots, for a property generally located east of County Road 48 and north of North Austin Merritt Road, lying in Section 32, Township 20 South, Range 24 East, Lake County, Florida; and providing an effective date. (Banning 5 PUD)**

2. **An Ordinance of the City of Leesburg, Florida, annexing certain real property consisting of approximately 7.3 +/- acres; and being generally located west of U.S. Highway 27 and north of University Avenue, lying in Section 24, Township 20 South, Range 24 East, Lake County, Florida; providing that said property so annexed shall be liable for its proportionate share of the existing and future indebtedness of said city; providing that such annexed property shall be subject to all laws and ordinances of said city as if all such territory had been a part of the City of Leesburg at the time of passage and approval of said laws and ordinances; providing that such annexed territory shall be placed in City Commission District 3; and providing an effective date. (Legacy Commerce ANNX)**

3. **An Ordinance amending the Future Land Use Map of the Comprehensive Plan of the City of Leesburg, changing the Future Land Use Map Designation of certain property containing 7.3 +/- acres from Lake County Urban Low to City of Leesburg General Commercial, for a property generally located west of U.S. Highway 27 and north of University Avenue, lying in Section 24, Township 20 South, Range 24 East, Lake County, Florida; and providing an effective date. (Legacy Commerce SSCP)**

4. **An Ordinance of the City of Leesburg, Florida, changing the zoning on approximately 7.3 +/- acres from Lake County A (Agriculture) to City of Leesburg SPUD (Small Planned Unit Development) to allow for 50,200 square feet of Multi-use Office/Warehouse buildings for a property generally located west of U.S. Highway 27 and north of University Avenue, lying in Section 24, Township 20 South, Range 24 East, Lake County, Florida; and providing an effective date. (Legacy Commerce SPUD)**

5. **An Ordinance of the City of Leesburg, Florida, Amending Chapter 25 of the Code of Ordinances to create Section 25-165 establishing procedures for requests for reasonable accommodation for Certified Recovery Residences and Other Persons with Disabilities; providing for purpose, application, review, appeal, and enforcement procedures; providing for**

annual recertification; providing for inclusion in the Code of Ordinances; providing for conflicts; providing for severability; and providing an effective date.

B. FIRST READING OF ORDINANCES:

1. An Ordinance amending the Future Land Use Map of the Comprehensive Plan of the City of Leesburg, changing the Future Land Use Map Designation of certain property containing 18.71 +/- acres from City of Leesburg Low Density Residential and General Commercial to City of Leesburg General Commercial, for a property generally located west of U.S. Highway 27 and north of Palm Drive, lying in Section 2, Township 20 South, Range 24 East, Lake County, Florida; and providing an effective date. (Dominium Apartments SSCP)

2. An Ordinance of the City of Leesburg, Florida, changing the zoning on approximately 18.71 +/- acres from City of Leesburg PUD (Planned Unit Development) to City of Leesburg PUD (Planned Unit Development) to allow for 276 multifamily units for a property generally located west of U.S. Highway 27 and north of Palm Drive, lying in Section 2, Township 20 South, Range 24 East, Lake County, Florida; and providing an effective date. (Dominium Apartments PUD)

C. NON-ROUTINE ITEMS:

1. None

7. INFORMATIONAL REPORTS:
The following reports are provided to the Commission in accordance with the Charter/Ordinances. No action required.

A. Financial Reports as of September 2025

8. CITY ATTORNEY ITEMS:

9. CITY MANAGER ITEMS:

10. ROLL CALL:

11. ADJOURN:
PERSONS WITH DISABILITIES NEEDING ASSISTANCE TO PARTICIPATE IN ANY OF THESE PROCEEDINGS SHOULD CONTACT THE HUMAN RESOURCES DEPARTMENT, ADA COORDINATOR, AT 728-9740, 48 HOURS IN ADVANCE OF THE MEETING.

F.S.S. 286.0105 "If a person decides to appeal any decision made by the Commission with respect to any matter considered at this meeting, they will need a record of the proceedings, and that for such purpose they may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based." The City of Leesburg does not provide this verbatim record.

AGENDA MINUTES
CITY COMMISSION MEETING
CITY HALL, 501 W MEADOW STREET
MONDAY, NOVEMBER 24, 2025 5:30 PM

1. CALL TO ORDER

The City of Leesburg Commission held a regular meeting on Monday, November 24, 2025, at Leesburg City Hall. Mayor Reisman called the meeting to order at 5:30 p.m. with the following members present:

Commissioner Allyson Berry
Commissioner Jimmy Burry
Commissioner Jay Connell
Commissioner Mike Pederson
Mayor Alan Reisman

Also present were City Manager (CM) Al Minner, City Clerk (CC) J. Andi Purvis, City Attorney (CA) Grant Watson, Deputy City Clerk (DCC) Anna Rottermond, the news media, and others.

INVOCATION

Mayor Reisman gave the invocation followed by the Pledge of Allegiance to the Flag of the United States of America.

PLEDGE OF ALLEGIANCE TO THE FLAG OF THE UNITED STATES OF AMERICA

2. PROCLAMATIONS:

A. None

3. PRESENTATIONS:

A. Special Magistrate Update by Dan Miller

Deputy Director of Planning and Zoning (DDPZ) Kandi Harper, said she was there to make a brief presentation about the differences between a special magistrate and a planning commission. To begin, a planning commission is made up of appointed citizens and those citizens are appointed by the city commission. A special magistrate is a professionally trained and qualified individual who is hired by the city for the same purpose as a planning commission. They would be responsible for the conduct of public meetings regarding land use and zoning decisions. The planning commission ensures community representation. They provide transparency and public trust. They also provide checks and balances. However, there could be a possibility for inconsistencies with decision-making and perceived political

influence, as well as a lack of training and education. A special magistrate is seen as a more efficient way to provide expertise and consistency when decision-making. They also provide legal clarity. However, the public may perceive that there would be less involvement and a perception of lack of accountability. The planning and zoning director prepared the presentation should the city commission wish to have further details. **CM Minner** stated that he would hit the pros and cons, which was really the heartbeat of the presentation. About a month ago, the commission asked that staff look into this. The pros to keeping the planning commission would be for community representation because local residents would be involved. That process seems to have a bit more transparency and public trust. With the checks and balances, more opinions reduce the appearance of undue influence. The process solicits and considers neighborhood input. The biggest cons would be the potential for inconsistency, perceived political influence, and some commissioners may lack technical experience. Newer commissioners may need extensive education on laws. When a local planning agency (LPA) is made up of volunteers, that could lead to more emotions, which in turn could lead to potential legal matters in a quasi-judicial process. If we went with a special magistrate, the process would be a bit more efficient because that person would be a professional planning expert. It would be one person interpreting the laws and policies, and there would be fewer emotions and more legal clarity. However, there would be less public involvement. It could lead to the perception of bias and lack of accountability. However, he really wanted to point to the costs of having a special magistrate. That was really the heartbeat of the presentation, and he would look to the commission for direction. He encouraged the commission to give staff clear direction on which way they wanted to go. If they want to go with a special magistrate, then the motion should be clear on that and vice versa. Put the motion in the affirmative to make it easier for voting. They could make the motion to move forward with a special magistrate and vote that way. He would just ask them to be clear about the direction. **Mayor Reisman** asked if the commission had any comments.

Commissioner Pederson pointed out that he was the one who asked for this to be put on the agenda. For those who did not know, he was a commercial realtor, and he has been in front of the special magistrate in Sumter County a couple of times. That was how this got his attention and he thought it might be something to consider. A special magistrate would really function just as a planning and zoning commission because that person would make the recommendations to the city commission. It would not be a binding decision, but he wanted to be sure that everybody was clear on that. The community would still have input even though he has heard people complain that this would block out community input. Again, the special magistrate would function just like the planning and zoning commission and citizens would still attend. The public has a right to speak because it is a quasi-judicial hearing, so they would still be sworn in, because it is a formal hearing. Not that this makes it right, but it is a trend because Fruitland Park just approved it and Wildwood has been doing it for years. There are some other cities looking at it right now too. However, he was open-minded, and he would support whatever the commission wanted to do. **Commissioner Connell** stated that it was important to keep the planning commission because they do an outstanding job. They look at each individual case, and he has not found, at least in his opinion, that there has not been any type of bias from one development to another. They really put in the time and effort, and it helps to keep the community involved. They have a better handle on what is being approved or disapproved in the city. Plus, the cost of the special magistrate would be somewhere between $50,000 and $100,000 a year. Would we really spend $50,000 or $100,000 a year of taxpayer money on a special magistrate when we have a planning and zoning board who basically volunteer their time just to be involved? Moving to a special magistrate is not the right thing to do. **Commissioner Berry** said she agreed with Commissioner Connell because we cannot afford to lose our residents. They have been here a long time, and we would lose a wealth of information that would be supportive in decision-making on things that would come into the city. The planning and zoning commission has done a great job in leading us. There is some back and forth between questions from one decision to another, and that is an important part of what makes Leesburg. We need to include the community in the decision-making process. The more we do it and encourage it, the better the city will be. **Mayor Reisman** asked if there

were any further comments by the commission. There were none.

Commissioner Burry made a motion to approve moving forward with a special magistrate and Commissioner Pederson seconded the motion. **Mayor Reisman** asked if there were any public comments.

Barbara Rupert of 31810 Harris Road, Tavares, asked if the magistrate would be required to reside in the immediate area, or could they be from anywhere? **CM Minner** answered that it would be up to the city commission. It would be whatever they would want. **Ms. Rupert** wanted to confirm that the special magistrate would not have to live in the city. They could be from anywhere and have nothing to do with the community theoretically. **CM Minner** agreed. **Ms. Rupert** said she agreed with the two commissioners because the special magistrate should live in the community. The community needs to feel like everyone has a say and a belonging. Taking that away would be detrimental to the area. **Mayor Reisman** asked if there were any other public comments. There were none. He asked if there were any further commission comments.

Commissioner Connell wanted to reiterate what had already been said. It is important that the citizens have an input on the local boards. It would not be money well spent. Why would we spend between $50,000 to $100,000 a year to hire a special magistrate when we have citizens who are willing to step up and fill those roles? They have done an admirable job. Plus, we have had the planning and zoning commission forever. He did not see the need to change that. If it is not broke, do not fix it. **Commissioner Pederson** pointed out that he has friends on the planning and zoning commission, so he was not taking this lightly. Also, he did not want them to feel disrespected by this. However, he wanted to make an effort even though it would be a change going forward. **Commissioner Berry** wanted to know if the magistrate officer would be in charge of the planning and zoning department. What else would they be involved in when it comes to decision-making? **CM Minner** responded that the special magistrate would serve as what we statutorily call the planning and zoning commission, which is a local planning agency. A local planning agency is an agency that reviews planning and zoning matters such as land use cases, PUDS, and comprehensive plan changes. It would be all the things that the planning and zoning department does that meet the requirements of a local planning agency. The local planning agencies are filled two ways through a planning and zoning board, which is a body appointed by the elected board or a special magistrate. Essentially, in this case, we are talking about a seven-member local planning agency that is appointed by the city commission. The special magistrate is one person who would preside over all the planning and zoning matters. **Commissioner Berry** inquired about where that would put the planning and zoning department as far as roles. **CM Minner** explained this would have zero effect on the planning and zoning department's day-to-day operations or their roles. **Mayor Reisman** asked if there were any other comments. There were none.

The roll call vote was:

Commissioner Connell	No
Commissioner Burry	No
Commissioner Pederson	Yes
Commissioner Berry	No
Mayor Reisman	No

One yea, four nays, the Commission denied the motion.

4. PUBLIC COMMENTS:

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discussed in detail during the current meeting. They will either be referred to the appropriate staff or scheduled for consideration at a future City Commission Meeting. Each speaker is allocated three minutes to provide their comments. Kindly adhere to this time limit to ensure equal opportunity for all participants and to support the efficient conduct of the meeting. Thank you!

Bill Leach of 1018 Monterey Drive, Leesburg, said he wanted to talk about salt. He brought a one-pound container of iodized sea salt that was given to him by his daughter. It was a product of Israel. It is iodized because iodine is an absolute essential for thyroxine, which is a hormone that is produced by the thyroid gland. Without it, we would not function and when it is low, we would have swelling in the neck called goiter. According to artificial intelligence, sea salt contains enough fluoride to be therapeutic. If people used sea salt as a table salt, they would be getting all the fluoride they need. There would be no need for the city to put fluoride in the water. Lastly, how fluoride actually works is that the calcium in your teeth is crystals and fluoride is a very small molecule that fits in the crystal lattice which makes it stiff. Cast iron is also a crystallized iron. If they were to melt cast iron and mix it with carbon and let it cool, they would have steel, and that is basically what fluoride does to the teeth.

5. CONSENT AGENDA:

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Items pulled for discussion:

5.C.2 - Appointing one member to the Library Advisory Board to a five-year term ending September 30, 2030
5.C.5 - Execution of a Food Service Concessionaire Agreement with Lemmy's Ice, LLC., for space at 305 West Main Street

Commissioner Pederson moved to adopt the Consent Agenda except for 5.C.2 and 5.C.5, and Commissioner Berry seconded the motion.

The roll call vote was:

Commissioner Burry	Yes
Commissioner Pederson	Yes
Commissioner Berry	Yes
Commissioner Connell	Yes
Mayor Reisman	Yes

Five yeas, no nays, the Commission adopted the Consent Agenda, as follows:
(Each item has its coordinated resolution number listed below the header)

A. CITY COMMISSION MEETING MINUTES:

1. Regular meeting held November 10, 2025

B. PURCHASING ITEMS:

1. **Purchase Request to approve the purchase of a one (1) year Microsoft licensing agreement for the amount of $88,943.47 from SHI International using Sourcewell Contract No. 121923.**

2. **Purchase request for five hundred and fifteen (515) Visa gift cards to be distributed to regular full-time and part-time employees for the holidays for the amount of $52,377.75 from Corporate Traditions.**

3. **Purchase request approving the removal and replacement of the library's existing carpet at a total cost of $346,161.76, to be completed by Tarkett USA Inc., an authorized vendor under Florida State Contract #30161700-24-SRCWL-ACS.**

4. **Resolution of the City Commission of the City of Leesburg, Florida, authorizing the Mayor and City Clerk to execute a Construction Services Agreement with T B Landmark Construction, Inc., to abandon and install 1,500 feet of 6-inch natural gas main along Highway 27 to support the Florida Department of Transportation's Highway 27 widening project; and providing an effective date.**

ADOPTED RESOLUTION 12,162

5. **Resolution of the City Commission of the City of Leesburg, Florida, authorizing the Mayor and City Clerk to execute a Construction Services Agreement with General Underground, LLC., to replace 1,000 linear feet of sewer and water pipes to support the Florida Department of Transportation's Highway 27 widening project; and providing an effective date.**

ADOPTED RESOLUTION 12,163

6. **Resolution of the City Commission of the City of Leesburg, Florida, authorizing the Mayor and City Clerk to execute a Task Order with JONES EDMUNDS & ASSOCIATES, INC., for professional engineering services upgrades to Lift Stations 67, 77, and 115 in East Leesburg; and providing an effective date.**

ADOPTED RESOLUTION 12,164

C. RESOLUTIONS:

1. **Resolution of the City Commission of the City of Leesburg, Florida,**

authorizing the Mayor and City Clerk to execute a Reinstatement and Extension of Memorandum of Understanding, between the City of Leesburg, and the Civil Air Patrol; and providing an effective date.

ADOPTED RESOLUTION 12,165

2. Resolution of the City Commission of the City of Leesburg, Florida, appointing one member to the Library Advisory Board to a five-year term ending September 30, 2030; and providing an effective date.

ADOPTED RESOLUTION 12,166

Commissioner Burry introduced the resolution to be read by title only. CC Purvis read the resolution by title only.

Commissioner Pederson made a motion to adopt the resolution and Commissioner Berry seconded the motion.

Mayor Reisman requested comments from the Commission and the audience.

Commissioner Burry pointed out that the commission needed to appoint one person to the library advisory board. However, two people applied. **Mayor Reisman** agreed and said that Kevin Beach and Susan Fetter both applied. However, Susan Fetter was the city's alternate on the Lake County Library Board.

Commissioner Burry made a motion to appoint Kevin Beach to the Library Advisory Board, and Commissioner Pederson seconded the motion. **Mayor Reisman** asked if there were any other comments by the commission or the audience. There were none.

The roll call vote was:

Commissioner Pederson	Yes
Commissioner Berry	Yes
Commissioner Connell	Yes
Commissioner Burry	Yes
Mayor Reisman	Yes

Five yeas, no nays, the Commission adopted the resolution.

3. Resolution of the City Commission of the City of Leesburg, Florida, accepting a Utility Easement to the City of Leesburg from Lake Village Station Outparcel, LLC, for the purpose of granting the City an easement over the property described therein; and providing an effective date.

ADOPTED RESOLUTION 12,167

4. Resolution of the City Commission of the City of Leesburg, Florida authorizing the City Manager to transfer funds to the Health Insurance Fund to offset higher than estimated costs for FY 25; and providing an

effective date.

ADOPTED RESOLUTION 12,168

5. Resolution of the City Commission of the City of Leesburg, Florida authorizing the Mayor and City Clerk to execute a Food Service Concessionaire Agreement with Lemmy's Ice, LLC, for space at 305 West Main Street; and providing an effective date.

ADOPTED RESOLUTION 12,169

Commissioner Burry introduced the resolution to be read by title only. CC Purvis read the resolution by title only.

Commissioner Burry made a motion to adopt the resolution and Commissioner Pederson seconded the motion.

Mayor Reisman requested comments from the Commission and the audience.

Commissioner Pederson said he would like to amend the agreement to a five-year lease. It would basically expire at its own maturity, or they could add a clause that matches what they have at year ten which says the city and tenant may agree to extend it. Right now, it states at five-years that the tenant could opt to extend another five years. Then at year ten, it says tenant and city. He would like to have the right to review at five years. **Mayor Reisman** stated he would be okay with that. He also believed that they had a ninety-day out clause for either party. **Commissioner Pederson** commented that he looked for that, and as he had read it, it was as if it were in default. **CM Minner** agreed. **Commissioner Pederson** mentioned that he could go either way, but if he would like it to mirror the ten-year option, which basically says city and tenant. They would be using the sidewalks, so if there were issues, we could have a chance to get out of it if needed. However, he hoped not, because this would be good for the downtown. **Commissioner Burry** wanted to know if the city attorney had any legal opinions on that. **CA Watson** responded no. However, the commission wanted to do it, he was fine either way. As far as having a ninety-day out clause within the agreement, there would need to be a cause or some basis to terminate the agreement. If the commission wanted to switch it to a scenario where it was basically five years, whereas after five years, it was a mutual agreement, he would not have any issues with that.

Commissioner Pederson made a motion that at the end of year five that the agreement requires an agreement by the city and the tenant to extend it another five years, which is consistent with year ten in the agreement, and Commissioner Burry seconded the motion. **Mayor Reisman** asked if there were any further comments by the commission and the audience. There were none.

The roll call vote was:

Commissioner Berry	Yes
Commissioner Connell	Yes
Commissioner Burry	Yes
Commissioner Pederson	Yes
Mayor Reisman	Yes

Five yeas, no nays, the Commission adopted the resolution.

6. PUBLIC HEARINGS AND NON-ROUTINE ITEMS:

During Public Hearings and Non-Routine Items, the Commission requests that those in attendance respect the process and maintain order. As such, in accordance with Robert's Rules of Order, please refrain from speaking out, cheering, or applauding during these proceedings. Your cooperation helps ensure a fair and respectful hearing.

A. SECOND READING OF ORDINANCES:

1. THE APPLICANT HAS REQUESTED A CONTINUANCE TO DECEMBER 8, 2025.

An Ordinance of the City of Leesburg, Florida, annexing certain real property consisting of approximately 7.3 +/- acres; and being generally located west of U.S. Highway 27 and north of University Avenue, lying in Section 24, Township 20 South, Range 24 East, Lake County, Florida; providing that said property so annexed shall be liable for its proportionate share of the existing and future indebtedness of said city; providing that such annexed property shall be subject to all laws and ordinances of said city as if all such territory had been a part of the City of Leesburg at the time of passage and approval of said laws and ordinances; providing that such annexed territory shall be placed in City Commission District 3; and providing an effective date. (Legacy Commerce ANNX)

TABLED ORDINANCE

Mayor Reisman asked the city attorney to perform the swearing-in. **CA Watson** asked anyone present wishing to speak on agenda item 6.A.3, the Legacy Commerce SPUD rezoning, or 6.A.4, the Leesburg Lakefront PUD rezoning, to stand and raise their right hand. He swore them all in.

Commissioner Burry introduced ordinances 6.A.1, 6.A.2, and 6.A.3 to be read by title only. CC Purvis read the ordinances by title only.

Commissioner Burry made a motion to adopt the ordinance and Commissioner Berry seconded the motion.

Mayor Reisman stated that the applicant has requested a continuance to the December 8, 2025, meeting of the city commission.

Commissioner Burry made a motion to table ordinances 6.A.1, 6.A.2, and 6.A.3 (Legacy Commerce) for the December 8, 2025, city commission meeting that would be held at 5:30 p.m. here at city hall, and Commissioner Pederson seconded the motion. **Mayor Reisman** asked if there were any further comments. There were none.

The roll call vote was:
Commissioner Connell Yes
Commissioner Burry Yes

Commissioner Pederson	Yes
Commissioner Berry	Yes
Mayor Reisman	Yes

Five yeas, no nays, the Commission tabled the ordinances.

2. **An Ordinance amending the Future Land Use Map of the Comprehensive Plan of the City of Leesburg, changing the Future Land Use Map Designation of certain property containing 7.3 +/- acres from Lake County Urban Low to City of Leesburg General Commercial, for a property generally located west of U.S. Highway 27 and north of University Avenue, lying in Section 24, Township 20 South, Range 24 East, Lake County, Florida; and providing an effective date. (Legacy Commerce SSCP)**

3. **An Ordinance of the City of Leesburg, Florida, changing the zoning on approximately 7.3 +/- acres from Lake County A (Agriculture) to City of Leesburg SPUD (Small Planned Unit Development) to allow for 50,200 square feet of Multi-use Office/Warehouse buildings for a property generally located west of U.S. Highway 27 and north of University Avenue, lying in Section 24, Township 20 South, Range 24 East, Lake County, Florida; and providing an effective date. (Legacy Commerce SPUD)**

4. **An Ordinance of the City of Leesburg, Florida, changing the zoning on approximately 20.36 +/- acres from City of Leesburg PUD (Planned Unit Development) and C-3 (Highway Commercial) to City of Leesburg PUD (Planned Unit Development) to allow for a mixed-use development, for a property generally located north of U.S. Highway 441 and east of Pemble Road, lying in Section 20, Township 19 South, Range 25 East, Lake County, Florida; and providing an effective date. (Leesburg Lake Front PUD)**

ADOPTED ORDINANCE 25-71

Commissioner Pederson introduced the ordinance to be read by title only. CC Purvis read the ordinance by title only.

Commissioner Pederson made a motion to adopt the ordinance and Commissioner Berry seconded the motion.

Mayor Reisman requested comments from the Commission and the audience.

Deputy Director of Planning and Zoning (DDPZ) Kandi Harper said this project had come before the commission some time ago. It was previously approved for a glamping/camping RV resort park. It is now back for a PUD revision. The future land use is in place, and it was previously annexed. It is just the PUD conditions that would be changing. It would go from glamping/camping and RV to apartments. This project will be subject to a mitigation agreement to approve adequate stations within the school system. The applicant will have to provide adequate student stations or adequate stations must exist within the system before the project can move forward. City staff is in constant communication with Lake County

staff, particularly their public works department, regarding transportation as well as the Florida Department of Transportation. There was a question about whether the trail would be affected by this development, and it will not because it lies within the Duke Power Easement and no one has permission to be inside the Duke Power Easement. So, this application will not affect the trail system for Lake County. Mike Rankin of LPG was present to answer any questions. Again, this would be a two hundred and seventy-eight multifamily unit, which are apartments with a four floor maximum height. It will also have a commercial frontage. **Mayor Reisman** asked if there were any questions for city staff. There were none.

Mike Rankin of Land Planning Group, 2050 Classic Avenue, Tavares, said this development was known as the Leesburg Lakefront. They were there requesting a rezoning to the PUD. The owner of the property is Leesburg Lakefront RV Park LLC., and he wanted to make it very clear out of the gate that this development would have nothing to do with RVs. It is just the name of the company that owns the property. This PUD will not have any RVs, because it is not an RV park. Even though the owner is Leesburg Lakefront RV Park LLC., it would just be a PUD for a lakefront development. With him tonight, he brought Major Stacy of CFP Inc., and with this PUD they were asking for two hundred and seventy-eight units and 12,000 square feet of commercial use at the front of the property which is on the other side of the Duke easement. There will be a 2,800 square foot clubhouse, a leasing office, boat house, and marina. There are fourteen permitted uses on page two of the PUD that we are good with. He wanted to make sure that everyone knew that a Dollar General, a mattress factory, or a resale shop were not on that list. They are happy to make sure that those uses are not included on the list. The development standards are C-3 highway commercial, with thirty-five percent of open space, there will be a total of five hundred and eighty-eight stalls, five hundred and fifty-six surface car parking, twenty-four garage stalls and eight trailer stalls. The parking comes in at 2.08 spaces for each unit. The architectural standards include the dark sky. They included buffers of twenty-five feet, thirty feet in addition to a six-foot privacy fence. They would utilize all city utilities, including natural gas. They are engineered as per the city code and St. John’s River Water Management. Transportation will be per city, county, and state codes. As mentioned in the Lake County September 2018 Parks and Trail Master Plan, the trail is within the Duke easement.

There were a couple of things that he wanted to point out. First, he knows there are some people that want to talk, so he would be brief. However, he would appreciate some time to respond to any of the public comments. He also wanted to point out that this property was 20.36. It was not 29 acres. There were some concerns about this project being highly harmful to Lake Griffin without strict precautions. However, one advantage to living in the area is that he gets information on that as well, and it will have to be built appropriately because they have to follow St. John's rules and regulations. It could be harmful, but it will not because they are going to follow all the conditions to ensure that is not the case. They will protect the fragile water body and its wildlife, including trees. They are of the opinion that they would aid in the development of some of the manmade canals and the canals that are there that woefully need to be cleaned and dredged. With Highway 441, it would be protected against flooding from this property because it will not be built in the flood plain, and they will be taking measures to prevent neighboring properties in their access from being flooded or blocked by sand by the use of silt. It is that simple because they cannot cause a hardship for the contiguous property owners. **Mayor Reisman** asked if there were any commission comments.

Commissioner Pederson wanted to verify if buildings one, two, and three were four-stories, and buildings four and five were three-stories. **Mr. Rankin** agreed. They would not exceed four stories and those three buildings would be located where they would have a view of the lake. **Commissioner Pederson** added that the basis of his question was to look at building five because he had taken some complaints from the residents to the west. However, he did not know if there was a solution or if they could add more trees.

He was sure the developer did not want two stories, but, other than that, he was okay with it. **Mr. Rankin** indicated that they had spent a lot of time on this project. They convinced the owners to patiently wait until they were able to bring in a project that would be an improvement on the RV park that was proposed to be there at one time. They are proposing to have more than thirty-five percent of open space. They were also mindful of the contiguous property owners to the west. Building five was positioned to have a view of the lake, so they would not see anything because of the buffering to the adjacent property. Also, with the gentleman that lives out by the lake, they would be putting a fence up in that area as well. They discussed that at the planning and zoning level, and they also brought that up during the first reading of the city commission. **Commissioner Pederson** pointed out that the gentleman that lives in the nice house on the lake was okay with the RV park. However, is he okay with this? **Mr. Rankin** replied that he could not speak on behalf of the resident. However, at the time he thought he was content. **Commissioner Burry** questioned when the RV park was approved. **Mayor Reisman** replied that it was 2023. **Mr. Rankin** said he thought it was about 2022 because he worked with planning staff on that project. It was respectfully with a weaker property owner who did not have the horsepower to put that project together. It was his opinion that they were trying to get it titled to flip it and then the new applicants came along, bought the property, and spent some time looking at a multi-use development that included commercial in the front. If they take a run from the mall area into the downtown just short of Ractrac, they have a little void when it comes to eateries in the area. So, they do see an opportunity there. They also wanted to be mindful that we did not cause issue with the road to the west. They also included a roundabout that the planning and zoning director really wanted. **Mayor Reisman** questioned Pemble Road and whether he said there would be a four-foot berm with a six-foot wall? **Mr. Rankin** responded that he believed that to be accurate. **Commissioner Berry** wanted to verify that the berm and wall would run all along Pemble Road. **Mayor Reisman** agreed. There was a red line there that ran from the highway all the way back, and then it wrapped back towards the lake. **Mr. Rankin** agreed. **Mayor Reisman** asked if there were any other commission comments. There were none. He opened up public comments.

All public comments can be heard and read online through Lakefront TV or YouTube.

Louise Chen of 8010 Treasure Island Road — Opposed

Alan Chen of 8010 Treasure Island Road — Opposed

Katherine Wright of 82 Mark Road — Opposed

Ray Hayden of 35121 Dennis Road — Opposed

Shahbaz Cheema of 1004 Pemble Road — Concerns with Driveway and Water Flooding and Runoff

Lisa Hayden of 35121 Dennis Road — Opposed

Mayor Reisman asked if there were any other public comments. There were none. He asked if there were any further commission comments.

Commissioner Connell wanted to make sure he understood correctly that the proposed PUD was for two hundred and seventy-eight units on twenty acres. **DDPZ Harper** agreed that was what her notes reflected. **Commissioner Connell** continued to say with two hundred and seventy-eight units at twenty acres puts us at fourteen units an acre. That is a pretty high-density community here. He thought three and four-story units were pretty excessive for that area as well. With that number of units, the density is way too high and four stories is pretty high for being around the lake. If they were to move forward on a residential development, the density needs to come way down, which would in turn reduce the height of the apartment buildings. **Commissioner Pederson** commented to make sure that the public was clear. He appreciates the comments being made, and he has had conversations with Lisa Hayden. He told her that he appreciated her efforts with St. John's Water Management District, but we rely on them because they

are the ones that approve these sites and represent to us that they are self-containing. He has made those representations to adjoining landowners, and he knows there are some concerns about CR 44. He appreciates her staying after St. John's, but he wanted the public to know that they do rely on St. John's to make sure the developer builds this in a manner where it is self-contained. That means it does not run off on other people's property, and it does not run off into the lake. **Commissioner Burry** mentioned that about two years ago, the commission approved this piece of property to come into the city. As part of that approval process, there was going to be an RV park that would attract "tourists" to come to Leesburg and spend money to stay in our glamping RV park. It was supposed to be a very upscale park that would have access to Lake Griffin. It was brought up earlier that we are the Lakefront City, and we only have one little boat ramp down at Herlong Park for people to get onto one of the biggest lakes in the city. We are unable to even get the county interested in building more ramps. We have already been down that avenue. So, within two years we were promised one thing, and now it is a whole different thing. He was not in favor of this project. **Mayor Reisman** asked if there were any other commission comments. There were none.

The roll call vote was:

Commissioner Burry	No
Commissioner Pederson	Yes
Commissioner Berry	Yes
Commissioner Connell	No
Mayor Reisman	Yes

Three yeas, two nays, the Commission adopted the ordinance.

B. FIRST READING OF ORDINANCES:

1. An Ordinance of the City of Leesburg, Florida, Amending Chapter 25 of the Code of Ordinances to create Section 25-165 establishing procedures for requests for reasonable accommodation for Certified Recovery Residences and Other Persons with Disabilities; providing for purpose, application, review, appeal, and enforcement procedures; providing for annual recertification; providing for inclusion in the Code of Ordinances; providing for conflicts; providing for severability; and providing an effective date.

Commissioner Pederson introduced the ordinance to be read by title only. CC Purvis read the ordinance by title only.

Mayor Reisman requested comments from the Commission and the audience. This was the first reading, so this item would lay over until the December 8th city commission meeting. He then asked the city attorney to provide a quick debrief on what this was.

CA Watson said basically all cities and local governments in Florida have been required to include procedures to allow accommodations for folks who are looking to develop or open a certified recovery residence within their city. It is not something that is specifically contemplated in the city code as it stands. However, the state has told us that we need to create a process to allow this to happen. That is basically what this is. We are required to pass an ordinance before the end of the year to create the process to evaluate or allow accommodations for the recovery residences. That is all this is, it is basically trying to satisfy the state's requirement, and it has to be on the books before the end of the year.

Commissioner Berry wanted to know if they knew where these homes would be located or do we even have a choice? **CA Watson** answered no. It is based on whoever applies. It just creates an application process for folks so they can apply to open one of these recovery residences with the focus being on substance abuse. **Commissioner Berry** wanted to know if it would be obtained by whoever is living there as well as an overseer of the house, or would they all be on their own individually? **CA Watson** replied that this would be for certified recovery residences and the state has a definition of what a recovery residence is. They also have a certification process and the department of health is overseeing the certification process. They would be required to demonstrate compliance with the state's requirements, and that they have the appropriate certifications. However, as far as that goes, they would have to be certified and own a piece of property. **Commissioner Burry** inquired about zoning. Would that have any effect or does it basically mean that they could put it wherever they want? **CA Watson** responded that the idea was accommodation to any existing regulations. As an example, thinking about a housing context where someone may need some type of accommodation such as handrails or something in the shower, this is a similar analysis. They have to look at this through that lens and that is sort of where this has come from. **Commissioner Pederson** pointed out that he thought the normal building permit guidelines and zoning still applied, so they could not just build it anywhere because it had to meet zoning. **CA Watson** indicated that there were some requirements. However, as another example, apartment complexes could be where a lot of these accommodation requests will come up. If there is a restriction that does not allow anyone other than the person on the lease to live in the unit and if that person has some kind of disability where they need a caregiver to live with them or to visit for some period of time. If there is a rule that says they cannot do that, but they have this situation where they have requested accommodation to that rule, that would operate and function the same way. There may be a rule that says you cannot do A, B, or C, but they may say look at our situation, review it, and if they do not believe it to be a good fit for that area, the commission can deny it, but they would need to send written reasons and a basis for that denial. Again, that is the operation and there are rules. Basically, they are looking for a relaxing of that rule, and this state mandate creates the structure for us to review those under a more relaxed standard. **Commissioner Berry** wanted to confirm he said apartment or home, because she thought it was a recovery home. **CA Watson** replied that he was using apartments as an example of where they may see these accommodation requests come from. **Mayor Reisman** asked if there were any further commission or public comments. There were none. He said this item will lay over to the December 8th commission meeting.

C. NON-ROUTINE ITEMS:

1. None

7. INFORMATIONAL REPORTS:
The following reports are provided to the Commission in accordance with the Charter/Ordinances. No action required.

A. None

8. CITY ATTORNEY ITEMS:

CA Watson had one item to report on. Last week, there was a hearing on the injunction for the

shuffleboard club lawsuit and late this afternoon, he received the order denying their request for a temporary injunction. So, at this point, there is no temporary injunction. The next action in the case will be a hearing on January 28th where they will review our motion to dismiss. At this point, the ex parte request was denied and the request during the hearing was denied as well. So, again, there is no injunction at this point. Based on the last meeting, the decision was to go ahead, execute and record the warranty deed. He brought that deed with him, and he is ready to move forward. He asked if anyone had any questions about that issue? There were none. He added that the Venice at Lake Harris case, that was in the special magistrate process, has now officially closed. They withdrew that challenge, so it is officially wrapped up. This was the only one they had left floating out there. He wished everyone a wonderful Thanksgiving.

9. CITY MANAGER ITEMS:

CM Minner wished everyone a Happy Thanksgiving. He will be out of town from tomorrow through Tuesday of next week. He was heading out of state to spend the Thanksgiving weekend with his mother, who was eighty-six years old. The deputy city manager would be available in the meantime. If they need to speak with him, he will be available by phone.

10. ROLL CALL:

Commissioner Connell had no comment.

Commissioner Burry questioned the special warranty deed for Forward Paths. The way they voted at the last meeting was to move forward with the warranty deed. When will that be available, and how will that happen? **CA Watson** indicated that the special warranty deed was there for execution. They will get it signed and recorded.

Commissioner Pederson wished everyone a Happy Thanksgiving and to be safe if traveling.

Commissioner Berry wanted to wish everyone a happy holiday and a happy Thanksgiving. Enjoy your family.

Mayor Reisman said he hoped everyone was going to the Leesburg Chamber Gala on December 4th. There will be Christmas festivities downtown with the parade on December 6th. Then on December 7th they have Light Up Leesburg and the boat parade. In closing, he wished everyone a happy Thanksgiving.

11. ADJOURN:

PERSONS WITH DISABILITIES NEEDING ASSISTANCE TO PARTICIPATE IN ANY OF THESE PROCEEDINGS SHOULD CONTACT THE HUMAN RESOURCES DEPARTMENT, ADA COORDINATOR, AT 728-9740, 48 HOURS IN ADVANCE OF THE MEETING.

F.S.S. 286.0105 "If a person decides to appeal any decision made by the Commission with respect to any matter considered at this meeting, they will need a record of the proceedings, and that for such purpose they may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based." The City of Leesburg does not provide this verbatim record.

With a motion by Commissioner Pederson and a second by Commissioner Berry, the meeting adjourned at 6:33 p.m.

City of Leesburg
Lake Front City

Agenda Memorandum

Item No: 5.B.1.

Meeting Date: December 8, 2025

From: Cliff Kelsey, (Public Works Director)

Subject: Requesting approval to purchase one (1) 2027 medium duty Mack truck, model MD7 for the total amount of $214,561.00 from **Nextran Truck Center**, contract holder under the Florida Sheriffs Association Contract FSA 25-VEH23.0.

Staff Recommendation:
Staff recommends the approval of this purchase for the Public Works Department to replace Unit 9097 for the Public Works Department.

Analysis:
This purchase is essential to sustaining ongoing operations and ensuring consistent, reliable trash collection for the community. It directly supports the Public Works Department by strengthening service delivery. The addition of new vehicles will improve operational efficiency while reducing the maintenance expenses associated with the aging units being replaced.

Procurement Analysis:
The City is utilizing a piggyback procurement method through an existing competitively awarded contract with the Florida Sheriffs Association (Contract FSA 25-VEH23.0). A formal quote was obtained from Nextran Truck Center in accordance with this agreement. This approach complies with procurement guidelines and ensures competitive pricing.

Options:
1. Approve as presented; or
2. Such alternative action as the Commission may deem appropriate.

Fiscal Impact:
The current Fleet Capital budget includes funds to replace this vehicle.

Account No.	510-5199-519-6413
Project No.	FLEET
WF No.	WF1677136/1
Requisition	58079
Budget	$215,000.00

Available	$215,000.00

BUYER'S ORDER

NEXTRAN™ TRUCK CENTER

Sold to: City of Leesburg
550 South 14th Street
Leesburg, FL 34748

Invoice Number:
Date: October 7, 2025
PO #:
Salesman: Brian Carmody

Make	Year	Model	Type	VIN NUMBER	Amount
MACK	2027	MD7	NEW	Order Out	$ 214,806.50
				Total Selling Price:	$ 214,806.50

IN ACCORDANCE WITH FLORIDA SHERIFFS STATE BID FSA25-VEH23.0
Cab and Chassis Trucks: 30,000 lbs. GVWR (DRW) 4x2

FSA TRUCK SPECIFICATION

ORDER CODE	OPTION	PRICE
ITEM NO. 64	Mack MD7	$ 90,294.00
HP300	HP Upgrade to 300HP 660 lb-ft Torque	$ 2,586.00
136146	Allison 2500 RDS 6 SPD w/pto Provisions	$ 220.00
DIFFLOCK	Rear Axle Diff Lock	$ 827.00
BATTSWITCH	Battery Disconnect Switch	$ 98.00
BENCH SEAT	Fixed Bench Seat with Storage	$ 184.00
LED HEADLIGHTS	LED Headlight Upgrade	$ 607.00
BACKUP ALARM	Back-Up Alarm	$ 124.00
DBL FRAME	Double Frame Reinforcement	$ 4,500.00
TOTAL CHASSIS	**PRICE**	**$ 99,440.00**
Petersen	TL3 Loader	$ 115,366.50
TOTAL	**PRICE**	**$ 214,806.50**

Sub Total:	$	214,806.50
Insta Tag Fee:	$	-
Disposal Fee:	$	14.50
Tire Tax Credit	$	(260.00)
	$	**214,561.00**
P.O. AMOUNT DUE:	**$**	**214,561.00**

PRICE OF ONE MACK MD7 TRUCK WITH PETERSEN TL3 LOADER BODY. PETERSEN QUOTE AND SPECS ATTACHED.

P.O. #

Salesman Signature

Customer Signature

MV Registration#: MV12152
Our Service Manager is Marcos Ramirez
Our Parts Manager is Matt Lenhart
Our Sales Manager is Juan De Oliveira
Feel free to call if you need any assistance!

2200 W. Landstreet Rd., Orlando, FL 32809
Phone: 800-800-6225 Fax: 407-398-0297

10/7/2025 9:06 AM

Quote

Petersen Industries, Inc.
4000 State Road 60 W
Lake Wales FL 33859
United States

Phone: 863-676-1493

Quote Number: 10241
Date Quoted 10/8/2025

Quote To: 2838

German DelValle
NEXTRAN (ORLANDO)
2200 LANDSTREET ROAD
ORLANDO FL 32809 United States

Phone: 407-855-1200
Fax:
Email: gdelvalle@nextranusa.com

Quote Date: 10/8/2025
Expiration Date: 11/7/2025
Delivery Date: 10/9/2025
Lead Time: 90 - 120 Days After Chassis Receipt

Reference:
Terms: Due on Receipt

Sales Rep: Daniel Andrews
Email:

End User Customer: (2838) - NEXTRAN (ORLANDO)

USD

Line	Part Number / Description	Rev	Expected Qty	Unit Price	Discount %	Ext. Price
1	TL3.TRUCK	0	1.00 EA	0.00	0.00%	$0.00
	2026 Trash Truck Grapple Loader in PI Orange with a 2026 HDX 1824 Body in PI Black with a Barn Doors on a 2026 Mack Trucks MD7					
2	0.TL3		1.00 EA	73,488.00	5.00%	$69,813.60
	$68773 Loader Model: 2026 Trash Truck Grapple Loader in PI Orange				*Discount Applied*	*-3,674.40*
	$3492 Controls Type: Quadstick Mech Controls					
	$0 Operator Station Type: Dual Walk Thru					
	Operator Station Options:					
	$493 Platform Grating Heat Shield					
	$0 Bucket: Standard Bucket 60"					
3	0.1824		1.00 EA	43,167.00	5.00%	$41,008.65
	$41813 Body: 2026 HDX 1824 Body in PI Black				*Discount Applied*	*-2,158.35*
	$0 Door: Barn Doors					
	$1354 Tarp: PI Self-Winding Tarp					
	$0 Bumper:Fixed ICC Bumper					
4	0.GENOPTS		1.00 EA	4,256.00	5.00%	$4,043.20
	General Options:				*Discount Applied*	*-212.80*
	$73 PTO Hr Meter					
	Safety/Work Lights:					
	$2070 RV-550 Camera in Tail Light					
	Safety Equipment:					
	$915 Grille Mount Strobes - Amber					
	$683 LED Outrigger Strobes					
	$515 Amber LED Flashers (Upper Rear Corner Post)					

Quote

Petersen Industries, Inc.
4000 State Road 60 W
Lake Wales FL 33859
United States

Phone: 863-676-1493

Quote Number: 10241
Date Quoted 10/8/2025

5	0.CHASSIS	1.00 EA	0.00	0.00%	$0.00

Chassis supplied by the customer: 2026 Mack Trucks MD7
Transmission: A3000
Fuel Type: DIESEL
Height: 50
Length: 0
Stiffness: 0
Front Axle: 0
Rear Axle Rating: Singlex 0
GVWR: 0

Misc Charge Breakdown

Freight	351.05
Second Stage MSO & Weight Slip	150.00
Total	**501.05**

Lines Total	114,865.45
Total Misc Charges	501.05
Total Taxes	0.00
Quote Total	**115,366.50**

THE QUOTE TOTAL MAY NOT REFLECT MISCELLANEOUS CHARGES, FREIGHT OR SALES TAX


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Formerly NJPA
LIGHTNING LOADER®
PETERSEN
INDUSTRIES
WE BUILD LEGENDS.
TL-3 LIGHTNING LOADER®
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LIGHTNING LOADER®
AN AMERICAN LEGEND

The Lightning Loader® is the most envied, most desired, and most imitated grapple truck in the industry. We manufacture 95% of each unit in-house to guarantee quality. Each Lightning Loader® is built to provide maximum strength, durability, and reliability, so you can get the job done fast and free of headaches.

BUILT BY THE BEST



At Petersen Industries, we're serious about being "Made in America." We've lived and breathed knucklebooms for over 40 years, in Lake Wales, Florida. When it was time to build a new facility, we moved down the street – not overseas.

From buckets to cylinders, we manufacture and install 95% of all components in-house. We're proud of our product and the people who build it. Your Petersen Industries Lightning Loader® is built by highly trained American workers, with quality American parts.

PI TL-3 LIGHTNING LOADER®

American born. American made. Efficient, dependable one-man operations for set-dire solid waste removal. Revolutionizing grapple trucks since 1957 and home to the original, industry-defining Lightning Loader.



BOOM-UP ALARM

Notifies the operator when the boom is over legal travel height with an audible buzzer and red light. The boom-up alarm has been a standard safety feature on our equipment for over a decade.

MINIMAL HOSE EXPOSURE

Slack hoses can snag on debris and obstructions. That's why we designed our "enclosed hose recoil system" and a bucket with no hoses below the rotator.

SINGLE CYLINDER BUCKET

A large cylinder and manifold block keep hoses out of work areas, allows for a stronger bite force, and ensures that both sides always work together.

GREASELESS PROPORTIONAL CONTROLS

Whether you choose our standard lever controls or our patented QUADSTICK® (shown on back); know that they are the most durable & easiest to operate.

SCISSOR HOIST

The most stable hoist available for this application. Lifts 23 tons and is power up and down.

H-STYLE OUTRIGGERS

Horizontal and vertical outriggers act independently of each other. Allows the operator to custom place around obstructions and traffic patterns.

WHEELBASE

We specifically design our units to have the best turning radius and keep a comfortable operator platform.

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1.800.930.LOAD (5623) | PETERSENIND.COM

HEAD & PEDESTAL ASSEMBLY

Our Head design is unique for the industry. We started with the kingpost and rotator design 50 years ago and have stuck with it because of ***reliability, ease of maintenance, and simplicity.***



HEAD

This heavy duty piece of American ingenuity is stress relieved prior to installation.



LOCK-COLLAR

Simply and effectively prevents vertical movement of the king post.



TORQUE ARM

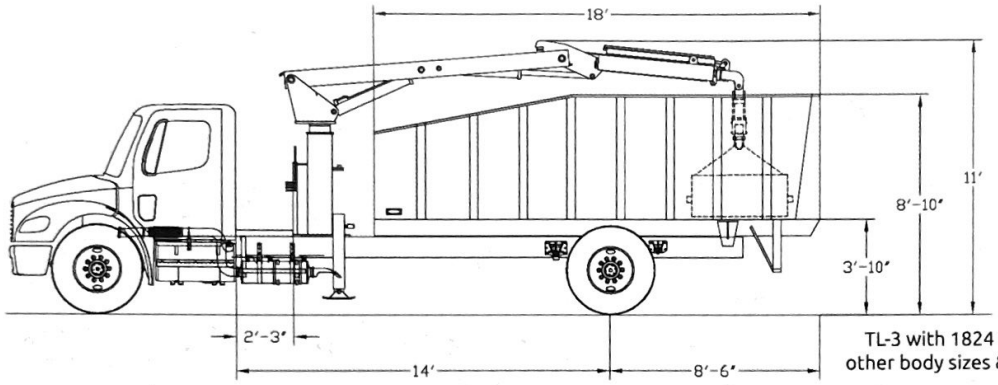
The torque arm allows the gearbox to float laterally, which helps to reduce stresses to the pedestal caused from dynamic forces from boom rotation. Without a torque arm the pedestal would be subjected to higher levels of stress caused by the rotational forces from sudden starts or stops from boom rotation.



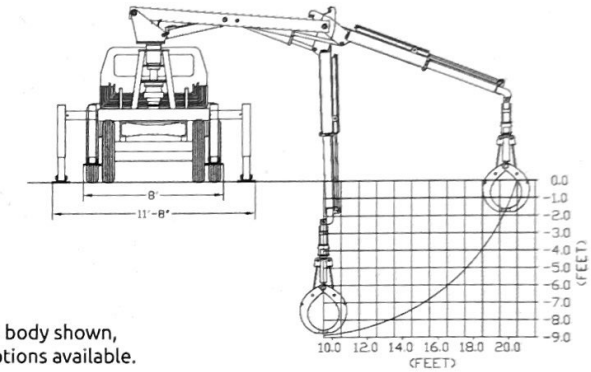
EASY MAINTENANCE

We use Nylatron bushings in the bearing housing and a sealed planetary gearbox to reduce maintenance time.

SPECIFICATIONS & TECHNICAL DATA



TL-3 with 1824 TBS body shown, other body sizes & options available.



SYSTEM DESCRIPTION:

The model TL-3 Lightning Loader® is a grapple loader mounted to a chassis from behind the cab, equipped with Petersen's standard trash bucket at the end of the boom. The loader operates from a fixed platform located behind the chassis cab. CNG Capable.

LIFT CAPACITY

Radius	Load Capacity
10 ft. radius	7,100 lbs.
16 ft. radius	4,400 lbs.
20 ft. radius	3,200 lbs.

Note: Weight of attachment not subtracted from above listed lifting capacities. Trash bucket weighs 1,000 lbs. Capacities shown do not exceed 85% vehicle tipping moment (outriggers engaged, loader on firm, level ground.)

GENERAL SPECIFICATIONS

Reach	20 ft. 7 inches
⬡ Main Boom & Tip Boom	16 ft. 7 inches
⬡ Tip Extension	4 ft.
Tare Weight (empty)	23,000 lbs.
Outrigger Span	11 ft. 8 in.
Dump Body Hoist Capacity	23 tons

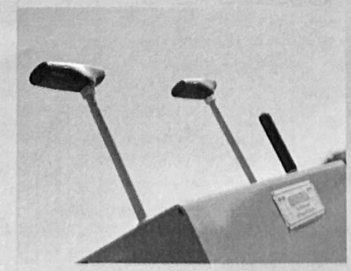
RECOMMENDED CHASSIS (MINIMUM)

Body Style	Conventional Cab
Cab-to-Axle Dimension	168", 186", 192"
Front Axle Rating	12,000 lbs. Minimum
Rear Axle Rating	21,000 lbs. Minimum
GVW Rating	33,000 lbs. Minimum
Frame	1,500,000 RBM
Frame Thickness	11/32" Minimum
Engine	230 HP Diesel
Transmission	Automatic
Electrical	Remote engine & transmission connectors

*Always contact Petersen Industries for specific chassis requirements

CONTROL OPTIONS:

Dual manual controls for outriggers and loader on both sides of the truck for accessibility and visibility come standard on this model. QUADSTICK® mechanically linked dual joystick controls (left) are also an available option on the TL-3 and stationary top mount controls (right).





SCAN TO LEARN MORE

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Lake Wales, FL 33859
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City of Leesburg
Lake Front City

Agenda Memorandum

Item No: 5.B.2.

Meeting Date: December 8, 2025

From: Mike Andrews, IT Director

Subject: Purchase Request approval for computer equipment from **High Performance Technologies** using Florida State Contract 43210000-23-NASPO-ACS-FL.

Staff Recommendation:
Staff recommends approval of the purchase request to High Performance Technologies, Inc. for an amount not to exceed $107,320.00.

Analysis:
The City's current hardware inventory includes desktops and laptops that have reached the end of their useful life, requiring replacement to ensure continuity of operations and support for modern software and security requirements. The proposed purchase includes:

- Eighty (80) HP ProBook 4 G11 14 inch notebook.
- Eighty (80) HP 3Y Premium Onsite ADP Care Pack.
- Forty (40) HP Promini 400 G9 P RCTO

This hardware will replace outdated equipment, providing staff with improved performance and reliability.

Procurement Analysis:
The City is utilizing a piggyback procurement method through an existing, competitively awarded Florida State Contract (Contract No. 432100000-23-NASPO-ACS-FL). In accordance with this agreement, a formal quote was obtained from High Performance Technologies. This approach complies with all procurement guidelines and ensures the City receives competitive pricing.

Options:
1. Approve as presented; or
2. Such alternative action as the Commission may deem appropriate.

Fiscal Impact:

The current Information Technology Operating budget includes funds for this purchase.

Account No.	001-1633-513-5181
Requisition	58090
Budget	$150,000.00
Available	$140,000.00

High Performance Technologies, LLC
11111 Carmel Commons Blvd, Ste 340
Charlotte, NC 28226

Price Quotation -

		Date:	November 13, 2025
Customer:	**City of Leesburg**	**Quote #:**	**Desktop Laptop 194568_v02**
Address:		Team:	Charlie Bosco 772-285-4474
City, St, Zip:			Carlos Munoz 954-234-6455
Attn:	**Taylor Vaughn**		
Phone:		Contract:	*NASPO - Compute Storage (23008) - FL*
Email:		**Contract #:**	**43210000-23-NASPO-ACS-FL**

Product Number	Description	Qty	Unit Price	Extended Price
Laptops				
BA7R5UT#ABA	HP ProBook 4 G1i 14 inch Notebook AI PC,14IN WUXGA LED UWVA 300N Anti-Glare 60Hz (1920 x 1200, 1.6 (16:10)),Intel Core Ultra 5 225U (0.70 GHz, up to 4.80 GHz, 12 cores - 15th Generation) with Intel Graphics and Intel AI Boost (up to 11 TOPS),256GB M.2 PCIe NVMe 2280 Value SSD,16GB 5600MT/s DDR5 (1X16GB) SODIMM,Clickpad,Backlit Spill Resistant,Intel Wi-Fi 6E AX211 (2x2) non-vPro and Bluetooth 5.3 Wireless Technology,No WWAN module,No Discrete Graphics,1080p FHD Camera,Windows 11 Pro Standard,1/1/0	80	$ 791.00	$ 63,280.00
U86DYE	HP 3y Premium Onsite ADP NB,HP ProBook 4xx 1y Warranty G11+,3yr Next Business Day Onsite Notebook only HW Support w/ ADP Std bus days/hrs, excl HP holidays	80	$ 149.00	$ 11,920.00
		System Subtotal:		$ 75,200.00
Desktops				
8X4W2AV	HP ProMini 400 G9 P RCTO BUDTPC	40	$ 286.00	$ 11,440.00
8C9M9AV	TAA DESIGNATED COUNTRY	40	$ 1.00	$ 40.00
1A0Z4AV	Electronic TCO Certified labeling	40	$ 1.00	$ 40.00
7LP70AV	ENERGY STAR Certified	40	$ 1.00	$ 40.00
4G4X0AV	OST Win 11 Home 64 PLS	40	$ 105.00	$ 4,200.00
4YH35AV#ABA	OS Localization U.S. - English localization	40	$ 1.00	$ 40.00
8X4W7AV	Intel Core i5-14500T 4.80G 14C 35W CPU	40	$ 195.00	$ 7,800.00
8X4X4AV	16GB (2x8GB) DDR5 4800 SODIMM Mem	40	$ 101.00	$ 4,040.00
5A5U2AV	256GB 2280 PCIe NVMe Value SSD	40	$ 53.00	$ 2,120.00
4G4Q0AV	DM No SATA HDD Bracket G6	40	$ 1.00	$ 40.00
4Q8G3AV#ABA	HP USB 320K KB	40	$ 7.00	$ 280.00
4G4V5AV	HP 125 BLK WRD Mouse	40	$ 3.00	$ 120.00
5Z7C8AV	Intel AX211 Wi-Fi 6EvPro160MHz+BT5.2WLAN	40	$ 17.00	$ 680.00
4G4N5AV	90 Watt Smart PFC AC Adapter	40	$ 11.00	$ 440.00
567K0AV	Intel vPro Essentials	40	$ 1.00	$ 40.00
4G4P9AV	DisplayPort Port v2	40	$ 5.00	$ 200.00
4S1P8AV#ABA	HP 400 G9 DM CKIT	40	$ 1.00	$ 40.00
4Z4V3AV#ABA	C5 Conventional 1.8m stkr Power Cord	40	$ 2.00	$ 80.00
4G517AV#ABA	1/1/1 DM Warranty	40	$ 5.00	$ 200.00

This quote is Proprietary to HPT shall not be shared outside the party for which the quote was prepared without prior permission from HPT

Product Number	Description	Qty	Unit Price	Extended Price
4G4U2AV	Single Unit (DM) Packaging	40	$ 3.00	$ 120.00
4G4W1AV	No Flex Port 2	40	$ 1.00	$ 40.00
6F9M9AV	1/1/1 DM LBL US	40	$ 1.00	$ 40.00
7Z3A3AV	Intel Core i5 vProEss Raptor Lake Label	40	$ 1.00	$ 40.00
			System Subtotal:	$ 32,120.00
			$ -	$ -
			$ -	$ -
			$ -	$ -

Product Subtotal:	$ 95,400.00
Support Subtotal:	$ 11,920.00
Freight/Shipping Insurance:	$ -
Grand Total:	$ 107,320.00

***IMPORTANT NOTE**: The pricing provided in this quote is based on current market conditions and is subject to change due to various factors, including but not limited to supply chain changes and macroeconomic conditions, including tariffs. Should any of these factors result in a cost increase, we will inform you as promptly as possible and provide an updated pricing estimate. Additionally, as may be required by the manufacturer, orders that have not shipped may need to be canceled and reordered, with revised customer purchase order, to reflect any necessary price adjustments.*

NOTES:

1 All prices are valid for 30 days unless otherwise specified above.
Payment terms are Net 30 days from date of invoice. Must be paid in US

2 Âll prices reflect standard manufacturers warranty unless otherwise noted.

3 Orders are shipped insured via Ground Freight, Pre-paid and Added to customer invoice.
Special handling requirements must be specified by customer prior to order processing.

4 All orders require a Purchase Order and should be emailed to:

charlie.bosco@highperftech.com and orders@highperftech.com

5 HPT reserves the right to charge interest at a rate of 1.5% per month for all payments received beyond 30 days from the date of invoice.

Manufacturer Specific Notes:

HP Inc.	Shipment Term: FOB Destination Cancellation / Return Policy: In most cases, orders are non-cancellable. All orders are non-returnable with the exception of warranty terms.

This quote is Proprietary to HPT shall not be shared outside the party for which the quote was prepared without prior permission from HPT

City of Leesburg
Lake Front City

Agenda Memorandum

Item No: 5.B.3.

Meeting Date: December 8, 2025

From: Travis Rima, (Recreation Director)

Subject: Purchase request to approve the purchase to install a new Taraflex Class 3 Sports Flooring with heat welded seams and other updates to the Gym from Southeastern Surfaces & Equipment (SSE) for the amount of $199,000.00 using Sourcewell Contract ID# 060518-CS.

Staff Recommendation:
Staff recommends approval of the purchase and installation of a new Taraflex Class 3 Sports Flooring with heat-welded seams for the Gym, along with the associated upgrades.

Analysis:
The existing Gym floor has not been refurbished since the building's acquisition in 2008. The proposed improvements include installation of the new Taraflex Class 3 Sports Flooring, painting three (3) pickleball courts, and providing and installing seven (7) banks of 3-row x 21' tip-and-roll aluminum bleachers.

Procurement Analysis:
The City is utilizing a piggyback contract through Sourcewell Contract ID# 060518-CS. A quote has been obtained from Southeastern Surfaces & Equipment (SSE), the vendor under this contract, in accordance with the City's procurement policies.

Options:
1. Approve as presented; or
2. Take such alternative action as the Commission deems appropriate.

Fiscal Impact:
The current Capital Projects budget includes funding for this project.

Account No.	031-8125-572-6310
Project No.	310081
WF No.	WF1677119/1
Requisition	58103
Budget	$200,000.00
Available	$200,000.00

SOUTHEASTERN SURFACES & EQUIPMENT

Florida State Certified M/WBE
Florida State Certified General Contractor – CGC 012423

Q U O T A T I O N

TO: City of Leesburg **DATE: 1/30/2025**
Sourcewell Member Number: #43371

Attn: Marcus Niblack

PROJECT: Leesburg Recreation Center – SOURCEWELL CONTRACT ID# 060518-CSC

We are pleased to offer the following proposal:

- Demo existing Taraflex sports flooring and dispose of in dumpsters
- Demo and dispose of existing telescopic seating
- Install Isolsport moisture barrier with upgraded Gerfix 196 Adhesive
- Install Taraflex Class 3 Sports Flooring complete with heat welded seams
- Paint game lines as currently exist
- Paint Three additional pickleball courts
- Paint 12' center court logo not to exceed 4 colors
- Provide and install seven (7) banks of 3 row x 21' tip and roll aluminum bleachers

Per Sourcewell competitively bid contract:

CLASS 3 SPORTS FLOORING

Line #148 Sport M with Isolsport, 9,894 sq. ft. @ $19.00 per sq. ft.. . . . $ 187,986.00
Less SSE Discount on Flooring (22,986.00)

NIC – Tip and roll bleachers, furnished and installed $ 34,000.00

Total bid per Sourcewell Contract $ 199,000.00

No powder coating of seating included in contract. Mill finish aluminum only. Seating to be GT Grandstands 3 row x 21' Universal Series, Single Football, Tip N Roll Series per weblink provided.

No painting of wall where telescopic seating is removed is included.

P.O. Box 602 ● 569 Canal Street ● New Smyrna Beach ● Florida ● 32170
Phone: (386) 428-8875 ● Fax: (386) 428-8767
www.sseteam.com

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Sourcewell

Solicitation Number: RFP #031022

CONTRACT

This Contract is between Sourcewell, 202 12th Street Northeast, P.O. Box 219, Staples, MN 56479 (Sourcewell) and Gerflor USA, Inc., 750 Veterans Pkwy., Bolingbrook, IL 60440 (Supplier).

Sourcewell is a State of Minnesota local government unit and service cooperative created under the laws of the State of Minnesota (Minnesota Statutes Section 123A.21) that offers cooperative procurement solutions to government entities. Participation is open to eligible federal, state/province, and municipal governmental entities, higher education, K-12 education, nonprofit, tribal government, and other public entities located in the United States and Canada. Sourcewell issued a public solicitation for Athletic Surfaces with Installation, and Related Equipment, Materials, and Services from which Supplier was awarded a contract.

Supplier desires to contract with Sourcewell to provide equipment, products, or services to Sourcewell and the entities that access Sourcewell's cooperative purchasing contracts (Participating Entities).

1. TERM OF CONTRACT

A. EFFECTIVE DATE. This Contract is effective upon the date of the final signature below.

B. EXPIRATION DATE AND EXTENSION. This Contract expires May 26, 2026, unless it is cancelled sooner pursuant to Article 22. This Contract may be extended one additional year upon the request of Sourcewell and written agreement by Supplier.

C. SURVIVAL OF TERMS. Notwithstanding any expiration or termination of this Contract, all payment obligations incurred prior to expiration or termination will survive, as will the following: Articles 11 through 14 survive the expiration or cancellation of this Contract. All other rights will cease upon expiration or termination of this Contract.

2. EQUIPMENT, PRODUCTS, OR SERVICES

A. EQUIPMENT, PRODUCTS, OR SERVICES. Supplier will provide the Equipment, Products, or Services as stated in its Proposal submitted under the Solicitation Number listed above.

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Supplier's Equipment, Products, or Services Proposal (Proposal) is attached and incorporated into this Contract.

All Equipment and Products provided under this Contract must be new and the current model. Supplier may offer close-out or refurbished Equipment or Products if they are clearly indicated in Supplier's product and pricing list. Unless agreed to by the Participating Entities in advance, Equipment or Products must be delivered as operational to the Participating Entity's site.

This Contract offers an indefinite quantity of sales, and while substantial volume is anticipated, sales and sales volume are not guaranteed.

B. WARRANTY. Supplier warrants that all Equipment, Products, and Services furnished are free from liens and encumbrances, and are free from defects in design, materials, and workmanship. In addition, Supplier warrants the Equipment, Products, and Services are suitable for and will perform in accordance with the ordinary use for which they are intended. Supplier's dealers and distributors must agree to assist the Participating Entity in reaching a resolution in any dispute over warranty terms with the manufacturer. Any manufacturer's warranty that extends beyond the expiration of the Supplier's warranty will be passed on to the Participating Entity.

C. DEALERS, DISTRIBUTORS, AND/OR RESELLERS. Upon Contract execution and throughout the Contract term, Supplier must provide to Sourcewell a current means to validate or authenticate Supplier's authorized dealers, distributors, or resellers relative to the Equipment, Products, and Services offered under this Contract, which will be incorporated into this Contract by reference. It is the Supplier's responsibility to ensure Sourcewell receives the most current information.

3. PRICING

All Equipment, Products, or Services under this Contract will be priced at or below the price stated in Supplier's Proposal.

When providing pricing quotes to Participating Entities, all pricing quoted must reflect a Participating Entity's total cost of acquisition. This means that the quoted cost is for delivered Equipment, Products, and Services that are operational for their intended purpose, and includes all costs to the Participating Entity's requested delivery location.

Regardless of the payment method chosen by the Participating Entity, the total cost associated with any purchase option of the Equipment, Products, or Services must always be disclosed in the pricing quote to the applicable Participating Entity at the time of purchase.

A. SHIPPING AND SHIPPING COSTS. All delivered Equipment and Products must be properly packaged. Damaged Equipment and Products may be rejected. If the damage is not readily apparent at the time of delivery, Supplier must permit the Equipment and Products to be

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returned within a reasonable time at no cost to Sourcewell or its Participating Entities. Participating Entities reserve the right to inspect the Equipment and Products at a reasonable time after delivery where circumstances or conditions prevent effective inspection of the Equipment and Products at the time of delivery. In the event of the delivery of nonconforming Equipment and Products, the Participating Entity will notify the Supplier as soon as possible and the Supplier will replace nonconforming Equipment and Products with conforming Equipment and Products that are acceptable to the Participating Entity.

Supplier must arrange for and pay for the return shipment on Equipment and Products that arrive in a defective or inoperable condition.

Sourcewell may declare the Supplier in breach of this Contract if the Supplier intentionally delivers substandard or inferior Equipment or Products.

B. SALES TAX. Each Participating Entity is responsible for supplying the Supplier with valid tax-exemption certification(s). When ordering, a Participating Entity must indicate if it is a tax-exempt entity.

C. HOT LIST PRICING. At any time during this Contract, Supplier may offer a specific selection of Equipment, Products, or Services at discounts greater than those listed in the Contract. When Supplier determines it will offer Hot List Pricing, it must be submitted electronically to Sourcewell in a line-item format. Equipment, Products, or Services may be added or removed from the Hot List at any time through a Sourcewell Price and Product Change Form as defined in Article 4 below.

Hot List program and pricing may also be used to discount and liquidate close-out and discontinued Equipment and Products as long as those close-out and discontinued items are clearly identified as such. Current ordering process and administrative fees apply. Hot List Pricing must be published and made available to all Participating Entities.

4. PRODUCT AND PRICING CHANGE REQUESTS

Supplier may request Equipment, Product, or Service changes, additions, or deletions at any time. All requests must be made in writing by submitting a signed Sourcewell Price and Product Change Request Form to the assigned Sourcewell Supplier Development Administrator. This approved form is available from the assigned Sourcewell Supplier Development Administrator. At a minimum, the request must:

- Identify the applicable Sourcewell contract number;
- Clearly specify the requested change;
- Provide sufficient detail to justify the requested change;

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- Individually list all Equipment, Products, or Services affected by the requested change, along with the requested change (e.g., addition, deletion, price change); and
- Include a complete restatement of pricing documentation in Microsoft Excel with the effective date of the modified pricing, or product addition or deletion. The new pricing restatement must include all Equipment, Products, and Services offered, even for those items where pricing remains unchanged.

A fully executed Sourcewell Price and Product Change Request Form will become an amendment to this Contract and will be incorporated by reference.

5. PARTICIPATION, CONTRACT ACCESS, AND PARTICIPATING ENTITY REQUIREMENTS

A. PARTICIPATION. Sourcewell's cooperative contracts are available and open to public and nonprofit entities across the United States and Canada; such as federal, state/province, municipal, K-12 and higher education, tribal government, and other public entities.

The benefits of this Contract should be available to all Participating Entities that can legally access the Equipment, Products, or Services under this Contract. A Participating Entity's authority to access this Contract is determined through its cooperative purchasing, interlocal, or joint powers laws. Any entity accessing benefits of this Contract will be considered a Service Member of Sourcewell during such time of access. Supplier understands that a Participating Entity's use of this Contract is at the Participating Entity's sole convenience and Participating Entities reserve the right to obtain like Equipment, Products, or Services from any other source.

Supplier is responsible for familiarizing its sales and service forces with Sourcewell contract use eligibility requirements and documentation and will encourage potential participating entities to join Sourcewell. Sourcewell reserves the right to add and remove Participating Entities to its roster during the term of this Contract.

B. PUBLIC FACILITIES. Supplier's employees may be required to perform work at government-owned facilities, including schools. Supplier's employees and agents must conduct themselves in a professional manner while on the premises, and in accordance with Participating Entity policies and procedures, and all applicable laws.

6. PARTICIPATING ENTITY USE AND PURCHASING

A. ORDERS AND PAYMENT. To access the contracted Equipment, Products, or Services under this Contract, a Participating Entity must clearly indicate to Supplier that it intends to access this Contract; however, order flow and procedure will be developed jointly between Sourcewell and Supplier. Typically, a Participating Entity will issue an order directly to Supplier or its authorized subsidiary, distributor, dealer, or reseller. If a Participating Entity issues a purchase order, it may use its own forms, but the purchase order should clearly note the applicable Sourcewell

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contract number. All Participating Entity orders under this Contract must be issued prior to expiration or cancellation of this Contract; however, Supplier performance, Participating Entity payment obligations, and any applicable warranty periods or other Supplier or Participating Entity obligations may extend beyond the term of this Contract.

Supplier's acceptable forms of payment are included in its attached Proposal. Participating Entities will be solely responsible for payment and Sourcewell will have no liability for any unpaid invoice of any Participating Entity.

B. ADDITIONAL TERMS AND CONDITIONS/PARTICIPATING ADDENDUM. Additional terms and conditions to a purchase order, or other required transaction documentation, may be negotiated between a Participating Entity and Supplier, such as job or industry-specific requirements, legal requirements (e.g., affirmative action or immigration status requirements), or specific local policy requirements. Some Participating Entities may require the use of a Participating Addendum; the terms of which will be negotiated directly between the Participating Entity and the Supplier. Any negotiated additional terms and conditions must never be less favorable to the Participating Entity than what is contained in this Contract.

C. SPECIALIZED SERVICE REQUIREMENTS. In the event that the Participating Entity requires service or specialized performance requirements not addressed in this Contract (such as e-commerce specifications, specialized delivery requirements, or other specifications and requirements), the Participating Entity and the Supplier may enter into a separate, standalone agreement, apart from this Contract. Sourcewell, including its agents and employees, will not be made a party to a claim for breach of such agreement.

D. TERMINATION OF ORDERS. Participating Entities may terminate an order, in whole or in part, immediately upon notice to Supplier in the event of any of the following:

1. The Participating Entity fails to receive funding or appropriation from its governing body at levels sufficient to pay for the equipment, products, or services to be purchased; or
2. Federal, state, or provincial laws or regulations prohibit the purchase or change the Participating Entity's requirements.

E. GOVERNING LAW AND VENUE. The governing law and venue for any action related to a Participating Entity's order will be determined by the Participating Entity making the purchase.

7. CUSTOMER SERVICE

A. PRIMARY ACCOUNT REPRESENTATIVE. Supplier will assign an Account Representative to Sourcewell for this Contract and must provide prompt notice to Sourcewell if that person is changed. The Account Representative will be responsible for:

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- Maintenance and management of this Contract;
- Timely response to all Sourcewell and Participating Entity inquiries; and
- Business reviews to Sourcewell and Participating Entities, if applicable.

B. BUSINESS REVIEWS. Supplier must perform a minimum of one business review with Sourcewell per contract year. The business review will cover sales to Participating Entities, pricing and contract terms, administrative fees, sales data reports, supply issues, customer issues, and any other necessary information.

8. REPORT ON CONTRACT SALES ACTIVITY AND ADMINISTRATIVE FEE PAYMENT

A. CONTRACT SALES ACTIVITY REPORT. Each calendar quarter, Supplier must provide a contract sales activity report (Report) to the Sourcewell Supplier Development Administrator assigned to this Contract. Reports are due no later than 45 days after the end of each calendar quarter. A Report must be provided regardless of the number or amount of sales during that quarter (i.e., if there are no sales, Supplier must submit a report indicating no sales were made).

The Report must contain the following fields:

- Participating Entity Name (e.g., City of Staples Highway Department);
- Participating Entity Physical Street Address;
- Participating Entity City;
- Participating Entity State/Province;
- Participating Entity Zip/Postal Code;
- Participating Entity Contact Name;
- Participating Entity Contact Email Address;
- Participating Entity Contact Telephone Number;
- Sourcewell Assigned Entity/Participating Entity Number;
- Item Purchased Description;
- Item Purchased Price;
- Sourcewell Administrative Fee Applied; and
- Date Purchase was invoiced/sale was recognized as revenue by Supplier.

B. ADMINISTRATIVE FEE. In consideration for the support and services provided by Sourcewell, the Supplier will pay an administrative fee to Sourcewell on all Equipment, Products, and Services provided to Participating Entities. The Administrative Fee must be included in, and not added to, the pricing. Supplier may not charge Participating Entities more than the contracted price to offset the Administrative Fee.

The Supplier will submit payment to Sourcewell for the percentage of administrative fee stated in the Proposal multiplied by the total sales of all Equipment, Products, and Services purchased

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by Participating Entities under this Contract during each calendar quarter. Payments should note the Supplier's name and Sourcewell-assigned contract number in the memo; and must be mailed to the address above "Attn: Accounts Receivable" or remitted electronically to Sourcewell's banking institution per Sourcewell's Finance department instructions. Payments must be received no later than 45 calendar days after the end of each calendar quarter.

Supplier agrees to cooperate with Sourcewell in auditing transactions under this Contract to ensure that the administrative fee is paid on all items purchased under this Contract.

In the event the Supplier is delinquent in any undisputed administrative fees, Sourcewell reserves the right to cancel this Contract and reject any proposal submitted by the Supplier in any subsequent solicitation. In the event this Contract is cancelled by either party prior to the Contract's expiration date, the administrative fee payment will be due no more than 30 days from the cancellation date.

9. AUTHORIZED REPRESENTATIVE

Sourcewell's Authorized Representative is its Chief Procurement Officer.

Supplier's Authorized Representative is the person named in the Supplier's Proposal. If Supplier's Authorized Representative changes at any time during this Contract, Supplier must promptly notify Sourcewell in writing.

10. AUDIT, ASSIGNMENT, AMENDMENTS, WAIVER, AND CONTRACT COMPLETE

A. AUDIT. Pursuant to Minnesota Statutes Section 16C.05, subdivision 5, the books, records, documents, and accounting procedures and practices relevant to this Agreement are subject to examination by Sourcewell or the Minnesota State Auditor for a minimum of six years from the end of this Contract. This clause extends to Participating Entities as it relates to business conducted by that Participating Entity under this Contract.

B. ASSIGNMENT. Neither party may assign or otherwise transfer its rights or obligations under this Contract without the prior written consent of the other party and a fully executed assignment agreement. Such consent will not be unreasonably withheld. Any prohibited assignment will be invalid.

C. AMENDMENTS. Any amendment to this Contract must be in writing and will not be effective until it has been duly executed by the parties.

D. WAIVER. Failure by either party to take action or assert any right under this Contract will not be deemed a waiver of such right in the event of the continuation or repetition of the circumstances giving rise to such right. Any such waiver must be in writing and signed by the parties.

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E. CONTRACT COMPLETE. This Contract represents the complete agreement between the parties. No other understanding regarding this Contract, whether written or oral, may be used to bind either party. For any conflict between the attached Proposal and the terms set out in Articles 1-22 of this Contract, the terms of Articles 1-22 will govern.

F. RELATIONSHIP OF THE PARTIES. The relationship of the parties is one of independent contractors, each free to exercise judgment and discretion with regard to the conduct of their respective businesses. This Contract does not create a partnership, joint venture, or any other relationship such as master-servant, or principal-agent.

11. INDEMNITY AND HOLD HARMLESS

Supplier must indemnify, defend, save, and hold Sourcewell and its Participating Entities, including their agents and employees, harmless from any claims or causes of action, including attorneys' fees incurred by Sourcewell or its Participating Entities, arising out of any act or omission in the performance of this Contract by the Supplier or its agents or employees; this indemnification includes injury or death to person(s) or property alleged to have been caused by some defect in the Equipment, Products, or Services under this Contract to the extent the Equipment, Product, or Service has been used according to its specifications. Sourcewell's responsibility will be governed by the State of Minnesota's Tort Liability Act (Minnesota Statutes Chapter 466) and other applicable law.

12. GOVERNMENT DATA PRACTICES

Supplier and Sourcewell must comply with the Minnesota Government Data Practices Act, Minnesota Statutes Chapter 13, as it applies to all data provided by or provided to Sourcewell under this Contract and as it applies to all data created, collected, received, stored, used, maintained, or disseminated by the Supplier under this Contract.

13. INTELLECTUAL PROPERTY, PUBLICITY, MARKETING, AND ENDORSEMENT

A. INTELLECTUAL PROPERTY

1. *Grant of License.* During the term of this Contract:
   a. Sourcewell grants to Supplier a royalty-free, worldwide, non-exclusive right and license to use the trademark(s) provided to Supplier by Sourcewell in advertising and promotional materials for the purpose of marketing Sourcewell's relationship with Supplier.
   b. Supplier grants to Sourcewell a royalty-free, worldwide, non-exclusive right and license to use Supplier's trademarks in advertising and promotional materials for the purpose of marketing Supplier's relationship with Sourcewell.
2. *Limited Right of Sublicense*. The right and license granted herein includes a limited right of each party to grant sublicenses to their respective subsidiaries, distributors, dealers,

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resellers, marketing representatives, and agents (collectively "Permitted Sublicensees") in advertising and promotional materials for the purpose of marketing the Parties' relationship to Participating Entities. Any sublicense granted will be subject to the terms and conditions of this Article. Each party will be responsible for any breach of this Article by any of their respective sublicensees.

3. *Use; Quality Control.*

a. Neither party may alter the other party's trademarks from the form provided and must comply with removal requests as to specific uses of its trademarks or logos.

b. Each party agrees to use, and to cause its Permitted Sublicensees to use, the other party's trademarks only in good faith and in a dignified manner consistent with such party's use of the trademarks. Upon written notice to the breaching party, the breaching party has 30 days of the date of the written notice to cure the breach or the license will be terminated.

4. As applicable, Supplier agrees to indemnify and hold harmless Sourcewell and its Participating Entities against any and all suits, claims, judgments, and costs instituted or recovered against Sourcewell or Participating Entities by any person on account of the use of any Equipment or Products by Sourcewell or its Participating Entities supplied by Supplier in violation of applicable patent or copyright laws.

5. Termination. Upon the termination of this Contract for any reason, each party, including Permitted Sublicensees, will have 30 days to remove all Trademarks from signage, websites, and the like bearing the other party's name or logo (excepting Sourcewell's pre-printed catalog of suppliers which may be used until the next printing). Supplier must return all marketing and promotional materials, including signage, provided by Sourcewell, or dispose of it according to Sourcewell's written directions.

B. PUBLICITY. Any publicity regarding the subject matter of this Contract must not be released without prior written approval from the Authorized Representatives. Publicity includes notices, informational pamphlets, press releases, research, reports, signs, and similar public notices prepared by or for the Supplier individually or jointly with others, or any subcontractors, with respect to the program, publications, or services provided resulting from this Contract.

C. MARKETING. Any direct advertising, marketing, or offers with Participating Entities must be approved by Sourcewell. Send all approval requests to the Sourcewell Supplier Development Administrator assigned to this Contract.

D. ENDORSEMENT. The Supplier must not claim that Sourcewell endorses its Equipment, Products, or Services.

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14. GOVERNING LAW, JURISDICTION, AND VENUE

The substantive and procedural laws of the State of Minnesota will govern this Contract. Venue for all legal proceedings arising out of this Contract, or its breach, must be in the appropriate state court in Todd County, Minnesota or federal court in Fergus Falls, Minnesota.

15. FORCE MAJEURE

Neither party to this Contract will be held responsible for delay or default caused by acts of God or other conditions that are beyond that party's reasonable control. A party defaulting under this provision must provide the other party prompt written notice of the default.

16. SEVERABILITY

If any provision of this Contract is found by a court of competent jurisdiction to be illegal, unenforceable, or void then both parties will be relieved from all obligations arising from that provision. If the remainder of this Contract is capable of being performed, it will not be affected by such determination or finding and must be fully performed.

17. PERFORMANCE, DEFAULT, AND REMEDIES

A. PERFORMANCE. During the term of this Contract, the parties will monitor performance and address unresolved contract issues as follows:

1. *Notification.* The parties must promptly notify each other of any known dispute and work in good faith to resolve such dispute within a reasonable period of time. If necessary, Sourcewell and the Supplier will jointly develop a short briefing document that describes the issue(s), relevant impact, and positions of both parties.
2. *Escalation.* If parties are unable to resolve the issue in a timely manner, as specified above, either Sourcewell or Supplier may escalate the resolution of the issue to a higher level of management. The Supplier will have 30 calendar days to cure an outstanding issue.
3. *Performance while Dispute is Pending*. Notwithstanding the existence of a dispute, the Supplier must continue without delay to carry out all of its responsibilities under the Contract that are not affected by the dispute. If the Supplier fails to continue without delay to perform its responsibilities under the Contract, in the accomplishment of all undisputed work, the Supplier will bear any additional costs incurred by Sourcewell and/or its Participating Entities as a result of such failure to proceed.

B. DEFAULT AND REMEDIES. Either of the following constitutes cause to declare this Contract, or any Participating Entity order under this Contract, in default:

1. Nonperformance of contractual requirements, or
2. A material breach of any term or condition of this Contract.

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The party claiming default must provide written notice of the default, with 30 calendar days to cure the default. Time allowed for cure will not diminish or eliminate any liability for liquidated or other damages. If the default remains after the opportunity for cure, the non-defaulting party may:

- Exercise any remedy provided by law or equity, or
- Terminate the Contract or any portion thereof, including any orders issued against the Contract.

18. INSURANCE

A. REQUIREMENTS. At its own expense, Supplier must maintain insurance policy(ies) in effect at all times during the performance of this Contract with insurance company(ies) licensed or authorized to do business in the State of Minnesota having an "AM BEST" rating of A- or better, with coverage and limits of insurance not less than the following:

1. *Workers' Compensation and Employer's Liability.*
Workers' Compensation: As required by any applicable law or regulation.
Employer's Liability Insurance: must be provided in amounts not less than listed below:
Minimum limits:
$500,000 each accident for bodily injury by accident
$500,000 policy limit for bodily injury by disease
$500,000 each employee for bodily injury by disease

2. *Commercial General Liability Insurance.* Supplier will maintain insurance covering its operations, with coverage on an occurrence basis, and must be subject to terms no less broad than the Insurance Services Office ("ISO") Commercial General Liability Form CG0001 (2001 or newer edition), or equivalent. At a minimum, coverage must include liability arising from premises, operations, bodily injury and property damage, independent contractors, products-completed operations including construction defect, contractual liability, blanket contractual liability, and personal injury and advertising injury. All required limits, terms and conditions of coverage must be maintained during the term of this Contract.
Minimum Limits:
$1,000,000 each occurrence Bodily Injury and Property Damage
$1,000,000 Personal and Advertising Injury
$2,000,000 aggregate for Products-Completed operations
$2,000,000 general aggregate

3. *Commercial Automobile Liability Insurance.* During the term of this Contract, Supplier will maintain insurance covering all owned, hired, and non-owned automobiles in limits of liability not less than indicated below. The coverage must be subject to terms

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no less broad than ISO Business Auto Coverage Form CA 0001 (2010 edition or newer), or equivalent.

Minimum Limits:
$1,000,000 each accident, combined single limit

4. *Umbrella Insurance*. During the term of this Contract, Supplier will maintain umbrella coverage over Employer's Liability, Commercial General Liability, and Commercial Automobile.

Minimum Limits:
$2,000,000

5. *Network Security and Privacy Liability Insurance*. During the term of this Contract, Supplier will maintain coverage for network security and privacy liability. The coverage may be endorsed on another form of liability coverage or written on a standalone policy. The insurance must cover claims which may arise from failure of Supplier's security resulting in, but not limited to, computer attacks, unauthorized access, disclosure of not public data – including but not limited to, confidential or private information, transmission of a computer virus, or denial of service.

Minimum limits:
$2,000,000 per occurrence
$2,000,000 annual aggregate

Failure of Supplier to maintain the required insurance will constitute a material breach entitling Sourcewell to immediately terminate this Contract for default.

B. CERTIFICATES OF INSURANCE. Prior to commencing under this Contract, Supplier must furnish to Sourcewell a certificate of insurance, as evidence of the insurance required under this Contract. Prior to expiration of the policy(ies), renewal certificates must be mailed to Sourcewell, 202 12th Street Northeast, P.O. Box 219, Staples, MN 56479 or sent to the Sourcewell Supplier Development Administrator assigned to this Contract. The certificates must be signed by a person authorized by the insurer(s) to bind coverage on their behalf.

Failure to request certificates of insurance by Sourcewell, or failure of Supplier to provide certificates of insurance, in no way limits or relieves Supplier of its duties and responsibilities in this Contract.

C. ADDITIONAL INSURED ENDORSEMENT AND PRIMARY AND NON-CONTRIBUTORY INSURANCE CLAUSE. Supplier agrees to list Sourcewell and its Participating Entities, including their officers, agents, and employees, as an additional insured under the Supplier's commercial general liability insurance policy with respect to liability arising out of activities, "operations," or "work" performed by or on behalf of Supplier, and products and completed operations of Supplier. The policy provision(s) or endorsement(s) must further provide that coverage is

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primary and not excess over or contributory with any other valid, applicable, and collectible insurance or self-insurance in force for the additional insureds.

D. WAIVER OF SUBROGATION. Supplier waives and must require (by endorsement or otherwise) all its insurers to waive subrogation rights against Sourcewell and other additional insureds for losses paid under the insurance policies required by this Contract or other insurance applicable to the Supplier or its subcontractors. The waiver must apply to all deductibles and/or self-insured retentions applicable to the required or any other insurance maintained by the Supplier or its subcontractors. Where permitted by law, Supplier must require similar written express waivers of subrogation and insurance clauses from each of its subcontractors.

E. UMBRELLA/EXCESS LIABILITY/SELF-INSURED RETENTION. The limits required by this Contract can be met by either providing a primary policy or in combination with umbrella/excess liability policy(ies), or self-insured retention.

19. COMPLIANCE

A. LAWS AND REGULATIONS. All Equipment, Products, or Services provided under this Contract must comply fully with applicable federal laws and regulations, and with the laws in the states and provinces in which the Equipment, Products, or Services are sold.

B. LICENSES. Supplier must maintain a valid and current status on all required federal, state/provincial, and local licenses, bonds, and permits required for the operation of the business that the Supplier conducts with Sourcewell and Participating Entities.

20. BANKRUPTCY, DEBARMENT, OR SUSPENSION CERTIFICATION

Supplier certifies and warrants that it is not in bankruptcy or that it has previously disclosed in writing certain information to Sourcewell related to bankruptcy actions. If at any time during this Contract Supplier declares bankruptcy, Supplier must immediately notify Sourcewell in writing.

Supplier certifies and warrants that neither it nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from programs operated by the State of Minnesota; the United States federal government or the Canadian government, as applicable; or any Participating Entity. Supplier certifies and warrants that neither it nor its principals have been convicted of a criminal offense related to the subject matter of this Contract. Supplier further warrants that it will provide immediate written notice to Sourcewell if this certification changes at any time.

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21. PROVISIONS FOR NON-UNITED STATES FEDERAL ENTITY PROCUREMENTS UNDER UNITED STATES FEDERAL AWARDS OR OTHER AWARDS

Participating Entities that use United States federal grant or FEMA funds to purchase goods or services from this Contract may be subject to additional requirements including the procurement standards of the Uniform Administrative Requirements, Cost Principles and Audit Requirements for Federal Awards, 2 C.F.R. § 200. Participating Entities may have additional requirements based on specific funding source terms or conditions. Within this Article, all references to "federal" should be interpreted to mean the United States federal government. The following list only applies when a Participating Entity accesses Supplier's Equipment, Products, or Services with United States federal funds.

A. EQUAL EMPLOYMENT OPPORTUNITY. Except as otherwise provided under 41 C.F.R. § 60, all contracts that meet the definition of "federally assisted construction contract" in 41 C.F.R. § 60-1.3 must include the equal opportunity clause provided under 41 C.F.R. §60-1.4(b), in accordance with Executive Order 11246, "Equal Employment Opportunity" (30 FR 12319, 12935, 3 C.F.R. §, 1964-1965 Comp., p. 339), as amended by Executive Order 11375, "Amending Executive Order 11246 Relating to Equal Employment Opportunity," and implementing regulations at 41 C.F.R. § 60, "Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor." The equal opportunity clause is incorporated herein by reference.

B. DAVIS-BACON ACT, AS AMENDED (40 U.S.C. § 3141-3148). When required by federal program legislation, all prime construction contracts in excess of $2,000 awarded by non-federal entities must include a provision for compliance with the Davis-Bacon Act (40 U.S.C. § 3141-3144, and 3146-3148) as supplemented by Department of Labor regulations (29 C.F.R. § 5, "Labor Standards Provisions Applicable to Contracts Covering Federally Financed and Assisted Construction"). In accordance with the statute, contractors must be required to pay wages to laborers and mechanics at a rate not less than the prevailing wages specified in a wage determination made by the Secretary of Labor. In addition, contractors must be required to pay wages not less than once a week. The non-federal entity must place a copy of the current prevailing wage determination issued by the Department of Labor in each solicitation. The decision to award a contract or subcontract must be conditioned upon the acceptance of the wage determination. The non-federal entity must report all suspected or reported violations to the federal awarding agency. The contracts must also include a provision for compliance with the Copeland "Anti-Kickback" Act (40 U.S.C. § 3145), as supplemented by Department of Labor regulations (29 C.F.R. § 3, "Contractors and Subcontractors on Public Building or Public Work Financed in Whole or in Part by Loans or Grants from the United States"). The Act provides that each contractor or subrecipient must be prohibited from inducing, by any means, any person employed in the construction, completion, or repair of public work, to give up any part of the compensation to which he or she is otherwise entitled. The non-federal entity must report all suspected or reported violations to the federal awarding agency. Supplier must be in compliance with all applicable Davis-Bacon Act provisions.

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C. CONTRACT WORK HOURS AND SAFETY STANDARDS ACT (40 U.S.C. § 3701-3708). Where applicable, all contracts awarded by the non-federal entity in excess of $100,000 that involve the employment of mechanics or laborers must include a provision for compliance with 40 U.S.C. §§ 3702 and 3704, as supplemented by Department of Labor regulations (29 C.F.R. § 5). Under 40 U.S.C. § 3702 of the Act, each contractor must be required to compute the wages of every mechanic and laborer on the basis of a standard work week of 40 hours. Work in excess of the standard work week is permissible provided that the worker is compensated at a rate of not less than one and a half times the basic rate of pay for all hours worked in excess of 40 hours in the work week. The requirements of 40 U.S.C. § 3704 are applicable to construction work and provide that no laborer or mechanic must be required to work in surroundings or under working conditions which are unsanitary, hazardous or dangerous. These requirements do not apply to the purchases of supplies or materials or articles ordinarily available on the open market, or contracts for transportation or transmission of intelligence. This provision is hereby incorporated by reference into this Contract. Supplier certifies that during the term of an award for all contracts by Sourcewell resulting from this procurement process, Supplier must comply with applicable requirements as referenced above.

D. RIGHTS TO INVENTIONS MADE UNDER A CONTRACT OR AGREEMENT. If the federal award meets the definition of “funding agreement” under 37 C.F.R. § 401.2(a) and the recipient or subrecipient wishes to enter into a contract with a small business firm or nonprofit organization regarding the substitution of parties, assignment or performance of experimental, developmental, or research work under that “funding agreement,” the recipient or subrecipient must comply with the requirements of 37 C.F.R. § 401, “Rights to Inventions Made by Nonprofit Organizations and Small Business Firms Under Government Grants, Contracts and Cooperative Agreements,” and any implementing regulations issued by the awarding agency. Supplier certifies that during the term of an award for all contracts by Sourcewell resulting from this procurement process, Supplier must comply with applicable requirements as referenced above.

E. CLEAN AIR ACT (42 U.S.C. § 7401-7671Q.) AND THE FEDERAL WATER POLLUTION CONTROL ACT (33 U.S.C. § 1251-1387). Contracts and subgrants of amounts in excess of $150,000 require the non-federal award to agree to comply with all applicable standards, orders or regulations issued pursuant to the Clean Air Act (42 U.S.C. § 7401- 7671q) and the Federal Water Pollution Control Act as amended (33 U.S.C. § 1251- 1387). Violations must be reported to the Federal awarding agency and the Regional Office of the Environmental Protection Agency (EPA). Supplier certifies that during the term of this Contract will comply with applicable requirements as referenced above.

F. DEBARMENT AND SUSPENSION (EXECUTIVE ORDERS 12549 AND 12689). A contract award (see 2 C.F.R. § 180.220) must not be made to parties listed on the government wide exclusions in the System for Award Management (SAM), in accordance with the OMB guidelines at 2 C.F.R. §180 that implement Executive Orders 12549 (3 C.F.R. § 1986 Comp., p. 189) and 12689 (3 C.F.R. § 1989 Comp., p. 235), “Debarment and Suspension.” SAM Exclusions contains the names

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of parties debarred, suspended, or otherwise excluded by agencies, as well as parties declared ineligible under statutory or regulatory authority other than Executive Order 12549. Supplier certifies that neither it nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation by any federal department or agency.

G. BYRD ANTI-LOBBYING AMENDMENT, AS AMENDED (31 U.S.C. § 1352). Suppliers must file any required certifications. Suppliers must not have used federal appropriated funds to pay any person or organization for influencing or attempting to influence an officer or employee of any agency, a member of Congress, officer or employee of Congress, or an employee of a member of Congress in connection with obtaining any federal contract, grant, or any other award covered by 31 U.S.C. § 1352. Suppliers must disclose any lobbying with non-federal funds that takes place in connection with obtaining any federal award. Such disclosures are forwarded from tier to tier up to the non-federal award. Suppliers must file all certifications and disclosures required by, and otherwise comply with, the Byrd Anti-Lobbying Amendment (31 U.S.C. § 1352).

H. RECORD RETENTION REQUIREMENTS. To the extent applicable, Supplier must comply with the record retention requirements detailed in 2 C.F.R. § 200.333. The Supplier further certifies that it will retain all records as required by 2 C.F.R. § 200.333 for a period of 3 years after grantees or subgrantees submit final expenditure reports or quarterly or annual financial reports, as applicable, and all other pending matters are closed.

I. ENERGY POLICY AND CONSERVATION ACT COMPLIANCE. To the extent applicable, Supplier must comply with the mandatory standards and policies relating to energy efficiency which are contained in the state energy conservation plan issued in compliance with the Energy Policy and Conservation Act.

J. BUY AMERICAN PROVISIONS COMPLIANCE. To the extent applicable, Supplier must comply with all applicable provisions of the Buy American Act. Purchases made in accordance with the Buy American Act must follow the applicable procurement rules calling for free and open competition.

K. ACCESS TO RECORDS (2 C.F.R. § 200.336). Supplier agrees that duly authorized representatives of a federal agency must have access to any books, documents, papers and records of Supplier that are directly pertinent to Supplier's discharge of its obligations under this Contract for the purpose of making audits, examinations, excerpts, and transcriptions. The right also includes timely and reasonable access to Supplier's personnel for the purpose of interview and discussion relating to such documents.

L. PROCUREMENT OF RECOVERED MATERIALS (2 C.F.R. § 200.322). A non-federal entity that is a state agency or agency of a political subdivision of a state and its contractors must comply with Section 6002 of the Solid Waste Disposal Act, as amended by the Resource Conservation

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and Recovery Act. The requirements of Section 6002 include procuring only items designated in guidelines of the Environmental Protection Agency (EPA) at 40 C.F.R. § 247 that contain the highest percentage of recovered materials practicable, consistent with maintaining a satisfactory level of competition, where the purchase price of the item exceeds $10,000 or the value of the quantity acquired during the preceding fiscal year exceeded $10,000; procuring solid waste management services in a manner that maximizes energy and resource recovery; and establishing an affirmative procurement program for procurement of recovered materials identified in the EPA guidelines.

M. FEDERAL SEAL(S), LOGOS, AND FLAGS. The Supplier cannot use the seal(s), logos, crests, or reproductions of flags or likenesses of Federal agency officials without specific pre-approval.

N. NO OBLIGATION BY FEDERAL GOVERNMENT. The U.S. federal government is not a party to this Contract or any purchase by a Participating Entity and is not subject to any obligations or liabilities to the Participating Entity, Supplier, or any other party pertaining to any matter resulting from the Contract or any purchase by an authorized user.

O. PROGRAM FRAUD AND FALSE OR FRAUDULENT STATEMENTS OR RELATED ACTS. The Contractor acknowledges that 31 U.S.C. 38 (Administrative Remedies for False Claims and Statements) applies to the Supplier's actions pertaining to this Contract or any purchase by a Participating Entity.

P. FEDERAL DEBT. The Supplier certifies that it is non-delinquent in its repayment of any federal debt. Examples of relevant debt include delinquent payroll and other taxes, audit disallowance, and benefit overpayments.

Q. CONFLICTS OF INTEREST. The Supplier must notify the U.S. Office of General Services, Sourcewell, and Participating Entity as soon as possible if this Contract or any aspect related to the anticipated work under this Contract raises an actual or potential conflict of interest (as described in 2 C.F.R. Part 200). The Supplier must explain the actual or potential conflict in writing in sufficient detail so that the U.S. Office of General Services, Sourcewell, and Participating Entity are able to assess the actual or potential conflict; and provide any additional information as necessary or requested.

R. U.S. EXECUTIVE ORDER 13224. The Supplier, and its subcontractors, must comply with U.S. Executive Order 13224 and U.S. Laws that prohibit transactions with and provision of resources and support to individuals and organizations associated with terrorism.

S. PROHIBITION ON CERTAIN TELECOMMUNICATIONS AND VIDEO SURVEILLANCE SERVICES OR EQUIPMENT. To the extent applicable, Supplier certifies that during the term of this Contract it will comply with applicable requirements of 2 C.F.R. § 200.216.

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T. DOMESTIC PREFERENCES FOR PROCUREMENTS. To the extent applicable, Supplier certifies that during the term of this Contract will comply with applicable requirements of 2 C.F.R. § 200.322.

22. CANCELLATION

Sourcewell or Supplier may cancel this Contract at any time, with or without cause, upon 60 days' written notice to the other party. However, Sourcewell may cancel this Contract immediately upon discovery of a material defect in any certification made in Supplier's Proposal. Cancellation of this Contract does not relieve either party of financial, product, or service obligations incurred or accrued prior to cancellation.

Sourcewell	Gerflor USA, Inc.
DocuSigned by: Jeremy Schwartz C0FD2A139D06489...	DocuSigned by: Benjamin Bachman 91A4A14783B740D...
By: _____	By: _____
Jeremy Schwartz	Benjamin Bachman
Title: Chief Procurement Officer	Title: President & CEO
Date: 5/24/2022 | 9:52 PM CDT	Date: 5/27/2022 | 6:31 AM PDT

Approved:

DocuSigned by: Chad Coauette 7E42B8F817A64CC...

By: _____

Chad Coauette

Title: Executive Director/CEO

Date: 5/27/2022 | 8:53 AM CDT

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RFP 031022 - Athletic Surfaces with Installation, Related Equipment, Materials, and Services

Vendor Details

Company Name:	Gerflor USA
Does your company conduct business under any other name? If yes, please state:	No
Address:	595 Supreme Drive Bensenville, IL 60106
Contact:	Joel McCausland
Email:	joel.mccausland@gerflor.com
Phone:	801-706-6071
Fax:	801-706-6071
HST#:	36-3313608

Submission Details

Created On:	Thursday February 03, 2022 12:44:45
Submitted On:	Thursday March 10, 2022 05:16:04
Submitted By:	Joel McCausland
Email:	joel.mccausland@gerflor.com
Transaction #:	ce7d5046-5dc8-4bb1-96ef-b2734d7ff9af
Submitter's IP Address:	174.52.160.16

Specifications

Table 1: Proposer Identity & Authorized Representatives

General Instructions (applies to all Tables) Sourcewell prefers a brief but thorough response to each question. Do not merely attach additional documents to your response without also providing a substantive response. Do not leave answers blank; respond “N/A” if the question does not apply to you (preferably with an explanation).

Line Item	Question	Response *	
1	Proposer Legal Name (one legal entity only): (In the event of award, will execute the resulting contract as "Supplier")	Gerflor USA, Inc.	*
2	Identify all subsidiary entities of the Proposer whose equipment, products, or services are included in the Proposal.	Gerflor USA, Connor Sport Court International LLC, and Connor Sport Flooring LLC are all wholly owned subsidiaries of G.S.C Holding, Inc.	*
3	Identify all applicable assumed names or DBA names of the Proposer or Proposer's subsidiaries in Line 1 or Line 2 above.	Gerflor, Gerflor USA, Connor Sports, Sport Court, Connor Sport Court International LLC	*
4	Provide your CAGE code or DUNS number:	DUNS# 11 5375503	*
5	Proposer Physical Address:	Gerflor USA 750 Veterans Pkwy Bolingbrook, IL 60440	*
6	Proposer website address (or addresses):	www.gerflorusa.com www.connorsports.com www.sportcourt.com www.portafloor.com	*
7	Proposer's Authorized Representative (name, title, address, email address & phone) (The representative must have authority to sign the “Proposer’s Assurance of Compliance” on behalf of the Proposer and, in the event of award, will be expected to execute the resulting contract):	Benjamin Bachman President & CEO 750 Veterans Pkwy Bolingbrook, IL 60440 bbachman@gerflorusa.com 630-561-2013	*
8	Proposer's primary contact for this proposal (name, title, address, email address & phone):	Joel McCausland Director, Sales Support 5455 W. Harold Gatty Drive Salt Lake City, UT 84116 joel.mccausland@gerflor.com 801-706-6071	*
9	Proposer's other contacts for this proposal, if any (name, title, address, email address & phone):	None--all requests for information can be routed through Joel McCausland (#8, above)	

Table 2: Company Information and Financial Strength

Line Item	Question	Response *	

10	Provide a brief history of your company, including your company's core values, business philosophy, and industry longevity related to the requested equipment, products or services.	Gerflor USA was established in 1984 and has been continuously operating since that time, but some of the subsidiaries involved in this contract have been in business far longer. Connor Sports, the leading provider of hardwood sports surfaces, was established in 1872. Sport Court, the originator of both indoor and outdoor modular tile for sports use, was established in 1974, and added the Portafloor-brand products line in the 1990s. Gerflor's Taraflex, the original cushioned sheet-vinyl sports surface, was invented by our group in 1947. Our company's core values are an integral element of our daily work lives and provide guidance to our strategic direction and tactical decisions. We strive to improve people's lives by providing safe and creative flooring solutions that exceed their needs and contribute to a better world. We value and practice Teamwork, Respect & Integrity, Accountability & Commitment, Customer Success, and Entrepreneurship & Agility. Although the product offerings of the Gerflor Group are wide and varied across both Commercial and Sports products, for the purposes of this contract, we bring the deepest line-up of world-class sports-surfacing solutions of any company in the world. With over 150,000 successful installations worldwide, we make a legitimate claim to being the World's Largest CourtbuilderTM. Our business philosophy is to create innovative, specialized solutions that better serve the needs of our sports-flooring customers than other alternatives, and to deliver those solutions with the highest levels of support from our sales, installation, service and technical teams. In the world of sports flooring, safety and injury protection are paramount considerations, and the product offerings across all our brands help us create the safest and highest-performing places to play for our customers. Product innovation and continuous improvement are hallmarks of our operation and industry reputation, and we bring new and better products to market each year, but the trust and respect we enjoy in our various markets is representative of our long history of customer care and service, and of the durable, high-quality products we provide.	*
11	What are your company's expectations in the event of an award?	We are actively and currently engaged in promoting our involvement in group-purchasing organizations, and believe it helps us deliver the best solutions and service at fair and honest pricing to our customers. We have grown our activity and presence in this industry space over the past 10 years, with regular increases YOY in overall GPO revenues. We anticipate continuing our ongoing promotion and training of field sales personnel, both our employees and independent agents, and in aggressively growing the overall percentage of our business in the public sector through cooperative-purchasing relationships.	*
12	Demonstrate your financial strength and stability with meaningful data. This could include such items as financial statements, SEC filings, credit and bond ratings, letters of credit, and detailed reference letters. Upload supporting documents (as applicable) in the document upload section of your response.	As a privately held and self-funded enterprise, we are not much involved with SEC filings, credit/bond ratings, or letters of credit. Please find the Financial Summary and bank Reference Letter in the Upload folder.	*
13	What is your US market share for the solutions that you are proposing?	Although some segments of the indoor and outdoor sports-flooring market are not generally measured by trade associations, we do have reliable indicators of our percentage of market share in various sub-segments. For example, we are a founding member of the Maple Flooring Manufacturers Association (MFMA) and share some information about market share among member mills. While that may not cover every hardwood-floor installation in N. America, the strength of the MFMA brand means that most high school, higher education, and professional leagues specify that the maple strip used in sports flooring bears this certification. Outdoor sports flooring, by contrast, may still include (at least in some minds) non-resilient surfaces like concrete, asphalt and even hard-court surfacing which installs a thin layer of paint over a concrete substrate. None of these surfaces come close to meeting ASTM F2772 standards for sports surfacing, so they are not included in the market-share assessment here. In the indoor synthetic space, resilient vinyl and rubber are the most common materials used, and we provide those through our Taraflex (Gerflor) and Connor Sports brands. In terms of breadth and depth of product offerings, we are not aware of any other N. American manufacturer/supplier that can meet customer needs across all categories. Please refer to the Market Share document in the Upload folder for more information.	*
14	What is your Canadian market share for the solutions that you are proposing?	Please refer to the Market Share document in the Upload folder for more information.	*
15	Has your business ever petitioned for bankruptcy protection? If so, explain in detail.	No	*

16	How is your organization best described: is it a manufacturer, a distributor/dealer/reseller, or a service provider? Answer whichever question (either a) or b) just below) best applies to your organization. a) If your company is best described as a distributor/dealer/reseller (or similar entity), provide your written authorization to act as a distributor/dealer/reseller for the manufacturer of the products proposed in this RFP. If applicable, is your dealer network independent or company owned? b) If your company is best described as a manufacturer or service provider, describe your relationship with your sales and service force and with your dealer network in delivering the products and services proposed in this RFP. Are these individuals your employees, or the employees of a third party?	Gerflor USA and its North American subsidiaries are the manufacturers of all products included in this proposal. We manage and validate the raw materials provided by our suppliers and operate in ISO-certificated manufacturing facilities in the U.S. and Europe, allowing us to confirm that our products meet our highest standards of quality, functionality and performance. Our sales and distribution structure varies slightly from brand to brand, but in each case, our sales, management, operations and logistical functions are controlled by our company. We utilize both employees and non-employee agents in our sales forces, and all sales, installation, technical and service personnel are bound by well-established requirements and guidelines, and in operating to our standards of customer care. In some cases, these mandates are regulated by contract; in other cases, the strength of long-term relationships and shared business commitments provides the support and reinforcement needed to ensure that our brands are represented to our and our customers' satisfaction.	*
17	If applicable, provide a detailed explanation outlining the licenses and certifications that are both required to be held, and actually held, by your organization (including third parties and subcontractors that you use) in pursuit of the business contemplated by this RFP.	In our industry, most of the relevant certifications and licenses are representative of our commitment and desire to provide the best products possible for our customer, and not mandated by government or industry groups. While most of the following citations are voluntary, we believe they demonstrate our leadership in our industry, and in operating in a manner consistent with our values regarding the environment, best business practices, and in a fair and honest manner. As a European manufacturer, our Gerflor-brand products are governed by REACH (Registration, Evaluation, Authorization and Restriction of Chemicals), legislation passed by the European Union to restrict any harmful chemicals that might be used in the manufacture of construction materials. All Gerflor-brand products, including our sports surfaces, are 100% REACH-compliant. We have chosen to certify our factories under the ISO standards, ensuring quality and repeatability in our operations. Our products are FloorScore-certified, signifying the lowest levels of VOCs and ensuring Indoor Air Quality measures that exceed all governmental regulations, including the California Prop 65 standards. Our products are tested to ensure appropriate contribution to LEED and other environmental standards. Our new product development process includes the creation of a full Lifecycle Analysis, with the publishing of Environmental Product (EPD) and Health Product Declarations (HPD) where applicable. Connor Sports is a founding and charter member of the Maple Flooring Manufacturers Assocation (MFMA), and a member of the Forest Stewardship Council, which ensure proper management and lumber-harvesting practices, and contribute to the overall environmental health of our North American forest lands. At the local level, business- and contractor-licensing requirements vary by state and locale, but all our independent installation and service partners are required to obtain and keep current those licenses and certifications. We choose to work with only those agents and partners whose commitment to customer service and care, and proper installation and maintenance of our products, aligns with ours.	*
18	Provide all "Suspension or Debarment" information that has applied to your organization during the past ten years.	None of our companies/employees has been subject to any suspension or disbarment proceeding during the past ten years.	*

Table 3: Industry Recognition & Marketplace Success

Line Item	Question	Response *	
19	Describe any relevant industry awards or recognition that your company has received in the past five years	Our Gerflor brand received the prestigious 2021 Healthcare Design Nightingale Award for new product development of Mipolam Evo, and our Clic engagement system for LVT products won the Red Dot for design excellence.	*
20	What percentage of your sales are to the governmental sector in the past three years	Across the four product brands included in this proposal, sales to government entities (federal, state, cities & towns, etc.) is approximately 12% of our total revenues.	*
21	What percentage of your sales are to the education sector in the past three years	Across the four product brands included in this proposal, sales to educational customers (higher ed, public, private, etc) is approximately 34% of our total revenues.	*
22	List any state, provincial, or cooperative purchasing contracts that you hold. What is the annual sales volume for each of these contracts over the past three years?	In addition to our current contract for Athletic Surfacing with Sourcewell—and as part of our effort to increase our involvement and activity with GPOs and cooperative-purchasing entities—we have recently won contracts with Vizient (leading healthcare organization, utilizing our commercial-flooring products) and BuyBoard. We are in our 'first steps' with BuyBoard, with no significant sales to date, but in our first partial year of operation with Vizient, have seen revenues of approximately $225,000 generated through the relationship since April 2021. We also recently joined FUZE (commercial flooring cooperative) as an authorized vendor but are still in the process of getting set up in their system. We are also a vendor member of Starnet (flooring-industry cooperative) and have been operating under a Sourcewell contract for athletic surfacing for the past eight years. Please see the Cooperative Purchasing grid in the Upload folder for more detail on these cooperative-purchasing relationships.	*
23	List any GSA contracts or Standing Offers and Supply Arrangements (SOSA) that you hold. What is the annual sales volume for each of these contracts over the past three years?	Both Gerflor USA and Connor Sport Court International held GSA contracts several years ago; however, we found less business value in these relationships than with Sourcewell and our other cooperative-purchasing contracts. In addition, many of our federal- and other-government customers seem more open to using contracts other than GSA, which can entail an inordinate amount of administrative work to manage.	*

Table 4: References/Testimonials

Line Item 24. Supply reference information from three customers who are eligible to be Sourcewell participating entities.

Entity Name *	Contact Name *	Phone Number *	
North Carolina State University	Jason Spivey	919-271-0830	*
City of Oklahoma City	Greg Little	405-297-2105	*
James Madison University	Ty Phillips	540-568-8810	*
City of Shoreline WA	Daniel Johnson	206-801-2321	
Newport News Public Schools	Wade Beverly	757-881-5024	

Table 5: Top Five Government or Education Customers

Line Item 25. Provide a list of your top five government, education, or non-profit customers (entity name is optional), including entity type, the state or province the entity is located in, scope of the project(s), size of transaction(s), and dollar volumes from the past three years.

Entity Name	Entity Type *	State / Province *	Scope of Work *	Size of Transactions *	Dollar Volume Past Three Years *	
One	Education	Texas - TX	School & gymnasium projects	22500	6.7 million	*
Two	Education	Florida - FL	School & gymnasium projects	25000	2.25 million	*
Three	Education	Illinois - IL	School & gymnasium projects	37500	1.2 million	*
Four	Government	California - CA	Community centers, recreation centers	28000	1 million	*
Five	Government	Kansas - KS	Community Centers	40500	900,000	*

Table 6: Ability to Sell and Deliver Service

Describe your company's capability to meet the needs of Sourcewell participating entities across the US and Canada, as applicable. Your response should address in detail at least the following areas: locations of your network of sales and service providers, the number

of workers (full-time equivalents) involved in each sector, whether these workers are your direct employees (or employees of a third party), and any overlap between the sales and service functions.

Line Item	Question	Response *	
26	Sales force.	Gerflor USA (and its subsidiaries in North America) are fortunate to have a large and experienced team, comprised of both employees and independent agents, that sell, install and service the products from our three sports-products brands. Across the board, the average tenure of our independent dealers is approximately 20 years of work with our business and products. Each brand has personnel living in virtually every state, province and territory, or if not physically located, positioned and actively doing business in every market. Our employee technical and sales teams provide regular, ongoing support and training, ensuring that even our less-experienced partners have the answers and information they need at their fingertips to resolve customer questions or concerns, or to address any potential issues that might arise in the installation or service of our products. It might be important to note that our three sales networks operate generally independently of each other. Each has its own sales leadership team, and there is little overlap between the network groups, which is to say that only a handful of dealers from one brand also represent any of the other brands. We see more integration each year, but it still represents a small fraction of the total numbers; in fact, these sales teams compete with each other for projects at times, presenting their best options to the customer and allowing them to make their own choices. We see this as healthy competition, and within the context of the Sourcewell contract, an element that better serves the Sourcewell member companies, because for most projects, they can get proposals from more than one of our dealers, which will provide some measure of reassurance that they are getting comparable value and competitive pricing. Each of our field agents has both sales and installation/technical personnel, and those teams are supported and supplemented by the sales directors and managers who are our employees who manage, set direction and strategy for, and oversee the work of the entire field force. Although these numbers can be seasonal and somewhat fluid, the table below provides an estimate of the total personnel involved across our brands in selling, installing and maintaining our product lines in North America. See Sales and Service Network Table in Upload folder	*
27	Dealer network or other distribution methods.	The Gerflor-brand sales and distribution network is roughly 50% employee Territory Sales Managers (TSM) and 50% independent Sales Agents. In addition, a team of specialized Sports Partners represent the Taraflex and Recreation brands in major markets, supplementing the efforts of the broader sales team. In our Sport Court and Connor businesses, the team is comprised primarily of non-employee Agents, who sell, install and service our products in their markets, structured to provide immediate and responsive coverage to customers wherever they reside within those markets. This team, most of whom we have worked with for over 20 years (and in some cases exceeding 40 years or more), is a capable, experienced and seasoned group that represent our brands with integrity and care. With each of the three brands, our Sales Leadership teams, comprised of segment and sales directors and regional territory managers, oversee the health and efficiency of the entire operation within these broader geographies, and provide additional resources and back-up for the field-based teams. While there is some overlap among the membership of each brands sales and service team, for the most part they operate independently of one another, which provides even greater coverage geographically and in terms of the resources available at any given time and place. Collectively, when considering our sales, sales management, technical/service, and customer-care employees, there are well over 100 people who can be called upon to support any situation with any brand in any market around the United States and Canada, in many cases without even requiring out-of-area travel to get the right resources where they are needed. With the Gerflor-brand network, our agents and TSMs partner with a trusted group of installers in each market, providing training and support, and requiring the highest standards of competence and expertise. Over the past two years, we have made an extra focus with this group to ensure that the flooring contractors we partner with are well-educated in the reporting and pricing requirements of our current contracts. In the case of the Sport Court and Connor networks, the independent companies we work with provide a complete turnkey for the customer experience, from sales to installation to maintenance and any warranty or service work that may be required. See Sales & Service Network Table in Upload folder for more detail.	*

28	Service force.	While this has been addressed somewhat in Questions 26 and 27, above, it may be helpful to provide additional detail on our Technical and Field Services team. Each brand (Connor, Sport Court and Gerflor) has its own dedicated personnel who specialize in the products offered by that brand, and several members of the team have cross-over experience and expertise, as well, to assist as needed with any situations that may arise in their area. Our commitment is to solve service questions as they arise with the best resources available in the marketplace—between our independent teams and our in-house specialists, we deal with service issues quickly and responsively. See Sales & Service Network Table in Upload folder for more detail.	*
29	Describe the ordering process. If orders will be handled by distributors, dealers or others, explain the respective roles of the Proposer and others.	Efficiently processing and fulfilling customer orders is the lifeblood of our sales organizations. While each brand handles the details of order fulfillment slightly differently, each of them has simplified and streamlined the process to make it as customer-facing as possible. One great advantage is that of familiarity and repeatability. Rather than trying to manage an almost-infinite number of end-user customers, the vast majority of customer orders are placed through existing and long-standing dealer/partner accounts. While those still number in the hundreds, they are a known quantity to us, with a reliable history of knowledge of our products and processes, and with a track record that enables us to do the business of each order quickly and responsively, with little delay or administrative work. Each of the brands is also served by a separate team of Customer Care professionals, who know who they are dealing with, what their history has been, and what they need from us to operate effectively—all of which further expedites the day-to-day functions of receiving, fulfilling and billing of orders. Orders may be placed online, through e-mail or established dealer portals, and are immediately received and processed as quickly as the workload allows, generally within a business day. To summarize, in most cases we are selling to a known and trusted partner, who then handles sales, installation and service with the end-user with our help and support. This helps to ensure a consistent and satisfactory experience both for our partners and for the end-users they serve.	*
30	Describe in detail the process and procedure of your customer service program, if applicable. Include your response-time capabilities and commitments, as well as any incentives that help your providers meet your stated service goals or promises.	As noted in Question 29, above, Customer Care is a full commitment with all our brands, further strengthened by the long-standing, mutually beneficial relationships developed over the past decades with many of our agents and dealers. Our Customer Service personnel know who is calling and what they need, and in many cases can not only meet but anticipate how best to manage those needs. Most orders are placed within a business day, and delivered from existing inventory within the established lead times for each product and brand. We rely on the expertise of our independent field partners to coordinate timely, successful installations, and do all we can to expedite the materials, products and assistance they need to ensure a fully satisfactory customer experience. Most challenges and potential problems are dealt with effectively and quickly by this field team, and our regional managers, technical personnel and leadership provide back-up and additional resources for the rare, more complicated issues that may arise.	*
31	Describe your ability and willingness to provide your products and services to Sourcewell participating entities in the United States.	Because we have sales, service and installation partners actively operating in every state and territory, we are able to provide the full range of our product line to each market, to any and all Sourcewell members within the market. Our pricing structure provides consideration for the size of the project and location (and varying labor and other costs) of each geographical/market location, but the product and service offering is the same, whether the customer is in New York City or Omaha.	*
32	Describe your ability and willingness to provide your products and services to Sourcewell participating entities in Canada.	Similar to the United States, we are fully staffed in the Canadian provinces, with experienced dealers and partners in place in each major market, and with the same depth of product and service offering available to all Sourcewell/Canoe members.	*
33	Identify any geographic areas of the United States or Canada that you will NOT be fully serving through the proposed contract.	We are prepared to provide the same level of service to customers anywhere in the U.S. or Canada, with the same offering of products and pricing.	*
34	Identify any Sourcewell participating entity sectors (i.e., government, education, not-for-profit) that you will NOT be fully serving through the proposed contract. Explain in detail. For example, does your company have only a regional presence, or do other cooperative purchasing contracts limit your ability to promote another contract?	We have no limitations on our ability to fully serve all of the entity sectors represented by Sourcewell members. While we have other cooperative-purchasing contracts for some of our market segments and products, none of them will infringe on our ability to fully engage in this contact with Sourcewell and provide service to its members.	*
35	Define any specific contract requirements or restrictions that would apply to our participating entities in Hawaii and Alaska and in US Territories.	We have partners and representatives physically located in Hawaii for all three brands, in Alaska for the Gerflor brand, in addition to dedicated reps assigned to manage our business opportunities in the other U.S. and Canadian provinces and territories. We don't anticipate any restrictions on our ability to fully serve Sourcewell members in these locations.	*

Table 7: Marketing Plan

Line Item	Question	Response *	
36	Describe your marketing strategy for promoting this contract opportunity. Upload representative samples of your marketing materials (if applicable) in the document upload section of your response.	We actively promote our group-purchasing contracts with each brand and market segment that applies to our business. At each of our national and regional sales meetings, and for each of our brands, we include an update/training session on our Sourcewell contract and the best ways our sales personnel can leverage its advantages. Our Training Department also promotes the Sourcewell-sponsored events, and conducts several additional training webinars throughout the year to continually educate the group and introduce the contract to new members of the team. We use Sourcewell's customizable marketing materials to allow each of our dealers and agents to promote the contract with their customers, and to establish themselves as the local contact and authorized representative to conduct business under the contract. See sample of marketing flyer provided by Sourcewell in Upload folder.	*
37	Describe your use of technology and digital data (e.g., social media, metadata usage) to enhance marketing effectiveness.	We have found excellent success and response in using social media platforms like LinkedIn, Facebook and Instagram as a tool that our sales teams can use in featuring unique and interesting projects and introducing new product lines to our customers. While not all of the projects are Sourcewell-originated, we have developed over 500 Featured Project Stories across the three brands over the past four years, and those stories are available as tools to promote both the good work our company does (increasing our presence and credibility), and in some cases, the connection to and advantages of working these projects through the contract. In addition, our websites provide regular updates and valuable information in educating the public-sector markets on the availability and applicability of our products for their projects. This has been particularly helpful with innovative but less well-known products like the safety and performance surfacing available through our Sport Court brand. Many customers in that space are so accustomed to asphalt and concrete courts outdoors that they can be surprised to find that there are superior and safer solutions available. We have been actively promoting that aspect of our work as a specific targeted business objective over the past two years. With the business changes we've all experienced as a result of the pandemic, we see an increased reliance in all businesses and market segments on digital promotions and technology to share our story, both about our business and products, and about how contracts like Sourcewell can streamline and expedite work for our public-sector customers.	*
38	In your view, what is Sourcewell's role in promoting contracts arising out of this RFP? How will you integrate a Sourcewell-awarded contract into your sales process?	We appreciate all the support we get from Sourcewell's staff, in promoting our business through the website and in the new marketplace and hope to see an increasing presence there. We welcome and support the training events sponsored by Sourcewell around the country, and continue to encourage both our sales-team employees and independent agents to participate. Our goal—which we've achieved to some extent with all our brands—is for our salespeople to have the Sourcewell contract 'in their front pocket' in every engagement with a public-sector client, and our internal training will continue with that aim in mind. A sizeable percentage of our Connor sales team, and a slightly lesser portion of the Sport Court and Gerflor teams, have already adopted this mindset, and continuing to train against this objective is a key priority this year, as it has been over the past 12 – 24 months. In addition, as trade shows and other industry events continue to rebound following the pandemic, we intend to increase awareness of our contract there, and by use of the Sourcewell logo on our and our field partners' websites and social channels.	*
39	Are your products or services available through an e-procurement ordering process? If so, describe your e-procurement system and how governmental and educational customers have used it.	Because virtually all our products are used in the setting of a construction project, with any number of site conditions and customer preferences driving the custom design and build, we have not found an effective way to offer a 'package' online. Our field partners create unique designs, sizes and product mixes for virtually every project, and we consider that to be a significant differentiating advantage in our business, so we don't anticipate doing much to make it more generic and commoditized. We are Courtbuilders, and that term signifies both the quality products we manufacture and distribute, but equally important, the ability to create a custom installation for each customer that reflects their needs and preferences. We will continue to look for ways to leverage the expanding technology of our digital world, and to the extent possible, we anticipate creating a larger presence in at least the promotional side of the e-procurement world, but at the end of the day, we don't want to lose the unique strength of having built over 150,000 custom courts around the world, for customers with a wide range of needs.	*

Table 8: Value-Added Attributes

Line Item	Question	Response *	

40	Describe any product, equipment, maintenance, or operator training programs that you offer to Sourcewell participating entities. Include details, such as whether training is standard or optional, who provides training, and any costs that apply.	Gerflor USA provides frequent, in-depth training to all reps, employees and associates on product knowledge, proper installation and maintenance, best business practices, and a variety of other topics as needed. We consider all members of our team, employees or not, full partners in our efforts to promote and sell our products and deliver satisfaction to all our customers, and no charge is ever assessed to them for the training we provide. Our TechnoCenter in the Chicago suburbs is focused primarily on the proper installation and maintenance of the sheet vinyl (Gerflor-brand) line of sports products. In the interests of raising the level of all players in that segment, we train not only our own installers, but also installers who primarily install competitive products. We're fortunate to have in the Sport Court and Connor businesses installation experts in our hardwood and modular sports surfacing who do extensive, ongoing training for their teams, and are also willing to share their expertise and experience in solving in-field challenges with other members of the team. At each of our annual sales meetings, for example, members of the Sport Court network share best practices, participate in and lead installation trainings, and otherwise share freely their skills and knowledge with others in the group. Gerflor Group also has a Central office that takes the lead in developing and making available e-learning modules that can be accessed by both our employees and independent agents, to ensure they have the latest information on the features and benefits of new products, technological advancements that differentiate our products and provide superior solutions, and clear guidance on maintenance and resolution of in-field issues that may arise. We also conduct Sourcewell member-facing trainings, primarily but not exclusively through AIA and to the A&D community, that educates participants on our products and services. We are adding a new CEU course on the advantages of cooperative purchasing, that will also be offered to public-sector customers in general, and more particularly, to Sourcewell members in the parks and recreation, community/government, and educational sectors by June 2022. We anticipate that this continuing-education course will increase awareness and acceptance of cooperative purchasing in general, and of the Sourcewell opportunity in particular.	*
41	Describe any technological advances that your proposed products or services offer.	The Gerflor Group and its subsidiaries have a long reputation as innovators in their industries, and our product line-up reflects that commitment to continuous improvement, and new and better solutions to common challenges faced by our customers. This commitment has long been part of our corporate DNA, and in fact, we are often differentiated in the marketplace not by the size of our company or the huge numbers of individual SKUs we offer, but by the specialized and targeted solutions and technical advantages we offer. As an example, our Taraflex cushioned vinyl sports surfacing is 'the original'; prior to its launch in 1947, no other manufacturer had ever created a sheet vinyl product suitable for sports. Today, that line includes a variety of options that allow the athletic flooring to be customized for practice vs. competition spaces, level of play, size and age of athletes, and a number of other factors. Similarly, prior to the advent of Sport Court's modular surfaces in 1974, no company had ever used a modular surface outdoors to create safer, high-performance courts and play areas. Through innovations in traction, shock absorption, lateral 'give' and lock engagement, the current line-up of Sport Court products delivers the only category of outdoor surfacing with the durability, aesthetics, performance and safety required to refer to it as a true sports surface. Connor Sports is the pre-eminent provider of hardwood courts for basketball and other sports, and has been for the past decade or so the Official Floor of the Final Four, and the provider of all courts for the NCAA's March Madness for both men's and women's basketball. No other flooring provider has as many solutions for sub-floor construction and components, which is the key defining element of any hardwood performance floor. Sport Court and Taraflex have been chosen as 'official floors' of the Olympics, FIVB, the NCAA and USA Volleyball, as well, for the past 25 years. While our selection by these leaders in sport are a result of our commitment and customer care, we have also committed extensive resources to developing the technical solutions that these evolving sports require. As athletes have become more and more capable and high performing, our flooring solutions have had to evolve as well, to continue to meet their needs. We're proud of our status and reputation as the best courtbuilders in the world.	*

42	Describe any “green” initiatives that relate to your company or to your products or services, and include a list of the certifying agency for each.	The Gerflor Group is committed to manufacturing and delivering products that contribute to human and environmental health, and pose no threats or harm to either. Each brand and product line aligns with the ‘green-building’ and eco-friendly product assessment organizations that best align with their mission and markets, but the commitment to these values is strongly present and constantly referenced in our business decisions and direction. Some examples of our commitments to being a responsible ‘citizen of the planet’ include: • 100% compliance with the REACH standard of construction materials manufactured in Europe. • Founder/charter membership in the Maple Flooring Manufacturer’s Association and the Forest Stewardship Council, both of which are engaged in the responsible management and preservation of North American forest lands. • Incorporation of recycled materials into our products wherever possible, and to the extent allowed by our quality and performance standards for each product, with YOY targets for increasing those percentages across the product lines. • Declare label certification for applicable product lines in the Gerflor commercial brand. • FloorScore certification for all Gerflor-brand products, signifying the lowest VOC ratings in the industry, and exceeding California Prop 65 air-quality requirements by a factor of 10 – 100 times. • Creation of HPD and EPD documentation, and definition of LEED contributions our products make to projects seeking certifications under that standard • Energy reduction measures at all factories and distribution centers that will result in net-zero carbon emissions over the next 20 years. In addition, re-design of product facilities and processes have already significantly reduced emissions, and energy and water use. • Numerous other ‘green certifications’ around the globe, as defined by government and other agencies in those countries.	*
43	Identify any third-party issued eco-labels, ratings or certifications that your company has received for the equipment or products included in your Proposal related to energy efficiency or conservation, life-cycle design (cradle-to-cradle), or other green/sustainability factors.	(See details in Question 42, above, but specifically to include REACH, FloorScore, Declare, LEED, HPD Collaborative, UL Spot, mindfulMATERIALS, third-party certified HPDs, EPDs, and Lifecycle Analyses as a required element of new product development.)	*
44	Describe any Women or Minority Business Entity (WMBE), Small Business Entity (SBE), or veteran owned business certifications that your company or hub partners have obtained. Upload documentation of certification (as applicable) in the document upload section of your response.	As a manufacturer based in Europe, our company does not meet the criteria for these certifications. Among our employees here in the United States, we have about a dozen veterans of the U.S. or French military. With several hundred field partners with whom we do business—and due to some reluctance on the part of some to be ‘gathered’ in this way—we do not have a comprehensive list of which of our business partners are in each of these categories. However, a recent informal survey of our sales and installation network reveals that as much as 15% of the roughly 300 companies we work with meet the criteria for one or more of these designations. We have some Women-, Veteran- and Minority-Owned businesses in all three of our product brands, and more still qualify as Small Business Entities.	*
45	What unique attributes does your company, your products, or your services offer to Sourcewell participating entities? What makes your proposed solutions unique in your industry as it applies to Sourcewell participating entities?	Perhaps the best measure of our unique attributes can be found in the number of ‘raving fans’ our products and people attract. Flooring, like most construction products, can be a world of ‘me-too’ and commodities, but our customers generally do not see us in that way. Our Gerflor/Taraflex, Sport Court and Connor products are recognized and acknowledged (even by competitors) as the ‘gold standard’ against which any other products will be measured. Sport Court has for so long been seen as the premier modular surfacing that our brand name has been in danger of becoming generic—in other words, people often refer to any modular surface as a ‘sport court’ because we are the only brand as widely recognized. Connor hardwood floors represent the highest level of innovation and product development, with more DIN-certified sub-floors than any other manufacturer. And as has been noted, the Taraflex brand of cushioned vinyl sports surfacing was not only first to market, but first to virtually every significant performance innovation since, from our high-moisture installation solutions, to the ‘no-skin-burn’ features that have made this flooring so popular with the volleyball community. As much as any of our product and company attributes, our seasoned, committed and expert field sales and installation team are true partners that represent our brands as if they own them. The professionalism they exhibit, and the long-term, trusted relationships they have developed over many years in the field are evidence of a unique overall ‘product offering’ that our company enjoys in its various markets. The best measure of our uniqueness might be found in the common refrain from customers and prospects in our markets, confirming that if they need a solution to such-and-such problem, Gerflor products are often the only available option that address all their concerns at a fair-market price.	*

Table 9: Warranty

Describe in detail your manufacturer warranty program, including conditions and requirements to qualify, claims procedure, and overall structure. You may upload representative samples of your warranty materials (if applicable) in the document upload section of your response in addition to responding to the questions below.

Line Item	Question	Response *	
46	Do your warranties cover all products, parts, and labor?	Our product warranties cover manufacturing defects for a variable period of time, depending on the brand/product line, ranging from 10 – 15 years from time of installation. Although our products are known for their durability and performance under a variety of conditions, there are times when defects arise that need to be redressed. When a product is found to be defective, our warranties generally provide the option to 'repair or replace' and that work is done at our expense.	*
47	Do your warranties impose usage restrictions or other limitations that adversely affect coverage?	There are some practical limitations that we would apply to most of our product lines, most of which have to do with approved/appropriate usage of the product, loads they may be subjected to without damage, etc. Flooring products typically wear over time, and as with most products exposed to long-term traffic and loads, they carry a definable lifespan under the conditions. Our warranties generally assume a depreciating value over time, based on the wear and tear they experience, and our policies for replacement or repair reflect that value over the product's lifespan.	*
48	Do your warranties cover the expense of technicians' travel time and mileage to perform warranty repairs?	When products found to be defective require onsite inspection or repair work, we cover the cost of labor, time and travel (whether employee or our field partners) involved with making those visits to rectify the problem.	*
49	Are there any geographic regions of the United States or Canada (as applicable) for which you cannot provide a certified technician to perform warranty repairs? How will Sourcewell participating entities in these regions be provided service for warranty repair?	No. We provide full coverage for all our service and sales areas listed in this proposal; specifically to include the United States and its territories, and all Canadian provinces and territories. If an appropriate, qualified field partner is not located convenient to the project, we will provide an employee technician to address any warranty claims or product problems.	*
50	Will you cover warranty service for items made by other manufacturers that are part of your proposal, or are these warranties issues typically passed on to the original equipment manufacturer?	We warranty all Gerflor-made and distributed products, which is inclusive of all the products listed in this proposal. For products we offer that are made for us by other suppliers, we partner with those suppliers to ensure that our customers have a seamless and satisfactory experience with any products that prove defective.	*
51	What are your proposed exchange and return programs and policies?	Products ordered may be returned with some exceptions. Accessories such as adhesives, weld rods, paint, primer are non-returnable once the goods have left our warehouse. Non-stocked items or special orders are also considered 'final sales' and are non-returnable. Stocking products may be returned with a return authorization number from the company, and a 30% re-stocking fee will generally apply. Customer is responsible for return freight.	*
52	Describe any service contract options for the items included in your proposal.	Gerflor (and its subsidiaries') products are generally intended to be able to be easily maintained by the facility/customer's personnel, and are further designed and manufactured with durability and long service life in mind. Additionally, the work of installation is typically done by our field partners, and in the rare case that a customer wishes to enter into a service contract, it is done with the field partner, who would set their own parameters for the agreement. Gerflor's Technical and Warranty Team stands behind all products if a question of product defect arises.	*

Table 10: Payment Terms and Financing Options

Line Item	Question	Response *	
53	Describe your payment terms and accepted payment methods.	Our standard terms for payment are 30 days, although for extraordinary projects, we are able to sometimes extend terms as needed. Customers can pay via check, electronic funds transfer, or ACH/wire transfer. Customers may use established website portals for payment of pending invoices, as well.	*
54	Describe any leasing or financing options available for use by educational or governmental entities.	We generally do not lease products or finance purchases; however, we have established relationships with reputable lending institutions who can offer financing assistance with our customers as needed, including Sourcewell's leasing partner, with whom we have worked on a few projects in the past. We also partner with trusted dealers on extraordinary projects from time to time, to ensure that projects can proceed without interruption, and to help our network manage these unusual cash-flow requirements.	*
55	Describe any standard transaction documents that you propose to use in connection with an awarded contract (order forms, terms and conditions, service level agreements, etc.). Upload a sample of each (as applicable) in the document upload section of your response.	Over the past several years, we have developed registration and tracking documents that help us ensure that we are complaint with our group-purchasing obligations, and that all required reports can be gathered and organized in a timely manner, according to the requirements of each contract. As an example, the Project Registration Form helps us capture all the required information for a project pursued under the Sourcewell contract and provides a record that helps us track project details and timelines. See Upload folder for a copy of our Project Registration Form. We train our field partners to follow the requirements of the Sourcewell agreement in the formatting of their proposals and invoices, to reflect our Vendor # and the customer's Member #, and to ensure that all requirements for pricing and other criteria are followed. Each project is registered and reviewed to ensure timely and accurate reporting on the Quarterly Sales Reports submitted to Sourcewell.	*
56	Do you accept the P-card procurement and payment process? If so, is there any additional cost to Sourcewell participating entities for using this process?	Yes, at no additional cost.	*

Table 11: Pricing and Delivery

Provide detailed pricing information in the questions that follow below. Keep in mind that reasonable price and product adjustments can be made during the term of an awarded Contract as described in the RFP, the template Contract, and the Sourcewell Price and Product Change Request Form.

Line Item	Question	Response *	

57	Describe your pricing model (e.g., line-item discounts or product-category discounts). Provide detailed pricing data (including standard or list pricing and the Sourcewell discounted price) on all of the items that you want Sourcewell to consider as part of your RFP response. If applicable, provide a SKU for each item in your proposal. Upload your pricing materials (if applicable) in the document upload section of your response.	With three different business units, separate sales-management teams, and the frequency of situations where our field sales force competes not only with others in the market, but with each other, our pricing models do not all follow the same pattern. First, as the manufacturer and distributor of the products included in this proposal, we do not generally set a retail or List Price for our products, particularly in the fully installed, turnkey pricing model we propose here. Each market and each brand defines their own List Pricing (or not, as the case may be) in line with the competitive marketplaces in which they do business and the market segments they pursue. Our Product and Pricing Grid, which is found in the Upload folder, lists all products offered under this proposal by all our brands (Connor Sports, Gerflor/Taraflex, Sport Court and Portafloor). In most cases—and particularly where the products are installed by our field partners—we organize the price ceilings to reflect labor and transportation costs in the market, as well as the economies of scale that might be achieved on larger projects. All of our dealers are familiar with—and daily participating in—highly competitive marketplaces where much of the business is done through project-by-project open bids. The result is that even where a retail or List Price hasn't been published, most of our public-agency customers are keenly aware of what a competitive price looks like, and our dealers recognize the importance of providing pricing that aligns with those expectations. As a result, even where we have established not-to-exceed pricing for their projects and products, the majority of their proposals rarely come within 15% of that ceiling.	*
58	Quantify the pricing discount represented by the pricing proposal in this response. For example, if the pricing in your response represents a percentage discount from MSRP or list, state the percentage or percentage range.	Although our pricing is not published with a standard discount, the pricing in our proposal reflects an average discount of 5 – 15% below what a public agency might be charged for the work outside of this contract. For each brand, the discount is less for those products that represent unique or proprietary solutions. For items that are more of a commodity, or equal to most other products generally available in the marketplace, there are greater discounts applied to the pricing. As an example, the Gerflor brand has developed moisture-mitigation products and procedures for 'wet slabs'; concrete substrates with vapor emissions higher than allowed for products to be adhered to them. These are not 'me-too' solutions, but rather unique innovations that allow the flooring to be securely placed sooner, and with virtually no risk for future adhesion issues, than anything else on the market. Our pricing for those innovations represents a lower discount, because the solutions are superior to anything else on the market, and unavailable through other channels. They save our customers time and money, making it possible for projects to be completed more quickly and at lower overall cost.	*
59	Describe any quantity or volume discounts or rebate programs that you offer.	Most of the products included in our proposal include variable pricing based on the region of the country AND on the size of the project. Understanding that a larger project may create some economies of scale, we're able to discount the pricing on a square-foot basis to some extent where the scope of the project is on a larger scale.	*
60	Propose a method of facilitating "sourced" products or related services, which may be referred to as "open market" items or "nonstandard options". For example, you may supply such items "at cost" or "at cost plus a percentage," or you may supply a quote for each such request.	Although nearly all of our projects use exclusively those products and services established on our contract, a small percentage require the acquisition of other products and services from the 'open market' to satisfactorily meet customer needs. Based on our experience—and on the fact that these open-sourced items are relatively rarely requested, we would prefer to offer these items, when requested, with a quote for each such request.	*
61	Identify any element of the total cost of acquisition that is NOT included in the pricing submitted with your response. This includes all additional charges associated with a purchase that are not directly identified as freight or shipping charges. For example, list costs for items like pre-delivery inspection, installation, set up, mandatory training, or initial inspection. Identify any parties that impose such costs and their relationship to the Proposer.	There are no other regular or significant costs for a typical project not covered by our established product and price schedule, including the specific examples listed above. We do not charge additional fees for these types of project elements.	*

62	If freight, delivery, or shipping is an additional cost to the Sourcewell participating entity, describe in detail the complete freight, shipping, and delivery program.	Shipping and logistics issues have been a hot button over the past 12 – 18 months, with unprecedented and unpredictable increases occurring on a regular basis. Our proposed pricing is intended to include standard shipping costs. We have instituted some temporary freight surcharges for certain products across our brands over the past several months, but our field partners are generally just considering them (not citing them as additional costs) in the creation of their pricing proposals to the end user. We find that most customers in our markets are aware of the unusual logistics landscape and pressures we're all facing at this time and we are collaborating with our field team to effectively manage those costs within the constraints of the contract.	*
63	Specifically describe freight, shipping, and delivery terms or programs available for Alaska, Hawaii, Canada, or any offshore delivery.	We don't anticipate the need to handle freight and shipping issues any differently with our customers in Canada, Hawaii and Alaska any differently than is described above. Offshore deliveries outside of North America may require some consideration, but as a global manufacturer and distributor, most of our products are available from distribution points outside the United States, as well.	*
64	Describe any unique distribution and/or delivery methods or options offered in your proposal.	Because flooring is generally bulky and relatively heavy, most of our shipments are handled through LTL or private carriers, although we also utilize such common freight carriers as UPS, FedEx and others as needed, and for smaller shipments and packages.	*

Table 12: Pricing Offered

Line Item	The Pricing Offered in this Proposal is: *	Comments
65	d. other than what the Proposer typically offers (please describe).	With our other GPO and public-agency arrangements (primarily with the Gerflor brand), we generally sell in a 'product-only' mode, not in partnership with our field teams to provide turnkey, fully installed pricing for their projects. Most of the variability in costs under this structure—and therefore in the pricing we are proposing here—is a result of widely different costs for labor, freight and other elements of a project, depending on where it is located. It is generally true that, in practice, our Sourcewell customers get favorable pricing when compared to the pricing offered to other GPO or public-agency customers by our field partners; however, we don't have a comprehensive comparison, primarily due to lack of data on transactions other than those under our agreement with Sourcewell.

Table 13: Audit and Administrative Fee

Line Item	Question	Response *	

66	Specifically describe any self-audit process or program that you plan to employ to verify compliance with your proposed Contract with Sourcewell. This process includes ensuring that Sourcewell participating entities obtain the proper pricing, that the Vendor reports all sales under the Contract each quarter, and that the Vendor remits the proper administrative fee to Sourcewell. Provide sufficient detail to support your ability to report quarterly sales to Sourcewell as described in the Contract template.	We have a well-defined program to ensure that we are complete and accurate in tracking and reporting projects under the Sourcewell contract, with layers of support from our sales and service networks, the regional managers that support each brand, and our administrative practices to capture projects early on in the process, and then follow and report on each as they are completed. The first level involves ongoing training for sales and leadership teams, on a regular basis in annual sales meetings, regional meetings, and in scheduled training sessions. We have created tracking forms, FAQ and summary documents, and a flyer for our end-customers that all explain various aspects of the Sourcewell relationship and what our obligations and requirements are for compliance. These are available through our file-sharing systems, and when requested. Additionally, our program administrator is available to answer specific questions and provide documentation and other information as needed for Sourcewell members who want to use the contract but may have concerns about its applicability in their area. These kinds of interactions occur almost daily, across our brands and sales channels, and provide timely help for anyone with questions about process, pricing, or reporting. The next level is established to ensure that we are compliant in our registration, tracking and reporting functions. When a project is being considered for a Sourcewell track, either the contractor working directly with the Sourcewell member, or occasionally, the sales manager overseeing that territory and brand, fill out a Project Registration Form that provides all the information required for us to properly track the project through its completion. When that form is received, the project is entered into the Project Registry, and key dates, quantities, codes and expected invoice amounts are noted. At the end of each quarter, worksheets are sent to the responsible party for each project expected to have been completed during the previous quarter, and all projects for which an expected completion date has not bee registered. The dealer/rep is then required to report on the project status, total amount invoiced, and other information required for our quarterly reporting. Finally, once that information is confirmed, the quarterly report is prepared and submitted, along with the check for the combined, collected administrative fees associated with each project that was completed in the previous quarter. We have also trained our Customer Service and sales teams to be on the lookout—and to indicate in our order-processing system, any projects where an interest or intent in pursuing the project through the Sourcewell contract has been expressed. The program administrator also talks with several salespeople each week who have questions regarding the contract, and particularly about specific projects that might be looking to use the contract, and those conversations are noted so that they can be followed up on when the next quarterly reporting period arrives. We also work with our dealers and reps to ensure that even in those rare cases where they have forgotten a specific requirement, or failed to properly register a project early on in the process, that we can adjust to ensure that they are still able to register the project and provide the required administrative fees. When those situations have arisen, we also use them as an opportunity for education and reminder of the shared responsibilities we all have with regard to the contract. See the Upload folder for sample documents used in this process.	*

67	If you are awarded a contract, provide a few examples of internal metrics that will be tracked to measure whether you are having success with the contract.	We track quarterly and YOY performance under the contract, measuring total projects registered, total projects won, and total invoice and administrative fee values. One of our brands, Connor Sports, has the longest and most-successful experience with our contract, and we use their successes—and the examples of the dealers for that brand that most effectively utilize the contract—to demonstrate to and teach others about the best ways to leverage the relationship. While the total amount of business conducted under the contract varies by quarter, year and economic conditions, we have been pleased to see a continuous pattern of growth in the totals, and in the level of activity by more dealers and reps across all three of our brands. We feel like we've reached a sort of critical mass in the number of our dealers who actively present the contract as part of their sales engagement process in the Connor brand, and we are actively training and working with the other networks to continue to grow awareness and activity, as well.	*
68	Identify a proposed administrative fee that you will pay to Sourcewell for facilitating, managing, and promoting the Sourcewell Contract in the event that you are awarded a Contract. This fee is typically calculated as a percentage of Vendor's sales under the Contract or as a per-unit fee; it is not a line-item addition to the Member's cost of goods. (See the RFP and template Contract for additional details.)	We propose a 2% administrative fee for this contract.	*

Table 14A: Depth and Breadth of Offered Equipment Products and Services

Line Item	Question	Response *	
69	Provide a detailed description of the equipment, products, and services that you are offering in your proposal.	We propose to include all of our sports and activity flooring across all four brands (Sport Court, Connor, Gerflor and Portafloor) and the accessories associated with those products. All products will be fully installed, serviced and supported in every N. American market, through our experienced and capable teams of independent field partners. Specifically, this will include: • Our Recreation, Taraflex and Attraction lines from the Gerflor brand, and all required accessories for installation. • All Connor hardwood sub-floor systems and accessories, and the MFMA-approved northern hardrock maple strip of all grades. Elastiplus, our poured urethane flooring system, will also be included, as will our hardwood portable flooring systems. • All Sport Court products designed for commercial use, including both indoor gymnasium flooring and outdoor safety and performance surfaces, commercial-grade hoops, lights, and a variety of other accessories necessary to build courts in the outdoor space. • All Portafloor products, which can be used for event or temporary flooring, or as a substitute for concrete and other substrates underneath a performance athletic surface.	*
70	Within this RFP category there may be subcategories of solutions. List subcategory titles that best describe your products and services.	See above, Question 69, for the details of product lines and brands we propose to include in our offering. As a description of sub-categories, we'd suggest the following: • Hardwood athletic flooring • Modular athletic flooring • Urethane athletic flooring • Resilient cushioned vinyl athletic flooring • Outdoor court accessories • Portable, temporary and event flooring	*

Table 14B: Depth and Breadth of Offered Equipment Products and Services

Indicate below if the listed types or classes of equipment, products, and services are offered within your proposal. Provide additional comments in the text box provided, as necessary.

Line Item	Category or Type	Offered *	Comments	
71	Athletic surfacing materials such as: Hardwood, Synthetic, Rubber, Sports Vinyl and Clay.	(•) Yes ( ) No	Gerflor USA and its N. American subsidiaries Connor Sports and Sport Court provide hardwood, poured urethane (rubber), sports vinyl and synthetic modular sports flooring surfaces. Clay courts for tennis are a relatively niche product and not one of our manufactured items, but should a Sourcewell member need a clay court, we have independent partners who carry those products and have expertise in building the courts.	*
72	Equipment, options, accessories, technology and supplies complementary or incidental to the purchase of a turnkey or complete solution of the types described in 71 above.	(•) Yes ( ) No	With the exception of clay courts for tennis (as noted above), our court builders from each brand have extensive experience in every facet of building courts with these surfacing materials, from design and consultation, to construction and ongoing service. Complete turnkey solutions are their focus—to design, build, and accessorize courts from start to finish.	*
73	Services related to the offering of the solutions described in Lines 71 and 72 above, including installation, removal, disposal, refurbishment, inspection, repair, maintenance, training, and support.	(•) Yes ( ) No	Whether a project requires demolition and disposal of previous surfacing or native soils, our court builders are fully equipped to being projects from concept to completion. They are skilled in placing concrete for foundations for outside courts and accessories, in site prep of all kinds to ensure a proper fit and function for the installation of any of our sports-flooring products, and in the installation of approved sports accessories such as hoops, lights and nets. They are knowledgeable in licensing, certificates and other approvals required in their local markets, inspection requirements, and other information necessary to move a project through its various phases toward completion. They can refurbish and upgrade an old facility with surfacing, equipment and accessories, or build a new facility from the ground up. They take pride in professional, ongoing customer care, and can service, repair and maintain any of the products in our schedule. Our in-house Technical team provides an able back-up and knowledge base for any questions or challenges that may arise, and they can be deployed typically in a matter of days should the need arise.	*

Table 15: Industry Specific Questions

Line Item	Question	Response *	

74	Describe any unique advantage your product offers in relation to design, manufacturing, performance, maintenance, and product longevity.	The Gerflor Group has long been associated with innovative, problem-solving products, and the product offerings on this proposal are no exception. Some specific examples: • Gerflor's Taraflex line of cushioned-vinyl sports flooring features a best-in-class surface treatment that makes the product naturally bacterio- and viro-static; meaning that it won't foster the growth of harmful microbes, including the Covid virus. In addition, the surface treatment virtually eliminates skin burn for athletes (like volleyball players) who frequently dive onto the surface during play. • The group has launched a number of initiatives designed to reduce energy and water use at our factories, leading to a goal of complete carbon neutrality within 20 years. We have already instituted design changes such as a gravity feed system for raw materials and product processing that significantly reduces the amount of electricity required at those plants. • All of our sports-surfacing products are designed for longevity and continued performance throughout their lifespan. Hardwood floors can be refinished from time to time, and properly maintained, carry a lifespan of 35 – 40 years, making it likely that a replacement floor in some facilities will never be required. Our other products routinely provide service for 20 – 25 years in the field, making our product lines among the most durable options in the industry. • Improvements in the design of our outdoor sports surfaces represent a revolutionary leap forward, creating better wet/dry traction, reducing skin burn, and generating higher levels of shock absorption and injury protection. • We manufacture and design our products under a continuous improvement mandate, which means we are always looking for better compounds and chemicals, more environmentally friendly materials and processes, more efficient ways to produce and create our products. This might entail increasing the percentage of recycled materials used in producing a particular product or the inclusion of more rapidly renewable materials. • We have also increased our focus on creating products with an environmentally favorable, simple and cost-efficient maintenance protocol. Our wood floors are recoated every year or so, generally with water-based finishes, and require no other maintenance than a dry mop to keep them clean. Gerflor-branded products features surface treatments that resist staining and marks, making those products simple to maintain with an auto-scrubber or similar equipment. Sport Court's indoor gym surfaces also employ a proprietary surface treatment that virtually never wears out, nor does it require any in-field treatment or re-coating. These are just a few examples of our work to provide environmentally responsible products that deliver the best lifespan, durability, and low maintenance costs of any products in the industry. We are also noted for the unique problem-solving characteristics of our flooring solutions, making it possible to address situations like slab moisture in the installation of our products.	*
75	Describe any sustainability design features your product offers.	Some of our sustainability and green-manufacturing efforts are detailed elsewhere in the proposal, but our products are: • 100% compliant with REACH, European legislation that mandates the inclusion of no harmful chemicals in our products • 100% FloorScore certified, indicating indoor air quality performance that far exceeds the requirements of California Prop 65, and ensures no harmful VOCs are emitted through our products. • Contributory to many of the LEED requirements for 'green' building, with third-party validated Environmental and Health Product Declarations. • Manufactured in ISO-certified factories with an emphasis on the reduction of energy and water usage.	

76	Describe the installation process and how it is managed from product order to completion.	Once a project has been 'won', the installation process across our various brands looks something like this: Our local dealer or contractor, who has discussed, negotiated and worked to design the best solution for the customer's needs, then orders the necessary sports-flooring products and accessories from our Connor, Sport Court or Gerflor offices. Each of these brands operates independently on a day-to-day basis, although all three are managed by the same management team and guided by the same values and principles, although some specific policies may vary by brand. Lead times for the production and/or delivery of all products is established by the logistics and sales teams of each brand, so a dealer/contractor can know when to expect delivery of the required products and can coordinate the other elements of the installation or construction. Some projects (such as outdoor courts) frequently require the placement of a new concrete slab, and the contractor can coordinate that phase so that the slab is poured and cured and ready for installation when the products arrive. In other cases, such as renovations or flooring replacements indoors, the process is focused on cleaning, leveling and preparation the slab or sub-floor to receive the sports-flooring products for a flat, level and satisfactory playing experience. Once the site prep is completed and the product has arrived, the contractor can then build or install to the customer's specifications the athletic surfacing and any accessories or equipment related to the project. The duration of an installation may vary by size and product type, but if other trades are complete and not intruding on the process, most sports-flooring products can be installed in a few days to a few weeks. Permanently installed wood floors probably take the most time, because the installation process requires installation of both the sub-floor and the maple strip, then a process of sanding and finishing the surface.	

Table 16: Exceptions to Terms, Conditions, or Specifications Form

Line Item 77. **NOTICE**: To identify any exception, or to request any modification, to the Sourcewell template Contract terms, conditions, or specifications, a Proposer must submit the exception or requested modification on the **Exceptions to Terms, Conditions, or Specifications Form** immediately below. The contract section, the specific text addressed by the exception or requested modification, and the proposed modification must be identified in detail. Proposer's exceptions and proposed modifications are subject to review and approval of Sourcewell and will not automatically be included in the contract.

Contract Section	Term, Condition, or Specification	Exception or Proposed Modification

Documents

Ensure your submission document(s) conforms to the following:

1. Documents in PDF format are preferred. Documents in Word, Excel, or compatible formats may also be provided.

2. Documents should NOT have a security password, as Sourcewell may not be able to open the file. It is your sole responsibility to ensure that the uploaded document(s) are not either defective, corrupted or blank and that the documents can be opened and viewed by Sourcewell.

3. Sourcewell may reject any response where any document(s) cannot be opened and viewed by Sourcewell.

4. If you need to upload more than one (1) document for a single item, you should combine the documents into one zipped file. If the zipped file contains more than one (1) document, ensure each document is named, in relation to the submission format item responding to. For example, if responding to the Marketing Plan category save the document as "Marketing Plan."

- Pricing - Gerflor USA Products & Pricing Grid Final.xlsx - Wednesday March 09, 2022 11:54:27
- Financial Strength and Stability - Financial Strength and Stability.zip - Wednesday March 09, 2022 12:24:15
- Marketing Plan/Samples - Marketing Plan - Samples.zip - Wednesday March 09, 2022 13:10:24
- WMBE/MBE/SBE or Related Certificates - Sales & Service Network.xlsx - Wednesday March 09, 2022 13:11:50
- Warranty Information - Warranty Information.zip - Wednesday March 09, 2022 13:21:25
- Standard Transaction Document Samples - Standard Transaction Document Samples.zip - Wednesday March 09, 2022 13:11:34
- Upload Additional Document (optional)

Addenda, Terms and Conditions

PROPOSER AFFIDAVIT AND ASSURANCE OF COMPLIANCE

I certify that I am the authorized representative of the Proposer submitting the foregoing Proposal with the legal authority to bind the Proposer to this Affidavit and Assurance of Compliance:

1. The Proposer is submitting this Proposal under its full and complete legal name, and the Proposer legally exists in good standing in the jurisdiction of its residence.

2. The Proposer warrants that the information provided in this Proposal is true, correct, and reliable for purposes of evaluation for contract award.

3. The Proposer, including any person assisting with the creation of this Proposal, has arrived at this Proposal independently and the Proposal has been created without colluding with any other person, company, or parties that have or will submit a proposal under this solicitation; and the Proposal has in all respects been created fairly without any fraud or dishonesty. The Proposer has not directly or indirectly entered into any agreement or arrangement with any person or business in an effort to influence any part of this solicitation or operations of a resulting contract; and the Proposer has not taken any action in restraint of free trade or competitiveness in connection with this solicitation. Additionally, if Proposer has worked with a consultant on the Proposal, the consultant (an individual or a company) has not assisted any other entity that has submitted or will submit a proposal for this solicitation.

4. To the best of its knowledge and belief, and except as otherwise disclosed in the Proposal, there are no relevant facts or circumstances which could give rise to an organizational conflict of interest. An organizational conflict of interest exists when a vendor has an unfair competitive advantage or the vendor's objectivity in performing the contract is, or might be, impaired.

5. The contents of the Proposal have not been communicated by the Proposer or its employees or agents to any person not an employee or legally authorized agent of the Proposer and will not be communicated to any such persons prior to Due Date of this solicitation.

6. If awarded a contract, the Proposer will provide to Sourcewell Participating Entities the equipment, products, and services in accordance with the terms, conditions, and scope of a resulting contract.

7. The Proposer possesses, or will possess before delivering any equipment, products, or services, all applicable licenses or certifications necessary to deliver such equipment, products, or services under any resulting contract.

8. The Proposer agrees to deliver equipment, products, and services through valid contracts, purchase orders, or means that are acceptable to Sourcewell Members. Unless otherwise agreed to, the Proposer must provide only new and first-quality products and related services to Sourcewell Members under an awarded Contract.

9. The Proposer will comply with all applicable provisions of federal, state, and local laws, regulations, rules, and orders.

10. The Proposer understands that Sourcewell will reject RFP proposals that are marked "confidential" (or "nonpublic," etc.), either substantially or in their entirety. Under Minnesota Statutes Section 13.591, subdivision 4, all proposals are considered nonpublic data until the evaluation is complete and a Contract is awarded. At that point, proposals become public data. Minnesota Statutes Section 13.37 permits only certain narrowly defined data to be considered a "trade secret," and thus nonpublic data under Minnesota's Data Practices Act.

11. Proposer its employees, agents, and subcontractors are not:
    1. Included on the "Specially Designated Nationals and Blocked Persons" list maintained by the Office of Foreign Assets Control of the United States Department of the Treasury found at: https://www.treasury.gov/ofac/downloads/sdnlist.pdf;

    2. Included on the government-wide exclusions lists in the United States System for Award Management found at: https://sam.gov/SAM/; or

    3. Presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from programs operated

by the State of Minnesota; the United States federal government or the Canadian government, as applicable; or any Participating Entity. Vendor certifies and warrants that neither it nor its principals have been convicted of a criminal offense related to the subject matter of this solicitation.

☑ By checking this box I acknowledge that I am bound by the terms of the Proposer's Affidavit, have the legal authority to submit this Proposal on behalf of the Proposer, and that this electronic acknowledgment has the same legal effect, validity, and enforceability as if I had hand signed the Proposal. This signature will not be denied such legal effect, validity, or enforceability solely because an electronic signature or electronic record was used in its formation. - Joel McCausland, Director, Sales Support, Gerflor USA, Inc.

The Proposer declares that there is an actual or potential Conflict of Interest relating to the preparation of its submission, and/or the Proposer foresees an actual or potential Conflict of Interest in performing the contractual obligations contemplated in the bid.

○ **Yes** ◉ **No**

The Bidder acknowledges and agrees that the addendum/addenda below form part of the Bid Document.

Check the box in the column "**I have reviewed this addendum"** below to acknowledge each of the addenda.

File Name	I have reviewed the below addendum and attachments (if applicable)	Pages
Addendum_3_Athletic_Surfaces_RFP_031022 Thu March 3 2022 08:58 AM	☑	1
Addendum_2_Athletic_Surfaces_RFP_031022 Fri January 28 2022 03:18 PM	☑	1
Addendum_1_Athletic_Surfaces_RFP_031022 Fri January 21 2022 01:20 PM	☑	1

April 4, 2024

To Whom It May Concern:

This letter is to confirm that **Southeastern Surfaces & Equipment (SSE)** is an authorized representative and has been trained on the requirements of, and meets the pricing criteria for, the Sourcewell agreement (#031022-GER) between our parent company, Gerflor USA and Sourcewell.

Your representative from SSE should be able to answer any questions you have, but please let me know if you have any additional questions or concerns.

Best regards,

Joel McCausland
Director, Training and Sales Support
801-706-6071
Joel.mccausland@gerflor.com

City of Leesburg
Lake Front City

Agenda Memorandum

Item No: 5.C.1.

Meeting Date: December 8, 2025

From: Corey Goepfert, (Gas Director)

Subject: Resolution of the City Commission of the City of Leesburg, Florida authorizing the Mayor and City Clerk to execute an Agreement to the Florida Gas Transmission FTS-1 contract to provide Natural Gas Transportation Services; and providing an effective date.

Staff Recommendation:
Staff recommends approval of the Service Agreement to the Florida Gas Transmission FTS-1 contract.

Analysis:
The City of Leesburg is agreeing to a contract for the transportation of natural gas by Florida Gas Transmission.

Procurement Analysis:
N/A

Options:
1. Approve as presented; or
2. Such alternative action as the Commission may deem appropriate.

Fiscal Impact:
None

RESOLUTION NO. _____

RESOLUTION OF THE CITY COMMISSION OF THE CITY OF LEESBURG, FLORIDA AUTHORIZING THE MAYOR AND CITY CLERK TO EXECUTE AN AGREEMENT TO THE FLORIDA GAS TRANSMISSION FTS-1 CONTRACT TO PROVIDE NATURAL GAS TRANSPORTATION SERVICES; AND PROVIDING AN EFFECTIVE DATE.

BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF LEESBURG, FLORIDA:

THAT the Mayor and City Clerk are hereby authorized to execute an Amendment to the current agreement with Florida Gas Transmission company for the purpose of providing natural gas transportation services to the City of Leesburg.

THAT this resolution shall become effective immediately.

PASSED AND ADOPTED at the regular meeting of the City Commission of the City of Leesburg, Florida, held on the 8th day of December, 2025.

THE CITY OF LEESBURG, FLORIDA

_____
Alan Reisman., Mayor

ATTEST:

_____
J. Andi Purvis, City Clerk

FOR INTERNAL USE ONLY
Contract No. 107358
Amendment No. 2
BA Id. 4102
DUNS No. 831601414

SERVICE AGREEMENT
Firm Transportation Service - Market Area
RATE SCHEDULE FTS-1
Contract No. 107358

THIS AGREEMENT entered into this _____ day of _____, _____, by and between Florida Gas Transmission Company, LLC, a limited liability company of the State of Delaware (herein called "Transporter"), and City of Leesburg (herein called "Shipper"),

W I T N E S S E T H

NOW THEREFORE, in consideration of the premises and of the mutual covenants and agreements herein contained, the sufficiency of which is hereby acknowledged, Transporter and Shipper do covenant and agree as follows:

ARTICLE I
Definitions

In addition to the definitions incorporated herein through Transporter's Rate Schedule FTS-1, the following terms when used herein shall have the meanings set forth below:

1.1 The term "Rate Schedule FTS-1" shall mean Transporter's Rate Schedule FTS-1 as filed with the FERC as changed and adjusted from time to time by Transporter in accordance with Section 5.2 hereof or in compliance with any final FERC order affecting such rate schedule.

1.2 The term "FERC" shall mean the Federal Energy Regulatory Commission or any successor regulatory agency or body, including the Congress, which has authority to regulate the rates and services of Transporter.

ARTICLE II
Quantity

2.1 The Maximum Daily Transportation Quantity ("MDTQ") shall be set forth on a seasonal basis, and by Division if applicable, on Exhibit B attached hereto as the same may be amended from time to time. The applicable MDTQ shall be the largest daily quantity of gas expressed in MMBtu, that Transporter is obligated to transport and make available for delivery to Shipper under this Service Agreement on any one day.

2.2 During the term of this Agreement, Shipper may tender natural gas for transportation to Transporter on any day, up to the MDTQ plus Transporter's fuel, if applicable. Transporter agrees to receive the

ARTICLE VI
Term of Agreement and Commencement of Service

6.1 This Agreement shall become effective 02/01/2027 and shall continue in effect through 1/31/2037. In accordance with the provisions of Section 20 of the General Terms and Conditions of the Transporter's Gas Tariff, Shipper has selected ROLLOVER.

6.2 In the event the capacity being contracted for was acquired pursuant to Section 18.C.2. of Transporter's Tariff, then this Agreement shall terminate on the date set forth in Section 6.1 above. Otherwise, upon the expiration of the primary term and any extension or roll-over, termination will be governed by the provisions of Section 20 of the General Terms and Conditions of Transporter's Tariff.

6.3 Service hereunder shall commence as set forth in Section 2 of Rate Schedule FTS-1.

ARTICLE VII
Point(s) of Receipt and Delivery and Maximum Daily Quantities

7.1 The Primary Point(s) of Receipt and maximum daily quantity for each Primary Point of Receipt, for all gas delivered by Shipper into Transporter's pipeline system under this Agreement shall be at the Point(s) of Receipt on Transporter's pipeline system or any Transporting Pipeline as set forth in Exhibit A attached hereto, as the same may be amended from time to time. In accordance with the provisions of Section 8.A. of Rate Schedule FTS-1 and Section 21.F. of the General Terms and Conditions of Transporter's Tariff, Shipper may request changes in its Primary Point(s) of Receipt. Transporter may make such changes in accordance with the terms of Rate Schedule FTS-1 and the applicable General Terms and Conditions of its Tariff.

7.2 The Primary Point(s) of Delivery and maximum daily quantity for each point for all gas made available for delivery by Transporter to Shipper, or for the account of Shipper, under this Agreement shall be at the Point(s) of Delivery as set forth in Exhibit B hereto, as same may be amended from time to time and shall be in Transporter's Market Area; provided, however, that a Shipper who acquires a segment of FTS-1 capacity in the Western Division may only request new Delivery Points in Transporter's Western Division. In accordance with the provisions of Section 9.A. of Rate Schedule FTS-1 and Section 21.F. of the General Terms and Conditions of Transporter's Tariff, Shipper may request changes in its Primary Point(s) of Delivery provided that such new requested Primary Delivery Points must be located in Transporter's Market Area; provided, however, that a Shipper who acquires a segment of FTS-1 capacity in the Western Division may only request new Delivery Points in Transporter's Western Division. Transporter may make such changes in accordance with the terms of Rate Schedule FTS-1 and the applicable General Terms and Conditions of its Tariff. Transporter is not obligated to accept changes where the new Primary Delivery Point is also a delivery point under a Rate Schedule SFTS Service Agreement and the load to be served is an existing behind-the-gate customer of a Rate Schedule SFTS Shipper as defined in Section 11 of Rate Schedule SFTS.

ARTICLE VIII
Notices

All notices, payments and communications with respect to this Agreement shall be in writing and sent to Transporter's address posted on Transporter's Internet website or to Shipper's address stated below or at any other such address as may hereafter be designated in writing:

13.3 This Agreement contains Exhibits A, B, C (if applicable) which are incorporated fully herein.

13.4 THIS AGREEMENT SHALL BE GOVERNED BY AND INTERPRETED IN ACCORDANCE WITH THE LAWS OF THE STATE OF TEXAS, WITHOUT REFERENCE TO ANY CONFLICT OF LAWS DOCTRINE WHICH WOULD APPLY THE LAWS OF ANOTHER JURISDICTION.

ARTICLE XIV
Superseding Prior Service Agreements

This Agreement supersedes and replaces the following Service Agreements between Transporter and Shipper: Contract No. 107358 dated 02/01/2017.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement by their duly authorized officers effective as of the date first written above.

TRANSPORTER	SHIPPER
FLORIDA GAS TRANSMISSION COMPANY, LLC	City of Leesburg
By _____	By _____
Name Beth Hickey	Name _____
Title EVP - US Gas Pipelines	Title _____
Date _____	Date _____

EXHIBIT A
TO
RATE SCHEDULE FTS-1 SERVICE AGREEMENT
BETWEEN
FLORIDA GAS TRANSMISSION COMPANY, LLC
AND
City of Leesburg
DATED
10/01/1993
Contract No. 107358
Amendment No. 2
Effective Date of this Exhibit A: 02/01/2027

Date Range: 2/1/2027 to 1/31/2037

Point(s) of Receipt		**Maximum Daily Quantity (MMBtu)**											
Point Description	**Point**	**Jan**	**Feb**	**Mar**	**Apr**	**May**	**June**	**July**	**Aug**	**Sep**	**Oct**	**Nov**	**Dec**
Zone 1													
Sabine Pass Plant	282	164	161	165	355	236	236	236	236	236	122	160	166
NGPL Jefferson	10240	0	0	0	0	89	89	89	89	89	70	0	0
Tejas Calhoun Co ITE	71444	456	456	456	0	0	0	0	0	0	0	456	456
Refugio-Crosstex Energy	78349	0	0	0	93	196	196	196	196	196	175	0	0
Pledger-Enterprise	100022	0	0	0	120	124	124	124	124	124	153	0	0
Zone 1 Total:		**620**	**617**	**621**	**568**	**645**	**645**	**645**	**645**	**645**	**520**	**616**	**622**
Zone 2													
GSPL St Landry	10102	1,396	1,397	1,397	1,291	472	473	473	473	473	991	1,395	1,391
NGPL Vermilion	57391	3,262	3,270	3,259	2,795	0	0	0	0	0	0	3,273	3,269
ANR St Landry Parish	78303	1,203	1,199	1,204	1,769	856	855	855	855	855	1,213	1,202	1,199
Zone 2 Total:		**5,861**	**5,866**	**5,860**	**5,855**	**1,328**	**1,328**	**1,328**	**1,328**	**1,328**	**2,204**	**5,870**	**5,859**
Zone 3													
GSPL St Helena	10109	0	0	0	77	0	0	0	0	0	76	0	0

EXHIBIT B
TO
RATE SCHEDULE FTS-1 SERVICE AGREEMENT
BETWEEN
FLORIDA GAS TRANSMISSION COMPANY, LLC
AND
City of Leesburg
DATED
10/01/1993
Contract No. 107358
Amendment No. 2
Effective Date of this Exhibit B: 02/01/2027

Date Range: 2/1/2027 to 1/31/2037

Point(s) of Delivery		Maximum Daily Quantity (MMBtu)											
Point Description	**Point**	**Jan**	**Feb**	**Mar**	**Apr**	**May**	**June**	**July**	**Aug**	**Sep**	**Oct**	**Nov**	**Dec**
Leesburg Division - DIVISION MDTQ	78230	6,500	6,500	6,500	6,500	2,295	2,295	2,295	2,295	2,295	2,800	6,500	6,500
Leesburg-Haines Creek-Assoc Point	16163	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000
Leesburg-Assoc Point	16164	5,000	5,000	5,000	5,000	2,295	2,295	2,295	2,295	2,295	2,800	5,000	5,000
Total MDTQ:		**6,500**	**6,500**	**6,500**	**6,500**	**2,295**	**2,295**	**2,295**	**2,295**	**2,295**	**2,800**	**6,500**	**6,500**

(Quantities are exclusive of Fuel Reimbursement.)

City of Leesburg
Lake Front City

Agenda Memorandum

Item No:	5.C.2.
Meeting Date:	December 8, 2025
From:	Al Minner, (City Manager)
Subject:	Resolution of the City Commission of the City of Leesburg, Florida authorizing the Mayor and City Clerk to execute a Flagpole Donation and Dedication Agreement between the City of Leesburg and the Leesburg Boating Club, Inc., a Florida not-for-profit corporation; and providing an effective date.

Staff Recommendation:
Approve the Resolution as presented.

Analysis:
The Leesburg Boating Club, Inc., a Florida not-for-profit corporation, is proposing the construction of a flagpole on certain real property located along Lake Harris, Parcel ID Number 26-19-24-0004-000-04300. The Boating Club will pay all costs to design, engineer, permit, construct, and install a Flagpole on a portion of the property to be determined in the City's discretion after consultation with the Boating Club. The Boating Club will dedicate the same to the City for the overall benefit of the community. The City will then accept ownership and maintenance thereof upon completion in accordance with the terms and conditions set forth in the agreement.

Procurement Analysis:
N/A

Options:
1. Approve as presented; or
2. Such alternative action as the Commission may deem appropriate.

Fiscal Impact:
None

RESOLUTION NO. _____

RESOLUTION OF THE CITY COMMISSION OF THE CITY OF LEESBURG, FLORIDA AUTHORIZING THE MAYOR AND CITY CLERK TO EXECUTE A FLAGPOLE DONATION AND DEDICATION AGREEMENT BETWEEN THE CITY OF LEESBURG AND THE LEESBURG BOATING CLUB, INC., A FLORIDA NOT-FOR-PROFIT CORPORATION; AND PROVIDING AN EFFECTIVE DATE.

BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF LEESBURG, FLORIDA:

THAT the Mayor and City Clerk are hereby authorized to execute a Flagpole Donation and Dedication Agreement with the Leesburg Boat Club, Inc., whose address is Post Office Box 491043, Leesburg, Florida 34749, for flagpole construction.

THAT this resolution shall become effective immediately.

PASSED AND ADOPTED by the City Commission of the City of Leesburg, Florida, at a regular meeting held on the 8th day of December 2025.

_____
Mayor

ATTEST:

_____
City Clerk

FLAGPOLE DONATION AND DEDICATION AGREEMENT

THIS FLAGPOLE DONATION AND DEDICATION AGREEMENT is hereby entered into on this ___ day of _____, 2025, by and between **THE CITY OF LEESBURG**, a Florida municipal corporation, whose mailing address is 501 West Meadow Street, Leesburg, Florida 34748 (the "City") and **LEESBURG BOATING CLUB, INC.**, a Florida not-for-profit corporation, whose mailing address is Post Office Box 491043, Leesburg, Florida 34749 (the "Boating Club").

Recitals

WHEREAS, the City is the owner of certain real property located along Lake Harris commonly known as "Venetian Gardens/Ski Beach" and identified as Parcel Identification Number 26-19-24-0004-000-04300 (the "Property");

WHEREAS, the Boating Club is a long-standing local non-profit organization whose interests include the advancement of boating and boating safety in and around the City and its waterways;

WHEREAS, the Boating Club proposes constructing a flagpole on a portion of the Property and dedicating the same to the City for the overall benefit of the community;

WHEREAS, the City finds that the flagpole will enhance civic amenities, promote community pride and contribute to the aesthetic qualities of the subject property and the City will therefore allow construction of the flagpole on a portion of the Property and will accept ownership and maintenance thereof upon completion in accordance with the terms and conditions set forth herein;

NOW, THEREFORE, in consideration of the matters stated above and of the mutual covenants and promises of the parties hereto, and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the City and Boating Club hereby agree as follows:

1. **Recitals**. The foregoing recitals are true and correct and are hereby incorporated herein for all purposes.

2. **Terms of Agreement**.

A. Construction of Flagpole. The Boating Club will pay all costs to design, engineer, construct, and install a Flagpole on a portion of the Property to be determined in the City's discretion after consultation with Boating Club. The City will pay permit fees. The Flagpole project is described more particularly in the proposal attached hereto as Exhibit "A" (the "Flagpole").

B. Construction and Conveyance. Boating Club shall construct and install the Flagpole according to engineering plans submitted by Boating Club and approved by the City prior to commencement of construction, subject to such changes as are mutually agreeable to the parties. Boating Club shall use best practices in procuring services and materials associated with the Flagpole and shall construct and install the Flagpole in accordance with all applicable local, state, and federal regulations. Boating Club will indemnify, save, and hold the City harmless from and against any and all claims, demands, damages, and liabilities (including reasonable attorney's fees and court costs through all levels of appeal) arising out of or related

to the construction activities of Boat Club on the Property and those construction activities of Boat Club's contractors, subcontractors, laborers, and suppliers.

Upon completion of the Flagpole, Boating Club shall provide the City with the following: (i) a set of as-built drawings of the Flagpole, (ii) an assignment of warranties applicable to the Flagpole, and (iii) any such additional documentation necessary to transfer ownership of the Flagpole to the City. The City will inspect the Flagpole upon completion, and provided the Flagpole is acceptable to the City, the City will issue a letter of acceptance at which point Boating Club will be relieved of all maintenance obligations associated with the Flagpole.

C. Waiver of Payment and Performance Bond. The City hereby waives any requirement for a payment or performance bond in accordance with Section 255.05(1)(d), Florida Statutes.

D. Commencement of Construction. The Parties hereto agree that the construction of the Flagpole contemplated by this Agreement shall commence no later than three hundred sixty-five (365) days after the Effective Date or this Agreement shall automatically terminate in the absence of a written executed agreement between the parties to extend such timeframe. The Parties agree to cooperate in good faith on extension requests related to supply chain disruptions and similar unforeseen events or circumstances.

3. **Authority.** Each Party represents and warrants, with respect to itself, that the execution and delivery of this Agreement has been authorized by all necessary action of each Party, and that this Agreement constitutes the legal, valid, and binding agreement of each Party, enforceable in accordance with its terms.

4. **Governing Law; Venue; Waiver of Jury Trial.** This Agreement shall be construed, interpreted, enforced, and governed in accordance with the laws of the State of Florida. Venue for any action arising out of or related to this Agreement shall lie exclusively in a court of competent jurisdiction in Lake County, Florida.

5. **Assignment; Binding Effect.** This Agreement may not be transferred or assigned in whole or in part by Boating Club without prior written approval from the City, which approval shall lie in the sole discretion of the City. This Agreement is binding on and shall inure to the benefit of the parties and their respective successors, heirs, and approved assigns.

6. **Non-Waiver.** Failure by the City or Boating Club to insist upon the strict performance of any of the terms, conditions, or provisions of this Agreement shall not be deemed to be a waiver of such terms, conditions, and provisions, and the City and Boating Club, notwithstanding such failure, shall have the right hereafter to insist upon the strict performance of any or all such terms and conditions of this Agreement as set forth herein.

7. **Severability.** If any part of this Agreement is found invalid or unenforceable by any court of competent jurisdiction, such invalidity or unenforceability shall not affect the other parts of this Agreement if the rights and obligations of the Parties contained therein are not materially prejudiced and if the intentions of the Parties can continue to be effectuated. To that end, this Agreement is declared severable.

8. **Disclaimer of Third-Party Beneficiaries.** This Agreement is solely for the benefit of the Parties and no right or cause of action shall accrue by reason hereof to, or for the benefit of, any third party not a formal party hereto. Nothing in this Agreement, expressed or implied, is

intended or shall be construed to confer upon or give any other third person or entity any right, remedy, or claim under or by reason of this Agreement or any provisions or conditions hereof, other than as expressly stated herein.

9. **Entire Agreement; Amendments.** This Agreement represents the entire understanding and agreement between the Parties with respect to the subject matter hereof. No representations have been made, either express or implied by the Parties, other than those expressly set forth in this Agreement. This Agreement or any part hereof may not be changed, amended, waived, discharged, or terminated except by an instrument in writing, executed by all Parties.

10. **Public Records.** To the extent applicable, Boating Club shall comply with the Florida Public Records' laws, and shall:

(a) Keep and maintain public records required by the City to perform the services identified herein.

(b) Upon request from the City's custodian of public records, provide the City with a copy of the requested records or allow the records to be inspected or copied within a reasonable time at a cost that does not exceed the cost provided for by law.

(c) Ensure that public records that are exempt or confidential and exempt from public records disclosure requirements are not disclosed except as authorized by law for the duration of the contract term and following completion of the contract if Boating Club does not transfer the records to the City.

(d) Upon completion of the contract, transfer, at no cost, to the City all public records in possession of the Boating Club or keep and maintain public records required by the City to perform the service. If Boating Club transfers all public records to the City upon completion of this Agreement, Boating Club shall destroy any duplicate public records that are exempt, or confidential and exempt, from public records disclosure requirements. If Boating Club keeps and maintains public records upon completion of the contract, Boating Club shall meet all applicable requirements for retaining public records. All records stored electronically must be provided to the City, upon request from the City's custodian of public records, in a format that is compatible with the information technology systems of the City.

IF BOATING CLUB HAS QUESTIONS REGARDING THE APPLICATION OF CHAPTER 119, FLORIDA STATUTES, TO THE BOATING CLUB'S DUTY TO PROVIDE PUBLIC RECORDS RELATING TO THIS CONTRACT, CONTACT THE CITY CLERK, J. ANDI PURVIS, AT 501 WEST MEADOW STREET, LEEBURG, FLORIDA 34748, (352) 728-9786 EXT 1150, ANDI.PURVIS@LEESBURGFLORIDA.GOV.

11. **Effective Date.** This Agreement shall become effective upon approval by the City.

SIGNATURES ON FOLLOWING PAGE

IN WITNESS WHEREOF, the Parties have caused this Agreement to be executed in a manner sufficient to bind them on the day and year identified below.

Signed, sealed, and delivered before me:

CITY OF LEESBURG, a Florida municipal corporation,

By:_____
Alan Reisman, Mayor

Date: _____

ATTEST:

_____
J. Andi Purvis, City Clerk

APPROVED AS TO FORM AND LEGALITY:

_____
William Grant Watson, City Attorney

LEESBURG BOATING CLUB, INC., a not for profit corporation,

By: _____

Name: _____

Title: _____

Date: _____

STATE OF FLORIDA
COUNTY OF LAKE

The foregoing instrument was acknowledged before me, **by means of ☐ physical presence or ☐ online notarization**, this ____ day of _____, 2025, by_____, as the _____ of Leesburg Boating Club, Inc., a Florida not for profit corporation, who is ___ personally known or produced as identification _____.

(Seal)

_____
NOTARY PUBLIC

Exhibit "A"
(Flagpole Proposal)

[INSERT]

LEESBURG BOATING CLUB

P O BOX 491043
Leesburg, Florida 34749-1043

September 5, 2025

CITY OF LEESBURG
501 Meadow Street
P O Box 490630
Leesburg, FL 34748-0630

Ski Beach Park AMERICAN FLAG PROPOSAL

Al Miner and Leesburg City Commission Members

The Leesburg Boating Club proposes to fund, furnish and Install a commercial grade 80 foot tall flag pole with a 20 foot x 38 foot heavy duty American Flag surrounded with paver's connecting to an existing sidewalk as shown on the attached drawings. The un-flagged pole is rated for 169 MPH wind loads.

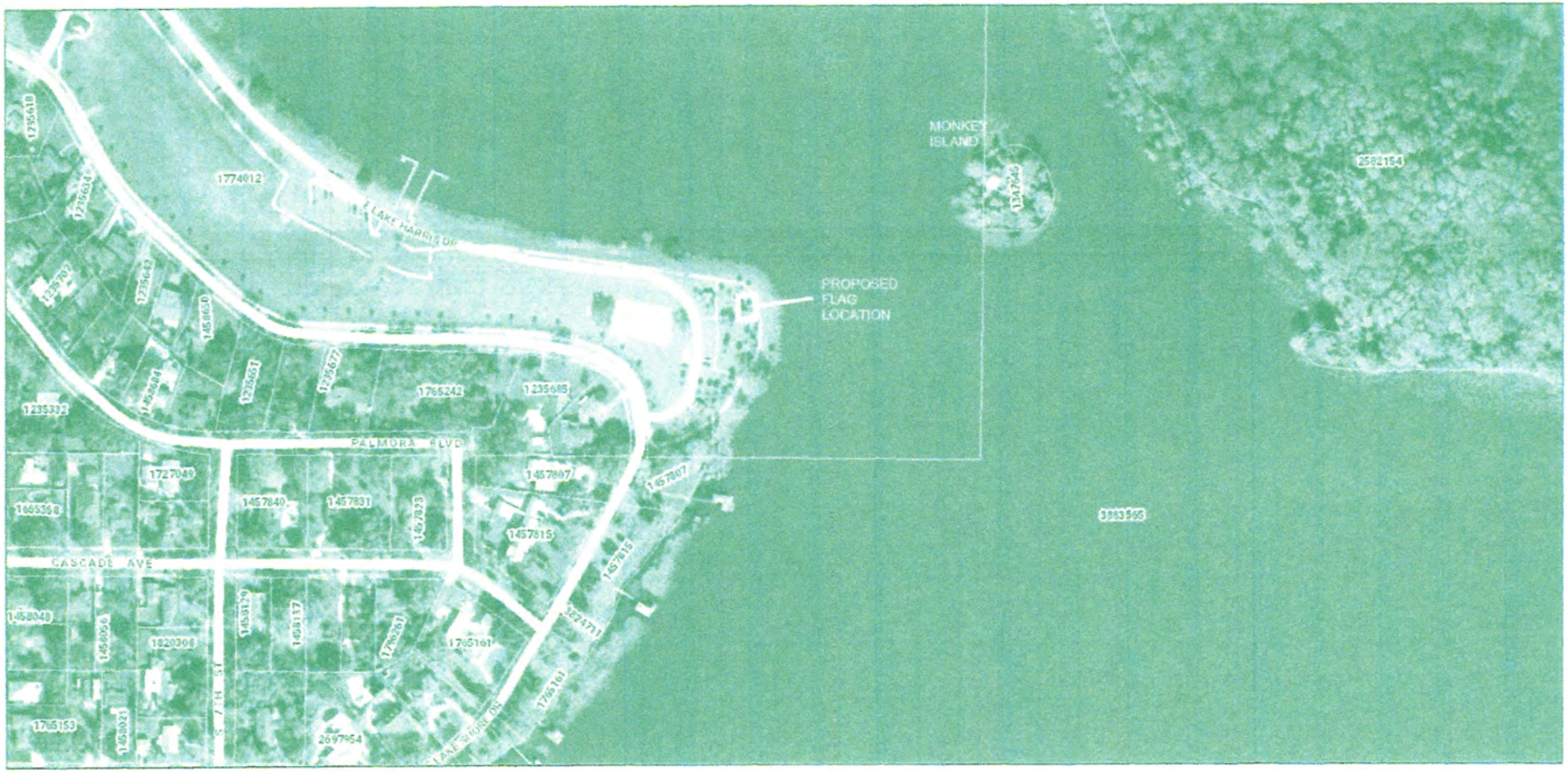
The LBC would raise the funds for the project through a fund raising effort. No work would be undertaken until all the required funds were in hand. We have solicited estimates for the proposed work; it appears we would need about $50,000 to complete the portion that the boat club would be funding.

We would install it in Ski Beach Park at the location provided on the attached drawings; we ask that the City provides the following services 1. A cost free permit allowing the construction. 2. Electrical up lighting to illuminate the Flag. 3. Upon completion of Construction City takes ownership and provides all future maintenance.

Since it will probably take several months to raise the funds we are asking the City to make a written commitment confirming the City's authorization allowing this project. With that commitment we will begin the fund raising effort.

Sincerely:

Charles F. Taylor and Woody Brazill
LBC Directors for Special Projects



July 18, 2025

- County Boundary
- Surrounding Counties
- Street Names
- Local Streets 5K
- Tax Parcels Alternate Key
- Tax Parcels

OVERALL LOCATION PLAN

1:2,500

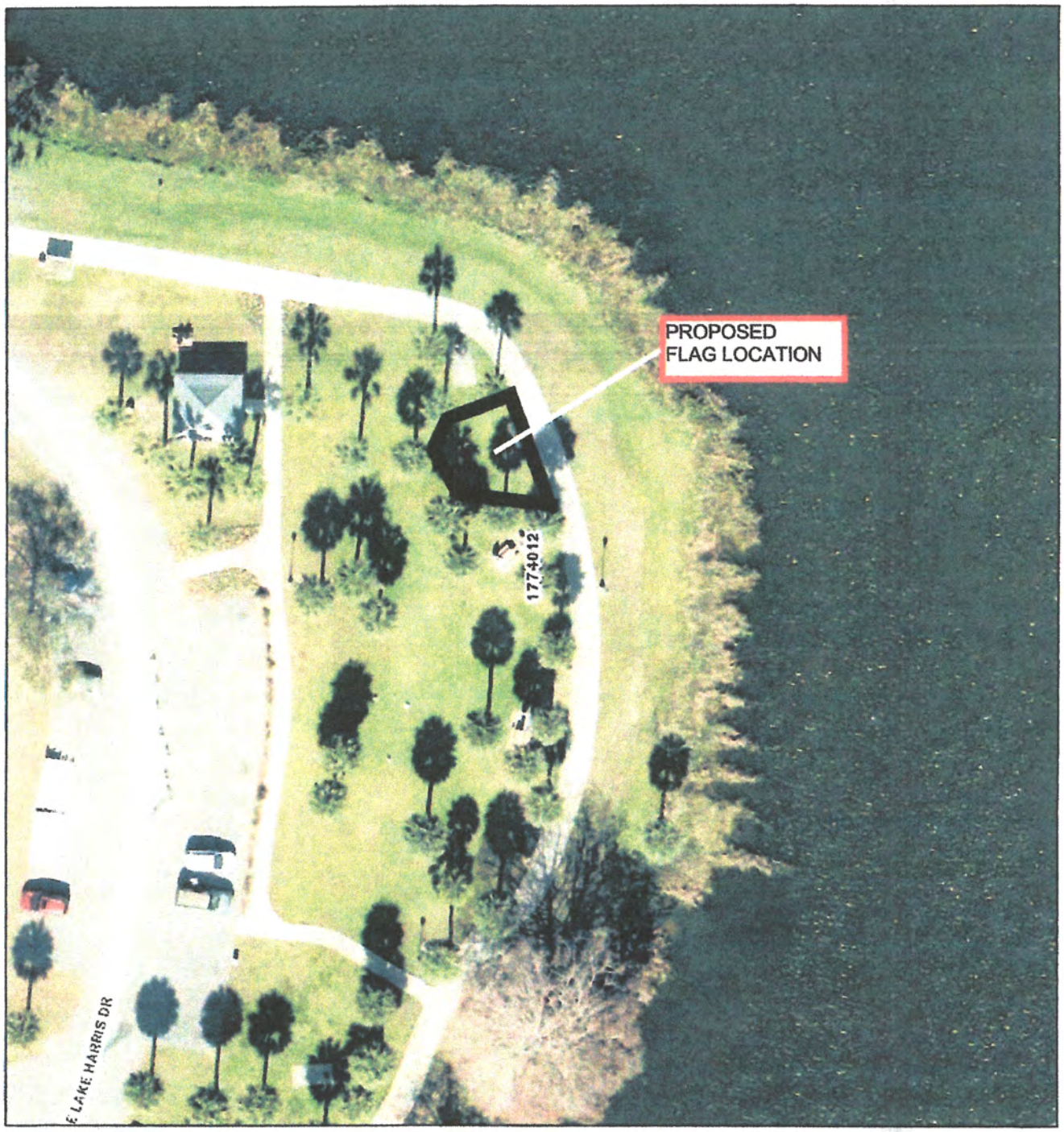
0 0.03 0.06 0.12 mi

0 0.0475 0.095 0.19 km

Lake BCC

Lake County Board of County Commissioners

Proposed Flag Location



July 18, 2025

1:500

0 0.004 0.008 0.016 mi

0 0.005 0.01 0.02 km

County Boundary

Surrounding Counties

Street Names

Local Streets 1K

Tax Parcels Alternate Key

Tax Parcels

Lake BCC

Lake County Board of County Commissioners

Florida Flag
PO Box 1416
Lutz, FL 335481416 US
8139888819
terry@floridaflag.us
www.floridaflag.us

Estimate

ADDRESS
Woody Brazill

SHIP TO
Venetian Gardens
109 E Dixie Ave
Leesburg, FL 34748

ESTIMATE #
2947

DATE
08/19/2025

SALES REP
Terry Kennedy

DATE	ACTIVITY	DESCRIPTION	QTY	RATE	AMOUNT
	misc	80ft Commercial Grade Flagpole, 12" butt diameter X .250" wall thickness, max wind load of 169 MPH unflagged, cone tapered design, satin aluminum finish, external halyard system, hardware includes, 12" gold anodized ball ornament, cast aluminum revolving truck, 1/2" Solid Braided Nylon Halyard, solid brass flag clips with covers, 9" Aluminum Cleat, flash collar, and galvanized steel foundation sleeve. Freight included in the price. Installed with a below grade concrete foundation in a grassy area. Includes a 20x38ft US 100% nylon flag. Sales Tax Exempt. Also includes Florida Sealed Engineered Drawings.	1	19,975.00	19,975.00
	misc	Installation of the above 80 ft flagpole. Dig and haul away spoils, pour concrete foundation with ground sleeve. After time for the concrete to set, come back put flagpole together on site with all hardware, and set with small crane, and have flag flying when done. Sales tax exempt if buying flagpole and US flag. If just doing the installation tax will be applied.	1	12,987.00	12,987.00

SUBTOTAL	32,962.00
TAX	0.00
TOTAL	**$32,962.00**

To give our best customer service as of 01/01/2023 all flagpole purchases and installs require half down to order and balance due at install unless there is a NET30 established with your company. As of 01/01/2023 all custom flag orders require a paid in full invoice to order and process. Thank you!

MULTIPLE PIECE FLAGPOLE INSTALLATION INSTRUCTIONS FOR INTERNAL AND EXTERNAL HALYARD POLES

NOTE:

Assembly and installation should always be performed by a qualified contractor with experience installing similar products. The following information is intended to be a helpful guide to the installing contractor. This information cannot be comprehensive enough to cover all situations or the details of all multiple piece poles. Therefore it is essential that the owner and contractor carefully plan all aspects of the installation process, not relying entirely on these guidelines to determine the steps to be followed. This is general information about a standard multiple piece flagpole. Special features required by individual owners may require unique installation methods. For these applications the Contractor must be familiar with the owner's plans and specifications. Due to the varied methods used by contractors in actual field operations, we cannot be liable for structural damage or injury occurring during flag pole assembly and erection.

ASSEMBLY:

Read through this entire document before beginning the assembly and installation process. Do not expect to be able to disassemble the shaft sections after they have been put together. They are designed to have a strong friction fit and taking them apart without damaging the flagpole will be extremely difficult or impossible. For this reason the finish of the pole should be inspected and approved before beginning assembly.

Multiple section flagpoles are designed to be field assembled with a patented, self aligning, internal sleeve assembly using close tolerances. These units have been pre-fit at the manufacturing facility to ensure a snug fit between sections. It is imperative that these sections be handled and assembled with care to avoid altering the fit.

1. **ASSEMBLE THE SHAFT IN A HORIZONTAL POSITION, WITH THE BUTT OF THE POLE NEAR THE FOUNDATION.**

2. **RAISE THE SHAFT OFF THE GROUND FOR ASSEMBLY.** Place the shaft sections up on blocks or saw horses so that dirt, gravel or other debris does not get into the joint and interfere with assembly. Butt the bottom of the shaft against a solid, unmovable object (such as a steel column) to help in the fitting process. Protect all surfaces with thick wooden blocks and padding (See figure # 1).

MULTIPLE PIECE FLAGPOLE INSTALLATION INSTRUCTIONS FOR INTERNAL AND EXTERNAL HALYARD POLES

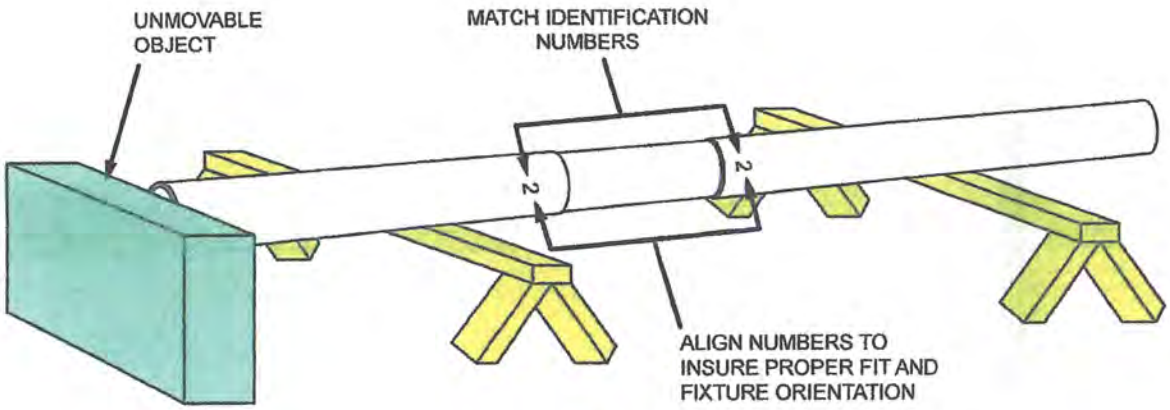


Figure 1

3. **DETERMINE THE MATING SECTIONS BY MATCHING THE NUMBERS ON THE BOTTOM AND TOP SECTIONS OF THE POLE.** Each joint has been custom fit and the mated sections have been number stamped with the same identification number near the adjoining end. If the sections do not have the same match numbers .... STOP. These sections are not interchangeable. If you have purchased multiple flagpoles, check to see if various sections have gotten mixed up. If this is not the case, contact your flag pole representative.

4. **THROUGHLY CLEAN AND LUBRICATED THE OUTSIDE OF THE SPLICING SLEEVE AND THE INSIDE OF THE TOP SECTION THAT SLIDES OVER THE SLEEVE.** It is critical that the mating surfaces, the outside of the sleeve and the inside of the top section that slides over it be clean and smooth with no burrs or abrasions. Lubricate the sleeve and inner surface with liquid soap. Do not use grease, oil or any petroleum product as it will seep out of the joint and stain the shaft. Keep the finished surfaces free of hand prints and excess lubricants.

5. **SLIDE THE UPPER SECTION ONTO THE SPLICING SLEEVE OF THE LOWER SECTION. MAKE SURE THE MATCH MARKS LINE UP WHILE THE SECTIONS ARE BEING PUT TOGETHER.** Some force may be required to fully seat the sections together. In the event a sledgehammer is used in the final fitting process, use extreme care to protect the aluminum surface by using thick wooden blocks to absorb direct shock.

MULTIPLE PIECE FLAGPOLE INSTALLATION INSTRUCTIONS FOR INTERNAL AND EXTERNAL HALYARD POLES

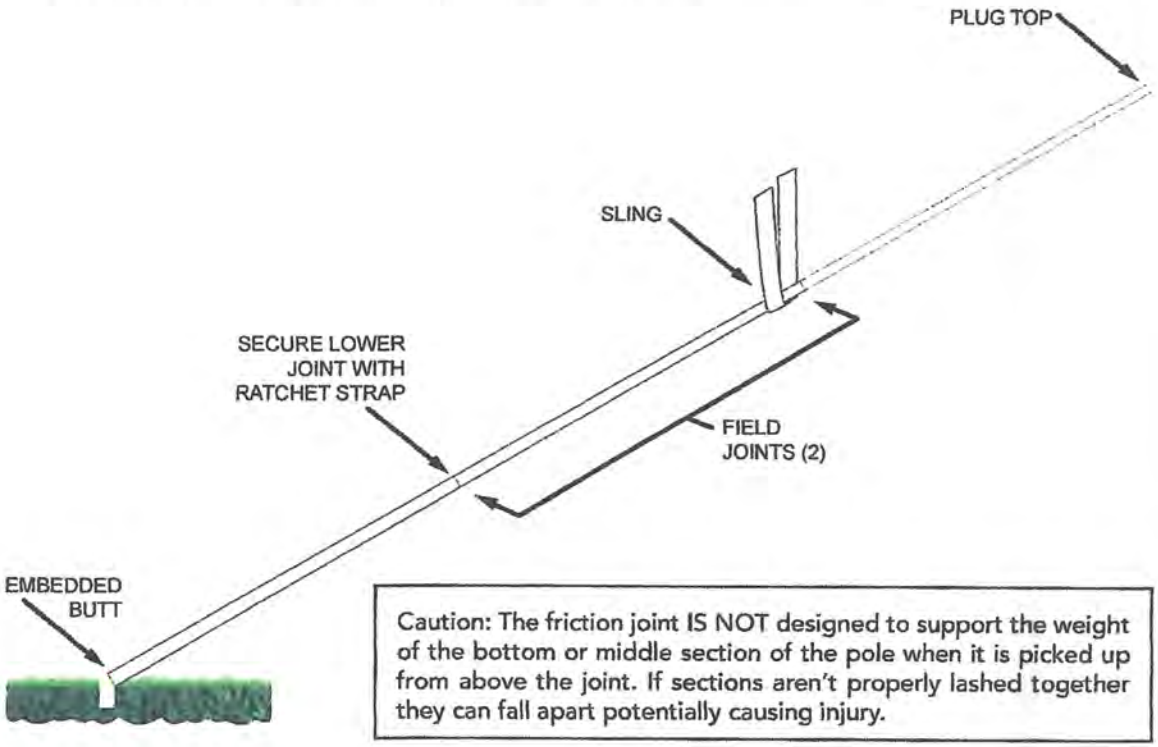
ERECTING THE FLAGPOLE:

Before standing the pole ensure the joints are fully seated and the shaft is straight. Never
stand a flag pole that isn't properly assembled and straight!

1. **PRIOR TO LIFTING THE SHAFT:** Any slipover joint below the crane attachment point should be securely lashed together with ratchet straps to prevent any possibility of separation during lifting (See figure #2). For additional safety, a hook and strap capable of supporting the entire weight of the pole can be attached to a reinforced hand hole opening and connected to the crane attachment point.

2. **THE POLE SHOULD BE ASSEMBLED WITH THE BUTT OF THE POLE CLOSE TO THE FOUNDATION** to minimize the potential of the sections separating while standing the pole.

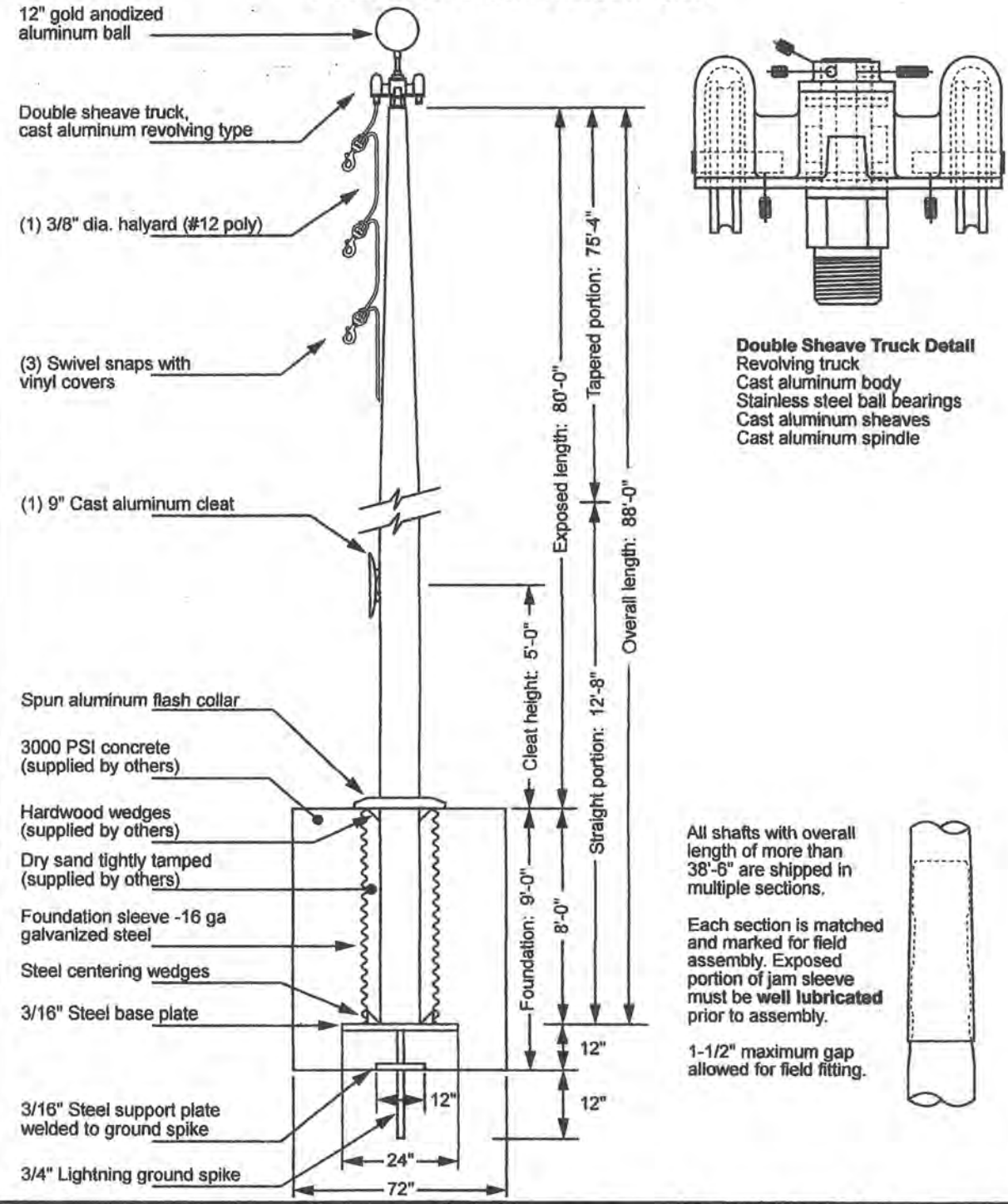
3. **STANDING THE FLAGPOLE:** The lifting crane should be attached above the center of gravity of the shaft, typically 10 to 12 feet above the center point, staying below the top slip fit joint (See figure #2).



Caution: The friction joint IS NOT designed to support the weight of the bottom or middle section of the pole when it is picked up from above the joint. If sections aren't properly lashed together they can fall apart potentially causing injury.

Figure 2

Model EC80 - External Single Halyard



Double Sheave Truck Detail
Revolving truck
Cast aluminum body
Stainless steel ball bearings
Cast aluminum sheaves
Cast aluminum spindle

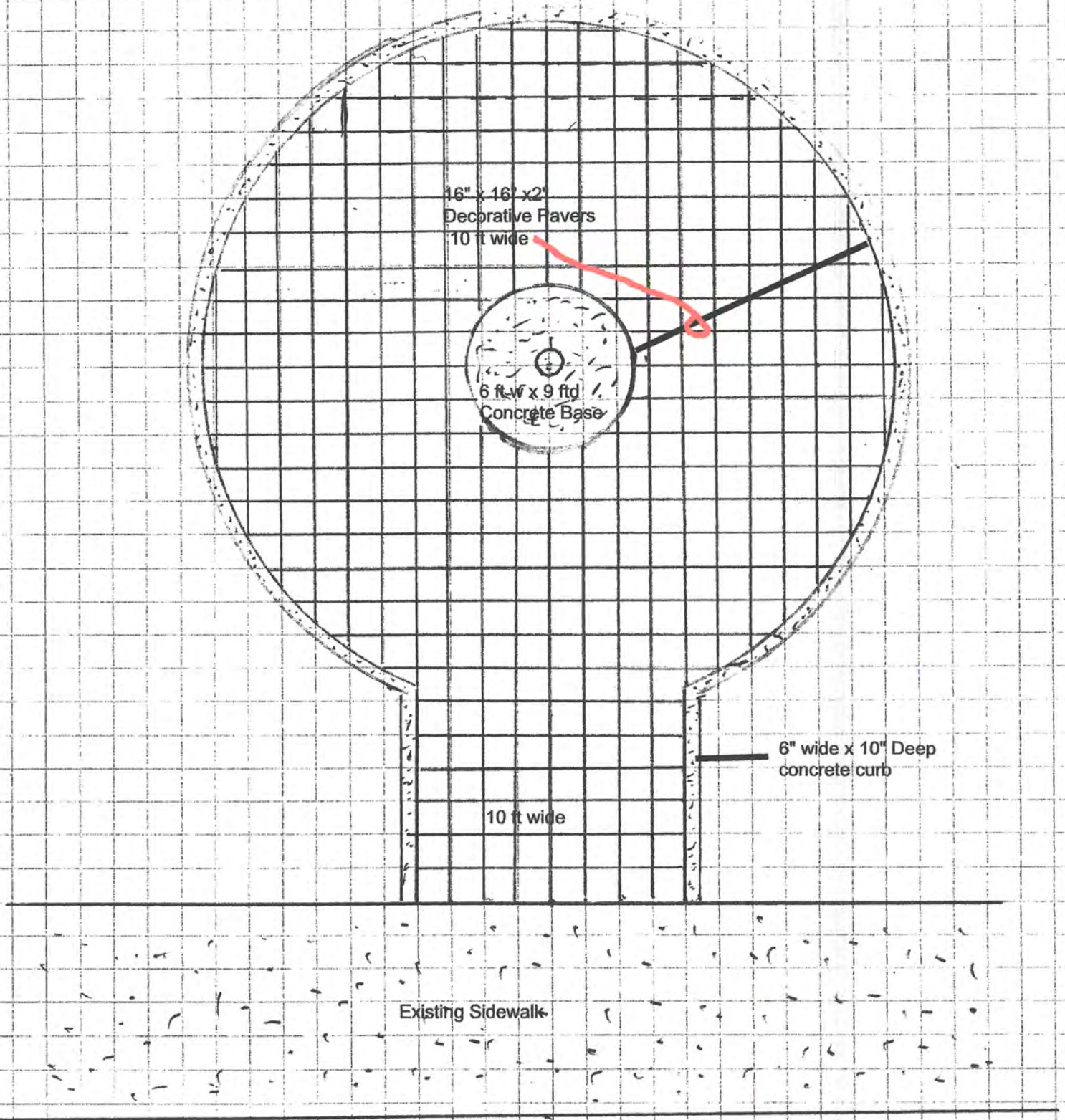
All shafts with overall length of more than 38'-6" are shipped in multiple sections.

Each section is matched and marked for field assembly. Exposed portion of jam sleeve must be **well lubricated** prior to assembly.

1-1/2" maximum gap allowed for field fitting.

Project: Location: Contractor: Customer:	Date: Job: Revision:	Exposed Height 80'-0" Overall Height 88'-0" Butt Diameter 12" Top Diameter 4" Wall Thickness .375" Ships in 3 sections	Ground Set Tapered Aluminum Flagpole ALLOY 6063T6 80 grit polish FINISH:	**EDER FLAG** 1000 W. Rawson Avenue Oak Creek, WI 53154 www.ederflag.com

Scale 1" = 5'



PROPOSED PAVER APPROACH TO AMERICAN FLAG

CHARLES F. TAYLOR
Heavy Construction Consultant
P O Box 493504
Leesburg, FL 34749-3504
352-255-1090

COST ESTIMATE TO FURNISH AND INSTALL 80 FT FLAG POLE WITH 20X38 FT FLAG

ACTIVITY DESCRIPTION	UNITS	UNITS	UNIT COST	AMOUNT
Furnish and Install 80' pole w/flag	LS	1.00	32,962.00	32,962.00
Furnish and Install Curb for Paver's	LF	90.00	50.00	4,500.00
Furnish and Install Decorative Pavers	SF	610.00	11.00	6,710.00
Clean-up and Restoration	LS	1.00	5,000.00	5,000.00
				-
				-
				-
				-
				-
TOTAL ESTIMATED COST				**$ 49,172.00**

Andreyev Engineering, Inc.

CLERMONT OFFICE
1170 W. Minneola Avenue
Clermont, Florida 34711
352-241-0508

Groundwater ▼ Environmental ▼ Geotechnical ▼ Construction Materials Testing

October 4, 2022
Project No.: CPGT-22-243

To: **Leesburg Boat Club**
P.O. Box 491043
Leesburg, Florida 34749

Subject: Geotechnical Study
Proposed Ski Beach Lighthouse
Leesburg, Lake County, Florida

At your request and per your authorization, Andreyev Engineering, Inc. (AEI) has completed a geotechnical investigation for the above referenced project. The purpose of this study was to obtain geotechnical data to assist in the planning and design of the proposed Ski Beach Lighthouse. This report presents the results of our geotechnical investigation along with an evaluation of the soil and groundwater conditions encountered.

SITE LOCATION AND PROJECT DESCRIPTION

The proposed Ski Beach Lighthouse site is located at the east of Lake Shore Drive, east of Lake Harris within Section 26, Township 19 South, Range 24 East in Leesburg, Lake County, Florida. We understand the proposed project will consist of the construction of a lighthouse structure. A quadrangle map U.S.G.S. Topographic Map is presented on the attached **Figure 1**, a Soil Survey Map on **Figure 2** and an Aerial Photograph map showing the boring locations is presented on **Figure 3**.

SCOPE OF FIELD EXPLORATION

The scope of our field investigation consisted of the following:

- Mobilized crew and drilling equipment to the site.
- Performed two (2) Standard Penetration Test (SPT) borings to a depth of 50 feet below existing grade within the proposed lighthouse area.
- Performed two (2) moisture and organic content laboratory tests.
- Measured the stabilized groundwater table depth at each boring location at the time of drilling.

- Performed engineering recommendations for proper design of shallow foundation systems in consideration of the encountered soils, including site preparation, and a deep foundation system.

- Prepared this summary report with results of field investigations, evaluations and geotechnical recommendations.

SOIL AND GROUNDWATER CONDITIONS

The approximate locations of the borings are shown on the attached **Figure 3**. Please note that survey control was not provided for our field investigation. Therefore, the locations of the borings indicated on the attached **Figure 3** should be considered approximate.

Representative portions of each soil strata identified in the borings were packaged and sealed for transportation to our laboratory for further examination and visual classification by a geotechnical engineer.

Soil Conditions

The soil types encountered at the boring locations are presented in the form of soil profiles on the attached **Figure 4**. The stratification presented on **Figure 4** is based on visual examination of the recovered soil samples and the interpretation of the field logs by a geotechnical engineer.

In general, the borings encountered the following soil type:

Stratum No.	Soil Description	USCS GROUP
1	Light brown to brown to grayish brown fine sand	(SP)
2	Organics	(PT)
3	Grayish brown clayey fine sand	(SC)
4	Gray to very light gray slightly silty to silty fine sand	(SP-SM)

Please refer to the soil profiles on the attached **Figure 4** for specific boring data. The information presented on the soil profiles represent the subsurface conditions encountered at the noted boring locations. Accordingly, the materials between and away from the boring locations may vary from those encountered at the specific boring locations. The strata boundaries presented on the soil profiles have been approximated. The actual boundaries may be gradual or otherwise not clearly defined.

The results of the moisture and organic content tests are presented in the following table and on the soil profiles on the attached **Figure 4.**

Boring	Sample Depth (feet)	Moisture Content (%)	Organic Content (%)
B-1	4 to 6	195.1	23.9
B-1	6 to 8	143.8	19.2

Standard Penetration Tests (SPT) were conducted in general accordance with ASTM Standard D-1586. Closely spaced SPT tests with split barrel sampling were performed in the upper 10 feet, with successive tests carried out at 5-foot intervals thereafter. The upper 4 feet in boring B-2 was hand augured to avoid damage to buried utilities. The SPT blow counts "N-Values" are shown adjacent to the boring profiles in **Figure 4.** The "N" values have been empirically correlated with various soil properties and are considered to be indicative of the relative density of cohesionless soils and the consistency of cohesive material.

The N-values ranged between 2 to 23 blows/foot, indicating the density of the soil to range from very loose to medium dense. A 3-foot layer of organic soils were encountered in the two borings B-1 and B-2 at 4 feet below ground surface. General correlations of the SPT N-values with relative density of sands and consistency of clay are provided in the following table:

Sand		Clay	
Penetration Resistance N (blows/ft)	Relative Density of Sand	Penetration Resistance N (blows/ft)	Consistency of Clay
0-4	Very Loose	<2	Very Soft
4-10	Loose	2-4	Soft
10-30	Medium-Dense	4-8	Medium
30-50	Dense	8-15	Stiff
>50	Very Dense	15-30	Very Stiff
		>30	Hard

NRCS Soil Survey

Based on the review of the United States Department of Agriculture, Soil Conservation Service, Soil Survey for Lake County, the project site area contains the following soil types:

Soil Unit #	Name	High Water Table Depth (inches)	General Soil Profile
7	Arents	30 to 60	0 to 80": sandy clay loam

A copy of the NRCS soil survey map is shown on the attached **Figure 2.**

Soil Boring Soil Parameters Table

For analysis and foundation design of the lighthouse, the recommended soil properties at the location of each boring are presented below. These soil characteristics were interpolated from the results of the field investigation and in general accordance with the FDOT Soils and Foundations Handbook, 2017.

Soil Boring B-1

Depth (ft)	Soil Type	Average N-Value	Moist Unit Weight (pcf)	Saturated Unit Weight (pcf)	Angle of Internal Friction	Modulus of Lateral Subgrade (Saturated) (pcf)
0-4	Fine Sand	5	102	118	30	17,280
4-7	Organics	-	-	-	-	-
7-15	Fine sand	13	110	122	32	43,200
15-25	Clayey Fine Sand	19	115	124	32	77,760
25-50	Slightly silty fine sand	17	115	124	33	69,120

Soil Boring B-2

Depth (ft)	Soil Type	Average N-Value	Moist Unit Weight (pcf)	Saturated Unit Weight (pcf)	Angle of Internal Friction	Modulus of Lateral Subgrade (Saturated) (pcf)
0-4	Fine Sand	HA	106	118	30	17,280
4-7	Organics	-	-	-	-	
7-15	Fine sand	14	110	122	32	43,200
15-30	Clayey Fine Sand	19	115	124	32	77,760
30-50	Slightly silty fine sand	13	115	124	33	43,200

For the calculation of lateral earth pressures, we recommend use of the following parameters: γ_{moist} = 110 lb/ft^3, γ_{sat} = 120 lb/ft^3, c' = 0, ϕ' = 30°; Rankine active earth pressure coefficient, K_a = 0.33, Rankine passive earth pressure coefficient, K_p = 3.0; and coefficient of lateral earth pressure at rest, K_o = 0.5. For the calculation of safety of foundation against sliding, we recommend the use of a coefficient of friction, f = 0.35.

Groundwater Table

At the time of our subsurface investigation (September 21, 2022) the groundwater table was encountered at depths of 2.5 feet below ground surface in the two SPT borings B-l and B-2.

Fluctuation of the groundwater table should be anticipated throughout the year due to variations in seasonal rainfall. We estimate that the seasonal high groundwater table to occur at 0.5 to 1 foot above the recorded level.

EVALUATION AND RECOMMENDATIONS

General

The following conclusions and recommendations are based on the project characteristics previously described, the data obtained from our field exploration and our experience with similar subsurface conditions.

Based on the results of our study, we are of the opinion that the soil and groundwater conditions encountered in the area of borings B-1 through B-6 are generally suitable for construction of the proposed lighthouse using a helical pier deep foundation system.

B-2

Deep Foundation System

It is our opinion that helical pier is the choice deep foundation system for this project. The primary advantage to using helical piers is that the subsurface conditions are variable across the site and the installation depths will be determined by the torsional resistance encountered at each specific location. Another advantage of this type of deep foundation system is that installation does not produce much spoil material. Pile capacities will need to be determined and verified by the product manufacturer as this type of foundation system is proprietary. We recommend that the allowable design capacities be ½ of the ultimate capacities (factor of safety of 2). For preliminary design/cost estimating purposes, we estimate that pile depths will range from 35 to 45 feet below existing grade.

Excavations

All excavations should be constructed in accordance with applicable local, state and federal regulations including those outlined by the Occupational Safety and Health Administration (OSHA). It is the contractor's responsibility for designing and constructing safe and stable excavations. Excavation should be sloped, benched or braced as required to maintain stability of the excavation sides and bottoms. Excavations should consider loads resulting from equipment, fill stockpile and existing construction. Any shoring needed to maintain a safe excavation should be designed by a professional engineer registered in the State of Florida in accordance with local, state and federal guidelines.

LIMITATIONS OF REPORT

The analyses and recommendations submitted in this report are based upon the anticipated location and type of construction discussed herein and the data obtained from

the soil borings performed at the locations indicated and does not reflect any variations which may occur beyond these borings. If any variations become evident during construction, or if the structure location(s), type or loading changes, a re-evaluation of the recommendations contained in this report will be necessary after we have had an opportunity to observe and evaluate the characteristics of the conditions encountered. Shifting or moving the structure location(s) will require additional evaluation. When final design plans and specifications are available, a general review by our office is strongly recommended to check that the earthwork and foundation recommendations are properly interpreted and implemented.

CLOSURE

AEI appreciates the opportunity to participate in this project, and we trust that the information herein is sufficient for your needs. If you have any questions or comments concerning the contents of this report, please do not hesitate to contact our office.

Sincerely,
ANDREYEV ENGINEERING, INC.



Robert B. Cornelius, P.E.
Vice President
Florida Registration No. 69864



REFERENCE:
U.S.D.A. N.R.C.S. WEB SOIL SURVEY

LEGEND:
17 ARENTS

Andreyev Engineering, Inc.

APPROXIMATE SCALE:	DATE: 9/23/22	ENGINEER: RC
1"=300'	PN: CPGT-22-243	DRAWN BY: JA

GEOTECHNICAL STUDY
PROPOSED SKI BEACH LIGHTHOUSE
LEESBURG, LAKE COUNTY, FLORIDA

N.R.C.S. SOIL SURVEY MAP

FIGURE 2



LEGEND:

⌖ APPROXIMATE LOCATION OF SPT BORING

0 20 40 80

GRAPHIC SCALE: 1"=40'

Andreyev Engineering, Inc.

GEOTECHNICAL STUDY

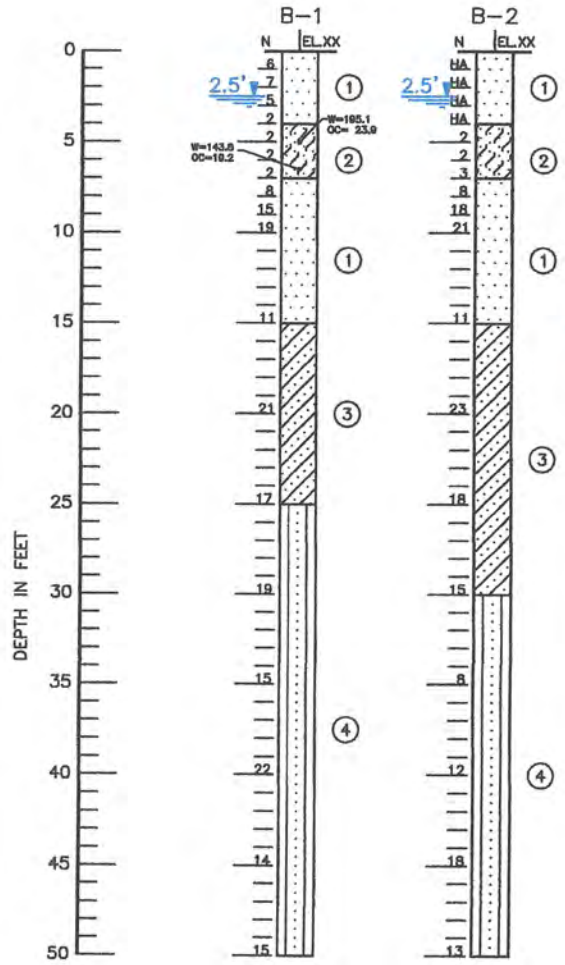
PROPOSED SKI BEACH LIGHTHOUSE

LEESBURG, LAKE COUNTY, FLORIDA

BORING LOCATION

FIGURE 3

APPROXIMATE SCALE:	DATE: 9/23/22	ENGINEER: RC
1"=40'	PN: CPGT-22-243	DRAWN BY: JA



LEGEND:

1. LIGHT BROWN TO BROWN TO GRAYISH BROWN FINE SAND (SP)
2. ORGANICS (PT)
3. GRAYISH BROWN CLAYEY FINE SAND (SC)
4. GRAY TO VERY LIGHT GRAY SLIGHTLY SILTY TO SILTY SAND (SP–SM) (SM)

(SP) UNIFIED SOIL CLASSIFICATION SYSTEM GROUP SYMBOL

1.0' DEPTH TO GROUNDWATER, SEPTEMBER, 2022

HA BORING ADVANCED USING HAND AUGER

W MOISTURE CONTENT, IN PERCENT

OC ORGANIC CONTENT, IN PERCENT

Andreyev Engineering, Inc.

GEOTECHNICAL STUDY

PROPOSED SKI BEACH LIGHTHOUSE

LEESBURG, LAKE COUNTY, FLORIDA

SOIL PROFILES

APPROXIMATE SCALE:	DATE: 9/23/22	ENGINEER: RC
1"=10'	PN: CPGT-22-243	DRAWN BY: JA

FIGURE 4

City of Leesburg
Lake Front City

Agenda Memorandum

Item No: 5.C.3.

Meeting Date: December 8, 2025

From: Al Minner, (City Manager)

Subject: Resolution of the U.S. Highway 441/27 Redevelopment Agency of the City of Leesburg, Florida authorizing the Chairman and Clerk to execute an agreement between the U.S. Highway 441/27 Redevelopment Agency of the City of Leesburg and Habitat for Humanity of Lake-Sumter, Florida, Inc., for the Disbursement of Grant Funds; and providing an effective date.

Staff Recommendation:
Approve Resolution as presented.

Analysis:
On September 11, 2025, the redevelopment agency adopted the Fiscal Year 2025-26 budget. One of the two projects planned for this fiscal year was the local site development contribution to Habitat for Humanity — Penn Street development $500,000.

Procurement Analysis:
N/A

Options:
1. Approve as presented; or
2. Such alternative action as the Commission may deem appropriate.

Fiscal Impact:
The current Highway 441/27 CRA budget includes funding for this agreement.

Account No.	018-6191-559-8210
Budget	$500,000.00
Available	$500,000.00

RESOLUTION NO. _____

RESOLUTION OF THE U.S. HIGHWAY 441/27 REDEVELOPMENT AGENCY OF THE CITY OF LEESBURG, FLORIDA AUTHORIZING THE CHAIRMAN AND CLERK TO EXECUTE AN AGREEMENT BETWEEN THE U.S. HIGHWAY 441/27 REDEVELOPMENT AGENCY OF THE CITY OF LEESBURG AND HABITAT FOR HUMANITY OF LAKE-SUMTER, FLORIDA, INC., FOR THE DISBURSEMENT OF GRANT FUNDS; AND PROVIDING AN EFFECTIVE DATE.

BE IT RESOLVED BY THE U.S. HIGHWAY 441/27 REDEVELOPMENT AGENCY OF THE CITY OF LEESBURG, FLORIDA:

THAT the Chairman and Clerk are hereby authorized to execute an agreement with Habitat for Humanity of Lake-Sumter, Florida, Inc., whose address is 1806 S. Bay Street, Eustis, Florida 32726, for the disbursement of grant funds.

THAT this resolution shall become effective immediately.

PASSED AND ADOPTED by the U.S. Highway 441/27 Redevelopment Agency of the City of Leesburg, Florida, at a regular meeting held on the 8th day of December 2025.

_____
Mayor

ATTEST:

_____
City Clerk

AGREEMENT BETWEEN
HABITAT FOR HUMANITY OF LAKE-SUMTER, FLORIDA, INC.
AND THE US HIGHWAY 441/27 REDEVELOPMENT AGENCY,
FOR DISBURSEMENT OF GRANT FUNDS

THIS AGREEMENT is made and entered into by and between **THE US HIGHWAY 441/27 REDEVELOPMENT AGENCY,** 501 West Meadow Street, Leesburg, Florida 34748 (the "Agency"), and **HABITAT FOR HUMANITY OF LAKE-SUMTER, FLORIDA, INC.,** a Florida not-for-profit corporation, 1806 S. Bay Street, Eustis, Florida 32726 ("Recipient") and referred to collectively as the "Parties."

WHEREAS, the Agency is authorized pursuant to Florida law to undertake community redevelopment activities within the US Highway 441/27 redevelopment area (the "Redevelopment Area") established by and within the City of Leesburg, Florida (the "City");

WHEREAS, the Recipient is a nonprofit corporation whose mission is to build affordable housing for low-income families, and who has a history of working to address such needs within the community;

WHEREAS, the Agency wishes to contribute the amount of FIVE HUNDRED THOUSAND AND NO/100 US DOLLARS ($500,00.00) to Recipient for construction of affordable single-family homes within the Redevelopment Area to address affordable housing needs in the Redevelopment Area; and

WHEREAS, Recipient desires to accept such funds and construct affordable housing within the Redevelopment Area in accordance with the terms and conditions set forth herein; and

NOW, THEREFORE, in consideration of the mutual covenants and promises contained herein and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Parties agree as follows:

1. **Recitals**. The above-recitals are hereby restated and are incorporated herein by reference for all purposes.

2. **Purpose**. The purpose of this Agreement is to establish the terms and conditions under which the Agency will provide funding to Recipient for the construction of affordable housing within the Redevelopment Area, and to define the roles and responsibilities of the Parties in carrying out the affordable housing project described herein.

3. **Term**. This Agreement shall be effective upon the date of the last party to sign ("Effective Date") and will remain in effect until construction of the Project is complete or this Agreement is terminated, whichever first occurs.

4. **Project Description**. The Recipient shall use the funding to plan and construct single-family affordable housing units in a development generally known as “Magnolia Landing” on certain real property located at Penn Street (Parcel ID Number 22-19-24-0001-000-00901) within the Redevelopment Area (the "Project"). The Project shall comply with all applicable building codes, zoning regulations, and other laws and regulations.

5. **Funding**. The Agency agrees to provide funding to Recipient in the amount of FIVE HUNDRED THOUSAND AND NO/100 US DOLLARS ($500,00.00) towards the construction of affordable single-family housing units within the Redevelopment Area, subject to the terms and conditions hereof. The funding will be disbursed to the Recipient in one (1) lump sum payment.

6. **Recipient Responsibilities**. Recipient shall utilize the funding to:

a) Construct affordable single-family housing units within the Redevelopment Area in accordance with the Project description set forth in Section 4 of this Agreement*;
b) Comply with all applicable federal, state, and local laws, regulations, and ordinances in carrying out the Project, including but not limited to, building codes;
c) Obtain all necessary permits, licenses, and approvals for the construction of the housing units and only utilize contractors who are properly licensed according to local and State of Florida law;
d) Maintain accurate and complete records of all expenditures of the Funding Amount;
e) Submit quarterly progress reports to the Agency during the Project describing the activities completed and summarizing the expenditure of the funding amount and submitting a final report upon completion of the Project;
f) Cooperate with the Agency in its administration of this Agreement; and
g) Shall recognize the Agency as providing funding for the Project in all promotional material and at events and workshops related thereto.

*Eligible expenses include, but are not limited to, land acquisition, site preparation, construction materials and labor, architectural and engineering services, permits and fees, and other direct costs associated with the Project. Recipient shall not use the Funding Amount for general administrative expenses, overhead, or any other purpose not directly related to the construction of affordable housing units within the Redevelopment Area.

7. **Termination.** The Agency may terminate this Agreement for cause if Recipient materially breaches any terms of this Agreement and fails to cure the breach within thirty (30) days after receiving notice of the breach from the Agency. The Agency may also terminate this Agreement for convenience upon providing thirty (30) days’ written notice to Recipient. Upon receiving notice of termination Recipient shall immediately cease expending any of the funds and return any unused portion to the Agency within thirty (30) days after the effective date of

termination and provide a final accounting of Recipient's expenditure of the funds to the Agency within sixty (60) days after the effective date of termination.

8. **Indemnification.** The Recipient, to the extent permitted by Florida law, shall indemnify, save, hold harmless, and defend the Agency, the Agency, and their respective Commissioners, agents and employees, hereinafter collectively referred to as the "Indemnified Parties," from and against any and all liabilities, losses, claims, damages, demands, expenses or actions, either at law or in equity, including court costs and attorneys' fees, that may hereafter at any time be made or brought by anyone on account of personal injury, property damage, loss of monies, or other loss, allegedly caused or incurred, in whole or in part, as a result of any negligent, wrongful, or intentional act or omission, or based on any act of fraud or defalcation by the Recipient, its agents, contractors, subcontractors, assigns, heirs, and employees during performance under this Agreement. The extent of this indemnification shall not be limited in any way as to the amount or types of damages or compensation payable to any of the Indemnified Parties on account of any insurance limits contained in any insurance policy procured or provided in connection with this Agreement. In any and all claims against any of the Indemnified Parties by any employee of the Recipient, any contractor, subcontractor, heir, assign, anyone directly or indirectly employed by any of them, or anyone for whose acts any of them may be liable, the indemnification obligation under this paragraph shall not be limited in any way as to the amount or type of damages, compensation or benefits payable by or for the RECIPIENT or any contractors, subcontractor under workers' compensation acts, disability benefit acts or other employee benefit acts. The provisions of this paragraph shall survive the expiration or earlier termination of this Agreement. In connection with any indemnifiable claim hereunder arising out of a claim by a third-party against the RECIPIENT shall be entitled to adequate notice and opportunity to defend any indemnifiable claim hereunder in good faith and with diligence

9. **Insurance**. The Recipient shall procure and maintain, at its own expense, the following insurance coverage throughout the term of this Agreement:

a) Commercial General Liability Insurance with limits of not less than One Million Dollars ($1,000,000) per occurrence and Two Million Dollars ($2,000,000) in the aggregate;
b) Workers' Compensation Insurance as required by applicable law;
c) Automobile Liability Insurance with limits of not less than One Million Dollars ($1,000,000) per occurrence;
d) Builder's Risk Insurance in an amount equal to the full replacement cost of the Project; and
e) Professional Liability Insurance with limits of not less than One Million Dollars ($1,000,000) per claim and Two Million Dollars ($2,000,000) in the aggregate.
f) The Agency shall be named as an additional insured on the Commercial General Liability Insurance policy.
g) The Recipient shall provide certificates of insurance to the Agency prior to the initial disbursement of the Funding Amount and upon renewal of any insurance policy required under this Agreement.

10. **Public Records.** To the extent that Section 119.0701, Florida Statutes, applies, Recipient shall comply with the Florida Public Records' laws, and shall:

a) Keep and maintain public records required by the Agency to perform the Project identified herein.

b) Upon request from the Agency's custodian of public records, provide the Agency with a copy of the requested records or allow the records to be inspected or copied within a reasonable time at a cost that does not exceed the cost provided for by law.

c) Ensure that public records that are exempt or confidential and exempt from public records disclosure requirements are not disclosed except as authorized by law for the duration of the contract term and following completion of the contract if Recipient does not transfer the records to the Agency.

d) Upon completion of the Project, transfer, at no cost, to the Agency all public records in possession of the Recipient or keep and maintain public records required by the Agency to perform the Project. If Recipient transfers all public records to the Agency upon completion of the Project, Recipient shall destroy any duplicate public records that are exempt, or confidential and exempt, from public records disclosure requirements. If Recipient keeps and maintains public records upon completion of the contract, Recipient shall meet all applicable requirements for retaining public records. All records stored electronically must be provided to the Agency, upon request from the Agency's custodian of public records, in a format that is compatible with the information technology systems of the Agency.

IF RECIPIENT HAS QUESTIONS REGARDING THE APPLICATION OF CHAPTER 119, FLORIDA STATUTES, TO RECIPIENT'S DUTY TO PROVIDE PUBLIC RECORDS RELATING TO THIS CONTRACT, CONTACT THE AGENCY CLERK, J. ANDI PURVIS, AT 501 WEST MEADOW STREET, LEEBURG, FLORIDA 34748, (352) 728-9786 EXT 1150, ANDI.PURVIS@LEESBURGFLORIDA.GOV.

11. **Records and Audits.** Recipient shall maintain in its place of business all books, documents, papers and other evidence pertaining in any way to payments made pursuant to this Agreement. Such records shall be available at Recipient's place of business at all reasonable times during the term of this Agreement and for ten (10) years from the date of final payment under this Agreement for audit or inspection by the Agency upon five (5) business days prior written notice.

12. **Relationship of Parties**. Nothing in this Agreement shall be construed to create a partnership, joint venture, or agency relationship between the Parties. The Recipient shall perform this Agreement as an independent agent and nothing contained herein shall in any way be construed to constitute the Recipient or any assistant, representative, agent, employee, independent contractor, partner, affiliate, holding company, subsidiary, or subagent of the

Recipient to be a representative, agent, subagent, or employee of the Agency. The Recipient certifies its understanding that the Agency is not required to withhold any federal income tax, social security tax, state, and local tax, to secure worker's compensation insurance or employer's liability insurance of any kind, or to take any other action with respect to the insurance or taxes of the Recipient and assistant(s) of the Recipient. In no event shall any provision of this Agreement make the Agency liable to any person or entity that contracts with or provides goods or services to the Recipient in connection with the services the Recipient has agreed to perform hereunder or otherwise, or for any debts or claims of any nature accruing to any person or entity against the Recipient. There is no contractual relationship, either express or implied, between the Agency and any person or entity supplying any work, labor, services, goods or materials to the Recipient as a result of this Agreement or otherwise

13. **Authority.** Each Party represents and warrants, with respect to itself, that the execution and delivery of this Agreement has been authorized by all necessary action of each Party, and that this Agreement constitutes the legal, valid, and binding agreement of each Party, enforceable in accordance with its terms.

14. **Governing Law; Venue.** This Agreement shall be construed, interpreted, enforced, and governed in accordance with the laws of the State of Florida. Venue for any action arising out of or related to this Agreement shall lie exclusively in a court of competent jurisdiction in Lake County, Florida, or in the United States District Court for the Middle District of Florida.

15. **Entire Agreement; Amendments.** This Agreement represents the entire understanding and agreement between the Parties with respect to the subject matter hereof. No representations have been made, either express or implied by the Parties, other than those expressly set forth in this Agreement. This Agreement or any part hereof may not be changed, amended, waived, discharged, or terminated except by an instrument in writing, executed by all Parties.

16. **Construction; Headings.** The Parties acknowledge that they participated in the negotiation and drafting of the terms of this Agreement and acknowledge that no provision shall be strictly construed against one party or the other based solely on draftsmanship. All sections and descriptive headings in this Agreement are inserted for convenience only, and shall neither affect the construction or interpretation hereof, nor add or subtract from the meaning of the contents of each section. This Agreement shall be read and interpreted in such a manner as to give all provisions their ordinary and customary meaning, and all words, terms, and phrases not otherwise specifically defined by a capitalized term or otherwise shall have the same meaning and interpretation as customarily used among lay persons. All words, terms, and phrases specifically defined by a capitalized term shall apply throughout this Agreement in its entirety and not solely to the section or paragraph in which the term is used. In construing this Agreement, the singular shall be held to include the plural, the plural shall include the singular, and the use of any gender shall include every other and all genders.

17. **Survival.** The following provisions shall survive expiration or termination of this Agreement: Sections 8, 10, 11, 14, and 19, and any other provision which by its nature is intended to survive expiration or termination of this Agreement.

18. **Assignment.** Recipient shall not assign this Agreement or any part hereof without the written consent of the Agency, which consent hall lien in the sole discretion of the Agency.

19. **Waiver of Jury Trial.** The Parties hereby knowingly, voluntarily, and intentionally waive any right to a jury trial with respect to any claims arising in connection with this Agreement.

IN WITNESS WHEREOF, the Parties have caused this Agreement to be executed in a manner sufficient to bind them on the day and year identified below.

AGENCY:

US HIGHWAY 441/27 REDEVELOPMENT AGENCY,

By:_____
Alan Reisman, Chairman

Date:_____

Attest:

_____
J. Andi Purvis, Clerk

RECIPIENT:

HABITAT FOR HUMANITY OF LAKE-SUMTER, FLORIDA, INC.,

By:_____

Print:_____

Title:_____

Date:_____

City of Leesburg
Lake Front City

Agenda Memorandum

Item No:	6.A.1.
Meeting Date:	December 8, 2025
From:	Dan Miller, (Planning and Zoning Director), Max Vanallen, (Senior Planner)
Subject:	An Ordinance of the City of Leesburg, Florida, changing the zoning on approximately 103.14 +/- acres from City of Leesburg PUD (Planned Unit Development) to City of Leesburg PUD (Planned Unit Development) to allow for 294 single-family detached units, consisting of 241 50' lots and 53 60' lots, for a property generally located east of County Road 48 and north of North Austin Merritt Road, lying in Section 32, Township 20 South, Range 24 East, Lake County, Florida; and providing an effective date. (Banning 5 PUD)

Staff Recommendation:
Planning and Zoning Staff recommend approval of the request to rezone the subject property from City PUD (Planned Unit Development) to City PUD (Planned Unit Development) to allow for 294 single-family detached units. Planning Commission recommended denial, 4-1, citing concerns about density, not enough open space, and increased traffic.

Analysis:
The project site is approximately 103.14 +/- acres, and is generally located east of County Road 48 and north of North Austin Merritt Road as shown on the attached maps. At this time, the property is undeveloped. The proposal will allow for the construction of 294 single-family detached units, consisting of 241 50' lots and 53 60' lots. The existing land uses surrounding the property are Pasture Improved Hay Acreage, Residential, Non-Agricultural Acreage, and Vacant. City of Leesburg utilities are available along Banning Ranch Avenue, which may service this proposed project via Banning Ranch Phases 1-4.

The Planning Commission held a public hearing on the application on October 23, 2025, and recommended denial, citing concerns about density, not enough open space, and increased traffic on County Roads 48 and 33.

Procurement Analysis:
N/A

Options:
1. Approve the proposed rezoning to PUD (Planned Unit Development) or,

2. Other such action as the Commission may deem appropriate.

Fiscal Impact:
Future development on this site will create a positive fiscal impact on the City of Leesburg, in the form of impact and utility fees, plus ad valorem taxes.

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF LEESBURG, FLORIDA, CHANGING THE ZONING ON APPROXIMATELY 103.14 +/- ACRES FROM CITY OF LEESBURG PUD (PLANNED UNIT DEVELOPMENT) TO CITY OF LEESBURG PUD (PLANNED UNIT DEVELOPMENT) TO ALLOW FOR 294 SINGLE-FAMILY DETACHED UNITS, CONSISTING OF 241 50' LOTS AND 53 60' LOTS, FOR A PROPERTY GENERALLY LOCATED EAST OF COUNTY ROAD 48 AND NORTH OF NORTH AUSTIN MERRITT ROAD, LYING IN SECTION 32, TOWNSHIP 20 SOUTH, RANGE 24 EAST, LAKE COUNTY, FLORIDA; AND PROVIDING AN EFFECTIVE DATE. (BANNING 5 PUD)

BE IT ENACTED BY THE PEOPLE OF THE CITY OF LEESBURG, FLORIDA, that:

Section 1.
Based upon the petition of Hanover Land Company, Petitioner, of the property hereinafter described, which petition has heretofore been approved by the City Commission of the City of Leesburg Florida, pursuant to the provisions of the Laws of Florida, the said property located in Lake County, Florida, is hereby rezoned from City of Leesburg PUD (Planned Unit Development) to City of Leesburg PUD (Planned Unit Development), to-wit:

(Legal Description)
(See Exhibit A)

Section 2.
This ordinance shall become effective upon its passage and adoption, according to law.

PASSED AND ADOPTED at the regular meeting of the City Commission of the City of Leesburg, Florida, held on the 8th day of December 2025.

THE CITY OF LEESBURG, FLORIDA

_____
Mayor

ATTEST:

_____
City Clerk

Previous Case: Ordinance 08-29 "Zellwood"
Current Case: PUD-25-1285 **EXHIBIT A**

BANNING RANCH 5
PUD (PLANNED UNIT DEVELOPMENT) AGREEMENT
October 23, 2025

These Planned Unit Development Conditions for a PUD (Planned Unit Development) zoning district are granted by the City of Leesburg Planning Commission, Lake County, Florida to **Hanover Land Company, 605 Commonwealth Avenue, Orlando FL, 32803, "Permittee"**(Ben Snyder, Petitioner), "Permittee" for the purposes described herein, and subject to the terms and conditions as set forth in this document, pursuant to authority contained in Chapter 25 "Zoning", Section 25-278 "Planned Unit Development" of the City of Leesburg Code of Ordinances, as amended.

BACKGROUND

The "Permittee" is requesting a Planned Unit Development (PUD) zoning district to allow future construction of a proposed mixed-use development consisting of a maximum of 294 single family residential units, located on approximately 103.14 total acres, and being generally located east of County Road 48 and north of North Austin Merritt Road on a site within the City of Leesburg in accordance with their PUD application and supplemental information.

PURPOSE

The purpose of this document is to provide appropriate zoning standards for a high-quality built environment through the application of flexible and diversified land development requirements, which shall be implemented in conjunction with a master site development plan and the City of Leesburg Code of Ordinances, therefore allowing for more efficient and optimal use of the subject property, and to increase the overall economic opportunity and employment base of Leesburg, Florida.

CONDITIONS

The following conditions shall apply to the development proposed herein. If any instance where the conditions of this document may conflict with the City of Leesburg Code of Ordinances, this document shall prevail as the determining requirement.

1. **PERMISSION** is hereby granted to **Hanover Land Company, 605 Commonwealth Avenue, Orlando FL, 32803, "Permittee"** (Ben Snyder, Petitioner), to construct, operate, and maintain a Planned Unit Development in and on real property in the City of Leesburg, in accordance with the requirements set forth herein. The property is more particularly described below.

2. **LEGAL DESCRIPTION**
   See attached **Exhibit B, Legal Description**.

3. LAND USE

The above-described property, containing approximately 103.14 acres, shall be used for platted single-family residential development, pursuant to this agreement, and City of Leesburg development codes and standards.

A. Permitted Uses

1. Detached single family residential units
2. Accessory structures for residential uses
3. Sales office in a single-family unit
4. Accessory retail within a recreation center or clubhouse, intended for the primary use of residents, such as a snack bar.
5. Temporary modular sales center office (during construction and sales of new units) not to exceed one year, and construction office not to exceed two years from the approval of the final plat of the final phase for the subdivision. Model homes may be used as sales centers during the duration of the project.

B. Prohibited Uses

1. Townhouses, duplexes, triplexes.
2. Multi-family units (Apartments)
3. All other uses not specifically permitted within these conditions under Permitted Uses above shall be prohibited.

4. DEVELOPMENT STANDARDS

A. The project shall contain a maximum of 294 single family residential units, consisting of 241 50' lots and 53 60' lots, at a gross density not to exceed 2.85 units per acre on the approximately 103.14-acre site, as shown on **Exhibit C, Master Development Plan**.

B. A mix of lot sizes shall be permitted, as long as the lots or equal to, or larger than the required minimum lot size.

C. Lot sizes shall be varied, to include 50- and 60-foot widths as shown on the attached **Exhibit C, Master Development Plan.**

D. Along each street, homes with the same architectural design shall not be immediately adjacent (side by side) or directly across from a lot with the same design. Facades may be varied to meet this requirement. The maximum impervious surface for the project shall be 65%. Community and private swimming pools shall not count toward the impervious surface calculation.

E. The minimum lot development standards shall be:

1. <u>For 50-foot lots:</u>
   a. 50 foot lots shall be located on the interior of the subdivision and shall not adjacent to County Road 48 as shown on the **Conceptual Master Plan, Exhibit C**.
   b. Minimum house size: 1,600 square feet.

c. Each additional bedroom added to the above minimum house size shall be a minimum of 120 square feet. Attached closet space may be included in this calculation.
d. Minimum lot size shall be 6,250 square feet.
e. Minimum width 50 feet
f. Minimum depth 125 feet
g. Minimum building setbacks:
Front – 25 feet setback to the garage, 20 feet setback to the residence
Rear – 18 feet;
Side – 5 feet;
Corner Side – 15 feet; and
Porch – 20 feet (porch must be a minimum width of 5 feet).

2. <u>For 60-foot lots:</u>
a. 60 foot lots shall be located anywhere on the exterior or interior of the subdivision, including adjacent to County Road 48 as shown on the **Conceptual Master Plan, Exhibit C**.
b. Minimum house size: 1,700 square feet.
c. Each additional bedroom added to the above minimum house size shall be a minimum of 120 square feet. Attached closet space may be included in this calculation.
d. Minimum lot size shall be 7,500 square feet.
e. Minimum width 60 feet
f. Minimum depth 125 feet
g. Minimum building setbacks:
Front – 25 feet setback to the garage, 20 feet setback to the residence
Rear – 18 feet;
Side – 5 feet;
Corner Side – 15 feet; and
Porch – 20 feet (porch must be a minimum width of 5 feet).

4. <u>For all lots</u>
a. Lot sizes may be larger than the minimum requirements herein, without need for amending this PUD document.
b. Lot widths shall be measured at the front building setback line.
c. Lot depths shall be measured lengthwise from the center of the lot.

5.. <u>For all structures:</u>
a. Each residential structure shall have a minimum two car garage.
b. Minimum distance between structures shall be 10 feet; measured from building wall to building wall, and the roof overhang shall not exceed forty (40) percent of the distance between the building wall and the property line.
c. Gutters shall be installed on the side and rear horizontal fascia for any home that has less than 7.5-foot side setback. For lots with a side yard setback of 7.5 feet or greater, no gutters are required. All lots shall be designed to direct stormwater to the appropriate drainage system(s).

d. Maximum building height: two (2) stories or 35 feet.
e. Accessory structures shall have a minimum rear and side setback of 5 feet and single accessory structures that are not attached to the principal structure shall not occupy more than 30 percent of the required rear yard.
f. Attached screened enclosures (no solid roof) must maintain a minimum setback of five (5) feet from the side and rear property line. Attached swimming pool screened enclosure shall also maintain a minimum setback of five (5) feet from the side or rear property lines.
g. Solid roof structures attached to the residence must meet the required rear setback as noted under "Minimum building setbacks."
h. As part of the site plan approval process, city staff shall review final site design standards in accordance with the approved PUD (Planned Unit Development) zoning conditions set forth herein.

5. DESIGN/ARCHITECTURAL STANDARDS

A. All buildings shall utilize at least five of the following design features to provide visual relief along all elevations of the single-family units. Designs may vary throughout the development.
   1) Dormers
   2) Gables
   3) Recessed or raised entries
   4) Covered porch entries
   5) Cupolas
   6) Pillars or decorative posts
   7) Bay window (minimum 12-inch projections)
   8) Eaves (minimum 6-inch projections)
   9) Front windows with arched glass tops and minimum 4-inch trim.
   10) Garage vehicle doors shall incorporate the following elements: raised decorative panels, decorative glass panels or panes, decorative hinges, etc.
   11) Front doors shall incorporate the following decorative elements: raised decorative panels, decorative glass panels or panes, decorative handles, etc.
   12) Stone accents
   13) Shutters
   14) Board and batten siding
   15) Hardy board siding
   16) Raised banding
   17) Craftsman style garage doors

B. Exterior building materials contribute significantly to the visual impact of a building on the community. These materials shall be well designed and integrated into a comprehensive design style for the project. The total exterior wall area of each building elevation shall be composed of one of the following:
   1) At least thirty-five percent (35%) full-width brick or stone (not including window and door areas and related trim areas), with the balance being any type of lap siding and/or stucco.
   2) At least thirty percent (30%) full-width brick or stone, with the balance being stucco and/or a "cementitious" lap siding. (A "cementitious" lap

siding product is defined as a manufactured strip siding composed of cement-based materials rather than wood fiber-based or plastic-based materials. For example, Masonite or vinyl lap siding would not be allowed under this option.).

3) All textured stucco, provided there are unique design features such as recessed garages, tile or metal roofs, arched windows, porches, etc. in the elevations of the buildings or the buildings are all brick stucco. Unique design features shall be reviewed by the Community Development Director for compliance.

C. Other similar design variations meeting the intent of this section may be approved by the Planning and Zoning Director or designee.

6. LANDSCAPING & BUFFER REQURIEMENTS

A. A minimum fifteen (15) foot buffer planted as shown in Figure A below, shall be provided along the entire property in areas not bounded by wetlands and open space, unless otherwise provided for in this document. Buffers shall not be included as part of residential lots, and shall be buffer lots only.

B. Land uses allowed within the upland buffers are limited to hiking trails, walkways, passive recreation activities and stormwater facilities as permitted by St. Johns River Water Management District.

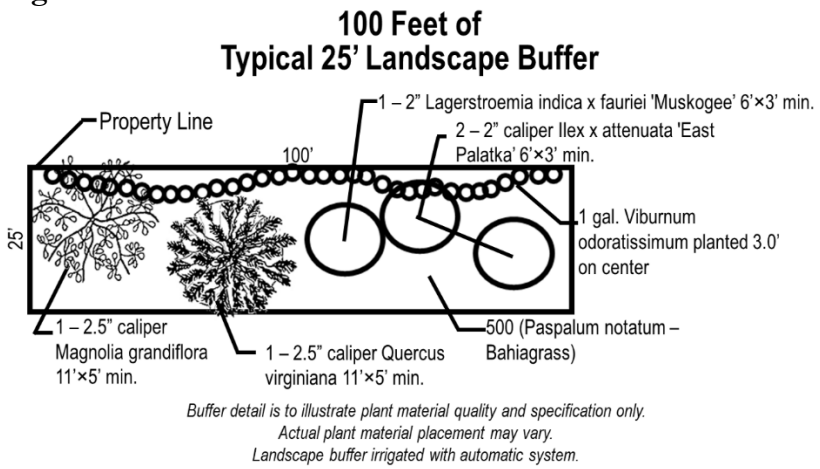
C. A fence, constructed of PVC or other such synthetic or composite material, shall be required as a visual buffer along the lot lines of all boundaries of the property which are adjacent to existing development or platted lots, except along the east property line. Areas which contain wetland area as a buffer shall be exempt from this requirement. A split rail fence shall be considered to meet this requirement.

D. All landscaping and buffering shall be in accordance with regulations contained within the City of Leesburg Code of Ordinances, Section 25-329, and at a minimum shall contain the following plantings as noted in Figures A and B below:

Figure A

Canopy Trees (per 100 l.f.)	2 per 100 linear ft
Tree CAL/Height	2" cal, 12' overall height
Optional Ornamental Trees (per 100 l.f.)	3 per 100 linear ft
Tree CAL/Height	2" cal, 7' overall height
Shrub Screen (per 100 l.f.)	
Square Ft. of Shrubs	(33) 3 gal plants, 18"—24" minimum at installation (depending on species); hedges to be 36"—42" high by thirty-six (36) inches wide hedge or continuous landscape screen with a ninety (90) percent opacity within one (1) year of planting
Container size	3 gal

Figure B



H. Variations to the landscape requirements of the code may be approved by the Planning and Zoning Director or designee, as long as the intent of the PUD and the Landscaping Code are maintained, including consideration of existing fencing on adjacent properties and existing natural vegetative buffers.

I. The surveying of trees on the property shall be conducted as follows:
   1) If existing on the property, all specimen, heritage and historic trees shall be surveyed. Staff will review the tree survey and such trees shall be saved where possible during the site plan review process. This may include amending the site plan to save specimen, heritage and historic trees.
   2) A survey of 100 feet by 100 feet plots, indicating all protected trees 4" DBH and larger, shall be surveyed for each distinct vegetative area, for use in replacement calculations.
   3) Site areas that are to preserve existing trees do not need to be included in the survey plots unless the trees are to be used in preservation/replacement requirements.
   4) The tree survey shall be completed by a licensed surveyor.
   5) Tree sample plots shall be located and trees identified by a registered landscape architect, certified arborist, or certified forester.

7. SITE ACCESS AND SIGNAGE

A. To meet Lake County access management requirements the main vehicular access to the project site shall be provided by an access point from County Road 48. This access point shall be a divided boulevard type entrance road, with an 8-foot median, with a minimum of one lane in each direction, and designed to allow for emergency access per City of Leesburg Codes. Actual location and design of the roads shall be determined at the site plan review process and shall include consideration of, and connection to existing or planned sidewalks, recreation paths, etc. All other access shall be reviewed for necessity and requirements through the City of Leesburg development and permitting processes. Any additional access points shall be subject site plan application review process.
   1) Adequate right of way along shall be required to ensure appropriate roadway paving and access.

2) Additional improvements on County Road 48 may be required to accommodate the increase in the additional trips the site will produce per Lake County requirements.
3) Prior to completion of the subdivision design plans, the developer shall work with the Lake County Department of Public Works to ensure all appropriate required roadway and access improvements for the development are made part of the plans submitted to the City of Leesburg.
4) The conceptual plan exhibits, and the access points proposed thereon, are considered conceptual until the appropriate engineering and site plan reviews, along with any required upgrades are completed for the project.

B. All access points are subject to review and approval by the appropriate permitting agency, including FDOT, Lake-Sumter Metropolitan Planning Organization, Lake County and the City of Leesburg as applicable. The developer shall be responsible for on and offsite improvements required as a result of any access points. The developer shall be responsible for all on and offsite improvements required as a result of any access points.

C. Each required access point shall provide a decorative entry feature to include a concrete, brick or stucco wall at least five (5) feet in height, on each side of the entryway. This may be used for signage per City of Leesburg Code of Ordinances, as amended.

D. Alternative designs for the ground enclosure support and base of monument/entryway signs may be approved by the Planning and Zoning Director or designee, where the architectural style would be in keeping with the intent of these sign regulations.

8. TRANSPORTATION IMPROVEMENTS

A. Any transportation improvements or rights-of-way that may be required shall be based on projected needs and shall be contingent upon site plan approval by City staff during the development review and permitting process. The plan review process shall include consideration of sidewalks, recreation paths etc.

B. A traffic/transportation study shall be submitted prior to site plan approval for review and determination of any necessary access improvements, including any off-site improvements required by Lake County, the Lake-Sumter MPO or the City of Leesburg. Said improvements will be the responsibility of the Permittee.

C. The Permittee shall provide necessary traffic improvements within and adjacent to the development as required by Lake County, the Lake-Sumter MPO and City of Leesburg.

D. All roads within the development shall be designed and constructed to meet the City of Leesburg requirements.

E. The Permittee shall be responsible for obtaining all necessary Lake County permits and a copy of all permits shall be provided to the City of Leesburg.

F. The City of Leesburg will not be responsible for the maintenance or repair of any of the roads or transportation improvements. The Permittee shall establish an appropriate legal entity that will be responsible to pay the cost and perform the services to maintain the roads and transportation improvements. Should the Permittee desire to dedicate the proposed project's internal road system to the City of Leesburg; the City, at its discretion, may accept or not accept the road system. Prior to acceptance, the Permittee shall demonstrate to the City that the road system is in suitable condition and meets City of Leesburg requirements. As a condition of accepting the roadway system the City may create a special taxing district or make other lawful provisions to assess the cost of maintenance of the system to the residents of the project, and may require bonds or other financial assurance of maintenance for some period of time.

G. Sidewalks shall be provided on both sides of the boulevard entrance road and shall provide cross connections to all recreation and residential areas. Internal road rights-of-ways shall be of sufficient width to contain one sidewalk. All sidewalks shall be constructed in accordance with City of Leesburg Codes.

9. UTILITIES

Prior to receiving final development approval, the Permittee shall submit a stormwater management plan and utility plan acceptable to the City of Leesburg. Water, wastewater and natural gas services will be provided by the City of Leesburg. Prior to any clearing, grubbing, or disturbance of natural vegetation in any phase of the development, the Permittee shall provide:

A. A detailed site plan that indicates all the provisions for electric, water, sewer, and/or natural gas in accordance with the City of Leesburg Land Development Codes.

B. Developer shall bear all responsibility, financial and otherwise, for the construction and installation of all utility infrastructure and other improvements related to the use and development of the property, including such off-site improvements required by the City and all other appropriate government agencies. All such requirements shall be constructed to the applicable specifications imposed by the ordinances and regulations of the City in effect at the time of construction.

C. Developer shall be responsible for the installation of a natural gas services in eighty percent (80%) of all homes in the development.

D. The City of Leesburg intends to service the property with water and wastewater services at this time. At the time of connection, all regulations in place at the time of the request shall be required, including but not limited to impact fees, connection and utility service deposit charges. The cost of supplying water and wastewater lines and other necessary infrastructure such as lift stations to the development shall be the responsibility of the applicant.

10. STORMWATER/DRAINAGE MANAGEMENT

All drainage shall be designed and constructed in a manner to meet all State of Florida and City of Leesburg codes, including the requirement that all stormwater runoff is contained within the boundaries of the properties, and does not create a detriment to surrounding properties. Prior to receiving final development approval, the Permittee shall submit a stormwater management plan and utility plan acceptable to the City of Leesburg. Prior to any clearing, grubbing, or disturbance of natural vegetation in any phase of the development, the Permittee shall provide:

A. A detailed site plan that demonstrates no direct discharge of stormwater runoff generated by the development into any wetlands or onto adjacent properties.

B. A stormwater management system designed and implemented to meet all applicable St. Johns River Water Management District and City of Leesburg requirements.

C. A responsible legal entity for the maintenance of the stormwater management system on the plat prior to the approval of the final plat of record. A homeowners association is an acceptable maintenance entity.

D. The existing 100-year flood plain shown shall be shown on all plans and lots.

E. The appropriate documentation that any flood hazard boundary has been amended in accordance with Federal Emergency Management Agency requirements, if the 100 year flood plain is altered and /or a new 100 year flood elevation is established in reference to the applicable flood insurance rate map.

F. A copy of the Management and Storage of Surface Waters permit obtained from St. Johns River Water Management District shall be provided to the City during the site plan review process.

G. Should the Permittee desire to dedicate the proposed project's stormwater management system to the City of Leesburg; the City, at its discretion, may accept or not accept the stormwater management system. Prior to acceptance, the Permittee shall demonstrate to the City the stormwater management system is in a suitable condition and meets City of Leesburg and St. Johns River Water Management District requirements. As a condition of accepting the system the City may create a special taxing district or make other lawful provisions to assess the cost of maintenance of the system to the residents of the project.

H. All wet stormwater ponds greater than 0.5 acres in size shall have a minimum of one (1) functioning fountain/aerator for the purpose of aesthetic and public health considerations. Such fountains/aerators shall be owned and maintained by a Homeowner's or Property Owners Association as applicable.

11. WETLANDS, FLOOD ZONES & WILDLIFE

A. All wetlands on the project site shall be identified by a jurisdictional wetland boundary line, and the location and extent of each wetland shall be determined by the Department of Environmental Protection, St. Johns River Water Management District and/or U.S. Army Corp of Engineers. Each wetland shall be placed on a suitable map, signed and sealed by a surveyor registered to practice in Florida and shall be submitted as part of the site plan application process.

B. To the extent practicable, wetlands shall be placed in a conservation easement, which shall run in favor of, and be enforceable by, the St. Johns River Water Management District or another legal entity such as a homeowners association. The conservation easement shall require that the wetlands be maintained in their natural and unaltered state. Wetlands shall not be included as a part of any platted lot, other than a lot platted as a common area, which shall be dedicated to the St. Johns River Water Management District or another legal entity such as a homeowners association for ownership and maintenance.

C. Buildings or structures shall be a minimum of 50 feet from any wetland jurisdiction boundary, or as required by St. Johns River Water Management District and/or U.S. Army Corp of Engineers; whichever is more restrictive.

D. Wetlands shall have an average upland buffer of 25 feet, with a minimum of 15 feet or the upland buffer established by St. Johns River Water Management District and/or U.S. Army Corp of Engineers; whichever is more restrictive. All upland buffers shall be naturally vegetated and upland buffers that are devoid of natural vegetation shall be re-planted with native vegetation or as required by St. Johns River Water Management District and/or U.S. Army Corp of Engineers.

E. Land uses allowed within the upland buffers for wetlands are limited to stormwater facilities as permitted by St. Johns River Water Management District.

F. If wetland alteration is permitted by St. Johns River Water Management District and/or U.S. Army Corp of Engineers, wetland mitigation shall be required in accordance with permit approvals from St. Johns River Water Management District or U.S. Army Corp of Engineers, whichever is more restrictive.

G. A wildlife management plan for the project site shall be prepared based on the results of an environmental assessment of the site and any environmental permit required from applicable governmental agencies. The wildlife management plan shall be submitted to the City as part of the site plan application process.

H. A map indicating the location of the 100-year flood plain.

I. The appropriate documentation that any flood hazard boundary has been amended in accordance with Federal Emergency Management Agency requirements, if the 100 year flood plain is altered and/or a new 100 year flood elevation is established in reference to the applicable flood insurance rate map.

J. There are currently FEMA flood zones located throughout the parcel. Through the site plan review process, the developer shall coordinate with the City of Leesburg, Lake County and all impacted government agencies regarding elevation determinations, compensatory storage and overall design of the subdivision within and near flood hazard boundary areas, to ensure compliance with all regulations.

12. IRRIGATION & WATER USEAGE

A. All landscaped areas shall be irrigated and designed to meet Section 25-337, Waterwise and Florida Friendly Landscaping, City of Leesburg Code of Ordinances.

B. The use of St. Augustine grass, or other varieties of grass which require significant amounts of water are prohibited. The use of Bahia, Bermuda, Zoysia or other grasses which are more drought tolerant are permitted.

13. RECREATIONAL REQUIREMENTS

A. Recreational development provided on the site may include active and passive uses, as well as enclosed or unenclosed recreational space, devoted to the joint use of the residents. Such recreational space shall consist of not less than 200 square feet of space per dwelling unit or 1.35 total acres, whichever is greater.

B. Recreational requirements shall include at least one primary active recreation area, to include three recreation amenities, including a pool and two other amenities, such as BBQ grills, picnic tables, equipped play area, or a basketball court.

C. Credit for recreational space shall be given for areas dedicated to recreational space, to include items such as a clubhouse with recreation room, swimming pool, outdoor cooking facilities such as grills, youth playgrounds, play courts, dog parks or other similar uses which will meet the intent of this document. Other similar uses which will meet the intent of this document may be supplied by the developer.

14. MAINTENANCE

A. With the exception of any public utilities, maintenance of all site improvements, including but not limited to roadways, drives, internal sidewalks, landscaping and drainage shall be the responsibility of the property owner. A homeowners association shall serve as an appropriate entity for all common properties within the development.

15. DEVELOPMENT PHASING & IMPLEMENTATION

A. The proposed project may be constructed in phases in accordance with the Planned Unit Development Conditions and Conceptual Plan. Changes to the development conditions or conceptual plan, other than those conditions described in this agreement, shall be revised in accordance with the Planned Development review process, City of Leesburg Code of Ordinances.

A. As part of the overall development review process, if the project is constructed in phases, the plat of the lots for each approved phase shall contain only portions of the development approved under the Site Plan Review Process, i.e. each phase platted shall match each phase submitted for site plan review.

B. Upon approval of this PUD by the City Commission, a development permit or building permit application must be submitted with the City for work related to one or more phases of the PUD within four (4) years of this approval becoming final with no appeal pending or the PUD will automatically expire, unless otherwise lawfully extended by the City or Section 252.363, Florida Statutes. In the event the PUD expires, the Property shall be governed by the zoning regulations applicable to the RE-1 (Estate Density Residential) zoning district.

16. MISCELLANEOUS CONDITIONS

A. The uses of the proposed project shall only be those uses identified in the approved Planned Unit Development Conditions. Any other proposed use must be specifically authorized in accordance with the Planned Development amendment process.

B. No person, firm or corporation shall erect, construct, enlarge, alter, repair, remove, improve, move, convert, or demolish any building structure, or alter the land in any manner without first submitting the necessary plans and obtaining appropriate approvals in accordance with the City of Leesburg Codes.

C. Construction and operation of the proposed use(s) shall at all times comply with the Planned Unit Development conditions set forth herein, and with all City and other governmental agencies rules and regulations.

D. The transfer of ownership or lease of any or all of the property described in this PUD Agreement shall include in the transfer or lease agreement, a provision that the purchaser or lessee is made good and aware of the conditions pertaining to the Planned Unit Development established and agrees to be bound by these conditions. The purchaser or lessee may request a change from the existing plans and conditions by following the procedures as described in the City of Leesburg Land Development Code, as amended.

E. These PUD Conditions shall inure to the benefit of, and shall constitute a covenant running with the land and the terms, conditions, and provisions hereof, and shall be binding upon the present owner and any successor, and shall be subject to each and every condition as set forth herein.

F. Planning and Zoning Director shall have the discretion to make minor changes that meet the intent of the PUD agreement herein.

17. LEVELS OF SERVICE

A. Levels of Service

1) As submitted, the development resulting from the proposed zoning change may result in demands on public facilities which would exceed the current capacity of some public facilities, such as, but not limited to water, wastewater, roads, drainage, and solid waste. However, no final development order (site plan and building permits) shall be granted for proposed development until there is a finding that all public facilities and services required for the development have sufficient capacity at or above the adopted level of service (LOS) to accommodate the impacts of the development, or that improvements necessary to bring facilities up to their adopted LOS will be in place concurrent with the impacts of the development.

B. Utilities

1) Projected Capacities

a. The City's utility planning efforts draw upon phasing, capacity and service requirements, based upon information provided by the applicant. The City develops its plans consistent with sound engineering principles, prudent fiscal practices and due regard for regulatory compliance.

b. If the development requires construction of new distribution or collection lines, the developer will be required to construct such facilities to provide service. The developer will bear the cost of design, permitting and construction. Any such facilities must be constructed in a fashion consistent with the City's master plans and to the City standards and specifications.

2) Commitment of Capacity

a. There are no previous commitments of any existing or planned excess capacity for this property.

3) Ability to Provide Services

a. At this time, the City intends to provide water, wastewater and reclaimed water services within its service area for the foreseeable future.

b. Future development within the City of Leesburg utility service areas may impact the provision of utility services.

EXHIBIT B **LEGAL DESCRIPTION**

Beginning at the Southeast corner of the Northwest 1/4 of the Southeast 1/4 of Section 32, Township 20 South, Range 24 East, in Lake County, Florida, run South 89°16'18" West 3756.82 feet along the North line of the South 1/4 of said Section 32 to the Southeasterly right of way of State Road No. 48; thence North 27°38'30" East 1749.56 feet along said right of way line; thence North 82°47'54" East 391.58 feet; thence South 74°55'38" East 666.14 feet; thence South 60°19'25" East

657.18 feet; thence North 78°21'18" East 1346.90 feet to the Northeast corner of the Northwest 1/4 of the Southeast 1/4 of said Section 32, thence South 0°49'29" East 1324.21 feet along the East line of the said Quarter-quarter to point of beginning.

EXHIBIT C **CONCEPT PLAN**



EXHIBIT D **REPRESENTATIVE FAÇADE SAMPLES**





EXHIBIT D (CONT.D) **REPRESENTATIVE FAÇADE SAMPLES**





EXHIBIT D (CONT.D) **REPRESENTATIVE FAÇADE SAMPLES**





EXHIBIT D (CONT.D) **REPRESENTATIVE FAÇADE SAMPLES**



TYPICAL DARK SKY LIGHTING FIXTURES





Figure 1 – Opaque vinyl fence
Example Source Courtesy of Bespoke Fence
https://bespokefence.com/products/vinyl-fences/



Figure 2 – Split-rail fence
Example Source Courtesy of Superior Outdoor Products
https://superiorplasticproducts.com/3-rail-vinyl-fence

EXHIBIT G DIVIDED BOULEVARD EXAMPLE AND PLANTINGS

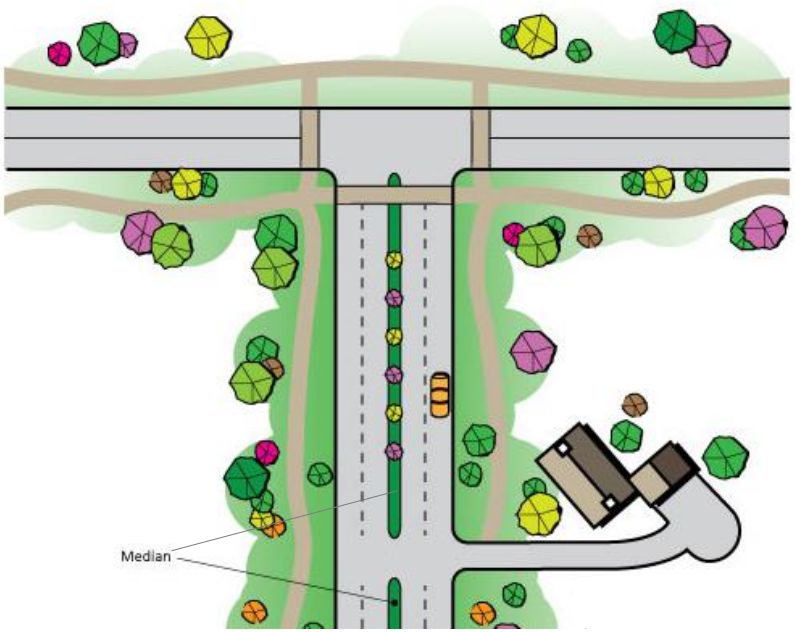


Figure 1 – Divided Boulevard Concept
Example Source Courtesy of Chester County Government
https://www.chescoplanning.org/municorner/MultiModal/17-Boulevard.cfm



Figure 2 – Planted Divided Boulevard
Example Source Courtesy of District Works
https://districtworks.city/landscaping-and-groundskeeping/



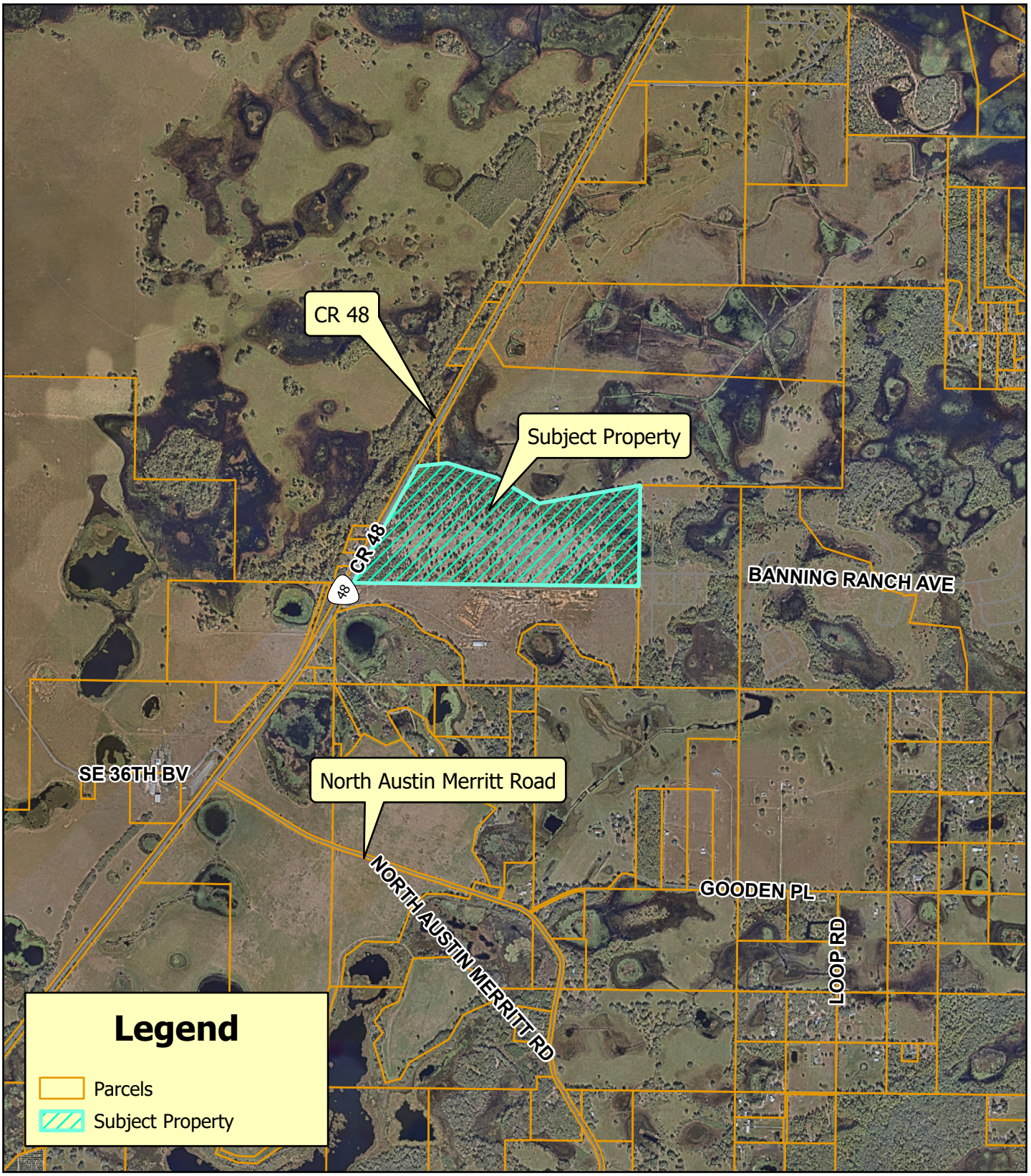
Figure 3 – Planted Divided Boulevard
Example Source Courtesy of Joshua Zeunert via ResearchGate
https://www.researchgate.net/figure/Planted-central-median-swale-used-in-the-Lynbrook-development_fig1_329116840

EXHIBIT "A"

LEGAL DESCRIPTION

Beginning at the Southeast corner of the Northwest 1/4 of the Southeast 1/4 of Section 32, Township 20 South, Range 24 East, in Lake County, Florida, run South 89°16'18" West 3756.82 feet along the North line of the South 1/4 of said Section 32 to the Southeasterly right of way of State Road No. 48; thence North 27°38'30" East 1749.56 feet along said right of way line; thence North 82°47'54" East 391.58 feet; thence South 74°55'38" East 666.14 feet; thence South 60°19'25" East 657.18 feet; thence North 78°21'18" East 1346.90 feet to the Northeast corner of the Northwest 1/4 of the Southeast 1/4 of said Section 32, thence South 0°49'29" East 1324.21 feet along the East line of the said Quarter-quarter to point of beginning.

Extended Aerial



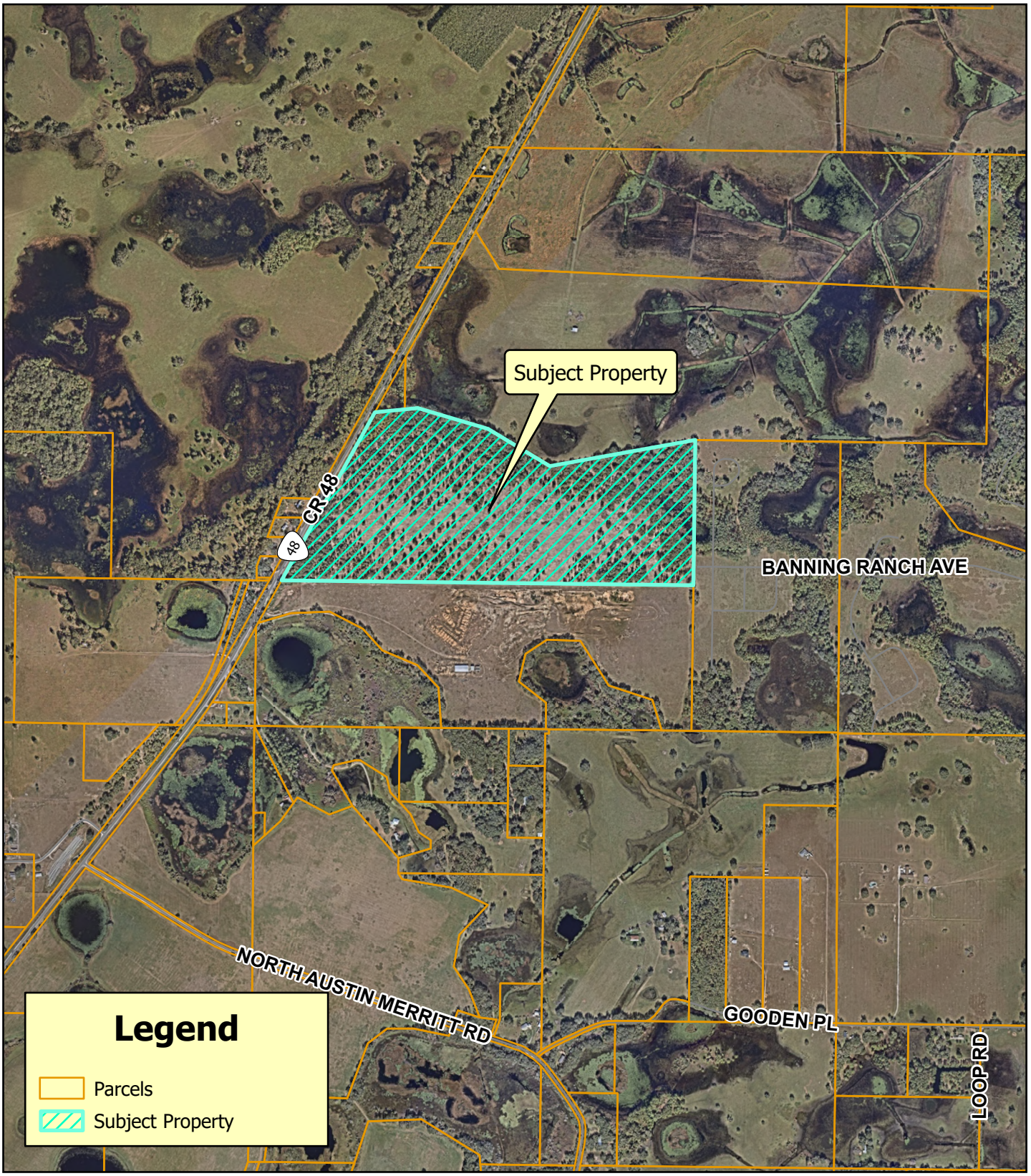
Planning & Zoning Division

N

0 650 1,300 Feet

Banning 5
PUD-25-1285
Alternate Key(s): 1035449
Section 32 Township 20 South, Range 24 East
September 19, 2025

Aerial



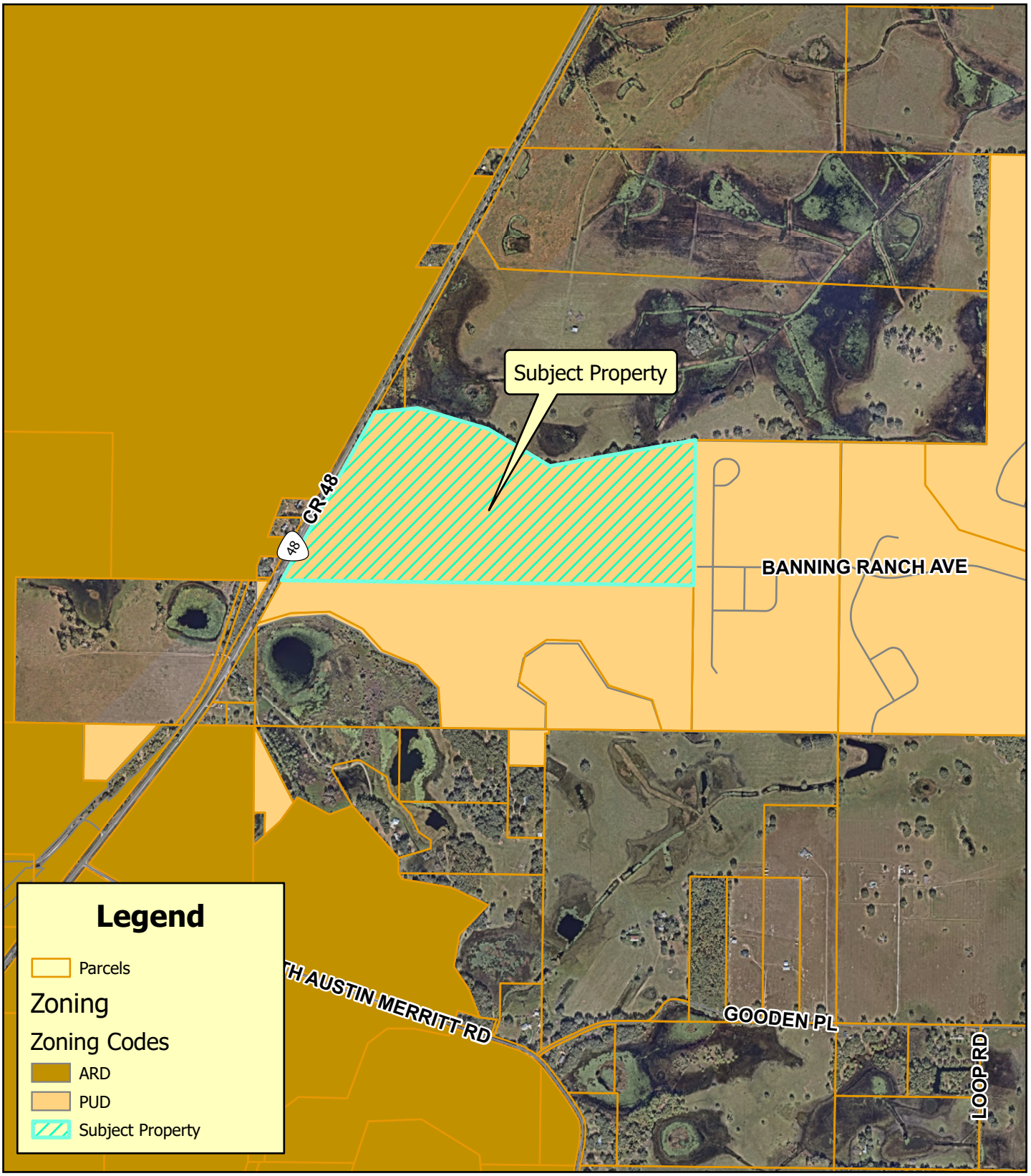
Planning & Zoning Division

N

0 475 950 Feet

Banning 5
PUD-25-1285
Alternate Key(s): 1035449
Section 32 Township 20 South, Range 24 East
September 19, 2025

Zoning



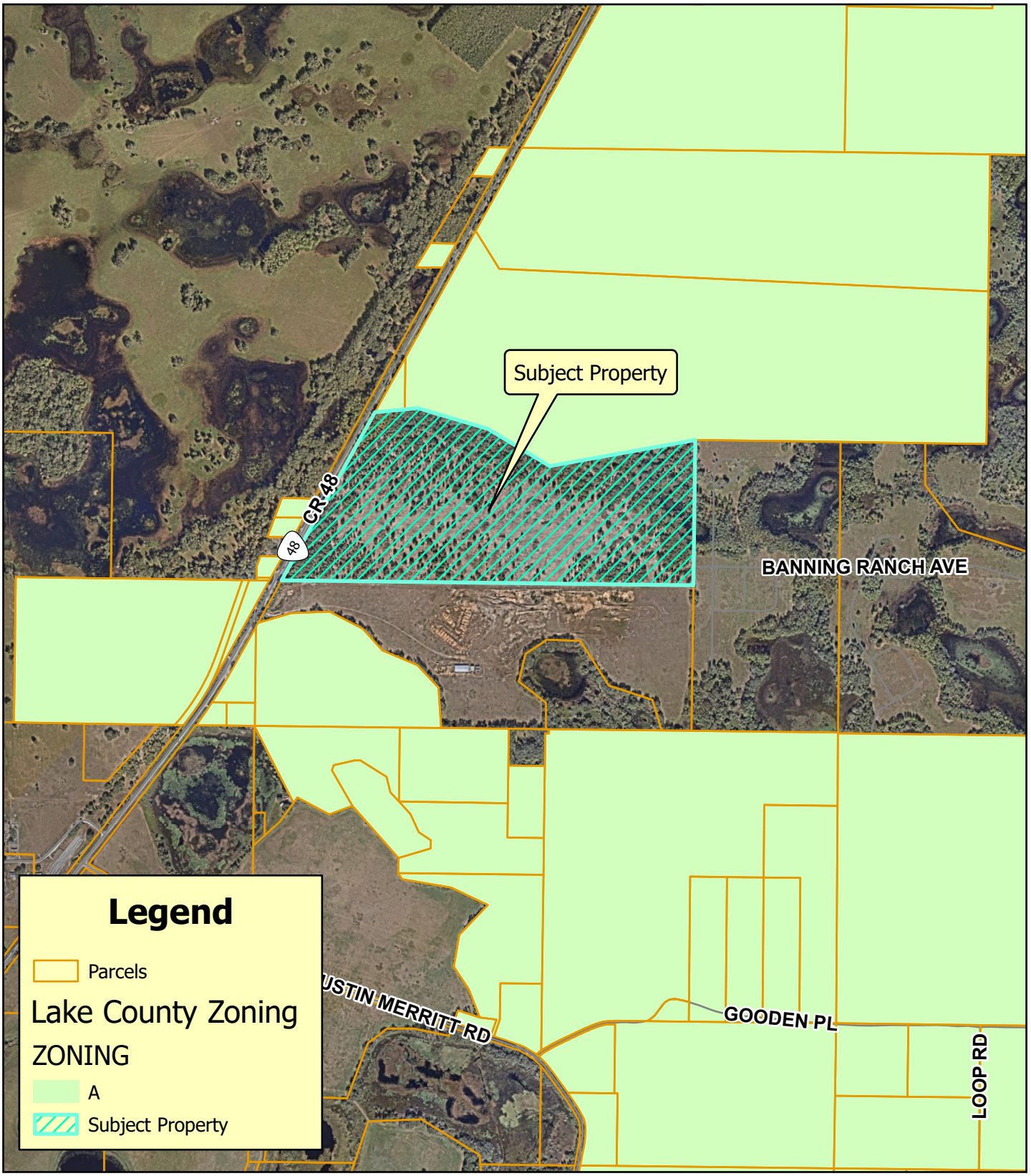
Planning & Zoning Division

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Banning 5
PUD-25-1285
Alternate Key(s): 1035449
Section 32 Township 20 South, Range 24 East
September 19, 2025

Lake County Zoning



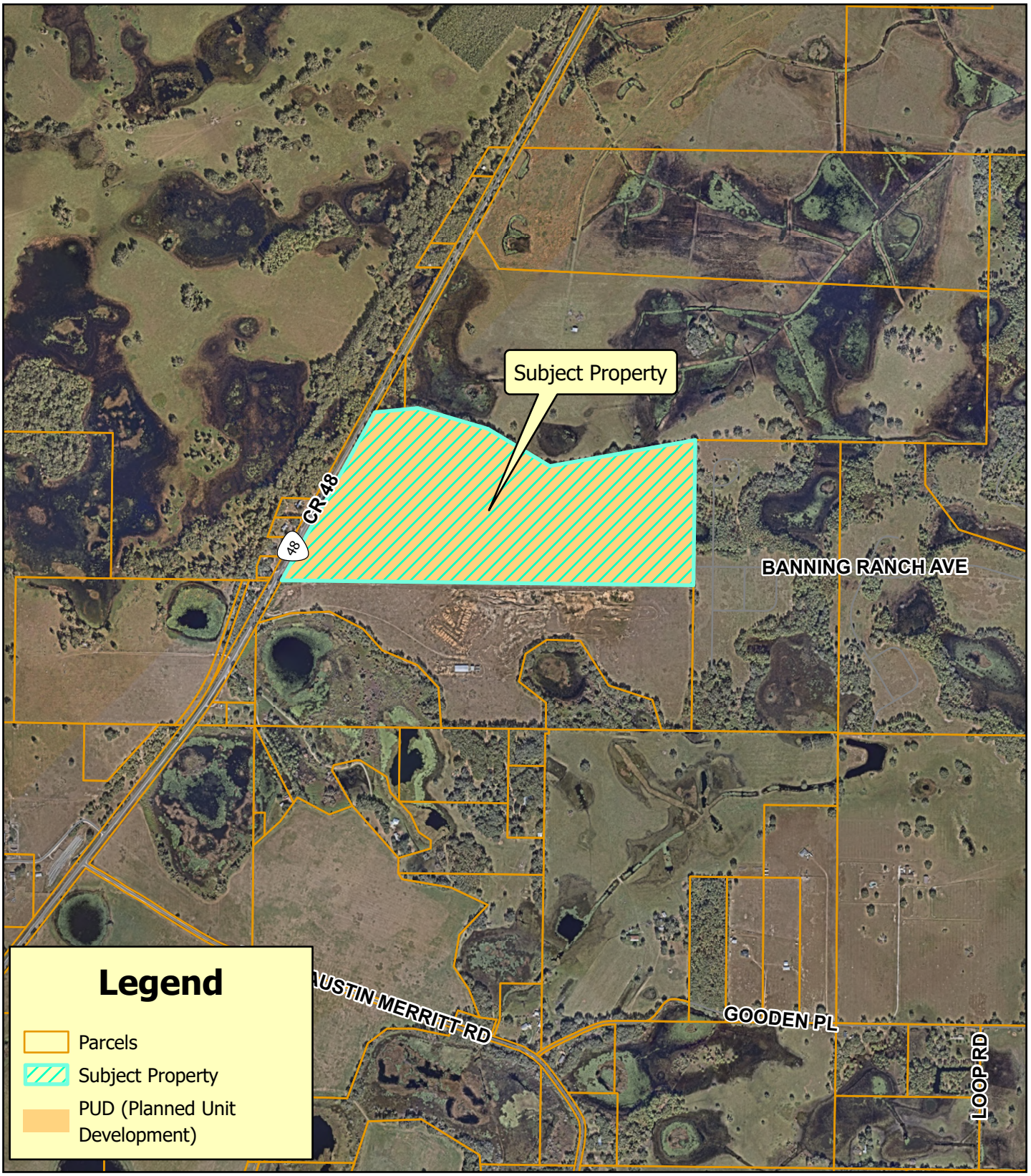
Planning & Zoning Division

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Banning 5
PUD-25-1285
Alternate Key(s): 1035449
Section 32 Township 20 South, Range 24 East
September 19, 2025

Proposed Zoning



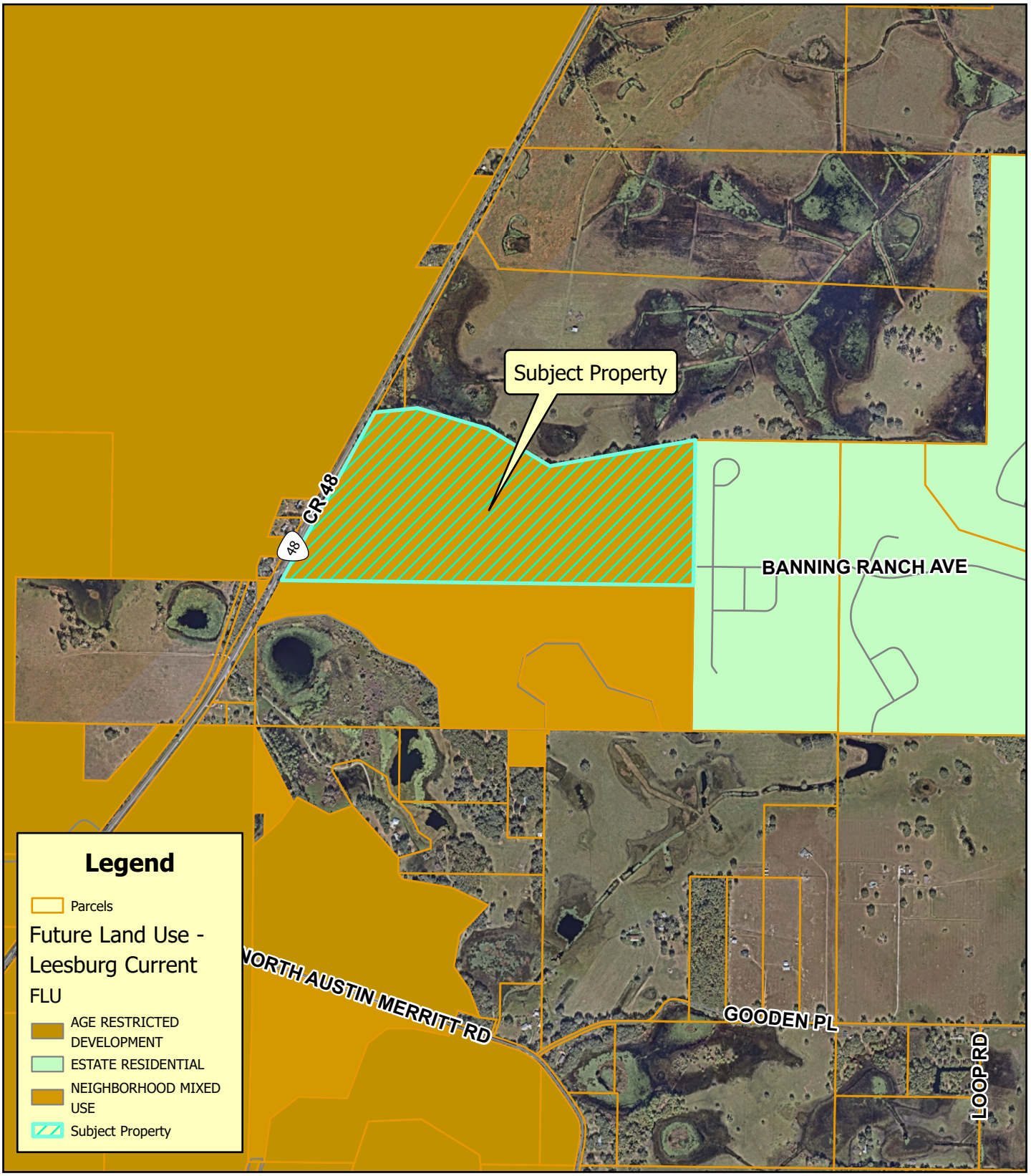
Planning & Zoning Division

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Banning 5
PUD-25-1285
Alternate Key(s): 1035449
Section 32 Township 20 South, Range 24 East
September 19, 2025

Future Land Use



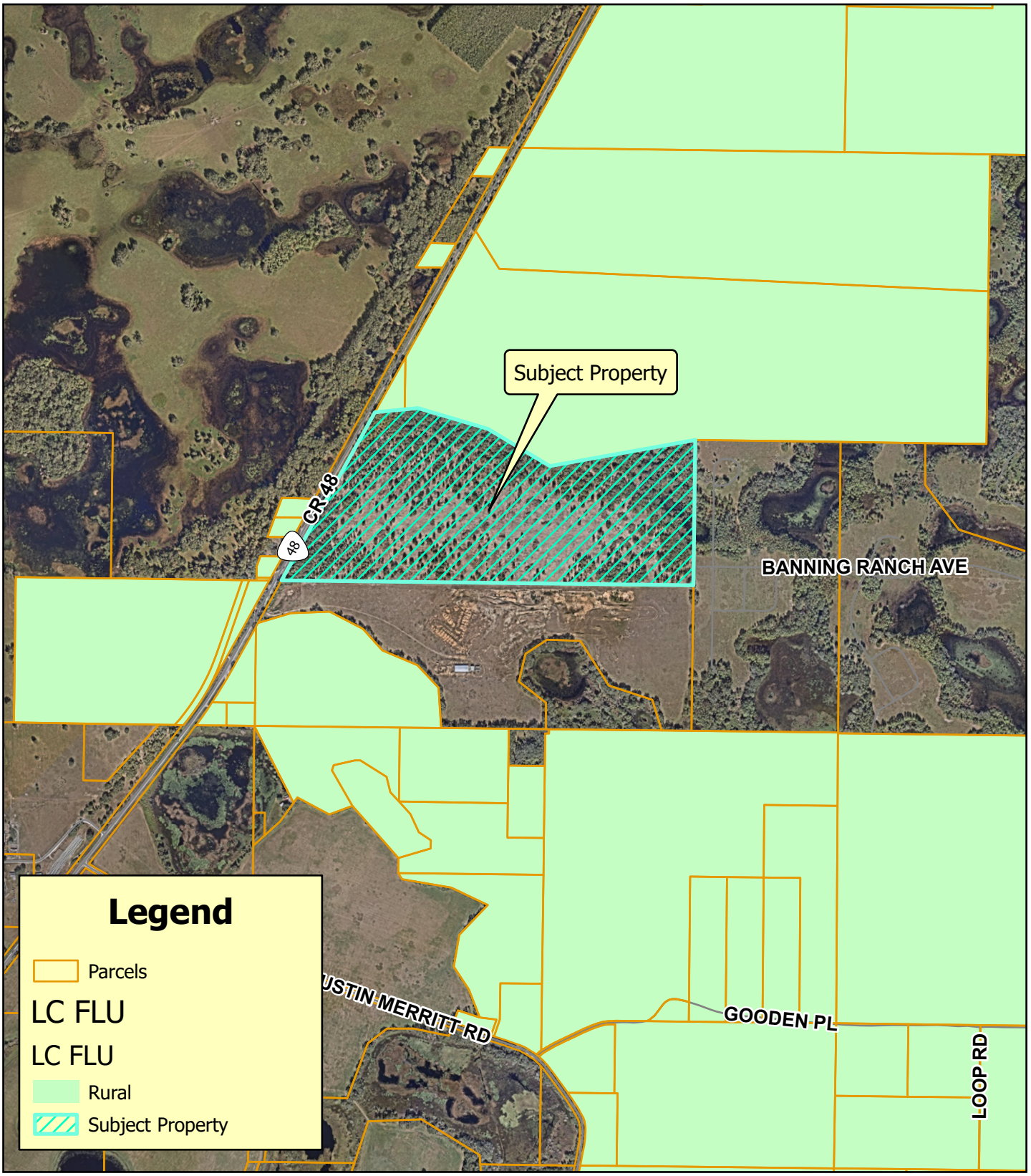
Planning & Zoning Division

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Banning 5
PUD-25-1285
Alternate Key(s): 1035449
Section 32 Township 20 South, Range 24 East
September 19, 2025

Lake County Future Land Use



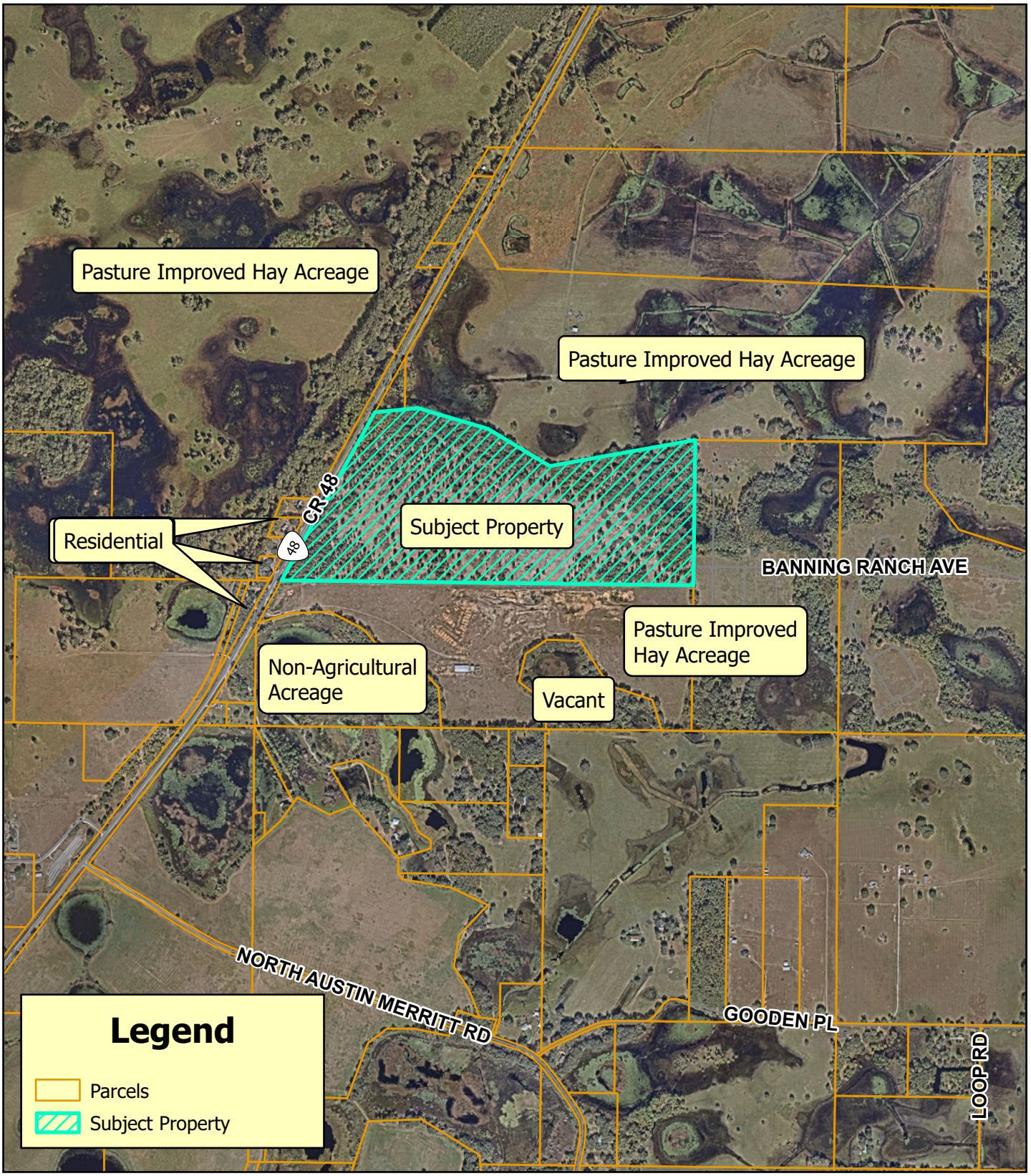
Planning & Zoning Division

N

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Banning 5
PUD-25-1285
Alternate Key(s): 1035449
Section 32 Township 20 South, Range 24 East
September 19, 2025

Surrounding Land Uses



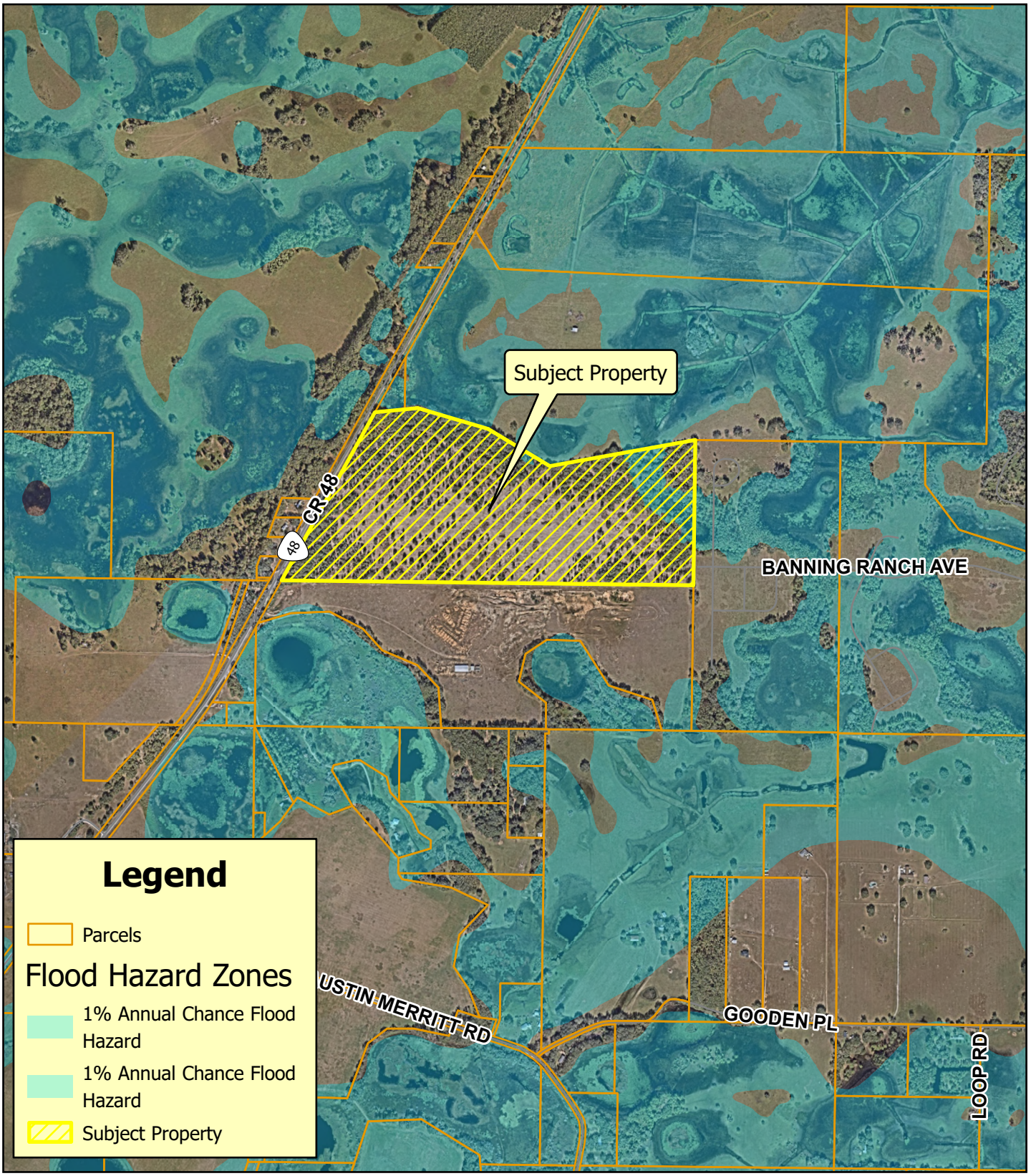
Planning & Zoning Division

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0 475 950 Feet

Banning 5
PUD-25-1285
Alternate Key(s): 1035449
Section 32 Township 20 South, Range 24 East
September 19, 2025

Flood Zone



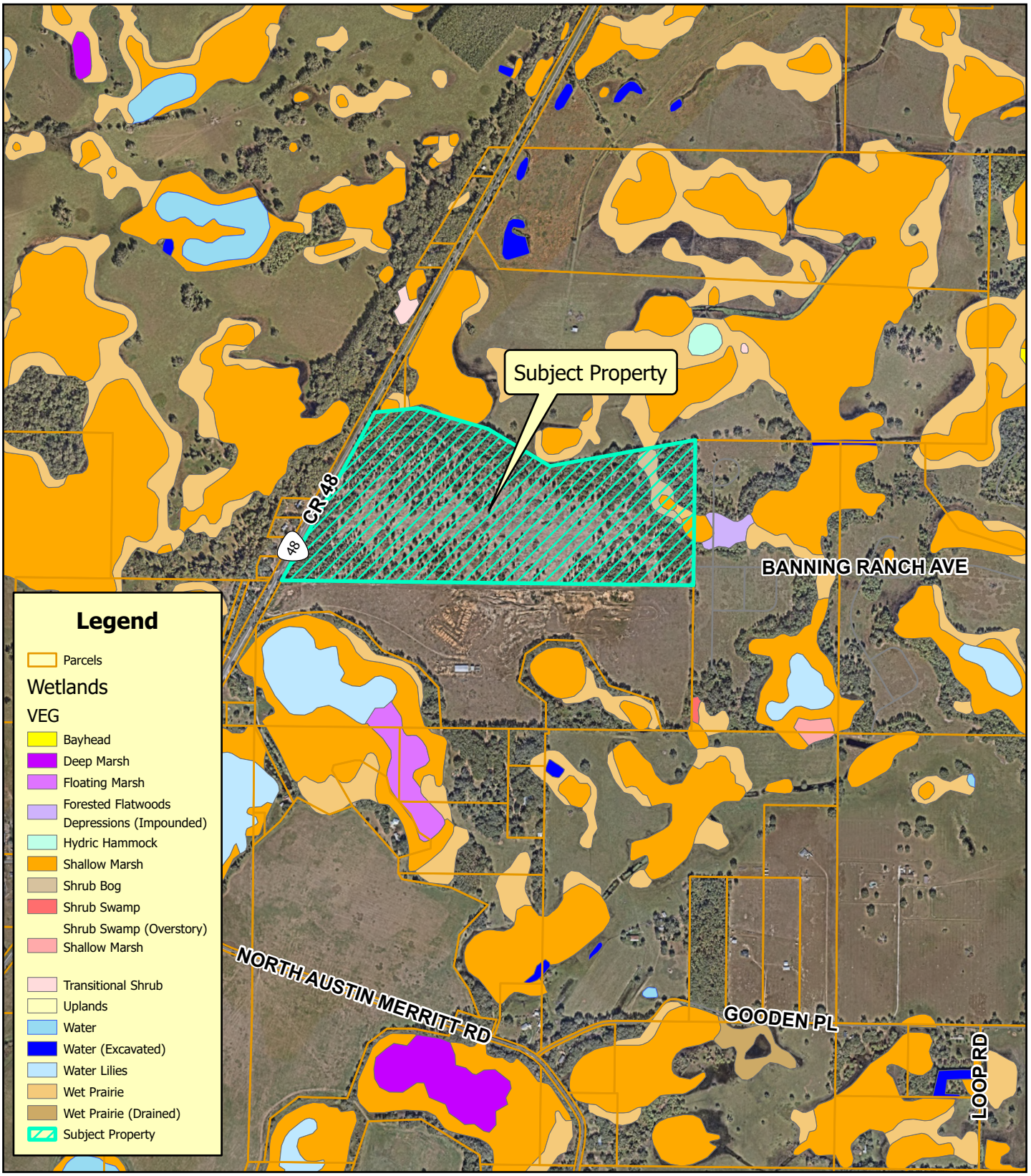
Planning & Zoning Division

N

0 475 950 Feet

Banning 5
PUD-25-1285
Alternate Key(s): 1035449
Section 32 Township 20 South, Range 24 East
September 19, 2025

Wetlands



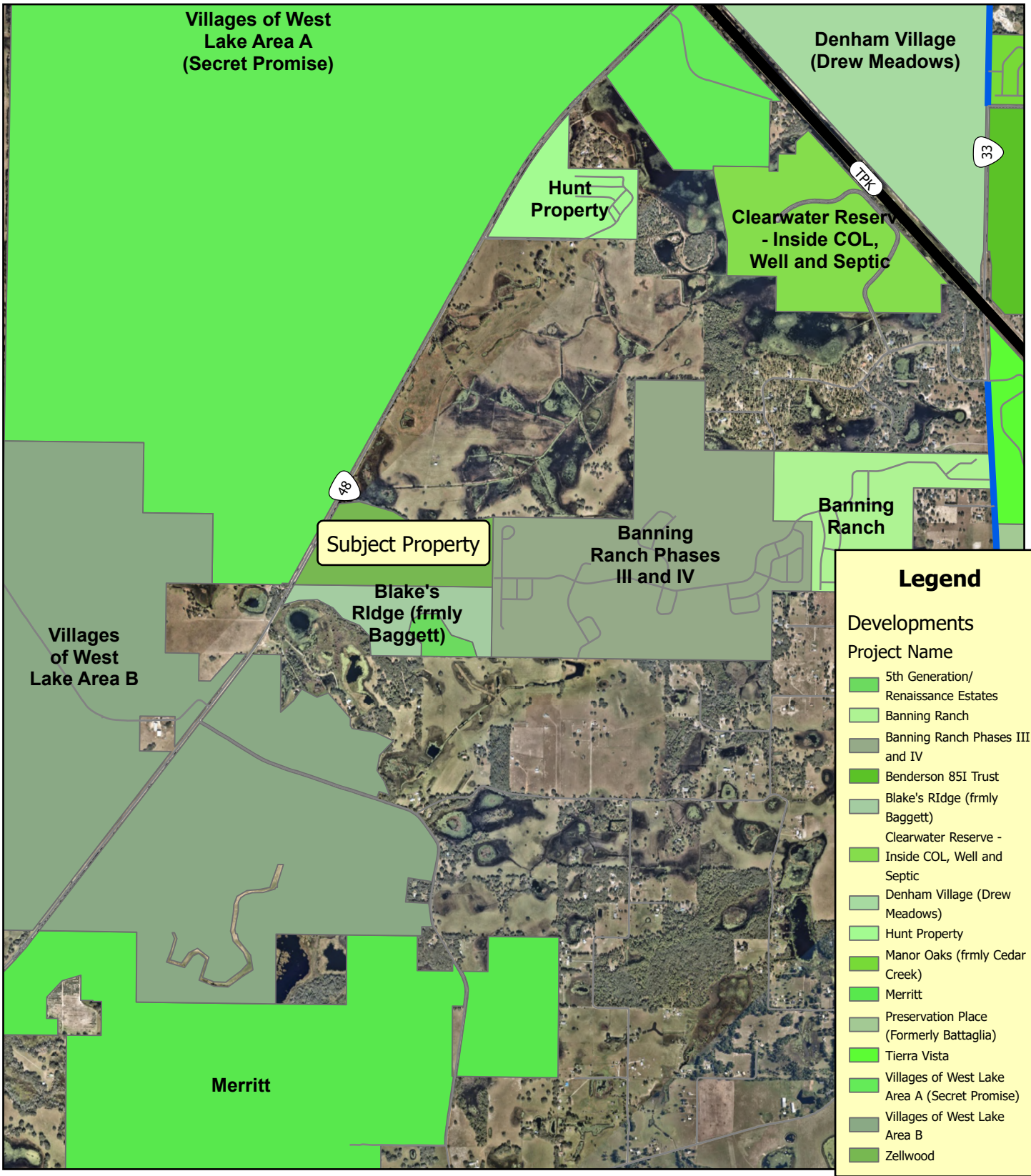
Planning & Zoning Division

N

0 475 950 Feet

Banning 5
PUD-25-1285
Alternate Key(s): 1035449
Section 32 Township 20 South, Range 24 East
September 19, 2025

Developments



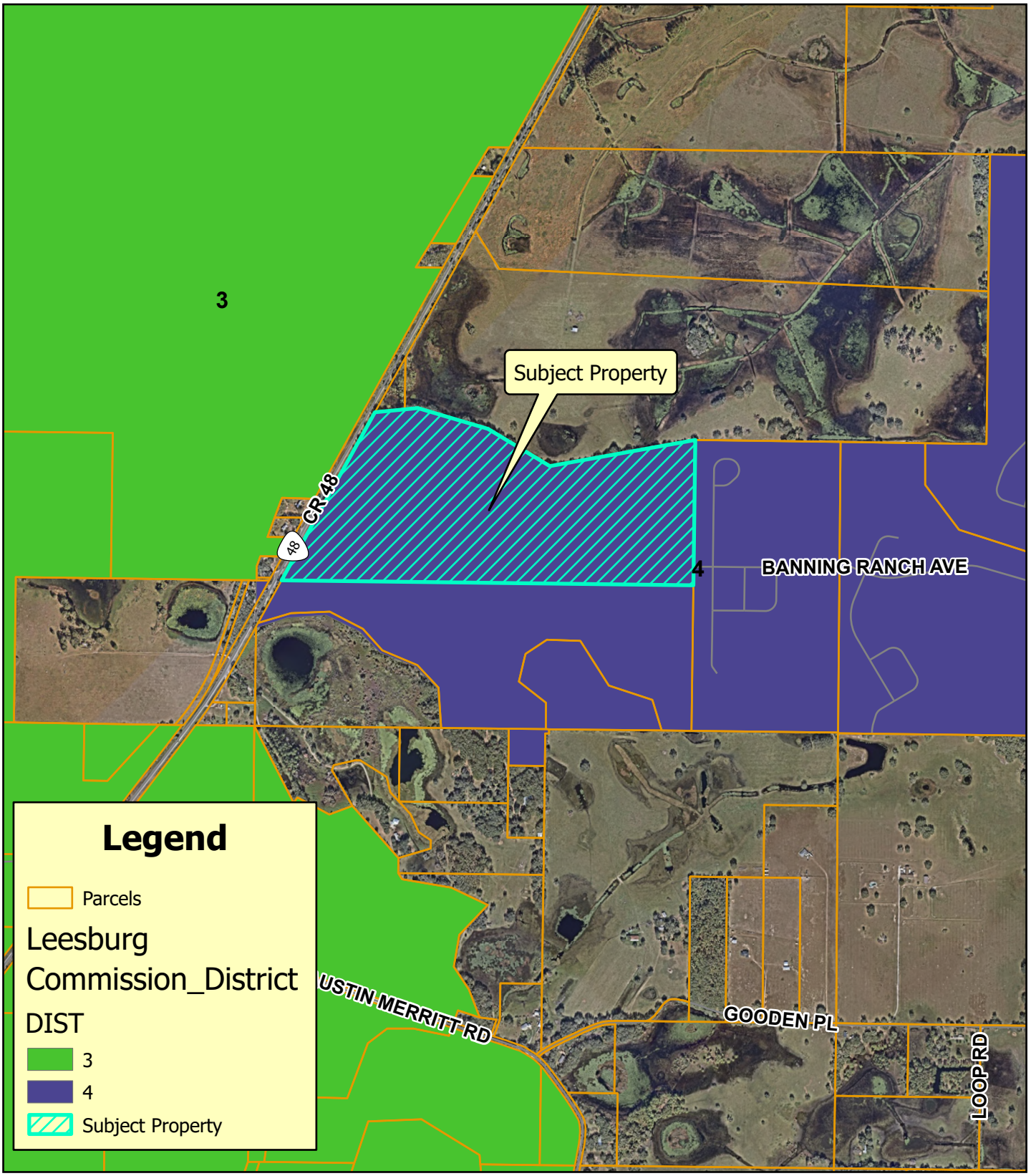
Planning & Zoning Division

N

0 950 1,900 Feet

Banning 5
PUD-25-1285
Alternate Key(s): 1035449
Section 32 Township 20 South, Range 24 East
September 19, 2025

Commission District



Planning & Zoning Division

N

0 475 950 Feet

Banning 5
PUD-25-1285
Alternate Key(s): 1035449
Section 32 Township 20 South, Range 24 East
September 19, 2025

CITY OF LEESBURG PLANNING & ZONING DIVISION
DEPARTMENTAL REVIEW SUMMARY

DATE: October 23, 2025
OWNER: TLC Banning Ranch, LLC
PETITIONER: Hanover Land Company
PROJECT: Banning 5
REQUEST: Rezoning to City PUD (Planned Unit Development) to allow 294 single-family detached units, consisting of 241 50' lots and 53 60' lots.
CASE NO.: PUD-25-1285

THE FOLLOWING COMMENTS RECEIVED FROM EACH DEPARTMENT:

POLICE

No comments received as of 10/17/2025.

FIRE

No comments received as of 10/17/2025.

ELECTRIC

Leesburg Electric has no objections. This is outside of Leesburg Electric Service Territory – Steve Davis, 10/3/2025

GAS

Gas Department – No Comment – Wayne Williams, 10/6/2025

GIS/ADDRESSING:

GIS has no comments. – Nicholas Tota, 10/3/2025

BUILDING

No comments received as of 10/17/2025.

PUBLIC WORKS

Public Works has no issues with this request. – Cliff Kelsey, 10/3/2025.

HOUSING & REDEVELOPMENT

No comments received as of 10/17/2025.

LAKE COUNTY PUBLIC WORKS

No comments received as of 10/17/2025.

LAKE COUNTY SCHOOLS

The original ordinance (08-29) for Banning Ranch phase 5 was approved in 2008, which is after the implementation of school concurrency.
Therefore, this phase is subject to school concurrency review. Please be aware that proportionate share mitigation may be required at time of review. – Helen LaValley, 10/3/2025

PUBLIC RESPONSES

Approval

Disapproval
1

No comment

Notice of Appearance filed:

PUBLIC COMMENTS (APPROVAL)

PUBLIC COMMENTS (APPROVAL WITH REQUESTED CONDITIONS)

PUBLIC COMMENTS (DISAPPROVAL)

We are writing to formally express our opposition to rezoning application PUD-25-1285-Banning5. We own property that is within 200 ft. Of the proposed rezoning. The proposed rezoning will have negative impacts on our lives. Our concerns are our water supply as well as possible contamination, pollution, and the destruction of Florida's natural wildlife. Increased traffic is already evident on HWY48 and HWY33 adding a PUD with 294 single family detached units will make an already congested area worse. The loss of enjoyment of our property will be replaced by traffic, noise, and another standardized community instead of what is left of natural undeveloped beautiful land and wildlife that surrounds our area. We respectfully urge you to deny rezoning PUD-25-1285-Banning5. Thank you for your consideration of this crucial matter. Sincerely ,
Warren and Ann Merritt, 10/16/2025

CITY OF LEESBURG PLANNING & ZONING DIVISION
RECOMMENDATIONS

DATE:	October 23, 2025
OWNER:	TLC Banning Ranch, LLC
PETITIONER:	Hanover Land Company
PROJECT:	Banning 5
REQUEST:	Rezoning from City PUD (Planned Unit Development) to City PUD (Planned Unit Development).
CASE NO.:	PUD-25-1285

THE PLANNING & ZONING DEPARTMENT RECOMMENDS:

APPROVAL of the request for the following reason(s):

1. The proposed request for a PUD (Planned Unit Development) zoning is compatible with the current surrounding zoning districts, including Lake County A (Agriculture); City PUD (Planned Unit Development); and ARD (Age Restricted Development).

2. The proposed zoning is compatible with the existing future land use designation of Neighborhood Mixed Use, and the current surrounding Future Land Use designations.

3. The site is compatible with existing City of Leesburg approved developments along County Road 48.

4. The proposed request does not appear to create a detriment to surrounding properties, as conditioned in the PUD document.

Action Requested:

1. Vote to approve the proposed rezoning from City PUD (Planned Unit Development) to City PUD (Planned Unit Development), and forward this recommendation to the City Commission for consideration.

CITY OF LEESBURG PLANNING & ZONING DIVISION
STAFF SUMMARY

DATE: October 23, 2025

OWNER: TLC Banning Ranch, LLC
PETITIONER: Hanover Land Company
PROJECT: Banning 5
REQUEST: Rezoning to City PUD (Planned Unit Development) to allow 294 single-family detached units, consisting of 241 50' lots and 53 60' lots.
CASE NO.: PUD-25-1285

GENERAL LOCATION: East of County Road 48 and North of North Austin Merritt Road.

FUTURE LAND USE DESIGNATION: City Neighborhood Mixed Use

SURROUNDING FUTURE LAND USE DESIGNATION:

North – Lake County Rural; City Age Restricted Development
South – Lake County Rural; City Neighborhood Mixed Use; City Age Restricted Development
East – Lake County Rural; City Estate Residential
West – Lake County Rural; City Age Restricted Development

PROPOSED FUTURE LAND USE DESIGNATION: No FLU Change Proposed

EXISTING ZONING DESIGNATION: City PUD (Planned Unit Development)

SURROUNDING ZONING DESIGNATIONS:

North – Lake County A (Agriculture); City ARD (Age Restricted Development)
South – Lake County A (Agriculture); City PUD (Planned Unit Development); City ARD (Age Restricted Development)
East – City PUD (Planned Unit Development)
West – Lake County A (Agriculture); City ARD (Age Restricted Development)

PROPOSED ZONING DESIGNATION: City PUD (Planned Unit Development)

EXISTING LAND USE: Agriculture/timber.

SURROUNDING LAND USE:

North – Pasture Improved Hay Acreage
South – Pasture Improved Hay Acreage; Non-Agricultural Acreage; Vacant
East – Pasture Improved Hay Acreage
West – Pasture Improved Hay Acreage; Residential

PROPOSED LAND USE: 294 single-family detached units, consisting of 241 50' lots and 53 60' lots.

SUMMARY MINUTES OF THE REGULAR MEETING

OF THE PLANNING COMMISSION

CITY HALL

THURSDAY, OCTOBER 23RD, 2025 - 4:30 P.M.

The Planning Commission of the City of Leesburg held its regular meeting Thursday, October 23rd, 2025, at City Hall.

Vice-Chairman Sanders called the meeting to order at 4:30 p.m.

The following Commission members were present:

Nathaniel Sanders
Ted Bowersox
John O'Kelley
Shaun Robertson
Ken Simeone

The following Commission member was absent:

Tim Sennett - Chairman
Frazier Marshall
Ze'Shieca Carter
Darin Akkerman

City staff that was present included Dan Miller, Planning & Zoning Director, Sabrina Mitchell, Executive Assistant I, Kandi Harper, Deputy Director, Dianne Yekel, Senior Planner, Max Van Allen, Senior Planner. Attorney Jennifer Cotch was also present.

The meeting opened with an invocation given by Commissioner Bowersox, followed by the Pledge of Allegiance to the Flag.

Dan Miller informed the audience of the rules of participation and the need to sign the speaker's registry. He also informed Commissioners and the audience that the City Commission meeting dates are tentatively scheduled.

MINUTES OF THE PLANNING COMMISSION MEETING FOR THURSDAY,

Vice-Chairman Sanders called for the second case under new business be brought forward.

2) **PUBLIC HEARING CASE # PUD-25-1285 – BANNING 5 – PLANNED UNIT DEVELOPMENT**

AN ORDINANCE OF THE CITY OF LEESBURG, FLORIDA, CHANGING THE ZONING OF APPROXIMATELY 103.14 +/- ACRES FROM CITY OF LEESBURG PUD (PLANNED UNIT DEVELOPMENT) TO CITY OF LEESBURG PUD (PLANNED UNIT DEVELOPMENT) FOR A PROPERTY GENERALLY LOCATED EAST OF COUNTY ROAD 48 AND NORTH OF NORTH AUSTIN MERRITT ROAD, AS LEGALLY DESCRIBED IN SECTION 32 TOWNSHIP 20 SOUTH, RANGE 24 EAST, LAKE COUNTY, FLORIDA; AND PROVIDING AN EFFECTIVE DATE. **(CITY COMMISSION DATES ARE TENTATIVELY SCHEDULED FOR FIRST READING ON MONDAY, NOVEMBER 10TH, 2025 AND SECOND READING IS TENTATIVELY SCHEDULED FOR MONDAY, DECEMBER 8TH, 2025)** (Banning 5 PUD)

Dan Miller introduced case number #PUD-25-1285 – Banning 5 – Planned Unit Development into the record and entered the exhibits into the record with maps and photo exhibits including aerial, zoning, future and surrounding land use, wetlands/flood zone maps, CRA maps, staff summary, and staff recommendations.

Dan Miller gave a background and explanation of the subject property, location, zoning, request, went over the SPUD requirements, site plan, design standards, went over site plan, site access, recreational requirements, utilities; stated all development must be on City water and wastewater; so, there will be no wells or septic systems on the property; our utility services have indicated through the review process, that there is sufficient capacity in all services to service the development at this time, and phasing, or expiration clause; which requires that the development move forward with substantial commencement within four years or the property has an automatic reversion to the RE-1 Zoning standards, which is one acre per unit; went over approved development in the area; went over development map.

Max Van Allen, Senior Planner utilized a power point presentation to demonstrate the area of the proposed site for the cases.

Department Review Summary: This case was sent out to all the different City departments, Lake County Public Works, and Lake County School Board, from the City Departments; no substantive comments from the City departments; this project is outside of the City Leesburg Electric service area. Lake County School Board noted that the project will be subject to a mitigation agreement. Lake County Public Works staff has not received comments from Lake County Public Works on this project, however, it is hereby noted that the City of Leesburg writes its PUD zonings in a manner to support the requests of Lake County Public Works in regard to roadway upgrades; and for the record, we would like to note that staff is continuously communicating with Lake County & FDOT on various projects, and should this proposal be approved, all the requirements of the

appropriate agency, in this case Lake County, regarding turn lanes, intersection or lane improvements, additional ROW for roads and drainage, etc., will apply. Again, Leesburg's PUDs are written to support Lake County/FDOT in the matter of these requests. Public responses – the city received one response; which was to formally express they opposition to the project; their comments included concerns about water supply, pollution and destruction of wildlife habitat, and increased traffic from the State of Florida and City of Leesburg notice requirements, posted signs, and newspaper.

Dan Miller read the Staff Recommendations into the record for the case; Therefore, based on a review of this proposal and the fact, that it is consistent with the City's Comprehensive Plan, and Land Development regulations, Staff is recommending approval for this case, PUD-25-1285, Banning 5.

Vice-Chairman Sanders stated if the Commission have any questions of Staff.

Vice-Chairman Sanders stated if the Commission have any questions of the applicant.

Andrew McCown with GAI Consultants at 618 East South Street Orlando, FL 32801 here on behalf of the owner, Hanover Land Company whose representatives are also here, and stated Banning Ranch Phase V, went over surrounding area map; site between CR 48/33; plan to connect road, project site; uses, previous approved PUD; 2008, 300 dwelling units, 148 SF homes, 152 townhomes, 30K sq ft commercial, 2 acres recreation, 331.5% open space, expired in March 2010, proposed PUD amendment; reduce number by six, 294 SF homes, no townhomes, no commercial, increased; 2.5 acres recreation, increased; 41.6% open space, interconnection; all of the phases of Banning; 1 through 5, road aligns, road proposed to go all the way through; all projects, Hanover controls all Banning projects, conceptual plan; residential phases, proposing two phases; equally split; 147 units; phase 5B, 147 units; phase 5A, 50' lots; 241 lots max, 60' lots; 53 lots min; 294 lots total, conceptual plan; layout features, amenity center; east end, main entrance off CR 48; to the west, connection proposed; adjacent project, Blake Ridge, spine road off to the east; connect through next project, conceptual plan; open space, stormwater pushed to north; help buffer; future development, came to the City Commission; tabled, buffering against property; stormwater retention, and to south, stormwater ponds, landscape buffer; southeast portion, along CR 48; buffers, totaling 5.2 acres, 2.5 acres; parks, yellow area; flood plain, preserved, three park areas, traffic; directional split; 70/30 split, 70% CR 48, 30% to CR 33, best way to get to turnpike; going south, traffic; CR peak hour, peak hour traffic on CR 48, existing; green, traffic, Banning Ranch Phase 5; red, orange; all other approved projects; includes Oak Ridge project, tabled; included in counts, blue; available capacity in year 2031, traffic; CR 33 peak hour, impacts; same colors apply.

Commissioners' and Dan Miller discussed who determines the available traffic in blue; the traffic engineers on this project stated actual capacity is determined by the County; fixed number, existing traffic, add approved traffic, project traffic; Phase 5 Banning; proposed development, balance; available capacity, define available capacity; traffic engineer gave a brief explanation to the Commission for available

capacity, this project does not reach capacity of existing roads; traffic engineer stated that's correct, depending on the time of day; traffic engineer stated this is the highest peak of the day, existing traffic; doesn't exceed the capacity of existing roads; traffic engineer stated that's correct, approved projects; traffic engineer stated the orange; all other projects, adding trips to CR 33, 900 trips per hour, 900 cars per hour; head north into Leesburg, compounded so much more traffic on 27 coming into Leesburg, traffic backed up to Lake Harris; stop/slow down growth, understand legally committed; approved projects, traffic in Leesburg; south, maximum capacity, something to consider, a lot of changes; wonderful, slow down process, expired, percentage of Banning 5; wouldn't cause big concern, good plan; connecting CR 48/33, vote to approve; not happy, project go forward, 294 SF homes, one swimming pool, 2.5 acre; parks, false; 41% open space; retention ponds, property too dense, open up; land, acreage per house; retention ponds, useless, no objection on size of lots/homes, need more usable; open area, property to north; road improvement on CR 48, narrow road; Dan Miller stated this is a County road, County wants city to take over road, not clear on ISBA, each developer; required by statue to improve their portion of road, add house, add to traffic, Staff likes connection CR 48/33, path all the way through; important part, Commission decision, Staff likes project; based on transportation network connections, same as previously approved; along this area, expired in 2010, and other zoning; 2008, removes the townhomes; makes all SF, density, split traffic; increased traffic on each road, 2025; traffic increased in fifteen years; project done 2031; not against project; take away some of the homes; guest parking, elevation; houses, driveway; spaces for guest parking. Dan Miller stated for the record to the Commission the setback requirements.

Andrew McCown addressed comments from the Commission and stated your fundamental question about what is capacity; defined amount; the County defines that amount for us; based on conditions of each roadway, draws down; defined amount, peak hours; worst point of the day, the current code allows you to count the stormwater ponds; in open space, percentage, because the code allow, initial application; lot sizes, proposed lot depth; 115', sample Ordinance lot size depth increased; 125, with permission, wants to propose 120' depth; flexibility; amenity center; parking area; went over conceptual plan, roads; typically wide enough; on-street parking, cars; two car garages; driveways; sufficient width, 50/60 lots; wide enough cars in garage, and driveway, project; abide by standard parking requirements, for City; including guest parking.

Vice-Chairman Sanders stated if anyone in the Public wants to speak on the case.

Vice-Chairman Sanders closes discussion from the Public and then discussion took place with the Commission.

Vice-Chairman Sanders entertained a motion, and then the voting took place.

Vice-Chairman Sanders called for a vote on the second case.

Commissioner Simeone made a motion to DISAPPROVE case # PUD-25-1285 – BANNING 5 – PLANNED UNIT DEVELOPMENT Commissioner O'Kelley SECONDED the motion.

The roll call vote was:

Commissioner Bowersox	Yes
Commissioner Robertson	Yes
Commissioner Sanders	No
Commissioner Simeone	Yes
Commissioner O'Kelley	Yes

Four yeas, one nay, the Planning Commission disapproved case # PUD-25-1285 – BANNING 5 – PLANNED UNIT DEVELOPMENT.

ANNOUNCEMENTS

Dan Miller stated for the past two months we've made announcements for new members to the Planning Commission, and welcomes the new Planning Commissioner Shaun Robertson and happy he here, also stated the Commission terms expiring in 2026; and advised everyone to reapply at that time. Staff has been looking for a new staff Planner for several months, and on Monday we will have a new one and he starts on Monday, he will be at the next month PC meeting; Milchezidek Ortiz from Houston, Texas.

Dan Miller mentioned Staff is working on new Planning Commission binders for all members, and will be distributed before the end of the year.

ADJOURNMENT

Meeting was adjourned at 5:30 p.m.

Nathaniel Sanders, Vice-Chairman

Sabrina Mitchell, Executive Assistant I

City of Leesburg
Lake Front City

Agenda Memorandum

Item No: 6.A.2.

Meeting Date: December 8, 2025

From: Dan Miller, (Planning and Zoning Director), Max Vanallen, (Senior Planner)

Subject: An Ordinance of the City of Leesburg, Florida, annexing certain real property consisting of approximately 7.3 +/- acres; and being generally located west of U.S. Highway 27 and north of University Avenue, lying in Section 24, Township 20 South, Range 24 East, Lake County, Florida; providing that said property so annexed shall be liable for its proportionate share of the existing and future indebtedness of said city; providing that such annexed property shall be subject to all laws and ordinances of said city as if all such territory had been a part of the City of Leesburg at the time of passage and approval of said laws and ordinances; providing that such annexed territory shall be placed in City Commission District 3; and providing an effective date. (Legacy Commerce ANNX)

Staff Recommendation:
The Planning and Zoning staff recommend approval of the proposed ordinance for annexation of 7.3 +/- acres.

Analysis:
The applicant has submitted a request for annexation of approximately 7.3 +/- acres, generally located west of U.S. Highway 27 and north of University Avenue, as shown on the attached General Location Map. At this time, the property is developed with one (1) single-family residence. The current zoning is Lake County A (Agriculture); the proposed zoning is City SPUD (Small Planned Unit Development). The reason for this request is for new development and to connect to City utilities. The proposal of the property is to construct 50,200 square feet of Multi-use Office/Warehouse buildings. The property is surrounded by Lake County RMRP (Mobile Home Rental Park District); R-3 (Medium Residential District); RM (Mixed Home Residential); CFD (Community Facility District); A (Agriculture); C-1 (Neighborhood Commercial); City PUD (Planned Unit Development); P (Public); and C-2 (Community Commercial); Under the conditions of the SPUD (Planned Unit Development) zoning case which is also on this agenda, no negative impacts are anticipated to adjacent properties.

Also, on this City Commission agenda, is a Small-Scale Comprehensive Plan Amendment, which along with the Small Planned Unit Development Application, had recommendations for approval from the staff and Planning Commission at the public hearing held on September 18, 2025.

Procurement Analysis:
N/A

Options:
1. Approve the requested annexation. This would give the City jurisdiction over the use and future development of the subject site and provide for the application of City standards to this property; or
2. Disapprove the proposed annexation and allow the property to remain in the County.

Fiscal Impact:
A positive fiscal impact will result from the annexation of this property due to increased tax revenue added to the General Fund.

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF LEESBURG, FLORIDA, ANNEXING CERTAIN REAL PROPERTY CONSISTING OF APPROXIMATELY 7.3 +/- ACRES; AND BEING GENERALLY LOCATED WEST OF U.S. HIGHWAY 27 AND NORTH OF UNIVERSITY AVENUE, LYING IN SECTION 24, TOWNSHIP 20 SOUTH, RANGE 24 EAST, LAKE COUNTY, FLORIDA; PROVIDING THAT SAID PROPERTY SO ANNEXED SHALL BE LIABLE FOR ITS PROPORTIONATE SHARE OF THE EXISTING AND FUTURE INDEBTEDNESS OF SAID CITY; PROVIDING THAT SUCH ANNEXED PROPERTY SHALL BE SUBJECT TO ALL LAWS AND ORDINANCES OF SAID CITY AS IF ALL SUCH TERRITORY HAD BEEN A PART OF THE CITY OF LEESBURG AT THE TIME OF PASSAGE AND APPROVAL OF SAID LAWS AND ORDINANCES; PROVIDING THAT SUCH ANNEXED TERRITORY SHALL BE PLACED IN CITY COMMISSION DISTRICT 3; AND PROVIDING AN EFFECTIVE DATE. (LEGACY COMMERCE ANNX)

NOW, THEREFORE, BE IT ENACTED BY THE PEOPLE OF THE CITY OF LEESBURG, FLORIDA, that;

Section 1.

Based upon the petition of Infinity Holdings III, LLC, Petitioner, "Permittee" for the property hereinafter described, shall be annexed into the city limits of the City of Leesburg, Florida, which petition has heretofore been approved by the City Commission of the City of Leesburg, Florida, pursuant to the provisions of the Laws of Florida, the hereinafter described property is hereby annexed and made a part of the city limits of the City of Leesburg, Florida. The subject property lying and situated in Lake County, Florida, is more particularly described as:

Legal Description
(See Exhibit A);

Section 2.

All of the property, real and personal, within said annexed territory, described in Section 1 above, as provided by this ordinance, and the inhabitants thereof, shall be subject to the government, jurisdiction, powers, franchises, duties, and privileges of the City of Leesburg, Florida, and the said annexed property shall be liable, proportionately, for all of the present outstanding and existing, as well as future, indebtedness of the City of Leesburg, Florida; that all of the ordinances of the City of Leesburg, and all the laws heretofore passed by the Legislature of the State of Florida relating to and which now or hereafter constitute its Charter, shall apply to and have the same force and effect on such annexed territory as if all such annexed territory had been a part of the City of Leesburg, Florida, at the time of the passage and approval of said laws and ordinances. The property annexed hereby is assigned to City Commission District 3;

Section 3.

All ordinances or parts of ordinances in conflict with any of the provisions of this ordinance are hereby repealed;

Section 4.
This ordinance shall become effective immediately upon approval at second reading.

PASSED AND ADOPTED by the City Commission of the City of Leesburg, Florida, at a regular meeting held the 8th day of December 2025.

THE CITY OF LEESBURG, FLORIDA

_____
Mayor

ATTEST:

_____
City Clerk

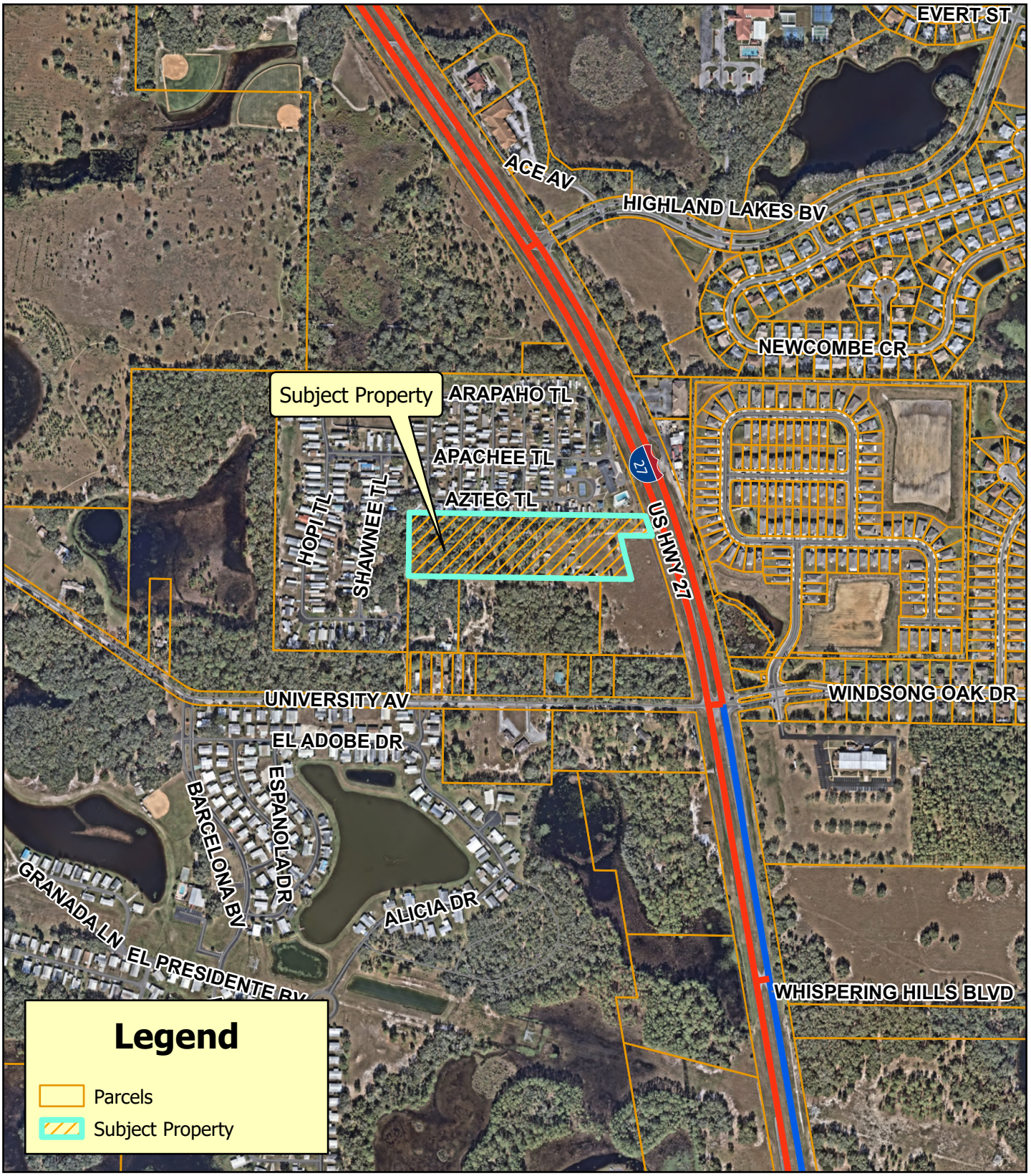
EXHIBIT A
Legal Description

Lake County Florida Parcel ID 24-20-24-0003-000-00702
Parcel Alt Key 1296285

Begin at the Northwest corner of the S 1/2 of the SE 1/4 of the SW 1/4, Sec. 24.Tp. 20 S, R 24 E, and run thence East along the North line of said S 1/2 of SE 1/4 of SW 1/4, 1110 feet, more or less, to the Westerly right-of-way line of Highway No. 27, thence Southeasterly along said right-of-way line, 100 feet, thence West 150 feet, thence Southeasterly parallel to Highway No. 27,217.9 feet, more or less, to a point which is 300 feet South of the North line of the S 1/2 of the SE 1/4 of the SW 1/4 of said Sec. 24, thence West 1063 feet, more or less, to the West line of said SE 1/4 of SW 1/4, thence Northerly along said West line of said SE 1/4 of SW 1/4, 300 feet to the point of beginning.

SUBJECT TO (right of way easement in favor of Sumter Electric Cooperative, Inc., contained in instrument recorded February 9, 1976, O.R. Book 604, Page 2120, Public Records of Lake County, Florida). comprehensive land use plans, zoning, restrictions, prohibitions, and other requirements imposed by governmental authority; restrictions, easements, covenants, conditions, limitations, and reservations of record, provided that this recital shall not operate to reimpose same.

Extended Aerial



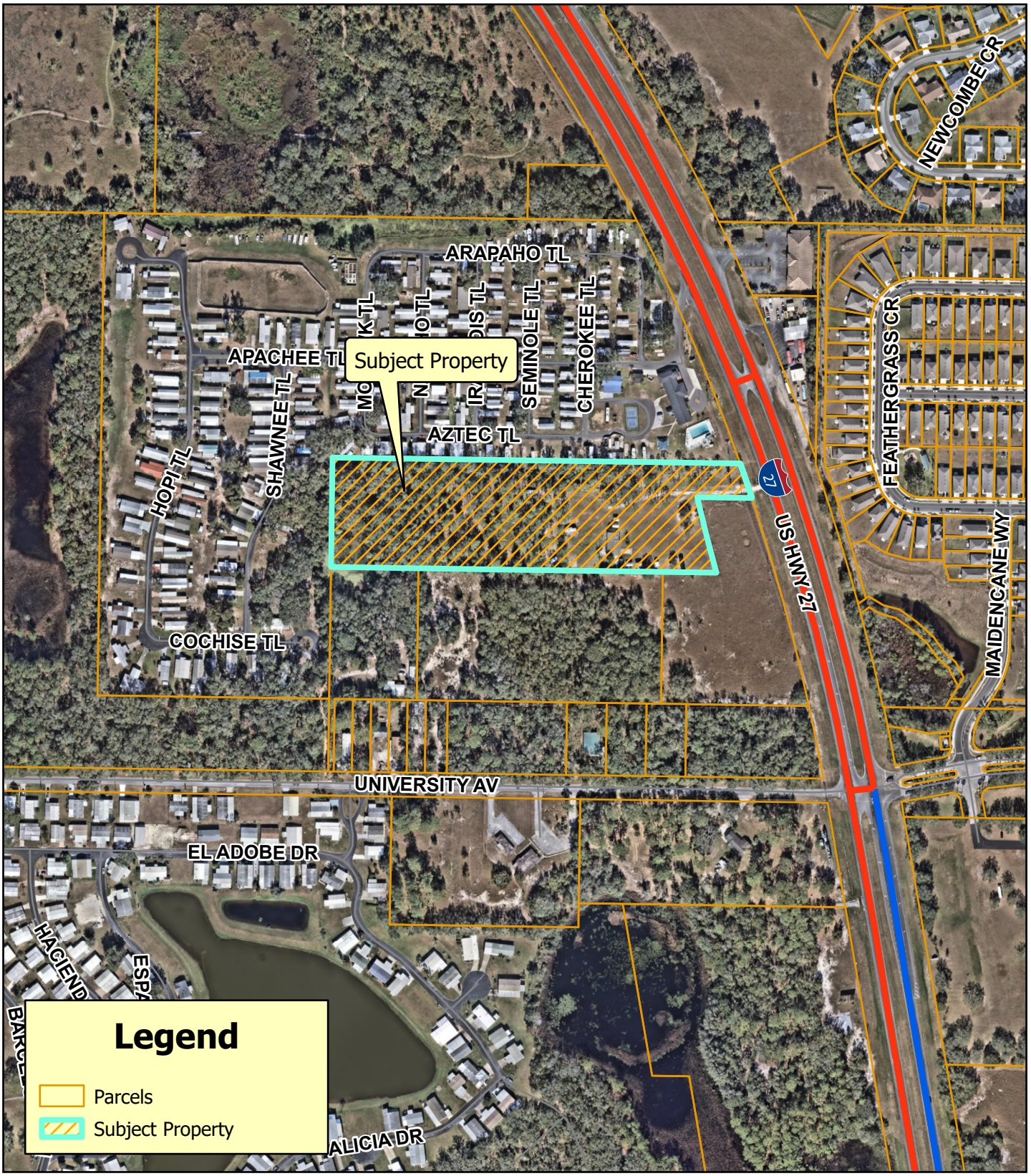
Planning & Zoning Division

N

0 245 490 Feet

Legacy Commerce & Industry Park
ANNX-25-643; SSCP-25-644; SPUD-25-645
Alternate Key(s): 1296285
Section 24 Township 20 South, Range 24 East
August 18, 2025

Aerial



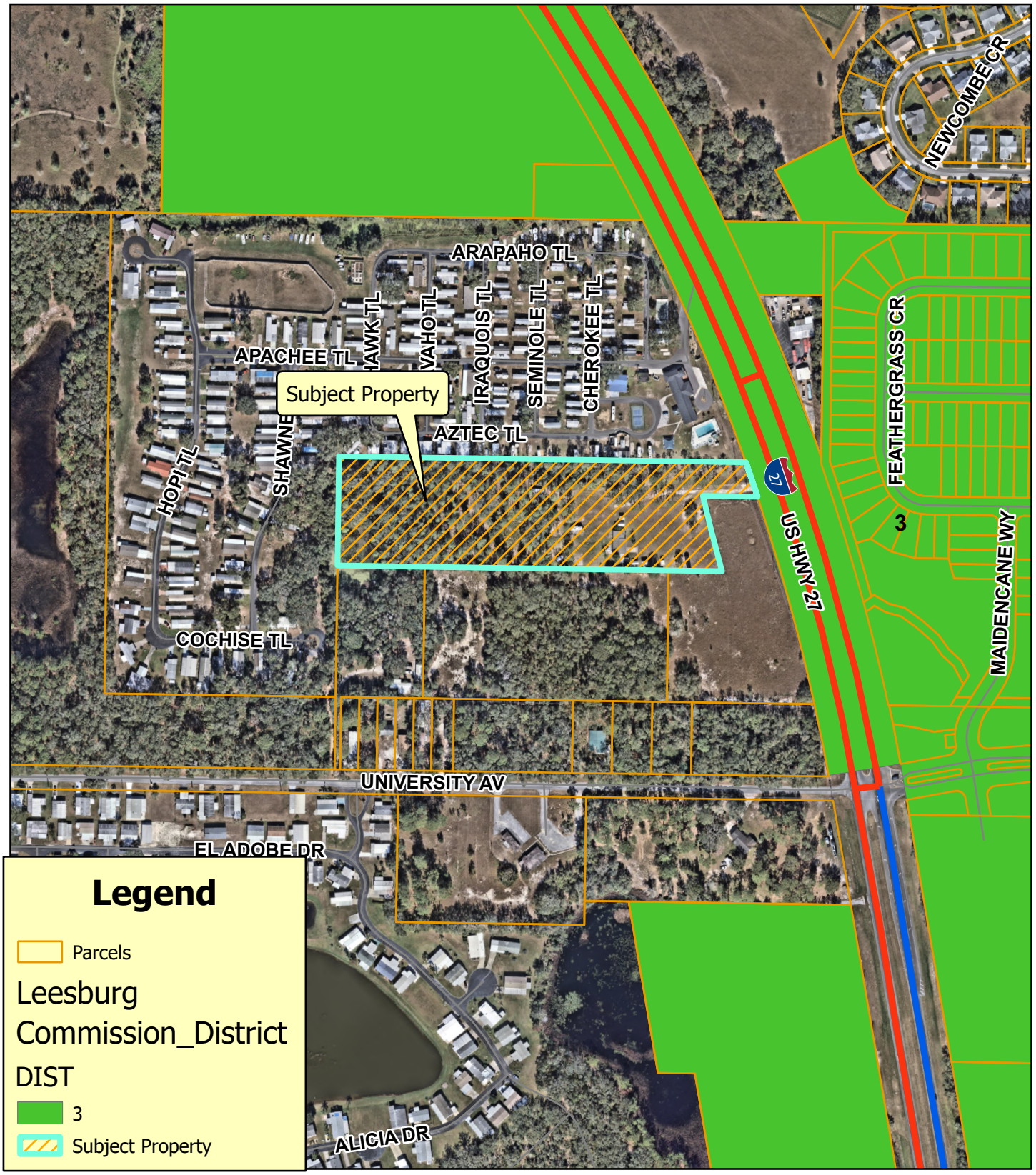
Planning & Zoning Division

N

0 140 280 Feet

Legacy Commerce & Industry Park
ANNX-25-643; SSCP-25-644; SPUD-25-645
Alternate Key(s): 1296285
Section 24 Township 20 South, Range 24 East
August 18, 2025

Commission District



Planning & Zoning Division

N

0 140 280 Feet

Legacy Commerce & Industry Park
ANNX-25-643; SSCP-25-644; SPUD-25-645
Alternate Key(s): 1296285
Section 24 Township 20 South, Range 24 East
August 18, 2025

City of Leesburg
Lake Front City

Agenda Memorandum

Item No: 6.A.3.

Meeting Date: December 8, 2025

From: Dan Miller, (Planning and Zoning Director), Max Vanallen, (Senior Planner)

Subject: An Ordinance amending the Future Land Use Map of the Comprehensive Plan of the City of Leesburg, changing the Future Land Use Map Designation of certain property containing 7.3 +/- acres from Lake County Urban Low to City of Leesburg General Commercial, for a property generally located west of U.S. Highway 27 and north of University Avenue, lying in Section 24, Township 20 South, Range 24 East, Lake County, Florida; and providing an effective date. (Legacy Commerce SSCP)

Staff Recommendation:
The Planning & Zoning Staff and the Planning Commission recommend approval of the proposed large-scale comp plan amendment of the City's Future Land Use Map on 7.3 +/- acres from Lake County Urban Low to City of Leesburg General Commercial.

Analysis:
The project site is approximately 7.3 acres. The property is generally located west of U.S. Highway 27 and north of University Avenue. Currently, the property is developed with one (1) single-family residence. The proposed use is for 50,200 square feet of Multi-use Office/Warehouse buildings. The surrounding Future Land Use Map designations of Lake County Urban Low Density; City Institutional; Recreation; Conservation; Neighborhood Mixed Use; and Estate Residential are compatible, as conditioned in the SPUD zoning, with the proposed future land use designation of City General Commercial. The proposed zoning designation of City SPUD (Small Planned Unit Development) will provide for development that is consistent with the City's adopted Growth Management Plan and would allow an appropriate use for the property.

This property lies within the ISBA (Interlocal Service Boundary Area) agreement. This agreement, which was approved by City Commission on November 24, 2014, allows property within the ISBA area but outside the current city limits to be annexed and obtain City of Leesburg utility services.

The Planning Commission held a public hearing on the application on September 18, 2025, and recommended approval.

Procurement Analysis:

N/A

Options:

1. Approve the requested large-scale comprehensive plan amendment from Lake County Urban Low to City of Leesburg General Commercial; or
2. Other such action as the Commission may deem appropriate.

Fiscal Impact:

Future development of the property will increase this anticipated impact from collection of impact fees, ad valorem taxes and utility charges.

ORDINANCE NO. _____

AN ORDINANCE AMENDING THE FUTURE LAND USE MAP OF THE COMPREHENSIVE PLAN OF THE CITY OF LEESBURG, CHANGING THE FUTURE LAND USE MAP DESIGNATION OF CERTAIN PROPERTY CONTAINING 7.3 +/- ACRES FROM LAKE COUNTY URBAN LOW TO CITY OF LEESBURG GENERAL COMMERCIAL, FOR A PROPERTY GENERALLY LOCATED WEST OF U.S. HIGHWAY 27 AND NORTH OF UNIVERSITY AVENUE, LYING IN SECTION 24, TOWNSHIP 20 SOUTH, RANGE 24 EAST, LAKE COUNTY, FLORIDA; AND PROVIDING AN EFFECTIVE DATE. (LEGACY COMMERCE SSCP)

WHEREAS, the City Commission has received written objections, recommendations, and comments from the City of Leesburg Planning Commission, acting as the Local Planning Agenda, regarding amendment of the Comprehensive Plan of the City of Leesburg, and has made recommendations to the City Commission for amendment of the Plan; and

WHEREAS, the City Commission of the City of Leesburg has held public hearings on the proposed amendment to the plan, in light of written comments, proposals and objections from the general public;

NOW, THEREFORE, BE IT ENACTED BY THE PEOPLE OF THE CITY OF LEESBURG, FLORIDA, that;

Section 1.
The Growth Management Plan of the City of Leesburg, adopted by the City of Leesburg on November 25, 2024, pursuant to the Community Planning Act of 2011, Chapter 163, Part II, Florida Statutes, after public hearings by the City of Leesburg Planning Commission, is hereby amended in the following manner;

The Future Land Use Map is amended by changing the designation of approximately 7.3 acres of land generally located west of U.S. Highway 27 and north of University Avenue from Lake County Urban Low to City of Leesburg General Commercial, as shown on the revised map of said area, lying in Section 24, Township 20 South, Range 24 East, Lake County Florida;

Section 2.
All ordinances or parts of ordinances in conflict with any of the provisions of this ordinance are hereby repealed;

Section 3.
This ordinance shall become effective upon its passage and adoption, according to law.

PASSED AND ADOPTED by the City Commission of the City of Leesburg, Florida, at a regular meeting held the 8th day of December 2025.

THE CITY OF LEESBURG, FLORIDA

_____
Mayor

ATTEST:

_____
City Clerk

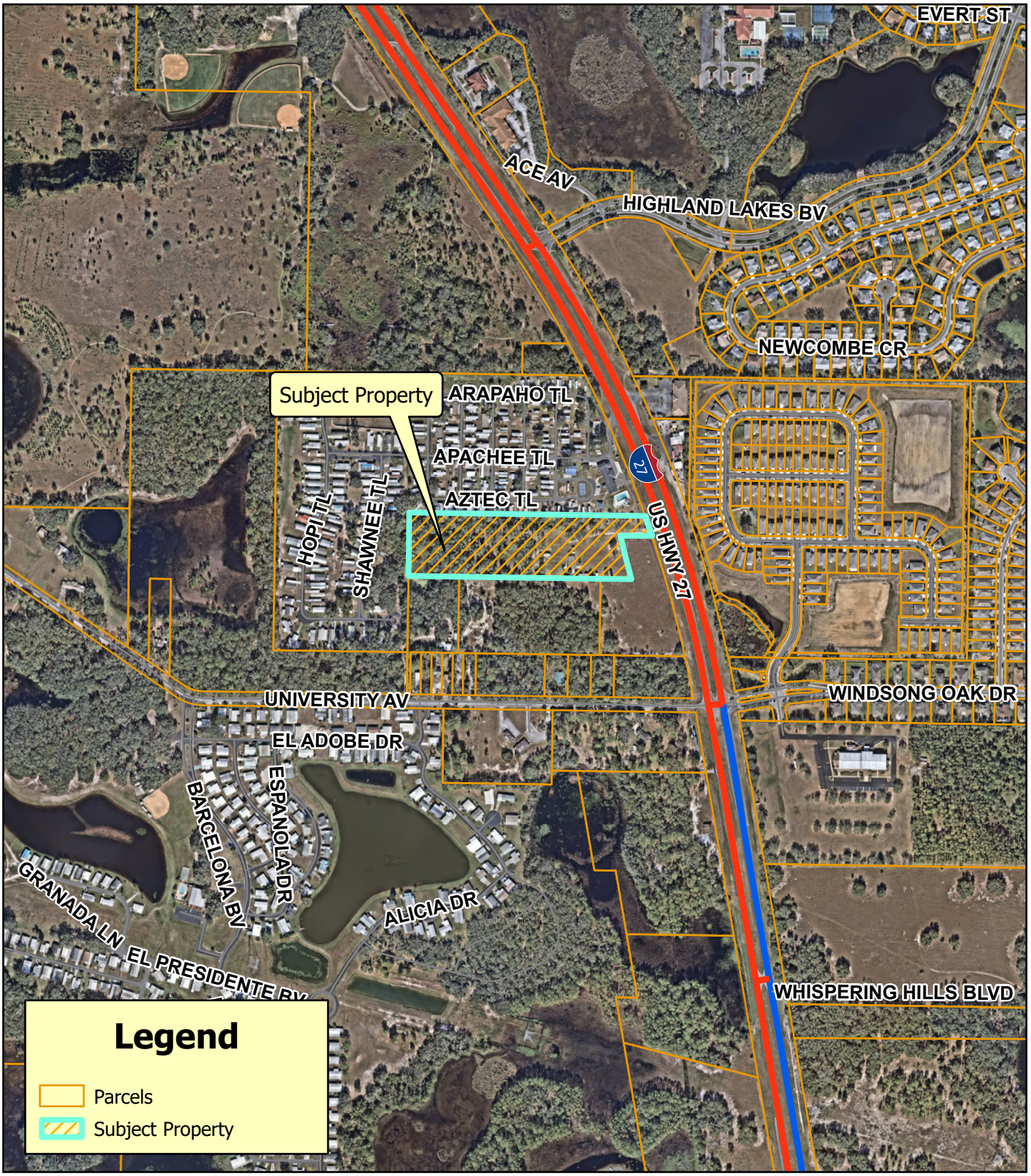
EXHIBIT A
Legal Description

Lake County Florida Parcel ID 24-20-24-0003-000-00702
Parcel Alt Key 1296285

Begin at the Northwest corner of the S 1/2 of the SE 1/4 of the SW 1/4, Sec. 24.Tp. 20 S, R 24 E, and run thence East along the North line of said S 1/2 of SE 1/4 of SW 1/4, 1110 feet, more or less, to the Westerly right-of-way line of Highway No. 27, thence Southeasterly along said right-of-way line, 100 feet, thence West 150 feet, thence Southeasterly parallel to Highway No. 27,217.9 feet, more or less, to a point which is 300 feet South of the North line of the S 1/2 of the SE 1/4 of the SW 1/4 of said Sec. 24, thence West 1063 feet, more or less, to the West line of said SE 1/4 of SW 1/4, thence Northerly along said West line of said SE 1/4 of SW 1/4, 300 feet to the point of beginning.

SUBJECT TO (right of way easement in favor of Sumter Electric Cooperative, Inc., contained in instrument recorded February 9, 1976, O.R. Book 604, Page 2120, Public Records of Lake County, Florida). comprehensive land use plans, zoning, restrictions, prohibitions, and other requirements imposed by governmental authority; restrictions, easements, covenants, conditions, limitations, and reservations of record, provided that this recital shall not operate to reimpose same.

Extended Aerial



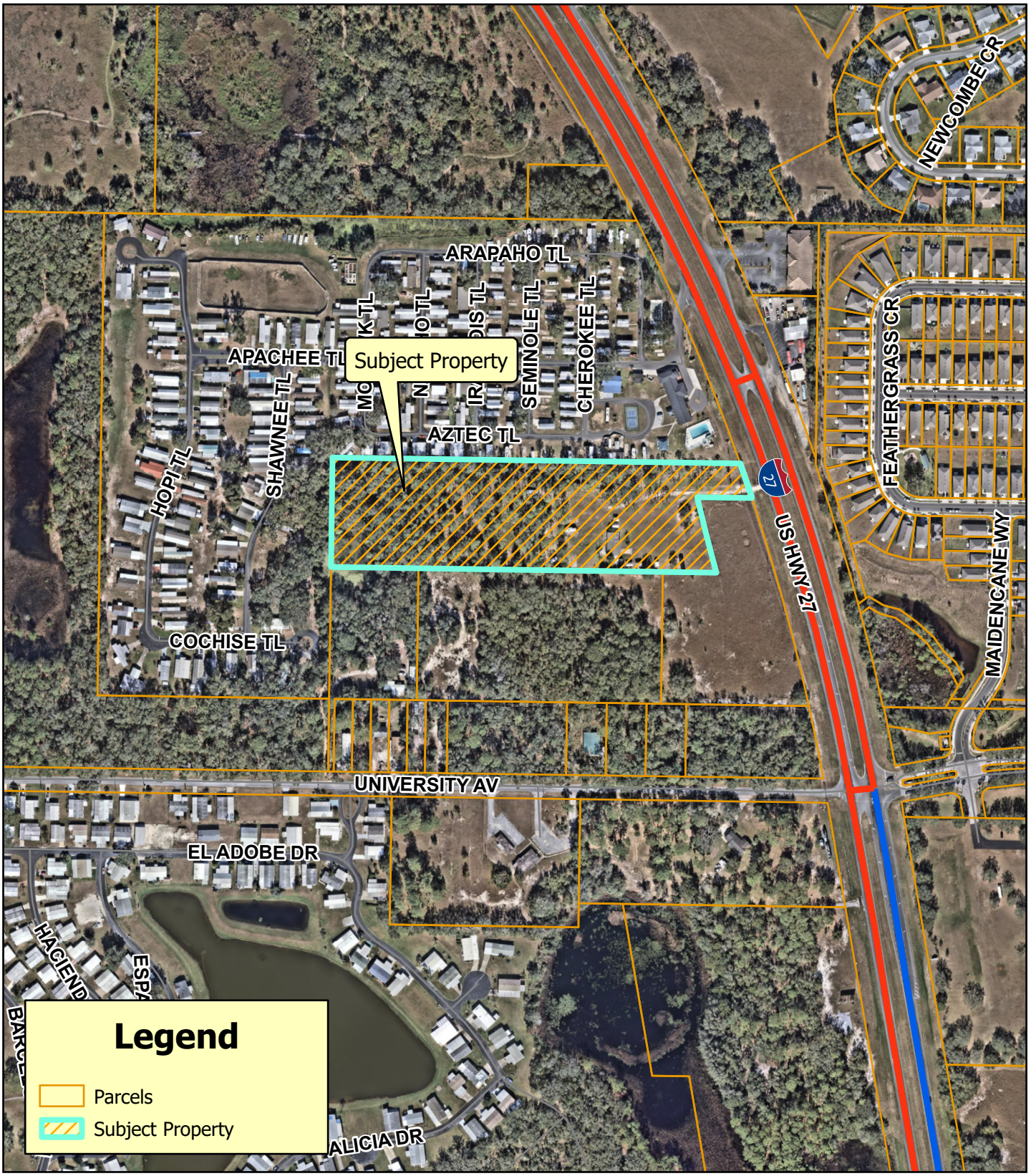
Planning & Zoning Division

N

0 245 490 Feet

Legacy Commerce & Industry Park
ANNX-25-643; SSCP-25-644; SPUD-25-645
Alternate Key(s): 1296285
Section 24 Township 20 South, Range 24 East
August 18, 2025

Aerial



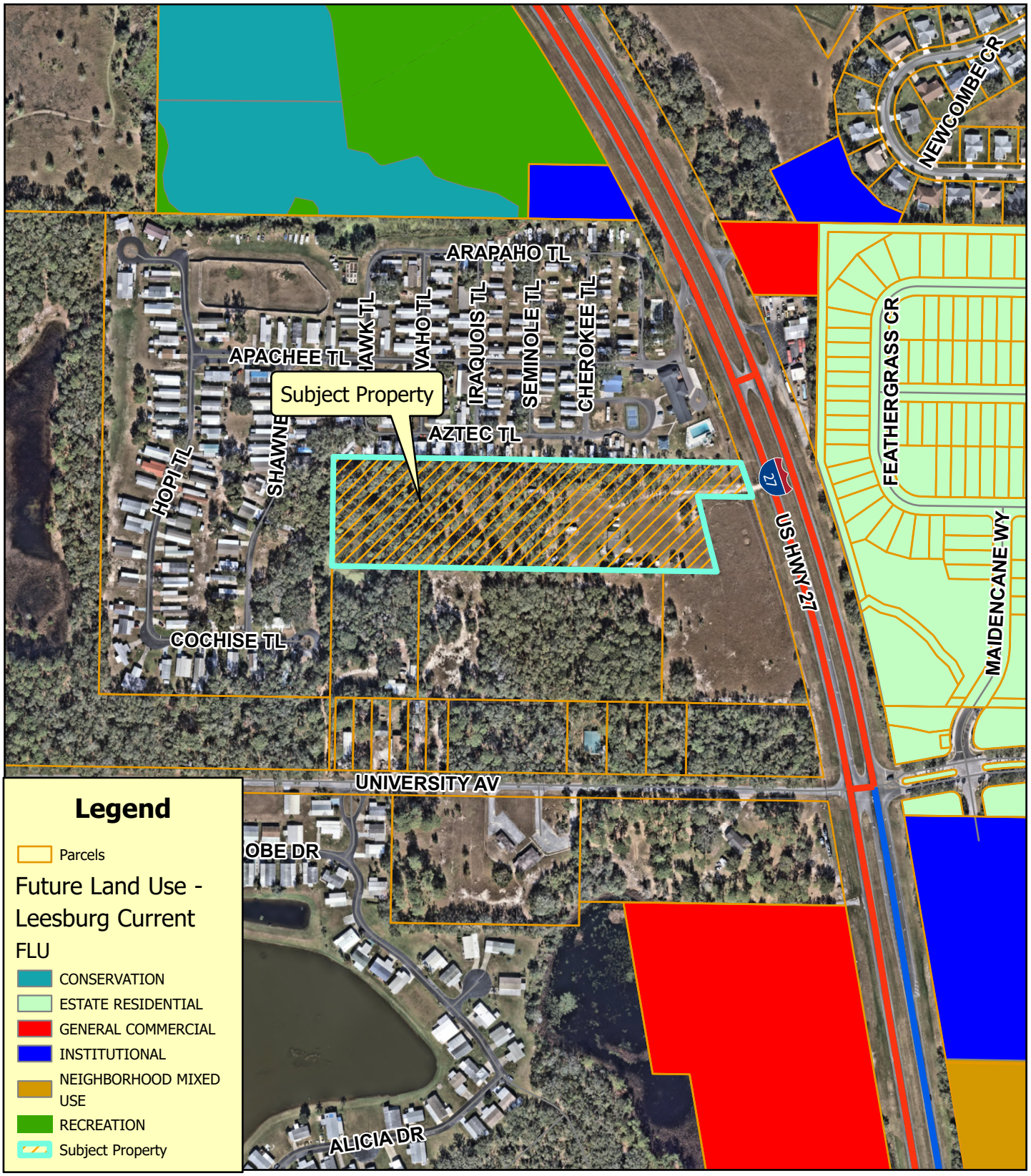
Planning & Zoning Division

N

0 140 280 Feet

Legacy Commerce & Industry Park
ANNX-25-643; SSCP-25-644; SPUD-25-645
Alternate Key(s): 1296285
Section 24 Township 20 South, Range 24 East
August 18, 2025

Future Land Use



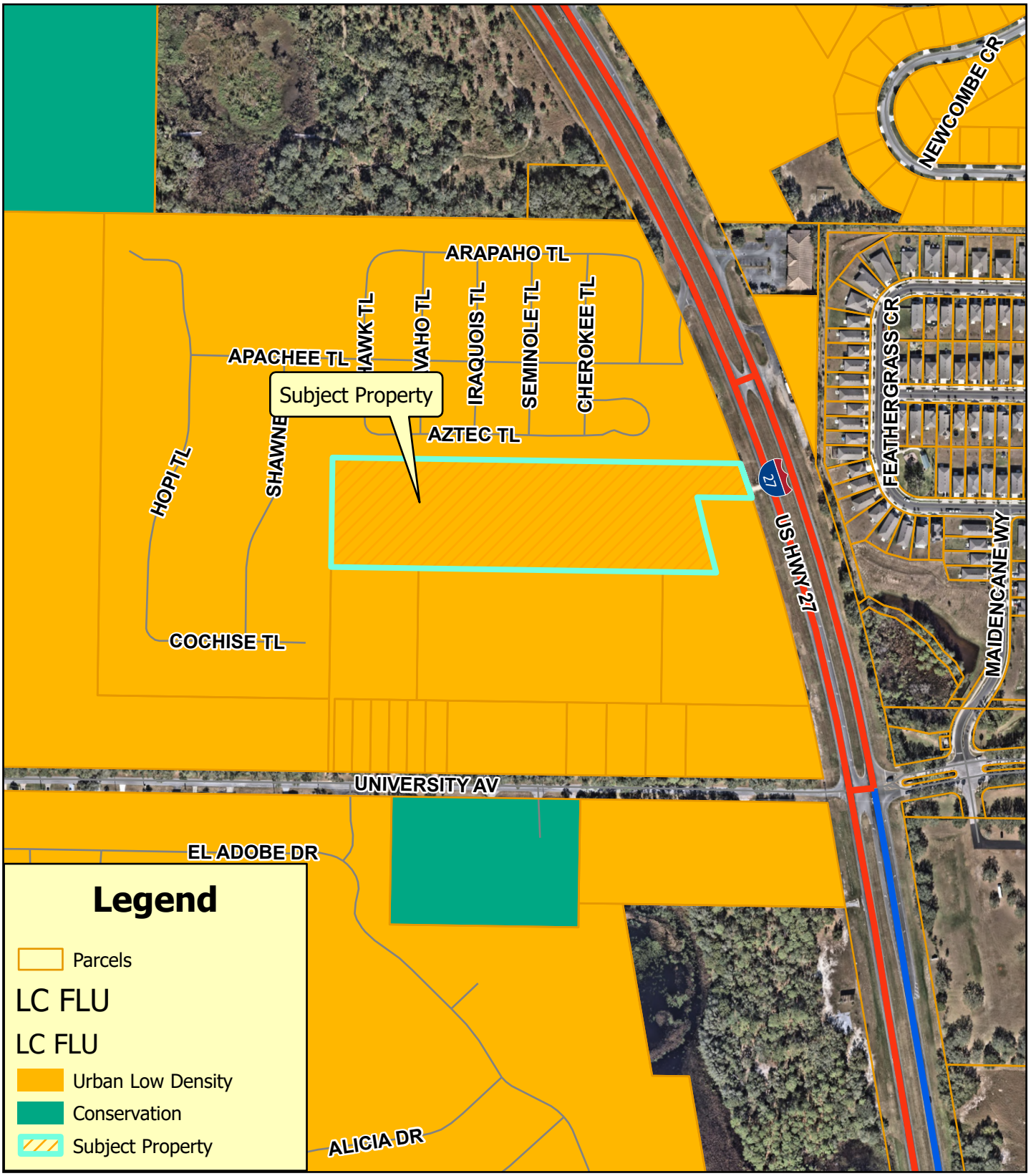
Planning & Zoning Division

N

0 140 280 Feet

Legacy Commerce & Industry Park
ANNX-25-643; SSCP-25-644; SPUD-25-645
Alternate Key(s): 1296285
Section 24 Township 20 South, Range 24 East
August 18, 2025

Lake County Future Land Use



Planning & Zoning Division

N

0 140 280 Feet

Legacy Commerce & Industry Park
ANNX-25-643; SSCP-25-644; SPUD-25-645
Alternate Key(s): 1296285
Section 24 Township 20 South, Range 24 East
August 18, 2025

Proposed Future Land Use



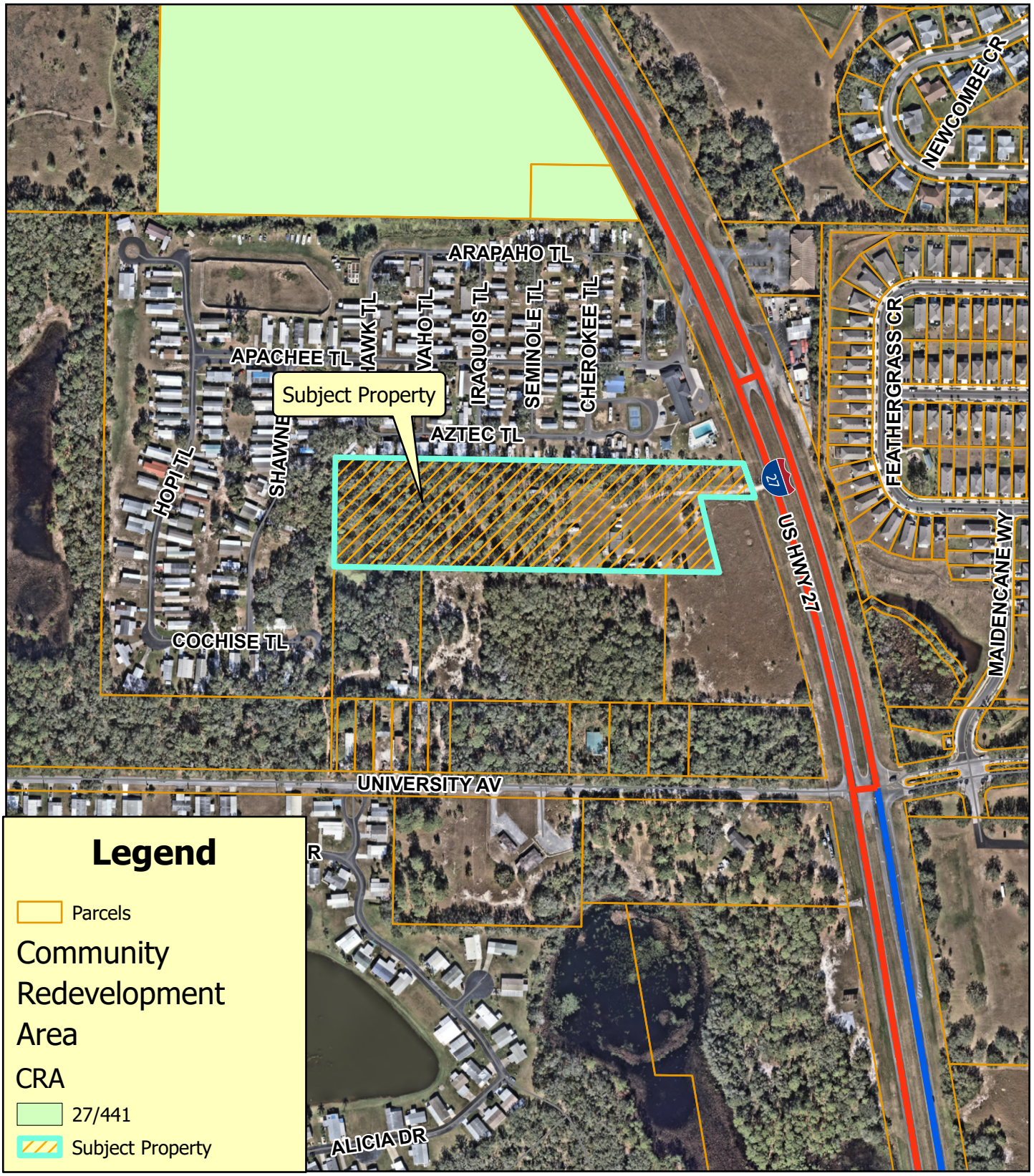
Planning & Zoning Division

N

0 140 280 Feet

Legacy Commerce & Industry Park
ANNX-25-643; SSCP-25-644; SPUD-25-645
Alternate Key(s): 1296285
Section 24 Township 20 South, Range 24 East
August 18, 2025

Community Redevelopment Area



Legend

- Parcels
- Community Redevelopment Area
- CRA
- 27/441
- Subject Property

Planning & Zoning Division

N

0 140 280 Feet

Legacy Commerce & Industry Park
ANNX-25-643; SSCP-25-644; SPUD-25-645
Alternate Key(s): 1296285
Section 24 Township 20 South, Range 24 East
August 18, 2025

Surrounding Land Uses



Planning & Zoning Division

N

0 140 280 Feet

Legacy Commerce & Industry Park
ANNX-25-643; SSCP-25-644; SPUD-25-645
Alternate Key(s): 1296285
Section 24 Township 20 South, Range 24 East
August 18, 2025



Closeup of Sign on Subject Property



Looking North along US Highway 27 from Subject Property



Looking East across US Highway 27 from Subject Property



Looking South along US Highway 27 from Subject Property



Looking West onto Subject Property from US Highway 27

City of Leesburg
Lake Front City

Agenda Memorandum

Item No: 6.A.4.

Meeting Date: December 8, 2025

From: Dan Miller, (Planning and Zoning Director), Max Vanallen, (Senior Planner)

Subject: An Ordinance of the City of Leesburg, Florida, changing the zoning on approximately 7.3 +/- acres from Lake County A (Agriculture) to City of Leesburg SPUD (Small Planned Unit Development) to allow for 50,200 square feet of Multi-use Office/Warehouse buildings for a property generally located west of U.S. Highway 27 and north of University Avenue, lying in Section 24, Township 20 South, Range 24 East, Lake County, Florida; and providing an effective date. (Legacy Commerce SPUD)

Staff Recommendation:
Planning and Zoning Staff and Planning Commission recommend approval of the request to rezone the subject property from Lake County A (Agriculture) to City of Leesburg SPUD (Small Planned Unit Development) to allow for 50,200 square feet of Multi-use Office/Warehouse buildings.

Analysis:
The project site is approximately 7.3 +/- acres, and is generally located west of U.S. Highway 27 and north of University Avenue as shown on the attached maps. At this time, the property is developed with one (1) single-family residence. The proposal will allow for the construction of 50,200 square feet of Multi-use Office/Warehouse buildings. The existing land uses surrounding the property are residential, commercial, government, and vacant commercial. City of Leesburg utilities are available nearby.

The Planning Commission held a public hearing on the application on September 18, 2025, and recommended approval.

Procurement Analysis:
N/A

Options:
1. Approve the proposed rezoning to SPUD (Small Planned Unit Development); or
2. Other such action as the Commission may deem appropriate.

Fiscal Impact:

Future development on this site will create a positive fiscal impact on the City of Leesburg, in the form of impact and utility fees, plus ad valorem taxes.

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF LEESBURG, FLORIDA, CHANGING THE ZONING ON APPROXIMATELY 7.3 +/- ACRES FROM LAKE COUNTY A (AGRICULTURE) TO CITY OF LEESBURG SPUD (SMALL PLANNED UNIT DEVELOPMENT) TO ALLOW FOR 50,200 SQUARE FEET OF MULTI-USE OFFICE/WAREHOUSE BUILDINGS FOR A PROPERTY GENERALLY LOCATED WEST OF U.S. HIGHWAY 27 AND NORTH OF UNIVERSITY AVENUE, LYING IN SECTION 24, TOWNSHIP 20 SOUTH, RANGE 24 EAST, LAKE COUNTY, FLORIDA; AND PROVIDING AN EFFECTIVE DATE. (LEGACY COMMERCE SPUD)

BE IT ENACTED BY THE PEOPLE OF THE CITY OF LEESBURG, FLORIDA, that:

Section 1.
Based upon the petition of Infinity Holdings III, LLC, Petitioner, of the property hereinafter described, which petition has heretofore been approved by the City Commission of the City of Leesburg Florida, pursuant to the provisions of the Laws of Florida, the said property located in Lake County, Florida, is hereby rezoned from Lake County A (Agriculture) to City of Leesburg SPUD (Small Planned Unit Development), to-wit:

(Legal Description)
(See Exhibit A)

Section 2.
This ordinance shall become effective upon its passage and adoption, according to law.

PASSED AND ADOPTED at the regular meeting of the City Commission of the City of Leesburg, Florida, held on the 8th day of December 2025.

THE CITY OF LEESBURG, FLORIDA

_____
Mayor

ATTEST:

_____
City Clerk

EXHIBIT A
Legal Description

Lake County Florida Parcel ID 24-20-24-0003-000-00702
Parcel Alt Key 1296285

Begin at the Northwest corner of the S 1/2 of the SE 1/4 of the SW 1/4, Sec. 24.Tp. 20 S, R 24 E, and run thence East along the North line of said S 1/2 of SE 1/4 of SW 1/4, 1110 feet, more or less, to the Westerly right-of-way line of Highway No. 27, thence Southeasterly along said right-of-way line, 100 feet, thence West 150 feet, thence Southeasterly parallel to Highway No. 27,217.9 feet, more or less, to a point which is 300 feet South of the North line of the S 1/2 of the SE 1/4 of the SW 1/4 of said Sec. 24, thence West 1063 feet, more or less, to the West line of said SE 1/4 of SW 1/4, thence Northerly along said West line of said SE 1/4 of SW 1/4, 300 feet to the point of beginning.

SUBJECT TO (right of way easement in favor of Sumter Electric Cooperative, Inc., contained in instrument recorded February 9, 1976, O.R. Book 604, Page 2120, Public Records of Lake County, Florida). comprehensive land use plans, zoning, restrictions, prohibitions, and other requirements imposed by governmental authority; restrictions, easements, covenants, conditions, limitations, and reservations of record, provided that this recital shall not operate to reimpose same.

LEGACY COMMERCE AND INDUSTRY CENTER
SPUD (SMALL PLANNED UNIT DEVELOPMENT AGREEMENT)
September 19, 2025

This Planned Unit Development Agreement for a SPUD (Small Planned Unit Development) zoning district is granted by the City of Leesburg Planning Commission, Lake County, Florida to **Infinity Holdings III, LLC, c/o Yicxy Pringle, "Permittee", 27101 US 27, Leesburg, FL 34748 (Joseph B. Bricklemyer, Agent, 17032 Johns Lake Dr, Winter Garden, FL 34787-9774)** for the purposes described herein, and subject to the terms and conditions as set forth in this document, pursuant to authority contained in Chapter 25 "Zoning", Section 25-278 "Planned Unit Development" of the City of Leesburg Code of Ordinances, as amended.

BACKGROUND
The "Permittee" is requesting a Small Planned Unit Development (SPUD) zoning district to allow future construction of proposed 50,200 square feet of multi-use office/warehouse building uses consisting of approximately 7.3 +/- acres generally located west of US Highway 27 and north of University Avenue, on a site within the City of Leesburg in accordance with their SPUD application and supplemental information.

PURPOSE
The purpose of this document is to provide appropriate zoning standards for a high-quality built environment through the application of flexible and diversified land development requirements, which shall be implemented in conjunction with a master site development plan and the City of Leesburg Code of Ordinances, therefore allowing for more efficient and optimal use of the subject property, and to increase the overall economic opportunity and employment base of Leesburg, Florida.

CONDITIONS
The following conditions shall apply to the development proposed herein. If any instance where the conditions of this document may conflict with the City of Leesburg Code of Ordinances, this document shall prevail as the determining requirement.

1. **PERMISSION** is hereby granted to **Infinity Holdings III, LLC, c/o Yicxy Pringle, "Permittee", 27101 US 27, Leesburg, FL 34748 (Joseph B. Bricklemyer, Agent, 17032 Johns Lake Dr, Winter Garden, FL 34787-9774)** to construct, operate, and maintain a Small Planned Unit Development in and on real property in the City of Leesburg, in accordance with the requirements set forth herein. The property is more particularly described below.

2. **LEGAL DESCRIPTION**

   See attached **Exhibit B, Legal Description**.

3. LAND USE

The above-described property, containing approximately 7.3 +/- acres, shall be used for mixed-use office and light industrial development substantially consistent with the **Conceptual Plan, Exhibit C**, attached hereto, pursuant to City of Leesburg development codes and standards.

A. Permitted Uses

1. Uses permitted in the C-3 (Highway Commercial) zoning district.
2. Office uses
3. Industrial flex space
4. Indoor light manufacturing (e.g., welding, building materials, clothing, machine parts, tools, etc.)
5. Building trades, contractors offices and associated indoor storage (e.g. plumbing, heating, electrical, etc.)
6. Warehousing/mini-warehouse
7. Trades shop, with no retail on-site (e.g. woodworking, cabinetry, furniture, upholstery, vehicle parts repair, etc., without daily customer foot traffic)
8. Printing and publishing services
9. Wholesale trade
10. Indoor Storage
11. Daycare
12. Private school
13. House of worship

B. Other Related Uses

Other uses, related to the primary use, may be included by written determination of the Planning & Zoning Director. Such uses shall be consistent with the intent and purpose of the zoning requirements set forth in this SPUD Agreement, and shall meet the parking standards as required herein. Parking availability and daily trips generated may limit the permitted uses.

C. Prohibited Uses

All uses not specifically permitted by Sections 3.A. are considered prohibited.

4. DEVELOPMENT STANDARDS

A. Lot development standards shall be those of the C-3 (Highway Commercial) zoning district, except as amended by these conditions, and may limit the permitted uses based on site plan requirements.

B. Building Setbacks (as measured from the property lines)

1. Front: 50-feet
2. Side: 20-feet
3. Rear: 50-feet
4. Perimeter property boundary: See Section 10, Open Space, Landscaping & Buffer Requirements

5. Accessory structures shall have a minimum rear and side setback of ten (10) feet, and shall not occupy more than 15% of the required rear yard.

C. Open Space
   1. A minimum of thirty-five (35) percent of the site shall be developed as open space, including retention areas, buffer and landscaped areas. Parking areas and vehicle access areas shall not be considered in calculating open space.

D. Height
   1. Maximum building height shall not exceed two (2) stories with a maximum height of 35-feet except for additional height approved by staff for roof, elevators, a/c units etc., as approved through the Development Review process.

E. Maximum allowed Impervious Surface Ratio (ISR) of 65%.

F. All structure heights shall be measured from the first floor, finished floor elevation on the site.

G. Easements:
   1. As part of the development process, easements shall be provided as required by the City of Leesburg and other utility providers, including but not limited to water, wastewater, natural gas, electric, fiber, cable, and communications, for installation and maintenance of utilities.

H. Final lot sizes and setbacks may be adjusted by Staff during the site plan review process to meet the intent of this SPUD (Small Planned Unit Development).

I. Areas of property not occupied by structures, displays or paving shall be landscaped and maintained in accordance with City of Leesburg Code of Ordinances, as amended.

5. ACCESS AND CIRCULATION

A. Site Access
   1. Access to the site shall be provided by a minimum of one (1) access point from the existing contiguous paved road adjacent to the property, US Highway 27. Final determination of the direction of traffic movement into and out of all permitted access points shall be determined through the traffic/transportation study review process as required by the City's site plan review process, including review by Lake County Public Works and/or Florida Department of Transportation.

B. Internal Circulation
   1. All drives and access points shall be constructed so that the continuous vehicular and pedestrian access is available among and between the industrial buildings.

C. Pedestrian Access
   1. Sidewalks shall be installed per City of Leesburg codes and specifications.
   2. All pedestrians crossing areas shall be visibly marked with appropriate pedestrian crossing signage and striping. Intersections shall have street pavers, striping or similar materials approved through the appropriate site and/or building permit process, to allow safe crossing points and pedestrian access to all structures.

6. PARKING

A. General
   1. The permittee shall have off-street parking spaces within all areas of the property per an approved site plan pursuant to the City of Leesburg Code of Ordinances. All development shall include the required number of handicapped parking spaces.
   2. The location and design of the proposed parking areas will be reviewed during the site plan review process to provide for adequate parking, which may limit the permitted uses of the site.

B. Industrial
   1. Parking lot landscape islands shall be at a total ratio of two hundred (200) square feet per one hundred fifty (150) linear feet of parking or one (1) every twelve (12) spaces. All parking areas shall terminate with a minimum of one hundred (150) square feet of landscaping area. Parking lot landscaping shall consist of one (1) ornamental tree and five (5) shrubs per two hundred (200) square feet of required landscaping.

7. ARCHITECTURAL STANDARDS

A. Mechanical units and roof equipment should be screened from view with parapet or other screening method so that the equipment is not seen from the public-right-of way or residential property.

B. With the exception of building height and setbacks, spatial requirements set forth herein for non-residential structures shall be deemed satisfied provided as-built measurements do not deviate from such requirement by more than five (5) percent.

C. The Permittee shall utilize "Dark Sky" lighting principles when selecting lighting fixtures for all street lighting. Such lighting shall achieve the overall effect of containing and shielding excessive light pollution from adjacent properties. Appropriate designs are shown on as **Exhibit E**, attached hereto.

D. Other similar design variations meeting the intent of this section may be approved by the Planning and Zoning Director or designee.

8. SIGNAGE

A. Ground signs
   1. All ground signage for the property shall be monument style signs with design and architectural style consistent with the overall development, and consistent with the requirements of the sign regulations of the City of Leesburg.

B. Alternative Designs.
   1. Alternative designs for the ground enclosure support and bases of a monument sign may be approved by the Planning and Zoning Director where the architectural style would be in keeping with the intent of these sign regulations.

C. Landscaping for ground signs
   1. Landscaping around all monument signs shall comply with the standards and requirements of the sign regulations of the City of Leesburg Code of Ordinances, as amended.

D. Wall signs
   1. All wall signage for the property shall be designed and constructed to comply with the standards and requirements of the sign regulations of the City of

Leesburg Code of Ordinances, as amended.

9. OPEN SPACE, LANDSCAPING & BUFFER REQUIREMENTS

A. Open space may consist of buffers, wetlands, and retention areas.

B. Required Perimeter Landscape Buffers:
   1. North – 15'
   2. South – 15'
   3. East – 15'
   4. West – 10'

C. Landscape buffers are to consist of natural existing landscaping where possible.

D. A master landscape plan shall be submitted for review by City staff for all landscaping, buffer and boundary areas, parking lots, access roads, entry ways and new construction. This plan shall be reviewed for consistency with this SPUD document and the Conceptual Site Plan **(Exhibit C)**, attached hereto, and City of Leesburg landscape code requirements.

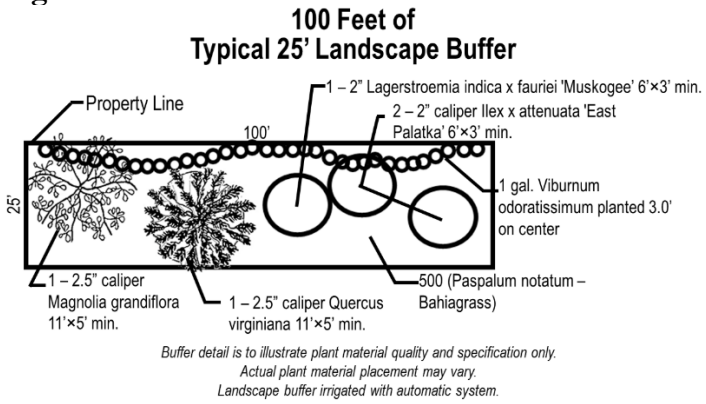
E. All other landscaping and buffering shall be in accordance with regulations contained within the City of Leesburg Code of Ordinances, Section 25-336, *Landscaping requirements for industrial district*, and at a minimum shall contain the following plantings as noted in Figures A and B below.

F. Wherever a residential district or use abuts the subject property, an opaque screen is required on the subject property to conceal the development from the adjacent residential property, at a minimum of six (6) feet, and no more than eight (8) feet in height. A wall, opaque fence, or dense foliage (existing and/or planted), shall be considered to meet this requirement. No such wall or fence shall be required in the front yard of the subject property adjacent to US Highway 27.

Figure A

Canopy Trees (per 100 l.f.)	2 per 100 linear ft
Tree CAL/Height	2" cal, 12' overall height
Optional Ornamental Trees (per 100 l.f.)	3 per 100 linear ft
Tree CAL/Height	2" cal, 7' overall height
Shrub Screen (per 100 l.f.)	
Square Ft. of Shrubs	(33) 3 gal plants, 18"—24" minimum at installation (depending on species); hedges to be 36"—42" high by thirty-six (36) inches wide hedge or continuous landscape screen with a ninety (90) percent opacity within one (1) year of planting
Container size	3 gal

Figure B



H. Variations to the landscape and buffering requirements of the code may be approved by the Planning and Zoning Director or designee, to the extent that the overall intent of the SPUD and the Landscaping Code are maintained, including consideration of existing fencing on adjacent properties and existing natural vegetative buffers.

I. The surveying of trees on the property shall be conducted as follows:
   1. All specimen, heritage and historic trees shall be surveyed. Staff will review the tree survey and such trees shall be saved where possible during the site plan review process. This may include amending the site plan to save specimen, heritage and historic trees.
   2. Site areas that are to preserve existing trees do not need to be included in the survey unless the trees are to be used in preservation/replacement requirements.
   3. The tree survey shall be completed by a licensed surveyor or arborist.

10. UTILITIES

A. Prior to receiving final development approval, the Permittee shall submit a stormwater management plan and utility plan acceptable to the City of Leesburg. Water, wastewater and natural gas services will be provided by the City of Leesburg. Prior to any clearing, grubbing, or disturbance of natural vegetation in any phase of the development, the Permittee shall provide:
   1. A detailed site plan that indicates all the provisions for electric, water, sewer, and/or natural gas in accordance with the City of Leesburg Land Development Codes.
   2. Developer shall bear all responsibility, financial and otherwise, for the construction and installation of all utility infrastructure and other improvements related to the use and development of the property, consistent with the typical pioneering agreement approved on new home projects in the city, including such off-site improvements required by the City and all other appropriate government agencies. All such requirements shall be constructed to the

applicable specifications imposed by the ordinances and regulations of the City in effect at the time of construction.

3. The City of Leesburg intends to service the property with water and wastewater services at this time. At the time of connection, all regulations in place at the time of the request shall be required, including but not limited to impact fees, connection and utility service deposit charges. The cost of supplying water and wastewater lines and other necessary infrastructure such as lift stations to the development shall be the responsibility of the applicant.

11. STORMWATER/DRAINAGE MANAGEMENT

A. All drainage shall be designed and constructed in a manner to meet all State of Florida and City of Leesburg codes, including the requirement that all stormwater runoff is contained within the boundaries of the properties, and does not create a detriment to surrounding properties. Prior to receiving final development approval, the Permittee shall submit a stormwater management plan and utility plan acceptable to the City of Leesburg. Prior to any clearing, grubbing, or disturbance of natural vegetation in any phase of the development, the Permittee shall provide:

1. A detailed site plan that demonstrates no direct discharge of stormwater runoff generated by the development into any wetlands or onto adjacent properties.
2. A stormwater management system designed and implemented to meet all applicable St. Johns River Water Management District and City of Leesburg requirements.
3. A responsible legal entity for the maintenance of the stormwater management system on the plat prior to the approval of the final plat of record. A homeowner's or property owners association is an acceptable maintenance entity.
4. The existing 100-year flood plain on the property shall be shown on all plans and lots.
5. The appropriate documentation that any flood hazard boundary has been amended in accordance with Federal Emergency Management Agency requirements, if the 100-year flood plain is altered and /or a new 100-year flood elevation is established in reference to the applicable flood insurance rate map.
6. A copy of the Management and Storage of Surface Waters permit obtained from St. Johns River Water Management District shall be provided to the City during the site plan review process.
7. Should the Permittee desire to dedicate the proposed project's stormwater management system to the City of Leesburg; the City, at its discretion, may accept or not accept the stormwater management system.
    a. Prior to acceptance, the Permittee shall demonstrate to the City the stormwater management system is in a suitable condition and meets City of Leesburg and St. Johns River Water Management District requirements.
    b. As a condition of accepting the system the City may create a special taxing district or make other lawful provisions to assess the cost of maintenance of the system to the residents of the project.

B. All wet stormwater ponds greater than 0.25 acres in size shall have a minimum of one (1) functioning fountain/aerator for the purpose of aesthetic and public health

considerations. Such fountains/aerators shall be owned and maintained by the Property Management entity required elsewhere herein.

12. WETLANDS, FLOOD ZONES & WILDLIFE

A. All wetlands on the project site shall be identified by a jurisdictional wetland boundary line, and the location and extent of each wetland shall be determined by the Department of Environmental Protection, St. Johns River Water Management District and/or U.S. Army Corp of Engineers. Each wetland shall be placed on a suitable map, signed and sealed by a surveyor registered to practice in Florida and shall be submitted as part of the site plan application process.

B. To the extent practicable, wetlands shall be placed in a conservation easement, which shall run in favor of, and be enforceable by, the St. Johns River Water Management District or another legal entity such as a property owner's association. The conservation easement shall require that the wetlands be maintained in their natural and unaltered state. Wetlands shall not be included as a part of any platted lot, other than a lot platted as a common area, which shall be dedicated to the St. Johns River Water Management District or another legal entity such as a homeowner's association for ownership and maintenance.

C. Buildings or structures shall be a minimum of 50 feet from any wetland jurisdiction boundary, or as delineated by the appropriate permitting agency.

D. Wetlands shall have an average upland buffer of 25 feet, with a minimum of 15 feet or the upland buffer established by St. Johns River Water Management District and/or U.S. Army Corp of Engineers; whichever is more restrictive. All upland buffers shall be naturally vegetated and upland buffers that are devoid of natural vegetation shall be re-planted with native vegetation or as required by St. Johns River Water Management District and/or U.S. Army Corp of Engineers.

E. Land uses allowed within the upland buffers for wetlands are limited to stormwater facilities as permitted by St. Johns River Water Management District.

F. If wetland alteration is permitted by St. Johns River Water Management District and/or U.S. Army Corp of Engineers, wetland mitigation shall be required in accordance with permit approvals from St. Johns River Water Management District or U.S. Army Corp of Engineers, whichever is more restrictive.

G. A wildlife management plan for the project site shall be prepared based on the results of an environmental assessment of the site and any environmental permit required from applicable governmental agencies. The wildlife management plan shall be submitted to the City as part of the site plan application process.

H. A map indicating the location of the 100-year flood plain.

I. The appropriate documentation that any flood hazard boundary has been amended in accordance with Federal Emergency Management Agency requirements, if the 100-year flood plain is altered and/or a new 100-year flood elevation is established in reference to the applicable flood insurance rate map.

J. Through the Site Plan Review process, the developer shall coordinate with the City of Leesburg, Lake County and all impacted government agencies regarding elevation determinations, compensatory storage and overall design of the

subdivision within and near flood hazard boundary areas, to ensure compliance with all regulations.

13. TRANSPORTATION IMPROVEMENTS

A. Traffic/Transportation Study

1. Traffic/transportation studies shall be submitted for new developments/phases during the site plan review process, for review and determination of any access improvements as required by FDOT, Lake County, the Lake-Sumter MPO or the City of Leesburg. Any required improvements will be the responsibility of the Permittee.

B. Approvals for Improvements

1. All transportation improvements shall be contingent upon site plan approval by City of Leesburg staff during development review/permit application. Said approval shall also be contingent upon review and approval by the Lake-Sumter MPO, Lake County and the Florida Department of Transportation where required.
2. Improvements required may include, but are not limited to, traffic signals, turn lanes, acceleration/deceleration lanes, etc.

C. Roadway Improvements

1. The Applicant shall provide all necessary roadway and intersection improvements within the development and its connection to County Road 470.
2. Any offsite improvements required by FDOT, Lake County, Lake-Sumter MPO and the City of Leesburg shall be based on a current traffic analysis, shall be the developer's responsibility and shall be reviewed by City staff during the site plan review process. Approval of all necessary permits and improvements as required by the City of Leesburg, the Lake-Sumter MPO, Lake County and FDOT shall include any needed right-of-way, signalization and improvements required to support the development.

D. Internal Circulation

1. Drives and accesses shall be constructed within the interior of the development such that continuous vehicular assess is available among and between all structures within the development.

E. Bus Stop

1. Because the proposed development lies along and near major transportation routes, a covered bus stop, located such that it meets the approval standards, codes and requirements of the City of Leesburg, Lake County and Lake-Sumter MPO, shall be provided by the developer if requested by the Lake-Sumter MPO or Lake County during the site plan review process.
2. If required by the Lake-Sumter MPO or Lake County, the bus stop shall be constructed prior to certificate of occupancy for the first building on the site.

14. IRRIGATION & WATER USAGE

A. All landscaped areas shall be irrigated and designed to meet Section 25-327, Waterwise and Florida Friendly Landscaping, City of Leesburg Code of Ordinances.

B. The use of St. Augustine grass, or other varieties of grass which require significant amounts of water are prohibited. The use of Bahia, Bermuda, Zoysia or other grasses which are more drought tolerant are permitted.

15. MAINTENANCE

A. With the exception of any public utilities, maintenance of all site improvements, including but not limited to roadways, drives, internal sidewalks, landscaping and drainage shall be the responsibility of the property owner. A property owner's association shall serve as an appropriate entity for all common properties within the development.

16. DEVELOPMENT PHASING & IMPLEMENTATION

A. The proposed project may be constructed in phases in accordance with the Small Planned Unit Development Conditions and Conceptual Plan. Changes to the development conditions or conceptual plan, other than those conditions described in this agreement, shall be revised in accordance with the Planned Development review process, City of Leesburg Code of Ordinances.

B. As part of the overall development review process, if the project is constructed in phases, the plat of the lots for each approved phase shall contain only portions of the development approved under the Site Plan Review Process, i.e. each phase platted shall match each phase submitted for site plan review.

C. Upon approval of this SPUD by the City Commission, a development permit or building permit application must be submitted with the City for work related to one or more phases of the SPUD within four (4) years of this approval becoming final with no appeal pending or the SPUD will automatically expire, unless otherwise lawfully extended by the City or Section 252.363, Florida Statutes. In the event the PUD expires, the Property shall be governed by the zoning regulations applicable to the RE-1 (Estate Density Residential) zoning district.

17. MISCELLANEOUS CONDITIONS

A. The uses of the proposed project shall only be those uses identified in the approved Small Planned Unit Development Agreement. Any other proposed use must be specifically authorized in accordance with the Planned Development amendment process.

B. No person, firm or corporation shall erect, construct, enlarge, alter, repair, remove, improve, move, convert, or demolish any building structure, or alter the land in any manner without first submitting the necessary plans and obtaining appropriate approvals in accordance with the City of Leesburg Codes.

C. Construction and operation of the proposed use(s) shall at all times comply with the Small Planned Unit Development Agreement set forth herein, and with all City and other governmental agencies rules and regulations.

D. The transfer of ownership or lease of any or all of the property described in these SPUD Agreement of Approval shall include in the transfer or lease agreement, a provision that the purchaser or lessee is made good and aware of the conditions pertaining to the Planned Unit Development established and agrees to be bound by these conditions. The purchaser or lessee may request a change from the existing plans and conditions by following the procedures as described in the City of Leesburg Land Development Code, as amended.

E. This SPUD Agreement shall inure to the benefit of, and shall constitute a covenant running with the land and the terms, conditions, and provisions hereof, and shall be binding upon the present owner and any successor, and shall be subject to each and every condition as set forth herein.

18. LEVELS OF SERVICE

A. Levels of Service

1. As submitted, the development resulting from the proposed zoning change may result in demands on public facilities which would exceed the current capacity of some public facilities, such as, but not limited to water, wastewater, roads, drainage, and solid water. No final development order (site plan and building permits) shall be granted for proposed development until there is a finding that all public facilities and services required for the development have sufficient capacity at or above the adopted level of service (LOS) to accommodate the impacts of the development, or that improvements necessary to bring facilities up to their adopted LOS will be in place concurrent with the impacts of the development.

B. Utilities

A. Projected Capacities

a. The City's utility planning efforts draw upon phasing, capacity and service requirements, based upon information provided by the applicant. The City develops its plans consistent with sound engineering principles, prudent fiscal practices and due regard for regulatory compliance.

C. If the development requires construction of new distribution or collection lines, or other infrastructure needed to develop the subdivision, the developer will be required to construct such facilities to provide service. The developer will bear the cost of design, permitting and construction. Any such facilities must be constructed in a fashion consistent with the City's master plans and to the City standards and specifications.

D. Commitment of Capacity

1. There are no previous commitments of any existing or planned excess capacity for this property.

E. Ability to Provide Services

1. At this time, the City intends to provide water, wastewater and reclaimed water services within its service area for the foreseeable future.
2. Future development within the City of Leesburg utility service areas may impact the provision of utility services.

EXHIBIT B **LEGAL DESCRIPTION**

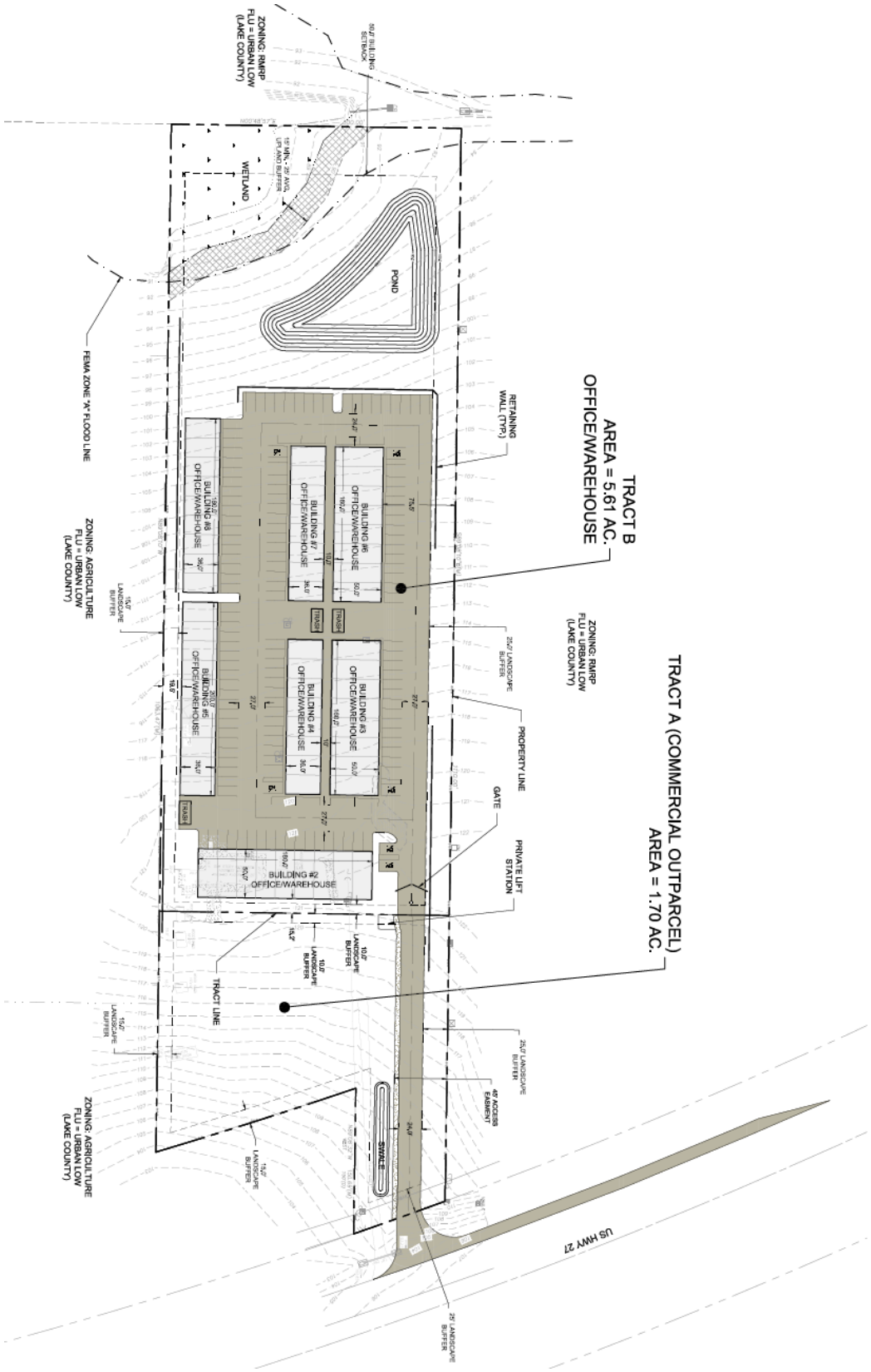
Lake County Florida Parcel ID 24-20-24-0003-000-00702 Parcel Alt Key 1296285

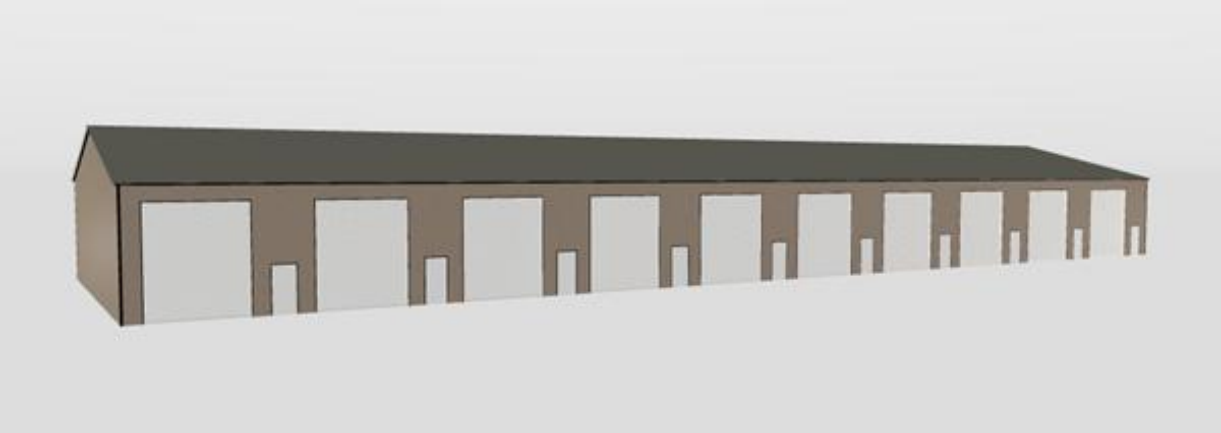
Begin at the Northwest corner of the S 1/2 of the SE 1/4 of the SW 1/4, Sec. 24.Tp. 20 S, R 24 E, and run thence East along the North line of said S 1/2 of SE 1/4 of SW 1/4, 1110 feet, more or less, to the Westerly right-of-way line of Highway No. 27, thence Southeasterly along said right-of-way line, 100 feet, thence West 150 feet, thence Southeasterly parallel to Highway No. 27,217.9 feet, more or less, to a point which is 300 feet South of the North line of the S 1/2 of the SE 1/4 of the SW 1/4 of said Sec. 24, thence West 1063 feet, more or less, to the West line of said SE 1/4 of SW 1/4, thence Northerly along said West line of said SE 1/4 of SW 1/4, 300 feet to the point of beginning.

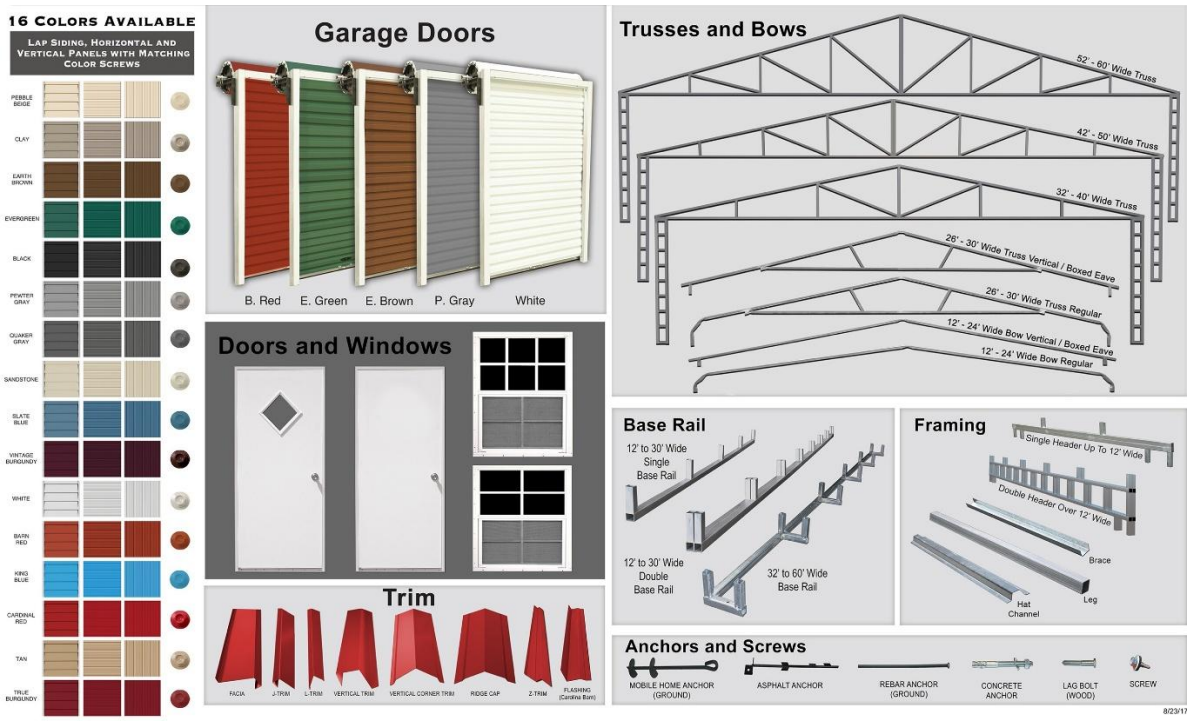
SUBJECT TO (right of way easement in favor of Sumter Electric Cooperative, Inc., contained in instrument recorded February 9, 1976, O.R. Book 604, Page 2120, Public Records of Lake County, Florida). comprehensive land use plans, zoning, restrictions, prohibitions, and other requirements imposed by governmental authority; restrictions, easements, covenants, conditions, limitations, and reservations of record, provided that this recital shall not operate to reimpose same.

~ End of Legal Description ~

EXHIBIT C **CONCEPTUAL SITE PLAN**



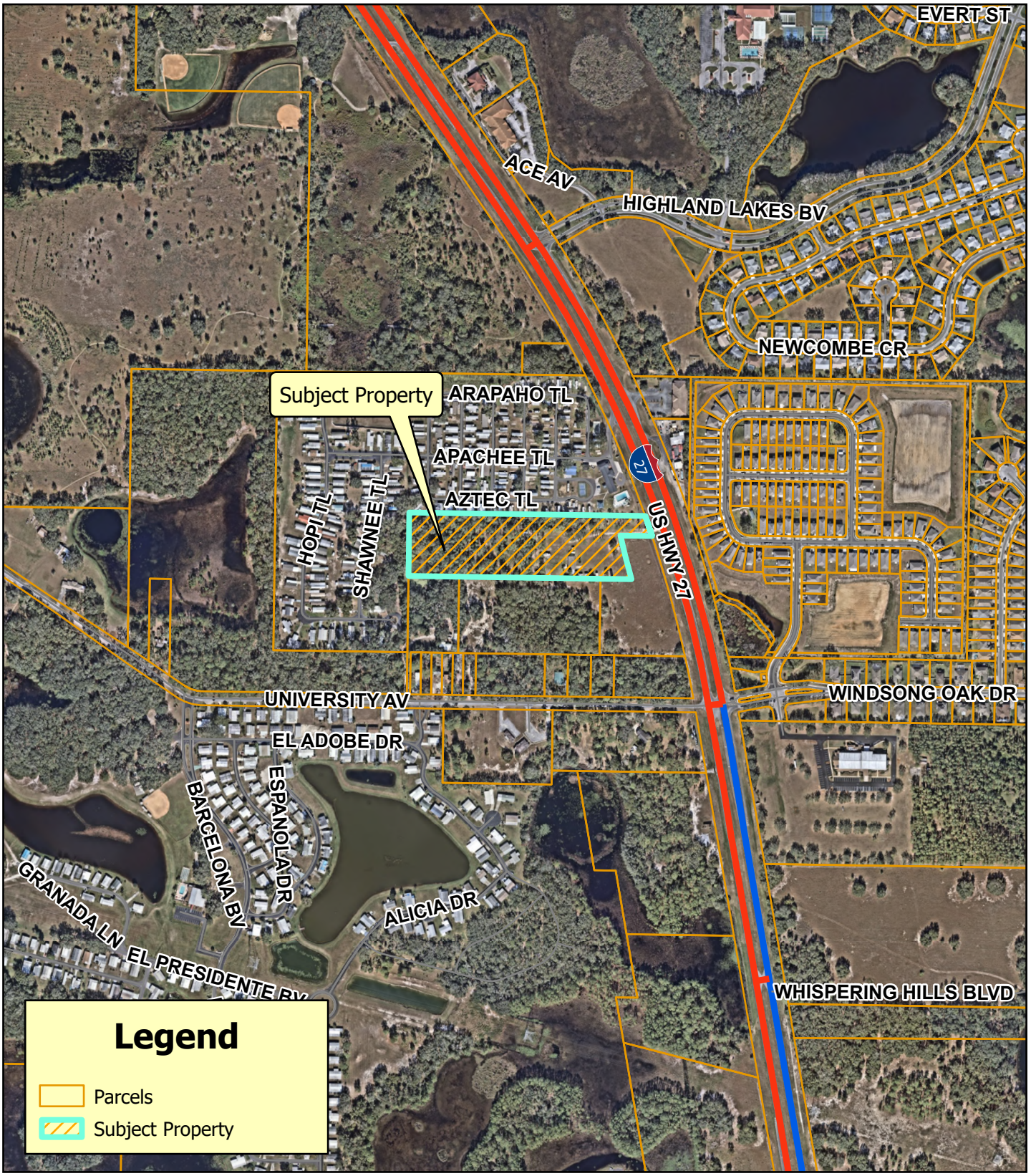



16 Colors Available
Lap Siding, Horizontal and Vertical Panels with Matching Color Screws
Garage Doors
B. Red
E. Green
E. Brown
P. Gray
White
Doors and Windows
Trim
Trusses and Bows
52' - 60' Wide Truss
42' - 50' Wide Truss
32' - 40' Wide Truss
26' - 30' Wide Truss Vertical / Boxed Eave
26' - 30' Wide Truss Regular
12' - 24' Wide Bow Vertical / Boxed Eave
12' - 24' Wide Bow Regular
Base Rail
12' to 30' Wide Single Base Rail
12' to 30' Wide Double Base Rail
32' to 60' Wide Base Rail
Framing
Single Header Up To 12' Wide
Double Header Over 12' Wide
Brace
Leg
Hat Channel
Anchors and Screws
MOBILE HOME ANCHOR (GROUND)
ASPHALT ANCHOR
REBAR ANCHOR (GROUND)
CONCRETE ANCHOR
LAG BOLT (WOOD)
SCREW
8/23/17

Examples of Acceptable / Unacceptable Lighting Fixtures



Extended Aerial



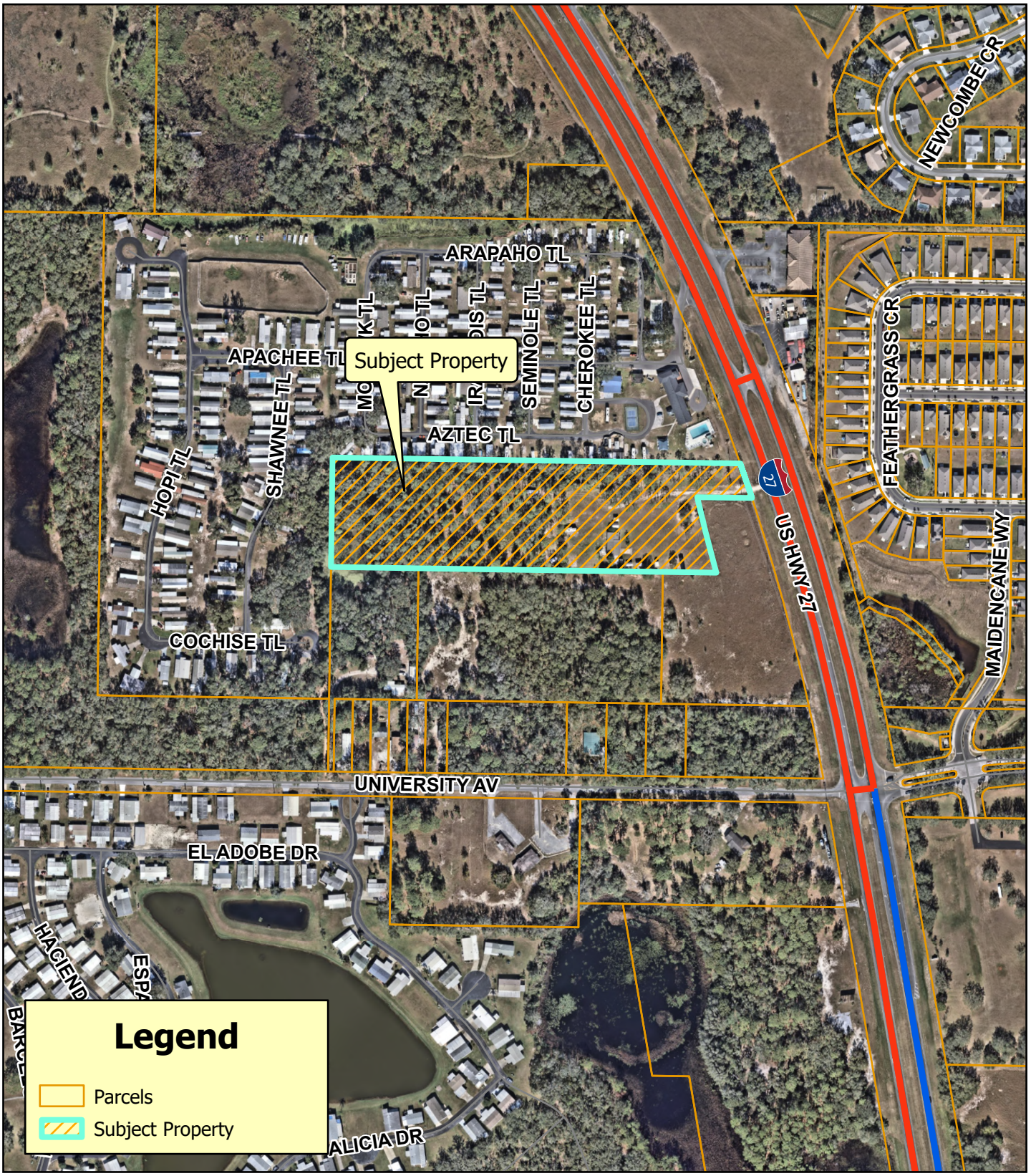
Planning & Zoning Division

N

0 245 490 Feet

Legacy Commerce & Industry Park
ANNX-25-643; SSCP-25-644; SPUD-25-645
Alternate Key(s): 1296285
Section 24 Township 20 South, Range 24 East
August 18, 2025

Aerial



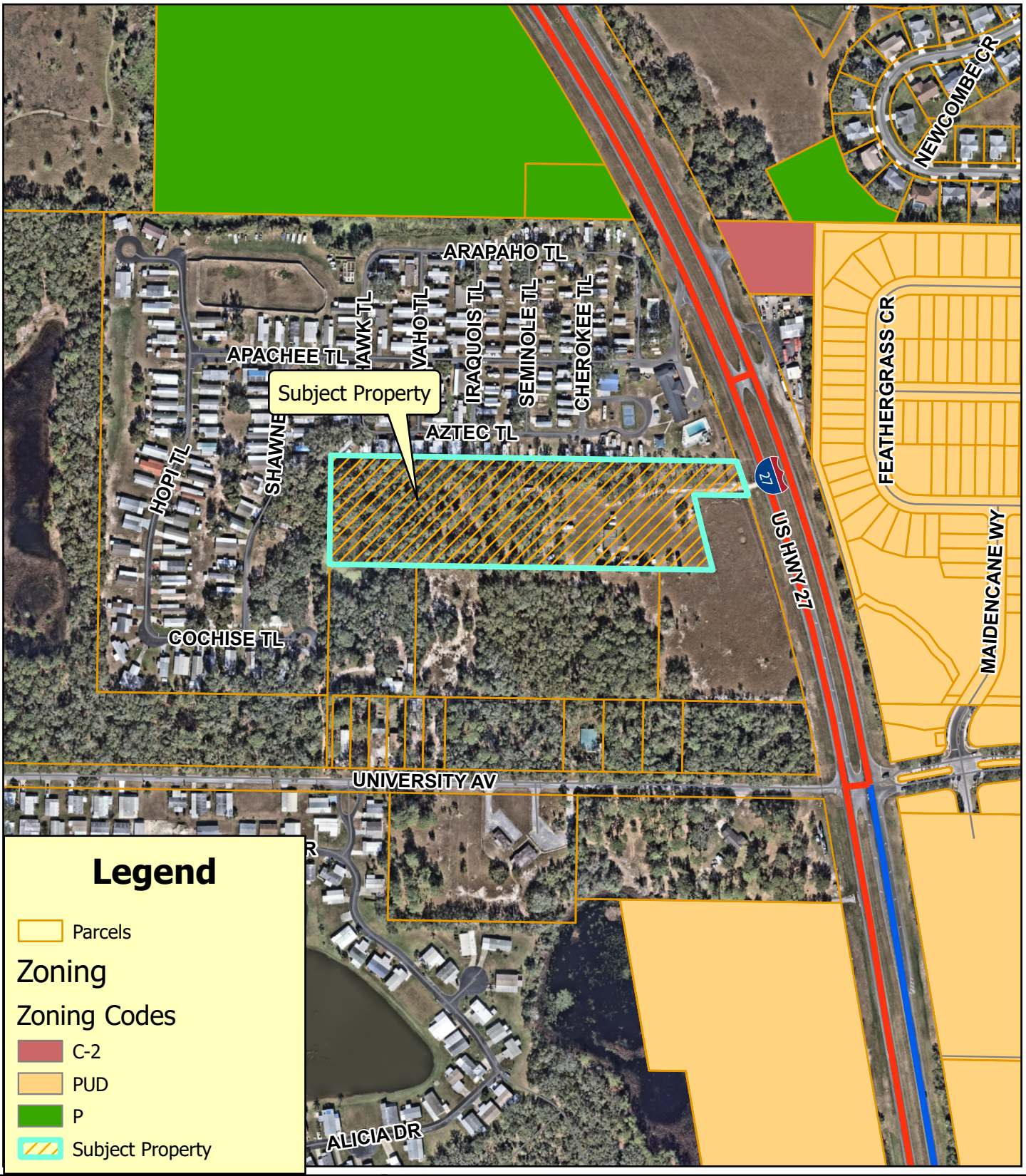
Planning & Zoning Division

N

0 140 280 Feet

Legacy Commerce & Industry Park
ANNX-25-643; SSCP-25-644; SPUD-25-645
Alternate Key(s): 1296285
Section 24 Township 20 South, Range 24 East
August 18, 2025

Zoning



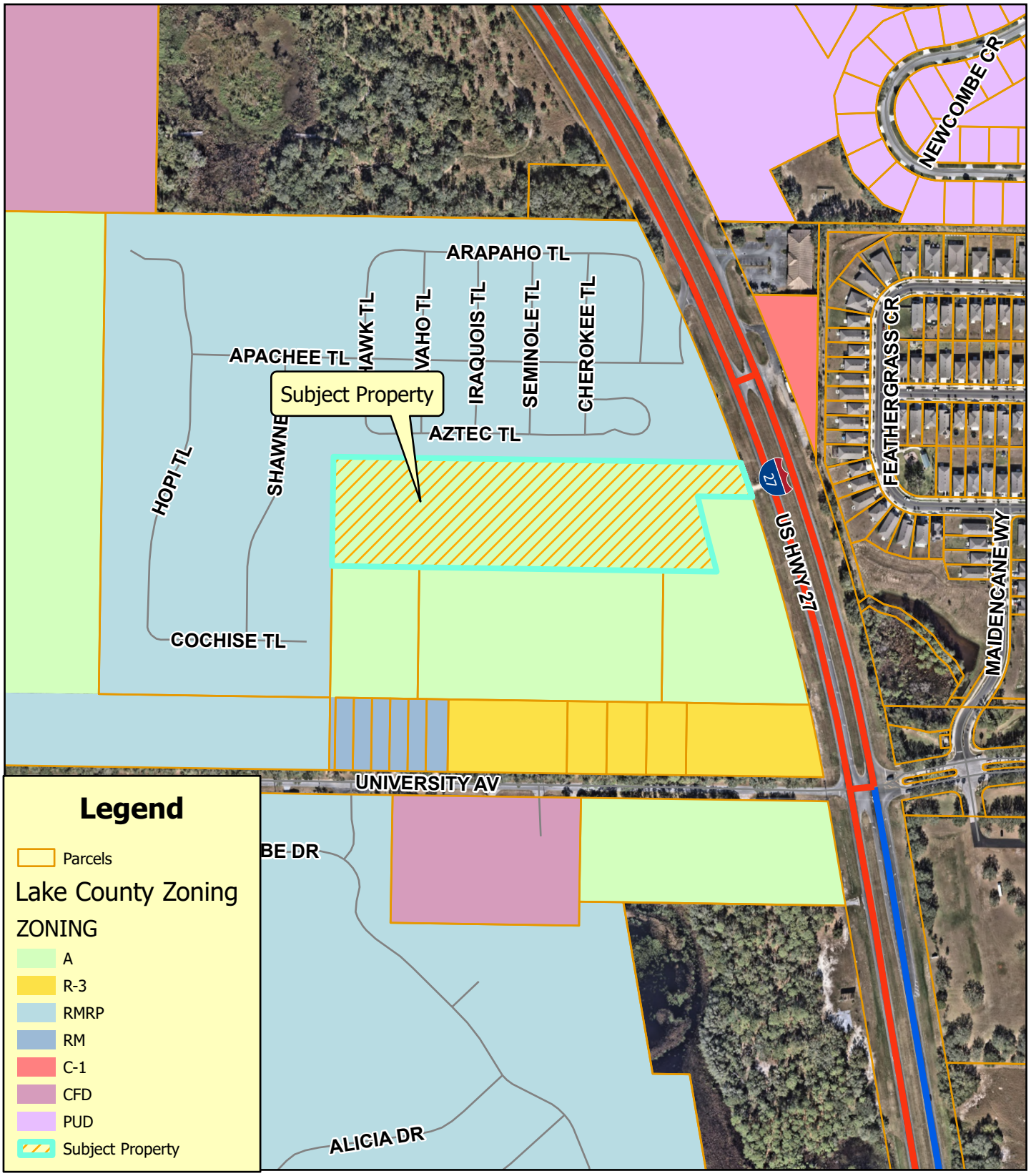
Planning & Zoning Division

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0 140 280 Feet

Legacy Commerce & Industry Park
ANNX-25-643; SSCP-25-644; SPUD-25-645
Alternate Key(s): 1296285
Section 24 Township 20 South, Range 24 East
August 18, 2025

Lake County Zoning



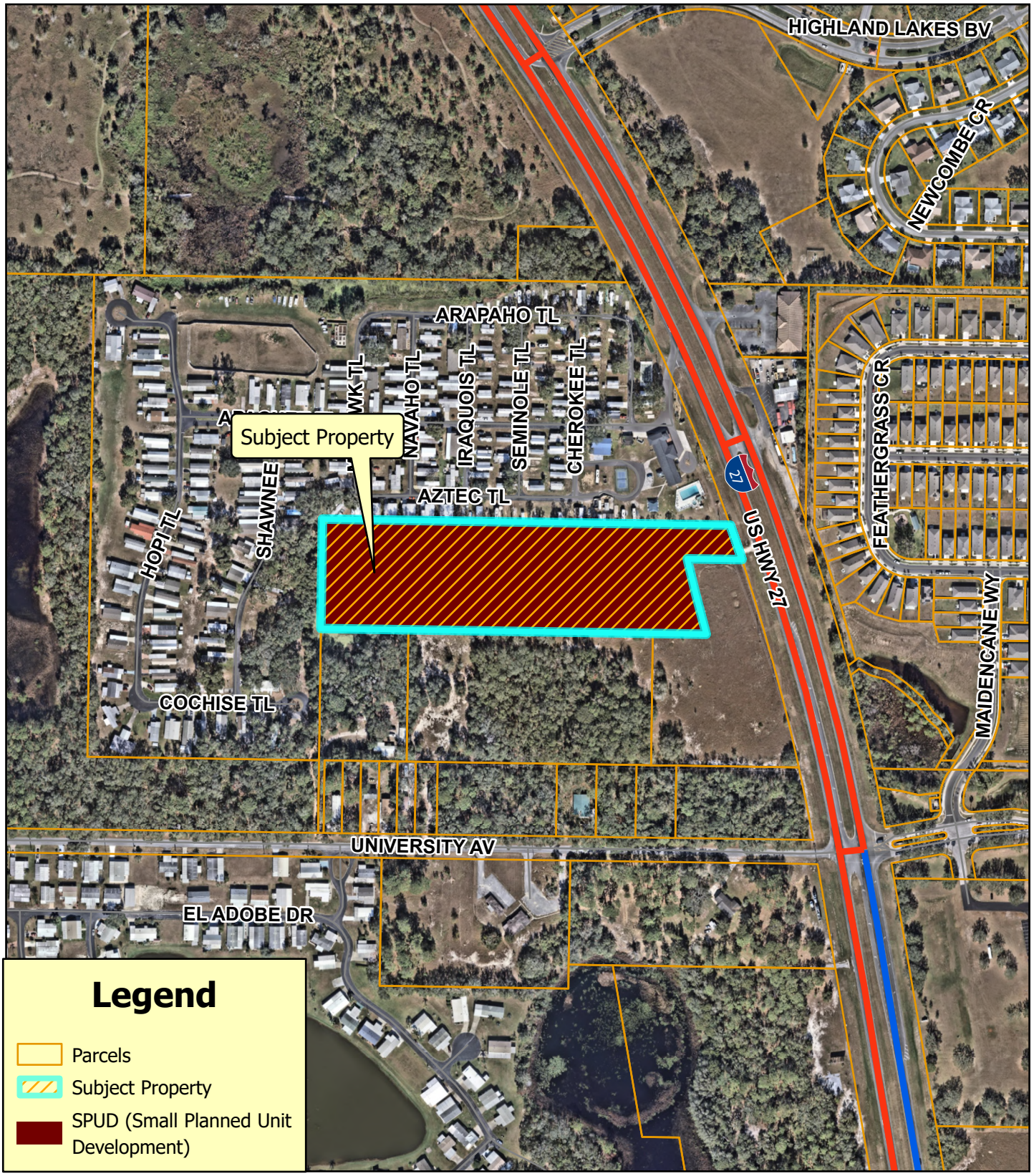
Planning & Zoning Division

N

0 140 280 Feet

Legacy Commerce & Industry Park
ANNX-25-643; SSCP-25-644; SPUD-25-645
Alternate Key(s): 1296285
Section 24 Township 20 South, Range 24 East
August 18, 2025

Proposed Zoning



Planning & Zoning Division

N

0 140 280 Feet

Legacy Commerce & Industry Park
ANNX-25-643; SSCP-25-644; SPUD-25-645
Alternate Key(s): 1296285
Section 24 Township 20 South, Range 24 East
August 18, 2025

Surrounding Land Uses



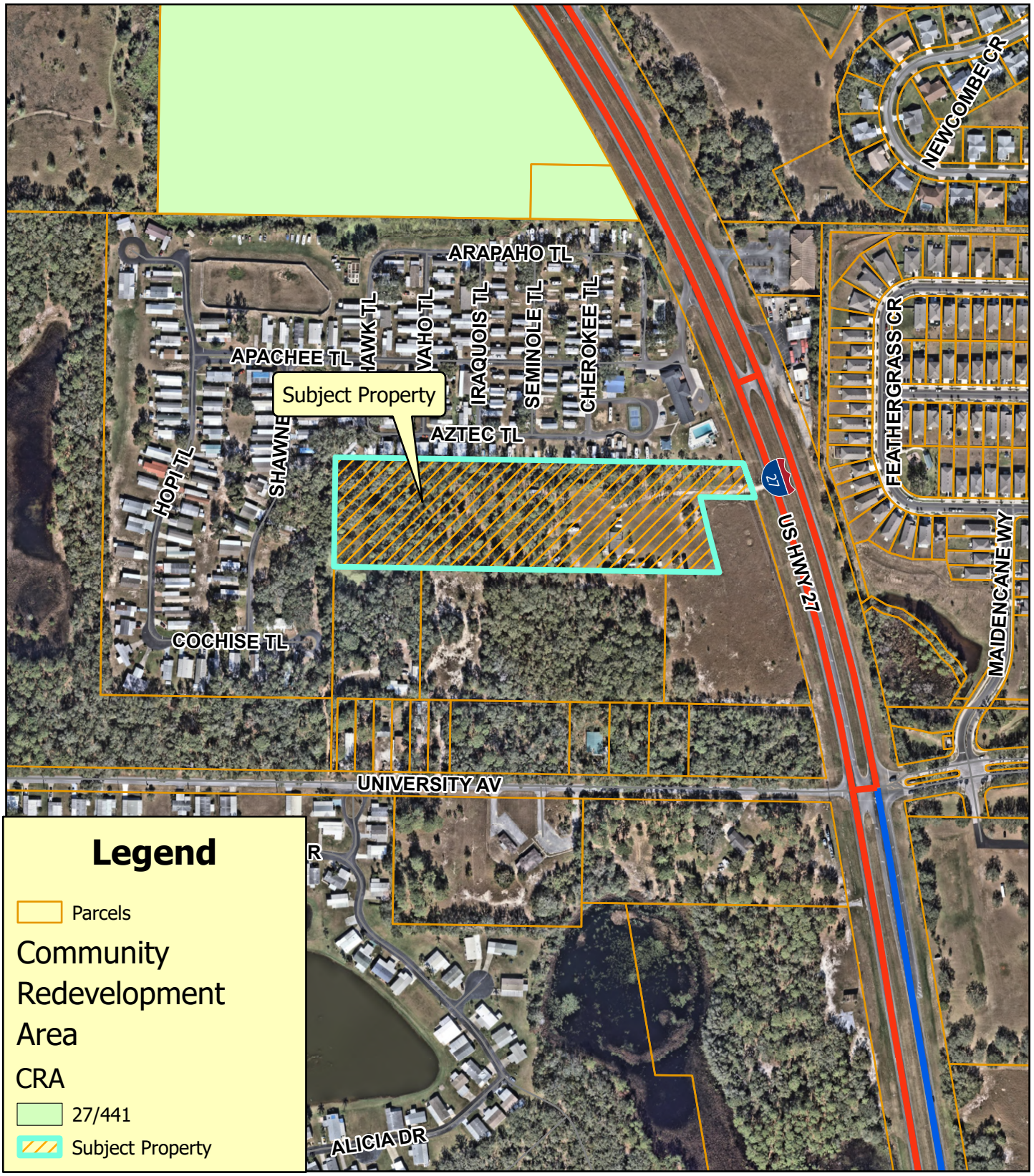
Planning & Zoning Division

N

0 140 280 Feet

Legacy Commerce & Industry Park
ANNX-25-643; SSCP-25-644; SPUD-25-645
Alternate Key(s): 1296285
Section 24 Township 20 South, Range 24 East
August 18, 2025

Community Redevelopment Area



Legend

- Parcels
- Community Redevelopment Area
- CRA
- 27/441
- Subject Property

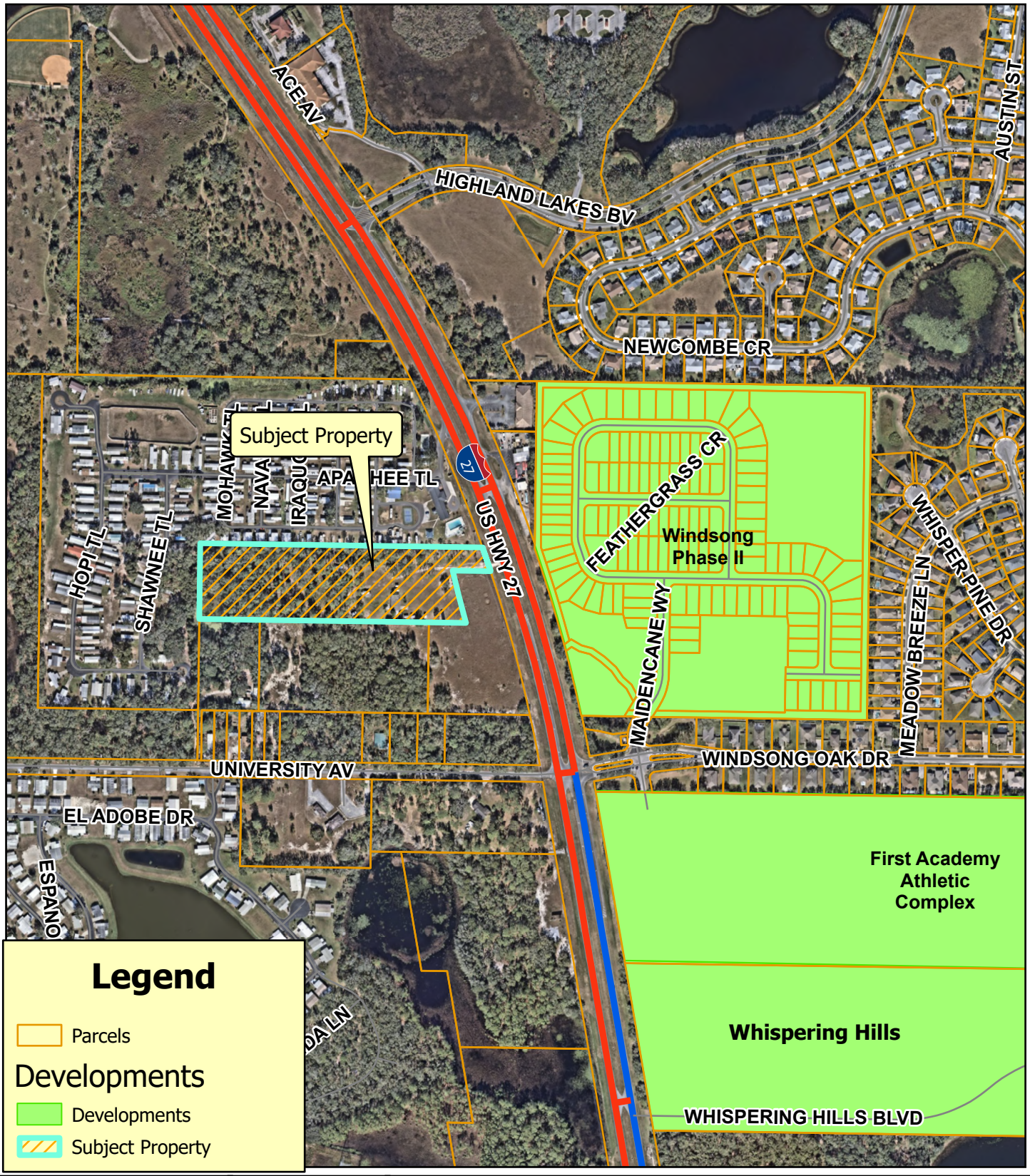
Planning & Zoning Division

N

0 140 280 Feet

Legacy Commerce & Industry Park
ANNX-25-643; SSCP-25-644; SPUD-25-645
Alternate Key(s): 1296285
Section 24 Township 20 South, Range 24 East
August 18, 2025

Developments



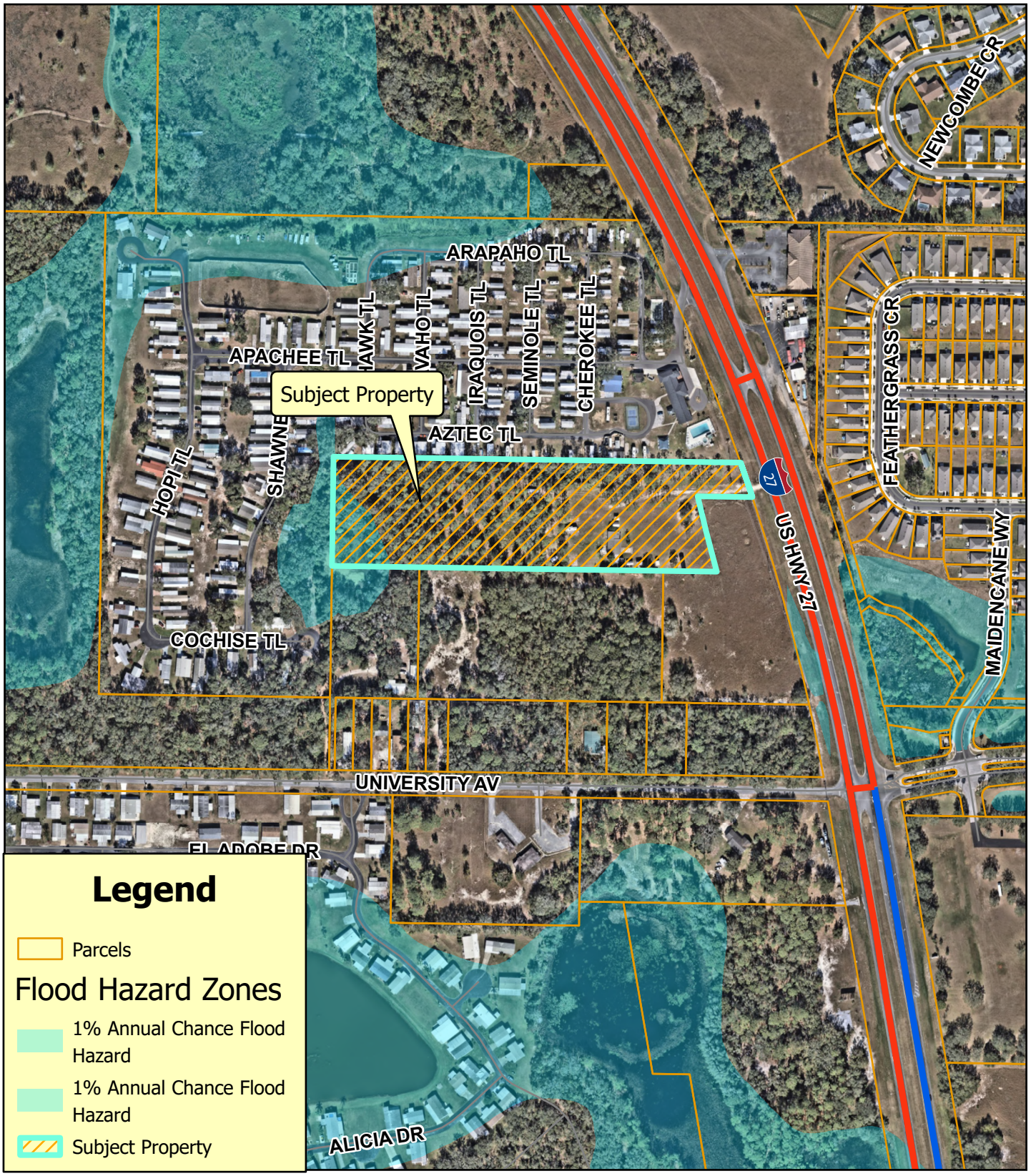
Planning & Zoning Division

N

0 205 410 Feet

Legacy Commerce & Industry Park
ANNX-25-643; SSCP-25-644; SPUD-25-645
Alternate Key(s): 1296285
Section 24 Township 20 South, Range 24 East
August 18, 2025

Flood Zone



Legend

- Parcels

Flood Hazard Zones

- 1% Annual Chance Flood Hazard
- 1% Annual Chance Flood Hazard
- Subject Property

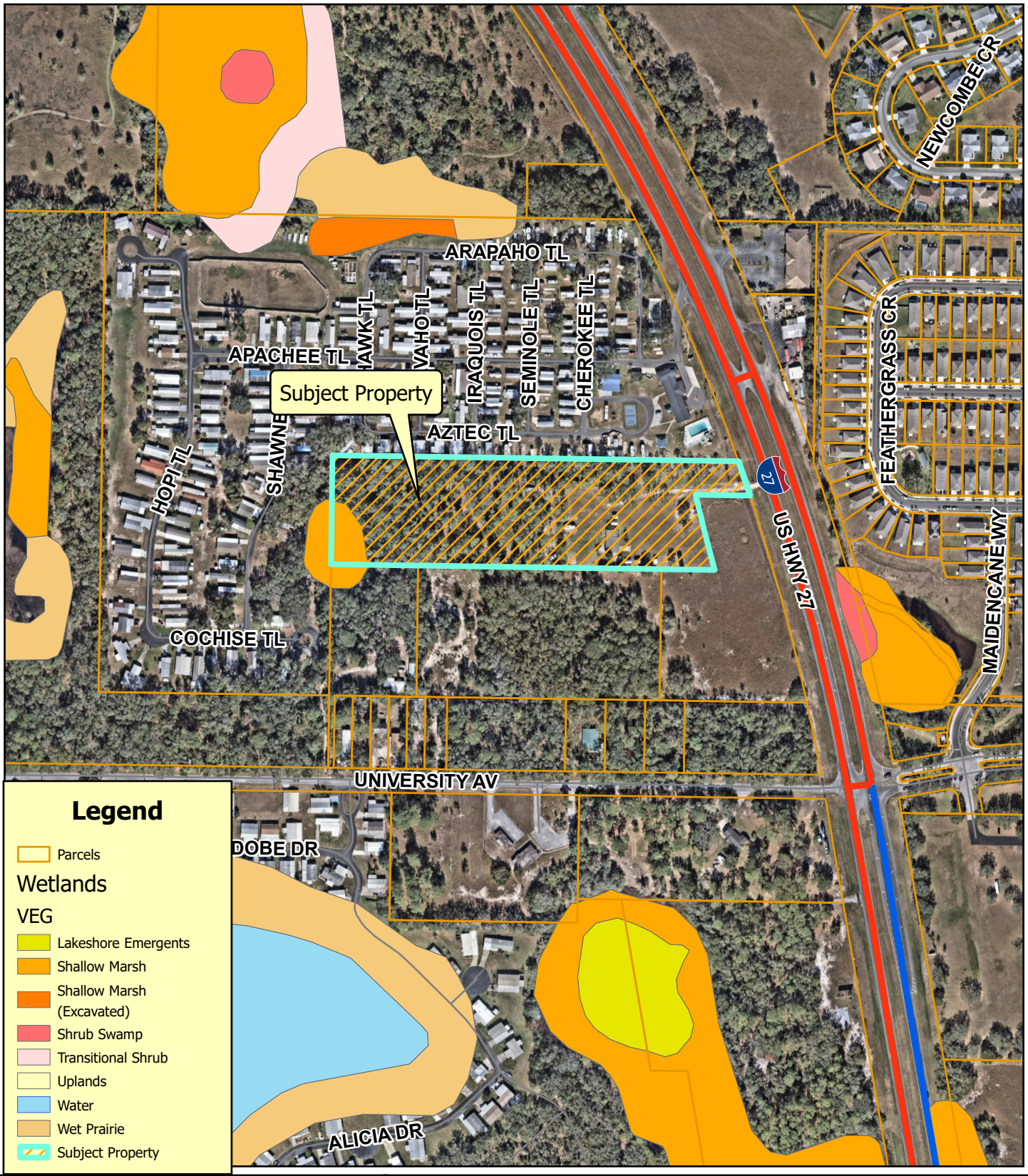
Planning & Zoning Division

N

0 140 280 Feet

Legacy Commerce & Industry Park
ANNX-25-643; SSCP-25-644; SPUD-25-645
Alternate Key(s): 1296285
Section 24 Township 20 South, Range 24 East
August 18, 2025

Wetlands



Planning & Zoning Division

N

0 140 280 Feet

Legacy Commerce & Industry Park
ANNX-25-643; SSCP-25-644; SPUD-25-645
Alternate Key(s): 1296285
Section 24 Township 20 South, Range 24 East
August 18, 2025



Closeup of Sign on Subject Property



Looking North along US Highway 27 from Subject Property



Looking East across US Highway 27 from Subject Property



Looking South along US Highway 27 from Subject Property



Looking West onto Subject Property from US Highway 27

City of Leesburg
Lake Front City

Agenda Memorandum

Item No: 6.A.5.

Meeting Date: December 8, 2025

From: Al Minner, (City Manager)

Subject: An Ordinance of the City of Leesburg, Florida, Amending Chapter 25 of the Code of Ordinances to create Section 25-165 establishing procedures for requests for reasonable accommodation for Certified Recovery Residences and Other Persons with Disabilities; providing for purpose, application, review, appeal, and enforcement procedures; providing for annual recertification; providing for inclusion in the Code of Ordinances; providing for conflicts; providing for severability; and providing an effective date.

Staff Recommendation:
Conduct first reading of the ordinance and set second reading and public hearing for December 8, 2025.

Analysis:
During the 2025 legislative session, the Florida Legislature adopted SB 954, which requires all municipalities to adopt by January 1, 2026, an ordinance establishing procedures for the review and approval of certified recovery residences and to establish specific reasonable accommodation procedures associated therewith.

Procurement Analysis:
N/A

Options:
1. Approve Ordinance as presented; or
2. Such alternative action as the Commission may deem appropriate.

Fiscal Impact:

ORDINANCE NO. 2025-_____

AN ORDINANCE OF THE CITY OF LEESBURG, FLORIDA, AMENDING CHAPTER 25 OF THE CODE OF ORDINANCES TO CREATE SECTION 25-165 ESTABLISHING PROCEDURES FOR REQUESTS FOR REASONABLE ACCOMMODATION FOR CERTIFIED RECOVERY RESIDENCES AND OTHER PERSONS WITH DISABILITIES; PROVIDING FOR PURPOSE, APPLICATION, REVIEW, APPEAL, AND ENFORCEMENT PROCEDURES; PROVIDING FOR ANNUAL RECERTIFICATION; PROVIDING FOR INCLUSION IN THE CODE OF ORDINANCES; PROVIDING FOR CONFLICTS; PROVIDING FOR SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the Florida Legislature, by HB 21 (2015), established a voluntary certification program for recovery residences that provides operational and ethical safeguards for disabled persons, and the City of Leesburg desires to acknowledge and promote such safeguards; and

WHEREAS, in accordance with SB 954 (2025) pertaining to Certified Recovery Residences, the City desires to enact procedures for processing reasonable-accommodation requests before the statute's effective date of January 1, 2026; and

WHEREAS, a "reasonable accommodation" is a method by which an individual who is disabled or handicapped, or a provider of services to such individuals, may seek modification of a code provision or policy to afford equal housing opportunity; and

WHEREAS, the City Commission finds it in the public interest to establish formal procedures within the City's Code of Ordinances to process such requests consistent with the Americans with Disabilities Act, the Fair Housing Amendments Act, and state law.

NOW, THEREFORE, **BE IT ORDAINED BY THE CITY COMMISSION OF THE CITY OF LEESBURG, FLORIDA:**

Section 1. Recitals. The foregoing recitals are true and correct and are incorporated herein as legislative findings of the City Commission.

Section 2. Amendment to Chapter 25 of the Code of Ordinances. Chapter 25 of the Code of Ordinances for the City of Leesburg is hereby amended to create Sec. 25-165, entitled "Requests for Accommodation for Residents of Recovery Residences," to read as follows:

Sec. 25-165. - Requests for Accommodation for Residents of Recovery Residences.

(a) *Purpose.* This section establishes procedures for processing requests for reasonable accommodation to the City's Code of Ordinances, Land Development Regulations, rules, policies, or practices for persons with disabilities as defined by the federal Fair Housing Amendments Act (42 U.S.C. § 3601 et seq.) and Title II of the Americans with Disabilities Act (42 U.S.C. § 12131 et seq.).

(b) *Notice*. The City shall display notice in City Hall and on its official website advising the public that disabled individuals or qualifying entities may request reasonable accommodation as provided in this section.

(c) *Application*. Requests may be oral or written but should, when possible, be submitted on the City's reasonable-accommodation form to the Planning Department.

1. *Confidentiality*. Medical information provided shall be treated as confidential to the extent permitted by law.
2. *Fee*. No fee shall be charged for filing or appealing a request.
3. *Assistance*. The City shall assist applicants as required under federal law to ensure accessibility.

(d) *Findings Required*. To approve a request, the City Manager or designee must find:

1. The applicant or entity is protected under the FHA or ADA; and
2. The accommodation is reasonable and necessary to afford equal opportunity to use and enjoy housing.

(e) *Decision Process*. The City Manager or designee shall issue a written determination within 60 days of receiving a complete application.

1. Requests may be approved, approved with conditions, or denied with written findings.

2. Failure to issue a decision within 60 days shall constitute approval unless extended by written agreement.

(f) *Appeal*. An applicant may appeal a decision to the City's Special Magistrate within 30 days of mailing. The Special Magistrate shall hold a public hearing and issue a final decision within 60 days. The Magistrate's decision constitutes final City action and may be appealed to a court of competent jurisdiction.

(g) *Application Contents*. The reasonable-accommodation form shall require the following:

- Applicant and representative contact information;
- Property address and parcel identification number;
- Description of the accommodation and the specific regulation or procedure from which relief is sought;
- Explanation of necessity and connection to the disability;
- Description of the qualifying disability or handicap;
- Proof of certification or licensure if a recovery residence;
- Evidence of compliance with fire, safety, and health inspection requirements; and
- Owner consent and disclosure of ownership interests.

(h) *Stay of Enforcement*. While a request or appeal is pending, the City shall not enforce the specific provision that is the subject of the application.

(i) *Expiration and Revocation*. Approvals expire 180 days after issuance if not implemented. Approvals may be revoked for violation of conditions or failure to maintain required licensure or certification.

(j) *Annual Recertification*. All approvals shall be valid for one year and must be recertified annually on or before February 1. Recertification applications shall be filed 90 days before expiration and follow the same procedures as initial requests.

(k) *Amendments*. Changes to the use or conditions of approval shall require filing an amendment request following the same procedures as the original application.

Section 3. Conflicts. All Ordinances in conflict with the provisions of this ordinance are hereby repealed.

Section 4. Codification. This Ordinance shall be effective immediately upon passage.

Section 5. Severability. The provisions of this Ordinance are intended to be incorporated into the Code of Ordinances of the City of Leesburg, Florida, and sections of this ordinance may be renumbered, re-lettered, and the word "ordinance" may be changed to "section," "article," or any other word or phrase in order to accomplish such intention.

Section 6. Effective Date. If any provision or portion of this Ordinance is declared by any court of competent jurisdiction to be void, unconstitutional, or unenforceable, then all remaining provisions and portions of this Ordinance shall remain in full force and effect.

PASSED AND ORDAINED in regular session of the City Commission of the City of Leesburg, Lake County, Florida, this _____ day of _____ 2025.

THE CITY OF LEESBURG, FLORIDA,

_____
Alan Reisman, Mayor

ATTEST:

_____
J. Andi Purvis, City Clerk

Approved as to form:

_____
William Grant Watson, City Attorney

Business Impact Estimate Exemption

ORDINANCE NO. 2025-_____

AN ORDINANCE OF THE CITY OF LEESBURG, FLORIDA, AMENDING CHAPTER 25 OF THE CODE OF ORDINANCES TO CREATE SECTION 25-165 ESTABLISHING PROCEDURES FOR REQUESTS FOR REASONABLE ACCOMMODATION FOR CERTIFIED RECOVERY RESIDENCES AND OTHER PERSONS WITH DISABILITIES; PROVIDING FOR PURPOSE, APPLICATION, REVIEW, APPEAL, AND ENFORCEMENT PROCEDURES; PROVIDING FOR ANNUAL RECERTIFICATION; PROVIDING FOR INCLUSION IN THE CODE OF ORDINANCES; PROVIDING FOR CONFLICTS; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

This Business Impact Estimate is provided in accordance with section 166.041(4), Florida Statutes. If one or more boxes are checked below, this means the City is of the view that a business impact estimate is not required by state law[1] for the proposed ordinance.

- X The proposed ordinance is required for compliance with Federal or State law or regulation;
- ☐ The proposed ordinance relates to the issuance or refinancing of debt;
- ☐ The proposed ordinance relates to the adoption of budgets or budget amendments, including revenue sources necessary to fund the budget;
- ☐ The proposed ordinance is required to implement a contract or an agreement, including, but not limited to, any Federal, State, local, or private grant or other financial assistance accepted by the municipal government;
- ☐ The proposed ordinance is an emergency ordinance;
- ☐ The ordinance relates to procurement; or
- ☐ The proposed ordinance is enacted to implement the following:
  a. A development order or development permit, as defined in s. 163.3164, F.S.; a development agreement as authorized by ss. 163.3220-163.3243, F.S.; or a comprehensive plan amendment or land development regulation amendment initiated by an application by a private party other than the municipality;
  b. Sections 190.005 and 190.046, Florida Statutes, regarding community development districts;
  c. Section 553.73, Florida Statutes, relating to the Florida Building Code; or
  d. Section 633.202, Florida Statutes, relating to the Florida Fire Prevention Code.

[1] See Section 166.041(4), Florida Statutes.

This Business Impact Estimate accompanies Ordinance No. 2025-_____, consistent with §166.041(4), Florida Statutes. The proposed ordinance is primarily a legal compliance measure implementing existing federal and state mandates and is not expected to impose material costs on businesses operating within the City of Leesburg.

City of Leesburg
Lake Front City

Agenda Memorandum

Item No:	6.B.1.
Meeting Date:	December 8, 2025
From:	Dan Miller, (Planning and Zoning Director), Max Vanallen, (Senior Planner)
Subject:	An Ordinance amending the Future Land Use Map of the Comprehensive Plan of the City of Leesburg, changing the Future Land Use Map Designation of certain property containing 18.71 +/- acres from City of Leesburg Low Density Residential and General Commercial to City of Leesburg General Commercial, for a property generally located west of U.S. Highway 27 and north of Palm Drive, lying in Section 2, Township 20 South, Range 24 East, Lake County, Florida; and providing an effective date. (Dominium Apartments SSCP)

Staff Recommendation:
The Planning & Zoning Staff recommends approval of the proposed small-scale comp plan amendment of the City's Future Land Use Map on 18.71 +/- acres from City of Leesburg Low Density Residential and General Commercial to City of Leesburg General Commercial. The Planning Commission recommended **denial, by a vote of 4-2** of request, citing concerns about traffic on County Road 25A and U.S. Highway 27, density, and the height of the proposed 3-story buildings.

Analysis:
The project site is approximately 18.71 acres. The property is generally located west of U.S. Highway 27 and north of Palm Drive. Currently, the property is developed with 14 residential buildings and several accessory structures. The proposed use is for 276 multi-family units, consisting of 10 three-story buildings. The surrounding Future Land Use Map designations of Lake County Urban Medium Density, Urban Low Density; City Neighborhood Mixed Use, General Commercial, Estate Residential, and Institutional are compatible, as conditioned in the PUD zoning, with the proposed future land use designation of City General Commercial. The proposed zoning designation of City PUD (Planned Unit Development) will provide for development that is consistent with the City's adopted Growth Management Plan and would allow an appropriate use for the property.

This property lies within the ISBA (Interlocal Service Boundary Area) agreement. This agreement, which was approved by City Commission on November 24, 2014, allows property within the ISBA area but outside the current city limits to be annexed and obtain City of Leesburg utility services.

The Planning Commission held a public hearing on the application on November 20, 2025 and recommended denial, by a vote of 4-2.

Procurement Analysis:
N/A

Options:
1. Approve the requested small-scale comprehensive plan amendment from City of Leesburg Low Density Residential and General Commercial to City of Leesburg General Commercial; or
2. Other such action as the Commission may deem appropriate.

Fiscal Impact:
Future development of the property will increase this anticipated impact from collection of impact fees, ad valorem taxes and utility charges.

ORDINANCE NO. _____

AN ORDINANCE AMENDING THE FUTURE LAND USE MAP OF THE COMPREHENSIVE PLAN OF THE CITY OF LEESBURG, CHANGING THE FUTURE LAND USE MAP DESIGNATION OF CERTAIN PROPERTY CONTAINING 18.71 +/- ACRES FROM CITY OF LEESBURG LOW DENSITY RESIDENTIAL AND GENERAL COMMERCIAL TO CITY OF LEESBURG GENERAL COMMERCIAL, FOR A PROPERTY GENERALLY LOCATED WEST OF U.S. HIGHWAY 27 AND NORTH OF PALM DRIVE, LYING IN SECTION 2, TOWNSHIP 20 SOUTH, RANGE 24 EAST, LAKE COUNTY, FLORIDA; AND PROVIDING AN EFFECTIVE DATE. (DOMINIUM APARTMENTS SSCP)

WHEREAS, the City Commission has received written objections, recommendations, and comments from the City of Leesburg Planning Commission, acting as the Local Planning Agenda, regarding amendment of the Comprehensive Plan of the City of Leesburg, and has made recommendations to the City Commission; and

WHEREAS, the City Commission of the City of Leesburg has held public hearings on the proposed amendment to the plan, in light of written comments, proposals and objections from the general public;

NOW, THEREFORE, BE IT ENACTED BY THE PEOPLE OF THE CITY OF LEESBURG, FLORIDA, that;

Section 1.
The Growth Management Plan of the City of Leesburg, adopted by the City of Leesburg on November 25, 2024, pursuant to the Community Planning Act of 2011, Chapter 163, Part II, Florida Statutes, after public hearings by the City of Leesburg Planning Commission, is hereby amended in the following manner;

The Future Land Use Map is amended by changing the designation of approximately 18.71 acres of land generally located west of US Hwy 27 and north of Palm Drive from City of Leesburg Low Density Residential and General Commercial to City of Leesburg General Commercial, as shown on the revised map of said area, lying Section 2, Township 20 South, Range 24 East, Lake County, Florida;

Section 2.
All ordinances or parts of ordinances in conflict with any of the provisions of this ordinance are hereby repealed;

Section 3.
This ordinance shall become effective upon its passage and adoption, according to law.

PASSED AND ADOPTED by the City Commission of the City of Leesburg, Florida, at a regular meeting held the _____ day of _____, 2026.

THE CITY OF LEESBURG, FLORIDA

_____
Mayor

ATTEST:

_____
City Clerk

Leesburg Community proposed by Dominium

City Commission

December 8, 2025

By: Logan J. Opsahl, Esq.
Attorney
Lowndes, Drosdick, Doster, Kantor & Reed, P.A.
December 2, 2025

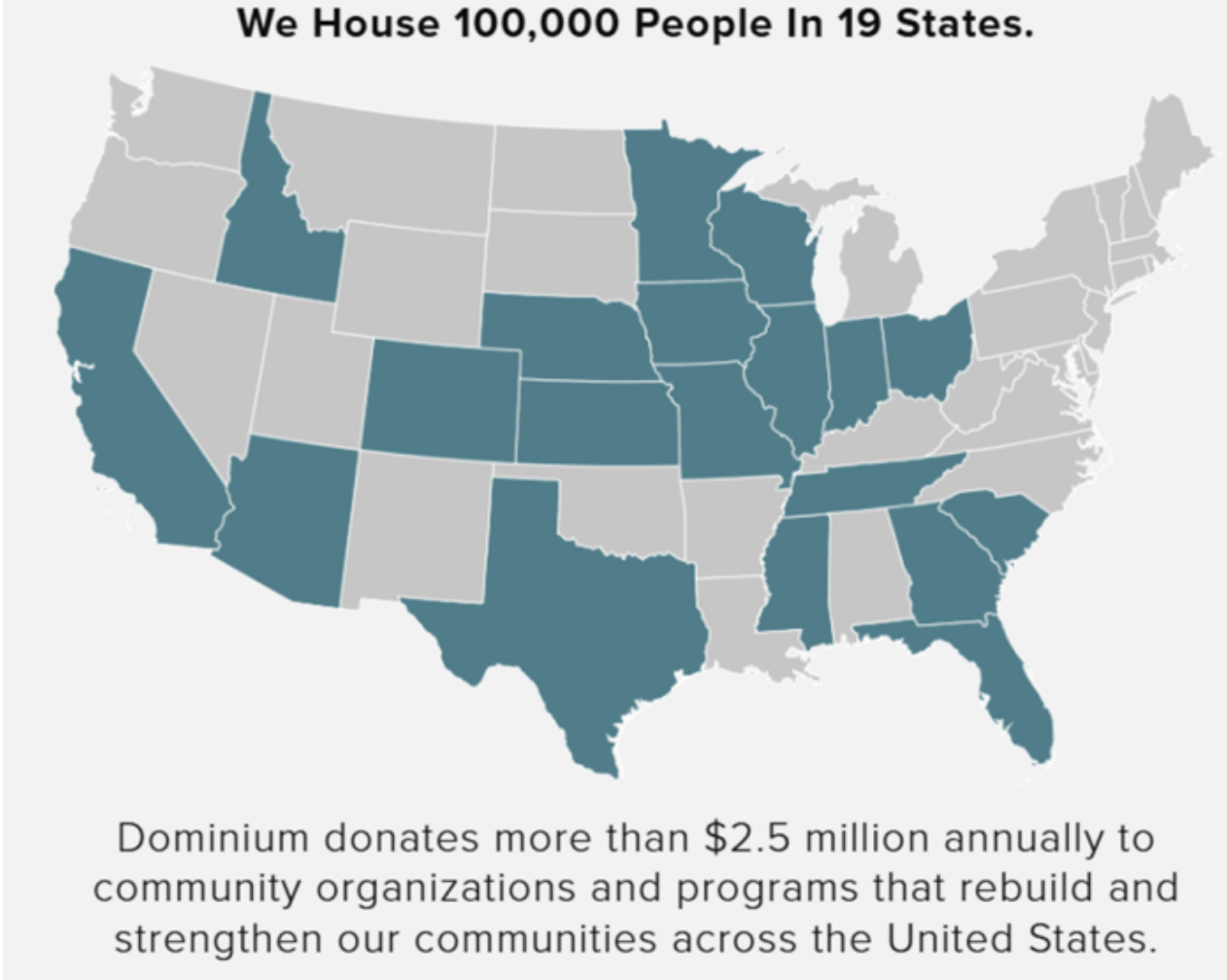
Lowndes

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About Dominium

- Dominium is one of the nation's most innovative housing development and management companies.
- Dominium is focused on real results and long-term value.
- Dominium provides attainable homes to families and seniors across the country.

DOMINIUM



Lowndes

Property

- 18.52 +/- Acres
- Annexed into the City in 2011
- Access to US 27 via Connell Road



Request

- Amendment to PUD to allow for garden-style multifamily community
- Attainable housing for families and seniors
- Maximum of 3 stories
- Fully amenitized
    - Clubhouse
    - Pool
    - Fitness Center
    - Community Center



Conceptual Rendering of Community

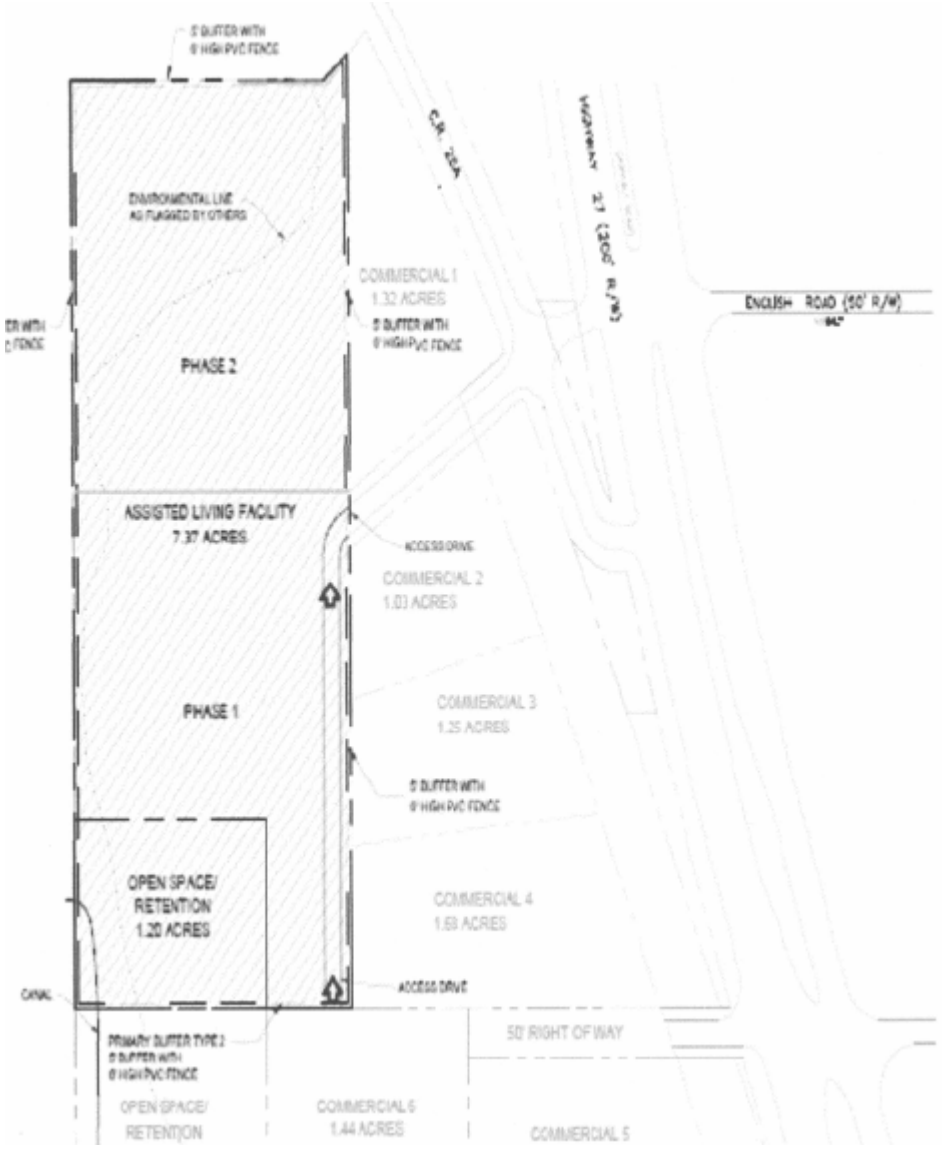


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History of Property

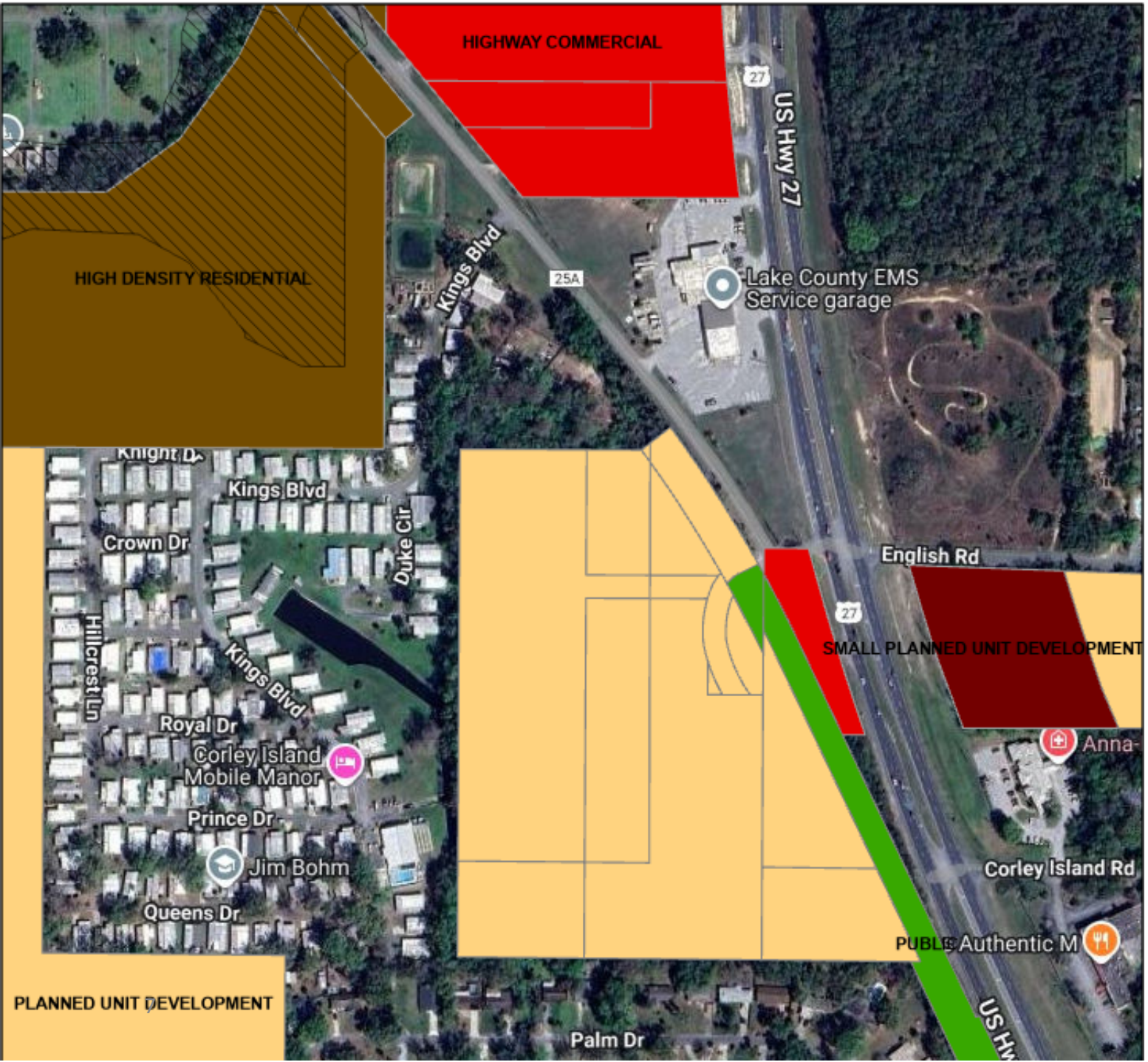
- Previously approved for a Commercial and Office Park (2011)

- Previously approved for an Assisted Living Facility for 305 assisted living residents (RZ-12-141)



Lowndes

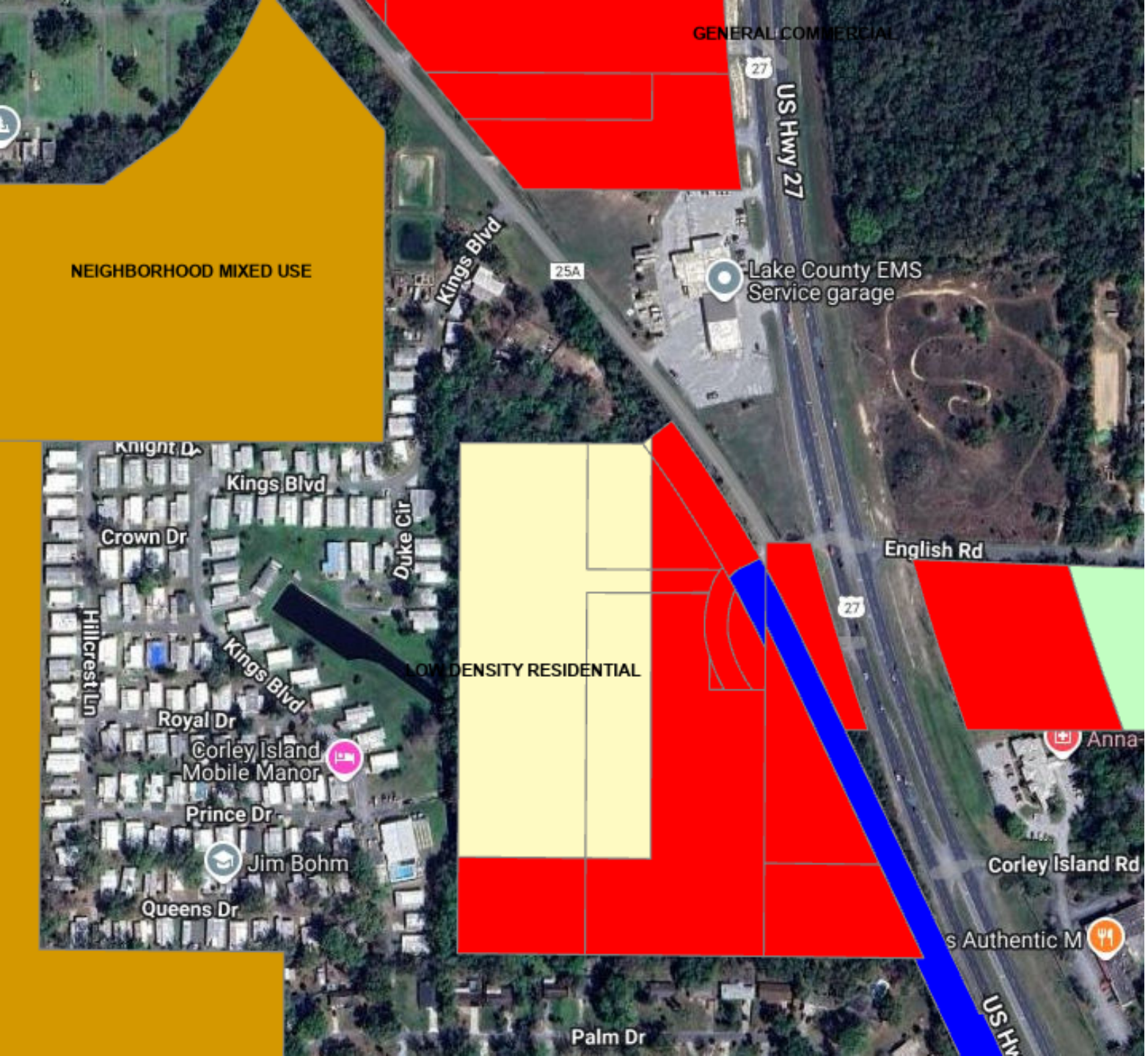
Zoning Map



Zoning

- HIGH DENSITY RESIDENTIAL
- HIGHWAY COMMERCIAL
- SMALL PLANNED UNIT DEVELOPMENT
- PLANNED UNIT DEVELOPMENT
- PUBLIC

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FLU Map

Future Land Use

- ESTATE RESIDENTIAL
- LOW DENSITY RESIDENTIAL
- NEIGHBORHOOD MIXED USE
- GENERAL COMMERCIAL
- INSTITUTIONAL

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Highway Commercial (C-3)

- Multifamily
- Group Living
- Adult day care facility
- Elementary/Middle/High School
- Governmental Facilities
- Major Utilities facility
- Churches
- Animal Hospitals
- Hotel/Motel
- Vehicular Sales

Planned Unit Development (PUD)

- Provide for proper private development of *infill areas*
- Comprehensive development of large areas of vacant land that requires a *flexible approach* for development.
- Encourage *innovative site plan* design and
- Promote *creative development* compatible with adjacent land uses

Existing Conditions







Lowndes

Existing Conditions







Lowndes

Proposed Site Plan



Lowndes

Excess Parking Plan

Unit Mix		
	Count	Percentage
2 Bedroom	78	28%
3 Bedroom	132	48%
4 Bedroom	66	24%
	276	

Parking
555 Spaces (2.0 Ratio)

Changes to Setbacks:
East : 140’ → 39’
South : 129’ → 30’



Lowndes

Proposed Site Plan

Unit Mix		
	Count	Percentage
2 Bedroom	78	28%
3 Bedroom	132	48%
4 Bedroom	66	24%
	276	

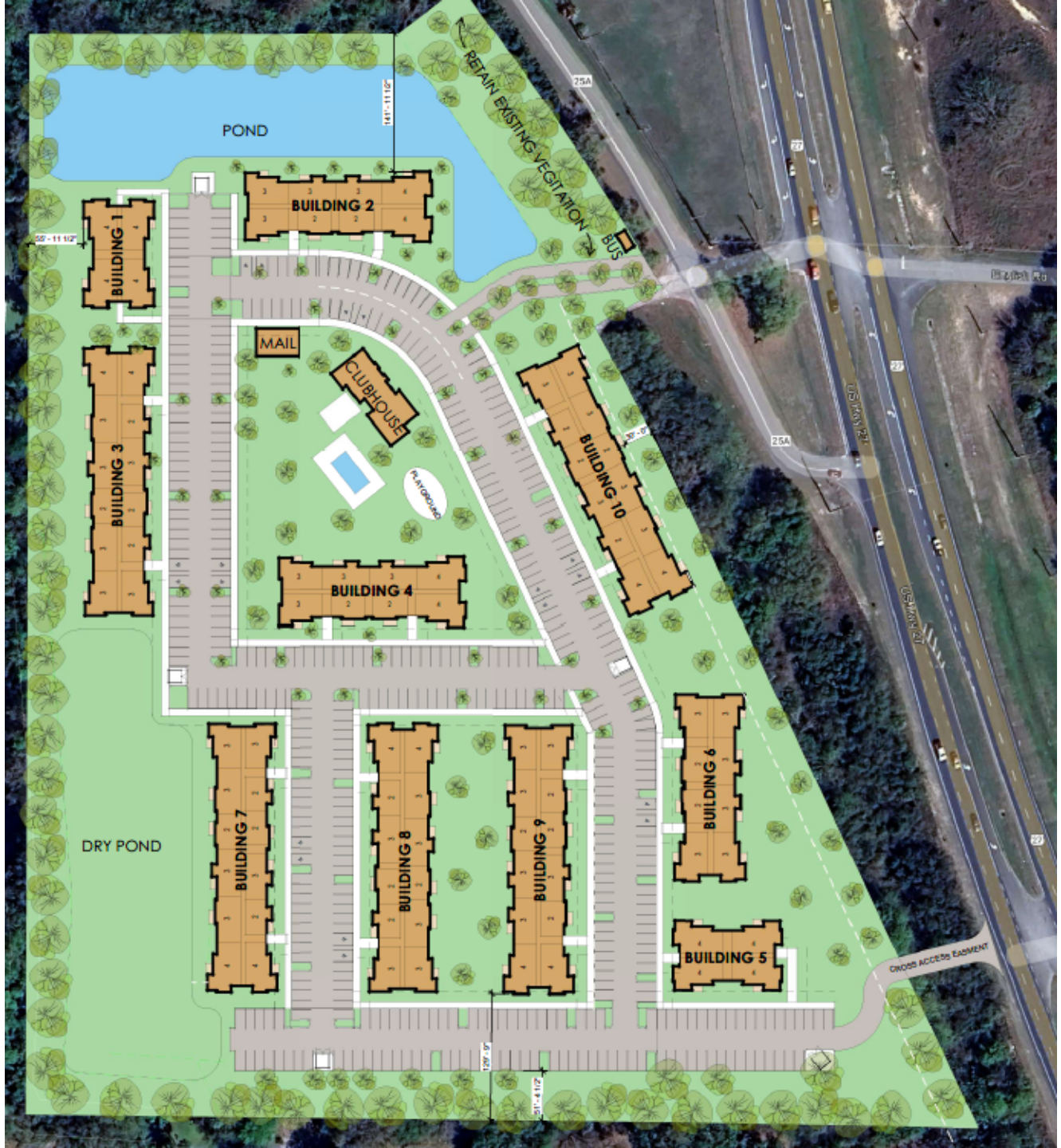
Parking
442 Spaces (1.60 Ratio)

Setbacks:

East : 140’+

South: 129’+

North: 141’+



Lowndes

THANK YOU

QUESTIONS?



Logan J. Opsahl, Esq.

Lowndes, Drosdick, Doster, Kantor & Reed, P.A.
Logan.Opsahl@Lowndes-law.com
407-418-6237

PROPERTY DESCRIPTION

BEING A **18.527 ACRE** (807,035 SQUARE FEET) TRACT OF LAND SITUATED IN THE NW 1/4 OF THE SW 1/4 OF SECTION 2, TOWNSHIP 20 SOUTH, RANGE 24 EAST AND THE SE 1/4 OF THE NE 1/4 AND THE NE 1/4 OF THE SE 1/4 OF SECTION 3 TOWNSHIP 20 SOUTH, RANGE 24 EAST LAKE COUNTY, FLORIDA, BEING ALL OF CALLED PARCELS 1-5 AND PARCEL 7, DESCRIBED IN AN INSTRUMENT TO NORHEN PROPERTIES, INC. RECORDED IN BOOK 3448, PAGE 267 OFFICIAL RECORDS OF LAKE COUNTY, FLORIDA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A 1/2" IRON ROD FOUND IN THE SOUTHWEST LINE OF CALLED PARCEL A DESCRIBED IN AN INSTRUMENT TO THE CITY OF LEESBURG, FLORIDA RECORDED IN BOOK 1708, PAGE 522 OFFICIAL RECORDS OF LAKE COUNTY, FLORIDA, FOR THE NORTHEAST CORNER OF LOT 20 OF RAVENSWOOD PARK, A PLAT OF RECORD IN BOOK 17, PAGE 42 PLAT RECORDS LAKE COUNTY, FLORIDA, AND THE SOUTHEAST CORNER OF SAID PARCEL 2 AND OF THE HEREIN DESCRIBED TRACT;

THENCE ALONG AND WITH THE COMMON LINE OF SAID RAVENSWOOD PARK AND SAID PARCEL 2, PARCEL 3, AND PARCEL 7, THE FOLLOWING TWO (**2**) COURSES:

1. **NORTH 88°55'51" WEST**, A DISTANCE OF **314.91 FEET** TO A 1/2" IRON ROD WITH A "PSM 7294" CAP SET, FOR AN ANGLE POINT OF THE HEREIN DESCRIBED TRACT, AND

2. **NORTH 89°18'24" WEST**, A DISTANCE OF **660.02 FEET** TO A 1/2" IRON ROD WITH A "PSM 7294" CAP SET IN THE NORTH LINE OF LOT 1O OF SAID RAVENSWOOD PARK, FOR THE SOUTHERLY SOUTHEAST CORNER OF A TRACT DESCRIBED IN AN INSTURMENT TO CORLEY ISLAND, LLC RECORDED IN BOOK 5398, PAGE 2096 OFFICIAL RECORDS OF LAKE COUNTY, FLORIDA AND THE SOUTHWEST CORNER OF SAID PARCEL 7 AND OF THE HEREIN DESCRIBED TRACT, FROM WHICH A CONCRETE MONUMENT, FOR THE SOUTHWEST CORNER OF SAID CORLEY ISLAND TRACT BEARS SOUTH 89°18'24" EAST, A DISTANCE OF 900.16 FEET;

THENCE ALONG AND WITH THE COMMON LINES OF SAID CORLEY ISLAND TRACT AND SAID PARCEL 7, PARCEL 3, AND PARCEL 4, THE FOLLOWING THREE (**3**) COURSES:

1. **NORTH 00°12'08" WEST**, A DISTANCE OF **1106.56 FEET** TO A 1/2" IRON ROD WITH A "PSM 7294" CAP SET, FOR THE NORTHWEST CORNER OF THE HEREIN DESCRIBED TRACT,

2. **NORTH 89°58'50" EAST**, A DISTANCE OF **377.42 FEET** TO A 1/2" IROD ROD WITH A "PSM 7294" CAP SET, FOR AN ANGLE POINT OF THE HEREIN DESCRIBED TRACT, AND

3. **NORTH 52°39'04" EAST**, A DISTANCE OF **80.00 FEET** TO A 1/2" IRON ROD WITH A "PSM 7294" CAP SET IN THE SOUTHWEST RIGHT-OF-WAY LINE OF C.R. 25A, A 66 FOOT WIDE RIGHT-OF-WAY, FOR THE SOUTHEAST CORNER OF SAID CORLEY ISLAND TRACT AND THE NORTHEAST CORNER OF SAID PARCEL 4 AND OF THE HEREIN DESCRIBED TRACT, FROM WHICH A CONCRETE MONUMENT WITH A PK NAIL IN THE SOUTHWEST RIGHT-OF-WAY LINE OF US HIGHWAY 27, A 100 FOOT

WIDE RIGHT-OF-WAY, BEARS SOUTH 79°17’01” EAST, A DISTANCE OF 262.75 FEET;

THENCE WITH A NON-TANGENT CURVE TO THE LEFT, HAVING A RADIUS OF **2904.80 FEET**, A DELTA OF 07°20’32”, AN ARC LENGTH OF 372.23 FEET AND A CHORD BEARS **SOUTH 33°40’40” EAST**, A DISTANCE OF **371.98 FEET** TO A PK NAIL FOUND WITH A WASHER STAMPED “LB 707” , FOR THE NORTH CORNER OF SAID PARCEL A AND THE WEST CORNER OF SAID PARCEL 4 AND OF THE HEREIN DESCRIBED TRACT;

THENCE SOUTH 60°33’32” WEST, ALONG AND WITH THE SOUTHEAST LINE OF SAID PARCEL 4 AND THE NORTHWEST LINE OF SAID PARCEL A, A DISTANCE OF **80.02 FEET** TO A PK NAIL FOUND WITH A WASHER STAMPED “LB 707”, IN THE NORTHEAST LINE OF SAID PARCEL 7, FOR THE NORTHWEST CORNER OF SAID PARCEL A AND THE SOUTHWEST CORNER OF SAID PARCEL 4 AND A POINT OF NON-TANGENT CURVATURE OF THE HEREIN DESCRIBED TRACT;

THENCE ALONG AND WITH THE COMMON LINES OF SAID PARCEL 7, PARCEL 3, PARCEL 5, PARCEL 1 AND PARCEL 2 AND SAID PARCEL A, THE FOLLOWING TWO (**2**) COURSES:

1. WITH A NON-TANGENT CURVE TO THE LEFT, HAVING A RADIUS OF **2824.80 FEET**, A DELTA OF 04°22’06”, AN ARC LENGTH OF 215.36 FEET AND A CHORD BEARS **SOUTH 27°15’05” EAST**, A DISTANCE OF **215.31 FEET** TO A 1/2” IROD FOUND, FOR A POINT OF TANGENCY OF THE HEREIN DESCRIBED TRACT, AND

2. **SOUTH 25°06'49" EAST**, A DISTANCE OF **694.44 FEET** TO THE **POINT OF BEGINNING,** CONTAINING 807,035 SQUARE FEET OR 18.527 ACRES.

TOGETHER WITH

A **0.124 ACRE** (5.394 SQUARE FEET) TRACT OF LAND SITUATED IN THE NW 1/4 OF THE SW 1/4 OF SECTION 2, TOWNSHIP 20 SOUTH, RANGE 24 EAST, BEING A PORTION OF CALLED PARCEL 6, DESCRIBED IN AN INSTRUMENT TO NORHEN PROPERTIES, INC. RECORDED IN BOOK 3448, PAGE 267 OFFICIAL RECORDS OF LAKE COUNTY, FLORIDA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A 1/2” IRON ROD STAMPED “LB 707” FOUND IN THE NORTHEAST RIGHT-OF-WAY LINE OF C.R. 25A, A 66 FOOT WIDE RIGHT-OF-WAY, FOR THE NORTHWEST CORNER OF SAID PORTION OF PARCEL 6 AND OF THE HEREIN DESCRIBED TRACT, FROM WHICH A CONCRETE MONUMENT WITH A PK NAIL IN THE SOUTHWEST RIGHT-OF-WAY LINE OF US HIGHWAY 27, A 100 FOOT RIGHT-OF-WAY, BEARS NORTH 01°05’14” EAST, A DISTANCE OF 210.29 FEET;

THENCE SOUTH 86°47’39” EAST, ALONG AND WITH THE COMMON LINE OF SAID PORTION OF PARCEL 6, A DISTANCE OF **55.19 FEET** TO A 1/2” IRON ROD WITH A “PSM 7294” CAP SET IN THE SOUTHWEST LINE OF US HIGHWAY 27, FOR A POINT OF NON-TANGENT CURVATURE TO THE LEFT AND THE NORTHEAST CORNER OF SAID PORTION OF PARCEL 6 AND THE HEREIN DESCRIBED TRACT;

THENCE WITH SAID NON-TANGENT CURVE TO THE **LEFT**, HAVING A RADIUS OF

5809.60 FEET, A DELTA OF **02°00’32”,** AN ARC LENGTH OF **203.70 FEET** AND A CHORD BEARING AND DISTANCE OF **SOUTH 12°59’15” EAST**, **203.69 FEET** TO A 1/2” IRON ROD WITH A “PSM 7294” CAP SET IN THE NORTHEAST LINE OF SAID C.R. 25A, FOR A POINT OF NON-TANGENT CURVATURE TO THE RIGHTTHE SOUTH CORNER OF SAID PORTION OF PARCEL 6 AND THE HEREIN DESCRIBED TRACT;

THENCE ALONG AND WITH THE COMMON LINES OF SAID PORTION OF PARCEL 6 AND SAID C.R. 25A, THE FOLLOWING TWO (**2**) COURSES:

1. WITH SAID NON-TANGENT CURVE TO THE RIGHT, HAVING A RADIUS OF **34.00 FEET**, A DELTA OF **28°11’24”**, AN ARC LENGTH OF **16.73 FEET**, AND A CHORD BEARING AND DISTANCE OF **NORTH 37°47’04” WEST, 16.56 FEET** TO A 1/2” IRON ROD WITH A “PSM 7294” CAP SET, FOR A POINT OF REVERSE CURVATURE.

2. WITH SAID CURVE TO THE LEFT, HAVING A RADIUS OF 2970.80 FEET, A DELTA OF 04°02’07”, AN ARC LENGTH OF 209.22 FEET, AND A CHOR BEARING AND DISTANCE OF NORTH 25°42’24” WEST, 209.18 FEET TO A 1/2” IRON ROD WITH A “PSM 7294” CAP SET TO THE **POINT OF BEGINNING,** CONTAINING 5,394 SQUARE FEET OR 0.124 ACRES.

CITY OF LEESBURG PLANNING & ZONING DEPARTMENT
STAFF SUMMARY

DATE: October 23, 2025

OWNER: Norhen Properties, Inc.
PETITIONER: Dominium, Inc
PROJECT: Dominium Apartments
REQUEST: Small-scale Comprehensive Plan Amendment to General Commercial and Rezoning to PUD (Planned Unit Development) to allow 276 multi-family apartments.
CASE NO.: SSCP-25-1269; PUD-25-1270

GENERAL LOCATION: West of US Hwy 27 and North of Palm Drive.

FUTURE LAND USE DESIGNATION: City of Leesburg General Commercial and Low Density Residential

SURROUNDING FUTURE LAND USE DESIGNATION:

North – Lake County Urban Medium Density; Lake County Urban Low Density; City General Commercial
South – Lake County Urban Medium Density; City Neighborhood Mixed Use; City General Commercial
East – Lake County Urban Low Density; City General Commercial; City Estate Residential; City Institutional
West – Lake County Urban Medium Density; City Neighborhood Mixed Use

PROPOSED FUTURE LAND USE DESIGNATION: City General Commercial

EXISTING ZONING DESIGNATION: City of Leesburg PUD (Planned Unit Development)

SURROUNDING ZONING DESIGNATIONS:

North – Lake County RMRP (Mobile Home Rental Park District); Lake County C-2 (Community Commercial District); City C-3 (Highway Commercial)
South – Lake County R-6 (Urban Residential District); City PUD (Planned Unit Development)
East – Lake County C-1 (Neighborhood Commercial); Lake County C-2 (Community Commercial District); Lake County CP (Planned Commercial District); City SPUD (Small Planned Unit Development); City PUD (Planned Unit Development); City P (Public); City C-3 (Highway Commercial)

PROPOSED ZONING DESIGNATION: City PUD (Planned Unit Development)

EXISTING LAND USE: 14 residential buildings, 2 pole barns, 2 animal pens, 1 partially enclosed structure, 1 well house and 1 green house.

SURROUNDING LAND USE:

North – Vacant Government; Office
South – Single Family; Vacant Government
East – Vacant Commercial; Vacant Institutional; Commercial
West – Manufactured Home Park

PROPOSED LAND USE: 276 multi-family units.

CITY OF LEESBURG PLANNING & ZONING DIVISION
DEPARTMENTAL REVIEW SUMMARY

DATE: October 23, 2025
OWNER: Norhen Properties, Inc.
PETITIONER: Dominium, Inc
PROJECT: Dominium Apartments
REQUEST: Small-scale Comprehensive Plan Amendment to General Commercial and Rezoning to PUD (Planned Unit Development) to allow 276 multi-family apartments.
CASE NO.: SSCP-25-1269; PUD-25-1270

THE FOLLOWING COMMENTS RECEIVED FROM EACH DEPARTMENT:

POLICE

No comments received as of 9/18/2025.

FIRE

NFPA 1710 Standard for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations, and Special Operations to the Public by Career Fire Departments, 2020 Edition. The subject property referenced in Case Number SSCP-25-1269; PUD-25-1270 is outside the recommended four-minute response time for initial responding fire apparatus.

4.1 Fire Department Organizational Statement.

4.1.2.1

The fire department shall establish the following performance objectives for the first-due response zones that are identified by the AHJ:

(1) Alarm handling time completion in accordance with 4.1.2.3
(2) 80 seconds turnout time for fire and special operations response and 60 seconds turnout time for EMS response
(3)* 240 seconds or less travel time for the arrival of the first engine company at a fire suppression incident
(4) 360 seconds or less travel time for the arrival of the second company with a minimum staffing of 4 personnel at a fire suppression incident
(5) For other than high-rise, 480 seconds or less travel time for the deployment of an initial full alarm assignment at a fire suppression incident
(6) For high-rise, 610 seconds or less travel time for the deployment of an initial full alarm assignment at a fire suppression incident
(7) 240 seconds or less travel time for the arrival of a unit with first responder with automatic external defibrillator (AED) or higher-level capability at an emergency medical incident
(8) 480 seconds or less travel time for the arrival of an advanced life support (ALS) unit at an emergency medical incident, where this service is provided by the fire department provided a first responder with an AED or basic life support (BLS) unit arrived in 240 seconds or less travel time

- Captain Amanda Stevenson, 9/5/2025

ELECTRIC

Leesburg Electric has no objections. The project will require a line extension and easements will be required.

The developer can reach out to us prior to submitting a site plan to locate easements, transformer locations and primary locations.
– Steve Davis, 8/26/2025

GAS

No Comment. – Wayne Williams, 9/11/2025

GIS/ADDRESSING:

GIS has no comments. – Nicholas Tota, 8/26/2025

BUILDING

No comments received as of 9/18/2025.

PUBLIC WORKS

No comments received as of 9/18/2025.

HOUSING & REDEVELOPMENT

No comments received as of 9/18/2025.

LAKE COUNTY PUBLIC WORKS

No comments received as of 9/18/2025.

LAKE COUNTY SCHOOLS

The Dominium Apartments project was issued an Adequate Public Facilities (APF) letter, but **please be advised that this is not a school concurrency reservation**. This project is subject to school concurrency review. The applicant should contact the school district to work through this process. –Heather Croney, 8/26/2025

PUBLIC RESPONSES

Approval

Disapproval
2

No comment

Notice of Appearance filed:

PUBLIC COMMENTS (APPROVAL)

PUBLIC COMMENTS (APPROVAL WITH REQUESTED CONDITIONS)

PUBLIC COMMENTS (DISAPPROVAL)

1. Dear Members of Leesburg Planning and Zoning:
   I am writing this letter to express strong opposition to the proposed apartment complex on CR25A. I represent the owners of Corley Island Mobile Home Park, a 55+ community just west of the proposed development.
   The area adjacent to the proposed development is currently a quiet, age-restricted mobile home park. The introduction of a higher-density, multi-family residential complex would significantly alter the character of the neighborhood. Not only can we expect significant increases in traffic as this might add 400+ automobiles to the area, but we can also expect increased noise and light pollution that would be associated with a multi-family community. Our residents deserve a quiet and restful quality of life
   The residents of Corley Island currently enjoy a safe and quiet environment. It is likely that a development of this size will also see an increase in crime in the area. Our elderly population is vulnerable and deserves to feel safe in their neighborhood.
   When Lake Denham Estates was developed, there were significant consequences for some of our residents. Many homes were damaged by the drainage and runoff created by the development. I'm sure that this development will also generate difficulties for our elderly residents that they should not need to address at this point in their lives.
   I urge you to preserve the integrity and intent of our community and reject this proposed land use change. Thank you for your attention to our concerns.
   Sincerely,
   Carol W. Kropp, Managing Member

2. Dear Members of Leesburg Planning and Zoning:
   I am writing this letter to express strong opposition to the proposed apartment complex on CR25A. I live in Corley Island mobile home community next to where this proposed development is to be built.
   This is a 55+ community where we enjoy quiet, peaceful living. I am concerned that a new development of mixed age group will upset our peaceful living here.
   It also would bring way more traffic on the road in front of our community. This would invite more crime in the area and cause many more accidents near us.
   When the Lake Denham Estates were built behind our community it caused more noise and children came walking around. It also caused damage to property and houses here with water runoff.
   We value our peaceful , safe and private community with no extra noise, no loose pets or children coming around.
   Please help us preserve our simple lives and quiet community by not allowing this proposed zoning change.
   Thank you for listening to my thoughts and concerns!!
   Carol Gall
   215 Royal Drive
   Corley Island Resident
   Leesburg , Florida 34748

LAKE COUNTY SCHOOLS

201 West Burleigh Boulevard · Tavares · FL 32778-2496
(352) 253-6500 · Fax: (352) 253-6503 · www.lake.k12.fl.us

Superintendent:
Diane S. Kornegay, M.Ed.

School Board Members:
District 1
Bill Mathias
District 2
Tyler Brandeburg
District 3
Marc Dodd
District 4
Mollie Cunningham
District 5
Stephanie Luke

July 31, 2025

Mr. Logan Opsahl
Lowndes Law Firm
215 N. Eola Drive
Orlando, Florida 32801

RE: Dominium Apartments – City of Leesburg (Revised)
Adequate Public Facilities Determination (APF07-2025)
Alt Keys: 1293472, 1293464, 1293952, 2872675, 1293944, 3275209, approximately 19 acres

Dear Mr. Opsahl:

The School District has reviewed the above referenced development project information proposing 276 multi-family dwelling units on approximately 19 acres. The subject property is located north of Palm Drive, south of Kings Blvd., west of CR 25 and U.S. Hwy 27 in the Leesburg area.

The proposed development has the potential to generate approximately 74 students for the Lake County School system. Based on current school attendance zones, the schools impacted by the proposed residential project and their projected capacities are as follows:

- **Leesburg Elementary** — **119% Capacity**
- **Oak Park Middle** — **93% Capacity**
- **Leesburg High** — **89% Capacity**

Currently, the district's Five-Year Capital Plan does include the conversion of Leesburg Elementary and Oak Park Middle schools into a new K8 school. The new K8 school is currently scheduled to be completed in 2030 and will provide capacity relief at the elementary level. The District is aware of the residential growth in this area and will continue to monitor the residential development to determine the need and timing of capacity relief projects in the future.

Please be advised that the information contained in this letter **does not** constitute school concurrency review. The capacities referenced above do not include current valid capacity reservations. Proportionate share mitigation may be required at time of school concurrency review.

Should you have any questions or need additional information please contact me at (352) 253-6694 or by email at lavalleyh@lake.k12.fl.us.

Sincerely,

Helen LaValley
Growth Planning Department

Encl: Adequate Public Facilities Analysis Determination

Lake County Schools
Adequate Public Facilities Determination

REVIEWING AUTHORITY	**Lake County Schools**
PROJECT NAME/CASE#	**Dominium Apts / LCS APF07-2025**
ITEM DESCRIPTION	276 Multi-family units on +/- 19 acres
LOCATION	North of Palm Drive, south of Kings Blvd., and west of CR25/US Hwy 27
Alt Key Numbers	1293472, 1293464, 1293952, 2872675, 1293944, 3275209

	SF-DU	MF-DU	MH-DU	SF Impacts	MF Impacts	MH Impacts
NEW DU IMPACT (units)					**276**	**0**
STUDENT GENERATION	0.312	0.268	0.170	0	74	0
Elementary School	0.140	0.145	0.087	0	40	0
Middle School	0.072	0.059	0.041	0	16	0
High School	0.100	0.064	0.042	0	18	0

*Students generated may differ from distribution percentages due to rounding

CSA # 11

	Enrollment 2024-2025	Permanent Capacity	Projected Capacity %	Student Enrollment w/ Impact	% of Perm. Capacity w/ Impact	Planned Capacity Project
Assigned Schools:						
Leesburg Elementary	844	741	114%	884	119%	Yes
Oak Park Middle	559	618	90%	575	93%	Yes
Leesburg High	1,728	1,963	88%	1,746	89%	No

Comments: ***Lake County School District Five-Year Plan, Fiscal Year 2024/2029***
Sidewalks and pedestrian access were not reviewed. Already reserved capacity is not included in the % of permanent capacities.

Please note that this is NOT a School Concurrency capacity reservation.

***Permanent capacity does not include relocatables/portables.**

This review does not include already reserved capacities.

Prepared by: Helen LaValley, Lake County Schools Growth Planning Dept. **Issue Date:** 7/31/2025R

CITY OF LEESBURG PLANNING & ZONING DIVISION
RECOMMENDATIONS

DATE:	November 20, 2025
OWNER:	Norhen Properties, Inc.
PETITIONER:	Dominium, Inc
PROJECT:	Dominium Apartments
REQUEST:	Small-Scale Comprehensive Plan Amendment to General Commercial
CASE NO.:	SSCP-25-1269

THE PLANNING & ZONING DEPARTMENT RECOMMENDS:

APPROVAL of the request for the following reason(s):

1. This project meets the requirements of Chapter 163.3187 Florida Statutes, for Small Scale Comprehensive Plan Amendments.

2. The proposed request is compatible with the adjacent Future Land Use designations of Lake County Urban Medium Density, Urban Low Density, City General Commercial, Neighborhood Mixed Use, Estate Residential, and Institutional.

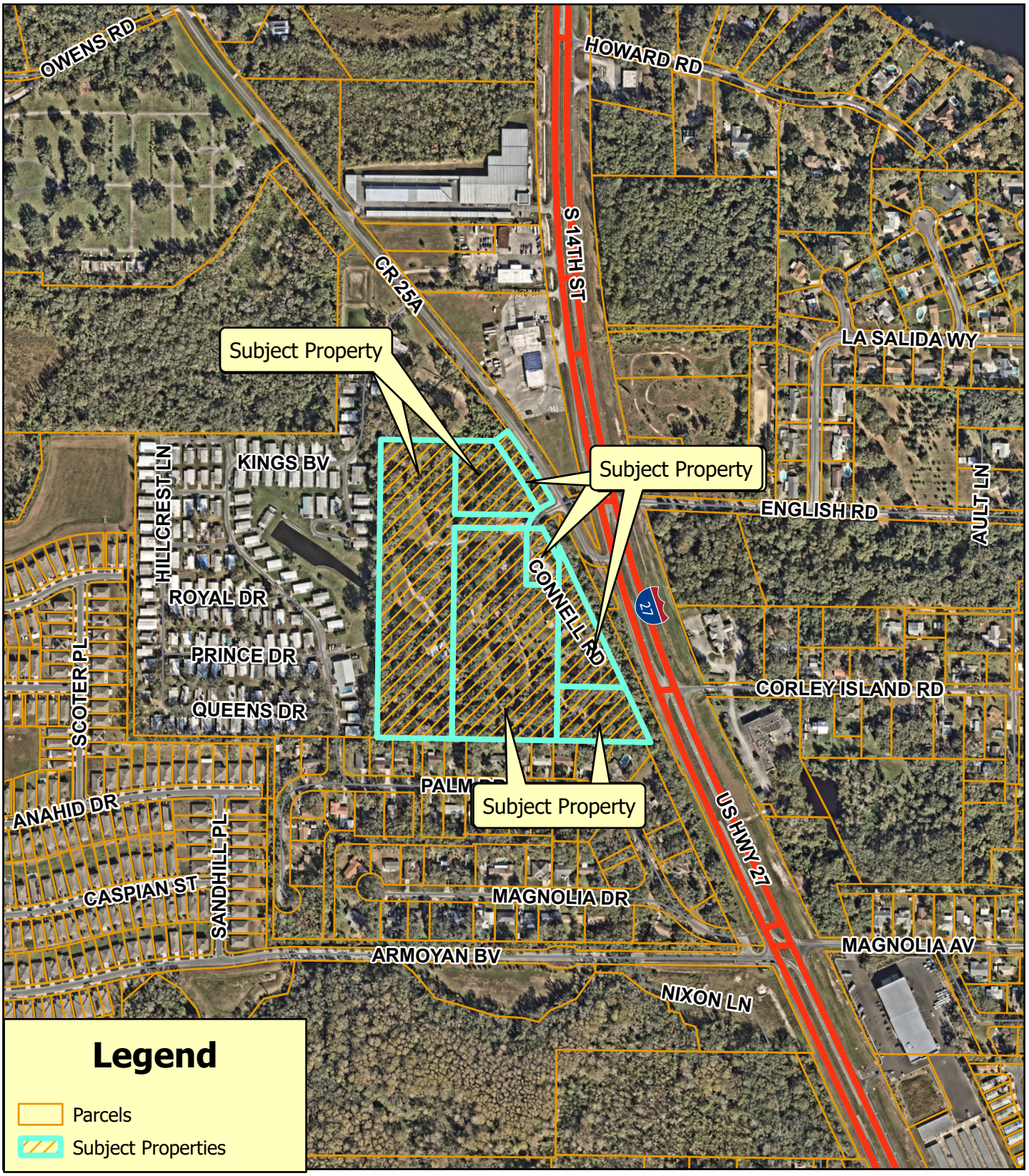
3. The proposed request, as conditioned. is compatible with the proposed zoning of PUD (Planned Unit Development).

4. The proposed future land use designation for the site is consistent with the City's Growth Management Plan, Future Land Use Element, Goal I, Objective 1.4 and 1.6.

Action Requested:

1. Vote to **approve** the Small Scale Comprehensive Plan amendment from City General Commercial and Low Density Residential to City General Commercial, and forward the recommendation to the City Commission for consideration.

Extended Aerial



Planning & Zoning Division

N

0 190 380 Feet

Dominium Apartments
SSCP-25-1269; PUD-25-1270
Alternate Key(s): 1293472, 1293464, 1293952, 2872675, 1293944, 3275209
Section 2 Township 20 South, Range 24 East
August 15, 2025

Aerial



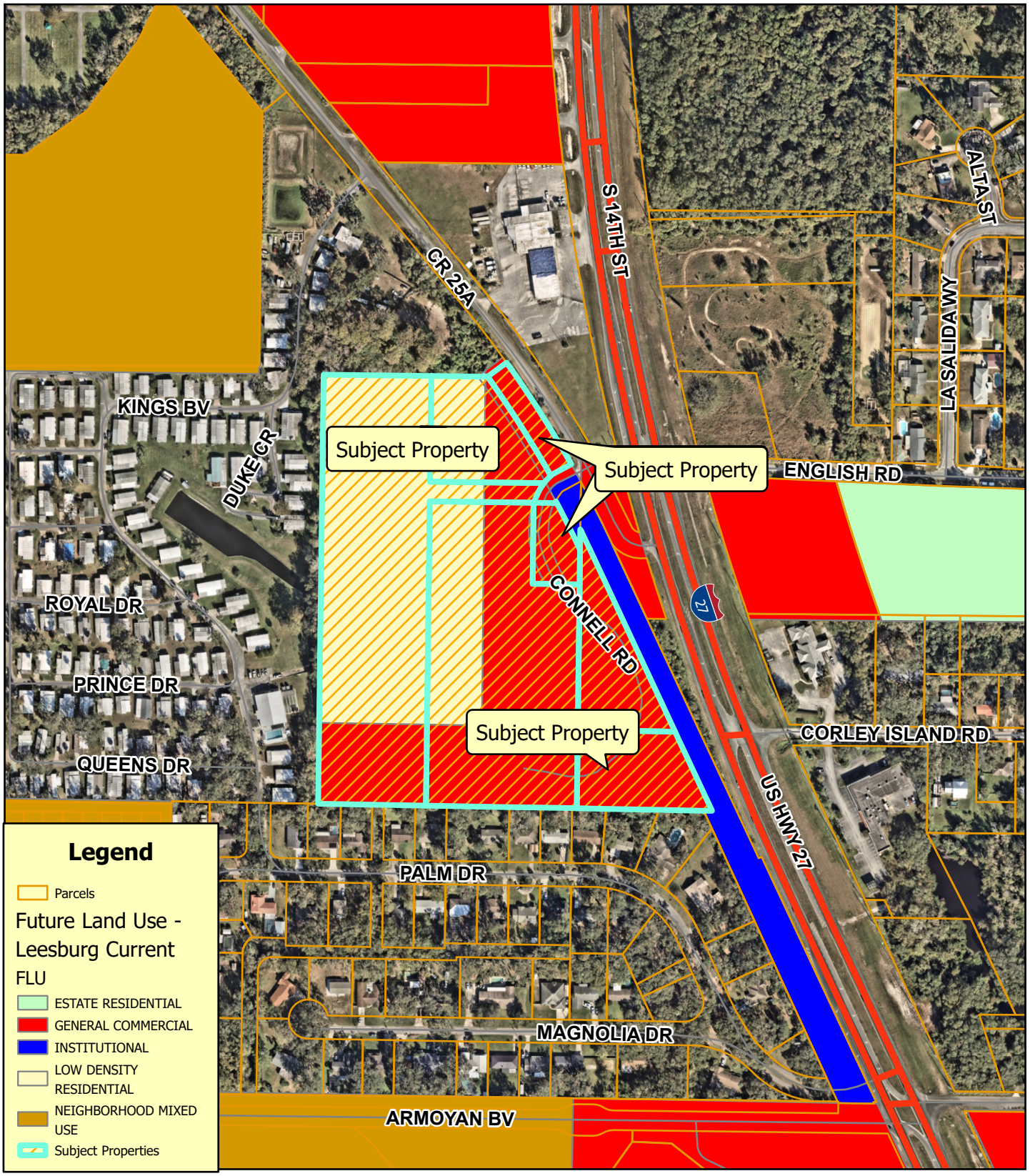
Planning & Zoning Division

N

0 110 220 Feet

Dominium Apartments
SSCP-25-1269; PUD-25-1270
Alternate Key(s): 1293472, 1293464, 1293952, 2872675, 1293944, 3275209
Section 2 Township 20 South, Range 24 East
August 15, 2025

Future Land Use



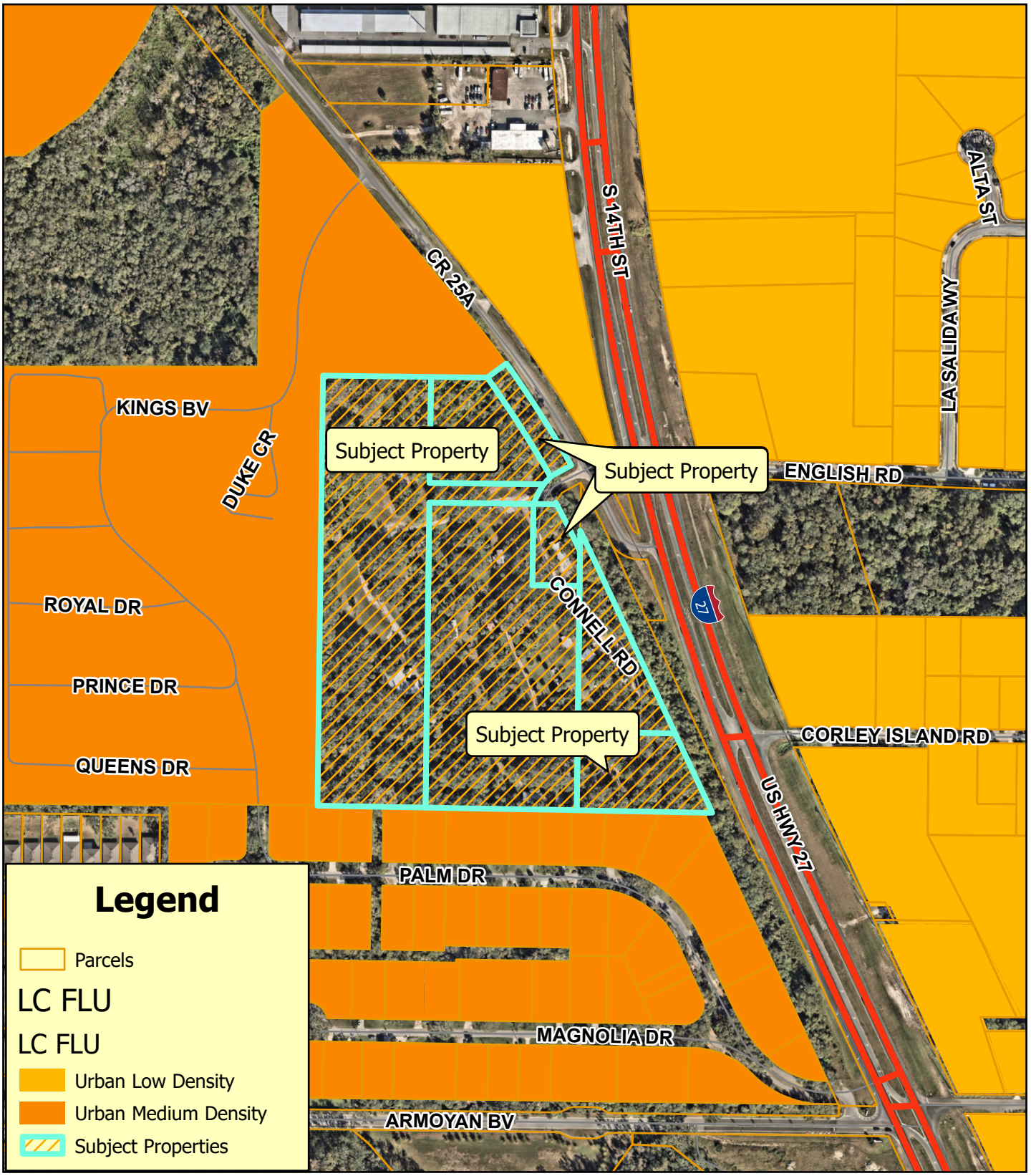
Planning & Zoning Division

N

0 130 260 Feet

Dominium Apartments
SSCP-25-1269; PUD-25-1270
Alternate Key(s): 1293472, 1293464, 1293952, 2872675, 1293944, 3275209
Section 2 Township 20 South, Range 24 East
August 15, 2025

Lake County Future Land Use



Planning & Zoning Division

N

0 130 260 Feet

Dominium Apartments
SSCP-25-1269; PUD-25-1270
Alternate Key(s): 1293472, 1293464, 1293952, 2872675, 1293944, 3275209
Section 2 Township 20 South, Range 24 East
August 15, 2025

Proposed Future Land Use



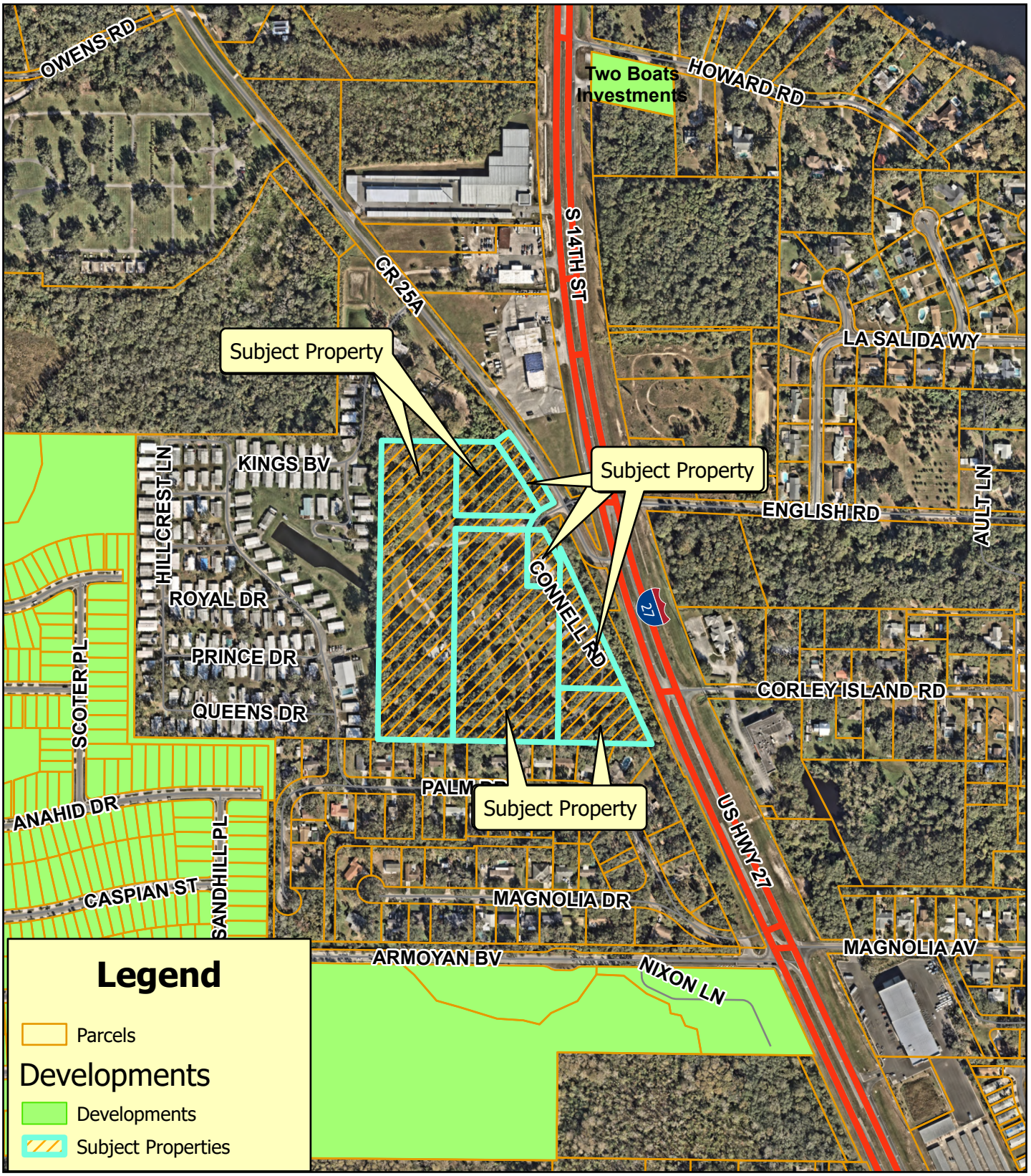
Planning & Zoning Division

N

0 110 220 Feet

Dominium Apartments
SSCP-25-1269; PUD-25-1270
Alternate Key(s): 1293472, 1293464, 1293952, 2872675, 1293944, 3275209
Section 2 Township 20 South, Range 24 East
August 15, 2025

Developments



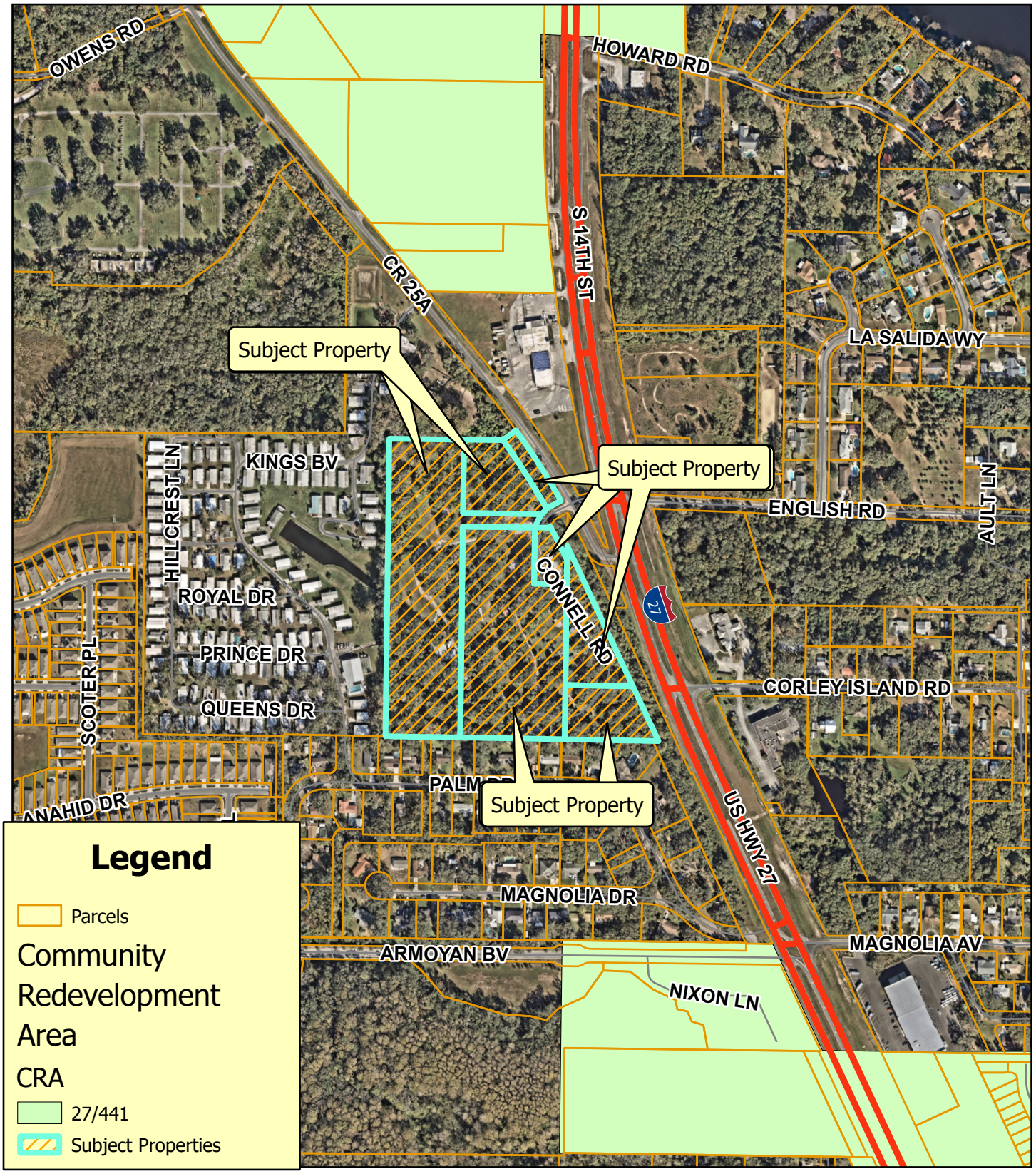
Planning & Zoning Division

N

0 190 380 Feet

Dominium Apartments
SSCP-25-1269; PUD-25-1270
Alternate Key(s): 1293472, 1293464, 1293952, 2872675, 1293944, 3275209
Section 2 Township 20 South, Range 24 East
August 15, 2025

Community Redevelopment Area



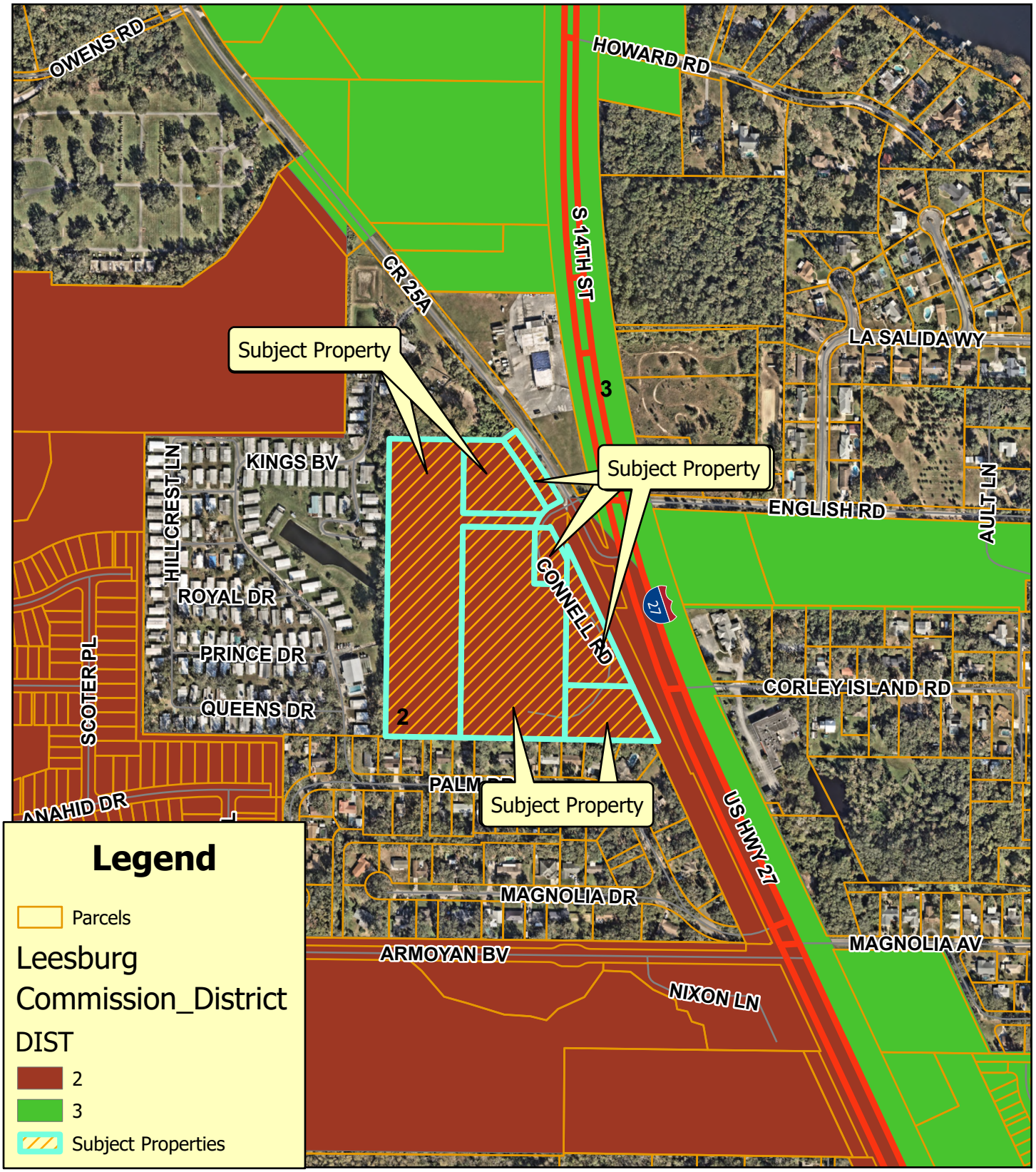
Planning & Zoning Division

N

0 190 380 Feet

Dominium Apartments
SSCP-25-1269; PUD-25-1270
Alternate Key(s): 1293472, 1293464, 1293952, 2872675, 1293944, 3275209
Section 2 Township 20 South, Range 24 East
August 15, 2025

Commission District



Legend

- Parcels
- Leesburg Commission_District
- DIST
  - 2
  - 3
  - Subject Properties

Planning & Zoning Division

N

0 190 380 Feet

Dominium Apartments
SSCP-25-1269; PUD-25-1270
Alternate Key(s): 1293472, 1293464, 1293952, 2872675, 1293944, 3275209
Section 2 Township 20 South, Range 24 East
August 15, 2025

AGENDA OF A REGULAR MEETING
LEESBURG PLANNING COMMISSION
THIRD FLOOR, CITY HALL, 501 WEST MEADOW STREET
THURSDAY, NOVEMBER 20, 2025 – 4:30 P.M.

CALL TO ORDER

INVOCATION

PLEDGE OF ALLEGIANCE

APPROVAL OF THE OCTOBER 23, 2025 SUMMARY MINUTES OF THE PLANNING COMMISSION

OLD BUSINESS

NEW BUSINESS

1) **PUBLIC HEARING CASE # SSCP-25-1269 – DOMINIUM APARTMENTS – SMALL SCALE COMPREHENSIVE PLAN AMENDMENT**
AN ORDINANCE OF THE CITY OF LEESBURG, FLORIDA, CHANGING THE FUTURE LAND USE DESIGNATION OF APPROXIMATELY 18.71 +/- ACRES FROM CITY OF LEESBURG GENERAL COMMERCIAL AND LOW DENSITY RESIDENTIAL TO CITY OF LEESBURG GENERAL COMMERCIAL FOR A PROPERTY GENERALLY LOCATED WEST OF US HIGHWAY 27 AND NORTH OF PALM DRIVE, AS LEGALLY DESCRIBED IN SECTION 2 TOWNSHIP 20 SOUTH, RANGE 24 EAST, LAKE COUNTY, FLORIDA; AND PROVIDING AN EFFECTIVE DATE. **(CITY COMMISSION DATES ARE TENTATIVELY SCHEDULED FOR FIRST READING ON MONDAY, DECEMBER 8, 2025 AND SECOND READING IS TENTATIVELY SCHEDULED FOR MONDAY, JANUARY 12, 2025).** (Dominium Apartments SSCP) **(POSTPONED BY STAFF FROM SEPTEMBER 18TH TO OCTOBER 23RD PLANNING COMMISSION; POSTPONED BY APPLICANT FROM OCTOBER 23RD TO NOVEMBER 20TH PLANNING COMMISSION)**

2) **PUBLIC HEARING CASE # PUD-25-1270 – DOMINIUM APARTMENTS – PLANNED UNIT DEVELOPMENT**
AN ORDINANCE OF THE CITY OF LEESBURG, FLORIDA, CHANGING THE ZONING OF APPROXIMATELY 18.71 +/- ACRES FROM CITY OF LEESBURG

PUD (PLANNED UNIT DEVELOPMENT) TO CITY OF LEESBURG PUD (PLANNED UNIT DEVELOPMENT) FOR A PROPERTY GENERALLY LOCATED WEST OF US HIGHWAY 27 AND NORTH OF PALM DRIVE, AS LEGALLY DESCRIBED IN SECTION 2 TOWNSHIP 20 SOUTH, RANGE 24 EAST, LAKE COUNTY, FLORIDA; AND PROVIDING AN EFFECTIVE DATE. **(CITY COMMISSION DATES ARE TENTATIVELY SCHEDULED FOR FIRST READING ON MONDAY, DECEMBER 8, 2025 AND SECOND READING IS TENTATIVELY SCHEDULED FOR MONDAY, JANUARY 12, 2025).** (Dominium Apartments PUD) **(POSTPONED BY STAFF FROM SEPTEMBER 18TH TO OCTOBER 23RD PLANNING COMMISSION; POSTPONED BY APPLICANT FROM OCTOBER 23RD TO NOVEMBER 20TH PLANNING COMMISSION)**

3) **PUBLIC HEARING CASE # SPUD-25-704 – LEESBURG FLEX – SMALL PLANNED UNIT DEVELOPMENT**

AN ORDINANCE OF THE CITY OF LEESBURG, FLORIDA, CHANGING THE ZONING OF APPROXIMATELY 7.80 +/- ACRES FROM CITY OF LEESBURG C-3 (HIGHWAY COMMERCIAL) AND PUD (PLANNED UNIT DEVELOPMENT) TO A SPUD (SMALL PLANNED UNIT DEVELOPMENT), FOR A PROPERTY GENERALLY LOCATED NORTH OF COMMANDER ROAD AND EAST OF US HIGHWAY 27, AS LEGALLY DESCRIBED IN SECTION 11, TOWNSHIP 201 SOUTH, AND 24 EAST, LAKE COUNTY, FLORIDA; AND PROVIDING AN EFFECTIVE DATE. **(CITY COMMISSION DATES ARE TENTATIVELY SCHEDULED FOR FIRST READING ON MONDAY, DECEMBER 15, 2025 AND SECOND READING IS TENTATIVELY SCHEDULED FOR MONDAY, JANUARY 26, 2026).** (Leesburg Flex SPUD)

ANNOUNCEMENTS

DISCUSSION ITEMS

ADJOURNMENT

NOTICE: "F.S.S. 286.01 PERSONS WITH DISABILITIES NEEDING ASSISTANCE TO PARTICIPATE IN ANY OF THESE PROCEEDINGS SHOULD CONTACT THE HUMAN RESOURCES DEPARTMENT, ADA COORDINATOR, AT 352.728.9740, 48 HOURS IN ADVANCE OF THE MEETING.

F.S.S. 286.0105 – "If a person decides to appeal any decision made by the Commission with respect to any matter considered at this meeting, they will need a record of the proceedings, and that for such purpose they may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based." The City of Leesburg does not provide this verbatim record.

City of Leesburg
Lake Front City

Agenda Memorandum

Item No:	6.B.2.
Meeting Date:	December 8, 2025
From:	Dan Miller, (Planning and Zoning Director), Max Vanallen, (Senior Planner)
Subject:	An Ordinance of the City of Leesburg, Florida, changing the zoning on approximately 18.71 +/- acres from City of Leesburg PUD (Planned Unit Development) to City of Leesburg PUD (Planned Unit Development) to allow for 276 multifamily units for a property generally located west of U.S. Highway 27 and north of Palm Drive, lying in Section 2, Township 20 South, Range 24 East, Lake County, Florida; and providing an effective date. (Dominium Apartments PUD)

Staff Recommendation:
Planning and Zoning Staff recommend approval of the request to rezone the subject property from City of Leesburg PUD (Planned Unit Development) to City of Leesburg PUD (Planned Unit Development) to allow multifamily uses. The Planning Commission recommended **denial,** by a vote of 4-2, of the proposed rezoning, citing concerns about traffic on County Road 25A and U.S. Highway 27, density, and the proposed 3-story buildings.

Analysis:
The project site is approximately 18.71 +/- acres, and is generally located west of U.S. Highway 27 and north of Palm Drive as shown on the attached maps. Currently, the property is developed with 14 residential buildings and several accessory structures. The proposed use is for 276 multi-family units, consisting of 10 three-story buildings. The existing land uses surrounding the property Office, Single Family, Vacant Government, Vacant Commercial, Vacant Institutional, Commercial, and Manufactured Home Park. City of Leesburg utilities are available nearby.

The Planning Commission held a public hearing on the application on November 20, 2025, and recommended denial, 4-2.

Procurement Analysis:
N/A

Options:
1. Approve the proposed rezoning to PUD (Planned Unit Development); or
2. Other such action as the Commission may deem appropriate.

Fiscal Impact:
Future development on this site will create a positive fiscal impact on the City of Leesburg, in the form of impact and utility fees, plus ad valorem taxes.

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF LEESBURG, FLORIDA, CHANGING THE ZONING ON APPROXIMATELY 18.71 +/- ACRES FROM CITY OF LEESBURG PUD (PLANNED UNIT DEVELOPMENT) TO CITY OF LEESBURG PUD (PLANNED UNIT DEVELOPMENT) TO ALLOW FOR 276 MULTIFAMILY UNITS FOR A PROPERTY GENERALLY LOCATED WEST OF U.S. HIGHWAY 27 AND NORTH OF PALM DRIVE, LYING IN SECTION 2, TOWNSHIP 20 SOUTH, RANGE 24 EAST, LAKE COUNTY, FLORIDA; AND PROVIDING AN EFFECTIVE DATE. (DOMINIUM APARTMENTS PUD)

BE IT ENACTED BY THE PEOPLE OF THE CITY OF LEESBURG, FLORIDA, that:

Section 1.

Based upon the petition of Logan Opsahl (Lowndes Law, o/b/o Dominium Inc., Petitioner) of the property hereinafter described, which petition has heretofore been approved by the City Commission of the City of Leesburg Florida, pursuant to the provisions of the Laws of Florida, the said property located in Lake County, Florida, is hereby rezoned from City of Leesburg PUD (Planned Unit Development) to City of Leesburg PUD (Planned Unit Development), to-wit:

(Legal Description)
(See Exhibit A)

Section 2.

This ordinance shall become effective upon its passage and adoption, according to law.

PASSED AND ADOPTED at the regular meeting of the City Commission of the City of Leesburg, Florida, held on the _____ day of _____, 2026.

THE CITY OF LEESBURG, FLORIDA

_____
Mayor

ATTEST:

_____
City Clerk

PROPERTY DESCRIPTION

BEING A **18.527 ACRE** (807,035 SQUARE FEET) TRACT OF LAND SITUATED IN THE NW 1/4 OF THE SW 1/4 OF SECTION 2, TOWNSHIP 20 SOUTH, RANGE 24 EAST AND THE SE 1/4 OF THE NE 1/4 AND THE NE 1/4 OF THE SE 1/4 OF SECTION 3 TOWNSHIP 20 SOUTH, RANGE 24 EAST LAKE COUNTY, FLORIDA, BEING ALL OF CALLED PARCELS 1-5 AND PARCEL 7, DESCRIBED IN AN INSTRUMENT TO NORHEN PROPERTIES, INC. RECORDED IN BOOK 3448, PAGE 267 OFFICIAL RECORDS OF LAKE COUNTY, FLORIDA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A 1/2" IRON ROD FOUND IN THE SOUTHWEST LINE OF CALLED PARCEL A DESCRIBED IN AN INSTRUMENT TO THE CITY OF LEESBURG, FLORIDA RECORDED IN BOOK 1708, PAGE 522 OFFICIAL RECORDS OF LAKE COUNTY, FLORIDA, FOR THE NORTHEAST CORNER OF LOT 20 OF RAVENSWOOD PARK, A PLAT OF RECORD IN BOOK 17, PAGE 42 PLAT RECORDS LAKE COUNTY, FLORIDA, AND THE SOUTHEAST CORNER OF SAID PARCEL 2 AND OF THE HEREIN DESCRIBED TRACT;

THENCE ALONG AND WITH THE COMMON LINE OF SAID RAVENSWOOD PARK AND SAID PARCEL 2, PARCEL 3, AND PARCEL 7, THE FOLLOWING TWO (**2**) COURSES:

1. **NORTH 88°55'51" WEST**, A DISTANCE OF **314.91 FEET** TO A 1/2" IRON ROD WITH A "PSM 7294" CAP SET, FOR AN ANGLE POINT OF THE HEREIN DESCRIBED TRACT, AND

2. **NORTH 89°18'24" WEST**, A DISTANCE OF **660.02 FEET** TO A 1/2" IRON ROD WITH A "PSM 7294" CAP SET IN THE NORTH LINE OF LOT 1O OF SAID RAVENSWOOD PARK, FOR THE SOUTHERLY SOUTHEAST CORNER OF A TRACT DESCRIBED IN AN INSTURMENT TO CORLEY ISLAND, LLC RECORDED IN BOOK 5398, PAGE 2096 OFFICIAL RECORDS OF LAKE COUNTY, FLORIDA AND THE SOUTHWEST CORNER OF SAID PARCEL 7 AND OF THE HEREIN DESCRIBED TRACT, FROM WHICH A CONCRETE MONUMENT, FOR THE SOUTHWEST CORNER OF SAID CORLEY ISLAND TRACT BEARS SOUTH 89°18'24" EAST, A DISTANCE OF 900.16 FEET;

THENCE ALONG AND WITH THE COMMON LINES OF SAID CORLEY ISLAND TRACT AND SAID PARCEL 7, PARCEL 3, AND PARCEL 4, THE FOLLOWING THREE (**3**) COURSES:

1. **NORTH 00°12'08" WEST**, A DISTANCE OF **1106.56 FEET** TO A 1/2" IRON ROD WITH A "PSM 7294" CAP SET, FOR THE NORTHWEST CORNER OF THE HEREIN DESCRIBED TRACT,

2. **NORTH 89°58'50" EAST**, A DISTANCE OF **377.42 FEET** TO A 1/2" IROD ROD WITH A "PSM 7294" CAP SET, FOR AN ANGLE POINT OF THE HEREIN DESCRIBED TRACT, AND

3. **NORTH 52°39'04" EAST**, A DISTANCE OF **80.00 FEET** TO A 1/2" IRON ROD WITH A "PSM 7294" CAP SET IN THE SOUTHWEST RIGHT-OF-WAY LINE OF C.R. 25A, A 66 FOOT WIDE RIGHT-OF-WAY, FOR THE SOUTHEAST CORNER OF SAID CORLEY ISLAND TRACT AND THE NORTHEAST CORNER OF SAID PARCEL 4 AND OF THE HEREIN DESCRIBED TRACT, FROM WHICH A CONCRETE MONUMENT WITH A PK NAIL IN THE SOUTHWEST RIGHT-OF-WAY LINE OF US HIGHWAY 27, A 100 FOOT

WIDE RIGHT-OF-WAY, BEARS SOUTH 79°17’01” EAST, A DISTANCE OF 262.75 FEET;

THENCE WITH A NON-TANGENT CURVE TO THE LEFT, HAVING A RADIUS OF **2904.80 FEET**, A DELTA OF 07°20’32”, AN ARC LENGTH OF 372.23 FEET AND A CHORD BEARS **SOUTH 33°40’40” EAST**, A DISTANCE OF **371.98 FEET** TO A PK NAIL FOUND WITH A WASHER STAMPED “LB 707” , FOR THE NORTH CORNER OF SAID PARCEL A AND THE WEST CORNER OF SAID PARCEL 4 AND OF THE HEREIN DESCRIBED TRACT;

THENCE SOUTH 60°33’32” WEST, ALONG AND WITH THE SOUTHEAST LINE OF SAID PARCEL 4 AND THE NORTHWEST LINE OF SAID PARCEL A, A DISTANCE OF **80.02 FEET** TO A PK NAIL FOUND WITH A WASHER STAMPED “LB 707”, IN THE NORTHEAST LINE OF SAID PARCEL 7, FOR THE NORTHWEST CORNER OF SAID PARCEL A AND THE SOUTHWEST CORNER OF SAID PARCEL 4 AND A POINT OF NON-TANGENT CURVATURE OF THE HEREIN DESCRIBED TRACT;

THENCE ALONG AND WITH THE COMMON LINES OF SAID PARCEL 7, PARCEL 3, PARCEL 5, PARCEL 1 AND PARCEL 2 AND SAID PARCEL A, THE FOLLOWING TWO (**2**) COURSES:

1. WITH A NON-TANGENT CURVE TO THE LEFT, HAVING A RADIUS OF **2824.80 FEET**, A DELTA OF 04°22’06”, AN ARC LENGTH OF 215.36 FEET AND A CHORD BEARS **SOUTH 27°15’05” EAST**, A DISTANCE OF **215.31 FEET** TO A 1/2” IROD FOUND, FOR A POINT OF TANGENCY OF THE HEREIN DESCRIBED TRACT, AND

2. **SOUTH 25°06'49" EAST**, A DISTANCE OF **694.44 FEET** TO THE **POINT OF BEGINNING,** CONTAINING 807,035 SQUARE FEET OR 18.527 ACRES.

TOGETHER WITH

A **0.124 ACRE** (5.394 SQUARE FEET) TRACT OF LAND SITUATED IN THE NW 1/4 OF THE SW 1/4 OF SECTION 2, TOWNSHIP 20 SOUTH, RANGE 24 EAST, BEING A PORTION OF CALLED PARCEL 6, DESCRIBED IN AN INSTRUMENT TO NORHEN PROPERTIES, INC. RECORDED IN BOOK 3448, PAGE 267 OFFICIAL RECORDS OF LAKE COUNTY, FLORIDA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A 1/2” IRON ROD STAMPED “LB 707” FOUND IN THE NORTHEAST RIGHT-OF-WAY LINE OF C.R. 25A, A 66 FOOT WIDE RIGHT-OF-WAY, FOR THE NORTHWEST CORNER OF SAID PORTION OF PARCEL 6 AND OF THE HEREIN DESCRIBED TRACT, FROM WHICH A CONCRETE MONUMENT WITH A PK NAIL IN THE SOUTHWEST RIGHT-OF-WAY LINE OF US HIGHWAY 27, A 100 FOOT RIGHT-OF-WAY, BEARS NORTH 01°05’14” EAST, A DISTANCE OF 210.29 FEET;

THENCE SOUTH 86°47’39” EAST, ALONG AND WITH THE COMMON LINE OF SAID PORTION OF PARCEL 6, A DISTANCE OF **55.19 FEET** TO A 1/2” IRON ROD WITH A “PSM 7294” CAP SET IN THE SOUTHWEST LINE OF US HIGHWAY 27, FOR A POINT OF NON-TANGENT CURVATURE TO THE LEFT AND THE NORTHEAST CORNER OF SAID PORTION OF PARCEL 6 AND THE HEREIN DESCRIBED TRACT;

THENCE WITH SAID NON-TANGENT CURVE TO THE **LEFT**, HAVING A RADIUS OF

5809.60 FEET, A DELTA OF **02°00’32”,** AN ARC LENGTH OF **203.70 FEET** AND A CHORD BEARING AND DISTANCE OF **SOUTH 12°59’15” EAST**, **203.69 FEET** TO A 1/2” IRON ROD WITH A “PSM 7294” CAP SET IN THE NORTHEAST LINE OF SAID C.R. 25A, FOR A POINT OF NON-TANGENT CURVATURE TO THE RIGHTTHE SOUTH CORNER OF SAID PORTION OF PARCEL 6 AND THE HEREIN DESCRIBED TRACT;

THENCE ALONG AND WITH THE COMMON LINES OF SAID PORTION OF PARCEL 6 AND SAID C.R. 25A, THE FOLLOWING TWO (**2**) COURSES:

1. WITH SAID NON-TANGENT CURVE TO THE RIGHT, HAVING A RADIUS OF **34.00 FEET**, A DELTA OF **28°11’24”**, AN ARC LENGTH OF **16.73 FEET**, AND A CHORD BEARING AND DISTANCE OF **NORTH 37°47’04” WEST, 16.56 FEET** TO A 1/2” IRON ROD WITH A “PSM 7294” CAP SET, FOR A POINT OF REVERSE CURVATURE.

2. WITH SAID CURVE TO THE LEFT, HAVING A RADIUS OF 2970.80 FEET, A DELTA OF 04°02’07”, AN ARC LENGTH OF 209.22 FEET, AND A CHOR BEARING AND DISTANCE OF NORTH 25°42’24” WEST, 209.18 FEET TO A 1/2” IRON ROD WITH A “PSM 7294” CAP SET TO THE **POINT OF BEGINNING,** CONTAINING 5,394 SQUARE FEET OR 0.124 ACRES.

DOMINIUM APARTMENTS PLANNED DEVELOPMENT
PUD (PLANNED UNIT DEVELOPMENT AGREEMENT)
November 24, 2025

These Planned Unit Development Conditions for a PUD (Planned Unit Development) zoning district are granted by the City of Leesburg, Lake County, Florida **to Dominium, Inc., 401 E. Jackson St., Ste. 3300, Tampa, FL 33602 (Logan J. Opsahl, Esq., Lowndes Law, 215 N Eola Dr, Orlando, FL 32801 - Agent)** for the purposes described herein, and subject to the terms and conditions as set forth in this document, pursuant to authority contained in Chapter 25 "Zoning", Section 25-278 "Planned Unit Development" of the City of Leesburg Code of Ordinances, as amended.

BACKGROUND

The "Permittee" is requesting a Planned Unit Development (PUD) zoning district to allow future construction of a proposed multi-family residential development consisting of approximately 18.71 acres, containing a maximum of 276 multi-family residential units, generally located west of US Highway 27 and north of Palm Drive., on a site within the City of Leesburg in accordance with their PUD application and supplemental information.

PURPOSE

The purpose of this document is to provide appropriate zoning standards for a high-quality built environment through the application of flexible and diversified land development requirements, which shall be implemented in conjunction with a master site development plan and the City of Leesburg Code of Ordinances, therefore allowing for more efficient and optimal use of the subject property, and to increase the overall economic opportunity and employment base of Leesburg, Florida.

CONDITIONS

The following conditions shall apply to the development proposed herein. If any instance where the conditions of this document may conflict with the City of Leesburg Code of Ordinances, this document shall prevail as the determining requirement.

1. PERMISSION

Permission is hereby granted to **Dominium, Inc., 401 E. Jackson St., Ste. 3300, Tampa, FL 33602 (Logan J. Opsahl, Esq., Lowndes Law, 215 N Eola Dr, Orlando, FL 32801 - Agent)** to construct, operate, and maintain a Planned Unit Development in and on real property in the City of Leesburg, in accordance with the requirements set forth herein. The property is more particularly described below.

2. LEGAL DESCRIPTION

See attached Exhibit B, Legal Description.

3. LAND USE

The above-described property, containing approximately 18.71 acres, shall be used for residential multi-family development, pursuant to City of Leesburg development codes and standards, and shall occupy the areas shown on Exhibit C, Conceptual Development Plan, subject to the conditions of this document.

A. Permitted Uses – Residential
   1. Multi-family dwellings.
   2. Accessory structures for residential uses.
   3. Accessory retail within a recreation center or clubhouse, intended for the primary use of residents, such as a snack bar.
   4. Temporary modular sales center and construction offices (during construction and sales of new units) not to exceed one year, and construction office not to exceed three years from the approval of the final plat of the final phase for the subdivision. Model homes may be used as sales centers during the duration of the project.

B. Prohibited Uses
   1. Commercial uses
   2. Industrial uses
   3. Auto sales/dealership
   4. Tattoo Parlors
   5. Check cashing stores
   6. Adult uses
   7. Internet Café uses
   8. Second hand (thrift) stores
   9. Consignment shops
   10. Pawn shops
   11. Smoke shops
   12. Junk or scrap collection/distribution
   13. Recycling facility
   14. All other uses not specifically permitted within these conditions under Permitted Uses above shall be prohibited.

4. RESIDENTIAL DEVELOPMENT STANDARDS

A. General standards
   1. The project shall contain a maximum 276 multi-family residential units, at a gross density not to exceed 14.75 units per acre, on the total 18.71 +/- acre site, as shown on Exhibit C, Conceptual Development Plan.
   2. Residential development shall be substantially consistent with Exhibit C, Conceptual Development Plan, and as listed below.
   3. As part of the site plan approval process, city staff shall review final site design standards in accordance with the approved PUD (Planned Unit Development) zoning conditions set forth herein
   4. The minimum development standards shall be those required for the R-3 (High Density Residential) district except as amended by this agreement.
   5. Maximum impervious surface for the multi-family development shall be 65%.

6. The development may consist of a combination of two, three-, or four-bedroom units. Each dwelling unit shall meet the following size requirements:
    a. Two-bedroom units shall not be less than 800 square feet.
    b. Three-bedroom units shall not be less than 1,000 square feet.
    c. Four-bedroom units shall not be less than 1,300 square feet.
    d. The maximum height shall be three (3) stories, or 45 feet, excepting architectural features which may extend up to 10' above the maximum height.

B. Setbacks, impervious surface & distance between structures (residential)
    1. Setbacks
        a. North - 30 feet
        b. South - 30 feet
        c. East - 30 feet (front setback along U.S. Highway 27)
        d. West -30 feet
    2. Impervious surface
        a. Maximum impervious surface for the residential area shall be 65%. Swimming pools shall not count toward the impervious surface calculation.
    3. Distance between structures
        a. Multi-family buildings shall be a minimum of twenty (20) feet, as measured from building wall to building wall.
    4. Accessory structures
        a. Shall have a minimum rear and side setback of five (5) feet and single accessory structures that are not attached to the principal structure shall not occupy more than thirty (30) percent of the required yard.

C. Architecture (residential)
    1. The external architecture of the buildings at a minimum shall incorporate the same design elements of the elevation submitted as Exhibit D, Conceptual Elevations. Variations with similar characteristics may be approved by the Planning & Zoning Director.

    2. All primary and accessory use structures for multi-family development shall be required to meet the conditions of the City of Leesburg Architectural Standards of Section 25-360, (Ordinance 16-35), as amended.

    3. With the exception of building height and setbacks, spatial requirements set forth herein for non-residential structures shall be deemed satisfied provided as-built measurements do not deviate from such requirement by more than five (5) percent.

    4. The Permittee shall utilize "Dark Sky" lighting principles when selecting lighting fixtures for all street lighting. Such lighting shall achieve the overall effect of containing and shielding excessive light pollution from adjacent properties. Appropriate designs are shown on as Exhibit E, attached hereto.

    5. Other similar design variations meeting the intent of this section may be approved by the Planning and Zoning Director or designee.

6. Architectural facades shall be submitted to staff to review for consistency with the conditions of this PUD agreement.

6. PARKING

A. General

1. The permittee shall have off-street parking spaces within all areas of the property per an approved site plan pursuant to the City of Leesburg Code of Ordinances.

2. The location and design of the proposed parking areas will be reviewed during the site plan review process to provide for adequate parking, which may limit the permitted uses of the site.

3. All residential areas shall provide parking distributed throughout the residential areas, as shown on Exhibit C, Conceptual Development Plan. Minimum parking standards of the City of Leesburg Code of Ordinances shall apply.

7. OPEN SPACE, LANDSCAPING & BUFFER REQUIREMENTS

A. A minimum of 35% open space shall be provided throughout the development. Open space may contain buffers, wetlands, retention, and recreation areas.

B. A master landscape plan shall be submitted for review by City staff for all landscaping, buffer and boundary areas, parking lots, access roads, entry ways and new construction. This plan shall be reviewed for consistency with this PUD document and the Conceptual Site Plan (Exhibit C) and City of Leesburg landscape code requirements.

C. All landscaped areas shall be designed to meet Section 25-337, Waterwise and Florida Friendly Landscaping, City of Leesburg Code of Ordinances.

D. A minimum twenty-five (25) foot buffer tract with plantings, or opaque undisturbed buffer, as shown in Figure A below, shall be provided along the entire boundary of the property, and shall be constructed simultaneously with each phase of development. Prior to commencement of land clearing activities, two rows of silt fence shall be provided, one at property boundary and one at the edge of the 25-foot buffer interior to the property. Such buffers shall not be cleared or otherwise encroached as apart of development or construction. Such buffers shall be common areas, and shall be maintained by an entity such as a Property Management entity.

E. A four (4) foot tall earthen berm shall be constructed along the residential portion of the development's eastern boundary adjacent to U.S. Highway 27, or CR 25A, as appropriate, which is supplemented with plantings on top of the berm to provide a visual and noise buffer to the roadway. This buffer shall be constructed within the 25-foot buffer required elsewhere herein, and shall contain landscaping as meeting the City of Leesburg landscape code requirements. This berm may be substituted for existing opaque foliage, with approval from the Planning and Zoning Director.

F. A minimum four (4) foot split rail, or aluminum rail, fence consisting of vinyl, aluminum, or wood construction, such as shown in Exhibit F, Conceptual Fence Examples, shall be constructed on top of the four (4) foot tall earthen berm along U.S. Highway 27. A five (5) foot planted landscape buffer on the north and south sides of the fence shall be required. The fencing requirements shall substantially comply with the fence examples shown in Exhibit F, Conceptual Fence Examples.

G. An opaque six (6) foot fence consisting of vinyl, or wood construction, such as shown in Exhibit F, Conceptual Fence Examples, shall be constructed on around the boundary of the development wherever the development abuts residential uses. A five (5) foot planted landscape buffer on the north and south sides of the fence shall be required. The fencing requirements shall substantially comply with the opaque fence examples shown in Exhibit F, Conceptual Fence Examples. The fence may be substituted for a natural opaque buffer, consisting of plantings and foliage of comparable height and opacity, which may include existing vegetation.

H. Fencing and/or foliage shall be constructed simultaneously with each phase of development for each required type and location, adjacent to the phase of development, per the PUD Conditions and subsequent Phasing Plan.

I. Variations to the fencing and buffering requirements of this document may be approved by the Planning and Zoning Director or designee, to the extent that the overall intent of this PUD is maintained.

J. All fences and buffers shall be maintained by the residential Property Management entity.

K. Land uses allowed within the upland buffers are limited to hiking trails, walkways, passive recreation activities and stormwater facilities as permitted by St. Johns River Water Management District.

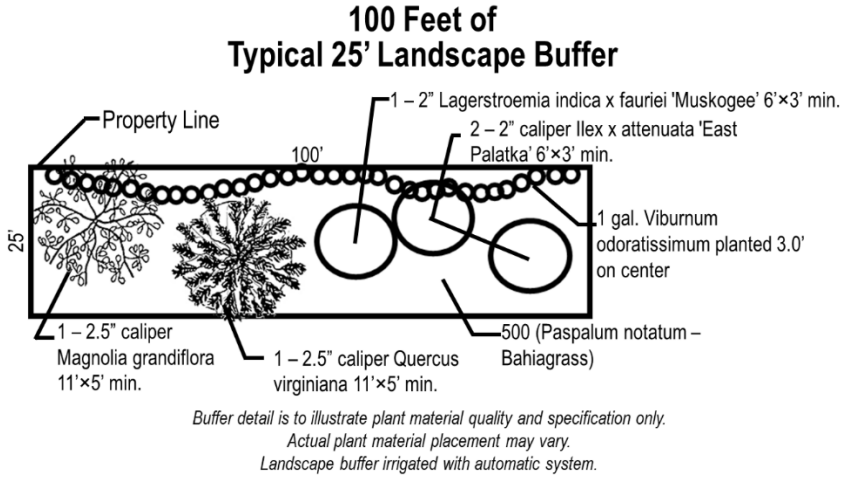
L. Unless noted otherwise herein, all landscaping and buffering shall be in accordance with regulations contained within the City of Leesburg Code of Ordinances, Section 25-329, and at a minimum shall contain the following plantings as noted in Figures A and B below.

Figure A

Canopy Trees (per 100 l.f.)	2 per 100 linear ft
Tree CAL/Height	2" cal, 12' overall height
Optional Ornamental Trees (per 100 l.f.)	3 per 100 linear ft
Tree CAL/Height	2" cal, 7' overall height
Shrub Screen (per 100 l.f.)	
Square Ft. of Shrubs	(33) 3 gal plants, 18"—24" minimum at installation (depending on species); hedges to be 36"—42" high by thirty-

	six (36) inches wide hedge or continuous landscape screen with a ninety (90) percent opacity within one (1) year of planting
Container size	3 gal

Figure B



M. All new residential construction shall comply with Section 25-329 *Landscape Buffer Requirements,* City of Leesburg Code of Ordinances, for landscaping around building areas, including a five (5) foot landscape buffer around each building perimeter area facing the entrance and sides. All new structures shall extend the required landscape perimeter area to include all sides visible to the general public. Rear side of each building shall be exempt from landscaping where the rear of the building is not visible to the general public using the building.

N. All buffers along the exterior property lines shall be distinct, and owned and maintained by a Property Owners, Homeowners Association, or Property Management Company.

O. Nothing herein shall be construed to prevent the developer/or property owners from increasing buffer widths and/or plantings.

P. Variations to the landscape and buffering requirements of this document may be approved by the Planning and Zoning Director or designee, to the extent that the overall intent of the PUD and the Landscaping Code are maintained, including consideration of any existing fencing on adjacent properties and existing natural vegetative buffers. Use of the University of Florida IFAS (Institute of Food and Agricultural Sciences) approved standards for "Florida Friendly Landscaping" will also be acceptable.

Q. The surveying of trees on the property shall be conducted as follows:

1. All specimen, heritage and historic trees shall be surveyed. Staff will review the tree survey and such trees shall be saved where possible during the site plan review process. This may include amending the site plan to save specimen, heritage and historic trees.
2. Site areas that are to preserve existing trees do not need to be included in the survey unless the trees are to be used in preservation/replacement requirements.
3. The tree survey shall be completed by a licensed surveyor or arborist.

8. SITE ACCESS

A. The project shall have a minimum of one (1) primary access point on U.S. Highway 27, and one (1) emergency access point, which may include driveway(s) off of Connell Road or County Road 25A, subject to FDOT and/or Lake County and City of Leesburg approval. The primary entrance shall be constructed in a "boulevard style" (divided roadway with landscaped minimum eight-foot (8) wide median throughout). The boulevard access points shall be constructed in the style shown in Exhibit G, Divided Boulevard Example and Plantings.

B. All access points shall be designed to allow emergency access vehicles room to maneuver and have appropriate traffic flow. Each entrance shall be reviewed and adjusted by staff as needed at the Site Plan and Construction Plan review.
   1. Offsite road improvements on existing roads adjacent to the property may be required based on finalized access locations. Such improvements may include, but are not limited to, left and right turn lanes, right-of-way dedication, and pavement rehabilitation. Any proposed offsite road improvements must be reviewed by Lake County Public Works.
   2. Prior to completion of the subdivision design plans, the developer shall work with the Lake County Department of Public Works to ensure all appropriate required roadway and access improvements for the development are made part of the plans submitted to the City of Leesburg.
   3. The Master Development Plan, and the access points proposed thereon, are considered conceptual until the appropriate engineering and site plan reviews, along with any required upgrades are completed for the project.

C. All access points shall be reviewed, as legally prescribed by Lake County Public Works, and/or FDOT as applicable, and shown on the Conceptual Development Plan (Exhibit C), as amended. All access points are conceptual and may be amended by staff, subject to site constraints or requirements. Actual location and design of all roads shall be determined during the site plan review process and shall include consideration of, and connection to, sidewalks, recreation paths, etc. All other access shall be reviewed for necessity and requirements through Lake County and the City of Leesburg development and permitting processes. Any additional access points shall be subject to site plan application review process.

D. All access points are subject to review by the appropriate permitting agency, including FDOT, Lake-Sumter Metropolitan Planning Organization, Lake County and the City of Leesburg as applicable. The developer shall be responsible for on and offsite

improvements required as a result of any access points. The developer shall be responsible for all on and offsite improvements required as a result of any access points.

9. SIGNAGE

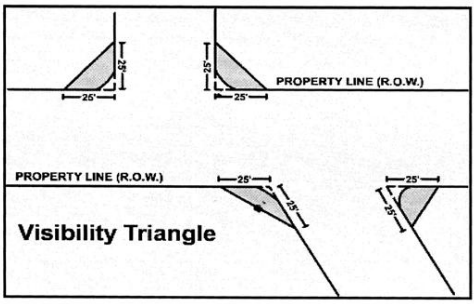
A. External Monument Signs

1. Each entrance for the development shall be allowed monument style signage located along the roadway frontage. with fully enclosed bases and supports. and shall be allowed as follows:
   (i) The residential access point may provide a decorative entry feature to include a concrete, brick or stucco wall at least five (5) feet in height on each side of the entryway. This may be used for signage per City of Leesburg Code of Ordinances, as amended.

B. Wayfinding Signs

1. Wayfinding signs shall be located internal to the development, and shall be allowed as follows:
   (i) Max overall height: 4 feet
   (ii) Max sign area: 6 square feet per side (2 sides)
   (iii) Location minimum 5 feet behind right of way and outside of the visibility triangle, as shown in in Section 9, Figure 1.

Figure 1 – Visibility Triangle



C. Wall signs

1. Wall signs shall be permitted per City of Leesburg Code of Ordinances, as amended.

2. Any signage proposed by the Applicant not addressed herein, shall be pursuant to the City of Leesburg Code of Ordinances, as amended.

D. Alternative designs for signage may be approved by the Planning and Zoning Director or designee, where the architectural style would be in keeping with the intent of these sign regulations.

E. All signs shall be submitted as a sign package to be reviewed as a separate permit.

10. TRANSPORTATION IMPROVEMENTS

A. Any transportation improvements or rights-of-way that may be required shall be based on projected needs and shall be contingent upon site plan approval by City staff during the development review and permitting process. The plan review process shall include consideration of required sidewalks, recreation paths etc.

B. A traffic/transportation study/analysis shall be submitted for review and determination of any necessary access improvements, including any on- or off-site improvements legally required by the Florida Department of Transportation, Lake County, the Lake-Sumter MPO or the City of Leesburg. Said improvements will be the responsibility of the Permittee.

C. The Permittee shall provide necessary traffic improvements within and adjacent to the development which are legally required by Lake County, the Lake-Sumter MPO and City of Leesburg.

D. All paved areas within the development shall be designed and constructed to meet the City of Leesburg requirements.

E. The Permittee shall be responsible for obtaining all necessary legally required Lake County permits and a copy of all permits shall be provided to the City of Leesburg.

F. The City of Leesburg shall not be responsible for the construction of any roads or transportation improvements.

G. All roads within the development shall be constructed to meet the City of Leesburg's standards, ARTICLE VII – TECHNICAL STANDARDS, as amended.

1. Should the Permittee (or designee) desire to dedicate the proposed project's internal road system to the City of Leesburg; the Permittee shall demonstrate to the satisfaction of the City of Leesburg that the road system is in suitable condition and meets all City of Leesburg road design requirements.
2. Should the Permittee (or designee) choose to retain the roadways, the Permittee shall establish an appropriate legal entity that shall accept responsibility to pay the cost and perform all services required to maintain the roads and transportation improvements to City of Leesburg codes and standards, as amended. A Property Owners, Homeowners Association, or Property Management Company, or other such legal entity will be considered acceptable.

H. Sidewalks shall be provided on interior of the entrance road(s) and internal roads, and shall provide cross connections to all recreation and residential areas. Internal road rights-of-ways shall contain sidewalks as determined by the Development Review Committee. All sidewalks shall be constructed in accordance with City of Leesburg Codes.

I. The terms and requirements of this section shall not be interpreted to preclude or interfere with the creation, provision, extension or development of future rights of

way, easements, access points and/or roadways designed for the purposes of increasing access and egress to the property.

J. Internal Circulation

1. Drives and accesses shall be constructed within the interior of the development such that continuous vehicular assess is available among and between all structures within the development.

K. Bus Stop

1. Because the proposed development lies along and near major transportation routes, a covered bus stop, located such that it meets the approval standards, codes and requirements of the City of Leesburg, Lake County and Lake-Sumter MPO, shall be provided by the developer if requested by the Lake-Sumter MPO or Lake County during the site plan review process.
2. If required by the Lake-Sumter MPO or Lake County, the bus stop shall be constructed prior to certificate of occupancy for the first building on the site.

11. UTILITIES

A. Prior to receiving final development approval, the Permittee shall submit a stormwater management plan and utility plan acceptable to the City of Leesburg. Water, wastewater and natural gas services will be provided by the City of Leesburg. Prior to any clearing, grubbing, or disturbance of natural vegetation in any phase of the development, the Permittee shall provide:

1. A detailed site plan that indicates all the provisions for electric, water, sewer, and/or natural gas in accordance with the City of Leesburg Land Development Codes and the Development Site Plan review process.

C. Developer shall bear all responsibility, financial and otherwise, for the construction and installation of all utility infrastructure and other improvements related to the use and development of the property, including such off-site improvements required by the City and all other appropriate government agencies. All such requirements shall be constructed to the applicable specifications imposed by the ordinances and regulations of the City in effect at the time of construction.

D. The City of Leesburg intends to service the property with water and wastewater services at this time. At the time of connection, all regulations in place at the time of the request shall be required, including but not limited to impact fees, connection and utility service deposit charges. The cost of supplying water and wastewater lines and other necessary infrastructure such as lift stations to the development shall be the responsibility of the applicant.

12. STORMWATER/DRAINAGE MANAGEMENT

A. All drainage shall be designed and constructed in a manner to meet all State of Florida and City of Leesburg codes, including the requirement that all stormwater runoff is contained within the boundaries of the properties, and does not create a detriment to surrounding properties. Prior to receiving final development approval, the Permittee shall submit a stormwater management plan and utility plan acceptable to the City of Leesburg. Prior to any clearing, grubbing, or disturbance of natural vegetation in any phase of the development, the Permittee shall provide:

(i) A detailed site plan that demonstrates no direct discharge of stormwater runoff generated by the development into any wetlands or onto adjacent properties.

(ii) A stormwater management system designed and implemented to meet all applicable St. Johns River Water Management District and City of Leesburg requirements.

(iii) A responsible legal entity for the maintenance of the stormwater management system prior to the approval of Certificates of Occupancy. A Property Management entity is an acceptable maintenance entity.
1. Such a maintenance entity shall own and maintain all ponds, swales, drains, and other such stormwater management systems, as applicable.
2. All ponds, swales, drains, and other such stormwater management systems, shall be maintained in a manner as to maintain the original function of such a feature.

(iv) The existing 100-year flood plain on the property shall be shown on all plans and lots.

(v) The appropriate documentation that any flood hazard boundary has been amended in accordance with Federal Emergency Management Agency requirements, if the 100-year flood plain is altered and /or a new 100-year flood elevation is established in reference to the applicable flood insurance rate map.

(vi) A copy of the Management and Storage of Surface Waters permit obtained from St. Johns River Water Management District shall be provided to the City during the site plan review process.

B. Should the Permittee desire to dedicate the proposed project's stormwater management system to the City of Leesburg; the City, at its discretion, may accept or not accept the stormwater management system.
1. Prior to acceptance, the Permittee shall demonstrate to the City the stormwater management system is in a suitable condition and meets City of Leesburg and St. Johns River Water Management District requirements.
2. As a condition of accepting the system the City may create a special taxing district or make other lawful provisions to assess the cost of maintenance of the system to the residents of the project.

C. All wet stormwater ponds greater than 0.25 acres in size shall have a minimum of one (1) functioning fountain/aerator for the purpose of aesthetic and public health considerations. Such fountains/aerators shall be owned and maintained by the Property Management entity required elsewhere herein.

13. WETLANDS, FLOOD ZONES & WILDLIFE

A. All wetlands on the project site shall be identified by a jurisdictional wetland boundary line, and the location and extent of each wetland shall be determined by the Department of Environmental Protection, St. Johns River Water Management District and/or U.S. Army Corp of Engineers. Each wetland shall be placed on a suitable map, signed and sealed by a surveyor registered to practice in Florida and shall be submitted as part of the site plan application process.

B. To the extent practicable, wetlands shall be placed in a conservation easement, which shall run in favor of, and be enforceable by, the St. Johns River Water Management District or another legal entity such as a Property Management entity. The conservation easement shall require that the wetlands be maintained in their natural and unaltered state. Wetlands shall not be included as a part of any platted lot, other than a lot platted as a common area, which shall be dedicated to the St. Johns River Water Management District, or another legal entity such as Property Owners, Homeowners Association, or Property Management Company for ownership and maintenance.

C. Buildings or structures shall be a minimum of 50 feet from any wetland jurisdiction boundary, or as determined under review by the appropriate review agency, i.e. City of Leesburg, St. Johns River Water Management District.

D. Wetlands shall have an average upland buffer of 25 feet, with a minimum of 15 feet, or the upland buffer established by St. Johns River Water Management District and/or U.S. Army Corp of Engineers; whichever is more restrictive. All upland buffers shall be naturally vegetated and upland buffers that are devoid of natural vegetation shall be re-planted with native vegetation or as required by St. Johns River Water Management District and/or U.S. Army Corp of Engineers.

E. Land uses allowed within the upland buffers for wetlands are limited to stormwater facilities as permitted by St. Johns River Water Management District.

F. If wetland alteration is permitted by St. Johns River Water Management District and/or U.S. Army Corp of Engineers, wetland mitigation shall be required in accordance with permit approvals from St. Johns River Water Management District or U.S. Army Corp of Engineers, whichever is more restrictive.

G. A wildlife management plan for the project site shall be prepared based on the results of an environmental assessment of the site and any environmental permit required from applicable governmental agencies. The wildlife management plan shall be submitted to the City as part of the site plan application process.

H. A map indicating the location of the 100-year flood plain.

I. The appropriate documentation that any flood hazard boundary has been amended in accordance with Federal Emergency Management Agency requirements, if the

100-year flood plain is altered and/or a new 100-year flood elevation is established in reference to the applicable flood insurance rate map.

J. Through the Site Plan Review process, the developer shall coordinate with the City of Leesburg, Lake County and all impacted government agencies regarding elevation determinations, compensatory storage and overall design of the subdivision within and near flood hazard boundary areas, to ensure compliance with all regulations.

14. IRRIGATION & WATER USE

A. All landscaped areas shall be irrigated and designed to meet Section 25-337, Waterwise and Florida Friendly Landscaping, City of Leesburg Code of Ordinances.

B. The use of St. Augustine grass, or other varieties of grass which require significant amounts of water are prohibited. The use of Bahia, Bermuda, Zoysia or other grasses which are more drought tolerant are permitted.

C. For purposes of water conservation, all irrigated areas shall meet the requirements of section 25-337(c)(4), as amended, City of Leesburg Code of Ordinances.

15. RECREATIONAL REQUIREMENTS

A. Recreational development provided on the site shall include active and passive uses, as well as enclosed or unenclosed recreational space, devoted to the joint use of the residents, as seen on the attached Conceptual Development Plan, Exhibit C.

B. Recreational requirements shall include a minimum of one (1) active recreation areas, at a minimum of 1.3 total acres provided, as shown in Exhibit C, Conceptual Development Plan. The location of the site(s) may vary based on final design. The uses in these primary active recreation areas shall consist of:
1) An amenity building and swimming pool,
2) A children's playground with playground equipment, and
3) A separate, fenced dog park area.

C. Unless specified otherwise herein, all recreation spaces may include, but are not limited to:
1. Trails, exercise stations, boardwalks, water feature overlooks;
2. Gazebos, grills, picnic tables, benches;
3. Playgrounds, tot lots;
4. Basketball, tennis, pickleball, shuffleboard, handball courts, etc.;
5. Community swimming pool, including the deck area surrounding such pools;
6. Indoor recreation rooms provided such rooms are permanently maintained for the use of residents for recreational purposes;
7. Other active recreational activities may be used, subject to approval by the City of Leesburg.

16. MAINTENANCE

A. With the exception of any public utilities, maintenance of all site improvements, including but not limited to roadways, drives, internal sidewalks, landscaping, green space, overflow parking, recreation areas, buffers, trails, and drainage shall be the responsibility of the property owner.

B. A Property Management entity shall serve as an appropriate entity for all common properties within the development. Said entity shall be responsible for the management of all common areas, including but not limited to the entryway landscaping, buffers, medians, green spaces and recreation areas.

17. DEVELOPMENT PHASING & IMPLEMENTATION

A. The proposed project may be constructed in phases in accordance with the Planned Unit Development Conditions, Exhibit A, herein, and Conceptual Development Plan, Exhibit C. Changes to the development conditions or conceptual plan, other than those conditions described in these PUD Conditions of Approval, shall be revised in accordance with the Planned Development review process, City of Leesburg Code of Ordinances.

B. As part of the overall development review process, each approved plan phase shall contain only those portions of the development approved under the Site Plan Review Process, i.e. each phase approved shall match each phase submitted for site plan review.

C. Upon approval of this PUD by the City Commission, a development permit or building permit application must be submitted with the City for work related to one or more phases of the PUD within four (4) years of this approval becoming final with no appeal pending or the PUD will automatically expire, unless otherwise lawfully extended by the City or Section 252.363, Florida Statutes. In the event the PUD expires, the Property shall be governed by the zoning regulations applicable to the RE-1 (Estate Density Residential) zoning district.

D. In any event that a conflict may arise between the written conditions of this PUD document and the Conceptual Site Plan, as shown in Exhibit C, the written language herein shall prevail.

18. MISCELLANEOUS CONDITIONS

A. The uses of the proposed project shall only be those uses identified in the approved Planned Unit Development Conditions. Any other proposed use must be specifically authorized in accordance with the Planned Development amendment process.

B. No person, firm or corporation shall erect, construct, enlarge, alter, repair, remove, improve, move, convert, or demolish any building structure, or alter the land in any manner without first submitting the necessary plans and obtaining appropriate approvals in accordance with the City of Leesburg Codes.

C. Construction and operation of the proposed use(s) shall at all times comply with the Planned Unit Development conditions set forth herein, and with all City and other governmental agencies rules and regulations.

D. The transfer of ownership or lease of any or all of the property described in these PUD Conditions of Approval shall include in the transfer or lease agreement, a provision that the purchaser or lessee is made good and aware of the conditions pertaining to the Planned Unit Development established and agrees to be bound by these conditions. The purchaser or lessee may request a change from the existing plans and conditions by following the procedures as described in the City of Leesburg Land Development Code, as amended.

E. These PUD Conditions shall inure to the benefit of, and shall constitute a covenant running with the land and the terms, conditions, and provisions hereof, and shall be binding upon the present owner and any successor, and shall be subject to each and every condition as set forth herein.

F. These conditions of approval shall be recited within the site plan and construction plan submittals.

19. LEVELS OF SERVICE

A. Levels of Service

1. As submitted, the development resulting from the proposed zoning change may result in demands on public facilities which would exceed the current capacity of some public facilities, such as, but not limited to water, wastewater, roads, drainage, and solid waste. No final development order (site plan and/or building permits) shall be granted for a proposed development until there is a finding that all public facilities and services required for the development have sufficient capacity at or above the adopted level of service (LOS) to accommodate the impacts of the development, or that improvements necessary to bring facilities up to their adopted LOS will be in place concurrent with the impacts of the development.

B. Utilities

1. Projected Capacities
    a. The City's utility planning efforts draw upon phasing, capacity and service requirements, based upon information provided by the applicant. The City develops its plans consistent with sound engineering principles, prudent fiscal practices and due regard for regulatory compliance.
    b. If the development requires construction of new distribution or collection lines, or other infrastructure needed to develop the subdivision, the developer will be required to construct such facilities to provide service. The developer will bear the cost of design, permitting and construction. Any such facilities must be constructed in a fashion consistent with the City's master plans and to the City standards and specifications.

2. Commitment of Capacity

a. There are no previous commitments of any existing or planned excess capacity for this property.

3. Ability to Provide Services
   a. At this time, the City intends to provide water, wastewater and reclaimed water services within its service area for the foreseeable future.
   b. Future development within the City of Leesburg utility service areas may impact the provision of utility services.

LEGAL DESCRIPTION **EXHIBIT B**
(Provided by Applicant)

BEING A **18.527 ACRE** (807,035 SQUARE FEET) TRACT OF LAND SITUATED IN THE NW 1/4 OF THE SW 1/4 OF SECTION 2, TOWNSHIP 20 SOUTH, RANGE 24 EAST AND THE SE 1/4 OF THE NE 1/4 AND THE NE 1/4 OF THE SE 1/4 OF SECTION 3 TOWNSHIP 20 SOUTH, RANGE 24 EAST LAKE COUNTY, FLORIDA, BEING ALL OF CALLED PARCELS 1-5 AND PARCEL 7, DESCRIBED IN AN INSTRUMENT TO NORHEN PROPERTIES, INC. RECORDED IN BOOK 3448, PAGE 267 OFFICIAL RECORDS OF LAKE COUNTY, FLORIDA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A 1/2" IRON ROD FOUND IN THE SOUTHWEST LINE OF CALLED PARCEL A DESCRIBED IN AN INSTRUMENT TO THE CITY OF LEESBURG, FLORIDA RECORDED IN BOOK 1708, PAGE 522 OFFICIAL RECORDS OF LAKE COUNTY, FLORIDA, FOR THE NORTHEAST CORNER OF LOT 20 OF RAVENSWOOD PARK, A PLAT OF RECORD IN BOOK 17, PAGE 42 PLAT RECORDS LAKE COUNTY, FLORIDA, AND THE SOUTHEAST CORNER OF SAID PARCEL 2 AND OF THE HEREIN DESCRIBED TRACT;

THENCE ALONG AND WITH THE COMMON LINE OF SAID RAVENSWOOD PARK AND SAID PARCEL 2, PARCEL 3, AND PARCEL 7, THE FOLLOWING TWO (**2**) COURSES:

1. **NORTH 88°55'51" WEST**, A DISTANCE OF **314.91 FEET** TO A 1/2" IRON ROD WITH A "PSM 7294" CAP SET, FOR AN ANGLE POINT OF THE HEREIN DESCRIBED TRACT, AND

2. **NORTH 89°18'24" WEST**, A DISTANCE OF **660.02 FEET** TO A 1/2" IRON ROD WITH A "PSM 7294" CAP SET IN THE NORTH LINE OF LOT 1O OF SAID RAVENSWOOD PARK, FOR THE SOUTHERLY SOUTHEAST CORNER OF A TRACT DESCRIBED IN AN INSTURMENT TO CORLEY ISLAND, LLC RECORDED IN BOOK 5398, PAGE 2096 OFFICIAL RECORDS OF LAKE COUNTY, FLORIDA AND THE SOUTHWEST CORNER OF SAID PARCEL 7 AND OF THE HEREIN DESCRIBED TRACT, FROM WHICH A CONCRETE MONUMENT, FOR THE SOUTHWEST CORNER OF SAID CORLEY ISLAND TRACT BEARS SOUTH 89°18'24" EAST, A DISTANCE OF 900.16 FEET;

THENCE ALONG AND WITH THE COMMON LINES OF SAID CORLEY ISLAND TRACT AND SAID PARCEL 7, PARCEL 3, AND PARCEL 4, THE FOLLOWING THREE (**3**) COURSES:

1. **NORTH 00°12'08" WEST**, A DISTANCE OF **1106.56 FEET** TO A 1/2" IRON ROD WITH A "PSM 7294" CAP SET, FOR THE NORTHWEST CORNER OF THE HEREIN DESCRIBED TRACT,

2. **NORTH 89°58'50" EAST**, A DISTANCE OF **377.42 FEET** TO A 1/2" IROD ROD WITH A "PSM 7294" CAP SET, FOR AN ANGLE POINT OF THE HEREIN DESCRIBED TRACT, AND

3. **NORTH 52°39'04" EAST**, A DISTANCE OF **80.00 FEET** TO A 1/2" IRON ROD WITH A "PSM 7294" CAP SET IN THE SOUTHWEST RIGHT-OF-WAY LINE OF C.R. 25A, A 66 FOOT WIDE RIGHT-OF-WAY, FOR THE SOUTHEAST CORNER OF SAID CORLEY ISLAND TRACT AND THE NORTHEAST CORNER OF SAID PARCEL 4 AND OF THE HEREIN DESCRIBED TRACT, FROM WHICH A CONCRETE MONUMENT WITH A PK NAIL IN THE SOUTHWEST RIGHT-OF-WAY LINE OF US HIGHWAY 27, A 100 FOOT WIDE RIGHT-OF-WAY, BEARS SOUTH 79°17'01" EAST, A DISTANCE OF 262.75 FEET;

THENCE WITH A NON-TANGENT CURVE TO THE LEFT, HAVING A RADIUS OF **2904.80 FEET**, A DELTA OF 07°20'32", AN ARC LENGTH OF 372.23 FEET AND A CHORD BEARS **SOUTH 33°40'40" EAST**, A DISTANCE OF **371.98 FEET** TO A PK NAIL FOUND WITH A WASHER STAMPED "LB 707" , FOR THE NORTH CORNER OF SAID PARCEL A AND THE WEST CORNER OF SAID PARCEL 4 AND OF THE HEREIN DESCRIBED TRACT;

THENCE SOUTH 60°33'32" WEST, ALONG AND WITH THE SOUTHEAST LINE OF SAID PARCEL 4 AND THE NORTHWEST LINE OF SAID PARCEL A, A DISTANCE OF **80.02 FEET** TO A PK NAIL FOUND WITH A WASHER STAMPED "LB 707", IN THE NORTHEAST LINE OF SAID PARCEL 7, FOR THE NORTHWEST CORNER OF SAID PARCEL A AND THE SOUTHWEST CORNER OF SAID PARCEL 4 AND A POINT OF NON-TANGENT CURVATURE OF THE HEREIN DESCRIBED TRACT;

THENCE ALONG AND WITH THE COMMON LINES OF SAID PARCEL 7, PARCEL 3, PARCEL 5, PARCEL 1 AND PARCEL 2 AND SAID PARCEL A, THE FOLLOWING TWO (**2**) COURSES:

1. WITH A NON-TANGENT CURVE TO THE LEFT, HAVING A RADIUS OF **2824.80 FEET**, A DELTA OF 04°22'06", AN ARC LENGTH OF 215.36 FEET AND A CHORD BEARS **SOUTH 27°15'05" EAST**, A DISTANCE OF **215.31 FEET** TO A 1/2" IROD FOUND, FOR A POINT OF TANGENCY OF THE HEREIN DESCRIBED TRACT, AND

2. **SOUTH 25°06'49" EAST**, A DISTANCE OF **694.44 FEET** TO THE **POINT OF BEGINNING,** CONTAINING 807,035 SQUARE FEET OR 18.527 ACRES.

TOGETHER WITH

A **0.124 ACRE** (5.394 SQUARE FEET) TRACT OF LAND SITUATED IN THE NW 1/4 OF THE SW 1/4 OF SECTION 2, TOWNSHIP 20 SOUTH, RANGE 24 EAST, BEING A PORTION OF CALLED PARCEL 6, DESCRIBED IN AN INSTRUMENT TO NORHEN PROPERTIES, INC. RECORDED IN BOOK 3448, PAGE 267 OFFICIAL RECORDS OF LAKE COUNTY, FLORIDA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A 1/2" IRON ROD STAMPED "LB 707" FOUND IN THE NORTHEAST RIGHT-OF-WAY LINE OF C.R. 25A, A 66 FOOT WIDE RIGHT-OF-WAY, FOR THE NORTHWEST CORNER OF SAID PORTION OF PARCEL 6 AND OF THE HEREIN DESCRIBED

TRACT, FROM WHICH A CONCRETE MONUMENT WITH A PK NAIL IN THE SOUTHWEST RIGHT-OF-WAY LINE OF US HIGHWAY 27, A 100 FOOT RIGHT-OF-WAY, BEARS NORTH 01°05'14" EAST, A DISTANCE OF 210.29 FEET;

THENCE SOUTH 86°47'39" EAST, ALONG AND WITH THE COMMON LINE OF SAID PORTION OF PARCEL 6, A DISTANCE OF **55.19 FEET** TO A 1/2" IRON ROD WITH A "PSM 7294" CAP SET IN THE SOUTHWEST LINE OF US HIGHWAY 27, FOR A POINT OF NON-TANGENT CURVATURE TO THE LEFT AND THE NORTHEAST CORNER OF SAID PORTION OF PARCEL 6 AND THE HEREIN DESCRIBED TRACT;

THENCE WITH SAID NON-TANGENT CURVE TO THE **LEFT**, HAVING A RADIUS OF

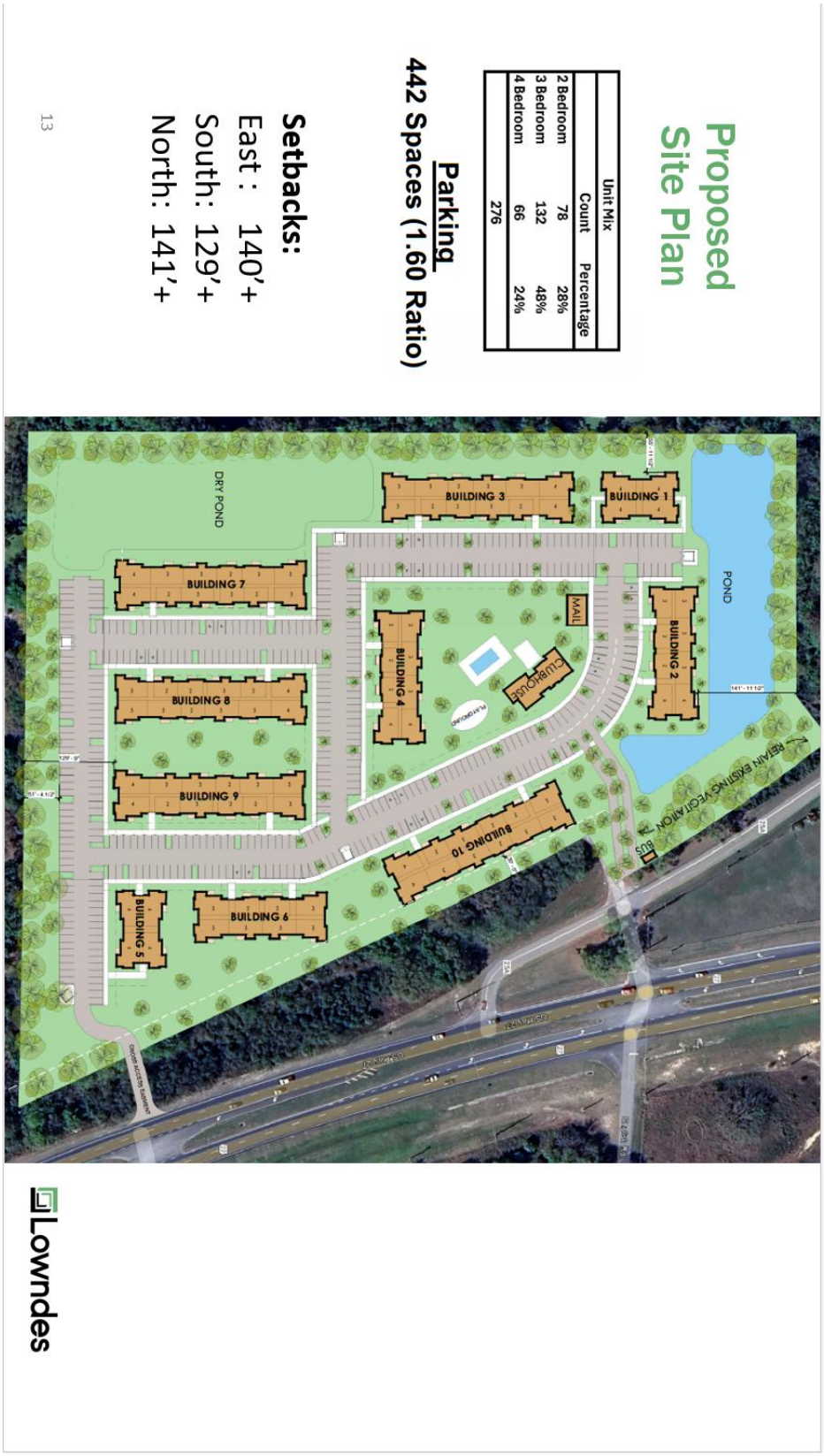
5809.60 FEET, A DELTA OF **02°00'32",** AN ARC LENGTH OF **203.70 FEET** AND A CHORD BEARING AND DISTANCE OF **SOUTH 12°59'15" EAST**, **203.69 FEET** TO A 1/2" IRON ROD WITH A "PSM 7294" CAP SET IN THE NORTHEAST LINE OF SAID C.R. 25A, FOR A POINT OF NON-TANGENT CURVATURE TO THE RIGHTTHE SOUTH CORNER OF SAID PORTION OF PARCEL 6 AND THE HEREIN DESCRIBED TRACT;

THENCE ALONG AND WITH THE COMMON LINES OF SAID PORTION OF PARCEL 6 AND SAID C.R. 25A, THE FOLLOWING TWO (**2**) COURSES:

1. WITH SAID NON-TANGENT CURVE TO THE RIGHT, HAVING A RADIUS OF **34.00 FEET**, A DELTA OF **28°11'24"**, AN ARC LENGTH OF **16.73 FEET**, AND A CHORD BEARING AND DISTANCE OF **NORTH 37°47'04" WEST, 16.56 FEET** TO A 1/2" IRON ROD WITH A "PSM 7294" CAP SET, FOR A POINT OF REVERSE CURVATURE.

2. WITH SAID CURVE TO THE LEFT, HAVING A RADIUS OF 2970.80 FEET, A DELTA OF 04°02'07", AN ARC LENGTH OF 209.22 FEET, AND A CHOR BEARING AND DISTANCE OF NORTH 25°42'24" WEST, 209.18 FEET TO A 1/2" IRON ROD WITH A "PSM 7294" CAP SET TO THE **POINT OF BEGINNING,** CONTAINING 5,394 SQUARE FEET OR 0.124 ACRES.

~ End of Legal Description ~


Proposed Site Plan
Unit Mix
Count Percentage
2 Bedroom 78 28%
3 Bedroom 132 48%
4 Bedroom 66 24%
276
Parking
442 Spaces (1.60 Ratio)
Setbacks:
East : 140'+
South: 129'+
North: 141'+
13
DRY POND
BUILDING 3
BUILDING 1
BUILDING 7
BUILDING 8
BUILDING 9
BUILDING 4
BUILDING 2
BUILDING 10
BUILDING 6
BUILDING 5
MAIL
CLUBHOUSE
POND
RETAIN EXISTING VEGITATION
BUS
Lowndes

Excess Parking Plan

Unit Mix		
	Count	Percentage
2 Bedroom	78	28%
3 Bedroom	132	48%
4 Bedroom	66	24%
	276	

Parking
555 Spaces (2.0 Ratio)

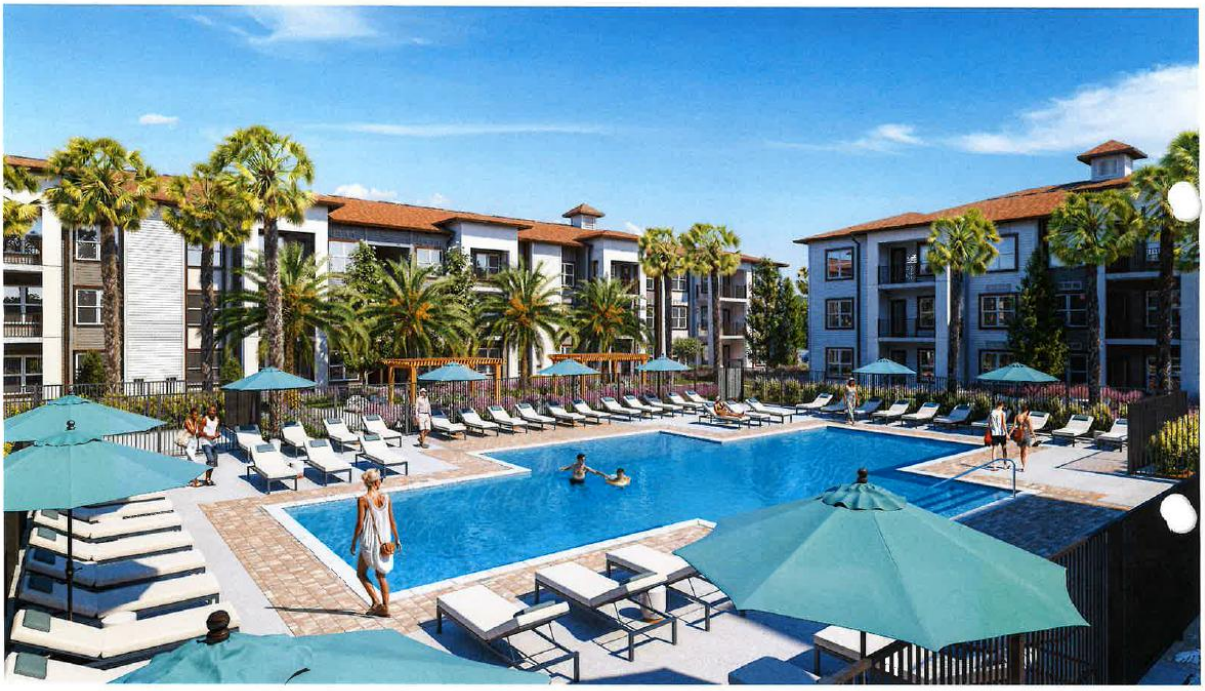
Changes to Setbacks:
East : 140' → 39'
South : 129' → 30'

14

Lowndes

FAÇADE SAMPLES **EXHIBIT D**
RESIDENTIAL – APARTMENTS





Examples of Acceptable / Unacceptable Lighting Fixtures





Figure 1 – Opaque vinyl fence
Example Source Courtesy of Bespoke Fence
https://bespokefence.com/products/vinyl-fences/



Figure 2A - Aluminum rail fence with brick-style monument columns
Example Source Courtesy of Byron Fence
https://www.byronfence.com/commercial-fence



Figure 2B - Aluminum rail fence with stone-style monument columns
Example Source Courtesy of Decoratedlife.com
https://decoratedlife.com/stunning-aluminum-fence-ideas/



Figure 3A – Split-rail fence
Example Source Courtesy of Superior Outdoor Products
https://superiorplasticproducts.com/3-rail-vinyl-fence



Figure 3B – Split rail fence with monument column features
Example Source Courtesy of Fence & Deck Supply
https://www.fenceanddecksupply.com/wp-content/uploads/2014/04/FDS-Mini-Product-Catalog-2014-EMAIL.pdf

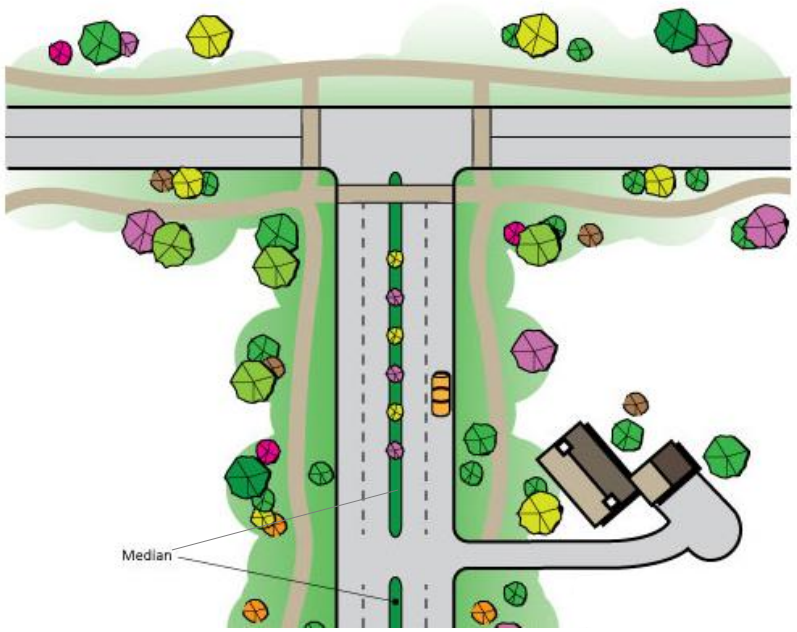


Figure 1 – Divided Boulevard Concept
Example Source Courtesy of Chester County Government
https://www.chescoplanning.org/municorner/MultiModal/17-Boulevard.cfm



Figure 2 – Planted Divided Boulevard
Example Source Courtesy of District Works
https://districtworks.city/landscaping-and-groundskeeping/



Figure 3 – Planted Divided Boulevard
Example Source Courtesy of Joshua Zeunert via ResearchGate
https://www.researchgate.net/figure/Planted-central-median-swale-used-in-the-Lynbrook-development_fig1_329116840

CITY OF LEESBURG PLANNING & ZONING DIVISION
RECOMMENDATIONS

DATE:	November 20, 2025
OWNER:	Norhen Properties, Inc.
PETITIONER:	Dominium, Inc
PROJECT:	Dominium Apartments
REQUEST:	Rezoning to PUD (Planned Unit Development) to allow 276 multi-family apartments.
CASE NO.:	PUD-25-1270

THE PLANNING & ZONING DEPARTMENT RECOMMENDS:

APPROVAL of the request for the following reason(s):

1. The proposed request for a PUD (Planned Unit Development) zoning is compatible with the current surrounding zoning districts, including Lake County RMRP (Mobile Home Rental Park District), R-6 (Urban Residential District), CP (Planned Commercial District), C-1 (Neighborhood Commercial), C-2 (Community Commercial District), City SPUD (Small Planned Unit Development), PUD (Planned Unit Development); P (Public), and C-3 (Highway Commercial).

2. The proposed zoning is compatible with the proposed future land use designation amendment to City General Commercial, and the current surrounding Future Land Use designations.

3. The site is compatible with existing City of Leesburg approved developments along US Highway 27.

4. The proposed request does not appear to create a detriment to surrounding properties, as conditioned in the PUD document.

Action Requested:

1. Vote to approve the proposed rezoning from City PUD (Planned Unit Development) to City PUD (Planned Unit Development), and forward this recommendation to the City Commission for consideration.

CITY OF LEESBURG PLANNING & ZONING DEPARTMENT
STAFF SUMMARY

DATE: October 23, 2025

OWNER: Norhen Properties, Inc.
PETITIONER: Dominium, Inc
PROJECT: Dominium Apartments
REQUEST: Small-scale Comprehensive Plan Amendment to General Commercial and Rezoning to PUD (Planned Unit Development) to allow 276 multi-family apartments.
CASE NO.: SSCP-25-1269; PUD-25-1270

GENERAL LOCATION: West of US Hwy 27 and North of Palm Drive.

FUTURE LAND USE DESIGNATION: City of Leesburg General Commercial and Low Density Residential

SURROUNDING FUTURE LAND USE DESIGNATION:

North – Lake County Urban Medium Density; Lake County Urban Low Density; City General Commercial
South – Lake County Urban Medium Density; City Neighborhood Mixed Use; City General Commercial
East – Lake County Urban Low Density; City General Commercial; City Estate Residential; City Institutional
West – Lake County Urban Medium Density; City Neighborhood Mixed Use

PROPOSED FUTURE LAND USE DESIGNATION: City General Commercial

EXISTING ZONING DESIGNATION: City of Leesburg PUD (Planned Unit Development)

SURROUNDING ZONING DESIGNATIONS:

North – Lake County RMRP (Mobile Home Rental Park District); Lake County C-2 (Community Commercial District); City C-3 (Highway Commercial)
South – Lake County R-6 (Urban Residential District); City PUD (Planned Unit Development)
East – Lake County C-1 (Neighborhood Commercial); Lake County C-2 (Community Commercial District); Lake County CP (Planned Commercial District); City SPUD (Small Planned Unit Development); City PUD (Planned Unit Development); City P (Public); City C-3 (Highway Commercial)

PROPOSED ZONING DESIGNATION: City PUD (Planned Unit Development)

EXISTING LAND USE: 14 residential buildings, 2 pole barns, 2 animal pens, 1 partially enclosed structure, 1 well house and 1 green house.

SURROUNDING LAND USE:

North – Vacant Government; Office
South – Single Family; Vacant Government
East – Vacant Commercial; Vacant Institutional; Commercial
West – Manufactured Home Park

PROPOSED LAND USE: 276 multi-family units.

CITY OF LEESBURG PLANNING & ZONING DIVISION
DEPARTMENTAL REVIEW SUMMARY

DATE: October 23, 2025
OWNER: Norhen Properties, Inc.
PETITIONER: Dominium, Inc
PROJECT: Dominium Apartments
REQUEST: Small-scale Comprehensive Plan Amendment to General Commercial and Rezoning to PUD (Planned Unit Development) to allow 276 multi-family apartments.
CASE NO.: SSCP-25-1269; PUD-25-1270

THE FOLLOWING COMMENTS RECEIVED FROM EACH DEPARTMENT:

POLICE

No comments received as of 9/18/2025.

FIRE

NFPA 1710 Standard for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations, and Special Operations to the Public by Career Fire Departments, 2020 Edition. The subject property referenced in Case Number SSCP-25-1269; PUD-25-1270 is outside the recommended four-minute response time for initial responding fire apparatus.

4.1 Fire Department Organizational Statement.

4.1.2.1

The fire department shall establish the following performance objectives for the first-due response zones that are identified by the AHJ:

(1) Alarm handling time completion in accordance with 4.1.2.3
(2) 80 seconds turnout time for fire and special operations response and 60 seconds turnout time for EMS response
(3)* 240 seconds or less travel time for the arrival of the first engine company at a fire suppression incident
(4) 360 seconds or less travel time for the arrival of the second company with a minimum staffing of 4 personnel at a fire suppression incident
(5) For other than high-rise, 480 seconds or less travel time for the deployment of an initial full alarm assignment at a fire suppression incident
(6) For high-rise, 610 seconds or less travel time for the deployment of an initial full alarm assignment at a fire suppression incident
(7) 240 seconds or less travel time for the arrival of a unit with first responder with automatic external defibrillator (AED) or higher-level capability at an emergency medical incident
(8) 480 seconds or less travel time for the arrival of an advanced life support (ALS) unit at an emergency medical incident, where this service is provided by the fire department provided a first responder with an AED or basic life support (BLS) unit arrived in 240 seconds or less travel time

- Captain Amanda Stevenson, 9/5/2025

ELECTRIC

Leesburg Electric has no objections. The project will require a line extension and easements will be required.

The developer can reach out to us prior to submitting a site plan to locate easements, transformer locations and primary locations.
– Steve Davis, 8/26/2025

GAS

No Comment. – Wayne Williams, 9/11/2025

GIS/ADDRESSING:

GIS has no comments. – Nicholas Tota, 8/26/2025

BUILDING

No comments received as of 9/18/2025.

PUBLIC WORKS

No comments received as of 9/18/2025.

HOUSING & REDEVELOPMENT

No comments received as of 9/18/2025.

LAKE COUNTY PUBLIC WORKS

No comments received as of 9/18/2025.

LAKE COUNTY SCHOOLS

The Dominium Apartments project was issued an Adequate Public Facilities (APF) letter, but **please be advised that this is not a school concurrency reservation**. This project is subject to school concurrency review. The applicant should contact the school district to work through this process. –Heather Croney, 8/26/2025

PUBLIC RESPONSES

Approval

Disapproval
2

No comment

Notice of Appearance filed:

PUBLIC COMMENTS (APPROVAL)

PUBLIC COMMENTS (APPROVAL WITH REQUESTED CONDITIONS)

PUBLIC COMMENTS (DISAPPROVAL)

1. Dear Members of Leesburg Planning and Zoning:
   I am writing this letter to express strong opposition to the proposed apartment complex on CR25A. I represent the owners of Corley Island Mobile Home Park, a 55+ community just west of the proposed development.
   The area adjacent to the proposed development is currently a quiet, age-restricted mobile home park. The introduction of a higher-density, multi-family residential complex would significantly alter the character of the neighborhood. Not only can we expect significant increases in traffic as this might add 400+ automobiles to the area, but we can also expect increased noise and light pollution that would be associated with a multi-family community. Our residents deserve a quiet and restful quality of life
   The residents of Corley Island currently enjoy a safe and quiet environment. It is likely that a development of this size will also see an increase in crime in the area. Our elderly population is vulnerable and deserves to feel safe in their neighborhood.
   When Lake Denham Estates was developed, there were significant consequences for some of our residents. Many homes were damaged by the drainage and runoff created by the development. I'm sure that this development will also generate difficulties for our elderly residents that they should not need to address at this point in their lives.
   I urge you to preserve the integrity and intent of our community and reject this proposed land use change. Thank you for your attention to our concerns.
   Sincerely,
   Carol W. Kropp, Managing Member

2. Dear Members of Leesburg Planning and Zoning:
   I am writing this letter to express strong opposition to the proposed apartment complex on CR25A. I live in Corley Island mobile home community next to where this proposed development is to be built.
   This is a 55+ community where we enjoy quiet, peaceful living. I am concerned that a new development of mixed age group will upset our peaceful living here.
   It also would bring way more traffic on the road in front of our community. This would invite more crime in the area and cause many more accidents near us.
   When the Lake Denham Estates were built behind our community it caused more noise and children came walking around. It also caused damage to property and houses here with water runoff.
   We value our peaceful , safe and private community with no extra noise, no loose pets or children coming around.
   Please help us preserve our simple lives and quiet community by not allowing this proposed zoning change.
   Thank you for listening to my thoughts and concerns!!
   Carol Gall
   215 Royal Drive
   Corley Island Resident
   Leesburg , Florida 34748

LAKE COUNTY SCHOOLS

201 West Burleigh Boulevard · Tavares · FL 32778-2496
(352) 253-6500 · Fax: (352) 253-6503 · www.lake.k12.fl.us

Superintendent:
Diane S. Kornegay, M.Ed.

School Board Members:
District 1
Bill Mathias
District 2
Tyler Brandeburg
District 3
Marc Dodd
District 4
Mollie Cunningham
District 5
Stephanie Luke

July 31, 2025

Mr. Logan Opsahl
Lowndes Law Firm
215 N. Eola Drive
Orlando, Florida 32801

RE: Dominium Apartments – City of Leesburg (Revised)
Adequate Public Facilities Determination (APF07-2025)
Alt Keys: 1293472, 1293464, 1293952, 2872675, 1293944, 3275209, approximately 19 acres

Dear Mr. Opsahl:

The School District has reviewed the above referenced development project information proposing 276 multi-family dwelling units on approximately 19 acres. The subject property is located north of Palm Drive, south of Kings Blvd., west of CR 25 and U.S. Hwy 27 in the Leesburg area.

The proposed development has the potential to generate approximately 74 students for the Lake County School system. Based on current school attendance zones, the schools impacted by the proposed residential project and their projected capacities are as follows:

- **Leesburg Elementary** — **119% Capacity**
- **Oak Park Middle** — **93% Capacity**
- **Leesburg High** — **89% Capacity**

Currently, the district's Five-Year Capital Plan does include the conversion of Leesburg Elementary and Oak Park Middle schools into a new K8 school. The new K8 school is currently scheduled to be completed in 2030 and will provide capacity relief at the elementary level. The District is aware of the residential growth in this area and will continue to monitor the residential development to determine the need and timing of capacity relief projects in the future.

Please be advised that the information contained in this letter **does not** constitute school concurrency review. The capacities referenced above do not include current valid capacity reservations. Proportionate share mitigation may be required at time of school concurrency review.

Should you have any questions or need additional information please contact me at (352) 253-6694 or by email at lavalleyh@lake.k12.fl.us.

Sincerely,

Helen LaValley
Growth Planning Department

Encl: Adequate Public Facilities Analysis Determination

Lake County Schools
Adequate Public Facilities Determination

REVIEWING AUTHORITY	**Lake County Schools**
PROJECT NAME/CASE#	**Dominium Apts / LCS APF07-2025**
ITEM DESCRIPTION	276 Multi-family units on +/- 19 acres
LOCATION	North of Palm Drive, south of Kings Blvd., and west of CR25/US Hwy 27
Alt Key Numbers	1293472, 1293464, 1293952, 2872675, 1293944, 3275209

	SF-DU	MF-DU	MH-DU	SF Impacts	MF Impacts	MH Impacts
NEW DU IMPACT (units)					**276**	**0**
STUDENT GENERATION	0.312	0.268	0.170	0	74	0
Elementary School	0.140	0.145	0.087	0	40	0
Middle School	0.072	0.059	0.041	0	16	0
High School	0.100	0.064	0.042	0	18	0

*Students generated may differ from distribution percentages due to rounding

CSA # 11

	Enrollment 2024-2025	Permanent Capacity	Projected Capacity %	Student Enrollment w/ Impact	% of Perm. Capacity w/ Impact	Planned Capacity Project
Assigned Schools:						
Leesburg Elementary	844	741	114%	884	119%	Yes
Oak Park Middle	559	618	90%	575	93%	Yes
Leesburg High	1,728	1,963	88%	1,746	89%	No

Comments: ***Lake County School District Five-Year Plan, Fiscal Year 2024/2029***
Sidewalks and pedestrian access were not reviewed. Already reserved capacity is not included in the % of permanent capacities.

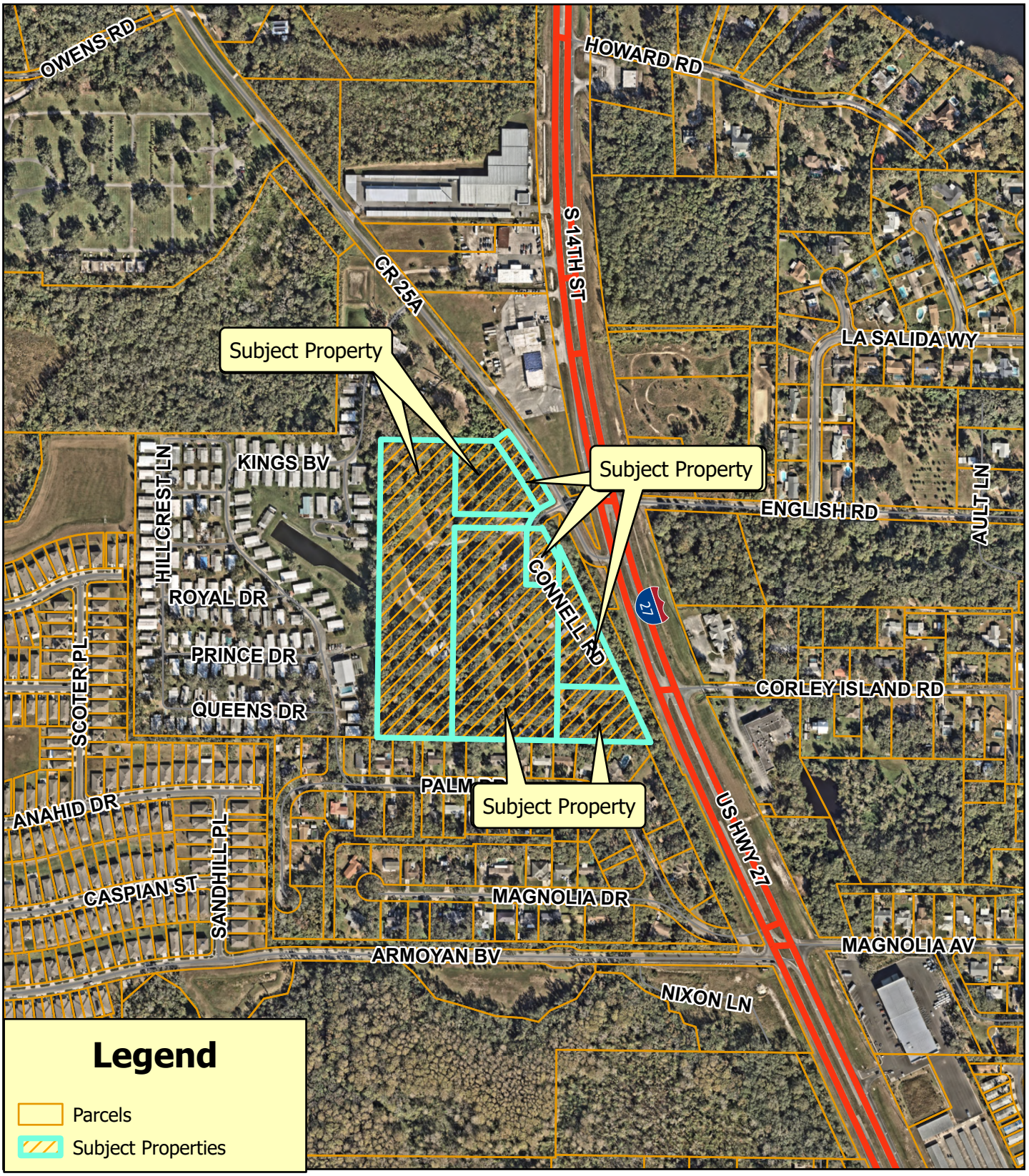
Please note that this is NOT a School Concurrency capacity reservation.

***Permanent capacity does not include relocatables/portables.**

This review does not include already reserved capacities.

Prepared by: Helen LaValley, Lake County Schools Growth Planning Dept. **Issue Date:** 7/31/2025R

Extended Aerial



Planning & Zoning Division

N

0 190 380 Feet

Dominium Apartments
SSCP-25-1269; PUD-25-1270
Alternate Key(s): 1293472, 1293464, 1293952, 2872675, 1293944, 3275209
Section 2 Township 20 South, Range 24 East
August 15, 2025

Aerial



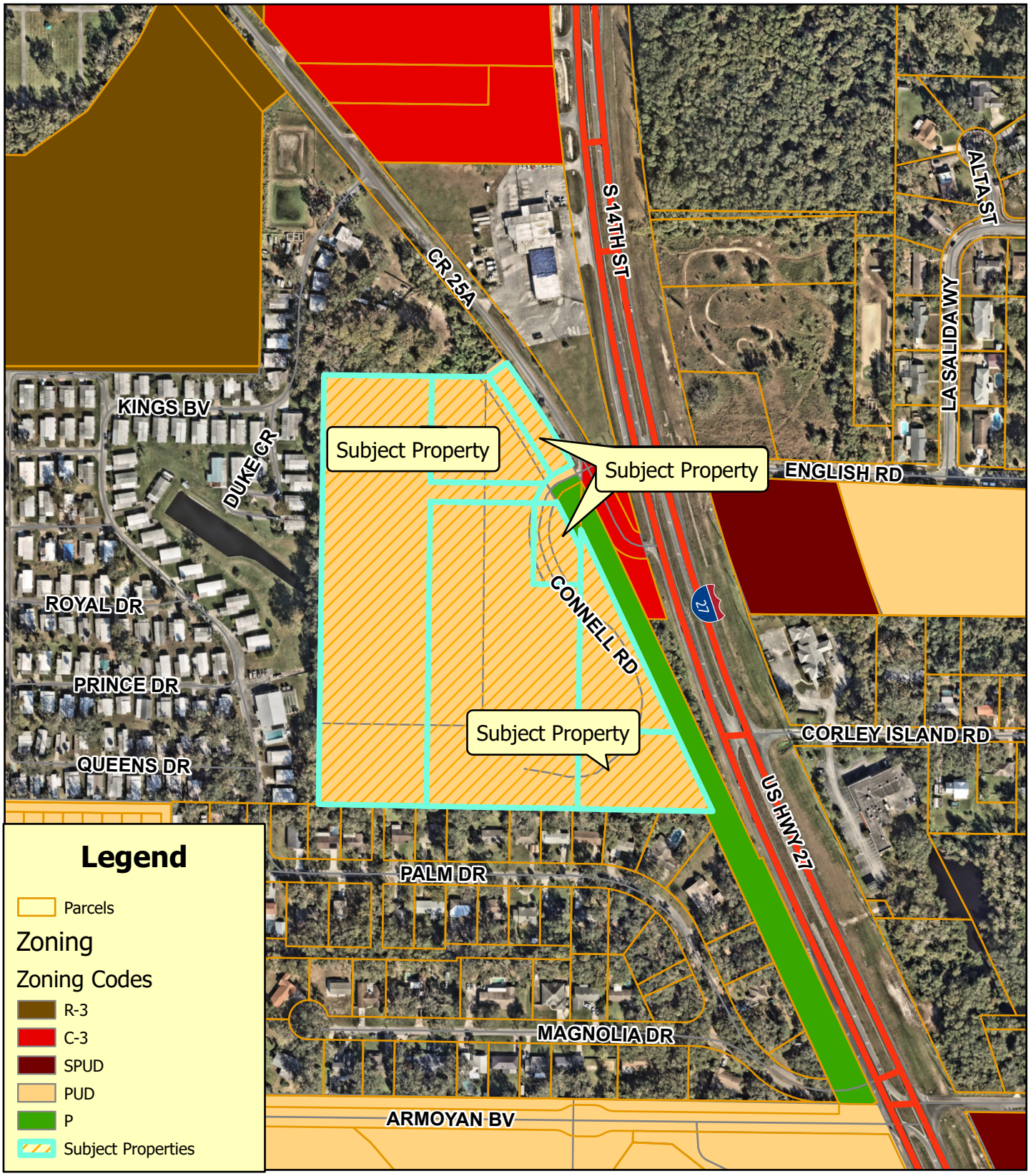
Planning & Zoning Division

N

0 110 220 Feet

Dominium Apartments
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Alternate Key(s): 1293472, 1293464, 1293952, 2872675, 1293944, 3275209
Section 2 Township 20 South, Range 24 East
August 15, 2025

Zoning



Planning & Zoning Division

N

0 130 260 Feet

Dominium Apartments
SSCP-25-1269; PUD-25-1270
Alternate Key(s): 1293472, 1293464, 1293952, 2872675, 1293944, 3275209
Section 2 Township 20 South, Range 24 East
August 15, 2025

Proposed Zoning



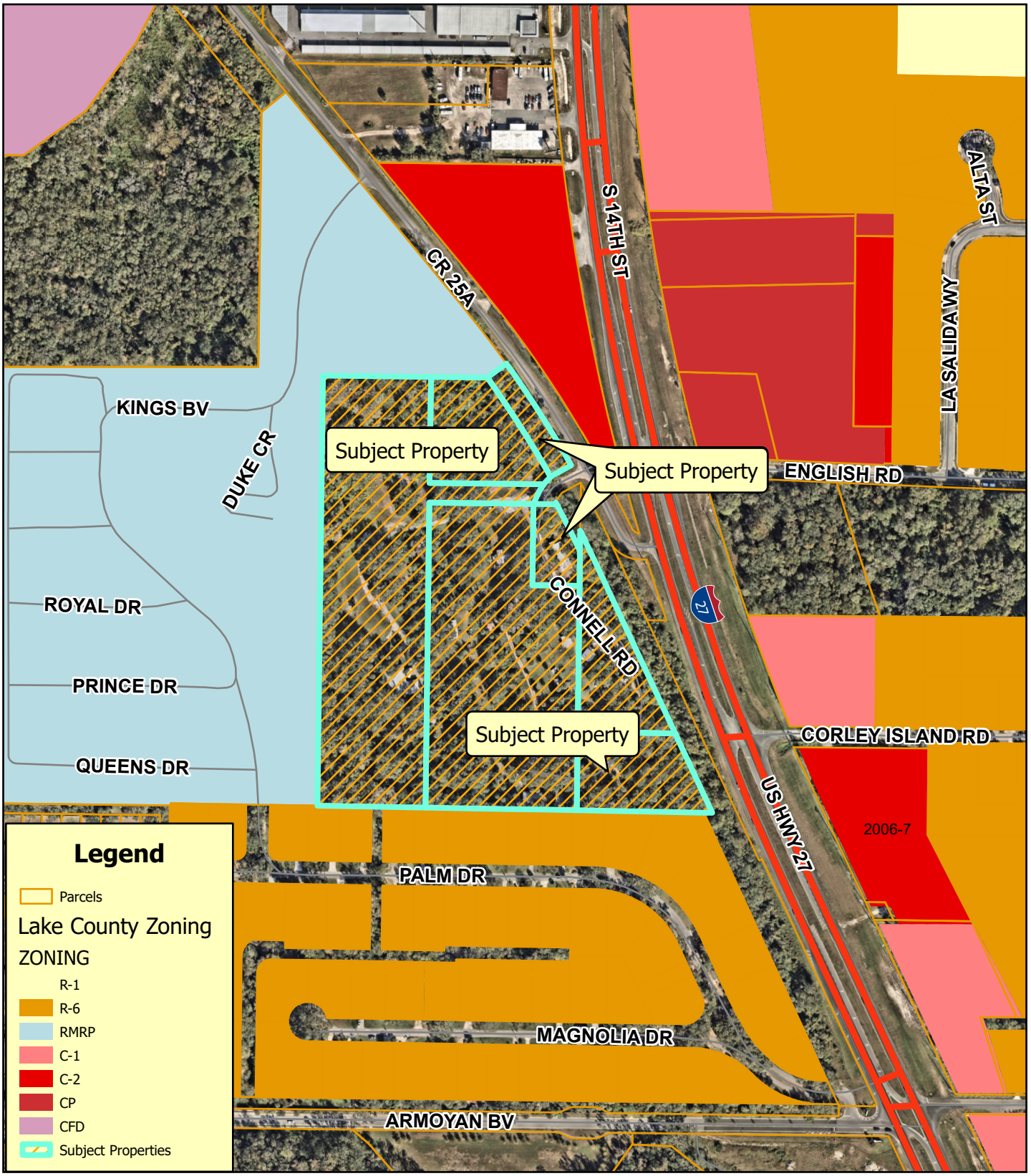
Planning & Zoning Division

N

0 110 220 Feet

Dominium Apartments
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Section 2 Township 20 South, Range 24 East
August 15, 2025

Lake County Zoning



Planning & Zoning Division

N

0 130 260 Feet

Dominium Apartments
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Alternate Key(s): 1293472, 1293464, 1293952, 2872675, 1293944, 3275209
Section 2 Township 20 South, Range 24 East
August 15, 2025

Surrounding Land Uses



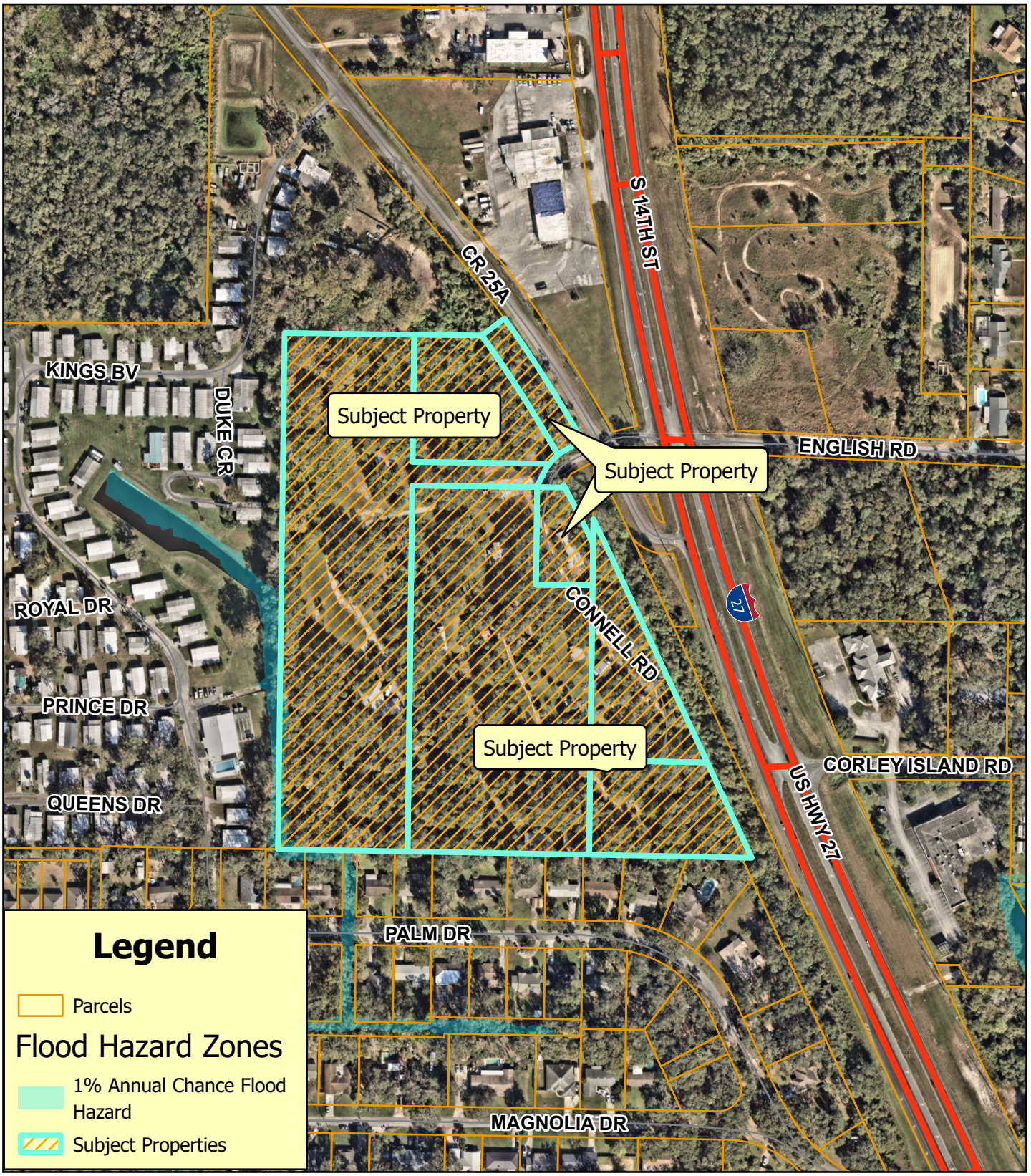
Planning & Zoning Division

N

0 145 290 Feet

Dominium Apartments
SSCP-25-1269; PUD-25-1270
Alternate Key(s): 1293472, 1293464, 1293952, 2872675, 1293944, 3275209
Section 2 Township 20 South, Range 24 East
August 15, 2025

Flood Zone



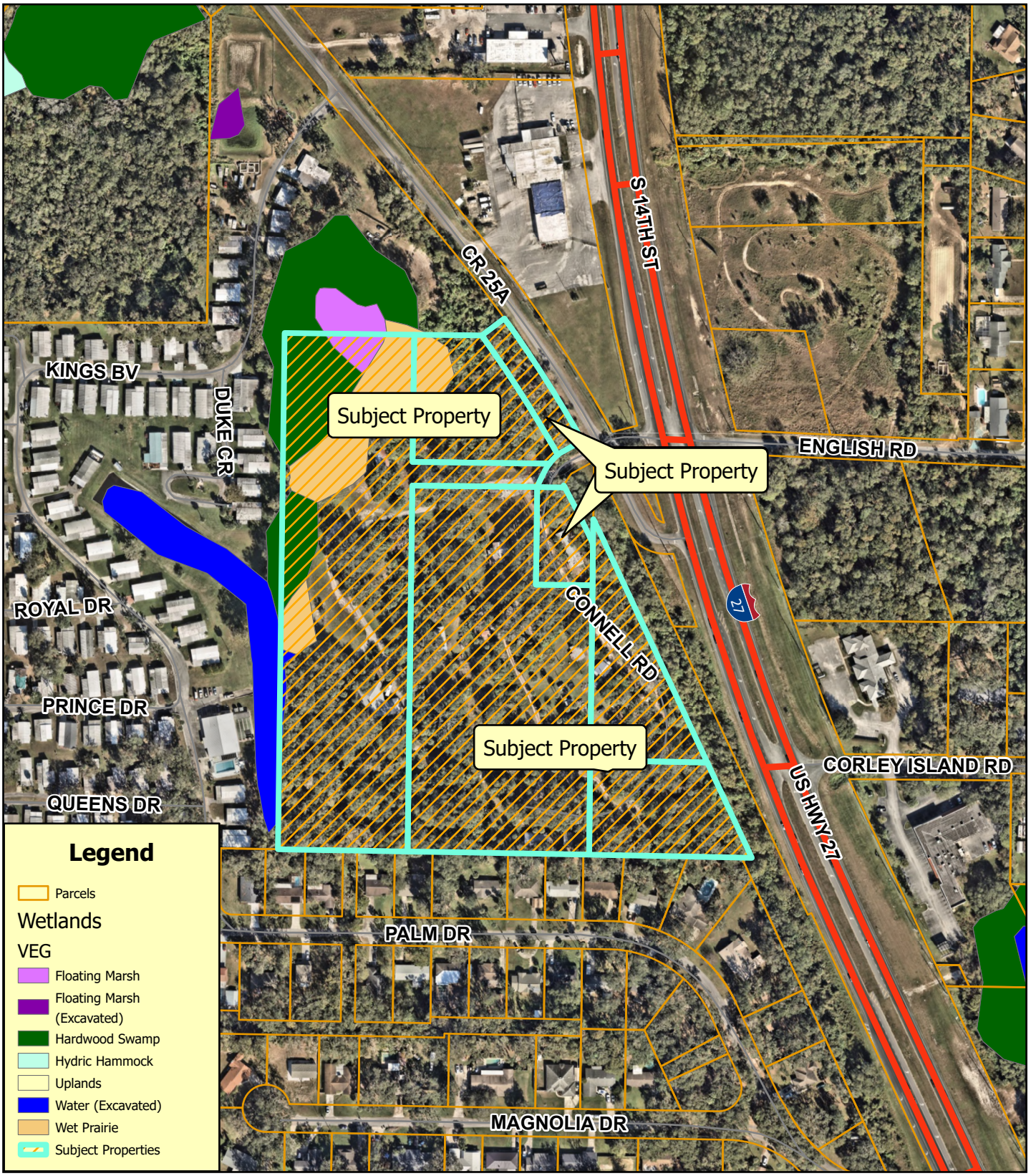
Planning & Zoning Division

N

0 110 220 Feet

Dominium Apartments
SSCP-25-1269; PUD-25-1270
Alternate Key(s): 1293472, 1293464, 1293952, 2872675, 1293944, 3275209
Section 2 Township 20 South, Range 24 East
August 15, 2025

Wetlands



Planning & Zoning Division

N

0 110 220 Feet

Dominium Apartments
SSCP-25-1269; PUD-25-1270
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Section 2 Township 20 South, Range 24 East
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Helen LaValley
Growth Planning Department

Encl: Adequate Public Facilities Analysis Determination

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CSA # 11

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Prepared by: Helen LaValley, Lake County Schools Growth Planning Dept. **Issue Date:** 7/31/2025R

Dominium Leesburg Apartments
Project № 25121.02.01
October 2025

Traffic Impact Study
City of Leesburg
Florida

Prepared for:

Dominium
375 Northridge Road, Suite 500
Atlanta, Georgia 30350

Prepared by:

988 Woodcock Road, Suite 200
Orlando, Florida 32803
www.trafficmobility.com
(407) 531-5332

EXECUTIVE SUMMARY

Project Information

Name:	Dominium Leesburg Apartments
Location:	West of the CR 25A and Connell Road intersection
Jurisdiction	City of Leesburg, Florida
Description:	Multi-family apartments of 276 units

Findings

Trip Generation:	1,714 ADT / 110 AM Peak Hour / 140 PM Peak Hour
Impacts:	The proposed development is not projected to adversely impact the surrounding network.

Recommendations

Access Improvements:	Install a 405-foot southbound right turn deceleration lane at the US 27 and Corley Island Road/Access B intersection.

PROFESSIONAL ENGINEERING CERTIFICATION

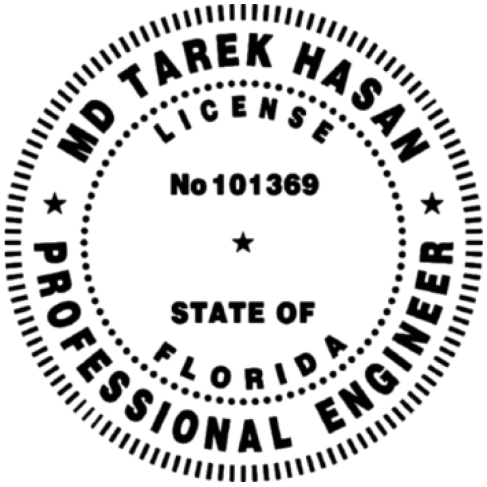
I hereby certify that I am a Professional Engineer properly registered in the State of Florida practicing with Traffic & Mobility Consultants LLC, a corporation authorized to operate as an engineering business, CA-30024, by the State of Florida Department of Professional Regulation, Board of Professional Engineers, and that I have prepared or approved the evaluations, findings, opinions, conclusions, or technical advice attached hereto for:

PROJECT: Dominium Leesburg Apartments

LOCATION: City of Leesburg, Florida

CLIENT: Dominium

I hereby acknowledge that the procedures and references used to develop the results contained in these computations are standard to the professional practice of Transportation Engineering as applied through professional judgment and experience.



THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY

MD TAREK HASAN Digitally signed by MD TAREK HASAN
Date: 2025.10.09 08:55:49 -04'00'

ON THE DATE ADJACENT TO THE SEAL

PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED AND THE SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

TRAFFIC & MOBILITY CONSULTANTS LLC
988 WOODCOCK ROAD, SUITE 200
ORLANDO, FLORIDA 32803

CERTIFICATE OF AUTHORIZATION CA-30024

MD TAREK HASAN, P.E. № 101369

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1.0 INTRODUCTION

This Traffic Impact Study (TIS) was prepared in support of the development application for the Dominium Leesburg Apartments. The residential project comprises multi-family apartments of 276 units, as presented in **Table 1**. The project's anticipated buildout date is 2029.

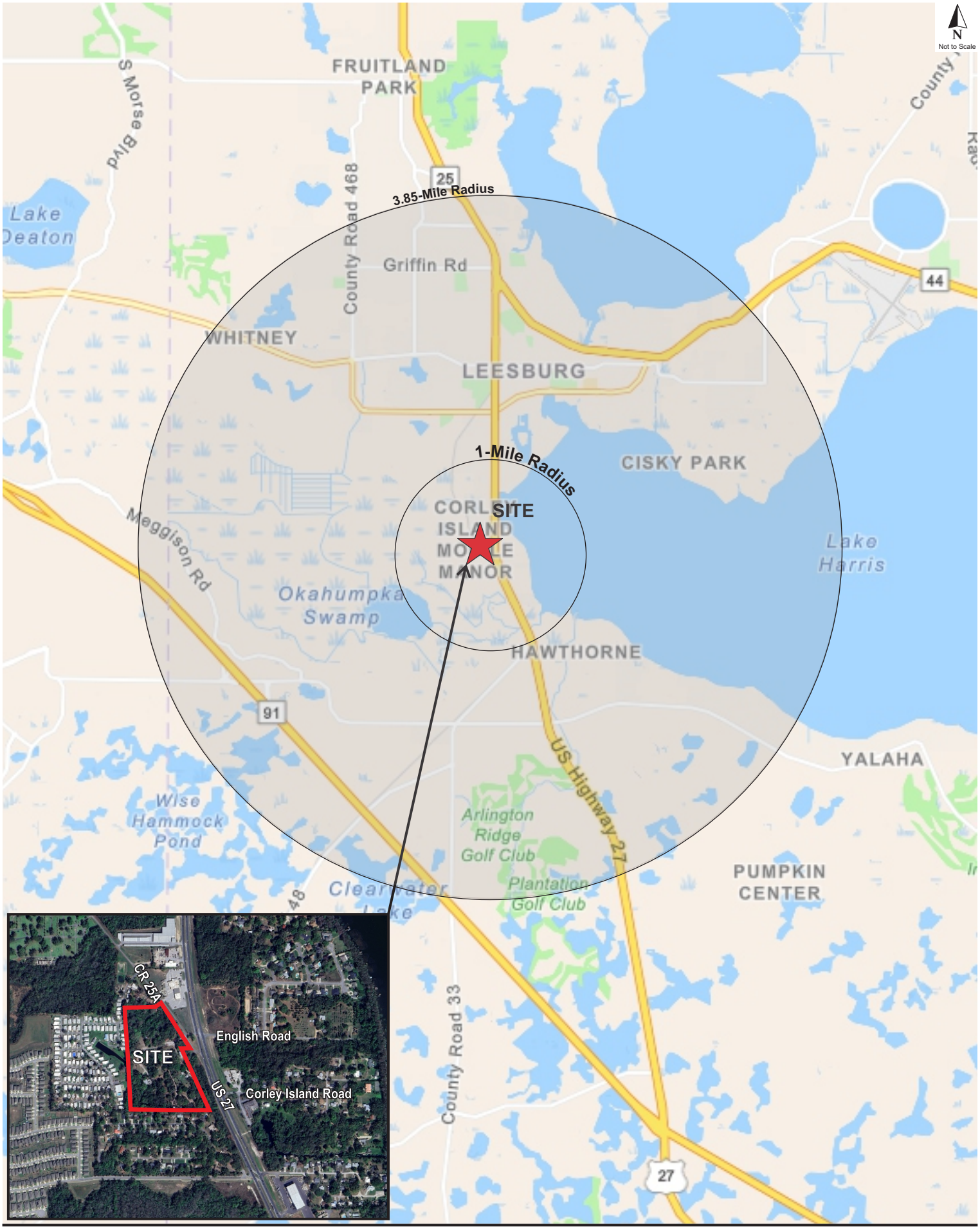
Table 1
Development Plan

Land Use	Size
Multi-Family Housing (Low-Rise)	276 DU

The site is located west of the CR 25A and Connell Road intersection, in the City of Leesburg, Lake County, Florida. **Figure 1** depicts the site location, the influence area, and the surrounding transportation network. A conceptual site plan depicting the site layout, land uses, and access driveway is included in **Appendix A**. The development is proposed to be served by two (2) full access driveways. The northern full access driveway will be provided via Connell Road on CR 25A and the southern full access driveway will be on US 27 across from Corley Island Road.

The analysis was conducted in accordance with a methodology approved by the City of Leesburg and Lake County. A pre-application meeting was also held with the Florida Department of Transportation (FDOT) on August 21, 2025. The approved methodology and pertinent correspondence are included in **Appendix B**.

Information used in this analysis includes data collected by Traffic & Mobility Consultants, information provided by the project team, and/or other data and information obtained from City of Leesburg, Lake County, Lake~Sumter Metropolitan Planning Organization (LSMPO), the Institute of Transportation Engineers (ITE), and the FDOT.


N
Not to Scale
FRUITLAND PARK
S Morse Blvd
County Road 468
25
3.85-Mile Radius
Griffin Rd
44
WHITNEY
LEESBURG
1-Mile Radius
CISKY PARK
SITE
Meggison Rd
Okahumpka Swamp
Lake Harris
HAWTHORNE
91
US Highway 27
YALAHA
Wise Hammock Pond
Arlington Ridge Golf Club
Plantation Golf Club
PUMPKIN CENTER
48
County Road 33
27
CR 25A
SITE
English Road
US 27
Corley Island Road

2.0 PROJECT TRAFFIC

2.1 Trip Generation

The trips generated by the proposed development were projected using data published in the ITE *Trip Generation Manual, 12th Edition*. Trip generation rates or equations published for the land uses were applied to the proposed development program to determine the total trips generated by the project. The trip generation calculations are summarized in **Table 2** and detailed information is included in **Appendix C.**

Table 2
Trip Generation Summary

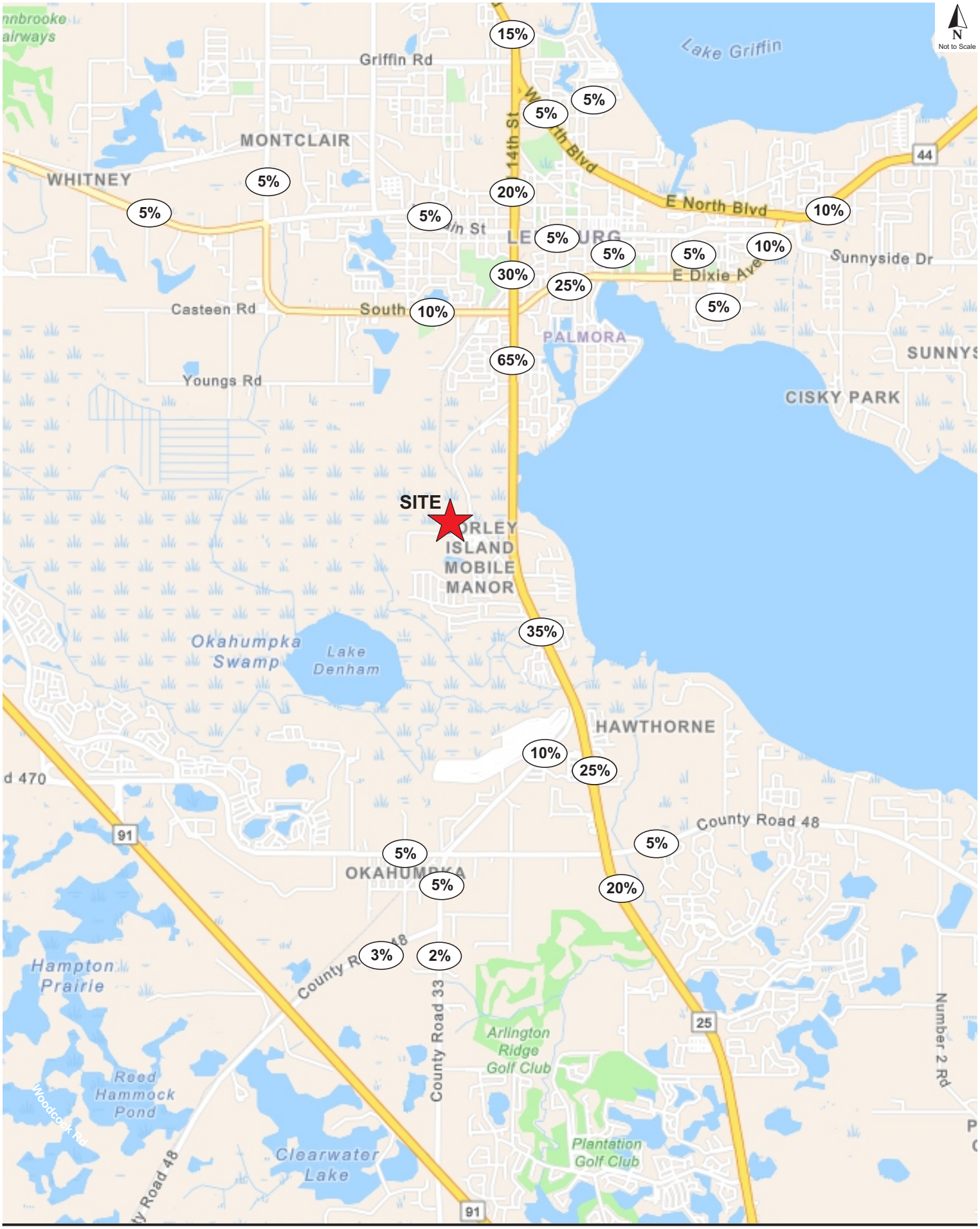
ITE Code	Land Use	Size	Daily		AM Peak Hour				PM Peak Hour			
			Rate	Trips	Rate	Total	Enter	Exit	Rate	Total	Enter	Exit
220	Multi-Family Housing (Low-Rise)	276 DU	6.21	1,714	0.40	110	26	84	0.51	140	87	53

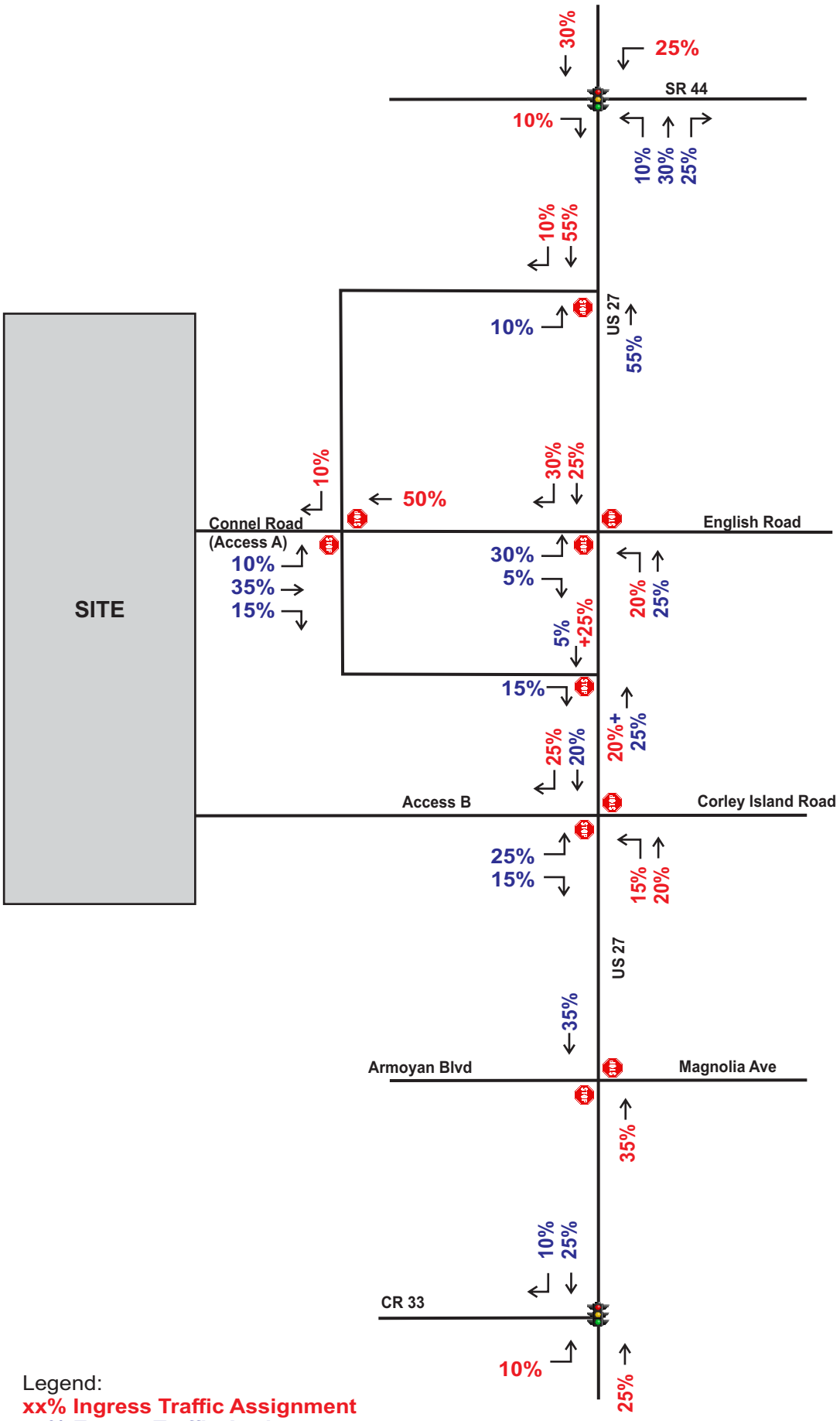
Trip Generation analysis based on ITE Trip Generation Manual, 12th Edition.
Equation: AM Peak T = 0.35(X) + 12.93, PM Peak T = 0.48(X) + 7.35, where T = Trips, X = number of DU
Equation is used if R^2 > 0.75 and the corresponding rate is generated using the equation divided by the number of units

Therefore, the proposed development is projected to generate 1,714 daily trips, of which 110 trips occur during the AM peak hour, and 140 trips occur during the PM peak hour. Since more than 100 peak hour trips are projected to be generated, a Tier 2 TIS is required as per LSMPO TIS guidelines.

2.2 Trip Distribution

A trip distribution pattern was estimated using the *Central Florida Regional Planning Model (CFRPM V7.0)*. The adopted model was modified to include a project specific Traffic Analysis Zone with the corresponding socio-economic data to reflect the proposed development. A select zone analysis was executed to obtain a model-generated trip distribution pattern on the surrounding transportation network. Minor manual adjustments were applied to the model generated distribution pattern to better reflect the local transportation network and prevailing travel patterns. This includes the split of project trips percentages as 65/35 to north/south of US 27, per the request of Lake County. The final trip distribution pattern is illustrated in **Figure 2** and model output plots are included in **Appendix D.** The trip distribution pattern at the study intersections is illustrated in **Figure 3**.


Not to Scale
Lake Griffin
Griffin Rd
MONTCLAIR
WHITNEY
14th St
E North Blvd
44
Sunnyside Dr
E Dixie Ave
Casteen Rd
South
PALMORA
Youngs Rd
CISKY PARK
SITE
ISLAND
MOBILE
MANOR
Okahumpka
Swamp
Lake
Denham
HAWTHORNE
County Road 48
OKAHUMPKA
91
Hampton
Prairie
County Road 33
Arlington
Ridge
Golf Club
25
Reed
Hammock
Pond
Clearwater
Lake
Plantation
Golf Club
Number 2 Rd
15%
5%
5%
5%
20%
5%
5%
5%
5%
10%
10%
30%
25%
5%
10%
65%
35%
10%
25%
5%
5%
20%
3%
2%



Legend:
xx% Ingress Traffic Assignment
yy% Egress Traffic Assignment

3.0 STUDY AREA

3.1 Study Roadways

The study area was established in accordance with an approved methodology by the City of Leesburg and Lake County, which was based on the standard TIA guidelines provided by the LSMPO. In accordance with the requirements for a Tier 2 TIS, the impact area includes roadway segments and intersections within a 1.0-mile radius and extending up to a 3.85-mile radius where the development is expected to consume 5% or more of their adopted Level of Service (LOS) capacities. The roadway information was obtained using the 2025 *Lake County Annual Counts, 2025 Lake County Speed Class LOS* and *FDOT's Multimodal Quality/Level of Service (MQ/LOS)* data. Using the data from these three (3) sources, a master table was developed by Traffic and Mobility Consultants LLC (TMC), an excerpt of which has been included in **Appendix E**. For segments without the latest counts, data was sourced from the *2023 Lake County Congestion Management Plan (CMP)* Database. Excerpts from the 2023 *Lake County CMP Database* are also provided in **Appendix E**. The project's study segments are listed in **Table 3.**

Table 3
Study Segments

Seg ID	Segment Information			LOS Std	Pk Cap
	Roadway	From	To		
250	CR 25A	US 27 (North)	US 27 (South)	C	680
260	SR 33/CR 33	US 27	CR 48/CR 470	D	1,050
115116	US 27/SR 25*	SR 44	CR 25A (North)	D	1,810
110014	US 27/SR 25*	CR 25A (North)	CR 33	D	1,810

Traffic & Mobility Consultants' summary of Lake County master table
**LOS Standard and capacity are obtained from Lake County CMP database*

3.2 Study Intersections

The study area encompasses major intersections that were identified in the approved methodology. Additionally, the development is proposed to be served by two (2) full access driveways. The northern full access driveway (named Access A) will be provided via Connell Road on CR 25A and the southern full access driveway (named Access B) will be on US 27 across from Corley Island Road. The study intersections are presented in **Table 4**.

Table 4
Study Intersections

Int #	Intersection		Traffic Control
	Major Roa	Minor Road	
1	US 27	SR 44	Signal
2	CR 25A	Connell Road/Access A	Two-Way Stop
3	US 27	Connell Road/English Road	Two-Way Stop
4	US 27	Corley Island Road/Access B	Two-Way Stop
5	US 27	Magnolia Avenue/Armoyan Boulevard	Two-Way Stop
6	US 27	CR 33	Signal

4.0 TRANSPORTATION IMPROVEMENTS

The roadway improvements identified on *FDOT Work Program (WP)*, *LSMPO 2025-29 Transportation Improvement Program (TIP)* and the *Lake County Capital Improvement Program (CIP)* have been reviewed to determine if any roadway or intersection improvements in the study area are funded for construction. It was found that FDOT is resurfacing US 27/SR 25 from CR 33 to Middlesex Road to extend the life of the existing roadway. However, no capacity improvements were identified within the study area based on the published information.

5.0 TRAFFIC PROJECTIONS

5.1 Projected Roadway Volumes

Existing roadway segment volumes were obtained from the Traffic & Mobility Consultants' master table that was prepared based on the 2025 *Lake County Annual Counts, 2025 Lake County Speed Class LOS* and *FDOT's Multimodal Quality/Level of Service (MQ/LOS)* data. An excerpt of the master table has been included in **Appendix E**. For roadways without the latest counts such as US 27, data was sourced from the *2023 Lake County Congestion Management Plan (CMP)* Database. Excerpts from the 2023 *Lake County CMP Database* are also provided in the **Appendix E**.

Projected background traffic in the buildout year 2029 was derived by comparing historical growth rate trends and a minimum annual growth rate of 2% and applying the highest resulting background volume. Historical traffic count data obtained from 2025 *Lake County Annual Counts and Florida Traffic Online (FTO) dataset* that are included in **Appendix F**. Historical growth trends analysis worksheets are included in **Appendix F.** The applicable growth rate calculations are summarized in **Table 5**.

The total projected volumes on the roadway segments include background traffic and project trips, which were calculated based on the project's trip generation and distribution pattern.

Table 5
Background Volume Calculation

Seg ID	Segment Information			Exist Vols		Historical Daily Vols					Calc AGR	Used AGR	2029 Bkgr'd Vols	
	Roadway	From	To	NB/EB	SB/WB	2021	2022	2023	2024	2025			NB/EB	SB/WB
250	CR 25A	US 27 (North)	US 27 (South)	21	29	384	384	508	388	521	4.00%	4.00%	25	33
260	SR 33/CR 33	US 27	CR 48/CR 470	392	441	10,254	9,162	10,286	10,824	10,301	1.52%	2.00%	423	476
115116	US 27/SR 25*	SR 44	CR 25A (North)	1,780	1,821	42,500	47,500	48,500	49,500	--	0.94%	2.00%	1,994	2,040
110014	US 27/SR 25*	CR 25A (North)	CR 33	1,763	1,472	35,500	36,500	40,000	41,000	--	4.84%	4.84%	2,275	1,899

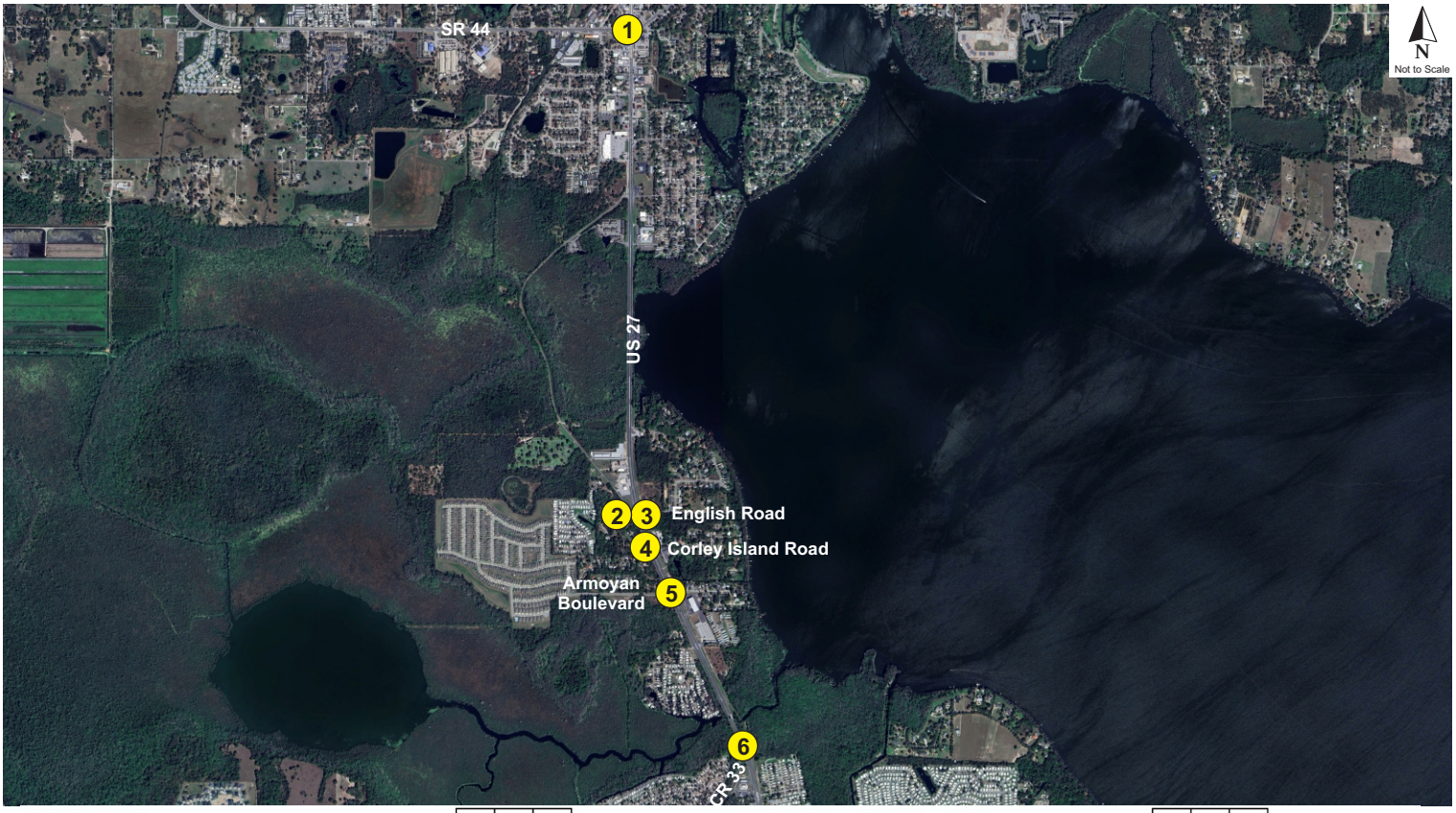
**Historical AADT's are obtained from Florida Traffic Online*

5.2 Projected Intersection Volumes

Existing AM and PM peak hour turning movement volumes were obtained at the study intersections on August 19, 2025, except for the US 27 and SR 44 intersection that was taken on August 27, 2025. The counts were seasonally adjusted using the applicable seasonal factor of 1.03 as obtained from the *FDOT Traffic Online* data. The raw turning movement volumes and supporting *FDOT Peak Season Factor Category Report* are provided in **Appendix G**.

The total projected intersection volumes include background traffic and project trips. Background traffic in the buildout year of 2029 was calculated based on the existing turning movement counts and by applying the corresponding growth rates of the adjacent segments mentioned in **Section 5.1**.

The total projected intersection volumes include background traffic and project trips, which were calculated based on the project's trip generation and assignment at each intersection. Detailed intersection volume calculations are provided in **Appendix H** and the resulting existing, background, and buildout volumes are illustrated in **Figure 4** and **Figure 5** for the AM and PM peak hour, respectively.



1. US 27 & SR 44

NB	L	261 + (8) = 269
	T	978 + (25) = 1003
	R	586 + (21) = 607
SB	L	104
	T	653 + (8) = 661
	R	33
EB	L	77
	T	480
	R	120 + (3) = 123
WB	L	401 + (7) = 408
	T	528
	R	29

BO	BK	EX	LN
77	77	71	1
480	480	444	2
123	120	111	0

33	661	104	BO
33	653	104	BK
31	605	96	EX
0	2	1	LN

0	27	29	29
2	489	528	528
2	371	401	408
LN	EX	BK	BO

LN	1	2	1
EX	242	906	543
BK	261	978	586
BO	269	1,003	607

2. CR 25A & Connell Road/Access A

NB	L	
	T	
	R	
SB	L	3
	T	10
	R	(3)
EB	L	(8)
	T	1 + (29) = 30
	R	(13)
WB	L	
	T	1 + (13) = 14
	R	58

BO	BK	EX	LN
8	0	0	0
30	1	1	1
13	0	0	0

3	10	3	BO
0	10	3	BK
0	9	3	EX
0	1	0	LN

0	54	58	58
1	1	1	14
0	0	0	0
LN	EX	BK	BO

LN	0	1	0
EX	0	0	0
BK	0	0	0
BO	0	0	0

3. US 27 & Connell Road/English Road

NB	L	23 + (5) = 28
	T	2671 + (21) = 2692
	R	5
SB	L	6
	T	1806 + (7) = 1813
	R	10 + (8) = 18
EB	L	3 + (25) = 28
	T	
	R	3 + (4) = 7
WB	L	2
	T	
	R	

BO	BK	EX	LN
28	3	3	0
0	0	0	1
7	3	3	0

18	1,813	6	BO
10	1,806	6	BK
8	1,513	5	EX
1	2	1	LN

0	0	0	0
1	0	0	0
0	2	2	2
LN	EX	BK	BO

LN	1	2	0
EX	19	2,238	4
BK	23	2,671	5
BO	28	2,692	5

4. US 27 & Corley Island Road/Access B

NB	L	(3)
	T	2687 + (5) = 2692
	R	8
SB	L	11
	T	1795 + (17) = 1812
	R	(7)
EB	L	(21)
	T	
	R	(13)
WB	L	9
	T	
	R	12

BO	BK	EX	LN
21	0	0	0
0	0	0	0
13	0	0	0

7	1,812	11	BO
0	1,795	11	BK
0	1,504	9	EX
0	2	1	LN

0	11	12	12
1	0	0	0
0	8	9	9
LN	EX	BK	BO

LN	1	2	0
EX	0	2,251	7
BK	0	2,687	8
BO	3	2,692	8

5. US 27 & Magnolia Avenue/Armoyan Boulevard

NB	L	37
	T	2683 + (8) = 2691
	R	2
SB	L	5
	T	1749 + (30) = 1779
	R	30
EB	L	
	T	
	R	273
WB	L	
	T	
	R	6

BO	BK	EX	LN
0	0	0	0
0	0	0	0
273	273	253	1

30	1,779	5	BO
30	1,749	5	BK
25	1,465	4	EX
1	2	1	LN

1	6	6	6
0	0	0	0
0	0	0	0
LN	EX	BK	BO

LN	1	2	0
EX	31	2,248	2
BK	37	2,683	2
BO	37	2,691	2

6. US 27 & CR 33

NB	L	13
	T	1363 + (5) = 1368
	R	
SB	L	
	T	1219 + (21) = 1240
	R	701 + (9) = 710
EB	L	678 + (3) = 681
	T	
	R	9
WB	L	
	T	
	R	

BO	BK	EX	LN
681	678	628	1
0	0	0	0
9	9	8	1

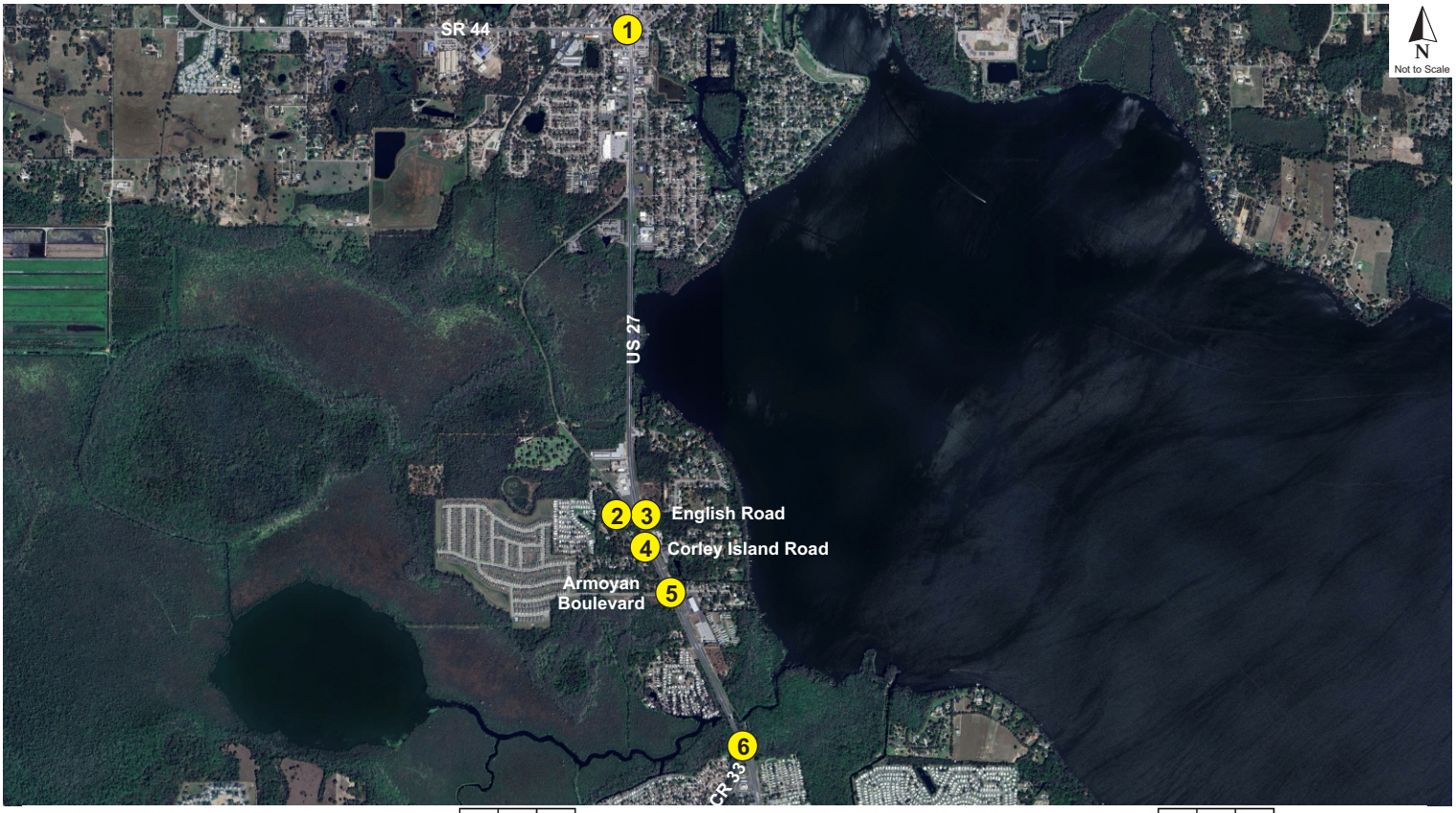
710	1,240	0	BO
701	1,219	0	BK
587	1,021	0	EX
0	2	0	LN

0	0	0	0
0	0	0	0
0	0	0	0
LN	EX	BK	BO

LN	1	2	0
EX	12	1,262	0
BK	13	1,363	0
BO	13	1,368	0

Legend: Background + (Project) = Total

[1] Lanes by movement



1. US 27 & SR 44

NB	L	203 + (5) = 208
	T	1132 + (16) = 1148
	R	663 + (13) = 676
SB	L	92
	T	1038 + (26) = 1064
	R	35
EB	L	71
	T	448
	R	137 + (9) = 146
WB	L	562 + (22) = 584
	T	610
	R	43

	BO	BK	EX	LN
	35	35	32	0
	1,064	1,038	961	2
	92	92	85	1
				LN
	71	71	66	1
	448	448	415	2
	146	137	127	0
				LN
	0	40	43	43
	2	565	610	610
	2	520	562	584
	LN	EX	BK	BO
	LN	1	2	1
	EX	188	1,048	614
	BK	203	1,132	663
	BO	208	1,148	676

2. CR 25A & Connell Road/Access A

NB	L	
	T	1
	R	
SB	L	2
	T	15
	R	(9)
EB	L	(5)
	T	3 + (19) = 22
	R	(8)
WB	L	
	T	4 + (43) = 47
	R	22

	BO	BK	EX	LN
	9	0	0	0
	15	15	14	1
	2	2	2	0
				LN
	5	22	8	0
	0	3	0	0
	0	3	0	0
				LN
	0	20	22	22
	1	4	4	47
	0	0	0	0
	LN	EX	BK	BO
	LN	0	1	0
	EX	0	1	0
	BK	0	1	0
	BO	0	1	0

3. US 27 & Connell Road/English Road

NB	L	12 + (17) = 29
	T	2160 + (13) = 2173
	R	13
SB	L	6
	T	2534 + (22) = 2556
	R	10 + (26) = 36
EB	L	6 + (16) = 22
	T	
	R	(3)
WB	L	
	T	
	R	

	BO	BK	EX	LN
	36	10	8	1
	2,556	2,534	2,123	2
	6	6	5	1
				LN
	22	6	6	0
	0	0	0	1
	3	0	0	0
				LN
	0	0	0	0
	1	0	0	0
	0	0	0	0
	LN	EX	BK	BO
	LN	1	2	0
	EX	10	1,810	11
	BK	12	2,160	13
	BO	29	2,173	13

4. US 27 & Corley Island Road/Access B

NB	L	(13)
	T	2180 + (17) = 2197
	R	17
SB	L	23
	T	2523 + (11) = 2534
	R	(22)
EB	L	(13)
	T	
	R	(8)
WB	L	8
	T	
	R	12

	BO	BK	EX	LN
	22	0	0	0
	2,534	2,523	2,114	2
	23	23	19	1
				LN
	13	0	0	0
	0	0	0	0
	8	0	0	0
				LN
	0	11	12	12
	1	0	0	0
	0	7	8	8
	LN	EX	BK	BO
	LN	1	2	0
	EX	0	1,826	14
	BK	0	2,180	17
	BO	13	2,197	17

5. US 27 & Magnolia Avenue/Armoyan Boulevard

NB	L	118
	T	2199 + (30) = 2229
	R	4
SB	L	10
	T	2430 + (19) = 2449
	R	98
EB	L	
	T	
	R	72
WB	L	
	T	
	R	6

	BO	BK	EX	LN
	98	98	82	1
	2,449	2,430	2,036	2
	10	10	8	1
				LN
	0	0	0	0
	0	0	0	0
	72	72	67	1
				LN
	1	6	6	6
	0	0	0	0
	0	0	0	0
	LN	EX	BK	BO
	LN	1	2	0
	EX	99	1,842	3
	BK	118	2,199	4
	BO	118	2,229	4

6. US 27 & CR 33

NB	L	33
	T	1144 + (22) = 1166
	R	
SB	L	
	T	1565 + (13) = 1578
	R	685 + (6) = 691
EB	L	635 + (8) = 643
	T	
	R	22
WB	L	
	T	
	R	

	BO	BK	EX	LN
	691	685	574	0
	1,578	1,565	1,311	2
	0	0	0	0
				LN
	643	0	0	1
	635	0	0	0
	588	0	0	0
				LN
	0	0	0	0
	0	0	0	0
	0	0	0	0
	LN	EX	BK	BO
	LN	1	2	0
	EX	31	1,059	0
	BK	33	1,144	0
	BO	33	1,166	0

Legend: Background + (Project) = Total

1 Lanes by movement

6.0 CAPACITY ANALYSIS

6.1 Roadway Segments

Roadway segment capacity was analyzed based on the adopted service volumes, capacity, and the corresponding traffic volumes to determine the resulting LOS, as summarized in **Table 6**.

The results of the capacity analysis reveal that:

- The roadway segment of US 27 from SR 44 to CR 25A currently operates below its adopted LOS and the segment of US 27 from CR 25A to CR 33 is projected to operate below its adopted LOS due to background traffic. Traffic from the proposed development is projected to constitute less than 3.5% of the capacity and does not significantly impact the adverse segments. Per Florida Statutes, a development project is not responsible for providing mitigation to the existing or future deficient roadway segment.
- All other roadway segments within the study area currently operate at adequate LOS and are projected to continue to do so at buildout of the development.

Table 6
Segment Analysis

Seg	Segment Information			Lns	LOS	Pk	Existing Conditions				2029 Bkg'd Conditions				Proj	Project Trips		Projected Total			
ID	Roadway	From	To		Std	Cap	NB/EB	SB/WB	V/C	LOS	NB/EB	SB/WB	V/C	LOS	Dist	NB/EB	SB/WB	NB/EB	SB/WB	V/C	LOS
250	CR 25A	US 27 (North)	US 27 (South)	2	C	680	21	29	0.04	C	25	33	0.05	C	65%	34	57	59	90	0.13	C
260	SR 33/CR 33	US 27	CR 48/CR 470	2	D	1,050	392	441	0.42	C	423	476	0.45	C	10%	9	5	432	481	0.46	C
115116	US 27/SR 25	SR 44	CR 25A (North)	4	D	1,810	1,780	1,821	1.01	F	1,994	2,040	1.13	F	65%	34	57	2,028	2,097	1.16	F
110014	US 27/SR 25	CR 25A (North)	CR 33	4	D	1,810	1,763	1,472	0.97	D	2275	1899	1.26	F	35%	30	19	2305	1918	1.27	F

6.2 Intersections

The study intersections were analyzed in accordance with the methods of the *Highway Capacity Manual* (*HCM*) as applied in the *Synchro* analytical tool. The *HCM* analysis worksheets referenced for the intersection review are included in **Appendix I**. The analysis results for existing, background, and buildout conditions are summarized in **Table 7,** which reveals the following:

- The signalized intersection of US 27 and SR 44 is projected to operate adequately overall at the buildout condition of the development.
- The stop-controlled intersection of CR 25A and Connell Road/Access A is projected to operate adequately at buildout condition of the development.
- The stop-controlled intersection of US 27 at Connell Road/English Road is projected to experience delays on the minor approaches due to lack of sufficient gaps in the major road traffic at the buildout condition. It should be noted that the minor approaches are projected to operate at their capacity. Therefore, no mitigation or Signal Warrant Analysis (SWA) is required.
- The stop-controlled intersection of US 27 at Corley Island Road/Access B are projected to experience delays on the minor approaches due to lack of sufficient gaps in the major road traffic at the buildout condition. It should be noted that the minor approaches are projected to operate within their capacity. Therefore, no mitigation is required.
- The stop-controlled intersection of US 27 and Magnolia Avenue/Armoyan Boulevard is projected to experience delays on eastbound and northbound approaches due to background traffic. The proposed development is not anticipated to contribute any traffic to the critical eastbound right turn and northbound left turn movements. Therefore, the project is not responsible for providing mitigation.
- The signalized intersection of US 27 and CR 33 is projected to operate adequately overall at the buildout condition of the development.

Table 7
Intersection Analysis

Int #	Intersection		Control	Time Period	Scenario	EB			WB			NB			SB			Overall	
	Major Road	Minor Road				Delay	LOS	V/C	Delay	LOS	V/C	Delay	LOS	V/C	Delay	LOS	V/C	Delay	LOS
1	US 27	SR 44	Signal	AM	Existing	68.3	E	0.86	59.0	E	0.89	24.6	C	0.57	30.6	C	0.44	41.1	D
					Backg'd	69.5	E	0.87	59.3	E	0.90	28.1	C	0.65	35.1	D	0.51	43.6	D
					Buildout	69.6	E	0.87	59.5	E	0.91	28.9	C	0.68	36.1	D	0.53	44.0	D
				PM	Existing	80.7	F	0.88	67.3	E	0.93	29.9	C	0.69	39.9	D	0.65	48.6	D
					Backg'd	82.3	F	0.89	74.7	E	1.00	34.5	C	0.80	45.7	D	0.74	53.7	D
					Buildout	82.8	F	0.89	80.2	F	1.04	35.8	D	0.84	47.8	D	0.76	56.1	E
2	CR 25A	Connell Road/Access A	TWSC	AM	Existing	--	--	--	--	--	--	0.0	A	--	--	--	--	--	--
					Backg'd	--	--	--	--	--	--	0.0	A	--	--	--	--	--	--
					Buildout	--	--	--	--	--	--	0.0	A	--	--	--	--	--	--
				PM	Existing	9.2	A	0.00	8.6	A	0.03	0.0	A	0.00	7.2	A	0.00	--	--
					Backg'd	9.2	A	0.00	8.6	A	0.03	0.0	A	0.00	7.2	A	0.00	--	--
					Buildout	9.2	A	0.04	9.3	A	0.08	0.0	A	0.00	7.2	A	0.00	--	--
3	US 27	Connell Road/English Road	TWSC	AM	Existing	35.2	E	0.05	149.7	F	0.08	14.8	B	0.05	24.5	C	0.03	--	--
					Backg'd	53.2	F	0.08	>300	F	0.17	18.6	C	0.09	35.9	E	0.05	--	--
					Buildout	152.7	F	0.67	>300	F	0.19	19.1	C	0.11	36.6	E	0.05	--	--
				PM	Existing	101.2	F	0.14	0.0	A	0.00	20.6	C	0.04	16.4	C	0.02	--	--
					Backg'd	211.2	F	0.27	0.0	A	0.00	28.7	D	0.08	20.9	C	0.03	--	--
					Buildout	>300	F	1.04	0.0	A	0.00	33.2	D	0.19	21.1	C	0.03	--	--
4	US 27	Corley Island Road/Access B	TWSC	AM	Existing	--	--	--	71.3	F	0.28	0.0	A	0.00	25.3	D	0.05	--	--
					Backg'd	--	--	--	164.1	F	0.54	0.0	A	0.00	38.1	E	0.10	--	--
					Buildout	178.8	F	0.73	>300	F	0.88	17.6	C	0.01	38.3	E	0.10	--	--
				PM	Existing	--	--	--	36.9	E	0.14	0.0	A	0.00	17.1	C	0.06	--	--
					Backg'd	--	--	--	59.2	F	0.24	0.0	A	0.00	22.7	C	0.10	--	--
					Buildout	>300	F	0.88	84.6	F	0.21	29.3	D	0.09	23.0	C	0.11	--	--
5	US 27	Magnolia Avenue/Armoyan Boulevard	TWSC	AM	Existing	49.4	E	0.81	26.4	D	0.04	15.3	C	0.09	24.1	C	0.02	--	--
					Backg'd	129.1	F	1.11	36.3	E	0.05	19.6	C	0.14	35.0	D	0.04	--	--
					Buildout	139.7	F	1.14	36.6	E	0.05	20.1	C	0.14	35.2	E	0.04	--	--
				PM	Existing	27.7	D	0.30	19.0	C	0.02	29.7	D	0.41	16.8	C	0.03	--	--
					Backg'd	43.1	E	0.44	23.6	C	0.03	68.5	F	0.72	21.7	C	0.05	--	--
					Buildout	44.1	E	0.45	24.1	C	0.03	71.4	F	0.74	22.2	C	0.05	--	--
6	US 27	CR 33	Signal	AM	Existing	34.7	C	0.83	--	--	--	12.8	B	0.66	29.3	C	0.90	24.0	C
					Backg'd	37.4	D	0.85	--	--	--	14.8	B	0.71	79.8	E	1.13	48.7	D
					Buildout	37.4	D	0.85	--	--	--	14.9	B	0.72	86.8	F	1.15	52.1	D
				PM	Existing	36.3	D	0.82	--	--	--	10.2	B	0.50	44.2	D	1.00	31.9	C
					Backg'd	37.1	D	0.84	--	--	--	11.3	B	0.55	124.4	F	1.25	75.8	E
					Buildout	37.2	D	0.84	--	--	--	11.6	B	0.56	130.7	F	1.27	79.0	E

Average delay expressed in seconds/vehicle. v/c ratio is maximum volume-to-capacity on approach

7.0 ACCESS REVIEW

The development is proposed to be served by two (2) full access driveways. The northern full-access driveway, which is referred to as Access A, will be provided via Connell Road on CR 25A. CR 25A is a 2-lane undivided facility with a posted speed limit of 40 mph. The southern full access driveway, which is referred to as Access B, will be on US 27 across from Corley Island Road. US 27 is a 4-lane divided facility with a posted speed limit of 55 mph near the development.

7.1 Access Management

US 27 Road is designated by FDOT as an Access Class 3 roadway. The proposed access plan and connection spacing are illustrated in **Figure 6**. The excerpt of the FDOT access management standard is included in **Appendix J**.

Based on the adopted access management standards, the desired access spacing on US 27 is 660 feet between connections of CR 25A and Access B/Corley Island Road whereas the existing spacing is 515 feet. While the driveway does not meet the desired connection spacing in the standards, Access B will connect the median opening on US 27 across from the Corley Island Raod. The proposed access driveway is projected to operate adequately within its capacity.

7.2 Access Treatment

An access analysis was performed to determine the need for deceleration lanes at the project access driveways.

CR 25A and Connell Road/Project Access A

Since CR 25A is under Lake County jurisdiction, this access was analyzed using the Lake County requirements. Per Lake County requirements, the need for turn lanes should be considered “If the property accessing the road is projected to generate 500 or more vehicle trips per day, or 50 or more vehicle trips in any hour”. The excerpt from the Lake County *Transportation Planning, Design and Construction Standards* is included in **Appendix K**. As the traffic from development contributes less than 50 peak hour trips to the turning movements, the southbound right turn deceleration lane and the northbound left turn lane are not warranted at this intersection.

Therefore, no turn lanes are recommended at the intersection of CR 25A and Connell Road/Project Access A.


N
Not to Scale
English Road
Connell Road/
Access A
CR 25A
225 feet
515 feet
US 27
Corley Island Road
Access B

US 27 and Corley Island Road/Project Access B

Since US 27 is under FDOT, the turn lane warrants were evaluated based on the methods of the National Cooperative Highway Research Program (NCHRP) *Report 457 – Evaluating Intersection Improvements: An Engineering Study Guide.*

Southbound Right Turn Deceleration Lane

*T*he turn lane warrant evaluation results indicate that the southbound right turn deceleration lane is necessary to adequately serve the projected traffic at the US 27 and Corley Island Road/Access B intersection. Turn lane dimension is determined in accordance with the requirements of *FDOT Exhibit 212-1*, as provided in **Appendix K**.

Right Turn Lane Length = Deceleration Length
Deceleration Length @ 60 mph design speed = 405 feet
Right Turn Lane Length = 405 feet (including a 50-foot taper)

Therefore, a 405-foot southbound right turn lane, including 50-foot taper, is recommended at the US 27 and Corley Island Road/Access B intersection.

Northbound Left Turn Deceleration Lane

There is an existing 510-foot northbound left turn lane at US 27 and Corley Island Road/Access B intersection. A review was conducted to determine if the existing northbound left turn lane is adequate to support the proposed development. Based on *Exhibit 212-1*, for a roadway with a design speed limit of 60 mph, the required length of the left turn lane is calculated as follows:

Left Turn Lane Length = Deceleration Length + Queue Storage Length
Deceleration Length @ 60 mph design speed = 405 feet
Queue length = 2 veh (*HCM* 95th %tile Queue = 0.3 assume 2) x 25 feet = 50 feet
Left Turn Lane Length = 405 + 50 = 455 feet (including a 50-foot taper)

Therefore, the existing 510-foot long northbound left turn lane is projected to adequately support the proposed development.

7.3 Off-Site Turn Lanes

As requested by FDOT, a turn lane adequacy analysis was performed at the US 27 and Connell Road/English Road intersection.

Southbound Right Turn Deceleration Lane

The existing southbound right turn lane at US 27 and Connell Road/English Road intersection is 405-foot. A review was conducted to determine if the existing southbound right lane is adequate to support the proposed development. Based on *Exhibit 212-1*, for a roadway with a design speed limit of 60 mph, the required length of the right turn lane is calculated as follows:

Right Turn Lane Length = Deceleration Length
Deceleration Length @ 60 mph design speed = 405 feet
Right Turn Lane Length = 405 feet (including a 50-foot taper)

Therefore, the existing 405-foot long southbound right turn lane is projected to be adequate.

Northbound Left Turn Deceleration Lane

The existing left turn lane at US 27 and Connell Road/English Road intersection is 390-foot. A review was conducted to determine if the existing northbound left turn lane is adequate to support the proposed development. Based on *Exhibit 212-1*, for a roadway with a design speed limit of 60 mph, the required length of the left turn lane is calculated as follows:

Left Turn Lane Length = Deceleration Length + Queue Storage Length
Deceleration Length @ 60 mph design speed = 405 feet
Queue length = 2 veh (*HCM* 95th %tile Queue = 0.7 assume 2) x 25 feet = 50 feet
Left Turn Lane Length = 405 + 50 = 455 feet (including a 50-foot taper)

Therefore, the existing northbound left turn lane is recommended to be extended to 455-foot. However, the project is not responsible for extending the turn lane since 455-foot lane is needed at existing or background condition and no additional vehicular queue length is added by the project trips.

8.0 SAFETY ASSESSMENT

A safety assessment was performed for the intersections of US 27 at Connell Road/English Road and US 27 at Corley Island Road/Access B. For the purpose of the assessment, the latest available five (5) years of historical crash data was obtained from *Signal 4 Analytics*. The study period for the assessment spans from 2020 to 2024 and the crash data is provided in **Appendix L**.

US 27 and Connell Road/English Road Intersection

Based on the data, 8 crashes were reported in the vicinity of the intersection of US 27 and Connell Road/English Road within the last five (5) years. A summary of the crash types is provided in **Table 8**, and a summary of the crash severities is provided in **Table 9**. Crash locations at this intersection are presented in **Figure 7**.

Table 8
US 27 and Connell Road/English Road Crash Type Summary

Crash Type	Year					Total	Percent
	2020	2021	2022	2023	2024		
Rear End	0	2	1	0	0	3	**38%**
Sideswipe	0	0	0	0	1	1	**12%**
Angle	0	1	0	1	0	2	**25%**
Left Turn	0	0	0	0	0	0	**0%**
Right Turn	0	0	0	0	0	0	**0%**
Off Road	1	1	0	0	0	2	**25%**
Other/Unknown	0	0	0	0	0	0	**0%**
Total	***1***	***4***	***1***	***1***	***1***	***8***	***100%***

Table 9
US 27 and Connell Road/English Road Crash Severity Summary

Injury Severity	Year					Total	Percent
	2020	2021	2022	2023	2024		
Fatal Injury - K	0	0	0	0	0	0	**0%**
Incapacitating Injury - A	0	0	0	0	0	0	**0%**
Non-Incapacitating Injury - B	0	1	1	0	0	2	**24%**
Possible Injury - C	1	1	0	1	0	3	**38%**
Property Damage Only - O	0	2	0	0	1	3	**38%**
Total	***1***	***4***	***1***	***1***	***1***	***8***	***100%***


N
Not to Scale
Connell Rd
English Road
US-27
CR-25A
Legend:
Crash Severity:
Non-Incapacitating Injury
Possible Injury
No Injury
Crash Type:
Angle
Left Turn
Sideswipe
Off Road
Rear End

Rear-end collisions were the most common type of crash during the study period, making up 38% of the total reported crashes. A majority of the crashes involved injuries, 62% of the crashes resulted in a clear injury of some kind. No fatalities were reported during the study period. Some additional observations regarding the crashes are provided as follows:

- 75% of the crashes occurred during the day, while 25% of the crashes occurred at night. Of the crashes that occurred at night, one (1) crash occurred in light condition and one (1) crash occurred in dark conditions.
- 75% of the crashes occurred in clear weather conditions.
- 88% of the crashes occurred on dry road surfaces.
- According to the geolocations, majority of the crashes occurred on US 27, either within the intersection or on the northbound/southbound approaches.

The crash rate at the intersection was calculated using the following equation:

$$\boldsymbol{R = \frac{1,000,000\ x\ C}{365\ x\ N\ x\ V}}$$

Where:

$\boldsymbol{R}$ is the intersection crash rate, expressed as the number of crashes per million entering vehicles

$\boldsymbol{C}$ is the number of crashes at the intersection during the study period

$\boldsymbol{N}$ is the number of years in the study period

$\boldsymbol{V}$ is the number of daily vehicles entering the intersection (PM volumes 3,858/ K factor 0.09 = 42,867)

Accordingly, the crash rate was calculated as follows:

$$\boldsymbol{R = \frac{1,000,000\ x\ 8}{365\ x\ 5\ x\ 42,867} = 0.102}$$

The statewide average crash rate for an intersection of this type (suburban, 4-leg, 4-lane divided with raised median) is 0.517 crashes per million entering vehicles. Therefore, the calculated crash rate of 0.102 crashes per million entering vehicles for this intersection is below the statewide average. Information regarding the statewide average crash rates is provided in **Appendix L**.

US 27 and Corley Island Road/Access B Intersection

Based on the data, 15 crashes were reported in the vicinity of the intersection of US 27 and Corley Island Road/Access B within the last five (5) years. A summary of the crash types is provided in **Table 10**, and a summary of the crash severities is provided in **Table 11**. Crash locations at this intersection are presented in **Figure 8**.

Table 10
US 27 and Corley Island Road/Access B Crash Type Summary

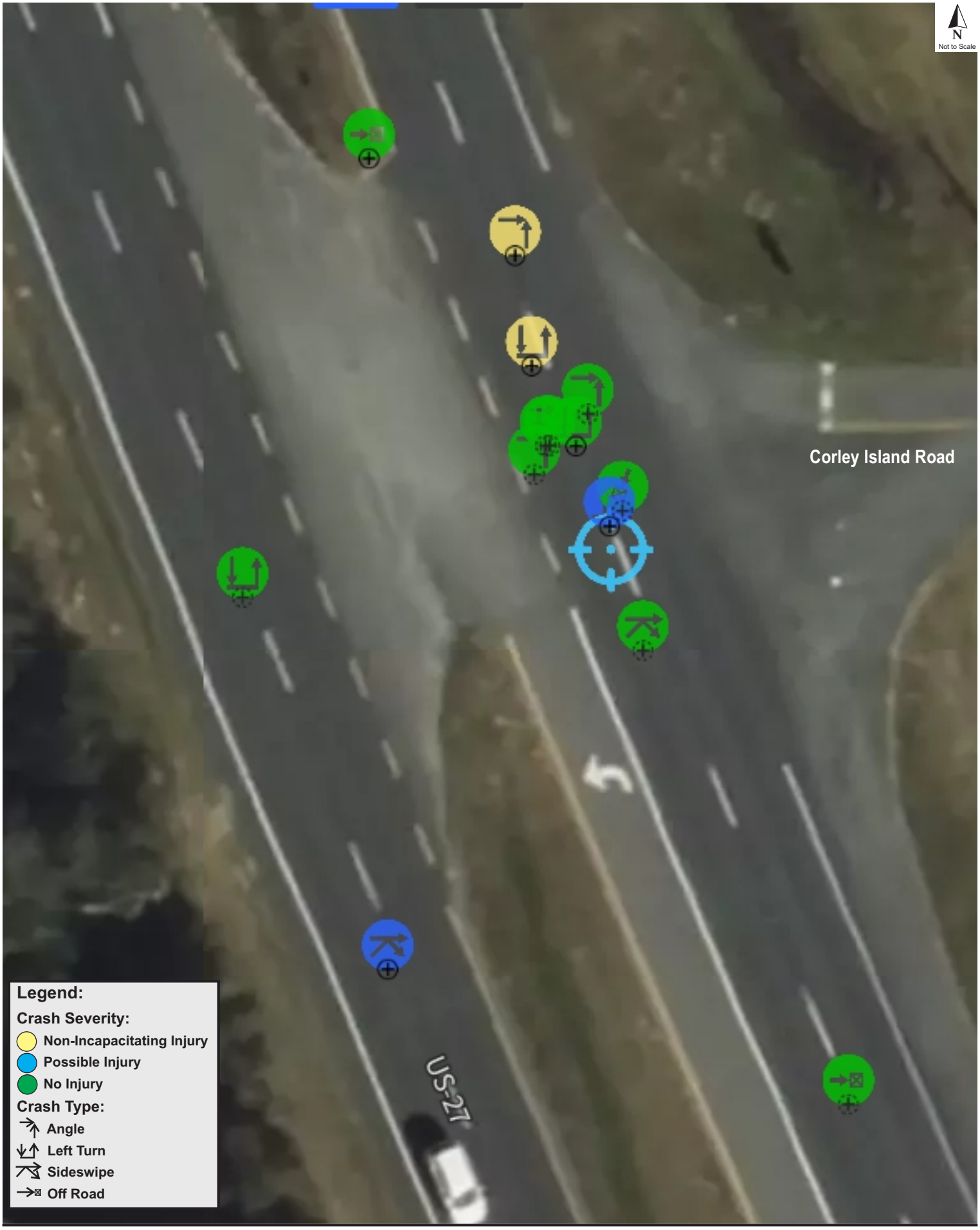
Crash Type	Year					Total	Percent
	2020	2021	2022	2023	2024		
Rear End	0	0	0	0	0	0	**0%**
Sideswipe	0	0	0	0	2	2	**13%**
Angle	0	1	1	1	1	4	**27%**
Left Turn	0	1	1	1	2	5	**33%**
Right Turn	0	0	0	0	0	0	**0%**
Off Road	0	1	2	1	0	4	**27%**
Other/Unknown	0	0	0	0	0	0	**0%**
Total	***0***	***3***	***4***	***3***	***5***	***15***	***100%***

Table 11
US 27 and Corley Island Road/Access B Crash Severity Summary

Injury Severity	Year					Total	Percent
	2020	2021	2022	2023	2024		
Fatal Injury - K	0	0	0	0	0	0	**0%**
Incapacitating Injury - A	0	0	0	0	0	0	**0%**
Non-Incapacitating Injury - B	0	0	1	0	2	3	**20%**
Possible Injury - C	0	0	0	0	2	2	**13%**
Property Damage Only - O	0	3	3	3	1	10	**67%**
Total	***0***	***3***	***4***	***3***	***5***	***15***	***100%***

Left-turn collisions were the most common type of crash during the study period, making up 33% of the total reported crashes. Most of the crashes did not involve injuries, 33% of the crashes resulted in a clear injury of some kind. No fatalities were reported during the study period. Some additional observations regarding the crashes are provided as follows:

- 73% of the crashes occurred during the day, while 27% of the crashes occurred at night. Of the crashes that occurred at night, one-third crashes occurred in light condition and the rest occurred in dark conditions.


N
Not to Scale
Corley Island Road
US-27
Legend:
Crash Severity:
Non-Incapacitating Injury
Possible Injury
No Injury
Crash Type:
Angle
Left Turn
Sideswipe
Off Road

- 67% of the crashes occurred in clear weather conditions.
- 93% of the crashes occurred on dry road surfaces.
- According to the geolocations, majority of the crashes occurred on US 27, either within the intersection or on the northbound/southbound approaches.

The crash rate at the intersection was calculated using the following equation:

$$R = \frac{1,000,000\ x\ C}{365\ x\ N\ x\ V}$$

Where:

R is the intersection crash rate, expressed as the number of crashes per million entering vehicles

C is the number of crashes at the intersection during the study period

N is the number of years in the study period

V is the number of daily vehicles entering the intersection (PM volumes 3,875/ K factor 0.09 = 43,055)

Accordingly, the crash rate was calculated as follows:

$$R = \frac{1,000,000\ x\ 15}{365\ x\ 5\ x\ 43,055} = 0.191$$

The statewide average crash rate for an intersection of this type (suburban, 3-leg, 4-lane divided with raised median) is 0.270 crashes per million entering vehicles. Therefore, the calculated crash rate of 0.191 crashes per million entering vehicles for this intersection is below the statewide average. Information regarding the statewide average crash rates is provided in **Appendix L**.

9.0 STUDY CONCLUSIONS

This traffic analysis was conducted to evaluate the impacts of Dominium Leesburg Apartments, a residential project of 276 units multi-family apartments. The site is located west of the CR 25A and Connell Road intersection, in the City of Leesburg, Lake County, Florida.

The analysis included a determination of trip generation, a review of transportation capacity and operations, and a review of the proposed site access plan. The results of the traffic analysis are summarized as follows:

Summary of Findings

- The proposed development is projected to generate 1,714 daily trips of which 110 trips occur during the AM peak hour and 140 trips occur during the PM peak hour.

- A review of roadway capacity conditions reveals that the roadway segments of US 27, from SR 44 to CR 25A and from CR 25A to CR 33 are projected to operate below the adopted LOS due to due to existing or background traffic. Traffic from the proposed development is projected to constitute less than 3.5% of the capacity and does not significantly impact the adverse segments. Per Florida Statutes, a development project is not responsible for providing mitigation to the existing or future deficient roadway segment.

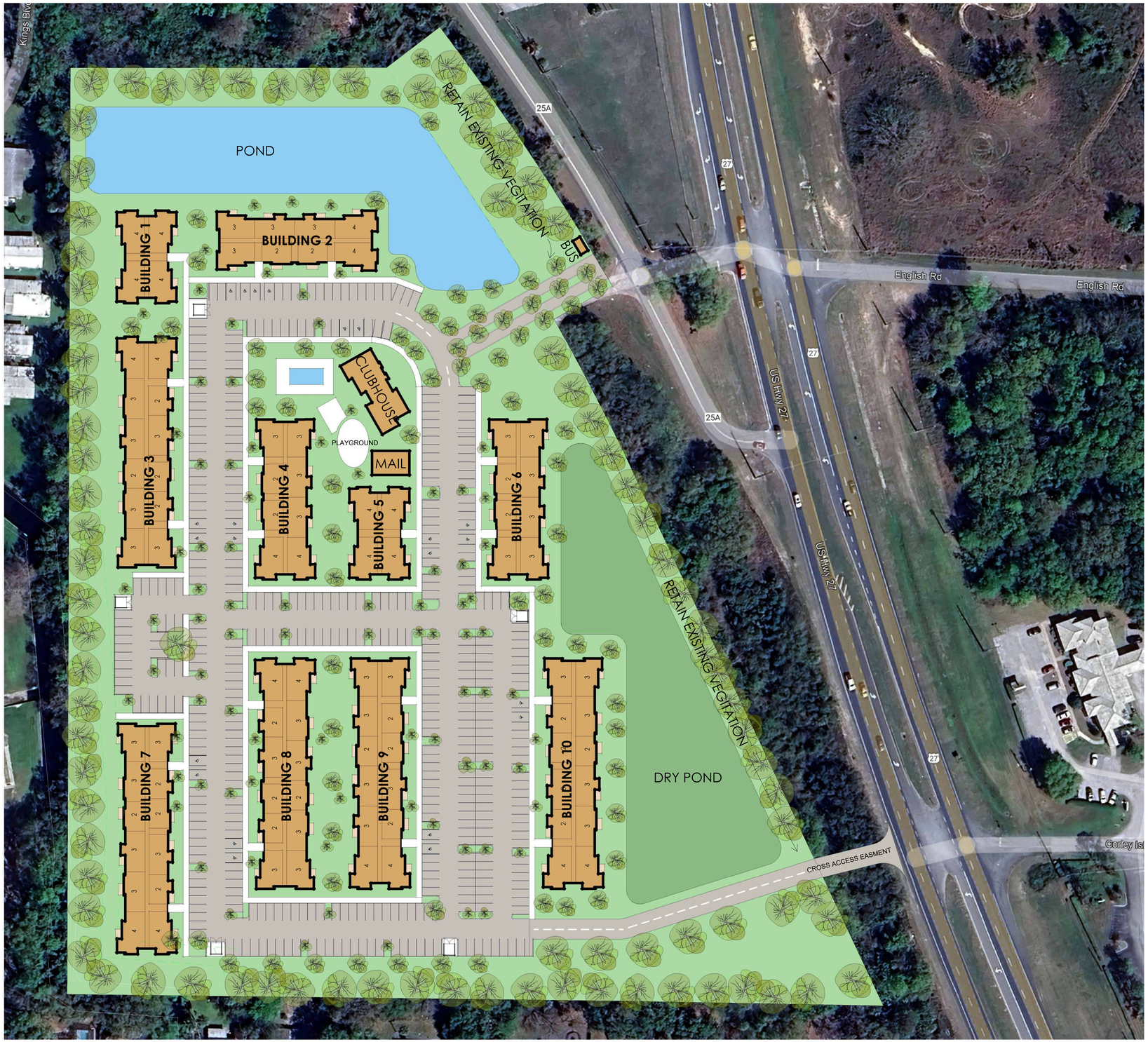
- A review of intersection operations indicates that the stop-controlled intersections of US 27 at Connell Road/English Road and US 27 at Corley Island Road/Access B are projected to experience delays on minor approaches due to lack of sufficient gaps in the major road traffic at the buildout condition. However, the minor approaches are projected to operate within or at their capacity. Therefore, no mitigation or SWA is required.

Summary of Recommendations

- Install a 405-foot southbound right turn deceleration lane at the US 27 and Corley Island Road/Access B intersection.

APPENDICES

Appendix A
Conceptual Site Plan



Building 1				
	Level			
Unit Type	1	2	3	
2 Bedroom				0
3 Bedroom				0
4 Bedroom	4	4	4	12
	4	4	4	12

Building 2				
	Level			
Unit Type	1	2	3	
2 Bedroom	2	2	2	6
3 Bedroom	4	4	4	12
4 Bedroom	2	2	2	6
	8	8	8	24

Building 3				
	Level			
Unit Type	1	2	3	
2 Bedroom	4	4	4	12
3 Bedroom	6	6	6	18
4 Bedroom	2	2	2	6
	12	12	12	36

Building 4				
	Level			
Unit Type	1	2	3	
2 Bedroom	2	2	2	6
3 Bedroom	4	4	4	12
4 Bedroom	2	2	2	6
	8	8	8	24

Building 5				
	Level			
Unit Type	1	2	3	
2 Bedroom				0
3 Bedroom				0
4 Bedroom	4	4	4	12
	4	4	4	12

Building 6				
	Level			
Unit Type	1	2	3	
2 Bedroom	2	2	2	6
3 Bedroom	6	6	6	18
4 Bedroom	0	0	0	0
	8	8	8	24

Building 7				
	Level			
Unit Type	1	2	3	
2 Bedroom	4	4	4	12
3 Bedroom	6	6	6	18
4 Bedroom	2	2	2	6
	12	12	12	36

Building 8				
	Level			
Unit Type	1	2	3	
2 Bedroom	4	4	4	12
3 Bedroom	6	6	6	18
4 Bedroom	2	2	2	6
	12	12	12	36

Building 9				
	Level			
Unit Type	1	2	3	
2 Bedroom	4	4	4	12
3 Bedroom	6	6	6	18
4 Bedroom	2	2	2	6
	12	12	12	36

Building 10				
	Level			
Unit Type	1	2	3	
2 Bedroom	4	4	4	12
3 Bedroom	6	6	6	18
4 Bedroom	2	2	2	6
	12	12	12	36

Unit Mix		
	Count	Percentage
2 Bedroom	78	28%
3 Bedroom	132	48%
4 Bedroom	66	24%
	276	

Parking

444 Spaces (1.61 Ratio)

DOMINIUM

LEESBURG REDEVELOPMENT

SITE PLAN - OPTION B

A-2

08/12/25

bdg architects

9/12/2025 4:09:39 PM

Appendix B
Methodology Correspondence

Outlook

RE: 25121.02.01 Dominium Leesburg Apartments TIS Methodology

From Max VanAllen <max.vanallen@leesburgflorida.gov>
Date Fri 8/29/2025 10:16 AM
To Tarek Hasan <TarekH@trafficmobility.com>
Cc Kandi Harper <Kandi.Harper@leesburgflorida.gov>; Quist, Devon <devon.quist@Dominiuminc.com>; Charlotte Davidson <CharlotteD@trafficmobility.com>; 25121-01 Dominium Leesburg Apts <25121-01@trafficmobility.com>; Alayof, Gabriel <gabriel.alayof@dominiuminc.com>; Lewis, Sharon E <sharon.lewis@lakecountyfl.gov>

Good morning,

Per the consultant, please see below:

We have reviewed the responses and updates to the TIS methodology and are satisfied with the revisions.
Please ask the applicant to proceed with the TIS analysis.

Best,

Max VanAllen, AICP
Senior Planner
City of Leesburg
204 N. 5th Street
PO Box 490630
Leesburg, FL 34749-0630
T: 352-728-9786 ext. 1738
Department Phone: 352-728-9786 X 1705
Department Email: planzone@leesburgflorida.gov

From: Tarek Hasan <TarekH@trafficmobility.com>
Sent: Thursday, August 21, 2025 11:53 AM
To: Max VanAllen <max.vanallen@leesburgflorida.gov>
Cc: Kandi Harper <Kandi.Harper@leesburgflorida.gov>; Quist, Devon <devon.quist@Dominiuminc.com>; Charlotte Davidson <CharlotteD@trafficmobility.com>; 25121-01 Dominium Leesburg Apts <25121-01@trafficmobility.com>; Alayof, Gabriel <gabriel.alayof@dominiuminc.com>; Lewis, Sharon E <sharon.lewis@lakecountyfl.gov>
Subject: 25121.02.01 Dominium Leesburg Apartments TIS Methodology

Good Morning Max,

Outlook

Re: 25121.02.01 Dominium Leesburg Apartments TIS Methodology

From Tarek Hasan <TarekH@trafficmobility.com>
Date Thu 8/21/2025 2:06 PM
To Lewis, Sharon E <sharon.lewis@lakecountyfl.gov>
Cc Harper, Kandi <kandi.harper@leesburgflorida.gov>; Quist, Devon <devon.quist@Dominiuminc.com>; Charlotte Davidson <CharlotteD@trafficmobility.com>; 25121-01 Dominium Leesburg Apts <25121-01@trafficmobility.com>; Alayof, Gabriel <gabriel.alayof@dominiuminc.com>; Max VanAllen <max.vanallen@leesburgflorida.gov>; Daniels, Glen <glen.daniels@dominiuminc.com>

Hello Sharon,

Thanks for your input. Please see our responses below:

1. Please reevaluate trip distribution. Showing a realistic model with traffic gravitating to attractions.
TMC Response: The trip distribution pattern was based on the Central Florida Regional Planning Model (CFRPM) Version 7.0 travel demand forecasting model that took into consideration the surrounding network's point of attraction. However, per your request, we will split the project trip percentages as 65/35 to north/south of US 27 and will revise other corresponding percentages in the upcoming TIA analysis.

2. Please include the intersection of SR 44 & US 27.
TMC Response: Acknowledged. SR 44 and US 27 intersection will be considered in the study.

3. Please note that the most updated FDOT traffic online is available. Please use their most recent AADT.
TMC Response: We will use the latest FDOT traffic online dataset for AADT data for the segments that are not listed in the Lake County's Annual Counts dataset.

We believe these responses adequately address your comments and are good to proceed with preparing the TIA. We remain available to discuss this further or to answer any questions you may have. Please let us know your thoughts.

Thank you!

Best Regards,

Tarek Hasan, PhD, PE
Traffic Engineer

988 Woodcock Road, Suite 200
Orlando, FL 32803
Office: (407) 531-5332 Ext 224
Fax: (407) 531-5331
Email: TarekH@trafficmobility.com
Please visit us at: https://www.trafficmobility.com/

MEMORANDUM

August 20, 2025

Re: Dominium Leesburg Apartments
Traffic Impact Study Methodology, v1.1
City of Leesburg, Florida
Project № 25121.02.01

This memorandum outlines the approach to the proposed Traffic Impact Study (TIS) for the above-mentioned project and is updated per the comments received from the City of Leesburg's Planning and Zoning Department. The responses to City's comments are included in the **Attachments.** The methodology is consistent with the requirements of the City of Leesburg, Lake County, and the Lake~Sumter Metropolitan Planning Organization (LSMPO) for a Tier 2 TIS.

Project Description

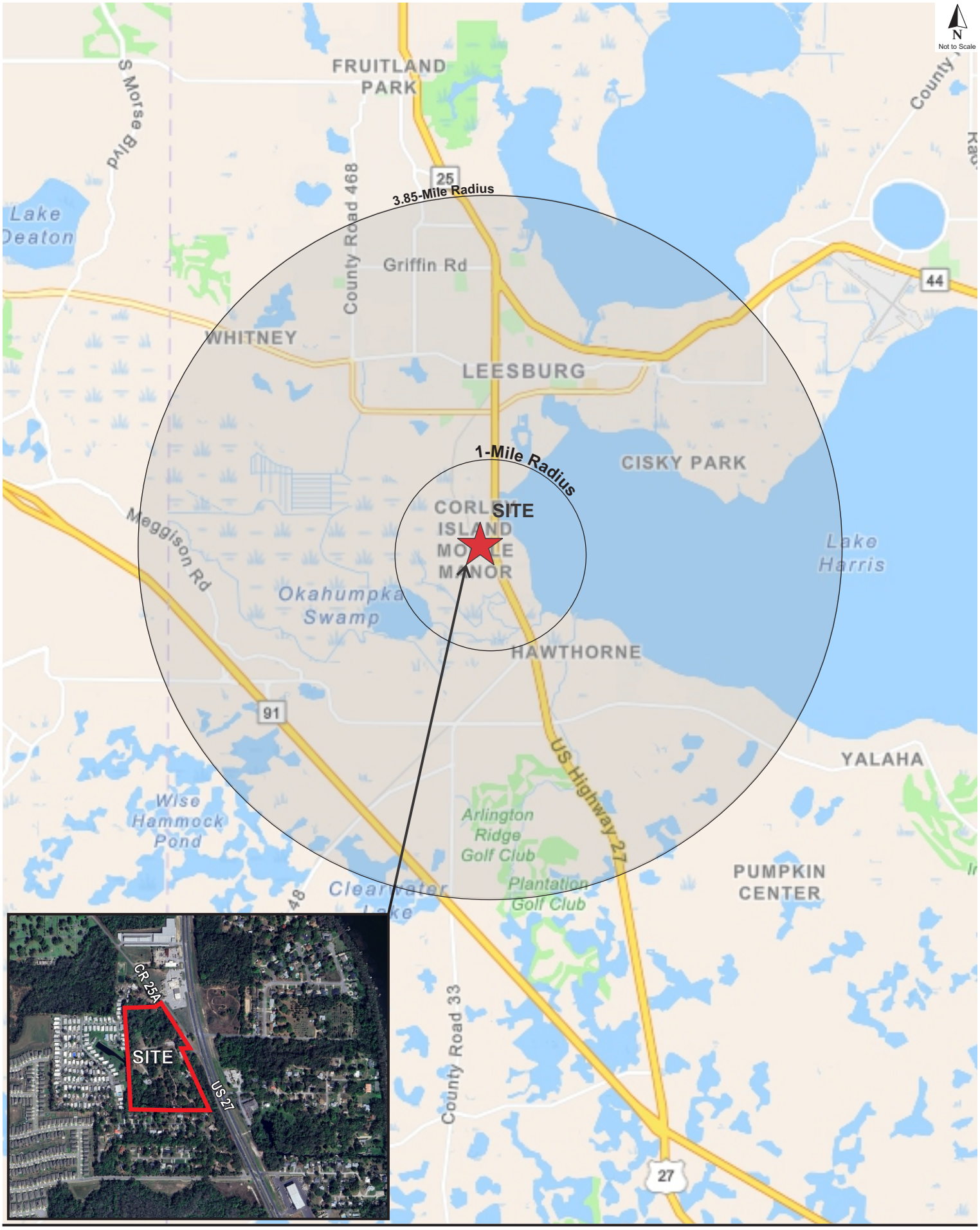
The proposed residential development comprises multi-family apartments of 276 units with an anticipated buildout year of 2029. The conceptual development plan is provided in the **Attachments**.

Project Location

The project site is located west of the CR 25A and Connell Road intersection, in the City of Leesburg, in Lake County, Florida, as shown in **Figure 1**.

Project Access

Access to the site from the external network is proposed via two (2) access points. The access point on CR 25A via Connell Road will be a full access driveway and the access point on US 27 will be a right-in/right-out (RI/RO) access driveway.


N
Not to Scale
FRUITLAND PARK
S Morse Blvd
County Road 468
25
3.85-Mile Radius
Griffin Rd
44
WHITNEY
LEESBURG
1-Mile Radius
CISKY PARK
SITE
Meggison Rd
Okahumpka Swamp
Lake Harris
HAWTHORNE
91
US Highway 27
YALAHA
Wise Hammock Pond
Arlington Ridge Golf Club
Plantation Golf Club
PUMPKIN CENTER
County Road 33
27
CR 25A
SITE
US 27

Trip Generation

The trip generation analysis was conducted using information published by the Institute of Transportation Engineers (ITE) in the *Trip Generation Manual, 11th Edition*. **Table 1** summarizes the trip generation analysis and the detailed ITE sheets are included in the **Attachments**.

Table 1
Trip Generation Analysis

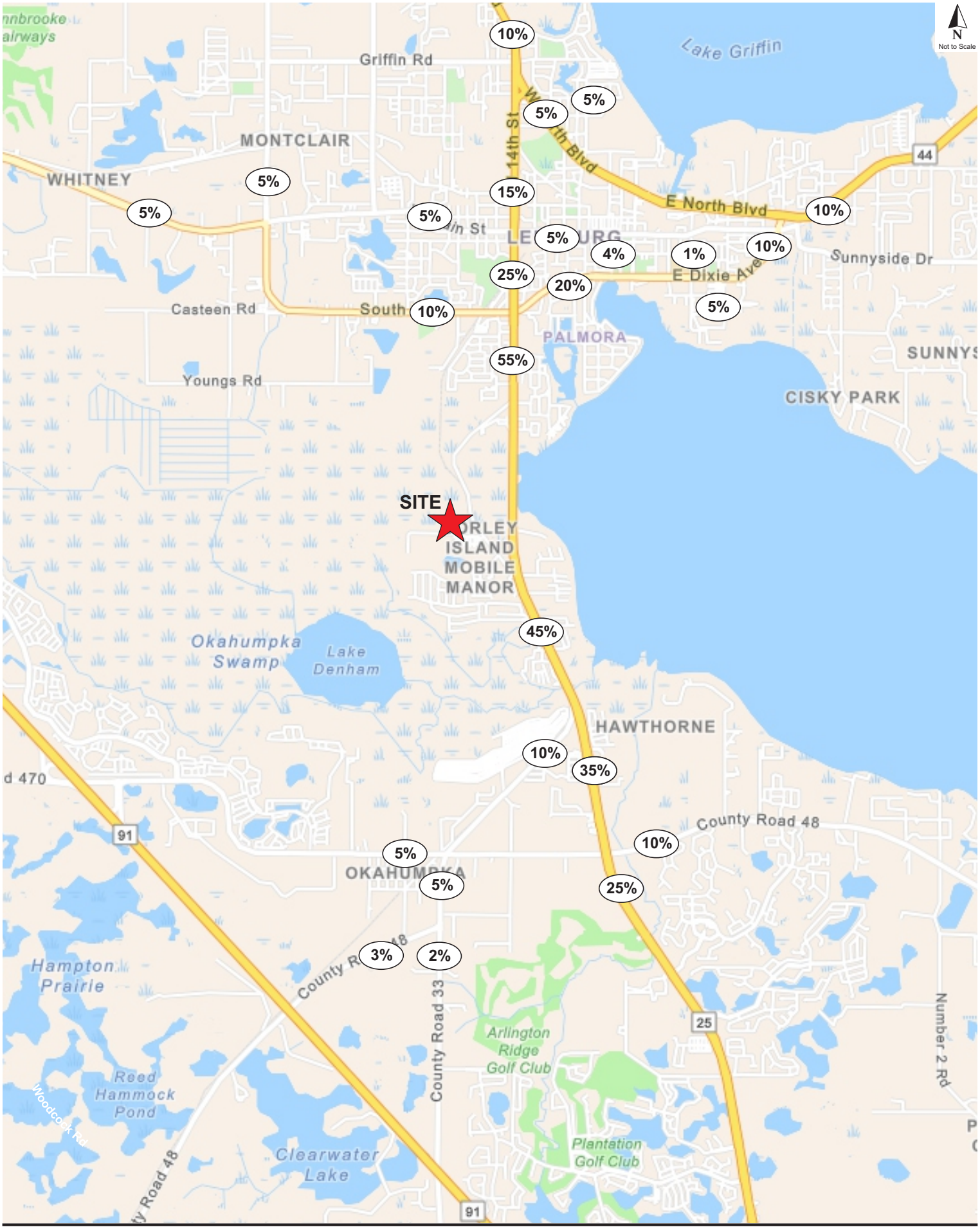
ITE Code	Land Use	Size	Daily		AM Peak Hour				PM Peak Hour			
			Rate	Trips	Rate	Total	Enter	Exit	Rate	Total	Enter	Exit
220	Multi-Family Housing (Low-Rise)	276 DU	6.68	1,844	0.39	108	26	82	0.50	139	88	51

Trip Generation analysis based on ITE Trip Generation Manual, 11th Edition.
Equation: Daily T = 6.41(X) + 75.31, AM Peak T = 0.31(X) + 22.85, PM Peak T = 0.43(X) + 20.55, where T = Trips, X = number of DU
Rate is generated using the equation divided by the number of units

The proposed development is projected to generate 1,844 daily trips, of which 108 trips occur during the AM peak hour and 139 occur during the PM peak hour. The development is projected to generate more than 100 new peak hour trips and therefore a Tier 2 Traffic Impact Study will be conducted.

Trip Distribution

The travel demand model based on the Florida Standard Urban Transportation Model Structure (FSUTMS) *Central Florida Regional Planning Model (CFRPM) Version 7.0* travel demand forecasting model was used to generate a general distribution pattern for the development. The model output is included in the **Attachments**. The raw model trip distribution has been adjusted based on prevailing traffic conditions and general knowledge of the area. The proposed trip distribution pattern is presented in **Figure 2**.


Not to Scale
Griffin Rd
Lake Griffin
MONTCLAIR
WHITNEY
14th St
E North Blvd
44
Sunnyside Dr
E Dixie Ave
Casteen Rd
South
PALMORA
Youngs Rd
CISKY PARK
SITE
ISLAND
MOBILE
MANOR
Okahumpka
Swamp
Lake
Denham
HAWTHORNE
County Road 48
OKAHUMPKA
91
Hampton
Prairie
County Road 33
Arlington
Ridge
Golf Club
25
Reed
Hammock
Pond
Clearwater
Lake
Plantation
Golf Club
Number 2 Rd
10%
5%
5%
5%
5%
15%
5%
4%
1%
10%
10%
25%
20%
5%
10%
55%
45%
10%
35%
10%
5%
5%
25%
3%
2%

Study Area

In accordance with the requirements of a Tier 2 TIS, the study area will encompass roadway segments and intersections within a minimum 1-mile radius in addition to roadways where development is expected to consume five percent (5%) or more of their adopted Level of Service (LOS) capacities up to a 3.85-mile radius. The 3.85-mile radius is one half (1/2) of the single-family land use trip travel length. **Table 2** presents a review of this radius area. The results indicated that no roadway segment outside of 1-mile radius is projected to consume five percent (5%) or more of the capacity. Therefore, the proposed study segments are located within a 1-mile radius from the site. Existing roadway information was obtained using the 2025 *Lake County Annual Counts, 2025 Lake County Speed Class LOS* and *FDOT's Multimodal Quality/Level of Service (MQ/LOS)* data. Using the data from these three (3) sources, a master table was developed by Traffic and Mobility Consultants LLC (TMC), an excerpt of which has been included in the **Attachments**. For segments without the latest counts, data was sourced from the *2023 Lake County Congestion Management Plan (CMP)* Database. Excerpts from the 2023 *Lake County CMP Database* are also provided in the **Attachments**. The information includes roadway segment data, existing traffic volumes, service volumes, adopted LOS standard, and capacity. Project trips are calculated based on the project trip distribution that was previously identified.

Study Roadway Segments

- CR 25A
  - US 27 (North) to US 27 (South)
- SR 33/CR 33
  - US 27 to CR 48/CR 470
- US 27/SR 25
  - SR 44 to CR 25A (North)
  - CR 25A (North) to CR 33

Study Roadway Intersections

- Connell Road/Full Access and CR 25A (Two-Way Stop Control)
- US 27 and Connell Road/English Road (Two-Way Stop Control)
- US 27 and Corley Island Road (Two-Way Stop Control)
- US 27 and RI/RO Project Access (Two-Way Stop Control)
- US 27 and Magnolia Avenue/Armoyan Boulevard (Directional Two-Way Stop Control)
- US 27 and CR 33 (Signal)

Table 2
Study Area Review

Count STA	Segment ID	Description	# of Lns	AT	Cntxt Cls	LOS Std	Cap	Trip Distr	Project Trips	Signif-icance	Signif-icant?	Within 1.00 mile	Included in Study?
CR 25A													
403	250	US 27 (North) to US 27 (South)	2	R	C2T	C	680	55%	48	7.1%	Y	Y	Y
CR 33													
249	280	CR 48 to Bridges Rd	2	U	C2T	D	850	2%	2	0.2%	N	N	N
CR 470													
267	1150	Sumter County Line to Florida Turnpike	2	R	C2	C	430	5%	4	0.9%	N	N	N
266	1155	Florida Turnpike to Bay Ave	2	R	C2	C	450	5%	4	0.9%	N	N	N
266	1160	Bay Ave to CR 33*	2	R	C2	C	450	5%	4	0.9%	N	N	N
CR 48													
248	1225	Clearwater Lake Rd to CR 33	2	R	C2	C	430	5%	4	0.9%	N	N	N
263	1230	CR 33 to Haywood Worm Farm Rd	2	U	C3R	D	1,000	0%	0	0.0%	N	N	N
262	1235	Haywood Worm Farm Rd to US 27	2	U	C3R	D	1,050	0%	0	0.0%	N	N	N
264	1240	US 27 to Lime Ave	2	U	C3R	D	1,050	10%	9	0.9%	N	N	N
Lake St**													
435	2310	US 441 to Main St	2	U	C3C	D	770	1%	1	0.1%	N	N	N
425	2320	Main St to SR 44	2	U	C4	D	630	1%	1	0.2%	N	N	N
Lee St**													
441	2400	Griffin Rd to US 441	2	U	C3R	D	800	0%	0	0.0%	N	N	N
438	2410	US 441 to Main St	2	U	C3C	D	770	0%	0	0.0%	N	N	N
Main St													
430	2470	CR 468 to Thomas Ave	2	U	C4	D	630	5%	4	0.6%	N	N	N
430	2480	Thomas Ave to US 27*	2	U	C4	D	630	5%	4	0.6%	N	N	N
431	2490	US 27 to Lee St	2	U	C4	D	630	5%	4	0.6%	N	N	N
431	2500	Lee St to Canal St	2	U	C4	D	630	0%	0	0.0%	N	N	N
428	2510	Canal St to Lake St*	2	U	C4	D	630	0%	0	0.0%	N	N	N
433	2520	Lake St to Dixie Ave/SR 44*	2	U	C4	D	630	0%	0	0.0%	N	N	N
432	2530	Dixie Ave/SR 44 to Sunnyside Dr	2	U	C3R	D	800	0%	0	0.0%	N	N	N
SR 33/CR 33													
268	260	US 27 to CR 48/CR 470	2	U	C3R	D	1,050	10%	9	0.9%	N	Y	Y
260	270	CR 48/CR 470 to CR 48	2	U	C3C	D	960	5%	4	0.4%	N	N	N
SR 44**													
110496	3190	Sumter County Line to CR 468	4	U	C3R	D	1,940	5%	4	0.2%	N	N	N
110487	3200	CR 468 to S Lone Oak Dr	4	U	C3C	D	1,900	10%	9	0.5%	N	N	N
115147	3210	S Lone Oak Dr to US 27	4	U	C3C	D	1,900	10%	9	0.5%	N	N	N
115179	3220	US 27 to S 9th St	4	U	C4	D	1,880	20%	18	1.0%	N	N	N
115143	3230	S 9th St to Canal St	4	U	C4	D	1,790	16%	14	0.8%	N	N	N
115143	3240	Canal St to S Lake St	4	U	C4	D	1,790	15%	13	0.7%	N	N	N
115142	3250	S Lake St to E Main St	4	U	C4	D	1,790	10%	9	0.5%	N	N	N
115183	3260	E Main St to US 441	4	U	C3C	D	1,900	10%	9	0.5%	N	N	N
US 27/SR 25**													
115120	3760	US 27/US441 Split to Main St	4	U	C3C	D	1,810	15%	13	0.7%	N	N	N
115119	3770	Main St to SR 44	4	U	C4	D	1,790	25%	22	1.2%	N	N	N
115116	3780	SR 44 to CR 25A (North)	4	U	C3C	D	1,810	55%	48	2.7%	N	Y	Y
110014	3785	CR 25A (North) to CR 33	4	U	C3C	D	1,810	45%	40	2.2%	N	Y	Y
110014	3790	CR 33 to CR 48	4	U	C3R	D	1,940	35%	31	1.6%	N	N	N
110362	3800	CR 48 to Plantation Blvd	4	U	C3R	D	1,850	25%	22	1.2%	N	N	N
US 27/US 441**													
110109	3730	CR 460 to CR 466A	6	U	C3C	D	2,680	5%	4	0.1%	N	N	N
110109	3740	CR 466A to CR 44A	6	U	C3C	D	2,680	5%	4	0.1%	N	N	N
110109	3750	CR 44A to US 27/441 Split	6	U	C3C	D	2,680	10%	9	0.3%	N	N	N
US 441/SR 500**													
115096	3940	US 27/441 Split to Lee St	4	U	C3C	D	1,900	5%	4	0.2%	N	N	N
110492	3950	Lee St to N Canal St	4	U	C3C	D	1,810	0%	0	0.0%	N	N	N
115093	3960	N Canal St to E Dixie Ave	4	U	C3C	D	1,900	0%	0	0.0%	N	N	N
115092	3970	E Dixie Ave to E Main St	6	U	C3C	D	2,680	10%	9	0.3%	N	N	N
110177	3980	E Main St to CR 44	6	U	C3C	D	2,680	10%	9	0.3%	N	N	N

2025 Lake County - Speed Class LOS - Source of roadway parameters (area type, context class, LOS Standard, daily service volumes)
FDOT Multimodal Quality / Level of Service Handbook, January 2023 was used to derive peak hour peak direction service volumes
Lake County Congestion Management Plan (CMP) - Referenced for roadway segment descriptions based on CMP Segment ID's
** Capacity based on the adjacent segment*
*** Capacity based on 2023 Lake County CMP Database and rounded to nearest 10*

Capacity Analysis

The TIS will include an analysis of the peak hour conditions in the existing year, background and the future project buildout year (2029). The capacity analysis will be based on the capacities from the *2025 Lake County Speed Class LOS data,* service volumes from the *2023 FDOT's Multimodal Quality/Level of Service (MQ/LOS) Manual,* and the methods of the *Highway Capacity Manual (HCM)*.

Projected Traffic

The TIS will include an analysis of the roadway segments in the PM peak hour. The study intersections will be analyzed for both AM and PM peak hour operations. Offsite and access improvements necessary to support the proposed development at buildout will be identified in the study.

Projected background traffic for the buildout year (2029) will be calculated using the historical annual growth rate or using a minimum growth rate of 2.0%. Historical annual growth rate will be calculated from the latest available five years of Annual Average Daily Traffic (AADT) which will be obtained from the *2025 Lake County Annual Counts* data. The study segments that are not listed in this dataset, annual growth rate will be obtained from the 2023 *Lake County CMP Database.*

Turn Lane Warrant Analysis

A turn lane warrant analysis for access driveway intersections will be performed to determine the potential need for deceleration lanes to support the proposed development.

Planned and Programmed Improvements

The roadway improvements identified on *FDOT Work Program (WP)*, *LSMPO 2025-29 Transportation Improvement Program (TIP)* and the *Lake County Capital Improvement Program (CIP)* have been reviewed to determine if any roadway or intersection improvements in the study area are funded for construction. It is found that FDOT is resurfacing US 27/SR 25 from CR 33 to Middlesex Road to extend the life of the existing roadway. However, no improvements were identified in the published information that is related to capacity improvements in the study area.

Report

A report will be prepared for submittal to the City of Leesburg, Lake County and FDOT documenting the analysis and findings of the study.

August 08, 2025

Max VanAllen
Planner, Planning & Zoning Department
City of Leesburg
204 North 5th Street
Leesburg, FL 34749

Subject: Dominium Leesburg Apartments – TIS Methodology Review Comments

Dear Ms. Max,

WSP has reviewed the Traffic Impact Study (TIS) methodology for the proposed Dominium Leesburg Apartments development. The project site is located on west of the CR 25A and Connell Road intersection in the City of Leesburg, Florida. The proposed development will consist of 276 units, with an anticipated buildout year of 2029.

The TIS methodology was reviewed for consistency with the Traffic Impact Study Methodology and Guidelines adopted by the City of Leesburg and Lake-Sumter MPO, Lake County Congestion Management Process (CMP) Database, Institute of Transportation Engineers (ITE) Trip Generation Manual 11th Edition, and current traffic impact study best practices. The following list of comments is for your review and consideration.

1. **Table 1 (Estimated Trip Generation):** When trip generation estimates are based on the fitted-curve equation method, please provide the corresponding equation in the "Rate" columns instead of a numerical rate. Hence, please update the corresponding numerical rates with the fitted-curve equations for the Daily, AM Peak Hour, and PM Peak Hour.
2. **Study Area:** Please note that the study area of a 4.55-mile radius is based on a 'single family' trip length. However, the proposed development is not a single family development. Please determine the study area using the trip length for the appropriate residential development type.
3. **Historical Growth Rate:** Please note that the FDOT Trend Analysis Tool is the preferred method to determine the historical growth rate, which requires a minimum of 10 years of historical AADT data.

Kind regards,
Md Sakoat Hossan, PhD, PE, PMP, PTOE, RSP2I
WSP USA
301 East Pine Street
Suite 1020
Orlando, FL 32801

Tel.: + 407 587-7800
Fax: +1 407 587-7960
wsp.com

August 20, 2025

Max VanAllen
Planner, Planning & Zoning Department
City of Leesburg, Florida
204 North 5th Street
Leesburg, Florida 34749
Email: max.vanallen@leesburgflorida.gov

Re: Dominium Leesburg Apartments
Response to Traffic Impact Study Methodology Comments
TMC Project № 25121.02.01
City of Leesburg, Florida

Dear Ms. Max,

Please find below our responses to the review comments prepared by the City of Leesburg (Traffic Consultants – WSP) dated August 8, 2025, regarding the above referenced Traffic Impact Study Methodology dated July 24, 2025. The comments are listed in **bold** typeface and the TMC responses follow in *italic* typeface. Additionally, a revised Traffic Impact Study Methodology is provided under cover reflecting the changes resulting from these comments.

1. **Table 1 (Estimated Trip Generation): When trip generation estimates are based on the fitted-curve equation method, please provide the corresponding equation in the "Rate" columns instead of a numerical rate. Hence, please update the corresponding numerical rates with the fitted-curve equations for the Daily, AM Peak Hour, and PM Peak Hour.**

   TMC Response: Footnotes are added by mentioning fitted-curve equations that were used for Daily, AM Peak and PM Peak trip generation in Table 1. The equivalent rates shown in the Table are generated using the fitted-curve equation divided by the number of units.

2. **Study Area: Please note that the study area of a 4.55-mile radius is based on a 'single family' trip length. However, the proposed development is not a single family development. Please determine the study area using the trip length for the appropriate residential development type.**

   TMC Response: Acknowledged. The study area has been updated to 3.85-mile radius for multi-family residential development as specified by the LSMPO TIS guideline. However, it is noted that there is no change in study segments since no roadway segment outside of 1-mile radius is projected to consume five percent (5%) or more of the capacity.

3. **Historical Growth Rate: Please note that the FDOT Trend Analysis Tool is the preferred method to determine the historical growth rate, which requires a minimum of 10 years of historical AADT data.**

   TMC Response: The latest available 2025 Lake County Annual Counts database provides AADT data from 2020 to 2025 and so 10 years of historical AADT data is not available. However, this dataset also provides a 5-year annual average growth rate. Since the roadway segmentation and their attributes will be utilized from the Lake County's dataset, it would be consistent to use the 5-year annual average growth rate from 2025 Lake County Annual Counts database. For the study segments not listed in the 2025 Lake County Annual Counts database, annual growth rate will be obtained from the 2023 Lake County Congestion Management Plan (CMP) database.

END OF COMMENTS

We trust these responses and the revised Traffic Impact Study Methodology adequately address the review comments. We remain available to discuss this matter further or to answer any questions you may have.

Kind regards,

TRAFFIC & MOBILITY CONSULTANTS LLC



Md Tarek Hasan, PhD, PE
Traffic Engineer

Appendix C
Trip Generation Information

Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

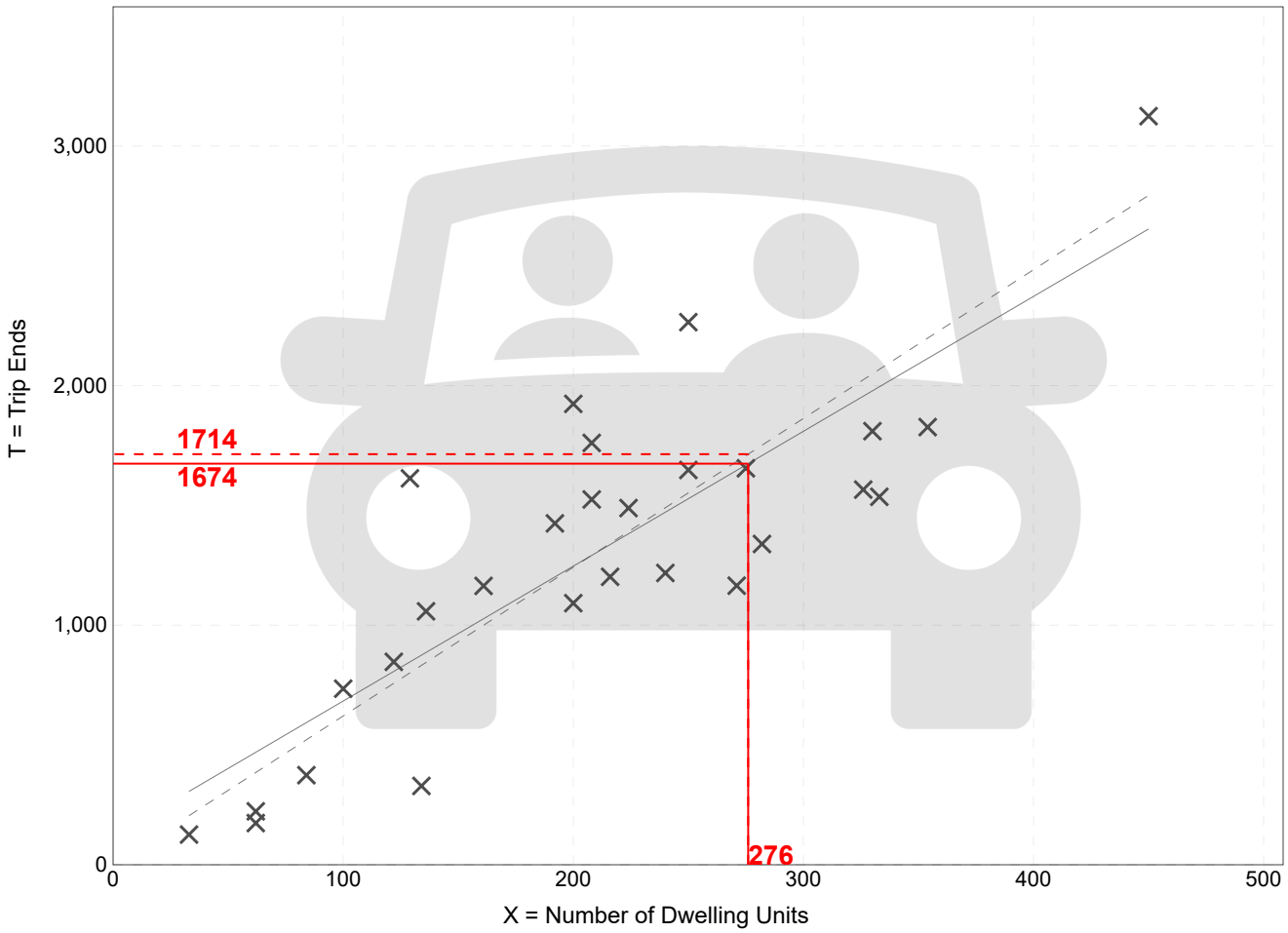
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 28
Avg. Num. of Dwelling Units: 208
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
6.21	2.46 - 12.50	1.87

Data Plot and Equation



Fitted Curve Equation: T = 5.63(X) + 120.45

R^2= 0.70

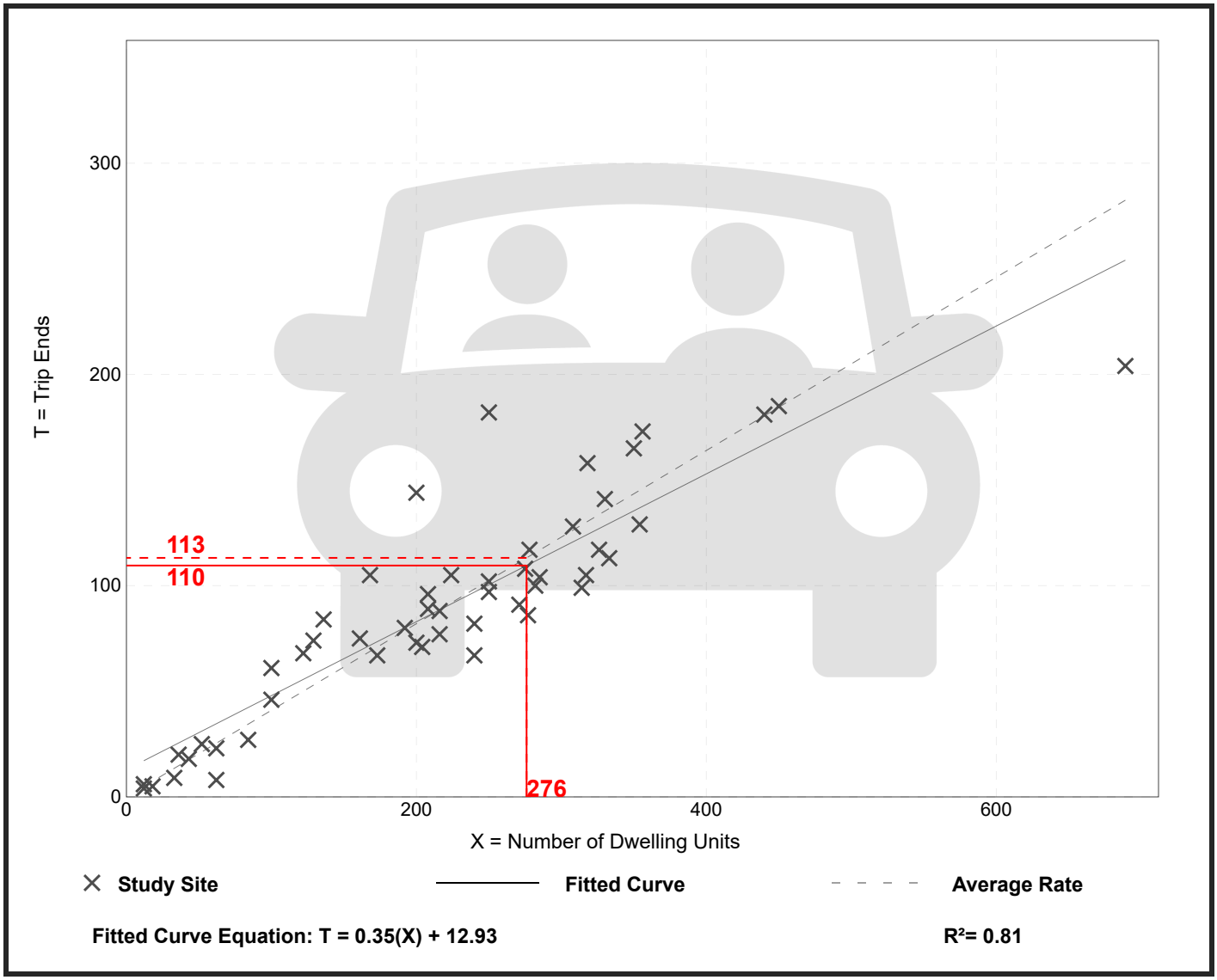
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Vehicle Trip Ends vs:	**Dwelling Units**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	51
Avg. Num. of Dwelling Units:	219
Directional Distribution:	24% entering, 76% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.41	0.13 - 0.73	0.10

Data Plot and Equation



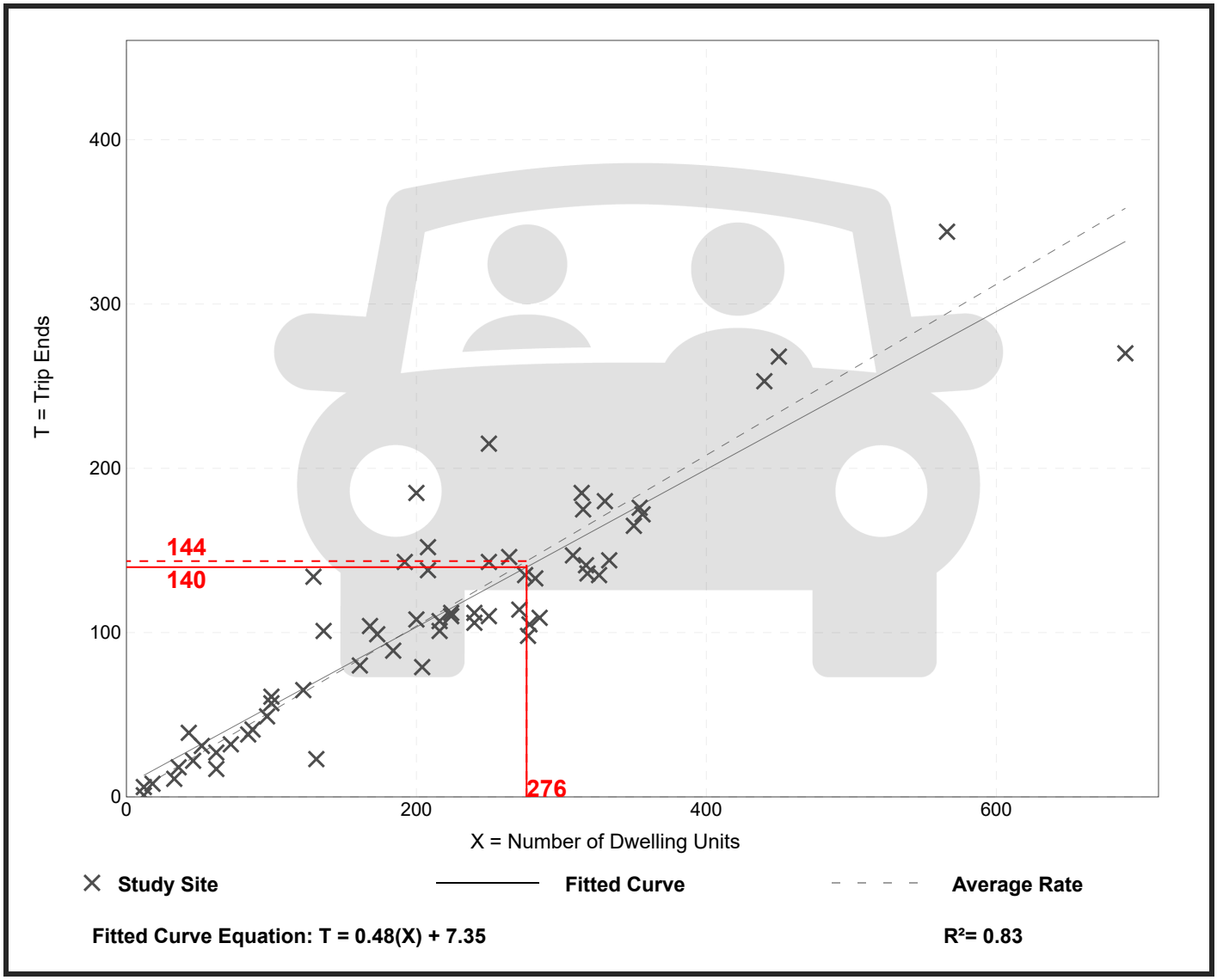
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Vehicle Trip Ends vs:	**Dwelling Units**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	61
Avg. Num. of Dwelling Units:	215
Directional Distribution:	62% entering, 38% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.52	0.08 - 1.04	0.13

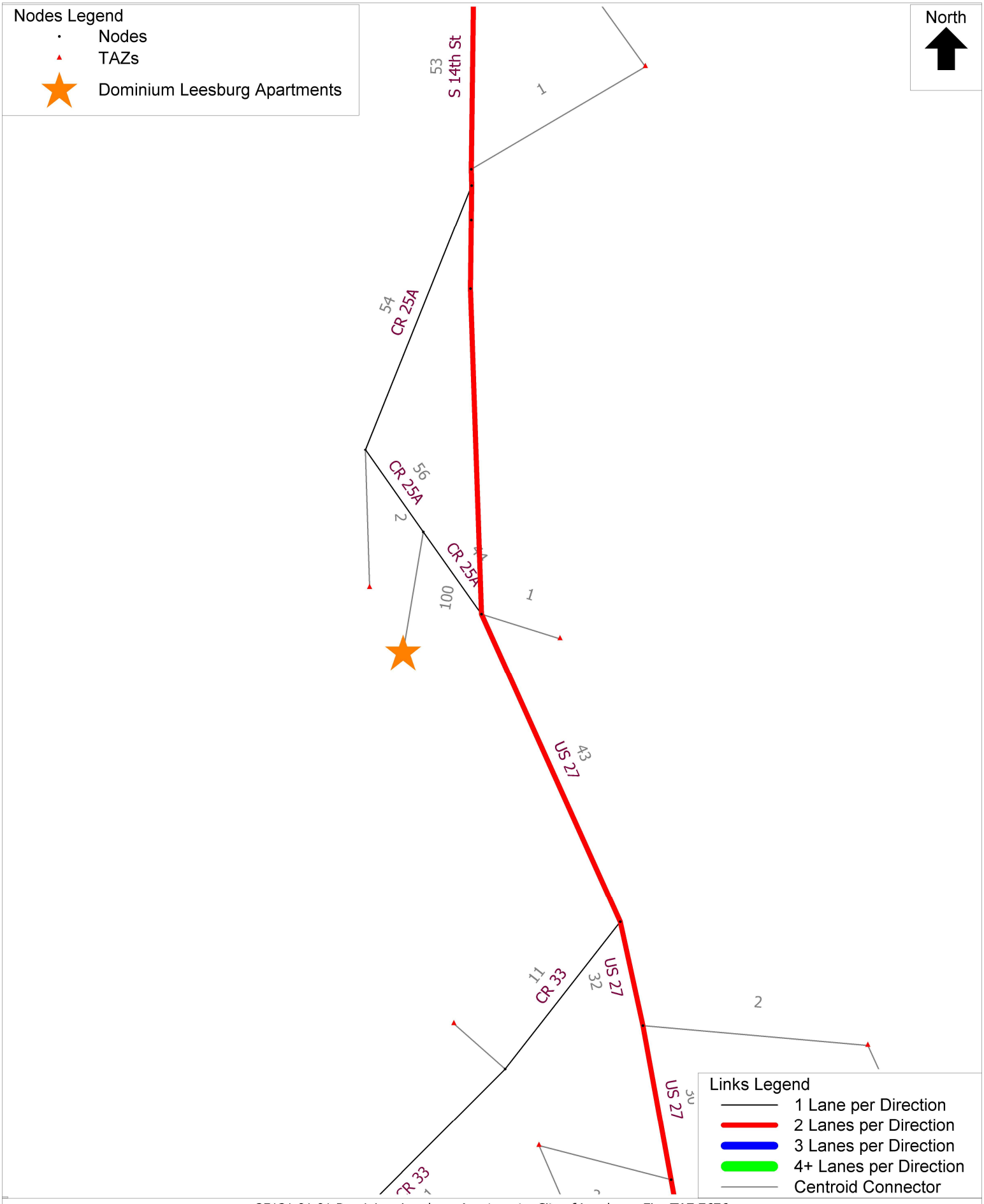
Data Plot and Equation



Fitted Curve Equation: T = 0.48(X) + 7.35

R^2= 0.83

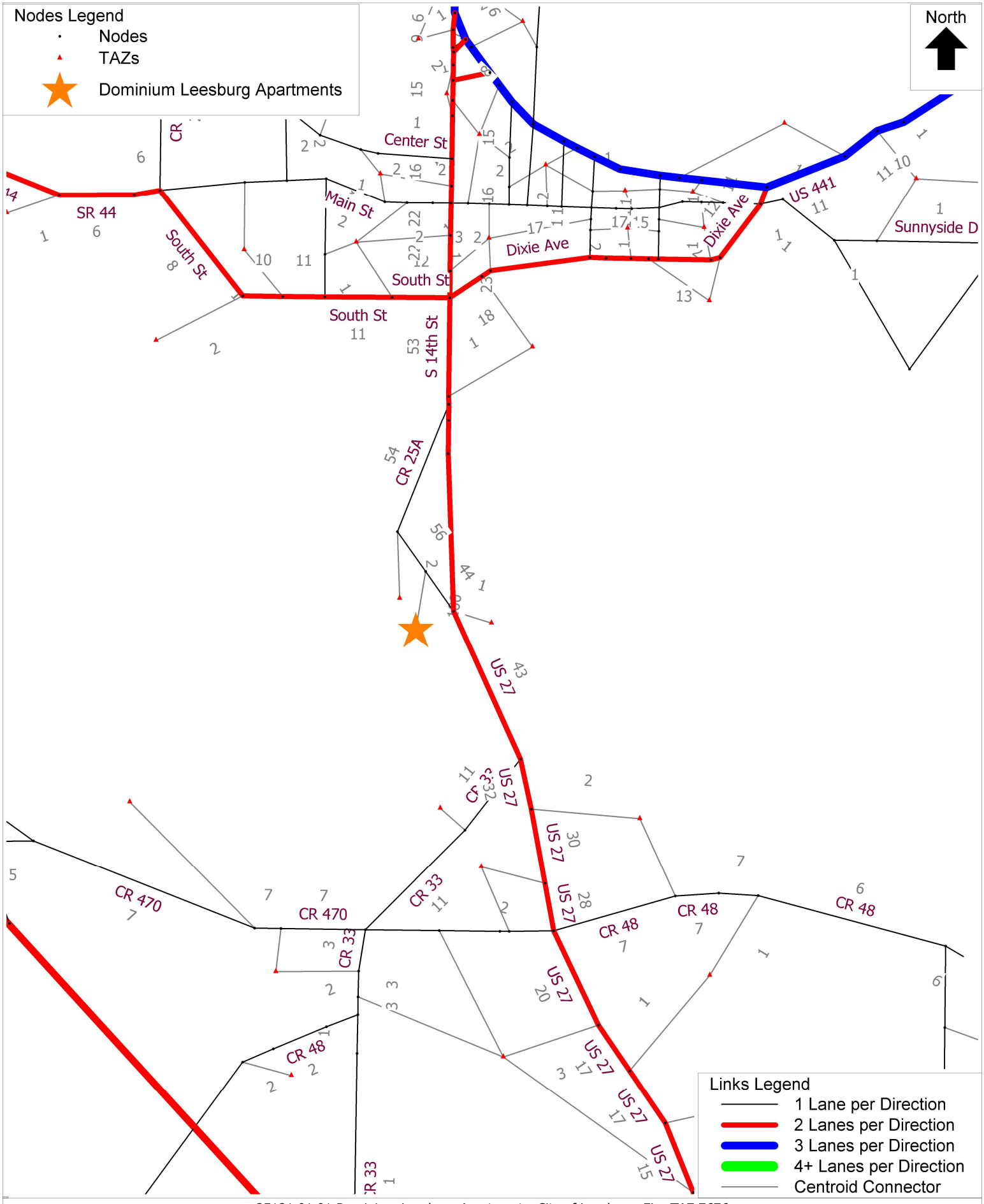
Appendix D
Model Distribution Plot



25121.01.01 Dominium Leesburg Apartments, City of Leesburg, FL - TAZ 7676
Project Trips Directional
C:\FSUTMS\D5\CFRPM7\Base\CF_2030\P25121\OUTPUT\HWYLOAD_SL_AllDay_A30.NET Wed 09 Jul 2025

cube

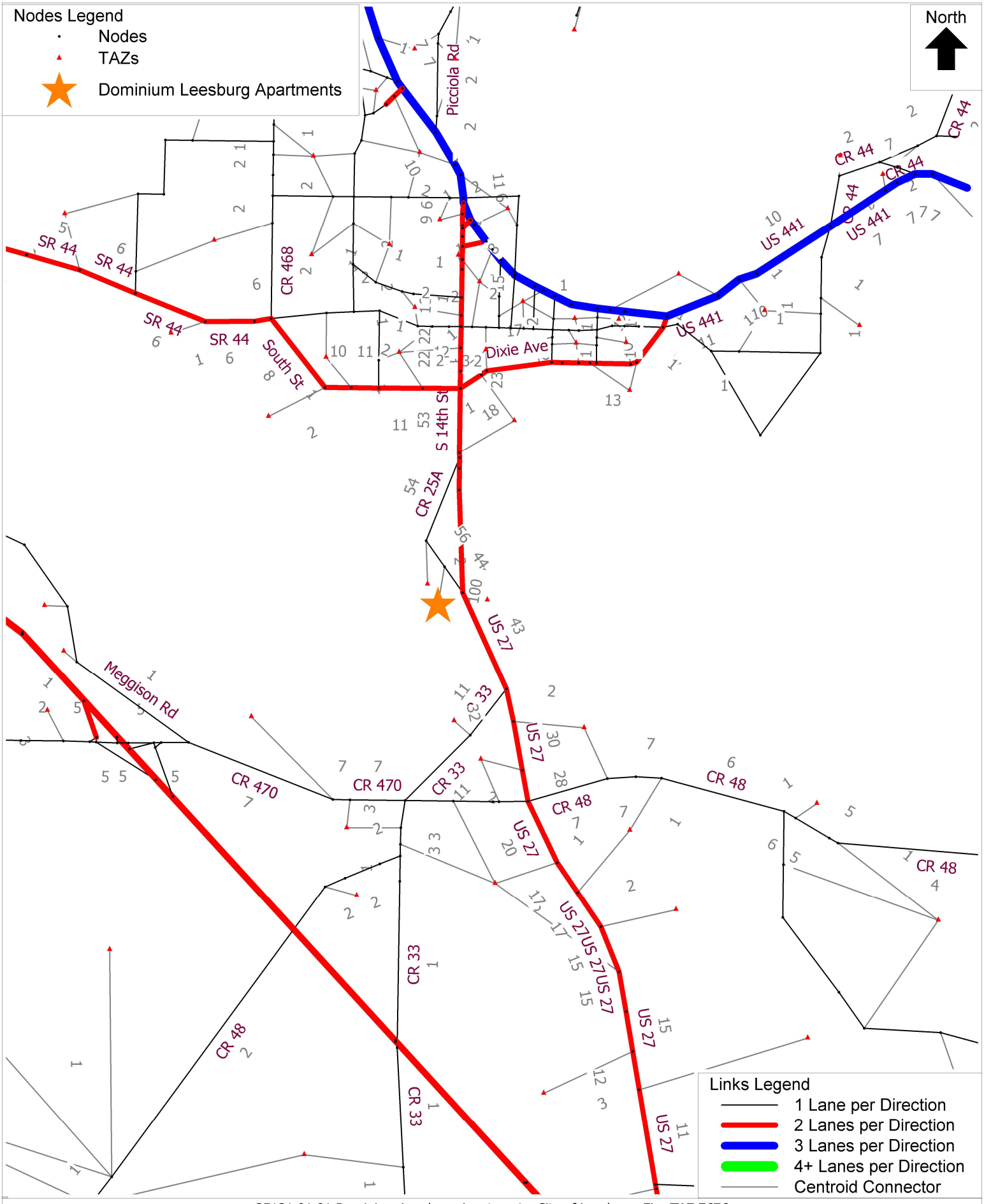
(Licensed to)



25121.01.01 Dominium Leesburg Apartments, City of Leesburg, FL - TAZ 7676
Project Trips Directional
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25121.01.01 Dominium Leesburg Apartments, City of Leesburg, FL - TAZ 7676
Project Trips Directional
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Appendix E
Lake County Traffic Data

Traffic & Mobility Consultants' Summary of Lake County Roadway Paremeters

Count Station#	State/ County	CMS Seg ID	Segment Information					Post Speed	Cap Grp	Exist Lns	Imp Lns	LOS Std	Existing		Proposed		2025 Existing Conditions						
			Roadway	From	To	AT	FT						Daily Cap	Peak Hr Cap	Daily Cap	Peak Cap	Daily			PM Peak			
																	Vol	V/C	LOS	NB/EB	SB/WB	V/C	LOS
486	County	10	ABRAMS RD	SR 44	WAYCROSS AVE	U		30	C3R	2L		D	21,168	1,049			5,778	0.27	C	246	276	0.26	C
27	County	20	ANDERSON HILL RD	LAKE SHORE DR	US 27	U		30	C3R	2L		D	16,128	799			1,538	0.10	C	103	54	0.13	C
518	County	40	ARLINGTON AVE	W LADY LAKE BLVD	SOUTH TERMINI	U		25	C2T	2L		D	12,960	677			1,934	0.15	C	86	99	0.15	C
246	County	50	AUSTIN MERRITT RD	YOUTH CAMP RD	CR 33	R		40	C2	2L		C	5,904	430			2,227	0.38	C	140	63	0.32	C
624	County	70	BATES AVE	CR 44 / DELAND RD	ESTES RD	U		40	C2T	2L		D	17,010	888			1,799	0.11	C	98	118	0.13	C
416	County	80	BAY RD	BAY RD / CR 19A	OLD US 441/ CR 500A	U		35	C3R	2L		D	16,128	799			2,987	0.19	C	124	154	0.19	C
411	County	90	BAY RD	OLD US 441/ CR 500A	CR 452/ LAKESHORE DR	U		35	C3R	2L		D	16,128	799			1,592	0.10	C	78	67	0.10	C
212	County	100	BLACKSTILL LAKE RD	FOSGATE RD	CR 50	U		35	C3R	2L		D	21,168	1,049			5,222	0.25	C	248	244	0.24	C
247	County	110	BRIDGES RD	SR 33	US 27	R		40	C2	2L		C	5,904	430			2,260	0.38	C	132	80	0.31	C
620	County	120	BRITT RD	SR 44	HORSE RANCH RD	U		40	C2T	2L		D	12,960	677			N/A	#VALUE!	F	N/A	N/A	0.00	B
412	County	140	CR 19A (DORA AVE)	LAKE DORA DR	CR 500A/ OLD 441	U		35	C2T	2L		D	12,960	677			1,580	0.12	C	62	112	0.17	C
437	County	150	CR 19A (DORA AVE)	CR 500A/ OLD 441	DAVID WALKER RD	U		35	C3R	2L		D	21,168	1,049			4,390	0.21	C	188	205	0.20	C
445	County	160	CR 19A (DORA AVE)	DAVID WALKER RD	US 441	U		35	C3C	2L		D	20,507	1,011			3,129	0.15	C	143	144	0.14	C
507	County	170	CR 19A	CR 452	CR 44	U		45	C3R	2L		D	16,128	799			2,929	0.18	C	158	101	0.20	C
439	County	190	CR 19A	US 441	BAY RD	U		40	C4	2L		D	16,632	822			12,844	0.77	D	625	541	0.76	D
424	County	200	CR 19A	BAY RD / CR 19A	CR 44C/ CR 500A	U		45	C3R	2L		D	21,168	1,049			8,085	0.38	C	330	367	0.35	C
540	County	210	CR 25	MARION COUNTY LINE	GRIFFIN AVE	U		35	C2T	2L		D	17,010	888			11,694	0.69	C	713	322	0.80	D
534	County	220	CR 25	GRIFFIN AVE	US 27 / US 441	U		35	C3R	2L		D	21,168	1,049			9,760	0.46	C	291	577	0.55	C
495	County	230	CR 25A	US 27/US 441	CR 466A	U		30	C3R	2L		D	16,128	799			7,159	0.44	C	331	299	0.41	C
482	County	240	CR 25A	CR 466A	US 27/US 441	U		30	C2T	2L		D	12,960	677			4,404	0.34	C	192	237	0.35	C
403	County	250	CR 25A	US 27 (NORTH)	US 27 (SOUTH)	R		40	C2T	2L		C	13,041	680			521	0.04	C	21	29	0.04	C
268	County	260	SR 33 / CR 33	US 27	CR 48 /CR 470	U		50	C3R	2L		D	21,168	1,049			10,301	0.49	C	392	441	0.42	C
260	County	270	SR 33 / SR 48 / CR 33 / CR 48	CR 48 /CR 470	CR 48	U		45	C3C	2L		D	19,530	963			9,859	0.50	C	303	551	0.57	C
249	County	280	CR 33	CR 48	BRIDGES RD	U		55	C2T	2L		D	16,200	846			4,942	0.31	C	297	148	0.35	C
218	County	290	CR 33	BRIDGES RD	PEBBLE ROCK RD	R		35	C2T	2L		C	12,420	648			7,728	0.62	C	346	309	0.53	C
542	County	310	CR 42	MARION COUNTY LINE	SR 19	U		45	C2T	2L		D	16,200	846			5,393	0.33	C	269	259	0.32	C
638	County	320	CR 42	SR 19	CR 450	R		45	C2T	2L		C	9,936	518			5,158	0.52	C	235	232	0.45	C
637	County	330	CR 42	CR 450	CR 439	R		55	C2T	2L		C	12,420	648			6,410	0.52	C	284	271	0.44	C
801	County	340	CR 42	CR 439	CENTRAL AVE	R		40	C2T	2L		C	12,420	648			3,665	0.30	C	166	145	0.26	C
803	#N/A	360	CR 42	PALMETTO ST	LAKE MACK DR	#N/A		#N/A	#N/A	#N/A		#N/A	#N/A	#N/A			#N/A	#N/A	#N/A	182	274	#N/A	#N/A
607	County	380	CR 435	SR 46	DUBSDREAD DR	U		40	C3R	2L		D	20,160	999			7,812	0.39	C	336	385	0.39	C
601	County	390	CR 435	DUBSDREAD DR	ORANGE COUNTY LINE	U		40	C2T	2L		D	17,010	888			5,793	0.34	C	354	239	0.40	C
627	County	400	CR 437	CR 44A	SR 44	R		55	C2T	2L		C	13,041	680			N/A	#VALUE!	F	N/A	N/A	0.00	B
619	County	410	CR 437	SR 44	WOLF BRANCH RD	U		45	C3R	2L		D	20,160	999			8,313	0.41	C	348	470	0.47	C
609	County	420	CR 437	WOLF BRANCH RD	SR 46	U		45	C2T	2L		D	16,200	846			12,158	0.75	C	645	416	0.76	C
606	County	430	CR 437	SR 46	ORANGE COUNTY LINE	U		45	C2T	2L		D	16,200	846			7,753	0.48	C	286	347	0.41	C
636	County	440	CR 439	CR 42	CR 44A	R		55	C2T	2L		C	12,420	648			4,576	0.37	C	257	167	0.40	C
625	County	450	CR 439	CR 44A	SR 44	R		45	C2T	2L		C	9,936	518			4,338	0.44	C	126	273	0.53	C
458	County	460	CR 44	US 441	SILVER LAKE RD	U		55	C2T	2L		D	17,010	888			11,728	0.69	C	539	368	0.61	C
483	County	470	CR 44	SILVER LAKE RD	CR 473	U		55	C2T	2L		D	16,200	846			11,274	0.70	C	662	322	0.78	D
500	County	480	CR 44	CR 473	APIARY RD	U		40	C2T	2L		D	17,010	888			16,731	0.98	D	929	488	1.05	F
506	County	490	CR 44	APIARY RD	CR 452	U		45	C3R	2L		D	20,160	999			13,018	0.65	C	496	578	0.58	C
502	County	500	CR 44	CR 452	SR 19	U		30	C3R	2L		D	21,168	1,049			13,885	0.66	C	558	603	0.57	C
503	County	510	CR 44	SR 19	HICKS DITCH RD	U		45	C3R	2L		D	21,168	1,049			11,450	0.54	C	447	526	0.50	C
498	County	520	CR 44	HICKS DITCH RD	CR 44A	U		45	C2T	2L		D	17,010	888			10,904	0.64	C	424	502	0.57	C
626	County	530	CR 44	CR 44A	ORANGE AVE	U		55	C3R	2L		D	21,168	1,049			9,605	0.45	C	430	363	0.41	C
467	County	540	CR 44 LEG A	CR 44	US 441	U		45	C2T	2L		D	16,200	846			1,067	0.07	C	84	18	0.10	C
805	#N/A	570	CR 445A	SR 19	CR 445	#N/A		#N/A	#N/A	#N/A		#N/A	#N/A	#N/A			#N/A	#N/A	#N/A	128	96	#N/A	#N/A
806	#N/A	580	CR 445A	CR 445	SR 40	#N/A		#N/A	#N/A	#N/A		#N/A	#N/A	#N/A			#N/A	#N/A	#N/A	146	143	#N/A	#N/A
269	County	590	CR 448	SR 19	CR 561	U		55	C3C	2L		D	20,507	1,011			5,763	0.28	C	278	232	0.28	C
270	County	600	CR 448	CR 561	LAKE INDUSTRIAL BLVD	U		55	C3C	2L		D	20,507	1,011			12,731	0.62	C	467	620	0.61	C
261	County	610	CR 448	LAKE INDUSTRIAL BLVD	ORANGE COUNTY LINE	R		45	C2	2L		C	5,904	430			9,835	1.67	D	385	529	1.23	D
256	County	620	CR 448A	CR 448	CR 48	R		45	C2	2L		C	7,380	430			6,812	0.92	C	304	362	0.84	C
468	County	640	CR 449 (SILVER LAKE)	CR 44	MORNINGSIDE DR	U		45	C2T	2L		D	12,960	677			2,096	0.16	C	178	48	0.26	C
634	County	670	CR 44A	SKYLINE DR	CR 450A/ CR44A	R		45	C2T	2L		C	12,420	648			2,198	0.18	C	106	93	0.16	C
629	County	680	CR 44A	CR 450A	CR 44A	R		45	C2T	2L		C	12,420	648			2,926	0.24	C	159	118	0.24	C
460	County	690	CR 44A (GRIFFIN RD)	THOMAS RD	US 27/US 441	U		35	C4	2L		D	15,840	783			7,489	0.47	D	239	413	0.53	D
628	County	700	CR 44A	CR 44 / DELAND RD	ESTES RD	U		55	C2T	2L		D	16,200	846			5,797	0.36	C	278	272	0.33	C
630	County	710	CR 44A	ESTES RD	CR 439	R		55	C2T	2L		C	12,420	648			5,161	0.42	C	253	269	0.42	C
631	County	720	CR 44A	CR 439	CR 437	R		45	C2T	2L		C	12,420	648			4,252	0.34	C	182	215	0.33	C
632	County	730	CR 44A	CR 437	SR 44	R		55	C2T	2L		C	12,420	648			2,057	0.17	C	100	81	0.15	C
440	County	760	CR 44C (EUDORA RD)	US 441	CR 500A	U		25	C4	3L		D	23,353	1,062			9,651	0.41	C	454	372	0.43	C
461	County	770	CR 44C (GRIFFIN RD)	CR 468	THOMAS RD	U		35	C2T	2L		D	16,200	846			4,850	0.30	C	192	237	0.28	C
541	County	780	CR 450	MARION COUNTY LINE	BABB RD	R		55	C2T	2L		C	12,420	648			2,146	0.17	C	98	99	0.15	C
531	County	790	CR 450	BABB RD	SR 19	U		35	C2T	2L		D	12,960	677			2,940	0.23	C	155	127	0.23	C
533	County	800	CR 450	SR 19	E UMATILLA BLVD/ W 7TH ST	U		35	C3R	2L		D	20,160	999			5,274	0.26	C	207	322	0.32	C

Resources:

2023 Lake County Congestion Management Plan (CMP) - Referenced for roadway segment descriptions based on CMP Count ID's

2025 Lake County - Speed Class LOS - Source of roadway parameters including daily service volumes

2025 Lake County Annual Counts - Source of daily and PM peak hour volumes

FDOT Multimodal Quality / Level of Service Handbook, January 2023 - Referenced to derive peak hour peak direction service volumes

SEGMENT ID	COUNTY STATION	FDOT STATION	DATA SOURCE	SPEED LIMIT	SEGMENT LENGTH (MI)	RD NAME	FROM	TO	LANES (2023)	LANES (2028)	URBAN / RURAL	DIVIDED / UNDIVIDED	CONTEXT CLASSIFICATION	MAINTAINING AGENCY	JURISDICTION	ADOPTED LOS STANDARD	DAILY SERVICE VOLUME	2023 AADT	2023 DAILY V/C	2023 DAILY LOS	PEAK HOUR DIRECTIONAL SERVICE VOLUME	2023 PEAK HOUR NB/EB VOLUME	2023 PEAK HOUR SB/WB VOLUME	2023 PEAK HOUR V/C	2023 PEAK HOUR LOS	GROWTH RATE	DAILY SERVICE VOLUME (2028)	2028 AADT	2028 DAILY V/C	2028 DAILY LOS	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2028)	2028 PEAK HOUR NB/EB VOLUME	2028 PEAK HOUR SB/WB VOLUME	2028 PEAK HOUR V/C	2028 PEAK HOUR LOS
2310	435		County	25	0.20	LAKE ST	US 441	MAIN ST	2	2	URBAN	UNDIVIDED	C3C	CITY OF LEESBURG	CITY OF LEESBURG	D	15,624	3,443	0.22	C	770	115	140	0.18	C	1.25%	15,624	3,664	0.23	C	770	123	149	0.19	C
2320	425		County	25	0.31	LAKE ST	MAIN ST	SR 44	2	2	URBAN	UNDIVIDED	C4	CITY OF LEESBURG	CITY OF LEESBURG	D	12,672	3,623	0.29	D	626	121	134	0.21	D	1.25%	12,672	3,855	0.30	D	626	129	142	0.23	D
2400	441		County	25	0.74	LEE ST	GRIFFIN RD	US 441	2	2	URBAN	UNDIVIDED	C3R	CITY OF LEESBURG	CITY OF LEESBURG	D	16,128	2,244	0.14	C	799	110.00	92.00	0.14	C	1.00%	16,128	2,358	0.15	C	799	116	97	0.15	C
2410	438		County	25	0.50	LEE ST	US 441	MAIN ST	2	2	URBAN	UNDIVIDED	C3C	CITY OF LEESBURG	CITY OF LEESBURG	D	15,624	2,533	0.16	C	770	124.00	104.00	0.16	C	1.00%	15,624	2,662	0.17	C	770	130	109	0.17	C
3190	110496	110496	State	55	2.38	SR 44	SUMTER COUNTY LINE	CR 468	4	4	URBAN	DIVIDED	C3R	STATE	CITY OF LEESBURG	D	39,165	22,600	0.58	C	1,943	1,109	925	0.57	C	2.00%	39,165	24,952	0.64	C	1,943	1,224	1,021	0.63	C
3200	110487	110487	State	45	1.54	SR 44	CR 468	S LONE OAK DR	4	4	URBAN	DIVIDED	C3C	STATE	UNINCORPORATED LAKE COUNTY	D	38,430	16,840	0.44	C	1,901	826	690	0.43	C	1.50%	38,430	18,141	0.47	C	1,901	890	743	0.47	C
3210	115147	115147	State	35	0.76	SR 44	S LONE OAK DR	US 27	4	4	URBAN	DIVIDED	C3C	STATE	CITY OF LEESBURG	D	38,430	19,390	0.50	C	1,901	794	951	0.50	C	1.00%	38,430	20,379	0.53	C	1,901	835	1,000	0.53	C
3220	115179	115179	State	35	0.57	SR 44 (DIXIE AVE)	US 27	S 9TH ST	4	4	URBAN	DIVIDED	C4	STATE	CITY OF LEESBURG	D	37,905	29,000	0.77	D	1,880	1,211	951	0.64	C	1.00%	37,905	30,479	0.80	D	1,880	1,273	1,000	0.68	D
3230	115143	115143	ADJACENT	35	0.34	SR 44 (DIXIE AVE)	S 9TH ST	CANAL ST	4	4	URBAN	DIVIDED	C4	STATE	CITY OF LEESBURG	D	36,100	24,600	0.68	D	1,790	1,207	1,007	0.67	C	1.75%	36,100	26,829	0.74	D	1,790	1,316	1,098	0.74	D
3240	115143	115143	State	40	0.41	SR 44 (DIXIE AVE)	CANAL ST	S LAKE ST	4	4	URBAN	DIVIDED	C4	STATE	CITY OF LEESBURG	D	36,100	24,600	0.68	D	1,790	1,207	1,007	0.67	C	1.75%	36,100	26,829	0.74	D	1,790	1,316	1,098	0.74	D
3250	115142	115142	State	40	0.79	SR 44 (DIXIE AVE)	S LAKE ST	E MAIN ST	4	4	URBAN	DIVIDED	C4	STATE	CITY OF LEESBURG	D	36,100	19,560	0.54	C	1,790	974	816	0.54	C	1.00%	36,100	20,558	0.57	C	1,790	1,024	858	0.57	C
3260	115183	115183	State	40	0.11	SR 44 (DIXIE AVE)	E MAIN ST	US 441	4	4	URBAN	DIVIDED	C3C	STATE	CITY OF LEESBURG	D	38,430	18,680	0.49	C	1,901	916	765	0.48	C	1.00%	38,430	19,633	0.51	C	1,901	963	804	0.51	C
3760	115120	115120	State	35	1.04	US 27/SR 25	US 27/US441 SPLIT	MAIN ST	4	4	URBAN	DIVIDED	C3C	STATE	CITY OF LEESBURG	D	36,600	29,300	0.80	C	1,810	1,200	1,437	0.79	C	1.00%	36,600	30,795	0.84	D	1,810	1,261	1,510	0.83	C
3770	115119	115119	State	35	0.57	US 27/SR 25	MAIN ST	SR 44	4	4	URBAN	DIVIDED	C4	STATE	CITY OF LEESBURG	D	36,100	25,800	0.71	D	1,790	949	1,052	0.59	C	1.00%	36,100	27,116	0.75	D	1,790	997	1,106	0.62	C
3780	115116	115116	State	35	0.63	US 27/SR 25	SR 44	CR 25A (NORTH)	4	4	URBAN	DIVIDED	C3C	STATE	CITY OF LEESBURG	D	36,600	47,400	1.30	F	1,810	1,780	1,821	1.01	F	2.50%	36,600	53,629	1.47	F	1,810	2,014	2,060	1.14	F
3785	110014	110014	State	55	2.16	US 27/SR 25	CR 25A (NORTH)	CR 33	4	4	URBAN	DIVIDED	C3C	STATE	CITY OF LEESBURG	D	36,600	35,950	0.98	D	1,810	1,763	1,472	0.97	D	1.00%	36,600	37,784	1.03	F	1,810	1,853	1,547	1.02	F
3790	110014	110014	ADJACENT	55	1.12	US 27/SR 25	CR 33	CR 48	4	4	URBAN	DIVIDED	C3R	STATE	UNINCORPORATED LAKE COUNTY	D	39,165	35,950	0.92	C	1,943	1,763	1,472	0.91	C	1.00%	39,165	37,784	0.96	D	1,943	1,853	1,547	0.95	D
3800	110362	110362	State	55	2.54	US 27/SR 25	CR 48	PLANTATION BLVD	4	4	URBAN	DIVIDED	C3R	STATE	UNINCORPORATED LAKE COUNTY	D	37,300	29,950	0.80	C	1,850	1,226	1,469	0.79	C	1.00%	37,300	31,478	0.84	C	1,850	1,289	1,544	0.83	C
3730	110109	110109	ADJACENT	45	0.51	US 27/US441	CR 460 (MARTIN LUTHER KING BLVD)	CR 466A (LEE RD)	6	6	URBAN	DIVIDED	C3C	STATE	CITY OF LEESBURG	D	54,100	38,650	0.71	C	2,680	1,756	1,792	0.67	C	1.00%	54,100	40,622	0.75	C	2,680	1,846	1,883	0.70	C
3740	110109	110109	State	45	0.67	US 27/US441	CR 466A (LEE RD)	CR 44A/ GRIFFIN RD	6	6	URBAN	DIVIDED	C3C	STATE	CITY OF LEESBURG	D	54,100	38,650	0.71	C	2,680	1,756	1,792	0.67	C	1.00%	54,100	40,622	0.75	C	2,680	1,846	1,883	0.70	C
3750	110109	110109	ADJACENT	35	0.15	US 27/US441	CR 44A/ GRIFFIN RD	US 27/US441 SPLIT	6	6	URBAN	DIVIDED	C3C	STATE	CITY OF LEESBURG	D	54,100	38,650	0.71	C	2,680	1,756	1,792	0.67	C	1.00%	54,100	40,622	0.75	C	2,680	1,846	1,883	0.70	C
3940	115096	115096	State	35	0.75	US 441/ SR 500	US 27/US441 SPLIT	LEE ST	4	4	URBAN	DIVIDED	C3C	STATE	CITY OF LEESBURG	D	38,430	29,050	0.76	C	1,901	1,425	1,190	0.75	C	1.00%	38,430	30,532	0.79	C	1,901	1,498	1,251	0.79	C
3950	110492	110492	State	35	0.42	US 441/ SR 500	LEE ST	N CANAL ST	4	4	URBAN	DIVIDED	C3C	STATE	CITY OF LEESBURG	D	36,600	32,100	0.88	D	1,810	1,333	1,349	0.75	C	1.00%	36,600	33,737	0.92	D	1,810	1,401	1,418	0.78	C
3960	115093	115093	State	45	1.06	US 441/ SR 500	N CANAL ST	E DIXIE AVE	4	4	URBAN	DIVIDED	C3C	STATE	CITY OF LEESBURG	D	38,430	30,000	0.78	C	1,901	1,350	1,156	0.71	C	1.00%	38,430	31,530	0.82	C	1,901	1,419	1,215	0.75	C
3970	115092	115092	State	45	0.25	US 441/ SR 500	E DIXIE AVE	E MAIN ST	6	6	URBAN	DIVIDED	C3C	STATE	CITY OF LEESBURG	D	54,100	47,400	0.88	C	2,680	2,390	1,824	0.89	D	1.00%	54,100	49,818	0.92	D	2,680	2,512	1,917	0.94	D
3980	110177	110177	State	45	1.41	US 441/ SR 500	E MAIN ST	CR 44	6	6	URBAN	DIVIDED	C3C	STATE	CITY OF LEESBURG	D	54,100	34,834	0.64	C	2,680	1,687	1,448	0.63	C	1.00%	54,100	36,611	0.68	C	2,680	1,773	1,522	0.66	C

Appendix F
Historical AADT and Growth Trends

2025 Lake County Annual Traffic Counts

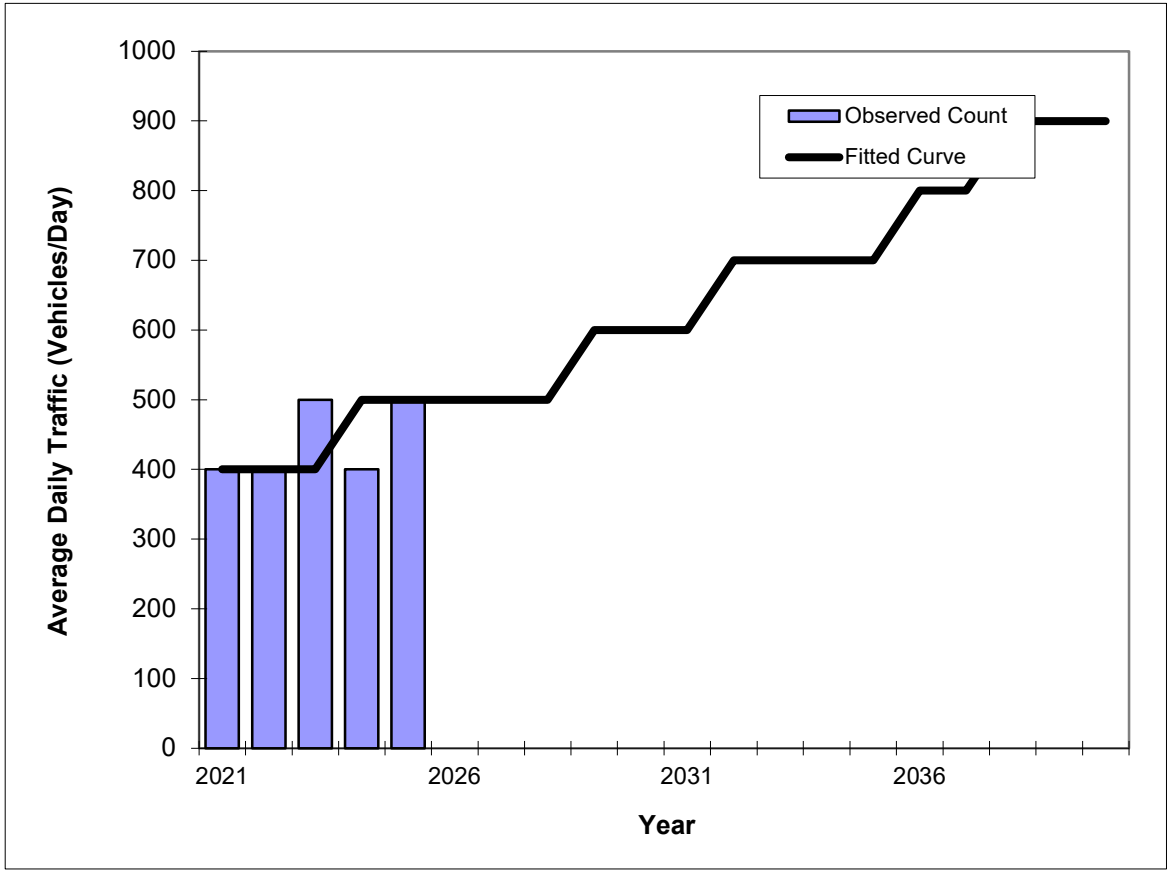
MAP STA #	ROAD NAME	LOCATION	Map Sheet	SEC	TWP	RNG	ANNUAL ADJUSTED DAILY TRAFFIC (AADT)						ADJUSTED PEAK HR VOLUME 2025	BEGIN PEAK HOUR 2025	ADJUSTED 2025 PM PEAK HOUR VOLUME (3-7 PM reported as 15:00-18:45)				
							2020	2021	2022	2023	2024	2025			Total	NB/EB	SB/WB	Pk Dir	Time
259	C.R. 48	0.12 Mi W OF C.R. 33	B	22	20	24	3,407	3,600	3,157	4,854	5,172	4,677	429	16:15	429	164	265	WB	16:15
260	C.R. 33	0.28 Mi S OF C.R. 470/C.R. 48	D	15	20	24	10,033	10,210	8,811	11,209	10,477	9,859	853	16:15	853	303	551	SB	16:15
261	C.R. 448	AT ORANGE CO LINE	C	13	20	26	7,364	7,319	7,921	8,429	8,783	9,835	914	16:30	914	385	529	WB	16:30
262	C.R. 48	0.12 Mi W OF U.S. 27	C	14	20	24	10,282	9,086	8,175	10,782	10,194	10,396	894	15:45	894	429	465	WB	15:45
263	C.R. 48	0.18 Mi E OF C.R. 33	B	15	20	24	7,814	7,940	8,554	8,970	8,705	8,546	731	15:30	731	363	368	WB	15:30
264	C.R. 48	0.25 Mi E OF U.S. 27	B	14	20	24	11,331	13,118	8,849	10,735	10,617	10,741	898	16:30	898	496	401	EB	16:30
265	SHIRLEY SHORES RD	0.25 Mi N OF C.R. 448	B	15	20	26	2,608	2,789	2,770	2,901	2,750	3,036	290	16:45	290	161	129	NB	16:45
266	C.R. 470	0.536 Mi E OF TURNPIKE OVERPASS	B	17	20	24	7,451	11,256	7,952	9,497	8,691	9,401	787	15:45	787	486	302	EB	15:45
267	C.R. 470	0.06 Mi E OF SUMTER CO LINE	B	7	20	24	11,185	13,118	10,184	7,108	8,983	9,154	852	6:45	813	595	218	EB	15:30
268	C.R. 33	0.34 Mi W OF U.S. 27	B	11	20	24	10,645	10,254	9,162	10,286	10,824	10,301	855	14:45	833	392	441	EB	15:00
269	C.R. 448	0.45 Mi W OF C.R. 561	B	7	20	26	4,396	5,105	4,892	4,933	5,086	5,763	510	16:15	510	278	232	EB	16:15
270	C.R. 448	0.21 Mi E OF C.R. 561	B	8	20	26	9,589	10,485	10,987	10,209	10,306	12,731	1,088	16:30	1,088	467	620	WB	16:30
271	LANE PARK CUTOFF	0.1 Mi E OF S.R. 19	B	6	20	26	2,216	1,847	1,923	1,835	1,768	1,981	197	12:45	182	100	81	EB	15:15
272	OBRIEN RD	1.24 Mi N OF S.R. 19	B	16	21	25	N/A	N/A	N/A	339	6,301	6,302	519	15:45	519	286	233	SB	15:45
273	CHERRY LAKE RD (C.R. 478)	0.25 Mi E OF CORALWOOD LN	B	4	22	25	N/A	N/A	N/A	1,871	2,387	1,995	250	7:15	168	83	85	NB	16:30
274	S BUCKHILL RD	0.24 Mi S OF C.R. 455	B	13	21	25	N/A	N/A	N/A	1,131	704	1,265	144	16:45	144	62	82	NB	16:45
275	S BUCKHILL RD	0.18 Mi N OF TURNPIKE RD	B	25	21	25	N/A	N/A	N/A	2,069	1,724	2,185	203	7:15	202	64	137	NB	15:15
276	LANE PARK RD	0.08 Mi E OF CROSBY RD	B	6	20	26	N/A	N/A	N/A	435	1,053	1,259	123	15:30	123	64	60	WB	15:30
277	NUMBER TWO RD	0.18 Mi S OF C.R. 48	B	18	20	25	N/A	N/A	N/A	547	1,430	1,730	166	15:30	166	87	79	WB	15:30
278	NUMBER TWO RD	0.5 Mi W OF S.R. 19	B	26	20	25	N/A	N/A	N/A	956	5,682	5,862	549	16:45	549	276	274	SB	16:45
279	TURKEY LAKE RD	0.5 Mi S OF NUMBER TWO RD	B	29	20	25	N/A	N/A	N/A	229	2,643	3,071	272	15:30	272	142	130	SB	15:30
280	LAKE EMMA RD	0.18 Mi S OF ORANGE AVE	B	31	21	25	N/A	N/A	N/A	1,668	2,120	2,096	217	7:00	199	60	138	NB	16:45
281	C.R. 48	0.13 Mi W OF BLOOMFIELD AVE	B	16	20	25	N/A	N/A	N/A	9,136	8,706	8,500	765	16:15	765	438	327	WB	16:15
282	FOSTGATE RD	0.13 Mi N OF RIDGEWOOD AVE	B	10	22	26	N/A	N/A	N/A	2,100	1,781	1,991	226	7:00	170	77	93	NB	15:00
283	C.R. 455	0.25 Mi S OF RIDGEWOOD AVE	B	11	22	26	N/A	N/A	N/A	5,829	5,833	5,722	693	7:00	665	336	329	SB	15:15
401	C.R. 561	0.26 Mi S OF S.R. 19	C	6	20	26	16,307	16,416	15,091	16,480	15,443	15,834	1,375	17:00	1,375	822	553	NB	17:00
402	WOODLEA RD	0.1 Mi W OF S.R. 19	C	31	19	26	3,238	3,277	3,288	3,181	2,529	3,570	297	15:45	297	159	138	WB	15:45
403	C.R. 25A (LEESBURG)	0.16 Mi W OF U.S. 27	C	34	19	24	384	384	384	508	388	521	89	7:45	50	21	29	NB	15:00
404	C.R. 452 (LAKESHORE DR)	0.13 Mi E OF BAY RD	C	35	19	26	1,481	1,481	1,358	1,322	1,564	1,371	139	16:45	139	68	71	WB	16:45
405	WELLS AV	0.12 Mi E OF S.R. 19	C	32	19	26	1,767	1,767	1,767	1,767	1,767	1,767	N/A	15:00	N/A	N/A	N/A	EB	15:00
406	DEAD RIVER RD	0.2 Mi W OF S.R. 19	C	31	19	26	7,060	7,158	6,174	7,611	6,191	7,060	578	15:45	578	262	316	WB	15:45
407	C.R. 452 (LAKESHORE DR)	0.06 Mi W OF COLLEY DR. (EAST)	C	34	19	26	1,313	1,313	1,328	1,538	1,421	1,348	144	14:45	140	47	93	WB	15:00
408	FAIRVIEW AV	0.1 Mi S OF ALFRED ST	C	27	19	26	680	680	680	680	680	680	N/A	16:00	N/A	N/A	N/A	SB	16:00
409	MAIN ST	0.3 Mi E OF DISSTON AV	C-1	28	19	26	2,654	2,654	2,654	2,654	2,654	2,654	N/A	16:30	N/A	N/A	N/A	EB	16:30
410	MAIN ST	0.04 Mi W OF SINCLAIR AV	C-1	29	19	26	7,249	7,249	7,249	7,249	7,249	7,249	N/A	16:30	N/A	N/A	N/A	WB	16:30
411	BAY RD	0.1 Mi S OF OLD 441	C-1	26	19	26	1,683	1,683	1,190	1,687	1,477	1,592	145	17:00	145	78	67	SB	17:00
412	DORA AV	0.07 Mi S OF ALFRED ST	C-1	28	19	26	1,746	1,746	1,497	1,595	1,437	1,580	175	16:45	175	62	112	SB	16:45
413	OLD 441/ALFRED ST	0.12 Mi E OF C.R. 19A/DORA AV	C-1	28	19	26	9,687	9,329	8,527	10,099	9,087	9,515	926	16:30	926	471	455	EB	16:30
414	SUNNYSIDE DR	0.106 Mi S OF SUNNYSIDE DR (EAST)	C-1	30	19	25	1,523	1,523	1,371	1,416	1,267	1,476	136	16:45	136	43	93	SB	16:45
415	OLD 441	0.09 Mi E OF LAKESHORE DR	C-1	30	19	27	10,949	10,854	9,998	13,796	10,943	10,411	900	17:00	900	477	423	WB	17:00
415A	OLD 441	B/W HELMS RD & LAKESHORE DR	C-1	25	19	26	N/A	N/A	N/A	10,995	10,173	10,867	978	16:30	978	516	462	WB	16:30
416	BAY RD	0.1 Mi N OF OLD 441	C-1	26	19	26	3,021	3,024	2,694	3,076	2,916	2,987	278	16:15	278	124	154	SB	16:15
417	OLD 441/SR 500A (ALFRED)	0.11 Mi E OF S.R. 19	C	29	19	26	9,322	8,978	9,294	9,523	8,274	9,131	830	16:45	830	515	315	NB	16:45
418	ST CLAIR ABRAMS AV	0.06 Mi N OF ALFRED ST	C	29	19	26	2,540	2,540	2,540	2,540	2,540	2,540	N/A	0:00	N/A	N/A	N/A	NB	15:00
419	LAKESHORE DR	0.06 Mi N OF OLD 441	C	30	19	27	670	670	664	503	771	729	84	16:15	84	35	49	SB	16:15
420	OLD 441	0.19 Mi W OF C.R. 19A/EUDORA RD	C	26	19	26	9,157	9,403	8,847	9,499	9,292	10,086	955	16:30	955	443	512	WB	16:30
421	OLD 441	0.20 Mi E OF EUDORA RD	C-1	25	19	26	17,708	15,655	14,802	15,426	14,093	14,719	1,329	16:30	1,329	644	686	WB	16:30
422	MORNINGSIDE DR (MT DORA)	0.14 Mi N OF OLD 441	C-1	25	19	26	1,803	1,694	1,775	2,139	2,078	2,064	196	15:30	196	92	104	SB	15:30
423	SUNNYSIDE DR	0.04 Mi W OF TOMATO HILL RD	C-1	29	19	25	2,767	2,709	2,403	2,760	2,594	2,484	265	16:15	265	168	97	EB	16:15
424	C.R. 19A	0.2 Mi S OF HOLLY DR	C	26	19	26	8,973	8,444	7,757	9,191	8,128	8,085	697	15:00	697	330	367	SB	15:00
425	LAKE ST	0.098 Mi S OF MAIN ST	C	25	19	24	3,235	3,235	3,235	3,235	3,235	3,235	N/A	10:45	N/A	N/A	N/A	NB	16:15
426	CANAL ST	0.035 MI S OF MAIN ST	C	26	19	24	3,169	3,169	3,169	3,169	3,169	3,169	N/A	11:45	N/A	N/A	N/A	NB	15:00
427	LONE OAK DR	0.15 Mi S OF W MAIN ST	C	27	19	24	3,227	3,227	3,227	3,227	3,227	3,227	N/A	15:45	N/A	N/A	N/A	NB	15:45
428	MAIN ST	0.051 Mi E OF CANAL ST	C-1	25	19	24	4,943	4,943	4,943	4,943	4,943	4,943	N/A	16:30	N/A	N/A	N/A	EB	16:30
429	SUNNYSIDE DR	0.09 Mi S OF MAIN ST (S.R. 44)	C-1	25	19	24	4,348	4,217	4,014	4,367	4,064	4,208	393	16:45	393	258	135	NB	16:45
430	MAIN ST (LEESBURG)	0.10 Mi W OF U.S. 27/14th ST	C-1	27	19	24	11,458	10,525	10,998	10,771	9,800	9,952	897	14:45	865	436	428	WB	15:00
431	MAIN ST (LEESBURG)	0.08 Mi E OF U.S. 27/14th ST	C-1	26	19	24	10,474	9,826	9,882	9,888	8,795	8,560	727	16:30	727	323	404	WB	16:30
432	MAIN ST	0.05 Mi E OF S.R. 44 (TO U.S. 441)	C-1	25	19	24	5,375	5,213	4,818	4,830	4,335	4,793	416	14:45	409	264	145	EB	17:00

Traffic Trends - V2.0

CR 25A -- US 27 (North) to US 27 (South)

PIN#	0
Location	1

County:	Lake (11)
Station #:	250
Highway:	CR 25A



Year	Traffic (ADT/AADT) Count*	Trend**
2021	400	400
2022	400	400
2023	500	400
2024	400	500
2025	500	500
2029 Opening Year Trend		
2029	N/A	600
2035 Mid-Year Trend		
2035	N/A	700
2040 Design Year Trend		
2040	N/A	900
TRANPLAN Forecasts/Trends		

Trend R-squared:	33.33%
Compounded Annual Historic Growth Rate:	5.74%
Compounded Growth Rate (2025 to Design Year):	4.00%
Printed:	11-Sep-25

Exponential Growth Option

***Axle-Adjusted**

2025 Lake County Annual Traffic Counts

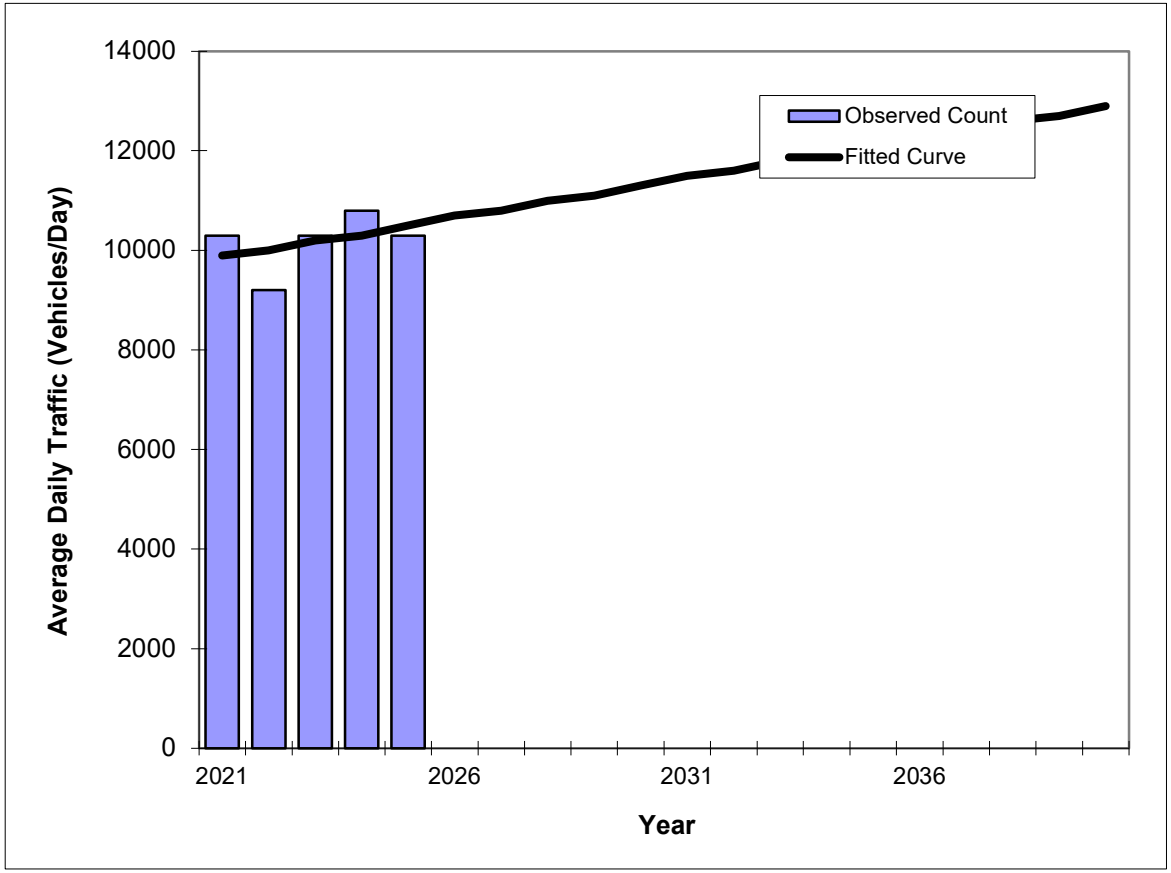
MAP STA #	ROAD NAME	LOCATION	Map Sheet	SEC	TWP	RNG	ANNUAL ADJUSTED DAILY TRAFFIC (AADT)						ADJUSTED PEAK HR VOLUME 2025	BEGIN PEAK HOUR 2025	ADJUSTED 2025 PM PEAK HOUR VOLUME (3-7 PM reported as 15:00-18:45)				
							2020	2021	2022	2023	2024	2025			Total	NB/EB	SB/WB	Pk Dir	Time
259	C.R. 48	0.12 Mi W OF C.R. 33	B	22	20	24	3,407	3,600	3,157	4,854	5,172	4,677	429	16:15	429	164	265	WB	16:15
260	C.R. 33	0.28 Mi S OF C.R. 470/C.R. 48	D	15	20	24	10,033	10,210	8,811	11,209	10,477	9,859	853	16:15	853	303	551	SB	16:15
261	C.R. 448	AT ORANGE CO LINE	C	13	20	26	7,364	7,319	7,921	8,429	8,783	9,835	914	16:30	914	385	529	WB	16:30
262	C.R. 48	0.12 Mi W OF U.S. 27	C	14	20	24	10,282	9,086	8,175	10,782	10,194	10,396	894	15:45	894	429	465	WB	15:45
263	C.R. 48	0.18 Mi E OF C.R. 33	B	15	20	24	7,814	7,940	8,554	8,970	8,705	8,546	731	15:30	731	363	368	WB	15:30
264	C.R. 48	0.25 Mi E OF U.S. 27	B	14	20	24	11,331	13,118	8,849	10,735	10,617	10,741	898	16:30	898	496	401	EB	16:30
265	SHIRLEY SHORES RD	0.25 Mi N OF C.R. 448	B	15	20	26	2,608	2,789	2,770	2,901	2,750	3,036	290	16:45	290	161	129	NB	16:45
266	C.R. 470	0.536 Mi E OF TURNPIKE OVERPASS	B	17	20	24	7,451	11,256	7,952	9,497	8,691	9,401	787	15:45	787	486	302	EB	15:45
267	C.R. 470	0.06 Mi E OF SUMTER CO LINE	B	7	20	24	11,185	13,118	10,184	7,108	8,983	9,154	852	6:45	813	595	218	EB	15:30
268	C.R. 33	0.34 Mi W OF U.S. 27	B	11	20	24	10,645	10,254	9,162	10,286	10,824	10,301	855	14:45	833	392	441	EB	15:00
269	C.R. 448	0.45 Mi W OF C.R. 561	B	7	20	26	4,396	5,105	4,892	4,933	5,086	5,763	510	16:15	510	278	232	EB	16:15
270	C.R. 448	0.21 Mi E OF C.R. 561	B	8	20	26	9,589	10,485	10,987	10,209	10,306	12,731	1,088	16:30	1,088	467	620	WB	16:30
271	LANE PARK CUTOFF	0.1 Mi E OF S.R. 19	B	6	20	26	2,216	1,847	1,923	1,835	1,768	1,981	197	12:45	182	100	81	EB	15:15
272	OBRIEN RD	1.24 Mi N OF S.R. 19	B	16	21	25	N/A	N/A	N/A	339	6,301	6,302	519	15:45	519	286	233	SB	15:45
273	CHERRY LAKE RD (C.R. 478)	0.25 Mi E OF CORALWOOD LN	B	4	22	25	N/A	N/A	N/A	1,871	2,387	1,995	250	7:15	168	83	85	NB	16:30
274	S BUCKHILL RD	0.24 Mi S OF C.R. 455	B	13	21	25	N/A	N/A	N/A	1,131	704	1,265	144	16:45	144	62	82	NB	16:45
275	S BUCKHILL RD	0.18 Mi N OF TURNPIKE RD	B	25	21	25	N/A	N/A	N/A	2,069	1,724	2,185	203	7:15	202	64	137	NB	15:15
276	LANE PARK RD	0.08 Mi E OF CROSBY RD	B	6	20	26	N/A	N/A	N/A	435	1,053	1,259	123	15:30	123	64	60	WB	15:30
277	NUMBER TWO RD	0.18 Mi S OF C.R. 48	B	18	20	25	N/A	N/A	N/A	547	1,430	1,730	166	15:30	166	87	79	WB	15:30
278	NUMBER TWO RD	0.5 Mi W OF S.R. 19	B	26	20	25	N/A	N/A	N/A	956	5,682	5,862	549	16:45	549	276	274	SB	16:45
279	TURKEY LAKE RD	0.5 Mi S OF NUMBER TWO RD	B	29	20	25	N/A	N/A	N/A	229	2,643	3,071	272	15:30	272	142	130	SB	15:30
280	LAKE EMMA RD	0.18 Mi S OF ORANGE AVE	B	31	21	25	N/A	N/A	N/A	1,668	2,120	2,096	217	7:00	199	60	138	NB	16:45
281	C.R. 48	0.13 Mi W OF BLOOMFIELD AVE	B	16	20	25	N/A	N/A	N/A	9,136	8,706	8,500	765	16:15	765	438	327	WB	16:15
282	FOSTGATE RD	0.13 Mi N OF RIDGEWOOD AVE	B	10	22	26	N/A	N/A	N/A	2,100	1,781	1,991	226	7:00	170	77	93	NB	15:00
283	C.R. 455	0.25 Mi S OF RIDGEWOOD AVE	B	11	22	26	N/A	N/A	N/A	5,829	5,833	5,722	693	7:00	665	336	329	SB	15:15
401	C.R. 561	0.26 Mi S OF S.R. 19	C	6	20	26	16,307	16,416	15,091	16,480	15,443	15,834	1,375	17:00	1,375	822	553	NB	17:00
402	WOODLEA RD	0.1 Mi W OF S.R. 19	C	31	19	26	3,238	3,277	3,288	3,181	2,529	3,570	297	15:45	297	159	138	WB	15:45
403	C.R. 25A (LEESBURG)	0.16 Mi W OF U.S. 27	C	34	19	24	384	384	384	508	388	521	89	7:45	50	21	29	NB	15:00
404	C.R. 452 (LAKESHORE DR)	0.13 Mi E OF BAY RD	C	35	19	26	1,481	1,481	1,358	1,322	1,564	1,371	139	16:45	139	68	71	WB	16:45
405	WELLS AV	0.12 Mi E OF S.R. 19	C	32	19	26	1,767	1,767	1,767	1,767	1,767	1,767	N/A	15:00	N/A	N/A	N/A	EB	15:00
406	DEAD RIVER RD	0.2 Mi W OF S.R. 19	C	31	19	26	7,060	7,158	6,174	7,611	6,191	7,060	578	15:45	578	262	316	WB	15:45
407	C.R. 452 (LAKESHORE DR)	0.06 Mi W OF COLLEY DR. (EAST)	C	34	19	26	1,313	1,313	1,328	1,538	1,421	1,348	144	14:45	140	47	93	WB	15:00
408	FAIRVIEW AV	0.1 Mi S OF ALFRED ST	C	27	19	26	680	680	680	680	680	680	N/A	16:00	N/A	N/A	N/A	SB	16:00
409	MAIN ST	0.3 Mi E OF DISSTON AV	C-1	28	19	26	2,654	2,654	2,654	2,654	2,654	2,654	N/A	16:30	N/A	N/A	N/A	EB	16:30
410	MAIN ST	0.04 Mi W OF SINCLAIR AV	C-1	29	19	26	7,249	7,249	7,249	7,249	7,249	7,249	N/A	16:30	N/A	N/A	N/A	WB	16:30
411	BAY RD	0.1 Mi S OF OLD 441	C-1	26	19	26	1,683	1,683	1,190	1,687	1,477	1,592	145	17:00	145	78	67	SB	17:00
412	DORA AV	0.07 Mi S OF ALFRED ST	C-1	28	19	26	1,746	1,746	1,497	1,595	1,437	1,580	175	16:45	175	62	112	SB	16:45
413	OLD 441/ALFRED ST	0.12 Mi E OF C.R. 19A/DORA AV	C-1	28	19	26	9,687	9,329	8,527	10,099	9,087	9,515	926	16:30	926	471	455	EB	16:30
414	SUNNYSIDE DR	0.106 Mi S OF SUNNYSIDE DR (EAST)	C-1	30	19	25	1,523	1,523	1,371	1,416	1,267	1,476	136	16:45	136	43	93	SB	16:45
415	OLD 441	0.09 Mi E OF LAKESHORE DR	C-1	30	19	27	10,949	10,854	9,998	13,796	10,943	10,411	900	17:00	900	477	423	WB	17:00
415A	OLD 441	B/W HELMS RD & LAKESHORE DR	C-1	25	19	26	N/A	N/A	N/A	10,995	10,173	10,867	978	16:30	978	516	462	WB	16:30
416	BAY RD	0.1 Mi N OF OLD 441	C-1	26	19	26	3,021	3,024	2,694	3,076	2,916	2,987	278	16:15	278	124	154	SB	16:15
417	OLD 441/SR 500A (ALFRED)	0.11 Mi E OF S.R. 19	C	29	19	26	9,322	8,978	9,294	9,523	8,274	9,131	830	16:45	830	515	315	NB	16:45
418	ST CLAIR ABRAMS AV	0.06 Mi N OF ALFRED ST	C	29	19	26	2,540	2,540	2,540	2,540	2,540	2,540	N/A	0:00	N/A	N/A	N/A	NB	15:00
419	LAKESHORE DR	0.06 Mi N OF OLD 441	C	30	19	27	670	670	664	503	771	729	84	16:15	84	35	49	SB	16:15
420	OLD 441	0.19 Mi W OF C.R. 19A/EUDORA RD	C	26	19	26	9,157	9,403	8,847	9,499	9,292	10,086	955	16:30	955	443	512	WB	16:30
421	OLD 441	0.20 Mi E OF EUDORA RD	C-1	25	19	26	17,708	15,655	14,802	15,426	14,093	14,719	1,329	16:30	1,329	644	686	WB	16:30
422	MORNINGSIDE DR (MT DORA)	0.14 Mi N OF OLD 441	C-1	25	19	26	1,803	1,694	1,775	2,139	2,078	2,064	196	15:30	196	92	104	SB	15:30
423	SUNNYSIDE DR	0.04 Mi W OF TOMATO HILL RD	C-1	29	19	25	2,767	2,709	2,403	2,760	2,594	2,484	265	16:15	265	168	97	EB	16:15
424	C.R. 19A	0.2 Mi S OF HOLLY DR	C	26	19	26	8,973	8,444	7,757	9,191	8,128	8,085	697	15:00	697	330	367	SB	15:00
425	LAKE ST	0.098 Mi S OF MAIN ST	C	25	19	24	3,235	3,235	3,235	3,235	3,235	3,235	N/A	10:45	N/A	N/A	N/A	NB	16:15
426	CANAL ST	0.035 MI S OF MAIN ST	C	26	19	24	3,169	3,169	3,169	3,169	3,169	3,169	N/A	11:45	N/A	N/A	N/A	NB	15:00
427	LONE OAK DR	0.15 Mi S OF W MAIN ST	C	27	19	24	3,227	3,227	3,227	3,227	3,227	3,227	N/A	15:45	N/A	N/A	N/A	NB	15:45
428	MAIN ST	0.051 Mi E OF CANAL ST	C-1	25	19	24	4,943	4,943	4,943	4,943	4,943	4,943	N/A	16:30	N/A	N/A	N/A	EB	16:30
429	SUNNYSIDE DR	0.09 Mi S OF MAIN ST (S.R. 44)	C-1	25	19	24	4,348	4,217	4,014	4,367	4,064	4,208	393	16:45	393	258	135	NB	16:45
430	MAIN ST (LEESBURG)	0.10 Mi W OF U.S. 27/14th ST	C-1	27	19	24	11,458	10,525	10,998	10,771	9,800	9,952	897	14:45	865	436	428	WB	15:00
431	MAIN ST (LEESBURG)	0.08 Mi E OF U.S. 27/14th ST	C-1	26	19	24	10,474	9,826	9,882	9,888	8,795	8,560	727	16:30	727	323	404	WB	16:30
432	MAIN ST	0.05 Mi E OF S.R. 44 (TO U.S. 441)	C-1	25	19	24	5,375	5,213	4,818	4,830	4,335	4,793	416	14:45	409	264	145	EB	17:00

Traffic Trends - V2.0

SR 33/CR 33 -- US 27 to CR 48/CR 470

PIN#	0
Location	1

County:	Lake (11)
Station #:	260
Highway:	SR 33/CR 33



Year	Traffic (ADT/AADT) Count*	Trend**
2021	10300	9900
2022	9200	10000
2023	10300	10200
2024	10800	10300
2025	10300	10500
2029 Opening Year Trend		
2029	N/A	11100
2035 Mid-Year Trend		
2035	N/A	12100
2040 Design Year Trend		
2040	N/A	12900
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	160
Trend R-squared:	18.44%
Trend Annual Historic Growth Rate:	1.52%
Trend Growth Rate (2025 to Design Year):	1.52%
Printed:	11-Sep-25

Straight Line Growth Option

***Axle-Adjusted**

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 11 - LAKE

SITE: 5116 - ON SR-25 (US-27), 0.169 MI. S OF SR-44 (UVL) NW

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	49500 S	N 24500	S 25000	9.00	53.70	5.10
2023	48500 F	N 24000	S 24500	9.00	53.20	4.70
2022	47500 C	N 23500	S 24000	9.00	54.50	4.00
2021	42500 S	N 22000	S 20500	9.00	53.80	4.70
2020	42500 F	N 22000	S 20500	9.00	54.10	4.60
2019	43500 C	N 22500	S 21000	9.00	54.30	7.10
2018	40000 F	N 20000	S 20000	9.00	54.20	5.10
2017	39000 C	N 19500	S 19500	9.00	54.20	5.20
2016	37500 C	N 18500	S 19000	9.00	53.90	9.50
2015	37000 C	N 18500	S 18500	9.00	54.60	4.20
2014	35500 C	N 17500	S 18000	9.00	54.50	6.40
2013	28500 C	N 13000	S 15500	9.00	54.70	6.10
2012	26500 C	N 12000	S 14500	9.00	55.10	5.80
2011	27000 C	N 13000	S 14000	9.00	54.20	5.30
2010	35000 C	N 17500	S 17500	9.86	54.75	5.10
2009	37000 C	N 18500	S 18500	9.96	54.94	4.90

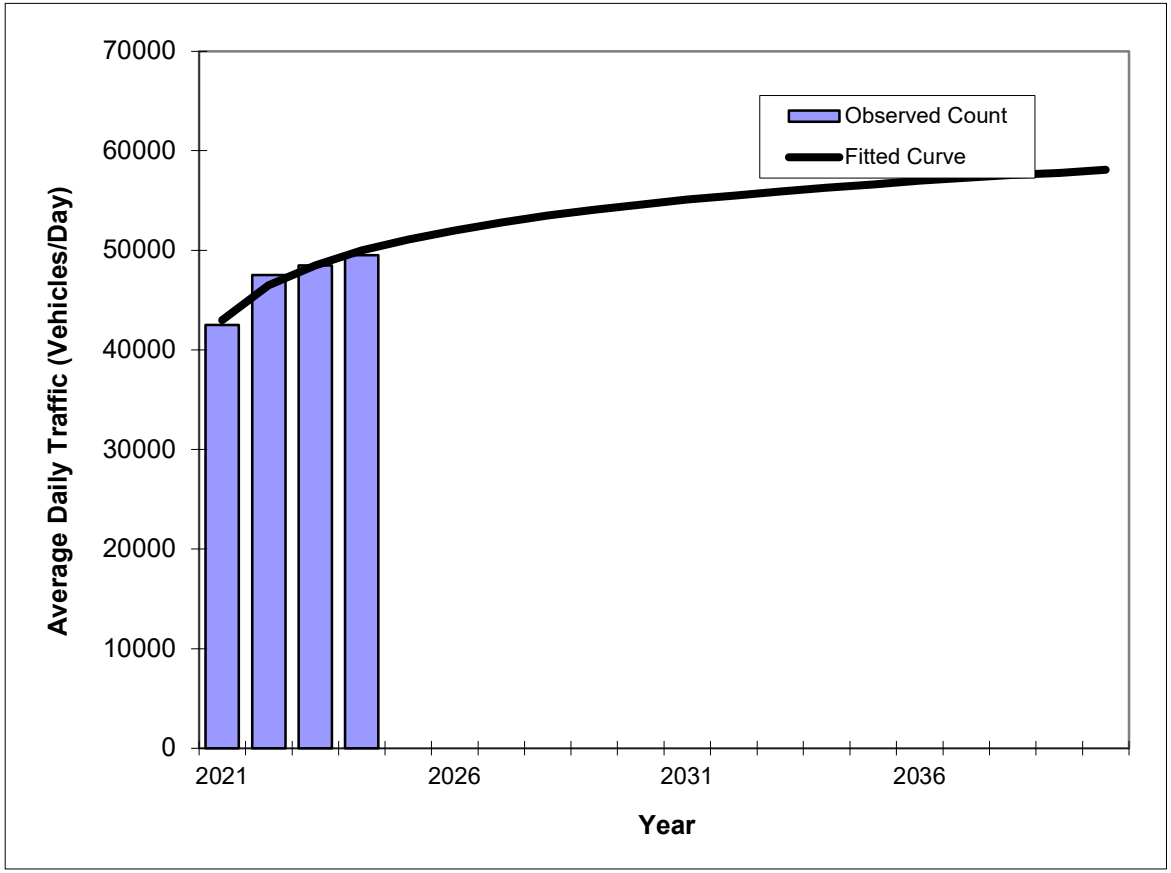
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V2.0

US 27 -- SR 44 to CR 25A

PIN#	0
Location	1

County:	Lake (11)
Station #:	115116
Highway:	US 27



Year	Traffic (ADT/AADT) Count*	Trend**
2021	42500	43000
2022	47500	46500
2023	48500	48500
2024	49500	50000
2029 Opening Year Trend		
2029	N/A	54100
2035 Mid-Year Trend		
2035	N/A	56600
2040 Design Year Trend		
2040	N/A	58100
TRANPLAN Forecasts/Trends		

Trend R-squared:	94.82%
Compounded Annual Historic Growth Rate:	5.16%
Compounded Growth Rate (2024 to Design Year):	0.94%
Printed:	11-Sep-25

Decaying Exponential Growth Option

***Axle-Adjusted**

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 11 - LAKE

SITE: 0014 - ON US-27, 0.170 MI. N OF CR-33 (UC)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	41000 F	N 20500	S 20500	9.00	53.70	5.80
2023	40000 C	N 20000	S 20000	9.00	53.20	5.80
2022	36500 F	N 18500	S 18000	9.00	54.50	12.10
2021	35500 C	N 18000	S 17500	9.00	53.80	12.10
2020	35000 S	N 18500	S 16500	9.00	54.10	10.60
2019	36000 F	N 19000	S 17000	9.00	54.30	10.60
2018	36000 C	N 19000	S 17000	9.00	54.20	10.60
2017	34500 C	N 16500	S 18000	9.00	54.20	7.40
2016	35000 C	N 17000	S 18000	9.00	53.90	11.80
2015	33000 C	N 16500	S 16500	9.00	54.60	9.70
2014	35500 C	N 16500	S 19000	9.00	54.50	11.70
2013	29500 C	N 14000	S 15500	9.00	54.70	14.10
2012	29000 C	N 14000	S 15000	9.00	55.10	8.70
2011	30500 C	N 15500	S 15000	9.00	54.20	14.60
2010	31500 C	N 16000	S 15500	9.86	54.75	9.90
2009	32000 C	N 16000	S 16000	9.96	54.94	8.10

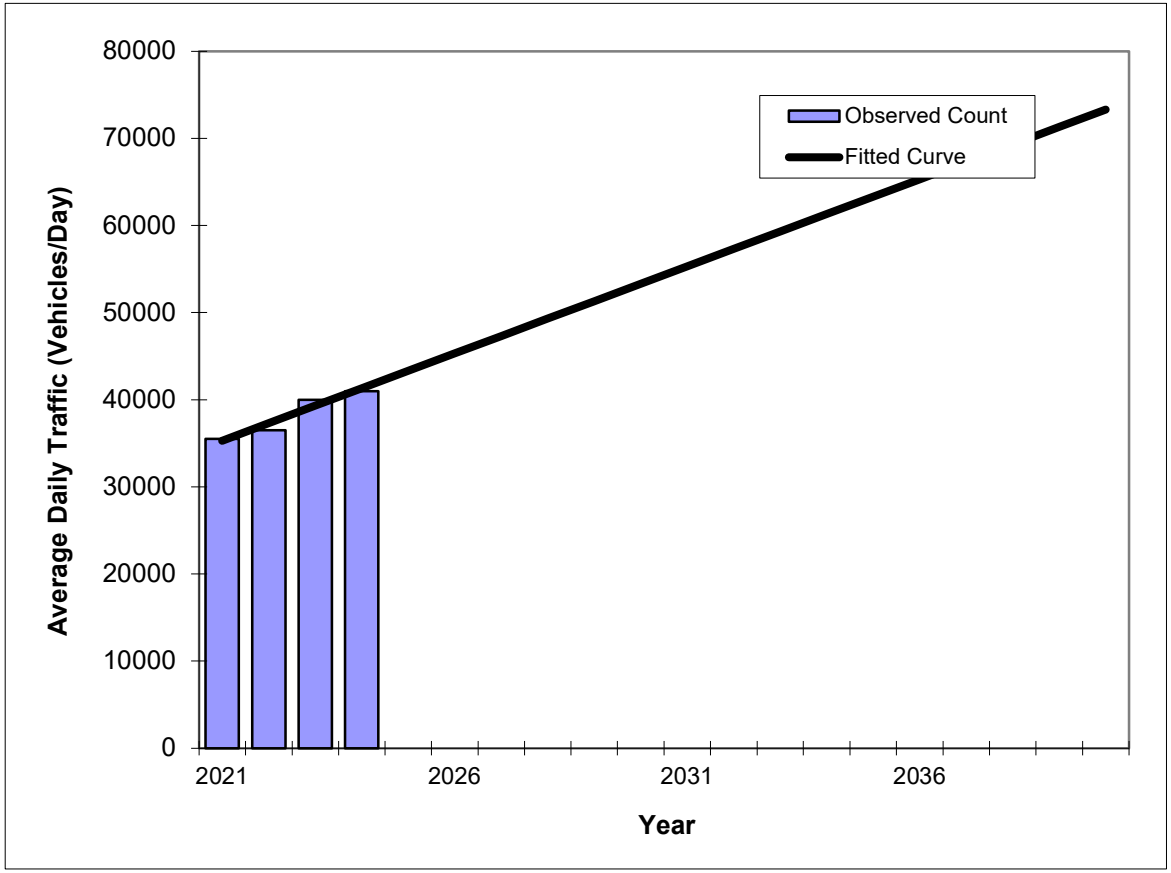
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V2.0

US 27 -- CR 25A to CR 33

PIN#	0
Location	1

County:	Lake (11)
Station #:	110014
Highway:	US 27



Year	Traffic (ADT/AADT) Count*	Trend**
2021	35500	35300
2022	36500	37300
2023	40000	39300
2024	41000	41300
2029 Opening Year Trend		
2029	N/A	51300
2035 Mid-Year Trend		
2035	N/A	63300
2040 Design Year Trend		
2040	N/A	73300
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	2,000
Trend R-squared:	94.12%
Trend Annual Historic Growth Rate:	5.67%
Trend Growth Rate (2024 to Design Year):	4.84%
Printed:	11-Sep-25

Straight Line Growth Option

***Axle-Adjusted**

Appendix G

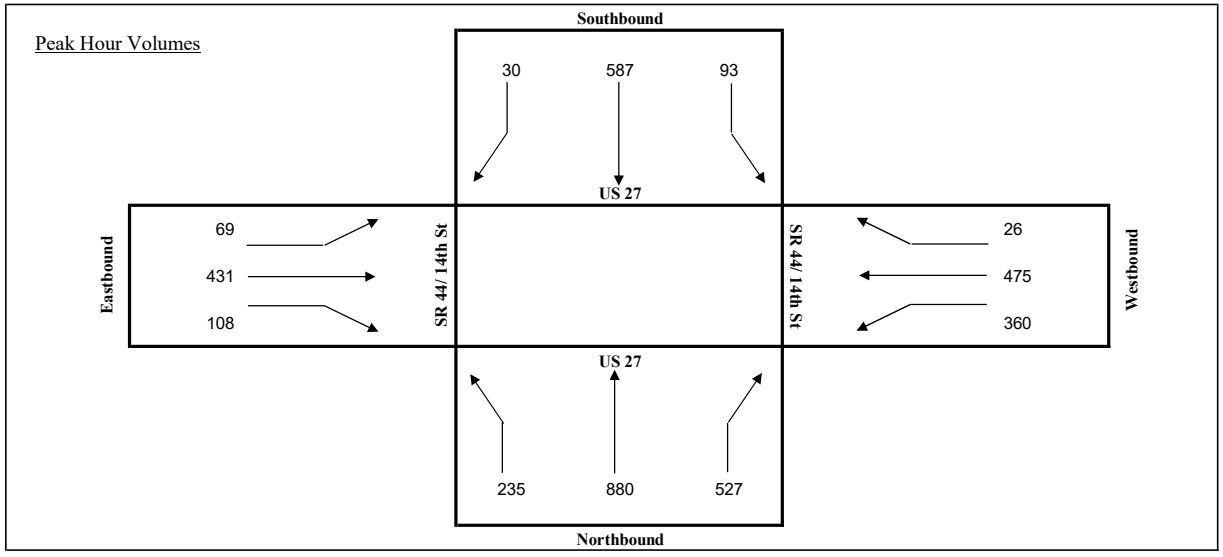
Intersection Traffic Counts, Seasonal Factor and Signal Timing Data

TURNING MOVEMENT COUNT ANALYSIS

AUTOS & TRUCKS

Intersection (N/S): US 27
Intersection (E/W): SR 44/ 14th St
Date: 8/27/2025

			US 27 NB			US 27 SB			SR 44/ 14th St EB			SR 44/ 14th St WB			
Start	End		L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 AM	7:15 AM		58	149	93	18	127	5	10	72	20	69	125	6	752
7:15 AM	7:30 AM		62	215	117	22	146	3	8	105	29	79	115	8	909
7:30 AM	7:45 AM		64	209	123	31	147	9	12	116	21	94	125	9	960
7:45 AM	8:00 AM		48	252	125	24	157	4	13	93	30	83	105	5	939
8:00 AM	8:15 AM		59	214	149	16	138	8	23	98	32	97	104	8	946
8:15 AM	8:30 AM		64	205	130	22	145	9	21	124	25	86	141	4	976
8:30 AM	8:45 AM		50	216	147	27	156	5	21	111	26	60	124	6	949
8:45 AM	9:00 AM		53	222	136	22	140	6	15	113	25	39	109	4	884
Total for:	7:00 AM	8:00 AM	232	825	458	95	577	21	43	386	100	325	470	28	3560
Total for:	8:00 AM	9:00 AM	226	857	562	87	579	28	80	446	108	282	478	22	3755
Tota Peak Hour:	7:30 AM	8:30 AM	235	880	527	93	587	30	69	431	108	360	475	26	3821
Overall PHF:	0.98														

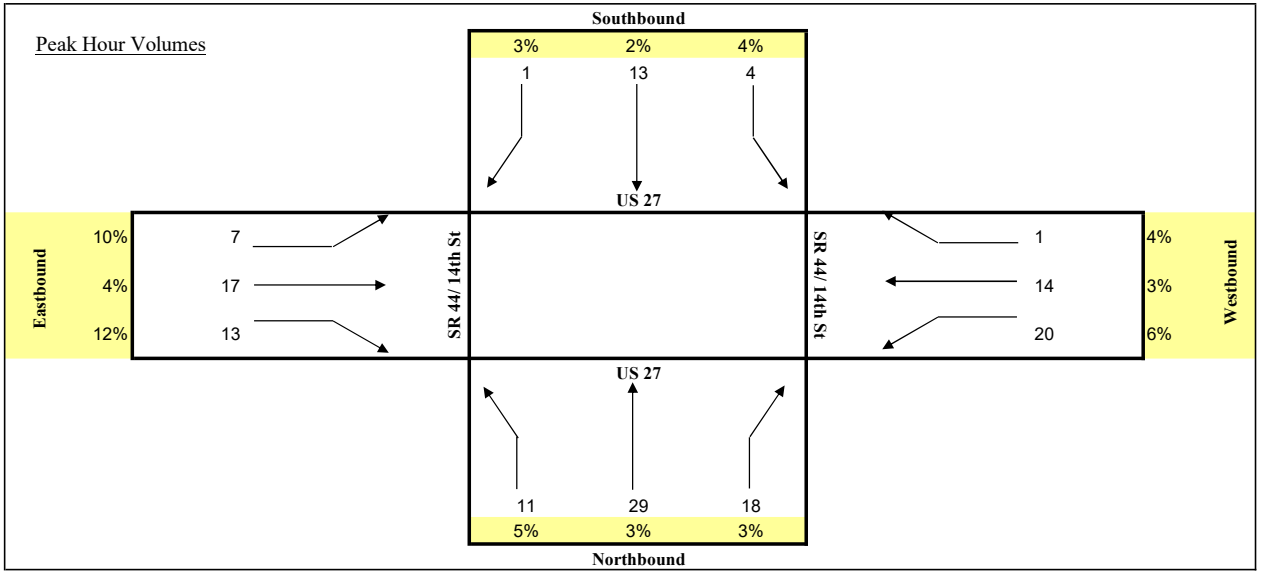


TURNING MOVEMENT COUNT ANALYSIS

TRUCKS

Intersection (N/S): US 27
Intersection (E/W): SR 44/ 14th St
Date: 8/27/2025

			US 27 NB			US 27 SB			SR 44/ 14th St EB			SR 44/ 14th St WB			
Start	End		L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 AM	7:15 AM		1	7	3	1	7	0	2	2	0	5	2	1	31
7:15 AM	7:30 AM		2	11	2	0	7	1	1	6	3	2	4	1	40
7:30 AM	7:45 AM		5	6	4	2	5	2	1	5	1	4	1	0	36
7:45 AM	8:00 AM		1	8	4	1	2	0	0	5	4	5	6	0	36
8:00 AM	8:15 AM		4	5	5	1	6	0	2	2	2	3	2	1	33
8:15 AM	8:30 AM		4	8	2	1	1	1	4	7	1	6	4	0	39
8:30 AM	8:45 AM		2	8	7	1	4	0	1	3	6	6	2	0	40
8:45 AM	9:00 AM		3	12	3	2	2	1	1	2	3	3	2	1	35
Total for:	7:00 AM	8:00 AM	9	32	13	4	21	3	4	18	8	16	13	2	143
Total for:	8:00 AM	9:00 AM	13	33	17	5	13	2	8	14	12	18	10	2	147
Tota Peak Hour:	7:45 AM	8:45 AM	11	29	18	4	13	1	7	17	13	20	14	1	148
Overall PHF:	0.93														

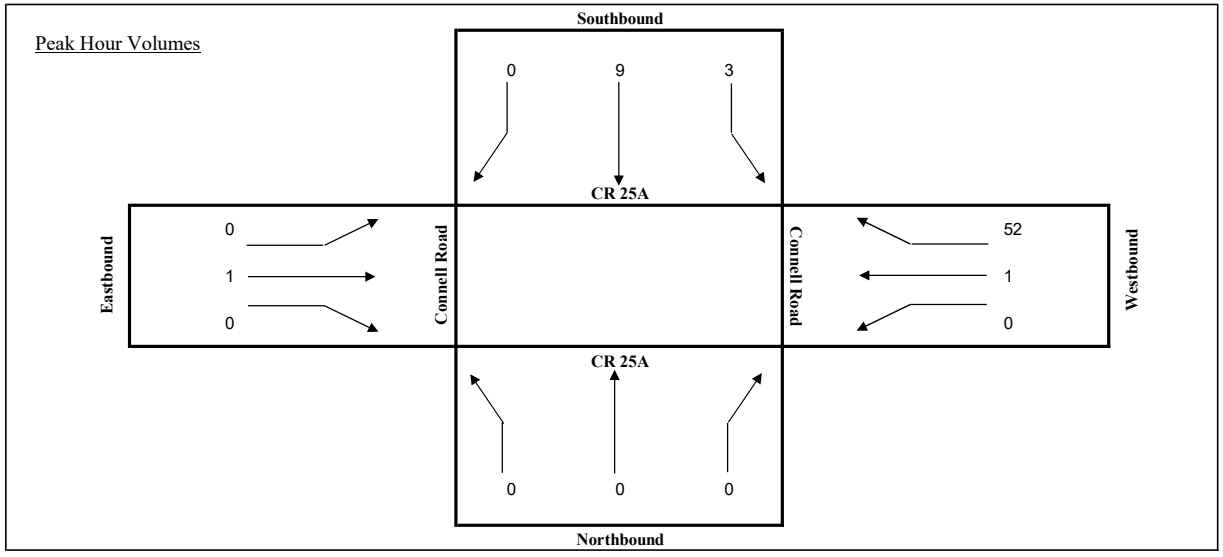


TURNING MOVEMENT COUNT ANALYSIS

AUTOS & TRUCKS

Intersection (N/S): CR 25A
Intersection (E/W): Connell Road
Date: 8/19/2025

			CR 25A NB			CR 25A SB			Connell Road EB			Connell Road WB			
Start	End		L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 AM	7:15 AM		0	0	0	0	3	0	0	1	0	0	0	3	7
7:15 AM	7:30 AM		0	0	0	0	5	0	0	0	0	0	0	6	11
7:30 AM	7:45 AM		0	0	0	0	0	0	0	2	1	0	1	2	6
7:45 AM	8:00 AM		0	0	0	0	3	0	0	0	0	0	0	14	17
8:00 AM	8:15 AM		0	0	0	0	2	0	0	0	0	0	0	24	26
8:15 AM	8:30 AM		0	0	0	1	2	0	0	1	0	0	1	11	16
8:30 AM	8:45 AM		0	0	0	2	2	0	0	0	0	0	0	3	7
8:45 AM	9:00 AM		0	0	0	1	3	0	0	0	0	0	0	2	6
Total for:	7:00 AM	8:00 AM	0	0	0	0	11	0	0	3	1	0	1	25	41
Total for:	8:00 AM	9:00 AM	0	0	0	4	9	0	0	1	0	0	1	40	55
Tota Peak Hour:	7:45 AM	8:45 AM	0	0	0	3	9	0	0	1	0	0	1	52	66
Overall PHF:	0.63														

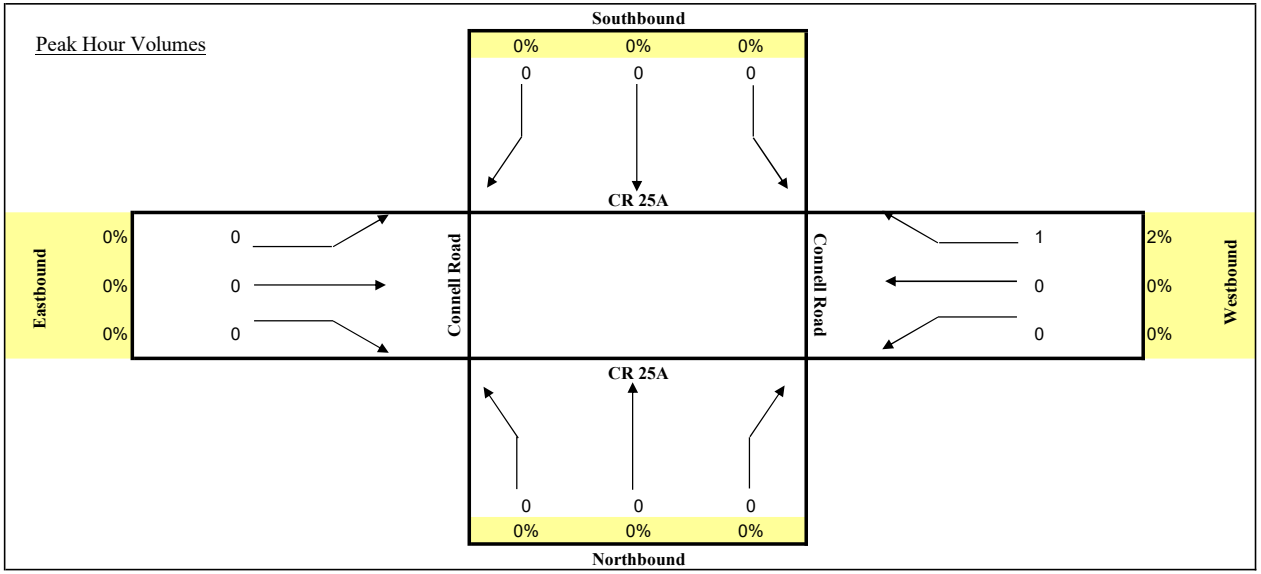


TURNING MOVEMENT COUNT ANALYSIS

TRUCKS

Intersection (N/S): CR 25A
Intersection (E/W): Connell Road
Date: 8/19/2025

		CR 25A			CR 25A			Connell Road			Connell Road			
		NB			SB			EB			WB			
Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 AM	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	1
8:15 AM	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total for:	7:00 AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
Total for:	8:00 AM	9:00 AM	0	0	0	0	0	0	0	0	0	0	1	1
Tota Peak Hour:	7:15 AM	8:15 AM	0	0	0	0	0	0	0	0	0	0	1	1
Overall PHF:	0.25													

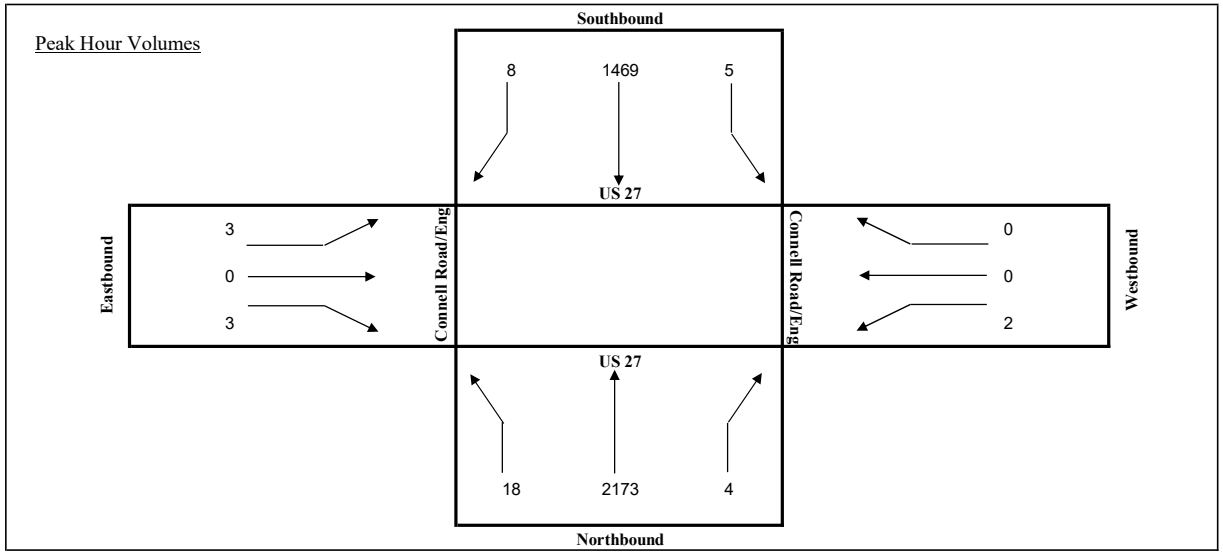


TURNING MOVEMENT COUNT ANALYSIS

AUTOS & TRUCKS

Intersection (N/S): US 27
Intersection (E/W): Connell Road/English Road
Date: 8/19/2025

			US 27 NB			US 27 SB			Connell Road/English Road EB			Connell Road/English Road WB			
Start	**End**	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**TOTAL**
7:00 AM	7:15 AM	2	601	1	3	394	1	1	0	0	0	0	0	1003
7:15 AM	7:30 AM	4	527	2	1	346	2	0	0	1	1	0	0	884
7:30 AM	7:45 AM	2	512	0	0	385	1	2	0	0	0	0	0	902
7:45 AM	8:00 AM	10	533	1	1	344	4	0	0	2	1	0	0	896
8:00 AM	8:15 AM	15	475	1	2	366	9	0	0	0	2	0	0	870
8:15 AM	8:30 AM	8	452	2	0	339	4	2	0	3	0	0	1	811
8:30 AM	8:45 AM	1	484	0	1	363	2	2	0	1	0	0	0	854
8:45 AM	9:00 AM	1	475	1	0	349	1	1	0	2	1	0	1	832
Total for:	7:00 AM	8:00 AM	18	2173	4	5	1469	8	3	0	3	2	0	0	3685
Total for:	8:00 AM	9:00 AM	25	1886	4	3	1417	16	5	0	6	3	0	2	3367
Tota Peak Hour:	7:00 AM	8:00 AM	18	2173	4	5	1469	8	3	0	3	2	0	0	3685
Overall PHF:	0.92														

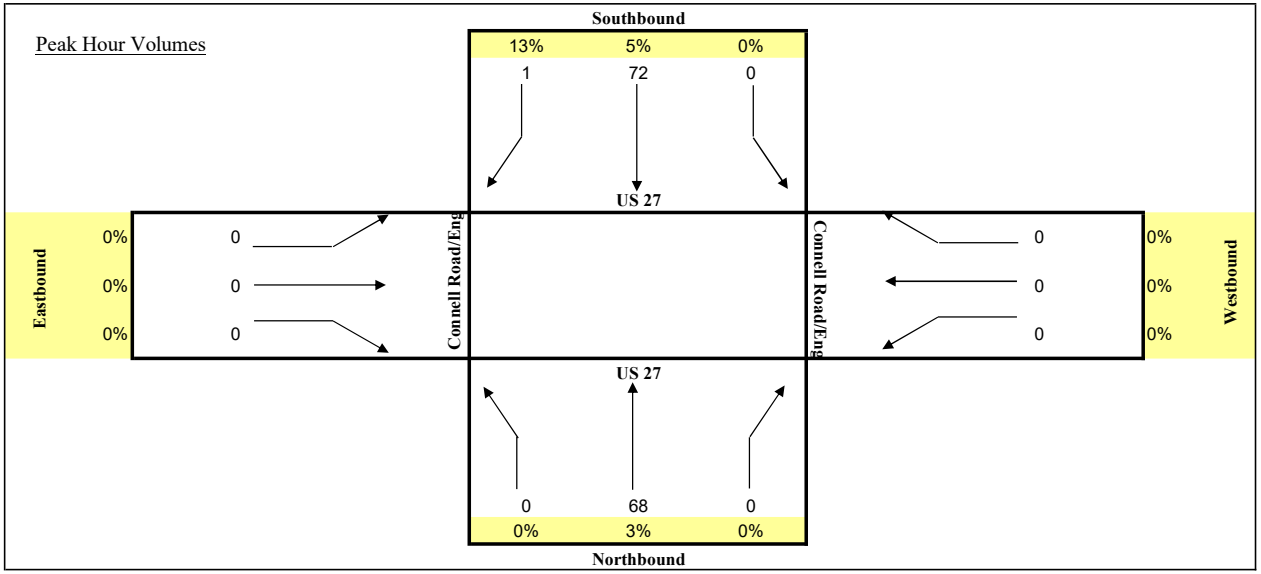


TURNING MOVEMENT COUNT ANALYSIS

TRUCKS

Intersection (N/S): US 27
Intersection (E/W): Connell Road/English Road
Date: 8/19/2025

			US 27 NB			US 27 SB			Connell Road/English Road EB			Connell Road/English Road WB			
Start	End		L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 AM	7:15 AM		0	14	0	0	13	0	0	0	0	0	0	0	27
7:15 AM	7:30 AM		0	21	0	0	21	0	0	0	0	0	0	0	42
7:30 AM	7:45 AM		0	14	0	0	17	0	0	0	0	0	0	0	31
7:45 AM	8:00 AM		0	18	0	0	18	0	0	0	0	0	0	0	36
8:00 AM	8:15 AM		0	15	0	0	16	1	0	0	0	0	0	0	32
8:15 AM	8:30 AM		0	17	0	0	15	0	0	0	0	0	0	0	32
8:30 AM	8:45 AM		0	11	0	0	12	0	0	0	0	0	0	0	23
8:45 AM	9:00 AM		0	13	0	0	14	0	0	0	0	0	0	0	27
Total for:	7:00 AM	8:00 AM	0	67	0	0	69	0	0	0	0	0	0	0	136
Total for:	8:00 AM	9:00 AM	0	56	0	0	57	1	0	0	0	0	0	0	114
Tota Peak Hour:	7:15 AM	8:15 AM	0	68	0	0	72	1	0	0	0	0	0	0	141
Overall PHF:	0.84														

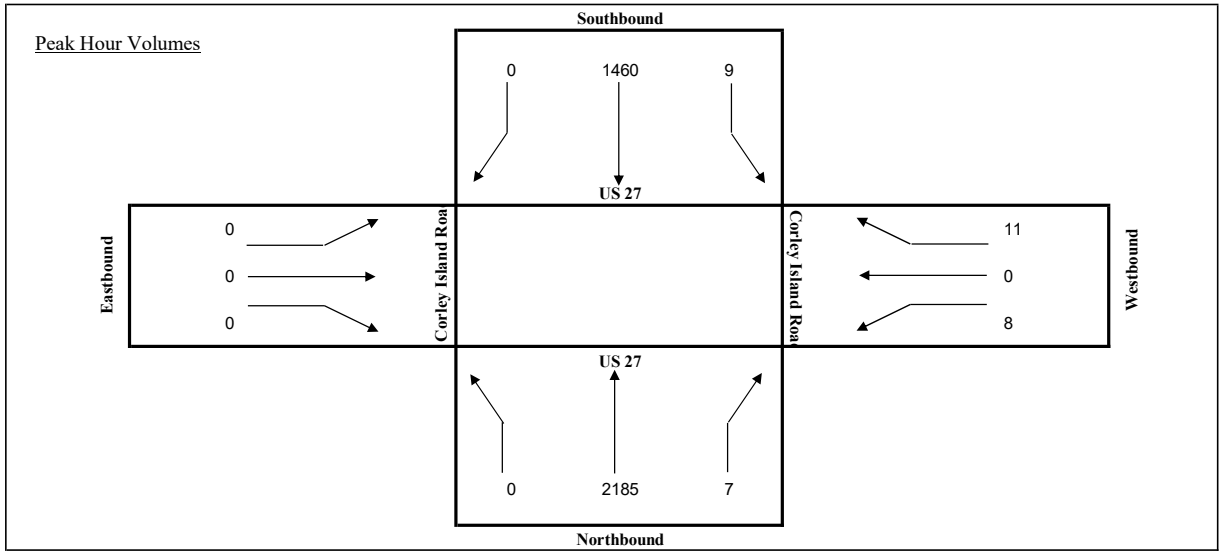


TURNING MOVEMENT COUNT ANALYSIS

AUTOS & TRUCKS

Intersection (N/S): US 27
Intersection (E/W): Corley Island Road
Date: 8/19/2025

		US 27 NB			US 27 SB			Corley Island Road EB			Corley Island Road WB			
Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 AM	7:15 AM	0	603	0	1	393	0	0	0	0	4	0	1	1002
7:15 AM	7:30 AM	0	532	1	1	345	0	0	0	0	1	0	2	882
7:30 AM	7:45 AM	0	510	3	2	383	0	0	0	0	0	0	4	902
7:45 AM	8:00 AM	0	540	3	5	339	0	0	0	0	3	0	4	894
8:00 AM	8:15 AM	0	490	3	5	362	0	0	0	0	3	0	1	864
8:15 AM	8:30 AM	0	461	4	2	337	0	0	0	0	2	0	1	807
8:30 AM	8:45 AM	0	484	1	4	359	0	0	0	0	4	0	1	853
8:45 AM	9:00 AM	0	475	2	2	347	0	0	0	0	1	0	2	829
Total for:	7:00 AM	8:00 AM	0	2185	7	9	1460	0	0	0	0	8	0	11	3680
Total for:	8:00 AM	9:00 AM	0	1910	10	13	1405	0	0	0	0	10	0	5	3353
Tota Peak Hour:	7:00 AM	8:00 AM	0	2185	7	9	1460	0	0	0	0	8	0	11	3680
Overall PHF:	0.92														

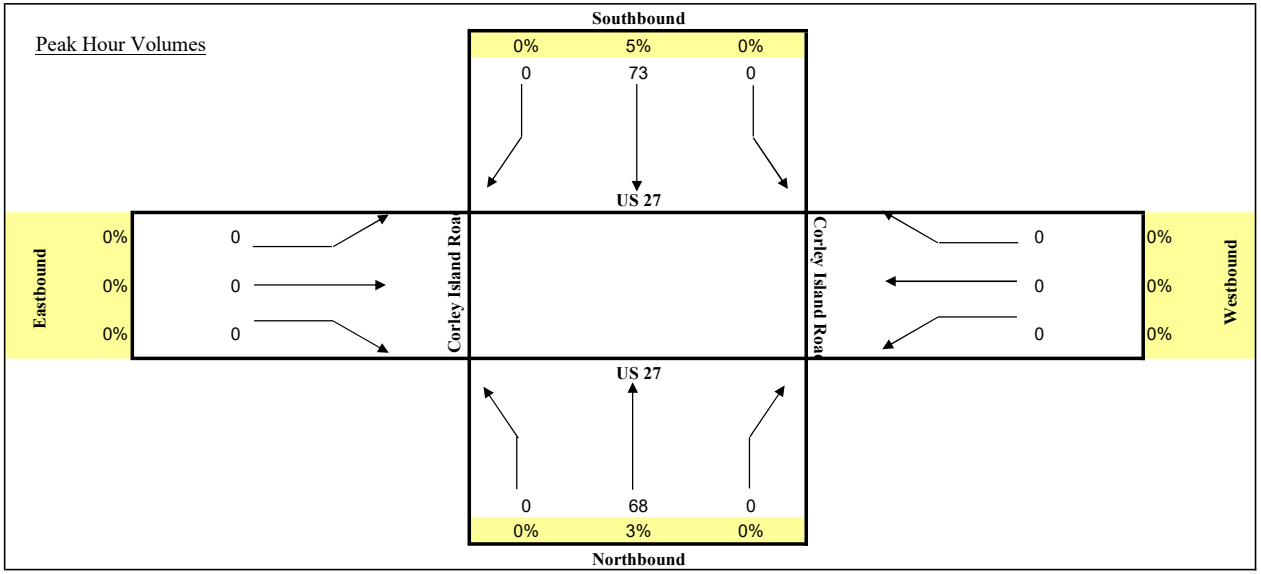


TURNING MOVEMENT COUNT ANALYSIS

TRUCKS

Intersection (N/S): US 27
Intersection (E/W): Corley Island Road
Date: 8/19/2025

		US 27 NB			US 27 SB			Corley Island Road EB			Corley Island Road WB			
Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 AM	7:15 AM	0	14	0	0	13	0	0	0	0	0	0	0	27
7:15 AM	7:30 AM	0	21	0	0	21	0	0	0	0	0	0	0	42
7:30 AM	7:45 AM	0	14	0	0	17	0	0	0	0	0	0	0	31
7:45 AM	8:00 AM	0	18	0	0	18	0	0	0	0	0	0	0	36
8:00 AM	8:15 AM	0	15	0	0	17	0	0	0	0	0	0	0	32
8:15 AM	8:30 AM	0	17	0	0	15	0	0	0	0	0	0	0	32
8:30 AM	8:45 AM	0	11	0	0	12	0	0	0	0	0	0	0	23
8:45 AM	9:00 AM	0	13	0	0	14	0	0	0	0	0	0	0	27
Total for:	7:00 AM	8:00 AM	0	67	0	0	69	0	0	0	0	0	0	0	136
Total for:	8:00 AM	9:00 AM	0	56	0	0	58	0	0	0	0	0	0	0	114
Tota Peak Hour:	7:15 AM	8:15 AM	0	68	0	0	73	0	0	0	0	0	0	0	141
Overall PHF:	0.84														

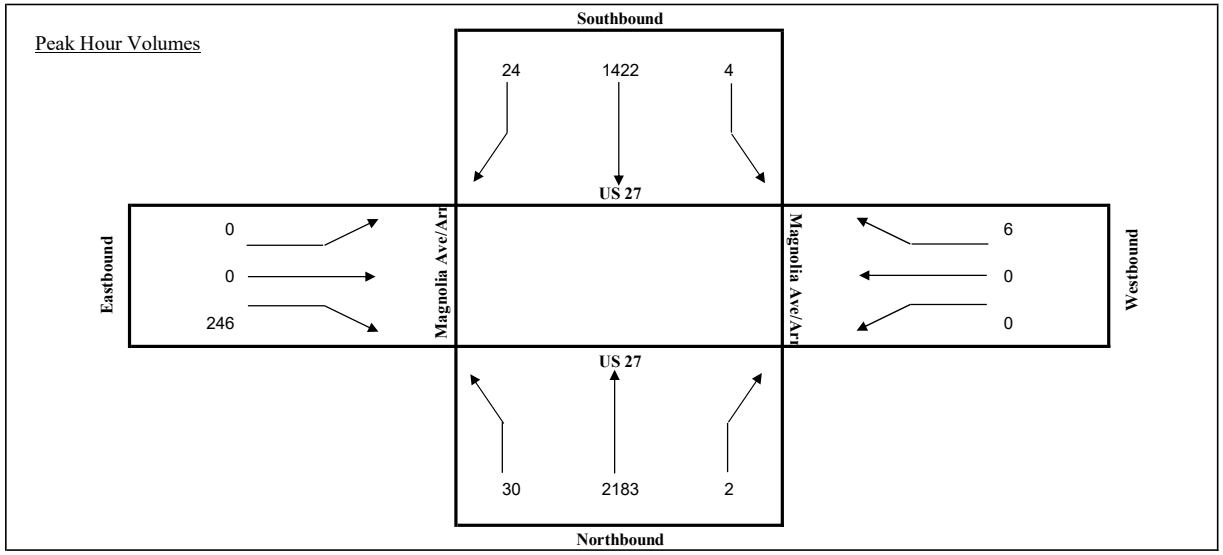


TURNING MOVEMENT COUNT ANALYSIS

AUTOS & TRUCKS

Intersection (N/S): US 27
Intersection (E/W): Magnolia Ave/Armoyan Blvd
Date: 8/19/2025

			US 27 NB			US 27 SB			Magnolia Ave/Armoyan Blvd EB			Magnolia Ave/Armoyan Blvd WB			
Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 AM	7:15 AM	7	601	0	1	383	3	0	0	61	0	0	2	1058
7:15 AM	7:30 AM	3	530	1	2	342	1	0	0	42	0	0	2	923
7:30 AM	7:45 AM	10	512	0	1	374	10	0	0	77	0	0	1	985
7:45 AM	8:00 AM	10	540	1	0	323	10	0	0	66	0	0	1	951
8:00 AM	8:15 AM	8	481	0	1	342	12	0	0	45	0	0	4	893
8:15 AM	8:30 AM	8	467	0	2	313	17	0	0	42	0	0	1	850
8:30 AM	8:45 AM	10	480	2	0	341	14	0	0	31	0	0	3	881
8:45 AM	9:00 AM	13	462	0	3	330	12	0	0	27	0	0	5	852
Total for:	7:00 AM	8:00 AM	30	2183	2	4	1422	24	0	0	246	0	0	6	3917
Total for:	8:00 AM	9:00 AM	39	1890	2	6	1326	55	0	0	145	0	0	13	3476
Tota Peak Hour:	7:00 AM	8:00 AM	30	2183	2	4	1422	24	0	0	246	0	0	6	3917
Overall PHF:	0.93														

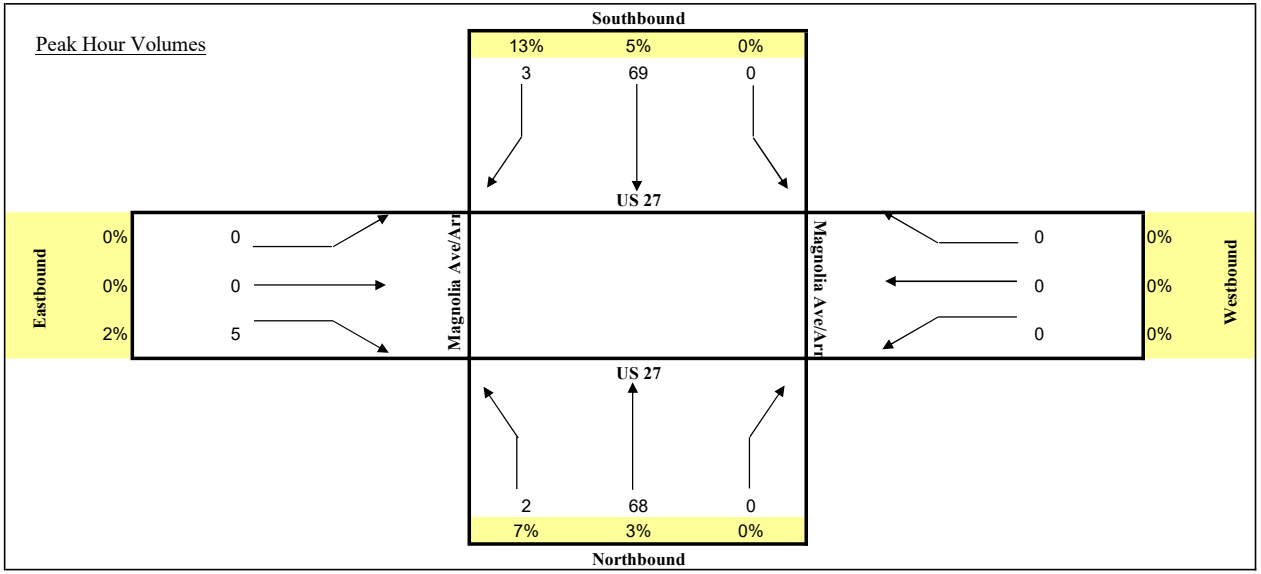


TURNING MOVEMENT COUNT ANALYSIS

TRUCKS

Intersection (N/S): US 27
Intersection (E/W): Magnolia Ave/Armoyan Blvd
Date: 8/19/2025

		US 27 NB			US 27 SB			Magnolia Ave/Armoyan Blvd EB			Magnolia Ave/Armoyan Blvd WB			
Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 AM	7:15 AM	0	14	0	0	13	0	0	0	0	0	0	0	27
7:15 AM	7:30 AM	0	21	0	0	20	1	0	0	0	0	0	0	42
7:30 AM	7:45 AM	0	14	0	0	16	1	0	0	1	0	0	0	32
7:45 AM	8:00 AM	2	18	0	0	16	1	0	0	2	0	0	0	39
8:00 AM	8:15 AM	0	15	0	0	17	0	0	0	2	0	0	0	34
8:15 AM	8:30 AM	0	17	0	0	14	0	0	0	1	0	0	0	32
8:30 AM	8:45 AM	1	10	0	0	13	0	0	0	1	0	0	1	26
8:45 AM	9:00 AM	0	13	0	0	15	0	0	0	0	0	0	0	28
Total for:	7:00 AM	8:00 AM	2	67	0	0	65	3	0	0	3	0	0	0	140
Total for:	8:00 AM	9:00 AM	1	55	0	0	59	0	0	0	4	0	0	1	120
Tota Peak Hour:	7:15 AM	8:15 AM	2	68	0	0	69	3	0	0	5	0	0	0	147
Overall PHF:	0.88														

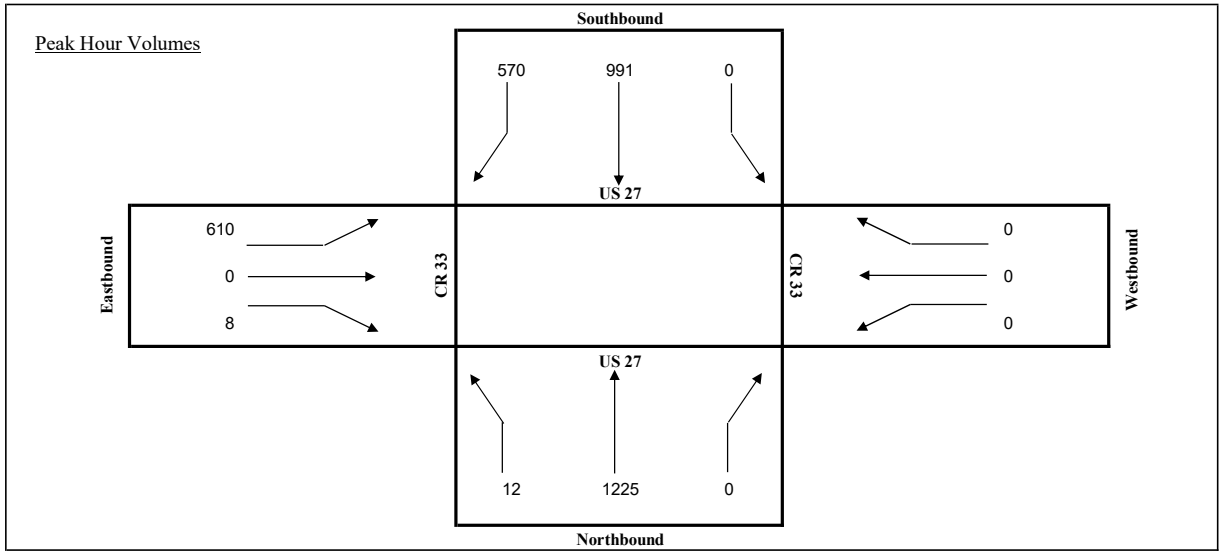


TURNING MOVEMENT COUNT ANALYSIS

AUTOS & TRUCKS

Intersection (N/S): US 27
Intersection (E/W): CR 33
Date: 8/19/2025

			US 27 NB			US 27 SB			CR 33 EB			CR 33 WB			
Start	**End**	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**TOTAL**
7:00 AM	7:15 AM	1	342	0	0	308	163	101	0	1	0	0	0	916
7:15 AM	7:30 AM	7	303	0	0	224	163	150	0	2	0	0	0	849
7:30 AM	7:45 AM	2	286	0	0	224	124	196	0	2	0	0	0	834
7:45 AM	8:00 AM	2	294	0	0	235	120	163	0	3	0	0	0	817
8:00 AM	8:15 AM	1	315	0	0	207	79	123	0	3	0	0	0	728
8:15 AM	8:30 AM	1	298	0	0	241	85	165	0	7	0	0	0	797
8:30 AM	8:45 AM	3	268	0	0	217	86	85	0	3	0	0	0	662
8:45 AM	9:00 AM	4	267	0	0	206	62	153	0	5	0	0	0	697
Total for:	7:00 AM	8:00 AM	12	1225	0	0	991	570	610	0	8	0	0	0	3416
Total for:	8:00 AM	9:00 AM	9	1148	0	0	871	312	526	0	18	0	0	0	2884
Tota Peak Hour:	7:00 AM	8:00 AM	12	1225	0	0	991	570	610	0	8	0	0	0	3416
Overall PHF:	0.93														

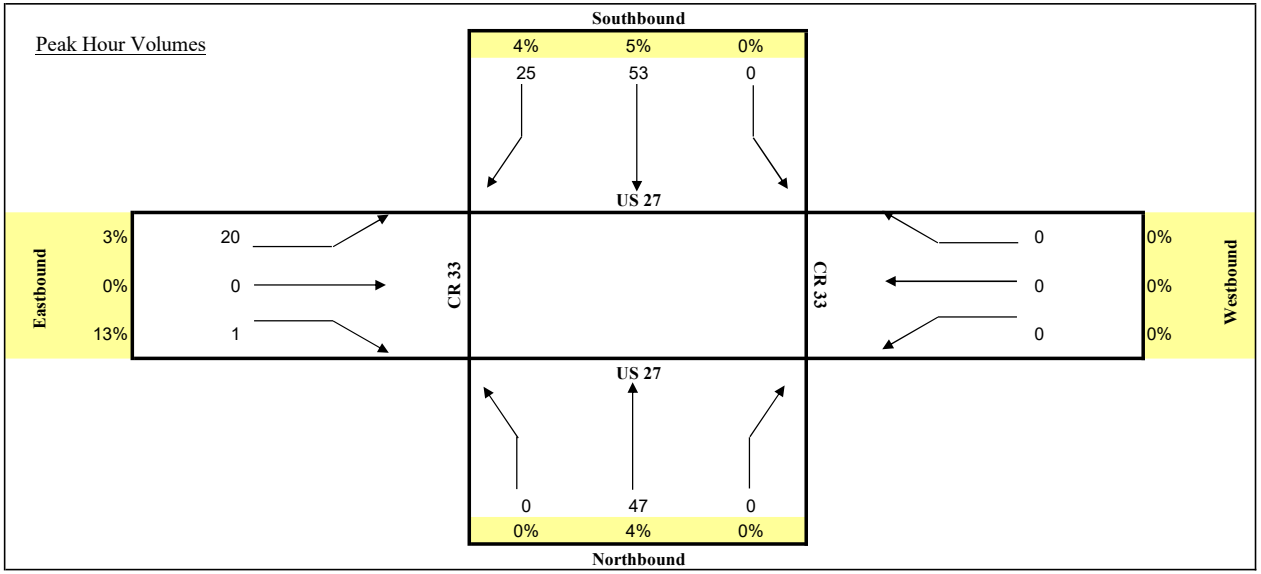


TURNING MOVEMENT COUNT ANALYSIS

TRUCKS

Intersection (N/S): US 27
Intersection (E/W): CR 33
Date: 8/19/2025

		US 27 NB			US 27 SB			CR 33 EB			CR 33 WB			
Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 AM	7:15 AM	0	11	0	0	5	3	2	0	0	0	0	0	21
7:15 AM	7:30 AM	0	0	0	0	0	9	4	0	0	0	0	0	13
7:30 AM	7:45 AM	0	9	0	0	15	7	6	0	0	0	0	0	37
7:45 AM	8:00 AM	0	11	0	0	17	3	4	0	0	0	0	0	35
8:00 AM	8:15 AM	0	15	0	0	8	6	3	0	0	0	0	0	32
8:15 AM	8:30 AM	0	12	0	0	13	9	7	0	1	0	0	0	42
8:30 AM	8:45 AM	0	5	0	0	11	6	10	0	0	0	0	0	32
8:45 AM	9:00 AM	0	10	0	0	9	7	3	0	1	0	0	0	30
Total for:	7:00 AM	8:00 AM	0	31	0	0	37	22	16	0	0	0	0	0	106
Total for:	8:00 AM	9:00 AM	0	42	0	0	41	28	23	0	2	0	0	0	136
Tota Peak Hour:	7:30 AM	8:30 AM	0	47	0	0	53	25	20	0	1	0	0	0	146
Overall PHF:	0.87														

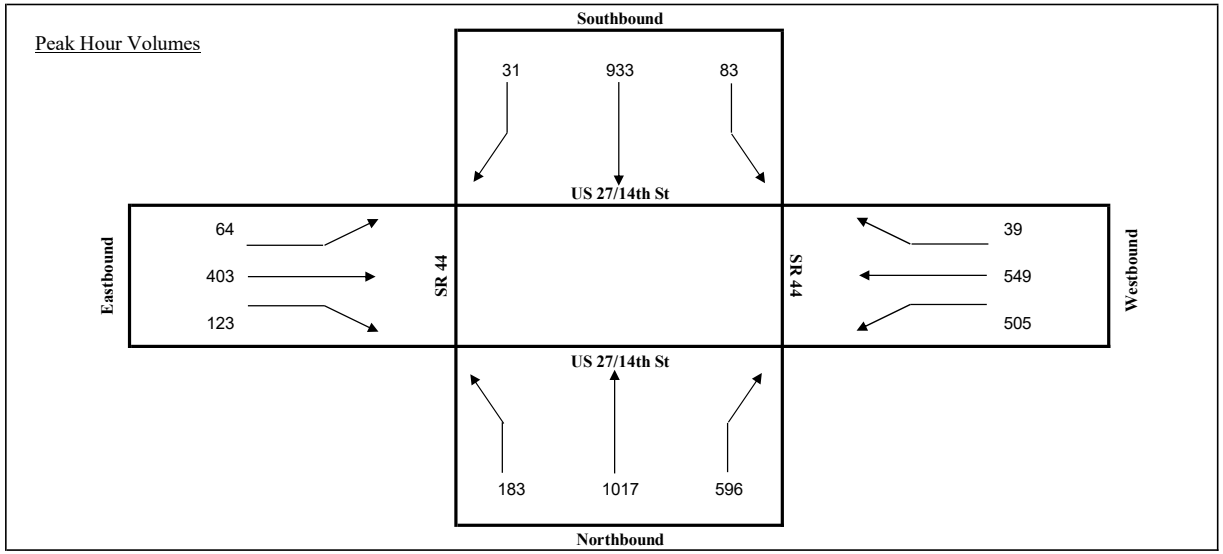


TURNING MOVEMENT COUNT ANALYSIS

AUTOS & TRUCKS

Intersection (N/S): US 27/14th St
Intersection (E/W): SR 44
Date: 8/27/2025

		US 27/14th St			US 27/14th St			SR 44			SR 44			
		NB			SB			EB			WB			
Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 PM	4:15 PM	54	235	131	11	204	9	21	80	32	99	165	12	1053
4:15 PM	4:30 PM	50	247	141	19	220	5	20	99	35	111	152	5	1104
4:30 PM	4:45 PM	57	261	115	24	242	7	17	112	26	113	158	10	1142
4:45 PM	5:00 PM	53	248	128	18	239	7	20	112	34	121	127	12	1119
5:00 PM	5:15 PM	42	266	146	19	223	10	17	100	28	132	134	7	1124
5:15 PM	5:30 PM	38	255	169	20	226	7	17	90	35	120	135	11	1123
5:30 PM	5:45 PM	50	248	153	26	245	7	10	101	26	132	153	9	1160
5:45 PM	6:00 PM	53	236	136	26	205	3	13	96	34	126	133	5	1066
Total for:	4:00 PM	5:00 PM	214	991	515	72	905	28	78	403	127	444	602	39	4418
Total for:	5:00 PM	6:00 PM	183	1005	604	91	899	27	57	387	123	510	555	32	4473
Tota Peak Hour:	4:45 PM	5:45 PM	183	1017	596	83	933	31	64	403	123	505	549	39	4526
Overall PHF:	0.98														

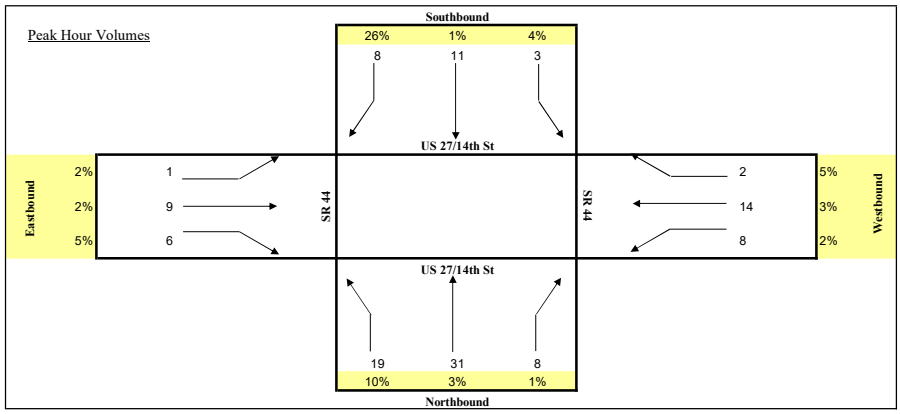


TURNING MOVEMENT COUNT ANALYSIS

TRUCKS

Intersection (N/S): US 27/14th St
Intersection (E/W): SR 44
Date: 8/27/2025

		US 27/14th St			US 27/14th St			SR 44			SR 44			
		NB			SB			EB			WB			
Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 PM	4:15 PM	4	2	4	1	5	2	1	2	2	3	2	2	30
4:15 PM	4:30 PM	1	6	1	0	5	1	1	4	1	4	5	0	29
4:30 PM	4:45 PM	2	4	2	2	2	1	0	1	1	2	3	1	21
4:45 PM	5:00 PM	5	9	2	1	3	4	0	3	3	1	4	0	35
5:00 PM	5:15 PM	6	11	1	0	5	1	0	3	0	4	1	0	32
5:15 PM	5:30 PM	6	7	3	0	1	2	1	2	2	1	6	1	32
5:30 PM	5:45 PM	1	8	1	1	4	0	0	1	0	1	2	0	19
5:45 PM	6:00 PM	3	10	2	0	2	1	0	0	2	1	5	0	26
Total for:	4:00 PM	5:00 PM	12	21	9	4	15	8	2	10	7	10	14	3	115
Total for:	5:00 PM	6:00 PM	16	36	7	1	12	4	1	6	4	7	14	1	109
Tota Peak Hour:	4:30 PM	5:30 PM	19	31	8	3	11	8	1	9	6	8	14	2	120
Overall PHF:	0.86														

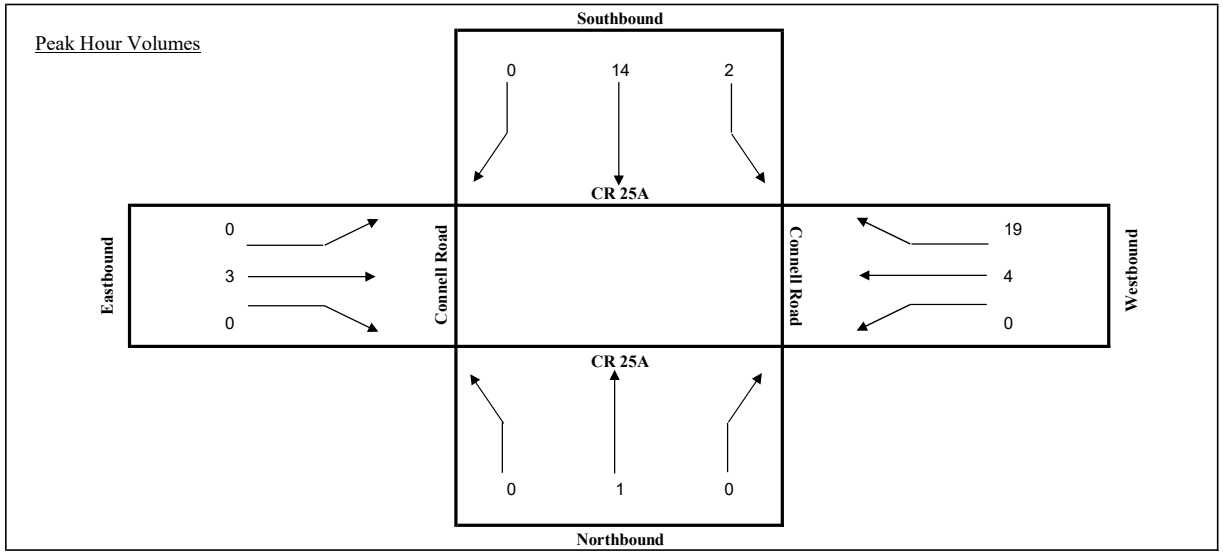


TURNING MOVEMENT COUNT ANALYSIS

AUTOS & TRUCKS

Intersection (N/S): CR 25A
Intersection (E/W): Connell Road
Date: 8/19/2025

			CR 25A NB			CR 25A SB			Connell Road EB			Connell Road WB			
Start	End		L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 PM	4:15 PM		0	2	0	1	1	1	0	0	0	0	2	1	8
4:15 PM	4:30 PM		0	0	0	2	3	0	0	2	0	0	0	5	12
4:30 PM	4:45 PM		0	1	0	0	4	0	0	0	0	0	0	5	10
4:45 PM	5:00 PM		0	0	0	0	3	0	0	1	0	0	1	4	9
5:00 PM	5:15 PM		0	0	0	0	4	0	0	0	0	0	3	5	12
5:15 PM	5:30 PM		0	0	0	0	0	0	0	0	0	0	0	5	5
5:30 PM	5:45 PM		0	0	0	3	1	0	0	0	0	0	1	2	7
5:45 PM	6:00 PM		0	0	0	2	6	0	0	0	0	0	1	3	12
Total for:	4:00 PM	5:00 PM	0	3	0	3	11	1	0	3	0	0	3	15	39
Total for:	5:00 PM	6:00 PM	0	0	0	5	11	0	0	0	0	0	5	15	36
Tota Peak Hour:	4:15 PM	5:15 PM	0	1	0	2	14	0	0	3	0	0	4	19	43
Overall PHF:	0.90														

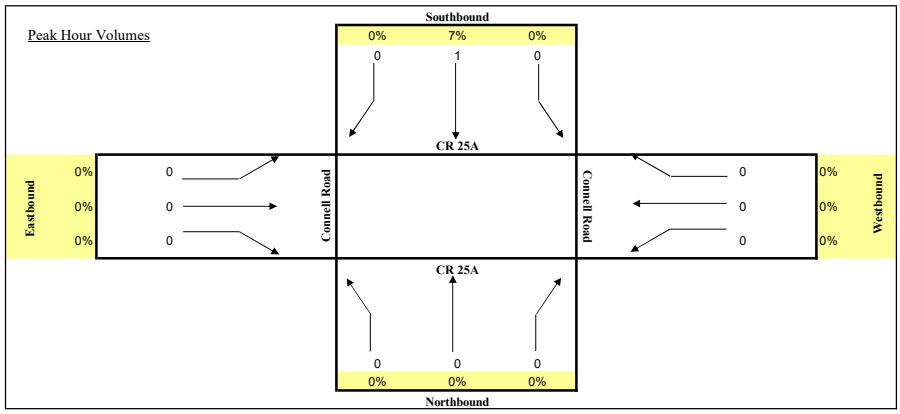


TURNING MOVEMENT COUNT ANALYSIS

TRUCKS

Intersection (N/S): CR 25A
Intersection (E/W): Connell Road
Date: 8/19/2025

		CR 25A NB			CR 25A SB			Connell Road EB			Connell Road WB			
Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 PM	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	5:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:00 PM	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total for:	4:00 PM	5:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total for:	5:00 PM	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Tota Peak Hour:	4:00 PM	5:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
Overall PHF:	0.25														

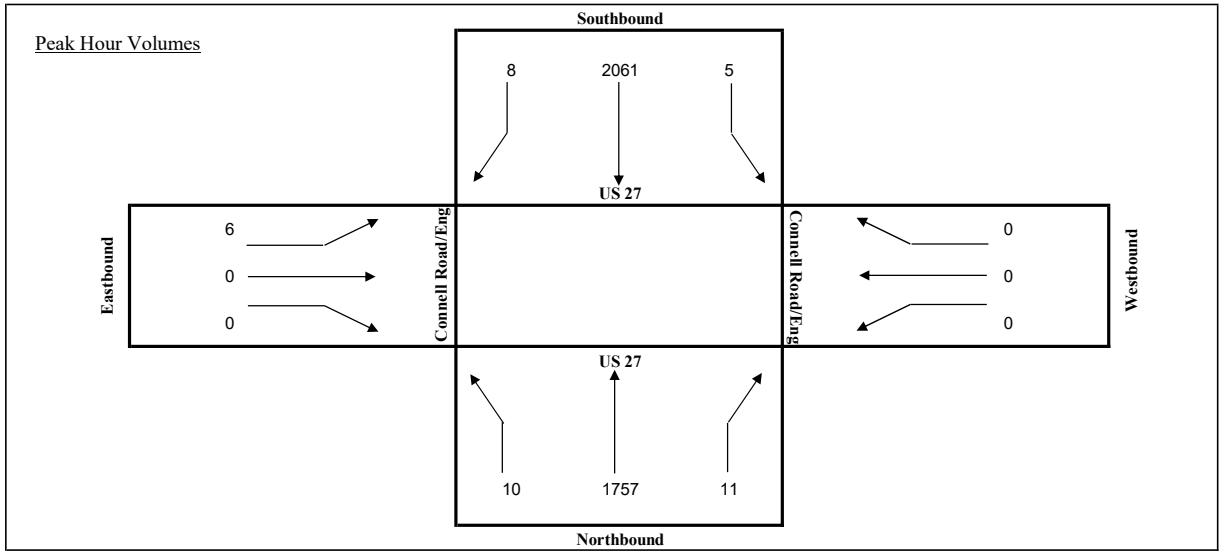


TURNING MOVEMENT COUNT ANALYSIS

AUTOS & TRUCKS

Intersection (N/S): US 27
Intersection (E/W): Connell Road/English Road
Date: 8/19/2025

			US 27 NB			US 27 SB			Connell Road/English Road EB			Connell Road/English Road WB			
Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 PM	4:15 PM	1	458	5	3	512	2	1	0	0	0	0	0	982
4:15 PM	4:30 PM	3	428	4	2	531	2	4	0	0	0	0	0	974
4:30 PM	4:45 PM	4	462	2	0	515	1	0	0	0	0	0	0	984
4:45 PM	5:00 PM	2	409	0	0	503	3	1	0	0	0	0	0	918
5:00 PM	5:15 PM	3	399	0	1	507	5	0	0	0	0	0	0	915
5:15 PM	5:30 PM	3	410	1	4	460	2	0	0	0	0	0	0	880
5:30 PM	5:45 PM	2	387	2	1	494	1	3	0	0	0	0	0	890
5:45 PM	6:00 PM	3	394	0	0	510	1	2	0	0	0	0	0	910
Total for:	4:00 PM	5:00 PM	10	1757	11	5	2061	8	6	0	0	0	0	0	3858
Total for:	5:00 PM	6:00 PM	11	1590	3	6	1971	9	5	0	0	0	0	0	3595
Tota Peak Hour:	4:00 PM	5:00 PM	10	1757	11	5	2061	8	6	0	0	0	0	0	3858
Overall PHF:	0.98														

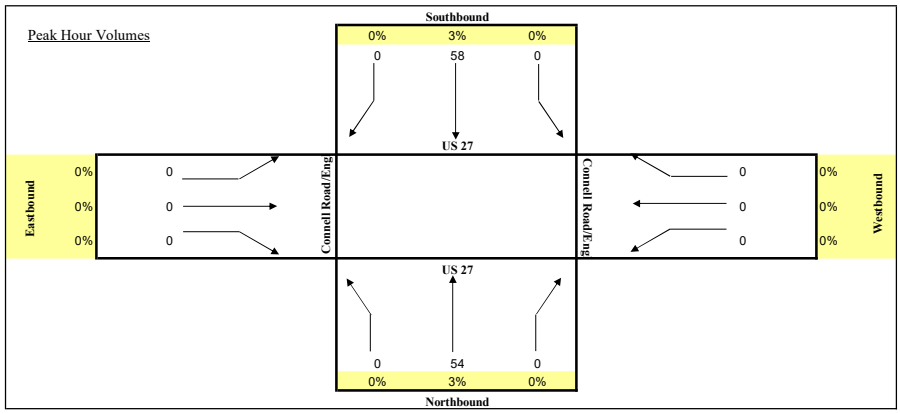


TURNING MOVEMENT COUNT ANALYSIS

TRUCKS

Intersection (N/S): US 27
Intersection (E/W): Connell Road/English Road
Date: 8/19/2025

		US 27			US 27			Connell Road/English Road			Connell Road/English Road			
		NB			SB			EB			WB			
Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 PM	4:15 PM	0	14	0	0	11	0	0	0	0	0	0	0	25
4:15 PM	4:30 PM	0	17	0	0	12	0	0	0	0	0	0	0	29
4:30 PM	4:45 PM	0	18	0	0	15	0	0	0	0	0	0	0	33
4:45 PM	5:00 PM	0	7	0	0	15	0	0	0	0	0	0	0	22
5:00 PM	5:15 PM	0	12	0	0	16	0	0	0	0	0	0	0	28
5:15 PM	5:30 PM	0	9	0	0	10	0	0	0	0	0	0	0	19
5:30 PM	5:45 PM	0	11	0	0	12	0	0	0	0	0	0	0	23
5:45 PM	6:00 PM	0	9	0	0	9	0	0	0	0	0	0	0	18
Total for:	4:00 PM	5:00 PM	0	56	0	0	53	0	0	0	0	0	0	0	109
Total for:	5:00 PM	6:00 PM	0	41	0	0	47	0	0	0	0	0	0	0	88
Tota Peak Hour:	4:15 PM	5:15 PM	0	54	0	0	58	0	0	0	0	0	0	0	112
Overall PHF:	0.85														

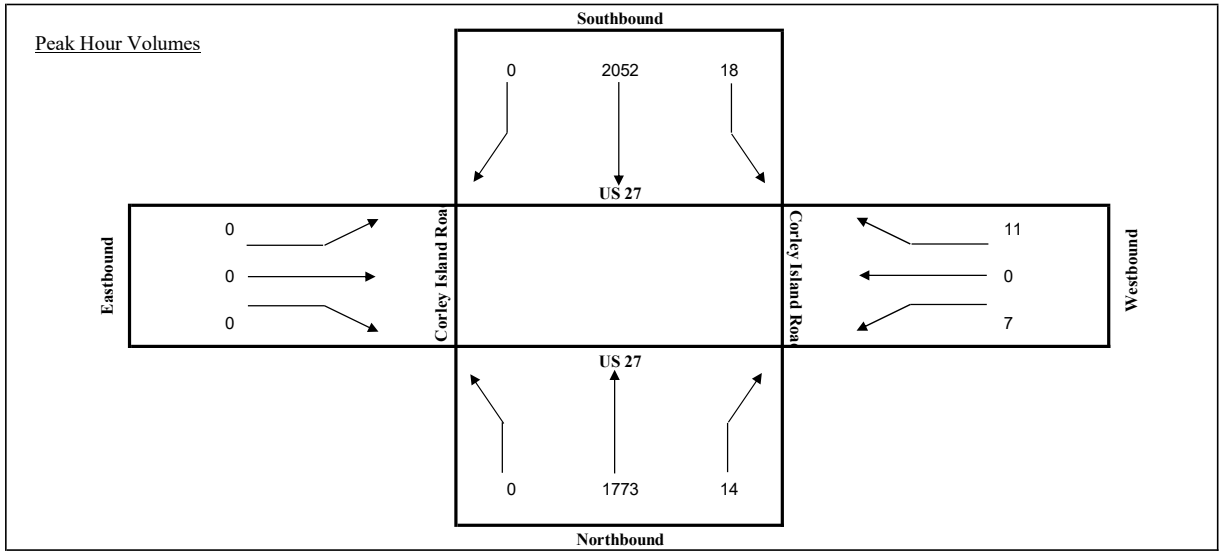


TURNING MOVEMENT COUNT ANALYSIS

AUTOS & TRUCKS

Intersection (N/S): US 27
Intersection (E/W): Corley Island Road
Date: 8/19/2025

			US 27 NB			US 27 SB			Corley Island Road EB			Corley Island Road WB			
Start	**End**	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**TOTAL**
4:00 PM	4:15 PM	0	469	2	6	509	0	0	0	0	2	0	1	989
4:15 PM	4:30 PM	0	434	4	4	534	0	0	0	0	3	0	3	982
4:30 PM	4:45 PM	0	460	3	4	516	0	0	0	0	1	0	4	988
4:45 PM	5:00 PM	0	410	5	4	493	0	0	0	0	1	0	3	916
5:00 PM	5:15 PM	0	400	3	1	512	0	0	0	0	2	0	5	923
5:15 PM	5:30 PM	0	410	2	1	454	0	0	0	0	1	0	2	870
5:30 PM	5:45 PM	0	385	3	2	497	0	0	0	0	2	0	4	893
5:45 PM	6:00 PM	0	398	3	3	511	0	0	0	0	1	0	2	918
Total for:	4:00 PM	5:00 PM	0	1773	14	18	2052	0	0	0	0	7	0	11	3875
Total for:	5:00 PM	6:00 PM	0	1593	11	7	1974	0	0	0	0	6	0	13	3604
Tota Peak Hour:	4:00 PM	5:00 PM	0	1773	14	18	2052	0	0	0	0	7	0	11	3875
Overall PHF:	0.98														

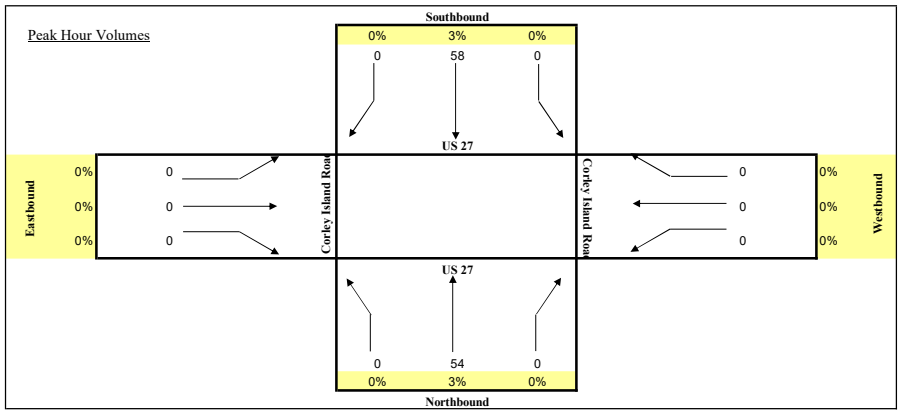


TURNING MOVEMENT COUNT ANALYSIS

TRUCKS

Intersection (N/S): US 27
Intersection (E/W): Corley Island Road
Date: 8/19/2025

		US 27 NB			US 27 SB			Corley Island Road EB			Corley Island Road WB			
Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 PM	4:15 PM	0	14	0	0	11	0	0	0	0	0	0	0	25
4:15 PM	4:30 PM	0	17	0	0	12	0	0	0	0	0	0	0	29
4:30 PM	4:45 PM	0	18	0	0	15	0	0	0	0	0	0	0	33
4:45 PM	5:00 PM	0	7	0	0	15	0	0	0	0	0	0	0	22
5:00 PM	5:15 PM	0	12	0	0	16	0	0	0	0	0	0	0	28
5:15 PM	5:30 PM	0	9	0	0	10	0	0	0	0	0	0	0	19
5:30 PM	5:45 PM	0	11	0	0	12	0	0	0	0	0	0	0	23
5:45 PM	6:00 PM	0	9	0	0	9	0	0	0	0	0	0	0	18
Total for:	4:00 PM	5:00 PM	0	56	0	0	53	0	0	0	0	0	0	0	109
Total for:	5:00 PM	6:00 PM	0	41	0	0	47	0	0	0	0	0	0	0	88
Tota Peak Hour:	4:15 PM	5:15 PM	0	54	0	0	58	0	0	0	0	0	0	0	112
Overall PHF:	0.85														

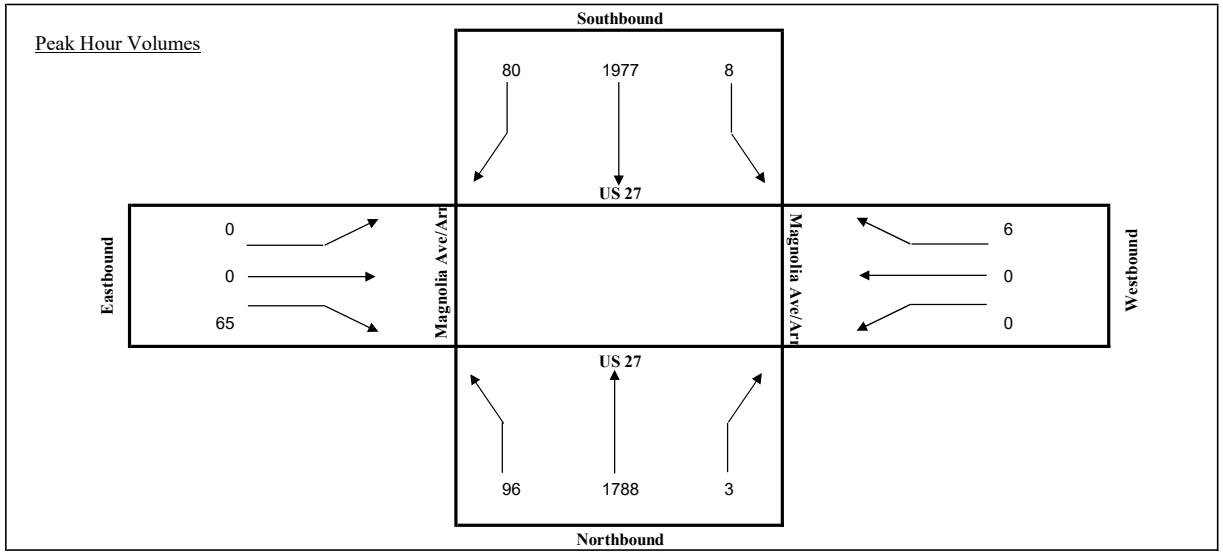


TURNING MOVEMENT COUNT ANALYSIS

AUTOS & TRUCKS

Intersection (N/S): US 27
Intersection (E/W): Magnolia Ave/Armoyan Blvd
Date: 8/19/2025

			US 27 NB			US 27 SB			Magnolia Ave/Armoyan Blvd EB			Magnolia Ave/Armoyan Blvd WB			
Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 PM	4:15 PM	23	470	1	1	494	17	0	0	22	0	0	1	1029
4:15 PM	4:30 PM	23	436	1	2	515	22	0	0	13	0	0	3	1015
4:30 PM	4:45 PM	24	468	0	2	501	18	0	0	14	0	0	2	1029
4:45 PM	5:00 PM	26	414	1	3	467	23	0	0	16	0	0	0	950
5:00 PM	5:15 PM	30	405	0	1	489	27	0	0	22	0	0	2	976
5:15 PM	5:30 PM	27	414	1	2	426	30	0	0	27	0	0	1	928
5:30 PM	5:45 PM	24	387	0	1	464	33	0	0	35	0	0	1	945
5:45 PM	6:00 PM	30	400	0	1	479	32	0	0	39	0	0	0	981
Total for:	4:00 PM	5:00 PM	96	1788	3	8	1977	80	0	0	65	0	0	6	4023
Total for:	5:00 PM	6:00 PM	111	1606	1	5	1858	122	0	0	123	0	0	4	3830
Tota Peak Hour:	4:00 PM	5:00 PM	96	1788	3	8	1977	80	0	0	65	0	0	6	4023
Overall PHF:	0.98														

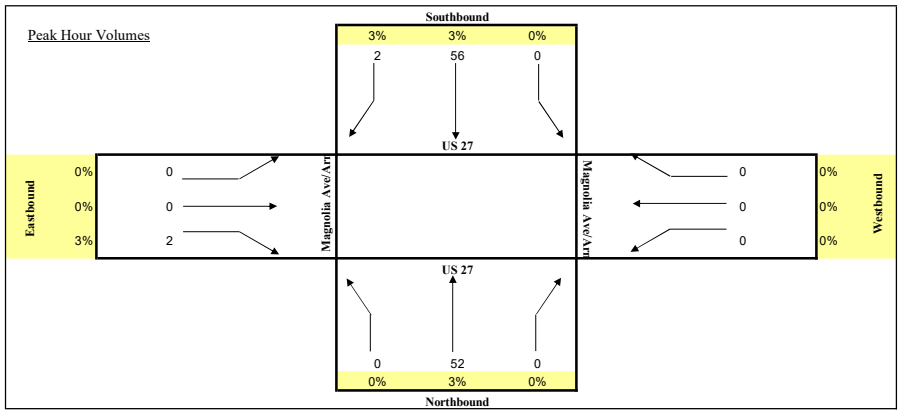


TURNING MOVEMENT COUNT ANALYSIS

TRUCKS

Intersection (N/S): US 27
Intersection (E/W): Magnolia Ave/Armoyan Blvd
Date: 8/19/2025

		US 27 NB			US 27 SB			Magnolia Ave/Armoyan Blvd EB			Magnolia Ave/Armoyan Blvd WB			
Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 PM	4:15 PM	0	14	0	0	11	0	0	0	0	0	0	0	25
4:15 PM	4:30 PM	0	16	0	0	11	1	0	0	1	0	0	0	29
4:30 PM	4:45 PM	0	17	0	0	14	1	0	0	1	0	0	0	33
4:45 PM	5:00 PM	0	7	0	0	15	0	0	0	0	0	0	0	22
5:00 PM	5:15 PM	0	12	0	0	16	0	0	0	0	0	0	0	28
5:15 PM	5:30 PM	0	10	0	0	10	0	0	0	0	0	0	0	20
5:30 PM	5:45 PM	0	10	0	0	12	0	0	0	0	0	0	0	22
5:45 PM	6:00 PM	0	9	0	0	9	0	0	0	0	0	0	0	18
Total for:	4:00 PM	5:00 PM	0	54	0	0	51	2	0	0	2	0	0	0	109
Total for:	5:00 PM	6:00 PM	0	41	0	0	47	0	0	0	0	0	0	0	88
Tota Peak Hour:	4:15 PM	5:15 PM	0	52	0	0	56	2	0	0	2	0	0	0	112
Overall PHF:	0.85														

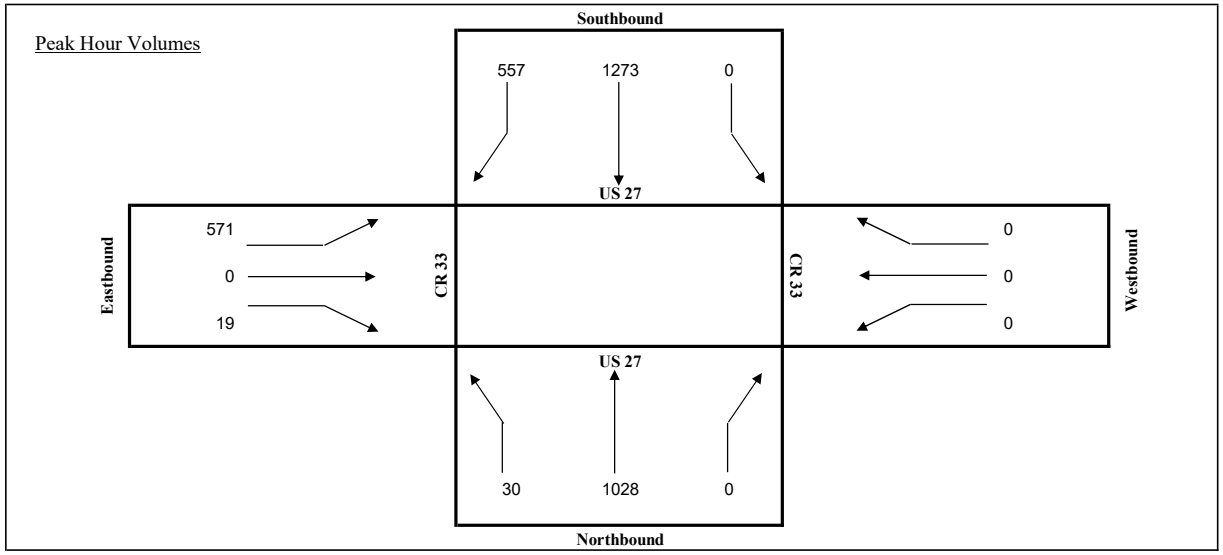


TURNING MOVEMENT COUNT ANALYSIS

AUTOS & TRUCKS

Intersection (N/S): US 27
Intersection (E/W): CR 33
Date: 8/19/2025

		US 27 NB			US 27 SB			CR 33 EB			CR 33 WB			
Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 PM	4:15 PM	5	233	0	0	258	153	154	0	4	0	0	0	807
4:15 PM	4:30 PM	5	241	0	0	298	136	144	0	3	0	0	0	827
4:30 PM	4:45 PM	8	261	0	0	278	151	127	0	5	0	0	0	830
4:45 PM	5:00 PM	9	233	0	0	285	162	143	0	2	0	0	0	834
5:00 PM	5:15 PM	5	246	0	0	311	143	157	0	7	0	0	0	869
5:15 PM	5:30 PM	8	265	0	0	329	157	130	0	4	0	0	0	893
5:30 PM	5:45 PM	8	284	0	0	348	95	141	0	6	0	0	0	882
5:45 PM	6:00 PM	9	257	0	0	301	109	138	0	8	0	0	0	822
Total for:	4:00 PM	5:00 PM	27	968	0	0	1119	602	568	0	14	0	0	0	3298
Total for:	5:00 PM	6:00 PM	30	1052	0	0	1289	504	566	0	25	0	0	0	3466
Tota Peak Hour:	4:45 PM	5:45 PM	30	1028	0	0	1273	557	571	0	19	0	0	0	3478
Overall PHF:	0.97														

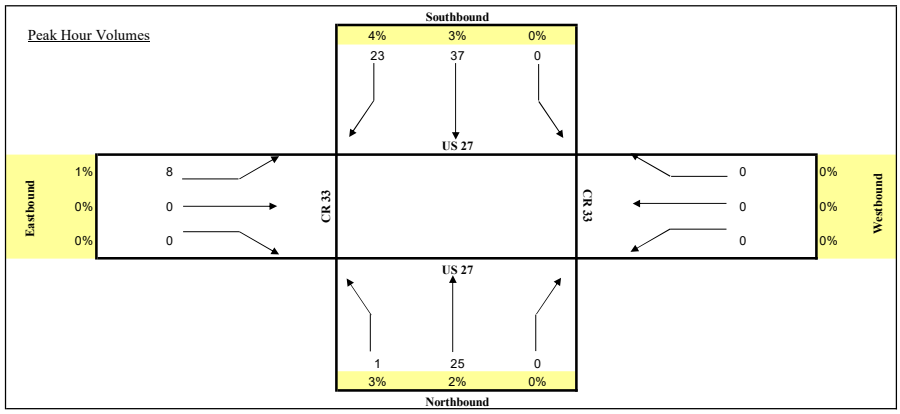


TURNING MOVEMENT COUNT ANALYSIS

TRUCKS

Intersection (N/S): US 27
Intersection (E/W): CR 33
Date: 8/19/2025

		US 27 NB			US 27 SB			CR 33 EB			CR 33 WB			
Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 PM	4:15 PM	0	9	0	0	11	5	3	0	0	0	0	0	28
4:15 PM	4:30 PM	0	7	0	0	7	5	2	0	0	0	0	0	21
4:30 PM	4:45 PM	1	6	0	0	10	7	1	0	0	0	0	0	25
4:45 PM	5:00 PM	0	3	0	0	9	6	2	0	0	0	0	0	20
5:00 PM	5:15 PM	0	5	0	0	8	3	2	0	0	0	0	0	18
5:15 PM	5:30 PM	0	5	0	0	5	5	2	0	0	0	0	0	17
5:30 PM	5:45 PM	0	7	0	0	6	1	1	0	1	0	0	0	16
5:45 PM	6:00 PM	0	4	0	0	3	2	2	0	0	0	0	0	11
Total for:	4:00 PM	5:00 PM	1	25	0	0	37	23	8	0	0	0	0	0	94
Total for:	5:00 PM	6:00 PM	0	21	0	0	22	11	7	0	1	0	0	0	62
Tota Peak Hour:	4:00 PM	5:00 PM	1	25	0	0	37	23	8	0	0	0	0	0	94
Overall PHF:	0.84														



2024 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 1100 LAKE COUNTYWIDE

MOCF: 0.95

WEEK	DATES	SF	PSCF
1	01/01/2024 - 01/06/2024	1.02	1.07
2	01/07/2024 - 01/13/2024	1.04	1.09
3	01/14/2024 - 01/20/2024	1.05	1.11
4	01/21/2024 - 01/27/2024	1.03	1.08
5	01/28/2024 - 02/03/2024	1.01	1.06
6	02/04/2024 - 02/10/2024	0.99	1.04
* 7	02/11/2024 - 02/17/2024	0.97	1.02
* 8	02/18/2024 - 02/24/2024	0.96	1.01
* 9	02/25/2024 - 03/02/2024	0.96	1.01
*10	03/03/2024 - 03/09/2024	0.95	1.00
*11	03/10/2024 - 03/16/2024	0.94	0.99
*12	03/17/2024 - 03/23/2024	0.94	0.99
*13	03/24/2024 - 03/30/2024	0.94	0.99
*14	03/31/2024 - 04/06/2024	0.94	0.99
*15	04/07/2024 - 04/13/2024	0.94	0.99
*16	04/14/2024 - 04/20/2024	0.94	0.99
*17	04/21/2024 - 04/27/2024	0.95	1.00
*18	04/28/2024 - 05/04/2024	0.96	1.01
*19	05/05/2024 - 05/11/2024	0.98	1.03
20	05/12/2024 - 05/18/2024	0.99	1.04
21	05/19/2024 - 05/25/2024	1.00	1.05
22	05/26/2024 - 06/01/2024	1.01	1.06
23	06/02/2024 - 06/08/2024	1.02	1.07
24	06/09/2024 - 06/15/2024	1.03	1.08
25	06/16/2024 - 06/22/2024	1.04	1.09
26	06/23/2024 - 06/29/2024	1.05	1.11
27	06/30/2024 - 07/06/2024	1.06	1.12
28	07/07/2024 - 07/13/2024	1.06	1.12
29	07/14/2024 - 07/20/2024	1.07	1.13
30	07/21/2024 - 07/27/2024	1.06	1.12
31	07/28/2024 - 08/03/2024	1.05	1.11
32	08/04/2024 - 08/10/2024	1.04	1.09
33	08/11/2024 - 08/17/2024	1.03	1.08
34	08/18/2024 - 08/24/2024	1.03	1.08
35	08/25/2024 - 08/31/2024	1.03	1.08
36	09/01/2024 - 09/07/2024	1.03	1.08
37	09/08/2024 - 09/14/2024	1.04	1.09
38	09/15/2024 - 09/21/2024	1.04	1.09
39	09/22/2024 - 09/28/2024	1.02	1.07
40	09/29/2024 - 10/05/2024	1.01	1.06
41	10/06/2024 - 10/12/2024	0.99	1.04
42	10/13/2024 - 10/19/2024	0.97	1.02
43	10/20/2024 - 10/26/2024	0.98	1.03
44	10/27/2024 - 11/02/2024	0.99	1.04
45	11/03/2024 - 11/09/2024	0.99	1.04
46	11/10/2024 - 11/16/2024	1.00	1.05
47	11/17/2024 - 11/23/2024	1.00	1.05
48	11/24/2024 - 11/30/2024	1.01	1.06
49	12/01/2024 - 12/07/2024	1.01	1.06
50	12/08/2024 - 12/14/2024	1.02	1.07
51	12/15/2024 - 12/21/2024	1.02	1.07
52	12/22/2024 - 12/28/2024	1.04	1.09
53	12/29/2024 - 12/31/2024	1.05	1.11

* PEAK SEASON

CARTEGRAPH ID: FL-S-141 **Date: 6/23/2025**

INTERSECTION NAME: US27 @ SR44 (W DIXIE AVE) **ID#: 141**

	ø1	ø2	ø3	ø4	ø5	ø6	ø7	ø8
	SBLT	NB	WBLT	EB	NBLT	SB	EBLT	WB
INITIAL	5	15	5	8	5	15	5	8
PASSAGE	3.0	3.0	3.0	4.0	3.0	3.0	3.0	4.0
MAX 1	15	45	15	25	15	45	15	25
YELLOW	4.0	4.0	3.4	3.4	4.0	4.0	3.4	3.4
RED CLEAR	2.1	2.0	2.1	2.7	2.6	2.0	2.1	2.7
WALK		7		7		7		7
DON'T WALK		25		20		18		22

SYSTEM TIMING

PATTERNS	CYCLE	OFFSET	COORDINATED		DAY PLAN 1		DAY PLAN 2	
			Phase	Sequence	Mon - Thurs		Friday	
1 MD	160	145	2	9	00:00	FREE	00:00	FREE
2 AM	140	72	2	1	06:30	2	06:30	2
3 PM	160	145	2	9	11:00	1	11:00	1
4 OFF	110	34	2	1	14:30	3	14:30	3
					18:00	4	18:00	4
					20:30	FREE	20:30	FREE

DAY PLAN 3		DAY PLAN 4	
Saturday		Sunday	
00:00	FREE	00:00	FREE
09:00	1	9:00	1
20:00	FREE	20:00	FREE

SPLITS	ø1	ø2	ø3	ø4	ø5	ø6	ø7	ø8
1 MD	22	**62**	35	41	24	60	28	48
2 AM	18	**56**	25	41	30	44	23	43
3 PM	22	**64**	32	42	23	63	26	48
4 OFF	22	**39**	22	27	22	39	21	28

COORD NOTES:

1 - Offset: End of Green
2 - Max Mode: MAX INHIBIT
3 - Force-Off: FIXED
4 - Phase Mode: STD8

OTHER NOTES:

CARTEGRAPH ID: FL-S-057 **DATE: 6/5/2025**

INTERSECTION NAME AND ID#: US 27 & CR 33 **57**

PHASE	1	2	3	4	5	6	7	8
	NBL	SB		EB		NB		
INITIAL	5	17		8		17		
PASSAGE	3	3		3		3		
YELLOW	3.5	5.5		4.8		5.5		
RED CLEAR	2.0	2.0		2.9		2.2		
MAX 1	18	55		40		55		
MAX 2								
WALK								
DON'T WALK								
RECALL		Min				Min		
DET. FUNC.		L				L		

COORDINATED SYSTEM TIMING

PATTERN	CYCLE SEC.	OFFSET SEC.	COORDINATED Phase	COORDINATED Sequence	BASE DAY 1 Mon.-Fri.		BASE DAY 2 Sat	
					00:00	FREE	00:00	FREE
							BASE DAY 3 - Sun	
							00:00	FREE

SPLIT ALLOCATION - Sec.

PHASE	1	2	3	4	5	6	7	8

NOTES: Intelight

1. Operates FREE at all times
2. Overlap A operates FYA on Phase 1 w/ 2 sec delay

Appendix H
Projected Intersection Volumes

Project No. 25121.02.01 Dominium Leesburg Apartments
Intersection Volumes

Analysis Period	Factors SF	AGR	Years	Tgen Enter	Exit	Legend
AM Peak	1.03	2.00%	4	26	84	Bg'd + (Project) = Total

Intersection: US 27 & SR 44 — 1

App	Mvmt	Lns	Raw	SF	Adjusted	GR	Adj Bg'd	Passby	ProjIn	ProjOut	Project	BldOut	Formula
	L	1	235	1.03	**242**	1.08	**261**	**0**	0%	10%	**8**	**269**	261 + (8) = 269
NB	T	2	880	1.03	**906**	1.08	**978**	**0**	0%	30%	**25**	**1003**	978 + (25) = 1003
	R	1	527	1.03	**543**	1.08	**586**	**0**	0%	25%	**21**	**607**	586 + (21) = 607
	L	1	93	1.03	**96**	1.08	**104**	**0**	0%	0%	**0**	**104**	104
SB	T	2	587	1.03	**605**	1.08	**653**	**0**	30%	0%	**8**	**661**	653 + (8) = 661
	R	0	30	1.03	**31**	1.08	**33**	**0**	0%	0%	**0**	**33**	33
	L	1	69	1.03	**71**	1.08	**77**	**0**	0%	0%	**0**	**77**	77
EB	T	2	431	1.03	**444**	1.08	**480**	**0**	0%	0%	**0**	**480**	480
	R	0	108	1.03	**111**	1.08	**120**	**0**	10%	0%	**3**	**123**	120 + (3) = 123
	L	2	360	1.03	**371**	1.08	**401**	**0**	25%	0%	**7**	**408**	401 + (7) = 408
WB	T	2	475	1.03	**489**	1.08	**528**	**0**	0%	0%	**0**	**528**	528
	R	0	26	1.03	**27**	1.08	**29**	**0**	0%	0%	**0**	**29**	29
													1.7%

Intersection: CR 25A & Connell Road/Access A — 2

App	Mvmt	Lns	Raw	SF	Adjusted	GR	Adj Bg'd	Passby	ProjIn	ProjOut	Project	BldOut	Formula
	L	0	0	1.03	**0**	1.16	**0**	**0**	0%	0%	**0**	**0**	
NB	T	1	0	1.03	**0**	1.16	**0**	**0**	0%	0%	**0**	**0**	
	R	0	0	1.03	**0**	1.16	**0**	**0**	0%	0%	**0**	**0**	
	L	0	3	1.03	**3**	1.16	**3**	**0**	0%	0%	**0**	**3**	3
SB	T	1	9	1.03	**9**	1.16	**10**	**0**	0%	0%	**0**	**10**	10
	R	0	0	1.03	**0**	1.16	**0**	**0**	10%	0%	**3**	**3**	(3)
	L	0	0	1.03	**0**	1.08	**0**	**0**	0%	10%	**8**	**8**	(8)
EB	T	1	1	1.03	**1**	1.08	**1**	**0**	0%	35%	**29**	**30**	1 + (29) = 30
	R	0	0	1.03	**0**	1.08	**0**	**0**	0%	15%	**13**	**13**	(13)
	L	0	0	1.03	**0**	1.08	**0**	**0**	0%	0%	**0**	**0**	
WB	T	1	1	1.03	**1**	1.08	**1**	**0**	50%	0%	**13**	**14**	1 + (13) = 14
	R	0	52	1.03	**54**	1.08	**58**	**0**	0%	0%	**0**	**58**	58
													47.5%

Intersection: US 27 & Connell Road/English Road — 3

App	Mvmt	Lns	Raw	SF	Adjusted	GR	Adj Bg'd	Passby	ProjIn	ProjOut	Project	BldOut	Formula
	L	1	18	1.03	**19**	1.19	**23**	**0**	20%	0%	**5**	**28**	23 + (5) = 28
NB	T	2	2173	1.03	**2,238**	1.19	**2671**	**0**	0%	25%	**21**	**2692**	2671 + (21) = 2692
	R	0	4	1.03	**4**	1.19	**5**	**0**	0%	0%	**0**	**5**	5
	L	1	5	1.03	**5**	1.19	**6**	**0**	0%	0%	**0**	**6**	6
SB	T	2	1469	1.03	**1,513**	1.19	**1806**	**0**	25%	0%	**7**	**1813**	1806 + (7) = 1813
	R	1	8	1.03	**8**	1.19	**10**	**0**	30%	0%	**8**	**18**	10 + (8) = 18
	L	0	3	1.03	**3**	1.08	**3**	**0**	0%	30%	**25**	**28**	3 + (25) = 28
EB	T	1	0	1.03	**0**	1.08	**0**	**0**	0%	0%	**0**	**0**	
	R	0	3	1.03	**3**	1.08	**3**	**0**	0%	5%	**4**	**7**	3 + (4) = 7
	L	0	2	1.03	**2**	1.08	**2**	**0**	0%	0%	**0**	**2**	2
WB	T	1	0	1.03	**0**	1.08	**0**	**0**	0%	0%	**0**	**0**	
	R	0	0	1.03	**0**	1.08	**0**	**0**	0%	0%	**0**	**0**	
													1.5%

Project No. 25121.02.01 Dominium Leesburg Apartments
Intersection Volumes

Analysis Period	Factors SF	AGR	Years	Tgen Enter	Exit	Legend
AM Peak	1.03	2.00%	4	26	84	Bg'd + (Project) = Total

Intersection: US 27 & Corley Island Road/Access B — 4

App	Mvmt	Lns	Raw	SF	Adjusted	GR	Adj Bg'd	Passby	ProjIn	ProjOut	Project	BldOut	Formula
	L	1	0	1.03	**0**	1.19	**0**	**0**	15%	0%	**3**	**3**	(3)
NB	T	2	2185	1.03	**2,251**	1.19	**2687**	**0**	20%	0%	**5**	**2692**	2687 + (5) = 2692
	R	0	7	1.03	**7**	1.19	**8**	**0**	0%	0%	**0**	**8**	8
	L	1	9	1.03	**9**	1.19	**11**	**0**	0%	0%	**0**	**11**	11
SB	T	2	1460	1.03	**1,504**	1.19	**1795**	**0**	0%	20%	**17**	**1812**	1795 + (17) = 1812
	R	0	0	1.03	**0**	1.19	**0**	**0**	25%	0%	**7**	**7**	(7)
	L	0	0	1.03	**0**	1.08	**0**	**0**	0%	25%	**21**	**21**	(21)
EB	T	0	0	1.03	**0**	1.08	**0**	**0**	0%	0%	**0**	**0**	
	R	0	0	1.03	**0**	1.08	**0**	**0**	0%	15%	**13**	**13**	(13)
	L	0	8	1.03	**8**	1.08	**9**	**0**	0%	0%	**0**	**9**	9
WB	T	1	0	1.03	**0**	1.08	**0**	**0**	0%	0%	**0**	**0**	
	R	0	11	1.03	**11**	1.08	**12**	**0**	0%	0%	**0**	**12**	12
													1.4%

Intersection: US 27 & Magnolia Avenue/Armoyan Boulevard — 5

App	Mvmt	Lns	Raw	SF	Adjusted	GR	Adj Bg'd	Passby	ProjIn	ProjOut	Project	BldOut	Formula
	L	1	30	1.03	**31**	1.19	**37**	**0**	0%	0%	**0**	**37**	37
NB	T	2	2183	1.03	**2,248**	1.19	**2683**	**0**	35%	0%	**8**	**2691**	2683 + (8) = 2691
	R	0	2	1.03	**2**	1.19	**2**	**0**	0%	0%	**0**	**2**	2
	L	1	4	1.03	**4**	1.19	**5**	**0**	0%	0%	**0**	**5**	5
SB	T	2	1422	1.03	**1,465**	1.19	**1749**	**0**	0%	35%	**30**	**1779**	1749 + (30) = 1779
	R	1	24	1.03	**25**	1.19	**30**	**0**	0%	0%	**0**	**30**	30
	L	0	0	1.03	**0**	1.08	**0**	**0**	0%	0%	**0**	**0**	
EB	T	0	0	1.03	**0**	1.08	**0**	**0**	0%	0%	**0**	**0**	
	R	1	246	1.03	**253**	1.08	**273**	**0**	0%	0%	**0**	**273**	273
	L	0	0	1.03	**0**	1.08	**0**	**0**	0%	0%	**0**	**0**	
WB	T	0	0	1.03	**0**	1.08	**0**	**0**	0%	0%	**0**	**0**	
	R	1	6	1.03	**6**	1.08	**6**	**0**	0%	0%	**0**	**6**	6
													0.8%

Intersection: US 27 & CR 33 — 6

App	Mvmt	Lns	Raw	SF	Adjusted	GR	Adj Bg'd	Passby	ProjIn	ProjOut	Project	BldOut	Formula
	L	1	12	1.03	**12**	1.08	**13**	**0**	0%	0%	**0**	**13**	13
NB	T	2	1225	1.03	**1,262**	1.08	**1363**	**0**	25%	0%	**5**	**1368**	1363 + (5) = 1368
	R	0	0	1.03	**0**	1.08	**0**	**0**	0%	0%	**0**	**0**	
	L	0	0	1.03	**0**	1.19	**0**	**0**	0%	0%	**0**	**0**	
SB	T	2	991	1.03	**1,021**	1.19	**1219**	**0**	0%	25%	**21**	**1240**	1219 + (21) = 1240
	R	0	570	1.03	**587**	1.19	**701**	**0**	0%	10%	**9**	**710**	701 + (9) = 710
	L	1	610	1.03	**628**	1.08	**678**	**0**	10%	0%	**3**	**681**	678 + (3) = 681
EB	T	0	0	1.03	**0**	1.08	**0**	**0**	0%	0%	**0**	**0**	
	R	1	8	1.03	**8**	1.08	**9**	**0**	0%	0%	**0**	**9**	9
	L	0	0	1.03	**0**	1.08	**0**	**0**	0%	0%	**0**	**0**	
WB	T	0	0	1.03	**0**	1.08	**0**	**0**	0%	0%	**0**	**0**	
	R	0	0	1.03	**0**	1.08	**0**	**0**	0%	0%	**0**	**0**	
													0.9%

Project No. 25121.02.01 Dominium Leesburg Apartments
Intersection Volumes

Analysis Period	Factors SF	Factors AGR	Factors Years	Tgen Enter	Tgen Exit	Legend
PM Peak	1.03	2.00%	4	87	53	Bg'd + (Project) = Total

Intersection: US 27 & SR 44 — 1

App	Mvmt	Lns	Raw	SF	Adjusted	GR	Adj Bg'd	Passby	ProjIn	ProjOut	Project	BldOut	Formula
	L	1	183	1.03	**188**	1.08	**203**	**0**	0%	10%	**5**	**208**	203 + (5) = 208
NB	T	2	1017	1.03	**1,048**	1.08	**1132**	**0**	0%	30%	**16**	**1148**	1132 + (16) = 1148
	R	1	596	1.03	**614**	1.08	**663**	**0**	0%	25%	**13**	**676**	663 + (13) = 676
	L	1	83	1.03	**85**	1.08	**92**	**0**	0%	0%	**0**	**92**	92
SB	T	2	933	1.03	**961**	1.08	**1038**	**0**	30%	0%	**26**	**1064**	1038 + (26) = 1064
	R	0	31	1.03	**32**	1.08	**35**	**0**	0%	0%	**0**	**35**	35
	L	1	64	1.03	**66**	1.08	**71**	**0**	0%	0%	**0**	**71**	71
EB	T	2	403	1.03	**415**	1.08	**448**	**0**	0%	0%	**0**	**448**	448
	R	0	123	1.03	**127**	1.08	**137**	**0**	10%	0%	**9**	**146**	137 + (9) = 146
	L	2	505	1.03	**520**	1.08	**562**	**0**	25%	0%	**22**	**584**	562 + (22) = 584
WB	T	2	549	1.03	**565**	1.08	**610**	**0**	0%	0%	**0**	**610**	610
	R	0	39	1.03	**40**	1.08	**43**	**0**	0%	0%	**0**	**43**	43
													1.8%

Intersection: CR 25A & Connell Road/Access A — 2

App	Mvmt	Lns	Raw	SF	Adjusted	GR	Adj Bg'd	Passby	ProjIn	ProjOut	Project	BldOut	Formula
	L	0	0	1.03	**0**	1.16	**0**	**0**	0%	0%	**0**	**0**	
NB	T	1	1	1.03	**1**	1.16	**1**	**0**	0%	0%	**0**	**1**	1
	R	0	0	1.03	**0**	1.16	**0**	**0**	0%	0%	**0**	**0**	
	L	0	2	1.03	**2**	1.16	**2**	**0**	0%	0%	**0**	**2**	2
SB	T	1	14	1.03	**14**	1.16	**15**	**0**	0%	0%	**0**	**15**	15
	R	0	0	1.03	**0**	1.16	**0**	**0**	10%	0%	**9**	**9**	(9)
	L	0	0	1.03	**0**	1.08	**0**	**0**	0%	10%	**5**	**5**	(5)
EB	T	1	3	1.03	**3**	1.08	**3**	**0**	0%	35%	**19**	**22**	3 + (19) = 22
	R	0	0	1.03	**0**	1.08	**0**	**0**	0%	15%	**8**	**8**	(8)
	L	0	0	1.03	**0**	1.08	**0**	**0**	0%	0%	**0**	**0**	
WB	T	1	4	1.03	**4**	1.08	**4**	**0**	50%	0%	**43**	**47**	4 + (43) = 47
	R	0	19	1.03	**20**	1.08	**22**	**0**	0%	0%	**0**	**22**	22
													64.1%

Intersection: US 27 & Connell Road/English Road — 3

App	Mvmt	Lns	Raw	SF	Adjusted	GR	Adj Bg'd	Passby	ProjIn	ProjOut	Project	BldOut	Formula
	L	1	10	1.03	**10**	1.19	**12**	**0**	20%	0%	**17**	**29**	12 + (17) = 29
NB	T	2	1757	1.03	**1,810**	1.19	**2160**	**0**	0%	25%	**13**	**2173**	2160 + (13) = 2173
	R	0	11	1.03	**11**	1.19	**13**	**0**	0%	0%	**0**	**13**	13
	L	1	5	1.03	**5**	1.19	**6**	**0**	0%	0%	**0**	**6**	6
SB	T	2	2061	1.03	**2,123**	1.19	**2534**	**0**	25%	0%	**22**	**2556**	2534 + (22) = 2556
	R	1	8	1.03	**8**	1.19	**10**	**0**	30%	0%	**26**	**36**	10 + (26) = 36
	L	0	6	1.03	**6**	1.08	**6**	**0**	0%	30%	**16**	**22**	6 + (16) = 22
EB	T	1	0	1.03	**0**	1.08	**0**	**0**	0%	0%	**0**	**0**	
	R	0	0	1.03	**0**	1.08	**0**	**0**	0%	5%	**3**	**3**	(3)
	L	0	0	1.03	**0**	1.08	**0**	**0**	0%	0%	**0**	**0**	
WB	T	1	0	1.03	**0**	1.08	**0**	**0**	0%	0%	**0**	**0**	
	R	0	0	1.03	**0**	1.08	**0**	**0**	0%	0%	**0**	**0**	
													2.0%

Project No. 25121.02.01 Dominium Leesburg Apartments
Intersection Volumes

Analysis Period	Factors SF	AGR	Years	Tgen Enter	Exit	Legend
PM Peak	1.03	2.00%	4	87	53	Bg'd + (Project) = Total

Intersection: US 27 & Corley Island Road/Access B — 4

App	Mvmt	Lns	Raw	SF	Adjusted	GR	Adj Bg'd	Passby	ProjIn	ProjOut	Project	BldOut	Formula
	L	1	0	1.03	**0**	1.19	**0**	**0**	15%	0%	**13**	**13**	(13)
NB	T	2	1773	1.03	**1,826**	1.19	**2180**	**0**	20%	0%	**17**	**2197**	2180 + (17) = 2197
	R	0	14	1.03	**14**	1.19	**17**	**0**	0%	0%	**0**	**17**	17
	L	1	18	1.03	**19**	1.19	**23**	**0**	0%	0%	**0**	**23**	23
SB	T	2	2052	1.03	**2,114**	1.19	**2523**	**0**	0%	20%	**11**	**2534**	2523 + (11) = 2534
	R	0	0	1.03	**0**	1.19	**0**	**0**	25%	0%	**22**	**22**	(22)
	L	0	0	1.03	**0**	1.08	**0**	**0**	0%	25%	**13**	**13**	(13)
EB	T	0	0	1.03	**0**	1.08	**0**	**0**	0%	0%	**0**	**0**	
	R	0	0	1.03	**0**	1.08	**0**	**0**	0%	15%	**8**	**8**	(8)
	L	0	7	1.03	**7**	1.08	**8**	**0**	0%	0%	**0**	**8**	8
WB	T	1	0	1.03	**0**	1.08	**0**	**0**	0%	0%	**0**	**0**	
	R	0	11	1.03	**11**	1.08	**12**	**0**	0%	0%	**0**	**12**	12
													1.7%

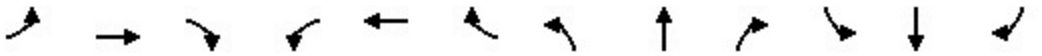
Intersection: US 27 & Magnolia Avenue/Armoyan Boulevard — 5

App	Mvmt	Lns	Raw	SF	Adjusted	GR	Adj Bg'd	Passby	ProjIn	ProjOut	Project	BldOut	Formula
	L	1	96	1.03	**99**	1.19	**118**	**0**	0%	0%	**0**	**118**	118
NB	T	2	1788	1.03	**1,842**	1.19	**2199**	**0**	35%	0%	**30**	**2229**	2199 + (30) = 2229
	R	0	3	1.03	**3**	1.19	**4**	**0**	0%	0%	**0**	**4**	4
	L	1	8	1.03	**8**	1.19	**10**	**0**	0%	0%	**0**	**10**	10
SB	T	2	1977	1.03	**2,036**	1.19	**2430**	**0**	0%	35%	**19**	**2449**	2430 + (19) = 2449
	R	1	80	1.03	**82**	1.19	**98**	**0**	0%	0%	**0**	**98**	98
	L	0	0	1.03	**0**	1.08	**0**	**0**	0%	0%	**0**	**0**	
EB	T	0	0	1.03	**0**	1.08	**0**	**0**	0%	0%	**0**	**0**	
	R	1	65	1.03	**67**	1.08	**72**	**0**	0%	0%	**0**	**72**	72
	L	0	0	1.03	**0**	1.08	**0**	**0**	0%	0%	**0**	**0**	
WB	T	0	0	1.03	**0**	1.08	**0**	**0**	0%	0%	**0**	**0**	
	R	1	6	1.03	**6**	1.08	**6**	**0**	0%	0%	**0**	**6**	6
													1.0%

Intersection: US 27 & CR 33 — 6

App	Mvmt	Lns	Raw	SF	Adjusted	GR	Adj Bg'd	Passby	ProjIn	ProjOut	Project	BldOut	Formula
	L	1	30	1.03	**31**	1.08	**33**	**0**	0%	0%	**0**	**33**	33
NB	T	2	1028	1.03	**1,059**	1.08	**1144**	**0**	25%	0%	**22**	**1166**	1144 + (22) = 1166
	R	0	0	1.03	**0**	1.08	**0**	**0**	0%	0%	**0**	**0**	
	L	0	0	1.03	**0**	1.19	**0**	**0**	0%	0%	**0**	**0**	
SB	T	2	1273	1.03	**1,311**	1.19	**1565**	**0**	0%	25%	**13**	**1578**	1565 + (13) = 1578
	R	0	557	1.03	**574**	1.19	**685**	**0**	0%	10%	**6**	**691**	685 + (6) = 691
	L	1	571	1.03	**588**	1.08	**635**	**0**	10%	0%	**8**	**643**	635 + (8) = 643
EB	T	0	0	1.03	**0**	1.08	**0**	**0**	0%	0%	**0**	**0**	
	R	1	19	1.03	**20**	1.08	**22**	**0**	0%	0%	**0**	**22**	22
	L	0	0	1.03	**0**	1.08	**0**	**0**	0%	0%	**0**	**0**	
WB	T	0	0	1.03	**0**	1.08	**0**	**0**	0%	0%	**0**	**0**	
	R	0	0	1.03	**0**	1.08	**0**	**0**	0%	0%	**0**	**0**	
													1.2%

Appendix I
HCM Results Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	71	444	111	371	489	27	242	906	543	96	605	31
Future Volume (veh/h)	71	444	111	371	489	27	242	906	543	96	605	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1841	1722	1811	1856	1841	1826	1856	1856	1841	1870	1856
Adj Flow Rate, veh/h	72	453	113	379	499	28	247	924	391	98	617	32
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	10	4	12	6	3	4	5	3	3	4	2	3
Cap, veh/h	90	532	132	428	901	50	435	1640	932	245	1411	73
Arrive On Green	0.05	0.19	0.19	0.13	0.27	0.27	0.10	0.47	0.47	0.05	0.41	0.41
Sat Flow, veh/h	1668	2778	688	3346	3394	190	1739	3526	1572	1753	3437	178
Grp Volume(v), veh/h	72	284	282	379	259	268	247	924	391	98	319	330
Grp Sat Flow(s),veh/h/ln	1668	1749	1717	1673	1763	1821	1739	1763	1572	1753	1777	1838
Q Serve(g_s), s	6.0	21.9	22.2	15.6	17.7	17.8	11.1	26.6	18.9	4.5	18.0	18.1
Cycle Q Clear(g_c), s	6.0	21.9	22.2	15.6	17.7	17.8	11.1	26.6	18.9	4.5	18.0	18.1
Prop In Lane	1.00		0.40	1.00		0.10	1.00		1.00	1.00		0.10
Lane Grp Cap(c), veh/h	90	335	329	428	468	483	435	1640	932	245	730	755
V/C Ratio(X)	0.80	0.85	0.86	0.89	0.55	0.56	0.57	0.56	0.42	0.40	0.44	0.44
Avail Cap(c_a), veh/h	209	436	428	466	468	483	557	1640	932	314	730	755
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.5	54.6	54.7	60.1	44.3	44.3	20.8	27.1	15.4	23.6	29.6	29.6
Incr Delay (d2), s/veh	14.7	11.5	12.7	17.3	1.4	1.4	1.2	1.4	1.4	1.1	1.9	1.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.3	16.1	16.2	12.2	12.6	13.0	8.2	17.1	11.5	3.5	12.9	13.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	80.1	66.1	67.5	77.4	45.7	45.7	21.9	28.5	16.8	24.6	31.5	31.5
LnGrp LOS	F	E	E	E	D	D	C	C	B	C	C	C
Approach Vol, veh/h		638			906			1562			747	
Approach Delay, s/veh		68.3			59.0			24.6			30.6	
Approach LOS		E			E			C			C	

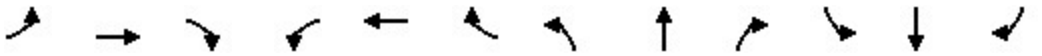
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.5	71.1	23.4	32.9	20.2	63.5	13.1	43.3
Change Period (Y+Rc), s	6.1	6.0	5.5	6.1	6.6	6.0	5.5	6.1
Max Green Setting (Gmax), s	11.9	50.0	19.5	34.9	23.4	38.0	17.5	36.9
Max Q Clear Time (g_c+I1), s	6.5	28.6	17.6	24.2	13.1	20.1	8.0	19.8
Green Ext Time (p_c), s	0.1	8.5	0.3	2.6	0.5	3.8	0.1	2.9

Intersection Summary	
HCM 7th Control Delay, s/veh	41.1
HCM 7th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	480	120	401	528	29	261	978	586	104	653	33
Future Volume (veh/h)	77	480	120	401	528	29	261	978	586	104	653	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1841	1722	1811	1856	1841	1826	1856	1856	1841	1870	1856
Adj Flow Rate, veh/h	79	490	122	409	539	30	266	998	435	106	666	34
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	10	4	12	6	3	4	5	3	3	4	2	3
Cap, veh/h	98	567	140	453	953	53	407	1553	906	221	1306	67
Arrive On Green	0.06	0.20	0.20	0.14	0.28	0.28	0.11	0.44	0.44	0.05	0.38	0.38
Sat Flow, veh/h	1668	2778	688	3346	3396	189	1739	3526	1572	1753	3440	176
Grp Volume(v), veh/h	79	307	305	409	279	290	266	998	435	106	344	356
Grp Sat Flow(s),veh/h/ln	1668	1749	1717	1673	1763	1822	1739	1763	1572	1753	1777	1839
Q Serve(g_s), s	6.5	23.8	24.0	16.9	19.0	19.0	12.6	30.9	22.7	5.1	20.8	20.9
Cycle Q Clear(g_c), s	6.5	23.8	24.0	16.9	19.0	19.0	12.6	30.9	22.7	5.1	20.8	20.9
Prop In Lane	1.00		0.40	1.00		0.10	1.00		1.00	1.00		0.10
Lane Grp Cap(c), veh/h	98	357	350	453	495	511	407	1553	906	221	675	698
V/C Ratio(X)	0.80	0.86	0.87	0.90	0.56	0.57	0.65	0.64	0.48	0.48	0.51	0.51
Avail Cap(c_a), veh/h	209	436	428	466	495	511	510	1553	906	281	675	698
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.1	53.8	53.9	59.6	43.0	43.1	23.4	30.6	17.4	26.7	33.4	33.4
Incr Delay (d2), s/veh	14.0	13.8	15.0	20.2	1.5	1.5	2.1	2.1	1.8	1.6	2.7	2.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.7	17.5	17.5	13.2	13.3	13.7	9.2	19.6	13.5	4.1	14.6	15.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	79.1	67.6	68.9	79.8	44.5	44.5	25.5	32.6	19.2	28.3	36.1	36.1
LnGrp LOS	E	E	E	E	D	D	C	C	B	C	D	D
Approach Vol, veh/h		691			978			1699			806	
Approach Delay, s/veh		69.5			59.3			28.1			35.1	
Approach LOS		E			E			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.2	67.7	24.5	34.7	21.7	59.1	13.7	45.4
Change Period (Y+Rc), s	6.1	6.0	5.5	6.1	6.6	6.0	5.5	6.1
Max Green Setting (Gmax), s	11.9	50.0	19.5	34.9	23.4	38.0	17.5	36.9
Max Q Clear Time (g_c+I1), s	7.1	32.9	18.9	26.0	14.6	22.9	8.5	21.0
Green Ext Time (p_c), s	0.1	8.4	0.1	2.5	0.5	3.9	0.1	3.1

Intersection Summary	
HCM 7th Control Delay, s/veh	43.6
HCM 7th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	480	123	408	528	29	269	1003	607	104	661	33
Future Volume (veh/h)	77	480	123	408	528	29	269	1003	607	104	661	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1841	1722	1811	1856	1841	1826	1856	1856	1841	1870	1856
Adj Flow Rate, veh/h	79	490	126	416	539	30	274	1023	456	106	674	34
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	10	4	12	6	3	4	5	3	3	4	2	3
Cap, veh/h	98	566	145	459	963	54	405	1541	903	214	1284	65
Arrive On Green	0.06	0.21	0.21	0.14	0.28	0.28	0.11	0.44	0.44	0.05	0.37	0.37
Sat Flow, veh/h	1668	2758	705	3346	3396	189	1739	3526	1572	1753	3442	174
Grp Volume(v), veh/h	79	310	306	416	279	290	274	1023	456	106	348	360
Grp Sat Flow(s),veh/h/ln	1668	1749	1714	1673	1763	1822	1739	1763	1572	1753	1777	1839
Q Serve(g_s), s	6.5	23.9	24.2	17.1	18.9	19.0	13.1	32.2	24.3	5.2	21.4	21.4
Cycle Q Clear(g_c), s	6.5	23.9	24.2	17.1	18.9	19.0	13.1	32.2	24.3	5.2	21.4	21.4
Prop In Lane	1.00		0.41	1.00		0.10	1.00		1.00	1.00		0.09
Lane Grp Cap(c), veh/h	98	359	352	459	500	517	405	1541	903	214	663	686
V/C Ratio(X)	0.80	0.86	0.87	0.91	0.56	0.56	0.68	0.66	0.50	0.50	0.52	0.53
Avail Cap(c_a), veh/h	209	436	427	466	500	517	501	1541	903	273	663	686
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.1	53.7	53.8	59.5	42.7	42.7	24.0	31.2	17.9	27.5	34.2	34.2
Incr Delay (d2), s/veh	14.0	14.0	15.2	21.0	1.4	1.4	2.6	2.3	2.0	1.8	3.0	2.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.7	17.6	17.6	13.4	13.3	13.7	9.6	20.4	14.3	4.1	15.0	15.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	79.1	67.8	69.1	80.5	44.1	44.1	26.7	33.5	19.9	29.2	37.2	37.1
LnGrp LOS	E	E	E	F	D	D	C	C	B	C	D	D
Approach Vol, veh/h		695			985			1753			814	
Approach Delay, s/veh		69.6			59.5			28.9			36.1	
Approach LOS		E			E			C			D	

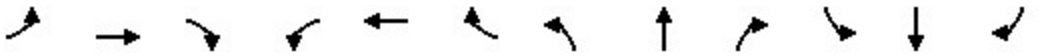
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.3	67.2	24.7	34.8	22.2	58.2	13.7	45.8
Change Period (Y+Rc), s	6.1	6.0	5.5	6.1	6.6	6.0	5.5	6.1
Max Green Setting (Gmax), s	11.9	50.0	19.5	34.9	23.4	38.0	17.5	36.9
Max Q Clear Time (g_c+I1), s	7.2	34.2	19.1	26.2	15.1	23.4	8.5	21.0
Green Ext Time (p_c), s	0.1	8.2	0.1	2.5	0.5	3.9	0.1	3.1

Intersection Summary	
HCM 7th Control Delay, s/veh	44.0
HCM 7th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	415	127	520	565	40	188	1048	614	85	961	32
Future Volume (veh/h)	66	415	127	520	565	40	188	1048	614	85	961	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1826	1870	1856	1826	1752	1856	1870	1841	1885	1515
Adj Flow Rate, veh/h	67	423	130	531	577	41	192	1069	438	87	981	33
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	5	2	3	5	10	3	2	4	1	26
Cap, veh/h	85	488	148	569	997	71	280	1640	998	195	1504	51
Arrive On Green	0.05	0.18	0.18	0.16	0.30	0.30	0.08	0.47	0.47	0.04	0.43	0.43
Sat Flow, veh/h	1781	2683	817	3456	3339	237	1668	3526	1585	1753	3536	119
Grp Volume(v), veh/h	67	279	274	531	304	314	192	1069	438	87	497	517
Grp Sat Flow(s),veh/h/ln	1781	1777	1723	1728	1763	1813	1668	1763	1585	1753	1791	1864
Q Serve(g_s), s	6.0	24.4	24.8	24.3	23.4	23.5	10.1	37.2	22.6	4.5	35.3	35.3
Cycle Q Clear(g_c), s	6.0	24.4	24.8	24.3	23.4	23.5	10.1	37.2	22.6	4.5	35.3	35.3
Prop In Lane	1.00		0.47	1.00		0.13	1.00		1.00	1.00		0.06
Lane Grp Cap(c), veh/h	85	323	313	569	526	541	280	1640	998	195	762	793
V/C Ratio(X)	0.79	0.86	0.88	0.93	0.58	0.58	0.69	0.65	0.44	0.45	0.65	0.65
Avail Cap(c_a), veh/h	228	399	387	572	526	541	323	1640	998	299	762	793
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	75.4	63.5	63.7	66.0	47.6	47.6	28.2	32.8	15.1	28.0	36.6	36.6
Incr Delay (d2), s/veh	14.7	14.9	16.9	22.5	1.6	1.6	4.9	2.0	1.4	1.6	4.3	4.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.6	18.2	18.2	18.3	16.0	16.4	7.9	23.1	13.4	3.6	23.2	23.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	90.1	78.4	80.6	88.5	49.1	49.1	33.1	34.9	16.5	29.6	40.9	40.7
LnGrp LOS	F	E	F	F	D	D	C	C	B	C	D	D
Approach Vol, veh/h		620			1149			1699			1101	
Approach Delay, s/veh		80.7			67.3			29.9			39.9	
Approach LOS		F			E			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.5	80.4	31.8	35.2	18.9	74.1	13.1	53.9
Change Period (Y+Rc), s	6.1	6.0	5.5	6.1	6.6	6.0	5.5	6.1
Max Green Setting (Gmax), s	15.9	58.0	26.5	35.9	16.4	57.0	20.5	41.9
Max Q Clear Time (g_c+I1), s	6.5	39.2	26.3	26.8	12.1	37.3	8.0	25.5
Green Ext Time (p_c), s	0.1	9.4	0.1	2.3	0.2	6.7	0.1	3.5

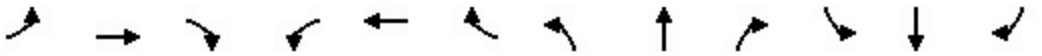
Intersection Summary	
HCM 7th Control Delay, s/veh	48.6
HCM 7th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	71	448	137	562	610	43	203	1132	663	92	1038	35
Future Volume (veh/h)	71	448	137	562	610	43	203	1132	663	92	1038	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1826	1870	1856	1826	1752	1856	1870	1841	1885	1515
Adj Flow Rate, veh/h	72	457	140	573	622	44	207	1155	488	94	1059	36
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	5	2	3	5	10	3	2	4	1	26
Cap, veh/h	91	518	157	572	1028	73	258	1585	975	176	1435	49
Arrive On Green	0.05	0.19	0.19	0.17	0.31	0.31	0.08	0.45	0.45	0.04	0.41	0.41
Sat Flow, veh/h	1781	2684	816	3456	3340	236	1668	3526	1585	1753	3534	120
Grp Volume(v), veh/h	72	301	296	573	328	338	207	1155	488	94	537	558
Grp Sat Flow(s),veh/h/ln	1781	1777	1723	1728	1763	1813	1668	1763	1585	1753	1791	1864
Q Serve(g_s), s	6.4	26.4	26.7	26.5	25.3	25.4	11.3	42.9	27.4	5.0	40.6	40.7
Cycle Q Clear(g_c), s	6.4	26.4	26.7	26.5	25.3	25.4	11.3	42.9	27.4	5.0	40.6	40.7
Prop In Lane	1.00		0.47	1.00		0.13	1.00		1.00	1.00		0.06
Lane Grp Cap(c), veh/h	91	343	333	572	542	558	258	1585	975	176	727	757
V/C Ratio(X)	0.79	0.88	0.89	1.00	0.60	0.61	0.80	0.73	0.50	0.53	0.74	0.74
Avail Cap(c_a), veh/h	228	399	387	572	542	558	289	1585	975	274	727	757
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	75.1	62.7	62.9	66.8	47.1	47.1	32.3	36.1	17.1	31.5	40.3	40.3
Incr Delay (d2), s/veh	14.3	17.7	19.6	37.9	1.9	1.9	13.5	3.0	1.8	2.5	6.6	6.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.0	19.7	19.6	21.0	17.1	17.5	9.3	26.4	15.8	4.1	26.6	27.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	89.4	80.4	82.5	104.6	49.0	49.0	45.8	39.0	19.0	34.0	46.9	46.6
LnGrp LOS	F	F	F	F	D	D	D	D	B	C	D	D
Approach Vol, veh/h		669			1239			1850			1189	
Approach Delay, s/veh		82.3			74.7			34.5			45.7	
Approach LOS		F			E			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.1	77.9	32.0	37.0	20.0	71.0	13.7	55.3
Change Period (Y+Rc), s	6.1	6.0	5.5	6.1	6.6	6.0	5.5	6.1
Max Green Setting (Gmax), s	15.9	58.0	26.5	35.9	16.4	57.0	20.5	41.9
Max Q Clear Time (g_c+I1), s	7.0	44.9	28.5	28.7	13.3	42.7	8.4	27.4
Green Ext Time (p_c), s	0.1	8.1	0.0	2.1	0.2	6.3	0.1	3.6

Intersection Summary	
HCM 7th Control Delay, s/veh	53.7
HCM 7th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	71	448	146	584	610	43	208	1148	676	92	1064	35
Future Volume (veh/h)	71	448	146	584	610	43	208	1148	676	92	1064	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1826	1870	1856	1826	1752	1856	1870	1841	1885	1515
Adj Flow Rate, veh/h	72	457	149	596	622	44	212	1171	501	94	1086	36
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	5	2	3	5	10	3	2	4	1	26
Cap, veh/h	91	516	167	572	1036	73	253	1575	971	172	1420	47
Arrive On Green	0.05	0.20	0.20	0.17	0.31	0.31	0.09	0.45	0.45	0.04	0.40	0.40
Sat Flow, veh/h	1781	2640	854	3456	3340	236	1668	3526	1585	1753	3538	117
Grp Volume(v), veh/h	72	306	300	596	328	338	212	1171	501	94	550	572
Grp Sat Flow(s),veh/h/ln	1781	1777	1717	1728	1763	1813	1668	1763	1585	1753	1791	1864
Q Serve(g_s), s	6.4	26.8	27.2	26.5	25.2	25.3	11.6	44.0	28.7	5.0	42.4	42.4
Cycle Q Clear(g_c), s	6.4	26.8	27.2	26.5	25.2	25.3	11.6	44.0	28.7	5.0	42.4	42.4
Prop In Lane	1.00		0.50	1.00		0.13	1.00		1.00	1.00		0.06
Lane Grp Cap(c), veh/h	91	347	336	572	547	562	253	1575	971	172	719	748
V/C Ratio(X)	0.79	0.88	0.89	1.04	0.60	0.60	0.84	0.74	0.52	0.55	0.76	0.76
Avail Cap(c_a), veh/h	228	399	385	572	547	562	280	1575	971	269	719	748
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	75.1	62.6	62.7	66.8	46.8	46.8	33.3	36.7	17.6	32.2	41.4	41.4
Incr Delay (d2), s/veh	14.3	18.3	20.4	48.8	1.8	1.8	18.3	3.2	2.0	2.7	7.6	7.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.0	20.1	19.9	22.5	17.0	17.5	10.0	27.0	16.5	4.1	27.7	28.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	89.4	80.9	83.1	115.5	48.6	48.6	51.6	39.9	19.5	34.9	49.0	48.7
LnGrp LOS	F	F	F	F	D	D	D	D	B	C	D	D
Approach Vol, veh/h		678			1262			1884			1216	
Approach Delay, s/veh		82.8			80.2			35.8			47.8	
Approach LOS		F			F			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.1	77.5	32.0	37.4	20.4	70.2	13.7	55.7
Change Period (Y+Rc), s	6.1	6.0	5.5	6.1	6.6	6.0	5.5	6.1
Max Green Setting (Gmax), s	15.9	58.0	26.5	35.9	16.4	57.0	20.5	41.9
Max Q Clear Time (g_c+I1), s	7.0	46.0	28.5	29.2	13.6	44.4	8.4	27.3
Green Ext Time (p_c), s	0.1	7.7	0.0	2.1	0.2	6.0	0.1	3.6

Intersection Summary	
HCM 7th Control Delay, s/veh	56.1
HCM 7th LOS	E

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	1	0	0	1	54	0	0	0	3	9	0
Future Vol, veh/h	0	1	0	0	1	54	0	0	0	3	9	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	63	63	63	63	63	63	63	63	63	63	63	63
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	2	0	0	2	86	0	0	0	5	14	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	25	24	14	25	24	0	14	0	0	0	0	0
Stage 1	24	24	-	0	0	-	-	-	-	-	-	-
Stage 2	1	0	-	25	24	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	986	870	1066	986	870	-	1604	-	-	-	-	-
Stage 1	994	875	-	-	-	-	-	-	-	-	-	-
Stage 2	1022	-	-	993	875	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	870	1066	985	870	-	1604	-	-	-	-	-
Mov Cap-2 Maneuver	-	870	-	985	870	-	-	-	-	-	-	-
Stage 1	994	875	-	-	-	-	-	-	-	-	-	-
Stage 2	1022	-	-	991	875	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v			0	
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1604	-	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	-	-	-	-	-
HCM Lane LOS	A	-	-	-	-	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	1	0	0	1	58	0	0	0	3	10	0
Future Vol, veh/h	0	1	0	0	1	58	0	0	0	3	10	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	63	63	63	63	63	63	63	63	63	63	63	63
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	2	0	0	2	92	0	0	0	5	16	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	26	25	16	26	25	0	16	0	0	0	0	0
Stage 1	25	25	-	0	0	-	-	-	-	-	-	-
Stage 2	1	0	-	26	25	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	984	868	1063	984	868	-	1602	-	-	-	-	-
Stage 1	992	874	-	-	-	-	-	-	-	-	-	-
Stage 2	1022	-	-	991	874	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	868	1063	982	868	-	1602	-	-	-	-	-
Mov Cap-2 Maneuver	-	868	-	982	868	-	-	-	-	-	-	-
Stage 1	992	874	-	-	-	-	-	-	-	-	-	-
Stage 2	1022	-	-	990	874	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v			0	
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1602	-	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	-	-	-	-	-
HCM Lane LOS	A	-	-	-	-	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	30	13	0	14	58	0	0	0	3	10	3
Future Vol, veh/h	8	30	13	0	14	58	0	0	0	3	10	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	63	63	63	63	63	63	63	63	63	63	63	63
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	48	21	0	22	92	0	0	0	5	16	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	39	28	18	49	30	0	21	0	0	0	0	0
Stage 1	28	28	-	0	0	-	-	-	-	-	-	-
Stage 2	11	0	-	49	30	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	966	865	1060	951	863	-	1595	-	-	-	-	-
Stage 1	989	872	-	-	-	-	-	-	-	-	-	-
Stage 2	1010	-	-	964	870	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	865	1060	881	863	-	1595	-	-	-	-	-
Mov Cap-2 Maneuver	-	865	-	881	863	-	-	-	-	-	-	-
Stage 1	989	872	-	-	-	-	-	-	-	-	-	-
Stage 2	1010	-	-	894	870	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v			0	
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1595	-	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	-	-	-	-	-
HCM Lane LOS	A	-	-	-	-	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	-	-	-

Intersection	
Int Delay, s/veh	5.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	3	0	0	4	20	0	1	0	2	14	0
Future Vol, veh/h	0	3	0	0	4	20	0	1	0	2	14	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	7	2
Mvmt Flow	0	3	0	0	4	22	0	1	0	2	16	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	23	21	16	23	21	1	16	0	0	1	0	0
Stage 1	20	20	-	1	1	-	-	-	-	-	-	-
Stage 2	3	1	-	22	20	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	988	873	1064	989	873	1083	1602	-	-	1622	-	-
Stage 1	999	879	-	1022	895	-	-	-	-	-	-	-
Stage 2	1019	895	-	997	879	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	962	871	1064	984	871	1083	1602	-	-	1622	-	-
Mov Cap-2 Maneuver	962	871	-	984	871	-	-	-	-	-	-	-
Stage 1	997	877	-	1022	895	-	-	-	-	-	-	-
Stage 2	993	895	-	992	877	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.15	8.55	0	0.9
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1602	-	-	871	1041	225	-	-
HCM Lane V/C Ratio	-	-	-	0.004	0.026	0.001	-	-
HCM Ctrl Dly (s/v)	0	-	-	9.1	8.5	7.2	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection	
Int Delay, s/veh	5.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	3	0	0	4	22	0	1	0	2	15	0
Future Vol, veh/h	0	3	0	0	4	22	0	1	0	2	15	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	7	2
Mvmt Flow	0	3	0	0	4	24	0	1	0	2	17	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	24	22	17	24	22	1	17	0	0	1	0	0
Stage 1	21	21	-	1	1	-	-	-	-	-	-	-
Stage 2	3	1	-	23	21	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	987	871	1062	988	871	1083	1601	-	-	1622	-	-
Stage 1	997	878	-	1022	895	-	-	-	-	-	-	-
Stage 2	1019	895	-	995	878	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	958	870	1062	982	870	1083	1601	-	-	1622	-	-
Mov Cap-2 Maneuver	958	870	-	982	870	-	-	-	-	-	-	-
Stage 1	996	876	-	1022	895	-	-	-	-	-	-	-
Stage 2	991	895	-	990	876	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.15	8.55	0	0.85
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1601	-	-	870	1044	212	-	-
HCM Lane V/C Ratio	-	-	-	0.004	0.028	0.001	-	-
HCM Ctrl Dly (s/v)	0	-	-	9.2	8.5	7.2	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection	
Int Delay, s/veh	7.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	22	8	0	47	22	0	1	0	2	15	9
Future Vol, veh/h	5	22	8	0	47	22	0	1	0	2	15	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	7	2
Mvmt Flow	6	24	9	0	52	24	0	1	0	2	17	10

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	53	27	22	34	32	1	27	0	0	1	0	0
Stage 1	26	26	-	1	1	-	-	-	-	-	-	-
Stage 2	27	1	-	33	31	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	945	866	1056	972	860	1083	1587	-	-	1622	-	-
Stage 1	991	873	-	1022	895	-	-	-	-	-	-	-
Stage 2	990	895	-	983	869	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	866	865	1056	935	859	1083	1587	-	-	1622	-	-
Mov Cap-2 Maneuver	866	865	-	935	859	-	-	-	-	-	-	-
Stage 1	990	872	-	1022	895	-	-	-	-	-	-	-
Stage 2	911	895	-	946	868	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.17	9.27	0	0.56
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1587	-	-	902	920	129	-	-
HCM Lane V/C Ratio	-	-	-	0.043	0.083	0.001	-	-
HCM Ctrl Dly (s/v)	0	-	-	9.2	9.3	7.2	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.3	0	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	0	3	2	0	0	19	2238	4	5	1513	8
Future Vol, veh/h	3	0	3	2	0	0	19	2238	4	5	1513	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	215	-	-	160	-	270
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	3	2	2	5	13
Mvmt Flow	3	0	3	2	0	0	21	2433	4	5	1645	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2913	4134	822	3309	4140	1218	1653	0	0	2437	0	0
Stage 1	1655	1655	-	2476	2476	-	-	-	-	-	-	-
Stage 2	1258	2478	-	833	1664	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	7	2	317	3	2	172	386	-	-	190	-	-
Stage 1	102	154	-	30	59	-	-	-	-	-	-	-
Stage 2	181	58	-	329	152	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	6	2	317	3	2	172	386	-	-	190	-	-
Mov Cap-2 Maneuver	79	44	-	27	47	-	-	-	-	-	-	-
Stage 1	99	149	-	29	55	-	-	-	-	-	-	-
Stage 2	171	55	-	316	148	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	35.15	149.7	0.12	0.08
HCM LOS	E	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	386	-	-	126	27	190	-	-
HCM Lane V/C Ratio	0.053	-	-	0.052	0.081	0.029	-	-
HCM Ctrl Dly (s/v)	14.8	-	-	35.1	149.7	24.5	-	-
HCM Lane LOS	B	-	-	E	F	C	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.2	0.2	0.1	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	0	3	2	0	0	23	2671	5	6	1806	10
Future Vol, veh/h	3	0	3	2	0	0	23	2671	5	6	1806	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	215	-	-	160	-	270
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	3	2	2	5	13
Mvmt Flow	3	0	3	2	0	0	25	2903	5	7	1963	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	3478	4935	982	3951	4943	1454	1974	0	0	2909	0	0
Stage 1	1976	1976	-	2956	2956	-	-	-	-	-	-	-
Stage 2	1502	2959	-	995	1987	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 2	1	248	~ 1	1	119	290	-	-	123	-	-
Stage 1	64	106	-	15	32	-	-	-	-	-	-	-
Stage 2	128	32	-	263	105	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 2	1	248	~ 1	1	119	290	-	-	123	-	-
Mov Cap-2 Maneuver	49	21	-	13	25	-	-	-	-	-	-	-
Stage 1	60	100	-	13	30	-	-	-	-	-	-	-
Stage 2	116	30	-	245	99	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	53.18	$ 343.07	0.16	0.12
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	290	-	-	81	13	123	-	-
HCM Lane V/C Ratio	0.086	-	-	0.08	0.173	0.053	-	-
HCM Ctrl Dly (s/v)	18.6	-	-	53.2	$ 343.1	35.9	-	-
HCM Lane LOS	C	-	-	F	F	E	-	-
HCM 95th %tile Q(veh)	0.3	-	-	0.3	0.5	0.2	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	28	0	7	2	0	0	28	2692	5	6	1813	18
Future Vol, veh/h	28	0	7	2	0	0	28	2692	5	6	1813	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	215	-	-	160	-	270
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	3	2	2	5	13
Mvmt Flow	30	0	8	2	0	0	30	2926	5	7	1971	20

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	3508	4976	985	3988	4993	1466	1990	0	0	2932	0	0
Stage 1	1984	1984	-	2990	2990	-	-	-	-	-	-	-
Stage 2	1524	2992	-	998	2003	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 2	1	247	~ 1	1	117	285	-	-	120	-	-
Stage 1	63	105	-	14	31	-	-	-	-	-	-	-
Stage 2	123	31	-	261	103	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 2	1	247	~ 1	0	117	285	-	-	120	-	-
Mov Cap-2 Maneuver	47	19	-	12	24	-	-	-	-	-	-	-
Stage 1	60	99	-	12	28	-	-	-	-	-	-	-
Stage 2	110	28	-	239	97	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	152.73	$ 373.14	0.2	0.12
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	285	-	-	56	12	120	-	-
HCM Lane V/C Ratio	0.107	-	-	0.674	0.186	0.054	-	-
HCM Ctrl Dly (s/v)	19.1	-	-	152.7	$ 373.1	36.6	-	-
HCM Lane LOS	C	-	-	F	F	E	-	-
HCM 95th %tile Q(veh)	0.4	-	-	2.8	0.5	0.2	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	0	0	0	0	0	10	1810	11	5	2123	8
Future Vol, veh/h	6	0	0	0	0	0	10	1810	11	5	2123	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	215	-	-	160	-	270
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	3	2	2	3	2
Mvmt Flow	6	0	0	0	0	0	10	1847	11	5	2166	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	3120	4055	1083	2966	4058	929	2174	0	0	1858	0	0
Stage 1	2177	2177	-	1873	1873	-	-	-	-	-	-	-
Stage 2	944	1879	-	1093	2185	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 5	3	212	6	3	269	242	-	-	322	-	-
Stage 1	47	84	-	74	120	-	-	-	-	-	-	-
Stage 2	282	119	-	228	83	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 4	2	212	6	2	269	242	-	-	322	-	-
Mov Cap-2 Maneuver	43	60	-	63	55	-	-	-	-	-	-	-
Stage 1	47	82	-	71	115	-	-	-	-	-	-	-
Stage 2	270	114	-	225	82	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	101.19	0	0.11	0.04
HCM LOS	F	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	242	-	-	43	-	322	-	-
HCM Lane V/C Ratio	0.042	-	-	0.141	-	0.016	-	-
HCM Ctrl Dly (s/v)	20.6	-	-	101.2	0	16.4	-	-
HCM Lane LOS	C	-	-	F	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	-	0	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	0	0	0	0	0	12	2160	13	6	2534	10
Future Vol, veh/h	6	0	0	0	0	0	12	2160	13	6	2534	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	215	-	-	160	-	270
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	3	2	2	3	2
Mvmt Flow	6	0	0	0	0	0	12	2204	13	6	2586	10

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	3724	4840	1293	3540	4843	1109	2596	0	0	2217	0	0
Stage 1	2598	2598	-	2235	2235	-	-	-	-	-	-	-
Stage 2	1127	2242	-	1305	2608	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 2	1	154	2	1	204	164	-	-	232	-	-
Stage 1	25	50	-	43	78	-	-	-	-	-	-	-
Stage 2	218	78	-	169	50	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 1	1	154	2	1	204	164	-	-	232	-	-
Mov Cap-2 Maneuver	23	36	-	36	30	-	-	-	-	-	-	-
Stage 1	24	49	-	40	72	-	-	-	-	-	-	-
Stage 2	202	72	-	165	49	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	211.24	0	0.16	0.05
HCM LOS	F	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	164	-	-	23	-	232	-	-
HCM Lane V/C Ratio	0.075	-	-	0.267	-	0.026	-	-
HCM Ctrl Dly (s/v)	28.7	-	-	211.2	0	20.9	-	-
HCM Lane LOS	D	-	-	F	A	C	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.8	-	0.1	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	22	0	3	0	0	0	29	2173	13	6	2556	36
Future Vol, veh/h	22	0	3	0	0	0	29	2173	13	6	2556	36
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	215	-	-	160	-	270
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	3	2	2	3	2
Mvmt Flow	22	0	3	0	0	0	30	2217	13	6	2608	37

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	3788	4910	1304	3599	4940	1115	2645	0	0	2231	0	0
Stage 1	2620	2620	-	2283	2283	-	-	-	-	-	-	-
Stage 2	1168	2290	-	1316	2657	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 1	1	151	2	1	202	157	-	-	230	-	-
Stage 1	24	49	-	40	74	-	-	-	-	-	-	-
Stage 2	206	73	-	166	47	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 1	1	151	2	0	202	157	-	-	230	-	-
Mov Cap-2 Maneuver	~ 22	32	-	30	15	-	-	-	-	-	-	-
Stage 1	24	48	-	33	60	-	-	-	-	-	-	-
Stage 2	167	59	-	159	46	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	$ 420.83	0	0.43	0.05
HCM LOS	F	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	157	-	-	25	-	230	-	-
HCM Lane V/C Ratio	0.188	-	-	1.037	-	0.027	-	-
HCM Ctrl Dly (s/v)	33.2	-	-	$ 420.8	0	21.1	-	-
HCM Lane LOS	D	-	-	F	A	C	-	-
HCM 95th %tile Q(veh)	0.7	-	-	3.1	-	0.1	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	8	11	0	2251	7	9	1504
Future Vol, veh/h	8	11	0	2251	7	9	1504
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	0	-	345	-	-	140	-
Veh in Median Storage, #	1	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	3	2	2	5
Mvmt Flow	9	12	0	2447	8	10	1635

Major/Minor	Minor1		Major1			Major2	
Conflicting Flow All	3288	1227	1635	0	0	2454	0
Stage 1	2451	-	-	-	-	-	-
Stage 2	837	-	-	-	-	-	-
Critical Hdwy	6.84	6.94	6.44	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.52	-	-	2.22	-
Pot Cap-1 Maneuver	~ 7	170	129	-	-	187	-
Stage 1	51	-	-	-	-	-	-
Stage 2	385	-	-	-	-	-	-
Platoon blocked, %				-	-		-
Mov Cap-1 Maneuver	~ 6	170	129	-	-	187	-
Mov Cap-2 Maneuver	42	-	-	-	-	-	-
Stage 1	51	-	-	-	-	-	-
Stage 2	365	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	71.34	0	0.15
HCM LOS	F		

Minor Lane/Major Mvmt	NBU	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	129	-	-	74	187	-
HCM Lane V/C Ratio	-	-	-	0.279	0.052	-
HCM Ctrl Dly (s/v)	0	-	-	71.3	25.3	-
HCM Lane LOS	A	-	-	F	D	-
HCM 95th %tile Q(veh)	0	-	-	1	0.2	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	9	12	0	2687	8	11	1795
Future Vol, veh/h	9	12	0	2687	8	11	1795
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	0	-	345	-	-	140	-
Veh in Median Storage, #	1	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	3	2	2	5
Mvmt Flow	10	13	0	2921	9	12	1951

Major/Minor	Minor1		Major1			Major2	
Conflicting Flow All	3924	1465	1951	0	0	2929	0
Stage 1	2925	-	-	-	-	-	-
Stage 2	999	-	-	-	-	-	-
Critical Hdwy	6.84	6.94	6.44	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.52	-	-	2.22	-
Pot Cap-1 Maneuver	~ 2	117	80	-	-	121	-
Stage 1	27	-	-	-	-	-	-
Stage 2	317	-	-	-	-	-	-
Platoon blocked, %				-	-		-
Mov Cap-1 Maneuver	~ 2	117	80	-	-	121	-
Mov Cap-2 Maneuver	23	-	-	-	-	-	-
Stage 1	27	-	-	-	-	-	-
Stage 2	285	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	164.05	0	0.23
HCM LOS	F		

Minor Lane/Major Mvmt	NBU	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	80	-	-	42	121	-
HCM Lane V/C Ratio	-	-	-	0.54	0.099	-
HCM Ctrl Dly (s/v)	0	-	-	164	38.1	-
HCM Lane LOS	A	-	-	F	E	-
HCM 95th %tile Q(veh)	0	-	-	2	0.3	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	21	0	13	9	0	12	3	2692	8	11	1812	7
Future Vol, veh/h	21	0	13	9	0	12	3	2692	8	11	1812	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	345	-	-	140	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	3	2	2	5	2
Mvmt Flow	23	0	14	10	0	13	3	2926	9	12	1970	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	3467	4939	989	3946	4938	1467	1977	0	0	2935	0	0
Stage 1	1997	1997	-	2937	2937	-	-	-	-	-	-	-
Stage 2	1470	2941	-	1009	2001	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 3	1	246	~ 1	1	117	289	-	-	120	-	-
Stage 1	62	104	-	15	33	-	-	-	-	-	-	-
Stage 2	134	33	-	257	103	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 2	1	246	~ 1	1	117	289	-	-	120	-	-
Mov Cap-2 Maneuver	34	16	-	13	22	-	-	-	-	-	-	-
Stage 1	56	93	-	15	33	-	-	-	-	-	-	-
Stage 2	117	33	-	218	93	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	178.8	$ 351.8	0.02	0.23
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	289	-	-	51	26	120	-	-
HCM Lane V/C Ratio	0.011	-	-	0.728	0.878	0.1	-	-
HCM Ctrl Dly (s/v)	17.6	-	-	178.8	$ 351.8	38.3	-	-
HCM Lane LOS	C	-	-	F	F	E	-	-
HCM 95th %tile Q(veh)	0	-	-	3	2.7	0.3	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	7	11	0	1826	14	19	2114
Future Vol, veh/h	7	11	0	1826	14	19	2114
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	0	-	345	-	-	140	-
Veh in Median Storage, #	1	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	3	2	2	3
Mvmt Flow	7	11	0	1863	14	19	2157

Major/Minor	Minor1		Major1			Major2	
Conflicting Flow All	2988	939	2157	0	0	1878	0
Stage 1	1870	-	-	-	-	-	-
Stage 2	1117	-	-	-	-	-	-
Critical Hdwy	6.84	6.94	6.44	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.52	-	-	2.22	-
Pot Cap-1 Maneuver	11	265	58	-	-	316	-
Stage 1	107	-	-	-	-	-	-
Stage 2	274	-	-	-	-	-	-
Platoon blocked, %				-	-		-
Mov Cap-1 Maneuver	10	265	58	-	-	316	-
Mov Cap-2 Maneuver	73	-	-	-	-	-	-
Stage 1	107	-	-	-	-	-	-
Stage 2	258	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	36.93	0	0.15
HCM LOS	E		

Minor Lane/Major Mvmt	NBU	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	58	-	-	131	316	-
HCM Lane V/C Ratio	-	-	-	0.14	0.061	-
HCM Ctrl Dly (s/v)	0	-	-	36.9	17.1	-
HCM Lane LOS	A	-	-	E	C	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0.2	-

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	8	12	0	2180	17	23	2523
Future Vol, veh/h	8	12	0	2180	17	23	2523
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	0	-	345	-	-	140	-
Veh in Median Storage, #	1	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	3	2	2	3
Mvmt Flow	8	12	0	2224	17	23	2574

Major/Minor	Minor1		Major1			Major2	
Conflicting Flow All	3567	1121	2574	0	0	2242	0
Stage 1	2233	-	-	-	-	-	-
Stage 2	1334	-	-	-	-	-	-
Critical Hdwy	6.84	6.94	6.44	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.52	-	-	2.22	-
Pot Cap-1 Maneuver	~ 4	200	31	-	-	227	-
Stage 1	67	-	-	-	-	-	-
Stage 2	210	-	-	-	-	-	-
Platoon blocked, %				-	-		-
Mov Cap-1 Maneuver	~ 4	200	31	-	-	227	-
Mov Cap-2 Maneuver	47	-	-	-	-	-	-
Stage 1	67	-	-	-	-	-	-
Stage 2	189	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	59.18	0	0.2
HCM LOS	F		

Minor Lane/Major Mvmt	NBU	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	31	-	-	86	227	-
HCM Lane V/C Ratio	-	-	-	0.236	0.103	-
HCM Ctrl Dly (s/v)	0	-	-	59.2	22.7	-
HCM Lane LOS	A	-	-	F	C	-
HCM 95th %tile Q(veh)	0	-	-	0.8	0.3	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	0	8	8	0	12	13	2197	17	23	2534	22
Future Vol, veh/h	13	0	8	8	0	12	13	2197	17	23	2534	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	345	-	-	140	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	98	92	98	92	98	98	98	98	92
Heavy Vehicles, %	2	2	2	2	2	2	2	3	2	2	3	2
Mvmt Flow	14	0	9	8	0	12	14	2242	17	23	2586	24

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	3794	4932	1305	3619	4935	1130	2610	0	0	2259	0	0
Stage 1	2645	2645	-	2279	2279	-	-	-	-	-	-	-
Stage 2	1149	2287	-	1340	2657	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 1	1	151	~ 2	1	198	162	-	-	224	-	-
Stage 1	23	48	-	41	74	-	-	-	-	-	-	-
Stage 2	211	73	-	161	47	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 1	1	151	~ 1	1	198	162	-	-	224	-	-
Mov Cap-2 Maneuver	17	20	-	26	18	-	-	-	-	-	-	-
Stage 1	21	43	-	37	68	-	-	-	-	-	-	-
Stage 2	181	67	-	136	42	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	$ 355.57	84.64	0.18	0.2
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	162	-	-	26	26	91	224	-	-
HCM Lane V/C Ratio	0.087	-	-	0.884	0.206	0.165	0.105	-	-
HCM Ctrl Dly (s/v)	29.3	-	-	-$ 355.6	173.5	52.3	23	-	-
HCM Lane LOS	D	-	-	F	F	F	C	-	-
HCM 95th %tile Q(veh)	0.3	-	-	2.7	0.6	0.6	0.3	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	253	0	0	6	31	2248	2	4	1465	25
Future Vol, veh/h	0	0	253	0	0	6	31	2248	2	4	1465	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	360	-	-	265	-	265
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	7	3	2	2	5	13
Mvmt Flow	0	0	272	0	0	6	33	2417	2	4	1575	27

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	788	-	-	1210	1602	0	0	2419	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	4.24	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	2.27	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	334	0	0	175	382	-	-	193	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	334	-	-	175	382	-	-	193	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	49.42	26.39	0.21	0.06
HCM LOS	E	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	382	-	-	334	175	193	-	-
HCM Lane V/C Ratio	0.087	-	-	0.814	0.037	0.022	-	-
HCM Ctrl Dly (s/v)	15.3	-	-	49.4	26.4	24.1	-	-
HCM Lane LOS	C	-	-	E	D	C	-	-
HCM 95th %tile Q(veh)	0.3	-	-	6.9	0.1	0.1	-	-

Intersection	
Int Delay, s/veh	7.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	273	0	0	6	37	2683	2	5	1749	30
Future Vol, veh/h	0	0	273	0	0	6	37	2683	2	5	1749	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	360	-	-	265	-	265
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	7	3	2	2	5	13
Mvmt Flow	0	0	294	0	0	6	40	2885	2	5	1881	32

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	940	-	-	1444	1913	0	0	2887	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	4.24	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	2.27	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	~ 265	0	0	121	287	-	-	126	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	~ 265	-	-	121	287	-	-	126	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	129.14	36.32	0.27	0.1
HCM LOS	F	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	287	-	-	265	121	126	-	-
HCM Lane V/C Ratio	0.139	-	-	1.109	0.053	0.043	-	-
HCM Ctrl Dly (s/v)	19.6	-	-	129.1	36.3	35	-	-
HCM Lane LOS	C	-	-	F	E	D	-	-
HCM 95th %tile Q(veh)	0.5	-	-	12.5	0.2	0.1	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	8.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	273	0	0	6	37	2691	2	5	1779	30
Future Vol, veh/h	0	0	273	0	0	6	37	2691	2	5	1779	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	360	-	-	265	-	265
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	7	3	2	2	5	13
Mvmt Flow	0	0	294	0	0	6	40	2894	2	5	1913	32

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	956	-	-	1448	1945	0	0	2896	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	4.24	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	2.27	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	~ 258	0	0	121	278	-	-	125	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	~ 258	-	-	121	278	-	-	125	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	139.65	36.55	0.27	0.1
HCM LOS	F	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	278	-	-	258	121	125	-	-
HCM Lane V/C Ratio	0.143	-	-	1.137	0.054	0.043	-	-
HCM Ctrl Dly (s/v)	20.1	-	-	139.7	36.5	35.2	-	-
HCM Lane LOS	C	-	-	F	E	E	-	-
HCM 95th %tile Q(veh)	0.5	-	-	12.9	0.2	0.1	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	67	0	0	6	99	1842	3	8	2036	82
Future Vol, veh/h	0	0	67	0	0	6	99	1842	3	8	2036	82
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	360	-	-	265	-	265
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	3	2	2	2	2	3	2	2	3	3
Mvmt Flow	0	0	68	0	0	6	101	1880	3	8	2078	84

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	1039	-	-	941	2161	0	0	1883	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.96	-	-	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.33	-	-	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	226	0	0	264	244	-	-	315	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	226	-	-	264	244	-	-	315	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	27.72	18.95	1.51	0.06
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	244	-	-	226	264	315	-	-
HCM Lane V/C Ratio	0.413	-	-	0.303	0.023	0.026	-	-
HCM Ctrl Dly (s/v)	29.7	-	-	27.7	18.9	16.8	-	-
HCM Lane LOS	D	-	-	D	C	C	-	-
HCM 95th %tile Q(veh)	1.9	-	-	1.2	0.1	0.1	-	-

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	72	0	0	6	118	2199	4	10	2430	98
Future Vol, veh/h	0	0	72	0	0	6	118	2199	4	10	2430	98
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	360	-	-	265	-	265
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	3	2	2	2	2	3	2	2	3	3
Mvmt Flow	0	0	73	0	0	6	120	2244	4	10	2480	100

Major/Minor	Minor2		Minor1			Major1				Major2		
Conflicting Flow All	-	-	1240	-	-	1124	2580	0	0	2248	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.96	-	-	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.33	-	-	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	165	0	0	200	167	-	-	226	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	165	-	-	200	167	-	-	226	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	43.12	23.62	3.48	0.09
HCM LOS	E	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	167	-	-	165	200	226	-	-
HCM Lane V/C Ratio	0.722	-	-	0.444	0.031	0.045	-	-
HCM Ctrl Dly (s/v)	68.5	-	-	43.1	23.6	21.7	-	-
HCM Lane LOS	F	-	-	E	C	C	-	-
HCM 95th %tile Q(veh)	4.4	-	-	2	0.1	0.1	-	-

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	72	0	0	6	118	2229	4	10	2449	98
Future Vol, veh/h	0	0	72	0	0	6	118	2229	4	10	2449	98
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	360	-	-	265	-	265
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	3	2	2	2	2	3	2	2	3	3
Mvmt Flow	0	0	73	0	0	6	120	2274	4	10	2499	100

Major/Minor	Minor2		Minor1			Major1				Major2		
Conflicting Flow All	-	-	1249	-	-	1139	2599	0	0	2279	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.96	-	-	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.33	-	-	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	163	0	0	195	164	-	-	220	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	163	-	-	195	164	-	-	220	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	44.1	24.08	3.58	0.09
HCM LOS	E	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	164	-	-	163	195	220	-	-
HCM Lane V/C Ratio	0.735	-	-	0.451	0.031	0.046	-	-
HCM Ctrl Dly (s/v)	71.4	-	-	44.1	24.1	22.2	-	-
HCM Lane LOS	F	-	-	E	C	C	-	-
HCM 95th %tile Q(veh)	4.5	-	-	2.1	0.1	0.1	-	-



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	628	8	12	1262	1021	587
Future Volume (veh/h)	628	8	12	1262	1021	587
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1707	1870	1841	1826	1841
Adj Flow Rate, veh/h	683	0	13	1357	1098	443
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	13	2	4	5	4
Cap, veh/h	823	337	142	2069	1248	492
Arrive On Green	0.23	0.00	0.02	0.59	0.51	0.51
Sat Flow, veh/h	3534	1447	1781	3589	2521	958
Grp Volume(v), veh/h	683	0	13	1357	776	765
Grp Sat Flow(s),veh/h/ln	1767	1447	1781	1749	1735	1653
Q Serve(g_s), s	16.1	0.0	0.3	22.7	34.6	36.7
Cycle Q Clear(g_c), s	16.1	0.0	0.3	22.7	34.6	36.7
Prop In Lane	1.00	1.00	1.00			0.58
Lane Grp Cap(c), veh/h	823	337	142	2069	891	849
V/C Ratio(X)	0.83	0.00	0.09	0.66	0.87	0.90
Avail Cap(c_a), veh/h	1300	532	368	2069	938	894
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.0	0.0	17.8	12.0	18.8	19.3
Incr Delay (d2), s/veh	2.6	0.0	0.3	0.8	8.7	11.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.3	0.0	0.2	12.7	21.1	22.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	34.7	0.0	18.1	12.7	27.5	31.1
LnGrp LOS	C		B	B	C	C
Approach Vol, veh/h	683			1370	1541	
Approach Delay, s/veh	34.7			12.8	29.3	
Approach LOS	C			B	C	

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	6.9	52.8			59.7	28.2
Change Period (Y+Rc), s	5.5	* 7.7			7.7	7.7
Max Green Setting (Gmax), s	12.5	* 48			47.3	32.3
Max Q Clear Time (g_c+I1), s	2.3	38.7			24.7	18.1
Green Ext Time (p_c), s	0.0	6.4			11.2	2.3

Intersection Summary	
HCM 7th Control Delay, s/veh	24.0
HCM 7th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	678	9	13	1363	1219	701
Future Volume (veh/h)	678	9	13	1363	1219	701
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1707	1870	1841	1826	1841
Adj Flow Rate, veh/h	738	0	14	1466	1311	566
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	13	2	4	5	4
Cap, veh/h	870	356	107	2056	1233	501
Arrive On Green	0.25	0.00	0.02	0.59	0.51	0.51
Sat Flow, veh/h	3534	1447	1781	3589	2499	977
Grp Volume(v), veh/h	738	0	14	1466	921	956
Grp Sat Flow(s),veh/h/ln	1767	1447	1781	1749	1735	1650
Q Serve(g_s), s	18.5	0.0	0.3	27.6	47.5	47.5
Cycle Q Clear(g_c), s	18.5	0.0	0.3	27.6	47.5	47.5
Prop In Lane	1.00	1.00	1.00			0.59
Lane Grp Cap(c), veh/h	870	356	107	2056	889	845
V/C Ratio(X)	0.85	0.00	0.13	0.71	1.04	1.13
Avail Cap(c_a), veh/h	1231	504	318	2056	889	845
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.3	0.0	22.7	13.6	22.6	22.6
Incr Delay (d2), s/veh	4.1	0.0	0.5	1.2	40.1	73.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.9	0.0	0.3	15.3	37.2	47.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	37.4	0.0	23.2	14.7	62.7	96.2
LnGrp LOS	D		C	B	F	F
Approach Vol, veh/h	738			1480	1877	
Approach Delay, s/veh	37.4			14.8	79.8	
Approach LOS	D			B	E	

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	7.0	55.2			62.2	30.5
Change Period (Y+Rc), s	5.5	* 7.7			7.7	7.7
Max Green Setting (Gmax), s	12.5	* 48			47.3	32.3
Max Q Clear Time (g_c+I1), s	2.3	49.5			29.6	20.5
Green Ext Time (p_c), s	0.0	0.0			10.5	2.4

Intersection Summary	
HCM 7th Control Delay, s/veh	48.7
HCM 7th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	681	9	13	1368	1240	710
Future Volume (veh/h)	681	9	13	1368	1240	710
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1707	1870	1841	1826	1841
Adj Flow Rate, veh/h	741	0	14	1471	1333	575
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	13	2	4	5	4
Cap, veh/h	872	357	107	2054	1234	498
Arrive On Green	0.25	0.00	0.02	0.59	0.51	0.51
Sat Flow, veh/h	3534	1447	1781	3589	2503	974
Grp Volume(v), veh/h	741	0	14	1471	933	975
Grp Sat Flow(s),veh/h/ln	1767	1447	1781	1749	1735	1651
Q Serve(g_s), s	18.5	0.0	0.3	27.8	47.5	47.5
Cycle Q Clear(g_c), s	18.5	0.0	0.3	27.8	47.5	47.5
Prop In Lane	1.00	1.00	1.00			0.59
Lane Grp Cap(c), veh/h	872	357	107	2054	888	845
V/C Ratio(X)	0.85	0.00	0.13	0.72	1.05	1.15
Avail Cap(c_a), veh/h	1230	503	317	2054	888	845
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.3	0.0	22.7	13.6	22.7	22.7
Incr Delay (d2), s/veh	4.1	0.0	0.6	1.2	44.7	82.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	13.0	0.0	0.3	15.5	39.0	51.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	37.4	0.0	23.2	14.9	67.4	105.3
LnGrp LOS	D		C	B	F	F
Approach Vol, veh/h	741			1485	1908	
Approach Delay, s/veh	37.4			14.9	86.8	
Approach LOS	D			B	F	

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	7.0	55.2			62.2	30.6
Change Period (Y+Rc), s	5.5	* 7.7			7.7	7.7
Max Green Setting (Gmax), s	12.5	* 48			47.3	32.3
Max Q Clear Time (g_c+I1), s	2.3	49.5			29.8	20.5
Green Ext Time (p_c), s	0.0	0.0			10.5	2.4

Intersection Summary	
HCM 7th Control Delay, s/veh	52.1
HCM 7th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	588	20	31	1059	1311	574
Future Volume (veh/h)	588	20	31	1059	1311	574
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1856	1870	1856	1841
Adj Flow Rate, veh/h	626	0	32	1092	1352	417
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	3	2	3	4
Cap, veh/h	760	338	135	2190	1406	419
Arrive On Green	0.21	0.00	0.03	0.62	0.53	0.53
Sat Flow, veh/h	3563	1585	1767	3647	2770	798
Grp Volume(v), veh/h	626	0	32	1092	874	895
Grp Sat Flow(s),veh/h/ln	1781	1585	1767	1777	1763	1712
Q Serve(g_s), s	15.2	0.0	0.7	15.4	42.2	47.1
Cycle Q Clear(g_c), s	15.2	0.0	0.7	15.4	42.2	47.1
Prop In Lane	1.00	1.00	1.00			0.47
Lane Grp Cap(c), veh/h	760	338	135	2190	926	899
V/C Ratio(X)	0.82	0.00	0.24	0.50	0.94	1.00
Avail Cap(c_a), veh/h	1272	566	325	2190	926	899
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.0	0.0	21.8	9.6	20.2	21.4
Incr Delay (d2), s/veh	2.3	0.0	0.9	0.2	17.6	28.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.9	0.0	0.7	9.2	27.6	32.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	36.3	0.0	22.6	9.8	37.9	50.3
LnGrp LOS	D		C	A	D	D
Approach Vol, veh/h	626			1124	1769	
Approach Delay, s/veh	36.3			10.2	44.2	
Approach LOS	D			B	D	

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	8.3	55.2			63.5	27.0
Change Period (Y+Rc), s	5.5	* 7.7			7.7	7.7
Max Green Setting (Gmax), s	12.5	* 48			47.3	32.3
Max Q Clear Time (g_c+I1), s	2.7	49.1			17.4	17.2
Green Ext Time (p_c), s	0.0	0.0			9.6	2.1

Intersection Summary	
HCM 7th Control Delay, s/veh	31.9
HCM 7th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	635	22	33	1144	1565	685
Future Volume (veh/h)	635	22	33	1144	1565	685
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1856	1870	1856	1841
Adj Flow Rate, veh/h	676	0	34	1179	1613	531
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	3	2	3	4
Cap, veh/h	809	360	134	2153	1362	424
Arrive On Green	0.23	0.00	0.03	0.61	0.51	0.51
Sat Flow, veh/h	3563	1585	1767	3647	2738	824
Grp Volume(v), veh/h	676	0	34	1179	1045	1099
Grp Sat Flow(s),veh/h/ln	1781	1585	1767	1777	1763	1707
Q Serve(g_s), s	16.7	0.0	0.8	18.0	47.5	47.5
Cycle Q Clear(g_c), s	16.7	0.0	0.8	18.0	47.5	47.5
Prop In Lane	1.00	1.00	1.00			0.48
Lane Grp Cap(c), veh/h	809	360	134	2153	908	879
V/C Ratio(X)	0.84	0.00	0.25	0.55	1.15	1.25
Avail Cap(c_a), veh/h	1247	555	317	2153	908	879
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.0	0.0	22.1	10.7	22.4	22.4
Incr Delay (d2), s/veh	3.1	0.0	1.0	0.3	80.6	122.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.9	0.0	0.7	10.6	53.7	68.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	37.1	0.0	23.0	11.0	103.0	144.7
LnGrp LOS	D		C	B	F	F
Approach Vol, veh/h	676			1213	2144	
Approach Delay, s/veh	37.1			11.3	124.4	
Approach LOS	D			B	F	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	8.4	55.2				63.6	28.7
Change Period (Y+Rc), s	5.5	* 7.7				7.7	7.7
Max Green Setting (Gmax), s	12.5	* 48				47.3	32.3
Max Q Clear Time (g_c+I1), s	2.8	49.5				20.0	18.7
Green Ext Time (p_c), s	0.0	0.0				10.2	2.3

Intersection Summary	
HCM 7th Control Delay, s/veh	75.8
HCM 7th LOS	E

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	643	22	33	1166	1578	691
Future Volume (veh/h)	643	22	33	1166	1578	691
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1856	1870	1856	1841
Adj Flow Rate, veh/h	684	0	34	1202	1627	537
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	3	2	3	4
Cap, veh/h	817	363	133	2147	1357	424
Arrive On Green	0.23	0.00	0.03	0.60	0.51	0.51
Sat Flow, veh/h	3563	1585	1767	3647	2736	826
Grp Volume(v), veh/h	684	0	34	1202	1054	1110
Grp Sat Flow(s),veh/h/ln	1781	1585	1767	1777	1763	1707
Q Serve(g_s), s	16.9	0.0	0.8	18.7	47.5	47.5
Cycle Q Clear(g_c), s	16.9	0.0	0.8	18.7	47.5	47.5
Prop In Lane	1.00	1.00	1.00			0.48
Lane Grp Cap(c), veh/h	817	363	133	2147	905	876
V/C Ratio(X)	0.84	0.00	0.25	0.56	1.17	1.27
Avail Cap(c_a), veh/h	1244	553	317	2147	905	876
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.0	0.0	22.1	10.9	22.5	22.5
Incr Delay (d2), s/veh	3.2	0.0	1.0	0.3	86.3	129.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.0	0.0	0.7	11.0	56.0	71.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	37.2	0.0	23.1	11.3	108.8	151.5
LnGrp LOS	D		C	B	F	F
Approach Vol, veh/h	684			1236	2164	
Approach Delay, s/veh	37.2			11.6	130.7	
Approach LOS	D			B	F	

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	8.4	55.2			63.6	28.9
Change Period (Y+Rc), s	5.5	* 7.7			7.7	7.7
Max Green Setting (Gmax), s	12.5	* 48			47.3	32.3
Max Q Clear Time (g_c+I1), s	2.8	49.5			20.7	18.9
Green Ext Time (p_c), s	0.0	0.0			10.4	2.3

Intersection Summary	
HCM 7th Control Delay, s/veh	79.0
HCM 7th LOS	E

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Appendix J
Access Management

1.3 FDOT Policy on Medians and Median Openings

Median opening decisions are guided by the following principles:

- **Traffic Safety**
- **Traffic Efficiency**
- **Functional Integrity**

1.3.1 Rule 14-97

Administrative Rule Chapter 14-97 establishes the seven classifications for state highways that contain separation standards for access features. Essentially, FDOT determines which roads are the most critical to providing highly efficient, higher volume traffic. These facilities are classified with the highest standards.

Medians and median openings are regulated through the requirement for a restrictive median in certain classes. For those classes, spacings between median openings are regulated. The Access Management Standards and how these are measured are found in Exhibit 11. Class 1 applies specifically to freeways, so it is not included in this exhibit.

Exhibit 11
Access Management Standards From Rule 14-97

Class	Medians	Median Openings		Signal	Connection	
		Full	Directional		More than 45 mph Posted Speed	45 mph and less Posted Speed
2	**Restrictive w/Service Roads**	**2,640**	**1,320**	2,640	1,320	660
3	**Restrictive**	**2,640**	**1,320**	2,640	660	440
4	**Non-Restrictive**			2,640	660	440
5	**Restrictive**	**2,640** at greater than 45 mph Posted Speed **1,320** At 45 mph or less Posted Speed	**660**	**2,640** at greater than 45 mph Posted Speed **1,320** At 45 mph or less Posted Speed	440	245
6	**Non-Restrictive**			1,320	440	245
7	**Both Median Types**	**660**	**330**	1,320	125	125

It is critical to know what access classification and posted speed limit has been assigned to the highway/road segment under consideration and to determine what roadway features and access connection modifications are appropriate to adhere to the access management process. The Florida Transportation Information DVD is an easy to use resource to determine the access management classification and posted speed limits for all FDOT roads, as shown in Exhibit 12.

Appendix K
Turn Lane Guidelines

2. Turn Lanes

Turn lanes consist of left-turn lanes and right-turn lanes (deceleration lanes). Turn lanes shall be installed on the road which is being accessed at the proposed entrance(s) to the development, as deemed necessary by the County Manager or Designee. The County Manager or Designee may also require turn lanes at adjacent or nearby intersections in lieu of, or in addition to, turn lanes at the development entrances.

Conditions which are to be considered in determining the need for turn lanes include the following:

a) If the property accessing the road is projected to generate 500 or more vehicle trips per day, or 50 or more vehicle trips in any hour;

b) If a traffic analysis indicates that turn lanes would be necessary to maintain capacity on fronting roads and/or on adjacent or nearby intersections.

c) If entrances are proposed at locations where grade, topography, site distance, traffic, or other unusual conditions indicate that turn lanes would be needed for traffic safety. The need for turn lanes to accommodate right turn movements and left turn movements shall be based upon anticipated traffic distribution and projected turning movement volumes among other considerations, including traffic safety.

C. Traffic Analysis

1. Transportation Concurrency Management System

Transportation Concurrency Management System is administered by the Lake-Sumter Metropolitan Planning Organization (LSMPO). All information regarding traffic study could be found on LSPMO website www.lakesumtermpo.com/concurrency/index.aspx

D. Road Classification

1. Arterial Roads

An arterial road is a route providing service which is relatively continuous and of relatively high traffic volume, long average trip length, high operating speed and of high mobility importance.

Arterial roads are grouped into the following sub-categories:

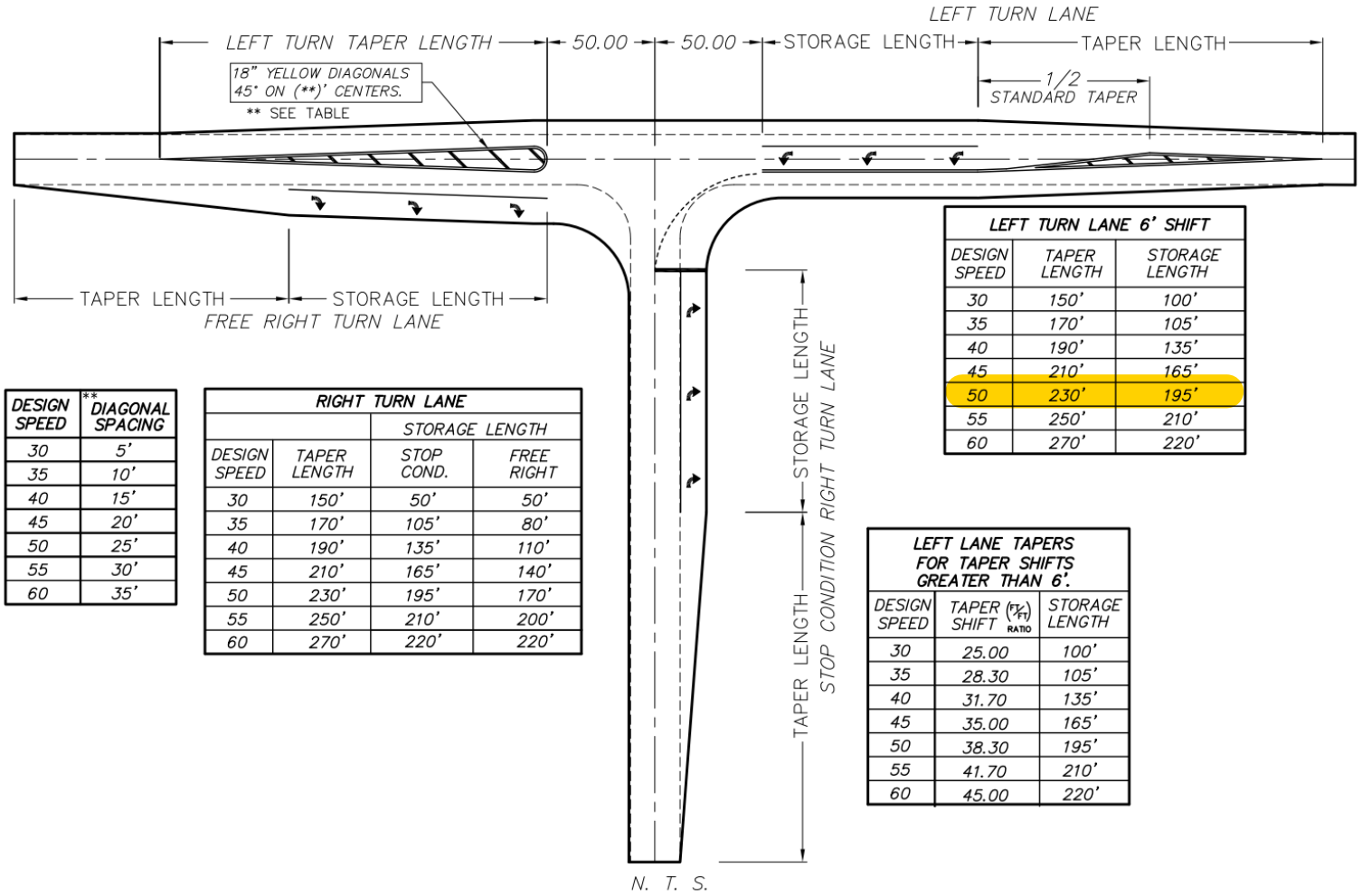
a) Principal Arterial
b) Minor Arterial

The classification of roads as arterials shall be based upon criteria established by the Florida Department of Transportation utilizing their most recent, adopted functional classification system.

2. Collector Roads

A collector road is a route providing services which is of relatively moderate traffic volume, moderate trip length and moderate operating speed. Collector roads collect and distribute the traffic between local roads and arterial roads and serves as a linkage between land access and mobility needs.

LAKE COUNTY STANDARD TURN LANES



LEFT TURN LANE 6' SHIFT		
DESIGN SPEED	TAPER LENGTH	STORAGE LENGTH
30	150'	100'
35	170'	105'
40	190'	135'
45	210'	165'
50	230'	195'
55	250'	210'
60	270'	220'

DESIGN SPEED	** DIAGONAL SPACING
30	5'
35	10'
40	15'
45	20'
50	25'
55	30'
60	35'

RIGHT TURN LANE			
		STORAGE LENGTH	
DESIGN SPEED	TAPER LENGTH	STOP COND.	FREE RIGHT
30	150'	50'	50'
35	170'	105'	80'
40	190'	135'	110'
45	210'	165'	140'
50	230'	195'	170'
55	250'	210'	200'
60	270'	220'	220'

LEFT LANE TAPERS FOR TAPER SHIFTS GREATER THAN 6'.		
DESIGN SPEED	TAPER SHIFT (FT/FT) RATIO	STORAGE LENGTH
30	25.00	100'
35	28.30	105'
40	31.70	135'
45	35.00	165'
50	38.30	195'
55	41.70	210'
60	45.00	220'

O: _CAD STANDARDS\DWG\Turn LanesR1.dwg (02/06/2007)

THIS SHOULD BE USED AS A GUIDE LINE ONLY.
ALL DESIGNS SHALL BE SUBMITTED FOR REVIEW.

Dominium Leesburg Apartment
US 27 and Corley Island Road/Access B
Right Turn Warrant

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

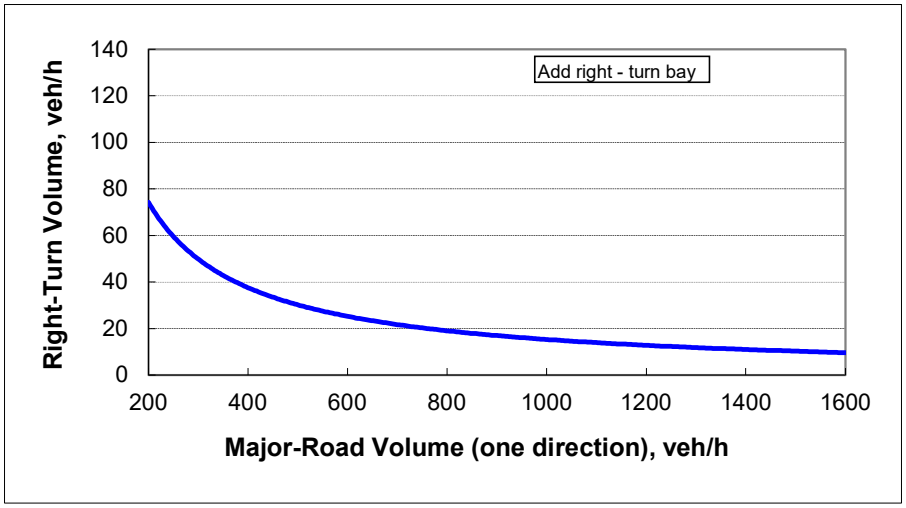
INPUT

Roadway geometry:	4-lane roadway

Variable	Value
Major-road speed, mph:	55
Major-road volume (one direction), veh/h:	2579
Right-turn volume, veh/h:	22

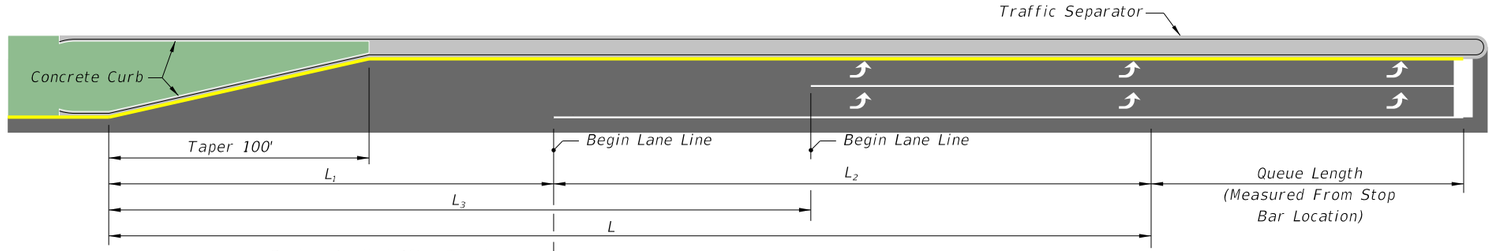
OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	6
Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:	
Add right-turn bay.	

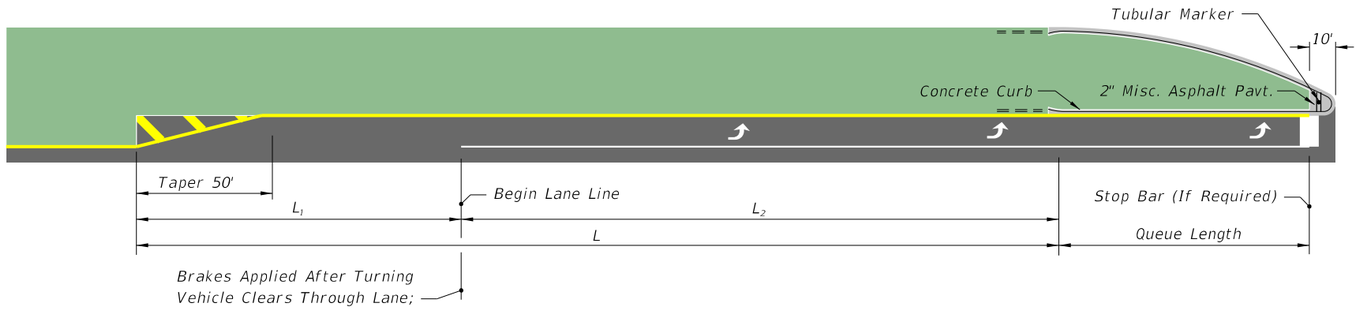


Source: National Cooperative Highway Research Program (NCHRP) Report 457- Evaluating Intersection Improvements: An Engineering Study Guide

MEDIAN TURN LANES
MINIMUM DECELERATION LENGTHS



DOUBLE LEFT TURN



SINGLE LEFT TURN

MEDIAN TURN LANES					
Design Speed (mph)	Entry Speed (mph)	Clearance Distance L_1 (ft.)	Brake To Stop Distance L_2 (ft.)	Total Decel. Distance L (ft.)	Clearance Distance L_3 (ft.)
25	15	70	25	95	90
30	20	70	50	120	100
35	25	70	75	145	110
40	30	80	75	155	120
45	35	85	100	185	135
50	44	105	185	290	160
55	48	125	225	350	195
60	52	145	260	405	230
65	55	170	290	460	270
70	58	200	325	525	300

NOTE:

1) For C3 Context Classification roadways with Design Speeds of 50 mph, the following values may be used under constrained conditions:
   - Entry Speed of 40 mph
   - Brake to stop distance (L_2) of 135 ft.
   - Total deceleration distance (L) of 240 ft.

2) For RRR Projects with Design Speeds of 50 mph and Entry Speeds of 40 mph, existing brake to stop distances (L_2) of 135 ft. and total deceleration distances (L) of 240 ft. may be retained.

NOT TO SCALE

EXHIBIT 212-1
01/01/2025

Appendix L
Crash Data

US 27 at Connell Road/English Road

REPORT_NUMBER	CRASH_YEAR	CRASH_DATE_AND_TIME	ON_STREET_ROAD_HIGHWAY	FROM_INTERSECTION_OF	LIGHT_CONDITION	WEATHER_CONDITION	ROAD_SURFACE_CONDITION	S4_CRASH_TYPE_SIMPLIFIED	S4_CRASH_SEVERITY_DETAIL	S4_DAY_OR_NIGHT
89908015	2020	11/19/2020 10:07	S 14TH ST	ENGLISH RD	Daylight	Cloudy	Dry	Off Road	Possible Injury	DAY
24773194	2021	11/14/2021 9:50	S 14TH ST	CONNELL RD	Daylight	Clear	Dry	Angle	Possible Injury	DAY
24313692	2021	1/31/2021 11:30	S 14TH ST	ENGLISH RD	Daylight	Clear	Dry	Rear End	No Injury	DAY
89908182	2021	1/11/2021 9:08	US HIGHWAY 27	ENGLISH RD	Daylight	Clear	Dry	Rear End	No Injury	DAY
24182378	2021	4/11/2021 21:23	SR 25	CR 25A	Dark - Lighted	Cloudy	Wet	Off Road	Non-Incapacitating Injury	NIGHT
25418961	2022	11/28/2022 9:20	US HIGHWAY 27	ENGLISH RD	Daylight	Clear	Dry	Rear End	Non-Incapacitating Injury	DAY
25844626	2023	3/27/2023 11:18	US-27 (S 14TH ST)	CONNELL RD	Daylight	Clear	Dry	Angle	Possible Injury	DAY
26175309	2024	3/30/2024 21:35	US-27	CONNELL RD	Dark - Not Lighted	Clear	Dry	Sideswipe	No Injury	NIGHT

US 27 and Corley Island Road

REPORT_NUMBER	CRASH_YEAR	CRASH_DATE_AND_TI	ON_STREET_ROAD_HIGHW	FROM_INTERSECTION_OF	LIGHT_CONDITION	WEATHER_CONDITION	ROAD_SURFACE_CONDITION	S4_CRASH_TYPE_SIMPLI	S4_CRASH_SEVERITY_DETAIL	S4_DAY_OR_NIGHT
24313769	2021	2/16/2021 19:17	US HIGHWAY 27	CORLEY ISLAND RD	Dark - Not Lighted	Clear	Dry	Angle	No Injury	NIGHT
24314203	2021	6/11/2021 11:59	US HIGHWAY 27	CORLEY ISLAND RD	Daylight	Clear	Dry	Left Turn	No Injury	DAY
24773367	2021	12/20/2021 13:20	US HIGHWAY 27		Daylight	Cloudy	Dry	Off Road	No Injury	DAY
25418798	2022	10/18/2022 11:35	US HIGHWAY 27	CORLEY ISLAND RD	Daylight	Cloudy	Dry	Left Turn	No Injury	DAY
25418729	2022	9/28/2022 14:22	US HIGHWAY 27	CORLEY ISLAND RD	Daylight	Rain	Wet	Off Road	No Injury	DAY
24773634	2022	3/2/2022 19:35	US 27	CORLEY ISLAND RD	Dark - Not Lighted	Clear	Dry	Angle	No Injury	NIGHT
24774052	2022	6/27/2022 14:10	US HIGHWAY 27	MAGNOLIA DR	Daylight	Cloudy	Dry	Off Road	Non-Incapacitating Injury	DAY
25844960	2023	7/5/2023 16:15	US HIGHWAY 27	CORLEY ISLAND RD	Daylight	Clear	Dry	Left Turn	No Injury	DAY
25419293	2023	2/17/2023 12:10	US HIGHWAY 27	CORLEY ISLAND RD	Daylight	Clear	Dry	Angle	No Injury	DAY
25845266	2023	10/2/2023 7:55	US HIGHWAY 27	CORLEY ISLAND RD	Daylight	Cloudy	Dry	Off Road	No Injury	DAY
26601656	2024	12/18/2024 14:18	US HIGHWAY 27	CORLEY ISLAND RD	Daylight	Clear	Dry	Angle	Non-Incapacitating Injury	DAY
26175265	2024	3/15/2024 11:11	US HIGHWAY 27	CORLEY ISLAND RD	Daylight	Clear	Dry	Left Turn	Non-Incapacitating Injury	DAY
26175222	2024	3/6/2024 19:24	US 27	CORELY ISLAND RD	Dark - Not Lighted	Clear	Dry	Left Turn	Possible Injury	NIGHT
26175753	2024	7/30/2024 16:30	US HIGHWAY 27	CORLEY ISLAND RD	Daylight	Cloudy	Dry	Sideswipe	No Injury	DAY
26601480	2024	11/7/2024 5:39	US HIGHWAY 27	CORLEY ISLAND RD	Dusk	Clear	Dry	Sideswipe	Possible Injury	NIGHT

CRASHES PER MILLION VEHICLES ENTERING BY INTERSECTION TYPE
STATEWIDE FOR 2013 - 2017

COMMENTS: _____ USERID: SF945BJ

CC - CRASH RATE CATEGORY CODE DESCRIPTION	3 LEGS RATE # INTS	3 LEGS # CRASHES/ MILL VEH	4 LEGS RATE # INTS	4 LEGS # CRASHES/ MILL VEH	5 LEGS RATE # INTS	5 LEGS # CRASHES/ MILL VEH	6+ LEGS RATE # INTS	6+ LEGS # CRASHES/ MILL VEH
17 - RURAL 2-3LN 2WY DIVD PAVD	0.265 / 795	2542 / 9601.722	0.366 / 179	1444 / 3941.624	0.187 / 3	6 / 32.030		
18 - RURAL 2-3LN 2WY UNDIVD	0.191 / 6206	9194 / 48140.556	0.229 / 1191	2556 / 11156.723	0.412 / 7	16 / 38.817	0.130 / 1	1 / 7.701
20 - URBAN 4-5LN 2WY DIVD RASD	0.419 / 6329	117902 / 281627.821	0.623 / 2662	80671 / 129510.639	0.750 / 40	1380 / 1840.846	1.401 / 5	554 / 395.422
21 - URBAN 4-5LN 2WY DIVD PAVD	0.533 / 4072	93538 / 175601.549	0.769 / 2130	73425 / 95513.995	1.210 / 25	1637 / 1353.073	0.966 / 11	508 / 526.074
22 - URBAN 4-5LN 2WY UNDIVD	0.563 / 770	13368 / 23757.046	0.800 / 526	13255 / 16568.869	0.730 / 9	243 / 332.953	/ 1	/ 27.046
23 - SUBURBAN 4-5LN 2WY DIVD RASD	0.270 / 4865	61348 / 227608.192	0.517 / 1381	35737 / 69058.480	1.031 / 16	937 / 908.740	1.678 / 1	109 / 64.970
24 - SUBURBAN 4-5LN 2WY DIVD PAVD	0.314 / 445	7232 / 23023.133	0.542 / 166	4221 / 7790.391	0.194 / 1	8 / 41.281		
25 - SUBURBAN 4-5LN 2WY UNDIVD	0.195 / 78	389 / 1991.221	0.188 / 35	184 / 978.181				
26 - RURAL 4-5LN 2WY DIVD RASD	0.202 / 1696	7350 / 36343.356	0.210 / 479	3263 / 15530.769	0.923 / 3	105 / 113.788		
27 - RURAL 4-5LN 2WY DIVD PAVD	0.136 / 23	51 / 375.083	0.096 / 3	13 / 135.022				
28 - RURAL 4-5LN 2WY UNDIVD	0.076 / 4	2 / 26.243	3.217 / 1	33 / 10.256				
30 - URBAN 6+LN 2WY DIVD RASD	0.479 / 9151	344769 / 719927.885	0.884 / 3137	227937 / 257723.745	1.139 / 34	3928 / 3448.318	1.214 / 4	339 / 279.202
31 - URBAN 6+LN 2WY DIVD PAVD	0.473 / 504	17014 / 35943.159	0.686 / 255	12312 / 17951.660	0.900 / 4	355 / 394.492		
32 - URBAN 6+LN 2WY UNDIVD	1.829 / 7	153 / 83.647	2.572 / 4	235 / 91.359				
33 - SUBURBAN 6+LN 2WY DIVD RASD	0.343 / 1850	52472 / 152905.887	0.749 / 643	42028 / 56142.241	1.862 / 10	1593 / 855.585	0.433 / 1	41 / 94.717

AGENDA OF A REGULAR MEETING
LEESBURG PLANNING COMMISSION
THIRD FLOOR, CITY HALL, 501 WEST MEADOW STREET
THURSDAY, NOVEMBER 20, 2025 – 4:30 P.M.

CALL TO ORDER

INVOCATION

PLEDGE OF ALLEGIANCE

APPROVAL OF THE OCTOBER 23, 2025 SUMMARY MINUTES OF THE PLANNING COMMISSION

OLD BUSINESS

NEW BUSINESS

1) **PUBLIC HEARING CASE # SSCP-25-1269 – DOMINIUM APARTMENTS – SMALL SCALE COMPREHENSIVE PLAN AMENDMENT**
AN ORDINANCE OF THE CITY OF LEESBURG, FLORIDA, CHANGING THE FUTURE LAND USE DESIGNATION OF APPROXIMATELY 18.71 +/- ACRES FROM CITY OF LEESBURG GENERAL COMMERCIAL AND LOW DENSITY RESIDENTIAL TO CITY OF LEESBURG GENERAL COMMERCIAL FOR A PROPERTY GENERALLY LOCATED WEST OF US HIGHWAY 27 AND NORTH OF PALM DRIVE, AS LEGALLY DESCRIBED IN SECTION 2 TOWNSHIP 20 SOUTH, RANGE 24 EAST, LAKE COUNTY, FLORIDA; AND PROVIDING AN EFFECTIVE DATE. **(CITY COMMISSION DATES ARE TENTATIVELY SCHEDULED FOR FIRST READING ON MONDAY, DECEMBER 8, 2025 AND SECOND READING IS TENTATIVELY SCHEDULED FOR MONDAY, JANUARY 12, 2025).** (Dominium Apartments SSCP) **(POSTPONED BY STAFF FROM SEPTEMBER 18TH TO OCTOBER 23RD PLANNING COMMISSION; POSTPONED BY APPLICANT FROM OCTOBER 23RD TO NOVEMBER 20TH PLANNING COMMISSION)**

2) **PUBLIC HEARING CASE # PUD-25-1270 – DOMINIUM APARTMENTS – PLANNED UNIT DEVELOPMENT**
AN ORDINANCE OF THE CITY OF LEESBURG, FLORIDA, CHANGING THE ZONING OF APPROXIMATELY 18.71 +/- ACRES FROM CITY OF LEESBURG

PUD (PLANNED UNIT DEVELOPMENT) TO CITY OF LEESBURG PUD (PLANNED UNIT DEVELOPMENT) FOR A PROPERTY GENERALLY LOCATED WEST OF US HIGHWAY 27 AND NORTH OF PALM DRIVE, AS LEGALLY DESCRIBED IN SECTION 2 TOWNSHIP 20 SOUTH, RANGE 24 EAST, LAKE COUNTY, FLORIDA; AND PROVIDING AN EFFECTIVE DATE. **(CITY COMMISSION DATES ARE TENTATIVELY SCHEDULED FOR FIRST READING ON MONDAY, DECEMBER 8, 2025 AND SECOND READING IS TENTATIVELY SCHEDULED FOR MONDAY, JANUARY 12, 2025).** (Dominium Apartments PUD) **(POSTPONED BY STAFF FROM SEPTEMBER 18TH TO OCTOBER 23RD PLANNING COMMISSION; POSTPONED BY APPLICANT FROM OCTOBER 23RD TO NOVEMBER 20TH PLANNING COMMISSION)**

3) **PUBLIC HEARING CASE # SPUD-25-704 – LEESBURG FLEX – SMALL PLANNED UNIT DEVELOPMENT**

AN ORDINANCE OF THE CITY OF LEESBURG, FLORIDA, CHANGING THE ZONING OF APPROXIMATELY 7.80 +/- ACRES FROM CITY OF LEESBURG C-3 (HIGHWAY COMMERCIAL) AND PUD (PLANNED UNIT DEVELOPMENT) TO A SPUD (SMALL PLANNED UNIT DEVELOPMENT), FOR A PROPERTY GENERALLY LOCATED NORTH OF COMMANDER ROAD AND EAST OF US HIGHWAY 27, AS LEGALLY DESCRIBED IN SECTION 11, TOWNSHIP 201 SOUTH, AND 24 EAST, LAKE COUNTY, FLORIDA; AND PROVIDING AN EFFECTIVE DATE. **(CITY COMMISSION DATES ARE TENTATIVELY SCHEDULED FOR FIRST READING ON MONDAY, DECEMBER 15, 2025 AND SECOND READING IS TENTATIVELY SCHEDULED FOR MONDAY, JANUARY 26, 2026).** (Leesburg Flex SPUD)

ANNOUNCEMENTS

DISCUSSION ITEMS

ADJOURNMENT

NOTICE: "F.S.S. 286.01 PERSONS WITH DISABILITIES NEEDING ASSISTANCE TO PARTICIPATE IN ANY OF THESE PROCEEDINGS SHOULD CONTACT THE HUMAN RESOURCES DEPARTMENT, ADA COORDINATOR, AT 352.728.9740, 48 HOURS IN ADVANCE OF THE MEETING.

F.S.S. 286.0105 – "If a person decides to appeal any decision made by the Commission with respect to any matter considered at this meeting, they will need a record of the proceedings, and that for such purpose they may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based." The City of Leesburg does not provide this verbatim record.



Closeup of Sign from US Highway 27.



Looking North along CR 25A and US Highway 27 from Subject Property.



Looking East across US Highway 27 from the Subject Property

.



Looking South along US Highway 27 from Subject Property.



Looking West into the Subject Property from US Highway 27.



Closeup of Sign from County Road 25A.



Looking North along County Road 25A from Subject Property.



Looking East across County Road 25A from the Subject Property



Looking South along County Road 25A from Subject Property.



Looking West into the Subject Property from County Road 25A.

Miscellaneous Accounts Receivable Customers With Unpaid Balances
Prepared by Finance
September 30, 2025

CURRENTLY WORKED BY PROVIDING DEPARTMENT OR FINANCE

001 Fund

Jam Entertainment	Sent to Attorney for collection	Security for Nov 18,2023	145.00
Jennings, Matthew	Boat not here/ Sent to Attorney	Marina Rent	711.99
Mosley, Karissa	Sent to Attorney for collection	Security for Mar 16, 2025	782.50
Southern Precision	Sent to Attorney for collection	Security for Apr 10, 2025	165.00
			1,804.49

041 Fund

Pea, Marquise	Sent to Attorney for collection	Damages to City Property	3,963.64
Towler, Ethan	Sent to Attorney for collection	Apprenticeship Reimbursement	12,561.91
			16,525.55
		Total	**18,330.04**

001 FUND TOTAL	**$**	**1,804.49**
041 FUND TOTAL	**$**	**16,525.55**
	$	**18,330.04**

Expected write offs as of September 30, 2025

Every September, the Finance Director informs the Commission the dollar amount of customer accounts to be written off. Listed below are the amounts for the prior fiscal years and how the City is trending for fiscal years 2023 and 2024

Fiscal Write Off Year	Projected Written Off		Actual Written Off	Add'l Amount Collected
2024-2025				
2023-2024	418,602		433,240	-14,638.00
2022-2023	$ 457,750		418,602	-39,157
2021-2022	281,753		272,694	(9,059)
2020-2021	307,042		304,458	(2,584)
2019-2020	284,281		250,084	(34,197)
2018-2019	342,912		327,879	(15,033)
2017-2018	394,427		374,907	(19,520)
2016-2017	345,913		314,552	(31,361)
2015-2016	491,091		440,511	(50,580)
2014-2015	431,543		364,023	(67,519)
2013-2014	292,507		258,246	(34,261)
2012-2013	280,544	*	216,319	(64,225)
2011-2012	380,227	*	341,414	(38,813)

Projected
Fiscal year 2024 - Month by Month
10/01/23- 09/30/24

Month	Amount Written Off	Number of Accounts Commercial	Number of Accounts Residential	Average Account Balance Commercial	Average Account Balance Residential
October	$ 37,620	4	70	2,165.43	410.84
November	48,177	3	104	532.52	458.07
December	40,391	2	79	705.93	493.40
January	51,778	2	108	277.11	474.28
February	79,343	11	89	3,413.69	469.57
March	26,916	3	78	410.39	329.29
April	21,640	2	59	92.21	363.64
May	30,631	7	65	526.33	414.55
June	21,116	0	65	0.00	324.86
July	16,335	0	50	0.00	326.70
August	19,742	4	62	315.16	298.09
September	24,913	2	68	267.91	358.48
Accounts to be written off*	$ 418,602	40	897		
Prior Yr to Date	$ 159,374	39	956		
difference - () negative	$ (259,228)	(1)	59		

Projected
Fiscal year 2025- Month by Month
10/01/24- 09/30/25

Month	Amount Written Off	Number of Accounts Commercia	Number of Accounts Residential	Average Account Balance Commercial	Average Account Balance Residential
October	$ 24,587	3	62	472.28	373.71
November	29,713	4	79	813.97	334.90
December	30,263	0	76	0.00	398.20
January	44,737	9	81	219.20	527.94
February	40,176	7	89	486.42	413.16
March	25,043	7	57	486.42	327.77
April	46,684	12	95	512.07	426.72
May	25,599	3	60	1,396.32	373.50
June	39,424	2	79	264.42	132.21
July	21,340	2	64	449.54	333.43
August	22,044	4	64	1,139.33	326.62
September	21,782	4	62	485.74	319.98
Accounts to be writte	$ 371,392	57	868		
Prior Yr to Date	$ 418,602	40	897		
difference - () negative	$ 47,210	(17)	29		

CITY OF LEESBURG
CASH AND INVESTMENTS BY FUND
9/30/2025

POOLED CASH & INVESTMENTS		TOTAL	GENERAL FUND	SPECIAL REVENUE FUNDS GROUP	DEBT SERVICE FUNDS	CAPITAL PROJECTS FUND	ELECTRIC UTILITY FUND	GAS UTILITY FUND	WATER UTILITY FUND	WASTEWATER TREATMENT FUND	SANITATION SERVICES FUND	STORM WATER FUND	AIRPORT FUND	BUILDING PERMITS FUND	INTERNAL SERVICE FUNDS GROUP
OPERATING CASH		$87,850,477.20	$20,400,376.84	$5,696,784.47	$ (90,704.37)	$ 89,234.22	$11,052,537.06	$ 9,831,297.46	$ 8,709,349.66	$ 13,437,553.46	$ 529,876.36	$4,876,963.28	$7,853,469.47	$ 936,360.84	$ 4,527,378.45
RESTRICTED CASH															
	CUSTOMER DEPOSITS	7,793,429.93					4,997,360.94	2,067,730.72	717,133.27	1,550.00	9,655.00				
	RENEWL & REPLCMNT	15,919,883.29	680,920.15	50,550.12			2,646,056.86	1,111,392.46	6,288,761.05	3,425,273.57	850,000.00				866,929.08
	BOND/NOTE SINKING FUND	115,328.95		109,112.41			186.46	0.14	4,410.12	1,619.82					
	SCHOOL ZONE CAMERAS	367,625.65	367,625.65												
	SIGN GRANT & HUD SHIP	59,208.39		59,208.39											
	HWY 441/27 CRA - Restricted Surplus	6,679,000.00		600,000.00		6,079,000.00									
	IMPACT FEES	5,869,324.59							2,009,653.05	3,859,671.54					
	OTHER RESTRICTED CASH	8,008,281.14	116,453.27	592,632.07		7,098,422.80									
	DEVELOPER CONTRIBUTIONS	155,594.92					150,465.52	5,129.40							
	RATE STABILIZATION	4,769,220.00					4,769,220.00								
SUBTOTAL OF RESTRICTED CASH		49,736,896.86	1,164,999.07	1,411,502.99		13,177,422.80	12,563,289.78	3,184,252.72	9,019,957.49	7,288,114.93	859,655.00				866,929.08
TOTAL POOLED CASH		$137,587,374.06	$ 21,565,375.91	$ 7,108,287.46	$ (90,704.37)	$ 13,266,657.02	$ 23,615,826.84	$ 13,015,550.18	$ 17,729,307.15	$ 20,725,668.39	$ 1,389,531.36	$ 4,876,963.28	$ 7,853,469.47	$ 936,360.84	$ 5,394,307.53
NON-POOLED RESTRICTED CASH															
	CASH WITH FISCAL AGENT	9,793,867.57		98,836.48	1,307,476.08		2,794,978.27	295,675.42	1,341,082.72	3,955,818.60					
SUBTOTAL NON-POOLED CASH		9,793,867.57		98,836.48	1,307,476.08		2,794,978.27	295,675.42	1,341,082.72	3,955,818.60					
TOTAL POOLED CASH AND INVESTME		$147,381,241.63	$21,565,375.91	$ 7,207,123.94	$1,216,771.71	$13,266,657.02	$26,410,805.11	$13,311,225.60	$19,070,389.87	$24,681,486.99	$1,389,531.36	$4,876,963.28	$7,853,469.47	$936,360.84	$5,394,307.53

INDIVIDUAL SPECIAL REVENUE FUNDS

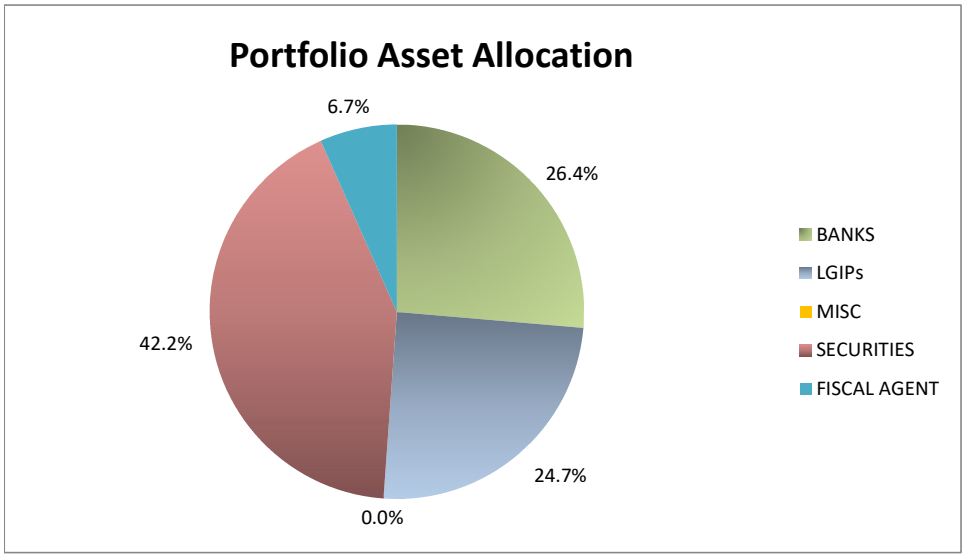
POOLED CASH & INVESTMENTS		SPECIAL REVENUE FUNDS TOTAL	HOUSING ASSISTANCE FUND	GREATER LEESBURG CRA FUND	CARVER HEIGHTS CRA FUND	HIGHWAY 441/27 CRA FUND	POLICE FORFEITURE FUND	POLICE EDUCATION FUND	DISCRETIONARY SALES TAX FUND	GAS TAX FUND	POLICE IMPACT FUND	FIRE IMPACT FUND	RECREATION IMPACT FUND
OPERATING CASH		$ 5,696,784.47	$ 203,174.31	$ 336,266.42	$ 130,725.36	$ 783,745.52	$ 68,981.78	$ 11,440.42	$ 2,806,576.82	$ 131,218.13	$ 548,152.73	$ 439,812.27	$ 236,690.71
RESTRICTED CASH													
	HUD SHIP PROGRAM & $HOUSE PROCI	79,044.77	79,044.77										
	BOND/NOTE SINKING FUND	207,948.89		98,845.60		109,103.29							
	SIGN GRANT	59,208.39		20,515.77		38,692.62							
	R&R / OTHER RESTRICTED	564,137.42	50,550.12		513,587.30								
	CUSTOMER DEPOSITS	600,000.00				600,000.00							
SUBTOTAL OF RESTRICTED CASH		$ 1,510,339.47	$ 129,594.89	$ 119,361.37	$ 513,587.30	$ 747,795.91	$ -	$ -	$ -	$ -	$ -	$ -	$ -
TOTAL POOLED CASH		$ 7,207,123.94	$ 332,769.20	$ 455,627.79	$ 644,312.66	$ 1,531,541.43	$ 68,981.78	$ 11,440.42	$ 2,806,576.82	$ 131,218.13	$ 548,152.73	$ 439,812.27	$ 236,690.71
NON-POOLED RESTRICTED CASH													
		-											
SUBTOTAL NON-POOLED CASH		$ -											
TOTAL POOLED CASH AND INVESTME		$ 7,207,123.94	$ 332,769.20	$ 455,627.79	$ 644,312.66	$ 1,531,541.43	$ 68,981.78	$ 11,440.42	$ 2,806,576.82	$ 131,218.13	$ 548,152.73	$ 439,812.27	$ 236,690.71

INTERNAL SERVICE FUNDS

POOLED CASH & INVESTMENTS	INTERNAL SERVICE FUNDS TOTAL	HEALTH INSURANCE FUND	WORKERS' COMPENSATION FUND	RISK MANAGEMENT FUND	FLEET MAINTENANCE FUND
OPERATING CASH	$ 4,527,378.45	$ (595,467.39)	$ 3,294,706.75	$ -	$ 1,828,139.09
RESTRICTED CASH	866,929.08				866,929.08
SUBTOTAL OF RESTRICTED CASH	$ 866,929.08	$ -	$ -	$ -	$ 866,929.08
TOTAL POOLED CASH	$ 5,394,307.53	$ (595,467.39)	$ 3,294,706.75	$ -	$ 2,695,068.17
TOTAL POOLED CASH AND INVESTMENTS	$ 5,394,307.53	$ (595,467.39)	$ 3,294,706.75	$ -	$ 2,695,068.17

CITY OF LEESBURG
INVESTMENT REPORT
9/30/2025

DESCRIPTION		BALANCE 9/30/2025
BANK OPERATING AND SAVINGS ACCOUNTS		
Truist Bank - Disbursement	$16,168,676	
Southstate Bank - Savings	11,485	
Southstate Bank - CD	2,217,812	
JP Morgan - CD	5,464,657	
Southstate Bank - CD	5,507,210	
TD Bank - CD	4,477,645	
Seaside Bank	4,508,043	
United Southern Bank-Bikefest	522,238	
		$38,877,767
LOCAL GOVERNMENT INVESTMENT POOLS		
FLSAFE	9,050,422	
FLCLASS	11,479,025	
FLPRIME	15,941,140	
		36,470,587
US BANK (Fiscal Agent)		9,793,868
CHANDLER ASSET MANAGEMENT (SECURITIES)	62,239,021	
		62,239,021
TOTAL INVESTMENTS		147,381,242
MARKET ADJUSTMENT		209,806
TOTAL VALUE OF INVESTMENTS		**$147,591,048**



City of Leesburg, Florida
Report of **EXPENSES** by Fund
For Period Beginning of October 1, 2025- September 30, 2025 or 100%

	EXPENSES				
	CURRENT YEAR			LAST YEAR	
Fund Name	FY 25 Adjusted Budget	FY 25 Expenses	FY 25 Percentage	FY 24 Expenses	FY 24 Percentage
General Fund	39,920,383	37,082,780	93%	35,833,859	96%
Special Revenue Fund					
Housing Assistance	162,750	109,999	68%	121,028	85%
Debt Service Fund	1,858,295	1,858,519	100%	1,720,452	100%
Capital Projects Fund	16,805,549	2,595,452	15%	6,418,878	48%
Discretionary Sales Tax	4,084,186	3,637,186	89%	2,910,387	92%
Police Forfeiture Fund	96,979	66,979	0%	51,571	58%
Police Education Fund	-	-	0%	-	0%
Gas Tax	1,161,873	1,161,873	100%	992,000	99%
Police Impact Fees	1,284,500	1,038,019	81%	43,884	100%
Fire Impact Fees	-	-	0%	40,323	84%
Recreaton Impact Fees	500,000	500,000	0%	-	0%
Building Fund	1,736,090	1,487,046	86%	1,619,948	88%
Community Redevelopment Agencies					
Greater Leesburg CRA fund	1,112,826	1,026,697	92%	959,926	88%
Carver Heights CRA fund	1,616,913	1,249,833	77%	550,481	53%
Highway 27/441 CRA fund	7,261,062	7,013,481	97%	933,495	90%
Enterprise Funds					
Stormwater Utility Fund	3,519,590	1,656,809	47%	1,486,793	44%
Electric Utility Fund	79,586,956	69,485,491	87%	67,245,703	75%
Gas Utility Fund	17,524,203	10,859,520	62%	9,264,187	62%
Water Utility Fund	18,917,844	9,587,473	51%	9,230,647	47%
Wastewater Utility Fund	39,863,497	14,434,592	36%	13,414,447	20%
Solid Waste Utility Fund	6,378,929	6,294,225	99%	5,179,859	99%
Airport Fund	14,642,692	3,228,128	22%	3,129,886	29%
Internal Services Fund					
Health Insurance Fund	7,668,154	9,879,120	129%	8,772,430	100%
Workers Comp Insurance Fund	1,375,902	674,050	49%	730,502	94%
Fleet Maintenance Fund	6,225,255	4,556,252	73%	4,468,228	86%
Pension Trust Funds					
Police Retirement Trust Fund	2,908,643	2,051,298	71%	1,793,043	138%
Fire Retirement Trust Fund	2,076,988	1,856,862	89%	1,625,513	105%
General Employees Trust Fund	3,350,000	3,328,122	99%	3,102,809	97%
Total All Funds	281,640,059	196,719,806	70%	181,640,279	62%
	281,640,059				
	-				

City of Leesburg, Florida
Report of **REVENUES** by Fund
For Period Beginning of October 1, 2025- September 30, 2025 or 100%

	REVENUES				
	CURRENT YEAR			LAST YEAR	
Fund Name	FY 25 Adjusted Budget	FY 25 Revenue	FY 25 Percentage	FY 24 Revenue	FY 24 Percentage
General Fund	38,178,122	38,920,680	102%	37,010,476	108%
Special Revenue Fund					
Housing Assistance	162,750	146,349	90%	138,882	117%
Debt Service Fund	1,858,295	1,858,295	100%	1,720,523	100%
Capital Projects Fund	12,133,766	10,554,167	87%	7,218,588	96%
Discretionary Sales Tax	3,640,000	3,405,900	94%	3,698,163	119%
Police Forfeiture Fund	-	3,782	0%	7,659	0%
Police Education Fund	-	6,109	0%	5,689	0%
Gas Tax	962,500	963,196	100%	1,026,067	113%
Police Impact Fees	-	209,284	0%	279,141	0%
Fire Impact Fees	-	137,502	0%	98,957	0%
Recreation Impact Fees	-	194,210	0%	135,588	0%
Building Fund	1,031,000	1,293,029	125%	1,145,160	108%
Community Redevelopment Agencies					
Greater Leesburg CRA fund	1,087,613	1,056,496	97%	975,077	106%
Carver Heights CRA fund	1,125,385	1,182,821	105%	802,925	87%
Highway 27/441 CRA fund	3,076,700	3,066,598	100%	2,573,509	112%
Enterprise Funds					
Stormwater Utility Fund	2,333,640	2,132,462	91%	2,097,531	91%
Electric Utility Fund	73,925,832	77,262,050	105%	70,117,169	78%
Gas Utility Fund	13,102,706	17,267,835	132%	15,122,145	129%
Water Utility Fund	12,205,576	13,202,701	108%	12,608,151	110%
Wastewater Utility Fund	18,777,315	17,734,791	94%	18,907,299	114%
Solid Waste Utility Fund	6,373,029	5,513,304	87%	5,210,220	100%
Airport Fund	12,988,382	6,206,411	48%	2,204,969	23%
Internal Services Fund					
Health Insurance Fund	7,668,154	7,512,860	98%	8,798,592	100%
Workers Comp Insurance Fund	1,375,902	1,784,043	130%	1,495,799	119%
Fleet Maintenance Fund	4,671,106	4,698,654	101%	4,204,550	105%
Pension Trust Funds					
Police Retirement Trust Fund	2,908,643	4,944,873	170%	6,588,451	250%
Fire Retirement Trust Fund	2,076,988	2,349,319	113%	6,478,969	349%
General Employees Trust Fund	3,350,000	4,985,137	149%	8,005,999	251%
Use of Fund Balance (Various funds)	56,626,655				
Total All Funds	281,640,059	228,592,858	102%	218,676,248	99%