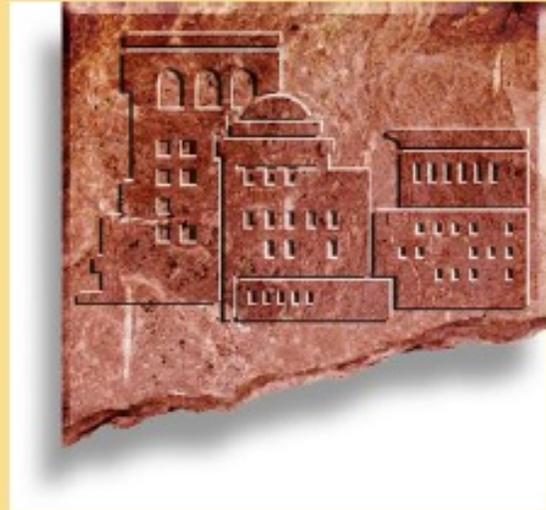


City of Mount Dora



CITY OF
MOUNT
DORA

Comprehensive Plan 2032



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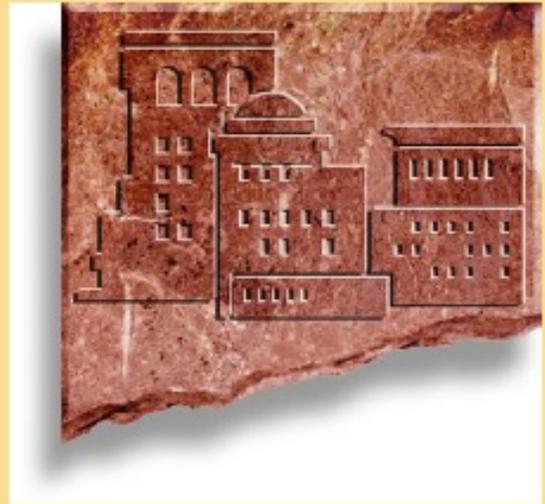
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Introduction I

City of Mount Dora



Comprehensive Plan 2032

I. INTRODUCTION

A. PURPOSE

The purpose of the Comprehensive Plan is to establish goals, objectives, policies and general standards for the management of growth and the provision of services. The intent of this plan is to provide general guidelines for the establishment of more specific standards, ordinances, regulations, procedures, programs and other tools for the implementation of the policies contained in this plan.

B. AUTHORITY

The Goals, Objectives, and Policies of this Comprehensive Plan document are adopted under the authority and requirements of Chapter 163, Florida Statutes.

C. ELEMENTS

Each element contained in this plan addresses a topic, or group of topics, involved with the physical development of land within the City and its adjacent planning area. The elements address the appropriateness of various kinds of land use, the impacts of those land uses on natural resources, the services needed for existing and future development, the fiscal capability of the City to provide those services, and a planned service delivery schedule.

The format of each element provides a purpose for the element; level-of-service standards, where applicable; an inventory and analysis of existing conditions and deficiencies; a description of future conditions and needs; and a listing of planned improvements for inclusion in the capital improvements element. A listing of goals, objectives and policies for all elements is included as a separate section.

D. USE OF THE COMPREHENSIVE PLAN

The Comprehensive Plan is intended for use as a guide in the regulation of development proposals, and in the planning and budgeting of public services. It is intended for use by the City Council, staff, advisory boards, land developers, homeowners, business people and others interested in or affected by land development.

To determine compatibility of a proposed land development project with the Comprehensive Plan, the following steps should be followed:

1. Locate the parcel of land on the Future Land Use Map and determine the land use designation.
2. Refer to the Land Development Code to determine the zoning districts allowed within that land use designation.
3. In the Land Development Code, review the permitted and conditional uses listed for those zoning districts.

4. If the proposed use is not listed, the proposal is likely not compatible; therefore, an amendment to the Comprehensive Plan will be needed. Procedures for amendments are described later in this chapter.
5. If the proposed use is listed, the balance of the Comprehensive Plan should be reviewed to determine applicable policies, and the Land Development Code should be referenced to determine design standards, restrictions and procedures for obtaining the appropriate development approvals.

It is recommended that the staff be consulted to assist with review of the Comprehensive Plan and with the processing of applications for development approvals. Pre-application conferences with the staff are strongly encouraged.

E. AMENDMENTS

The Comprehensive Plan may be amended by the City consistent with Chapter 163, Florida Statutes. Applications for amendments will be collected and processed according to a schedule adopted by the City Council.

F. PUBLIC PARTICIPATION

The City has strived to promote and maximize public participation in the adoption of the Comprehensive Plan, the adoption of amendments, and the processing of land development proposals.

The City has in place procedures for scheduling, advertising, and conducting public hearings consistent with statutory requirements.

G. MONITORING AND EVALUATION

The City has maintained and followed State required procedures for preparing evaluation and appraisal reports. The procedures encourage citizen participation, provide for updating of data, contain measurable objectives, describe accomplishments to date, identify problems encountered, and provide for the updating of goals, objectives and policies as needed.

H. DATA SOURCES AND METHODOLOGIES

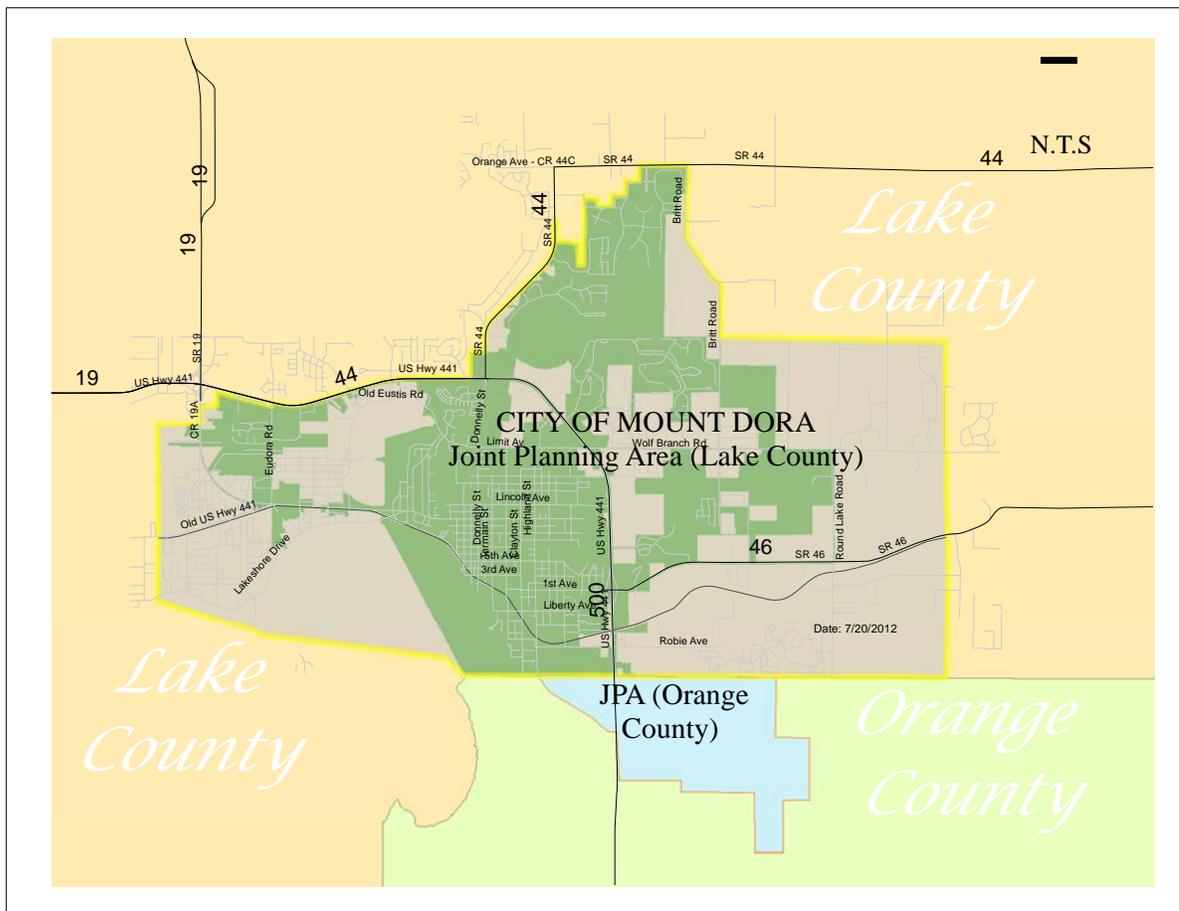
Available data provided by various local, regional and State agencies has been used and sources have been identified throughout this plan. Much attention has been given to the establishment of true goals and objectives for the community. Those goals and objectives were then translated into policies and standards dealing with land use, environmental protection, service delivery and fiscal impact. Reviews were conducted to provide consistency with the plans of other local governments, the regional planning council, and the State. Additional public review was then provided, followed by a check of the internal consistency of the various plan elements with each other, prior to adoption.

I. PLANNING AREA

The Mount Dora planning area (See Map I-1) includes the existing City plus those adjacent unincorporated areas which are likely to have a significant impact on Mount Dora in the future, and which are also likely to benefit from public services provided by the City. These areas are logical future annexations for Mount Dora.

Standards and land use designations contained in this plan apply to those portions of the planning area currently outside the City only as advisory provisions until such time as annexation into the City may occur. Until such time, the parcels are under the jurisdiction of Lake County. In addition, 1996 the City of Mount Dora and Orange County entered into a JPA.

**Map I-1
JOINT PLANNING AREA BOUNDARY MAP**



J. PLANNING HORIZON

The long-term planning horizon used in this plan is 2032.

K. DEVELOPMENT MUST BE ADEQUATELY SERVED

A major provision of the State's planning act is that development -- public and private -- must have adequate services and facilities. Land development approvals cannot be given unless the level-of-services available meet or exceed locally adopted standards.

The adoption of standards and the creation of regulatory and capital improvement programs is a main purpose of this plan. The standards and programs are designed to be consistent with and supportive of the goals for Mount Dora.

L. LAND DEVELOPMENT CODE

Land development regulations, including procedures and standards for zoning, subdivisions and site plans, will be maintained by the City consistent with this plan and the requirements of s.163.3202, F.S. All development must comply with those regulations and this plan.

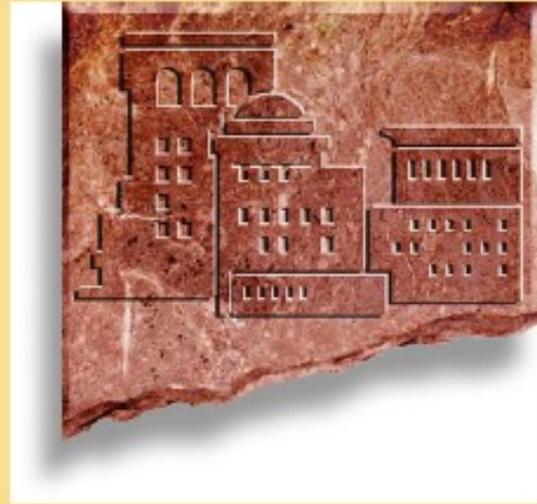
M. VISION STATEMENT

The City Council on February 7, 2012, formally adopted the "Envision Mount Dora Citywide Visioning Study." This document included a vision statement. It was initially crafted during the community planning charrettes. The vision statement is the framework for the strategic planning that follows. The vision statement has been incorporated into the City's Comprehensive Plan to embrace the City's on-going mission:

"The long-range vision of the City of Mount Dora is to create a diverse, vibrant, and sustainable community featuring a thriving downtown in conjunction with a more accessible and inviting lakefront, while respecting its historic character and small town charm, and serving as a unique regional and local destination for both residents and visitors. The vision statement will be realized by utilizing the vision elements of districts, corridors, and gateways, each with its appropriate building and street scale, character, and connectivity."

Future Land Use Element II

City of Mount Dora



Comprehensive Plan 2032

II. FUTURE LAND USE ELEMENT

A. PURPOSE

The purpose of this element is to identify the desired future land use for all lands within the City of Mount Dora, based on existing land use patterns, natural conditions, compatibility of uses, growth trends, community goals and projected provision of services. This element is implemented through goals, objectives and policies and the various tools identified herein including the enforcement of land development regulations.

B. STANDARDS

Land use categories are designated for existing land uses and indicate the preferred future uses of all lands in the City limits. Residential densities (DU/acre) are defined in terms of the total number of dwelling units on a parcel divided by the total gross acres of the parcel, subtracting out any water bodies and lands within the 100 year flood plain and/or jurisdictional wetland areas.

1. Low-Density Residential (2.50 DU/acre or Less)

This use is appropriate where urban services are to be kept to a minimum so as to provide areas of semi-rural or suburban character. Central sewer is encouraged but may not be necessary in some of these areas. The district will consist primarily of single-family residential and customary accessory uses and will also permit elementary schools.

2. Low-Medium Density Residential (4.00 DU/acre or Less)

This use is appropriate where urban services are to be kept to a minimum so as to provide areas of semi-rural or suburban character. Central sewer and water service is necessary these areas. The district will consist primarily of single-family residential and customary accessory uses and will also permit elementary schools.

3. Medium-Density Residential (6.00 DU/acre or Less)

This use is intended to provide a buffer between low-density residential uses and more intense uses, such as high-density residential or commercial. It is also suitable at major intersections when adequate buffering from the highways can be provided. Uses allowed will include single-family, customary accessory uses, duplex residences, elementary and middle schools.

4. High-Density Residential (12.00 DU/acre or Less)

This use is intended for areas close to major intersections and commercial areas. A slightly higher amount of residential trips can be allowed because they are relatively short due to proximity to shopping and major roads. This category allows a diverse mixture of housing types including single-family, customary accessory uses, duplex and multi-family residences, elementary, middle and high schools.

5. Office

This use is intended to provide a transition between residential areas and high traffic corridors, and to provide opportunities for high-quality office or office parks.

6. Commercial

This category is limited to retail businesses. The City desires to maintain its traditional downtown setting, within the downtown and areas along Highland Street, 5th Avenue, Donnelly Street and Old U.S. 441. Residential uses are permitted in RP, C-1, C-2, and C-2A zoning districts in association with commercial uses at a maximum density of 12 units per acre. With the exception of the downtown commercial area, all other commercial uses are limited to nodes along intersections of arterial and non-residential collectors, and along U.S. Hwy 441/S.R. 19A or in planned commercial centers. Educational facilities shall not be allowed in this district. All zoning districts height is limited to 35 feet, except for the C-3 zoning district (25 feet within 100 feet of Lake Dora). Impervious surface ratio shall be as follows based upon the zoning district and location.

- C-1 0.80
- C-2 within downtown exempt district 1.00
- C-2 outside downtown exempt district 0.80
- C-2A 0.80
- C-3 0.65
- Mixed Use outside downtown exempt district 1.00

7. Industrial

This use is intended for light manufacturing, warehousing and storage, wholesaling, distribution, office and other related activities. Industrial parks with good internal traffic circulation and attractive appearance from adjacent roads should be encouraged. Maximum impervious surface ratio is 0.65.

8. Recreation

Under this category uses are limited to active and passive recreation uses. Maximum impervious surface ratio is 0.65.

- A. Active Recreation – includes the City’s golf course, ball fields, courts and swimming pools.
- B. Passive Recreation – includes nature trails, undeveloped parks with open space.

9. Conservation

Those areas known to require environmental protection from development have been designated as “conservation” on the land use maps. Designations are based on the best information available. All development proposals should also be reviewed on a case-by-case basis to determine any areas that should be added to or deleted from the list. If adequate information is provided to show that an area is not an actual conservation area, then the adjacent land use designation shall apply without amendment of the plan. All such changes shall be incorporated into the Future Land Use Map at least once every five years. Development should be allowed in actual conservation areas only when evidence shows that the natural functions of the area will be fully protected and preserved.

10. Public Land and Institutions

This category may include public lands owned by the City, County, State, federal government or school board. Also included in this category may be churches, cemeteries and other public or quasi-public lands. Maximum impervious surface ratio is 0.70.

11. Residential Professional/Office

This category is established to provide areas where existing residential structures can be utilized for office use and not adversely affect adjacent property owners or traffic patterns. The district would generally be found in transitional neighborhoods along major roads and adjacent to commercial areas to provide a transition to adjacent residential areas. Permitted uses include single family residential uses, duplex residential uses (not to exceed 6 units/acre). Conversion of existing residential structures to professional offices, personal service establishments and adult living facilities shall be allowed with a Conditional Use Permit. Construction of new structures to be used for professional offices, personal service establishments and adult living facilities shall be of an appropriate size and scale to enhance the residential nature of the district. Educational facilities shall not be allowed in this district. Height is limited to 35 feet (25 feet within 100 feet of Lake Dora). Impervious surface ratio is 0.65.

12. Employment Center

This category provides for a variety of office uses and limited commercial uses that support office uses. This category is intended to accommodate office development which exhibits a high level of site and building amenities to include extensive landscaping, plazas and pedestrian/employee-friendly gathering areas, central building entrances, enhanced building and site security features, and accessory uses included within the building footprint. This Future Land Use Category shall be located on collector and arterial roadways to minimize traffic on local streets and to provide convenient access to transit facilities, and should be located in proximity to urban residential uses. With the exception of hotels and motels, no more than twenty percent (20%) of the floor area shall be allocated to commercial uses. Only commercial uses that support this category shall be permitted, such as restaurants, cafes, associated retail/wholesale, daycares or shops located within an office park or office building. Office parks may utilize these allocations within the boundary of the park. It is the express intent of this provision to restrict highway-oriented commercial uses. Developments within this Category are not subject to Commercial Location Criteria. Zoning applications within the Employment Center Future Land Use Category must be accompanied by a site/master plan as set forth in the Land Development Regulations. Such plans shall address, at a minimum, buffering, setbacks, lighting and building height, to ensure compatibility with adjacent uses. Design standards shall be provided in the Land Development Regulations that ensure that office development is compatible with adjoining properties. Standards shall include, but not be limited to, building style, design and scale; exterior building materials; roof design and construction; building size and placement; site furnishings; fences and entrance features; and the size and location of service areas. Projects shall be designed with a minimum of fifteen percent (15%) of the net buildable area as open space. A floor area ratio of up to a maximum 3.0 will be allowed. The maximum impervious surface ratio shall be 0.75.

Typical Uses Include:

- General office, including: services, finance, insurance and real estate;
- Limited commercial retail trade uses that support office land uses;
- Light industrial uses such as manufacturing, wholesale trade, transportation, communications, electric, gas and sanitary services. Activities are limited to those without off-site impacts and take place primarily within an enclosed building;
- Day care facilities;
- Health Services, except hospitals;
- Civic uses;
- Religious organizations;
- Colleges, universities and professional schools;
- Public order and safety;
- Hotels and other lodging places;
- Hospitals; and
- Utilities.

Typical Uses Requiring a Conditional Use Permit (CUP) and Planned Unit Development (PUD):

- Light industrial uses as provided above that take place primarily outside an enclosed building;
- Heliports; and
- Limited multi-family residential.

Prohibited Uses:

- Single-Family residential.

13. Mixed Use

New projects proposed in the Mixed Use categories (Mixed Use Traditional/MU-1 and Mixed Use Downtown/MU-2) shall be required to develop with a minimum of two (2) land uses within a single building or within a single project in separate buildings. This category allows the following types of land uses either singularly or in combination: public, civic, commercial, office, multi-family residential. All Mixed Use projects shall be developed as a Planned Unit Development and a Master Plan is required. This category encourages a mix of median/high density residential development with on-site commercial and office uses. Mixed use projects shall have a minimum residential density of 6 du/ac with a maximum residential density 35 units/acre. Maximum intensity of commercial and/or office (non-residential) shall not exceed 3.00.

The maximum Impervious Surface Ratio shall be 1.00 within two the mixed use areas. Percentages will be determined based on land area for primarily residential projects or square footage for primarily non-residential projects. No minimum site area is required.

The Mixed Use Traditional (MU-1) category is unique to the Golden Triangle and Highland Street areas. Multiple-Story buildings are allowed in the MU-1 with maximum building height shall be 5-stories or 60 feet.

The Mixed Use Downtown (MU-2) category is specific to the downtown area, as depicted on the Future Land Use Map (Map II-12a). Redevelopment or new development projects are to provide proper setbacks from established residential neighborhood. No minimum site area is required. Building Height is limited to 35 feet and cannot exceed 25 feet in height for building that are located within 100 feet of Lake Dora or in any other location in the MU-2 category where surrounding scenic views of Lake Dora cannot be maintained.

Multiple story buildings are allowed in the MU-2, so long as redevelopment or new development provided proper setbacks from established residential neighborhood, and lake view shed is not obstructed to the maximum extent possible. Public spaces such as boardwalks, parks, and plazas shall be an integral part of the project amenities to provided for interconnection between the downtown cores areas, lakefront, and nearby recreation areas.

C. DATA – EXISTING CONDITIONS

1. Existing Land Use

Existing land uses as just described with the designated intensities are shown for the City on Map II-1. Approximate acreages for each category are shown in Table II-1. The acreage and Land Use Map have been amended to reflect growth that occurred during the planning period between 1990 and 2012. Historic resources are not mapped as they consist of numerous structures generally located in the downtown area as delineated on Map II-1. The structures are listed later in this element. Lakes are identified on Map II-1. Water wells and cones of influence, estuarine systems, floodplains, wetlands, minerals and soils are not shown here but instead are described and mapped, as appropriate, in the Conservation Element and/or Infrastructure (Sanitary Sewer, Solid Waste, Drainage, Potable Water and Natural Groundwater Aquifer Recharge) Element of this plan. No areas of critical State concern have been designated within the City and therefore none are mapped herein. Also there are no beaches or rivers within the City, therefore none are mapped. Generalized existing land uses adjacent to the City are noted.

As shown in Figure II-1 existing residential land use with densities less than 6 D/AC count for less than 45% of the City's make-up with vacant lands being 25%.

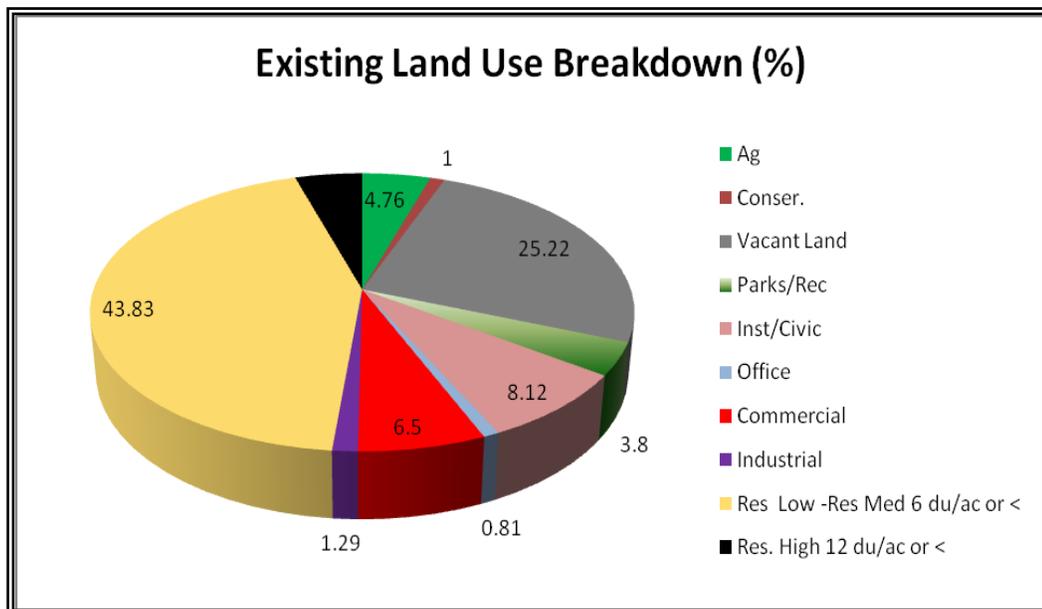
As indicated on the map, adjacent uses are either urban or urban expansion areas. Much of the expansion area is undeveloped but within the City's utility service area.

**Table II-1
EXISTING LAND USE
MOUNT DORA COMPREHENSIVE PLAN**

Existing Land Use Designation	Acres	%
Agriculture	228.00	4.76
Conservation	48.00	1.00
Vacant Land	1208.00	25.22
Parks/Recreation	182.00	3.80
Institutional/Civic	389.00	8.12
Office	39.00	0.81
Commercial	311.00	6.50
Industrial	62.00	1.29
Res. Low (2.5 du/ac or less)	382.00	7.98
Res. Low Medium (4.0 du/ac or less)	1338.00	27.94
Res. Medium (6.0 du/ac or less)	379.00	7.91
Res. High (12.0 du/ac or less)	224.00	4.67
Residential Professional Office	0	0
Employment Center	0	0
Mixed Use	0	0
TOTAL	4790.00	100.00

Source: City of Mount Dora Planning and Development Department - 2012

**Figure II-1
EXISTING LAND USE BREAKDOWN
MOUNT DORA COMPREHENSIVE PLAN**



Source: City of Mount Dora Planning and Development Department - 2012

2. Land Use Analysis

Since the adoption of the existing plan there has been little need for plan amendment. The primary concerns were annexations, rectifying scrivener's errors on the original Future Land Use Map, and revising policies.

The City is approximately 75% built-out. The City has been experiencing growth at a rate of approximately 2.8% annually in the years 1990-2005 with a slight slowdown in growth rate in the years from 2005-2010 at approximately 2.00% annually. Due to revised UF-BEBR calculations, the City experienced a population decrease in the years 2008 and 2009 as shown on Table II-7, as discussed in more detail later in this Element. It is in the best interest of the City to incorporate areas for adjacent development to ensure that such development is consistent with the established urban character and growth management plan. In order to provide for compatible new development while meeting the projected growth needs, additional land was needed.

The City has not aggressively sought properties for annexation but has annexed and allowed development within the Utility Service Area on a case-by-case basis based upon existing trends effecting growth.

Land use distribution and development in the City have continued in established patterns. There have been few unanticipated problems in relation to the Future Land Use Element and distribution of uses. The historic development patterns of Mount Dora have been set over the last 100 years. There has been little need to change these patterns as they are an important element of the City's strong and attractive identity.

Based on the associated stability of the City's character, this plan has required little amendment. Small errors on the Future Land Use Map were corrected and annexations were addressed. Additionally, the plan was amended to address the unique commercial/office areas within the City.

Several development types face constraints for development and sensitivity in use. These areas are categorized as Established Neighborhoods, Corridors, Transitional Neighborhoods and Subdivisions and are described herein.

a. Established Neighborhoods

Many established neighborhoods exist within the planning area. These neighborhoods should be protected and preserved. They include the following:

- (1) Downtown commercial area – this area is centered around Donnelly Street and Fifth Avenue; it runs primarily from McDonald Street to Baker Street, and from Sixth Avenue to Third Avenue.
- (2) Downtown residential areas – located around the downtown commercial area, these residential neighborhoods are generally within walking distance of downtown shops; many are facing or will face pressure for non-residential development.
- (3) Lake Gertrude residential areas – these areas extend from the east shore of Lake Gertrude to Lake John and Lake Nettie on the west.

- (4) Lake Dora residential areas – the shoreline of Lake Dora serves as the focal point for several residential neighborhoods south of 11th Avenue and west of Helen Street.
- (5) Lake Franklin residential area – this area lies west of the US Hwy 441 parkway and north of SR 46.

In general these neighborhoods are thriving and substantial, and efforts in these areas should be directed toward improving existing minor problems and appearances and protecting against future non-residential intrusion.

b. Corridors

Corridors are the geographic areas adjacent to primary transportation routes. The term applies to both the transportation infrastructure itself and to the existing and proposed development surrounding that infrastructure. Corridor planning tries to provide high quality transportation options, ensure access to that transportation system, protect environmental and community resources, foster economic development along the corridor, and develop livable communities. It is a balancing act in which safety and congestion issues must complement the land uses.

The Citywide Visioning Study includes a look at the US Hwy 441 corridor between SR 44/North Donnelly Street and SR 46/1st Avenue, a portion of the City that is largely undeveloped. The goal is not only to look at the transportation system and how it can meet long term needs of Mount Dora and safely and efficiently move people and goods, but to provide the opportunity to direct future development in such a way as to reduce the negative effects of that transportation system on the surrounding environment.

The structure and layout of future development within the corridor is designed to support the community character, reinforce the setting and vision voiced by the community, and improve the overall quality of life for residents. It accommodates a broad range of mobility options and provides a sense of safety for all non-motorized users.

The land uses that occur along major and minor highways often influence the land uses that develop throughout that area. Land uses on those streets and highways are, in turn, influenced by the highway's characteristics. Therefore, an analysis of existing and projected street characteristics and existing and projected land uses along those streets is an important step in determining future land use patterns and controls for the entire planning area. In general, it is anticipated that every corridor in the City and the planning area will develop as a safe and aesthetically pleasing thoroughfare.

None of the existing corridors within the older part of the City south and west of the US Highway 441 will be four lanes, while new corridors outside the US Highway 441 may be developed with adequate right-of-way for future four and six lanes.

(1) Major Corridors

- (a) US Hwy 441 – This is the major road for moving traffic around and through the existing City. Its traffic moving capabilities must be protected through access and land use controls. This is the most important road in the planning area due to its traffic moving capabilities and its potential for being an attractive parkway representative of the character of Mount Dora.

Current land uses are mostly agricultural with some commercial. Pressure will continue to grow for more commercial development. Commercial development will be allowed along with other high-intensity uses, as long as LOS standards are met and as long as proper service roads and other controls are provided to limit access points to US Hwy 441 and to ensure smooth traffic flow. Design standards must produce a well landscaped, attractive parkway.

Setbacks must be adequate to allow for future widening of the highway and the development of a frontage road system. The purpose of the service road system is to restrict direct access to US Hwy 441 while still accommodating access to property for intensive use. The objective is to develop US Hwy 441 as a safe, efficient and attractive parkway.

- (b) Old 441 – This road currently moves traffic through the City. It is cluttered with numerous land uses and curb cuts. It cannot be widened easily due to various barriers, such as the railroad, walls, utility lines and topography. Attention will be directed along the entire corridor to reducing curb cuts by eliminating and combining existing cuts, and by requiring indirect or joint access for future cuts.

The segment from the western end of the City to Morningside Drive will concentrate on new residential land use, with new commercial being allowed only where it can improve, consolidate and clean up existing commercial conditions.

From Morningside Drive to McDonald Street, efforts will be directed toward preserving the established residential areas.

From McDonald Street to Highland Street, a mix of residential, commercial, office and institutional uses currently exists. This mix has worked well and should be allowed to continue, with emphasis on residential and professional office uses, strong access and design controls. Signs, setbacks and driveway cuts will be regulated. Sidewalks, street lights and street trees will be provided. Parking lots will be upgraded to comply with the design standards of the land development regulations.

Highland Street from Fifth Avenue to the City limit line currently has a mix of land uses, some of which are unattractive.

The City may consider providing cleanup and beautification assistance as an incentive for the owners to improve appearances. The mix of uses is acceptable as design standards have been strengthened.

- (c) SR 19A – This corridor from US Hwy 441 to Old 441 is the primary route between Eustis and Mount Dora. Its ability to move traffic is hampered by numerous curb cuts from primarily commercial uses and a lack of any service roads. Commercial development is the logical trend along much of the corridor, and will be allowed to continue if strong design and access controls are enforced.
- (d) Donnelly Street – This corridor currently has a mix of residential, office and limited commercial uses.

The future use of the frontage on Donnelly Street from US Hwy 441 to Limit Avenue is critical. Particular attention will be paid to the parcels at the intersection with Limit Avenue and Old Eustis Road to ensure an appropriate transition to less intense uses than approved north of this intersection.

From that intersection south to downtown, a transitional mix of residential and professional office will be allowed. Professional office use will be allowed when access points can be maintained, reduced, eliminated or combined through service roads or cross-access easements, and only when good buffers can be provided for residential uses and an attractive appearance can be presented along Donnelly Street. Commercial uses will be allowed downtown (south of 10th Avenue), consistent with the existing character.

- (e) Limit Avenue – The road currently has primarily agricultural uses along it, with some residential uses. Appropriate future land uses west of US Hwy 441 and east of Donnelly Street are medium-density residential and office/commercial parks located near US Hwy 441, with limited access to the road provided by new roads.
- (f) SR 46 – This road, from Highland Street to US Hwy 441, currently has a mix of commercial, institutional and residential uses. Efforts will be made to promote and protect residential uses. While allowing conversion to low intensity office uses.

East of US Hwy 441, SR 46 is mostly agricultural or undeveloped. Clean light industrial and office uses will be encouraged. Access to this segment will be limited to preserve traffic-moving functions.

(2) Minor Corridors

Minor residential corridors include: Lakeshore Drive, Eudora Road, Morningside Drive, Old Eustis Road, Eleventh Avenue, Pine Avenue, Lincoln Avenue and Robie Avenue. With a few noted exceptions, these roads will have residential land uses with controlled access.

c. Transitional Neighborhoods

Neighborhoods also exist that are transitional and need careful attention to avoid detrimental results. These are residential areas that are relatively low-income, and are in danger of declining rapidly due to intrusion or non-residential uses, lack of design standards, lack of maintenance.

(1) Northeast Mount Dora

This neighborhood is generally bounded by 12th Avenue on the south, Limit Avenue on the north, Tremain Street on the west and US Hwy 441 on the east. The City is actively working with neighborhood representatives to address existing problems. Community Development Block Grant funds have been used effectively to upgrade conditions. Additional street paving has been completed. Strong code enforcement is needed to encourage neighborhood cleanup and the improvement of structures. Future development must be tightly controlled to set higher standards for the area. Commercial uses currently exist along Grandview Street between Lincoln and Grant Avenue and will not be expanded to other areas. A redevelopment district has been established as a part of the City's commitment to upgrade this area.

(2) Old Eustis Road

This is a prime residential area that will face traffic intrusion problems. Traffic controls may be needed to discourage significant through-traffic. The area should be protected for residential uses.

d. Subdivisions

During the late 1980 through mid 2000, new suburban developments and a golf course community emerged in areas located along US Hwy 441, SR 44, and SR 46. The development pattern are traditional single-family with limited multiple-family located at SR 46 and US Hwy 441. These residential areas were developed during the economic and population growth period and typically followed newly annexed lands. Support commercial users and traditional shopping center were developed at major roadway intersections, such as US Hwy 441 and SR 44. The Citywide Visioning Study promoted connections (trails, sidewalks, golf cart paths, etc) from these new subdivisions to other parts of the City, such as the downtown area.

D. ACTIVITY CENTERS

In 2012, the City adopted a Citywide Vision Plan. The premise of the visioning effort was to build upon the several master plans the City has completed in recent years and integrate them into the comprehensive plan to guide redevelopment and development opportunities throughout the City's Joint Planning Area and existing City limits. The results of the visioning outlined seven Activity centers.

Activity centers are simply geographic areas, usually divided or defined for a specific purpose. They often contain recognizable features which characterize its functional purpose or visual appearance. As shown on the Activity Centers Map II-2b seven activity centers have been identified. These areas are as follows:

- Downtown
- Lakefront
- Golden Triangle
- Highland Street
- Grandview Street
- Employment Center
- US Hwy 441

Each district will have different sizes, character, and function (either neighborhood, community, or regional oriented). The activity centers will serve as mixed use focal points of community life where people shop, work, meet, live, and relax. The mix of uses and composition will vary based on size and location, but will be pedestrian oriented, where practical, to create opportunities for transit, convenient shopping, and higher density housing. The activity centers, along with the links connecting them, provide definition and form to Mount Dora.

1. Downtown

The downtown is the heart of Mount Dora and the area where the majority of community interest has been centered during the course of this planning effort. Its preservation and revitalization of its economy are top priorities among residents and therefore it plays the most important role in the Citywide vision. The intent is to strengthen the area as the primary focal point and draw for the City, both improving the opportunities it provides in the daily life of residents and expanding the wide variety of activities it offers to visitors as a travel destination.

The strongest near-term potential for economic growth is attracting “destination” trips to downtown, those generally in the 30 minutes or longer travel time profile. This means strengthening Mount Dora’s unique identity and draw, creating more diverse destinations for the downtown and greater connections to the lakefront. Longer term, additional compatible residential development in the downtown area will help support demand for future locally-oriented commercial uses, such as specialty grocery, hardware, and similar types of stores. The vision is to make selected physical changes in the existing roadway network, parking locations, and undeveloped parcels to extend and enhance the connections downtown for pedestrians and bicyclists, as well as those who drive to the area that would help spur longer and more frequent visits to the downtown for both residents and tourists.

The character, scale, and historic value of the downtown should not only be preserved, but enhanced where possible. As the core of the community, the downtown should be

well connected, by multiple means of mobility, to all other parts of the City. The downtown has a unique relationship with the lakefront and the connection between the two should be strengthened, both visually and physically, wherever possible.

2. Lakefront

The Lake Dora waterfront is Mount Dora’s expansive public realm and natural beauty. Stretching from Palm Island Park, Gilbert Park, and Grantham Point on the south to Simpson Cove, Evans Park and Pineapple Point to the City docks at the end of E. 4th Avenue, it offers multiple recreation opportunities both along and on the water and a vast array of environmental resources that appeal to a variety of users.

3. Golden Triangle

The Golden Triangle area marks the western entry to the City along Old US 441/19A and Eudora Road, which was the primary route from Tavares and Leesburg into Mount Dora before US Hwy 441 was constructed and traffic was re-routed away from the urban core. Dated strip shopping centers sit on either side of Old 441 east of the Eudora Road intersection. Although an outparcel building along Old US 441 has been successfully redeveloped into a technical school and there are a couple of long-standing restaurants, the building space is generally underutilized.

4. Highland Street

Highland Street is a corridor with a mix of residential, neighborhood commercial, light industry and warehouse uses. It is anchored at the north end by the high school. Highland Street serves as a primary gateway into Mount Dora for drivers entering the City, coming to Highland from US Hwy 441 on the south and coming to Highland from SR 46 and 1st Avenue from the east. Although redevelopment has been actively pursued in this area, there are still vacant and underutilized sites along the street frontage

Highland Street serves as a transition from the gateway areas to the downtown and lakefront and the corridor should reinforce that travel route for visitors. The area also needs to pursue development activity that revitalizes, defines, and unifies the neighborhood.

5. Grandview Street

North Grandview Street between 11th Avenue and Limit Avenue, is a neighborhood corridor with a mix of residential and neighborhood commercial uses, as well as some small citrus plots. This is part of a primary gateway into Mount Dora for drivers entering the City from Limit or Lincoln Avenues from US Hwy 441 to the east. Although redevelopment has been actively pursued in this area, there are still vacant and underutilized sites along the street. Redevelopment has been slowed in this area by small lot sizes that do not allow conformity to current regulatory requirements.

North Grandview Street serves as a transition from the gateway areas to the downtown and lakefront and the corridor should reinforce that travel route for visitors. The area also needs to pursue development activity that revitalizes, defines, and unifies the neighborhood.

6. Employment Center

The employment center, while not designed at this time, is projected to be located along SR 46 near its intersection with the proposed Wekiva Parkway.

The employment center area, largely undeveloped at this time, contains several features such as environmental areas, topography, and citrus groves that should be incorporated into the design of the center. It needs to provide connectivity to different parts of Mount Dora to create jobs-to-housing linkage.

7. US Hwy 441

The US Hwy 441 corridor provides the entry portal into Mount Dora for a majority of travelers. The corridor generally contains typical highway commercial uses and higher density multi-family residential development representative of most regional roadways in central Florida. Large portions adjacent to the highway are still undeveloped or underutilized.

The US Hwy 441 corridor, as a primary gateway into the City, needs to provide a good “first impression” for visitors. Although it contains larger scale development, it should still complement the style associated with Mount Dora, both in the buildings and in the outdoor areas.

E. FUTURE NEEDS

Future land use categories were assigned to provide for the protection of natural resources, to provide compatible uses and a balanced mix of uses, and to allow for proper service delivery in a manner that is economically feasible for the City. Attention was also given to the renewal of blighted areas, the elimination of uses inconsistent with the community’s character, and all other goals and objectives of the City.

The Future Land Use Map (Map II-2a) represents the land uses through the year 2032 within the existing City limits, based on the criteria herein. Buffering between uses and a standardized program of signage, setbacks and driveway regulation, along with the provision of sidewalks, street lights and street trees, are important to protect and promote the aesthetics of Mount Dora. Zoning districts permitted in each land use category are listed in the Land Development Code.

Lands outside the City are governed by Lake County's Future Land Use. At time of annexation, an equivalent City Future Land Use designation is assigned unless a formal land use map amendment is proposed to change the initial intensity/density. The City's Future Land Use Map identifies lands for annexation within the Joint Planning Area boundary as "Urban Expansion" areas. It should be noted that the City and Lake County have worked jointly during the update of the County's Comprehensive Plan to endorse compatibility of land uses in the Joint Planning Area. The land use patterns within this area are the result of a joint effort of both local governments and are identical in terms of standards of development.

1. Facilities and Service Analysis

As identified in the respective elements of this plan, transportation mobility, infrastructure (sanitary sewer, drainage, solid waste, potable water, groundwater recharge) are all suitable for serving existing land uses according to development regulations, capital improvements programming, and annual budgets adopted by the City.

Development may occur only if adequate facilities and services are available concurrent with the impacts of the development consistent with the level-of-service standards adopted in this plan.

Potable Water

The City of Mount Dora owns and operates a water supply and distribution system. These systems provide potable water service to most areas within the City limits as well as some unincorporated areas of Lake County. The City also owns and operates two wastewater collection, transmission, treatment and disposal systems that provide sewer service to the most developed areas within the City as well as some small developed areas in unincorporated Lake County. The existing potable water facilities serve a population of approximately 21,916. The current annual average daily demand for the potable water system is 3.0 million gallons per day (mgd). The existing wastewater facilities serve a population of approximately 11,159.

The City's water supply and treatment facilities are located north Limit Avenue east of Donnelly Street. The existing water treatment plant (WTP) has a permitted design capacity of 8,970_mgd based on a maximum day demand. The City also owns a small WTP which is located north of Stacey Circle in the Mount Dora Pines mobile home park, which is no longer in use.

The existing raw water supply facilities for the City of Mount Dora include a total of four water supply wells located at the City's WTP and two wells located at the Dora Pines WTP. The wells at the City's WTP have a total withdrawal capacity of 11.017 mgd and the wells at Dora Pines are no longer functional and will be abandoned. A new water plant called the "Eastern Water Plant" will be constructed on the east side of the City's Service Area.

The City has adopted a Water and Sewer Master Plan. This plan provides analysis as to the capacities at the City facilities. As is shown in the following Table II-2, the City has ample well capacity to serve the existing and future land uses in the City. The City will make improvements to the plants and extensions of pipeline routes to accommodate growth in population as projected to assure continued acceptable levels-of-service.

**Table II-2
WATER SUPPLY ANALYSIS
MOUNT DORA COMPREHENSIVE PLAN**

Criteria 1 Analysis (Maximum Daily Demand)								
ITEM	1996	2001	2006	2011	2015	2020	2025	2032
Total Existing Well Capacity (mgd)	12.457	12.457	12.457	12.457	14.017	14.017	14.017	14.017
Max. Daily Demand (mgd)	5.994	5.297	5.16	5.63	8.23	10.17	10.9	11.05
Excess Capacity (mgd)	6.463	7.16	7.30	5.387	5.787	3.847	3.117	2.967
Table Cont. Criteria 2 Analysis (Average Daily Demand)								
ITEM	1996	2001	2006	2011	2015	2020	2025	2032
Avg. Daily Demand (mgd)	2.997	3.067	3.42	3.09	4.38	5.41	5.8	5.88
Excess Capacity	5.140	5.070	5.55	5.88	6.82	5.79	5.40	5.32

Source: City of Mount Dora Public Works Department

Based on historical water quality data for the City of Mount Dora, it is apparent the current treatment processes included at the City's WTP are adequate for complying with FDEP rules and regulations for water quality. The WTP includes two 0.5 ground storage tanks equipped with 3,500 gpm cascade aerators and one 0.5 MG elevated storage tank located near the intersection of Lincoln Avenue and Tremain Street.

The existing Dora Pines WTP is being abandoned and the Eastern Water Plant will be constructed by 2014. The new plant will consist of two 2,000 gallons per minute wells, one 1,000,000 gallon ground storage tank and three 125 hp high service pumps rated at 2,000 gallons per minute each.

Wastewater

The City's wastewater treatment plant (WWTP) is located south of Old US 441 and east of Eudora Road. The existing facility has a permitted design capacity of 1.500 mgd.

As previously stated, the City owns and operates a WWTP. In order to develop logical overall wastewater management alternatives, it is necessary to compare existing treatment and effluent disposal capacities with projected flows to determine the amount of excess capacity, or the resulting capacity deficit. The following Table II-3_presents existing and projected flows, treatment and effluent disposal capacities, and projected

excess capacities or deficits. As is shown below, Table V-3, the City currently has wastewater treatment and disposal facilities to serve the existing land uses. However, in order to improve the existing service efficiency and provide for future demand, the City had recently completed a 1.25 million gallon per day WWTP.

**Table II-3
WASTEWATER TREATMENT AND EFFLUENT
DISPOSAL CAPACITY ANALYSIS
MOUNT DORA COMPREHENSIVE PLAN**

ITEM	1996	2001	2006	2011	2016	2020	2025	2032
Projected AADF (mgd)	0.923	1.480	1.168	1.204	1.36	1.59	1.86	2.40
Treatment Capacity Analysis								
Existing Treatment Capacity (mgd)	1.500	1.500	2.75	2.75	2.75	2.75	2.75	2.75
Excess Treatment Capacity (mgd)	0.577	0.020	1.130	1.546	1.39	1.16	0.89	0.35

Source: City of Mount Dora Public Works Department

The term available shall be interpreted consistent with the definition of s. 381.0065(2)(a). The facility plan shall also include a long-range component addressing service utility service area outside of the 5 year horizon. In addition, the City shall establish a water reuse program that allows for reuse of reclaimed water on a site-by-site basis for development over a size threshold to be determined by the local government or on a jurisdiction-wide basis to minimize pumpage of groundwater for nonpotable usage.

The City shall update the wastewater facility plan where the Total Maximum Daily Loads Program requires reductions in point source pollutants for a basin or as required by legislation for enhanced treatment standards.

Reclaim Water System

Regional and County-wide Issues: State law supports reuse efforts. For the past several years, Florida’s utilities, local governments, and water management districts have led the nation in implementing water reuse programs that increase the quantity of reclaimed water used and public acceptance of reuse programs. Section 373.250(1) F.S. provides that “water reuse programs designed and operated in compliance with Florida’s rules governing reuse are deemed protective of public health and environmental quality.” In addition, Section 403.064(1), F.S., provides that “reuse is a critical component of meeting the State’s existing and future water supply needs while sustaining natural systems.”

The City of Mount Dora supports and has implemented water reuse initiatives under consideration by both the SJWRMD and Lake County.

Drainage

When the plan was originally adopted, the City was in the process of completing a Stormwater Master plan. This was completed in 1992. Table II-4 is a summary of recently completed stormwater projects and Table II-5 highlights proposed projects by year.

**Table II-4
COMPLETED STORM WATER PROJECTS
MOUNT DORA COMPREHENSIVE PLAN**

Year	Project
2000	Public Safety Facility Retention Pond Improvements
2007	Lake Gertrude Out Fall Replacement
2008	4 th Avenue NSBB Installation
2008	3 rd Avenue NSBB Installation
2009	US Hwy 441 Improvements
2009	Dogwood Mountain Retention
2009	8th Avenue West of Highland Street
2009	Old Eustis Road Intersection with Hillside Drive
2009	Old Eustis Road West of Dogwood Circle
2009	Gilbert Park NSBB Installation
2009	Sylvan Drive NSBB Retrofit
2009	Lake Johns Stormwater Improvement Project
2010	Groveland Road Pipeline Extension
2010	4 th Avenue Stormwater Project
2011	Intersection of Pine Avenue and Wardell Street

Source: City of Mount Dora Public Works Department

Other projects may receive priority treatment if an unanticipated need arises or if outside funding becomes available. Projects involving the maintenance or improvement to more than one type facility or that are demanded for environmental reasons are also likely for inclusion in the City's work plan. Projects that can be anticipated for development include upgrades to stormwater, water and sewer lines and Phase II for 6th Avenue.

The stormwater system will also be maintained on an ongoing basis. Projects proposed for the planning timeframe are listed in Table II-5.

**Table II-5
PROPOSED STORM WATER PROJECTS
MOUNT DORA COMPREHENSIVE PLAN**

Year	Project
Ongoing	East and West sides of Lake Gertrude Storm Drain Improvements
Ongoing	GPS MS4 Stormwater System
2012	Grandview Street and Johns Avenue NSBB Installation
2012	5 th Avenue and Rossiter Street NSBB Installation
2012	Dogwood Mountain Reserve Drainage System Repair
2013	7 th Avenue Stormwater Project - Phase II & III
2013	11 th Avenue and Baker Street Pipe Repair
2013	Old Hwy 441 and Lucerne Drive Junction Box/Water Line Reconstruction
2014	Pine Street -Wardell to US Hwy 441 Pipe Installation
2014	Update Stormwater Master Plan

Source: City of Mount Dora Public Works Department

In reference to private development, the City has adopted standards for stormwater management equal or greater than those of the Water Management District.

Based upon the guidance provided by the Wekiva Parkway and Protection Act, the City will update its stormwater master plan to specifically address areas within the City.

The City shall develop a master stormwater management plan that: assesses existing problems and deficiencies in the community; identifies projects to meet long-range needs; establishes priorities to address existing deficiencies; establishes measures to address redevelopment; establishes a schedule to complete needed improvements; evaluates the feasibility of stormwater reuse; and includes requirements for inspection and maintenance of facilities.

The plan shall also identify a funding source, such as a stormwater utility fee, to fund implementation of the plan and maintenance program. In addition, the local government shall establish a water reuse and irrigation program that allows for reuse of stormwater on a site basis for development over a size threshold to be determined by the local government or on a jurisdiction-wide basis to minimize pumpage of groundwater for nonpotable usage.

The City has established a Downtown Exempt District (Map II-2d) for new development and redevelopment projects. Further details of the exemption district are found in the Drainage section of the Future Land Use Element. This District also allows flexibility in required off-site parking needs.

Solid Waste

The City has eliminated the City owned garbage service and now contracts directly with a private waste hauler. The current level of service is 7.1 lbs. per ERU per day. The City’s contractor hauls the waste to a private transfer station in Orange County where it is transferred to larger trucks for transport to a landfill in Okeechobee, Florida. This landfill has a projected service life of more than 50 years. The City will continue to monitor the

performance of its solid waste service providers and evaluate disposal options as needed to meet demand and evolving regulations.

Groundwater Aquifer Recharge

The City has adopted standards for open space on all new development and redevelopment projects within the City. These standards are as follows:

1. Residential Zones - 0.65 Impervious Surface Ratio (35% Open Space)
2. Office Zones - 0.65 Impervious Surface Ratio (35% Open Space)
3. Highway Commercial Zones - 0.65 Impervious Surface Ratio (35% Open Space)
4. Industrial Zones - 0.65 Impervious Surface Ratio (35% Open Space)
5. Downtown Commercial Zones - 0.80 Impervious Surface Ratio (20% Open Space)
6. Downtown Exempt District Commercial Zones - 1.00 Impervious Surface Ratio (0% Open Space)
7. Peripheral Commercial Zones - 0.80 Impervious Surface Ratio (20% Open Space)
8. Neighborhood Commercial Zones - 0.80 Impervious Surface Ratio (20% Open Space)
9. Public Lands and Institutions Zones - 0.70 Impervious surface Ratio (30% open Space)
10. Residential Professional/Office - 0.80 Impervious Surface Ratio (20% Open Space)
11. Employment Center - 0.75 Impervious Surface Ratio (25% Open Space)
12. Mixed Use - 0.90 Impervious Surface Ratio (10% Open Space).

These standards provide adequate open space to ensure groundwater recharge.

An analysis of Protecting Florida Springs has been conducted and compared to what the City of Mount Dora has required of new development through its Comprehensive Plan, Land Development Regulations, policies and procedures. A review of the document indicates that there are several strategies related to the function of a City government that are recommended to enhance springshed protection. The City addresses most of these issues through the implementation of the land development process. These are listed below.

Use of Florida friendly landscaping for individual home sites: The City has begun actively requiring new developments to provide individual landscape plans for single-family lots to ensure that they meet the minimum standards established by the Florida Yards and Neighborhood Program. This was initiated with the annexation of a recent parcel and has carried over into discussions with prospective developers. The City is currently working to develop minimum standards and criteria for implementation of this program. Prior to this, the standards are being enforced through the City's planned development process.

Use of natural vegetation native to Florida: In 1996 the City adopted a new set of landscape regulations to address certain enhancements required by the City Council.

Part of this process required that the approved plant list be revised to include more native Florida and drought tolerant plants and the elimination of many non-native plants. Additionally the landscape code requires that, whenever possible natural vegetation existing on site be used. The code gives credit for this vegetation thus reducing the cost to the developer while providing adequate buffering. This code is in effect today.

Provide an active street sweeping program: The City has always, and continues to have an active street sweeping program. A program of this nature reduces the sediment and pollutants associates with street systems from entering the drainage systems and ultimately the groundwater system.

On-site density transfers: The City allows and encourages on-site density transfers through the planned development process. The planned development process has been used effectively on all larger scale projects within the City since 1987. This has resulted in conservation of significant portions of wetlands associated with our lakes system as well as along Wolf Branch Creek. This ordinance is now used to conserve open spaces for groundwater recharge.

Direct property purchases for conservation and recreation: The City has acquired several pieces of property for conservation and recreation purposes. Over the last several years the City acquired two critical wetland areas; one adjacent to Lake Dora and another protecting a wetland drainage basin upstream of Lake Gertrude. Additionally, the City purchased 22 acres of property at the interchange of U.S. Highway 441 and State Road 46 for development of WWTP #2. Over 50% of this site was preserved in its natural state. More recently, the City purchased 32 acres of property just north of the interchange of U.S. Highway 441 and State Road 46 for use as park property. These purchases of commercial and high-density residential property eliminated the possibility of greater commercialization and over development of the U.S. Highway 441 corridor while preserving the property for conservation and recreation purposes.

Shared parking for businesses in the same area: The City has provisions for shared parking and encourages the use of shared parking facilities. These have been used on several occasions. The City is also an active participant in this program in two ways. First, the City has negotiated agreements with two churches to allow shared parking for visitors, City employees, business owners and employees in the near the downtown area. The City has also actively provided public parking in the downtown and Highland Street areas for business owners, employees and visitors with the use of Community Redevelopment Agency (CRA) funding.

Establish minimum and maximum parking standards: The City has established a minimum parking standard. During the development review process, it was determined that many large and medium scale retailers and restaurants had a corporate parking standard that exceeded the minimum requirement by the City.

In response to this, the City revised the parking standards. The new requirements allow additional parking spaces; however, they must be maintained as grassed parking. This maintains pervious areas to reduce stormwater treatment and encourage recharge for parking areas typically used only during the holiday season or for a rare large event.

Ensure adequacy of parking standards: During the 1996 code update, extensive research was conducted to ensure adequacy of parking standards. Based upon this research the current parking standards were adopted. However, the City was aware that different application of uses was always a possibility. Based upon this knowledge, the City built flexibility into the code that allows an applicant to provide alternative parking scenario and justification for consideration. Based upon these studies, the City can adjust the parking standard to suit the particular use. This standard has been used effectively on several sites to reduce the parking requirements resulting in increased open space.

Encourage the use of pervious or semi pervious surfaces for parking: The land development code specifically exempts developments that require less than eight parking spaces from paving requirements. Developments that require four or fewer spaces are allowed to utilize mulch parking. Developments with five to eight spaces are allowed to use stone surfaces (exclusive of limestone) or other permanent dust free surfaces. It has been found that individuals who prefer a more permanent surface but would like improved percolation have chosen to utilize the semi pervious paver block system with great success.

Another alternative to paving parking areas is to allow grassed parking for areas of intermittent use. The land development code allows up to 40% of the required parking to be grass if the parking will be used less than twice per week. 100% of the required parking may be grassed if the area will be used less than 90 times per year. This has been very effective in reducing impervious surfaces for church and other public uses.

Encourage open space and cluster designs: From as early as 1987, the City has been encouraging open space designs in larger developments. Reducing lot size to provide greater open space has long been an objective of the City. All recent planned development approvals have included greater open space requirements than required by the traditional zoning. Most have doubled the requirement. In the City of Mount Dora, this means 50 – 70% open space.

Conserve natural areas on non-residential sites: The landscape code requires that whenever possible natural vegetation existing on site must be used. The code gives credit for this vegetation, reducing cost to the developer while providing adequate buffering. This code is in effect today, and has been used by several property owners.

Require irrigation rain sensors: This is a requirement of the Florida Building Code and is enforced through the City's Building Department.

Require low-flow water fixtures in new development: This is currently a requirement of the Florida Building Code and is enforced by the Building Department.

Require environmentally friendly golf course designs. The City supports this concept without question. Golf courses are arguably the single largest users of water resources in Florida. Even if environmentally friendly golf course designs are employed, a golf course can use in excess of 250,000 gallons of water per day.

In the most recent golf course proposal that was before the City, not only did the City Council require the developer to meet requirements of the Audubon International Signature Program and enroll in their monitoring and evaluation program, the City prohibited the use of potable, well or lake water for irrigation purposes. It was required

that all irrigation water be either effluent or stormwater reuse. The City believes that this is the standard that golf courses should meet in these environmentally sensitive regions.

Stream to sink connections: Wolf Branch Creek, located in the City limits, drains into the Wolf Branch Sink, a sinkhole located south of State Road 46. During discussions for a proposed development adjacent to the creek, it was made clear to the property owner that no proposal would be considered unless substantial protections were provided to the system. Of primary importance is the requirement to dedicate a 100 foot natural buffer on either side of the creek. This standard was taken directly from Protecting Florida Springs and will continue to be enforced in the City.

Require Hydrological Surveys of Sites: Within high recharge areas, the land development regulations require developers to retain the first three inches of water on their site. This is consistent with the St. Johns River Water Management District's regulations for recharge areas. As an alternative, a developer can conduct a hydrological survey and analysis of an area for review. This analysis must show that redevelopment recharge is equal to or greater than post development recharge. Other options include retaining the 100 year storm event or 96 year 24 hour storm event on site.

Public Education: As a condition of development approval for current developments, the City has required that if development occurs within or adjacent to environmentally sensitive areas (this included high recharge areas), homeowner's documents would be required to address the nature of the sensitivity and how to protect the natural features of the site. The City has also required that the developer prepare and provide for distribution, brochures to enhance public awareness of these resources. In terms of water conservation, the City's Public Services Department has already implemented a public education program.

Transferable Development Rights: In terms of transferable development rights, cities the size of Mount Dora rarely have TDR programs. The City would be willing to participate in a TDR program as a receiving area. However, implementation of a program of this nature is beyond the scope of a small local government.

Specific policies related to these subjects can be found in the Aquifer Recharge section of the goals, objectives and policies. The Wekiva study area boundary is shown on Map II-3

3. School Facilities

The City of Mount Dora has established criteria designed to facilitate cooperation with the School Board in the location of school facilities.

Where practicable school facilities will be collocated with each other and with other public facilities and will be proximate to existing and planned urban residential areas. The City will coordinate with the School Board and provided information regarding future growth plans and pattern to enhance consistency of school development with both land use and development regulations and to ensure the provision of adequate infrastructure.

Natural Communities

Very few undisturbed natural areas exist within the planning area, due to residential and commercial development, as well as some agricultural and silvicultural activities. However, through strict enforcement of the Land Development Regulations, the natural areas within the

planning area can be preserved and/or partially restored through new plantings and reforestation efforts. Also, the City has set aside the wetland/swamp around Palm Island as a conservation area to be enjoyed by future residents and visitors.

The City recognizes the need to protect specific rare natural communities within the Wekiva Study Area. These include the longleaf pine, sand hill, sand pine and xeric oak communities. The City shall require that a site assessment produced by an environmental professional verify the existence or lack thereof of these natural communities on all sites over 30 acres in size. If portions of these communities (less than or equal to 50%) exist on potential development sites, they shall be protected. The development potential lost through this protection shall be allowed to be transferred to more appropriate areas of the site. If more than 50% of the site is encompassed by one of these communities, 50% of the natural community shall be protected with the density transferred from the protected portion of the site to the developed portion.

For sites greater than 100 acres which have more than 50% of the site containing sensitive upland habitats, at least 50% of the site must be maintained as open space and that portion must contain the sensitive habitat.

As part of this assessment the developer shall identify any Karst features located on the site. These shall include but not be limited to sinkholes and limestone outcroppings. All development shall maintain a 50 foot buffer from these karst features.

2. Vacant Land Analysis

There are currently only isolated pockets and parcels of vacant land within the City limits that are not zoned and approved for development within the urban areas. These small tracts and parcels will be developed consistent with surrounding development as infill projects. Large vacant lands are located in the newly annexed areas of the City along SR 44, SR 46, and east of US Hwy 441 as shown on Map II-1

The bulk of the undeveloped land adjacent to the City lies east and north of US Hwy 441, but some major tracts also exist to the south and west, including:

- a. The eastern shore of Lake Saunders is largely developed. Any undeveloped land or redevelopment offers potential for medium-density residential development with urban services.
- b. Several large tracts are available for development between SR 19A and Morningside Drive. Non-residential development will be limited to those areas that can access US Hwy 441 without impacting existing residential areas.
- c. East of Donnelly Street and north of Limit Avenue, large tracts offer potential for more medium-density residential and substantial office development to help provide more employment opportunities and a greater tax base.

Undeveloped lands along US Hwy 441 have potential for higher intensity commercial development at designated nodes with transitional areas between nodes.

3. Population Analysis

Table II-6 is a summary of annexation and population trends from 1990 to 2012, which shows consistent growth. Based on past population figures and projection derived from recently completed Bureau of Economic and Business Research - University of Florida data, future population is expected to grow at a moderate rate, as shown in Table II-7 . The projections indicated the population within the City limits will increase from 10,889 in 2005 to 18,643 in 2032. In addition, the City is expected to annex properties over time. Based on the County's projections and the proportion of land within each census tract actually contained in the unincorporated area adjacent to the City, projections for future populations were developed as shown in Table II-7.

Estimated seasonal population for Mount Dora was 307 in 2010 and, applying growth factor of 2.00%, is projected to be 456 persons in 2032.

**Table II-6
ANNEXATIONS AND POPULATION TRENDS 1990-2015
MOUNT DORA COMPREHENSIVE PLAN**

Year	Total City Limits Square Miles	Annexation Acres	Population
1990	7.560	0.00	7,316
1991	7.560	96.00	7,504
1992	7.710	0.00	7,535
1993	7.710	2.56	7,606
1994	7.714	64.00	7,916
1995	7.814	19.20	8,251
1996	7.844	345.60	8,483
1997	8.384	12.80	8,628
1998	8.404	76.80	8,912
1999	8.524	224.00	9,064
2000	8.874	38.40	9,418
2001	8.934	32.00	9,925
2002	8.984	620.80	10,364
2003	9.954	262.40	10,594
2004	10.154	128.00	10,758
2005	10.354	44.80	10,899
2006	10.424	524.80	11,125
2007	11.244	4.48	11,945
2008	11.251	4.48	11,290
2009	11.258	0.20	11,100
2010	11.261	0.00	11,687
2011	11.262	0.29	12,557
2012	11.265	1.94	12,693
2013	11.267	1.18	12,870
2014	11.383	74.54	12,949
2015	11.385	1.45	13,167
2016			

*Source: Population: UF-BEBR Data (published April each year) – Updated April 2016
Annexation: City of Mount Dora Planning and Development Department*

**Table II-7
POPULATION PROJECTIONS FOR
LAKE COUNTY AND MOUNT DORA (2005-2032)
MOUNT DORA COMPREHENSIVE PLAN**

Year	Lake County	City Limits
2005	146,221	10,889
2010	145,013	11,687
2015	140,170	12,872
2020	138,842	14,564
2025	137,286	16,478
2032	120,626	18,643

Source: Lake County Planning and Design, June 2011

Based on 2011 BEBR Medium Projections for the Years 2015-2032

The future land use map of this plan represents the projected land uses in the year 2032 within the existing City limits. A population growth figure of 5.3 percent in the City’s future growth area has been used to project land uses for the short- and long-term planning periods so that facilities can be planned accordingly and adequate levels of service assured.

Levels of service can be assured to adequately account for seasonal population for the City. Seasonal population is estimated County-wide to be approximately 6.10% based on 2010 Census figures. Figures indicate the Mount Dora seasonal population to be 307 persons or 4.40%. This represents a relatively minor seasonal impact.

4. Future Land Use/Population Correlation

An evaluation of the land uses allocated for the planning period (2032) shows that the residential acreages are adequate to accommodate the projected population for that timeframe, as listed on Table II-8. For planning purposes, average densities were used to estimate the population for residential vacant lands.

In terms of non-residential land use categories current ratios of residential to non-residential land use districts were extrapolated to yield a future need. This was modified in the industrial category based upon the existence of a Lake County Employment Center within the City’s growth area.

Goals, objectives, and policies are provided throughout this plan, which are intended to direct growth in an orderly manner, achieving land use compatibility, the efficient provision of public services and facilities, and the protection of natural resources. These goals, objectives, and policies, along with the land development code, are fundamental in maintaining the correlation of projected population and land use evidenced here.

**Table II-8
ESTIMATED POPULATION
BASED ON RESIDENTIAL VACANT LANDS - 2032
MOUNT DORA COMPREHENSIVE PLAN**

Future Land Use Designation	Vacant Land Acres	Average Density	Potential Number of Dwelling Units	Persons per Household	Population Persons
Res. Low Density	382.00	2.00	764	2.6	1,986
Res. Low-Medium Density	1,338.00	3.00	4,014	2.6	10,436
Res. Medium Density	379.00	4.00	1,516	2.6	3,942
Res. High Density	224.00	7.00	1,568	2.6	4,077
TOTAL	2,323.00		7,862		20,441

Source: City of Mount Dora Planning and Development Department

5. Future Land Use Analysis

The City of Mount Dora has experienced steady growth in the past decade. The City is approximately 75% built out. New development is generally approved after vacant property is annexed into the City. The majority of vacant land (approximately 25%) located in the City is undeveloped due to its recent annexation. Growth in the City is primarily derived from property owners annexing into the City prior to developing.

There is significant redevelopment occurring in the City. This is primarily in the form of renovation of existing buildings and infill on smaller lots. The vacant land within the corporate limits exists as small lots and parcels surrounded by development. Much of this land is being developed residentially as infill projects. Other parcels located within commercial districts are being developed and redeveloped consistent with the existing trends in the district.

The comprehensive plan has proved adequate to meet the immediate growth of the City. However, as growth pressures from the Orlando metropolitan area increase the plan will need to be modified to respond to these factors. In general, as the County grows in population there is a correlation of population influx in the City.

In order to determine the carrying capacity of the various residential land use classifications, the number of acres for each designation was multiplied by the density for that use. For purposes of projecting acreage demand, a straight-line calculation is used based on the projected population increase and the current housing characteristics. The resulting calculations, as shown in Table II-9 below, indicate that residential land adequate to accommodate the population expected by year 2032 will be the result of annexation.

As the City annexes property, it is anticipated that there will be no net increase in density over the currently approved County land use densities. The amount of vacant land remaining from year to year as the population grows is a function of the demographic characteristics of the population and the resulting housing demand trends. Thus, although adequate in number, the land use distribution may prove inappropriate in type as the years pass and demographics change. Land use distribution must be reevaluated should any one of the categories be maximized at a rate significantly higher than the others.

**Table II- 9
FUTURE LAND USE IN ACRES
CITY OF MOUNT DORA**

Future Land Use Designation	Acres 2012	Acres 2032
Res. Low	1,737.00	3,474.00
Res. Low-Medium	325.00	650.00
Res. Medium	819.00	1,638.00
Res. High	349.00	698.00
Commercial	436.00	872.00
Residential Professional/Office	45.00	90.00
Office	72.00	144.00
Mixed Use	78.00	100.00
Employment Center	0	1,000.00**
Industrial	84.00	168.00
Parks/Recreation	174.00	348.00
Conservation	51.00	102.00
Public Lands/Institution	292.00	584.00
TOTAL	4,462.00	9,868.00

Source: City of Mount Dora Planning and Development Department

Note: Year 2032 double acres for non-residential (estimate).

*** Employment Center Year 2032 Acres are estimates (subject to annexation)*

6. Redevelopment Analysis

The northeast area of the City is a low income area with the majority of the City's sub-standard and deteriorating housing units. The City has directed efforts toward improving housing conditions in this neighborhood. It has also improved the condition of local roads. However, although the area is still considered to have the poorest living conditions in the City, it has benefited from the 1990 establishment of the redevelopment district. Focused efforts to improve conditions have resulted in redevelopment projects being completed

The downtown business district is also suitable for channeling of efforts in order to improve the overall economic viability of the community. Redevelopment efforts here should be directed toward the elimination of inconsistent uses and the establishment of improved design standards and implementation programs.

The City has long recognized the merits of the traditional downtown and northeast commercial area. It now acknowledges it is necessary to encourage a mix of commercial, office and residential uses in order to maintain the ambiance and the vitality of a

downtown area. Support of this planning approach required amendment to the original version of this plan.

When the plan was adopted, it limited residential uses to a two linear block area (Donnelly Street between 3rd and 5th Avenues). Additionally, it required residential units to be located above ground level commercial and office uses. The intent of these provisions was to avoid conflicts between uses.

It is now agreed that in order to maintain a viable commercial area it is important to allow a mix of residential uses within commercial districts. This type of policy provides a number of benefits to the City and its residents. Allowing residences associated with commercial uses allows proprietors to live at their place of business or renters or owners to live in close proximity to businesses that they frequent. This reduces the use of the automobile, encourages pedestrian oriented development and enhances the use and thus safety of the area. This pattern of development is historic to Mount Dora and is common in vibrant and successful cities throughout the world.

When the plan was first adopted there were a large number of residences associated with commercial operations located outside the prescribed area for residential use. Under the original provisions of the plan, these sites were non-conforming and if redeveloped could no longer be used as residences. Such structures were found in several areas including Donnelly Street, Fifth Avenue, Highland Street and Grandview Street. The policy approach restricted the mix in these areas and served as a discouragement to certain positive forms of redevelopment. The plan was amended to rectify this problem.

All codes are enforced equally in all areas of the City. With the hiring of a Code Enforcement Officer, the City now records reports and follows up on all aspects of this process. Public services have been expanded and upgraded to more effectively and efficiently serve the public. The primary improvements have been made to the City's water, sewer, drainage and electrical systems. However, parks and open spaces have been upgraded and acquired to meet individual area needs.

7. Elimination of Inconsistent Uses

The Land Development Code, adopted in May of 1996, built on the non-conforming use and structure regulations in previous codes. The City currently allows buildings or uses to remain vacant or not in use for 180 days prior to losing non-conforming status. Any use following this period of time is required to adhere to current code requirements. The implementation of these codes in conjunction with the hiring of a code enforcement officer had led to the condemnation of several structures, most of which have been removed.

The City does not entertain development proposals or plan amendments that exceed adopted standards. All existing development is essentially "grandfathered in" unless redevelopment of the site takes place or it loses its non-conforming status based upon those regulations. A nonconforming structure may be enlarged, intensified, increased in height, or extended to occupy a greater area of land or water than was occupied at the effective date of adoption or amendments of these zoning regulations provided that the enlargement, intensification, increase in height, alteration or extension is consistent with

all applicable codes and regulations. Special non-conforming provisions apply for garages and carports.

8. Flood Prone Areas

Generalized flood hazard areas mapped by the Federal Emergency Management Agency are available on-line at parcel level data (<http://www.lakecountyfl.gov/maps>) with Lake County GIS and as provided for in the City's Conservation Element.

All development proposals presented to the City will be evaluated to determine potential impacts on natural systems including flood prone areas as identified by the Flood Insurance Rate Maps, Flood Hazard Boundary Maps or other most accurate information available. Designation on the Future Land Use Maps of any given parcel for a particular land use is not intended in any way to waive any requirements of applicable land development regulations.

The City has allowed no development in flood prone areas with the exception of redevelopment projects located on Lake Dora Road. This is a unique area of the City in which most of the homes are built over the water. In cases of redevelopment the structure is required to be built 18 inches above the 100-year flood plain.

9. Hazard Mitigation Reports

There are no existing or future hazard mitigation reports for the City.

10. Urban Sprawl Analysis

The City has worked to discourage a sprawling type development pattern in and around the City. From a commercial standpoint, the City has experienced significant growth pressures along the U.S. Hwy 441 corridor. Additionally, residential annexations are encouraged to request, at a minimum, a medium density residential land use designation. This allows the City to concentrate growth and more efficiently provide services. Rezoning to Planned Unit Developments are also encouraged on larger parcels. This allows a shifting of densities and a greater mixture of uses than traditional zoning.

11. Protection Of Natural Resources

As property is annexed, areas not suitable for development are designated conservation or easements were acquired to protect the areas.

Well head protection standards were adopted with restrictions on development within 200 ft. of the wellheads. Wetland protection standards were also adopted.

12. Activity of Historic Resources

Since 1999-2011 there have been 228 buildings throughout the City have received Certificates of Appropriateness for renovations. 51 homes are on the local historical register (Table II-10). The City's Historic Preservation Review Area is shown on Map II-2e and Historic Inventory is listed in Table II-10.

Table II-10
LOCAL REGISTER OF HISTORIC PLACES
MOUNT DORA COMPREHENSIVE PLAN

No.	Address	Name	Circa/Date	Style
1	647 N Grandview St	J.J. West House	1923	Craftsman
2	408 N Tremain St	Tremain-Slack House	1912	Frame Vernacular
3	321 W 9th Ave	Wardell-Wilmot House	1912	Craftsman Bungalow
4	450 Royellou Lane	Fir & Police Station -1923	1940	Rectangular; concrete block
5	2051 Donnelly St	Charles & Alfida Simpson	1900	Frame Vernacular
6	714 N Tremain St	Farrar House	1884	Frame Vernacular
7	750 N Grandview St	Little House	1923	moved from 323 N. Tremain
8	1029 E 5th Ave	Farnsworth House	1886	Mod. 1944
9	621 E 5th Ave	Alvaretta-Zepplin	1923	Bungalow
10	225 E 9th Ave	J.G. Ladue House	1921	Craftsman Bungalow
11	204 N Tremain St	The Massey House	1884	Frame Vernacular
12	1038 E 5th Ave	The Cooper House	1912	Frame Vernacular
13	736 N Clayton St	The D.D. Roseborough House	1926	Bungalow
14	1414 Sylvan Dr	The Reverie	1953	Greek Revival or 20th Century Colonial Revival
15	1220 Oakland Dr	The Heim Malone House	1920	Spanish Revival/Mediterranean Influence
16	933 N Alexander St	The Fletcher Crane House	1914	Frame Vernacular
17	1420 N Clayton St	Witherspoon Lodge #111	1902	Frame Vernacular
18	1480 E 1st Ave	The Gorham/Henderson House	1925	Mediterranean Revival
19	430 N Alexander St	The Old Post Office 1928	1928	Mediterranean Revival
20	352 E 3rd Ave	The Anna Carr House	1913	Bungalow
21	601 E 5th Ave	The L L Farnsworth House	1887	Frame Vernacular
22	222 S Clayton St	The Freese-Schoenberger House	1890	Frame Vernacular
23	1560 N Highland St	The Milner-Rosenwald Academy	1925	Mediterranean Revival
24	710 N Grandview	The Johnson/Hoeffler House	1920	Bungalow
25	808 N Donnelly	The Ellsworth House	1908	Frame Vernacular
26	908 N Clayton St	The Bostick/Blanchard House	1895	Frame Vernacular
27	639 Alexander St	The Hall House	1923	Bungalow
28	302 W 6th Ave	The Mallory House "Bamboozle"	1922	Frank Lloyd Wright - copy
29	423 Tremain St	Circa 1900	1900	Frame Vernacular
30	136 E 9th Ave	Five Gables	1926	Stucco bungalow
31	1148 N Grandview St	The Atterberry-Owens House	1884	Frame Vernacular
32	601 E 1st Ave	The Gates House	1886	Frame Vernacular
33	1046 McDonald St	The Zell House - 1925	1925	Frame Vernacular
34	445 E 7th Ave	McDonald-Blackburn House	1940	Frame Vernacular
35	823 E 5th Ave	Joseph & Carrie Banks House	1924	Frame Vernacular
36	551 N Clayton St	Dickson Villa	1925	Mediterranean Revival
37	206 E 9th Ave	The Milner House/Sunshine Corner	1918	Frame Vernacular
38	207 E 8th Ave	Colonel John Alexander House	1889	Frame Vernacular
39	610-606 Tremain St	Paterson / Hague House	1916	Brick Bungalow
40	1010 N Clayton St	E.F. Harding House	1926	Frame Vernacular
41	406 E 9th Ave	Honey Green House	1923	Bungalow
42	649 E 11th Ave	Edward Gorham House	1925	Bungalow
43	834 N Clayton St	Nutter-Ingram House	1927	Bungalow
44	1021 McDonald St	Hoxie-Wilmot House	1917	Bungalow
45	413 E 9th Ave	Anna Blaich House	1923	Bungalow
46	815 E 8th Ave	L. Belden Crane House	1925	Bungalow
47	435 E 5th Ave	Mary Lenhart House	1916	Frame Vernacular
48	844 E 9th Ave	Drake House	1924	Bungalow
49	401 E 9th Ave	D.D. Akin House	1920	Bungalow
50	613 N Grandview	S.M. Thompson House	1922	Craftsman Bungalow
51	347 E Third Ave	L.R. Heim House	1926	Mediterranean Revival

Source: City of Mount Dora Historic Preservation Board - 2012

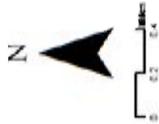
Map List

Map II-1 Existing Land Use

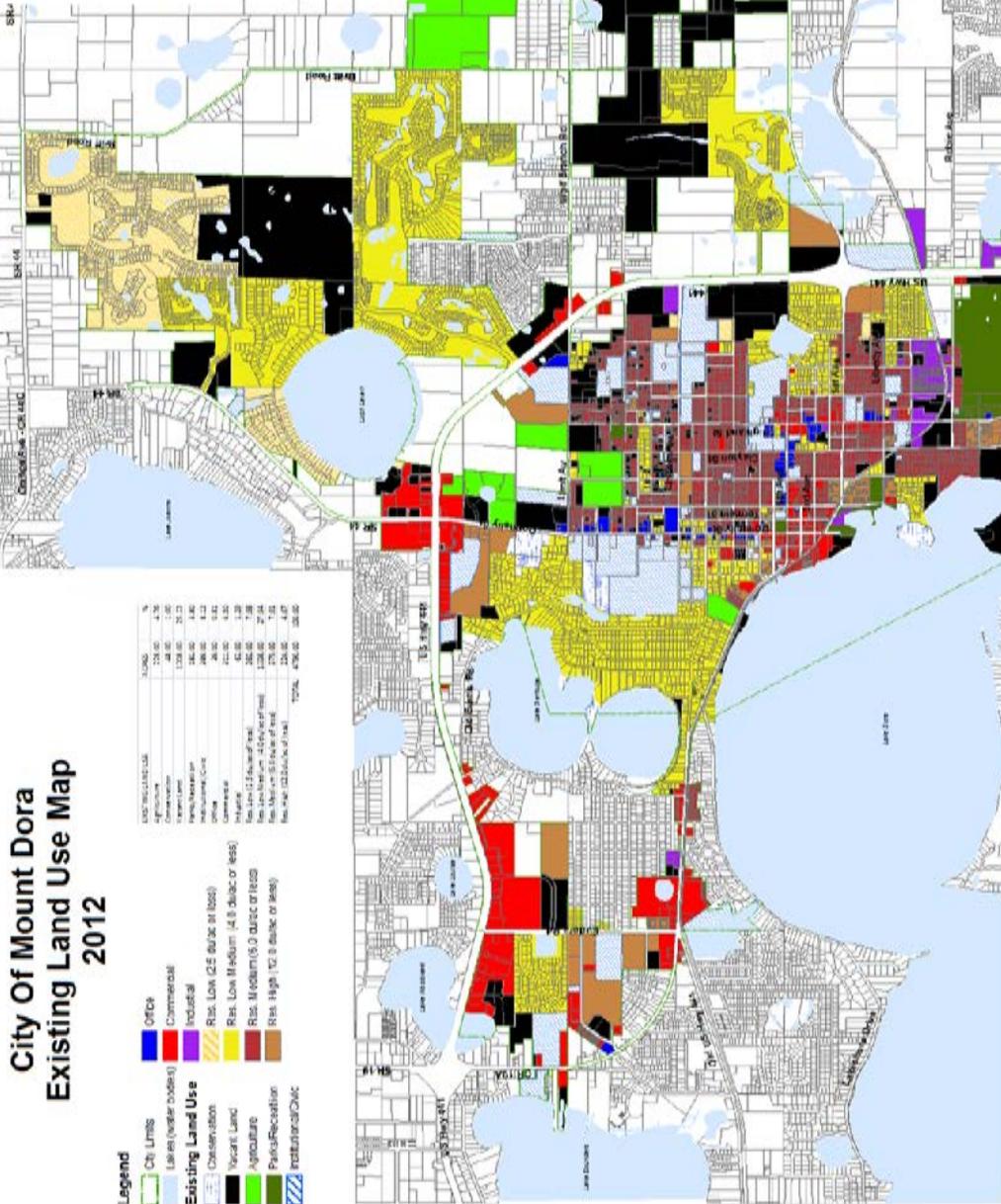
Future Land Use Map Series:

- Map II-2a Future Land Use Map
- Map II-2b Activity Centers Map
- Map II-2c Community Redevelopment Area (CRA) Map
- Map II-2d Downtown Exempt District Map
- Map II-2e Historic Preservation Review Area Map

Map II-3 Wekiva Study Area



Map II-1



**City of Mount Dora
Existing Land Use Map
2012**

EXISTING LAND USE	ACRES	%
Office	124.00	4.76
Commercial	48.00	1.82
Industrial	240.00	9.09
Residential	200.00	7.58
Other	20.00	0.75
Forest Land	52.00	1.95
Agriculture	200.00	7.58
Public/Recreation	120.00	4.55
Natural/Cultural	220.00	8.33
TOTAL	2596.00	100.00

Date: 3/14/2012

MAP II-1 EXISTING LAND USE MAP

City of Mount Dora Future Land Use Map

LEGEND:

- Future Land Use
- Mixed Use Traditional (MU-1)
 - Mixed Use Downtown (MU-2)
 - Employment Center
 - Regional Professional Office
 - Low Density Residential (2.5 DU/AC or Less)
 - Low/Medium Density Residential (4 DU/AC or Less)
 - Medium Density Residential (6 DU/AC or Less)
 - High Density Residential (12 DU/AC or Less)
 - Industrial
 - Commercial
 - Office
 - Recreation
 - Public Land Institutions
 - Conservation
 - Water Bodies/Lakes

- Features
- Rail Road
 - City Limits
 - JPA (Urban Expansion)
 - SR 46 Realignment - Proposed Corridor

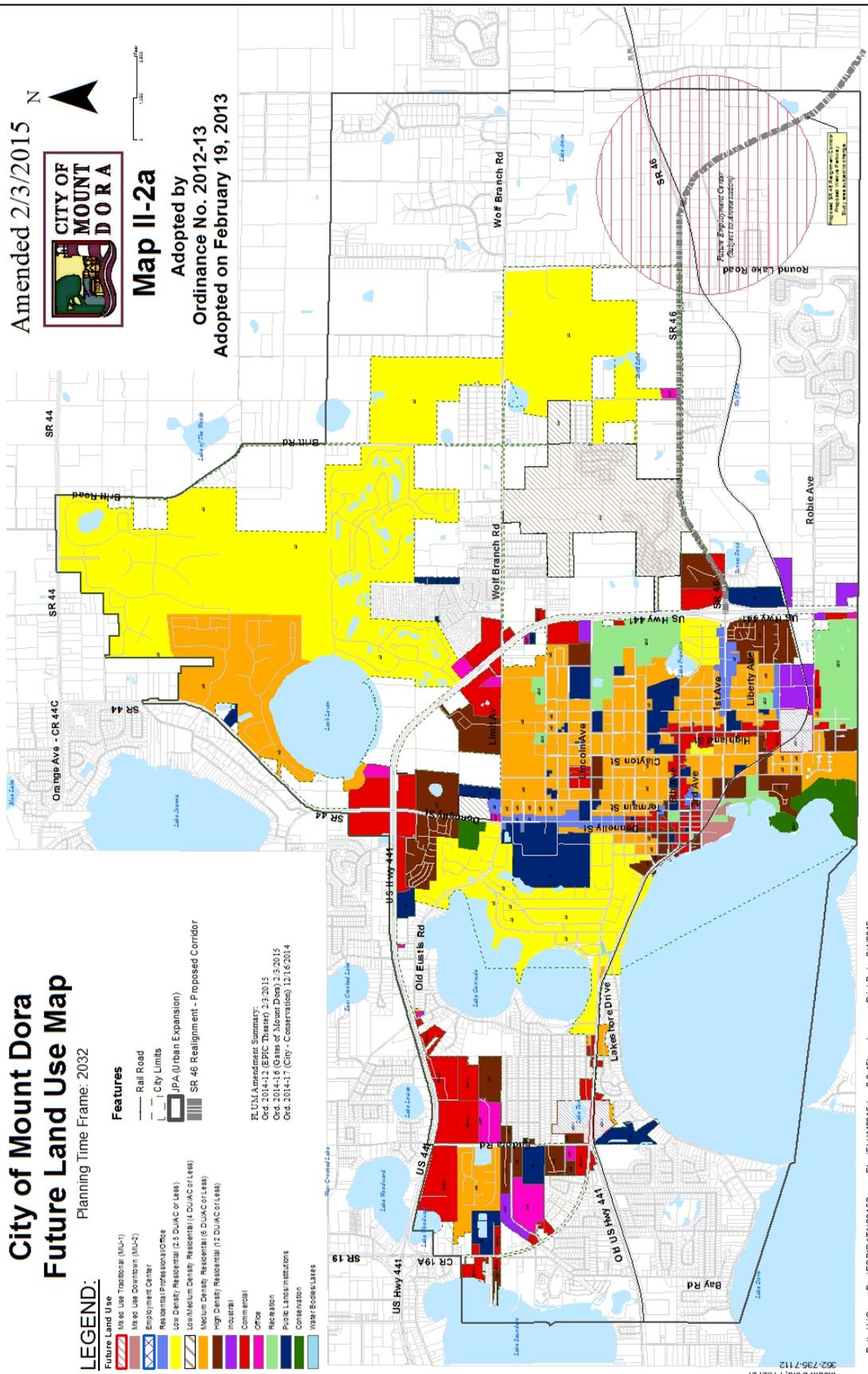
RLIWA readjustment Summary:
Ord. 2014-12 (EPIC Based) 2/3/2015
Ord. 2014-16 (Gates of Mount Dora) 2/3/2015
Ord. 2014-17 (City - Conservation) 12/16/2014

Amended 2/3/2015



Map II-2a

Adopted by
Ordinance No. 2012-13
Adopted on February 19, 2013

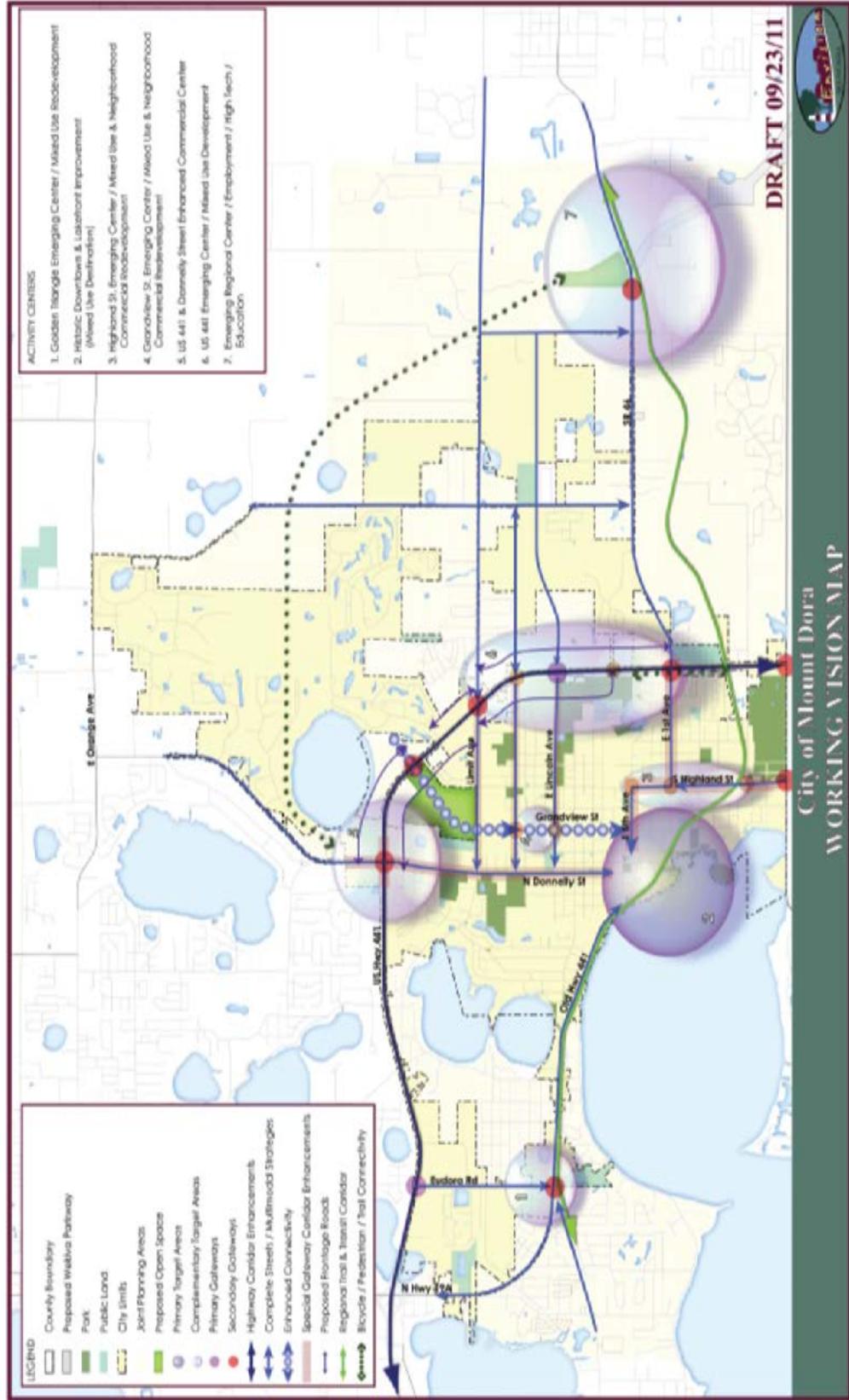


Prepared by: Mount Dora Planning and Development Dept. 2015
Mount Dora, FL 32727
302-736-7112

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MAP II-2a FUTURE LAND USE MAP

Figure 23: Vision Map



MAP II-2b ACTIVITY CENTERS MAP

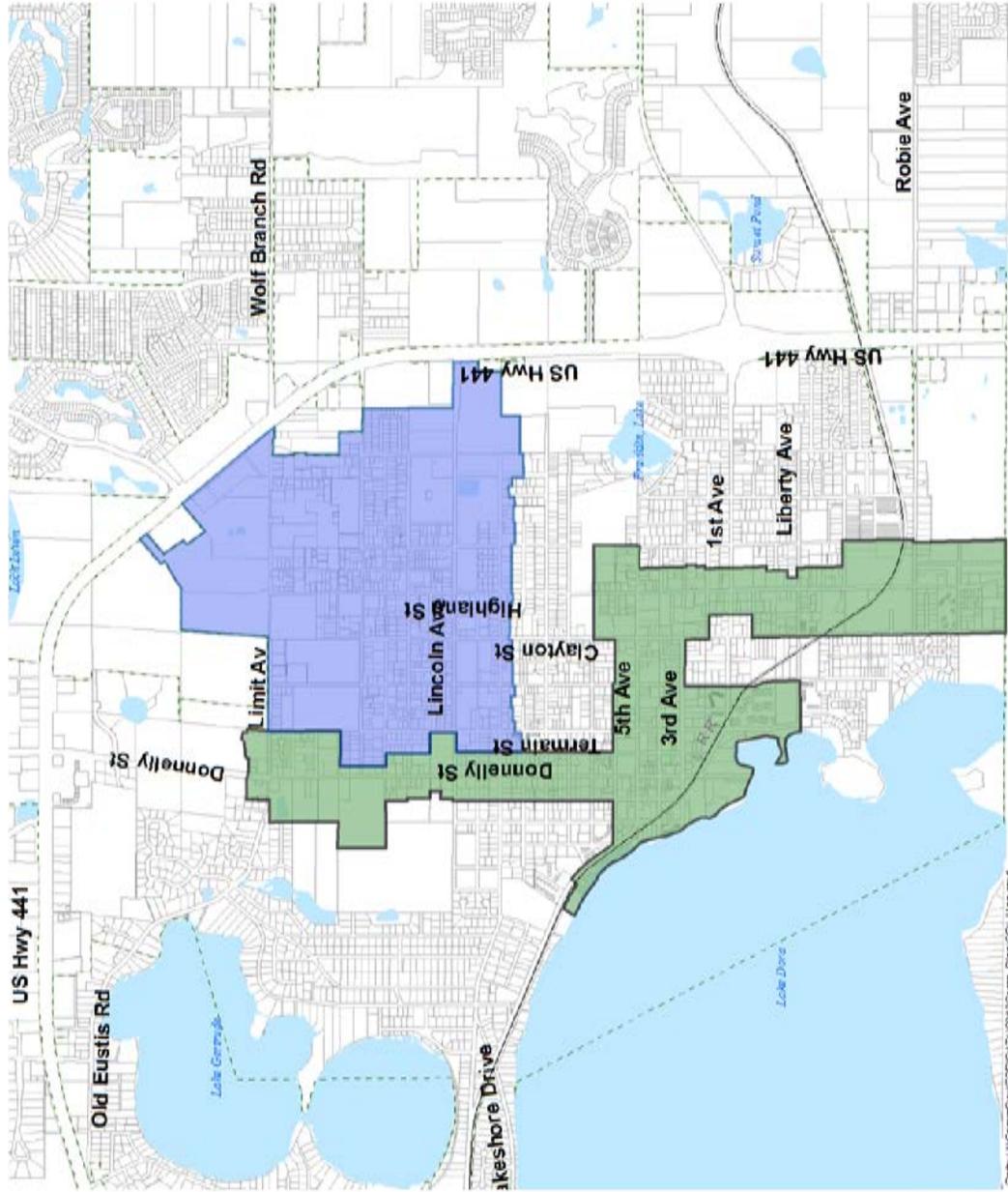


Map II-2c

**City of Mount Dora
CRA Map**

Legend

-  City Limits
-  Mount Dora CRA Boundary
-  Northeast CRA Boundary



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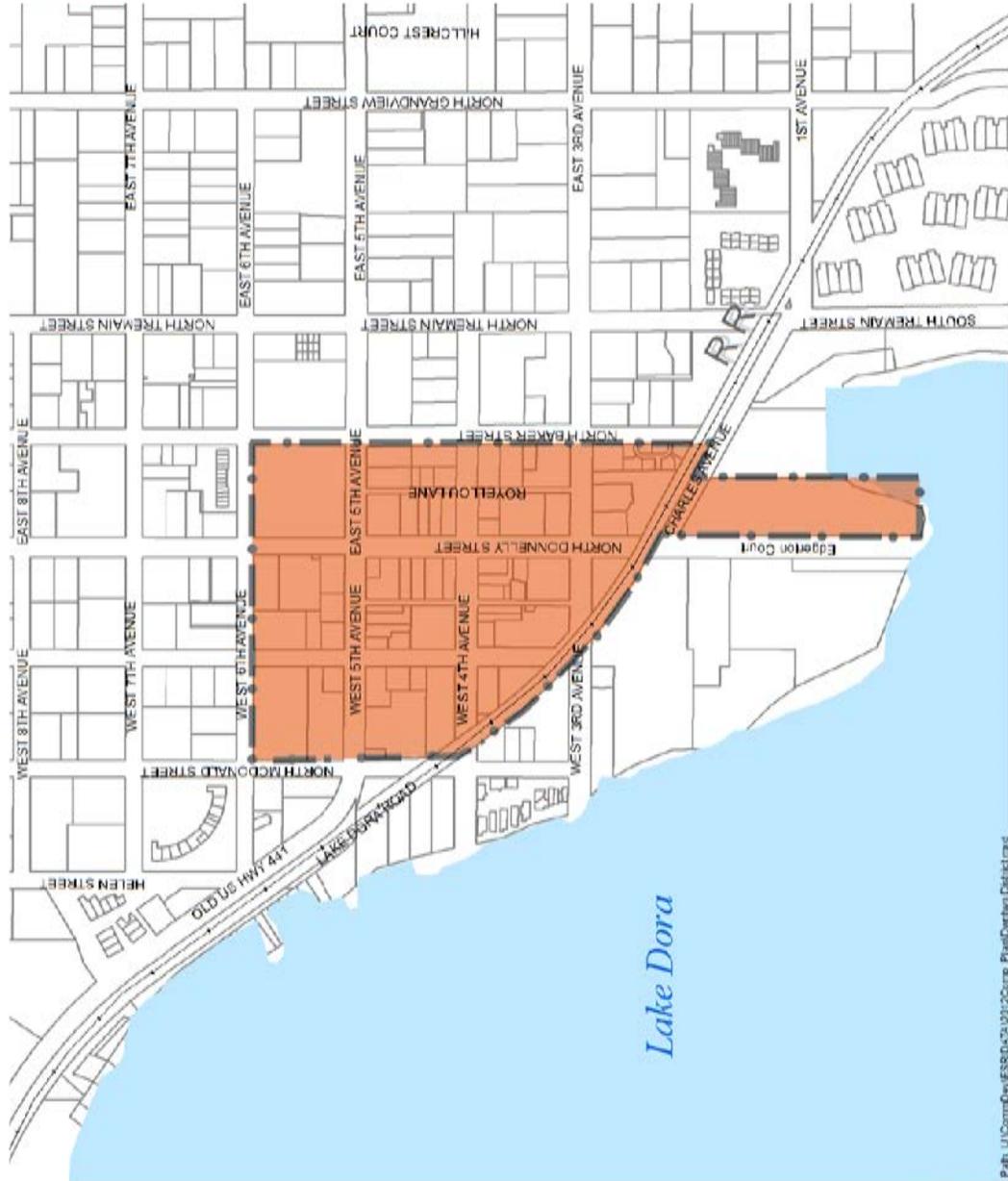
MAP II-2c COMMUNITY REDEVELOPMENT AREA (CRA) MAP



Map II-2d

City of Mount Dora Downtown Exemption District Map

Legend
 Downtown Exemption District



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Mount Dora, FL 32727
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MAP II-2d DOWNTOWN EXEMPT DISTRICT MAP



Date: 3-14-2012

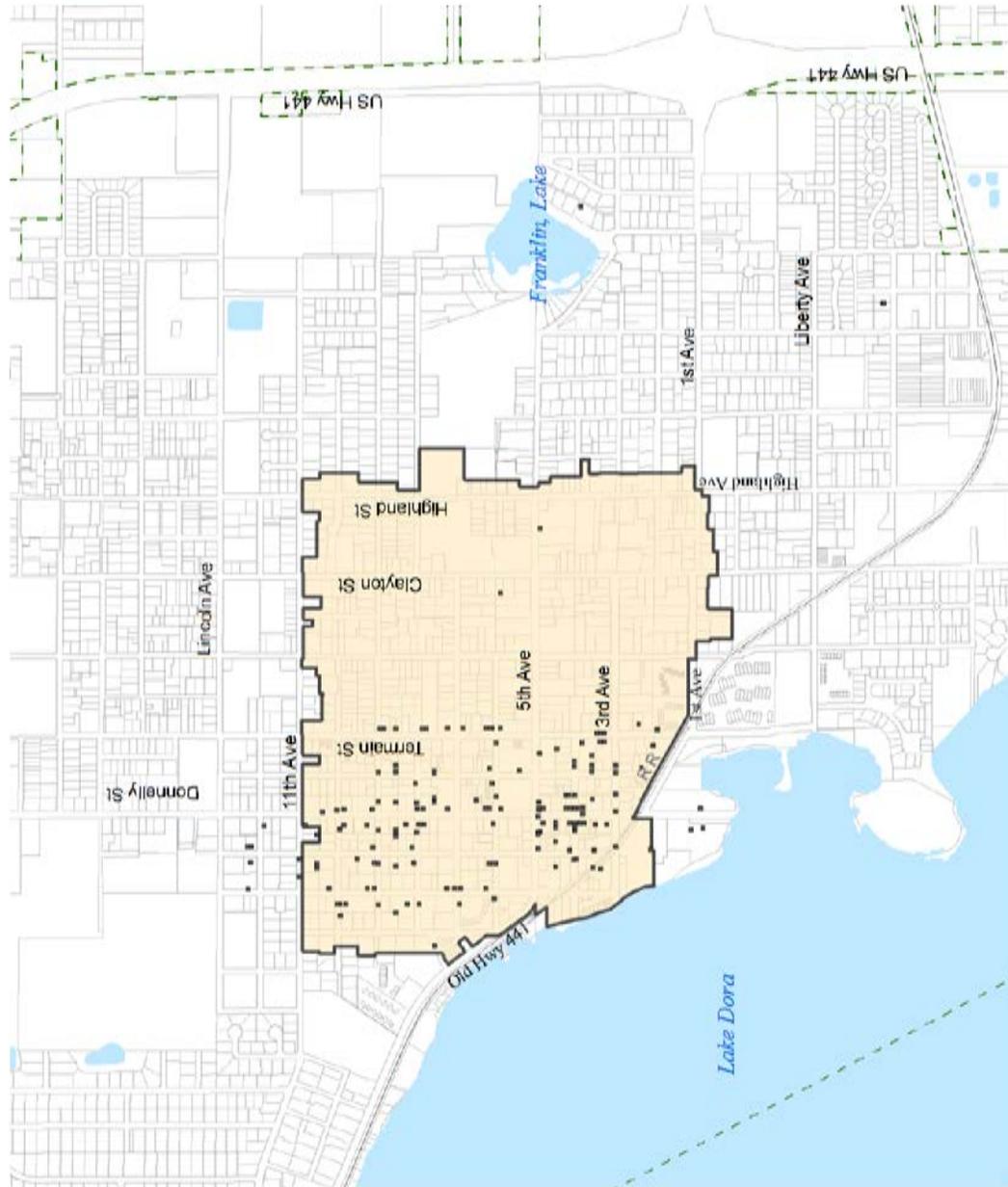


Map II-2e

City of Mount Dora Historic Preservation Review Area Map

Legend

-  City Limits
-  Historic Preservation Review Area
-  Historical Structures



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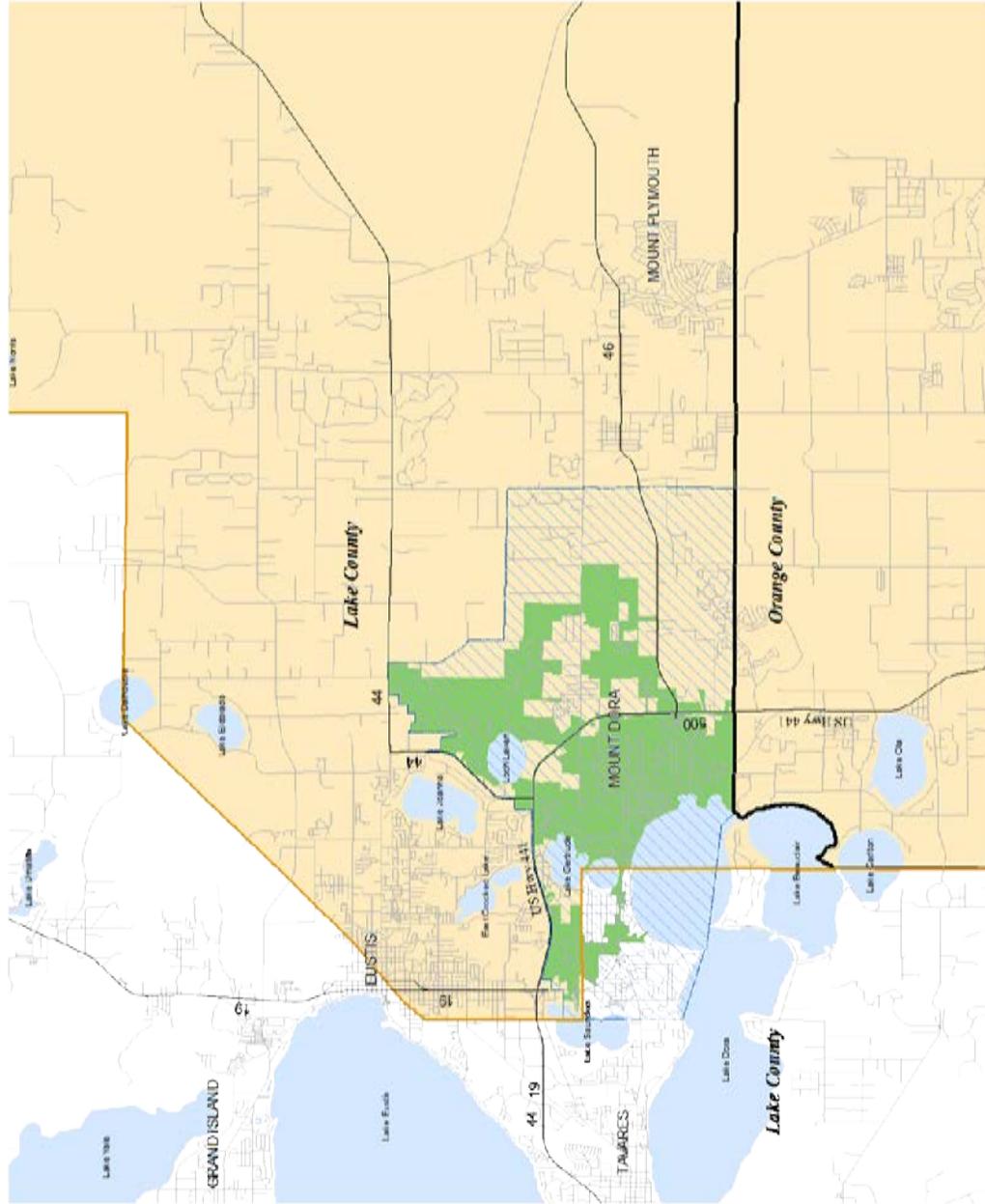
MAP II-2e HISTORIC PRESERVATION REVIEW AREA MA



Map II-3

**City of Mount Dora
Wekiva Study Area**

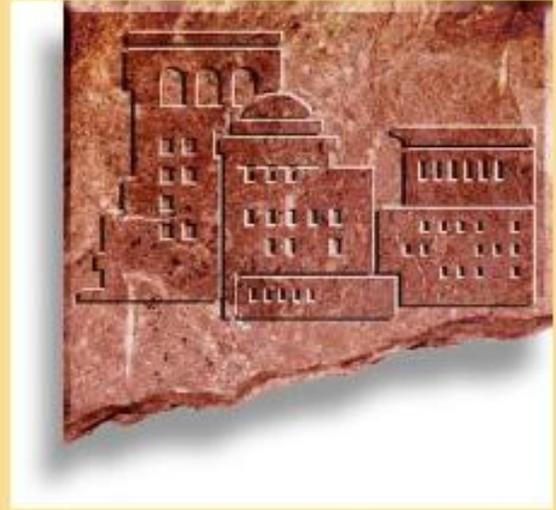
- Legend:**
- City Limits
 - JPA
 - County Boundary
 - Wekiva Study Area



Prepared by Mount Dora Planning and Development Dept. 2012
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 Mount Dora, FL 32727
 902.798.7112

Public Comment Session 02/09/12 Comp. Presentation Study Map 3.mxd

MAP II-3 WEKIVA STUDYAREA MAP



Comprehensive Plan 2032

III. TRANSPORTATION MOBILITY ELEMENT

A. PURPOSE

The City of Mount Dora is essentially a mature City with established neighborhoods in the downtown area. Land located east of US Hwy 441 and SR 44 within the Joint Planning Area have recently developed with a land use pattern of residential subdivisions. The City is approximately 12 square miles in area. As lands are annexed into the City additional transportation master planning will be needed in these outer areas with focus on interconnectivity. Additional studies in cooperation with the County will be needed for the proposed Employment Center located along SR 46 and the planned Wekiva Parkway.

The purpose of the Transportation Mobility Element is to guide the city in developing a safe and efficient transportation system for motorized and non-motorized traffic, based on the City's future land use plans, and consistent with the community goals and objectives stated herein. This element will also help to ensure consistency among the Transportation Plans of Mount Dora, Lake County, and the State of Florida.

This element identifies a traffic circulation system that is both technically sound and consistent with identified community goals and objectives. Section B outlines the process and criteria used in developing a local transportation plan. Section C identifies the document that contains an inventory and analysis of the existing transportation system, and identifies the current deficiencies. Section D presents forecasts of roadway conditions that are expected to occur through the year 2010. Section E outlines the community's goals and objectives for the local transportation system, setting forth the guidelines by which to plan future transportation improvements.

B. STANDARDS

Transportation planning decisions must be closely coordinated with land use decisions. Improvement of existing roads and construction of new facilities act to change overall travel patterns in ways that not only affect immediate individual land use decisions, but also eventually influence entire land use patterns. Therefore, the Traffic Circulation Element must be closely coordinated with development of the Land Use Element, reflecting the access and travel needs of any proposed new or revised land uses.

1. The Transportation Planning Process

The methods used to develop this Transportation Mobility Element are part of a transportation planning process that should be a continuous effort. A general outline of this overall planning process is described by the following steps:

- a. Research previous transportation planning and analysis efforts.
- b. Identify and evaluate the current status of the transportation system.
- c. Identify community goals and objectives regarding transportation.
- d. Identify constraints imposed on the transportation system.
- e. Determine current and future transportation improvement needs.
- f. Propose alternative solutions.
- g. Evaluate and choose alternative solutions.
- h. Prepare a detailed implementation and funding plan.
- i. Implement the transportation plan.
- j. Systematically review and update the transportation plans.

Steps "a" through "h" are embodied in this Transportation Mobility Element, while steps "i" and "j" need to be standard City policy in order to implement an effective transportation planning process. This process needs to be on-going, continuously recycling through the entire planning process, in order to reflect constantly changing community needs.

2. Transportation Systems Planning Principles

In preparing alternative potential transportation systems to serve projected travel demand, a number of general items should be considered. The broad categories of factors influencing local transportation planning include:

- a. Existing facilities.
- b. Current and future land uses being served.
- c. Local terrain.
- d. Financing.
- e. Travel characteristics of the local population.
- f. Travel patterns dictated by the character of the areas around the local planning area.
- g. Public opinion.

In designing the actual transportation system, it is important to maintain flexibility, both by providing alternative routes and travel modes, and in allowing for additions and modifications to the system. The following principles should be kept in mind while preparing the transportation plan:

- a. Provide many alternative travel paths, while keeping traffic conflicts to a minimum.
- b. Maintain system continuity, providing smooth and logical traffic flow patterns.
- c. Reflect land use access requirements.
- d. Consider mass transit service, bicycle travel, and pedestrian safety.
- e. Pay special attention to freeway corridors and interchanges.
- f. Consider one-way street systems.
- g. Provide for traffic signal coordination.
- h. Provide for future modification and expansions.
- i. Ensure environmental compatibility.

3. Goals and Objectives as Standards

The adopted community goals and objectives for Mount Dora act as local standards and criteria in the development of the Mount Dora Transportation Mobility Plan. In particular, the objectives and policies present locally acceptable levels-of-service, right-of-way requirements, access provisions, and landscaping recommendations.

The subsequent analyses are based on generally accepted transportation analysis procedures and planning techniques. Specific criteria and definitions are presented in more detail in the portions of this element to which they are relevant. The final transportation plan is the result of a synthesis of the identified transportation-related needs and desires of the community of Mount Dora.

C. **EXISTING SYSTEM AND TRAFFIC CONDITIONS**

The existing roadway system and traffic condition data presented herein includes maps summarizing street classifications; existing traffic; daily traffic volumes; and existing levels-of-service. Existing daily traffic volumes were obtained from FDOT, Lake County, and Mount Dora traffic count data. An updated analysis of future traffic projections have been used to determine future capacity needs on roadways. The future Transportation Map Series is developed based on this analysis.

The roadway system within the City has essentially been unchanged since the adoption of the original comprehensive plan. Additional development in the area has resulted in increased volumes on the roadways as indicated on the following table. The number of count stations available from the County and Department of Transportation are fewer than was available when the plan was adopted.

1. **Roadway Classification**

Functional classification for roadways have remained unchanged over the planning period. The tables to follow indicate current roadway functional classifications (Map III-1).

Roads are classified into various categories based on the land use environment in which they are located, and the travel purposes they serve. The general categories of roadside environment are rural and urban; and the general categories of travel service are arterial, collector and local. These terms are defined in the following paragraphs.

Arterial roads primarily provide traffic movement serving longer distance trips and traffic traveling through a given area. Vehicles on these facilities generally operate at higher speeds, and there is less direct access to abutting properties. Turning movements to and from these facilities occur primarily at roadway intersections.

Collector roads provide both land access and traffic circulation service within residential, commercial, and industrial areas. Their primary function is to move traffic from local roads and streets to the arterial highway system, while providing some direct access to abutting property. While not dominated by signalized traffic control, these facilities do tend to have more frequent intersection control, such as stop and yield signs.

Facilities serving primarily residential areas are generally classified as urban in character, and are categorized as local streets. Although there is much direct access to land abutting these highways, there are usually more frequent intersection control devices and higher turning movement volumes at roadway intersections.

2. **Inventory**

The existing transportation system serving the Mount Dora area is shown on Map III-1. This system is comprised primarily of surface roads, although there are two grade-separated interchanges (SR 19 at US Hwy 441 and SR 46 at US Hwy 441). A railroad runs along the southern boundary of Mount Dora. This railroad line is owned by CSX Corporation. There are no air or water port facilities in the study area.

Table III-1 summarizes the roadway functional classifications of the major facilities identified on Map III-1. This table also includes standard right-of-way and building setback guidelines used in preparing the Future Transportation Plan.

In relation to the traffic circulation network, there have been no tangible problems or opportunities. One issue which has arisen is the fact that traffic count data available from the County has been reduced from previous levels. These diminished counts pose no real problem due to the fact that all systems are currently operating at acceptable levels of service. In fact there has been no real need for an extensive improvement plan. The City is ~~90—95~~75% built out and the only new road construction is occurring in unincorporated Lake County and is addressed by that comprehensive plan. Any plans that the City makes for transportation enhancements will necessarily be made in conjunction with and consistent with the plans of Lake County and FDOT.

3. Bicycle Facilities

Bicycle facilities can include on-road facilities, such as bike lanes, wide shoulders, and sidewalks, and off-road facilities, such as trails and recreation paths. The City does not have any off-road facilities nor formal on-road facilities, such as bike lanes. Bicycle travel is currently accommodated on the shoulder of the local roads. The availability of these facilities plays an important role in promoting bicycling. The City is actively promoting the use of and enhancing bicycle facilities. Bicycle facility improvements are part of the multimodal approach aimed at addressing traffic congestion, reducing the demand for automobile parking facilities, and improving the overall health of residents.

The City adopted a Trails Master Plan in 2008, which set the overall vision and strategy for a comprehensive and interconnected trail network, including regional shared-use trails, nature trails/paths, and urban bicycle and pedestrian corridors. The Trails Master Plan has provided the locations and design of these networks and is incorporated by reference. In addition the Lake County has developed regional bicycle routes, as shown on Map III-2. The City of Mount Dora Trails Maps is shown on Map III-3.

4. Pedestrian Circulation

Pedestrian facilities can include on-road facilities, such as sidewalks and off-road facilities such as trails and recreation paths. Most local streets throughout the City have sidewalks.

5. Transit Facilities and Routes

The City is currently served by the County's LakeXpress. The LakeXpress is a fixed service route system serves daily circular routes along US Hwy 441 and in downtown Mount Dora. The Lake-Sumter MPO adopted the Transportation 2035 plan. Transportation 2035 focuses was on a multi-modal transportation system. The City has monitored the involvement of the regional system and planned facilities and is working closely with neighboring Cities and the County on possible alternative transportation modes.

6. Airport Facilities

There is currently one small airport facility open to the public, which is located adjacent to the City, The Mid-Florida Air Service(19708 Eustis Airport Road, Eustis, Florida). is served by one turf runway, FOB, and serves general aviation. This is a private owned facility. The airport is located in unincorporated Lake County with the City limits adjacent to the east and south.

Land Use Compatibility: Due to the operation of aircraft, certain land uses are more suitable than others for properties adjacent to an airport. Airport requirements include airspace free of tall structures as well as the absence of activities that might interfere with aircraft communication equipment. Therefore, it is essential for land use and aviation planning to be coordinated. With respect to airport compatibility, the three primary issues include the following:

- Airport uses adjacent to residential uses,
- Industrial uses adjacent to residential uses, and
- Airport and industrial uses adjacent to environmental sensitive lands

Land use surrounding the Mid-Florida Air Service is dictated by Lake County with the exception of the residential homes in the City of Mount Dora adjacent to the east and planned residential to the south. The City's Future Land Use Goals includes land use compatibility policies to address future uses.

**Table III-1
FUNCTIONAL CLASSIFICATIONS
MAJOR ROADWAY SYSTEMS
MOUNT DORA COMPREHENSIVE PLAN**

Street	From-to	Current # of Lanes	Planned ROW Line	Building Setback	Functional Classification
State System					
US Hwy 441	SR 19 – Robie Ave	4	100 ft. from centerline	150 ft. from centerline	Urban Principal Arterial
SR 46	US Hwy 441 – 1 mile east	2	75 ft. “	125 ft. “	Rural Minor Arterial
County System					
CR 19A	US Hwy 441 – Eudora Rd	2	65 ft. “	115 ft. “	Urban Minor Arterial
Virginia Ave	Eudora Rd – 5 th Ave	2	40 ft. “	65 ft. “	Urban Minor Arterial
5 th Ave	Virginia Ave – Highland St	2	25 ft. “	50 ft. “	Urban Minor Arterial
Highland St	5 th Ave – Orange County Line	2	40 ft. “	50 ft. “	Urban Minor Collector
Sanford Ave	Highland St – US Hwy 441	2	40 ft. “	65 ft. “	Urban Minor Arterial
Donnelly St (CR 44B)	North of US Hwy 441	2	75 ft. “	125 ft. “	
Old Eustis Rd	Morningside Dr – ½ mile east of Alameda Del Sur	2	30ft. “	45ft. “	Urban Minor Collector
	1/2 mile east of Alameda Del Sur – Donnelly Street	2	30ft. “	55ft. “	Urban Minor Collector
Limit Ave	Donnelly St – Highland St	2	40 ft. “	65ft. “	Urban Minor Collector
	Highland St – US Hwy 441	2	40ft. “	65ft. “	Urban Minor Collector
Wolf Branch Rd	US Hwy 441 – 1 mile east	2	40 ft. “	65ft. “	Rural Major Collector
Morningside Dr	US Hwy 441 – Sussex Dr	2	25ft. “	75ft. “	Urban Minor Collector
	Sussex Dr – Virginia Ave	2	25ft. “	75 ft. “	Urban Minor Collector
Lakeshore Dr	Bay Rd – Virginia Ave	2	30 ft. “	55 ft. “	Urban Minor Collector
Eudora Rd	US Hwy 441 – Northland Rd	2	30 ft. “	55ft. “	Urban Major Collector
	Northland Rd – Palmetto Rd	2	30 ft. “	55ft. “	Urban Major Collector
	Palmetto Rd – Virginia Ave	2	30 ft. “	55 ft. “	Urban Major Collector
Old 441	Bay Rd – Virginia Ave	2	40 ft. “	70 ft. “	Urban Major Collector
Robie Ave	City Limits- US Hwy 441	2	25 ft. “	65 ft. “	Urban Minor Collector
	US Hwy 441 – East to end	2	25 ft. “	125 ft. “	Rural Minor Arterial
Highland St	Pine Ave – 5 th Ave	2	33 ft. “	65 ft. “	Urban Major Collector
City System					
Donnelly St.	Limit Ave – 5 th Ave	2	30 ft. “	100 ft. “	Urban Major Collector
	US Hwy 441 – Limit avenue	2	30 ft. “	115 ft. “	Urban Major Collector
Pine Ave	Donnelly St – US Hwy 441	2	25 ft. “	65 ft. “	Urban Minor Collector
11 th Ave	Donnelly St – Virginia Ave	2	40 ft. “	55 ft. “	Urban Major Collector
Lincoln Ave	Donnelly St – US Hwy 441	2	25ft. “	50 ft. “	Urban Minor Collector

3. Existing Roadway Conditions

The City works with the County and DOT to ensure the roadways within the City are functioning in a safe manner. In relation to the aesthetics of the roadways, as development or redevelopment occurs, the City requires street side buffer to soften the appearance of the roadway

The quality of traffic operation on a roadway facility is measured in terms of level-of-service (LOS). This LOS is related to the operating characteristics of a facility and the amount of traffic that can be accommodated. The City coordinates with the County and DOT to review traffic counts and LOS deficiencies. In general, the various levels-of-service are defined as follows:

- a. LOS A represents free flow. Individual users are virtually unaffected by the presence of others in the traffic stream. Freedom to select desired speeds and to maneuver within the traffic stream is extremely high. The general level of comfort and convenience provided to the motorist is excellent.
- b. LOS B is in the range of stable flow, but the presence of other users in the traffic stream begins to be noticeable. Freedom to select desired speeds is relatively unaffected, but there is a slight decline in the freedom to maneuver within the traffic stream. The level of comfort and convenience provided is somewhat less than at LOS A, because the presence of others in the traffic stream begins to affect individual behavior.
- c. LOS C is in the range of stable flow, but marks the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream. The selection of speed is now affected by the presence of others, and maneuvering within the traffic stream requires substantial vigilance on the part of the user. The general level of comfort and convenience declines noticeably at this level. This LOS is generally selected for design of new facilities.
- d. LOS D represents high-density, but stable flow. Speed and freedom to maneuver are severely restricted, and the driver experiences a generally poor level of comfort and convenience. Small increases in traffic flow will generally cause operational problems at this level.
- e. LOS E represents operating conditions at or near the capacity level. All speeds are reduced to a low but relatively uniform value. Freedom to maneuver within the traffic stream is extremely difficult, and it is generally accomplished by forcing a vehicle to "give way" to accommodate such maneuvers. Comfort and convenience are extremely poor, and driver frustration is generally high. Operations at this level are usually unstable, because small increases in flow or minor perturbations within the traffic stream will cause breakdowns.
- f. LOS F is used to define forced or breakdown flow. This condition exists wherever the amount of traffic approaching a point exceeds the amount which can traverse the point. Queues form behind such locations. Operations within the queue are characterized by stop-and-go waves, and are extremely unstable.

These levels-of-service are related to facility type and traffic volume, as shown applied to local facilities in Table III-2.

As identified in the Transportation Goals and Objectives (presented later in this element), Mount Dora has adopted LOS D as acceptable for City roads both north and east of US Hwy 441, and LOS E as acceptable for roads south and west of US Hwy 441 (an area to be subsequently referred to as lying within the US Hwy 441 loop). For State roads within the urban area, LOS D is acceptable for principal arterials and minor arterials and collectors. Using these criteria and the information contained in Tables III-1 and III-2, the LOS on selected facilities was analyzed for

2012_ and is summarized on Map III-1. The information on this map indicates that the existing roadway system adequately serves the current and projected travel demands in the Mount Dora area.

A review of the available accident record data and conversations with the Chief of Police indicates there are no unusually high-frequency accident areas. Areas of some concern in the past included:

- a. Old US Hwy. 441 south of Mount Dora
- b. US Hwy. 441 throughout the Mount Dora area
- c. Intersection of 5th Avenue and Highland Street
- d. Intersection of Old Hwy. 441 and SR 19A
- e. Eudora Road and US Hwy. 441
- f. Donnelly Street and US Hwy. 441
- g. Morningside Drive and US Hwy. 441

4. Conclusion

The analysis of existing traffic conditions in the Mount Dora area indicates that there are no major roadway improvements necessary to serve the area travel demands at the locally acceptable service levels.

Important considerations in the planning of future improvements will be the full and efficient use of existing facilities, the consistency of new systems with the design and function of existing systems, the diversification of transportation alternatives and the protection of the character of the existing core area of the City. The groundwork for an official map for future pedestrian and bike paths has been completed. The character of the core area is protected by the diversion of truck traffic to U.S Hwy. 441. Avoiding the conversion of residential roadways to commercial corridors has protected residential character. General character is enhanced as improvements, including landscaping and buffering, are made to U.S. Hwy 441. The consistency with the existing system along with the overall reduction in congestion is accomplished by way of requirements for new facilities to utilize the existing grid pattern where possible.

D. FUTURE TRAVEL DEMANDS

In developing a transportation plan to meet the future needs of the City, it is necessary to determine where, and to what extent, deficiencies in the transportation system will exist. This portion of the Transportation Mobility_Element presents the results of an analysis of expected future traffic conditions under the assumption that no further improvements are made to the system other than those currently planned and programmed.

1. Future Travel Demands

The basic premise involved in projecting future roadway traffic conditions is that there is a stable relationship between travel demand (as indicated by traffic volumes) and socioeconomic activities in an urban area. The best indicators of socioeconomic activity in an area are population and employment. As the population and employment increase in a given urban area, the demand upon the local transportation facilities should increase accordingly. This method of deriving traffic projections from population and employment projections is usually conducted for an entire urban area by use of a computer-based traffic simulation model.

Projections of future traffic volumes were based on the adopted Lake-Sumter MPO computer-based traffic simulation model. This model uses future land use data and future population projections for Lake County as a basis of traffic projections in future years in which Mount Dora actively participates.

2. Traffic Conditions

Those improvements to the roadway system in the Mount Dora area that are currently in State or local roadway plans or programs are summarized in Table III-3. The levels-of-service were determined using the criteria previously outlined in Table III-2.

3. Roadway Deficiencies

The traffic conditions identified Tables III-2 and III-3 were analyzed in light of acceptable LOS standards for the area (as outlined in the community goals and objectives), to determine improvement needs and possible solutions. An existing condition roadway LOS analysis was completed for the base year 2009 using the FDOT Generalized Tables. Table III-3 shows the existing LOS. This evaluation shows Donnelly Street between 11th Avenue and 5th Avenue with an unacceptable Volume Capacity Ratio in the year 2032. This projected LOS and will require further analysis. The City will work closely with the Lake-Sumter MPO and Lake County to identify LOS segments with backlogged traffic volume capacity counts.

In order to maintain the integrity of US Hwy 441 as an arterial thoroughfare, a program of access improvement and control has been undertaken as part of widening the facility. Driveway access directly to this facility is minimized where possible, and the number of median cuts are limited. All left-turn movements are limited to a select number of major roadway intersections; and these intersections are be carefully planned and designed in conjunction with FDOT.

**Table III-2
ANNUAL AVERAGE DAILY TRAFFIC
YEAR 2011**

Roadway	From	To	Number of Lanes	2011
				AADT
Britt Road	SR 44	Horse Ranch Road	2	1,650
	Horse Ranch Road	Wolf Branch Road	2	1,650
CR 19A	Bay Road/CR 19A	CR 44C/CR 500	2	8,048
CR 44C (Eudora Road)	US Hwy 441	CR 500A	2	10,281
CR 46 (Sanford Road)	Highland Street	US Hwy 441	2	5,809
CR 500A/Old 441	Bay Road	CR 44C/Eudora Ave	2	8,986
	CR 44C/Eudora Ave	Lakeshore Drive	2	13,462
	Lakeshore Drive	5th Avenue	2	9,038
	SR 46	Orange County Line	2	3,979
Donnelly Street	US Hwy 441	11th Avenue	2	10,390
	11th Avenue	5th Avenue	2	10,390
Highland Street	Limit Avenue	5th Avenue	2	5,959
Limit Avenue	Donnelly Street	US Hwy 441	2	2,195
Old Eustis Road	E Crooked Lake Drive	Donnelly Street	2	1,634
Round Lake Road	Wolf Branch Road	SR 46	2	2,269
SR 44	Thrill Hill Road	CR 439	2	9,734
SR 46	US Hwy 441	Vista Road	2	10,662
	Vista Road	Round Lake Road	2	10,662
	Round Lake Road	CR 437 South	2	12,362
US Hwy 441/SR 500	Old Mount Dora Road	Donnelly Street	4	38,802
	Donnelly Street/SR 44	Wolf Branch Road	4	27,499
	Wolf Branch Road	SR 46	4	27,691
	SR 46	Orange County Line	4	24,293

*Source: Lake-Sumter MPO - Lake County TMS Segment Report October 11, 2011 Level of Service
Road Name by Jurisdiction (City of Mount Dora)*

**Table III-3
ANNUAL AVERAGE DAILY
TRAFFIC
YEARS 2009, 2015, AND 2030**

ROAD NAME	FROM	TO	Number of Lanes	EDOT LOS Standard	LOS CAPACITY	2009		GROWTH RATE		2015			2030		
						Peak Hour	V/C RATIO	LOS	GROWTH RATE	Peak Hour	V/C RATIO	LOS	Peak Hour	V/C RATIO	LOS
BRITT ROAD	SR 44	HORSE RANCH ROAD	2	D	962	188	0.2	B	4.03%	233	0.24	B	347	0.36	B
DONNELLY STREET	US 441	11TH AVENUE	2	E	1,850	870	0.47	C	4.03%	1,080	0.58	D	1,806	0.87	E
DONNELLY STREET	11TH AVENUE	5TH AVENUE	2	E	1,470	870	0.59	D	4.03%	1,080	0.73	D	1,806	1.09	F
HIGHLAND STREET	LIMIT AVENUE	5TH AVENUE	2	D	1,040	195	0.19	B	4.03%	242	0.23	B	360	0.35	B
E LIMIT AVENUE	DONNELLY STREET	US 441	2	E	1,040	182	0.18	B	4.03%	226	0.22	B	336	0.32	B
MORNINGSIDE DRIVE (MOUNT DORA)	US 441	CR 500A	2	E	1,040	111	0.11	B	4.03%	138	0.13	B	205	0.2	B
OLD EUSTIS ROAD	MORNINGSIDE DRIVE	E CROOKED LAKE DRIVE	2	E	1,040	178	0.17	B	4.03%	221	0.21	B	329	0.32	B
OLD EUSTIS ROAD	E CROOKED LAKE DRIVE	DONNELLY STREET	2	E	1,040	159	0.15	B	4.03%	197	0.19	B	293	0.28	B

STATE ROADWAYS

ROAD NAME	FROM	TO	Number of Lanes	Area Type	EDOT LOS Standard	LOS CAPACITY	2009		GROWTH RATE	2015		2030		
							AADT	V/C RATIO		AADT	V/C RATIO	AADT	V/C RATIO	
SR 44 (OLD C.R. 44B)	WAYCROSS AVENUE	ORANGE AVENUE	4	U	D	33,030	12,227	4.03%	15,181	0.46	B	22,566	0.68	B
SR 44 (OLD C.R. 44B)	US 441	WAYCROSS AVENUE	4	U	D	34,865	18,453	4.03%	22,911	0.66	B	34,066	0.98	D
SR 46	US 441	VISTA VIEW	2	U	D	16,500	9,798	2.70%	11,387	0.69	C	15,360	0.93	C
SR 46	VISTA VIEW	ROUND LAKE ROAD	4	T	C	32,100	9,798	2.70%	11,387	0.35	B	15,360	0.48	B
US 441/SR 500	SR 19/BAY STREET	OLD MT DORA ROAD	6	U	D	55,300	32,596	2.07%	36,637	0.66	B	46,739	0.85	C
US 441/SR 500	OLD MT DORA ROAD	DONNELLY STREET	6	U	D	55,300	32,596	2.07%	36,637	0.66	B	46,739	0.85	C
US 441/SR 500	DONNELLY STREET/SR 44	WOLF BRANCH ROAD	6	U	D	55,300	25,688	2.07%	28,872	0.52	B	36,833	0.67	B
US 441/SR 500	WOLF BRANCH ROAD	SR 46	6	U	D	55,300	26,330	2.07%	29,694	0.54	B	37,754	0.68	B
US 441/SR 500	SR 46	ORANGE COUNTY LINE	6	U	D	55,300	21,304	2.07%	23,946	0.43	B	30,547	0.55	B

Source: Lake-Sumter MPO County Transportation Management System
Lake County TMS Segment Report - 2010 Level of Service

Map list

Map III-1 – Roadway Functional Classification Map

Map III-1a- State and County Road Map

Map III-2 Lake Bicycle Routes Map

Map III-3 City of Mount Dora Trails Map



**Map III-1
2032**

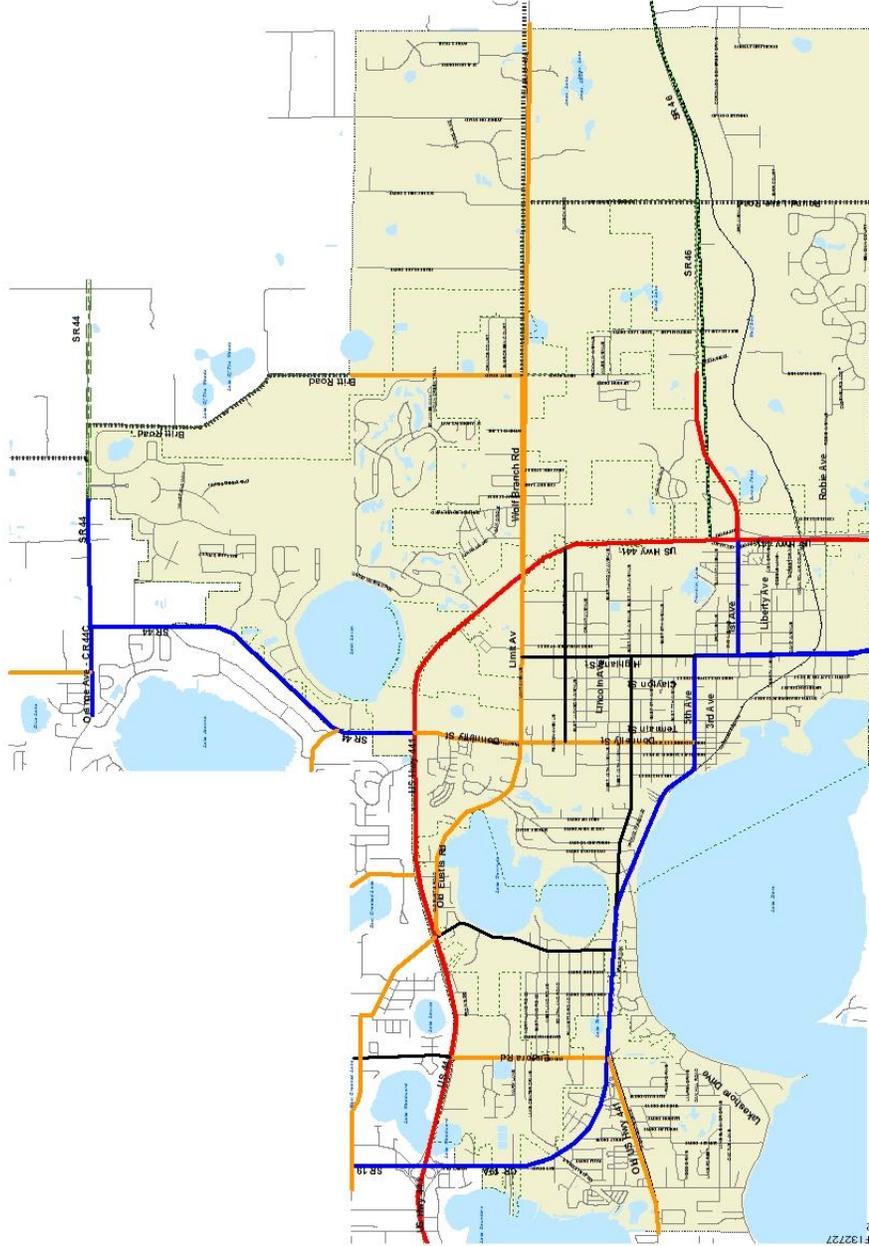
**City of Mount Dora
Roadway
Functional
Classification Map**

Planning Time Frame: 2032



Legend

- City Limits
 - JPA (Urban Expansion)
- Roadway Functional Classification**
- Type**
- Urban Principal Arterial
 - Urban Minor Arterial
 - Urban Collector
 - Urban Local
 - Rural Principal Arterial
 - Rural Minor Arterial
 - Rural Minor Collector



Prepared by: Mount Dora Planning and Development Dept 2012
 510 North Baker Street
 Mount Dora, FL 32727
 352-736-7112

Path: U:\CommDev\ESRDATA\2012Comp_Plan\Road Classification.mxd

Map III-1 Roadway Functional Classification Map



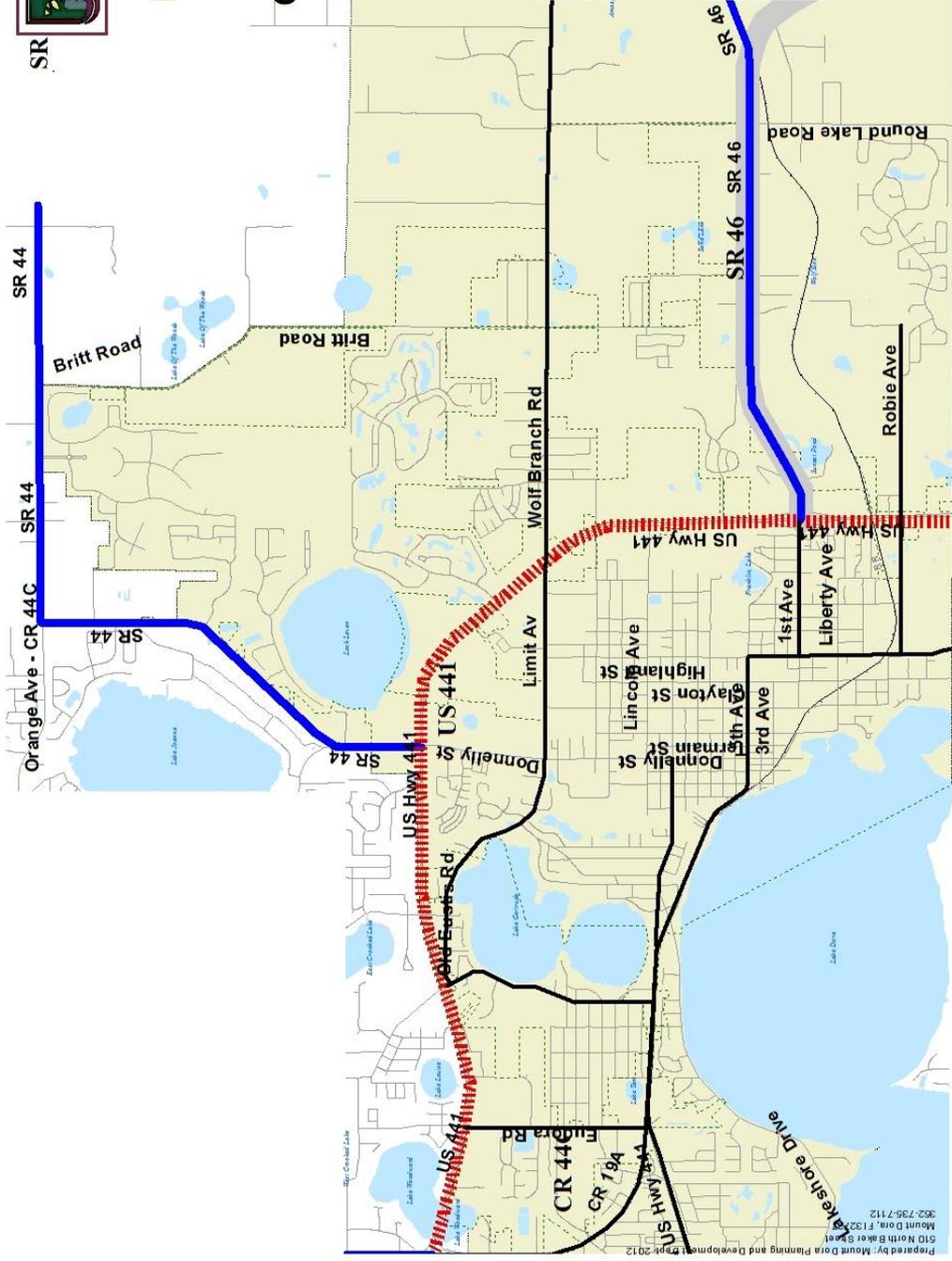
Map III-1a 2032

City of Mount Dora State and County Road Map

Planning Time Frame: 2032

Legend

-  JPA
-  City Limits
-  County Roads
-  US Highway
-  State Road
-  Planned Roadway

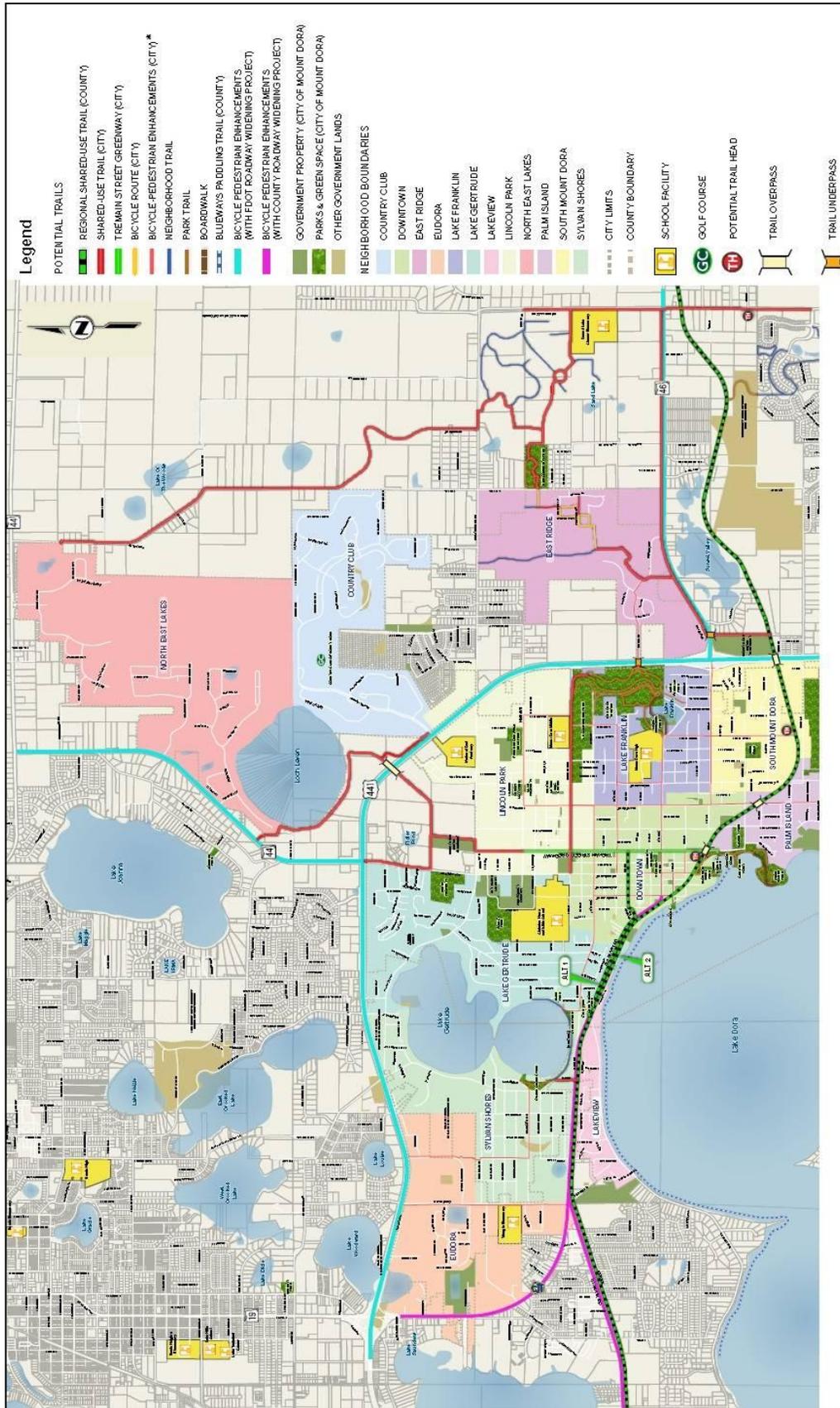


Prepared by: Mount Dora Planning and Development Dept. 2012
 510 North Lake Street
 Mount Dora, FL 32757
 352-795-7112
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Map III-1a State and County Road Map



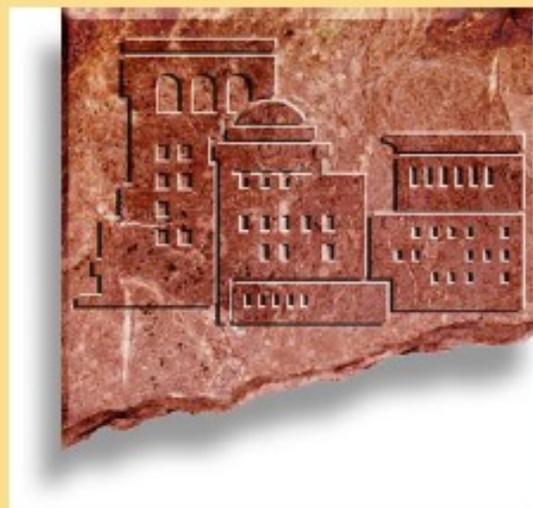
Map III-2 Lake County Bicycle Routes Map



Map III-3 City of Mount Dora Trails Map

Housing Element IV

City of Mount Dora



Comprehensive Plan 2032

IV. HOUSING ELEMENT

A. PURPOSE

The purpose of this element is to identify appropriate plans and policies to provide housing consistent with the character and needs of the community and correct housing supply deficiencies.

B. STANDARDS

Standards embodied in the Florida Standard Building Code and the Standard Housing Code are enforced by the City of Mount Dora. The City is also an active participant in the small cities Community Development Block Grant (CDBG) program and utilizes CDBG standards. In addition, the City has adopted the International Property Maintenance Code (Property Maintenance Code) published by the International Code Council.

The following definitions are used to describe housing conditions:

1. Standard

Those structures that have no visual defect or only slight defects, and can be repaired by the average homeowner.

2. Deteriorating

Those structures which have no more than two major defects which indicate a prolonged lack of regular maintenance, and which cannot usually be repaired by the average homeowner.

3. Substandard

Those structures which have one or more critical defects which would prevent a structure from providing safe and adequate shelter for its occupants.

For the purposes of this element, multifamily units are defined to include all structures containing two or more attached dwelling units. Single-family units are defined to include all single unit residences, excluding mobile homes.

C. EXISTING CONDITIONS

Inventory data for dwelling units by type, tenure, age, rent, value, is provided in Tables IV-1 through IV-6.

Table IV-1 shows that approximately 62% of the homes in Mount Dora are single-family in nature. This is similar to the County. The differences between the City and County lie in the percentage of multi-family units with the City having approximately 40% and the County 10%. The County has 25% of its dwellings as mobile homes while the City has less than 1%.

Table IV-2 shows a ratio of about three to one for owner-occupied versus renter-occupied units. In 2005-2009, the City had 5,600 occupied housing units - 3,576 (64%) owner occupied and 2,055 (36%) renter occupied.

Table IV-3 shows the 37% of residential dwelling stock constructed before 1970 and newer construction at 67% 1989 and later, which reflects the construction boom of the 1990-2000.

Table IV-4 shows the median rent for units in the City to be slightly higher than the median rent for units in the County.

Table IV-5 shows the value of owner-occupied units with the distribution by value range being very similar for units in the City compared to those County wide, based on 2005-2009 Census data.

Table IV-6 indicates higher average monthly costs for owner-occupied units in the City compared to such units in the County overall. This can be attributed to the higher cost of property in the City as compared to the rest of the County.

Table IV-7 compares the income level of dwelling units to the ratio of housing cost over income. This is helpful in evaluating whether or not housing costs are consuming an inordinate amount of a families income. In Mount Dora, about 35 percent are spending over 37 percent of their income on housing, which is about the same for the County residents.

Table IV-8 compares the rent to income ratio for various income ranges. The table indicates that a larger share of renters (52 percent) spend 35 percent or more of their income on housing than do owners (37 percent), as shown in Table IV-7.

**Table IV-1
DWELLING UNITS BY TYPE – 2012 Update
MOUNT DORA COMPREHENSIVE PLAN**

Type of Unit	City of Mount Dora 2000		City of Mount Dora 2009*		Lake County 2009*	
	Units	Percent	Units	Percent	Units	Percent
Single-Family	2,848	62.8	4,680	69.11	89,501	64.74
Multifamily	1,679	37.0	1,835	27.10	13,806	9.98
Mobile Homes	10	0.2	257	3.79	34,963	25.28
Total	4,537	100.0	6,772	100.0	138,270	100.0

Source: US Census Bureau, American Community Survey 5-Year Estimate

* Does not include Boats, RV, Van, etc.

**Table IV-2
TENURE OF HOUSING UNITS – 2000 & 2009
MOUNT DORA COMPREHENSIVE PLAN**

Type of Unit	City of Mount Dora 2000		City of Mount Dora 2009		Lake County 2009	
	Units	Percent	Units	Percent	Units	Percent
Occupied Units	4,123		5,631		117,186	
Renter Occupied	1,443	34.99	2,055	36.49	22,028	18.80
Owner Occupied	2,680	65.01	3,576	63.51	95,158	81.20
Vacant Units	360		1,141		21,374	
Total	4,483	100.0	6,772	100.00	138,560	100.0

Source: US Census Bureau, American Community Survey 5-Year Estimate

**Table IV-3
AGE OF DWELLING UNITS – 2005- 2009
MOUNT DORA COMPREHENSIVE PLAN**

Type of Unit	City of Mount Dora		Lake County	
	Units	Percent	Units	Percent
2005 or later	541	8.00	9,252	6.70
2000-2004	902	13.30	25,718	18.60
1990-1999	1,789	26.40	33,903	24.50
1980 –1989	1,049	15.50	27,535	19.90
1970 – 1979	919	13.60	20,332	14.70
1960 – 1969	404	6.00	8,129	5.90
1950 – 1959	611	9.00	8,060	5.80
1940 – 1949	144	2.10	2,202	1.60
1939 and earlier	413	6.10	3,429	2.50
Total	6,772	100.0	138,560	100.0

Source: US Census Bureau, American Community Survey 5-Year Estimate

**Table IV-4
GROSS RENT-RENTER OCCUPIED DWELLINGS – 2005-2009
MOUNT DORA COMPREHENSIVE PLAN**

Type of Unit	City of Mount Dora		Lake County	
	Units	Percent	Units	Percent
Less than \$200	99	5.00	408	2.00
\$200-299	29	1.50	395	2.00
\$300-499	9	0.50	1,528	7.60
\$500-749	302	15.40	5,035	25.10
\$750-999	631	32.10	5,753	28.70
\$1,000-1,499	613	31.20	4,723	23.60
\$1,500 or more	284	14.40	2,183	10.90
No Rent Paid	88	n/a	2,003	n/a
Total	1,967	100.0	20,025	100.0
Median: \$965 (City) \$851 (County)				

Source: US Census Bureau, American Community Survey 5-Year Estimate

Table IV-5
VALUE OF OWNER-OCCUPIED NON-CONDOMINIUM DWELLING UNITS
2005-2009
MOUNT DORA COMPREHENSIVE PLAN

Type of Unit	City of Mount Dora		Lake County	
	Units	Percent	Units	Percent
Less than \$50,000	226	6.30	11,932	12.50
\$50,000 – 99,000	236	6.60	13,147	13.80
\$100,000 – 149,000	416	11.60	13,891	14.60
\$150,000 – 199,999	686	19.20	16,328	17.20
\$200,000 – 299,999	943	26.40	21,771	22.90
\$300,000 – 499,999	769	21.50	13,184	13.90
\$500,000 – 999,999	247	6.90	3,930	4.10
\$1,000,000 or more	53	1.50	975	1.00
Total	3,576	100.00	95,158	100.00
Median: \$219,400 (City) \$173,700 (County)				

Source: US Census Bureau, American Community Survey 5

Table IV-6
MONTHLY COST OF OWNER-OCCUPIED UNITS (NON-CONDOMINIUM)
2005-2009
MOUNT DORA COMPREHENSIVE PLAN

Type of Unit	City of Mount Dora		Lake County	
	Units	Percent	Units	Percent
Less than \$300	0	0.0	204	0.40
\$300 – 499	0	0.0	1,314	2.60
\$500 – 699	267	13.20	3,760	7.40
\$700 – 999	347	17.20	8,511	16.80
\$1,000 – 1,499	481	23.80	15,596	30.80
\$1,500 – 1,999	343	17.00	10,273	20.30
\$2,000 or more	579	28.70	11,041	21.80
Total	2,017	100.00	50,699	100.00
Median: \$1,419 (City) \$1,361(County)				

Source: US Census Bureau, American Community Survey 5

Table IV-7
**COST TO INCOME RATIO OF OWNER-OCCUPIED NON-
 CONDOMINIUM**
DWELLING UNITS – 2005-2009
MOUNT DORA COMPREHENSIVE PLAN

Type of Unit	City of Mount Dora		Lake County	
	Units	Percent	Units	Percent
Less than 20.0 percent	524	26.30	14,729	29.20
20.0 to 24.9 percent	338	17.00	7,776	15.40
25.0 to 29.9 percent	220	11.00	6,270	12.40
30.0 to 34.9 percent	171	8.60	4,785	9.50
35.0 percent or more	738	37.10	16,929	33.50
Total	1,991	100.00	50,489	100.00

Source: US Census Bureau, American Community Survey 5-Year Estimate

Table IV-8
COST TO INCOME RATIO OF RENTAL
DWELLING UNITS – 2005-2009
MOUNT DORA COMPREHENSIVE PLAN

Type of Unit	City of Mount Dora		Lake County	
	Units	Percent	Units	Percent
Less than 15.0 percent	240	12.30	2,038	10.20
15.0 to 19.9 percent	184	9.50	2,299	11.60
20.0 to 24.9 percent	197	10.10	2,257	11.30
25.0 to 29.9 percent	131	6.70	2,536	12.80
30.0 to 34.9 percent	177	9.10	1,822	9.20
35.0 percent or more	1,015	52.20	8,938	44.90
Total	1,944	100.00	19,890	100.00

Source: US Census Bureau, American Community Survey 5-Year Estimate

There are currently three group home facilities in the City limits which are licensed by the Florida Department of Children and Families (DCF). These facilities provide a total of 150 units (beds) as shown in Table IV-9. A group home is a generic term the State Department of Health uses for a variety of care homes.

Table IV-10 shows that the vast majorities of dwelling units in the City and overall Lake County have complete plumbing, complete kitchen facilities, central heating and are not overcrowded. Housing conditions have improved even above these rates due to the success of the Code Enforcement efforts and the previous use of CDBG funds for improvements to substandard housing. The housing conditions in general have improved throughout the past two decades. The City relies more on code enforcement and the rental inspection program that was enacted in 2007. These programs have been successful in identifying and reducing substandard housing conditions. However, recent economic hardship, increase in foreclosures, etc. may have weighed in and the City will need to continue to monitor substandard housing conditions.

The Villas of Mount Dora (H.A. Mt. Dora, Ltd.) Apartment (70 units) is subsidized by the US Department of Agriculture Rural Development. A total of 248 rental-units of the Spring Harbor Apartment is subsidized by the Florida Housing Finance Corporation. The Ridge at Mount Dora has 44 subsidized apartments by the US Department of Agriculture Rural Development. The Hampton Villas apartment is subsidized by the US Department of Agriculture Rural Development (Section 515) for 65 units.

**Table IV-9
GROUP HOMES AND OTHER RESIDENTIAL FACILITIES – 2012
MOUNT DORA COMPREHENSIVE PLAN**

Facility	General Location	Number of Units	Facility Type
Pleasantville - Tender Heart Care	SE	18	Assisted Living Facility
Kiva	NE	32	Assisted Living Facility
The Bridgewater at Waterman Village	NW	100	Assisted Living Facility
Total		150	
McCoy Adult Day Care Center	NE	24	Adult Day Care
Avante	SW	116	Nursing Home
Edgewater at Waterman Village	NW	120	Nursing Home
National Deaf Academy	NE	132	Residential Treatment Facility

Source: City of Mount Dora Planning and Development Department

There are 10 mobile homes throughout the City and one mobile home park (Southernaire) with a total of 107 units.

**Table IV-10
HOUSING CONDITIONS –2009
MOUNT DORA COMPREHENSIVE PLAN**

Type of Unit	City of Mount Dora		Lake County	
	Units	Percent	Units	Percent
Total Units	5,631	100.00	117,186	100.00
Plumbing				
Complete	5,631	100.00	116,877	99.72
Incomplete	0	0	309	0.28
Kitchen Facilities				
Complete	5,631	100.00	116,595	99.50
Incomplete	0	0	591	0.50
Central Heating				
Provided	5,591	99.28	116,717	99.60
Not Provided	40	0.72	469	0.40
Overcrowded				
No (less than 1.50 person/room)	5,593	99.33	116,785	99.65
Yes (1.51 or more persons/room)	38	0.67	401	0.35

Source: US Census Bureau, American Community Survey 5-Year Estimate

Weatherization Program:

The Mount Dora Northeast Community Redevelopment Agency in cooperation with the Lake Community Action Agency, Inc. provides assistance toward necessary home improvements for low income families. The program funds are used to improve the energy efficiency of residential dwelling units used particularly by low income households as well as those households with members who are disabled, elderly or young children.

D. FUTURE NEEDS

Future Needs:

In order to determine future needs, projections of future households must be taken into consideration. Demand for housing has a direct correlation with population growth. As population increases, the demand for additional housing increases. However, population growth over the past decade has primarily occurred through annexation. Only a limited amount of vacant land remains available for new residential development. The growth rate, as outlined in the Future Land Use Element is expected to be 5.3% annually. The projections indicated the population within the City limits will increase from 10,889 persons in 2005 to 18,643 persons in 2032 (Table II-2 FLUE). By 2032, a potential 7,862 new dwelling units are forecasted based on the vacant land analysis (Table II-3 FLUE). Table IV-12 shows there will be estimated 7,170 new households by the year 2032, which is a 45% increase from 4,951 households in the year 2015.

As past trends demonstrate that population and housing growth have predominantly occurred through annexation, the use of traditional growth methodologies – such as exponential, straight-line, or cohort population projection methodology – will not generate a reliable population projection for future years. Population projections prepared through year 2032 by the Bureau of Economic and Business Research - University of Florida were reviewed as part of the data collection activities performed for the update of City's Comprehensive Plan.

A more applicable method to project population growth is to estimate population anticipated in conjunction with residential development on vacant land. As new residential development occurs on vacant lands, additional population will be added to the City. New residential development will also occur through redevelopment of existing commercial structures into mixed-use structures that include residential units. The City's Land Development Code and the Comprehensive Plan both promote residential in both traditional subdivision settings and in mixed-use developments, particularly in the downtown area.

Mixed-Use and Activity Centers: Strategic areas within the City are likely appropriate for mixed-use development. As described in the 2011 Vision Study, six activity centers have been identified as potential mixed-use development areas. These areas are 1) Golden Triangle, 2) Downtown, 3) Lakefront, 4) Highland Street, 5) Grandview Street, and 6) Employment Center. Each area or "district" will have different sizes, character, and function (either neighborhood, community, or regional-oriented). The activity centers will serve as mixed use focal points of community life where people shop, work, meet, live, and relax. The mix of uses and composition will vary based on size and location, but will be pedestrian oriented, where practical, to create opportunities for transit, convenient shopping, and higher density housing. The activity centers, along with the links connecting them, provide definition and form to Mount Dora. The creation and expansion of these mixed-use areas will assist in the housing needs for the City.

All new housing needs are anticipated to be met by the private sector. The City has no formal housing program. Based upon the current interest in the City for development, there appears to be no significant problems with the housing delivery process.

As is stated above, the City is not a housing provider. Small towns such as Mount Dora have limited resources to put toward housing programs. The City provides assistance in the provision of affordable housing by working with housing providers such as Habitat for Humanity, Affordable Housing by Lake and Homes in Partnership. The City has donated sites to affordable housing providers such as Habitat for Humanity when properties are taken through the code enforcement process. Additionally, the Land Development Code does not prohibit affordable housing providers from locating structures in any residential zoning district. This is also the case with mobile homes and Adult Living Facilities. To support the development of affordable housing, the City has adopted an Affordable Housing Policy that allows the City to waive building permit and utility connection fees for affordable housing providers.

The City requires water, sewer, roads, refuse collection, and reclaim water if available for all newly developed residential areas.

The City is working toward eliminating substandard housing through an active code enforcement process. In addition to this, the City has rehabilitated 30 substandard units with assistance from the CDBG program.

It is expected that the City average person per unit over time, will more closely approximate to the countywide average due to the addition of new, larger homes in the Planning area. With the spread of growth from the Orlando area, increased development of family oriented housing projects is expected in the Mount Dora market area, and much of Lake County.

Table IV-11 shows building permit activity from 1990 –2011. During this period, the City averaged 106 permits per year for new construction.

**Table IV-11
RESIDENTIAL CONSTRUCTION
ACTIVITY (1990 –2011)
MOUNT DORA COMPREHENSIVE PLAN**

Year	Number of Dwelling Units
1990	33
1991	75
1992	33
1993	127
1994	151
1995	132
1996	127
1997	126
1998	124
1999	140
2000	92

2001	106
2002	103
2003	49
2004	123
2005	52
2006	202
2007	206
2008	124
2009	69
2010	93
2011	44
Total	2,331
Annual Average	106.00

Source: City of Mount Dora Building Department

As a result, the average number of persons per unit for the City is expected to balance out at the countywide average at 2.6 persons per household. Based on population projections provided in the Future Land Use Element and applying the persons per unit figures above, the total number of dwelling units in the City and Planning Area are projected as shown in Table IV-12. Consistent with the Lake County Housing Element, it is assumed that each household will occupy one dwelling unit.

No special housing needs are projected for rural and farm worker populations as census figures for 2009 indicated no farm worker or rural population in the City. Development patterns indicate that rural and agricultural populations will likely diminish and will not mandate any particular housing provision.

Land required for the total projected housing needs in 2032 would be about 8,768 acres, if the overall development density were to be consistent with the densities outlined in the Future Land Use Element. As shown in Table II-4 of the Future Land Use Element, more than enough acreage is projected to be available for all types of housing.

As required by this plan and land development regulations, adequate facilities and services required for new development must be provided, either by the public or private sector, concurrent with the impacts of new development.

**Table IV-12
PROJECTED HOUSEHOLDS
MOUNT DORA COMPREHENSIVE PLAN**

Data	2015	2020	2025	2032
Population	12,872	14,564	16,478	18,643
Persons Per Household	2.6	2.6	2.6	2.6
Households	4,951	5,602	6,338	7,170

Source: City of Mount Dora Planning and Development Department

Note: Population Projects per Table II-2 FLUE

Financing for private sector development has historically been available for projects, which demonstrate compliance with applicable regulations. This condition is expected to continue with

financial institutions, examining projects closely to ensure compliance with this comprehensive plan. Lenders, developers and the City will need to work closely together to provide accurate information to each other so that suitable projects are funded.

The City currently has regulations in place for development activities and has combined these into a unified land development code. The code and administrative procedures will need to be monitored and revised periodically to remain efficient and effective.

In order to facilitate the provision of low and moderate income housing, the City will need to continue to provide appropriate zoning categories, provide necessary facilities and services consistent with this plan and participate in available grant and incentive programs.

In order to eliminate substandard housing conditions and provide for maintenance of existing housing stock the City will need to continue to enforce and upgrade appropriate building codes as warranted, participate in available grant programs and work with lenders to provide assistance to homeowners.

The City's land development code currently provides for group and foster homes. The City will need to monitor the effectiveness of those regulations to ensure that land use compatibility is preserved, that necessary facilities and services are provided and that adequate, appropriate facilities are being developed and operated.

The City will need to monitor the condition of housing throughout the City and promote appropriate conservation, rehabilitation and demolition activities. This effort may include code enforcement, liaison activities with lenders, participation in grant and technical assistance programs. The City has established a Historical Preservation Ordinance that can protect structures identified as historic or of architectural significance. A Certificate of Appropriateness is required for properties within the Historic District as graphically shown on Map IV-13. The City's Historic Preservation Board was created to make informed and equitable decisions concerning the preservation, conservation and protection of Historic Districts and structures

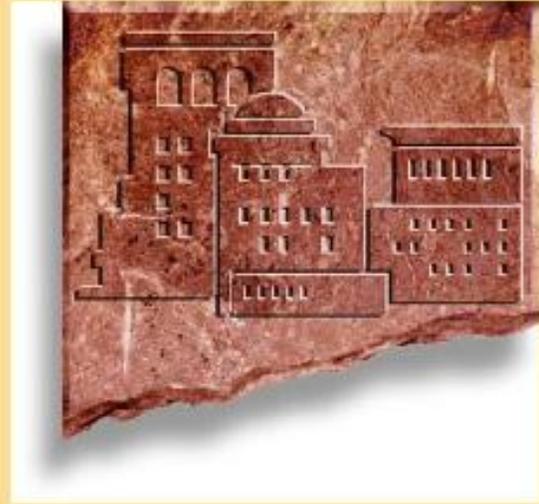
**Table IV-13
NATIONAL REGISTER OF HISTORICAL PLACES
MOUNT DORA COMPREHENSIVE PLAN**

Site Name	Listed	Location	NRIS
John P. Donnelly House	04/04/1975	525 N. Donnelly Street	75000560
Lakeside Inn	03/19/1987	100 N. Alexander Street	87000481
A.C.L. Railroad Station, Old (Mount Dora Chamber of Commerce)	03/05/1992	341 N. Alexander Street	92000099
Witherspoon Lodge No. 111 Free&Accepted Masons (F&AM)	05/21/2009	1410 N. Clayton Street	09000346
Mount Dora Historic District	10/01/2009	3rd Ave, 11 Ave, Clayton St, Helen St.	09000777

Source: National Park Service US Dept. of the Interior (www.nps.gov)

Infrastructure Element V

City of Mount Dora



Comprehensive Plan 2032

V. INFRASTRUCTURE ELEMENT

The planning area for this section includes the "City Service Area", plus an area south of the City known as the "Orange County Service Area". The area south of the City is not within the corporate boundary of the City and it is located in Orange County, however, the city has entered into an agreement with Orange County to provide utility service to this area. The following figures present the overall service area as well as the limits of the Orange County Service Area (OCSA). The following maps, Map V-1 and V-2, show the respective planning area and service areas.

The service area includes an area of approximately 20.4 square miles and is a mixture of residential, commercial, agricultural, and light industrial land use. There are large tracts of undeveloped land adjacent to U.S. Hwy 441 between C.R. 44-B and Robie Avenue that will be developed in the next several years, creating the need for water and wastewater utilities along the U.S.Hwy 441 corridor. Further, the OCSA, located south of the City along U.S. Hwy 441, is expected to develop in the near future creating additional demand for service along this corridor. Accordingly, most of the projected increases in water demand and wastewater flows are expected to occur as a result of development along U.S. Hwy 441. With regard to provision of utility services within the planning area, no other municipality or private utility is currently positioned to effectively serve these areas of projected development. The service area for the City of Eustis abuts the City's service area to the north and west. With regard to service area expansion, there are large amounts of vacant land east of the eastern service area boundary and south of the OCSA. These areas may be developed in the future; however, such development is not anticipated within the planning period for this report. Accordingly, the planning effort addressed within this document will be centered around providing water and wastewater utility service to the service area described above.

Due to the numerous topics included in this element, data and analyses for each topic have been provided in sub-elements. Each sub-element follows the same format as the overall element. Goals, objectives and policies for all topics are provided at the end of the overall element. The overall purpose of this element is to provide necessary facilities and services consistent with the future land use element and all other elements of this plan.

SANITARY SEWER

A. PURPOSE

The purpose of this sub-element is to provide for adequate sanitary sewer service throughout the planning area, consistent with future land uses and population projections.

B. STANDARDS

The wastewater treatment capacity of 300 gallons per day (GPD) per equivalent residential unit (ERU) has been adopted as the city's level-of-service standard to ensure that adequate capacity is available. A secondary level of wastewater treatment will be achieved and maintained, consistent with criteria and guidelines established by Federal, State and County regulatory agencies. The existing wastewater facilities serve a population of approximately 13,186. The current annual average daily flow for the wastewater system is approximately 1.2_mgd.

C. EXISTING CONDITIONS

Currently, the City owns and operates two wastewater treatment plants (WWTP). One plant is located near the intersection of Old U.S. 441 and Eudora Road and the other plant is located at the southeast corner of the intersection of US Highway 441 and SR 46. The total capacity of both plants is 2.75 MGD.

Reclaim Water System: The City has and continues to actively support, both financially and with regulatory policies, the use of reclaimed water for irrigation purposes. The establishment of this large-scale reclaimed water system took place in the late 1980's. Since then, the City has consistently funded its implementation and expansion. The City has approximately 1,312 Reclaimed Water Customers.

Currently, the City owns, operates, and maintains the reclaimed water distribution system which has a capacity of 1.10 MGD and in 2012 the City, added an augmentation with a well at WWTP #2 with a capacity of 1.00 MGD. There is approximately 10.00 miles of Reuse Water pipes throughout the city's service area. The City continues to monitor and evaluate the reclaimed water system to ensure that improvements keep pace with demand and any needed improvements become programmed in Five-Year Capital Improvements Plan.

D. SANITARY SEWER SERVICE AREAS

Any portion of the service area that are not served by the sewer system is served by septic tanks. Based on the total number of housing units and the known number of central sewer connections, there are some 1,000 septic tanks. Generally speaking, most of the soils in the planning area are suitable for septic tank operation. However, a few areas of swamp-like soils and other soil types with severe to very severe limitations for septic tanks exist. The largest concentration of unsuitable soils is in the northeastern section of the planning area, as shown on Map V-2.

As previously discussed, the LOS is a figure that is equal to the average wastewater flow on a per capita basis. The LOS represents an overall wastewater flow rate that includes flows from residential, commercial, institutional, and industrial sources, as well as inflow and infiltration. Typically, an LOS is developed from historical flow and population data for a service area and the LOS value is then multiplied by a future design population to project future flows. Usually, the LOS determined from historical data is presumed to remain constant throughout the planning period; however, sometimes the LOS is decreased to account for flow reduction programs or inflow and infiltration correction projects.

In order to develop an appropriate LOS value for this study, water billing records provided by the City have been used in conjunction with aerial photographs, land use maps, and WWTP Monthly Operating Reports. The following Table V-1 presents LOS values for ~~Pines~~ WWTP, the total of both plants..

E. FUTURE NEEDS

Wastewater

The city's oldest wastewater treatment plant (WWTP) is located south of Old US 441 and east of Eudora Road. This facility has a permitted design capacity of 1.500 mgd. The newer wastewater treatment plant is located near the intersection of U.S. Hwy 441 and S.R. 46 and has a design capacity of 1.25 mgd. This plant also has the capability to be expanded to a 2.5 mgd plant in the future.

As previously stated, the city owns and operates two WWTP. In order to develop logical overall wastewater management alternatives, it is necessary to compare existing treatment and effluent disposal capacities with projected flows to determine the amount of excess capacity, or the resulting capacity deficit. The following table presents existing and projected flows, treatment and effluent disposal capacities, and projected excess capacities or deficits. As is shown below, the city currently has wastewater treatment and disposal facilities to serve the existing land uses.

**Table V-1
WASTEWATER TREATMENT AND EFFLUENT
DISPOSAL CAPACITY ANALYSIS
MOUNT DORA COMPREHENSIVE PLAN**

ITEM	1996	2001	2006	2011	2016	2020	2025	2032
Projected AADF (mgd)	0.923	1.480	1.168	1.204	1.36	<u>1.59</u>	<u>1.86</u>	<u>2.40</u>
Treatment Capacity Analysis								
Existing Treatment Capacity (mgd)	1.500	1.500	2.75	2.75	2.75	2.75	2.75	2.75
Excess Treatment Capacity (mgd)	0.577	0.020	1.130	1.546	1.39	1.16	0.89	0.35

Source: City of Mount Dora Public Works Department

SOLID WASTE

A. PURPOSE

The purpose of this sub-element is to ensure that adequate solid waste collection and disposal services and facilities are available to meet the demands of projected population growth in the City of Mount Dora.

B. STANDARDS

The city has eliminated the city owned garbage service and now contracts directly with a private waste hauler. The current level of service is 7.1 lbs. per ERU per day. The City’s contractor hauls the waste to a private transfer station in Orange County where it is transferred to larger trucks for transport to a landfill in Okeechobee, Florida. This landfill has a projected service life of more than 50 years. The City will continue to monitor the performance of its solid waste service providers and evaluate disposal options as needed to meet demand and evolving regulations.

C. EXISTING CONDITIONS

Residential, commercial and industrial solid waste is collected by a private company. The city has a residential recycling program for paper, plastic, glass and aluminum products.

D. FUTURE NEEDS

Based on current standards and policies, the existing system of solid waste collection and disposal is adequate for both the short-term and long-term planning periods. Other than the change to private collection, there has been no significant change associated with solid waste hauling and disposal in the city. The city will continue to work with Lake County and private collectors to reduce solid waste disposal demands, and to provide adequate collection and disposal services at least once each week.

DRAINAGE

A. PURPOSE

The purpose of this sub-element is to ensure that adequate drainage is provided in the planning area through the use of proper stormwater management techniques, consistent with policies and procedures established by Lake County, the State of Florida, and the St. Johns River Water Management District.

B. STANDARDS

All new or infill development must ensure that its post-development stormwater runoff will not contribute to pollutant levels that may degrade the quality of the receiving water body. Developments and redevelopment projects which are not exempt from the St. Johns River Water Management District permitting requirements must also meet the requirements of Chapter 40C-4 and 40C-40, FAC except for areas located within the downtown exempt district.

In the downtown district as described in the city's Land Development Regulations as the Downtown Exempt District, a different set of standards must apply if the area is to redevelop in a pattern consistent with the historic development trends. It is the city's intent to reduce required pervious areas in this portion of the city to zero (100% impervious).

Current open space and drainage requirements are designed to address the problems created by modern development. These developments, with their parking areas and single story buildings require a great deal of impervious surface. Because they are built on vacant land or large parcels within a redevelopment area, there is adequate space available to meet stormwater treatment needs on a property-by-property basis. This is not the most efficient use of land, however, and is also not in keeping with the character and development patterns of historic or more traditional areas.

The historical development patterns in downtown and northeast Mount Dora are based upon a traditional grid and alley concept. The zero lot line is the consistent development pattern throughout the downtown area. According to standard drainage policy, any new development or redevelopment on the small lots within the district would be required to provide 40% of their lot as pervious surface or green space. This would preclude infill or redevelopment consistent with the historical development patterns and would significantly alter the character of the city.

This exemption does not relieve development or the city from meeting stormwater retention requirements. The Exemption District is as follows:

Bounded on the south by the railroad right-of-way with the addition of the west 172 feet of Block 19, Section 30, Township 19 south, Range 27 east (Evans Park), the north by 6th Avenue, the east by Baker Street with the addition of lots 1-10 and the south three feet of lot 16 and lots 17-20 of Block 61, Section 30, Township 19, Range 27 east (City Hall/Community Building) and the west by McDonald Street.

Exemption from the water management rules shall apply in these areas. Additionally, all development and redevelopment within the Downtown Exempt District shall be exempt from locally adopted stormwater retention requirements.

It is intended that all standards in these citations are to apply to all development and redevelopment and that the exemptions, exceptions and thresholds of the SJRWMD, including project size thresholds, are not applicable except as referenced in the preceding paragraph.

The standards for drainage and stormwater management in City of Mount Dora are to require that post-development stormwater runoff rates and volumes not exceed pre-development conditions, and that precautions be taken to prevent erosion, sedimentation and flooding. Specifically, it will be required that:

1. On-site retention shall be provided for no less than one inch of runoff from roofed, paved and other impervious areas.
2. The peak discharge rate and total runoff volume for the 25-year/24-hour storm event shall be limited to 110 percent of the pre-development peak discharge rate and total discharge volume.
3. The peak discharge rate for the 100-year/24-hour storm event shall not exceed the pre-development peak discharge rate.
4. Stormwater runoff shall be subjected to "best management" practice prior to discharge into natural or artificial drainage systems.
5. No site development or alteration shall cause siltation of wetlands, pollution of downstream wetlands, or reduction in the natural retention or filtering capabilities of wetlands.
6. Site development or alteration activities shall include construction or installation of such water retention facilities, settling structures and flow attenuation devices as may be necessary to insure that the foregoing standards and requirements are met.

C. EXISTING CONDITIONS

The land in the city is generally characterized by well-drained soils that allow stormwater to percolate rapidly into the groundwater aquifer. The city maintains a stormwater system within the city limits. This system includes retention facilities that are used to improve the quality of stormwater runoff before final discharge into Lake Dora. Areas not served by the stormwater sewer system are drained by grassy swales, drainage ditches and the natural percolation of the sandy soils. Other local governments provide drainage facilities within the city. These are associated with County and State roads. The city does not provide facilities outside the city.

D. FUTURE NEEDS

In 1992 the city completed a Stormwater Masterplan. Based upon this study, several improvement projects were identified and prioritized for completion. Many of those projects have been completed. The following list reflects those projects recently completed:

**Table V-2
COMPLETED STORM WATER PROJECTS
MOUNT DORA COMPREHENSIVE PLAN**

Year	Project
2000	Public Safety Facility Retention Pond Improvements
2007	Lake Gertrude Out Fall Replacement
2008	4 th Avenue NSBB Installation
2008	3 rd Avenue NSBB Installation
2009	US Hwy 441 Improvements
2009	Dogwood Mountain Retention
2009	8th Avenue West of Highland Street
2009	Old Eustis Road Intersection with Hillside Drive
2009	Old Eustis Road West of Dogwood Circle
2009	Gilbert Park NSBB Installation
2009	Sylvan Drive NSBB Retrofit
2009	Lake Johns Stormwater Improvement Project
2010	Groveland Road Pipeline Extension
2010	4 th Avenue Stormwater Project
2011	Intersection of Pine Avenue and Wardell Street

Source: City of Mount Dora Public Works Department

The stormwater system will also be maintained on an ongoing basis. The City maintains an ongoing street sweeping program to remove debris and pollutants from the streets before they are washed into the stormwater system. The amount of material removed by the street sweeper is recorded for inclusion in the City's NPDES annual report. The system of seven (7) Nutrient Separating Baffle Boxes (NSBB) and four (4) Centrifugal Deflection Systems (CDS) and forty five (45) Inlet Filters are monitored and cleaned on an as-needed basis. The amount of material removed from the structures is recorded for inclusion in the City's NPDES annual report. Stormwater improvements projects proposed for the planning timeframe include:

**Table V-3
PROPOSED STORM WATER PROJECTS
MOUNT DORA COMPREHENSIVE PLAN**

Year	Project
Ongoing	East and West sides of Lake Gertrude Storm Drain Improvements
Ongoing	GPS MS4 Stormwater System
2012	Grandview Street and Johns Avenue NSBB Installation
2012	5 th Avenue and Rossiter Street NSBB Installation
2012	Dogwood Mountain Reserve Drainage System Repair
2013	7 th Avenue Stormwater Project - Phase II & III
2013	11 th Avenue and Baker Street Pipe Repair
2013	Old Hwy 441 and Lucerne Drive Junction Box/Water Line Reconstruction
2014	Pine Street -Wardell to US Hwy 441 Pipe Installation
2014	Update Stormwater Master Plan

Source: City of Mount Dora Public Works Department

1. Stormwater needs created by private development will, of course, be addressed as a cost of the development in accordance with adopted standards for stormwater management.
2. Other projects may receive priority treatment if an unanticipated need arises or if outside funding becomes available. Projects involving the maintenance or improvement to more than one type facility or that are demanded for environmental reasons are also likely for inclusion in the City's work plan. Projects that can be anticipated for development include upgrades to stormwater, water and sewer lines, Phase II for 6th Avenue and upgrades to retrofit existing Goat Pond to pre-treat storm water runoff before discharging into Lake John.
3. Based upon the guidance provided by the Wekiva Parkway and Protection Act, the city has updated its stormwater regulations to specifically address areas within the city.
4. The city has developed a master stormwater management plan that: assesses existing problems and deficiencies in the community; identifies projects to meet long-range needs; establishes priorities to address existing deficiencies; establishes measures to address redevelopment; establishes a schedule to complete needed improvements; evaluates the feasibility of stormwater reuse; and includes requirements for inspection and maintenance of facilities.
5. The plan has identified a funding source (stormwater utility fee) to fund implementation of the plan and maintenance program. In addition, the local government has established a water reuse and irrigation program that allows for reuse of stormwater on a site basis for development over a size threshold to be determined by the local government or on a jurisdiction-wide basis to minimize pumpage of groundwater for nonpotable usage.

POTABLE WATER

A. PURPOSE

The purpose of this sub-element is to ensure the provision of adequate potable water service throughout the Mount Dora planning area, consistent with future land use and population projections.

B. STANDARDS

A water treatment capacity of 350 GPD per ERU has been adopted as the city's level-of-service standard to ensure that adequate capacity is available. A level of water treatment will be achieved and maintained which meets the water quality criteria established by Federal, State and County regulatory agencies.

C. EXISTING CONDITIONS

Mount Dora currently provides potable water service to all areas within the city limits, and to several adjacent unincorporated areas as shown on Map V-1 (Mount Dora Water and Sewer Service Area) and Map V-2 (Orange County Service Area). No other governmental entities or private businesses provide water service within the utility area.

The City of Mount Dora, owns and operates two water supply and distribution systems. These systems provide potable water service to most areas within the City limits as well as some unincorporated areas of Lake County. The existing potable water facilities serve a population of approximately 21,916. The current annual average daily demand for the potable water system is 3.0 million gallons per day (mgd). This results in a per capita demand of 95.76 gallons per person per day.

The city's water supply comes from four deep wells pumping from the Floridian Aquifer. The depth of these wells ranges from 409 to 752 feet, and pumping capacity ranges from 750 to 3,000 gallons per minute (GPM). The wells are located just to the north of the intersection of Tremain Street and Limit Avenue.

The City's water supply and treatment facilities are located north of Limit Avenue east of Donnelly Street. The existing water treatment plant (WTP) has a permitted design capacity of 8,970_mgd based on a maximum day demand.

The treatment process consists of aeration, stabilization and disinfection. Plant components consist of two 500,000-gallon aerated reservoirs, a chlorination system, and four high-service pumps with capacities ranging from 900 to 3,500 GPM. The City also owns a small WTP that was previously owned by the Dora Pines Mobile Home Park. This facility is located north of Stacey Circle, which is no longer in use.

Other water system components include a 500,000-gallon elevated storage tank and various sized distribution lines, the largest being 20 inches in diameter. The elevated storage tank is currently used to store water for fire protection.

The overall system is operating at Level 3, which is the most reliable level, and has no known deficiencies. The system meets peak-hour demands without the use of the largest (3,500-GPM) high-service pump, maintains a continuous residual line pressure of 20 pounds per square inch (psi), and can provide fire flow during peak-hour demands. There has been no evidence of adverse impacts of the facilities upon adjacent natural resources.

D. FUTURE NEEDS ANALYSIS

As previously stated, the City owns and operates two (2) water treatment plants (WTP's). The City WTP is located near the intersection of Donnelly Street and Limit Avenue. This facility has been owned and operated by the City for over 30 40 years and currently provides potable water service to nearly all areas within the City, as well as some unincorporated areas of Lake County. The other plant is the Dora Pines WTP, which is located north of Wolf Branch Road. The plant is not in operation. The wells at Dora Pines are no longer functional and will be abandoned.

The LOS is a figure that is equal to the average water demand on a per capita basis. The LOS represents an overall water demand that includes flows from residential, commercial, institutional, and industrial customers, as well as "unaccounted for" water. Typically, an LOS is developed from historical flow and population data for a service area and the LOS value is then multiplied by a future design population to project future flows. Usually, the LOS determined from historical data is presumed to remain constant throughout the planning period; however, sometimes the LOS is decreased to account for flow reduction programs or implementation of an effluent reuse program. The current reclaimed water system is shown on Map V-5.

Potable Water

1. The City of Mount Dora owns and operates two water supply and distribution systems. These systems provide potable water service to most areas within the city limits as well as some unincorporated areas of Lake County. The city also owns and operates two wastewater collection, transmission, treatment and disposal systems that provide sewer service to the most developed areas within the city as well as some small developed areas in unincorporated Lake County. The existing potable water facilities serve a population of approximately

21,916. The current annual average daily demand for the potable water system is 3.0 million gallons per day (mgd). The existing wastewater facilities serve a population of approximately 13,186.

2. The city's water supply and treatment facilities are located north Limit Avenue east of Donnelly Street. The existing water treatment plant (WTP) has a permitted design capacity of 8.97 mgd based on a maximum day demand. The city also owns a small WTP, which was previously owned by the Dora Pines Mobile Home Park. This facility is located north of Stacey Circle and has a permitted capacity of 0.396 mgd based on maximum day demand.
3. The existing raw water supply facilities for the City of Mount Dora include a total of four water supply wells located at the city's WTP and two wells located at the Dora Pines WTP. The wells at the city's WTP have a total withdrawal capacity of 12.457 mgd. The Dora Pines WTP is not in operation and will be abandoned along with the two wells. A new water plant near the intersection of Niles Road and Wolf Branch Road has been designed. Two new wells at the new plant site are currently under construction. The new plant will have an initial capacity of 3 mgd with the capability of being expanded to 6 mgd in the future.
4. The city has adopted a Water and Sewer Master Plan. This plan provided analysis as to the capacities at the city facilities. As is shown in the following Table V-4, the city has ample well capacity to serve the existing and future land uses in the city. The city will make improvements to the plants and extensions of pipeline routes to accommodate growth in population as projected to assure continued acceptable levels-of-service.

**Table V-4
WATER SUPPLY ANALYSIS
MOUNT DORA COMPREHENSIVE PLAN**

Criteria 1 Analysis (Maximum Daily Demand)								
ITEM	1996	2001	2006	2011	2015	2020	2025	2032
Total Existing Well Capacity (mgd)	12.457	12.457	12.457	12.457	14.017	14.017	14.017	14.017
Max. Daily Demand (mgd)	5.994	5.297	5.16	5.63	8.23	10.17	10.9	11.05
Excess Capacity (mgd)	6.463	7.16	7.30	5.387	5.787	3.847	3.117	2.967
Criteria 2 Analysis (Average Daily Demand)								
ITEM	1996	2001	2006	2011	2015	2020	2025	2032
Avg. Daily Demand (mgd)	2.997	3.067	3.42	3.09	4.38	5.41	5.8	5.88
Excess Capacity	5.140	5.070	5.55	5.88	6.82	5.79	5.40	5.32

Source: City of Mount Dora Public Works Department

5. Based on historical water quality data for the City of Mount Dora, it is apparent the current treatment processes included at the city's WTP are adequate for complying with FDEP rules and regulations for water quality. The WTP includes two 0.5 ground storage tanks equipped with 3,500 gpm cascade aerators. The existing chlorination system is has been replaced with a new system that includes three 500 ppd chlorinators that will feed chlorine based on well pump operation.
6. The existing Dora Pines WTP is being abandoned and the Eastern Water Plant will be constructed within the next 18 to 24 months. The new plant will consist of two 2,000 gallons per minute wells, one 1,000,000 gallon ground storage tank and three 125 hp high service pumps rated at 2,000 gallons per minute each.
7. Existing water storage facilities include two 0.5 MG ground storage tanks at the city's WTP and one 0.5 MG elevated storage tank located near the intersection of Lincoln Avenue and Tremain Street.

NATURAL GROUNDWATER AQUIFER RECHARGE

A. PURPOSE

The purpose of this sub-element is to describe the natural groundwater aquifer recharge system in the planning area, and to correlate this system to future land use in the area. The city has been involved in, and concerned with, the effects of growth on the natural environment for several years. Mount Dora has developed a reputation in the development community of being firm in its position on quality of development with an emphasis on resource and environmental protection. This commitment has carried over into the day-to-day business of the city. The city was requiring additional analysis and scientific information regarding development and its effects on groundwater resources prior to the establishment of the initial Wekiva Area Task Force or the publication of Protecting Florida Springs. In fact much of what has been recommended in this publication had already been adopted by the City Council as policy in one form or another.

This commitment coupled with the adoption of the Wekiva Parkway Protection Act will mandate the protection of the function of recharge areas and sensitive lands enumerated in the act for the future generations of Central Floridians.

B. STANDARDS

The city's standards for groundwater aquifer recharge are the same as those adopted and enforced by Lake County, the Florida Department of Environmental Protection (FDEP), and the St. Johns River Water Management District (SJRWMD). The city has adopted and is implementing the recommendations of a Drainage Masterplan.

Additionally, the city has adopted standards for open space on all new development and redevelopment projects within the city. These standards effect the recharge capacity of each parcel of land. They are as follows:

1. Residential Zones - 0.65 Impervious Surface Ratio (35% Open Space)
2. Office Zones - 0.65 Impervious Surface Ratio (35% Open Space)
3. Highway Commercial Zones - 0.65 Impervious Surface Ratio (35% Open Space)

4. Industrial Zones - 0.65 Impervious Surface Ratio (35% Open Space)
5. Downtown Commercial Zones - 0.80 Impervious Surface Ratio (20% Open Space)
6. Downtown Exempt District Commercial Zones - 1.00 Impervious Surface Ratio (0% Open Space)
7. Peripheral Commercial Zones - 0.80 Impervious Surface Ratio (20% Open Space)
8. Neighborhood Commercial Zones - 0.80 Impervious Surface Ratio (20% Open Space)
9. Public Lands and Institutions Zones - 0.70 Impervious surface Ratio (30% Open Space)
10. Residential Professional/Office - 0.80 Impervious Surface Ratio (20% Open Space)
11. Employment Center - 0.75 Impervious Surface Ratio (25% Open Space)
12. Mixed Use - 0.90 Impervious Surface Ratio (10% Open Space).

These standards were adopted and approved in previous plan amendments and have proven to meet the needs of the city along with the provision to provide adequate groundwater aquifer recharge.

An analysis of Protecting Florida Springs has been conducted and compared to what the City of Mount Dora has required of new development through its Comprehensive Plan, Land Development Regulations, policies and procedures. A review of the document indicates that there are several strategies related to the function of a city government that are recommended to enhance springshed protection. The city addresses most of these issues through the implementation of the land development process. These are listed below.

1. Use of Florida friendly landscaping for individual home sites: The city has begun actively requiring new developments to provide individual landscape plans for single-family lots to ensure that they meet the minimum standards established by the Florida Yards and Neighborhood Program. The city is currently working to develop minimum standards and criteria for implementation of this program. Prior to this, the standards are being enforced through the City's planned development process.
2. Use of natural vegetation native to Florida: In 1996 the City adopted a new set of landscape regulations to address certain enhancements required by the City Council.
3. Part of this process required that the approved plant list be revised to include more native Florida and drought tolerant plants and the elimination of many non-native plants. Additionally the landscape code requires that, whenever possible, to use natural vegetation existing on site. The code gives credit for this vegetation thus reducing the cost to the developer while providing adequate buffering. This code is in effect today.
4. Provide an active street sweeping program: The City has always, and continues to have an active street sweeping program. A program of this nature reduces the sediment and pollutants associates with street systems from entering the drainage systems and ultimately the groundwater system.
5. On-site density transfers: The City allows and encourages on-site density transfers through the planned development process. The planned development process has been used effectively

on all larger scale projects within the City since 1987. This has resulted in conservation of significant portions of wetlands associated with our lakes system as well as along Wolf Branch Creek. This ordinance is now used to conserve open spaces for groundwater recharge.

6. Direct property purchases for conservation and recreation: The City has acquired several pieces of property for conservation and recreation purposes. Over the last several years the City acquired two critical wetland areas; one adjacent to Lake Dora and another protecting a wetland drainage basin upstream of Lake Gertrude. Additionally, the City purchased 22 acres of property at the interchange of U.S. Highway 441 and State Road 46 for development of WWTP #2. Over 50% of this site was preserved in its natural state. More recently, the City purchased 32 acres of property just north of the interchange of U.S. Highway 441 and State Road 46 for use as park property. These purchases of commercial and high-density residential property eliminated the possibility of greater commercialization and over development of the U.S. Highway 441 corridor while preserving the property for conservation and recreation purposes.
7. Shared parking for businesses in the same area: The City has provisions for shared parking and encourages the use of shared parking facilities. These have been used on several occasions. The City is also an active participant in this program in two ways. First, the City has negotiated agreements with two churches to allow shared parking for visitors, City employees, business owners and employees in the near the downtown area. The City has also actively provided public parking in the downtown and Highland Street areas for business owners, employees and visitors with the use of Community Redevelopment Agency (CRA) funding.
8. Establish minimum and maximum parking standards: The City has established a minimum parking standard. During the development review process, it was determined that many large and medium scale retailers and restaurants had a corporate parking standard that exceeded the minimum requirement by the City.
9. In response to this, the City revised the parking standards. The new requirements allow additional parking spaces; however, they must be maintained as grassed parking. This maintains pervious areas to reduce stormwater treatment and encourage recharge for parking areas typically used only during the holiday season or for a rare large event.
10. Ensure adequacy of parking standards: During the 1996 code update, extensive research was conducted to ensure adequacy of parking standards. Based upon this research the current parking standards were adopted. However, the City was aware that different application of uses was always a possibility. Based upon this knowledge, the City built flexibility into the code that allows an applicant to provide alternative parking scenario and justification for consideration. Based upon these studies, the City can adjust the parking standard to suit the particular use. This standard has been used effectively on several sites to reduce the parking requirements resulting in increased open space.
11. Encourage the use of pervious or semi pervious surfaces for parking: The land development code specifically exempts developments that require less than eight parking spaces from paving requirements. Developments that require four or fewer spaces are allowed to utilize mulch parking. Developments with five to eight spaces are allowed to use stone surfaces (exclusive of limestone) or other permanent dust free surfaces. It has been found that individuals who prefer a more permanent surface but would like improved percolation have chosen to utilize the semi pervious paver block system with great success.

12. Another alternative to paving parking areas is to allow grassed parking for areas of intermittent use. The land development code allows up to 40% of the required parking to be grass if the parking will be used less than twice per week. 100% of the required parking may be grassed if the area will be used less than 90 times per year. This has been very effective in reducing impervious surfaces for church and other public uses.
13. Encourage open space and cluster designs: From as early as 1987, the City has been encouraging open space designs in larger developments. Reducing lot size to provide greater open space has long been an objective of the City. All recent planned development approvals have included greater open space requirements than required by the traditional zoning. Most have doubled the requirement. In the City of Mount Dora, this means 50 – 70% open space.
14. Conserve natural areas on non-residential sites: The landscape code requires that whenever possible natural vegetation existing on site must be used. The code gives credit for this vegetation, reducing cost to the developer while providing adequate buffering. This code is in effect today, and has been used by several property owners.
15. Require irrigation rain sensors: This is a requirement of the Florida Building Code and is enforced through the City’s Building Department.
16. Require low-flow water fixtures in new development: This is currently a requirement of the Florida Building Code and is enforced by the Building Department.
17. Require environmentally friendly golf course designs: The City supports this concept without question. Golf courses are arguably the single largest users of water resources in Florida. Even if environmentally friendly golf course designs are employed, a golf course can use in excess of 250,000 gallons of water per day. This raises the question as to why golf courses allowed at all
18. The City has required previous golf course developments to meet requirements of the Audubon International Signature Program and enroll in their monitoring and evaluation program. The City prohibited the use of potable, well or lake water for irrigation purposes. It was required that all irrigation water be either effluent or stormwater reuse. The city believes that this is the standard that golf courses should meet in these environmentally sensitive regions.
19. Stream to sink connections: Wolf Branch Creek, located in the city limits, drains into the Wolf Branch Sink, a sinkhole located south of State Road 46. During discussions for a proposed development adjacent to the creek, it was made clear to the property owner that no proposal would be considered unless substantial protections were provided to the system. Of primary importance is the requirement to dedicate a 100 foot natural buffer on either side of the creek. This standard was taken directly from Protecting Florida Springs and will continue to be enforced in the city.
20. Require Hydrological Surveys of Sites: Within high recharge areas, the land development regulations require developers to retain the first three inches of water on their site. This is consistent with the St. Johns River Water Management District’s regulations for recharge areas. As a alternative, a developer can conduct a hydrological survey and analysis of an area for review. This analysis must show that redevelopment recharge is equal to or greater than post development recharge. Other options include retaining the 100 year storm event or 96 year 24 hour storm event on site.

21. Public Education: As a condition of development approval for current developments, the City has required that if development occurs within or adjacent to environmentally sensitive areas (this included high recharge areas), homeowner's documents would be required to address the nature of the sensitivity and how to protect the natural features of the site. The City has also required that the developer prepare and provide for distribution, brochures to enhance public awareness of these resources. In terms of water conservation, the City's Public Services Department has already implemented a public education program.

C. EXISTING CONDITIONS

All land within the City of Mount Dora has some degree of aquifer recharge capability -- be it high, moderate or low. According to the SJRWMD, the majority of the planning area has high recharge capability (see Map V-4). This is due to the high permeability of the sandy soils that exist throughout the area.

Areas of low to moderate recharge are located adjacent to Lake Dora in all directions, and in the northeast portion of the city - primarily east of US Hwy 441. As described on Map V-4, even these low to moderate recharge areas have a downward gradient; however, the thickness and permeability of the confining beds beneath them limit the amount of recharge that can take place.

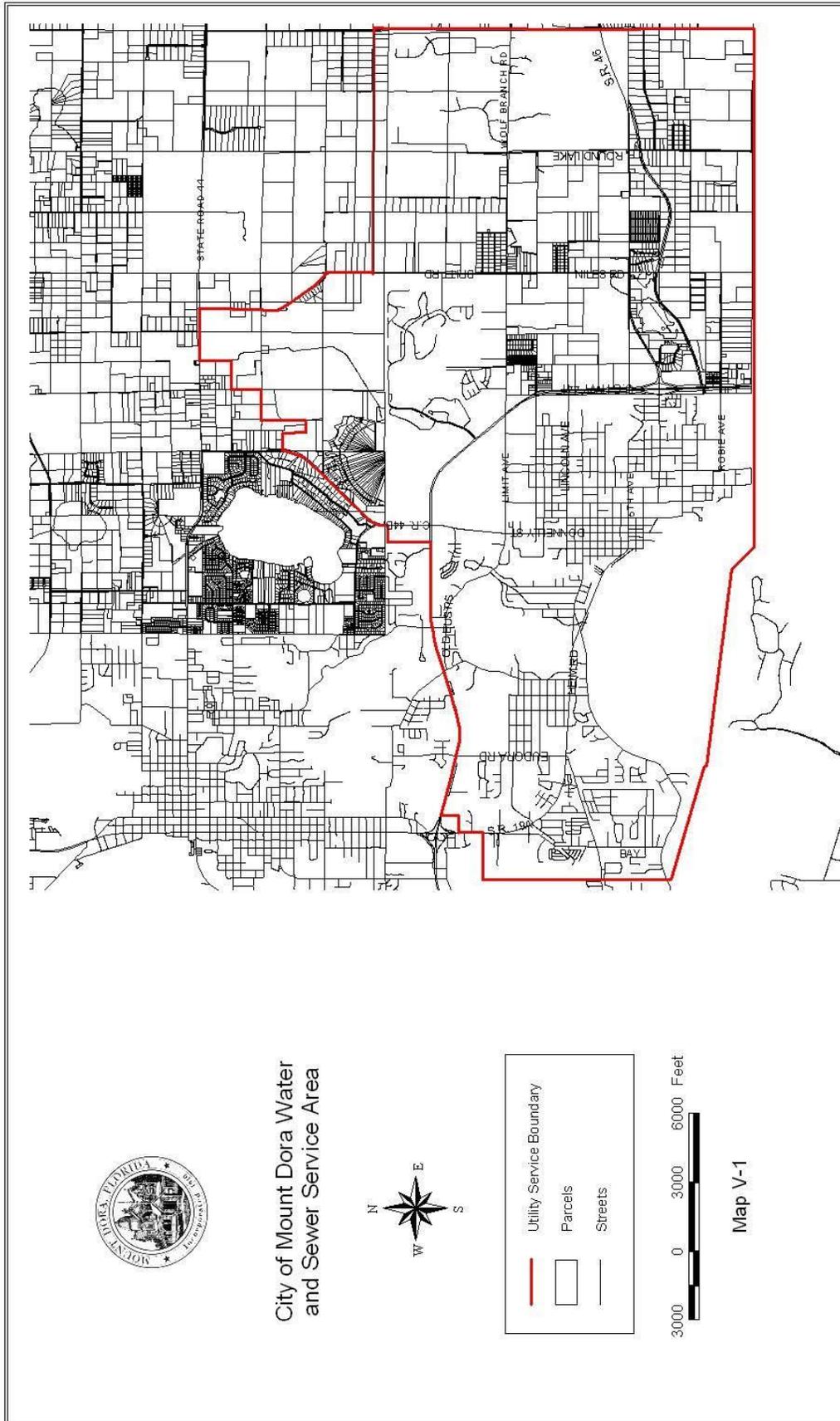
The primary impact on the aquifer recharge areas from surrounding land uses is that of stormwater runoff from streets, parking lots and other impervious surfaces. However, the natural function of the recharge areas has not been adversely impacted, and the natural filtering ability of the soil tends to mitigate any major impact from oil, grease or other pollutants contained in the runoff.

D. FUTURE NEEDS

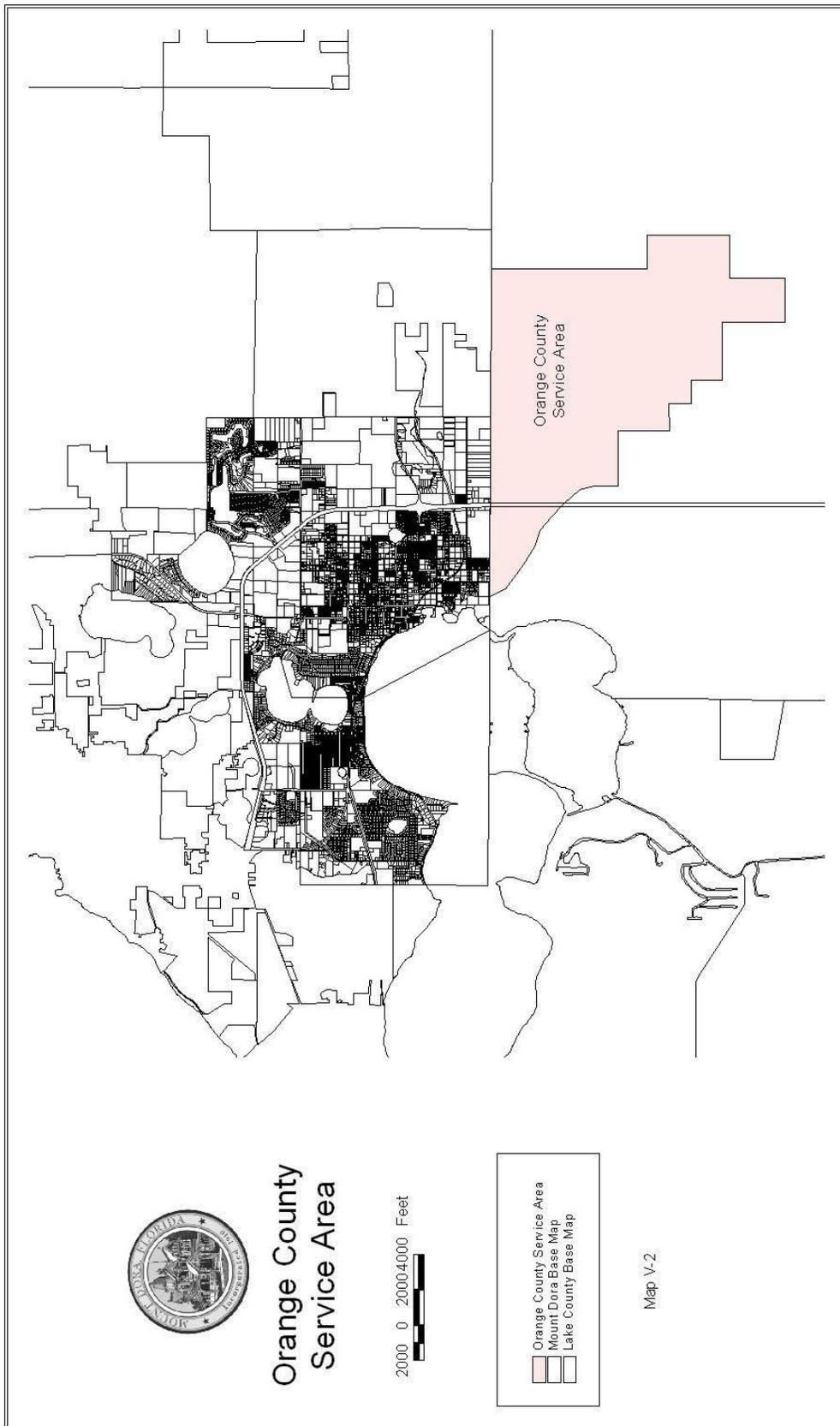
The greatest future need for aquifer recharge is to preserve as much of the recharge capability of the land area as possible, and to monitor existing conditions to identify pollution sources, unauthorized discharges, or unauthorized land use which could adversely impact the recharge areas.

Map list

- Map V-1 – Mount Dora Utility Service Area
- Map V-2 – Orange County Utility Service Area
- Map V-3 – Septic Zones for Mount Dora
- Map V-4 – Recharge Areas
- Map V-5 – Reclaimed Water System

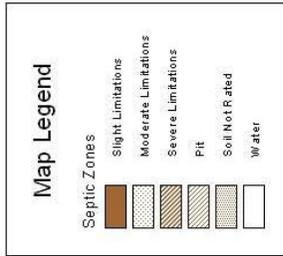
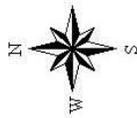
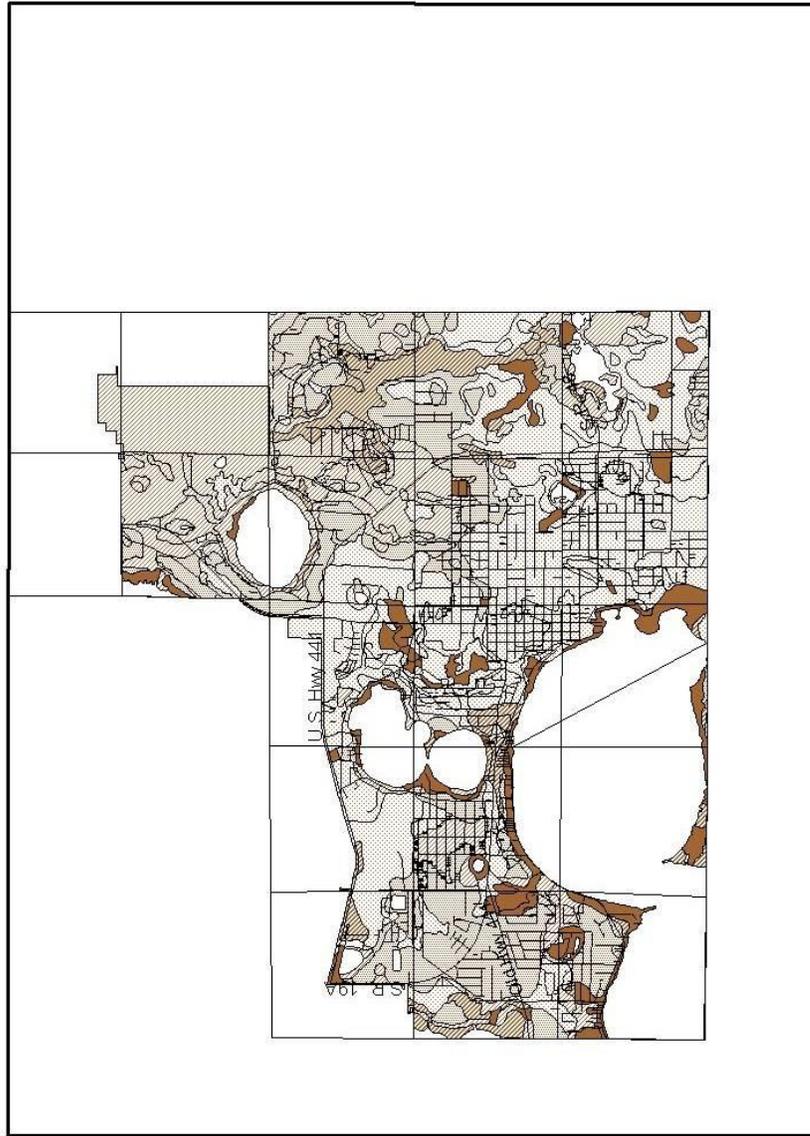


MAP V-1 MOUNT DORA UTILITY SERVICE AREA



MAP V-2 ORANGE COUNTY UTILITY SERVICE AREA

Septic Zones for Mount Dora

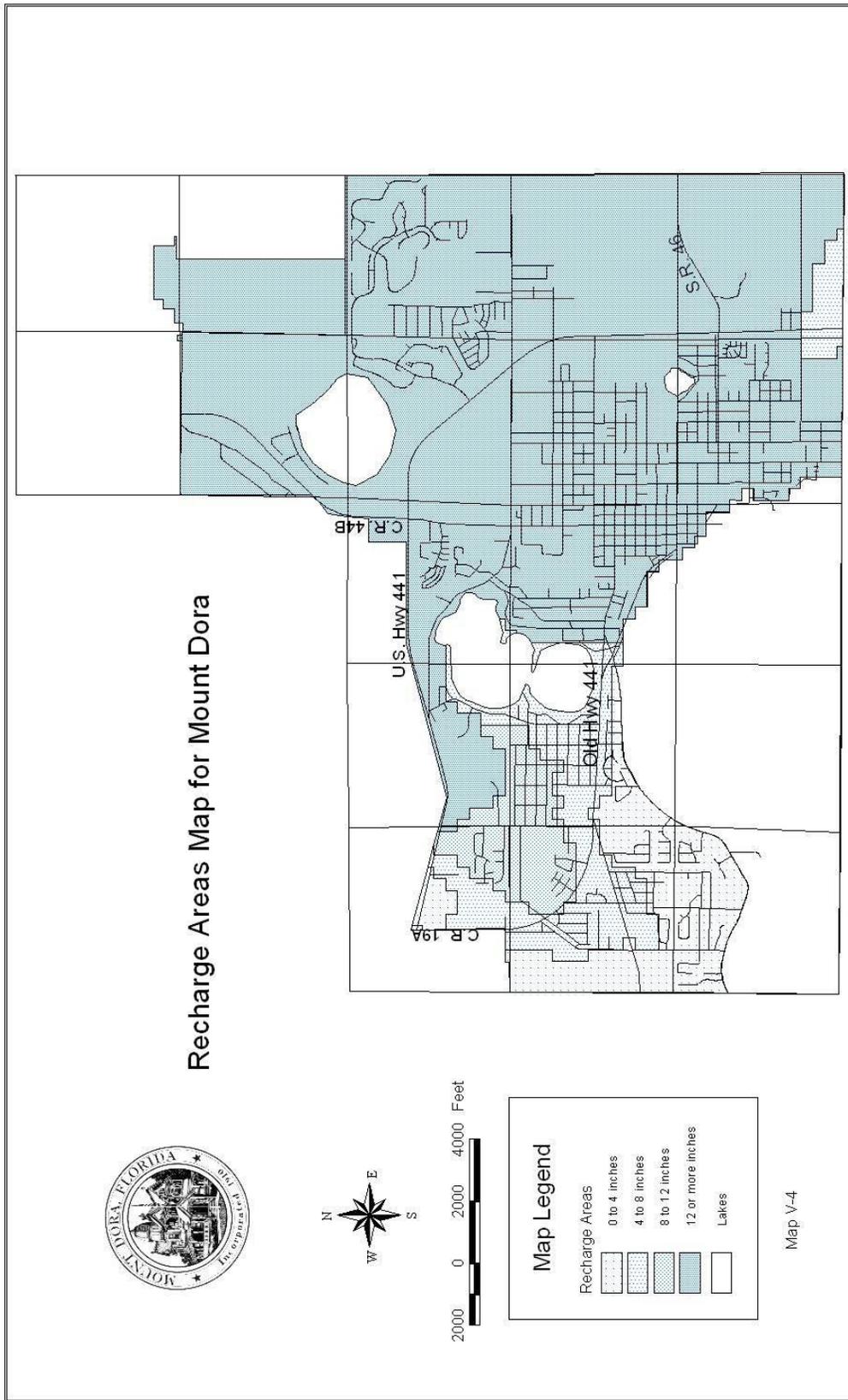


SOURCE: Florida Geographic Data Library, Lake County, Version 2, 1999

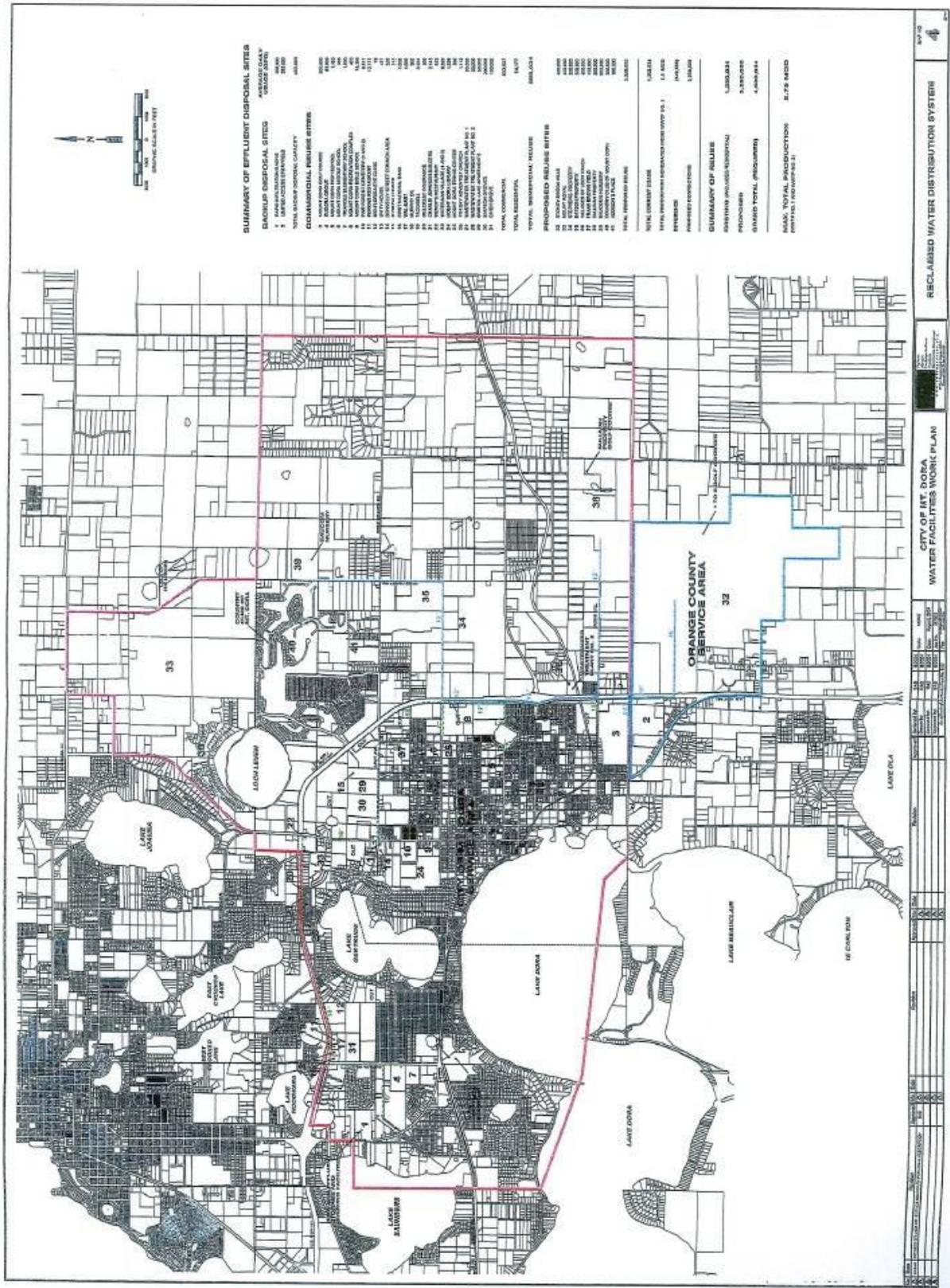


Map V-3

MAP V-3 SEPTIC ZONES FOR MOUNT DORA

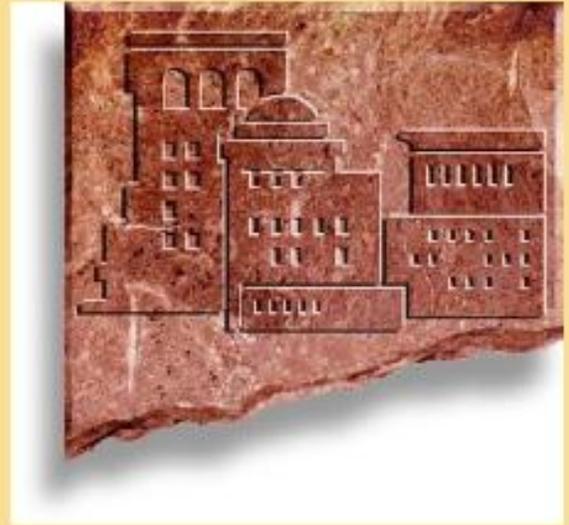


MAP V-4 RECHARGE AREAS



MAP V-5 RECLAIMED WATER SYSTEM

City of Mount Dora



Comprehensive Plan 2032

VI. CONSERVATION ELEMENT

A. PURPOSE

The purpose of this element is to promote the conservation, use and protection of natural resources.

B. STANDARDS

Standards enforced by county and state agencies are used in the city.

C. EXISTING CONDITIONS

The Conservation Element has not changed since the adoption of the plan. Although the element has not changed the city has made some significant acquisitions to protect natural resources in the city. Over the last several years the city has worked with private property owners to donate wetland areas to the city. One parcel is 12 acres located along Donnelly Street, the city's main north/south corridor. This dedication ensures the protection of this high quality wetland in perpetuity. Additionally, 22 acres of wetland adjacent to Lake Dora have been dedicated to the city as a condition of approval of residential PUD's. This also guarantees this areas protection into the future.

There are no rivers, bays, estuarine marshes or fisheries within the planning area.

1. Lakes

a. Description of Existing Lakes

There are nine lakes within the Mount Dora planning area. Lakes: Dora, Franklin, Gertrude, John, Nettie, Woodward, Saunders and Tem, all west and south of US 441, plus Loch Leven northeast of US 441, respectively. Lake Dora is the only one of the ten lakes that has water flowing into and out of it; the others are landlocked. The comprehensive plan also lists Dora, Gertrude, Saunders and Loch Leven among the county's 55 major lakes. Brief descriptions of all ten lakes are presented below.

(1) Lake Dora

Lake Dora is part of the Ocklawaha chain of lakes, which also includes Lakes Apopka, Beauclair, Carlton, Denham, Eustis, Griffin, Harris, Trout and Yale. Ranked as the state's 37th largest lake, Dora's surface area encompasses 4,475 acres. According to the 1988 Flood Insurance Rate Map (FIRM), the lake's elevation is 66 feet above means sea level (MSL).

The city of Mount Dora borders the lake's eastern and northern shores, with a few interspersed areas of undeveloped lakefront property. There is a private marina on the eastern shore directly south of the downtown area, and a public boat ramp and dock further south. A row of private docks and boathouses is located west of the downtown area at the base of the steep natural incline from which Mount Dora derives its name.

(2) Lake Franklin

Lake Franklin is located about a half-mile northwest of the US 441/SR 46 interchange, and about three quarters of a mile due east of the downtown area. The lake is geographically oriented in a northeast-southwest configuration. Located in one of the highest parts of the planning area, Franklin's elevation is 105 feet above MSL. The exact surface area of the lake is not known; however, according to the 1988 FIRM, the lake is about 875 feet across at its widest point. Adjacent land use is residential, with no improved public access.

(3) Lake Gertrude

Lake Gertrude is located due north of Lake Dora and immediately south of US 441. Its surface encompasses 250 acres, making it the state's 342nd largest lake. The 1988 FIRM shows Gertrude's elevation to be 73 feet above MSL. The lake is geographically oriented in a north-south configuration, with development (all residential) occurring mostly around the entire lake. The only public access is a small park on the west side; however, there are no associated recreational facilities such as boat ramps, fishing docks or beach/swimming areas.

(4) Lake John

Lake John is about a quarter-mile northwest of downtown Mount Dora near the intersection of Hilltop Drive and Hillside Drive. It has a north-south configuration, generally paralleling Hilltop Drive. According to the 1988 FIRM, the lake's elevation is 82 feet above MSL, and the surface is approximately 440 feet across at its widest point. Adjacent land use is residential interspersed with undeveloped lots, with no improved public access.

(5) Lake Nettie

Lake Nettie is a little more than 500 feet due south of Lake John. The lake is shaped generally like an hourglass in a northwest-southeast configuration. Its elevation is 87 feet above MSL, and its surface is approximately 1,200 feet across (measured diagonally from northwest to southeast). As with Lake John, adjacent land use is residential interspersed with undeveloped lots, with no improved public access.

(6) Lake Woodward

Lake Woodward is located to the east of the interchange of US 441 and SR 19A and is crossed by US 441 with the majority of the lake lying outside the planning area. The lake is 90 acres in size with an elevation of 68 feet above MSL.

(7) Lake Saunders

Lake Saunders is about three-fourths of a mile due west of Lake Gertrude, with just the eastern shoreline (including the northeastern and southeastern corners) protruding into the Mount Dora planning area. With a surface area of 420 acres, Saunders is the state's 211th largest lake. Its elevation is 74 feet above MSL. Adjacent land use along the eastern shoreline is residential, including two large mobile home parks in the northeastern portion, interspersed with several undeveloped lots and tracts. There is no public access to the lake within the planning area.

(8) Lake Tem

Lake Tem is located about a half-mile due west of Lake Gertrude and approximately 650 feet from the Eudora Road/Heim Road (Alternate 19) intersection. It is a square-shaped lake measuring about 500 feet across, and its elevation is 82 feet above MSL. Adjacent land use is a mix of commercial (along Heim Road) and residential, with limited public access.

(9) Loch Leven

Loch Leven is about 800 feet northeast of US 441 near the large curve where the highway heads westward to Eustis. With a surface area of 168 acres, it is the state's 463rd largest lake. Loch Leven's elevation is 162 feet above MSL, making it the highest lake in the Mount Dora planning area. Adjacent land use is a mixture of agriculture and residential property, with no public access.

b. Commercial, Recreation or Conservation Uses

Lake Dora is the only lake within the planning area having any significant commercial, recreational or conservation uses. There is a commercial marina south of the downtown Mount Dora area, and a public boat ramp and docking facility immediately south of the marina. Several yards further south is a wetland conservation area surrounding Palm Island; with a public boardwalk/nature trail system available for use. There are no public beaches or swimming areas along Lake Dora.

As previously described, access to the other lakes is primarily limited to the private homes and property surrounding them. Only Lake Gertrude has a public park, but with no associated recreational facilities such as boat ramps, fishing docks or beach/swimming areas.

c. Known Pollution Problems

Of the ten lakes, Lake Dora is the most documented in terms of known pollution problems. The main source of Lake Dora's pollution is the extensive agricultural operations formerly conducted along the north shore of Lake Apopka. Nutrients used in crop fertilization enter Lake Apopka through stormwater runoff, flow into the Apopka-Beauclair Canal, through the canal into Lake Beauclair, then into Lake Dora at its connecting point with Lake Beauclair. Increased bacteria levels in Lake Dora after significant amounts of rainfall indicate the lake is also receiving nutrient loadings from immediately adjacent properties through the stormwater runoff.

Due to the many decades that Lake Dora has received these various pollutants, the lake is currently in a eutrophic condition, resulting in justified health concerns for people using the lake.

Water quality of the other nine lakes is excellent. In fact, Lakes Gertrude and Saunders are classified by the state as Class III-A recreation water bodies, suitable for swimming, skiing, fishing and propagation/management of fish and wildlife.

2. Wetlands

a. The Importance of Wetlands

Once considered a nuisance to agricultural operations and an obstacle to development, wetlands today are recognized as the valuable natural resource they always have been and will be, if properly preserved and protected. Among the many beneficial functions of wetlands are: water quality enhancement, water quantity management, aquifer recharge, climatic stability, wildlife/vegetation habitat and propagation, and human enjoyment through various outdoor activities, educational opportunities and aesthetic pleasures.

b. Description of Existing Wetlands

Wetlands in the Mount Dora planning area are primarily the lacustrine system (lake) type, found in the low-lying marsh areas around lakes, particularly Lakes Dora, Gertrude and Saunders (see Map VI-1).

Lacustrine type wetlands are defined as having the following characteristics:

- (1) Located in topographic depressions or dammed river channels;
- (2) Exhibiting less than 30 percent area coverage of trees, shrubs, persistent emergents, or emergent mosses or lichens;
- (3) Exceeding 20 acres; and
- (4) Containing water with less than 0.05 percent ocean-derived salinity.

These lake marsh wetlands are characterized as shallow grassy areas covered with water almost year-round, except for prolonged periods of drought. Vegetation consists of maidencane, sawgrass and other wetland plants like pickerelweed and lilies. These wetlands provide food, shelter and resting places for wildlife and waterfowl, and are good habitat for waterfowl.

There is a lake swamp area bordering Lake Dora at Palm Island south of downtown Mount Dora. It is characterized by dense vegetation, including wetland hardwoods, cypress, cabbage palms, shrubs, vines and grasses, and provides food, shelter and habitat for wildlife and waterfowl.

c. **Commercial, Recreational or Conservation Uses**

There are no known commercial uses of wetlands in the Mount Dora planning area. One wetland (the Palm Island swamp/ wetland) is known to be used as a recreational/conservation area. A boardwalk has been built through this wetland, extending from the shoreline into the lake several yards. The boardwalk then follows the contour of the wetland, crosses a tip of Palm Island, re-enters the lake and follows the shoreline again, then angles back to the island.

This boardwalk is a very popular recreational activity, attracting hundreds of users each week. By extending into the lake, it provides an excellent opportunity to view the wetland vegetation close-up, as well as birds and other wildlife that use this area for feeding or habitat, or both.

Waite Preserve, located on North Donnelly Street, and the Chautauqua / Gates of Mount Dora wetlands, located south of Palm Island, are preserved city owned wetlands with no improved public access.

3. Floodplains

Floodplains (or flood hazard areas) in the Mount Dora planning area are located primarily along the lake shorelines (see Map VI-2) and in the natural depressions scattered throughout the area, particularly in the steep, hilly terrain west of US 441 and east of Lake Dora. Sunset Valley, lying due east of the US 441/SR 46 interchange, is also a major floodplain in the planning area, as are the areas adjacent to Wolf Branch -- a small stream that flows into Sunset Valley from the north. Flooding in these areas may occur anytime during the year, but is more probable during the June through October rainy season.

According to the 2002 Flood Insurance Rate Map (FIRM), the majority of the floodplains in the planning area are considered to be Zone AE (i.e., the base flood elevations have been determined). There is only one Zone A floodplain (no base flood elevations determined) in the planning area. It is located on the north side of Lake Dora, immediately south of the Eudora Road/Helm Road (Alternate 19) intersection.

The FIRM also shows several Zone X flood hazard areas scattered throughout the planning area. These are areas that seldom experience flooding, except during major storm events such as the 100-year storm (with average water depths of less than one foot) and the 500-year storm. Their drainage area is less than one square mile.

Estimated rainfall during the major storm events for one-day, three-day and one-month duration are presented in Table VI-1. This information is derived from statistical analysis of records from long-term rainfall data collection stations in and around Lake County, as reported in the Flood Insurance Study of Lake County, 2002, conducted by the Federal Emergency Management Agency.

**Table VI-1
ESTIMATED RAINFALL DURING MAJOR STORM EVENTS
MOUNT DORA COMPREHENSIVE PLAN**

Duration	10-Yr. Event (inches)	50-Yr. Event (inches)	100-Yr. Event (inches)
1 day	6.4	10.0	12.0
3 days	8.8	11.9	13.6
1 month	15.2	19.5	21.0

Source: Flood Insurance Study of Lake County, 2002, Federal Emergency Management Agency

4. Air Quality

Air quality in Mount Dora is generally considered to be quite good, with no documented problems related to the exceedance of air pollutants identified by the Florida Ambient Air Quality Program and the Lake County Ambient Air Sampling Program (i.e., carbon monoxide, lead, nitrogen dioxide, ozone, sulfur dioxide, and total suspended solids/particulates). The City of Mount Dora is in a Non-Attainment area, which means that air quality is not measured in the City. The nearest city that is consistently measured for air quality is the City of Orlando in Orange County, which is approximately 35 miles to the southeast. Primary sources of air pollutants in Mount Dora are automobile exhaust emissions and chlorofluorocarbon (CFC) emissions from home and car air-conditioners.

a. Non-point Source Air Pollution

The Lake County Pollution Control Department conducted an assessment of ambient air quality during 1980 and 1981 to determine the existing background levels of total suspended particulates (TSPs) in the air originating from non-point sources. Three testing sites were selected throughout the county, with the nearest one to Mount Dora being in Tavares.

The results of this testing are presented in the Lake County Comprehensive Plan Conservation Element, and show that the annual geometric mean for the Tavares site was 4.6 micrograms per cubic meter (ug/m³) in 1980 and 5.01 ug/m³ in 1981. These values are well below the FDEP criteria; and the slight increase of just 8.9 percent was the lowest of the three testing sites.

Due to the proximity of Tavares to Mount Dora (a straight-line distance of less than two miles), plus the fact that Tavares is a larger community, the assumption can be made that TSP measurements in Mount Dora would be no greater than those in Tavares.

b. Point Source Air Pollution

According to the FDEP Air Pollution Inventory Systems (APIS) report, there are 38 permitted point source air polluters in Lake County (i.e., those that emit 100 tons or more of any single pollutant).

The majority of these are in the Clermont and Leesburg areas; none are in Mount Dora.

c. **Other Air Quality Issues**

Other air quality issues include: asbestos and radon gas levels in buildings (and the closely related issue of "sick building" syndrome), CFC emissions, acid rain, and the use of pesticides.

(1) **Asbestos and Radon Gas in Buildings/"Sick Building" Syndrome**

According to the 1988 FDEP APIS report, there are no serious asbestos problems within buildings in Lake County, and consequently Mount Dora. And according to the Florida Department of Health and Rehabilitative Services, there have been no reported cases of high levels of radon gas in buildings within the county. Also, there have been no reported cases of "sick building" syndrome.

(2) **Chlorofluorocarbon (CFC) Emissions**

CFCs are chemicals used in refrigeration and air-conditioning units, and are not normally found in the atmosphere. Consequently, their emission is a significant source of air pollution and may be a contributor to global warming. Due to the hot, humid Florida climate, it can be assumed that a significant amount of CFCs are emitted into the atmosphere from home and automobile air-conditioners in Mount Dora. At present there is no monitoring program to measure the emission levels of this pollutant in Mount Dora or anywhere within Lake County, nor is any such program being planned.

(3) **Acid Rain**

Acid rain has become a major issue in recent years, due to its proven adverse effect on natural systems such as lakes and forests. A Forest Inventory Analysis conducted regularly by the U.S. Forest Service reports that the annual growth of yellow pines (a major species in Florida) declined 30 to 50 percent during the 30-year period 1955 to 1985. In the 10-year period from 1975 to 1985, this annual decline was at a rate of 9 to 15 percent. These statistics are of significance to Mount Dora, due to the preponderance of slash and long-leaf pines (both yellow pine species) within the area.

Studies regarding the impact of acid rain on surface water bodies have shown that this pollutant, over a period of years, lowers the pH level in the water and results in a reduction of the fish population.

It is also believed that acid rain may be contributing to the eutrophication process in the surface waters of Lake County. A case in point is a 1986 study conducted by Lake County which determined that 60 percent of the phosphorus loading in Lake Louisa (in the southern part of the county) was coming from the atmosphere. Soils are shown on Map VI-3.

(4) Use of Pesticides

According to a statement in the Lake County Comprehensive Plan Conservation Element, the use of pesticides in homes and offices throughout Florida surpasses that of all other states in the country. In addition, a significant amount of pesticides and other chemicals are used in farm, citrus and other agricultural pursuits, and in the county's mosquito control program.

Certain amounts of these pesticides -- some of which are suspected carcinogens -- become airborne when they are applied, and thus become a health hazard. Although health advisory levels have been established by FDEP for many pesticides, both the city and the county have yet to develop an inventory of all the pesticides used in their respective jurisdictions.

5. Known Sources of Commercially Valuable Resources

There are no known sources of commercially valuable resources within the Mount Dora planning area; therefore, the map of minerals required by Rule 9J-5 is not provided.

6. Soil Erosion

a. Description of Soils in the Area

Based on the General Soil Map of the Lake County area prepared by the U.S. Department of Agriculture - Soil Conservation Service (SCS), soils in the Mount Dora planning area consist of three basic associations:

- Astatula-Apopka: Nearly level to strongly sloping, excessively drained and well-drained sandy soils on broad ridges, interspersed with large lakes, ponds and wet depressions. This is the predominant soil association in the planning area, as evidenced from the steeply sloping terrain found within the Mount Dora city limits -- particularly in the downtown area and along the eastern shoreline of Lake Dora -- as well as in other parts of the planning area.
- Pomello-Paola: Nearly level to sloping, moderately well drained and excessively drained sandy soils on low ridges, interspersed with lakes and shallow depressions. A large area of this association exists in the northwest portion of the planning area, extending north and west from Lake Dora to just east of Lake Saunders.
- Myakka-Placid-Swamp: Nearly level, poorly drained sandy soils on broad lowlands, interspersed with very poorly drained sandy soils and swamps in large depressions. An area of this association occurs in the northeast corner of the planning area where US 441 makes a large curve to the northwest. The bulk of this Myakka-Placid-Swamp area extends northeast of US 441 between Loch Leven (on the northwest side) and Wolf Branch (on the southeast side). Another small pocket extends southwest of the highway to a point just north of the Mount Dora city limits.

b. SCS Hydrological Classification System

The SCS has developed a hydrological classification system which can be used to estimate the runoff potential for soils, and hence the potential for erosion. The soil properties considered in this classification system are those that influence the minimum rate of infiltration for a bare soil after prolonged wetting. These properties are:

- (1) The depth of the seasonally high water-table,
- (2) The infiltration rate and permeability after prolonged wetting, and
- (3) The depth to a very low permeability layer. The resulting classification system is shown below.

Group A Soils: low runoff potential

Group B Soils: moderately low runoff potential

Group C Soils: moderately high runoff potential

Group D Soils: high runoff potential

Group A/D Soils: group D soils, converted by drainage measures into Group A soils

The Astatula-Apopka association soils are classified as Group A, and the Pomello-Paola association soils are classified as both Group C (Pomello) and Group A (Paola).

c. Potential for Soil Erosion

While the SCS hydrological classification system considers the Astatula-Apopka and Pomello-Paola associations to have low to moderately high runoff potential, these soils have some potential for erosion when denuded of vegetation. This is especially true of the steeply sloping Astatula-Apopka association, and has been experienced during periods of heavy rainfall in areas where new homes or buildings are being constructed on these soils.

Aside from these isolated instances, there are no serious erosion problems in the Mount Dora planning area. The only other potential for soil erosion is along the lakeshores, due to wave action during periods of strong wind. However, most of the lakeshores are still heavily grassed or have natural marsh/ wetland areas, thus reducing the chance of erosion.

7. Natural Communities

The natural communities of Lake County were identified and mapped by the Center for Wetlands (CFW) during its vegetation and land use study conducted for the St. Johns River Water Management District. These studies were the basis for the countywide natural community analysis appearing in the Lake County Comprehensive Plan, since they represent the best available information regarding this topic.

From the countywide analysis, Mount Dora has conducted a preliminary identification of the natural communities that occur within the planning area. These communities are briefly described below and shown on Map VI – 4 & 5. Each description includes:

- a. The Florida Land Use Classification System (FLUCS) code number for the community;
- b. A list of dominant vegetative and wildlife species currently existing within the community; and
- c. A list of endangered, threatened or species of special concern which are believed to occur, have a high potential to occur, or historically did and may still occur within the community.

[Note: This information is not intended to be a legal statement regarding the occurrence of threatened, endangered or species of special concern or their habitats within the Mount Dora planning area. However, the Florida Game and Fresh Water Fish Commission Official List does provide a legal listing of all such designated species that may occur in the area. It should also be noted that the area does not contain any estuarine or marine natural communities.]

Pine Flatwoods (411)

(Synonyms: Mesic Flatwoods, South Florida Flatwoods, Wet Flatwoods, Scrub Flatwoods)

This community is generally characterized as open canopy forest of widely-spaced trees with little or no understory, but a dense groundcover of herbs and shrubs. Several variations of the Pine (Mesic) Flatwoods are recognized, the most common being longleaf pine/wire grass/runner oak (dry species) and slash pine/gallberry/saw palmetto (wet species). Mesic Flatwoods are closely associated with, and often grade into, Wet Flatwoods, Dry Prairie, or Scrubby Flatwoods. The difference between these communities is generally related to minor topographic changes. Wet Flatwoods are characterized as relatively open-canopy forests of scattered pine trees or cabbage palms, with either a thick scrubby understory and very sparse groundcover or a sparse understory and a dense groundcover of hydrophytic herbs and shrubs.

Dominant Vegetation

Bluestem grass	Indian grass	Shining sumac
Cutthroat grass	Live oak blueberry	Slash pine
Dwarf huckleberry	Longleaf pine	St. John's wort
Fetterbush	Pond pine	Staggerbush
Gallberry	Runner oak blueberry	Wax myrtle
Gopher apple	Saw palmetto	Yellow-eyed grass

Dominant Wildlife

Armadillo	Cottontail rabbit	Raccoon
Bachman's sparrow	Deer	Rattlesnake
Black racer	Grey fox	Red rat snake
Bobcat	Nuthatch	Skunk
Chorus frog	Oak toad	Warbler
Cotton mouse	Pileated woodpecker	
Cotton rat	Quail	

Listed Flora

Britton's bear grass	Fall flowering ixia	Tar flower
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Listed Fauna

Alligator	Florida black bear	Osprey
Bald eagle	Florida sandhill crane	Red cockaded woodpecker
Eastern indigo snake	Fox squirrel	Southeastern kestrel

Sand Pine (413)

(Synonyms: Sand Pine Scrub, Scrub)

This community occurs in many forms, but is often characterized as a closed- to open-canopy forest of sand pines with dense clumps or vast thickets of scrub oaks, saw palmettos and other shrubs dominating the understory. The groundcover is generally very sparse, being dominated by ground lichens and open patches of barren, white sand. Scrub occurs on nearly level to steeply sloping sand ridges.

Dominant Vegetation

Chapman's oak	Myrtle oak	Sand pine
Dwarf apple	Prickley pear	Saw palmetto
Gopher apple	Rosemary	Scrub hickory
Ground lichen	Sand Live Oak	Scrub oak

Dominant Wildlife

Black racer	Oak toad	Turkey
Deer	Six-lined racer	Towhee
Ground dove	Spotted skunk	Warbler
Loggerhead shrike		

Listed Flora

Clasping warea	Lewton's polygala	Scrub plum
Florida bonamia	Pigmy fringe tree	Small's jointweed

Listed Fauna

Bald eagle	Gopher tortoise	Scrub lizard
Eastern indigo snake	Pocket gopher	Short-tailed snake
Florida black bear	Sand skink	Southeast American kestrel
Gopher frog	Scrub jay	

Temperate Hardwood (425)

(Synonyms: Mesic Hammock, Upland Mixed Forest, Upland Hardwood Hammock, Upland Hardwood Forest, Pine-Oak-Hickory Association)

This community is characterized as well-developed, closed-canopy forests of upland hardwoods on rolling hills that often have limestone near the surface and occasionally as outcrops. It is dominated by a variety of oaks, pines, hickories, hollies, bays, cedars, magnolia, sweet gum and cabbage palm, among others. The community is valuable for its watershed protection qualities. Hardwood mast (acorns, nuts, fruits, buds and berries) makes this community an excellent habitat for a wide variety of mammals and birds.

Dominant Vegetation

American holly	Horse sugar	Red oak
Basswood	Laurel cherry	Sarsaparilla vine
Beauty berry	Live oak	Slash pine
Bed straw	Loblolly pine	Slippery elm
Black cherry	Mockernut hickory	Southern magnolia
Black oak	Mulberry	Sparkleberry
Cabbage palm	Partridge berry	Sweet bay
Carolina holly	Passion flower	Sweet gum
Chestnut oak	Persimmon	Trillium
Florida elm	Pignut hickory	Water oak
Greenbriar	Post oak	Wild olive
Hackberry	Red bay	Winged elm
Hercule's club	Red cedar	

Dominant Wildlife

Armadillo	Eastern glass lizard	Raccoon
Barred owl	Eastern mole	Rough green snake
Bobcat	Flying squirrel	Shrew
Box turtle	Green anole	Slimy salamander
Cardinal	Grey fox	Titmouse
Chickadee	Grey squirrel	Warbler
Cope's grey tree frog	Ground skink	Woodcock
Coral snake	Mocking bird	Wood rat
Cotton mouse	Opposum	Wren
Deer		Pileated Woodpecker

Listed Flora

Pigmy fringe tree

Listed Fauna

Bald eagle Eastern indigo snake Little kestrel

Live Oak (427)

(Synonyms: Xeric Hammock, Oak Hammock, Xeric Forest, Live Oak Forest)

This community is characterized as either a scrubby, dense, low-canopy forest with little understory other than palmetto, or a multi-storied forest of tall live-oak trees with an open or closed canopy. Several gradations between these extremes exist. Xeric Hammock is an advanced stage of Scrub or Sandhill. The variation in vegetation structure is mostly due to the original community from which it developed. Because of its general location on high ground with big trees, Xeric Hammock has always been prime residential property.

Dominant Vegetation

American holly	Live oak	Southern magnolia
Beauty berry	Persimmon	Sparkleberry
Black cherry	Pignut hickory	Staggerbush
Blackjack oak	Red bay	Turkey oak
Chapman's oak	Red oak	Wild olive
Fox grape	Sand live oak	Yaupon
Laurel oak	Saw palmetto	

Dominant Wildlife

Barking tree frog	Eastern mole	Screech owl
Black racer	Fence lizard	Spadefoot toad
Blue jay	Grey squirrel	Turkey
Crowned snake	Hognosed snake	Worm lizard
Eastern flying squirrel	Red rat snake	

Listed Flora

None

Listed Fauna

Gopher tortoise

Stream and Lake Swamps (615)

(Synonyms: Floodplain Swamp, Riverine Hardwood Swamp, Swamp Hardwood, Oxbow)

These communities are characterized as low-lying areas along rivers, lakes and streams, in strands along many drainage ways, and in basins that are either submerged or saturated part of the year. It is a forest community dominated by deciduous hardwood trees (but generally not dominated by any one species), with generally very sparse under stories and groundcovers. These swamps are variable, with species types dependent on the size of the

waterway, its flow rate, water quality and silt-turbidity characteristics. Periodic flooding is essential to maintain this ecosystem, and is the dominant factor in providing needed nutrients. Floodplain swamps are inundated most of the year, drying out only during extended droughts. If the system is drained or flooded for an extended period, a new community will result. This community hosts a large variety of wildlife, and is especially suited to waterfowl, mammals, reptiles and amphibians capable of withstanding periodic flooding. Swamp Hardwood areas are of great value for maintaining good water quality.

Dominant Vegetation

Bald cypress	Hurrah-bush	Swamp black gum
Button bush	Leather-marsh fern	Swamp lily
Cabbage palm	Lizard's tail	Swamp privet
Cocoplum	Male-berry,	Swamp titi
Dahoon holly	Pop ash	Sweet gum
Florida elm	Possumhaw	Water tupelo
Gallberry	Red maple	Wax myrtle
Golden club	Royal fern	White alder
Greenbriar		

Dominant Wildlife

Beaver	Mink	Skink
Bobcat	Otter	Stinkpot
Cotton mouse	Owl	Turkey
Deer	Pileated woodpecker	Various snakes
Frog	Raccoon	Various songbirds
Grey squirrel	Rice rat	Various turtles
Golden mouse	River cooter	Wood duck
Hawk	Salamander	Wood rat
Kite	Shrew	

Listed Flora

Fall-flowering ixia	Florida willow	Needle palm
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Listed Fauna

Alligator	Limpkin	Snowy egret
Bald eagle	Little blue heron	Southeastern shrew
Black bear	Little kestrel	Tri-colored heron
Eastern indigo snake	Osprey	Woodstork
Great egret	Short-tailed hawk	

8. Water Needs and Sources

a. Current Needs

Current water needs within the Mount Dora planning area are based mostly on potable water use, since there are very few agricultural or industrial operations to which the city supplies water. Average-day and peak-day demands are described in Chapter V (the Sanitary Sewer, Solid Waste, Drainage, Potable Water and Natural Groundwater Aquifer Recharge Element).

b. **Quantity and Quality of Available Water Sources**

The source of Mount Dora's potable water supply is the Floridian Aquifer, which provides sufficient quantities of good-quality water to meet current needs and demands. More information regarding the city's water supply is provided in Chapter V.

c. **Existing Levels of Water Conservation**

Mount Dora has aggressively implemented a water conservation plan and policy; additionally, the St. Johns River Water Management District has implemented water use restrictions and the City has adopted water conservation.

d. **Applicable Policies of Regional Water Management District**

The city complies with all applicable policies of the St. Johns River Water Management District for maintaining the quality of its surface and groundwater resources. It also supports the District's water conservation efforts, and complies with water rationing policies when conditions require that these measures be implemented.

D. FUTURE CONDITIONS

1. Lakes

a. **Future Development Activity**

Future development activity on property adjacent to the lakes in the Mount Dora planning area is expected to be almost entirely residential. There are no known plans for commercial or industrial development around these lakes.

b. **Potential for Conservation or Resource Protection**

Through adoption and strict enforcement of the city's Land Development Regulations, the lakes in the Mount Dora area can be protected as the vital natural resource they currently are. It is expected that the existing wetland conservation area around Palm Island will receive additional protection through the adopted regulations.

2. Wetlands

a. **Future Development Activity Compatibility**

With the rapid development occurring within the Mount Dora planning area, it is important to determine which development activities are compatible within or adjacent to wetlands, and which are not (see Table VI-2). Compatibility is based on the following conditions:

- **Compatible** - those activities which only nominally affect wetland functions, and which are not subject to compliance with performance standards for site design. However, the use of such standards is encouraged.

- Compatible Subject to Performance Standards - those activities which have the potential to adversely affect the physical and biological functions of wetlands, and which are compatible only through strict compliance with site design performance standards.

There have been three developments, which have provided the city with conservation opportunities in the city. These both involve donation of property to the city for conservation purposes. The first was the donation of Waite Preserve, a 12-acre tract of wetland that the city has tentative plans for development as a nature preserve. The other was the donation of 11 acres of wetlands to the city for preservation by the Chautauqua PUD. Finally, the Gates of Mount Dora dedicated 11 acres directly south of the Chautauqua preserve to the city.

Table VI-2

**DEVELOPMENT ACTIVITY COMPATIBILITY MATRIX
MOUNT DORA COMPREHENSIVE PLAN**

Development Activity	Shallow Marsh		Cypress Wetland Swamp		Deciduous Hardwood Swamp	
	W	A	W	A	W	A
Boardwalks and gazebos	CP	C	CP	C	C	C
Impound, interrupt or divert waters	I	I	CP	CP	CP	CP
Clearing of vegetation to build	CP	C	CP	C	CP	C
Cultivating natural plants	CP	C	CP	C	C	C
Discharge of waste and runoff waters	CP	C	CP	C	C	C
Drainage ditches	I	CP	I	CP	CP	C
Dredging, except for mosquito control	CP	CP	I	C	--	--
Filling (up to 10%)	CP	CP	CP	CP	CP	C
Harvesting of timber/wood products	NA	C	CP	C	NA	C
Hazardous materials storage/use/disposal	I	I	I	I	CP	CP
Landscaping and planting	CP	C	CP	C	CP	C
Renovate/expand existing project	CP	C	CP	C	CP	C
Septic tanks (installation)	I	I	I	I	I	I
Solid waste disposal	I	I	I	I	CP	CP
Stormwater detention basins	CP	C	CP	C	CP	C
Stormwater retention basins	I	C	I	C	CP	C
Construction of structures	CP	C	CP	C	CP	C
Utility installation	CP	C	CP	C	CP	C

Key: W = Within wetlands CP = Compatible, subject to site design performance standards
A = Adjacent areas I = Incompatible
C = Compatible NA = Not applicable

Source: Lake County Planning Guidelines for Wetlands, 1989

- Incompatible - those activities which adversely affect at least two wetland functions, leading to increased pollution of surface and ground waters, increased risk of flooding, diminished fish and wildlife habitat, and increased soil erosion and subsequent lake and stream sedimentation.

The mapping of wetlands here is very general and is intended only to identify potential problem areas. Any land proposed for development should be reviewed for possible wetlands regardless of mapping here. Development regulations should require further study by any one proposing to develop wetlands to either show that wetlands are not present or to demonstrate how they will be protected. Suitable mitigation measures for impacted wetlands should be required.

b. Stormwater Runoff

The increased volume of stormwater runoff resulting from future urban development may seriously impact the receiving wetlands by upsetting the natural hydro-period of the plant communities thriving in these areas. When stormwater runoff significantly increases the water depth in wetlands, or increases the number of days wetlands are flooded, the plant communities are changed. For example: cypress, blackgum, red maple and other wetland tree species require non-flooded, moist soil to germinate and grow new seedlings. When wetlands are continually flooded, these trees cannot propagate, and may even die from excess water.

Prolonged flooding in wetlands also impacts the aquatic and wildlife species existing in these areas. For example: many small fish species, freshwater shrimp, crayfish and amphibians living in wetlands depend on the regular drying cycles; but when the wetlands are constantly flooded, these aquatic species either die off or seek more suitable habitat

Waterfowl and other wildlife are also impacted due to changing habitat and foraging opportunities. An example is the woodstork, which nests in the branches of live cypress or other wetland trees, and which forages in shallow pools and ponds. But as cypress trees die from prolonged flooding conditions, their branches fall off and the woodstorks abandon their nesting areas. Also, prolonged inundation of the woodstorks shallow-water foraging areas deprives the bird of both a place to eat and its usual food supply. The same holds true for other species of wading birds.

The environmental impact on wetlands from stormwater runoff can be mitigated by the following stormwater management techniques:

- Construction of retention or detention ponds to hold the first half-inch or inch of rainfall.
- Stormwater reuse, which involves collecting runoff and using it for irrigation or other positive uses. For example: golf courses that catch and store runoff in retention or detention ponds could in turn use the water to irrigate the greens.
- Development of artificial wetlands where part of the runoff can be transpired through trees and other vegetation.
- Creation of intra-basin retention areas or artificial wetlands to handle runoff from existing urban and suburban areas.

3. Floodplains

As Mount Dora continues to grow, so will the pressure for further development near or within lake and wetland floodplain areas. City officials realize the importance of preserving these areas, due to their environmental sensitivity and the benefits they provide for vegetation and wildlife propagation and habitat, prevention of soil erosion, and aesthetic enjoyment. Consequently, the city will enforce land development regulations, which are a major tool for protecting and conserving the floodplains still remaining within the planning area. In addition, the city will support any future floodplain conservation programs proposed by the St. Johns River Water Management District, the Federal Emergency Management Agency, or any other environmental agency or group.

4. Air Quality

As previously stated, Mount Dora's primary sources of air pollutants are automobile exhaust emissions and CFC emissions from home and car air-conditioners. As the city continues to grow, the levels of these emissions will also continue to increase.

There are two areas of concern where automobile exhaust emissions could potentially cause air pollution problems: (1) downtown Mount Dora and (2) along the US 441 corridor.

At present, Mount Dora has no plans for developing a citywide air quality-monitoring program; however, the city will support and participate in any monitoring program that Lake County may implement in the future. Also, the city will guard against point source polluters through its business license review procedures; and will ensure safe indoor air quality through strict enforcement of building codes dealing with proper ventilation and use of non-hazardous construction materials.

5. Soil Erosion

As stated in Part C, Existing Conditions, there are no serious soil erosion problems in the Mount Dora planning area. Only a few isolated instances of erosion have been experienced, primarily on construction sites in the steeply sloping areas of Mount Dora. However, the potential for erosion always exists, particularly in areas of rapid development. Through

implementation of Land Development Regulations Mount Dora intends to ensure that developers preserve natural vegetation to the greatest extent possible, and that they replant vegetative materials once construction is completed.

6. Natural Communities

Very few undisturbed natural areas exist within the planning area, due to residential and commercial development, as well as some agricultural and silvicultural activities. However, through strict enforcement of the Land Development Regulations, the natural areas within the planning area can be preserved and/or partially restored through new plantings and reforestation efforts. Also, the city has set aside the wetland/swamp around Palm Island as a conservation area to be enjoyed by future residents and visitors.

The City recognizes the need to protect specific rare natural communities within the Wekiva Study Area. These include the longleaf pine, sand hill, sand pine and xeric oak communities. The city shall require that a site assessment produced by an environmental professional verify the existence or lack thereof of these natural communities on all sites over 30 acres in size. If portions of these communities exist on potential development sites, they shall be protected. The development potential lost through this protection shall be allowed to be transferred to more appropriate areas of the site. If the entire site is encompassed by one of these communities, 50% of the site shall be protected with the density transferred from the protected portion of the site to the developed portion.

For sites greater than 100 acres which have more than 50% of the site containing sensitive upland habitats, at least 50% of the site must be maintained as open space and that portion must contain the sensitive habitat. Potential areas for the occurrence of karst features are shown on Map VI-6.

7. Water Needs and Sources

a. Future Needs

Future water needs within the Mount Dora planning area will be based mostly on potable water use. Demand projections are presented in Chapter V (the Sanitary Sewer, Solid Waste, Drainage, Potable Water and Natural Groundwater Aquifer Recharge Element).

b. Future Quantity and Quality of Available Water Sources

Mount Dora's potable water source will continue to be the Floridian Aquifer. More information regarding the city's water supply, and its ability to meet future demands, is presented in Chapter V.

c. Future Levels of Water Conservation

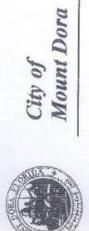
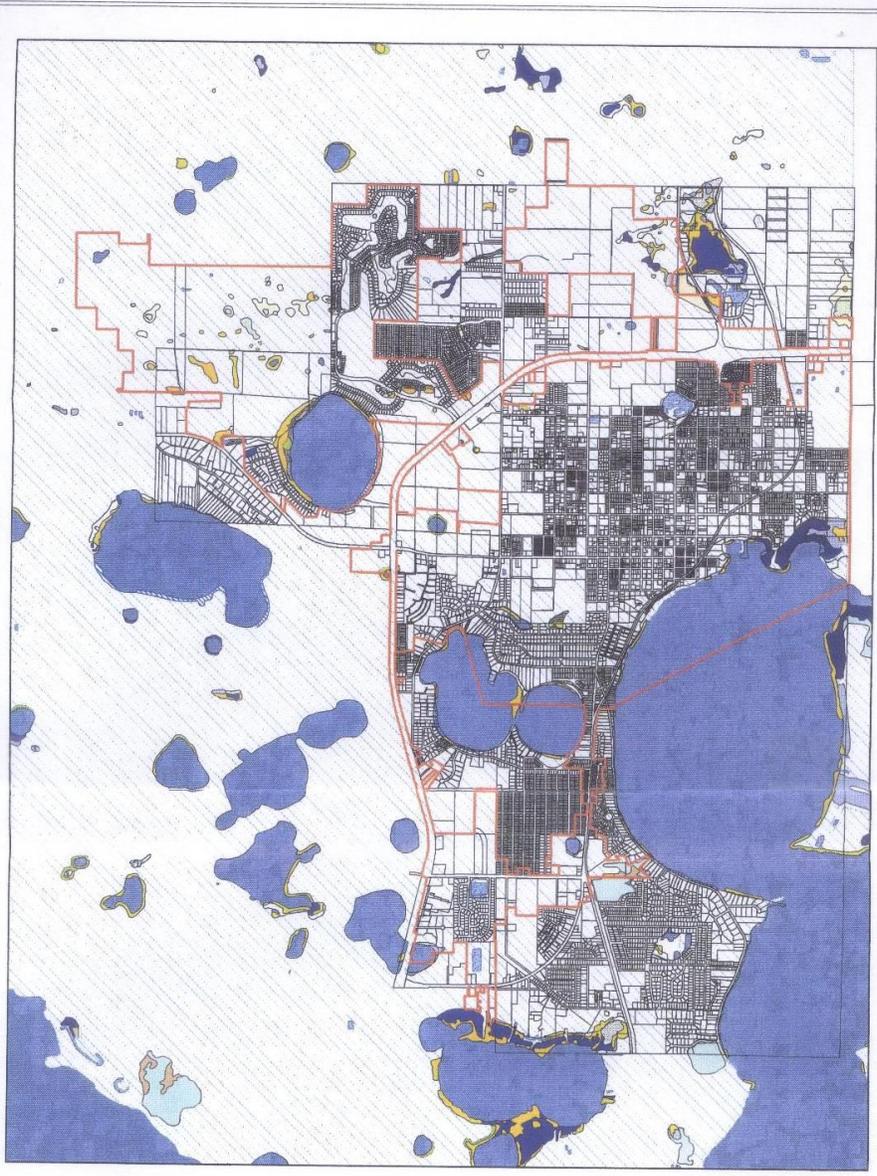
The city will continue to encourage its residents to conserve water to the greatest extent possible. The city has developed a water conservation program and it is currently administered through the Public Services Department.

d. **Applicable Policies of Regional Water Management District**

Mount Dora will continue to comply with all applicable policies of the St. Johns River Water Management District for maintaining the quality of its surface and groundwater resources. The city will also continue to support the District's water conservation policies, and will enforce policies of its own. Mount Dora will continue to comply with the District's water rationing policies when future conditions require that these measures be implemented.

Map list

- Map VI-1 – Wetlands
- Map VI-2 – Flood plains
- Map VI-3 – Soils
- Map VI-4 – Natural communities
- Map VI-5 – Physiographic Regions
- Map VI-6 – Karst Features



**City of
Mount Dora**

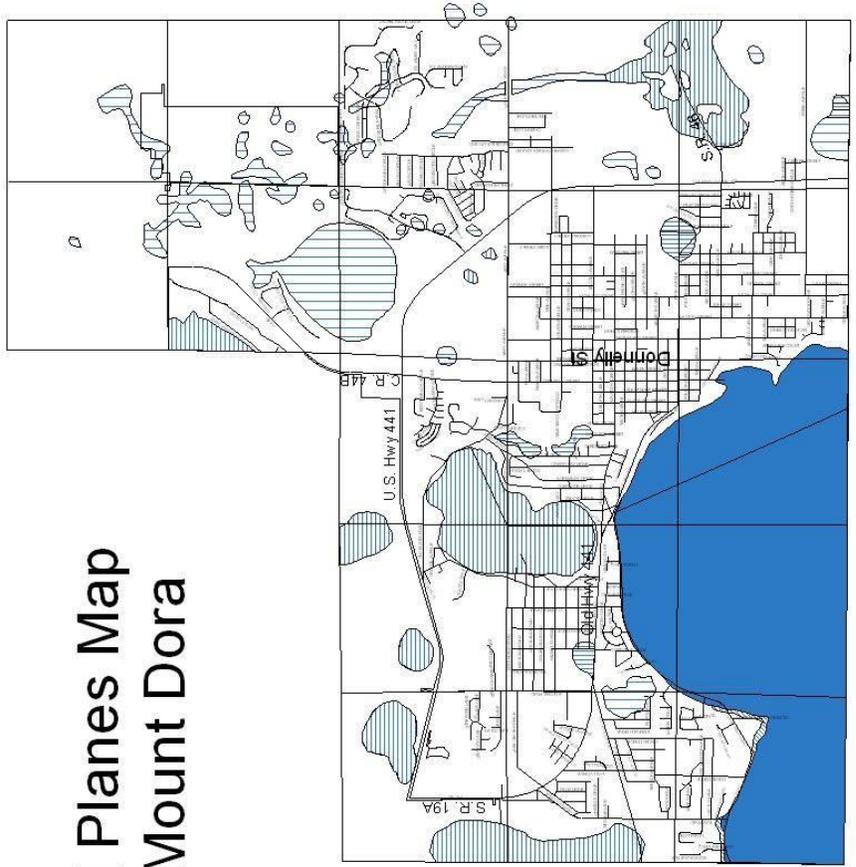
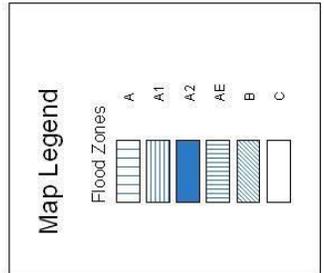
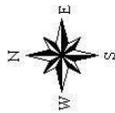
**Map VI - 1
Wetlands**

- Legend**
- City Boundary
 - Wetland**
 - Bayheads
 - Bottomland Hardwoods
 - Cypress Wetland
 - Deep Marsh
 - Deep Marsh / Lakeshore Emergents
 - Deep Marsh / Water Lilies (Nymphaeaceae)
 - Deep Marsh / Water Lilies (Nymphaeaceae) Excavated
 - Floating Marshes
 - Hydric Hammock
 - Hardwood Swamp
 - Shrub Bog
 - Shallow Marsh
 - Shallow Marsh / Floating Marshes
 - Shallow Marsh / Shrub Swamp
 - Shallow Marsh Drained
 - Shrub Swamp
 - Shrub Swamp / Shallow Marsh
 - Transitional Shrub
 - Uplands
 - Open Water
 - Wet Prairie
 - Wet Prairie Drained
 - Open Water Impounded
 - Open Water Excavated



MAP VI-1 WETLANDS

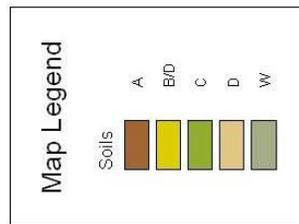
Flood Planes Map For Mount Dora



Map VI-2

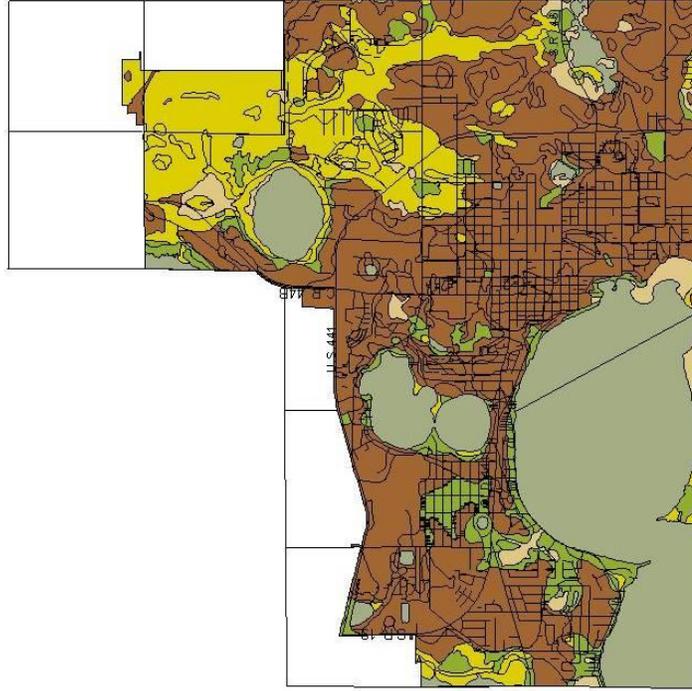
MAP VI-2 – FLOOD PLAINS

Soil Codes for Mount Dora

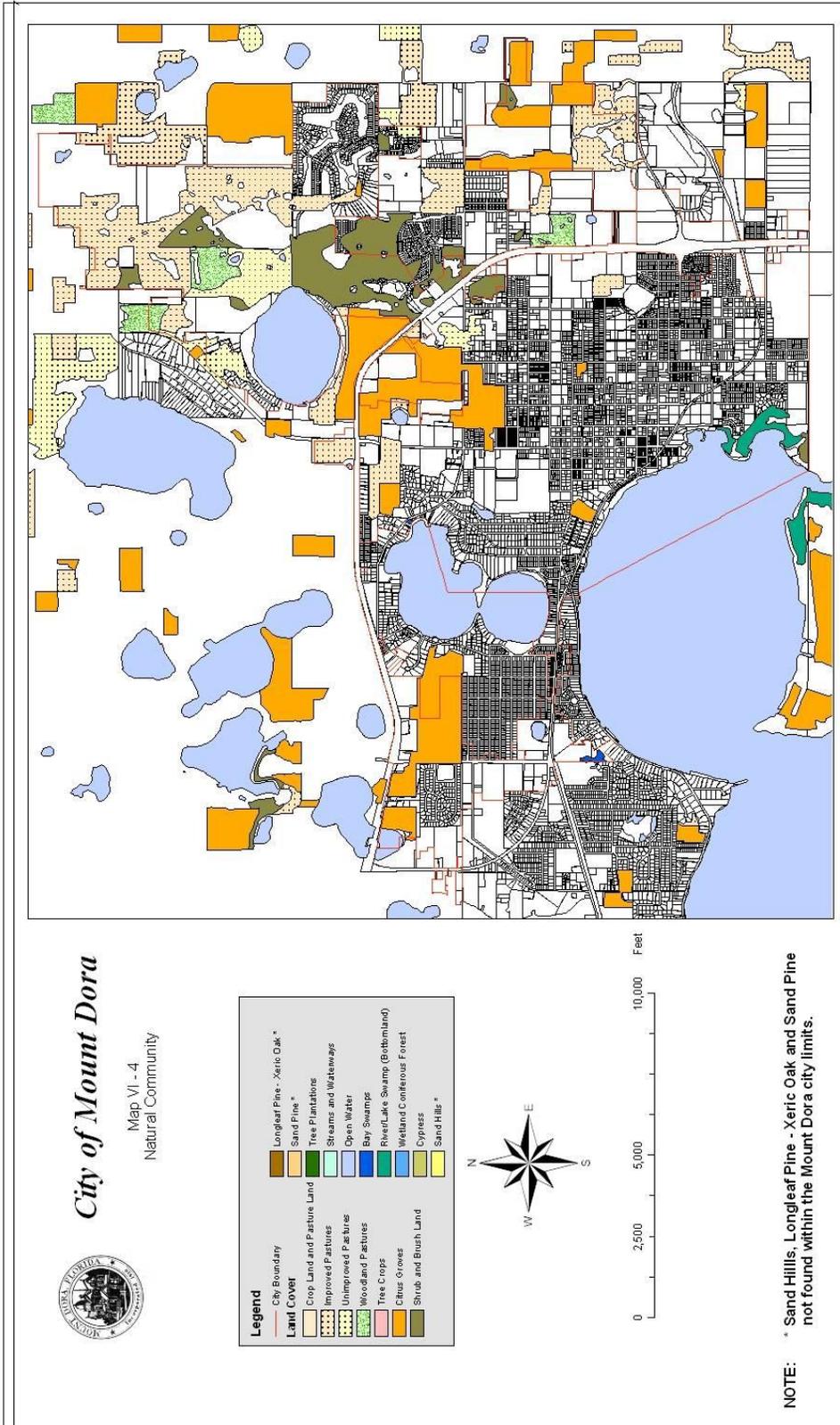


SOURCE: Florida Geographic Data Library,
Lake County, Version 2 1989

Map VI-3

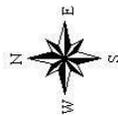


MAP VI-3 SOILS



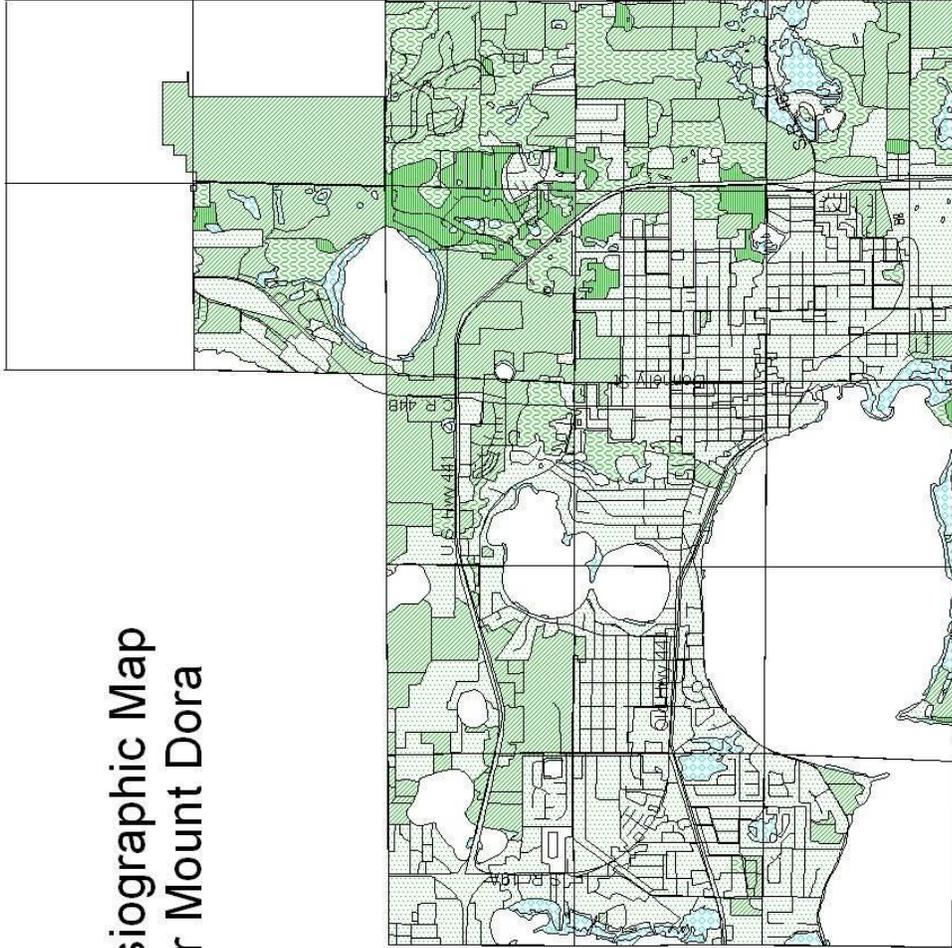
MAP VI-4 NATURAL COMMUNITIES

Physiographic Map For Mount Dora

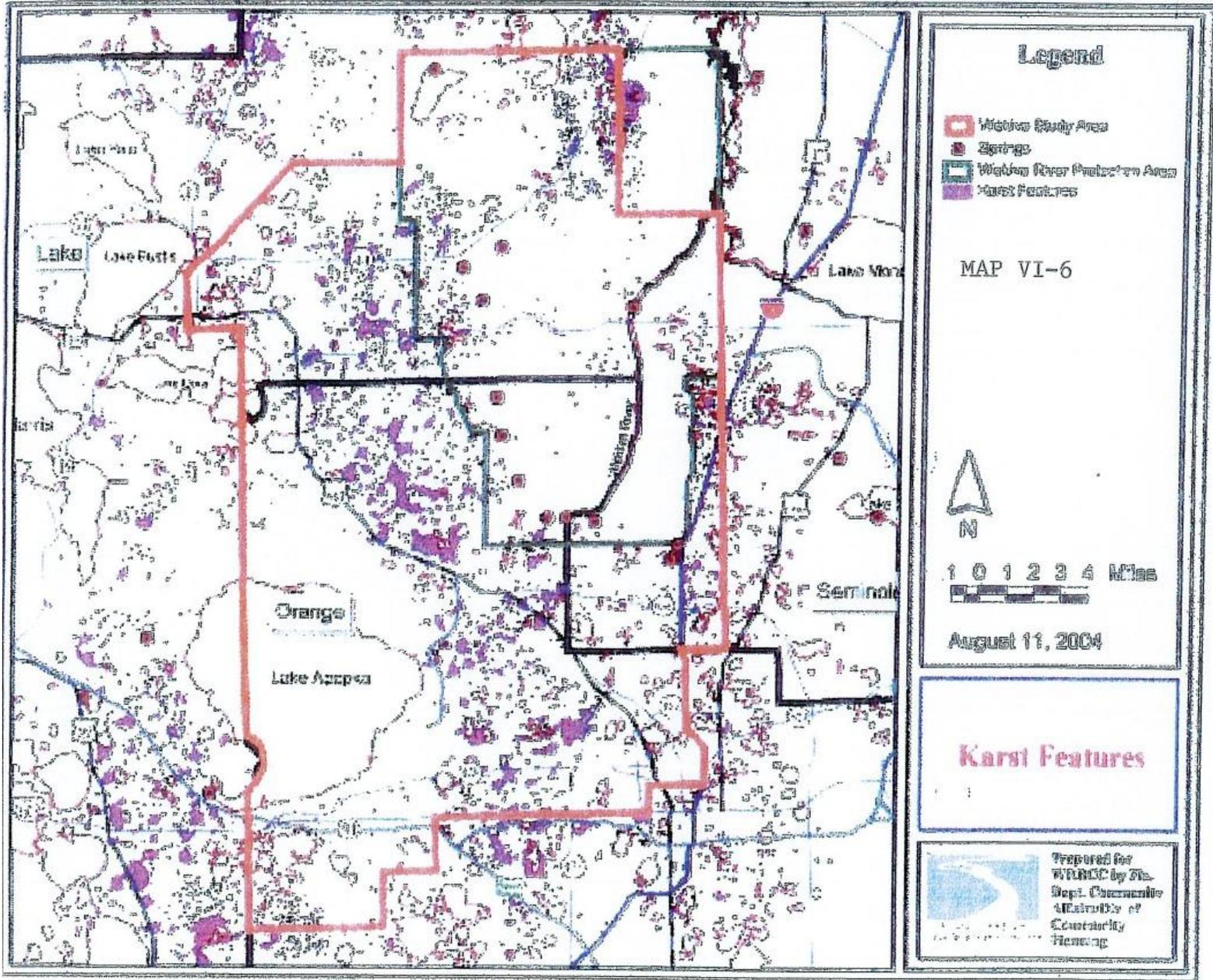


Map Legend	
Physiographic	
Water	
Urbanized	
Agriculture	
Rangeland	
Upland Forest	
Wetlands	

Map VI-5

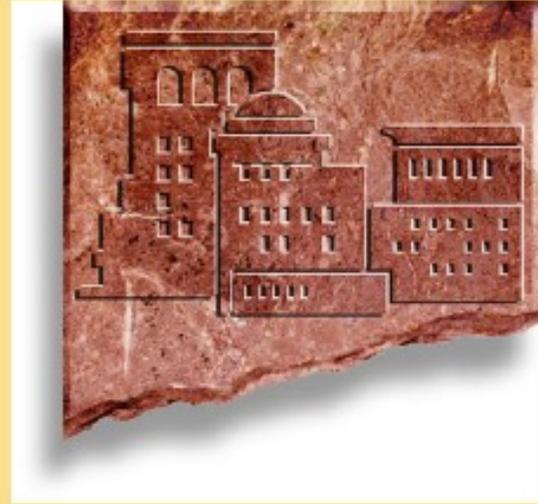


MAP VI-5 PHYSIOGRAPHIC REGIONS



MAP VI-6 KARST FEATURES

City of Mount Dora



Comprehensive Plan 2032

VII. RECREATION AND OPEN SPACE ELEMENT

A. PURPOSE

The purpose of this element is to provide direction for the establishment of a comprehensive system of public recreation and open space to satisfy the needs of the residents of Mount Dora.

The goal of this element is to create an attractive and livable community by providing an adequate supply of park land and recreational facilities, as well as providing protection of the environment by establishing greenways, natural areas, and open space.

The City prepared a Parks Recreation, and Open Space Master Plan in 2004. The Master Plan outlined the framework for the City's parks and recreation needs. Although this Master Plan was not formally adopted, it has served as the City's recreation and parks guideline. A Trails Master Plan was completed in 2009. The study recognized the changing trends in the area demographics and the need to provide active fitness and health pursuits. In 2012, the City adopted the Citywide Visioning Study Final Report. This document provided a summary on various recreation and open space documents. This Element addresses the strategies of the City's master planning efforts.

B. STANDARDS

The following standards are used for the identified types of parks and facilities:

1. Community Park

These are the largest city parks and are designed to serve residents of several neighborhoods and users of citywide programs and leagues.

a. Location

Adjacent to middle and/or senior high school when feasible; good citywide access, with frontage on collector streets desired.

b. Service Area

One-half-mile to 3-mile radius

c. Population Served

Up to 10,000, with 2 acres per 1,000 served.

d. Size

Minimum of 5 acres if adjoining school; 10 to 20 acres if separate.

e. Facilities

Play apparatus, sports courts and fields, multi-purpose courts and fields, picnic tables and pavilions, grills, passive areas, pools, landscaping, parking, rest rooms, concession stands.

f. Responsibility

Public.

2. Neighborhood Park

These parks are designed to serve residents of one or a few neighborhoods.

a. Location

Adjacent to elementary school when feasible; good neighborhood pedestrian and bike access needed, with frontage on collector street desired.

b. Service Area

Up to one-half mile radius.

c. Population Served

Up to 5,000, with 2 acres per 1,000 served.

d. Size

Minimum of 2 acres if adjoining an elementary school; 5 to 10 acres if separate.

e. Facilities

Play apparatus, sports courts and fields, multi-purpose courts and fields, picnic tables and pavilions, grills, passive areas, landscaping, limited parking.

f. Responsibility

Public.

C. EXISTING CONDITIONS

1. Inventory

Existing recreation and open space lands and facilities are shown on Map VII-1 and Table VII-1. There are no public freshwater beaches within the planning area.

CITY OWNED FACILITIES

FOREST PARK

Address: Off Donnelly St. behind public library on Cemetery Loop Road

Classification: Open Space –passive

Acres: 12 acres undeveloped

GRANTHAM POINT

Address: Tremain Street across from Gilbert Park on Lake Dora

Classification: Community -passive

Acres: 1.57 acres

Picnic Tables: 3

Fishing Piers :1

Hist/Arch sites & areas: Lighthouse

SIMPSON COVE

Address: Tremain St. across from Gilbert Park on Lake Dora

Classification: Community -active

Acres: 2.75 acres

Boat Ramps: 2

Fishing Piers :2

GILBERT PARK

Address: Tremain St. & Liberty St. on Lake Dora

Classification: Community Park -active

Acres: 5.50

Picnic Tables: 25

Hist/Arch. Sites & Areas: 1 pavilion, 1 restrooms, 1 Community Built Playground, 2 croquet courts, shelter area, barbecue area, parking, and picnic tables.

SYLVAN PARK

Address: Gertrude Place

Classification: Neighborhood-passive

Acres: .35 acre

PALM ISLAND PARK

Address: Tremain Street on Lake Dora
Classification: Community Park - passive
Acres: 13.5 acres
Picnic Tables: 8
Pavilions: 3 shelters
Interpretive/Nature: .50 mile boardwalk/trail
Beach areas: 100' - no swimming
Boardwalk: 1700'
Recreation Center/Office: Palm Island Building

ELIZABETH EVANS PARK

Address: Edgerton Court
Classification: Community– active
Outdoor Courts: Lawn bowling
Acres: 4
Picnic Tables: 2
Shelters: 1 gazebo and 1 Lawn bowling Building
Common. Structures: 3
Jetties: 425'

MOUNT DORA BASKETBALL COURT

Address: Highland Street next to High School
Classification: Neighborhood-active
Acres: 1.35
Outdoor Courts: 1

STEIN PARK

Address: Heim Road and Oakland Drive
Classification: Neighborhood-passive
Acres: .58 acre

CHAUTAUQUA PARK

Address: Virginia Avenue and Oakland Drive
Classification: Neighborhood-passive
Acres: .25 acre

PINE CREST PARK

Address: Hilltop and Normandy Drives
Classification: Urban Open Space -passive
Acres: .15 acre

LIONS MEMORIAL PARK

Address: Lake Franklin Drive and 5th Avenue on Lake Franklin
Classification: Neighborhood-passive
Acres: 12 Total, 5 land and 7 water undeveloped

CAULEY LOTT PARK

Address: Highland Street and Pine Street
Classification: Neighborhood Park -active
Acres: 2.14
Picnic Tables: 13
Shelters: 3
Pavilions: 1 with restrooms
Outdoor Courts: 1 Basketball & 1 Volleyball
Equipped Play Areas:1

CHILDS PARK

Address: Alexander Street & 4th Avenue
Classification: Neighborhood-passive
Acres 0.25 acre
Benches, parking, restrooms, and water fountain.

DONNELLY PARK

Address: 5th Avenue & Baker Street
Classification: Community Park –active
Acres: 1.63 acres
Community Building: 1
Outdoor Stage: 1
Common. Structures: 1 Fountain
Outdoor Courts: 1 tennis 12 shuffleboard

HEIM FIELD

Address: Simpson Street & Liberty Avenue
Classification: Neighborhood Park -active
Acres: 4 acres
Playing Fields: 1 baseball/softball
Restrooms: 2
Concession Building: 1
Bleachers: 3

MOUNT DORA GOLF COURSE

Address: 1100 South Highland Street
Classification: Special Purpose Facility –active open space
Acres: 85 acres
Outdoor Courts: 3 tennis
Golf Courses: 1 18-hl. regulation course leased from City

FRANK BROWN SPORTS COMPLEX

Address: Pine Street
Classification: Neighborhood Park -active
Acres: 14.85 acres
Playing Fields: 1 baseball/softball, barbecue area, basketball court, benches, concession stand, football field, parking, picnic tables, playground area, restrooms, shelter area, soccer field, and water fountain.

LINCOLN AVENUE COMMUNITY PARK AND POOL

Address: Between Lincoln Ave. and 11th Avenue

Classification: Community Park -active

Acres: 37

Picnic Tables: 4

Swimming Pools:2, 1-50x75, 1-20x20

Outdoor Courts: 6 tennis, 2 handball/racquetball

Playing Fields: 2 baseball/softball

Restrooms: 2 buildings & 1 concession

Dog park benches, disc golf, parking, picnic tables, and water fountain.

PINE FOREST CEMETERY

Acres: 50 acres

Address: Donnelly Street

Classification: Open Space

MARTIN LUTHER KING CENTER

Address: 803 Florida Avenue

Classification: Community Center-active

Acres: .50 acre

Common. Structures: 1 Community Center & Parking lot

SIMPSON PARK

Address: Overlook Drive

Classification: Open Space -passive

Acres: .25 acre

DOWNTOWN COMMUNITY BUILDING

Address: Baker Street next to City Hall

Classification: Community Center-active

Acres: .50 acre

Recreation Center/Auditorium

BLAIR PARK

Address: Oakland Dr. & Sylvan Dr.

Classification: Open Space-passive

Acres: .10 acre

WAITE PRESERVE

Address: Donnelly Street North of Old Eustis Road

Classification: Open Space - passive

Acres: 15.1

CHAUTAUQUA WETLAND PRESERVE

Address: West of Chautauqua Subdivision and South of Palm Island Park

Classification: Open Space - passive

Acres: 11

CITY DOCKS

Address: West End of Fourth Avenue
Classification: Special Use Park – active open space
Acres: .27

LAKE FRANKLIN PARK

Address: Groveland & Pinecrest Road
Classification: Neighborhood– passive
Acres: .22

LAKE GERTRUDE WALKWAY

Address: S. Lake Gertrude between Oakland Park and Park Place
Classification: Greenway Trail – passive neighborhood
Size: .5 miles

LILLIE PARK

Address: South of Cauley Lott Park
Classification: Vacant – undeveloped neighborhood
Acres: .25
Benches, parking, picnic tables, and playground area.

RECREATION AND NATURE PARK

Address: Highway 441, south of Lincoln Avenue
Classification: Community Park 2012 Under Construction
Acres: 32.00

RUTHIE WATSON PARK

Address: SW Corner of Lincoln Avenue and Grandview Street
Classification: Neighborhood Park - active
Restrooms: 2
Checkerboard Tables: 3
Benches: 5
Plaques: 12
Bike Rack: 1
Trash Receptacles: 4
Acres: 0.18

RECREATION SITES NOT OWNED BY CITY

MOUNT DORA HIGH SCHOOL

Address: Highland Street
Activities: Weightlifting room, Gym

MOUNT DORA MIDDLE SCHOOL

Address: Grant Avenue
Activities: Gym, Cafeteria, Outdoor field, Basketball Courts

2. Current Needs

The city is currently reevaluating the parks and recreation facilities and programs through a city-wide master parks planning process. The final report has been drafted and presented to the City Council. Final decisions regarding this process will be made in the near term.

**TABLE VII-1
EXISTING RECREATION AND OPEN SPACE AREAS IN PLANNING AREA
MOUNT DORA COMPREHENSIVE PLAN**

Name	Owner	Use	Size(AC)
Community Parks			
Gilbert Park/Simpson Cove/Palm Island/Grantham Point		Picnic Areas, Historic Light House, Playground, nature trail, boat ramps, boat	23.32
Lincoln Avenue Recreation Center	City	Picnic, swimming pools, Tennis, handball/racquetball, baseball/softball,	37.00
Recreation and Nature Park – currently under construction	City	Playground, pavilions, parking, and restroom facilities.	32.00
Donnelly Park*	City	Shuffleboard, tennis, stage, fountain, community building	1.63
Elizabeth Evans*	City	Lawn bowling, picnic, gazebo, jetties	4.00
Subtotal			97.95
Neighborhood Parks			
Cauley Lott Park	City	Picnic, Pavilion, basketball, volleyball, equipped play area, shelters	2.14
Lillie Property (Adjacent to Cauley Lott Park)	City	Undeveloped	0.25
Childs Park	City	No facilities	0.11
Lake Franklin Park	City	No Facilities	0.22
Lake Gertrude Walkway	City	Lakefront Walkway	0.5 miles
Lions Memorial	City	Undeveloped	12.00
Stein Park	City	No facilities	0.58
Sylvan Park	City	No facilities	0.35
Simpson Park	City	No facilities	0.25
Hiem Field	City	Baseball/softball, bleachers, concession stand	4.00
Blair Park	City	No facilities	0.10
Pine Crest Park	City	No facilities	0.15
Frank Brown Field	City	Baseball/softball field	14.50
Mount Dora Basketball Court	City	Basketball courts	1.35
Ruthie Watson Park	City	Restroom, checker board tables, benches	0.18
Subtotal			<u>36.18</u>

Schools			
Mount Dora High School Recreation	School	Weightlifting, Gym	8.00
Mount Dora Middle School Play-ground	School	Gym, Cafeteria, field, basketball	6.00
Triangle Elementary School Play-	School	Active recreation	7.00
Mount Dora Bible School Playground	Private	Active recreation	20.00
Subtotal			41.00
Open Space			
Mount Dora Golf Course	City	Golf course, 18 holes, tennis	85.00
Chatauqua Park	City	No facilities	0.25
City Docks	City	Boat docks	0.27
Pine Forest Cemetery	City	No facilities	50.00
Forest Park	City	No facilities	12.00
Waite Preserve	City	No facilities	15.10
Chatauqua Wetland Preserve	City	No facilities	11.00
Subtotal			173.62
Community Centers			
Martin Luther King Center	City	Meetings, rec. programs	0.50
Downtown Community Building	City	Auditorium with stage	0.50
Subtotal			1.00
Total			359.57

Source: City of Mount Dora Planning and Development Department

* Although Donnelly and Evans Parks do not meet minimum size requirements for a community park, the location and facilities provided allow them to serve as a community park.

3. Evaluation

The city has ample land in the various park categories to satisfy the current park needs of residents in the city. Also, the city has enough developed recreation facilities to meet the current needs of residents.

D. FUTURE NEEDS

The amount of land owned by the city for recreation and open space purposes is adequate to satisfy the current population through the planning period. Future needs center around development of the park system and its facilities. The development of a diverse and comprehensive inventory of recreational facilities is complicated by the ever changing needs and demands of the population. The city will regularly inventory needs by way of citizen survey and/or other methods to ensure the best use of public funds and facilities

When deciding on funding priorities it is important to evaluate the resources available to avoid a duplication of spending or services. It is important to coordinate with both public and private interest to maintain and enhance the level of service for recreational facilities. The City will pursue formalizing existing informal agreements with the School Board for the use of school facilities for public recreational needs. It must be recognized that the full use of such shared facilities is not available to the public at will. Therefore, the proportional value of a School Board property in meeting a public recreational level of service will be based on the amount of time and conditions under which the facility is available.

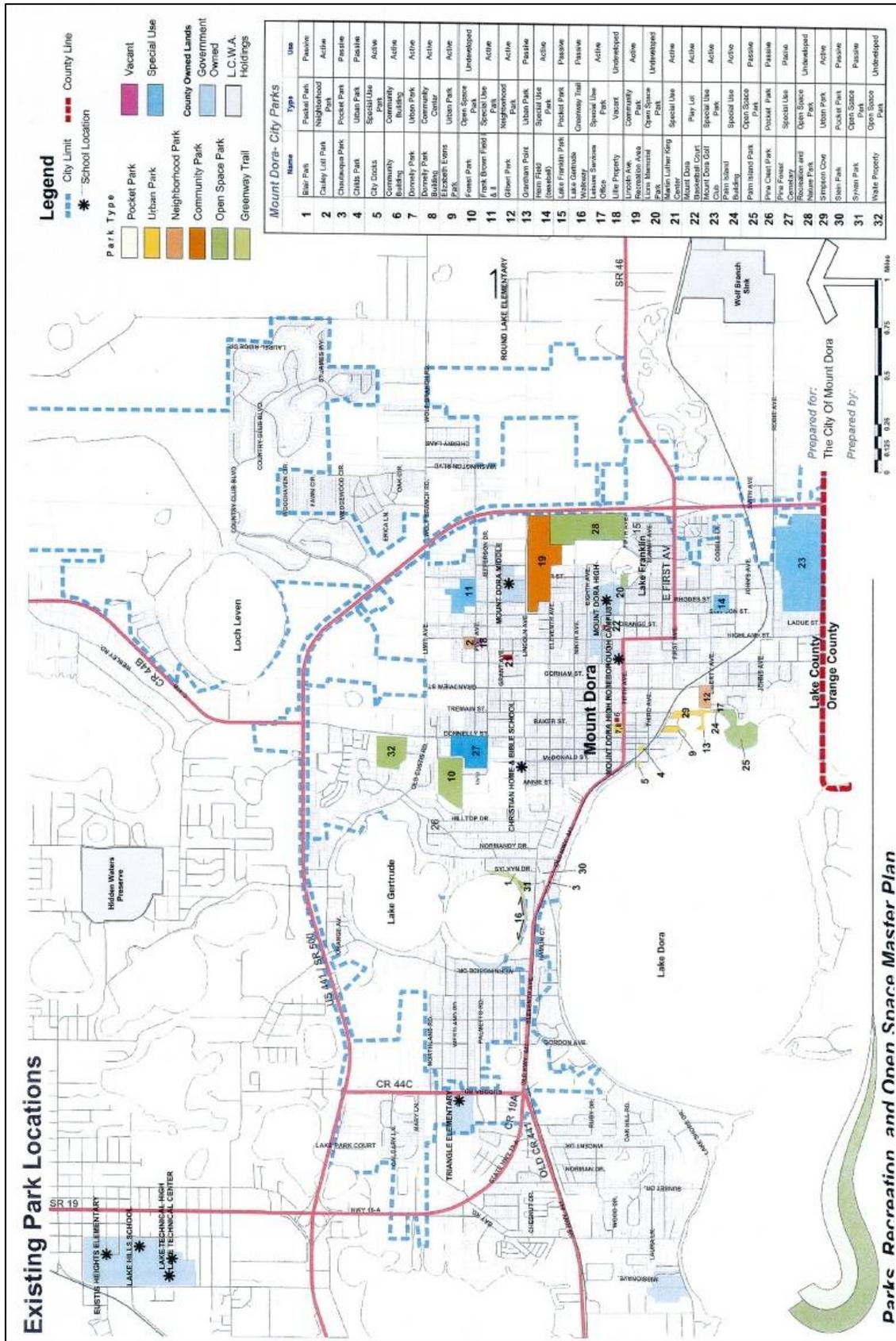
Private contribution to the recreational inventory can come by way of grants, contributions or donations but may also be required as a cost of development. Any new neighborhood parks required as a result of new development will be provided at the expense of said new development.

In order to assure a variety of activities in facilities, the best use of the land should be considered. Existing neighborhood parks will continue to be maintained and enhanced and emphasis will be placed on development of the community parks. Community parks can provide a wider range of amenities and opportunities for accessibility. The use of drought tolerant and native species will be emphasized. A tree planting program will also be implemented for City owned land.

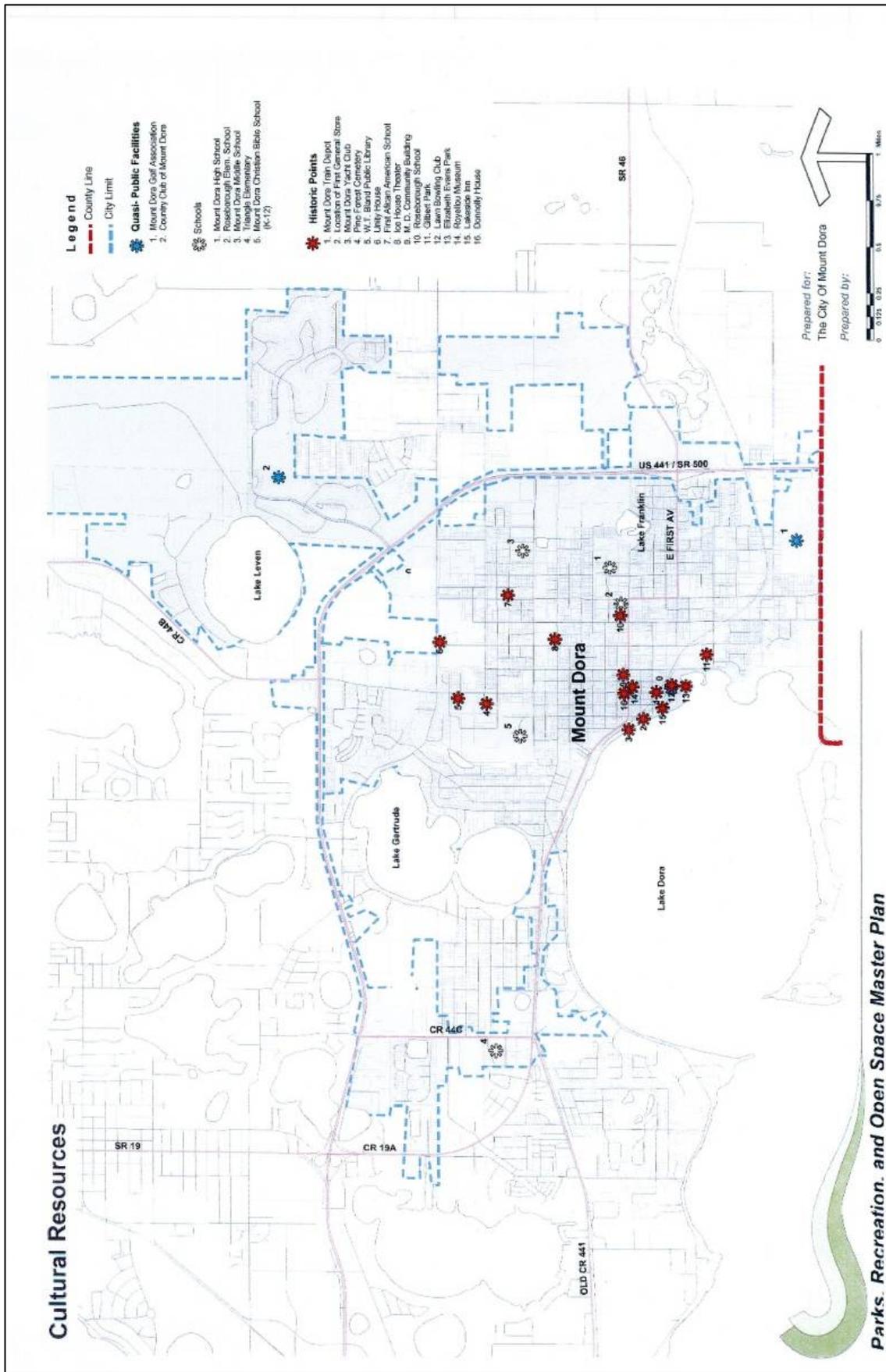
Map list

Map VII-1 – Existing Park locations

Map VII-2 – Cultural Resources

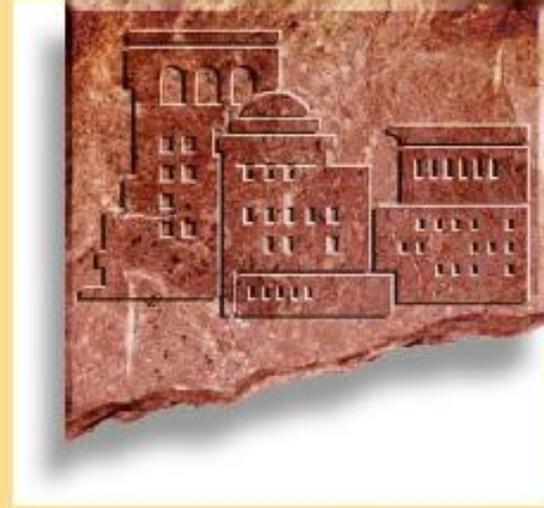


MAP VII EXISTING PARK LOCATIONS



MAP VII-2 CULTURAL RESOURCES

City of Mount Dora



Comprehensive Plan 2032

VIII. INTERGOVERNMENTAL COORDINATION ELEMENT

A. PURPOSE

The purpose of this element is to provide guidelines and mechanisms for coordination with other governmental agencies in the preparation and revision of comprehensive plans, in the review and approval of new development, and in the provision of services.

B. EXISTING CONDITIONS

1. Area of Concern

The City is continually working towards a self-sustainable community. The City will be working towards the development of several mixed use activity nodes, such as the Employment Center and downtown redevelopment. These various initiatives will require the implementation of mixed use master plans.

The area of concern for Mount Dora includes the following jurisdictions that are adjacent to the City: Lake County, City of Eustis, City of Tavares and Orange County.

2. Coordination Mechanisms

Shown in Table VIII-1 is a listing of all adjacent governments, school boards, other local government service providers, independent special districts, water management districts, regional planning agencies and State agencies with which the City coordinates, including agencies with land use or environmental regulatory authority, and authorities, independent special districts, and utility companies which provide services within the local jurisdiction. For each entity listed, a brief description of the existing coordination mechanisms is provided, including the subject, the nature of the relationship and the City office with primary responsibility for coordination.

C. ANALYSIS OF NEEDS

The existing coordination mechanisms described in Table VIII-1 have been effective in enabling the City to regulate growth, protect natural resources and provide necessary services and facilities in a coordinated manner with other jurisdictions and agencies. However, in order to meet future demands of growth effectively, it is expected that additional mechanisms will be needed as listed in Table VIII-1.

**Table VIII-1
SUMMARY OF EXISTING INTERGOVERNMENTAL COORDINATION MECHANISMS
MOUNT DORA COMPREHENSIVE PLAN**

Agency	Description of Existing Coordination Mechanism	Subject	Nature of the Relationship	City Office With Primary Responsibility
LOCAL				
Lake County	Interlocal Agreements	Animal Control	County/City animal control	Public Safety
	Interlocal Agreements	Cooperative Purchasing	Provides for quantity purchases at lower costs	Finance
	Interlocal Agreements	Fire Protection	Mutual aide fire protection	Public Safety
	Interlocal Agreements	Gas Tax	Additional 2 cent local gas tax divided between County and City	City Manager
	Interlocal Agreements	Library Service	Participation in countywide library service with local options	Leisure Services
	Interlocal Agreements	Solid Waste	Solid waste disposal service	Public Works
	Interlocal Agreements	Law Enforcement	Mutual Aide	Public Safety
	Interlocal Agreements	Joint Planning	Jointly plan and administer development approvals and long range planning within the planning area.	Planning and Development
	Informal	Property Appraisers	<u>Property Tax</u>	Planning and Development; and Finance Department
City of Tavares	Interlocal Agreement	Fire Services	Mutual Aide	Public Safety
City of Eustis	Interlocal Agreement	Utility Service Area	Established service area boundaries	Planning/Public Services
Orange County	Interlocal Agreements	Joint Planning	Provide joint review of land use/zoning and development issues	Planning
	Interlocal Agreements	Water & Sewer	Provide water and sewer service to Orange County	Public Services
	Interlocal Agreements	Fire Protection/EMS	Provide Fire/EMS services to Orange County	Public Safety
	Interlocal Agreements	Law Enforcement	Mutual Aide	Public Safety
FEDERAL				
Environmental Protection Agency	Federal Laws	Wetlands; Air Quality, Brownfields Program and Land Revitalization	Use of land development code to promote compliance of new development, <u>and grants for redevelopment opportunities</u>	Planning
Housing and Urban Development	Federal Laws; HUD 202 Program	Subsidized housing	Low-income apartment funded by HUD; City monitoring	NECRA City Manager
FEMA	Flood Insurance Program	Flood prone areas	Control of development in flood prone areas via City code	Planning
Army Corps of Engineers	Dredge and Fill Permits	Development of jurisdictional lands	Control of development in areas of COE jurisdiction via City monitoring of permits	Planning
US Fish and Wildlife Service	Endangered Species Act	Endangered Species	USFWS reviews Developments of Regional Impact (DRIs)	Planning

Agency	Description of Existing Coordination Mechanism	Subject	Nature of the Relationship	City Office With Primary Responsibility
US Census Bureau	Census	Demographic data	Bureau provides census data for City's use	Planning
STATE				
Department of Transportation	On-going Practice	Development review	DOT provides input regarding impact of proposed developments on State roads	Planning
Department of Economic Opportunity (formerly DCA)	Chapter 163 F.S. Statewide Agreement	Comprehensive Plan Disaster Response and Recovery	City to meet DEO requirements Disaster Response Procedures	Planning Public Safety
DEO	Chapter 380.06_ F.S.	DRIs	City to meet DEO requirements	Planning
Department of Environment Protection	Chapter 403 F.S.	Wetlands, water and sewer systems	County code and procedures support DER review	Planning/Public Services
Department of Health	Chapter 403 and 381 F.S.	Septic tanks	Compliance with DOH requirements needed for building permits	Planning/Public Services
DOH	Licensing Requirements	Group homes	DOH licensing required in addition to local zoning	Planning
Department of State Division of Historic Resources	Historic Preservation Support	Identification of historic resources	Proposed DRIs are reviewed in terms of historic resources, Coordinate local preservation efforts with the State as part of the Certified Local Government Program	Planning
REGIONAL/SPECIAL				
East Central Florida Regional Planning Council	Chapter 380 F.S.	DRI review	ECFRPC processes/reviews DRI proposals for recommendation to City	Planning
ECRPC	Chapter 163 F.S.	Comprehensive Plan	Review of City's plan for consistency with regional policy plan	Planning
ECRPC	Chapter 216 F.S.	Grants	Review of grant applications	Various
St. Johns River Water Management District	Chapter 373 F.S.	Development review and water conservation	SJRWMD review of development proposals affecting drainage systems under their authority; enforcement of water conservation requirements	Planning/Public Services
Lake County Water Authority	Interlocal Agreement	Aquatic weeds	LCWA is lead agency for aquatic plant control	Planning
Lake County Hospital Taxing District	Countywide Districts	Indigent health care	County provides facilities and serves through ad valorem taxes	City Manager
Lake County School Board	Informal Agreements	Recreation facilities	Working agreements to use school facilities for recreation	Leisure Services Department
UTILITIES				
Progress Energy	Franchise Agreement	Electric service	Agreement to provide Electric	Public Services
Concast	Franchise Agreement	Cable TV service	Agreement to provide cable TV	Public Services

Agency	Description of Existing Coordination Mechanism	Subject	Nature of the Relationship	City Office With Primary Responsibility
TECO Peoples Gas (Formerly Peoples Gas System, Inc.)	Franchise Agreement	Natural gas service	Agreement to provide natural gas	Public Services
Sumter Electric Cooperative, Inc.	Franchise Agreement	Electric service	Agreement to provide electricity	Public Services

1. Joint Planning Agreements

A Joint Planning Area Agreement has been negotiated with Orange County. Following several months of negotiations, the City and county agreed on what all feel is a unique approach to the issues faced in this process. In terms of joint planning, the jurisdictions adopted a 50 year agreement which requires the county to enforce the City’s design and density standards within the JPA. Additionally, the County will allow a City representative to participate in the County’s development review process to ensure that City standards are met. In terms of utilities, the City agreed to provide water and sewer service to the area for a 50-year term. At the end of the 50 years, if the County is prepared to serve the JPA with these services, the City will retain all customers being served at that time. This agreement allows the City to control the appearance of the development, which will act as a southern entrance to the City. Additionally, it provides the City with a reliable revenue stream to bond water and sewer improvements to serve the development.

A Joint Planning Agreement has been adopted with Lake County. This agreement addresses density, intensity and location of uses within the planning area. Additionally, the agreement requires a joint review of all development to ensure compatibility with the most stringent of City and County regulations.

The City has also adopted a water and sewer territorial agreement with the City of Eustis. This agreement establishes a joint boundary for water and sewer services to ensure efficient delivery of these services. The agreement prohibits either jurisdiction from providing service or annexing across the service line without mutual consent.

2. Emergency Services Agreements

Interlocal agreements to provide joint fire response are in place with the cities of Eustis and Tavares. The City also has an agreement with Orange County to provide fire service to a small area of northwest Orange County. The City is currently working with Lake County to negotiate an agreement similar to those with Tavares and Eustis. Additionally, the Police Department has a mutual aid agreement with the Lake and Orange Counties Sheriff’s Departments to provide service on an as-needed basis.

3. School Board Agreements

While informal working agreements currently exists for the use of school facilities for recreation, consideration should be given to expanding and formalizing these agreements to optimize the use of available facilities. An interlocal agreement with the Lake County School Board has been completed. The City will keep the Lake County School Board advised as to new developments and development patterns to aid in the planning of school

expansions and new schools. Similarly, the School Board will keep the City informed of their plans and needs for new facilities and sites. An agreement to include the school board in the development review process on a regular basis is beneficial to both parties.

Specific problems and needs identified in all elements of this plan would benefit at least indirectly from improved or additional intergovernmental coordination. As previously identified, land use decisions and the protection of natural resources would benefit from planning agreements with other local governments. Such agreements would also allow for more efficient provision of facilities and services including roads, water, sewer, parks, recreation, schools and public safety. Housing needs could also be addressed more economically with joint intergovernmental efforts.

D. CONSISTENCY WITH OTHER PLANS

1. Areas of Concern

The growth and development proposed in the comprehensive plans of Lake County, Orange County, Eustis and Tavares does not conflict with this plan. Continued monitoring of these plans as they are reviewed, approved and revised will be needed to ensure consistency among the plans. Implementation of the plans through land development regulations and other programs will also need to be coordinated. Inter-local agreements for planning are vital requirements for this effort.

2. Consistency With Regional Policy Plan

The Comprehensive Regional Policy Plan of the East Central Florida Regional Planning Council has been reviewed. The policies and intents contained therein are consistent with those of the City. While some inventory requirements may be difficult to accomplish, the City will continue to pursue the applicable strategies of the Regional Plan within the limits of its capabilities and resources. Regional policies will continue to be monitored to ensure consistency.

3. Areas of Critical State Concern

There are no known areas of critical state concern identified within the Mount Dora planning area.

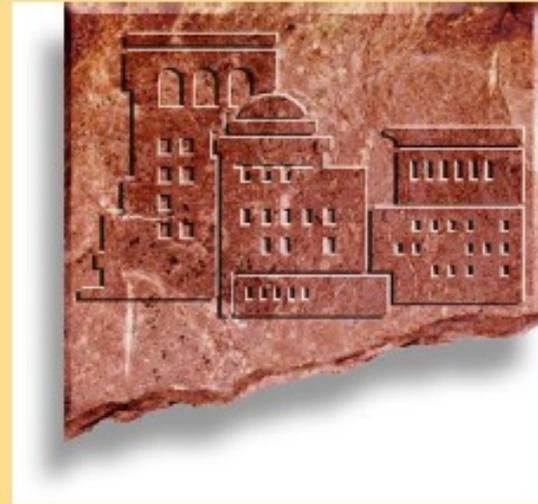
4. The Community Planning Act

The passage of the 2011 Community Planning Act Growth shifted from State oversight to local government control of the planning and growth management process. The State's new role is to focus on "protecting the functions of important state resources and facilities" (§163.3161(3), F.S). The Act's purpose moves from "control future development" to "manage future development consistent with the proper role of local government" (§163.3161(2), F.S). Several planning function changes include:

- Comprehensive Plan Amendment Process - Expedited Review;
- Small Scale Amendment Process;
- EAR-Based Amendments - a notification letter submitted to the State Land Planning Agency every seven years if determined by a local government to be necessary;
- Land use need and population projections; and
- Concurrency changes.

Capital Improvements Element IX

City of Mount Dora



Comprehensive Plan 2032

IX. CAPITAL IMPROVEMENTS ELEMENT

A. PURPOSE

The purpose of this element is to summarize the need for public facilities, to estimate the cost of needed facilities and improvements, to identify funding sources, to provide policy direction, and to schedule the funding and construction of improvements on a priority basis to carry out the Comprehensive Plan. Facilities will be provided either by property owners and/or developers as they develop their property in order to meet the requirements of the City's Land Development Code; or facilities will be provided by public agencies, including the City.

B. STANDARDS

The following standards are used by the City in planning for and providing the services listed:

1. Roads

Roads will operate at level-of-service standards as identified in the Transportation Mobility Element or better. Roads will be maintained so as to be clean and to move traffic in a safe and efficient manner.

2. Housing

The following definitions are used to describe housing conditions:

- a. **Standard:** Those structures that have no visual defect or only slight defects, and can be repaired by the average homeowner.
- b. **Deteriorating:** Those structures which have no more than two major defects, which indicate a prolonged lack of regular maintenance, or which cannot usually be repaired by the average homeowner.
- c. **Substandard:** Those structures which have one or more critical defects which would prevent a structure from providing safe and adequate shelter for its occupants.

3. Sewer Service

Central sewer service will be provided to developing areas as sewer system expansion permits. Treated effluent will meet all required standards. Capacity planning will be based on 300 GPD per equivalent residential unit.

Septic tanks may be permitted where soil conditions are suitable and other applicable requirements are met and connection to a sewer system is not feasible.

4. Solid Waste

In order to properly collect and dispose of garbage and trash, pick up will be provided at least one time per week. Waste disposal will be provided by existing landfills which have adequate capacity to handle the waste generated by Mount Dora well into the future. The current level of service is 7.1 lbs. per ERU per day.

5. Drainage

Drainage for all areas will be properly handled to ensure no degradation of water quality in water bodies and no negative impact on other properties. Standards for drainage will require that post-development stormwater runoff rates, velocities and volumes not exceed pre-development conditions.

6. Water Service

Central water service will be provided to developing areas as water system expansion permits, at the rate of 350 GPD per equivalent residential unit per capita. Private wells may be permitted where applicable requirements are met.

7. Recreation and Open Space

Recreation and Open Space is provided based on the following standards:

- a. Community Park: Designed to serve residents of several neighborhoods and users of citywide programs and leagues.
 - 1) Location - Adjacent to middle and/or senior high school when feasible; good citywide access with frontage on collector street desired.
 - 2) Service Area - One-half to 3-mile radius.
 - 3) Population Served - Up to 10,000 with 2 acres per 1,000 served.
 - 4) Size - New parks should be a minimum of 5 acres if adjoining school; 10 to 20 acres if separate.
 - 5) Facilities - Play apparatus, sports courts and fields, multipurpose courts and fields, picnic tables and pavilions, grills, passive areas, pools, landscaping, parking, rest rooms, concession stands.
 - 6) Responsibility - Public.
- b. Neighborhood Park: Designed to serve residents of one or a few neighborhoods.
 - 1) Location - Adjacent to elementary school when feasible; good neighborhood pedestrian and bike access needed, with frontage on collector street desired.
 - 2) Service Area - Up to one-half mile radius.
 - 3) Population Served - Up to 5,000, with 2 acres per 1,000 served.
 - 4) Size - New parks should be a minimum of 2 acres if adjoining an elementary school; 5 to 10 acres if separate.

- 5) Facilities - Play apparatus, sports courts and fields, multipur-pose courts and fields, picnic tables and pavilions, grills, passive areas, landscaping,
- 6) limited parking.
- 7) Responsibility – Public

8. Public School Facilities

An understanding of population and demographic composition, future projections, and an analysis of needed capital improvements and incoming revenue will be maintained as a requirement in planning for and sustaining an efficient, successful public school system that can appropriately handle the influx of students.

C. EXISTING CONDITIONS ANALYSIS

Existing Services and Facilities

- 1. The general condition of the City's existing public services and facilities is summarized below. The City's improvements include sidewalk replacement and streetscape projects in the downtown area. The City will continue to monitor transportation needs and existing and potential deficiencies and address those issues in the Five-Year Capital Improvement Program. Additional details are contained in the respective comprehensive plan elements.
 - a. Roads: Roads in the Mount Dora planning area currently meet the service standards and travel demands of the current population. No significant deficiencies or reductions in level-of-service are apparent at this time.
 - b. Housing: Standards embodied in the Florida Standard Building Code and the standard Housing Code are enforced by the City of Mount Dora as minimum housing standards. Housing meeting minimum standards has no visual defect or only slight defects and can be repaired by the average homeowner. Housing is standard or far above standard throughout most of the City. Efforts will continue to remove substandard housing at the owner's expense.
 - c. Sewer (Wastewater) Service: The existing wastewater facilities serve a population of approximately 13,186. The current annual average daily flow for the wastewater system is approximately 1.2_mgd. -Currently, the City owns and operates two wastewater treatment plants. The total capacity of both plants is 2.75 MGD.
 - d. Potable Water Service: The potable water system provides adequate service for the current population. The existing potable water facilities serve a population of approximately 21,916. The current annual average daily demand for the potable water system is 3.0 million gallons per day (mgd).

- e. **Solid Waste:** The City has eliminated the City owned garbage service and now contracts directly with a private waste hauler. The current level of service is 7.1 lbs. per ERU per day. The City’s contractor hauls the waste to a private transfer station in Orange County where it is transferred to larger trucks for transport to a landfill in Okeechobee, Florida. This landfill has a projected service life of more than 50 years. The City will continue to monitor the performance of its solid waste service providers and evaluate disposal options as needed to meet demand and evolving regulations.
- f. **Drainage:** Portions of existing drainage systems are inadequate, and existing conditions are unacceptable. Specific problem areas and proposed improvements are listed and prioritized in the Stormwater sub-element of this plan. Problems associated with the City's current stormwater management system are addressed in the Master Stormwater Management Plan completed in 1992. The adopted stormwater standards for new development are equal to or greater than those of the Water Management District.
- g. **Recreation and Open Space:** The City's adopted standards are adhered to, but upgrades are desired.
- h. **Public Schools:** The City is currently served by three elementary schools, one middle school and one high school. Triangle Elementary School has a student capacity of 995; Round Lake Elementary School has a student capacity of 871; Sorrento Elementary School has a student capacity of 1,041; Mount Dora Middle School has a student capacity of 1,241; and Mount Dora High School has a student capacity of 1,367.

2. Existing Funding Sources

The following revenue sources and funding mechanisms are currently used by the City for the General Fund:

- a. **Property Taxes:** These are ad valorem taxes on real estate, and include interest on those taxes.
- b. **Franchise Taxes:** Included are taxes for electric, gas, telecommunications and sanitation franchises.
- c. **Utility Service Taxes:** These are taxes for electric, water and gas services.
- d. **Licenses and Permits:** Fees are collected for County and City licenses, building permits, garage sales, occupational licenses and peddler's permits.
- e. **Intergovernmental Revenues:** This source covers revenues collected by other agencies and passed on to the City, such as County gas tax, State revenue sharing telecommunications and sales tax. Grants are also included in this source of revenue.

- f. Charges for Services: Included are public safety fees, recreation fees, park fees, land use review fees and fees for the use of public buildings.
- g. Fines and Forfeitures: Parking fines, library fines and code enforcement fines are included.
- h. Miscellaneous Revenue: This source includes cemetery lot sales, donations, rental and interest income, insurance rebates and several others.
- i. Enterprise Funds: The City receives revenue from various enterprise funds, using those revenues for purposes identified within each enterprise. Included are electric utility revenue, water and sewer revenue, sanitation revenue, and grants.

3. Existing Financing Methods

The City currently has no long-term debts in its General Fund. Short-term loans in the form of renewable notes are used to purchase some major equipment items.

4. Tax Base

During the last ten years, assessed property values have increased from \$525,275,803 in 2002 to \$869,450,079 in 2011, an increase of more than 65%, but a decrease of 19% in 2007. Overall taxable property values are expected to continue to decline from current levels due to the downturn in the overall housing values and the effects of Amendment One and subsequent state action governing property values. The trend in assessed values usually lags the market by one to two years.

D. FUTURE NEEDS

Based on the land use and population projections shown in the Future Land Use Element, various capital improvements will be needed during the planning period. The required improvements are described on the following pages. Table IX-I provides a summary of estimated costs and potential funding sources.

Capital facilities include buildings, site improvements, system improvements and major equipment. It is the intent of this Comprehensive Plan that operating and maintenance costs will be paid for by the City, but that new capital costs necessitated by new growth will be paid for by that new growth.

Table IX-I
PROJECTED CAPITAL IMPROVEMENTS (FY 2012-2017)
MOUNT DORA COMPREHENSIVE PLAN

Item	Total	Year 1	Year 2	Year 3	Year 4	Year 5
East Area Water Plant	150,00,000	1,500,000				
Lincoln Ave./Renninger Project	4,600,000			4,600,000		
Water Main Distribution Upgrades	1,250,000	250,000	250,000	250,000	250,000	250,000
Water Treatment Plant Improvements	850,000	150,000	100,000	200,000	200,000	200,000
WTP - Elevated Tank	60,000	60,000				
WTP - Pump Building	750,000	750,000				
WTP - Lift Station Tie-In	100,000		100,000			
WTP - New Office	100,000			100,000		
Wastewater Collection Improvements	2,000,000	400,000	400,000	400,000	400,000	400,000
Lift Station Upgrades	300,000	60,000	60,000	60,000	60,000	60,000
Wastewater Treatment Plant II Upgrade	159,000	78,000	81,000			
Water SR 44 Utility Relocation	200,000			200,000		
Water US 441 Utility Relocation Phase I	250,000				250,000	
Water US 441 Utility Relocation Phase II	2,400,000					2,400,000
Lake Dora Water Quality Project	775,000	100,000	125,000	100,000	250,000	200,000
7th Ave. Stormwater Improvements	500,000	500,000				
Stormwater Small Projects	500,000	100,000	100,000	100,000	100,000	100,000
11th and Baker Pipe Installation	50,000	50,000				
Old 441 & Lucerne Junction Box	50,000	50,000				
Clayton & 1st Pipe Upsizing	75,000	75,000				
SR 44 Utility Relocation	94,500				94,500	
Pine Street (Wardell to 441) Pipe Installation	100,000				100,000	
Stormwater US 441 Utility Relocation Phase I	250,000				250,000	
Stormwater US 441 Utility Relocation Phase II	1,100,000					1,100,000
Total Cost	\$16,513,500	\$4,123,000	\$1,216,000	\$6,010,000	\$1,954,500	\$4,710,000

Source: City of Mount Dora Finance Department - CIP

1. Roads

In order to maintain the integrity of US Hwy 441 as an arterial thoroughfare, an extensive program of access improvement and control has been undertaken as part of widening the facility. Driveway access directly to this facility is minimized where possible, and the number of median cuts are limited. Left-turn movements are primarily limited to a select number of major roadway intersections; and these intersections are be carefully planned and designed. Any new development will be required to provide necessary rights-of-way and improvements so that there will be no capital costs to the City.

The City of Mount Dora has endorsed multimodal transportation systems. As identified in the Future Land Use Element, the City's Mixed Use designations are located in areas intended to take advantage of existing infrastructure and capacity, thus reducing urban sprawl. The mixed use component is critical to this scenario to reduce vehicle trips and not adversely affect the arterial roadway system. The Mixed Use districts are located directly adjacent to the proposed Wekiva Trail. This regional trail will connect Lake Sumter, Orange and Seminole counties when completed. The City and Lake county have entered into an agreement with Florida Central Railroad that maps out the process for acquisition of this right-of way for trail and shared rail and trail use.

Another reason in locating the Mixed Use districts in their proposed locations is to take advantage of the upgrades to the rail corridor in anticipation of commuter rail being available to Mount Dora. The City has partnered with the Florida Central Railroad, Lake and Orange Counties, as well as Tavares, Eustis, Apopka, Orlando and Winter Garden to assist in funding upgrades to the facility to accommodate a future commuter rail connection. The City's Envision Mount Dora Plan has also proposed a multimodal station at the Golden Triangle Mixed use district to accommodate a rail stop and connection to bus lines and trail systems. The Downtown District is directly adjacent to the rail line as is the Highland Street District.

To provide access to the Wekiva Trail, Lake Express bus routes and future commuter rail, the City has developed and is implementing a Trails Master Plan to ensure connectivity to multi-modal transportation alternatives thus reducing vehicle trips. The backbone of the City's trail system is funded and scheduled to be constructed in 2013. This includes the Lincoln Avenue Trail and Tremain Street Greenway. These two trails will connect he downtown commercial district to a transportation disadvantaged, low income area of the City that is directly adjacent to Mount Dora Middle School and the Lincoln Avenue parks complex (the areas regional park) and two blocks from Mount Dora High School. These trails will provide residents easy (non-motorized) access between two of our busiest activity centers.

2. Housing

The removal of substandard housing units will continue to be at the property owner's expense, with no capital costs to the City. The City expects to continue its involvement with the Community Development Block Grant Program and other housing assistance programs as available to address housing problems.

3. Sewer Service

The City has recently completed an additional wastewater treatment facility with 1.25 million gallons of capacity. Costs for any extensions of the collection system necessitated by new development will be paid by that development. Replacement of sewer lines is conducted on an as needed basis.

4. Potable Water Service

The City's central water system has adequate capacity to serve projected growth well beyond the planning period. Planned water system improvements consist of extensions and improvements to existing major and minor transmission lines inside the City limits. Extensions of transmission lines to serve new developments will be installed by the developers if such are needed before the City can provide them.

5. Solid Waste

Based on current policies and standards, no capital improvements are anticipated for solid waste service during the planning period. All costs are expected to be paid by the users of the service.

The City's solid waste (approximately 7.1 pounds per day for the average household) will be disposed of by the City's solid waste hauler as appropriate. The City has implemented a recycling program for newsprint, plastic, glass and aluminum products.

6. Recreation and Open Space

Planned recreation improvements and estimated costs for the planning period will be developed through the master parks plan that is currently being developed. Funding will come mostly from the City's general fund, the one-cent sales tax, and impact fees. Donations, contributions and grants will also be pursued. The existing neighborhood parks will continue to be maintained and enhanced; however, emphasis will be placed on development of the community parks.

7. Public Schools

The City, Lake County, and Lake County School Board entered into an interlocal agreement in 2003, recently amended in 2008, for school facility planning and siting. This agreement should be revised to reflect removal of the schools facilities element.

E. PROJECTED REVENUES

The City has estimated revenues from its primary sources, General Fund and Utility Fund, for each of the five years in the short-term planning period. The estimated revenues are shown in Table IX-II.

**Table IX-II
PROJECTED REVENUE & EXPENDITURES (FY 2012-2017)
MOUNT DORA COMPREHENSIVE PLAN**

Item	Year 1 2012/2013	Year 2 2013/2014	Year 3 2014/2015	Year 4 2015/2016	Year 5 2016/2017	Total
Expenditures						
Water, Wastewater, & Reclaimed, Expenditures	3,623,000	991,000	5,810,000	1,160,000	3,310,000	14,894,000
Stormwater Expenditures	875,000	225,000	200,000	794,500	1,400,000	3,494,500
Roadway Expenditures	1,185,500	970,000	1,155,000	591,000	2,034,000	5,935,500
TOTAL	5,683,500	2,186,000	7,165,000	2,545,500	6,744,000	24,324,000
Funding						
Water, Wastewater, & Reclaimed Operating Funds	2,413,000	1,166,000	1,335,000	910,000	910,000	6,734,000
Stormwater Funds	1,032,50	275,00	200,00	544,50	300,00	2,352,00
Discretionary Sales Tax	1,082,500	1,027,500	770,000	750,000	780,000	4,410,000
Grants	50,000	490,000	979,000		662,000	2,181,000
Designated Capital Fund	150,000	310,000	50,000	75,000	25,000	610,000
Outside Financing	1,500,000		4,600,000	500,000	3,500,000	13,556,000
TOTAL	5,195,500	2,993,500	7,734,000	2,235,000	5,877,000	27,491,000

Source: City 2012-2013 Budget - CIP Program Recap Table (pg IV-24) -5-Year Plan 2013-2017.