



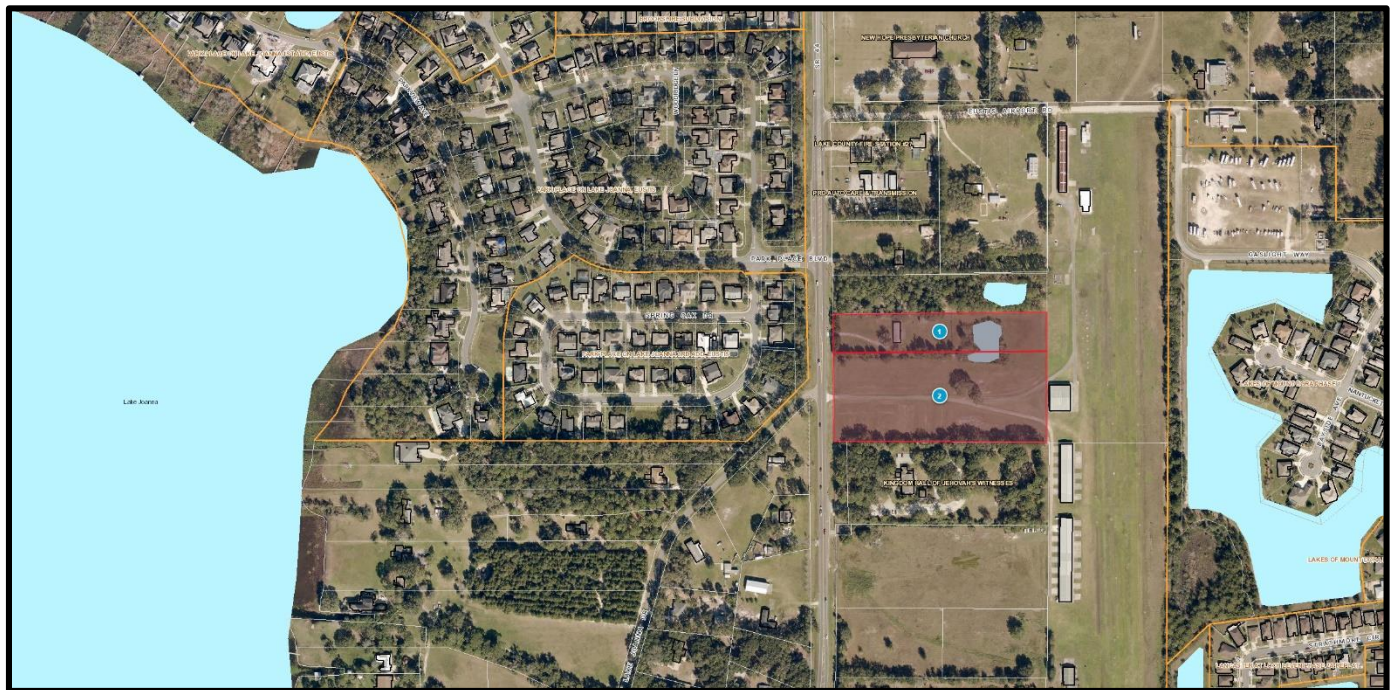
City of Eustis

P.O. Drawer 68 • Eustis, Florida 32727-0068 • (352) 483-5430

TO: EUSTIS CITY COMMISSION
FROM: TOM CARRINO, CITY MANAGER
DATE: JULY 20, 2023
RE: RESOLUTION NUMBER 23-53: PRELIMINARY SUBDIVISION PLAT FOR HUDDLE HOMES MIXED-USE PROJECT AT 19040 STATE ROAD 44 (ALTERNATE KEY NUMBERS 2612533 AND 2612517)

Introduction:

Resolution Number 23-53 approves a preliminary subdivision plat for the Huddle Homes mixed-use project (40 townhome dwelling units and 8,840 square-foot Huddle Eats commercial establishment) on approximately 9.37 acres located on the east side of State Road 44, just over 700 feet south of Eustis Airport Road (Lake County Property Appraisers' Alternate Key Numbers 2612533 and 2612517).



Recommended Action:

The administration recommends approval of Resolution Number 23-53.

Background:

Pertinent Site Information:

- a. The subject property comprises about 9.37 acres, which currently has one single-family dwelling unit on the more northern of the two subject properties. This home is proposed to be removed for this project.
- b. The site is within the Mixed Commercial Residential (MCR) land use district, which allows attached residential dwelling units, as well as restaurant and commercial uses.
- c. The property is within the Suburban Neighborhood Design District.
- d. The site and surrounding properties' land use, design district designations, and existing uses are shown below:

Location	Existing Use	Future Land Use	Design District
Site	Single Family Residential and Vacant	Mixed Commercial Residential (MCR)	Suburban Neighborhood
North	Undeveloped	Lake County Urban Low	N/A
South	Church	Lake County Urban Low	N/A
East	Airport	Mixed Commercial Residential (MCR)	Suburban Neighborhood
West	Single Family Residential Subdivision	Suburban Residential (SR)	Suburban Neighborhood

Proposed Development:

The proposed development is 40 dwelling units in the style of townhomes (conforming with the Suburban Neighborhood design district and Section 110-4.5, Townhouse lot type) as well as 8,840 square-foot Huddle Eats commercial establishment. Exhibit A of the Resolution document shows the project layout and other basic information, including the following development characteristics:

Subdivision Component	Code	Provided
Gross Area	n/a	9.37 acres
Net Area (gross area less wetlands, water bodies)	n/a	8.9 acres
Lot Typology	Townhome Lot	40 Townhome units
Density	12 dwelling units/acre maximum	5 dwelling units/acre
Open Space	25% minimum for residential / 20%	3.409 ac (about 36% of total gross project area)

	minimum for commercial (25% of total gross area (9.37 ac) is 2.3425 ac)	
Park Space	0.5 acres for 25-49 units/lots	0.694 acres
Landscape Buffers	15-24 feet adjacent to public r/w	15 ft landscape buffer along SR 44

Waivers:

No waivers are requested and this proposed preliminary subdivision plat is meeting all City requirements in the Code of Ordinances and Land Development Regulations as well as the Florida Statutes at this time.

Analysis of Request According to Applicable Policies and Codes:

Comprehensive Plan - Future Land Use Element Appendix; Land Development Regulations Section 109-2.6, 109-3, 109-4: Mixed Commercial / Residential (MCR)

This land use designation is intended to regulate the character and scale of commercial uses so as to minimize their impacts on adjacent roadways and to promote their compatibility with adjacent or nearby residential uses.

General Range of Uses: This category accommodates a mix of residential, commercial, office, institutional, and schools. Public and utility services that are 5 acres or less in size are also permitted.

Maximum Density: Residential densities may not exceed 12 dwelling units per net buildable acre.

Intensity Range: up to 2.5 FAR subject to restrictions in Section 109-3 of the Land Development Regulations.

Mix Requirements: There are proportional requirements and limitations regarding the amount of residential and non-residential uses allowable in an area designated MCR. For the mixed land use category MCR, the city establishes, and shall monitor on a citywide basis, a mix of uses as follows:

Residential: 15% - 25% of total MCR acreage

Commercial/Office: 75% - 85% of total MCR acreage

The composition of the mix for each proposed development will be determined on a case-by-case basis during the development review process. Specific uses permitted will be monitored by the City to ensure continuity and compatibility with adjacent land uses. Individual properties may develop residentially or commercially, provided that all applicable criteria set forth herein are met.

Special Provisions:

(1) Future amendments to designate areas as MCR shall be permitted only along arterial and collector roads and in certain neighborhoods which meet the following conditions:

a. where the arterial road frontage is generally undeveloped, residential development may be feasible and will be encouraged;

b. strip commercial development shall be minimized, including actions that would extend or expand existing strip development;

c. the arterial road frontage contains an existing mix of viable commercial and residential uses;

d. the clustering of viable commercial businesses within or adjacent to residential neighborhoods is determined to not have a detrimental visual or operational impact on such adjacent or nearby residential uses;

(2) Developments within the Wekiva Protection Overlay that include longleaf pine, sandhill, sand pine and xeric oak communities shall protect these areas as dedicated open space or conservation easements, with total open space equal to at least 35% of the net buildable area.

The preliminary subdivision plat provides for attached homes in the style of townhouses in a Mixed Commercial Residential (MCR) land use district, which permits this type of housing.

The maximum residential density of the Mixed Commercial / Residential future land use district is 12 dwelling units per acre, the subdivision proposes a density of 5 dwelling units per acre. This is determined by taking the overall project area of 9.37 acres and subtracting out the 1.553-acre commercial tract/parcel to be created, which yields 7.819 acres non-commercial. 40 dwelling units on 7.819 acres is about 5 dwelling units per acre for a density.

The proposed plan is consistent with the Mixed Commercial Residential land use per the Future Land Use Element Appendix of the Comprehensive Plan and the Land Development Regulations.

- n. Land Development Regulations – Design Districts Section 109-5.5 Suburban development patterns: Intent. The suburban development pattern relies primarily on a pattern of residential development that provides the majority of property owners with substantial yards on their own property. The street layout, comprised of streets with fewer vehicular connections, helps to reduce cut-through traffic and establishes distinct boundaries for residential communities/subdivisions. Nonresidential uses are primarily located in corridors, and districts, and a mix of uses is prominent in centers. Each land use provides for pedestrian and bicycle connections.

The subdivision layout meets the intent of the Suburban Neighborhood development district. One subdivision entrance is provided on the east side of State Road 44 (the west side of the project boundaries). Sidewalks are provided throughout the subdivision and there is an existing 5' sidewalk easement along State Road 44.

- i. Land Development Regulations – Building Lot Types – Section 110-4.5 Townhouse Lot Minimum house lot requirements in Suburban design districts include the following: Width of 22 feet; Depth of 80 feet; Square Footage of 1,760 feet

Minimum setback requirements for Townhouse Lots in Suburban design districts include the following: No Common lot setback; Alley/Rear setback of 15 feet.

The subdivision plat proposes Townhouse Lot typologies. Under Section 109-5.6, the Suburban Neighborhood Design District, Townhouse or apartment lot typologies are permitted only on parcels with an MCR land use designation or as a part of a mixed-use project that requires a minimum of 15 percent of the development acreage to be devoted to nonresidential support uses.

The lot type in an area with nearby community service and shopping uses will provide housing options for a niche market (those pursuing home ownership versus apartment living yet seeking access to amenities). Providing diverse housing options is consistent with the goals and objectives of the Comprehensive Plan Housing Element in meeting projected demand and accommodating the needs of the various household types and income groups characteristic of the city and planning area. (HOUSING GOAL HSG 1 & OBJECTIVE: HSG 1.1).

- d. Land Development Regulations – Chapter 115 General Building and Site Design Standards

Section 115-3.2. (a), (b) and (c) address suburban districts and residential compatibility as follows:

Sec. 115-3.2. - Suburban districts.

- (a) *Suburban residential compatibility.* The maximum residential density permitted within any suburban design district shall be consistent with the maximum density of the applicable land use district assigned to each property.

The maximum residential density of the Mixed Commercial / Residential future land use district is 12 dwelling units per acre, the subdivision proposes a density of 5 dwelling units per acre. This is determined by taking the overall project area of 9.37 acres and subtracting

out the 1.553-acre commercial tract/parcel to be created, which yields 7.819 acres non-commercial. 40 dwelling units on 7.819 acres is about 5 dwelling units per acre for a density.

(b) When any suburban design district abuts an existing development in a suburban district, and proposed new residential lots will share a common boundary with existing or platted lots:

(1) The width of the new lots may be no more than 150 percent of the width of the existing or platted lots, unless:

(a) The existing or platted lots are non-conforming to the suburban design district standards;

(b) Central sewer service is not available.

(c) When any suburban design district abuts a rural design district, and proposed new residential lots will share a common boundary with existing or platted lots:

(1) The width of the new lots may be no less than 75 percent of the width of the existing or platted lots; unless:

(a) A landscape buffer (10 to 15 feet wide) is provided between the new lots and existing or platted lots; or

(b) Park space as permitted by Section 115-8.3. is provided between the new lots and existing or platted lots.

The surrounding properties are all within a suburban design district.

Section 115-4.2.1. (and Comprehensive Plan Policies FLU 5.2.1 and 5.2.9) includes general site design criteria to respect the natural topography of the site and follow the outlined four-step design process. Compliance as is demonstrated as follows:

Sec. 115-4.2.1. - All districts.

(a) General site design criteria. Proposed development plans must be organized into three components: 1) wetlands and water bodies; (2) open space; and (3) developed areas. The plan design must respect the natural topography of the site and generally follow the four-step design process described below:

(1) Step 1 - Delineate open space areas as outlined below: a. Create or add to a larger contiguous off-site network of interconnected open space, particularly existing habitats and opportunities for restoring native habitats. b. Create connected and integrated open space within the development to the maximum extent practicable based on the context-sensitive site design standards and priorities below: 1. Protect listed species. 2. Create/enhance connectivity. 3. Protect native habitat. 4. Restore native habitat.

The proposed project plan provides for 3.409 acres of open space in total, as part of Tracts B, C, D, and E. Two separate park areas are provided, both on the northern portion of the project.

Tract Data & Use Description			
Tract ID	Description	Area	
		SF	AC
A	Commercial Parcel	67,640	1.553
B*	Storm & Flood Facilities, Landscaping, Utilities, Park, & Open Space	119,576	2.745
C	Landscaping, Utilities, Open Space, & Park	5,519	0.127
D*	Storm & Flood Facilities, Conservation, Landscaping, Utilities, Park, & Open Space	21,436	0.492
E	Landscaping, Utilities, Open Space, & Park	1,962	0.045
R.O.W.	Road, Sidewalk, Parking, & Utilities (HOA Maintained, Private)	83,741	1.922
Lots	Residential Lots	108,374	2.488
Total:		408,248	9.372

* - To be covered by drainage & utility easements

<u>Park Size Tabulation</u>	
Park Area Required	
Subdivision Size	Min. Park Size
25-49 Subdivision Lots	1/2 AC
Park Area Provided	
Park Area Provided	Area (AC)
1	0.337
2	0.357
<u>Total</u>	<u>0.694</u>

Attention was given to providing for tree preservation, to the extent possible, but the site currently has very few trees and is not very heavily wooded. The plan provides for the retention of native trees that would remain viable post-development, and the landscape plan provides for the planting of new native species. There is a 15-foot landscape buffer on the western side of the project along State Road 44 and a 10-foot landscape buffer along the northern, southern, and eastern boundaries of the project.

(2) Step 2 - Define development areas in such a way as to preserve the function, purpose, and integrity of the natural features of the land, the on-site natural resources, and the environmental systems to the maximum extent practicable.

The engineer designed the site to match the existing grade as much as possible.

(3) Step 3 - Align streets and trails to avoid or at least minimize adverse impacts on designated open space. The streets and trails shall provide external and internal connectivity and the street layout of subsequent phases shall be coordinated with the street system of previous phases.

The site is currently not very heavily wooded and does not provide functional open or park space. The street layout and greenway have been designed to provide both external and internal connectivity. Subsequent phases are not proposed.

(4) Step 4 - Lots lines and building placement should be added as the last step in the design process.

Sections 115-7, 8, and 9 outline standards for transportation, parks, and landscaping. A Tier 1 Traffic Impact Study with a minimum of one-mile impact area was prepared by Traffic Planning and Design, Inc. (Turgut Dervish, P.E.) for the project and submitted for review by the city's transportation consultant, Kimley-Horn. Kimley-Horn found no issues or concerns in their review of the traffic study.

The traffic study conclusions stated the following:

- **The proposed development is estimated to generate 869 new net daily trips, 83 A.M. new net peak hour trips, and 86 P.M. new net peak hour trips.**
- **The roadway segment capacity analysis indicates that the study roadway segments currently operate at satisfactory Levels of Service except for the segment of SR 44 from US 441 to Waycross Avenue which is failing under existing conditions. In the projected conditions another segment of SR 44 from Waycross Avenue to Orange Avenue will fail with or without project traffic. Other roadway segments within the study area are projected to operate at satisfactory Levels of Service.**
- **SR 44 from US 441 to Orange Avenue is planned to be widened by FDOT to four lanes. The design is underway but the construction schedule has not been determined yet.**
- **The intersection capacity analysis indicates that the SR 44/US 441 intersection is currently operating at LOS F due to high volumes on US 441. With optimization, the operation of the intersection will be much improved but still failing. Other intersections currently operate satisfactorily and will continue to do so at project buildout.**
- **The proposed development will be served by an access driveway on SR 44 opposite Joanne Drive. Due to heavy traffic volumes on SR 44, a southbound left turn lane is recommended and should be provided.**

Recommended Action:

Staff recommends approval of the Preliminary Subdivision Plat for the Huddle Homes mixed-use project (40 townhome dwelling units and 8,840 square-foot Huddle Eats commercial establishment) on approximately 9.37 acres located on the east side of State Road 44, just over 700 feet south of Eustis Airport Road (Lake County Property Appraisers' Alternate Key Numbers 2612533 and 2612517). The project shows full consistency with the City's Land Development Regulations, Comprehensive Plan, and other standards for review at this preliminary subdivision plat stage.

Policy Implications:

If approved, the City would be showing support for development that meets the codes and ordinances set in place. This would show consistency, fairness, and predictability for future potential development.

If denied, the City would be denying something that is meeting all requirements, which would set a precedent for future developers to be unsure of what the City is looking for in applications if they do not approve something meeting the Code.

Community Input:

The department has properly advertised the Resolution in the newspaper; notified surrounding properties within 500 feet, and posted the property. To date, there have been no correspondences with members of the public in opposition to this proposed project.

As listed in Section 163.3177(6)(i), Florida Statutes, a local government may adopt its own property rights element or use the following statement of rights:

The following rights shall be considered in local decision-making:

1. The right of a property owner to physically possess and control his or her interests in the property, including easements, leases, or mineral rights.
2. The right of a property owner to use, maintain, develop, and improve his or her property for personal use or for the use of any other person, subject to state law and local ordinances.
3. The right of the property owner to privacy and to exclude others from the property to protect the owner's possessions and property.
4. The right of a property owner to dispose of his or her property through sale or gift.

Budget/Staff Impact:

There would be no direct cost to the City associated with the action other than providing standard City services to the development. There would be no additional staff time beyond the normal plan review process and building inspection.

Prepared By:

Heather Croney, Senior Planner