



**MADDEN**  
**MOORHEAD & STOKES, LLC**  
**CIVIL ENGINEERS**

January 11, 2024

Howey-In-The-Hills  
Attn: John Brock  
N. Palm Ave.,  
Howey-in-the-Hills, FL 34737

**RE: Lake Hills Shopping Center**

Dear John:

Below please find our responses to those comments.

**TMH Consulting Comments:**

Comment 1: As noted in the initial review comments, a subdivision plat needs to be submitted and approved to formally create the four parcels created so far from the Lake Hills development master agreement. The final plat needs to be approved prior to approval of a final site plan for this project.

***Response: Noted. This work is being pursued by the land owner.***

Comment 2: The proposed public portion of the central collector is creating some administrative issues in determining how to proceed with the platting. We need to determine whether the commercial project or the residential project is going to actually construct the road from SR-19 to the start of the residential portion of the project. If this is to be a public road as indicated on the plans, then a plat is required to create the right-of-way and dedicate it to the Town. This needs to happen regardless of whether the commercial project is subdivided. The Town needs to have a sufficient guarantee that the road will be constructed to the plan requirements and Town specifications as would normally occur in a subdivision. This includes appropriate financial guarantees if the road is platted before it is constructed. If the road is to be constructed with the commercial project, then the final site plan submittal will need to include the roadway design details. If the commercial project is going to construct the road and prepare the dedication, the commercial property will need to include the roadway area so the dedication can be made.

***Response: The public portion of the central collector road passing through the commercial site will be constructed by the commercial site developer. The right-of-way will be dedicated to the public by plat or separate instrument with the final site plans for the commercial site. Item #10 on the Site Data notes indicates that the road will be dedicated to the public.***

Comment 3: The entrance road design includes three left turns including an access to Outparcel B, a main access to the primary parcel and a service entrance to the primary parcel. Given that the road will also serve as the primary entrance to the 570 residential units, the prospect for congestion is significant. Left turn bays or a continuous left turn lane needs to be provided.

***Response: The site plan has been revised to include left turn lanes from the northbound entrance road into the commercial sites. We do not believe right turn lanes or southbound left turn lanes are warranted for this location. The arrangement and details of all street sections will be finalized with the final site plans.***

Comment 4: The traffic study is still needed.

***Response: The traffic study has been submitted for review.***

Comment 5: The plan notes state that there are no dedications or reservations, but the collector road is a dedication as presently identified.

***Response: Item #10 on the Site Data notes indicates that the collector road will be dedicated to the public.***

Comment 6: This project needs to coordinate with the residential project to provide of an access road to property to the east.

***Response: As discussed during the DRC, an access road will be provided through Outparcel A once design development for Outparcel A has determined the location for this access through to the residential to the east.***

Comment 7: The proposed stormwater retention for the commercial parcel is within the residential portion of the project. While a document granting the legal right to drain to the retention area is being prepared, the timing of construction and who actually constructs the retention area needs to be clarified. This retention area is in Phase 2 of the residential portion of the development which may not coincide with the timing for the commercial project.

***Response: The retention pond will be constructed with commercial site development. The developer will secure a construction, access, and drainage easement from the landowner prior to work. It is the developer's intent to construct a portion of the pond sufficient to serve the needs of the commercial site. The residential site will modify and expand the pond as needed in the future. All pond construction will be permitted by SJRWMD.***

Comment 8: The Town Attorney will need to review the off-site construction if the plan creating the retention area has not yet been approved by the Town Council. This is another timing issue that needs to be resolved.

***Response: As mentioned above, the pond will be designed, permitted and constructed along with the commercial development. All required easements are being prepared to allow conveyance to and discharge from the pond with the property owner. These easements will be provided prior to construction document approval by the Town.***

Comment 9: The commercial plan set identifies the stormwater area as a dry retention area, while the residential plans identify it as a wet retention area. The plans need to be coordinated.

***Response: The retention pond will be dry.***

Comment 10: The applicant notes that absent another sewer service solution, the commercial project intends to construct a treatment facility on Outparcel A. This option needs to be clearly understood by the Town Council for their decision process, and a site plan review will be required for construction of the treatment facility.

***Response: Noted. If a treatment facility on Outparcel A becomes necessary, construction details will be provided with the final site plans.***

Comment 11: The quality and legibility of the tree survey was limited for this site. Can the tree information be limited to just the commercial project area? The master tree survey for the residential portion of the project included a table of trees by size and type with notes on trees to be saved and trees to be removed. This data should be available for the commercial land area. The tree analysis needs to include an identification of any historic and specimen trees noting trees to be preserved. The code minimum is 100% of historic trees and 50% of specimen trees.

***Response: Please see the attached site survey specific to the commercial site, with tree locations shown and tabulated. Tree preservation, removal, and mitigation will be provided with the final site plans.***

Comment 12: The proposed signage locations will need further discussion. The plan shows a free standing sign for each outparcel and a free standing sign at the CR-48 entrance. The signage proposed at the central collector entrance off of SR-19 is unclear as to whether this signage is intended for the residential project, the commercial project or both.

***Response: The signage shown at the collector road entrance on SR-19 will serve both commercial and residential uses. The locations and configuration are conceptual. The other signage indicated on the commercial parcel will be for the commercial development only. It is the intent of the applicant to prepare a master sign plan for the entire commercial development and process this through the town after site plan approval.***

Comment 13: Free standing signs in PUD developments have a maximum sign area of 32 square feet and a maximum height of eight feet. The code also limits free standing signs in shopping centers to one sign per street frontage. We are going to need to work with the legal staff to see how the outparcels can be handled. They may need to be subdivided to obtain individual signage.

***Response: Noted. It is the intent of the applicant to prepare a master sign plan for the entire commercial development and process this through the town after site plan approval.***

Comment 14: Wall signage is limited to 15% of the building face and two signs total on the building. Corner lots may apply the signage to each street frontage.

***Response: Noted. It is the intent of the applicant to prepare a master sign plan for the entire commercial development and process this through the town after site plan approval.***

Comment 15: The detailed landscape design is to be deferred to the final site plan.

***Response: Noted. We agree with this assessment.***

Comment 16: The area on the main parcel near the service road designated as open space needs to be landscaped with trees and shrubs. This may be a good opportunity to include an outdoor seating area as some hardscape is allowed with the landscaping.

***Response: The noted open space will be landscaped, with details provided with the final site plans. This location is a service area inclusive of dumpsters enclosures and utility back of house (BFP, meters, etc.), not intended for regular public use. It is the applicant's intent to discourage public use of this space.***

Comment 17: The proposed buffer along the rear of the main parcel needs to include a full landscape treatment. A "distance buffer" is not cutting it.

***Response: Noted. Additional landscape buffer details will be provided with the final site plans.***

Comment 18: Since there is a prospect that the outparcels will be subdivided and sold, perimeter landscaped buffers need to be provided.

***Response: If outparcels are subdivided and sold, they will provide perimeter landscape buffers and setbacks as required with independent site plans.***

Comment 19: The grocery store would benefit from an outdoor seating area where patrons could eat meals purchased from the grocery.

***Response: Noted. The applicant will consider the suggestion.***

Comment 20: Include bicycle storage areas in the plan.

***Response: Bicycle parking will be provided with the final site plans. Please see the additional clarification added to note #8 on the Site Data notes.***

Comment 21: The plan shows one retaining wall location along the rear of the commercial site. Are other retaining walls anticipated? If just the one retaining wall is used, the amount of fill will be significant and may affect the outparcels and adjacent roadways.

***Response: The retaining wall locations are conceptual at this time, based on preliminary grading estimations. All retaining wall locations and details will be provided with grading plans included with the final site plans. All retaining walls ultimately approved will be designed and permitted separately by others with a building permit.***

Comment 22: The development agreement includes design typology that needs to be addressed in the building design. Please keep this in mind. It is not too early to begin the analysis.

***Response: Noted. The developer is aware of these standards and will include them in the future building design.***

## **Griffy Engineering Comments:**

### **Traffic**

Comment 1: The project needs to submit a Traffic Impact Study for review.

***Response: The Traffic Impact Study has been submitted for review.***

Comment 2: The developments at this location (Lake Hills, Lake Hills Commercial, and Thompson Groves) will necessitate roadway improvements on SR 19 and CR 48. A copy of my recommended improvement plan for this area is attached.

***Response: The site plan has been revised to include some suggestions from Griffy. Improvements on SR-19 have been limited to widening on the project-side only as needed to accommodate the required improvements. We have left space for future projects to incorporate this work and expand upon it for their own needs at that time. The final configuration and details of all street sections will be provided and reviewed with the final site plans.***

Comment 3: The turn lanes along SR 19 and CR 48 at the access points are the responsibility of the developers.

***Response: Noted.***

Comment 4: The improvement to the SR 19 / CR 48 intersection (conversion to a roundabout) will require the cooperative efforts of the Town, Lake County and FDOT. This project should also receive proportionate share funding from the impacting projects.

***Response: Noted.***

Comment 5: The intersection on SR 19 for the main entrance to Lake Hills, Lake Hills Commercial, and Thompson groves will most likely require a traffic signal at some point in the future. The cost of that signal should be borne fully by the impacting projects.

***Response: Noted.***

### **Site Plan**

Comment 6: The site boundary on the submitted plan does not reflect current property boundaries. The plan needs to be updated to show actual property lines. Refer to the survey submitted with the Lake Hills PSP for an accurate depiction of property boundaries and easements.

***Response: The site boundary has been revised to show the current water plant boundary.***

Comment 7: Revise the site plan to incorporate the modifications shown in the SR 19 & CR 48 Improvement Plan including turn lanes, sidewalks, trails, traffic control and ADA routes.

***Response: The site plan has been revised to include some suggestions from Griffy. Improvements on SR-19 have been limited to widening on the project-side only as needed to***

*accommodate the required improvements. We have left space for future projects to incorporate this work and expand upon it for their own needs at that time. The final configuration and details of all street sections will be provided and reviewed with the final site plans. Internal sidewalks and ADA routes will be detailed with the final site plans.*

Comment 8: This development will need an easement from the town for the portion of the CR 48 access that goes over town property. A condition of the easement should include a maintenance guarantee of the access road from the commercial property owner.

*Response: Noted. The property owner will work with the Town to secure the necessary reciprocal easements for both parties to access the road.*

Comment 9: The development will need to provide to the town an easement to allow traffic from the water treatment plant to access SR 19. Identify this on the plan (either graphically, with a note, or both).

*Response: Noted. The site plan has been revised to include a note requiring an easement through the commercial site for the use of Town water plant traffic.*

Comment 10: Modify the furthest west parking aisle of Commercial Site 1 to be all angled, one-way parking.

*Response: The applicant wishes to decline this request. In the applicant's experience, it is valuable to have two-way traffic available on the ends of parking areas. Accordingly, the applicant wishes to keep the site plan as shown for now.*

If you have any questions, please don't hesitate to contact our office.

Sincerely,

A handwritten signature in blue ink, appearing to read 'B. Beckham', with a long horizontal line extending to the right.

Benjamin Beckham, P.E., CFM  
Senior Project Manager

BSB/ja

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