

MINUTES
LAKE COUNTY PLANNING AND ZONING BOARD
May 7, 2025

The Lake County Planning and Zoning Board met on Wednesday, May 7, 2025, in County Commission Chambers on the second floor of the Lake County Administration Building to consider petitions for rezoning requests.

The recommendations of the Lake County Planning and Zoning Board will be transmitted to the Board of County Commissioners (BCC) for their public hearing to be held on Tuesday, June 3, 2025 at 9:00 a.m. in the County Commission Chambers on the second floor of the County Administration Building, Tavares, Florida.

Members Present:

Don Bailey	District 1
Laura Jones Smith, Chairman	District 2
Addie Owens	District 3
Dan Tatro	District 5
Mollie Cunningham (arrived at 9:06 a.m.)	School Board Representative

Members Not Present:

Carroll Jaskulski, Vice Chairman	District 4
Mark McManus	Ex-Officio Non-Voting Military

Staff Present:

Janie Barrón, Planning Manager, Office of Planning and Zoning
Leslie Regan, Senior Planner, Office of Planning and Zoning
James Frye, Planner II, Office of Planning and Zoning
Eva Lora, Public Hearing Coordinator, Office of Planning and Zoning
Seth Lynch, Development Engineer, Public Works
Melanie Marsh, County Attorney
Stephanie Cash, Deputy Clerk, Board Support

Chairman Laura Jones Smith called the meeting to order at 9:00 a.m. She then led the Pledge of Allegiance and called for a moment of silence. She remarked that the Lake County Planning and Zoning Board was an advisory board to the BCC and that the Board was responsible for reviewing proposed changes to the Comprehensive Plan (Comp Plan), zoning, conditional use permits (CUPs), mining site plans, and making recommendations on these applications to the BCC. She added that the Board's recommendations would be transmitted to the BCC for their consideration on June 3, 2025.

TABLE OF CONTENTS

Minutes Approval

Public Comment

Agenda Update

CONSENT AGENDA

<u>TAB NO:</u>	<u>CASE NO:</u>	<u>OWNER/APPLICANT/PROJECT</u>
Tab 1	Ordinance #2025-XX	Wellness Way Map Text Amendment
Tab 2	Ordinance #2025-XX	Cypress Creek Farm (CUP)
Tab 3	Ordinance #2025-XX	Trinity Discovery Farms, Inc. (CUP)
Tab 4	Ordinance #2025-XX	Summer Bay PUD (RZ)
Tab 5	Ordinance #2025-XX	Triangle Industrial Park (RZ)
Tab 6	Ordinance #2025-XX	Deep Woods (RZ)
Tab 7	Ordinance #2025-XX	Mount Plymouth-Sorrento CRA Plan

AGENDA UPDATES

Ms. Janie Barrón, Planning Manager, Office of Planning and Zoning, said that the public hearing cases had been advertised and noticed in accordance with the law; additionally, she displayed proof of publication. She mentioned that the Board was sent a memo and an email with opposition correspondence for Tabs 6 and 7, and that those cases would be moved to the regular agenda.

Ms. Jones Smith indicated that there were speaker cards for Tabs 2 and 5 and that those cases would also be moved to the regular agenda.

MINUTES

MOTION by Don Bailey, SECONDED by Addie Owens to APPROVE the Minutes of April 2, 2025 of the Lake County Planning and Zoning Board meeting, as submitted.

FOR: Bailey, Jones Smith, Owens, and Tatro

AGAINST: None

MOTION CARRIED: 4-0

PUBLIC COMMENT

No one wished to address the Board at this time.

CONSENT AGENDA

<u>TAB NO:</u>	<u>CASE NO:</u>	<u>OWNER/APPLICANT/PROJECT</u>
Tab 1	Ordinance #2025-XX	Wellness Way Map Text Amendment
Tab 3	Ordinance #2025-XX	Trinity Discovery Farms, Inc. (CUP)
Tab 4	Ordinance #2025-XX	Summer Bay PUD (RZ)

MOTION by Addie Owens, SECONDED by Don Bailey to APPROVE the Consent Agenda, Tabs 1, 3 and 4, as submitted.

FOR: Bailey, Jones Smith, Owens, and Tatro

AGAINST: None

MOTION CARRIED: 4-0

REGULAR AGENDA

CYPRESS CREEK FARM (CUP)

Mr. James Frye, Planner II, Office of Planning and Zoning, presented Tab 2 and stated that the applicant was requesting a CUP on approximately 18.65 acres to allow for the use of an existing barn and dwelling unit as a ceremonial events venue within the Agriculture zoning district, and a waiver to the road access requirements pursuant to Appendix A, Lake County Transportation Planning, Design, and Construction Standards, to allow the proposed development to access the property from Corkwood Lane, which was an unmaintained road. He indicated that the property was located at 13910 Corkwood Lane in the Astatula area of unincorporated Lake County, which was in the Yalaha-Lake Apopka Rural Protection Area and the Lake Apopka Basin Overlay District. He mentioned that it was currently designated with a Rural Future Land Use Category (FLUC) and zoned Agriculture, and that the concept plan depicted the existing barn and dwelling unit along with the proposed impervious parking

areas and existing wetlands with a 50-foot buffer. He remarked that staff found this application consistent with the Land Development Regulations (LDR) and Comp Plan.

Ms. Jones Smith relayed her understanding that Corkwood Lane was not a County dirt road or County right of way.

Mr. Frye replied that he believed so, noting that the waiver was a condition outlined by Public Works and that there were conditions in the ordinance indicating that this road would be maintained by the applicant.

Ms. Jones Smith asked if there were parameters that stipulated what the conditions meant.

Mr. Seth Lynch, Development Engineer, Public Works mentioned that this road was not maintained by the County.

Ms. Jones Smith questioned if it was a County right of way.

Mr. Lynch answered that there was some public right of way when coming off of County Road (CR) 561; however, there was a private easement once it turned south. He mentioned that he had not done the full research on this yet since this was just in the rezoning stage.

Ms. Jones Smith asked how they would enforce the standard of properly maintaining a private road since it would not have to be up to County standards.

Mr. Lynch replied that they would need to enter into a maintenance agreement with the property owners.

Ms. Melanie Marsh, County Attorney, explained that the road had to be accessible by emergency vehicles, noting that if someone filed a complaint with the County about the condition of the road, Public Safety would have to go out there and see if they could get their vehicles down the road, and that the owners would have to fix the issue if they could not. She commented that it was debatable what that meant; however, that would be an issue for the Code Enforcement special master at that point to determine what was passable and was not.

Ms. Jones Smith indicated her understanding that according to the staff report, the Chief Fire Marshall stated that a nonresidential farm building that was used by the owner for agritourism activity with up to 300 persons occupying the structure at one time would be subject to annual inspection, and she asked if that meant that the fire department would be inspecting the road along with the structure, and Ms. Marsh confirmed this.

Ms. Addie Owens relayed her understanding that access and capacity were two different issues, and explained that according to the ordinance, a special events permit was needed if there would be more than 500 people at an event; however, she opined that the allowance of 300 people at the building was a safety issue.

Mr. Jimmy Crawford, Attorney with Crawford, Modica & Holt and the applicant's representative, stated that the owners of this property had been operating as an agritourism venture since 2020, and that they had never had 500 people there and never expected to. He mentioned that everything was completely sound-proofed and enclosed, and that the building would hold 160 people according to the fire marshal. He elaborated that the average event had around 80 people, and that they did 75 to 80 events per year. He commented that the road was maintained by the owners, and that an agreement was not necessary because they would continue to maintain it to make sure it was accessible for fire and emergency services, as well as for their customers. He indicated that they were applying for a CUP because SECO, the electric provider, stated that they needed a new transformer to upgrade their electricity, and that to do this, they needed to apply for a CUP with the County.

Ms. Owens relayed her understanding that there was no change in how they were using the building.

Mr. Crawford confirmed this, adding that they were not changing their operation or building anything.

The Chairman opened the floor for public comment.

Ms. Leslie Griffin, a resident of Corkwood Lane, stated that her house was the first one on this road, and that there were several other houses down the road before getting to this venue, which was about one mile down. She indicated that every weekend, hundreds of cars drove by her house, and that they constantly had to repair fences from people backing up into them; additionally, party balloons were regularly found in the pastures by their animals. She opined that the neighbors maintained the road and not the owners of this property, and that they had been very patient and neighborly. He commented that they had moved out there to be in the country, and that she did not want this to become any larger. She urged the Board to not approve of this change.

Mr. Malcolm Griffin, a resident of Corkwood Lane, mentioned that they had lived in their home for 37 years, raised their kids there, and had cattle and horses there. He stressed that they did not want this operation to get any larger, and that they wanted to preserve what they had bought.

Mr. Dean Dobbs, a resident of Corkwood Lane, presented a petition signed by the neighbors in opposition to this, and indicated that he had lived in his home for 51 years and had actually named Corkwood Lane. He said that it was originally a service road to the rail road tracks, and that it was a one lane dirt road, which he opined was not made for the 40 to 50 cars that traveled it each weekend; additionally, he opined that his house became completely covered in dust from all the traffic. He expressed that he did not want this change, and that he lived in the country where it was quiet and wanted to keep it that way.

Mr. David Lewark, a concerned citizen, spoke in opposition to this change, stating that he moved there for the rural aspect, and that he wanted to preserve the forest and what was

currently there. He expressed concern that more and more land was being used for commercial purposes.

Mr. Kirby Walker, a resident of Corkwood Lane, indicated that he had been there for 34 years, and that he was concerned about this change, opining that he and all the neighbors had been nice and very accommodating. He clarified that this dirt road was a non-County unmaintained road that was a private easement driveway, and opined that it was not designed for this kind of impact. He said that he maintained the section of road from his home to CR 561 to make getting in and out easier, and opined that this was not the setting, the neighborhood, or the type of road for this type of venue, especially at any level beyond what it was currently. He urged the Board to take this all into account.

There being no one else who wished to address the Board regarding this matter, the Chairman closed the floor for public comment.

Mr. Crawford mentioned that they had not been aware of these issues; otherwise, they may have addressed them ahead of time, opining that they could do this before the BCC meeting. He said that they sympathized with the neighbors about the impact of this use, and opined that the balloons had been an issue; however, they had since banned them. He stated that they were not asking for the use, as it was already allowed by the agritourism statute, which preempted all County regulations; therefore, he said that if this were denied because of the conditions, the use would still be in place and expansion of it within the limits of the agritourism statute would be allowed. He commented that the concept plan was attached to the CUP showing exactly what they currently had, and that they could not go beyond that or add to it without coming back and asking for permission to amend this, opining that the County, and by proxy, the neighbors had more control if they approved this process than under the agritourism statute. He clarified that the zoning was not being changed, and that they were only asking for a CUP for the exact footprint and use that they currently had.

Ms. Jones Smith indicated her understanding that they only maintained the road from the next furthest neighbor's driveway back to this venue.

Mr. Crawford confirmed this, noting that they wanted to cooperate with the neighbors since the business could not operate if the road was not in decent shape.

Ms. Owens commented that since this was a private road, every homeowner was participating in taking care of the road to some degree, and asked if there had ever been a conversation about operating agreements in light of the road issues and the impact.

Mr. Crawford replied that he was not aware of any; however, they would be happy to have an agreement as they recognized that their impact was larger than the neighbors'. He related that this was a non-exclusive easement, and that no one could stop someone from coming down it.

Ms. Owens opined that this boiled down to quality of life and being good neighbors, and Mr. Crawford agreed.

Ms. Jones Smith mentioned that she assumed this business was operating with a business tax receipt within Lake County and was a legitimate business operation since 2020.

Ms. Marsh remarked that Lake County did not have a business tax receipt, as they had done away with that a number of years prior; however, she said that the owners' property record card showed that they had an agricultural exemption for cattle for approximately 12 acres.

Ms. Jones Smith relayed her understanding that they would not be able to verify how long the owners had been operating as a business entity at that location.

Ms. Marsh confirmed this, but said that it appeared that the last deed of record was in 2020, which was probably when they purchased it.

Ms. Jones Smith asked if this use would typically require a conditional use, and inquired if they would have been allowed to continue operating under their existing zoning and the conditional uses only for the purposes of satisfying the electric utility company.

Mr. Frye explained that they put them under a conditional use because they came in prior to having the agricultural exemption, and that they did not identify wedding venues and ceremonial event venues under a use, commenting that they have since received the agricultural exemption. He said that he could not speak to whether or not they could operate under the agritourism use.

Ms. Jones Smith said that she was trying to determine if the conditional use was actually required under County code for their use or if they were only doing this to satisfy the electric utility's requirement so they could get a new transformer.

Ms. Marsh explained that she and Mr. Crawford differed on how they interpreted agritourism uses, noting that ceremonial venues were specifically listed as an agritourism use; however, the legislature was not entirely clear on this and there were not many laws either. She said that she could not tell them whether or not the County would enlist Code Enforcement after receiving a complaint or if they would even be successful if the owners continued to operate without this CUP.

Ms. Owens asked if there had been any code enforcement issues, and Mr. Frye said there had not been.

Ms. Jones Smith mentioned that the owners had never had more than 160 people occupying the structure at one time, and that they did not even think they had capacity for that from a fire standard perspective, which meant that they would not be subject to annual inspections by the fire marshal for safety issues. She remarked that her main concern was about the safety of the people attending the events and whether or not fire and emergency medical services

(EMS) would be able to get to the property in the event of an emergency if this was never inspected except if a complaint was made. She asked if there was anything in the ordinance for those types of situations or if they could require some.

Ms. Marsh replied that as a CUP they would be inspected annually and would have to pay an inspection fee so that staff could go out there and make sure they were in compliance with the CUP.

Mr. Frye reiterated that the Chief Fire Marshall stated that a nonresidential farm building that was used by the owner for agritourism activity with up to 300 persons occupying the structure at one time would be subject to annual inspection, which meant it would still be inspected, and that staff would also check for access according to the site plan.

Ms. Owens disagreed with the fact that a wedding venue was consistent with agritourism, opining that weddings had completely different uses as they were held primarily on the weekends and had loud music, people outside, and heavy drinking; however, the Florida State Legislature disagreed, and they did not have any language to prevent it.

MOTION by Dan Tatro, SECONDED by Addie Owens to APPROVE Tab 2, Cypress Creek Farm (CUP), as presented.

FOR: Bailey, Jones Smith, Owens, Tatro and Cunningham

AGAINST: None

MOTION CARRIED: 5-0

TRIANGLE INDUSTRIAL PARK (RZ)

Ms. Leslie Regan, Senior Planner, Office of Planning and Zoning, presented Tab 5 and indicated that the applicant was requesting to rezone approximately 9.30 acres from Rural Residential (R-1) District to Light Industrial (LM) District to facilitate the future development of a storage facility for vehicles, equipment, recreational vehicles (RV), and trucks. She mentioned that the property was located on the west side of Bay Road and south of Old Highway 441 in the City of Tavares and was currently designated as Urban High FLUC. She stated that the applicant had provided a justification statement showing that the proposed development was not anticipating to impact levels of service, and that staff found the rezoning consistent with the LDR and Comp Plan.

Mr. Ted Wicks, with Wicks Engineering Services and representing the applicant, mentioned that his office had provided engineering services for the owner of this property for about 40 years. He commented that they had gone through several reviews with staff and had looked at this from the economic development overlay district, which clearly indicated that this was the appropriate use. He said that the underlying zoning districts were zoned prior to the

adoption of the Comp Plan, and that once the Comp Plan was adopted, this area should be used the way it was currently being used. He remarked that they were not sure whether they would tie this into the Triangle Industrial Park as keeping it a separate entity made sense from a business standpoint; however, he noted that this would add jobs to the area and would provide storage facilities, which he opined were in demand and had a very low intensity use. He stated that this was the first step in the process, and that they would still have to go through the site planning process and review this with all the County agencies. He commented that the Smith family had been a very distinct part of the business community for many years, and opined that they would keep true to their word. He respectfully requested that the Board honor staff's recommendation and approve this, opining that it was an appropriate use and made sense since the Triangle Industrial Park adjacent to them was similarly zoned.

The Chairman opened the floor for public comment.

Mr. Lee Stolar, a resident of a nearby neighborhood, spoke in opposition to this, stating that he was concerned about the additional traffic this could bring and how it could affect the condition of the road as well as the safety of this neighborhood, opining that this business could possibly attract less than desirable people. He opined that the only jobs this would create was during construction when it was being built, and that not many people would need to be employed for this storage facility. He also opined that if the owners of this property cared about the neighbors, then they would have discussed this with them previously. He remarked that this was a residential area, and that he did not want this at the edge of their neighborhood, opining that they did not need this storage facility as there was another one close by.

Ms. Carla Womick, a resident of Laura Lane, stated that her home was almost directly behind this, and that this property was surrounded by homes; furthermore, she said that there were already two RV parks nearby that were not at capacity. She commented that as a former archaeologist, she was concerned about the possibility of gasoline from industrial and farm vehicles traveling through the ground system to the nearby properties and into the lakes. She was also concerned about the additional noise and traffic this could bring to the area, and that this was not something she thought she would have ever had to worry about when she purchased her home.

Mr. Art Swanton, who owned property on Bay Road, spoke in opposition to this, noting that it was true that there were two storage facilities within a short distance from this property, and opined that it seemed as though Lake County was being overrun with car washes and storage facilities. He opined that the structures and infrastructure of this facility was not being taken care of, and that this rezoning would likely allow the current unacceptable condition to spread over to Bay Road, which he opined could affect home values on the portion of Bay Road from United States (U.S.) Highway 441 to Lakeshore Drive. He also opined that the current condition of the Triangle Industrial Park and this rezoning was in direct conflict with the Cities of Tavares' and Mount Dora's plans for the Old Highway 441 corridor, such as the Rails to Trails improvements, the aesthetics, and the streetscape. He mentioned that the soils of this property were prime recharge to the aquifer to Lake Dora, and opined that allowing the

acreage of this property to be covered in asphalt and tin would harm the environment as well as the peace experienced driving down Bay Road. He urged the Board not to approve this zoning change; however, if approved, he strongly requested approval of an attractive privacy wall, landscaping, and a mandate that the landscaping be maintained.

Mr. Gary Anderson, a resident of Dora Wood Drive, mentioned that this would be behind his property. He indicated concerns about how bad the subject property looked, and opined that it needed to be cleaned up. He wondered if this property would have tall lighting that would shine into their backyard, and said that he disapproved of this. He commented that he had presented five signatures from other neighbors who were also in opposition, opining that most of the neighbors did not want this.

Mr. Ken Rosser, a resident of Dora Lane, said that he opposed this. He commented that homeless people had come from the Triangle Industrial Park and had invaded their backyards and looted from his neighbor's garden; additionally, he mentioned that this park had burned pallets, which he opined were dipped in toxic chemicals, at various times of the day, which he opined had smoked out the neighborhood. He opined that the property was not well kept, and that multiple trees had fallen onto his property. He remarked that he and his neighbors had found out about this rezoning from a sign that was hidden behind a palm tree and had never received a notification by mail.

There being no one else who wished to address the Board regarding this matter, the Chairman closed the floor for public comment.

Mr. Wicks clarified that this project was for self-storage and not an RV park, and that this would be a secured site, which would not allow just anyone to come in and park their vehicles, noting that it would be a controlled situation where all parking would be done by staff. He mentioned that they were working with the Public Works Department and the Office of Planning and Zoning on the access to the site, commenting that Bay Road and U.S. Highway 441 were both maintained by the County and the Florida Department of Transportation (FDOT). He remarked that based on staff's analysis, the Comp Plan requirements, and what was really intended for this area, this was exactly what they were asking for. He opined that some of the comments were not appropriate, and that industrial parks were not pretty as this material had to go somewhere; furthermore, he opined that this park had a long history of being a good park in this community.

Ms. Owens asked if this was going to become another vehicle graveyard because there were already plenty of those on Old Highway 441.

Mr. Wicks confirmed that it would not, stating that it would be carefully controlled. He commented that they did a traffic analysis on self-storage and found that they had very low intensity especially in peak hour traffic.

Ms. Owens questioned what their intention was for lighting.

Mr. Wicks answered that if they were required to use any lighting they would do a photo metric plan, and that it would be the dark-sky lighting to shed light on the area it was trying to protect.

Ms. Jones Smith relayed her understanding that this was not interior self-storage in small warehouses.

Mr. Wicks commented that this district allowed that; however, the current business plan was for outside storage. He said that they could come back later with a site plan for interior storage.

Ms. Mollie Cunningham asked if the owners would be open to consider a privacy wall or landscaping around the property.

Mr. Wicks replied that the LDR required a 20-foot-wide buffer with a hedge and trees from the adjacent residential properties.

MOTION by Addie Owens, SECONDED by Dan Tatro to APPROVE Tab 5, Triangle Industrial Park (RZ), as presented.

FOR: Bailey, Jones Smith, Owens, Tatro and Cunningham

AGAINST: None

MOTION CARRIED: 5-0

DEEP WOODS (RZ)

Ms. Regan presented Tab 6 and indicated that the applicant was requesting to rezone approximately 118.69 acres from Agriculture (A) District to Community Facility District (CFD) District to facilitate the use of an aviation training facility, revocation of CUP 2006-61, and grant a waiver to Section 9.04.00 to allow access to the site to remain unpaved. She mentioned that the property was located on Deep Woods Road, which was east of Deer Haven Road in Paisley and was currently designated with a Rural FLUC. She relayed that the applicant provided a justification statement stating that the proposed development would not impact levels of service, and she showed the concept plan, which depicted the layout of the aviation facility and areas of future potential development. She said that the first phase only included a paved airstrip, and that 80 percent of this development would be open space. She commented that staff found this rezoning request consistent with the LDR and Comp Plan.

Ms. Meg Brew, Director of Economic Development, stated that the intent of the BCC as spelled out in LDR 7-2 was to create and broaden a sound business and industrial tax base for the benefit of all the residents by attracting targeted industries, which included aviation and aerospace technology. She indicated that with 70 percent of their current workforce leaving

the county every day for work, there was an urgent need for high quality, high wage jobs, which the aviation industry provided, noting that many of the employment opportunities paid well over the average salary and did not require a traditional four-year college degree. She commented that the proposed project supported the County's economic action plan by fostering a diverse local economy with a wide range of career options, and that the Office of Economic Development found the proposed project in alignment with the stated economic development goals.

Ms. Tara Tedrow, the applicant's representative, gave some background on this property, and stated that on August 18, 1987, a CUP was issued to the subject property for a private airstrip and supporting structures, noting that on June 20, 2006, the BCC approved an amendment to the CUP to expand who was allowed to use the airstrip and to allow the use of a private airstrip facility. She mentioned that the current access roads, which were maintained by the U.S. Forestry Service, were unpaved and would remain unpaved. He commented that as part of this request, the existing CUP 2006-61 would be revoked and replaced with CFD zoning to permit Embry-Riddle Aeronautical University's development of an aviation training facility and a variance for the unpaved maintenance roads would be approved, noting that this would not be a college campus. She pointed out on the map that the project site was accessed by CR 42 and connected to Deer Haven Road, which were both paved, and that they were connected to Clay Lake Road and then to Deep Woods Ranch Road, which were both unpaved. She said that these roads were not County jurisdiction or County maintained, and that Clay Lake Road was a Forestry Service road, noting that because of this, they planned to meet with the Forestry Service to discuss the plans for this road. She remarked that the first phase of this was to pave an existing air strip to allow for planes to touch down from the Daytona campus, and that under the existing CUP, structures that were supportive of an aviation use could be constructed. She explained that the only reason they were requesting the CFD zoning was because the Comp Plan made a distinction between a paved and unpaved airstrip, noting that this was not a use issue. She stated that some of the neighbors were concerned that the roads were not very wide and could cause accessibility issues, which was why they were meeting with the Forestry Service to determine the exact condition of those roads and to obtain access, and that the Forestry Service sent a letter to Public Works with no objection to continuing the use of the air strip, paving the air strip, or the proposed use, noting that this was the next step in the process after the rezoning. She then showed the concept plan, and indicated that while CFD was a straight zoning, the code required a plan to be submitted in conjunction with the ordinance that limited what could be done on the site, such as the maximum building height, the impervious surface ratio (ISR), and the open space. She commented that the ISR was constrained by the Rural FLU, and that they were proposing 0.192 while the maximum was 20 to 35 percent, noting that there was no difference in this condition; furthermore, she said that they were proposing 80.5 percent open space while the requirement was only 35 percent, noting that all of these conditions would still exist even without this zoning. She mentioned that any modifications to the concept plan would be subject to Public Works review, a flood study, drainage reports, wetland reports, and an environmental study. She stated that there were concerns from neighbors that paving the airstrip would require dump trucks or other construction vehicles to come out to the site, and relayed that they could not use forestry roads without trueing this up in a post entitlement condition, adding that after the rezoning they

would meet with Public Works and the Forestry Service to determine how to safely get vehicles to the subject property. She related that even if the calculations for the road width was different than what was listed in the variance application, it did not change the fact that the nature of the variance request was for the road to remain unpaved, and that any safety considerations would still have to be vetted by the Forestry Service and the County as part of a site plan review process. She remarked that staff found this consistent with the LDR and Comp Plan, and she requested recommending approval of this.

Ms. Owens asked what type of planes could land on an unpaved versus a paved air strip.

Mr. Rodney Cruise, with Embry-Riddle Aeronautical University, replied that the only aircraft they would land there was a Cessna 172, noting that they could land on a paved or unpaved airstrip; however, he said that paved was safer.

Ms. Jones Smith questioned how the properties to the south of Deep Woods Road accessed their properties as it looked like two parcels did not have access other than on this property boundary.

Ms. Tedrow answered that one of the neighbors could answer that during the public comment period, adding that there would be no change to the access as they could not land lock a parcel.

The Chairman opened the floor for public comment.

Mr. Daniel Touchatt, a resident of the City of Deland, questioned why they chose this location, opining that there were other airstrips nearby and industrial properties that could be repurposed and could handle future development better. He also opined that the access did not seem convenient for students or any future development, and that the use seemed odd for this area. He remarked that this would completely change the landscape of the area, opining that the neighbors most likely did not want a bunch of concrete out there. He asked how many phases there would be to this project and how big it would actually get.

Mr. Kevin Trainer, a resident of the City of Port Orange, spoke in opposition to this. He opined that having been in aviation for 22 years, the airstrip was plenty long for a Cessna 172 and did not need to be paved. He commented that he worked hard to conserve his property and the wildlife and to respect everyone's space. He urged the Board to vote against this.

Ms. Diana Williams, a resident of Lake County, opined that this part of the forest at this time of year was amazing as there were thousands of fireflies, and that approving this request would destroy this habitat and take away from the environment. She remarked that the residents lived out there for the rural environment, and expressed concerns about the next phases and the potential development that could follow after this. She opined that they should use the Bob Lee Airport in the City of Deland that had been abandoned for a long time, which she opined was a better spot. She indicated concern that applications were being approved, without regard for the residents, and she urged the Board to vote against this.

Mr. Ben Kurth, representing Mr. Richard Graham of Deep Woods Road, opined that if this was considered phase one, then that meant they had development plans for the future, such as hangars and other buildings. He expressed concerns about the environmental impacts this would have, noting that there was already flooding issues on Clay Lake Road and the surrounding areas. He mentioned that if this was bringing jobs to Lake County, then that meant there would be commercial traffic, opining that the forestry access roads could not handle that. He opined that those roads would be difficult to widen to accept dump trucks and other equipment, and that if they did widen them, it would take away from the forest. He indicated concern that this would be considered a college campus or an extension of a college campus, and that it would become a gun free zone, which he opined would impact the hunting camps and surrounding trails. He opined that there were multiple airstrips throughout Lake County that could be used instead.

Mr. Trevor Reschny, a resident of the City of Longwood, indicated that he agreed with everyone's comments, and that as an engineer and environmental consultant, he was concerned about this. He mentioned that the application stated that the road was 40 feet; however, he opined that it was not even close to that. He said that this was a one lane road that had been carved out of the forest, and that it was more of a sand or mud trail depending on the time of year, as there could be two feet of water sitting in spots on the road making it unpassable. He mentioned that through his calculations, the number of trucks needed to construct an airstrip of this size including leveling the airstrip, base material, and asphalt would be around 3,400, opining that this road could not handle this unless there was an agreement by the Forestry Service that this road would be maintained and improved by the developer. He expressed concerns about stormwater, and opined that the amount of stormwater that would collect and run off an airstrip that was 2,800 feet long by 100 feet wide was tremendous. He opined that looking at the 25-year rainfall event, they would need a substantial amount of underground infrastructure, catch basins, and retention ponds, and that all of the rain from that property flowed south onto Mr. Graham's property. He opined that it would not take much rain to flood his property or his neighbor's property since they shared access through a protected wetland.

Mr. Richard Graham, a resident of Deep Woods Road, stated that he lived next to this property and objected to follow-up meetings not being in a public hearing setting.

Ms. Owens asked for clarification on what he meant.

Mr. Tae Shin, representing Mr. Graham, indicated that Mr. Graham objected to this ordinance being on the consent agenda and requested that it be removed from the consent agenda to a full public hearing.

Ms. Jones Smith clarified that it had been removed from the consent agenda and they were in a full public hearing.

Mr. Graham mentioned that he moved to this location to get away from suburban sprawl, and that he wanted a home that was land locked by the national forest so he would not be near a

city. He opined that the landscape was beautiful with lots of wildlife, and opined that it could all be taken away. He expressed concern about the access road, opining that the Forestry Service should be there to speak on this because they had indicated that they did not want the road paved or widened; however, he opined there was no way to do this project without paving and widening the road. He relayed his understanding that this would be a training facility and not a touch and go airstrip, and that they planned to build a 75-foot hangar. He questioned what kind of aircraft they would bring in that needed such a large hangar, and indicated his understanding that this would also be for drone training and autonomous vehicle training, which was not mentioned in the presentation. He stated that even though there were culverts that went from his property to the lake, during storms and the rainy season, his roads flooded, and indicated concern that there would be more flooding with the additional pavement. He opined that there was no justification for this rezoning since Cessna's could already land there whether or not it was paved.

Ms. Owens asked where his property was located in relation to this site.

Mr. Graham answered that it was south, and pointed out that the easement road came down the edge of the property. He commented that even though they said they would not change the easement, the photos showed that they would widen the roads, which he opined would block his easement, by adding a new road through the forest in the southwest corner of the runway, opining that the expansion of the runway would block the 40-foot easement to his property.

Ms. Owens questioned if access to his property would be blocked by paving this runway.

Mr. Graham replied that it would unless they cut in a trail through the forest and made a new route. He mentioned that the Forestry Service was opposed to them touching the road that came into the property, and opined that they should be there to speak on this. He opined that there were already runways that could handle what they wanted to do.

Ms. Owens relayed her understanding that he had deeded legal access via this road to his property, and Mr. Graham confirmed this.

Mr. Joseph Halegua, a resident of Deer Haven Road, stated that he was a neighbor to the proposed site and to Mr. Graham, and opined that while he would love for Embry-Riddle to bring jobs to Lake County, this was not the right location for this. He opined that they needed to look elsewhere, and questioned if they had considered other sites. He expressed concern about the access, and opined that they would need to widen that road to three times the width it currently was, noting that there was water on each side of the road. He opined that this was all beautiful, protected land, and that many people would be greatly affected by this. He also opined that their plans would drastically change the current use of this property, and that even though he had not seen the planes landing, there could be planes or drones landing every day. He urged the Board to delay a decision on this until the applicant could allay these concerns.

Ms. Cindy Newton, a resident of Lake County, indicated that many of her questions had been answered, and that she appreciated everything that had been said. She showed a map of the flood plain and wetlands, and questioned how they could have 80 percent open space without counting the wetlands as open space, noting that the property record showed there were 51 acres of wetland. She mentioned that this property was located in the Wekiva-Ocala Rural Protection Area, and that this was also considered a wildlife corridor, opining that this was not the right place for this and could open it up for future development. She related that it would be difficult for emergency vehicles to get in and out, and that these access roads were great for hiking.

Ms. Vickie Shipley, a resident of Lake County, stated that she moved there about 30 years prior for the rural aspect and for peace and tranquility. She relayed her understanding that Embry-Riddle's plan included the following: a 10,000 square foot auxiliary hangar, two maintenance hangars, a 2,500 square foot classroom building, a drone pilot training facility, and an autonomous vehicle and AI testing facility, opining that this was an extensive expansion for this area. She opined that this did not align with their community interest as there was camping, hiking, hunting, and riding in this area, which she opined would all be affected by this zoning change. She indicated concerns about the increase in traffic on State Road (SR) 44 and how the air and noise pollution would affect the wildlife, and opined that there had been many accidents and fatalities recently. She hoped that the Board would decline this request, as she and many of the neighbors were opposed to this.

Ms. Cheyenne Shouse, a resident of Lake County, expressed concerns about the wildlife in the area, which was next to the Ocala National Forest, and asked them to keep in mind the nesting season, which was from March through mid-July, if additional uses would be added to this later on. She also noted that flooding was already an issue in the area.

Ms. Brittany Riedy, a resident of the Deer Haven community, indicated that she was born and raised there, and that her family had lived there since the 1970's. She stated that she appreciated growing up in such a quiet, peaceful, and well-rounded community and was grateful to have access to the national forest and seeing the wildlife. She expressed concern about future development and what it would bring beyond paving the airstrip, and said that she would like to see this area maintained for future generations.

Mr. Kyle Friczell, a resident of Paisley, stated that he agreed with all of the previous comments, and indicated concern about the safety of the community, opining that if a plane were to crash out there, it could be difficult for emergency services to get out there because of the roads, which washed out during bad storms; additionally, she opined that if the forest caught on fire, it could destroy the entire community. He questioned whether the expansion would stop or if they would look to buy additional properties within the community to continue, commenting that he wanted to see this land kept as it was without these disturbances.

Ms. Kathleen McQuarrie, a resident of Lake County, commented that she had moved there 10 years prior and loved this beautiful, pristine area. She stated that she did not want drones flying over her home, and expressed concerns about the increase in traffic and about future

development in this area. She opined that this would ruin their quality of life, and that it was not the right location for this.

Ms. Faith Attinger, a resident of Lake County, mentioned that the proposed site was in the heart of the Ocala National Forest near the Seminole State Forest Lake Tracy Unit and the Wekiva River Basin, noting that this was a rural protection area (RPA) and a buffer between the forest areas and the urban areas. She indicated that bears were relocated to these forests, and that there were many different types of wildlife in this area. She opined that the Forestry Service should be there to have input, and that there were many other options Embry-Riddle could explore without coming to the forest. She opined that they should consider this, as many of their constituents were not happy with this.

Mr. Shin indicated that the post office used to deliver mail to Mr. Graham's gate; however, they made him move his mailbox to the main road because Clay Lake Road was unnavigable and unsafe to use. He remarked that while he appreciated Lake County's economic development desire to bring more high paying technical jobs to the county, he opined that this would not help if this airfield was truly only touch and go; additionally, he opined that a Cessna 172 could easily land and take off from this airfield regardless of whether or not it was paved. He opined that blocking Mr. Graham's only access to his property an eminent domain issue unless there was some other proposal to grant access to the property, and he urged the Board to take some time to reconsider this, investigate these inconsistencies, and do their due diligence on whether this airfield was right for Lake County.

Mr. Ian Smith, a resident of the City of St. Augustine, stated that he was speaking on behalf of Mr. Graham and the surrounding community, opining that it was a community that cared about this as there were so many people in attendance that day objecting this. He opined that there were many inconsistencies from what they heard from the applicant, noting that the main road was not 40 feet. He said that he was unsure how they would get concrete trucks and other construction vehicles down this road without damaging the surrounding area; furthermore, he opined that the volume of construction vehicles could grow substantially if they planned to build hangars and classrooms. He commented that this airstrip already worked for a touch and go airstrip without it needing to be paved. He asked that the Board reconsider this, opining that the residents loved this area, there were plenty of other places to go, and the project did not fit there.

Mr. Joe Colon, a resident of the City of Ocoee, mentioned that he had held a private pilot's license for the past 15 years, and that the definition of touch and go was the execution of a landing immediately followed by taking off, which was what Embry-Riddle was proposing to do; however, he opined that if that were the case, then there would be no need for hangars or a paved airstrip. He opined that bringing students and building hangars to store planes was the complete opposite definition of a touch and go, and that pilots could use any airstrip for this purpose. He opined that since this would involve construction, it would have environmental impacts; additionally, he said that a hunting camp was not even 300 feet from the proposed school. He also opined that the facility where Mr. Graham worked that helped soldiers and veterans who suffered from post-traumatic stress disorder (PTSD) would be

hindered by this, and that there were not enough places for them to get help. He opined that was a steep price to pay for a few jobs and schools that were not needed.

Mr. Chris Lucas, a resident of Brevard County, questioned how this would be safe for college students or even emergency vehicles, opining that Mr. Graham's mailbox was moved because of safety concerns due to the nearby hunting cabins.

Mr. John Ritcey, a resident of Lake County, indicated that he strongly opposed to this, opining that it was not good for the area and would have a profound impact on the residents and the wildlife. He commented that the wildlife relied on this area for their livelihoods, and opined that they would not appreciate having drones and aircraft flying over them constantly. He remarked that there were still people who appreciated nature, and that he had moved twice already to get away from sprawl, opining that he would possibly have to move a third time. He said that he was there to hold the line against this never-ending expansion for profit.

Ms. Billie Copley, a resident of Lake County, stated that she agreed with all the previous comments and was extremely opposed to this. She indicated concerns about how this would affect the Ocala National Forest, which she thought was supposed to be protected, and the many threatened and endangered species that lived there. She also expressed concern about fuel, which would be going into the forest from the trucks and the planes, and opined that expansion would not stop.

There being no one else who wished to address the Board regarding this matter, the Chairman closed the floor for public comment.

RECESS AND REASSEMBLY

The Chairman called a recess at 11:09 a.m. for five minutes.

DEEP WOODS (RZ) CONT'D

Ms. Tedrow stated that she appreciated the comments and wanted to explain what existed currently versus what they were asking. She indicated that the property was designated by the Comp Plan as a Rural FLU, which constrained the amount of concrete or impervious surface they could put on the property, noting that this was not changing. She said that because the Rural FLU was not changing, the zoning did not give them permission to do any more building than what could be done currently, and that the ISR would not change between the existing and proposed zoning. She mentioned that the Rural FLU designation would restrict the buildable area that they could have on the property with or without Embry-Riddle doing anything on the site. She related that 35 percent open space was required under the Rural FLUC; however, they were proposing 80 percent. She commented that under the current Agriculture zoning, a variety of uses would be allowed with the same buildable square footage as CFD zoning, such as a public safety building, limited utility buildings, family daycare homes and family residential homes, veterinarian clinics, and a host of other agricultural uses. She related that there would be no net change in the amount of open space

or building square footage if this was rezoned to CFD, except that they would have less ISR and more open space. She stated that the Wekiva-Ocala RPA policies in the Comp Plan dictated what type of land use was allowed and restricted the FLU series and the open space, noting that the allowable FLU series included Public Service and Facility District as well as Rural and that it did not prevent or restrict what they were proposing to do.

Ms. Owens asked if they could build a 75-foot hangar on this property under the current zoning and FLU.

Ms. Tedrow replied that there was already a hangar there.

Ms. Owens questioned if they were currently allowed to fly drones and land them without making any changes, and Ms. Tedrow said that they could. Ms. Owens then asked if they could currently do touch and go with planes.

Ms. Tedrow responded that they could, and commented that there was a Federal Aviation Administration (FAA) permit for that.

Ms. Owens relayed her understanding that the only reason they wanted to pave this airstrip was because this was a school, and that landing and taking off was safer that way.

Ms. Tedrow said that was correct. She remarked that they were not proposing anything nefarious, and that CFD zoning was very different than normal zoning in that it restricted what they could do in the future based on the plan, adding that the reason they listed the additional things was because they were told to look 10 years down the road and see if they would ever want to do anything else with this property. She related that by saying they might want to have a 2,500 square foot classroom building did not mean they were planning to do that right away; however, they could in the future. She mentioned that phase one was only paving the runway and allowing them to have a new hangar as opposed to the existing one already on the site. She commented that the FAA had permitted this airstrip, and that denying a CFD rezoning did not take away the use of this property as a permissible airstrip; additionally, she said that it had been approved as a CUP for decades by the County. She indicated that it was a private airstrip and would never become a public use airstrip, and that it would only be a training facility and not a college campus. She opined that more cars would probably go to Mr. Graham's home on a daily basis for the work he did than what would come to this airstrip as they were not intending for this to be a high intensity use and because they were constrained by buildable area under the Comp Plan. She remarked that there were many rezonings where the nature of the use was fundamentally different; however, this was allowing what was currently there, noting that Embry-Riddle could currently use the unpaved airstrip, build a hangar under the CUP, and not come back to a public hearing. She commented that of the 118 acres, only 1.5 acres in total would be for a building footprint, opining that this was a very small endeavor. She mentioned that this was just the preliminary stage, and that there would still be requirements for the wetlands, permitting, and stormwater as well as a flooding and draining analysis; furthermore, she said that they could not alter the concept plan without going through this whole process again. She related that they would have to work with the

Forestry Service for access on these roads and would have concurrency evaluation by the County and permitting agencies to make sure they had safe access; otherwise, they could not do this project. She expressed that they were excited to be part of the community and were hopeful they could utilize this site as it already had this use; additionally, she said that they were asking for a recommendation of approval based on staff's recommendation.

Ms. Cunningham mentioned that several people had questioned why they chose this particular area, which she understood they had the right to do, and relayed her understanding that they chose this because they were not asking to do anything that could not already be done there.

Ms. Tedrow confirmed this, adding that they had to go through this process to pave it even though the CUP allowed this use.

Ms. Cunningham indicated her understanding that they would have to work with the Forestry Service on the width of the road when it was the right time for that.

Ms. Tedrow said that this was correct, and that this included the entitlement stage, the technical engineering, and the site plan, noting that all the comments that were heard on the current day would be addressed later.

Ms. Owens opined that the reason they had not used the airstrip in the City of Umatilla was because it was public, which would require a public-private partnership, and that with this school setting, there would be additional liabilities.

Ms. Tedrow confirmed this and commented that the reason they wanted to pave this airstrip was for safety reasons as it was a liability. She remarked that this was a private use for their students for training purposes from the Daytona campus, and that it would not be open to the public. She related that the classroom they were proposing was only 2,500 square feet and that she had seen barns larger than that; furthermore, she said that the footprint could not be large because of Comp Plan restrictions and the site plan.

Mr. Dan Tatro relayed his understanding that this was just to pave the runway, and that any future development would require site plan review, wetland review, etc., opining that any other use outside of this would require BCC approval.

Mr. Don Bailey opined that this was not the right place for this, and said that he felt strongly about how he would vote.

Ms. Jones Smith questioned if the students would come to this site by car or plane if the classrooms were built in the future.

Ms. Tedrow answered that their primary intent was for the students to fly in from the Daytona campus, park in the hangar, attend training in the classroom if needed, and then fly back. She said that they were hoping to provide educational training for high wage jobs and for the

students who went into the military to serve this country. She remarked that they wanted to have these opportunities in a safe environment.

Ms. Jones Smith indicated that the Forestry Service provided a letter that they were not objecting to the project with the roads remaining unpaved; however, she questioned if they understood that the project could no longer work if safe access to the site was not attainable because the Forestry Service prohibited changing the roadways or clearing the tree canopy for construction vehicles and emergency services, and Ms. Tedrow confirmed this.

Ms. Owens asked for clarification on the comments that were made regarding a fire arm issue if traveling on their deeded legal easement.

Ms. Tedrow stated that the concern that was raised was in regards to there being a gun free zone with college campuses; however, she said that this did not apply to this training facility as they were not designating this as a university college campus. She mentioned that she would need to understand the full legality of this before the BCC hearing as she was not sure of all the nuances.

Ms. Jones Smith reiterated that there was no intention for Embry-Riddle now or in the future to establish this as an actual campus.

Ms. Tedrow confirmed this, noting that it was a limited training facility, which was stated in the staff report.

Mr. Tatro commented that this airstrip had been there since 1987.

Ms. Tedrow remarked that if Embry-Riddle came in under the existing CUP, the same things would still happen as they could use the same roads, build a hangar, and be evaluated by the Forestry Service. She stated that there was a paving requirement because they were asking for CFD zoning, and that this was where the waiver came in. She mentioned that there was a limited distinction between what they were talking about and the current condition under the CUP and the post-CFD zoning condition.

Ms. Cunningham questioned if the access to Mr. Graham's property would be inhibited in any way.

Ms. Tedrow answered that they legally could not take away legal rights of access to other property owners as Florida law stated they could not land lock properties and remove deeded legal access. She indicated that they would work with the neighbor to make sure that any existing agreements for access to his property remained the same.

Ms. Jones Smith relayed her understanding that this would have to be refined and documented in the site plan whenever that was brought forward for staff consideration.

Ms. Tedrow confirmed that the legal access would be shown on the site plan.

Ms. Owens opined that the applicant and Mr. Graham could come to some sort of mutually beneficial agreement, and that she thought this could be a wonderful partnership. She commented that she had a lot of appreciation for the work Mr. Graham was doing as she was a mother of a veteran who was also in aviation. She then made a motion to approve this rezoning request.

Mr. Tatro seconded the motion.

Ms. Cunningham asked if they could add to the motion a condition that there would be some kind of attempted negotiations with the opposers to ensure that access was not denied.

Ms. Marsh replied that they could add language that ensured legal access to adjacent property owners was not impeded since this was an ordinance they could condition.

Ms. Jones Smith commented that some of the speakers had indicated that they felt like they were not being heard and ensured them that the Board took this very seriously; however, she clarified that this Board was an advisory recommending entity, and that their role was to review applications that came in, consider how they worked with the County's existing Comp Plan and LDR, and make a recommendation to the BCC, who was the ultimate approving entity.

MOTION by Addie Owens, SECONDED by Dan Tatro to APPROVE Tab 6, Deep Woods (RZ), with the condition that they do not inhibit or impede any other associated private access.

FOR: Jones Smith, Owens, Tatro and Cunningham

AGAINST: Bailey

MOTION CARRIED: 4-1

MOUNT PLYMOUTH-SORRENTO CRA PLAN

Ms. Brew explained that a community redevelopment plan served as a guiding document for redevelopment work in a community redevelopment area (CRA), and that it was a best practice to update CRA plans every five years so they could best reflect the changing needs of a community, noting that the current plan was last updated in 2018. She indicated that the plan update had been reviewed by the CRA Advisory Committee at their March 18, 2025 meeting; however, Florida Statute required that local planning agencies (LPA) review the plan updates as to their conformity to the Comp Plan. She stated that the LPA recommendation would go to the CRA Board on May 20, 2025 to consider the content of the plan and make a recommendation for adoption with any requested edits to the BCC, which would be heard on July 1, 2025. She mentioned that their role that current day was to decide whether or not the

proposed plan update aligned with the current Comp Plan; furthermore, she said that public comments submitted regarding the content of the plan would be provided to the CRA Board before their meeting. She then introduced Mr. George Kramer, their consultant.

Mr. Kramer, Planner and President with Inspire Placemaking Collective, stated that their scope included five tasks which started with a kick-off meeting in June 2024. He indicated that their process included both quantitative and qualitative data collection and analysis to see what had changed from the previous update, as well as conversations with the community, which included in-person public engagement efforts. He mentioned that most of their policy and strategy formulation for developing a plan that reflected the new conditions was based on figuring out what the gaps in the data were, how they could implement what they heard from the community, and what they were seeing within that data. He related that their data and analysis included the following: demographic and socioeconomic trends; the physical context and existing land uses, noting that there was a significant component of agriculture and vacant land uses in the area; FLU designations and zoning, commenting that there was a Transferable Development Rights (TDR) overlay within the area; and existing infrastructure, noting that the majority of residents used private wells and septic systems. He commented that community engagement was an important component of this, specifying that they had an in-person workshop and received input through an interactive public website. He mentioned that they looked at funding priorities and wanted to be broad with redevelopment strategies and capital improvements within the district that provided flexibility over time; additionally, he said they used the strengths, weaknesses, opportunities, and threats (SWOT) analysis as well as public input priorities to formulate their strategy. He said that they then organized the strategy and identified five goals, noting that each of the goals directly correlated to policies within the Comp Plan. He remarked that through the plan development they identified funding priorities and specific programs and projects for different parcels, such as the adaptive reuse remediation at the historic industrial site, pedestrian connectivity along the Main Street and SR 46 area, and enhancing some of the existing trails through the Mt. Plymouth-Sorrento internal loop. He stated that this was consistent with Florida Statute 163.360 in regards to developing and submitting a plan to the local planning agency, and that it was also consistent with the following Comp Plan Policies: I-1.1.1, Elements of Innovative Planning, as it protected the rural character by addressing public lands, natural resources, water resources, parks and trails, and business and employment opportunities; I-1.1.5, Urban Infill and Redevelopment Strategies, as it cited CRAs; I-2.1.2, Guiding Principles for Development, as it specifically referenced this CRA; the Housing Element Policies V-1.1.4, V-1.2.2, and V-1.3.1, as they looked for infill development instead of greenfield development, provided additional housing options that were characteristic of the area, repaired existing structures, and promoted diversity in housing types; and the Parks and Recreation Element Policies VII-1.2.3, VII-1.6.2, and VII-1.7.2, noting that the plan referenced a community branding campaign to serve as a promotion guide, linked trails to residential areas, and generated revenue through the co-op community farm.

Ms. Owens mentioned that the State of Florida was looking towards the replacement of septic tanks especially in that sensitive Wekiva River area, and asked if he would agree that having

utility providers from the neighboring cities was a more appropriate solution rather than relying on septic tanks in that area.

Mr. Kramer answered that the data showed that conversion from septic to central sewer was a good thing from an environmental standpoint; however, he said that regarding redevelopment plans, the needs often outweighed the funds available, and that they had to decide the best way to spend the funds. He related that there was some strategy to investing in certain things to increase the tax increment financing (TIF), but it was a policy debate for the CRA boards.

Ms. Owens stated that the City of Eustis had been stepping up to the plate in being a utility provider since the City of Mount Dora was tapped out; however, she questioned if they had talked with the City of Mount Dora about utility provision in this area.

Mr. Kramer replied that he had not had any conversations with the City of Mount Dora.

Ms. Jones Smith indicated that the ecotourism section of the goals talked about marketing and partnering with local businesses, residents, and agricultural conservation entities to hold outdoor festivals, and reminded him that the Florida Statutes were very clear about what CRAs could spend funding on, noting that marketing, festivals, and events were not included in that. She opined that this partnership was a great way to work with those entities and support their endeavors; however, she wanted to make sure that this redevelopment agency was not allocating funds from this trust fund for those activities.

Mr. Kramer explained that the plan included things that were not going to be funded through the CRA, noting that this was not included in the proposed budget.

Ms. Jones Smith mentioned that the budget worksheet showed that the TIF revenues would jump aggressively from \$250,000 this current year to \$2.1 million for the following year and continued to jump through 2029. She related that there would also be over \$2 million in expenditures starting in FY 2027 while the prior years had never seen that much. She asked if something was planning on being built soon that would be on the tax roll and bump that up so aggressively.

Ms. Owens commented that she wondered if that was a typo because the description stated that revenue projections were based on actual TIF collections and TIF cash balance from FY 2024-2025 forecasting with a three percent annual increase in future TIF revenue.

Ms. Laura Martinez, Project Planner with Inspire Placemaking Collective, stated that this could be due to the incoming Hillcrest development; however, she said that she would look into this and would provide more detail.

Ms. Owens relayed her understanding that Hillcrest was fully entitled, and Mr. Kramer confirmed this.

Ms. Jones Smith commented that she was unsure if maybe the agency had a large land plan where they planned to sell large parcels they owned, opining that this was generating that revenue.

The Chairman opened the floor for public comment.

Ms. Newton questioned why the Hillcrest development had been approved since the existing land use was agriculture, noting that the Hillcrest development was PUD zoning and FLU. She also requested that the spine road for this development be removed from this area as she was concerned that CRA funds would be utilized to fund this as well as other improvements, and noted that the language stated that projects could utilize funds to assist with site preparation, commercial growth, and making direct improvements, etc.

Ms. Jones Smith explained that the FLU and zoning was what the Hillcrest property was entitled with; however, what the property was currently being used as was the existing use, noting that that was how the Florida Department of Revenue (FDOR) classified it for those purposes.

There being no one else who wished to address the Board regarding this matter, the Chairman closed the floor for public comment.

MOTION by Addie Owens, SECONDED by Dan Tatro to APPROVE Tab 7, Mount Plymouth-Sorrento CRA Plan, as presented.

FOR: Bailey, Jones Smith, Owens, Tatro and Cunningham

AGAINST: None

MOTION CARRIED: 5-0

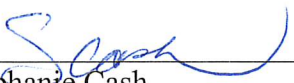
OTHER BUSINESS

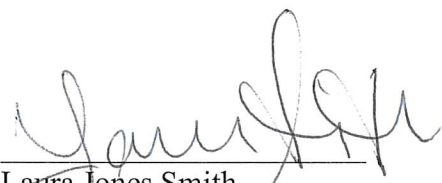
Ms. Barrón stated that there would be a Comp Plan workshop with the Planning and Zoning Board and the BCC on June 10, 2025 from 2:00 p.m. to 4:00 p.m. and that attendance was highly encouraged.

ADJOURNMENT

There being no further business, the meeting was adjourned at 12:01 p.m.

Respectfully submitted,


Stephanie Cash
Deputy Clerk, Board Support


Laura Jones Smith
Chairman