



**City of Apopka  
Planning Commission  
Meeting Agenda  
May 14, 2019  
5:30 PM - City Council Chambers**

**CALL TO ORDER**

If you wish to appear before the Planning Commission, please submit a "Notice of Intent to Speak" card to the Recording Secretary.

**OPENING AND INVOCATION**

**APPROVAL OF MINUTES:**

1. Approve minutes of the Planning Commission meeting held April 9, 2019.

**PUBLIC HEARING:**

1. Legislative – Comprehensive Plan – Large Scale – Future Land Use Amendment  
From "County" Rural to "City" Mixed Use Interchange  
Project: Foremostco, Inc.  
Location: 4550 Golden Gem Road  
Phil Martinez
2. Legislative – Comprehensive Plan – Large Scale – Future Land Use Amendment  
From "County" Rural to "City" Mixed Use Interchange  
Project: Dennis R. Klepzig & Joann M. Klepzig, Co-trustees Klepzig Family Trust  
Location: East of S.R. 429 and south of West Kelly Park Road  
Phil Martinez
3. Transportation Master Plan – West Apopka Gateway Area  
Project: City of Apopka - Location: Area framed by S.R. 429 on the east, S.R. 429  
Connector Road on the south, Hermit Smith Road on the west, and Yothers Road on the north  
Pamela Richmond

**SITE PLANS:**

1. Quasi-Judicial – Preliminary Development Plan – Country Crossing Estates  
Project: Holston Properties and Development, LLC  
Location: 2580 Vick Road  
Bobby Howell
2. Quasi-Judicial – Final Development Plan – Spegal Properties (Lake Gem Lots 4 & 5)  
Project: Property Industrial Enterprises, LLC c/o Michael R. Cooper  
Location: 551 and 501 Gem Commerce Court  
Jean Sanchez

**OLD BUSINESS:**

**NEW BUSINESS:**

**ADJOURNMENT:**

\*\*\*\*\*

All interested parties may appear and be heard with respect to this agenda. Please be advised that, under state law, if you decide to appeal any decision made by the City Council with respect to any matter considered at this meeting or hearing, you will need a record of the proceedings, and that, for such purpose, you may need to ensure that a verbatim record of the proceedings is made, which record includes a testimony and evidence upon which the appeal is to be based. The City of Apopka does not provide a verbatim record.

In accordance with the American with Disabilities Act (ADA), persons with disabilities needing a special accommodation to participate in any of these proceedings should contact the City Clerk's Office at 120 East Main Street, Apopka, FL 32703, telephone (407) 703-1704, no less than 48 hours prior to the proceeding.

**MINUTES OF THE PLANNING COMMISSION REGULAR MEETING HELD ON APRIL 9, 2019, AT 5:30 P.M. IN THE CITY COUNCIL CHAMBERS, APOPKA, FLORIDA.**

**MEMBERS PRESENT:** James Greene, Linda Laurendeau, William Gusler, and Robert Ryan

**ABSENT:** Mary Norwood, John Sprinkle, Butch Stanley, Orange County Public Schools (Non-voting)

**STAFF PRESENT:** James Hitt, FRA-RA – Community Development Director, David Moon, AICP - Planning Manager, Joseph Byrd – City Attorney, Bobby Howell, AICP – Senior Planner, Jean Sanchez – Planner II, and Jeanne Green – Recording Secretary.

**OTHERS PRESENT:** Giovanna Zapata, Larry Ray, Dennis Klepzig, JoAnn Klepzig, Christian Swann, Jon Walls, Scott Banta, Rodney Rogers, Teresa Sargeant

**OPENING AND INVOCATION:** Chairperson Greene called the meeting to order and asked for a moment of silent prayer. The Pledge of Allegiance followed.

**APPROVAL OF MINUTES:** Chairperson Greene asked if there were any corrections or additions to the regular meeting minutes of March 12, 2019, at 5:30 p.m.

**Motion:** William Gusler made a motion to approve the Planning Commission minutes from the regular meeting held on March 12, 2019, at 5:30 p.m. and seconded by Linda Laurendeau. Aye votes were cast by James Greene, Linda Laurendeau, William Gusler, and Robert Ryan (4-0)

**QUASI-JUDICIAL – CHANGE OF ZONING – THE RESERVE AT KELLY PARK** – Chairperson Greene stated this is a request to find the proposed zoning, overlay district and Master Plan consistent with the Comprehensive Plan and Land Development Code; and recommend approval of the rezoning from "City" R-1AAA to Kelly Park Interchange Mixed-Use (KPI-MU); recommend approval of the Neighborhood Overlay District; and recommend approval of the Master Plan subject to the conditions of approval and this staff report for the properties owned by Min Sun Cho, Hong S. Kim and Deok H. Kim and located at 4068, 4046, 4022 Plymouth Sorrento Road.

Chairperson Greene asked if there were any affected parties in attendance that wished to speak. No one spoke.

Chairperson Greene asked if the Commission members had any ex parte communications to divulge regarding this item. No one spoke.

Staff Presentation: Jean Sanchez, Planner II, stated this is a request to find the proposed zoning, overlay district and Master Plan consistent with the Comprehensive Plan and Land Development Code; and recommend approval of the rezoning from "City" R-1AAA to Kelly Park Interchange Mixed-Use (KPI-MU); recommend approval of the Neighborhood Overlay District; and recommend approval of the Master Plan subject to the conditions of approval and this staff report for the properties owned by Min Sun Cho, Hong S. Kim and Deok H. Kim and located at 4068, 4046, 4022 Plymouth Sorrento Road. The applicant is Surrey Homes, LLC c/o Christian M. Swann, President. The engineering firm is Stantec, c/o Giovanna Zapata, P.E. The existing use is a single Family Residence and a nursery. The proposed use is a single family residential subdivision with 61 units. The tract size is 19.97 +/-

acres. The 1993 Land Development Code is the applicable code.

The applicant is requesting a rezoning of approximately 20 acres of property from City R-1AAA (Single Family Residential District) to Kelly Park Interchange Mixed-Use (KPI-MU), with a Neighborhood character zone to develop a single-family residential subdivision subject to the requirements of the Kelly Park Interchange Form Based Code. The subject property is comprised of four parcels and is located on the northwest corner of Plymouth Sorrento Road and Appy Lane, approximately three-quarters of a mile east of the intersection of Kelly Park Road and Plymouth-Sorrento Road. The Master Plan proposes development of the property with a total of 61 single-family homes on 50-foot and 55-foot by 110-foot wide lots with a minimum living area of 1500 square feet. There are no minimum and maximum lot size and living area requirements in the Form-Based Code. The Master Plan design of the proposed subdivision is in accordance meets the intent of the Kelly Park Interchange Form Based Code, and the Neighborhood character zone, which primarily allows single-family homes as permitted uses. The surrounding properties consist of single-family residential and agricultural uses.

Access to the site is proposed via Plymouth Sorrento Road. A 6-foot tall precast or masonry wall will be located within the 25-foot wide landscaped bufferyard adjacent to Plymouth Sorrento Road. A 30-foot wide right-of-way dedication is provided adjacent to the landscaped buffer on Plymouth Sorrento Road and a 25-foot wide right-of-way dedication is also provided on the southernmost portion of the project side for future access and connection of properties to the south. The stormwater pond is located in the western portion of the site. In accordance with the requirements of the Form Based Code, Over 20 percent of the total site area, 4.33 acres, are dedicated to open space. Common recreation elements include Tracts R, open space area abutting the stormwater pond on the eastern portion of the site, Tract S for a park on the eastern part of the project and an internal trail system.

Two roadway connections will be provided to allow cross-access to the property to the north and south at such time these properties develop. The developer will provide a 10-foot wide bike trail along the Street "B" to facilitate the construction of the regional trail system that is proposed within the Kelly Park Form-Based Code area.

Orange County government requested the reservation of thirty feet along the eastern property line to accommodate right-of-way needs for the future widening of Plymouth Sorrento Road from two lanes to a four-lane divided road. Also, Applicant provides a twenty-five foot-wide landscape buffer next to this right-of-way land dedication.

#### Development Profile:

|                             |                                                                                                  |
|-----------------------------|--------------------------------------------------------------------------------------------------|
| No. of residential lots:    | 61 single family homes, detached                                                                 |
| Minimum lot width:          | 50-feet and 55-feet                                                                              |
| Minimum lot depth:          | 110 feet                                                                                         |
| Minimum lot size:           | 5,500 square feet (FBC has no minimum)                                                           |
| Minimum house livable area: | 1,500 square feet (FBC has no minimum)                                                           |
| Setbacks:                   |                                                                                                  |
| Front:                      | 15-feet minimum; 30-feet maximum                                                                 |
| Rear:                       | 15-feet; 15-feet on Lot 22 and Lot 23                                                            |
| Side:                       | 5-feet                                                                                           |
| Parking:                    | Two spaces per home within the lot (enclosed or exterior; FBC does not require enclosed parking) |



In accordance with the requirements of the Kelly Park Interchange Form-Based Code, the owner has submitted a Master Plan in conjunction with the rezoning application detailing the development of 61 single-family homes on approximately 19.97 acres. The property is located within the one-mile radius from the SR 429/Kelly Park Road interchange.

The development and zoning conditions of approval is that the zoning classification of the subject property be designated as Kelly Park Interchange Mixed-Use (KPI-MU), Neighborhood Overlay, as defined in the Kelly Park Interchange Form-Based Code, and with the following provisions:

1. Development of the property is subject to the requirements of the Kelly Park Interchange Form Based Code, Neighborhood Overlay District/character zone.
2. The architectural design of the buildings must be consistent with Section K.2.g, and Appendix A of the Kelly Park Interchange Form-Based Code.
3. A 25-foot wide right-of-way dedication on the southern boundary for future access and connection of Appy Lane.
4. A 30-foot wide right-of-way dedication for future expansion of Plymouth Sorrento Road.
5. A 10-foot wide bike trail will be constructed along Street "B" to facilitate the construction of a regional trail system. (Policy 20.19, FLUE; Sec. Q, FBC). The trail shall be placed in a tract.
6. Perpetual easements dedicated to the City of Apopka shall be provided over the internal pedestrian pathways and trail networks to allow public access.
7. A minimum living area of 1,500 square feet shall be provided.

The proposed use of the property is consistent with the Mixed-Use Interchange Future Land Use designation and is consistent with the Kelly Park Interchange Form-Based Code.

A School Capacity Enhancement Agreement has been approved by the Orange County Public Schools. No development activity shall occur on the subject property until the developer has obtained a school concurrency mitigation agreement or letter from OCPS.

Pursuant to Section 7 of the Joint Planning Area Agreement, Orange County was notified on March 7, 2019.

The Development Review Committee finds the proposed rezoning to Kelly Park Interchange Mixed-Use (KPI-MU), and assignment of Neighborhood Overlay District consistent with the Comprehensive Plan and Kelly Park Interchange Form-Based Code, and recommends approval of The Reserve at Kelly Park Master Plan, subject to the conditions of approval and this staff report.

Staff recommended the Planning Commission find the proposed zoning, overlay district and Master Plan consistent with the Comprehensive Plan and Land Development Code; and recommend approval of the rezoning of the subject parcels from "City" R-1AAA to Kelly Park Interchange Mixed-Use (KPI-MU), approval of the Neighborhood Overlay District, and approval of the Master Plan, subject to the conditions of approval and this staff report.

The role of the Planning Commission for this development application is to advise the City Council to approve or deny based on consistency with the Comprehensive Plan and Land Development Code.

This item is considered quasi-judicial. The staff report and its findings are to be incorporated into and made a part of the minutes of this meeting.

Giovanna Zapata, P.E., Stantec, 4798 New Broad Street, Orlando, stated she represented the owners, supported the staff report, and was available to answer any questions.

Chairperson Greene opened the meeting for public hearing. With no one wishing to speak, Chairperson Greene closed the public hearing.

**Motion:**        **Robert Ryan made a motion to find the proposed amendment consistent with the Comprehensive Plan and Land Development Code; and recommend approval of the proposed Change of Zoning from “City” R-1AAA to “City” KPI-MU (Kelly Park Interchange Mixed Use); the Kelly Park Interchange Neighborhood Overlay District; and the Master Plan\ Preliminary Development Plan subject to the findings of the staff report for the properties owned by Min Sun Cho, Hong S. Kim and Deok H. Kim and located at 4068, 4046, 4022 Plymouth Sorrento Road. Motion seconded by William Gusler. Aye votes were cast by James Greene, Linda Laurendeau, William Gusler, and Robert Ryan (4-0) (Vote taken by poll.)**

**QUASI-JUDICIAL – PRELIMINARY DEVELOPMENT PLAN – AVIAN POINT PARCEL “A”** – Chairperson Greene stated this is a request to find the Preliminary Development Plan consistent with the Avian Pointe PUD Master Plan and the Land Development Code; and recommend approval of the Avian Pointe Parcel “A” Preliminary Development Plan for the property owned by Apopka Clear Lake Investments, LLC, and located south of Peterson Road and east of SR 429 and north of Clearwater Lake

Chairperson Greene asked if there were any affected parties in attendance that wished to speak. No one spoke.

Chairperson Greene asked if the Commission members had any ex parte communications to divulge regarding this item.

Staff Presentation: Bobby Howell, AICP, Senior Planner, stated this is a request to find the Preliminary Development Plan consistent with the Avian Pointe PUD Master Plan and the Land Development Code; and recommend approval of the Avian Pointe Parcel “A” Preliminary Development Plan for the property owned by Apopka Clear Lake Investments, LLC, and located south of Peterson Road and east of SR 429 and north of Clearwater Lake. The applicant is NV5, Inc., c/o Jason P. Mahoney, P.E. The future land use is Residential Low Density and the zoning is PUD (Planned Unit Development). The existing use is vacant land and the proposed use is 56 single family homes. The tract size is 28.986 +/- acres. The applicable codes are the 1993 Land Development Code and the Avian Pointe Planned Unit Development Master Plan (Ordinance No. 2671)

The applicant has submitted a Preliminary Development Plan detailing the development of 56 single-family units on 29.986 acres. The subject property is located on Parcel “A” within the Avian Pointe PUD, which is located north of Clearwater Lake and south of Peterson Road. The Avian Pointe PUD allows for the development of 758 residential units consisting of single-family, townhomes, and

apartment units. Additional uses within the PUD includes a shared use recreation area, and a flex use parcel consisting of either a school or daycare facility, senior housing facility, or a 100 room boutique hotel. Consistent with the approved PUD Master Plan, lot widths of 60-feet and 75-feet are provided, and a minimum living area of 1,700 square feet for a single family home are required in the Parcel "A" development.

Two ingress/egress access points for the development are located along Grand Avian Parkway. Grand Avian Parkway is the spine road that is detailed within the Avian Pointe PUD that connects Lust Road to Peterson Road and will allow road access to all proposed developments within the PUD. The internal roadway network of the proposed subdivision is comprised of 45-foot and 50-foot wide private rights-of-way. Vehicular and pedestrian connections are provided to the remainder of the PUD via Grand Avian Parkway.

Roads internal to Parcel "A" are private and owned and maintained by the Master Association. Grand Avian Parkway and the bike trail are located in public right-of-way and will be owned and maintained by the City from Lust Road to Peterson Road. The Avian Pointe development is not responsible for improvements to Peterson Street or King Street.

One tract for stormwater retention is located in the northeastern corner of the development behind lots 17-21. This pond will be constructed concurrent with the construction of Grand Avian Parkway.

Consistent with the approved PUD Master Plan a community park and recreation area will be provided on Parcel B that will be owned and maintained by the master Avian Pointe homeowners association. Included within the recreation facility is a tot lot, restrooms, basketball courts, multi-purpose sports field, and parking area. This area will be accessed via Grand Avian Parkway.

Consistent with the approved PUD Master Plan a 20-foot wide landscape buffer/open space tract is provided along the eastern side of the development to help buffer the proposed subdivision from the existing Clear Lake Estates subdivision to the east. Street trees will be provided that are spaced 25-30-feet on center.

The conditions below as set forth in the Avian Ponte Development Agreement and Transportation Agreement are applicable to Phase A of the Avian Pointe PUD Master Plan.

1. (Paragraph 3, D.A.) The Avian Pointe Master Association must be established prior to the issuance of the first building permit.
2. (Paragraph 7, D.A.) The Community Park, Phase 4-B, of the PUD, is not required to be completed until the issuance of the 220<sup>th</sup> residential building permit, or one year after the construction of the elementary school.
3. (Paragraph 8, D.A.) Clubhouse and pool within Phase B-1 must be completed prior to the issuance of the 125<sup>th</sup> building permit for the single family or townhome phases.
4. (Paragraph 11, D.A.). Developer shall submit a document for review by City staff demonstrating common design themes for utility and equipment located within common areas or private and public roadways, entrance features, including but not limited to decorative street light poles, street name them, and park benches\urniture. Entrance features and landscape plans for the road-about shall also be submitted for review by City staff. (Paragraph 11 requirements must be addressed

prior to City approval of the Final Development Plan for Phase A.)

5. (Paragraph 12, D.A) Prior to issuance of the first residential building permit, Developer must submit a performance bond for the clubhouse\pool and the common park area improvements, and for the spine road and internal roads.

A Capacity Enhancement Agreement was obtained from OCPS at the time of the rezoning application. School Concurrency must be satisfied prior to City Council approval of the Final Development Plan.

The County was notified at the time of the subdivision plan and plat for this property through the DRC agenda distribution.

The Development Review Committee finds the Preliminary Development Plan consistent with the Avian Pointe PUD Master Plan and recommends approval of the Avian Pointe Parcel "A" Preliminary Development Plan.

Staff recommended the Planning Commission find the Preliminary Development Plan consistent with the Avian Pointe PUD Master Plan and the Land Development Code, and recommend approval of the Avian Pointe Parcel "A" Preliminary Development Plan.

The role of the Planning Commission for this development application is to advise the City Council to approve or deny based on consistency with the Comprehensive Plan and Land Development Code and PUD Master Plan.

This item is considered quasi-judicial. The staff report and its findings are to be incorporated into and made a part of the minutes of this meeting.

In response to a question by Mr. Ryan, Mr. Howell stated the setbacks are consistent with the approved Planned Unit Development Plan.

David Moon, AICP, Planning Manager, added that the streets will be private and parking will be allowed on the streets. Additionally, there is an overflow parking area.

In response to Mr. Ryan's concerns regarding emergency access, staff explained that Code Enforcement or the Police Department would regulate on-street parking.

In response to questions by Mr. Gusler, Mr. Howell stated the streets are 45' to 50' in width throughout the project. He confirmed that the adjacent agricultural building on the north side of the subject property is vacant.

Chairperson Greene opened the meeting for public hearing. With no one wishing to speak, Chairperson Greene closed the public hearing.

**Motion:** William Gusler made a motion to find the Preliminary Development Plan consistent with the Avian Pointe PUD Master Plan and the Land Development Code; and recommend approval of the Avian Pointe Parcel "A" Preliminary Development Plan for the property owned by Apopka Clear Lake Investments, LLC, and located south of Peterson Road and east of SR 429 and north of

**Clearwater Lake. Motion seconded by Linda Laurendeau. Aye votes were cast by James Greene, Linda Laurendeau, William Gusler, and Robert Ryan (4-0) (Vote taken by poll.)**

**QUASI-JUDICIAL – SUBDIVISION PLAT – CENTER POINT RETAIL APOPKA –** Chairperson Greene stated this is a request to find the Center Point Retail Apopka Subdivision Plat consistent with the Land Development Code and approved final development plans; and recommend approval of the Plat, subject to the IHOP Restaurant and AutoZone Store Final Development Plans and findings of the staff report for the property owned by RDP 9, LLC c/o Robert T. Gierke, Manager, and located at 1120 West Orange Blossom Trail.

Chairperson Greene asked if there were any affected parties in attendance that wished to speak. No one spoke.

Chairperson Greene asked if the Commission members had any ex parte communications to divulge regarding this item.

Staff Presentation: Ms. Sanchez stated this is a request to find the Center Point Retail Apopka Subdivision Plat consistent with the Land Development Code and approved final development plans; and recommend approval of the Plat, subject to the IHOP Restaurant and AutoZone Store Final Development Plans and findings of the staff report for the property owned by RDP 9, LLC c/o Robert T. Gierke, Manager, and located at 1120 West Orange Blossom Trail. The applicant is Rogers Engineering, LLC, c/o Rodney K Rogers, PSM. The future land use is Commercial and the Zoning is C-R (Regional Commercial). The existing use is vacant land and the proposed use is 2 lot plat with cross access easements for a 6,815 square feet of retail store and 4,500 square feet of restaurant. The tract size is 3.32 +/- acres. The applicable code is the 1993 Land Development Code.

This is a request to approve the Centerpoint Retail Apopka Plat, which proposes the division of one parcel into two separate lots, one lot for the IHOP Restaurant and one lot for the AutoZone Store. The final development plans for the IHOP Restaurant and AutoZone Store were approved on September 5, 2018. These site plans were prepared with consideration to a future creation of lots for each building.

Each lot will have access to U.S. 441 via a cross-access easement through the Verizon Store to Lake Doe Boulevard. Two other access points will be available through cross-access easement across the IHOP property.

AutoZone and IHOP will share all access lanes, and cross assess easements are provided within the plat. At the time of final development plan submittals, one transportation impact analysis (TIA) was submitted to evaluate the combined impacts of AutoZone and IHOP on the surrounding roadway segments and intersections. Included in the analysis were segments of U.S 441/W Orange Blossom Trail, Errol Parkway, Lake Doe Boulevard, and Old Dixie Highway. Intersections analyzed were U.S. 441/W Orange Blossom Trail and Vick Road; U.S. 441/W Orange Blossom Trail and Errol Parkway; Old Dixie Highway and Errol Parkway; Old Dixie Highway and Vick Road; Lake Doe Boulevard site entrance; and U.S. 441/W Orange Blossom Trail site entrances.

The projects will generate 503 daily and 44 P.M. Peak Hour Net New trips. The addition of these project trips to the study roadways and intersections will not cause the Level of Service (LOS) to fall below the City's adopted LOS standard.

**MINUTES OF THE PLANNING COMMISSION REGULAR MEETING HELD ON APRIL 9, 2019, AT 5:30 P.M.**

Right and left turn warrant analyses were conducted for the site entrances on U.S. 441 and concluded that turn lanes are not needed to safely accommodate project traffic. Both access driveways on U.S. 441/W Orange Blossom Trail are required for the site at the time of development of either project if they are not developed simultaneously.

The stormwater management system includes on-site retention areas, on the southern portion of the AutoZone Store and eastern area of the IHOP Restaurant project sites. The stormwater pond designs meet the City's Land Development Code requirements.

All access driveways must be constructed and all associated cross access easements must be recorded across both the IHOP and AutoZone sites prior to issuance of a certificate of occupancy on either site.

The Development Review Committee recommends approval of the Centerpoint Retail Apopka Plat, finding it consistent with the approved IHOP Restaurant and AutoZone Store Final Development Plans.

Staff recommended the Planning Commission find the Centerpoint Retail Apopka Plat consistent with the Land Development Code and approved final development plans, and recommend approval of the Plat, subject to the IHOP Restaurant and AutoZone Store Final Development Plans and findings of this staff report.

The role of the Planning Commission for this development application is to advise the City Council to approve or deny the Plat based on consistency with the Comprehensive Plan and Land Development Code, and the approved IHOP Restaurant and AutoZone Store Final Development Plans.

Rodney Rogers, PSM, Rogers Engineering, LLC, 1105 SE 3rd Avenue, Ocala, stated he represented the owners, supported the staff report, and was available to answer any questions.

In response to a question by Ms. Laurendeau, Mr. Rogers stated that the plan reflects the required turning radius for the semi-trucks that will be accessing the property.

Chairperson Greene opened the meeting for public hearing. With no one wishing to speak, Chairperson Greene closed the public hearing.

**Motion:** Linda Laurendeau made a motion to find the Center Point Retail Apopka Subdivision Plat consistent with the Land Development Code and approved final development plans; and recommend approval of the Plat, subject to the IHOP Restaurant and AutoZone Store Final Development Plans and findings of the staff report for the property owned by RDP 9, LLC c/o Robert T. Gierke, Manager, and located at 1120 West Orange Blossom Trail. Motion seconded by Robert Ryan. Aye votes were cast by James Greene, Linda Laurendeau, William Gusler, and Robert Ryan (4-0) (Vote taken by poll.)

**OLD BUSINESS:** None.

**NEW BUSINESS:** Mr. Gusler requested that the Planning Commission approve entering the City Attorney's memorandum regarding compliance with the Americans with Disabilities Act into the

record.

**Motion:** William Gusler made a motion to enter the City Attorney's memorandum regarding compliance with the Americans with Disabilities Act into the record. Motion seconded by Linda Laurendeau. Aye votes were cast by James Greene, Linda Laurendeau, William Gusler, and Robert Ryan (4-0) (Vote taken by poll.)

**ADJOURNMENT:** The meeting was adjourned at 5:50 p.m.

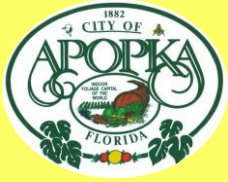
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James Greene, Chairperson

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James K. Hitt, FRA-RA  
Community Development Director





## CITY OF APOPKA PLANNING COMMISSION

☒ PUBLIC HEARING  
☐ SITE PLAN  
☐ SPECIAL REPORTS  
☐ OTHER:

MEETING OF: May 14, 2019  
FROM: Community Development  
EXHIBITS: Future Land Use Report  
Vicinity Map  
Future Land Use Map  
Zoning Map  
Aerial Map  
Kelly Park Interchange Area  
WPIVP<sup>1</sup> Character Districts  
Comp Plan Objectives  
JPA Amendment No. 2

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**SUBJECT:**      **COMPREHENSIVE PLAN – LARGE SCALE – FUTURE LAND USE  
AMENDMENT – FOREMOSTCO, INC.**

**REQUEST:**      **COMPREHENSIVE PLAN – LARGE SCALE – FUTURE LAND USE  
AMENDMENT – FOREMOSTCO, INC.  
FROM: “COUNTY” RURAL  
TO: “CITY” MIXED USE INTERCHANGE**

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**SUMMARY:**

OWNER/APPLICANT:      Foremostco, Inc.

LOCATION:      4550 Golden Gem Road

EXISTING USE:      Woodlands

CURRENT ZONING:      “City” Transitional

PROPOSED ZONING:      Mixed Use- Interchange Zoning District with Transition Overlay Zone (0-10 du/ac)

TRACT SIZE:      35.56 +/- acres

MAXIMUM ALLOWABLE  
DEVELOPMENT:      EXISTING:      Max. 3 Dwelling Units  
                                 PROPOSED:      Max. 355 Dwelling Units

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**DISTRIBUTION**

|                                |                  |                          |
|--------------------------------|------------------|--------------------------|
| Mayor Nelson                   | Finance Director | Public Services Director |
| Commissioners                  | HR Director      | Recreation Director      |
| City Administrator             | IT Director      | City Clerk               |
| Community Development Director | Police Chief     | Fire Chief               |

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<sup>1</sup> Wekiva Parkway Interchange Vision Plan

**ADDITIONAL COMMENTS:** The applicant requests a future land use designation of “City” Mixed Use Interchange for one parcel south of W. Kelly Park Road and East of Round Lake Road. The subject parcel was annexed into the City on April 3, 2019 and has not had a “city” future land use designation or zoning designation assigned to it.

The parcel is located in the Wekiva Parkway Interchange Vision Plan Area, as depicted in the Future Land Use Element of the City’s Comprehensive Plan, and the Kelly Park Interchange Form-Based Code

Policy 20.9, Future Land Use Element of the Comprehensive Plan, requires that a Mixed Use-Interchange future a land use designation must be assigned to the property.

The subject parcels are located within the one-mile radius from the Wekiva Parkway interchange at Kelly Park Road; and therefore are required to adhere to the Kelly Park Crossing Form Based Code. The properties are located within the Wekiva Parkway Interchange Vision Plan Area. Therefore, the property must comply with Objectives 18 – 20 and related policies within the Future Land Use Element of the Comprehensive Plan and the recently adopted Kelly Park Crossing Form-Based Code. The applicant’s request is consistent with the Mixed Use Interchange future land use designation and the Overlay District covering the property within the Vision Plan.

**COMPREHENSIVE PLAN COMPLIANCE:** The proposed use of the property is compatible with the character of the surrounding area, is within one mile of the SR 429/Kelly Park Road interchange, and is consistent with the Mixed Use Interchange Land Use designation. City planning staff supports the FLUM amendment given the consistency with the Comprehensive Plan policies listed below and the intent of the Wekiva Parkway Interchange Vision Plan a (see Land Use Analysis below). Site development cannot exceed the intensity allowed by the Future Land Use policies.

#### *Future Land Use Element*

1. **Policy 3.1.r** The primary intent of the Mixed Use land use category is to allow a mixture of residential, office, commercial, industrial, recreation, institutional and public facilities uses to serve the residential and non-residential needs of special areas of the City. The mix of land uses may occur on a single parcel or multiple parcels ...

The designation of a mixed use category may occur only in certain areas of the city, including “land anticipated for inclusion within the Wekiva Parkway Interchange Land Use Plan...” These properties are within the 1-mile radius of the Wekiva Parkway Interchange depicted on the Wekiva Parkway Interchange Vision Plan Map located within the Future Land Use Element of the Apopka Comprehensive Plan.

2. **Policy 18.1** The City shall implement the Wekiva Parkway Interchange Vision Plan, which guides the location of a range of uses, such as residential, office, commercial, industrial, recreation, public and institutional, at various densities and intensities around the proposed interchange.

The proposed Mixed Use Future Land Use Designation allows for residential densities and non-residential uses and intensities to implement the Wekiva Parkway Interchange Vision Plan, consistent with Objective 18 and related policies.

3. **Policy 18.2** Prior to rezoning any property within a one-mile radius of the interchange Study Area, the City shall amend its LDC to incorporate development standards that will implement the Vision Plan.

This future land use amendment does not include a corresponding proposed zoning category because the City has yet to adopt development standards or form-based code consistent with this policy. Future densities/intensities and design character for the subject properties will be regulated at the time of rezoning once Wekiva Parkway Interchange Vision Plan design standards and form-based code are adopted.

4. **Policy 20.4** Prior to approving the first development plan with the Wekiva Parkway Interchange vision Plan Area, the City shall adopt the Wekiva Parkway Interchange Form-Based Cod establishing the design and development standards for the Wekiva Parkway Interchange Vision Plan Area.

The subject properties will be required to comply with the above policy should the development submit a development plan to ensure consistency with the Comprehensive Plan and Wekiva Parkway Interchange Vision Plan.

5. **Policy 20.9** Development within the Wekiva Parkway Interchange Plan Area shall be assigned a Mixed-Use Interchange future land use designation and shall accomplish an overall mix of residential and non-residential uses as outline in Policy 3.1.r. Assignment of the Mixed-Use Interchange Land Use future land use designation shall require an amendment to the Comprehensive Plan.

The applicant's request for a Mixed Use future land use designation is consistent with this policy, as well as the intent of the Wekiva Parkway Interchange Vision Plan area, which intends to concentrate a mixture of land uses with varying densities and intensities within one mile of the Wekiva Parkway Interchange.

6. **Policy 20.3.** The annexation, land use change, and subsequent development of lands located within the Wekiva Parkway Interchange Plan Area for Apopka and the Wekiva Interchange Land Use Plan Overlay for the County shall be consistent with the adopted Interlocal Agreement between Orange County and the City of Apopka regarding Wekiva Interchange Land Use Plan Overlay.
7. **Objective 19 and 20, and their associated policies.** See objectives and policies within the supporting information.

#### *Transportation Element*

1. **Policy 4.2** The City of Apopka shall promote, through the implementation of programs such as mixed-use land development, projects that support reduced travel demand, short trip lengths and balanced trip demand.

The Mixed Use future land use designation allows for a mixture of land use types such as residential and non-residential, which promotes shorter trip lengths, concentrated development to reduce travel demand.

2. **Policy 3.1.r** The primary intent of the Mixed Use land use category is to allow a mixture of residential, office, commercial, industrial, recreation, institutional uses and public facilities uses...This mix of land uses may occur on a single parcel or multiple parcels in the form of: a permitted single use; a vertical combination of different permitted uses; or a horizontal mix of different permitted uses.
3. **Policy 4.2** The City of Apopka shall promote, through the implementation of programs such as mixed-use land development, projects that support reduced travel demand, shorter trip lengths and balanced trip demand.

4. **Objective 20 and associated Policies, Future Land Use Element.** Provided with the Supporting Information.

*Kelly Park Interchange Form-Based Code.*

1. Page 1 – “Therefore, if a site, or any portion of a site, is within the 1-mile radius [of the Kelly Park Interchange], the entire site is included within the vision plan and is subject to the standards.” And Page 2, “Where a property straddles the line, the subject property owner may select to bring the portion outside the property into the Form-Base Code area.”

**VISIONING AND SPECIAL STUDIES:** The properties are located within the boundaries of the Wekiva Parkway Interchange Vision Plan Area, making it subject to the Kelly Park Crossing Form-Based Code, Mixed- Use Interchange Zoning District and Transition Overlay District. A copy of the Wekiva Parkway Interchange Vision Plan is provided with the support material.

**SCHOOL CAPACITY REPORT:** An executed capacity enhancement agreement with Orange County Public Schools will be required prior to rezoning hearings, as density occurring on a property located within the Wekiva Parkway Interchange Vision Plan Area (aka Kelly Park Interchange Area) is not determined until the zoning and master plan, per Policy 20.12 of the Future Land Use Element, Comprehensive Plan.

**ORANGE COUNTY NOTIFICATION:** The JPA requires the City to notify the County 30 days before any public hearing or advisory board. The City properly notified Orange County on April 4, 2019. Notification has already occurred through the Second Amendment to the Joint Planning Agreement with Orange County government. The second amendment acknowledges that the City will assign a land use designation similar to the overlay district illustrated in the Wekiva Parkway Interchange Vision Plan.

**PUBLIC HEARING SCHEDULE:**

May 14, 2019 – Planning Commission (5:30 pm)

June 5, 2019 – City Council (1:30 pm) - 1<sup>st</sup> Reading & Transmittal

**DULY ADVERTISED:**

May 3, 2019 – Public Notice and Notification (Apopka Chief, posting, letters)

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**RECOMMENDATION ACTION:**

The **Development Review Committee** recommends approval to transmit a change in Future Land Use to Mixed Use Interchange for the property owned by Foremostco Inc., subject to the information and findings in the staff report.

**Recommended Motion:** Find the Future Land Use Designation consistent with the Comprehensive Plan and recommend a change in Future Land Use Designation to Mixed Use Interchange for the properties owned by Foremostco, Inc., subject to the information and findings in the staff report.

**Note:** This item is considered legislative. The staff report and its findings are to be incorporated into and made a part of the minutes of this meeting.

## LAND USE REPORT

### I. RELATIONSHIP TO ADJACENT PROPERTIES:

| <i>Direction</i> | <i>Future Land Use</i> | <i>Zoning</i>       | <i>Present Use</i>                   |
|------------------|------------------------|---------------------|--------------------------------------|
| North            | “County” Rural         | “County” A-1        | Agriculture and Single Family Houses |
| East             | “City” Mixed Use       | “City” Transitional | Grazing                              |
| South            | “County” Rural         | “County” A-1        | Agriculture & Equestrian             |
| West             | “County” Rural         | “County” A-1        | Agriculture & Equestrian             |

### II. LAND USE ANALYSIS

Analysis for the Future Land Use Designation was performed as part of the adopted Wekiva Parkway Interchange Vision Plan. This Vision Plan has been incorporated into the Comprehensive Plan. The subject property straddles the one-mile radius from the interchange, and the property owner has selected to pull the entire property into the Kelly Park Crossing Form-Based Code Area (aka Wekiva Parkway Interchange Vision Plan Area).

Therefore, the proposed Mixed Use Interchange future land use designation is consistent with the general future land use character and long-range planning goals of the surrounding area.

Wekiva Parkway Interchange Vision Plan Area: Yes

Wekiva River Protection Area: No

Area of Critical State Concern: No

DRI / FQD: No

JPA: The City of Apopka and Orange County entered into a Joint Planning Area (JPA) agreement on October 26, 2004 and amended the JPA in October 19, 2010 to address the Wekiva Parkway Interchange Vision Plan. The subject property is consistent with the Vision Plan incorporated into Amendment 2 of the Wekiva Parkway Interchange Vision Plan.

Transportation: Road access to the site is from Golden Gem Road.

Wekiva Parkway and Protection Act: The proposed amendment has been evaluated against the adopted Wekiva Study Area Comprehensive Plan policies. The proposed amendment is consistent with the adopted mandates and requirements. The proposed Future Land Use Map (FLUM) amendment has been reviewed against the best available data, with regard to aquifer and groundwater resources. The City of Apopka's adopted Comprehensive Plan addresses aquifer recharge and storm water run-off through the following policies:

- Future Land Use Element, Policies 4.16, 14.4, 15.1, 16.2 and 18.2; Objective 19, 20.
- Infrastructure Element, Policies 1.5.5, 4.2.7, 4.4, 4.4.1, 4.4.2 and 4.4.3
- Conservation Element, Policy 3.18

Karst Features: The Karst Topography Features Map from the Florida Department of Environmental Protection shows that the parcels appear to occur within an area having a potential for karst features.

Analysis of the character of the Property: The current use of the property is a single family home and grazing lands. The property is within the Wekiva Parkway Interchange Vision Plan Area, and the property is eligible to be part of the Kelly Park Interchange Form-Based Code. As such, a master plan must be provided with the zoning application, and road and pedestrian systems must be connected to an

integrated with other lands within the Form-Based Code area.

Analysis of the relationship of the amendment to the population projections: Based on the adoption of the JPA, the size of the property, and the proposed land use change, the amendment will increase the population by as many as 938 residents. Land use analysis was conducted as part of the Wekiva Parkway Interchange Vision Plan.

#### **CALCULATIONS:**

ADOPTED: 3 Unit(s) x 2.659 p/h = 7 persons

PROPOSED: 355 Unit(s) x 2.659 p/h = 945 persons

Housing Needs: The housing need is demonstrated through the Wekiva Parkway Interchange Vision Plan Area Study.

Habitat for species listed as endangered, threatened or of special concern: A habitat study is required for developments greater than ten (10) acres in size. At the time the Master Site Plan or Preliminary Development Plan is submitted to the City, the development applicant must conduct a species survey and submit a habitat management plan if any threatened or endangered species are identified within the project site.

Transportation: The City of Apopka is a Transportation Concurrency Exception Area. Refer to Chapter 3 of the City of Apopka 2010 Comprehensive Plan. The road system shall be consistent with the intent of the Kelly Park Crossing Form-Based Code.

#### Sanitary Sewer Analysis

1. Facilities serving the site; current LOS; and LOS standard: None; 81 GPD/Capita ; 81 GPD / Capita

If the site is not currently served, please indicate the designated service provider: City of Apopka

2. Projected total demand under existing designation: 567 GPD
3. Projected total demand under proposed designation: 76,545 GPD
4. Capacity available: Yes
5. Projected LOS under existing designation: 81 GPD/Capita
6. Projected LOS under proposed designation: 81 GPD/Capita
7. Improved/expansions already programmed or needed as a result if proposed amendment: Force main extension required

#### Potable Water Analysis

1. Facilities serving the site; current LOS; and LOS standard: None; 174 GPD/Capita ; 174 GPD / Capita

If the site is not currently served, please indicate the designated service provider: City of Apopka

2. Projected total demand under existing designation: 1,218 GPD

3. Projected total demand under proposed designation: 164,430 GPD
4. Capacity available: Yes
5. Projected LOS under existing designation: 174 GPD / Capita
6. Projected LOS under proposed designation: 174 GPD / Capita
7. Improved/expansions already programmed or needed as a result of the proposed amendment: Water main extension required
8. Parcel located within the reclaimed water service area: Yes

Solid Waste

1. Facilities serving the site: City of Apopka
2. If the site is not currently served, please indicate the designated service provider: City of Apopka
3. Projected LOS under existing designation: 4 lbs/ day/ Capita
4. Projected LOS under proposed designation: 4 lbs / day/ Capita
5. Improved/expansions already programmed or needed as a result of the proposed amendment: None

This initial review does not preclude conformance with concurrency requirements at the time of development approval.

Infrastructure Information

Water treatment plant permit number: CUP No. 3217

Permitting agency: St. John's River Water Management District

Permitted capacity of the water treatment plant(s): 24,141 MGD

Total design capacity of the water treatment plant(s): 33,696 MGD

Availability of distribution lines to serve the property: Yes

Availability of reuse distribution lines available to serve the property: Yes

Drainage Analysis

1. Facilities serving the site: None

2. Projected LOS under existing designation: 100 year – 24 hour design storm
3. Projected LOS under proposed designation: 100 year – 24 hour design storm
4. Improvement/expansion: On site retention / detention ponds

Recreation

1. Facilities serving the site; LOS standard: City of Apopka Parks System ; 3 acre / 1000 capita
2. Projected facility under existing designation: .021 acres
3. Projected facility under proposed designation: 2.835 acres
4. Improvement/expansions already programmed or needed as a result of the proposed amendment: None

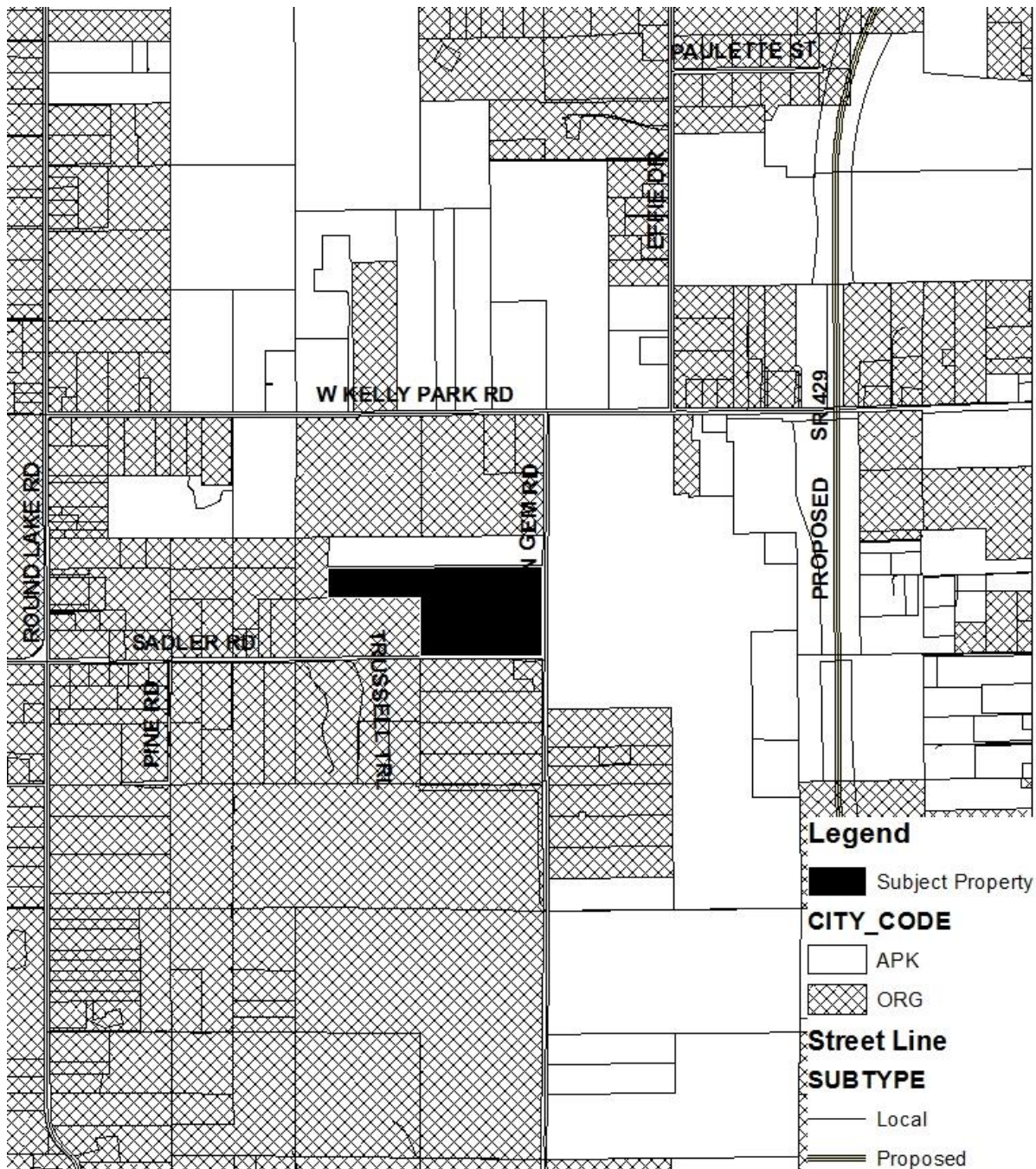
This initial review does not preclude conformance with concurrency requirements at the time of development approval.



Foremostco, Inc.  
35.56 +/- Acres  
Proposed Large Scale Future Land Use Amendment:  
From: “County” Rural  
To: “City” Mixed Use Interchange  
Parcel ID #: 14-20-27-0000-00-081

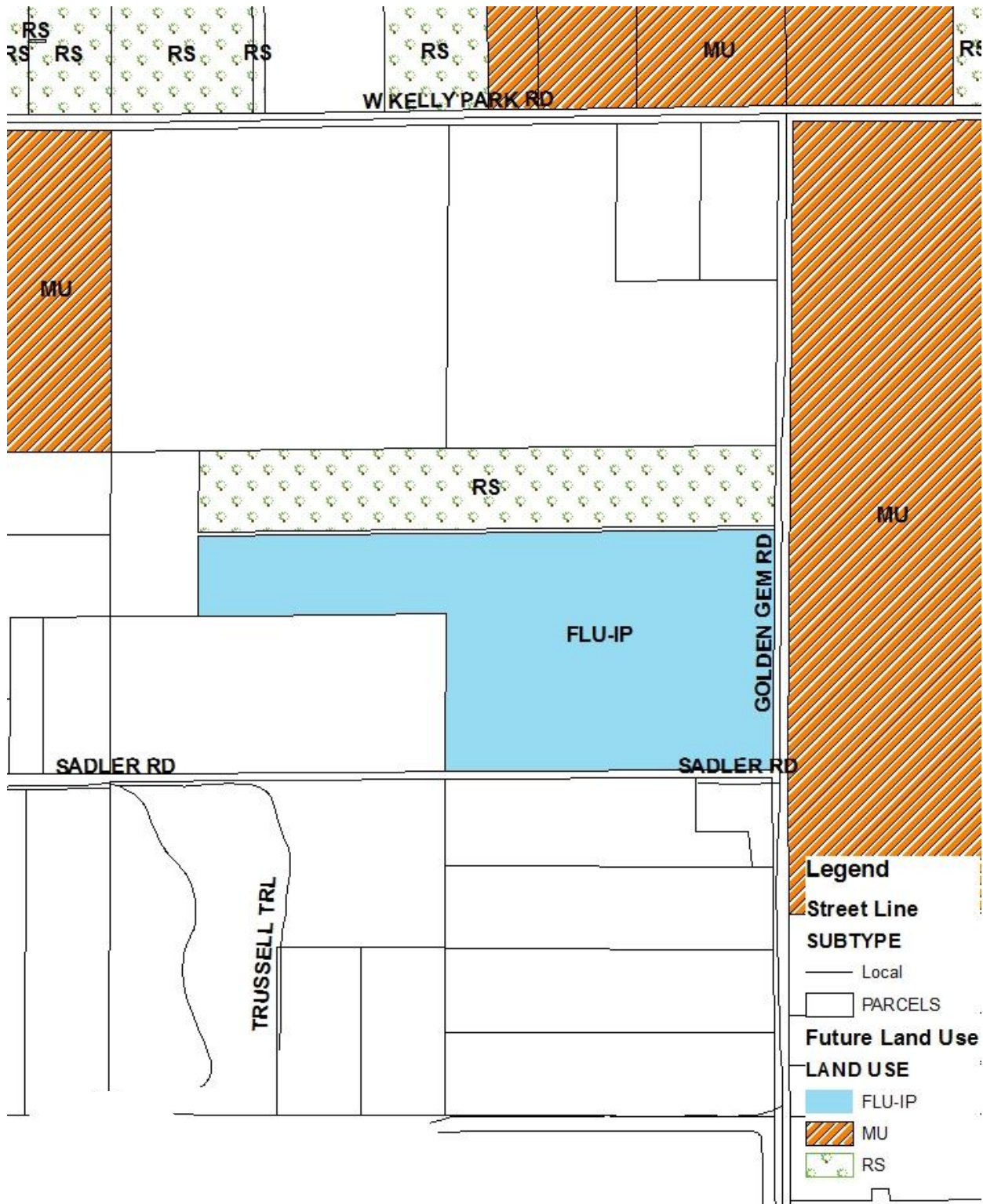


VICINITY MAP





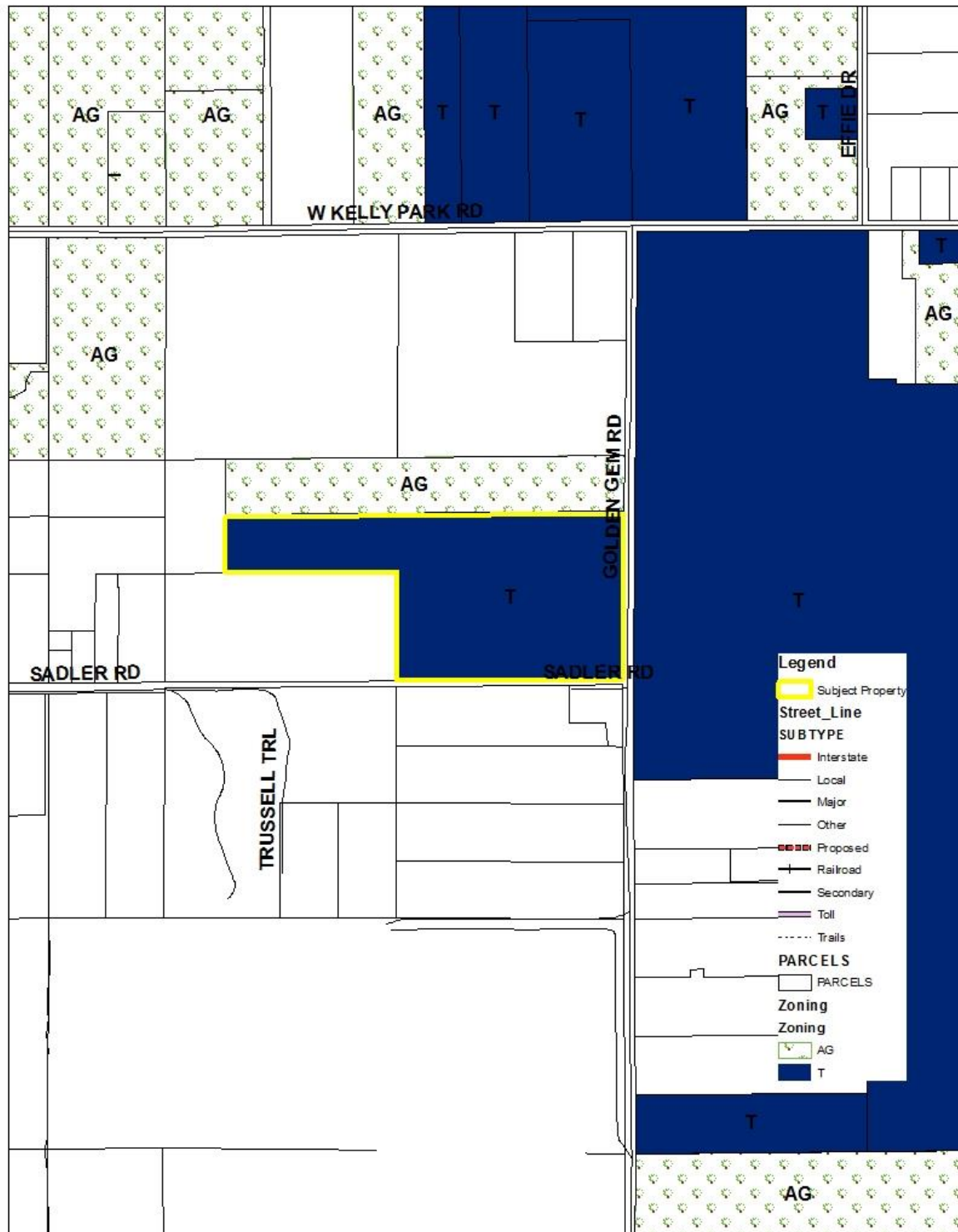
## FUTURE LAND USE MAP





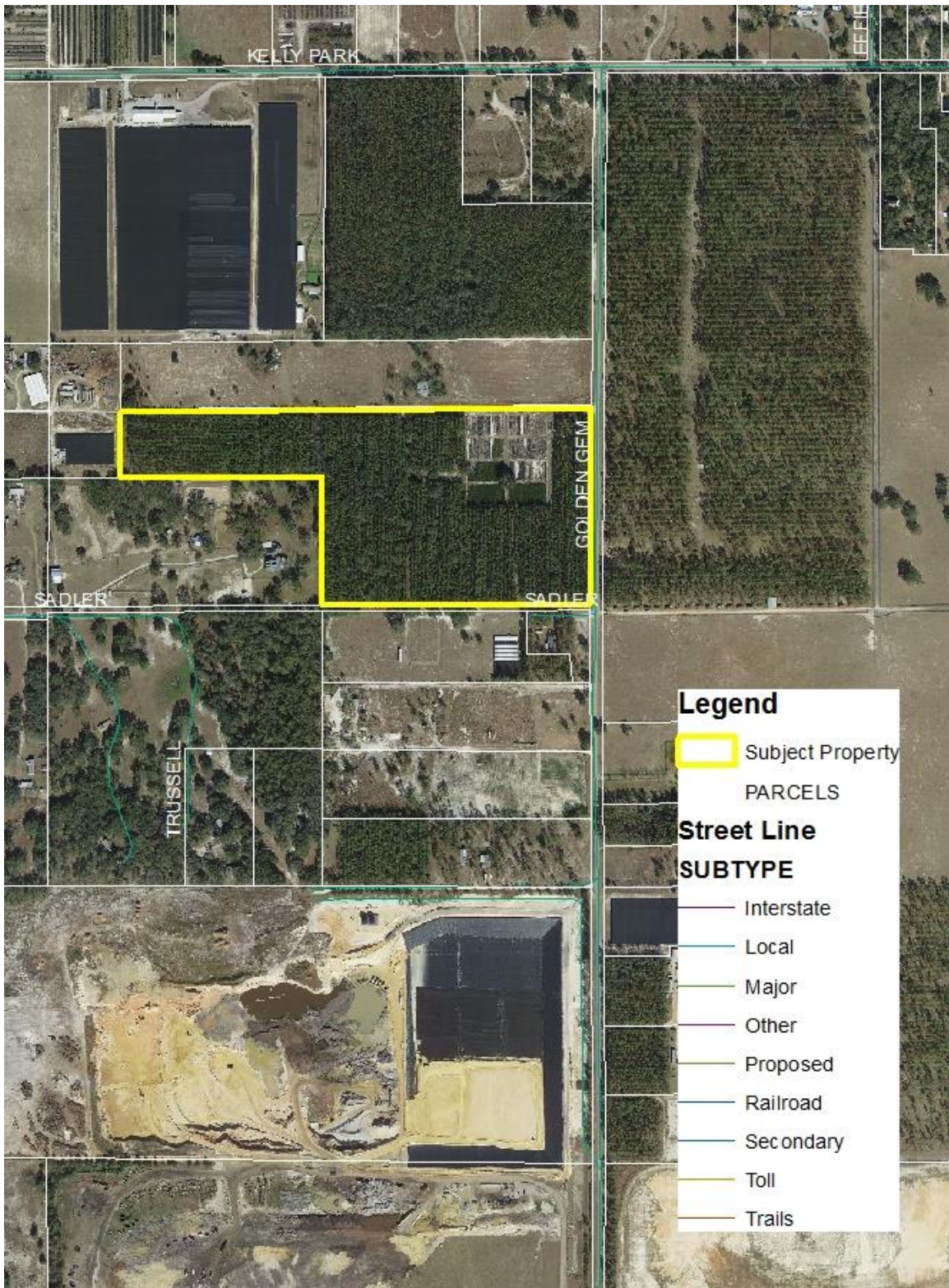


## ADJACENT ZONING





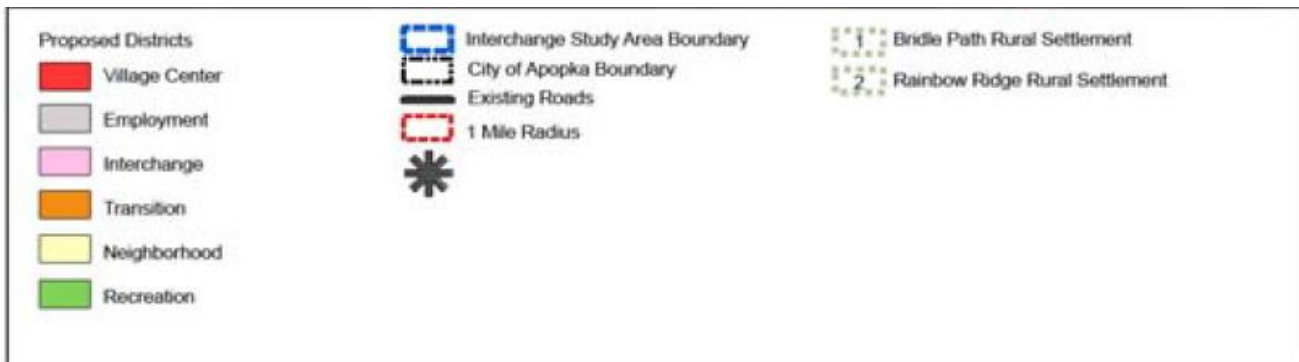
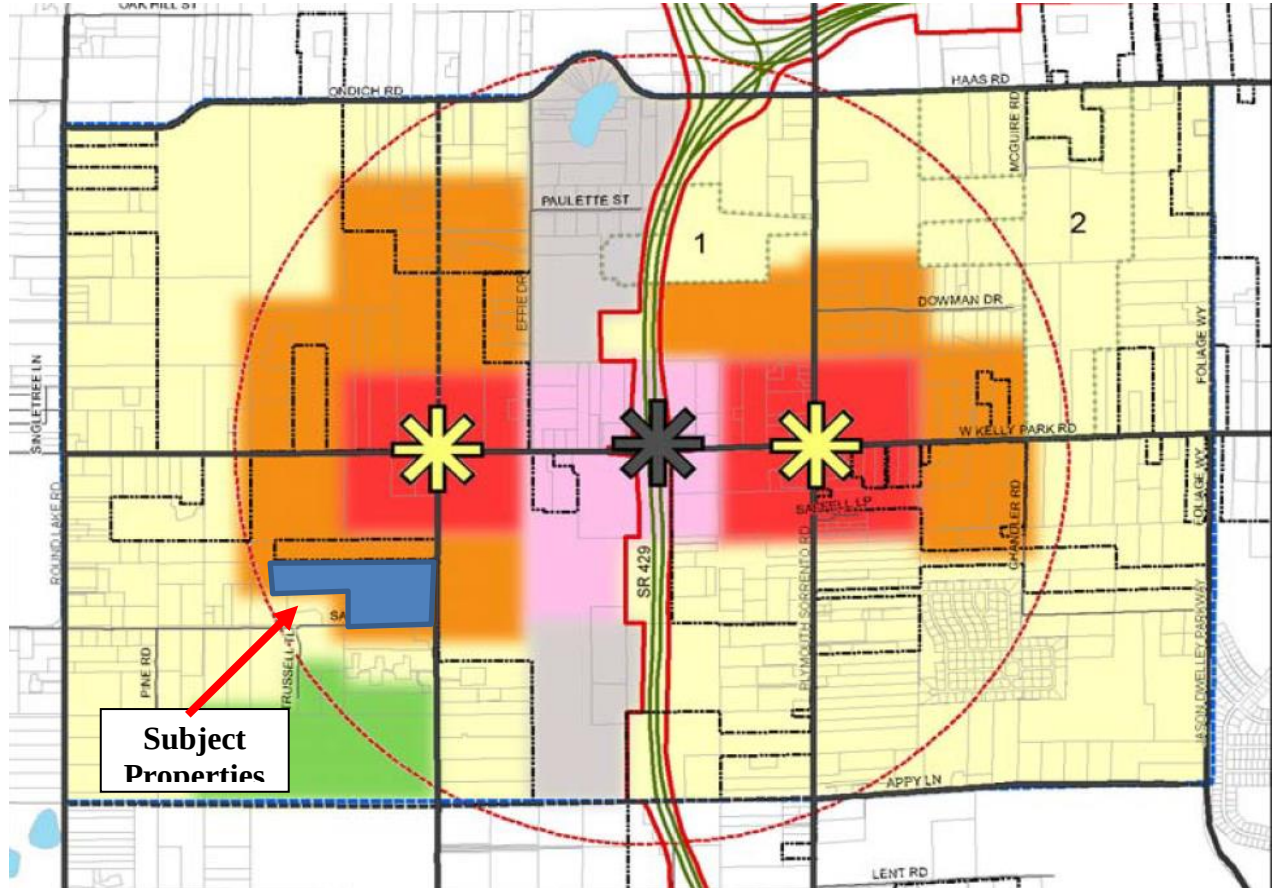
## AERIAL MAP







## WEKIVA PARKWAY INTERCHANGE VISIONING PLAN CHARACTER DISTRICTS



Source: Apopka Comprehensive Plan, 2011; page

construction, whereas larger pipes are constructed from ductile iron. Improvements to the distribution/transmission system have generally followed the recommendations outlined in the most recent master plan, with the timing of specific projects dependent on development patterns. **Map 10** shows the extent of the system within the interchange study area.

#### E. Public Schools

The area is currently served by Wolf Lake and Zellwood elementary schools, Wolf Lake Middle School and Apopka High School. According to the Orange County Public Schools (OCPS), all four schools are projected to be deficient by FY 2011-12. The OCPS current 10-year plan includes a relief elementary school for Wolf Lake and Zellwood, and a relief middle school for Wolf Lake. **Maps 11 to 13** show the attendance zones for these schools.

### IV. Community Involvement

In conjunction with the County, the City conducted two public workshops to discuss the future growth around the proposed Wekiva Parkway Interchange. The first public workshop was conducted on February 25, 2010, and the second workshop was conducted on March 25, 2010. **Appendices B and C** contain the workshop summaries and the list of attendees. It should be noted that for the purpose of the Community Workshops an enlarged study area was reviewed, which included the area north of West Ponkan Road.

Additionally, the City held a public hearing before the City of Apopka Planning Commission on April 27, 2010 and the City Council on May 19, 2010.

### V. Wekiva Parkway Interchange Vision Plan

The Wekiva Parkway will complete the outer beltway around Metro Orlando area. The completion of this outer ring, along with the proposed interchange, will result in added growth and development pressure within the Wekiva Study Area.

The Interchange Vision Plan was developed with a goal to accommodate new development that: (1) supports regional markets that depend on the Wekiva Parkway's function to move people and goods (light industry and warehousing, hotels/motels, restaurants, gas stations, truck stops, and convenience stores)<sup>1</sup>; (2) is designed to complement the surrounding areas; and (3) manages and protects water and wildlife resources.

#### A. Land Use Vision

Even though the area is currently rural in character and the adopted land use categories for the area reinforce that character, the introduction of a highway interchange at Kelly Park Road will create development pressure in the area. The City, County and most area residents realize a need and have a desire for a plan for that future growth. The main goal of planning for growth is to situate it within an appropriate area around the interchange, and to allow sufficient density

<sup>1</sup> Guidelines for Preparing Comprehensive Plan Amendments for the Wekiva Study Area



and intensity to maximize sustainability and minimize environmental impacts on the Wekiva Study Area. The City also wants to take advantage of the opportunity this location provides to create a setting that will attract new quality employment to the area. The higher densities and intensities expected to accompany the interchange should transition into lower densities/intensities to ensure compatibility with the surrounding areas. Well thought-out, coordinated development is, therefore, a driving element of the interchange land use plan. Coordinated, transitional development at the interchange will protect meaningful tracts of connected open space, and preserve rural land outside of the interchange study area while allowing for carefully planned growth.

As shown on **Map 8**, potential Karst features are indicated proximate to the proposed interchange. For that reason, the vision plan proposes a measured approach to intensive development in the area immediately adjacent to the interchange, and instead create two nodes of development at the closest intersections to the parkway: Kelly Park Road/Golden Gem Road and Kelly Park Road/Plymouth Sorrento Road (see **Map 14**). The most dense and intense uses will be located within a 1/3-mile radius of the two proposed nodes. Between these nodes and the one-mile study area boundary, land uses will provide a transition to the existing lower densities, and less intense development character will be respected beyond the one-mile radius.

**Map 15** shows the proposed interchange vision plan, which includes both City and unincorporated land. As shown on the map, the area within a 1-mile radius of the proposed interchange is proposed to be urban in character, with uses such as industrial, commercial, office, institutional/public, and medium and high-density residential uses. The highest intensity of use will be clustered around the two nodes as village centers. The area between the nodes and the one-mile radius will contain uses that will ensure the smooth transition to the less intense areas outside the one-mile radius.

The following is a description of the proposed character districts for the vision plan area.

**1. Village Center (residential and commercial mix)**

As noted above, the vision plan intends to concentrate the most intensive development within the two major intersection nodes. The type of development envisioned for these two nodes includes mixed-use buildings with retail uses on the ground floor and offices or residential spaces above. The Village Center character district will comprise approximately 5 to 15% of the area.

**2. EdgeEmployment(employment uses)**

Office uses may appear within the village center nodes as part of mixed-use buildings, or as stand-alone uses in the EdgeEmployment character district along the Wekiva Parkway. Other uses that would be appropriate for the EdgeEmployment area include industrial developments (clean industry), or large institutional uses (hospitals, educational facilities), which would provide much needed jobs in the area. Limited residential



will also be allowed. Both office and industrial uses will benefit from the visibility and access from the highway. Within the [EdgeEmployment](#) character district, greater attention will be applied to ensure protection of the potential Karst features and to allow for adequate setbacks from the highway. This area will not focus on the pedestrian environment as the village center, but would adopt a campus-like environment. Approximately 5 to 10% of the area is shown as [EdgeEmployment](#) on the vision plan map.

**3. Interchange (highway-dependent uses)**

The area between the proposed village centers and the parkway will be the most accessible to traffic exiting the highway. Therefore, the intended character for those areas will be a mix between Village Center and a more “suburban” type setting. It is expected that this is the area where gas stations would be located. There will be form-based standards adopted to ensure the transition from the fast-moving traffic in the highway to the more walkable environment expected to develop in the village centers. The Interchange character district will contain predominantly stand-alone uses (as opposed to mixed-use buildings) with less intensity of development than in the Village Center.

[EdgeEmployment](#) character district type uses, including limited high density residential, may also occur in this character district. The area to be dedicated to Interchange uses comprises approximately 5 to 10% of the entire vision plan area.

**4. Transitional (office, medium density residential uses)**

Uses within the transitional areas will be regulated to minimize the impact of the most intensive areas (Village Center, [EdgeEmployment](#) and Interchange) on the existing lower density neighborhoods surrounding the study area. Medium densities in the form of town houses, apartments and condominiums, and office uses will be allowed within the Transitional district. The vision plan shows that approximately 10 to 20% of the total area will be dedicated to the Transitional character district. The expected density in the Transitional character district would accommodate between 5 to 15 dwelling units per acre depending on their location respective to neighborhood areas.

**5. Neighborhood (residential)**

The Neighborhood character district is intended to be primarily a single-family residential area. This district will have lower density residential than the Transitional district, allowing for a smooth transition into the existing lower density neighborhoods outside the 1-mile radius. The character of the area will be regulated through form-based standards to ensure that single-family homes are designed with front porches and that garages are located in the back with access from alleyways. The neighborhood area comprises over 50% of the vision plan area.



## 6. Recreation and Institutional

The Vision Plan shows an area as Recreation, consistent with the adopted Northwest Small Area Plan. This, however, does not mean that there will only be one area designated for recreation/open space. As properties develop (especially large tracts), the City will consider dedication of land for open space. Institutional uses (schools, churches, etc.) will also be defined as the area develops. It is anticipated that a minimum of 15% of the land within the area will eventually be used for open space/recreation purposes.

### B. Vision Plan Holding Capacity

Based on the land uses and densities proposed in the vision plan, holding capacities were calculated to identify the amount of development that could potentially occur in the area. **Table 3** demonstrates that the vision plan area could accommodate approximately 15,873 residential units and 22,587,535 square feet of non-residential development.

**Table 3: Vision Plan Holding Capacity**

| Proposed Land Use                                                   | Total Acres  | % of Total   | Max. Intensity (FAR) | Max. Density (UPA) | Density/Intensity Factor | Total Dwelling Units | Non-Residential Square Feet |
|---------------------------------------------------------------------|--------------|--------------|----------------------|--------------------|--------------------------|----------------------|-----------------------------|
| Village Center Core (assumes 1st floor non-resid. + resid above)    | 80           | 2.1          | 0.5                  | 12                 | 0.75                     | 720                  | 1,306,800                   |
| Village Center balance (assumes 1st floor non-resid. + resid above) | 248          | 6.4          | 0.35                 | 12                 | 0.75                     | 2,232                | 2,835,756                   |
| Interchange (assumes 10% residential)                               | 175          | 4.5          | 1.0                  | 15                 | 0.70                     | 184                  | 4,811,875                   |
| Edge Employment (assumes 10% residential)                           | 260          | 6.7          | 0.5                  | 7.5                | 0.60                     | 117                  | 3,052,231                   |
| Transitional (assumes 70% resid.; 30% non)                          | 581          | 14.9         | 1.0                  | 15                 | 0.85                     | 5,185                | 6,453,276                   |
| Neighborhood (assumes 90% residential)                              | 2,360        | 60.7         | 0.5                  | 5                  | 0.70                     | 7,435                | 3,598,699                   |
| Parks/Recreation                                                    | 121          | 3.1          | 0.2                  |                    | 0.50                     | 0                    | 528,897                     |
| Wekiva Parkway ROW                                                  | 63           | 1.6          |                      |                    |                          |                      |                             |
| <b>TOTAL</b>                                                        | <b>3,889</b> | <b>100.0</b> |                      |                    |                          | <b>15,873</b>        | <b>22,587,535</b>           |

Note: Acreages and yields are approximations only.

Based on the total acres of the area and the potential for residential and non-residential development noted above, an *overall* density of 4 du/ac and an *overall* FAR of 0.14 could be achieved.

factors are taken into account, that there is no increase in nitrate/nitrogen loading to groundwater and surface water.

## **Objective 18**

The City shall implement the Wekiva Parkway Interchange Land Use Plan adopted on September 15, 2010, which addresses the requirements of Section 369.321(1) F.S. as it relates to coordinated planning within the Wekiva area.

### **Policy 18.1**

The City shall implement the Wekiva Parkway Interchange Vision Plan, which guides the location of a range of uses, such as residential, office, commercial, industrial, recreation, public and institutional, at various densities and intensities around the proposed interchange.

### **Policy 18.2**

Prior to rezoning any property within a one-mile radius of the interchange Study Area, the City shall amend its LDC to incorporate development standards that will implement the Vision Plan. These standards shall address creative planning solutions to protect environmentally sensitive lands, such as:

#### **Open Space**

Standards will be developed for appropriate percentages of open space for single parcels and/or for the entire Interchange Study Area.

#### **Clustering:**

Standards will be developed to allow multiple land owners to aggregate parcels for the purpose of calculating density/intensity and developing cohesive clusters of higher density/intensity in the area closest to the interchange and major intersections in the study area.

#### **Transfer of Development Rights (TDR):**

A TDR system shall be developed to allow land owners that have sensitive lands or lands farthest from the interchange, to sell density/intensity rights to owners of lands closest to the interchange. The vision plan will analyze the potential sending and receiving areas.

#### **Form-Based Regulations:**

Develop form-based regulations for the study area to ensure the Vision Plan is implemented.

**Policy 18.3**

The development standards within the Interchange Study Area shall be applied through a zoning overlay, or similar method, that encompasses the study area. Developer agreements may be required.

**Policy 18.4**

If a parcel is severed by the one-mile radius or is under common ownership, either the entire parcel will be included or excluded from the study area based upon the Vision Plan.

**Policy 18.5**

In the event that the Wekiva Parkway is not constructed, it is anticipated that the Wekiva Parkway Interchange Plan will be reevaluated and appropriate comprehensive plan amendments adopted to address then-existing development and future land use designations within the Wekiva Parkway Interchange Plan Area.

**Policy 18.6**

Before any development can occur within the Project Orlando LLC site (further identified as parcels 11-20-27-0000-00-003, 11-20-27-0000-00-013, 11-20-27-0000-00-036, 11-20-27-0000-00-042, 11-20-27-0000-00-057, 12-20-27-0000-00-060, 11-20-27-0000-00-030, 13-20-27-0000-00-023, 13-20-27-0000-00-005, 13-20-27-0000-00-061, 13-20-27-0000-00-026, 13-20-27-0000-00-032), the proposed development must be processed and approved as a Development of Regional Impact (DRI) as defined in Chapter 380.06, Florida Statutes and Chapter 28-24, Florida Administrative Code.

**Policy 18.7**

Public school capacities and facilities serving the Project Orlando site shall be addressed with the rezoning and DRI processes. No increase in density above the vested 67 dwelling units shall be permitted by the City until it is demonstrated that adequate public school facilities are available to meet the increased demand.

### **Policy 18.8**

Prior to the completion of the interchange, but following the official designation of the interchange location by the Expressway Authority, a development program may be permitted by the City which shall not exceed 17,907 average daily vehicle trips external to the Project Orlando project, subject to rezoning and a traffic study.

*(Revised - Ord. No. 2317, 10-02-2013)*

### **Policy 18.9**

A parcel assigned a land use designation during the 2010-1 or 2010-2 large-scale comprehensive plan amendment cycles, shall not be assigned a city residential zoning category or obtain a rezoning for residential uses until Orange County Public Schools has either issued a finding of school capacity or a school capacity enhancement agreement to the applicable property owner, excepting those parcels having a diminimus impact on public schools as defined in the Interlocal Agreement for Public School Facility Planning and Implementation of Concurrency.

### **Objective 19**

New development in the City shall comply with "Smart Growth" principles that minimize the emission of greenhouse gases and reduce vehicle miles of travel as opposed to conventional development standards that encourage urban sprawl. The following policies shall be incorporated into the City's LDC prior to the next required Evaluation and Appraisal Report.

#### **Policy 19.1**

Development in the mixed-use categories, and where appropriate in other land use categories, shall provide pedestrian-friendly street design.

#### **Policy 19.2**

New development, as well as infill development where feasible, shall provide interconnected street grid networks to disperse traffic and encourage walkability. Developments may include a hierarchy of narrow streets, boulevards and alleys; high-quality pedestrian networks; designs that encourage a greater use of bicycles, rollerblades, scooters and walking as daily transportation; connectivity to public transit; and a land use mix that demonstrates reduced external trips by encouraging internal trips.

### **Policy 19.3**

New infill development in the mixed-use categories shall provide shops, offices and homes within neighborhoods, including mixed uses in one structure, to offer opportunities to encourage walking and/or live and work environments.

### **Objective 20**

Ensure development within the City of Apopka surrounding the Wekiva Parkway interchange will occur in a predictable, yet flexible manner consistent with the intent of the Wekiva Parkway and Protection Act, the community vision, and the City's economic development goals, and which will provide a balanced land use scenario that can accommodate economic and residential growth in the context of the environmental concerns identified within the Wekiva Parkway and Protection Act, and that can serve as the primary targeted area for greenfield development within the Wekiva Study Area.

### **Policy 20.1**

The Wekiva Parkway Interchange Plan is composed of three elements: the *Wekiva Parkway Interchange Vision Plan*, the *Wekiva Parkway Interchange Land Use Plan*, and the *Wekiva Parkway Interchange Goal, Objectives, and Policies*. The *Wekiva Parkway Interchange Vision Plan*, adopted as part of the Future Land Use Overlay Series found in Appendix 1-2 of the Future Land Use Element, represents a conceptual scenario that demonstrates the intent of the Wekiva Parkway Interchange Plan and will guide the development of lands located within the Wekiva Parkway Interchange Vision Plan Area. The Wekiva Parkway Interchange Land Use Plan and the Wekiva Parkway Interchange Goal, Objectives, and Policies shall represent the regulatory elements of the Wekiva Parkway Interchange Plan. The land use configuration and distribution demonstrated on the Wekiva Parkway Interchange Vision Plan are intended to illustrate the potential application of the adopted Wekiva Parkway Interchange Vision Plan policies; however, the specific details for each development phase will be established through the approval of development plans consistent with the Wekiva Parkway Interchange Goal, Objectives & Policies, the Wekiva Parkway Interchange Land Use Plan, and the regulations established in the Wekiva Parkway Interchange Form-Based Code.



## **Policy 20.2**

The Wekiva Parkway Interchange Vision Plan shall be applicable within Wekiva Parkway Interchange Vision Plan Area. The Wekiva Parkway Interchange Vision Plan Area is generally comprised of a one-mile radius emanating from the anticipated Wekiva Parkway Interchange. The exact configuration is based upon a logical, parcel-specific boundary consistent with the intent of capturing a one-mile radius.

## **Policy 20.3**

The annexation, land use change, and subsequent development of lands located within the Wekiva Parkway Interchange Plan Area for Apopka and the Wekiva Interchange Land use Plan Overlay for the County shall be consistent with the adopted Interlocal Agreement between Orange County and the City of Apopka regarding Wekiva Interchange Land Use Plan Overlay.

## **Policy 20.4**

Prior to approving the first development plan within the Wekiva Parkway Interchange Vision Plan Area, the City shall adopt the Wekiva Parkway Interchange Form-Based Code establishing the design and development standards for the Wekiva Parkway Interchange Vision Plan Area. The Wekiva Parkway Interchange Form-Based Code shall be based on the criteria contained within the Wekiva Parkway Interchange Goal, Objectives, and Policies.

## **Policy 20.5**

The Wekiva Parkway Interchange Vision Plan identifies the approximate location of the character districts necessary to support the anticipated development program within the Wekiva Parkway Interchange Vision Plan Area. The location and/or boundaries of the character districts shown on the Vision Plan are illustrative only, and it is the intent of the City that locations and boundaries can be refined through an administrative review, except where other review and approval procedures are specified, in either the Comprehensive Plan or the Wekiva Parkway Interchange Form-Based Code. The specific boundaries and locations of character districts will be established through the approval of development plans, as established through the Wekiva Parkway Interchange Form-Based Code procedures.

#### **Policy 20.6**

Deviations in the area-wide densities and/or intensities established in the Wekiva Parkway Interchange Land Use Plan, or proposed design elements that are not consistent with the Wekiva Parkway Interchange Goal, Objectives, and Policies shall require a comprehensive plan amendment.

#### **Policy 20.7**

The Wekiva Parkway Interchange Form-Based Code shall include regulations governing the following community design elements for the Wekiva Parkway Interchange Plan area:

- An interconnected network of streets and paths designed to encourage pedestrian and bicycle travel, with traffic calming where appropriate;
- A complementary mix of land uses, including residential, employment, recreational, and civic;
- Appropriate densities and intensities of land uses within walking distance of transit stops; and
- Daily activities within walking distance of residences, public uses, streets and open spaces that are safe, comfortable and attractive for the pedestrian, with adjoining buildings open to the street and parking designed so as not to interfere with pedestrian and bicycle travel.

#### **Policy 20.8**

The Wekiva Parkway Interchange Form-Based Code shall include provisions requiring that the land uses incorporated into the Wekiva Interchange Vision and Land Use Plans are physically and functionally integrated, including a connected and continuous system of pedestrian facilities.

#### **Policy 20.9**

Development within the Wekiva Parkway Interchange Plan Area shall be assigned a Mixed-Use Interchange future land use designation and shall accomplish an overall mix of residential and non-residential uses as outlined in Policy 3.1.r. Assignment of the Mixed-Use Interchange Land Use future land use designation shall require an amendment to the Comprehensive Plan. This policy shall not be construed to remove any existing entitlements upon property within the Wekiva Parkway Interchange Plan Area, nor shall it prevent

development consistent with the existing future land use designations. Development occurring under the existing future land use designations shall comply with the design criteria included in the Wekiva Parkway Interchange Plan to the extent that the criteria does not conflict with the existing future land use designation.

#### **Policy 20.10**

The City shall ensure that areas of greatest density and intensity within the Wekiva Parkway Interchange Plan Area are located at and between the two major intersection nodes at Kelly Park Road/Golden Gem Road and Kelly Park Road/Plymouth-Sorrento Road, but not upon areas of Karst formations. The Wekiva Interchange Form-Based Code shall require a mix of uses consistent with Wekiva Interchange Plan and shall establish a system of transfer of development rights to encourage increased density and intensity within Wekiva Parkway Interchange Plan Area. Development at the outer edges of the mixed-use area shall maintain compatibility with the lands adjacent to the Wekiva Interchange Plan Area by reducing density and intensity or by providing substantial buffers, landscaping, height, and lighting controls. The City shall also allow transfer of development rights to maintain 20% open space in the overall Study Area. Densities and intensities allowed within the Wekiva Parkway Interchange Plan Area character districts shall be as shown on **Table 20.10:**

**Table 20.10: Wekiva Parkway Interchange Character District Standards**

| <b>Character District/<br/>Purpose</b>                                                                                                                                             | <b>Uses</b>                                                                                                                                         | <b>Minimum/<br/>Maximum<br/>Acreage*</b>                                         | <b>Density<br/>(Units per<br/>Acre)</b>                          | <b>Intensity<br/>(FAR)</b>                                                                                                                                           | <b>Open Space<br/>(min. )</b>                                                               |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------|------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------|
| <b>Village Center (VC)</b><br>Safe, vibrant and pedestrian-oriented mixed-use area. Each Village Center may include a Core of up to 40 acres each.                                 | Residential, retail, commercial, office and entertainment uses.<br>Horizontal mixed-uses shall be allowed, but vertically mixed-uses are preferred. | <b>Min:</b> 200<br><b>Max:</b> 380<br>(40 acres max. of VC Core in each village) | <b>Min:</b> 7.5<br><b>Max:</b> 25<br><b>District Average:</b> 12 | <b>VC Core:</b><br><b>Min:</b> 0.3<br><b>Max:</b> 1.0<br><b>Average:</b> 0.5<br><b>Balance of VC:</b><br><b>Min:</b> 0.25<br><b>Max:</b> 0.7<br><b>Average:</b> 0.35 | 10% minimum in the form of public plazas and small park spaces that are urban in character. |
| <b>Interchange</b><br>Accommodate highway-oriented vehicular service uses and provide a transition between the fast traffic exiting the highway and the pedestrian Village Center. | Highway-oriented uses, such as automobile service & repair, retail, office, and limited high density residential.                                   | <b>Min:</b> 175<br><b>Max:</b> 380                                               | <b>Min:</b> 7.5<br><b>Max:</b> 15                                | <b>Min:</b> 0.1<br><b>Max:</b> 1.0                                                                                                                                   | 15% minimum in the form of neighborhood parks and common areas                              |
| <b>Employment (formerly Edge District)</b><br>Accommodate corporate office development and foster the development of a campus-like corporate park.                                 | Office, hospitality, clean industry, large institutional uses (hospitals, educational facilities), and large scale residential,                     | <b>Min:</b> 190<br><b>Max:</b> 380                                               | <b>Min:</b> 4<br><b>Max:</b> 7.5                                 | <b>Min:</b> 0.1<br><b>Max:</b> 0.5                                                                                                                                   | 20% minimum in the form of large parks and interconnected wildlife corridors.               |

| Character District/<br>Purpose                                                                                                                                        | Uses                                                                                      | Minimum/<br>Maximum<br>Acreage* | Density<br>(Units per<br>Acre) | Intensity<br>(FAR)   | Open Space<br>(min. )                                                         |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------|---------------------------------|--------------------------------|----------------------|-------------------------------------------------------------------------------|
| <b>Transition</b><br>Provide a transition between the high-density/intensity Village Core and the low-density/ intensity areas at the edge of the study area.         | Single family home and single or multi-use office/medium-density residential              | Min: 380<br>Max: 770            | Min: 5<br>Max: 15              | Min: 0.5<br>Max: 1.0 | 15% minimum in the form of neighborhood parks and larger common areas.        |
| <b>Neighborhood</b><br>Preserve the existing low-density single-family residential neighborhoods and transition to the less intense uses just outside the study area. | Single-family homes and small scale support uses (schools, churches, day care facilities) | Min: 2,360<br>Max: 3,060        | Min: 1<br>Max: 5               | Min: .05<br>Max: 0.5 | 20% minimum in the form of large parks and interconnected wildlife corridors. |

\* Calculated based on the entire vision plan area acreage.



#### **Policy 20.11**

Maximum allowable development within the Wekiva Parkway Interchange Plan Area shall be allocated among land uses as follows:

Single Family: 7,500 units  
Multi Family: 8,500 units  
Commercial/Services: 22 million square feet

#### **Policy 20.12**

The character district regulations included in the Form-Based Code will ensure densities and intensities are allocated as noted in **Table 20.10** (see **Policy 20.10**). The TDR system will allow increased densities in the Core area (noted as bonus density on the table). The average density/intensity for individual districts and the entire mixed-use area shall not exceed the average allowed. The City shall establish a tracking system to ensure the densities/intensities are kept within the established limits. The tracker will also ensure the acreages of the character districts remain within the parameters set in **Policy 20.10**.

#### **Policy 20.13**

Development within the Wekiva Parkway Interchange Vision Plan Area shall be planned in a manner that maximizes internal circulation and does not cause the Florida Strategic Intermodal System (SIS) to exceed its adopted Level of Service Standard without appropriate mitigation.

#### **Policy 20.14**

The Wekiva Parkway Interchange Vision Plan Area shall include the following performance targets for transit, bicycle and pedestrian facilities as follows:

- 80% of all the bicycle and pedestrian facilities within the Plan Area shall function at LOS C or better;
- All parcels within  $\frac{1}{4}$  mile of a transit stop should be serviced by pedestrian facilities operating at LOS C or better.

LOS standards shall be measured in accordance with the methodology established in the FDOT Multimodal

Transportation Districts and Area wide Quality of Service Handbook (Nov. 2003 or as revised). The City shall coordinate with LYNX and METROPLAN ORLANDO to apply the transit quality of service framework as found in the most recent edition of the Transit Capacity and Quality of Service Manual (TCQSM) and required as part of METROPLAN ORLANDO'S long-range transportation plan where feasible.

#### **Policy 20.15**

The City and applicants for development within the Wekiva Parkway Interchange Vision Plan Area shall incorporate transportation demand management strategies into the transportation planning process to alleviate congestion. A range of techniques will be considered, such as vanpool/ridesharing programs, parking management and pricing, transit vouchers, pre-tax incentives, telecommuting, flextime, and/or other appropriate trip reduction strategies.

#### **Policy 20.16**

Proposed development within the Wekiva Parkway Interchange Vision Plan Area shall contribute to providing a safe, convenient, comfortable and aesthetically pleasing transportation environment that promotes walking, cycling, and transit use. Appropriate improvements or enhancements to the multimodal network to incorporate into the Wekiva Parkway Interchange Form-Based Code shall include, but not be limited, to the following:

- Accommodations for pedestrian access and movement, including sidewalks, benches and clearly marked crossings;
- Accommodations for bicycles, including lockers, showers, and racks;
- Shared use paths in accordance with the FDOT Bicycle Facilities Planning and Design Guidelines Handbook;
- Accommodations for transfer of passengers at designated transit facilities;
- Preferential parking for rideshare participants;
- Access for motor vehicle passenger drop-offs and pick-ups at designated transit facilities and at commercial and office development sites; and/or
- Accommodation for the mobility impaired, including parking spaces, sidewalks and ramps for handicapped access.

**Policy 20.17**

Street cross-sections, design standards, and operational measures to ensure streets are safe and convenient for transit, automobile, truck, bicycle and pedestrian travel shall be incorporated into the Wekiva Parkway Interchange Form-Based Code. Strategies will include, but not be limited, to marked crosswalks, wider sidewalks, on-street parking, bus turnouts, traffic calming, raised medians or other appropriate safety enhancements that reduce hazardous conflicts between modes and that are consistent with the planned functions of the roadway.

**Policy 20.18**

The Wekiva Parkway Interchange Form-Based Code shall include standards for street intersections to facilitate pedestrian crossings.

**Policy 20.19**

Developments within the Wekiva Parkway Interchange Plan Area shall provide direct bicycle and pedestrian connections within and between residential areas and supporting community facilities and services, such as shopping areas, employment centers, transit stops, neighborhood parks, and schools. Standards and design criteria shall be established within the Wekiva Parkway Interchange Form-Based Code.

**Policy 20.20**

The City will include in the Wekiva Parkway Interchange Form-Based Code standards for roadways to be built/improved within the Wekiva Parkway Interchange Overlay District. The regulations will create a hierarchy of streets that equitably serve the needs of the pedestrian, the bicycle, public transit, and the automobile based on a grid network system of roadways. The City will support a multi-modal transportation environment that allows for various transit options.

**Policy 20.21**

Properties assigned the Mixed-Use Interchange future land use designation shall be rezoned to the Wekiva Parkway Interchange Mixed-Use Zoning District to be established in the Wekiva Parkway Interchange Form-Based Code.

#### **Policy 20.22**

The Wekiva Parkway Interchange Mixed-Use Zoning District shall establish a range of allowable lot types to ensure a mix of uses. The District shall also provide the form-based building requirements and range of allowable uses for each lot type. The lot type ranges will establish the development framework and pattern within which uses can locate.

#### **Policy 20.23**

Permitted land uses within the Wekiva Parkway Interchange Mixed-Use Zoning District shall be outlined in the Wekiva Parkway Interchange Form-Based Code, consistent with the Mixed-Use Interchange future land use designation and **Policy 20.10**. The Community Development Director shall have the authority to approve uses not listed there if the proposed use is compatible with the listed permitted uses and/or will generate or support the development of employment opportunities and/or an increased tax base.

#### **Policy 20.24**

Where feasible, developments within the Wekiva Parkway Interchange Plan Area shall maximize the preservation of open space and promote the clustering of uses to both preserve and enhance the natural environment and to maintain the rural character of areas outside of the Wekiva Parkway Interchange Plan Area. The amount of required open space shall vary by district, with the more intensive districts requiring less than 20% for urban plazas/ parks and the less intensive districts requiring more than 20% for passive/active parks and open space for areas. **Policy 20.10** establishes the minimum required open space per district.

#### **Policy 20.25**

The Wekiva Parkway Interchange Area Form-Based Code shall include the following provisions to promote efficient access to and through the area, and to protect the traffic flow along the Wekiva Parkway.

- Prohibit the vacation of rights-of-way to maintain the current grid system and facilitate its expansion;
- Require, as part of development approval, a spacing of 300 to 600 feet for local streets to create walkable

"city" blocks and maintain connectivity in the area and avoid the use of the highway for local traffic;

- Prohibit the use of cul-de-sacs and gated neighborhoods;
- Coordinate with the Expressway Authority to encourage the extension of local roads under the highway to maintain connectivity between the east and west sides;
- Limit the number of driveways along Kelly Park Road, Golden Gem and Plymouth Sorrento Road within the Plan Area, and encourage the use of shared driveways instead;
- Require compliance with Section 6.02.10 of the LDC, which requires a minimum distance separation between driveways and intersections;
- Require internal connectivity between sites, through joint-use driveways or alleys, to keep traffic off main roads;
- The Form-Based Code shall include standards for right-of-way width and cross section design based on street typology; and
- Provide pedestrian/bicycle connections at a maximum separation of 350 feet, through the use of mid-block paths or pedestrian shortcuts.

#### **Policy 20.26**

Large developments with 50,000 gross square feet or more and are adjacent to a major street, which is or may be used as a transit route, shall provide access for on-site public transit. The public transit stop shall including a bus pullout and shelter.

#### **Policy 20.27**

The City shall coordinate with developers the design and construction of proposed new streets within the plan area in conformance with the design standards contained in the Form-Based code. The following standards shall be followed:

- Specific right-of-way location of streets other than those shown on Map 20 of the ILUP shall be determined through the development review process.
- Continue enforcing Section 6.02.05 of the City's LDC (rights-of-way), which contains measures for the protection and use of rights-of-way, and consider the incorporation of more pedestrian-friendly standards in the Wekiva area form-based code.

#### **Policy 20.28**

Sites within the Wekiva Parkway Interchange Plan Area, as well as right-of-way areas, shall be subject to the vegetation protection and water conservation landscaping policies contained in the City's comprehensive plan. The City will include more restrictive vegetation protection standards in the Wekiva Parkway Interchange Form-Based Code to:

- Encourage transplanting and re-vegetation.
- Coordinate, on an as needed basis, with Orange County to update regulations for the protection of unique vegetative communities in both jurisdictions.
- Select and locate plants based on their ultimate growth.

#### **Policy 20.29**

In order to ensure that development within the mixed-use district creates a sense of community, the placement and orientation of buildings should be carefully planned. The following standards should be included in the form-based regulations:

- Primary building entrances shall orient toward the street, not to interior blocks or parking lots
- Freestanding single-use buildings should be avoided in all but the neighborhood character district, while mixed and interconnected buildings should be encouraged.
- Green areas or plazas may be used to create a prominent civic component to mixed-use areas. These green areas should be centrally located or placed in between the higher intensity uses.
- Standards for the design of gas stations, and other vehicular service uses, to ensure they fit into the desired pedestrian character. The Code will specify standards for building location, site layout, driveway location, signage and other design elements that will ensure compatibility with other proposed uses in the area.
- Building height regulations shall be established not to exceed the parameters listed for each character district in **Policy 20.30**.



#### **Policy 20.30**

Building heights shall be arranged so that the tallest buildings are located in proximity to the Kelly Park Interchange and Kelly Park Road itself between the two Village Center nodes. Building heights shall be stepped down/ reduced as development approaches the periphery of the Interchange Study Area and as development nears the rural lands outside the study area. The form-based code shall establish appropriate building heights for each character district and shall address reduced building heights in proximity to the edges of character districts and the study area itself in order to promote compatibility between districts and protection of the rural character of lands outside the study area. In no case shall building height exceed ten occupied floors within the Interchange Study Area without a Comprehensive Plan amendment.

#### **Policy 20.31**

The Wekiva Parkway Interchange Form-Based Code shall include standards for signage within the Wekiva Parkway Interchange Plan Area and shall have the purpose to maintain a pedestrian character within the village centers, but at the same time, allow visibility from the highway. Standards shall at minimum:

- Continue to require a sign master plan for all Mixed Use Developments, per LDC Section 2.02.20
- Ground signs shall not be allowed in the Core Area if buildings are located within 15 feet from the street right of way.
- Ground signs shall not exceed a maximum height of 12 feet. This maximum height may be further reduced in certain character districts.
- No billboards shall be allowed within the Wekiva Parkway Interchange Plan Area
- Building signs shall be designed to complement the architecture rather than obscure it.

Revised 9-7-10

**SECOND AMENDMENT TO  
JOINT PLANNING AREA AGREEMENT  
BETWEEN ORANGE COUNTY AND  
THE CITY OF APOPKA**

**THIS SECOND AMENDMENT TO JOINT PLANNING AREA AGREEMENT**  
(Amendment) is made and entered into as of the \_\_\_\_ day of OCT 19 2010, 2010, by  
and between **ORANGE COUNTY, FLORIDA**, a political subdivision of the State of Florida  
(the County), and the **CITY OF APOPKA**, a Florida municipal corporation (the City).

**RECITALS**

**WHEREAS**, the Wekiva Parkway and Protection Act was enacted by the Florida Legislature  
in 2004, was amended in 2005, and is currently found at Part III, Chapter 369, Florida Statutes  
(specifically sections 369.314 – 369.324, Florida Statutes); and

**WHEREAS**, the Act requires those local governments hosting an interchange on the Wekiva  
Parkway to adopt amendments to their comprehensive plans within one year after the  
establishment of an interchange location to address issues relating to appropriate land uses,  
compatible development, secondary road access, access management, right of way protection,  
vegetation protection, water conserving landscape, and height and appearance of structures and  
signage; and

**WHEREAS**, the County and the City entered into a certain Settlement Interlocal Agreement  
between the City of Apopka and Orange County Florida, approved October 26, 2004, amended  
August 2, 2005 and on (insert this date) (hereafter "JPA"); and

**WHEREAS**, in the JPA the parties agreed, among other things, on a joint planning area  
boundary, a joint land use map, and the framework for establishing standards and requirements  
for the Wekiva Parkway interchange area; and

**WHEREAS**, the County and the City will share jurisdictional authority over the area within  
the Wekiva Parkway interchange and wish to commit to certain goals and objectives for that area  
in a separate Interlocal Agreement; and

**WHEREAS**, lands depicted within a one mile radius from the approved Wekiva Parkway  
interchange are included in this area and constitute the Study Area Boundary; and

**WHEREAS**, in order to accomplish the objectives of the Act and the Interlocal Agreement  
for the Study Area Boundary, the County and the City have determined that certain provisions of

the JPA, including Exhibit F as it pertains to the Study Area Boundary, are outdated or will become outdated by the adoption the Interlocal Agreement; and

**WHEREAS**, both the County and the City desire to amend the existing JPA to ensure consistency between the JPA and the Interlocal Agreement for the area described as the Study Area Boundary; and

**WHEREAS**, pursuant to Section 163.3171(3), Florida Statutes, this Amendment has been approved by the Orange County Board of County Commissioners and the Apopka City Council at advertised public hearings.

**NOW THEREFORE**, in consideration of the covenants made by each party to the other and of the mutual advantages to be realized by the parties hereto, the receipt and sufficiency of which is hereby acknowledged, the County and the City hereby agree as follows:

**Section 1. Recitals.** The above Recitals are true and correct and are incorporated herein by reference.

**Section 2. Authority.** This Amendment is entered into pursuant to (1) Chapters 125, 163 and 166, Florida Statutes, (2) the general authority of Section 163.01, Florida Statutes, relating to interlocal agreements, (3) the Charters of the County and City, and (4) the Joint Planning Area Agreement.

**Section 3. Map Amendment.**

“Exhibit F” to the JPA is hereby deleted and replaced with a new “Exhibit F”, which is attached hereto and incorporated herein by reference. For purposes of interpreting the JPA, the parties agree that the area described in “Exhibit F” is unaffected by this amendment except as to the Study Area Boundary, which is described in “Exhibit F1” hereto and the Interlocal Agreement.

“Exhibit F1”, is attached hereto and incorporated herein by reference, and describes the future land uses of those parcels located within the Study Area Boundary and agreed upon by the City and the County and is typified in Exhibit B to the Interlocal Agreement. The parties agree that, as to the parcels located in the Study Area Boundary, to the extent of any conflict between the JPA and the Interlocal Agreement, the Interlocal Agreement will control and shall supersede the JPA unless otherwise indicated in the Interlocal Agreement. (Exhibit “F1” hereto and Exhibit “B” to the Interlocal Agreement are identical exhibits.)



Revised 9-7-10

**Section 4. Text Amendment.** A new paragraph (4) is added to Subsection (c), "Small Area Study Areas" of Section 3, Joint Land Use Plan, to read as follows:

(4) Pursuant to the Interlocal Agreement approved by the parties the parties agree that, as to the parcels located in the Study Area Boundary and as described in "Exhibit F1" to the JPA, the terms of the Interlocal Agreement will control and that the Interlocal Agreement supersedes the JPA to the extent of any conflict between the Interlocal Agreement and the JPA, unless otherwise indicated in the Interlocal Agreement.

**Section 5.** Except as expressly set forth herein, all other provisions of the JPA, as amended, remain unchanged and in full force and effect.

**Section 6. Severability.** Should any section, subsection, sentence, clause, phrase or provision of this Amendment is held invalid or unconstitutional by a court of competent jurisdiction such invalidity or unconstitutionality shall not be construed to render the remaining portions of this Amendment invalid or unconstitutional.

**Section 7. Effective Date.** This Second Amendment to the JPA shall become effective upon the date of approval by the Board of County Commissioners or the date of approval by the City Council, whichever date is later.

**IN WITNESS WHEREOF,** the County and City have executed this Second Amendment to the JPA on the dates inscribed below.



ATTEST: Martha O. Haynie, County Comptroller  
as Clerk of Board of County Commissioners

By: \_\_\_\_\_

Deputy Clerk

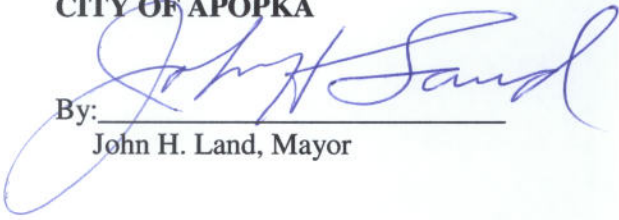
**ORANGE COUNTY, FLORIDA**  
**By: Board of County Commissioners**

By: \_\_\_\_\_  
Richard T. Crotty  
Orange County Mayor

DATE: OCT 19 2010

Revised 9-7-10

**CITY OF APOPKA**

By: 

John H. Land, Mayor

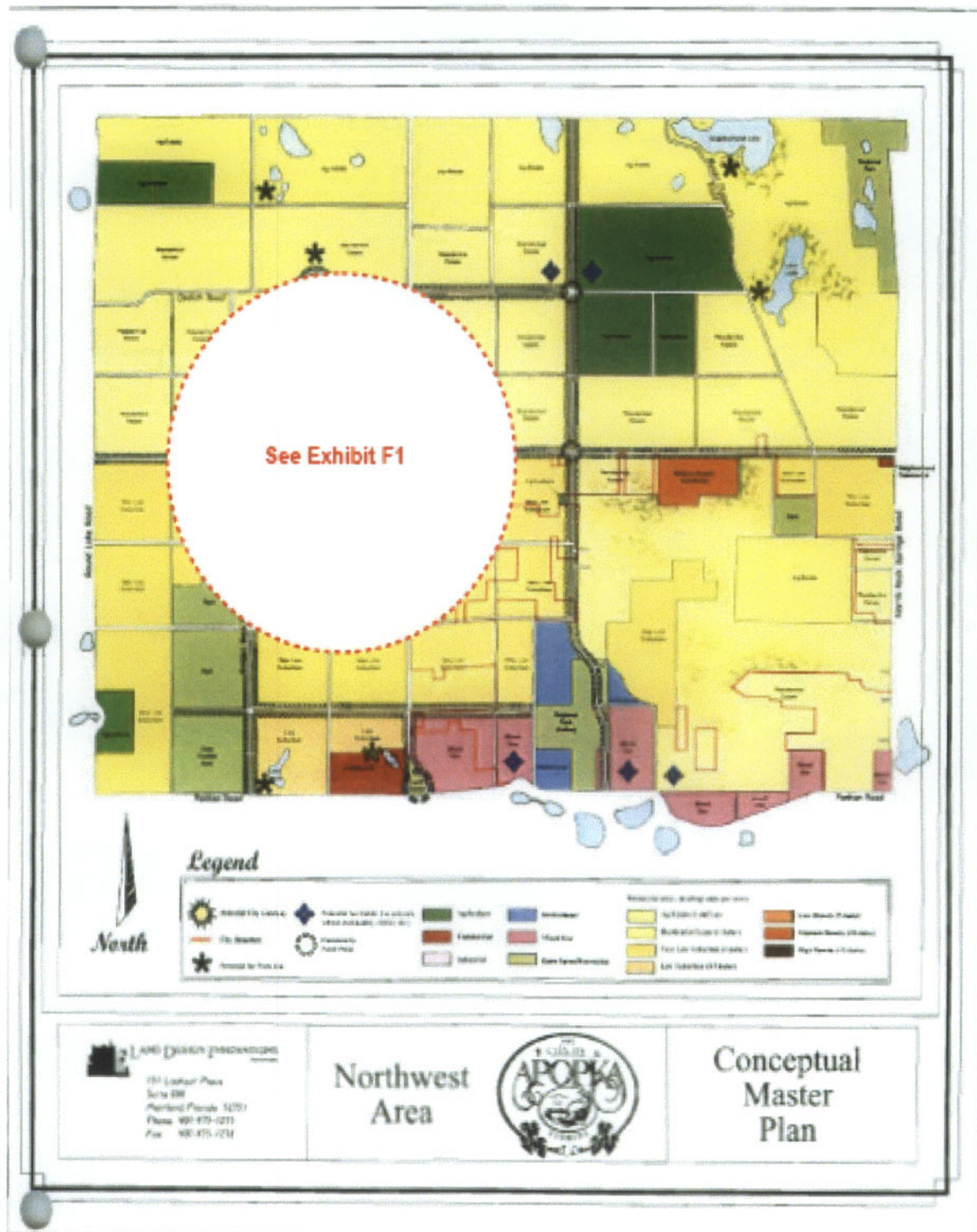
ATTEST: Janice G. Goebel  
City Clerk

By: 

Date: 9-17-10

S:\Dcrosby\AGRMNT\Apopka\2d amend Apopka JPA D4

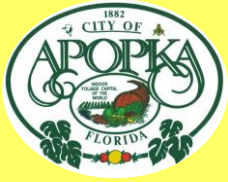
# Exhibit 'F'





[illegible]

Note: Map is for graphical representation only.  
Actual data must be verified by City staff.  
September 2010



## CITY OF APOPKA PLANNING COMMISSION

☒ PUBLIC HEARING  
☐ SITE PLAN  
☐ SPECIAL REPORTS  
☐ OTHER:

MEETING OF: May 14, 2019  
FROM: Community Development  
EXHIBITS: Future Land Use Report  
Vicinity Map  
Future Land Use Map  
Zoning Map  
Aerial Map  
Kelly Park Interchange Area  
WPIVP<sup>1</sup> Character Districts  
Comp Plan Objectives  
JPA Amendment No. 2

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**SUBJECT:** COMPREHENSIVE PLAN – LARGE SCALE – FUTURE LAND USE AMENDMENT  
– DENNIS R. KLEPZIG & JOANN M. KLEPZIG, CO-TRUSTEES KLEPZIG FAMILY TRUST

**REQUEST:** COMPREHENSIVE PLAN – LARGE SCALE – FUTURE LAND USE AMENDMENT  
– DENNIS R. KLEPZIG & JOANN M. KLEPZIG, CO-TRUSTEES KLEPZIG FAMILY TRUST  
**FROM:** “COUNTY” RURAL  
**TO:** “CITY” MIXED USE INTERCHANGE

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### **SUMMARY:**

OWNERS: Dennis R. Klepzig & Joann M. Klepzig, Co-trustees Klepzig Family Trust

APPLICANT: Jon D. Walls, Apopka Land, LLC

LOCATION: East of S.R. 429 and South of W. Kelly Park Road

EXISTING USE: Grazing and Single Family Home

CURRENT ZONING: “City” Transitional

PROPOSED ZONING: Mixed Use - Interchange Zoning District with Neighborhood Overlay Zone (0-5 du/ac)

TRACT SIZE: 30.81 +/- acres

MAXIMUM ALLOWABLE DEVELOPMENT:

|           |                         |
|-----------|-------------------------|
| EXISTING: | Max. 3 Dwelling Units   |
| PROPOSED: | Max. 154 Dwelling Units |

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### **DISTRIBUTION**

Mayor Nelson  
Commissioners

Finance Director  
HR Director

Public Services Director  
Recreation Director

City Administrator

IT Director

City Clerk

Community Development Director

Police Chief

Fire Chief

**ADDITIONAL COMMENTS:** The applicant requests a future land use designation of “City” Mixed Use Interchange for three parcels east of S.R. 429. The subject parcels were annexed into the City on April 3, 2019 and has not had a “city” future land use designation or zoning designation assigned to it.

The parcels are located in the Wekiva Parkway Interchange Vision Plan Area, as depicted in the Future Land Use Element of the City’s Comprehensive Plan, and the Kelly Park Interchange Form-Based Code

Policy 20.9, Future Land Use Element of the Comprehensive Plan, requires that a Mixed Use-Interchange future a land use designation must be assigned to the property.

The subject parcels are located within the one-mile radius from the Wekiva Parkway interchange at Kelly Park Road; and therefore are required to adhere to the Kelly Park Crossing Form Based Code. The properties are located within the Wekiva Parkway Interchange Vision Plan Area. Therefore, the property must comply with Objectives 18 – 20 and related policies within the Future Land Use Element of the Comprehensive Plan and the recently adopted Kelly Park Crossing Form-Based Code. The applicant’s request is consistent with the Mixed Use Interchange future land use designation and the Overlay District covering the property within the Vision Plan.

**COMPREHENSIVE PLAN COMPLIANCE:** The proposed use of the property is compatible with the character of the surrounding area, is within one mile of the SR 429/Kelly Park Road interchange, and is consistent with the Mixed Use Interchange Land Use designation. City planning staff supports the FLUM amendment given the consistency with the Comprehensive Plan policies listed below and the intent of the Wekiva Parkway Interchange Vision Plan a (see Land Use Analysis below). Site development cannot exceed the intensity allowed by the Future Land Use policies.

#### *Future Land Use Element*

1. **Policy 3.1.r** The primary intent of the Mixed Use land use category is to allow a mixture of residential, office, commercial, industrial, recreation, institutional and public facilities uses to serve the residential and non-residential needs of special areas of the City. The mix of land uses may occur on a single parcel or multiple parcels ...

The designation of a mixed use category may occur only in certain areas of the city, including “land anticipated for inclusion within the Wekiva Parkway Interchange Land Use Plan...” These properties are within the 1-mile radius of the Wekiva Parkway Interchange depicted on the Wekiva Parkway Interchange Vision Plan Map located within the Future Land Use Element of the Apopka Comprehensive Plan.

2. **Policy 18.1** The City shall implement the Wekiva Parkway Interchange Vision Plan, which guides the location of a range of uses, such as residential, office, commercial, industrial, recreation, public and institutional, at various densities and intensities around the proposed interchange.

The proposed Mixed Use Future Land Use Designation allows for residential densities and non-residential uses and intensities to implement the Wekiva Parkway Interchange Vision Plan, consistent with Objective 18 and related policies.

3. **Policy 18.2** Prior to rezoning any property within a one-mile radius of the interchange Study Area, the City shall amend its LDC to incorporate development standards that will implement the Vision Plan.

This future land use amendment does not include a corresponding proposed zoning category because the City has yet to adopt development standards or form-based code consistent with this policy. Future densities/intensities and design character for the subject properties will be regulated at the time of rezoning once Wekiva Parkway Interchange Vision Plan design standards and form-based code are adopted.

4. **Policy 20.4** Prior to approving the first development plan with the Wekiva Parkway Interchange vision Plan Area, the City shall adopt the Wekiva Parkway Interchange Form-Based Cod establishing the design and development standards for the Wekiva Parkway Interchange Vision Plan Area.

The subject properties will be required to comply with the above policy should the development submit a development plan to ensure consistency with the Comprehensive Plan and Wekiva Parkway Interchange Vision Plan.

5. **Policy 20.9** Development within the Wekiva Parkway Interchange Plan Area shall be assigned a Mixed-Use Interchange future land use designation and shall accomplish an overall mix of residential and non-residential uses as outline in Policy 3.1.r. Assignment of the Mixed-Use Interchange Land Use future land use designation shall require an amendment to the Comprehensive Plan.

The applicant's request for a Mixed Use future land use designation is consistent with this policy, as well as the intent of the Wekiva Parkway Interchange Vision Plan area, which intends to concentrate a mixture of land uses with varying densities and intensities within one mile of the Wekiva Parkway Interchange.

6. **Policy 20.3.** The annexation, land use change, and subsequent development of lands located within the Wekiva Parkway Interchange Plan Area for Apopka and the Wekiva Interchange Land Use Plan Overlay for the County shall be consistent with the adopted Interlocal Agreement between Orange County and the City of Apopka regarding Wekiva Interchange Land Use Plan Overlay.
7. **Objective 19 and 20, and their associated policies.** See objectives and policies within the supporting information.

#### *Transportation Element*

1. **Policy 4.2** The City of Apopka shall promote, through the implementation of programs such as mixed-use land development, projects that support reduced travel demand, short trip lengths and balanced trip demand.

The Mixed Use future land use designation allows for a mixture of land use types such as residential and non-residential, which promotes shorter trip lengths, concentrated development to reduce travel demand.

2. **Policy 3.1.r** The primary intent of the Mixed Use land use category is to allow a mixture of residential, office, commercial, industrial, recreation, institutional uses and public facilities uses...This mix of land uses may occur on a single parcel or multiple parcels in the form of: a permitted single use; a vertical combination of different permitted uses; or a horizontal mix of different permitted uses.
3. **Policy 4.2** The City of Apopka shall promote, through the implementation of programs such as mixed-use land development, projects that support reduced travel demand, shorter trip lengths and balanced trip demand.

4. **Objective 20 and associated Policies, Future Land Use Element.** Provided with the Supporting Information.

*Kelly Park Interchange Form-Based Code.*

1. Page 1 – “Therefore, if a site, or any portion of a site, is within the 1-mile radius [of the Kelly Park Interchange], the entire site is included within the vision plan and is subject to the standards.” And Page 2, “Where a property straddles the line, the subject property owner may select to bring the portion outside the property into the Form-Base Code area.”

**VISIONING AND SPECIAL STUDIES:** The properties are located within the boundaries of the Wekiva Parkway Interchange Vision Plan Area, making it subject to the Kelly Park Crossing Form-Based Code, Mixed- Use Interchange Zoning District and Neighborhood Overlay District. A copy of the Wekiva Parkway Interchange Vision Plan is provided with the support material.

**SCHOOL CAPACITY REPORT:** An executed capacity enhancement agreement with Orange County Public Schools will be required prior to rezoning hearings, as density occurring on a property located within the Wekiva Parkway Interchange Vision Plan Area (aka Kelly Park Interchange Area) is not determined until the zoning and master plan, per Policy 20.12 of the Future Land Use Element, Comprehensive Plan.

**ORANGE COUNTY NOTIFICATION:** The JPA requires the City to notify the County 30 days before any public hearing or advisory board. The City properly notified Orange County on April 4, 2019. Notification has already occurred through the Second Amendment to the Joint Planning Agreement with Orange County government. The second amendment acknowledges that the City will assign a land use designation similar to the overlay district illustrated in the Wekiva Parkway Interchange Vision Plan.

**PUBLIC HEARING SCHEDULE:**

May 14, 2019 – Planning Commission (5:30 pm)

June 5, 2019 – City Council (1:30 pm) - 1<sup>st</sup> Reading & Transmittal

**DULY ADVERTISED:**

May 3, 2019 – Public Notice and Notification (Apopka Chief, posting, letters)

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**RECOMMENDATION ACTION:**

The **Development Review Committee** recommends approval to transmit a change in Future Land Use to Mixed Use Interchange for the property owned by Dennis R. Klepzig and Joann M. Klepzig, Co-Trustees Klepzig Family Trust, subject to the information and findings in the staff report.

**Recommended Motion:** Find the Future Land Use Designation consistent with the Comprehensive Plan and recommend a change in Future Land Use Designation to Mixed Use Interchange for the properties owned by Dennis R. Klepzig and Joann M. Klepzig, Co-Trustees Klepzig Family Trust, subject to the information and findings in the staff report.

**Note:** This item is considered legislative. The staff report and its findings are to be incorporated into and made a part of the minutes of this meeting.



## LAND USE REPORT

### I. RELATIONSHIP TO ADJACENT PROPERTIES:

| <i>Direction</i> | <i>Future Land Use</i>                                                                    | <i>Zoning</i>                                     | <i>Present Use</i>                             |
|------------------|-------------------------------------------------------------------------------------------|---------------------------------------------------|------------------------------------------------|
| North            | “City” Mixed Use Interchange and<br>“City” Rural Settlement                               | “City” Transitional and<br>Agriculture            | Agriculture and Single<br>Family Houses        |
| East             | “City” Rural Settlement and Mixed Use<br>Interchange and Residential Very Low<br>Suburban | “City” Agriculture and<br>Transitional and R-1AAA | Agriculture and Oak Ridge<br>Ph. 2 Subdivision |
| South            | “City” Mixed Use Interchange and<br>“County” Rural                                        | “City” R-1AAA and<br>“County” A-2                 | Agriculture                                    |
| West             | “County” Rural                                                                            | “County” A-1                                      | S.R. 429                                       |

### II. LAND USE ANALYSIS

Analysis for the Future Land Use Designation was performed as part of the adopted Wekiva Parkway Interchange Vision Plan. This Vision Plan has been incorporated into the Comprehensive Plan. The subject property straddles the one-mile radius from the interchange, and the property owner has selected to pull the entire property into the Kelly Park Crossing Form-Based Code Area (aka Wekiva Parkway Interchange Vision Plan Area).

Therefore, the proposed Mixed Use Interchange future land use designation is consistent with the general future land use character and long-range planning goals of the surrounding area.

Wekiva Parkway Interchange Vision Plan Area: Yes

Wekiva River Protection Area: No

Area of Critical State Concern: No

DRI / FQD: No

JPA: The City of Apopka and Orange County entered into a Joint Planning Area (JPA) agreement on October 26, 2004 and amended the JPA in October 19, 2010 to address the Wekiva Parkway Interchange Vision Plan. The subject property is consistent with the Vision Plan incorporated into Amendment 2 of the Joint Planning Agreement.

Transportation: Road access to the site is from Golden Gem Road.

Wekiva Parkway and Protection Act: The proposed amendment has been evaluated against the adopted Wekiva Study Area Comprehensive Plan policies. The proposed amendment is consistent with the adopted mandates and requirements. The proposed Future Land Use Map (FLUM) amendment has been reviewed against the best available data, with regard to aquifer and groundwater resources. The City of Apopka's adopted Comprehensive Plan addresses aquifer recharge and storm water run-off through the following policies:

- Future Land Use Element, Policies 4.16, 14.4, 15.1, 16.2 and 18.2; Objective 19, 20.
- Infrastructure Element, Policies 1.5.5, 4.2.7, 4.4, 4.4.1, 4.4.2 and 4.4.3
- Conservation Element, Policy 3.18

Karst Features: The Karst Topography Features Map from the Florida Department of Environmental Protection shows that the parcels appear to occur within an area having a potential for karst features.



Analysis of the character of the Property: The current use of the property is a single family home and grazing lands. The property is within the Wekiva Parkway Interchange Vision Plan Area, and the property is eligible to be part of the Kelly Park Interchange Form-Based Code. As such, a master plan must be provided with the zoning application, and road and pedestrian systems must be connected to an integrated with other lands within the Form-Based Code area.

Analysis of the relationship of the amendment to the population projections: Based on the adoption of the JPA, the size of the property, and the proposed land use change, the amendment will increase the population by as many as 402 residents. Land use analysis was conducted as part of the Wekiva Parkway Interchange Vision Plan.

#### **CALCULATIONS:**

ADOPTED: 3 Unit(s) x 2.659 p/h = 7 persons

PROPOSED: 154 Unit(s) x 2.659 p/h = 409 persons

Housing Needs: The housing need is demonstrated through the Wekiva Parkway Interchange Vision Plan Area Study.

Habitat for species listed as endangered, threatened or of special concern: A habitat study is required for developments greater than ten (10) acres in size. At the time the Master Site Plan or Preliminary Development Plan is submitted to the City, the development applicant must conduct a species survey and submit a habitat management plan if any threatened or endangered species are identified within the project site.

Transportation: The City of Apopka is a Transportation Concurrency Exception Area. Refer to Chapter 3 of the City of Apopka 2010 Comprehensive Plan. The road system shall be consistent with the intent of the Kelly Park Crossing Form-Based Code.

#### Sanitary Sewer Analysis

1. Facilities serving the site; current LOS; and LOS standard: None; 81 GPD/Capita ; 81 GPD / Capita

If the site is not currently served, please indicate the designated service provider: City of Apopka

2. Projected total demand under existing designation: 567 GPD
3. Projected total demand under proposed designation: 33,129 GPD
4. Capacity available: Yes
5. Projected LOS under existing designation: 81 GPD/Capita
6. Projected LOS under proposed designation: 81 GPD/Capita
7. Improved/expansions already programmed or needed as a result if proposed amendment: None

#### Potable Water Analysis

1. Facilities serving the site; current LOS; and LOS standard: None; 174 GPD/Capita ; 174 GPD / Capita

If the site is not currently served, please indicate the designated service provider: City of Apopka

2. Projected total demand under existing designation: 1,218 GPD
3. Projected total demand under proposed designation: 71,166 GPD
4. Capacity available: Yes
5. Projected LOS under existing designation: 174 GPD / Capita
6. Projected LOS under proposed designation: 174 GPD / Capita
7. Improved/expansions already programmed or needed as a result of the proposed amendment: None
8. Parcel located within the reclaimed water service area: Yes

#### Solid Waste

1. Facilities serving the site: City of Apopka
2. If the site is not currently served, please indicate the designated service provider: City of Apopka
3. Projected LOS under existing designation: 4 lbs/ day/ Capita
4. Projected LOS under proposed designation: 4 lbs / day/ Capita
5. Improved/expansions already programmed or needed as a result of the proposed amendment: None

This initial review does not preclude conformance with concurrency requirements at the time of development approval.

#### Infrastructure Information

Water treatment plant permit number: CUP No. 3217

Permitting agency: St. John's River Water Management District

Permitted capacity of the water treatment plant(s): 24.141 MGD

Total design capacity of the water treatment plant(s): 33.696 MGD

Availability of distribution lines to serve the property: Yes

Availability of reuse distribution lines available to serve the property: Yes

#### Drainage Analysis

1. Facilities serving the site: None
2. Projected LOS under existing designation: 100 year – 24 hour design storm
3. Projected LOS under proposed designation: 100 year – 24 hour design storm

4. Improvement/expansion: On site retention / detention ponds

Recreation

1. Facilities serving the site; LOS standard: City of Apopka Parks System ; 3 acre / 1000 capita
2. Projected facility under existing designation: 0.021 acres
3. Projected facility under proposed designation: 1.227 acres
4. Improvement/expansions already programmed or needed as a result of the proposed amendment: None

This initial review does not preclude conformance with concurrency requirements at the time of development approval.

**Dennis R. Klepzig & Joann M. Klepzig, Co-trustees Klepzig Family Trust**  
**30.81 +/- Acres**

**Proposed Large Scale Future Land Use Amendment:**

**From: “County” Rural**

**To: “City” Mixed Use Interchange**

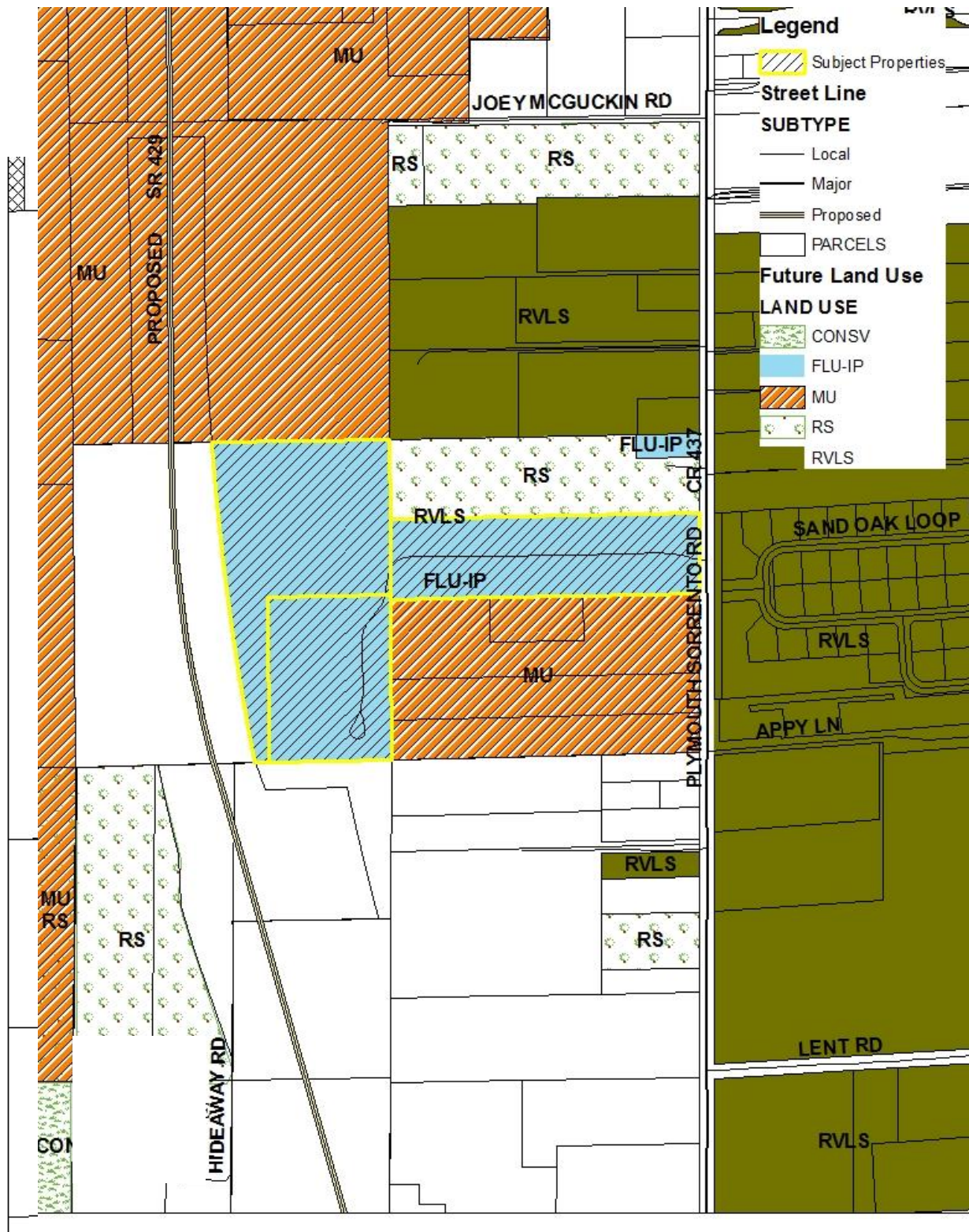
**Parcel ID #: 13-20-27-0000-00-022, 13-20-27-0000-00-001, 13-20-27-0000-00-062**



**VICINITY MAP**



## FUTURE LAND USE MAP

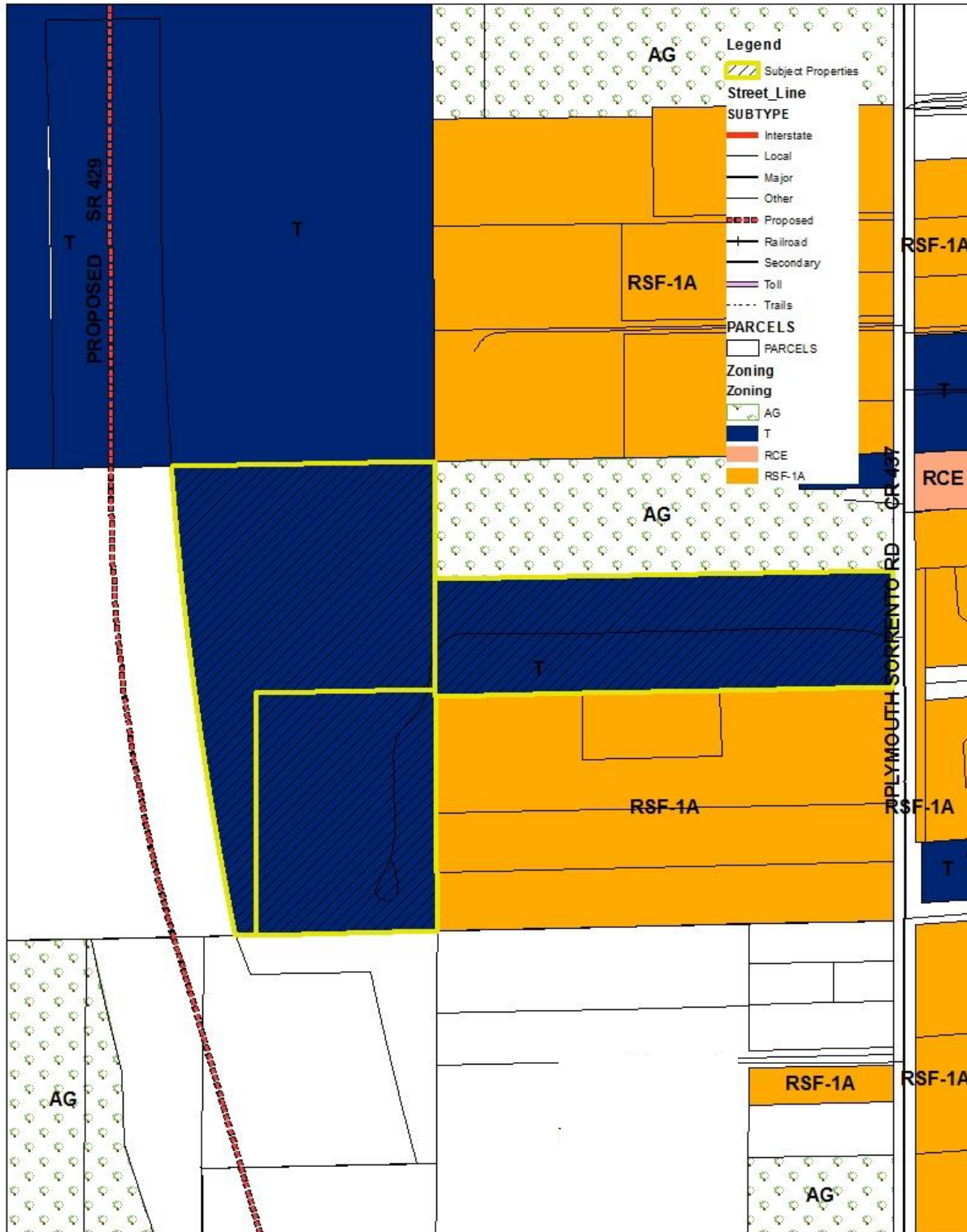






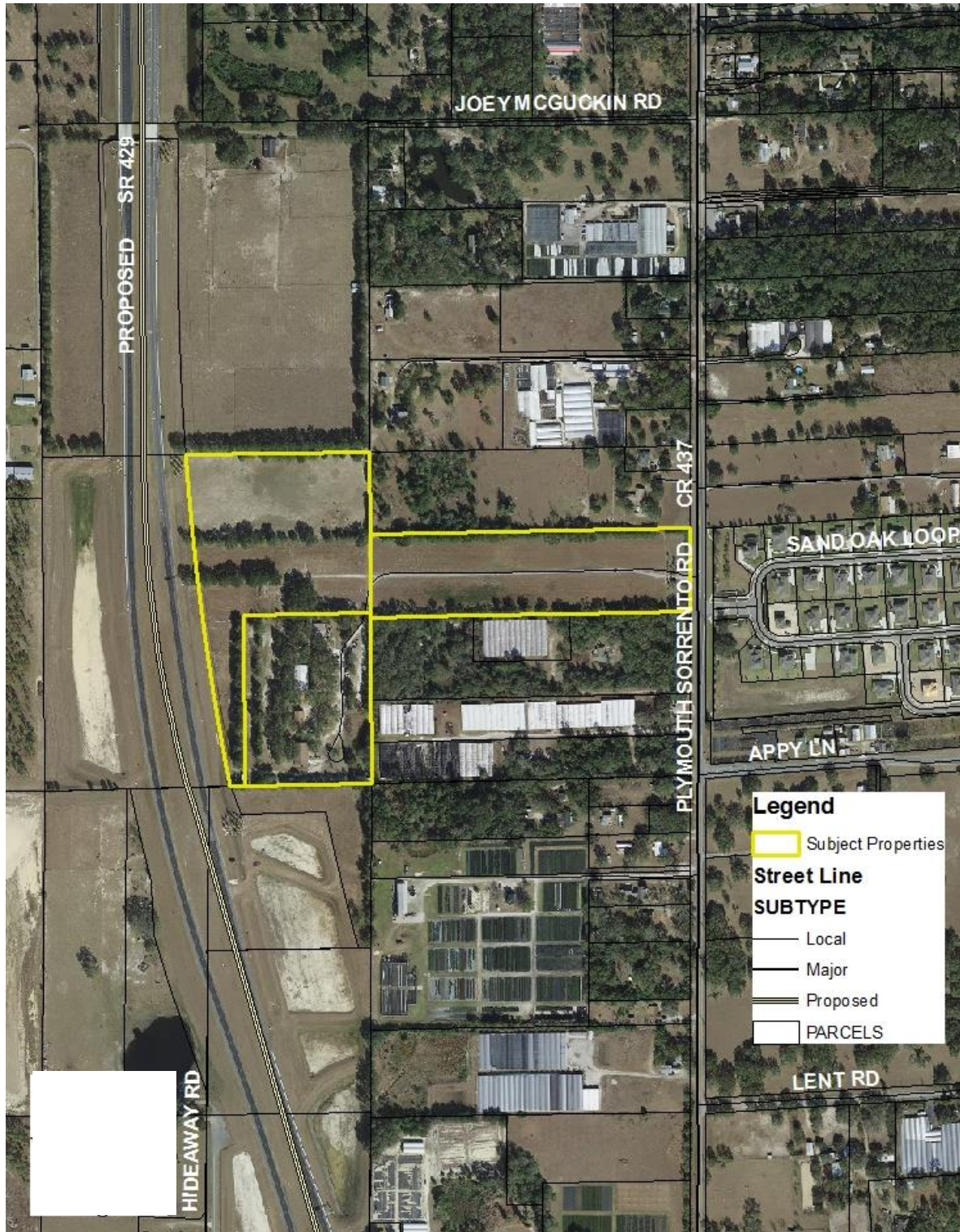


## ADJACENT ZONING





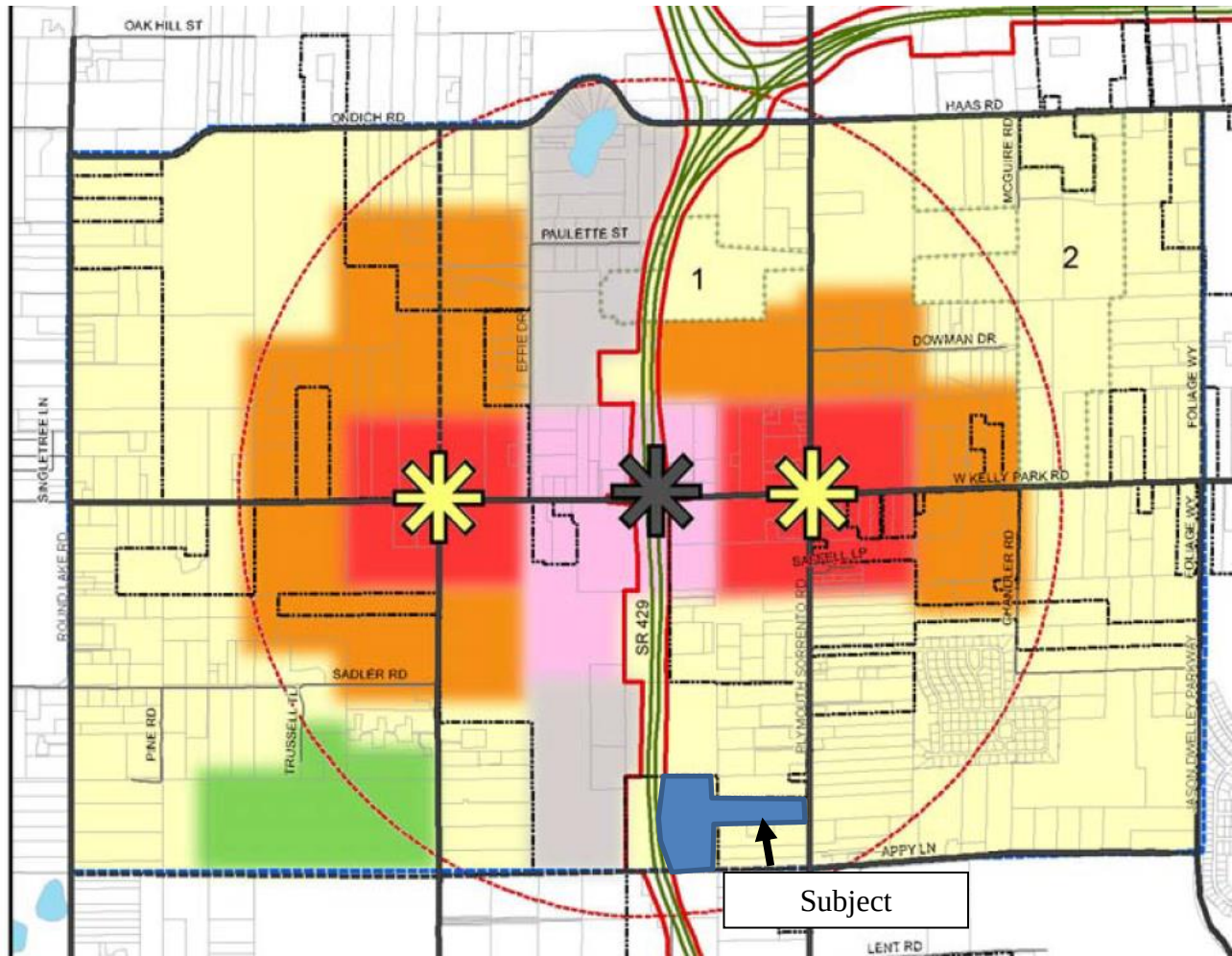
## AERIAL MAP







## WEKIVA PARKWAY INTERCHANGE VISIONING PLAN CHARACTER DISTRICTS



- Proposed Districts**
- Village Center
  - Employment
  - Interchange
  - Transition
  - Neighborhood
  - Recreation

- Interchange Study Area Boundary
- City of Apopka Boundary
- Existing Roads
- 1 Mile Radius
- \*

- 1 Bridle Path Rural Settlement
- 2 Rainbow Ridge Rural Settlement

Source: Apopka Comprehensive Plan, 2011; page 1-54

construction, whereas larger pipes are constructed from ductile iron. Improvements to the distribution/transmission system have generally followed the recommendations outlined in the most recent master plan, with the timing of specific projects dependent on development patterns. **Map 10** shows the extent of the system within the interchange study area.

#### E. Public Schools

The area is currently served by Wolf Lake and Zellwood elementary schools, Wolf Lake Middle School and Apopka High School. According to the Orange County Public Schools (OCPS), all four schools are projected to be deficient by FY 2011-12. The OCPS current 10-year plan includes a relief elementary school for Wolf Lake and Zellwood, and a relief middle school for Wolf Lake. **Maps 11 to 13** show the attendance zones for these schools.

### IV. Community Involvement

In conjunction with the County, the City conducted two public workshops to discuss the future growth around the proposed Wekiva Parkway Interchange. The first public workshop was conducted on February 25, 2010, and the second workshop was conducted on March 25, 2010. **Appendices B and C** contain the workshop summaries and the list of attendees. It should be noted that for the purpose of the Community Workshops an enlarged study area was reviewed, which included the area north of West Ponkan Road.

Additionally, the City held a public hearing before the City of Apopka Planning Commission on April 27, 2010 and the City Council on May 19, 2010.

### V. Wekiva Parkway Interchange Vision Plan

The Wekiva Parkway will complete the outer beltway around Metro Orlando area. The completion of this outer ring, along with the proposed interchange, will result in added growth and development pressure within the Wekiva Study Area.

The Interchange Vision Plan was developed with a goal to accommodate new development that: (1) supports regional markets that depend on the Wekiva Parkway's function to move people and goods (light industry and warehousing, hotels/motels, restaurants, gas stations, truck stops, and convenience stores)<sup>1</sup>; (2) is designed to complement the surrounding areas; and (3) manages and protects water and wildlife resources.

#### A. Land Use Vision

Even though the area is currently rural in character and the adopted land use categories for the area reinforce that character, the introduction of a highway interchange at Kelly Park Road will create development pressure in the area. The City, County and most area residents realize a need and have a desire for a plan for that future growth. The main goal of planning for growth is to situate it within an appropriate area around the interchange, and to allow sufficient density

<sup>1</sup> Guidelines for Preparing Comprehensive Plan Amendments for the Wekiva Study Area



and intensity to maximize sustainability and minimize environmental impacts on the Wekiva Study Area. The City also wants to take advantage of the opportunity this location provides to create a setting that will attract new quality employment to the area. The higher densities and intensities expected to accompany the interchange should transition into lower densities/intensities to ensure compatibility with the surrounding areas. Well thought-out, coordinated development is, therefore, a driving element of the interchange land use plan. Coordinated, transitional development at the interchange will protect meaningful tracts of connected open space, and preserve rural land outside of the interchange study area while allowing for carefully planned growth.

As shown on **Map 8**, potential Karst features are indicated proximate to the proposed interchange. For that reason, the vision plan proposes a measured approach to intensive development in the area immediately adjacent to the interchange, and instead create two nodes of development at the closest intersections to the parkway: Kelly Park Road/Golden Gem Road and Kelly Park Road/Plymouth Sorrento Road (see **Map 14**). The most dense and intense uses will be located within a 1/3-mile radius of the two proposed nodes. Between these nodes and the one-mile study area boundary, land uses will provide a transition to the existing lower densities, and less intense development character will be respected beyond the one-mile radius.

**Map 15** shows the proposed interchange vision plan, which includes both City and unincorporated land. As shown on the map, the area within a 1-mile radius of the proposed interchange is proposed to be urban in character, with uses such as industrial, commercial, office, institutional/public, and medium and high-density residential uses. The highest intensity of use will be clustered around the two nodes as village centers. The area between the nodes and the one-mile radius will contain uses that will ensure the smooth transition to the less intense areas outside the one-mile radius.

The following is a description of the proposed character districts for the vision plan area.

**1. Village Center (residential and commercial mix)**

As noted above, the vision plan intends to concentrate the most intensive development within the two major intersection nodes. The type of development envisioned for these two nodes includes mixed-use buildings with retail uses on the ground floor and offices or residential spaces above. The Village Center character district will comprise approximately 5 to 15% of the area.

**2. EdgeEmployment(employment uses)**

Office uses may appear within the village center nodes as part of mixed-use buildings, or as stand-alone uses in the EdgeEmployment character district along the Wekiva Parkway. Other uses that would be appropriate for the EdgeEmployment area include industrial developments (clean industry), or large institutional uses (hospitals, educational facilities), which would provide much needed jobs in the area. Limited residential



will also be allowed. Both office and industrial uses will benefit from the visibility and access from the highway. Within the [EdgeEmployment](#) character district, greater attention will be applied to ensure protection of the potential Karst features and to allow for adequate setbacks from the highway. This area will not focus on the pedestrian environment as the village center, but would adopt a campus-like environment. Approximately 5 to 10% of the area is shown as [EdgeEmployment](#) on the vision plan map.

**3. Interchange (highway-dependent uses)**

The area between the proposed village centers and the parkway will be the most accessible to traffic exiting the highway. Therefore, the intended character for those areas will be a mix between Village Center and a more “suburban” type setting. It is expected that this is the area where gas stations would be located. There will be form-based standards adopted to ensure the transition from the fast-moving traffic in the highway to the more walkable environment expected to develop in the village centers. The Interchange character district will contain predominantly stand-alone uses (as opposed to mixed-use buildings) with less intensity of development than in the Village Center.

[EdgeEmployment](#) character district type uses, including limited high density residential, may also occur in this character district. The area to be dedicated to Interchange uses comprises approximately 5 to 10% of the entire vision plan area.

**4. Transitional (office, medium density residential uses)**

Uses within the transitional areas will be regulated to minimize the impact of the most intensive areas (Village Center, [EdgeEmployment](#) and Interchange) on the existing lower density neighborhoods surrounding the study area. Medium densities in the form of town houses, apartments and condominiums, and office uses will be allowed within the Transitional district. The vision plan shows that approximately 10 to 20% of the total area will be dedicated to the Transitional character district. The expected density in the Transitional character district would accommodate between 5 to 15 dwelling units per acre depending on their location respective to neighborhood areas.

**5. Neighborhood (residential)**

The Neighborhood character district is intended to be primarily a single-family residential area. This district will have lower density residential than the Transitional district, allowing for a smooth transition into the existing lower density neighborhoods outside the 1-mile radius. The character of the area will be regulated through form-based standards to ensure that single-family homes are designed with front porches and that garages are located in the back with access from alleyways. The neighborhood area comprises over 50% of the vision plan area.



## 6. Recreation and Institutional

The Vision Plan shows an area as Recreation, consistent with the adopted Northwest Small Area Plan. This, however, does not mean that there will only be one area designated for recreation/open space. As properties develop (especially large tracts), the City will consider dedication of land for open space. Institutional uses (schools, churches, etc.) will also be defined as the area develops. It is anticipated that a minimum of 15% of the land within the area will eventually be used for open space/recreation purposes.

### B. Vision Plan Holding Capacity

Based on the land uses and densities proposed in the vision plan, holding capacities were calculated to identify the amount of development that could potentially occur in the area. **Table 3** demonstrates that the vision plan area could accommodate approximately 15,873 residential units and 22,587,535 square feet of non-residential development.

**Table 3: Vision Plan Holding Capacity**

| Proposed Land Use                                                   | Total Acres  | % of Total   | Max. Intensity (FAR) | Max. Density (UPA) | Density/Intensity Factor | Total Dwelling Units | Non-Residential Square Feet |
|---------------------------------------------------------------------|--------------|--------------|----------------------|--------------------|--------------------------|----------------------|-----------------------------|
| Village Center Core (assumes 1st floor non-resid. + resid above)    | 80           | 2.1          | 0.5                  | 12                 | 0.75                     | 720                  | 1,306,800                   |
| Village Center balance (assumes 1st floor non-resid. + resid above) | 248          | 6.4          | 0.35                 | 12                 | 0.75                     | 2,232                | 2,835,756                   |
| Interchange (assumes 10% residential)                               | 175          | 4.5          | 1.0                  | 15                 | 0.70                     | 184                  | 4,811,875                   |
| Edge Employment (assumes 10% residential)                           | 260          | 6.7          | 0.5                  | 7.5                | 0.60                     | 117                  | 3,052,231                   |
| Transitional (assumes 70% resid.; 30% non)                          | 581          | 14.9         | 1.0                  | 15                 | 0.85                     | 5,185                | 6,453,276                   |
| Neighborhood (assumes 90% residential)                              | 2,360        | 60.7         | 0.5                  | 5                  | 0.70                     | 7,435                | 3,598,699                   |
| Parks/Recreation                                                    | 121          | 3.1          | 0.2                  |                    | 0.50                     | 0                    | 528,897                     |
| Wekiva Parkway ROW                                                  | 63           | 1.6          |                      |                    |                          |                      |                             |
| <b>TOTAL</b>                                                        | <b>3,889</b> | <b>100.0</b> |                      |                    |                          | <b>15,873</b>        | <b>22,587,535</b>           |

Note: Acreages and yields are approximations only.

Based on the total acres of the area and the potential for residential and non-residential development noted above, an *overall* density of 4 du/ac and an *overall* FAR of 0.14 could be achieved.

factors are taken into account, that there is no increase in nitrate/nitrogen loading to groundwater and surface water.

## **Objective 18**

The City shall implement the Wekiva Parkway Interchange Land Use Plan adopted on September 15, 2010, which addresses the requirements of Section 369.321(1) F.S. as it relates to coordinated planning within the Wekiva area.

### **Policy 18.1**

The City shall implement the Wekiva Parkway Interchange Vision Plan, which guides the location of a range of uses, such as residential, office, commercial, industrial, recreation, public and institutional, at various densities and intensities around the proposed interchange.

### **Policy 18.2**

Prior to rezoning any property within a one-mile radius of the interchange Study Area, the City shall amend its LDC to incorporate development standards that will implement the Vision Plan. These standards shall address creative planning solutions to protect environmentally sensitive lands, such as:

#### **Open Space**

Standards will be developed for appropriate percentages of open space for single parcels and/or for the entire Interchange Study Area.

#### **Clustering:**

Standards will be developed to allow multiple land owners to aggregate parcels for the purpose of calculating density/intensity and developing cohesive clusters of higher density/intensity in the area closest to the interchange and major intersections in the study area.

#### **Transfer of Development Rights (TDR):**

A TDR system shall be developed to allow land owners that have sensitive lands or lands farthest from the interchange, to sell density/intensity rights to owners of lands closest to the interchange. The vision plan will analyze the potential sending and receiving areas.

#### **Form-Based Regulations:**

Develop form-based regulations for the study area to ensure the Vision Plan is implemented.

**Policy 18.3**

The development standards within the Interchange Study Area shall be applied through a zoning overlay, or similar method, that encompasses the study area. Developer agreements may be required.

**Policy 18.4**

If a parcel is severed by the one-mile radius or is under common ownership, either the entire parcel will be included or excluded from the study area based upon the Vision Plan.

**Policy 18.5**

In the event that the Wekiva Parkway is not constructed, it is anticipated that the Wekiva Parkway Interchange Plan will be reevaluated and appropriate comprehensive plan amendments adopted to address then-existing development and future land use designations within the Wekiva Parkway Interchange Plan Area.

**Policy 18.6**

Before any development can occur within the Project Orlando LLC site (further identified as parcels 11-20-27-0000-00-003, 11-20-27-0000-00-013, 11-20-27-0000-00-036, 11-20-27-0000-00-042, 11-20-27-0000-00-057, 12-20-27-0000-00-060, 11-20-27-0000-00-030, 13-20-27-0000-00-023, 13-20-27-0000-00-005, 13-20-27-0000-00-061, 13-20-27-0000-00-026, 13-20-27-0000-00-032), the proposed development must be processed and approved as a Development of Regional Impact (DRI) as defined in Chapter 380.06, Florida Statutes and Chapter 28-24, Florida Administrative Code.

**Policy 18.7**

Public school capacities and facilities serving the Project Orlando site shall be addressed with the rezoning and DRI processes. No increase in density above the vested 67 dwelling units shall be permitted by the City until it is demonstrated that adequate public school facilities are available to meet the increased demand.

### **Policy 18.8**

Prior to the completion of the interchange, but following the official designation of the interchange location by the Expressway Authority, a development program may be permitted by the City which shall not exceed 17,907 average daily vehicle trips external to the Project Orlando project, subject to rezoning and a traffic study.

*(Revised - Ord. No. 2317, 10-02-2013)*

### **Policy 18.9**

A parcel assigned a land use designation during the 2010-1 or 2010-2 large-scale comprehensive plan amendment cycles, shall not be assigned a city residential zoning category or obtain a rezoning for residential uses until Orange County Public Schools has either issued a finding of school capacity or a school capacity enhancement agreement to the applicable property owner, excepting those parcels having a diminimus impact on public schools as defined in the Interlocal Agreement for Public School Facility Planning and Implementation of Concurrency.

### **Objective 19**

New development in the City shall comply with "Smart Growth" principles that minimize the emission of greenhouse gases and reduce vehicle miles of travel as opposed to conventional development standards that encourage urban sprawl. The following policies shall be incorporated into the City's LDC prior to the next required Evaluation and Appraisal Report.

#### **Policy 19.1**

Development in the mixed-use categories, and where appropriate in other land use categories, shall provide pedestrian-friendly street design.

#### **Policy 19.2**

New development, as well as infill development where feasible, shall provide interconnected street grid networks to disperse traffic and encourage walkability. Developments may include a hierarchy of narrow streets, boulevards and alleys; high-quality pedestrian networks; designs that encourage a greater use of bicycles, rollerblades, scooters and walking as daily transportation; connectivity to public transit; and a land use mix that demonstrates reduced external trips by encouraging internal trips.

### **Policy 19.3**

New infill development in the mixed-use categories shall provide shops, offices and homes within neighborhoods, including mixed uses in one structure, to offer opportunities to encourage walking and/or live and work environments.

### **Objective 20**

Ensure development within the City of Apopka surrounding the Wekiva Parkway interchange will occur in a predictable, yet flexible manner consistent with the intent of the Wekiva Parkway and Protection Act, the community vision, and the City's economic development goals, and which will provide a balanced land use scenario that can accommodate economic and residential growth in the context of the environmental concerns identified within the Wekiva Parkway and Protection Act, and that can serve as the primary targeted area for greenfield development within the Wekiva Study Area.

### **Policy 20.1**

The Wekiva Parkway Interchange Plan is composed of three elements: the *Wekiva Parkway Interchange Vision Plan*, the *Wekiva Parkway Interchange Land Use Plan*, and the *Wekiva Parkway Interchange Goal, Objectives, and Policies*. The *Wekiva Parkway Interchange Vision Plan*, adopted as part of the Future Land Use Overlay Series found in Appendix 1-2 of the Future Land Use Element, represents a conceptual scenario that demonstrates the intent of the Wekiva Parkway Interchange Plan and will guide the development of lands located within the Wekiva Parkway Interchange Vision Plan Area. The *Wekiva Parkway Interchange Land Use Plan* and the *Wekiva Parkway Interchange Goal, Objectives, and Policies* shall represent the regulatory elements of the Wekiva Parkway Interchange Plan. The land use configuration and distribution demonstrated on the *Wekiva Parkway Interchange Vision Plan* are intended to illustrate the potential application of the adopted Wekiva Parkway Interchange Vision Plan policies; however, the specific details for each development phase will be established through the approval of development plans consistent with the Wekiva Parkway Interchange Goal, Objectives & Policies, the *Wekiva Parkway Interchange Land Use Plan*, and the regulations established in the Wekiva Parkway Interchange Form-Based Code.



## **Policy 20.2**

The Wekiva Parkway Interchange Vision Plan shall be applicable within Wekiva Parkway Interchange Vision Plan Area. The Wekiva Parkway Interchange Vision Plan Area is generally comprised of a one-mile radius emanating from the anticipated Wekiva Parkway Interchange. The exact configuration is based upon a logical, parcel-specific boundary consistent with the intent of capturing a one-mile radius.

## **Policy 20.3**

The annexation, land use change, and subsequent development of lands located within the Wekiva Parkway Interchange Plan Area for Apopka and the Wekiva Interchange Land use Plan Overlay for the County shall be consistent with the adopted Interlocal Agreement between Orange County and the City of Apopka regarding Wekiva Interchange Land Use Plan Overlay.

## **Policy 20.4**

Prior to approving the first development plan within the Wekiva Parkway Interchange Vision Plan Area, the City shall adopt the Wekiva Parkway Interchange Form-Based Code establishing the design and development standards for the Wekiva Parkway Interchange Vision Plan Area. The Wekiva Parkway Interchange Form-Based Code shall be based on the criteria contained within the Wekiva Parkway Interchange Goal, Objectives, and Policies.

## **Policy 20.5**

The Wekiva Parkway Interchange Vision Plan identifies the approximate location of the character districts necessary to support the anticipated development program within the Wekiva Parkway Interchange Vision Plan Area. The location and/or boundaries of the character districts shown on the Vision Plan are illustrative only, and it is the intent of the City that locations and boundaries can be refined through an administrative review, except where other review and approval procedures are specified, in either the Comprehensive Plan or the Wekiva Parkway Interchange Form-Based Code. The specific boundaries and locations of character districts will be established through the approval of development plans, as established through the Wekiva Parkway Interchange Form-Based Code procedures.

#### **Policy 20.6**

Deviations in the area-wide densities and/or intensities established in the Wekiva Parkway Interchange Land Use Plan, or proposed design elements that are not consistent with the Wekiva Parkway Interchange Goal, Objectives, and Policies shall require a comprehensive plan amendment.

#### **Policy 20.7**

The Wekiva Parkway Interchange Form-Based Code shall include regulations governing the following community design elements for the Wekiva Parkway Interchange Plan area:

- An interconnected network of streets and paths designed to encourage pedestrian and bicycle travel, with traffic calming where appropriate;
- A complementary mix of land uses, including residential, employment, recreational, and civic;
- Appropriate densities and intensities of land uses within walking distance of transit stops; and
- Daily activities within walking distance of residences, public uses, streets and open spaces that are safe, comfortable and attractive for the pedestrian, with adjoining buildings open to the street and parking designed so as not to interfere with pedestrian and bicycle travel.

#### **Policy 20.8**

The Wekiva Parkway Interchange Form-Based Code shall include provisions requiring that the land uses incorporated into the Wekiva Interchange Vision and Land Use Plans are physically and functionally integrated, including a connected and continuous system of pedestrian facilities.

#### **Policy 20.9**

Development within the Wekiva Parkway Interchange Plan Area shall be assigned a Mixed-Use Interchange future land use designation and shall accomplish an overall mix of residential and non-residential uses as outlined in Policy 3.1.r. Assignment of the Mixed-Use Interchange Land Use future land use designation shall require an amendment to the Comprehensive Plan. This policy shall not be construed to remove any existing entitlements upon property within the Wekiva Parkway Interchange Plan Area, nor shall it prevent

development consistent with the existing future land use designations. Development occurring under the existing future land use designations shall comply with the design criteria included in the Wekiva Parkway Interchange Plan to the extent that the criteria does not conflict with the existing future land use designation.

#### **Policy 20.10**

The City shall ensure that areas of greatest density and intensity within the Wekiva Parkway Interchange Plan Area are located at and between the two major intersection nodes at Kelly Park Road/Golden Gem Road and Kelly Park Road/Plymouth-Sorrento Road, but not upon areas of Karst formations. The Wekiva Interchange Form-Based Code shall require a mix of uses consistent with Wekiva Interchange Plan and shall establish a system of transfer of development rights to encourage increased density and intensity within Wekiva Parkway Interchange Plan Area. Development at the outer edges of the mixed-use area shall maintain compatibility with the lands adjacent to the Wekiva Interchange Plan Area by reducing density and intensity or by providing substantial buffers, landscaping, height, and lighting controls. The City shall also allow transfer of development rights to maintain 20% open space in the overall Study Area. Densities and intensities allowed within the Wekiva Parkway Interchange Plan Area character districts shall be as shown on **Table 20.10:**

**Table 20.10: Wekiva Parkway Interchange Character District Standards**

| <b>Character District/<br/>Purpose</b>                                                                                                                                             | <b>Uses</b>                                                                                                                                         | <b>Minimum/<br/>Maximum<br/>Acreage*</b>                                         | <b>Density<br/>(Units per<br/>Acre)</b>                          | <b>Intensity<br/>(FAR)</b>                                                                                                                                           | <b>Open Space<br/>(min. )</b>                                                               |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------|------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------|
| <b>Village Center (VC)</b><br>Safe, vibrant and pedestrian-oriented mixed-use area. Each Village Center may include a Core of up to 40 acres each.                                 | Residential, retail, commercial, office and entertainment uses.<br>Horizontal mixed-uses shall be allowed, but vertically mixed-uses are preferred. | <b>Min:</b> 200<br><b>Max:</b> 380<br>(40 acres max. of VC Core in each village) | <b>Min:</b> 7.5<br><b>Max:</b> 25<br><b>District Average:</b> 12 | <b>VC Core:</b><br><b>Min:</b> 0.3<br><b>Max:</b> 1.0<br><b>Average:</b> 0.5<br><b>Balance of VC:</b><br><b>Min:</b> 0.25<br><b>Max:</b> 0.7<br><b>Average:</b> 0.35 | 10% minimum in the form of public plazas and small park spaces that are urban in character. |
| <b>Interchange</b><br>Accommodate highway-oriented vehicular service uses and provide a transition between the fast traffic exiting the highway and the pedestrian Village Center. | Highway-oriented uses, such as automobile service & repair, retail, office, and limited high density residential.                                   | <b>Min:</b> 175<br><b>Max:</b> 380                                               | <b>Min:</b> 7.5<br><b>Max:</b> 15                                | <b>Min:</b> 0.1<br><b>Max:</b> 1.0                                                                                                                                   | 15% minimum in the form of neighborhood parks and common areas                              |
| <b>Employment (formerly Edge District)</b><br>Accommodate corporate office development and foster the development of a campus-like corporate park.                                 | Office, hospitality, clean industry, large institutional uses (hospitals, educational facilities), and large scale residential,                     | <b>Min:</b> 190<br><b>Max:</b> 380                                               | <b>Min:</b> 4<br><b>Max:</b> 7.5                                 | <b>Min:</b> 0.1<br><b>Max:</b> 0.5                                                                                                                                   | 20% minimum in the form of large parks and interconnected wildlife corridors.               |

| Character District/<br>Purpose                                                                                                                                        | Uses                                                                                      | Minimum/<br>Maximum<br>Acreage* | Density<br>(Units per<br>Acre) | Intensity<br>(FAR)   | Open Space<br>(min. )                                                         |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------|---------------------------------|--------------------------------|----------------------|-------------------------------------------------------------------------------|
| <b>Transition</b><br>Provide a transition between the high-density/intensity Village Core and the low-density/ intensity areas at the edge of the study area.         | Single family home and single or multi-use office/medium-density residential              | Min: 380<br>Max: 770            | Min: 5<br>Max: 15              | Min: 0.5<br>Max: 1.0 | 15% minimum in the form of neighborhood parks and larger common areas.        |
| <b>Neighborhood</b><br>Preserve the existing low-density single-family residential neighborhoods and transition to the less intense uses just outside the study area. | Single-family homes and small scale support uses (schools, churches, day care facilities) | Min: 2,360<br>Max: 3,060        | Min: 1<br>Max: 5               | Min: .05<br>Max: 0.5 | 20% minimum in the form of large parks and interconnected wildlife corridors. |

\* Calculated based on the entire vision plan area acreage.



**Policy 20.11**

Maximum allowable development within the Wekiva Parkway Interchange Plan Area shall be allocated among land uses as follows:

Single Family: 7,500 units  
Multi Family: 8,500 units  
Commercial/Services: 22 million square feet

**Policy 20.12**

The character district regulations included in the Form-Based Code will ensure densities and intensities are allocated as noted in **Table 20.10** (see **Policy 20.10**). The TDR system will allow increased densities in the Core area (noted as bonus density on the table). The average density/intensity for individual districts and the entire mixed-use area shall not exceed the average allowed. The City shall establish a tracking system to ensure the densities/intensities are kept within the established limits. The tracker will also ensure the acreages of the character districts remain within the parameters set in **Policy 20.10**.

**Policy 20.13**

Development within the Wekiva Parkway Interchange Vision Plan Area shall be planned in a manner that maximizes internal circulation and does not cause the Florida Strategic Intermodal System (SIS) to exceed its adopted Level of Service Standard without appropriate mitigation.

**Policy 20.14**

The Wekiva Parkway Interchange Vision Plan Area shall include the following performance targets for transit, bicycle and pedestrian facilities as follows:

- 80% of all the bicycle and pedestrian facilities within the Plan Area shall function at LOS C or better;
- All parcels within  $\frac{1}{4}$  mile of a transit stop should be serviced by pedestrian facilities operating at LOS C or better.

LOS standards shall be measured in accordance with the methodology established in the FDOT Multimodal

Transportation Districts and Area wide Quality of Service Handbook (Nov. 2003 or as revised). The City shall coordinate with LYNX and METROPLAN ORLANDO to apply the transit quality of service framework as found in the most recent edition of the Transit Capacity and Quality of Service Manual (TCQSM) and required as part of METROPLAN ORLANDO'S long-range transportation plan where feasible.

#### **Policy 20.15**

The City and applicants for development within the Wekiva Parkway Interchange Vision Plan Area shall incorporate transportation demand management strategies into the transportation planning process to alleviate congestion. A range of techniques will be considered, such as vanpool/ridesharing programs, parking management and pricing, transit vouchers, pre-tax incentives, telecommuting, flextime, and/or other appropriate trip reduction strategies.

#### **Policy 20.16**

Proposed development within the Wekiva Parkway Interchange Vision Plan Area shall contribute to providing a safe, convenient, comfortable and aesthetically pleasing transportation environment that promotes walking, cycling, and transit use. Appropriate improvements or enhancements to the multimodal network to incorporate into the Wekiva Parkway Interchange Form-Based Code shall include, but not be limited, to the following:

- Accommodations for pedestrian access and movement, including sidewalks, benches and clearly marked crossings;
- Accommodations for bicycles, including lockers, showers, and racks;
- Shared use paths in accordance with the FDOT Bicycle Facilities Planning and Design Guidelines Handbook;
- Accommodations for transfer of passengers at designated transit facilities;
- Preferential parking for rideshare participants;
- Access for motor vehicle passenger drop-offs and pick-ups at designated transit facilities and at commercial and office development sites; and/or
- Accommodation for the mobility impaired, including parking spaces, sidewalks and ramps for handicapped access.

**Policy 20.17**

Street cross-sections, design standards, and operational measures to ensure streets are safe and convenient for transit, automobile, truck, bicycle and pedestrian travel shall be incorporated into the Wekiva Parkway Interchange Form-Based Code. Strategies will include, but not be limited, to marked crosswalks, wider sidewalks, on-street parking, bus turnouts, traffic calming, raised medians or other appropriate safety enhancements that reduce hazardous conflicts between modes and that are consistent with the planned functions of the roadway.

**Policy 20.18**

The Wekiva Parkway Interchange Form-Based Code shall include standards for street intersections to facilitate pedestrian crossings.

**Policy 20.19**

Developments within the Wekiva Parkway Interchange Plan Area shall provide direct bicycle and pedestrian connections within and between residential areas and supporting community facilities and services, such as shopping areas, employment centers, transit stops, neighborhood parks, and schools. Standards and design criteria shall be established within the Wekiva Parkway Interchange Form-Based Code.

**Policy 20.20**

The City will include in the Wekiva Parkway Interchange Form-Based Code standards for roadways to be built/improved within the Wekiva Parkway Interchange Overlay District. The regulations will create a hierarchy of streets that equitably serve the needs of the pedestrian, the bicycle, public transit, and the automobile based on a grid network system of roadways. The City will support a multi-modal transportation environment that allows for various transit options.

**Policy 20.21**

Properties assigned the Mixed-Use Interchange future land use designation shall be rezoned to the Wekiva Parkway Interchange Mixed-Use Zoning District to be established in the Wekiva Parkway Interchange Form-Based Code.

#### **Policy 20.22**

The Wekiva Parkway Interchange Mixed-Use Zoning District shall establish a range of allowable lot types to ensure a mix of uses. The District shall also provide the form-based building requirements and range of allowable uses for each lot type. The lot type ranges will establish the development framework and pattern within which uses can locate.

#### **Policy 20.23**

Permitted land uses within the Wekiva Parkway Interchange Mixed-Use Zoning District shall be outlined in the Wekiva Parkway Interchange Form-Based Code, consistent with the Mixed-Use Interchange future land use designation and **Policy 20.10**. The Community Development Director shall have the authority to approve uses not listed there if the proposed use is compatible with the listed permitted uses and/or will generate or support the development of employment opportunities and/or an increased tax base.

#### **Policy 20.24**

Where feasible, developments within the Wekiva Parkway Interchange Plan Area shall maximize the preservation of open space and promote the clustering of uses to both preserve and enhance the natural environment and to maintain the rural character of areas outside of the Wekiva Parkway Interchange Plan Area. The amount of required open space shall vary by district, with the more intensive districts requiring less than 20% for urban plazas/ parks and the less intensive districts requiring more than 20% for passive/active parks and open space for areas. **Policy 20.10** establishes the minimum required open space per district.

#### **Policy 20.25**

The Wekiva Parkway Interchange Area Form-Based Code shall include the following provisions to promote efficient access to and through the area, and to protect the traffic flow along the Wekiva Parkway.

- Prohibit the vacation of rights-of-way to maintain the current grid system and facilitate its expansion;
- Require, as part of development approval, a spacing of 300 to 600 feet for local streets to create walkable

"city" blocks and maintain connectivity in the area and avoid the use of the highway for local traffic;

- Prohibit the use of cul-de-sacs and gated neighborhoods;
- Coordinate with the Expressway Authority to encourage the extension of local roads under the highway to maintain connectivity between the east and west sides;
- Limit the number of driveways along Kelly Park Road, Golden Gem and Plymouth Sorrento Road within the Plan Area, and encourage the use of shared driveways instead;
- Require compliance with Section 6.02.10 of the LDC, which requires a minimum distance separation between driveways and intersections;
- Require internal connectivity between sites, through joint-use driveways or alleys, to keep traffic off main roads;
- The Form-Based Code shall include standards for right-of-way width and cross section design based on street typology; and
- Provide pedestrian/bicycle connections at a maximum separation of 350 feet, through the use of mid-block paths or pedestrian shortcuts.

#### **Policy 20.26**

Large developments with 50,000 gross square feet or more and are adjacent to a major street, which is or may be used as a transit route, shall provide access for on-site public transit. The public transit stop shall including a bus pullout and shelter.

#### **Policy 20.27**

The City shall coordinate with developers the design and construction of proposed new streets within the plan area in conformance with the design standards contained in the Form-Based code. The following standards shall be followed:

- Specific right-of-way location of streets other than those shown on Map 20 of the ILUP shall be determined through the development review process.
- Continue enforcing Section 6.02.05 of the City's LDC (rights-of-way), which contains measures for the protection and use of rights-of-way, and consider the incorporation of more pedestrian-friendly standards in the Wekiva area form-based code.



#### **Policy 20.28**

Sites within the Wekiva Parkway Interchange Plan Area, as well as right-of-way areas, shall be subject to the vegetation protection and water conservation landscaping policies contained in the City's comprehensive plan. The City will include more restrictive vegetation protection standards in the Wekiva Parkway Interchange Form-Based Code to:

- Encourage transplanting and re-vegetation.
- Coordinate, on an as needed basis, with Orange County to update regulations for the protection of unique vegetative communities in both jurisdictions.
- Select and locate plants based on their ultimate growth.

#### **Policy 20.29**

In order to ensure that development within the mixed-use district creates a sense of community, the placement and orientation of buildings should be carefully planned. The following standards should be included in the form-based regulations:

- Primary building entrances shall orient toward the street, not to interior blocks or parking lots
- Freestanding single-use buildings should be avoided in all but the neighborhood character district, while mixed and interconnected buildings should be encouraged.
- Green areas or plazas may be used to create a prominent civic component to mixed-use areas. These green areas should be centrally located or placed in between the higher intensity uses.
- Standards for the design of gas stations, and other vehicular service uses, to ensure they fit into the desired pedestrian character. The Code will specify standards for building location, site layout, driveway location, signage and other design elements that will ensure compatibility with other proposed uses in the area.
- Building height regulations shall be established not to exceed the parameters listed for each character district in **Policy 20.30**.

### **Policy 20.30**

Building heights shall be arranged so that the tallest buildings are located in proximity to the Kelly Park Interchange and Kelly Park Road itself between the two Village Center nodes. Building heights shall be stepped down/ reduced as development approaches the periphery of the Interchange Study Area and as development nears the rural lands outside the study area. The form-based code shall establish appropriate building heights for each character district and shall address reduced building heights in proximity to the edges of character districts and the study area itself in order to promote compatibility between districts and protection of the rural character of lands outside the study area. In no case shall building height exceed ten occupied floors within the Interchange Study Area without a Comprehensive Plan amendment.

### **Policy 20.31**

The Wekiva Parkway Interchange Form-Based Code shall include standards for signage within the Wekiva Parkway Interchange Plan Area and shall have the purpose to maintain a pedestrian character within the village centers, but at the same time, allow visibility from the highway. Standards shall at minimum:

- Continue to require a sign master plan for all Mixed Use Developments, per LDC Section 2.02.20
- Ground signs shall not be allowed in the Core Area if buildings are located within 15 feet from the street right of way.
- Ground signs shall not exceed a maximum height of 12 feet. This maximum height may be further reduced in certain character districts.
- No billboards shall be allowed within the Wekiva Parkway Interchange Plan Area
- Building signs shall be designed to complement the architecture rather than obscure it.

Revised 9-7-10

**SECOND AMENDMENT TO  
JOINT PLANNING AREA AGREEMENT  
BETWEEN ORANGE COUNTY AND  
THE CITY OF APOPKA**

**THIS SECOND AMENDMENT TO JOINT PLANNING AREA AGREEMENT**  
(Amendment) is made and entered into as of the \_\_\_\_ day of OCT 19 2010, 2010, by  
and between **ORANGE COUNTY, FLORIDA**, a political subdivision of the State of Florida  
(the County), and the **CITY OF APOPKA**, a Florida municipal corporation (the City).

**RECITALS**

**WHEREAS**, the Wekiva Parkway and Protection Act was enacted by the Florida Legislature  
in 2004, was amended in 2005, and is currently found at Part III, Chapter 369, Florida Statutes  
(specifically sections 369.314 – 369.324, Florida Statutes); and

**WHEREAS**, the Act requires those local governments hosting an interchange on the Wekiva  
Parkway to adopt amendments to their comprehensive plans within one year after the  
establishment of an interchange location to address issues relating to appropriate land uses,  
compatible development, secondary road access, access management, right of way protection,  
vegetation protection, water conserving landscape, and height and appearance of structures and  
signage; and

**WHEREAS**, the County and the City entered into a certain Settlement Interlocal Agreement  
between the City of Apopka and Orange County Florida, approved October 26, 2004, amended  
August 2, 2005 and on (insert this date) (hereafter "JPA"); and

**WHEREAS**, in the JPA the parties agreed, among other things, on a joint planning area  
boundary, a joint land use map, and the framework for establishing standards and requirements  
for the Wekiva Parkway interchange area; and

**WHEREAS**, the County and the City will share jurisdictional authority over the area within  
the Wekiva Parkway interchange and wish to commit to certain goals and objectives for that area  
in a separate Interlocal Agreement; and

**WHEREAS**, lands depicted within a one mile radius from the approved Wekiva Parkway  
interchange are included in this area and constitute the Study Area Boundary; and

**WHEREAS**, in order to accomplish the objectives of the Act and the Interlocal Agreement  
for the Study Area Boundary, the County and the City have determined that certain provisions of

the JPA, including Exhibit F as it pertains to the Study Area Boundary, are outdated or will become outdated by the adoption the Interlocal Agreement; and

**WHEREAS**, both the County and the City desire to amend the existing JPA to ensure consistency between the JPA and the Interlocal Agreement for the area described as the Study Area Boundary; and

**WHEREAS**, pursuant to Section 163.3171(3), Florida Statutes, this Amendment has been approved by the Orange County Board of County Commissioners and the Apopka City Council at advertised public hearings.

**NOW THEREFORE**, in consideration of the covenants made by each party to the other and of the mutual advantages to be realized by the parties hereto, the receipt and sufficiency of which is hereby acknowledged, the County and the City hereby agree as follows:

**Section 1. Recitals.** The above Recitals are true and correct and are incorporated herein by reference.

**Section 2. Authority.** This Amendment is entered into pursuant to (1) Chapters 125, 163 and 166, Florida Statutes, (2) the general authority of Section 163.01, Florida Statutes, relating to interlocal agreements, (3) the Charters of the County and City, and (4) the Joint Planning Area Agreement.

**Section 3. Map Amendment.**

“Exhibit F” to the JPA is hereby deleted and replaced with a new “Exhibit F”, which is attached hereto and incorporated herein by reference. For purposes of interpreting the JPA, the parties agree that the area described in “Exhibit F” is unaffected by this amendment except as to the Study Area Boundary, which is described in “Exhibit F1” hereto and the Interlocal Agreement.

“Exhibit F1”, is attached hereto and incorporated herein by reference, and describes the future land uses of those parcels located within the Study Area Boundary and agreed upon by the City and the County and is typified in Exhibit B to the Interlocal Agreement. The parties agree that, as to the parcels located in the Study Area Boundary, to the extent of any conflict between the JPA and the Interlocal Agreement, the Interlocal Agreement will control and shall supersede the JPA unless otherwise indicated in the Interlocal Agreement. (Exhibit “F1” hereto and Exhibit “B” to the Interlocal Agreement are identical exhibits.)



Revised 9-7-10

**Section 4. Text Amendment.** A new paragraph (4) is added to Subsection (c), "Small Area Study Areas" of Section 3, Joint Land Use Plan, to read as follows:

(4) Pursuant to the Interlocal Agreement approved by the parties the parties agree that, as to the parcels located in the Study Area Boundary and as described in "Exhibit F1" to the JPA, the terms of the Interlocal Agreement will control and that the Interlocal Agreement supersedes the JPA to the extent of any conflict between the Interlocal Agreement and the JPA, unless otherwise indicated in the Interlocal Agreement.

**Section 5.** Except as expressly set forth herein, all other provisions of the JPA, as amended, remain unchanged and in full force and effect.

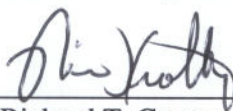
**Section 6. Severability.** Should any section, subsection, sentence, clause, phrase or provision of this Amendment is held invalid or unconstitutional by a court of competent jurisdiction such invalidity or unconstitutionality shall not be construed to render the remaining portions of this Amendment invalid or unconstitutional.

**Section 7. Effective Date.** This Second Amendment to the JPA shall become effective upon the date of approval by the Board of County Commissioners or the date of approval by the City Council, whichever date is later.

**IN WITNESS WHEREOF,** the County and City have executed this Second Amendment to the JPA on the dates inscribed below.

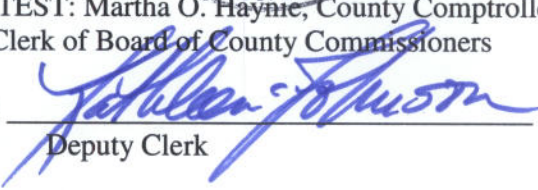


**ORANGE COUNTY, FLORIDA**  
**By: Board of County Commissioners**

By:   
Richard T. Crotty  
Orange County Mayor

DATE: OCT 19 2010

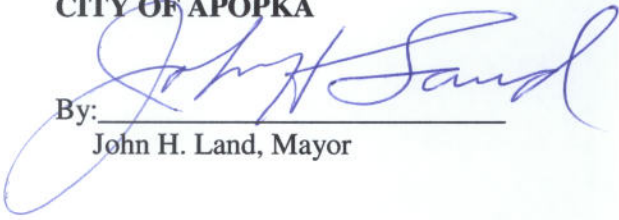
ATTEST: Martha O. Haynie, County Comptroller  
as Clerk of Board of County Commissioners

By:   
Deputy Clerk



Revised 9-7-10

**CITY OF APOPKA**

By: 

John H. Land, Mayor

ATTEST: Janice G. Goebel  
City Clerk

By: 

Date: 9-17-10

S:\Dcrosby\AGRMNT\Apopka\2d amend Apopka JPA D4

# Exhibit 'F'

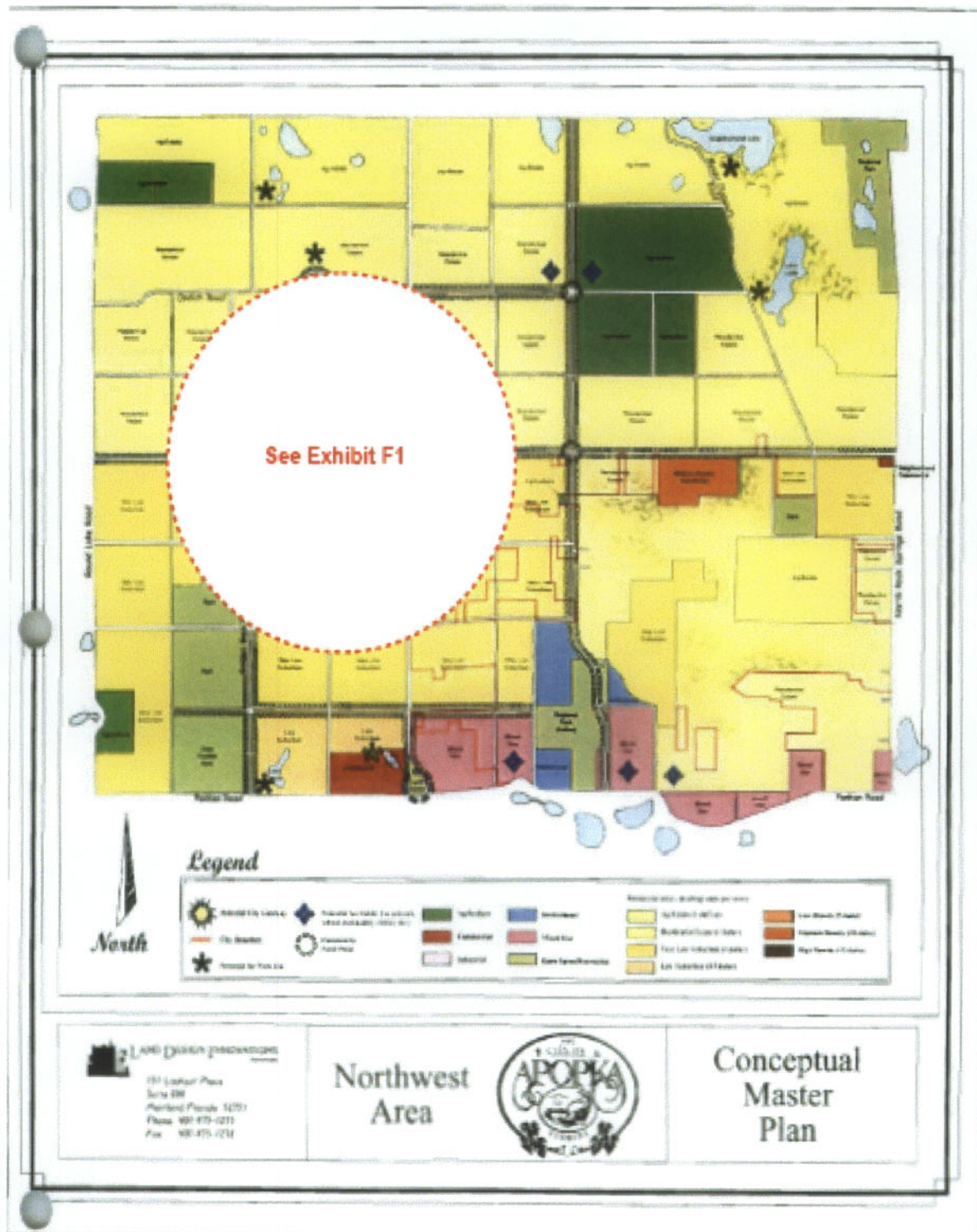
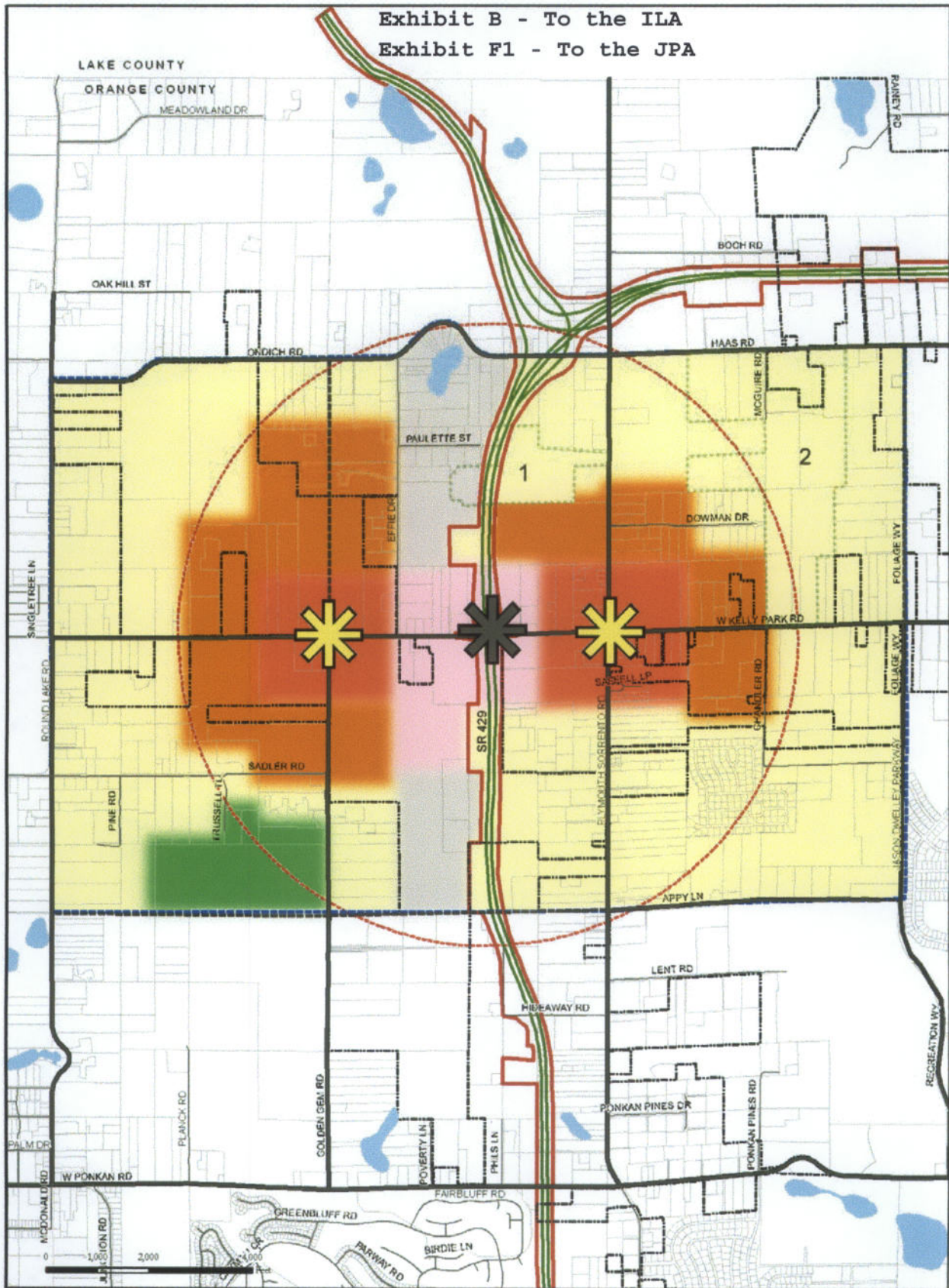




Exhibit B - To the ILA  
Exhibit F1 - To the JPA



Proposed Districts

- Village Center
- Employment
- Interchange
- Transition
- Neighborhood
- Recreation

Interchange Study Area Boundary

- City of Apopka Boundary
- Existing Roads
- 1 Mile Radius
- \*

Bridle Path Rural Settlement

- 1
- 2

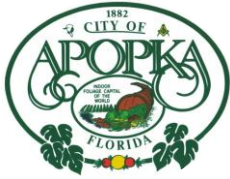
Rainbow Ridge Rural Settlement



**LAND DESIGN INNOVATIONS**

1116 Fernald Street, Suite 100  
Apopka, Florida 32711  
Phone: 407-753-1212  
Fax: 407-753-1218  
www.landi.com

Note: Map is for graphical representation only  
Actual data must be verified by City staff  
September 2010



## CITY OF APOPKA PLANNING COMMISSION

X PUBLIC HEARING  
\_\_\_\_ SITE PLAN  
\_\_\_\_ SPECIAL REPORTS  
\_\_\_\_ OTHER:

MEETING OF: May 14, 2019  
FROM: Community Development  
EXHIBITS: West Apopka Gateway  
Area Transportation Plan  
Resolution 2019-08

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**SUBJECT: WEST APOPKA GATEWAY AREA TRANSPORTATION MASTER PLAN.**

**REQUEST: RECOMMEND APPROVAL OF THE TRANSPORTATION MASTER PLAN FOR THE WEST APOPKA GATEWAY AREA.**

---

**SUMMARY:**

The City of Apopka is actively pursuing quality development to locate in its western gateway, defined as the area framed by S.R. 429 on the east, S.R. 429 Connector Road on the south, Hermit Smith Road on the west, and Yothers Road on the north. Key to successful development will be implementation of a Transportation Master Plan roadway network for this area. This plan presented for Planning Commission recommendation includes a well-designed internal roadway network that connects to the roadways that frame the area.

Vital to the Transportation Master Plan roadway network is the ability to connect S.R. 429 Connector Road to Fudge Road. This connection needs to be located around the mid-point between U.S. 441 and S.R. 429 Connector Road western signal to meet spacing requirements for safe operation. Equally important is constructing Southfork Drive to City standards and making it a public road.

The Apopka City Council at its meeting on March 20, 2019, adopted Resolution No. 2019-08 supporting collaboration with the public and private sectors to acquire right-of-way necessary for new a roadway network in the City's western gateway area. This was the first step to ensuring a well thought out area roadway network comes to fruition, preventing a piecemeal roadway network that serves individual parcels as they come forward for development. The next step is adopting the West Apopka Gateway Area Transportation Master Plan, which will guide the City as it plans for development in this area.

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**FUNDING SOURCE:**

N/A

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**RECOMMENDATION ACTION:**

Recommend approval of the West Apopka Gateway Area Transportation Master Plan and to direct the Community Development Director to process an update of the Transportation Element of the Comprehensive Plan.

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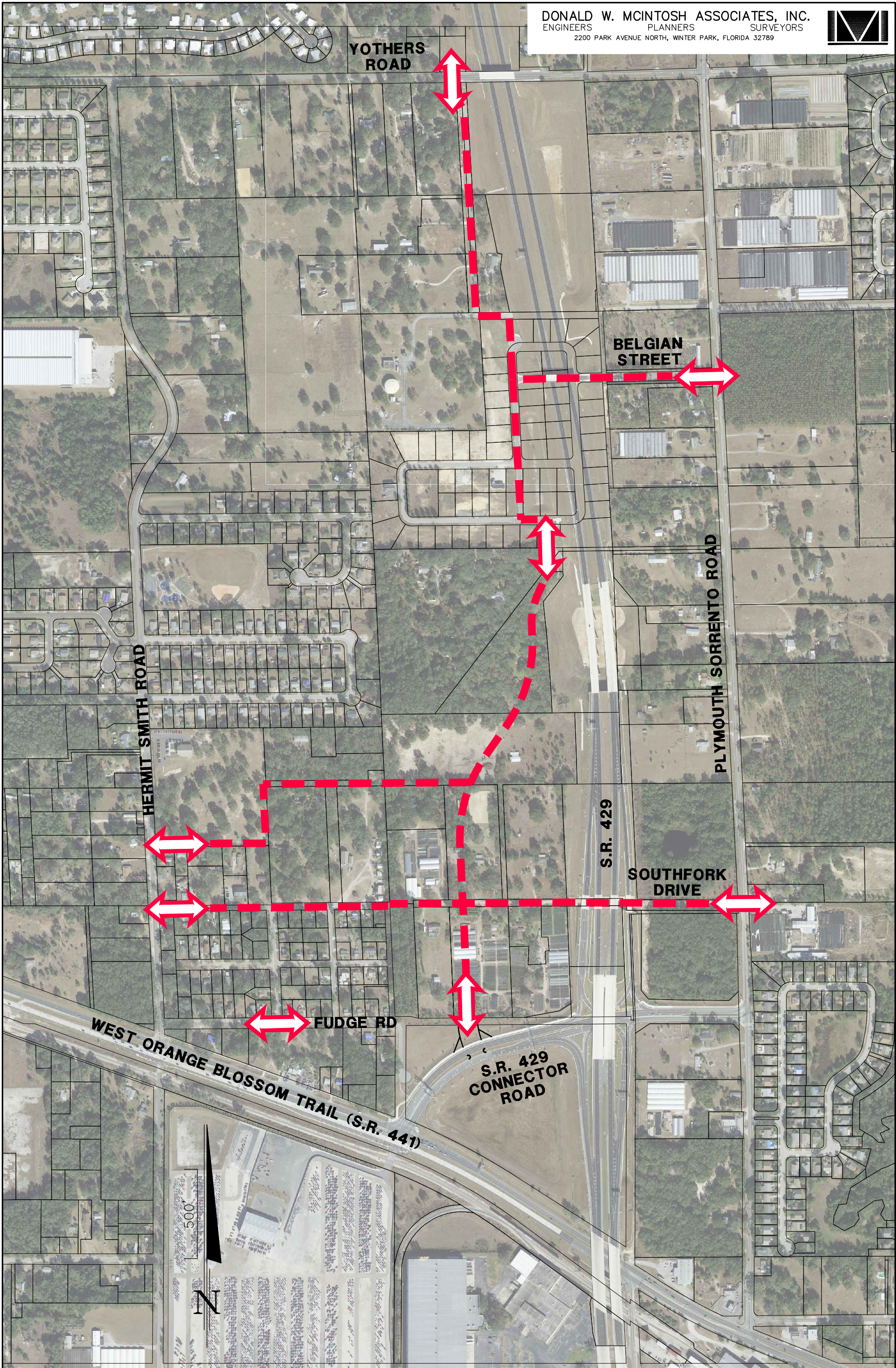
**DISTRIBUTION**

Mayor Nelson  
Commissioners  
City Administrator  
Community Development Director

Finance Director  
HR Director  
IT Director  
Police Chief

Public Services Director  
Recreation Director  
City Clerk  
Fire Chief





**WEST APOPKA GATEWAY AREA  
DRAFT TRANSPORTATION MASTER PLAN**



**RESOLUTION NO. 2019-08**

**A RESOLUTION OF THE COUNCIL OF THE CITY OF APOPKA, FLORIDA, SUPPORTING A PLANNED ROADWAY NETWORK FOR THE AREA KNOWN AS THE WESTERN GATEWAY TO THE CITY.**

**WHEREAS**, the City of Apopka is responsible for planning for future land use, roadways, and utilities to serve the residents of the City; and

**WHEREAS**, the City of Apopka has an opportunity to attract higher quality development that will support job creation and economic development to the City; and

**WHEREAS**, the western gateway to the City, specifically the property north of U.S. 441, east of Hermit Smith Road, and west of Plymouth Sorrento Road, is a prime location to expect quality development to emerge due to the area's proximity to U.S. 441, Plymouth Sorrento Road and S.R. 429; and

**WHEREAS**, the City can set this in motion only by working with our public and private sector partners to ensure optimal roadway networks, utilities, and amenities such as enhanced pedestrian trails, are laid out in a thoughtful plan, setting the foundation for smart growth and economic development in the area; and

**WHEREAS**, the City must also work with our public and private sector partners to acquire needed right-of-way to connect the existing roadway network, utilities and amenities with those that are planned; and

**WHEREAS**, the City Council determines that the adoption of this resolution is in the best interest of the residents of the City of Apopka.

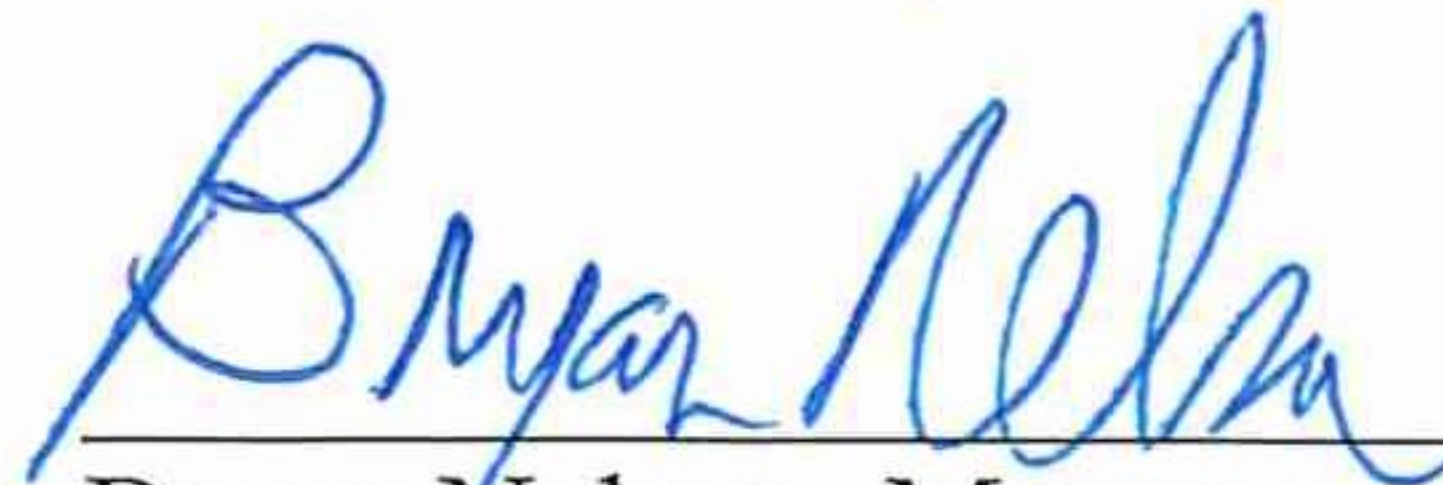
**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF APOPKA, FLORIDA**, as follows:

**Section 1.** The forgoing recitals are ratified and incorporated herein.

**Section 2.** The City Council resolves to interact with our public and private partners to ensure the creation and implementation a well thought out plan for development in this area is one that brings economic growth to the City of Apopka and is in the best interest of the City's residents.

**Section 3.** This resolution shall be effective immediately upon adoption.

PASSED AND ADOPTED THIS 20 DAY OF March, 2019.

  
Bryan Nelson, Mayor

ATTEST:

  
Linda F. Goff, City Clerk





## CITY OF APOPKA PLANNING COMMISSION

☐ PUBLIC HEARING  
☐ SITE PLAN  
☐ SPECIAL REPORTS  
☒ OTHER: Preliminary Development Plan

MEETING OF: May 14, 2019  
FROM: Community Development  
EXHIBITS: Vicinity Map  
Preliminary Dev. Plan  
PUD Ordinance No. 2364

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**SUBJECT:** COUNTRY CROSSING ESTATES – PRELIMINARY DEVELOPMENT PLAN

**REQUEST:** RECOMMEND APPROVAL OF THE COUNTRY CROSSING ESTATES PRELIMINARY DEVELOPMENT PLAN

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**SUMMARY:**

OWNER: Holston Properties and Development, LLC  
APPLICANT: James A. Fraser, P.E.  
LOCATION: North of W. Lester Road, west of Vick Road (address: 2580 Vick Road)  
PARCEL ID NUMBER: 29-20-28-0000-00-028  
EXISTING USE: Vacant  
FLUM DESIGNATION: Low Density Suburban Residential (0-3.5 du/ac)  
CURRENT ZONING: PD (Planned Development)  
PROPOSED DEVELOPMENT: 22 single family homes  
TRACT SIZE: 7.45 +/- acres  
APPLICABLE LDC/ORDINANCE: 1993 Land Development Code, Planned Unit Development Ordinance No. 2364 - adopted June 4, 2014

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**DISTRIBUTION**

Mayor Nelson  
Commissioners  
City Administrator  
Community Development Director

Finance Director  
HR Director  
IT Director  
Police Chief

Public Services Director  
Recreation Director  
City Clerk  
Fire Chief

**RELATIONSHIP TO ADJACENT PROPERTIES:**

| <i><b>Direction</b></i> | <i><b>Future Land Use</b></i>                  | <i><b>Zoning</b></i>     | <i><b>Present Use</b></i>                                           |
|-------------------------|------------------------------------------------|--------------------------|---------------------------------------------------------------------|
| North (City)            | Low Density Suburban Residential (0-3.5 du/ac) | PD (Planned Development) | Oak Hill Reserve, Phase 2 single-family residential subdivision     |
| East                    | Low Density Suburban Residential (0-3.5 du/ac) | PD (Planned Development) | Retention Tract, Spring Ridge single-family residential subdivision |
| South                   | Low Density Suburban Residential (0-3.5 du/ac) | PD (Planned Development) | Spring Ridge, Phase 1 single-family residential subdivision         |
| West (City)             | Low Density Suburban Residential (0-3.5 du/ac) | PD (Planned Development) | Oak Hill Reserve, Phase 2 single-family residential subdivision     |

Project Use: The applicant has submitted a Preliminary Development Plan (PDP) for consideration which details the development of 22 single-family units on 7.45 acres. The subject property is located north of W. Lester Road and west of Vick Road, specifically at 2580 Vick Road, and is accessed via Mt. Logan Drive through the Spring Ridge subdivision. Development is subject to the standards and conditions set forth in PUD Ordinance No. 2364 which was adopted on June 4, 2014, and requires the following:

- The R-1AA zoning standards will apply to the subject property per the applicable PUD Ordinance.
- Any lot abutting an existing platted lot that has a width of 85-feet or greater, shall have a minimum lot width standard of 85-feet and a minimum lot area standard of 10,200 square feet.
- Any lot abutting an existing platted lot with a width less than 85-feet, and for all interior lots within the PUD, the minimum lot width standard is 75-feet and the minimum lot standard is 8,250 square feet. Interior lots are those which do not abut the western or northern boundaries of the PUD.
- Any portion of a proposed lot that has 50-percent or more of its rear lots line abutting an existing platted lot with a width of 85-feet or greater, the minimum lot width shall be no less than 85-feet.
- The minimum livable area for a house shall be 1,700 square feet.
- A compact park area not less than 8,250 square feet shall be included with the master site plan.
- The minimum setbacks applicable to this project are:

| <b>Setback</b> | <b>Minimum Standard</b> |
|----------------|-------------------------|
| Front          | 25'                     |
| Side           | 10'                     |
| Rear           | 20'                     |
| Corner         | 25'                     |

Consistent with the requirements of Ordinance No. 2364, lots 4-11 are a minimum of 85-feet in width and abut lots within Oak Hill Reserve that are in excess of 85-feet in width. A minimum lot width of 75-feet is

provided in the remaining portions of the subdivision. All other design elements are consistent with the R-1AA zoning district standards as detailed in the 1993 Land Development Code.

Access: The only point of vehicular access into the proposed subdivision is via Mt. Logan Drive, which is located within the Spring Ridge subdivision. There are no other access points to the subject property, and access to the property is dependent upon connection to Mt. Logan Drive. The PDP proposes the extension of Mt. Logan Drive into the subdivision and having it end in a cul-de-sac adjacent to lots 11 and 12. A second road extending eastward is proposed and measures approximately 250-feet in length and will terminate in a cul-de-sac adjacent to lots 19 and 20. A 5-foot wide sidewalk will be constructed on both sides of each street.

Stormwater: Stormwater is proposed to be discharged into Tract D-1 which is located to the east of the subject property. This tract is owned by the property owner, and developer of, Country Crossing Estates. This tract will be donated to the Spring Ridge Phase 1 and 2 homeowners association.

Recreation: Consistent with the requirements of Ordinance No. 2364, an 8,250 square foot park tract labeled on the PDP as Tract P-1 is provided. The park tract will consist of passive and active recreation amenities. This tract will be owned and maintained by the homeowners association. Recreational facilities and equipment will be proposed with the Final Development Plan. The long narrow portion of the property extending eastward from the northeast corner of the subject property will be placed in a tract that is owned and maintained by the homeowners association.

Buffer/Tree Program: The site is heavily wooded, with Oak trees constituting the majority of vegetation on site. A tree mitigation payment to the Arbor fund will be calculated at the time of Final Development Plan review. All specimen trees are required to be replaced on site at a 1:1 ratio. Street trees will be provided that are spaced 50-feet on center. The landscape plan proposes the planting of 69 Live Oaks, 16 Magnolias, 14 Red Maples, and 16 Sycamore trees. The property is surrounded on all sides by residential uses. The Land Development Code does not require a buffer when a residential development abuts another residential development.

**TRANSPORTATION IMPACTS:** A transportation impact analysis (TIA) was conducted for this project to assess its impacts on the surrounding roadway segments and intersections within a one-mile radius of the project per the City's adopted TIA methodology. Included in the analysis was Lester Road from Vick Road to Schopke Lester Road and the intersection of Lester Road and Spring Ridge Boulevard. A left turn lane warrant study for Lester Road at its intersection with Spring Ridge Boulevard was also conducted.

The project will generate 280 daily trips and 26 P.M. Peak Hour trips. The addition of these project trips to the study roadways will not cause the Level of Service (LOS) to fall below the City's adopted LOS. The analysis demonstrates sufficient capacity exists on the study roadways segments and study intersections to accommodate the addition of trips generated by this project. All study roadway segments and intersections will continue to operate at or above the City's adopted Level of Service. LOS.

The left turn warrant analysis conducted for Lester Road to Spring Ridge Boulevard demonstrates that a deceleration and turn lane is not needed to accommodate the project trips.

**SCHOOL CAPACITY REPORT:** The applicant has obtained a preliminary Concurrency determination of denial from OCPS. A Concurrency Management Agreement (CMA) will be required to be approved by OCPS and the City Council prior to the Final Development Plan and Plat being scheduled for public hearings. The subject property served by the following schools: Wolf Lake Elementary, Wolf Lake

Middle, Apopka High.

**ORANGE COUNTY NOTIFICATION:** Orange County was notified at the time of the subdivision plan submittal for this property through the DRC agenda distribution.

**PUBLIC HEARING SCHEDULE:**

May 14, 2019 - Planning Commission, 5:30 pm

June 5, 2019 - City Council, 1:30 pm

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**RECOMMENDATION ACTION:**

The **Development Review Committee** recommends approval of the Country Crossings Estates Preliminary Development Plan.

**Recommended Motion:** Find the Preliminary Development Plan consistent with the Land Development Code and Ordinance No. 2364, and recommend approval of the Country Crossing Estates Preliminary Development Plan.

**Planning Commission Role:** The role of the Planning Commission for this development application is to advise the City Council to approve or deny based on consistency with the Comprehensive Plan and Land Development Code and PUD Master Plan.

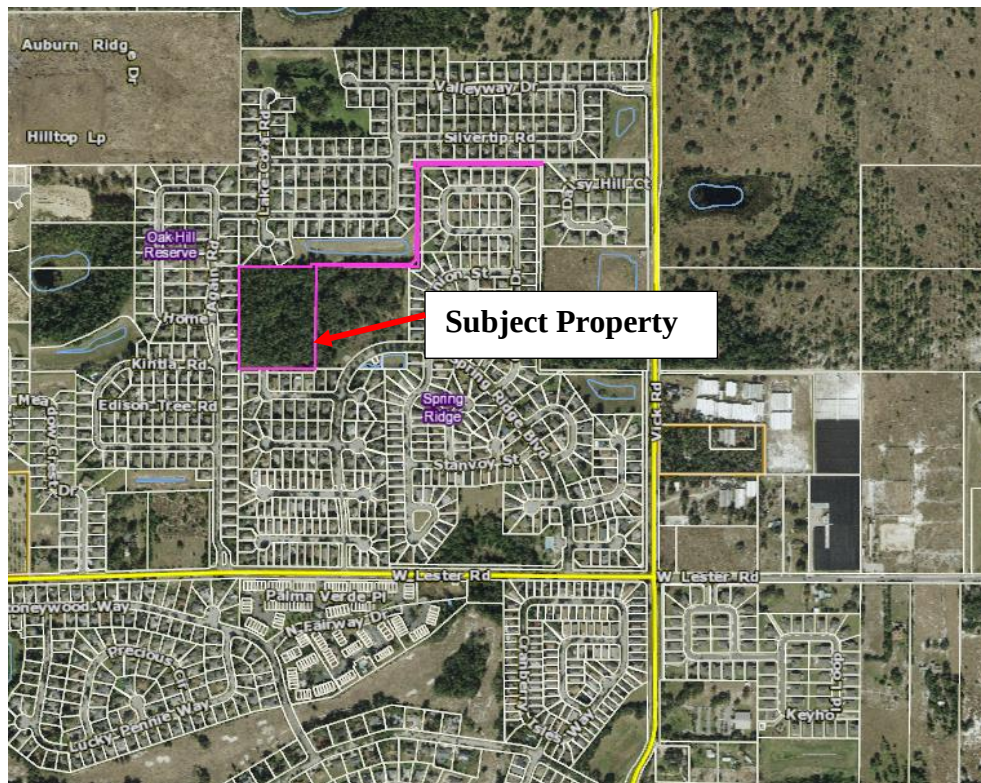
**Note:** This item is considered quasi-judicial. The staff report and its findings are to be incorporated into and made a part of the minutes of this meeting.



**Project:** COUNTRY CROSSING ESTATES  
**Owned by:** Holston Properties and Development, LLC  
**Located:** North of W. Lester Road, west of Vick Road (address: 2580 Vick Road)  
**Parcel ID#:** 29-20-28-0000-00-028



## VICINITY MAP



# PRELIMINARY DEVELOPMENT PLAN

## FOR

# COUNTRY CROSSINGS ESTATES

## SUBDIVISION

### CENTRAL FLORIDA ENGINEERING, INC.

CIVIL ENGINEERING CONSULTANT  
3586 ALOMA AVE. SUITE 14 WINTER PARK, FL. 32792  
PHONE: (407)719-6040 EMAIL: jfraserpe@earthlink.net

#### PROJECT INFORMATION

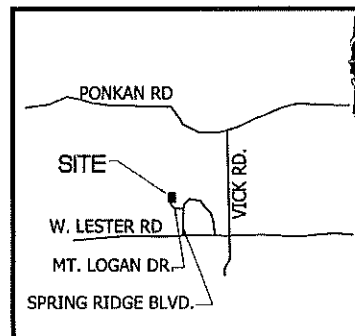
DEVELOPER: HOLSTON PROPERTIES AND DEVELOPMENT  
7575 DR. PHILLIPS BLVD #245  
ORLANDO, FL 32810  
PHONE: (407)481-0092  
E-MAIL: hdev@earthlink.net

CIVIL ENGINEER: CENTRAL FLORIDA ENGINEERING, INC.  
3586 ALOMA AVE. SUITE 14  
WINTER PARK, FL. 32792  
PHONE: (407)719-6040  
FAX: (407)275-5431  
E-MAIL: jfraserpe@earthlink.net

LANDSCAPE ARCHITECT: CENTRAL FLORIDA ENGINEERING, INC.  
3586 ALOMA AVE. SUITE 14  
WINTER PARK, FL. 32792  
PHONE: (407)719-6040  
FAX: (407)275-5431  
E-MAIL: jfraserpe@earthlink.net

SURVEYOR: SHANNON SURVEYING, INC.  
499 N. SR. 404 SUITE 2153  
ALTAMONTE SPRINGS, FL. 32714  
PHONE: (407)774-8372  
FAX: (407)682-6655  
E-MAIL: shannon@earthlink.net

GEOTECHNICAL ENGINEER: UNIVERSAL ENGINEERING SCIENCES  
3532 MAGNOLIA BLVD.  
ORLANDO, FL. 32817  
PHONE: (407)423-0504  
FAX: (407)423-3100  
E-MAIL: ues@earthlink.net



LOCATION MAP  
NTS

#### INDEX OF DRAWINGS

| SHT. NO. | DESCRIPTION                                                     |
|----------|-----------------------------------------------------------------|
| CVR      | COVER SHEET                                                     |
| C-1      | PRELIMINARY DEVELOPMENT PLAN                                    |
| C-2      | EXISTING CONDITION/DEMOLITION AND TREE REMOVAL/REPLACEMENT PLAN |
| L-1      | LANDSCAPE PLAN                                                  |
| L-2      | LANDSCAPE NOTES AND DETAILS                                     |

#### SITE DATA TABLE

|                          |                                                                                              |
|--------------------------|----------------------------------------------------------------------------------------------|
| PARCEL ID NUMBER         | 29-20-28-0000-00-028                                                                         |
| FUTURE LAND USE          | RLS                                                                                          |
| ZONING                   | PUD                                                                                          |
| ADJACENT FUTURE LAND USE | NORTH RLS SOUTH RLS EAST RLS WEST RLS                                                        |
| ADJACENT ZONING          | NORTH PUD SOUTH PUD EAST PUD WEST PUD                                                        |
| ACREAGE SQUARE FOOT      | 324,522                                                                                      |
| BUILDING HEIGHT          | PROPOSED 35 MAX 35                                                                           |
| FLOOR AREA RATIO         | PROPOSED N/A MAX N/A                                                                         |
| BUILDING SETBACKS        | PROPOSED: FRONT SIDE REAR CORNER 20 10 20 25<br>REQUIRED: FRONT SIDE REAR CORNER 20 10 20 25 |
| PARKING SPACES           | N/A                                                                                          |
| NUMBER OF EMPLOYEES      | N/A                                                                                          |
| PROPOSED NUMBER OF BEDS  | N/A                                                                                          |
| WAVES REQUEST            | YES NO FLUORIDE THE NEED FOR DEVELOPMENT ENTRANCE                                            |
| VARIANCE REQUEST         | YES NO                                                                                       |

#### SITE INFORMATION

PARCEL ID: 29-20-28-0000-00-028  
PROPERTY ADDRESS: 2580 VICK RD.  
TOTAL ACREAGE: 7.45 AC.(EXCLUDING 15' WIDE PATH)  
EXISTING ZONING: PUD (ORDINANCE #2364)  
FUTURE LAND USE DESIGNATION: RESIDENTIAL LOW SUBURBAN(0-3.5 DU/AC)  
ZONING TO THE NORTH: PUD  
ZONING TO THE EAST: PUD  
ZONING TO THE WEST: PUD  
ZONING TO THE SOUTH: PUD  
LAND USE TO THE NORTH: SINGLE FAMILY DEVELOPMENT  
LAND USE TO THE EAST: SINGLE FAMILY DEVELOPMENT  
LAND USE TO THE WEST: SINGLE FAMILY DEVELOPMENT  
LAND USE TO THE SOUTH: SINGLE FAMILY DEVELOPMENT  
# OF LOTS PROPOSED: 22  
RESIDENTIAL DENSITY: 22 DWELLING UNITS/ 7.45 ACRES = 2.95 UNITS PER ACRE  
PROPOSED PHASING: 1-PHASE  
EXISTING USE: SINGLE FAMILY RESIDENTIAL/OPEN SPACE  
WATER AND SEWER PROVIDER: CITY OF APOPKA

#### SITE REQUIREMENTS (OVERALL)

MINIMUM FRONT YARD SETBACK: 25' FOR SIDE ENTRY GARAGE AND 30' FOR FRONT ENTRY GARAGE  
MINIMUM REAR YARD SETBACK: 20'  
MINIMUM SIDE YARD SETBACK: 10'  
MINIMUM CORNER YARD SETBACK: 25'  
MINIMUM LIVING AREA/UNDER HEATING AND AIR CONDITIONING: 1700 SQ.FT.(REQUIRED)  
MAXIMUM DENSITY: 0.5 UNITS PER ACRE  
DEVELOPMENT STANDARDS TO BE IN ACCORDANCE WITH THE R-1AA ZONING DISTRICT  
THE MAXIMUM NUMBER OF SINGLE FAMILY HOMES ALLOWED IN THIS PUD IS TWENTY-FIVE (25).

#### SITE REQUIREMENTS (FOR LOTS ADJACENT TO 85' LOTS)

MINIMUM LOT WIDTH: 85'  
MINIMUM LOT AREA: 10,200 SF  
MINIMUM WIDTH OF LOT ON CURVE AT R/W: 51' (+ 60' X 85')

#### SITE REQUIREMENTS (FOR LOTS NOT ADJACENT TO 85' LOTS)

MINIMUM LOT WIDTH: 75'  
MINIMUM LOT AREA: 8,250 SF  
MINIMUM WIDTH OF LOT ON CURVE AT R/W: 45' (+ 60' X 75')

#### CONDITIONS OF APPROVAL

- THE MAXIMUM NUMBER OF SINGLE FAMILY HOMES ALLOWED IN THIS PUD IS TWENTY-FIVE (25).
- ANY LOT ABUTTING AN EXISTING PLATTED LOT THAT HAS A WIDTH OF EIGHTY-FIVE (85) FEET OR GREATER, SHALL HAVE A MINIMUM LOT WIDTH STANDARD OF EIGHTY-FIVE (85) FEET AND A MINIMUM LOT AREA STANDARD OF 10,200 SQUARE FEET.
- ANY LOT ABUTTING AN EXISTING PLATTED LOT WITH A WIDTH LESS THAN EIGHTY-FIVE (85) FEET, AND FOR ALL INTERIOR LOTS WITHIN THE PUD, THE MINIMUM LOT WIDTH STANDARD IS SEVENTY-FIVE (75) FEET AND THE MINIMUM LOT AREA STANDARD IS 8,250 SQUARE FEET. AN INTERIOR LOT FOR PURPOSES OF THIS PUD IS ONE THAT DOES NOT ABUT THE WESTERN OR NORTHERN BOUNDARY OF THE PUD.
- PERTAINING TO PARAGRAPH 2 AND 3, ANY PORTION OF A PROPOSED LOT THAT HAS FIFTY (50) PERCENT OR MORE OF ITS REAR LOT LINE ABUTTING AN EXISTING PLATTED LOT WITH A WIDTH OF EIGHTY-FIVE (85) FEET OR GREATER, THE MINIMUM LOT WIDTH SHALL BE NO LESS THAN EIGHTY-FIVE (85) FEET.
- THE MINIMUM LIVABLE AREA FOR A HOUSE SHALL BE 1700 SQUARE FEET.
- UNLESS OTHERWISE ADDRESSED WITHIN THE PUD DEVELOPMENT STANDARDS, THE R-1AA ZONING STANDARDS WILL APPLY TO THE SUBJECT PROPERTY.
- THE LONG NARROW TRACT EXTENDING EASTWARD FROM THE NORTHEAST CORNER OF THE PUD SHALL BE OWNED AND MAINTAINED BY THE PROPERTY OWNER ASSOCIATION.
- IF THE PUD PROPERTY IS INCORPORATED INTO THE SPRING RIDGE PROPERTY OWNER ASSOCIATION, THE PARK REQUIREMENT WILL BE WAIVED. OTHERWISE, A COMPACT PARK AREA NOT LESS THAN 8,250 SQUARE FEET SHALL BE INCLUDED WITHIN THE MASTER SITE PLAN.

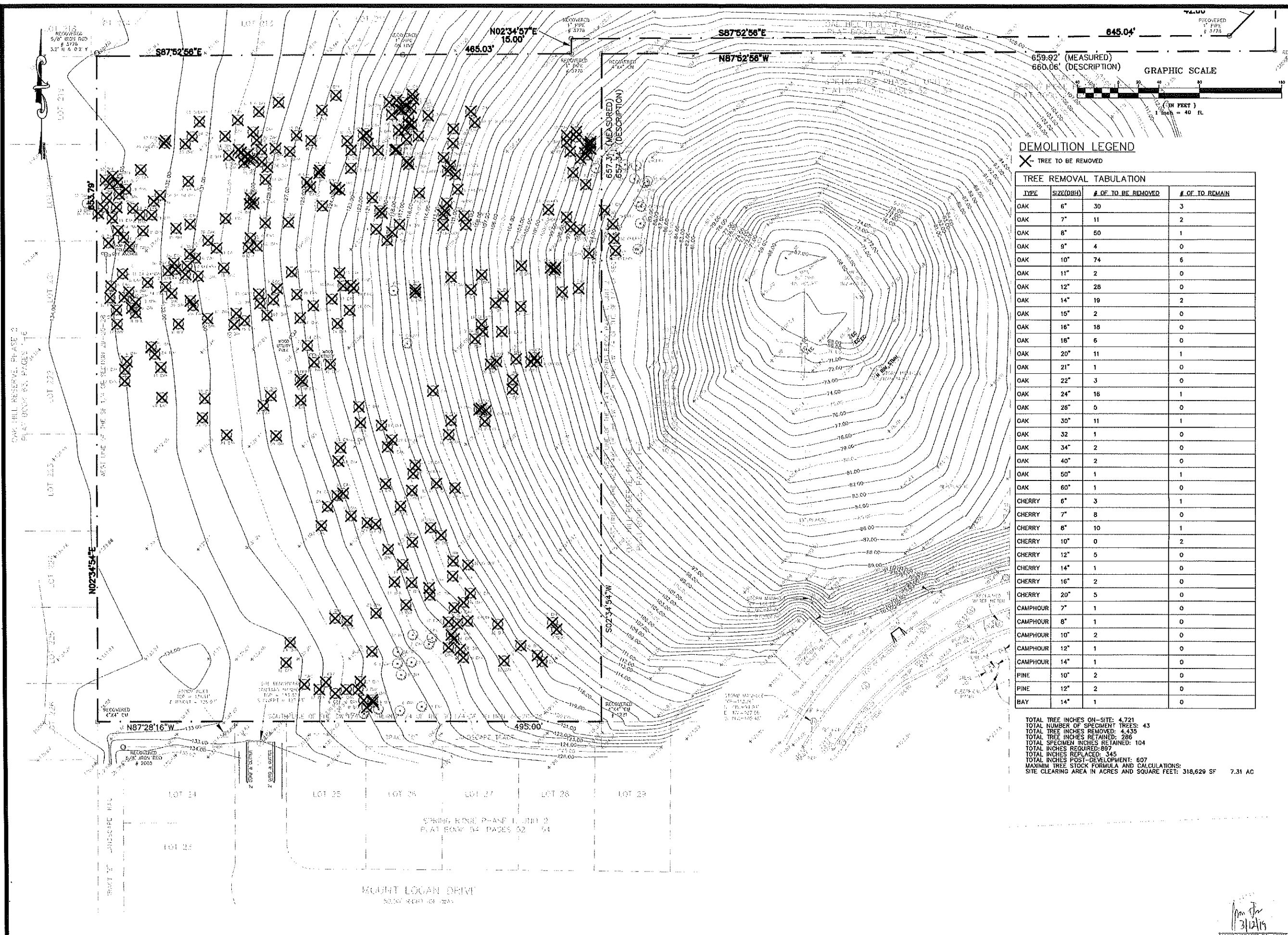
#### LEGAL DESCRIPTION

DESCRIPTION  
COMMENCING AT THE SOUTHEAST CORNER OF THE NORTHEAST 1/4 OF SECTION 28, TOWNSHIP 20 SOUTH, RANGE 28 EAST, RUN N87°52'56"W ALONG THE SOUTH LINE OF SAID NORTHEAST 1/4, A DISTANCE OF 80.00 FEET FOR A POINT OF BEGINNING ON THE WESTERLY RIGHT-OF-WAY LINE OF VICK ROAD; THENCE CONTINUE N87°52'56"W, 408.80 FEET TO THE EAST LINE OF THE WEST 1/2 OF THE NORTH 1/2 OF THE NORTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SAID SECTION 28; THENCE RUN S02°34'54"W, ALONG SAID EAST LINE, A DISTANCE OF 650.00 FEET; THENCE RUN N87°52'56"W, 660.00 FEET TO THE EAST LINE OF THE WEST 1/2 OF THE SOUTHWEST 1/4 OF THE NORTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 28; THENCE RUN S02°34'54"W ALONG SAID EAST LINE, A DISTANCE OF 657.34 FEET TO THE SOUTH LINE OF SAID SOUTHWEST 1/4 OF THE NORTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 28; THENCE RUN N87°28'10"W ALONG SAID SOUTH LINE, A DISTANCE OF 495.00 FEET TO THE SOUTHWEST CORNER OF SAID SOUTHWEST 1/4 OF THE NORTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 28; THENCE RUN N02°34'54"E ALONG THE WEST LINE OF SAID SOUTHEAST 1/4, A DISTANCE OF 653.79 FEET; THENCE RUN S87°52'56"E, 465.00 FEET; THENCE RUN N02°34'54"E, 15.00 FEET; THENCE S87°52'56"E, 645.00 FEET; THENCE N47°20'57"E, 42.77 FEET; THENCE N02°34'54"E, 585.00 FEET; THENCE N87°52'56"W, 15.00 FEET; THENCE N02°34'54"E, 44.88 FEET; THENCE S87°52'56"E, 15.81 FEET TO THE AFOREMENTIONED WESTERLY RIGHT-OF-WAY LINE OF VICK ROAD; THENCE RUN S02°22'54"W ALONG SAID WESTERLY RIGHT-OF-WAY LINE, A DISTANCE OF 15.00 FEET TO THE POINT OF BEGINNING.  
ALL LYING AND BEING SITUATE IN ORANGE COUNTY, FLORIDA.

#### NOTE

A LETTER MUST BE OBTAINED FROM THE FLORIDA FISH AND WILDLIFE CONSERVATION COMMISSIONER (FWCC) REGARDING WILDLIFE MANAGEMENT PLAN FOR ENDANGERED SPECIES, PRIOR TO ANY CONSTRUCTION ACTIVITIES OCCURRING ON SITE.





DEMOLITION LEGEND

X TREE TO BE REMOVED

| TREE REMOVAL TABULATION |           |                    |                |
|-------------------------|-----------|--------------------|----------------|
| TYPE                    | SIZE(DBH) | # OF TO BE REMOVED | # OF TO REMAIN |
| OAK                     | 6"        | 30                 | 3              |
| OAK                     | 7"        | 11                 | 2              |
| OAK                     | 8"        | 50                 | 1              |
| OAK                     | 9"        | 4                  | 0              |
| OAK                     | 10"       | 74                 | 6              |
| OAK                     | 11"       | 2                  | 0              |
| OAK                     | 12"       | 26                 | 0              |
| OAK                     | 14"       | 19                 | 2              |
| OAK                     | 15"       | 2                  | 0              |
| OAK                     | 16"       | 18                 | 0              |
| OAK                     | 18"       | 6                  | 0              |
| OAK                     | 20"       | 11                 | 1              |
| OAK                     | 21"       | 1                  | 0              |
| OAK                     | 22"       | 3                  | 0              |
| OAK                     | 24"       | 16                 | 1              |
| OAK                     | 26"       | 5                  | 0              |
| OAK                     | 30"       | 11                 | 1              |
| OAK                     | 32"       | 1                  | 0              |
| OAK                     | 34"       | 2                  | 0              |
| OAK                     | 40"       | 2                  | 0              |
| OAK                     | 50"       | 1                  | 1              |
| OAK                     | 60"       | 1                  | 0              |
| CHERRY                  | 6"        | 3                  | 1              |
| CHERRY                  | 7"        | 8                  | 0              |
| CHERRY                  | 8"        | 10                 | 1              |
| CHERRY                  | 10"       | 0                  | 2              |
| CHERRY                  | 12"       | 5                  | 0              |
| CHERRY                  | 14"       | 1                  | 0              |
| CHERRY                  | 16"       | 2                  | 0              |
| CHERRY                  | 20"       | 5                  | 0              |
| CAMPBELL                | 7"        | 1                  | 0              |
| CAMPBELL                | 8"        | 1                  | 0              |
| CAMPBELL                | 10"       | 2                  | 0              |
| CAMPBELL                | 12"       | 1                  | 0              |
| CAMPBELL                | 14"       | 1                  | 0              |
| PINE                    | 10"       | 2                  | 0              |
| PINE                    | 12"       | 2                  | 0              |
| BAY                     | 14"       | 1                  | 0              |

TOTAL TREE INCHES ON-SITE: 4,721  
TOTAL NUMBER OF SPECIMEN TREES: 43  
TOTAL TREE INCHES REMOVED: 4,435  
TOTAL TREE INCHES RETAINED: 286  
TOTAL SPECIMEN INCHES RETAINED: 104  
TOTAL INCHES REQUIRED: 897  
TOTAL INCHES REPLACED: 345  
TOTAL INCHES POST-DEVELOPMENT: 607  
MAXIMUM TREE STOCK FORMULA AND CALCULATIONS:  
SITE CLEARING AREA IN ACRES AND SQUARE FEET: 318,629 SF 7.31 AC

CENTRAL  
FLORIDA  
ENGINEERING  
CIVIL ENGINEERING CONSULTANT  
3586 ALOMA AVE #14  
WINTER PARK, FL 32792  
PHONE: (407) 19-6040  
EMAIL: jfraser@centralfla.net  
CERTIFICATE OF AUTHORIZATION #25899

COUNTRY CROSSINGS  
ESTATES  
CITY OF APOPKA  
EXISTING CONDITION/DEMOLITION AND  
TREE REMOVAL/REPLACEMENT PLAN

| REVISIONS |             |
|-----------|-------------|
| No.       | Description |
|           |             |
|           |             |
|           |             |
|           |             |
|           |             |
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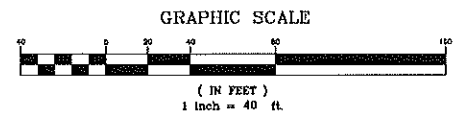
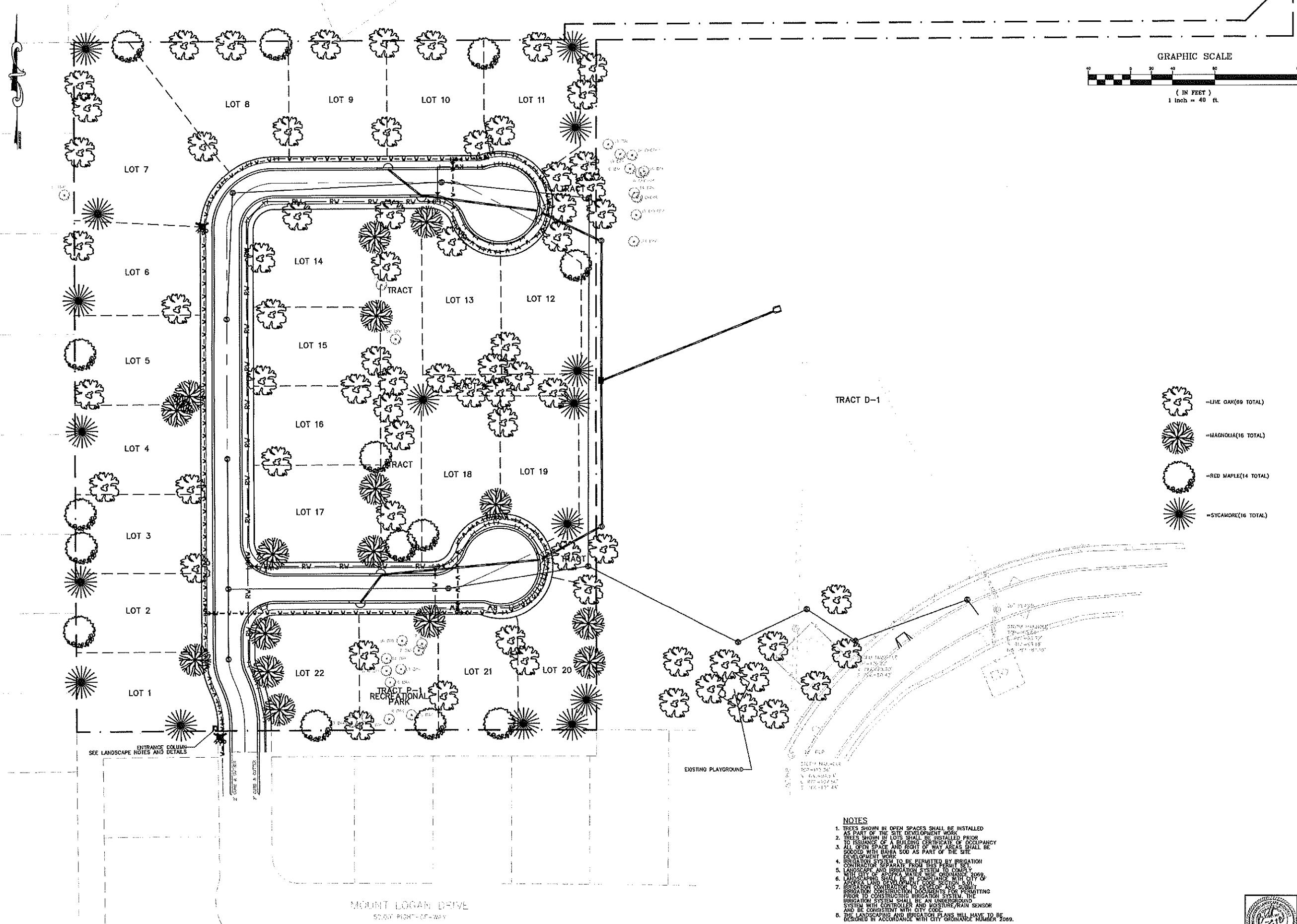
DESIGNED BY: JAF  
DRAWN BY: JAF  
CHECKED BY: JAF

DATE: 03/05/19  
PROJECT NO. 057-002  
SCALE: 1"=40'

SHEET NO.  
**C-2**

James A. Fraser, P.E.  
3/12/19





- LIVE OAK(69 TOTAL)
- MAGNOLIA(16 TOTAL)
- RED MAPLE(14 TOTAL)
- SYCAMORE(16 TOTAL)

- NOTES**
1. TREES SHOWN IN OPEN SPACES SHALL BE INSTALLED AS PART OF THE SITE DEVELOPMENT WORK.
  2. TREES SHOWN IN LOTS SHALL BE INSTALLED PRIOR TO ISSUANCE OF A BUILDING CERTIFICATE OF OCCUPANCY.
  3. ALL OPEN SPACE AND RIGHT OF WAY AREAS SHALL BE SOCCED WITH GRASS 500 AS PART OF THE SITE DEVELOPMENT WORK.
  4. IRRIGATION SYSTEM TO BE PERMITTED BY IRRIGATION CONTRACTOR SEPARATE FROM THIS PERMIT SET.
  5. LANDSCAPE AND IRRIGATION SYSTEM TO COMPLY WITH APPOPKA CITY ORDINANCE 2009.
  6. LANDSCAPE SHALL BE IN CONFORMANCE WITH CITY OF APPOPKA ORDINANCE 2009 TO DEVELOP THE SUBMIT IRRIGATION CONSTRUCTION DOCUMENTS FOR PERMITTING PRIOR TO CONSTRUCTING IRRIGATION SYSTEM. THE IRRIGATION SYSTEM SHALL BE AN UNDERGROUND SYSTEM WITH CONTROLLER AND MOISTURE/RAIN SENSOR AND BE CONSISTENT WITH CITY CODE.
  7. THE LANDSCAPING AND IRRIGATION PLANS WILL HAVE TO BE DESIGNED IN ACCORDANCE WITH CITY ORDINANCE NUMBER 2009.

**CENTRAL FLORIDA ENGINEERING**  
CIVIL ENGINEERING CONSULTANT  
3586 ALOMA AVE #14  
WINTER PARK, FL 32782  
PHONE: (407) 115-6440  
EMAIL: jfasc@centralfla.com  
CERTIFICATE OF AUTHORIZATION #25899

**COUNTRY CROSSINGS ESTATES CITY OF APOPKA**  
**LANDSCAPE PLAN**

| REVISIONS |             |
|-----------|-------------|
| No.       | Description |
| 1         |             |
| 2         |             |
| 3         |             |
| 4         |             |
| 5         |             |
| 6         |             |
| 7         |             |
| 8         |             |
| 9         |             |
| 10        |             |

DESIGNED BY: JAF  
DRAWN BY: JAF  
CHECKED BY: JAF

DATE: 03/05/19  
PROJECT NO. 057-002  
SCALE: 1"=40'

SHEET NO.  
**L-1**



BRUCH & HALL, L.A. 000130

LANDSCAPE NOTES

1. The contractor shall review plans to become thoroughly familiar with surface and subsurface utilities.
2. The plant quantities shown on the landscape contract documents are for the convenience of the contractor. The contractor is responsible for verifying all quantities and reporting any discrepancies to the landscape architect for clarification prior to contract award and commencement of work.
3. All installation of plant material shall comply with applicable jurisdictional codes. The contractor is responsible for obtaining all permits associated with this work.
4. Prior to planting installation, the contractor shall confirm the availability of all the specified plant materials. Submit dated photographs of all tree material and specimen material as to the owner's representative for review.
5. All plant material sizes specified are minimum sizes. Container size shall be increased if necessary to provide overall plant size specified.
6. If plant material does not comply with the requirements as specified herein, the owner's representative reserves the right to reject such plants and require the contractor to replace rejected work and continue specified maintenance until re-inspected and found to be acceptable.
7. The contractor shall provide an approved planting soil mixture for all plant material. See specifications for requirements.
8. The contractor shall be responsible for stability and plumb condition of all trees and shrubs, and shall be legally liable for any damage caused by instability of any plant materials. Staking of trees or shrubs shall be done in accordance with plans and specifications.
9. The contractor shall insure adequate vertical drainage in all plant beds and planters. If inadequate vertical drainage is encountered, the contractor shall submit recommendations for providing adequate drainage to the owner's representative.
10. Peg sod on slopes greater than 3:1.
11. Contractor shall protect existing vegetation to remain as shown on drawings or by means approved by the owner's representative.
12. Contractor to clean, prune, and shape edges of existing vegetation as directed by owner's representative. Create smooth bed lines around existing vegetation.
13. The contractor shall bear all costs of testing of soils, amendments, etc. associated with the work. See specifications for additional testing requirements.
14. Contractor shall field-adjust location of plant material prior to initiating installation for the review and approval of the owner's representative.
15. All plant material shall be in full and strict accordance with Florida fancy, according to the "Grades and Standards for Nursery Plants" published by the Florida Department of Agriculture and Consumer Services.
16. All planting beds shall be top-dressed with a 3" layer of mulch as specified.
17. Contractor shall coordinate all planting work with irrigation work. Contractor shall be responsible for all hand watering as required to supplement irrigation watering and rainfall.
18. Contractor shall be responsible for hand watering in all planting areas, regardless of the status of existing or proposed irrigation.
19. Contractor shall re-grade all areas disturbed by plant removal, relocation, and/or installation work.
20. Contractor shall replace (by equal size and quality) any and all existing plant material disturbed or damaged by plant removal, relocation, and/or installation work.
21. Maintenance shall begin after each plant has been installed and shall continue until the project has been deemed substantially complete. Maintenance includes watering, pruning, weeding, mulching, replacements of sick or dead plants, and any other care necessary for the proper growth of the plant material.
22. Upon completion of all landscaping, an inspection for substantial completion of the work shall be held. The contractor shall notify the owner's representative for scheduling the inspection at least seven (7) days prior to the anticipated inspection date.
23. Contractor shall submit written guarantee of survivability of all plant material for a period of one year from date of substantial completion.
24. Contractor must review and accept, approve all graded areas prior to the commencement of planting.
25. Trees adjacent to buildings should be planted at least the diameter of the tree canopy or a min. of 30'-0" (whichever is greater) away from the building wall.

Plant List

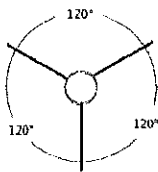
| Qty. | Botanical Name                        | Common Name       | DBH/Size                             |
|------|---------------------------------------|-------------------|--------------------------------------|
| 14   | Acer rubrum                           | Red Maple         | 3" DBH, 10' - 12' ht                 |
| 16   | Magnolia grandiflora 'D.D. Blanchard' | Southern Magnolia | 3" DBH, 10' - 12' ht                 |
| 16   | Platanus occidentalis                 | Sycamore          | 3" DBH, 10' - 12' ht                 |
| 69   | Quercus virginiana                    | Live Oak          | 3" DBH, 10' - 12' ht                 |
| Turf | Paspalum notatum                      | Bahia Sod         | Solid Fleece all open spaces and ROW |

Note: Replacement trees are in DBH, not warranty radius or diameter.

Tree Removal & Replacement

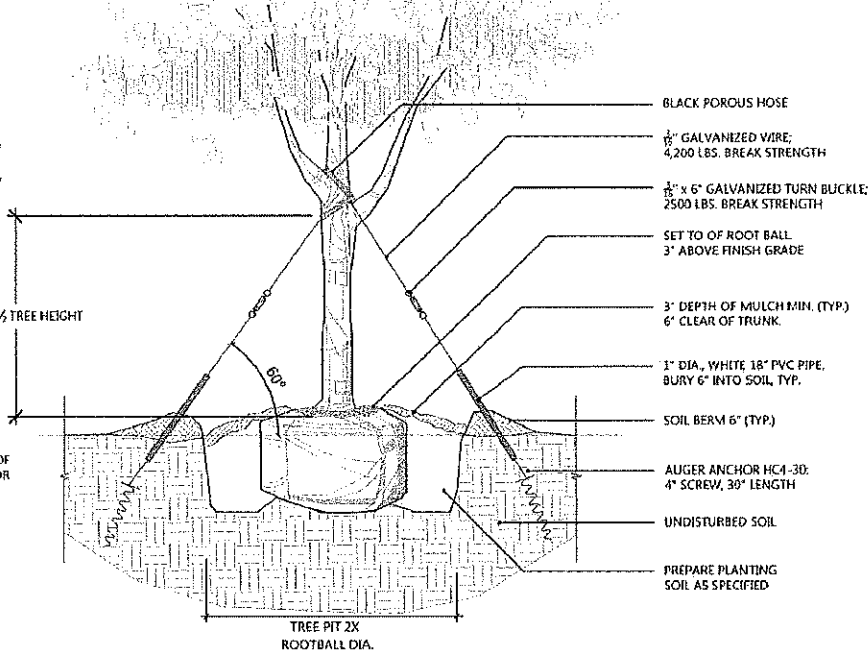
|                                       |                                       |
|---------------------------------------|---------------------------------------|
| Specimen Trees                        |                                       |
| 1,165' DBH Removed @ 3" Replacement = | 383.7 Trees                           |
| Non-Specimen Trees                    |                                       |
| 3,337' DBH Removed @ 3" Replacement = | 1,112.3 Trees                         |
| Total                                 | 4,503' DBH / 1,501 Trees              |
| Replacement Trees Shown on Plan       | 345' DBH / 115 Trees (see plant list) |
| Tree Mitigation Bank                  | 4,158' DBH                            |

PLAN VIEW OF STAKING



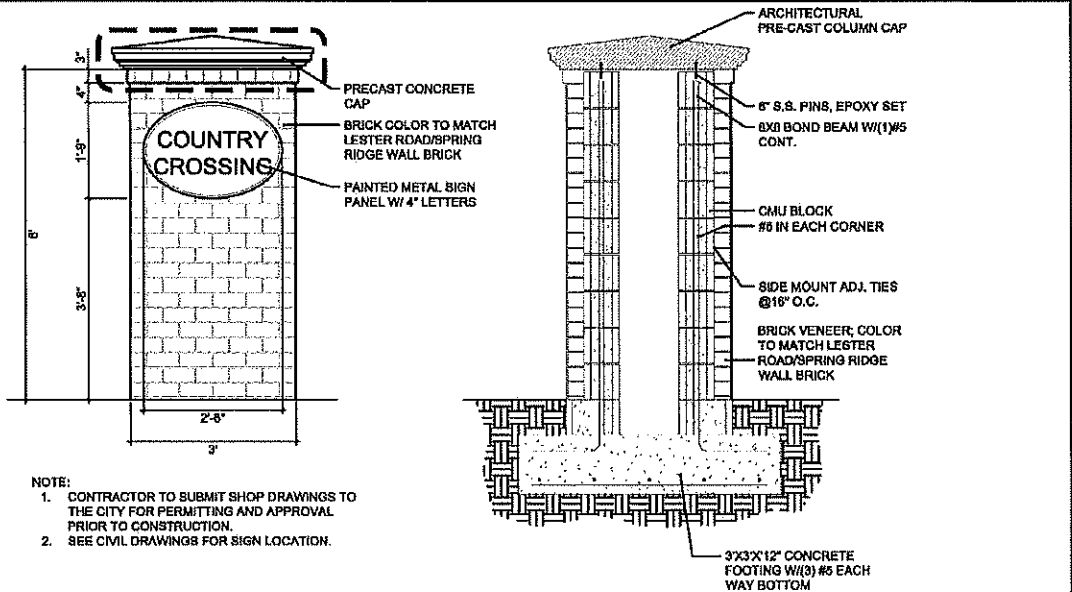
NOTE

CONTRACTOR SHALL ASSURE PERCOLATION OF ALL PLANTING PITS PRIOR TO INSTALLATION.



2

TREE PLANTING - 3 TO 7" CAL.



NOTE:

1. CONTRACTOR TO SUBMIT SHOP DRAWINGS TO THE CITY FOR PERMITTING AND APPROVAL PRIOR TO CONSTRUCTION.
2. SEE CIVIL DRAWINGS FOR SIGN LOCATION.

1

COLUMN DETAILS

SCALE: 1/2"=1'-0"

CENTRAL  
FLORIDA  
ENGINEERING

CIVIL ENGINEERING CONSULTANT  
3586 ALOMA AVE #14  
WINTER PARK, FL 32792  
PHONE: (407) 19-6040  
EMAIL: jinscape@earthlink.net  
CERTIFICATE OF AUTHORIZATION #25899

COUNTRY CROSSINGS  
ESTATES  
CITY OF APOPKA

LANDSCAPE NOTES AND DETAILS

REVISIONS

| No. | Date | Description |
|-----|------|-------------|
| 1   |      |             |
| 2   |      |             |
| 3   |      |             |
| 4   |      |             |
| 5   |      |             |
| 6   |      |             |
| 7   |      |             |
| 8   |      |             |
| 9   |      |             |
| 10  |      |             |

DESIGNED BY: JAF  
DRAWN BY: JAF  
CHECKED BY: JAF

DATE: 03/05/19  
PROJECT NO. 057-002  
SCALE: 1"=40'

SHEET NO.

L-2



BRUCE C. HALL, L.A. 0001367

## ORDINANCE NO. 2364

**AN ORDINANCE OF THE CITY OF APOPKA, FLORIDA, CHANGING THE ZONING FROM R-1AA TO PLANNED UNIT DEVELOPMENT (PUD/RESIDENTIAL) FOR CERTAIN REAL PROPERTY GENERALLY LOCATED NORTH OF WEST LESTER ROAD, WEST OF VICK ROAD, COMPRISING 8.16 ACRES, MORE OR LESS AND OWNED BY COUNTRY CROSSING, LLC; PROVIDING FOR DIRECTIONS TO THE COMMUNITY DEVELOPMENT DIRECTOR, SEVERABILITY, CONFLICTS, AND AN EFFECTIVE DATE.**

**WHEREAS**, to manage the growth, the City of Apopka, Florida, finds it in the best interest of the public health, safety and welfare of its citizens to establish zoning classifications within the City; and

**WHEREAS**, the City of Apopka has requested a change in zoning on said property as identified in Section I of this ordinance; and

**WHEREAS**, the proposed Planned Unit Development (PUD/Residential) zoning has been found to be consistent with the City of Apopka Comprehensive Plan, and the City of Apopka Land Development Code.

**NOW THEREFORE, BE IT ORDAINED**, by the City Council of the City of Apopka, Florida, as follows:

**Section I.** That the zoning classification of the following described properties be designated as Planned Unit Development (PUD/Residential, as defined in the Apopka Land Development Code, and with the following Master Plan provisions subject to the following zoning provisions:

- A. The uses permitted within the PUD district shall be: single family homes and associated accessory uses or structures consistent with land use and development standards established for the R-1AA zoning category except where otherwise addressed in this ordinance.
- B. Master Plan requirements, as enumerated in Section 2.02.18 K. of the Apopka Land Development Code, not addressed herein are hereby deferred until the submittal and review of the Preliminary Development Plan submitted in association with the PUD district.
- C. If a preliminary Development Plan associated with the PUD district has not been approved by the City within two years after approval of these Master Plan provisions, the approval of the Master Plan provisions will expire. At such time, the City Council may:
  1. Permit a single six-month extension for submittal of the required Preliminary Development Plan;
  2. Allow the PUD zoning designation to remain on the property pending resubmittal of new Master Plan provisions and any conditions of approval; or
  3. Rezone the property to a more appropriate zoning classification.
- D. Unless otherwise approved by City Council through an alternative development guideline for the master site plan, the following PUD development standards shall apply to the development of the subject property:
  1. The maximum number of single family homes allowed in this PUD is twenty-five (25).

2. Any lot abutting an existing platted lot that has a width of eighty-five (85) feet or greater, shall have a minimum lot width standard of eighty-five (85) feet and a minimum lot area standard of 10,200 square feet.
3. Any lot abutting an existing platted lot with a width less than eighty-five (feet), and for all interior lots within the PUD, the minimum lot width standard is seventy-five (75) feet and the minimum lot area standard is 8,250 square feet. An interior lot for purposes of this PUD is one that does not abut the western or northern boundary of the PUD.
4. Pertaining to paragraph 2 and 3, any portion of a proposed lot that has fifty (50) percent or more of its rear lot line abutting an existing platted lot with a width of eighty-five (85) feet or greater, the minimum lot width shall be no less than eighty-five (85) feet.
5. The minimum livable area for a house shall be 1,700 square feet.
6. Unless otherwise addressed within the PUD development standards, the R-1AA zoning standards will apply to the subject property.
7. The long narrow tract extending eastward from the northeast corner of the PUD shall be owned and maintained by the property owner association.
8. If the PUD property is incorporated into the Spring Ridge property owners association, the park requirement will be waived. Otherwise, a compact park area not less than 8,250 square feet shall be included within the master site plan.

**Section II.** That the zoning classification of the following described property, being situated in the City of Apopka, Florida, is hereby Planned Unit Development (PUD/Residential) as defined in the Apopka Land Development Code.

Legal Description:

Commencing at the Southeast corner of the Northeast  $\frac{1}{4}$  of Section 29, Township 20 South, Range 28 East, run north  $87^{\circ}52'56''$  west along the south line of said Northeast  $\frac{1}{4}$ , a distance of 720.00 feet for a point of beginning; thence continue north  $87^{\circ}52'56''$  west 799.96 feet to the east line of the west 1155 feet of the North  $\frac{1}{2}$  of the Northwest  $\frac{1}{4}$  of the Southeast  $\frac{1}{4}$  of said Section 29; thence run south  $02^{\circ}34'57''$  west, along said east line, a distance of 660.00 feet; thence run north  $87^{\circ}52'56''$  west 660.00 feet to the east line of the west 495 feet of the Southwest  $\frac{1}{4}$  of the Northwest  $\frac{1}{4}$  of the Southeast  $\frac{1}{4}$  of Section 29; thence run south  $02^{\circ}34'54''$  west along said east line, a distance of 657.34 feet to the south line of said Southwest  $\frac{1}{4}$  of the Northwest  $\frac{1}{4}$  of the Southeast  $\frac{1}{4}$  of Section 29; thence run north  $87^{\circ}28'16''$  west along said south line, a distance of 495.00 feet to the southwest corner of said Southwest  $\frac{1}{4}$  of the Northwest  $\frac{1}{4}$  of the Southeast  $\frac{1}{4}$  of Section 29; thence run north  $02^{\circ}34'54''$  east along the west line of said Southeast  $\frac{1}{4}$ , a distance of 653.79 feet; thence run south  $87^{\circ}52'56''$  east 465.03 feet; thence run north  $02^{\circ}34'57''$  east, 15 feet; thence south  $87^{\circ}52'56''$  east, 645.04 feet; thence north  $47^{\circ}21'01''$  east, 42.60 feet; thence north  $02^{\circ}34'57''$  east, 585.00 feet; thence north  $87^{\circ}52'56''$  west, 15.00 feet; thence north  $02^{\circ}34'57''$  east, 45.00 feet; thence south  $87^{\circ}52'56''$  east, 829.91 feet; run south  $02^{\circ}23'28''$  west, a distance of 15.00 feet to the point of beginning. All lying and being situate in Orange County, Florida.

Parcel No. 29-20-28-0000-00-028  
Containing 8.16 +/- Acres



**Section III.** That the zoning classification is consistent with the Comprehensive Plan of the City of Apopka, Florida.

**Section IV.** That the Community Development Director, or the Director's designee, is hereby authorized to amend, alter, and implement the official zoning maps of the City of Apopka, Florida, to include said designation.

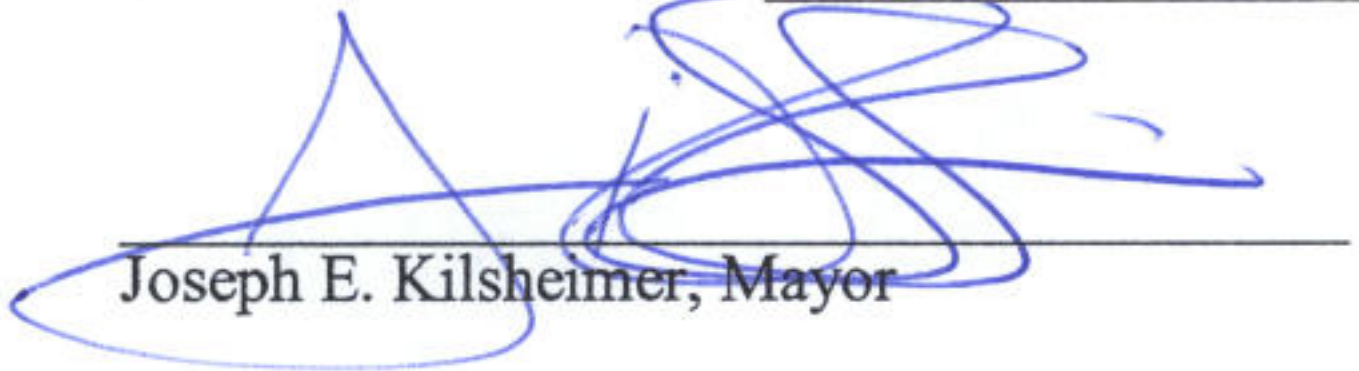
**Section V.** That if any section or portion of a section or subsection of this Ordinance proves to be invalid, unlawful, or unconstitutional, it shall not be held to invalidate or impair the validity, force or effect of any other section or portion of section or subsection or part of this ordinance.

**Section VI.** That all ordinances or parts of ordinances in conflict herewith are hereby repealed.

**Section VII.** That this Ordinance shall take effect upon the date of adoption.

READ FIRST TIME: May 21, 2014

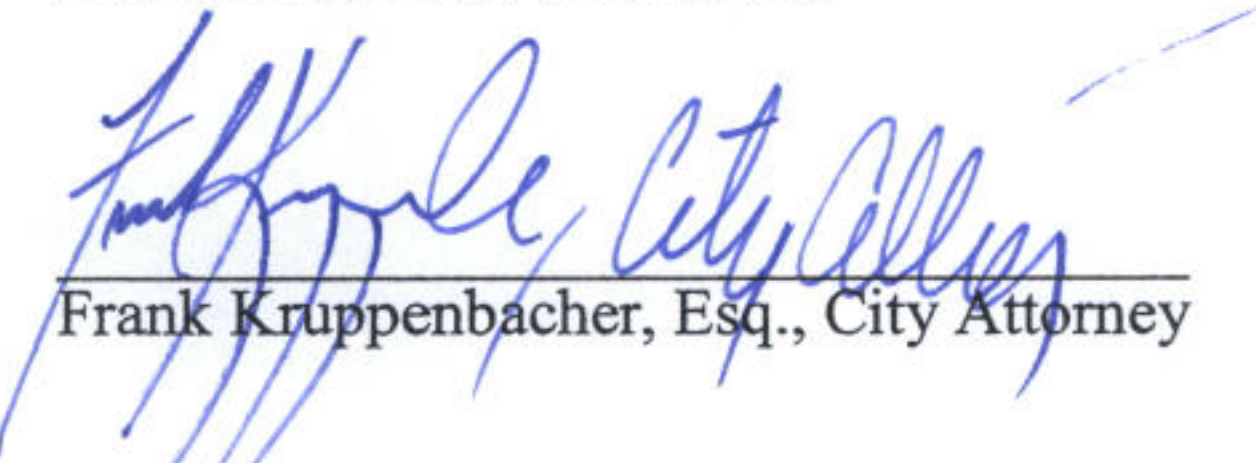
READ SECOND TIME  
AND ADOPTED: June 4, 2014

  
\_\_\_\_\_  
Joseph E. Kilsheimer, Mayor

ATTEST:

  
\_\_\_\_\_  
Janice G. Goebel, City Clerk

APPROVED AS TO FORM:

  
\_\_\_\_\_  
Frank Kruppenbacher, Esq., City Attorney

DULY ADVERTISED FOR TRANSMITTAL HEARING:

April 25, 2014

May 23, 2014



## CITY OF APOPKA PLANNING COMMISSION

☒ PUBLIC HEARING  
☐ SITE PLAN  
☐ SPECIAL REPORTS  
☒ OTHER: Final Development Plan  
☐

MEETING OF: May 14, 2019  
FROM: Community Development  
EXHIBITS: Vicinity Map  
Site Location Map  
Aerial Map  
Final Development Plan

---

**SUBJECT:** SPEGAL PROPERTIES (LAKE GEM LOTS 4 & 5) – FINAL DEVELOPMENT PLAN

**REQUEST:** RECOMMEND APPROVAL OF THE FINAL DEVELOPMENT PLAN FOR SPEGAL PROPERTIES (LAKE GEM LOTS 4 & 5) SUBJECT TO CONDITIONS

---

**SUMMARY:**

OWNER/APPLICANT: Property Industrial Enterprises, LLC c/o Michael R. Cooper  
ENGINEER: Ken Ehlers, P.E.  
LOCATION: 551 and 501 Gem Commerce Court  
PARCEL ID #s: 09-21-28-4453-04-000 and 09-21-28-4453-05-000  
FUTURE LAND USE: Industrial  
ZONING: PUD (Planned Unit Development)/I-1  
EXISTING USE: Vacant  
PROPOSED USE: Industrial/Lots 4 & 5 of the Lake Gem Commerce Center  
TRACT SIZE: 2.29 +/- acre(s); 99,609 square feet  
BUILDING SIZE: 18,000 square feet (SF) total; 15,000 SF Warehouse & 3,000 SF Office  
FLOOR AREA RATIO: Proposed 0.18; Maximum 0.60  
LAND DEVELOPMENT CODE: 1993

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**DISTRIBUTION**

Mayor Nelson  
Commissioners  
City Administrator  
Community Development Director

Finance Director  
HR Director  
IT Director  
Police Chief

Public Services Director  
Recreation Director  
City Clerk  
Fire Chief

**RELATIONSHIP TO ADJACENT PROPERTIES:**

| <b><i>Direction</i></b> | <b><i>Future Land Use</i></b> | <b><i>Zoning</i></b>   | <b><i>Present Use</i></b>       |
|-------------------------|-------------------------------|------------------------|---------------------------------|
| North (City)            | Industrial                    | PUD/I-1                | Lot 7, Lake Gem Commerce Center |
| East (City)             | Industrial                    | I-L (Light Industrial) | Warehouse                       |
| South (City)            | Right-of-Way (ROW)            | ROW                    | Marshall Lake Road              |
| West (City)             | Right-of-Way (ROW)            | ROW                    | Gem Commerce Court              |

**PROJECT SUMMARY:** The Spegal Properties (Lake Gem Lots 4 and 5) Final Development Plan is a Site Plan proposing a 18,000 square foot, one-story building comprising 15,000 square feet for warehouse use and 3,000 square feet of office use. Located within the PUD/I-1 zoning district, the two lots contain a total of 2.29 acres. Lake Gem Commerce Center complies with the development standards for I-1 zoning district but allows for a building height of up 50-feet subject to all other standards within PUD Ordinance No. 2447.

The minimum setbacks applicable to this project are:

| <b>Setback</b> | <b>Min. Standard</b> |
|----------------|----------------------|
| Front*         | 25'                  |
| Side           | 10'                  |
| Rear           | 10'*                 |
| Corner         | 25'                  |

\*30-foot setback from residential uses or zoning districts.

**ACCESS/PARKING:** Ingress/egress access points for the development will be via the spine road, Gem Commerce Court and Marshall Lake Road. The Land Development Code requires 42 parking spaces, while the Site Plan provides 76 spaces, including two ADA-compliant spaces.

**TRANSPORTATION:** A transportation impact analysis (TIA) was conducted for the Lake Gem Industrial Park to assess the impacts of the total project on the surrounding roadway segments and intersections within a one-mile radius of the project per the City's adopted TIA methodology. Marshall Lake Building Lot 10 is one of twelve lots located in the 90,000 square foot Lake Gem Industrial Park project, representing about 8% of the total project. Included in the analysis were segments of Bradshaw Road, Marshall Lake Road, and West 1<sup>st</sup> Street. The intersection of Bradshaw Road and Lake Marshall Road along with the site entrance were also analyzed.

The Lake Gem Industrial Park project will generate 627 daily trips and 87 P.M. Peak Hour trips. The addition of the project trips for the entire Lake Gem Industrial Park to the study roadways will not cause the Level of Service (LOS) to fall below the City's adopted LOS. The intersection of Bradshaw Road and Marshall Lake Road and the site entrance will operate at acceptable Levels of Service with the addition of project generated traffic.

**STORMWATER:** The stormwater management system includes an on-site retention area on the western portion of the Lake Gem Commerce Park. The stormwater pond design has been previously reviewed under the Lake Gem Commerce Park and meets the City's Land Development Code requirements.



**BUFFER:** The applicant proposes the preservation of eight large Live Oaks and plant four additional Live Oaks within the 25-foot wide southern and western buffers. Magnolia Trees will embellish the entrances on Lake Marshall Road and Gem Commerce Court. Sabal Palms will be planted along the northern and eastern boundaries. A Japanese Blueberry tree is provided within the parking landscape island, which is a minimum of 8-feet in width and matches the length of the adjacent parking spaces.

**CONDITIONS OF APPROVAL:** The Final Development shall be revised by the application to address the below listed comments from the Development Review Committee. Prior to placement on a City Council agenda, DRC must confirm that these conditions have been addressed to the DRC's satisfaction.

1. All roadways, water line infrastructure, and fire hydrants shall be in place before building construction begins. [Note to be added to plans.]
2. Building Safety and Architecture –
  - a. Building construction and design shall follow the Florida Fire Prevention Code 6<sup>th</sup> Edition. [Add notes to plan.]
  - b. Building will be required to have an automatic Fire Sprinkler System. [Add note to plan.]
  - c. Building shall have an automatic Fire Alarm System installed and operational prior to certificate of occupancy. [Add note to plan.]
  - d. A remote Fire Distribution Center is required for Fire Sprinkler system [Add note to plan.]
3. A fire lane shall be placed at the Fire Distribution Center location. [Plan must illustrate location of fire lane and FDC.]
4. An internal traffic circulation plan must be illustrated on a separate sheet to demonstrate that large shipping trucks and fire trucks can safely maneuver within travel driveway lanes as well as access at entry driveways. Also, demonstrate on plan sheet how traffic at the northwest corner where "Do Not Enter" appears will be prohibited from backing a southbound turn. [Applicant to modify plans to address these concerns.]
5. A "Unity of Title" document was be executed and recorded for Lots 4 and 5 prior to commencing site construction. [Add note to plan.]
6. Site Data Table or Notes shall describe the proposed use of the building and estimated number of employees.
7. Utility Plan and Site Plan to be shown on separate plan sheets.
8. Details on waterline and reclaimed line connections must be illustration within the Utility Plan sheet.
9. Site Plan must show that curb and gutter are provided along Marshall Lake Road.

**ORANGE COUNTY NOTIFICATION:** The County was notified at the time of the subdivision plan



**PLANNING COMMISSION – MAY 14, 2019**  
**SPEGAL PROPERTIES – FINAL DEVELOPMENT PLAN**  
**PAGE 4**

and plat for this property through the DRC agenda distribution.

**PUBLIC HEARING SCHEDULE:**

May 14, 2019 - Planning Commission, 5:30 p.m.

June 5, 2019 - City Council, 1:30 p.m.

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**RECOMMENDATION ACTION:**

The **Development Review Committee** recommends approval of the Spegal Properties Final Development Plan subject to the findings of this staff report.

**Planning Commission:** Find the Spegal Properties Final Development Plan consistent with the Comprehensive Plan and 1993 Land Development Code, and recommend approval of the Spegal Properties Final Development Plan, subject to the Conditions of Approval and findings of this staff report.

**Planning Commission Role:** To advise the City Council to approve, deny, or approve with conditions based on consistency with the Comprehensive Plan and 1993 Land Development Code.

**Note:** This item is considered quasi-judicial. The staff report and its findings are to be incorporated into and made a part of the minutes of this meeting.

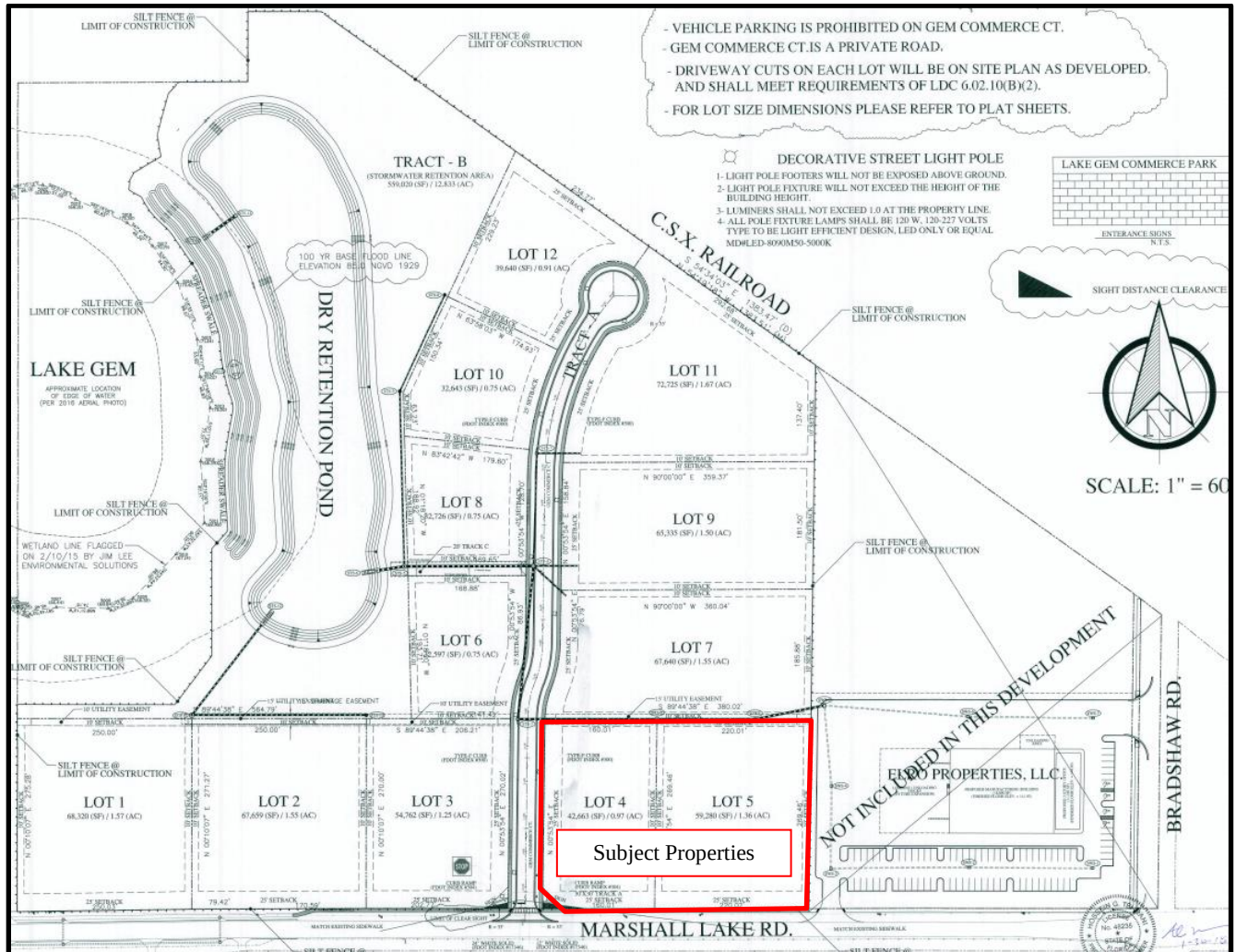
**PLANNING COMMISSION – MAY 14, 2019**  
**SPEGAL PROPERTIES – FINAL DEVELOPMENT PLAN**  
**PAGE 5**

**Project Name:** Spegal Properties Final Development Plan  
**Owner:** Property Industrial Enterprises, LLC c/o Michael R. Cooper  
**Engineer:** Ken Ehlers, P.E.  
**Parcel I.D. No:** 09-21-28-4453-04-000 and 09-21-28-4453-05-000  
**Location:** 551 and 501 Marshall Lake Road  
**Total Acres:** 2.29 +/- Acre(s)

## VICINITY MAP



## SITE LOCATION MAP





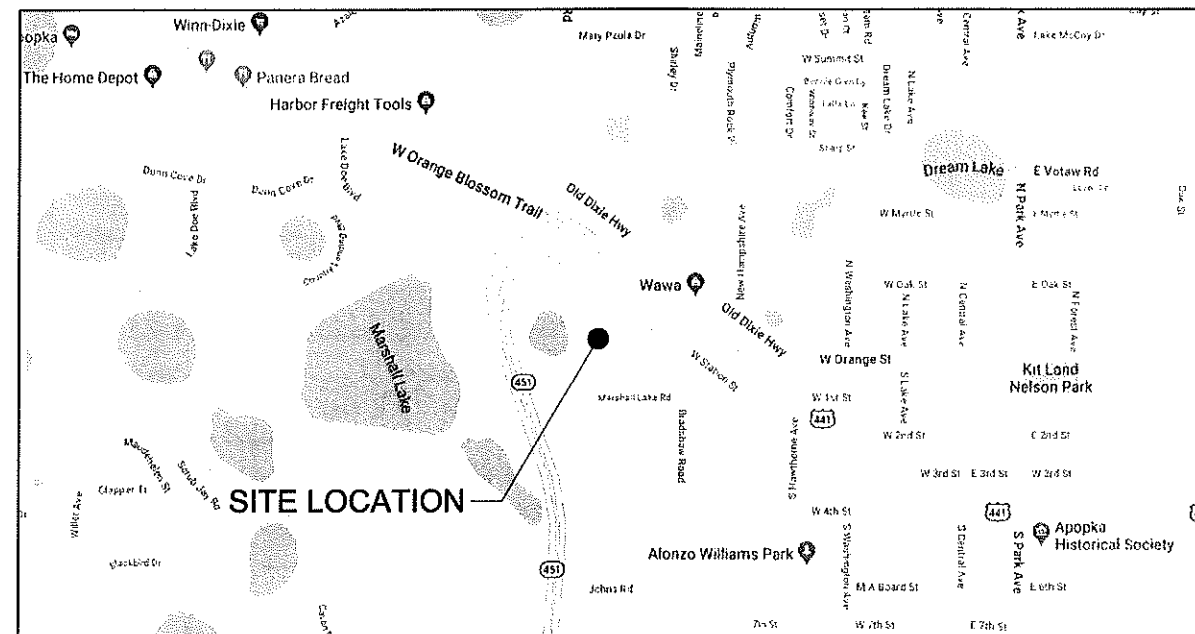
## AERIAL MAP





| SUBDIVISION PLAN<br>INDEX OF DRAWINGS |                                |
|---------------------------------------|--------------------------------|
| SHEET NO.                             | SHEET DESCRIPTION              |
| 1                                     | COVER                          |
| S - 1                                 | SITE PLAN WITH BOUNDARY SURVEY |
| L - 1                                 | LANDSCAPE PLAN                 |
| I - 1                                 | IRRIGATION PLAN                |

REFERENCE: CITY OF APOPKA ORDINANCE #2447  
"CHANGE OF ZONING".



NTS

# BUSINESS / WAREHOUSE LAKE GEM COMMERCE PARK SUBDIVISION PLAN

## LOTS #4 & #5

ADDRESS: 551 MARSHALL LAKE ROAD & 501 MARSHALL LAKE ROAD

CITY OF APOPKA  
JANUARY, 2019

COVER

| NO. | REVISION/ISSUE | DATE |
|-----|----------------|------|
|     |                |      |
|     |                |      |
|     |                |      |

**ENGINEER OF RECORD**  
**KEN EHLERS, P.E.**  
FLORIDA P.E. LICENSE NO. 18243  
PROFESSIONAL ENGINEERING SERVICES  
6034 FALCONBRIDGE PLACE  
MOUNT DORA, FL 32767  
CELL PHONE: (407) 448-3412

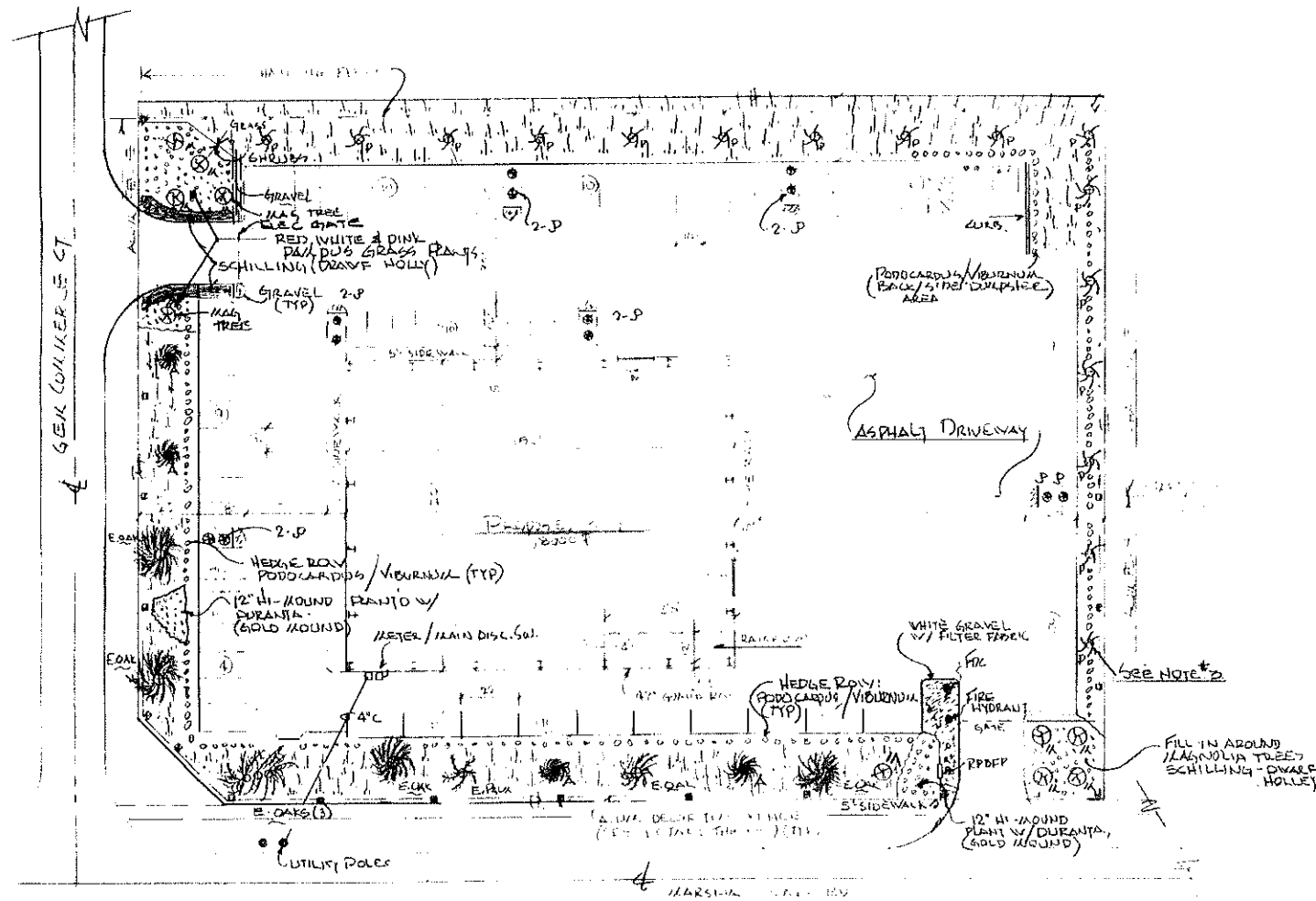
PROJECT NAME  
SPEGAL  
PROPERTIES, LLC.  
LOT #4 & #5

|                       |                |
|-----------------------|----------------|
| DWG<br>SHEET 1-3      | SHEET<br><br>1 |
| DATE<br>JANUARY, 2019 |                |
| SCALE<br>AS SHOWN     |                |



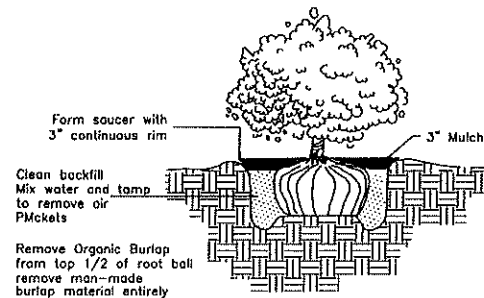
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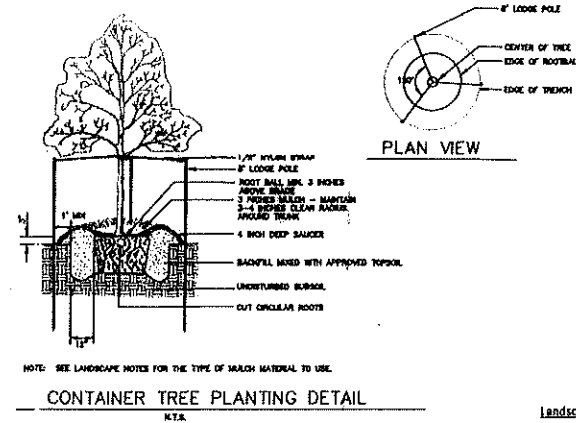


JAPANESE BLUEBERRY  
SCALE: NONE

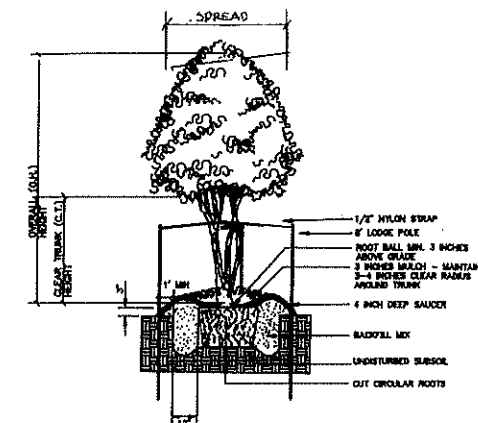
- NOTE:
- 1) ALL EXIST'G PAVES & OAKS TO BE TRIM'D UP.
  - 2) WHITE GRAVEL TO BE USED CEN'TERS OF ISLANDS, FILTER FABRIC SHALL BE PLACED UNDER GRAVEL.
  - 3) SPARE PINK TREES ON EAST SIDE BETWEEN EXIST'G PALMS (ELRO PROP'Y).
  - 4) LANDSCAPE CONTR TO COORDINATE LOCATION OF PLANTS, TREES & ALL UTILITIES. CHECK W/ GEN CONTR



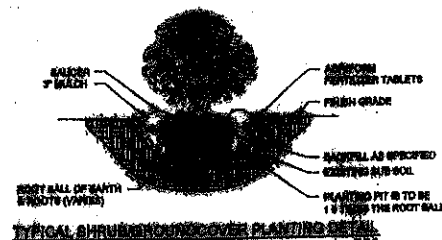
Shrub Planting Detail



CONTAINER TREE PLANTING DETAIL



MULTI-TRUNK CONTAINER TREE PLANTING DETAIL



SHRUB/GROUND COVER SPACING PLAN



TYPICAL LANDSCAPE ISLANDS

#### Landscape Material Schedule

Trees:  
E - Existing Oaks (very large) - Qty 8  
A - Oak - 3" cal. minimum, Live Oaks - Qty 4  
M - Magnolia - 3" cal. minimum, Brackets Brown - Qty 10  
P - Palms - 3" cal. minimum, Cabbage Palm - Qty 16  
JP - Japanese Blueberry - Qty 12

Hedge Row: (V.O. & P.O. Total Qty 161)  
VO - Viburnum - Obovatum Walter's Desha  
PO - Podocarpus - Macrophyllus  
HP - Pampus Grass - Red, White and Pink - Qty 50

Planters:  
IH - Indian Hawthorne - Alba  
GC - Ground Cover  
DU - Duranta - Gold Mound - Qty 50  
SH - Shilling - Dwarf Yaupon Holly - Qty 50

- Notes:
1. The landscape contractor shall review site drawings to determine the location of all underground utilities and coordinate placement of landscape materials accordingly.
  2. All plant materials shall be located at 36" on center.
  3. All plants to be No. 1 or better and meet City of Apopka Codes and Ordinances.
  4. All green areas of trees, plants and sod to be irrigated accordingly.
  5. All plants and beds shall receive mulch accordingly.
  6. All trees shall be brace/staked to withstand nature's wind forces.
  7. Type of brace shall be of type not to injure the tree trunk.
  8. All trees shall receive the necessary irrigation until the root systems and tree itself can sustain its own growth through nature's irrigation system.
  9. All sod shall be Argentina Bahia.
  10. All equipment (including roof top equipment) and utility boxes must be fully screened (including back of building).

LANDSCAPE AND IRRIGATION DESIGN:  
certify that the Landscape and Irrigation design for this project is in accordance with City of Apopka Ordinance 2069, adopted May 21, 2008, which establishes water wise landscape and irrigation standards.

Note: Irrigation risers are not allowed.  
Michael E. Cooper, Developer

1. Request Permission to waive the requirement for landscape drawings to be signed and sealed by a Registered Landscape Architect, and in place have Mr. William Stuhke, PHD, a Licensed State of Florida Professional Engineer, Reg. # 22150, sign and seal the Landscape and Irrigation drawings. Please note that all landscape and irrigation will be in accordance with the City of Apopka, Ordinance #2069.

WILLIAM F. STUHRKE, PHD  
PROFESSIONAL ENGINEER  
FLORIDA REGISTRATION #22150

4/23/19

| REVISIONS | BY |
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LANDSCAPING PLAN

LANDSCAPING PLAN

|             |                |
|-------------|----------------|
| DRAWN       | 1/22           |
| CHECKED     |                |
| DATE        | April 19, 2019 |
| SCALE       | As Shown       |
| JOB NO.     | 17-000         |
| SHEET       | L-1            |
| OF 4 SHEETS |                |

