

CITY OF APOPKA
DEVELOPMENT REVIEW COMMITTEE

DATE: April 19, 2017
TIME: 9:00 AM Development Review Committee Meeting
LOCATION: 120 E. Main Street (City Hall Conference Room – 1st Floor)

I. Staff Comments on the following:

- | | | |
|----|---|---------|
| A. | Special Events: | None |
| B. | Concept Plan: | None |
| C. | Site Plans: | None |
| | | |
| D. | Subdivision/Plats: | |
| | | |
| 1. | Oak Pointe (South) (Substantially Revised Plans)
PUD/Master & Preliminary Development Plan
Proposed Use: Single Family and Townhomes
Location: 1527 W. McCormick Road - Acres: 53.92 Units: 216
Parcel ID #s: 29-21-28-0000-00-011; 29-21-28-0000-00-016; 29-21-28-0000-00-033;
Portions of #29-21-28-0000-00-038; 32-21-28-0000-00-004;
32-21-28-0000-00-030 | PR17-05 |
| | | |
| 2. | Vistas at Waters Edge (Re-submittal)
Final Development Plan (Residential Subdivision – 147 Lots)
Location: S. Binion Road at Harmon Road
Parcel ID #s: 19-21-28-0000-00-011; 19-21-28-0000-00-021; 19-21-28-0000-00-022 | PR17-02 |
| | | |
| E. | Street Name Review: | None |
| F. | FLUM / Rezoning: | None |
| G. | Special Exception: | None |

II. Other Business:

- | | | |
|----|---|------|
| A. | Public Hearing: | |
| | <u>3.</u> Kelly Park Intersection Form-Based Code
<u>4.</u> MU-KPI, Mixed Use Kelly Park Intersection Zoning District
<u>5.</u> Apopka CRA Plan update 2017 | |
| | | |
| B. | Vacate/Variance: | None |
| C. | Request for Extension: | None |
| D. | Discussion: | None |
| E. | Peddlers Permit: | None |
| F. | Plan Final Review and Sign-off: Projects at "Zoning Counter" | |

Please direct any comments or questions concerning the items scheduled for this meeting to the Community Development Department at (407) 703-1739.



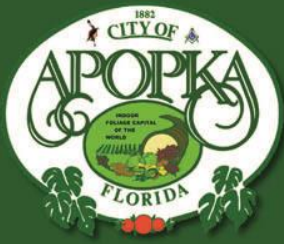
David B. Moon, AICP,
Planning Manager

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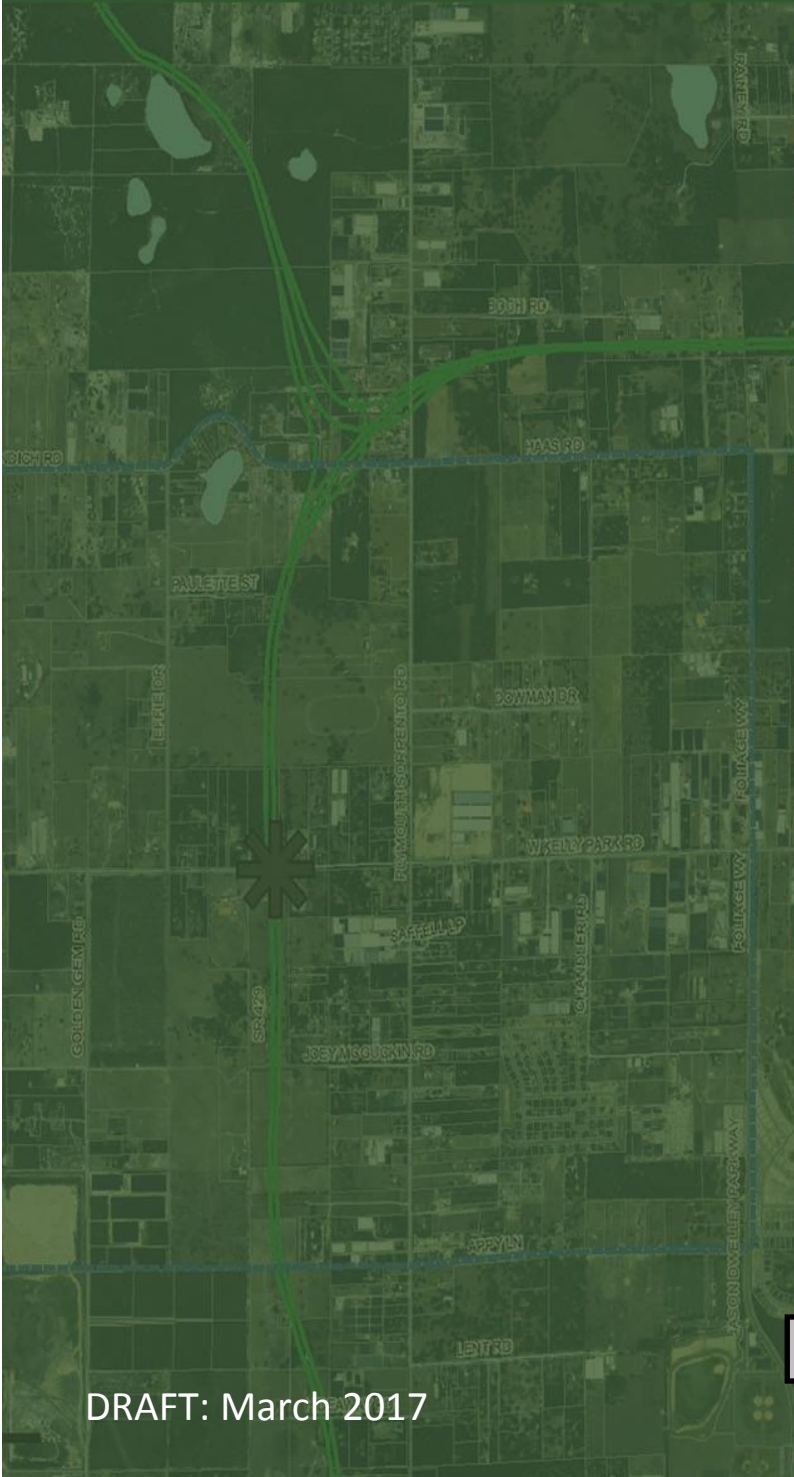
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Backup material for agenda item:

3. Kelly Park Intersection Form-Based Code



Kelly Park Interchange Form-Based Code



Prepared By:



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KELLY PARK INTERCHANGE FORM-BASED CODE

INTRODUCTION

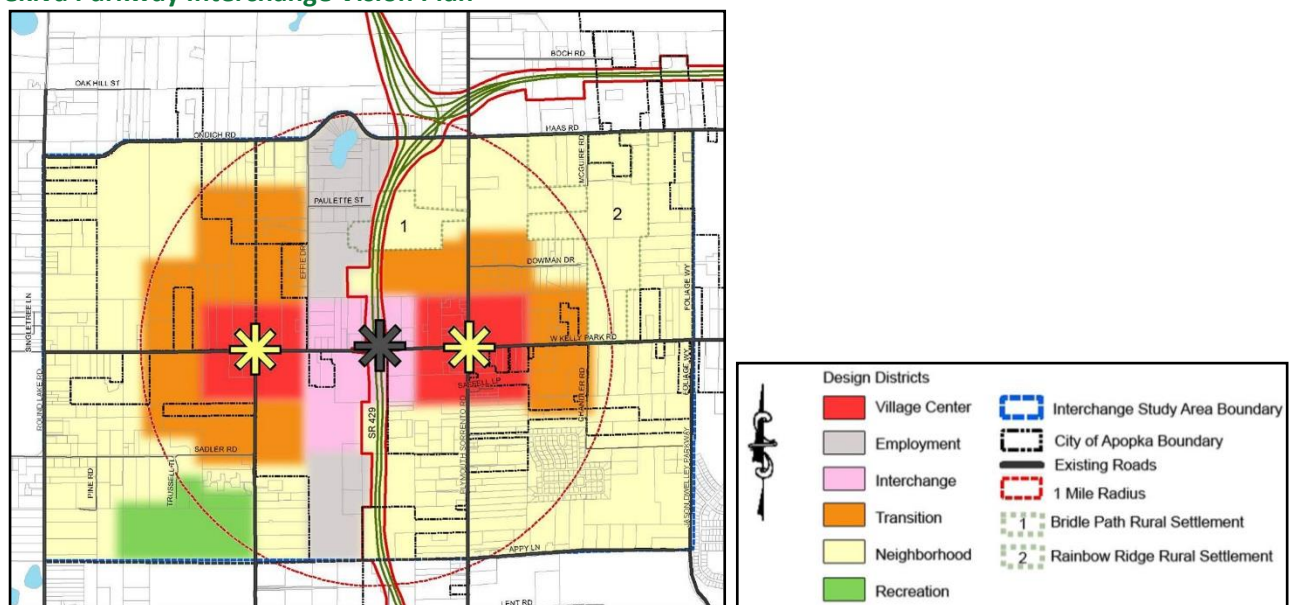
In 2009, the City of Apopka prepared the Wekiva Parkway Interchange Plan as required by the Wekiva Parkway and Protection Act. The Interchange Vision Plan was developed with a goal to accommodate new development that: supports regional markets that depend on the Wekiva Parkway's function to move people and goods; is designed to complement the surrounding areas; and protects water and wildlife resources. The regulations contained in this document have been incorporated into the City's Land Development Code by reference to implement the Wekiva Parkway Interchange Plan.

The Wekiva Parkway Interchange Vision Plan encompasses all properties within a one mile radius of the proposed interchange of Wekiva Parkway at Kelly Park Road, measured from a circle around a presumed clover interchange. As noted in Policy 20.2 of the City's Comprehensive Plan, the one-mile configuration is intended to be a "logical, parcel-specific boundary consistent with the intent of capturing a one-mile radius." Therefore, if a site, or any portion of a site, is within the 1-mile radius, the entire site is included within the vision plan and is subject to the standards.

Policy 20.5, however, notes that the Interchange Vision Plan does not function as a parcel-based land use plan. It identifies the approximate location of the character zones necessary to support the anticipated development program within the Wekiva Parkway Interchange Vision Plan Area. The location and/or boundaries of the character zones shown on the Vision Plan are illustrative only, and it is the intent of the City that specific locations and boundaries can be refined through the development review process. If a market-based development that falls outside the parameters of the Form Based Code is proposed, the Community Development Director has the discretion to expand the parameters of the form-based code to address the economic opportunities presented by the applicant.

A large number of the sites within the Wekiva Parkway Vision Plan area already have a Mixed-Use (MU) future land use designation. The reminder of the properties have the option to apply for the same MU designation or keep their current designation. The zoning district that will implement the MU future land use in this part of the City is the Wekiva Parkway Interchange Mixed-Use Zoning district (Policy 20.21).

Wekiva Parkway Interchange Vision Plan



The establishment of the Wekiva Parkway Interchange Mixed-Use (renamed to Kelly Park Interchange Mixed-Use) zoning district and associated standards are found in Section 2.02.21 of the LDC. The form-based standards for the vision plan area are contained in this document and adopted by reference in the Land Development Code.

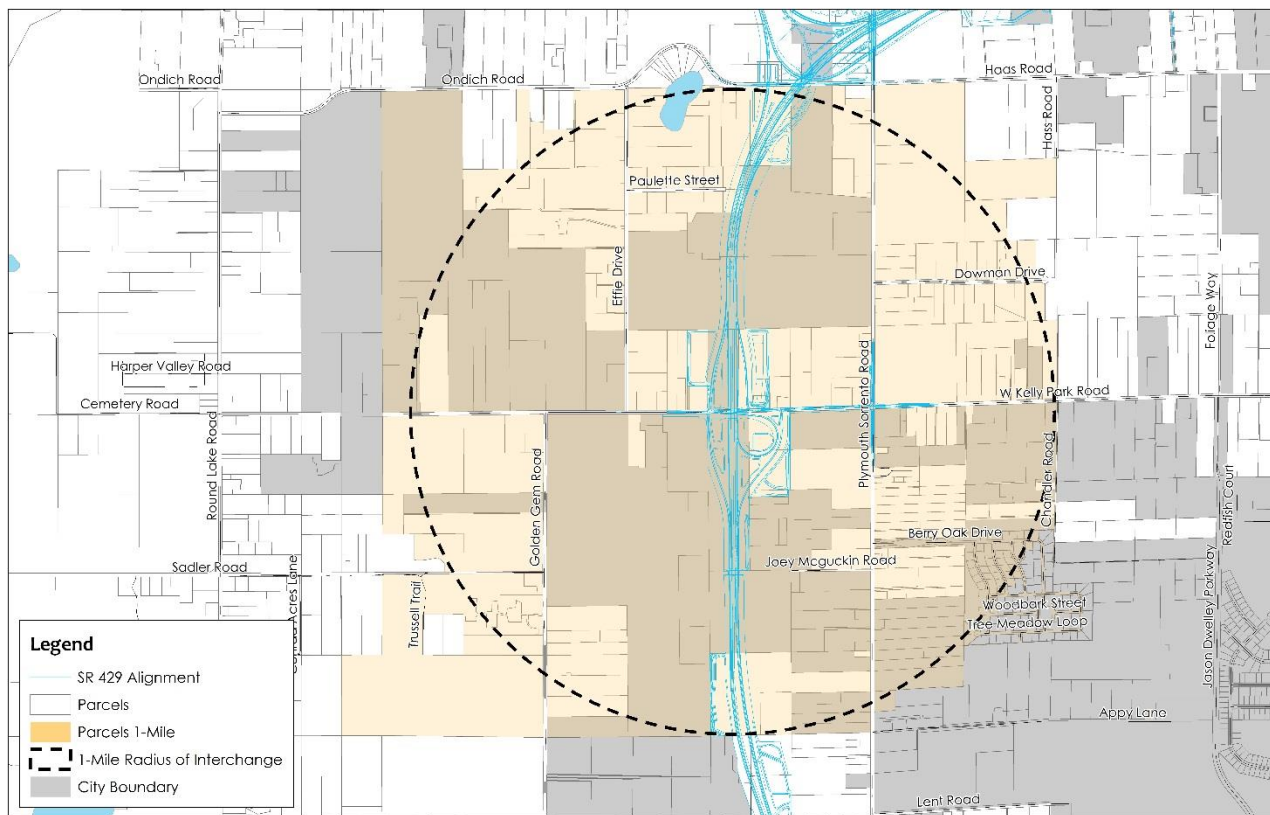
A. Purpose and Intent

Sites generally within one (1) of the Kelly Park Interchange (see Figure -1) are subject to the form-based standards contained in this document. The purpose of the standards is to guide future development within one mile of the interchange for the creation of a sustainable community that:

- Supports regional markets dependent 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);
- Promotes economic growth and diversity;
- Is designed to complement the surrounding area; and
- Manages and protects water and wildlife resources.

Form-based regulations use physical form, rather than separation of land uses, as their organizing principle of a community. The primary intent of the form-based regulations is to shape the public realm by addressing elements such as street design, public open space, and building form and placement. The regulations are intended to encourage design diversity and variation, while ensuring a compact and dense urban form concentrated at two major intersection nodes (Kelly Park Road/Golden Gem Road and Kelly Park Road/Plymouth-Sorrento Road) with a gradual transition to a less dense urban form at the edges of the interchange study area.

Figure 1. Kelly Park Interchange Form-Based Code Area



B. Development Size Limitations

When approving development within the Kelly Park Interchange Form-based Code area, the City shall abide by the restrictions imposed by Policy 20.11, which limits development area-wide as follows:

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

Additionally, the average open space for the entire Kelly Park Interchange Form-Based Code area shall be no less than 20% (per Policy 20.10). The City maintains a development tracker to ensure these parameters are met.

C. Regulating Plan

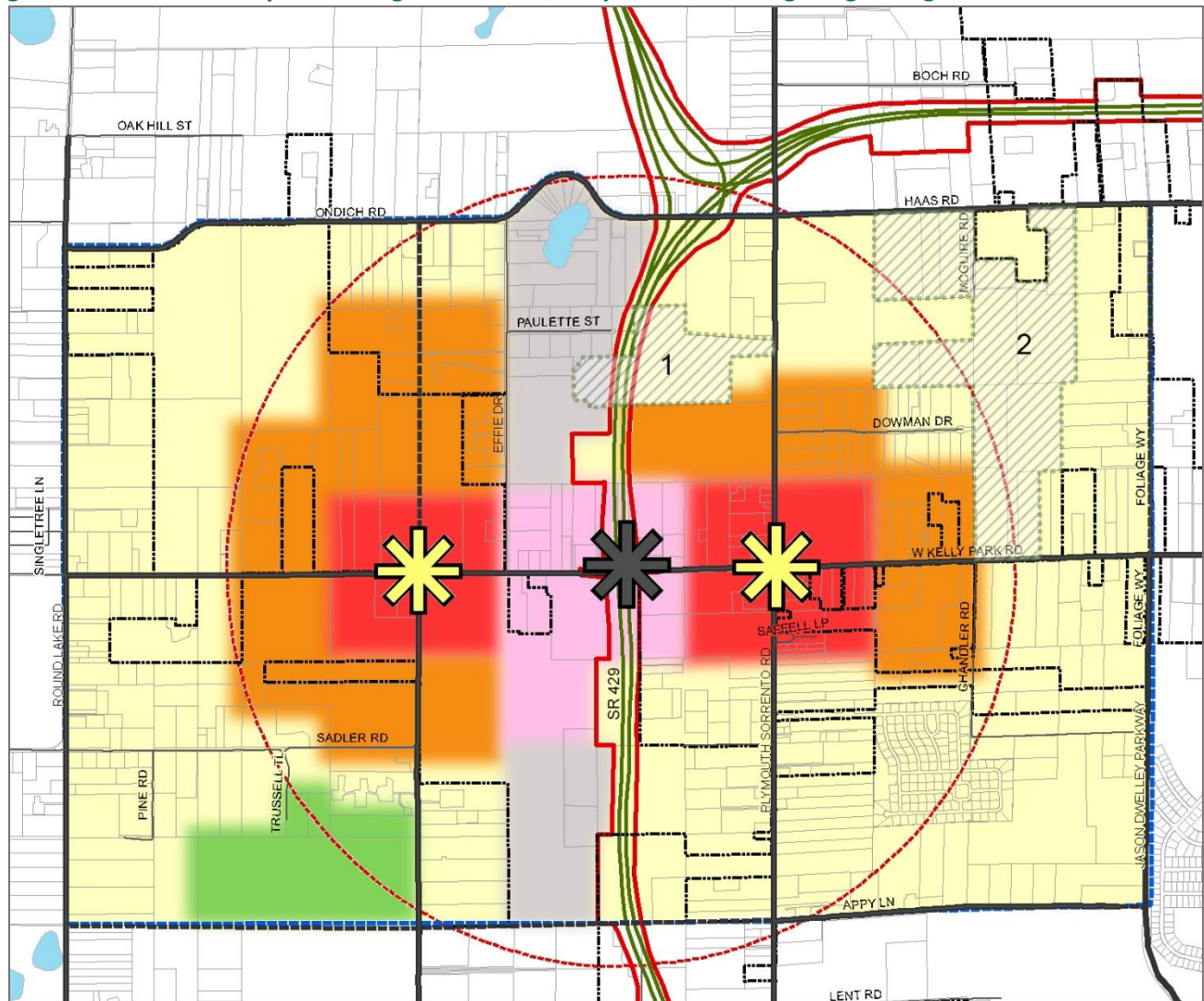
The Kelly Park Interchange Area **Regulating Plan** (Figure 2) is organized around five character zones: Village Center, Employment, Interchange, Transition and Neighborhood. Each zone, described in the following pages, represents a spectrum of development characters and intensities. The regulating plan calls for higher densities and intensities in areas closest to the interchange transitioning into lower densities/intensities as sites get farther away from the interchange to ensure compatibility with the surrounding areas. Compatible intensities should face across primary streets, with any necessary changes in intensities occurring along side streets or along rear property lines.

Policy 20.1 of the Future Land Use Element of the City's Comprehensive Plan states "...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." Therefore, the exact location of the character zones may be modified during the development review of a site. The total acreage of the character districts, however, shall stay within the following size ranges. The acreages [represent all land \(incorporated and unincorporated\) bounded by Ondich/Haas, Foliage Way, Appy Lane, Round Lake \(see Wekiva Parkway Interchange Vision Map\)](#), not just the 1-mile radius.

Table 1: Size Character Zones

Village Center	Employment	Interchange	Transition	Neighborhood
Min: 200 acres Max: 380 acres (40 acres maximum of VC Core in each Village)	Min: 190 acres Max: 380 acres	Min: 175 acres Max: 380 acres	Min: 380 acres Max: 770 acres	Min: 2,360 acres Max: 3,060 acres

Figure 2: Wekiva Parkway Interchange Vision Plan/Kelly Park Interchange Regulating Plan



Note: The City boundaries depicted in this graphics may change overtime.

Legend:

Design Districts	Interchange Study Area Boundary	Bridle Path Rural Settlement
Village Center	City of Apopka Boundary	Rainbow Ridge Rural Settlement
Employment	Existing Roads	
Interchange	1 Mile Radius	
Transition	Interchange	
Neighborhood	Activity Nodes	
Recreation		

1. Village Center

The primary intent of this zone is to create a safe, vibrant and pedestrian-oriented village center that can support a variety of residential, retail, commercial, office and entertainment uses. This zone will include the most compact development within the Regulating Plan area, with buildings that create a continuous street façade. The Village Center is the heart of the Interchange Study area and shall reflect a Traditional Neighborhood design and shall incorporate Transit Oriented Design principles. Ground-floor commercial uses shall be required to contribute positively to a pedestrian-friendly environment. Parking shall be located in the interior or rear of the block and may be supplemented with on-street parking, where appropriate.

Horizontal mixed-uses shall be allowed, but vertical mixed-uses are preferred. Stand-alone commercial or residential buildings shall be allowed if they are designed to conform to the urban form designated for this area. Open space within the Village Center character zone shall be provided in the form of public plazas, squares, and small park spaces that are urban in character. A stormwater master plan shall accommodate storage of stormwater runoff from parcels to allow for higher densities and intensities of development. Stormwater ponds and facilities within the Village Center character zone shall be incorporated into the overall landscape and open space system of the Village Center and shall be designed and constructed as focal points and amenity areas for Village Center users.

The regulating plan shows Village Center character zones around the two major intersection nodes: Golden Gem Road/Kelly Park Road, and Plymouth Sorrento Road/Kelly Park Road. Each Village Center is intended to include a Village Core, which allows the same type of development as the Village Center but at higher density/intensity.

2. Employment

The primary intent of this zone is to promote economic development and diversification while ensuring the protection of Karst geologic features. The character zone allows development in a campus-like environment for a variety of office, industrial (clean industry), and large institutional uses (hospitals, educational facilities), which would provide much needed jobs in the area. Limited residential uses are also allowed in this zone.

Developments in this zone are expected to be less dense and intense than those in the Village Center and Interchange character zones.

The Employment zone is generally located along the Wekiva Parkway.

Village Center



Employment



3. Interchange

The primary intent of the Interchange zone is to promote economic development while providing a transition between the pedestrian-oriented Village Center and the fast-moving traffic on the highway. The character zone is intended to accommodate uses that are needed near a highway, such as gas stations and drive-through facilities. The zone shall accommodate single uses in stand-alone buildings (as opposed to mixed-use developments) that, even though are allowed the same intensity as buildings in the Village Center, will most likely develop with less intensity. The character zone shall also allow some limited high-density residential.

4. Transition

The Transition character zone is intended to provide a buffer between the high-density/intensity Village Center zone and the low-density/intensity areas outside the form-based code area. The zone shall respect pedestrian function and scale and shall mainly be comprised of single or multi-use office/medium-density residential buildings and urban single family homes.

5. Neighborhood

The Neighborhood character zone is located at the edge of the study area. The primary intent of this zone is to provide a transition between the medium density residential in the Transition zone and the adjoining lower density neighborhoods outside the study area. The Neighborhood character zone will allow single-family homes designed with front porches and garages located in the back, with access from alleyways. Some small-scale residential support uses (schools, day care facilities, churches) shall also be permitted in this zone. No more than twenty percent (20%) of the Neighborhood zone may be occupied by age-restricted communities.

Areas outside the Kelly Park Interchange Form-Based Code Area are strongly encouraged to adopt the standards of this character zone (see Section R, Development Bonus and Incentives).

Interchange



Transition



Neighborhood



D. Applicability

The regulations contained in this Section apply to both new development and redevelopment activities within the Kelly Park Interchange Form-Based Code Area as follows:

1. New Development.

All new development shall fully comply with all the regulations contained in this Section, unless modified through the Modification of Standards mechanism (see Section E.3), or the Kelly Park DRI provisions contained in Section D.6.

2. Redevelopment.

The City of Apopka recognizes that compliance with the dimensional standards of this section may be impractical when expanding or modifying existing development. The following provisions address the degree

of compliance required for redevelopment projects. See also Section E.3 for modification of standards applicable to development within the Vision Plan Area.

- a. *Substantial redevelopment.* The entire development site shall be brought into compliance with this section if one or more of the following conditions are met:
 - i. The building floor area is being increased by more than fifty (50) percent; or
 - ii. More than fifty (50) percent of the existing building floor area is being replaced; or
 - iii. There is a combination of floor area increase and existing floor area replacement exceeding fifty (50) percent of the original building floor area.
- b. *Non-substantial redevelopment.* For redevelopment not meeting the criteria of Subsection a, above, only the addition or exterior building modifications shall comply with the regulations contained in this Section.
- c. *Cumulative Improvements.* To avoid a situation where incremental improvements result in a substantial redevelopment subject to full code compliance, the improvements listed in Subsection a shall include all such improvements made within a 5 year period.
- d. *Compliance with parking requirements.* See Section 6.03.01.B, C and D for parking and loading requirements applicable to redevelopment, additions and change of use.
- e. *Exceptions.* The following shall be the only exceptions to full code compliance:
 - i. *Building setback.* Existing buildings will not be required to be moved or expanded to meet the setback requirements. However, building additions shall meet the required setback. All new buildings within the redevelopment site shall be required to meet the building setback provisions.
 - ii. *Floor-to-ceiling height.* Existing buildings undergoing redevelopment shall not be required to meet the minimum building height. Any new buildings within the redevelopment site, however, shall meet the requirement.
 - iii. *Building frontage.* Existing buildings shall not be required to meet the minimum building frontage requirement. However, new buildings and additions shall be required to comply with the frontage requirements.
- f. *Interior Changes:* Interior changes shall not be subject to the requirements of this Section; however, they shall be required to meet the standards of the Building Code.

3. Change in Use.

A change in use without any modification to the site does not require compliance with this section as long as the new use is permitted in the character zone, the new use does not require additional parking, loading or buffering, and the use undergoes Special Exception approval if called for in Table 2.

4. Non-Conforming Uses.

Any changes to non-conforming uses shall be conducted per the requirements of Section 10.01.00.

5. Conflicts.

In the event of any conflict between the provisions of this Section and other provisions of the Land Development Code, the provisions of this code shall prevail.

6. Maintenance

Nothing in this document should be construed to prevent the ordinary maintenance or repair of any exterior feature which does not involve a change in design, material, color, or other appearance thereof.

7. Kelly Park Development of Regional Impact (DRI).

The Kelly Park DRI Development Order was approved with a provision allowing the DRI sites that are within the Kelly Park Interchange Form-Based Code area to apply for an exemption from the following FBC provisions:

- Section G.1. Block Length
- Section J.1. Building Setbacks,
- Section L.3. Location of Parking Facilities.

To be eligible for the exemption, the applicant shall demonstrate that average wages and salaries for jobs created by the new development are equal to or greater than the average wages and salaries existing in Apopka at the latest decennial U.S. Census or more recent data as may be acceptable to the City. The types of development that may apply for the exemption include:

- a. Proposed commercial, industrial and/or institutional development exceeding 40,000 gross square feet of floor area;
- b. Office parks, industrial parks and retail center sites greater than fifteen (15) acres in size;
- c. College campuses (with or without residential housing), hotels with convention centers, and hospital campuses greater than eight (8) acres in size.

Eligibility for this exemption, and the specific requirements to be waived, shall be determined by the Community Development Director based on compliance with the purpose and intent of the Wekiva Parkway Interchange goals, objectives and policies contained in the Future Land Use Element of the City's Comprehensive Plan. Should the exemptions be approved, the sites will still be subject to the requirements of the underlying zoning district.

E. Review Process

All proposed developments within the Kelly Park Interchange Form-Based Code Area will be required to obtain City approval of a concept plan for the entire site under an applicant's control. The purpose of the concept plan is to demonstrate how the development will implement the vision plan, provide for a coordinated street network, make use of consolidated/shared infrastructure, and protect environmental resources. See Section 12.02.03 (Concept Plans) for submittal requirements.

After the Concept Plan has been approved by the City, there are two review options for proposed individual site development plans: Administrative and Public Hearing. The intent is to ensure that all development is consistent with the provisions of this section.

1. Administrative Review

Proposed developments meeting the following criteria may be reviewed administratively by the Development Review Committee (DRC), following the review procedures for final development plan review contained in LDC Section 12.02.04:

- a. The development contains less than 100 single family or multi-family units and/or less than 100,000 square feet of non-residential gross floor area or generates less than 5,000 daily trips, whichever is greater; and
- b. The development meets all the standards of this section; and
- c. The development does not require special exception approval.

Once the DRC has determined the proposal meets the requirements of the Code, a development order may be issued.

2. Public Hearing Review

All uses requiring special exception approval and proposed developments exceeding the criteria noted in subsection 1.a, above shall follow the review procedures for major development consistent with LDC Section 12.02.04. This process provides the opportunity for community input as well as fine tuning the development proposal to address issues that may not be covered in this section. Additionally, this process may be used to grant development within the Interchange and Employment character zones appropriate modifications of standards (see Section E.3).

3. Modification of Standards.

It is recognized that because of the individual unique characteristics or circumstances of any given development, flexibility in the application of development requirements may be warranted in certain situations. Modifications from the standards provided in this Code may be requested by an applicant as part of the development review process. If an applicant requests multiple modifications, each modification shall be evaluated independently.

- a. **Application.** All requests for modifications shall be submitted in writing with the application for development review on forms provided by the City. The request shall be approved or denied during development plan review and, if granted, shall be noted on the final development plan.
- b. **Administrative Modifications.** The Planning Director or designee shall have the authority to grant limited modifications, as set forth below, where it is determined that the proposed development meets the intent of the character zone, the requested modification is the minimum necessary to allow reasonable development of the site and the requested modification is not injurious to the public health, safety and welfare. Administrative modifications are limited to ten (10) percent of the dimensional requirements established in the following sections:
 - i. Section G, Site Design Standards
 - ii. Section H, Building Design Standards
 - iii. Section I, Parking Requirements
 - iv. Section J, Landscape, Buffering and Screening
- c. **Planning Commission Modifications.** The following requests for modifications shall be heard by the Planning Commission at a quasi-judicial hearing.
 - i. Modifications of more than ten (10) percent but no more than thirty (30) percent of the requirements listed in subsection b, above.
 - ii. Modifications of ten (10) or less which were previously denied administratively and appealed to the Planning Commission.
 - iii. Modifications to the non-dimensional requirements contained in the sections listed in b, above.
- d. **Zoning Board of Appeals.** Requests for modifications exceeding thirty (30) percent of a dimensional requirement shall be considered variances to be heard by the Zoning Board of Appeals pursuant to Section 10.02.00.
- e. **Prohibited Modifications.** No modification shall be granted under this section for the following:
 - i. Use of land.
 - ii. Development density which would exceed the maximum permitted in the future land use classification.

- iii. Modifications to approved planned developments. Modifications to an approved Planned development shall be processed in accordance with Section 2.02.18.N of the LDC.
- iv. A reduction in sidewalk width that would result in a sidewalk with less than 5 feet clear space.
- v. A reduction of a setback to less than 5 feet adjacent to a single family residential district or character zone.
- f. **Review Criteria.** A modification of standards may be granted by the approving authority if it finds that strict application of the requirements of this chapter is not warranted and that granting a modification will fulfill the intent of the LDC. The approving authority shall apply all the following criteria, when applicable, to determine if the applicant has justified a request for a modification:
 - i. The request is within the parameters listed in subsections b and c above.
 - ii. The request is consistent with the Comprehensive Plan and generally consistent with the purpose of the LDC.
 - iii. The proposed modification will not have a material negative impact on adjacent uses, or the applicant proposes to mitigate the negative impact to be created by the modification.
 - iv. Compliance with the requirement is technically impractical or undesirable based on site conditions, or approval of the waiver will result in superior design.
- g. **Additional Requirements.**
 - i. The burden of presenting evidence sufficient to satisfy the applicable criteria set forth in this section, as well as the burden of persuasion on those issues, remains with the applicant seeking the modification.
 - ii. The applicant may propose conditions to ensure that the use of the property to which the modification applies will be reasonably compatible with the surrounding properties, including visual screening.
 - iii. A granted modification and any conditions attached to it shall be entered on the face of or attached to the development order or permit and development plan.
 - iv. A proposed change to an approved modification shall be added to the approved modification and considered in the aggregate. The total modification (approved modification plus proposed change) shall determine the approving authority per subsections b and c, above.

F. Permitted Uses.

The following table shows the uses allowed in the character zones. P indicates the use is permitted by right, SE uses require Special Exception approval, and N means the use is not allowed. Whenever there is any uncertainty as to the classification of a use, the Community Development Director shall determine the classification, if any, within which the use falls, based on its characteristics and similarity to other uses in the district. If a use has characteristics similar to more than one classification, the use shall be construed as the classification having the most similar characteristics. In the event that a particular use is determined not to be within an allowed defined use, then the particular use shall be prohibited.

Uses that require Special Exception approval shall also meet the requirements of **Section 2.02.00.B.5**, except when different standards are specifically prescribed in this document.

Table 2: Uses Allowed in the Mixed-WPI Zoning District.

USES	Village Center	Employment	Interchange	Transition	Neighborhood
AGRICULTURAL, SILVICULTURAL, AND OTHER					
Animal boarding (soundproof kennels)	P	P	P	P	N
CIVIC, NONPROFIT AND INSTITUTIONAL					
Art gallery, museum, & other cultural facilities.	P	P	P	P	N
Cell Towers (See Ch. 75)	N	SE	SE	N	N
Church, convent or parish house	SE	SE	SE	SE	SE
Community center/civic clubs	SE	SE	SE	SE	SE
Hospitals	N	P	P	P	N
Public use (library, post office, police, fire and other municipal offices, and similar uses)	P	P	P	SE	SE
Public utility service facilities	P	P	P	SE	SE
EATING, DRINKING AND ENTERTAINMENT					
Bar, lounge, tavern	P	P	P	SE	N
Nightclub (Discotheque)	SE	N	N	N	N
Restaurants	P	P	P	P	SE
Restaurants with drive-up or drive-through facilities	N	SE	P	SE	N
EDUCATIONAL FACILITIES/TRAINING					
Child care facilities	P	SE	SE	P	SE
Schools – higher education (incl. vocational & trade)	SE	SE	SE	SE	SE
Schools – elementary, (public & private)	SE	SE	SE	SE	SE
Schools – middle, high (public & private)	N	SE	SE	SE	SE
INDUSTRIAL					
Manufacturing, light (incl. electronic assembly)	N	P	SE	N	N
Mini-storage facilities	N	SE	P	N	N
Warehousing and wholesaling	N	P	P	P	N
OFFICE, MEDICAL AND PROFESSIONAL					
Financial institutions	P	P	P	P	N
Laboratories (research, medical & dental) and clinics	P	P	P	P	N
Outpatient Care Facilities	P	P	P	P	N
Professional, medical & business office/studios	P	P	P	P	N
Veterinary clinic/hospital	N	N	P	P	N
RECREATION AND TOURISM					
Arts, performing arts and craft studios	P	P	P	P	N
Bed and breakfast	SE	P	P	P	N
Fitness centers or gymnasium	P	P	P	SE	SE
Hotels	P	P	P	SE	N
Motels	N	SE	SE	SE	N
Parks & recreational facilities (private)	P	P	P	P	P
Recreation indoors (bowling alley, billiards and similar uses)	P	P	P	P	N
Recreation outdoors (tennis, paintball or similar uses)	N	SE	SE	SE	SE

USES	Village Center	Employment	Interchange	Transition	Neighborhood
Theatre – movie, plays (indoor)	P	P	P	SE	N
RESIDENTIAL					
Assisted living facility	N	SE	N	P	N
Community residential home (7 to 14 residents)	N	SE	SE	SE	N
Dwellings, multi-family	P	P	SE	P	N
Dwellings, single-family	N	N	N	P	P
Dwellings, duplex	N	N	N	P	SE
Live-Work Units	N	P	N	P	N
Nursing homes	N	SE	SE	P	N
RETAIL SALES AND SERVICES					
Outdoor/sidewalk sales (vending, carts, etc.)	SE	SE	SE	N	N
Parking (garage/surface) as a principal use	SE	P	P	P	N
Retail, general	P	P	P	SE	N
Retail, neighborhood	P	P	P	SE	SE
Service, business	P	P	P	SE	N
Service, personal	P	P	P	SE	N
Transit Centers (including accessory light retail)	N	P	P	N	N
VEHICLE SALES AND SERVICES					
Service stations/car wash establishments	N	P	P	SE	N
Vehicle service (minor)	N	SE	P	SE	N
Vehicle service (major)	N	SE	SE	N	N
Vehicle sales and rental	N	SE	SE	N	N

G. District Size and Block Standards

Pedestrian and vehicular connectivity is achieved by limiting the size of blocks. As development occurs in the Kelly Park Interchange Form-Based Code Area, it will be important to create a street grid system (see Figure 3). Proposed developments shall be required to establish connectivity in the area by meeting the following standards:

1. New blocks shall not exceed the maximum lineal foot perimeter stated in the following table.

Table 3: Block Length

	Village Center	Employment	Interchange	Transition	Neighborhood
Block Length (max.)	300 feet	600 feet	600 feet	500 feet	500 feet

2. Blocks do not have to be orthogonal, but streets shall be interconnected.
3. Cul-de-sacs and dead-end streets are not allowed, unless physical conditions provide no practical alternative.

4. Existing development sites that do not encompass an entire block but are within a block that exceeds the maximum block perimeter allowed shall incorporate cross-block passages to rear or side streets, or to adjacent sites (for future connection if not developed) as follows:
 - a. Within the Village Center character zone, if the site frontage is at any point more than three hundred and fifty (350) feet from a street intersection, a cross block pedestrian passage shall be provided (see Figure 4) to a rear street or drive aisle, if one is available.
 - b. If the site frontage exceeds the maximum block length required in Table 3, a vehicular passage shall be provided (see Figure 4). The vehicular passage may be a public street or private drive, but shall be open for public passage to another street/drive, or to the adjacent site, which will be required to continue that street/drive.

Figure 3. Creating Connectivity

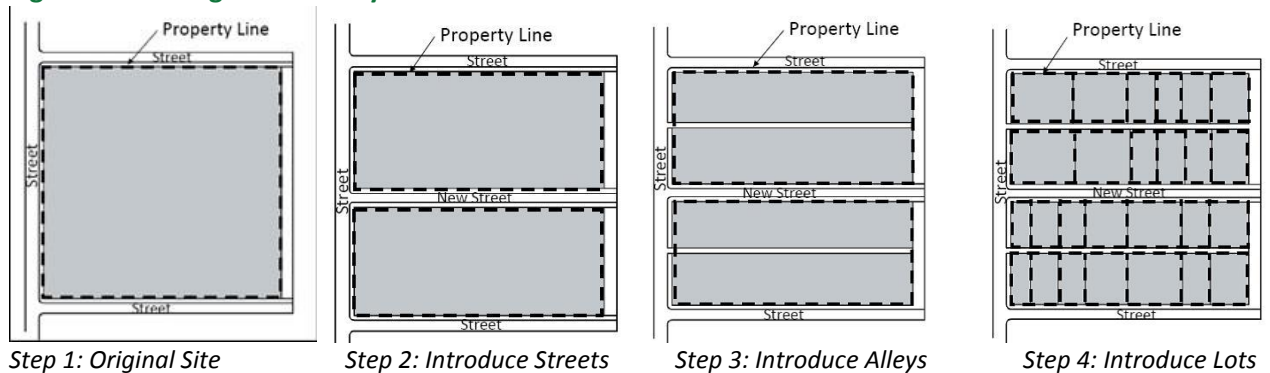


Figure 4: Examples of Passages



Figure Notes: Floors above walkway not required. Photos are illustrative, not regulatory

H. Density, Intensity and Open Space Standards.

The following table contains standards for minimum and maximum density and intensity of development and open space requirements. For the purpose of this code, FAR shall only apply to the non-residential portion of the site. In the case of mixed-use development, the FAR and density shall be calculated separately and applied cumulatively. For example, a one acre site in the Employment character zone would be allowed to have 21,780 sq. ft. of non-residential development *in addition to* 7.5 dwelling units (if no bonus is applied).

The standards listed in Table 4 are not intended to exclude any particular use. However, all proposed developments are required to meet these standards.

Table 4: Density, Intensity and Open Space

	Village Center	Employment	Interchange	Transition	Neighborhood
Intensity (FAR)	- VC Core: Min: 0.3 Max: 1.0 Average: 0.5 - Balance of VC: Min: 0.25 Max: 0.7 Average: 0.35	Min: 0.1 Max: 0.5	Min: 0.1 Max: 0.75 (1.0 with a bonus)	Min: 0.5 Max: 0.75 (1.0 with a bonus)	Min: 0.05 Max: 0.5
Density (dwelling units/acre)	Min: 7.5 Max: 20 (25 with bonus*) Zone Average: 12	Min: 4 Max: 5 (7.5 with bonus*)	Min: 7.5 Max: 10 (15 with bonus*)	Min: 5 Max: 10 (15 with bonus*)	Min: 1 Max: 5
Open Space (min.)	10%	20%	15%	15%	20%

* See Section L, Development Bonuses and Incentives.

See Section B for maximum development parameters established in the Comprehensive Plan.

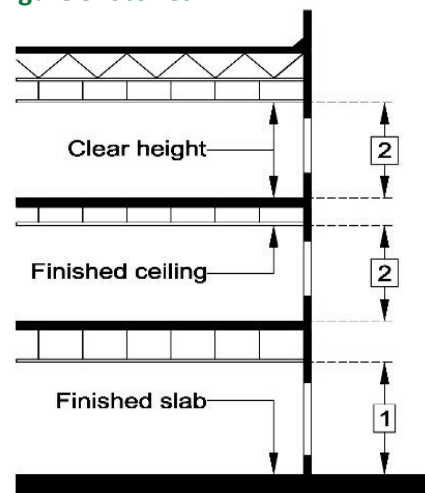
I. Building and Floor Height.

Building height shall be as provided in Table 5. Building height shall be measured in stories. Decorative elements such as spires, minarets, clock towers, and cupolas are allowed over the maximum number of stories as long as they do not exceed fifteen (15) feet in height.

Floor height shall be measured as the clear height from finished slab to finished ceiling (see Table 5 and Figure 5).

- Whenever a ground floor level exceeds twenty (20) feet in height, each height of twelve (12) feet or portion thereof shall be construed to be one (1) story (see Figure 6).

Figure 5. Stories



- b. Whenever a floor other than a ground floor exceeds fourteen (14) feet in height, each height of fourteen (14) feet or portion thereof shall be construed to be one (1) story.
- c. Mezzanines extending beyond 33% of the floor area shall be counted as an additional story.
- d. Parking garages are exempt from the floor height requirements.
- e. An additional building setback of ten (10) feet over the minimum required for each floor above three (3) stories in the Village Center, and two (2) stories in all other character zones, shall apply to buildings adjacent to, or across the street from, a Neighborhood or Transition character zones or single family residentially-zoned property. Developers may elect to apply the setback just to those floors above the third story (step back approach, see Figure 7 - Option A), to the entire façade (Option B) or a combination of the two (Option C). The additional setback/step-back requirement may render some sites ineligible for the maximum permitted height.

Figure 6. Floor Height

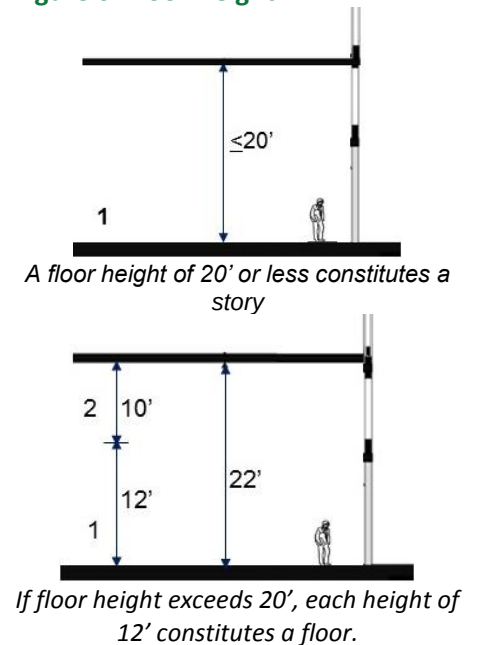


Figure 7. Setbacks Abutting Single-Family Residential Zoning

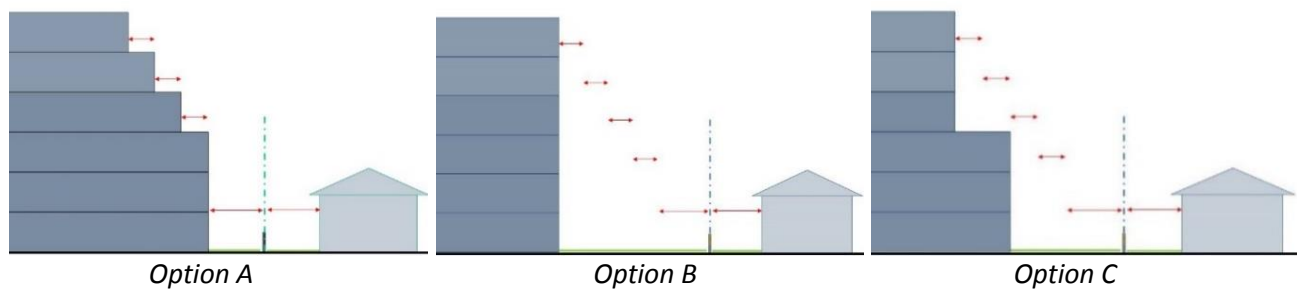
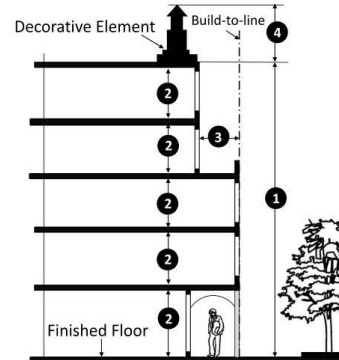
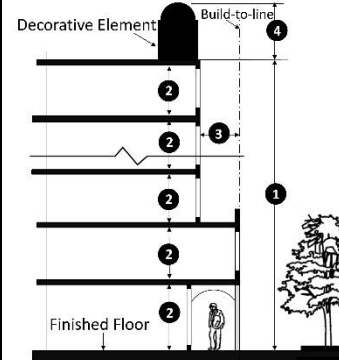
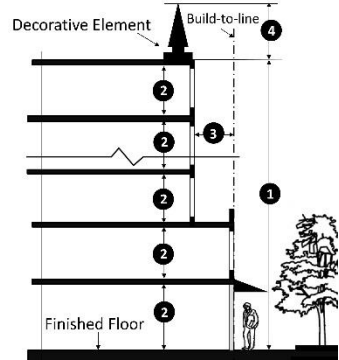
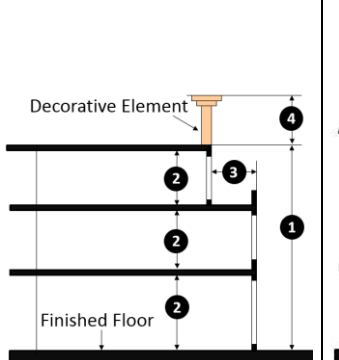
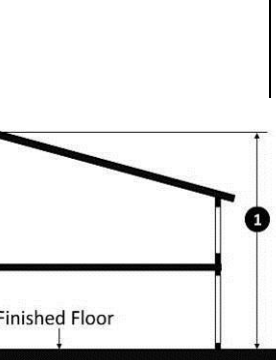


Table 5. Building Height

	Village Center	Employment	Interchange	Transition	Neighborhood
					
1 Building Height	Min. 2 stories Max. 5 stories without bonus* Up to 10 stories with bonus	Min. NA Max. 6 stories Up to 10 stories with bonus.*	Min. NA Max. 8 stories Up to 10 stories with bonus.*	Min. NA Max. 3 stories	Min. NA Max.: Principal Bldg: 2 stories Accessory Bldg: 1 story
2 Floor height	First Floor: 12' min. Additional Floors: 8' min.	First Floor: 12' min. Additional Floors: 8' min.	First Floor: 12' Min. Second Floor: 8' Min.	First Floor: 12' Min. Additional Floors: 8' Min.	NA
3 Additional Setback	10' for each additional floor above three if adjacent to a Neighborhood or Transition character zone or a single-family zoning district.	10' for each additional floor above two if adjacent to a Neighborhood character zone or a single-family zoning district.	10' for each additional floor above two if adjacent to Neighborhood character zone or a single-family zoning district.	15' for each additional floor above two if adjacent to Neighborhood character zone or a single-family zoning district.	NA
4 Decorative Elements	Max.: 15'	Max.: 15'	Max.: 15'	Max.: 10'	NA

Notes: See Section I for specific height requirements.

* See Section R, Development Bonuses and Incentives.

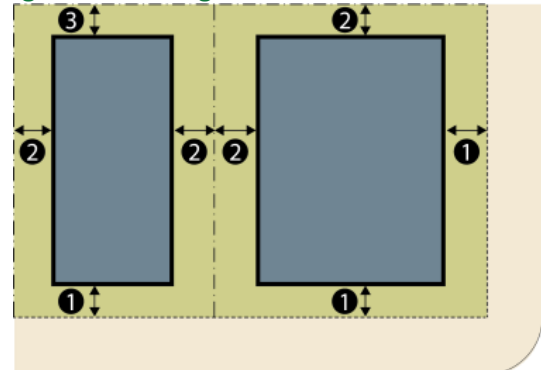
J. Site Design Standards

1. Building Setbacks.

The placement of a building on a site is critical to creating a vital and coherent public realm. The intent of the building setback standards is to shape the public realm, and strengthen the physical and functional character of the area. Figure 8 depicts the types of setbacks and Table 6 shows the required setbacks.

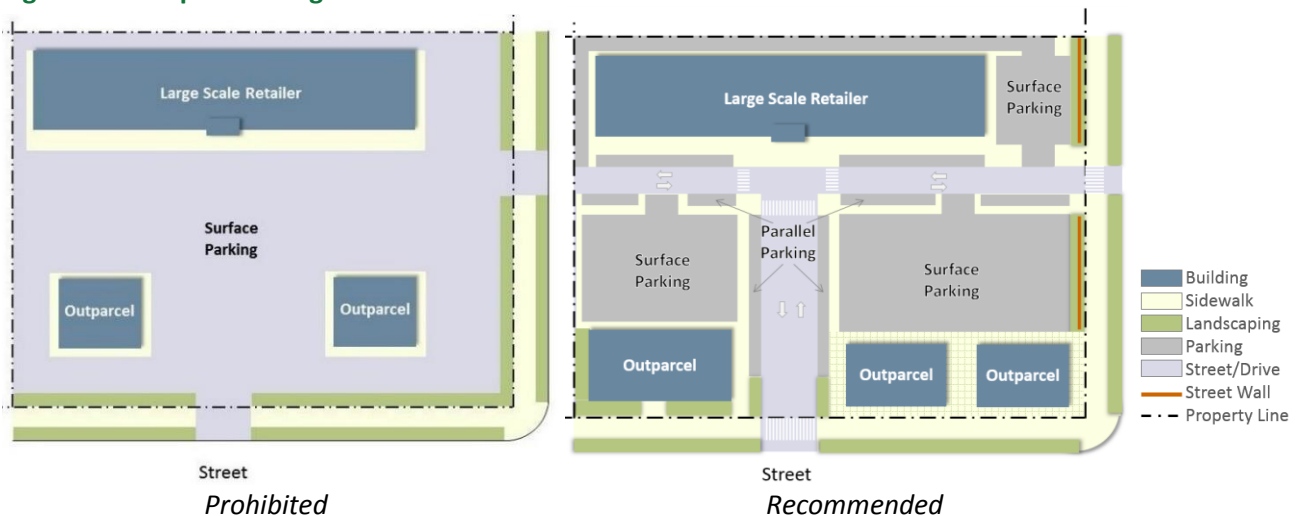
- a. The setbacks shall be measured from the property line, except for the following:
 - i. Setbacks from an urban walkway, a green space or a trail shall be set in conjunction with the approval of the concept plan.
 - ii. The street setbacks stated in Table 6 assume that the street in front of the development meets the standards of Section P. For streets that have not been updated to those standards, the setback shall be provided in a way that permits the future update of the street to meet the standards of Section P.
- b. For attached dwellings and townhouses, the end units of each grouping shall meet the minimum side yard setback noted in Table 6.
- c. The placement of buildings at the rear of a site is permitted as long as one or more buildings are placed in front to meet the requirements of this code (see Figure 9 for an acceptable design alternative). In such cases, access drives shall be incorporated into the site layout to create connectivity to other sites and streets. The main access drive shall be centered on the anchor building and shall be lined with buildings or sidewalks and urban landscaping.

Figure 8: Building Setbacks



① Street Setback; ② Side; ③ Rear

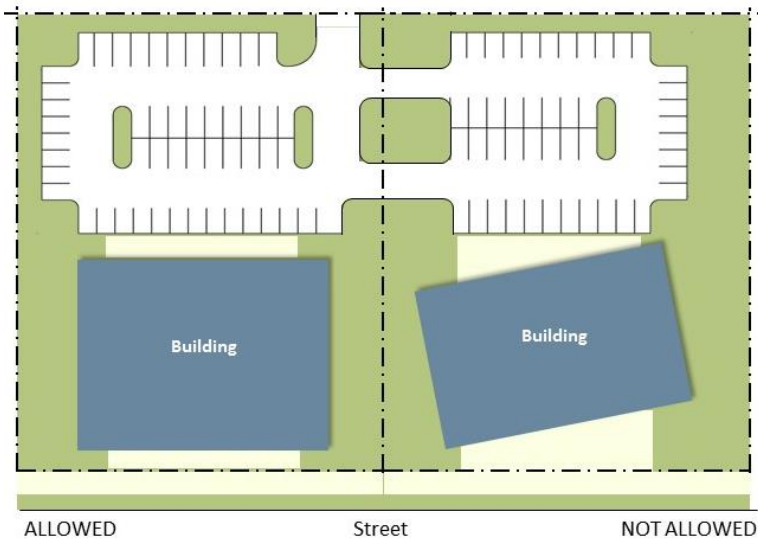
Figure 9: Multiple Buildings on a Site



2. Building Alignment

Building facades facing a right of way shall be built parallel to the property line, as shown on Figure 10.

Figure 10: Building Alignment



3. Building Frontage.

The purpose of the following building frontage requirements is to ensure façade continuity and activity along the street, in addition to avoiding large expanses of blocks that are not framed by buildings. The building frontage standards are stated as a proportion of the building width (within the required building setback) relative to the width of the development site measured at the site frontage line. Portions of the building façade outside the required building setbacks do not count as building frontage (see Figure 11). The standards of this section do not apply to single family homes and duplex units.

- a. The minimum building frontage ($a+b+c$) varies based on the character zone and street type. The requirements are as follows:

Figure 11. Building Frontage Calculation

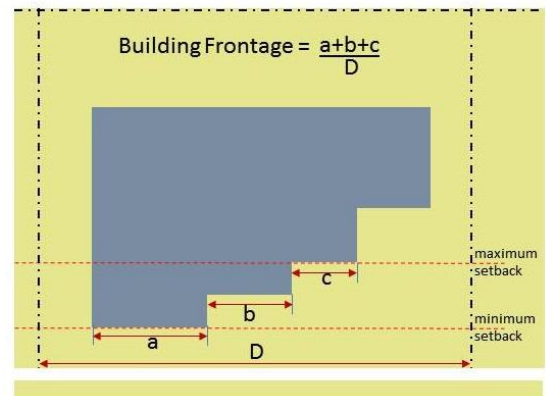
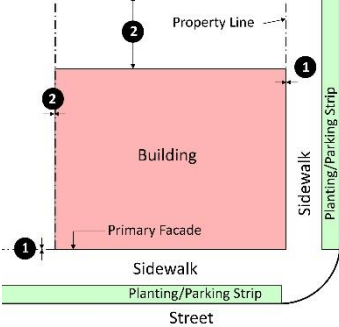
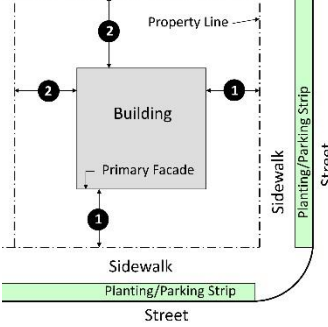
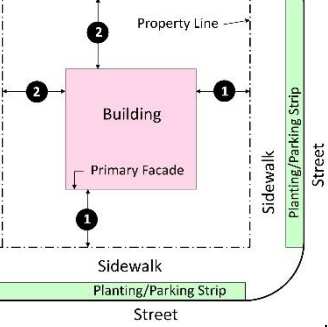
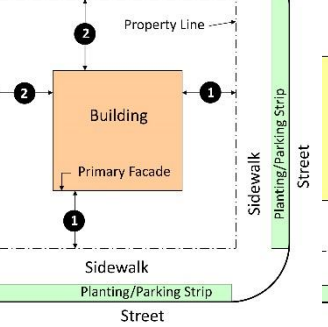
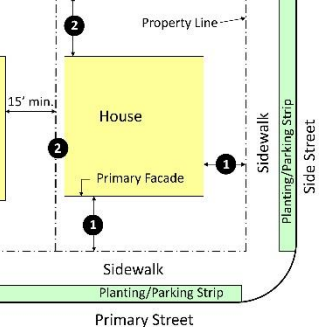


Table 6. Building Frontage Requirements

	Village Center	Employment	Interchange	Transition	Neighborhood
Primary Street	80%	50%	50%	50%	NA
Secondary Streets	50%	NA	NA	NA	NA

- b. Sites with frontages on multiple streets shall meet the minimum required primary frontage along all streets.

Table 7. Building Setback Requirements

	Village Center	Employment	Interchange	Transition	Neighborhood
					
1 Front/ Street Side	Minimum: 8' Maximum: 20'	Minimum: 10' Maximum: 20'	Minimum: 10' Maximum: 20'	Minimum: 10' Maximum: 20'	Minimum: 15' Maximum: 30'
2 Side	Minimum: 0' (20' min if adjacent to a Neighborhood character zone) Maximum: <i>See Building Frontage Section.</i>	Minimum: 7.5' (20' min if adjacent to a Neighborhood character zone) Maximum: <i>See Building Frontage Section.</i>	Minimum: 7.5' (20' min if adjacent to a Neighborhood character zone) Maximum: <i>See Building Frontage Section.</i>	Minimum: 0' (15' min if adjacent to a Neighborhood character zone) Maximum: <i>See Building Frontage Section.</i>	Minimum: 7.5' Maximum: NA
3 Rear	Minimum: 10' (20' min if adjacent to a Transition or Neighborhood character zone)	Minimum: 10' (20' min if adjacent to a Transition or Neighborhood character zone)	Minimum: 10' (20' min if adjacent to a Transition or Neighborhood character zone)	With Alley: 3' min. No Alley: 20' min.	With Alley: 3' min. No Alley: 20' min.

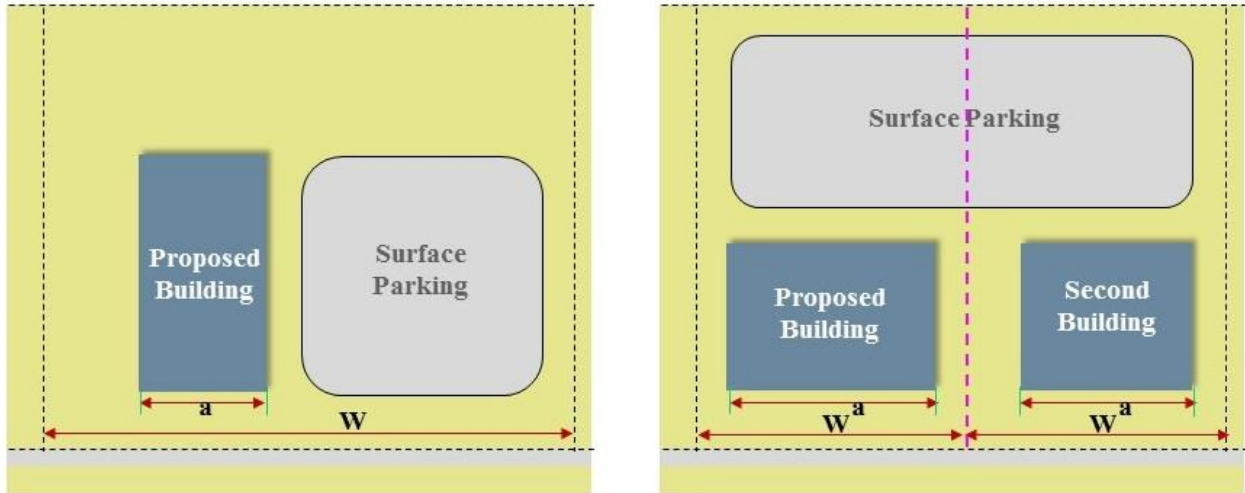
Notes: All setbacks shall be measured from the property line.

The building access treatments listed in Figure 16 may project into setback up to eight (8') feet, but not into the public right-of-way.

c. Exceptions to the Building Frontage requirements:

- i. In the event the proposed building width is too narrow to meet the minimum frontage requirement, the applicant shall have the option of dividing the lot into smaller, narrower lots to meet the dimension requirements, as shown on Figure 12. No platting will be required, but the concept plan shall show the new lots as available for future development.

Figure 12. Exceptions to the Building Frontage



Left diagram: Building width (a) is too narrow to meet the minimum building frontage. Right diagram: Subdivide the lot to decrease its width (W) to meet the minimum building frontage.

- ii. In the case where the required building frontage cannot be met due to the need to provide vehicular access from the street, a gateway, arch, or similar feature shall be provided to preserve the block continuity and may be counted toward meeting the building frontage requirement, as shown on Figure 13.

Figure 13. Gateway Feature



Gateway feature designed to meet minimum building frontage. Notes: Not to scale. Floor above the gateway is not required.

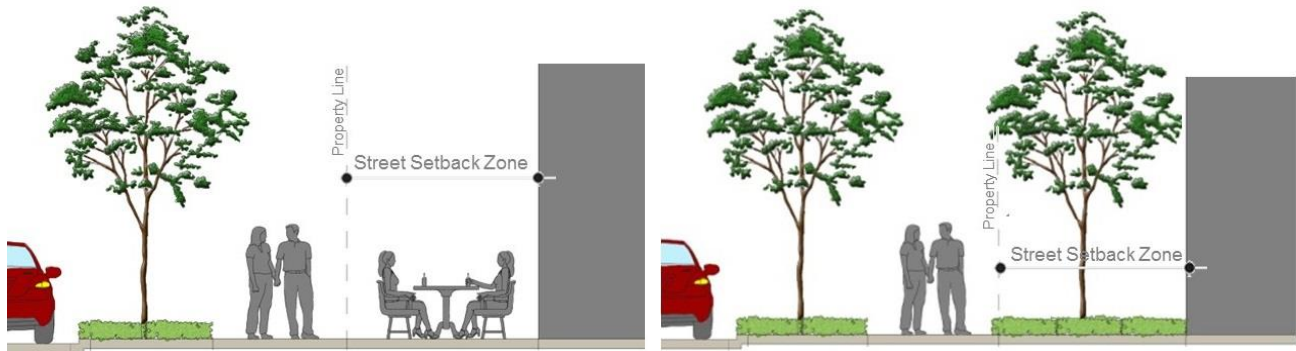
- iii. Libraries, places of religious assembly, public utility buildings, and schools (elementary, middle and high) are not subject to the minimum frontage requirements.
- iv. Drive-through facilities proposed as part of a development subject to the requirements of this section must be designed to comply with the building frontage requirements. Additionally, the drive-through window(s) shall not face the street.

- d. No maximum lot width is prescribed for development within the Kelly Park Interchange Form-Based Code Area. However, the width of a lot shall not be justification for not meeting the building frontage requirements.

4. Street Setback Zone Design

The intent of the street setback (the area between the back of the sidewalk and the building) is to provide a transition, both physical and visual, from the street to the building. The zone created by the setback should vary in design depending on the level of privacy desired along the building façade. Commercial buildings usually have a setback zone designed to attract customers into the building, while residential and office buildings often have a setback zone designed to provide privacy to the ground floor rooms, as shown on Figure 14.

Figure 14: Examples of Street Setback Zone Activity



Examples of Street Setback Zone design: outdoor seating (left) and buffer for residential uses (right).

- a. Street setback zones in front of uses that benefit from pedestrian interaction along the front façade shall include urban landscaping such as containers and/or planter boxes that complement the building mass and architecture.
- b. Street setback zones in front of uses that do not require pedestrian interaction along the façade (e.g. offices, hotels, multifamily) may be landscaped with a combination of intermediate (understory) trees, palms, shrubs, vines and/or ground covers.
- c. Street furniture such as benches, trash receptacles, and/or bicycle racks may be installed within the street setback zone.
- d. Outdoor dining is permitted within street setback zones as long as restaurants are a permitted use in the character zone.
- e. Elements within the street setback zone (landscaping and architectural features) shall comply with the vision triangle requirements established using AASHTO standards.
- f. The proposed building ground floor along the street setback zone in the Village character zone shall contain active uses oriented to the street. Active uses may include display or floor areas for retail uses, waiting and seating areas for restaurants, atriums or lobbies for offices, and lobbies or dining areas for hotels or multi-family residential buildings
- g. Cantilevered balconies, bay windows, roof overhangs and other elements may encroach into the street setback zone as specified in Figure 16 and the following:

- i. Storefronts. Storefronts are façades placed at or close to the setback line, with the entrance at sidewalk grade. They are conventional for retail uses and are commonly equipped with cantilevered or suspended canopies, or awning(s).
 - (a) Storefront doors shall not be recessed more than 5 feet from the front façade. When doors are recessed more than 3 feet, angled walls leading to the door are recommended to promote the visibility of the entrance.
 - (b) The storefront windows shall not have opaque or reflective glazing. Where privacy is desired for uses such as restaurants and professional services, windows may be divided into smaller panes.
 - (c) Clerestory windows are horizontal panels of glass between the storefront and the second floor. They are a traditional element of “main street” buildings, and are recommended for storefronts in the Village Center character zone.
 - (d) Doors should be well defined and detailed and should match the materials, design, and character of the display window framing.
 - (e) Cornices should be provided at the second floor (or roofline for a one-story building) to differentiate the storefront from upper levels of the building and to add visual interest. This also allows the storefront to function as the base for the rest of the building.
 - (f) High-gloss materials or fabrics that resemble plastic and aluminum shall not be permitted materials for awnings.
 - (g) The highest point of a first floor awning on a multi-story building shall not be higher than the midpoint between the top of the first story window and the bottom of the second story window sill (see Figure 15).
 - (h) Awnings should not cover architectural elements such as cornices or ornamental features (see Figure 15).
 - (i) Shutters and awnings should be sized to match the corresponding window openings. Their shapes, materials, proportions, design, color, lettering, and hardware also need to be in character with the style of the building.
 - (j) Windows shall not be blacked-out or covered with signage, furniture, or similar elements.
- ii. Galleries and arcades. Galleries are façades with an attached colonnade that may extend above the ground floor. An arcade is a type of frontage where a cantilevered shed or a lightweight colonnade is placed in front of the building to provide protection from sun and inclement weather.
 - (a) Arcades are encouraged along pedestrian commercial corridors.
 - (b) Along storefront streets, the arcade/gallery openings shall correspond to storefront entrances.
 - (c) Galleries may be one (1) or two (2) stories.

Figure 15: Awning Placement Allowed:

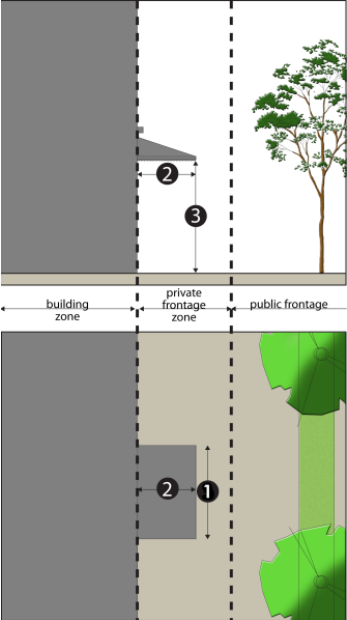
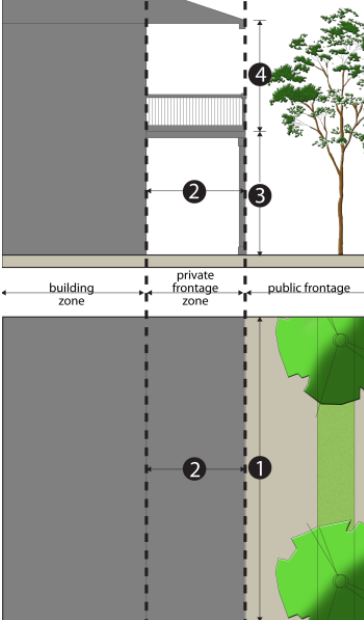
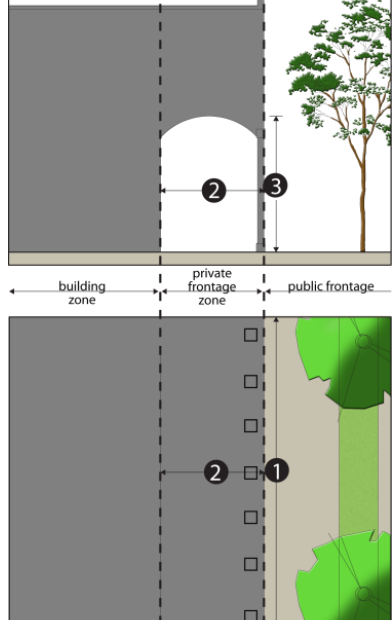


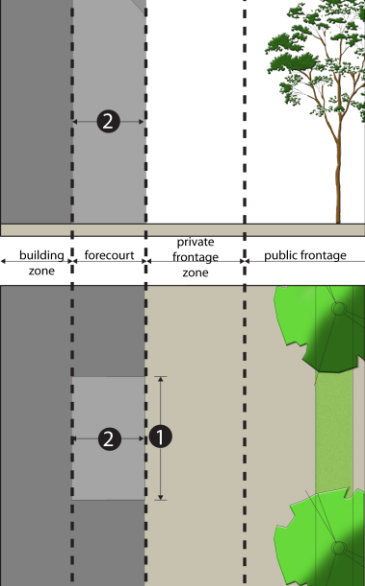
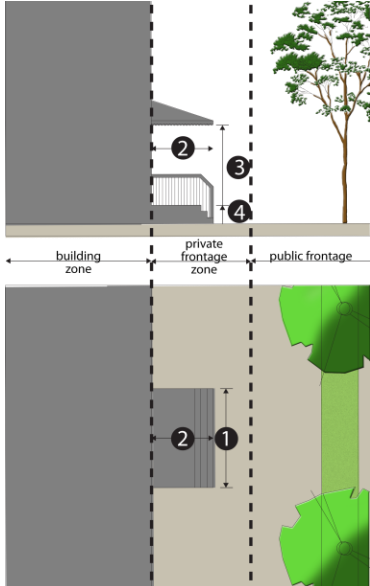
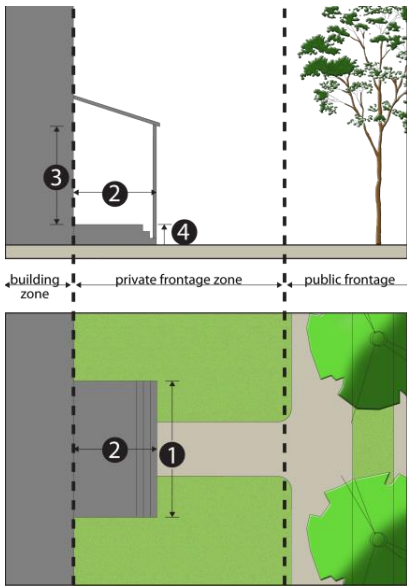
Prohibited: Awning Covering Architectural Elements



- (d) Arcades and galleries must have consistent depth along a frontage.
- iii. Forecourts. Forecourts are uncovered courtyards within a frontage wherein a portion of the façade is recessed from the building frontage. The courtyard is suitable for outdoor activities such as dining or passive recreation.
 - (a) Forecourts are not intended to be covered; however, awnings and umbrellas are permissible and encouraged.
 - (b) The width of a forecourt shall not be more than fifty (50) percent of the main building frontage.
 - (c) Forecourts shall be paved and enhanced with landscaping.
 - (d) A fence or wall at the primary façade line may be used to define the private space of the court.
 - (e) The court may be raised from the sidewalk, creating a small retaining wall at the primary façade line with entry steps to the court.
- i. Standards for stoops and porches. Stoeps are elevated entry porches/stairs placed close to the frontage line where the ground floor is elevated from the sidewalk, securing privacy for the windows and front rooms. Porches are commonly associated with residential buildings, wherein the façade is set back from the frontage line with an attached porch permitted to extend into the front yard.
 - (a) Stoeps shall correspond directly with the building entry.
 - (b) Porches may be one (1) or two (2) stories.
 - (c) Porches shall be open and not air conditioned to be allowed to encroach into the street setback zone.

Figure 16: Building Access Treatments

Storefront awnings/canopies	Gallery	Arcade
		
1. Width: 25% of façade width min. 2. Depth: 5' max. 3. Clear Height: 8' min.	1. Width: 75% of façade width min. 2. Depth: 8' min. 3. Clear Height: 12' min. (1st floor)	1. Width: 75% of façade width min. 2. Depth: 8' min. 3. Clear Height: 12' min. (1st floor)
 	 	 

Forecourt	Stoop	Porch
		
1. Width: 10' min. to 50% of façade width max. 2. Depth: 10' min/20' max. 3. Elevation: 18" max. above grade.	1. Width: 5' min. to 16' max. 2. Depth: 5' min. to 8' max. 3. Clear Height: 8' min. 4. Elevation: 21" min. above grade.	1. Width: 12' min. 2. Depth: 8' min. 3. Clear Height: 8' min. 4. Elevation: 21" min. above grade.
		

K. Building Design Standards

1. Architecture

There is not a requirement for a specific architectural style to be used. Architecture that borrows elements from recognized classical styles is encouraged, including styles typical of Florida, such as Frame Vernacular, Craftsman/Bungalow, Mission, Mediterranean, Italianate Revival, and Neo-Classical (see examples in Appendix A).

Parking garages are an integral part of an urban area and their design can have a major impact on the appearance of an area. Therefore, parking garages are subject to the same building design requirements as all other buildings.

2. Building Typology

Form-based regulations use physical form, rather than separation of land uses, as their organizing principle of a community. This section addresses building form. Buildings within the Kelly Park Interchange Form-Based Code area shall adopt one of the following building typologies based on the location of the property within one of the five character zones (see Table 8).

a. Mixed-Use Building

Proposed Mixed-use buildings shall comply with the following design standards.

- i. The ground floor shall be occupied by retail, service, and/or office uses; the upper floors may include non-residential use and/or for residential dwelling units (see Figure 17).
- ii. The ground floor must be designed for maximum pedestrian interaction (shop fronts, outdoor cafes, etc.).

Figure 17. Mixed Use Buildings



b. Liner Building

The following standards shall be followed for designing liner buildings (see Section L.4 for parking structure standards).

- i. If the parking garage has more than one story, the liner building shall be at least two (2) stories in height and twenty (20) feet in depth.
- ii. The liner building shall house active uses (e.g. commercial, office, residential) along the first floor facing the public right-of-way.
- iii. The liner building, which may be attached or detached from the parking structure, shall extend for

Figure 18. Detached Liner Building

Parking Structure



Liner Buildings

a minimum of seventy-five (75) percent of the length of the parking structure facing the street.

- iv. The liner building may be attached to or detached from the principal building they are concealing (see Figure 18), and may be in front of the parking structure or imbedded into the façade.

c. Single Use Buildings

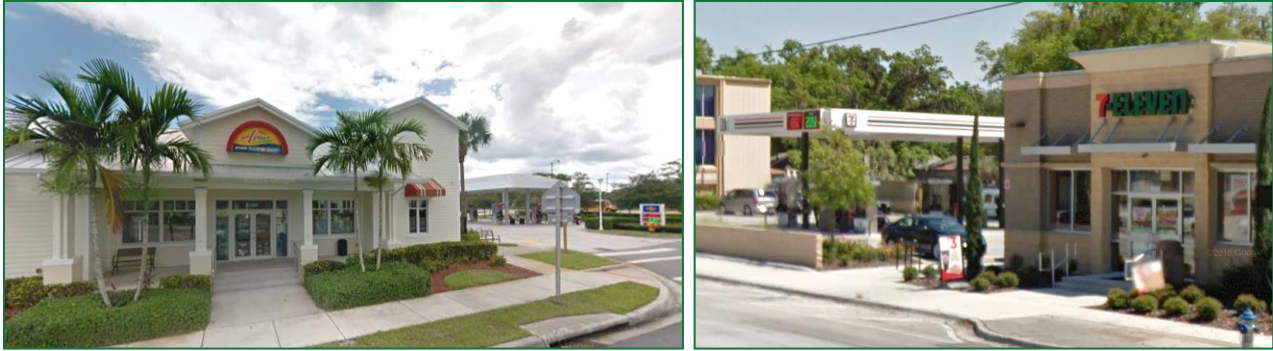
All proposed single use buildings shall comply with the following design standards. Figure 19 shows examples of single-use buildings.

- i. Buildings on corner lots shall be designed with two façades of equal architectural expression.
- ii. Big Box retail/wholesale buildings may be permitted in the appropriate character zone based on use (see Section Table 2) as long as the development meets all applicable site and building design requirements of this code.
- iii. Drive-through uses are permitted as noted in Section 2.02.20.C, Table 1 and as long as they meet all the site and building design requirements of this code.
- iv. Drive-through windows shall not face streets.
- v. In addition to the design standards listed above, the following standards shall apply to gas stations sites:
 - Service stations in the Interchange character zone are not required to meet the building frontage standards of Section J.3. However, a street wall meeting the standards of Section M.3 shall be provided to screen vehicular use areas.
 - Auto repair bay and car wash openings, service and storage areas, and refuse enclosures shall be oriented away from public view.
 - Gas station canopy clearance shall not exceed sixteen (16) feet in the Employment character zone and eighteen (18) feet in the Interchange character zone.
 - Lighted bands or tubes or applied bands of corporate color (other than permitted as signage) are prohibited.
 - Site lighting should minimize direct and reflected glare and excess brightness.
 - Pump island design should appear well organized and should not contribute to visual clutter. All design elements should be architecturally integrated with other structures on-site (color, material, and detailing). Translucent materials and internally lighted cabinets are discouraged.

Figure 19. Single Use Buildings



Examples of appropriate design for stand-alone supermarkets



Examples of appropriate design for convenience stores/gas stations



Examples of appropriate design for stand-alone drive-through restaurants

d. Multi-Family

The following standards shall be followed for designing multi-family buildings and complexes.

- i. Developments with more than sixteen (16) dwelling units must provide a mix of unit sizes (i.e. studio, one, two, three bedroom apartments).
- ii. There shall be buildings positioned along the street, with entrances facing the right-of-way. Other buildings on the site may have their primary entry facing a central landscaped courtyard.
- iii. Balconies or loggias are encouraged.
- iv. The complex shall be designed to promote pedestrian and bicycle circulation within the development and to promote access to surrounding areas.
- v. Garages shall not dominate the site frontage, and shall, if feasible, be accessed from an alley or side street.
- vi. Multi-family complexes are encouraged to provide electric vehicle charging stations to eliminate the possibility of extension cords stretching from residences into parking areas.

Figure 20. Multi-family Complex Examples



e. Live-Work Buildings

The following standards shall be followed for live-work buildings.

- i. Live-work units shall be predominantly residential. Retail, business or personal service, or office uses may be allowed on the ground floor facing the primary street, with the residential use on upper levels or behind the non-residential use (see Figure 21).
- ii. The non-residential space is subject to appropriate business licenses.
- iii. The non-residential space on the first floor shall be oriented toward the street.
- iv. Building access may be provided as follows:
 - o Separate entrances for the first floor non-residential area and the upstairs residential occupancy area.
 - o A common entrance for the first floor non-residential area and the residential occupancy area. This first floor plan shall control access between uses through use of a small lobby, room partitions, and doors. The intent is to prevent residential occupants and/or guests from needing to travel through the non-residential space.

Figure 21. Live-Work Buildings:

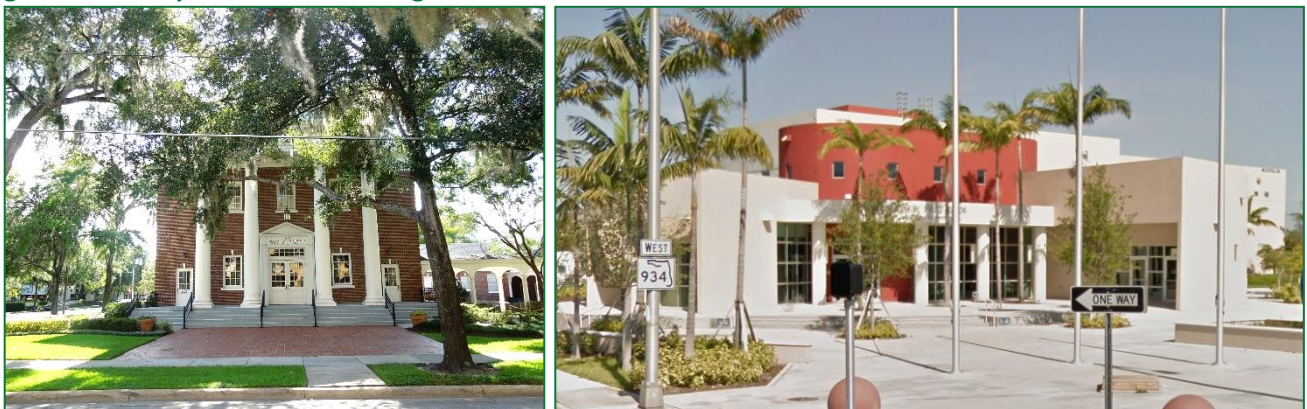


f. Civic Buildings

The following standards shall be followed for designing civic buildings.

- i. Civic buildings should be placed in central locations as highly-visible focal points. They shall not be located within storefronts or shopping centers.
- ii. Where feasible, civic buildings should be close to transit stops for ease of use by pedestrians.
- iii. School sites shall accommodate (or be adjacent to) open space/recreational amenities appropriately sized for the school's enrollment.

Figure 22. Examples of Civic Buildings





g. Single Family Residential

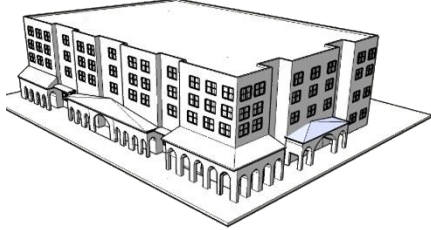
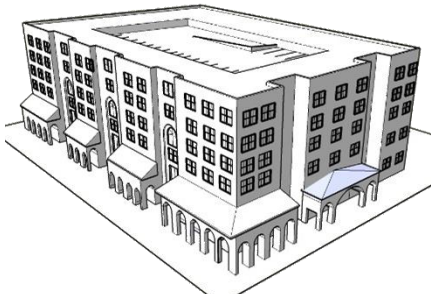
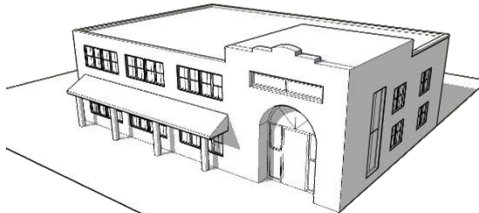
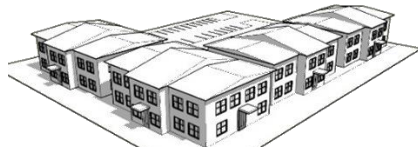
The following standards shall be followed for designing single family residential buildings.

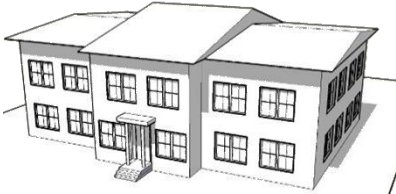
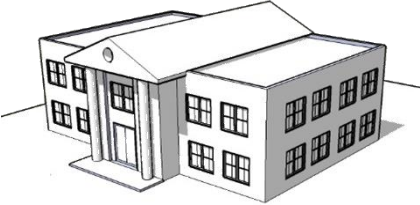
- i. Building foundations are encouraged to be elevated above the finished grade. Residential buildings should incorporate either raised concrete pads or a raised wood joist floor with perimeter foundation at a minimum of eighteen (18) inches above the finished grade.
- ii. Flat roofs are discouraged as the principal roof structure.
- iii. Garage frontage shall be limited for single family houses; garages shall not comprise more than fifty (50) percent of a building's front facade.
- iv. Garages shall be provided in one of two ways:
 - Attached and recessed from the primary façade (not including porches, bays, or other minor projections) by a minimum of eight (8) feet, or
 - Attached or detached, placed at the rear property line, and accessed by either an alley or a side yard driveway.

Figure 23. Single Family Residential Examples



Table 8. Building Types

Building Type	Description	Building Width (min./max.)	Allowed in*	Possible Frontage Types
Mixed-Use Building 	A type of building designed for ground floor, street frontage occupancy by retail, service, and/ or office uses, with upper floors configured for office use or for dwelling units.	NA/500'	Village Center Employment Transition	Shopfront and Awning Forecourt Arcade Gallery
Liner Building 	A type of building designed to surround and visually buffer a structure with a large footprint such as large parking garage, theater, or supermarket.	NA/500'	Village Center Employment Transition Interchange	Shopfront and Awning Forecourt Arcade Gallery
Single-Use Building 	A type of building designed to accommodate a stand-alone commercial building. Examples include banks, restaurants, and offices.	NA/300'	Village Center Employment Interchange Transition	Shopfront and Awning Forecourt Arcade Gallery
Multi-Family Complex 	A type of building designed to accommodate a set of buildings containing many condominiums, apartments and ancillary functions.	75'/200'	Transition	Stoop Awning Porch

Building Type	Description	Building Width (min./max.)	Allowed in*	Possible Frontage Types
Multi-Family Building 	A type of building resembling a large house, designed to accommodate a duplex, triplex or fourplex use.	35'/100'	Village Center Transition	Stoop Awning Porch
Live-Work Unit 	A type of building designed to accommodate a building containing live-work units, which consist of both a commercial/office and a residential component.	25'/60'	Transition	Shopfront and Awning
Civic Building 	A type of building designed to accommodate public or institutional uses such as a civic center, fire or police station, museum, city hall, postal services, library, or school.	NA	Village Center Transition Employment Interchange Neighborhood	NA
Single family 	A type of building designed as a single dwelling unit with either an attached or detached garage.	35'/75'	Transition Neighborhood	Porch and Fence Stoop

* Refers to type of building, not use.

3. Green Building

Green building principles related to energy efficiency, resource protection and environmental protection (e.g. reusable building materials, light colored roof materials, living roofs to treat stormwater, energy efficient windows, solar energy, etc.) set forth by agencies such as, but not limited to, the United States Green Building Council, the Florida Green Building Coalition and similar agencies are encouraged.

4. Building Massing

Buildings shall respect and reflect pedestrian scale by using the following techniques:

- a. Variation of building height and width shall be used to divide volumes into distinct massing elements. Therefore, buildings should not exceed a height to width ratio of 1:3 or 75 horizontal feet, whichever is less, without providing a substantial volume break, which may consist of a projection or recess, a tower or bay, and/or an architecturally prominent entrance (see Figures 24 and 25). These vertical and horizontal projections and recesses shall have a minimum depth of three (3) feet.
- b. Roofs or assemblies of roofs may also be used to reduce building mass.
- c. Buildings exceeding 20,000 square feet in area, or 40,000 square feet if located in the Interchange or Employment character zones, must be articulated to appear as multiple buildings grouped together.
- d. Buildings on corner lots and buildings that terminate vistas shall incorporate distinctive architectural treatments to emphasize their prominent location.

Figure 24. Massing:

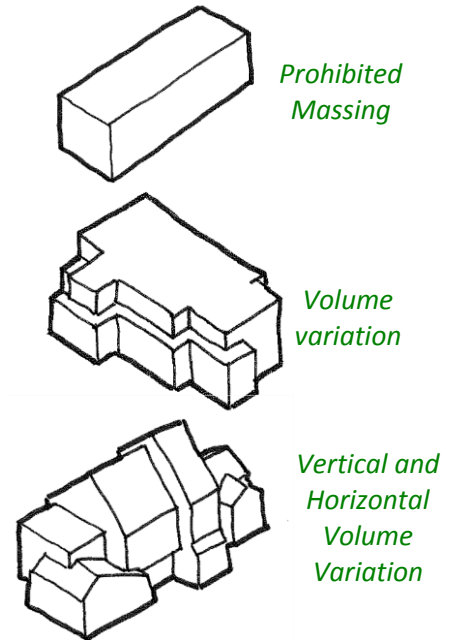
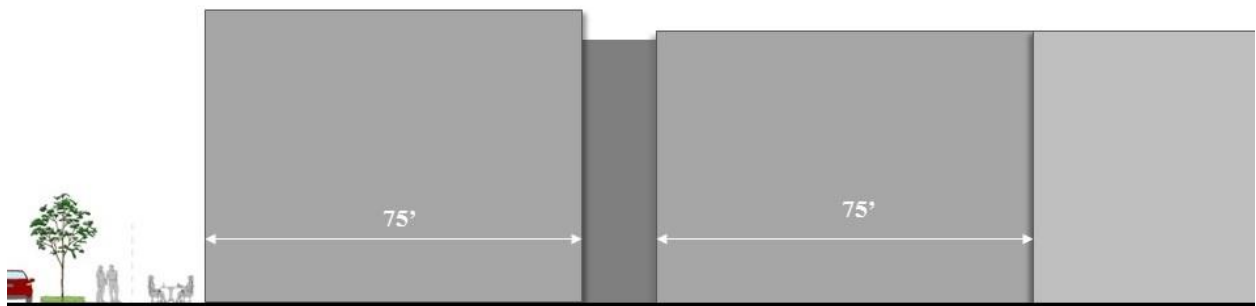


Figure 25. Building Massing



5. Façade Articulation

The standards contained in this subsection apply to all buildings and structures, including parking garages. The elements that make up a building façade are key components for defining the public realm. The façade design standards contained in this subsection are not intended to regulate style or appeal. The purpose of these standards is to ensure facades are designed to:

- Reduce the uniform monolithic appearance of large unadorned walls by requiring architectural detail;
- In the case of commercial buildings, ensure the building facades are inviting; and,
- Increase public safety by designing buildings that provide human surveillance of the street.

Building facades along public or private streets shall maintain a pedestrian scale and integrate the public and private spaces using architectural elements as follows:

- a. Non-residential, mixed-use and multi-family buildings shall be required to incorporate into their facades a minimum of three (3) design treatments from the following list (see Figures 26 and 27):
 - i. Any of the building access treatments listed in Figure 10 integrated with the building mass and style;
 - ii. Overhangs of no less than three (3) in depth;
 - iii. Raised cornice/parapets over doors;
 - iv. Expression line between floors;
 - v. An offset, column, reveal, void, projecting rib, band, cornice, or similar element with a minimum depth of six (6) inches;
 - vi. Peaked roof forms;
 - vii. Clock or bell towers;
 - viii. Balconies;
 - ix. Awnings, canopies or marquees;
 - x. Windows or doors;
 - xi. Any other treatment that meets the intent of this section and is approved during the review of the concept plan.
- b. Façades shall not exceed twenty (20) horizontal feet and ten (10) vertical feet without including at least one (1) of the elements mentioned in subsection a, above.

Figure 26. Façade Articulation

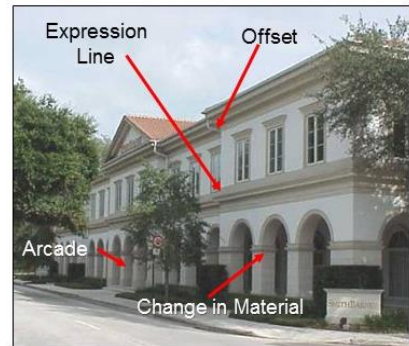


Figure 27. Examples of Façade Articulation



- c. Architectural treatments on the façade, such as cornices or expression lines, shall be continued around the sides of the building.
- d. All exterior facades of outparcel buildings shall be considered primary facades and shall employ architectural embellishment and landscape design treatments on all sides.

6. Building Entrances

- a. The *main* entrance of *all* buildings shall be oriented toward the public right-of-way (see Figures 28 and 29).
- b. Where parking areas are located behind the building, a secondary entrance may be provided from the parking area into the building. Awnings, landscaping, and appropriate signage may be used to mark the secondary entrance.
- c. Entrances on the front façade shall be operable, clearly-defined and highly-visible. In order to emphasize entrances they shall be accented by a change in materials around the door, recessed into the façade (alcove), or accented by an overhang, awning, canopy or similar feature.
- d. Pedestrian connections from the public sidewalk and parking areas to the building entrance shall be provided.
- e. Residential building entrances shall be designed with porches or stoops.

7. Windows and Doors

Development on all character zones shall meet the following standards:

- a. The arrangement of windows and doors on new non-residential buildings in the Village Center should be consistent with the main street typical pattern of windows and doors, which includes storefront-type openings on the first floor and more conservative openings on the upper stories (see Figures 30 and 31).
- b. All buildings are subject to minimum glazing requirements. The glazing percentages shall be calculated as the total area of glass (windows and glass doors), or openings in the case of parking garages, divided by the façade area as follows.

Figure 28. Corner Entrance



Figure 29. Example of Well-Defined Entrance

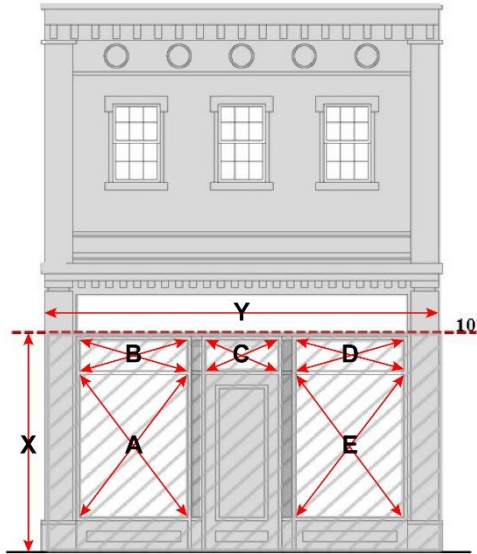


Figure 30. Appropriate Fenestration



- i. Non-Residential First Floor: The area of glass between 3 feet and 8 feet above grade divided by the area of the building façade also between 3 feet and 8 feet above grade (as illustrated in Figure 32) shall be no less than 30%.

Figure 32. Non-Residential Glazing



$$\text{Glazing \%} = (\text{Areas of A+B+C+D+E}) / (X \times Y)$$

Figure 31. Inappropriate Fenestration:



- ii. Non-Residential Upper Floors: The combined area of glass on all floors above the first divided by the total area of the building façade for those floors shall be no less than 15%.
- iii. Residential: The area of glass divided by the area of the façade shall be no less than 10%.
- c. Glass walls shall not be allowed in the Village Center character zone. There is no limit on how much glazing is provided in other zones. However, if glass walls are utilized, an architectural feature, such as a canopy/marquee, overhang, or a horizontal change in plane shall be provided between the first and second floors along the entire front façade to ensure pedestrian scale at the sidewalk level (see Figure 33).

Figure 33. Glass Facades



Not Allowed



Allowed

- d. Windows and doors should be glazed in clear glass with no more than ten (10) percent daylight reduction (transmittance) for retail establishments, and fifty (50) percent for office and residential uses. Glass block is not considered transparent and shall not count toward the minimum glazing requirement.
- e. Reflectance shall not exceed fifteen (15) percent.
- f. Stained or art glass shall only be permitted if consistent with the style of the building (churches, craftsman buildings, etc.).

8. Building Materials

Materials should not be selected on the basis of cost alone, but rather on compatibility with the building style and neighborhood character.

- a. Encouraged Materials
 - Concrete masonry units with stucco
 - Reinforced concrete with stucco
 - Brick
 - “Hardie-Plank” siding
 - Wood lap board siding
 - Stone
- b. Prohibited Materials:
 - Cedar shakes, wood shingles or shakes
 - Metal/steel walls
 - Corrugated or reflective metal panels
 - Unfinished block
 - Textured plywood
 - Mirrored glass and glass curtain walls
 - Butler Buildings
 - Plastic siding
 - Tile (except as an architectural accent)
 - Chain link fencing
 - Polyurethane and polystyrene foam products

9. Building Colors

- a. No less than two (2) and no more than three (3) different colors or color shades (one primary/body color, and no more than 2 accent/trim colors) shall be used on a single building.
- b. Building, trim and detail colors must be complementary and shall not be used for advertisement.
- c. Building colors should be selected based on the architectural style of the building.
- d. Black, fluorescent, or neon as the predominant exterior color is prohibited
- e. A solid line band of color or group of strips, without a change in plane or material, shall not be used for architectural detail.
- f. The same color scheme shall be used all the way around the building, even if some of the building facades are not visible from the street.

Figure 34. Appropriate Colors



Figure 35. Inappropriate Color Schemes



10. Roof Design

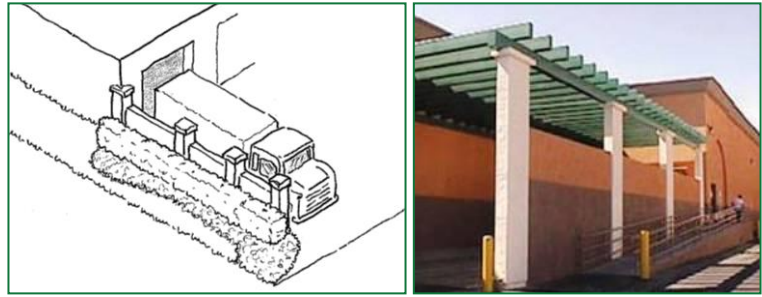
- a. Roofs shall be in scale with the building mass. Therefore, they shall not exceed the height of the supporting walls.
- b. Building elevations shall have a defined top edge consisting of, but not limited to, cornice treatments, roof overhangs, brackets, and/or stepped parapets. Colored stripes/bands on flat roofs are not acceptable as a recognizable top.
- c. Buildings with flat roofs shall have a cornice treatment or a parapet. The cornice shall be at least eighteen (18) inches in height. Parapet shall be a minimum of two (2) feet in height.
- d. Roof materials shall be light-colored or a planted surface (green roof).
- e. Prohibited roof types and materials:
 - i. Mansard roofs and canopies
 - ii. Roofs with a 2/12 pitch or less without full parapet coverage
 - iii. Back-lit awnings used as a mansard or canopy roof

11. Service Areas

The following standards apply to multi-family and non-residential developments.

- a. To the extent possible, areas for outdoor storage, trash collection, and loading shall be incorporated into the primary building design (see Figure 36) and shall not be located within 50 feet of single family residential lots.

Figure 36. Loading Area Screening



- b. Loading areas, outdoor storage, waste disposal, mechanical equipment, satellite dishes, truck parking, and other service support equipment shall be located behind the building line and shall be fully screened from the view of the street and adjacent properties both at ground and rooftop levels.
- c. Mechanical equipment should be integrated into the overall mass of a building by screening it behind parapets or by recessing equipment into hips, gables, parapets, or similar features (see Figure 37).

Figure 37. Rooftop Units Screening



Allowed



Not Allowed

- d. Shopping cart storage shall be located inside the building or shall be screened by a four (4) foot wall consistent with the building architecture and materials.
- e. Shopping cart corrals in the parking lot shall have no signage and shall not take parking spaces that are required to meet the minimum parking requirements.

L. Access, Circulation and Parking Requirements

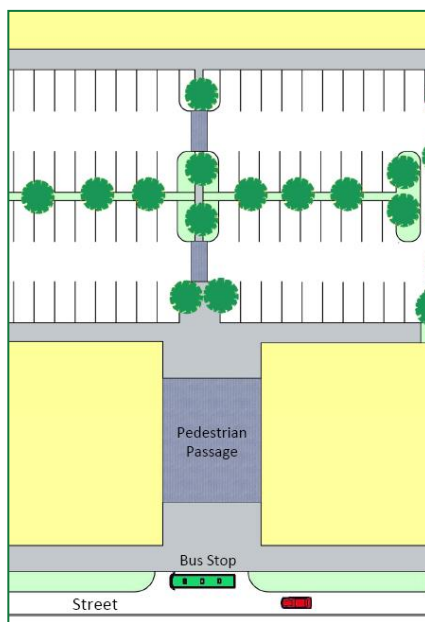
1. Site Access.

The number of driveways along Kelly Park Road, Golden Gem Road and Plymouth Sorrento Road shall be minimized. Properties along these roads shall explore the feasibility of connecting to adjacent sites rather than providing their own driveways. The standards of LDC Section 6.02.10 regarding driveway separation shall be met.

2. On-Site Circulation

1. New developments must seek to create a balanced transportation system that accommodates pedestrians, bicyclists, and transit riders, as well as motor vehicles, and provides a system of connections to maximize choices for all modes of travel. Figure 38 provides an illustrative example of pedestrian, transit and parking linkages.
2. The use of joint access driveways is required between commercial sites to reduce the number of access points and driveways that cross sidewalks.
3. Safe pedestrian connections shall be provided not only along the perimeter of the blocks but also throughout the interior of development sites.
4. Direct pedestrian access shall be provided from the principal entrance of the building to the sidewalk on the closest public right-of-way.
5. Additional/secondary pedestrian access to businesses may be provided from parking facilities directly to ground floor uses, either through rear building entrances, sidewalks along the perimeter of buildings, or by pedestrian alleyways which connect the rear parking lots to the sidewalks along the front street. Pedestrian passageways may be exterior and located between buildings, or may be incorporated into the interior design of a structure. The pedestrian alleyways shall be a minimum of five (5) feet wide.
6. Pedestrian walkways within the development shall be differentiated from driving surfaces through a change in materials and/or grade elevation.
7. Crosswalks are required wherever a pedestrian sidewalk or alleyway intersects a vehicular area. All crosswalks shall be a minimum of five (5) feet wide and shall be paved with concrete modular paving or integrally poured concrete.
8. All new development is encouraged to provide connections to existing bike and pedestrian pathways.
9. Installed bicycle racks shall be designed to accommodate the minimum number of bicycles as set forth in Section L (Parking Requirements).
10. Bicycle racks shall be permanently fixed to the ground through mechanical fasteners or through the use of concrete footings.
11. The design of bicycle racks placed within the development site shall coordinate with the overall design scheme of the subject site in terms of color and material. Bike racks placed within the right-of-way shall comply with the requirements of Section P, Street Standards.
12. Developments of 50,000 gross square feet or more which are adjacent to an arterial street—which is or may be used as a transit route—shall provide access for on-site public transit. The public transit stop shall include a bus pullout and shelter. It is recommended that the specific design requirements and examples of transit stops, pull-out facilities, and other transit amenities conform to the LYNX Design Standards.

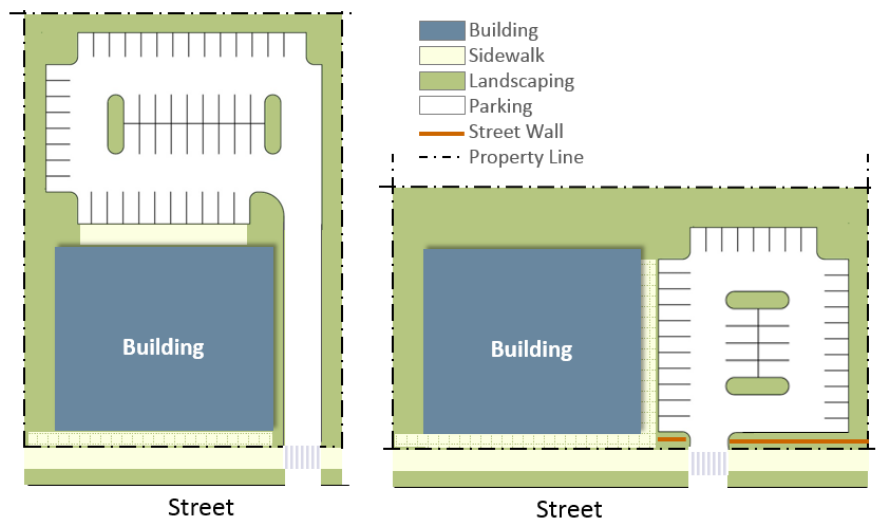
Figure 38. Pedestrian Linkages:



3. Location of Parking Facilities

- a. Surface parking lots shall be located behind buildings so that the parking areas are screened from public sidewalks and streets.
- b. Where a site is too narrow or shallow to provide parking behind the building, the placement of parking facilities and vehicular driveways is permitted on the side of the proposed building (see Figure 39) only if the building setback requirements are met and a modification of standards for the minimum building frontage (if necessary to accommodate the parking area) is approved (See Section E.3, Modification of Standards). The vehicular areas shall be screened from the road by a street wall (see Section M.3). Design conflicts between vehicular and pedestrian movement generally shall be decided in favor of the design which promotes pedestrian circulation.

Figure 39: Parking on the Rear or Side



- c. Garages serving single family homes and duplex units are encouraged to be provided facing alleys and are required to comply with the citywide design standards (LDC Section 6.09.00).
- d. Surface and structure parking areas shall be accessed from a secondary street, from an adjacent property (joint access easement and shared use agreement necessary), or from rear alleys if any of these are available or proposed as part of the development (see Figures 40 and 41). Access through single family residential neighborhoods, however, shall not be allowed.
- e. Any surface parking areas located along a public street shall be screened from street view by a street wall. See wall standards in Section M.3.

Figure 40: Site Access

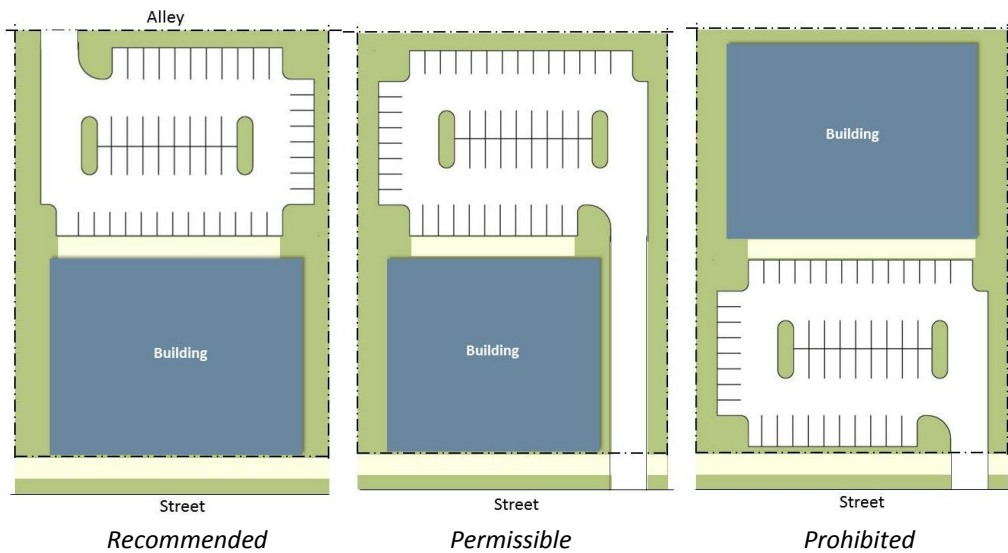
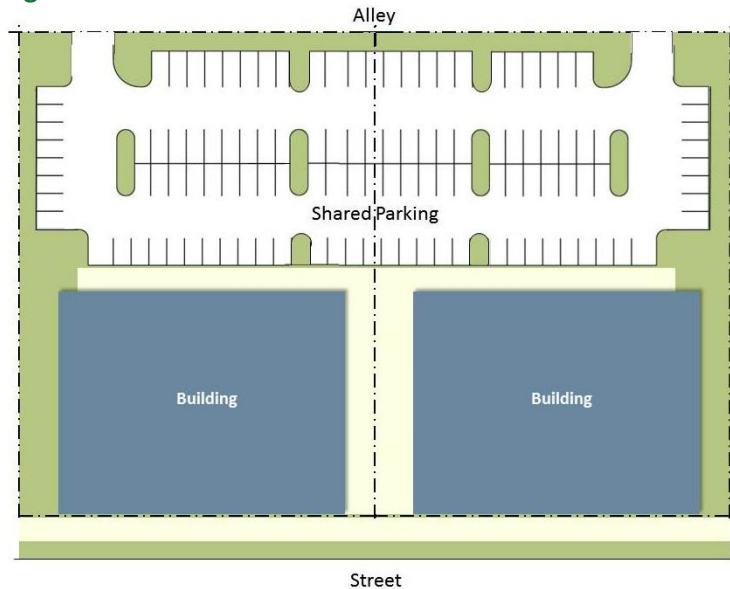


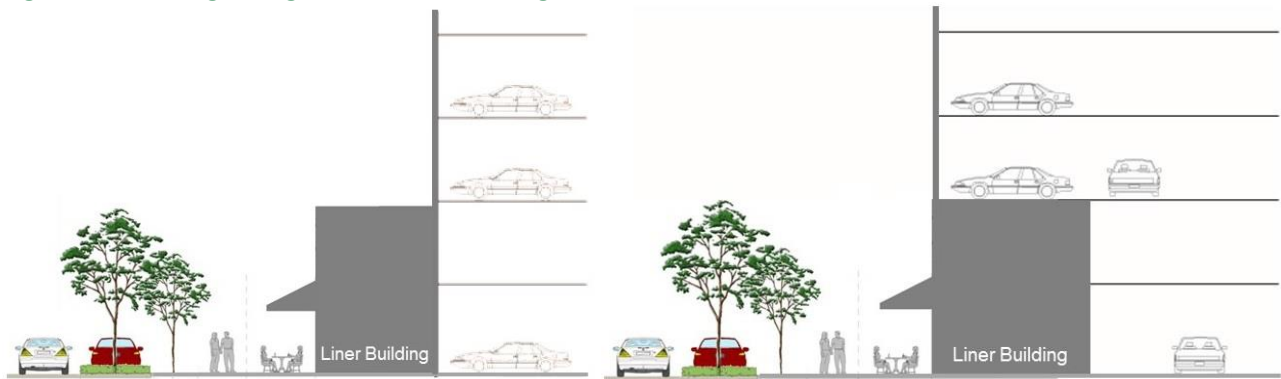
Figure 41: Shared Parking.



4. Parking Garages

- a. Parking structures facing Type A, B or C streets (see Section P) shall be placed behind a liner building that houses active uses (see standards for liner buildings in Section K.1.b). See Figure 42.
- b. Liner buildings are not required along other streets. However, any portion of a parking garage that is not concealed behind a building shall be screened to conceal all internal elements such as plumbing pipes, fans, ducts and lighting. Ramping should be internalized wherever possible. Exposed spandrels shall be prohibited.

Figure 42: Parking Garages and Liner Buildings



- c. Parking garages not concealed behind liner buildings or active uses (e.g. commercial, office, residential) shall provide a landscaping strip along the facade as follows:

- i. The landscaping strip shall have a minimum depth of 8 feet; and
- ii. A minimum of five (5) understory trees per 100 linear feet and a row of evergreen shrubs shall be planted along the strip. Vines growing on a metal mesh mounted on the wall of the parking garage are encouraged (Figure 43).

Figure 43: Garage Landscaping



- d. The exterior facades of all parking garages shall be designed as to achieve architectural unity with the principal structure(s) which they are intended to serve.
- e. Parking structures shall meet setback, height, façade articulation and glazing standards contained in this code.

5. Parking for Single Uses

Off-street parking for developments that propose only one type of land use shall meet the following standards. These standards shall be considered the maximum required for all single-use developments in the Village Center character zone. In all other zones, these are the minimum standards required. Additional spaces above the minimum/maximum may be permitted if need is demonstrated by a parking study.

Table 9. Off-Street Parking Requirements

Use	Vehicular Parking	Bicycle Parking
Townhouse/Multi-Family	3+ bedrooms: 2/unit 2 bedrooms: 1.75/unit 1 bedroom: 1.5/unit efficiency: 1.5/unit	1 per every 5 units
Live/Work Units	3+ bedrooms: 2/unit 2 bedrooms: 1.75/unit 1 bedroom: 1.5/unit efficiency: 1.5/unit	1 per every 5 units
Community/Cultural Center*	1 per 5 persons based on maximum occupancy permitted by fire code in the main assembly area. If no main assembly area, 3 per 1,000 sq. ft. of gross floor area.	0.7 per 1,000 sq. ft. of gross floor area
Government Use	3 per 1,000 sq. ft. of gross floor area.	0.7 per 1,000 sq. ft. of gross floor area
Day Care Facilities	1 per 10 persons based on the facility's regulated capacity, with a minimum of 4 spaces, plus 1 parking space per every employee at maximum staff level	0.7 per 1,000 sq. ft. of gross floor area
Theater/Entertainment*	1 per every 3 seats, or 7 per 1,000 sq. ft. of gross floor area.	5% of required number of vehicular parking spaces
Office (all types)	4 per 1,000 sq. ft. of gross leasable area (GLA).	0.7 per 1,000 sq. ft. of gross floor area
Hotel/Motel	1 per room, and 60% of the required number of spaces for each integrated, secondary retail, restaurant, entertainment, or office use.	5% of required number of vehicular parking spaces
Restaurant	4, plus 1 for each 3 seats of seating capacity (indoor and outdoor)	1 per 1,000 sq. ft. of gross floor area
Commercial Retail	3.5 per 1,000 sq. ft. of gross leasable area (GLA).	5% of required number of parking spaces

**Amphitheater parking requirements shall be determined by the City at the time of site plan approval and shall be based on parking demand generated by the amphitheater and based on generally accepted planning principles. For uses not addressed in this Table, parking requirements shall be determined by the City at the time of development plan approval.*

6. Parking for Mixed-Use Developments

When any land or building accommodates two (2) or more categories of uses the minimum total number of required parking spaces for each use may be reduced through shared parking.

Off-site parking facilities may be counted in shared parking calculations for private development if the facility is within five hundred (500) feet of the development, until the capacity of the off-site parking facility is reached. An off-site parking facility is any City or privately-owned facility not residing on the property of the development. The off-site parking facility may or may not be owned by the owner of the development.

On-street parking spaces wholly adjacent to the property to be developed shall be credited toward off-street parking requirements.

The shared parking reduction shall be calculated as follows:

Step 1: Categorize the uses according to the ten (10) categories listed in the use column of Table 9.

Step 2: Add together the minimum required parking for each individual use category, using the ratios set out in Table 9.

Step 3: Subtract from the each individual sum the number of spaces which are reserved for use by specified individuals or classes of individuals such as spaces for emergency vehicles or for the handicap.

Step 4: Create a shared parking matrix by multiplying the results of Step 3 by the percentages listed in Table 10.

Step 5: Add together the cells containing the number of spaces in each of the six (6) vertical columns in the shared parking matrix.

Results: The minimum parking requirement is the highest sum resulting from the foregoing addition, plus the total number of spaces which are reserved for use by specific individuals or classes of individuals, minus the adjacent on-street parking. Table 11 shows an example of applying the shared parking methodology to a proposed mixed use development.

Several parcels may use an areawide parking program to provide the necessary parking collectively as follows:

- a. The minimum required number of parking spaces for an area wide parking program shall be calculated using shared parking methodology.
- b. The owners of those parcels that wish to be considered collectively with regard to parking shall enter into parking agreements that demonstrate how the parking requirements are satisfied.
- c. Adequate pedestrian connections among sharing uses and the parking facility shall be provided. The installation of barriers or the use of inadequate walkways that limit use of shared parking shall not be permitted.
- d. The parking agreement shall be in a recordable form acceptable to the City Attorney.
- e. The parking agreement shall be recorded by the property owners in the public records of Orange County, with a copy of the document indicating that such recording was provided to the City.

Table 10. Shared Parking Usage Percentages for Mixed-Use Development

USE	WEEKDAY			WEEKEND		
	1 am – 7 am	7 am – 6 pm	6 pm – 1 am	1 am – 7 am	7 am – 6 pm	6 pm – 1 am
Residential/ Townhouse	100%	60%	100%	100%	75%	95%
Flex Space /24-7 reserved parking	100%	100%	100%	100%	100%	100%
Community / Cultural Center	0%	100%	10%	0%	100%	30%
Government use	0%	100%	10%	0%	10%	0%
Day Care Facilities	0%	100%	0%	0%	0%	0%
Theater/ Entertainment	0%	40%	100%	0%	80%	100%
Office	5%	100%	5%	0%	15%	0%
Hotel/Motel	100%	55%	90%	100%	55%	90%
Restaurant*	20%	70%	100%	30%	75%	100%
Commercial Retail	0%	100%	80%	0%	100%	60%

*not 24 hours

Table 11. Shared Parking Example

USE	Units/SF	Space per Unit or 1,000 SF	Total	Less H.C.	Subtotal	WEEKDAY						WEEKEND					
						1am – 7am	Spaces	7am – 6pm	Spaces	6pm – 1am	Spaces	1am – 7am	Spaces	7am – 6pm	Spaces	6pm – 1am	Spaces
2 Bedroom Apt	52	1.75	91	2	89	100%	89	60%	53	100%	89	100%	89	75%	67	95%	85
Office	15,000	3	45	2	43	5%	2	100%	43	5%	2	0%	0	15%	6	0%	0
Retail	10,000	3.5	35	2	33	0%	0	100%	33	80%	26	0%	0	100%	33	60%	20
Restaurant	7,000	5	35	2	33	20%	7	70%	23	100%	33	30%	10	75%	25	100%	33
Totals			206	8	198		98		153		151		99		131		137

Note: 10 on-street parking spaces can be utilized for required parking.

As illustrated in **Table 9**, the highest parking space demand (153 spaces) occurs weekdays between 7 am and 6 pm. To this amount the 8 required handicap spaces are added and the 10 abutting “on-street” spaces are subtracted from the shared total resulting in 151 required off-street spaces.

Using the non-shared (traditional) methodology, a total of 206 spaces would be required (198 regular spaces plus 8 handicap spaces).

7. Additional Parking Reductions

Additional reductions may be approved if one of the following is met:

- a. A parking study is submitted demonstrating the amount of parking needed.
- b. Non-residential developments within a one-half mile from a transit center or bus stops are eligible for the following:
 - i. The minimum number of parking spaces may be reduced by up to 10% for sites in which the closest portion of the requested parcel is no more than a 1/8 of a mile (660 linear feet) radius from a bus stop.
 - ii. The minimum number of parking spaces may be reduced by up to 5 percent for sites in which the closest portion of the requested parcel is no more than a 1/4 of a mile (1320 linear feet) radius from a bus stop.

The distances specified shall be measured in a straight line from the nearest property line of the development site to the nearest bus stop.

M. Landscape, Buffering and Screening

Landscape installation and irrigation shall be consistent with Section 5.01.00 of the City of Apopka Land Development Code, except for the following:

1. Landscape Materials

All plant materials shall be chosen from the Florida-Friendly Plant Database (Central Florida Region). This database, which is maintained by the University of Florida, Institute of Food and Agricultural Sciences (UF/IFAS), may be accessed online at: www.floridayards.org/fyplants/index.php

All proposed trees and plant materials shall be graded as Nursery Grade No. 1 or better as outlined by the Florida Department of Agriculture and Consumer Services, Division of Plant Industry "Grades and Standards for Nursery Plants" (latest edition, as revised from time to time).

At the time of planting, trees within rights-of-way and public parking areas shall meet the following standards:

- a. All plant material used shall be equal to or exceed the grade of Florida #1 as given in "Grades and Standards for Nursery Plants", State of Florida, latest edition.
- b. Trees shall have a minimum caliper of two and a half (2.5) inches measured at six (6) inches above the ground, as defined in Part III, Article II: Land Use: Type, Density, Intensity - Apopka LDC
- c. Trees shall have a minimum height of eight (8) feet at planting.
- d. Canopy trees that are planted closer than five (5) feet from the back of a curb, sidewalk, or building shall be planted with a root barrier control method approved by the City.
- e. Tree and site lighting locations shall not be in conflict.

Figure 44. Planters Adjacent to Buildings



2. Parking Lot Landscaping and Lighting

- a. Large parking lots shall be visually and functionally segmented into smaller lots with landscaped islands and canopy trees. The design of parking areas should avoid the appearance of large masses of parked cars. Landscape strips at least ten (10) feet wide shall be provided between parking islands of either head-in or diagonal parking. Trees shall be planted a maximum of fifty (50) feet on center along the length of the landscape strip.
- b. No more than ten (10) consecutive parking stalls are permitted without a landscape island a minimum of ten (10) feet wide and extending the entire length of the parking stall. A minimum of one canopy tree or either two understory trees or three palm trees shall be planted in each landscape island. A minimum of five (5) shrubs per 144 square feet shall also be planted in the landscape island.
- c. Parking lot layout, landscaping, buffering, and screening should minimize direct views of parked vehicles from streets and sidewalks; prevent spill-over light, glare, noise, and exhaust fumes from infringing on adjacent properties; and provide the required tree canopy shade.
- d. To reduce the amount of impervious surface and encourage landscaping, all parking spaces shall abut a landscaped area with a two (2) foot wide strip of gravel or mulch so that the front of the parked vehicle can overhang without interfering with taller plantings or encroach on sidewalks.
- e. Parking lot light fixtures shall be designed so that light is directed onto the parking area and away from neighboring residential lots.
- f. The design, color, shape, style, and materials of the fixtures shall match or complement the style and materials of the buildings served.
- g. Lighting fixtures in parking lots adjacent to residential zones shall not exceed twenty (20) feet in height as measured from the adjacent grade to the top of the light fixture.

3. Buffers and Screening

Buffers shall be provided as required by the Land Development Code, except that no buffer shall be required between the building and the street, or between similar uses unless specifically required as part of a Public Hearing review.

Urban street walls (see Figure 45) are the only type of fence/wall allowed facing streets and alleys. A street wall shall be required along the perimeter of a surface parking lot that abuts a street or alley. Whenever a street wall is provided, it shall meet the following standards:

- a. The wall shall be a minimum of three (3) feet and a maximum of five (5) feet in height. Walls greater than three (3) feet in height above grade shall be no more than fifty (50) percent solid.
- b. Street walls shall be constructed of wrought iron, brick, masonry, stone, powder-coated aluminum or other decorative materials that complement the finish on the primary building. Chain link, wood and PVC street walls shall be prohibited.

Figure 45. Street Wall Examples



- c. When a parking lot abuts a public right-of-way, ground cover, hedges, or shrubs shall be installed on both sides of the wall. The landscaping strips shall be a minimum of three (3) feet wide. The area in front of a street wall may be landscaped or used to expand the public sidewalk (see Figure 46).

Figure 46. Street Wall Location and Landscaping



- d. Breaks should be permitted in the street wall to provide pedestrian access to the site and for the purpose of tree protection.

N. Stormwater

Developers are encouraged to connect to a master stormwater system, rather than providing an on-site facility. If a master stormwater system is anticipated, site specific ponds shall be removed and connection to the master system shall be required. Until such time as a master system is available, development is subject to the following requirements:

1. All retention areas shall be incorporated into the overall design of the project.
2. Wet stormwater areas shall be designed as amenities (see Figure 47). Features such as fountains or aerators are encouraged to accent the ponds and provide adequate aeration to prevent stagnation and fish kills. Other features may include bridges and boardwalks.
3. Wet bottom ponds in character zones other than Neighborhood and Employment may only be allowed subject to Special Exception approval.
4. The shape of a manmade body of water, including both wet and dry retention areas, shall be designed to appear natural by having off-sets in the edge alignment that are a minimum of ten (10) feet from the right-of-way and spaced fifty (50) feet apart.
5. Landscaping is required to soften the visual appearance of pond edges. Native trees and shrubs shall be used to landscape the littoral zone. No exotic invasive plants are permitted.
6. The pond edges should be sloped so as to avoid the necessity of fencing. Where slopes require fencing, only ornamental metal will be allowed.

Figure 47. Example of Integrated Retention Areas



7. Ponds shall not be located adjacent to public rights-of-way; they must be located to the side or rear of a development.
8. To reduce the size of stormwater ponds that are not designed as amenities, the use of porous concrete, underground storage, and exfiltration is greatly encouraged. Each of these options may increase the amount of developable land or undisturbed open space.

O. Signs

Development within the Kelly Park Interchange Form-Based Code Area shall comply with the sign standards of this section in addition to the standards contained in the citywide sign code. Billboard shall not be allowed within the Kelly Park Interchange Form-Based Code area. If any sign standards in this document are in disagreement with the existing Sign Code, the standards detailed in this document take precedent.

1. Building Signs

Each business shall be allowed up to two (2) building signs per business frontage, and each site may be eligible for a freestanding sign, as noted below.

a. Number and Types of Signs Allowed

- a. Two business identification sign attached to the building shall be allowed per business frontage on a public street. The types of signs allowed are as follows:
 - i. Wall Sign: A sign that is attached flat to a building wall.



- ii. Canopy Sign: A sign which is suspended from, attached to, supported from or forms a part of a canopy.



- iii. Awning Sign: A sign that is painted, silk-screened, stitched on, imprinted on or otherwise applied directly onto the fabric of the awning.



- iv. Projecting Sign (Bracket Sign) – A sign which is affixed and displayed perpendicular to any building wall or structure.



- v. Hanging Sign: a sign that is placed under a canopy, awning or arcade, perpendicular to the building façade, and not intended to be seen by motorists.



- vi. Window Sign: A permanent sign affixed to, or painted on either face of a window or glass door that leads to the exterior of the building. Signs suspended within three (3) feet behind the glass are also deemed window signs.



b. Building Sign Size

The aggregate area for all building signs together shall not exceed two (2) square feet in area for each foot of frontage of building displaying sign. The total square footage of wall signs allowed shall not exceed 200 square feet.

c. Building Sign Standards

- i. Wall signs shall be either a panel or individual letters applied to the wall, shall not project from the wall by more than 12 inches, shall not extend above the top of the wall where it is located, and in the case of two story buildings, it shall be placed between the first and second floor windows. Signs painted directly onto the façade are not allowed.
- ii. The total area of wall sign shall not exceed 15 percent of the height of the façade where the sign is to be installed multiplied by the building frontage (see Section J.3 for calculation of building frontage), or two hundred (200) square feet, whichever is less.
- iii. Wall signs shall not extend closer than two (2) feet to the side edges of the façade.
- iv. Wall signs shall be permitted above the second story provided they are attached flat against the building wall fronting on or perpendicular to the Parkway, even if that is not a principal façade (see Figure 48).

Figure 48. Wall Sign Above Second Story



- v. Projecting signs may be read horizontally or vertically and may extend into the building setback zone, but not over the public right-of-way. They shall have a clearance of 8 feet from the ground and shall not exceed the height of the building wall where installed.
- vi. Canopy signs shall not exceed 75 percent of the width of the canopy. They are allowed to be placed fully or partially above or below the edge of the canopy (see Figure 49), provided the

sign consists of individual letters (as opposed to a panel). Canopy signs are also allowed to hang from the bottom of the canopy facing the street. An 8 foot clearance shall be provided.

Figure 49. Canopy Signs extending above and below the canopy



- vii. Awning signs may extend up to 75 percent of the width of the awning but shall not cover more than 30% of the surface of the awning facing the street.
- viii. Window signs (silk screen, vinyl letters, gold leaf, hand painted or neon) shall not occupy more than 25% of the glass window or door, and may be allowed for first and second story businesses.
- ix. Hanging signs shall not count toward the maximum sign area allowed, provided they are placed under the awning or canopy, perpendicular to the building, and near the front door of the business. Such signs shall have an 8 foot minimum vertical clearance as measured from grade to the bottom of the sign, and a maximum height of 2 feet.
- x. Portable signs, streamers and pennants are specifically prohibited.
- xi. Blinking lights, bulbs facing the road, changeable and moveable message boards and electronic message signs are not permitted.
- xii. Signs shall not obscure architectural details such as windows, cornice, decorative brickwork and storefronts. No portion of a building sign shall extend below the lowest point of the roof or above the top edge of the parapet of the building to which it is attached.

d. Building Sign Illumination

Signs may have interior or exterior illumination sources (see Figure 50). However, signs illuminated from an exterior light fixture are preferred. There shall be no illuminated signs facing a single family home.

Figure 50. Permitted Sign Illumination

Preferred (exterior illumination):



Discouraged (internal illumination):



2. Free Standing Signs

Freestanding signs, in the form of pole or monument signs (see Figure 51), or incorporated into the street wall, are allowed as follows:

Figure 51. Pole and Monument Signs



- a. Developments are allowed 1 freestanding sign per street frontage at a rate of 0.5 square feet of sign for every foot of site frontage on a street. The sign, however, shall not exceed 100 square feet.
- b. The only type of freestanding sign allowed in the Village Core and the Transitional Character District is a sign on the street wall. The sign shall not exceed a maximum of 36 square feet, shall be placed flat on the wall, and may reach a height of 6 feet measured from the ground (see Figure 52).

Figure 52. Street Wall Signs





- c. In the Interchange and Employment character zones, freestanding signs shall not be placed in front of or within 5 feet from any portion of the building meeting the street setback requirement. They may, however, be allowed in front of parking areas or where the building is recessed.
- d. Pole signs shall not exceed a height of 12 feet and monument signs shall not exceed 6 feet measured from the adjacent sidewalk. Monument signs are preferred to avoid visibility conflicts with street trees.
- e. Pole signs shall provide a clearance of 8 feet from the ground. The supporting poles may not exceed 2 feet x 3 feet.

3. Multiple Use Developments

A sign master plan for mixed-use developments shall be prepared and submitted for City approval.

P. Street Standards

1. Responsibility for Improvements.

- a. The developer shall be responsible for the provision of streets within the development including curbing, the parkway (landscaping strip between the sidewalk and the travel lane) and sidewalks along all streets, other than State roadways.
- b. Along county roads, the developer shall comply with county requirements for improvements along the right-of-way if different than the requirements contained in this code.
- c. Developers shall consider transportation demand strategies, such as vanpool/ridesharing programs, parking management and pricing, transit vouchers, pre-tax incentives, telecommuting, flextime, and other trip reduction strategies to minimize vehicular traffic congestion.

2. Street Design

Streets in the Kelly Park Interchange Form-Based Code area must be designed with the primary goal of assuring pedestrian comfort and safety. All streets must be public. Gated developments are prohibited. The design of each street must adhere to the specifications and cross-section illustrations for each street type provided in this section unless an alternative plan is approved by the City Engineer. The following standards shall also apply:

- a. Smaller curb radii than required in Table 12 may be used in conjunction with mountable curbs
- b. Type D Streets are permitted in the Neighborhood character zone only if connecting Type B streets to other Type B streets or collectors.
- c. Parking permitted on one side of street only on Type E streets if the right-of-way width is limited.

- d. Table 12 shows the location criteria for utilities. Dry utilities such as cable, electric and phone should be placed within the alley right-of-way. If no alley exists then they should be placed under the public sidewalk. Figure 54 shows an example of utility location within the right-of-way.
- e. Street trees planted within a landscape zone of less than 8' in width must utilize an acceptable method to ensure adequate area for tree roots (e.g. tree wells, tree grates, etc.). Landscape zones, where required, may be provided as bulb outs where parallel parking is provided. However, the minimum sidewalk width must then be widened by 2' and the required trees must be provided within the bulb outs.

Figure 53 shows the terminology used for the street components addressed in this section and Figure 55 shows a conceptual diagram of the street typology.

Figure 53. Public Right-of-Way/Street Components

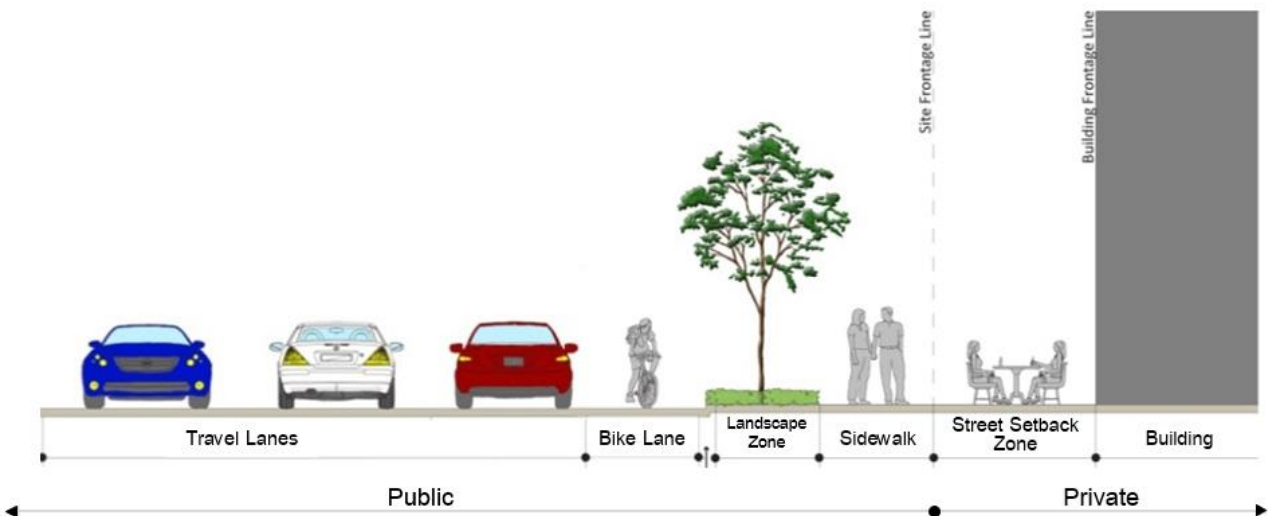
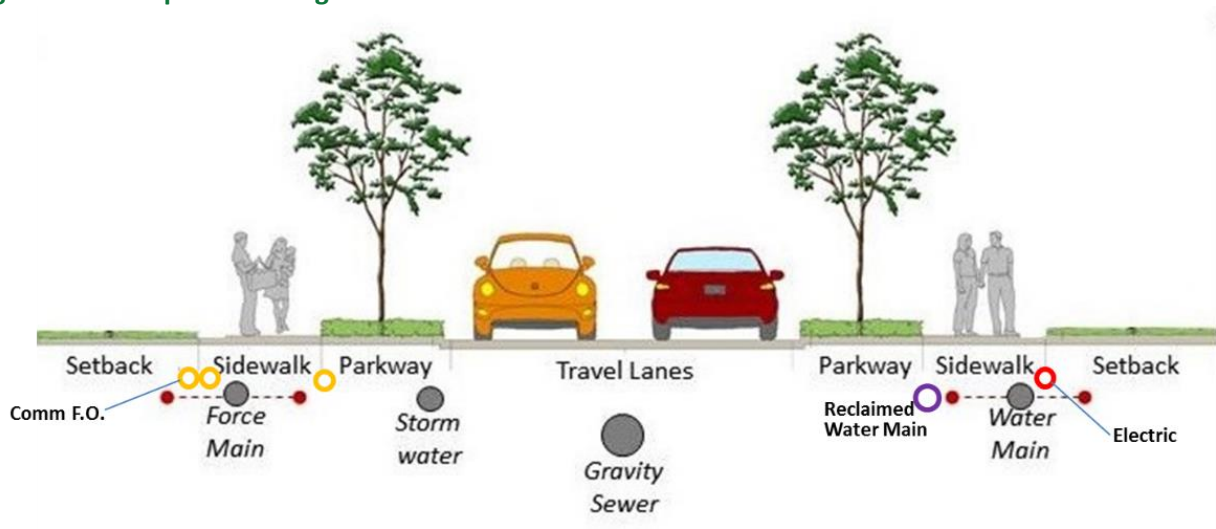


Figure 54. Example of Underground Utilities Location



See Table 12 for location by Street Type

Figure 55. Conceptual Diagram of Street Types

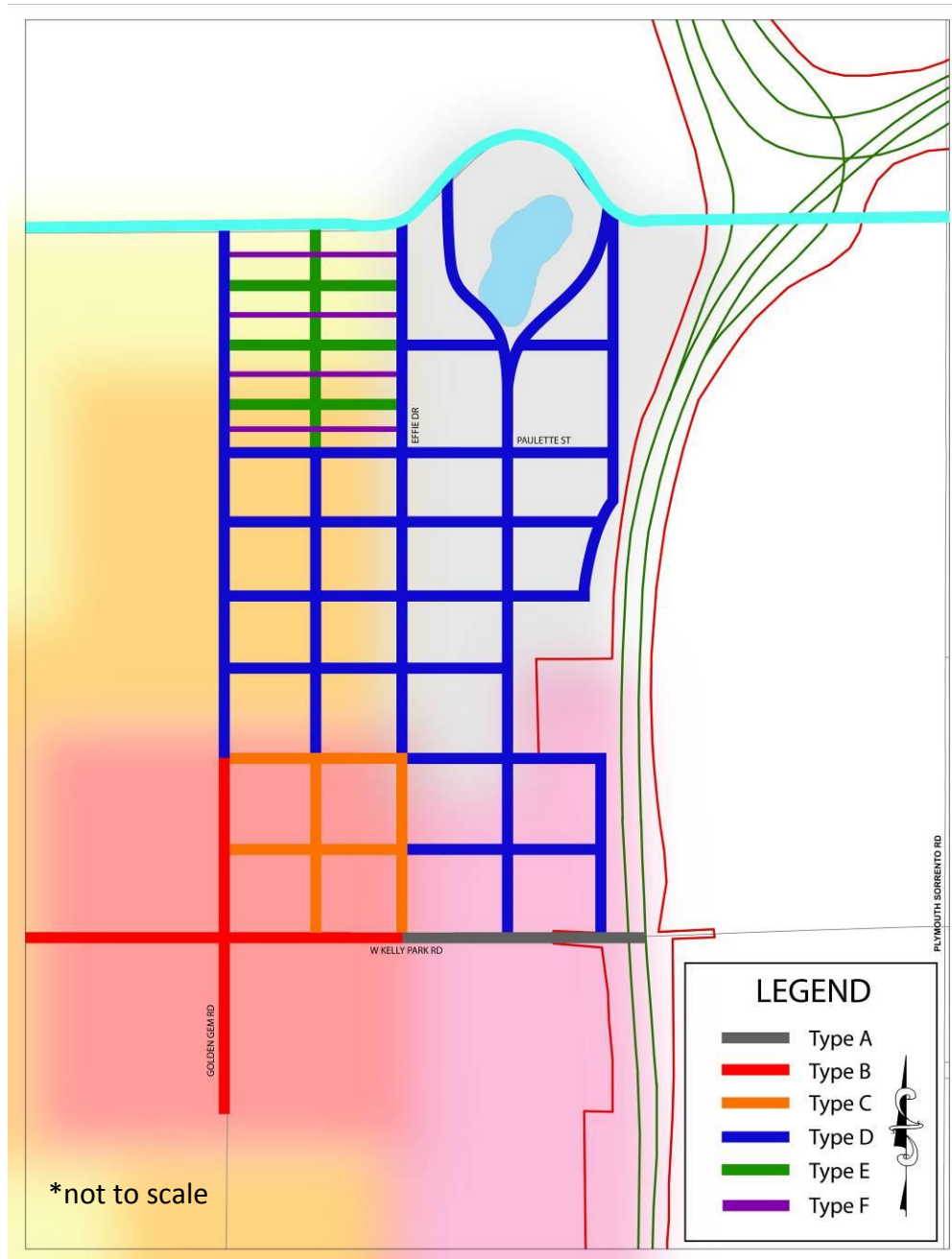
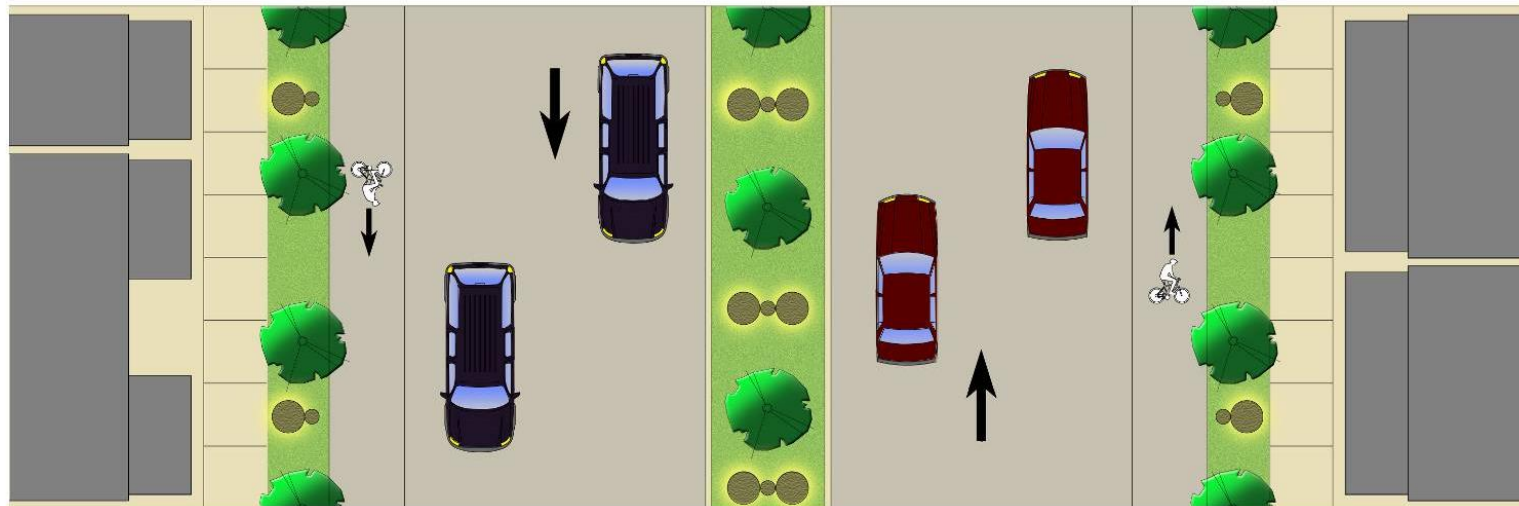
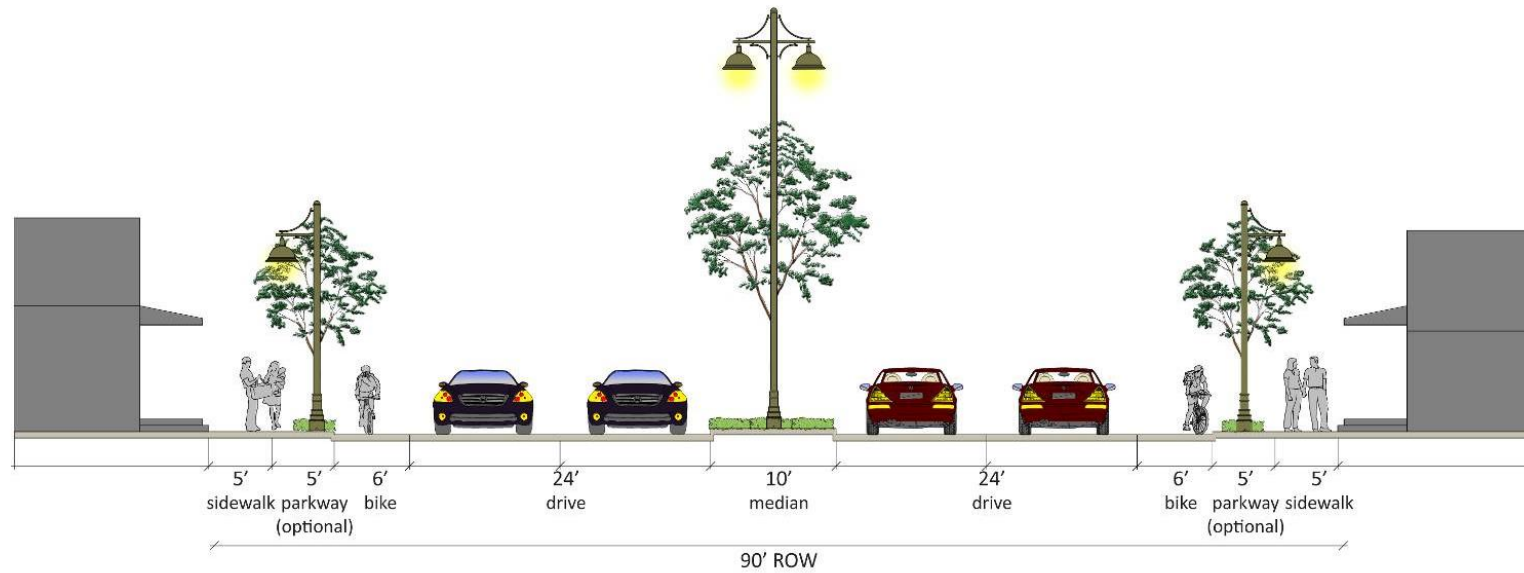


Table 12. Street Standards

Application	Type A (Gateway from Highway)	Type B (VC Access Streets)	Type C (VC Interior Streets)	Type D		Type E (Neighborhood)	Type F (Alley)
				Option 1 (No Parking)	Option 2 (with Parking)		
Character Zone	Interchange (Kelly Park Road from highway to Town Center)	Village Center (Kelly Park, Golden Gem, Plymouth Sorrento)	Village Center	Transition Interchange Employment Neighborhood	Transition Interchange Employment Neighborhood	Neighborhood	All
Design Speed	35 mph	30 mph	25 mph	25 mph	25 mph	25 mph	25 mph
Widths							
ROW Width	90'	90'	74'	60'	60'	60'	20'-24'
Traffic Lane/Width	4 lanes/12'	2 lanes/12'	2 lanes/11'	2 lanes/11'	2 lanes/11'	2 lanes/11'	2 lanes/8'-10'
Bicycle Lane	6'	6'	Sharrow	6'	6'	None	None
Parking Lane	None	Parallel: 9' wide with landscaped bulb outs at end of parking aisle.	Parallel: 7' wide with bulb outs at end of parking aisle.	None	Parallel: 8' wide (one side) with landscaped bulb outs at end of parking aisle (optional).	Parallel: 8' wide with landscaped bulb outs at end of parking aisle.	None
Center Median	10' min. with turn lane	10' min. with turn lane	None	None	None	None	None
Edges							
Curb Type	Type F	Type F	Type F	Type F	Type F	Type F	Ribbon
Corner Curb Radius (max.)(1)	50'	33'	15'	33'	33'	33'	NA
Planter Type/Width	Landscape Zone: 5' wide min.	Landscape Zone: 5' wide, or Tree Grates/ Wells: 4' min. width	Landscape zone: 7' min. Tree Grates: 4' min. width	Landscape Zone: 6' wide min.	Tree Grates/ Wells: 4' min. width	Landscape Zone: 6' wide min.	Landscape Zone: 2' wide min.
Landscape Type/ Spacing	Medium Canopy Trees at 40' Spacing	Medium Canopy Trees at 40' min. Spacing, Understory Trees at 20' min. Spacing	Medium Canopy Trees at 40' min. Spacing	Medium Canopy Trees at 40' min. Spacing, Understory Trees at 20' min. Spacing	Medium Canopy Trees at 40' min. Spacing	Medium Canopy Trees at 40' min. Spacing, Understory Trees at 20' min. Spacing	None

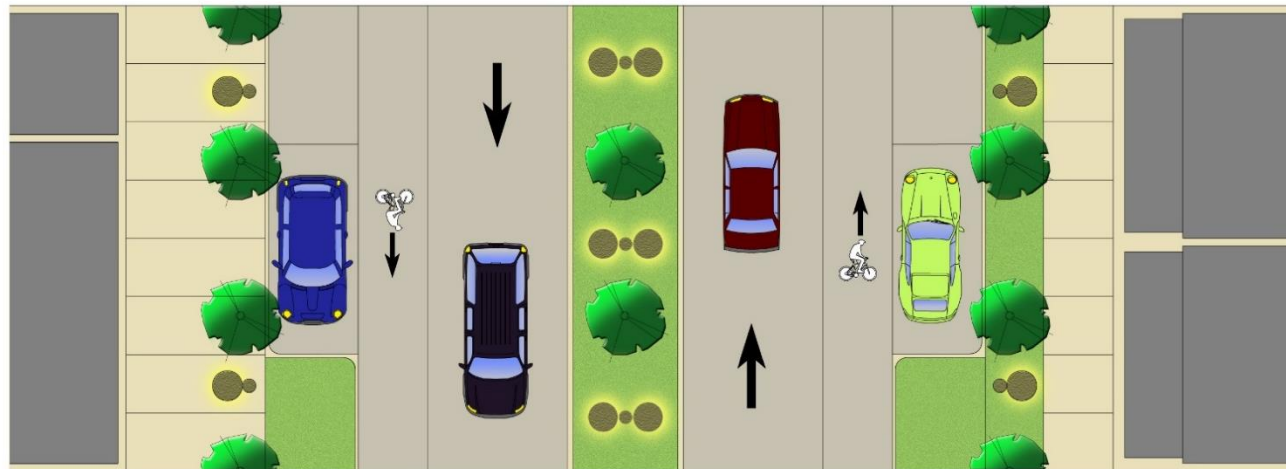
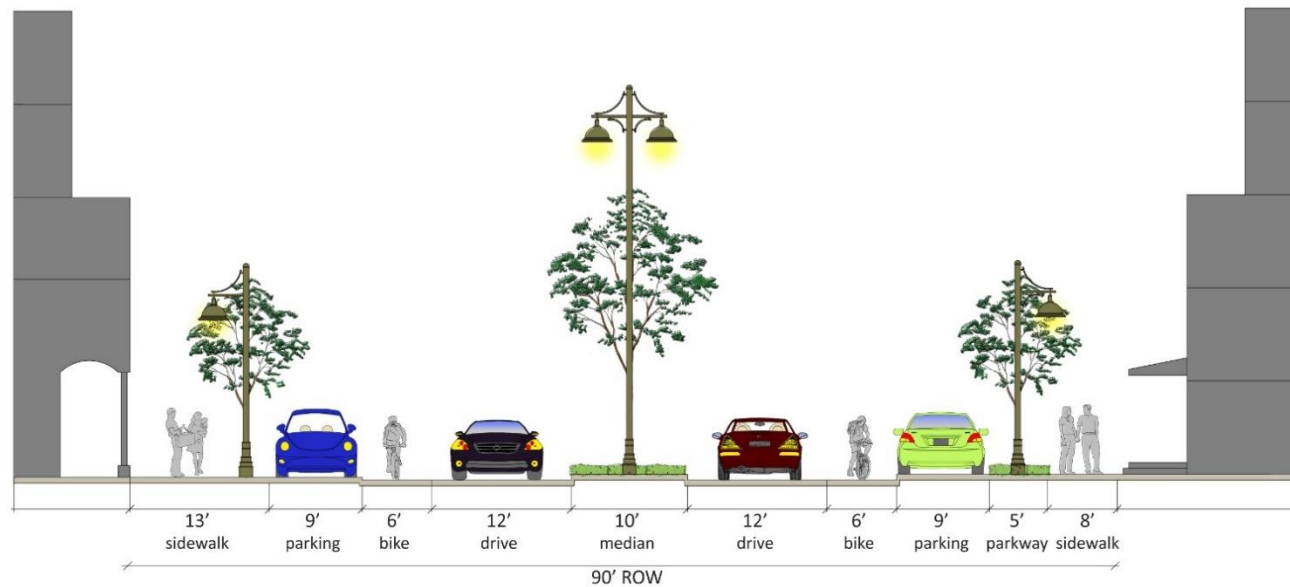
Application	Type A (Gateway from Highway)	Type B (VC Access Streets)	Type C (VC Interior Streets)	Type D		Type E (Neighborhood)	Type F (Alley)
				Option 1 (No Parking)	Option 2 (with Parking)		
Sidewalk	5' min.	8' min. with Parkway or 13' min. including Tree Grates	10' recommended; 8' min.	6' min.	5' min.	5' min.	None
Lighting	See Streetscape Standards						
Utilities							
Water	Under Bike Lane	Under bike lane or under parallel parking	Under bike lane or under parallel parking	Under Bike Lane	Under bike lane or under parallel parking	Under Parallel Parking Lane or as easement in front yards	Under Travel Lane
Reclaimed (opposite side of street from water)	Under Bike Lane	Under bike lane or under parallel parking	Under bike lane or under parallel parking	Under Bike Lane	Under bike lane or under parallel parking	Under Parallel Parking Lane or an Easement in Front Yards	Under Travel Lane
Sanitary Sewer	Under Travel Lane	Under Travel Lane	Under Travel Lane	Under Travel Lane	Under Travel Lane	Under Travel Lane	Under Travel Lane
Dry Utilities (cable, electric, phone)	Under sidewalk	Under sidewalk	Under sidewalk	Under sidewalk	Under sidewalk	Under sidewalk	Under sidewalk

Figure 56. Street Type A (Gateway from Highway)



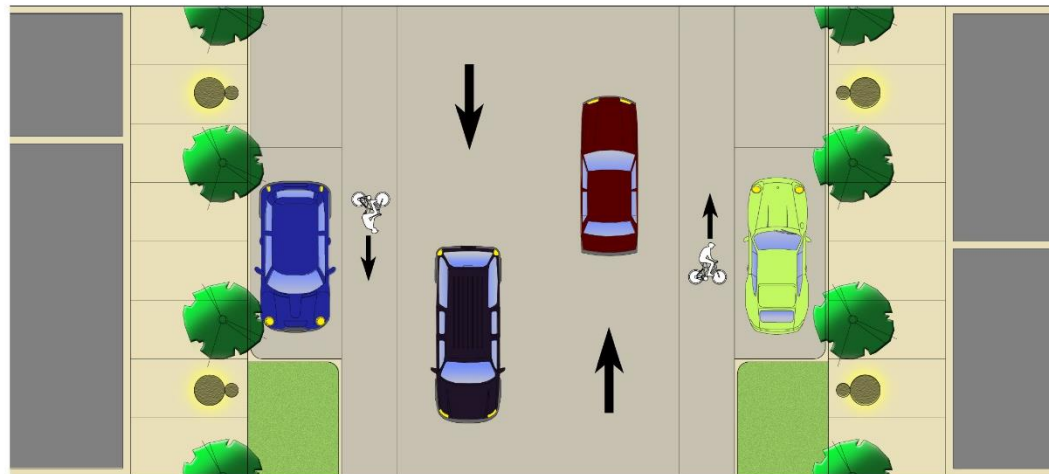
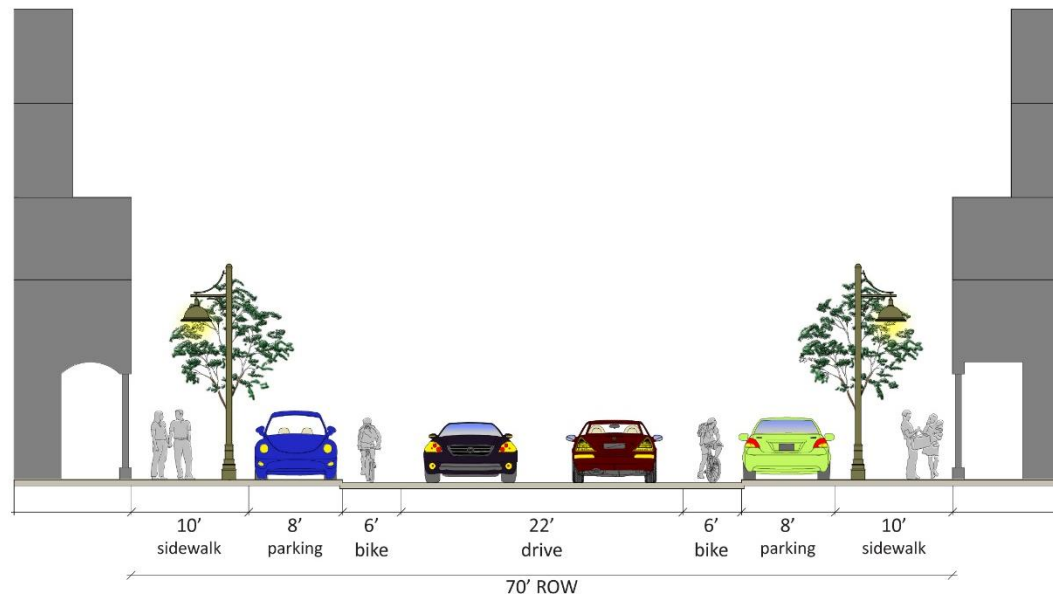
NOT TO SCALE

Figure 57. Street Type B (Village Center Access Streets)



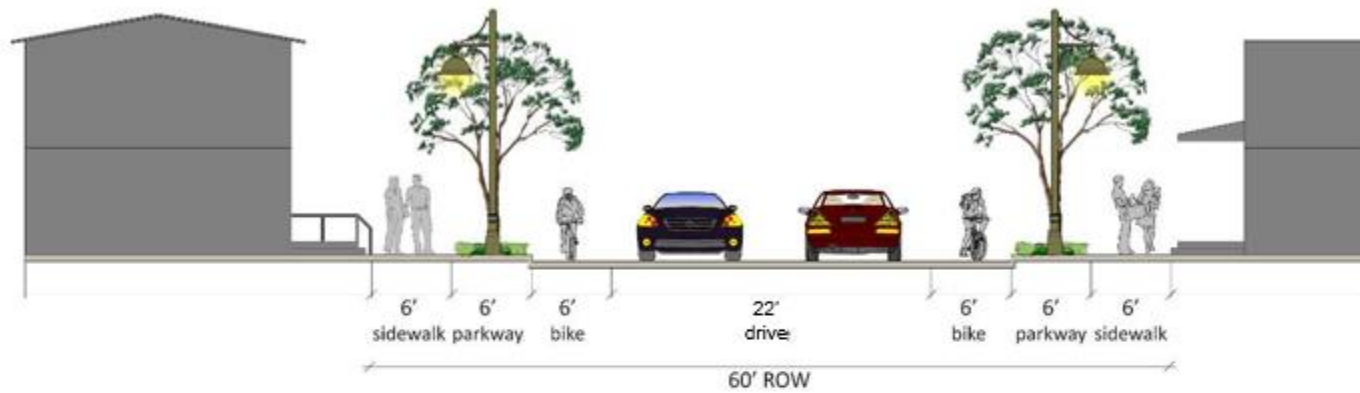
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Figure 58. Street Type C (Village Center Interior Streets)



NOT TO SCALE

Figure 59. Street Type D (Transition Areas Option 1)



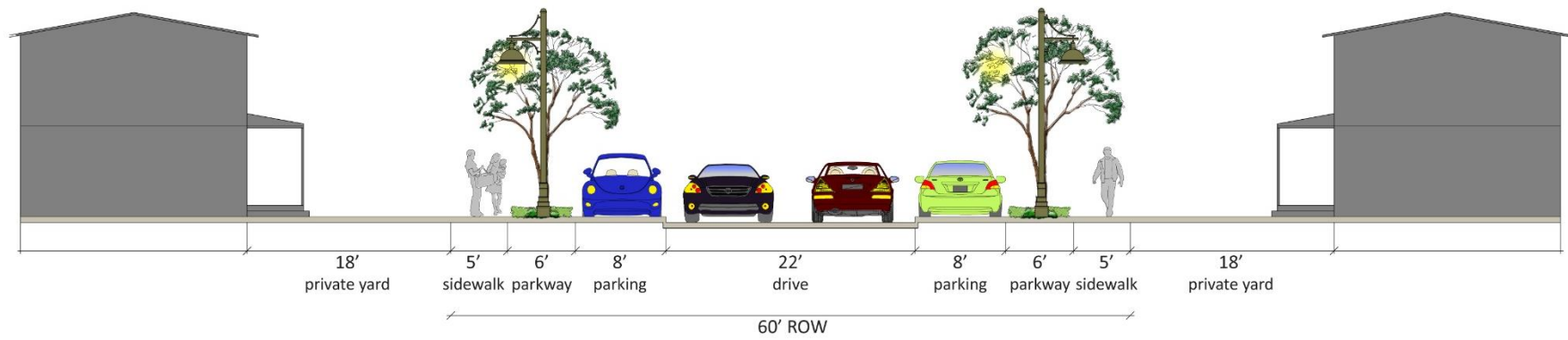
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Figure 60. Street Type D (Transition Areas Option 2)



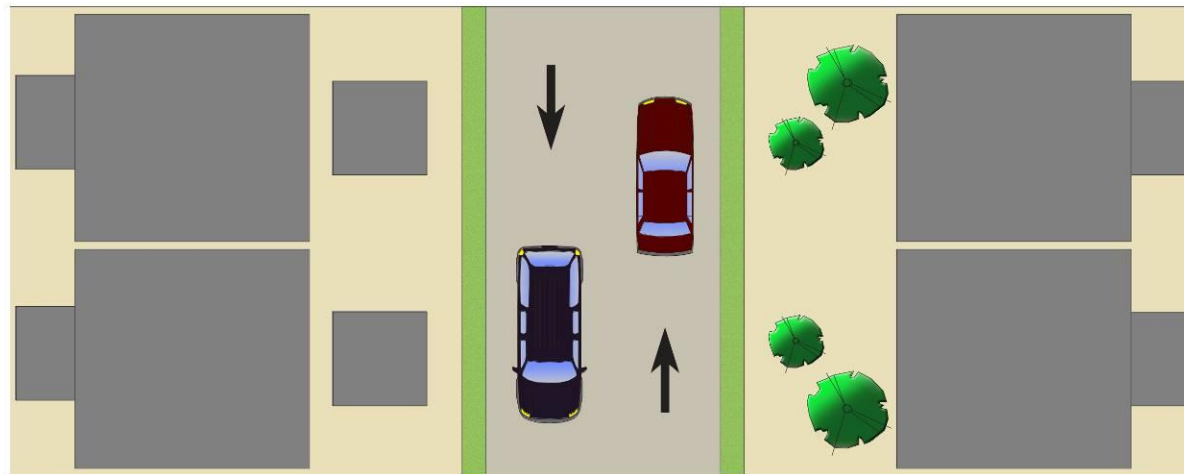
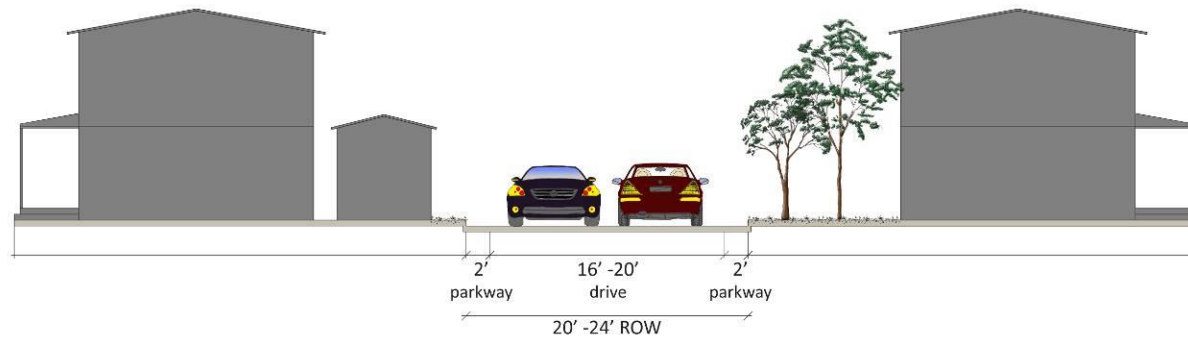
NOT TO SCALE

Figure 61. Street Type E (Neighborhood)



NOT TO SCALE

Figure 62. Street Type F (Alley)



NOT TO SCALE

3. Improvements within the Public Zone

The configuration of the landscape zone and sidewalk, as well as the installation of lighting, landscaping and tree furniture within the landscape zone, are the responsibility of the applicant in conjunction with the development of a site. The following sections contain specifications for street furniture and landscaping. These are the preferred alternatives, but other designs and specifications may be approved through the site plan review process as long as the alternative designs are compatible with the recommended alternatives.

a. Landscape Zone Design

The design of the landscape zone varies depending on the street type as follows.

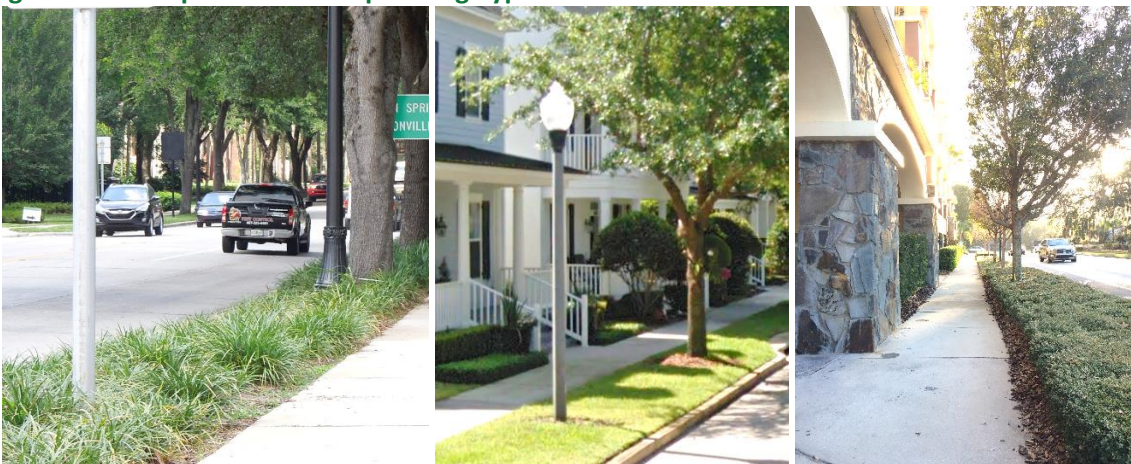
- i. Along Type B and C streets, the landscape zone shall be used to expand the sidewalk. Therefore, trees shall be planted within round or square black tree grates. Raised planters or planter boxes may also be approved through the site plan review process.

Figure 63. Examples of Landscape along Type B and C Streets



- ii. Along all other streets, the landscape zone shall be used to buffer the pedestrians from the vehicular traffic. Therefore, sod, shrubs, ground cover and/or accent plants and street trees shall be planted within the landscape zone. If sod is approved, it shall not exceed twenty-five (25%) of each landscaped area.

Figure 64. Examples of Landscape along Type B and C Streets



- iii. Along streets which currently have swales (not allowed on new streets), the street trees may be moved to the front yard of the private property.

b. Street Trees

- i. A four-(4) inch canopy tree (minimum caliper at planting) shall be planted every forty (40) feet on center in the landscape zone and central median.
- ii. There shall be a minimum of twenty-five (25) square feet of mulch around each tree, unless a tree well is used.
- iii. Tree grates/wells, where allowed, shall be at least four (4) feet wide.
- iv. The recommended street trees include D. D. Blanchard Magnolia, Live Oak Cultivar and palm trees. Alternative species may be approved through the site plan review process.
- v. Palm trees shall be limited to forty (40) percent of the total tree requirement.

c. Sidewalks and Crosswalks

Construction specifications for public sidewalks can be requested from City of Apopka Engineering Department. Sidewalk and crosswalks within the right-of-way shall also meet the following standards:

- i. Crosswalks are required at all intersections, except where Type E streets intersect with other Type E streets or alleys.
- ii. For intersections along Type B and C streets, the crosswalks shall be marked with stamped asphalt (antique red brick color). All other streets shall have, at minimum, painted crosswalks consistent with FDOT standards.

d. Street Furniture

Street furniture includes benches, waste receptacles, and bike racks. Developers will be required to provide the required street furniture along all streets within and peripheral to their project. It shall be the property owners' responsibility to ensure proper maintenance of the street furniture in the public right-of-way adjacent to their property.

- i. General Regulations - The following standards apply to streets and public areas in all character zone within the Regulating Plan area, with the exception of Transition and Neighborhood character zone streets:
 - (a) Figure 65 shows examples of the street furnishing style to be used along all public streets and open spaces.

Figure 65. Street Furniture Samples



- (b) Developers are encouraged to place the required bike racks within the public right-of-way between the curb and required sidewalk. The bike rack shall be set perpendicular to the street so that parked bicycles do not impede pedestrian circulation. Required bike parking may also be installed within public open spaces. Required bike parking may be consolidated into a single location between neighboring property owners within a block face.
- (c) There shall be one (1) waste receptacle and one (1) bench at each corner in the Village Center and Interchange character zones.
- (a) In addition to the corner waste receptacle and bench, one (1) more bench and one (1) more waste receptacle shall be provided mid-block within the Village Center. They shall be located on the street side of the sidewalk and the bench shall be shaded.

e. Street Lighting

Lighting shall address both pedestrian as well as vehicular areas and shall be appropriately designed for the width of the roadway, as follows:

i. General Regulations

- (a) Street lights shall be installed in all character zones. Pedestrian lighting is also required in the Village Center, Transition and Employment character zones.
- (b) Street and pedestrian lighting shall be placed between the curb and required sidewalk.
- (c) All lights shall have Dark Sky optics and cut-off luminaries to reduce light pollution.
- (d) Alternating pedestrian lights shall feature twin banner arms in the Village Center and Interchange character zones. The banners could be seasonal in nature or used to promote public events.
- (e) Double head streetlights may be placed in the landscaped median.
- (f) The applicant shall work with Dule Energy to obtain the following type of street lights:

	Street Lights Duke Energy: Fixture: Clermont Pole: Promenade (25' for pedestrian lighting; 35' for street lights) Color: Black www.duke-energy.com 
---	---

- ii. Two Lane Roads
 - (a) Decorative street lamps are to line both sides of the street at a spacing to achieve 0.6 average foot-candles of illumination.
 - (b) Light poles shall not exceed twenty-five (25) feet in height.
- iii. Four Lane Roads
 - (a) Decorative street lamps are to line both sides of the street at a spacing to achieve 1.5 average foot-candles of illumination.
 - (b) Light poles shall not exceed thirty-five (35) feet in height.

Figure 66. Conceptual Streetscape Diagram

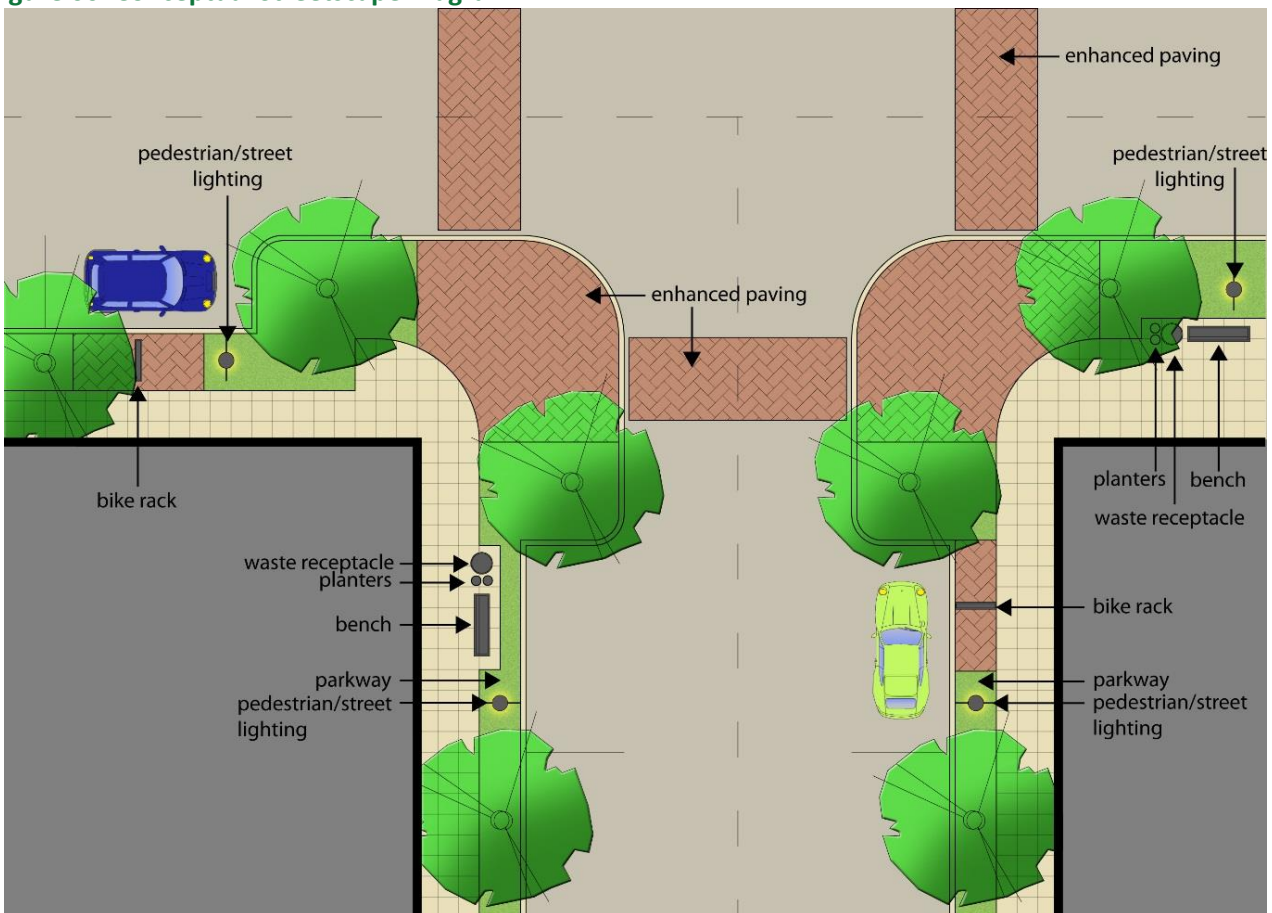


Diagram not to scale

Q. Open Space Requirements

Open space includes active and passive outdoor recreational areas designed to be used by the general public. Open space shall be provided in each character zone. Table 13 lists the minimum acreage and the types of open space that must be allocated within each character zone. The required acreage is calculated per zone but shall be applied to each parcel unless a common area exists or is provided to meet the requirement for the entire zone. The City maintains a database of specific acreage to ensure character zone minimums are

maintained. The acreage can be implemented as a series of smaller interconnected open spaces as described in the next section. The design of open spaces, including the landscaping and furnishing, shall be consistent with the character of the zones in which they are located as shown in Table 13.

Table 13. Required Civic Space Acreage

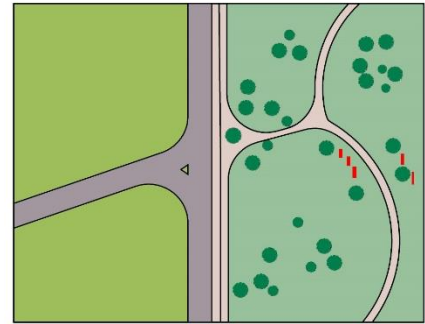
	Village Center	Employment	Interchange	Transition	Neighborhood
Minimum Acreage of Open Space Required (% of character zone area)	10%	20%	15%	15%	20%
Park		X			X
Green	X	X	X	X	X
Square	X	X		X	X
Plaza	X	X		X	
Playground				X	X

1. Park

A natural preserve available for unstructured recreation consisting of paths, trails, meadows, benches, woodland, and open shelters, all naturalistically disposed.

- Parks are often irregular in shape, but may be linear to follow natural corridors.
- Parks must front on at least one street.
- The minimum recommended size shall be 15 acres.

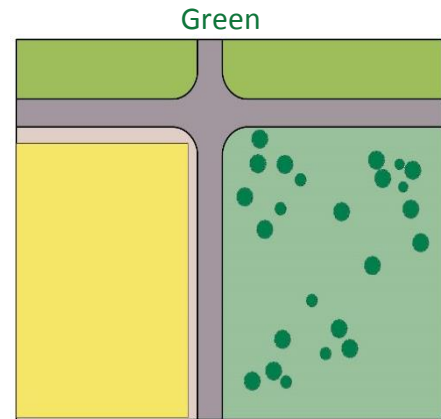
Park



2. Green

An open space for unstructured recreation. Greens consist of lawns, trees, paths, benches, and open shelters, all informally arranged.

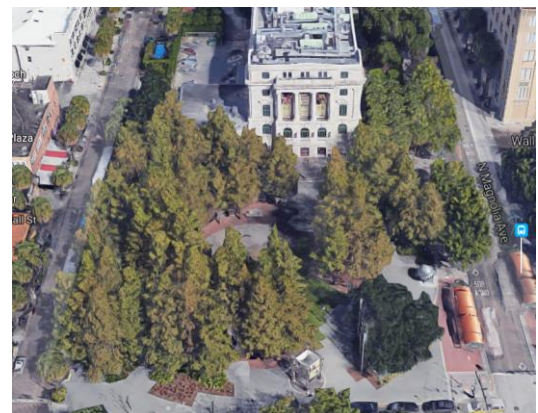
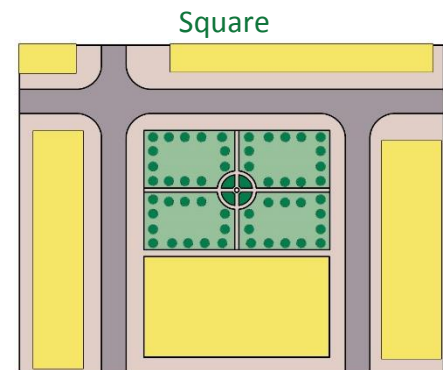
- Greens may be spatially defined by landscaping rather than building frontages.
- Greens must front on at least two streets.
- The minimum recommended size shall be 2 acres and maximum recommended size shall be 15 acres.



3. Square

An open space for recreation and civic purposes consisting of paths, lawns, and trees, all formally arranged. A square is spatially defined by abutting streets and building frontages.

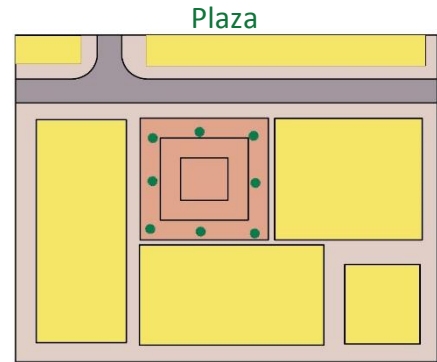
- Squares shall be located at the intersections of important thoroughfares.
- Squares must front on at least 2 streets.
- The minimum recommended size shall be 1 acre and the maximum recommended shall be 5 acres.
- Façades facing the square should have at least forty (40) percent of their first floor's primary façade in transparent windows.



4. Plaza

An open space for commercial and civic purposes consisting primarily of paved surfaces. A plaza is spatially defined by building frontages.

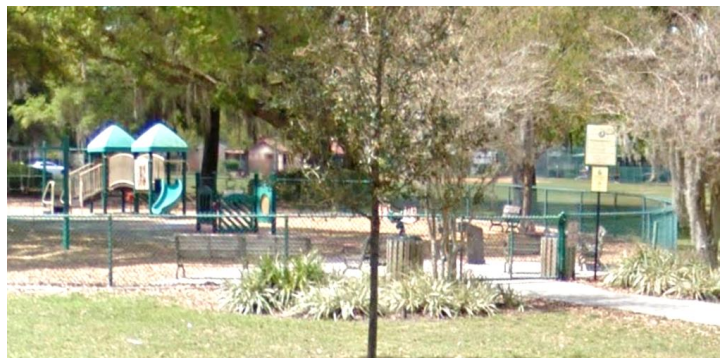
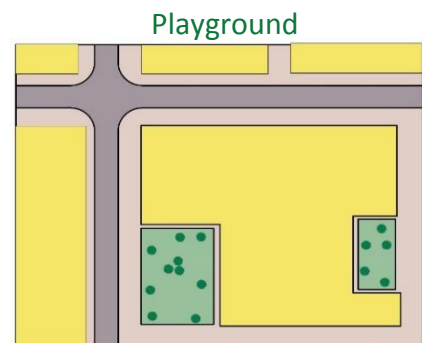
- a. Plazas shall be located at the intersections of important streets.
- b. Plazas must front on at least 1 street.
- c. The minimum recommended size shall be one quarter of an acre and the maximum recommended shall be 2 acres.
- d. Façades facing the plaza should have at least forty (40) percent of their first floor's primary façade in transparent windows.



5. Playground

A fenced open space designed and equipped for the recreation of children.

- a. Playgrounds shall be located within walking distance of surrounding neighborhoods.
- b. Playgrounds may be freestanding or located within parks and greens.
- c. There are no minimum or maximum size requirements.



R. Development Bonuses and Transfer of Development Rights

Developments in the Kelly Park Interchange Form-Based Code area may be eligible for building height and/or intensity/density bonuses and for transfer of development rights (TDR). The maximum densities, intensities and height possible through bonuses and TRDs are stated in Tables 4 and 5.

1. Bonuses.

Development projects within the Kelly Park Interchange Form-Based Code area that meet all the standards contained in this document may be eligible to achieve the additional building height and/or density and/or intensity noted in Tables 4 and 5 as follows. Development sites may receive more than one bonus. However, the density, intensity and height shall be not exceed the maximum noted in Tables 4 and 5.

- a. *Mixed-Use.* Developments that include a *vertical* mix of residential and commercial or office may be entitled to the maximum density and intensity allowed with the bonus, and an additional floor for every floor used for non-residential use. The residential portion shall include at least 6 residential units to qualify for the bonus, the non-residential portion shall occupy at least 75% of each floor used to obtain the bonus.
- b. *Public Open Space & Amenities.* Developments that include public open space (urban plaza or park) at least 3,000 square feet or larger are entitled to the maximum density and intensity allowed with bonus, and one (1) additional floor above the permitted base height for every 1,500 square feet of public open space provided. The urban plaza or park shall not be enclosed, shall be easily accessible by the public, include amenities (landscaping, hardscaping, and furnishing), and be privately-owned and maintained, but open to the public.
- c. *Parking garages.* If located below or above the residential, commercial or office space, the development may be entitled to one (1) additional floor for each floor of parking garage. See Section G.4 for parking garage standards.

2. Transfer of Development Rights.

All or some of the development potential of a site within the Kelly park Interchange Form-based Code area may be transferred to another site also within the Form-Based Code area, whether they are within the same character zone or not. The applicant will be required to record a legal document restricting the future development of the sending site. The applicant shall also be required to prepare a management plan for the sending site specifying the plan for the future use, maintenance and ownership of the site.

3. Location Restriction.

Developments utilizing the bonus system or receiving the transfer of development rights shall not have any buildings located within 100 feet from a neighborhood character zone or single-family residentially-zoned property.

4. Review and Approval.

Requests for bonuses or TDRs do not require a separate application. They shall be noted on the site plan, and shall be reviewed concurrently with the overall concept development plan, to ensure all other requirements of the Code, including the requirements of this Chapter, are met. Applicants requesting approval of bonuses and TDRs are still eligible to apply for variances and modification of standards, but under separate application.

S. Definitions

The following definitions are provided to complement the definitions found in the Land Development Code.

Awning: A sheltering screen, usually of canvas fabric, supported and stiffened by a rigid frame, extending over or before any place which has windows, doors, outside walks or the like, and providing shelter or protection against the weather.

Big Box Development: A retail and/or wholesale commercial establishment (store) with more than seventy-five thousand (75,000) square feet of gross floor area, which may include a home improvement center or a membership warehouse club.

Bike Lane: A portion of a roadway which has been designated by signing and paving markings for the preferential or exclusive use by bicycles.

Block: A group of lots existing within well-defined and fixed boundaries, usually being an area surrounded by streets or other physical barriers and having an assigned number, letter, or other name through which it is identified.

Block Face: That portion of a block which abuts an individual street.

Common Area: Any part of a development designed and intended to be used in common by the owners, residents or tenants of the development. These areas may contain such complementary structures and improvements as are necessary and appropriate for the benefit and enjoyment of the owners, residents or tenants.

Community Center: A building used for recreational, social, educational and cultural activities, usually owned and operated by a public or non-profit group or agency.

Connection (Vehicular): A driveway, street, turnout, or other means of providing for property access to or from a street or another property. For the purpose of access, two one-way connections to a property may constitute a single connection.

Drive-Through Facility: Any use which by design, physical facilities service or procedure encourages or permits customers to receive services, obtain goods or be entertained while remaining in their motor vehicles. This term includes "drive-in" and "drive-up" facilities.

Dwellings, Attached (Townhouse/Row house): A housing unit which is subdivided into one or two family housings, each of which has at least its own front or rear yard and is attached to abutting housings by approved masonry party or partition walls, thus creating distinct and non-communicating one or two family housings. For the purpose of this code, attached dwellings are classified as multi-family.

Dwellings, Multi-Family: Any group of three or more housing units occupying a single building site, whether composed of one or more than one principal building.

Easement: Any strip of land for public or private utilities, drainage, sanitation, access, or other specified uses having limitations, the title to which shall remain in the name of the property owner, subject to the right of use designated in the reservation of the servitude.

Façade: Exterior wall of a structure.

Facade – Primary: The exterior wall(s) of a structure that face a public right-of-way. A building on a corner lot has two primary facades.

Façade - Secondary: The exterior wall(s) of a structure that do not face a public right-of-way.

Lot Frontage, Primary: That side of the lot abutting a street along the narrow dimension of the lot.

Lot Frontage, Secondary: That side of the lot abutting a street which is not the primary frontage.

Lot Line (or Property Line): Any legal boundary of a lot. Where applicable, the lot line may coincide with the right-of-way line.

Massing: The width, volume and proportions of a building and its parts.

Museum (or Art Gallery): A building or structure used for the housing and display of historical objects, artifacts and visual arts.

Parapet: A low, protective wall constructed as the continuation of the exterior wall to a building and placed along the entire perimeter of the roof of a building.

Parking Aisle: An area within a parking facility intended to provide ingress and egress to parking spaces.

Parking, off-street: An independently accessible off-street storage space, either outside or within a structure, for the parking of motor vehicles.

Parking Facility: Any off-street area or structure for the parking of motor vehicles.

Parking Lot: An off-street, ground-level area for the parking of motor vehicles.

Pedestrian Access: An improved surface which connects the public right-of-way with private property or a building entrance.

Principal Use or Structure: The primary or predominant use or structure of any lot, as distinguished from accessory uses and structures.

Primary Street: The main street with which a building fronts regardless of the postal address of the property.

Public Use: This shall include community centers, meeting halls, recreation centers, clubhouses, schools, public libraries, religious institutions museums and galleries. Performing arts auditoriums and facilities, and municipal or government buildings.

Public Open Space Use: A landscaped or naturalistic area used primarily for passive recreation, active recreation, visual amenity or for purposes of environmental conservation. These uses include: parks, plazas, squares, greenspaces, pedestrian and bicycle pathways, outdoor recreation facilities, wetlands, woodlands, and native plant community conservation areas and preserves, public parks, and stormwater facilities that are visual amenities. An Open Space Use is accessible to all residents. An Open Space Use does not include uses requiring membership. An Open Space Use may be privately owned, owned in common, or publicly owned.

Recreation, Indoor: Any premises (whether public or private) where the principal use is the provision of indoor amusements, sports, games, athletic facilities, or other indoor recreational facilities and/or services except shooting ranges.]

Recreation, Outdoor: Any premises (whether public or private) where the principal use is the provision of outdoor amusements, sports, games, athletic facilities, or other outdoor recreational facilities and/or services except golf courses. For the purpose of this code, this term includes miniature golf, go-cart tracks, and water slides; but does not include golf courses.

Retail, General: Any premises where the principal use is the sale of merchandise in small quantities, in broken lots or parcels, not in bulk, for the use or consumption by the immediate purchaser. This shall include but shall not be limited to apparel, shoes, appliances, art supplies, automotive supplies, camera

and photography supplies, furniture, guns and ammunition, hardware supplies, toys, crafts, jewelry, lawn and garden supplies, retail nurseries, musical instruments and supplies, office equipment, office supplies, paint, wallpaper, pets, stereos, televisions, florists, tobacco shops, candy, nut and confectionery shops, sporting goods, trading stamps and redemption outlets.

Retail, Neighborhood: Any establishment, or groupings thereof which generally serve the day-to-day retail needs of a residential neighborhood which shall include but shall not be limited to food stores, convenience stores, drug stores, liquor stores, newsstands, bakeries, delicatessens, dairy product stores, meat and seafood shops, and produce markets

Roof Line: The juncture of the roof and the perimeter wall of the structure.

Financial Institution (or Bank): Any premises where the principal use is concerned with such activities as banking, savings and loans, loan companies or investment companies.

School: A facility used for education or instruction in any branch of knowledge, and including the following: elementary, middle, and high schools, whether public or private; colleges, community colleges and universities, vocational and professional schools giving instruction in vocational, professional, technical, industrial, musical, dancing, dramatic, artistic, linguistic, scientific, religious or other special subjects.

Service, Business: Any establishment offering primarily services to the business community and to individuals. Such services shall include but shall not be limited to advertising agencies, blueprinting services, interior cleaning services, computer and data processing services, detective agencies and security services, insurance agencies, management consulting and public relations services, news syndicates, personnel services, photofinishing laboratories, photography, art and graphics services, financial services (other than banks), and printing services with no use or storage of noxious chemicals apparent off-site (printing services using noxious chemicals are classified as an Light Industrial)..

Service, Personal: Any establishment that primarily provides services generally involving the care of a person or a person's apparel which shall include but shall not be limited to barber shops, beauty salons, seamstress shops, shoe repair and shining shops, coin operated laundry, optician shops, tanning salons, health clubs, diet centers, nail salons, pick-up dry cleaners and pet grooming shops.

Square: A landscaped open area bounded on at least two sides by a public right-of-way. A Square shall be located adjacent to the Village Center or inside the Village Center. A Square shall provide pedestrian use, passive recreation, and visual amenity use only; active recreation uses are prohibited.

Street Wall: A wall continuing the building volume along a street to screen areas such as parking lots, and to frame public areas such as courtyards and cafes.

Theater: A building or part of a building where the principal use is the showing of motion pictures, or of dramatic musical or live performances.

Transit Centers: Places where people change between vehicles or transportation modes (i.e. bus stations, airports, train stations). The Centers may include limited support retail uses.

Transit Oriented Development A development that makes provision for transit in the design of the site plan. The design may include provisions for bus turning radii, pavement that can support the weight of transit vehicles, limiting conflicts between pedestrians and transit vehicles and between general traffic and transit vehicles, and facilitating walking between buildings and transit stops. Other factors that may be considered include review of internal roadway and parking area, building placement, garage clearances, as well as recommendations on bus zones, shelter, awnings, lighting fixtures and other improvements.

Vehicle: Any device or conveyance for transporting persons or property over the public streets, including, but not limited to, any automobile, motorcycle, motor truck, trailer, van, semi-trailer, tractor-trailer combination and boat or boat trailer.

Vehicle Service Station: Any building, structure or land used for automotive maintenance, servicing, repair, tune-ups, car washing, or towing.

Vehicle Service, minor: A retail business selling motor vehicle fuels, related products and providing vehicle services. Body work is not permitted.

Vehicle Service, major: A retail business selling motor vehicle fuels, related products and providing vehicle services, including body work.

Vehicular Use Area: An area used for the display or parking of any and all types of vehicles and equipment, whether self-propelled or not, and all land upon which vehicles traverse the property as a function of the principal use.

Yard, Street Side: A yard extending across the side of a corner lot between the rear line of the front yard and the front line of the rear yard, and between the principal building and the street right-of-way line, and being the minimum horizontal distance between the principal building or any projections thereof other than the projections of uncovered steps, uncovered balconies or uncovered porches, to the right-of-way line.

APPENDIX A: ARCHITECTURE

The following pages show modern day examples of buildings inspired by the architectural styles mentioned in Section H.1.

FRAME VERNACULAR



CRAFTSMAN/BUNGALOW



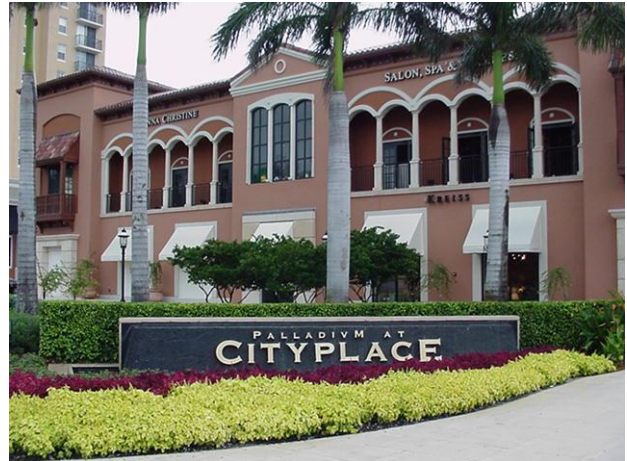
MISSION



MEDITERRANEAN



ITALIANATE



NEO-CLASSICAL



Backup material for agenda item:

4. MU-KPI, Mixed Use Kelly Park Intersection Zoning District

PROPOSED LDC AMENDMENT TO ESTABLISH THE NEW MIXED-USE – KELLY PARK INTERCHANGE ZONING DISTRICT

Add new Section 2.02.21 to Article II of the Land Development Code as follows:

ARTICLE II - LAND USE: TYPE, DENSITY, INTENSITY

2.02.20. - Mixed-Use Districts (Mixed-CC and Mixed-EC).

2.02.21. Mixed-Use – Kelly Park Interchange District (Mixed-KPI)

A. Purpose.

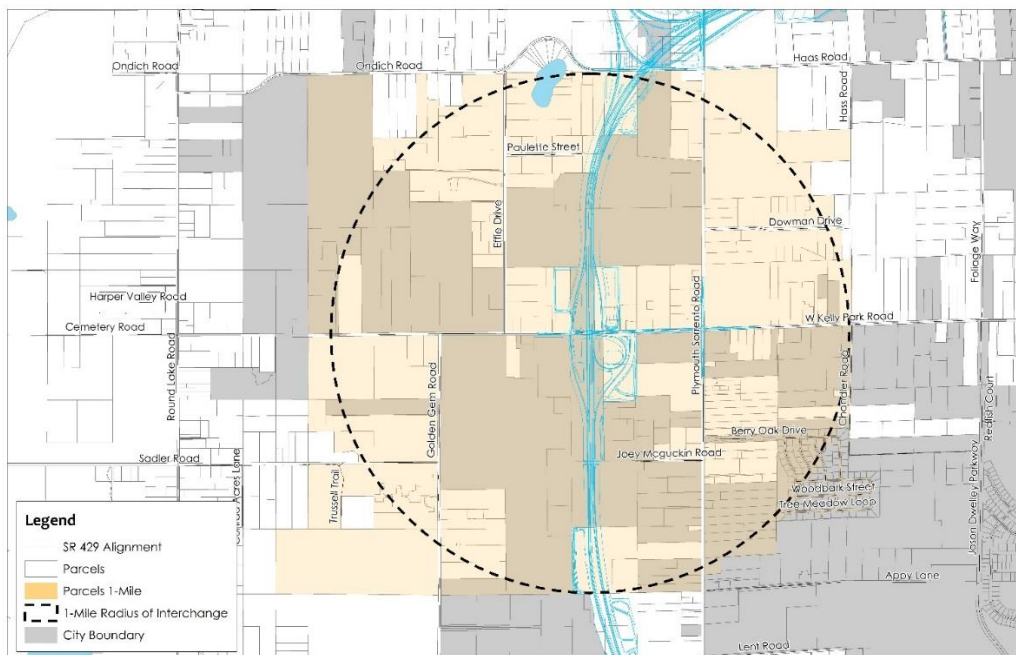
The purpose of the Mixed-KPI zoning district is to accommodate future development around the Kelly Park Interchange in a way that concentrates the more urban, intense development around two nodes near the interchange (Kelly Park Road/Golden Gem Road and Kelly Park Road/Plymouth-Sorrento Road) and provides a gradual transition to less dense development in the surrounding area.

B. Applicability.

All properties in the vicinity of the Kelly Park Interchange having a Mixed-Use future land use designation are required to rezone to the Mixed-KPI zoning district or Planned Development (PD) prior to receiving any development approvals from the City.

Sites that are (wholly or in part) within one mile of the Kelly Park interchange (see [Figure 1](#)) are not eligible to rezone to PD and shall comply with the Kelly Park Interchange form-based standards, adopted by the City on [2017](#).

Figure 1. Parcels Subject to the Kelly Park Interchange Form-Based Code



C. Permitted Uses.

Table 1 lists the uses that are allowed in the Mixed-KPI district. P indicates the use is permitted by right, SE uses require Special Exception approval, and N means the use is not allowed. Uses shown with an asterisk are only allowed as part of a mixed use development located at the intersection of collectors and/or arterials. The Special Exception review determine if the location for such use/mix of uses is appropriate. Mitigation strategies may be used to ensure compatibility of uses.

Whenever there is any uncertainty as to the classification of a use, the Community Development Director shall determine the classification, if any, within which the use falls, based on its characteristics and similarity to other uses in the district. If a use has characteristics similar to more than one classification, the use shall be construed as the classification having the most similar characteristics. In the event that a particular use is determined not to be within an allowed defined use, then the particular use shall be prohibited.

Uses that require Special Exception approval shall also meet the requirements of **Section 2.02.00.B.5**, except when different standards are specifically prescribed in this section.

Table 1: Uses Allowed in the Mixed-KPI Zoning District.

<u>USES</u>	
<u>AGRICULTURAL, SILVICULTURAL, AND OTHER</u>	
Animal boarding (soundproof kennels)	<u>N</u>
<u>CIVIC, NONPROFIT AND INSTITUTIONAL</u>	
Art gallery, museum, & other cultural facilities.	<u>SE*</u>
Cell Towers (See Ch. 75)	<u>SE*</u>
Church, convent or parish house	<u>SE*</u>
Community center/civic clubs	<u>SE*</u>
Hospitals	<u>N</u>
Public use (library, post office, municipal offices, and similar uses)	<u>SE*</u>
Public utility service facilities	<u>SE</u>
<u>EATING, DRINKING AND ENTERTAINMENT</u>	
Bar, lounge, tavern	<u>N</u>
Nightclub (Discotheque)	<u>N</u>
Restaurants	<u>SE*</u>
Restaurants with drive-up or drive-through facilities	<u>N</u>
<u>EDUCATIONAL FACILITIES/TRAINING</u>	
Child care facilities	<u>SE*</u>
Schools – higher education (incl. vocational & trade)	<u>SE</u>
Schools – elementary, (public & private)	<u>SE</u>
Schools – middle, high (public & private)	<u>SE</u>
<u>INDUSTRIAL</u>	
Manufacturing, light (incl. electronic assembly)	<u>N</u>
Mini-warehouses	<u>N</u>
Warehousing and wholesaling	<u>N</u>
<u>OFFICE, MEDICAL AND PROFESSIONAL</u>	
Financial institutions	<u>N</u>
Laboratories (research, medical & dental) and clinics	<u>N</u>

USES	
Outpatient Care Facilities	N
Professional, medical & business office/studios	SE*
Veterinary clinic/hospital	N
RECREATION AND TOURISM	
Arts, performing arts and craft studios	N
Bed and breakfast	N
Fitness centers or gymnasium	SE*
Hotels	N
Motels	N
Parks & recreational facilities (private)	SE*
Recreation indoors (bowling alley, billiards and similar uses)	N
Recreation outdoors (tennis, paintball or similar uses)	SE*
Theatre – movie, plays	N
RESIDENTIAL	
Assisted living facility	SE*
Community residential home (7 to 14 residents)	SE*
Dwellings, multi-family (includes attached dwellings)	SE*
Dwellings, single-family (detached)	P
Dwellings, duplex	SE
Live-Work Units	N
Nursing homes	SE*
RETAIL SALES AND SERVICES	
Outdoor/sidewalk sales (vending, carts, etc.)	N
Parking (garage/surface) as a principal use	N
Retail, general	N
Retail, neighborhood	SE*
Service, business	SE*
Service, personal	SE*
Transit Centers (including accessory light retail)	SE*
VEHICLE SALES AND SERVICES	
Service stations/car wash establishments	N
Vehicle service (minor)	N
Vehicle service (major)	N
Vehicle sales and rental	N

D. Development Standards.

The dimensional standards listed in [Table 2](#) shall be applicable to development in the Mixed-KPI district. The dimensional standards for properties within one (1) mile from the interchange area are contained in the Kelly Park Interchange Form-Based Code.

Table 2. Mixed-KPI Development Standards

<u>DEVELOPMENT STANDARDS</u>	<u>Mixed-WPI</u> <u>(Outside the Kelly Park FBC Area)</u>
<u>Intensity (FAR)(min/max)¹</u>	<u>0.05/0.5</u>
<u>Density (units per acre)(min/max)</u>	<u>1/5</u>
<u>Open Space (min)</u>	<u>20%</u>
<u>Building Height (feet)(max)</u>	<u>35 ft.</u>
<u>Yard Setbacks (feet)(min)</u> <u>Front/Street</u>	<u>15</u>
Side	<u>7.5</u>
Rear	<u>20</u>

NOTES:

¹ Calculated by development site, not individual lots.

E. Mix of Uses

1. **District-wide.** Policy 3.1.r of the Future Land use Element of the Comprehensive Plan established the following mix of uses for the Mixed-Use WPI future land use category. The percentages, which are to be measured using site acreage (as opposed to building size), must be calculated for the entire KPI zoning district, not for individual sites. Most of the non-residential uses are expected to occur within the Kelly Park Interchange Form-Based Code Area. However, some of the mixed-use may also occur at intersections of collectors and/or arterials.
 - Residential:75% maximum
 - Commercial, Office/Medical, Light Industrial:30% maximum
 - Recreation (passive or active): 15% minimum
 - Institutional/Public/Civic:40% maximum
2. **Per Site.** There is no requirement for mixed-use on each individual site. However, mixed-use development on a single site (vertical or horizontal mix) is strongly encouraged, especially within the KPI Form-Based Area. The following provisions shall apply to mixed-use developments:
 - a. All the uses to be included on the same site must be allowed in the district. If Special Exception approval is required for one or more uses, that portion of the site shall be reviewed for Special Exception.
 - b. For horizontal mixed-use, the density and intensity shall be measured based on the portion of the site used for each type of use. For vertical mixed-use, the FAR and density shall be calculated separately and applied cumulatively. For example, a one acre site would be allowed to have 21,780 sq. ft. of non-residential development (43,560 x 0.5) in addition to 5 dwelling units (1 acre x 5 units per acre).

F. Landscaping and Buffer Requirements

Developments in the Mixed-KPI district shall meet the same landscape and buffer requirements as PUDs (see [Section 2.02.18.D.21](#)), except that buffer yards shall not be required between the same type of uses (e.g. between two single family homes, two duplex sites, two commercial sites, etc.).

G. Street Network

An interconnected network of streets is required. Alleyways, defined as vehicular passageways providing primary, secondary and/or service access to sides or rear of building lots, are strongly encouraged. The paved area of any alleyway shall be a minimum of 15 feet in width. The ownership and maintenance of alleyways shall be by the Home Owners' or Property Owners' Association, unless the city's public service department determines public ownership to be necessary.

H. Development Design Guidelines.

All development shall be subject to Section 6.09.00 (Development Design and Improvement Standards). In cases where the development standards indicate a specific requirement as "optional/suggestive" it shall become "mandatory" for mixed-use developments. All development proposals shall include a summary report outlining how each development guideline requirement has been met. The summary report is for verification that the applicant has incorporated these standards and will not become part of the official master plan, but shall serve as support documentation.

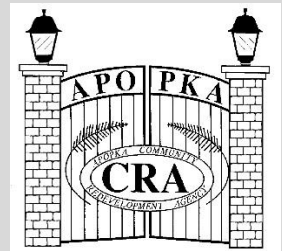
Backup material for agenda item:

5. Apopka CRA Plan update 2017

COMMUNITY REDEVELOPMENT PLAN *DRAFT*



CITY OF APOPKA



March 2017

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ACKNOWLEDGEMENTS

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Chapter 1: Introduction

PURPOSE

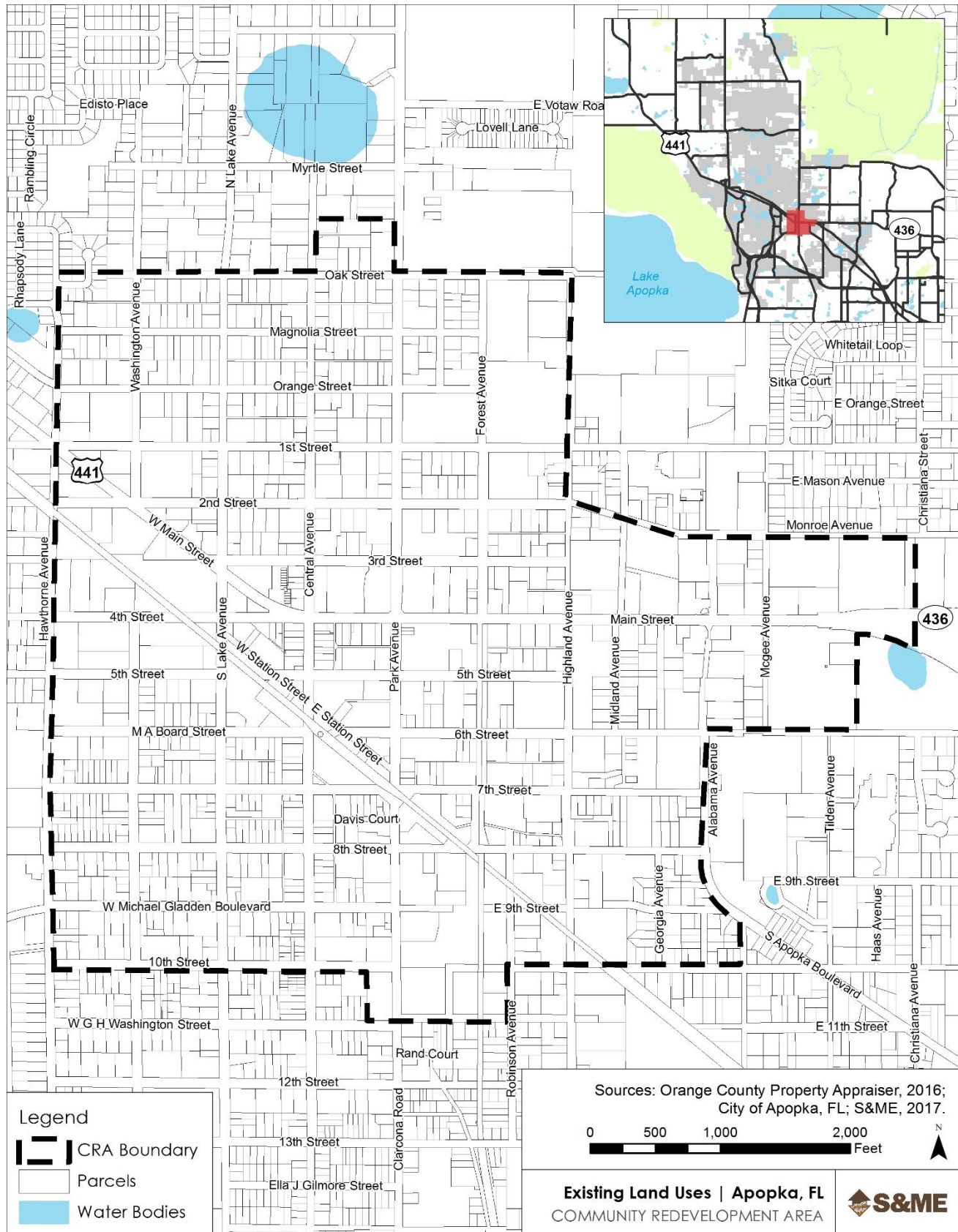
The purpose of a Redevelopment Plan is to address changes in building stock, market conditions, demographics, technological advances and many other challenges. The hopeful outcome is improvement and maintenance of the quality of life for enjoyment of all residents, as well as vitality in the downtown that will spawn additional economic growth and increase property values. The Apopka Community Redevelopment Agency's Community Redevelopment Area (CRA) contains 1,014 parcels, which comprise a total parcel area of 485.9 acres. The CRA, including right-of-ways, covers an area of approximately 633 acres. This area encompasses the majority of downtown Apopka along U.S. 441 and extends from the S.R. 436/U.S. 441 intersection on the east to Hawthorne Avenue on the west, and from 11th Street on the south to Oak Street to the north. **Map 1** provides a graphic representation of the CRA boundary.

A Redevelopment Plan was originally adopted for Apopka in 1993 to document a strategy for the Community Redevelopment Agency that would facilitate a comprehensive and coordinated revitalization of the CRA. Subsequent to 1993, the City of Apopka has taken steps to implement the strategies and recommendations contained in the 1993 Redevelopment Plan. *This report is intended to replace the City of Apopka's 1993 Community Redevelopment Plan based on the updated information and public participation received at the community workshop; and presents recommendations and strategies to build upon the City's redevelopment accomplishment and achievements.*

Figure 1: City of Apopka City Hall



Source: Ebyabe, Wikimedia Commons, 2017.

Map 1: CRA Boundaries

Chapter 2: Existing Conditions

In order to prepare recommendations to improve the downtown, it is important to first analyze the current conditions and to evaluate the areas for opportunities and challenges. This section summarizes the existing conditions of the CRA area as of 2016, including land development patterns and regulations, vacancy opportunities, building ownership, infrastructure, demographics and urban form.

A. LAND USE

EXISTING USE

The predominant land uses, over 50% within the CRA consist of residential and commercial uses combined. Approximately one-third of the CRA acreage (33.7%) consists of residential uses. Of the residential acreage, single-family represents the vast majority, covering 28% of the CRA acreage and comprising the highest number of parcels at 456 parcels, or 45% of all CRA parcels. Commercial land uses cover 17.9% of the CRA acreage, comprising 18.1% of all CRA parcels, and are almost evenly distributed among retail, office, and other commercial services. Among the non-residential uses, excluding commercial land uses, government lands make up the majority, covering 13% of the CRA acreage and comprising 4.9% of all CRA parcels. Vacant lands account for the second highest number of parcels, at 18% of all CRA parcels, but only covering 13% of the CRA acreage. Map 2 shows the Existing Land Uses within the CRA and Table 1 describes its acreage and number of parcels.

Table 1: Existing Land Uses

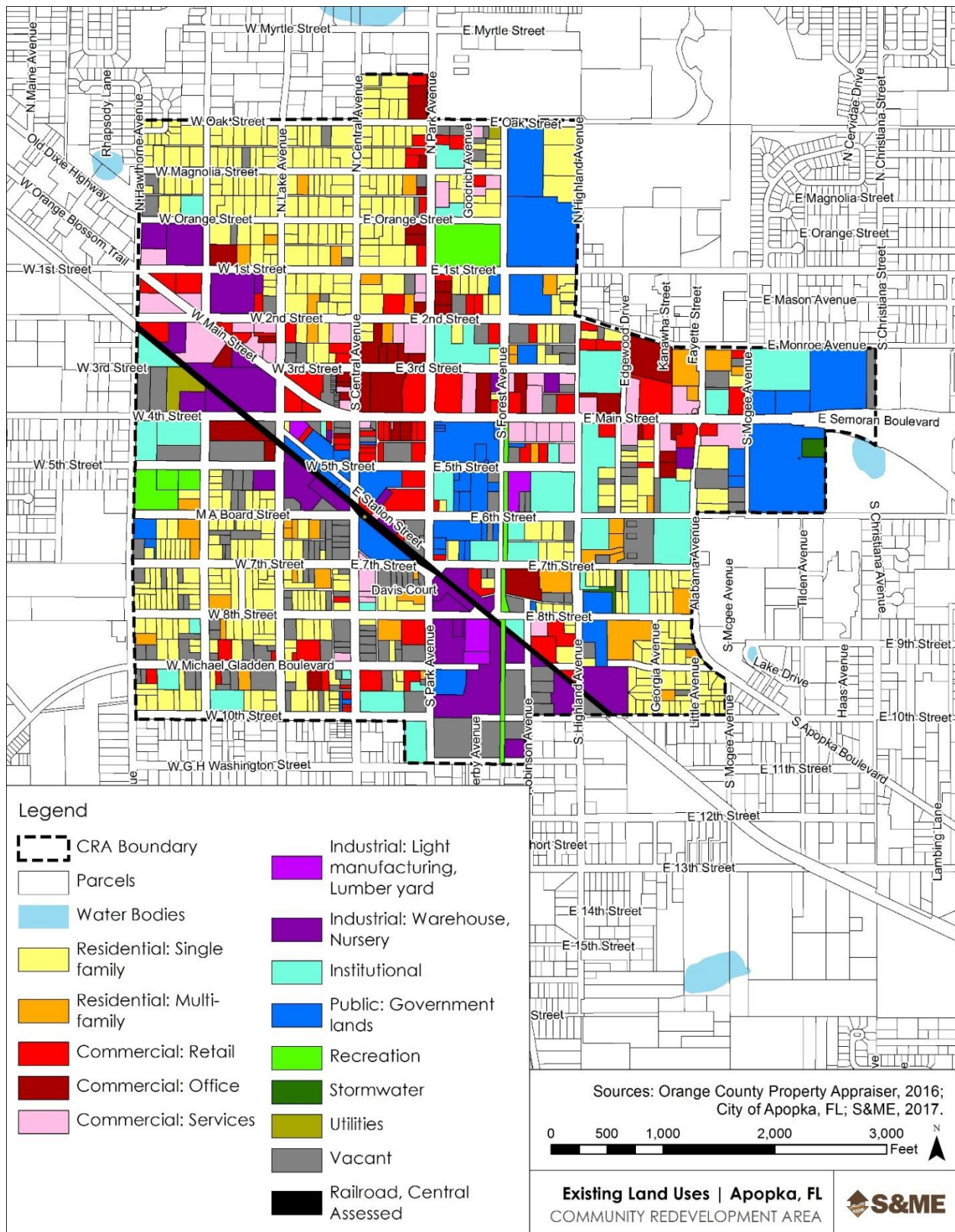
	Acreage	%	# of Parcels
Residential: Single family	136.2	28.0%	456
Residential: Multi-family	27.4	5.6%	57
Commercial: Retail	37.5	7.7%	88
Commercial: Office	24.5	5.0%	51
Commercial: Services	24.8	5.1%	45
Industrial: Light manufacturing, Lumber yard	3.8	0.8%	4
Industrial: Warehouse, Nursery	39.2	8.1%	29
Institutional	46.6	9.6%	33
Public: Government lands	61.5	12.7%	50
Recreation	11.8	2.4%	10
Stormwater	1.2	0.3%	2
Utilities	2.1	0.4%	4
Vacant	63.3	13.0%	183
Railroad, Central Assessed	6.2	1.3%	2
Total	485.9	100.0%	1,014

Sources: Orange County Property Appraiser; City of Apopka, FL; S&ME, 2017.

Notes: The total number of parcels are inconsistent with the corresponding figures from the Zoning and Existing Land Use tables due to unassigned parcels or overlapping parcels. The total number of parcels within the Apopka CRA is 1,014.



Map 2: Existing Land Uses



FUTURE LAND USE

The primary prescribed future land use designation for the parcels along Main Street (U.S. 441), South Central Avenue, and Michael Gladden Boulevard to Park Avenue is Commercial. The Commercial future land use designation extends one (1) to two (2) blocks on either side of U.S. 441 through downtown Apopka, transitioning outwards to Residential future land use designations. The Office designation is provided along northern Park Avenue near the Florida Hospital facility and around the City Hall complex. Areas allocated for Industrial use are located between Park Avenue and Highland Avenue from 7th Street to 11th Street. The Floor Area Ratio (FAR) for the Commercial, Office, and Industrial future land use designations are 0.25, 0.30, and 0.60, respectively.

The Commercial designation and the three residential designations combined are the predominant future land uses within the CRA. The Commercial designation covers 37.4% of the CRA acreage and is assigned to 372 parcels, or 37.2% of all CRA parcels. The three residential designations combined cover 36.5% of the CRA acreage and are assigned to 47.8% of all CRA parcels. Of the residential designations, the Low Density Residential future land use represents the majority, covering 28.8% of the CRA acreage and assigned to 39% of all the parcels within the CRA. The Low Density Residential future land use designation – allowing up to five dwelling units per acre—is mostly concentrated in the northwest, southeast, and southwest quadrants of the CRA. The Medium Density Residential future land use designation – allowing up to 10 units per acre – is found in the northeast quadrant behind the commercial corridor and in the southwest and southeast quadrants. There is only one parcel assigned a High Density Residential future land use designation – allowing up to 15 units per acre – designation, located southwest of the intersection of East 7th Street and South Highland Avenue.

The Parks/Recreation future land use designation is assigned to parcels near the northwest quadrant of the CRA and at the western edge of the CRA between 5th Street and M A Board Street. The facilities assigned to the Parks/Recreation designation are Alonzo Williams Park, the Fran Carlton Recreation Center, and the Kit Land Nelson Park.

The City's Comprehensive Plan established two overlay zones that benefit the CRA. The Central Business District Overlay – generally from 1st Street to the CRA boundaries on the south and Highland Avenue to Lake Avenue – is intended to encourage businesses, commerce, and convenience shopping consistent with the historical context of the Central Business District (CBD). The maximum FAR allowed within this overlay is 2.0 in the CBD and twice the allowable FAR of the underlying land use in the CRA. The CBD is located entirely within the CRA Overlay District.

The other overlay is the Community Redevelopment Area (CRA) Overlay District, which is intended to “encourage the development of residential and business and commerce uses consistent with the City's Community Redevelopment Plan”¹. The boundary of the CRA Overlay District is the same as the boundary for the CRA, as shown on Maps 1-4. The maximum FAR permitted for nonresidential uses is twice the permitted in the underlying land use designations. Residential densities are governed by the underlying land use category.

Map 3 shows the Future Land Uses within the CRA and **Table 2** describes its acreage and number of parcels.

¹ City of Apopka Comprehensive Plan, Future Land Use Element.



Table 2: Future Land Uses

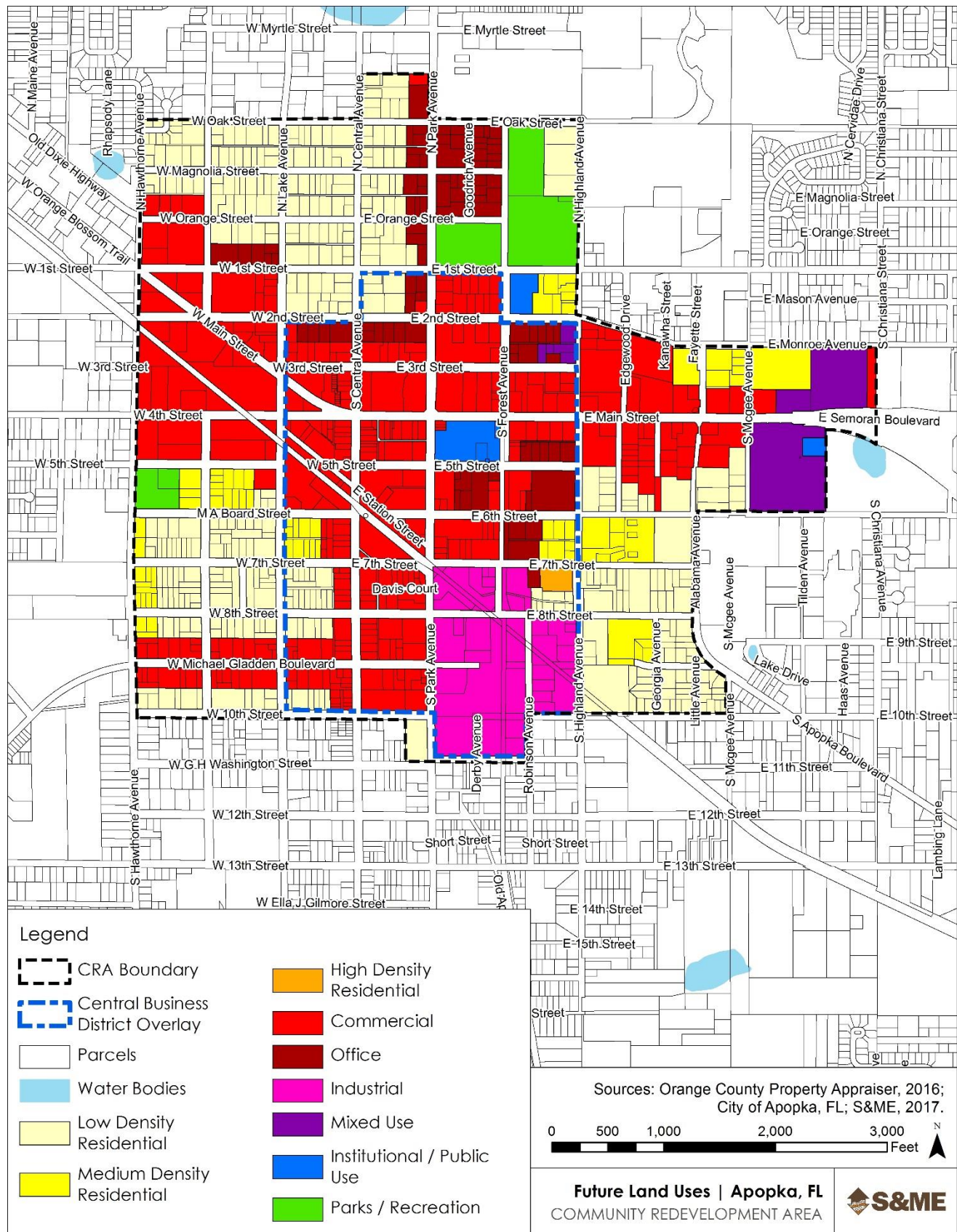
	Acreage	%	# of Parcels
Residential Low	138.3	28.8%	390
Residential Medium	35.3	7.4%	87
Residential High	1.4	0.3%	1
Commercial	179.4	37.4%	372
Office	37.8	7.9%	90
Industrial	37.6	7.8%	39
Mixed Use	21.0	4.4%	9
Institutional / Public Use	7.3	1.5%	6
Parks/Recreation	21.9	4.6%	5
Total	480.0	100.0%	999

Sources: Orange County Property Appraiser; City of Apopka, FL; S&ME, 2017.

Notes: The total number of parcels are inconsistent with the corresponding figures from the Zoning and Existing Land Use tables due to unassigned parcels or overlapping parcels. The total number of parcels within the Apopka CRA is 1,014.



Map 3: Adopted Future Land Uses



ZONING

Consistent with the Future Land Use Map of the City's Comprehensive Plan, the zoning map shows commercial zoning districts along Main Street, extending north and south along Central Avenue, and along Michael Gladden Boulevard to Park Avenue. The parcels along Main Street generally transition from a C-3 zoning district from the western edge of the CRA to a C-1 zoning district in the center and to a C-2 zoning district at the eastern edge. Parcels along Michael Gladden Boulevard to Park Avenue are zoned C-1. All three Commercial districts allow 0.25 Floor Area Ratio (FAR), or 2.0 FAR if located within the Central Business District Overlay district. For these zoning districts, the front setback requirement is fifty (50) feet from centerline of the road or ten feet from the property line, the corner setback is fifteen (15) feet, and the minimum rear setback is ten (10) feet or thirty (30) feet if adjacent to residential. Uses allowed in the various commercial zoning designations vary from single family to fruit packaging/processing plants. The commercial or office districts do not currently allow residential uses.

The PO/I (Professional Office/Institutional) zoning district is interspersed with the other districts but is mainly concentrated around the Florida Hospital area and the City Hall complex. This zoning designation allows medical and professional offices, medical clinics, hospitals, and pharmaceutical and medical retail sales. This district allows 0.30 FAR or 2.0 FAR when in the Central Business District Overlay district. The setback requirements are twenty-five (25) feet from the front and corner and ten (10) feet from the rear and side.

There is a large area of the I-1, Restricted Industrial zoning district on both sides of the railroad between Park Avenue and Highland Avenue. The I-1 zoning designation allows manufacturing, warehouses, machine shops, bottling plants, building material sales, automobile service stations & garages, new and used cars, motorcycles and boat sales. This district allows 0.60 FAR or 2.0 FAR when in the Central Business District overlay district. The setback requirements are twenty-five (25) feet from the front and corner, ten (10) from the side, and ten (10) feet or thirty (30) feet from the rear.

The residential and commercial zoning districts combined are the predominant zoning districts within the CRA. The residential zoning districts combined cover 38.3% of the CRA acreage and are assigned to 481 parcels within the CRA, or 48.5% of all parcels in the CRA. The commercial zoning districts combined cover 39.5% of the CRA acreage and comprise 37.1% of all parcels within the CRA. The zoning district that is most commonly assigned to parcels in the CRA is the C-1 zoning district, at 25.4% of all parcels in the CRA.

The maximum building height allowed in the CRA is 75 feet. **Map 4** shows the Zoning districts within the CRA and **Table 3** describes its acreage and number of parcels.



Table 3: Zoning Districts

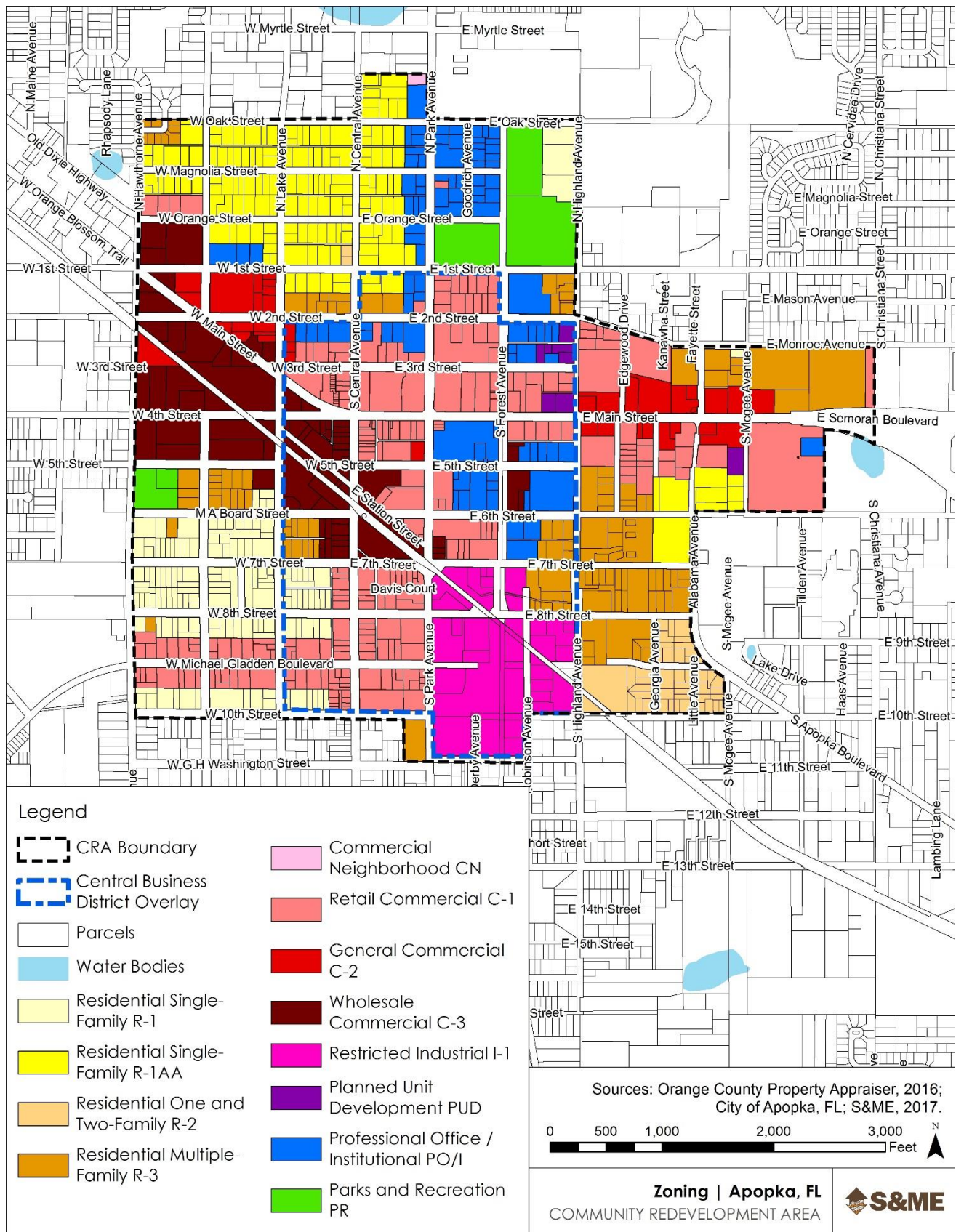
	Acreage	%	# of Parcels
Residential Single-Family R-1	40.8	8.6%	136
Residential Single-Family R-1AA	63.1	13.2%	155
Residential One and Two-Family R-2	14.0	2.9%	46
Residential Multiple-Family R-3	64.7	13.6%	143
Commercial Neighborhood CN	0.4	0.1%	1
Retail Commercial C-1	110.9	23.3%	252
General Commercial C-2	23.8	5.0%	37
Wholesale Commercial C-3	52.9	11.1%	78
Restricted Industrial I-1	35.2	7.4%	36
Planned Unit Development PUD	3.6	0.8%	9
Professional Office / Institutional PO/I	45.1	9.5%	94
Parks and Recreation PR	21.7	4.6%	5
Total	476.2	100.0%	992

Sources: Orange County Property Appraiser; City of Apopka, FL; S&ME, 2017.

Notes: The total number of parcels are inconsistent with the corresponding figures from the Zoning and Existing Land Use tables due to unassigned parcels or overlapping parcels. The total number of parcels within the Apopka CRA is 1,014.



Map 4: Adopted Zoning



HISTORIC PROPERTIES

The City of Apopka conducted a historical resources survey in 1990. The survey, originally intended to cover the entire City, focused on the area generally included within the original City limits (Oak Street on the north, Hawthorne Avenue on the west, 10th Street on the south, and Hackney Avenue/Christina Avenue on the east). A total of 196 master site files were prepared. Six structures were determined to qualify for individual National Register status (in addition to the Waite-Davis house, which had already been listed). The survey also recommended studying the northern part of the survey area (Magnolia, Central Avenue and Orange Avenue) and the southern part (South Central and South Lake) for possible National Register District nomination.

Currently, the City of Apopka has one district listed on the National Register of Historic Places. It is the Ryan & Company Lumber Company located at 210 East 5th Street. Four individual buildings are also on the National Register of Historic Places:

- Carroll Building – 407-409 South Park Avenue
- Seaboard Airline Railway Depot – 36 East Station Street
- Mitchill-Tibbetts House – 21 East Orange Street
- Waite-Davis House – 5 South Central Avenue

Most of the historical resources in the City are concentrated in the CRA area. Properties that are fifty years and older meet the criteria for listing properties in the National Register of Historic Places. The majority of historic properties were built between 1940 and 1955. There are a number of structures built prior to 1920 within the CRA, including residential structures, institutional (churches), and a few commercial structures.

VACANT LOTS

Out of the 1,014 parcels in the CRA, approximately 183 parcels are vacant. This represents 18% of the total parcels in the CRA area and 13% of the total acreage. The vacant parcels are spread throughout the CRA with no particular concentration. The majority of the vacant parcels are assigned a future land use designation of Commercial, at 51.6% of all vacant parcels within CRA or 97 of all vacant parcels. The predominant zoning district assigned to vacant parcels is the C-1 zoning district, assigned to 36% of all vacant parcels within the CRA or 63 parcels.

AGE OF BUILDING STOCK

There are approximately 772 structures in the CRA. The 2016 Orange County Property Appraiser's parcel database includes information on when structures were built. Most of the buildings in the CRA were built during or prior to the 1960s and about 61% of all buildings are aged 50 years or more. The average age of all structures within the CRA is 56 years old. Average age of residential structures is 59 years old.

With most of the building stock exceeding an age of fifty years, it is important to address not only preservation issues but also physical conditions. Code enforcement standards need to be in place to prevent deterioration of historically significant structures and to take action when the structures reach a stage of deterioration.

The most current development and most modern buildings within the CRA are found along Main Street, and along 5th Street between Park and Highland Avenues. The newly constructed commercial properties, predominantly restaurants along Main Street and the newly built public facilities (City Hall expansion, fire station, and Fran Carlton Center) represent significant improvements to the overall building stock within the CRA.

LOT SIZES

Based on the information provided by the Orange County Property Appraiser's Office, most of the parcels, or approximately 42.7% are less than one-quarter acre. 47.9% are between one-quarter acre to 1 acre. The CRA



contains only one (1) parcel greater than 10 acres, at 11.4 acres. According to State Statutes 163.3187, the process for the adoption of small-scale comprehensive plan amendment applies to parcels with an area of 10 acres or less.

OWNERSHIP

The Orange County Property Appraiser's Office lists 1,014 parcels located within the CRA boundary; this accounts for approximately 485.9 acres. About 92.3% of the parcels with the CRA, or 936 parcels, are owned by persons whose tax address is located within the state of Florida. Out of all the parcels within the CRA, 70.2% have an Apopka tax address. Absentee property ownership is not seen as a primary contributor to a lack of economic vitality or activity within the CRA.

B. INFRASTRUCTURE AND PUBLIC SERVICES

The City of Apopka owns and operates various public service systems within and around the Apopka CRA area. These systems include transportation, stormwater, potable water, sanitary sewer and reclaimed water. Additionally, there are private utility systems within the CRA area, including electric power, communications, natural gas, and cable television. The following paragraphs provide a brief description of these systems.

TRAFFIC AND CIRCULATION

The traffic circulation within the CRA is most significantly affected by Main Street (U.S. 441/Orange Blossom Trail), which bisects the CRA. As of 2015, the segments of U.S. 441 passing through the CRA had an Average Annual Daily Traffic (AADT) volume of 40,393 trips on its eastern end and 42,627 trips on its western end. U.S. 441 is classified as a major arterial roadway with five lanes (two lanes in each direction with a central turn lane) through the majority of the CRA. The adopted level of service (LOS) for U.S. 441 is "D." Although the segments of U.S. 441 through the CRA currently operate below the adopted level of service volumes, the segments are operating near capacity. Over the last ten years, however, the traffic volumes have decreased. The projected LOS in 2030 – according to the City of Apopka 2030 Comprehensive Plan – is projected at "F" for the Central Avenue to Park Avenue segment and for the Park Avenue to Semoran Boulevard segment.

In addition to Main Street (U.S. 441/Orange Blossom Trail), the other primary east-west corridors through the CRA are: 1st Street, 2nd Street, Monroe Avenue, 6th Street, and 10th Street. Primary north-south connectors through the CRA include: Park Avenue, Central Avenue, Lake Avenue, South Highland Avenue and Alabama Avenue. **Map 5** shows the street network of the CRA. Information regarding the historic traffic levels is detailed in the **Table 4**. **Table 5** shows the number of lanes, traffic volumes, and the level of service of the major roads in the CRA.



Map 5: Transportation Network

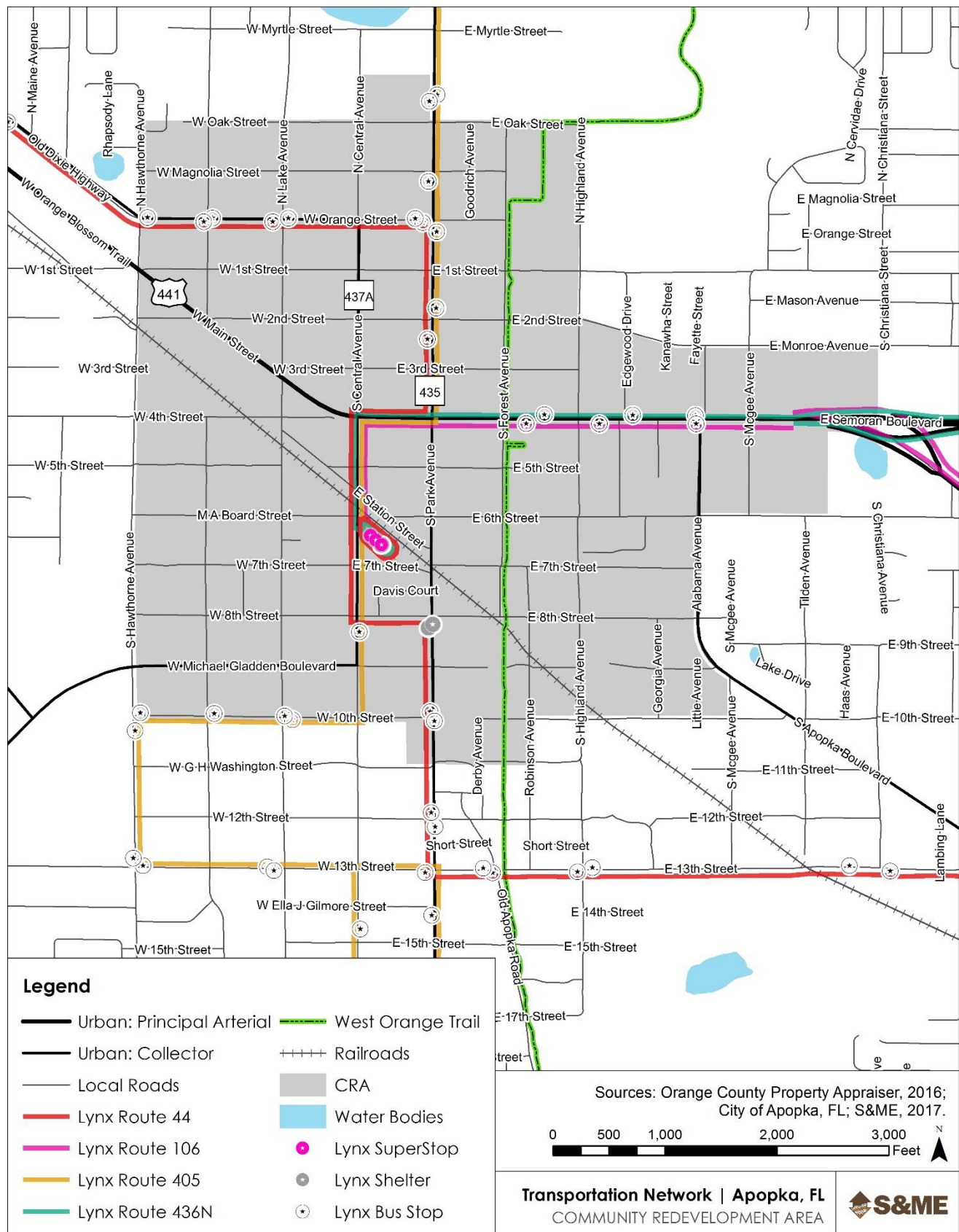


Table 4: Historic Traffic Volumes

Roadway Segment	2005 AADT	2006 AADT	2007 AADT	2008 AADT	2009 AADT	2010 AADT	2011 AADT	2012 AADT	2013 AADT	2014 AADT	2015 AADT	2005- 2015 Change
Main St (US 441/Orange Blossom Trail)												
Bradshaw Rd to Park Ave	44,948	42,783	42,997	42,329	36,711	-	-	-	40,293	40,247	40,393	-10%
Park Ave to Semoran Blvd	52,037	52,110	32,381	35,794	43,282	-	-	-	41,840	43,404	42,627	-18%
Park Avenue (CR 435)												
Martin Rd to US 441	24,648	22,210	23,990	24,036	22,742	23,512	22,448	22,266	21,326	22,851	22,067	-10%
US 441 to Cleveland St	9,703	9,992	9,152	9,697	9,794	8,461	8,529	8,938	9,035	9,453	10,547	8.7%
Central Ave (CR 437A)												
US 441 to M. Gladden Blvd	4,146	4,062	3,979	3,502	3,687	3,708	3,536	2,873	3,140	3,932	4,417	7%
Michael Gladden Blvd												
Bradshaw Rd to Central Ave	4,635	4,077	4,492	4,143	3,574	3,049	3,427	3,461	3,912	4,353	4,680	1%

Sources: 2015 Orange County Traffic Counts, Traffic Engineering Division, Orange County.



Table 5: 2015 Traffic Count Program

Roadway Segment	Count Location Number	No. of Lanes	AM Peak Hour Peak Direction		PM Peak Hour Peak Direction		Daily Volume	Adopted LOS	Capacity @ LOS	2030 Projected LOS
			NB/EB	SB/WB	NB/EB	SB/WB				
Main St (US 441/Orange Blossom Trail)										
Bradshaw Rd to Park Ave	5099	5 LD	1,252	1,607	1,607	1,455	40,801	D	43,400	D/F ¹
Park Ave to Semoran Blvd	5098	4 LD	1,722	1,538	1,303	1,521	42,205	D	43,400	F
Park Avenue (CR 435)										
Martin Rd to US 441	426	5 LD	630	1,005	1,098	1,005	21,849	E	35,700	B
US 441 to Cleveland St	328.1	2 L	326	372	464	391	10,443	E	16,900	F/D ²
Central Ave (CR 437A)										
US 441 to M. Gladden Blvd	7084	2 L	163	130	224	155	4,373	E	27,000	A
Michael Gladden Blvd										
Bradshaw Rd to Central Ave	7083	2 L	213	195	248	181	4,634	E	27,000	B

Sources: 2015 Orange County Traffic Counts, Traffic Engineering Division, Orange County. City of Apopka 2030 Comprehensive Plan, Transportation Element.

Notes:

¹The segments from Bradshaw Rd and Hawthorne Ave are projected to operate at an LOS of D in 2030. The segment from Central Ave to Park Ave is projected to operate at an LOS of F in 2030.

²The segment from US 441 to M. Gladden Blvd is projected to operate at an LOS of F in 2030. The segment from M. Gladden Blvd to Cleveland St is projected to operate at an LOS of D in 2030.



BIKE/TRAILS

The current bicycle facilities in the CRA consist of the West Orange Trail that runs north and south through the CRA along Forest Avenue, as shown on **Map 5**. The trail consists of two paved lanes – one in each direction – at a width of approximately 13 feet and includes a bridge over Main Street.

Figure 2: West Orange Trail over Main Street



Source: S&ME, 2017.

TRANSIT

The CRA area is served by LYNX transit routes 44, 106, 405, and 436N. The headways for these routes – the time that it takes for the next bus to make a circuit of its route – are 60 minutes for routes 44, and 405, 30 minutes for routes 106 and 436N, and 15 minutes during peak times for route 436N. **Map 5** details the existing bus routes, shelters, and stops that serve the CRA. The LYNX Super Stop, situated at the northeast corner of 7th Street and Central Avenue, provides reduced headways and increased transit opportunities to CRA residents and businesses.

POTABLE WATER

The City of Apopka owns and operates a potable water utility system within the CRA study area. The existing potable water system consists of a well-developed network of water mains distributed across the entire area. The existing water mains range in size from two inches (2") to sixteen inches (16") in diameter and serve both domestic and fire flow demands. Potable water service is currently available within a reasonable connection distance to all portions of the CRA study area.

SANITARY SEWER

The existing sanitary sewer system operated by the City within the Apopka CRA study area consists of a network of gravity sanitary sewer trunk lines, pump stations and pressurized force mains. The gravity sewers consist of pipes ranging in size from eight inches (8") to fifteen inches (15"). In addition, there are seven (7) existing wastewater pump stations within, or directly adjacent to, the CRA study area. Six (6) of these pump stations discharge into a common pressurized force main that eventually becomes an eighteen-inch (18") force main and exits the study area along the south CRA boundary.

RECLAIMED WATER

The City of Apopka also owns and operates a reclaimed water system that provides public access to treated effluent for irrigation purposes. Although the City's existing reclaimed water system does not extend into the CRA study area at the present time, it is directly adjacent to the study area at the northwest corner of the CRA boundary. In addition, there is an existing twenty-inch (20") reclaimed water main located within several blocks of the CRA along the west and south CRA boundaries.



ELECTRICITY/POWER LINES/NATURAL GAS

Like many urbanized areas, the CRA study area has highly visible utility poles and overhead transmission lines throughout the entire study area. The capacity and level of service for these facilities are established and accessed by the private utility companies. However, overhead utility lines are generally considered unsightly, and more recently communities have encouraged the placement of these utilities underground.

On Main Street (U.S. 441), the overhead utility and transmission lines are located on the north side of the road from Forest Avenue to Semoran Boulevard. Electric service to buildings, telephone and cable lines have been relocated underground along Main Street from Forest Avenue to Lake Avenue and throughout much of the CRA area.

The Lake Apopka Natural Gas District services to the Apopka CRA. The majority of the urban blocks within the CRA are served by natural gas mains.

STORMWATER SYSTEM

Stormwater conveyance and management throughout the study area on a regional basis is largely based on the overall topography of the area. Based on review of topographic maps, the overall ground elevation of the study area is generally highest along the west boundary of the study area and falls to the lowest elevations along the east boundary of the study area. Therefore, the general movement of surface water across the study area is from west to east. The high point for the study area is along Washington Avenue. From Washington Avenue, the ground generally falls to the west such that any properties west of Washington Avenue will drain toward the west. All other areas within the study area will drain easterly. Overall, the soils are relatively dry, moderately drained soils, and land surface is uniformly graded in the CRA with few natural depressional areas that collect surface water.

Other features within the study area, which may affect stormwater drainage and surface water conveyance, include the railroad grade and several ditches. The existing railroad grade provides a surface drainage divide in the southwestern portion of the study area. Any surface water west of the railroad grade will generally flow to the west, or flow southeasterly and eventually find its way to the depressional areas just south of the CRA along the south side of 10th Street. The one exception is a set of culverts in the vicinity of Forest Avenue that will allow conveyance of stormwater from a limited area on the south side of the railroad grade to the north side. From the culverts, water can drain into an existing historical drainage way that generally flows north and east and eventually discharges to the existing FDOT pond in the Townsend Plantation area along the south side of U.S. 441.

Except for several short remote segments of storm pipe and the Martin's Pond Improvement Project, the City's existing stormwater system infrastructure within the CRA study area mainly consists of a set of inlets and pipes along U.S. 441 and along Park Avenue north of U.S. 441. The system along U.S. 441 is split into two subsystems that take advantage of the natural high point in the vicinity of Washington Avenue. One system flows west from Washington Avenue along U.S. 441 and discharges into the pond located just north of Old Dixie Highway and west of Hawthorne. The second system starts near Lake Avenue and goes east along U.S. 441 and eventually discharges to FDOT's pond at the old Townsend Plantation site. These two systems collect the stormwater runoff from U.S. 441 and the immediately adjacent areas, and discharge the stormwater to the mentioned ponds for treatment.

As mentioned above, the City also has a stormwater collection and conveyance system along Park Avenue north of U.S. 441. This system collects stormwater runoff from Park Avenue and any tributary areas, and conveys the runoff north to Votaw Road, and then easterly along Votaw Road by way of a series of pipes to a City stormwater pond located north of Votaw Road a short distance from Park Avenue. This pond serves as a regional pond and treats all the water collected and conveyed by the Park Avenue system.

Many of the remaining streets in the CRA study area take advantage of the natural grade change within the City, and utilize curb and gutters for directing and conveying runoff. For instance, in the areas north of U.S.



441 and west of Park Avenue, the streets have curbs and gutters, and the gradients generally fall to the east. Therefore, most of the stormwater runoff from this area is directed to Park Avenue where it is collected and discharged at the City's pond along Votaw Road. For the area east of Park Avenue and north of U.S. 441, the curbs and gutters carry the runoff to the east toward the lower elevations in the vicinity of the Edgewood and Greenwood Cemeteries. From here, any accumulated stormwater finds its way to a drainage way that leads to the Lake McCoy basins.

For areas south of U.S. 441 and east of the railroad grade, stormwater runoff will generally flow east to the ponds at the old Townsend Plantation site, or end up in a historical drainage way that also flows to ponds at the old Townsend Plantation site, or will flow easterly and eventually into some depressional areas east of Alabama Avenue.

C. URBAN FORM

Block layout and site design can have a major impact on the appearance of the built environment. The way blocks are laid out affects the traffic and pedestrian flow through the downtown, and the way sites are designed can impact the appearance of the urban form and shape the character of the district. This section provides a description of the elements that are currently shaping the urban form in downtown Apopka building placement, building height, block continuity, signs and architecture.

BUILDING/PARKING PLACEMENT

Buildings are the most important component of the urban streetscape form. They set the mass, scale and tone of the built environment. The Main Street corridor in Apopka is lined up with mostly one-story and a few two-story buildings placed close to the street, some of them following the traditional commercial form of retail with display windows on the ground floor and residences or offices on the second floor.

Figure 3: Parking Placement Behind Buildings



Source: S&ME, 2017.

Most of the more recent construction has been single-use, stand-alone businesses (e.g. drug stores, restaurants, banks, etc.). Some of these sites were developed prior to the adoption of the citywide development design guidelines and have placed the buildings farther from the street, and added parking and/or driveways in front of the building. The placement of parking in front of the buildings is not conducive to pedestrian interaction between the public side-walk and the businesses along the corridor. Those businesses seem to be catering to the vehicular traffic rather than the pedestrians.

Since the development design guidelines were adopted in 2003, the buildings have been required to locate closer to the street with parking in the rear of the lot, and to be designed respecting the pedestrian scale. With the few new developments, it is already evident that the urban form has improved and a corridor image/character is starting to develop.

Along the secondary transportation corridors, the type of development gets less intensive as it starts blending into the residential and office areas. The Park Avenue corridor displays a number of homes that have been converted into offices, allowing more intense development, but preserving the scale and intensity of the residential structures.

Figure 4: Parking Placement and Building Frontage



S&ME, 2017.

BUILDING HEIGHT

One-story buildings dominate the urban form in downtown. Based on the width of the travel corridor (Main Street), the height of the one-story buildings does not provide sufficient vertical dimension to frame the street. Considering the width and function of Main Street, two story buildings should be encouraged to not only frame the street but also to give the architecture more presence in a heavily traffic-oriented corridor. The maximum height within the CRA is 75 feet.

BLOCK CONTINUITY

Some of the developments along Main Street provide vehicular access directly from Main Street and some even surround the buildings with parking and driveways. This configuration creates block/facade gaps along the street, which creates an unsafe and unfriendly environment for pedestrians.

BUILDING ARCHITECTURE

The various elements of a building's architectural makeup are important in putting together a complete composition. Elements such as materials, colors, surface details, texture, doors, windows and roof shape contribute to a well-designed architectural fabric. The City of Apopka Development Design Guidelines, adopted in 2003, provide standards and guidelines to ensure that new and redeveloped structures continue to add distinction to the architecture and form of the downtown and surrounding areas.

Figure 5: Building Frontage and Architecture



Source: S&ME, 2017.

PUBLIC/CIVIC SITES

There are a number of civic uses interspersed with the commercial buildings (City Hall, museum, churches, etc.) in the downtown. There are also several pocket parks in the area. Both the institutional and recreational uses are an asset to the area, not only in terms of activity, but also in the creation of a comfortable, attractive downtown. The parks provide appropriate breaks in the urban form, inviting people in as opposed to parking lots that break the continuity. The civic uses should continue to be designed and maintained as icons that stand out and serve as landmarks and meeting places with public plazas and urban green space. They should not try to follow the main-street commercial urban form or architecture.

Figure 6: Signage along Main Street

Source: S&ME, 2017.

SIGNS

Signs are an important element in creating an attractive, inviting urban form. The signs on the newest development sites create a barrier between the public pedestrian area and the businesses. The buildings are close enough to the street to attract vehicular traffic. Freestanding or sandwich board signs are permitted in accordance with City code.

D. STREETSCAPE

The City of Apopka and the Apopka CRA have installed a range of streetscape features throughout downtown Apopka and into the neighborhoods that are adjacent to the north and south edges of the central business district. The most recent streetscape improvements include the planting of palm trees at the intersection of SR 436/Main/441 and some additional streetscape upgrades along Main Street. These features may include: concrete sidewalks with decorative stamping or bricks; vintage- styled street lamps and a limited number of street trees. These streetscape elements are detailed below.

STREET TREES

Several types of street trees have been planted along Central Avenue: Washington Palms between 6th and 10th Streets; Palatka Hollies near the intersection with Main Street; and several young Elms between Main Street and Fifth Street. Street trees along Park Avenue include Palatka Hollies near the Main Street intersection, and mature tree canopy on the east end of the street. Along Main Street, there are Crepe Myrtles, Palatka Hollies and Magnolia trees planted on the street medians. Elm trees along Central Avenue and near Main Street are protected by metal tree guards and grates.

Figure 7: Street Trees and Landscaping

Source: S&ME, 2017.

secondary streets have five-foot (5) sidewalks on both sides of the street. The sidewalks have a rhythmic pattern of red, stamped concrete (brick pattern) and regular, broom- finish sections. The brick areas are approximately five feet (5') square and about ten feet (10') apart. A section of sidewalks, just north of the West Orange Trailhead on Forest Avenue, has a pattern of natural concrete and real bricks. Perhaps this was the genesis of the distinctive sidewalk pattern. Crosswalks are striped with white reflective paint.

The sidewalks on Central Avenue north of 3rd Street are regular broom-finished concrete and are present on both sides of the street. However, north of Orange Street, there is a sidewalk on the west side of the street only. Near the 5th Street intersection, the sidewalks widen to six feet (6'), seven feet (7') and fourteen feet (14') in different areas.

The area of 5th Street between Forest and Highland Avenues only has sidewalks on the south side of the street. They are regular broom-finished concrete sidewalks.

The existing width of sidewalks seems to serve pedestrians well. It is a good network of connections.

LANDSCAPING

With the exception of Main Street, the majority of the streets in the CRA have grassed landscape strips between the curb and the sidewalk. The width of the grass strips is consistently eight feet (8') along most of Central Avenue. The width on 5th Street varies from five feet (5') on the west end to over ten feet (10') on the east end. The section of 5th Street between Lake and Central Avenues does not have landscaping strips.

Several parts of Main Street have landscaped medians with raised curbs. There are landscaped “bump-outs” on parts of Central and Park Avenue wherever on-street parking is provided. Low hedges and shrub masses fill most of the landscape islands and medians, with Loropetalum and Dwarf Yaupon being the dominant shrubs.

SIDEWALKS

A majority of the primary and

Figure 8: Sidewalks and Street Lights

Source: S&ME, 2017.

LIGHTING

A majority of the streets have decorative street lights. Acorn-style luminaries have been used on Central Avenue. The lights on Central have metal posts, while the lights on Main Street have been replaced and spaced farther apart. Further spacing has been achieved in the residential areas, ranging between 130-160 feet.

The streetlights on Central Avenue end north of Orange Street. There are no decorative streetlights on 5th Street between Forest and Highland Avenues. A few conventional street lights illuminate these areas.

GATEWAYS

There is a small City of Apopka sign at the south end of Park Avenue. Two of the small circular gateway signs that were previously installed were removed by FDOT during the expansion and improvement of Main Street (U.S. 441) and have not been replaced. There have been no significant gateways constructed within the CRA.

WAYFINDING

Wayfinding signs are important to assist people with locating the CRA, parking, parks and civic open space, shopping, events, transit stops, and municipal buildings. A uniform, aesthetically pleasing series of wayfinding signs will enhance the enjoyment of those visiting the CRA.

E. DEMOGRAPHICS

In order to create a vibrant and diverse downtown, it is important to include, preserve and even expand the residential component of the CRA. This section describes the population and housing characteristics of the area as it was in 2016. The information described was obtained from the census bureau and ESRI Business Analyst Online.

POPULATION AND HOUSING

The population of the CRA was 2,259 as of 2016, approximately 4.7 percent of the total City population (47,826). The median age for population within the Apopka CRA in 2016 was similar to the City, at 33.4 versus 36.2, respectively. The CRA contained 878 dwelling units in 2016. The comparison of the average household size was also similar for 2016 between the CRA and the City, at 3.02 and 2.94, respectively.

Of the City's 17,966 dwelling units in 2016, 4.9 percent of them are located in the CRA. In 2016, 742 dwelling units were occupied within the CRA and 16,452 were occupied in the City, including the CRA. This represents a sharp contrast in the vacancy rate of 15.5% within the Apopka CRA versus 8.4% for the City.

HOUSING TENURE

The breakdown between owners and renters in the CRA differs from the breakdown city-wide. While 73.2 percent of the occupied units in the City as a whole are owner-occupied, only 48.8 percent of the occupied units

in the CRA are owner-occupied. 51.3 percent of the occupied units in the CRA are rental units, while 26.8 percent are renter-occupied in the City.

HOUSING AFFORDABILITY

HUD estimates that households are paying too high a percentage of their income for housing if the cost to gross income ratio is greater than thirty (30) percent. These households are considered “cost burdened.” According to estimates from the American Community Survey for 2015, 35.4% of households in Apopka were cost burdened. A greater percentage of households within the census tracts that cover the CRA – 177.03 and 176 – were cost burdened. Within Census Tract 177.03, 44% were cost burdened and within Census Tract 176, 35.9% were cost burdened. For households living in owner-occupied housing, the percentages for these census tracts and the City as a whole do not vary much. However, for renter-occupied housing, there’s a significant difference in the percentage of cost-burdened households. **Table 6** shows the percentage of households in the City of Apopka and within census tracts 177.03 and 176 that were cost burdened. **Map 5** shows the location of the census tracts covering the CRA.

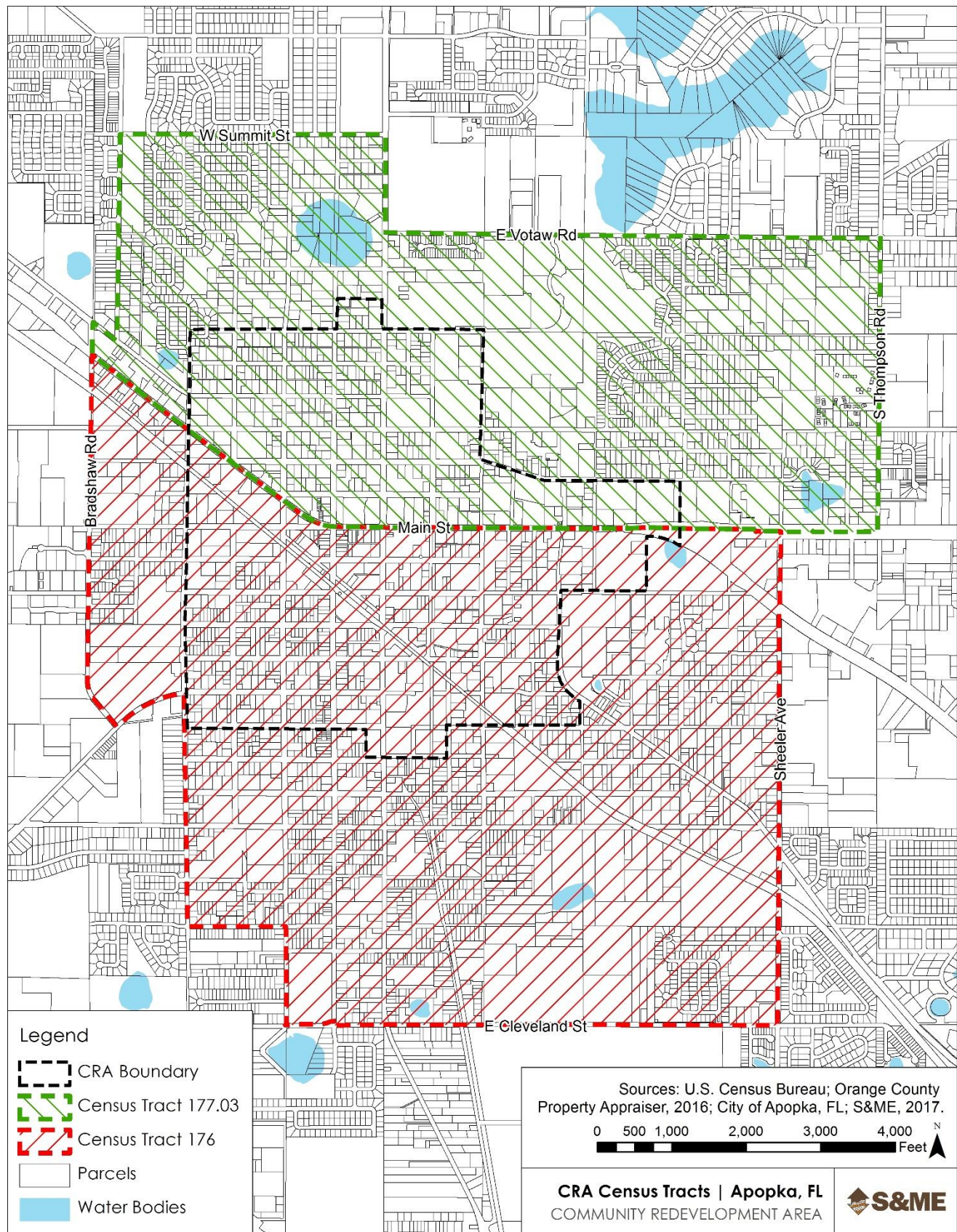
Table 6: Housing Affordability

	Households in 2015 spending 30% or more of their gross income on housing (%)		
	Occupied Housing Units	Owner-occupied Housing	Renter-occupied Housing
City of Apopka	35.4%	30.3%	51.3%
Census Tract 177.03	44.0%	32.3%	65.9%
Census Tract 176	35.9%	27.6%	43.4%

Source: U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates, 2015.



Map 6: CRA Census Tracts



SUBSTANDARD HOUSING

The census provides an indicator of housing condition by measuring certain "quality of housing" indicators, such as the lack of complete plumbing facilities, the lack of complete kitchen facilities, and overcrowding. Overcrowding is also an indicator of substandard housing. According to the U.S. Census Bureau, overcrowding exists if there is more than one occupant per room living in one dwelling unit. In making these computations, a "room" is defined as a living room, dining room, kitchen, bedroom, finished recreation room, or enclosed porch suitable for year round use. Excluded are bathrooms, open porches, balconies, halls and utility rooms. The percentage of occupied housing units that lacked complete plumbing and kitchen facilities in 2015 was lower within the census tracts that cover the CRA – shown in **Map 5** – than in the City of Apopka as a whole. Only Census Tract 176 presents an issue with overcrowding, where 7.3% of occupied housing units in 2015 had between 1 to 1.5 occupants per room compared to 1.8% in Census Tract 177.03 and 2.3% in the City as a whole. **Table 7** shows the percentages of occupied housing units within the census tracts covering the CRA and the City of Apopka that indicate substandard housing conditions.

Table 7: Substandard Housing

	Occupied Housing Units (%)		
	Census Tract 176	Census Tract 177.03	City of Apopka
Lacking complete plumbing facilities	0.5%	0.0%	0.6%
Lacking complete kitchen facilities	1.5%	0.0%	2.4%
Between 1 to 1.5 occupants per room	7.3%	1.8%	2.3%
More than 1.5 occupants per room	1.9%	0.6%	0.2%

Source: U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates, 2015.

INCOME

The median household income in 2016 was \$30,576 within the CRA and \$55,233 for the City. This represents a significant difference between the CRA and the City as a whole.

COMMUTE TO WORK

In 2015, about 43% of residents in the City of Apopka traveled up to 30 minutes of commute time to work. Almost half, or 49.3%, of residents in the City took 30 to 59 minutes to travel to work and only 7.4% traveled 1 hour or more. Compared to the City as a whole, the travel times for the census tracts covering the CRA – shown in **Map 5** – that show a significant difference are in the range of 1 hour or more of travel time. **Table 8** below shows the percentage of travel times to work by residents within the census tracts covering the CRA and for the City as a whole.



Table 8: Travel Time to Work

	Travel Time to Work (%)		
	Census Tract 176	Census Tract 177.03	City of Apopka
Up to 30 minutes	52.3%	40.8%	43.3%
30-59 minutes	34.4%	44.3%	49.3%
1 hour or more	13.4%	14.9%	7.4%

Source: U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates, 2015.

F. SOCIAL CONDITIONS

The Apopka CRA's southwest quadrant contains many of the environmental deficiencies contributing to an environment for criminal behavior that may discourage self-policing by both the residents and the community at large.

Crime occurs for various reasons, and the U.S. Department of Justice offers a few theoretical explanations for differing neighborhood crime levels. Social disorganization suggests that the ability of people to control criminal deviancy is impaired in a geographic area with constant residential turnover since social networks, informal neighbor porch gatherings, etc. cannot form. Related to a weak social network is the idea that if social efficacy is absent, whether it is from social disorganization or other reasons, crime in a neighborhood will rise. Social efficacy is the willingness of residents to intervene and self-patrol for the good of the area. Lastly, criminologists have established the broken windows theory for areas of crime concentration. This refers to the connection between well-maintained areas (tidy yards, operable windows, cars and clean-appearing buildings) and low crime rates. The connection is that the physical appearance of an area affects psychological behavior so that residents are more socially effective and engaged in crime prevention.

In general, the lack of utilities (central water and sewer) and public infrastructure (street lights, curbs and traffic-calming devices) in an area denotes a lack of public investment and may promote unsafe streets and neighborhoods.

Community Redevelopment Areas are frequently beset with crime, in addition to the physical aspects of blight and deterioration. For this reason, an increase in crime over a measured time period is an indicator of blight according to the Florida Statutes regulations for determining the extent of community redevelopment areas. Crime Prevention through Environmental Design (CPTED) is a community policing strategy that has established that there is a link between the care and transparency of geographic areas with crime rates.

Understanding some of the causes of crime and the principles of CPTED provide direction for the cures of the problem, environmental redesign and increased community policing.

Applying a CPTED model involves the systematic analysis of crime in a particular location and the application of the four (4) principles of territorial reinforcement, natural surveillance, natural access control, and management.

NATURAL SURVEILLANCE

A design concept directed primarily at keeping intruders easily observable. Promoted by features that maximize visibility of people, parking areas and building entrances: doors and windows that look out onto streets and parking areas; pedestrian -friendly sidewalks and streets; front porches; adequate night-time lighting.



TERRITORIAL REINFORCEMENT

Physical design can create or extend a sphere of influence. Users then develop a sense of territorial control while potential offenders, perceiving this control, are discouraged. Promoted by features that define property lines and distinguish private spaces from public spaces using landscape plantings, pavement designs, gateway treatments and “CPTED” fences.

NATURAL ACCESS CONTROL

Natural Access Control is a design concept directed primarily at decreasing crime opportunity by denying access to crime targets and creating in offenders a perception of risk. Gained by designing streets, sidewalks, building entrances and neighborhood gateways to clearly indicate public routes and discouraging access to private areas with structural elements.

MANAGEMENT

Management refers to the operation practices and techniques that minimize potential opportunities for crime or criminal activity rather than physical or design changes to a building. These techniques can involve hours of operations, location and storage of inventory, or the interior lighting of a facility.

Community policing does not have to mean increased police presence, which may not be an effective strategy, but rather, regular police-citizen dialog and police collaboration with other city agencies (parks, utilities and code enforcement).

Specific recommendations regarding proposed use of CPTED techniques are included in the Recommendations and Implementation sections of this report.

“The proper design and effective use of the built environment can lead to a reduction in the fear and incidence of crime and an improvement in the quality of life.”

Table 9 identifies applications of crime prevention by types of land uses.

Table 9: Crime Prevention Applications

	Natural Access Control	Natural Surveillance	Territorial Reinforcement	Management
Storefront	Cash register should be located in front of store near main entrance. Public paths should be clearly marked. Signs should direct patrons to parking and entrances. There should be no easy access to the roof. Rear access to shops should be provided from rear parking lots.	Windows should face rear parking lots for increased visibility. Window signs should cover no more than 15 percent of windows. Interior shelving and displays should be no higher than five feet for increased visibility. Exterior of buildings should be well lit. Loading areas should not create hiding places.	Property boundaries, where possible, should be marked with hedges, low fences or gates. Private areas should be easily distinguishable from public areas. Shops should be identified by wall signs for those parking in the rear. Awnings should be installed over rear doors and windows.	Operating hours should coincide with those of other neighboring businesses. Pay phones should be call-out only and under surveillance at all times. Interior space should be well lit.

	Natural Access Control	Natural Surveillance	Territorial Reinforcement	Management
		Clear visibility should be maintained from. The store to the street, sidewalk, parking areas and passing vehicles. Retention area should be visible from the building or street – it should be a visual amenity, not hedged or fenced off. All entrances should be under visual surveillance or monitored electronically.	Parking area should be clearly visible from the building or street.	
Offices	Public entrances should be clearly defined by walkways and signage. Building entrances should be accentuated through architectural elements, lighting, landscaping and/or paving stones.	Restrooms should be observable from nearby offices. All exterior doors should be well lit. Hallways should be well lit. Dumpsters should not create blind spots or hiding areas. Windows and exterior doors should be visible from the street or by neighbors. All four facades should have windows. Parking spaces should be assigned to each employee and visitor. Parking areas should be visible from windows, side parking areas should be visible from the street.	Perimeters should be defined by landscaping or fencing. Fences should be designed to maintain visibility from street. Exterior private areas should be easily distinguishable from public areas. Security and/or reception area should be positioned to screen all entrances.	-



	Natural Access Control	Natural Surveillance	Territorial Reinforcement	Management
		Parking and entrances should be observable by as many people as possible. Parking area and walkways should be well lit. Dumpster should be clearly visible. Shrubbery should be kept under two feet in height for visibility. The lower branches of existing trees should be kept at least ten feet off the ground. Windows should not be obstructed with signs. Windows and doors should have views into hallways.		
Residential Hardening Multi-family	Balcony railings should never be a solid opaque material or more than 42 inches high. Entrances into parking lots should be defined by landscaping, architectural design, or monitored by a guard. Dead-end spaces should be blocked by a fence or gate. Common building entrances should have locks that automatically lock when the door closes.	Exterior doors should be visible from the street or by neighbors. All doors that open to the outside should be well lit. All four facades should have windows. Parking spaces should be assigned to each unit located adjacent to that unit, and not marked by unit numbers. Visitor parking should be designated.	Property lines should be defined by landscaping or post and pillar fencing. Low shrubbery and fencing should allow visibility from the street. Building entrances should be accentuated by architectural elements, lighting and/or landscaping. Door knobs should be 40 inches from window panes. All buildings and residential units should be clearly identified by street	



	Natural Access Control	Natural Surveillance	Territorial Reinforcement	Management
	Hallways should be well lit. No more than four apartments should share the same entrance. Elevators and stairwells should be centrally located. Access to the building should be limited to no more than two points.	Parking areas should be visible from windows and doors. Parking areas and pedestrian walkways should be well lit. Recreation areas should be visible from a multitude of windows and doors. Dumpsters should not create blind spots or hiding areas. Elevators and stairwells should be clearly visible from windows and doors. Shrubbery should be no more than three feet high for clear visibility. Buildings should be sited so that the windows and doors of one unit are visible from another. Stairwells should be well lit and open to view; not behind solid walls.	address numbers that are a minimum of five inches high, and well-lit at night. Common doorways should have windows and be key controlled by residents. Mailboxes should be located next to the appropriate residences.	
Parking Areas	Garages should be attended or monitored openly with cameras and some monitors indicated with signs. Pedestrian entrances should be adjacent to vehicle entrances. Stairwells should be visible without solid walls. Elevators should be close to the main entrance with the	All elevators should be monitored by cameras and sound, or utilize clear materials for the entire car. Retaining walls should be replaced with stretched cable railings for maximum visibility.		There should be no free access to adjacent building without direct monitoring. Public and private parking spaces should be designated. Hours of use should reflect that of local businesses, with secure closing during nonuse hours.



	Natural Access Control	Natural Surveillance	Territorial Reinforcement	Management
	entire interior of the elevator in view when the doors are open. There should be no permanent stop button installed in elevators. Ground floor should be design to provide a view of the garage using wire mesh or stretch cable. Access should be limited to no more than two designated, monitored entrances.			

Source: CPTED, 2017, S&ME , 2017

Chapter 3: Market Observations

A. DEVELOPMENT TRENDS

There has been significant private investment and development along the Main Street (U.S. 441) corridor. This development has included uses such as fast-food restaurants (sit down), drug stores, gas stations and financial institutions. Rehabilitation and improvement of existing commercial development along U.S. 441 also reflects the use of the City's new design guidelines. This recent development and improvement of the facades of some of the existing businesses is modernizing the appearance of Apopka's Main Street and reflects increased private capital investment in the area.

Additional development has also occurred immediately adjacent to the Apopka CRA, with the expansion of Florida Hospital along north Park Avenue. Continued residential redevelopment is occurring within the neighborhoods located in the CRA. These improvements are characterized by repairs or renovations, not replacement, to previously existing structures. Continued residential development activity within the City limits outside of the CRA boundaries will provide additional demand for commercial and professional services within the downtown area. Demand for entertainment services will also increase as the surrounding City population increases.

B. RESIDENTIAL DEVELOPMENT

The only multi-family residential developments located within the Apopka CRA are Promise Land East with 24 units and Apopka Townhouse Villas with 30 units. Just outside the City limits off 13th Street and Washington Street, Habitat for Humanity is building two affordable housing subdivisions with 58 lots. There is continued reinvestment and redevelopment of existing single-family and multi-family units in the Apopka CRA area; however, most of the substantial residential development is occurring outside of the CRA boundaries.

The extension of the beltway north of US 441 to SR 46 will spur additional residential development including master planned communities around the Wekiva Parkway Interchange such as Kelly Park Crossing. The Metro Orlando Economic Development Commission reports (based on US Census Bureau data) that both multi-family and single family permitting have been increasing year over year since 2009, but the amount of permitting is still significantly less than the levels experienced prior to the Great Recession. Metro-Orlando trends have also seen a larger share of permitting for multi-family, although single family permitting is still dominant. In addition, Orlando home values have increased by more than 10 percent in December 2016.

The residential development growing to the northwest and southwest of the Apopka CRA core will act as a demand stimulus for additional commercial, retail and entertainment development within the downtown core areas.

C. BUSINESS COMPOSITION

Nonresidential development within the Apopka CRA is primarily located along Main Street (U.S. 441). Commercial development along that corridor includes fast-food franchises, retail stores and financial institutions. Additional development has occurred along Central Avenue at 5th Street, including the LYNX SuperStop and the VFW facility. Based on the 2016 Department of Revenue (DOR) Land Use Codes, the land acreage within the CRA can be grouped into the following types of businesses:

- 36.3 acres of retail;
- 5.1 acres of restaurants;
- 25.4 acres of offices;
- 9.5 acres of warehouses;
- 30.9 acres of institutional uses



Figure 9: Sidewalks and Street Lights

Source: S&ME, 2017.

13% of the total acreage within the CRA. The number of vacant parcels has increased from sixty-seven (67) in 1993 to one hundred forty-two (142) in 2004 and to 183 in 2016. This significant increase in vacant parcels within the CRA is partly due to the demolition of substandard structures. Vacant lots give an impression of disinvestment and blight but also present redevelopment opportunities that are available throughout the CRA area.

According to Colliers International and the Metro Orlando EDC, late 2016 vacancy rates for office are below 10 percent. As leasing rates for Class A office space continue to climb, tenants have shifted their focus to Class B office space. The EDC reports that the retail vacancy rate for northwest Orange County was 5.4% in the fourth quarter of 2016. These figures coupled with an unemployment rate of 4.4% in November 2016 indicate the potential for positive growth in these sectors for 2017. Additional economic stimulus could be provided by a potential federal infrastructure bill being discussed in Washington D.C.

D. VACANT PROPERTIES

As of 2016, vacant parcels represent 18% of the total parcels and

Chapter 4: Tax Increment Finance Revenue Estimates

A. PROPERTY VALUATION

At the time of the adoption of the 1993 Community Redevelopment Plan, the 1992 certified taxable value of the parcels contained within the CRA was \$55,015,108, which is known as the base year value. In 2003, the taxable value was \$83,468,566. This represented a growth of \$28,453,458 in taxable value over 10 years or, on average, approximately \$2,845,346 per year. The value of property located within the CRA that was not taxable in 1993 – public buildings, institutions or religious facilities – was \$27,704,122. In 2003, the nontaxable value was \$35,081,696. These increases in overall property valuations and decrease in the percentage of nontaxable property values, as a percentage of the overall tax base (33 percent in 1993 versus 29 percent in 2003), is indicative of the increased value of private sector investment that has taken place during those 10 years. The taxable value in the Apopka CRA in 2004 was \$85,599,283, an increase of over \$2,130,000 from 2003 values.

Property valuation has increased in excess of the values anticipated in the 1993 Community Redevelopment Plan. The 1993 plan listed the estimated CRA property value in 2004 as \$85,599,283. This substantial increase in actual overestimated taxable value reflects increased private sector investment. Increasing Tax Increment Financing (TIF) revenues over historic estimates will enable the Apopka CRA to possibly accelerate the implementation of identified projects, implement additional or new projects, or increase potential leveraged funds from alternate funding sources (bonds, grants and commercial paper).

The 2016 taxable valuation for the CRA was \$98,684,347. This represents a 79% increase over the base year and a 2.5% average annual rate of increase. This historical annual rate of increase represents a measure of the private sector investment in the CRA since 1993 that may be conservatively continued for the following years. The combined 2016 year contributions by the City and County were estimated at \$341,109. Based on the current valuation of the parcels located within the CRA and current City and County millage rates, and a 2.5% annual rate of increase, the anticipated tax increment revenue (TIF) estimates for 2024 is \$7,180,100. According to the establishing CRA documents, the CRA will sunset in 2024. However, the opportunity exists to extend the operational timeframe beyond that period. Accounting for the potential to extend the CRA's lifespan, **Table 10** shows the TIF projections out to 2040, which is estimated to generate a total of \$15,586,899 in TIF revenues.



Table 10: City of Apopka TIF Revenues and Projections

Year	Final Certification Taxable Value ¹	Increment at 100%	Increment at 95%	Apopka Millage Rate	Apopka Payment @ 95%	Orange Co. Millage Rate	Orange Co. Payment @ 95%
1992 ²	\$55,015,108	-	-	-	-	-	-
2016 ³	\$98,684,347	\$43,669,239	\$41,485,777	3.7876	\$157,132	4.4347	\$183,977
2017	\$101,151,456	\$46,136,348	\$43,829,530	3.7876	\$166,009	4.4347	\$194,371
2018	\$103,680,242	\$48,665,134	\$46,231,877	3.7876	\$175,108	4.4347	\$205,025
2019	\$106,272,248	\$51,257,140	\$48,694,283	3.7876	\$184,434	4.4347	\$215,945
2020	\$108,929,054	\$53,913,946	\$51,218,249	3.7876	\$193,994	4.4347	\$227,138
2021	\$111,652,281	\$56,637,173	\$53,805,314	3.7876	\$203,793	4.4347	\$238,610
2022	\$114,443,588	\$59,428,480	\$56,457,056	3.7876	\$213,837	4.4347	\$250,370
2023	\$117,304,677	\$62,289,569	\$59,175,091	3.7876	\$224,132	4.4347	\$262,424
2024 ⁴	\$120,237,294	\$65,222,186	\$61,961,077	3.7876	\$234,684	4.4347	\$274,779
2025	\$123,243,227	\$68,228,119	\$64,816,713	3.7876	\$245,500	4.4347	\$287,443
2026	\$126,324,307	\$71,309,199	\$67,743,739	3.7876	\$256,586	4.4347	\$300,423
2027	\$129,482,415	\$74,467,307	\$70,743,942	3.7876	\$267,950	4.4347	\$313,728
2028	\$132,719,475	\$77,704,367	\$73,819,149	3.7876	\$279,597	4.4347	\$327,366
2029	\$136,037,462	\$81,022,354	\$76,971,237	3.7876	\$291,536	4.4347	\$341,344
2030	\$139,438,399	\$84,423,291	\$80,202,126	3.7876	\$303,774	4.4347	\$355,672
2031	\$142,924,359	\$87,909,251	\$83,513,788	3.7876	\$316,317	4.4347	\$370,359
2032	\$146,497,468	\$91,482,360	\$86,908,242	3.7876	\$329,174	4.4347	\$385,412
2033	\$150,159,904	\$95,144,796	\$90,387,557	3.7876	\$342,352	4.4347	\$400,842
2034	\$153,913,902	\$98,898,794	\$93,953,854	3.7876	\$355,860	4.4347	\$416,657
2035	\$157,761,750	\$102,746,642	\$97,609,310	3.7876	\$369,705	4.4347	\$432,868
2036	\$161,705,793	\$106,690,685	\$101,356,151	3.7876	\$383,897	4.4347	\$449,484
2037	\$165,748,438	\$110,733,330	\$105,196,664	3.7876	\$398,443	4.4347	\$466,516
2038	\$169,892,149	\$114,877,041	\$109,133,189	3.7876	\$413,353	4.4347	\$483,973
2039	\$174,139,453	\$119,124,345	\$113,168,128	3.7876	\$428,636	4.4347	\$501,867
2040 ⁵	\$178,492,939	\$123,477,831	\$117,303,940	3.7876	\$444,300	4.4347	\$520,208
Total Apopka Payments					\$7,180,100		
Total Orange County Payments							\$8,406,799
TOTAL TIF PROJECTED REVENUES					\$15,586,899		

Sources: Orange County Property Appraiser; S&ME, 2017.

Notes:

¹ 2017 to 2040 values are based on a historical annual valuation increase averaged at 2.5% between 1992 and 2016.² Base year taxable value.³ Taxable value of all parcels within the CRA, based on 2016 parcel data from the Orange County Property Appraiser.⁴ CRA sunsets in 2024.⁵ CRA extension to 2040.

Chapter 5: Public Participation

A key component to creating effective redevelopment strategies is public participation and community input. On April 13, 2017, the City of Apopka and the Apopka Community Redevelopment Agency hosted a community workshop, facilitated by S&ME. The purpose of the workshop was to gather public input from residents, business owners, government agencies, and stakeholders in Apopka and to identify community issues, concerns, and potential projects for inclusion in the updated Redevelopment Plan. Workshop participants were introduced to the CRA's history, past and existing conditions, accomplishments. A proposed list of preliminary programs and projects was presented for discussion.

A hands-on table exercise followed where participants utilized base maps of the CRA area and engaged in discussions to list issues and concerns affecting the CRA, propose recommendations, programs and projects for the CRA. The CRA base maps were marked-up by workshop participants to record the locations of specific projects and areas of concern. Lastly, the participants prioritized the identified issues in order to indicate the predominant issues, concerns, and recommendations the Community Redevelopment Plan should focus on. Table X below provides a prioritized list of the issues, concerns, and recommendations identified by participants during the workshop. Table X below groups and prioritizes the public input received into common themes reflected throughout the Community Redevelopment Plan.

[Narrative on results to follow workshop...](#)



Chapter 6: General Recommendations

The purpose of this plan update was to revisit the vision adopted as part of the original redevelopment plan. This revisit and analysis has supplemented the widespread goals and objectives that were established in the original plan. The following Objectives and Strategies provide the underpinning guidance and parameters for future CRA projects and programming. The work of the CRA Plan shall only be carried out in a manner that is in accordance with and consistent with the intent of the CRA's Goals, Objectives and Strategies:

- Goal: To unify Apopka's physical form
 - Objective: To unify Apopka by enhancing and maintaining a consistent quality and "home town" appearance.
 - Administration Strategy – Update Design Guidelines for the CRA
 - Projects Strategy – Update the Comprehensive Plan and Land Development Codes, as needed.
 - Projects Strategy – Develop a land acquisition strategy and land lease strategy which enhances the downtown and effectuates this redevelopment plan
 - Infrastructure Strategy – Develop direction signage (wayfinding) and gateway features
 - Infrastructure Strategy – Continue to enhance the streetscape of CRA roadway
- Goal: To create a sense of vitality
 - Objective: Beautification.
 - Administration Strategy – Develop an awards program that recognizes beautification efforts
 - Economic Development Activities Strategy – Create a program which recognizes historical projects
 - Economic Development Activities Strategy – Create a Façade Improvement Grant Program
 - Infrastructure Strategy – Develop direction signage (wayfinding) and gateway features
 - Infrastructure Strategy – Continue to enhance the streetscape of CRA roadway
 - Objective: To advocate provisions for adequate housing in good condition and with complete facilities.
 - Projects Strategy – Update the historical survey
 - Economic Development Activities Strategy - Implement a residential renovations incentive program
 - Land Development Regulations – Evaluate and update for compatible residential development
 - Objective: To promote Public and Private Investment.
 - Projects Strategy – Update the Comprehensive Plan and Land Development Codes, as needed.



- Infrastructure Strategy – Develop master plans and programs for installation, replacement or upgrading of infrastructure such as roads, potable water, sanitary sewer, reclaimed water, electric, gas, and stormwater
 - Objective: To provide appropriate density supportive of redevelopment
 - Projects Strategy – Update the Comprehensive Plan and Land Development Codes, as needed.
 - Objective: To encourage Mixed Use Residential and Non-residential uses
 - Projects Strategy – Update the Comprehensive Plan and Land Development Codes, as needed.
- Goal: To promote the retention and growth of business and residential development
 - Objective: Advocate for the continuation of the CRA
 - Administration Strategy – Continue to advocate and lobby for legislative support of CRA's.
 - Objective: Recognize development and redevelopment efforts in the CRA
 - Administration Strategy – Develop an awards program which recognizes development and redevelopment efforts
 - Objective: Promote existing businesses within the CRA
 - Projects Strategy – Develop a business retention plan
 - Economic Development Activities Strategy – Create a marketing/promotions strategy
 - Economic Development Activities Strategy – continue community-based efforts with project support and contracting for events
- Goal: Protect Existing Resources and Increase Resources
 - Objective: Provide for infrastructure to support business and residential
 - Projects Strategy – Prepare a master parking plan to identify available and potential parking to support the CRA
 - Infrastructure Strategy – Prepare a plan and implementation program for the Fifth Street parking lot
 - Infrastructure Strategy – Prepare a master plan for the Station Street public space (Downtown Area Triangle).

Physical, social, and demographic conditions have changed since the creation of the original plan and so has the public perception and preferences. The first part of this report outlined those changes. This section outlines a series of realistic and financially feasible implementation tasks and strategies that will assist the City and private development to achieve the primary goals and objectives of the CRA. The following issues played an important role in the design of the proposed vision plan for the CRA:

- Outdated regulations that encourage single-use developments and stand-alone buildings
- Site size and the lack of adequate space to meet Code requirements (parking, stormwater, parking, etc.)
- Heavy traffic on U.S. 441, although the volumes have decreased over the last ten years.
- Historic character of the CRA/CBD



- The need to protect established residential neighborhoods from incompatible types of nonresidential uses
- The lack of pedestrian amenities
- The public desire to guide private development into creating a walkable and vibrant atmosphere
- Enhancement of the identity of the downtown
- Parking safety in downtown
- The need to retain existing and attract new businesses

The following sections detail the strategies enumerated above.

A. ADMINISTRATION

CRA LEGISLATIVE SUPPORT

The Community Redevelopment Agency supports the efforts to enhance and/or maintain the ability of CRA's to function as originally intended and in accordance with State law. Past and recent challenges to the CRA legislation as provided in Chapter 163, Part III, Florida Statutes, has been aimed at stripping CRA's from their ability to function as originally intended.

AWARD PROGRAM

Recognizing those businesses which have gone above and beyond the normal aspect of their actual business should be recognized. This recognition can be done through development an award or certificate program such as a "Golden Brick" award for outstanding redevelopment/renovation efforts; a "Community Contribution" award; a "Business or Economic Improvement Contribution" award; or, a Certificate of Appreciation. These awards could be applied to residential and non-residential projects.

DESIGN GUIDELINES UPDATE

With a new focus on mixed use, the City will need to revisit the adopted design guidelines to ensure consistency with the goals of this plan.

Although hampered by the Great Recession, the CRA area has started to show positive signs of redevelopment activity in the past few years. New buildings have been built consistent with the adopted design standards, existing sites have been improved, and public projects such as the West Orange Trail and bridge have brought positive changes to the area. However, new development has continued to follow the same suburban pattern of the seventies and eighties – self-contained developments with their own parking, buffers, stormwater and signage. The current City land use and Euclidian-type zoning regulations encourage the development of single uses in stand-alone buildings. If the CRA area is intended to become a vibrant area, housing a variety of uses and offering a wide range of housing opportunities, the regulations will need to be reviewed to address the issues outlined below.

The adopted development design guidelines have significantly improved the appearance of recent development within the CRA. However, the impact has not been very effective on the general urban form of the area. A form-based code is recommended to guide development into creating a more adequate urban form.

In addition, the City should consider going into a public-private partnership to develop a "model mixed-use project" - a pedestrian- oriented, mixed-use complex to grow from. Visibility and presence on US 441 is important but the focus of the project doesn't necessarily have to be on that road. It may be designed to be perpendicular to that street, drawing pedestrians into the areas behind the vehicular corridor.

Continued evaluation of opportunities to increase pedestrian amenities and features should be pursued by the CRA. The relocation of parking areas to the rear of buildings, improved landscaping, streetscape and improved pedestrian features coupled with the City's design guidelines will continue to improve the urban form



of the Apopka CRA. If a successful pedestrian core can be developed, it typically spawns development similar in appearance. Specific streetscape and traffic recommendations are discussed in detail in the following sections.

Provision for a safe and pleasant environment for pedestrians and bicycles must be provided and maintained. Good planning and design of businesses and facilities can help with this requirement. Crime Prevention through Environmental Design is defined as "the proper design and effective use of the built environment that can lead to a reduction in the fear and incidence of crime and an improvement in the quality of life." The goal of CPTED is to reduce opportunities for crime that may be inherent in the design of structures or in the design of neighborhoods.

CPTED principles can be applied easily and inexpensively to buildings or during remodeling, and have been implemented in communities across the nation. The results have been impressive; in some CPTED communities, criminal activity has decreased by as much as 40 percent. CPTED design eliminates or reduces criminal behavior and at the same time encourages people to "keep an eye out" for each other and creates an effective environment that results in a safer more livable community.

There are separate guidelines for each of the strategies listed below, which, as a homeowner, builder or remodeler, can be applied to reduce the fear and incidence of crime and improve the quality of life.

There are four overlapping CPTED strategies.

1. Natural Surveillance - A design concept directed primarily at keeping intruders easily observable. Promoted by features that maximize visibility of people, parking areas and building entrances: doors and windows that look out on to streets and parking areas; pedestrian-friendly sidewalks and streets; front porches; adequate nighttime lighting.

2. Territorial Reinforcement - Physical design can create or extend a sphere of influence. Users then develop a sense of territorial control while potential offenders, perceiving this control, are discouraged. Promoted by features that define property lines and distinguish private spaces from public spaces using landscape plantings, pavement designs, gateway treatments, and 'CPTED' fences.

3. Natural Access Control - A design concept directed primarily at decreasing crime opportunity by denying access to crime targets and creating in offenders a perception of risk. Gained by designing streets, sidewalks, building entrances and neighborhood gateways to clearly indicate public routes and discouraging access to private areas with structural elements.

4. Target Hardening - Accomplished by features that prohibit entry or access: window locks dead bolts for doors, interior door hinges.

LAND USE

As mentioned previously, the City needs to consider establishing a form-based code for the downtown area, which could function parallel to the zoning code. Both the Future Land Use Map, and the zoning map and regulations should encourage, through development incentives or as a requirement, the appropriate mix of uses not just from parcel to parcel but also within single sites. A form-based code would take care of the creation of a mixed-use corridor while achieving the desired urban form. With a new focus on development type, rather than on separation of uses, the City will need to revisit Floor Area Ratios, setbacks, buffers, landscaping, densities and other dimensional requirements to ensure the success of these developments and the area as a whole.

The City should consider limiting or prohibiting new or expanded industrial uses in the downtown. The few industrial uses currently in the downtown may have been appropriate in the past, but with a focus on mixed commercial, office and residential uses, the industrial component needs to be minimized.



HEIGHT

The width of U.S. 441 and the need to frame the street may justify the increase of building height along this corridor. The maximum building height within the CRA is seventy-five (75) feet.

SETBACKS

Setbacks should be addressed based on urban form. A form-based code would determine building setbacks based on the use and location of a building within the district rather than based on the zoning classification.

DENSITY

The residential use component within the CRA will be very critical to maintain the vitality of the area. The zoning regulations need to be set up to address the combination of various types of uses on a single site. Density is a very sensitive issue because most people associate high density with depressed and congested areas, when in reality it can be designed minimizing the negative impacts. The City should reconsider current density caps to determine if they are adequate for the creation of a vibrant downtown. It is a well-known fact that the separation of uses and the density limits typical of Euclidian zoning codes have contributed to excessive consumption of land in America, and especially in Florida.

LOT SIZE

Another important consideration when trying to attract mixed-use development to the CRA is the adequacy of sites to accommodate the required facilities and improvements. As noted in the Existing Conditions section, most of the lots in the CRA are inadequate to fully satisfy the contemporary needs of commercial and office uses, or to accommodate mixed-use. The small size of some of the older lots in the CRA also preclude, or make more difficult, development and redevelopment activities. The City needs to prepare area- wide parking and stormwater plans to minimize the impact of parking lots and retention ponds on the urban form and walkability of the area (explained in more detail in the Infrastructure Section).

Similarly, the Apopka CRA should evaluate opportunities to land bank and to assemble sub-standard parcels into more easily developed parcels to encourage development and updating of the downtown. Parcels may be assembled or aggregated through purchase, the potential use of eminent domain, or through encouraging the private sector to assemble parcels. The CRA may wish to evaluate potential use of a 'self-assembly' incentive program by which the City/CRA may assist private property owners to assemble parcels into larger, more easily developed parcels. The incentives that may be provided by the City/ CRA to the private 'assembler' could include title research, mapping assistance, coordination with potential developers and surveying services. The assembler would be required to enter into a development agreement with the City/CRA that would outline the parcels being assembled and the assembler's intent to develop the property within 12 months.

HISTORIC PROPERTIES

The City should consider updating the survey of historic properties to identify structures that have become significant since the 1990 survey, and to prepare a list of those that would be eligible for becoming local or national historic landmarks.

CRA REPRESENTATION AND LEGISLATIVE SUPPORT

Representation for the CRA can be provided when and where needed for the promotion of events, projects, and uses within the CRA district.

B. PROJECTS*LAND ACQUISITION AND SELLING/LEASING OF PUBLIC LAND*

Current and new projects may require the acquisition of property. Potential projects which may require additional projects may include but are not limited to: parking (5th Street Parking Lot), infrastructure, streetscape,



trails, parks, incubator, etc. The CRA must also develop processes, standards, and controls for the selling or leasing of public lands.

UPDATE HISTORICAL SURVEY

The City of Apopka conducted a historical resources survey in 1990. Most of the historical resources in the City are concentrated in the CRA area. Since the survey is over 25 years old, it would seem appropriate to update it.

BUSINESS RETENTION PLAN

Small businesses sometimes lack information or financial resources needed to grow or sustain themselves. The CRA promotes small business growth and expansion by providing information on incentive programs, grants, loans, and property availability. The CRA should also coordinate with merchant associations and the Chamber of Commerce to ensure that small businesses have knowledge of and access to support services such as training and job recruitment.

It is important to determine if existing businesses are failing, and if so, for what reasons. It is important to analyze those reasons and be able to tailor programs to assist existing businesses in the CRA. This could also include a consumer survey and marketing analysis.

DOWNTOWN APOPKA TRIANGLE (DAT)

Develop the Downtown Apopka Triangle (DAT) – along Station Street between S Lake Avenue and S Central Avenue – as a main focal point of Downtown Apopka and as part of a newly established Station Street District that focuses on arts and culture, entertainment, mixed-uses, and a pedestrian-friendly environment. The DAT may be supported by a parking garage and a trolley system and has the potential to become a base for a farmer's market, community gardens, restaurants, and special events. A Station Street District master plan should be created to identify action steps and capital improvements.

C. ECONOMIC DEVELOPMENT ACTIVITIES

HISTORICAL PROPERTY RECOGNITION

Properties of local significance and national registry properties are a valuable asset to Apopka. Recognition of these properties may be accomplished in various ways such as the national registry (if eligible), community awards or presentations. A historical marker program can help identify historic properties and encourage their protection. Historical surveys are also a valuable means to document historical properties, and the CRA could support this process. The last historical survey was conducted in 1990. Historical property information may be made available through brochures, media special events, historical markers and education programs.

MARKETING/PROMOTIONS

The CRA shall work with the County and State agencies to provide sufficient funding for marketing including local and regional promotions. Special events and activities should be developed as part of a sound marketing and promotional strategy.

FAÇADE IMPROVEMENT GRANTS

Matching grants for facade improvements could be managed and/or funded by the CRA. Funds may be combined with other grants when possible. Adherence with proper building and zoning codes must be completed when and where required.

RESIDENTIAL RENOVATION INCENTIVE PROGRAM

The CRA should consider incentivizing the repair and renovation of residential structures through a grant program. There could be matching grants or vouchers for rehabilitation, exterior painting, and/or consulting services such as general contractors, structural engineers, or architects.



RESIDENTIAL UTILITY ASSISTANCE PROGRAM

A new single-family construction program of infill lots to assist with impact fees, helping to create affordable housing.

LAND DEVELOPMENT REGULATIONS

The City of Apopka should evaluate and update its Land Development Regulations to encourage the development of compatible residential uses within the CRA.

COMMUNITY BASED EFFORTS

This action item covers a number of areas which include the following:

- Support of community based organizations for the promotion of the CRA district.
- Involvement of the community during project development, depending on the project.
- Development of partnerships for landscaping and beautification projects. These can include painting programs, landscaping and lot clean up.

D. INFRASTRUCTURE

Infrastructure improvements are vital to supporting the public and private reinvestment efforts in a redevelopment area. Improvements to roadways, stormwater facilities, water systems, and sanitary sewer systems, as well as other neighborhood improvements and the relocation of overhead utility lines to underground are all designed to serve as a catalyst for community redevelopment.

Continued maintenance, replacement and upgrade of utilities will be needed in the future. The roads in the CRA are adequate, however future needs may require additional construction (crosswalks), maintenance (repaving and restriping), or traffic calming devices to help manage traffic and maintain pedestrian safety. Main Street was repaved in 2016. The provision in the CRA Plan for these items is needed to continue services in the CRA district.

DOWNTOWN APOPKA TRIANGLE (DAT) & STATION STREET DISTRICT

Implement the Station Street District master plan to direct the acquisition, funding, and capital improvements of projects. Local rights-of-way might be vacated to create a larger common space (approximately 3.5 acres of space). Fourth Street may be re-routed and the new configuration of common property would allow potentially for the provision of additional public parking. Station Street should be linked to the West Orange Trail through the downtown.

EAST 6TH STREET PROMENADE

According to the Grow Apopka Vision 2025 report, “the East 6th Street Promenade, which connects Martin’s Pond (City Center) to South Park Avenue, would potentially include narrowing roads, traffic calming, up-graded street lighting with banners, street furniture, and landscaping for shading. The Promenade would assist in connecting the Station Street project to the West Orange Trail.

5TH STREET PARKING LOT

The goals would be to open the Fifth Street parking to the public with the City acquiring private interests in the property. The lot would be resurfaced and landscaped. Before resurfacing, base and sub-base components could be installed which would permit structured parking the future. The parking lot would complement and support the Station Street project and its availability to the public would be provided as part of a wayfinding program.

GATEWAYS

Gateways serve as grand entrances to an area and create a sense of place and arrival. They can be as simple as a corner town clock or as elaborate as a drive-through archway. A change in pavement color and texture, as well as a change in landscaping will set gateways and key intersections apart. Vertical elements like tall palms or decorative columns energize a space and add dramatic interest.

The intersection of U.S. 441 and S.R. 436 holds great potential for making a memorable gateway. Large letters spelling "APOPKA" could be attached to the guardrails, similar to those found on the I-4 and Conroy Road overpass. The City name could be illuminated, as well as City and County Seals on the supports. The application guidelines and a Community Identification Structures and Landscape (CISL) booklet may be obtained from FDOT.

There is a small City of Apopka sign at the south end of Park Avenue. If this sign were larger and framed by attractive landscaping it would make a nice entrance feature. This sign could then be repeated at other entry points and become a recognized symbol of the Apopka CRA.

SIGNAGE

Signage helps provide people with a variety of information including the location of the downtown, parking, shopping, recreational uses (West Orange Trail), governmental (City Hall, Police, etc.), and even events within the CRA district. A coordinated and visually recognizable system of directional signage needs to be developed and used throughout the district to provide a sense of place and belonging within the district. Use of sign design, colors and location can aid in this type of system.

STREETSCAPES

One of the most effective means for unifying and improving the appearance of downtown is the use of streetscape improvements. Streetscape improvements include decorative street lighting, street furniture (benches, trash receptacles, bike racks), unified signage, sidewalk improvements, underground utilities, and landscaping, among others. The changes can often be dramatic; sending a message to the community that redevelopment has begun and will be successful. Streetscape enhancements also establish an overall design theme to guide other renovation efforts. Murals, public art, historic signs, and the use of brick pavers are other popular and effective aesthetic enhancements.

The various streetscape improvement projects should be planned and coordinated as part of a master plan. Accordingly, the CRA shall retain an urban planning/design firm to investigate options and prepare a Master Streetscape Plan.

E. BUSINESS SUPPORT

IMPACT FEE ASSISTANCE GRANT

Grants may be awarded based on investment in brick and mortar improvements or job creation. The grants would off-set all or a portion of the impact fee assessment. Also, assistance may be rendered by allowing a business/developer to pay the impact fees over an extended period of time with little or no interest.

COOPERATIVE ADVERTISING & PROMOTION

One possibility to promote the businesses within the CRA can be done through cooperative advertising. An organization can team with a sponsor or groups of businesses can pool their efforts and funds to produce advertising together, instead of separately. Visitors and Convention Bureau or Tourist Development Council, athletic and special event promoters, and the Economic Development Commission should all be sought as possible partners for various CRA related activities. Advertising shall be designed specifically to promote redevelopment activities within the CRA.



BUILDING CODE COMPLIANCE AND BUILDING FEE REFUND PROGRAMS

The CRA should investigate establishing funding for assisting businesses, homeowners, and developers with the cost of bringing buildings into compliance with current codes. The incentives would include off-setting all or a portion of the improvements to bring a building into compliance.

Assistance through refunding building permit fees should be investigated. In either case, standards and requirements should be established to implement these programs.

LOANS & GRANTS

CRA Loan Pool - Development of a local loan pool for the CRA district can be completed with the support of local banks. These funds would be sponsored and approved through each sponsoring bank for renovations. Loan pools can provide low interest funding for business redevelopment or improvements. Loan pools may be developed for commercial and housing use, depending on the direction from the CRA.

PUBLIC-PRIVATE PARTNERSHIPS (P3)

The City of Apopka shall examine opportunities for public-private partnerships to encourage the redevelopment of compatible residential and non-residential uses within the CRA.

FEDERAL AND STATE PROGRAMS

The City of Apopka and the CRA shall examine the opportunities to utilize existing state, regional, and federal regulatory and financial incentive programs, such as brownfield grant funding and state programs, to encourage redevelopment within the CRA.

Chapter 7: Conceptual Master Plan and Recommendations

Portions of three primary streets were targeted for streetscape analysis and recommendations. A section of Main Street (U.S. 441), Central Avenue and 5th Street were studied. The streetscape recommendations included in the following pages could be applied to other streets of similar widths and similar urban form.

A section of U.S. 441 was studied for a potential gateway from the west at Hawthorne Avenue. Central Avenue was studied from 7th Street to M.A. Board Street. The portion of 5th Street studied runs from Central Avenue to Park Avenue.

Two key intersections were also analyzed: Main Street and Central Avenue, and Central Avenue and 5th Street. Perspectives are included, which show conceptual recommendations for these two intersections. Plans and sections are included for the three portions of Main Street, Central Avenue and 5th Street. An alternative conceptual plan for the 5th Street and Central Avenue intersection is also presented to introduce the Downtown Apopka Triangle concept.

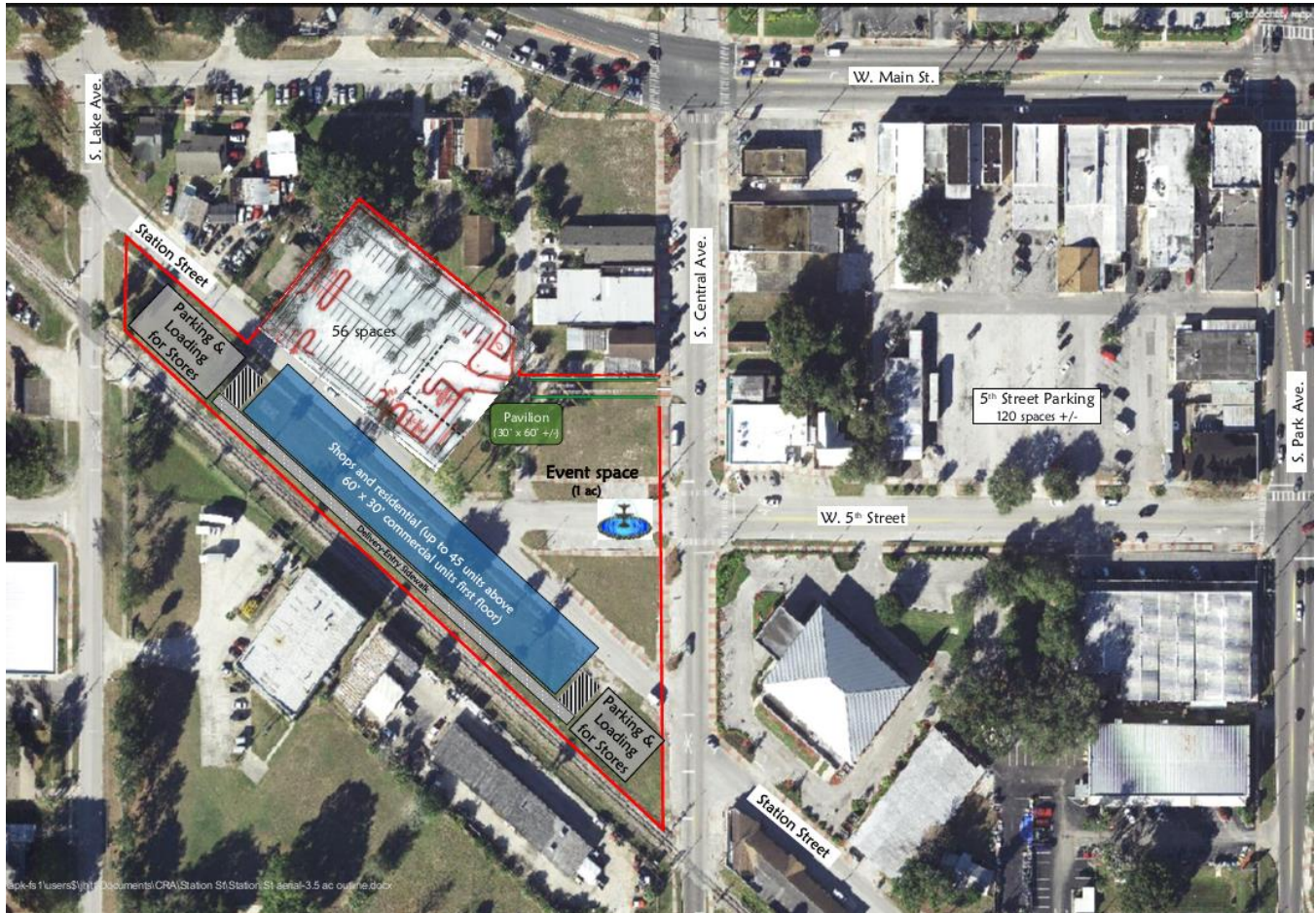


Figure 10: Main Street, 5th Street, and Central Avenue Redevelopment Concept Alternative



Sources: Land Design Innovations 2007; S&ME.

Figure 11: 5th Street and Central Avenue Redevelopment Concept Alternative (Downtown Apopka Triangle)



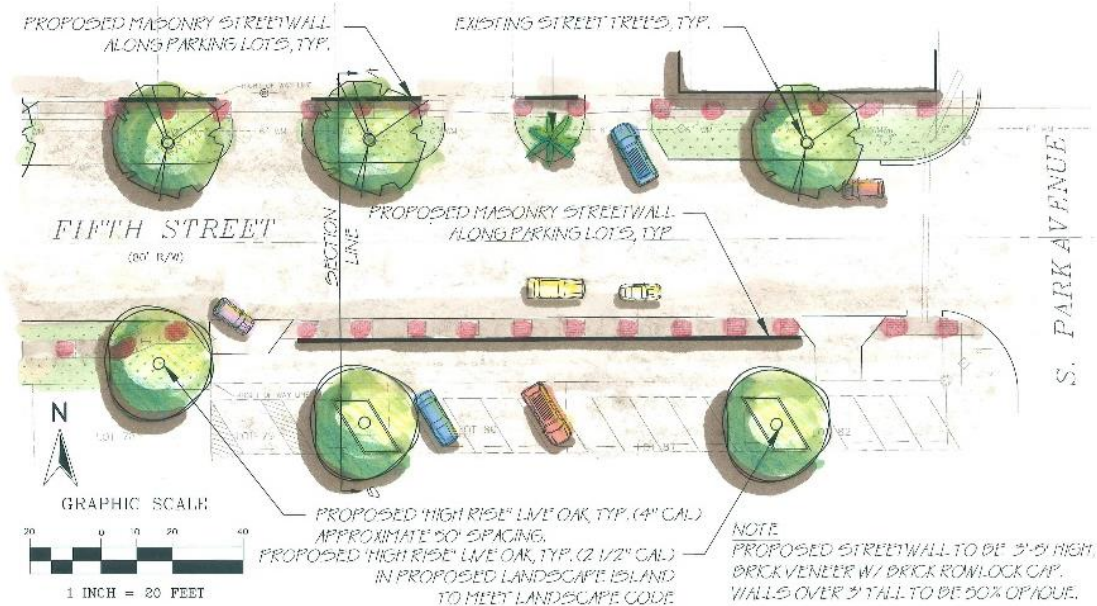
Source: City of Apopka, 2017.

Figure 12: Main Street and Hawthorne Avenue Streetscape



Sources: Land Design Innovations, 2007; S&ME, 2017.

Figure 13: 5th Street and Park Avenue Streetscape



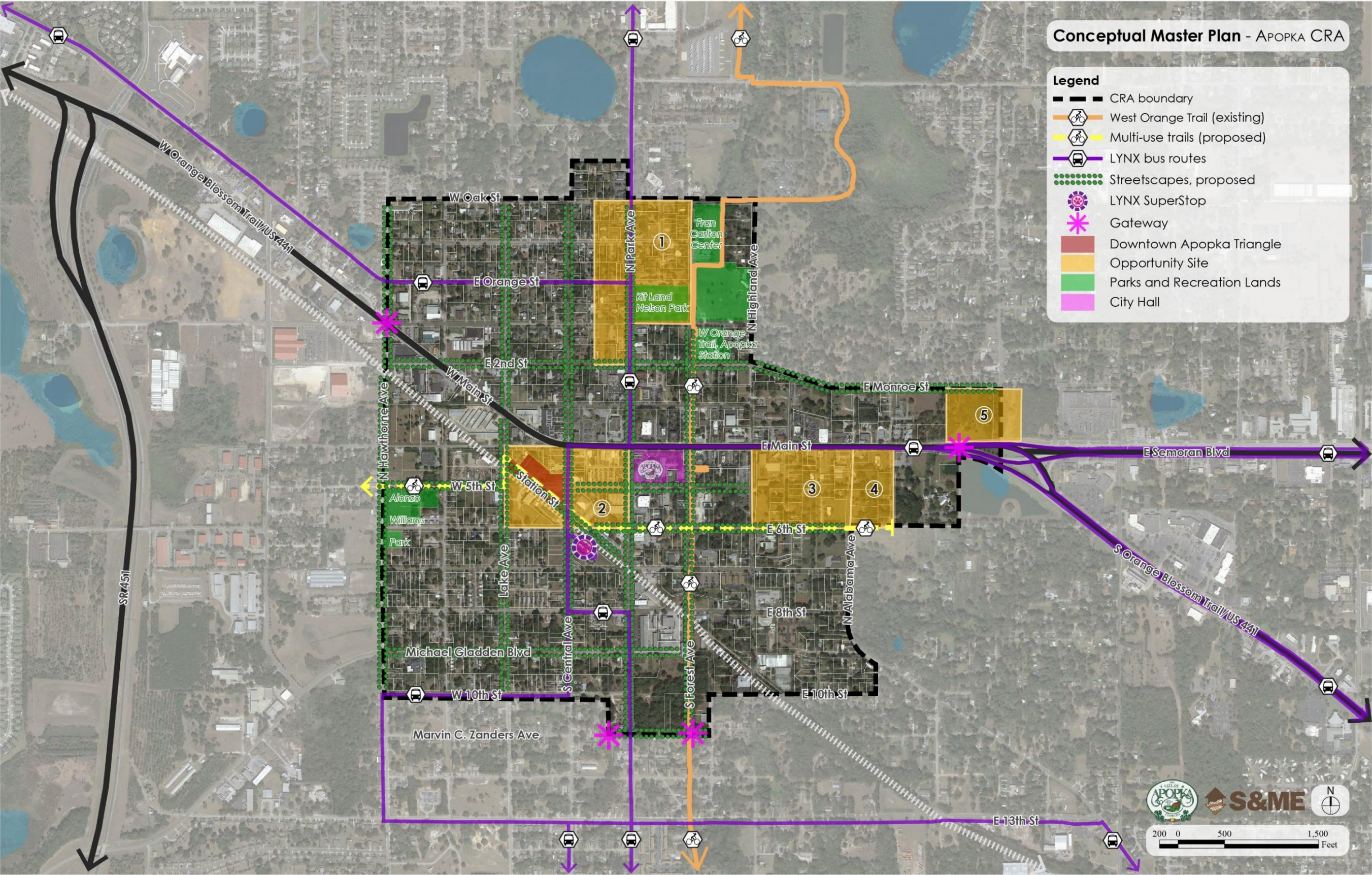
Sources: Land Design Innovations, 2007; S&ME, 2017.

NEIGHBORHOOD IMPACT STATEMENT

The proposed projects and programs are not anticipated to impact or require relocation of any low or moderate income housing areas within the CRA district. Each of the proposed projects, catalyst projects and other development within the CRA district will be evaluated for potential impacts upon the surrounding areas addressing traffic circulation, environmental impacts, availability of community facilities, effects on school populations and other potential impacts upon the physical and social quality of life during the planning and design phase of each project. Any potential negative impacts will be mitigated to the maximum extent possible.



Map 7: Conceptual Master Plan



OPPORTUNITY SITES

The Opportunity Sites, shown on the Conceptual Master Plan, present key, strategic areas within the Apopka CRA for redevelopment. The location, existing land uses, future land uses, and zoning designations of each site create unique opportunities for redevelopment into a wide range of uses, including mixed-uses, neighborhood residential uses, and supporting commercial uses. The Opportunity Sites 1 through 5 are described below in more detail.

OPPORTUNITY SITE 1

Opportunity Site 1 is located in the northern part of the CRA south of W Oak Street. The site is bound on the north by East Oak Street, Central Avenue to the west, W Orange Trail to the east, and E 2nd Street to the south. The site is comprised of 63 parcels, covering a total parcel area – excluding right-of-ways – of 27.65 acres. The site is bisected by Park Avenue, which connects to Main Street and runs adjacent to City Hall. Kit Land Nelson Park is located within the opportunity site and both the Fran Carlton Center and the West Orange Trail are located adjacent to the site's its eastern edge. The Florida Hospital Apopka is situated to the north of the opportunity site. Eight (8) parcels within the opportunity site are vacant and the majority of the surrounding existing and future land uses are Single Family Residential and Low Density Residential, respectively. These amenities and conditions make it an attractive site for redevelopment into office, multi-family, supporting retail, and mixed uses.

- Location: South of East Oak Street, North of E 2nd Street, West of W Orange Trail, and East of Central Avenue.
- Current Use: Single-family residential, multi-family residential, retail, office, other commercial services, institutional, recreation, utilities, and vacant lands.
- Zoning: Residential Single-Family R-1AA, Professional Office/Institutional PO/I, Retail Commercial C-1, and Parks and Recreation.
- Future Land Use: Low Density Residential, Office, Parks/Recreation.

OPPORTUNITY SITE 2

Opportunity Site 2 is located within the Downtown Development Overlay District on the south side of US 441 between East 6th Street and MA Board Street. The site is bound on the East by South Park Avenue (aka Clarcona Road) and on the West by Marvin C. Zanders Avenue. The overall 17.87 acre Opportunity site is comprised of 49 parcels and is bisected by CSX Rail line and includes the Apopka Community Center VFW Post and a wide range of retail and commercial services along US 441, South Park Avenue and Central Avenue. The center of this Opportunity Site is the site of the CRA's proposed Downtown Apopka Triangle mixed-use redevelopment project. The south end of this Opportunity Site fronts East 6th Street and will front the cross-town bicycle trail. This site would be an ideal location for a more urban development pattern mixed-use development with an increased intensity commercial development that would benefit from the site's central downtown location, proximity to the Downtown Apopka Triangle project, proximity to the Lynx Super Stop and location on the East 6th Street cross-town bicycle trail.

- Location: South of US 441 and North of East 6th Street bounded on the East by South Park Avenue (aka Clarcona Road) Avenue and on the West by Marvin C Zanders Avenue.
- Current Use: Single family residential, office, retail, vacant, public lands, institutional (Community Center VFW), industrial, railroad.
- Zoning: Retail Commercial C-1, General Commercial C-2, Wholesale Commercial C-3.
- Future Land Use: Commercial.



OPPORTUNITY SITE 3

Opportunity Site 3 is located on the south side of US 441 between East 6th Street and US 441 to the West of Opportunity Site #4 on the eastern side of Apopka adjacent to the Central Businesses District. This 16.67 acre site is comprised of 35 parcels and is bisected by Midland Avenue and partially bisected by Oakland Avenue. US 441 frontage is developed with a commercial and retail uses. The south end of this Opportunity Site fronts East 6th Street and will be the eastern terminus of a cross-town bicycle trail. This site would be an ideal potential location for a mixed-use planned development, neighborhood-scale commercial development and/or residential development that would benefit from the site's proximity to downtown and location on the East 6th Street cross-town bicycle trail.

- Location: South of US 441 and North of East 6th Street bounded on the East by Alabama Avenue and on the West by South Highland Avenue.
- Current Use: Single family residential, commercial, vacant, institutional (Church).
- Zoning: General Commercial C-2, Retail Commercial C-1, Residential Single Family R-1AA, Residential Multiple Family R-3.
- Future Land Use: Low Density Residential, Commercial.

OPPORTUNITY SITE 4

Opportunity Site 4 is located on the south side of US 441 between East 6th Street and US 441 on the eastern side of Apopka. This 7.68 acre site is comprised of 10 parcels. US 441 frontage is developed with a Burger King and a convenience store/gas station. 3 of the 10 parcels are vacant (1.57 acres), while the remaining 7 parcels (6.11 acres) are developed with single-family residential and the aforementioned commercial development along US 441 frontage. The south end of this Opportunity Site fronts East 6th Street and will be the eastern terminus of a cross-town bicycle trail providing quick access to the West Orange Trail. This site would be an ideal potential location for a mixed-use, neighborhood-scale commercial development and/or residential development that would benefit from the site's proximity to downtown and location on the East 6th Street cross-town bicycle trail.

- Location: South of US 441 and North of East 6th Street bounded on the East by South McGee Avenue and on the West by Alabama Avenue.
- Current Use: Single family residential, commercial, vacant.
- Zoning: General Commercial C-2, Retail Commercial C-1, Planned Unit Development PUD, Residential Single Family R-1AA.
- Future Land Use: Low Density Residential, Commercial.

OPPORTUNITY SITE 5

Opportunity Site 5 Opportunity Site #5 is located at the intersection of SR 436 and US 441 on the eastern gateway of Apopka. This 6.42 acre City-owned parcel is located on the City's main commercial corridor with over 40,000 daily traffic trips. This site would be an ideal potential location for a mixed-use development that would benefit from the site's street visibility high daily traffic volumes.

- Location: US 441 and SR 436.
- Current Use: Vacant.
- Zoning: Residential Multiple Family R-3, Retail Commercial C-1.
- Future Land Use: Mixed Use, Commercial.



Chapter 8: Implementation Plan

The following narrative tables outline a twenty-three year implementation strategy for this Redevelopment Plan.

Strategies, Action Items, Program, & Projects	Timeframe			
	Short	Medium	Long	Extended
	2017-2021	2022-2026	2027-2030	2031-2040
Administration				
Design Guidelines Update	✓			
Awards Program	✓	✓	✓	✓
CRA Legislative Support	✓	✓	✓	✓
Projects				
Parking Study	✓			
Land Acquisition for projects		✓	✓	✓
Business Retention Plan	✓			
Update Historical Survey	✓			
Downtown Apopka Triangle	✓			
Economic Development Activities				
Historical Projects Recognition	✓	✓	✓	✓
Marketing/Promotions	✓	✓	✓	✓
Community-based Efforts - Project support, contracting for events	✓	✓	✓	✓
Façade improvement Grants - P3 partnership program	✓	✓	✓	✓
Residential Renovation Incentive Program	✓	✓	✓	✓
Land Development Regulations	✓		✓	
Infrastructure				
Directional Signage and Gateways	✓			
Streetscape	✓	✓	✓	✓
Roads, Water, Sewer, Electrical	✓	✓	✓	✓
Fifth Street Parking Lot	✓	✓		
Station Street Public Space Master Planning (DAT)	✓	✓		
Business Support				
Impact Fee Assistance Grant	✓	✓	✓	✓
Co-op Advertising and Promotion	✓	✓	✓	✓
Building Code Compliance Grant	✓	✓	✓	✓
Building Fee Refund Program	✓	✓	✓	✓
Public-Private Partnerships (P3)	✓	✓	✓	✓
State, Regional, National Regulatory and Financial Incentives	✓	✓	✓	✓



Chapter 9: Consistency with Florida Statutes

The aforementioned projects, programs and implementation plan is consistent with applicable state laws (FS Chapter 163.362) regarding the contents of Community Redevelopment Plans. The Community Redevelopment Plan contains:

- Legal Description of the community redevelopment area (see Appendices).
- The approximate amount of open space and street layout (Chapter 7, Conceptual Master Plan and Recommendations; Chapter 2, Existing Conditions).
- Limitations on type, size, height, number and proposed use of buildings (Chapter 2, Existing Conditions)
- Approximate number of dwelling units (Chapter 2, Existing Conditions).
- Property intended for use as public parks, recreation areas, streets, public utilities and public improvements (Chapter 7, Conceptual Master Plan and Recommendations).
- Anticipated impact on residents (Chapter 7, Conceptual Master Plan and Recommendations).
- Identified publicly funded capital projects within CRA (Chapter 8, Implementation Plan).
- Adequate safeguards that the work of the redevelopment plan will be carried out pursuant to the plan (Chapter 5, General Recommendations).
- Provisions for retention of controls and the establishment of any restrictions or covenants running with the land or sold or leased for private use for such periods of time and under such conditions as the governing board deems necessary to effectuate the redevelopment purpose (Chapter 5, General Recommendations).
- Provides assurances that there will be replacement housing for the relocation of persons temporarily or permanently displaced from housing facilities within the community redevelopment area (Chapter 7, Conceptual Master Plan and Recommendations).



Appendix A: CRA Boundary Legal Description



**CITY OF APOPKA
COMMUNITY REDEVELOPMENT AREA**

DESCRIPTION

Beginning at the intersection of the Northerly Right-of-Way line of Tenth Street with the Easterly Right-of-Way line of Hawthorne Avenue; Run thence Northerly along said Easterly line to the Northerly Right-of-Way line of Ninth Street; Run thence Westerly at right angles from the Easterly line of Hawthorne Avenue to the Westerly Right-of-Way line of Hawthorne Avenue; Run thence Northerly along said Westerly line to the Southeast corner of lot 16, Block "B" of Bradshaw and Thompson's Addition to Apopka as recorded in Plat Book "B", page 25 of the Public Records of Orange County, Florida; Run thence Easterly at right angles to the Easterly Right-of-Way line of Hawthorne Avenue; Run thence Northerly along said Easterly line to the Southerly Right-of-Way line of Oak Street; Run thence Easterly along said southerly line to the Easterly Right-of-Way line of Central Avenue; Run thence Northerly along said Easterly line to the Northwest corner of Lot 95 of Lakeside Homes as recorded in Plat Book "B", page 69 of the Public Records of Orange County, Florida; Run thence Easterly along the northerly line of said Lot 95 and Lot 94 of said Plat and a projection Easterly thereof to the Easterly Right-of-Way line of Park Avenue; Run thence Southerly along said Easterly line to the Northerly Right-of-Way line of Oak Street; Run thence Easterly along said Northerly line to the West line of the East 1/2 of the Northwest 1/4 of Section 10, Township 21 South, Range 28 East, Orange County, Florida; Run thence Southerly along said West line and the Easterly Right-of-Way line of Highland Avenue to the Northerly Right-of-Way line of Monroe Avenue; Run thence Easterly along said Northerly line to the East line of the West 1/2 of the Southeast 1/4 of Section 10; Run thence Southerly along said East line to the Northerly Right-of-Way line of State Road (S.R.) 436; Run thence Westerly along said northerly line to the Northerly projection of the Westerly line of Lots 2 and 3 Block "B" of L.F. Tilden's Addition to Apopka City as recorded in Plat Book "A", page 140 of the Public Records of Orange County, Florida; Run thence Southerly along said Westerly line and a projection Northerly and Southerly thereof to the Southerly Right-of-Way line of Sixth Street; Run thence Westerly along said Southerly line to the Easterly Right-of-Way line of Alabama Street; Run thence Southerly and Easterly along said Easterly line to the Easterly Right-of-Way line of McGee Street; Run thence Southerly along said Easterly line to the Northerly Right-of-Way line of Tenth Street; Run thence Westerly along, said Northerly line and a line 30.00 feet Northerly, measured at right angles, from the South line of the North 1/2 of the Southwest 1/4 of Section 15, Township 21 South, Range 28 East, to the Westerly Right-of-Way line of Robinson Avenue; Run thence Southerly along said Westerly line to the Northerly Right-of-Way line of Eleventh Street; Run thence Westerly along said Northerly line to the Easterly Right-of-Way line of Park Avenue; Run Thence Southerly along said line to the Easterly projection of the Southerly line of lot 12 Block "J" of the Town of Apopka as recorded in Plat Book "A", page 109 of the Public Records of Orange County, Florida; Run thence Westerly along said projection and the Southerly line of said Lot 12 to the Westerly line of Lot 12; Run thence Northerly along said Westerly line and the Westerly line of Lot 6 Block "J" and a projection Northerly thereof to the Northerly Right-of-Way line of Tenth Street; Run thence Westerly along said Northerly line to the Point Of Beginning.

Containing 633 acres of land more or less.



Appendix B: Community Workshop



[COMMUNITY WORKSHOP DATA]



Appendix C: Establishing Documents



ORDINANCE NO. 783

AN ORDINANCE OF THE CITY OF APOPKA, FLORIDA, ESTABLISHING A COMMUNITY REDEVELOPMENT TRUST FUND; PROVIDING FOR THE ADMINISTRATION OF THE COMMUNITY REDEVELOPMENT TRUST FUND; ESTABLISHING THE BASE YEAR FOR DETERMINING ASSESSED VALUES OF PROPERTY IN THE COMMUNITY REDEVELOPMENT AREA FOR TAX INCREMENT PURPOSES; PROVIDING FOR ANNUAL APPROPRIATION OF THE TAX INCREMENT BY ALL TAXING AUTHORITIES IN THE COMMUNITY REDEVELOPMENT AREA; APPOINTING THE GOVERNING BODY OF THE COMMUNITY REDEVELOPMENT AGENCY AS THE TRUSTEE OF THE COMMUNITY REDEVELOPMENT TRUST FUND; PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, by Resolution No. 93-M-38 and Resolution No. 93-M-39 adopted by the Board of County Commissioners of Orange County, Florida (the "County Commission") on June 22, 1993, and by Resolution No. 9316 adopted by the City Council of the City of Apopka, Florida (the "City Council") on June 28, 1993, it was determined that one or more slum or blighted areas exist or areas which lack affordable housing exists within the City of Apopka, Florida (the "City"), and that rehabilitation, conservation, or redevelopment, or combination thereof, of such area or areas is necessary in the interest of the public health, safety, morals or welfare of the residents of the City and County; and

WHEREAS, by Resolution No. 9316 adopted by the City Council on June 28, 1993, the City Council created the Apopka Community Redevelopment Agency (the "Agency") and declared the City Council as the Agency pursuant to Section 163.356 and 163.357, Florida Statutes; and

WHEREAS, by Resolution No. 9316 adopted by the City Council on June 28, 1993, the City Council adopted the Apopka Community Redevelopment Plan (the "Plan") for the Community Redevelopment Area as fully described in the Resolution and in Exhibit A attached hereto and made a part hereof (the "Community Redevelopment Area"); and

WHEREAS, in order to plan and implement community redevelopment within the Community Redevelopment Area it is necessary that a Redevelopment Trust Fund be established and created for said area as provided for in Section 163.387, Florida Statutes (the "Act"); and

WHEREAS, notice to each taxing authority and public notice of the City's intention to adopt an ordinance creating a Redevelopment Trust Fund has been given, in accordance with Section 163.346 and 166.041(3), Florida Statutes.

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

SECTION 1. There is hereby established and created, in accordance with the provision of the Act, a Community Redevelopment Trust Fund (the "Fund") for the Community Redevelopment Area, which fund shall be utilized and expended for the purpose of and in accordance with the Plan, including any amendments or modifications thereto approved by the Community Redevelopment Agency including any "community redevelopment" (as that term is defined in Section 163.340, Florida Statutes) under this Plan.

SECTION 2. The moneys to be allocated to and deposited into the Fund shall be used to finance "community redevelopment" within the Community Redevelopment Area, which shall be appropriated when authorized by the Agency. The Agency shall utilize the funds and revenues paid into and earned by the Fund for community redevelopment purposes as provided in the Plan and as permitted by



ORDINANCE NO. 783

PAGE 2

law. The Fund shall exist for the duration of the "community redevelopment" undertaken by the Agency pursuant to the Plan and the extent permitted by the Act. Moneys shall be held in the Fund and the Fund shall be administered by the City for and on behalf of the Agency, and disbursed from the Fund as provided by the Act, this Ordinance or when authorized by the Agency.

SECTION 3. The money held in the Fund shall be continuously secured in the same manner as state and municipal deposits are authorized to be secured by the laws of the state of Florida. The Funds may be invested according to the Act and Florida Statutes. The cash required to be accounted for in the Trust Fund described in this Act may be deposited in a single bank account, provided that adequate accounting records are maintained to reflect and control the restricted allocation of cash on deposit therein for the various purposes of such funds and accounts as herein provided.

SECTION 4. There shall be paid into the Fund each year by each of the "taxing authorities" (as that term is defined in Section 163.340, Florida Statutes) levying ad valorem taxes within the Community Redevelopment Area, and shall be that amount equal to 95 percent of the incremental increase in ad valorem taxes levied each year by that taxing authority, as calculated in accordance with Section 5 of this Ordinance and the Act, based on the base year established in Section 4 of this Ordinance (such annual amount being hereafter referred to as the "tax increment").

SECTION 5. The most recently approved tax role prior to the effective date of this Ordinance used in connection with the taxation of real property in the Community Redevelopment Area shall be the real property assessment roll of Orange County, Florida, reflecting the valuation of real property for purposes of ad valorem taxation as of January 1, 1992 (the "base year value") and submitted to the Department of Revenue pursuant to Section 193.1142, Florida Statutes, and all deposits into the Fund shall be in the amount of tax increment calculated as provided in Section 5 hereof based upon increases in valuation of taxable real property from the base year value.

SECTION 6. The tax increment shall be determined annually by each taxing authority and shall be that amount equal to 95 percent of the difference between:

- (a) The amount of ad valorem taxes levied each year by all taxing authorities, exclusive of any amount from any debt service millage, on taxable real property located within the geographic boundaries of the Community Redevelopment Area; and
- (b) The amount of ad valorem taxes which would have been produced by the rate upon which the tax is levied each year by or all taxing authorities, upon the total of the assessed value of the taxable real property in the Community Redevelopment Area as shown upon the assessment roll used in connection with the taxation of such property by all taxing authorities, prior to the effective date of the Ordinance.

SECTION 7. All taxing authorities shall annually appropriate to and cause to be deposited in the Fund the tax increment determined pursuant to the Act and Section 5 of this Ordinance at the beginning of each fiscal year thereof as provided in the Act. The obligation of each taxing authority to annually appropriate the tax increment for deposit in the Fund shall commence immediately upon the effective date of this Ordinance and continue the extent permitted by the Act until all loans, advances and indebtedness, if any, and interest thereon, incurred by the Agency as a result of community redevelopment in the Community Redevelopment Area have been paid.



ORDINANCE NO. 783

PAGE 3

SECTION 8. The Fund shall be established and maintained as a separate trust fund by the City pursuant to the Act and this Ordinance, and other directives of the governing body of the Agency as may from time to time be adopted, whereby the Fund may be promptly and effectively administered and utilized by the Agency expeditiously and without undue delay for its statutory purpose pursuant to the Plan.

SECTION 9. The chief financial officer of the City of Apopka, Florida (the "Trustee"), on behalf of the City and the Agency, shall be the trustee of the Fund and shall be responsible for the receipt, custody, disbursement, accountability, management, investment, and proper application of all moneys paid into or expended from the Fund in accordance with Agency authorization and with state and local laws. Disbursement of moneys shall be made upon presentation of adequate supporting documentation in the reasonable opinion of the Trustee.

SECTION 10. Any and all ordinances or resolutions or parts of ordinances or resolutions in conflict herewith are hereby repealed.

SECTION 11. If any part of this Ordinance is held to be invalid or unenforceable for any reason, such holding shall not affect the validity or enforceability of the remainder of this Ordinance, which shall remain in full force and effect.

SECTION 12. The Clerk to the City Council is hereby authorized to send a certified copy of this Ordinance to each of the taxing authorities and to the Property Appraiser of Orange County, Florida.

SECTION 14. This Ordinance shall take effect immediately upon its approval and adoption by the Apopka City Council.

READ FIRST TIME: June 16, 1993

READ SECOND TIME

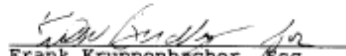
AND ADOPTED: June 28, 1993


John H. Land, Mayor

ATTEST:


~~Connie W. Major, City Clerk~~
Libby Tyler, Deputy City Clerk

APPROVED AS TO FORM:


Frank Kruppenbacher, Esq.,
City Attorney

DULY ADVERTISED FOR PUBLIC HEARING ON: June 18, 1993

CRAORD



Ordinance No. 783

EXHIBIT A**CITY OF APOPKA
COMMUNITY REDEVELOPMENT AREA****DESCRIPTION**

Beginning at the intersection of the Northerly Right-of-Way line of Tenth Street with the Easterly Right-of-Way line of Hawthorne Avenue; Run thence Northerly along said Easterly line to the Northerly Right-of-Way line of Ninth Street; Run thence Westerly at right angles from the Easterly line of Hawthorne Avenue to the Westerly Right-of-Way line of Hawthorne Avenue; Run thence Northerly along said Westerly line to the Southeast corner of lot 15, Block "B" of Bradshaw and Thompson's Addition to Apopka as recorded in Plat Book "B", page 25 of the Public Records of Orange County, Florida; Run thence Easterly at right angles to the Easterly Right-of-Way line of Hawthorne Avenue; Run thence Northerly along said Easterly line to the Southerly Right-of-Way line of Oak Street; Run thence Easterly along said southerly line to the Easterly Right-of-Way line of Central Avenue; Run thence Northerly along said Easterly line to the Northwest corner of Lot 95 of Lakeside Homes as recorded in Plat Book "B", page 69 of the Public Records of Orange County, Florida; Run thence Easterly along the northerly line of said Lot 95 and Lot 94 of said Plat and a projection Easterly thereof to the Easterly Right-of-Way line of Park Avenue; Run thence Southerly along said Easterly line to the Northerly Right-of-Way line of Oak Street; Run thence Easterly along said Northerly line to the West line of the East 1/2 of the Northwest 1/4 of Section 10, Township 21 South, Range 28 East, Orange County, Florida; Run thence Southerly along said West line and the Easterly Right-of-Way line of Highland Avenue to the Northerly Right-of-Way line of Monroe Avenue; Run thence Easterly along said Northerly line to the East line of the West 1/2 of the Southeast 1/4 of Section 10; Run thence Southerly along said East line to the Northerly Right-of-Way line of State Road (S.R.) 436; Run thence Westerly along said northerly line to the Northerly projection of the Westerly line of Lots 2 and 3 Block "B" of L.F. Tilden's Addition to Apopka City as recorded in Plat Book "A", page 140 of the Public Records of Orange County, Florida; Run thence Southerly along said Westerly line and a projection Northerly and Southerly thereof to the Southerly Right-of-Way line of Sixth Street; Run thence Westerly along said Southerly line to the Easterly Right-of-Way line of Alabama Street; Run thence Southerly and Easterly along said Easterly line to the Easterly Right-of-Way line of McGee Street; Run thence Southerly along said Easterly line to the Northerly Right-of-Way line of Tenth Street; Run thence Westerly along said Northerly line and a line 30.00 feet Northerly, measured at right angles, from the South Line of the North 1/2 of the Southwest 1/4 of Section 15, Township 21 South, Range 28 East, to the Westerly Right-of-Way line of Robinson Avenue; Run thence Southerly along said Westerly line to the Northerly Right-of-Way line of Eleventh Street; Run thence Westerly along said Northerly line to the Easterly Right-of-Way line of Park Avenue; Run Thence Southerly along said line to the Easterly projection of the Southerly line of lot 12 Block "J" of the Town of Apopka as recorded in Plat Book "A", page 109 of the Public Records of Orange County, Florida; Run thence Westerly along said projection and the Southerly line of said Lot 12 to the Westerly line of Lot 12; Run thence Northerly along said Westerly line and the Westerly line of Lot 6 Block "J" and a projection Northerly thereof to the Northerly Right-of-Way line of Tenth Street; Run thence Westerly along said Northerly line to the Point Of Beginning.

Containing 633 acres of land more or less.





RESOLUTION NO. 9316

A RESOLUTION OF THE CITY OF APOPKA, FLORIDA, RELATING TO COMMUNITY REDEVELOPMENT; AFFIRMING THE FINDING THAT SLUM OR BLIGHTED AREAS EXIST, OR AREAS WHICH LACK AFFORDABLE HOUSING EXIST, IN THE CITY, AND DESIGNATING SUCH AREA APPROPRIATE FOR REDEVELOPMENT; FINDING THAT THE REHABILITATION, CONSERVATION OR REDEVELOPMENT OF SUCH AREA IS NECESSARY IN THE PUBLIC INTEREST; FINDING THAT THERE IS A NEED FOR A COMMUNITY REDEVELOPMENT AGENCY TO FUNCTION IN THE CITY, AND CREATING THE AGENCY; DECLARING THE CITY COUNCIL AS THE COMMUNITY REDEVELOPMENT AGENCY; ADOPTING A COMMUNITY REDEVELOPMENT PLAN FOR THE DESIGNATED AREA, AND AUTHORIZING AND DIRECTING THE COMMUNITY REDEVELOPMENT AGENCY TO IMPLEMENT THE PLAN; PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the Community redevelopment act of 1969 of Chapter 163, Part III, Florida Statutes, empowers counties and municipalities to undertake community redevelopment in order to eliminate, remedy or prevent slum and blighted areas and to provide affordable housing; and

WHEREAS, Orange County has adopted a home rule charter, the Orange County Commission delegated by Resolution No. 93-M-38 and Resolution No. 93-M-39, on June 22, 1993, the powers conferred upon the county to the City of Apopka, as provided for in Section 163.410, Florida Statutes; and

WHEREAS, notice to each taxing authority and public notice of the city's intention to adopt a resolution adopting the proposed Finding of Necessity study, creating a Community Redevelopment Agency and declaring the City Council as the Community Redevelopment Agency, has been given, as provided for in Section 163.346 and 166.041(3), Florida Statutes; and

WHEREAS, the City of Apopka has completed the "Finding of Necessity" study determining one or more blighted areas, or areas which lack affordable housing exist, and establishes the Community Redevelopment Area; and

WHEREAS, the City of Apopka has determined that there is a need for a Community Redevelopment Agency, and establishing the agency, and declaring the City Council as the Community Redevelopment Agency, as provided for in Sections 163.356 and 163.357, Florida Statutes; and

WHEREAS, a Community Redevelopment Plan has been completed, pursuant to Sections 163.360 and 163.362, Florida Statutes; and

WHEREAS, to the extent permitted by law, it is also the intent of the City of Apopka and Orange County that, for the purposes of determining the tax increment revenues to be deposited into a Community Redevelopment Trust Fund, the most recent assessment roll be used in connection with the taxation of the property, pursuant to Section 163.387, Florida Statutes.

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

Section 1: Authority. This resolution is adopted pursuant to the provisions of Chapter 163, Part III, Florida Statutes, and pursuant to the delegated authority contained in Resolution No. 93-M-38 and Resolution No. 93-M-39 adopted by the Board of County Commissioners of Orange County, Florida, on June 22, 1993.



RESOLUTION NO. 9316

PAGE 2

Section 2: Definitions. The definitions of terms contained in Section 163.340, Florida Statutes, are hereby adopted by reference whenever such terms are used in this resolution. The term "Redevelopment Area" means the area within the territorial boundaries of the City of Apopka, Florida (the "City"), as described in Exhibit A and as outlined on the map described as Exhibit B, both entitled "City of Apopka Community Redevelopment Area."

Section 3. Findings. It is hereby found and determined as follows:

A. The Redevelopment Area is a slum or blighted area which substantially impairs the sound growth of the city and is a threat to the public health, safety, morals and welfare of the residents of the city; and the existence of slum or blighted further creates an economic and social liability by hindering industrial, commercial, office, or residential development, reducing employment opportunity, retarding construction and improvement of housing accommodations, aggravating traffic problems, and substantially hampering the elimination of traffic hazards and the improvement of traffic facilities, causing an excessive proportion of public expenditure for crime prevention and other forms of public services, and depressing the tax base.

B. In the Redevelopment Area there exists a shortage of housing affordable to residents of low or moderate income, including the elderly.

C. A combination of rehabilitation, conservation and redevelopment of the Redevelopment Area is necessary in the interest of the public health, safety, morals and welfare of the residents of the city to eliminate, remedy and prevent conditions of slum and blight; and to provide affordable housing to residents of low or moderate income, including the elderly.

D. The findings of slum or blight, and shortage of affordable housing, in Paragraphs A and B above, are hereby adopted and supported by (1) the City of Apopka "Finding of Necessity" dated May, 1993, prepared by Glenn Acorn Associates Inc., a copy of which is on file in the office of the Clerk of the City of Apopka; (2) and such other evidence as presented at prior public hearings, work sessions and council meetings.

E. There exists a need for a Community Redevelopment Agency to function in the City to carry out the community redevelopment purposes provided for in Chapter 163, Part III, Florida Statutes.

F. Notice of the proposed adoption of this resolution has been published and mailed in accordance with Sections 163.346 and 166.041(3), Florida Statutes.

Section 4. Creation of Community Redevelopment Agency

A. There is hereby created a community redevelopment agency known as the "Apopka Community Redevelopment Agency", to function within the Redevelopment Area of the City.

B. The Apopka Community Redevelopment Agency shall consist of the Mayor and the four (4) council members of the city together with two (2) additional members, one (1) appointed by the Board of County Commissioners of Orange County, Florida, and one (1) appointed by the City Council of the City of Apopka, Florida.

C. The City Council of the City of Apopka hereby declares itself to be the Apopka Community Redevelopment Agency and shall, together with the members appointed by the City Council and the Board of County Commissioners of Orange County, Florida, act as the members of the Apopka Community Redevelopment Agency.



RESOLUTION NO. 9316

PAGE 3

D. The City Council finds and declares that the members of the Apopka Community Redevelopment Agency constitute the head of a legal entity, separate, distinct, and independent from the City Council of the City of Apopka.

E. The Mayor of the City shall serve as chairman of the Apopka Community Redevelopment Agency.

F. Subject to those prior approvals by the city required by Chapter 163, Part III, Florida Statutes, the City Council is hereby authorized to direct the Apopka Community Redevelopment Agency to exercise the redevelopment powers delegated to the city by the Board of County Commissioners of Orange County, Florida.

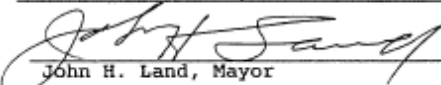
Section 5. Designation of Community Redevelopment Area. The Community Redevelopment Area is hereby designated as appropriate for community redevelopment, as provided for in Chapter 163, Part III, Florida Statutes.

Section 6. Community Redevelopment Plan. The Apopka Community Redevelopment Plan, dated June, 1993, prepared by Glenn Acomb Associates Inc., a copy of which is on file in the office of the City Clerk of the City of Apopka, is hereby adopted for the Community Redevelopment Area, pursuant to Chapter 163, Part III, Florida Statutes.

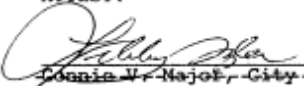
Section 7. Effective Date. This resolution shall take effect immediately upon its approval and adoption by the Apopka City Council.

ADOPTED at a regular meeting of the City Council of the City of Apopka, Florida, this 28th day of June, 1993.

ADOPTION: June 28, 1993


John H. Land, Mayor

ATTEST:


Connie V. Major, City Clerk
Libby Tyler, Deputy City Clerk

Approved as to form:


Frank Kruppenbacher, Esq.,
City Attorney

Duly Advertised on: June 18, 1993

CRRES1



EXHIBIT A

CITY OF APOPKA
COMMUNITY REDEVELOPMENT AREADESCRIPTION

Beginning at the intersection of the Northerly Right-of-Way line of Tenth Street with the Easterly Right-of-Way line of Hawthorne Avenue; Run thence Northerly along said Easterly line to the Northerly Right-of-Way line of Ninth Street; Run thence Westerly at right angles from the Easterly line of Hawthorne Avenue to the Westerly Right-of-Way line of Hawthorne Avenue; Run thence Northerly along said Westerly line to the Southeast corner of lot 16, Block "B" of Bradshaw and Thompson's Addition to Apopka as recorded in Plat Book "B", page 25 of the Public Records of Orange County, Florida; Run thence Easterly at right angles to the Easterly Right-of-Way line of Hawthorne Avenue; Run thence Northerly along said Easterly line to the Southerly Right-of-Way line of Oak Street; Run thence Easterly along said southerly line to the Easterly Right-of-Way line of Central Avenue; Run thence Northerly along said Easterly line to the Northwest corner of Lot 95 of Lakeside Homes as recorded in Plat Book "B", page 69 of the Public Records of Orange County, Florida; Run thence Easterly along the northerly line of said Lot 95 and Lot 94 of said Plat and a projection Easterly thereof to the Easterly Right-of-Way line of Park Avenue; Run thence Southerly along said Easterly line to the Northerly Right-of-Way line of Oak Street; Run thence Easterly along said Northerly line to the West line of the East 1/2 of the Northwest 1/4 of Section 10, Township 21 South, Range 28 East, Orange County, Florida; Run thence Southerly along said West line and the Easterly Right-of-Way line of Highland Avenue to the Northerly Right-of-Way line of Monroe Avenue; Run thence Easterly along said Northerly line to the East line of the West 1/2 of the Southeast 1/4 of Section 10; Run thence Southerly along said East line to the Northerly Right-of-Way line of State Road (S.R.) 436; Run thence Westerly along said northerly line to the Northerly projection of the Westerly line of Lots 2 and 3 Block "B" of L.F. Tilden's Addition to Apopka City as recorded in Plat Book "A", page 140 of the Public Records of Orange County, Florida; Run thence Southerly along said Westerly line and a projection Northerly and Southerly thereof to the Southerly Right-of-Way line of Sixth Street; Run thence Westerly along said Southerly line to the Easterly Right-of-Way line of Alabama Street; Run thence Southerly and Easterly along said Easterly line to the Easterly Right-of-Way line of McGee Street; Run thence Southerly along said Easterly line to the Northerly Right-of-Way line of Tenth Street; Run thence Westerly along, said Northerly line and a line 30.00 feet Northerly, measured at right angles, from the South Line of the North 1/2 of the Southwest 1/4 of Section 15, Township 21 South, Range 28 East, to the Westerly Right-of-Way line of Robinson Avenue; Run thence Southerly along said Westerly line to the Northerly Right-of-Way line of Eleventh Street; Run thence Westerly along said Northerly line to the Easterly Right-of-Way line of Park Avenue; Run Thence Southerly along said line to the Easterly projection of the Southerly line of lot 12 Block "J" of the Town of Apopka as recorded in Plat Book "A", page 109 of the Public Records of Orange County, Florida; Run thence Westerly along said projection and the Southerly line of said Lot 12 to the Westerly line of Lot 12; Run thence Northerly along said Westerly line and the Westerly line of Lot 6 Block "J" and a projection Northerly thereof to the Northerly Right-of-Way line of Tenth Street; Run thence Westerly along said Northerly line to the Point Of Beginning.

Containing 633 acres of land more or less.



