



APOPKA PLANNING COMMISSION MEETING AGENDA

July 11, 2023 5:30 PM

Apopka City Hall Council Chambers

APOPKA PLANNING COMMISSION MEETING WILL BE LIVE-STREAMED ON YOUTUBE. TO WATCH, PLEASE VISIT:

<https://www.youtube.com/CityofApopkaFL>

CALL TO ORDER

OPENING AND INVOCATION

APPROVAL OF MINUTES

1. Meeting Minutes from February 14, 2023
2. Meeting Minutes from March 14, 2023
3. Meeting Minutes from April 11, 2023
4. Meeting Minutes from May 09, 2023

PUBLIC COMMENT PERIOD

The Public Comment Period is for City-related issues that may or may not be on today's Agenda. If you are here for a matter that requires a public hearing, please wait for that item to come up on the agenda. If you wish to address the Council, you must fill out an Intent to Speak form and provide it to the City Clerk prior to the start of the meeting. If you wish to speak during the Public Comment Period, please fill out a green-colored Intent-to-Speak form. If you wish to speak on a matter that requires a public hearing, please fill out a white-colored Intent-to-Speak form. Speaker forms may be completed up to 48 hours in advance of the Council meeting. Each speaker will have four minutes to give remarks, regardless of the number of items addressed. Please refer to Resolution No. 2016-16 for further information regarding our Public Participation Policy & Procedures for addressing the City Council.

PUBLIC HEARING

1. Comprehensive Plan Amendment – Small-Scale Future Land Use Amendment – 225 E. 7th Street
2. Quasi Judicial - Special Exception - Freeport Property

SITE PLANS

1. Major Development Plan - Acadia Orlando Health
2. Plat - Floor and Decor Apopka

OLD BUSINESS

NEW BUSINESS

ADJOURNMENT

Individuals with disabilities needing assistance to participate in any of these proceedings should contact the City Clerk at least two (2) working days in advance of the meeting date and time at (407) 703-1704. F.S. 286.0105 If a person decides to appeal any decision or

recommendation made by Planning Commission with respect to any matter considered at this meeting, he will need record of the proceedings, and that for such purposes he may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

Any opening invocation that is offered before the official start of the Planning Commission meeting shall be the voluntary offering of a private person, to and for the benefit of the Planning Commission. The views or beliefs expressed by the invocation speaker have not been previously reviewed or approved by the Planning Commission or the city staff, and the City is not allowed by law to endorse the religious or non-religious beliefs or views of such speaker. Persons in attendance at the Planning Commission meeting are invited to stand during the opening ceremony. However, such invitation shall not be construed as a demand, order, or any other type of command. No person in attendance at the meeting shall be required to participate in any opening invocation that is offered or to participate in the Pledge of Allegiance. You may remain seated within the City Council Chambers or exit the City Council Chambers and return upon completion of the opening invocation and/or Pledge of Allegiance if you do not wish to participate in or witness the opening invocation and/or the recitation of the Pledge of Allegiance.

MINUTES OF THE PLANNING COMMISSION REGULAR MEETING HELD ON FEBRUARY 14, 2023 AT 5:30 P.M. IN THE CITY COUNCIL CHAMBERS, APOPKA, FLORIDA.

MEMBERS PRESENT: William Gusler, Butch Stanley, Linda Laurendeau, Robert Ryan, Wes Dumey, Mary Norwood and Howard Washington.

ABSENT: Orange County Public Schools (Non-voting)

STAFF PRESENT: Michael Rodriguez – City Attorney, Pam Richmond – Transportation Coordinator, Jean Sanchez – Planning Manager, James Hitt, FRA-RA – Community Development Director, Robert Hippler – IT Director and Erin Arnold – Recording Secretary.

OTHERS PRESENT: Rita Taylor, Phil Martinez, Sylvester Smith, Greg Hudak, Kim Dunn, Kyle Jones, Cheryl McLeod, Jon Aramino, Andrew Lohen, Teresa Sargeant, Isadora Dean and Joy Perry.

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

APPROVAL OF MINUTES: Chairperson Gusler asked if there were any corrections or additions to the regular meeting minutes of January 10, 2023 at 5:30 p.m.

Motion: Robert Ryan made a motion to approve the Planning Commission minutes from the regular meeting held on January 10, 2023 at 5:30 p.m. and seconded by Howard Washington. Aye votes were cast William Gusler, Butch Stanley, Linda Laurendeau, Robert Ryan, Wes Dumey, Mary Norwood and Howard Washington (7-0).

APOPKA CODE OF ORDINANCES – PART III - LAND DEVELOPMENT CODE AMENDMENTS – GLITCH AMENDMENTS 6

Chairperson Gusler read the item description.

Staff Presentation: James Hitt, Community Development Director, stated this is the 6th set of amendments since the rewrite of the Land Development Code. The last one was done in May of 2022. There are 2 corrections and then he would point a couple of the main changes that we are doing. First, the residential 2 family district lot width should be 110. Second, Table 10.2.4b under definitions section for rear decks, porches, patios and terraces on a single-family dwelling may extend into the rear yard or internal side yard setback provided at least a 5-foot setback to the rear or side is maintained.

The first item is the arbor regulations Section 2.5.4. Section 2.5 Comprehensive Plan text and map and Zoning map amendment procedures into one section since the process is the same for public hearings. Section 2.5.5 Clarifies the “hardship” requirements for variances in the LDC, and allows for property surroundings, shape or topographical conditions particular to that specific property, to be taken into consideration. Section 3.3.6 Reduces the lot square footage, width and rear setback requirements to be more in line with the district. Also clarifies the alley access requirements. Section 3.3.7 Reduces the lot width and side setback requirements to be more in line with the district. Also clarifies the alley access requirement. Section 3.3.8 Clarifies the road width for townhomes and multi-family alley access requirements. Section VI 3.6.3 Amends to add minimum living area for single-family and multi-family residential uses and use “build-to” lines for setbacks (reflects what’s built in the area). There is a summary of all of the changes available upon request.

MINUTES OF THE PLANNING COMMISSION REGULAR MEETING HELD ON FEBRUARY 14, 2023 AT 5:30 P.M. IN THE CITY COUNCIL CHAMBERS, APOKA, FLORIDA.

The Development Review Committee recommends approval of the Glitch Amendments to the Land Development Code.

The staff report and its findings are to be incorporated into and made a part of the minutes of this meeting.

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

MOTION: Butch Stanley made a motion to recommend approval of the Glitch Amendments to the Land Development Code. Motion seconded by Robert Ryan. Aye votes were cast William Gusler, Butch Stanley, Linda Laurendeau, Robert Ryan, Wes Dumey, Mary Norwood and Howard Washington (7-0).

LEGISLATIVE – SMALL SCALE FUTURE LAND USE AMENDMENT – 1450 AND 1520 WEST KELLY PARK ROAD

Chairperson Gusler read the item description.

Staff Presentation: Jean Sanchez presented the item based on the staff report.

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

MOTION: Linda Laurendeau made a motion to Find the proposed change in Future Land Use from Residential Estates to Very Low Density Suburban Residential consistent with the Comprehensive Plan and Land Development Code, and compatible with the character of the surrounding areas, recommending approval of the future land use amendment, based on the findings and facts presented in the staff report and exhibits. Motion seconded by Howard Washington. Aye votes were cast William Gusler, Butch Stanley, Linda Laurendeau, Robert Ryan, Wes Dumey, Mary Norwood and Howard Washington (7-0).

LEGISLATIVE – CHANGE OF ZONING – 1450 AND 1520 WEST KELLY PARK ROAD

Chairperson Gusler read the item description.

Staff Presentation: Jean Sanchez presented the item based on the staff report.

The staff report and its findings are to be incorporated into and made a part of the minutes of this meeting.

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

MOTION: Wes Dumey made a motion to find the proposed change in zoning from T (Transitional) to RSF-1A (Residential Single-Family Estate) consistent with the Comprehensive Plan and Land Development Code, and compatible with the character of the surrounding areas, recommend approval of the proposed Change

of Zoning based on the findings and facts presented in the staff report and exhibits. Motion seconded by Butch Stanley. Aye votes were cast William Gusler, Butch Stanley, Linda Laurendeau, Robert Ryan, Wes Dumey, Mary Norwood and Howard Washington (7-0).

LEGISLATIVE – SMALL SCALE FUTURE LAND USE AMENDMENT – APK M A BOARD

Chairperson Gusler read the item description.

Staff Presentation: Jean Sanchez presented the item based on the staff report.

Chairperson Gusler opened the meeting for public hearing.

Sylvester Smith, 226 M A Board St, stated that the land was always supposed to be a parking lot for the park and that was it. He is concerned with the development coming in. He says that it isn't going to be anything but another "ghetto". He isn't happy with it. He doesn't want "shotgun" lots on that property. He believes that the city will be hearing about the problems that it brings within a year or 2.

Rod Love, address not given, stated that he engaged the city over 8 years ago to enact the legislative inventory of surplus property in the city. This was due to a number of killings about 6 years ago and he sat on a task force that made recommendations for engagement to address affordable housing. He has partnered with the Ministerial Alliance to purchase and develop that property. He stated that the property has not contributed to the tax rolls for more than 20 years. He said the he is responding to a need and that need is affordable housing.

Chairperson Gusler closed the public hearing.

MOTION: Robert Ryan made a motion to deny the proposed change in future land use from Low Density Residential to Low-Medium Density Residential and found it inconsistent with the Comprehensive Plan and Land Development Code, and incompatible with the character of the surrounding areas, recommending denial of the future land use amendment, based on the findings and facts presented in the staff report and exhibits. Motion seconded by Linda Laurendeau. Aye votes were cast Howard Washington and Wes Dumey. Nay votes were cast by Mary Norwood, Butch Stanley and William Gusler. (4-3)

QUASI-JUDICIAL – VARIANCE – 1035 PIEDMONT OAKS DRIVE – FENCE HEIGHT

Chairperson Gusler read the item description.

Staff Presentation: Jean Sanchez presented the item based on the staff report.

Chairperson Gusler asked why this was prompted to code enforcement. Staff stated that a neighbor reported this fence and it was not permitted. Chairperson Gusler stated that he lives in this neighborhood and there are at least 4 other houses that border the trailer park on the west side that have 8-foot fences. The HOA approved them to put that fence up in that manor.

MINUTES OF THE PLANNING COMMISSION REGULAR MEETING HELD ON FEBRUARY 14, 2023 AT 5:30 P.M. IN THE CITY COUNCIL CHAMBERS, APOKA, FLORIDA.

The staff report and its findings are to be incorporated into and made a part of the minutes of this meeting.

Chairperson Gusler opened the meeting for public hearing.

Rita Taylor, Applicant, 1035 Piedmont Oaks Drive, stated that she talked to people in her neighborhood about the taller fence since there are others who have these. She said that she was told by multiple contractors that she didn't need to get a permit because she was replacing an existing fence and she lived in Orange County which is why she didn't apply for the permit. She only applied after the neighbor complained. Due to the height, she applied for the variance.

Cheryl McLeod, 1031 Piedmont Oaks Drive is the neighbor who complained about the fence. She stated that she doesn't believe that her neighbor received appropriate HOA approval. She doesn't like the fact that she has different fences on both sides of her property and the rear. She thinks it looks bad and it's a height issue.

Chairperson Gusler closed the public hearing.

MOTION: Robert Ryan made a motion to recommend approval of variance to allow a residential fence height of 7'3 in lieu of 6'. Motion seconded by Wes Dumey. Aye votes were cast William Gusler, Butch Stanley, Linda Laurendeau, Robert Ryan, Wes Dumey, Mary Norwood and Howard Washington (7-0).

QUASI-JUDICIAL – VARIANCE – 2424 CEDAR KNOLL DRIVE – REAR SETBACK

Chairperson Gusler read the item description.

Staff Presentation: Jean Sanchez presented the item based on the staff report.

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

MOTION: Wes Dumey made a motion to allow a reduction in rear setback from 25' to 20'. Motion seconded by Robert Ryan. Aye votes were cast William Gusler, Butch Stanley, Linda Laurendeau, Robert Ryan, Wes Dumey, Mary Norwood and Howard Washington (7-0).

QUASI-JUDICIAL – SPECIAL EXCEPTION – 2021 OLD DIXIE HIGHWAY

Chairperson Gusler read the item description.

Staff Presentation: Jean Sanchez presented the item based on the staff report.

Tara Tedrow, Lowndes Law, applicant gave a presentation of the project to the planning commission.

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

MINUTES OF THE PLANNING COMMISSION REGULAR MEETING HELD ON FEBRUARY 14, 2023 AT 5:30 P.M. IN THE CITY COUNCIL CHAMBERS, APOKA, FLORIDA.

Michael Rodriguez, City Attorney, advised the board that unless the applicant can show with competent substantial evidence that this use is consistent with the defined uses for group living uses under the LDC which would allow such a use to be a special exception in this specific zoning category, his concern is that what was raised in the applicant's presentation is that this is an independent living facility. An independent Living Facility is not defined under the LDC. The applicant has stated that the use is not regulated by the agency so it isn't necessarily an assisted living facility. It is a multi-family age restricted community.

Mrs. Tedrow responded that this is the first that she is hearing of this. She agreed that the exact term independent living facility is not within the code, this is restricted so that only those 55 and up would be able to live there and it is different than a traditional multi-family development. Many services that they offer are not offered at a traditional multi-family development. They have a clubhouse that will provide dining services to the residents so they don't have to cook every day. They offer the cleaning of their units and those services are built in to the cost for being there.

MOTION: Wes Dumey made a motion to approve a Special Exception to allow an independent living facility in the RSF-1A Zoning District, subject to the exhibits, findings and conditions of approval listed in the staff report and subject to the approval of the Future Land Use change by City Council. Motion seconded by Mary Norwood. Aye votes were cast William Gusler, Butch Stanley, Linda Laurendeau, Robert Ryan, Wes Dumey, Mary Norwood and Howard Washington (7-0).

LEGISLATIVE – MAJOR DEVELOPMENT PLAN – NORTHSTAR LOGISTICS CENTER II – 735 & 815 JOHNS ROAD

Chairperson Gusler read the item description.

Staff Presentation: Jean Sanchez presented the item based on the staff report.

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

MOTION: Howard Washington made a motion to recommend approval of the NorthStar Logistics Center II – Major Development Plan. Motion seconded by Linda Laurendeau. Aye votes were cast William Gusler, Butch Stanley, Linda Laurendeau, Robert Ryan, Wes Dumey, Mary Norwood and Howard Washington (7-0).

LEGISLATIVE – MAJOR DEVELOPMENT PLAN – NATURA VISTA – 4185 W ORANGE BLOSSOM TRAIL & 4160 WILKINS STREET

Chairperson Gusler read the item description.

Staff Presentation: Jean Sanchez presented the item based on the staff report.

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

MOTION: Linda Laurendeau made a motion to recommend approval of the Natura Vista– Major Development Plan, subject to the findings in the staff report. Motion seconded by Wes Dumey. Aye votes were cast William Gusler, Butch Stanley, Linda Laurendeau, Robert Ryan, Wes Dumey, Mary Norwood and Howard Washington (7-0).

LEGISLATIVE – MAJOR DEVELOPMENT PLAN – OAKS AT MONROE – 730 MONROE AVE

Chairperson Gusler read the item description.

Staff Presentation: Jean Sanchez presented the item based on the staff report.

Applicant, Kim Fischer, Cycorp Engineering Inc, 1614 White Dove Dr Winter Springs FL, wanted to go on record stating that she appreciated that she got to have McDonald’s on Valentine’s Day.

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

MOTION: Butch Stanley made a motion to recommend approval of the Oaks at Monroe – Major Development Plan, subject to the findings in the staff report. Motion seconded by Howard Washington. Aye votes were cast William Gusler, Butch Stanley, Linda Laurendeau, Robert Ryan, Wes Dumey, Mary Norwood and Howard Washington (7-0).

LEGISLATIVE – MAJOR DEVELOPMENT PLAN – WINGSPAN/ABC KELLY PARK

Chairperson Gusler read the item description.

Staff Presentation: Jean Sanchez presented the item based on the staff report.

Applicant, Phil Martinez, Poulos & Bennett LLC, 2602 E Livingston St Orlando FL 32803 was asked to provide further information regarding accessible parking.

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

MOTION: Mary Norwood made a motion to recommend approval of the Wingspan/ABC Kelly Park – Major Development Plan, subject to the findings in the staff report. Motion seconded by Linda Laurendeau. Aye votes were cast William Gusler, Butch Stanley, Linda Laurendeau, Robert Ryan, Wes Dumey, Mary Norwood and Howard Washington (7-0).

OLD BUSINESS: No old business.

MINUTES OF THE PLANNING COMMISSION REGULAR MEETING HELD ON FEBRUARY 14, 2023 AT 5:30 P.M. IN THE CITY COUNCIL CHAMBERS, APOPKA, FLORIDA.

NEW BUSINESS: No new business.

ADJOURNMENT: The meeting adjourned at 8:36 p.m.

William Gusler, Chairperson

James K. Hitt, FRA-RA Community Development Director

MINUTES OF THE PLANNING COMMISSION REGULAR MEETING HELD ON MARCH 14, 2023 AT 5:30 P.M. IN THE CITY COUNCIL CHAMBERS, APOKA, FLORIDA.

MEMBERS PRESENT: William Gusler, Linda Laurendeau, Robert Ryan, Wes Dumey, Mary Norwood and Howard Washington.

ABSENT: Butch Stanley, Orange County Public Schools (Non-voting)

STAFF PRESENT: James Hitt, FRA-RA – Community Development Director, Jean Sanchez – Planning Manager, Robert Hippler – IT Director and Susan Bone – City Clerk.

OTHERS PRESENT: Eric Wyancko, Bruce Lam, Eva Bonaduce, Shawn Casey, Steve M, Julie Kendig, Joseph Rowden, Rita Rowden, Eric Mock, Charlotte White, Debbie Nelson, Joseph Kovecses, Loretta F., Mike Loggans, Angela Pewsey, Dennis Pewsey, Bobbie Boeh, Teresa Sargeant, Darla Loggans and M. Persaud.

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

Mayor Bryan Nelson read a proclamation in honor of Linda Laurendeau retiring from the Planning Commission board.

LEGISLATIVE – FUTURE LAND USE AMENDMENT – CFX PROPERTY

Chairperson Gusler read the item description.

Staff Presentation: Jean Sanchez presented the item based on the staff report and answered questions.

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

MOTION: Linda Laurendeau made a motion to find the proposed change in Future Land Use from County Rural to Industrial consistent with the Comprehensive Plan and Land Development Code, and compatible with the character of the surrounding areas, recommending approval of the future land use amendment, based on the findings and facts presented in the staff report and exhibits. Motion seconded by Robert Ryan. Aye votes were cast William Gusler, Linda Laurendeau, Robert Ryan, Wes Dumey, Mary Norwood and Howard Washington (6-0).

LEGISLATIVE – CHANGE OF ZONING – CFX PROPERTY

Chairperson Gusler read the item description.

Staff Presentation: Jean Sanchez presented the item based on the staff report.

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

MOTION: Howard Washington made a motion to find the proposed CFX Property – Change of Zoning consistent with the Comprehensive Plan and Land Development Code,

and compatible with the character of the surrounding areas, recommending approval of the proposed Change of Zoning from County A-1 (Citrus Rural) Zoning Districts to I-L (Light Industrial) Zoning District, based on the findings and facts presented in the staff report and exhibits. Motion seconded by Mary Norwood. Aye votes were cast William Gusler, Linda Laurendeau, Robert Ryan, Wes Dumey, Mary Norwood and Howard Washington (6-0).

LEGISLATIVE – FUTURE LAND USE AMENDMENT – 924 LAKE DRIVE (PORTION OF)

Chairperson Gusler read the item description.

Staff Presentation: Jean Sanchez presented the item based on the staff report.

Commissioner Ryan asked if this property could be developed, but staff replied that it would not meet the development design standards. Commissioner Dumey asked about the properties that are immediately to the west along Apopka Boulevard and immediately to the east with this. His concern that is that if they allowed this one to go through that the other properties would also be able to claim precedent. Staff responded that they base on precedents on terms of reviewing it. It's based on compatibility.

Applicant representative from Lowndes Law Firm gave a brief presentation and wanted to verify a few points. There will be no development as far as the current plans go with this site. It's to make the numbers work for the development that is already in the advanced stages of review.

Chairperson Gusler opened the meeting for public hearing.

Dennis Pewsey, 744 S Christiana Avenue Apopka FL 32703, is here on behalf of the President of the Charter Oaks Homeowners Association, Giovanna Violante. She was unable to attend and wished for a statement be read for the record. Charter Oaks Homeowners Association opposes Ordinance 3000 to amend the future land use designation on parcel ID 15-21-28-2956-00-010 from residential to low mixed use. She lives at 656 S Christiana Ave and is the original owner of the property. She strongly opposes such blatant manipulation of Apopka's Land Use codes and oppose any granting and zoning change that would allow it.

Paul Faircloth, 620 E 6th St Apopka FL 32703 brought 2 sets of petitions. One from the south side (9th Street) and the other is from the residents on Tilden Avenue. Residents that have signed these petitions are requesting that the board deny this request.

Angela Pewsey, 744 S Christiana Avenue Apopka FL 32703 stated that there were also others that wanted to be able to sign that petition but were not able to.

Chairperson Gusler closed the public hearing.

MOTION: Wes Dumey made a motion to find the proposed change in Future Land Use from Residential Low to Mixed-Use inconsistent with the Comprehensive Plan and Land Development Code, and incompatible with the character of the surrounding areas,

recommending denial of the future land use amendment, based on the findings and facts presented in the staff report and exhibits. Motion seconded by Linda Laurendeau. Aye votes were cast William Gusler, Linda Laurendeau, Robert Ryan, Wes Dumey, Mary Norwood and Howard Washington (6-0).

QUASI-JUDICIAL – VARIANCE – SHOPPES AT EAST SHORE LLC – MONUMENT SIGN HEIGHT

Mr. Hitt announced that the applicant wanted to pull this. They have decided to go with code instead.

LEGISLATIVE – MAJOR DEVELOPMENT PLAN – 3716 HOGSHEAD ROAD

Chairperson Gusler read the item description.

Staff Presentation: Jean Sanchez presented the item based on the staff report and answered a few questions from the commissioners.

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

MOTION: Mary Norwood made a motion to approve the 3716 Hogshead Road – Major Development Plan, subject to the findings in the staff report. Motion seconded by Linda Laurendeau. Aye votes were cast William Gusler, Linda Laurendeau, Robert Ryan, Wes Dumey, Mary Norwood and Howard Washington (6-0).

LEGISLATIVE – MAJOR DEVELOPMENT PLAN – APOPKA ACORN MIXED-USE

Chairperson Gusler read the item description.

Staff Presentation: Jean Sanchez presented the item based on the staff report and answered a few questions from the commissioners.

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

MOTION: Howard Washington made a motion to approve the Apopka Acorn Mixed-Use Development – Major Development Plan, subject to the findings in the staff report. Motion seconded by Wes Dumey. Aye votes were cast William Gusler, Linda Laurendeau, Robert Ryan, Wes Dumey, Mary Norwood and Howard Washington (6-0).

LEGISLATIVE – PLAT – KELLY PARK MULTI-FAMILY PHASE I

Chairperson Gusler read the item description.

Staff Presentation: Jean Sanchez presented the item based on the staff report.

MINUTES OF THE PLANNING COMMISSION REGULAR MEETING HELD ON MARCH 14, 2023 AT 5:30 P.M. IN THE CITY COUNCIL CHAMBERS, APOPKA, FLORIDA.

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

MOTION: Linda Laurendeau made a motion to approve the Kelly Park Multi-Family Phase I – Plat, subject to the reviews of the City Engineer and City Surveyor. Motion seconded by Howard Washington. Aye votes were cast William Gusler, Linda Laurendeau, Robert Ryan, Wes Dumey, Mary Norwood and Howard Washington (6-0).

LEGISLATIVE – PLAT – WINDING MEADOWS NORTH

Chairperson Gusler read the item description.

Staff Presentation: Jean Sanchez presented the item based on the staff report.

Chairperson Gusler opened the meeting for public hearing. With no one wishing to speak, Chairperson Gusler closed the public hearing. Commissioner Washington made a motion and rescinded that motion.

MOTION: Howard Washington made a motion to approve the Winding Meadows North – Plat, subject to the reviews of the City Engineer and City Surveyor. Motion seconded by Robert Ryan. Aye votes were cast William Gusler, Linda Laurendeau, Robert Ryan, Wes Dumey, Mary Norwood and Howard Washington (6-0).

OLD BUSINESS: No old business.

NEW BUSINESS: No new business.

ADJOURNMENT: The meeting adjourned at 6:25 p.m.

William Gusler, Chairperson

James K. Hitt, FRA-RA Community Development Director

MINUTES OF THE PLANNING COMMISSION REGULAR MEETING HELD ON APRIL 11, 2023 AT 5:30 P.M. IN THE CITY COUNCIL CHAMBERS, APOKA, FLORIDA.

MEMBERS PRESENT: William Gusler, Robert Ryan, Wes Dumey and Howard Washington.

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

STAFF PRESENT: James Hitt, FRA-RA – Community Development Director, Jean Sanchez – Planning Manager, Pamela Richmond – Transportation Coordinator, Michael Rodriguez – City Attorney, Robert Hippler – IT Director and Erin Arnold – Recording Secretary.

OTHERS PRESENT: Hunter Nimmo, Avery Brooks, Sam Sebaali, Kevin Roberson, Nancy S., Erick Mock, Katherine Rudnick, Anthony Williams, Yvonne Stolar, Marc Stehli, Tara Tedrow, John Prowell, Todd Watson, Daniel Evans and Alex G.

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

LEGISLATIVE – FUTURE LAND USE AMENDMENT – 2604 MARDEN ROAD

Chairperson Gusler read the item description.

Staff Presentation: Jean Sanchez presented the item based on the staff report and answered questions.

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

MOTION: Wes Dumey made a motion to find the proposed change in Future Land Use from Future Land Use – in Progress to Agriculture consistent with the Comprehensive Plan and Land Development Code, and compatible with the character of the surrounding areas, recommending approval of the future land use amendment, based on the findings and facts presented in the staff report and exhibits. Motion seconded by Robert Ryan. Aye votes were cast William Gusler, Robert Ryan, Wes Dumey and Howard Washington (4-0).

LEGISLATIVE – CHANGE OF ZONING – 2604 MARDEN ROAD

Chairperson Gusler read the item description.

Staff Presentation: Jean Sanchez presented the item based on the staff report.

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

MOTION: Howard Washington made a motion to find the proposed the proposed Change of Zoning from T (Transitional) to AG (Agriculture) consistent with the Comprehensive Plan and Land Development Code, and compatible with the character of the surrounding areas, recommend approval of the proposed Change of Zoning, based on the findings and facts presented in the staff report and exhibits.

Motion seconded by Wes Dumey. Aye votes were cast William Gusler, Robert Ryan, Wes Dumey and Howard Washington (4-0).

LEGISLATIVE – FUTURE LAND USE AMENDMENT – PLYMOUTH SORRENTO ROAD RESIDENTIAL

Chairperson Gusler read the item description.

Staff Presentation: Jean Sanchez presented the item based on the staff report.

Wes Dumey expressed his concern about the lack of public responses to this item.

Alex Goetz, 4287 Kendrick Road Orlando, FL 32804 is the applicant representing the land owner. There is a higher end home builder that is interested in developing this land. These homes would have a 62-and-a-half-foot wide frontage.

Jean Sanchez advised that this was the Wekiva Vision plan in the comp plan that adopted in 93. It's again adopted in 2017 under Kelly Park interchange form-based code that the city had a vision for when the ramps came through on the 429. Properties on the North and South adjacent would have the opportunity to fall into that regulating plan and apply for such density if they want to develop.

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

MOTION: Wes Dumey made a motion to find the proposed change in Future Land Use from Residential Very Low Suburban to Mixed-Use inconsistent with the Comprehensive Plan and Land Development Code, and incompatible with the character of the surrounding areas, recommending denial of the future land use amendment, based on the findings and facts presented in the staff report and exhibits. Motion seconded by Robert Ryan. Nay votes were cast by Howard Washington and William Gusler (2-2).

QUASI JUDICIAL – CHANGE OF ZONING – PLYMOUTH SORRENTO ROAD RESIDENTIAL

Chairperson Gusler read the item description.

Staff Presentation: Jean Sanchez presented the item based on the staff report.

Applicant, Alex Goetz, formally requested that the commissioners reconsider their vote. He emphasized that the property owner really wants to build a nice product on this land. They have run the numbers and its very hard to get a subdivision any smaller than what they are proposing. There in an economy of scale with this type of project.

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

MOTION: Howard Washington made a motion to find the proposed Plymouth Sorrento Road Residential – Change of Zoning and Master Plan consistent with the Comprehensive Plan and Land Development Code, and compatible with the character of the surrounding areas, recommending approval of the proposed Change of Zoning from T (Transitional) to KPI-MU (Kelly Park Interchange – Mixed-Use), assignment of Neighborhood Overlay District, and the Master Plan, based on the findings and facts presented in the staff report and exhibits. Motion seconded by Wes Dumey. Aye votes were cast by Howard Washington and William Gusler. Nay votes were cast by Robert Ryan and Wes Dumey (2-2).

QUASI JUDICIAL – VARIANCE – BUILDING SETBACKS - KELLY PARK INDUSTRIAL

Chairperson Gusler read the item description and asked if anyone had ex-parte communication on this matter. All commissioners responded no.

Staff Presentation: Jean Sanchez presented the item based on the staff report.

Sam Sebaali, Applicant, Florida Engineering Group 5127 South Orange Avenue Orlando Fl stated that he didn't have a presentation but did provide justification for the variance and the key element is that these are large industrial buildings which require parking on one side and a loading dock on the other so it's a little different development than a development plan.

Chairperson Gusler asked the applicant if they are moving these property buildings backwards from the road.

Mr. Sebaali responded yes. The code requires that the buildings be adjacent to the road 20 feet max and that would not work for a light industrial type development.

Commissioner Washington inquired about the traffic going into the project.

Mr. Sebaali responded that since it is an industrial park that there will be a significant amount of truck traffic but there are some roadway agreements being contemplated and traffic studies incorporate what they are proposing. There are some roadway improvements relative to Sadler Road and Effie and other improvements which they are currently coordinating with the master developer.

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

MOTION: Wes Dumey made a motion to allow maximum building front or side street setback of 94 feet in lieu of 20 feet from Sadler Road; and a maximum building setback of 203 feet in lieu of 20 feet from Golden Gem Road. Motion seconded by Howard Washington. Aye votes were cast William Gusler, Robert Ryan, Wes Dumey and Howard Washington (4-0).

QUASI JUDICIAL – SPECIAL EXCEPTION – WYLD OAKS INTERCHANGE

MINUTES OF THE PLANNING COMMISSION REGULAR MEETING HELD ON APRIL 11, 2023 AT 5:30 P.M. IN THE CITY COUNCIL CHAMBERS, APOKA, FLORIDA.

Chairperson Gusler read the item description and asked if anyone had ex-parte communication on this matter. All commissioners responded no.

Staff Presentation: Jean Sanchez presented the item based on the staff report.

Tara Tedrow, Lowndes Law 215 North Eola Drive is here on behalf of the applicant. The project was formerly called Kelly Park Crossings but it's been renamed to Wyld Oaks and it is 68.77 acres. It has been properly noticed and they actually posted more signs than necessary. A community meeting was held for this project and about 6 people showed up. It lasted about 2 hours long. The project in its entirety was discussed along with this special exception and what types of changes might be coming in the future. They have brought together some of the top design teams in the state and in the country to help them look at successful projects in other parts of the country that have mixed us and what made them vibrant and thrive and successful and have taken those and overlaid them with the Kelly Park code to help them bring to like the vision of what Kelly Park is supposed to look like.

Commissioner Ryan stated that the last time this was in front of the planning commission the applicant would agree to bring Golden Gem Road frontage up to city standards and wanted to know if that was still a variable.

Mrs. Tedrow responded that there are 2 pending agreements that they are working on with staff. One is a pioneering agreement which is an agreement between her client and 2 other developers in this area and that is going to be for comprehensive pre-funding and roadway improvements both to Kelly Park as well as Golden Gem. They are negotiating that these developers are going to put up all of the money early into an account that's going to get escrowed to assure that all of the money is going to be there for the roadway widenings that need to happen. The second agreement is that they have a transportation development agreement that just her client is going to be bringing back. That agreement is specific to the extensions of Effie and Sadler Road to the property.

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

MOTION: Wes Dumey made a motion to recommend approval of a Special Exception to allow multi-family uses within the Interchange Overlay District of the Kelly Park Interchange – Form-Based Code area. subject to the exhibits and findings of the staff report. Motion seconded by Robert Ryan. Aye votes were cast William Gusler, Robert Ryan, Wes Dumey and Howard Washington (4-0).

LEGISLATIVE – MAJOR DEVELOPMENT PLAN – MILLER'S ALE HOUSE

Chairperson Gusler read the item description.

Staff Presentation: Jean Sanchez presented the item based on the staff report.

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

MOTION: Wes Dumey made a motion to Recommend approval of the Miller's Ale House – Major Development Plan, subject to the findings in the staff report. Motion seconded by Robert Ryan. Aye votes were cast William Gusler, Robert Ryan, Wes Dumey and Howard Washington (4-0).

**LEGISLATIVE – MAJOR DEVELOPMENT PLAN – CROSSROADS AT KELLY PARK,
FUTURE DEVELOPMENT TRACTS FD-1 & FD-3**

Chairperson Gusler read the item description.

Staff Presentation: Jean Sanchez presented the item based on the staff report.

Commissioner Ryan asked if there are any government loans or government loan guarantees involved in this property.

Attorney Michael Rodriguez advised the commissioners that that line of questions is actually improper under the Fair Housing Act and the State Housing Act. No land use or development approvals can be based on the source of funding of a project. It's similar to asking improper questions regarding to race, religion or family status. That kind of questioning establishing a record seeking information based on that is improper and inconsistent with the state law.

Commissioner Ryan disagreed because he isn't asking the amount. He said that if it's a guarantee then that changes the ADA requirements of the project.

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

MOTION: Howard Washington made a motion to recommend approval of the Crossroads at Kelly Park, Future Development Tracts FD-1 & FD-3 – Major Development Plan, subject to the findings in the staff report. Motion seconded by Wes Dumey. Aye votes were cast William Gusler, Robert Ryan, Wes Dumey and Howard Washington (4-0).

**LEGISLATIVE – MAJOR DEVELOPMENT PLAN – CROSSROADS AT KELLY PARK,
PHASE 3 MULTI-FAMILY TRACT MF-PS-1**

Chairperson Gusler read the item description.

Staff Presentation: Jean Sanchez presented the item based on the staff report.

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

MOTION: Wes Dumey made a motion to recommend approval of the Crossroads at Kelly Park, Phase 3, Multi-Family Tract MF-P2-1 – Major Development Plan, subject to the findings in the staff report. Motion seconded by Howard Washington. Aye

votes were cast William Gusler, Robert Ryan, Wes Dumey and Howard Washington (4-0).

LEGISLATIVE – PLAT – ROCK SPRINGS COMMERCIAL

Chairperson Gusler read the item description.

Staff Presentation: Jean Sanchez presented the item based on the staff report.

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

MOTION: Robert Ryan made a motion to recommend approval of the Rock Springs Commercial – Plat, subject to the reviews of the City Engineer and City Surveyor. Motion seconded by Wes Dumey. Aye votes were cast William Gusler, Robert Ryan, Wes Dumey and Howard Washington (4-0).

LEGISLATIVE – PLAT – THE RIDGE PARCEL 4

Chairperson Gusler read the item description.

Staff Presentation: Jean Sanchez presented the item based on the staff report.

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

MOTION: Robert Ryan made a motion to recommend approval of The Ridge Parcel 4 – Plat, subject to the reviews of the City Engineer and City Surveyor. Motion seconded by Wes Dumey. Aye votes were cast William Gusler, Robert Ryan, Wes Dumey and Howard Washington (4-0).

OLD BUSINESS: No old business.

NEW BUSINESS: No new business.

ADJOURNMENT: The meeting adjourned at 7:08 p.m.

William Gusler, Chairperson

James K. Hitt, FRA-RA Community Development Director

MINUTES OF THE PLANNING COMMISSION REGULAR MEETING HELD ON MAY 9, 2023 AT 5:30 P.M. IN THE CITY COUNCIL CHAMBERS, APOPKA, FLORIDA.

MEMBERS PRESENT: William Gusler, Butch Stanley, Eric Mock, Robert Ryan, Wes Dumey, Mary Norwood and Howard Washington.

ABSENT: Orange County Public Schools (Non-voting)

STAFF PRESENT: Bobby Howell, Planning Manager, Jean Sanchez, Senior Planner, James Hitt – Community Development Director.

OTHERS PRESENT: Garrett Daniels, Dustin Jackson, Amy Mercado, Logan Opsahl, Kelley Butcher, Eric Wyanko, David & Kathy Stankiewicz, James Palm, Jonathan Huels, Erik Halverson, Linda York, Michael Livrea, Julie Kerdij, Luke Classon, Alma Mannio, Marjorie Mickelson, Andres Carnahan, Bryan Astiry, Kirkwood Simmons, Kellen Simmons, Joanne Simmons, Ambrozeve Walker, Dave Summit. Tina Demostene.

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

1) LEGISLATIVE – COMPREHENSIVE PLAN – SMALL-SCALE LAND USE AMENDMENT – Mid-Florida Freezer Properties

Chairperson Gusler read the item description.

Staff Presentation: Jean Sanchez said this is a request to recommend approval for the future land use map amendment for Mid-Florida Freezer Properties from Commercial to Industrial. She said the subject properties are located on the SW corner of US 441 and Lake View Drive, approximately 4.88 acres. She said the proposed future land use designation of Industrial is compatible with the area due to parcels on the South and West of the properties having the same future land use designation. She said this application is being processed simultaneously with an application to rezone the property from Commercial to Industrial, which is the next item on the Agenda. She said the DRC recommends approval and the recommended motion is to find the proposed change in future land use consistent with the Comprehensive Plan and the Land Development Code and recommended approval of the future land use amendment based on the findings of facts of the staff report and exhibits and said staff and the applicant are available for questions.

Chairperson Gusler opened the meeting for public hearing and asked if anyone had questions for staff or for the applicant.

Logan Opsahl, Lowndes Law Firm, said we're in agreement with the staff recommendation and said this is the Industrial Corridor of the City. He said we're proposing this rezone and small scale comp plan amendment to Industrial Light and noted this was previously zoned Industrial and had the appropriate future land use.

Garrett Daniels, 301 Lake View Drive spoke in concern for the run-off. He said he's been living near this for 20 years and the lake is at the highest it's ever been. The applicant addressed his concerns.

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Marjorie Mickelson, 335 Lake Annie Drive also spoke about the run-off and said that lake is part of the Florida aquifer and said we already have run-off from 441 when they put in walkways and said we don't need additional run-off and commented on the truck traffic and the narrow roads. The applicant spoke to her concerns.

MOTION: Commissioner Stanley made a motion to find the proposed change in Future Land Use from Commercial to Industrial consistent with the Comprehensive Plan and Land Development Code, and compatible with the character of the surrounding areas, and recommend approval of the future land use amendment, based on the findings and facts presented in the staff report and exhibits. Motion seconded by Commissioner Washington. Aye votes were cast William Gusler, Eric Mock, Butch Stanley, Robert Ryan, Wes Dumey, Mary Norwood and Howard Washington (7-0).

2) LEGISLATIVE – CHANGE OF ZONING – Mid-Florida Freezer Properties

Chairperson Gusler read the item description.

Staff Presentation: Jean Sanchez presented the item and said this is the companion re-zoning application to the Future Land Use Amendment, heard in the previous item. She said this is a request to recommend approval of the change of zoning from CCOR, (Corridor Commercial) to I-L (Light Industrial) for Mid-Florida Freezer properties. She said the subject property is 4.88 acres in size and said the northern portion of the property currently houses an industrial warehouse and retail uses adjacent to U.S. 441 and Lake View Drive. She stated that the I-L (Light Industrial zoning) is compatible with the Future Land Use Designation of Industrial and properties on the West and South have the same zoning designation. She stated the recommended motion is to recommend approval of the proposed change in zoning. She said staff and the applicant are available for questions.

Chairperson Gusler opened the meeting for public hearing and asked if anyone had questions for staff or for the applicant.

MOTION:

Commissioner Dumey made a motion to find the proposed change in Zoning from CCOR (Corridor Commercial) to I-L (Light Industrial) consistent with the Comprehensive Plan and Land Development Code, and compatible with the character of the surrounding areas, and recommend approval of the proposed change of zoning based on the findings and facts presented in the staff report and exhibits. Motion seconded by Commissioner Stanley. Aye votes were cast William Gusler, Butch Stanley, Erik Mock, Robert Ryan, Wes Dumey, Mary Norwood and Howard Washington (7-0).

3) LEGISLATIVE – COMPREHENSIVE PLAN AMENDMENT – TEXT AMENDMENT – POLICY 3.1.H.II; FUTURE LAND USE AMENDMENT ; MAP 1-1.A – 750 AND 922 PLYMOUTH SORRENTO ROAD

MINUTES OF THE PLANNING COMMISSION REGULAR MEETING HELD ON MAY 9, 2023 AT 5:30 P.M. IN THE CITY COUNCIL CHAMBERS, APOPKA, FLORIDA.

Chairperson Gusler read the item description.

Staff Presentation: Jean Sanchez presented the item and said this is a request to recommend approval of the amendment to the Comprehensive Policy 3.1.H.II – High Density Residential and Map 1.1.A and recommend transmittal to the Florida Department of Economic Development. She said the properties are located West of Plymouth Sorrento Road, South of South Fork Road and East of S.R. 429, and are approximately 13.05 acres in size. She said 750 Plymouth Sorrento Road has a Future Land Use Designation of Commercial and is within the CC zoning district; 922 Plymouth Sorrento Road has a Future Land Use Designation of Agriculture within the T (Transitional) Zoning District. She said the HDR 25 Future Land Use Designation was established under Ordinance No. 2747 and was adopted by City Council on May 26, 2020, and is based on ongoing development trends and market demands with multi-family development, in particular to multi-story apartment buildings as the need exists for higher density residential development. She said the applicant intends to construct a multi-family development with a proposed density of 19 dwelling units per acre, therefore, is requesting to amend the said policy and map. The applicant is requesting to extend the boundary of Map 1.1.A. of the Comprehensive Plan to make the subject properties eligible for HDR 25 (High Density Residential) Future Land Use Designation. She stated that this Future Land Use Designation is compatible with the area as parcels on the North of the subject properties are within the delineated area eligible to have the same future land use designation of HDR 25. She stated they were also in close proximity to the Floridian Town Center on the Northwest of which comprises a mix of commercial and high density residential uses. She said additionally an approved high density residential development is slated to have 516 units within un-incorporated Orange County is located toward the north east of the subject property. She said this application is being processed simultaneously to amend the future land use map from Agriculture and Commercial to HDR 25, which is the next item on the agenda. She said for the record, one member of the Development Review Committee, the Police believes that the proposed is not consistent with the surrounding area and issued a statement, which Ms. Sanchez read into the record. She stated the remaining DRC members did not object to the applicants request and said the recommended motion is to find the proposed change in future land use designation from commercial and agriculture to HDR 25, compatible with the character of the surrounding areas and recommended approval. She said staff and the applicant are available for questions.

Chairperson Gusler opened the meeting for public hearing and asked if anyone had questions for staff or for the applicant.

Commissioner Washington asked for clarification as to the map and said we received information on the City of Apopka Comprehensive Plan for 2030. Ms. Sanchez stated that was for your reference and was the text amendment that was approved by City Council in 2020, under Ordinance No. 2747, which is exactly what the applicant is trying to amend.

Commissioner Norwood inquired as to who made the comment that you read earlier, to which, Ms. Sanchez stated the comment was from the Police Chief.

MINUTES OF THE PLANNING COMMISSION REGULAR MEETING HELD ON MAY 9, 2023 AT 5:30 P.M. IN THE CITY COUNCIL CHAMBERS, APOPKA, FLORIDA.

Chairperson Gusler asked what the total acreage is that is delineated on the current map. Jim Hitt stated he would need to look at this as it was over 4 years ago.

Jonathan Huels, 215 N, Eola Drive, Orlando, FL stated that this project encompasses not only this public hearing before you now but also the next item on the agenda. He said this is the initial step in what will be a multi-step process in which more details are included with each of those steps. He said for purposes of today, we wanted to present to you what the end game was and what the developer, my client, 111 Residential, wants to build on this site. He then provided a presentation. He explained that this property is located in an area with a confluence of many different uses including Industrial, Commercial and Single-Family Residential coming together at this hub of the 429 and Orange Blossom Trail. He said as Jean mentioned, the majority of this property today has a Commercial Future Land Use designation with Agricultural at the North. He said the idea would be to bring both of these designations in and assign the HDR 25 Zoning Designation. He provided a proposed site plan of the project and stated that this is a multi-family project that would consist of 250 units and said that comes out to 19 dwelling units per acre. He stated we have to seek the HDR 25 because there is not another designation that would fit this project perfectly. He said the principal structures will be 4 story and would be centrally located on the property and would be clustered together and said within them, there would be a central courtyard, which would have the pool and other amenities of the project as well as parking. He said this is the same concept we shared at our Community Meeting back in January. He stated there are 2 access points proposed with this project including 1) Plymouth Sorrento Road and, the second may be the game changer and said we're talking to CFX, FDOT and the City to have access to the existing signalized intersection at Orange Avenue. He said we're committed to making that happen and said we're here at the table and want to make this a reality. He provided the updated conceptual plan which shows an updated configuration of this dedicated and direct, exclusive, signalized access point on OBT and said those changes were born of feedback from CFX and OBT. He said in addition, this developer is willing to dedicate 30' of ROW for the future Plymouth Sorrento Road widening and discussed enhancements including buffers, set-backs and entitlements. He said this is the first step in what will be a lengthy, multi-hearing process, not only before this board but before City Council but today, we're here at this public hearing for the transmittal. He said the next step is City Council on June 7, 2023 and said they'll be reviewing these same applications and if this is approved there for transmittal, this gets reviewed by the State and sent back down. He said in the interim, the developer will be working on their rezoning application and we project that that will come before you in late Summer or Fall 2023.

Commissioner Washington asked how the additional 30' of ROW will affect the gas station, the Post Office and those private owners at the intersection of the connector road and Plymouth Sorrento Road. He also asked what questions or concerns were raised at the Community Meeting.

Mr. Huels stated that first, we don't control any of those road frontages and said we can only convey what we own and can control. He then responded to his question about the community meeting, and said there were questions and concerns about the project and said that's not uncommon when you're talking about a property that is currently undeveloped. He stated change causes concern and raises questions and said those same concerns would likely be raised with any change in use. He stated that a residential project that spins off 90% less traffic than

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would be if this property was developed as a commercial project there today is more compatible with the area and said the signalized light providing direct access to the roads is a game changer.

Kelly Butcher, 761 Plymouth Sorrento Road said hers is the private residential house on the corner and went on to voice her concerns with the development and the traffic flow.

David Stankewicz, 982 Dekleva Drive said he lives directly across from the entrance to the 429 and said back when they were building the 429, there was only 5,000 to 6,000 cars going up and down that road but since the 429 has been there, that number is over 15,000 –16,000 cars going down that road. He said the road backs up on a daily basis and said this development will compound that and he is against the project.

Michael Ciurea, 809 Dekleva Drive commented on the traffic back-ups and said while he appreciates the thought going into the access points, we will need to widen Plymouth Sorrento Road at some point.

Alma Elizabeth Mannion, 1102 Dekleva Drive said the only way in and out of her subdivision is through that entrance across from the Post Office and said the roads are too narrow to handle the additional traffic. She said it is a lovely complex but wishes they would move it further out where there's more room.

Amy Mercado, 831 Leanore Lane said her and her husband don't want this project as the traffic is already too much already.

Cal Simmons, 1246 Dekleva Drive, addressed his concerns about the road. He said Mr. Huels stated that at some point, the road will need to be expanded but he doesn't know when. He said that means is that at some point, that road will need to widen the road which will likely mean taking the land by eminent domain.

Linda York, 816 Leanore Lane, spoke about her concerns with the traffic back up and asked where all of these kids are going to go to school.

Albert McKimmie, 3603 Golden Gem Road said the problem we face is that there's no 5-year plan and no infrastructure for the roads and said until we can decide on that, we need to be careful with what we're doing.

Jonathan Huels provided a brief rebuttal and said this is only a conceptual plan and the roads will need to be coordinated with Orange County as this is a County road right now. He then asked the Engineer to speak on the stormwater design.

Luke Classon, Appian Engineering spoke about the stormwater and said based on the geological information, the stormwater pond will be a dry pond. He said the pond is in the Wekiva Recharge Basin and has additional requirements for both treatment and attenuation and stated that on the current codes, you cannot discharge at a greater velocity or volume of water. He talked about the roadways and said currently, this is not in Orange County's 5-year plan however, they're asking for dedications of ROW from the surrounding property owners.

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Discussion ensued as to what needs to be done in order to fix this intersection and that this will require Orange County, as well as FDOT to come together and brainstorm.

MOTION: Commissioner Washington made a motion to recommend denial of the Amendment to Policy 3.1.H.ii of the Future Land Use Amendment and Map 1.1.A. Apopka Comprehensive Plan and do not recommend transmittal to the DEO. Motion seconded by Commissioner Stanley. Aye votes were cast William Gusler, Wes Dumey, Robert Ryan, Butch Stanley, Mary Norwood and Howard Washington to deny this application. Eric Mock voted nay in favor of approval of the application. (6-1).

4) COMPREHENSIVE PLAN - SMALL-SCALE FUTURE LAND USE AMENDMENT - 750 AND 922 PLYMOUTH SORRENTO ROAD

Chairperson Gusler read the item description.

Staff Presentation: Jean Sanchez, presented the item and said this is the companion application of the previous item. She said this is the request to recommend approval of the future land use map amendment from Agriculture and Commercial to HRR-25. She said as mentioned, the applicant intends to construct a multi-family development with a proposed density of 19 dwelling units per acre. She said as mentioned in the previous item, 1 member of the DRC, (the Police Department) believes that the proposed is not consistent with the surrounding area however the remaining members did not object to the applicants request and the recommended motion is to find the proposed change in future land use from Commercial and Agricultural to HDR-25 compatible with the surrounding areas and recommend approval. Staff and the applicant are available for questions.

Chairperson Gusler opened the meeting for public hearing and asked if anyone had questions for staff or for the applicant.

Albert McKimmie, 3603 Golden Gem Road, Apopka said we continuously offer some developers development and others are denied development. He said a lot of this comes down to the roads and said that some roads are in Apopka and some are in the County but said we all have a responsibility to take accountability of what's happening in this City.

Kelly Butcher, 761 Plymouth Sorrento Road said she was never notified or given an option to voice her opinion on this development. She said the road backs up in front of her house at 6:30 a.m. and there are many accidents in that intersection.

Chairman Gusler asked if anyone else wanted to speak. Hearing none, he brought it back to the board for discussion and a motion.

MOTION:

Commissioner Dumey made a motion to find the proposed change in future land use designation from Commercial and Agriculture to HDR-25 incompatible with the character of the surrounding areas, and recommend denial of the future land use

amendment subject to the adoption of the comprehensive text amendment to Map 1.1.A and Policy 3.1.H.ii as well as the findings and facts presented in the staff report and exhibits. Motion seconded by Commissioner Ryan. Aye votes were cast in denial of this application by William Gusler, Butch Stanley, Robert Ryan, Wes Dumey, Mary Norwood and Howard Washington (6-1). Nay vote was cast by Eric Mock in approval of the application. (6-1).

SITE PLANS

1) LEGISLATIVE –MAJOR DEVELOPMENT PLAN – MID-FLORIDA SOUTH LOGISTICS PARK

Chairperson Gusler read the item description.

Staff Presentation: Jean Sanchez said this is a request to recommend approval of the Mid-Florida South Logistics Park Major Development Plan. She said the subject properties are located on the SW corner of Peterson Road and SR 429, and is approximately 71.28 acres in size. presented the item based on the staff report. She said the site is also located South of the previously approved Mid-Florida Logistics Park, E of SR 429. She said the Major Development Plan proposes the development of an Industrial Center with 2 buildings for warehouse, distribution and other light industrial uses. She said the applicant is proposing a total of 690,939 square feet of industrial use. She said the DRC recommends approval and the recommended motion is to recommend approval and staff and the applicant are available for questions.

Chairperson Gusler opened the meeting for public hearing and asked if anyone had questions for staff or for the applicant.

Commissioner Washington asked a question about the traffic study to which the applicant responded.

Commissioner Dumey addressed a question to staff regarding the tree bank to which Jim Hitt responded accordingly.

MOTION: Commissioner Stanley made a motion to recommend approval of the Mid-Florida South Logistics Park Major Development Plan subject to the findings in the staff report. Motion seconded by Commissioner Norwood. Aye votes were cast William Gusler, Eric Mock, Wes Dumey, Mary Norwood, Butch Stanley, Bob Ryan and Howard Washington. (7-0).

2) LEGISLATIVE – PLAT – WOLF LAKE RANCH

Chairperson Gusler read the item description.

Staff Presentation: Jean Sanchez said this is a request to recommend approval of the Wolf Lake Ranch Plat. She said the subject property is located on the NE corner of Ponkan Road and Ponkan

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Pines Road and is approximately 31.49 acres in size. She said the applicant has submitted the plat for consideration, creating 61 residential lots and a private subdivision. She said this plat also creates Tract J, a 30' wide ROW dedication to the perpetual use of the public as well as Track M and Track N for open space and amenities. She said access to the development is proposed at Ponkan Pines Road and the emergency access is provided adjacent to Ponkan Road at the existing curb cut. She said the plat is consistent with the Major Development Plan for Wolf Lake Ranch, formerly known as Ponkan Pines subdivision, which was approved by City Council on December 7, 2022. She said DRC recommends approval, the recommended motion is to recommend approval of the Plat subject to the reviews of the City Engineer and City Surveyor. She said staff and the applicant are available for questions.

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

MOTION: Commissioner Norwood made a motion to approve the Wolf Lake Ranch Plat, subject to the reviews of the City Engineer and City Surveyor. Motion seconded by Commissioner Ryan. Aye votes were cast William Gusler, Erik Mock, Butch Stanley, Robert Ryan, Wes Dumey, Mary Norwood and Howard Washington (7-0).

OLD BUSINESS: No old business.

NEW BUSINESS: Art District Presentation: Jim Hitt provided a brief overview of the Art District.

ADJOURNMENT: The meeting adjourned at 7:40 p.m.

William Gusler, Chairperson

James K. Hitt, FRA-RA Community Development Director



City of Apopka PLANNING COMMISSION STAFF REPORT

Section: PUBLIC HEARING

Item #: 1.

Meeting Date: July 11, 2023

Department: Community Development

SUBJECT:

Comprehensive Plan Amendment – Small-Scale Future Land Use Amendment – 225 E. 7th Street

REQUEST:

Recommend approval of the Future Land Use Map Amendment from Office to Mixed-Use for 225 E. 7th Street

SUMMARY:

Owner(s): Community Health Centers, Inc.

Applicant: Erika Hughes, VHB

Parcel Identification Number(s): 09-21-28-0196-61-100

Location: 225 E. 7th Street

Existing Future Land Use: Office (0.30 floor area ratio (FAR) maximum)

Proposed Future Land Use: Mixed-Use (2.0 FAR maximum)

Existing Use(s): Medical office building

Existing Zoning: MU-D (Mixed-Use – Downtown) Zoning District

Tract Size: 1.5 +/- Acres

Zoning Report

This chart includes the relationships to adjacent properties.

Direction	Future Land Use	Zoning	Present Use
North	Office	MU-D (Mixed-Use – Downtown) Zoning District	Vacant
East	Residential Medium	MU-D	Single-family residence
South	Industrial, Office	MU-D	Medical office building
West	Commercial	MU-D	Medical office building

PROJECT SUMMARY:

The applicant has submitted a Small-Scale future land use amendment from Office to Mixed-Use for 225 E. 7th Street, which is the site of the Community Health Centers medical office building. The applicant is requesting the future land use amendment to allow an increase in floor area ratio (FAR) on the subject property for a proposed future expansion of the existing medical office building. Per Policy 3.1.j of the Future Land Use Element of the Comprehensive Plan, the existing Office future land use designation allows a maximum floor area ratio (FAR) of 0.3. Future Land Use Element, Policy 3.1.r allows a maximum FAR of 2.0 for properties in the Central Business District that have a Mixed-Use future land use designation.

As previously stated, the applicant has plans to expand the existing 12,825 square foot facility by an additional 10,720 square feet, which exceeds the maximum FAR of 0.3 under the Office future land use designation, which permits a maximum of 19,602 square feet of building area. Under the Office future land use designation, the maximum additional building area that can be added is 6,254 square feet. The proposed expansion can be accomplished under the Mixed-Use future land use designation, which allows a FAR of up to 2.0 in the Central Business District.

The Mixed-Use future land use designation is compatible with the area as properties in the vicinity have Future Land Use designations of Mixed-Use. The request is also consistent with the intent of the MU-D (Mixed-Use – Downtown) Zoning District, in which this property is located.

SCHOOL CAPACITY REPORT:

As the subject property is used for non-residential purposes, school capacity is not applicable.

ORANGE COUNTY NOTIFICATION:

The JPA (Joint Planning Agreement) requires the City to notify the County 30 days before any public hearing or advisory board. The City notified Orange County on June 2, 2023.

PUBLIC HEARING SCHEDULE

July 11, 2023 – Planning Commission (5:30 P.M.)

August 2, 2023 – City Council (1:30 P.M.), First Reading

August 16, 2023 – City Council (7:00 P.M.), Second Reading and Adoption

DULY ADVERTISED:

June 26, 2023 – Poster Placed on Property

June 27, 2023 – Mailed Notices to Adjacent Property Owners

June 30, 2023 – Advertised in the Apopka Chief

FUNDING SOURCE:

Not applicable.

RECOMMENDED MOTION:

Development Review Committee:

Recommends approval of the change in Future Land Use from Office to Mixed-Use and finds the proposed amendment consistent with the Comprehensive Plan and Land Development Code, and compatible with the character of the surrounding areas, recommending approval of the future land use amendment, based on the findings and facts presented in the staff report and exhibits.

Recommended Motion – Planning Commission:

Find the proposed change in Future Land Use from Office to Mixed-Use consistent with the Comprehensive Plan and Land Development Code, and compatible with the character of the surrounding areas, recommending approval of the future land use amendment, based on the findings and facts presented in the staff report and exhibits.

ATTACHMENTS:

1. 2 Maps
2. 3 Ordinance Number 3017

Vicinity



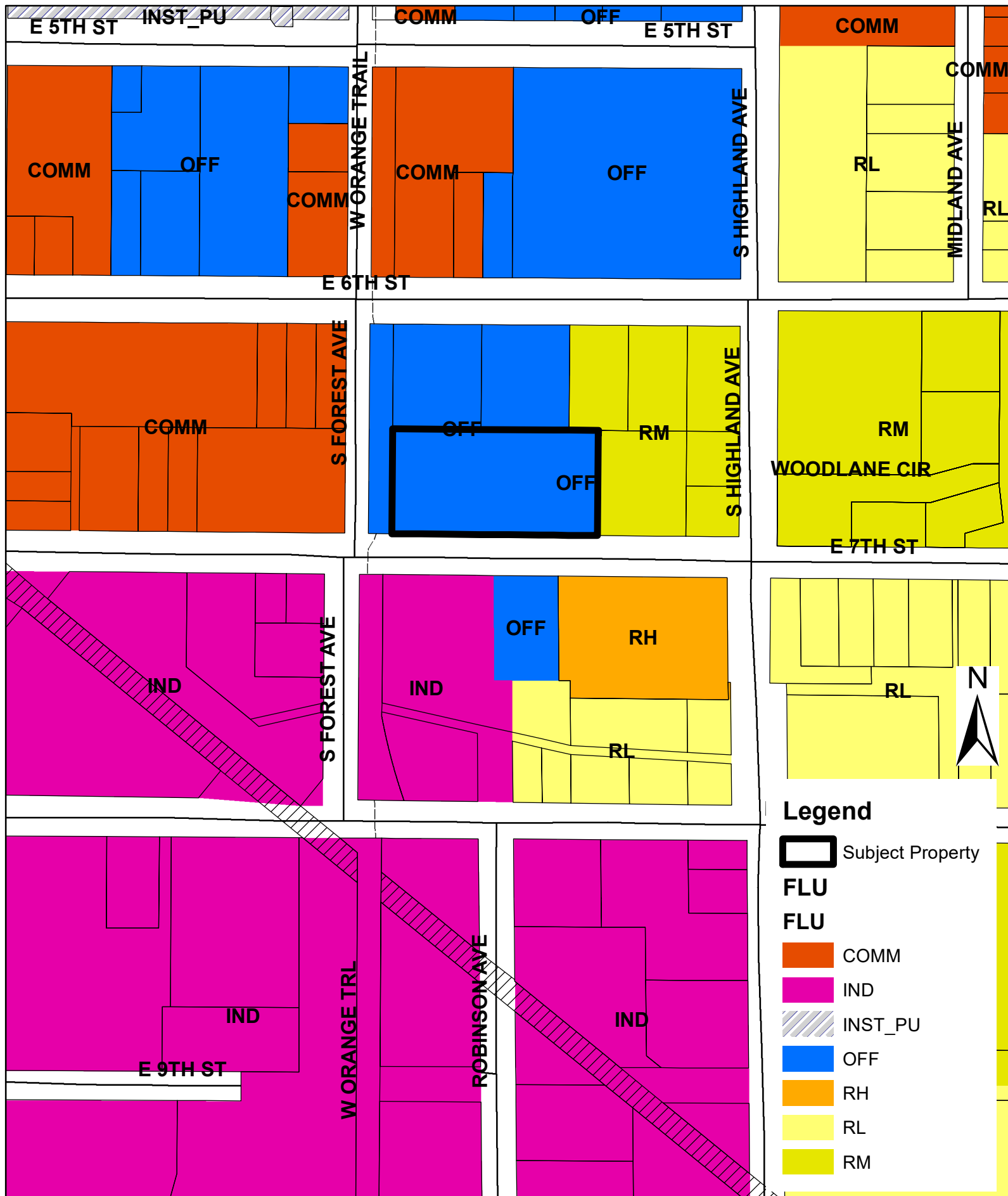
(THIS MAP IS FOR REFERENCE PURPOSES ONLY AND IS NOT TO SCALE)

Zoning



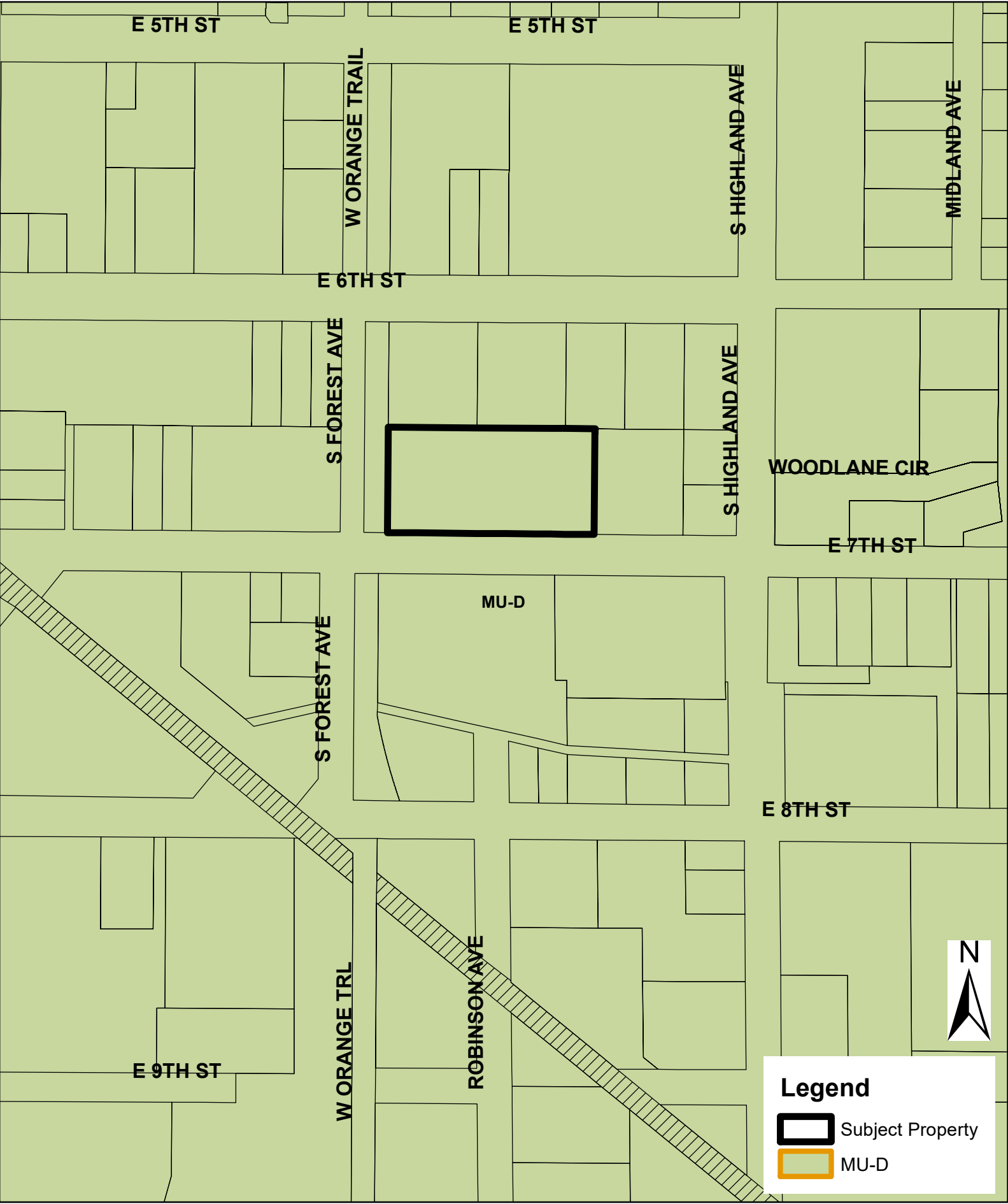
(THIS MAP IS FOR REFERENCE PURPOSES ONLY AND IS NOT TO SCALE)

Future Land Use



(THIS MAP IS FOR REFERENCE PURPOSES ONLY AND IS NOT TO SCALE)

Zoning



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AN ORDINANCE OF THE CITY OF APOPKA, FLORIDA, AMENDING THE FUTURE LAND USE ELEMENT OF THE APOPKA COMPREHENSIVE PLAN OF THE CITY OF APOPKA; CHANGING THE FUTURE LAND USE DESIGNATION FROM OFFICE TO MIXED-USE FOR A PORTION OF CERTAIN REAL PROPERTY LOCATED AT 225 E 7TH STREET, OWNED BY COMMUNITY HEALTH CENTERS, INC., COMPRISING 1.5 ACRES, MORE OR LESS, PROVIDING FOR SEVERABILITY; AND FOR AN EFFECTIVE DATE.

WHEREAS, the City Council of the City of Apopka adopted the Apopka Comprehensive Plan by Ordinance No. 653 on October 2, 1991, pursuant to Section 163.3184, Florida Statutes and most recently amended it by Ordinance No. 3008 on June 21, 2023; and

WHEREAS, the City of Apopka's Local Planning Agency (Planning Commission) has, in preparation of the amended version of the Apopka Comprehensive Plan, analyzed the proposed amendment pursuant to Chapter 163, Part II, F.S., found it to be consistent with the intent of the Apopka Comprehensive Plan, and held public hearings providing for full public participation.

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

Section I. Purpose and Intent. This Ordinance is enacted to carry out the purpose and intent of, and exercise the authority set out in, the Local Government Comprehensive Planning and Land Development Regulation Act, Sections 163.3184 and 163.3187, Florida Statutes.

Section II. Future Land Use Element. Page 1-32 (Map 1-6) of the Future Land Use Element of the City of Apopka Comprehensive Plan, as most recently amended by Ordinance No. 2985 is amended in its entirety to change the land use from Office (0.30 floor area ratio) to Mixed-Use (15 dwelling units per acre and 2.0 floor area ratio maximum) for certain real property located at 225 E. 7th Street, comprising 1.5 acres more or less; as further described in Exhibit “A” attached hereto.

Section III. Applicability and Effect. The applicability and effect of the City of Apopka Comprehensive Plan shall be as provided by the Local Government Comprehensive Planning and Land Development Regulation Act, Sections 163.3161 through 163.3215, Florida Statutes.

Section IV. Severability. If any provision or portion of this Ordinance is declared by any court of competent jurisdiction to be void, unconstitutional, or unenforceable, then all remaining provisions and portions of this Ordinance shall remain in full force and effect.

Section V. Director Authorization. The Community Development Director is hereby authorized to amend the Future Land Use to comply with this ordinance.

Section VI. Effective Date. This Ordinance shall become effective thirty-one (31) days after adoption. If challenged within thirty (30) days after adoption, the Ordinance shall become

ORDINANCE NO. 3017

PAGE 2

1 effective after the state land planning agency or the Administration Commission, respectively,
2 issues a final order determining that the adopted small-scale development amendment is in
3 compliance.
4

5 ADOPTED at a regular meeting of the City Council of the City of Apopka, Florida, this
6 _____ day of _____, 2023.

READ FIRST TIME: August 2, 2023

READ SECOND TIME AND
ADOPTED: August 16, 2023

ATTEST:

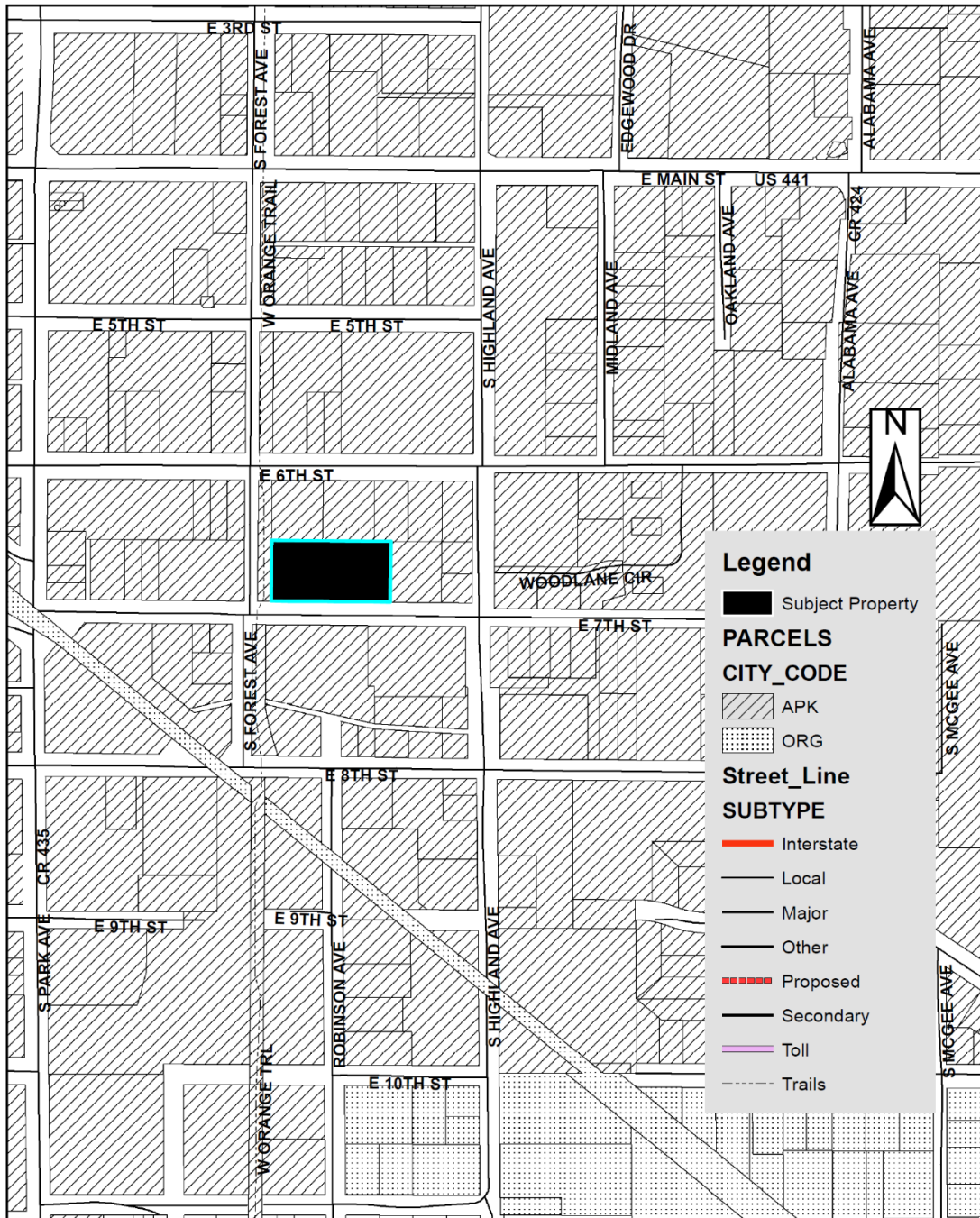
Susan Bone, City Clerk

Bryan Nelson, Mayor

DULY ADVERTISED FOR PUBLIC HEARING: June 30, 2023

EXHIBIT "A"

Parcel Identification Number(s): 09-21-28-0196-61-100





City of Apopka PLANNING COMMISSION STAFF REPORT

Section: PUBLIC HEARING

Item #: 2.

Meeting Date: July 11, 2023

Department: Community Development

SUBJECT:

Quasi Judicial - Special Exception - Freeport Property

REQUEST:

Approve a Special Exception Use Permit to allow multi-family uses for the Freeport Property.

SUMMARY:

Owner(s): Kelly Park VB Development, LLC

Applicant: Lowndes Law Firm c/o Tara Tedrow, Esq.

Parcel Identification Number: 13-20-27-0000-00-064

Location: West of SR 429 and south of Kelly Park Road

Future Land Use: Mixed-Use

Existing Use: Vacant

Zoning: Kelly Park Interchange – Mixed-Use (KPI-MU)

Tract Size: 2.5 acres +/- Acres

Proposed Use: Multi-family and commercial uses

Zoning Report

This chart includes the relationships to adjacent properties.

Direction	Future Land Use	Zoning	Present Use
North	Mixed-Use	Kelly Park Interchange – Mixed-Use (KPI-MU)	Wyld Oaks Interchange District
East	Mixed-Use	KPI-MU	Wyld Oaks Interchange District
South	Mixed-Use	KPI-MU	Wyld Oaks Employment District
West	Mixed-Use	KPI-MU	Wyld Oaks Village Center and Transition Districts

PROJECT SUMMARY:

The subject property is proposed to be added to the project boundary of the previously approved Wyld Oaks Development, formerly known as Kelly Park Crossing, located on the southwest corner of Kelly Park Road and SR 429. The Kelly Park Interchange – Form-Based Code (KPI-FBC) Regulating Plan indicates that the subject property is within the Interchange Overlay District. According to the Code, all residential uses require a Special Exception Use Permit within the Interchange Overlay District. In order to satisfy this Code standard, the applicant is requesting the Planning Commission to grant a Special Exception Use Permit to allow multi-family uses for the Freeport Property. To the greatest extent practicable, the applicant is required to comply with all site design and

other standards of the KPI-FBC and the Land Development Code (LDC).

The current Master Plan for the Wyld Oaks development was approved by the City Council on October 19, 2022. The applicant is also applying to amend the Master Plan and Development Agreement to include the subject property. The Freeport Rezoning Ordinance Number 3016 is tentatively scheduled for the City Council second reading and adoption on July 19, 2023, while the Amendment to the Development Agreement is under staff review. Per Land Development Code Section 2.5.1.G.4, a Special Exception is required to comply with the following standards and responses:

1. Will be consistent with the goals, objectives, and policies of the comprehensive plan;
2. Will comply with all applicable zoning district standards;
3. Will comply with all standards in Sec. 4.2.3, Standards Specific to Principal Uses, Standards for Specific Principal Uses;
4. Will be appropriate for its location and is compatible with the general character of surrounding lands and the uses permitted in the zoning district;
5. Will adequately screen, buffer, or otherwise minimize adverse visual impacts on adjacent lands;
6. Will ensure that no site lighting source shall negatively impact adjacent properties and rights-of-way;
7. Will maintain safe and convenient ingress and egress and traffic flow onto and through the site by vehicles and pedestrians, and safe road conditions around the site;
8. Will avoid significant adverse odor, noise, glare, and vibration impacts on surrounding lands regarding refuse collection, service delivery, parking and loading, signs, lighting, and other site elements;
9. Will not have an adverse impact on land values and the ability of neighboring lands to develop uses permitted in the zoning district;
10. Will avoid significant deterioration of water and air resources, scenic resources, and other natural resources;
11. Will not overburden existing public facilities and services, including, but not limited to, streets and other transportation facilities, schools, potable water facilities, sewage disposal, stormwater management, and police and fire protection facilities; and
12. Will comply with all other relevant City, State, and federal laws and regulations.

PUBLIC HEARING SCHEDULE:

July 11, 2023 – Planning Commission (5:30 P.M.)

DULY ADVERTISED:

June 23, 2023 – Posters on Placed on Property; Mailed Notices to Adjacent Property Owners

June 30, 2023 – Apopka Chief

FUNDING SOURCE:

Not applicable

RECOMMENDED MOTION:

Development Review Committee:

Recommends approval of a Special Exception to allow multi-family uses for the Freeport property, subject to the adoption of rezoning Ordinance Number 3016, as well as, the exhibits and findings of the staff report.

Recommended Motion - Planning Commission:

Approve a Special Exception to allow multi-family uses for the Freeport property, subject to the adoption of rezoning Ordinance Number 3016, as well as, the exhibits and findings of the staff report.

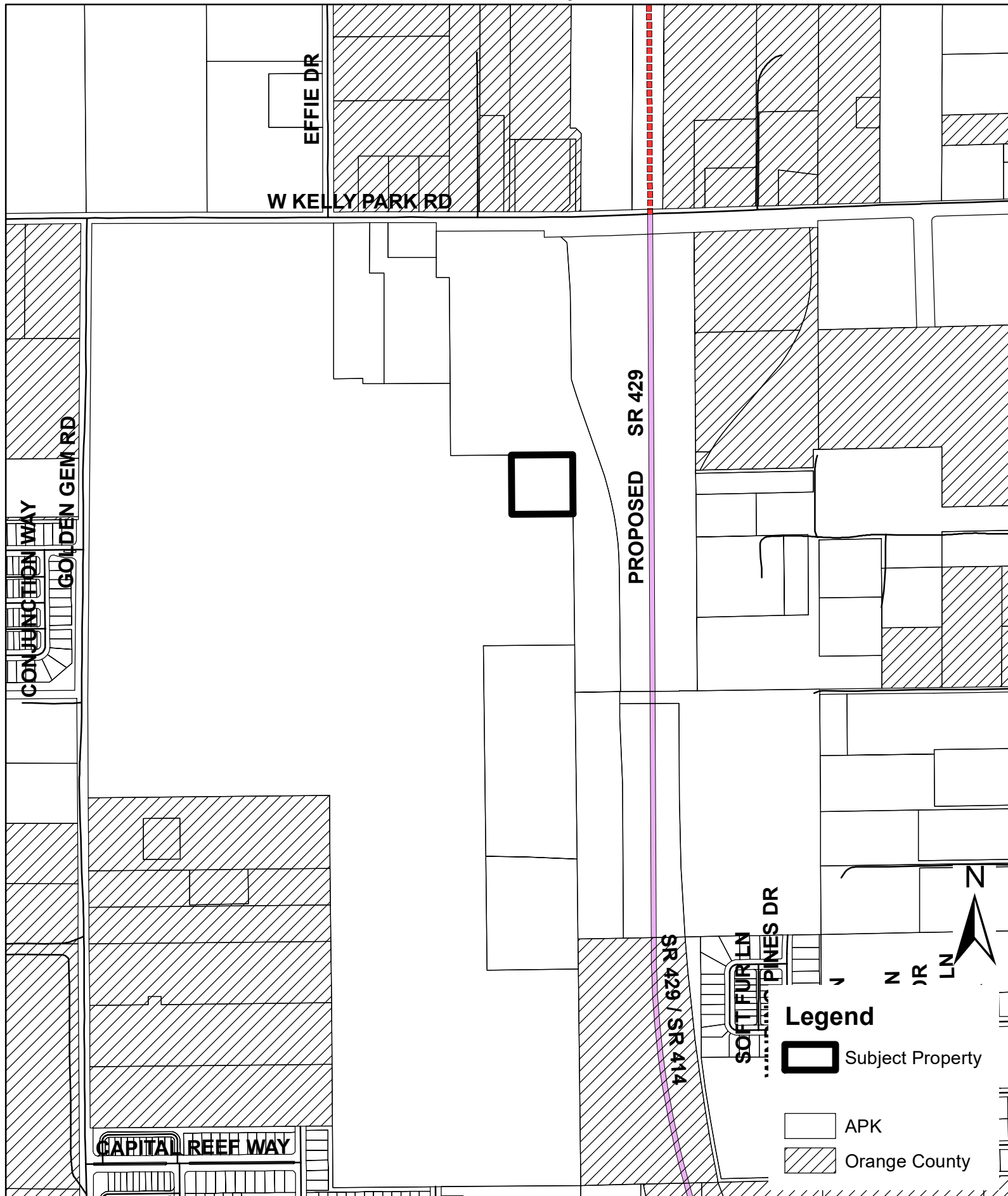
Planning Commission Role:

Pursuant to the City of Apopka Code of Ordinances, Part III, Land Development Code, Article II, Section 2.3.2.B.1.a, the Planning Commission has the authority to take make decisions on special exception permits. Therefore, the Planning Commission may approve, deny or approve with conditions this application. An applicant may appeal the Planning Commission action to the City Council.

ATTACHMENTS:

1. 2 Maps
2. 3 Wyld Oaks Freeport Property SPX – Master Plan and Responses to Criteria
3. 4 Ordinance Number 3016

Vicinity



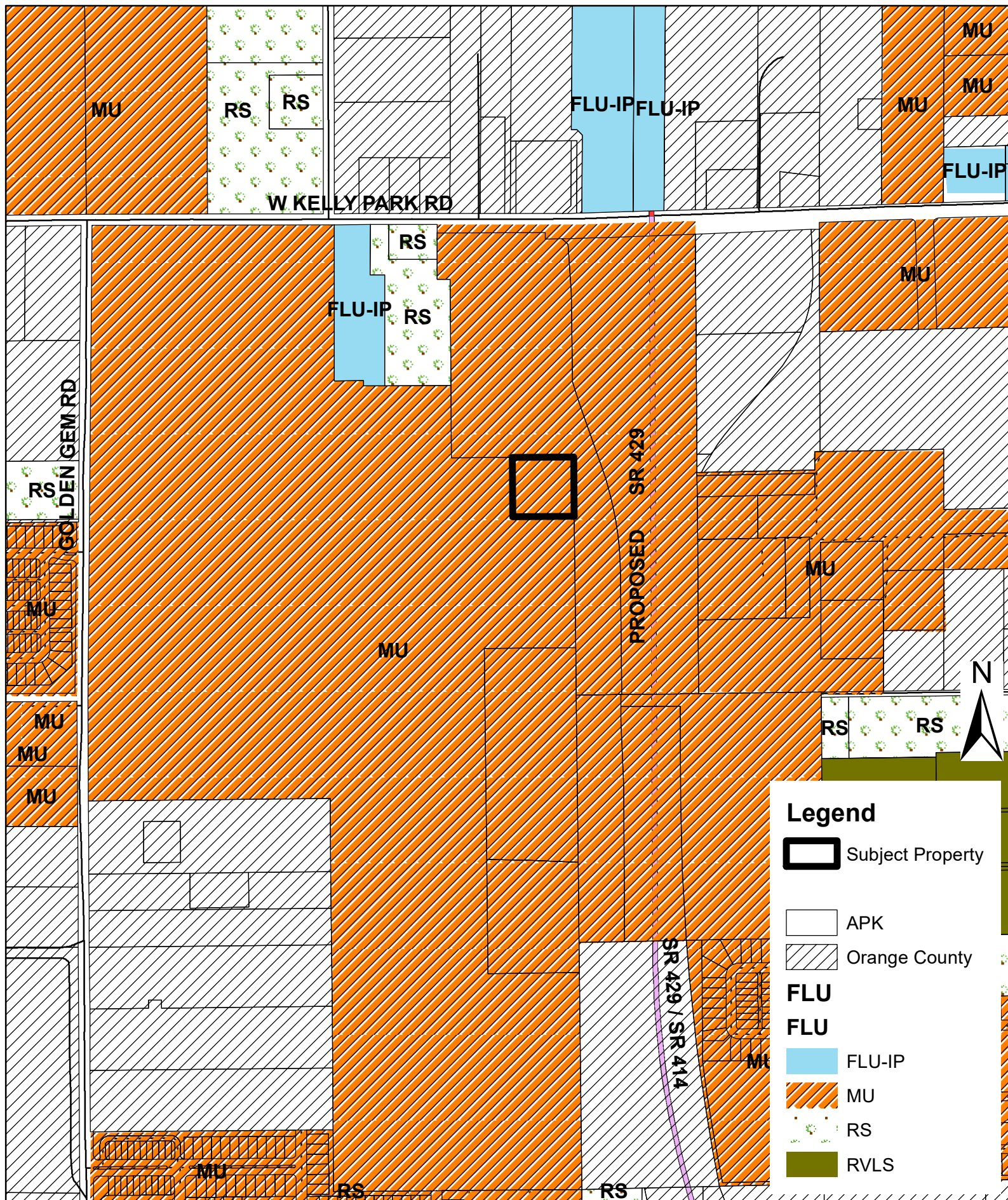
(THIS MAP IS FOR REFERENCE PURPOSES ONLY AND IS NOT TO SCALE)

Aerial



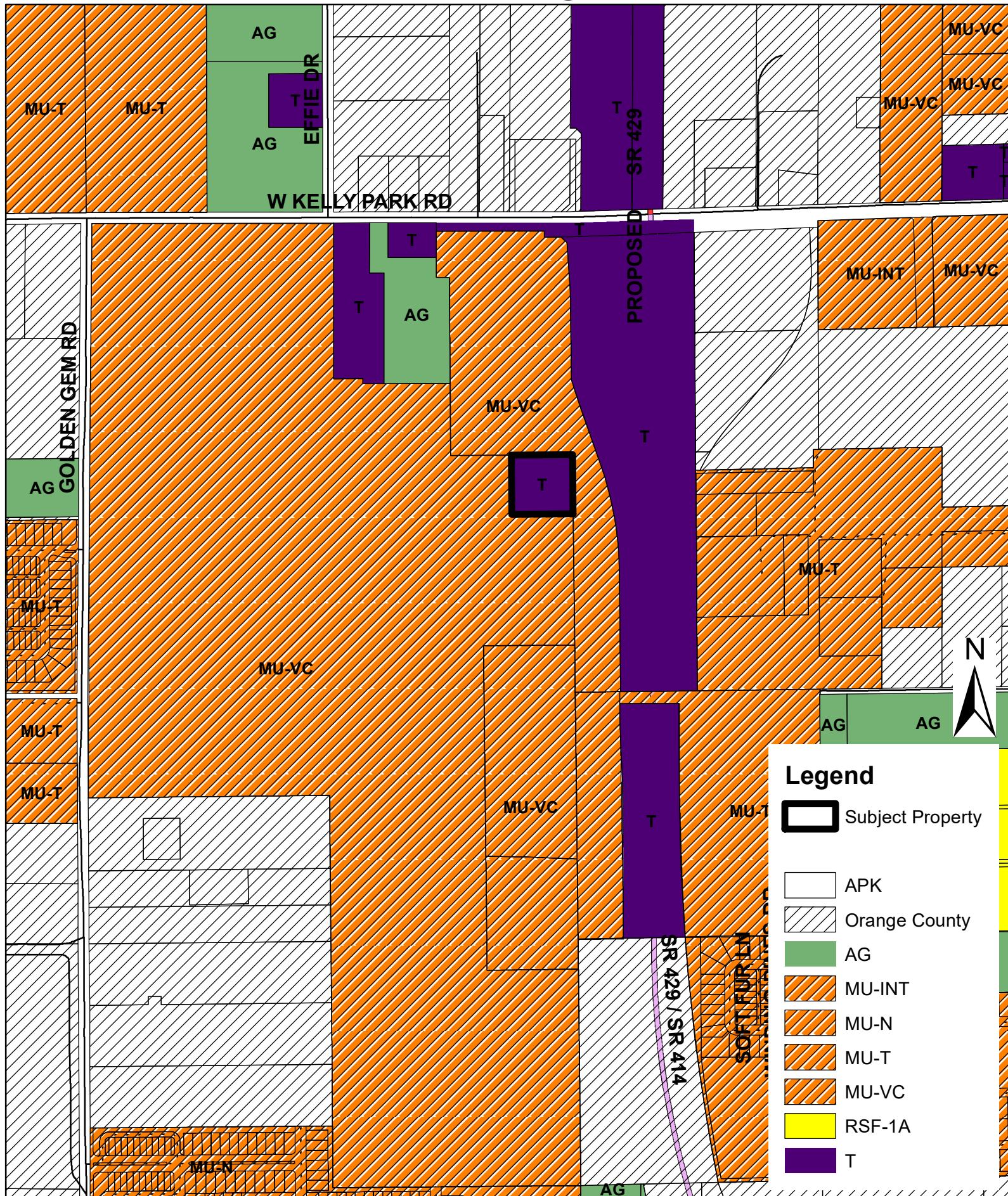
(THIS MAP IS FOR REFERENCE PURPOSES ONLY AND IS NOT TO SCALE)

Future Land Use



(THIS MAP IS FOR REFERENCE PURPOSES ONLY AND IS NOT TO SCALE)

Zoning

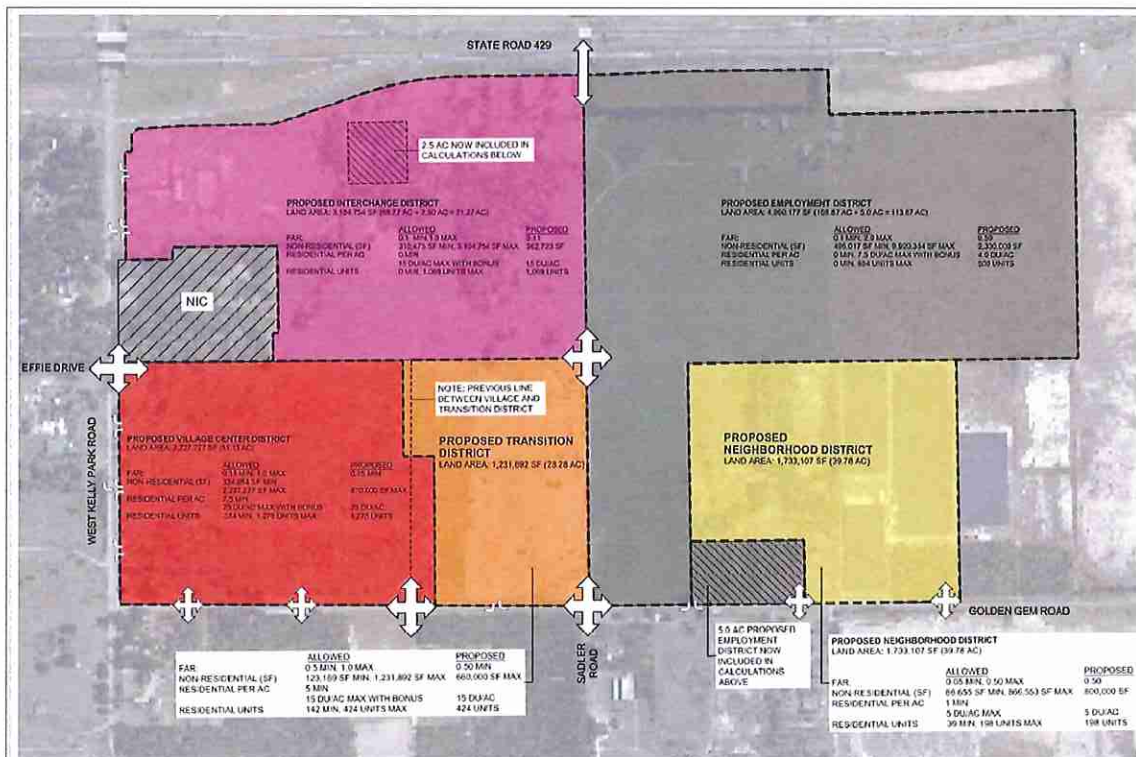


(THIS MAP IS FOR REFERENCE PURPOSES ONLY AND IS NOT TO SCALE)

CITY OF APOPKA SPECIAL EXCEPTION CRITERIA Land Development Code Section 2.5.1.E.3

1. Will be consistent with and furthers the goals, objectives and policies of the comprehensive plan and all other applicable City-adopted plans.

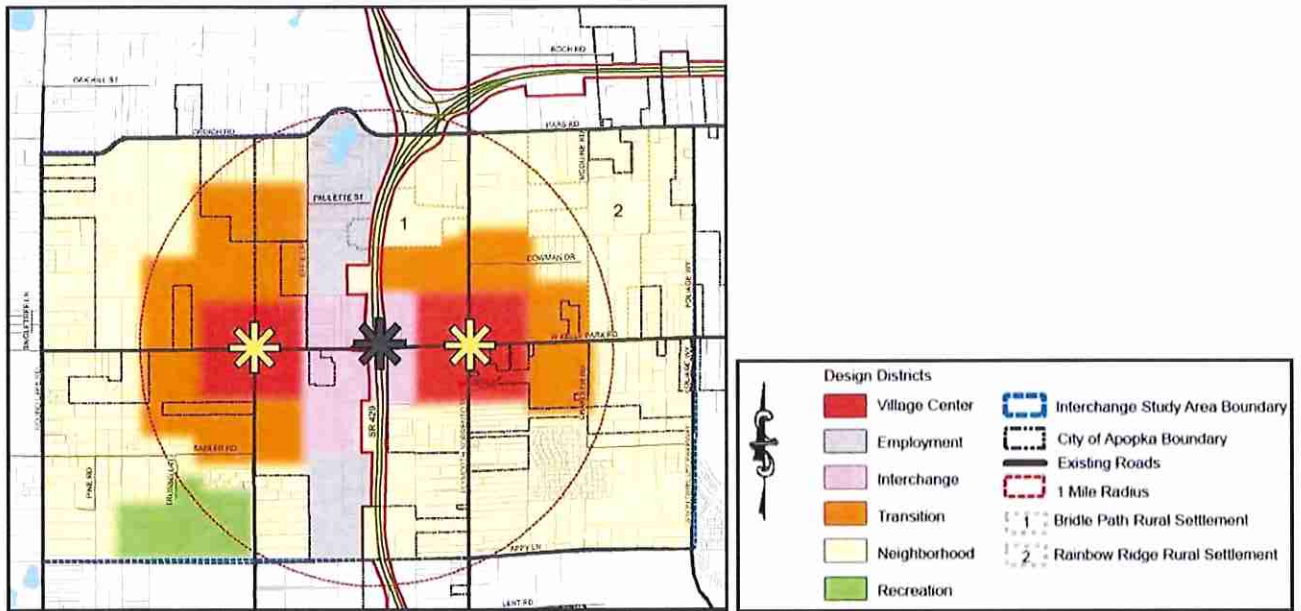
The applicant is requesting a special exception request for multifamily uses for approximately 68.77 total acres of the properties located on the eastside of Golden Gem Road, north of West Ponkan Road, south of West Kelly Park Road and west of State Road 429 and identified as of portions of Parcel IDs 13-20-27-0000-00-023, 13-20-27-0000-00-061 and 13-20-27-0000-00-005 (the "Properties"). The special exception request would cover those portions of the property labeled as "Proposed Interchange District" (including the hashed box parcel) in purple on the map below. The applicant is also requesting a special exception on Parcel IDs 13-20-27-0000-00-024, 13-20-27-0000-00-056, 13-20-27-0000-00-037, 13-20-27-0000-00-072, 13-20-27-0000-00-059, 13-20-27-0000-00-036, 13-20-27-0000-00-038 for the new Neighborhood District, shown in yellow below, to permit duplexes.



The proposed residential development is consistent with the City's Comprehensive Plan and the MU-KPI Special Purpose Zoning District. The Properties all fall within the one-mile radius of the Kelly Park (formerly called the Wekiva Park) Interchange Vision Plan.

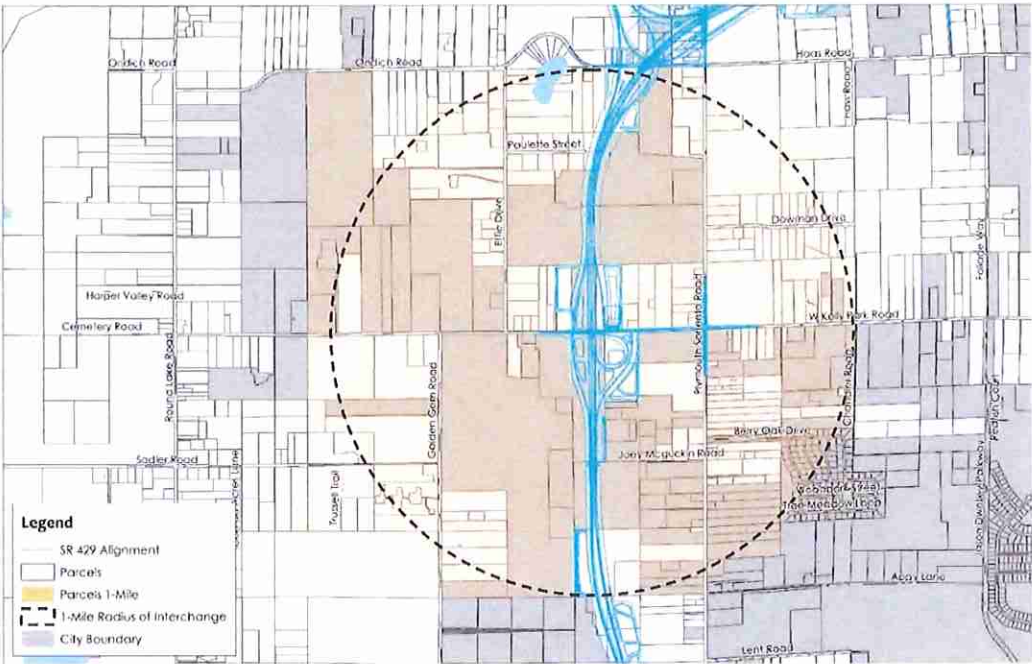
Per the City code, "[t]he Wekiva Parkway Interchange Vision Plan encompasses all properties within a one-mile radius of the proposed interchange of Wekiva Parkway at Kelly Park Road, measured from a circle around a presumed clover interchange. As noted in Policy 20.2 of the City's Comprehensive Plan, 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." The one-mile radius map is shown below and the Property is included in the same.

Kelly Park Interchange Vision Plan



The Properties also fall within the Kelly Park Interchange Form-Based Code Area, as shown below:

Kelly Park Interchange Form-Based Code Area



Under Table 4 in Appendix A, the Interchange and Neighborhood Districts have density requirements, amongst others, that must be met:

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%

Additionally, under the City's Appendix A, the allowable residential uses are dictated by Table 2, which provides that every residential use in the Interchange District requires Special Exception approval, despite the Interchange District setting forth minimum density standards that also have to be met. The intent of the code was to permit residential uses. There appear to be some inconsistencies in how the code is written vs. the intent of the code- for example, Granny flats/guest suites are allowed by Special Exception as an ancillary use to a primary single-family use, but single family homes are prohibited in this district. Multi-family dwellings are the only viable residential option under Table 2 to permit the type of density both contemplated and required under the code.

Table 2: Uses Allowed in the Kelly Park Form-Based Code Area					
Uses	Village Center	Employment	Interchange	Transition	Neighborhood
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
Granny flats/Guest suite above a garage, with single-family as primary use	N	SE	SE	P	P
Dwellings, duplex	N	N	N	P	SE
Live-Work Units	N	P	N	P	N
Nursing homes	N	SE	SE	P	N

Moreover, the use table is specific that a special exception is required for duplexes in the Neighborhood District.

Table 2: Uses Allowed in the Kelly Park Form-Based Code Area					
Uses	Village Center	Employment	Interchange	Transition	Neighborhood
Dwellings, duplex	N	N	N	P	SE

2. Is not in conflict with any portion of the Land Development Code.

The proposed development will not conflict with any portion of the Land Development Code and will be consistent with the MU-KPI zoning.

3. Addresses a demonstrated community need.

The requested residential uses will be integrated as part of one overall development program proposed by the Developer, which will reduce automobile dependence for residents and visitors once onsite. While growth will always bring new vehicle trips, the

mixed-use nature of the project will minimize traffic generation in the area with compact urban growth.

4. Is compatible with existing and proposed uses surrounding the subject land, and is the appropriate zoning district for the land.

The Properties will all be part of the Wyld Oaks Approved Master Plan property. The special exception uses on the Properties ensure compatibility and proper transitioning of uses between character zones, as well as the proper and required mix of uses contemplated under code. The Properties are also conveniently located near State Route 429 which is desirable for residents looking to relocate in the area.

5. Would result in a logical and orderly development pattern.

The Properties are part of an assemblage of parcels that will all be integrated into the Wyld Oaks Approved Master Plan community. The proposed special exception would promote development patterns for compact urban growth in line with the City's visioning for this area.

6. Would not adversely affect the property values in the area.

The proposed development will not adversely affect property values in the area. The property will be integrated into the Wyld Oaks Approved Master Plan and will help to raise property values in the area by activating older residential and underutilized agricultural properties. The proposed rezoning will create residential uses and promote development patterns for compact urban growth.

7. Would result in development that is adequately served by public facilities (roads, potable water, wastewater, solid waste, storm water, schools, parks, police, and fire and emergency medical facilities).

The proposed development will be part of the mixed-use master plan, provide adequate roads, water and wastewater pump stations to promote compact growth patterns. The development will allow for appropriate Levels of Service as encouraged by the Comprehensive Plan.

8. Would not result in significantly adverse impacts on the natural environment – including, but not limited to, water, air, noise, storm water management, wildlife, vegetation, wetlands, and natural functioning of the environment.

The proposed development will not result in adverse impacts on the natural environment consistent with the standards for the MU-KPI district and state permitting requirements.

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

WHEREAS, the proposed KPI-MU (Kelly Park Interchange – Mixed-Use) zoning for the property has been found to be consistent with the City of Apopka Comprehensive Plan.

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

SECTION I. That the zoning classification of the property described in Exhibit A, being situated in the City of Apopka, Florida, is hereby designated KPI-MU (Kelly Park Interchange Mixed-Use) Zoning District, with the assignment of Interchange District Overlay, as defined in the Apopka Land Development Code.

SECTION II. That the zoning classification is consistent with the Comprehensive Plan of the City of Apopka, Florida.

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

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

SECTION V. That all ordinances or parts of ordinances in conflict herewith are hereby repealed.

SECTION VI. That this Ordinance shall take effect upon the date of adoption.

ORDINANCE NO. 3016

PAGE 2

ADOPTED at a regular meeting of the City Council of the City of Apopka, Florida, this
day of _____, 2023.

READ FIRST TIME: July 5, 2022

READ SECOND TIME AND
ADOPTED: July 19, 2022

ATTEST:

Susan Bone, City Clerk

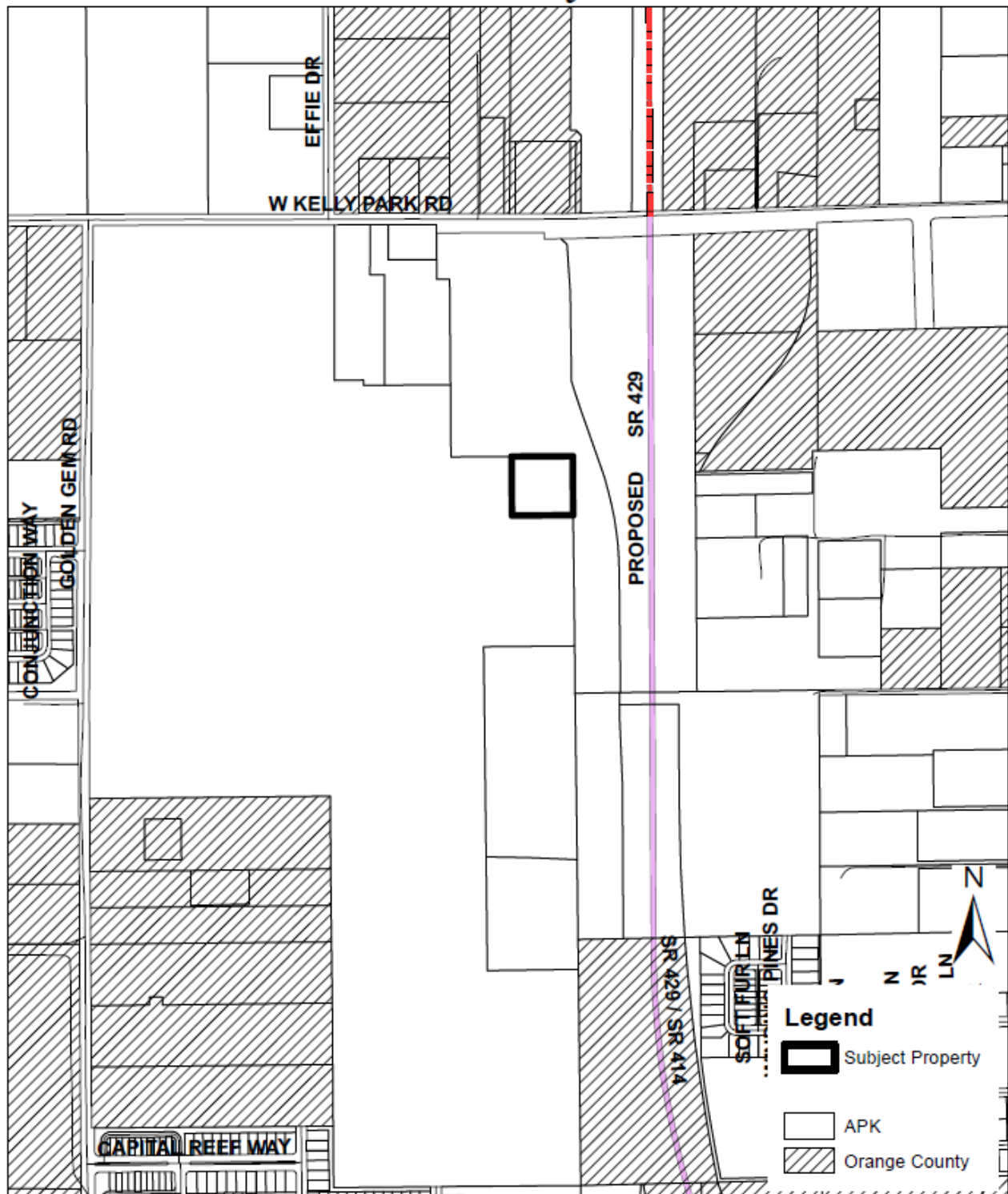
Bryan Nelson, Mayor

Approved as to form and legal sufficiency:

DULY ADVERTISED FOR PUBLIC HEARING: May 26, 2023

EXHIBIT "A"

Parcel Identification Number(s): 13-20-27-0000-00-064





City of Apopka PLANNING COMMISSION STAFF REPORT

Section: SITE PLANS

Item #: 1.

Meeting Date: July 11, 2023

Department: Community Development

SUBJECT:

Major Development Plan - Acadia Orlando Health

REQUEST:

Recommend approval of the Acadia Orlando – Major Development Plan

SUMMARY:

Owner(s): Chu Mu Ching

Applicant: Crunk Engineering, LLC. c/o Adam Crunk, P.E.

Parcel Number(s): 13-21-28-0000-00-019

Location: 1452 South Orange Blossom Trail

Future Land Use (FLU): Commercial (floor area ratio maximum of 0.20)

Zoning: C-R (Regional Commercial)

Existing Use: Vacant

Proposed Use(s): Behavioral Hospital

Tract Size: 10.34 +/- acres

Density/Intensity: 0.22 Floor Area Ratio

Direction	Future Land Use	Zoning	Present Use
North	County Low Density, City Commercial	County A-1 (Citrus Rural District), City C-C (Community Commercial)	Vacant
East	County Low Density	A-1 (Citrus Rural District)	Vacant
South	Commercial	C-R Regional Commercial	Sam's Club
West	Institutional/Public Use	O (Office)	Place of worship

PROJECT SUMMARY:

The Acadia Orlando Health – Major Development Plan (MDP) proposes the development of a two-story building with 99,497 square feet of area and 144-bed behavioral health hospital on approximately 10.3 acres. While 36 parking spaces for the 144 beds plus one parking space for every four employees are required, the applicant is proposing a total of 162 parking spaces plus six accessible spaces. The maximum permitted building height is 35 feet. There will be security walls along sections of the perimeter that are attached to the building. The site is wooded and has a wetland area on the eastern portion of the property that will remain undeveloped. The landscape plan proposes a combination of Oak, Magnolia, and Bald Cypress trees within landscaped parking islands and the perimeter of the project area. Bald Cypress trees embellish the frontage along U.S. 441.

ACCESS/TRANSPORTATION:

Two access points on U.S. 441 are proposed for this development. The northerly ingress on U.S. 441 is right-in only and the southerly access is right-in and right-out.

ORANGE COUNTY NOTIFICATION:

Orange County was notified at the time of the site plan submittal for this property through the DRC agenda distribution.

PUBLIC HEARING SCHEDULE:

July 11, 2023 – Planning Commission (5:30 P.M.)
August 8, 2023 – City Council (1:30 P.M.)

FUNDING SOURCE:

Not applicable.

RECOMMENDED MOTION:

Development Review Committee:

Recommends approval of the Acadia Orlando Health – Major Development Plan, subject to the findings in the staff report.

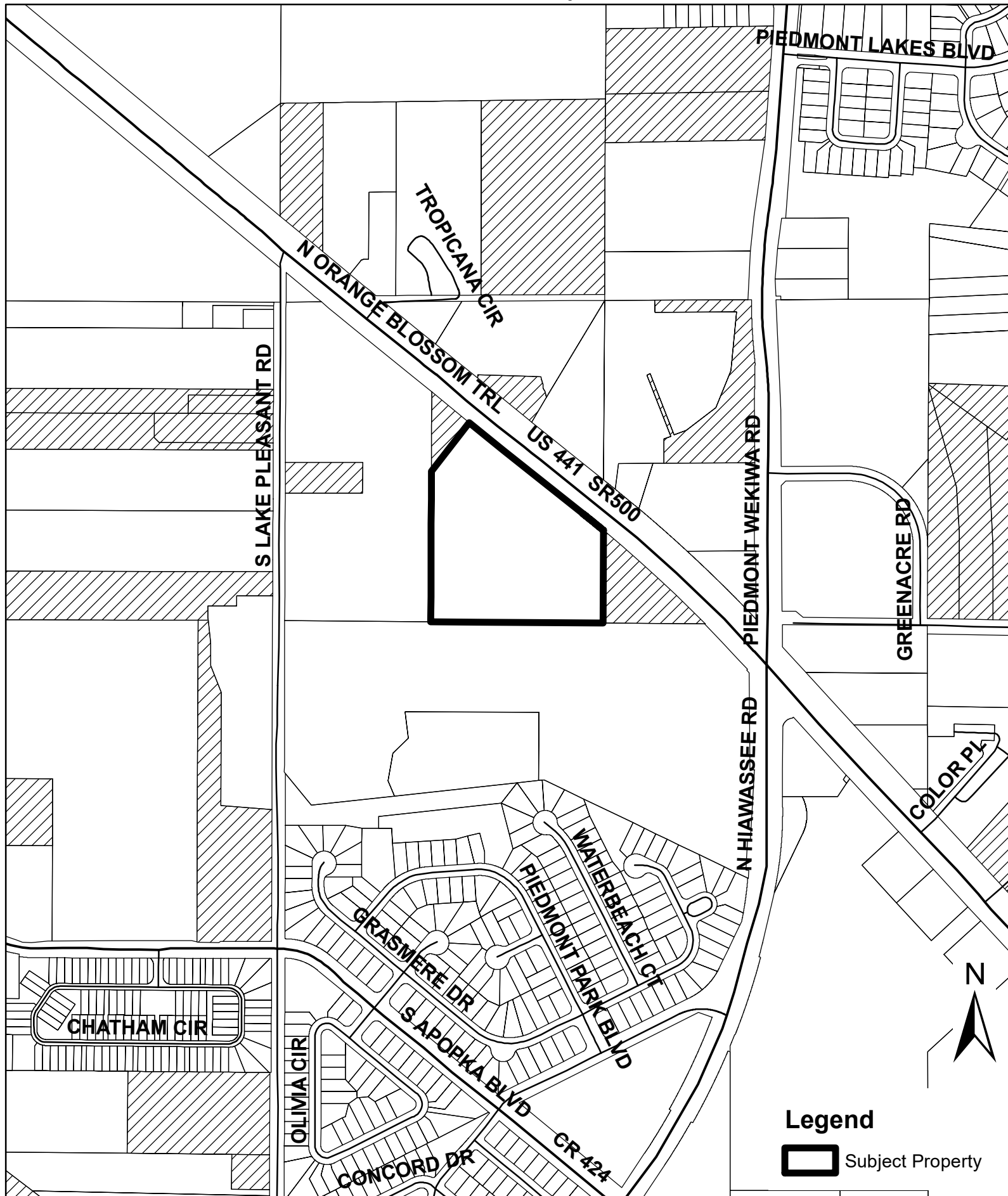
Recommended Motion – Planning Commission:

Recommend approval of the Acadia Orlando Health – Major Development Plan, subject to the findings in the staff report.

ATTACHMENTS:

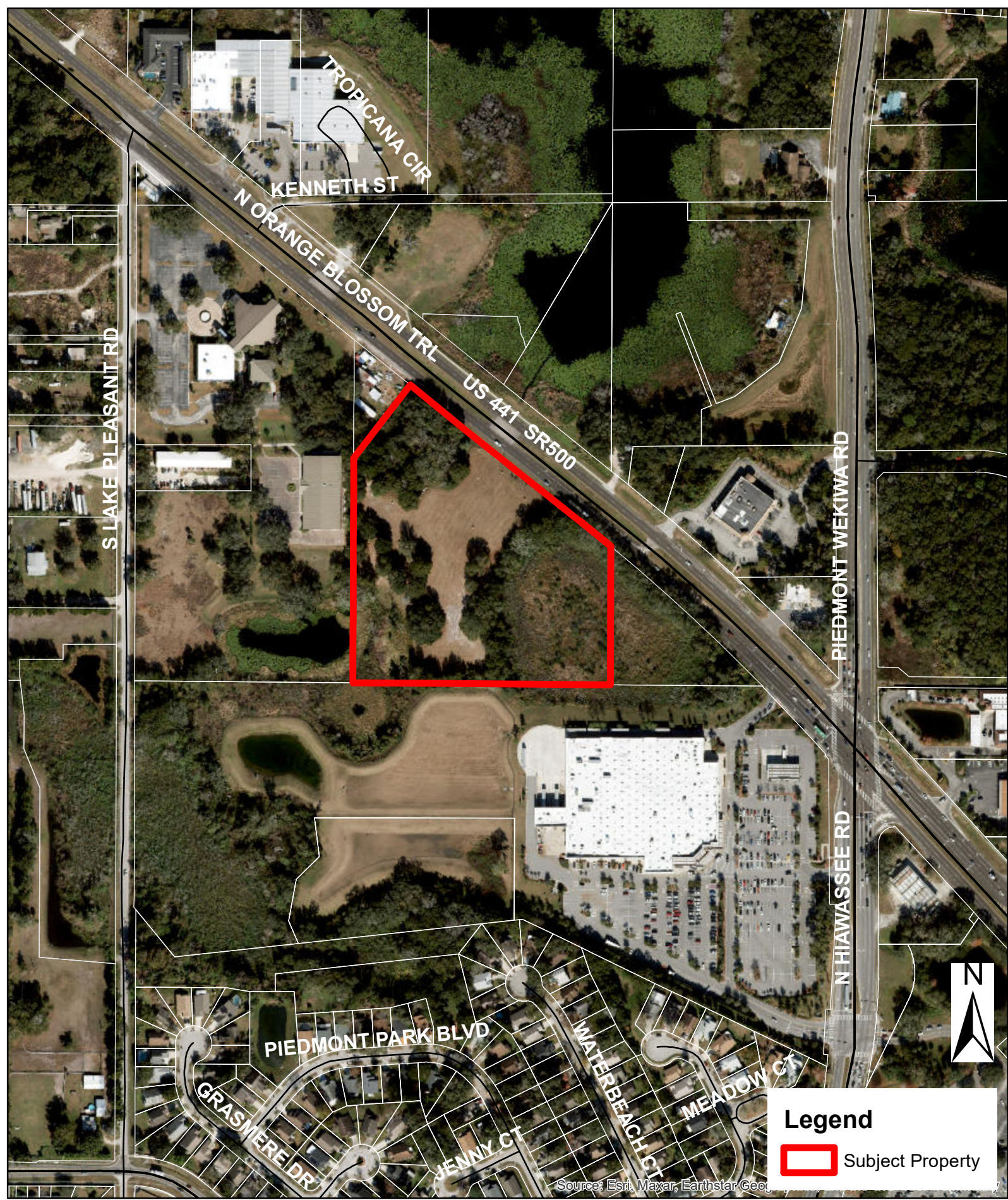
1. 2 Maps
2. 3 Acadia Orlando Health – MDP
3. 4 Acadia Orlando Health – Building Elevations
4. 5 Acadia Orlando Health – TIA

Vicinity



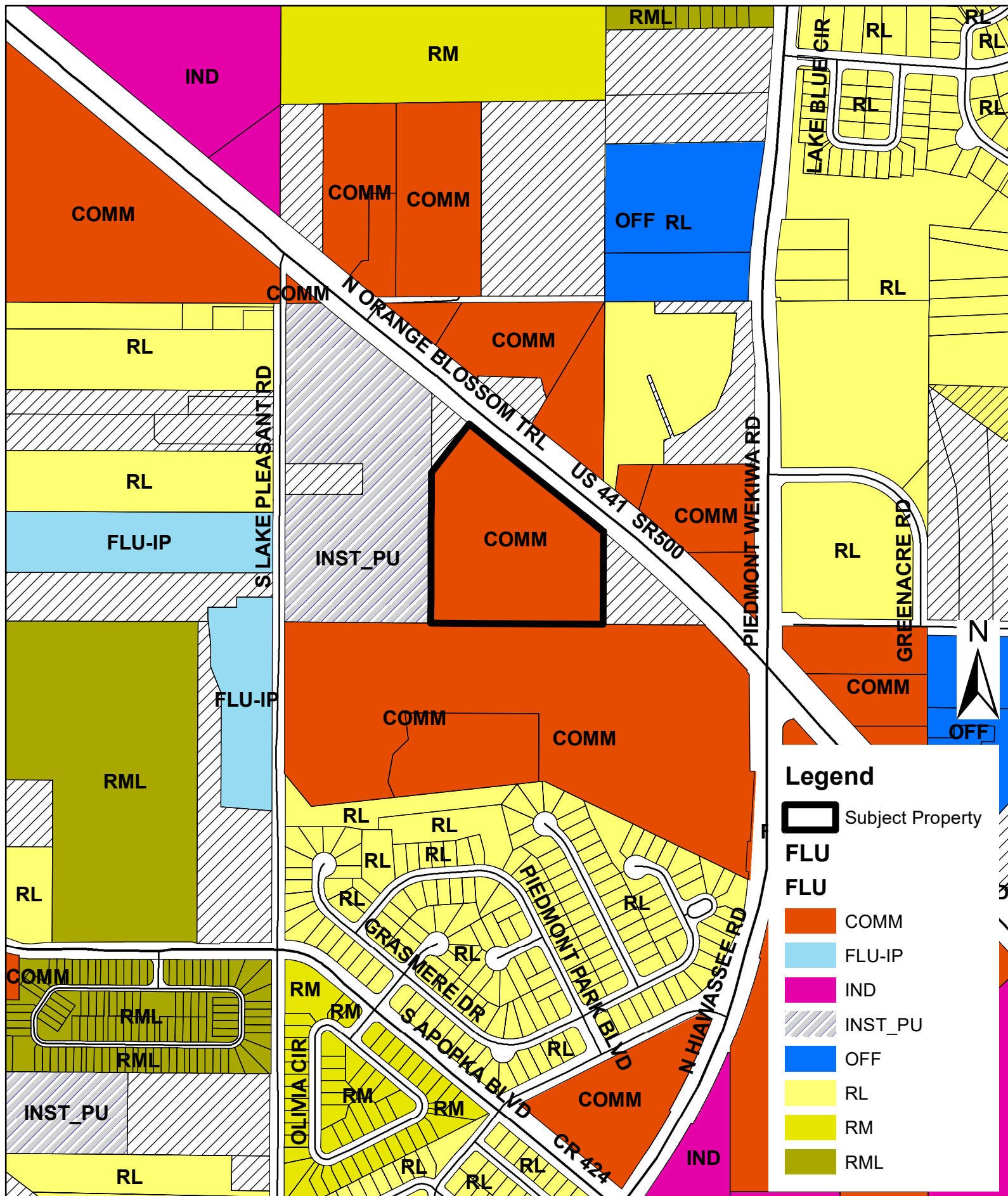
(THIS MAP IS FOR REFERENCE PURPOSES ONLY AND IS NOT TO SCALE)

Aerial



(THIS MAP IS FOR REFERENCE PURPOSES ONLY AND IS NOT TO SCALE)

Future Land Use



Legend

Subject Property

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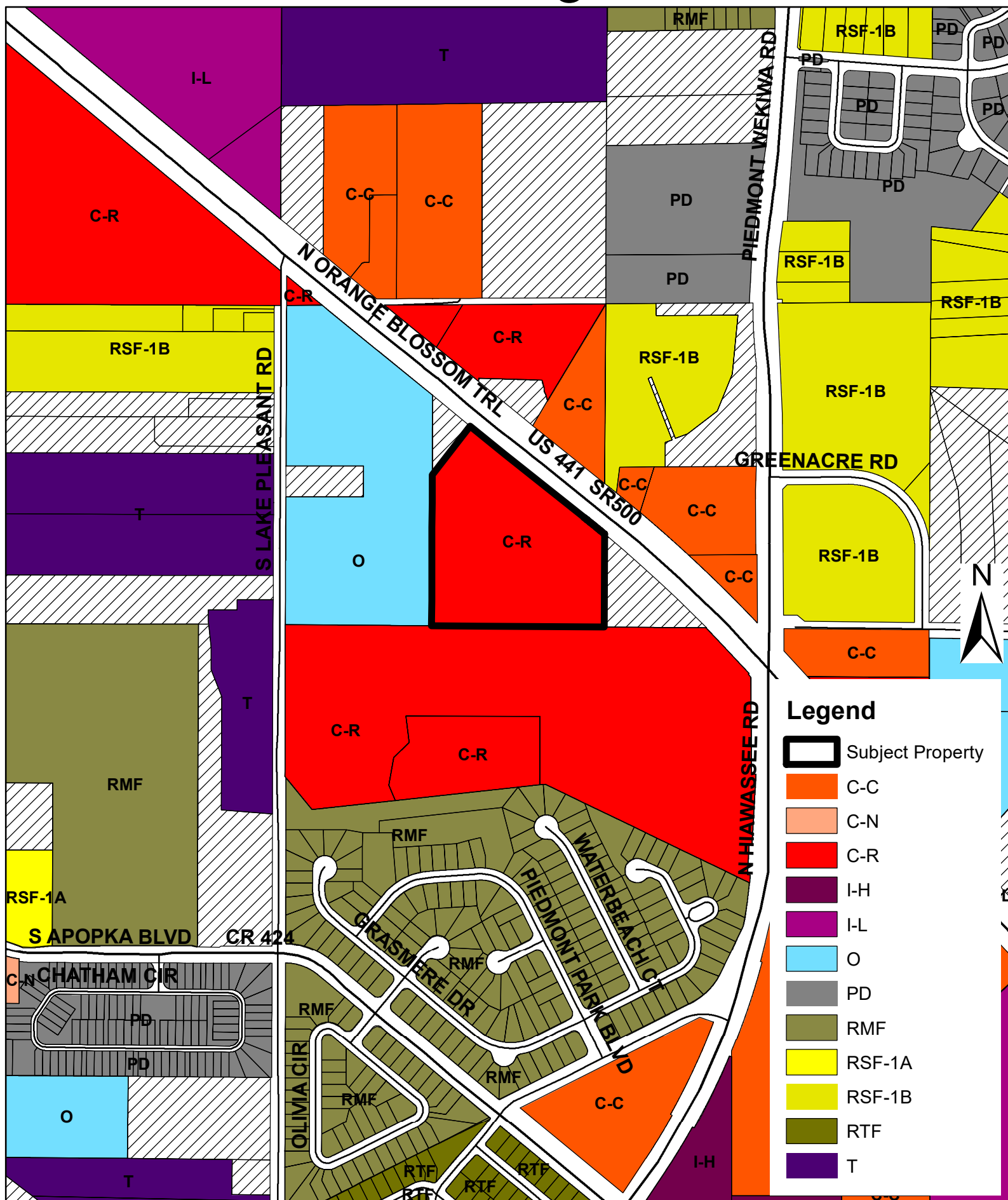
RL

RM

RML

(THIS MAP IS FOR REFERENCE PURPOSES ONLY AND IS NOT TO SCALE)

Zoning



(THIS MAP IS FOR REFERENCE PURPOSES ONLY AND IS NOT TO SCALE)

MAJOR DEVELOPMENT PLAN FOR NEW BEHAVIORAL HEALTH HOSPITAL - ORLANDO HEALTH JV

APOPKA, FLORIDA

REVIEW DOCUMENTS

GENERAL INFORMATION

PROPERTY OWNER

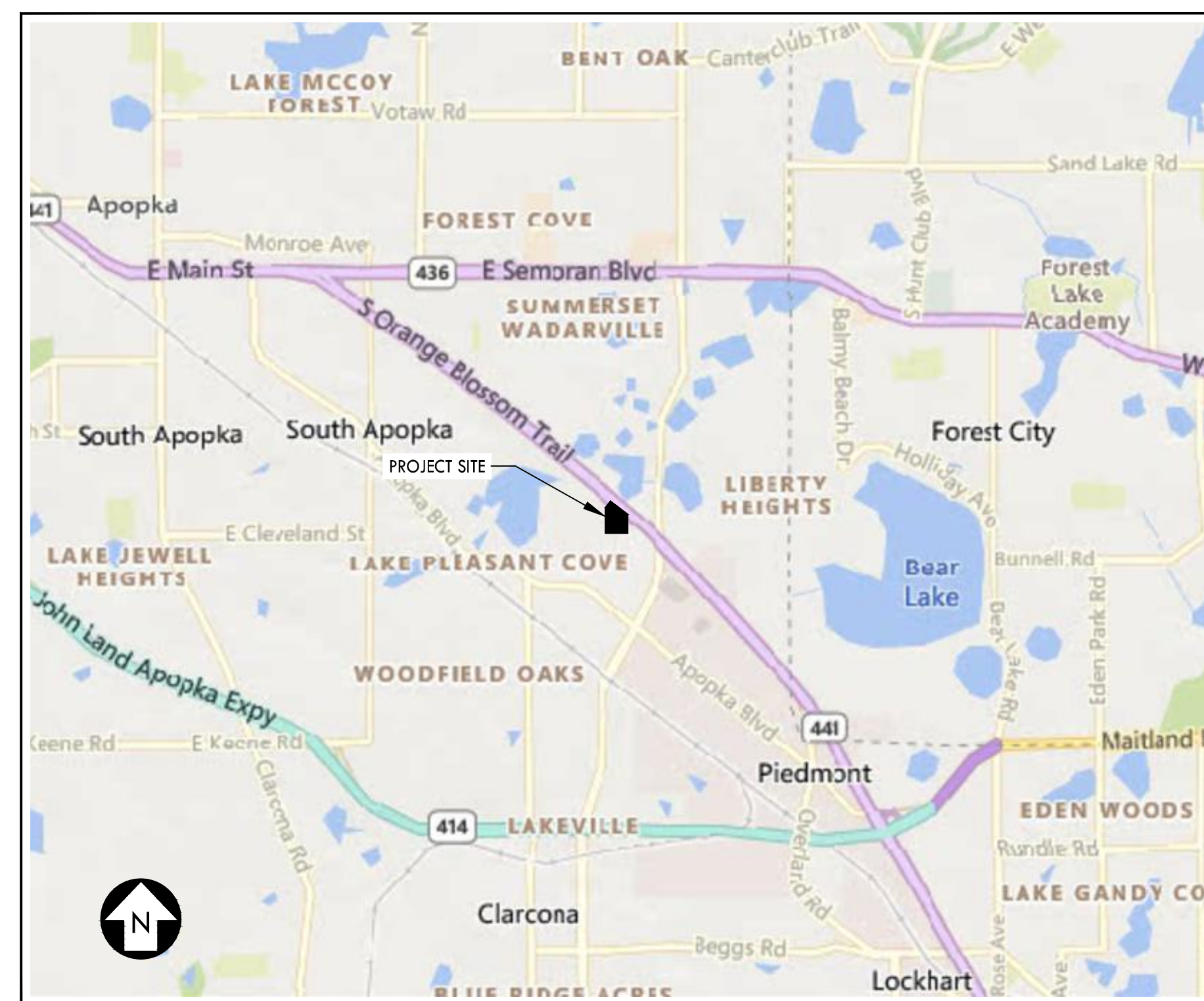
Chu Mu Ching
5355 Lake Lizzie Dr
Saint Cloud, FL 34771
Contact: karrymuching@gmail.com
Phone: 717-701-9777

PROPERTY INFORMATION

1452 S ORANGE BLOSSOM TRAIL
APOPKA, FL 32703
PID:13-21-28-0000-00-019

CIVIL ENGINEER

Crunk Engineering LLC
7112 Crossroads Boulevard, Suite 201
Brentwood, TN 37027
Contact: Adam Crunk, PE
Phone: 615.873.1795
Email: adam@crunkeng.com

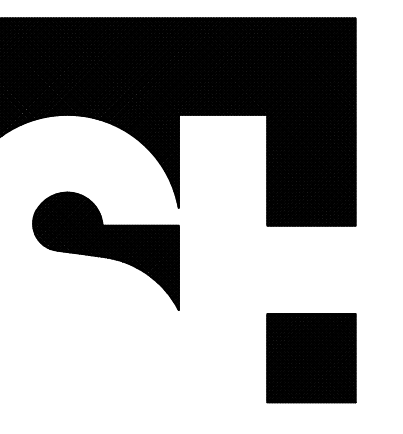


LOCATION MAP

NOT TO SCALE

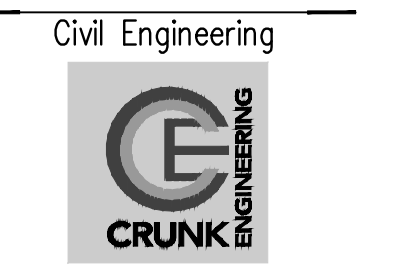
PROJECT DESCRIPTION: CONSTRUCTION OF A NEW 2-STORY, 144 BED BEHAVIORAL HEALTH HOSPITAL LOCATED ON S ORANGE BLOSSOM TRAIL. THE PROJECT WILL INCLUDE THE INSTALLATION OF ASSOCIATED PARKING AND UTILITIES TO SERVE THE PROPOSED HOSPITAL. STORMWATER MANAGEMENT FACILITIES ARE PROPOSED TO PROVIDE STORMWATER QUANTITY AND QUALITY MEASURES.

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C4.0	DEMOLITION PLAN
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L2.1	PLANTING DETAILS

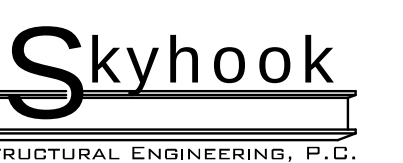


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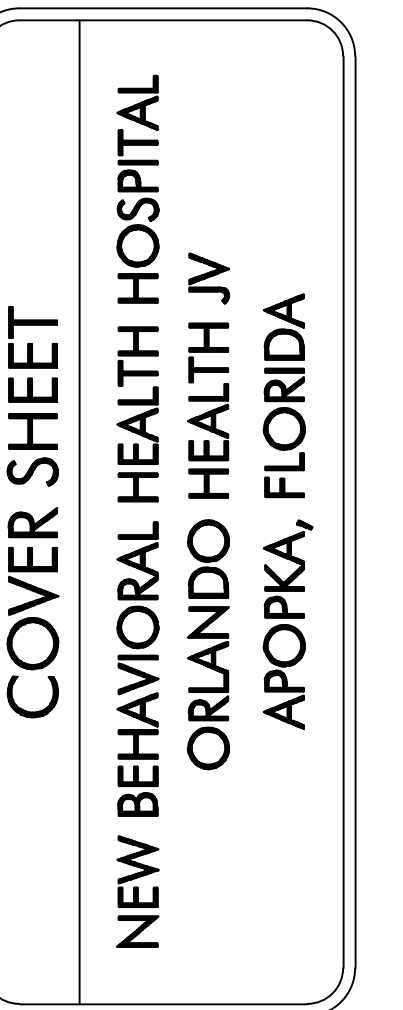
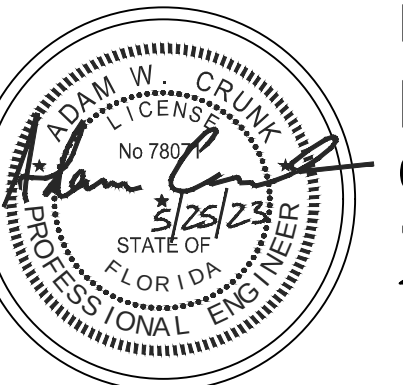
Structural Engineering



Mechanical/Electrical Engineering



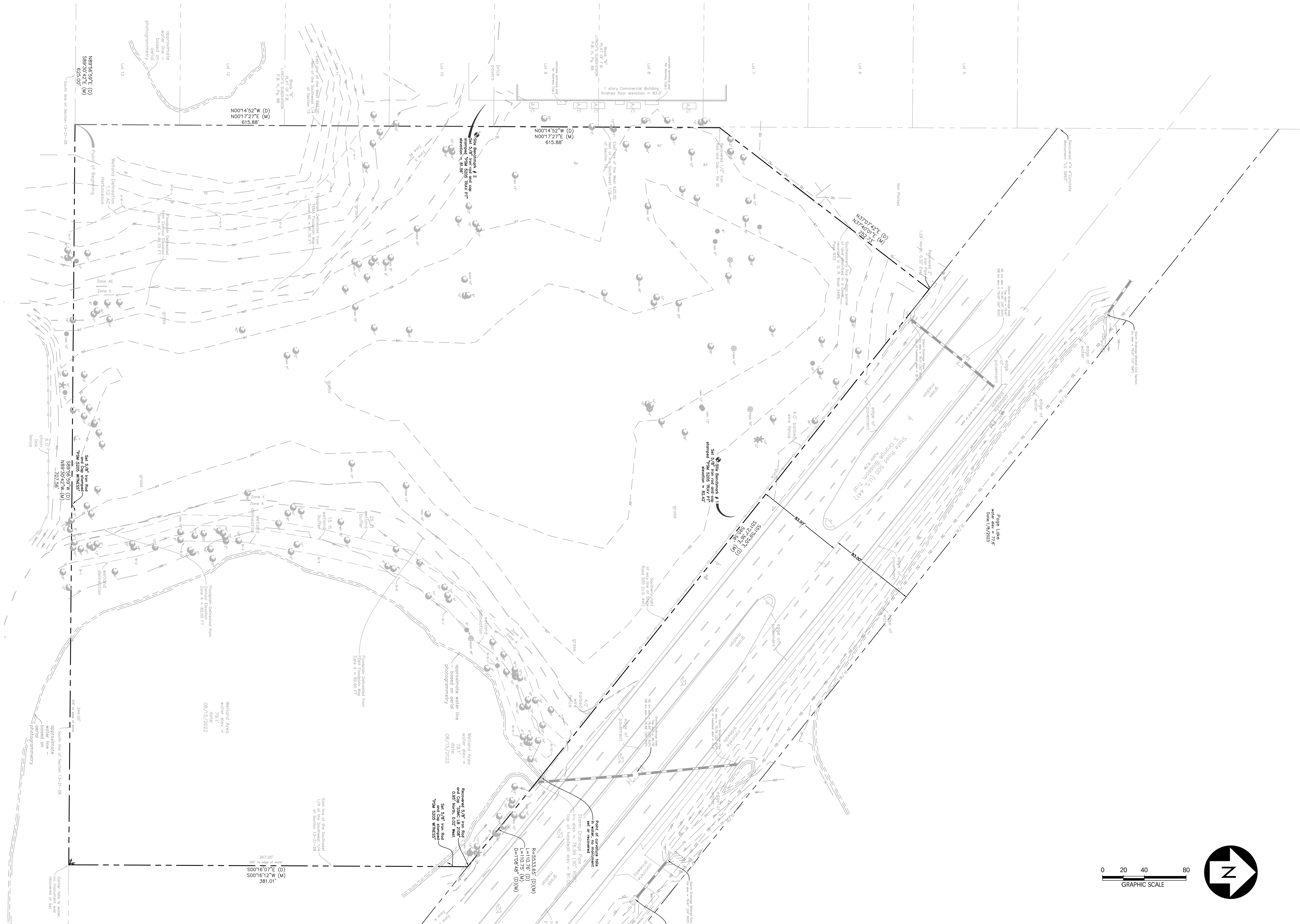
Foodservices Design

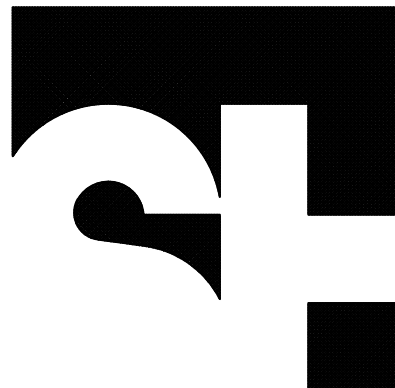


25 MAY 2023

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NOT FOR CONSTRUCTION





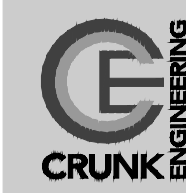
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Civil Engineering



Structural Engineering



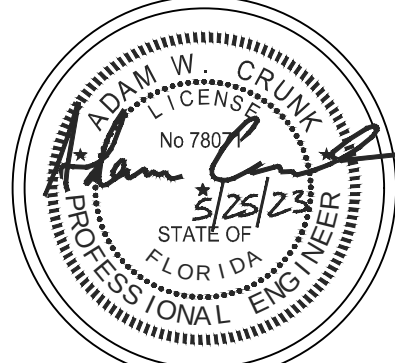
Mechanical/Electrical Engineering



Foodservices Design



ACADIA
HEALTH CARE



NOTES
NEW BEHAVIORAL HEALTH HOSPITAL
ORLANDO HEALTH JV
APOPKA, FLORIDA

25 MAY 2023

C2.0

GENERAL NOTES:

1. BASE INFORMATION WAS TAKEN FROM A BOUNDARY & TOPOGRAPHIC SURVEY PERFORMED BY BENCHMARK SURVEYING & MAPPING, LLC, DATED AUGUST 30, 2022. CRUNK ENGINEERING LLC SHALL NOT BE RESPONSIBLE FOR ERRORS AND OMISSIONS RESULTING FROM THIS INFORMATION.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FURNISHING ALL MATERIAL AND LABOR TO CONSTRUCT THE PROJECT AS SHOWN AND DESCRIBED IN THE CONSTRUCTION DOCUMENTS IN ACCORDANCE WITH THE APPROPRIATE APPROVING AUTHORITIES, SPECIFICATIONS AND REQUIREMENTS.
3. THE CONTRACTOR SHALL HAVE AVAILABLE AT THE JOB SITE AT ALL TIMES ONE COPY OF THE CONSTRUCTION DOCUMENTS INCLUDING PLANS, SPECIFICATIONS, AND SPECIAL CONDITIONS AND COPIES OF ANY REQUIRED CONSTRUCTION PERMITS.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL QUANTITIES, TAKE-OFF MEASUREMENTS, MATERIALS, ETC., DURING THE BID PROCESS. ANY QUANTITIES PROVIDED ON PLANS ARE PROVIDED AS A COURTESY. WHEN DISCREPANCIES OCCUR, THE PHYSICAL PLAN TAKES PRECEDENCE.
5. A COPY OF THE ELECTRONIC DRAWING FILE MAY BE REQUESTED FROM ENGINEER BY CONTRACTOR TO PROVIDE COORDINATES FOR LOCATION IN FIELD. IT IS THE CONTRACTOR'S RESPONSIBILITY TO REQUEST ELECTRONIC FILES AFTER ANY REVISIONS TO PLANS, IF ANY OCCUR.
6. THE CONTRACTOR SHALL CHECK ALL EXISTING CONDITIONS, UTILITY INVERTS, UTILITY ROUTINGS, UTILITY CROSSINGS, AND DIMENSIONS IN THE FIELD PRIOR TO COMMENCEMENT OF WORK. IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THAT THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS DO NOT CONFLICT WITH ANY KNOWN EXISTING OR OTHER PROPOSED IMPROVEMENTS. REPORT ANY DISCREPANCIES TO THE ENGINEER PRIOR TO INSTALLATION.
7. THE CONTRACTOR SHALL VERIFY THE EXACT LOCATION OF ALL EXISTING UTILITIES. TAKE CARE TO PROTECT UTILITIES THAT ARE TO REMAIN. COORDINATE ALL CONSTRUCTION WITH THE APPROPRIATE UTILITY COMPANY. THE CONTRACTOR SHALL CALL NATIONAL ONE CALL (811) 72 HOURS PRIOR TO PROCEEDING WITH ANY EXCAVATION. THE CONTRACTOR SHALL REPAIR ANY DAMAGED UTILITIES ACCORDING TO LOCAL STANDARDS AT THE CONTRACTOR'S EXPENSE.
8. THE CONTRACTOR SHALL CONFORM TO ALL LOCAL CODES AND RECEIVE APPROVAL WHERE NECESSARY BEFORE CONSTRUCTION. THE CONTRACTOR IS RESPONSIBLE FOR DOCUMENTING AND MAINTAINING AS-BUILT INFORMATION WHICH SHALL BE RECORDED AS CONSTRUCTION PROGRESSES OR AT THE COMPLETION OF APPROPRIATE CONSTRUCTION INTERVALS. ALL AS-BUILTS SHALL BE PREPARED IN ACCORDANCE WITH LOCAL AGENCY(S) REQUIREMENTS. IF A CERTIFIED AS-BUILT SURVEY IS REQUIRED, THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING A STAMPED SURVEY AND SUBMITTING TO ENGINEER.
9. THE CONTRACTOR SHALL LIMIT CONSTRUCTION OPERATIONS TO WITHIN THE LIMITS OF CONSTRUCTION. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR ANY DAMAGES OUTSIDE THE LIMITS OF CONSTRUCTION. CARE SHALL BE TAKEN TO PROTECT ANY UTILITIES, TREES, BUILDINGS ETC. WHICH ARE TO REMAIN AND NOT TO BE DISTURBED BY THE CONSTRUCTION.
10. EXISTING PAVEMENT OF PUBLIC ROADWAYS SHALL BE PATCHED IN ACCORDANCE WITH LOCAL AGENCY STANDARDS WHEREVER UTILITY INSTALLATION REQUIRES REMOVAL OF THE EXISTING PAVEMENT. COORDINATE PAVEMENT TRENCHING LOCATIONS WITH SITE CIVIL, PLUMBING AND ELECTRICAL PLANS.
11. DIMENSIONS AND COORDINATES PROVIDED ARE TO FACE OF CURB AND/OR EXTERIOR FACE OF BUILDING UNLESS OTHERWISE NOTED.
12. THE CONTRACTOR SHALL COMPLY WITH ALL PERTINENT PROVISIONS OF THE MANUAL OF ACCIDENT PREVENTION AND CONSTRUCTION ISSUED BY AGC OF AMERICA, INC. AND THE SAFETY AND HEALTH REGULATIONS OF CONSTRUCTION ISSUED BY THE U.S. DEPARTMENT OF LABOR.
13. THE CONTRACTOR SHALL PROVIDE ALL NECESSARY TEMPORARY WORKS SUCH AS BRACING, SHEETING AND SHORING, BLASTING PROTECTION, WARNING LIGHTS AND BARRICADES, ETC. AS MAY BE NECESSARY FOR THE PROTECTION OF LIFE AND PROPERTY FOR HIS OWN EMPLOYEES AND THE GENERAL PUBLIC.
14. PORTIONS OF THE WORK SHOWN ON THESE PLANS MAY REQUIRE TRENCH AND/OR MASS EXCAVATION. IN SOME CASES, THIS WILL REQUIRE THE REMOVAL OF ROCK. IN THE USE OF EXPLOSIVES FOR THE SUBSEQUENT EXCAVATION OF ROCK MATERIAL, ALL APPLICABLE LOCAL AND STATE REQUIREMENTS REGARDING THE USE AND STORAGE OF EXPLOSIVE MATERIAL SHALL BE FOLLOWED. THE PROPER PERMITS MUST BE SECURED AND PRE-BLAST SURVEYS WILL BE CONDUCTED IN AREAS WHERE ADJACENT PROPERTIES OR IMPROVEMENTS OFF OF THE PROJECT PROPERTY COULD BE IMPACTED. IN PORTIONS OF THE PROJECT WHERE TRENCH EXCAVATION IS REQUIRED, THE CONTRACTOR WILL BECOME FAMILIAR WITH ALL APPLICABLE TRENCH SAFETY REQUIREMENTS AND REGULATIONS AND TAKE THE NECESSARY MEASURES TO INSURE THE SAFETY OF HIS EMPLOYEES AND ANY OTHER INDIVIDUALS HAVING A NEED TO BE IN AND AROUND THE WORK.
15. ANY WORK UNACCEPTABLE TO THE OWNER'S REPRESENTATIVE OR TO THE LOCAL AGENCY(S) SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR AT NO ADDITIONAL EXPENSE TO THE OWNER.

DEMOLITION NOTES:

1. THE CONTRACTOR SHALL VERIFY THE LIMITS OF DEMOLITION WITH THE OWNER'S REPRESENTATIVE PRIOR TO COMMENCEMENT OF WORK.
2. THE CONTRACTOR SHALL CLEAR AND GRUB ALL AREAS UNLESS OTHERWISE INDICATED, REMOVING TREES, STUMPS, ROOTS, MUCK, EXISTING PAVEMENT AND ALL OTHER DELETERIOUS MATERIAL. UPON REMOVAL NO ROOT GREATER THAN THREE INCHES IN DIAMETER SHALL REMAIN WITHIN FIVE FEET OF AN UNDERGROUND STRUCTURE OR UTILITY LINE OR UNDER PAVED FOOTINGS OR PAVED AREAS.
3. IN AREAS WHERE EXISTING PAVEMENT, WALKS, OR CURBS ARE TO BE REMOVED, SAW CUT TO PROVIDE A CLEAN EDGE. COORDINATE EXTENT OF PAVEMENT DEMOLITION WITH THE LIMIT OF IMPROVEMENTS ON THE SITE LAYOUT PLAN AND UTILITY PLAN.
4. THE CONTRACTOR SHALL COORDINATE PHASING OF THE DEMOLITION WITH THE OWNER'S REPRESENTATIVE AND UTILITY PROVIDERS PRIOR TO BEGINNING WORK. DISRUPTION OF EXISTING UTILITY SERVICES AND TRAFFIC PATTERNS SHALL BE MINIMIZED TO THE EXTENT POSSIBLE AND INITIATED ONLY AFTER APPROVAL BY THE LOCAL AGENCY(S) AND UTILITY PROVIDER(S).
5. THE EXISTING SITE CONTAINS AN UNDERGROUND IRRIGATION SYSTEM. THE CONTRACTOR MUST PROVIDE CAPS FOR LINES THAT MUST BE CUT, AND RE-ROUTE THE IRRIGATION SYSTEM TO ACCOMMODATE EXCAVATION FOR THE PROPOSED PROJECT. THE IRRIGATION SYSTEM SHALL BE REINSTALLED ON A DESIGN BUILD BASIS PRIOR TO THE END OF CONSTRUCTION.
6. NO UTILITY OR STORM SEWER LINES SHALL BE DEMOLISHED UNTIL THE NEW LINES HAVE BEEN INSTALLED AND ARE PLACED INTO OPERATION.
7. THE CONTRACTOR SHALL INCORPORATE INTO HIS WORK ANY ISOLATION VALVES OR TEMPORARY PLUGS REQUIRED TO CONSTRUCT NEW UTILITY LINES AND DEMOLISH EXISTING UTILITY LINES.
8. WHERE WATER LINE AND SEWER LINE ABANDONMENT IS PLANNED, THE CONTRACTOR MAY ABANDON WATER LINES AND SEWER LINES IN PLACE WHERE THEY OCCUR AT LEAST 24 INCHES (TO TOP OF PIPE) BELOW FINAL SUBGRADE ELEVATIONS AND OUTSIDE THE BUILDING FOOT PRINT. ALL UTILITY LINES BEING ABANDONED IN PLACE SHALL HAVE ALL ENDS PERMANENTLY CLOSED USING A CONCRETE PLUG.
9. CAVITIES AND TRENCHES LEFT BY DEMOLITION WORK SHALL BE BACKFILLED AND COMPACTED IN ACCORDANCE WITH THE CONSTRUCTION DOCUMENTS.
10. ALL MATERIALS BEING REMOVED AND NOT RELOCATED UNDER THE NEW CONSTRUCTION, INCLUDING TREES AND SHRUBS, SIGNS, LIGHT POLES, UTILITY STRUCTURES, ETC. SHALL BE FIRST OFFERED TO THE OWNER'S REPRESENTATIVE AND IF NOT ACCEPTED SHALL THEN BE PROPERLY DISPOSED OF BY THE CONTRACTOR.

SITE GRADING NOTES:

1. THE EXISTING AND PROPOSED TOPOGRAPHIC INFORMATION IS BASED OFF THE TOPOGRAPHIC SURVEY PERFORMED BY BENCHMARK SURVEYING & MAPPING, LLC, DATED AUGUST 30, 2022. ELEVATIONS ARE BASED ON NAVD 88. BENCHMARK LOCATION AND ELEVATIONS ARE AS REPRESENTED BY THE SURVEYOR AT THE TIME OF THE SURVEY. THE CONTRACTOR SHALL VERIFY ITS CORRECTNESS PRIOR TO CONSTRUCTION.
2. THE DISTURBED AREA FOR THIS PROJECT IS APPROXIMATELY 7.03 ACRES.
3. THE SUBJECT PROPERTY DOES LIE WITHIN A SPECIAL FLOOD HAZARD ZONE ACCORDING TO PANEL No. 12095C01 40P OF THE F.E.M.A. FLOOD INSURANCE RATE MAPS FOR ORANGE COUNTY, FLORIDA, DATED SEPTEMBER 25, 2009.
4. MULCH AND SEED ALL DISTURBED AREAS AS SOON AS POSSIBLE AFTER FINAL GRADING IS COMPLETED, UNLESS OTHERWISE INDICATED. CONTRACTOR SHALL TAKE WHATEVER MEANS NECESSARY TO ESTABLISH PERMANENT SOIL STABILIZATION.
5. THE CONTRACTOR SHALL CHECK EXISTING GRADES AND DIMENSIONS PRIOR TO BEGINNING WORK AND REPORT ANY DISCREPANCIES TO THE ENGINEER. THIS GRADING & DRAINAGE PLAN IS NOT A DETERMINATION OR GUARANTEE OF THE SUITABILITY OF THE SUBSURFACE CONDITIONS FOR THE WORK INDICATED. A GEOTECHNICAL SOILS REPORT HAS BEEN PREPARED AND IS AVAILABLE FROM THE OWNER. DETERMINATION OF THE SUBSURFACE CONDITIONS FOR THE WORK INDICATED IS THE CONTRACTOR'S SOLE RESPONSIBILITY.
6. IF ANY SPRINGS OR UNDERGROUND STREAMS ARE EXPOSED DURING CONSTRUCTION THE OWNER'S REPRESENTATIVE AND ENGINEER SHALL BE NOTIFIED IMMEDIATELY. PERMANENT MEDIATION MAY BE REQUIRED, THE LOCATION AND SPECIFICATION OF WHICH WILL BE DETERMINED BY THE CONDITIONS WHICH ARE ENCOUNTERED.
7. THE PROPOSED GRADING AND DRAINAGE PLAN CONTAIN CONTOUR LINES AND SPOT ELEVATIONS RESULTING FROM AN ENGINEERED DESIGN AND REFLECT A PLANNED INTENT WITH REGARD TO DRAINAGE AND MOVEMENT OF MATERIALS. SHOULD THE CONTRACTOR HAVE ANY QUESTION OF THE INTENT OR ANY PROBLEM WITH THE CONTINUITY OF GRADES, THE ENGINEER SHALL BE CONTACTED IMMEDIATELY.
8. ALL CUT AND FILL SLOPES SHALL BE 3:1 OR FLATTER UNLESS OTHERWISE INDICATED ON PLANS. FILL SLOPES OF 3:1 AND GREATER SHALL BE PLACED AND COMPACTED A MINIMUM OF 5 FEET BEYOND THE PROPOSED SLOPE LIMITS AND THEN EXCAVATED BACK TO THE PROPOSED LOCATION.
9. THE MAXIMUM SLOPE WITHIN ACCESSIBLE PARKING SPACES SHALL BE 2.0% IN ANY DIRECTION. THE MINIMUM GRADE ON ASPHALT OR CONCRETE PAVING SHALL BE 1.0% UNLESS OTHERWISE INDICATED ON PLANS.
10. PROVIDE A SMOOTH TRANSITION BETWEEN EXISTING PAVEMENT AND NEW PAVEMENT. SLIGHT FIELD ADJUSTMENT MAY BE REQUIRED. THE CONTRACTOR WILL BE REQUIRED TO ADJUST GRADES OF INTERSECTING STREETS, ALLEYS, PUBLIC ENTRANCES AND PRIVATE DRIVES AS DIRECTED BY THE ENGINEER.
11. THE CONTRACTOR SHALL PROVIDE POSITIVE DRAINAGE AT ALL TIMES DURING AND AFTER CONSTRUCTION. SOIL AFFECTED BY PERCHED WATER IN FOUNDATION AND PAVEMENT AREAS MUST BE UNDERCUT AND REPLACED WITH SUITABLE FILL MATERIALS APPROVED BY A GEOTECHNICAL ENGINEER. GROUNDWATER INFILTRATION INTO EXCAVATIONS SHOULD BE EXPECTED, AND THE WATER SHALL BE REMOVED USING GRAVITY DRAINAGE OR PUMPING.
12. THE CONTRACTOR SHALL TAKE SPECIAL CARE TO COMPACT FILL SUFFICIENTLY AROUND AND OVER ALL PIPES, STRUCTURES, VALVE STEMS, ETC., INSIDE THE PROPOSED PAVED AREAS TO AVOID SETTLEMENT. ANY SETTLEMENT DURING THE WARRANTY PERIOD SHALL BE RESTORED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER.
13. THE CONTRACTOR SHALL NOT DISTURB VEGETATION OR REMOVE ANY TREES EXCEPT WHEN NECESSARY FOR GRADING PURPOSES.
14. THE CONTRACTOR SHALL STRIP TOPSOIL FROM ALL CUT AND FILL AREAS AND STOCKPILE. UPON COMPLETION OF GENERAL GRADING THE TOPSOIL SHALL BE PLACED OVER ALL DISTURBED AREAS TO A MINIMUM DEPTH OF 4". THE CONTRACTOR SHALL PROVIDE ADDITIONAL TOPSOIL IF INSUFFICIENT QUANTITIES EXIST ON SITE. THE CONTRACTOR SHALL PROVIDE MEASURES TO PREVENT SEDIMENT FROM STOCKPILED TOPSOIL OR FILL MATERIAL FROM CONTAMINATING SURROUNDING AREAS OR ENTERING NEARBY STREAMS.
15. ALL FILL MATERIAL SHALL BE APPROVED BY THE GEOTECHNICAL ENGINEER PRIOR TO PLACEMENT. THIS MATERIAL SHALL BE PLACED IN LIFTS AND COMPACTED AS DIRECTED BY THE GEOTECHNICAL ENGINEER (TO 95% STANDARD PROCTOR).
16. THE CONTRACTOR IS RESPONSIBLE FOR PERMITTING ANY SITE USED FOR DISPOSAL AND/OR STOCKPILE OF ANY MATERIAL FOR SUCH ACTIVITY. A COPY OF THE APPROVED PERMIT MUST BE PROVIDED TO THE INSPECTOR PRIOR TO COMMENCEMENT OF WORK ON ANY PROPERTY. FAILURE TO DO SO MAY RESULT IN THE CONTRACTOR REMOVING ANY ILLEGALLY PLACED MATERIAL AT HIS OWN EXPENSE.
17. ANY EXCESS EARTH MATERIAL AS A RESULT FROM GRADING ACTIVITIES SHALL BE FIRST OFFERED TO THE OWNER. IF NOT ACCEPTED BY THE OWNER, THE CONTRACTOR SHALL DISPOSE OF EARTH MATERIAL OFF SITE AT NO ADDITIONAL COST TO THE OWNER. IT IS THE CONTRACTOR'S RESPONSIBILITY TO IMPORT SUITABLE MATERIAL FOR GRADING ACTIVITIES IF SUFFICIENT AMOUNTS OF EARTH MATERIAL ARE NOT AVAILABLE ON SITE AT NO ADDITIONAL COST TO THE OWNER.
18. SEGMENTAL WALLS SHALL BE PROVIDED BY THE CONTRACTOR ON A DESIGN BUILD BASIS. WALL DESIGN PLANS STAMPED BY A REGISTERED ENGINEER IN THE STATE OF THE PROJECT SHALL BE SUBMITTED TO THE ENGINEER AS A SHOP DRAWING AND INCLUDED IN THE CONSTRUCTION DOCUMENTS.
19. TOP OF GRATE ELEVATIONS FOR DRAINAGE STRUCTURES SHALL BE AS SHOWN ON THE DETAIL AND GRADING PLAN, UNLESS NOTED OTHERWISE. THE GRATES SHALL SLOPE WITH THE PAVEMENT AND/OR CURB AND GUTTER GRADES. LOCATION OF DRAINAGE STRUCTURES IS AS SHOWN ON THE GRADING PLAN.
20. THE CONTRACTOR SHALL COORDINATE EXACT LOCATION OF STORM DRAIN CONNECTIONS AT THE BUILDING WITH THE PLUMBING PLANS.
21. REINFORCED CONCRETE STORM PIPE SHALL MEET ASTM 76 CLASS III, WALL TYPE "B" MESH REINFORCEMENT. HIGH DENSITY POLYETHYLENE PIPE (HDPE) SHALL MEET ASTM F 2648. POLYVINYLCHLORIDE PIPE (PVC) SHALL MEET ASTM D3034, SDR 35.

EROSION CONTROL NOTES:

1. EROSION PREVENTION AND SEDIMENT CONTROL MEASURES MUST BE IN PLACE AND FUNCTIONAL BEFORE GRADING ACTIVITIES BEGIN AND MUST BE CONSTRUCTED AND MAINTAINED THROUGHOUT THE DURATION OF THE PROJECT. TEMPORARY MEASURES MAY BE REMOVED AT THE BEGINNING OF THE WORKDAY BUT MUST BE REPLACED AT THE END OF THE WORKDAY.
2. THE CONTRACTOR SHALL SEQUENCE CONSTRUCTION TO MINIMIZE THE EXPOSURE TIME OF GRADED OR DENUDED AREAS.
3. CONSTRUCT SILT BARRIERS BEFORE BEGINNING GRADING OPERATIONS.
4. PROVIDE TEMPORARY CONSTRUCTION ACCESS(S) AT THE POINT(S) WHERE CONSTRUCTION VEHICLES EXIT THE CONSTRUCTION AREA. MAINTAIN PUBLIC ROADWAYS FREE OF TRACKED MUD AND DIRT.
5. EXISTING VEGETATION AND GROUND COVER SHALL NOT BE DESTROYED, REMOVED OR DISTURBED MORE THAN 10 DAYS PRIOR TO GRADING OR EARTH MOVING UNLESS THE AREA IS SEEDED AND/OR MULCHED OR OTHER TEMPORARY COVER IS INSTALLED.
6. USE TEMPORARY VEGETATION AND/OR MULCH TO PROTECT BARE AREAS FROM EROSION DURING CONSTRUCTION.
7. INSPECTION AND MAINTENANCE OF EROSION CONTROL DEVICES SHALL BE PERFORMED ON A REGULAR BASIS. IF AT ANY TIME DURING CONSTRUCTION, THE EROSION AND SEDIMENT CONTROL MEASURES INSTALLED FAIL TO FUNCTION PROPERLY, NEED MAINTENANCE OR REPAIR, OR NEED NEW REPLACEMENT IN KIND, THE CONTRACTOR WILL EFFECT SUCH ACTIONS AS ARE NEEDED TO CORRECT THE SITUATION AT NO ADDITIONAL COST TO THE OWNER.
8. THE CONTRACTOR SHALL USE WATER SPRINKLING AND OTHER SUITABLE METHODS AS NECESSARY TO CONTROL DUST AND DIRT CAUSED BY CONSTRUCTION ACTIVITY. THE USE OF MOTOR OILS AND OTHER PETROLEUM BASED OR TOXIC LIQUIDS FOR DUST CONTROL ARE PROHIBITED.
9. ALL WASH WATER (CONCRETE TRUCKS, VEHICLE CLEANING, EQUIPMENT CLEANING, ETC.) SHALL BE DETAINED AND PROPERLY TREATED OR DISPOSED.
10. STABILIZATION PRACTICES SHOULD BE INITIATED AS SOON AS PRACTICAL, BUT IN NO CASE MORE THAN 7 DAYS WHERE CONSTRUCTION HAS TEMPORARILY OR PERMANENTLY CEASED. DISTURBED AREAS WHERE CONSTRUCTION ACTIVITY HAS PERMANENTLY STOPPED SHALL BE PERMANENTLY STABILIZED NO LATER THAN 7 DAYS AFTER THE LAST CONSTRUCTION ACTIVITY OCCURRED.
11. SEDIMENT SHOULD BE REMOVED FROM SEDIMENT AND EROSION CONTROL DEVICES AS NECESSARY AND MUST BE REMOVED WHEN DESIGN CAPACITY HAS BEEN REDUCED BY 50% OR AS DIRECTED BY OWNER'S REPRESENTATIVE.
12. THE CONTRACTOR SHALL REMOVED SEDIMENT BUILD UP FROM ALL DRAINAGE STRUCTURES BEFORE ACCEPTANCE BY LOCAL GOVERNING AGENCY OR AS DIRECTED BY THE OWNER'S REPRESENTATIVE.
13. THE CONTRACTOR SHALL REMOVE THE TEMPORARY EROSION AND SEDIMENT CONTROL DEVICES ONLY AFTER A GOOD STAND OF VEGETATIVE COVER HAS BEEN ESTABLISHED ON GRADED AREAS AND WHEN IN THE OPINION OF THE OWNER'S REPRESENTATIVE, THEY ARE NO LONGER NEEDED.

UTILITY NOTES:

1. ALL WATER LINES, SEWER LINES AND APPURTENANCES SHALL BE CONSTRUCTED OF MATERIALS THAT CONFORM WITH LOCAL AGENCY(S) AND UTILITY PROVIDER DETAILS AND SPECIFICATIONS.
2. SANITARY SEWER SHALL BE OF MATERIAL AS SPECIFIED ON PLANS. POLYVINYLCHLORIDE (PVC) SHALL MEET ASTM D3034 SDR35. DUCTILE IRON PIPE (DIP) SHALL MEET ANSI A21.51/AWWA C-151 CLASS 52.
3. WATER LINES SHALL BE OF MATERIAL AS SPECIFIED ON PLANS. CEMENT LINED DUCTILE IRON (DIP) SHALL MEET AWWA C-151 CLASS 52. POLYVINYLCHLORIDE (PVC) SHALL MEET AWWA C-900, SDR 18, CLASS 150.
4. A MINIMUM COVER OF 36" SHALL BE PROVIDED OVER ALL WATER LINES.
5. THE CONTRACTOR SHALL MAINTAIN A HORIZONTAL SEPARATION OF 10 FEET BETWEEN SANITARY SEWER LINES AND WATER LINES. WHERE THESE CRITERIA CANNOT BE MET, THE CONTRACTOR SHALL MAINTAIN 18" VERTICAL SEPARATION BETWEEN WATER AND SEWER LINES.
6. EXISTING UTILITIES SHOWN ARE LOCATED ACCORDING TO THE INFORMATION AVAILABLE TO THE SURVEYOR AT THE TIME OF THE TOPOGRAPHIC SURVEY AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR THE ENGINEER. GUARANTEE IS NOT MADE THAT ALL EXISTING UNDERGROUND UTILITIES ARE SHOWN OR THAT THE LOCATION OF THOSE SHOWN ARE ENTIRELY ACCURATE. FINDING THE ACTUAL LOCATION OF ANY EXISTING UTILITIES IS THE CONTRACTOR'S RESPONSIBILITY AND SHALL BE DONE BEFORE HE COMMENCES ANY WORK IN THE VICINITY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY AND ALL DAMAGES DUE TO THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES. THE OWNER OR ENGINEER WILL ASSUME NO LIABILITY FOR ANY DAMAGES SUSTAINED OR COST INCURRED BECAUSE OF THE OPERATIONS IN THE VICINITY OF EXISTING UTILITIES OR STRUCTURES, NOR FOR TEMPORARY BRACING AND SHORING OF SAME. IF IT IS NECESSARY TO SHORE, BRACE, SWING OR RELOCATE A UTILITY, THE UTILITY COMPANY OR DEPARTMENT AFFECTED SHALL BE CONTACTED AND THEIR PERMISSION OBTAINED REGARDING THE METHOD TO USE FOR SUCH WORK.
7. THE CONTRACTOR SHALL VERIFY THE HORIZONTAL AND VERTICAL LOCATIONS OF THE POINT OF CONNECTIONS OF ALL UTILITIES PRIOR TO ORDERING OF MATERIALS OR COMMENCEMENT OF WORK. REPORT ANY DISCREPANCIES TO THE ENGINEER IMMEDIATELY.
8. THE CONTRACTOR SHALL COORDINATE THE SEQUENCE OF CONSTRUCTION FOR ALL UTILITY LINES TO PREVENT CONFLICTS WITH EXISTING OR PROPOSED WATER LINES, SANITARY SEWER LINES, SANITARY SEWER SERVICES, STORM SEWERS, OR ANY OTHER UTILITY OR STRUCTURE.
9. BEFORE CONNECTIONS ARE MADE INTO EXISTING UTILITIES, THE NEW LINES ARE TO BE FLUSHED AND TESTED BY THE CONTRACTOR IN ACCORDANCE WITH THE LOCAL AGENCY(S) AND UTILITY PROVIDER(S) WATER AND SEWER SPECIFICATIONS.
10. REDUCED PRESSURE BACKFLOW PREVENTOR (RPBP) OR DUAL CHECK WILL BE REQUIRED ON ALL TESTS AND FILL LINES (JUMPER) NEEDED FOR WATER MAIN CONSTRUCTION AND MUST BE APPROVED BY LOCAL AGENCY AND UTILITY PROVIDER.
11. THE CONTRACTOR SHALL PROVIDE ALL HORIZONTAL AND VERTICAL BENDS TO ATTAIN THE ALIGNMENT INDICATED ON THE PLANS. PROVIDE VERTICAL BENDS WHERE NECESSARY TO ALLOW WATER LINES TO PASS UNDER OR OVER OTHER UTILITY LINES (ALL BENDS AND BRACES NEEDED MAY NOT BE SHOWN ON THESE PLANS). PROVIDE BRACING AND/OR RODDING AT ALL BENDS AND TEES AS REQUIRED.
12. THE CONTRACTOR SHALL COORDINATE EXACT LOCATION OF UTILITY CONNECTIONS AT THE BUILDING WITH PLUMBING PLANS.
14. THE EXISTING SITE CONTAINS AN UNDERGROUND IRRIGATION SYSTEM. THE CONTRACTOR MUST PROVIDE CAPS FOR LINES THAT MUST BE CUT, AND RE-ROUTE THE IRRIGATION SYSTEM TO ACCOMMODATE EXCAVATION FOR THE PROPOSED PROJECT. THE IRRIGATION SYSTEM SHALL BE REINSTALLED ON A DESIGN BUILD BASIS PRIOR TO THE END OF CONSTRUCTION.
15. EXISTING CASTINGS LOCATED IN FILL/CUT AREAS SHALL BE ADJUSTED TO ENSURE THAT THE TOP OF CASTING IS FLUSH WITH THE FINISHED GRADE.
16. THE CONTRACTOR SHALL MARK THE LOCATION OF ALL NEW PVC LINES WITH #8 WIRE.
17. ALL CONNECTIONS TO EXISTING MANHOLES SHALL BE BY THE CORING AND RESILIENT SEAL METHOD.
18. THE CONTRACTOR SHALL PROVIDE ALL NECESSARY PROTECTIVE MEASURES TO SAFEGUARD EXISTING UTILITIES FROM DAMAGE DURING CONSTRUCTION OF THIS PROJECT. IN THE EVENT THAT SPECIAL EQUIPMENT IS REQUIRED TO WORK OVER AND AROUND THE UTILITIES, THE CONTRACTOR WILL BE REQUIRED TO FURNISH SUCH EQUIPMENT AT NO ADDITIONAL COST TO THE OWNER.
19. ALL FIRE LINES SHALL BE INSTALLED BY A SPRINKLER CONTRACTOR LICENSED IN THE STATE OF THE PROJECT.
20. PRIOR TO SUBMITTING OF BID, THE CONTRACTOR WILL BE RESPONSIBLE FOR CONTACTING OWNERS OF ALL AFFECTED UTILITIES IN ORDER TO DETERMINE THE EXTENT TO WHICH UTILITY RELOCATIONS AND/OR ADJUSTMENTS WILL HAVE UPON THE SCHEDULE OF WORK FOR THE PROJECT. WHILE SOME WORK MAY BE REQUIRED 'AROUND' UTILITY FACILITIES THAT WILL REMAIN IN PLACE, OTHER UTILITY FACILITIES MAY NEED TO BE ADJUSTED CONCURRENTLY WITH THE CONTRACTOR'S OPERATIONS.



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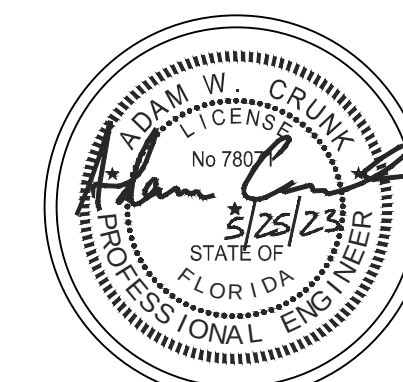
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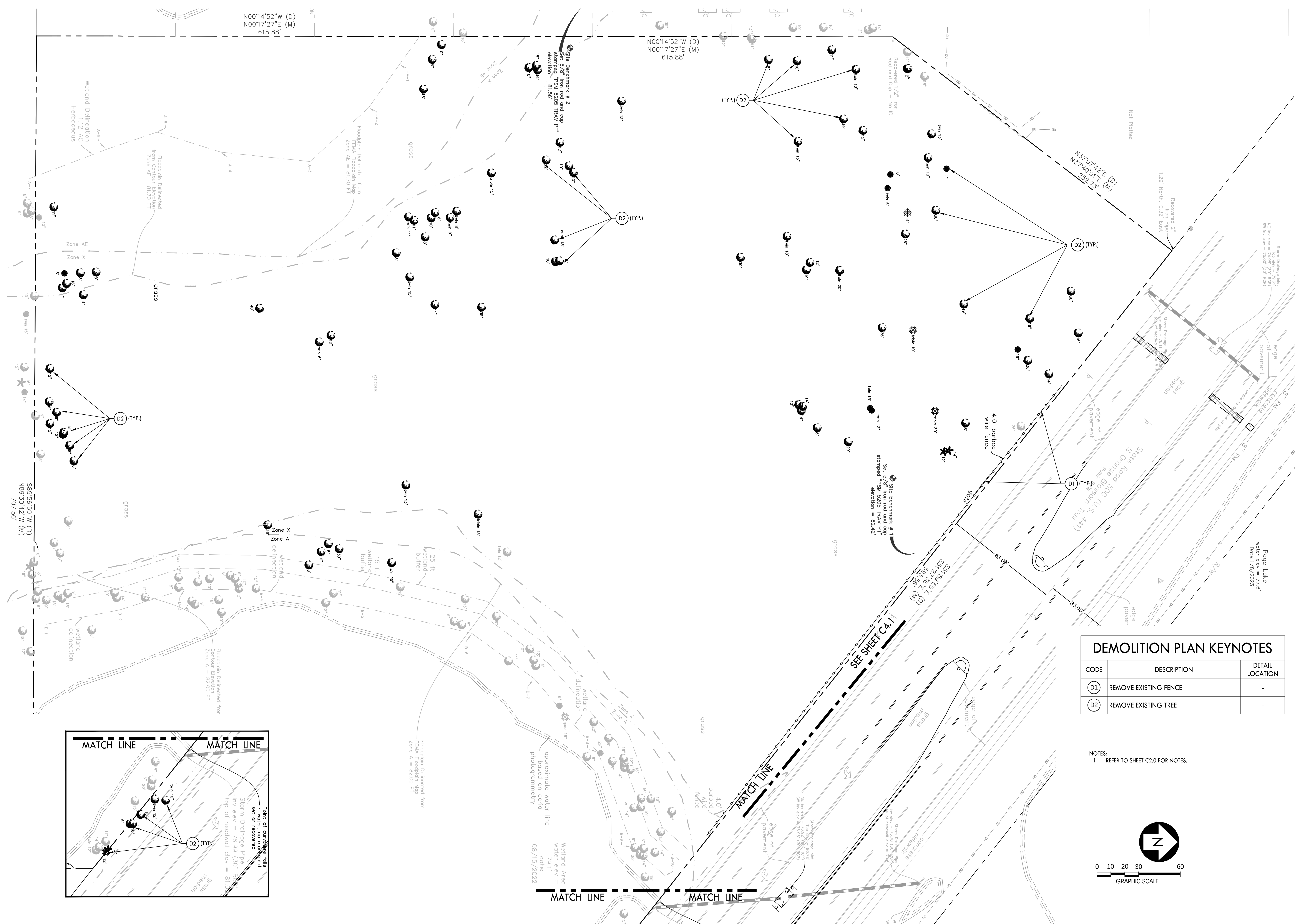
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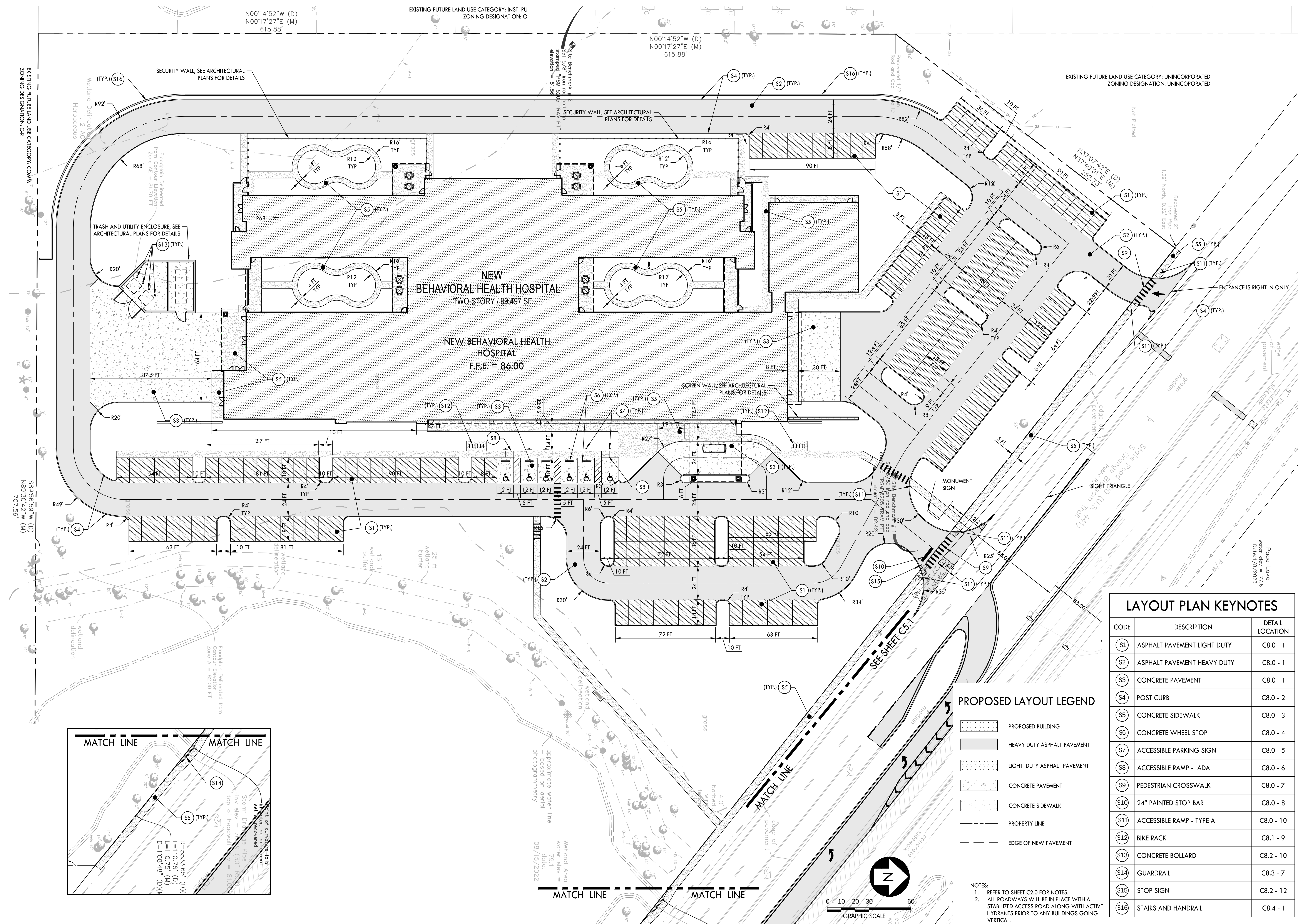
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SITE DATA TABLE		ADJACENT NORTHERN PROPERTIES		PROVIDE RAIN GARDENS, STREET-SIDE SWALES, OR OTHER APPROPRIATE STORM WATER INFILTRATION SYSTEM(S) THAT CAPTURES A MINIMUM OF 25 PERCENT OF SITE STORMWATER RUNOFF - 1.00 GREEN BUILDING POINT	
SITE ACREAGE = 10.34		EXISTING FUTURE LAND USE CATEGORIES:		- CURRENTLY 53.2% OF THE SITE'S STORMWATER RUNOFF IS BEING CAPTURED, GRANTING 1.00 GREEN BUILDING POINT.	
EXISTING ZONING: AGRICULTURAL GRAZING OR VACANT		UNINCORPORATED AND COMM		RETAIN AT LEAST 20 PERCENT OF EXISTING PRE-DEVELOPMENT NATURAL VEGETATION - 0.75 GREEN BUILDING POINT	
PROPOSED ZONING: C-8 REGIONAL COMMERCIAL		ZONING DESIGNATIONS:		- CURRENTLY 35.1% OF THE SITE'S EXISTING NATURAL VEGETATION WILL BE RETAINED, GRANTING 0.75 GREEN BUILDING POINTS.	
PROPOSED USE: HOSPITAL		UNINCORPORATED AND C-C		ELEVATE NEW AND/OR EXISTING STRUCTURES MORE THAN 3 FEET ABOVE BASE FLOOD ELEVATION (BFE) - 0.50 GREEN BUILDING POINTS PER FOOT ABOVE BFE	
BUILDING SETBACKS:		ADJACENT EASTERN PROPERTY		- THE SITE'S HIGHEST BFE IS 82 FT AND THE BUILDING ELEVATION IS SET TO 86 FT, GRANTING 2 GREEN BUILDING POINTS.	
ACTUAL:		EXISTING FUTURE LAND USE CATEGORY:		PROVIDE MORE BICYCLE PARKING THAN REQUIRED BY SEC. 5.1.1.1, BICYCLE PARKING STANDARDS, WHILE ENSURING THAT ALL OTHER BICYCLE PARKING STANDARDS IN SECTION 5.1, OFF-STREET PARKING, BICYCLE PARKING, AND LOADING STANDARDS ARE MET - 0.50 GREEN BUILDING POINTS PER ADDITIONAL 5 PERCENT BICYCLE PARKING SPACES	
FRONT = 427 FT		UNINCORPORATED		- 10 BICYCLE PARKING SPACES ARE REQUIRED AND 12 ARE BEING PROVIDED, PROVIDING AN EXCESS AMOUNT OF 20%, GRANTING 2 GREEN BUILDING POINTS.	
REAR = 104 FT		ZONING DESIGNATION:			
LEFT SIDE = 159 FT		UNINCORPORATED			
RIGHT SIDE = 139 FT		ADJACENT WESTERN PROPERTIES			
REQUIRED:		EXISTING FUTURE LAND USE CATEGORIES:			
FRONT = 15 FT MIN		INST_PU AND UNINCORPORATED			
REAR = 10 FT MIN / 30 FT MIN WHEN ADJACENT TO A RESIDENTIAL USE OR A RESIDENTIAL DISTRICT		ZONING DESIGNATIONS:			
SIDE = 10 FT MIN		O AND UNINCORPORATED			
MAXIMUM BUILDING HEIGHT: 35 FT		ADJACENT SOUTHERN PROPERTY			
TOTAL BUILDING SQ-FT = 99,497		EXISTING FUTURE LAND USE CATEGORY:			
FLOOR AREA RATIO = 99,497 SQ-FT / 450,070 SQ-FT = .221		COMM			
REQUIRED PARKING: 1.2 SPACES / BED		ZONING DESIGNATION:			
PROVIDED PARKING:		C-8			
REGULAR SPACES = 162		PER TABLE 5.4.4, REQUIRED OPEN SPACE SET-ASIDES IN THE APOPKA LAND DEVELOPMENT CODE (LDC), WE ARE IN THE FOLLOWING 2 CATEGORIES;			
A.D.A SPACES = 6		"COMMERCIAL BASE, AND THE INST AND AIR DISTRICTS" AND "PUBLIC, CIVIC, AND INSTITUTIONAL USES", WHICH REQUIRES 10% MINIMUM OPEN SPACE SET-ASIDE AREA AS A PERCENTAGE OF DEVELOPMENT SITE AREA.			
TOTAL SPACES = 168		REQUIRED OPEN SPACE AREA = 45,007 SQ-FT			
IMPERVIOUS AREA TO TOTAL AREA COVERAGE CALCULATIONS:		PROVIDED OPEN SPACE AREA = 158,197 SQ-FT			
4.16 IMPERVIOUS ACRES / 10.34 TOTAL ACRES = 40.2% COVERAGE		GREEN BUILDING STANDARDS:			
		TOTAL GREEN BUILDING POINTS = 5.75			



LAYOUT PLAN KEYNOTES		
CODE	DESCRIPTION	DETAIL LOCATION
S1	ASPHALT PAVEMENT LIGHT DUTY	C8.0 - 1
S2	ASPHALT PAVEMENT HEAVY DUTY	C8.0 - 1
S3	CONCRETE PAVEMENT	C8.0 - 1
S4	POST CURB	C8.0 - 2
S5	CONCRETE SIDEWALK	C8.0 - 3
S6	CONCRETE WHEEL STOP	C8.0 - 4
S7	ACCESSIBLE PARKING SIGN	C8.0 - 5
S8	ACCESSIBLE RAMP - ADA	C8.0 - 6
S9	PEDESTRIAN CROSSWALK	C8.0 - 7
S10	24" PAINTED STOP BAR	C8.0 - 8
S11	ACCESSIBLE RAMP - TYPE A	C8.0 - 10
S12	BIKE RACK	C8.1 - 9
S13	CONCRETE BOLLARD	C8.2 - 10
S14	GUARDRAIL	C8.3 - 7
S15	STOP SIGN	C8.2 - 12
S16	STAIRS AND HANDRAIL	C8.4 - 1

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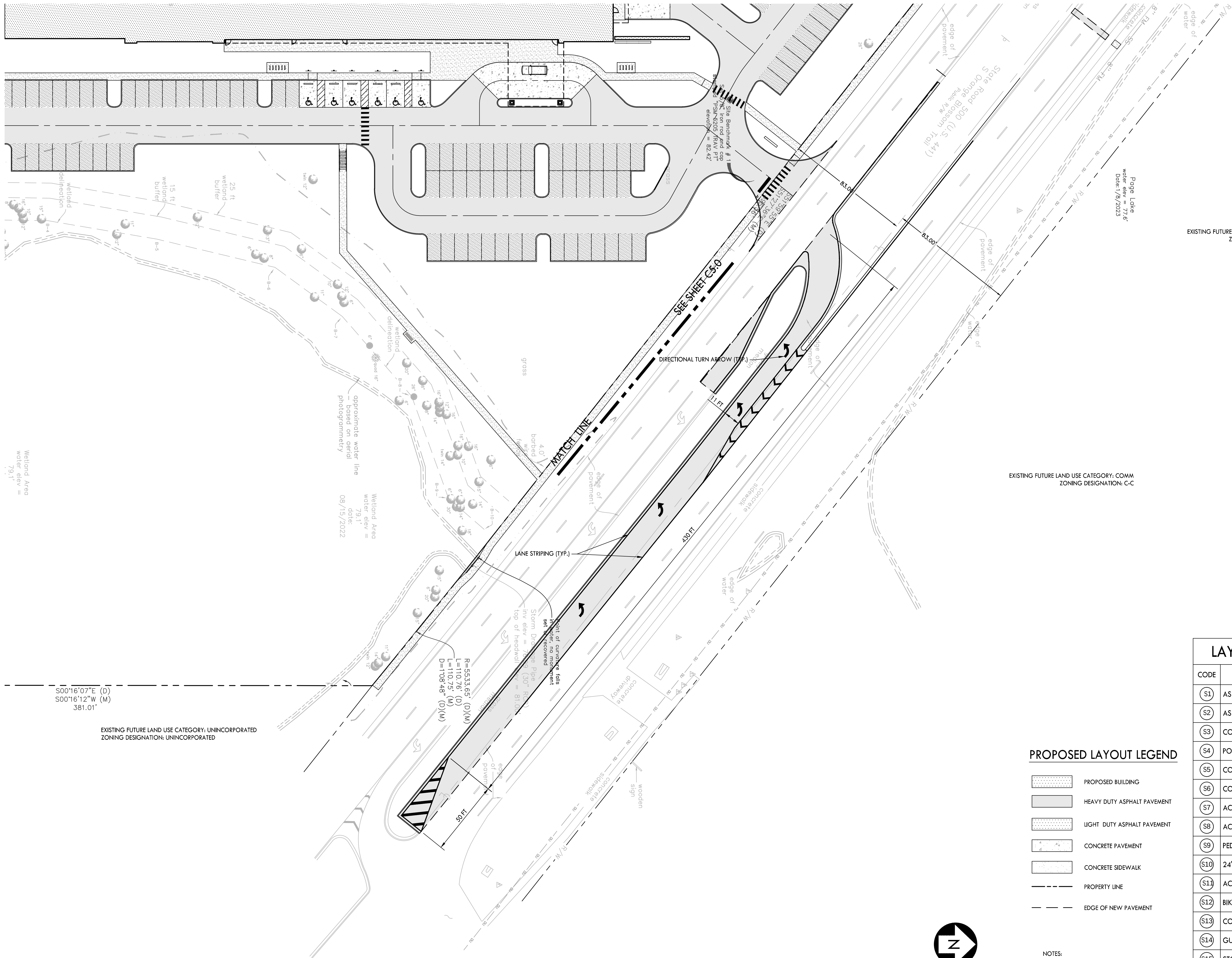
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SITE LAYOUT PLAN
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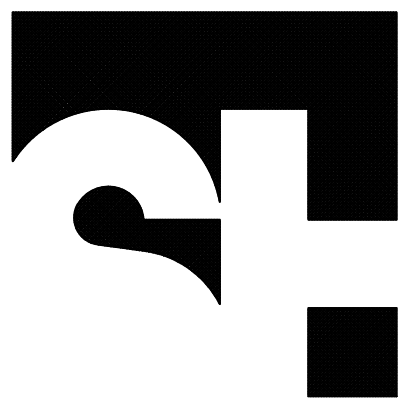


PROPOSED LAYOUT LEGEND

- PROPOSED BUILDING
- HEAVY DUTY ASPHALT PAVEMENT
- LIGHT DUTY ASPHALT PAVEMENT
- CONCRETE PAVEMENT
- CONCRETE SIDEWALK
- PROPERTY LINE
- EDGE OF NEW PAVEMENT

NOTES:
1. REFER TO SHEET C2.0 FOR NOTES.
2. ALL ROADWAYS WILL BE IN PLACE WITH A STABILIZED ACCESS ROAD ALONG WITH ACTIVE HYDRANTS PRIOR TO ANY BUILDINGS GOING VERTICAL.

LAYOUT PLAN KEYNOTES		
CODE	DESCRIPTION	DETAIL LOCATION
S1	ASPHALT PAVEMENT LIGHT DUTY	C8.0 - 1
S2	ASPHALT PAVEMENT HEAVY DUTY	C8.0 - 1
S3	CONCRETE PAVEMENT	C8.0 - 1
S4	POST CURB	C8.0 - 2
S5	CONCRETE SIDEWALK	C8.0 - 3
S6	CONCRETE WHEEL STOP	C8.0 - 4
S7	ACCESSIBLE PARKING SIGN	C8.0 - 5
S8	ACCESSIBLE RAMP - ADA	C8.0 - 6
S9	PEDESTRIAN CROSSWALK	C8.0 - 7
S10	24" PAINTED STOP BAR	C8.0 - 8
S11	ACCESSIBLE RAMP - TYPE A	C8.0 - 10
S12	BIKE RACK	C8.1 - 9
S13	CONCRETE BOLLARD	C8.2 - 10
S14	GUARDRAIL	C8.3 - 7
S15	STOP SIGN	C8.2 - 12
S16	STAIRS AND HANDRAIL	C8.4 - 1



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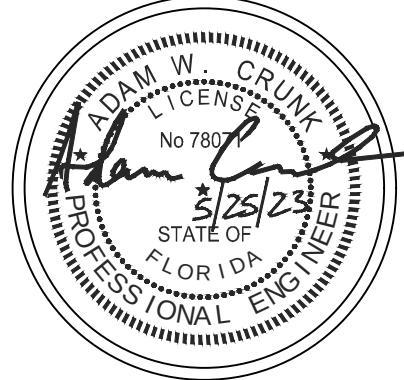
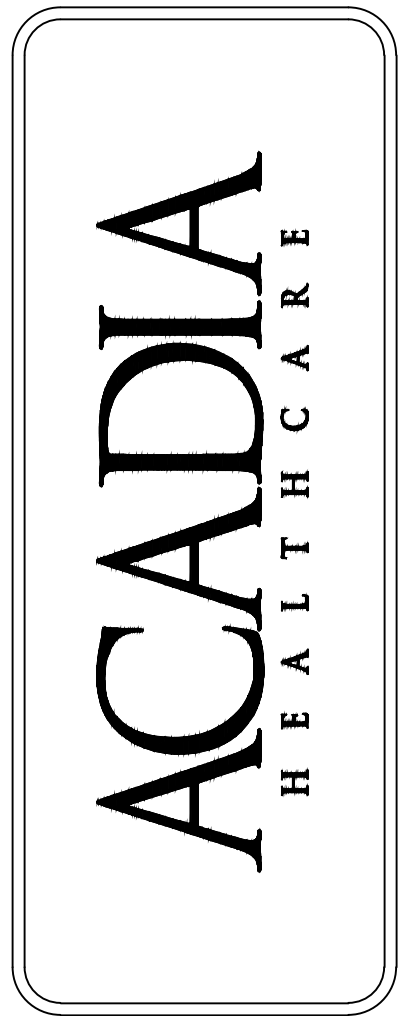
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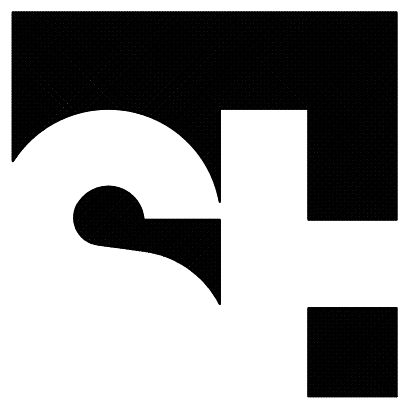
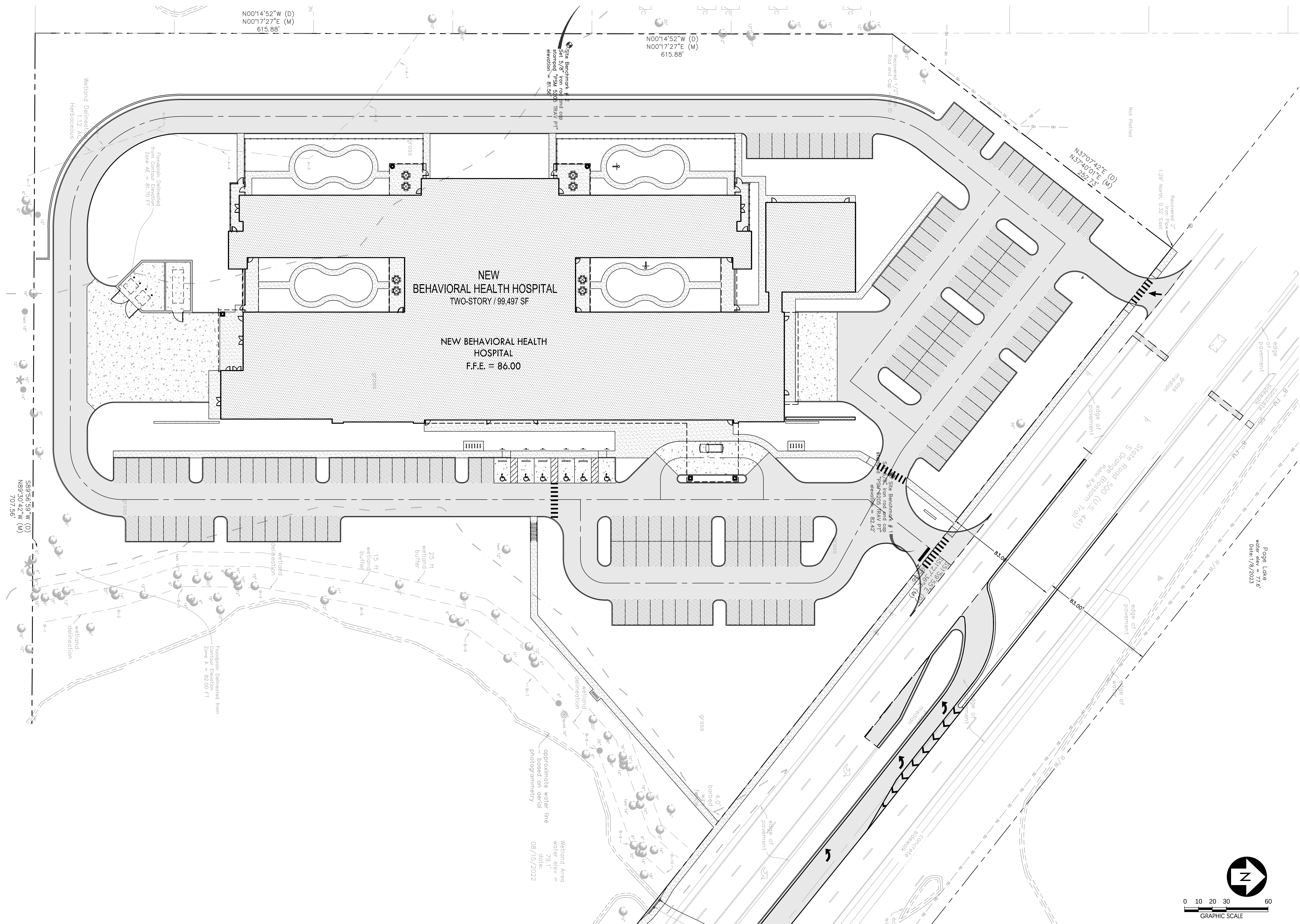


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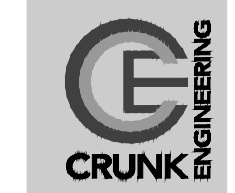
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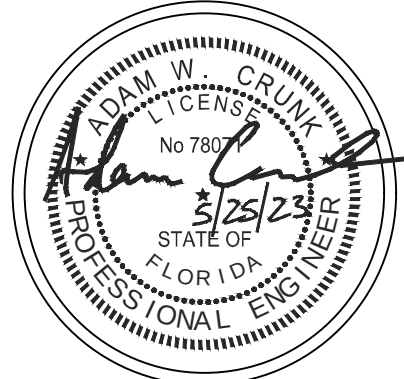
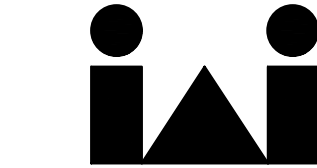
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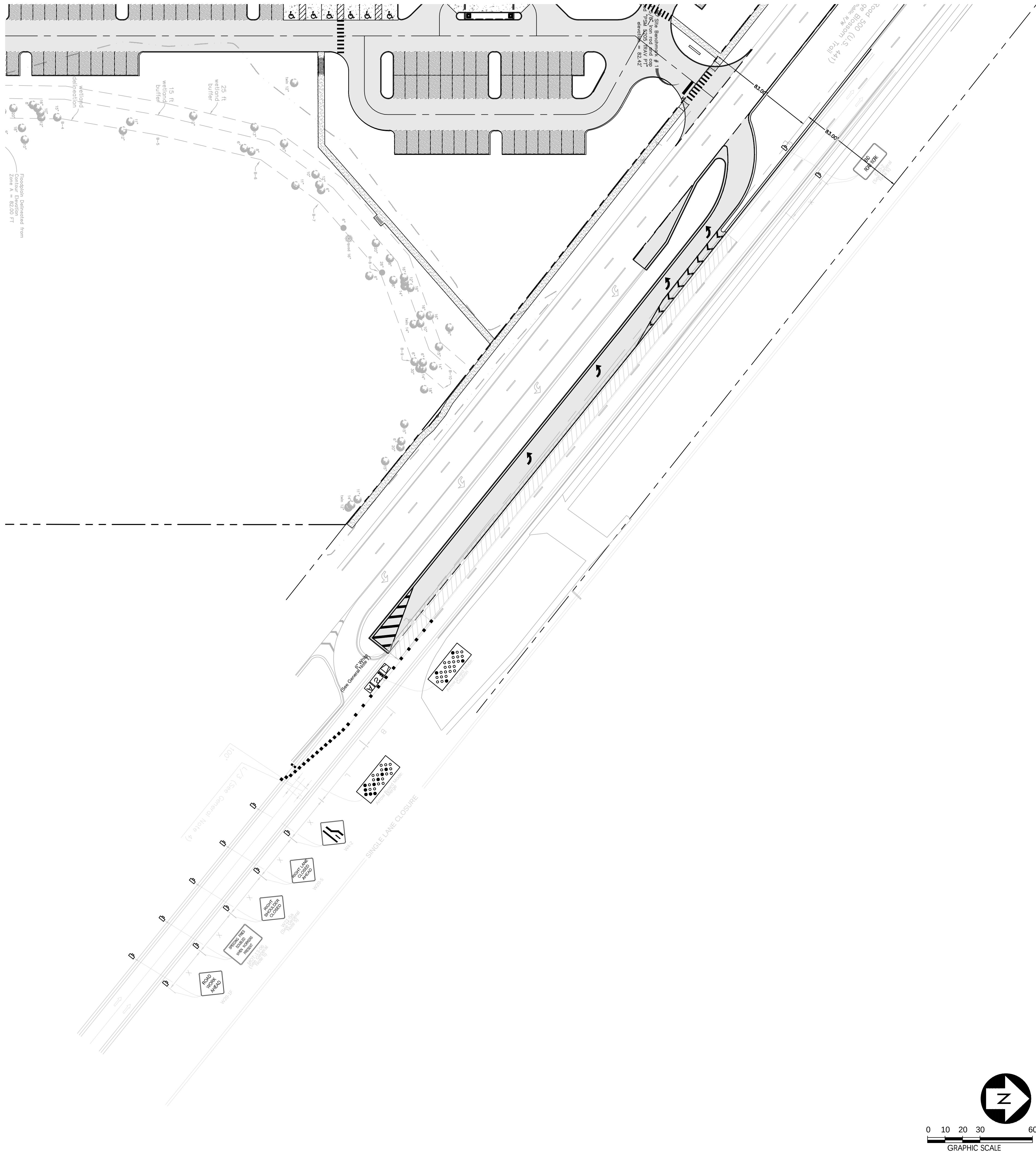


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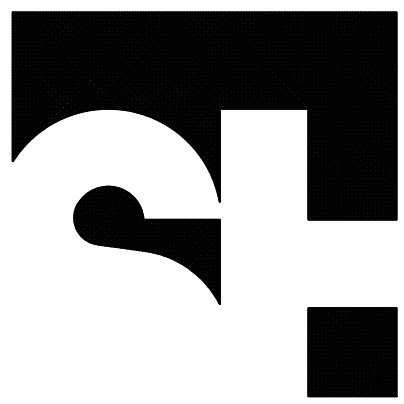


- NOTES:
1. REFER TO SHEET C2.0 FOR NOTES.
 2. ALL ROADWAYS WILL BE IN PLACE WITH A STABILIZED ACCESS ROAD ALONG WITH ACTIVE HYDRANTS PRIOR TO ANY BUILDINGS GOING VERTICAL.



- GENERAL NOTE:
1. L = TAPER LENGTH
B = BUFFER LENGTH
X = WORK ZONE SIGN DISTANCE
SEE INDEX 102-600 FOR "L", "B", "X", AND CHANNELIZING DEVICE SPACING VALUES.
 2. ON UNDIVIDED HIGHWAYS THE MEDIAN SIGNS AS SHOWN ARE TO BE OMITTED.
 3. ON LIMITED ACCESS FACILITIES, OMIT "RIGHT SHOULDER CLOSED" SIGNS (W21-5A) AND ASSOCIATED WORK ZONE SIGN SPACING DISTANCES.
 4. IF THE PAVED SHOULDER IS LESS THAN 4' IN WIDTH, OMIT THE TAPER AND CHANNELIZING DEVICES FROM THE PAVED SHOULDER.
 5. THE "SPEEDING FINES DOUBLED WHEN WORKERS PRESENT" SIGNS (MOT-13-06) AND "END ROAD WORK" SIGNS (G20-2) AND "RIGHT SHOULDER CLOSED" (W21-5A), ALONG WITH ASSOCIATED WORK ZONE SIGN DISTANCES, MAY BE OMITTED WHEN THE WORK OPERATION WILL BE IN PLACE FOR 24 HOURS OR LESS. FOR SIGNLE LANE CLOSURES, ARROW BOARDS AND BUFFER (B) MAY ALSO BE OMITTED WHEN THE WORK OPERATION WILL BE IN PLACE FOR 60 MINUTES OR LESS AND THE SPEED LIMIT IS 45 MPH OR LESS.
 6. USE INVERTED PLAN OF THE ILLUSTRATIONS FOR WORK ON LEFT SIDE OF ROADWAYS.
 7. TEMPORARY PAVEMENT MARKINGS MAY BE OMITTED WHEN THE WORK OPERATION IS IN PLACE FOR 3 DAYS OR LESS.

- SYMBOLS:
- WORK AREA
 - CHANNELIZING DEVICE (SEE INDEX 102-600)
 - WORK ZONE SIGN
 - ARROW BOARD
 - LANE IDENTIFICATION AND DIRECTION OF TRAFFIC



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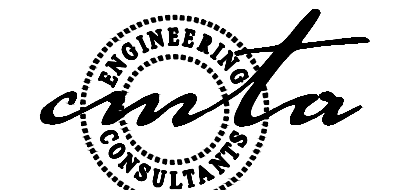
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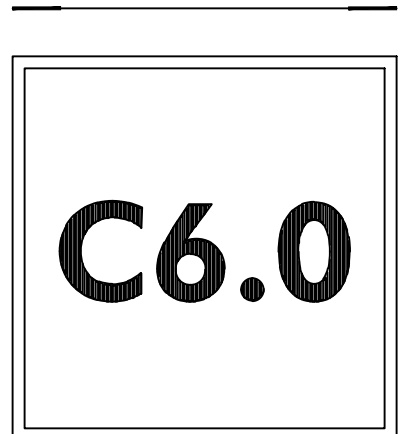
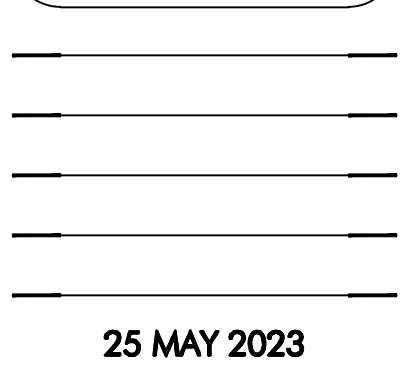
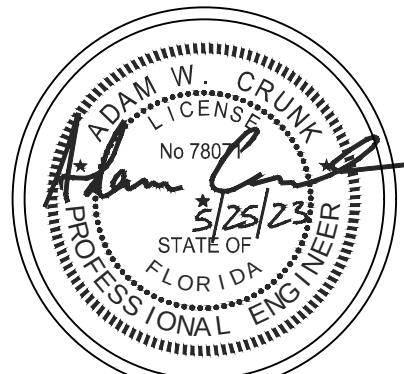
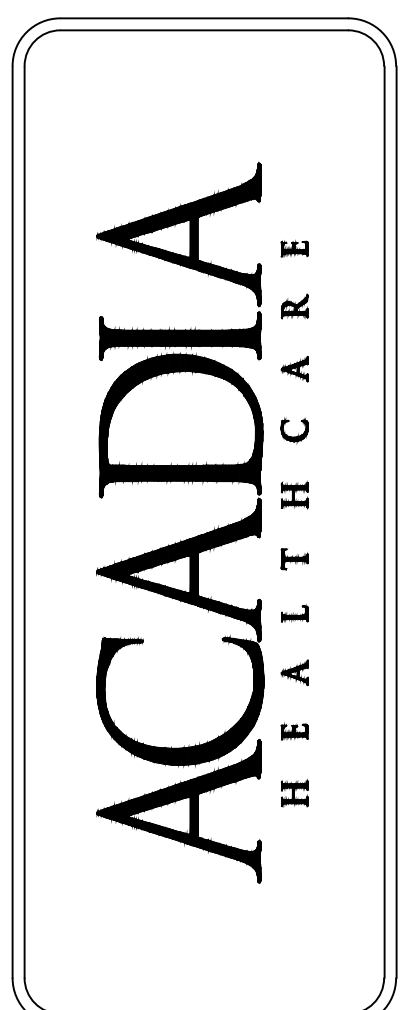
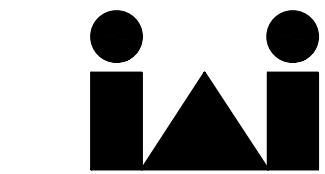
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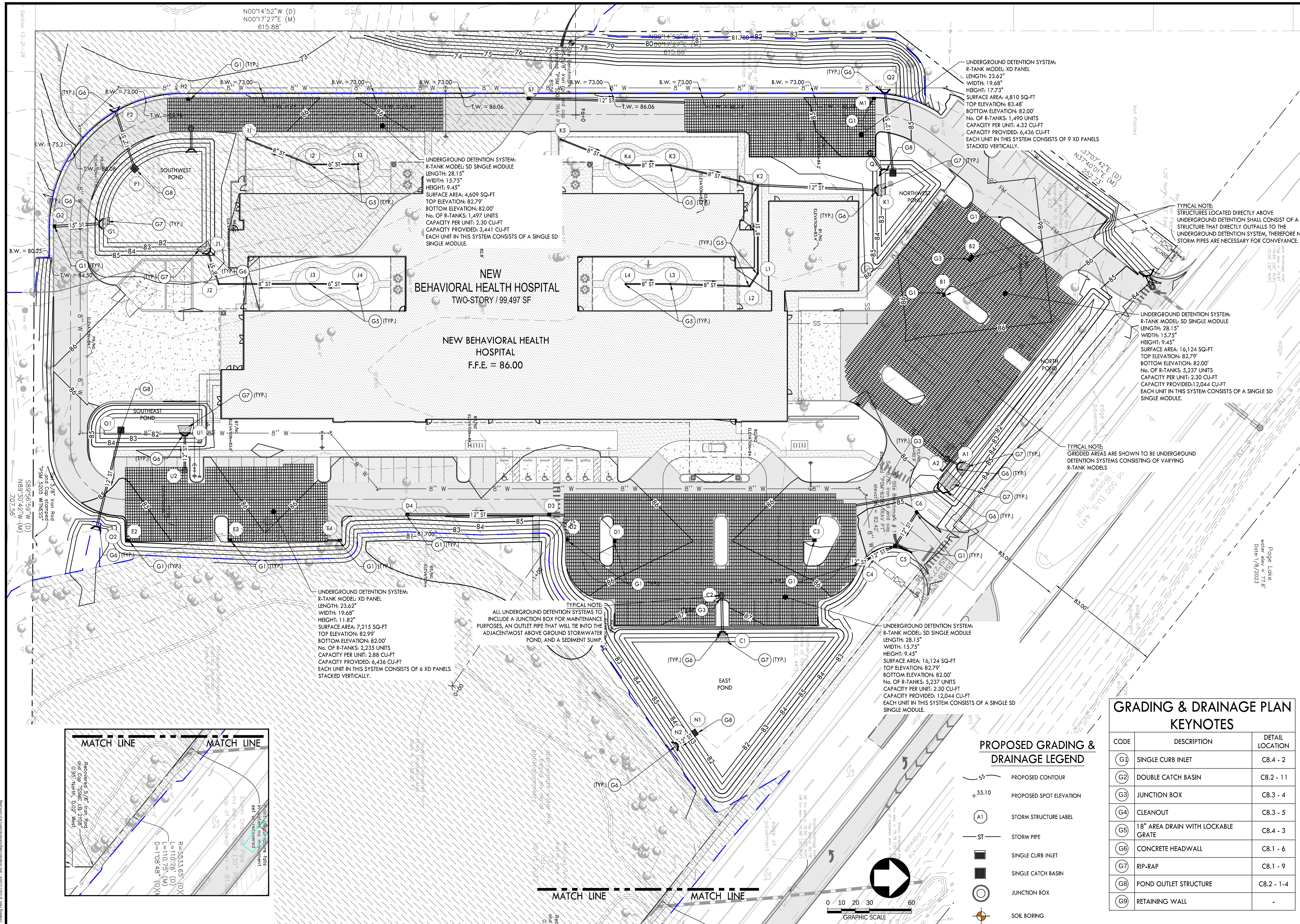
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GRADING & DRAINAGE PLAN KEYNOTES

CODE	DESCRIPTION	DETAIL LOCATION
G1	SINGLE CURB INLET	C8.4 - 2
G2	DOUBLE CATCH BASIN	C8.2 - 11
G3	JUNCTION BOX	C8.3 - 4
G4	CLEANOUT	C8.3 - 5
G5	18" AREA DRAIN WITH LOCKABLE GRATE	C8.4 - 3
G6	CONCRETE HEADWALL	C8.1 - 6
G7	RIP-RAP	C8.1 - 9
G8	POND OUTLET STRUCTURE	C8.2 - 1-4
G9	RETAINING WALL	-

PROPOSED GRADING & DRAINAGE LEGEND

- 55.10 — PROPOSED CONTOUR
- + 55.10 PROPOSED SPOT ELEVATION
- A1 STORM STRUCTURE LABEL
- ST STORM PIPE
- SINGLE CURB INLET
- SINGLE CATCH BASIN
- JUNCTION BOX
- SOIL BORING

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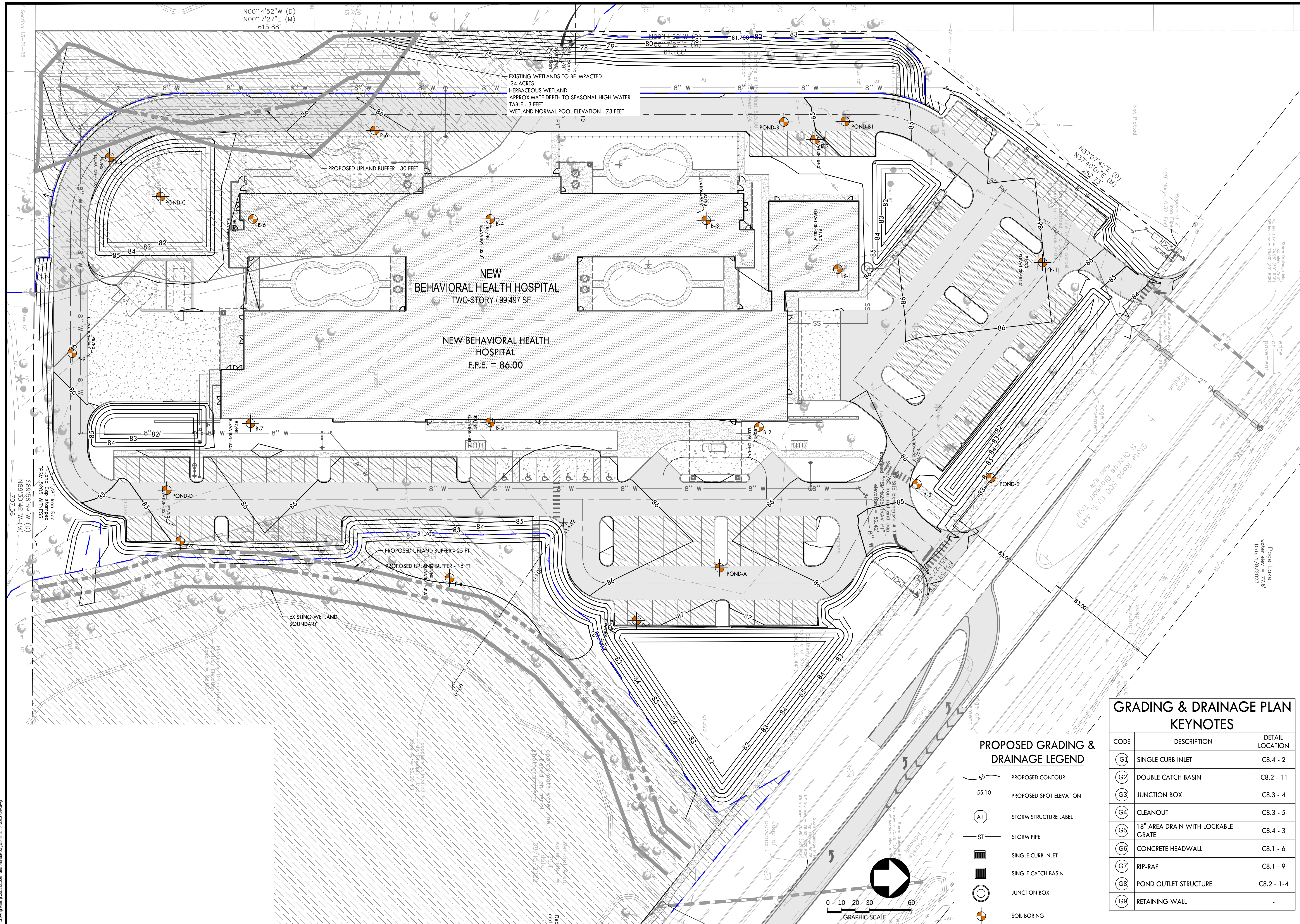
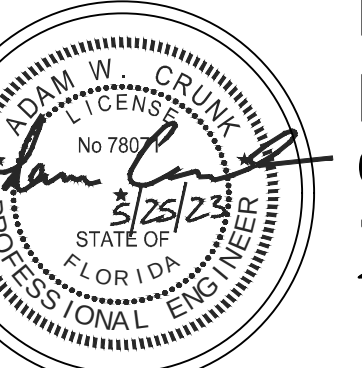
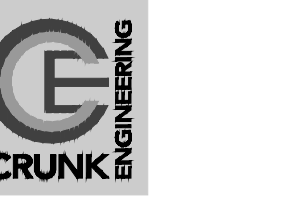
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GRADING AND DRAINAGE PLANS

NOTES:
1. REFER TO SHEET C2.0 FOR NOTES.
2. POND BOTTOM AND SIDE SLOPES WILL BE SEED TO MINIMIZE EROSION.

STORM PIPE TABLE								
INLET	INVERT	OUTLET	INVERT	LENGTH (FT)	SLOPE (%)	SHAPE	DIAMETER (IN)	MATERIAL
A2	82.00	A1	82.00	8.75	0.00%	CIRCULAR	12	HDPE
C2	82.00	C1	82.00	25.98	0.00%	CIRCULAR	15	HDPE
C4	82.02	C5	82.15	26.39	0.50%	CIRCULAR	12	HDPE
C4	82.02	UND	82.00	4.38	0.50%	CIRCULAR	12	HDPE
C6	82.30	C5	82.15	28.56	0.50%	CIRCULAR	12	HDPE
D3	82.23	UND	82.17	10.90	0.50%	CIRCULAR	15	HDPE
D4	82.74	D3	82.23	101.54	0.50%	CIRCULAR	12	HDPE
E4	82.24	UND	82.19	8.94	0.50%	CIRCULAR	8	HDPE
G1	82.00	G2	82.20	32.08	0.62%	CIRCULAR	15	HDPE
I1	82.29	UND	82.00	5.84	5.00%	CIRCULAR	8	HDPE
I2	84.34	I1	82.29	48.65	4.21%	CIRCULAR	8	HDPE
I3	84.51	I2	84.34	34.16	0.50%	CIRCULAR	6	HDPE
J2	83.04	J1	82.90	23.41	0.60%	CIRCULAR	8	HDPE
J3	83.37	J2	83.04	65.64	0.50%	CIRCULAR	8	HDPE
J4	83.54	J3	83.37	33.85	0.50%	CIRCULAR	6	HDPE
K2	83.22	K1	82.74	84.01	0.58%	CIRCULAR	12	HDPE

STORM PIPE TABLE								
INLET	INVERT	OUTLET	INVERT	LENGTH (FT)	SLOPE (%)	SHAPE	DIAMETER (IN)	MATERIAL
K3	83.54	K2	83.22	64.19	0.50%	CIRCULAR	8	HDPE
K4	83.70	K3	83.54	32.00	0.50%	CIRCULAR	8	HDPE
K5	83.95	K4	83.70	50.10	0.50%	CIRCULAR	8	HDPE
L1	84.00	K2	83.68	63.16	0.50%	CIRCULAR	8	HDPE
L2	84.05	L1	84.00	10.90	0.50%	CIRCULAR	8	HDPE
L3	84.34	L2	84.05	56.73	0.50%	CIRCULAR	8	HDPE
L4	84.50	L3	84.34	32.00	0.50%	CIRCULAR	8	HDPE
N1	82.00	N2	73.00	14.62	61.57%	CIRCULAR	12	HDPE
O1	82.00	O2	80.00	71.28	2.81%	CIRCULAR	12	HDPE
P1	82.00	P2	73.00	43.33	20.77%	CIRCULAR	12	HDPE
Q1	82.00	Q2	75.00	57.85	12.10%	CIRCULAR	12	HDPE
R1	79.11	R2	78.20	9.05	10.00%	CIRCULAR	30	KCP
S1	82.69	UND.	82.00	111.67	0.62%	CIRCULAR	12	HDPE
T1	82.00	UND.	82.00	61.25	0.00%	CIRCULAR	12	HDPE
U2	82.00	U1	82.00	24.95	0.00%	CIRCULAR	12	HDPE
V1	82.00	V2	82.00	14.96	0.00%	CIRCULAR	12	HDPE

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GRADING & DRAINAGE PLAN		
KEYNOTES		
CODE	DESCRIPTION	DETAIL LOCATION
(G3)	SINGLE CURB INLET	C8.4 - 2
(G2)	DOUBLE CATCH BASIN	C8.2 - 11
(G3)	JUNCTION BOX	C8.3 - 4
(G4)	CLEANOUT	C8.3 - 5
(G5)	18" AREA DRAIN WITH LOCKABLE GRATE	C8.4 - 3
(G6)	CONCRETE HEADWALL	C8.1 - 6
(G7)	RIP-RAP	C8.1 - 9
(G8)	POND OUTLET STRUCTURE	C8.2 - 1-4
(G9)	RETAINING WALL	-

NOTES:

1. REFER TO SHEET C2.0 FOR NOTES.
2. POND BOTTOM AND SIDE SLOPES WILL BE SEED TO MINIMIZE EROSION.

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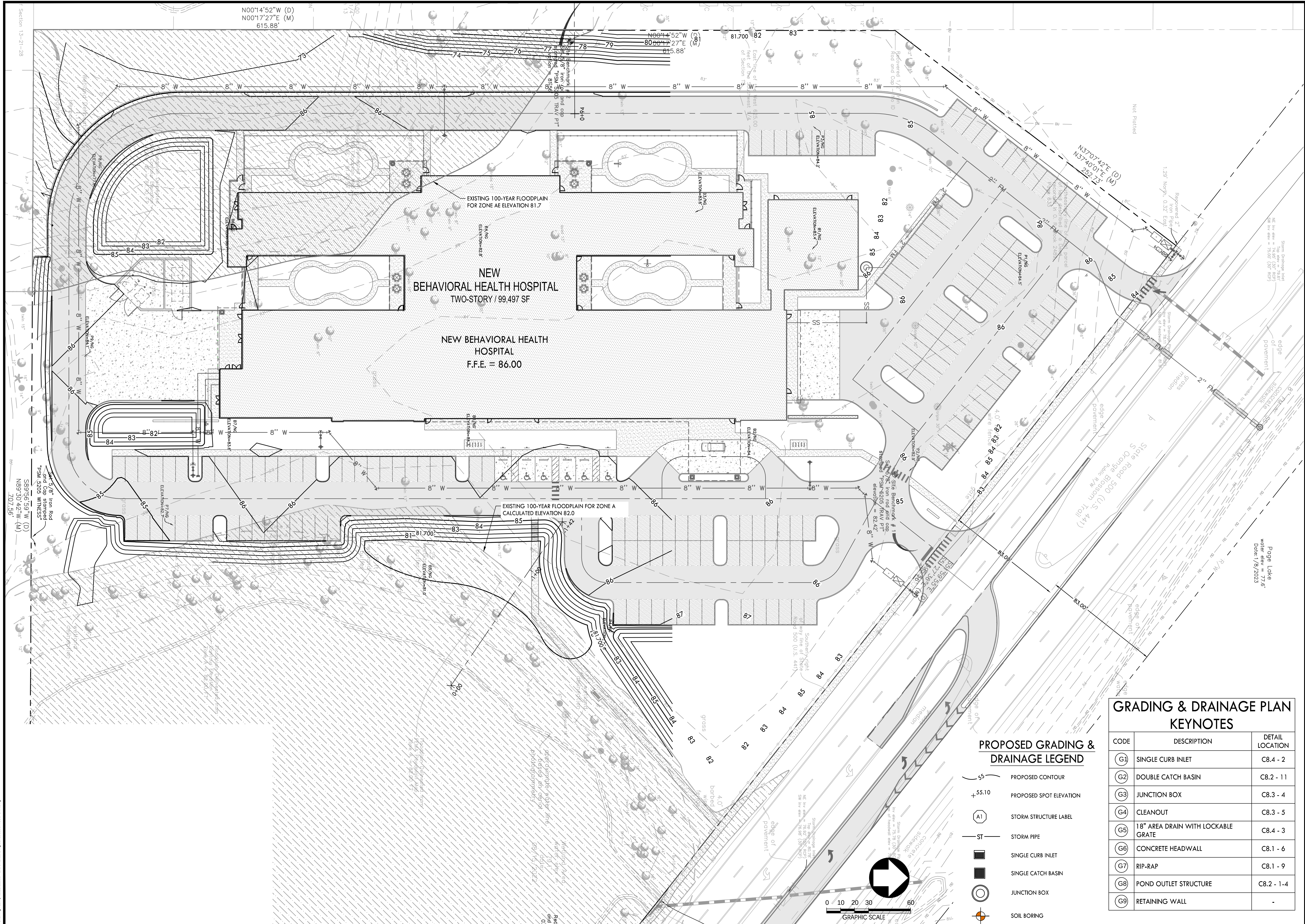
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PROPOSED WETLAND IMPACT



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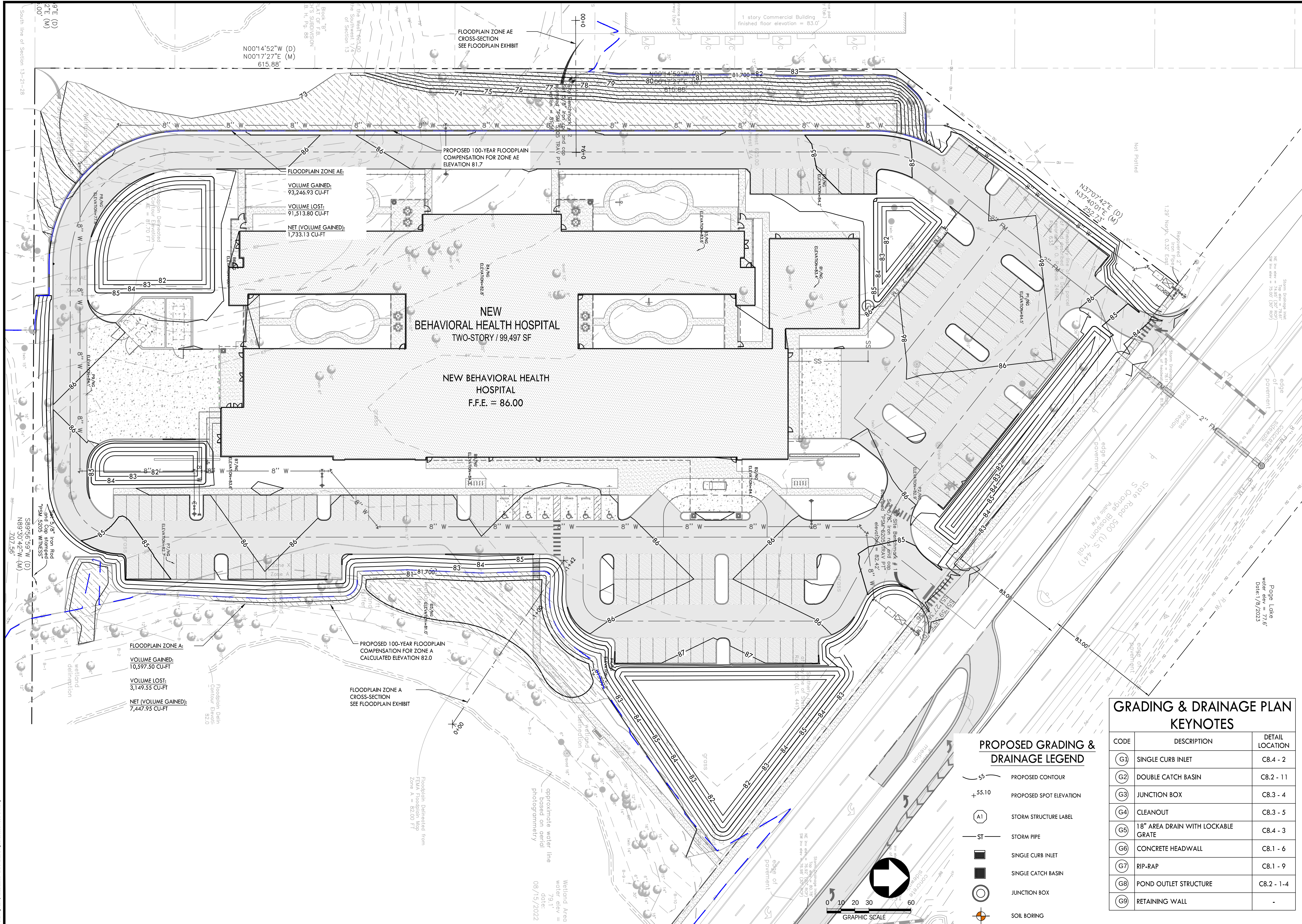
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EXISTING FLOODPLAIN EXHIBIT



NOTES:
1. REFER TO SHEET C2.0 FOR NOTES.
2. POND BOTTOM AND SIDE SLOPES WILL BE SEED TO MINIMIZE EROSION.

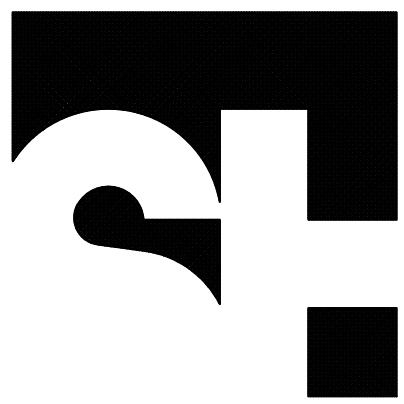
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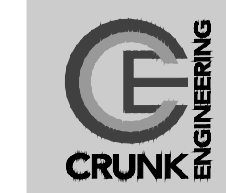


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LOUISVILLE, KENTUCKY 40202
502.893.1875

502.893.1876 fax

Civil Engineering



Structural Engineering



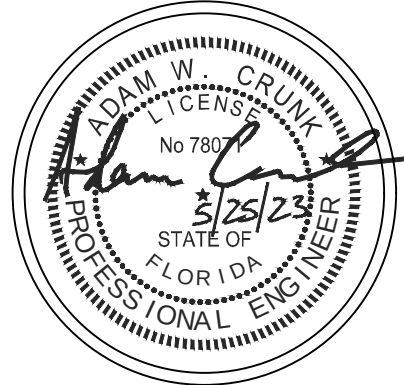
Mechanical/Electrical Engineering



Foodservices Design



ACADIA
HEALTHCARE

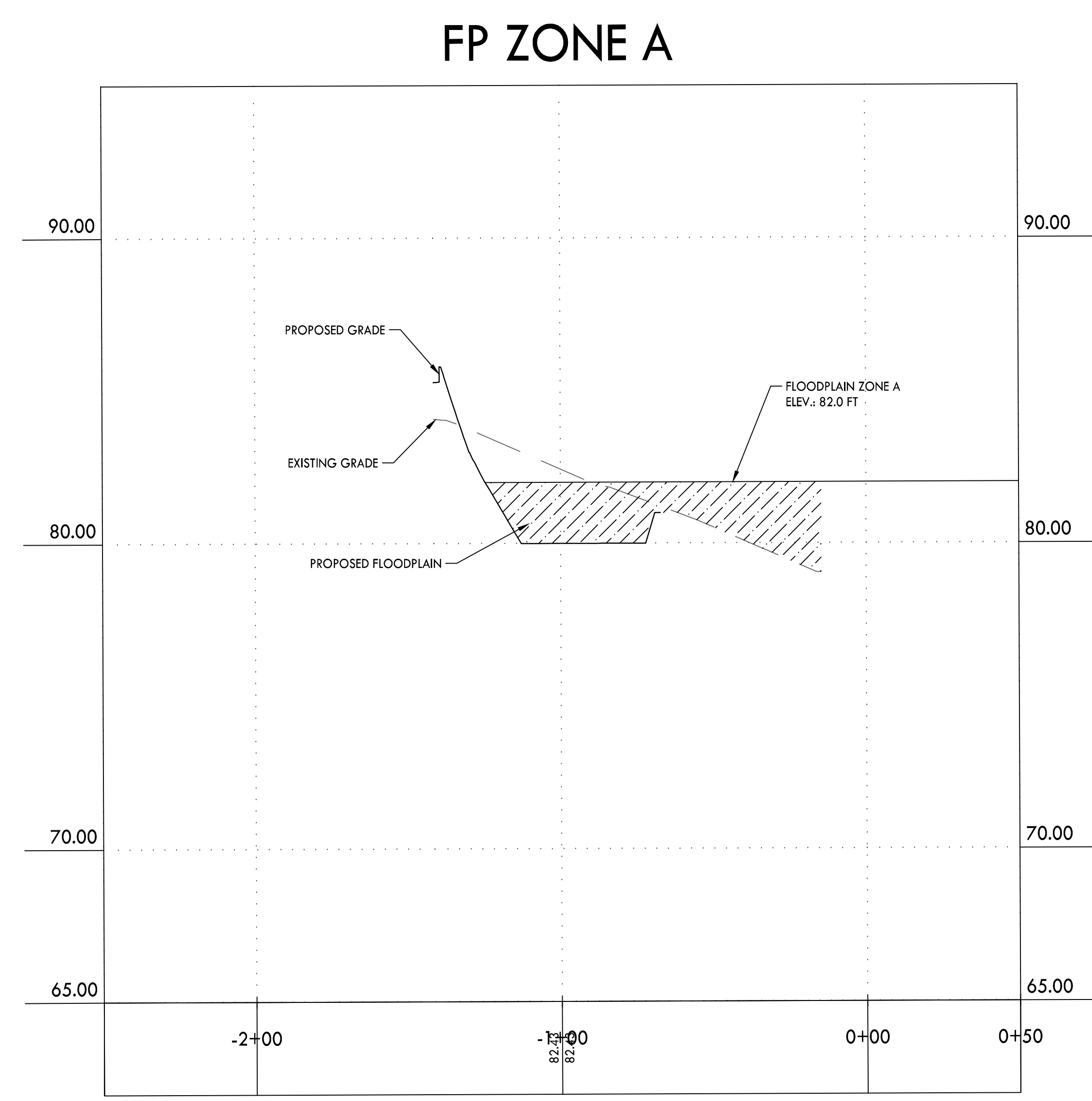
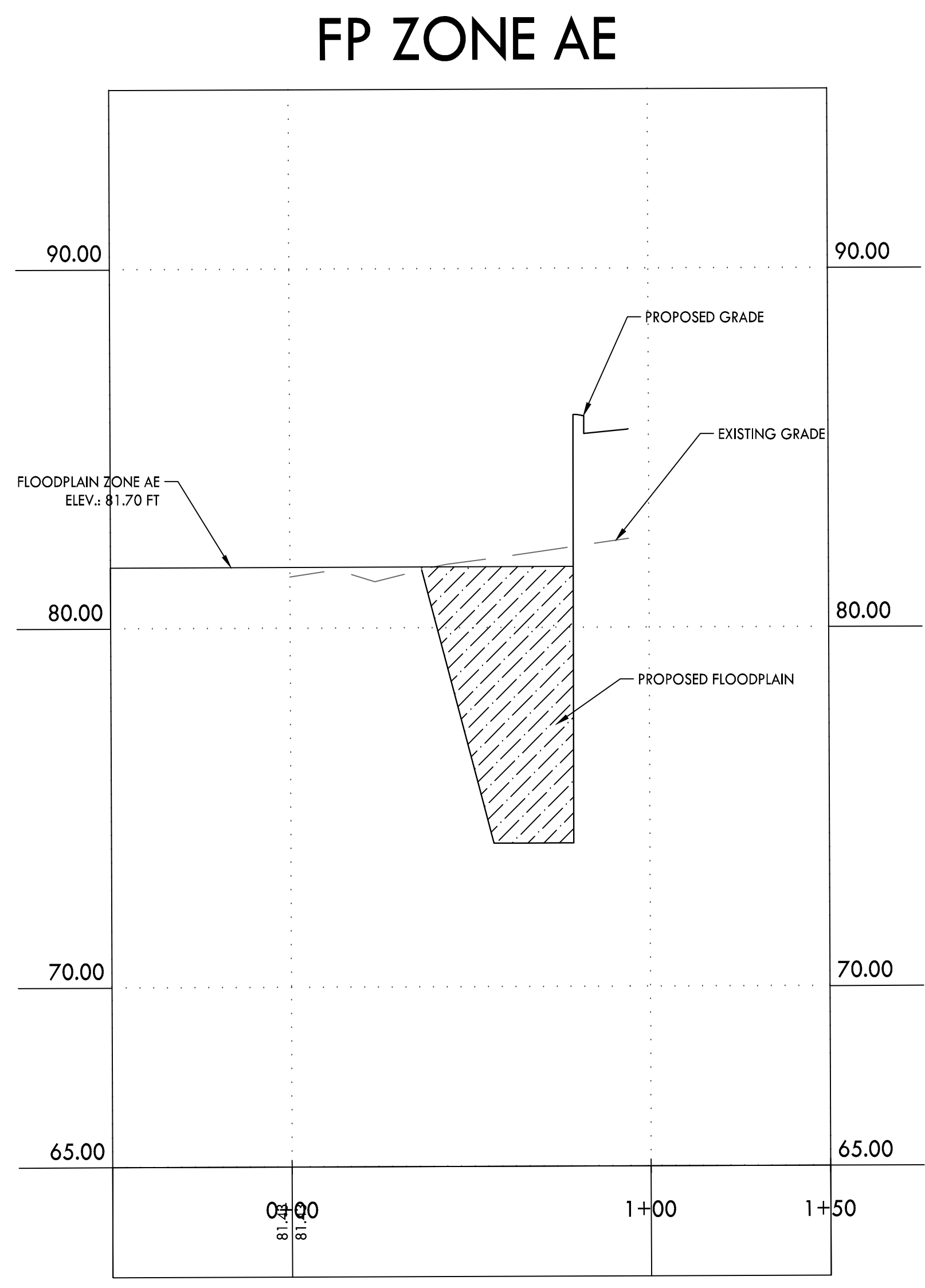


PROPOSED FLOODPLAIN EXHIBIT
NEW BEHAVIORAL HEALTH HOSPITAL
ORLANDO HEALTH JV
APOPKA, FLORIDA

25 MAY 2023

C6.4

NOT FOR CONSTRUCTION



STENGEL-HILL
ARCHITECTURE

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Civil Engineering

CRUNK
ENGINEERING

Structural Engineering

Skyhook
STRUCTURAL ENGINEERING, P.E.

Mechanical/Electrical Engineering

amta
MECHANICAL/ELECTRICAL
CONSULTANTS

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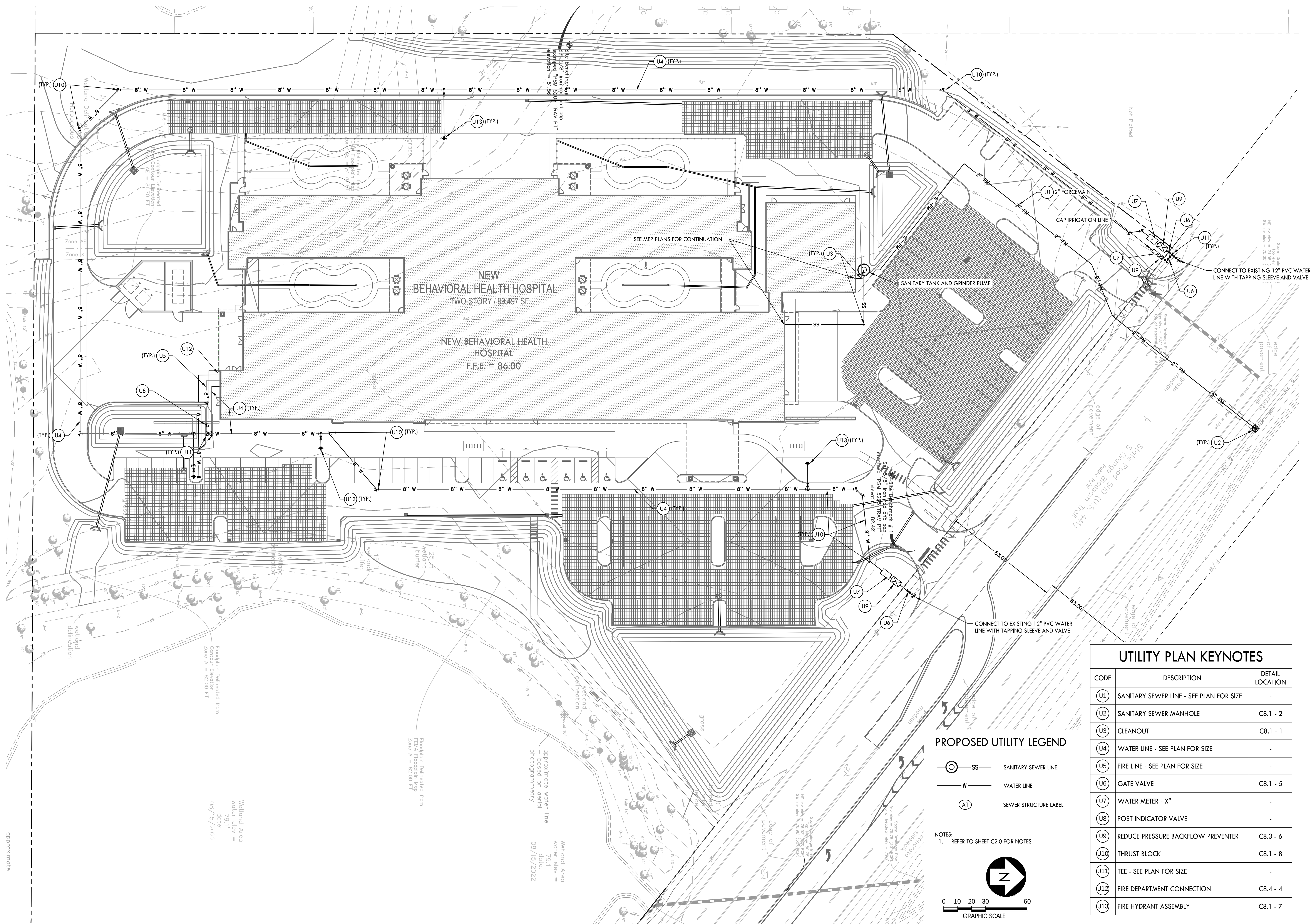
ACADIA
HEALTHCARE

FLOODPLAIN EXHIBITS
NEW BEHAVIORAL HEALTH HOSPITAL
ORLANDO HEALTH JV
APOPKA, FLORIDA

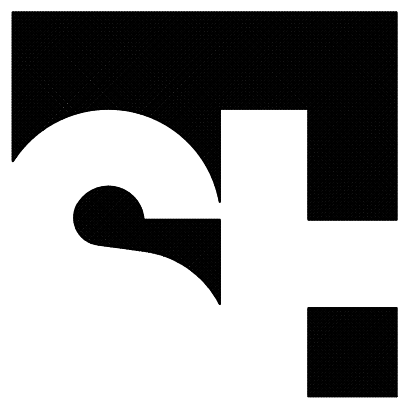
25 MAY 2023

C6.4

NOT FOR CONSTRUCTION

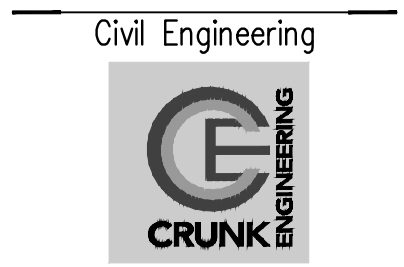


FORCE MAIN:
DEMAND = 150 GAL / DAY*BED
SIZE = 144 BEDS
DAILY FLOW = 30 GAL / MIN
PEAKING FACTOR = 4
PEAK FLOW = 120 GAL / MIN



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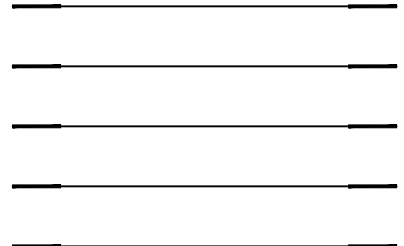
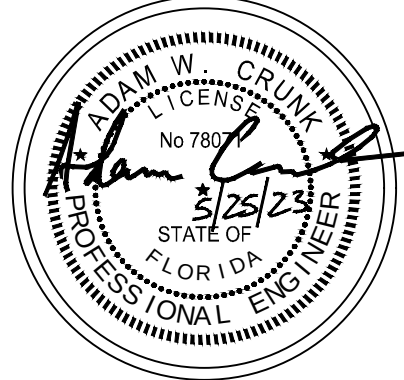
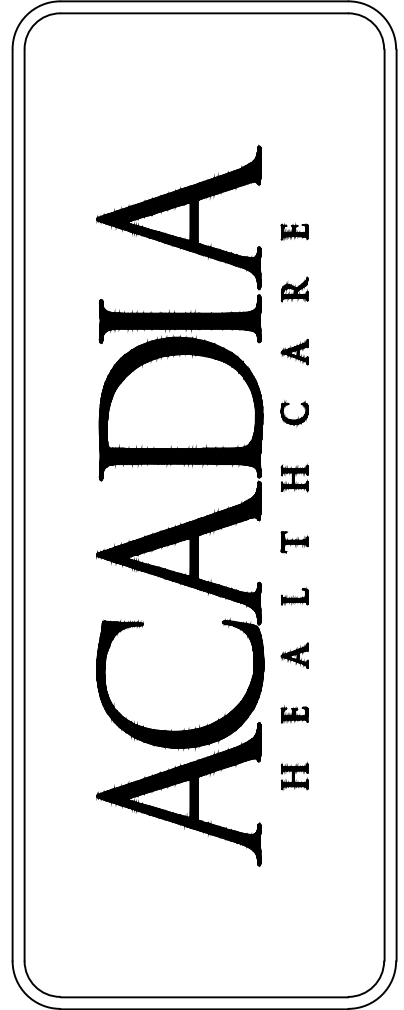
Structural Engineering



Mechanical/Electrical Engineering



Foodservices Design

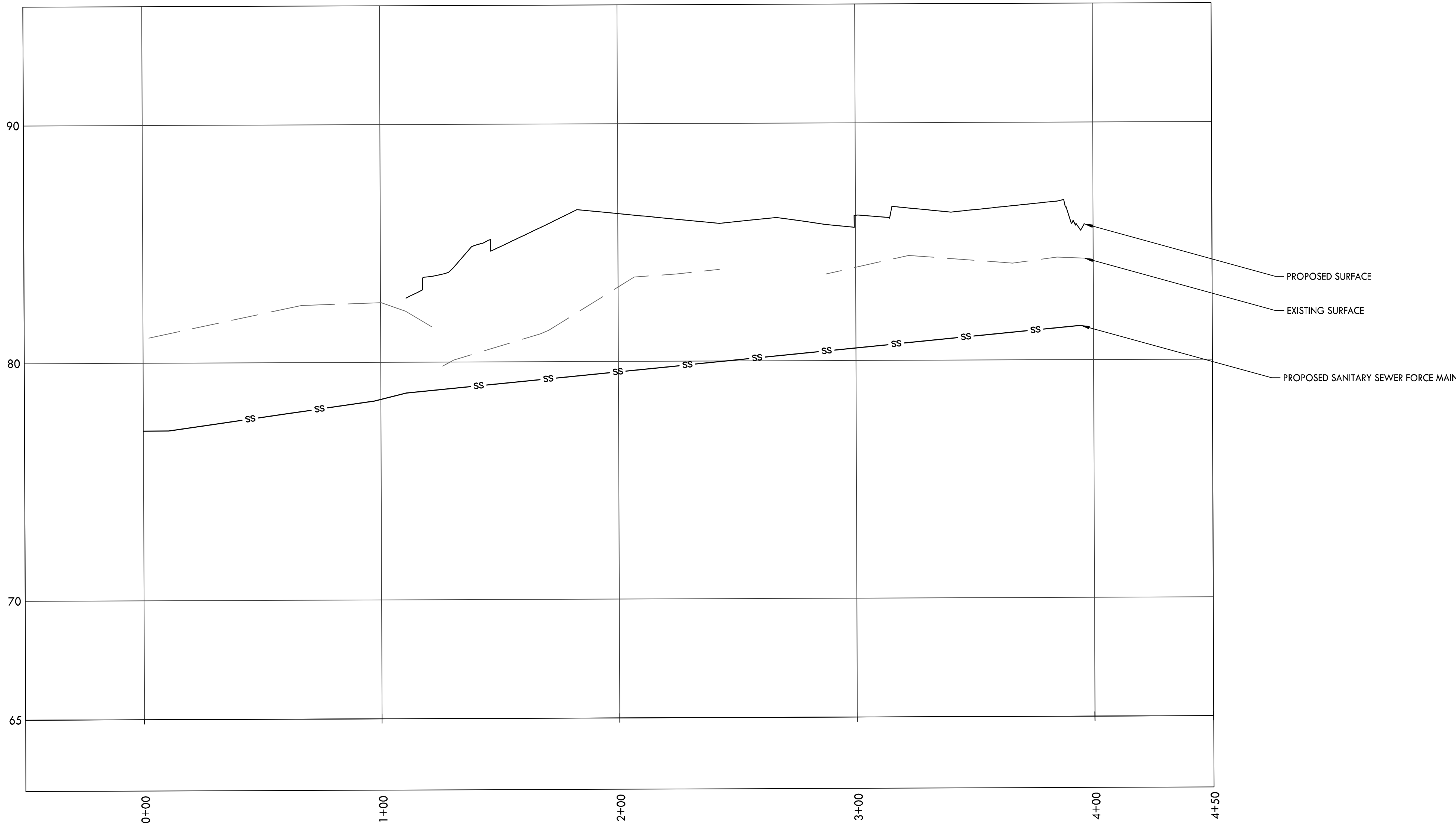


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FORCE MAIN:
DEMAND = 150 GAL / DAY * BED
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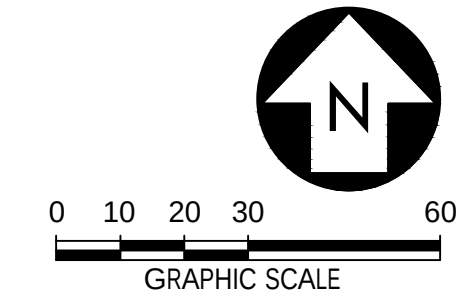
FM LINE A



PROPOSED UTILITY LEGEND

- SS SANITARY SEWER LINE
- W WATER LINE
- (A1) SEWER STRUCTURE LABEL

NOTES:
1. REFER TO SHEET C2.0 FOR NOTES.



UTILITY PLAN KEYNOTES		
CODE	DESCRIPTION	DETAIL LOCATION
(U1)	SANITARY SEWER LINE - SEE PLAN FOR SIZE	-
(U2)	SANITARY SEWER MANHOLE	C8.1 - 2
(U3)	CLEANOUT	C8.1 - 1
(U4)	WATER LINE - SEE PLAN FOR SIZE	-
(U5)	FIRE LINE - SEE PLAN FOR SIZE	-
(U6)	GATE VALVE	C8.1 - 5
(U7)	WATER METER - X"	-
(U8)	POST INDICATOR VALVE	-
(U9)	REDUCE PRESSURE BACKFLOW PREVENTER	C8.3 - 6
(U10)	THRUST BLOCK	C8.1 - 8
(U11)	TEE - SEE PLAN FOR SIZE	-
(U12)	FIRE DEPARTMENT CONNECTION	C8.4 - 4
(U13)	FIRE HYDRANT ASSEMBLY	C8.1 - 7



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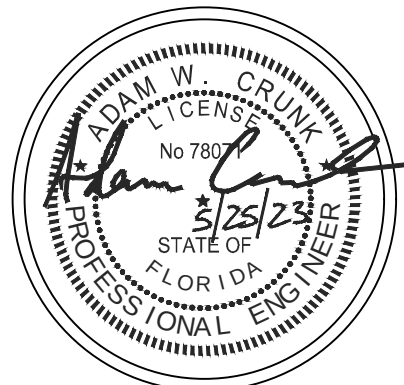
Structural Engineering



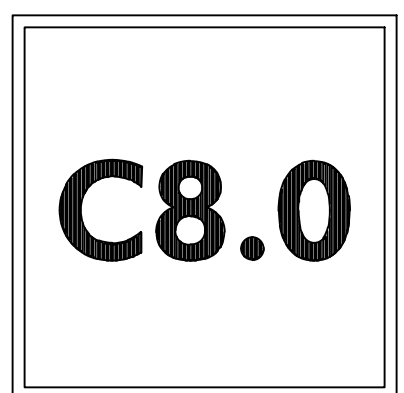
Mechanical/Electrical Engineering



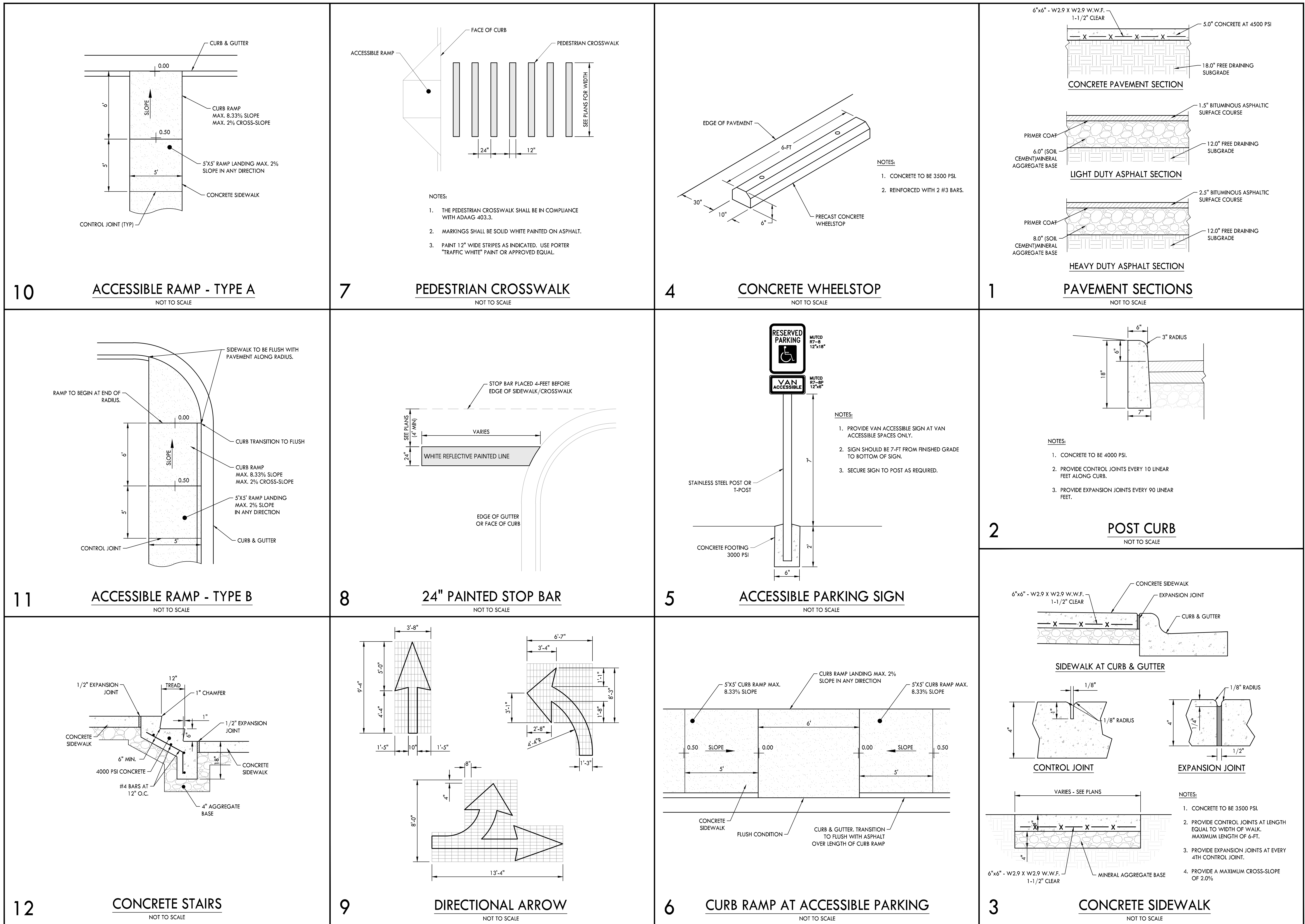
Foodservices Design

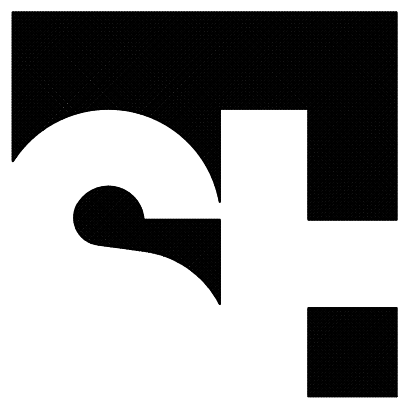


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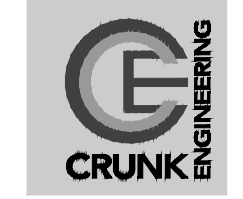




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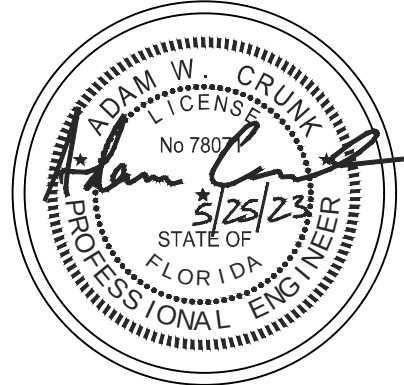
Structural Engineering



Mechanical/Electrical Engineering



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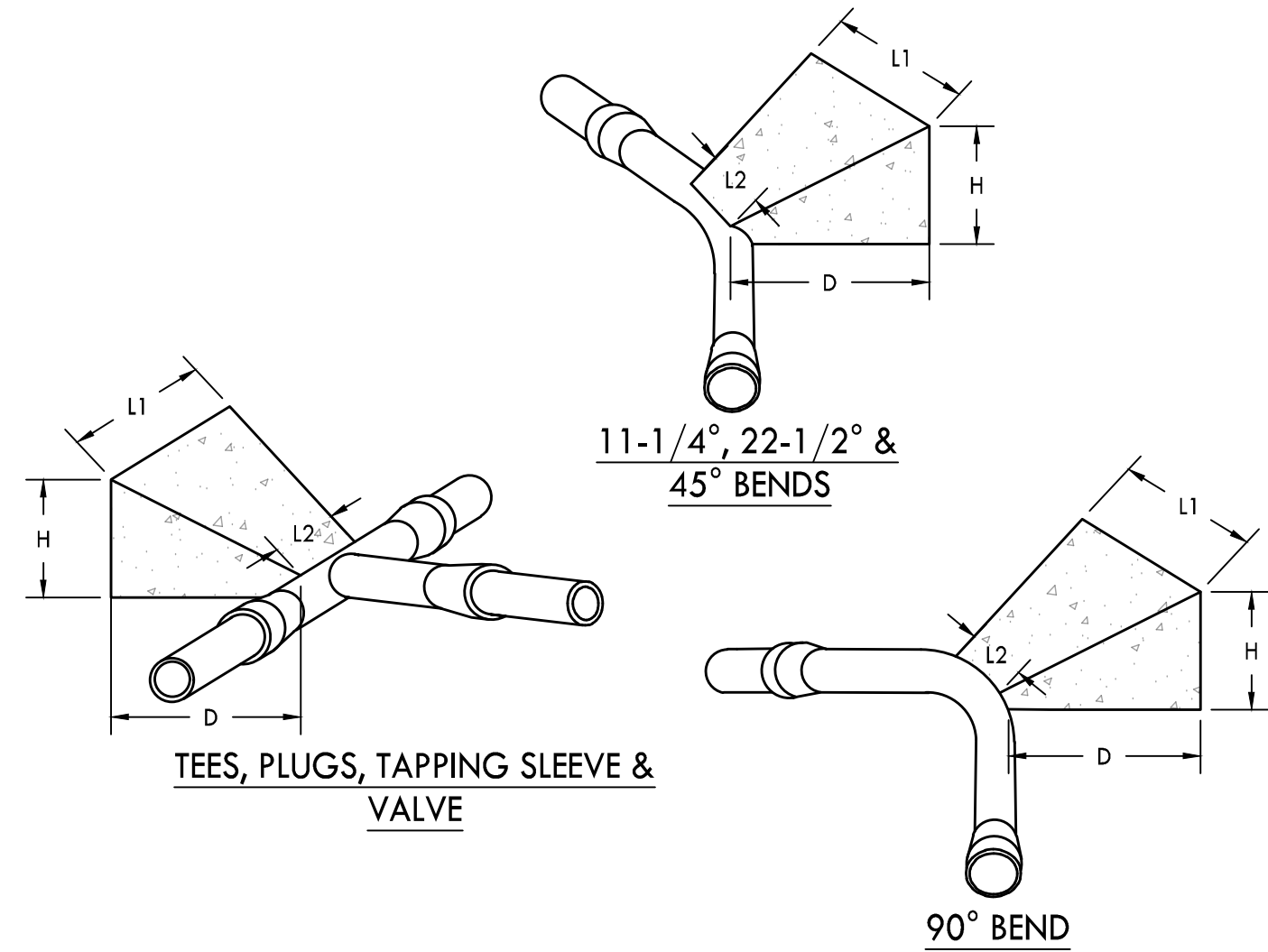


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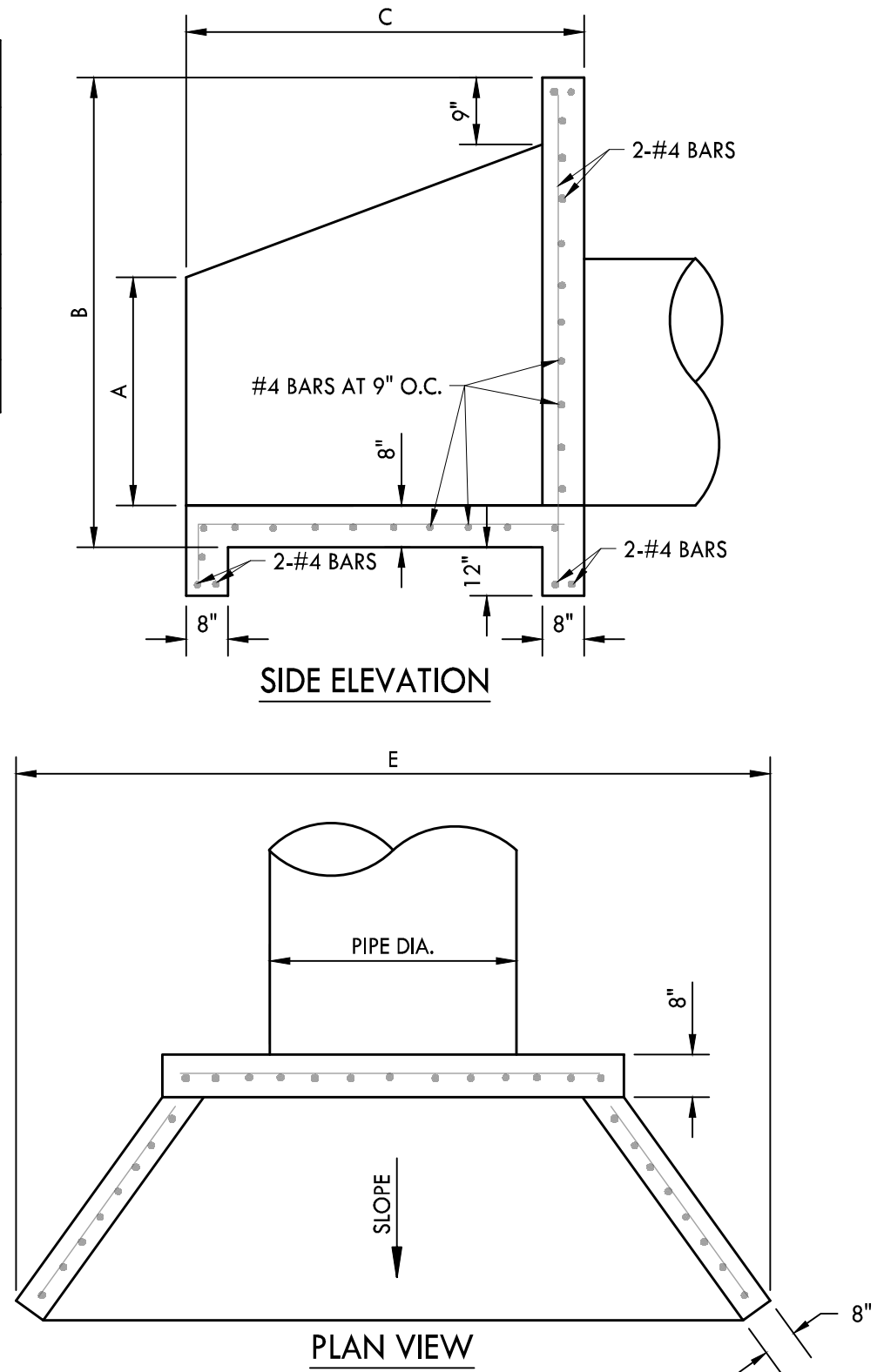
THRUST BLOCK DIMENSIONS						
PIPE SIZE (IN)	2" & 2-1/4"	3" & 4"	6"	8"	10"	12"
TEES, PLUGS & TAPPING SLEEVES	L1	18"	24"	24"	36"	48"
	L2	10"	12"	16"	18"	24"
	H	12"	12"	18"	18"	24"
	D	18"	18"	18"	24"	24"
	CU. FT.	1.90	2.25	3.50	5.05	7.15
90° BENDS	L1	18"	24"	30"	39"	54"
	L2	10"	12"	16"	18"	32"
	H	12"	12"	18"	24"	36"
	D	18"	18"	18"	18"	24"
	CU. FT.	1.90	2.25	4.05	7.30	10.25
45° BENDS	L1	18"	18"	24"	30"	42"
	L2	6"	8"	10"	11"	18"
	H	12"	12"	16"	18"	21"
	D	18"	18"	18"	18"	24"
	CU. FT.	1.50	1.60	3.20	3.95	4.60
22-1/2° BENDS	L1	18"	18"	24"	24"	24"
	L2	6"	8"	10"	11"	18"
	H	12"	12"	16"	18"	21"
	D	18"	18"	18"	18"	24"
	CU. FT.	1.50	1.60	3.20	3.40	4.60
11-1/4° BENDS	L1	18"	18"	24"	24"	24"
	L2	6"	8"	10"	11"	18"
	H	12"	12"	16"	18"	21"
	D	18"	18"	18"	18"	24"
	CU. FT.	1.50	1.60	3.20	3.40	4.60



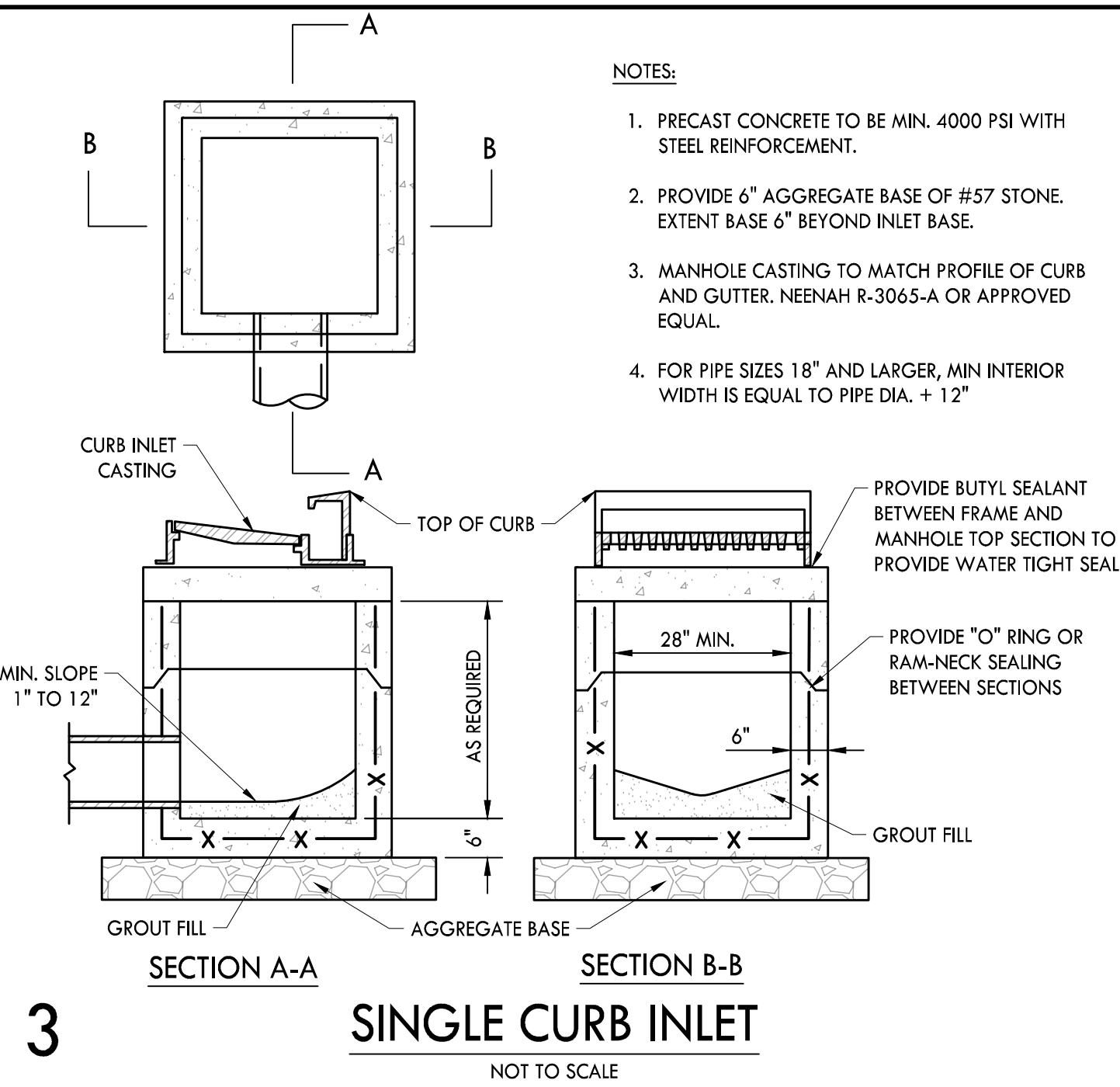
8 THRUST BLOCKS
NOT TO SCALE

DIMENSION TABLE					
PIPE DIA.	A	B	C	D	E
UP TO 18"	15"	36"	30"	50"	96"
18" TO 30"	24"	48"	42"	62"	120"
30" TO 42"	30"	60"	48"	76"	136"
42" TO 60"	36"	80"	54"	96"	160"
60" TO 72"	42"	92"	66"	108"	176"

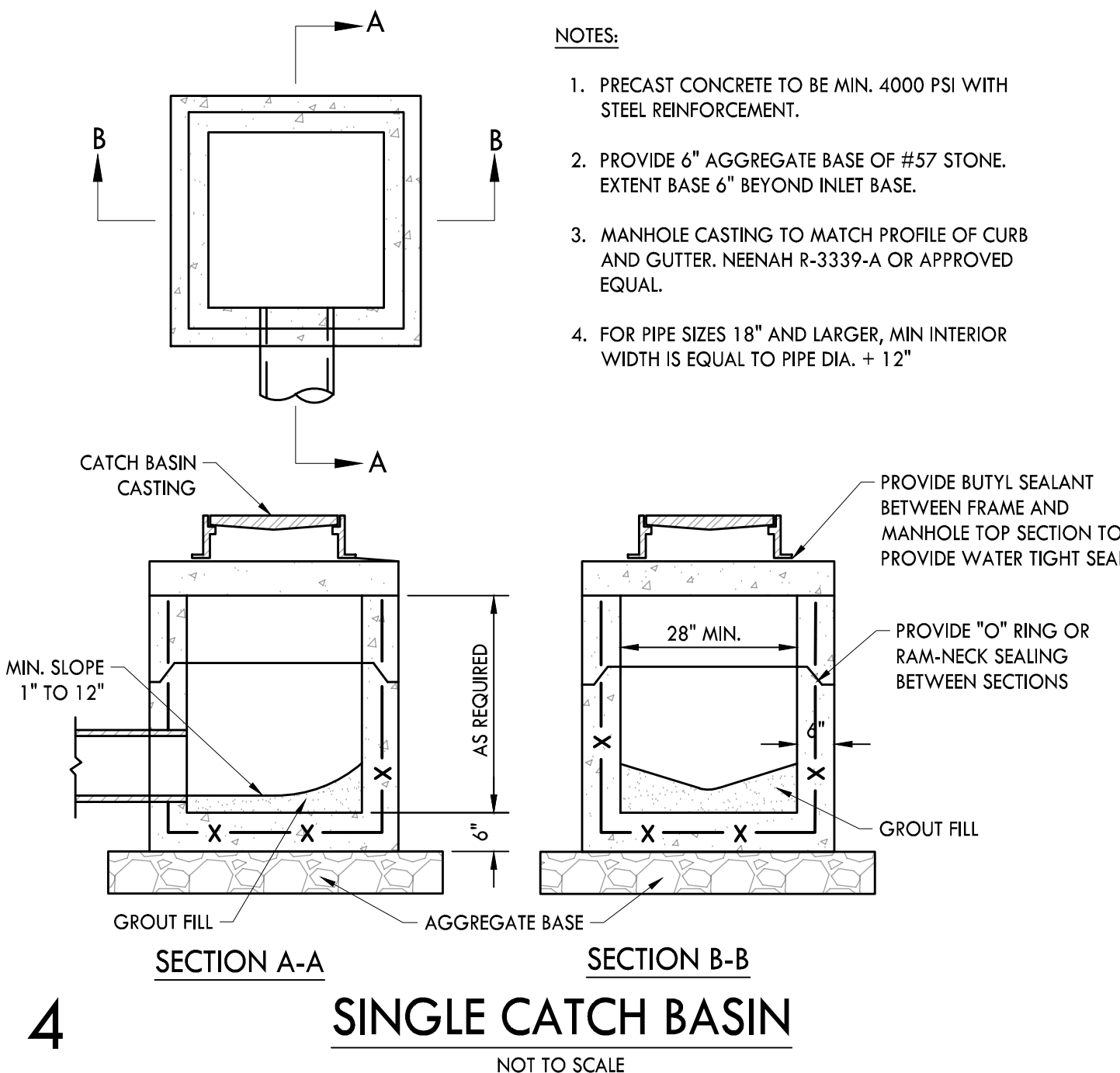
- NOTES:
1. CONCRETE TO BE 4000 PSI.
 2. REINFORCING STEEL SHALL MEET ASTM A615 FOR GRADE 60, MIN. 2" CLEARANCE.
 3. PIPE TO BE GROUTED INTO HEADWALL ON SITE.
 4. PRECAST HEADWALLS ARE ACCEPTABLE IN LIEU OF CAST IN PLACE. PRECAST ELEMENTS TO MEET ASTM C913.
 5. CHAMFER ALL CORNERS 1".



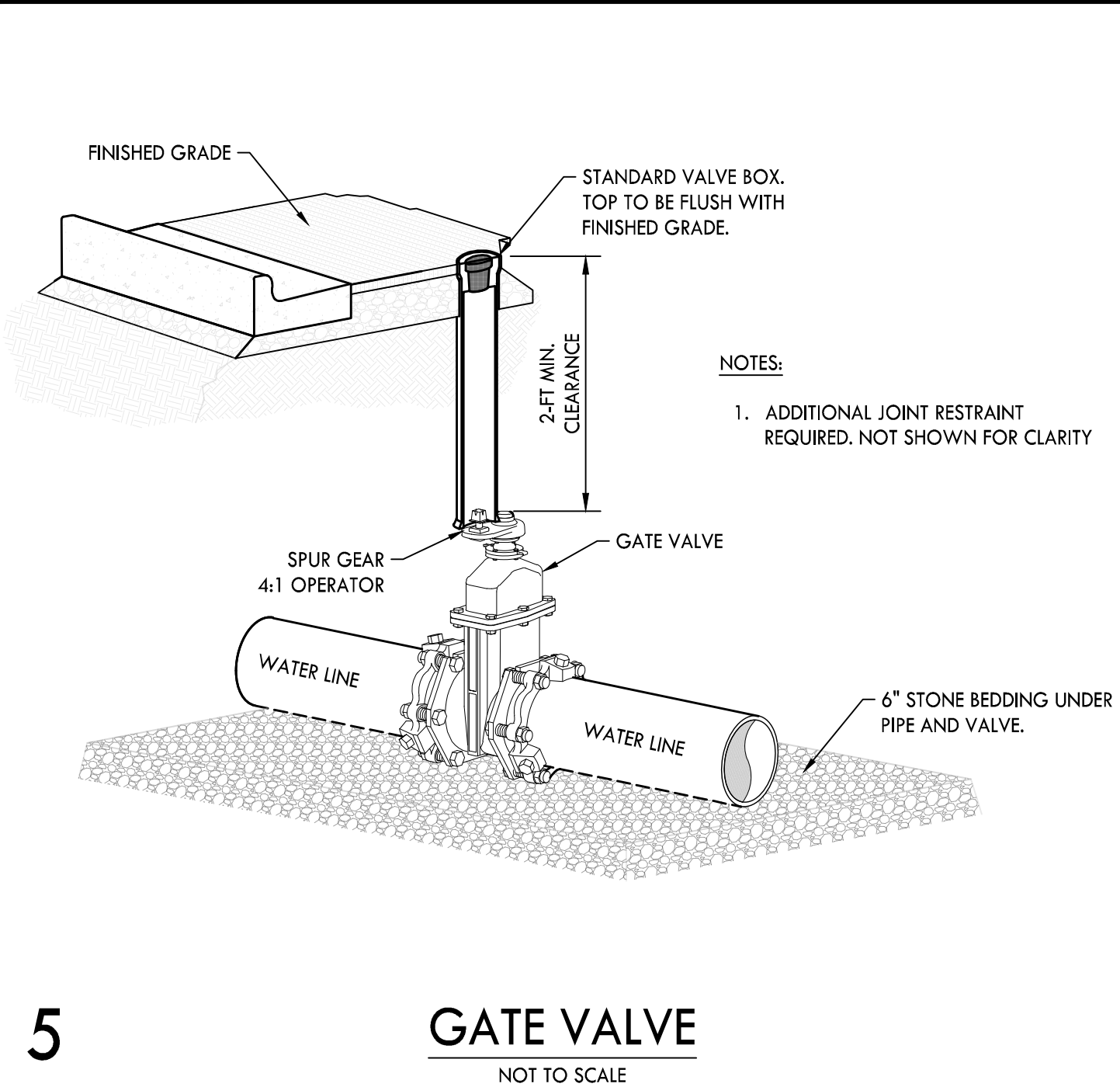
6 CONCRETE HEADWALL
NOT TO SCALE



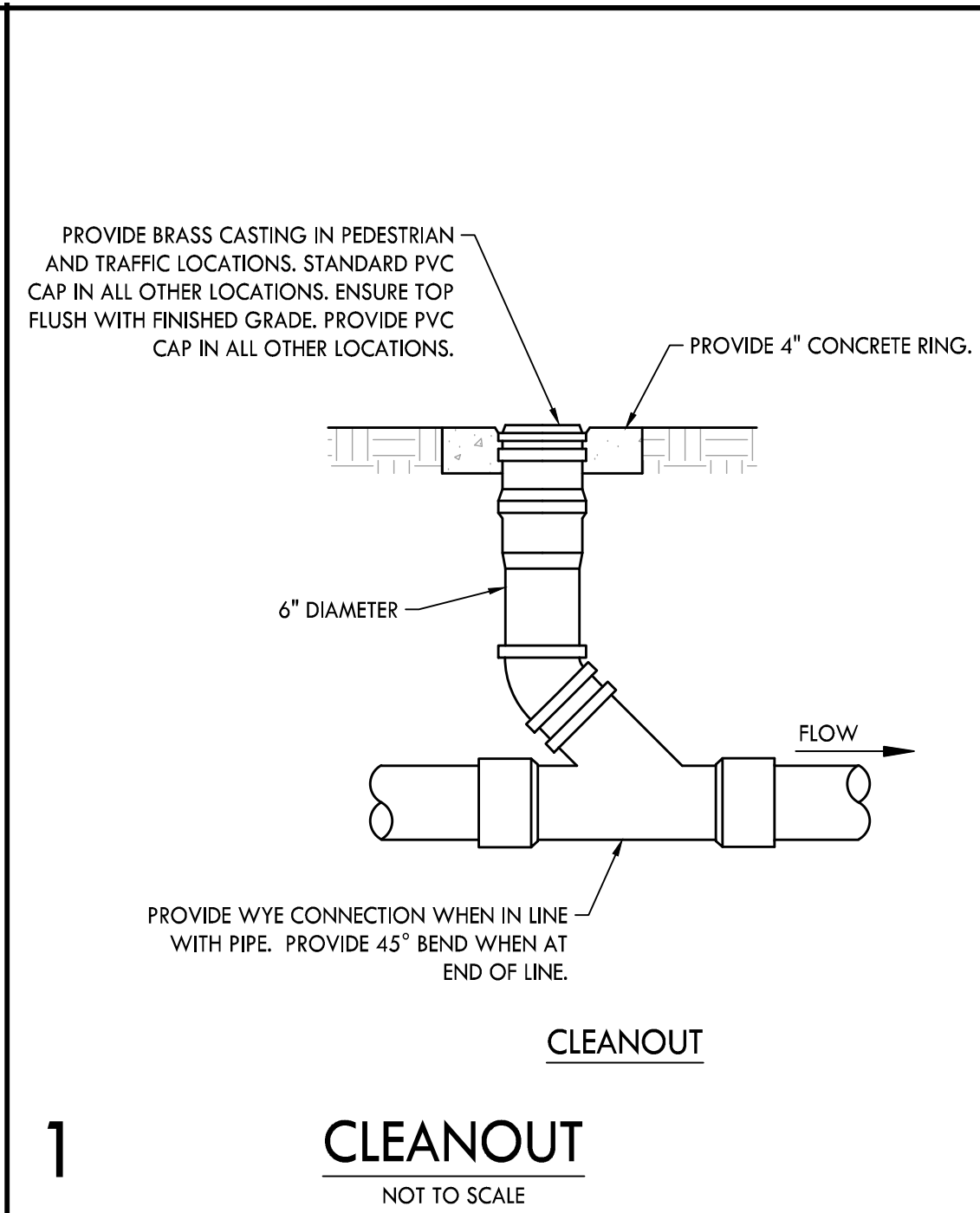
3 SINGLE CURB INLET
NOT TO SCALE



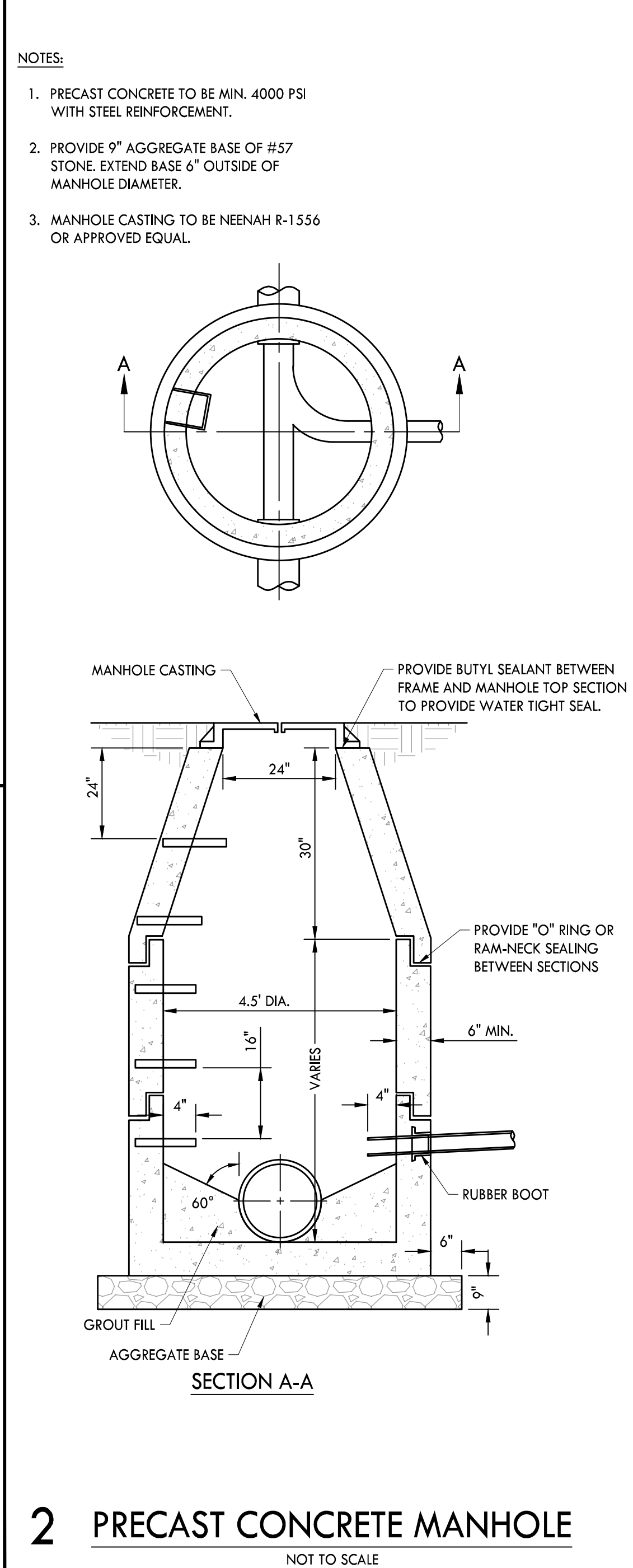
4 SINGLE CATCH BASIN
NOT TO SCALE



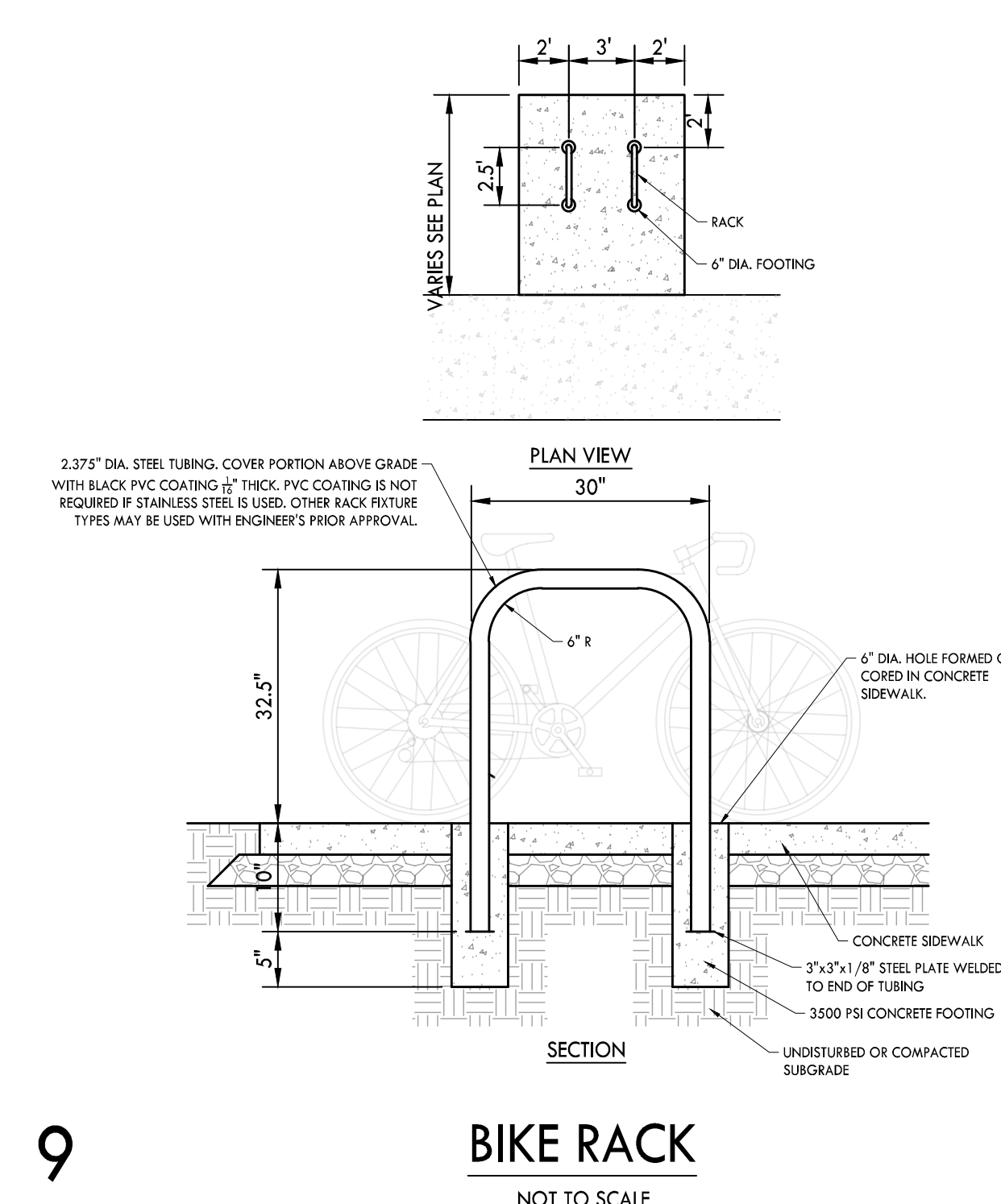
5 GATE VALVE
NOT TO SCALE



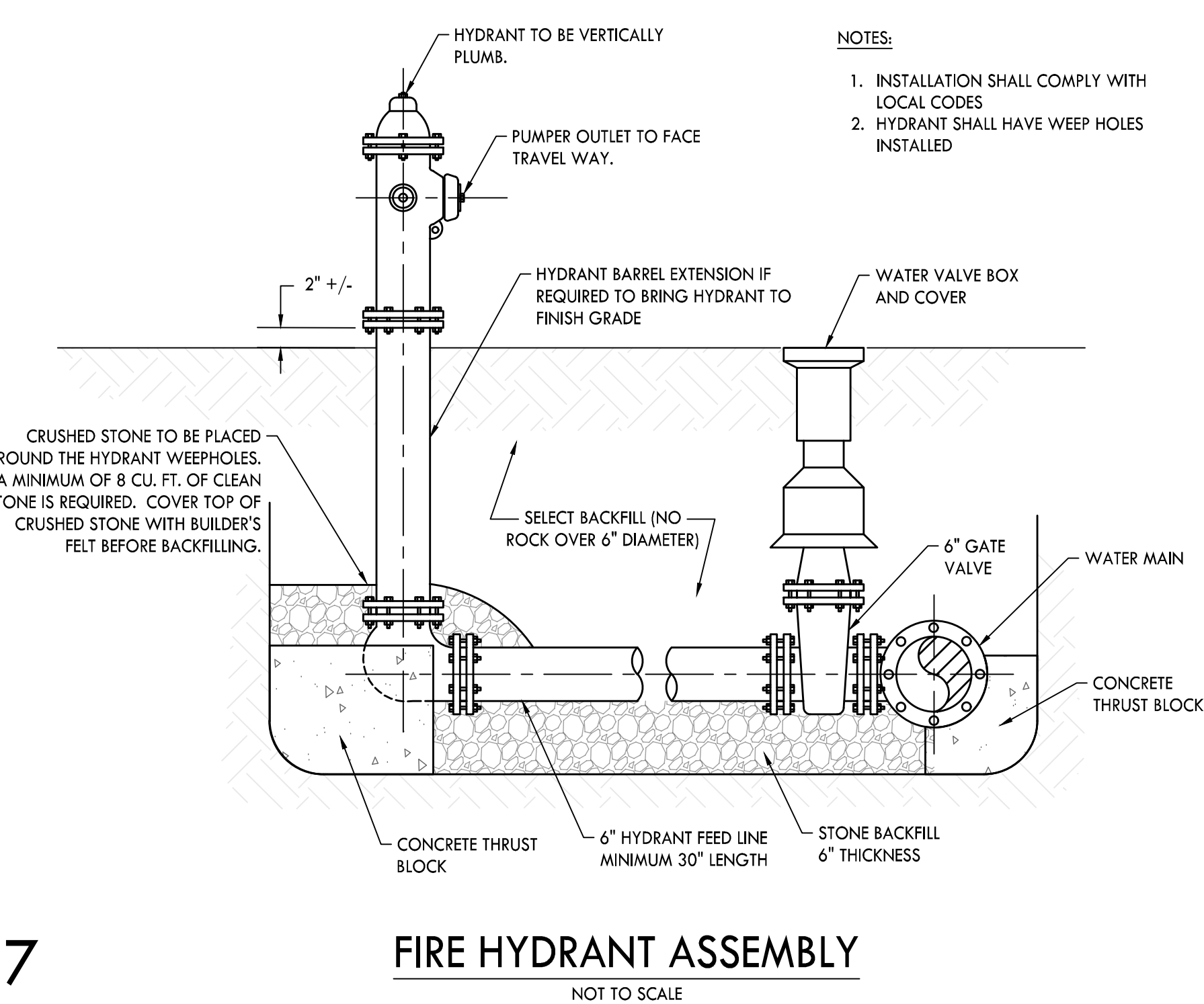
1 CLEANOUT
NOT TO SCALE



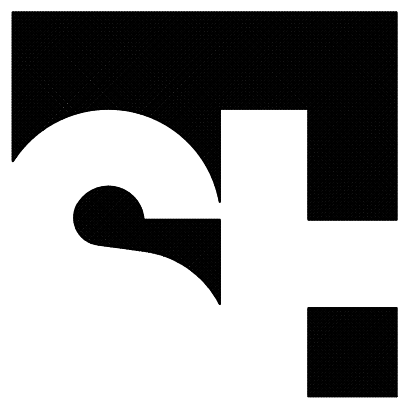
2 PRECAST CONCRETE MANHOLE
NOT TO SCALE



9 BIKE RACK
NOT TO SCALE



7 FIRE HYDRANT ASSEMBLY
NOT TO SCALE



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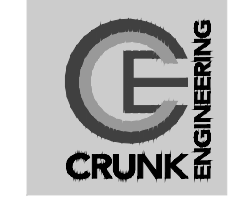
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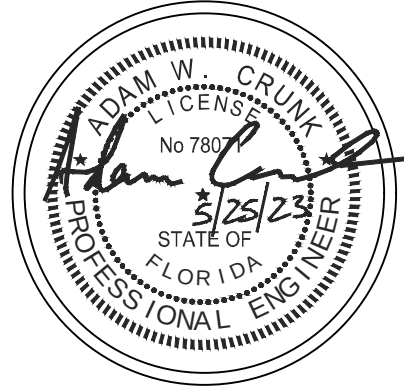
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Foodservices Design



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HEALTHCARE

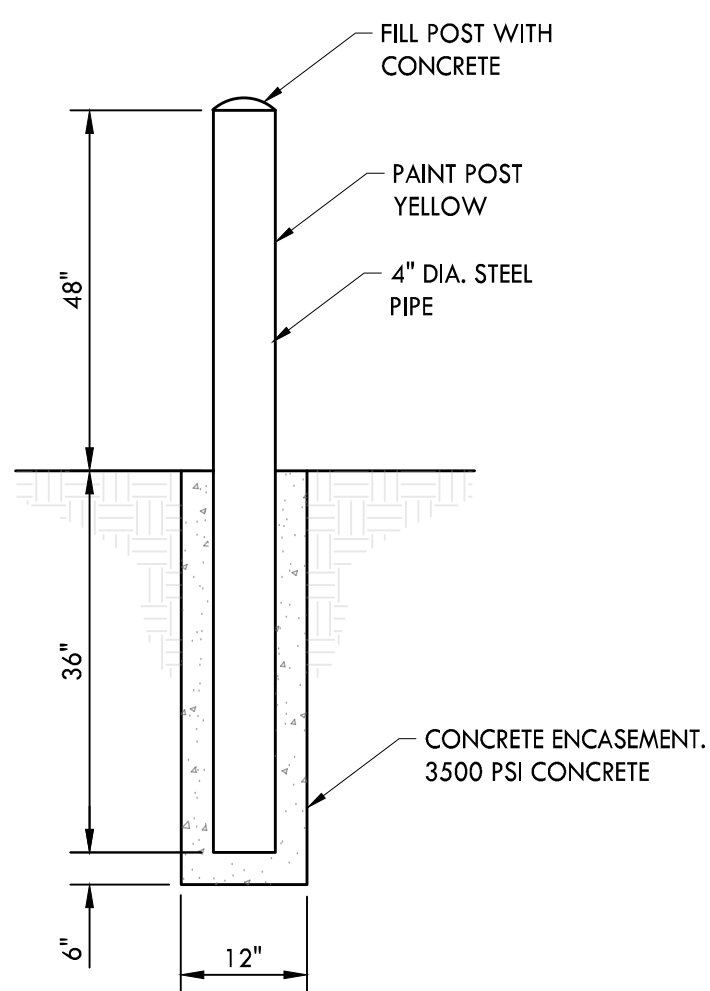


DETAILS
NEW BEHAVIORAL HEALTH HOSPITAL
ORLANDO HEALTH JV
APOPKA, FLORIDA

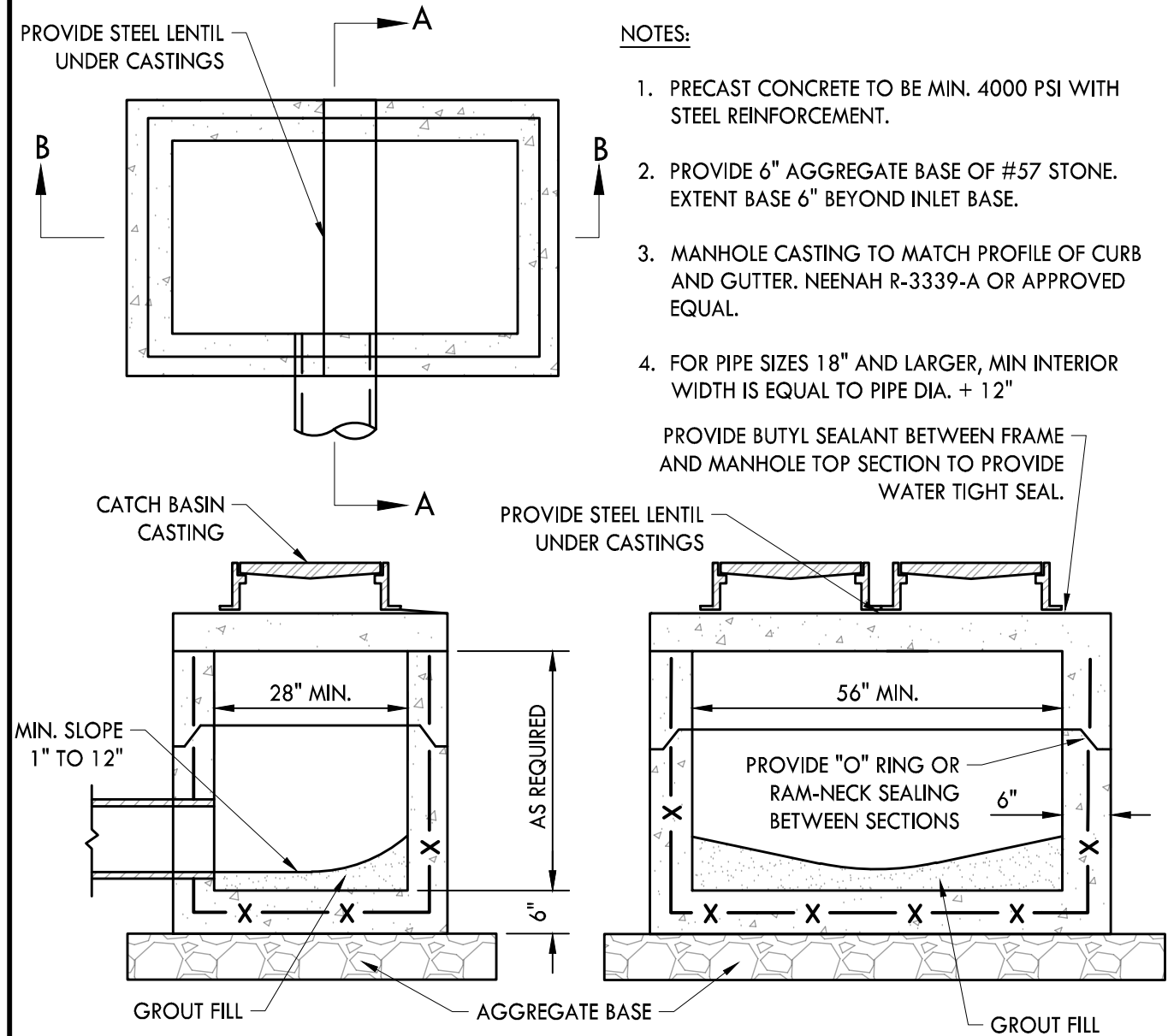
25 MAY 2023

C8.2

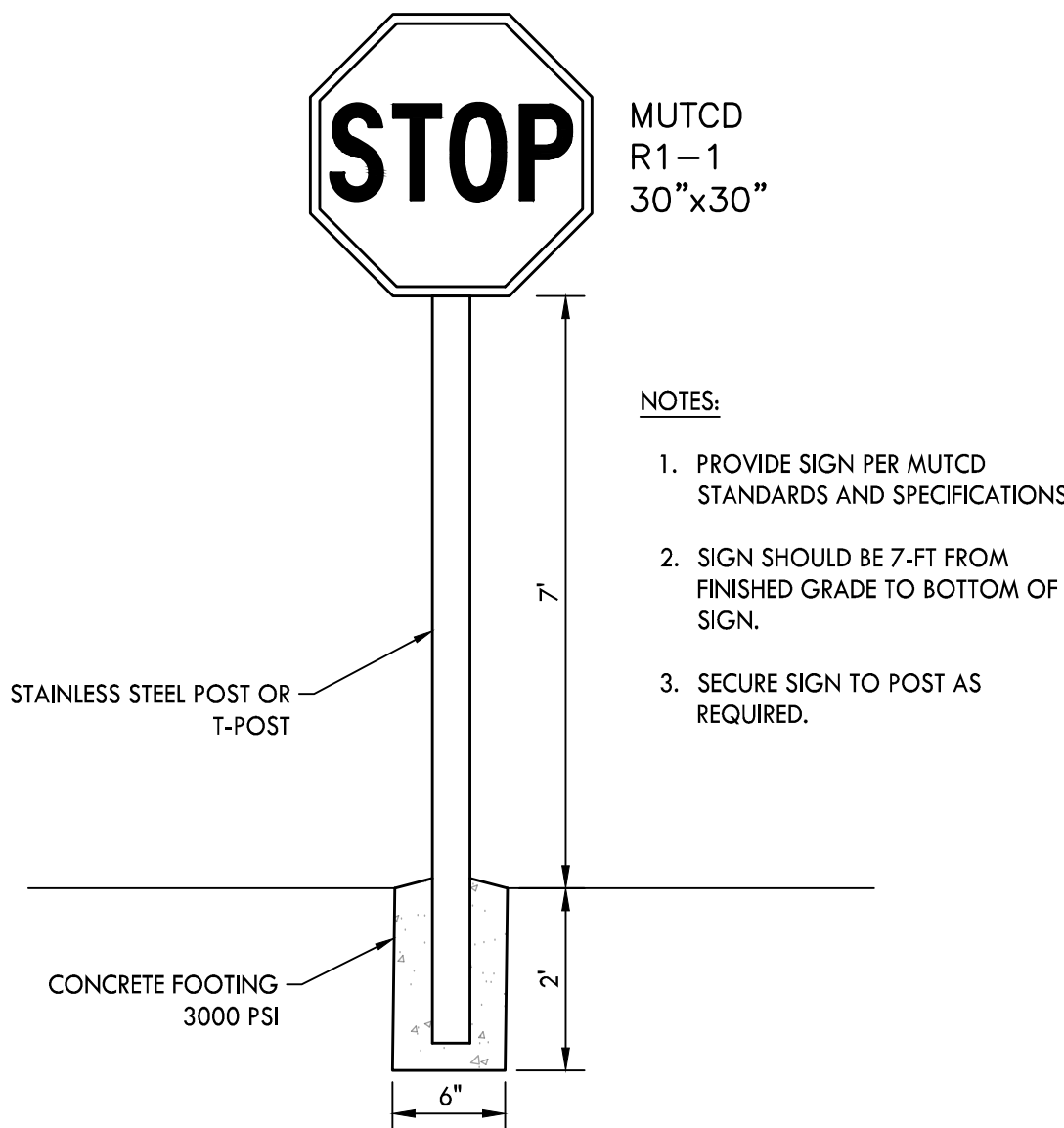
NOT FOR CONSTRUCTION



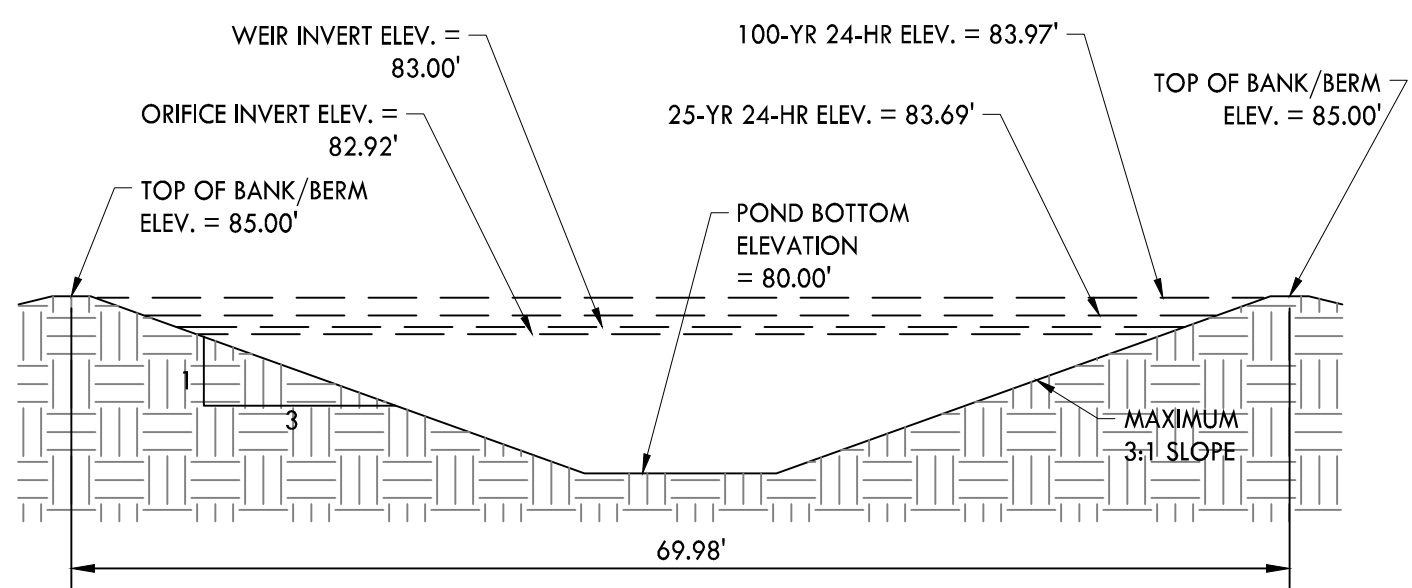
10 CONCRETE BOLLARD
NOT TO SCALE



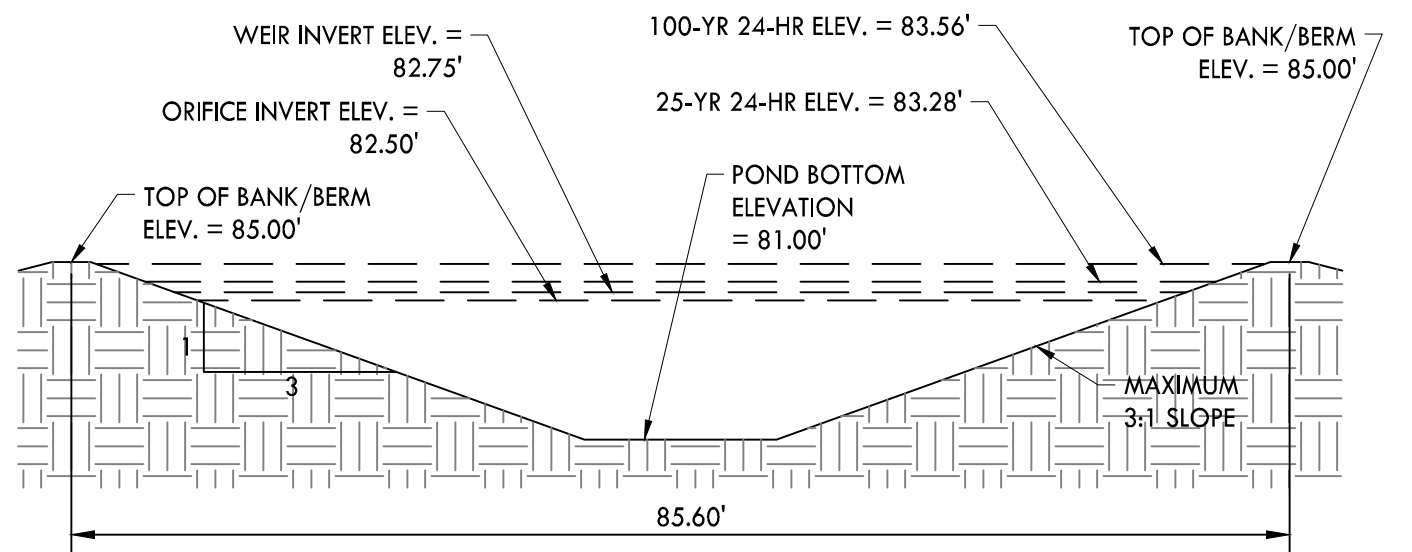
11 DOUBLE CATCH BASIN
NOT TO SCALE



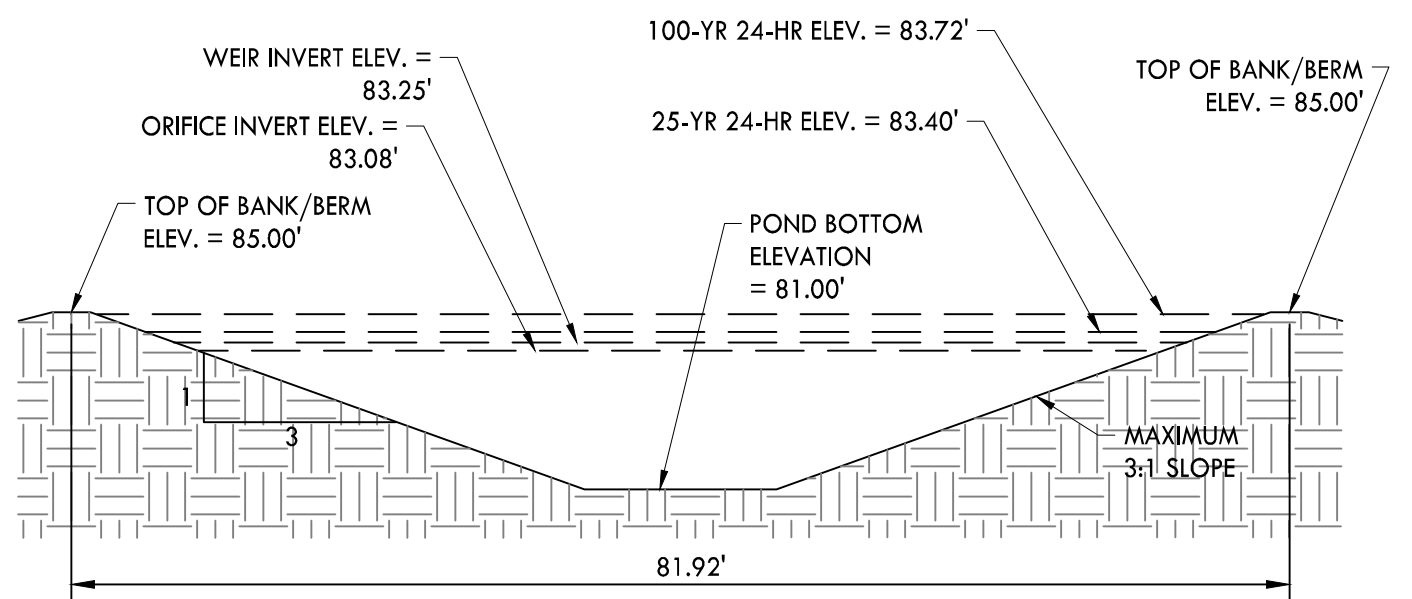
12 STOP SIGN
NOT TO SCALE



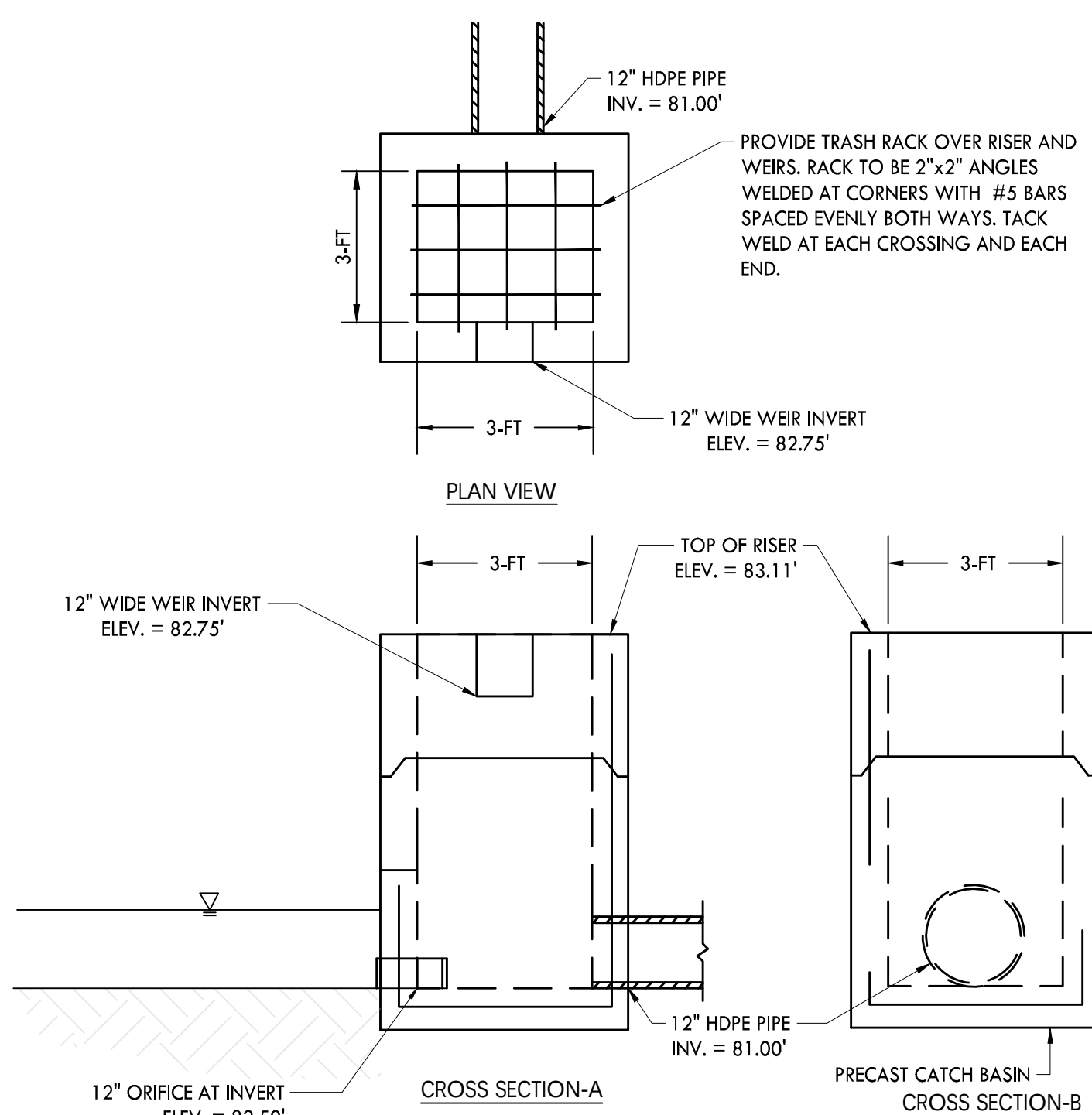
7 NORTHWEST POND CROSS-SECTION
NOT TO SCALE



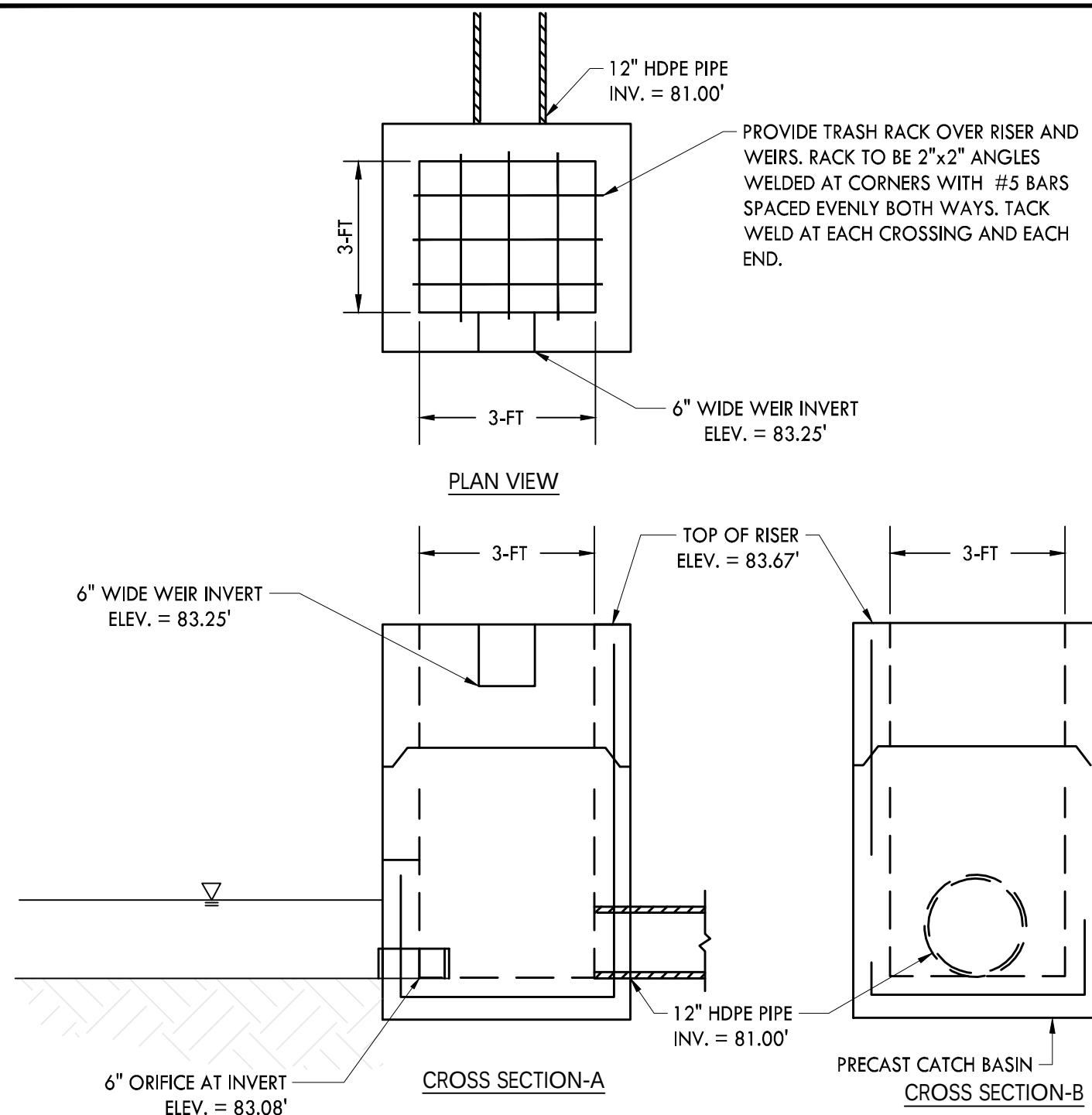
8 SOUTHWEST POND CROSS-SECTION
NOT TO SCALE



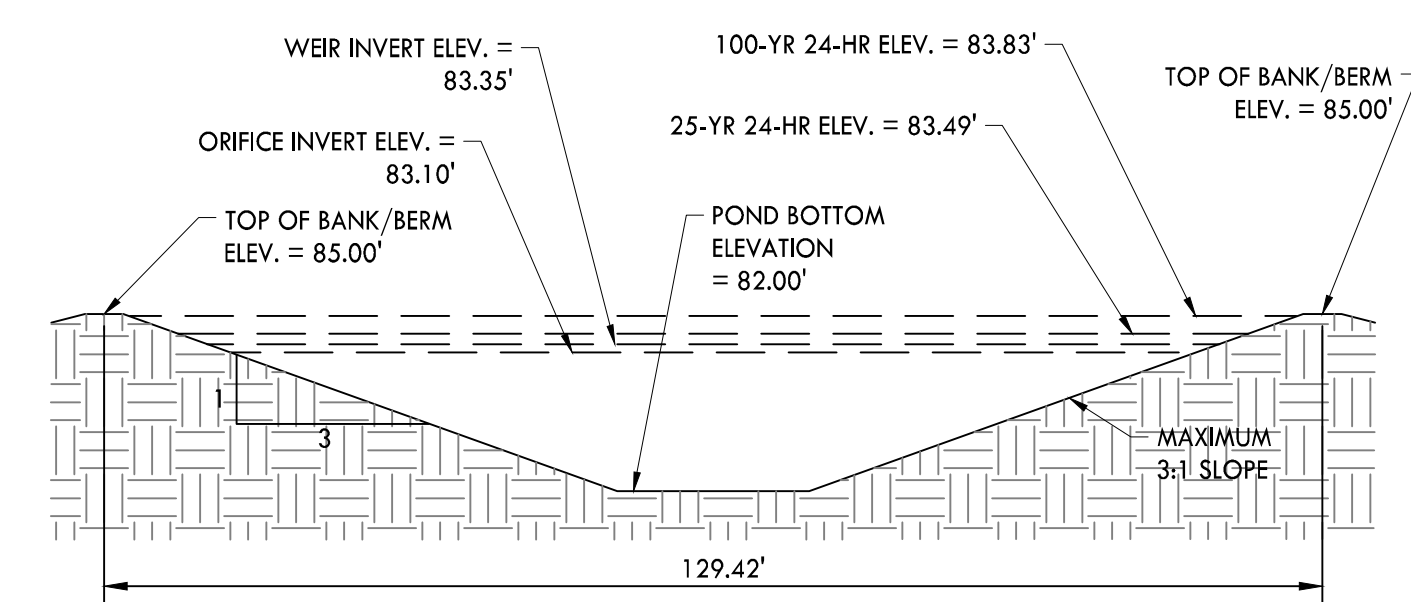
9 SOUTHEAST CROSS-SECTION
NOT TO SCALE



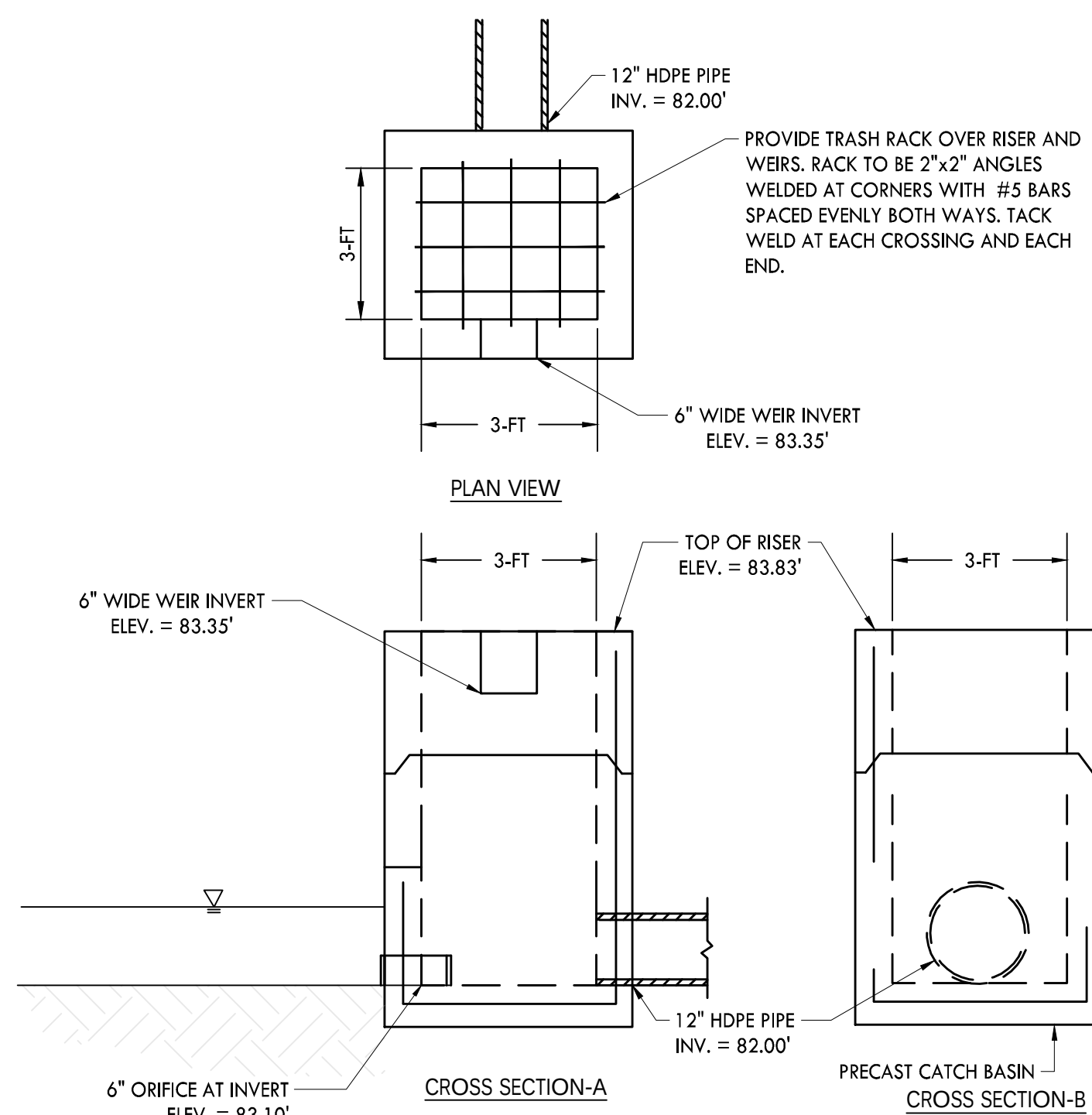
3 SOUTHWEST POND OUTLET STRUCTURE
NOT TO SCALE



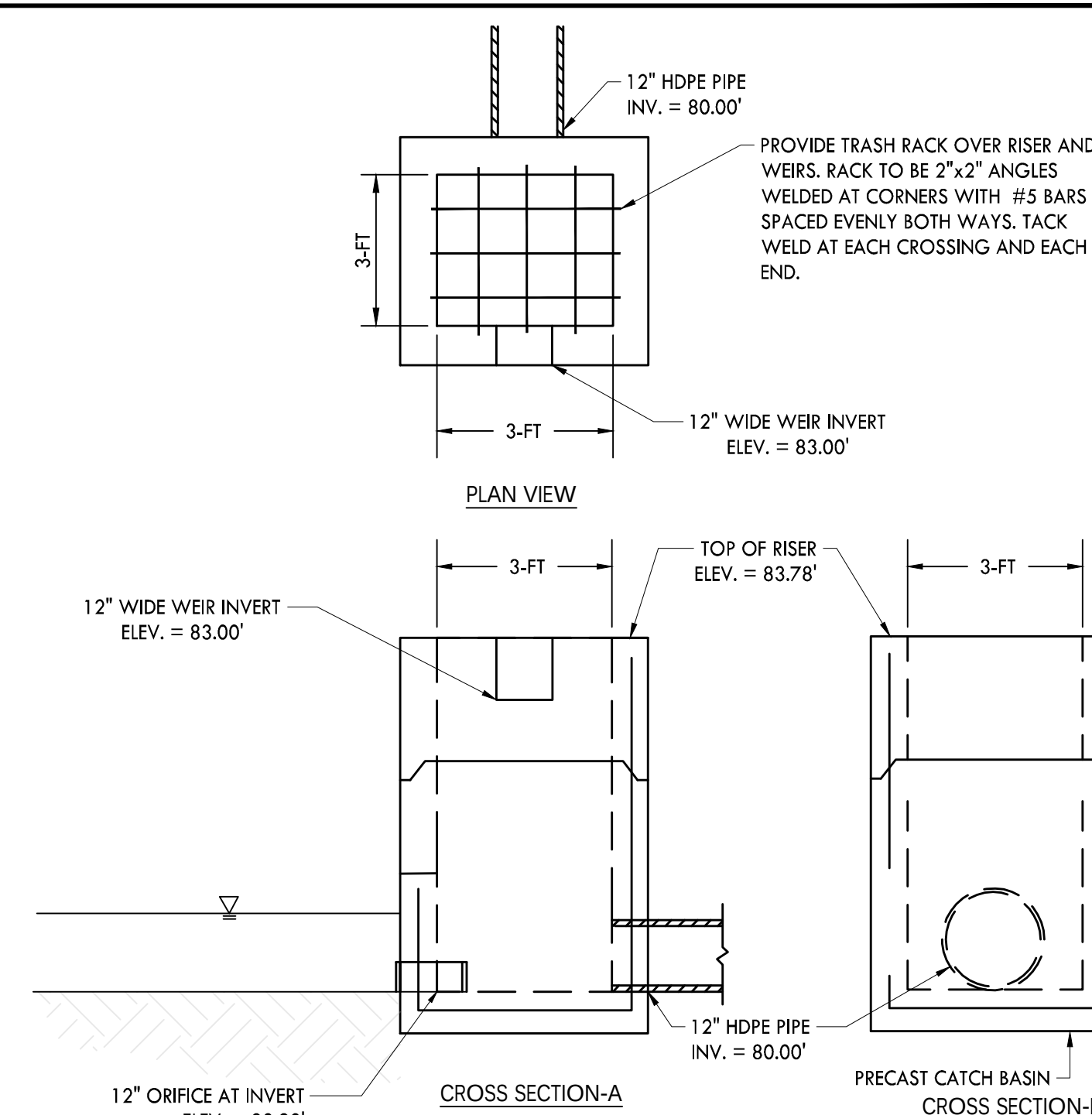
4 SOUTHEAST POND OUTLET STRUCTURE
NOT TO SCALE



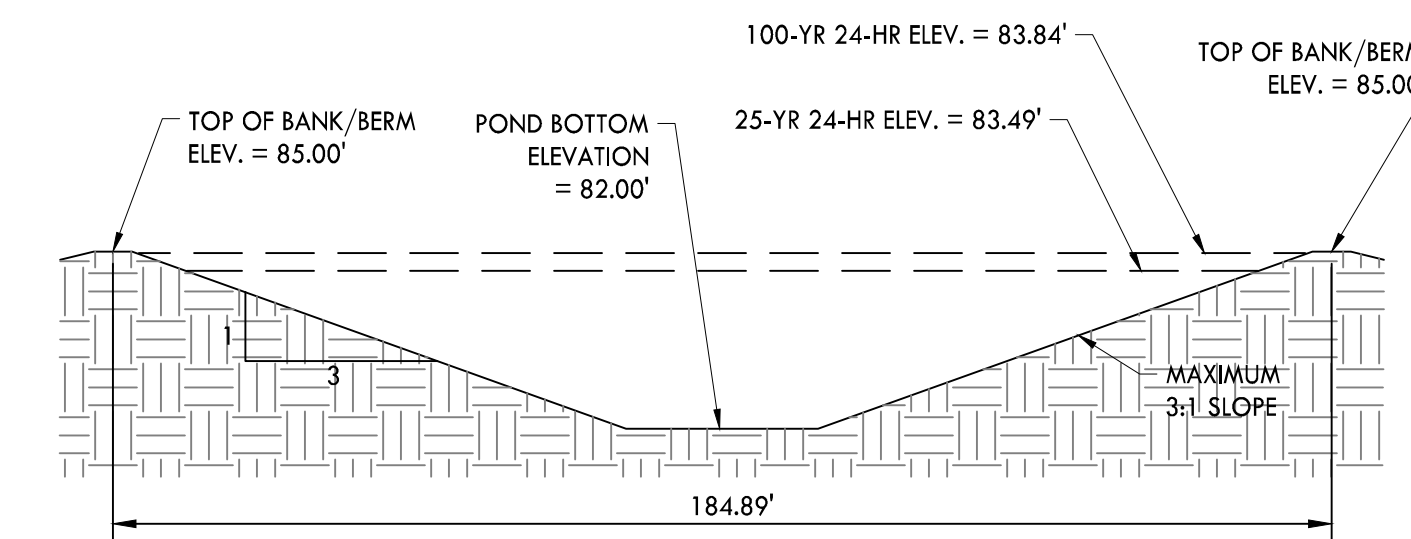
6 EAST POND CROSS-SECTION
NOT TO SCALE



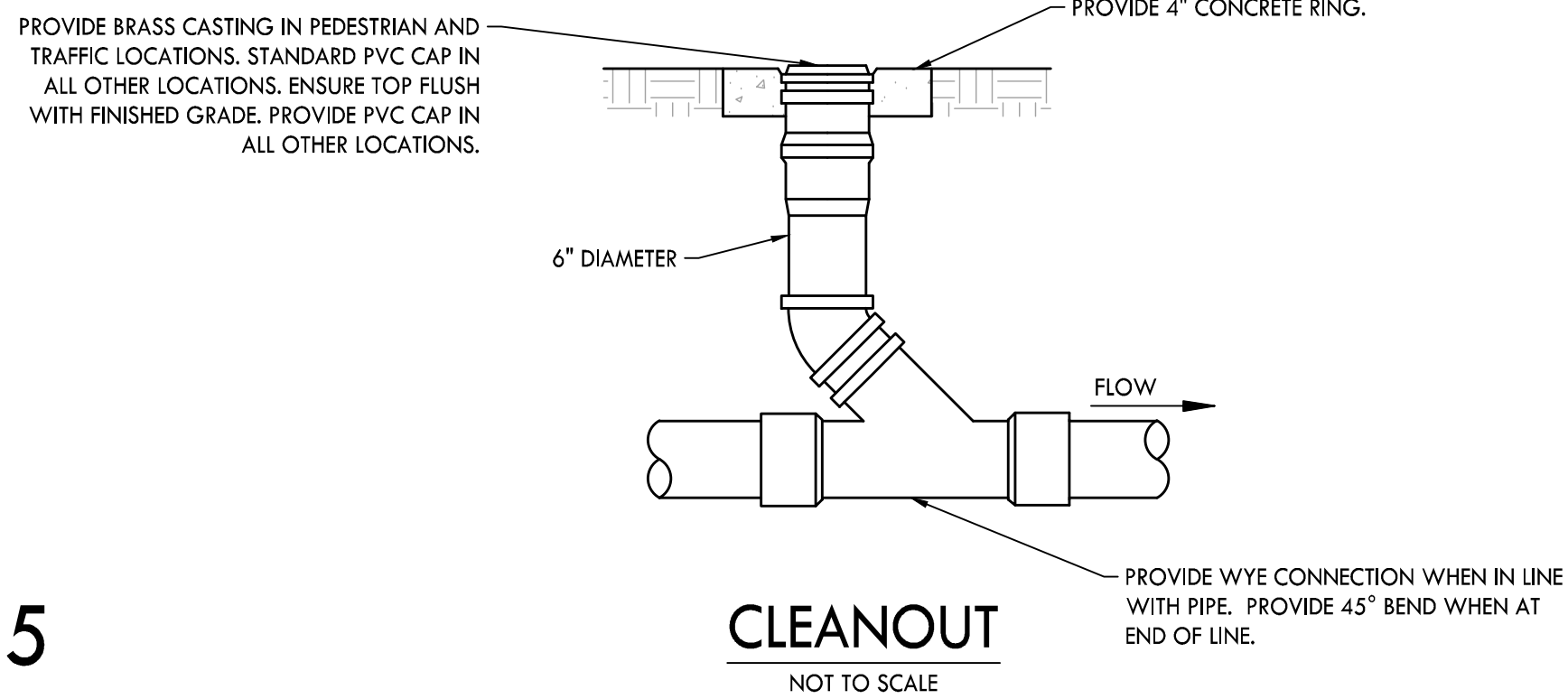
1 EAST POND OUTLET STRUCTURE
NOT TO SCALE



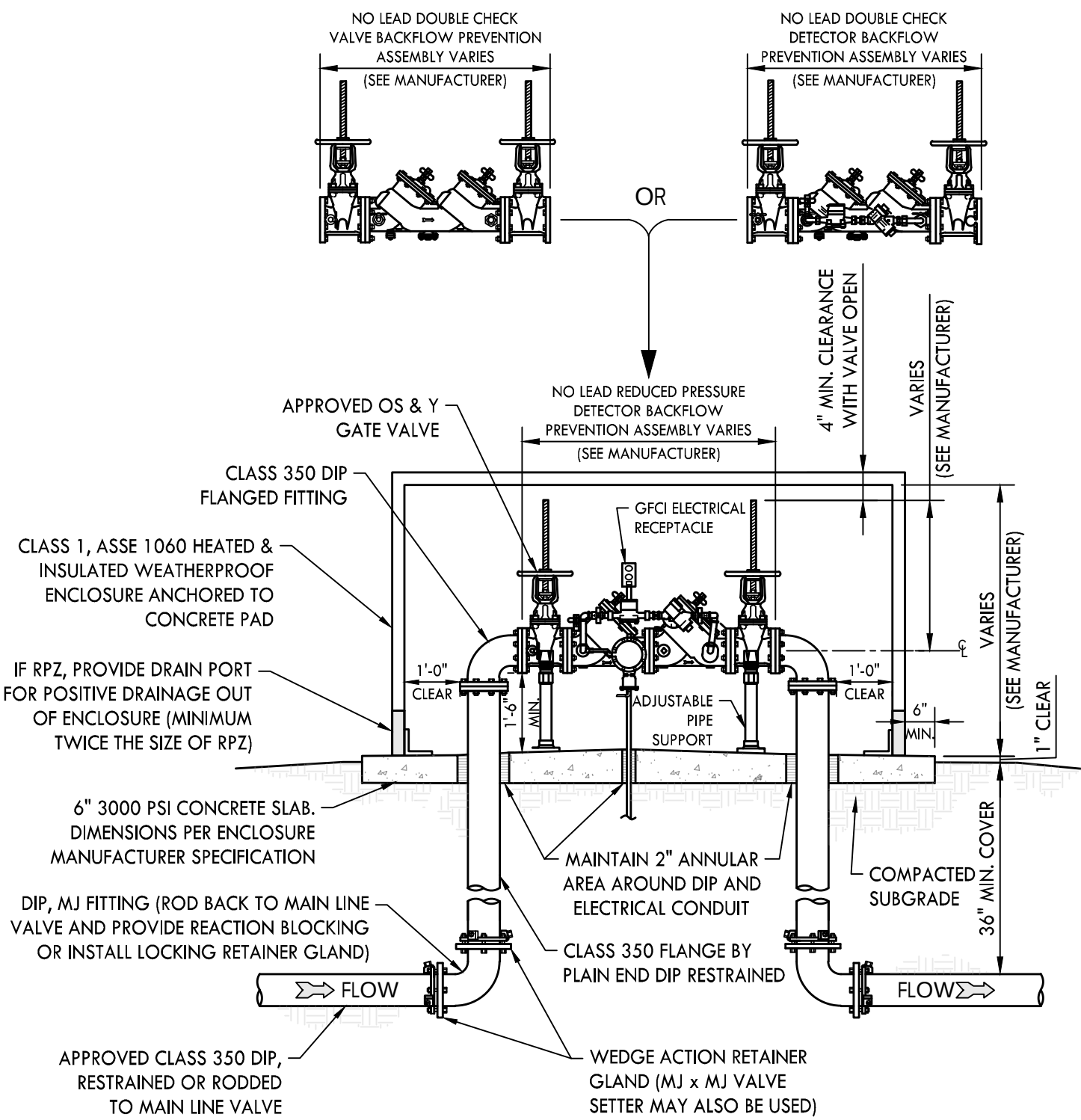
2 NORTHWEST POND OUTLET STRUCTURE
NOT TO SCALE



5 NORTH POND CROSS-SECTION
NOT TO SCALE

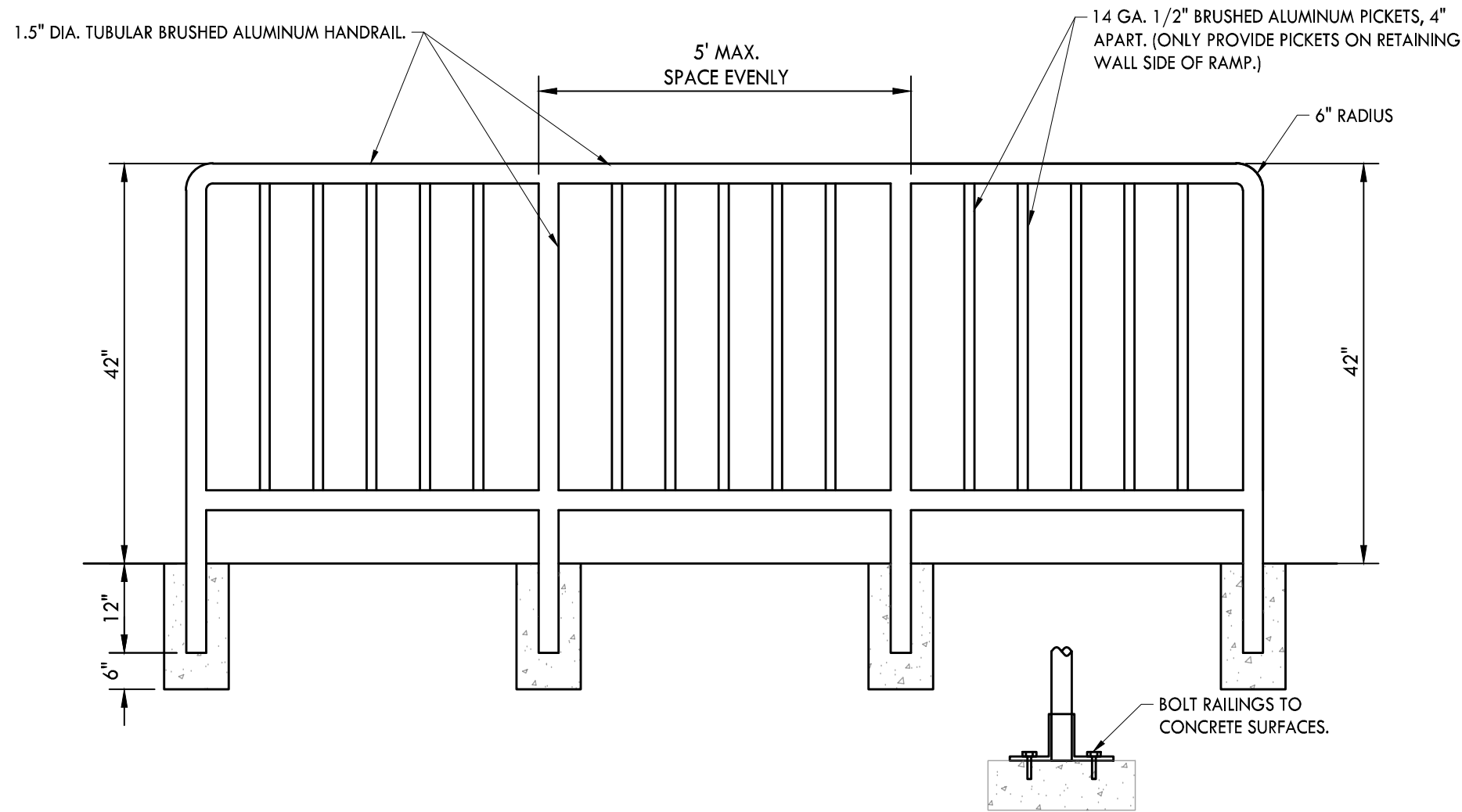


- NOTES:
1. REDUCED PRESSURE PRINCIPLE BACKFLOW PREVENTION ASSEMBLY SHALL COMPLY WITH ASSE 1013 & AWWA C511.
 2. REDUCED PRESSURE DETECTOR BACKFLOW PREVENTION ASSEMBLY SHALL COMPLY WITH ASSE 1047.
 3. DOUBLE CHECK VALVE BACKFLOW PREVENTION ASSEMBLY SHALL COMPLY WITH ASSE 1015 & AWWA C510.
 4. DOUBLE CHECK DETECTOR BACKFLOW PREVENTION ASSEMBLY SHALL COMPLY WITH ASSE 1048.
 5. BACKFLOW ASSEMBLY SHALL BE CENTERED ON CONCRETE PAD AND CENTERED WITHIN ENCLOSURE.
 6. CLASS 1, ASSE 1060 HEATED AND INSULATED WEATHERPROOF ENCLOSURE REQUIRED.
 7. STANDARD 120V GFCI ELECTRICAL RECEPTACLE TO BE INSTALLED IN ACCORDANCE WITH THE N.E.C. ELECTRICAL CODE FOR OUTDOOR OPERATION.
 8. PIPE MATERIAL SHALL BE CLASS 350 DIP APPROVED BY THE TOWN.
 9. INSTALLATION SHALL BE IN COMPLIANCE WITH ALL APPLICABLE TOWN ORDINANCES AND SPECIFICATIONS IN ADDITION TO THE N.C. PLUMBING CODE.
 10. PROPERTY OWNER SHALL BE RESPONSIBLE FOR MAINTENANCE AND OPERATION OF BACKFLOW ASSEMBLY AND COMPLIANCE WITH REPORTING AND TESTING REQUIREMENTS.
 11. ALL "NO LEAD" BRASS COMPONENTS SHALL MEET UNS C89333 AS PER ASTM B584.



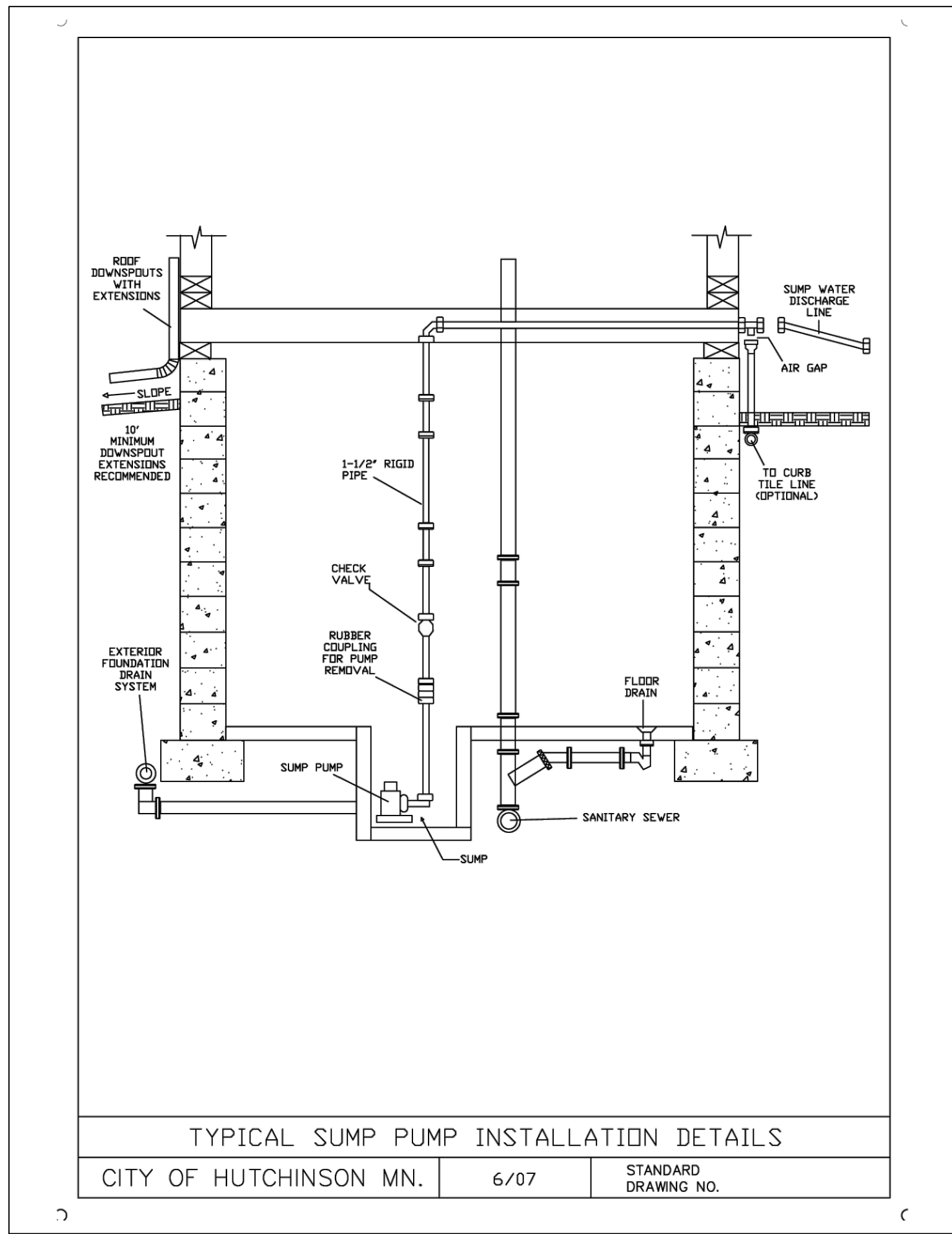
BACKFLOW PREVENTER

NOT TO SCALE

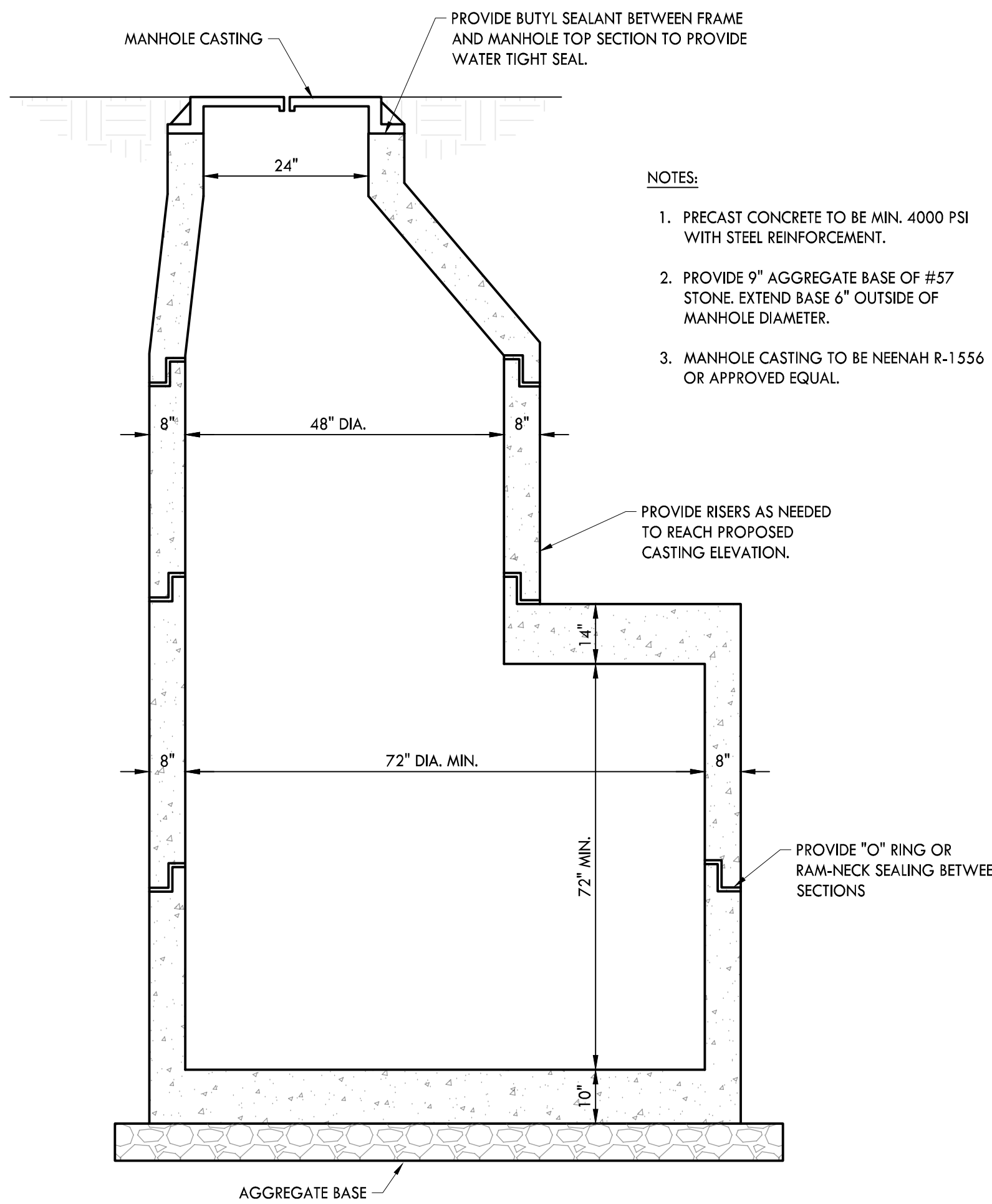


PEDESTRIAN GUARDRAIL

NOT TO SCALE

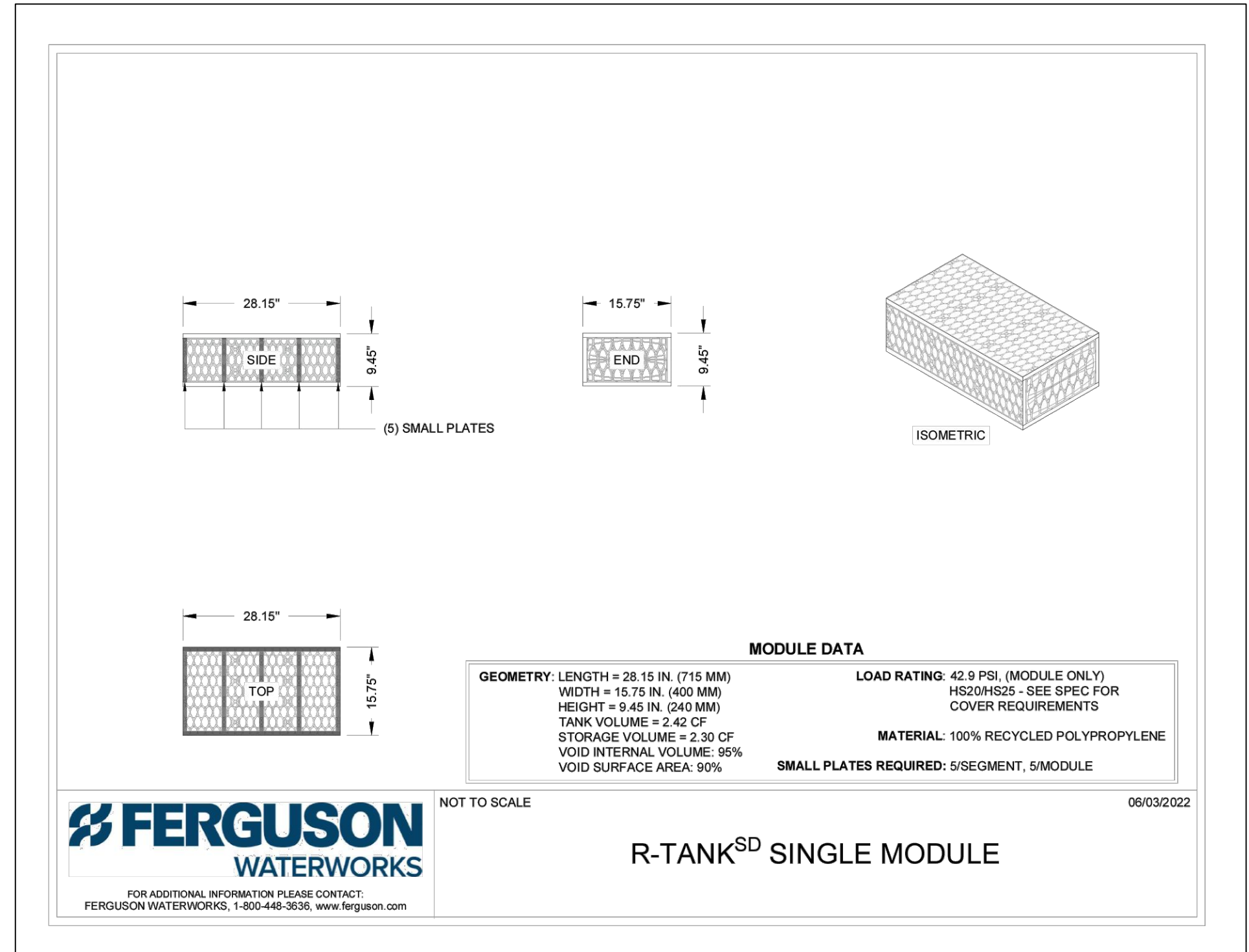


3 SEDIMENT SUMP PUMP



STORMWATER JUNCTION BOX (LARGE DIAMETER)

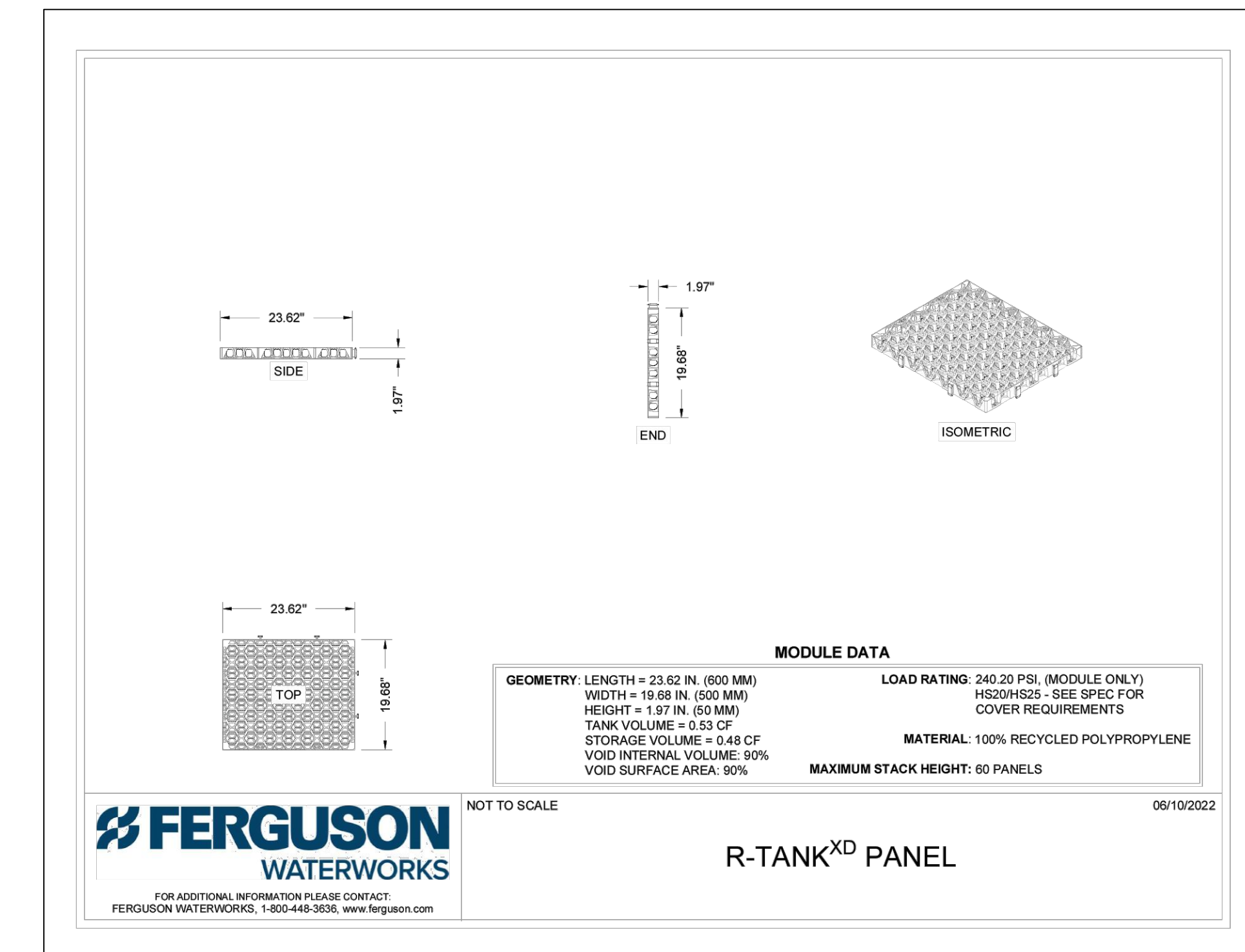
NOT TO SCALE



- NOTES:
1. INSTALL R-TANK UNITS PER MANUFACTURER'S RECOMMENDATIONS.
 2. ENSURE PIPE CONNECTIONS TO R-TANK UNITS IS MADE PER MANUFACTURER RECOMMENDATIONS.

1 UNDERGROUND DETENTION AREA

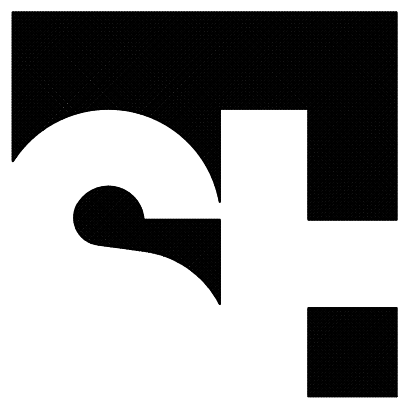
R-TANK MODEL: SD SINGLE MODULE



- NOTES:
1. INSTALL R-TANK UNITS PER MANUFACTURER'S RECOMMENDATIONS.
 2. ENSURE PIPE CONNECTIONS TO R-TANK UNITS IS MADE PER MANUFACTURER RECOMMENDATIONS.

2 UNDERGROUND DETENTION AREA

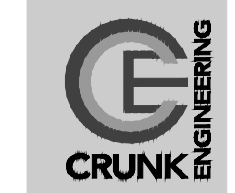
R-TANK MODEL: XD PANEL



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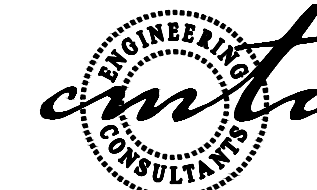
Civil Engineering



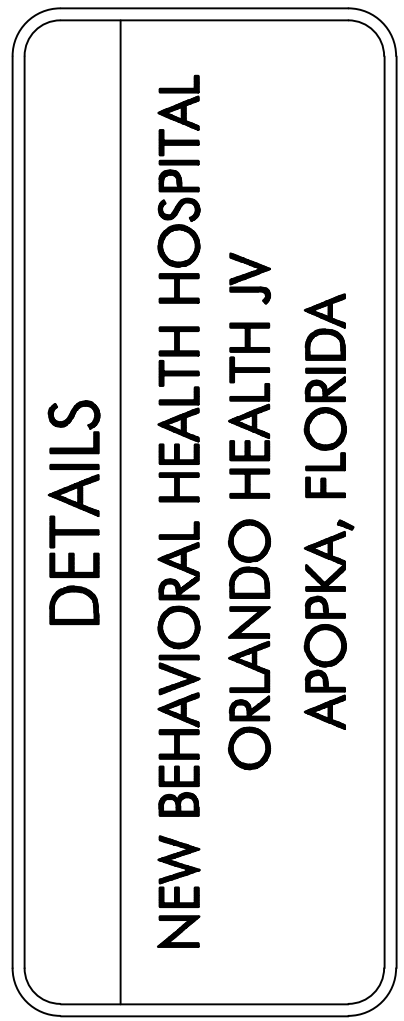
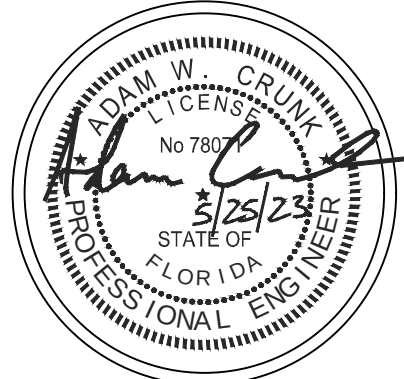
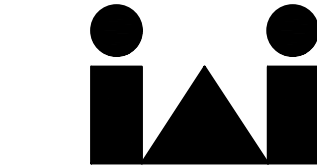
Structural Engineering



Mechanical/Electrical Engineering



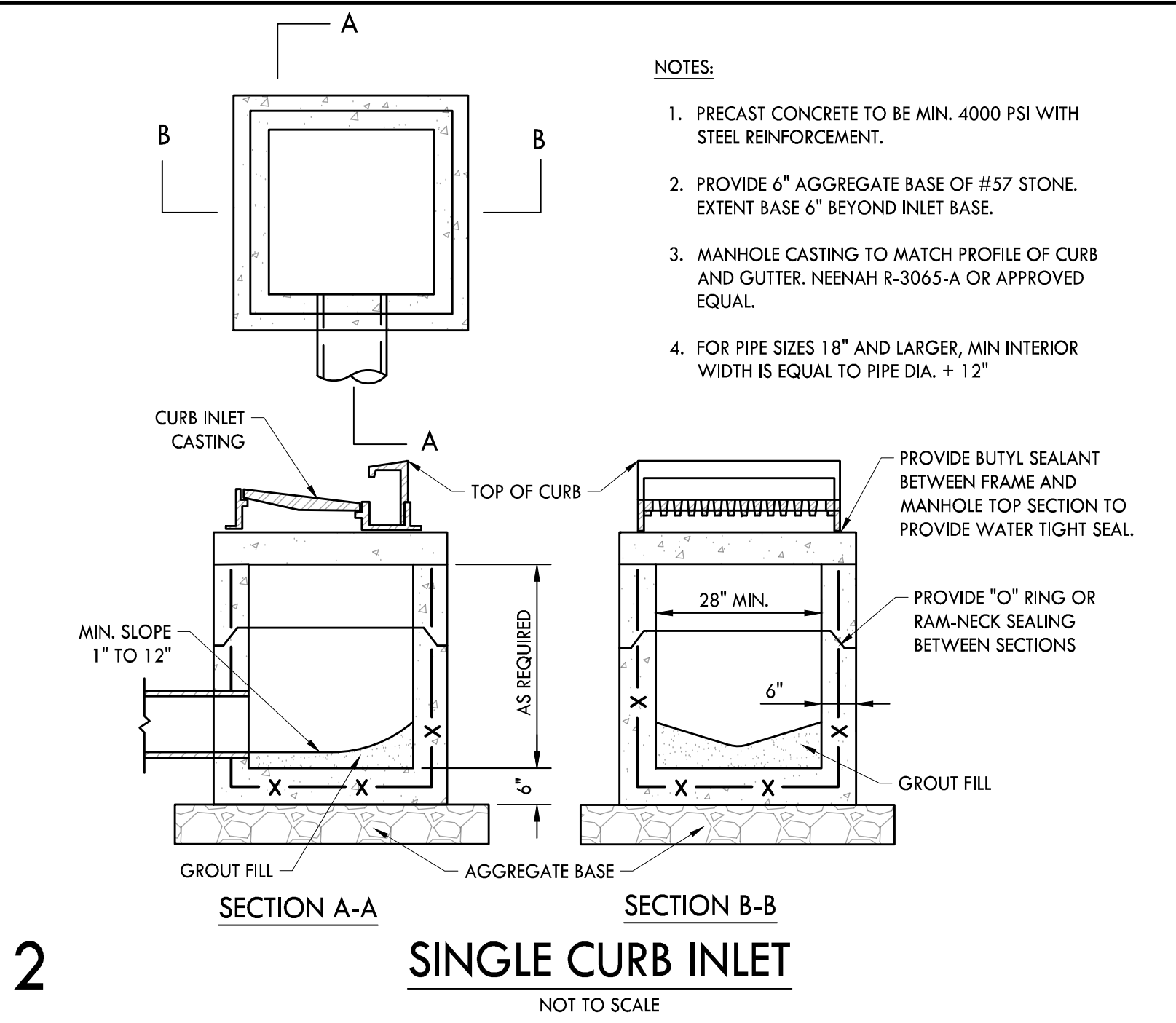
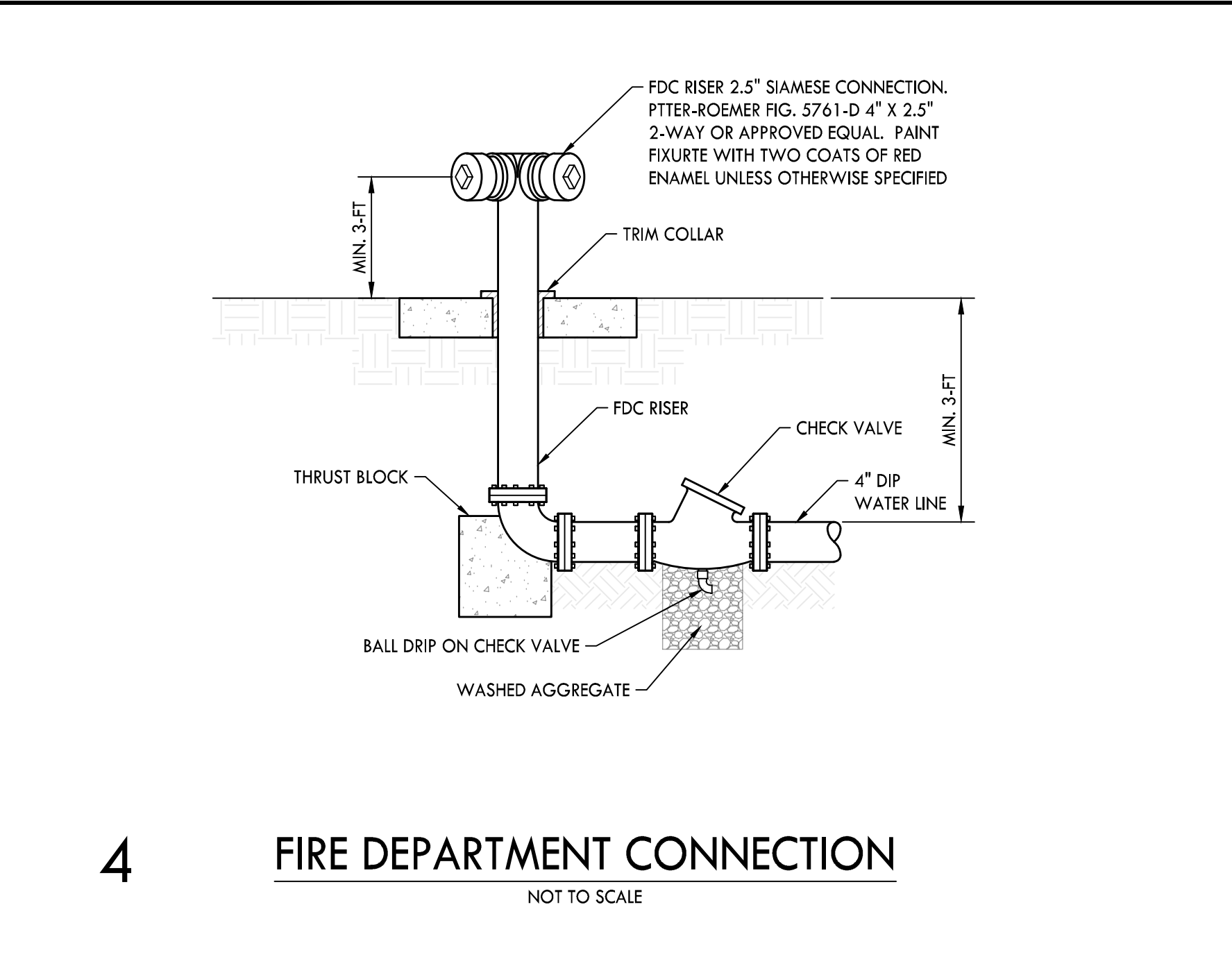
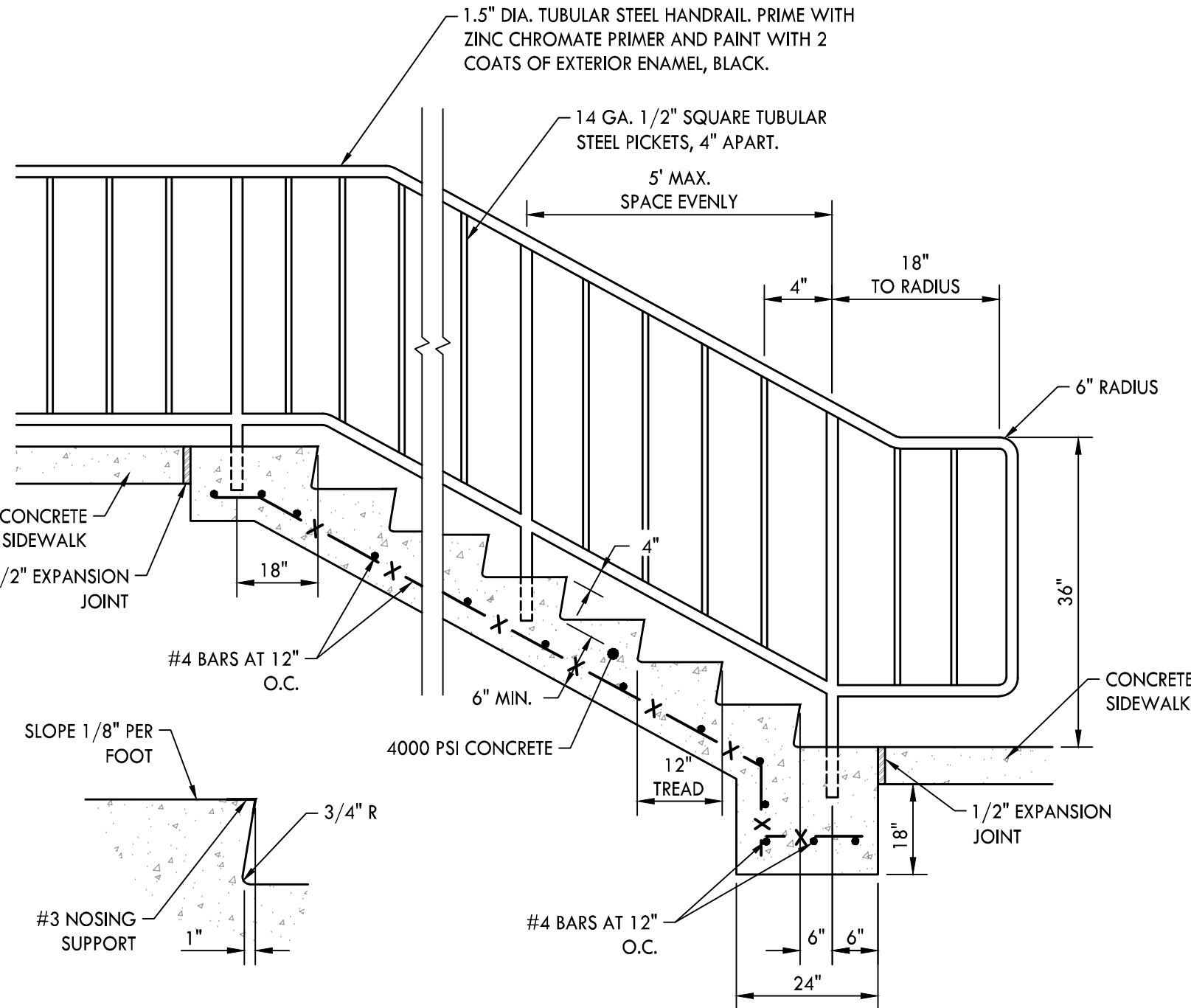
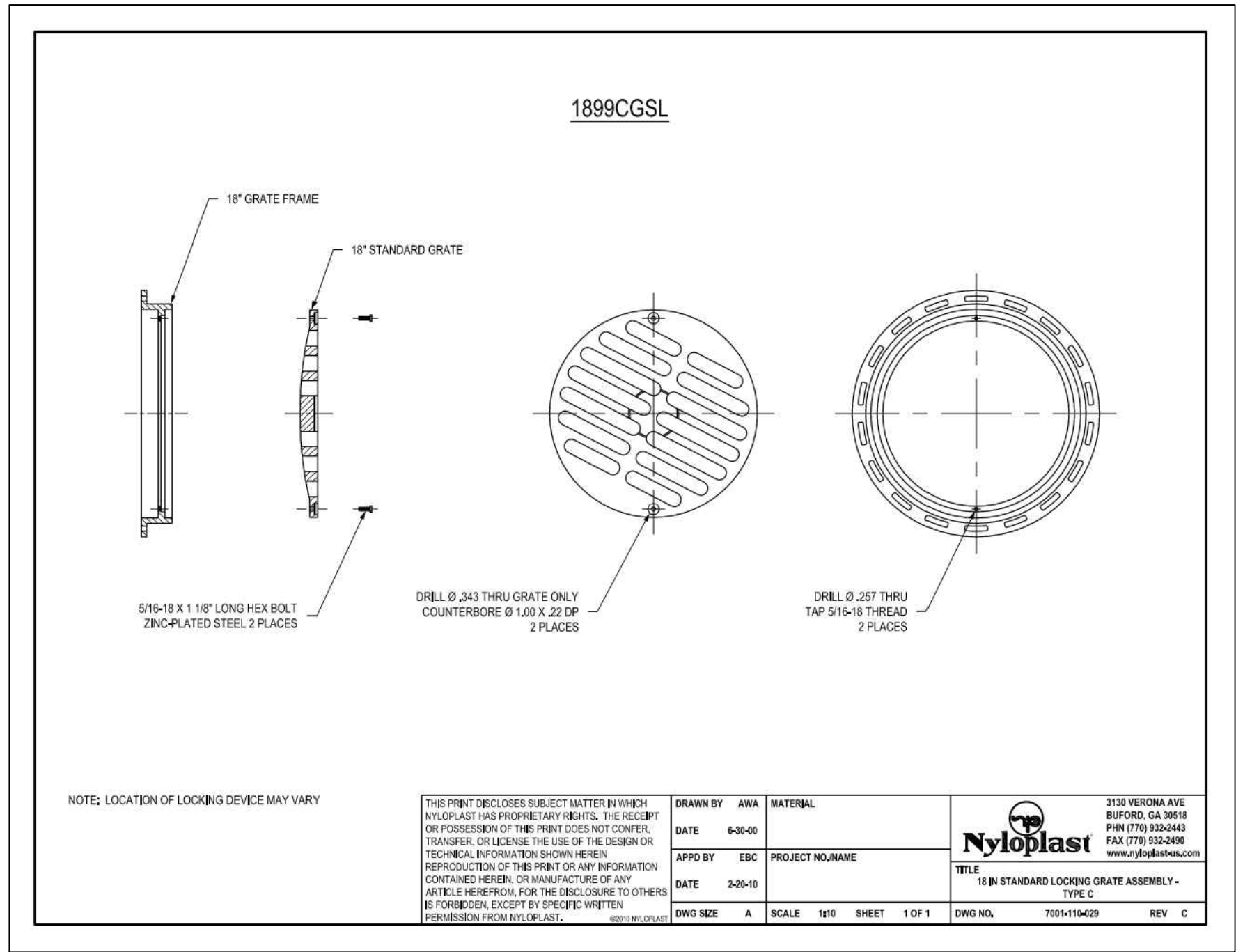
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TREE PROTECTION STANDARDS

- CITY OF APOPKA, FL PART III, ARTICLE 5, SECTION 5.3 CODE OF ORDINANCES
EXISTING TREE CANOPY INVENTORY (CANOPY 10" DBH + UNDERSTORY 4" CAL.)
- EXISTING TREE CANOPY SHALL NOT INCLUDE PROHIBITED TREE SPECIES.
 - EAR TREE (ENTERLOBIUM CYCLACARPUM, CONTORTISILIQUEUM) IS A PROHIBITED PLANT PER APPENDIX C AND CAMPHOR (CINNAMOMUM CAMPHORA) BASED ON UFIFAS.
 - PRESERVED 118" DBH OF SPECIMEN SIZE TREES.

TREE INVENTORY:
(A) TOTAL TREE INCHES ON CURRENT, NON-ALTERED SITE: 2,644"

- (B) TOTAL TREE INCHES TO BE REMOVED: 1,355"
- 122" OF KNOWN INVASIVE TREES (DO NOT QUALIFY)
 - NET TOTAL: 1,233 (1,355" - 122"); INCLUDES 370" OF TREES CLASSIFIED AS SPECIMEN (24" DBH +)

(C) TOTAL TREE INCHES TO BE REPLACED: NONE, SITE IS IN COMPLIANCE

(D) MAXIMUM TREE STOCK AND CALCULATIONS:

- (E) QUANTITY OF SPECIMEN TREES (24" OR GREATER) BEING REMOVED: 370" DBH
- 26" = 1
 - 29" = 1
 - 30" = 2
 - 35" = 1
 - 36" = 5
 - 40" = 1

- (F) SITE CLEARING AREA IN SQUARE FEET AND ACRES:
- 258,296 S.F. OR 5.93 AC.

CANOPY COVER CALCULATIONS FOR DEVELOPMENT AND PROPOSED TREE

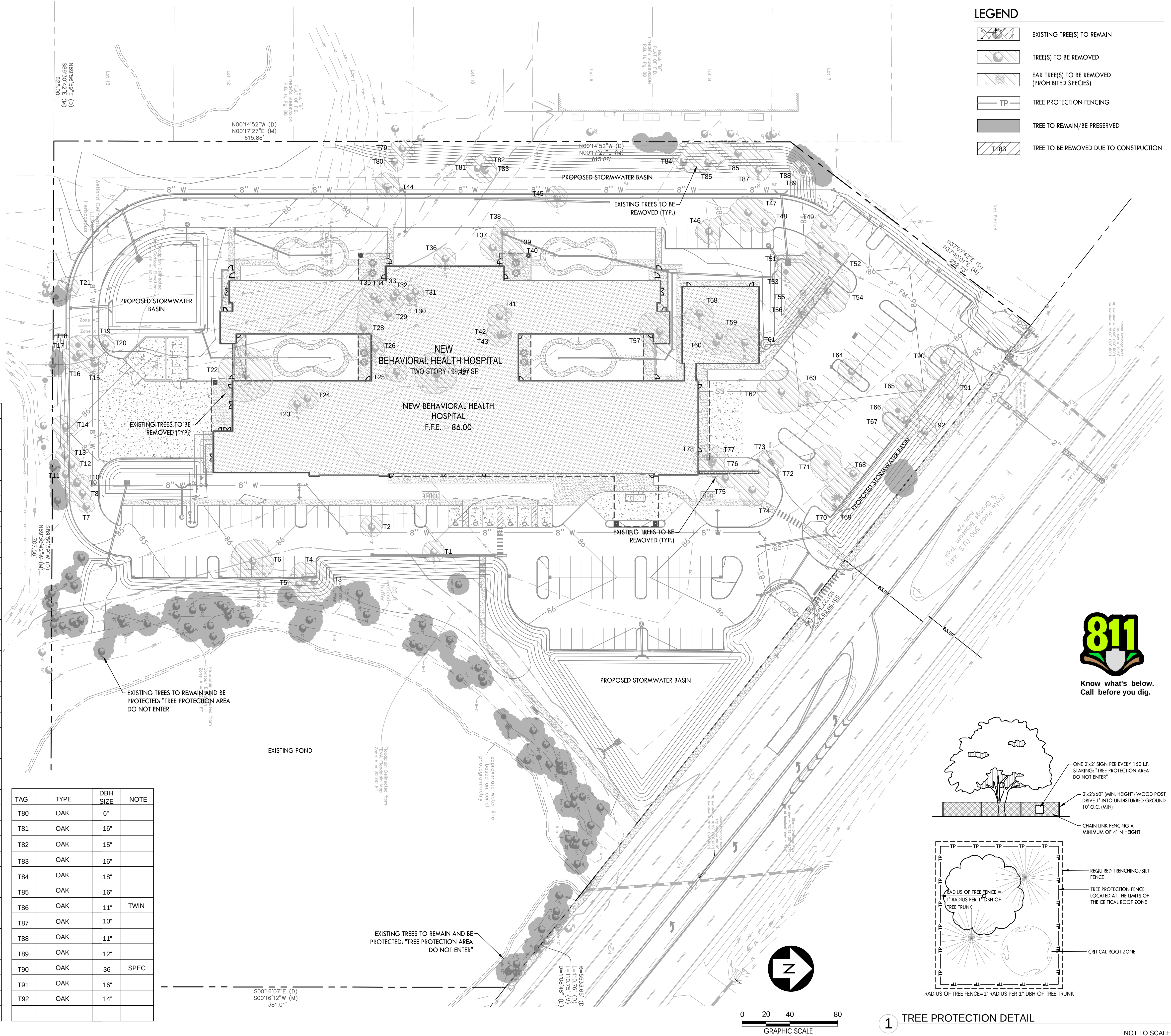
- TOTAL SITE AREA: 441,838 S.F. (10.1 ACRES); SITE ZONING: C-R
- EXISTING TREE CANOPY COVER: 10.81% OF SITE (47,765 S.F.)
- TREE CANOPY RETENTION (20% -10.81% = 9.19% PNTS.
9.19 x 0.05 = 0.46% PNTS.; THEREFORE, 0.46 + 7 = 7.46%
- MIN. REQUIRED % FOR C-R ZONE = 7.46 OF EXISTING TREE COVER OR 0.81% OF THE TOTAL DEVELOPMENT SITE
- TREE CANOPY TO REMAIN: 17,152 S.F. OR 3.88% OF SITE

TREES REMOVED

TAG	TYPE	DBH SIZE	NOTE
T1	OAK	13"	TRIPLE
T2	OAK	13"	TWIN
T3	OAK	30"	SPEC
T4	OAK	15"	
T5	OAK	16"	SPEC
T6	OAK	36"	SPEC
T7	OAK	6"	
T8	OAK	8"	
T9	OAK	12"	
T10	OAK	8"	
T11	OAK	12"	
T12	OAK	6"	
T13	OAK	6"	
T14	OAK	12"	
T15	OAK	14"	
T16	OAK	11"	
T17	OAK	16"	
T18	CAMPHOR	8"	INVASIVE
T19	OAK	8"	
T20	OAK	8"	
T21	OAK	11"	
T22	OAK	40"	SPEC
T23	OAK	6"	TWIN
T24	OAK	10"	
T25	OAK	11"	
T26	OAK	15"	TWIN
T27	OAK	35"	SPEC
T28	OAK	8"	
T29	OAK	8"	
T30	OAK	9"	TWIN
T31	OAK	8"	TWIN
T32	OAK	6"	
T33	OAK	10"	
T34	OAK	11"	
T35	OAK	11"	TWIN
T36	OAK	15"	TRIPLE
T37	OAK	12"	
T38	OAK	13"	
T39	OAK	10"	

T40	OAK	10"	
T41	OAK	13"	QUAD
T42	OAK	10"	
T43	OAK	8"	
T44	OAK	18"	
T45	OAK	13"	TWIN
T46	OAK	15"	TWIN
T47	OAK	19"	
T48	OAK	15"	
T49	OAK	13"	TWIN
T50	OAK	10"	TWIN
T51	CAMPHOR	8"	INVASIVE
T52	CAMPHOR	11"	INVASIVE
T53	CAMPHOR	6"	INVASIVE
T54	OAK	36"	SPEC
T55	EAR TREE	14"	INVASIVE
T56	OAK	26"	SPEC
T57	OAK	30"	SPEC
T58	OAK	18"	TWIN
T59	OAK	12"	
T60	OAK	19"	
T61	OAK	20"	TWIN
T62	OAK	36"	SPEC
T63	CHINA BERRY	10"	TRIPLE
T64	OAK	19"	
T65	OAK	16"	
T66	CAMPHOR	19"	INVASIVE
T67	OAK	36"	SPEC
T68	OAK	8"	
T69	PALM	14"	
T70	PALM	12"	
T71	EAR TREE	30"	INVASIVE
T72	CAMPHOR	13"	INVASIVE
T73	CAMPHOR	13"	INVASIVE
T74	OAK	29"	SPEC
T75	OAK	8"	
T76	OAK	14"	
T77	OAK	14"	
T78	OAK	10"	
T79	OAK	10"	

TAG	TYPE	DBH SIZE	NOTE
T80	OAK	6"	
T81	OAK	16"	
T82	OAK	15"	
T83	OAK	16"	
T84	OAK	18"	
T85	OAK	16"	
T86	OAK	11"	TWIN
T87	OAK	10"	
T88	OAK	11"	
T89	OAK	12"	
T90	OAK	36"	SPEC
T91	OAK	16"	
T92	OAK	14"	

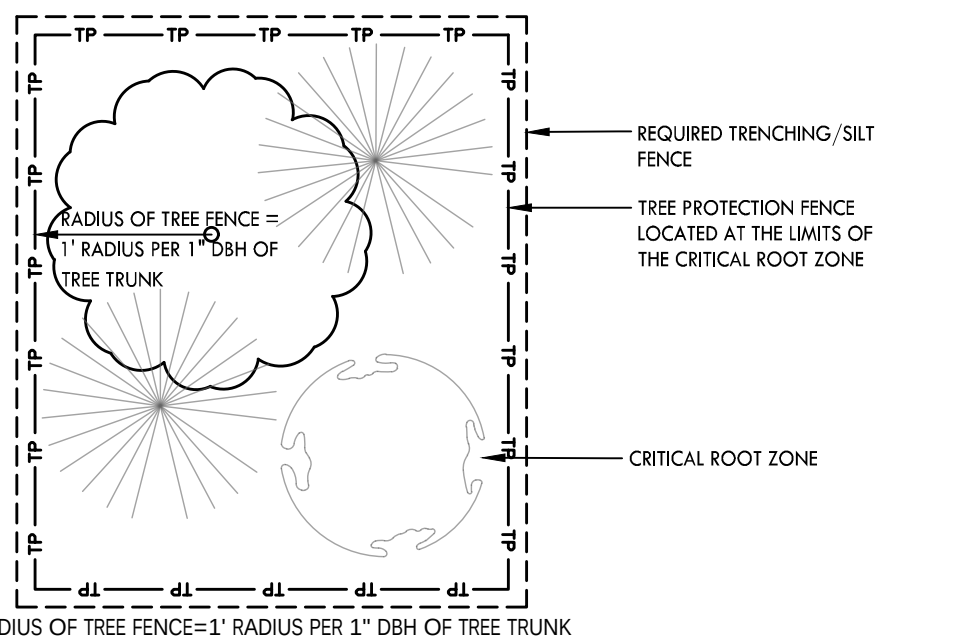
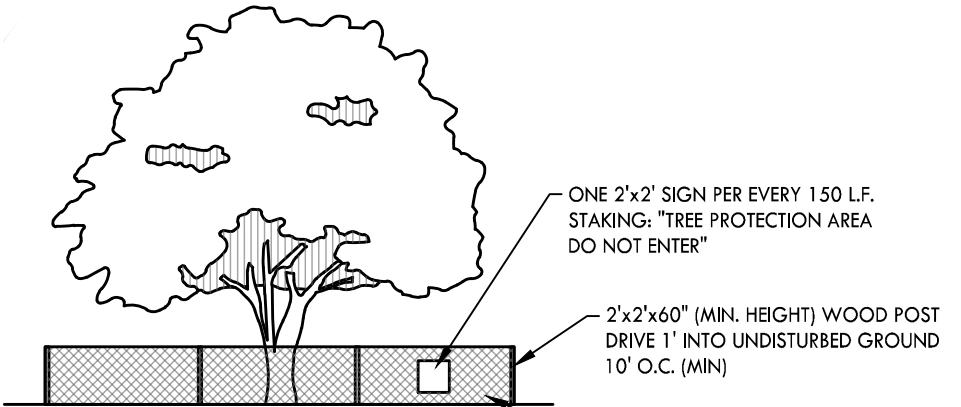


LEGEND

- EXISTING TREE(S) TO REMAIN
- TREE(S) TO BE REMOVED
- EAR TREE(S) TO BE REMOVED (PROHIBITED SPECIES)
- TP TREE PROTECTION FENCING
- TREE TO REMAIN/BE PRESERVED
- T183 TREE TO BE REMOVED DUE TO CONSTRUCTION



Know what's below.
Call before you dig.



1 TREE PROTECTION DETAIL

NOT TO SCALE

CRUNK ENGINEERING LLC

7112 CROSSROADS BOULEVARD
SUITE 201
BRENTWOOD, TN 37027
(615) 873-1795
WWW.CRUNKENG.COM



NEW BEHAVIORAL HEALTH HOSPITAL
ORLANDO HEALTH JV

APOPKA, FLORIDA

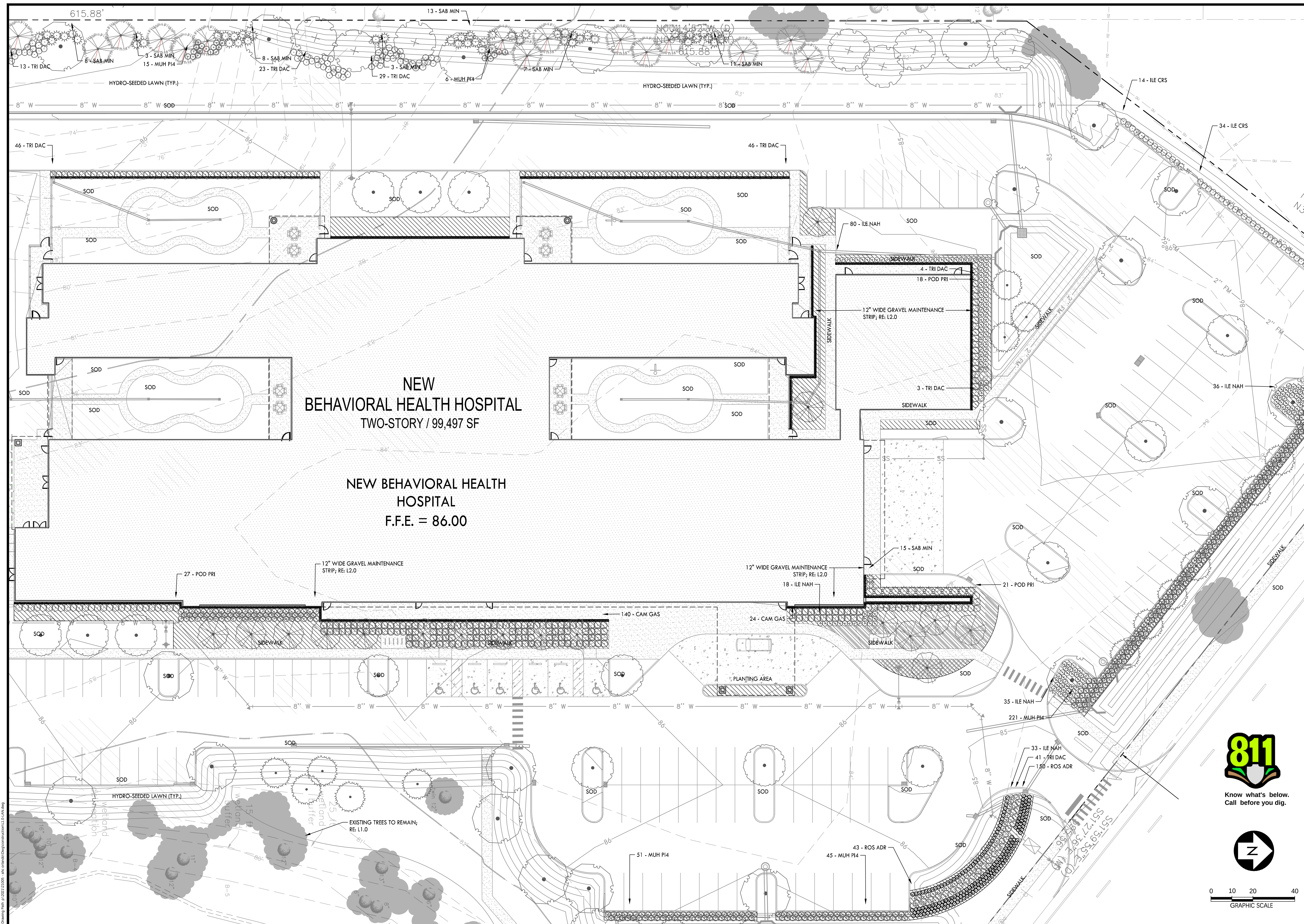
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L1.0

TREE SURVEY &
INVENTORY



NEW
BEHAVIORAL HEALTH HOSPITAL
TWO-STORY / 99,497 SF

NEW BEHAVIORAL HEALTH
HOSPITAL
F.F.E. = 86.00

F.F.E. = 86.00

CRUNK ENGINEERING LLC
7112 CROSSROADS BOULEVARD
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BRENTWOOD, TN 37027
(615) 873-1795
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NEW BEHAVIORAL HEALTH HOSPITAL
ORLANDO HEALTH JV
APOPKA, FLORIDA

APOPKA, FLORIDA

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02/27/2023 21005

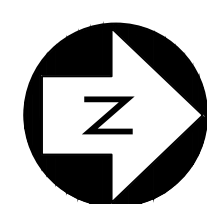
L1.2

DETAILED PLANTING PLAN

DETAILED PLANTING PLAN



Know what's below.
Call before you dig.



A horizontal scale bar with tick marks at 0, 10, 20, and 40. The bar is divided into segments: a thick black segment from 0 to 10, a thin white segment from 10 to 20, and a thick black segment from 20 to 40. The text "GRAPHIC SCALE" is centered below the bar.

GENERAL LANDSCAPE NOTES:

- GRASS OR GROUND COVER SHALL BE PLANTED ON ALL PORTIONS OF THE LANDSCAPE BUFFER AREA (LBA) NOT OCCUPIED BY OTHER LANDSCAPE MATERIAL.
- THE GROUND PLANE OF ALL INTERIOR LANDSCAPE AREAS SHALL BE PLANTED USING EITHER SHRUBS, GROUND COVER, OR TURF.
- EXISTING TREES AND PLANT MATERIAL ARE BEING USED TO MEET LANDSCAPE CODE REQUIREMENTS. IF ANY TREES OR SCREENING VEGETATION DIE OR ARE REMOVED THEY WILL BE REPLACED AS PER THE LANDSCAPE CODE REQUIREMENTS.
- IT WILL BE THE RESPONSIBILITY OF THE PROPERTY OWNER TO PERPETUALLY MAINTAIN ALL LANDSCAPE AREAS AND ASSOCIATED PLANT MATERIAL REQUIRED UNDER LAND DEVELOPMENT CODE REGULATIONS. THE PROPERTY OWNER SHALL ALSO BE RESPONSIBLE FOR MAINTAINING ASSOCIATED VEGETATION AND DRAINAGE SYSTEM WITHIN THE STORMWATER BASINS.
- ALL UNHEALTHY OR DEAD PLANT MATERIAL SHALL BE REPLACED WITHIN ONE YEAR, OR BY THE NEXT PLANTING PERIOD, WHICHEVER COMES FIRST, WHILE OTHER DEFECTIVE PLANT MATERIAL SHALL BE REPLACED OR REPAIRED WITHIN THREE (3) MONTHS.
- ALL PLANT MATERIAL LOCATED WITHIN A UTILITY EASEMENT THAT IS DAMAGED OR REMOVED DUE TO WORK REQUIRED BY THE UTILITY COMPANY SHALL BE IMMEDIATELY REPLACED BY THE OWNER IN ACCORDANCE WITH LAND DEVELOPMENT CODE CHAPTER 10 REQUIREMENTS.
- STREET TREES SHALL BE PLANTED IN A MANNER THAT DOES NOT AFFECT PUBLIC SAFETY AND MAINTAINS PROPER SIGHT DISTANCES.
- ALL SERVICE STRUCTURES SHALL BE SCREENED IN ACCORDANCE WITH LOCAL ZONING ORDINANCE/GOVERNING AGENCY. SERVICE STRUCTURES INCLUDE BUT ARE NOT LIMITED TO: PROPANE TANKS, DUMPSTERS, HVAC UNITS, ELECTRIC TRANSFORMERS, TELECOM BOXES, ETC.
- CONTRACTOR SHALL COORDINATE ANY UTILITY, SIDEWALK, OR GRADE CHANGES WITH LANDSCAPE ARCHITECT PRIOR TO BED PREPARATION, IRRIGATION, OR PLANTING INSTALLATION.
- IRRIGATION WILL BE PROVIDED ON A DESIGN-BUILD BASIS. THIS IRRIGATION SYSTEM SHALL BE DESIGNED TO PROVIDE ADEQUATE WATERING OF THE PROPOSED PLANT MATERIAL AND LAWN AREAS. THE SYSTEM SHALL CONSIST OF SEVERAL WATERING ZONES CONTROLLED BY A CENTRAL TIMER WITH EITHER POP-UP AND ROTATING IRRIGATION HEADS OR A DRIP LINE SYSTEM. THE PROPOSED SYSTEM SHALL BE INSTALLED PRIOR TO PLANTING. (IF APPLICABLE)
- AN AUTHORIZED INSPECTOR OR LOCAL AGENCY OFFICIAL SHALL HAVE THE RIGHT TO ENTER ONTO ANY PROPERTY TO INSPECT THE HEALTH AND GENERAL CONDITION OF PLANT MATERIAL THAT IS; LOCATED IN THE RIGHT OF WAY; PART OF AN APPROVED DEVELOPMENT/LANDSCAPE PLAN; OR REPORTED AS A PUBLIC HAZARD.
- LANDSCAPE ARCHITECT SHALL INSPECT AND CERTIFY THAT ALL REQUIRED LANDSCAPING, INCLUDING SCREEN FENCING, HAS BEEN INSTALLED OR PLANTED AS SHOWN ON THE APPROVED LANDSCAPE PLAN.
- LANDSCAPE PLANTINGS MUST BE INSTALLED PRIOR TO OCCUPANCY OF THE SITE OR AT THE NEXT AVAILABLE PLANTING SEASON. THESE PLANTINGS ARE TO BE MAINTAINED THEREAFTER.

PLANT MAINTENANCE

- THE LANDSCAPE CONTRACTOR SHALL PROVIDE OWNER WITH WRITTEN INSTRUCTIONS ON THE PROPER CARE OF ALL SPECIFIED PLANT MATERIALS PRIOR TO FINAL PAYMENT.
- CONTRACTOR TO WARRANTY ALL MATERIAL FOR 2 YEARS AFTER DATE OF FINAL ACCEPTANCE.
- ALL UNHEALTHY OR DEAD PLANT MATERIAL SHALL BE REPLACED WITHIN ONE YEAR, OR BY THE NEXT PLANTING PERIOD, WHICHEVER COMES FIRST. OTHER DEFECTIVE PLANT MATERIAL SHALL BE REPLACED OR REPAIRED WITHIN THREE (3) MONTHS.

MULCHING

- ALL PLANTING BEDS OR MULCH BEDS SHALL HAVE WEEDS REMOVED PRIOR TO THE INSTALLATION OF MULCH.
- ALL PLANTING BEDS SHALL HAVE A MINIMUM OF 3" DEPTH OF AGED SHREDDED HARDWOOD BARK MULCH OR A MINIMUM OF 4" DEEP PINE STRAW MULCH.
- CONTRACTORS SHALL PROVIDE SMOOTH, NEATLY TRENCHED (3 INCH DEEP) BED EDGES.
- MULCH SHALL NOT CONTACT OUTER BARK AT BASE OF TREES. PULL BACK MULCH 3-4" FROM TRUNK.

PLANT MATERIALS

- THE LANDSCAPE CONTRACTORS SHALL VERIFY ALL MATERIAL QUANTITIES. IN THE EVENT OF A DISCREPANCY, THE QUANTITIES SHOWN ON THE PLAN WILL TAKE PRECEDENCE.
- ALL PLANT MATERIALS TO BE NURSERY GROWN AND TO COMPLY WITH THE AMERICAN STANDARDS FOR NURSERY STOCK; ANSI - LATEST EDITION FOR SIZE AND QUALITY.
- ALL PLANT MATERIAL SHALL BE A MINIMUM OF 'FLORIDA NUMBER ONE' AS DEFINED IN THE MOST CURRENT EDITION OF THE GRADES AND STANDARDS FOR NURSERY PLANTS, PART I AND II, PUBLISHED BY THE FLORIDA DEPARTMENT OF AGRICULTURE AND CONSUMER SERVICES. PLANTS THAT ARE INFERIOR OR DAMAGED WILL NOT BE ACCEPTED.
- THE PLANTS DELIVERED TO THE PROJECT SITE SHALL BE PLANTED AS SOON AS SITE CONDITIONS PERMIT. TAKE CARE IN SCHEDULING PLANT DELIVERIES AND THE SIZE OF DELIVERIES SO THAT LONG PERIODS OF STORAGE ARE AVOIDED. ADEQUATELY PROTECT PLANTS PLACED IN TEMPORARY STORAGE FROM THE SUN AND WIND; WATER PLANTS SO AS TO MAINTAIN THEIR APPEARANCE AND HEALTH. PLANTS THAT HAVE NOT BEEN PROPERLY MAINTAINED DURING TEMPORARY STORAGE MAY BE REJECTED BY THE LANDSCAPE ARCHITECT.
- ALL TREES SHALL BE FIRST QUALITY REPRESENTATIVES OF THEIR SPECIES AND SHALL MEET ALL REQUIREMENTS OTHERWISE STIPULATED. THE LANDSCAPE ARCHITECT RESERVES THE RIGHT TO REJECT PLANTED MATERIAL IN THE FIELD, AT THE GROWING SITE OR ON THE JOB SITE.

GENERAL TREE PRESERVATION/PROTECTION NOTES

- Construction fencing shall be erected when off-site trees or tree canopy exists within 3' of a common property line. Construction fencing shall be erected at the edge of the limits if disturbance area, prior to any grading or construction activities - preventing compaction of existing root systems of trees to be preserved and off-site trees. The fencing shall enclose the entire area beneath the drip line of the tree canopy and shall remain in place until all construction is completed. No parking, material storage or construction activities are permitted within the protected area.
- Construction fencing shall be elected at the edge of the limits of disturbance area, prior to any grading or construction activities. The fencing shall in place until all construction is completed. No parking, material storage, or construction activities shall be permitted within the fenced area.
- Construction fencing shall to erected prior to any grading or construction activities - preventing compaction of root systems of trees to be preserved. The fencing shall enclose the area beneath the dripline of the tree canopy and shall remain in place until all construction is completed. No parking, material storage, or construction activities shall be permitted within the fenced area.
- Prior to site disturbance or construction activities a site inspection by staff or designee shall be scheduled to confirm and verify the Tree Preservation/Protection Fencing and Signage is installed and correctly placed.
- The contractor shall post signage on the Tree Preservation/Protection Fencing and Construction Fencing identifying the enclosed area as Tree Preservation/Protection Area. The signs shall include the following text: STAY OUT TREE PRESERVATION / PROTECTION AREA "NO equipment, materials, or vehicles shall be stored or placed within the area enclosed by this 'Tree Preservation/Protection' Fence. This fence may not be removed without the approval of the local agency at completion of project. Failure to comply will result in fines and tree mitigation. Report non-compliance to local authorities or landscape architect.
- The Tree Preservation/Protection Area signage shall be posted every 50 feet along the Tree Preservation Fence. The signs shall be a minimum size of 8" X 10" and weather resistant. If the signs are damaged or faded, they shall be replaced within 10 working days or 2 weeks.
- The original stamped copy of the approved Tree Preservation Plan shall be present on site during all clearing, grading and construction activity and shall be made available to any inspector or enforcement officer upon request.
- An authorized inspector shall have the right to enter onto any property to inspect the health and general condition of plant material that is; located in the right of way; part of an approved development/landscape plan; or reported as a public hazard.

LANDSCAPE NOTES:

SITE PREPARATION

- THE LANDSCAPE CONTRACTOR SHALL VERIFY THE LOCATION OF ALL UTILITIES AND TAKE PRECAUTIONS TO PREVENT DAMAGE TO THESE UTILITIES.
- THE LANDSCAPE CONTRACTOR SHALL COORDINATE ALL CONSTRUCTION WITH THE APPROPRIATE UTILITY COMPANIES AND SHALL BE RESPONSIBLE FOR ALL DAMAGES TO UTILITIES.
- PLANT MATERIALS AND STUMPS INDICATED FOR REMOVAL SHALL BE REMOVED AND DISPOSED OFF-SITE BY THE CONTRACTOR. BACKFILL HOLES WITH QUALITY TOPSOIL FREE OF ROOTS AND ROCKS. SEE TOPSOIL SPECIFICATION.
- THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR THE FINE GRADING OF ALL PLANTING AREAS.
- ALL CONTRACTORS APPLYING CHEMICALS ON SITE SHALL SUBMIT COPIES OF CERTIFICATION(S) AND LICENSES TO THE LANDSCAPE ARCHITECT.
- PLANTING BEDS SHALL BE CLEARED OF GRASS AND WEEDS PRIOR TO INSTALLATION OF PLANTS.
- SOD ALL AREAS DISTURBED BY CONSTRUCTION AND NOT DESIGNATED AS GROUND COVER AREAS.

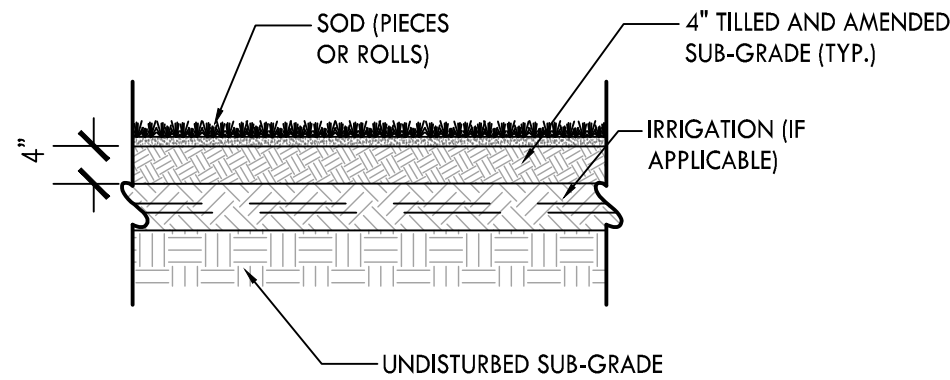
TOPSOIL

- ALL PLANTED AREAS TO HAVE A MINIMUM OF 6" OF QUALITY TOPSOIL.
- ALL COMPACTED AREAS TO BE AERATED AND AMENDED AS NEEDED.
- TOPSOIL IS TO BE NATURAL, FERTILE, FRIABLE, PRODUCTIVE SOIL, NEITHER EXCESSIVELY ACID NOR ALKALINE, AND FREE FROM TOXIC SUBSTANCES, STONES WEEDS, CLAY, CLOUDS, ROOTS, CINDERS, DEBRIS, AND CONSTRUCTION MATERIAL.

PLANTING

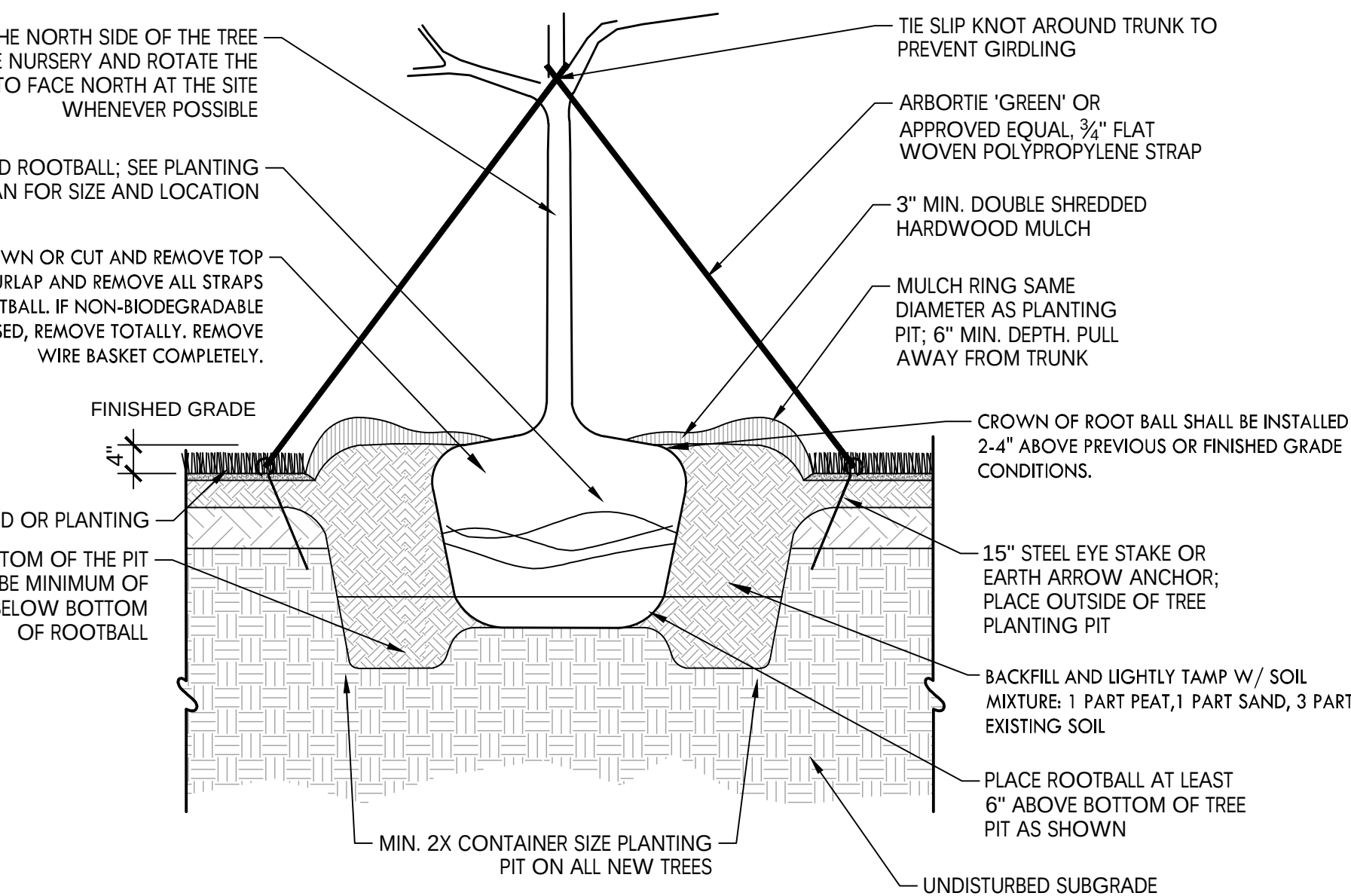
- ALL PLANTING BEDS OR MULCH BEDS SHALL BE FREE OF WEEDS PRIOR TO THE INSTALLATION OF MULCH.
- THE OPTIMUM TIME OF PLANTING IS FROM OCTOBER 1 TO APRIL 1. SCHEDULING FOR PLANTING AT OTHER TIMES MUST BE APPROVED IN WRITING BY THE LANDSCAPE ARCHITECT. CONTRACTOR TO ACCOUNT FOR TEMPORARY WATERING AS PART OF THEIR BID FOR ANY PLANTING INSTALLED DURING PERIODS OF HIGH TEMPERATURES.
- UPON SECURING PLANT MATERIAL AND BEFORE INSTALLATION, THE CONTRACTOR SHALL NOTIFY THE LANDSCAPE ARCHITECT FOR A PRE-INSTALLATION INSPECTION IN ORDER TO VERIFY ALL PLANT MATERIAL MEETS SPECIFICATIONS. TREES OF SAME SPECIES ARE TO BE MATCHED IN GROWTH CHARACTER AND UNIFORMITY.
- PLANTS SHALL BE ORIENTED FOR BEST APPEARANCE AND VERTICAL. ALL NON-BIODEGRADABLE ROOT CONTAINERS SHALL BE REMOVED.
- AFTER PLANTING, TREE BRANCHES SHALL BE SELECTIVELY TRIMMED BY 25%, MAINTAINING NATURAL SHAPE. ALL DEAD AND BROKEN BRANCHES IN TREES AND SHRUBS SHALL ALSO BE PRUNED. REMOVE TAGS, TWINE, OR OTHER NON-BIODEGRADABLE MATERIAL.
- WATERING: ALL TREES AND SHRUBS SHALL BE THOROUGHLY WATERED WITHIN ONE HOUR OF INSTALLATION.

2 LAWN



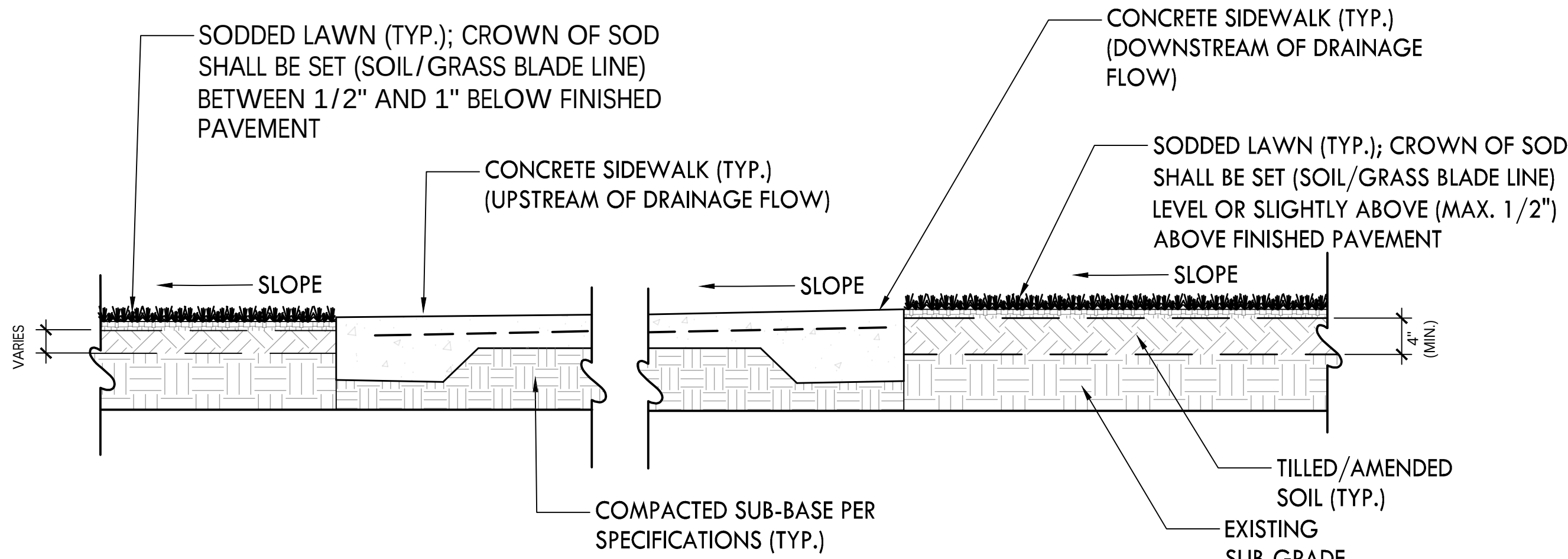
2 LAWN

NOT TO SCALE



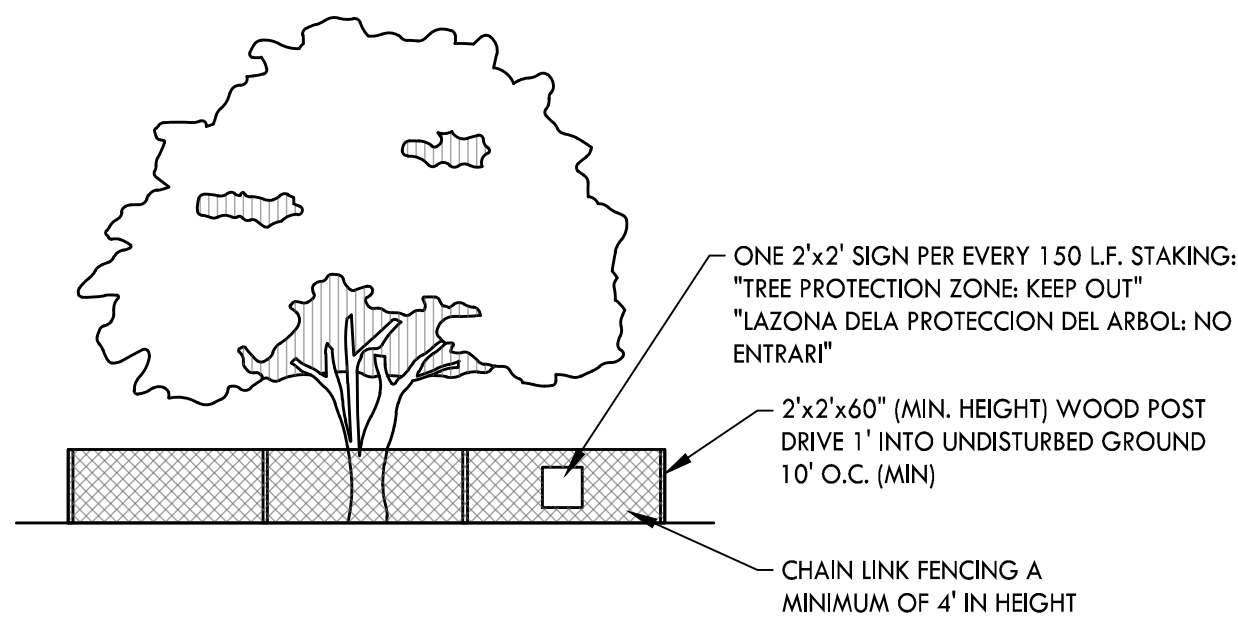
4 TREE PLANTING

NOT TO SCALE



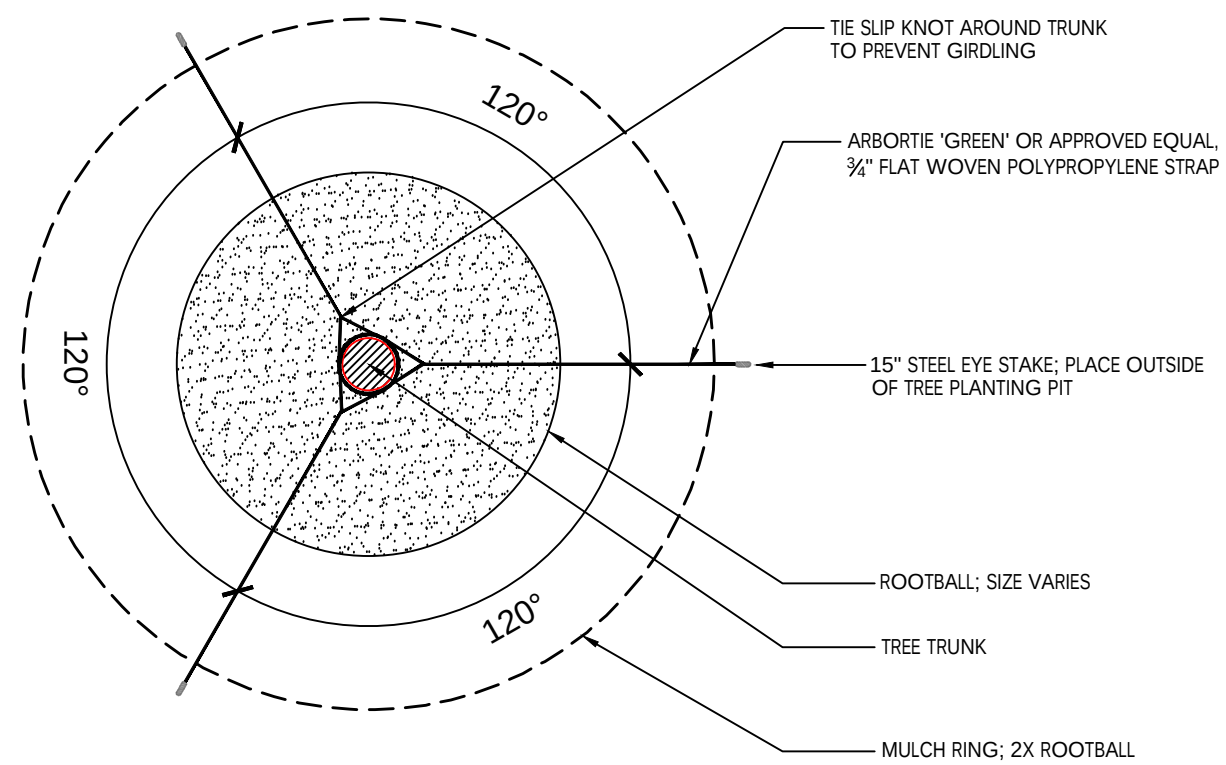
1 PAVEMENT/LAWN TRANSITION (NO CURB)

NOT TO SCALE



3 TREE PROTECTION

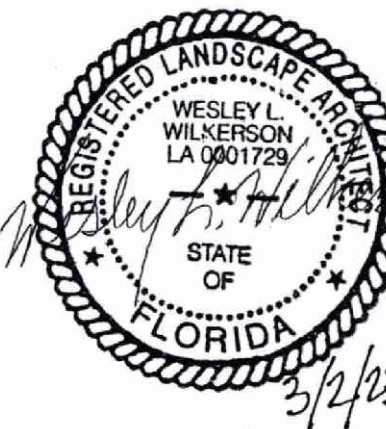
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5 TREE STAKING

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SUITE 201
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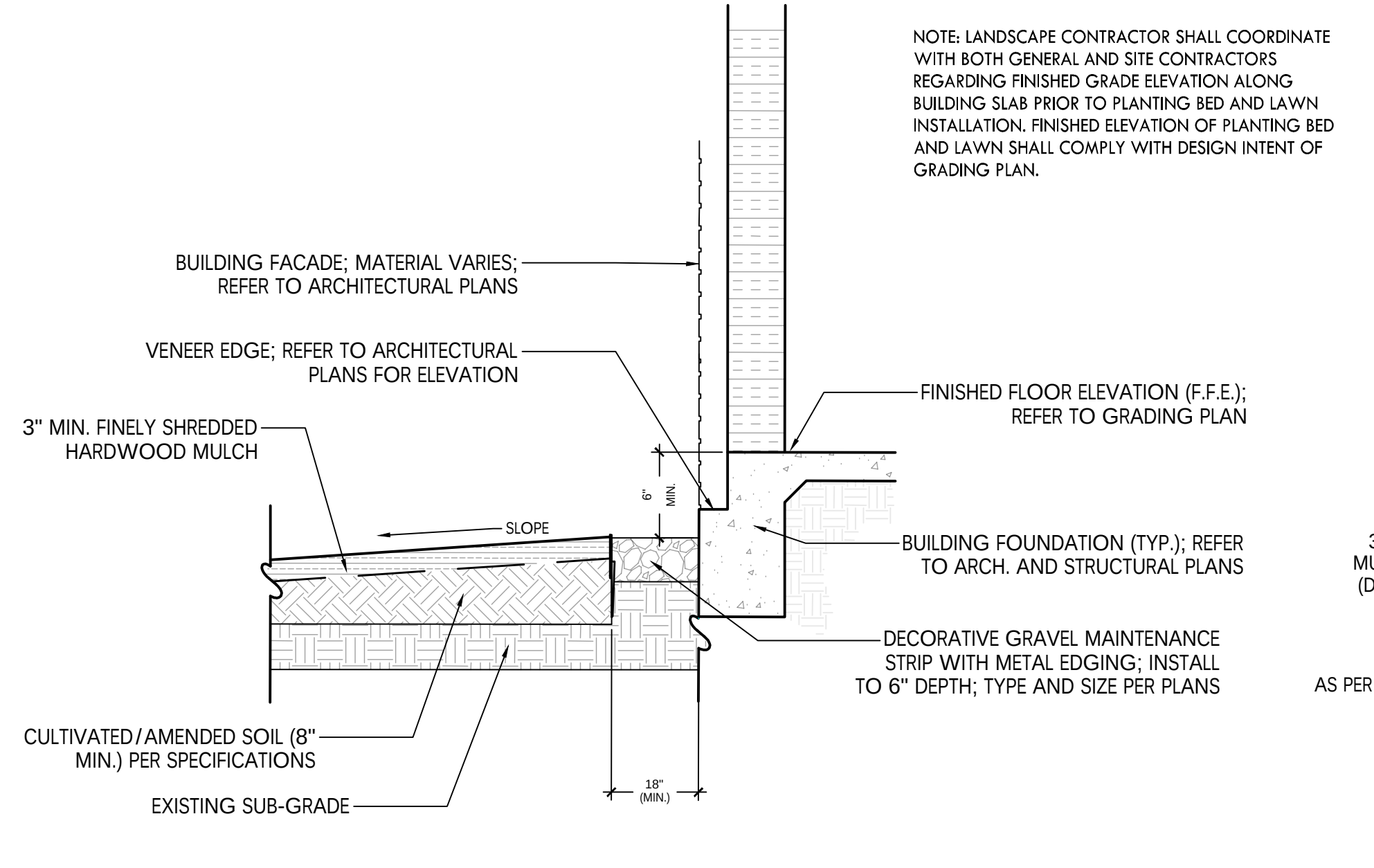


NEW BEHAVIORAL HEALTH HOSPITAL
ORLANDO HEALTH JV
APOPKA, FLORIDA

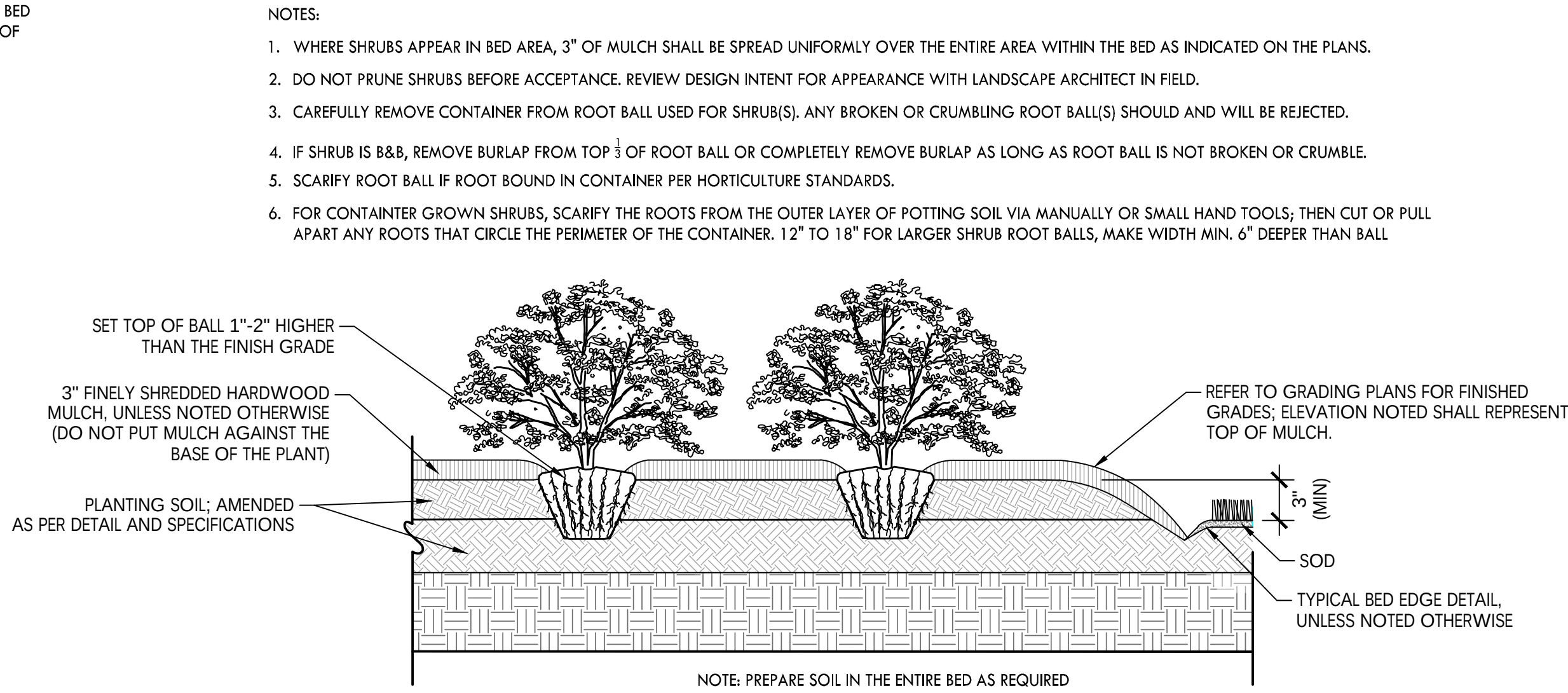
REVISIONS	No.	DATE

02/27/2023 21005

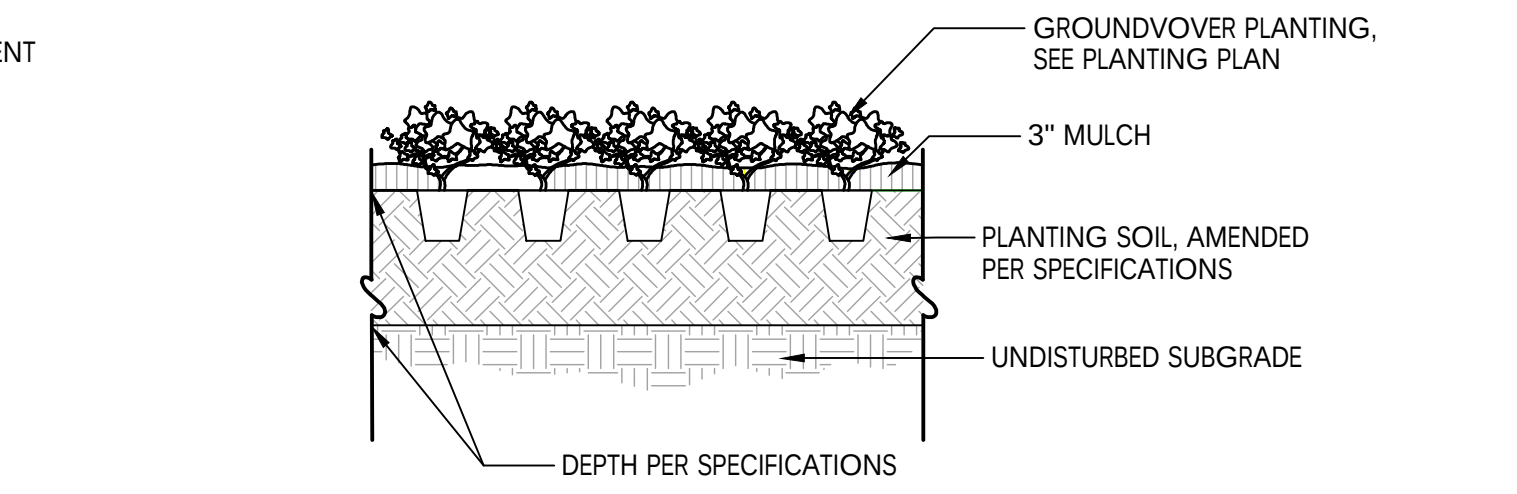
L2.0
PLANTING DETAILS



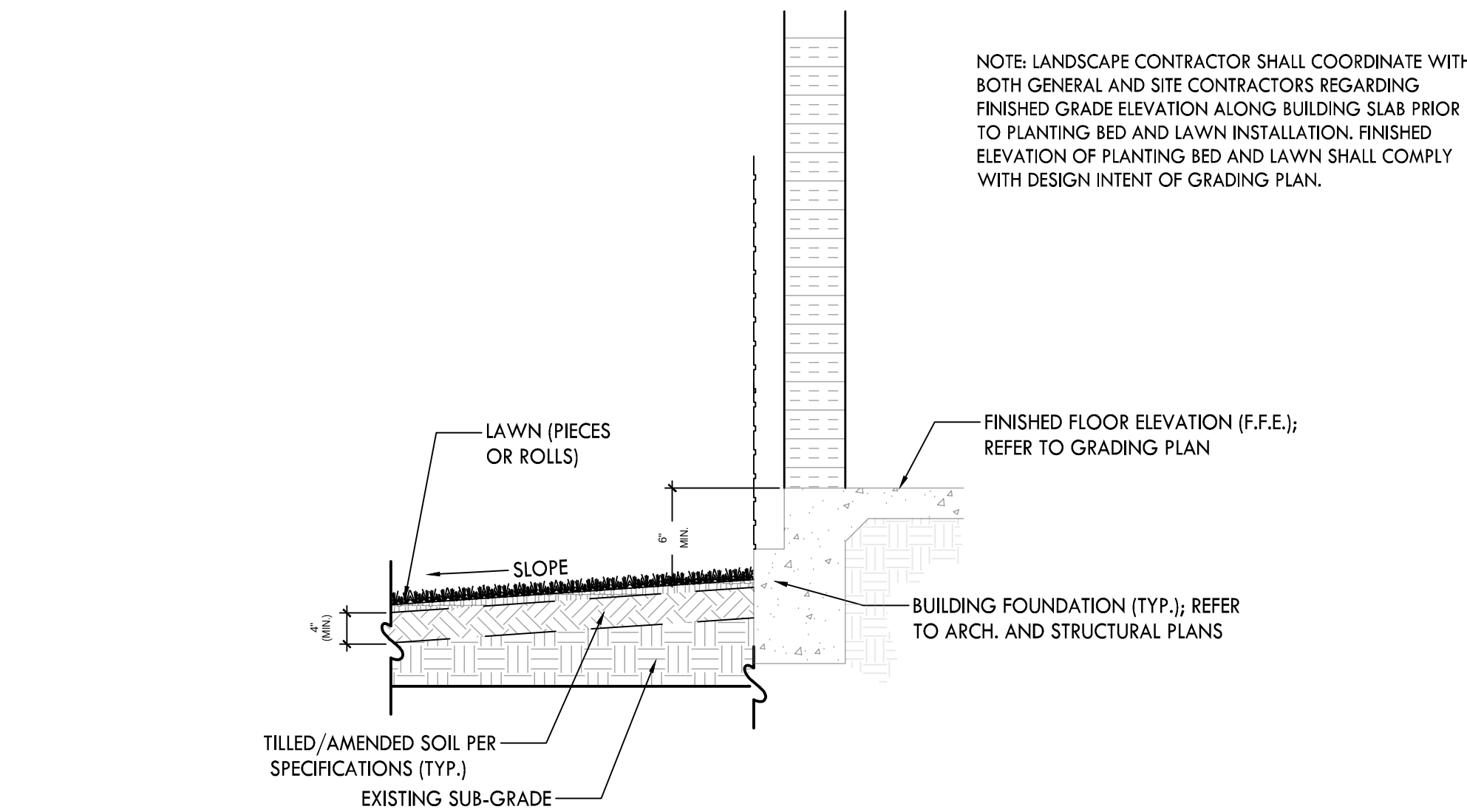
1 GRAVEL/PLANTING BED AT BUILDING FOUNDATION
NOT TO SCALE



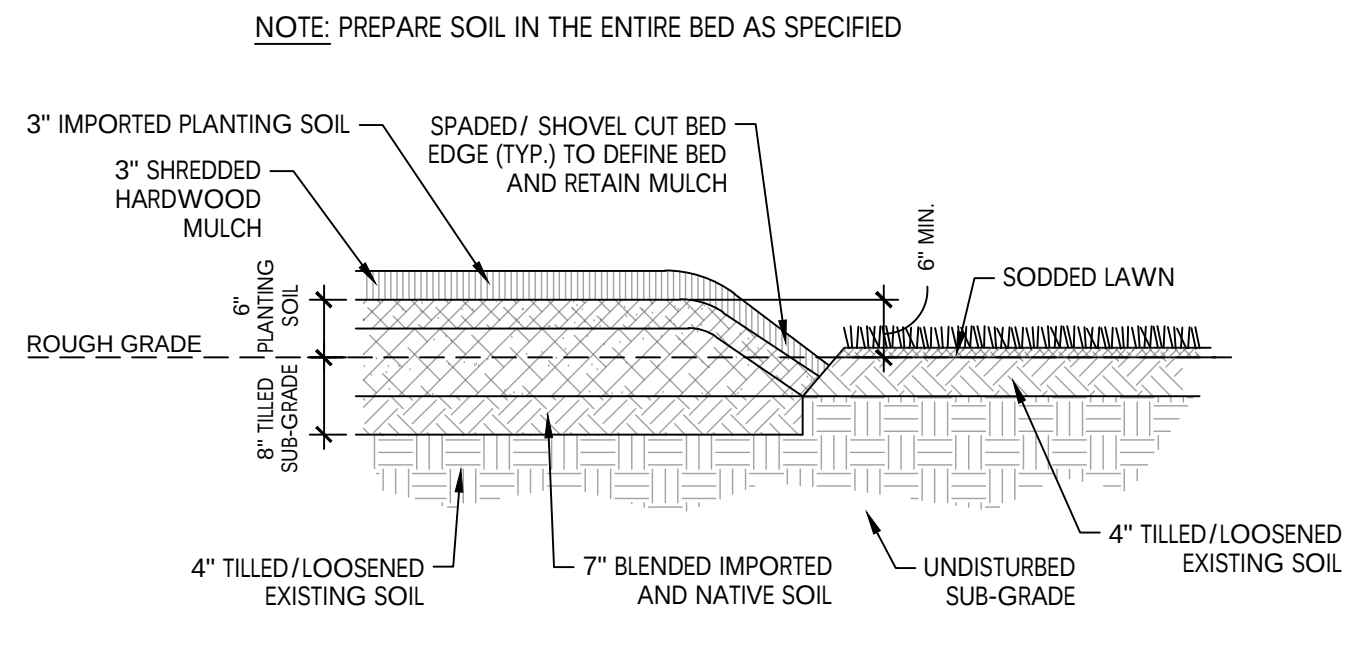
2 SHURB PLANTING
NOT TO SCALE



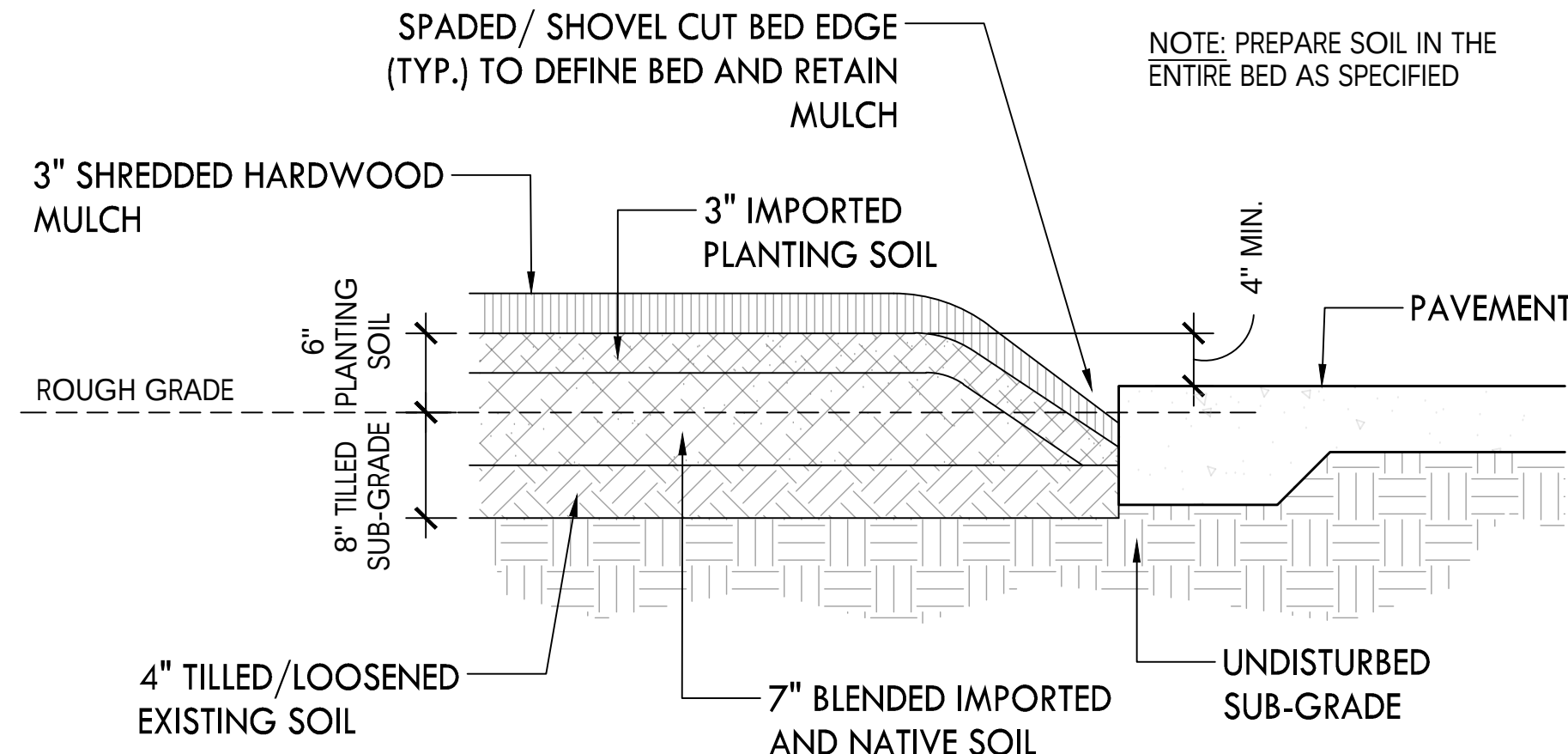
3 GROUNDCOVER PLANTING
NOT TO SCALE



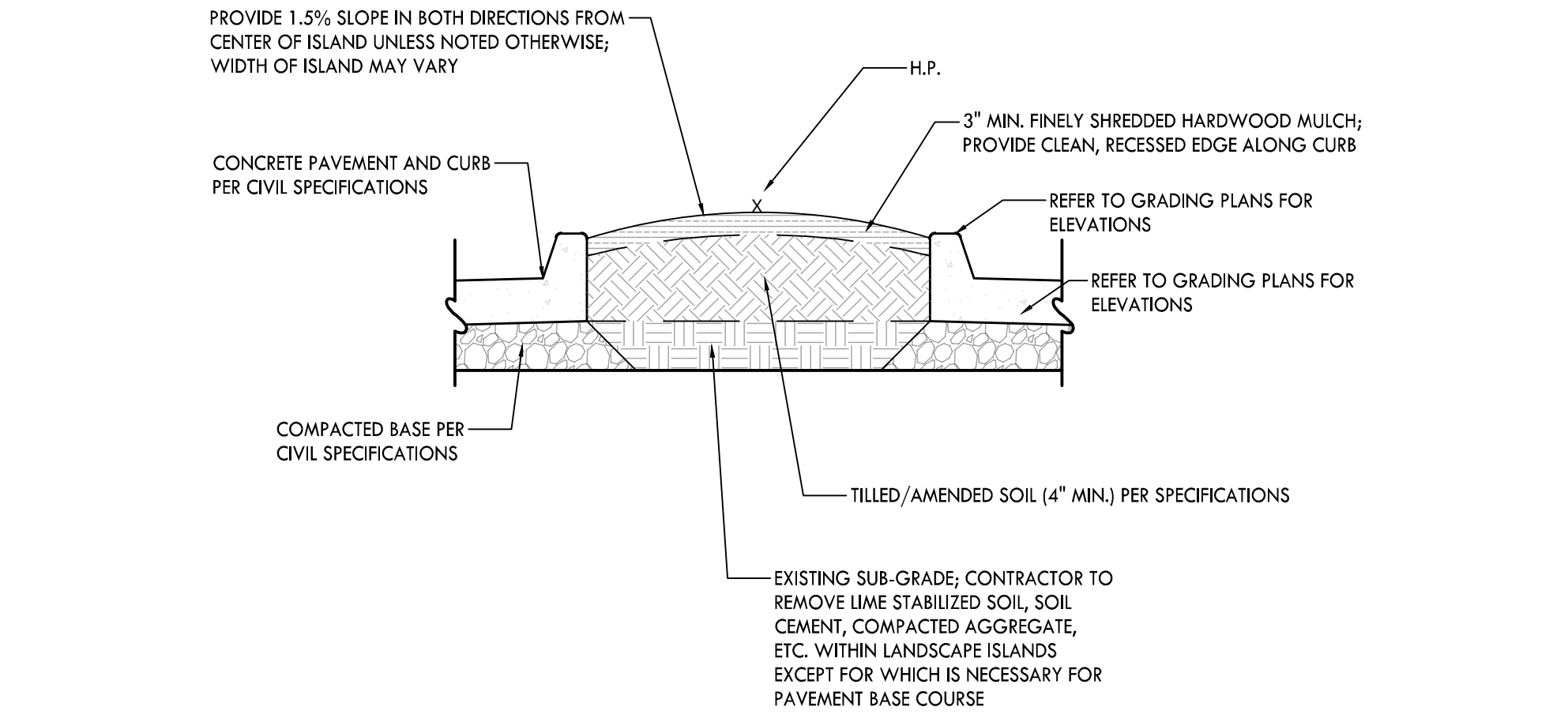
4 LAWN AT BUILDING FOUNDATION
NOT TO SCALE



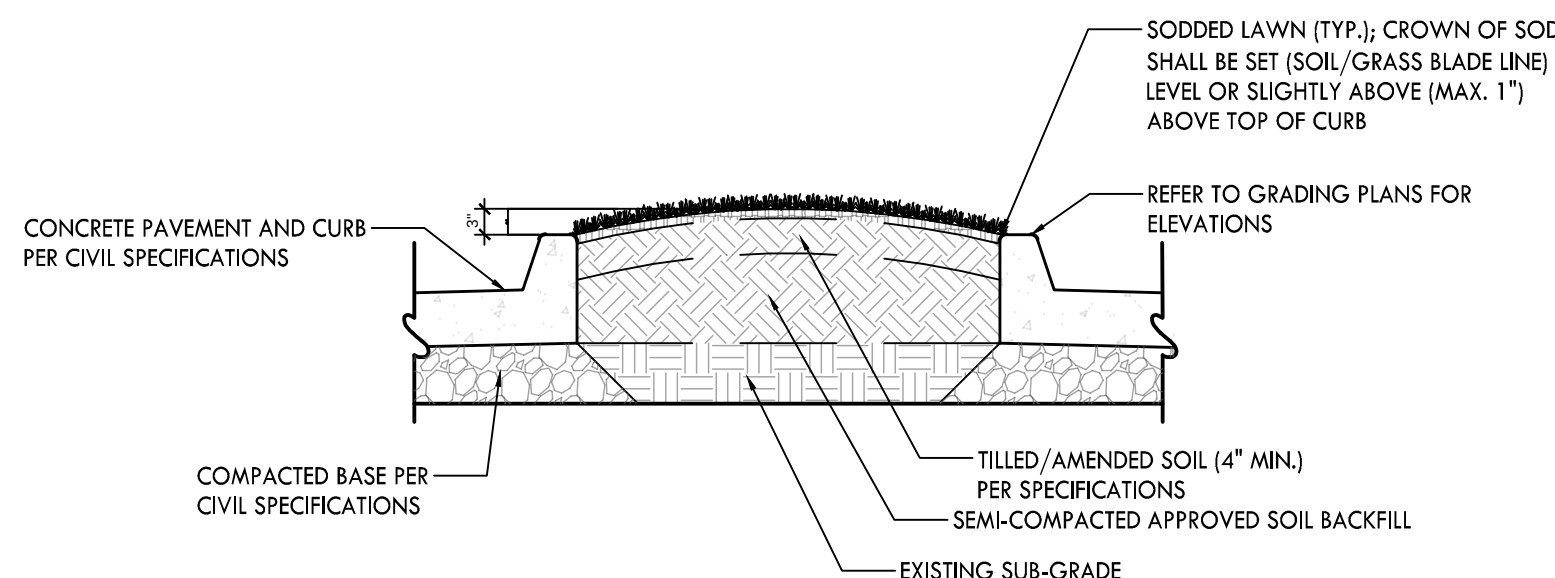
5 BED PREPARATION
NOT TO SCALE



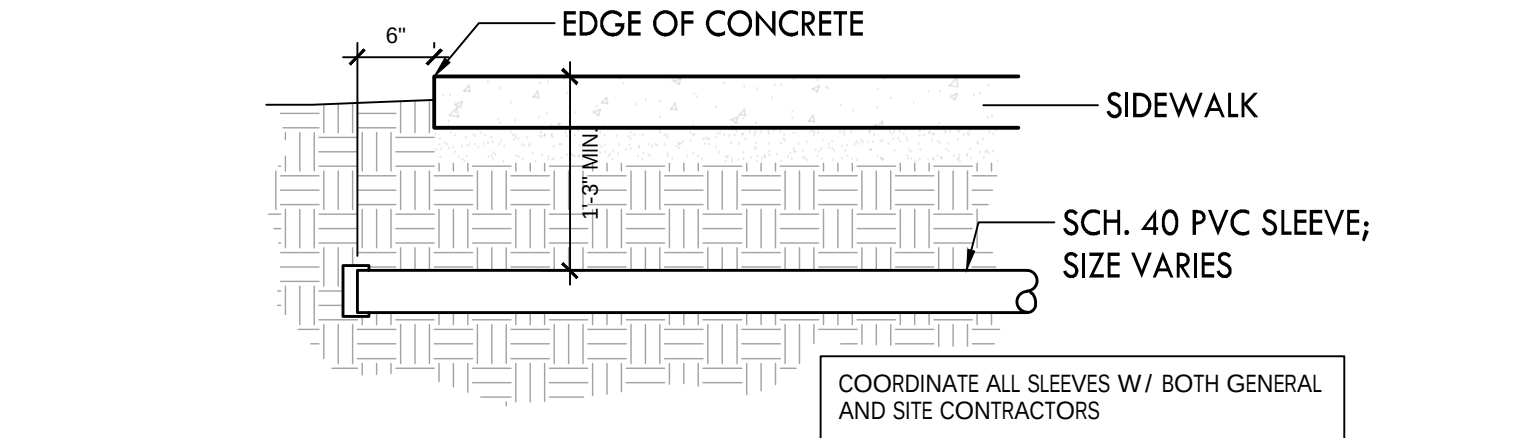
6 BED PREPARATION AT PAVEMENT
NOT TO SCALE



7 INTERIOR PARKING ISLAND (PLANTING)
NOT TO SCALE



8 INTERIOR PARKING ISLAND (LAWN)
NOT TO SCALE



9 SLEEVE UNDER PAVEMENT
NOT TO SCALE

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7112 CROSSROADS BOULEVARD
SUITE 201
BRENTWOOD, TN 37027
(615) 873-1795
WWW.CRUNKENG.COM

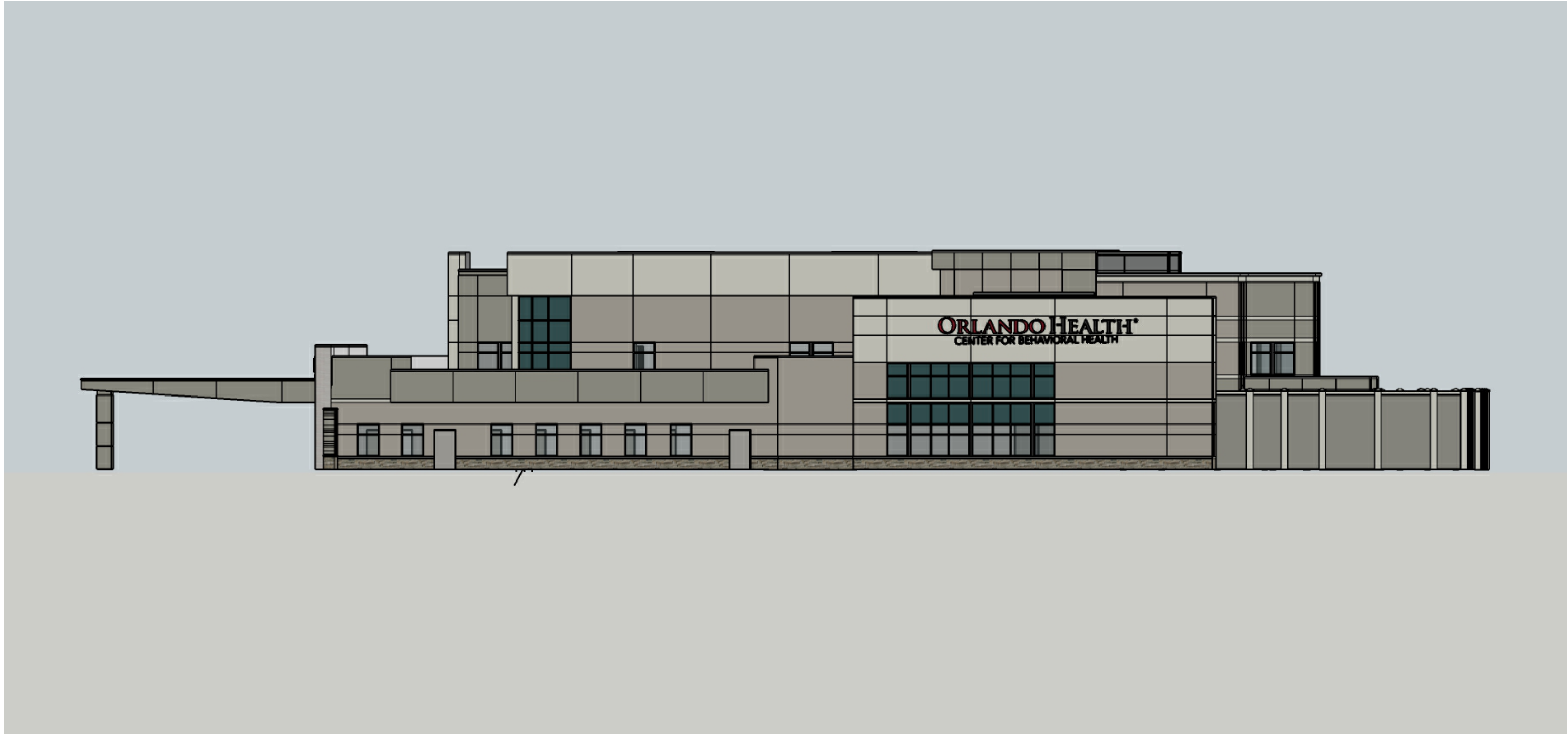


NEW BEHAVIORAL HEALTH HOSPITAL
ORLANDO HEALTH JV
APOKA, FLORIDA

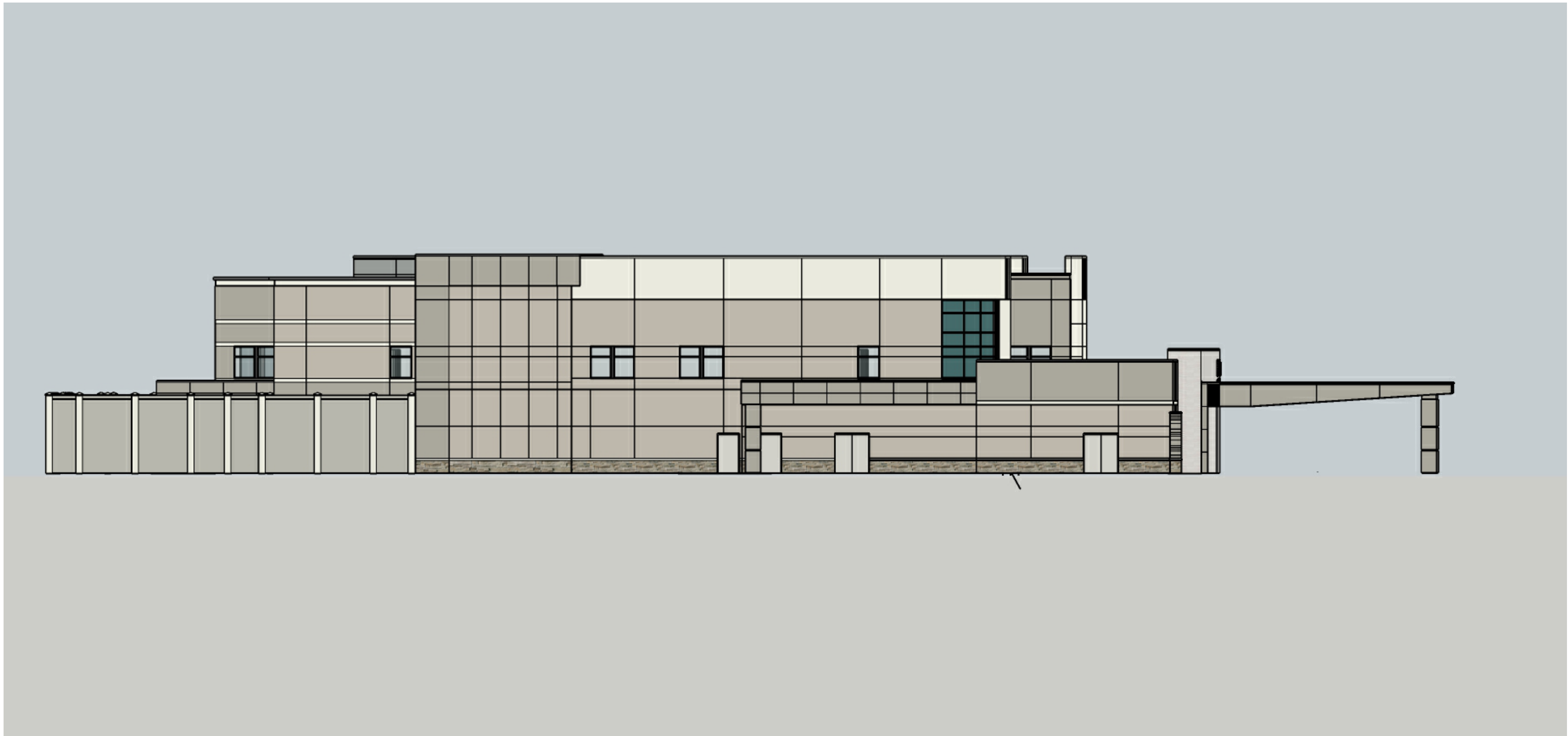
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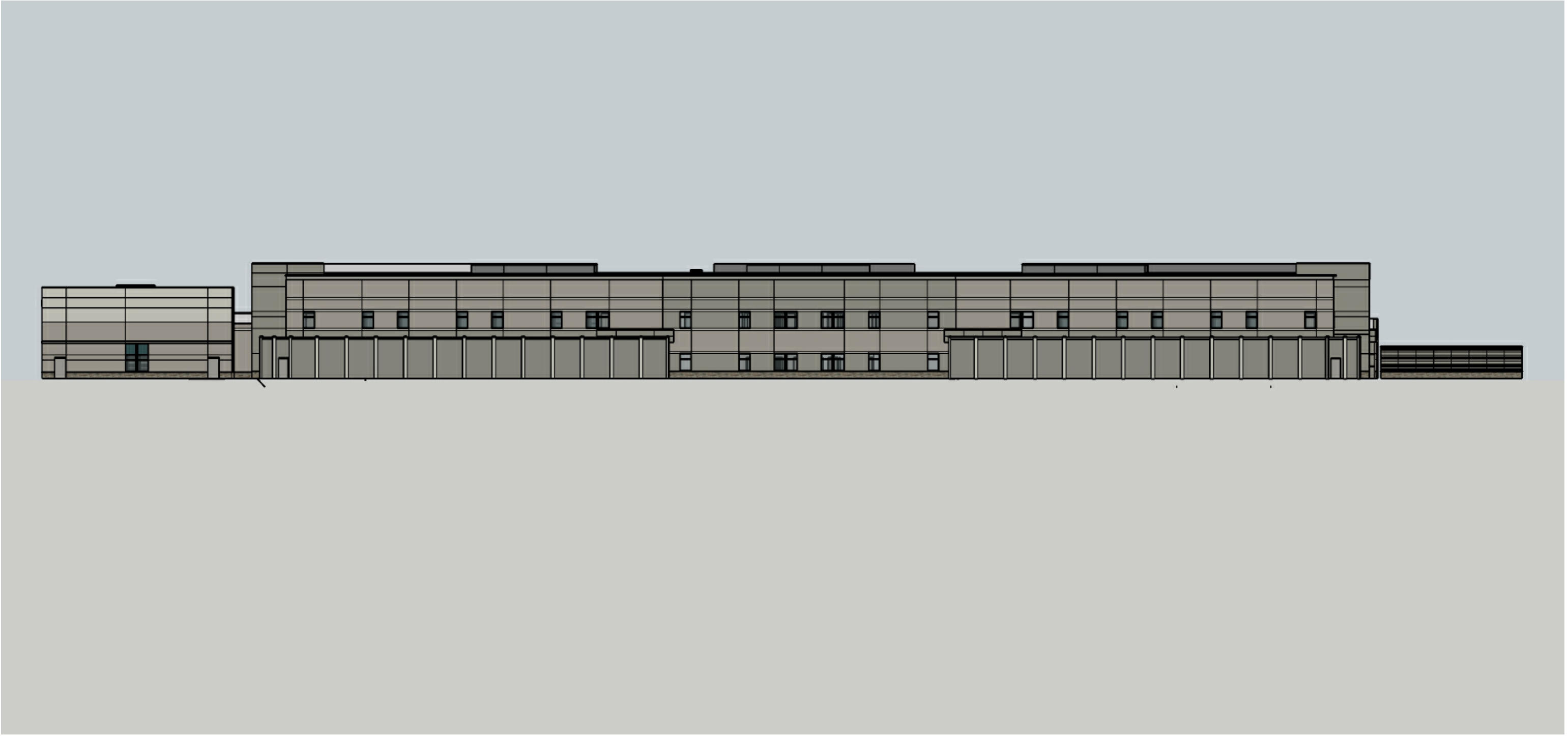
L2.1
PLANTING DETAILS



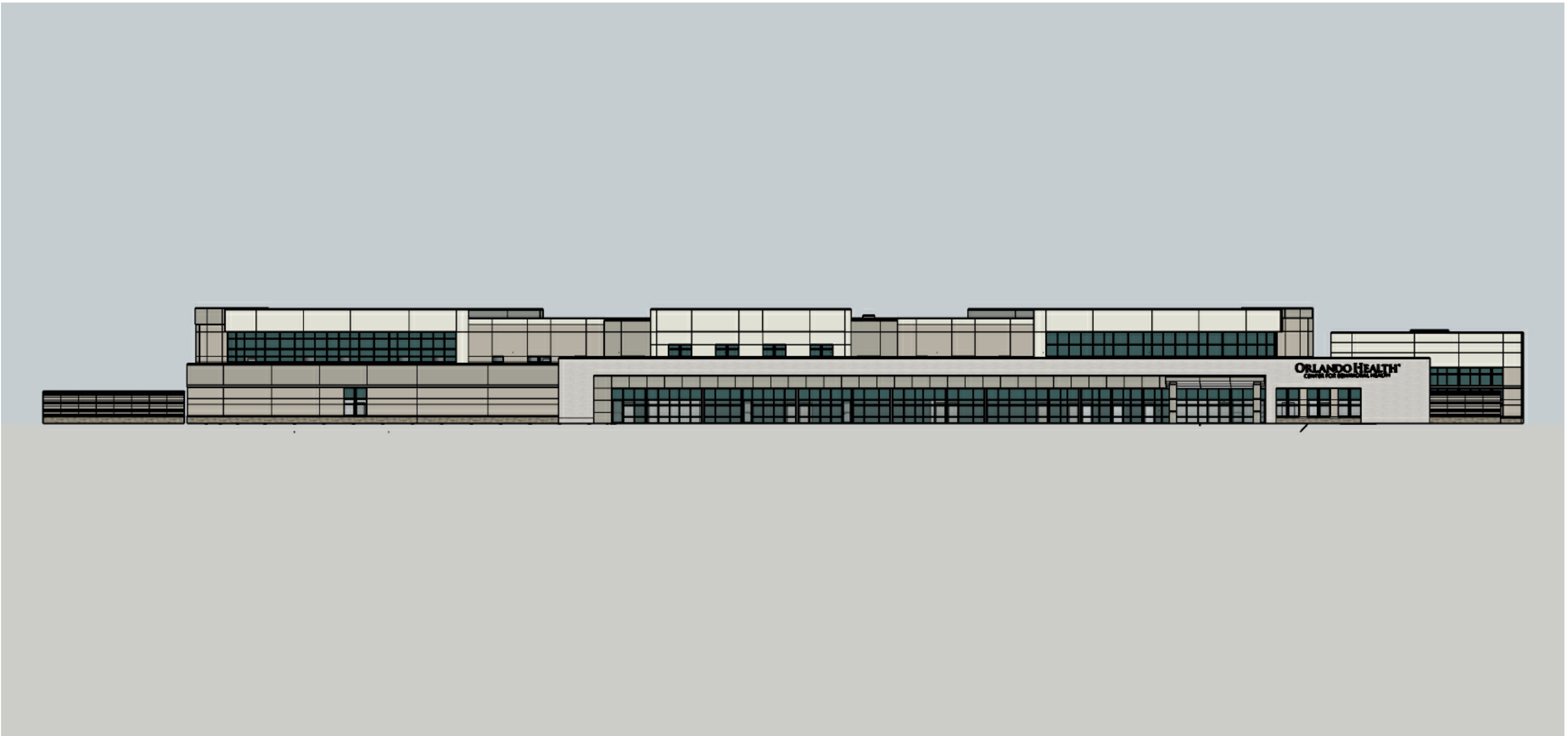
SOUTH ELEVATION
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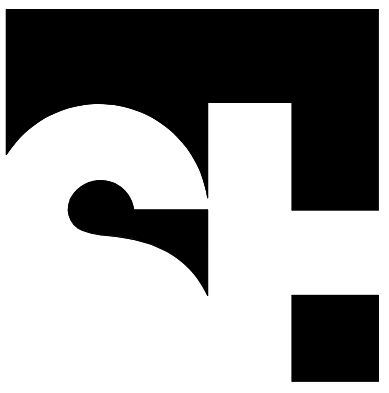
NORTH ELEVATION
NOT TO SCALE



EAST ELEVATION
NOT TO SCALE

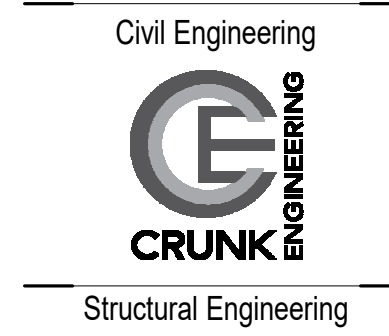


WEST ELEVATION
NOT TO SCALE



STENGEL-HILL
ARCHITECTURE

613 WEST MAIN STREET
LOUISVILLE, KENTUCKY 40202
502.893.1875
502.893.1876 fax

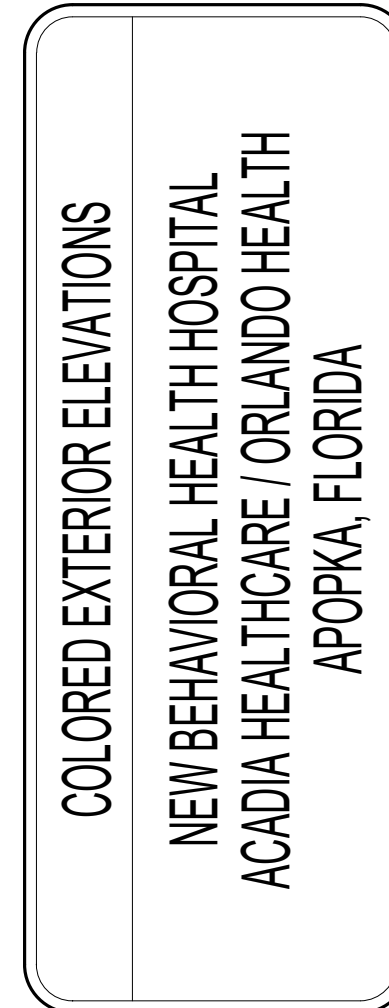
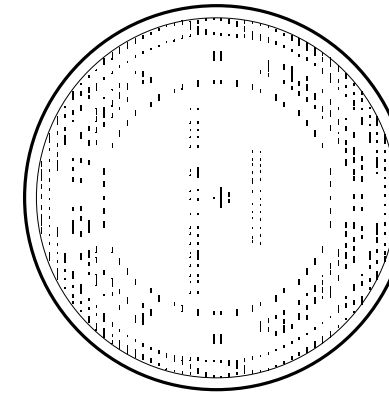


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STRUCTURAL ENGINEERING, P.C.

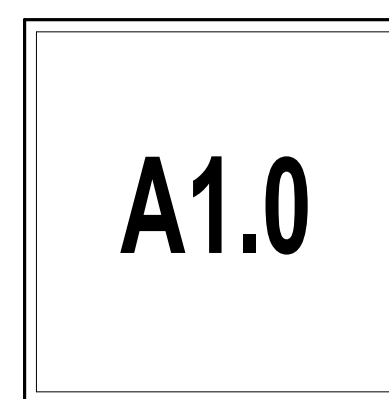
Mechanical/Electrical Engineering



Foodservice Design



03 MARCH 2023
AHC2102



MAJOR DEVELOPMENT PLAN - NOT FOR CONSTRUCTION

HOSPITAL PROJECT - APOPKA

Project № 22246

February 2023

**TRAFFIC IMPACT ANALYSIS
CITY OF APOPKA
FLORIDA**

Prepared by:



Traffic & Mobility Consultants

3101 Maguire Boulevard, Suite 265

Orlando, Florida 32803

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(407) 531-5332

Prepared for:

Acadia Healthcare

6100 Tower Circle, Suite 1000

Franklin, Tennessee 37067

EXECUTIVE SUMMARY

Project Information

Name: Hospital Project - Apopka

Location: South of Orange Blossom Trail and west of Hiawassee Road

Jurisdiction: City of Apopka, Florida

Description: 144-bed behavioral health facility

Findings

Trip Generation: 374 New Daily Trips / 26 AM Peak Hour / 35 PM Peak Hour

Access Plan: One (1) full access driveway and one (1) right-in/right-out (RI/RO) on Orange Blossom Trail

Roadway Capacity: All segments operate at an adequate LOS and are projected to continue to do so at the project buildout.

Intersection Capacity: The intersection of US 441 and Hiawassee Road operates below the adopted LOS for the existing conditions and is projected to do so at project buildout.

The intersection of Apopka Boulevard and Hiawassee Road operates at an adequate LOS for the existing conditions and is projected to do so at project buildout.

The project access driveways are projected to operate at acceptable LOS at the project buildout.

Recommendations

Turn Lane: A 265-foot westbound left turn lane is recommended at the intersection of Orange Blossom Trail and the project full-access driveway A.

Eastbound right turn lanes are not required at the project access driveways on Orange Blossom Trail.

PROFESSIONAL ENGINEERING CERTIFICATION

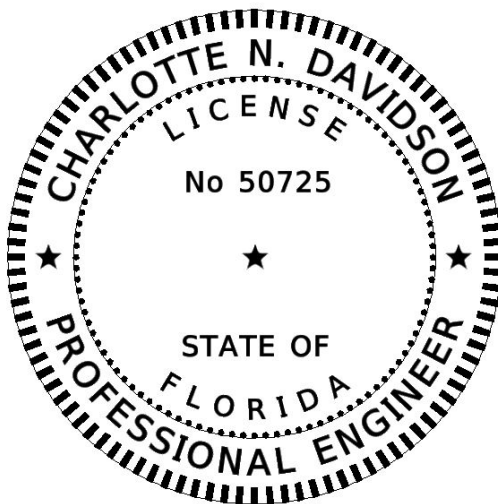
I hereby certify that I am a Professional Engineer properly registered in the State of Florida practicing with Traffic & Mobility Consultants LLC, a corporation authorized to operate as an engineering business, CA-30024, by the State of Florida Department of Professional Regulation, Board of Professional Engineers, and that I have prepared or approved the evaluations, findings, opinions, conclusions, or technical advice attached hereto for:

PROJECT: Hospital Project - Apopka

LOCATION: City of Apopka, Florida

CLIENT: Acadia Healthcare

I hereby acknowledge that the procedures and references used to develop the results contained in these computations are standard to the professional practice of Transportation Engineering as applied through professional judgment and experience.



THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY

Charlotte N Davidson
Digitally signed by Charlotte N Davidson
DN: c=US, o=Florida,
dnQualifier=A01410C00000184E927C00
40006C54A, cn=Charlotte N Davidson
Date: 2023.02.28 17:27:43 -05'00'

ON THE DATE ADJACENT TO THE SEAL

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TRAFFIC & MOBILITY CONSULTANTS LLC
3101 MAGUIRE BOULEVARD, SUITE 265
ORLANDO, FLORIDA 32803
CERTIFICATE OF AUTHORIZATION CA-30024
CHARLOTTE N. DAVIDSON, P.E. NO 50725

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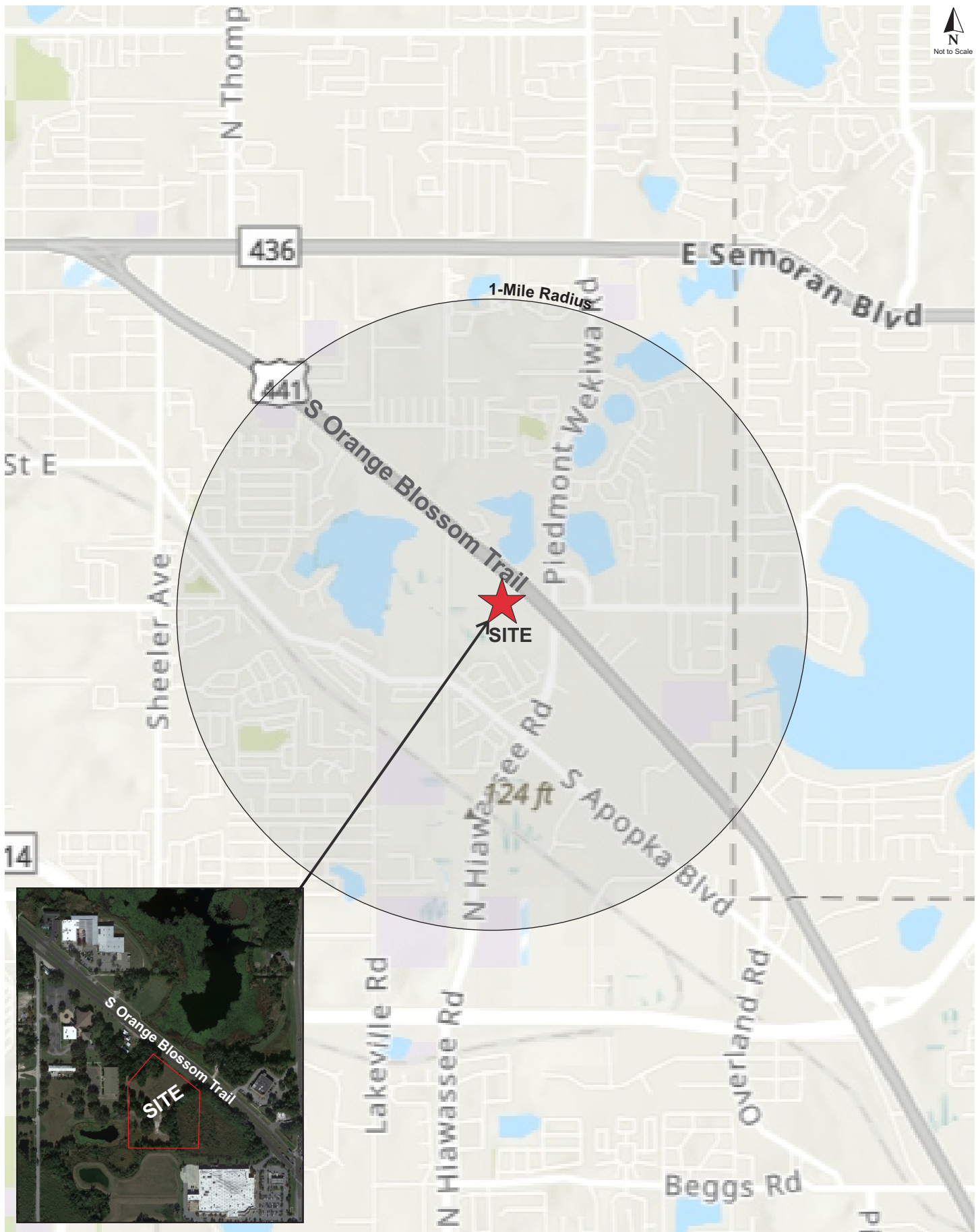
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1.0 INTRODUCTION

This Traffic Impact Analysis (TIA) was conducted to assess the impact of the proposed Hospital Project - Apopka, which consists of a 144-bed behavioral health facility with an anticipated build out year of 2025. The site is located south of Orange Blossom Trail and west of Hiawassee Road in the City of Apopka, Florida. **Figure 1** depicts the site location and the surrounding transportation network. The preliminary development site plan is provided in **Appendix A**.

The development is proposed to be accessed via two (2) access driveways; one (1) full access driveway and one (1) right-in/right-out (RI/RO) access driveway on Orange Blossom Trail. The study was conducted in accordance with the approved methodology, included in **Appendix B**.

Data used in the analysis consisted of site plan/development information provided by the project engineers, PM peak hour intersection traffic counts obtained by Traffic & Mobility Consultants LLC (TMC), road segment data obtained from the City of Apopka, and seasonal data obtained from Florida Department of Transportation (FDOT).



1.1 Study Area

The study area includes roadway segments and major intersections that are impacted by the proposed development within a 1-mile radius. Therefore, the TIA analyzes the project's impacts on the following roadways and intersections:

Study Roadways

- US 441
 - o Sheeler Road to Roger Williams Road
 - o Roger Williams Road to Piedmont - Wekiva Road
 - o Piedmont - Wekiva Road to Seminole County Line
- Wekiva Springs Road / Piedmont-Wekiva Road / Hiawassee Road
 - o Piedmont Lakes Boulevard to US 441
 - o US 441 to CR 424 (Apopka Boulevard)

Study Intersections

- US 441 and Hiawassee Road (Signalized)
- Apopka Boulevard and Hiawassee Road (Signalized)
- Site Access Driveways (Unsignalized)

2.0 EXISTING CONDITIONS ANALYSIS

Existing conditions were analyzed to establish a baseline for the traffic conditions prevailing in the vicinity of the proposed development. The analysis included a review of existing roadway segment and intersection capacities.

2.1 Roadway Segment Capacity

A roadway segment capacity analysis was conducted by comparing existing traffic volumes and their respective service volumes according to the level of service (LOS) standard. The existing traffic volumes, LOS standards, and roadway segment service volumes by LOS category were obtained from the City of Apopka *Concurrency Management System (CMS) 2020 Peak Hour/Direction (PH/PD) LOS Worksheets*, excerpts of which are included in **Appendix C. Table 1** summarizes the roadway segment capacity analysis, which indicates that the study segments currently operate at an adequate LOS.

Table 1
Existing Roadway Segment Capacity Analysis

Description	#	LOS	Daily				PM Peak Hour				
	Lns	Std	Cap	Vol	LOS	V/C	Cap	Dir	Vol	LOS	V/C
US 441											
Sheeler Rd to Roger Williams Rd	4	D	39,800	23,514	C	0.59	2,000	NB/EB	1,082	C	0.54
Roger Williams Rd to Piedmont Wekiva Rd	4	D	39,800	27,613	C	0.69	2,000	SB/WB	1,242	C	0.62
Piedmont Wekiva Rd to Seminole County Ln	4	D	39,800	33,753	C	0.85	2,000	NB/EB	1,789	C	0.89
Wekiva Springs Rd / Piedmont-Wekiva Rd / Hiawassee Rd											
Piedmont Lakes Boulevard to US 441	5	E	39,800	28,984	C	0.73	2,000	NB/EB	1,454	C	0.73
US 441 to CR 424 (Apopka Boulevard)	4	E	39,800	24,716	C	0.62	2,000	SB/WB	1,182	C	0.59

City of Apopka CMS 2020 PH/PD LOS

2.2 Intersection Capacity

Intersection capacity analysis was conducted using *Synchro* software and the methods of the *Highway Capacity Manual (HCM)*. The capacity analysis was performed using existing intersection geometry and traffic counts for the PM peak hour. The counts for the study intersections were collected outside of the peak season, therefore a seasonal factor of 1.05 was used to adjust the volumes. The PM peak hour intersection volumes are displayed in **Figure 2**. The raw intersection volume counts and seasonal factor data are provided in **Appendix D**.

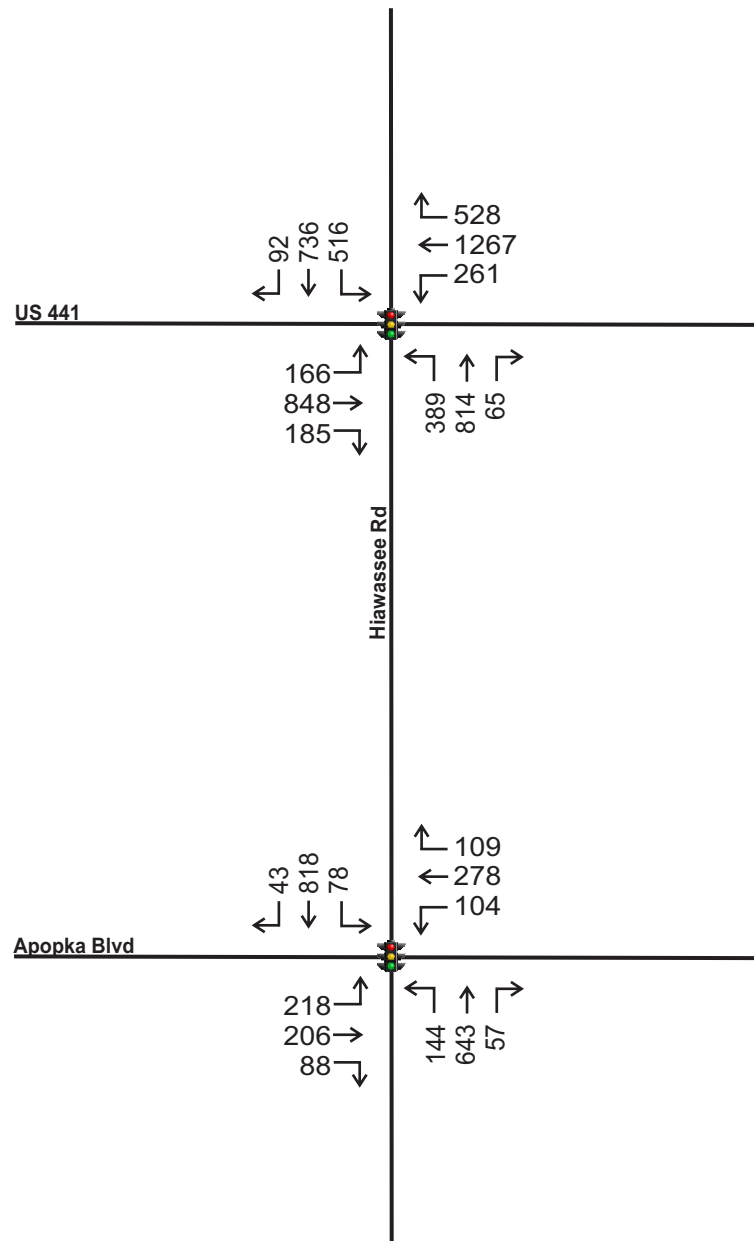
Results of the intersection capacity analysis, summarized in **Table 2**, reveal that the intersection of US 441 and Hiawassee Road currently operates below the adopted LOS and the intersection of Apopka Boulevard and Hiawassee Road currently operates at an adequate overall LOS. Detailed *HCM* analysis worksheets and relevant signal timing information are included in **Appendix E**.

Table 2
Existing Intersection Capacity Analysis

Intersection	Traffic Control	Time Period	EB		WB		NB		SB		Total Delay	LOS
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS		
US 441 & Hiawassee Rd	Signal	PM	79.9	E	143.4	F	104.0	F	92.4	F	109.5	F
Apopka Blvd & Hiawassee Rd	Signal	PM	53.4	D	137.7	F	29.0	C	29.2	C	52.7	D

Delay expressed in seconds/vehicle

TWSC denotes Two-Way-Stop-Controlled intersection



3.0 PROJECT TRAFFIC

3.1 Trip Generation

Trip generation of the proposed development was calculated using the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition*. A behavioral health facility does not function as a traditional hospital. Per the applicant, the development's trip generation is more representative of an assisted living or nursing home facility. Supporting information is included in **Appendix F**. The assisted living ITE code was referenced for the trip generation. **Table 3** summarizes the resulting trip generation analysis. The ITE information sheets are provided in **Appendix F**

Table 3
Trip Generation Analysis

ITE Code	Land Use	Size	Daily		AM Peak Hour				PM Peak Hour			
			Rate	Trips	Rate	Total	Enter	Exit	Rate	Total	Enter	Exit
254	Assisted Living Facility	144 Beds	2.60	374	0.18	26	16	10	0.24	35	14	21

Trip Generation analysis based on ITE Trip Generation Manual, 11th Edition.

The proposed development is projected to generate 374 trips per day, of which 26 trips occur during the AM peak hour and 35 trips occur during the PM peak hour.

3.2 Trip Distribution

A trip distribution pattern was estimated using the *Central Florida Regional Planning Model (CFRPMv7)*. The model distribution was slightly adjusted based on local knowledge, professional engineering judgement, and the location of the development with respect to the study area attractions and activity centers to reflect the prevailing travel patterns in the vicinity of the site and the surrounding transportation network. The final trip distribution is presented in **Figure 3**. The model output plots are included in **Appendix G**.



4.0 PROJECTED CONDITIONS ANALYSIS

An analysis of projected conditions was conducted to determine the impact of the proposed development on the study roadway segments and intersections, as well as the proposed access connections to the site. The project buildout year for the analysis is 2025.

4.1 Planned and Programmed Improvements

The MetroPlan Orlando *Transportation Improvement Plan (TIP)*, Orange County *Capital Improvement Plan (CIP)* and City of Apopka *CIP* were reviewed to determine if any roadway or intersection capacity improvements are planned and funded for construction. No capacity improvements were identified within the study area.

4.2 Roadway Segment Capacity

A projected roadway capacity analysis was conducted by comparing projected traffic volumes on the study roadway segments to their services volumes. The total buildout traffic volume is composed of projected background traffic and project trips. Projected background traffic consists of existing traffic and encumbered/vested trips, which were obtained using the City of Apopka *Concurrency Management System (CMS) 2020 Peak Hour/Direction (PH/PD) Encumbered Traffic Allocation Worksheets*, provided in **Appendix H**. The project trips were estimated based on trips generated by the proposed development and the project distribution.

Table 4 summarizes the roadway segment capacity analysis, which reveals that all the study segments are projected to operate at an adequate LOS under the buildout conditions.

Table 4
Projected Roadway Segment Capacity Analysis

Description	#	LOS	Daily								PM Peak Hour									
	Lns	Std	Cap	Vol	Vested	%Dist	Project	Total	LOS	V/C	Cap	Dir	Vol	Vested	%Dist	Project	Total	LOS	V/C	
US 441																				
Sheeler Rd to Roger Williams Rd	4	D	39,800	23,514	0	15%	56	23,570	C	0.59	2,000	NB/EB	1,082	0	15%	2	1084	C	0.54	
Roger Williams Rd to Piedmont Wekiva Rd	4	D	39,800	27,613	0	85%	318	27,931	C	0.70	2,000	SB/WB	1,242	0	85%	12	1254	C	0.63	
Piedmont Wekiva Rd to Seminole County Ln	4	D	39,800	33,753	0	20%	75	33,828	C	0.85	2,000	NB/EB	1,789	0	20%	4	1793	C	0.90	
Wekiva Springs Rd / Piedmont-Wekiva Rd / Hiawassee Rd																				
Piedmont Lakes Boulevard to US 441	5	E	39,800	28,984	0	40%	150	29,134	C	0.73	2,000	NB/EB	1,454	0	40%	8	1462	C	0.73	
US 441 to CR 424 (Apopka Boulevard)	4	E	39,800	24,716	0	25%	94	24,810	C	0.62	2,000	SB/WB	1,182	0	25%	5	1187	C	0.59	

City of Apopka CMS 2020 PH/PD LOS

City of Apopka CMS 2020 PH/PD Encumbered Traffic

4.3 Intersection Capacity Analysis

Projected volumes for the intersection analysis were calculated based on the trip generation projections, the project's trip distribution pattern, vested trips, and projected background traffic volumes at the study intersections. Since there are no vested trips, the projected background traffic was estimated by applying a conservative annual growth rate, which was calculated based on trends analysis using historical counts on Orange Blossom Trail (US 441) and Hiawassee Road. Since the calculated growth rate was less than 2%, a minimum of 2% was used. The projected PM peak hour volumes are illustrated in **Figure 4**. Historical counts and growth rate information are included in **Appendix I**. The projected intersection volume calculation worksheet is included in **Appendix J**.

Results of the intersection capacity analysis, summarized in **Table 5**, reveal that all the study intersections are projected to operate at an adequate LOS under the buildout conditions except the intersection of US 441 and Hiawassee Road, which is projected to continue to operate below the adopted LOS. Detailed *HCM* analysis worksheets are included in **Appendix K**.

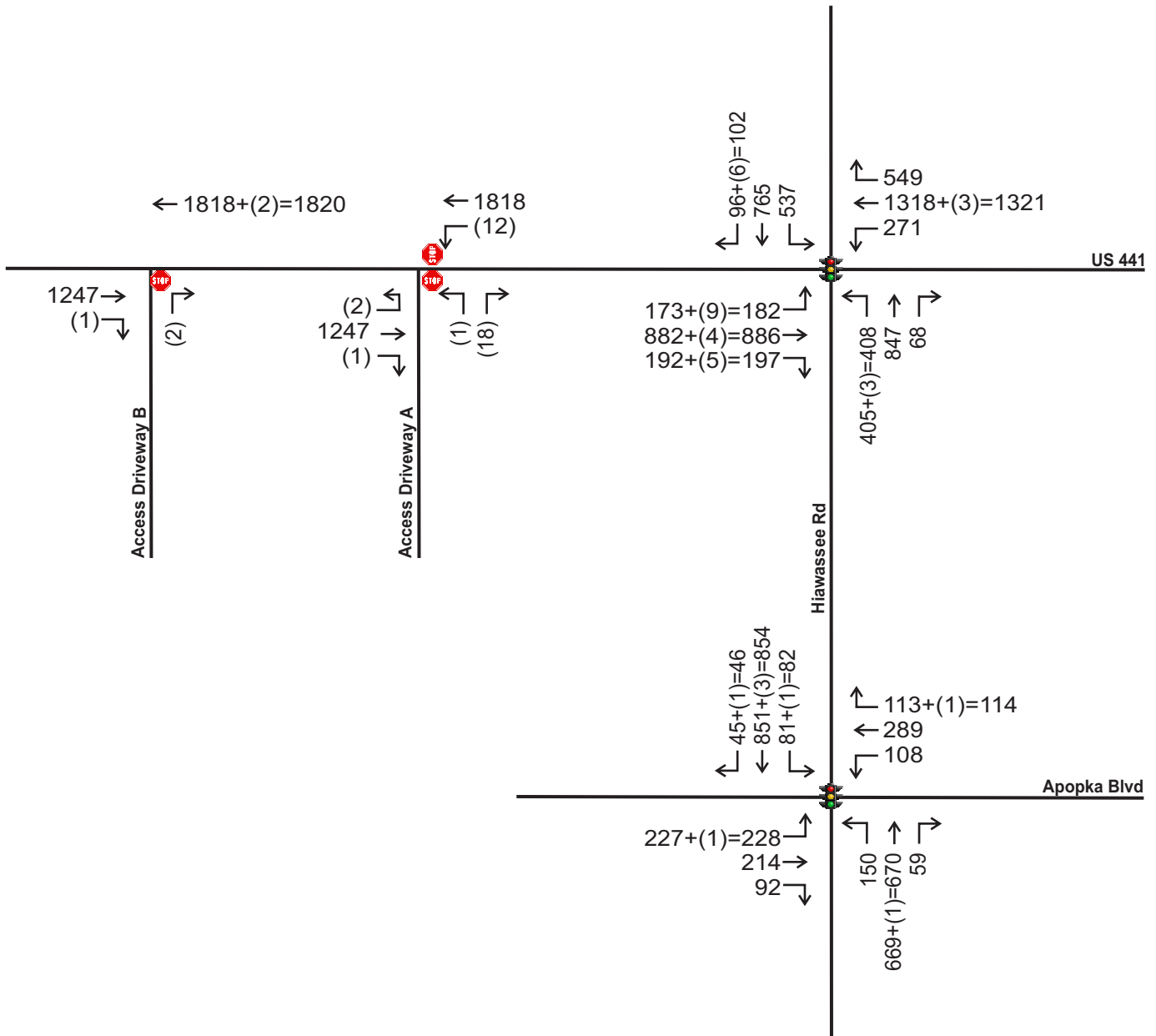
Table 5
Projected Intersection Capacity Analysis

Intersection	Traffic Control	Time Period	EB		WB		NB		SB		Total Delay	LOS
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS		
US 441 & Hiawassee Rd	Signal	PM	84.8	F	177.1	F	108.8	F	93.6	F	123.1	F
Apopka Blvd & Hiawassee Rd	Signal	PM	58.6	E	154.4	F	30.3	C	29.5	C	57.1	E
US 441 & Access Driveway A	TWSC	PM	2.9	A	12.3	B	15.9	C	--	--	--	--
US 441 & Access Driveway B	TWSC	PM	--	--	--	--	14.2	B	--	--	--	--

Delay expressed in seconds/vehicle

TWSC denotes Two-Way-Stop-Controlled intersection

The intersection of US 441 and Hiawassee Road has an existing deficiency and the project trips will only contribute 0.5 % of the overall intersection volume. The westbound approach of the intersection of Apopka Boulevard and Hiawassee Road experiences delays in the existing conditions and the project trips contribute 0.2 % of the approach volume.



Legend:
Background + (Project) = Total

5.0 ACCESS REVIEW

The development is proposed to be accessed via two (2) access driveways; one (1) full access driveway and one (1) right-in/right-out (RI/RO) access driveway on Orange Blossom Trail. Orange Blossom Trail is a 4-lane divided facility with a posted speed limit of 45 miles per hour.

5.1 Turn Lane Review

Right turn lane warrants for the project entrances on Orange Blossom Trail were conducted in accordance with the *Exhibit 44 of FDOT Driveway Information Guide*, which is included in **Appendix L**. *Exhibit 44* warrants a deceleration lane based on right turn volume and posted speed limit. For the roadway segments with 45 mph speed limit, the volume threshold is 80 vehicles per hour. The projected right turn volume at the RI/RO driveway and at the full access driveway is 1 vph at each. Therefore, eastbound right turn lanes are not warranted at the project driveways on Orange Blossom Trail.

Based on the *City of Apopka Land Development Code, Section 5.16.5*, an excerpt of which is included in **Appendix M**, a left turn lane shall be required for all residential and nonresidential developments, and a right turn lane shall be required at any driveway where the posted speed limit is greater than or equal to 35 mph or the development generates 100 or more right-turning movements during the peak hour. Therefore, a westbound left turn lane is required on Orange Blossom Trail at the project full-access driveway A. Due to minimal right turn volume on Orange Blossom Trail and that right turn lanes are not warranted based on *FDOT Information Guide*, eastbound right turn lanes are not required at the project access driveways on Orange Blossom Trail.

Per *Exhibit 212-1 of FDOT Design Manual (FDM)*, which is included in **Appendix N**, the total length required for the westbound left turn lane was calculated as follows:

Deceleration length for a design speed of 50 mph = 240 feet
Queue storage length = $1 \times 25 \text{ ft} = 25 \text{ ft}$ (95th percentile $Q = 1$ vehicle)
Total left turn lane length = deceleration length + queue storage length
Total left turn lane length = $240 + 25 = 265 \text{ feet}$ (including a 50-foot taper)

Accordingly, the westbound left turn deceleration lane at the project access A on Orange Blossom Trail should be 265 feet long including a 50-foot taper.

6.0 STUDY CONCLUSIONS

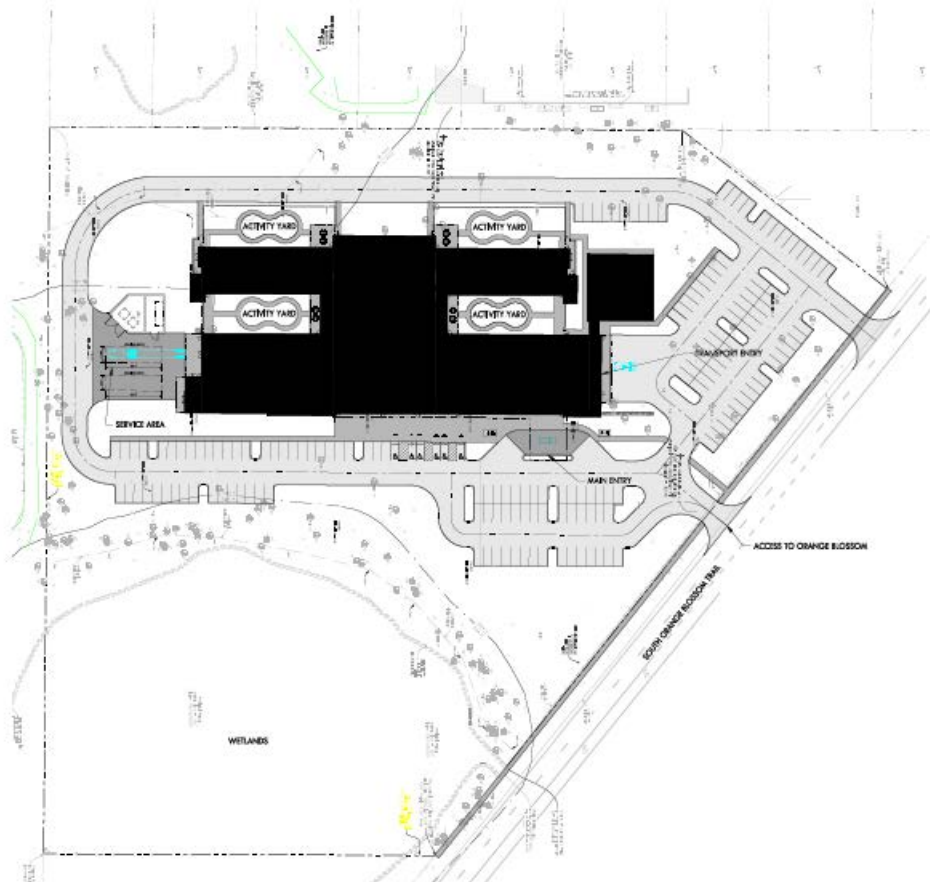
This TIA was performed to assess the impact of the proposed Hospital Project - Apopka. The development consists of 144-bed behavioral health facility with an anticipated buildout year of 2025. The proposed development is located south of Orange Blossom Trail and west of Hiawassee Road in the City of Apopka, Florida.

The study reviewed the impact of the proposed development on roadway segments and intersections within the site's influence area and provided an access review. The results of the analysis as documented herein are summarized below:

- The proposed development is projected to generate 374 new daily trips, of which 26 trips occur during the AM peak hour, and 35 trips occur during the PM peak hour.
- All study roadway segments currently operate at an adequate LOS and are projected to continue to do so under the buildout conditions.
- The intersection of US 441 and Hiawassee Road currently operates below the adopted LOS and is projected to do so at project buildout.
- The intersection of Apopka Boulevard and Hiawassee Road currently operates at an adequate LOS and is projected to do so at project buildout.
- The project access driveways are projected to operate at acceptable LOS at the project buildout.
- A 265-foot westbound left turn lane is recommended at the intersection of Orange Blossom Trail and the project access driveway A.
- Eastbound right turn lanes are not required at the project access driveways on Orange Blossom Trail.

APPENDICES

Appendix A
Preliminary Site Plan



LEGEND

PROPOSED LAYOUT LEGEND

- EXISTING BUILDING
- NEW BUILDING FOOTPRINT
- SITE ACCESS ROAD
- PARKING LOT
- SITE BOUNDARY
- SITE BOUNDARY

PARKING PROVIDED - 173 SPACES



NOT FOR CONSTRUCTION

Appendix B
Approved Study Methodology



MEMORANDUM

February 8, 2023

Re: Hospital Project - Apopka
Traffic Impact Analysis Methodology
City of Apopka, Florida
Project № 22246

This methodology was prepared to support the preparation of a Traffic Impact Analysis (TIA) for the proposed Hospital Project - Apopka.

Project Description

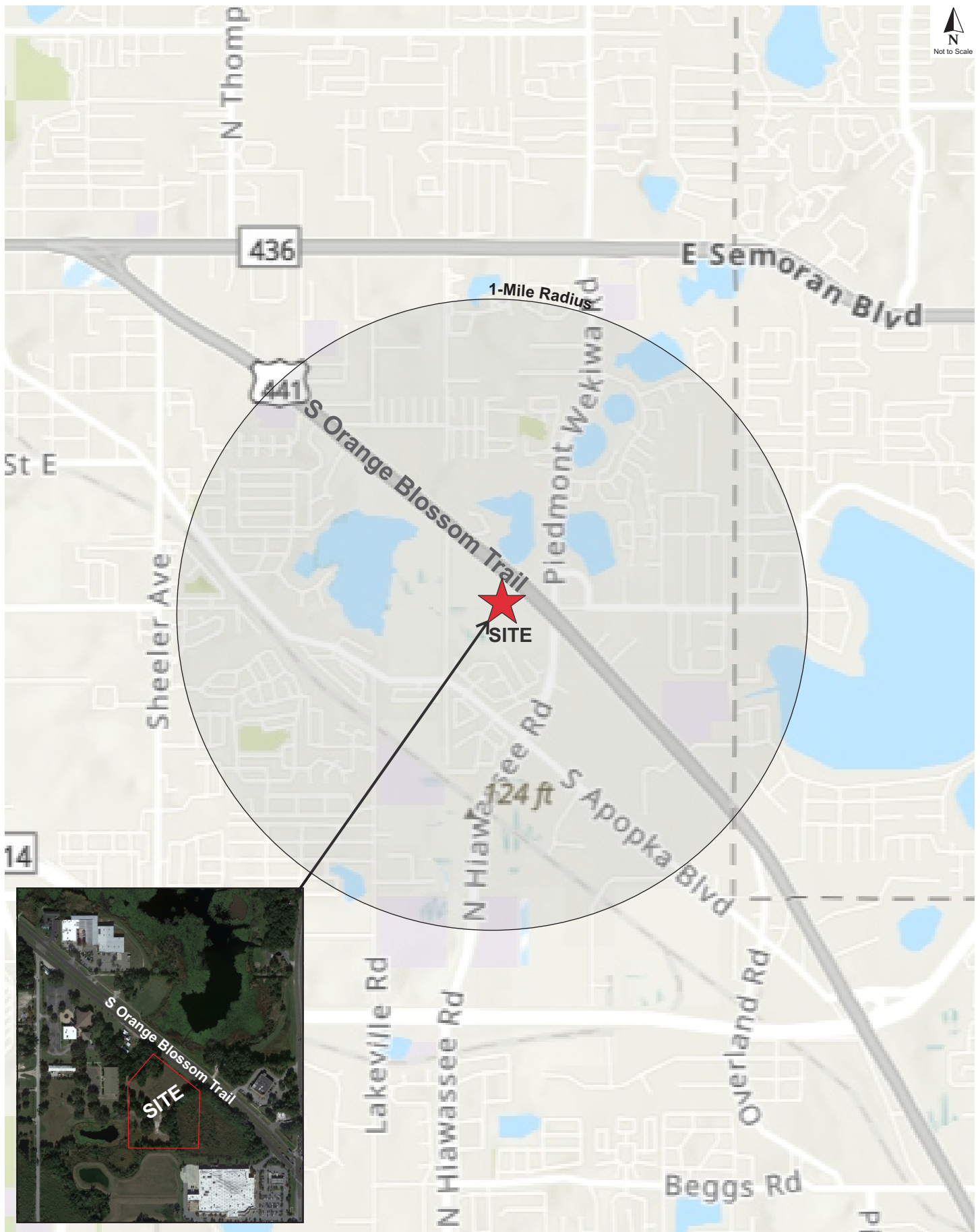
The proposed project consists of a 144-bed behavioral health facility with an anticipated build out year of 2025. The site consists of parcel 13-21-28-0000-00-019, located in the City of Apopka, Florida. The proposed site plan is provided in the **Attachments**.

Project Location

The ±31-acre site is located south of Orange Blossom Trail and west of Hiawassee Road in the City of Apopka, Florida, as shown in **Figure 1**.

Project Access

Access to the site is proposed via two (2) access driveways, one (1) full access driveway and one (1) right-in/right-out (RI/RO) access driveway on Orange Blossom Trail.



Trip Generation

The trip generation analysis was conducted using information published by the Institute of Transportation Engineers (ITE) in the *Trip Generation Manual, 11th Edition*. A behavioral health facility does not function as a traditional hospital. Per the applicant, the development's trip generation is more representative of an assisted living or nursing home facility. Supporting information is furnished in the **Attachments**. The assisted living ITE code was referenced for the trip generation. **Table 1** summarizes the resulting trip generation analysis. The ITE trip generation information sheets are included in the **Attachments**.

Table 1
Trip Generation

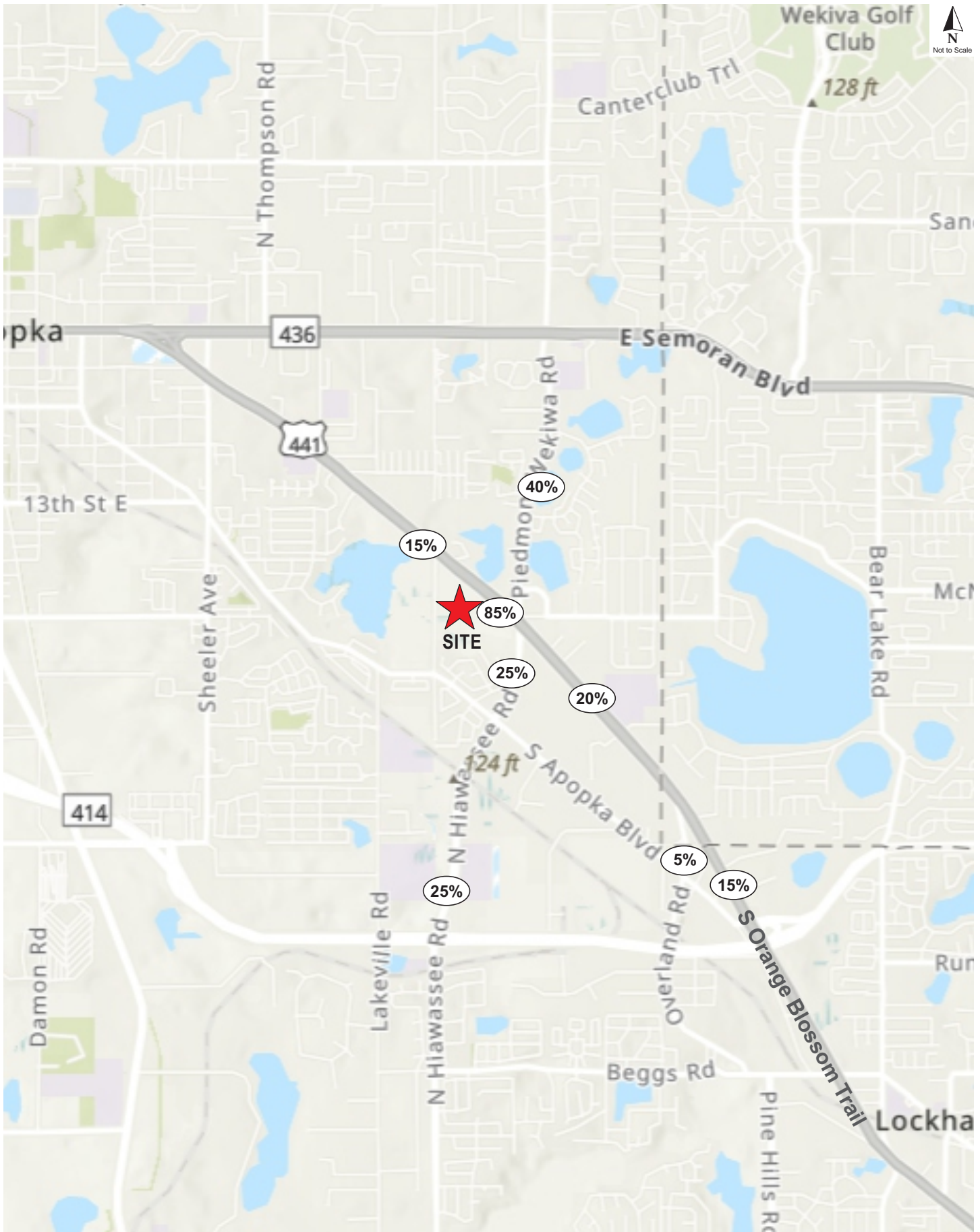
ITE Code	Land Use	Size	Daily		AM Peak Hour				PM Peak Hour			
			Rate	Trips	Rate	Total	Enter	Exit	Rate	Total	Enter	Exit
254	Assisted Living Facility	144 Beds	2.60	374	0.18	26	16	10	0.24	35	14	21

Trip Generation analysis based on ITE Trip Generation Manual, 11th Edition.

The proposed development is projected to generate 374 new daily trips of which 26 trips occur during the AM peak hour, and 35 trips occur during the PM peak hour.

Trip Distribution

A trip distribution pattern was estimated using the *Central Florida Regional Planning Model (CFRPM V7.0)*. The model distribution was slightly adjusted based on local knowledge, professional engineering judgement and the location of the development with respect to the study area attractions and activity centers to reflect prevailing travel patterns in the vicinity of the site and the surrounding transportation network. The raw model plots are provided in the **Attachments**, and the adjusted trip distribution is shown in **Figure 2**.



Study Area

The following roadway segments will be analyzed for the PM peak hour, and the intersections will be analyzed for the ~~AM~~ and PM peak hour, as part of this study:

Per Pam Richmond's request, intersections will be only analyzed for PM Peak hour

Study Roadway Segments (within a 1-mile radius):

- US 441
 - o Sheeler Road to Roger Williams Road
 - o Roger Williams Road to Piedmont - Wekiva Road
 - o Piedmont - Wekiva Road to Seminole County Lane
- Wekiva Springs Road / Piedmont-Wekiva Road / Hiawassee Road
 - o Piedmont Lakes Boulevard to US 441
 - o US 441 to CR 424 (Apopka Boulevard)

Study Intersections:

- US 441 and Hiawassee Road
- Apopka Boulevard and Hiawassee Road
- Site Access Driveways

Capacity Analysis

Roadway segment capacity will be analyzed for existing traffic and the new project peak hour directional traffic. The analysis will be based on City of Apopka's adopted service volumes and capacities obtained from the City's latest available traffic data tables. A copy of the *City of Apopka Concurrency Management System (CMS) 2020 Daily and PM Peak Hour/Peak Direction (PH/PD) Encumbered Traffic Allocation Worksheets* and *2020 Traffic Count Program Peak Hour/Direction Level of Service* spreadsheets are included in the **Attachments**. The project trips from completed developments that are included in the encumbered worksheets will be excluded from the calculation of the total projected segment volumes.

The study intersections will be analyzed for PM peak hour conditions using the methods of the *Highway Capacity Manual (HCM)*. The analysis will be performed for existing and buildout traffic conditions.

Right and left turn lane warrants for the project entrances on Orange Blossom Trail will be conducted in accordance with the FDOT *Driveway Information Guide*.

Report

A traffic study report will be prepared outlining and summarizing the methods, findings, and recommendations of the analysis for submittal to the City of Apopka.

Appendix C
City of Apopka CMS 2020 PH/PD LOS Worksheets

City of Apopka
2020 Traffic Count Program
Peak Hour/Direction Level of Service

Class Roadway Segment	Count Location Number	Type of Count	No. of Lanes	LOS Std.	Daily Volume	AM Peak Hour (7-9 AM Peak Period)						PM Peak Hour (4-6 PM Peak Period)					
						NB/EB	SB/WB	Time	K	D	LOS ¹	NB/EB	SB/WB	Time	K	D	LOS ¹
Major Arterial																	
SR 436 (Semoran Boulevard)																	
US 441 to Sheeler Rd	607A	72 Hour	8LD	D	25,690	879	737	07:30	0.063	0.544	C	1,121	928	17:00	0.080	0.547	C
Sheeler Rd to Thompson Rd	620A	72 Hour	8LD	D	36,022	1,099	1,076	07:15	0.060	0.505	C	1,508	1,525	17:00	0.084	0.503	C
Thompson Rd to Roger Williams Rd	608A	72 Hour	8LD	D	46,529	1,748	1,155	07:15	0.062	0.602	C	1,972	2,075	17:00	0.087	0.513	C
Roger Williams Rd to Piedmont-Wekiva Rd	621A/295	72 Hour	8LD	D	38,910	1,231	1,151	07:15	0.061	0.517	C	1,507	1,925	17:00	0.088	0.561	C
Piedmont-Wekiva Rd to Seminole County Ln	622A/5	72 Hour	6LD	D	54,962	1,969	1,523	07:30	0.064	0.564	C	2,200	2,553	17:00	0.086	0.537	C
US 441 (Orange Blossom Trail)																	
Ponkan Rd to Church Dr/Yothers Rd	2.1	72 Hour	4LD	D	34,231	1,175	1,487	07:00	0.078	0.559	C *	1,572	1,226	16:30	0.082	0.562	C *
Church Dr/Yothers Rd to SR 429 Connector Rd	530A	72 Hour	4LD	D	35,066	1,558	1,156	07:00	0.077	0.574	A *	1,296	1,689	16:45	0.085	0.566	A *
SR 429 Connector Rd to Plymouth Sorrento Rd (CR 437)	940A	72 Hour	4LD	D	26,827	1,062	830	07:00	0.071	0.561	A *	1,081	1,186	16:30	0.084	0.523	A *
Plymouth Sorrento Rd (CR 437) to Boy Scout Blvd	550A	72 Hour	4LD	D	25,487	970	770	07:00	0.068	0.558	A *	978	1,090	16:45	0.081	0.527	A *
Boy Scout Blvd to Errol Pkwy	82.1	72 Hour	4LD	D	29,327	871	1,078	07:00	0.066	0.553	A *	1,200	1,158	16:45	0.080	0.509	A *
Errol Pkwy to SR 451	551A	72 Hour	4LD	D	42,841	1,586	1,087	07:15	0.062	0.593	A *	1,654	1,839	16:45	0.082	0.527	A *
SR 451 to Bradshaw Rd	531A	72 Hour	4LD	D	37,662	1,304	1,111	07:30	0.064	0.540	A *	1,469	1,681	16:45	0.084	0.534	A *
Bradshaw Rd to Hawthorne Ave	552A	72 Hour	5L	D	41,335	1,488	1,129	07:30	0.063	0.569	A *	1,560	1,655	17:00	0.078	0.515	A *
Hawthorne Ave to Central Ave	5099	72 Hour	5L	D	46,312	1,320	1,614	07:15	0.063	0.550	A *	1,835	1,763	16:30	0.078	0.510	A *
Central Ave to Park Ave	553A	72 Hour	5L	D	41,089	1,420	1,078	07:15	0.061	0.569	A *	1,673	1,432	17:15	0.076	0.539	A *
Park Ave to Highland Ave	5098	72 Hour	5L	D	56,621	1,973	1,557	07:15	0.062	0.559	A *	2,041	2,060	17:15	0.072	0.502	B *
Highland Ave to Alabama Ave	609A	72 Hour	5L	D	45,851	1,595	1,234	07:15	0.062	0.564	A *	1,754	1,724	16:45	0.076	0.504	A *
Alabama Ave to SR 436	5096A	72 Hour	4LD	D	46,209	1,717	1,220	07:15	0.064	0.585	A *	1,684	1,885	16:15	0.077	0.528	A *
SR 436 to Sheeler Rd	661A	72 Hour	4LD	D	25,982	672	985	07:00	0.064	0.595	C	1,102	771	16:15	0.072	0.588	C
Sheeler Rd to Roger Williams Rd	7075	72 Hour	4LD	D	23,514	712	984	07:15	0.072	0.580	C	1,082	765	16:00	0.079	0.586	C
Roger Williams Rd to Piedmont-Wekiva Rd	660A	72 Hour	4LD	D	27,613	995	687	07:45	0.061	0.591	C	899	1,242	16:45	0.078	0.580	C
Piedmont-Wekiva Rd to Seminole County Ln	33	72 Hour	4LD	D	33,753	1,041	1,212	07:15	0.067	0.538	C	1,789	896	16:30	0.080	0.666	C
Minor Arterial																	
CR 424 (Alabama Avenue/Apopka Boulevard)																	
US 441 to 8th St	670A	24 Hour	2L	E	2,657	57	93	08:00	0.056	0.619	C	89	172	17:00	0.098	0.658	C
8th St to Sheeler Rd	651A	24 Hour	2L	E	4,259	84	126	07:00	0.049	0.600	C	203	234	17:00	0.102	0.536	C
Sheeler Rd to Lakeville Rd	653A	24 Hour	2L	E	8,389	249	174	07:00	0.050	0.588	C	345	465	17:15	0.097	0.574	C
Lakeville Rd to Hiawassee Rd	658A	24 Hour	3L	E	10,801	172	351	07:00	0.048	0.671	C	590	401	17:00	0.092	0.595	C
Hiawassee Rd to Overland Rd	33.1	24 Hour	2L	E	6,455	314	127	07:15	0.068	0.711	C	235	355	16:45	0.091	0.602	C
Overland Rd to US 441	671A	24 Hour	2L	E	4,986	199	179	07:00	0.076	0.526	C	129	218	16:45	0.070	0.628	C
CR 435 (Rock Spring Road/Park Avenue/Clarcona Road)																	
Kelly Park Rd to Ponkan Rd	18.1	72 Hour	4LD	E	17,577	424	920	07:00	0.076	0.685	C	955	579	17:00	0.087	0.623	C
Ponkan Rd to Welch Rd	19	72 Hour	5L	E	27,779	759	1,234	07:00	0.072	0.619	C	1,471	1,012	17:00	0.089	0.592	C
Welch Rd to Sandpiper Rd	21	72 Hour	5L	E	23,766	530	1,017	07:00	0.065	0.657	C	1,360	914	17:00	0.096	0.598	C
Sandpiper Rd to Votaw Rd	516A	24 Hour	5L	E	20,693	428	681	08:45	0.054	0.614	C	1,037	771	16:30	0.087	0.574	D
Votaw Rd to Orange St	426	72 Hour	5L	E	22,661	459	936	07:00	0.062	0.671	D	1,098	842	17:00	0.086	0.566	D
Orange St to US 441	580A	24 Hour	5L	E	22,501	926	531	07:00	0.065	0.635	D	994	872	16:45	0.083	0.533	D
US 441 to M. Gladden Blvd	563A	24 Hour	2L	E	13,948	445	469	07:00	0.066	0.513	D	619	512	17:15	0.081	0.547	D
M. Gladden Blvd to Cleveland St	328.1	72 Hour	2L	E	10,791	323	315	07:15	0.059	0.506	C	472	411	17:00	0.082	0.534	D
Cleveland St to Keene Rd	564A	24 Hour	2L	E	9,420	355	252	07:15	0.065	0.585	C	351	423	16:45	0.082	0.547	C
Keene Rd to McCormick Rd	565A	24 Hour	2L	E	13,481	505	527	07:15	0.077	0.511	C	534	628	17:00	0.086	0.540	C
McCormick Rd to Clarcona-Ocoee Rd	7004	24 Hour	2L	E	15,386	537	595	07:00	0.074	0.526	C	672	660	17:00	0.087	0.504	C

City of Apopka
2020 Traffic Count Program
Peak Hour/Direction Level of Service

Class Roadway Segment	Count Location Number	Type of Count	No. of Lanes	LOS Std.	Daily Volume	AM Peak Hour (7-9 AM Peak Period)						PM Peak Hour (4-6 PM Peak Period)					
						NB/EB	SB/WB	Time	K	D	LOS ¹	NB/EB	SB/WB	Time	K	D	LOS ¹
Minor Arterial (Continued)																	
CR 437A (Ocoee-Apopka Road/Michael Gladden Boulevard/Central Avenue)																	
McCormick Rd to Binion Rd	71	72 Hour	2L	E	11,687	302	387	07:00	0.059	0.561	C	683	533	16:45	0.104	0.562	C
Binion Rd to SR 429	29	24 Hour	2L	E	13,440	543	575	07:00	0.083	0.515	C	616	588	16:30	0.090	0.512	C
SR 429 to Keene Rd	702A	24 Hour	2L	E	16,225	644	690	07:15	0.082	0.517	C	796	655	16:45	0.089	0.549	C
Keene Rd to Boy Scout Rd	559A/29	72 Hour	2L	E	10,919	402	357	07:15	0.070	0.530	C	474	454	16:45	0.085	0.511	C
Boy Scout Rd to Bradshaw Rd	27	72 Hour	2L	E	13,385	594	472	07:15	0.080	0.557	C	569	544	16:45	0.083	0.511	C
Bradshaw Rd to Central Ave	7083	72 Hour	2L	E	7,518	267	256	07:15	0.070	0.511	C	355	274	16:30	0.084	0.565	C
Michael Gladden Blvd to US 441	567A	24 Hour	2L	E	4,541	139	140	07:30	0.061	0.502	C	213	211	16:15	0.093	0.502	C
Lakeville Road																	
Apopka Blvd to Wildwood St	657A	24 Hour	2L	E	5,744	172	96	07:00	0.047	0.641	C	234	301	17:00	0.093	0.563	C
Plymouth-Sorrento Road																	
County Line to Kelly Park Rd	14	48 Hour	2L	E	8,833	225	499	07:00	0.082	0.689	B	587	294	16:45	0.100	0.666	C
Kelly Park Rd to Ponkan Rd	11	72 Hour	2L	E	6,535	207	266	07:00	0.072	0.562	C	363	236	17:00	0.092	0.606	C
Ponkan Rd to Lester Rd/Yothers Rd	10	72 Hour	2L	E	6,661	235	225	07:30	0.069	0.511	C	371	267	16:30	0.096	0.581	C
Lester Rd/Yothers Rd to SR 429 Connector Rd	542A	24 Hour	2L	E	9,269	425	251	07:45	0.073	0.629	C	330	604	17:00	0.101	0.646	C
SR 429 Connector Rd to US 441	543A	24 Hour	2L	E	6,866	157	285	07:15	0.064	0.644	C	352	285	16:45	0.093	0.553	C
Sheeler Road																	
SR 436 to US 441	605A	24 Hour	3L	E	11,061	398	261	08:45	0.060	0.604	C	698	461	16:15	0.105	0.602	D
US 441 to Apopka Blvd	7006	72 Hour	2L	E	9,219	311	243	07:15	0.060	0.561	C	387	423	16:45	0.088	0.522	C
Apopka Blvd to Cleveland St	7007	72 Hour	2L	E	10,384	446	275	07:00	0.069	0.619	C	444	480	17:00	0.089	0.520	C
Cleveland St to Keene Rd	656A	72 Hour	2L	E	12,360	471	309	07:15	0.063	0.604	C	528	624	17:00	0.093	0.541	C
Wekiwa Springs Road/Piedmont-Wekiwa Road/Hiawassee Road																	
Welch Rd to Votaw Rd	799	72 Hour	3L	E	12,275	393	442	07:45	0.068	0.529	B	527	511	17:00	0.084	0.508	B
Votaw Rd to SR 436	25	72 Hour	5L	E	20,996	565	928	07:45	0.071	0.622	C	1,141	729	17:00	0.089	0.610	C
SR 436 to Piedmont Lakes Blvd	330	72 Hour	5L	E	31,479	910	1,149	07:30	0.065	0.558	C	1,591	1,261	17:00	0.091	0.558	C
Piedmont Lakes Blvd to US 441	606A	24 Hour	5L	E	28,984	769	955	08:15	0.059	0.554	C	1,454	1,226	17:00	0.092	0.543	C
US 441 to CR 424 (Apopka Blvd)	331	24 Hour	4LD	E	24,716	704	775	08:15	0.060	0.524	C	972	1,182	17:00	0.087	0.549	C
CR 424 (Apopka Blvd) to SR 414	222A	24 Hour	4LD	E	19,769	631	662	07:00	0.065	0.512	C	845	861	16:45	0.086	0.505	C
SR 414 to Beggs Rd	223A	72 Hour	4LD	E	27,547	732	930	07:45	0.060	0.560	C	1,360	1,083	16:45	0.089	0.557	C
Beggs Rd to Clarcona-Ocoee Rd	65	24 Hour	4LD	E	23,480	690	810	07:30	0.064	0.540	C	966	991	17:00	0.083	0.506	C
Welch Road																	
Vick Rd to Rock Springs Rd	501A	72 Hour	2L	E	9,894	359	259	07:00	0.062	0.581	C	488	447	16:30	0.094	0.522	D
Rock Springs Rd to Ustler Road	624A	72 Hour	3L	E	19,536	823	556	07:15	0.071	0.597	C	667	880	16:30	0.079	0.569	C
Ustler Road to Thompson Rd	7049	72 Hour	2L	E	16,750	723	450	07:15	0.070	0.616	C	580	780	16:45	0.081	0.574	C
Thompson Rd to Wekiwa Springs Rd	22	72 Hour	2L	E	15,163	693	372	07:00	0.070	0.651	C	515	775	17:00	0.085	0.600	C

City of Apopka CMS
2020 Daily and PM Peak Hour/Peak Direction (PH/PD) Encumbered Traffic Allocation Worksheets
FINAL REPORT

Base Traffic Volume: 2020

Revision Date: 4/1/2021

Roadway Section	# of Lanes	Adopted Standard Roadway Capacity			Applicant Inventory	Encumbered Trips		Daily Traffic (1)		PM PH/PD Traffic (1)		
		LOS	Daily	PHPD		Daily	PM PH/PD	Base Volume	Available Capacity	Base Volume	Available Capacity	Peak Direction
Major Arterials (Continued)												
US 441 (Orange Blossom Trail) (Continued)												
SR 451 to Bradshaw Rd	4LD	D	5,009 ²	230 ²				N/A	3,229.8	N/A	109	SB/WB
					Faircloth Lakes	244	14		64.48%		47.39%	
					Johns Road Commerce Center	69	10					
					Lakeside (aka Lake Marshall)	1,000	61					
					Magnolia Commerce Center	35	7					
					Old Dixie Highway Townhomes	223	12					
					Orchid Estates (fka J.B. Nurseries)	113	11					
					Poe Reserve	95	6					
					Applicant Inventory Total	1,779	121					
Bradshaw Rd to Hawthorne Ave	5L	D	5,025 ²	260 ²				N/A	4,600	N/A	229	SB/WB
					Johns Road Commerce Center	11	2		91.54%		88.08%	
					Lakeside (aka Lake Marshall)	143	9					
					Magnolia Commerce Center	35	7					
					Old Dixie Highway Townhomes	236	13					
					Applicant Inventory Total	425	31					
Hawthorne Ave to Central Ave	5L	D	4,845 ²	250 ²				N/A	4,416	N/A	224	NB/EB
					Lakeside (aka Lake Marshall)	429	26		91.15%		89.60%	
					Applicant Inventory Total	429	26					
Central Ave to Park Ave	5L	D	5,385 ²	278 ²				N/A	5,385	N/A	278	NB/EB
					Development Name	0	0		100.00%		100.00%	
					Applicant Inventory Total	0	0					
Park Ave to Highland Ave	5L	D	6,600 ²	341 ²				N/A	6,600	N/A	341	SB/WB
					Development Name	0	0		100.00%		100.00%	
					Applicant Inventory Total	0	0					
Highland Ave to Alabama Ave	5L	D	6,600 ²	341 ²				N/A	6,600	N/A	341	NB/EB
					Development Name	0	0		100.00%		100.00%	
					Applicant Inventory Total	0	0					
Alabama Ave to SR 436	4LD	D	6,900 ²	357 ²				N/A	6,900	N/A	357	SB/WB
					Development Name	0	0		100.00%		100.00%	
					Applicant Inventory Total	0	0					
SR 436 to Sheeler Rd	4LD	D	39,800	2,000				25,982	13,818	1,102	898	NB/EB
					Development Name	0	0		34.72%		44.91%	
					Applicant Inventory Total	0	0					
Sheeler Rd to Roger Williams Rd	4LD	D	39,800	2,000				23,514	16,286	1,082	918	NB/EB
					Development Name	0	0		40.92%		45.90%	
					Applicant Inventory Total	0	0					
Roger Williams Rd to Piedmont-Wekiwa Rd	4LD	D	39,800	2,000				27,613	12,187	1,242	758	SB/WB
					Development Name	0	0		30.62%		37.91%	
					Applicant Inventory Total	0	0					
Piedmont Wekiwa Rd to Seminole County Line	4LD	D	39,800	2,000				33,753	6,047	1,789	211	NB/EB
					Development Name	0	0		15.19%		10.55%	
					Applicant Inventory Total	0	0					
John Land Expressway (SR 414)												
Hiawassee Rd to Keene Rd	6LD	D	116,600	5,500				24,670	91,442	2,220	3,250	SB/WB
					Silver Oaks	488	30		11.10%		59.09%	
					Applicant Inventory Total	488	30					
Keene Rd to SR 429/SR 451	6LD	D	116,600	5,500				20,870	95,730	1,878	3,622	SB/WB
					Silver Oaks	0	0		82.10%		65.85%	
					Applicant Inventory Total	0	0					

City of Apopka CMS
2020 Daily and PM Peak Hour/Peak Direction (PH/PD) Encumbered Traffic Allocation Worksheets
FINAL REPORT

Base Traffic Volume: 2020

Revision Date: 4/1/2021

Roadway Section	# of Lanes	Adopted Standard Roadway Capacity			Applicant Inventory	Encumbered Trips		Daily Traffic (1)		PM PH/PD Traffic (1)		
		LOS	Daily	PHPD		Daily	PM PH/PD	Base Volume	Available Capacity	Base Volume	Available Capacity	Peak Direction
Minor Arterials (Continued)												
Wekiva Springs Road/Piedmont-Wekiwa Road/Hiawassee Road (Continued)												
Piedmont Lakes Blvd to US 441	5L	E	39,800	2,000				28,984	10,816	1,454	546	NB/EB
					Development Name	0	0		27.18%		27.29%	
					Applicant Inventory Total	0	0					
US 441 to CR 424 (Apopka Blvd)	4LD	E	39,800	2,000				24,716	15,084	1,182	818	SB/WB
					Development Name	0	0		37.90%		40.90%	
					Applicant Inventory Total	0	0					
CR 424 (Apopka Blvd) to SR 414	4LD	E	39,800	2,000				19,769	20,031	861	1,139	SB/WB
					Development Name	0	0		50.33%		56.94%	
					Applicant Inventory Total	0	0					
SR 414 to Beggs Rd	4LD	E	39,800	2,000				27,547	12,253	1,360	640	NB/EB
					Development Name	0	0		30.79%		32.00%	
					Applicant Inventory Total	0	0					
Welch Road												
Vick Rd to Rock Springs Rd (CR 435)	2L	E	16,400	840				9,894	4,905	488	276	NB/EB
					Equestrian Center Subdivision	576	37		29.91%		32.86%	
					Gateway Plaza	9	0					
					Meadow View Apartments	96	7					
					Rock Springs Commercial	920	32					
					San Sabastian	0	0					
					Applicant Inventory Total	1,601	76					
Rock Springs Rd (CR 435) to Ustler Rd	3L	E	34,200	1,690				19,536	13,343	880	757	SB/WB
					Equestrian Center Subdivision	87	6		39.02%		44.82%	
					Gateway Plaza	602	19					
					Rock Springs Commercial	475	18					
					San Sabastian	157	10					
					Applicant Inventory Total	1,321	53					
Ustler Rd to Thompson Rd	2L	E	32,600	1,610				16,750	15,642	780	822	SB/WB
					Rock Springs Commercial	208	8		47.98%		51.06%	
					Applicant Inventory Total	208	8					
Minor Collectors												
2th Street												
Central Ave to Park Ave	2L	D	9,600	490				1,174	8,426	88	402	SB/WB
					Development Name	0	0		87.77%		82.09%	
					Applicant Inventory Total	0	0					
6th Street												
Park Ave to Alabama Ave	2L	D	9,600	490				2,528	7,072	211	279	SB/WB
					Development Name	0	0		73.67%		56.91%	
					Applicant Inventory Total	0	0					
9th Street												
Central Ave to Park Ave (CR 435)	2L	D	9,600	490				5,086	4,319	219	257	NB/EB
					Dollar General	195	14		44.99%		52.51%	
					Applicant Inventory Total	195	14					
Appy Lane												
Plymouth-Sorrento Rd (CR 437) to Jason Dwelley Pkwy	2L	D	13,320	680				1,116	12,166	98	580	NB/EB
					Kelly Park Crossings	38	2		91.34%		85.29%	
					Applicant Inventory Total	38	2					

**City of Apopka
2020 Traffic Count Program
Roadway Service Volumes (Capacities)**

Class Roadway Segment	Count Location Number	No. of Lanes	LOS Std.	Posted Speed Limit	Latitude	Longitude	A.M./P.M. Peak Hour Directional Capacities ¹					Daily Capacities ¹				
							A	B	C	D	E	A	B	C	D	E
Major Arterial																
SR 436 (Semoran Boulevard)																
US 441 to Sheeler Rd	607A	8LD	D	45	28.673035°	-81.494209°	-	-	3,970	4,040	4,040	-	-	78,800	80,100	80,100
Sheeler Rd to Thompson Rd	620A	8LD	D	45	28.673035°	-81.490389°	-	-	3,970	4,040	4,040	-	-	78,800	80,100	80,100
Thompson Rd to Roger Williams Rd	608A	8LD	D	45	28.673045°	-81.486683°	-	-	3,970	4,040	4,040	-	-	78,800	80,100	80,100
Roger Williams Rd to Piedmont-Wekiva Rd	621A/295	8LD	D	45	28.67302°	-81.47462°	-	-	3,970	4,040	4,040	-	-	78,800	80,100	80,100
Piedmont-Wekiva Rd to Seminole County Ln	622A/5	6LD	D	45	28.67288°	-81.46357°	-	-	2,940	3,020	3,020	-	-	58,400	59,900	59,900
US 441 (Orange Blossom Trail)																
Ponkan Rd to Church Dr/Yothers Rd	2.1	4LD	D	55	28.72552°	-81.59981°	-	-	1,910	2,000	2,000	-	-	37,900	39,800	39,800
Church Dr/Yothers Rd to SR 429 Connector Rd	530A	4LD	D	55	28.699877°	-81.573506°	2,370	2,480	2,480	2,480	2,480	47,200	49,500	49,500	49,500	49,500
SR 429 Connector Rd to Plymouth Sorrento Rd (CR 437)	940A	4LD	D	45	28.695148°	-81.559981°	2,370	2,480	2,480	2,480	2,480	47,200	49,500	49,500	49,500	49,500
Plymouth Sorrento Rd (CR 437) to Boy Scout Blvd	550A	4LD	D	45	28.691622°	-81.551488°	2,370	2,480	2,480	2,480	2,480	47,200	49,500	49,500	49,500	49,500
Boy Scout Blvd to Errol Pkwy	82.1	4LD	D	45	28.68911°	-81.54333°	2,270	2,520	2,600	2,600	2,600	48,300	53,600	55,400	55,400	55,400
Errol Pkwy to SR 451	551A	4LD	D	45	28.685048°	-81.532719°	2,270	2,520	2,600	2,600	2,600	48,300	53,600	55,400	55,400	55,400
SR 451 to Bradshaw Rd	531A	4LD	D	45	28.680323°	-81.522827°	2,270	2,520	2,600	2,600	2,600	48,300	53,600	55,400	55,400	55,400
Bradshaw Rd to Hawthorne Ave	552A	5L	D	45	28.677953°	-81.519496°	1,980	2,160	2,160	2,160	2,160	52,500	57,100	57,100	57,100	57,100
Hawthorne Ave to Central Ave	5099	5L	D	35	28.675776°	-81.516276°	1,980	2,160	2,160	2,160	2,160	52,500	57,100	57,100	57,100	57,100
Central Ave to Park Ave	553A	5L	D	35	28.673113°	-81.510488°	1,980	2,160	2,160	2,160	2,160	52,500	57,100	57,100	57,100	57,100
Park Ave to Highland Ave	5098	5L	D	35	28.673114°	-81.508021°	1,980	2,160	2,160	2,160	2,160	52,500	57,100	57,100	57,100	57,100
Highland Ave to Alabama Ave	609A	5L	D	35	28.673094°	-81.503468°	1,980	2,160	2,160	2,160	2,160	52,500	57,100	57,100	57,100	57,100
Alabama Ave to SR 436	5096A	4LD	D	35	28.673139°	-81.499675°	1,980	2,160	2,160	2,160	2,160	52,500	57,100	57,100	57,100	57,100
SR 436 to Sheeler Rd	661A	4LD	D	45	28.670839°	-81.493902°	-	-	1,910	2,000	2,000	-	-	37,900	39,800	39,800
Sheeler Rd to Roger Williams Rd	7075	4LD	D	45	28.66746°	-81.48802°	-	-	1,910	2,000	2,000	-	-	37,900	39,800	39,800
Roger Williams Rd to Piedmont-Wekiva Rd	660A	4LD	D	55	28.65724°	-81.47368°	-	-	1,910	2,000	2,000	-	-	37,900	39,800	39,800
Piedmont-Wekiva Rd to Seminole County Ln	33	4LD	D	55	28.644516°	-81.459745°	-	-	1,910	2,000	2,000	-	-	37,900	39,800	39,800
Minor Arterial																
CR 424 (Alabama Avenue/Apopka Boulevard)																
US 441 to 8th St	670A	2L	E	45	28.671607°	-81.502026°	-	-	370	750	800	-	-	7,300	14,800	15,600
8th St to Sheeler Rd	651A	2L	E	45	28.664812°	-81.497702°	-	-	830	880	880	-	-	16,800	17,700	17,700
Sheeler Rd to Lakeville Rd	653A	2L	E	40	28.654673°	-81.486935°	-	-	830	880	880	-	-	16,800	17,700	17,700
Lakeville Rd to Hiawassee Rd	658a	3L	E	40	28.651139°	-81.477106°	-	-	870	920	920	-	-	17,600	18,600	18,600
Hiawassee Rd to Overland Rd	33.1	2L	E	35	28.641670°	-81.462885°	-	-	370	750	800	-	-	7,300	14,800	15,600
Overland Rd to US 441	671A	2L	E	35	28.635611°	-81.454984°	-	-	370	750	800	-	-	7,300	14,800	15,600
CR 435 (Rock Spring Road/Park Avenue/Clarcona Road)																
Kelly Park Rd to Ponkan Rd	18.1	4LD	E	45	28.73670°	-81.50900°	-	-	1,910	2,000	2,000	-	-	37,900	39,800	39,800
Ponkan Rd to Welch Rd	19	5L	E	45	28.71450°	-81.50900°	-	-	1,910	2,000	2,000	-	-	37,900	39,800	39,800
Welch Rd to Sandpiper Rd	21	5L	E	45	28.69850°	-81.50920°	-	-	1,910	2,000	2,000	-	-	37,900	39,800	39,800
Sandpiper Rd to Votaw Rd	516A	5L	E	35	28.690042°	-81.509411°	-	-	730	1,630	1,700	-	-	14,500	32,400	33,800
Votaw Rd to Orange St	426	5L	E	35	28.68090°	-81.50950°	-	-	730	1,630	1,700	-	-	14,500	32,400	33,800
Orange St to US 441	580A	5L	E	35	28.675129°	-81.509426°	-	-	730	1,630	1,700	-	-	14,500	32,400	33,800
US 441 to M. Gladden Blvd	563A	2L	E	30	28.670468°	-81.509453°	-	-	370	750	800	-	-	7,300	14,800	15,600
M. Gladden Blvd to Cleveland St	328.1	2L	E	30	28.66513°	-81.50937°	-	-	370	750	800	-	-	7,300	14,800	15,600
Cleveland St to Keene Rd	564A	2L	E	45	28.648251°	-81.505598°	-	-	830	880	880	-	-	16,800	17,700	17,700
Keene Rd to McCormick Rd	565A	2L	E	45	28.632718°	-81.498788°	-	-	830	880	880	-	-	16,800	17,700	17,700
McCormick Rd to Clarcona-Ocoee Rd	7004	2L	E	45	28.618562°	-81.499335°	-	-	830	880	880	-	-	16,800	17,700	17,700

City of Apopka
2020 Traffic Count Program
Roadway Service Volumes (Capacities)

Class Roadway Segment	Count Location Number	No. of Lanes	LOS Std.	Posted Speed Limit	Latitude	Longitude	A.M./P.M. Peak Hour Directional Capacities ¹					Daily Capacities ¹				
							A	B	C	D	E	A	B	C	D	E
Minor Arterial (Continued)																
CR 437A (Ocoee-Apopka Road/Michael Gladden Boulevard/Central Avenue)																
McCormick Rd to Binion Rd	71	2L	E	45	28.62403°	-81.54384°	-	-	830	880	880	-	-	16,800	17,700	17,700
Binion Rd to SR 429	29	2L	E	45	28.64353°	-81.53885°	-	-	830	880	880	-	-	16,800	17,700	17,700
SR 429 to Keene Rd	702A	2L	E	45	28.638486°	-81.540218°	-	-	830	880	880	-	-	16,800	17,700	17,700
Keene Rd to Boy Scout Rd	559A/29	2L	E	45	28.647932°	-81.538075°	-	-	830	880	880	-	-	16,800	17,700	17,700
Boy Scout Rd to Bradshaw Rd	27	2L	E	45	28.66438°	-81.52200°	-	-	830	880	880	-	-	16,800	17,700	17,700
Bradshaw Rd to Central Ave	7083	2L	E	30	28.66641°	-81.51956°	-	-	370	750	800	-	-	7,300	14,800	15,600
Michael Gladden Blvd to US 441	567A	2L	E	35	28.669989°	-81.511519°	-	-	370	750	800	-	-	7,300	14,800	15,600
Lakeville Road																
Apopka Blvd to Wildwood St	657A	2L	E	50	28.649221°	-81.480456°	-	-	830	880	880	-	-	16,800	17,700	17,700
Plymouth-Sorrento Road																
County Line to Kelly Park Rd	14	2L	E	55	28.75860°	-81.55980°	-	580	890	1,200	1,610	-	11,700	18,000	24,200	32,600
Kelly Park Rd to Ponkan Rd	11	2L	E	55	28.72894°	-81.55970°	-	-	830	880	880	-	-	16,800	17,700	17,700
Ponkan Rd to Lester Rd/Yothers Rd	10	2L	E	55	28.72620°	-81.55800°	-	-	870	920	920	-	-	16,800	17,700	17,700
Lester Rd/Yothers Rd to SR 429 Connector Rd	542A	2L	E	45	28.711013°	-81.557428°	-	-	890	950	950	-	-	18,100	19,000	19,000
SR 429 Connector Rd to US 441	543A	2L	E	45	28.696130°	-81.556646°	-	-	830	880	880	-	-	16,800	17,700	17,700
Sheeler Road																
SR 436 to US 441	605A	3L	E	35	28.671674°	-81.492844°	-	-	690	1,550	1,620	-	-	13,800	30,780	32,100
US 441 to Apopka Blvd	7006	2L	E	45	28.66530°	-81.49285°	-	-	830	880	880	-	-	16,800	17,700	17,700
Apopka Blvd to Cleveland St	7007	2L	E	45	28.65540°	-81.49290°	-	-	830	880	880	-	-	16,800	17,700	17,700
Cleveland St to Keene Rd	656A	2L	E	45	28.648875°	-81.492849°	-	-	830	880	880	-	-	16,800	17,700	17,700
Wekiwa Springs Road/Piedmont-Wekiwa Road/Hiawasee Road																
Welch Rd to Votaw Rd	799	3L	E	45	28.70575°	-81.46770°	-	610	930	1,260	1,690	-	12,300	18,900	25,400	34,200
Votaw Rd to SR 436	25	5L	E	45	28.68072°	-81.46817°	-	-	1,910	2,000	2,000	-	-	37,900	39,800	39,800
SR 436 to Piedmont Lakes Blvd	330	5L	E	45	28.66880°	-81.46790°	-	-	1,910	2,000	2,000	-	-	37,900	39,800	39,800
Piedmont Lakes Blvd to US 441	606A	5L	E	45	28.660010°	-81.470015°	-	-	1,910	2,000	2,000	-	-	37,900	39,800	39,800
US 441 to CR 424 (Apopka Blvd)	331	4LD	E	45	28.649848°	-81.470854°	-	-	1,910	2,000	2,000	-	-	37,900	39,800	39,800
CR 424 (Apopka Blvd) to SR 414	222A	4LD	E	45	28.639026°	-81.474743°	-	-	1,910	2,000	2,000	-	-	37,900	39,800	39,800
SR 414 to Beggs Rd	223A	4LD	E	45	28.629558°	-81.476452°	-	-	1,910	2,000	2,000	-	-	37,900	39,800	39,800
Beggs Rd to Clarcona-Ocoee Rd	65	4LD	E	45	28.619543°	-81.476222°	-	-	1,910	2,000	2,000	-	-	37,900	39,800	39,800
Welch Road																
Vick Rd to Rock Springs Rd	501A	2L	E	35	28.70599°	-81.51524°	-	-	390	790	840	-	-	7,700	15,540	16,400
Rock Springs Rd to Ustler Road	624A	3L	E	45	28.675534°	-81.511075°	-	610	930	1,260	1,690	-	12,300	18,900	25,400	34,200
Ustler Road to Thompson Rd	7049	2L	E	45	28.70598°	-81.49890°	-	580	890	1,200	1,610	-	11,700	18,000	24,200	32,600
Thompson Rd to Wekiva Springs Rd	22	2L	E	45	28.70567°	-81.48622°	-	580	890	1,200	1,610	-	11,700	18,000	24,200	32,600
Minor Collector																
2nd Street (Monroe Avenue)																
Central Ave to Park Ave	401A	2L	D	30	28.675534°	-81.511075°	-	-	240	490	520	-	-	4,700	9,600	10,100
5th Street																
Park Ave to Highland Ave	403A	2L	D	30	28.671882°	-81.507758°	-	-	240	490	520	-	-	4,700	9,600	10,100
6th Street																
Park Ave to Alabama Ave	650A	2L	D	30	28.670699°	-81.506454°	-	-	240	490	520	-	-	4,700	9,600	10,100
Alabama Ave to US 441	410A	2L	D	30	28.670730°	-81.497702°	-	-	240	490	520	-	-	4,700	9,600	10,100

Appendix D
Turning Movement Counts & Seasonal Factor Data

TURNING MOVEMENT COUNT ANALYSIS

AUTOS & TRUCKS

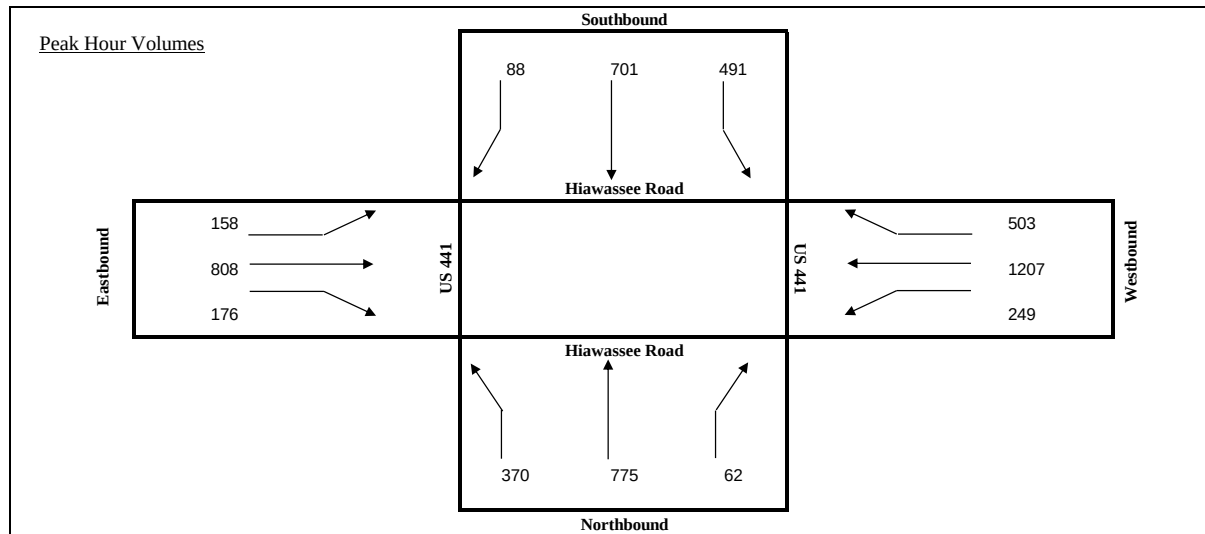
Intersection (N/S): Hiwassee Road

Intersection (E/W): US 441

Date: 2/9/2023

Hiwassee Road					Hiwassee Road			US 441			US 441			TOTAL
Start	End	NB			SB			EB			WB			
		L	T	R	L	T	R	L	T	R	L	T	R	
4:00 PM	4:15 PM	79	256	20	134	203	21	43	143	46	54	277	132	1408
4:15 PM	4:30 PM	89	177	16	119	171	19	40	191	51	50	308	112	1343
4:30 PM	4:45 PM	90	142	14	123	131	17	36	229	46	58	301	124	1311
4:45 PM	5:00 PM	97	200	21	126	198	23	45	207	47	65	293	123	1445
5:00 PM	5:15 PM	94	256	11	123	201	29	37	181	32	76	305	144	1489
5:15 PM	5:30 PM	71	274	14	115	238	23	36	152	41	21	223	126	1334
5:30 PM	5:45 PM	54	244	17	109	210	21	42	163	33	56	191	110	1250
5:45 PM	6:00 PM	68	198	13	113	186	19	35	155	37	42	193	112	1171

Total for:	4:00 PM	5:00 PM	355	775	71	502	703	80	164	770	190	227	1179	491	5507
Total for:	5:00 PM	6:00 PM	287	972	55	460	835	92	150	651	143	195	912	492	5244
Tota Peak Hour:	4:15 PM	5:15 PM	370	775	62	491	701	88	158	808	176	249	1207	503	5588
Overall PHF:	0.94														

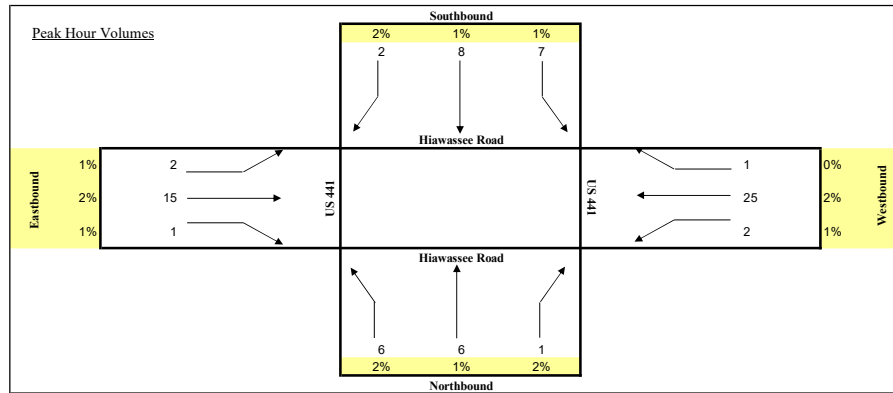


TURNING MOVEMENT COUNT ANALYSIS
TRUCKS

Intersection (N/S): Hiawassee Road
Intersection (E/W): US 441
Date: 2/9/2023

Hiawassee Road				Hiawassee Road				US 441				US 441				TOTAL
		NB			SB			EB			WB					
Start	End	R	T	L	R	T	L	R	T	L	R	T	L			
4:00 PM	4:15 PM	0	1	1	1	0	0	0	1	0	0	4	3	11		
4:15 PM	4:30 PM	1	0	1	1	1	0	0	2	0	0	3	1	10		
4:30 PM	4:45 PM	0	0	0	3	1	0	0	4	1	0	4	1	14		
4:45 PM	5:00 PM	2	1	1	1	2	1	1	5	0	1	5	0	20		
5:00 PM	5:15 PM	3	2	0	2	3	0	0	5	0	0	10	0	25		
5:15 PM	5:30 PM	0	1	0	3	1	0	0	3	1	0	4	0	13		
5:30 PM	5:45 PM	1	2	0	1	2	1	1	2	0	1	6	1	18		
5:45 PM	6:00 PM	2	0	1	2	1	1	0	3	1	0	2	0	13		

Total for:	4:00 PM	5:00 PM	3	2	3	6	4	1	1	12	1	1	16	5	55
Total for:	5:00 PM	6:00 PM	6	5	1	8	7	2	1	13	2	1	22	1	69
Total Peak Hour:	4:45 PM	5:45 PM	6	6	1	7	8	2	2	15	1	2	25	1	76
Overall PHF:	0.76														



TURNING MOVEMENT COUNT ANALYSIS

AUTOS & TRUCKS

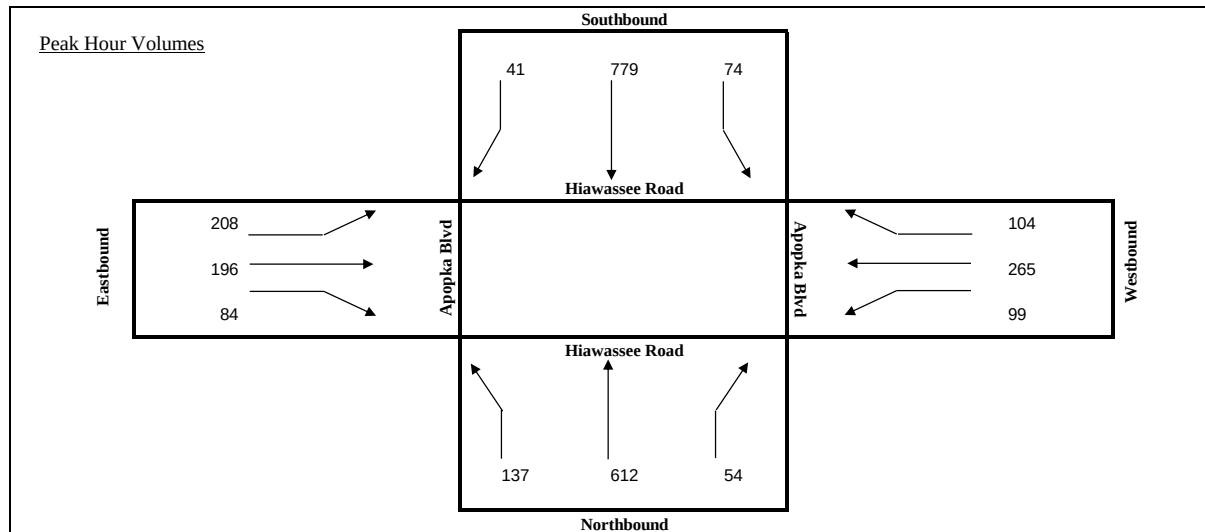
Intersection (N/S): Hiwassee Road

Intersection (E/W): Apopka Blvd

Date: 2/9/2023

		Hiwassee Road			Hiwassee Road			Apopka Blvd			Apopka Blvd			TOTAL
Start	End	NB			SB			EB			WB			
		L	T	R	L	T	R	L	T	R	L	T	R	
4:00 PM	4:15 PM	29	133	10	21	189	9	72	60	18	31	60	35	667
4:15 PM	4:30 PM	31	149	6	31	140	6	55	46	16	25	55	30	590
4:30 PM	4:45 PM	35	161	13	21	161	12	47	53	21	21	71	28	644
4:45 PM	5:00 PM	34	146	13	23	188	9	51	49	26	24	67	24	654
5:00 PM	5:15 PM	37	142	19	18	212	16	53	44	22	32	63	32	690
5:15 PM	5:30 PM	36	165	12	16	192	13	51	54	19	21	59	25	663
5:30 PM	5:45 PM	30	159	10	17	187	3	53	49	17	22	76	23	646
5:45 PM	6:00 PM	35	148	11	22	163	11	50	44	21	18	63	18	604

Total for:	4:00 PM	5:00 PM	129	589	42	96	678	36	225	208	81	101	253	117	2555
Total for:	5:00 PM	6:00 PM	138	614	52	73	754	43	207	191	79	93	261	98	2603
Tota Peak Hour:	4:45 PM	5:45 PM	137	612	54	74	779	41	208	196	84	99	265	104	2653
Overall PHF:	0.96														

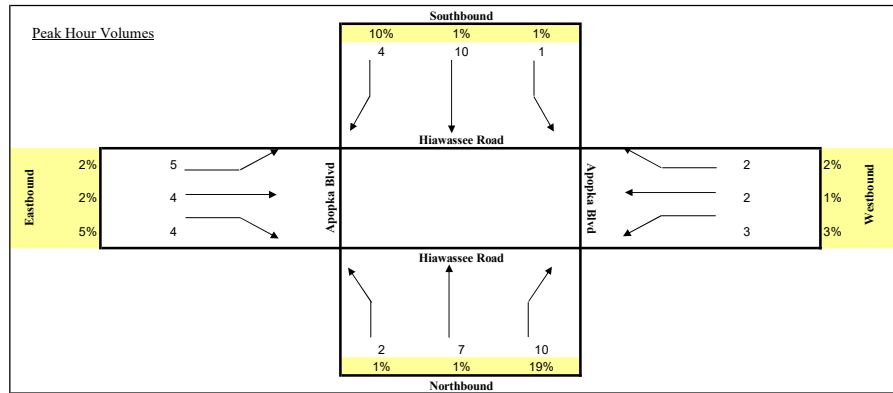


TURNING MOVEMENT COUNT ANALYSIS
TRUCKS

Intersection (N/S): Hiawassee Road
Intersection (E/W): Apopka Blvd
Date: 2/9/2023

				Hiawassee Road			Hiawassee Road			Apopka Blvd			Apopka Blvd			TOTAL
		NB			SB			EB			WB					
Start	End	R	T	L	R	T	L	R	T	L	R	T	L			
4:00 PM	4:15 PM	0	0	2	0	3	0	0	3	2	0	0	0	10		
4:15 PM	4:30 PM	1	0	2	0	4	1	4	1	0	1	1	0	15		
4:30 PM	4:45 PM	0	1	3	1	2	2	0	2	1	1	0	0	13		
4:45 PM	5:00 PM	1	2	1	0	1	0	1	0	2	0	1	1	10		
5:00 PM	5:15 PM	0	4	4	0	3	1	0	1	1	1	0	1	16		
5:15 PM	5:30 PM	0	1	2	1	1	1	1	2	0	1	0	0	10		
5:30 PM	5:45 PM	0	0	2	0	0	0	0	1	0	0	0	2	5		
5:45 PM	6:00 PM	0	1	1	0	1	1	1	1	1	1	0	0	8		

Total for:	4:00 PM	5:00 PM	2	3	8	1	10	3	5	6	5	2	2	1	48
Total for:	5:00 PM	6:00 PM	0	6	9	1	5	3	2	5	2	3	0	3	39
Total Peak Hour:	4:15 PM	5:15 PM	2	7	10	1	10	4	5	4	4	3	2	2	54
Overall PHF:	0.84														



2021 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 7500 ORANGE COUNTYWIDE

WEEK	DATES	SF	MOCF: 0.99 PSCF
1	01/01/2021 - 01/02/2021	0.99	1.00
2	01/03/2021 - 01/09/2021	1.04	1.05
3	01/10/2021 - 01/16/2021	1.09	1.10
4	01/17/2021 - 01/23/2021	1.08	1.09
5	01/24/2021 - 01/30/2021	1.07	1.08
6	01/31/2021 - 02/06/2021	1.06	1.07
7	02/07/2021 - 02/13/2021	1.05	1.06
8	02/14/2021 - 02/20/2021	1.04	1.05
9	02/21/2021 - 02/27/2021	1.03	1.04
10	02/28/2021 - 03/06/2021	1.02	1.03
11	03/07/2021 - 03/13/2021	1.01	1.02
12	03/14/2021 - 03/20/2021	1.00	1.01
13	03/21/2021 - 03/27/2021	1.00	1.01
14	03/28/2021 - 04/03/2021	1.00	1.01
15	04/04/2021 - 04/10/2021	1.00	1.01
16	04/11/2021 - 04/17/2021	1.00	1.01
17	04/18/2021 - 04/24/2021	0.99	1.00
18	04/25/2021 - 05/01/2021	0.99	1.00
19	05/02/2021 - 05/08/2021	0.98	0.99
20	05/09/2021 - 05/15/2021	0.98	0.99
21	05/16/2021 - 05/22/2021	0.98	0.99
22	05/23/2021 - 05/29/2021	0.99	1.00
23	05/30/2021 - 06/05/2021	0.99	1.00
24	06/06/2021 - 06/12/2021	0.99	1.00
25	06/13/2021 - 06/19/2021	1.00	1.01
26	06/20/2021 - 06/26/2021	1.00	1.01
27	06/27/2021 - 07/03/2021	1.00	1.01
28	07/04/2021 - 07/10/2021	1.00	1.01
29	07/11/2021 - 07/17/2021	1.00	1.01
30	07/18/2021 - 07/24/2021	1.00	1.01
31	07/25/2021 - 07/31/2021	1.00	1.01
32	08/01/2021 - 08/07/2021	1.00	1.01
33	08/08/2021 - 08/14/2021	0.99	1.00
34	08/15/2021 - 08/21/2021	0.99	1.00
35	08/22/2021 - 08/28/2021	0.99	1.00
36	08/29/2021 - 09/04/2021	0.99	1.00
37	09/05/2021 - 09/11/2021	0.99	1.00
38	09/12/2021 - 09/18/2021	0.99	1.00
*39	09/19/2021 - 09/25/2021	0.99	1.00
*40	09/26/2021 - 10/02/2021	0.98	0.99
*41	10/03/2021 - 10/09/2021	0.98	0.99
*42	10/10/2021 - 10/16/2021	0.97	0.98
*43	10/17/2021 - 10/23/2021	0.98	0.99
*44	10/24/2021 - 10/30/2021	0.98	0.99
*45	10/31/2021 - 11/06/2021	0.99	1.00
*46	11/07/2021 - 11/13/2021	0.99	1.00
*47	11/14/2021 - 11/20/2021	0.99	1.00
*48	11/21/2021 - 11/27/2021	0.99	1.00
*49	11/28/2021 - 12/04/2021	0.99	1.00
*50	12/05/2021 - 12/11/2021	0.99	1.00
*51	12/12/2021 - 12/18/2021	0.99	1.00
52	12/19/2021 - 12/25/2021	1.04	1.05
53	12/26/2021 - 12/31/2021	1.09	1.10

* PEAK SEASON

08-MAR-2022 12:36:27

830UPD

5_7500_PKSEASON.TXT

Appendix E
HCM Analysis Worksheets – Existing Conditions & Signal Timing Information

HCM 6th Signalized Intersection Summary

1: Hiawasse Rd & US 441

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (veh/h)	166	848	185	261	1267	528	389	814	65	516	736	92	
Future Volume (veh/h)	166	848	185	261	1267	528	389	814	65	516	736	92	
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach	No			No			No			No			
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	
Adj Flow Rate, veh/h	180	922	100	284	1377	287	423	885	0	561	800	0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2	
Cap, veh/h	210	1177	525	235	1203	537	444	930		590	1053		
Arrive On Green	0.06	0.33	0.33	0.07	0.34	0.34	0.13	0.26	0.00	0.17	0.30	0.00	
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	3647	0	3456	3647	0	
Grp Volume(v), veh/h	180	922	100	284	1377	287	423	885	0	561	800	0	
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1777	0	1728	1777	0	
Q Serve(g_s), s	11.6	52.7	10.1	15.3	76.2	20.2	27.4	55.1	0.0	36.2	46.0	0.0	
Cycle Q Clear(g_c), s	11.6	52.7	10.1	15.3	76.2	20.2	27.4	55.1	0.0	36.2	46.0	0.0	
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		0.00	
Lane Grp Cap(c), veh/h	210	1177	525	235	1203	537	444	930		590	1053		
V/C Ratio(X)	0.86	0.78	0.19	1.21	1.14	0.53	0.95	0.95		0.95	0.76		
Avail Cap(c_a), veh/h	237	1177	525	235	1203	537	444	957		602	1053		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.68	0.68	0.00	1.00	1.00	0.00	
Uniform Delay (d), s/veh	104.7	68.0	53.7	104.8	74.4	22.8	97.4	81.7	0.0	92.3	71.9	0.0	
Incr Delay (d2), s/veh	23.3	5.3	0.8	126.7	75.1	3.8	24.2	13.9	0.0	24.8	3.3	0.0	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	5.9	24.7	4.2	11.0	46.9	8.2	13.8	26.9	0.0	18.2	21.3	0.0	
Unsig. Movement Delay, s/veh													
LnGrp Delay(d),s/veh	127.9	73.2	54.5	231.6	149.5	26.5	121.5	95.6	0.0	117.1	75.1	0.0	
LnGrp LOS	F	E	D	F	F	C	F	F		F	E		
Approach Vol, veh/h	1202			1948			1308			A	1361		A
Approach Delay, s/veh	79.9			143.4			104.0				92.4		
Approach LOS	E			F			F				F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8					
Phs Duration (G+Y+Rc), s	25.0	82.5	40.0	77.5	23.3	84.2	49.2	68.3					
Change Period (Y+Rc), s	9.7	8.0	* 11	* 11	9.6	8.0	* 11	9.4					
Max Green Setting (Gmax), s	15.3	72.0	* 29	* 61	15.4	72.0	* 39	60.6					
Max Q Clear Time (g_c+l1), s	17.3	54.7	29.4	48.0	13.6	78.2	38.2	57.1					
Green Ext Time (p_c), s	0.0	5.9	0.0	4.1	0.1	0.0	0.3	1.8					
Intersection Summary													
HCM 6th Ctrl Delay	109.5												
HCM 6th LOS	F												
Notes													
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.													
Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.													

PM Peak Hour Existing
Existing PM Peak Hour

Synchro 11 Light Report

HCM 6th Signalized Intersection Summary

2: Hiawasse Rd & Apopka Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	218	206	88	104	278	109	144	643	57	78	818	43
Future Volume (veh/h)	218	206	88	104	278	109	144	643	57	78	818	43
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	237	224	96	113	302	118	157	699	62	85	889	47
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	270	294	126	254	249	97	254	1326	118	308	1373	73
Arrive On Green	0.12	0.24	0.24	0.07	0.19	0.19	0.04	0.40	0.40	0.04	0.40	0.40
Sat Flow, veh/h	1781	1242	532	1781	1280	500	1781	3302	293	1781	3433	181
Grp Volume(v), veh/h	237	0	320	113	0	420	157	376	385	85	460	476
Grp Sat Flow(s),veh/h/ln	1781	0	1775	1781	0	1780	1781	1777	1818	1781	1777	1838
Q Serve(g_s), s	12.1	0.0	19.3	5.8	0.0	22.4	5.0	18.5	18.5	3.2	24.1	24.1
Cycle Q Clear(g_c), s	12.1	0.0	19.3	5.8	0.0	22.4	5.0	18.5	18.5	3.2	24.1	24.1
Prop In Lane	1.00		0.30	1.00		0.28	1.00		0.16	1.00		0.10
Lane Grp Cap(c), veh/h	270	0	421	254	0	347	254	714	730	308	711	735
V/C Ratio(X)	0.88	0.00	0.76	0.44	0.00	1.21	0.62	0.53	0.53	0.28	0.65	0.65
Avail Cap(c_a), veh/h	270	0	421	330	0	347	254	714	730	432	711	735
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.46	0.46	0.46
Uniform Delay (d), s/veh	33.5	0.0	40.8	34.5	0.0	46.3	26.6	26.1	26.1	20.4	27.9	27.9
Incr Delay (d2), s/veh	26.1	0.0	7.9	1.2	0.0	118.8	3.4	2.8	2.7	0.1	2.1	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.1	0.0	9.2	2.6	0.0	21.2	2.7	8.0	8.1	1.3	10.1	10.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.6	0.0	48.7	35.7	0.0	165.1	30.0	28.9	28.8	20.5	30.0	30.0
LnGrp LOS	E	A	D	D	A	F	C	C	C	C	C	C
Approach Vol, veh/h	557			533			918			1021		
Approach Delay, s/veh	53.4			137.7			29.0			29.2		
Approach LOS	D			F			C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.2	52.8	20.0	30.0	12.0	53.0	15.1	34.9				
Change Period (Y+Rc), s	* 7.2	6.8	6.6	* 7.6	* 7.1	6.8	* 7.5	* 7.6				
Max Green Setting (Gmax), s	* 5	38.2	13.4	* 22	* 13	38.2	* 13	* 22				
Max Q Clear Time (g_c+l1), s	7.0	26.1	14.1	24.4	5.2	20.5	7.8	21.3				
Green Ext Time (p_c), s	0.0	4.3	0.0	0.0	0.0	4.0	0.1	0.2				
Intersection Summary												
HCM 6th Ctrl Delay	52.7											
HCM 6th LOS	D											
Notes												

PM Peak Hour Existing
Existing PM Peak Hour

Synchro 11 Light Report

CITY OF APOPKA TRAFFIC SIGNAL TIMING

Intersection: Orange Blossom TI (US 441) & Piedmont Wekiwa Rd/Hiawassee Rd Address: 10
 Equipment: Siemens m50 CDI: CDO: Date: 05/25/21

BASIC TIMING

Phase	1	2	3	4	5	6	7	8
Road Name		US 441		Piedmont Wekiwa Road		US 441		Hiawassee Road
Direction	NBL	SB	EBL	WB	SBL	NB	WBL	EB
Min Green (sec)	5	15	5	5	5	15	5	5
Vehicle Gap (sec)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Max Green 1 (sec)	25	75	35	60	25	70	45	55
Max Green 2 (sec)	25	80	40	70	25	80	50	70
Yellow (sec)	5.1	5.1	5.1	5.1	4.8	5.1	4.8	5.1
All-Red (sec)	4.6	2.9	6.0	4.3	4.8	2.9	6.0	4.3
Walk (sec)		7		7		7		7
Flash Don't Walk (sec)		44		49		35		51
Recall/Memory	NL	MIN/LK	NL	NL	NL	MIN/LK	NL	NL
Delay (sec)								
Detector Switching								
Dual Entry		Y				Y		
Overlap								
Flash		Y		R		Y		R
Speed (mph)	25	45	25	45	25	45	25	45
Veh Distance (ft)	115	187	270	211	127	174	250	145
Grade (%)	-1.9	0.0	0.0	-3.3	0.0	-1.9	-3.3	0.0
Ped Distance (ft)		162		188		132		180
Ped Clearance (sec)		44		51		35		49

COORDINATION PLANS

Coordination Pattern	1/1/1	2/1/1	3/1/1				Day	Time	Pattern
Cycle	200	180	180				1	0:01	FREE
Split 1	25	20	25				1	10:30	2/1/1
Split 2	65	59	70				1	17:00	FREE
Split 3	40	33	30				2	0:01	FREE
Split 4	70	68	55				2	6:00	1/1/1
Split 5	25	20	20				2	9:30	2/1/1
Split 6	65	59	75				2	14:00	3/1/1
Split 7	45	40	34				2	19:30	FREE
Split 8	65	61	51				7	0:01	FREE
Offset	40	89	146				7	9:30	2/1/1
Lagging Phases	0/0/0/0	0/0/0/0	1/0/0/0				7	17:00	FREE
Source Day	Equate 1	Equate 2	Equate 3	Equate 4	Equate 5				
1									
2	3	4	5	6					
7									

Notes:

1. Referenced to the Beginning of Green
2. Use Cycle Force-Offs
3. Use Max Inhibit during coordination

R1	1	2	3	4
R2	5	6	7	8

CITY OF APOPKA TRAFFIC SIGNAL TIMING

Intersection: Hiawasse Road & Apopka Boulevard

Address: 45

Equipment: Eagle EPAC 300

CDI:

CDO:

Date: 5/25/21

BASIC TIMING

Phase	1	2	3	4	5	6	7	8
Direction	NBL	SB	EBL	WB	SBL	NB	WBL	EB
Min Green (sec)	5	15	5	5	5	15	5	5
Vehicle Gap (sec)	1.8	3.0	3.0	3.0	1.8	3.0	3.0	3.0
Max Green 1 (sec)	10	45	20	30	20	45	20	30
Max Green 2 (sec)	20	45	20	30	20	45	20	30
Yellow (sec)	4.8	4.8	4.0	4.8	4.8	4.8	4.8	4.8
All-Red (sec)	2.4	2.0	2.6	2.8	2.3	2.0	2.7	2.8
Walk (sec)		7		7		7		7
Flash Don't Walk (sec)		27		26		28		29
Recall/Memory	NL	SOFT/LK	NL	NL	NL	SOFT/LK	NL	NL
Delay (sec)								
Detector Switching								
Dual Entry		Y		Y		Y		Y
Overlap								
Flash		Y		R		Y		R
Speed (mph)		45		45		45		40
Veh Distance (ft)	106	103	111	95	102	107	79	123
Grade (%)	-0.3	0.0	-0.1	-0.7	0.0	-0.3	-0.7	-0.1
Ped Distance (ft)		102		100		108		111
Ped Clearance (sec)		27		26		28		29

COORDINATION PLANS

Coordination Pattern	1/1/1	2/1/1	3/1/1			Day	Time	Pattern
Cycle	200	180	180			1	0:00	FREE
Split 1	30	20	25			1	10:30	2/1/1
Split 2	90	80	63			1	17:00	FREE
Split 3	39	40	25			2	0:00	FREE
Split 4	41	40	67			2	6:00	1/1/1
Split 5	35	30	20			2	9:30	2/1/1
Split 6	85	70	68			2	14:00	3/1/1
Split 7	32	35	20			2	19:30	FREE
Split 8	48	45	72			7	0:00	FREE
Offset	25	63	125			7	9:30	2/1/1
Lagging Phases	0/0/0/0	0/0/0/0	0/0/0/0			7	17:00	FREE
Source Day	Equate 1	Equate 2	Equate 3	Equate 4	Equate 5			
1								
2	3	4	5	6				
7								

Notes:

Cycle Force offs

Max Inhibit during coordination

Offset referenced to end of green for phase 2+6

R1	1	2	3	4
R2	5	6	7	8

Appendix F
ITE Trip Generation Sheets

PA Behavioral Health

Southcoast Behavioral Health	96	beds
581 Faunce Corner Road	87,000	ft ²
Dartmouth, MA 02747	75	largest employee shift
	221	full-time equivalent employees
Meadow Wood Behavioral Health	85	beds
575 S Dupont Hwy	62,200	ft ²
New Caslte, DE 19720	120	largest employee shift
	220	full-time equivalent employees
Southwood Behavioral Health	60	beds
2575 Boyce Plaza Rd	31,500	ft ²
Pittsburgh, PA 15241	35	largest employee shift
	150	full-time equivalent employees

SouthCoast Behavioral Health

Peak Monday AM Flow	39	cars
Peak Monday PM Flow	34	cars
Peak Tuesday AM Flow	34	cars
Peak Tuesday PM Flow	34	cars
Peak Wednesday AM Flow	36	cars
Peak Wednesday PM Flow	76	cars
Peak Thursday AM Flow	32	cars
Peak Thursday PM Flow	32	cars
Peak Friday AM Flow	35	cars
Peak Friday PM Flow	31	cars
Average AM Peak Flow	35	cars
Average PM Peak Flow	33	cars

Traffic Data

Meadow Wood Behavioral Health

Average Monday AM Flow	N/A	cars
Average Monday PM Flow	N/A	cars
Average Tuesday AM Flow	N/A	cars
Average Tuesday PM Flow	N/A	cars
Average Wednesday AM Flow	N/A	cars
Average Wednesday PM Flow	N/A	cars
Average Thursday AM Flow	N/A	cars
Average Thursday PM Flow	N/A	cars
Average Friday AM Flow	N/A	cars
Average Friday PM Flow	N/A	cars

Southwood Behavioral Health

Peak Monday AM Flow	5	cars
Peak Monday PM Flow	4	cars
Peak Tuesday AM Flow	9	cars
Peak Tuesday PM Flow	4	cars
Peak Wednesday AM Flow	6	cars
Peak Wednesday PM Flow	4	cars
Peak Thursday AM Flow	8	cars
Peak Thursday PM Flow	4	cars
Peak Friday AM Flow	7	cars
Peak Friday PM Flow	5	cars
Average AM Peak Flow	7	cars
Average PM Peak Flow	4	cars

Notes:

Data gathered in August of 2016.

SouthCoast Behavioral Health Wednesday data excluded from the calculations.

Assisted Living (254)

Vehicle Trip Ends vs: **Beds**
On a: **Weekday**

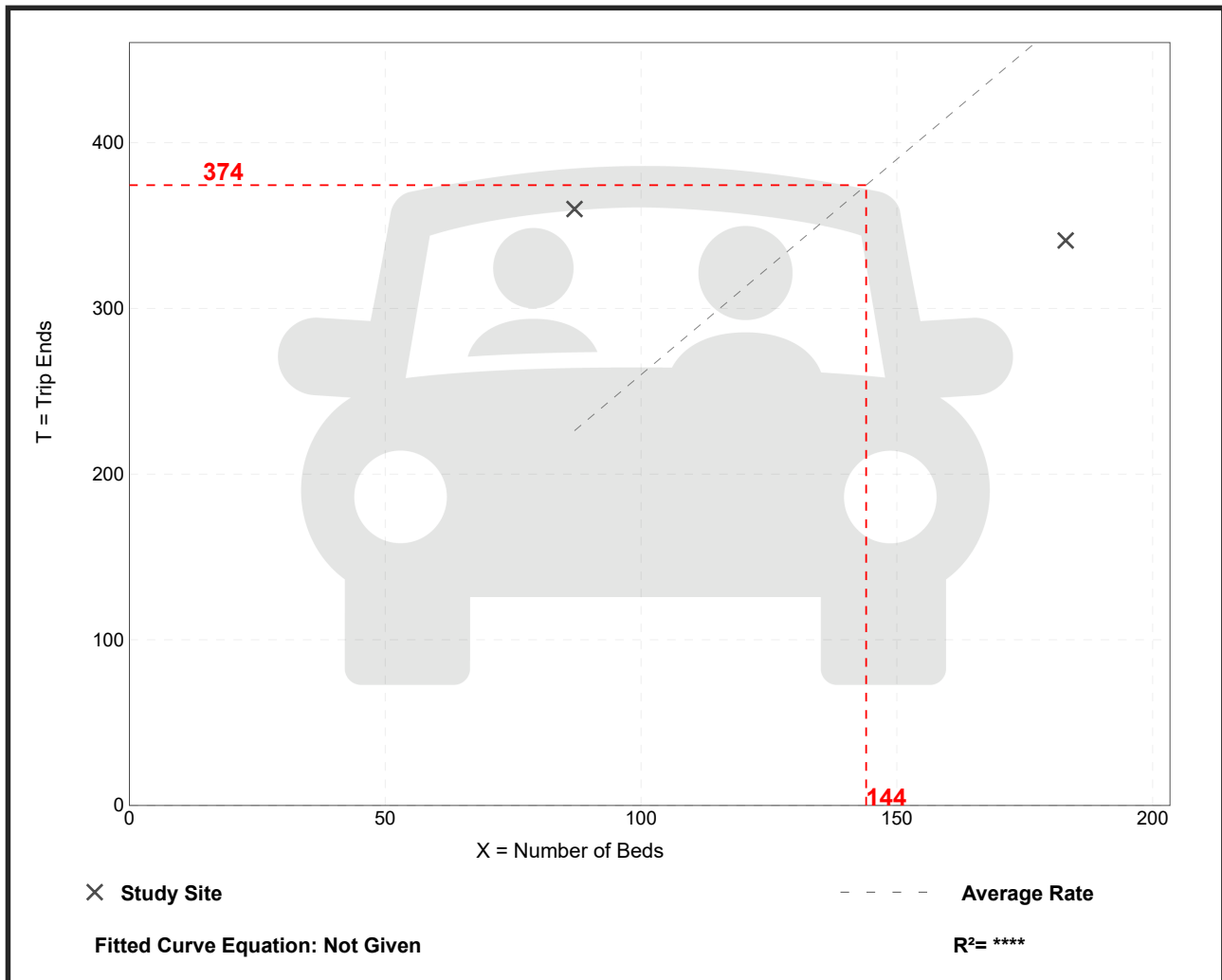
Setting/Location: **General Urban/Suburban**
Number of Studies: 2
Avg. Num. of Beds: 135
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Bed

Average Rate	Range of Rates	Standard Deviation
2.60	1.86 - 4.14	*

Data Plot and Equation

Caution – Small Sample Size



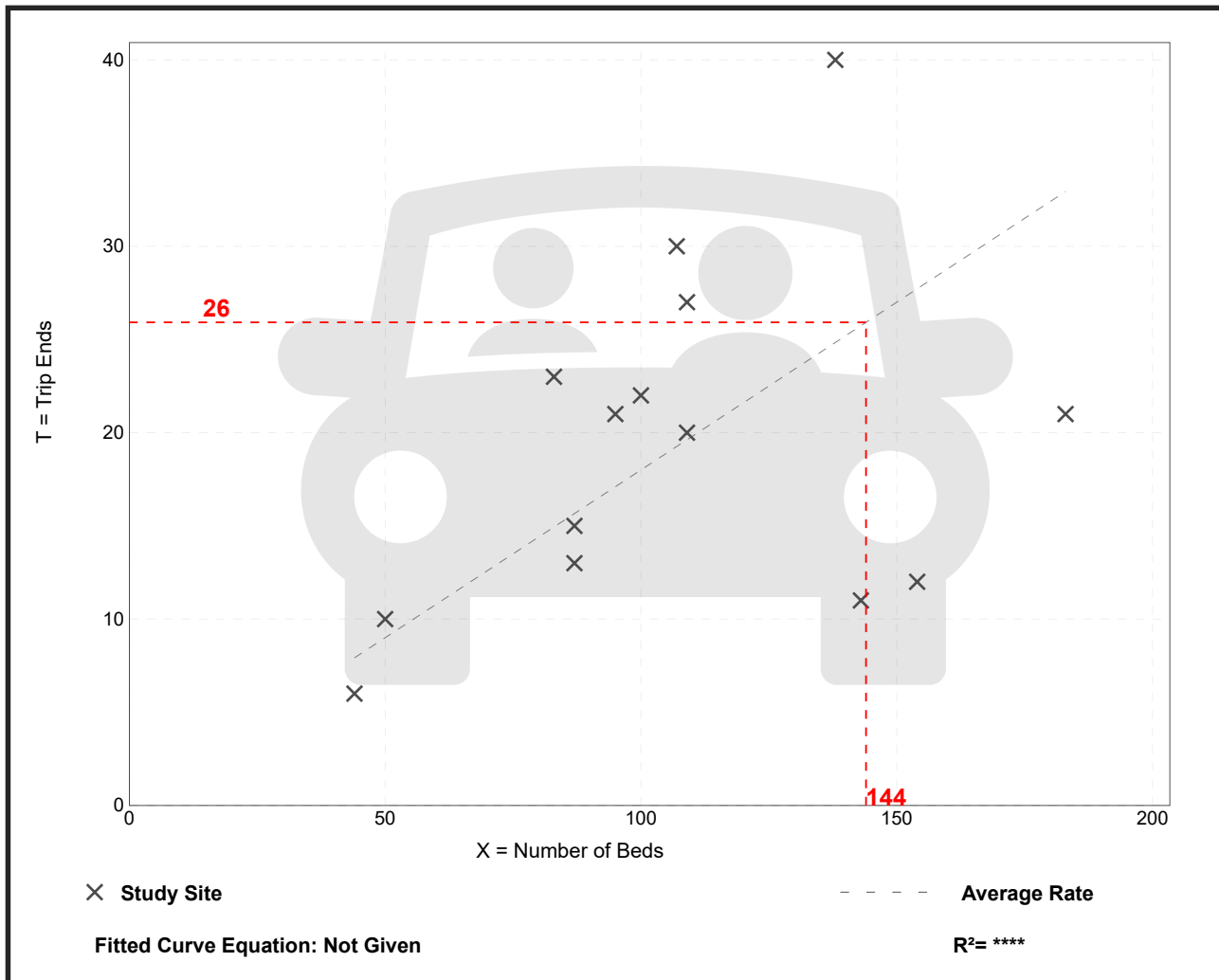
Assisted Living (254)

Vehicle Trip Ends vs: Beds
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 14
 Avg. Num. of Beds: 106
 Directional Distribution: 60% entering, 40% exiting

Vehicle Trip Generation per Bed

Average Rate	Range of Rates	Standard Deviation
0.18	0.08 - 0.29	0.08

Data Plot and Equation



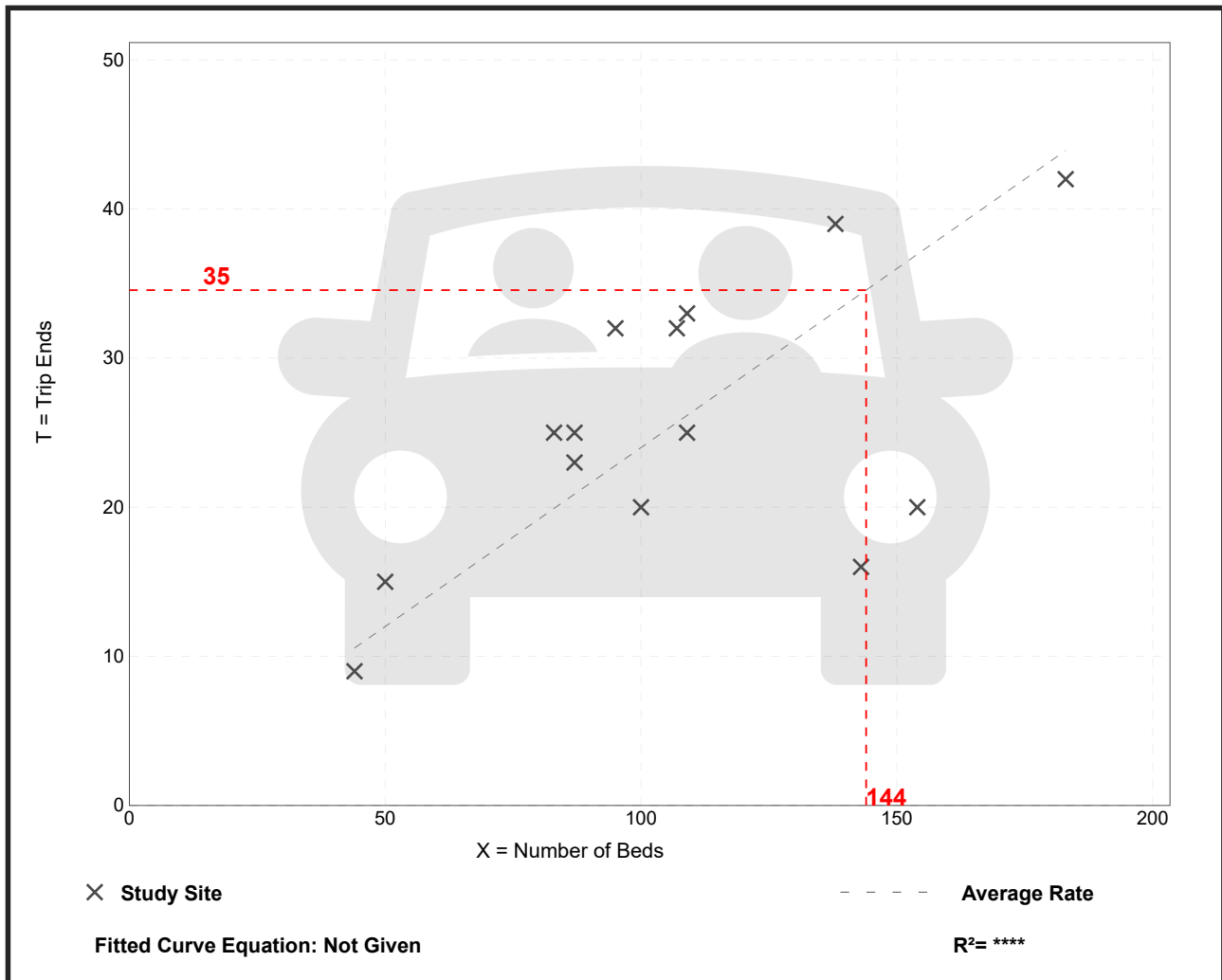
Assisted Living (254)

Vehicle Trip Ends vs: Beds
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 14
 Avg. Num. of Beds: 106
 Directional Distribution: 39% entering, 61% exiting

Vehicle Trip Generation per Bed

Average Rate	Range of Rates	Standard Deviation
0.24	0.11 - 0.34	0.07

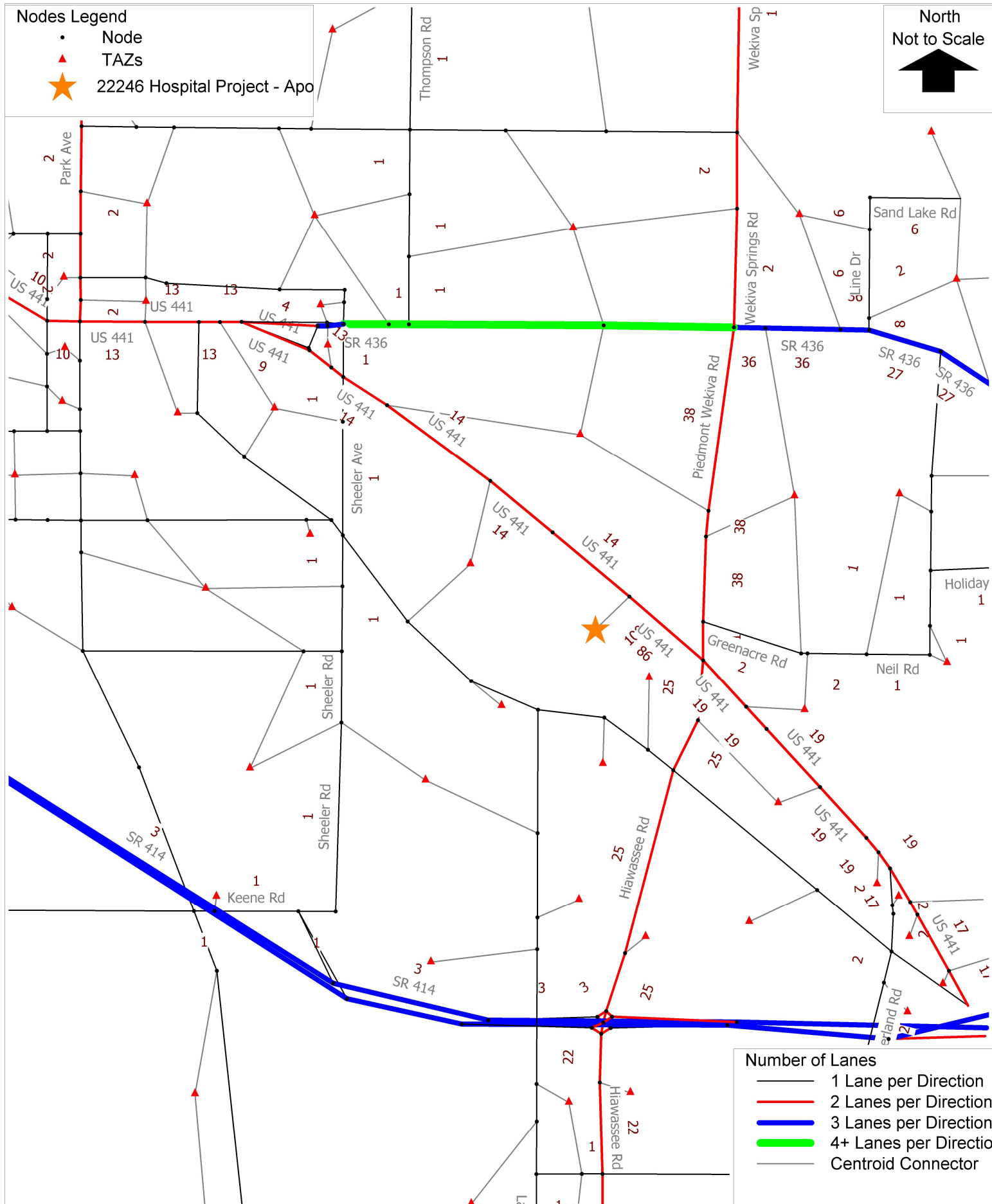
Data Plot and Equation



Appendix G

Model Output Plots

- Nodes Legend**
- Node
 - ▲ TAZs
 - ★ 22246 Hospital Project - Apo



22246 Hospital Project, City of Apopka, FL - TAZ 7676

Project Distribution

C:\FSUTMS\D5\CFRPM7\Base\CF_2025\P22246\OUTPUT\HWYLOAD_SL_AllDay_A25.NET

Appendix H
City of Apopka CMS 2020 PH/PD Encumbered Traffic Allocation Worksheets

City of Apopka CMS
2020 Daily and PM Peak Hour/Peak Direction (PH/PD) Encumbered Traffic Allocation Worksheets
FINAL REPORT

Base Traffic Volume: 2020

Revision Date: 4/1/2021

Roadway Section	# of Lanes	Adopted Standard Roadway Capacity			Applicant Inventory	Encumbered Trips		Daily Traffic (1)		PM PH/PD Traffic (1)		
		LOS	Daily	PHPD		Daily	PM PH/PD	Base Volume	Available Capacity	Base Volume	Available Capacity	Peak Direction
Major Arterials (Continued)												
US 441 (Orange Blossom Trail) (Continued)												
SR 451 to Bradshaw Rd	4LD	D	5,009 ²	230 ²				N/A	3,229.8	N/A	109	SB/WB
					Faircloth Lakes	244	14		64.48%		47.39%	
					Johns Road Commerce Center	69	10					
					Lakeside (aka Lake Marshall)	1,000	61					
					Magnolia Commerce Center	35	7					
					Old Dixie Highway Townhomes	223	12					
					Orchid Estates (fka J.B. Nurseries)	113	11					
					Poe Reserve	95	6					
					Applicant Inventory Total	1,779	121					
Bradshaw Rd to Hawthorne Ave	5L	D	5,025 ²	260 ²				N/A	4,600	N/A	229	SB/WB
					Johns Road Commerce Center	11	2		91.54%		88.08%	
					Lakeside (aka Lake Marshall)	143	9					
					Magnolia Commerce Center	35	7					
					Old Dixie Highway Townhomes	236	13					
					Applicant Inventory Total	425	31					
Hawthorne Ave to Central Ave	5L	D	4,845 ²	250 ²				N/A	4,416	N/A	224	NB/EB
					Lakeside (aka Lake Marshall)	429	26		91.15%		89.60%	
					Applicant Inventory Total	429	26					
Central Ave to Park Ave	5L	D	5,385 ²	278 ²				N/A	5,385	N/A	278	NB/EB
					Development Name	0	0		100.00%		100.00%	
					Applicant Inventory Total	0	0					
Park Ave to Highland Ave	5L	D	6,600 ²	341 ²				N/A	6,600	N/A	341	SB/WB
					Development Name	0	0		100.00%		100.00%	
					Applicant Inventory Total	0	0					
Highland Ave to Alabama Ave	5L	D	6,600 ²	341 ²				N/A	6,600	N/A	341	NB/EB
					Development Name	0	0		100.00%		100.00%	
					Applicant Inventory Total	0	0					
Alabama Ave to SR 436	4LD	D	6,900 ²	357 ²				N/A	6,900	N/A	357	SB/WB
					Development Name	0	0		100.00%		100.00%	
					Applicant Inventory Total	0	0					
SR 436 to Sheeler Rd	4LD	D	39,800	2,000				25,982	13,818	1,102	898	NB/EB
					Development Name	0	0		34.72%		44.91%	
					Applicant Inventory Total	0	0					
Sheeler Rd to Roger Williams Rd	4LD	D	39,800	2,000				23,514	16,286	1,082	918	NB/EB
					Development Name	0	0		40.92%		45.90%	
					Applicant Inventory Total	0	0					
Roger Williams Rd to Piedmont-Wekiwa Rd	4LD	D	39,800	2,000				27,613	12,187	1,242	758	SB/WB
					Development Name	0	0		30.62%		37.91%	
					Applicant Inventory Total	0	0					
Piedmont Wekiwa Rd to Seminole County Line	4LD	D	39,800	2,000				33,753	6,047	1,789	211	NB/EB
					Development Name	0	0		15.19%		10.55%	
					Applicant Inventory Total	0	0					
John Land Expressway (SR 414)												
Hiawassee Rd to Keene Rd	6LD	D	116,600	5,500				24,670	91,442	2,220	3,250	SB/WB
					Silver Oaks	488	30		11.10%		59.09%	
					Applicant Inventory Total	488	30					
Keene Rd to SR 429/SR 451	6LD	D	116,600	5,500				20,870	95,730	1,878	3,622	SB/WB
					Silver Oaks	0	0		82.10%		65.85%	
					Applicant Inventory Total	0	0					

City of Apopka CMS
2020 Daily and PM Peak Hour/Peak Direction (PH/PD) Encumbered Traffic Allocation Worksheets
FINAL REPORT

Base Traffic Volume: 2020

Revision Date: 4/1/2021

Roadway Section	# of Lanes	Adopted Standard Roadway Capacity			Applicant Inventory	Encumbered Trips		Daily Traffic (1)		PM PH/PD Traffic (1)		
		LOS	Daily	PHPD		Daily	PM PH/PD	Base Volume	Available Capacity	Base Volume	Available Capacity	Peak Direction
Minor Arterials (Continued)												
Wekiva Springs Road/Piedmont-Wekiwa Road/Hiawassee Road (Continued)												
Piedmont Lakes Blvd to US 441	5L	E	39,800	2,000				28,984	10,816	1,454	546	NB/EB
					Development Name	0	0		27.18%		27.29%	
					Applicant Inventory Total	0	0					
US 441 to CR 424 (Apopka Blvd)	4LD	E	39,800	2,000				24,716	15,084	1,182	818	SB/WB
					Development Name	0	0		37.90%		40.90%	
					Applicant Inventory Total	0	0					
CR 424 (Apopka Blvd) to SR 414	4LD	E	39,800	2,000				19,769	20,031	861	1,139	SB/WB
					Development Name	0	0		50.33%		56.94%	
					Applicant Inventory Total	0	0					
SR 414 to Beggs Rd	4LD	E	39,800	2,000				27,547	12,253	1,360	640	NB/EB
					Development Name	0	0		30.79%		32.00%	
					Applicant Inventory Total	0	0					
Welch Road												
Vick Rd to Rock Springs Rd (CR 435)	2L	E	16,400	840				9,894	4,905	488	276	NB/EB
					Equestrian Center Subdivision	576	37		29.91%		32.86%	
					Gateway Plaza	9	0					
					Meadow View Apartments	96	7					
					Rock Springs Commercial	920	32					
					San Sabastian	0	0					
					Applicant Inventory Total	1,601	76					
Rock Springs Rd (CR 435) to Ustler Rd	3L	E	34,200	1,690				19,536	13,343	880	757	SB/WB
					Equestrian Center Subdivision	87	6		39.02%		44.82%	
					Gateway Plaza	602	19					
					Rock Springs Commercial	475	18					
					San Sabastian	157	10					
					Applicant Inventory Total	1,321	53					
Ustler Rd to Thompson Rd	2L	E	32,600	1,610				16,750	15,642	780	822	SB/WB
					Rock Springs Commercial	208	8		47.98%		51.06%	
					Applicant Inventory Total	208	8					
Minor Collectors												
2th Street												
Central Ave to Park Ave	2L	D	9,600	490				1,174	8,426	88	402	SB/WB
					Development Name	0	0		87.77%		82.09%	
					Applicant Inventory Total	0	0					
6th Street												
Park Ave to Alabama Ave	2L	D	9,600	490				2,528	7,072	211	279	SB/WB
					Development Name	0	0		73.67%		56.91%	
					Applicant Inventory Total	0	0					
9th Street												
Central Ave to Park Ave (CR 435)	2L	D	9,600	490				5,086	4,319	219	257	NB/EB
					Dollar General	195	14		44.99%		52.51%	
					Applicant Inventory Total	195	14					
Appy Lane												
Plymouth-Sorrento Rd (CR 437) to Jason Dwelley Pkwy	2L	D	13,320	680				1,116	12,166	98	580	NB/EB
					Kelly Park Crossings	38	2		91.34%		85.29%	
					Applicant Inventory Total	38	2					

Appendix I
Historical Counts and Growth Rate

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2021 HISTORICAL AADT REPORT

COUNTY: 75 - ORANGE

SITE: 0294 - ON US-441, 0.322 MI. N OF PIEDMONT-WEKIVA RD. (UCLP)

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----		-----	-----	-----	-----
2021	26500	C	N 13500		S 13000	9.00	53.20	3.60
2020	27000	S	N 14000		S 13000	9.00	53.00	5.30
2019	28000	F	N 14500		S 13500	9.00	52.60	5.30
2018	28000	C	N 14500		S 13500	9.00	53.20	5.30
2017	26500	C	N 13500		S 13000	9.00	52.60	5.40
2016	26500	C	N 12500		S 14000	9.00	52.50	5.20
2015	28000	C	N 14500		S 13500	9.00	53.20	5.00
2014	29000	C	N 15000		S 14000	9.00	53.20	5.50
2013	30000	C	N 15500		S 14500	9.00	53.30	5.50
2012	28500	C	N 14500		S 14000	9.00	52.90	4.90
2011	30500	C	N 15500		S 15000	9.00	52.70	5.70
2010	30000	C	N 15500		S 14500	8.87	52.83	5.90
2009	34000	C	N 16500		S 17500	8.79	53.70	5.90
2008	33500	C	N 17000		S 16500	8.80	53.99	7.80
2007	35500	C	N 18000		S 17500	8.63	54.08	7.40
2006	27000	C	N 13000		S 14000	8.59	53.01	7.70

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

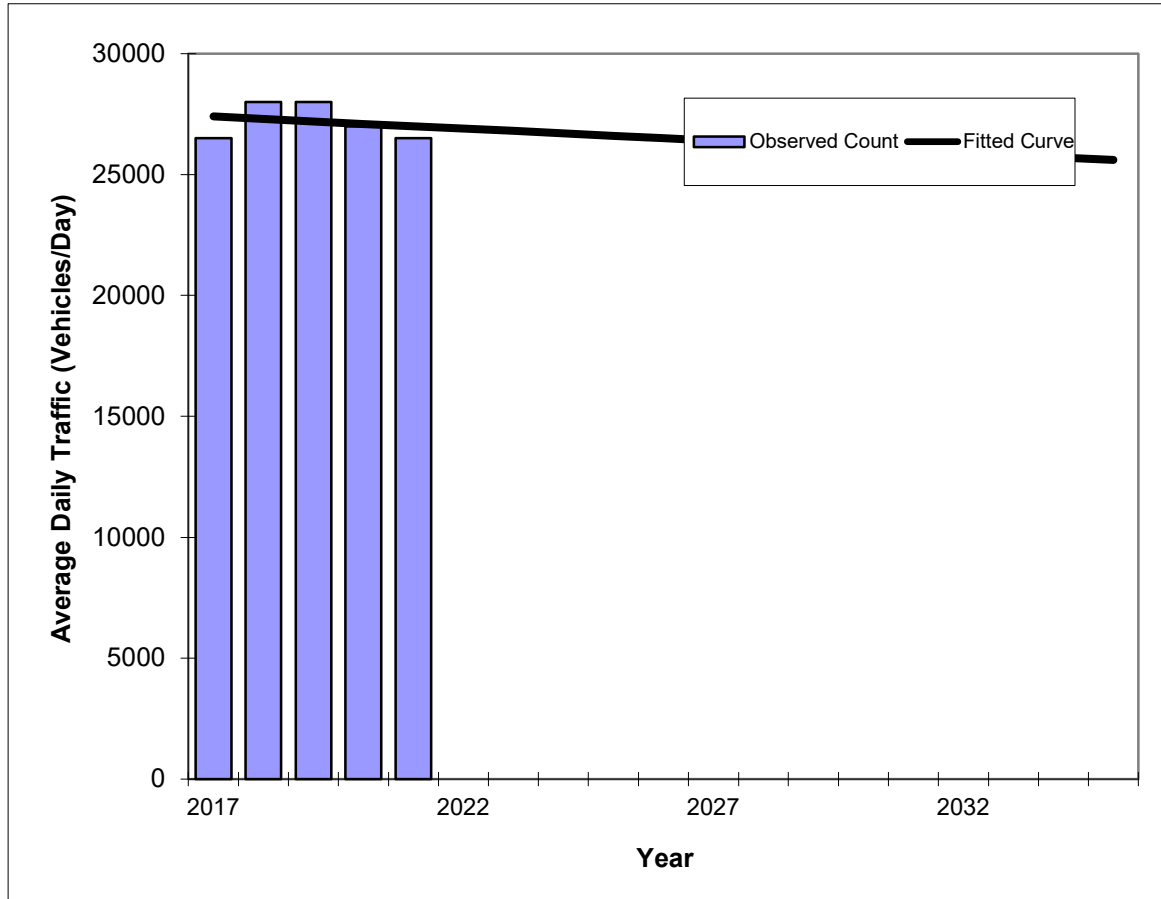
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

US 441 -- 0.322 Mi N of Piedmont Wekiva Rd

FIN#	0
Location	1

County:	Orange (75)
Station #:	750294
Highway:	US 441



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2017	26500	27400
2018	28000	27300
2019	28000	27200
2020	27000	27100
2021	26500	27000
2023 Opening Year Trend		
2023	N/A	26800
2024 Mid-Year Trend		
2024	N/A	26700
2025 Design Year Trend		
2025	N/A	26600
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-100
Trend R-squared:	4.35%
Trend Annual Historic Growth Rate:	-0.36%
Trend Growth Rate (2021 to Design Year):	-0.37%
Printed:	20-Feb-23
Straight Line Growth Option	

*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2021 HISTORICAL AADT REPORT

COUNTY: 75 - ORANGE

SITE: 7012 - PIEDMONT-WEIKIVA, OBT TO VOTAW (HPMS)

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----		-----	-----	-----	-----
2021	26500 C	N	13500	S	13000	9.00	53.20	3.40
2020	27500 S	N	13500	S	14000	9.00	53.00	3.70
2019	28500 F	N	14000	S	14500	9.00	52.60	3.70
2018	28500 C	N	14000	S	14500	9.00	53.20	3.70
2017	28000 S	N	14000	S	14000	9.00	52.60	6.20
2016	27000 F	N	13500	S	13500	9.00	52.50	6.00
2015	25500 C	N	13000	S	12500	9.00	53.20	7.50
2014	25500 F	N	13000	S	12500	9.00	53.20	7.50
2013	25500 C	N	13000	S	12500	9.00	53.30	7.50
2012	22000 F	N	11000	S	11000	9.00	52.90	5.20
2011	22000 C	N	11000	S	11000	9.00	52.70	4.90
2010	24500 F	N	12500	S	12000	8.87	52.83	5.00
2009	24500 C	N	12500	S	12000	8.79	53.70	4.60
2008	22500 C	N	11000	S	11500	8.80	53.99	8.30

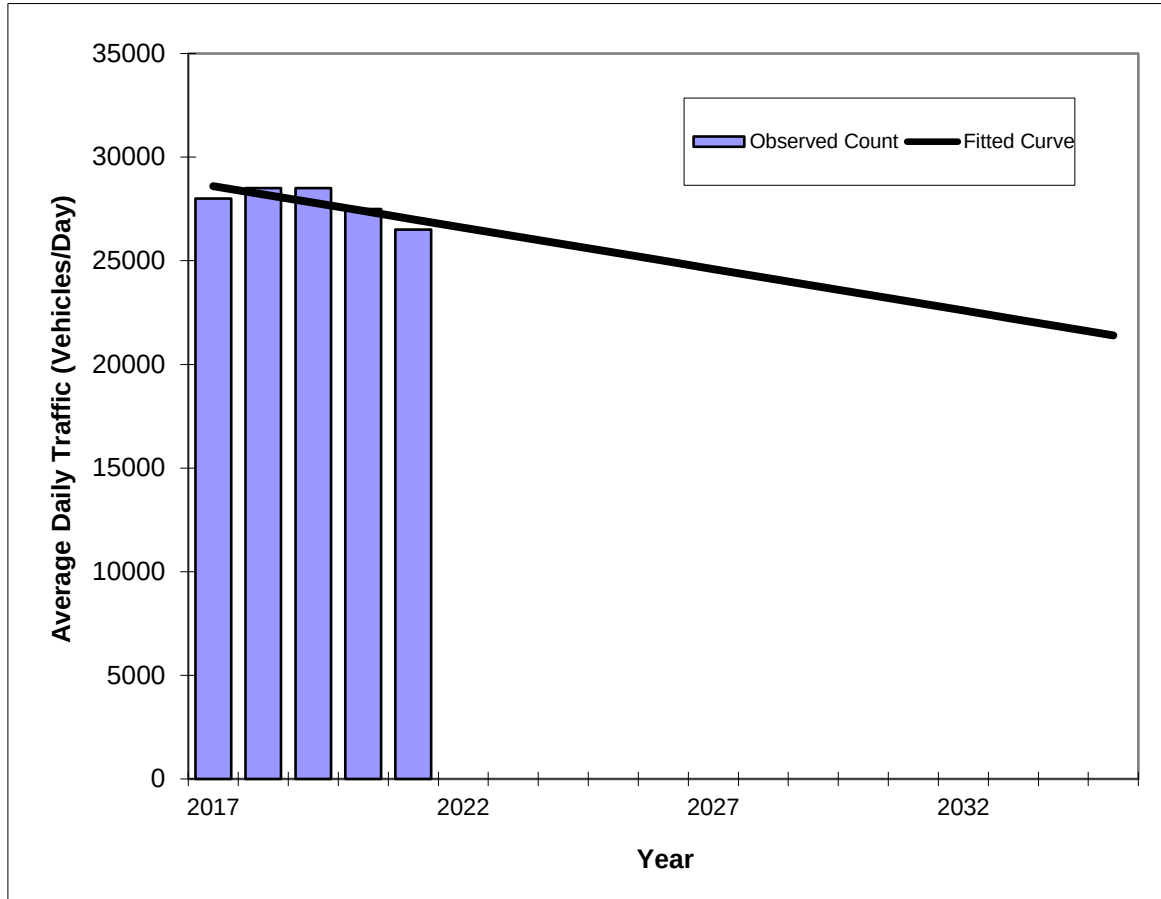
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

PIEDMONT-Wekiva -- OBT to Votaw

FIN#	0
Location	1

County:	Orange (75)
Station #:	757012
Highway:	PIEDMONT-Wekiva



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2017	28000	28600
2018	28500	28200
2019	28500	27800
2020	27500	27400
2021	26500	27000
2023 Opening Year Trend		
2023	N/A	26200
2024 Mid-Year Trend		
2024	N/A	25800
2025 Design Year Trend		
2025	N/A	25400
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-400
Trend R-squared:	57.14%
Trend Annual Historic Growth Rate:	-1.40%
Trend Growth Rate (2021 to Design Year):	-1.48%
Printed:	26-Feb-23
Straight Line Growth Option	

*Axle-Adjusted

Appendix J
Projected Intersection Volume Calculations

Project No. 22246

Intersection Volumes

2023

Period	Tgen	Enter	Exit	SF	Min AGR	Year	Legend
PM Peak		14	21	1.05	2.00%	2025	Backg'd + (Project) = Total

Intersection= US 441 & Hiwassee Road

1

Approach	Mvmt	Raw	SF	Adjusted	GF	Redirect	Adj Bg'd	Vested	%Proj Ent	%Proj Ext	Project	Total	Formula
EB	L	158	1.05	166	1.04		173	0		40%	9	182	173 + (9) = 182
	T	808	1.05	848	1.04		882	0		20%	4	886	882 + (4) = 886
	R	176	1.05	185	1.04		192	0		25%	5	197	192 + (5) = 197
WB	L	249	1.05	261	1.04		271	0			0	271	271
	T	1207	1.05	1,267	1.04		1318	0	20%		3	1321	1318 + (3) = 1321
	R	503	1.05	528	1.04		549	0			0	549	549
NB	L	370	1.05	389	1.04		405	0	25%		3	408	405 + (3) = 408
	T	775	1.05	814	1.04		847	0			0	847	847
	R	62	1.05	65	1.04		68	0			0	68	68
SB	L	491	1.05	516	1.04		537	0			0	537	537
	T	701	1.05	736	1.04		765	0			0	765	765
	R	88	1.05	92	1.04		96	0	40%		6	102	96 + (6) = 102

Intersection= Apopka Blvd & Hiwassee Road

2

Approach	Mvmt	Raw	SF	Adjusted	GF	Redirect	Adj Bg'd	Vested	%Proj Ent	%Proj Ext	Project	Total	Formula
EB	L	208	1.05	218	1.04		227	0	5%		1	228	227 + (1) = 228
	T	196	1.05	206	1.04		214	0			0	214	214
	R	84	1.05	88	1.04		92	0			0	92	92
WB	L	99	1.05	104	1.04		108	0			0	108	108
	T	265	1.05	278	1.04		289	0			0	289	289
	R	104	1.05	109	1.04		113	0	5%		1	114	113 + (1) = 114
NB	L	137	1.05	144	1.04		150	0			0	150	150
	T	612	1.05	643	1.04		669	0	15%		1	670	669 + (1) = 670
	R	54	1.05	57	1.04		59	0			0	59	59
SB	L	74	1.05	78	1.04		81	0		5%	1	82	81 + (1) = 82
	T	779	1.05	818	1.04		851	0		15%	3	854	851 + (3) = 854
	R	41	1.05	43	1.04		45	0		5%	1	46	45 + (1) = 46

Intersection= US 441 & Access Driveway A

3

Approach	Mvmt	Raw	SF	Adjusted	GF	Redirect	Adj Bg'd	Vested	%Proj Ent	%Proj Ext	Project	Total	Formula
EB	L		1.05	0	1.04		0	0		10%	2	2	(2)
	T	1142	1.05	1,199	1.04		1247	0			0	1247	1247
	R		1.05	0	1.04		0	0	5%		1	1	(1)
WB	L		1.05	0	1.04		0	0	85%		12	12	(12)
	T	1665	1.05	1,748	1.04		1818	0			0	1818	1818
	R		1.05	0	1.04		0	0			0	0	
NB	L		1.05	0	1.04		0	0		5%	1	1	(1)
	T		1.05	0	1.04		0	0			0	0	
	R		1.05	0	1.04		0	0		85%	18	18	(18)
SB	L		1.05	0	1.04		0	0			0	0	
	T		1.05	0	1.04		0	0			0	0	
	R		1.05	0	1.04		0	0			0	0	

Intersection= US 441 & Access Driveway B

4

Approach	Mvmt	Raw	SF	Adjusted	GF	Redirect	Adj Bg'd	Vested	%Proj Ent	%Proj Ext	Project	Total	Formula
EB	L		1.05	0	1.04		0	0			0	0	
	T	1142	1.05	1,199	1.04		1247	0			0	1247	1247
	R		1.05	0	1.04		0	0	10%		1	1	(1)
WB	L		1.05	0	1.04		0	0			0	0	
	T	1665	1.05	1,748	1.04		1818	0		10%	2	1820	1818 + (2) = 1820
	R		1.05	0	1.04		0	0			0	0	
NB	L		1.05	0	1.04		0	0			0	0	
	T		1.05	0	1.04		0	0			0	0	
	R		1.05	0	1.04		0	0		10%	2	2	(2)
SB	L		1.05	0	1.04		0	0			0	0	
	T		1.05	0	1.04		0	0			0	0	
	R		1.05	0	1.04		0	0			0	0	

Appendix K
HCM Analysis Worksheets – Projected Conditions

HCM 6th Signalized Intersection Summary

1: Hiawasse Rd & US 441

PM Peak Hour Projected

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	182	886	197	271	1321	549	408	847	68	537	765	102
Future Volume (veh/h)	182	886	197	271	1321	549	408	847	68	537	765	102
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	198	963	113	295	1436	310	443	921	0	584	832	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	228	1143	510	235	1153	514	444	951		602	1087	
Arrive On Green	0.07	0.32	0.32	0.07	0.32	0.32	0.13	0.27	0.00	0.17	0.31	0.00
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	3647	0	3456	3647	0
Grp Volume(v), veh/h	198	963	113	295	1436	310	443	921	0	584	832	0
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1777	0	1728	1777	0
Q Serve(g_s), s	12.8	56.7	11.7	15.3	73.0	22.9	28.8	57.7	0.0	37.8	47.7	0.0
Cycle Q Clear(g_c), s	12.8	56.7	11.7	15.3	73.0	22.9	28.8	57.7	0.0	37.8	47.7	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	228	1143	510	235	1153	514	444	951		602	1087	
V/C Ratio(X)	0.87	0.84	0.22	1.26	1.25	0.60	1.00	0.97		0.97	0.77	
Avail Cap(c_a), veh/h	237	1143	510	235	1153	514	444	957		602	1087	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.64	0.64	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	104.1	71.0	55.7	104.8	76.0	24.4	98.0	81.5	0.0	92.3	70.8	0.0
Incr Delay (d2), s/veh	27.0	7.6	1.0	144.8	118.0	5.2	33.7	16.3	0.0	29.2	3.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.6	26.9	4.9	11.6	51.9	9.4	15.0	28.4	0.0	19.3	22.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	131.2	78.6	56.7	249.7	194.0	29.6	131.7	97.8	0.0	121.5	74.1	0.0
LnGrp LOS	F	E	E	F	F	C	F	F		F	E	
Approach Vol, veh/h	1274				2041				1364		1416	
Approach Delay, s/veh	84.8				177.1				108.8		93.6	
Approach LOS	F				F				F		F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	25.0	80.4	40.0	79.6	24.4	81.0	50.0	69.6				
Change Period (Y+Rc), s	9.7	8.0	* 11	* 11	9.6	8.0	* 11	9.4				
Max Green Setting (Gmax), s	15.3	72.0	* 29	* 61	15.4	72.0	* 39	60.6				
Max Q Clear Time (g_c+I1), s	17.3	58.7	30.8	49.7	14.8	75.0	39.8	59.7				
Green Ext Time (p_c), s	0.0	5.4	0.0	3.9	0.0	0.0	0.0	0.6				
Intersection Summary												
HCM 6th Ctrl Delay	123.1											
HCM 6th LOS	F											
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												
Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 6th Signalized Intersection Summary

2: Hiawasse Rd & Apopka Blvd

PM Peak Hour Projected



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	228	214	92	108	289	114	150	670	59	82	854	46
Future Volume (veh/h)	228	214	92	108	289	114	150	670	59	82	854	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	248	233	100	117	314	124	163	728	64	89	928	50
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	270	292	125	246	249	98	242	1322	116	299	1372	74
Arrive On Green	0.12	0.24	0.24	0.07	0.19	0.19	0.04	0.40	0.40	0.04	0.40	0.40
Sat Flow, veh/h	1781	1242	533	1781	1276	504	1781	3305	290	1781	3429	185
Grp Volume(v), veh/h	248	0	333	117	0	438	163	391	401	89	481	497
Grp Sat Flow(s),veh/h/ln	1781	0	1774	1781	0	1780	1781	1777	1818	1781	1777	1837
Q Serve(g_s), s	12.8	0.0	20.3	6.0	0.0	22.4	5.0	19.5	19.5	3.4	25.6	25.6
Cycle Q Clear(g_c), s	12.8	0.0	20.3	6.0	0.0	22.4	5.0	19.5	19.5	3.4	25.6	25.6
Prop In Lane	1.00		0.30	1.00		0.28	1.00		0.16	1.00		0.10
Lane Grp Cap(c), veh/h	270	0	417	246	0	347	242	711	727	299	711	735
V/C Ratio(X)	0.92	0.00	0.80	0.48	0.00	1.26	0.67	0.55	0.55	0.30	0.68	0.68
Avail Cap(c_a), veh/h	270	0	417	317	0	347	242	711	727	420	711	735
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.38	0.38	0.38
Uniform Delay (d), s/veh	33.8	0.0	41.4	34.6	0.0	46.3	28.3	26.5	26.5	20.6	28.4	28.4
Incr Delay (d2), s/veh	33.9	0.0	10.5	1.4	0.0	139.7	5.9	3.1	3.0	0.1	2.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	10.0	2.7	0.0	23.2	2.1	8.4	8.6	1.3	10.7	11.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.7	0.0	51.9	36.1	0.0	186.0	34.2	29.6	29.5	20.7	30.4	30.3
LnGrp LOS	E	A	D	D	A	F	C	C	C	C	C	C
Approach Vol, veh/h	581		555			955			1067			
Approach Delay, s/veh	58.6		154.4			30.3			29.5			
Approach LOS	E		F			C			C			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	52.2	52.8	20.0	30.0	12.2	52.8	15.4	34.6				
Change Period (Y+Rc), s	7.2	6.8	6.6	* 7.6	* 7.1	6.8	* 7.5	* 7.6				
Max Green Setting (Gmax), s	5	38.2	13.4	* 22	* 13	38.2	* 13	* 22				
Max Q Clear Time (g_c+11), s	27.6	14.8	24.4	5.4	21.5	8.0	22.3					
Green Ext Time (p_c), s	0.0	4.2	0.0	0.0	0.0	4.1	0.1	0.0				

Intersection Summary

HCM 6th Ctrl Delay 57.1

HCM 6th LOS E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection							
Int Delay, s/veh	1.3						
Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations		↔↔			↔↔	↔	
Traffic Vol, veh/h	2	1247	1	12	1818	1	18
Future Vol, veh/h	2	1247	1	12	1818	1	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0	-
Veh in Median Storage, #	-	0	-	-	0	1	-
Grade, %	-	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	2	1355	1	13	1976	1	20
Major/Minor	Major1		Major2		Minor1		
Conflicting Flow All	1976	0	0	1356	0	2374	678
Stage 1	-	-	-	-	-	1360	-
Stage 2	-	-	-	-	-	1014	-
Critical Hdwy	6.44	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	-	5.84	-
Follow-up Hdwy	2.52	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	77	-	-	503	-	29	395
Stage 1	-	-	-	-	-	204	-
Stage 2	-	-	-	-	-	311	-
Platoon blocked, %	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	77	-	-	503	-	26	395
Mov Cap-2 Maneuver	-	-	-	-	-	116	-
Stage 1	-	-	-	-	-	183	-
Stage 2	-	-	-	-	-	311	-
Approach	EB		WB		NB		
HCM Control Delay, s	2.9		0.1		15.9		
HCM LOS					C		
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT		
Capacity (veh/h)	351	-	-	503	-		
HCM Lane V/C Ratio	0.059	-	-	0.026	-		
HCM Control Delay (s)	15.9	2.8	-	12.3	0		
HCM Lane LOS	C	A	-	B	A		
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-		

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↱			↑↑		↱
Traffic Vol, veh/h	1247	1	0	1820	0	2
Future Vol, veh/h	1247	1	0	1820	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1355	1	0	1978	0	2
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	678
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	395
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	395
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		14.2	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT		
Capacity (veh/h)	395	-	-	-		
HCM Lane V/C Ratio	0.006	-	-	-		
HCM Control Delay (s)	14.2	-	-	-		
HCM Lane LOS	B	-	-	-		
HCM 95th %tile Q(veh)	0	-	-	-		

Appendix L
FDOT Driveway Information Guide, Exhibit 44

7.2

WHEN SHOULD WE BUILD RIGHT TURN LANES?

Exhibit 44
Recommended Guidelines
for Exclusive Right Turn
Lanes to Unsignalized*
Driveway

Roadway Posted Speed Limit	Number of Right Turns Per Hour
45 mph or less	80-125 (see note 1)
Over 45 mph	35-55 (see note 2)

*May not be appropriate for signalized locations where signal phasing plays an important role in determining the need for right turn lanes.

1. The lower threshold of 80 right turn vehicles per hour would be most used for higher volume (greater than 600 vehicles per hour, per lane in one direction on the major roadway) or two-lane roads where lateral movement is restricted. The 125 right turn vehicles per hour upper threshold would be most appropriate on lower volume roadways, multilane highways, or driveways with a large entry radius (50 feet or greater).
2. The lower threshold of 35 right turn vehicles per hour would be most appropriately used on higher volume two-lane roadways where lateral movement is restricted. The 55 right turn vehicles per hour upper threshold would be most appropriate on lower volume roadways, multilane highways, or driveways with large entry radius (50 feet or greater).

Note: A posted speed limit of 45 mph may be used with these thresholds if the operating speeds are known to be over 45 mph during the time of peak right turn demand.

Note on Traffic projections: Projecting turning volumes is, at best, a knowledgeable estimate. Keep this in mind especially if the projections of right turns are close to meeting the guidelines. In that case, consider requiring the turn lane.

Appendix M
City of Apopka Land Development Code, Section 5.16.5

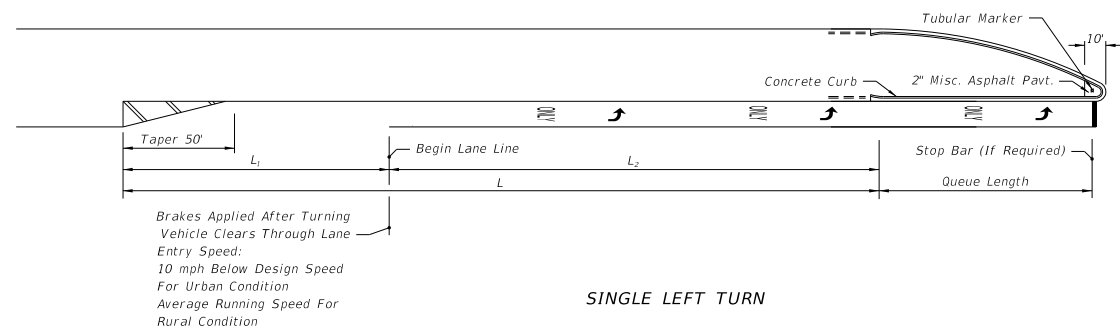
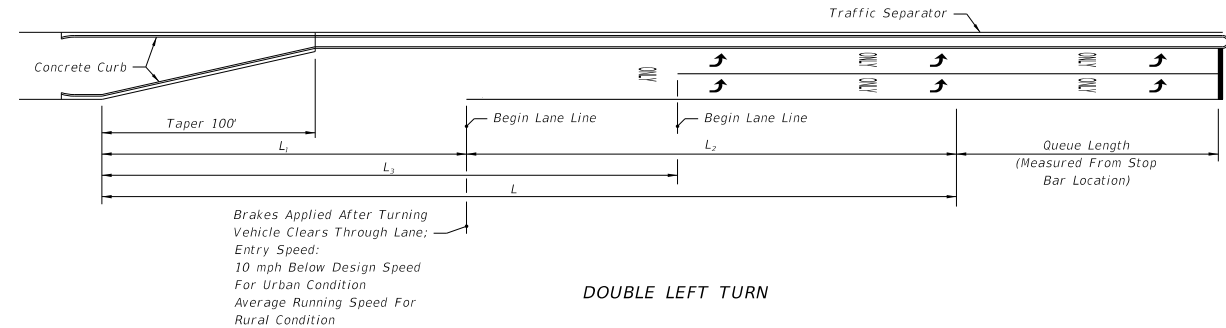
efficient traffic operations. Access improvements include, but are not limited to, the following:

- (a) Rights-of-way and easements;
- (b) Left and right turn lanes;
- (c) Acceleration and deceleration lanes;
- (d) Traffic control devices, signage, and markings; and
- (e) Drainage and utilities as they relate to transportation improvements.

2. **Off-site or Near-site Improvements.** Off-site or near-site road improvements needed to ensure established LOS standards are maintained in addition to impact fees to satisfy concurrency requirements. However, there shall be a rebuttal presumption that a left turn lane shall be required for all residential and nonresidential developments unless waived by the City Council. A right-turn lane shall be provided at each driveway when the speed limit equals or exceeds 35 miles per hour or if the development will generate 100 or more right-turn movements during the peak hour or if required by the City Engineer, unless waived by the City Council. Increased storage and transition queue lengths (waiting vehicle storage) may be required by the City Engineer to provide for additional storage, based upon a peak hour entering volume greater than 150 vehicles in the peak hour.
3. **On-site Improvements.** On-site improvements needed to ensure safe and adequate ingress and egress to the site. On-site improvements are road improvements located within the boundaries of the specific parcel proposed for development, and road improvements which provide direct access (turn lane, taper, signalization, right-of-way dedication, etc.). They are the total responsibility of the developer and exclusive of the transportation impact fee.
4. **Traffic Signals.** Traffic signals need to maintain established LOS, and ensure the roads and streets function properly. Traffic signals are optical communications (3-M) devices that are installed at all intersections requiring signaling devices for traffic control and to accommodate emergency vehicle responses. The terms and agreement of the installation of the devices are the responsibility of the developer and/or part of the transportation network and shall be coordinated through the Fire Department.
5. **Bicycle and Pedestrian Improvements.** On-site and off-site provisions shall be provided in accordance with City codes. City trail systems shall be supported through various development related dedications as deemed legal and appropriate for connectivity.
- e. **Conclusions and Recommendations.** Recommended improvements and mitigating measures made necessary by the proposed development ensuring the roadway network of the area does not fall below the established level of service standard. On-site and off-

Appendix N
FDOT Design Manual, Exhibit 212-1

MEDIAN TURN LANES **MINIMUM DECELERATION LENGTHS**



MEDIAN TURN LANES								
Design Speed (mph)	Entry Speed (mph)	Clearance Distance L ₁ (ft.)	URBAN CONDITIONS			RURAL CONDITIONS		
			Brake To Stop Distance L ₂ (ft.)	Total Decel. Distance L (ft.)	Clearance Distance L ₃ (ft.)	Brake To Stop Distance L ₂ (ft.)	Total Decel. Distance L (ft.)	Clearance Distance L ₃ (ft.)
35	25	70	75	145	110	—	—	—
40	30	80	75	155	120	—	—	—
45	35	85	100	185	135	—	—	—
50	40/44	105	135	240	160	185	290	160
55	48	125	—	—	—	225	350	195
60	52	145	—	—	—	260	405	230
65	55	170	—	—	—	290	460	270

NOT TO SCALE

EXHIBIT 212-1
01/01/2022



City of Apopka PLANNING COMMISSION STAFF REPORT

Section: SITE PLANS

Item #: 2.

Meeting Date: July 11, 2023

Department: Community Development

SUBJECT:

Plat - Floor and Decor Apopka

REQUEST:

Recommend approval of the Floor and Decor Apopka – Plat

SUMMARY:

Owner(s): Mid-Florida Freezer Properties, LLC

Applicant: Kimley-Horn and Associated, Inc. c/o Brian Ashby, P.E.

Parcel Identification Number(s): 06-21-28-7180-07-160, 06-21-28-7180-07-010, 06-21-28-7180-07-031 and 06-21-28-7180-07-100

Location: Southwest corner of Lake View Drive and U.S. 441

Future Land Use: Industrial

Zoning: I-L (Light Industrial)

Tract Size: 5.72 +/- acres

Direction	Future Land Use	Zoning	Present Use
North	County Commercial	County C-1 (Retail Commercial)	Automobile service station
East	County Commercial and County Low Medium Density	County C-1, County R-1	Vacant and Plymouth Heights Residential Subdivision
South	County Industrial	County Ind-2 (Industrial)	Industrial Warehouse
West	Industrial	I-L (Light Industrial)	Industrial Warehouse

PROJECT SUMMARY:

The applicant has submitted the Floor and Decor Apopka – Plat for consideration, combining four lots, as well as a portion of the Shepard Avenue right-of-way (ROW). The applicant is currently undergoing the vacation process for the Shepard Avenue ROW in Orange County. This plat creates one parcel to accommodate the applicant's intent to develop a wholesale facility for surface flooring and related accessories.

ACCESS:

Current ingress and egress to the properties are on U.S. 441, Lake View Drive and Mayflower Avenue.

ORANGE COUNTY NOTIFICATION:

Orange County was notified at the time of the site plan submittal for this property through the DRC agenda distribution.

PUBLIC HEARING SCHEDULE:

July 11, 2023 - Planning Commission (5:30 pm)

August 2, 2023 - City Council (1:30 pm)

FUNDING SOURCE:

Not applicable.

RECOMMENDED MOTION:

Development Review Committee (DRC):

The DRC recommends approval of the Floor and Decor Apopka – Plat.

Recommended Motion - Planning Commission:

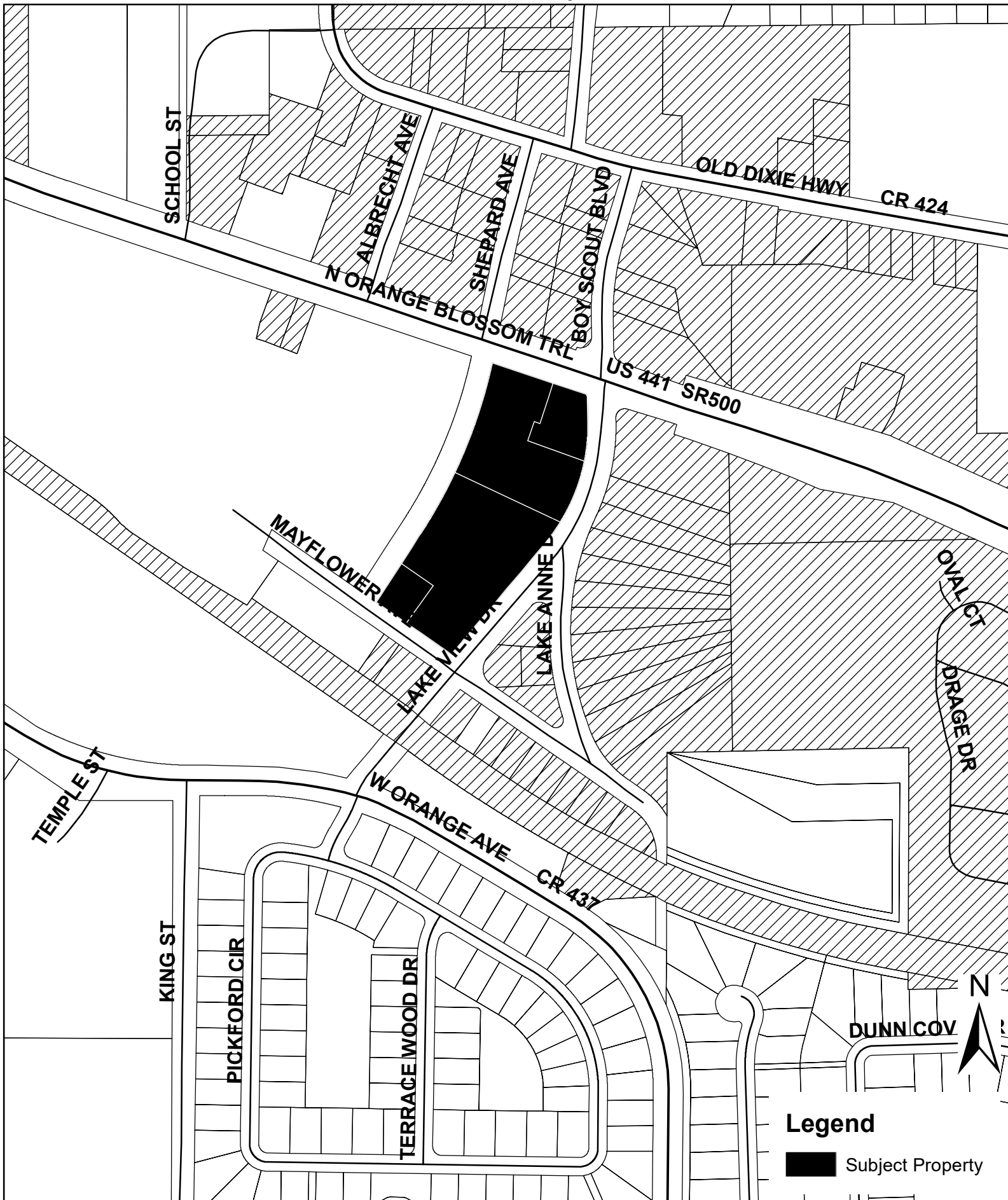
The recommended motion is to approve the Floor and Decor Apopka – Plat, subject to the following conditions:

1. Approval of the Shepard Avenue right-of-way vacation
2. 20-foot wide right-of-way dedication adjacent to U.S. 441
3. Reviews of the City Engineer and City Surveyor

ATTACHMENTS:

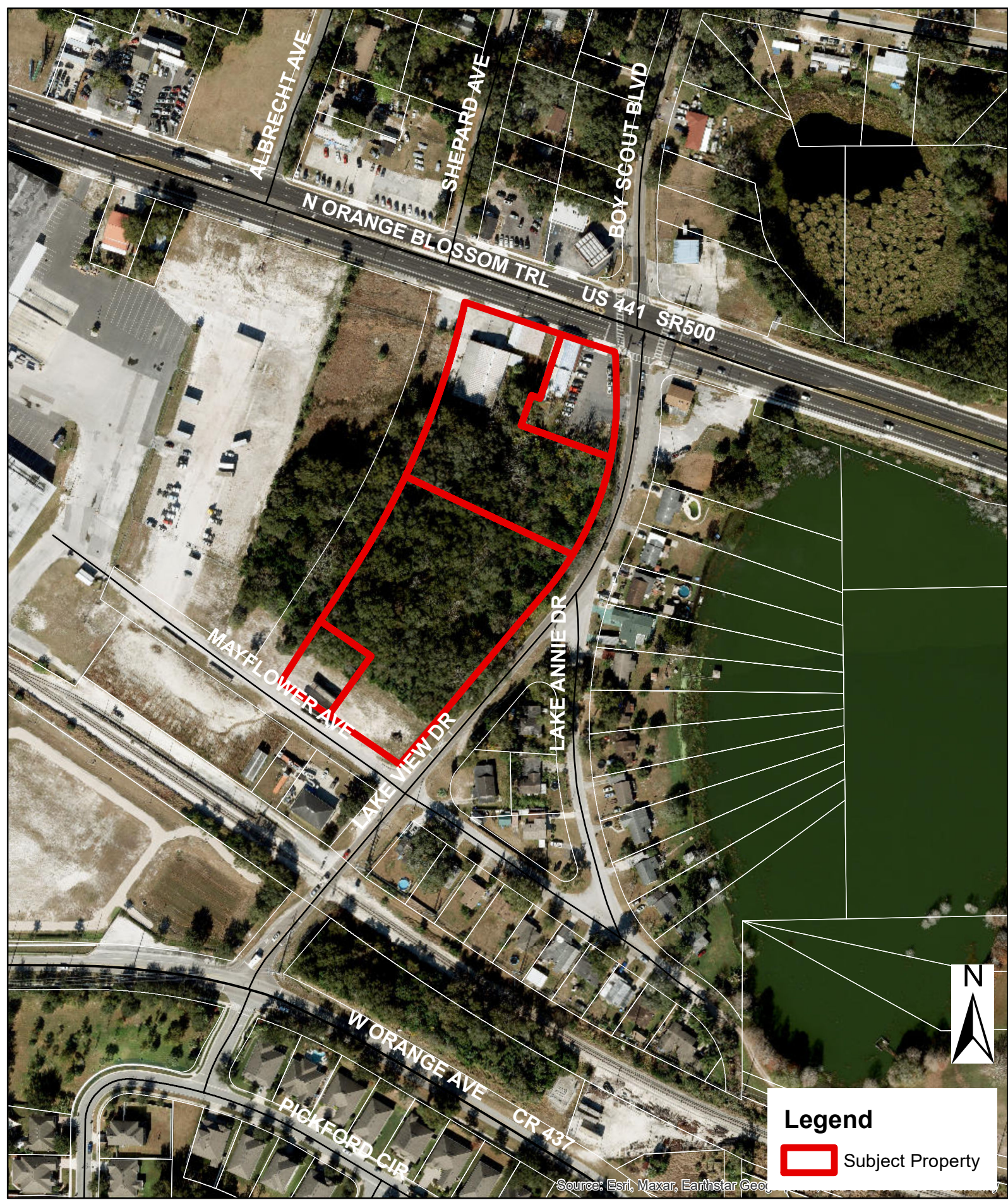
1. 2 Maps
2. 3 Floor and Decor Apopka - Plat

Vicinity



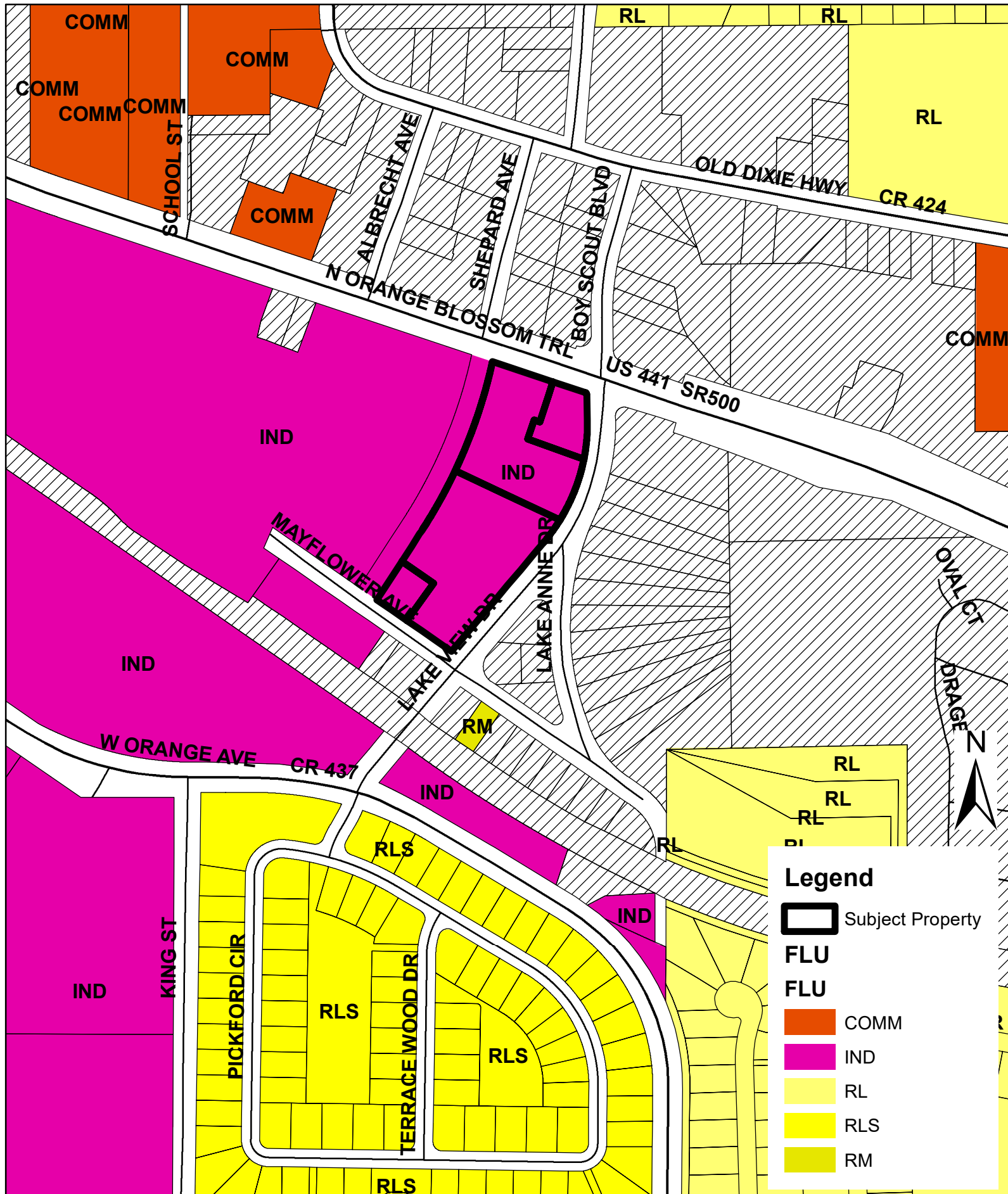
(THIS MAP IS FOR REFERENCE PURPOSES ONLY AND IS NOT TO SCALE)

Aerial



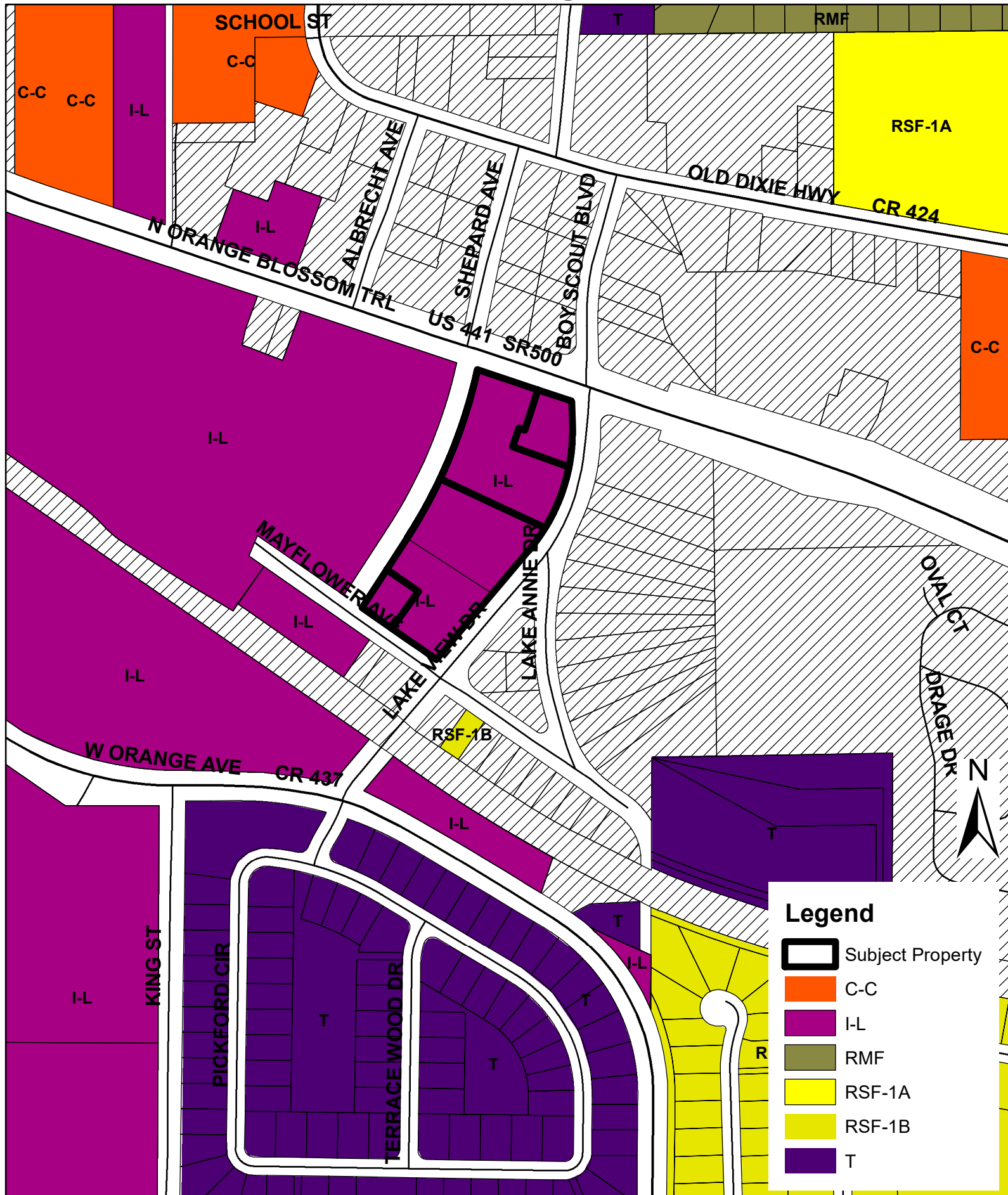
(THIS MAP IS FOR REFERENCE PURPOSES ONLY AND IS NOT TO SCALE)

Future Land Use



(THIS MAP IS FOR REFERENCE PURPOSES ONLY AND IS NOT TO SCALE)

Zoning



(THIS MAP IS FOR REFERENCE PURPOSES ONLY AND IS NOT TO SCALE)

FLOOR AND DECOR APOPKA

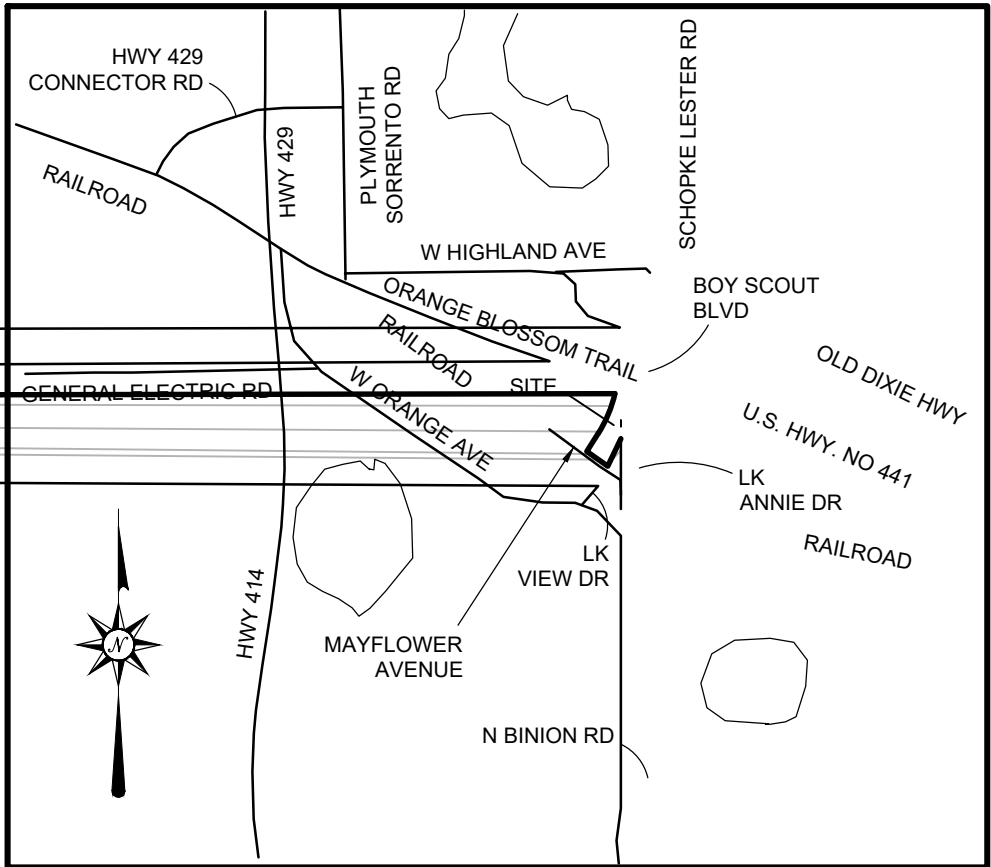
BEING A REPLAT OF A PORTION OF LOTS 1-5 AND AL OF LOTS 6-30,
BLOCK G, AND A PORTION OF THE UNIMPROVED
RIGHT OF WAY OF SHEPARD AVENUE OF PLYMOUTH DELLS,
PLAT BOOK O, PAGES 102-103
LOCATED IN SECTION 6, TOWNSHIP 21 SOUTH, RANGE 28 EAST,
CITY OF APOPKA, ORANGE COUNTY, FLORIDA

CURVE TABLE					
CURVE	RADIUS	CENTRAL ANGLE	CHORD BEARING	CHORD LENGTH	ARC LENGTH
C1	1377.68'	20°14'25"	N22°12'38"E	484.15'	486.68'
C2	30.00'	13°43'17"	S09°27'50"E	7.17'	7.18'
C3	502.17'	26°10'00"	S12°26'11"W	227.35'	229.34'
C4	620.13'	12°47'52"	S32°43'06"W	138.17'	138.46'

LINE TABLE		
LINE	BEARING	DISTANCE
L1	S02°36'12"E	65.63'

LEGEND

- SET 4"x4" CONCRETE MONUMENT "PRM LB 6846"
- FOUND CONCRETE MONUMENT
- △ SET NAIL AND DISK "PRM LB 6846"
- ⊙ FOUND IRON PIPE
- P.O.B. POINT OF BEGINNING
- P.B. PLAT BOOK
- O.R. OFFICIAL RECORDS BOOK
- PG./PGS. PAGE/PAGES
- R/W RIGHT OF WAY
- PRM PERMANENT REFERENCE MONUMENT
- PSM PROFESSIONAL SURVEYOR & MAPPER
- LB LICENSED BUSINESS
- PC POINT OF CURVATURE
- PT POINT OF TANGENCY
- PCC POINT OF COMPOUND CURVATURE
- NT NON-TANGENT
- NO NUMBER
- HWY HIGHWAY
- FDOT FLORIDA DEPARTMENT OF TRANSPORTATION
- RLS REGISTERED LICENSED SURVEYOR



VICINITY MAP
(NOT TO SCALE)

LEGAL DESCRIPTION

A PARCEL OF LAND LOCATED IN SECTION 6, TOWNSHIP 21 SOUTH, RANGE 28 EAST, CITY OF APOPKA, ORANGE COUNTY, FLORIDA, BEING LOTS 1-30, BLOCK G, TOGETHER WITH A PORTION OF THE UNIMPROVED 80-FOOT RIGHT-OF-WAY OF SHEPARD AVENUE, ACCORDING TO THE PLAT OF PLYMOUTH DELLS, AS RECORDED IN PLAT BOOK O, PAGES 102-103, PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA, LESS AND EXCEPT RIGHT OF WAY TAKEN FOR ORANGE BLOSSOM TRAIL (U.S. HIGHWAY 441) PER FLORIDA DEPARTMENT OF TRANSPORTATION PROJECT NUMBER 7502-105, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGIN AT THE SOUTHEASTERLY CORNER OF LOT 20 OF BLOCK G, OF SAID PLYMOUTH DELLS; THENCE ALONG THE NORTHERLY RIGHT-OF-WAY OF MAYFLOWER AVENUE (60-FOOT PUBLIC RIGHT-OF-WAY PER PLAT BOOK O, PAGES 102-103, PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA), N55°11'46"W, A DISTANCE OF 277.27 FEET TO THE CENTERLINE OF SAID SHEPARD AVENUE; THENCE ALONG THE CENTERLINE OF SAID SHEPARD AVENUE, N32°19'51"E, A DISTANCE OF 234.27 FEET; THENCE CONTINUE ALONG THE CENTERLINE OF SAID SHEPARD AVENUE, NORTHEASTERLY ALONG THE ARC OF A CURVE TO THE LEFT (SAID CURVE HAVING A RADIUS OF 1377.68 FEET, A CENTRAL ANGLE OF 20°14'25" AND A CHORD BEARING AND DISTANCE OF N22°12'38"E, 484.15 FEET) FOR AN ARC DISTANCE OF 486.68 FEET TO THE SOUTHERLY RIGHT-OF-WAY OF ORANGE BLOSSOM TRAIL (U.S. HIGHWAY 441) (VARIABLE-WIDTH PUBLIC RIGHT-OF-WAY PER FLORIDA DEPARTMENT OF TRANSPORTATION PROJECT 7502-105); THENCE ALONG SAID SOUTHERLY RIGHT-OF-WAY, S71°32'46"E, A DISTANCE OF 306.71 FEET TO THE WESTERLY RIGHT-OF-WAY OF LAKE VIEW DRIVE (80-FOOT PUBLIC RIGHT-OF-WAY PER PLAT BOOK T, PAGE 19, PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA); THENCE ALONG SAID LAKE VIEW DRIVES WESTERLY RIGHT-OF-WAY THE FOLLOWING FIVE (5) COURSES: 1) SOUTHEASTERLY ALONG THE ARC OF A NON-TANGENT CURVE TO THE RIGHT (SAID CURVE HAVING A RADIUS OF 30.00 FEET, A CENTRAL ANGLE OF 13°43'17" AND A CHORD BEARING AND DISTANCE OF S09°27'50"E, 7.17 FEET) FOR AN ARC DISTANCE OF 7.18 FEET; 2) S02°38'12"E, A DISTANCE OF 65.63 FEET; 3) SOUTHWESTERLY ALONG THE ARC OF A CURVE TO THE RIGHT (SAID CURVE HAVING A RADIUS OF 502.17 FEET, A CENTRAL ANGLE OF 26°10'00" AND A CHORD BEARING AND DISTANCE OF S12°26'11"W, 227.35 FEET) FOR AN ARC DISTANCE OF 229.34 FEET; 4) SOUTHWESTERLY ALONG A COMPOUND CURVE TO THE RIGHT (SAID CURVE HAVING A RADIUS OF 620.13 FEET, A CENTRAL ANGLE OF 12°47'32" AND A CHORD BEARING AND DISTANCE OF S32°43'06"W, 138.17 FEET) FOR AN ARC DISTANCE OF 138.46 FEET; 5) S40°22'39"W, A DISTANCE OF 389.14 FEET TO THE POINT OF BEGINNING.

SURVEYOR'S NOTES

- THE BASIS OF BEARINGS FOR THIS SURVEY IS GRID NORTH, STATE PLANE COORDINATE SYSTEM, FLORIDA EAST, NAD 83, NGS ADJUSTMENT OF 2011. THE NORTHERLY RIGHT-OF-WAY OF MAYFLOWER AVENUE BEARS N55°11'46"W.
- THE PROPERTY SHOWN HEREON IS SUBJECT TO:
 - AGREEMENT ON ENCROACHMENTS BY AND BETWEEN MONROE C. VOGT AND WIFE, ELSIE H. VOGT AND JOE W. DUNN A/K/A JOE DUNN, AND WIFE, MARGARET J. DUNN A/K/A JUNE DUNN RECORDED APRIL 11, 1961 IN OFFICIAL RECORDS BOOK 878, PAGE 637, OF THE PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA.
 - CERTIFICATE OF ESTABLISHING WATER BASIN BOUNDARIES OF THE SOUTHWEST FLORIDA WATER MANAGEMENT DISTRICT RECORDED DECEMBER 28, 1961 IN OFFICIAL RECORDS BOOK 992, PAGE 634, TOGETHER WITH SOUTHWEST FLORIDA WATER MANAGEMENT REALIGNING THE BOUNDARIES OF THE OKLAHAWA RIVER BASIN RESOLUTION NO. 653 RECORDED OCTOBER 18, 1976 IN OFFICIAL RECORDS BOOK 2735, PAGE 539, BOTH OF THE PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA.
 - EASEMENT GRANTED TO FLORIDA POWER CORPORATION RECORDED JULY 2, 1974 IN OFFICIAL RECORDS BOOK 2544, PAGE 419, OF THE PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA.
 - BINDING UTILITY EASEMENT BY MID-FLORIDA FREEZER WAREHOUSE LTD RECORDED AUGUST 26, 2019 IN OFFICIAL RECORDS INSTRUMENT 20190527956, OF THE PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA.
- ALL PLATTED UTILITY EASEMENTS SHALL PROVIDE THAT SUCH EASEMENTS SHALL ALSO BE EASEMENTS FOR THE CONSTRUCTION, INSTALLATION, MAINTENANCE, AND OPERATION OF CABLE UTILITY SERVICES; PROVIDED, HOWEVER, NO SUCH CONSTRUCTION, INSTALLATION, MAINTENANCE, AND OPERATION OF CABLE TELEVISION SERVICES SHALL INTERFERE WITH THE FACILITIES AND SERVICES OF AN ELECTRIC, TELEPHONE, GAS, OR OTHER PUBLIC UTILITY. IN THE EVENT A CABLE TELEVISION COMPANY DAMAGES THE FACILITIES OF A PUBLIC UTILITY, IT SHALL BE SOLELY RESPONSIBLE FOR THE DAMAGES.

CERTIFICATE OF SURV

KNOW ALL MEN BY THESE PRESENTS, That the undersigned, being a licensed and Registered Land Surveyor & Mapper, does hereby certify that I completed the survey of the lands therein described and this Plat was prepared under my direction and supervision; that permanent reference monuments have been placed as shown thereon and this plat complies with all of the survey requirements of Chapter 177, Florida Statutes; and that said land is located in Orange County, Florida.

Signature
JEFFREY D. HOFIUS, PSM

Registration No. 6610
Leading Edge Land Services, Inc.
8802 Exchange Drive
Orlando, Florida 32809
Certificate No. LB 6846

NOTICE: THIS PLAT, AS RECORDED IN ITS GRAPHIC FORM, IS THE OFFICIAL DEPICTION OF THE SUBDIVIDED LANDS DESCRIBED HEREIN AND WILL IN NO CIRCUMSTANCES BE SUPPLANTED IN AUTHORITY BY ANY OTHER GRAPHIC OR DIGITAL FORM OF THE PLAT. THERE MAY BE ADDITIONAL RESTRICTIONS THAT ARE NOT RECORDED ON THIS PLAT THAT MAY BE FOUND IN THE PUBLIC RECORDS OF THIS COUNTY.

KNOW ALL BY THESE PRESENTS, That being the owner in fee simple of the lands described in the foregoing caption to this plat, hereby dedicates said lands and plat for the uses and purposes therein expressed.

IN WITNESS WHEREOF, the undersigned, Mid-Florida Freezer Properties, LLC, has caused these presents to be executed and acknowledged by its undersigned officer thereunto duly authorized on this ____ day of _____, 2023.

WITNESSES: Mid-Florida Freezer Properties, LLC,

BY: _____

Printed Name of Witness Printed Name

_____ Title

Printed Name of Witness (CORPORATE SEAL)

STATE OF FLORIDA
COUNTY OF _____

I HEREBY CERTIFY, that on this day, before me personally appeared _____, as _____ of Mid-Florida Freezer Properties, LLC, who is () personally know to me of () produced _____ as identification, and did/did not take an oath, the individual and officer described in and who executed the foregoing conveyance and acknowledged the execution thereof to be his free act and deed as such officer thereunto duly authorized.

WITNESS my hand and official seal this ____ day of _____, 2023.

Signature of Notary Public

Printed Name of Notary Public

Notary Public state of Florida

My Commission Expires: _____

Commission Number: _____

Examined and Approved
Chairman _____ Date _____

Examined and Approved
Richard Earp _____ Date _____

THIS IS TO CERTIFY, that on _____ the foregoing plat was approved by the Municipality.

Mayor

Attest:
City Clerk

I HEREBY CERTIFY, that the foregoing plat was recorded in the Orange County Official Records on _____ as File No. _____

County Comptroller in and For Orange County, Florida.

By _____

Pursuant to section 177.081, Florida Statutes, I have reviewed this plat for conformity to chapter 177 Part 1 of Florida Statutes and that said plat complies with the technical requirements of that chapter, provided however, that my review does not include field verification of any of the coordinates, points or measurements shown on this plat.

Signed: _____ Date _____

Printed Name: _____
Registration Number _____

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