APOPKA PLANNING COMMISSION AGENDA

April 9, 2024 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 March 12, 2024

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. Quasi-Judicial - Special Exception - 3716 Hogshead Road
   Owner(s): Laurel Bodega, LLC
   Applicant(s): Tara Tedrow c/o Lowndes
   Location: 3716 Hogshead Road
   Project: 3716 Hogshead Road SPX
   Density: N/A
   Project Manager: Jun Ik Sohn, Ph.D.

2. Legislative - Ordinance Number 3029 - Transportation Element Update
   Applicant(s): City of Apopka
   Location: Citywide
   Project Manager: Pamela Richmond
   Presented by: Pamela Richmond, Transportation Coordinator

SITE PLANS

1. Quasi-Judicial - Crossroads at Kelly Park, Phases 1-2, 1-3 and 2 - Plat
   Owner(s): Kelly Park Land Investments, LLC & Galvin Land Services LLC
   Applicant(s): Poulos & Bennett, LLC c/o Melissa Martinez
   Location: 4510 Ondich Road
   Tract Size: 150.19 +/- acres
   Project Manager: Jean Sanchez

2. Quasi-Judicial - Mid-Florida South Logistics Park - Plat
   Owner(s): BPG Mid-Florida South1, LLC and Central Florida Expressway Authority
   Applicant(s): Leading Edge Land Services, Inc. c/i Mike Baerhold, PSM

Location: Southwest corner of Peterson Road and SR 429
Tract Size: 63.73 +/- acres
Project Manager: Jean Sanchez

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 MARCH 12, 2024 AT 5:30 P.M. IN THE CITY COUNCIL CHAMBERS, APOPKA, FLORIDA.

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

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

STAFF PRESENT: James Hitt, FRA-RA – Community Development Director, Jean Sanchez – Senior Project Coordinator/Planner, Pamela Richmond – Transportation Coordinator, Andrew Hand – City Attorney (Cliff Sheppard's Office), Kelly Robertson – IT Content Administrator and Erin Arnold – Administrative Assistant.

OTHERS PRESENT: Evan Magley and Mike Woodward

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

PUBLIC COMMENT: Chairperson Gusler asked if anyone from the public wished to speak on a matter that is not on the agenda. With no one wishing to speak, Chairperson Gusler closed the public comment period.

APPROVAL OF MINUTES: Chairperson Gusler asked if there were any corrections or additions to the regular meeting minutes of February 13, 2024 at 5:30 p.m.

MOTION: Eric Mock made a motion to approve the Planning Commission minutes from the regular meeting held on February 13, 2024 at 5:30 p.m. and seconded by Robert Ryan. Aye votes were cast by William Gusler, Howard Washington, Eric Mock, Robert Ryan, Butch Stanley and Wes Dumey (6-0).

LEGISLATIVE – PLAT – 451 COMMERCE PARK

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: Butch Stanley made a motion to approve the 451 Commerce Park – Plat based on the findings and facts in the staff report and exhibits. Motion seconded by Robert Ryan. Aye votes were cast by William Gusler, Howard Washington, Eric Mock, Robert Ryan, Butch Stanley and Wes Dumey (6-0).

TRANSPORTATION ELEMENT – COMPREHENSIVE PLAN

Chairperson Gusler ready the item description.

Staff Presentation: Pamela Richmond stated that although this presentation will be given by her consultants, she wanted to inform the commission that the City is adopting a new Transportation Element

and the consultants will be going through the plan that she sent to all of the members. She asked that they look at it before the meeting so that they could have a discussion and make a recommendation to council to transmit to DEO for approval. This would happen next month, so this would be more like a work session to answer any questions.

Mike Woodward with Kimley-Horn started the presentation off by stating that it has been broken up into two sides. The first part, which he will be presenting, is a data analysis and the second part is the policy stuff which Evan Magley will cover. They started by collecting and analyzing data. The existing conditions was year 2022 which is when traffic counts were available. They are required to go out into the future so they looked at years 2034 and 2050 so by having those two time frames it gives a midterm and long-term horizon. The goals, objectives and polices have been broken into three to keep it organized and clear. The first one is about multimodal transportation systems, second is on transportation infrastructure and the third is funding and capital improvement.

Why Now: The last time that the transportation element was updated in the comprehensive plan was 2009. All elements are currently being updated, but right now their main focus is on Transportation. Per statute the horizon is 10 years and the previous one only looks out to 2030 so we have to go beyond that. There has also been quite a bit of growth in the city so we need to be prepared for not only what's here and now but also looking towards the future.

Existing Conditions: Mr. Woodward presented a map of the existing roadway and the city roads are in red and the county roads are in black. It was important for this map to just differentiate between city and not city. Regardless of jurisdiction, the city can establish the level of service standard for all roads within the city. If it's a DOT road or a County Road, the city has the responsibility of establishing the standard so that determining at what point you consider a road to be operating acceptably or failing.

Context Classification: This is new since 2009 and it affects things like capacity or level of service or where you draw that threshold. It also affects some of the roadway standards like land widths, target speeds, etc. They kept consistent with the state guidelines and most roadways in the city fall within the ones listed on the presentation.

Standard Level of Service: There are six letter grades, A through F. A representing free flow and F bumper-to-bumper. You really want to aim for something like D or E. The one thing that level of service doesn't account for is what happens after you project out to year 2050 and there's going to be some roads that are failing. The city is going to have to look at something other than just level of service and his suggestion is duration of congestion. Most roads are going to be designated as constrained at some point. It's not in anyone's best interest to continue widening further and further. State Roads LOS D and City or County Roads LOS E.

Existing Level of Service: All roadways are operating acceptably. Some of them are pretty close but just under that peak hour threshold for Level of Service E. This information is based on 2022 and there has been growth since then. Some of these roads may now trip that threshold.

Future Roadway Improvements: Typically, industry standard methods are used to forecast traffic out to year 2034 and then 2050 but there are some improvements that the city's already recognized are going to be necessary and are working towards now. Some of them are in that Kelly Park Interchange area, Sadler Road where it would extend to connect to Golden Gem over to Plymouth Sorrento and then Effie

Drive will extend south from Kelly Park down to Sadler Road. There are some widening projects which are Ocoee Apopka Road from Keene up to 13th Street from 2 to 4 lanes. Then widening Kelly Park Road from Waypoint Boulevard which is going to be a new road that will be west of Golden Gem over to Plymouth Sorrento from 2 to 4 lanes.

2034 Level of Service: All roadways are projected to operate acceptably except for portions of SR 436 (Piedmont-Wekiva Road to Seminole County Line), US 441, CR 535 and Welch Road. Welch Road is the only city road and all other roads are either State or County.

Roadway Improvements Planned by 2050: Widen Welch Road from Rock Springs to Wekiva (2 or 3 to 4 lanes) and a few others along with extending Golden Gem Rd from Kelly Park Rd north to Ondich Road.

2050 Level of Service: All roadways are projected to operate acceptably except for portions of SR 436, US 441, CR 424, CR 435, Ocoee Apopka Road, Wekiwa Springs Road, Binion Road and Kelly Park Road. By the time that you get out to 2050, things are going to be congested again which is why Level of Service might not be the best metric to use because it doesn't go past level E. We should be talking about "how many hours of the day is it congested?" That would be an appropriate measure to consider at that point.

Intersection Improvements: Most of the city's improvements will at intersections via city projects, developers, and county or state partnerships. The goal of these is to maximize efficiency without needing to widen the road.

Mr. Woodward turned the second half of the presentation over to Evan Magley to discuss the Goals, Objectives and Policies (GOPs). Mr. Magley mentioned that there are 3 new goals that have been reorganized to be a little bit easier to understand. Some language that might be better suited to the Land Development Code was pulled out and the multimodal transportation and safety were a big focus. For the multimodal transportation, the goal is to increase the use of other modes of transportation. The goal with the trails is to expand the trail network and make it feel more comfortable by providing amenities like shading and stops every so often and improve safety.

Mr. Woodward reiterated that next month they will be asking for the Planning Commission recommendation for Council to transmit to the Department of Commerce. They have also created a virtual room for public input over the next month.

Chairperson Gusler asked if the other Commissioners had any questions.

Commissioner Dumey asked to discuss a few of the policies. The first one is 1.4.5 – Vehicle Dependence – Promote Non-Vehicular Travel. He stated that this should not be in this plan and he doesn't want to reduce vehicle dependence for people that don't want that. He then says that policy 1.5.1 – Multimodal Transportation System that reduces reliability upon single occupancy vehicles concerns him as well.

Mr. Woodward said that they could just change the language because the intention is not to force anyone out of their car, it's to provide more options.

Chairperson Gusler asked Mr. Woodward what the success has been with the Multimodal Element. He doesn't think that something like that would make any sense here. There are people who ride bicycles, but they don't ride on the sidewalk, they are in traffic like they always have been. The Multimodal Element sounds good and it's a nice thing, but he doesn't see how that could be applicable here.

Mr. Woodward said that he wouldn't want to say that a facility is successful or not based on the percentage of people that are using it. If you have a population that you could use it and build stuff like that some people will, but what that number is he doesn't know because he hasn't seen any new data or been given any.

Pamela Richmond pointed out that if you take the West Orange Trail North when it gets finished you can get on the Wekiva Trail and that will take you all the way out to the east coast. If you go south, you'll get on the coast to coast and on the trail, you can go literally coast to coast and Apopka sits right in the middle of that. With regard to developing a trail network, she doesn't think of it as every foot of trail we take a car off the road, but she sees it as a big economic development tool because we are sitting in the middle of all of this. When you come to downtown Apopka, you can go out to the wildlife drive which is a big amenity for many people.

Chairperson Gusler stated that he isn't talking about the trails because people don't use the trails to get to work. He said that he was talking about discussing making lanes for bikes and scooters.

Mr. Woodward stated that they aren't trying to say that there won't be congestion because that's just not something worth arguing over. This is just about providing alternatives and if we're talking about investing money for people to have choices, some people will use it but some will not. However, the overall cost to do something like this is often times significantly less than the cost of widening a road because every multimodal project he has done work on does not require right of way. If you are doing something like that you can do it within the footprint and the cost is relatively low while providing an option.

Mrs. Richmond mentioned that the city is more likely to get grant money and be able to impose on new developments that they build a segment of the trail or anything else related so that the city doesn't have to. Mr. Woodward said that there is a decent amount of grant money right now focused on safety and a lot of that money is going to be focused on locations that can try to address vulnerable users like bicyclist, pedestrians, motorcyclists, etc. If you have a project that can reduce crashes for those types of users then you are more likely to funding from the federal government which will significantly reduce the overall cost to the locality.

Commissioner Mock asked a few questions. If the city chooses the Level of Service for the roads, how do we impress upon both the county and the state to create improvements to those to try and at least address and maintain the Levels of Service? What improvements can be made when you're at the constrained? And what ability do we have to make improvements now that we know will be an issue in 2050 before 2050?

Mr. Woodward started with the 2nd question, the definition of constraint. That means that we are not going to add through lanes. If there's two lanes per direction, it's a four-lane road. We're not going to make it a six-lane road, so it's constrained. You can do things within that space but it's hard to answer what because it's a case by case, road by road decision because there are many things that factor in to

that.

Commissioner Mock asked the follow up question. In the study that's been done, in the past and present and future, does that incorporate potential one-way roads that used to be two way?

Mr. Woodward said that is something that could happen and it's a big change so you would want to spend a lot if time vetting and involving the people who live there or work there or would otherwise be affected. There is a policy saying that it could be considered.

Commissioner Mock responded that it wouldn't be easy and that wasn't suggesting that anyone would take that lightly. He asked at what point do you sit down and say we've reached out max capacity of "X" and we really seriously need to look at "Y" and "Z" as a possibility beyond 2050?

Pamela Richmond responded that there are 2 kinds of roadway constraints, political and physical and proceeded to give a few examples of each. She then mentioned that the comp plan is going to allow the city to study areas and look at improvements.

Mr. Woodward wanted to address Commissioner Mock's 3rd question about the congestion. He said that there are a lot of reasons why you might prioritize funding towards one facility or another. Something like congestion is one of the metrics that might be one of the most important to that road. His point wasn't that we would change our decision-making process for which roads to prioritize, it was just that we might have to change how we measure this. He gave an example of if you have two roads that otherwise identical and one has more cars that are struggling to get through, maybe the focus should be on that one instead.

Commissioner Washington asked if a multi-use trail is different from what exists now.

Mr. Woodward said that like most people, he is guilty of throwing around different words to kind of mean the same thing but that there are differences in the specifics of the definitions.

Commissioner Ryan asked if it would relieve a lot of traffic on 429 if we put an interchange on County Road 435.

Mr. Woodward responded that adding new interchanges is always a pretty hefty undertaking.

Jim Hitt said that the interchange was there originally when they were under construction and the state took it out because it was not part of the original plan to keep the access limited to the 429 to keep the growth down.

Mrs. Richmond said that it was a legislative decision. When our interchange went in or when we were awarded an interchange and it was decided that it was going to be at Kelly Park Road and the 429, we knew that it would take an act of the State Legislature to put that back in. When the one at the 435 was put in, it was with the understanding that it was a temporary interchange. She said that this plan is made to amended so if the state comes to us and wants us to amend it then we will do that in a heartbeat and support their project.

Further discussion was had about self-driving cars, drone helicopters and what those needs would look

like in the future. Mr. Woodward mentioned that there is a need to be open to technology but not so much that would make sense in the long-range plan to say specifically how that will be addressed.

Mrs. Richmond said that the transportation element in the comp plan that is from 2009 that were forecasted for development never happened and so that is why we are supposed to update every 10 years and she is hopeful that things will stay on track moving forward.

In closing, Mr. Woodward mentioned that they will be back next month to quickly summarize what was gone over today as well as any changes that would have been made.

OLD BUSINESS: Jim Hitt announced that he will retiring on May 15, 2024. He has been working for Apopka for over 19 years and ready to do things at his leisure instead of just the weekends. He also thanked the Commissioners for their service and time.

NEW BUSINESS: None

ADJOURNMENT: The meeting adjourned at 6:27 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: April 9, 2024
Department: Community Development

SUBJECT:
Quasi-Judicial - Special Exception - 3716 Hogshead Road

REQUEST:
Approve a Special Exception Use Permit to allow the use of temporary Outdoor Storage (as a principal use) during site construction in the I-L (Light Industrial) Zoning District

SUMMARY:
Owner: Laurel Bodega, LLC
Applicant: Tara Tedrow c/o Lowndes
Parcel Id Number: 01-21-27-0000-00-044
Location: 3716 Hogshead Road
Future Land Use: Industrial
Existing Use: Vacant industrial
Zoning: I-L (Light Industrial)
Tract Size: 2.99 +/- Acres
Proposed Use: Temporary Outdoor Storage during site construction of 3716 Hogshead Rd CSP project, which was approved by the DRC on May 10, 2023

Direction	Future Land Use	Zoning	Present Use
North	Residential	R-3 (County)	Residential
East	Industrial	I-L	Warehouse (Plumbing)
South	Industrial	I-L	Warehouse (Distribution)
West	Industrial	I-L	Warehouse (Greenhouse)

PROJECT SUMMARY:
The applicant intends to utilize the site for Outdoor Storage for temporary use for trucks, equipment, trailers, containers, and materials during construction of the 3716 Hogshead Road Construction Site Plan that was approved on May 10, 2023, by DRC. The Outdoor Storage will include a temporary office trailer of at least 500 sf, a 20,000 gal water tank for the trailer for fire protection, and an ADA concrete parking spot. The area for outdoor storage is already paved (#57 stone) and has the storm drainage system and the retention pond installed. The intention is to utilize the property in the interim condition until the utilities are complete and the building of the 30,080 sf warehouse begins construction.

Temporary uses and structures for construction-related buildings, structures, or use can be permitted for 12 months, and it can be extended for an additional 12 months by the Community Development Director, per Land Development Code Section 4.4.4.A.

Per Land Development Code Section 2.5.1.G.4, a Special Exception is required to comply with the following

standards:

a. Will be consistent with the goals, objectives, and policies of the comprehensive plan;
- Applicant's response: The property lies in the I-L zoning district. The requested use of the property as open (outdoor) storage is allowable and consistent with the Comprehensive Plan as long as a special exception is requested and approved by the Planning Commission. In addition, this is a short-term request for 24 months while the property is awaiting utilizes for primary use consistent with the Comprehensive Plan and the Allowable Uses listed in section 4.2.2.C of the code.
- Staff response: Staff has no objection.

b. Will comply with all applicable zoning district standards;
- Applicant's response: The requested use will comply with applicable zoning standards including setbacks heights and all other criteria listed in Section 3.5.3.C of the City's code.
- Staff response: Staff has no objection.

c. Will comply with all standards in Sec. 4.2.3, Standards Specific to Principal Uses, Standards for Specific Principal Uses;
- Applicant's response: The proposed open (outdoor) storage use will comply in regard to height and location as noted in Section 4.2.3.F.5.a.
- Staff response: Staff has no objection.

d. Will be appropriate for its location and is compatible with the general character of surrounding lands and the uses permitted in the zoning district;
- Applicant's response: The proposed open storage request is proposed within an I-L zoned property surrounded by properties that all have the same zoning category. The Planning Commission had requested further information on what types of businesses could be housed there. They are below:
  1. Businesses that typically support the construction industry that house trucks, equipment, trailers, containers, and material for their businesses included but not limited to:
     - Underground Utility Company Plumbing Company
     - Air Conditioning Company Landscape Company Irrigation Company Sitework Company Roofing Company Masonry Company Concrete Company
     - Telecommunications Company Fire Sprinkler Company Fence Company
     - Specialty Contractor
     - Other Outdoor Businesses including but not limited to:
     - Outdoor, temporary fabrication, welding and or assembly yard. Trailer storage Company
     - Truck storage Company
     - Vehicle Storage Company with vehicles parked there, not a junk yard. Trucking Company with tractor trailers.
     - And any other related use as per the description of Outdoor Storage per the City of Apopka Municipal Code.
  2. Items we are not proposing:
     - Fabrication yard.
     - Junkyard.
     - Salvage yard.
     - Recycling yard.
- Staff response: Staff has no objection.

e. Will adequately screen, buffer, or otherwise minimize adverse visual impacts on adjacent lands;
- Applicant's response: The 30,080sf warehouse that we plan to build when utilities are complete will not have permanent fencing on any of the 4 sides of the property. This is typical of many large warehouses in the City of Apopka. Since this is a temporary use, we are proposing temporary galvanized chain link fencing 6' tall to the north with a double gate at the entrance, temporary chain link fencing 6' tall to the west where there is a 20 acre parcel that cannot build until the utilities are installed, temporary chain link fencing 6' tall to the south where an existing warehouse is built (this will match the chain link fence that the warehouse currently abuts to on two other parcels, and utilize the existing chain fencing 6' tall to the east on the parcel leased to Yellowstone Landscape where they have a storage yard.
- Staff response: Staff has no objection.

f. Will ensure that no site lighting source shall negatively impact adjacent properties and rights-of-way;

- Applicant's response: All site lighting will conform with Section5.6.8 of the city code in regard to fixture types, pole heights and locations to prevent of/site light pollution. I attached a photometric of the lighting plan approved by the City of Apopka.
- Staff response: Staff has no objection.

g. 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;
- Applicant's response: The site configuration will utilize the existing driveway with the addition of stabilization to provide sufficient access. The storage will consist of noncombustible construction materials. Access will be provided in the form of stabilization as shown on the detail on the drawings for the purpose of transport and for Fire Department Access.
- Staff response: Staff has no objection.

h. 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;
- Applicant's response: The proposed open storage will be for noncombustible related materials. The materials to be stored do not have any odor, generator noise, are non-reflective and are permanently placed. They will not subject adjacent properties to any visible or non-visible pollution.
- Staff response: Staff has no objection.

i. Will not have an adverse impact on land values and the ability of neighboring lands to develop uses permitted in the zoning district;
- Applicant's response: Since the proposed special exception is an allowable use (albeit as an accessory use) and the fact that the adjacent lands all have the same zoning category there will be no adverse effect to values or the potential for adjacent properties to develop based on the proposed request.
- Staff response: Staff has no objection.

j. Will avoid significant deterioration of water and air resources, scenic resources, and other natural resources;
- Applicant's response: The proposed project will not cause deterioration of water and air resources, scenic resources, and other natural resources. The area will look much better than what was previously there, an abandoned nursery.
- Staff response: Staff has no objection.

k. 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
- Applicant's response: The proposed open storage use is a minimally evasive use for the subject property. Given the lack of utilities and the widened roadway section the use provides value to the owner while needing limited trips in and out and does not require City utilities in the short term. We included a 20,000 gallon tank as requested by the Fire Marshall.
- Staff response: Staff has no objection.

l. Will comply with all other relevant City, State, and federal laws and regulations.
- Applicant's response: The property is still subject to all applicable governing criteria and the proposed use doesn't preclude any additional permitting from other required governmental agencies.
- Staff response: Staff has no objection.

PUBLIC HEARING SCHEDULE:
April 9, 2024 – Planning Commission (5:30 P.M.)

DULY ADVERTISED:
March 29, 2024 – Apopka Chief
March 19, 2024 – Poster Placed on Property, Mailed Notices to Adjacent Property Owners

FUNDING SOURCE:
N/A

RECOMMENDED MOTION:

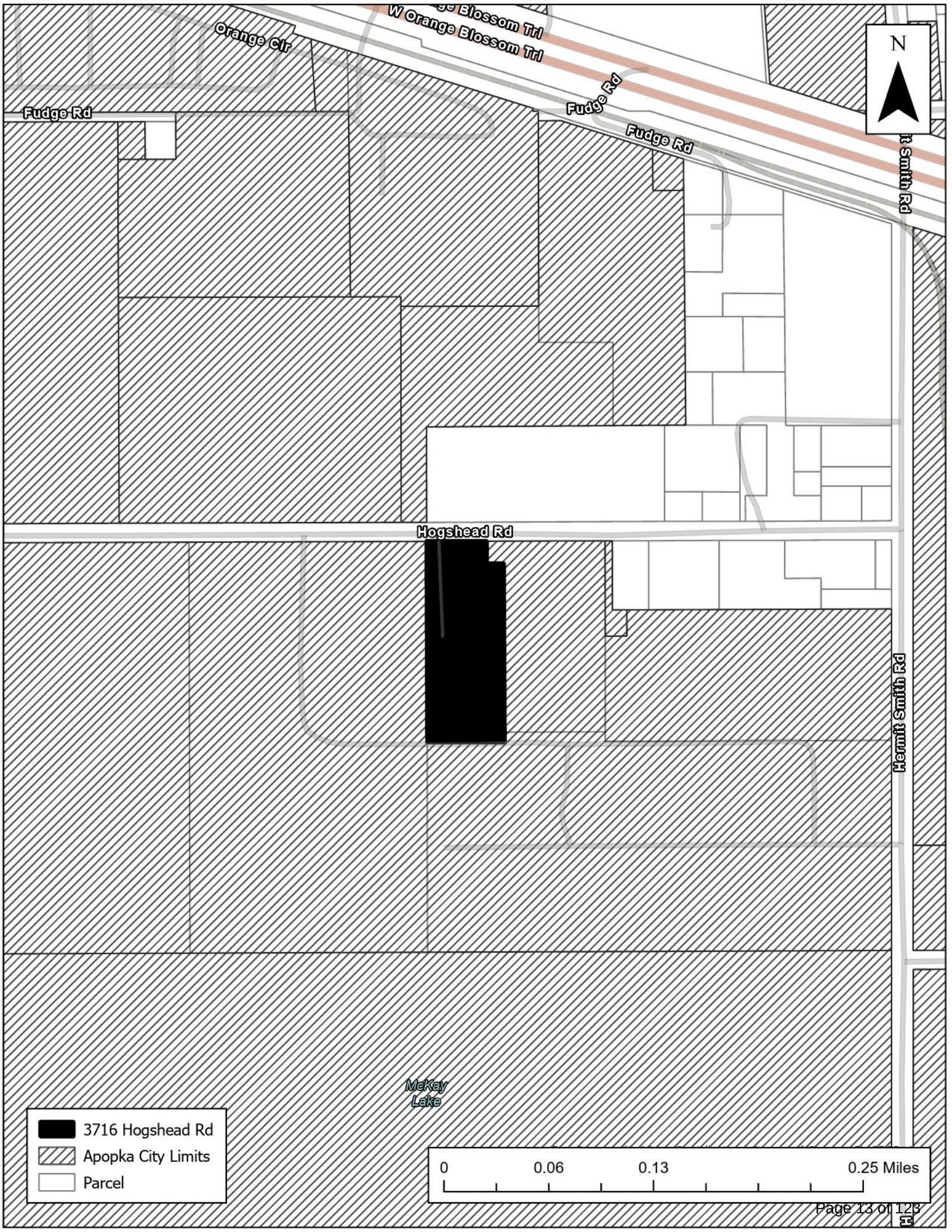
Development Review Committee: Recommends approval of a special exception to allow temporary use of outdoor storage (as a principal use) for constructing 3716 Hogshead Road Construction Site Plan in the I-L (Light Industrial) Zoning District, subject to the exhibits and findings of the staff report.

Recommended Motion – Planning Commission: Approve a special exception permit for temporary use of outdoor storage (as a principal use) for constructing 3716 Hogshead Road Construction Site Plan in the I-L (Light Industrial) Zoning District, subject to 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. Maps
2. Site Plan
3. Ads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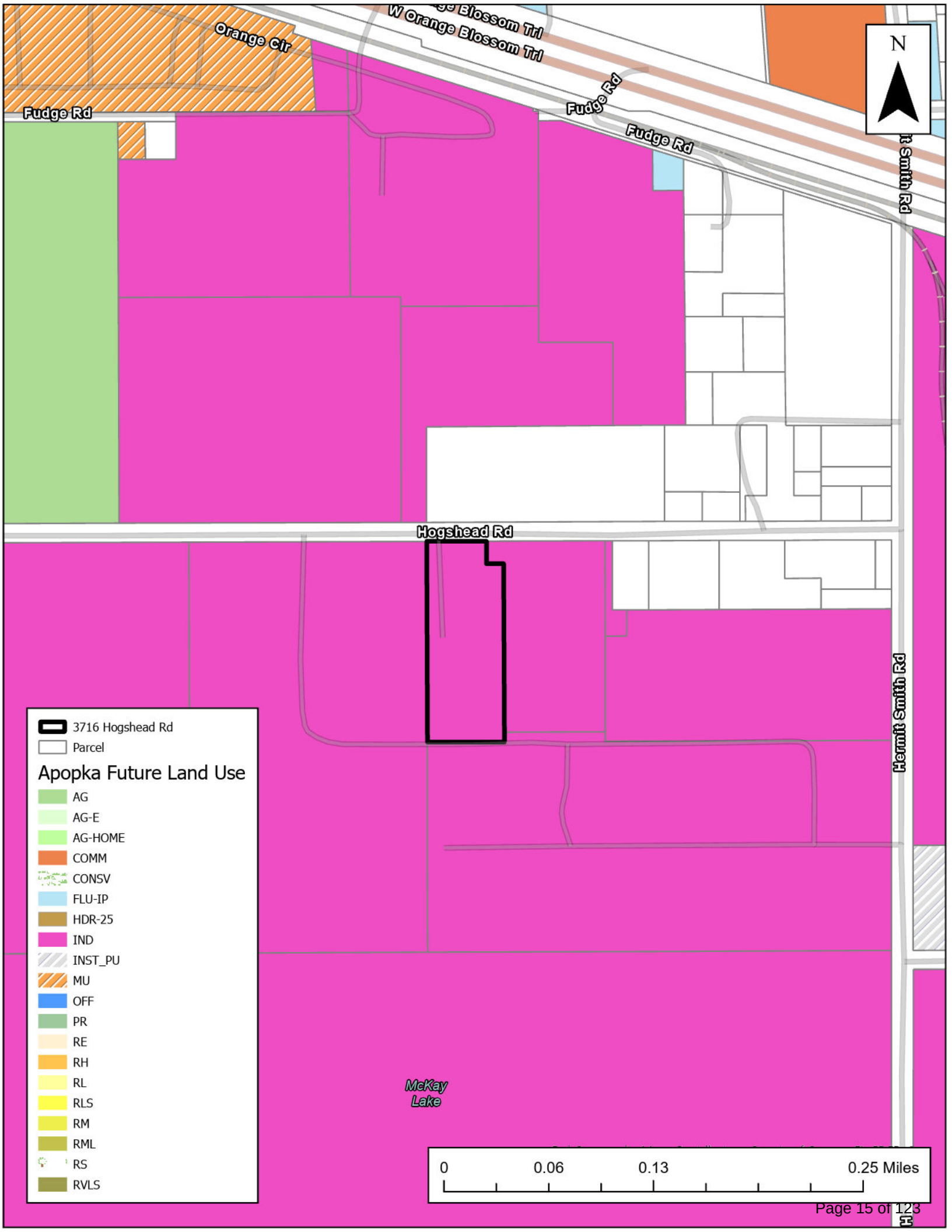
Esri Community Maps Contributors, County of Orange, FL, FDEP, ©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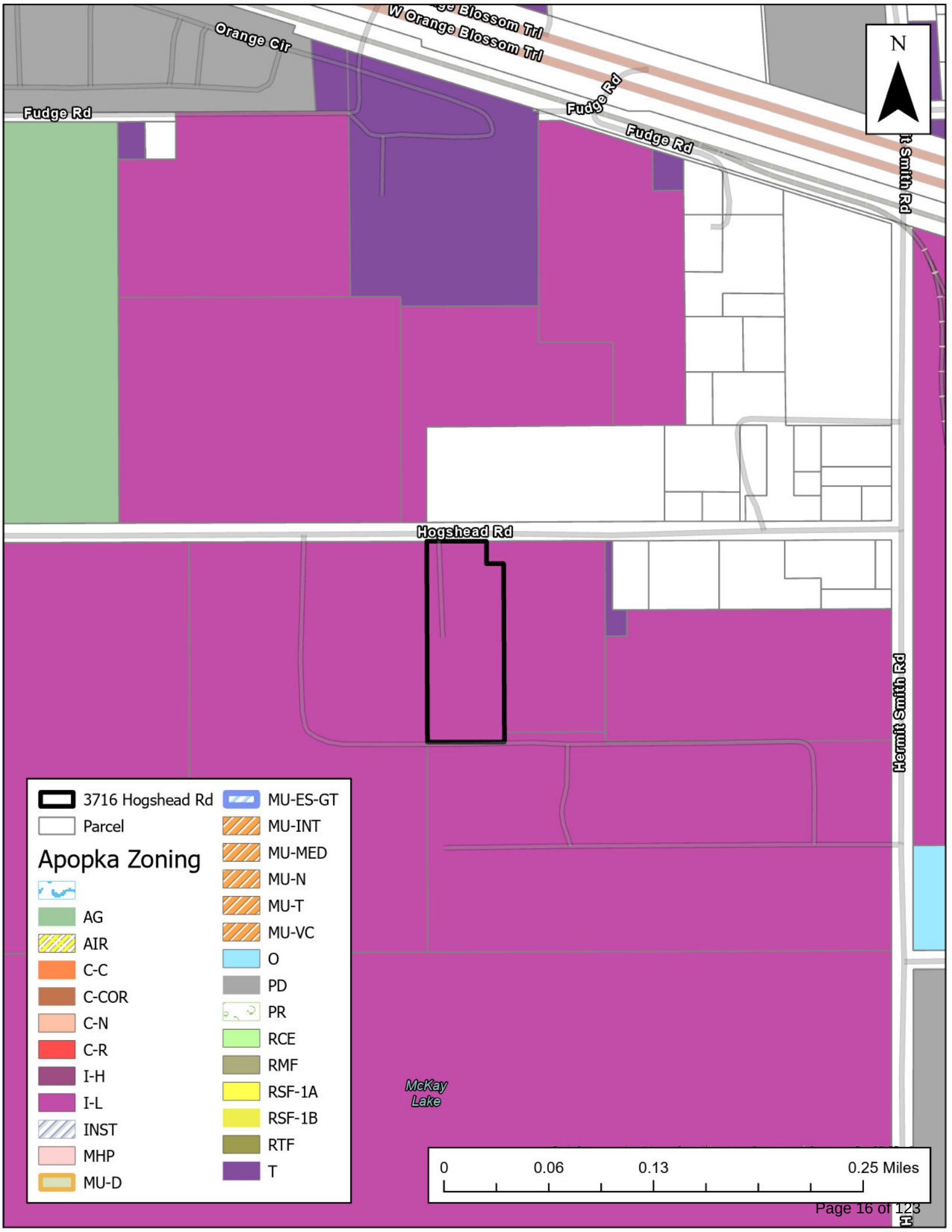
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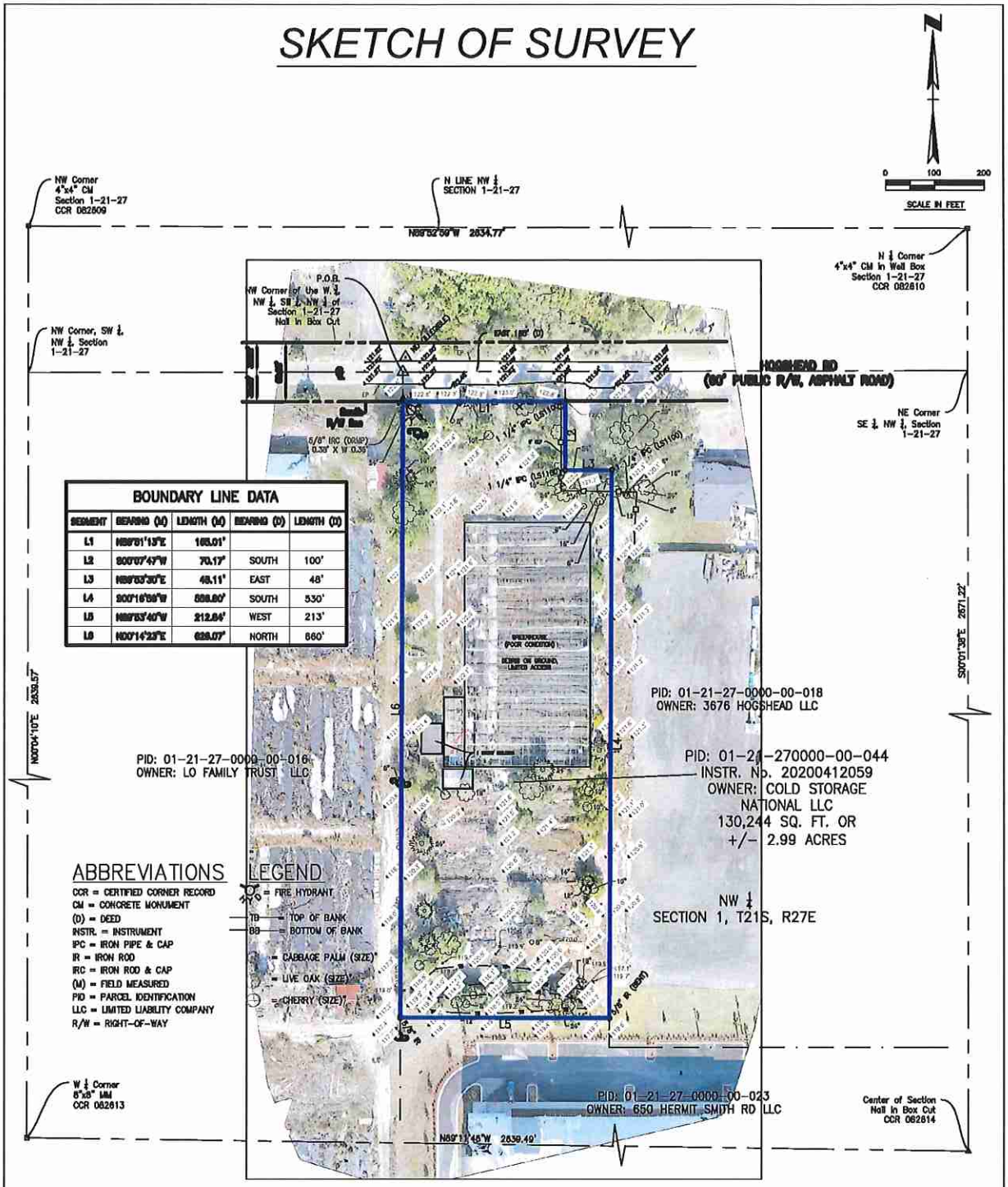
SKETCH OF SURVEY



BOUNDARY LINE DATA

SEGMENT	BEARING (M)	LENGTH (M)	BEARING (D)	LENGTH (D)
L1	N69°01'13"E	165.01'		
L2	S00°07'47"W	70.17'	SOUTH	100'
L3	N89°53'30"E	48.11'	EAST	48'
L4	S00°16'08"W	528.80'	SOUTH	530'
L5	N89°53'40"W	212.84'	WEST	213'
L6	N00°14'23"E	628.07'	NORTH	660'

ABBREVIATIONS

CCR = CERTIFIED CORNER RECORD
CM = CONCRETE MONUMENT
(D) = DEED
INSTR. = INSTRUMENT
IPC = IRON PIPE & CAP
IR = IRON ROD
IRC = IRON ROD & CAP
(M) = FIELD MEASURED
PID = PARCEL IDENTIFICATION
LLC = LIMITED LIABILITY COMPANY
R/W = RIGHT-OF-WAY

LEGEND

= FIRE HYDRANT
TB = TOP OF BANK
BB = BOTTOM OF BANK
= CABBAGE PALM (SIZE)"
= LIVE OAK (SIZE)"
= CHERRY (SIZE)"

SURVEYOR'S NOTES:

1. THIS IS A TOPOGRAPHIC, BOUNDARY AND TREE SURVEY AS DEFINED IN CHAPTER 5J-17, FLORIDA ADMINISTRATIVE CODE. THIS SURVEY MEETS THE STANDARDS OF PRACTICE FOR SURVEYING AND MAPPING, AS SET FORTH THE FLORIDA BOARD OF PROFESSIONAL SURVEYORS AND MAPPERS IN CHAPTER 5J-17, FLORIDA ADMINISTRATIVE CODE, PURSUANT TO SECTION 472.027, FLORIDA STATUTES.

2. LEGAL DESCRIPTION PROVIDED BY THE CLIENT. NO SEARCH OF THE PUBLIC RECORDS WAS PERFORMED BY THE SURVEYOR.

3. BEARINGS AND COORDINATES AS SHOWN HEREON ARE BASED ON FLORIDA EAST ZONE STATE PLANE COORDINATES, NORTH AMERICAN DATUM OF 1983 (NAD83) ADJUSTMENT OF 2011 AND WERE ESTABLISHED BY REDUNDANT GPS OBSERVATIONS UTILIZING THE FLORIDA PERMANENT REFERENCE NETWORK (FPRN).

4. LOCATION OF IMPROVEMENTS SHOWN HEREON WERE OBSERVED UTILIZING REAL TIME KINEMATIC (RTK) GPS PROCEDURES WHICH MEET OR EXCEED THIRD ORDER CLASS 1 SPECIFICATIONS AS WELL AS A TRIMBLE S-6 ROBOTIC TOTAL STATION.

5. ELEVATIONS SHOWN HEREON ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88) AND BASED FROM NATIONAL GEODETIC SURVEY PUBLISHED BENCHMARK "L 708 038", ELEVATION = 120.43'.

6. UNLESS IT BEARS THE SIGNATURE AND ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER, THIS DRAWING, SKETCH, PLAT OR MAP(S) IS FOR INFORMATIONAL PURPOSE ONLY AND IS NOT VALID.

7. ADDITIONS OR DELETIONS TO THE SURVEY MAPS OR REPORTS BY OTHER THAN THE SIGNING PARTY OR PARTIES IS PROHIBITED WITHOUT THE WRITTEN CONSENT OF THE SIGNING PARTY OR PARTIES.

8. SUBJECT PARCEL IS WITHIN ZONE "X" PER FIRM MAP PANEL NO. 12095C0125F DATED 09-25-09.

Legal Description:

Begin at the the NW corner of the West 3/4 of the NW 1/4 of the SE 1/4 of the NW 1/4, thence run East 165 feet, thence South 100 feet, thence East 48 feet, thence South 530 feet, more of less to the South Boundary of the NW 1/4 of the SE 1/4 of the NW 1/4, thence run West along said line, 213 feet, more or less to the SW corner of the NW 1/4 of the SE 1/4 of the NW 1/4, thence run North 660 feet, more or less to the P.O.B. Less the North 30 feet of the West 165 feet for road, all being in Section 1, Township 21 South, Range 27 East, Public Records of Orange County, Florida.

Containing 2.99 acres, more or less.

SURVEYOR'S CERTIFICATION:

Digitally signed by Christopher J. Lindstedt
Date: 2022.03.21 06:42:19-04'00'

I hereby certify that this survey meets the "Standards of Practice" as set forth in Rule 5J-17 of the Florida Administrative Code.

SIGNATURE
Chris J. Lindstedt
Florida Surveyor and Mapper No. 6372
Not valid without the signature and the original raised seal of a Florida Licensed Surveyor and Mapper.

12/8/2021
Date of Last Field Work

Base Line Land Surveyors, Inc.
Florida Certificate of Authorization Number 2628
(LB 2628 = Licensed Business Number 2628)

Date:	14DEC21
Drawn:	DJI
Checked:	CJL
Approved:	CJL
Project No.:	N/A

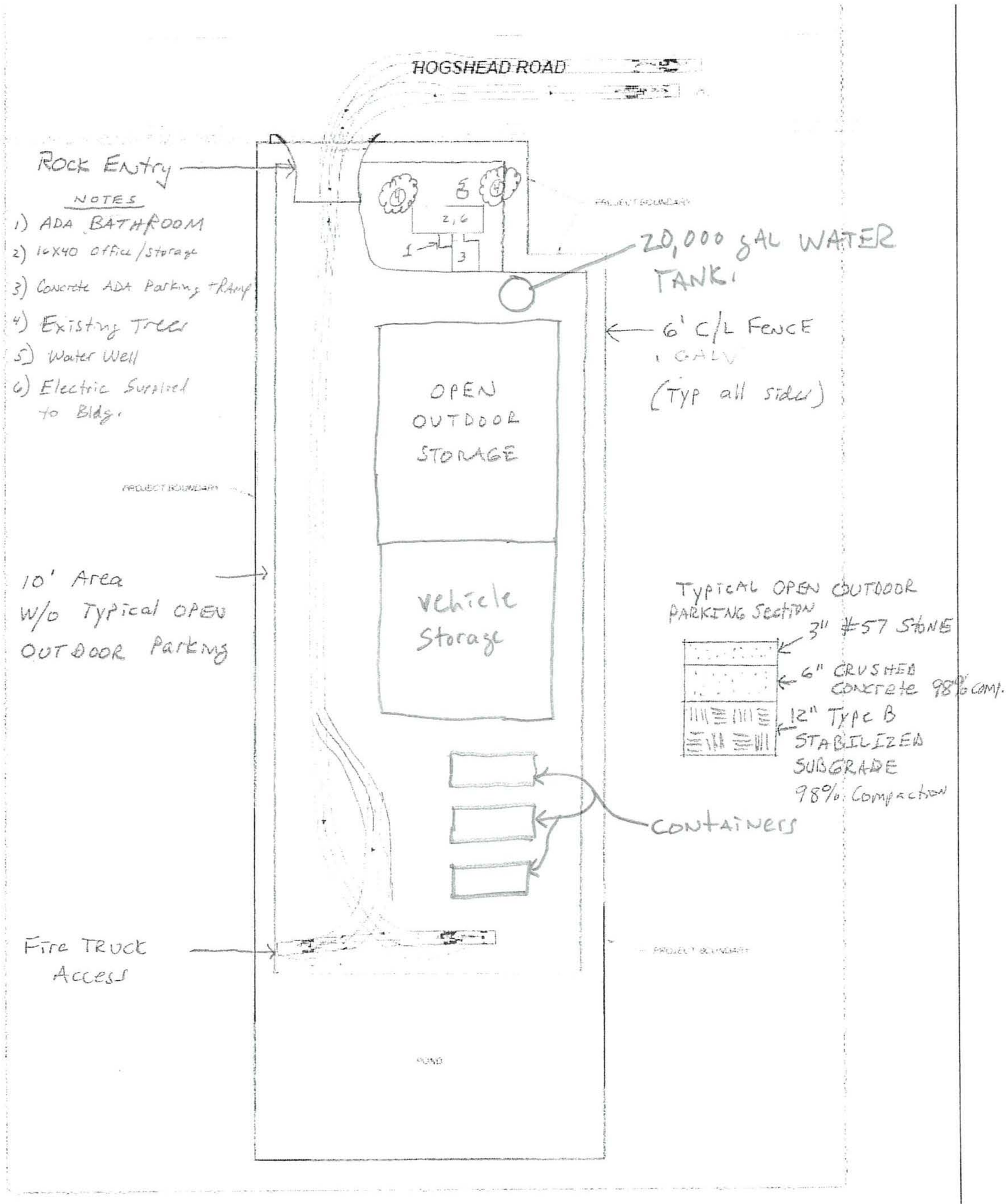
3761 Hogshead Rd
Apopka, FL 32703

BOUNDARY & TOPOGRAPHIC SURVEY

BLS BASE LINE LAND SURVEYORS
15351 AMBERBEAM BLVD.
WINTER GARDEN, FL. 34787
321.377.0393 · L.B. 2628

C:\Users\Chris\Desktop\projects\S. A. Casey Construction, Inc\Hogshead_Apopka - Standard\Hogshead_Apopka.dwg, Plotted: March 21, 2022

SHEET_1 OF 1



DESCRIPTION	DAVE M. SCHMITT FLORIDA REG. NUMBER 45274	3716 HOGSHEAD ROAD APOPKA, FLORIDA	DATE: FEBRUARY 2022
			PROJECT NO.: SAD-2
			DRAWN BY: JGK
			CHECKED BY: DMS
			SCALE: 1" = 40'
REV PER WMD			SHEET: 09 OF 12

Why does Easter date change?

Easter's exact date varies so much because it actually depends on the moon.

The holiday is set to coincide with the first Sunday after the Paschal Full Moon, the first full moon after the vernal equinox. It can be as early as March 22 or as late as April 25. It comes early this year, falling on the last Sunday of the month, March 31. This is 10 days earlier than last year's April 9 date. Next year, Easter is back to the month of April, falling much later than the past two years on April 20, 2025.

Because Ash Wednesday kicks off the Lenten season, its date is always exactly 46 days before Easter (40 days of Lent, plus six, as each Sunday is skipped) and thus is affected directly by what date Easter falls on that year. This year, Ash Wednesday fell on Wednesday, February 14 (Valentine's Day!).

Easter 2024

Which brings us to our central question: Why is Easter on a different date each year? And why is it on March 31, 2024, this year, which is earlier than last year and the year before? The holiday, which celebrates Christ's resurrection from the grave following his crucifixion, can occur any Sunday between March 22 and April 25. (That's a pretty wide range!)

Easter's exact date varies so much because it actually depends on the moon. The holiday is set to coincide with the first Sunday after the Paschal Full Moon, the first full moon after the vernal equinox. Though the equinox's exact date can vary each year according to the Old Farmer's Almanac, the church always recognizes the vernal equinox as March 21. So why does Easter come after the Paschal Full Moon? Early Christians wanted Easter to coincide with Passover, because Christ's death and resurrection happened after the Jewish holiday, writes Christian minister Mary Fairchild on LearnReligions.com.

Because the Jewish calendar is tied to solar and lunar cycles, the dates of Passover and Easter fluctuate each year. The date of Easter is determined by the first full moon of spring, as is Passover. Infrequently, the full moon occurs on a Friday or Saturday, so Passover is observed after Easter.

When Jesus observed the Last Supper with his disciples, it was a Passover seder. Jesus used elements of the seder — the unleavened bread (matzah) and wine — to commemorate his impending death (the bread represents his body, the wine his blood). That is why Christians take Communion today.

https://www.countryliving.com/life/a46407/why-does-easter-change-dates/

Moore: Working together is a must

Continued from page 2A

we all deserve and need to see.

Second, we must thoroughly develop ground rules or norms. We are currently holding quarterly training meetings, monthly informational meetings, regular clean-ups, and bi-annual events such as Easter Egg Hunts, Fall Festivals, etc. I also am more thoroughly developing a Corridor Chief Program. My aide and I will be restructuring this program for our April Quarterly Meeting. I believe if one person takes responsibility and "ownership" of a section of a roadway, reporting infrastructure problems to the municipality, picking-up trash, and organizing the neighborhoods in some kind of spirit activities, the entire community will greatly improve. Last weekend, Troy Johnson, from Southern Apopka's group, attended the Wekiva Egg Hunt, and the POWS (People of Wekiva Springs) Team and I shared our supplies so he can host a quick event in Southern Apopka tomorrow (Saturday). We value collaboration. We know the value of bringing the community together and living in a clean, safe environment.

I currently have some fantastic Corridor Chiefs. Others may need more training (my fault). And I still desire to recruit more Corridor Chiefs. If you are interested, please call my office at 407.836.5919 and speak with Alex Quinones. The difference Pam Welker is making on Sheeler Road should inspire others. She does have a big need. We have not been able to get one of our communities to pressure wash their black wall and sidewalks.

If anyone can donate money or pressure wash for free, Pam would be ecstatic.

We are interdependent. In fact, the Clarcona-Ocoee Team led by Mateo Schulte and Sandy Miller cancelled their monthly clean-up just to assist the Wekiwa Springs Team led by Sue Henesy. I'm hearing now that the Wekiwa Springs Team might cancel their clean-up to help the Southern Apopka Team on a bonus clean-up on E. 10th Street tomorrow morning.

You are always welcome to join us. Bring a rake, or weed whacker, and some gloves! We will be mowing, edging, trimming trees, raking up an inordinate number of leaves. This beautiful section of downtown Apopka has a terrific tree canopy. Our goal is to transform E. 10th Street from Sheeler Road to Apopka Blvd. I will be working on Clarcona Road on June 6th in collaboration with Pastor Sabrina Jones and Jarette Schofield. And I bet some of my other leaders will be there to lend a hand. We care about every area of District 2, even if we cannot get to every section, all at the same time.

In November, all the teams compete for Corridor of the Year and now Artistic Corridor of the Year. It is truly a friendly competition because we appreciate and respect one other. Winning is just a bonus.

All I really do is create opportunities for people to accept greater responsibility for their neighborhood, corridor, and community. It is enjoyable, uplifting, and energizing work. I am in the business of empowering ordinary citizens through quantifiable goals, and regular activities.

If you would like to speak with me further, I will set aside time to meet you at my favorite haunt on a Saturday afternoon, Canon Coffee. Call me at 407.836.5850 to schedule a time.

I believe you will be an awesome leader and part of a great team of leaders.

Hayden: Common sense is needed

Continued from page 2A

faithfulness. Men such as Harry Truman who, when offered a corporate position at a large salary, declined stating, "You do not want me. You want the office of President, and that does not belong to me. It belongs to the American people, and it is not for sale." Good old Harry Truman was correct when he observed, "My choices in life were either to be a piano player in a whore house or a politician. And to tell the truth, there is hardly any difference!"

What has happened to our national leaders? When a leader of men stands and states the very things that many of "We the People" would like to say, and talks about loving our neighbors, giving a hand up instead of a handout to those who need a push start, and being proud of being a part of the greatest nation GOD ever placed on this orb we call Earth, the United States of America, he is berated by other politicians, skewered by lies, innuendos that are perpetrated and spread by most of the newspapers and news broadcasters.

Suddenly, the BLM, Antifa, and all the other haters of the United States are deeply interested in history. Not the history of our great nation, or its heroes they have degraded by statue demolition, but the history of one man whom they fear, knowing that if he gets back into the office of President, things will change.

We need to support men that tell it like it is. We ban the Bible from our classrooms and then invite drag queens to read stories of Lil' Johnny who wants to become Lil' Joanie, and then we teach sexual aberrations instead of the three "R's." Reading, Writing, and Arithmetic. I had a clock with the square root sign at every major time marking. I asked a sixteen-year-old what was at the top of the clock with the square root of 144. Her answer, "That's the sign for the power of." We're raising children that believe when they graduate from high school they ought to be driving a new car, have a penthouse apartment, the newest cell phone, and all the things some of their moms and dads had to work two jobs, scrape by just to buy them fashion clothing (with holes in the knees, and everywhere), so they could compete with "everybody else."

If I were sent home with a note from the teacher, my folks did not run to the school to file a complaint that I was being picked on. My dad had a sure cure for the problem that had nothing to do with the teacher. It was called a razor strop, and it never failed to leave an impression. I am not talking about politics. I am talking common sense. Robert Kennedy is a Democrat that has common sense, and a deep love for our nation. Donald Trump is talking common sense and loves this great nation. They have a deep respect for each other and that is the way it should be. Let us shed our ignorance and get educated.

Stupid is forever! And we are not stupid!

Byrd: Some tests are now optional

Continued from page 2A

students not having a device to take the test. In other areas where that may not be the case,

College Board, the company that distributes the test, provides devices to students to take the test.

The major advantage of a digital test is that students no longer have to wait weeks to get results. Now students get results in a matter of days.

These days, post-Covid, many universities are test optional, meaning they no longer require SAT scores for admission.

During the pandemic, there were many barriers to students being able to take the SAT so colleges moved away from the requirement.

This is a welcome change for many concerned about testing inequities for students who don't have access to expensive test prep courses or private tutors.

But these results are still very important as they are used for qualifying here in Florida for the Bright Futures scholarship. This state scholarship is given to students who achieve a certain grade point average, SAT or ACT score and complete a certain number of volunteer or work hours. The award pays for either 75% or 100% of state college/university credit hour tuition.

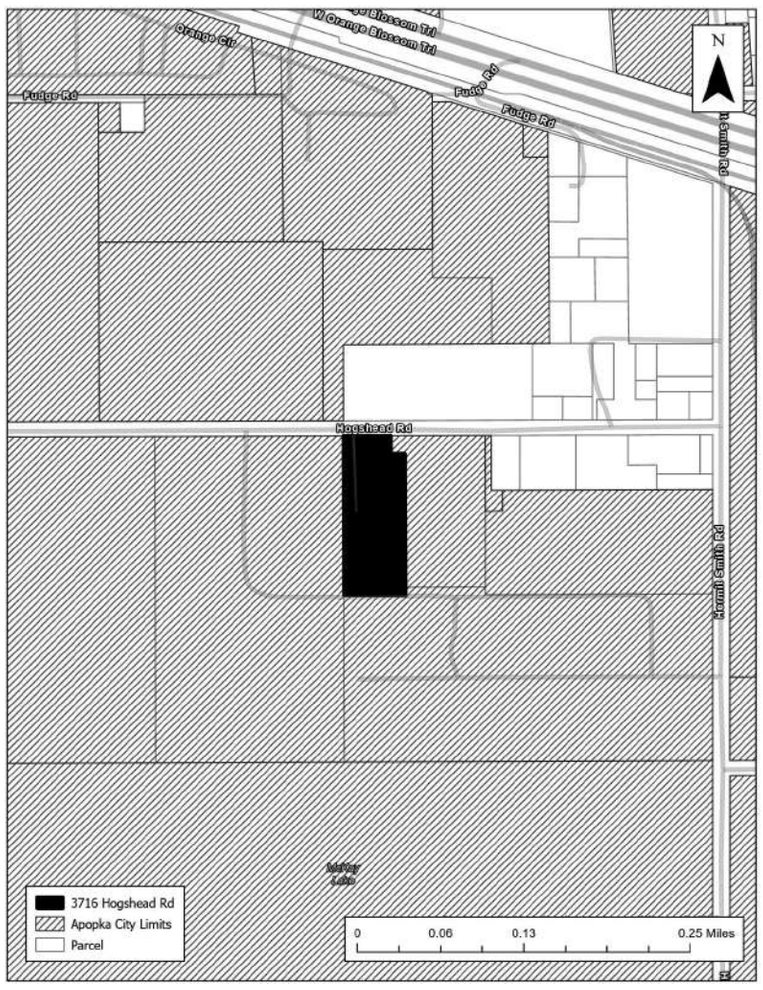
It's a great deal for our Florida students and a way for all students to have access to higher education.

For more information on the new SAT format, visit collegeboard.org.

CITY OF APOPKA
PUBLIC HEARING NOTICE
SPECIAL EXCEPTION

NOTICE is hereby given that **Tara Tedrow c/o Lowndes** has made an application, in accordance with Apopka Code of Ordinances, Part III, Land Development Code, Article II, Section 4.2.2.C to the City of Apopka Planning Commission for a **SPECIAL EXCEPTION TO ALLOW THE USE OF AN OUTDOOR STORAGE AS AN ACCESSORY USE IN THE LIGHT INDUSTRIAL (I-L) ZONING DISTRICT.**

This application relates to the following described property located at 3716 Hogshead Road:



Parcel Identification Number(s): 01-21-27-0000-00-044
Contains: 2.99 +/- acres

Notice is given that the **City of Apopka Planning Commission** will hold a public hearing to consider the Special Exception request at its scheduled meeting in the City Council Chambers of the Apopka City Hall on Tuesday, **April 9, 2024, beginning at 5:30 P.M.**, or as soon thereafter as possible.

Affected parties and the public may appear at the above listed hearing to speak. Please be advised that, under State law, if you decide to appeal a decision made with respect to this matter, you will need a record of the proceedings and may need to ensure that a verbatim record is made, which record includes the testimony and evidence upon which the appeal is to be based. In accordance with the Americans with Disabilities Act (ADA), persons with disabilities needing assistance to participate in any of these proceedings should contact the City Clerk's Office at 120 East Main Street, Apopka, Florida 32703; Telephone: 407-703-1704, no less than 48 hours prior to the proceeding.

March 29, 2024

Apopka City Council
Community Development Department

Publish: The Apopka Chief **176090**

ALL ABOUT APOPKA

The Apopka Chief

Established 1923

(USPS 545-440)

The Apopka Chief is published every Friday and entered as Periodicals, postage paid at Apopka Post Office, under the Act of Congress of March 3, 1879. The Apopka Chief newspaper is published by Foliage Enterprises, Inc., every Friday at 400 North Park Avenue, Apopka, Fla., 32712-3417. An annual subscription is $25 in Orange County and $30 outside Orange County. Phone 407-886-2777. Postmaster: Send address changes to The Apopka Chief, P.O. Box 880, Apopka, Fla., 32704-0880.

The Apopka Chief is a consistent award-winning community weekly newspaper and a member of the Florida Press Association. The newspaper won the group's award as its best newspaper in 1982, 1987, and 1988, the only three-time winner. Letters to the editor are welcome, but must be signed and include a daytime telephone number, address,, or email address for verification. Management reserves the right to edit letters.

www.theapopkachief.com, news@theapopkachief.com

City of Apopka Telephone Numbers

City Hall	407-703-1700
Mayor's Office	407-703-1701
City Administrator	407-703-1649
City Clerk	407-703-1704
Community Devel.	407-703-1712
Code Enforcement	407-703-1738
Finance Dept.	407-703-1725
Fire (non-emerg.)	407-703-1756
Parks and Rec. Dept.	407-703-1741
Police Chief	407-703-1769
Police (non-emerg.)	407-703-1771
Job Line	407-703-1743
Solid Waste Collect.	407-703-1731
Street Maintenance	407-703-1731
Utility Billing	407-703-1727
Medical, fire emergency	911

The city of Apopka was chartered in 1882. It is located at 28'30 north latitude and is 150 feet above sea level. Its population is about 48,000 and its total area is more than 30 sq. mi. **www.apopka.net**

Orange County Telephone Numbers

Animal Services	407-836-3111
Auto/Boat Tags	850-617-2000
Building Dept.	407-836-8550
County Mayor	407-836-7370
County Commission	407-836-7350
County Attorney	407-836-7320
Clerk of the Court	407-836-2065
Elections Supervisor	407-836-2070
Fire/Rescue	407-836-3111
Solid Waste	407-836-6601
Garbage Collection	407-703-1731
Health Dept.	407-836-2600
Hunting/Fishing Lic	888-347-4356
Parks and Rec. Dept.	407-836-6200
Property Appraiser	407-836-5044
Sheriff Administrative	407-254-7000
Non-Emerg. Complaint	407-836-4357
Utilities	407-836-5515
All other departments	407-836-3111
Medical, fire emergency	911

www.orangecountyfl.net

Other Area Numbers of Note

U.S. Senators	
Rick Scott (Rep.)	202-224-5274
Marco Rubio (Rep.)	407-254-2573
U.S. Representative	
Daniel Webster (Dist. 11)	352-241-9220
State Representatives	
Doug Bankson	407-476-6787
Carolina Amesty (Dist. 45)	unknown
State Senators	
Geraldine Thompson (Dist.11)	407-297-2045
Orange County Commissioner	
Christine Moore	407-836-7350
Orange County Public Schools	
Pupil assignment	407-317-3233
Bus routes	407-317-3800
Superintendent	407-317-3200
School Board	407-317-3200
Miscellaneous	
The Apopka Chief	407-886-2777
Museum of the Apopkans	407-703-1707
Chamber of Commerce	407-886-1441

Fire: Permanent fire station construction will cost $4.3 million

Continued from page 1A

ern region comprised of AdventHealth and the Northwest Distribution Center; the communities of Emerson Park, Breckenridge, Apopka Woods, Magnolia Park Estates and Marden Ridge Apartments; and toll roads 429, 414 and 451.

The December 2017 opening of the temporary Fire Station 6 coincided with the opening of the then-new campus of the AdventHealth campus, which had relocated from its Park Avenue, Apopka, facility.

On January 3, the Apopka City Council approved 5-0 to award Miller Construction Management a construction manager at risk contract for permanent Fire Station 6 with the guaranteed maximum price of $3,677,800 and an added 10-percent contingency for a total of $4,310,580.

The $4.1-million Harmon Road extension opened in August 2023 to grant better access to AdventHealth Apopka from the east as well as to fire and ambulance vehicles.

The $26.3 million expansion of AdventHealth Apopka will bring the campus' licensed bed count to 158 and result in the creation of over 20 high-paying jobs. AdventHealth is expected to finish the project by mid-May of this year.

PUBLIC HEARING NOTICE COMPREHENSIVE PLAN TRANSPORTATION ELEMENT CITY OF APOPKA

NOTICE is hereby given that the City of Apopka City Council will consider an update to the Comprehensive Plan.

ORDINANCE NO. 3029

AN ORDINANCE OF THE CITY OF APOPKA, FLORIDA, ADOPTING AND ENACTING A NEW TRANSPORTATION ELEMENT FOR THE COMPREHENSIVE PLAN, PROVIDING FOR THE REPEAL OF CERTAIN ORDINANCES OR PARTS OF ORDINANCES IN CONFLICT HEREWITH; PROVIDING A PENALTY FOR THE VIOLATION THEROF; PROVIDING FOR THE MANNER OF AMENDING SUCH CODE; AND PROVIDING WHEN SUCH CODE AND THIS ORDINANCE SHALL BECOME EFFECTIVE.

Public Hearing on Ordinance No. 3029 will be held in the Apopka Council Chambers, 120 East Main Street, Apopka, Florida 32703 on the following date and time, or shortly thereafter, to consider said Amendment:

Planning Commission – Public Hearing:
Tuesday, April 9, 2024 at 5:30 P.M.

City Council – First Reading:
Wednesday, April 17, 2024 at 7:00 P.M.

The proposed update to the Comprehensive Plan Transportation Element may be inspected by the public at the Apopka City Hall, in the Community Development Department at 120 East Main Street, Apopka, Florida between the hours of 8:00 a.m. and 4:30 p.m. weekdays. Telephone number: 407-703-1712.

All interested parties may appear and be heard with respect to these hearings. Please be advised that, under State Law, if you decide to appeal a decision made with respect to this matter, you will need a record of the proceedings and may need to ensure that a verbatim record is made, which record includes the testimony and evidence upon which the appeal is to be based. In accordance with the Americans with Disabilities Act (ADA), persons with disabilities needing assistance to participate in any of these proceedings should contact the City Clerk's Office at 120 East Main Street, Apopka FL 32703, Telephone: 407-703-1704, no less than 48 hours prior to the proceeding.

Apopka City Council
Apopka Planning Commission
Community Development Department

March 29, 2024

Publish: The Apopka Chief **176103**

DeSantis sign legislation to stop squatters takeovers of homes

By Andrew Powell
The Center Square

Governor Ron DeSantis signed legislation Wednesday, March 27, that he says will end the problem of squatters taking over homes in the Sunshine State.

DeSantis stated that squatters have taken over homes in states like New York and in some cases, have been murdering the homeowners when they attempt to evict them from their properties.

"Today, in the state of Florida, we say very simply, what passes muster in New York and California, is not passing muster here," DeSantis said. "You are not going to be able to commandeer somebody's private property and expect to get away with it."

DeSantis stated that the "squatters' scam" is going to be ended once and for all. He added that House Bill 621 would allow homeowners to quickly and legally remove a squatter from their property and increase penalties for those squatting.

DeSantis added that because of outdated laws, squatters knew there was a long process involved in getting them removed from a property and noted that the legislation would make this process more efficient.

"What you can do now if you're the victim of squatting, you can simply fill out a form, give it to your local sheriff, and the sheriff is instructed to go and remove the people who are inhabiting your dwelling illegally," DeSantis said.

DeSantis noted that because of the new legislation and the swiftness in which law enforcement can act, people will be more reluctant to occupy a dwelling in Florida illegally.

"You see these trends that happen in these other parts of the country, I think good leadership is looking and saying ok, we're not going to repeat what is going on in these failed jurisdictions," DeSantis said. "So the Legislature was up to the task, and then here today we're signing this into law, is going to show the state of Florida is up to the task."

DeSantis stated that he and the Legislature believe in the rule of law, and in private property rights and added that he thinks it's good that people can aspire to own their own homes, including those who own seasonal homes in Florida.

"The squatters' scam ends today with my signature on this piece of legislation and the state of Florida will be better for it," DeSantis said.

Send us Your News • Email: news@theapopkachief.com

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Full-Service Restaurant & Irish Pub
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Traditional Irish Food served at its BEST. We only use air fryers & convection ovens.
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Tues, Wed. & Thurs. 11:30AM –10PM
Fri. & Sat. 11:30AM – Midnight
Sun. 11:30AM – 8PM
10% OFF
FOR VETERANS, POLICE, FIRE & AMBULANCE CREWS
Must present coupon. Not valid with any other offer or specials. Expires MAR. 31, 2024
Entertainment & Specials This Week
FRI Our top Single Miguel Jose
SAT Enjoy the great Florida Breeze Band
SUN Easter Scotch Eggs, Mini Irish Bangers, 2/1 Mimosas
Wear your bunny ears for a FREE dessert!
Check out our Full Menu at WWW.STEPHIESPUB.COM
1061 W Orange Blossom Trail, Apopka
407-703-8195

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• Our sauces are made fresh daily
• The house salad dressing is made from scratch
• Only the finest ingredients are used

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Call us for take out orders!
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Apopka, FL 32703 • 407-774-8080
1665 WP Ball Blvd, Sanford, FL 32771 • 407-531-1151
Visit us at www.caffepositanos.com

SUDOKU ANSWERS

PUZZLE CAN BE FOUND ON PAGE 2B

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1	5	2	3	8	4	6	7	9
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4	7	8	5	1	6	3	9	2
9	3	5	4	2	8	7	1	6

Puzzle Solution

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C	B		M	A	W		S	O	R	A	S			
H	O	P	E	H		B	A	R	E	F	A	C	E	D
A	D	I	T		B	A	B	U	S		B	O	R	E
S	E	R	E		O	R	E	M		D	I	X	I	E
E	D	E	R		A	I	R			E	N	A	C	T

The Crossword Puzzle is found on page 2B

Chief Junior

Students prepare to do their best by reading, reading, and reading

From Principal Sarasty:

We are in full swing with prepping all students to perform at their best for our final state assessments in May. Students become better readers the more they read and are read to. No matter what grade level, this is a valuable use of time. Please encourage and read with your child every night. Below are the areas for each grade level with math. It takes us working together to give our students the best opportunity for success. Let's Lovell Up, Wildcats! Game On!

PTA will have a meeting on Tuesday, April 2, 2024. 4:30 – 5:30 pm. They will be having their elections for next year's board at this meeting.

School News:

March 28th, Academic Night will be on Thursday.

April 1st, Lovell Up Monday Wear your favorite game shirt and jeans to show your support in being ALL IN this year.

April 2nd – 4th & 5th Grade Writing State Assessment.

April 3rd, Paraprofessional Appreciation Day.

April 4th, School Librarian Appreciation Day.

April 8-12, National Assistant Principal Week.

April 22nd, Beautification Day.

April 24th, Administrative Professional's Day.

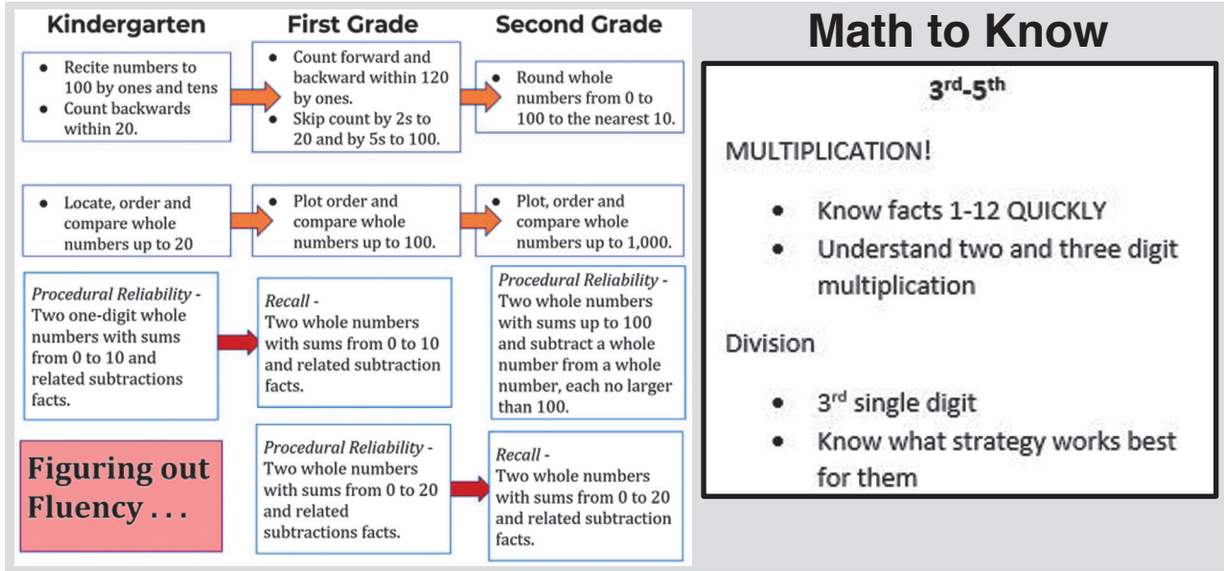
House News:

Congratulations to our February House winners… Meraki! Great Job!

Counselor's Corner:

Character Resiliency Trait for March is **Critical Thinking**. Critical Thinking means gathering information to think through and determine the best choice.

We are running a small food drive for our Food Pantry. Items needed are, pasta, oatmeal, rice, cereal, and macaroni and cheese. We would be appreciated any help you could give.



CommUNITY Celebration

The CommUNITY Celebration at Wekiva High School will take place on Saturday, April 13, from 10 a.m. to 1 p.m. This collaborative event is presented by Wekiva High, Piedmont Lakes Middle, and Lakeville Elementary.

There will be a wide array of activities and attractions including complimentary food, interactive games, a petting zoo, face painting, bounce houses, and DJ music. Attendees will get a chance to explore valuable school and community resources while indulging in culinary delights available for purchase from featured food trucks.

This event serves as a platform to foster community engagement and showcase the diverse offerings of the Apopka area.

Wekiva High School is located at 2501 Hiawassee Road, Apopka.

Send us Your News • Email: news@theapopkachief.com

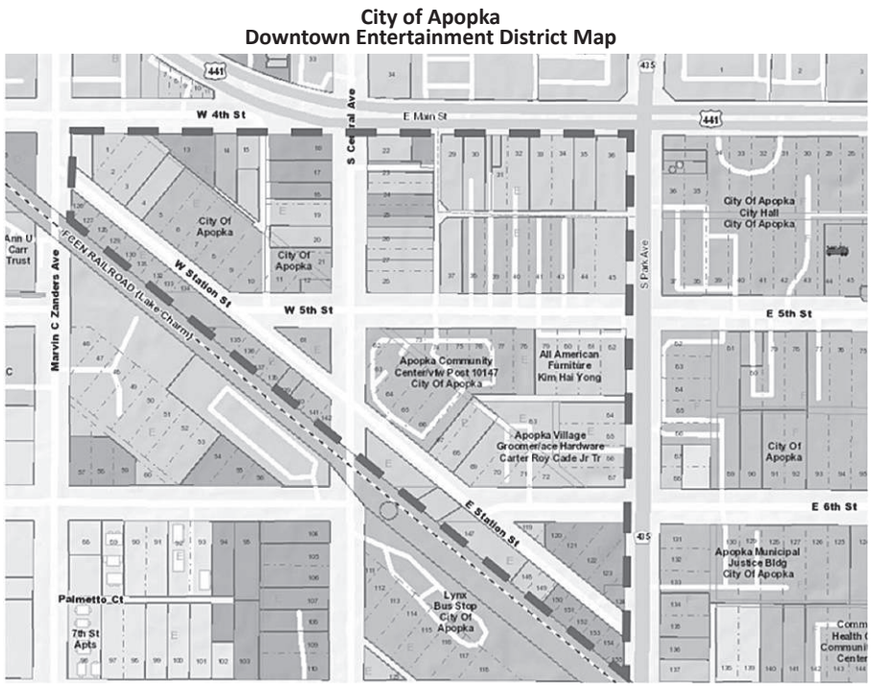
CITY OF APOPKA PUBLIC HEARING NOTICE AMENDMENTS TO APOPKA LAND DEVELOPMENT CODE

NOTICE is hereby given that the City of Apopka proposes to amend the Code of Ordinances and the Land Development Code of the City of Apopka, Florida in accordance with Florida Statutes 166.0413(3)(c) to revise sections as specified within the Ordinance Number 3050 title. The proposed amendments affect or may affect the use of property, the development of building and structures, and the development review process for land located within the jurisdiction of the City of Apopka, Florida.

ORDINANCE NO. 3050

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF APOPKA, FLORIDA, AMENDING CHAPTER 6, "ALCOHOLIC BEVERAGES," OF THE CITY'S CODE OF ORDINANCES; ADDING DEFINITIONS; ESTABLISHING PROCEDURES, REQUIREMENTS, AND STANDARDS FOR OBTAINING AN OPEN CONTAINER PERMIT; SETTING FORTH VENDOR RESPONSIBILITIES; ESTABLISHING THE DOWNTOWN APOPKA ENTERTAINMENT DISTRICT; AMENDING ARTICLE 4, "USE REGULATIONS," OF THE CITY'S LAND DEVELOPMENT CODE TO CLARIFY ALCOHOL SALE RESTRICTIONS FOR MOBILE FOOD VENDORS; PROVIDING FOR CODIFICATION; PROVIDING FOR SEVERABILITY, CONFLICTS, CODIFICATION, AND AN EFFECTIVE DATE.

City of Apopka
Downtown Entertainment District Map



Notice is given that a public hearing for Ordinance Number 3050 will be held by the **City of Apopka Planning Commission** its regularly scheduled meeting in the City Council Chambers of the Apopka City Hall, 120 E. Main Street, Apopka, Florida on **Tuesday, April 9, 2024 beginning at 5:30 P.M.;** and by the **City of Apopka City Council** at its regularly scheduled meeting in the City Council Chambers of the Apopka City Hall, 120 E. Main Street, Apopka, Florida on **Wednesday, April 17, 2024 beginning at 7:00 P.M.** AND **Wednesday, May 1, 2024 beginning at 1:30 P.M.**

Interested parties may appear at this meeting and be heard with respect to the proposed ordinance. The proposed ordinance is available in the City Clerk's office for inspection.

Please be advised that, under State law, if you decide to appeal a decision made with respect to this matter, you will need a record of the proceedings and may need to ensure that a verbatim record is made, which record includes the testimony and evidence upon which the appeal is to be based. In accordance with the Americans with Disabilities Act (ADA), persons with disabilities needing assistance to participate in any of these proceedings should contact the City Clerk's Office at 120 East Main Street, Apopka FL 32703, Telephone: 407-703-1704, no less than 48 hours prior to the proceeding.

Apopka Planning Commission
March 29, 2024 — Apopka City Council
April 19, 2024 — Community Development Department

Publish: The Apopka Chief **176117**

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Transportation Element

DRAFT
JANUARY 2024

Prepared for: CITY OF APOPKA 1882 FLORIDA

Prepared by: Kimley»Horn

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TRANSPORTATION ELEMENT

INTRODUCTION

This document provides the relevant data, inventory, and analysis of transportation conditions in support of the City's Transportation Element of their Comprehensive Plan, as described in Florida Statutes (FS) 163.3177(1)(f).

EXISTING CONDITIONS

The existing conditions within the City of Apopka are identified in this document, including an inventory of roadway laneage, jurisdiction, traffic volumes, functional classification, context classification, transit service, trails, bicycle facilities, and sidewalks.

This information was used to identify existing levels of service for roadways within the City.

ROADWAYS

Apopka is served by a network of state, county, and local roads which range from SR 429 to local neighborhood streets. The existing roadway network and number of lanes of key roadways within the City are illustrated on **Map TE-1**.

JURISDICTION

The jurisdiction refers to the "ownership" of the roadway. For example, the Florida Department of Transportation (FDOT) has the responsibility to maintain roadways within their jurisdiction. FDOT also controls the access to these roads. Orange County and the City have similar responsibilities for roads within their jurisdictions. In addition, jurisdictions can be transferred between FDOT, Orange County, and the City upon the parties reaching agreement as to the transfer. The existing ownership of the key roadways within the City are displayed on **Map TE-2**.

FUNCTIONAL CLASSIFICATION

All roadways within the City are assigned a functional classification based on the agreement between FDOT, MetroPlan Orlando, and the Federal Highway Administration (FHWA). Functional classification is the process of streets and highways being grouped into classes or systems according to the character of service they provide. The designation of functional classification is made at least once every 10 years following the decennial Census. Five functional classification categories that are common to roads are:

- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local

The existing functional classification of roadways within the City are displayed on **Map TE-3**.

CONTEXT CLASSIFICATION

All roadways within the City were assigned a context classification based on the general characteristics of the adjacent land uses, development patterns, and connectivity. There are eight context classification categories for non-limited access roadways as listed below.

- C1 - Natural
- C2 - Rural
- C2T - Rural Town
- C3R - Suburban Residential
- C3C - Suburban Commercial
- C4 - Urban General
- C5 - Urban Center
- C6 - Urban Core

Most of the key roadways within the City are classified as C3R or C3C, with some C2 along the outskirts of the City boundaries, and C4 or C5 in the downtown area, as shown on **Map TE-4**.

Table TE-1 summarizes the existing number of lanes, functional classification, and context classification of the key roadways within the City.

Table TE-1: Number of Lanes, Functional Classification, and Context Classification

Roadway	Segment	Number of Lanes	Functional Classification	Context Classification
SR 414				
	US 441 WB Off Ramp to SR 429 Connector Rd	6LD	Principal Arterial - Freeway/Expressway	LA
SR 429 (Wekiva Parkway)				
	West Road to CR 437A SB Off Ramp	4LD	Principal Arterial - Freeway/Expressway	LA
	CR 437A SB Off Ramp to SR 414	4LD	Principal Arterial - Freeway/Expressway	LA
	SR 429 Connector Rd to Kelly Park Rd NB On Ramp	4LD	Principal Arterial - Freeway/Expressway	LA
	Kelly Park Rd NB On Ramp to SR 453 EB On Ramp	4LD	Principal Arterial - Freeway/Expressway	LA
	SR 453 EB On Ramp to Lake County Ln	4LD	Principal Arterial - Freeway/Expressway	LA
SR 451				
	SR 414 to US 441	4LD	Principal Arterial - Freeway/Expressway	LA
SR 436 (Semoran Boulevard)				
	US 441 to Sheeler Ave	8LD	Principal Arterial - Other	C3C
	Sheeler Ave to Thompson Rd	8LD	Principal Arterial - Other	C3C
	Thompson Rd to Roger Williams Rd	8LD	Principal Arterial - Other	C3C
	Roger Williams Rd to Piedmont-Wekiva Rd	8LD	Principal Arterial - Other	C3C
	Piedmont-Wekiva Rd to Seminole County Ln	6LD	Principal Arterial - Other	C3C
US 441 (Orange Blossom Trail)				
	Ponkan Rd to Church Dr/Yothers Rd	4LD	Principal Arterial - Other	C2T
	Church Dr/Yothers Rd to SR 429 Connector Rd	4LD	Principal Arterial - Other	C2T
	SR 429 Connector Rd to Plymouth Sorrento Rd (CR 437)	4LD	Principal Arterial - Other	C3C
	Plymouth Sorrento Rd (CR 437) to Boy Scout Blvd	4LD	Principal Arterial - Other	C3C
	Boy Scout Blvd to Errol Pkwy	4LD	Principal Arterial - Other	C3C
	Errol Pkwy to SR 451	4LD	Principal Arterial - Other	C3C
	SR 451 to Bradshaw Rd	4LD	Principal Arterial - Other	C3C
	Bradshaw Rd to Hawthorne Ave	5L	Principal Arterial - Other	C3C
	Hawthorne Ave to Central Ave	4LD	Principal Arterial - Other	C4
	Central Ave to Park Ave	4LD	Principal Arterial - Other	C5
	Park Ave to Highland Ave	5L	Principal Arterial - Other	C5
	Highland Ave to Alabama Ave	5L	Principal Arterial - Other	C5
	Alabama Ave to SR 436	4LD	Principal Arterial - Other	C3C
	SR 436 to Sheeler Ave	4LD	Principal Arterial - Other	C3C
	Sheeler Ave to Roger Williams Rd	4LD	Principal Arterial - Other	C3C
	Roger Williams Rd to Piedmont-Wekiva Rd	4LD	Principal Arterial - Other	C3C
	Piedmont-Wekiva Rd to Seminole County Ln	4LD	Principal Arterial - Other	C3C
CR 424 (Alabama Avenue/Apopka Boulevard)				
	US 441 to 8th St	2L	Major Collector	C3R
	8th St to Sheeler Ave	2L	Major Collector	C3R
	Sheeler Ave to Lakeville Rd	2L	Major Collector	C3R
	Lakeville Rd to Hiawassee Rd	3L	Major Collector	C3R
	Hiawassee Rd to US 441	2L	Major Collector	C3C
CR 435 (Rock Springs Road/Park Avenue/Clarcona Road)				
	Kelly Park Rd to Ponkan Rd	4LD	Major Collector	C3R
	Ponkan Rd to Welch Rd	5L	Major Collector	C3C
	Welch Rd to Sandpiper Rd	5L	Major Collector	C3C
	Sandpiper Rd to Votaw Rd	5L	Major Collector	C3R
	Votaw Rd to Orange St	5L	Major Collector	C3R
	Orange St to US 441	5L	Major Collector	C4
	US 441 to M. Gladden Blvd	2L	Major Collector	C4
	M. Gladden Blvd to Cleveland St	2L	Major Collector	C3R
	Cleveland St to Keene Rd	2L	Major Collector	C3R

Table TE-1: Number of Lanes, Functional Classification, and Context Classification

Roadway	Segment	Number of Lanes	Functional Classification	Context Classification
	Keene Rd to McCormick Rd	2L	Major Collector	C2
CR 437A (Ocoee-Apopka Road/Michael Gladden Boulevard/Central Avenue)				
	McCormick Rd to Binion Rd	2L	Major Collector	C3R
	Binion Rd to SR 429	2L	Major Collector	C3R
	SR 429 to Keene Rd	2L	Major Collector	C3R
	Keene Rd to Boy Scout Rd	2L	Major Collector	C3R
	Boy Scout Rd to Bradshaw Rd	2L	Major Collector	C3R
	Bradshaw Rd to Central Ave	2L	Major Collector	C3C
	10th St to US 441	2L	Major Collector	C4
	US 441 to Orange St	2L	Major Collector	C3C
Lakeville Road				
	Apopka Blvd to Wildwood St	2L	Major Collector	C3R
Plymouth-Sorrento Road				
	Lake County Line to Kelly Park Rd	2L	Major Collector	C3R
	Kelly Park Rd to Appy Ln	2L	Major Collector	C3C
	Appy Ln to Ponkan Rd	2L	Major Collector	C2
	Ponkan Rd to Lester Rd/Yothers Rd	2L	Major Collector	C3R
	Lester Rd/Yothers Rd to SR 429 Connector Rd	2L	Major Collector	C2
	SR 429 Connector Rd to US 441	2L	Major Collector	C3R
Sheeler Avenue				
	Monroe Ave to SR 436	2L	Local	C3C
	SR 436 to US 441	3L	Major Collector	C3C
	US 441 to Apopka Blvd	2L	Major Collector	C3R
	Apopka Blvd to Cleveland St	2L	Major Collector	C3R
	Cleveland St to Keene Rd	2L	Major Collector	C3R
Wekiwa Springs Road/Piedmont-Wekiwa Road/Hiawassee Road				
	Votaw Rd to SR 436	5L	Minor Arterial	C3R
	SR 436 to Piedmont Lakes Blvd	5L	Minor Arterial	C3C
	Piedmont Lakes Blvd to US 441	5L	Minor Arterial	C3R
	US 441 to CR 424 (Apopka Blvd)	4LD	Minor Arterial	C3C
	CR 424 (Apopka Blvd) to SR 414	4LD	Minor Arterial	C3R
Welch Road				
	Vick Rd to Rock Springs Rd	2L	Local	C3R
	Rock Springs Rd to Ustler Road	3L	Major Collector	C3C
	Ustler Road to Thompson Rd	2L	Major Collector	C3R
	Thompson Rd to Wekiva Springs Rd	2L	Major Collector	C3R
2nd Street (Monroe Avenue)				
	US 441 to Park Ave	2L	Local	C4
4th Street				
	Bradshaw Rd to Marvin C Zanders Ave	2L	Local	C3C
5th Street				
	Station St to Highland Ave	2L	Local	C5
6th Street				
	Station St to Alabama Ave	2L	Local	C5
	Alabama Ave to US 441	2L	Local	C3R
8th Street				
	Park Ave to Alabama Ave	2L	Local	C4
9th Street				
	Central Ave to Park Ave	2L	Local	C3C
10th Street				
	Alabama Ave to Sheeler Ave	2L	Local	C3R
13th Street				
	Ocoee-Apopka Rd to Park Ave	2L	Local	C3R
	Park Ave to Apopka Blvd	2L	Local	C3R
Alabama Avenue				

Table TE-1: Number of Lanes, Functional Classification, and Context Classification

Roadway	Segment	Number of Lanes	Functional Classification	Context Classification
	Monroe Ave to US 441	2L	Local	C4
Apopka Airport Road				
	W of US 441 to US 441	2L	Local	C3C
Appy Lane				
	Plymouth-Sorrento Rd (CR 437) to Jason Dwelley Pkwy	2L	Local	C3R
Binion Road/Orange Avenue				
	Ocoee-Apopka Rd to Harmon Rd	2L	Major Collector	C3R
	Harmon Rd to Boy Scout Rd	2L	Major Collector	C3R
	Boy Scout Rd to Lake View Dr	2L	Major Collector	C3R
	Lake View Dr to US 441	2L	Major Collector	C3C
Boy Scout Road				
	Binion Rd to Ocoee-Apopka Rd	2L	Local	C3R
Bradshaw Road				
	US 441 to Ocoee-Apopka Rd	2L	Minor Collector	C3C
Christiana Avenue				
	Monroe Ave to Votaw Rd	2L	Local	C3R
Cleveland Street				
	Park Ave to Sheeler Ave	2L	Local	C3R
Edgewood Drive				
	Monroe Ave to US 441	2L	Local	C4
Effie Drive				
	Kelly Park Rd to Ondich Rd	2L	Local	C2
Errol Parkway				
	Old Dixie Hwy to US 441	2L	Local	C3C
General Electric Road				
	Hermit Smith Rd to Orange Ave	2L	Local	C3C
Golden Gem Road				
	Kelly Park Rd to Sadler Rd	2L	Major Collector	C2
	Sadler Rd to Ponkan Rd	2L	Major Collector	C2
Grand Avian Parkway				
	Lust Rd to Peterson Rd	2L	Local	C3R
Haas Road				
	Plymouth-Sorrento Rd (CR 437) to Mt Plymouth Rd	2L	Local	C2
Harmon Road				
	Binion Rd to Ocoee-Apopka Rd	2L	Local	C3R
	Ocoee-Apopka Rd to Marden Rd	2L	Local	C3R
Hawthorne Avenue				
	US 441 to Ocoee-Apopka Rd	2L	Local	C3R
	Ocoee-Apopka Rd to 13th St	2L	Local	C3R
Hermit Smith Road				
	Yothers Rd to US 441	2L	Local	C3R
	US 441 to General Electric Rd	2L	Local	C3C
	General Electric Rd to S of General Electric Rd	2L	Local	C3C
Highland Avenue				
	Monroe Ave to US 441	2L	Local	C4
	US 441 to 6th St	2L	Local	C4
Hogshead Road				
	West of Hermit Smith Rd	2L	Local	C2
Jason Dwelley Parkway				
	Kelly Park Rd to Spinfisher Dr	2L	Local	C3R
	Spinfisher Dr to White Dahlia Dr	2L	Local	C3R
	White Dahlia Dr to Ponkan Rd	2L	Local	C3R
Keene Road				
	Ocoee-Apopka Rd to Marden Rd	2L	Major Collector	C2
	Marden Rd to Clarcona Rd	2L	Major Collector	C2

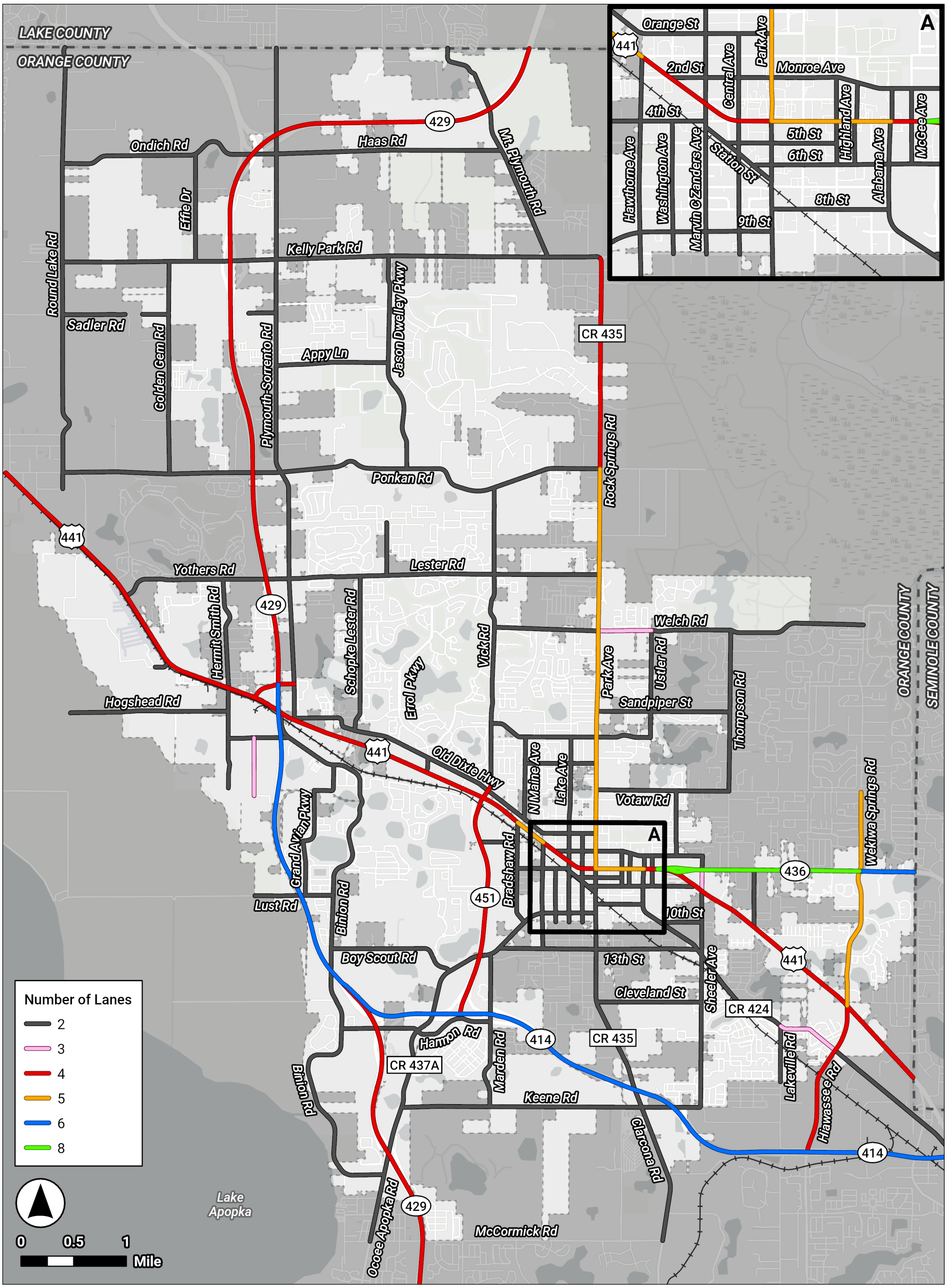
Table TE-1: Number of Lanes, Functional Classification, and Context Classification

Roadway	Segment	Number of Lanes	Functional Classification	Context Classification
	Clarcona Rd to Sheeler Ave	2L	Major Collector	C2
Kelly Park Road				
	Round Lake Rd to SR 429	2L	Major Collector	C2
	SR 429 to Plymouth-Sorrento Rd (CR 437)	2L	Major Collector	C3C
	Plymouth-Sorrento Rd (CR 437) to Jason Dwelley Pkwy	2L	Major Collector	C2
	Jason Dwelley Pkwy to Mt. Plymouth Rd	2L	Major Collector	C3R
	Mt. Plymouth Rd to Rock Springs Rd	2L	Major Collector	C3R
King Street				
	Peterson Rd to Orange Ave	2L	Local	C3R
Lake Avenue/Marvin C Zanders Avenue				
	Martin St to Orange St	2L	Local	C3R
	Orange St to US 441	2L	Local	C4
	US 441 to 10th St	2L	Local	C4
Lester Road				
	Rock Springs Rd to Vick Rd	2L	Local	C3R
	Vick Rd to Schopke Lester Rd	2L	Local	C3R
	Schopke Lester Rd to Plymouth-Sorrento Rd (CR 437)	2L	Local	C3R
Lust Road				
	Conrad Rd to Binion Rd	2L	Local	C3R
Marden Road				
	Ocoee-Apopka Rd to Marden Ridge Lp	2L	Minor Collector	C3R
	Marden Ridge Lp to SR 414	2L	Minor Collector	C3C
	SR 414 to Keene Rd	2L	Minor Collector	C3R
Marshall Lake Road				
	SR 451 to Bradshaw Rd	2L	Minor Collector	C3C
Martin Street				
	Park Ave to Lake Ave	2L	Local	C3R
	Lake Ave to Vick Rd	2L	Local	C3R
McGee Avenue				
	6th Ave to US 441	2L	Local	C3C
	US 441 to Monroe Ave	2L	Local	C3R
Midland Avenue				
	US 441 to 6th St	2L	Local	C4
Monroe Avenue				
	Park Ave to Alabama Ave	2L	Local	C4
	Alabama Ave to Sheeler Ave	2L	Local	C3R
Mt. Plymouth Road				
	Kelly Park Rd to Haas Rd	2L	Major Collector	C3R
	Haas Rd to Lake County Line	2L	Major Collector	C2
North Maine Avenue				
	Martin St to Old Dixie Hwy	2L	Local	C3R
Old Dixie Highway/West Highland Avenue/Orange Street				
	Plymouth-Sorrento Rd (CR 437) to Boy Scout Blvd	2L	Major Collector	C3C
	Boy Scout Blvd to Errol Pkwy	2L	Major Collector	C3C
	Errol Pkwy to Vick Rd	2L	Major Collector	C3C
	Vick Rd to Bradshaw Rd	2L	Major Collector	C3C
	Bradshaw Rd to Hawthorne Ave	2L	Major Collector	C4
	Hawthorne Ave to Park Ave	2L	Major Collector	C4
Ondich Road				
	Round Lake Rd to Effie Dr	2L	Minor Collector	C2
	Effie Dr to Plymouth-Sorrento Rd (CR 437)	2L	Minor Collector	C2
Peterson Road				
	Grand Avian Pkwy to King St	2L	Local	C3R
Ponkan Road				
	Round Lake Rd to Plymouth-Sorrento Rd (CR 437)	2L	Major Collector	C3R

Table TE-1: Number of Lanes, Functional Classification, and Context Classification

Roadway	Segment	Number of Lanes	Functional Classification	Context Classification
	Plymouth-Sorrento Rd (CR 437) to Vick Rd	2L	Major Collector	C3R
	Vick Rd to Rock Springs Rd	2L	Major Collector	C3R
Roger Williams Road				
	US 441 to SR 436	2L	Local	C3C
Rogers Road				
	Lester Rd to Parkside Meadow Dr	2L	Local	C3R
Round Lake Road				
	Ponkan Rd to Sadler Ave	2L	Major Collector	C2
	Sadler Ave to Kelly Park Rd	2L	Major Collector	C2
	Kelly Park Rd to Ondich Rd	2L	Major Collector	C2
	Ondich Rd to Lake County Boundary	2L	Major Collector	C2
Sadler Road/Joey McGuckin Road				
	Round Lake Rd to Trussell Trl	2L	Local	C2
	W of Golden Gem Rd to Golden Gem Rd	2L	Local	C2
	W of Plymouth Sorrento Rd to Plymouth Sorrento Rd	2L	Local	C2
Sandpiper Street				
	Park Ave to Ustler Rd	2L	Local	C3R
	Ustler Rd to Thompson Rd	2L	Local	C3R
Schopke Lester Road				
	Lester Rd to Old Dixie Hwy	2L	Local	C3R
Shelby Industrial Drive				
	S of General Electric Rd to General Electric Rd	3L	Local	C2
SR 429 Connector Road				
	US 441 to Plymouth-Sorrento Rd (CR 437)	4LD	Local	C3C
Station Street				
	Marvin C Zanders Ave to Park Ave	2L	Local	C4
Summit Street				
	Rock Springs Rd to Maine Ave	2L	Local	C3R
Tanglewilde Street				
	Rock Springs Rd to Ulster Rd	2L	Local	C3R
Thompson Road				
	Welch Rd to Votaw Rd	2L	Major Collector	C3R
Ustler Road				
	Welch Rd to Sandpiper Rd	2L	Local	C3R
	Sandpiper Rd to Tanglewild St	2L	Local	C3R
Vick Road				
	US 441 to Old Dixie Hwy	4LD	Local	C3C
	Old Dixie Hwy to Ashworth Overlook Dr	4LD	Local	C3R
	Ashworth Overlook Dr to Martin St	2LD	Local	C3R
	Martin St to Welch Rd	2LD	Local	C3R
	Welch Rd to Lake Francis Dr	2L	Local	C3R
	Lake Francis Dr to Lester Rd	2L	Local	C3R
	Lester Rd to Ponkan Rd	2L	Local	C3R
Votaw Road				
	Park Ave to Christiana Ave	2L	Minor Collector	C3R
	Christiana Ave to Thompson Rd	2L	Minor Collector	C3R
Washington Avenue				
	4th St to 10th St	2L	Local	C3R
Yothers Road				
	US 441 to Hermit Smith Rd	2L	Local	C3R
	Hermit Smith Rd to Plymouth-Sorrento Rd (CR 437)	2L	Local	C3R

Map TE-1: Number of Lanes



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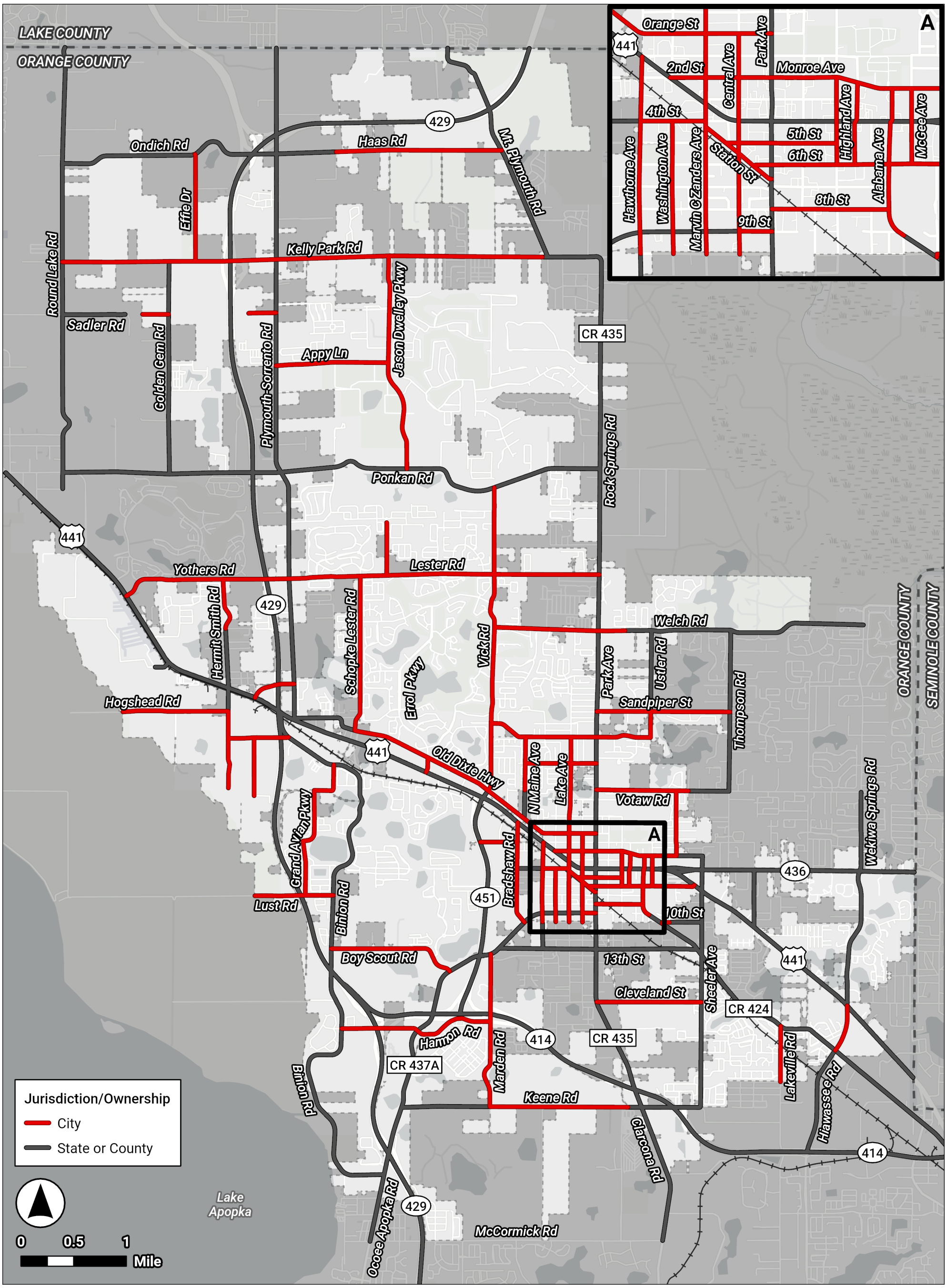
Map TE-2: Jurisdiction



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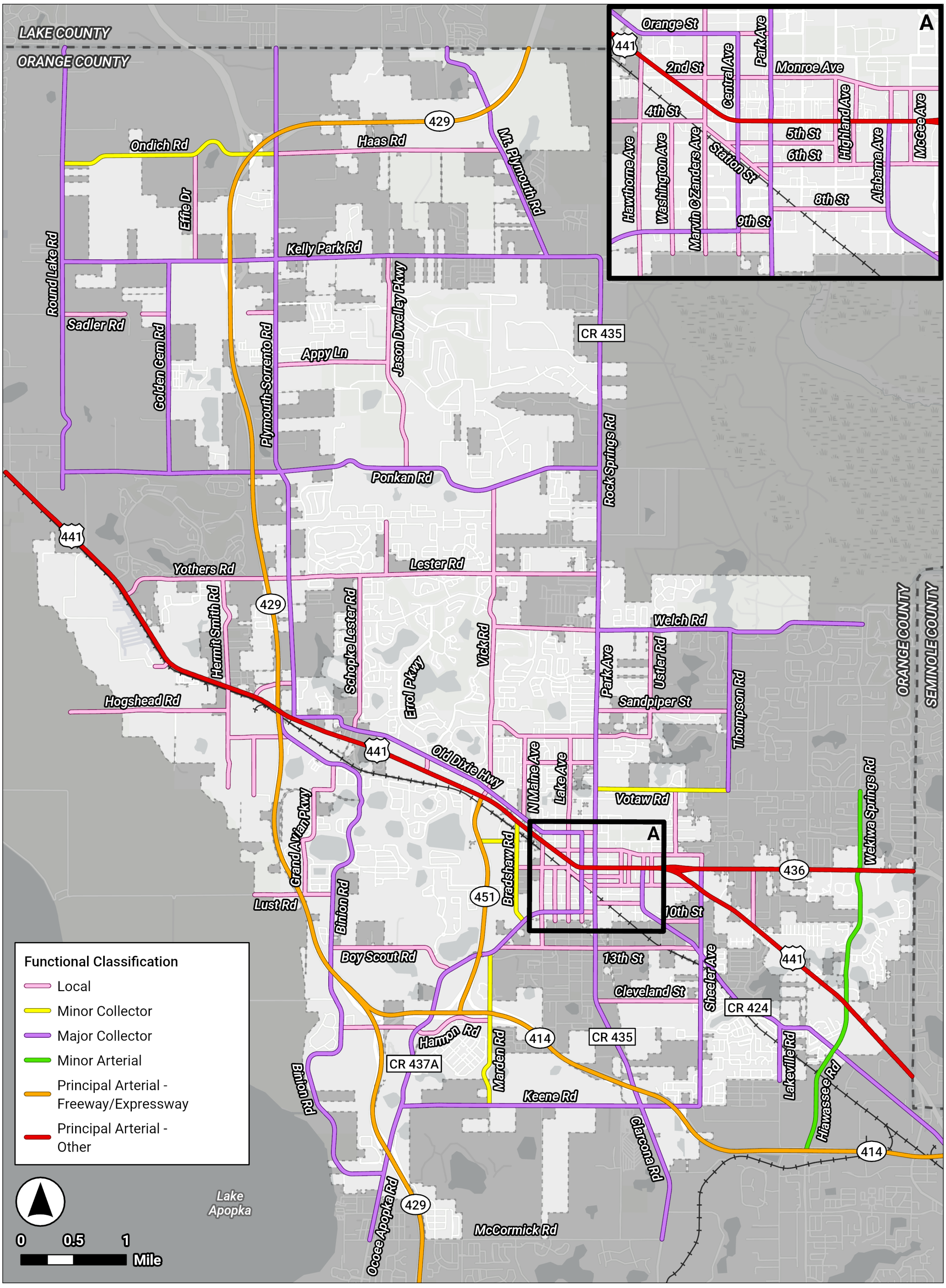
Map TE-3: Functional Classification



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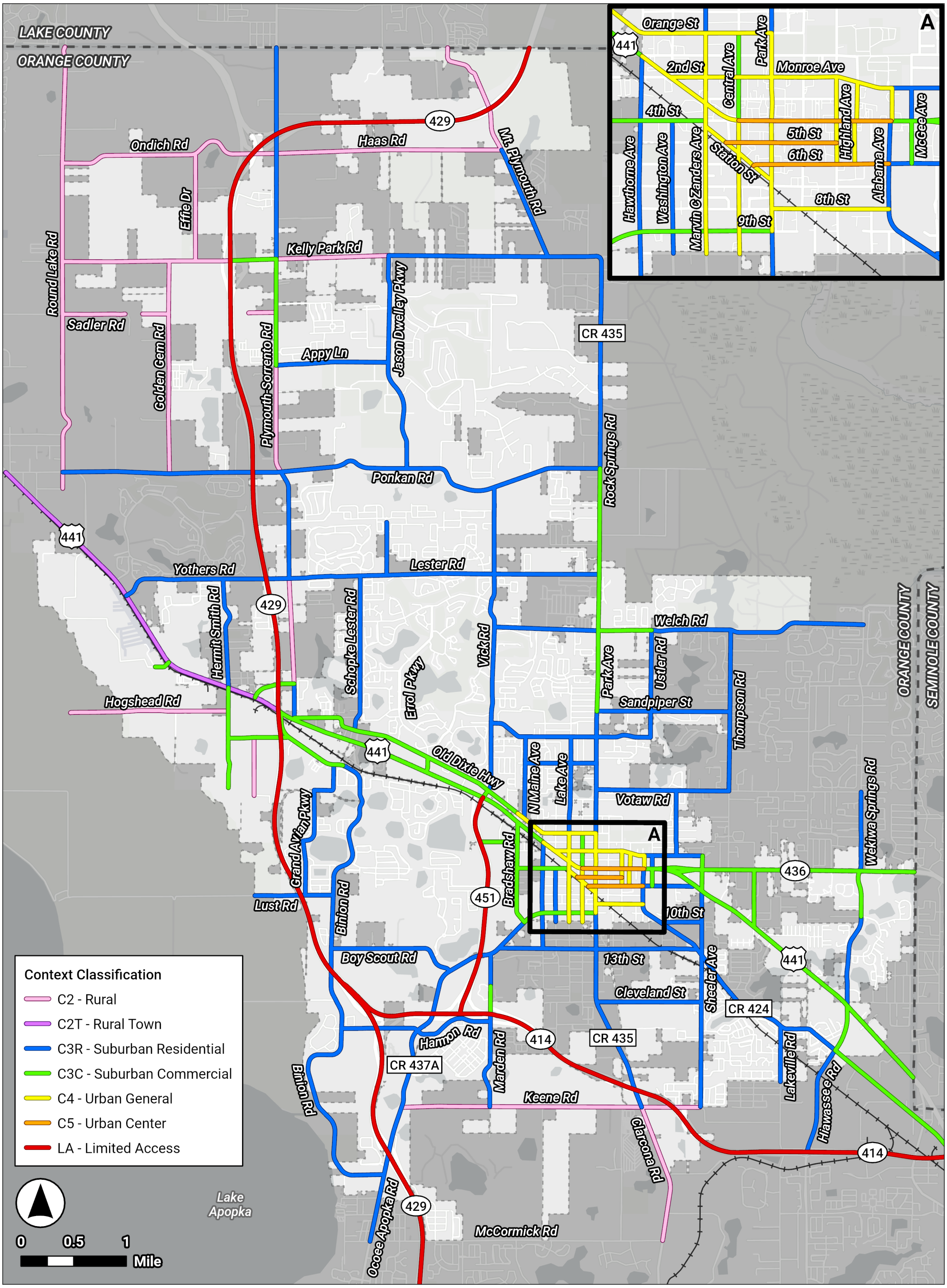
Map TE-4: Context Classification



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LEVEL OF SERVICE

Level of service (LOS) is a quantitative stratification of quality of service established in the Highway Capacity Manual. LOS is divided into six letter grades, A through F, with A describing the highest quality of comfort, and F the lowest quality of comfort, from the traveler's perspective.

As part of the City's update to the Transportation Element, the City intends to establish a LOS standard of D for all state roads and LOS E for all City and County roads. The standard LOS for roadways within Apopka are illustrated on **Map TE-5**.

The service volume thresholds to determine LOS for the key roadways within the City were derived from the generalized service volume tables published in FDOT's 2023 Multimodal Quality/Level of Service Handbook. **Table TE-2** summarizes the generalized peak hour directional volumes for LOS of roadways, based on the context classification of the roadway.

Table TE-2: Generalized Peak Hour Directional Volumes for Roadways

Context Classification	Lanes (Directional)	LOS B	LOS C	LOS D	LOS E
C2 - Rural [1]	1	240	430	730	1,490
	2	1,670	2,390	2,910	3,340
	3	2,510	3,570	4,370	5,010
C3R - Suburban Residential [1, 2]	1	-	970	1,110	- [3]
	2	-	1,700	1,850	- [3]
	3	-	2,620	2,730	- [3]
C3C - Suburban Commercial [1, 2]	1	-	760	1,070	- [3]
	2	-	1,520	1,810	- [3]
	3	-	2,360	2,680	- [3]
	4	-	3,170	3,180	- [3]
C2T - Rural Town [1, 2]	1	-	720	940	- [3]
	2	-	1,140	1,640	- [3]
	3	-	2,120	2,510	- [3]
C4 - Urban General [1, 2]	1	-	-	870	1,190
	2	-	1,210	1,790	2,020
	3	-	2,210	2,810	2,990
	4	-	2,590	3,310	3,510
C5 - Urban Center [1, 2]	1	-	-	690	1,080
	2	-	1,290	1,900	2,130
	3	-	1,410	2,670	3,110
	4	-	2,910	3,560	3,640
LA - Limited Access (Urban)	2	2,500	3,300	4,070	4,240
	3	3,570	4,900	6,080	6,360
	4	4,720	6,500	8,090	8,490
	5	5,790	8,020	10,020	10,610

[1] Service volumes adjusted +5% for roadways with exclusive left turn lane(s)

[2] Service volumes adjusted -10% for non-state signalized roadways

[3] Volumes greater than LOS D become LOS F

The existing LOS for roadways within Apopka are identified in **Table TE-3** and illustrated on **Map TE-6**. All roadways currently operate at their standard LOS, or better.

Table TE-3: 2022 Roadway Level of Service

Roadway	Segment	Number of Lanes	Daily Volume	PHPD Volume	PHPD V/C	PHPD LOS
SR 414						
	US 441 WB Off Ramp to SR 429 Connector Rd	6LD	36,000	1,733	0.29	B
SR 429 (Wekiva Parkway)						
	West Road to CR 437A SB Off Ramp	4LD	66,500	2,846	0.70	C
	CR 437A SB Off Ramp to SR 414	4LD	18,900	809	0.20	B
	SR 429 Connector Rd to Kelly Park Rd NB On Ramp	4LD	9,400	402	0.10	B
	Kelly Park Rd NB On Ramp to SR 453 EB On Ramp	4LD	21,000	1,011	0.25	B
	SR 453 EB On Ramp to Lake County Line	4LD	10,400	510	0.13	B
SR 451						
	SR 414 to US 441	4LD	7,300	326	0.08	B
SR 436 (Semoran Boulevard)						
	US 441 to Sheeler Ave	8LD	22,500	1,073	0.34	C
	Sheeler Ave to Thompson Rd	8LD	31,500	1,503	0.47	C
	Thompson Rd to Roger Williams Rd	8LD	43,352	1,926	0.61	C
	Roger Williams Rd to Piedmont-Wekiva Rd	8LD	45,136	1,975	0.62	C
	Piedmont-Wekiva Rd to Seminole County Line	6LD	57,876	2,540	0.95	D
US 441 (Orange Blossom Trail)						
	Ponkan Rd to Church Dr/Yothers Rd	4LD	35,268	1,637	1.00	D
	Church Dr/Yothers Rd to SR 429 Connector Rd	4LD	33,531	1,578	0.96	D
	SR 429 Connector Rd to Plymouth Sorrento Rd (CR 437)	4LD	25,362	1,076	0.59	C
	Plymouth Sorrento Rd (CR 437) to Boy Scout Blvd	4LD	28,817	1,221	0.67	C
	Boy Scout Blvd to Errol Pkwy	4LD	33,617	1,463	0.81	C
	Errol Pkwy to SR 451	4LD	32,500	1,550	0.86	D
	SR 451 to Bradshaw Rd	4LD	32,500	1,550	0.86	D
	Bradshaw Rd to Hawthorne Ave	5L	32,500	1,550	0.82	C
	Hawthorne Ave to Central Ave	4LD	27,500	1,312	0.73	D
	Central Ave to Park Ave	4LD	31,500	1,503	0.79	D
	Park Ave to Highland Ave	5L	44,537	1,772	0.89	D
	Highland Ave to Alabama Ave	5L	29,182	1,835	0.92	D
	Alabama Ave to SR 436	4LD	42,992	1,667	0.92	D
	SR 436 to Sheeler Ave	4LD	22,150	1,033	0.57	C
	Sheeler Ave to Roger Williams Rd	4LD	26,636	1,194	0.66	C
	Roger Williams Rd to Piedmont-Wekiva Rd	4LD	29,182	1,313	0.73	C
	Piedmont-Wekiva Rd to Seminole County Line	4LD	31,274	1,545	0.85	D
CR 424 (Alabama Avenue/Apopka Boulevard)						
	US 441 to 8th St	2L	2,496	158	0.16	C
	8th St to Sheeler Ave	2L	4,781	222	0.22	C
	Sheeler Ave to Lakeville Rd	2L	8,955	466	0.47	C
	Lakeville Rd to Hiawassee Rd	3L	12,259	655	0.66	C
	Hiawassee Rd to US 441	2L	7,194	379	0.39	C
CR 435 (Rock Springs Road/Park Avenue/Clarcona Road)						
	Kelly Park Rd to Ponkan Rd	4LD	17,241	895	0.54	C
	Ponkan Rd to Welch Rd	5L	23,080	1,140	0.67	C
	Welch Rd to Sandpiper Rd	5L	24,135	1,316	0.77	C
	Sandpiper Rd to Votaw Rd	5L	25,324	1,369	0.78	C
	Votaw Rd to Orange St	5L	22,719	1,062	0.61	C
	Orange St to US 441	5L	18,213	613	0.32	C
	US 441 to M. Gladden Blvd	2L	13,503	595	0.56	D
	M. Gladden Blvd to Cleveland St	2L	11,186	498	0.50	C
	Cleveland St to Keene Rd	2L	10,170	443	0.44	C
	Keene Rd to McCormick Rd	2L	15,366	634	0.43	D
CR 437A (Ocoee-Apopka Road/Michael Gladden Boulevard/Central Avenue)						
	McCormick Rd to Binion Rd	2L	14,544	640	0.64	C
	Binion Rd to SR 429	2L	12,799	576	0.58	C
	SR 429 to Keene Rd	2L	15,460	751	0.75	C

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Table TE-3: 2022 Roadway Level of Service

Roadway	Segment	Number of Lanes	Daily Volume	PHPD Volume	PHPD V/C	PHPD LOS
	Keene Rd to Boy Scout Rd	2L	12,831	569	0.57	C
	Boy Scout Rd to Bradshaw Rd	2L	14,581	663	0.66	C
	Bradshaw Rd to Central Ave	2L	8,032	376	0.39	C
	10th St to US 441	2L	4,483	214	0.20	D
	US 441 to Orange St	2L	4,483	214	0.22	C
Lakeville Road						
	Apopka Blvd to Wildwood St	2L	6,404	298	0.30	C
Plymouth-Sorrento Road						
	Lake County Line to Kelly Park Rd	2L	9,067	580	0.58	C
	Kelly Park Rd to Appy Ln	2L	6,244	324	0.34	C
	Appy Ln to Ponkan Rd	2L	7,156	379	0.25	C
	Ponkan Rd to Lester Rd/Yothers Rd	2L	9,272	463	0.46	C
	Lester Rd/Yothers Rd to SR 429 Connector Rd	2L	10,221	592	0.40	D
	SR 429 Connector Rd to US 441	2L	7,312	409	0.41	C
Sheeler Avenue						
	Monroe Ave to SR 436	2L	3,582	172	0.18	C
	SR 436 to US 441	3L	9,609	456	0.47	C
	US 441 to Apopka Blvd	2L	9,667	451	0.45	C
	Apopka Blvd to Cleveland St	2L	9,667	451	0.45	C
	Cleveland St to Keene Rd	2L	7,560	356	0.36	C
Wekiwa Springs Road/Piedmont-Wekiwa Road/Hiawassee Road						
	Votaw Rd to SR 436	5L	22,151	1,132	0.65	C
	SR 436 to Piedmont Lakes Blvd	5L	29,201	1,343	0.78	C
	Piedmont Lakes Blvd to US 441	5L	27,116	1,158	0.66	C
	US 441 to CR 424 (Apopka Blvd)	4LD	22,416	906	0.56	C
	CR 424 (Apopka Blvd) to SR 414	4LD	21,893	839	0.50	C
Welch Road						
	Vick Rd to Rock Springs Rd	2L	11,170	525	0.53	C
	Rock Springs Rd to Ustler Road	3L	18,304	836	0.87	D
	Ustler Road to Thompson Rd	2L	18,116	835	0.84	C
	Thompson Rd to Wekiva Springs Rd	2L	16,195	818	0.82	C
2nd Street (Monroe Avenue)						
	US 441 to Park Ave	2L	1,025	66	0.06	D
4th Street						
	Bradshaw Rd to Marvin C Zanders Ave	2L	3,921	225	0.23	C
5th Street						
	Station St to Highland Ave	2L	3,921	225	0.23	D
6th Street						
	Station St to Alabama Ave	2L	4,585	232	0.24	D
	Alabama Ave to US 441	2L	2,560	144	0.14	C
8th Street						
	Park Ave to Alabama Ave	2L	6,389	334	0.31	D
9th Street						
	Central Ave to Park Ave	2L	4,461	182	0.19	C
10th Street						
	Alabama Ave to Sheeler Ave	2L	471	28	0.03	C
13th Street						
	Ocoee-Apopka Rd to Park Ave	2L	2,697	114	0.11	C
	Park Ave to Apopka Blvd	2L	3,639	190	0.19	C
Alabama Avenue						
	Monroe Ave to US 441	2L	366	30	0.03	D
Apopka Airport Road						
	W of US 441 to US 441	2L	696	51	0.05	C
Appy Lane						
	Plymouth-Sorrento Rd (CR 437) to Jason Dwelley Pkwy	2L	1,513	97	0.10	C

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Table TE-3: 2022 Roadway Level of Service

Roadway	Segment	Number of Lanes	Daily Volume	PHPD Volume	PHPD V/C	PHPD LOS
Binion Road/Orange Avenue						
	Ocoee-Apopka Rd to Harmon Rd	2L	5,391	294	0.29	C
	Harmon Rd to Boy Scout Rd	2L	6,015	292	0.29	C
	Boy Scout Rd to Lake View Dr	2L	7,452	617	0.62	C
	Lake View Dr to US 441	2L	5,371	275	0.29	C
Boy Scout Road						
	Binion Rd to Ocoee-Apopka Rd	2L	1,790	90	0.09	C
Bradshaw Road						
	US 441 to Ocoee-Apopka Rd	2L	7,474	367	0.38	C
Christiana Avenue						
	Monroe Ave to Votaw Rd	2L	1,746	116	0.12	C
Cleveland Street						
	Park Ave to Sheeler Ave	2L	1,861	77	0.08	C
Edgewood Drive						
	Monroe Ave to US 441	2L	5,018	373	0.35	D
Effie Drive						
	Kelly Park Rd to Ondich Rd	2L	423	31	0.02	B
Errol Parkway						
	Old Dixie Hwy to US 441	2L	9,886	462	0.48	C
General Electric Road						
	Hermit Smith Rd to Orange Ave	2L	2,012	75	0.08	C
Golden Gem Road						
	Kelly Park Rd to Sadler Rd	2L	423	31	0.02	B
	Sadler Rd to Ponkan Rd	2L	387	26	0.02	B
Grand Avian Parkway						
	Lust Rd to Peterson Rd	2L	4,843	238	0.24	C
Haas Road						
	Plymouth-Sorrento Rd (CR 437) to Mt Plymouth Rd	2L	1,176	62	0.04	B
Harmon Road						
	Binion Rd to Ocoee-Apopka Rd	2L	3,266	157	0.16	C
	Ocoee-Apopka Rd to Marden Rd	2L	3,266	157	0.16	C
Hawthorne Avenue						
	US 441 to Ocoee-Apopka Rd	2L	1,235	60	0.06	C
	Ocoee-Apopka Rd to 13th St	2L	1,219	61	0.06	C
Hermit Smith Road						
	Yothers Rd to US 441	2L	1,100	58	0.06	C
	US 441 to General Electric Rd	2L	2,425	148	0.15	C
	General Electric Rd to S of General Electric Rd	2L	356	19	0.02	C
Highland Avenue						
	Monroe Ave to US 441	2L	1,464	86	0.08	D
	US 441 to 6th St	2L	506	36	0.03	D
Hogshead Road						
	West of Hermit Smith Rd	2L	696	51	0.03	B
Jason Dwelley Parkway						
	Kelly Park Rd to Spinfisher Dr	2L	3,055	182	0.18	C
	Spinfisher Dr to White Dahlia Dr	2L	3,034	284	0.28	C
	White Dahlia Dr to Ponkan Rd	2L	2,578	199	0.20	C
Keene Road						
	Ocoee-Apopka Rd to Marden Rd	2L	5,305	255	0.17	C
	Marden Rd to Clarcona Rd	2L	6,129	284	0.19	C
	Clarcona Rd to Sheeler Ave	2L	10,193	439	0.29	D
Kelly Park Road						
	Round Lake Rd to SR 429	2L	5,803	279	0.19	C
	SR 429 to Plymouth-Sorrento Rd (CR 437)	2L	11,887	725	0.75	D
	Plymouth-Sorrento Rd (CR 437) to Jason Dwelley Pkwy	2L	6,982	373	0.25	C

Table TE-3: 2022 Roadway Level of Service

Roadway	Segment	Number of Lanes	Daily Volume	PHPD Volume	PHPD V/C	PHPD LOS
	Jason Dwelley Pkwy to Mt. Plymouth Rd	2L	5,891	275	0.28	C
	Mt. Plymouth Rd to Rock Springs Rd	2L	8,967	493	0.49	C
King Street						
	Peterson Rd to Orange Ave	2L	1,015	50	0.05	C
Lake Avenue/Marvin C Zanders Avenue						
	Martin St to Orange St	2L	2,103	138	0.14	C
	Orange St to US 441	2L	1,338	71	0.07	D
	US 441 to 10th St	2L	1,440	96	0.09	D
Lester Road						
	Rock Springs Rd to Vick Rd	2L	6,075	294	0.29	C
	Vick Rd to Schopke Lester Rd	2L	6,830	324	0.32	C
	Schopke Lester Rd to Plymouth-Sorrento Rd (CR 437)	2L	5,620	337	0.34	C
Lust Road						
	Conrad Rd to Binion Rd	2L	721	32	0.03	C
Marden Road						
	Ocoee-Apopka Rd to Marden Ridge Lp	2L	5,362	230	0.23	C
	Marden Ridge Lp to SR 414	2L	3,184	156	0.16	C
	SR 414 to Keene Rd	2L	2,087	109	0.11	C
Marshall Lake Road						
	SR 451 to Bradshaw Rd	2L	568	42	0.04	C
Martin Street						
	Park Ave to Lake Ave	2L	3,465	168	0.17	C
	Lake Ave to Vick Rd	2L	5,961	353	0.35	C
McGee Avenue						
	6th Ave to US 441	2L	8,044	430	0.45	C
	US 441 to Monroe Ave	2L	5,018	373	0.37	C
Midland Avenue						
	US 441 to 6th St	2L	8,044	430	0.40	D
Monroe Avenue						
	Park Ave to Alabama Ave	2L	2,300	138	0.13	D
	Alabama Ave to Sheeler Ave	2L	3,582	172	0.17	C
Mt. Plymouth Road						
	Kelly Park Rd to Haas Rd	2L	7,402	436	0.44	C
	Haas Rd to Lake County Line	2L	5,406	270	0.18	C
North Maine Avenue						
	Martin St to Old Dixie Hwy	2L	3,961	214	0.21	C
Old Dixie Highway/West Highland Avenue/Orange Street						
	Plymouth-Sorrento Rd (CR 437) to Boy Scout Blvd	2L	2,463	130	0.13	C
	Boy Scout Blvd to Errol Pkwy	2L	480	28	0.03	C
	Errol Pkwy to Vick Rd	2L	3,324	295	0.31	C
	Vick Rd to Bradshaw Rd	2L	4,155	249	0.26	C
	Bradshaw Rd to Hawthorne Ave	2L	2,440	169	0.16	D
	Hawthorne Ave to Park Ave	2L	4,999	214	0.20	D
Ondich Road						
	Round Lake Rd to Effie Dr	2L	9,650	476	0.32	D
	Effie Dr to Plymouth-Sorrento Rd (CR 437)	2L	4,554	218	0.15	B
Peterson Road						
	Grand Avian Pkwy to King St	2L	4,843	238	0.24	C
Ponkan Road						
	Round Lake Rd to Plymouth-Sorrento Rd (CR 437)	2L	4,240	211	0.21	C
	Plymouth-Sorrento Rd (CR 437) to Vick Rd	2L	4,410	275	0.28	C
	Vick Rd to Rock Springs Rd	2L	5,451	376	0.38	C
Roger Williams Road						
	US 441 to SR 436	2L	4,608	189	0.20	C
Rogers Road						

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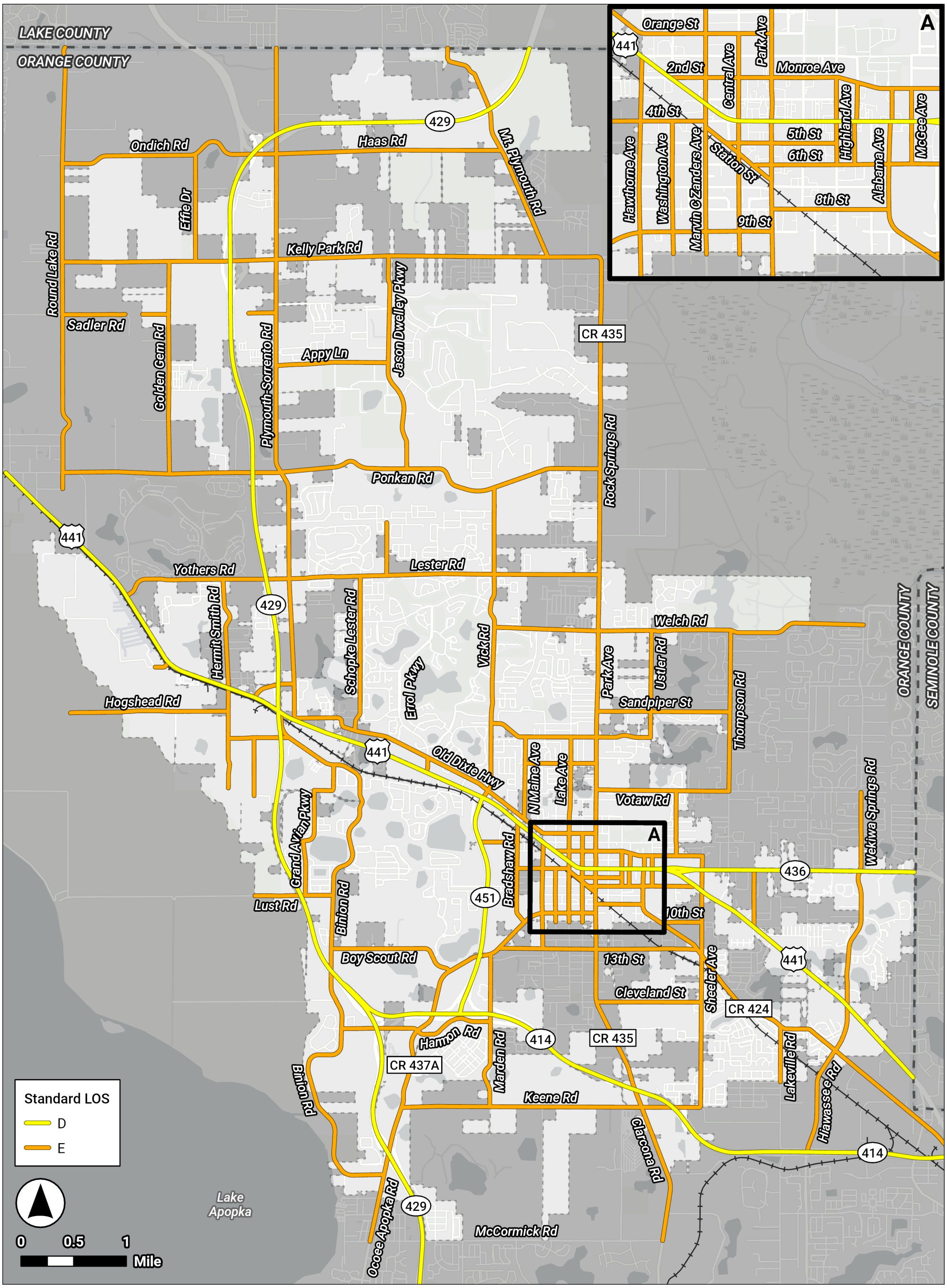
Table TE-3: 2022 Roadway Level of Service

Roadway	Segment	Number of Lanes	Daily Volume	PHPD Volume	PHPD V/C	PHPD LOS
	Lester Rd to Parkside Meadow Dr	2L	2,103	110	0.11	C
Round Lake Road						
	Ponkan Rd to Sadler Ave	2L	2,246	122	0.08	B
	Sadler Ave to Kelly Park Rd	2L	5,552	280	0.19	C
	Kelly Park Rd to Ondich Rd	2L	4,126	249	0.17	C
	Ondich Rd to Lake County Boundary	2L	3,807	238	0.16	B
Sadler Road/Joey McGuckin Road						
	Round Lake Rd to Trussell Trl	2L	387	26	0.02	B
	W of Golden Gem Rd to Golden Gem Rd	2L	387	26	0.02	B
	W of Plymouth Sorrento Rd to Plymouth Sorrento Rd	2L	387	26	0.02	B
Sandpiper Street						
	Park Ave to Ustler Rd	2L	3,863	266	0.27	C
	Ustler Rd to Thompson Rd	2L	4,860	340	0.34	C
Schopke Lester Road						
	Lester Rd to Old Dixie Hwy	2L	3,543	190	0.19	C
Shelby Industrial Drive						
	S of General Electric Rd to General Electric Rd	3L	2,425	148	0.09	B
SR 429 Connector Road						
	US 441 to Plymouth-Sorrento Rd (CR 437)	4LD	17,005	751	0.46	C
Station Street						
	Marvin C Zanders Ave to Park Ave	2L	1,440	96	0.09	D
Summit Street						
	Rock Springs Rd to Maine Ave	2L	3,701	240	0.24	C
Tanglewilde Street						
	Rock Springs Rd to Ulster Rd	2L	931	53	0.05	C
Thompson Road						
	Welch Rd to Votaw Rd	2L	10,308	593	0.59	C
Ustler Road						
	Welch Rd to Sandpiper Rd	2L	728	52	0.05	C
	Sandpiper Rd to Tanglewild St	2L	1,068	80	0.08	C
Vick Road						
	US 441 to Old Dixie Hwy	4LD	13,756	650	0.40	C
	Old Dixie Hwy to Ashworth Overlook Dr	4LD	16,560	835	0.50	C
	Ashworth Overlook Dr to Martin St	2LD	14,656	758	0.76	C
	Martin St to Welch Rd	2LD	12,962	654	0.65	C
	Welch Rd to Lake Francis Dr	2L	11,782	614	0.61	C
	Lake Francis Dr to Lester Rd	2L	8,694	415	0.42	C
	Lester Rd to Ponkan Rd	2L	4,917	300	0.30	C
Votaw Road						
	Park Ave to Christiana Ave	2L	7,933	408	0.41	C
	Christiana Ave to Thompson Rd	2L	7,643	373	0.37	C
Washington Avenue						
	4th St to 10th St	2L	1,440	96	0.10	C
Yothers Road						
	US 441 to Hermit Smith Rd	2L	2,031	97	0.10	C
	Hermit Smith Rd to Plymouth-Sorrento Rd (CR 437)	2L	3,408	163	0.16	C

Map TE-5: Standard Level of Service



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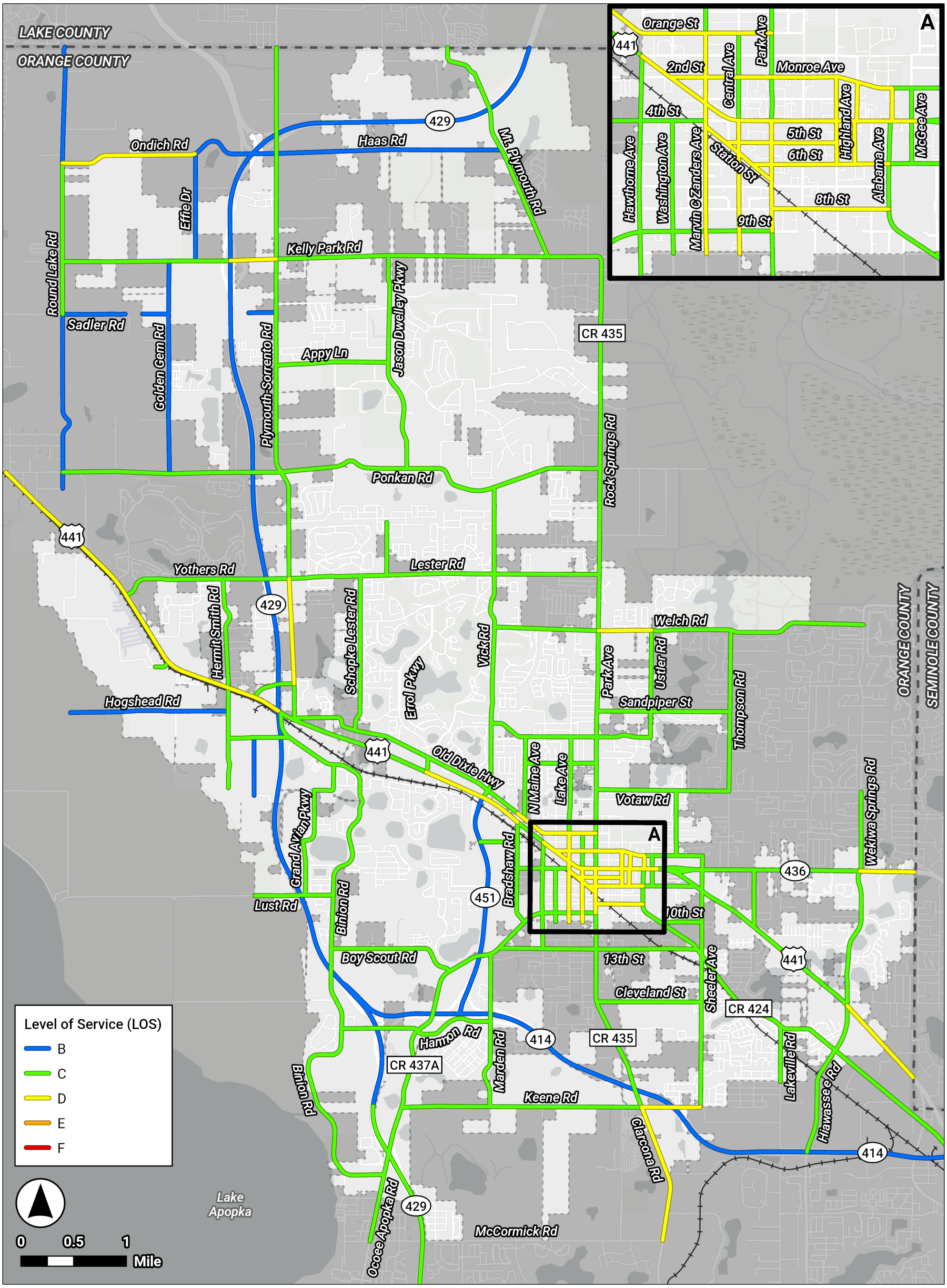
Map TE-6: 2022 Roadway Level of Service



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CONSTRAINED ROADWAYS

As part of the City's update to the Transportation Element, the City does not specifically designate any roadways as constrained, meaning that that these roadways will not be considered for widening to add additional through lanes of traffic. Many City roads are physically constrained, and operational improvements will be considered in lieu of roadway widening improvements in the future. For roadway segments under State or County jurisdiction, the City will coordinate with the respective agencies regarding projects to improve LOS.

AIRPORTS

The Orlando-Apopka Airport is located on US 441, east of SR 429. The privately-owned, public-use airport provides general aviation services. For commercial flights, two international airports are located within 18 miles of the City: the Orlando International Airport and the Orlando-Sanford Airport.

RAIL FACILITIES

Apopka is served by the Florida Central Railroad (FCEN) for freight services. One line is located along US 441 to Orlando and the other travels along an easement through the City from the southwest to the northeast. The closest commuter rail service is provided by SunRail, located approximately 7 miles east of the City, which offers weekday service from Poinciana to DeBary. The closest passenger rail service is provided by the AMTRAK Silver Service/Palmetto route, located in Winter Park approximately 8 miles southeast of the City, which offers daily service from Miami to New York City.

TRANSIT SERVICE

LYNX

LYNX currently serves Apopka with four routes, including:

- 44 – Hiawassee Road / Zellwood / Apopka
- 106 – North US 441 (Orange Blossom Trail) / Apopka
- 405 – Apopka Circulator
- 436N – SR 436 / Fernwood / Apopka

LYNX also provides a transit "SuperStop" in downtown Apopka on Central Avenue, south of Station Street, which serves all four routes that run through the City.

The routes are illustrated on **Map TE-7** and the hours of service and headways are summarized in **Table TE-4**.

Table TE-4: Existing Transit Service

Route	Weekday		Saturday		Sunday and Holiday	
	Hours	Headway	Hours	Headway	Hours	Headway
44 – Hiawassee Road / Zellwood / Apopka	5:00 AM – 9:00 PM	1 Hr.	5:00 AM – 9:00 PM	1 Hr.	None	N/A
106 – North US 441 (Orange Blossom Trail) / Apopka	4:30 AM – 12:30 AM	30 Min.	5:00 AM – 11:30 PM	30 Min.	5:00 AM – 9:30 PM	1 Hr.
405 – Apopka Circulator	5:00 AM – 11:00 PM	1 Hr.	5:00 AM – 9:00 PM	1 Hr.	5:00 AM – 8:00 PM	1 Hr.
436N – SR 436 / Fernwood / Apopka	4:30 AM – 1:00 AM	30 Min.	4:30 AM – 12:30 AM	30 Min.	7:00 AM – 9:30 PM	1 Hr.

TRANSIT SUPPORT

The City Future Land Use Element is consistent with, and supportive of, the transit service with higher land use densities and intensities located along transit routes. **Map TE-8** illustrates the Future Land Use Map land use categories within a quarter mile distance of transit routes.

BICYCLE AND PEDESTRIAN FACILITIES

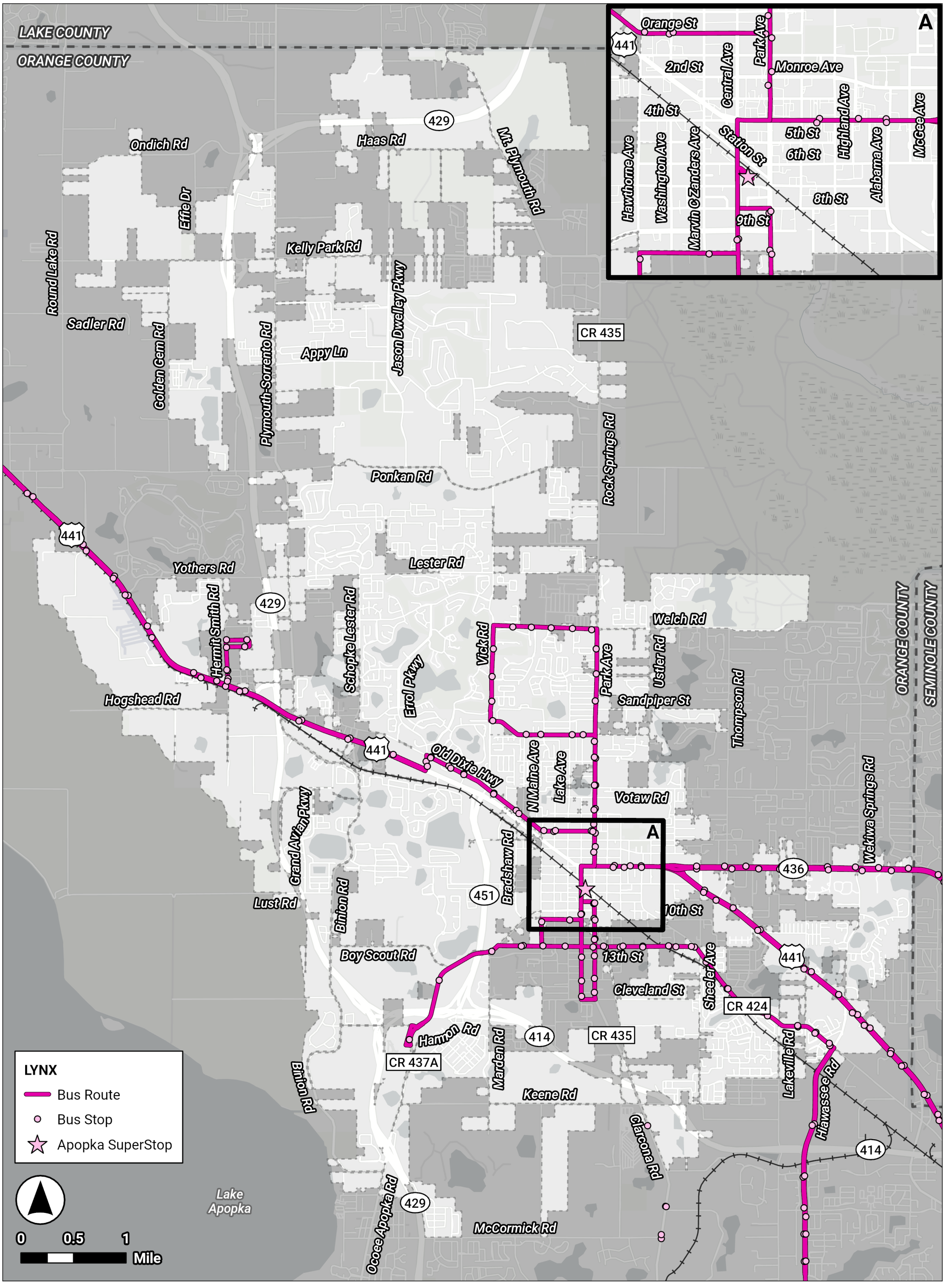
The City coordinates bicycle and pedestrian planning with MetroPlan Orlando and Bike/Walk Central Florida. A majority of the City's primary and secondary streets have sidewalks on at least one side of the street and most State and County roads have bicycle facilities on at least one side of the street. There are also several existing trails located within the City, as described below.

- The West Orange Trail connects to the Florida Coast-to-Coast Trail (C2C), which runs 250 miles from the each to west coast of Florida, spanning from St. Petersburg to Canaveral National Seashore. The West Orange trail is 22 miles running through Ocoee to Apopka. In Apopka, multiple West Orange Trail segments are constructed from Stone Road to Lester Road.
- Apopka has several trail segments contributing to the Lake Apopka Loop Trail, following CR 437 and looping around Lake Apopka, starting at Magnolia Park. Multiple segments of this trail are outside of the City boundary, but this trail still plays a central part to City's existing trail network.

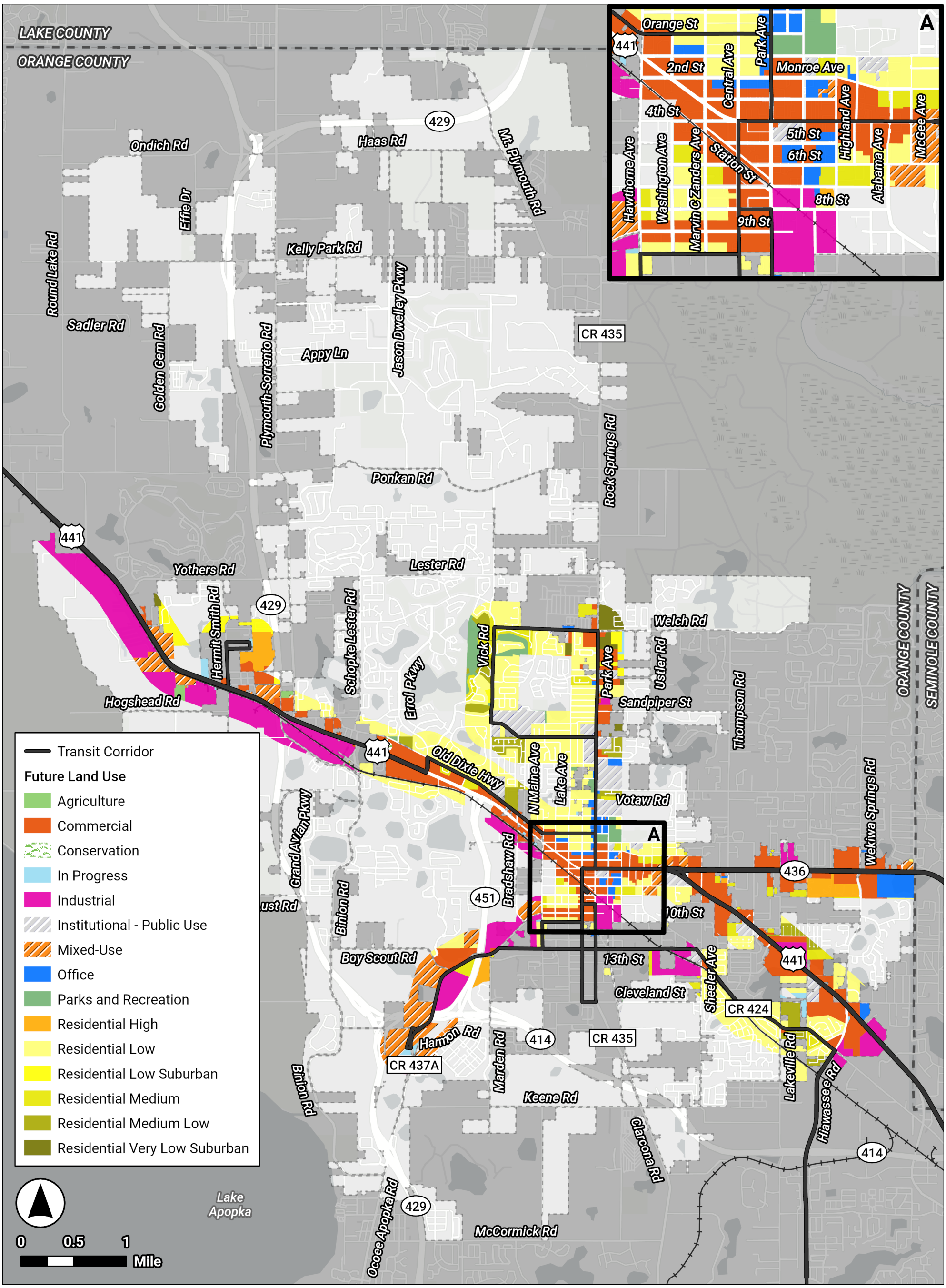
- The Harmon/Marden Road Trail follows CR 437 (Binion Road) adjacent to residential homes. This trail is surrounded by multiple proposed trail links. Ultimately, this will connect to other existing trails on Harmon Road and Harmon Road East, which are also adjacent to suburban residential communities.
- There are several other trails that are in use in Apopka, including the trail along Lester Road from the West Orange Trail Connection to Vick Road , and the Lake Apopka Wildlife Drive Trail from CR 437 to the Lake Apopka Loop Trail.

The existing bicycle and pedestrian facilities within Apopka are illustrated on **Map TE-9**.

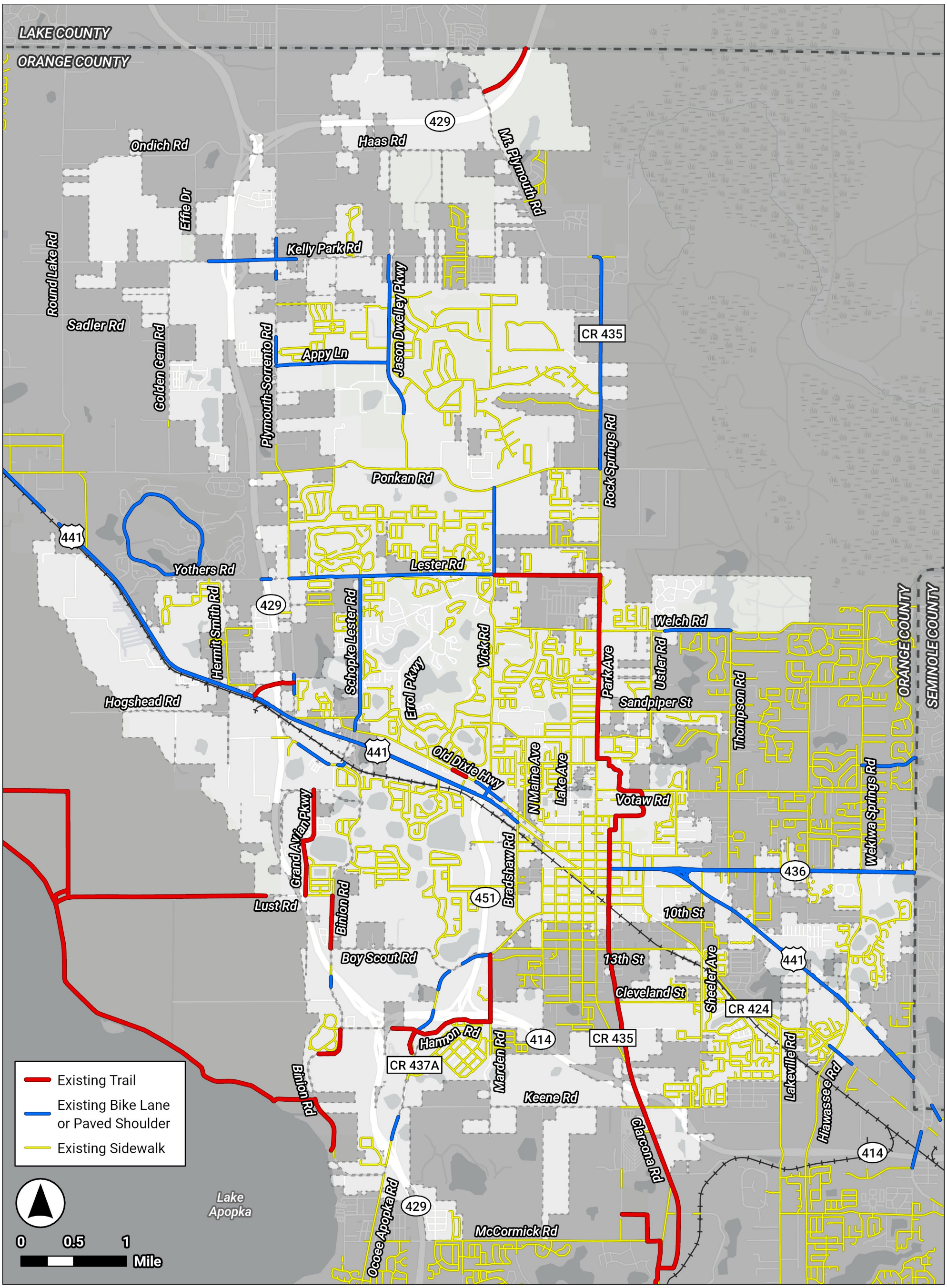
Map TE-7: Existing Transit Service



Map TE-8: Future Land Use along Transit Routes



Map TE-9: Existing Bicycle and Pedestrian Facilities



TRENDS

POPULATION

Based on data provided by the Bureau of Economic and Business Research (BEBR), the 2022 population of Orange County was 1,481,321 (see **Table TE-5**). Although no projections are available for just the City of Apopka, Orange County is projected to experience annual growth rates ranging from 0.9% to 2.27% between 2022 and 2050 (using the estimated 2022 population as the basis).

Table TE-5: Population Projections

County	BEBR Pop Estimate	BEBR Population Projections (April 1)		Projected Annual Growth Rate		Medium/High Growth Rate
	Apr 1, 2022	Range	2050	Range	2050	2050
Orange	1,481,321	Low	1,520,400	Low	0.09%	1.72%
		Medium	1,987,400	Medium	1.18%	
		High	2,454,400	High	2.27%	

HISTORIC TRAFFIC VOLUMES

Historic traffic volumes were obtained from FDOT and City data for the key roadways within the City. 5-year historic traffic trends were calculated where sufficient data was available.

Table TE-6 summarizes the annual growth rates calculated based on the FDOT and City historic traffic counts.

TRAVEL DEMAND MODEL REVIEW

The basis for the travel demand modeling to support the Transportation Element was the latest FDOT District Five Central Florida Regional Planning Model (CFRPM), version 7 which includes a 10-county area, from Flagler County to the north, Osceola County to the south, Sumter County to the west and Brevard County to the east. The model divides the region into thousands of traffic analysis zones (TAZs). The City of Apopka is represented by 108 TAZs. The TAZ boundaries do not follow the city limits.

The primary socioeconomic data that drives the model include population (by single family and multi-family), dwelling units (by single family and multi-family), and employment (grouped by commercial, service, and industrial). School enrollment and hotels are also included in the model socio-economic data and are considered in developing traffic forecasts.

The model was developed by FDOT District Five and calibrated to 2015 conditions, using census data for population and actual traffic counts for that year. Employment and other data were obtained from various sources. The 2020 model interim year was used to represent existing (2022) conditions. The model horizon year is 2045. The review of the travel demand model focused on the model horizon year of 2045 for reasonableness in reflecting anticipated development levels for the City for 2050.

FUTURE DEVELOPMENT LEVELS

Based on the BEBR data, Orange County's population is projected to increase from 2022 to 2050 by 1.72 percent using an averaged medium/high forecast, and by 2.27 percent using the BEBR high forecast. Recently constructed, approved, likely to be constructed residential developments by 2050 were identified for each TAZ within the City. The estimated 2045/2050 dwelling units in the model within the City are 40,300 single family units (an increase of 14,500 from 2020/2022) and 15,800 multi-family units (an increase of 7,300. After accounting for likely occupancy rates, the 2045/2050 population in the model within the City is 155,500 (a 62 percent increase over 2020/2022).

Recently constructed, approved, and likely to be constructed by 2050 non-residential developments were identified for each TAZ within the City. The estimated increase from 2020 to 2045/2050 in the model by development type is 1.04 million square feet of additional commercial development (2,600 additional commercial employees), 3.25 million square feet of additional service development (13,000 additional service employees) and 3.85 million square feet of additional industrial development (7,700 additional service employees). These levels of development appear to represent reasonable levels of development in Apopka by 2050.

TRAFFIC FORECASTS

The travel demand model was reviewed for its accuracy in replicating 2020 (2022) conditions. There was a wide range in accuracy in replicating 2022 traffic counts on the key roadways within the City. This is common performance for large urban models which are developed to evaluate regional needs.

In an effort to capture the value of the model in projecting the impacts of future growth, without being affected by any inaccuracies in replicating existing conditions, growth rates were calculated based only on the growth in traffic on each roadway (i.e., only the change in model traffic volumes between the 2020/2022 and 2045/2050 model scenarios).

Table TE-6 summarizes the model growth rate for roads within the City.

PROJECTED GROWTH RATES

After considering BEBR growth rates, historic growth rates, and projected model growth rates, the growth rates to be used in projecting future conditions were identified, as shown in **Table TE-6**. Generally, an annual growth rate between 1.72% and 2.27% per year was applied to all roadway segments. Higher growth rates were applied to Kelly Park Road to be consistent with the Kelly Park Road Corridor Study, and to Golden Gem Road to more conservatively project future volumes.

Table TE-6: Projected Annual Growth Rates

Roadway	Segment	5-Year Historic Trend	Model Growth	BEBR Med/ High	BEBR High	Rate Used
SR 414						
	US 441 WB Off Ramp to SR 429 Connector Rd	-1.84%	2.44%	1.72%	2.27%	*2.27%*
SR 429 (Wekiva Parkway)						
	West Road to CR 437A SB Off Ramp	-4.22%	3.15%	1.72%	2.27%	*2.27%*
	CR 437A SB Off Ramp to SR 414	-2.09%	3.36%	1.72%	2.27%	*2.27%*
	SR 429 Connector Rd to Kelly Park Rd NB On Ramp	-9.32%	4.04%	1.72%	2.27%	*2.27%*
	Kelly Park Rd NB On Ramp to SR 453 EB On Ramp	39.79%	5.35%	1.72%	2.27%	*2.27%*
	SR 453 EB On Ramp to Lake County Ln	14.87%	13.35%	1.72%	2.27%	*2.27%*
SR 451						
	SR 414 to US 441	-7.87%	1.12%	1.72%	2.27%	*1.72%*
SR 436 (Semoran Boulevard)						
	US 441 to Sheeler Ave	-3.14%	0.18%	1.72%	2.27%	*1.72%*
	Sheeler Ave to Thompson Rd	-1.97%	0.44%	1.72%	2.27%	*1.72%*
	Thompson Rd to Roger Williams Rd	1.05%	0.47%	1.72%	2.27%	*1.72%*
	Roger Williams Rd to Piedmont-Wekiva Rd	0.02%	0.24%	1.72%	2.27%	*1.72%*
	Piedmont-Wekiva Rd to Seminole County Ln	0.40%	0.20%	1.72%	2.27%	*1.72%*
US 441 (Orange Blossom Trail)						
	Ponkan Rd to Church Dr/Yothers Rd	0.47%	-0.21%	1.72%	2.27%	*1.72%*
	Church Dr/Yothers Rd to SR 429 Connector Rd	-3.15%	-0.17%	1.72%	2.27%	*1.72%*
	SR 429 Connector Rd to Plymouth Sorrento Rd (CR 437)	-1.72%	0.99%	1.72%	2.27%	*1.72%*
	Plymouth Sorrento Rd (CR 437) to Boy Scout Blvd	2.45%	0.87%	1.72%	2.27%	*2.27%*
	Boy Scout Blvd to Errol Pkwy	2.25%	0.92%	1.72%	2.27%	*2.25%*
	Errol Pkwy to SR 451	-2.83%	0.61%	1.72%	2.27%	*1.72%*
	SR 451 to Bradshaw Rd	4.41%	0.55%	1.72%	2.27%	*2.27%*
	Bradshaw Rd to Hawthorne Ave	7.40%	0.55%	1.72%	2.27%	*2.27%*
	Hawthorne Ave to Central Ave	-5.12%	0.34%	1.72%	2.27%	*1.72%*
	Central Ave to Park Ave	-3.59%	0.42%	1.72%	2.27%	*1.72%*
	Park Ave to Highland Ave	1.39%	0.18%	1.72%	2.27%	*1.72%*
	Highland Ave to Alabama Ave	-9.06%	0.16%	1.72%	2.27%	*1.72%*
	Alabama Ave to SR 436	-2.25%	0.11%	1.72%	2.27%	*1.72%*
	SR 436 to Sheeler Ave	-4.12%	-0.14%	1.72%	2.27%	*1.72%*
	Sheeler Ave to Roger Williams Rd	3.51%	0.33%	1.72%	2.27%	*2.27%*
	Roger Williams Rd to Piedmont-Wekiva Rd	1.06%	0.28%	1.72%	2.27%	*1.72%*
	Piedmont-Wekiva Rd to Seminole County Ln	-1.55%	0.13%	1.72%	2.27%	*1.72%*
CR 424 (Alabama Avenue/Apopka Boulevard)						
	US 441 to 8th St	-1.56%	0.06%	1.72%	2.27%	*1.72%*
	8th St to Sheeler Ave	0.30%	1.41%	1.72%	2.27%	*1.72%*
	Sheeler Ave to Lakeville Rd	-0.46%	1.84%	1.72%	2.27%	*1.84%*
	Lakeville Rd to Hiawassee Rd	0.86%	1.46%	1.72%	2.27%	*1.72%*
	Hiawassee Rd to US 441	-1.96%	1.44%	1.72%	2.27%	*1.72%*
CR 435 (Rock Springs Road/Park Avenue/Clarcona Road)						
	Kelly Park Rd to Ponkan Rd	0.16%	0.54%	1.72%	2.27%	*1.72%*
	Ponkan Rd to Welch Rd	2.72%	0.78%	1.72%	2.27%	*2.27%*
	Welch Rd to Sandpiper Rd	0.26%	0.83%	1.72%	2.27%	*1.72%*
	Sandpiper Rd to Votaw Rd	2.26%	0.87%	1.72%	2.27%	*2.26%*
	Votaw Rd to Orange St	0.16%	0.98%	1.72%	2.27%	*1.72%*
	Orange St to US 441	-6.60%	0.82%	1.72%	2.27%	*1.72%*
	US 441 to M. Gladden Blvd	0.48%	0.85%	1.72%	2.27%	*1.72%*
	M. Gladden Blvd to Cleveland St	-0.31%	1.19%	1.72%	2.27%	*1.72%*
	Cleveland St to Keene Rd	-0.05%	1.16%	1.72%	2.27%	*1.72%*
	Keene Rd to McCormick Rd	1.16%	0.42%	1.72%	2.27%	*1.72%*
CR 437A (Ocoee-Apopka Road/Michael Gladden Boulevard/Central Avenue)						
	McCormick Rd to Binion Rd	3.78%	2.70%	1.72%	2.27%	*2.27%*
	Binion Rd to SR 429	6.74%	2.20%	1.72%	2.27%	*2.27%*

Table TE-6: Projected Annual Growth Rates

Roadway	Segment	5-Year Historic Trend	Model Growth	BEBR Med/ High	BEBR High	Rate Used
	SR 429 to Keene Rd	5.35%	2.20%	1.72%	2.27%	*2.27%*
	Keene Rd to Boy Scout Rd	14.35%	2.14%	1.72%	2.27%	*2.27%*
	Boy Scout Rd to Bradshaw Rd	8.62%	2.41%	1.72%	2.27%	*2.27%*
	Bradshaw Rd to Central Ave	3.09%	2.37%	1.72%	2.27%	*2.27%*
	10th St to US 441	1.17%	4.44%	1.72%	2.27%	*2.27%*
	US 441 to Orange St	1.17%	4.44%	1.72%	2.27%	*2.27%*
Lakeville Road						
	Apopka Blvd to Wildwood St	-1.59%	1.84%	1.72%	2.27%	*1.84%*
Plymouth-Sorrento Road						
	Lake County Line to Kelly Park Rd	-0.60%	1.36%	1.72%	2.27%	*1.72%*
	Kelly Park Rd to Appy Ln	-0.17%	3.67%	1.72%	2.27%	*2.27%*
	Appy Ln to Ponkan Rd	2.59%	2.12%	1.72%	2.27%	*2.27%*
	Ponkan Rd to Lester Rd/Yothers Rd	2.28%	2.05%	1.72%	2.27%	*2.27%*
	Lester Rd/Yothers Rd to SR 429 Connector Rd	1.28%	1.56%	1.72%	2.27%	*1.72%*
	SR 429 Connector Rd to US 441	1.20%	2.61%	1.72%	2.27%	*2.27%*
Sheeler Avenue						
	Monroe Ave to SR 436	-	1.36%	1.72%	2.27%	*1.72%*
	SR 436 to US 441	-4.46%	0.95%	1.72%	2.27%	*1.72%*
	US 441 to Apopka Blvd	0.03%	1.18%	1.72%	2.27%	*1.72%*
	Apopka Blvd to Cleveland St	-0.31%	1.05%	1.72%	2.27%	*1.72%*
	Cleveland St to Keene Rd	-0.51%	2.51%	1.72%	2.27%	*2.27%*
Wekiwa Springs Road/Piedmont-Wekiwa Road/Hiawassee Road						
	Votaw Rd to SR 436	-1.69%	0.83%	1.72%	2.27%	*1.72%*
	SR 436 to Piedmont Lakes Blvd	-1.41%	-0.08%	1.72%	2.27%	*1.72%*
	Piedmont Lakes Blvd to US 441	-3.48%	-0.08%	1.72%	2.27%	*1.72%*
	US 441 to CR 424 (Apopka Blvd)	-0.31%	0.41%	1.72%	2.27%	*1.72%*
	CR 424 (Apopka Blvd) to SR 414	-0.34%	-0.03%	1.72%	2.27%	*1.72%*
Welch Road						
	Vick Rd to Rock Springs Rd	0.38%	0.51%	1.72%	2.27%	*1.72%*
	Rock Springs Rd to Ustler Road	0.79%	0.50%	1.72%	2.27%	*1.72%*
	Ustler Road to Thompson Rd	0.61%	0.44%	1.72%	2.27%	*1.72%*
	Thompson Rd to Wekiva Springs Rd	1.01%	0.68%	1.72%	2.27%	*1.72%*
2nd Street (Monroe Avenue)						
	US 441 to Park Ave	-1.37%	-	1.72%	2.27%	*1.72%*
4th Street						
	Bradshaw Rd to Marvin C Zanders Ave	-	-	1.72%	2.27%	*1.72%*
5th Street						
	Station St to Highland Ave	31.06%	-	1.72%	2.27%	*2.27%*
6th Street						
	Station St to Alabama Ave	12.58%	-	1.72%	2.27%	*2.27%*
	Alabama Ave to US 441	38.64%	-	1.72%	2.27%	*2.27%*
8th Street						
	Park Ave to Alabama Ave	20.56%	-	1.72%	2.27%	*2.27%*
9th Street						
	Central Ave to Park Ave	1.96%	2.06%	1.72%	2.27%	*2.06%*
10th Street						
	Alabama Ave to Sheeler Ave	-1.27%	-	1.72%	2.27%	*1.72%*
13th Street						
	Ocoee-Apopka Rd to Park Ave	1.10%	3.52%	1.72%	2.27%	*2.27%*
	Park Ave to Apopka Blvd	-0.46%	3.51%	1.72%	2.27%	*2.27%*
Alabama Avenue						
	Monroe Ave to US 441	-11.39%	-	1.72%	2.27%	*1.72%*
Apopka Airport Road						
	W of US 441 to US 441	-	-	1.72%	2.27%	*1.72%*

Table TE-6: Projected Annual Growth Rates

Roadway	Segment	5-Year Historic Trend	Model Growth	BEBR Med/ High	BEBR High	Rate Used
Appy Lane						
	Plymouth-Sorrento Rd (CR 437) to Jason Dwelley Pkwy	10.87%	-	1.72%	2.27%	*2.27%*
Binion Road/Orange Avenue						
	Ocoee-Apopka Rd to Harmon Rd	6.93%	6.45%	1.72%	2.27%	*2.27%*
	Harmon Rd to Boy Scout Rd	3.65%	7.72%	1.72%	2.27%	*2.27%*
	Boy Scout Rd to Lakeview Dr	4.19%	4.64%	1.72%	2.27%	*2.27%*
	Lakeview Dr to US 441	3.96%	5.22%	1.72%	2.27%	*2.27%*
Boy Scout Road						
	Binion Rd to Ocoee-Apopka Rd	5.85%	9.31%	1.72%	2.27%	*2.27%*
Bradshaw Road						
	US 441 to Ocoee-Apopka Rd	1.84%	2.24%	1.72%	2.27%	*2.24%*
Christiana Avenue						
	Monroe Ave to Votaw Rd	-4.49%	-	1.72%	2.27%	*1.72%*
Cleveland Street						
	Park Ave to Sheeler Ave	-1.76%	3.68%	1.72%	2.27%	*2.27%*
Edgewood Drive						
	Monroe Ave to US 441	14.89%	-	1.72%	2.27%	*2.27%*
Effie Drive						
	Kelly Park Rd to Ondich Rd	-	-	1.72%	2.27%	*1.72%*
Errol Parkway						
	Old Dixie Hwy to US 441	4.25%	-1.17%	1.72%	2.27%	*2.27%*
General Electric Road						
	Hermit Smith Rd to Orange Ave	24.27%	-	1.72%	2.27%	*2.27%*
Golden Gem Road						
	Kelly Park Rd to Sadler Rd	5.22%	-	1.72%	2.27%	*10.00%*
	Sadler Rd to Ponkan Rd	3.36%	-	1.72%	2.27%	*10.00%*
Grand Avian Parkway						
	Lust Rd to Peterson Rd	-	-	1.72%	2.27%	*1.72%*
Haas Road						
	Plymouth-Sorrento Rd (CR 437) to Mt Plymouth Rd	8.34%	-	1.72%	2.27%	*2.27%*
Harmon Road						
	Binion Rd to Ocoee-Apopka Rd	20.36%	17.26%	1.72%	2.27%	*2.27%*
	Ocoee-Apopka Rd to Marden Rd	20.36%	-	1.72%	2.27%	*2.27%*
Hawthorne Avenue						
	US 441 to Ocoee-Apopka Rd	-8.31%	4.47%	1.72%	2.27%	*2.27%*
	Ocoee-Apopka Rd to 13th St	-6.07%	3.26%	1.72%	2.27%	*2.27%*
Hermit Smith Road						
	Yothers Rd to US 441	7.12%	9.66%	1.72%	2.27%	*2.27%*
	US 441 to General Electric Rd	20.54%	-	1.72%	2.27%	*2.27%*
	General Electric Rd to S of General Electric Rd	-4.68%	-	1.72%	2.27%	*1.72%*
Highland Avenue						
	Monroe Ave to US 441	-4.41%	-	1.72%	2.27%	*1.72%*
	US 441 to 6th St	-5.00%	-	1.72%	2.27%	*1.72%*
Hogshead Road						
	West of Hermit Smith Rd	3.79%	-	1.72%	2.27%	*2.27%*
Jason Dwelley Parkway						
	Kelly Park Rd to Spinfisher Dr	7.39%	4.31%	1.72%	2.27%	*2.27%*
	Spinfisher Dr to White Dahlia Dr	7.24%	4.31%	1.72%	2.27%	*2.27%*
	White Dahlia Dr to Ponkan Rd	3.80%	4.31%	1.72%	2.27%	*2.27%*
Keene Road						
	Ocoee-Apopka Rd to Marden Rd	5.53%	5.23%	1.72%	2.27%	*2.27%*
	Marden Rd to Clarcona Rd	2.82%	3.12%	1.72%	2.27%	*2.27%*
	Clarcona Rd to Sheeler Ave	2.38%	2.04%	1.72%	2.27%	*2.27%*
Kelly Park Road						

Table TE-6: Projected Annual Growth Rates

Roadway	Segment	5-Year Historic Trend	Model Growth	BEBR Med/ High	BEBR High	Rate Used
	Round Lake Rd to SR 429	6.41%	5.01%	1.72%	2.27%	*5.06%*
	SR 429 to Plymouth-Sorrento Rd (CR 437)	2.72%	5.25%	1.72%	2.27%	*5.00%*
	Plymouth-Sorrento Rd (CR 437) to Jason Dwelley Pkwy	5.68%	5.04%	1.72%	2.27%	*5.04%*
	Jason Dwelley Pkwy to Mt. Plymouth Rd	2.89%	3.14%	1.72%	2.27%	*2.70%*
	Mt. Plymouth Rd to Rock Springs Rd	-2.98%	1.09%	1.72%	2.27%	*2.65%*
King Street						
	Peterson Rd to Orange Ave	45.14%	-	1.72%	2.27%	*2.27%*
Lake Avenue/Marvin C Zanders Avenue						
	Martin St to Orange St	-1.50%	-	1.72%	2.27%	*1.72%*
	Orange St to US 441	2.49%	-	1.72%	2.27%	*2.27%*
	US 441 to 10th St	-6.76%	-	1.72%	2.27%	*1.72%*
Lester Road						
	Rock Springs Rd to Vick Rd	1.99%	2.61%	1.72%	2.27%	*2.27%*
	Vick Rd to Schopke Lester Rd	6.13%	1.45%	1.72%	2.27%	*2.27%*
	Schopke Lester Rd to Plymouth-Sorrento Rd (CR 437)	7.44%	2.22%	1.72%	2.27%	*2.27%*
Lust Road						
	Conrad Rd to Binion Rd	41.42%	-	1.72%	2.27%	*2.27%*
Marden Road						
	Ocoee-Apopka Rd to Marden Ridge Lp	24.58%	4.51%	1.72%	2.27%	*2.27%*
	Marden Ridge Lp to SR 414	12.25%	4.78%	1.72%	2.27%	*2.27%*
	SR 414 to Keene Rd	-26.58%	3.91%	1.72%	2.27%	*2.27%*
Marshall Lake Road						
	SR 451 to Bradshaw Rd	11.03%	-	1.72%	2.27%	*2.27%*
Martin Street						
	Park Ave to Lake Ave	-1.28%	1.66%	1.72%	2.27%	*1.72%*
	Lake Ave to Vick Rd	8.09%	0.67%	1.72%	2.27%	*2.27%*
McGee Avenue						
	6th Ave to US 441	-	-	1.72%	2.27%	*1.72%*
	US 441 to Monroe Ave	-	-	1.72%	2.27%	*1.72%*
Midland Avenue						
	US 441 to 6th St	41.07%	-	1.72%	2.27%	*2.27%*
Monroe Avenue						
	Park Ave to Alabama Ave	-13.55%	2.22%	1.72%	2.27%	*2.22%*
	Alabama Ave to Sheeler Ave	-8.20%	1.54%	1.72%	2.27%	*1.72%*
Mt. Plymouth Road						
	Kelly Park Rd to Haas Rd	1.28%	0.46%	1.72%	2.27%	*1.72%*
	Haas Rd to Lake County Line	-0.93%	0.17%	1.72%	2.27%	*1.72%*
North Maine Avenue						
	Martin St to Old Dixie Hwy	-3.66%	1.09%	1.72%	2.27%	*1.72%*
Old Dixie Highway/West Highland Avenue/Orange Street						
	Plymouth-Sorrento Rd (CR 437) to Boy Scout Blvd	1.02%	3.11%	1.72%	2.27%	*2.27%*
	Boy Scout Blvd to Errol Pkwy	-35.74%	4.18%	1.72%	2.27%	*2.27%*
	Errol Pkwy to Vick Rd	-15.98%	7.62%	1.72%	2.27%	*2.27%*
	Vick Rd to Bradshaw Rd	-13.28%	4.14%	1.72%	2.27%	*2.27%*
	Bradshaw Rd to Hawthorne Ave	-14.26%	3.74%	1.72%	2.27%	*2.27%*
	Hawthorne Ave to Park Ave	15.15%	3.41%	1.72%	2.27%	*2.27%*
Ondich Road						
	Round Lake Rd to Effie Dr	86.13%	42.12%	1.72%	2.27%	*2.27%*
	Effie Dr to Plymouth-Sorrento Rd (CR 437)	60.02%	9.25%	1.72%	2.27%	*2.27%*
Peterson Road						
	Grand Avian Pkwy to King St	159.23%	-	1.72%	2.27%	*2.27%*
Ponkan Road						
	Round Lake Rd to Plymouth-Sorrento Rd (CR 437)	-1.46%	8.84%	1.72%	2.27%	*2.27%*
	Plymouth-Sorrento Rd (CR 437) to Vick Rd	-1.63%	5.80%	1.72%	2.27%	*2.27%*

Table TE-6: Projected Annual Growth Rates

Roadway	Segment	5-Year Historic Trend	Model Growth	BEBR Med/ High	BEBR High	Rate Used
	Vick Rd to Rock Springs Rd	0.03%	1.50%	1.72%	2.27%	*1.72%*
Roger Williams Road						
	US 441 to SR 436	8.15%	-	1.72%	2.27%	*2.27%*
Rogers Road						
	Lester Rd to Parkside Meadow Dr	39.02%	-	1.72%	2.27%	*2.27%*
Round Lake Road						
	Ponkan Rd to Sadler Ave	0.52%	0.70%	1.72%	2.27%	*1.72%*
	Sadler Ave to Kelly Park Rd	2.58%	0.70%	1.72%	2.27%	*2.27%*
	Kelly Park Rd to Ondich Rd	2.73%	0.70%	1.72%	2.27%	*2.27%*
	Ondich Rd to Lake County Boundary	5.09%	1.10%	1.72%	2.27%	*2.27%*
Sadler Road/Joey McGuckin Road						
	Round Lake Rd to Trussell Trl	-	-	1.72%	2.27%	*1.72%*
	W of Golden Gem Rd to Golden Gem Rd	-	-	1.72%	2.27%	*1.72%*
	W of Plymouth Sorrento Rd to Plymouth Sorrento Rd	-	-	1.72%	2.27%	*1.72%*
Sandpiper Street						
	Park Ave to Ustler Rd	-8.76%	0.60%	1.72%	2.27%	*1.72%*
	Ustler Rd to Thompson Rd	-4.81%	0.66%	1.72%	2.27%	*1.72%*
Schopke Lester Road						
	Lester Rd to Old Dixie Hwy	2.45%	5.60%	1.72%	2.27%	*2.27%*
Shelby Industrial Drive						
	S of General Electric Rd to General Electric Rd	-	-	1.72%	2.27%	*1.72%*
SR 429 Connector Road						
	US 441 to Plymouth-Sorrento Rd (CR 437)	1.75%	1.34%	1.72%	2.27%	*1.75%*
Station Street						
	Marvin C Zanders Ave to Park Ave	-	-	1.72%	2.27%	*1.72%*
Summit Street						
	Rock Springs Rd to Maine Ave	4.75%	-	1.72%	2.27%	*2.27%*
Tanglewilde Street						
	Rock Springs Rd to Ulster Rd	-5.26%	-	1.72%	2.27%	*1.72%*
Thompson Road						
	Welch Rd to Votaw Rd	1.07%	0.63%	1.72%	2.27%	*1.72%*
Ustler Road						
	Welch Rd to Sandpiper Rd	-0.65%	2.97%	1.72%	2.27%	*2.27%*
	Sandpiper Rd to Tanglewild St	-1.54%	-	1.72%	2.27%	*1.72%*
Vick Road						
	US 441 to Old Dixie Hwy	-5.41%	1.41%	1.72%	2.27%	*1.72%*
	Old Dixie Hwy to Ashworth Overlook Dr	0.49%	0.42%	1.72%	2.27%	*1.72%*
	Ashworth Overlook Dr to Martin St	-1.94%	0.56%	1.72%	2.27%	*1.72%*
	Martin St to Welch Rd	1.28%	0.86%	1.72%	2.27%	*1.72%*
	Welch Rd to Lake Francis Dr	1.27%	1.42%	1.72%	2.27%	*1.72%*
	Lake Francis Dr to Lester Rd	1.83%	2.03%	1.72%	2.27%	*2.03%*
	Lester Rd to Ponkan Rd	-1.00%	3.11%	1.72%	2.27%	*2.27%*
Votaw Road						
	Park Ave to Christiana Ave	-1.10%	2.83%	1.72%	2.27%	*2.27%*
	Christiana Ave to Thompson Rd	-1.77%	3.02%	1.72%	2.27%	*2.27%*
Washington Avenue						
	4th St to 10th St	-	-	1.72%	2.27%	*1.72%*
Yothers Road						
	US 441 to Hermit Smith Rd	-1.31%	0.61%	1.72%	2.27%	*1.72%*
	Hermit Smith Rd to Plymouth-Sorrento Rd (CR 437)	9.44%	3.27%	1.72%	2.27%	*2.27%*

FUTURE CONDITIONS

PLANNED IMPROVEMENTS

ROADWAY IMPROVEMENTS

By 2034, the following roadway improvements are planned to be completed:

- Extend Sadler Road/Joey McGuckin Road to connect Golden Gem Road to Plymouth Sorrento Road
- Extend Effie Drive south from Kelly Park Road to Sadler Road Extension
- Widen Ocoee-Apopka Road from Keene Road to 13th Street (from 2 to 4 lanes)
- Widen Kelly Park Road from Waypoint Boulevard (west of Golden Gem Road) to Plymouth Sorrento Road (from 2 to 4 lanes)

The planned 2034 roadway network and number of lanes are illustrated on **Map TE-10**.

By 2050, the following additional roadway improvements are planned to be completed:

- Extend Golden Gem Road from Kelly Park Road north to Ondich Road
- Widen SR 429 from West Road to SR 414 (from 4 to 6 lanes)
- Widen Plymouth Sorrento Road from Lake County Line to Kelly Park Road (from 2 to 4 lanes)
- Widen Welch Road from Rock Springs Road to Wekiva Springs Road (from 2 or 3 to 4 lanes)
- Widen Kelly Park Road from Plymouth Sorrento Road to Jason Dwelley Parkway (from 2 to 4 lanes)
- Widen Vick Road from Old Dixie Highway to Ponkan Road (from 2 to 4 lanes)

The planned 2050 roadway network and number of lanes are illustrated on **Map TE-11**.

INTERSECTION IMPROVEMENTS

There are various intersection improvements planned to be completed throughout the City. These improvements will not add capacity to the roadway network, but they are anticipated improve operations throughout the adjacent corridors. These planned intersection improvements are described below and illustrated on **Map TE-12**.

- Ocoee Apopka Road & Keene Road: Signal (under design, funded for construction - impact fee credit agreement)
- Ocoee Apopka Road & Boy Scout Road: Signal (funded for construction - impact

fee credit agreement)

- Ocoee Apopka Road & Marden Road: Signal (permitted and funded for construction - impact fee credit agreement)
- Ocoee Apopka Road & Bradshaw Road: Signal (City/County partnership project)
- Binion Road & Harmon Road: Roundabout (under design)
- Binion Road/Boy Scout Road & New SR 429 Interchange: Roundabout (under design, funded by CFX)
- Binion Road & Lust Road: Roundabout
- Keene Road & Marden Road: Signal (under design and funded for construction)
- Kelly Park Road & Waypoint Boulevard: Signal (under design, funded for construction - Pioneering Agreement)
- Kelly Park Road & Golden Gem Road: Signal (under design, funded for construction - Pioneering Agreement)
- Kelly Park Road & Effie Drive: Signal (under design, funded for construction - Pioneering Agreement)
- Kelly Park Road & SR 429 SB Off Ramp: Signal (under design, funded for construction - Pioneering Agreement)
- Kelly Park Road & SR 429 NB Off Ramp: Signal (under design, funded for construction - Pioneering Agreement)
- Kelly Park Road & Jason Dwelley Parkway: Upgrade to 4-leg intersection
- US 441 & Apopka Airport Road: Signal (under design, funded for construction - impact fee credit agreement)
- Bradshaw Road & John's Road: Intersection improvements
- US 441 & Hermit Smith Road: Intersection upgrade (County project)
- US 441 & Orange Avenue: Intersection upgrade (County project)
- US 441 & Plymouth Sorrento Road: Intersection upgrade (County project)
- US 441 & Lake View Drive: Intersection upgrade (City/County/FDOT partnership project)
- Rock Springs Road & Welch Road: Improvements to signal (City/County partnership project)
- Plymouth Sorrento Road & Sadler Road Extension: Signal (City/County partnership project)
- Park Avenue & Michael Gladden Boulevard: City/County partnership project
- Kelly Park Road & Round Lake Road: Signal (City/County partnership project)
- Park Avenue & 5th Street: Signal/pedestrian improvements (under design, funded for construction)
- US 441 & Bradshaw Road: Signal upgrades (design completed, funded for construction)
- US 441 & Errol Parkway: Signal upgrade/roadway improvements (design

completed, funded for construction)

TRANSIT IMPROVEMENTS

Based on the LYNX Transit Development Plan Major Update, dated September 2022, there are no new routes planned for transit serving the City.

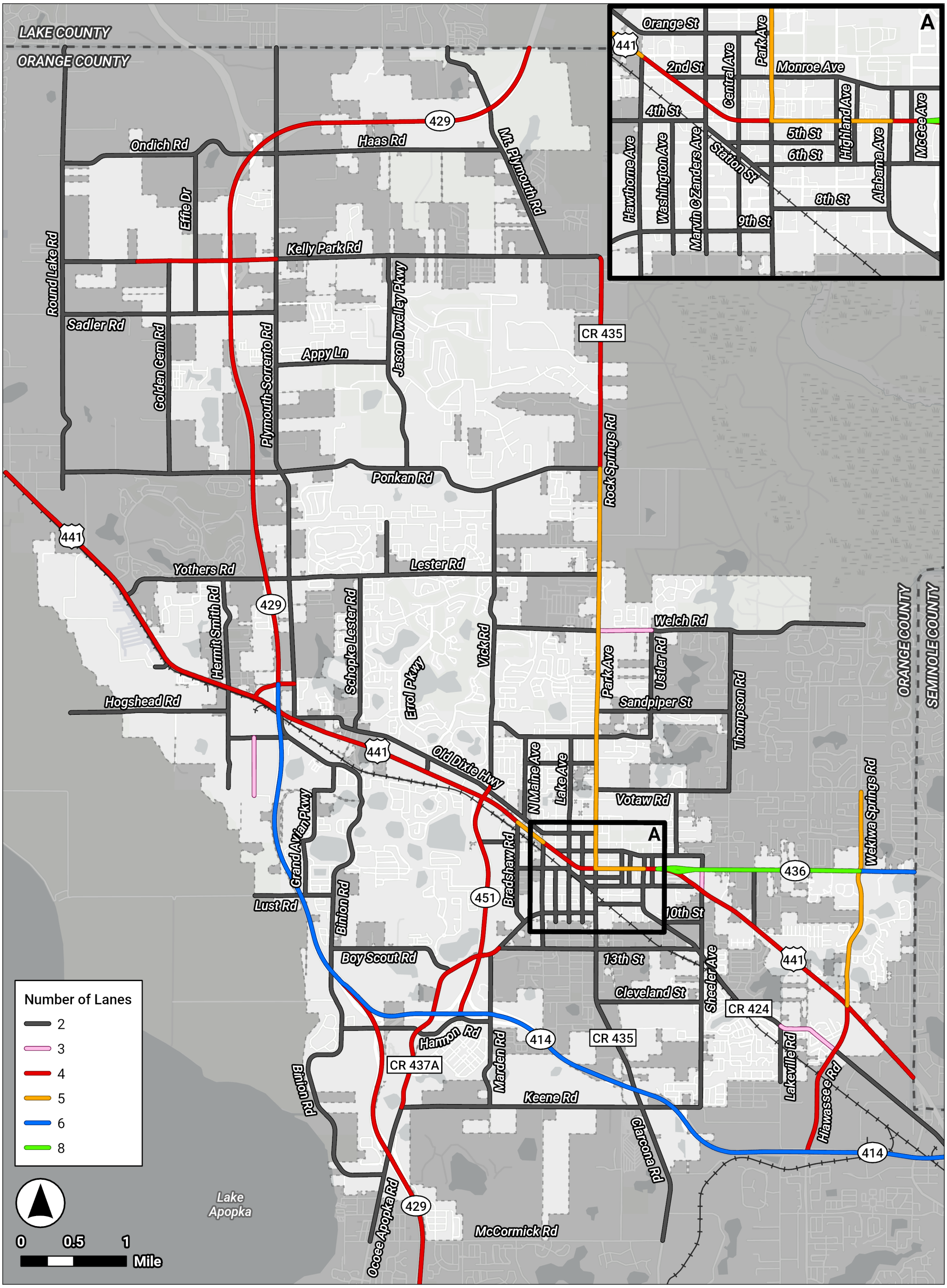
However, LYNX identified US 441, from the Apopka SuperStop to LYNX Central Station, as a primary corridor for inclusion in their 10-year service plan. Primary corridor improvements are envisioned to consist of high-quality transit features including walk-up stations, community stations, enhanced facility connections and access, signal timing and coordination, transit signal priority, dedicated transit lanes, and park and ride facilities.

BICYCLE AND PEDESTRIAN IMPROVEMENTS

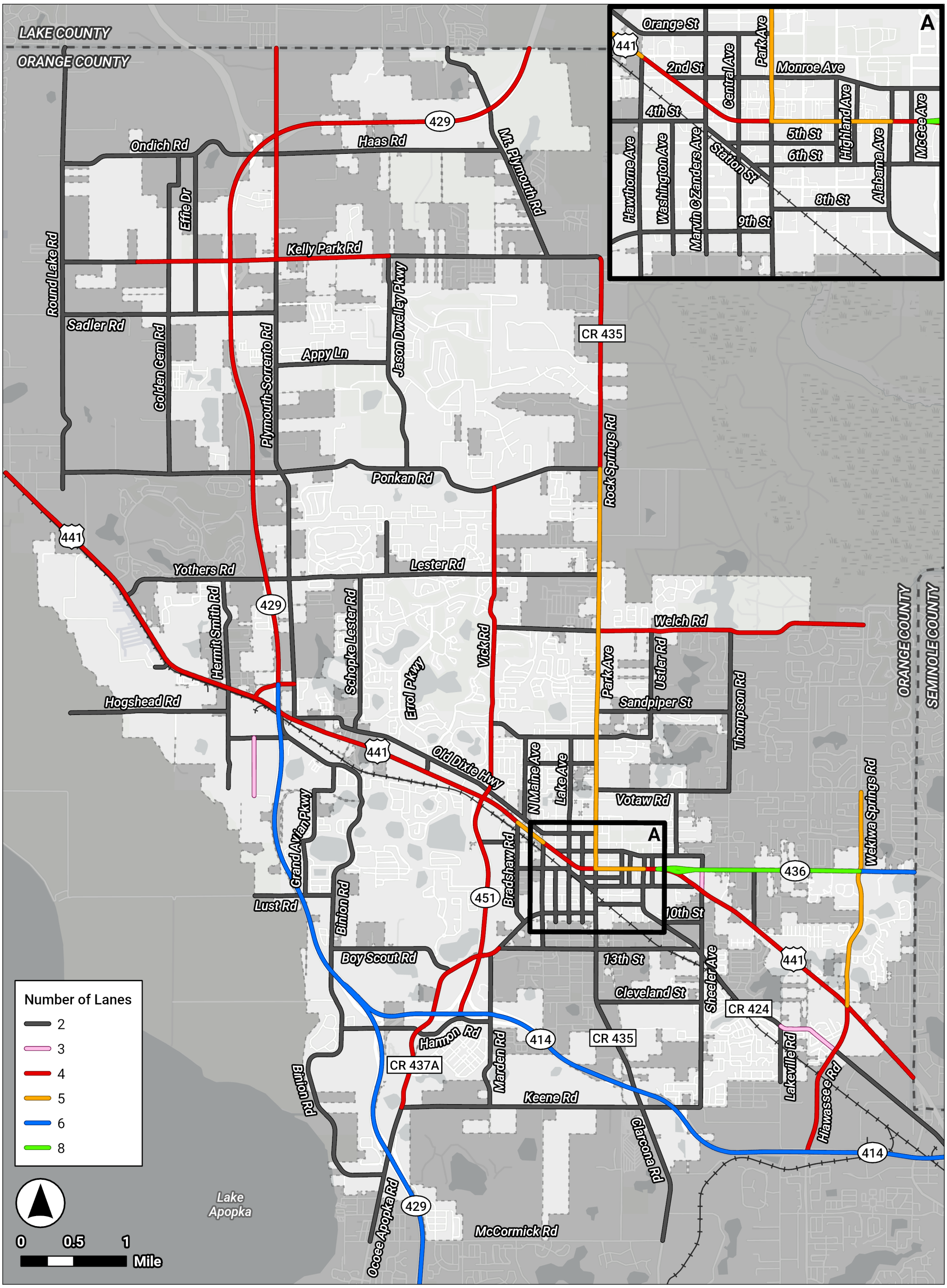
The City reviewed their existing Trails Master Plan for opportunities to further expand the planned trail network, close gaps between existing trails, and ensure connection to trails in other jurisdictions, to determine the location of additional planned trail corridors throughout the City. The planned trail corridors are illustrated on **Map TE-13**.

The City will continue to coordinate bicycle and pedestrian planning with MetroPlan Orlando and Bike/Walk Central Florida.

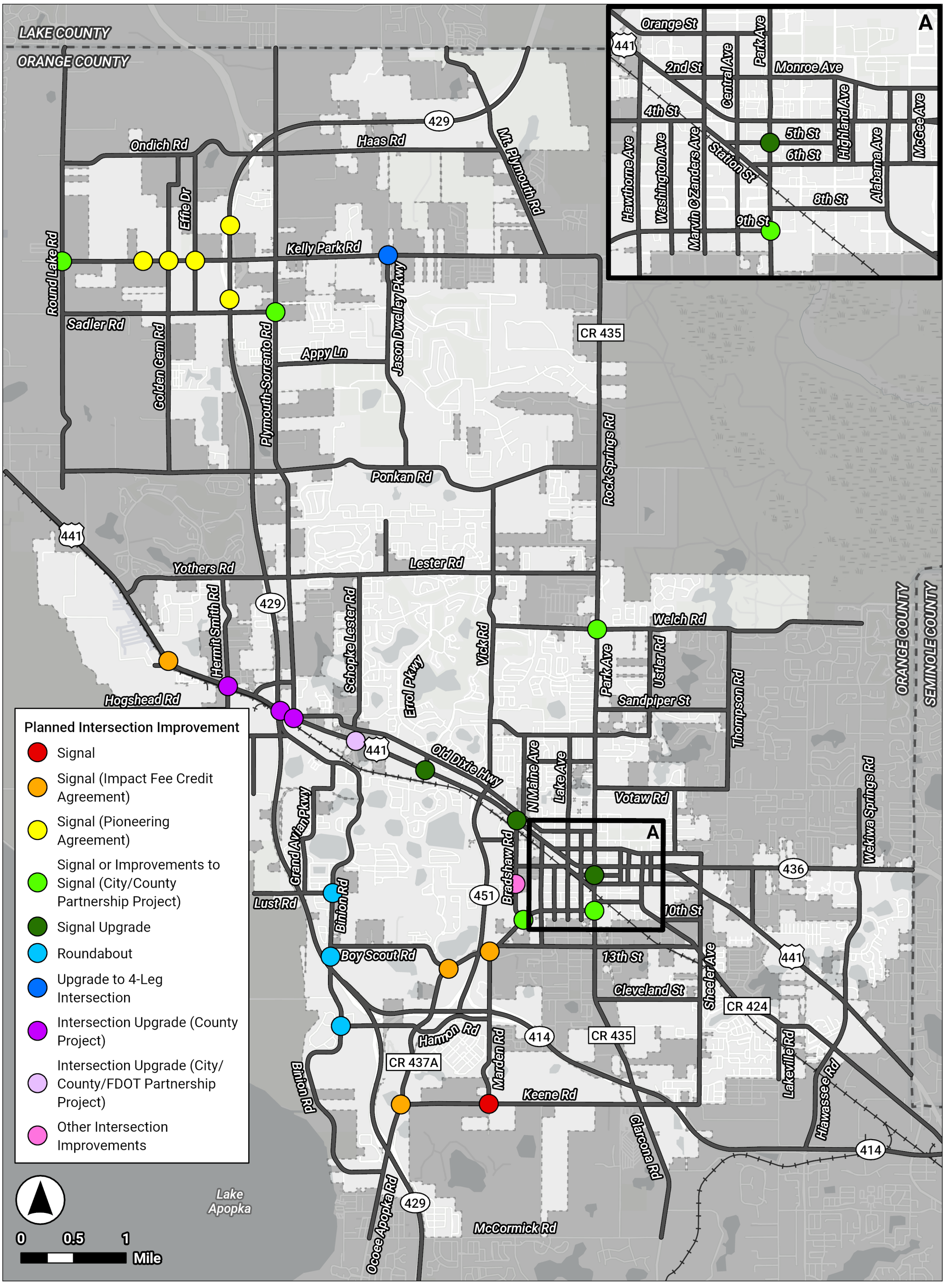
Map TE-10: Future (2034) Number of Lanes



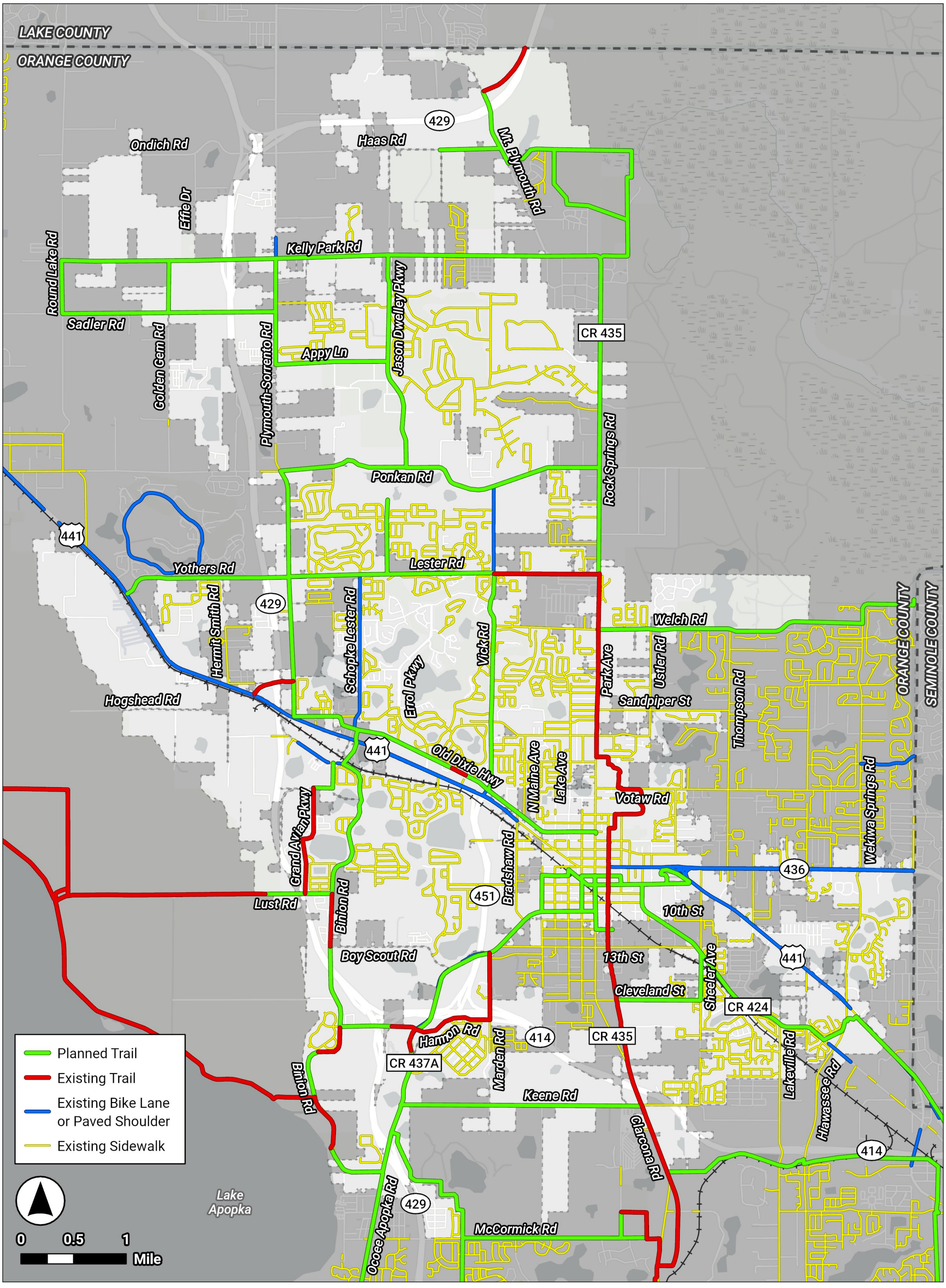
Map TE-11: Future (2050) Number of Lanes



Map TE-12: Planned Intersection Improvements



Map TE-13: Planned Bicycle and Pedestrian Facility Improvements



2034 CONDITIONS

ROADWAY LEVEL OF SERVICE

Year 2034 conditions were projected using the growth rates identified in **Table TE-6**. The resulting roadway LOS are summarized in **Table TE-7** and illustrated on **Map TE-14**.

All roadways are projected to operate at their standard LOS or better in 2034 except for the following:

- SR 436, from Piedmont-Wekiva Road to Seminole County Line
- US 441, from Ponkan Road to SR 429 Connector Road
- US 441, from Boy Scout Road to Hawthorne Avenue
- US 441, from Park Avenue to SR 436
- US 441, from Piedmont-Wekiva Road to Seminole County Line
- CR 435, from Sandpiper Road to Votaw Road
- Welch Road, from Rock Springs Road to Wekiva Springs Road

All anticipated deficiencies are on segments under State jurisdiction/control, except for the segment of Welch Road, from Rock Springs Road to Creekline Lane. As detailed under the Planned Improvements section of this report, Welch Road, from Rock Springs Road to Wekiva Springs Road, is planned to be widened to four lanes by 2050. The City will coordinate with the respective agencies regarding projects to improve LOS for all other roadway segments.

Table TE-7: 2034 Roadway Level of Service

Roadway	Segment	Number of Lanes	Daily Volume	PHPD Volume	PHPD V/C	PHPD LOS
SR 414						
	US 441 WB Off Ramp to SR 429 Connector Rd	6LD	47,128	2,269	0.37	B
SR 429 (Wekiva Parkway)						
	West Road to CR 437A SB Off Ramp	4LD	87,056	3,726	0.92	D
	CR 437A SB Off Ramp to SR 414	4LD	24,742	1,059	0.26	B
	SR 429 Connector Rd to Kelly Park Rd NB On Ramp	4LD	12,306	527	0.13	B
	Kelly Park Rd NB On Ramp to SR 453 EB On Ramp	4LD	27,491	1,324	0.33	B
	SR 453 EB On Ramp to Lake County Line	4LD	13,615	668	0.16	B
SR 451						
	SR 414 to US 441	4LD	8,959	400	0.10	B
SR 436 (Semoran Boulevard)						
	US 441 to Sheeler Ave	8LD	27,615	1,317	0.41	C
	Sheeler Ave to Thompson Rd	8LD	38,661	1,844	0.58	C
	Thompson Rd to Roger Williams Rd	8LD	53,207	2,364	0.74	C
	Roger Williams Rd to Piedmont-Wekiva Rd	8LD	55,396	2,424	0.76	C
	Piedmont-Wekiva Rd to Seminole County Line	6LD	71,033	3,117	1.16	F
US 441 (Orange Blossom Trail)						
	Ponkan Rd to Church Dr/Yothers Rd	4LD	43,285	2,009	1.23	F
	Church Dr/Yothers Rd to SR 429 Connector Rd	4LD	41,153	1,937	1.18	F
	SR 429 Connector Rd to Plymouth Sorrento Rd (CR 437)	4LD	31,127	1,321	0.73	C
	Plymouth Sorrento Rd (CR 437) to Boy Scout Blvd	4LD	37,725	1,598	0.88	D
	Boy Scout Blvd to Errol Pkwy	4LD	43,921	1,911	1.06	F
	Errol Pkwy to SR 451	4LD	39,888	1,903	1.05	F
	SR 451 to Bradshaw Rd	4LD	39,888	1,903	1.05	F
	Bradshaw Rd to Hawthorne Ave	5L	39,888	1,903	1.00	F
	Hawthorne Ave to Central Ave	4LD	33,751	1,610	0.90	D
	Central Ave to Park Ave	4LD	38,661	1,844	0.97	D
	Park Ave to Highland Ave	5L	54,661	2,175	1.09	E
	Highland Ave to Alabama Ave	5L	35,816	2,252	1.13	F
	Alabama Ave to SR 436	4LD	52,765	2,046	1.13	F
	SR 436 to Sheeler Ave	4LD	27,185	1,268	0.70	C
	Sheeler Ave to Roger Williams Rd	4LD	34,870	1,563	0.86	D
	Roger Williams Rd to Piedmont-Wekiva Rd	4LD	35,816	1,611	0.89	D
	Piedmont-Wekiva Rd to Seminole County Line	4LD	38,383	1,896	1.05	F
CR 424 (Alabama Avenue/Apopka Boulevard)						
	US 441 to 8th St	2L	3,063	194	0.19	C
	8th St to Sheeler Ave	2L	5,868	272	0.27	C
	Sheeler Ave to Lakeville Rd	2L	11,144	580	0.58	C
	Lakeville Rd to Hiawassee Rd	3L	15,046	804	0.80	C
	Hiawassee Rd to US 441	2L	8,829	465	0.48	C
CR 435 (Rock Springs Road/Park Avenue/Clarcona Road)						
	Kelly Park Rd to Ponkan Rd	4LD	21,160	1,098	0.66	C
	Ponkan Rd to Welch Rd	5L	30,214	1,492	0.87	D
	Welch Rd to Sandpiper Rd	5L	29,621	1,615	0.94	D
	Sandpiper Rd to Votaw Rd	5L	33,094	1,789	1.02	F
	Votaw Rd to Orange St	5L	27,884	1,303	0.74	C
	Orange St to US 441	5L	22,353	752	0.39	C
	US 441 to M. Gladden Blvd	2L	16,573	730	0.68	D
	M. Gladden Blvd to Cleveland St	2L	13,729	611	0.61	C
	Cleveland St to Keene Rd	2L	12,482	544	0.54	C
	Keene Rd to McCormick Rd	2L	18,859	778	0.52	E
CR 437A (Ocoee-Apopka Road/Michael Gladden Boulevard/Central Avenue)						
	McCormick Rd to Binion Rd	2L	19,040	838	0.84	C
	Binion Rd to SR 429	2L	16,755	754	0.75	C
	SR 429 to Keene Rd	2L	20,239	983	0.98	D

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Table TE-7: 2034 Roadway Level of Service

Roadway	Segment	Number of Lanes	Daily Volume	PHPD Volume	PHPD V/C	PHPD LOS
	Keene Rd to Boy Scout Rd	4LD	16,797	745	0.45	C
	Boy Scout Rd to 13th St	4LD	19,088	868	0.52	C
	13th St to Central Ave	2L	10,515	492	0.51	C
	10th St to US 441	2L	5,869	280	0.26	D
	US 441 to Orange St	2L	5,869	280	0.29	C
Lakeville Road						
	Apopka Blvd to Wildwood St	2L	7,974	371	0.37	C
Plymouth-Sorrento Road						
	Lake County Line to Kelly Park Rd	2L	11,128	712	0.71	C
	Kelly Park Rd to Appy Ln	2L	8,174	424	0.44	C
	Appy Ln to Ponkan Rd	2L	9,368	496	0.33	D
	Ponkan Rd to Lester Rd/Yothers Rd	2L	12,138	606	0.61	C
	Lester Rd/Yothers Rd to SR 429 Connector Rd	2L	12,544	727	0.49	D
	SR 429 Connector Rd to US 441	2L	9,572	535	0.54	C
Sheeler Avenue						
	Monroe Ave to SR 436	2L	4,396	211	0.22	C
	SR 436 to US 441	3L	11,793	560	0.58	C
	US 441 to Apopka Blvd	2L	11,865	554	0.55	C
	Apopka Blvd to Cleveland St	2L	11,865	554	0.55	C
	Cleveland St to Keene Rd	2L	9,897	466	0.47	C
Wekiwa Springs Road/Piedmont-Wekiwa Road/Hiawassee Road						
	Votaw Rd to SR 436	5L	27,186	1,389	0.79	C
	SR 436 to Piedmont Lakes Blvd	5L	35,839	1,648	0.96	D
	Piedmont Lakes Blvd to US 441	5L	33,280	1,421	0.81	C
	US 441 to CR 424 (Apopka Blvd)	4LD	27,512	1,112	0.68	C
	CR 424 (Apopka Blvd) to SR 414	4LD	26,870	1,030	0.62	C
Welch Road						
	Vick Rd to Rock Springs Rd	2L	13,709	644	0.64	C
	Rock Springs Rd to Ustler Road	3L	22,465	1,026	1.07	F
	Ustler Road to Thompson Rd	2L	22,234	1,025	1.03	F
	Thompson Rd to Wekiva Springs Rd	2L	19,877	1,004	1.01	F
2nd Street (Monroe Avenue)						
	US 441 to Park Ave	2L	1,258	81	0.08	D
4th Street						
	Bradshaw Rd to Marvin C Zanders Ave	2L	4,812	276	0.29	C
5th Street						
	Station St to Highland Ave	2L	5,133	295	0.30	D
6th Street						
	Station St to Alabama Ave	2L	6,002	304	0.31	D
	Alabama Ave to US 441	2L	3,351	188	0.19	C
8th Street						
	Park Ave to Alabama Ave	2L	8,364	437	0.41	D
9th Street						
	Central Ave to Park Ave	2L	5,701	233	0.24	C
10th Street						
	Alabama Ave to Sheeler Ave	2L	578	34	0.03	C
13th Street						
	Ocoee-Apopka Rd to Park Ave	2L	3,531	149	0.15	C
	Park Ave to Apopka Blvd	2L	4,764	249	0.25	C
Alabama Avenue						
	Monroe Ave to US 441	2L	449	37	0.03	D
Apopka Airport Road						
	W of US 441 to US 441	2L	854	63	0.07	C
Appy Lane						
	Plymouth-Sorrento Rd (CR 437) to Jason Dwelley Pkwy	2L	1,981	127	0.13	C

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Table TE-7: 2034 Roadway Level of Service

Roadway	Segment	Number of Lanes	Daily Volume	PHPD Volume	PHPD V/C	PHPD LOS
Binion Road/Orange Avenue						
	Ocoee-Apopka Rd to Harmon Rd	2L	7,057	385	0.39	C
	Harmon Rd to Boy Scout Rd	2L	7,874	382	0.38	C
	Boy Scout Rd to Lake View Dr	2L	9,756	808	0.81	C
	Lake View Dr to US 441	2L	7,031	360	0.37	C
Boy Scout Road						
	Binion Rd to Ocoee-Apopka Rd	2L	2,343	118	0.12	C
Bradshaw Road						
	US 441 to Ocoee-Apopka Rd	2L	9,752	479	0.50	C
Christiana Avenue						
	Monroe Ave to Votaw Rd	2L	2,143	142	0.14	C
Cleveland Street						
	Park Ave to Sheeler Ave	2L	2,436	101	0.10	C
Edgewood Drive						
	Monroe Ave to US 441	2L	6,569	488	0.46	D
Effie Drive						
	Sadler Rd to Ondich Rd	2L	519	38	0.03	B
Errol Parkway						
	Old Dixie Hwy to US 441	2L	12,942	605	0.63	C
General Electric Road						
	Hermit Smith Rd to Orange Ave	2L	2,634	98	0.10	C
Golden Gem Road						
	Kelly Park Rd to Sadler Rd	2L	1,328	97	0.07	B
	Sadler Rd to Ponkan Rd	2L	1,215	82	0.06	B
Grand Avian Parkway						
	Lust Rd to Peterson Rd	2L	5,944	292	0.29	C
Haas Road						
	Plymouth-Sorrento Rd (CR 437) to Mt Plymouth Rd	2L	1,540	81	0.05	B
Harmon Road						
	Binion Rd to Ocoee-Apopka Rd	2L	4,276	206	0.21	C
	Ocoee-Apopka Rd to Marden Rd	2L	4,276	206	0.21	C
Hawthorne Avenue						
	US 441 to Ocoee-Apopka Rd	2L	1,617	79	0.08	C
	Ocoee-Apopka Rd to 13th St	2L	1,596	80	0.08	C
Hermit Smith Road						
	Yothers Rd to US 441	2L	1,440	76	0.08	C
	US 441 to General Electric Rd	2L	3,175	194	0.20	C
	General Electric Rd to S of General Electric Rd	2L	437	23	0.02	C
Highland Avenue						
	Monroe Ave to US 441	2L	1,797	106	0.10	D
	US 441 to 6th St	2L	621	44	0.04	D
Hogshead Road						
	West of Hermit Smith Rd	2L	911	67	0.04	B
Jason Dwelley Parkway						
	Kelly Park Rd to Spinfisher Dr	2L	3,999	238	0.24	C
	Spinfisher Dr to White Dahlia Dr	2L	3,972	372	0.37	C
	White Dahlia Dr to Ponkan Rd	2L	3,375	261	0.26	C
Keene Road						
	Ocoee-Apopka Rd to Marden Rd	2L	6,945	334	0.22	C
	Marden Rd to Clarcona Rd	2L	8,024	372	0.25	C
	Clarcona Rd to Sheeler Ave	2L	13,344	575	0.39	D
Kelly Park Road						
	Round Lake Rd to W of Golden Gem Rd	2L	10,493	504	0.34	D
	W of Golden Gem Rd to Plymouth-Sorrento Rd (CR 437)	4LD	21,347	1,302	0.80	C
	Plymouth-Sorrento Rd (CR 437) to Jason Dwelley Pkwy	2L	12,596	673	0.45	D

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Table TE-7: 2034 Roadway Level of Service

Roadway	Segment	Number of Lanes	Daily Volume	PHPD Volume	PHPD V/C	PHPD LOS
	Jason Dwelley Pkwy to Mt. Plymouth Rd	2L	8,110	379	0.38	C
	Mt. Plymouth Rd to Rock Springs Rd	2L	12,273	675	0.68	C
King Street						
	Peterson Rd to Orange Ave	2L	1,329	65	0.07	C
Lake Avenue/Marvin C Zanders Avenue						
	Martin St to Orange St	2L	2,581	169	0.17	C
	Orange St to US 441	2L	1,752	93	0.09	D
	US 441 to 10th St	2L	1,767	118	0.11	D
Lester Road						
	Rock Springs Rd to Vick Rd	2L	7,953	385	0.39	C
	Vick Rd to Schopke Lester Rd	2L	8,941	424	0.42	C
	Schopke Lester Rd to Plymouth-Sorrento Rd (CR 437)	2L	7,357	441	0.44	C
Lust Road						
	Conrad Rd to Binion Rd	2L	944	42	0.04	C
Marden Road						
	Ocoee-Apopka Rd to Marden Ridge Lp	2L	7,019	301	0.30	C
	Marden Ridge Lp to SR 414	2L	4,168	204	0.21	C
	SR 414 to Keene Rd	2L	2,732	143	0.14	C
Marshall Lake Road						
	SR 451 to Bradshaw Rd	2L	744	55	0.06	C
Martin Street						
	Park Ave to Lake Ave	2L	4,253	206	0.21	C
	Lake Ave to Vick Rd	2L	7,804	462	0.46	C
McGee Avenue						
	6th Ave to US 441	2L	9,873	528	0.55	C
	US 441 to Monroe Ave	2L	6,159	458	0.46	C
Midland Avenue						
	US 441 to 6th St	2L	10,531	563	0.53	D
Monroe Avenue						
	Park Ave to Alabama Ave	2L	2,992	180	0.17	D
	Alabama Ave to Sheeler Ave	2L	4,396	211	0.21	C
Mt. Plymouth Road						
	Kelly Park Rd to Haas Rd	2L	9,085	535	0.54	C
	Haas Rd to Lake County Line	2L	6,635	331	0.22	C
North Maine Avenue						
	Martin St to Old Dixie Hwy	2L	4,861	263	0.26	C
Old Dixie Highway/West Highland Avenue/Orange Street						
	Plymouth-Sorrento Rd (CR 437) to Boy Scout Blvd	2L	3,224	170	0.18	C
	Boy Scout Blvd to Errol Pkwy	2L	628	37	0.04	C
	Errol Pkwy to Vick Rd	2L	4,352	386	0.40	C
	Vick Rd to Bradshaw Rd	2L	5,439	326	0.34	C
	Bradshaw Rd to Hawthorne Ave	2L	3,194	221	0.21	D
	Hawthorne Ave to Park Ave	2L	6,544	280	0.26	D
Ondich Road						
	Round Lake Rd to Effie Dr	2L	12,633	623	0.42	D
	Effie Dr to Plymouth-Sorrento Rd (CR 437)	2L	5,962	285	0.19	C
Peterson Road						
	Grand Avian Pkwy to King St	2L	6,340	312	0.31	C
Ponkan Road						
	Round Lake Rd to Plymouth-Sorrento Rd (CR 437)	2L	5,551	276	0.28	C
	Plymouth-Sorrento Rd (CR 437) to Vick Rd	2L	5,773	360	0.36	C
	Vick Rd to Rock Springs Rd	2L	6,690	461	0.46	C
Roger Williams Road						
	US 441 to SR 436	2L	6,032	247	0.26	C
Rogers Road						

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Table TE-7: 2034 Roadway Level of Service

Roadway	Segment	Number of Lanes	Daily Volume	PHPD Volume	PHPD V/C	PHPD LOS
	Lester Rd to Parkside Meadow Dr	2L	2,753	144	0.14	C
Round Lake Road						
	Ponkan Rd to Sadler Ave	2L	2,757	150	0.10	B
	Sadler Ave to Kelly Park Rd	2L	7,268	367	0.25	C
	Kelly Park Rd to Ondich Rd	2L	5,401	326	0.22	C
	Ondich Rd to Lake County Boundary	2L	4,984	312	0.21	C
Sadler Road/Joey McGuckin Road						
	Round Lake Rd to Trussell Trl	2L	475	32	0.02	B
	Trussell Trl to Golden Gem Rd	2L	475	32	0.02	B
	Golden Gem Rd to Plymouth Sorrento Rd	2L	475	32	0.02	B
Sandpiper Street						
	Park Ave to Ustler Rd	2L	4,741	326	0.33	C
	Ustler Rd to Thompson Rd	2L	5,965	417	0.42	C
Schopke Lester Road						
	Lester Rd to Old Dixie Hwy	2L	4,638	249	0.25	C
Shelby Industrial Drive						
	S of General Electric Rd to General Electric Rd	3L	2,976	182	0.12	B
SR 429 Connector Road						
	US 441 to Plymouth-Sorrento Rd (CR 437)	4LD	20,933	924	0.57	C
Station Street						
	Marvin C Zanders Ave to Park Ave	2L	1,767	118	0.11	D
Summit Street						
	Rock Springs Rd to Maine Ave	2L	4,845	314	0.31	C
Tanglewilde Street						
	Rock Springs Rd to Ulster Rd	2L	1,143	65	0.07	C
Thompson Road						
	Welch Rd to Votaw Rd	2L	12,651	728	0.73	C
Ustler Road						
	Welch Rd to Sandpiper Rd	2L	953	68	0.07	C
	Sandpiper Rd to Tanglewild St	2L	1,311	98	0.10	C
Vick Road						
	US 441 to Old Dixie Hwy	4LD	16,883	798	0.49	C
	Old Dixie Hwy to Ashworth Overlook Dr	4LD	20,324	1,025	0.62	C
	Ashworth Overlook Dr to Martin St	2LD	17,988	930	0.93	D
	Martin St to Welch Rd	2LD	15,909	803	0.80	C
	Welch Rd to Lake Francis Dr	2L	14,460	754	0.75	C
	Lake Francis Dr to Lester Rd	2L	11,068	528	0.53	C
	Lester Rd to Ponkan Rd	2L	6,437	393	0.39	C
Votaw Road						
	Park Ave to Christiana Ave	2L	10,385	534	0.53	C
	Christiana Ave to Thompson Rd	2L	10,006	488	0.49	C
Washington Avenue						
	4th St to 10th St	2L	1,767	118	0.12	C
Yothers Road						
	US 441 to Hermit Smith Rd	2L	2,493	119	0.12	C
	Hermit Smith Rd to Plymouth-Sorrento Rd (CR 437)	2L	4,461	213	0.21	C

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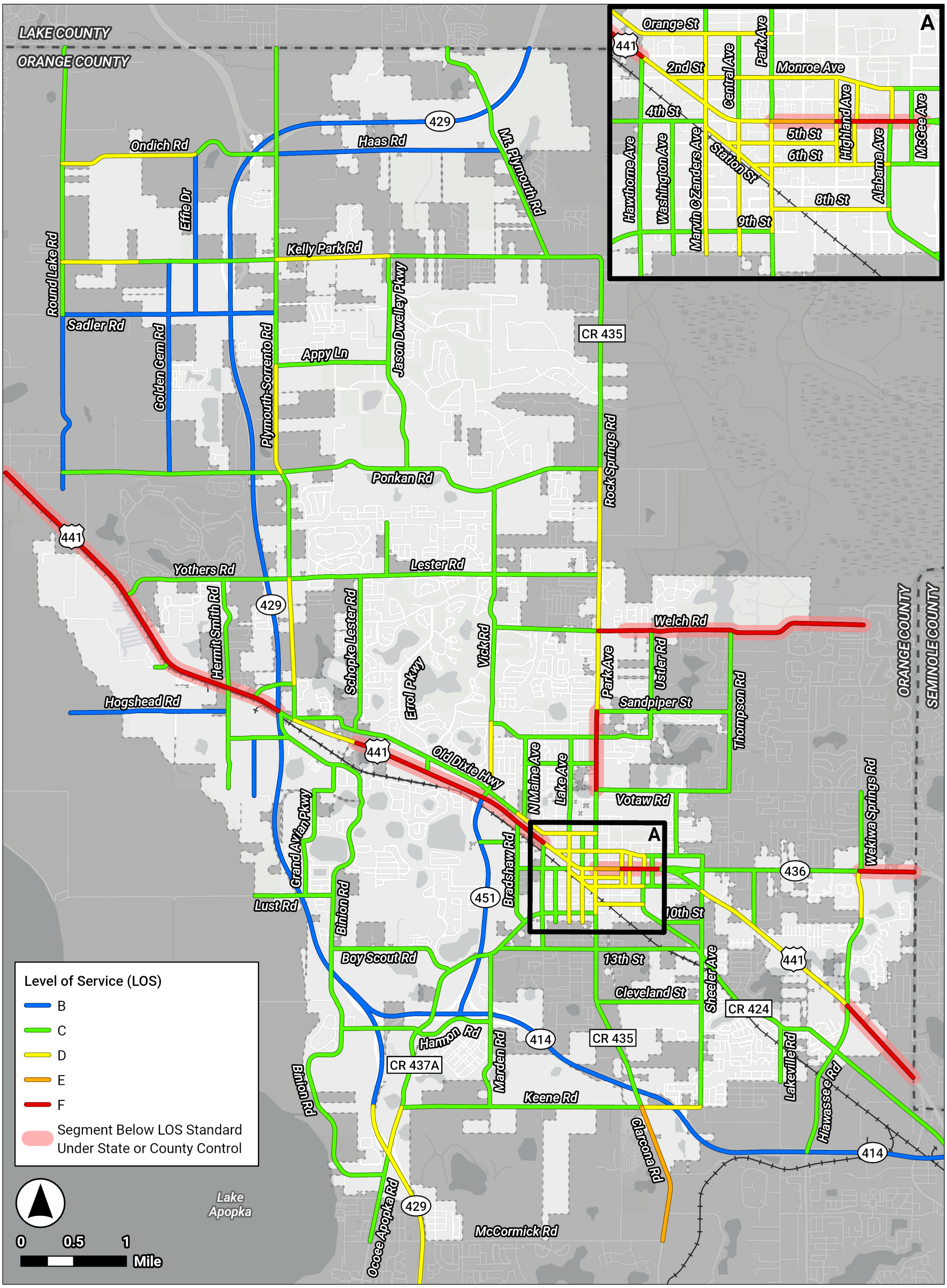
Map TE-14: 2034 Roadway Level of Service



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2050 CONDITIONS

ROADWAY LEVEL OF SERVICE

Year 2050 conditions were projected using the growth rates identified in **Table TE-6**. The resulting roadway LOS are summarized in **Table TE-8** and illustrated on **Map TE-15**.

All roadways are projected to operate at their standard LOS or better in 2050 except for the following:

- SR 436, from Roger Williams Road to Seminole County Line
- US 441, from Ponkan Road to SR 429 Connector Road
- US 441, from Plymouth Sorrento Road to SR 436
- US 441, from Sheeler Avenue to Seminole County Line
- CR 424, from Lakeville Road to Hiawassee Road
- CR 435, from Ponkan Road to Votaw Road
- Ocoee Apopka Road, from McCormick Road to Keene Road
- Wekiwa Springs Road, from Votaw Road to US 441
- Binion Road, from Boy Scout Road to Lake View Drive
- Kelly Park Road, from Waypoint Boulevard (west of Golden Gem Road) to Plymouth Sorrento Road
- Kelly Park Road, from Mt. Plymouth Road to Rock Springs Road

All anticipated deficiencies are on segments under State or County jurisdiction/control, except for the segment of Kelly Park Road, from Waypoint Boulevard (west of Golden Gem Road) to Plymouth Sorrento Road. The City will coordinate with the respective agencies regarding projects to improve LOS for these roadway segments.

Table TE-8: 2050 Roadway Level of Service

Roadway	Segment	Number of Lanes	Daily Volume	PHPD Volume	PHPD V/C	PHPD LOS
SR 414						
	US 441 WB Off Ramp to SR 429 Connector Rd	6LD	67,492	3,250	0.53	B
SR 429 (Wekiva Parkway)						
	West Road to CR 437A SB Off Ramp	6LD	124,673	5,336	0.88	D
	CR 437A SB Off Ramp to SR 414	6LD	35,433	1,517	0.25	B
	SR 429 Connector Rd to Kelly Park Rd NB On Ramp	4LD	17,623	754	0.19	B
	Kelly Park Rd NB On Ramp to SR 453 EB On Ramp	4LD	39,370	1,896	0.47	B
	SR 453 EB On Ramp to Lake County Line	4LD	19,498	956	0.23	B
SR 451						
	SR 414 to US 441	4LD	11,773	526	0.13	B
SR 436 (Semoran Boulevard)						
	US 441 to Sheeler Ave	8LD	36,287	1,731	0.54	C
	Sheeler Ave to Thompson Rd	8LD	50,802	2,423	0.76	C
	Thompson Rd to Roger Williams Rd	8LD	69,917	3,106	0.98	C
	Roger Williams Rd to Piedmont-Wekiva Rd	8LD	72,794	3,185	1.00	F
	Piedmont-Wekiva Rd to Seminole County Line	6LD	93,340	4,096	1.53	F
US 441 (Orange Blossom Trail)						
	Ponkan Rd to Church Dr/Yothers Rd	4LD	56,879	2,640	1.61	F
	Church Dr/Yothers Rd to SR 429 Connector Rd	4LD	54,078	2,545	1.55	F
	SR 429 Connector Rd to Plymouth Sorrento Rd (CR 437)	4LD	40,903	1,735	0.96	D
	Plymouth Sorrento Rd (CR 437) to Boy Scout Blvd	4LD	54,026	2,289	1.26	F
	Boy Scout Blvd to Errol Pkwy	4LD	62,733	2,730	1.51	F
	Errol Pkwy to SR 451	4LD	52,415	2,500	1.38	F
	SR 451 to Bradshaw Rd	4LD	52,415	2,500	1.38	F
	Bradshaw Rd to Hawthorne Ave	5L	52,415	2,500	1.32	F
	Hawthorne Ave to Central Ave	4LD	44,351	2,116	1.18	F
	Central Ave to Park Ave	4LD	50,802	2,423	1.28	F
	Park Ave to Highland Ave	5L	71,828	2,858	1.43	F
	Highland Ave to Alabama Ave	5L	47,064	2,959	1.48	F
	Alabama Ave to SR 436	4LD	69,336	2,688	1.49	F
	SR 436 to Sheeler Ave	4LD	35,723	1,666	0.92	D
	Sheeler Ave to Roger Williams Rd	4LD	49,937	2,239	1.24	F
	Roger Williams Rd to Piedmont-Wekiva Rd	4LD	47,064	2,118	1.17	F
	Piedmont-Wekiva Rd to Seminole County Line	4LD	50,438	2,492	1.38	F
CR 424 (Alabama Avenue/Apopka Boulevard)						
	US 441 to 8th St	2L	4,025	255	0.26	C
	8th St to Sheeler Ave	2L	7,711	358	0.36	C
	Sheeler Ave to Lakeville Rd	2L	14,917	776	0.78	C
	Lakeville Rd to Hiawassee Rd	3L	19,771	1,056	1.06	F
	Hiawassee Rd to US 441	2L	11,602	611	0.63	C
CR 435 (Rock Springs Road/Park Avenue/Clarcona Road)						
	Kelly Park Rd to Ponkan Rd	4LD	27,806	1,443	0.87	C
	Ponkan Rd to Welch Rd	5L	43,270	2,137	1.25	F
	Welch Rd to Sandpiper Rd	5L	38,924	2,122	1.24	F
	Sandpiper Rd to Votaw Rd	5L	47,284	2,556	1.46	F
	Votaw Rd to Orange St	5L	36,640	1,713	0.98	D
	Orange St to US 441	5L	29,373	989	0.52	C
	US 441 to M. Gladden Blvd	2L	21,777	960	0.90	E
	M. Gladden Blvd to Cleveland St	2L	18,040	803	0.80	C
	Cleveland St to Keene Rd	2L	16,402	714	0.71	C
	Keene Rd to McCormick Rd	2L	24,782	1,023	0.69	E
CR 437A (Ocoee-Apopka Road/Michael Gladden Boulevard/Central Avenue)						
	McCormick Rd to Binion Rd	2L	27,267	1,201	1.20	F
	Binion Rd to SR 429	2L	23,995	1,080	1.08	F
	SR 429 to Keene Rd	2L	28,984	1,408	1.41	F

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Table TE-8: 2050 Roadway Level of Service

Roadway	Segment	Number of Lanes	Daily Volume	PHPD Volume	PHPD V/C	PHPD LOS
	Keene Rd to Boy Scout Rd	4LD	24,055	1,067	0.64	C
	Boy Scout Rd to 13th St	4LD	27,336	1,243	0.75	C
	13th St to Central Ave	2L	15,058	705	0.73	D
	10th St to US 441	2L	8,405	401	0.37	D
	US 441 to Orange St	2L	8,405	401	0.42	C
Lakeville Road						
	Apopka Blvd to Wildwood St	2L	10,683	497	0.50	C
Plymouth-Sorrento Road						
	Lake County Line to Kelly Park Rd	4LD	14,623	935	0.56	C
	Kelly Park Rd to Appy Ln	2L	11,706	607	0.63	C
	Appy Ln to Ponkan Rd	2L	13,416	711	0.48	D
	Ponkan Rd to Lester Rd/Yothers Rd	2L	17,383	868	0.87	C
	Lester Rd/Yothers Rd to SR 429 Connector Rd	2L	16,484	955	0.64	E
	SR 429 Connector Rd to US 441	2L	13,708	767	0.77	C
Sheeler Avenue						
	Monroe Ave to SR 436	2L	5,777	277	0.29	C
	SR 436 to US 441	3L	15,497	735	0.76	D
	US 441 to Apopka Blvd	2L	15,591	727	0.73	C
	Apopka Blvd to Cleveland St	2L	15,591	727	0.73	C
	Cleveland St to Keene Rd	2L	14,173	667	0.67	C
Wekiwa Springs Road/Piedmont-Wekiwa Road/Hiawassee Road						
	Votaw Rd to SR 436	5L	35,724	1,826	1.04	F
	SR 436 to Piedmont Lakes Blvd	5L	47,094	2,166	1.27	F
	Piedmont Lakes Blvd to US 441	5L	43,732	1,868	1.07	F
	US 441 to CR 424 (Apopka Blvd)	4LD	36,152	1,461	0.90	D
	CR 424 (Apopka Blvd) to SR 414	4LD	35,308	1,353	0.81	C
Welch Road						
	Vick Rd to Rock Springs Rd	2L	18,015	847	0.85	C
	Rock Springs Rd to Ustler Road	4LD	29,520	1,348	0.83	C
	Ustler Road to Thompson Rd	4LD	29,217	1,347	0.81	C
	Thompson Rd to Wekiva Springs Rd	4LD	26,119	1,319	0.79	C
2nd Street (Monroe Avenue)						
	US 441 to Park Ave	2L	1,653	106	0.10	D
4th Street						
	Bradshaw Rd to Marvin C Zanders Ave	2L	6,324	363	0.38	C
5th Street						
	Station St to Highland Ave	2L	7,351	422	0.43	D
6th Street						
	Station St to Alabama Ave	2L	8,596	435	0.45	D
	Alabama Ave to US 441	2L	4,799	270	0.27	C
8th Street						
	Park Ave to Alabama Ave	2L	11,978	626	0.58	D
9th Street						
	Central Ave to Park Ave	2L	7,906	323	0.34	C
10th Street						
	Alabama Ave to Sheeler Ave	2L	760	45	0.05	C
13th Street						
	Ocoee-Apopka Rd to Park Ave	2L	5,056	214	0.21	C
	Park Ave to Apopka Blvd	2L	6,822	356	0.36	C
Alabama Avenue						
	Monroe Ave to US 441	2L	590	48	0.04	D
Apopka Airport Road						
	W of US 441 to US 441	2L	1,122	82	0.09	C
Appy Lane						
	Plymouth-Sorrento Rd (CR 437) to Jason Dwelley Pkwy	2L	2,837	182	0.18	C

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Table TE-8: 2050 Roadway Level of Service

Roadway	Segment	Number of Lanes	Daily Volume	PHPD Volume	PHPD V/C	PHPD LOS
Binion Road/Orange Avenue						
	Ocoee-Apopka Rd to Harmon Rd	2L	10,107	551	0.55	C
	Harmon Rd to Boy Scout Rd	2L	11,277	547	0.55	C
	Boy Scout Rd to Lake View Dr	2L	13,971	1,157	1.16	F
	Lake View Dr to US 441	2L	10,069	516	0.54	C
Boy Scout Road						
	Binion Rd to Ocoee-Apopka Rd	2L	3,356	169	0.17	C
Bradshaw Road						
	US 441 to Ocoee-Apopka Rd	2L	13,903	683	0.71	C
Christiana Avenue						
	Monroe Ave to Votaw Rd	2L	2,816	187	0.19	C
Cleveland Street						
	Park Ave to Sheeler Ave	2L	3,489	144	0.14	C
Edgewood Drive						
	Monroe Ave to US 441	2L	9,408	699	0.65	D
Effie Drive						
	Sadler Rd to Ondich Rd	2L	682	50	0.05	C
Errol Parkway						
	Old Dixie Hwy to US 441	2L	18,534	866	0.90	D
General Electric Road						
	Hermit Smith Rd to Orange Ave	2L	3,772	141	0.15	C
Golden Gem Road						
	Ondich Rd to Sadler Rd	2L	6,100	447	0.45	C
	Sadler Rd to Ponkan Rd	2L	5,581	375	0.38	C
Grand Avian Parkway						
	Lust Rd to Peterson Rd	2L	7,811	384	0.38	C
Haas Road						
	Plymouth-Sorrento Rd (CR 437) to Mt Plymouth Rd	2L	2,205	116	0.08	B
Harmon Road						
	Binion Rd to Ocoee-Apopka Rd	2L	6,123	294	0.29	C
	Ocoee-Apopka Rd to Marden Rd	2L	6,123	294	0.29	C
Hawthorne Avenue						
	US 441 to Ocoee-Apopka Rd	2L	2,315	112	0.11	C
	Ocoee-Apopka Rd to 13th St	2L	2,285	114	0.11	C
Hermit Smith Road						
	Yothers Rd to US 441	2L	2,062	109	0.11	C
	US 441 to General Electric Rd	2L	4,546	277	0.29	C
	General Electric Rd to S of General Electric Rd	2L	574	31	0.03	C
Highland Avenue						
	Monroe Ave to US 441	2L	2,361	139	0.13	D
	US 441 to 6th St	2L	816	58	0.05	D
Hogshead Road						
	West of Hermit Smith Rd	2L	1,305	96	0.06	B
Jason Dwelley Parkway						
	Kelly Park Rd to Spinfisher Dr	2L	5,727	341	0.34	C
	Spinfisher Dr to White Dahlia Dr	2L	5,688	532	0.53	C
	White Dahlia Dr to Ponkan Rd	2L	4,833	373	0.37	C
Keene Road						
	Ocoee-Apopka Rd to Marden Rd	2L	9,946	478	0.32	D
	Marden Rd to Clarcona Rd	2L	11,491	532	0.36	D
	Clarcona Rd to Sheeler Ave	2L	19,110	823	0.55	E
Kelly Park Road						
	Round Lake Rd to W of Golden Gem Rd	2L	23,115	1,111	0.75	E
	W of Golden Gem Rd to Plymouth-Sorrento Rd (CR 437)	4LD	46,599	2,842	1.74	F
	Plymouth-Sorrento Rd (CR 437) to Jason Dwelley Pkwy	4LD	27,664	1,478	0.89	C

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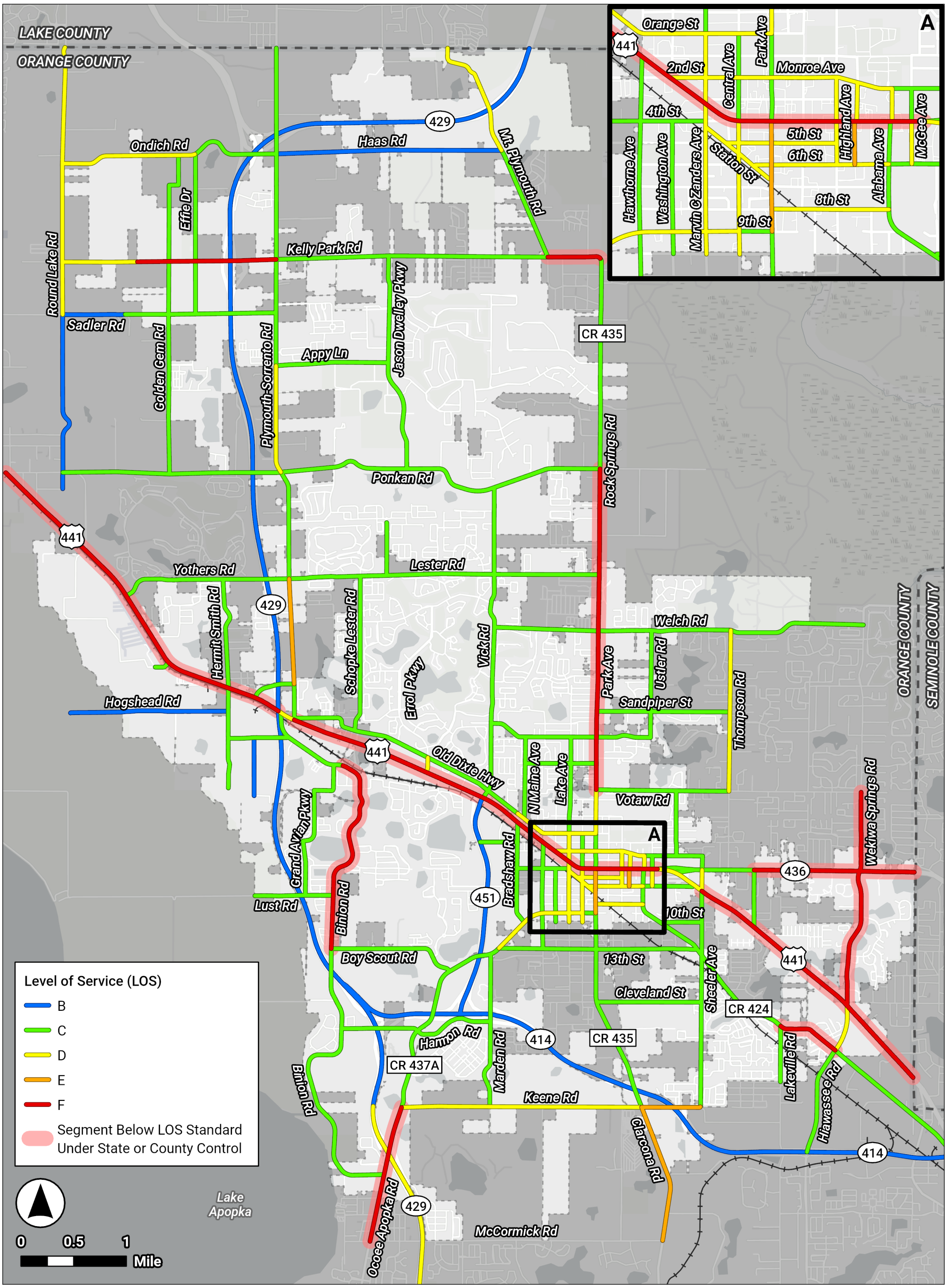
Table TE-8: 2050 Roadway Level of Service

Roadway	Segment	Number of Lanes	Daily Volume	PHPD Volume	PHPD V/C	PHPD LOS
	Jason Dwelley Pkwy to Mt. Plymouth Rd	2L	12,421	580	0.58	C
	Mt. Plymouth Rd to Rock Springs Rd	2L	18,651	1,025	1.03	F
King Street						
	Peterson Rd to Orange Ave	2L	1,903	94	0.09	C
Lake Avenue/Marvin C Zanders Avenue						
	Martin St to Orange St	2L	3,392	223	0.22	C
	Orange St to US 441	2L	2,508	133	0.12	D
	US 441 to 10th St	2L	2,322	155	0.14	D
Lester Road						
	Rock Springs Rd to Vick Rd	2L	11,389	551	0.55	C
	Vick Rd to Schopke Lester Rd	2L	12,805	607	0.61	C
	Schopke Lester Rd to Plymouth-Sorrento Rd (CR 437)	2L	10,536	632	0.63	C
Lust Road						
	Conrad Rd to Binion Rd	2L	1,352	60	0.06	C
Marden Road						
	Ocoee-Apopka Rd to Marden Ridge Lp	2L	10,053	431	0.43	C
	Marden Ridge Lp to SR 414	2L	5,969	292	0.30	C
	SR 414 to Keene Rd	2L	3,913	204	0.20	C
Marshall Lake Road						
	SR 451 to Bradshaw Rd	2L	1,065	79	0.08	C
Martin Street						
	Park Ave to Lake Ave	2L	5,588	271	0.27	C
	Lake Ave to Vick Rd	2L	11,176	662	0.66	C
McGee Avenue						
	6th Ave to US 441	2L	12,973	693	0.72	D
	US 441 to Monroe Ave	2L	8,093	602	0.60	C
Midland Avenue						
	US 441 to 6th St	2L	15,081	806	0.75	E
Monroe Avenue						
	Park Ave to Alabama Ave	2L	4,249	255	0.24	D
	Alabama Ave to Sheeler Ave	2L	5,777	277	0.28	C
Mt. Plymouth Road						
	Kelly Park Rd to Haas Rd	2L	11,938	703	0.70	C
	Haas Rd to Lake County Line	2L	8,719	435	0.29	D
North Maine Avenue						
	Martin St to Old Dixie Hwy	2L	6,388	345	0.35	C
Old Dixie Highway/West Highland Avenue/Orange Street						
	Plymouth-Sorrento Rd (CR 437) to Boy Scout Blvd	2L	4,618	244	0.25	C
	Boy Scout Blvd to Errol Pkwy	2L	900	53	0.06	C
	Errol Pkwy to Vick Rd	2L	6,232	553	0.57	C
	Vick Rd to Bradshaw Rd	2L	7,790	467	0.48	C
	Bradshaw Rd to Hawthorne Ave	2L	4,574	317	0.30	D
	Hawthorne Ave to Park Ave	2L	9,372	401	0.37	D
Ondich Road						
	Round Lake Rd to Effie Dr	2L	18,092	892	0.89	D
	Effie Dr to Plymouth-Sorrento Rd (CR 437)	2L	8,538	409	0.41	C
Peterson Road						
	Grand Avian Pkwy to King St	2L	9,080	446	0.45	C
Ponkan Road						
	Round Lake Rd to Plymouth-Sorrento Rd (CR 437)	2L	7,949	396	0.40	C
	Plymouth-Sorrento Rd (CR 437) to Vick Rd	2L	8,268	516	0.52	C
	Vick Rd to Rock Springs Rd	2L	8,791	606	0.61	C
Roger Williams Road						
	US 441 to SR 436	2L	8,639	354	0.37	C
Rogers Road						

Table TE-8: 2050 Roadway Level of Service

Roadway	Segment	Number of Lanes	Daily Volume	PHPD Volume	PHPD V/C	PHPD LOS
	Lester Rd to Parkside Meadow Dr	2L	3,943	206	0.21	C
Round Lake Road						
	Ponkan Rd to Sadler Ave	2L	3,622	197	0.13	B
	Sadler Ave to Kelly Park Rd	2L	10,409	525	0.35	D
	Kelly Park Rd to Ondich Rd	2L	7,735	467	0.31	D
	Ondich Rd to Lake County Boundary	2L	7,137	446	0.30	D
Sadler Road/Joey McGuckin Road						
	Round Lake Rd to Trussell Trl	2L	624	42	0.03	B
	Trussell Trl to Golden Gem Rd	2L	624	42	0.04	C
	Golden Gem Rd to Plymouth Sorrento Rd	2L	624	42	0.04	C
Sandpiper Street						
	Park Ave to Ustler Rd	2L	6,230	429	0.43	C
	Ustler Rd to Thompson Rd	2L	7,838	548	0.55	C
Schopke Lester Road						
	Lester Rd to Old Dixie Hwy	2L	6,642	356	0.36	C
Shelby Industrial Drive						
	S of General Electric Rd to General Electric Rd	3L	3,911	239	0.15	B
SR 429 Connector Road						
	US 441 to Plymouth-Sorrento Rd (CR 437)	4LD	27,618	1,220	0.75	C
Station Street						
	Marvin C Zanders Ave to Park Ave	2L	2,322	155	0.14	D
Summit Street						
	Rock Springs Rd to Maine Ave	2L	6,939	450	0.45	C
Tanglewilde Street						
	Rock Springs Rd to Ulster Rd	2L	1,501	85	0.09	C
Thompson Road						
	Welch Rd to Votaw Rd	2L	16,624	956	0.96	D
Ustler Road						
	Welch Rd to Sandpiper Rd	2L	1,365	98	0.10	C
	Sandpiper Rd to Tanglewild St	2L	1,722	129	0.13	C
Vick Road						
	US 441 to Old Dixie Hwy	4L	22,185	1,048	0.64	C
	Old Dixie Hwy to Ashworth Overlook Dr	4L	26,707	1,347	0.81	C
	Ashworth Overlook Dr to Martin St	4L	23,637	1,222	0.73	C
	Martin St to Welch Rd	4L	20,905	1,055	0.63	C
	Welch Rd to Lake Francis Dr	4L	19,002	990	0.59	C
	Lake Francis Dr to Lester Rd	4L	15,270	729	0.44	C
	Lester Rd to Ponkan Rd	4L	9,218	562	0.34	C
Votaw Road						
	Park Ave to Christiana Ave	2L	14,873	765	0.77	C
	Christiana Ave to Thompson Rd	2L	14,329	699	0.70	C
Washington Avenue						
	4th St to 10th St	2L	2,322	155	0.16	C
Yothers Road						
	US 441 to Hermit Smith Rd	2L	3,276	156	0.16	C
	Hermit Smith Rd to Plymouth-Sorrento Rd (CR 437)	2L	6,389	306	0.31	C

Map TE-15: 2050 Roadway Level of Service



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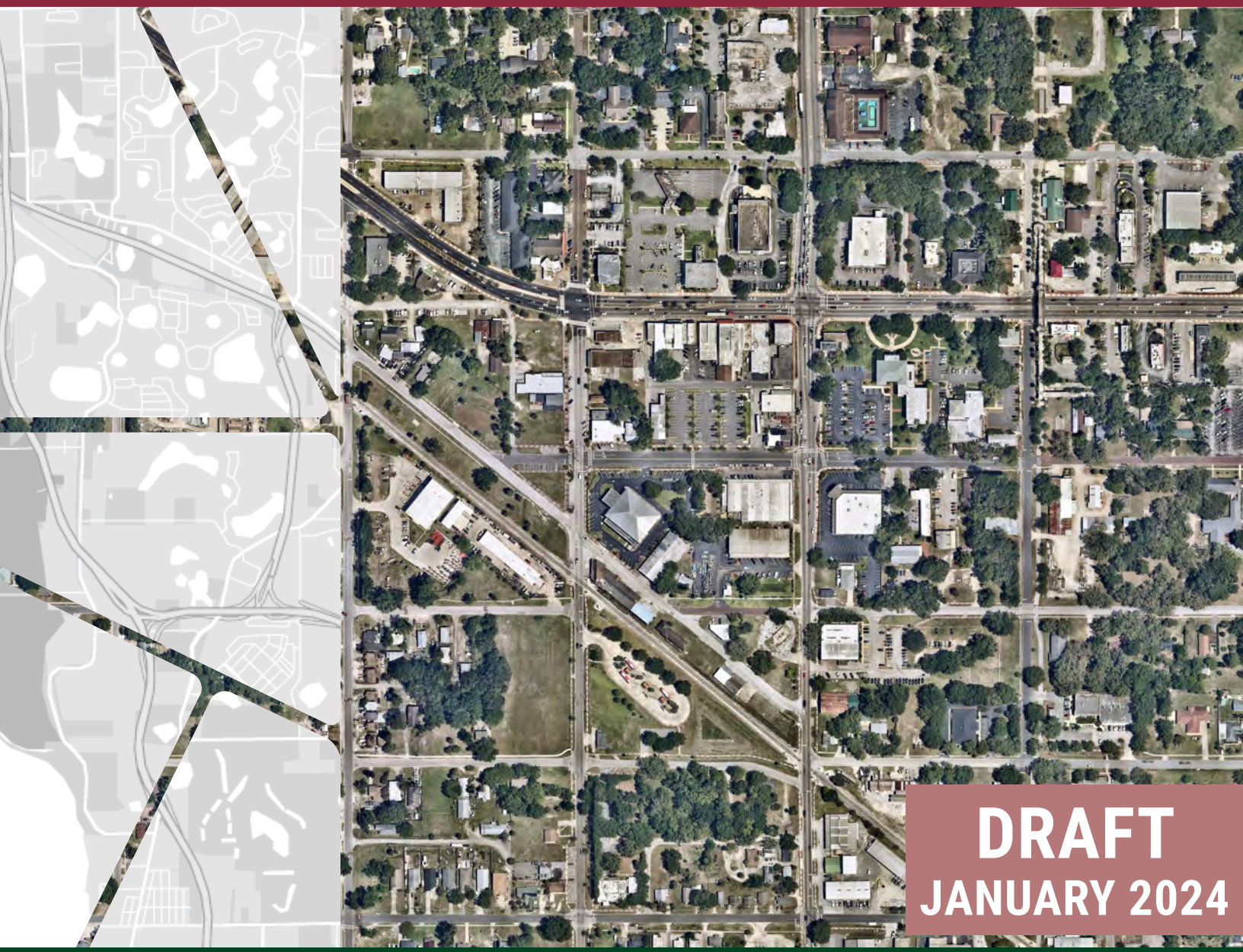
Transportation Element



DRAFT
JANUARY 2024

Prepared for: CITY OF APOPKA 1882 FLORIDA

Prepared by: Kimley»Horn

TRANSPORTATION ELEMENT

GOAL 1: PROVISION OF A RESILIENT, CONNECTED, MULTIMODAL TRANSPORTATION SYSTEM

To develop and maintain a resilient, connected multimodal transportation system that supports the needs of all users with respect to safety, mobility, access, and mode preference.

OBJECTIVE 1.1: INTERAGENCY COORDINATION

The City shall continue to maintain good relationships and partnerships with all appropriate local, regional, state, and federal agencies, the Counties of Orange, Lake, and Seminole, the Florida Department of Transportation (FDOT), Central Florida Expressway Authority, LYNX, Bike/Walk Central Florida, Florida Central Railroad (FCEN), CSX Transportation, and MetroPlan Orlando, to address mobility throughout the City through a multi-modal transportation system that includes enhanced facilities using Complete Streets concepts to address walking, bicycling, transit, vehicles (including electric), and roadways.

Policy 1.1.1: Monitor and coordinate with partner agencies to participate in development of complementary bike and pedestrian facilities as part of all road improvement projects. Coordinate with the FDOT District Five Pedestrian and Bicycle Safety Specialist regarding community outreach activities, High Visibility Enforcement (HVE) efforts with local law enforcement agencies, and resources available to address pedestrian and bicycle safety education and enforcement.

Policy 1.1.2: Monitor and coordinate with partner agencies to participate in development of roadway infrastructure within the City and across its jurisdictional borders.

OBJECTIVE 1.2: USE OF THE MULTIMODAL TRANSPORTATION SYSTEM

The City shall have policies that support the efficient use of the multimodal transportation system.

Policy 1.2.1: Manage the City transportation system effectively through the Transportation Element and the Land Development Code.

Policy 1.2.2: Periodically review the Land Development Code to determine the need for amendments to provide consistency with changes to road classifications, transit, bicycle, and pedestrian facility requirements, micromobility needs, access management regulations, and transportation systems management techniques.

Policy 1.2.3: Review proposed amendments to the Comprehensive Plan and Land Development Code to ensure compatibility with this Element.

Policy 1.2.4: At a minimum, updates to the City's Land Development Code and future plans shall consider the following:

- Provisions to control access points and minimize curb cuts on arterial and collector roadways, provide safe and convenient on-site traffic flow and provide sufficient on-site parking for motorized and non-motorized vehicles.
- How emerging transportation technologies will impact travel patterns, curb management, parking, loading/unloading demand, supporting infrastructure, and roadway design.
- Requirements for ride-share and on-demand transportation options and pedestrian and bicycle amenities for site plans for mixed-use, residential, commercial, industrial, and office buildings.
- Complete streets criteria
- Interconnected street network
- Transit opportunities through LYNX, SunRail, Florida Central Railroad (FCEN) and other providers
- Traffic calming strategies and the incorporation of roundabouts
- Freight mobility

Policy 1.2.5: Development and redevelopment within the City shall mitigate adverse transportation impacts to the multimodal transportation system, utilizing criteria related to the density/intensity, location of the development, and impact to the surrounding transportation network.

Policy 1.2.6: The City shall be prepared for future urban mobility changes including micromobility as a first/last mile access to other available transportation alternatives.

OBJECTIVE 1.3: FUTURE LAND USE, HOUSING, AND POPULATION

Coordinate the transportation system with the adopted Future Land Use Map series and ensure that existing and anticipated population changes, residential and non-residential land uses, and employment patterns are consistent with the mobility modes and services proposed to serve the City.

Policy 1.3.1: The City shall consider how proposed future land use amendments could impact the multimodal transportation system.

Policy 1.3.2: Review roadway improvements, new construction, and roadway extensions proposed by other agencies for consistency with the Future Land Use Map series of the Comprehensive Plan.

Policy 1.3.3: Appropriate transportation study shall be required of new development, where applicable, as a tool to monitor development impacts.

Policy 1.3.4: Implement land use strategies that support "park once environments" and increase vehicular trip capture.

OBJECTIVE 1.4: STREET NETWORK AND CONNECTIVITY

The City shall continue to maintain and enhance the integrity of the existing grid network to ensure safety, convenient property access, and neighborhood character are enhanced via connectivity with the surrounding street network.

Policy 1.4.1: City roads shall be periodically evaluated to address changing characteristics of land uses to ensure adequate levels of safety and efficiency.

Policy 1.4.2: To provide continuous circulation systems for pedestrians, bicyclists, and automobiles, unconnected streets (cul-de-sacs, T-turnarounds, and dead ends) shall be avoided. These are undesirable as a connected system is preferred. Alternative strategies to preserving neighborhood character, such as traffic calming, wayfinding, contextual roadway geometry design choices, traffic control devices, etc., shall be encouraged over the use of suburban, vehicle-centric strategies. In places where an unconnected street cannot be avoided, pedestrian and bicycle connectivity shall be

provided to the fullest extent possible. These strategies shall be prioritized in all new development.

Policy 1.4.3: To promote communities that are physically connected to each other, and to foster community and connectedness beyond the development, all development plans shall include streets stubbed to the boundary of the development in all major directions. Development plans shall include streets connecting to all streets stubbed to the boundary of adjacent development plans. The requirements of this policy do not apply if an existing physical condition precludes development of a connecting street on the adjacent property.

Policy 1.4.4: As properties are developed or redeveloped the City shall require the use of shared driveways and cross access easements to reduce the number of driveways on arterial and collector roadways.

Policy 1.4.5: Reduce vehicle dependence, promote non-vehicular travel, and decrease Vehicle Miles Traveled (VMT), through development of mixed-use projects by requiring vehicular and pedestrian interconnection between adjacent properties, and by providing connections to transit facilities.

Policy 1.4.6: Seek opportunities to acquire lands for public parking to support "park once environments," transit service, and park-and-ride lot(s). Such facilities may consist of separate designated parking lots, leased lots, or shared-use facilities.

Policy 1.4.7: The City shall require the implementation of traffic calming measures, to limit vehicular traffic speeds and to safely accommodate other transportation modes.

OBJECTIVE 1.5: RESILIENCY

The City shall work with and encourage County, Regional, and State agencies to provide improved and resilient multimodal facilities, safe and convenient public transit terminals, and accommodation of the special needs of the transportation disadvantaged while acknowledging environmental conditions.

Policy 1.5.1: Develop a multimodal transportation system that reduces reliance upon single occupant vehicles and increases the use of public transit, bicycle, pedestrian, and other modes to reduce adverse environmental impacts and promote resiliency.

Policy 1.5.2: Heat island effects on active transportation or transit travelers shall be mitigated by techniques including tree planting, shading or cooling locations, and covered transit stations.

Policy 1.5.3: The City shall partner with appropriate agencies to develop evacuation plans for emergencies and severe weather events.

Policy 1.5.4: Utilize Transportation Management Systems (TMS) and low-cost capital improvements to maximize the efficiency of the existing transportation system that supports land use patterns that promote the use of public transit whenever possible to reduce adverse environmental impacts.

Policy 1.5.5: Reduce reliance on single occupancy vehicles utilizing the following strategies:

- Transportation demand management planning
- Transportation management system planning
- Updating parking standards/regulations
- Design parking facilities to safely and conveniently accommodate pedestrians and bicyclists
- Landscaped and shaded routes and transit shelters as amenities to pedestrian, bicycle, micromobility, and transit facilities.

OBJECTIVE 1.6: SUPPORT FOR MIXED-USE DEVELOPMENT

The City shall seek to balance safety, efficiency, LOS, and strategic mode choice.

Policy 1.6.1: Within areas designed for mixed-use development, alternative roadway standards shall be considered in order to promote a walkable, mixed-use activity center. Alternative standards include but are not limited to enhanced streetscape standards and prioritizing safety over operational efficiency.

Policy 1.6.2: Within areas designed for mixed-use development, multimodal facilities, especially those for pedestrians and bicyclists, shall be prioritized.

Policy 1.6.3: New developments shall have multimodal connectivity with adjacent or nearby existing development and undeveloped areas (or redevelopment areas).

Policy 1.6.4: Within areas designated for mixed-use development, on-street parking shall be encouraged to support Complete Street ideology.

Policy 1.6.5: Interconnected pedestrian and bicycle access ways shall be provided near public uses such as schools, libraries, parks, intermodal transit stops and nodes, and between residential and commercial developments in new development proposals.

Policy 1.6.6: The City shall explore the possibility of converting two-way roads to one-way facilities in the downtown, and, when appropriate, throughout the City.

OBJECTIVE 1.7: PROVIDE A SAFE AND COMFORTABLE TRANSPORTATION SYSTEM FOR MULTIPLE MODES OF TRAVEL

The City shall emphasize safety and seek to reduce the number and severity of crashes, especially those involving pedestrian, cyclists, and transit.

Policy 1.7.1: Consistent with Complete Streets principles, streets shall be designed for people of all ages and abilities regardless of transportation mode preference, promote active transportation and transit use, improve community connections and safety, and foster human interaction.

Policy 1.7.2: The City shall implement principles consistent with Vision Zero and Target Zero.

Policy 1.7.3: Study local neighborhood traffic volumes and speeds where demonstrated problems exist, implement appropriate responses such as, speed monitoring and enforcement, traffic calming devices, turn restrictions, and roundabouts.

Policy 1.7.4: Monitor crash rates to track progress on reducing fatalities and serious injuries.

Policy 1.7.5: Collaborate with the local/regional transportation agencies, Florida Department of Transportation (FDOT), law enforcement, the School Board, and other related agencies to implement Vision Zero and Target Zero strategies.

Policy 1.7.6: Identify target speeds for City roads, coordinate with FDOT to identify target speeds for State roads, and coordinate with the County to identify target speeds on County roads.

OBJECTIVE 1.8: PEDESTRIAN, BICYCLIST, AND MICROMOBILITY CONNECTIVITY AND SAFETY

The City shall address existing and potential safety issues for pedestrians, bicyclists, and micromobility users.

Policy 1.8.1: Review development regulations and make necessary adjustments to standards for roadway construction or roadway enhancement projects to enhance pedestrian safety including requirements for sidewalks and lighting, as well as pedestrian crossings that are specifically designed for the safe crossing of major, multi-lane higher speed roadway facilities.

Policy 1.8.2: Identify lighting needs along roadways and bicycle and pedestrian facilities including trails and sidewalks.

Policy 1.8.3: Seek opportunities for multi-use trails to connect schools, neighborhoods, parks, greenways, and civic, residential, and commercial districts.

Policy 1.8.4: Include the construction of sidewalks and bike accommodations in all projects; include ample signage and pedestrian signalization provisions to designate and promote preferred non-vehicular routes.

Policy 1.8.5: Require pedestrian, bicycle, and appropriate lighting facilities in all roadway improvement projects.

Policy 1.8.6: Implement traffic calming and speed reduction strategies to improve pedestrian, bicyclist, and micromobility users experience and interactions with motorists.

Policy 1.8.7: Prioritize filling trail and sidewalk gaps and connecting people to existing trail and sidewalk facilities.

Policy 1.8.8: The City shall create design construction standards for sidewalks, trails, and multi-use paths, in which the Community Development Director has the authority to allow different width based on surrounding context and site conditions.

Policy 1.8.9: Pedestrian, bicycle, and micromobility should provide effective and convenient access to all development. Main public entrances to buildings should include direct pedestrian access points from adjacent sidewalks and bikeways to parking areas.

OBJECTIVE 1.9: LEVEL OF SERVICE GUIDANCE

Adopt level of service standards for all modes of transportation.

Policy 1.9.1: The City shall coordinate the transportation system with existing and future land uses as shown on the Future Land Use Map.

Policy 1.9.2: The City shall use the most recent Florida Department of Transportation Quality/Level of Service Handbook criteria, as amended, as a general basis for the City's level of service standards.

Policy 1.9.3: The City shall maintain the following transportation level of service standards:

Jurisdiction	Level of Service (LOS)
State Roads	LOS D
City & County Roads	LOS E

Policy 1.9.4: On a periodic basis, update the Capacity Management System (CMS) Report to include existing and anticipated capacities, levels of service and other relevant metrics and publish it for public review and use.

Policy 1.9.5: Operational improvements will be considered in lieu of roadway widening for future City roadway deficiencies. For roadway segments under State or County jurisdiction, the City shall coordinate with the respective agencies regarding projects to improve levels of service.

OBJECTIVE 1.10: SUPPORT FOR TRANSIT

The City shall encourage the provision of efficient public transit services based upon existing and proposed major trip generators and attractors, safe and convenient public transit terminals, land uses, and accommodation of special needs of the transportation disadvantaged.

Policy 1.10.1: The City shall coordinate with appropriate partners to support public transit including, but not limited to, commuter rail, light rail, circulator systems, bus rapid transit (BRT), or a trolley system.

Policy 1.10.2: The City shall coordinate with Lynx on construction of transit shelters and/or transit shelter lighting.

Policy 1.10.3: The City shall explore opportunities to promote transit connections by modes such as bus, trolley, and rail connections.

Policy 1.10.4: Transit-oriented development shall be encouraged near existing transit routes, in the Community Redevelopment Agency (CRA) district and other high density and mixed-use areas such as City Center, the Kelly Park Interchange Form Based Code Area, and the Floridian Town Center.

GOAL 2: TRANSPORTATION INFRASTRUCTURE

Accommodate multimodal transportation systems throughout the City. The City shall coordinate with surrounding jurisdictions.

OBJECTIVE 2.1: CITY ROADS

City roads will be designed using standards that meet the objectives and policies in Goal 1.

Policy 2.1.1: Continually evaluate and be prepared for emerging transportation technologies including, but not limited to, micromobility, autonomous vehicles, enhanced real-time communication, Intelligent Transportation System (ITS), and Mobility as a Service (MaaS), in relation to the impacts these advancements will have on transportation, land use, and urban design.

Policy 2.1.2: The City shall support Intelligent Transportation Systems (ITS) and transportation systems management techniques to encourage the most efficient use of its transportation infrastructure. These improvements may include a fiber optic network to allow for signal timing coordination.

Policy 2.1.3: All new roads shall be constructed to City standards.

OBJECTIVE 2.2: COMPLETE STREETS

Prioritize Complete Streets efforts which will enhance mobility and overall experience utilizing the transportation system and protect vulnerable users.

Policy 2.2.1: Implement complete streets principles in the planning, programming, and construction of all new City roadways, redesigned, and resurfacing design of existing roadways to address the needs to all users, including motorists, bicyclists, transit riders, and pedestrians of all ages and abilities.

Policy 2.2.2: Support a pleasant environment for pedestrians and bicyclists through the incorporation of appropriate lighting, shade, and transit shelters. Roadways shall be designed based on the desired future land use context based on the FDOT Design Manual, as amended.

Policy 2.2.3: Support a pleasant environment for pedestrians and bicyclists through the incorporation of appropriate lighting, shade, and transit shelters.

Policy 2.2.4: Roadways shall be designed based on the desired future land use context based on the FDOT Design Manual, as amended, whenever possible.

Policy 2.2.5: The City will coordinate with FDOT District 5 to incorporate the appropriate context classification. Complete Streets elements are understood to include but are not limited to the following: bike lanes, buffered bike lanes, multi-use trails/shared use paths, cycle tracks, good sidewalk design, crosswalks, interactive flashing beacon, pedestrian hybrid beacon, curb extensions/bulb-outs, median islands/refuges, lighting, on-street parking, shading/trees, bus shelters, road diets.

Policy 2.2.6: Employ context-sensitive and user appropriate FDOT Design Manual guidelines and FDOT Context Classification Guide to implement strategies such as buffered bike lanes, sidewalks on both sides of roadways, frequently spaced crosswalks, safety lighting, and landscaping. Streets should be designed to include frequent pedestrian crossings, safe target speeds, prioritization of active transportation users' safety, and adequate visibility to ensure that vulnerable users are prioritized, and fatal and severe crashes are eliminated.

Policy 2.2.7: Where appropriate, follow the FDOT Design Manual guidelines and FDOT Context Classification Guide to prioritize safety of vulnerable users, inform the provision and maintenance of on-street parking, access management, interactions among modes, street design and curbside management. The City shall consider the scale and character of surrounding land use and Complete Streets in the design and construction of new roadways and the widening of existing roadways.

Policy 2.2.8: Where pavement widths and right-of-way meet adopted standards, roadways will only be widened for mobility improvements for bicycles and pedestrians, for intersection improvements, or to accommodate stormwater infrastructure to address flooding.

Policy 2.2.9: Establish/maintain a streetscape beautification program for public rights of way and adopt standard street cross sections for implementation City-wide.

Policy 2.2.10: The City shall pursue supplemental funding sources including federal and state grants and private contributions to fund all identified roadway/multimodal network improvements.

OBJECTIVE 2.3: TRAILS

The City will adopt a Trails Master Plan based on an Active Transportation Network Study.

Policy 2.3.1: Ensure trails connect across jurisdictional lines by using the City of Apopka, City of Ocoee, Lake County, Seminole County, and Orange County Trails Master Plans to promote and guide the expansion of the transportation network with interconnected, non-motorized bicycling and walking corridors.

Policy 2.3.2: Designate critical corridors to prioritize the importance of trail connectivity and expansion between Apopka Downtown, the City Center, the Wildlife Park, West Orange Trail, the Lake Apopka Trail, Kelly Park Interchange Area, and other growth areas.

Policy 2.3.3: Critical gaps in existing trails shall be prioritized to connect more cyclists to the existing trail network.

Policy 2.3.4: New bikeways in the City, including new and retrofitted bike lanes, bike-paths, trails, and multipurpose paths should comply with the minimum standards for the trail type designation standards set forth in the City's Land Development Code and the future Trails Masterplan.

Policy 2.3.5: In conjunction with new development or road improvements, sidewalks wide enough to serve bicycle and micromobility traffic should be established on one side of every arterial and collector street, with sidewalks for pedestrian use also established on the opposite side of all arterial streets. The minimum sidewalk width shall be 6 feet in width but may be wider. Where sidewalks are not feasible, the City shall establish an in-lieu fee for developers.

Policy 2.3.6: The City shall study the need for and locations of mid-block pedestrian crossings.

OBJECTIVE 2.4: RIGHT-OF-WAY

Maintain standards for minimum rights-of-way widths for each type of roadway.

Policy 2.4.1: Properties containing planned roadways and trail connections shall work with the City during development to ensure that adequate right-of-way dedication is achieved.

Policy 2.4.2: Increase the infrastructure and operational efficiency of the roadway and intermodal transportation system against flooding and other climate hazards through strategies such as improvements to stormwater, low impact development practices (LID), green infrastructure, raised elevations, or detour strategies.

Policy 2.4.3: All new lighting, and lighting being replaced, within the public rights-of-way shall be LED, or shall have the Community Development Director's written approval.

Policy 2.4.4: The City shall not abandon, sell, or otherwise convey existing rights-of-way for roadways from public ownership unless a determination has been made that the right-of-way will not be needed for future improvements.

Policy 2.4.5: The City shall negotiate the acquisition of roadways from Orange County, in order to transfer roadways that are brought up to City roadway standards in the City Land Development Code or this Comprehensive Plan at the time of the transfer. The City shall adhere to applicable Joint Planning Agreements (JPA's) and Florida Statute.

Policy 2.4.6: Protect the right-of-way widths for existing or future roadways in the City by requiring appropriate setbacks when issuing development orders.

Policy 2.4.7: Consider and encourage the preservation of existing rail infrastructure to maintain the potential for future passenger and freight for goods and people. Rail crossings shall be strategically preserved throughout the City.

Policy 2.4.8: The City will coordinate with the appropriate entities to ensure continued operational access for the railroad lines in the City to serve development and redevelopment.

OBJECTIVE 2.5: WAYFINDING AND MOBILITY

The City shall implement wayfinding mechanisms that provide clear and visually engaging guidance for the City's residents and visitors.

Policy 2.5.1: Wayfinding devices shall appropriately scale directional signage for vehicular, bicyclist, micromobility, and pedestrian travel routes, the location of major civic uses, and the location of bicycle or vehicle parking.

Policy 2.5.2: Signage shall be designed with regards to color and style as required by the City.

OBJECTIVE 2.6: TRAFFIC CONTROL

Prioritize safety and efficiency in traffic control design and operations.

Policy 2.6.1: The City shall promote the use of roundabouts as a way to reduce serious injuries and fatalities and improve traffic flow efficiency.

Policy 2.6.2: Roundabouts may be evaluated for operational feasibility for existing intersections and future intersections with a demonstrated need for traffic control improvements.

Policy 2.6.3: Roundabouts shall be designed to accommodate all users, including pedestrians, bicyclists, passenger vehicles, and depending on location, freight, and commercial vehicles.

OBJECTIVE 2.7: PROVISION OF ADEQUATE PARKING

Optimize and activate existing parking infrastructure with respect to future land use, address future parking needs, and evaluate technology to manage parking demand and mitigation strategies.

Policy 2.7.1: The City shall provide or require the provision of adequate parking and traffic flow design to mitigate over-flow parking problems for public and private facilities.

Policy 2.7.2: Vehicle parking supply shall be based on average demand, not peak demand, using shared vehicle parking to accommodate demand peaks.

Policy 2.7.3: Support the use of electric vehicles by adopting electric vehicle charging station standards into the Land Development Code.

OBJECTIVE 2.8: AVIATION

Pursuant to FS 163.3177(6)(b), the City shall promote land use compatibility around airports.

Policy 2.8.1: The City shall ensure that the aviation section of the Transportation Element is consistent to the maximum extent feasible with all applicable federal, state, and regional aviation plans.

Policy 2.8.2: The City shall coordinate as needed with the Federal Aviation Administration (FAA), FDOT, and MetroPlan Orlando, to address land use decisions affecting access to the airports.

Policy 2.8.3: The City shall monitor all proposed expansions of aviation facilities in the city for consistency with the City's Future Land Use Element.

Policy 2.8.4: The City may implement and enforce airport zoning regulations. These regulations may include height, noise, clear zone, and land use requirements. These requirements may apply to the airport and nearby properties.

GOAL 3: TRANSPORTATION FUNDING AND CAPITAL IMPROVEMENT PLAN

Fund the City's multimodal transportation network.

OBJECTIVE 3.1: FUNDING SOURCES

Develop financially sustainable transportation system which meets the needs of the city's residents and visitors.

Policy 3.1.1: The City shall administer a multimodal transportation network compatible with the other sections of this Comprehensive Plan, compliant with all applicable Florida Statutes in a financially responsible manner. The City shall coordinate with FDOT, Orange County, MetroPlan Orlando, adjacent municipalities, and other relevant public and private entities to support and engage in cooperative funding of transportation improvements.

Policy 3.1.2: The City shall evaluate the Transportation Impact Fees at least every five (5) years to ensure that the City's transportation system is responsive to transportation needs generated by new growth and development.

Policy 3.1.3: In addition to paying impact fees or other applicable development-related fees, new developments, and redevelopments shall be responsible for the cost of site-related road and traffic operations improvements that are necessary for safe and adequate multimodal access to the development site. This requirement shall apply citywide to City, County, and State roads as allowed by the applicable jurisdiction and pursuant to Florida Statutes.

Policy 3.1.4: Improvements to the transportation network may be funded and built in accordance with this element by developers or other private sector parties pursuant to written agreements with the City for City roads.

Policy 3.1.5: The City shall commit funds annually through the Capital Improvement Program for the implementation of the multimodal transportation system, Trails Master Plan, and future Transportation Master plans.

Policy 3.1.6: The City shall participate in funding a capital improvement program that will improve the transportation system over the planning periods.

OBJECTIVE 3.2: ADDITIONAL FUNDING

The City shall pursue new sources of transportation funding to fully implement this element.

Policy 3.2.1: The City shall negotiate with the County and state to share funding responsibilities on multi-jurisdictional projects.

Policy 3.2.2: Evaluate ways to fund Complete Street efforts through local, regional, state, federal, and private sector assistance.

GLOSSARY

Context Classification – Context classification is how FDOT broadly designates roadways in the state of Florida. Various elements such as land uses, development patterns, and roadway connectivity along a roadway guide how a roadway is classified. Context classification is used to determine service volume thresholds as well as criteria for roadway design elements.

Functional Classification – Functional classification is based on the agreement between FDOT, MetroPlan Orlando, and the Federal Highway Administration (FHWA). Functional classification is the process of streets and highways being grouped into classes or systems according to the character of service they provide. The designation of functional classification is made at least once every 10 years following the decennial Census.

Heat Island – Structures such as buildings, roads, and other infrastructure absorb and re-emit the sun's heat more than natural landscapes such as forests and water bodies. Urban areas, where these structures are highly concentrated and greenery is limited, become "islands" of higher temperatures relative to outlying areas. These pockets of heat are referred to as "heat islands." Heat islands can form under a variety of conditions, including during the day or night, in small or large cities, in suburban areas, in northern or southern climates, and in any season. A review of research studies and data found that in the United States, the heat island effect results in daytime temperatures in urban areas about 1–7°F higher than temperatures in outlying areas and nighttime temperatures about 2–5°F higher.

High Visibility Enforcement (HVE) – A universal traffic safety approach designed to create deterrence and change unlawful traffic behaviors. HVE combines highly visible and proactive law enforcement targeting a specific traffic safety issue. Law enforcement efforts are combined with visibility elements and a publicity strategy to educate the public and promote voluntary compliance with the law.

Level of Service (LOS) – A quantitative way to rate the operating conditions of a roadway or intersection based on factors such as speed, travel time, maneuverability, delay, and safety. LOS is categorized into six "grades", with LOS A having the least delay and highest comfort, and LOS F having the highest delay and least comfort. A common misconception is that LOS grades correlate to school letter grades. A roadway operating at LOS A during the peak demand period could be an indicator of inefficient use of limited funding.

Micromobility – Small, lightweight vehicles, usually scooters or bicycles, driven by individuals over relatively short distances, often available for rent via dockless sharing. Usually, micromobility devices are electric powered but do not have to be.

Mobility as a Service (MaaS) – A recent trend that integrates various transportation options and operators under a digital platform like an app to make getting around urban areas easier. The concept describes a shift away from personally owned modes of transportation and towards transportation services provided on demand.

Park-Once-Environment – Centralized or shared parking in walkable areas such that the user could walk to a variety of land uses (offices, stores, residences, etc.) using only one parking space. Also known as "Park-Once-And-Walk" or "Walkable-Parking".

Ridesharing – Travel in a private vehicle driven by its owner, free or for a fee, especially as part of an arrangement made using a website or app.

Target Speeds – The highest speed at which vehicles should operate on a roadway in a specific context, consistent with the level of multi-modal activity generated by adjacent land uses, to provide both mobility for motor vehicles and a supportive environment for pedestrians, bicyclists, and public transit users.

Transit Oriented Development (TOD) – Creation of compact, walkable, pedestrian-oriented, mixed-use communities centered around high-quality transit systems. This makes it possible to live a lower-stress life without complete dependence on a car for mobility and survival.

Vulnerable Road User – As defined in Florida Statute 316.027: A pedestrian, including a person actually engaged in work upon a highway, or in work upon utility facilities along a highway, or engaged in the provision of emergency services within the right-of-way; a person operating a bicycle, an electric bicycle, a motorcycle, a scooter, or a moped lawfully on the roadway; a person riding an animal; a personal lawfully operating on a public right-of-way, crosswalk, or should over the roadway; a farm tractor or similar vehicle design primarily for farm use; a skateboard, roller skates, or in-line skates; a horse-drawn carriage; an electric personal assistive mobility device; or a wheelchair.

ORDINANCE NO. 3029

AN ORDINANCE OF THE CITY OF APOPKA, FLORIDA, ADOPTING AND ENACTING A NEW TRANSPORTATION ELEMENT FOR THE COMPREHENSIVE PLAN, PROVIDING FOR THE REPEAL OF CERTAIN ORDINANCES OR PARTS OF ORDINANCES IN CONFLICT HEREWITH; PROVIDING A PENALTY FOR THE VIOLATION THEROF; PROVIDING FOR THE MANNER OF AMENDING SUCH CODE; AND PROVIDING WHEN SUCH CODE AND THIS ORDINANCE SHALL BECOME EFFECTIVE.

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. 2998 on April 19, 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. Transportation Element. Repeal and replace the Transportation Element of the City of Apopka Comprehensive Plan.

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

ADOPTED at a regular meeting of the City Council of the City of Apopka, Florida, this _____ day of _____, 2024.

READ FIRST TIME: April 17, 2024

READ SECOND TIME AND ADOPTED: _____

ATTEST:

_____
Susan Bone, City Clerk

_____
Bryan Nelson, Mayor

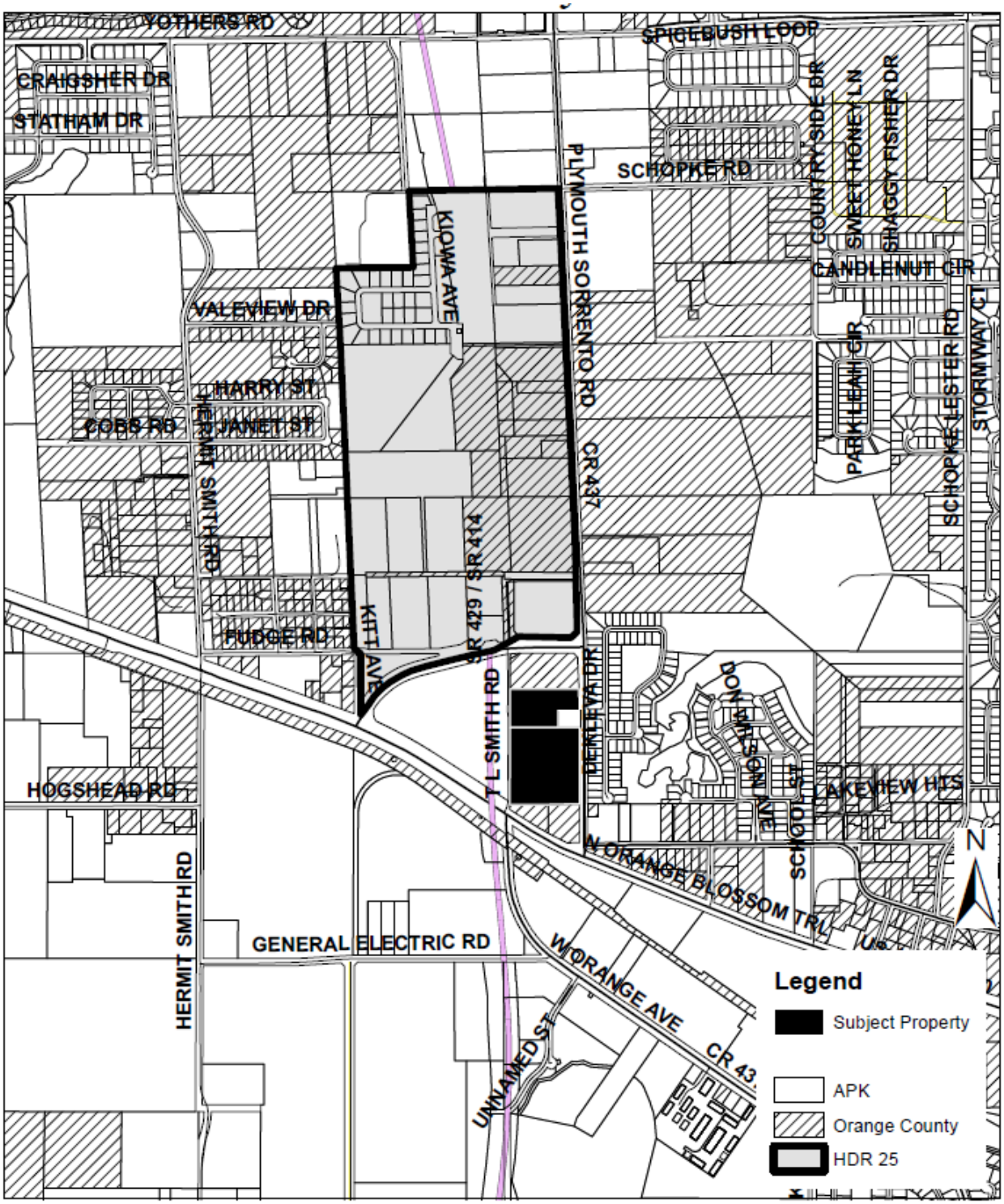
Approved as to form and legal sufficiency:

_____
Cliff Shepard, City Attorney

DULY ADVERTISED FOR PUBLIC HEARING: March 29, 2024

EXHIBIT "A"

Parcel Identification Number(s): 06-21-28-7172-08-050 and 06-21-28-7172-08-040



PUBLIC HEARING NOTICE
COMPREHENSIVE PLAN TRANSPORTATION ELEMENT
CITY OF APOPKA

NOTICE is hereby given that the City of Apopka City Council will consider an update to the Comprehensive Plan.

ORDINANCE NO. 3029

AN ORDINANCE OF THE CITY OF APOPKA, FLORIDA, ADOPTING AND ENACTING A NEW TRANSPORTATION ELEMENT FOR THE COMPREHENSIVE PLAN, PROVIDING FOR THE REPEAL OF CERTAIN ORDINANCES OR PARTS OF ORDINANCES IN CONFLICT HEREWITH; PROVIDING A PENALTY FOR THE VIOLATION THEROF; PROVIDING FOR THE MANNER OF AMENDING SUCH CODE; AND PROVIDING WHEN SUCH CODE AND THIS ORDINANCE SHALL BECOME EFFECTIVE.

Public Hearing on Ordinance No. 3029 will be held in the Apopka Council Chambers, 120 East Main Street, Apopka, Florida 32703 on the following date and time, or shortly thereafter, to consider said Amendment:

Planning Commission – Public Haring:
Tuesday, April 9, 2024 at 5:30 P.M.

City Council – First Reading:
Wednesday, April 17, 2024 at 7:00 P.M.

The proposed update to the Comprehensive Plan Transportation Element may be inspected by the public at the Apopka City Hall, in the Community Development Department at 120 East Main Street, Apopka, Florida between the hours of 8:00 a.m. and 4:30 p.m. weekdays. Telephone number: 407-703-1712.

All interested parties may appear and be heard with respect to these hearings. Please be advised that, under State Law, if you decide to appeal a decision made with respect to this matter, you will need a record of the proceedings and may need to ensure that a verbatim record is made, which record includes the testimony and evidence upon which the appeal is to be based. In accordance with the Americans with Disabilities Act (ADA), persons with disabilities needing assistance to participate in any of these proceedings should contact the City Clerk's Office at 120 East Main Street, Apopka FL 32703, Telephone: 407-703-1704, no less than 48 hours prior to the proceeding.

Apopka City Council
Apopka Planning Commission
Community Development Department

March 29, 2024

City of Apopka
PLANNING COMMISSION STAFF REPORT

Section: SITE PLANS
Item #: 1.
Meeting Date: April 9, 2024
Department: Community Development

SUBJECT:
Quasi-Judicial - Crossroads at Kelly Park, Phases 1-2, 1-3 and 2 - Plat

REQUEST:
Recommend approval of the Crossroads at Kelly Park, Phases 1-2, 1-3 and 2 – Plat.

SUMMARY:
Owner(s): Kelly Park Land Investments, LLC & Galvin Land Services LLC
Applicant(s): Poulos & Bennett, LLC c/o Melissa Martinez
Tract Size: 150.19 +/- acres
Parcel Identification Number(s): 11-20-27-0000-00-003, 11-20-27-0000-00-013, 11-20-27-0000-00-036 and 11-20-27-0000-00-070
Location: 4510 Ondich Road
Future Land Use: Mixed Use
Zoning: KPI-MU (Kelly Park Interchange - Mixed-Use)
Project Manager: Jean Sanchez

Zoning Report:

Direction	Future Land Use	Zoning	Present Use
North	Rural Settlement and County Rural	AG (Agriculture(and County A-1 (Citrus Rural)	
South	Rural Settlement	AG and County A-1	
East	Mixed-Use	KPI-MU (Kelly Park Interchange - Mixed-Use)	
West	Rural Settlement	AG and RCE (Resicential County Estates)	

PROJECT SUMMARY:

The applicant has submitted the Crossroads at Kelly Park, Phases 1.2, 1-3 and 2 – Plat to create stormwater tracts, roads and other infrastructure to support the previously approved projected expansion of the Crossroads at Kelly Park development. The Plat is consistent with all Crossroads at Kelly Park phases approved by the City Council and the Crossroads Ph 1-2, 1-3 & 2 Master Infrastructure - Construction Site Plan approved by the Development Review Committee on September 6, 2023.

The Development Review Committee (DRC) has found that the applicant demonstrates there is competent substantial evidence in the record that all of the following standards are met:

The plat and its general layout and design comply with all applicable standards in Article 5: Development Standards, and Article 6: Environmental Standards;
The plat complies with all conditions of approval in any development approval or permit to which it is subject;
The plat conforms to the requirements of Chapter 177, Florida Statutes before recordation and per the review and determination of the City Surveyor;
The plat conforms to any development plan (major or minor) to which it is a part; and
The plat complies with all other applicable standards in this LDC and all other City regulations.

ACCESS:

The access to the development is on Kelly Park Road via Waypointe Boulevard.

PUBLIC HEARING SCHEDULE:

April 9, 2024 - Planning Commission (5:30 P.M.)
May 1, 2024 - City Council (1:30 P.M.)

FUNDING SOURCE:
Not applicable.

RECOMMENDED MOTION:

Development Review Committee (DRC):

Recommends approval of the Crossroads at Kelly Park, Phases 1-2, 1-3 and 2 – Plat.

Recommended Motion - Planning Commission:

Recommend approval of the Crossroads at Kelly Park, Phases 1-2, 1-3 and 2 – Plat.

ATTACHMENTS:
1. Crossroads at KP 1-2, 1-3 & 2 - Plat
2. Maps

CROSSROADS AT KELLY PARK PHASES 1-2, 1-3 AND 2

SHEET 1 OF 5

LYING IN SECTION 11, TOWNSHIP 20 SOUTH, RANGE 27 EAST
CITY OF APOPKA, ORANGE COUNTY, FLORIDA

LEGAL DESCRIPTION

A TRACT OF LAND LYING IN SECTION 11, TOWNSHIP 20 SOUTH, RANGE 27 EAST, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTH QUARTER CORNER OF SAID SECTION 11, FOR A POINT OF REFERENCE; THENCE SOUTH 00°17'05" EAST ALONG THE WEST LINE OF THE NORTHEAST QUARTER OF SAID SECTION 11, RUN 30.00 FEET TO A POINT ON THE SOUTHERLY RIGHT-OF WAY LINE OF ONDICH ROAD, SAID POINT ALSO BEING OF THE POINT OF BEGINNING; THENCE NORTH 89°08'52" EAST ALONG THE SAID SOUTHERLY RIGHT-OF-WAY LINE, 1328.91 FEET TO THE WEST LINE OF THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER OF SAID SECTION 11. THENCE DEPARTING SAID SOUTHERLY RIGHT-OF-WAY LINE, RUN SOUTH 00°22'34" EAST ALONG THE WEST LINE OF THE NORTHEAST QUARTER OF SAID SECTION 11, RUN 489.84 FEET; THENCE DEPARTING SAID WEST LINE, RUN SOUTH 89°37'26" WEST, 110.00 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE NORTHEASTERLY; THENCE RUN NORTHWESTERLY ALONG SAID CURVE HAVING A RADIUS OF 25.00 FEET; A CENTRAL ANGLE OF 90°00'00", AN ARC LENGTH 39.27 FEET AND A CHORD LENGTH OF 35.36 FEET AND A CHORD BEARING OF NORTH 45°22'34" WEST, TO A POINT OF INTERSECTION WITH A NON-TANGENTIAL LINE. THENCE SOUTH 89°37'26" WEST, 50.00 FEET TO THE POINT OF CURVATURE OF A NON-TANGENTIAL CURVE CONCAVE NORTHWESTERLY; THENCE RUN SOUTHWESTERLY ALONG SAID CURVE, HAVING A RADIUS OF 25.00 FEET; A CENTRAL ANGLE OF 90°00'00", AN ARC LENGTH 39.27 FEET AND A CHORD LENGTH OF 35.36 FEET AND A CHORD BEARING OF SOUTH 44°37'26" WEST, TO A POINT OF TANGENCY; THENCE, SOUTH 89°37'26" WEST, 190.00 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE NORTHEASTERLY; THENCE RUN NORTHWESTERLY ALONG SAID CURVE, HAVING A RADIUS OF 25.00 FEET; A CENTRAL ANGLE OF 90°00'00", AN ARC LENGTH 39.27 FEET AND A CHORD LENGTH OF 35.36 FEET AND A CHORD BEARING OF NORTH 45°22'34" WEST, TO A POINT OF TANGENCY; THENCE NORTH 00°22'34" WEST FOR A DISTANCE OF 26.00 FEET; THENCE SOUTH 89°37'26" WEST FOR A DISTANCE OF 50.00 FEET TO THE POINT OF CURVATURE OF A NON-TANGENTIAL CURVE CONCAVE NORTHWESTERLY; THENCE RUN SOUTHWESTERLY, ALONG SAID CURVE HAVING A RADIUS OF 25.00 FEET; A CENTRAL ANGLE OF 104°54'59", AN ARC LENGTH 45.78 FEET AND A CHORD LENGTH OF 39.65 FEET AND A CHORD BEARING OF SOUTH 52°04'56" WEST, TO A POINT ON A NON-TANGENT LINE; THENCE SOUTH 14°32'25" WEST, 50.00 FEET TO THE POINT OF CURVATURE OF A NON-TANGENTIAL CURVE CONCAVE SOUTHWESTERLY; THENCE RUN SOUTHEASTERLY, ALONG SAID CURVE HAVING A RADIUS OF 450.00 FEET; A CENTRAL ANGLE OF 03°37'27", AN ARC LENGTH 28.46 FEET AND A CHORD LENGTH OF 28.46 FEET AND A CHORD BEARING OF SOUTH 73°38'51" EAST TO THE POINT OF CURVATURE OF A COMPOUND CURVE CONCAVE SOUTHWESTERLY; THENCE RUN SOUTHEASTERLY, ALONG SAID CURVE HAVING A RADIUS OF 25.00 FEET; A CENTRAL ANGLE OF 71°27'34", AN ARC LENGTH 31.18 FEET AND A CHORD LENGTH OF 29.20 FEET AND A CHORD BEARING OF SOUTH 36°06'21" EAST, TO A POINT OF TANGENCY; THENCE SOUTH 00°22'34" EAST, 201.67 FEET; THENCE, NORTH 89°37'36" EAST, 50.00 FEET; THENCE SOUTH 00°22'34" EAST, 705.98 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE NORTHEASTERLY; THENCE RUN SOUTHEASTERLY ALONG SAID CURVE, HAVING A RADIUS OF 25.00 FEET; A CENTRAL ANGLE OF 90°00'00", AN ARC LENGTH 39.27 FEET AND A CHORD LENGTH OF 35.36 FEET AND A CHORD BEARING OF SOUTH 45°22'34" EAST, TO A POINT ON A NON-TANGENT LINE; THENCE, SOUTH 00°51'50" WEST, 55.01 FEET TO THE POINT OF CURVATURE OF A NON-TANGENTIAL CURVE, CONCAVE SOUTHEASTERLY; THENCE RUN SOUTHWESTERLY ALONG SAID CURVE HAVING A RADIUS OF 25.00 FEET; A CENTRAL ANGLE OF 86°38'45", AN ARC LENGTH 37.81 FEET AND A CHORD LENGTH OF 34.31 FEET AND A CHORD BEARING OF SOUTH 46°18'03" WEST, TO A POINT ON REVERSE CURVE CONCAVE NORTHWESTERLY; THENCE RUN SOUTHWESTERLY ALONG SAID CURVE, HAVING A RADIUS OF 670.00 FEET; A CENTRAL ANGLE OF 46°14'02", AN ARC LENGTH 540.65 FEET AND A CHORD LENGTH OF 526.10 FEET AND A CHORD BEARING OF SOUTH 26°05'42" WEST, TO THE POINT OF CURVATURE OF A REVERSE CURVE CONCAVE SOUTHEASTERLY; THENCE RUN SOUTHWESTERLY ALONG SAID CURVE, HAVING A RADIUS OF 25.00 FEET; A CENTRAL ANGLE OF 85°02'51", AN ARC LENGTH 37.11 FEET AND A CHORD LENGTH OF 33.79 FEET AND A CHORD BEARING OF SOUTH 06°41'17" WEST, TO A POINT OF TANGENCY; THENCE SOUTH 35°50'08" EAST, 204.97 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE NORTHEASTERLY; THENCE RUN SOUTHEASTERLY ALONG SAID CURVE, HAVING A RADIUS OF 25.00 FEET; A CENTRAL ANGLE OF 93°55'20", AN ARC LENGTH 40.98 FEET AND A CHORD LENGTH OF 36.54 FEET AND A CHORD BEARING OF SOUTH 82°47'48" EAST, TO A POINT ON A NON-TANGENT LINE; THENCE SOUTH 39°45'28" EAST, 55.00 FEET TO THE POINT OF CURVATURE OF A NON-TANGENT CURVE CONCAVE SOUTHEASTERLY; THENCE RUN SOUTHWESTERLY ALONG SAID CURVE, HAVING A RADIUS OF 946.00 FEET; A CENTRAL ANGLE OF 00°25'29", AN ARC LENGTH 7.01 FEET AND A CHORD LENGTH OF 7.01 FEET AND A CHORD BEARING OF SOUTH 50°27'17" WEST, TO THE POINT OF CURVATURE OF A COMPOUND CURVE CONCAVE SOUTHEASTERLY; THENCE RUN SOUTHWESTERLY ALONG SAID CURVE, HAVING A RADIUS OF 25.00 FEET; A CENTRAL ANGLE OF 86°30'09", AN ARC LENGTH 37.74 FEET AND A CHORD LENGTH OF 34.26 FEET AND A CHORD BEARING OF SOUTH 07°24'57" WEST TO A POINT OF TANGENCY; THENCE, SOUTH 35°50'08" EAST FOR A DISTANCE OF 102.00 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE NORTHEASTERLY, THENCE RUN SOUTHEASTERLY ALONG SAID CURVE, HAVING A RADIUS OF 430.00 FEET; A CENTRAL ANGLE OF 54°44'56", AN ARC LENGTH 410.88 FEET AND A CHORD LENGTH OF 395.43 FEET AND A CHORD BEARING OF SOUTH 63°12'36" EAST TO A POINT OF TANGENCY; THENCE, NORTH 89°24'56" EAST FOR A DISTANCE OF 163.27 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE NORTHWESTERLY; THENCE RUN NORTHEASTERLY ALONG SAID CURVE, HAVING A RADIUS OF 165.00 FEET; A CENTRAL ANGLE OF 03°17'24", AN ARC LENGTH 9.47 FEET AND A CHORD LENGTH OF 9.47 FEET AND A CHORD BEARING OF NORTH 87°46'14" EAST TO A POINT OF TANGENCY; THENCE NORTH 86°07'32" EAST, 60.81 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE NORTHWESTERLY; THENCE RUN NORTHEASTERLY ALONG SAID CURVE, HAVING A RADIUS OF 25.00 FEET; A CENTRAL ANGLE OF 39°13'52", AN ARC LENGTH 17.12 FEET AND A CHORD LENGTH OF 16.79 FEET AND A CHORD BEARING OF NORTH 66°30'36" EAST THE POINT OF CURVATURE OF A REVERSE CURVE CONCAVE SOUTHEASTERLY; THENCE RUN NORTHEASTERLY ALONG SAID CURVE, HAVING A RADIUS OF 57.02 FEET; A CENTRAL ANGLE OF 30°50'21", AN ARC LENGTH 30.69 FEET AND A CHORD LENGTH OF 30.32 FEET AND A CHORD BEARING OF NORTH 62°18'50" EAST TO THE POINT OF CURVATURE OF A REVERSE CURVE CONCAVE NORTHWESTERLY; THENCE RUN NORTHEASTERLY ALONG SAID CURVE, HAVING A RADIUS OF 5.00 FEET; A CENTRAL ANGLE OF 46°23'52", AN ARC LENGTH 4.05 FEET AND A CHORD LENGTH OF 3.94 FEET AND A CHORD BEARING OF NORTH 54°32'04" EAST TO THE POINT OF CURVATURE OF A COMPOUND CURVE CONCAVE NORTHWESTERLY; THENCE RUN NORTHEASTERLY ALONG SAID CURVE, HAVING A RADIUS OF 170.50 FEET; A CENTRAL ANGLE OF 10°44'46", AN ARC LENGTH 31.98 FEET AND A CHORD LENGTH OF 31.93 FEET AND A CHORD BEARING OF NORTH 25°57'45" EAST TO A POINT ON A NON-TANGENT LINE; THENCE, SOUTH 69°24'38" EAST, 59.00 FEET TO POINT OF CURVATURE OF A NON-TANGENTIAL CURVE CONCAVE NORTHEASTERLY; THENCE RUN SOUTHEASTERLY ALONG SAID CURVE, HAVING A RADIUS OF 25.00 FEET; A CENTRAL ANGLE OF 112°27'54", AN ARC LENGTH 49.07 FEET AND A CHORD LENGTH OF 41.56 FEET AND A CHORD BEARING OF SOUTH 35°38'35" EAST TO A POINT OF INTERSECTION WITH A NON-TANGENTIAL LINE. THENCE SOUTH 00°28'01" EAST, 59.02 FEET; THENCE SOUTH 88°07'28" WEST, 32.61 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHEASTERLY; THENCE RUN SOUTHWESTERLY ALONG SAID CURVE, HAVING A RADIUS OF 5.00 FEET; A CENTRAL ANGLE OF 56°05'38", AN ARC LENGTH 4.90 FEET AND A CHORD LENGTH OF 4.70 FEET AND A CHORD BEARING OF SOUTH 60°04'39" WEST TO THE POINT OF CURVATURE OF A REVERSE CURVE CONCAVE NORTHWESTERLY; THENCE RUN SOUTHWESTERLY ALONG SAID CURVE, HAVING A RADIUS OF 57.02 FEET; A CENTRAL ANGLE OF 24°22'10", AN ARC LENGTH 24.25 FEET AND A CHORD LENGTH OF 24.07 FEET AND A CHORD BEARING OF SOUTH 44°12'55" WEST TO THE POINT OF CURVATURE OF A REVERSE CURVE CONCAVE SOUTHEASTERLY; THENCE RUN SOUTHWESTERLY ALONG SAID CURVE, HAVING A RADIUS OF 5.00 FEET; A CENTRAL ANGLE OF 44°37'27", AN ARC LENGTH 3.89 FEET AND A CHORD LENGTH OF 3.80 FEET AND A CHORD BEARING OF SOUTH 34°05'16" WEST TO THE POINT OF CURVATURE OF A COMPOUND CURVE CONCAVE SOUTHEASTERLY; THENCE RUN SOUTHWESTERLY ALONG SAID CURVE, HAVING A RADIUS OF 565.00 FEET; A CENTRAL ANGLE OF 12°14'34", AN ARC LENGTH 120.73 FEET AND A CHORD LENGTH OF 120.50 FEET AND A CHORD BEARING OF SOUTH 05°39'16" WEST TO A POINT OF TANGENCY; THENCE SOUTH 00°28'01" EAST, 93.68 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE NORTHEASTERLY; THENCE RUN SOUTHEASTERLY ALONG SAID CURVE, HAVING A RADIUS OF 25.00 FEET; A CENTRAL ANGLE OF 95°29'10", AN ARC LENGTH 41.66 FEET AND A CHORD LENGTH OF 37.01 FEET AND A CHORD BEARING OF SOUTH 48°12'36" EAST TO A POINT OF INTERSECTION WITH A NON-TANGENTIAL LINE; THENCE SOUTH 05°57'11" EAST, 59.00 FEET TO THE POINT OF CURVATURE OF A NON-TANGENTIAL CURVE CONCAVE SOUTHEASTERLY; THENCE RUN SOUTHWESTERLY ALONG SAID CURVE, HAVING A RADIUS OF 470.50 FEET; A CENTRAL ANGLE OF 04°36'53", AN ARC LENGTH 37.90 FEET AND A CHORD LENGTH OF 37.89 FEET AND A CHORD BEARING OF SOUTH 81°44'23" WEST TO A POINT OF TANGENCY; THENCE SOUTH 79°25'56" WEST, 76.26 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE NORTHWESTERLY; THENCE RUN SOUTHWESTERLY ALONG SAID CURVE, HAVING A RADIUS OF 529.50 FEET; A CENTRAL ANGLE OF 09°49'36", AN ARC LENGTH 90.81 FEET AND A CHORD LENGTH OF 90.70 FEET AND A CHORD BEARING OF SOUTH 84°20'44" WEST TO A POINT OF TANGENCY; THENCE SOUTH 89°15'33" WEST, 380.87 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHEASTERLY; THENCE RUN SOUTHWESTERLY ALONG SAID CURVE, HAVING A RADIUS OF 25.00 FEET; A CENTRAL ANGLE OF 90°00'00", AN ARC LENGTH 39.27 FEET AND A CHORD LENGTH OF 35.36 FEET AND A CHORD BEARING OF SOUTH 44°15'33" WEST TO A POINT OF TANGENCY; THENCE SOUTH 00°44'27" EAST, 110.00 FEET TO A POINT ON THE NORTH LINE OF LOT 1 AS RECORDED IN PLAT BOOK 53, PAGE 82, ORANGE COUNTY, FLORIDA; THENCE SOUTH 89°15'33" WEST ALONG SAID NORTH LINE OF LOT 1, 989.37 FEET TO A POINT ON THE WEST LINE OF THE SOUTHEAST QUARTER OF THE AFORESAID SECTION 11; THENCE RUN ALONG SAID WEST LINE, NORTH 00°17'05" WEST, 498.24 FEET TO A POINT AT THE SOUTHEAST CORNER OF THE NORTHWEST QUARTER OF SAID SECTION 11; THENCE DEPARTING SAID WEST LINE AND SAID SOUTHEAST CORNER, RUN SOUTH 89°30'17" WEST, 1330.44 FEET TO A POINT ON THE WEST LINE OF THE EAST HALF OF THE NORTHWEST QUARTER OF SAID SECTION 11; THENCE NORTH 00°07'41" WEST ALONG SAID WEST LINE, 2239.19 FEET TO THE A POINT ON THE SOUTHERLY RIGHT-OF-WAY OF ONDICH ROAD SAID POINT ALSO BEING A POINT OF CURVATURE OF A NON-TANGENTIAL CURVE CONCAVE NORTHWESTERLY; THENCE RUN NORTHEASTERLY ALONG SAID CURVE, HAVING A RADIUS OF 603.70 FEET; A CENTRAL ANGLE OF 44°59'58", AN ARC LENGTH 474.14 FEET AND A CHORD LENGTH OF 462.05 FEET AND A CHORD BEARING OF NORTH 67°23'06" EAST TO A POINT OF TANGENCY; THENCE NORTH 44°53'07" EAST, 69.20 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHEASTERLY; THENCE RUN NORTHEASTERLY ALONG SAID CURVE, HAVING A RADIUS OF 543.70 FEET; A CENTRAL ANGLE OF 45°00'00", AN ARC LENGTH 427.02 FEET AND A CHORD LENGTH OF 416.13 FEET AND A CHORD BEARING OF NORTH 67°23'07" EAST TO A POINT OF TANGENCY; THENCE NORTH 89°53'07" EAST, 462.90 FEET TO THE POINT OF BEGINNING.

THE ABOVE DESCRIBED TRACT OF LAND LIES IN ORANGE COUNTY, FLORIDA AND CONTAINS 150.187 ACRES MORE OR LESS.

INDEX
SHEET 1 = COVER SHEET
SHEET 2-5 = BOUNDARY AND DETAIL SHEETS

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."

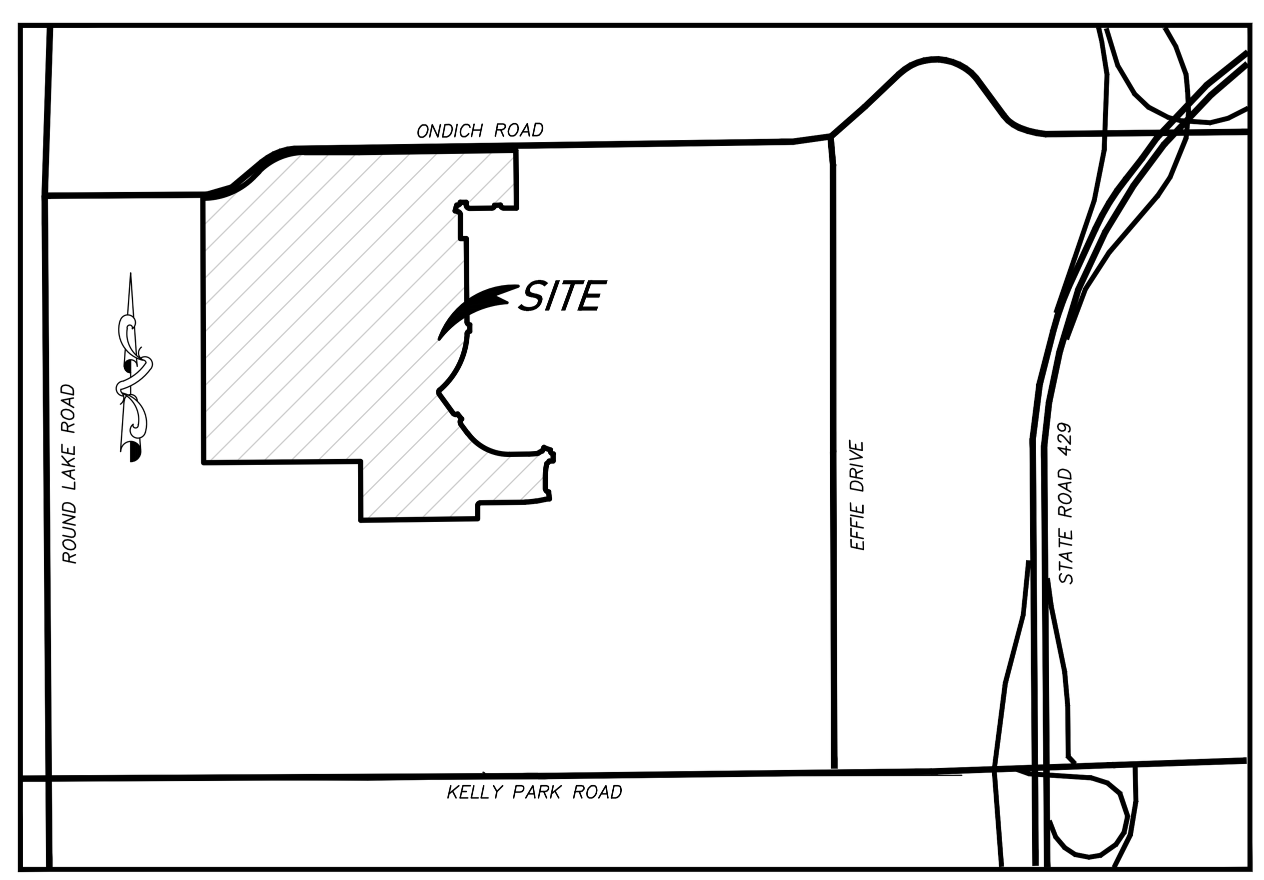
PEC | SURVEYING AND MAPPING, LLC
CERTIFICATE OF AUTHORIZATION NUMBER LB 7808
2100 Alafaya Trail, Suite 203 • Oviedo, Florida 32765 • 407-542-4967

LEGEND

℄	CENTERLINE
CM	CONCRETE MONUMENT
CORP.	CORPERATION
DIA.	DIAMETER
ESM'T	EASEMENT
FD	FUTURE DEVELOPMENT
FND.	FOUND
LB.	LICENSED BUSINESS
LS	LICENSED SURVEYOR
NO ID	NO IDENTIFICATION
NT	NON-TANGENT
P.B.	PLAT BOOK
PGS.	PAGES
PC	POINT OF CURVATURE
PCC	POINT OF COMPOUND CURVATURE
PCP	PERMANENT CONTROL POINT
PI	POINT OF INTERSECTION
PT	POINT OF TANGENCY
P.O.B.	POINT OF BEGINNING
P.O.C.	POINT OF COMMENCEMENT
PRC	POINT OF REVERSE CURVE
PRM	PERMANENT REFERENCE MONUMENT
RLS	REGISTERED LAND SURVEYOR
R/W	RIGHT-OF-WAY
SW	STORM WATER
R	RADIUS
Δ	DELTA
L	LENGTH
C	CHORD DISTANCE
CB	CHORD BEARING
⊡	PERMANENT REFERENCE 4"X4" CONCRETE MONUMENT (PRM) WITH BRASS DISC STAMPED LS # 4044
◉	SET NAIL & DISC LS # 4044 (PCP)

SURVEYOR'S NOTES RELATING TO PLAT PROPERTY INFORMATION REPORT PREPARED BY COMMONWEALTH LAND TITLE INSURANCE COMPANY, ORDER No. 11361244, DATED: SEPTEMBER 22, 2023.

1. Subject to Easement by and between Frank W. Murphy and Marcia A. Murphy, his wife, Grantor, and Florida Power Corporation, Grantee, recorded May 21, 1985, in Official Records Book 3643, Page 2327.
DOES AFFECT SUBJECT PROPERTY, PLOTTED AS SHOWN HEREON.
2. Subject to Tree Trimming/Removal Easement by and between Frank W. Murphy and Marcia A. Murphy, his wife, Grantor, and Florida Power Corporation, Grantee, recorded May 21, 1985, in Official Records Book 3643, Page 2329.
DOES AFFECT SUBJECT PROPERTY, PLOTTED AS SHOWN HEREON.
3. Subject to Guying Easement by and between Alderman Properties, Inc, Grantor, and Florida Power Corporation, a Florida corporation, Grantee, recorded June 5, 1985, in Official Records Book 3649, Page 1695.
DOES AFFECT SUBJECT PROPERTY, PLOTTED AS SHOWN HEREON.
4. Subject to Tree Trimming/Removal Easement by and between Alderman Properties, Inc., Grantor, and Florida Power Corporation, Grantee, recorded June 5, 1985, in Official Records Book 3649, Page 1697.
DOES AFFECT SUBJECT PROPERTY, PLOTTED AS SHOWN HEREON.
5. Memorandum of Understanding recorded October 1, 2010 in Official Records Book 10113, Page 359.
NOT A MATTER OF SURVEY.
6. Ordinance No. 2230 (Kelly Park Crossing Development of Regional Impact) recorded January 19, 2012 in Official Records Book 10320, Page 165, as amended by Ordinance No. 2602 recorded November 15, 2017 in Official Records Instrument No. 20170627271, and further amended by Kelly Crossing Development of Regional Impact Notice of Assignment of Rights and Developer Status recorded December 27, 2019 in Official Records Instrument No. 20190807646.
NOT A MATTER OF SURVEY.
7. School Mitigation Agreement for Capacity Enhancement APK-10-001 (Project Name: Kelly Park Crossing) recorded January 28, 2013 in Official Records Book 10512, Page 2705.
NOT A MATTER OF SURVEY.
8. Collateral Assignment of Development Rights recorded July 19, 2021, in Official Records Instrument No. 20210432530, together with Amended Collateral Assignment of Development Rights recorded August 25, 2021, in Official Records Instrument No. 202105221426.
NOT A MATTER OF SURVEY.
9. Land Development Agreement (Kelly Park Land) recorded July 19, 2021, in Official Records Instrument No. 20210432531, together with First Amendment to Land Development Agreement (Kelly Park Land) recorded May 17, 2023, in Official Records Instrument No. 20230280511.
NOT A MATTER OF SURVEY.
10. Collateral Assignment of Development Rights recorded July 19, 2021, in Official Records Instrument No. 20210432562, together with Amended Collateral Assignment of Development Rights recorded August 25, 2021, in Official Records Instrument No. 202105221426.
NOT A MATTER OF SURVEY.
11. Subject to Easement Agreement by and between Equestrian LLC, a Delaware limited liability company and Galvin Land Services, LLC, a Florida limited liability company recorded September 20, 2021, in Official Records Instrument No. 20210570307, together with Partial Assignment of Easement Agreement recorded September 21, 2022, in Official Records Instrument No. 20220582295, and together with Amended Easement Agreement recorded May 18, 2023, in Official Records Instrument No. 20230281479.
DOES AFFECT SUBJECT PROPERTY, PLOTTED AS SHOWN HEREON.
12. Subject to Easement Agreement by and between Galvin Land Services, LLC, a Florida limited liability company, Kelly Park Land Investments, LLC, a Florida limited liability company, and PM S-1 REO LLC, a Florida limited liability company, recorded September 23, 2021, in Official Records Instrument No. 20210578353. 13. Collateral Assignment and Subordination Agreement recorded March 16, 2022 in Official Records Instrument No. 20220172837.
DOES AFFECT SUBJECT PROPERTY, BLANKET IN NATURE AND NOT PLOTTABLE.
13. Collateral Assignment and Subordination Agreement recorded March 16, 2022 in Official Records Instrument No. 20220172837.
NOT A MATTER OF SURVEY.
14. Development Agreement (Kelly Park Property) recorded August 3, 2022, in Official Records Instrument No. 20220474291, together with First Amendment to Development Agreement (Kelly Park Property) recorded February 21, 2023, in Official Records Instrument No. 20230100263, and Second Amendment to Development Agreement (Kelly Park Property) recorded January 12, 2023, in Official Records Instrument No. 20230019619.
NOT A MATTER OF SURVEY.
15. Subject to Access Easement Agreement by and between Galvin Land Services, LLC, a Florida limited liability company, and Kelly Park Land Investments, LLC, a Florida limited liability company, and DFC Kelly Park, LLC, a Florida limited liability company, recorded September 21, 2022, in Official Records Instrument No. 20220582296.
DOES AFFECT SUBJECT PROPERTY, PLOTTED AS SHOWN HEREON.
16. Temporary Access and Utility Easement Agreement by and between Kelly Park Land Investments, LLC, a Florida limited liability company, Galvin Land Services, LLC, a Florida limited liability company, and D.R. Horton, Inc., a Delaware corporation, recorded November 8, 2022, in Official Records Instrument No. 20220678815.
DOES AFFECT SUBJECT PROPERTY, BLANKET IN NATURE AND NOT PLOTTABLE.
17. School Concurrency Mitigation Agreement APK-22-004 Kelly Park Property Master Plan recorded April 25, 2023, in Official Records Instrument No. 20230234129.
NOT A MATTER OF SURVEY.
18. Subject to Access Easement Agreement by and between Galvin Land Services, LLC, a Florida limited liability company, Kelly Park Land Investments, LLC, a Florida limited liability company, Harriskp, LLC, a Florida limited liability company, and PRM Apopka/Kelly Park Owner, LLC, a Delaware limited liability company, recorded May 19, 2023, in Official Records Instrument No. 20230286225.
DOES AFFECT SUBJECT PROPERTY, PLOTTED AS SHOWN HEREON.
19. Development Agreement recorded May 19, 2023, in Official Records Instrument No. 20230286226.
NOT A MATTER OF SURVEY.
20. Roadway Funding Agreement for West Kelly Road recorded July 6, 2023, in Official Records Instrument No. 20230378714.
NOT A MATTER OF SURVEY.
21. General Assignment recorded July 25, 2023, in Official Records Instrument No. 20230415203.
NOT A MATTER OF SURVEY.
22. Subject to Development and Easement Agreement recorded July 25, 2023, in Official Records Instrument No. 20230415204.
DOES AFFECT SUBJECT PROPERTY, BLANKET IN NATURE AND NOT PLOTTABLE.
23. Recorded Notice of Environmental Resource Permit recorded August 11, 2023, in Official Records Instrument No. 20230456350.
NOT A MATTER OF SURVEY.



LOCATION MAP
NOT TO SCALE

SURVEYOR'S NOTES:

(1) BEARINGS SHOWN HEREON ARE ASSUMED, RELATIVE TO THE WEST LINE OF THE NORTHEAST QUARTER OF SECTION 11, TOWNSHIP 20 SOUTH, RANGE 27 EAST, BEING NORTH 00°17'05" EAST.

(2) ⊡ DENOTES A PERMANENT REFERENCE MONUMENT (PRM) A SET 4" X 4" CONCRETE MONUMENT WITH A BRASS DISK STAMPED PRM LS. # 4044.

(3) ◉ DENOTES A PERMANENT CONTROL POINT (PCP) A SET NAIL AND DISK STAMPED LS # 4044.

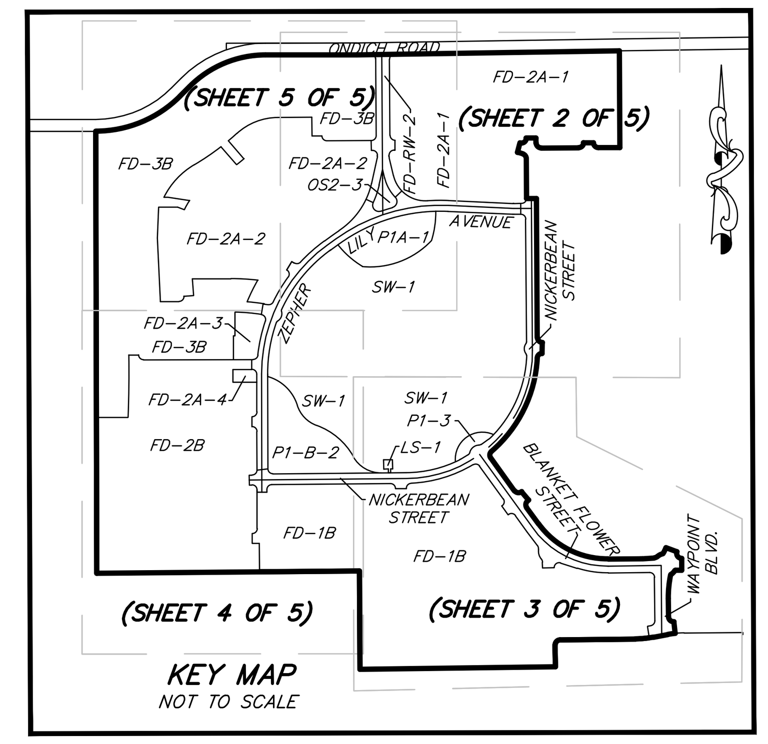
(4) ALL PLATTED UTILITY EASEMENTS SHALL PROVIDE THAT SUCH EASEMENTS SHALL ALSO BE EASEMENTS FOR THE CONSTRUCTION, INSTALLATION, MAINTENANCE, AND OPERATION OF CABLE TELEVISION SERVICES; PROVIDED, HOWEVER, NO SUCH CONSTRUCTION, INSTALLATION, MAINTENANCE, AND OPERATION OF CABLE TELEVISION SERVICES SHALL 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 DAMAGES. THIS SECTION SHALL NOT APPLY TO THOSE PRIVATE EASEMENTS GRANTED TO OR OBTAINED BY A PARTICULAR ELECTRIC, TELEPHONE, GAS, OR OTHER PUBLIC UTILITY. SUCH CONSTRUCTION, INSTALLATION, MAINTENANCE, AND OPERATION SHALL COMPLY WITH THE NATIONAL ELECTRICAL SAFETY CODE AS ADOPTED BY THE FLORIDA PUBLIC SERVICE COMMISSION.

(5) TRACTS ""FD-1B", "FD-2B", "FD-3B" FD-2A-1", "FD-2A-2", "FD-2A-3", "FD-2A-4" AND TRACTS FD-RW-2 (FUTURE DEVELOPMENT) SHALL BE OWNED AND MAINTAINED BY THE RESPECTIVE OWNERS, THEIR SUCCESSORS AND/OR ASSIGNS..

(6) TRACTS "PIA-1", "PI-B-2", "PI-3, (PARK) AND OS2-3 (OPEN SPACE) SHALL BE OWNED AND MAINTAINED BY THE KELLY PARK COMMUNITY DEVELOPMENT DISTRICT (THE "CDD").

(7) TRACT "SW-1" (STORM WATER TRACT) SHALL BE OWNED AND MAINTAINED BY THE "CDD". AN EMERGENCY ACCESS EASEMENT TO THE PRIVATE DRAINAGE SYSTEM OVER SAID STORM WATER TRACT SHOWN ON THIS PLAT IS HEREBY DEDICATED TO THE CITY OF APOPKA FOR EMERGENCY MAINTENANCE PURPOSES IN THE EVENT INADEQUATE MAINTENANCE OF THE STORM DRAINAGE SYSTEM CREATES A HAZARD TO THE PUBLIC HEALTH, SAFETY, AND GENERAL WELFARE. THE EMERGENCY ACCESS EASEMENT GRANTED ABOVE DOES NOT IMPOSE ANY OBLIGATION, BURDEN, RESPONSIBLITY OR LIABILITY UPON THE CITY OF APOPKA TO ENTER UPON THE SUBJECT PROPERTY AND TAKE ANY ACTION TO REPAIR OR MAINTAIN THE PRIVATE DRAINAGE SYSTEM.

(8) TRACTS "LS-1" (LIFT STATION) SHALL BE OWNED AND MAINTAINED BY THE CITY OF APOPKA.



KEY MAP
NOT TO SCALE

DEDICATION

KNOW ALL MEN BY THESE PRESENTS, that KELLY PARK LAND INVESTMENTS, LLC, a Florida limited liability company, being the owner in fee simple of a portion of the lands described in the foregoing caption to this plat, hereby dedicates said lands and plat for the uses and purposes therein expressed and dedicates Utility Easements, to the perpetual use of the public and same shall be maintained by City of Apopka, Florida. No part of said lands, except as noted on the face of this plat, is dedicated to City of Apopka, Florida or to the public.

IN WITNESS WHEREOF, KELLY PARK LAND INVESTMENTS, LLC, a Florida limited liability company, has caused this Dedication to be executed in its name by the below-named officer thereunto duly authorized this ____ day of ________________, 2024.

Signed, sealed and delivered in the presence of the following two witnesses: ____________________
KELLY PARK LAND INVESTMENTS, LLC,
a Florida limited liability company

By:____________________
Mike Galvin
Manager

Print Name:
(Witness) ____________________

Print Name:
(Witness)

STATE OF FLORIDA

COUNTY OF ________

The foregoing instrument was acknowledged before me by means of [] physical presence or [] online notarization, this ______ day of ____________, 2024, by __Mike Galvin__ as Manager of KELLY PARK LAND INVESTMENTS, a Florida limited liability company, on behalf of the company, who [] is personally known to me or [] has produced ______________________________ as identification.

____
Print Name:____________________
Notary Public – State of Florida
Commission No.:____________________
My Commission Expires:____________________

PLAT BOOK ____ PAGE ____

CROSSROADS AT KELLY PARK PHASES 1-2, 1-3 AND 2

DEDICATION

KNOW ALL MEN BY THESE PRESENTS, that GALVIN LAND SERVICES, LLC, a Florida limited liability company, being the owner in fee simple of a portion of the lands described in the foregoing caption to this plat, hereby dedicates said lands and plat for the uses and purposes therein expressed and dedicates Utility Easements, to the perpetual use of the public and same shall be maintained by City of Apopka, Florida. Tract LS-1 (Lift Station), is dedicated in Fee Simple to the City of Apopka without any restrictions whatsoever upon the City of Apopka. City Ownership of Tract LS-1 and any improvements thereon vests approval of this Plat by the City Council of the City of Apopka, Florida. The recording of this Plat in the Public Records of Orange County, Florida, shall act as conveyance to the City. No further instrument shall be necessary to vest Fee Simple Title in the City as aforementioned. No part of said lands, except as noted on the face of this plat, is dedicated to City of Apopka, Florida or to the public.

IN WITNESS WHEREOF, GALVIN LAND SERVICES, LLC, a Florida limited liability company, has caused this Dedication to be executed in its name by the below-named officer thereunto duly authorized this ____ day of ________________, 2024.

Signed, sealed and delivered in the presence of the following two witnesses: ____________________
GALVIN LAND SERVICES, LLC,
a Florida limited liability company

By:____________________
Mike Galvin
Manager

Print Name:
(Witness) ____________________

Print Name:
(Witness)

STATE OF FLORIDA

COUNTY OF ________

The foregoing instrument was acknowledged before me by means of [] physical presence or [] online notarization, this ______ day of ____________, 2024, by __Mike Galvin__ as Manager of GALVIN LAND SERVICES, LLC, a Florida limited liability company, on behalf of the company, who [] is personally known to me or [] has produced ______________________________ as identification.

____
Print Name:____________________
Notary Public – State of Florida
Commission No.:____________________
My Commission Expires:____________________

QUALIFICATION STATEMENT OF SURVEYOR AND MAPPER

KNOW ALL MEN BY THESE PRESENTS, that the undersigned, being a licensed and registered surveyor and mapper, does hereby certify that on ______________________________ a survey of the lands shown in the foregoing plat was completed; that said plat is a true and correct representation of the lands surveyed, that the plat was prepared under my responsible direction and supervision, and that this plat complies with all the survey requirements of Chapter 177, Florida Statutes.

____________ Date
LS 4044 — Surveyor's Registration Number
LB 7808 — Certificate of Authorization Number

____________________ Surveyor's Signature
David A. White — Surveyor's Name (printed)
PEC – Surveying and Mapping, LLC
2100 Alafaya Trail, Suite 203
Oviedo, Florida, 32765

CERTIFICATE OF APPROVAL BY PLANNING COMMISSION

Examined and Approved ____________________ Chairman ____________ Date

CERTIFICATE OF APPROVAL BY CITY ENGINEER

Examined and Approved ____________________ Richard W. Earp, City Engineer ____________ Date

CERTIFICATE OF APPROVAL BY REVIEWING SURVEYOR

Pursuant to Section 177.081, Florida Statutes, I have reviewed this plat for compliance 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: ____________________ ____________
Printed name: Edwin Munoz JR., P.S.M. Date
Registration Number LS 7288

CERTIFICATE OF APPROVAL BY THE MUNICIPALITY

THIS IS TO CERTIFY, That on ______________________________ the undersigned approved the foregoing Plat.

BY____________________
Bryan Nelson, Mayor of The City of Apopka

ATTEST: ____________________
SUSAN M. BONE, CITY CLERK

CERTIFICATE OF COUNTY COMPTROLLER

I HEREBY CERTIFY, That the foregoing plat was Recorded in the Orange County Official Records on ____________________ as Document No. ________________

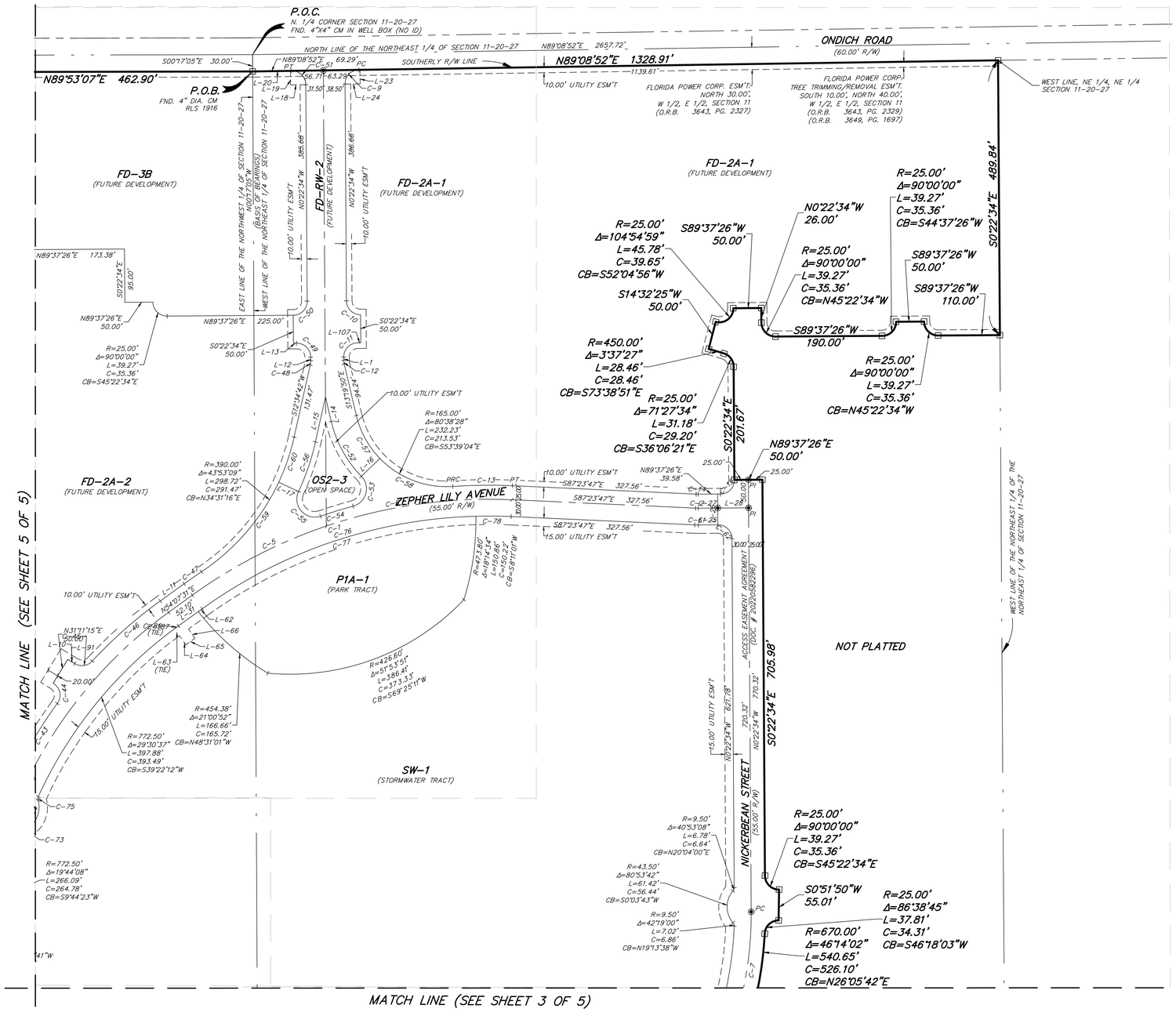
County Comptroller in and for Orange County, Florida

BY____________________

PLAT BOOK PAGE

CROSSROADS AT KELLY PARK PHASES 1-2, 1-3 AND 2

LYING IN SECTION 11, TOWNSHIP 20 SOUTH, RANGE 27 EAST
CITY OF APOPKA, ORANGE COUNTY, FLORIDA

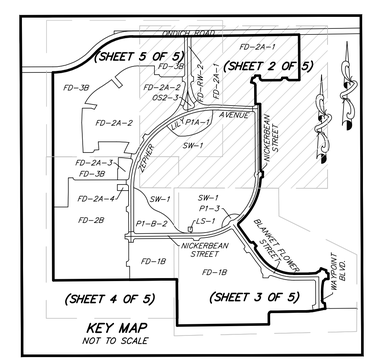


LINE TABLE		
LINE #	BEARING	DISTANCE
L-1	N00°22'34"W	6.14'
L-10	S58°48'45"E	14.61'
L-11	N54°07'31"E	52.10'
L-12	N00°22'34"W	6.14'
L-13	S89°37'26"W	5.50'
L-14	S13°19'50"E	44.77'
L-15	S12°34'42"W	81.99'
L-16	N45°59'39"E	46.00'
L-17	N64°53'53"W	39.00'
L-18	S89°08'52"W	26.90'
L-19	N00°51'08"W	25.00'
L-20	N89°08'52"E	67.39'
L-23	N00°51'08"W	25.00'
L-24	N89°08'52"E	27.00'
L-25	N89°37'26"E	34.58'
L-26	N00°22'34"W	55.00'
L-27	N89°37'26"E	34.58'
L-28	N89°37'26"E	55.00'
L-62	N54°07'31"E	8.43'
L-63	N36°31'46"W	15.00'
L-64	S35°46'21"E	20.00'
L-65	N54°07'31"E	20.00'
L-66	N35°52'29"W	20.05'

SCALE 1"=100'

100 0 100 200

CURVE TABLE					
CURVE #	RADIUS	DELTA	LENGTH	CHORD DISTANCE	CHORD BEARING
C-1	902.50'	38°28'42"	606.09'	594.77'	S73°21'52"W
C-2	97.50'	02°58'47"	5.07'	5.07'	S88°53'11"E
C-5	902.50'	17°08'42"	270.06'	269.06'	S62°41'52"W
C-6	902.50'	21°19'59"	336.03'	334.09'	S81°56'13"W
C-7	645.00'	54°32'26"	613.98'	591.06'	N26°53'39"E
C-9	25.00'	89°31'26"	39.06'	35.21'	S44°23'09"W
C-10	25.00'	90°00'00"	39.27'	35.36'	S45°22'34"E
C-11	25.00'	90°00'00"	39.27'	35.36'	S44°37'26"W
C-12	29.00'	12°57'16"	6.56'	6.54'	S06°51'12"E
C-13	927.50'	06°34'30"	106.44'	106.38'	S89°18'57"W
C-14	72.50'	02°58'47"	3.77'	3.77'	S88°53'11"E
C-15	25.00'	90°00'00"	39.27'	35.36'	N44°37'26"E
C-43	827.50'	10°09'58"	146.82'	146.63'	S31°01'14"W
C-44	25.00'	94°54'58"	41.41'	36.84'	N11°21'16"W
C-45	25.00'	78°17'16"	34.16'	31.56'	N82°02'37"E
C-46	827.50'	11°13'31"	162.12'	161.86'	S48°30'45"W
C-47	927.50'	02°20'20"	37.86'	37.86'	S55°17'41"W
C-48	36.00'	12°57'16"	8.14'	8.12'	N06°06'04"E
C-49	25.00'	90°00'00"	39.27'	35.36'	N45°22'34"W
C-50	25.00'	90°00'00"	39.27'	35.36'	N44°37'26"E
C-51	25.00'	90°28'34"	39.48'	35.50'	N45°36'51"W
C-52	211.00'	30°40'31"	112.97'	111.62'	S28°40'06"E
C-53	32.00'	118°47'39"	66.35'	55.09'	N15°23'28"E
C-54	922.50'	03°45'57"	60.63'	60.62'	S72°54'18"W
C-55	32.00'	134°04'47"	74.88'	58.93'	S41°56'16"E
C-56	429.00'	12°31'25"	93.77'	93.58'	N18°50'25"E
C-57	165.00'	30°40'31"	88.34'	87.29'	S28°40'06"E
C-58	165.00'	49°57'56"	143.89'	139.37'	S68°59'20"E
C-59	390.00'	31°21'43"	213.47'	210.82'	N40°46'59"E
C-60	390.00'	12°31'25"	85.25'	85.08'	N18°50'25"E
C-61	127.50'	02°58'47"	6.63'	6.63'	S88°53'11"E
C-62	25.00'	90°00'00"	39.27'	35.36'	N45°22'34"W
C-73	9.50'	41°28'14"	6.88'	6.73'	S40°20'34"W
C-75	9.50'	41°32'49"	6.89'	6.74'	S03°55'04"W
C-76	872.50'	38°28'42"	585.95'	575.00'	S73°21'52"W
C-77	872.50'	34°21'29"	523.21'	515.40'	S71°18'16"W
C-78	872.50'	04°07'12"	62.74'	62.73'	N89°27'23"W
C-89	772.50'	00°39'17"	8.83'	8.83'	S53°47'52"W



KEY MAP
NOT TO SCALE

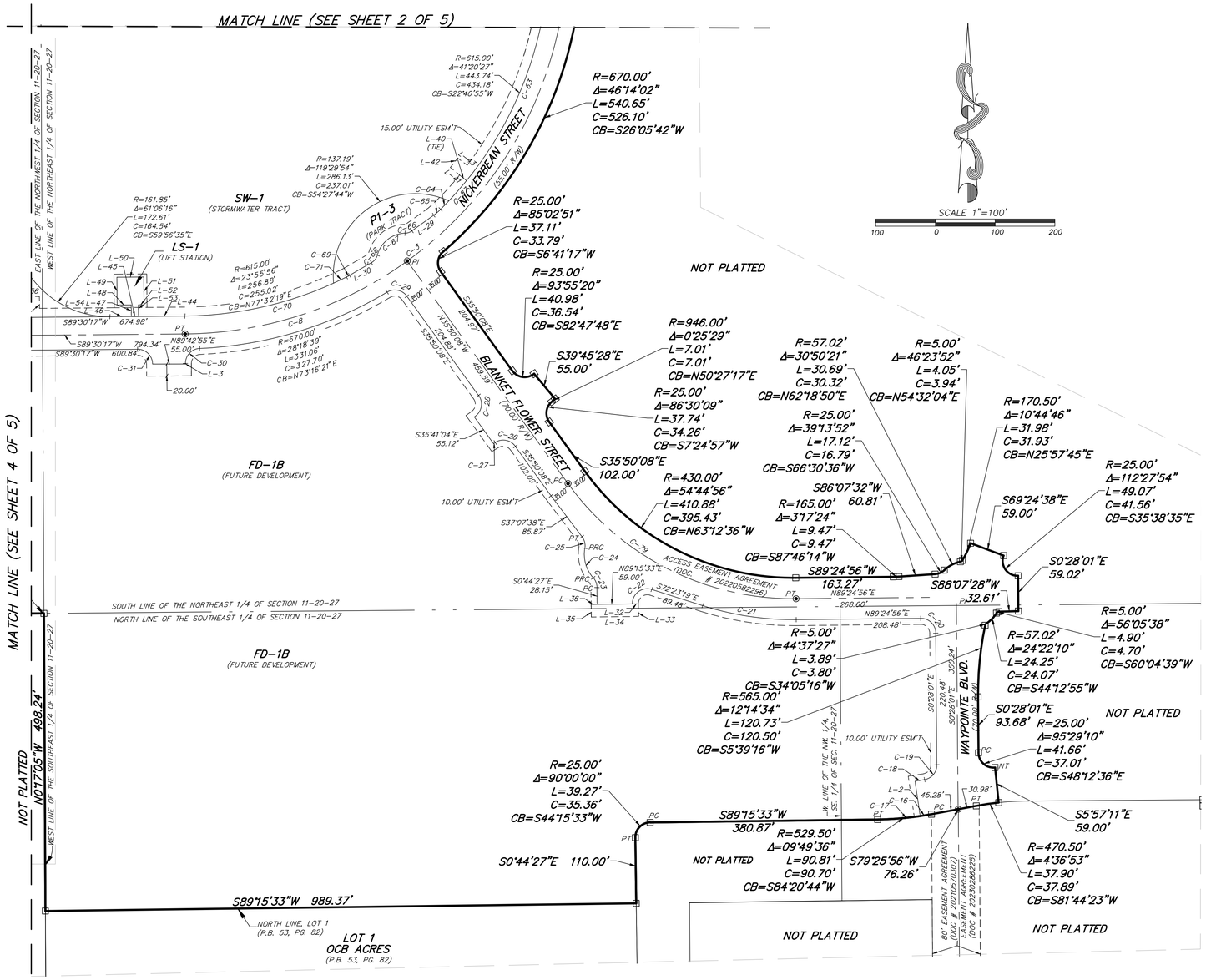
PEC | **SURVEYING AND MAPPING, LLC**
CERTIFICATE OF AUTHORIZATION NUMBER LB 7808
2100 Alafaya Trail, Suite 203 • Oviedo, Florida 32765 • 407-542-4967

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."

PLAT BOOK PAGE

CROSSROADS AT KELLY PARK PHASES 1-2, 1-3 AND 2

LYING IN SECTION 11, TOWNSHIP 20 SOUTH, RANGE 27 EAST
CITY OF APOPKA, ORANGE COUNTY, FLORIDA

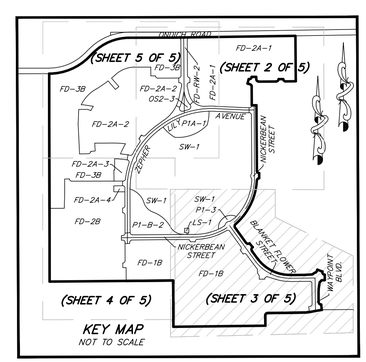


CURVE TABLE					
CURVE #	RADIUS	DELTA	LENGTH	CHORD DISTANCE	CHORD BEARING
C-3	645.00'	89°52'51"	1011.82'	911.22'	N44°33'51"E
C-16	529.50'	02°04'21"	19.15'	19.15'	N80°28'06"E
C-17	529.50'	07°45'16"	71.66'	71.61'	N85°22'55"E
C-18	470.50'	01°58'57"	16.28'	16.28'	N80°30'48"E
C-19	25.00'	79°59'21"	34.90'	32.14'	N39°31'39"E
C-20	25.00'	90°07'03"	39.32'	35.39'	N45°31'32"W
C-21	500.00'	18°11'44"	158.79'	158.12'	S81°29'12"E
C-22	25.00'	108°21'08"	47.28'	40.54'	S53°26'07"W
C-23	25.00'	40°34'32"	17.70'	17.34'	N21°01'43"W
C-24	60.00'	50°55'14"	53.32'	51.59'	S15°51'22"E
C-25	25.00'	46°43'53"	20.39'	19.83'	N13°45'42"W
C-26	25.00'	86°24'43"	37.70'	34.23'	N79°02'30"W
C-27	946.00'	00°12'37"	3.47'	3.47'	N57°51'27"E
C-28	25.00'	94°01'25"	41.03'	36.57'	N11°10'35"E
C-29	25.00'	85°02'51"	37.11'	33.79'	N78°21'33"W
C-30	25.00'	87°42'45"	38.27'	34.64'	S43°34'18"W
C-31	25.00'	90°12'38"	39.36'	35.42'	N45°23'24"W
C-63	615.00'	41°20'27"	443.74'	434.18'	S22°40'55"W
C-64	615.00'	01°50'44"	19.81'	19.81'	S44°16'30"W
C-65	94.50'	09°02'39"	14.92'	14.90'	N49°43'12"E
C-66	21.52'	33°16'52"	12.50'	12.32'	N70°53'18"E
C-67	49.50'	73°10'25"	63.22'	59.01'	S51°44'27"W
C-68	21.51'	43°56'53"	16.50'	16.10'	N37°50'14"E
C-69	94.50'	03°31'52"	5.82'	5.82'	N61°34'48"E
C-71	615.00'	02°13'36"	23.90'	23.90'	N64°27'33"E
C-87	615.00'	04°12'11"	45.12'	45.11'	S41°15'02"W

LINE TABLE		
LINE #	BEARING	DISTANCE
L-2	S08°29'43"E	59.00'
L-3	N00°17'05"W	0.84'
L-29	N54°14'31"E	44.90'
L-30	N59°48'52"E	42.46'
L-32	N89°15'33"E	10.00'
L-33	S00°44'27"E	21.06'
L-34	S89°15'33"W	79.00'
L-35	S00°44'27"E	21.06'
L-36	N89°15'33"E	10.00'
L-40	S50°51'03"E	15.00'
L-41	S50°52'01"E	20.00'
L-42	S38°02'36"W	20.01'

LINE TABLE		
LINE #	BEARING	DISTANCE
L-43	N52°46'51"W	20.04'
L-44	S89°30'17"W	77.68'
L-45	N89°30'17"E	12.00'
L-46	S89°30'17"W	35.88'
L-47	S00°29'43"E	19.50'
L-48	S89°30'17"W	23.58'
L-49	S00°29'43"E	46.50'
L-50	S89°30'17"W	45.00'
L-51	S00°29'43"E	46.50'
L-52	S89°30'17"W	9.42'
L-53	S00°29'43"E	19.50'
L-54	S89°30'17"W	125.10'

INDEX
SHEET 1 = COVER SHEET
SHEET 2-5 = BOUNDARY AND DETAIL SHEETS



KEY MAP
NOT TO SCALE

PEC | **SURVEYING AND MAPPING, LLC**
CERTIFICATE OF AUTHORIZATION NUMBER LB 7808
2100 Alafaya Trail, Suite 203 • Oviedo, Florida 32765 • 407-542-4967

NOTICE:
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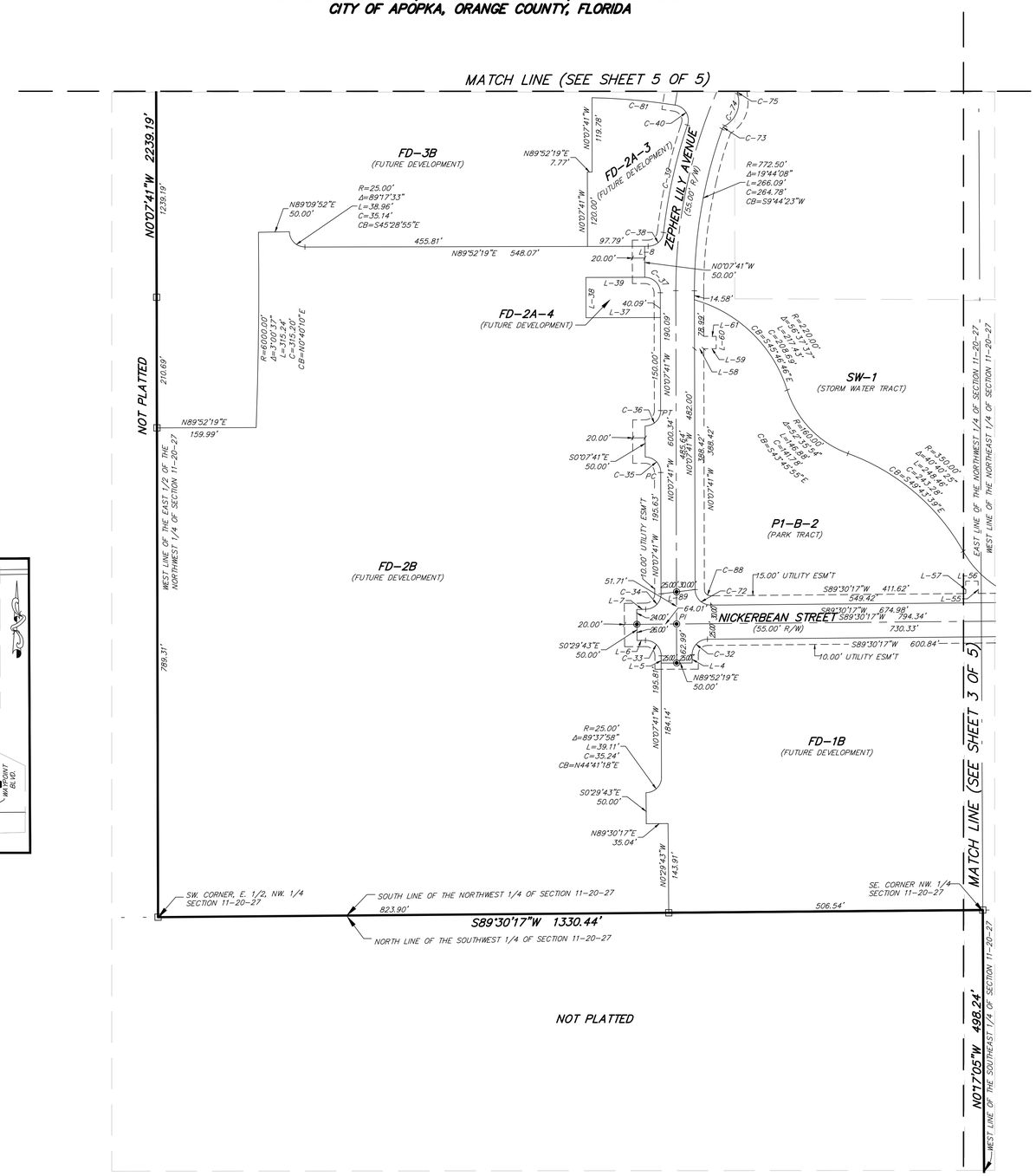
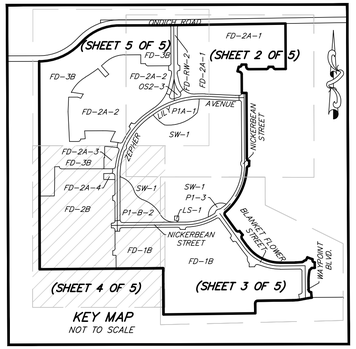
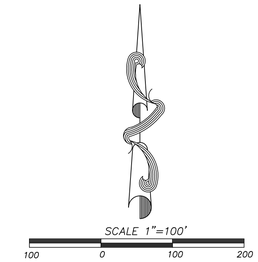
PLAT BOOK PAGE

CROSSROADS AT KELLY PARK PHASES 1-2, 1-3 AND 2

LYING IN SECTION 11, TOWNSHIP 20 SOUTH, RANGE 27 EAST
CITY OF APOPKA, ORANGE COUNTY, FLORIDA







INDEX
SHEET 1 = COVER SHEET
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CURVE TABLE

CURVE #	RADIUS	DELTA	LENGTH	CHORD DISTANCE	CHORD BEARING
C-32	25.00'	89°37'58"	39.11'	35.24'	S44°41'18"W
C-33	25.00'	90°22'02"	39.43'	35.47'	N45°18'42"W
C-34	25.00'	89°37'58"	39.11'	35.24'	N44°41'18"E
C-35	25.00'	90°00'00"	39.27'	35.36'	N45°07'41"W
C-36	25.00'	90°00'00"	39.27'	35.36'	N44°52'19"E
C-37	25.00'	89°47'44"	39.18'	35.29'	N45°13'49"W
C-38	25.00'	83°28'10"	36.42'	33.28'	N48°08'14"E
C-39	827.50'	12°17'07"	177.43'	177.09'	S12°32'43"W
C-40	25.00'	99°41'56"	43.50'	38.22'	N31°09'41"W
C-72	25.00'	90°22'02"	39.43'	35.47'	S45°18'42"E
C-73	9.50'	41°28'14"	6.88'	6.73'	S40°20'34"W
C-74	43.50'	77°56'01"	59.17'	54.71'	N22°06'41"E
C-75	9.50'	41°32'49"	6.89'	6.74'	S03°55'04"W
C-81	975.00'	07°54'48"	134.66'	134.55'	N84°58'03"W
C-88	10.00'	90°22'02"	15.77'	14.19'	S45°18'42"E

LINE TABLE

LINE #	BEARING	DISTANCE
L-4	N00°07'41"W	13.31'
L-6	N89°30'17"E	13.68'
L-7	N89°30'17"E	14.32'
L-8	S89°52'19"W	5.53'
L-37	N89°52'19"E	120.00'
L-38	S00°07'41"E	65.00'
L-39	S89°52'19"W	95.01'
L-55	N00°29'43"W	20.00'
L-56	S89°30'17"W	20.00'
L-57	S00°29'43"E	20.00'
L-58	S89°52'19"W	15.00'
L-59	N89°52'19"E	19.90'
L-60	N00°07'41"W	20.00'
L-61	S89°52'19"W	19.90'
L-89	S82°57'15"W	55.40'

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SCALE 1"=100'

100 0 100 200

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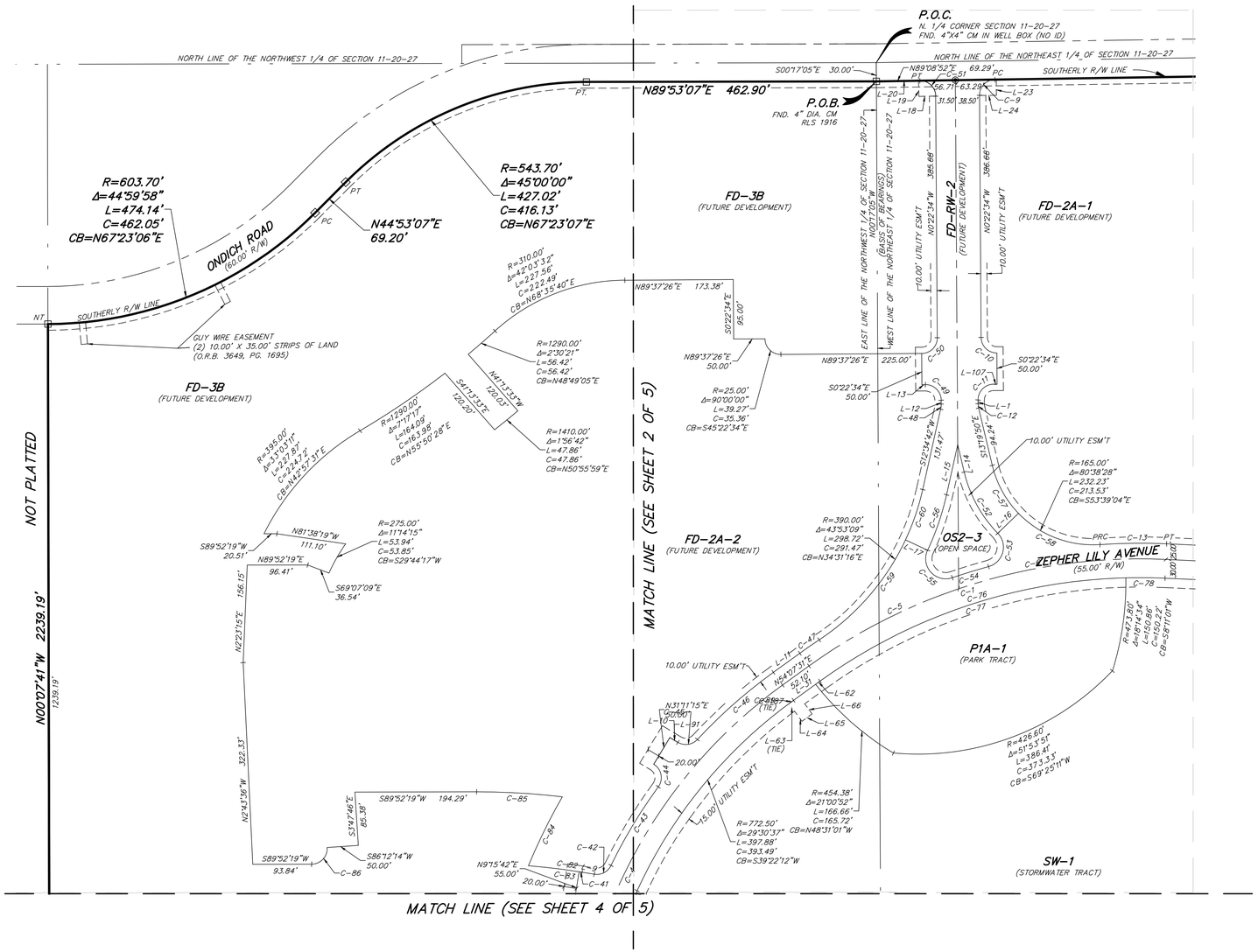

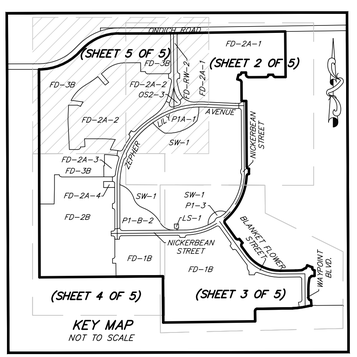

CURVE TABLE					
CURVE #	RADIUS	DELTA	LENGTH	CHORD DISTANCE	CHORD BEARING
C-1	902.50'	38°28'42"	606.09'	594.77'	S73°21'52"W
C-4	802.50'	54°15'12"	759.89'	731.81'	S26°59'55"W
C-5	902.50'	17°08'42"	270.06'	269.06'	S62°41'52"W
C-6	902.50'	21°19'59"	336.03'	334.09'	S81°56'13"W
C-9	25.00'	89°31'26"	39.06'	35.21'	S44°23'09"W
C-10	25.00'	90°00'00"	39.27'	35.36'	S45°22'34"E
C-11	25.00'	90°00'00"	39.27'	35.36'	S44°37'26"W
C-12	29.00'	12°57'16"	6.56'	6.54'	S06°51'12"E
C-13	927.50'	06°34'30"	106.44'	106.38'	S89°18'57"W
C-41	1030.00'	00°15'29"	4.64'	4.64'	N80°52'02"W
C-42	25.00'	73°19'27"	31.99'	29.85'	N62°35'59"E
C-43	827.50'	10°09'58"	146.82'	146.63'	S31°01'14"W
C-44	25.00'	94°54'58"	41.41'	36.84'	N11°21'16"W
C-45	25.00'	78°17'16"	34.16'	31.56'	N82°02'37"E
C-46	827.50'	11°13'31"	162.12'	161.86'	S48°30'45"W
C-47	927.50'	02°20'20"	37.86'	37.86'	S55°17'41"W
C-48	36.00'	12°57'16"	8.14'	8.12'	N06°06'04"E
C-49	25.00'	90°00'00"	39.27'	35.36'	N45°22'34"W
C-50	25.00'	90°00'00"	39.27'	35.36'	N44°37'26"E
C-51	25.00'	90°28'34"	39.48'	35.50'	N45°36'51"W
C-52	211.00'	30°40'31"	112.97'	111.62'	S28°40'06"E
C-53	32.00'	118°47'39"	66.35'	55.09'	N15°23'28"E
C-54	922.50'	03°45'57"	60.63'	60.62'	S72°54'18"W
C-55	32.00'	134°04'47"	74.88'	58.93'	S41°56'16"E
C-56	429.00'	12°31'25"	93.77'	93.58'	N18°50'25"E
C-57	165.00'	30°40'31"	88.34'	87.29'	S28°40'06"E
C-58	165.00'	49°57'56"	143.89'	139.37'	S68°59'20"E
C-59	390.00'	31°21'43"	213.47'	210.82'	N40°46'59"E
C-60	390.00'	12°31'25"	85.25'	85.08'	N18°50'25"E
C-76	872.50'	38°28'42"	585.95'	575.00'	S73°21'52"W
C-77	872.50'	34°21'29"	523.21'	515.40'	S71°18'16"W
C-78	872.50'	04°07'12"	62.74'	62.73'	N89°27'23"W
C-82	1030.00'	04°47'37"	86.17'	86.15'	N83°08'07"W
C-83	1030.00'	04°32'08"	81.54'	81.52'	N83°15'51"W
C-84	947.50'	07°25'50"	122.88'	122.79'	S26°09'22"W
C-85	1145.00'	06°52'02"	137.24'	137.16'	N86°41'40"W
C-86	25.00'	93°40'05"	40.87'	36.47'	N43°02'17"E
C-89	772.50'	00°39'17"	8.83'	8.83'	S53°47'52"W
C-187	772.50'	00°39'17"	8.83'	8.83'	S53°47'52"W

LINE TABLE		
LINE #	BEARING	DISTANCE
L-1	N00°22'34"W	6.14'
L-9	S80°44'18"E	19.82'
L-10	S58°48'45"E	14.61'
L-11	N54°07'31"E	52.10'
L-12	N00°22'34"W	6.14'
L-13	S89°37'26"W	5.50'
L-14	S13°19'50"E	44.77'
L-15	S12°34'42"W	81.99'
L-16	N45°59'39"E	46.00'
L-17	N64°53'53"W	39.00'
L-18	S89°08'52"W	26.90'
L-19	N00°51'08"W	25.00'

LINE TABLE		
LINE #	BEARING	DISTANCE
L-20	N89°08'52"E	67.39'
L-23	N00°51'08"W	25.00'
L-24	N89°08'52"E	27.00'
L-31	N54°07'31"E	52.10'
L-62	N54°07'31"E	8.43'
L-63	N36°31'46"W	15.00'
L-64	S35°46'21"E	20.00'
L-65	N54°07'31"E	20.00'
L-66	N35°52'29"W	20.05'
L-91	S58°48'45"E	14.61'
L-107	S89°37'26"W	5.50'

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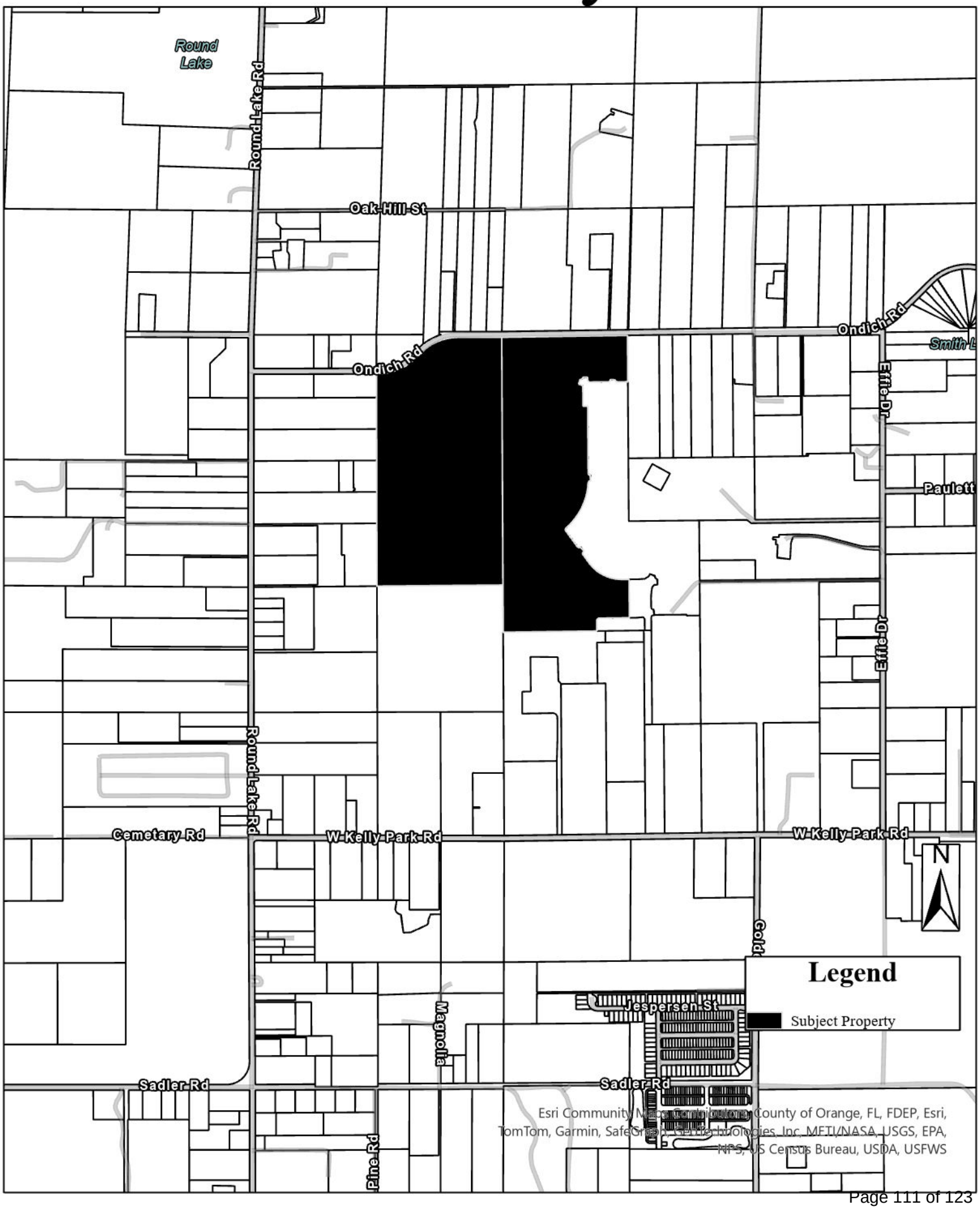
Vicinity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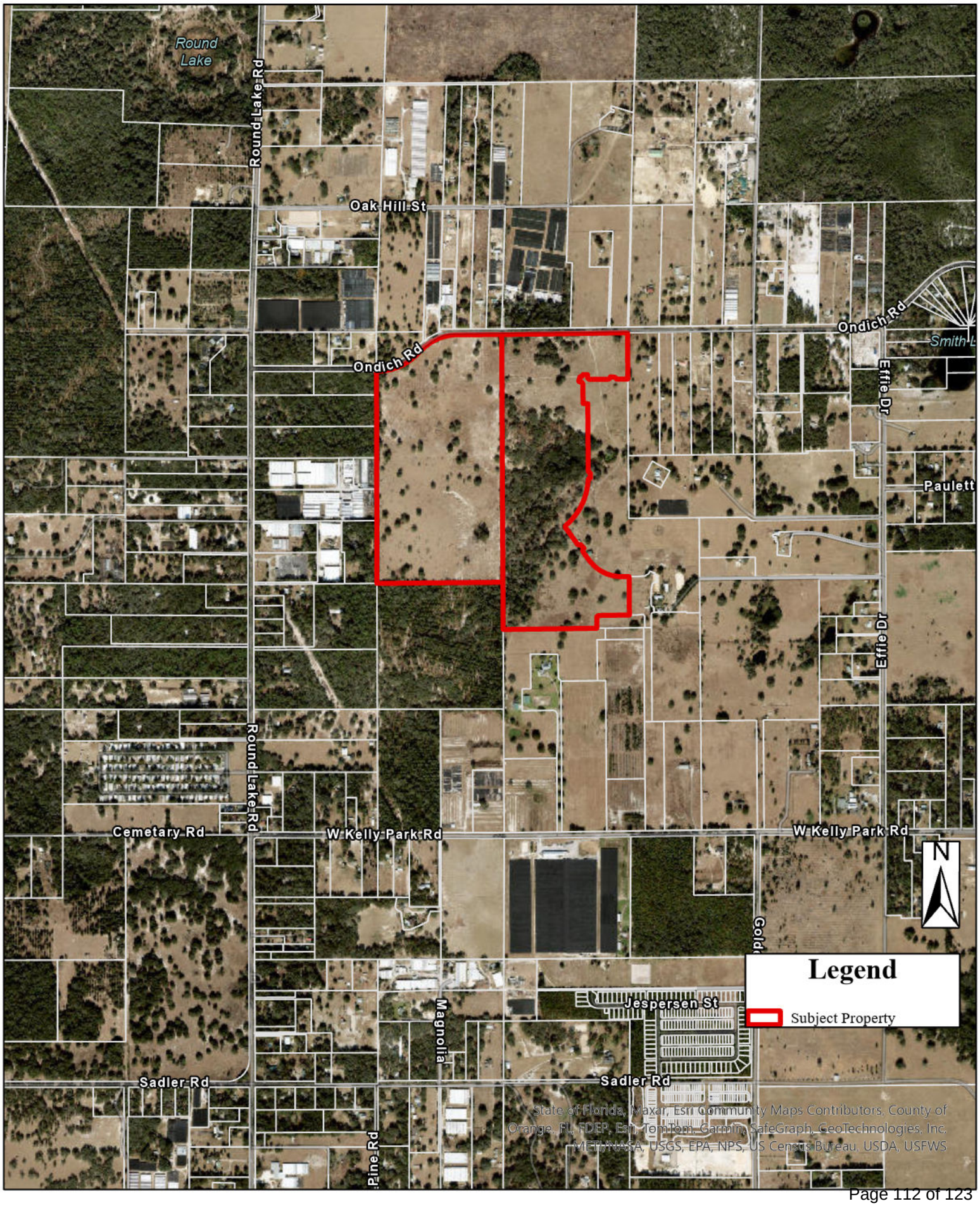
Round Lake Rd
Oak Hill St
Ondich Rd
Ondich Rd
Effie Dr
Effie Dr
Paulett
Cemetary Rd
W Kelly Park Rd
W Kelly Park Rd
Round Lake Rd
Magnolia
Jespersen St
Sadler Rd
Sadler Rd
Pine Rd
N
Legend
Subject Property
Esri Community Maps Contributors, County of Orange, FL, FDEP, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS

Aerial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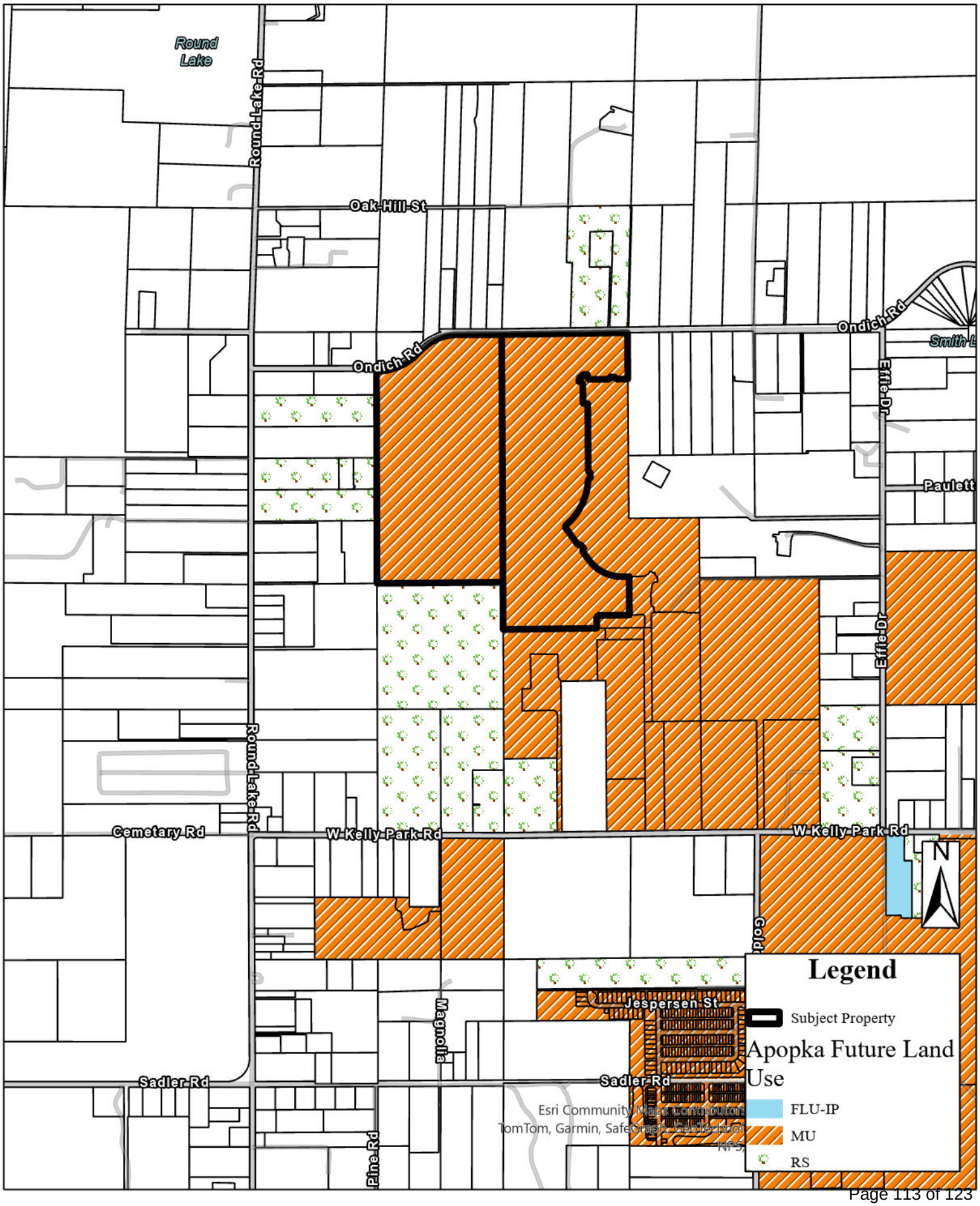
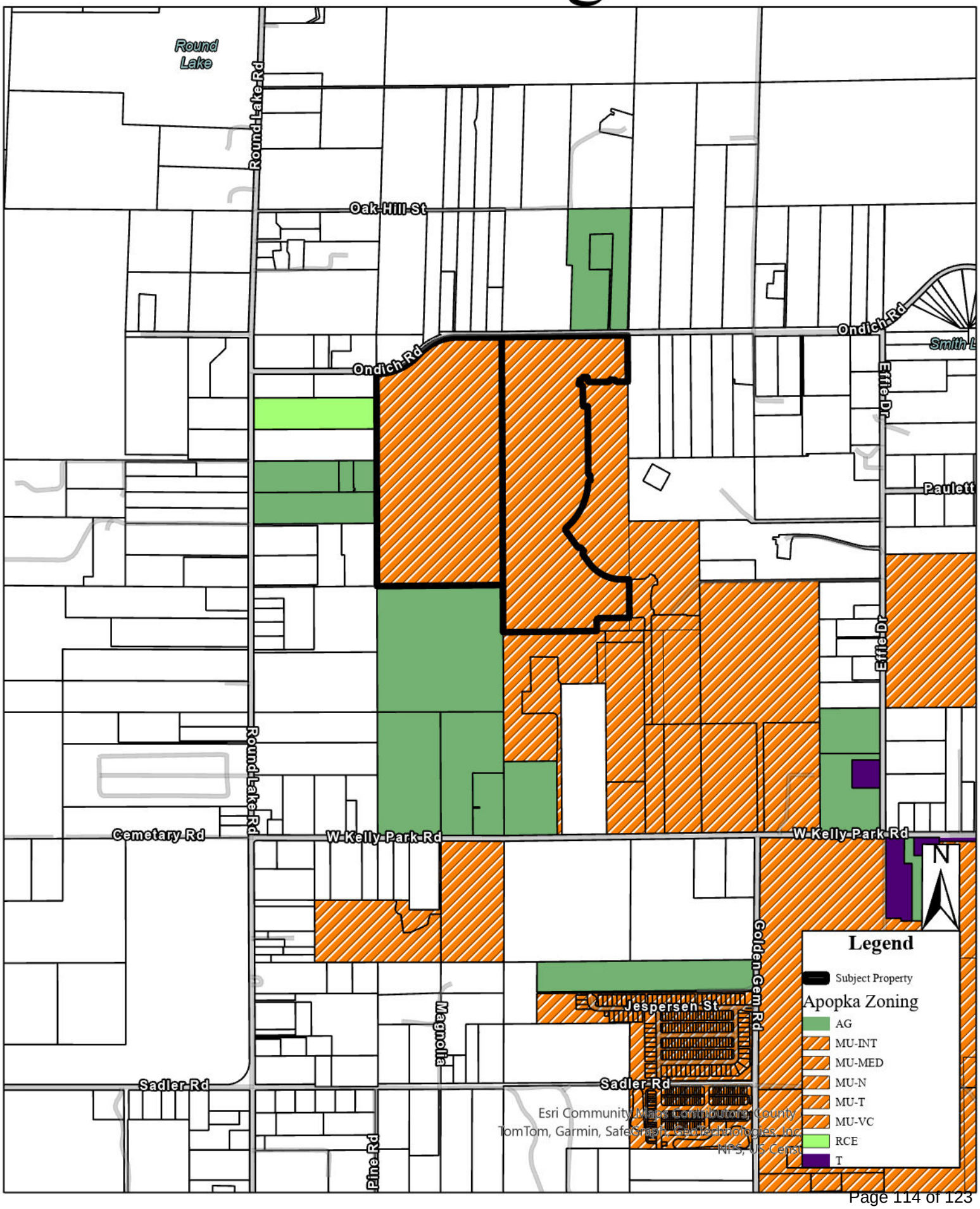
Future Land Use



Zoning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Sadler Rd
Sadler Rd
Pine Rd
N
Legend
Subject Property
Apopka Zoning
AG
MU-INT
MU-MED
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MU-T
MU-VC
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NPS, US Cens

City of Apopka
PLANNING COMMISSION STAFF REPORT

Section: SITE PLANS
Item #: 2.
Meeting Date: April 9, 2024
Department: Community Development

SUBJECT:
Quasi-Judicial - Mid-Florida South Logistics Park - Plat

REQUEST:
Recommend approval of the Mid-Florida South Logistics Park – Plat.

SUMMARY:
Owner(s): BPG Mid-Florida South1, LLC and Central Florida Expressway Authority
Applicant(s): Leading Edge Land Services, Inc. c/i Mike Baerhold, PSM
Tract Size: 71.3 +/- acres
Parcel Identification Number(s): 12-21-27-0000-00-007, 12-21-27-0000-00-011, 12-21-27-0000-00-012, 12-21-27-0000-00-013 and 12-21-27-0000-00-008
Location: Southwest corner of Peterson Road and SR 429
Future Land Use: Industrial
Zoning District: I-L (Light Industrial)
Project Manager: Jean Sanchez

Zoning Report:

Direction	Future Land Use	Zoning	Present Use
North	Industrial	PD (Planned Development)	Mid-Florida Logistics Park
South	Industrial	MU-ES-GT (Mixed-Use – East Shore – Gateway) and PD	Conservation
East	Preservation and County Rural	PR (Parks and Recreation) and County A-2 (Farmland Rural)	SR 429, Meadowlark Residential Subdivision and Avian Pointe Planned Development
West	County Rural	County A-2	Conservation

PROJECT SUMMARY:

The applicant has submitted the Mid-Florida South Logistics – Plat for consideration of five parcels to develop an industrial center for warehouse, distribution and other light industrial uses and creation of the conservation area on the southern portion of the boundaries. The Plat is consistent with the Major Development Plan approved by City Council on May 17, 2023, and the Construction Site Plan approved by the Development Review Committee on October 6, 2023.

The Development Review Committee (DRC) has found that the applicant demonstrates there is competent

substantial evidence in the record that all of the following standards are met:

The plat and its general layout and design comply with all applicable standards in Article 5: Development Standards, and Article 6: Environmental Standards;
The plat complies with all conditions of approval in any development approval or permit to which it is subject;
The plat conforms to the requirements of Chapter 177, Florida Statutes before recordation and per the review and determination of the City Surveyor;
The plat conforms to any development plan (major or minor) to which it is a part; and
The plat complies with all other applicable standards in this LDC and all other City regulations.

ACCESS:

The access to the development is Shelby Industrial Drive.

PUBLIC HEARING SCHEDULE:

April 9, 2024 - Planning Commission (5:30 P.M.)
May 1, 2024 - City Council (1:30 P.M.)

FUNDING SOURCE:
Not applicable.

RECOMMENDED MOTION:

Development Review Committee (DRC):

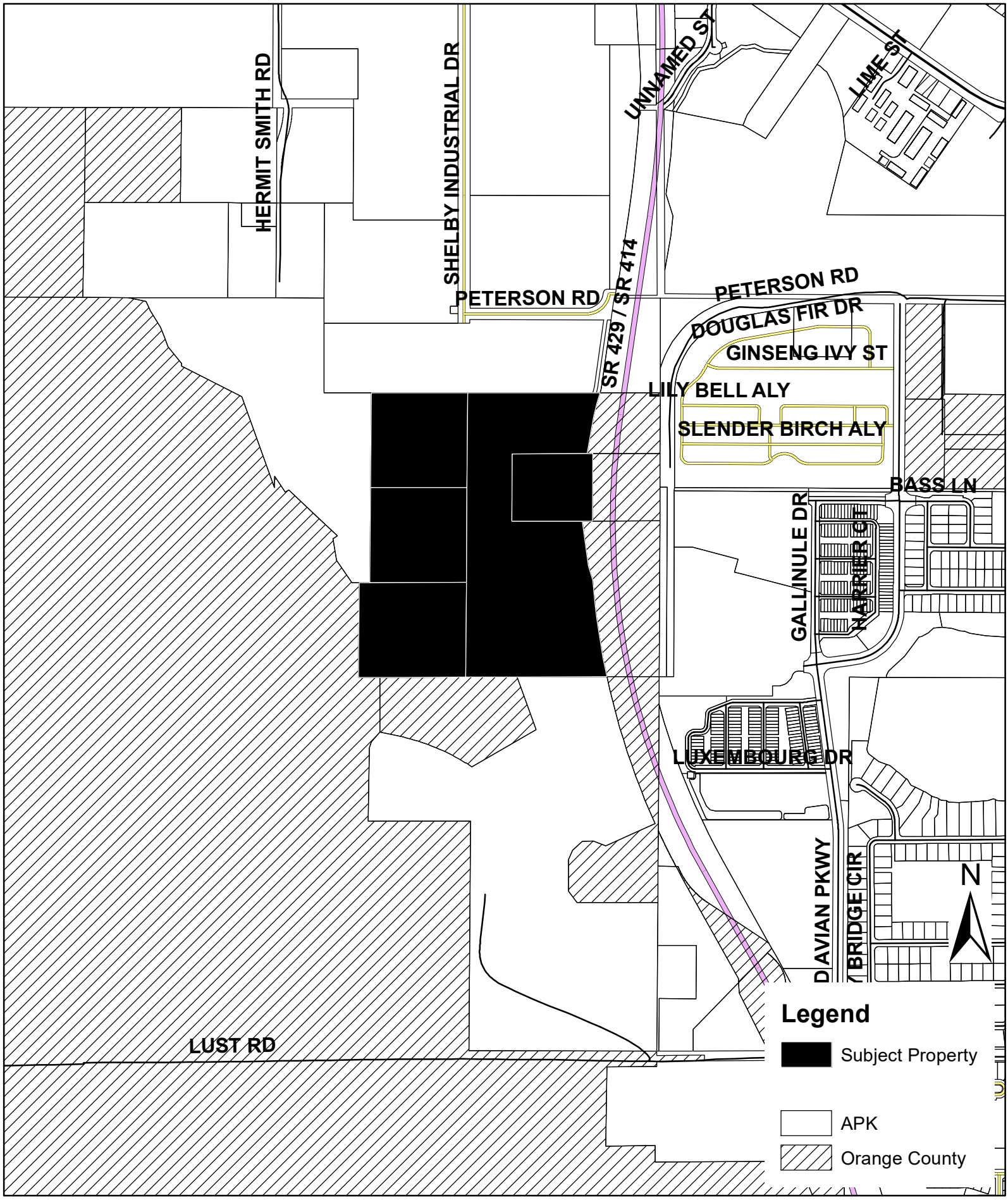
Recommends approval of the Mid-Florida South Logistics Park – Plat.

Recommended Motion - Planning Commission:

Recommend approval of the Mid-Florida South Logistics Park – Plat.

ATTACHMENTS:
1. Maps
2. Mid-Florida South Logistics - Plat

Vicinity



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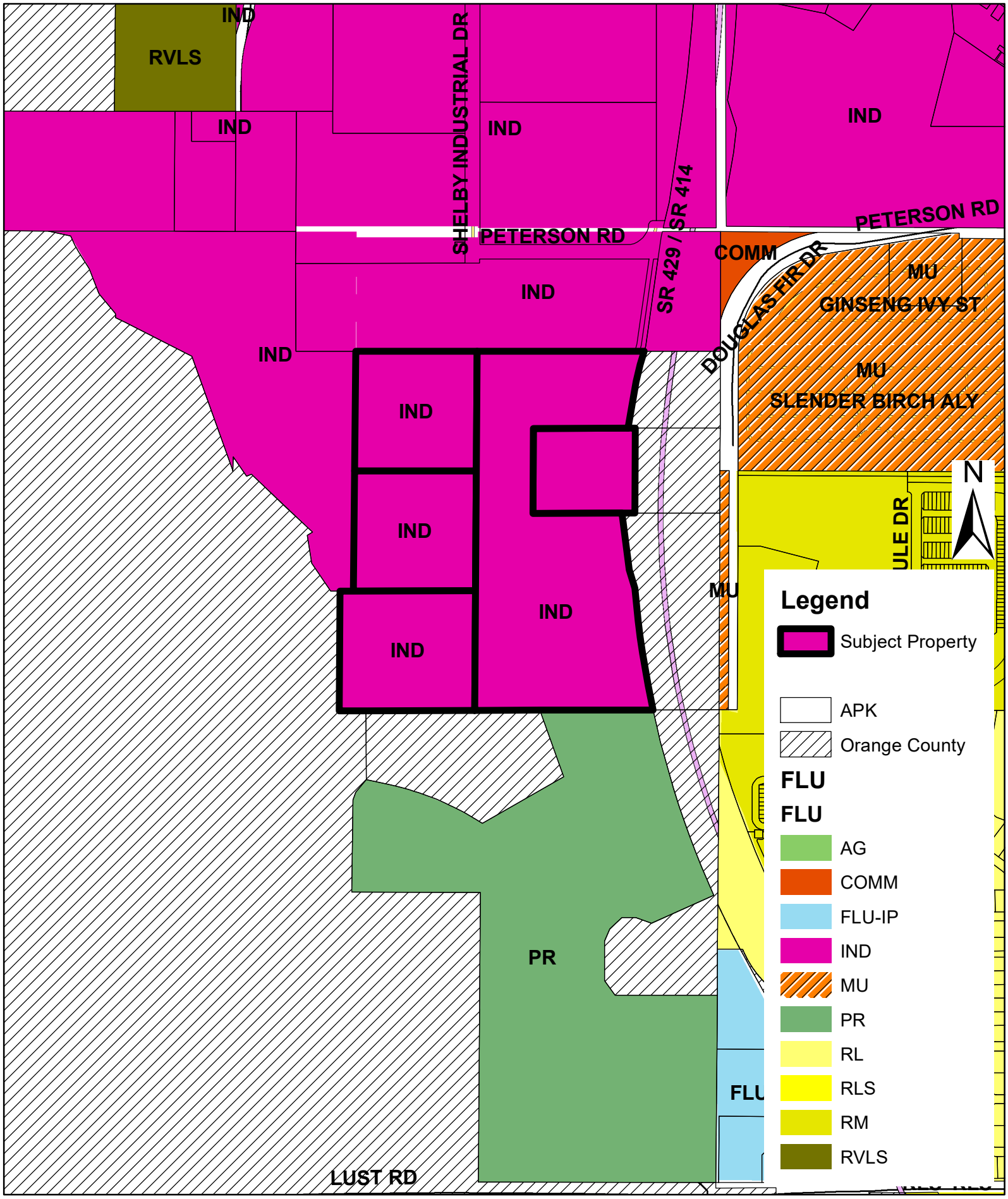

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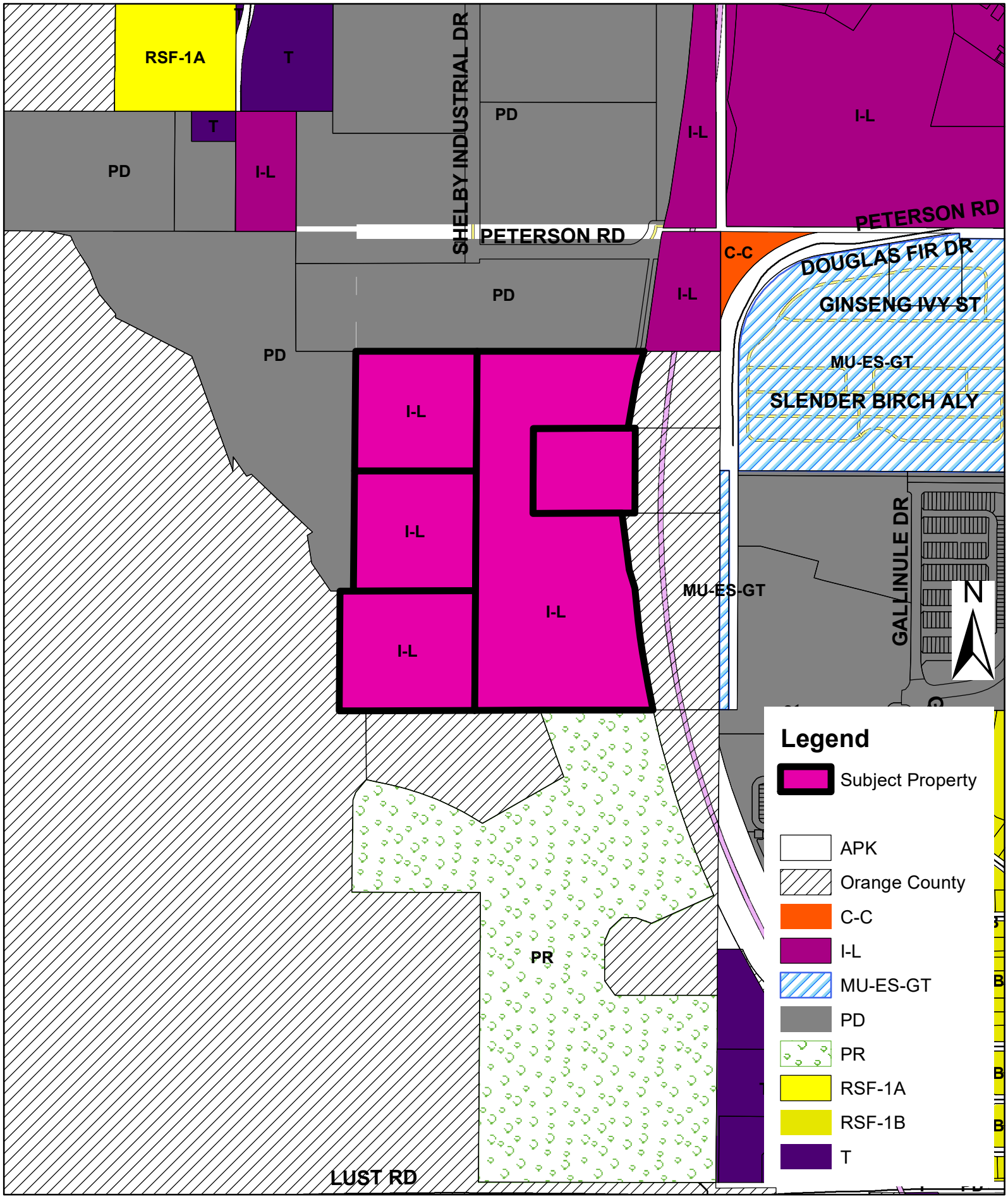

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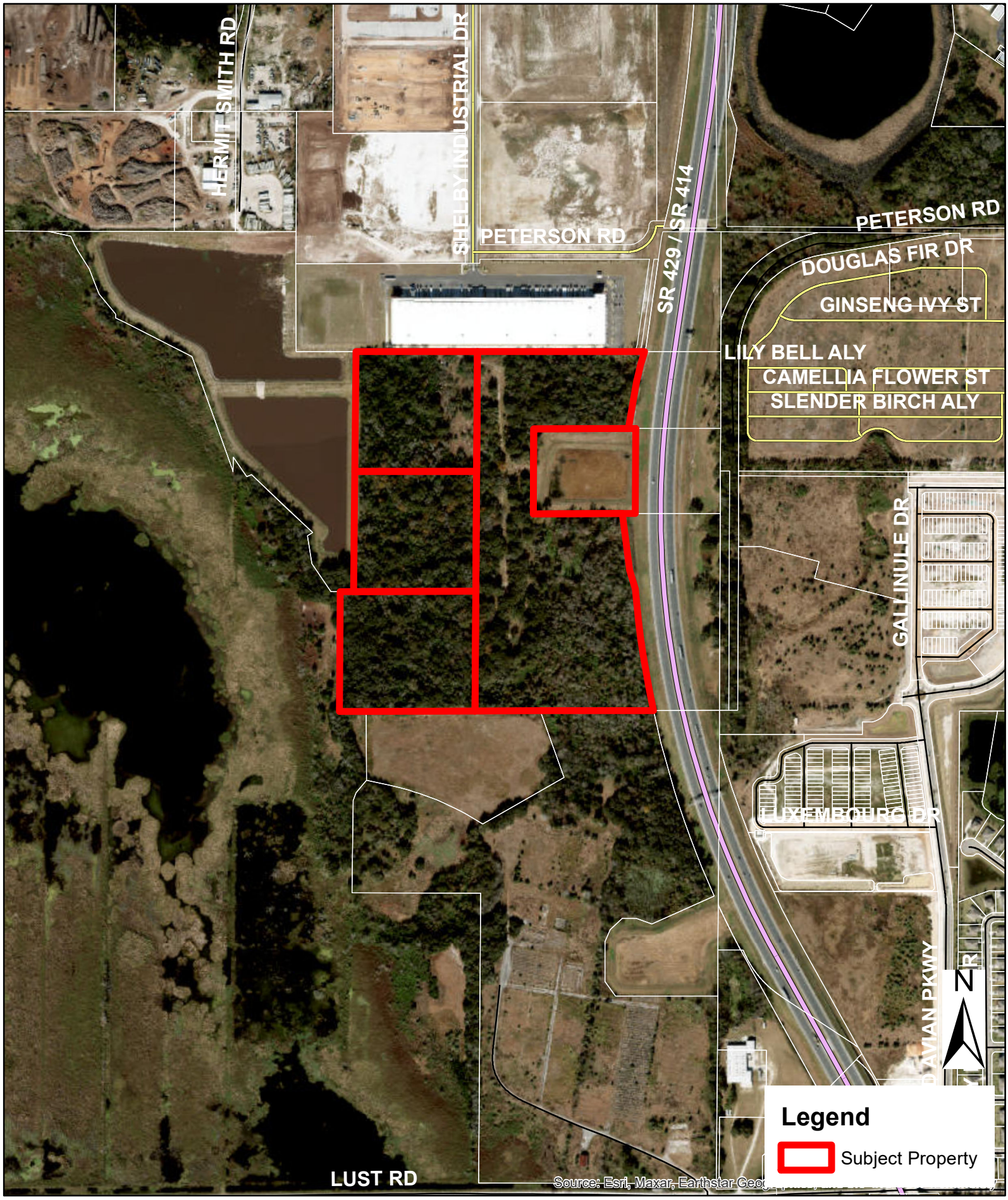

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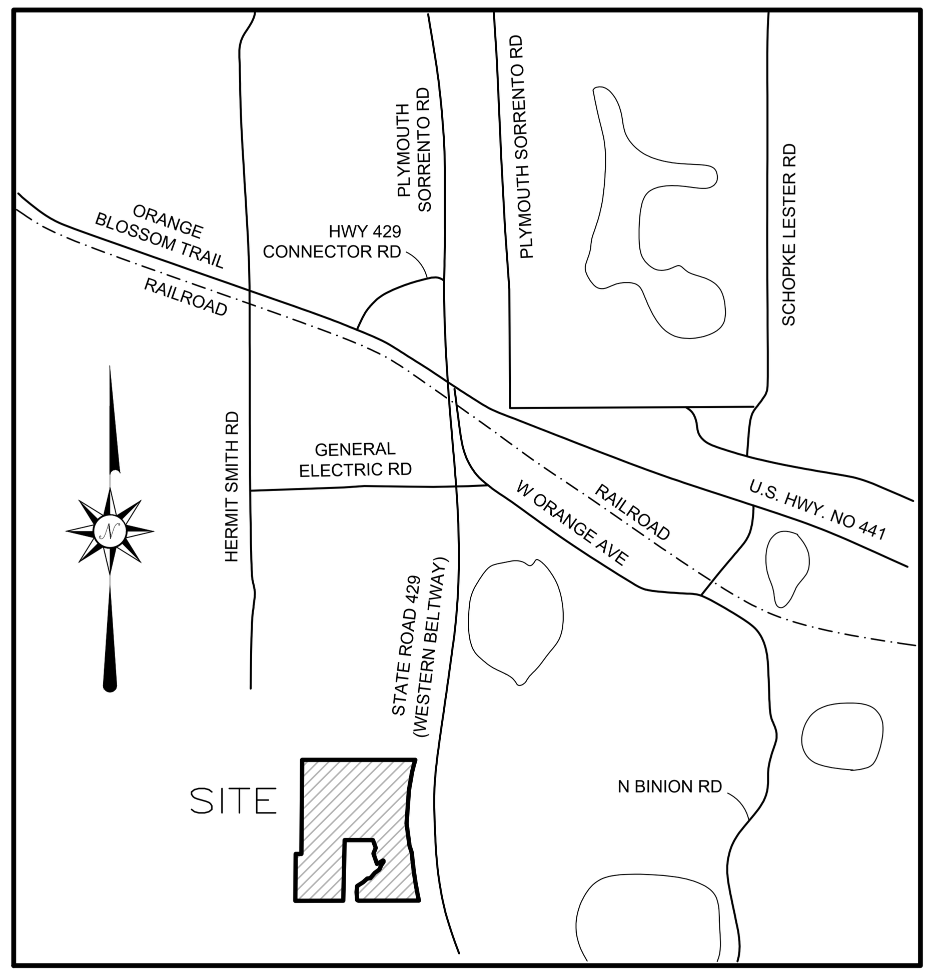
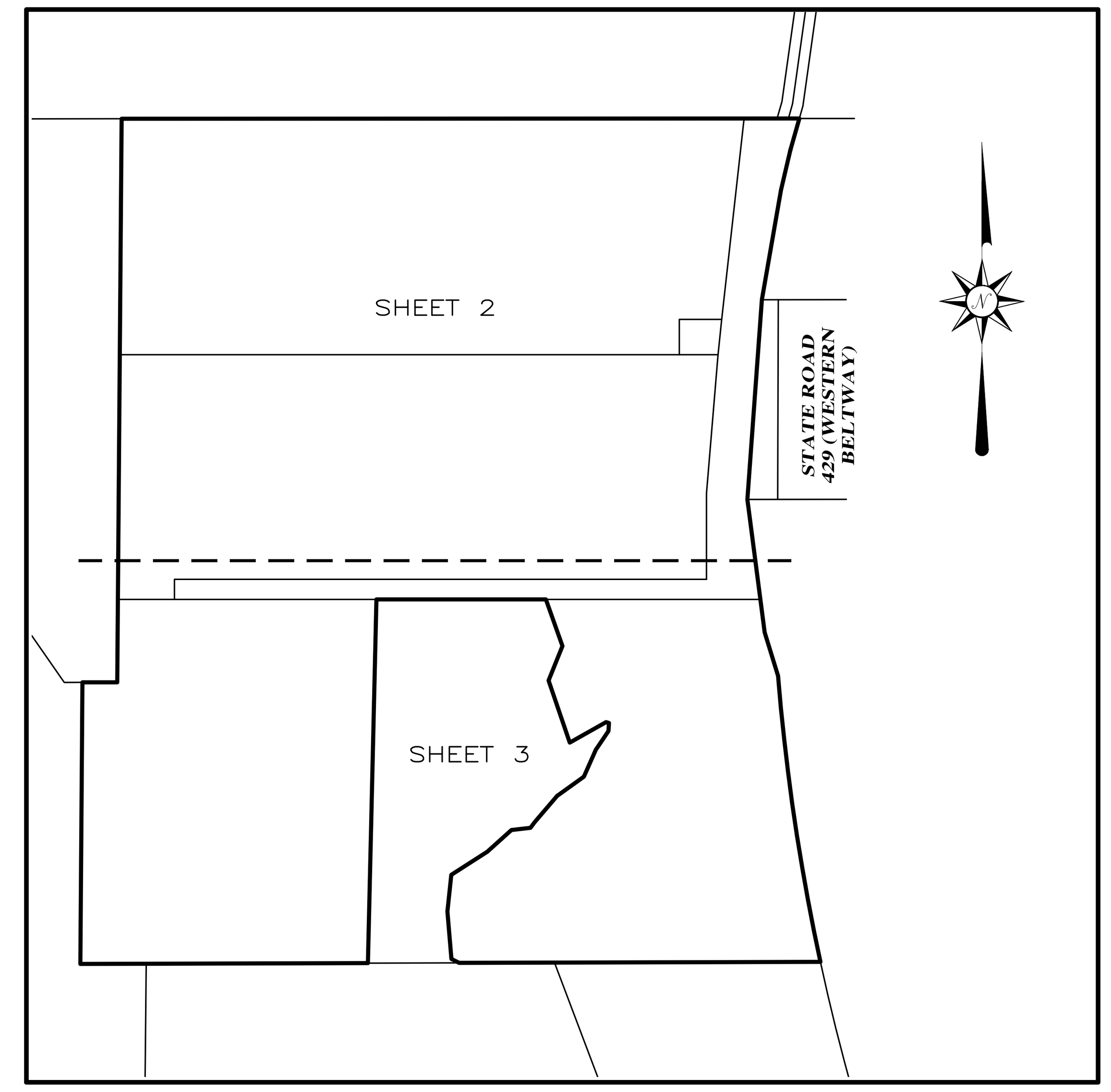
MID-FLORIDA SOUTH LOGISTICS PARK

LOCATED IN SECTION 12, TOWNSHIP 21 SOUTH, RANGE 27 EAST,
CITY OF APOPKA, ORANGE COUNTY, FLORIDA



VICINITY MAP
(NOT TO SCALE)



KEY MAP
(NOT TO SCALE)

LEGAL DESCRIPTION

A PARCEL OF LAND LOCATED IN SECTION 12, TOWNSHIP 21 SOUTH, RANGE 27 EAST, ORANGE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGIN AT THE SOUTHEAST CORNER OF TRACT F, MID-FLORIDA LOGISTICS PARK, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK, 99, PAGES 34-43, OF THE PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA, ALSO BEING THE WESTERLY RIGHT-OF-WAY OF STATE ROAD 429 (WESTERN BELTWAY) LIMITED ACCESS RIGHT-OF-WAY; THENCE ALONG SAID WESTERLY RIGHT-OF-WAY OF STATE ROAD 429 (WESTERN BELTWAY) THE FOLLOWING SEVEN (7) COURSES: 1) S15°56'44"W, A DISTANCE OF 76.95 FEET; 2) S13°06'26"W, A DISTANCE OF 95.81 FEET; 3) S09°55'40"W, A DISTANCE OF 260.16 FEET; 4) S04°08'20"W, A DISTANCE OF 467.86 FEET; 5) S07°25'10"E, A DISTANCE OF 313.50 FEET; 6) S17°09'05"E, A DISTANCE OF 106.11 FEET; 7) SOUTHEASTERLY ALONG THE ARC OF A NON-TANGENT CURVE TO THE LEFT (SAID CURVE HAVING A RADIUS OF 5156.00 FEET, A CENTRAL ANGLE OF 07°30'56" AND A CHORD BEARING AND DISTANCE OF S08°24'37"E, 675.83 FEET) FOR AN ARC DISTANCE OF 676.31 FEET TO A POINT OF NON-TANGENCY AND TO THE SOUTH LINE OF THE NORTHEAST 1/4 OF SAID SECTION 12; THENCE ALONG THE SOUTH LINE OF THE NORTHEAST 1/4 OF SAID SECTION 12, S89°50'36"W, A DISTANCE OF 844.11 FEET; THENCE DEPARTING THE SOUTH LINE OF THE NORTHEAST 1/4 OF SAID SECTION 12, N62°41'57"W, A DISTANCE OF 20.28 FEET; THENCE N04°54'27"W, A DISTANCE OF 111.22 FEET; THENCE N06°08'14"E, A DISTANCE OF 86.34 FEET; THENCE N57°27'42"E, A DISTANCE OF 100.03 FEET; THENCE N47°58'49"E, A DISTANCE OF 75.77 FEET; THENCE N83°12'08"E, A DISTANCE OF 44.59 FEET; THENCE N36°58'25"E, A DISTANCE OF 17.13 FEET; THENCE N40°30'18"E, A DISTANCE OF 79.92 FEET; THENCE N54°25'18"E, A DISTANCE OF 77.21 FEET; THENCE N23°42'36"E, A DISTANCE OF 68.76 FEET; THENCE N34°15'16"E, A DISTANCE OF 52.99 FEET; THENCE N03°13'41"E, A DISTANCE OF 18.81 FEET; THENCE N73°25'28"W, A DISTANCE OF 7.13 FEET; THENCE S60°30'15"W, A DISTANCE OF 97.49 FEET; THENCE N18°45'36"W, A DISTANCE OF 153.43 FEET; THENCE N21°49'38"E, A DISTANCE OF 86.63 FEET; THENCE N19°32'53"W, A DISTANCE OF 115.61 FEET; THENCE N90°00'00"W, A DISTANCE OF 395.81 FEET; THENCE S01°20'41"W, A DISTANCE OF 850.16 FEET TO THE SOUTH LINE OF THE NORTHEAST 1/4 OF SAID SECTION 12; THENCE ALONG THE SOUTH LINE OF THE NORTHEAST 1/4 OF SAID SECTION 12, S89°50'36"W, A DISTANCE OF 671.88 FEET; THENCE DEPARTING THE SOUTH LINE OF THE NORTHEAST 1/4 OF SAID SECTION 12, N00°25'23"E, A DISTANCE OF 657.98 FEET TO THE SOUTH LINE OF TRACT C, OF SAID MID-FLORIDA LOGISTICS PARK; THENCE ALONG THE SOUTH LINE OF SAID TRACT C, N89°53'17"E, A DISTANCE OF 81.30 FEET TO THE SOUTHEAST CORNER OF SAID TRACT C; THENCE ALONG THE EAST LINE OF SAID TRACT C, N00°26'44"E, A DISTANCE OF 1316.95 FEET TO THE SOUTH LINE OF LOT 5 OF SAID MID-FLORIDA LOGISTICS PARK; THENCE ALONG THE SOUTH LINE OF SAID LOT 5, N89°58'26"E, A DISTANCE OF 1583.60 FEET TO THE POINT OF BEGINNING.

CONTAINING 63.732 ACRES (2776187 SQUARE FEET) OF LAND, MORE OR LESS.

LEGEND

□	SET 4"x4" CONCRETE MONUMENT "PRM LB 6846"
■	FOUND CONCRETE MONUMENT (AS NOTED)
○	SET 5/8" IRON ROD WITH DISK "LB 6846"
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
NT	NON-TANGENT
NO	NUMBER
HWY.	HIGHWAY
F.D.O.T.	FLORIDA DEPARTMENT OF TRANSPORTATION
RLS	REGISTERED LICENSED SURVEYOR
CONC.	CONCRETE
MON.	MONUMENT
T	TOWNSHIP
R	RANGE
S.R.	STATE ROAD
O.O.C.E.A.	ORLANDO-ORANGE COUNTY EXPRESSWAY AUTHORITY
(flag symbol)	WETLAND FLAG
O/A	OVER ALL

SURVEYOR'S NOTES

1. THE BASIS OF BEARINGS FOR THIS SURVEY IS GRID NORTH, STATE PLANE COORDINATE SYSTEM, FLORIDA EAST, NAD 83, NGS ADJUSTMENT OF 2011. THE SOUTH LINE OF LOT 5 OF MID-FLORIDA LOGISTICS PARK P.B. 99, PGS. 34-43, BEARS N89°58'26"E.

2. THE PROPERTY SHOWN HEREON IS SUBJECT TO:

   1. EASEMENT IN FAVOR OF SOUTHERN BELL TELEPHONE AND TELEGRAPH COMPANY RECORDED JANUARY 12, 1942 IN DEED BOOK 582, PAGE 391, PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA.

   2. SUBJECT PROPERTY LIES WITHIN THE BOUNDARIES OF THE OKLAWAHA RIVER BASIN AS EVIDENCE BY THE SOUTHWEST FLORIDA WATER MANAGEMENT DISTRICT REALIGNING THE BOUNDARIES OF THE OKLAWAHA RIVER BASIN RESOLUTION NO. 653 RECORDED OCTOBER 18, 1976 IN OFFICIAL RECORDS BOOK 2735, PAGE 539, PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA.

   3. ALL RIGHTS OF INGRESS, EGRESS, LIGHT, AIR AND VIEW BETWEEN THE SUBJECT PROPERTY AND STATE ROAD 429, SET FORTH IN WARRANTY DEED RECORDED MAY 12, 2009 IN OFFICIAL RECORDS BOOK 9871, PAGE 4678, PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA.

   4. ACCESS EASEMENT AGREEMENT BY AND BETWEEN ORLANDO-ORANGE COUNTY EXPRESSWAY AUTHORITY, A BODY POLITIC AND CORPORATE AND AN AGENCY OF THE STATE OF FLORIDA AND D. WAYNE SIMPSON AND SUSIE F. SIMPSON, RECORDED MARCH 12, 2010 IN OFFICIAL RECORDS BOOK 10014, PAGE 4293, PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA.

3. 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.

LEADING EDGE LAND SERVICES
INCORPORATED
8802 EXCHANGE DRIVE
ORLANDO, FLORIDA 32809
PHONE:(407) 351-6730
FAX:(407) 351-9691
WEB:www.leadingedgels.com
FLORIDA LICENSED BUSINESS NUMBER 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.

PLAT BOOK: PAGE:

MID—FLORIDA SOUTH LOGISTICS PARK

DEDICATION

KNOW ALL BY THESE PRESENTS, That BPG Mid Florida South 1, LLC, 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, BPG Mid Florida South 1, LLC, has caused these presents to be executed and acknowledged by its undersigned officer thereunto duly authorized on this ___ day of ______________ , 2024.

BPG Mid Florida South 1, LLC,

WITNESSES:

______________________ BY:_________________________

______________________ _________________________
Printed Name of Witness Printed Name

______________________ _________________________
Title

____
Printed Name of Witness

STATE OF ________________

COUNTY OF ______________

I HEREBY CERTIFY, that on this day, before me personally appeared ____________, as _______________ of BPG Mid Florida South 1, LLC, who is ( ) personally known to me or has ( ) produced _______________ as identification, and did/did not take an oath, the individual and officer described in and who executed the forgoing 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 _______________ 2024.

____
Signature of Notary Public

____
Printed Name of Notary Public

Notary Public State of ______________________

My Commission Expires: _____________________

Commission Number: _______________________

CERTIFICATE OF APPROVAL BY APOPKA PLANNING COMMISSION

Examined and Approved ____
Chairman Date

CERTIFICATE OF APPROVAL BY CITY ENGINEER

Examined and Approved ____
Richard Earp Date

CERTIFICATE OF APPROVAL BY MUNICIPALITY

THIS IS TO CERTIFY, that on __________________ the forgoing plat was approved by the Municipality.

____
Mayor

Attest:______________________
City Clerk

CERTIFICATE OF COUNTY COMPTROLLER

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

____
County Comptroller in and For Orange County, Florida.

By ___________________________________

CERTIFICATE OF REVIEW BY REVEWING SURVEYOR

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 __________

CERTIFICATE OF SURVEYOR

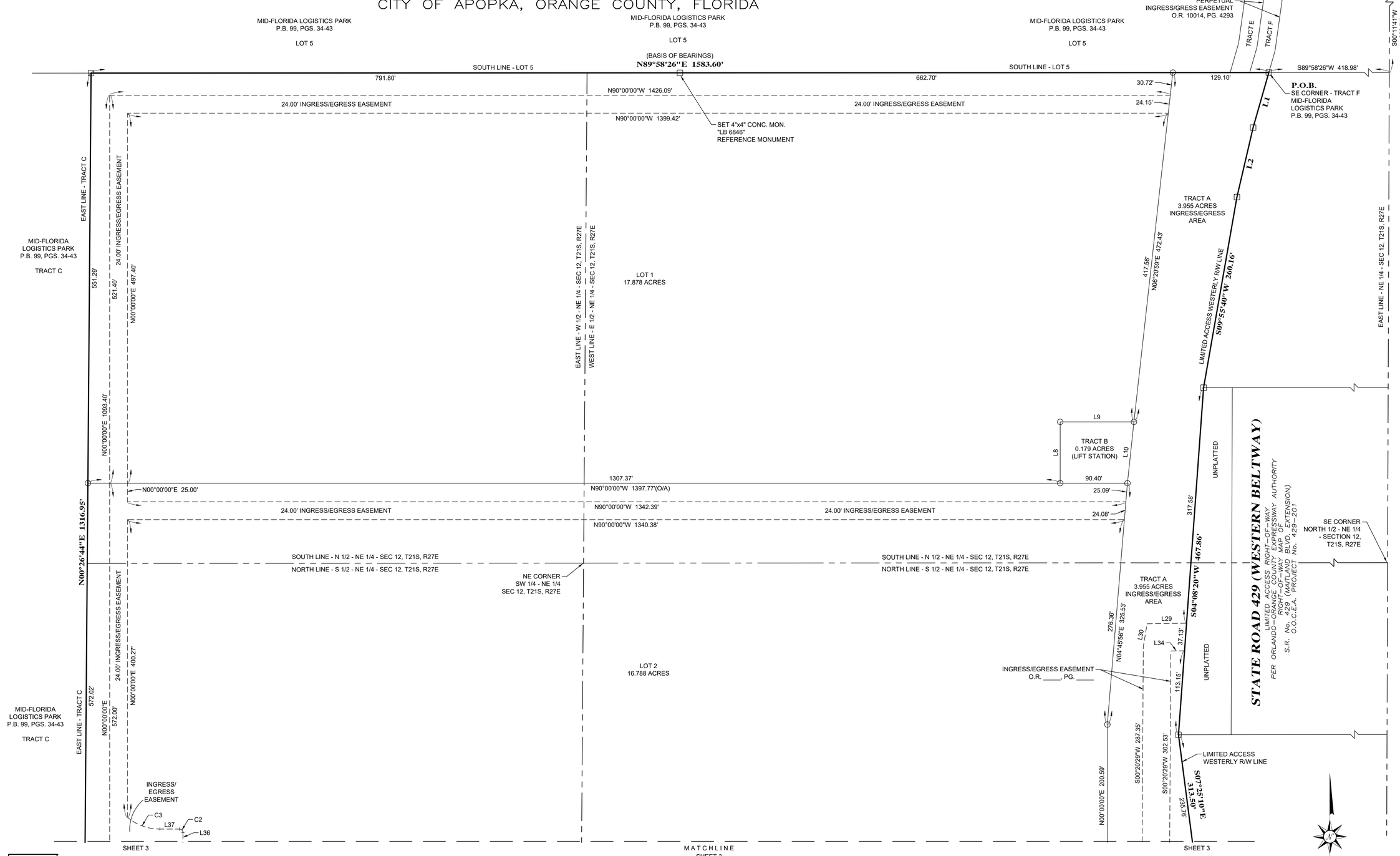
KNOW ALL MEN BY THESE PRESENTS, That the undersigned, being a licensed and Registered Land Surveyor & Mapper, does hereby certify that I completed the survey of the lands therein described and this Plat was prepared under my direction and supervision; that permanent reference monuments have been placed 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.

___________________________________ Dated __________________
MIKE BAERHOLD, PSM

Registration No. 5575
Leading Edge Land Services, Inc.
8802 Exchange Drive
Orlando, Florida 32809
Certificate No. LB 6846

MID-FLORIDA SOUTH LOGISTICS PARK

LOCATED IN SECTION 12, TOWNSHIP 21 SOUTH, RANGE 27 EAST,
CITY OF APOPKA, ORANGE COUNTY, FLORIDA



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CURVE TABLE

CURVE	RADIUS	CENTRAL ANGLE	CHORD BEARING	CHORD LENGTH	ARC LENGTH
C1	5156.00'	07°30'56"	S08°24'37"E	675.83'	676.31'
C2	4.50'	90°00'00"	N45°00'00"W	6.36'	7.07'
C3	68.00'	39°46'12"	N70°06'54"W	46.26'	47.20'

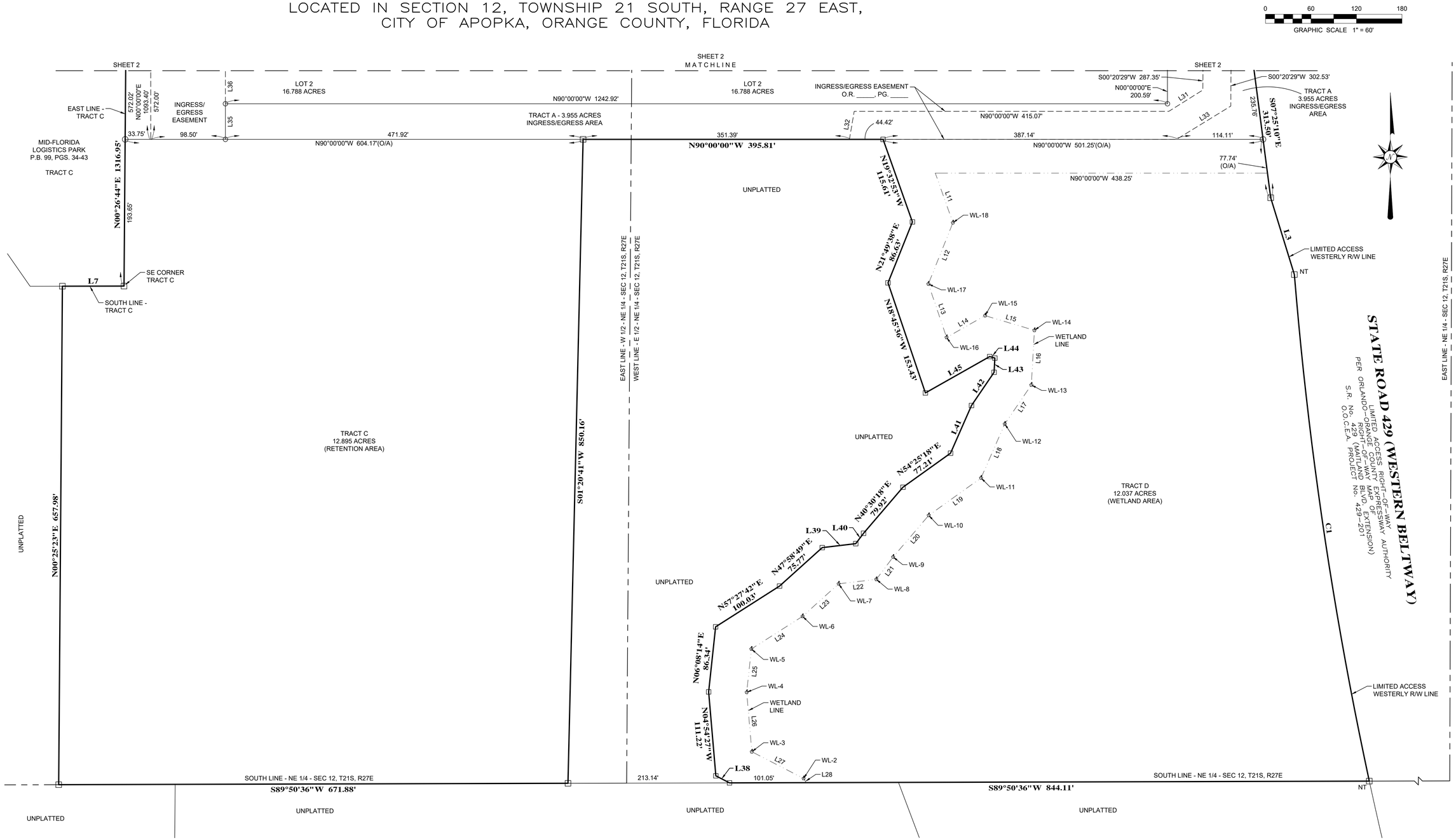
LINE TABLE

LINE	BEARING	DISTANCE
L1	S15°56'44"W	76.95'
L2	S13°06'26"W	95.81'
L8	S00°00'00"E	82.40'
L9	N90°00'00"E	99.17'
L10	S06°04'25"W	82.87'
L29	N89°17'09"E	53.01'
L30	N09°30'20"E	30.97'
L34	S89°18'49"W	18.48'
L36	N00°00'00"E	55.50'
L37	N90°00'00"W	26.54'

0 60 120 180
GRAPHIC SCALE 1" = 60'

MID-FLORIDA SOUTH LOGISTICS PARK

LOCATED IN SECTION 12, TOWNSHIP 21 SOUTH, RANGE 27 EAST,
CITY OF APOPKA, ORANGE COUNTY, FLORIDA



LINE TABLE

LINE	BEARING	DISTANCE
L3	S17°09'05"E	106.11'
L7	N89°53'17"E	81.30'
L11	N19°32'53"W	69.52'
L12	N21°49'38"E	87.03'
L13	N18°45'36"W	74.57'
L14	S60°30'15"W	58.38'
L15	N73°25'28"W	67.92'
L16	N03°13'41"E	72.21'
L17	N34°15'16"E	62.26'
L18	N23°42'36"E	77.88'
L19	N54°25'18"E	84.84'
L20	N40°30'18"E	72.28'
L21	N36°58'25"E	36.93'
L22	N83°12'08"E	50.06'
L23	N47°58'49"E	64.04'
L24	N57°27'42"E	80.15'

LINE TABLE

LINE	BEARING	DISTANCE
L25	N06°08'14"E	57.48'
L26	N04°54'27"W	78.78'
L27	N62°41'57"W	76.89'
L28	N30°44'33"W	6.44'
L31	N57°55'55"E	52.99'
L32	N09°42'23"E	37.54'
L33	S58°29'27"W	84.00'
L34	S89°18'49"W	18.48'
L35	N00°00'00"E	47.00'
L36	N00°00'00"E	55.50'
L38	N62°41'57"W	20.28'
L39	N83°12'08"E	44.59'
L40	N36°58'25"E	17.13'
L41	N23°42'36"E	68.76'
L42	N34°15'16"E	52.99'
L43	N03°13'41"E	18.81'
L44	N73°25'28"W	7.13'
L45	S60°30'15"W	97.49'

CURVE TABLE

CURVE	RADIUS	CENTRAL ANGLE	CHORD BEARING	CHORD LENGTH	ARC LENGTH
C1	5156.00'	07°30'56"	S08°24'37"E	675.83'	676.31'

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