APOPKA CITY COUNCIL AGENDA

August 7, 2024 1:30 PM

Apopka City Hall Council Chambers

APOPKA CITY COUNCIL MEETING WILL BE LIVE-STREAMED ON YOUTUBE. TO WATCH, PLEASE VISIT:
https://www.youtube.com/CityofApopkaFL

CALL TO ORDER

INVOCATION

PLEDGE

EMPLOYEE RECOGNITION

1. Service Pin Awards - City Employees

APPROVAL OF MINUTES

1. Budget Workshop Meeting Minutes of July 8, 2024.
2. Budget Workshop Meeting Minutes of July 9, 2024.
3. Budget Workshop Meeting Minutes of July 10, 2024.
4. Special City Council Meeting Minutes of July 10, 2024.
5. Special City Council Meeting Minutes of July 17, 2024.
6. Regular City Council Meeting Minutes of July 17, 2024.

AGENDA REVIEW

FIRE NEGOTIATIONS EXECUTIVE SESSION
Closed and confidential pursuant to Section 447.605, Florida Statutes

PRESENTATION

1. Vision Zero
   Presented by: Bobby Howell, Planning Manager
2. City of Apopka Flag redesign competition
   Presented by: Stephen Cribb
3. Jim Angle Group Presentation
   Presented by: Jim Angle
4. Department Salary Increases Presentation
   Presented by: Joseph Patton, Human Resources Director

CONSENT (Action Item)

1. Notification of Application for BJA Fiscal Year 2023 Edward Byrne Memorial Justice Assistance Grant JAG-Countywide (JAGC) Program

2. Authorize the Police Chief to sign the new mutual aid agreement with the Orange County Sheriff's Office.

3. Authorize the execution of a piggyback contract for the assigned terms: AWP, Inc. dba AWP Safety (Traffic Sign Installation)

4. Award a contract for ITB 2024-A-63: Plymouth Water Treatment Plan Well No. 3 Improvements

5. Award contracts for ITB 2024-A-59: Natural Athletic Field Construction to Garcia Civil Contractors and Medley Sports Construction dba William Medley Construction, Inc.

6. City of Apopka FY2024 Budget-to-Actual Report for the Eight Months Ending May 31, 2024

BUSINESS (Action Item)

1. 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
   Presented by: Jean Sanchez, Senior Planner

2. 1700 West Keene Road - Major Development Plan
   Owner(s): LCE 13, LLC
   Applicant(s): Bryan Potts, P.E.
   Location: 1700 West Keene Road
   Project: Retail development
   Density/Intensity: Maximum 0.25 floor area ratio
   Project Manager: Bobby Howell, AICP
   Presented by: Bobby Howell, Planning Manager

3. The Ridge Parcel 2 Subphasing – Construction Site Plan
   Owner(s): DRP FL 5, LLC
   Applicant(s): VHB c/o James R. Hoffman, P.E.
   Location: North of Boy Scout Road and west of Falconhurst Lane
   Project: 313 single family detached lots; 79.57 +/- acres
   Density: 3.9 dwelling units per acre
   Project Manager: Jean Sanchez
   Presented by: Jean Sanchez, Senior Planner

4. Third Amendment to the Development Agreement - Kelly Park Property (aka Crossroads at Kelly Park)

   Presented by: Richard Earp, P.E.

5. Apopka Proud Concert Entertainment

   Presented by: Radley Williams, Recreation Director

6. Proposed Resolutions by the Florida League of Cities (FLC)

   Presented by: Bryan Nelson, Mayor

PUBLIC HEARINGS/ORDINANCES/RESOLUTION (Action Item)

1. Ordinance No. 3029 - Second Reading - Repeal and Replacement of the Transportation Element of the Comprehensive Plan
   Owner(s): Citywide - Comprehensive Plan element rewrite
   Applicant(s): City of Apopka
   Location: Citywide
   Project: Repeal and Replacement of the Transportation Element of the Comprehensive Plan
   Density: N/A
   Project Manager: Bobby Howell, AICP
   Presented by: Bobby Howell, Planning Manager

2. Ordinance No. 3056 - Second Reading - 814 Marvin C Zanders Avenue - Small-Scale Future Land Use Amendment
   Owner(s): Cynthia Henderson, Arion Henderson
   Applicant(s): Cynthia Henderson
   Location: 814 Marvin C Zanders Avenue
   Project: 814 Marvin C Zanders Avenue FLU
   Density: Maximum of 15 Dwelling Units Per Acre, 2.0 FAR maximum
   Project Manager: Amer Hamza
   Presented by: Amer Hamza, Planner

3. Ordinance No. 3052 – First Reading – Small Scale Future Land Use Amendment – 1400 W Kelly Park Road
   Owner(s): Michael A. Gentles, Desmond W. Streete
   Applicant(s): Jose Chaves
   Location: 1400 W. Kelly Park Road
   Project: 1400 W Kelly Park Road Future Land Use Amendment
   Density: 2 DU/A
   Project Manager: Jun Sohn, Ph.D.
   Presented by: Jun Sohn, Planner

4. Ordinance No. 3053 – First Reading – Change of Zoning – 1400 W Kelly Park Rd
   Owner(s): Michael A. Gentles, Desmond W. Streete
   Applicant(s): Jose Chaves
   Location: 1400 W Kelly Park Road
   Project: 1400 W Kelly Park Road Rezoning
   Density: 3 DU/A
   Project Manager: Jun Sohn, Ph.D.
   Presented by: Jun Sohn, Planner

5. Ordinance No. 3064 - First Reading - Small-Scale Future Land Use Amendment – 996 S. Orange Blossom Trail
   Owner(s): Trinity Baptist Church of Apopka, Inc.
   Applicant(s): Thomas Skelton
   Location: 996 S. Orange Blossom Trail, 1000 S. Orange Blossom Trail
   Project: 996 S. Orange Blossom Trail Future Land Use Amendment
   Density: N/A
   Project Manager: Jun Sohn, Ph.D.
   Presented by: Jun Sohn, Planner

6. Ordinance No. 3065 – First Reading - Change of Zoning – 996 S. Orange Blossom Trail
   Owner(s): Trinity Baptist Church of Apopka, Inc.
   Applicant(s): Thomas Skelton
   Location: 996 S. Orange Blossom Trail, 1000 S. Orange Blossom Trail
   Project: 996 S. Orange Blossom Trail Rezoning
   Density: N/A
   Project Manager: Jun Sohn, Ph.D.
   Presented by: Jun Sohn, Planner

7. Ordinance No. 3066 - First Reading - Annexation – Ondich South
   Owner(s): PM S-1 REO, LLC
   Applicant(s): Appian Engineering, Inc. c/o Luke Classon, P.E.
   Location: Southwest corner of Ondich Road and Effie Drive
   Project: 54.85 +/- acre(s)
   Density: N/A

Project Manager: Jean Sanchez
Presented by: Jean Sanchez, Senior Planner

8. Ordinance No. 3069 – First Reading - Annexation 3595 W Kelly Park Road, 3611 W Kelly Park Road
   Owner(s): Effie Road Holdings, LLC.
   Applicant(s): Jesse Anderson
   Location: 3595 W Kelly Park Road, 3611 W Kelly Park Road
   Project: 3595 and 3611 W Kelly Park Road Annexation
   Density: 10 DU/A
   Project Manager: Jun Sohn, Ph.D.
   Presented by: Jun Sohn, Planner

9. Resolution No. 2024-17: Amending the budget for the fiscal year beginning October 1, 2023, and ending September 30, 2024.

   Presented by: Blanche Sherman, Finance Director

CITY COUNCIL REPORTS

CITY ADMINISTRATOR'S REPORT

CITY ATTORNEY'S REPORT

MAYOR'S REPORT

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.

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 Council 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 Council meeting shall be the voluntary offering of a private person, to and for the benefit of the Council. The views or beliefs expressed by the invocation speaker have not been previously reviewed or approved by the City Council 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 City Council 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.

CITY OF APOPKA MINUTES

Minutes of the City Council Budget Workshop held on July 8, 2043 at 5:00 PM, in the City of Apopka Council Chambers.

Present:

- Mayor Bryan Nelson
- Commissioner Diane Velazquez
- Commissioner Nick Nesta
- Commissioner Alexander Smith
- Commissioner Nadia Anderson
- City Administrator, Jacob Smith

INVOCATION & PLEDGE OF ALLEGIANCE

Provided and led my **Commissioner Smith**.

BUDGET MEETING

1. FY2025 Administration, Legal Services, City Clerk, Human Resources, Community and Economic Development Budget Requests.
   Presented by: Blanche Sherman

   Blanche Sherman explained item #1 as an overview of the Administrative, Legal Services, City Clerk, Human Resources, Community Development and Economic Development Budget. She advised that the table included the staff report, should be in their books and on their tablets. The City Administration budget consists of the Mayor's budget, City Administrator and Special Assessments. The table provides an overview of that budget with an increase of approx. 1.10 % overall for special assessments. The Mayor's budget reflects an increase of 8.51 % and the City Administrator's budget of 2.97 %. The 8.51% increase in the Mayor's budget is primarily due to the transfer of funds for the Apopka Youth Works Program from the Finance budget to the Mayor's budget in the amount of $42,200.00. The Administrator's budget increased approx. 2.97% is primarily related to travel and training for our new City Administrator in the amount of $5,300.00. The Special Assessments budget increases are related to the increases in street light fees and repairs and maintenance for various properties. In regards to Legal Services, City Clerk, Human Resources budget we have slight increases and decreases. The Legal Services budget increased 44.71%. This is due to adding funds to cover legal fees which is over and above the amount for the salary / wages for the in-house City Attorney. We are adding an additional $336,000 for Legal Services. Labor Attorney for $60,000, collective bargaining $10,000, and a position recruiter for $25,000 dollars. The City Clerk's office budget increased approx. 24.87% due to new staff transferring into that department. Human Resource budget decreased 74.07% this is due to the contingency being included for the salary study which is no longer in the HR budget. It was implemented in FY24.

   Community and Economic Development Budget is the next chart. The Community

Development budget increased about 4.59%. Increases are primarily related to contractual services for services which is $5,000, attorney fees to review plats, utility and access easements which is $10,000, and software support (OpenGov). Building inspections budget reflects a slight increase of approx. 1.38%. The Economic Development budget increased 30.76% due to increases in contractual services of $20,000, memberships $17,000 and training of $4,525 dollars. In reference to the transportation impact fee fund and the CRA fund there's an increase in the transportation impact fee fund for various new projects over the next year. The CRA budget currently reflects a decrease because it does not include any carry over projects at this time. Once the projects in the budget are approved by the CRA, they will be incorporated into the final budget. This concludes the overview for those departments. The staff / directors are present for questions.

Mayor Nelson asked if anyone had any questions for Blanche or any of the department heads.
Commissioner Nesta said in reference to Community Development. Did we allocate any funds for Main Street Apopka?
Blanche responded no funds were allocated. If you're going to contribute anything are you going to do it before September 30th?
Commissioner Nesta said I don't think so; the intention was to be on this budget for next year.
Michelle Boylan EDD said the request that Main Street Apopka submitted has not been approved yet with the continued review with the service agreement that we are working on. I do not feel that we have come to a final number. There has been a request but I do not know if we will approve the full request or if it will go above or below that request. It was included in the Economic Development budget, we were not certain where the funds would be drawn down from. We will need clarification on that.
Commissioner Nesta said we are working on an agreement so it's coming to fruition so I would want to make sure that we are allocating some funds because the point of budgeting is to make sure we aren't having to special budget amendments down the road. I would like to see that in there with the approval of the rest of the Commission. I think we should budget something and get ahead of it because its going to be valuable for our city.
Michelle Boylan EDD said absolutely I think we would need to identify the appropriate budget for it to come out of where it's ultimately going to reside within the city. Who's going to be responsible for the oversite of that contract? Who's going to be collaborating with the entity? There's a lot still in discussion about that with Main Street as well as bringing it forth to the council for a new presentation from Main Street and recommendations from Staff. There are still points of clarification before we can incorporate it into either budget. I'm not certain where it belongs.
Commissioner Nesta said you're the one verifying their actual agreement correct?
Michelle Boylan EDD said I am and as of today I am not comfortable with continuing to be the one to review the agreement with the current responses I've received as the proposed scope of work is more aligned with the CRA. I do not oversee the CRA. I cannot be responsible for the mutual goals that need to be established between the CRA and Main Street Apopka. There has been discussion that it cannot come out of the CRA budget so we would need to know within the city

where its going to come from. Yes, I am currently reviewing it. I consulted with Jacob this morning in reference to this and I am happy to bring someone up to speed on what found with this but its clearly in line with the mission of the CRA.
Commissioner Nesta said where are we at with the CRA director?
Jacob Smith CAO said we are getting to the end of the end of the recruitment process. We are waiting to hear from our recruiter to hopefully give us a packet.
Commissioner Velazquez said I sent an email to Bobby Howell and Cliff Attorney regarding the policy, the CRA policy. I received it today and it was updated last in 2017. What is not in there is how do we vote or have an executive director and what are the duties and responsibilities of the board. We do not sit as a strong Mayor and Commissioners. We sit as a civilian board for the CRA and that is not in the policy.
Joe Patton HR Director spoke about candidates for the position and status of hiring a new Community Development Director. There's a job description for the Community Development Director. There's a line in the job description that says he / she is responsible for overseeing the CRA. Job descriptions are not designed to be specific and drawing down on all specific duty an individual has. There's a line item in the job responsibilities for being in charge of the CRA.
Commissioner Velazquez asked if any projects in the CRA are starting or are we just waiting on the next CRA director? Mayor responded that most of the big projects are under Radley and AJ.
Radley Williams said yes, projects have started. The skate park track the design has started on that, CRA Project. The downtown trails went out to bid on Sunday, that is phase 1 of the project. Once that comes back we will come back to hopefully award a contractor on that. Those larger projects are moving even with Bobby in interim. The CDBGs are still moving ahead as well.
Radley provided clarification to Commissioner Velazquez regarding statuses of the larger projects taking place in the CRA.
Commissioner Nesta said that it looks like Main Street is going to fall under Community Development if we can tentatively put a line item for $50,000 dollars there and move that around as needed because it looks like they are under spending in that department this year by $700,000 dollars. **Blanche** questioned does he want to address it in 2024-25. You are going to have to take it out of reserves regardless. If you make a decision in 24 then we will make sure it rolls over. If they can finalize the agreement, and you all come to a consensus of how you want to move forward, even with that amount, then we can do a budget amendment.
Commissioner Nesta said just to budget something, not committing to one thing or the other, but having it there so that we don't have to do an amendment down the road.
Commissioner Velazquez spoke about the discretionary fund and the city needing to put together some kind of policy, how its managed, who oversees it, and what the perimeters are in order for Commissioners to utilize that fund. Its showing on the budget so we need a policy with the details. She questioned the Mayor's membership fees and asked if it was something that Commissioner's could go to things or solely for himself. She questioned the Economic Development's marketing budget and all the different membership categories.

Commissioner Smith asked how much the membership for the National League of Cities and asked if the Commissioners could attend without the city being a member and the Mayor responded yes.
Commissioner Nesta requested a list of the active memberships and the access of whom can use the memberships, attend, etc.

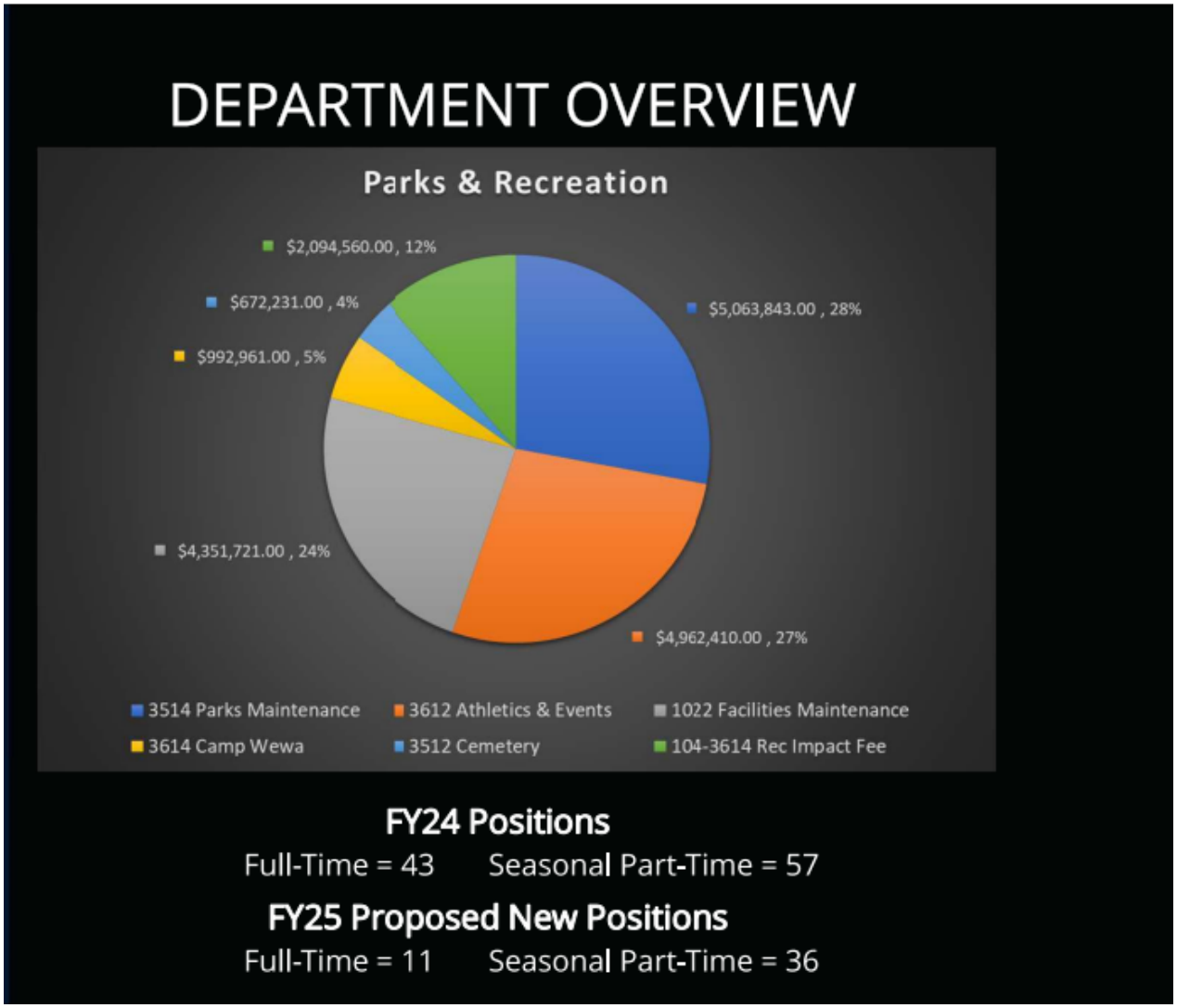
a. **Mayor Nelson** asked if anyone had any questions or if anyone from the public wanted to speak about this section of the budget.

Amira Malashenko 2504 Orchard Dr spoke about Main Street project and trying to get on this year's budget. She wanted clarification that they will not be on this year's budget but that there would be an allocated 50,000 for next year and what the timeline looks like. Her concern was whether they would get on the budget at all and be able to move forward. **Commissioner Nesta** responded that its not in the budget now but his advocacy is to have it budgeted FY 24-25 and be allocated from there but there's a lot of variables in it right now.

Rod Olsen 3156 Rolling Hills Lane spoke about CRA and grants and if its beneficial to apply for CRA grants due to the stipulations being so precise it's hard to meet the grant requirements. Spoke about memberships and to make sure that whichever memberships are selected to make sure we are getting the most for our money with results and making sure they're beneficial. He questioned if everything in the budget encompasses everything the city needs in people, supplies, materials in order to get the job done to make our tax payers happy and furthermore address the growth the city has. **Jacob Smith** responded that it's not enough in every single area.

2. FY2025 Parks, Recreation, Facilities, and Cemetery Budget Request
Presented by: Radley Williams, Parks and Recreation Director

Radley Williams said his department oversees 5 operational budgets and the recreation impact fee budget (a pie chart was provided of an overview and copied below). The largest budget requests are from the park's maintenance category, athletics and events, and facilities maintenance.
Parks maintenance category is all the park properties and facilities in the city and athletic fields. Athletics and events have the youth soccer, youth football and youth basketball and recreational programming which is the senior programming and our summer camps and events. Facilities maintenance oversees all of our maintenance and repairs throughout the city. FY24 we currently have 43 full time positions and 57 seasonal positions. We are asking for some additional positions to help with operations to include 11 full time and 36 additional seasonal part time. He discussed the parks maintenance budget breakdown and advised they are looking for 2 additional positions, 1 is full time parks worker position and the other is a part time parks worker to help assist with tournaments and weekend coverage.



a. Mayor Nelson asked if anyone had any questions about this section of the budget.

Commissioner Velazquez asked questions regarding the concrete walkways at Northwest Recreation Complex. **Radley** clarified the locations of the concrete walkways.

Commissioner Nesta asked questions regarding the accessible parking all around the fields and there are not accessible sidewalks next to them so people are having to push wheelchairs over speed bumps etc. **Radley** responded that is being address and is in the repair maintenance line item and will try to get that project started before the fiscal year ends and asked for additional funding in the line item to do repair work.

Commissioner Smith asked if we have enough mowers to maintain the current fields and additional fields that will be added. **Radley** responded yes, that the mower they are asking to purchase will be replacing a current mower that needs replacement.

Radley Williams, PRD provided explanation for the next category which was athletics and events. This budget contains many different operating units. This includes youth and adult athletics, summer camps and community events. He requested 9 additional full-time positions and 35 additional seasonal positions in this budget and explained the break down of how many positions are needed and at the specific locations. He also stated there is a transfer of funds in the amount of $16,500 from Police FY24 Budget request to contribute to the new camps in the Parks and Recreation budget.

b. Mayor Nelson asked if anyone had any questions about this section of the budget.

Commissioner Nesta questioned are we running camps at a loss of $11,000 loss per school? **Radley** advised there is a little bit of loss now, these are projected numbers. It varies depending on the field trip. We estimated on the higher end for the field trip to illustrate what that could look like. In regards to the scholarship, we currently have a sponsorship agreement with Advent Health and they contribute every year $15,000 dollars towards scholarship programming. That is the only funding source for the scholarship.

Radley Williams, PRD provided explanation on the facilities maintenance category. This category increased 74.09% due to need of architect and engineering services, increased need for janitorial and demolition services and supplies, emergency repairs, and additional staff training. Many of the facilities building maintenance included new roofs on 8 city buildings, museum log cabin repairs, chamber building interior renovations, and the Apopka Community Center wallpaper removal and painting. In addition, $6,400 dollars for equipment and machinery.

c. Mayor Nelson asked if anyone had any questions about this section of the budget.

Commissioner Nesta asked about the museum repairs. **Radley** responded that on the westside of the building there are sections of the cabin that are deteriorating. We have to have new log structures built, pull the rotten out and put new back in. The building needs repairs.
Commissioner Nesta asked if the city is receiving any leftover funds from the Chamber like insurance funds to help with the renovations inside the old chambers building. **Radley** responded that he hasn't had a chance to speak to Jacob yet but he thinks they should discuss this with Cliff further and have him look at the agreement. Radley didn't see any clause in the agreement that may have triggered any additional funds to come to the city but he can have Cliff look at it. It did say they were responsible for taking care of the building.
Commissioner Nesta asked what our intensions are for that building? **Radley** responded that we still have a couple of options to build office space for maybe relocating some departments. It is still up in the air. We are trying to determine the best reconfiguration of that space. It is strictly an interior renovation and its not changing structure wise.
Commissioner Nesta expressed his concerns for the large sum of money that the city spent on equipment for the Community Center that isn't working and he wants to make sure that our money is being spent effectively and beneficially.

Commissioner Velazquez asked questions regarding the partitioning walls in the Community Center being constructed and the storage space. She also asked questions regarding the restrooms which **Radley** advised not in this budget. She questioned whether more golf carts will be purchased for events and **Radley** advised that they are in the rentals budget and rented per need basis and on the events being held.

Commissioner Anderson requested that moving forward that Juneteenth should be a line item on the budget moving forward similar to the rest. **Radley** told Blanche he would take $12,000 dollars from the $30,000 dollars and put a separate itemization. That will reduce the $30,000 a little but that was what that line was for anyways.

Radley Williams, PRD provided explanation on the Camp Wewa category. He advised they are not requesting any new positions for FY25. They had small increases across the operating budget to account for pricing increases, nothing major. The overall budget request was a decrease due to not having capital requests this year compared to prior years. Out of the budget the only request is funding to begin a design on a new pool and associated aquatic facilities. The pool is aging rapidly. We are constantly repairing leaks with the pool and the pool decking is showing aging. We would like to start a design process on a new pool and include restroom facilities at the pool. The pool is highly used currently. It's used by summer camps, two high school swim teams.

d. Mayor Nelson asked if anyone had any questions about this section of the budget.

Commissioner Anderson asked questions regarding the new pool design generating new revenue if updated and designed to accommodate others. **Radley** responded yes, to start over and redesign so it will meet the needs for that property and be mindful of new opportunities to come in. This is just a push for the design, this isn't for the complete pool.

There was back and forth discussion regarding the pool discussion, Commissioner Anderson mentioned sidewalks in South Apopka which will be discussed in Public Services budget not NW Recreation budget, Commissioner Nesta made discussion regarding continually investing money in Camp Wewa.

Radley Williams, PRD provided explanation on the Cemetery category. He advised that the department is requesting additional funding to replace the gazebo and install new paver walkways around the area of the columbarium's. In addition, all the walkways will be ADA compliant which was Commissioners Nesta's question. The new paver walkway will attach to the paved roadway. This year there will be two additional columbarium's installed.

e. Mayor Nelson asked if anyone had any questions about this section of the budget.

Commissioner Velazquez asked questions regarding the columbarium's and who picked the location and her concerns regarding such.
Commissioner Smith requested fencing behind the columbarium's in the cemetery.

Radley Williams, PRD provided explanation on the Recreation Impact Fees (104-3614) category. New improvements other than buildings will be phase 2 portions on the soccer fields at NWRC which will be 6 additional soccer fields and tennis/ pickleball courts which will be 5 additional tennis court and 5 additional pickleball courts. There was additional funding so phase 3 of the soccer fields at the NWRC will be done.

f. Mayor Nelson asked if anyone had any questions about this section of the budget.

Commissioner Velazquez reverted back to the facilities portion questioning the Lust Maintenance building and had other questions.

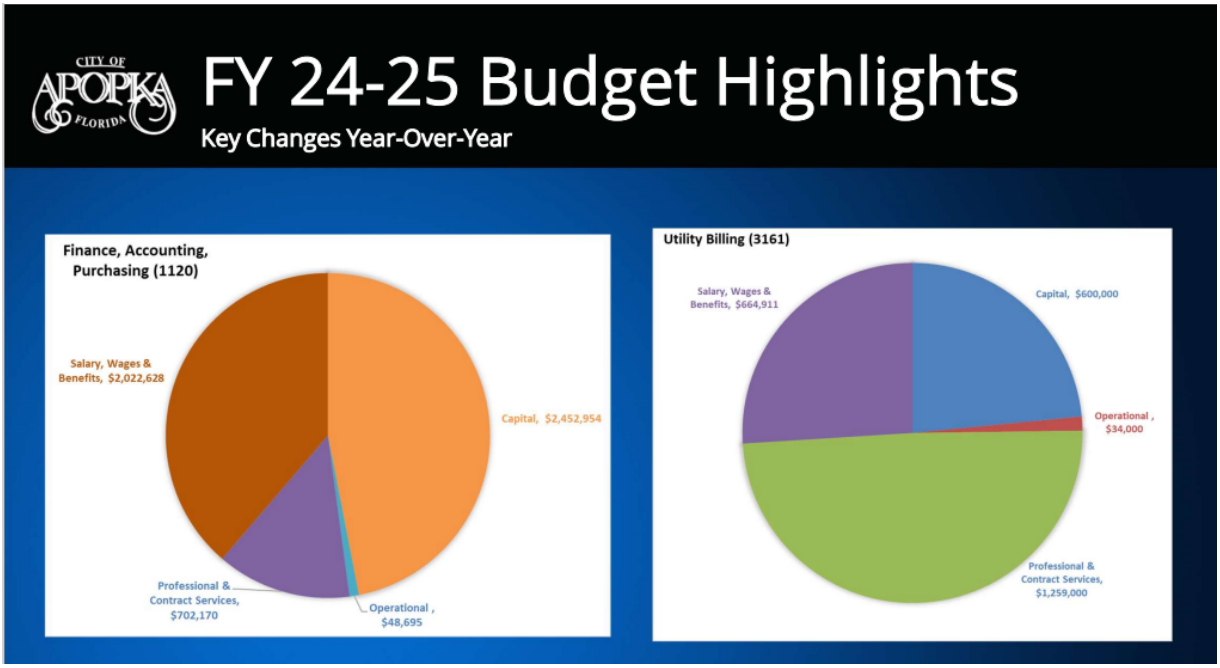
Albert McKimmie 3603 Golden Gem Road questioned in parks and recreation department was NWRC or partially public utility. He spoke of Jason Dwelley consisting of 3 ponds (retention pond and two recharged aquifer ponds).

Rod Olsen 3156 Rolling Hills Lane spoke about being happy that 6 soccer fields are being added instead of 2. Spoke about having more employees at the NWRC and filling the open positions needed.

Rogers Beckett 7 W Main Street spoke about the current location of the Apopka Museum and maybe relocating it to a new building to be visited frequently and noticed. He didn't feel like the museum is in a good location to attract attention. He also brought up the new construction of a pool and was Camp Wewa the best location for a new pool. The new pool will cost close to a million dollars so the city should choose the best location to build something of that cost.

3. FY2025 Finance Department Budget Request
   Presented by: Blanche Sherman, Finance Director

Blanche Sherman explained there are 22 current positions and she is requesting 2 additional positions. One is a new customer service specialist and a purchasing coordinator. She provided and explanation and breakdown of the budget highlights including Finance, Budget, Accounting and Purchasing, and Utility Billing. In addition, she explained the new initiatives & programs.



g. Mayor Nelson asked if anyone had any questions about this section of the budget.

Commissioner Smith asked if the new system finance is trying to implement will integrate with all the other departments systems. **Blanche** responded that is the goal and she advised she will give more information under the new initiatives and programs portion of her presentation. The goal is to have a fully functional integrative system.

Commissioner Velazquez brought up requesting additional positions to be filled but with little to no space in the finance department for more personale due to limited space in the offices already.

Commissioner Anderson asked if utility customers have the ability to receive electronic communications and Blanche advised yes to save on printing and mailing costs. She suggested possibly offering a discount to the city services if the customer were to opt into electronic communications as it will save the city money in the long run.

Commissioner Smith had questions regarding the speed of PO processing possibly being increased with the new integrative software and asked questions regarding faulty water meters and billing concerns brought to his attention by residents being back charged etc.

Commissioner Velazquez had back and forth communication with Blanche regarding meter replacements and the time frame to do so with customer notifications.

h. Mayor Nelson asked if anyone from the public had any questions about this section of the budget.

Rogers Beckett 7 W Main Street had questions about the network updated program proposed by finance. He expressed his concerns on making sure that the new software will integrate with every departments needs and if anything, make sure each department may even work more effectively with the new software program. He also had questions regarding what fund utility taxes go into which Blanche responded the general revenue fund.

Rod Olsen 3156 Rolling Hills Lane spoke about the new accounting system proposal and spoke about how last year we had issues with the budget process because the city was in the midst of changes. Blanche responded that last year was a change in the budget system but they will also be looking at a better system for the budget as well. He suggested that when a water meter isn't working properly or reading that a notification should go to the water office and an employee should manually respond out and take the reading. He asked if the materials, staffing and everything provided to her department for them to do their job and for the population of growth and she responded yes.

ADJOURNMENT

The meeting adjourned at 7:27 PM

All video recordings of City Council Meetings are always posted on the City of Apopka's YouTube page, for viewing.

_____

Bryan Nelson, Mayor

Attest: _____
Susan M. Bone, City Clerk

Transcribed By: _____
Jodi Wrigley, Deputy City Clerk

CITY OF APOPKA MINUTES
Minutes of the City Council Budget Workshop held on July 9, 2043 at 5:48 PM, in the City of Apopka Council Chambers.

Present:

- Mayor Bryan Nelson
- Commissioner Diane Velazquez
- Commissioner Nick Nesta
- Commissioner Alexander Smith
- Commissioner Nadia Anderson
- City Administrator, Jacob Smith

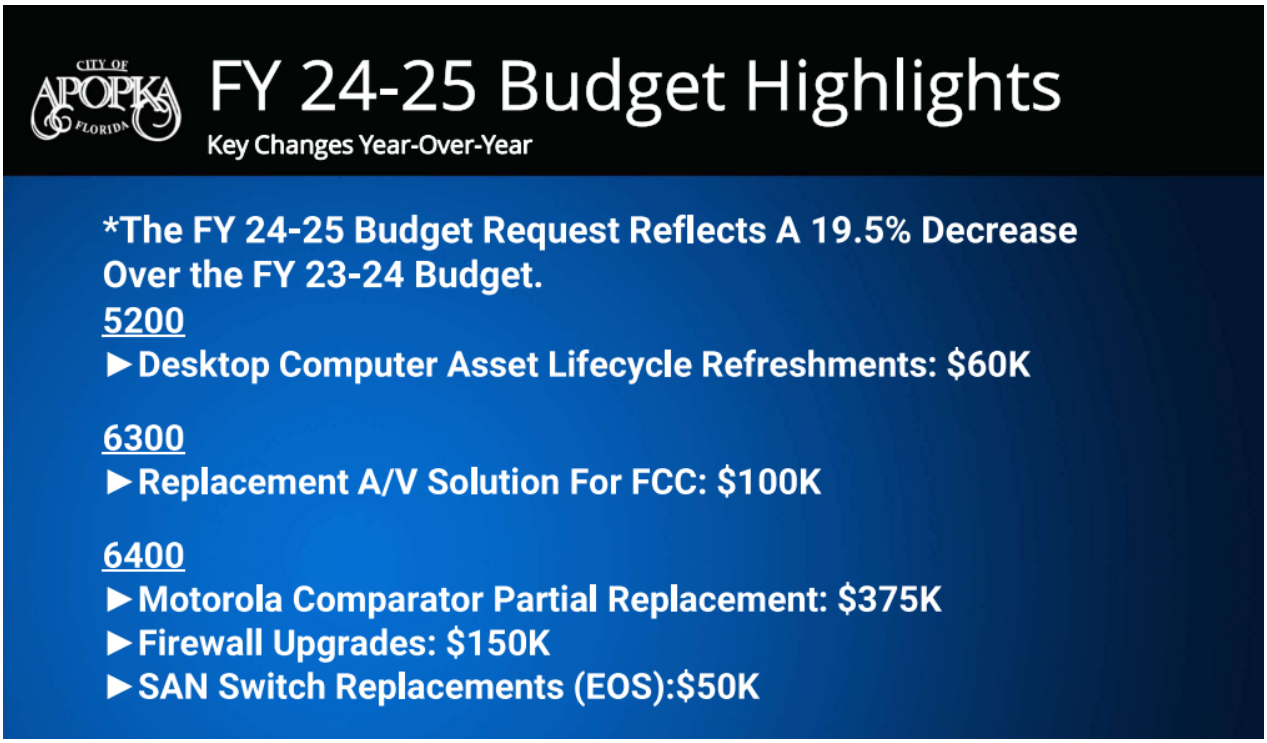
INVOCATION & PLEDGE OF ALLEGIANCE

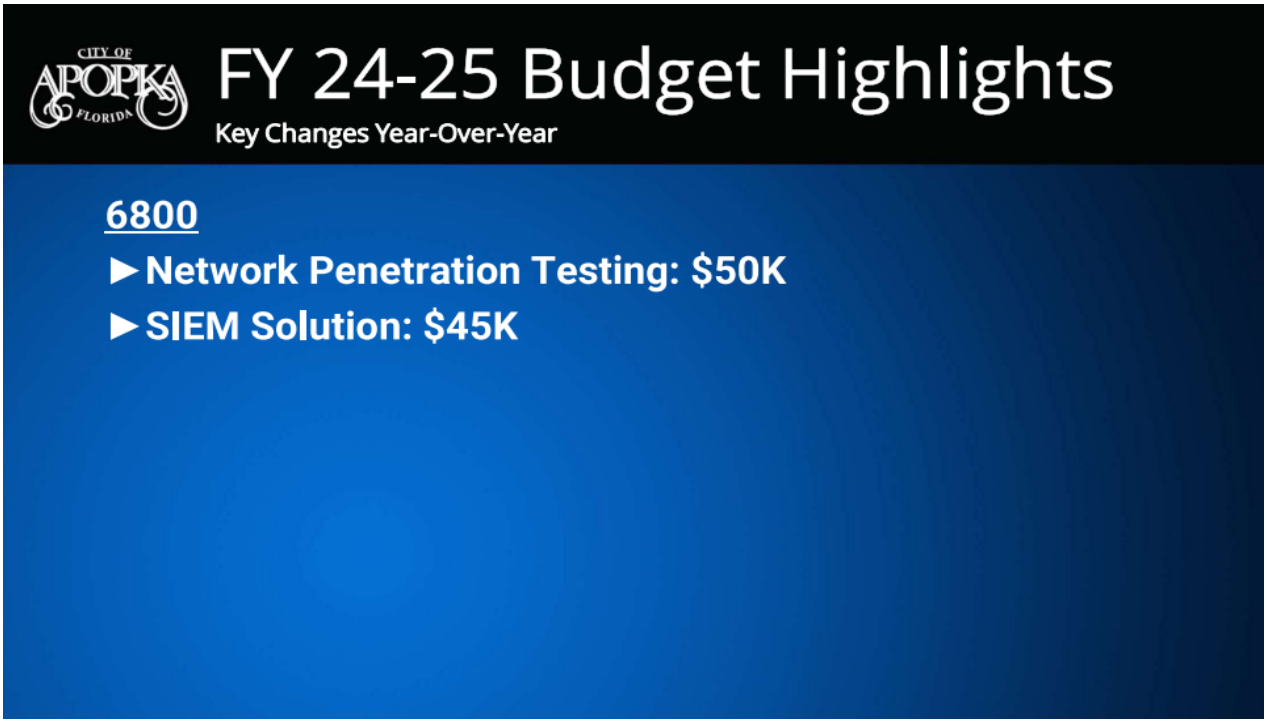
Provided and led my **Commissioner Smith**.

BUDGET MEETING

1. FY2025 Information Technology Budget Request
   Presented by: Rob Hippler, IT Director

   Rob Hippler IT Director explained his department overview and budget highlights. He advised the budget request reflects a 19.5 % decrease over the FY 23-24 budget.



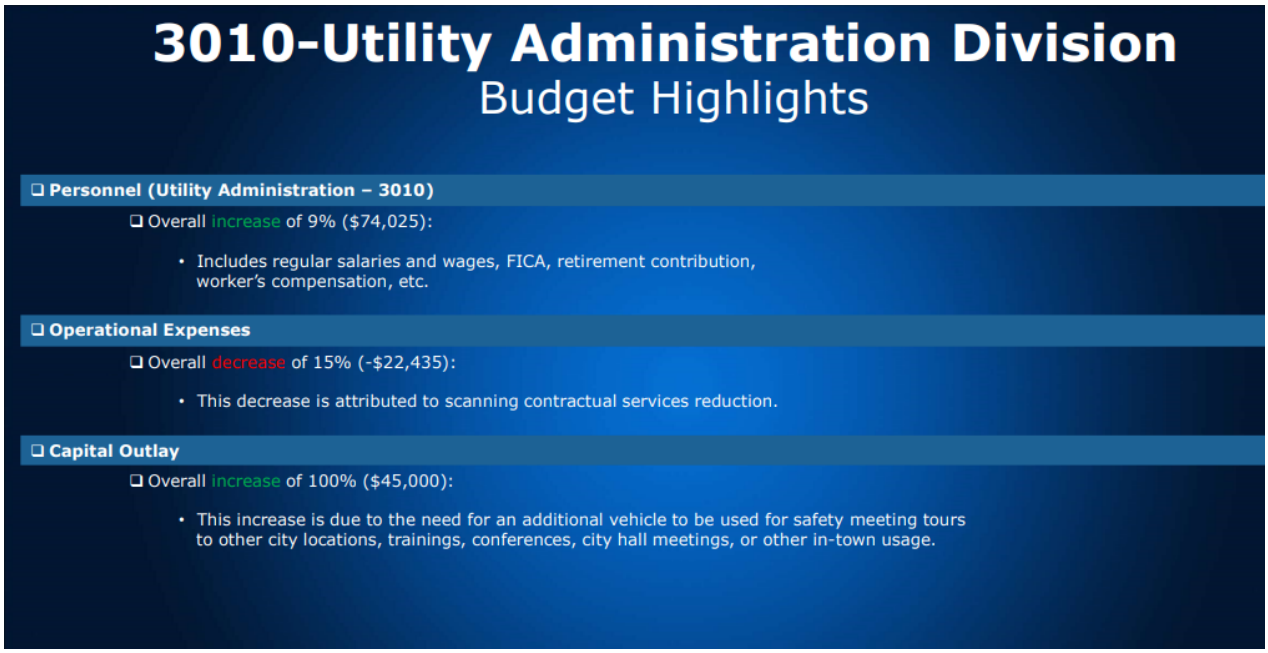


a. **Mayor Nelson** asked if anyone had any questions or if anyone from the public wanted to speak about this section of the budget.

Commissioner Velazquez expressed how important our IT technology is for the city and protects the city.

2. FY2025 Public Services Budget Request
   Presented by: Deodat Budhu, Public Services Director

- **Deodat Budhu** presented the public services mission statement, overview of the department structures, funding sources and the overall budget for FY 24- 25. He then discussed each division and the budget related to their funding codes. The first section **he provided an overview on was the Utility Administration Division.** He explained the department needs and breakdown of the budget and requests.



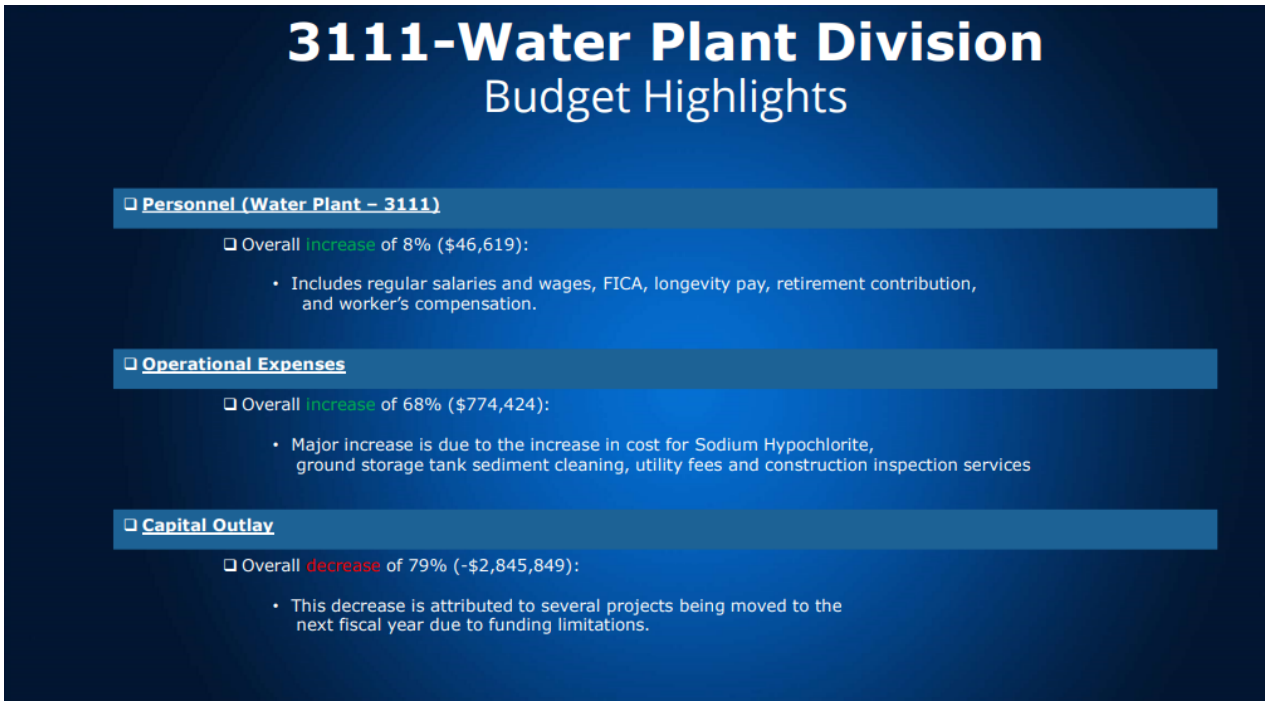
a. Mayor Nelson asked if anyone had any questions about section 3010 of the budget.

Commissioner Nesta asked about the money allocated for accident restoration. If an employee damages a vehicle in any way there's a fund set aside to replace any damage that they do correct? Deo replied that is correct.

Commissioner Smith asked what the additional employee's duties would be that he requested. **Deo** responded the employee requested would be to help with the inventory and procurement department.

Commissioner Velazquez spoke about all the vacant positions in his department and how many does he absolutely need so that his department can function at its absolute best. **Deo** responded we are asking for 7 new employees.

- **Deodat Budhu provided a detailed explanation of the 3111 Water Plant Division** and explained the budget needs and was available for questions.



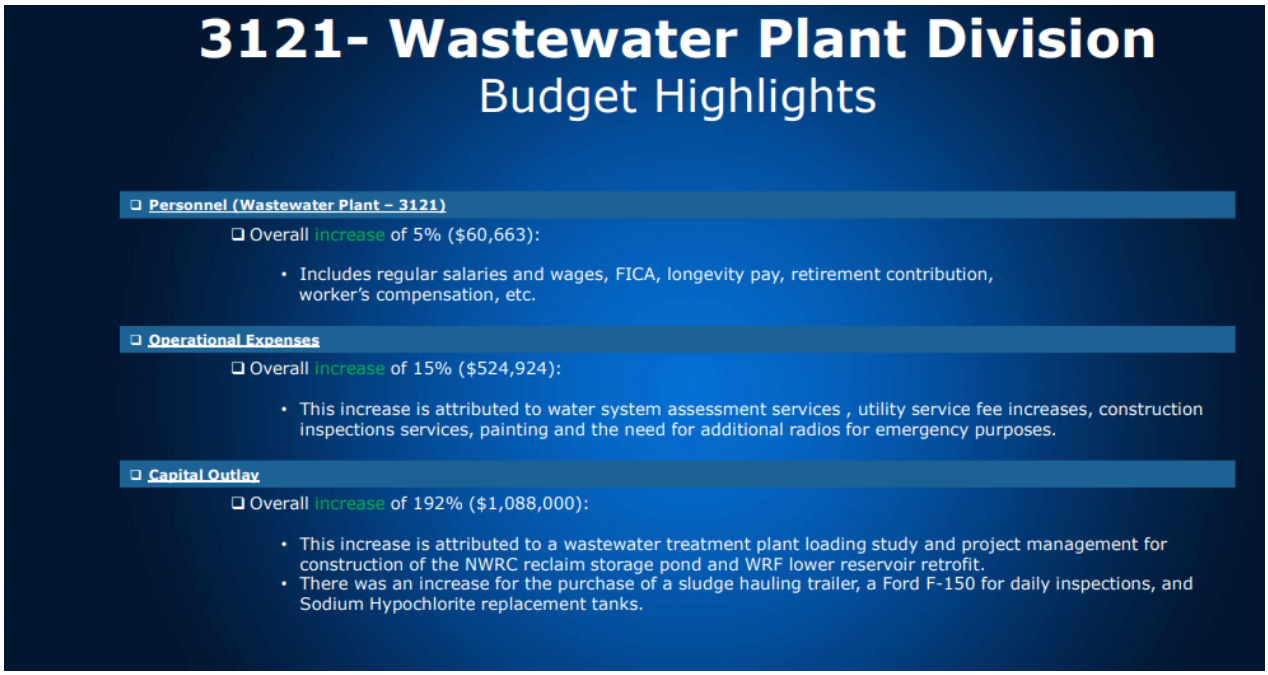
b. Mayor Nelson asked if anyone had any questions about section 3111 of the budget.

Commissioner Nesta spoke about the department delaying and pushing about 3 Million dollars' worth of capital expense that we need right now and does Deo expect it to be cheaper next year. **Deo** responded that he doesn't see how anything would be cheaper next year, costs keep rising. Commissioner Nesta expressed his concerns of delaying it until next year. **Deo** advised that Blanche reviews the revenue and the needs and they have to find a balance. The challenge is trying to find the revenue to get the things done. **Blanche** advised the current budget that Deo has is in the deficit of about 5.6 Million dollars. Last year we used 9 Million dollars in reserves hoping that the rate increase would compensate for that. We reflexed a 10% rate increase as well. It would take a 40% rate increase to even cover the 5.6-Million-dollar deficit for FY2025. Commissioner Nesta asked the question that we should have been increasing rates over a decade ago.

Commissioner Velazquez asked about new developments coming in the future however this question did not pertain to the water plant division.

Commissioner Nesta said the question was are we able to take on infrastructure wise it's a yes for now but also at the same time we don't have enough funds to take care of what we need. We are at a 3-Million-dollar deficit for what we need right now. If we fixed all aging infrastructure, with the cap ex projects being moved out, does the income that we have now match our expenses? If we cover all cap ex issues, all aging infrastructure, are we still running at a deficit in the current position? Blanche responded that the original deficit that was presented was about 16 Million dollars. We are down to the 5.6 Million dollars. The revenue that we are generating with a 10% increase does not cover that. It would take a 40% increase on the water and sewer/reclaim to cover that deficit.

- **Deodat Budhu provided a detailed explanation of the 3121 Wastewater Plant Division** and explained the budget needs and was available for questions.



c. Mayor Nelson asked if anyone had any questions about anything prior to this item including this item.

Albert Mckimmie 3603 Golden Gem Road spoke about what he believes is negligence at Golden Gem Road. He expressed his concerns regarding the defective manufactured liner that it was not an act of God. He feels like fact were not provided to the public correctly.

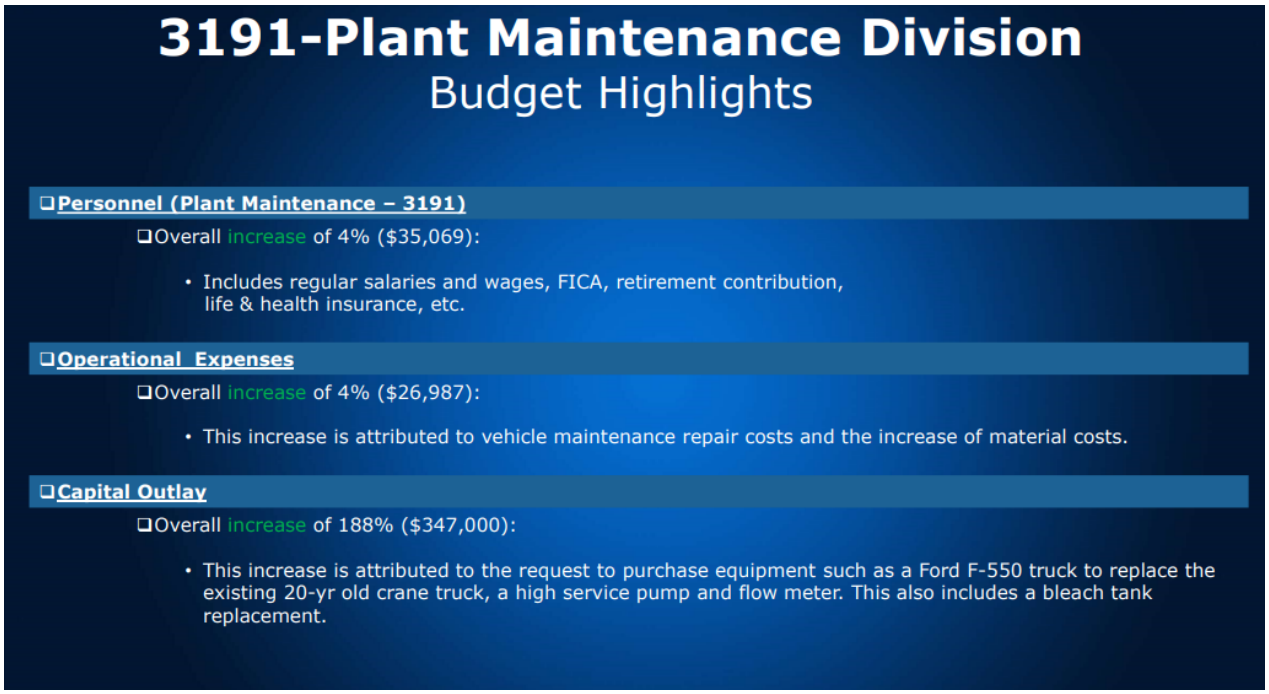
Rogers Beckett 7 W Main Street had a question regarding lead piping. He requested to know if that project had been completed yet as it was 2.5 Million dollars. **Mayor Nelson** responded saying that we are in the stages of working phase 1. We do not have any lead piping in the city. We have galvanized piping that needs to be replaced, which we are replacing.

Deodat Budhu stated that he was hired to be the engineer, you hired me to run the operations. I am not an internet person. I'm a practical engineer. I've been in service for over 35 years and I'm also a teacher. Commissioners you have to be able to decipher statements from facts. There are a lot of statements and a lot of people going on the internet to learn about things. Science is a different story. For the Golden Gem there was a report sent to each one of you. That report strictly said and came from a professional engineer that signed and sealed and said there was no contamination in that well. I understand that we have to respond to the public. Sometimes we need to take a step back and think. Is this an opinion or is it facts? If it's a fact, ask the question can you sign and see that document. We need to make sure that we are using our creative judgement.

Commissioner Nesta said we are elected to work for the people whether we agree or disagree. The requests need to be made and filled. Deo said I understand but we keep fulfilling over and over the same requests.

Rod Olsen 3156 Rolling Hills Lane asked Mr. Hippler if everything presented in the budget will meet the needs of what we have now and our continued growth? Hippler replied yes. He questioned Deo regarding funding limitations and said we need to get in front of the problems before they happen. We need to know what each department needs to be able to function effectively without these limitations.

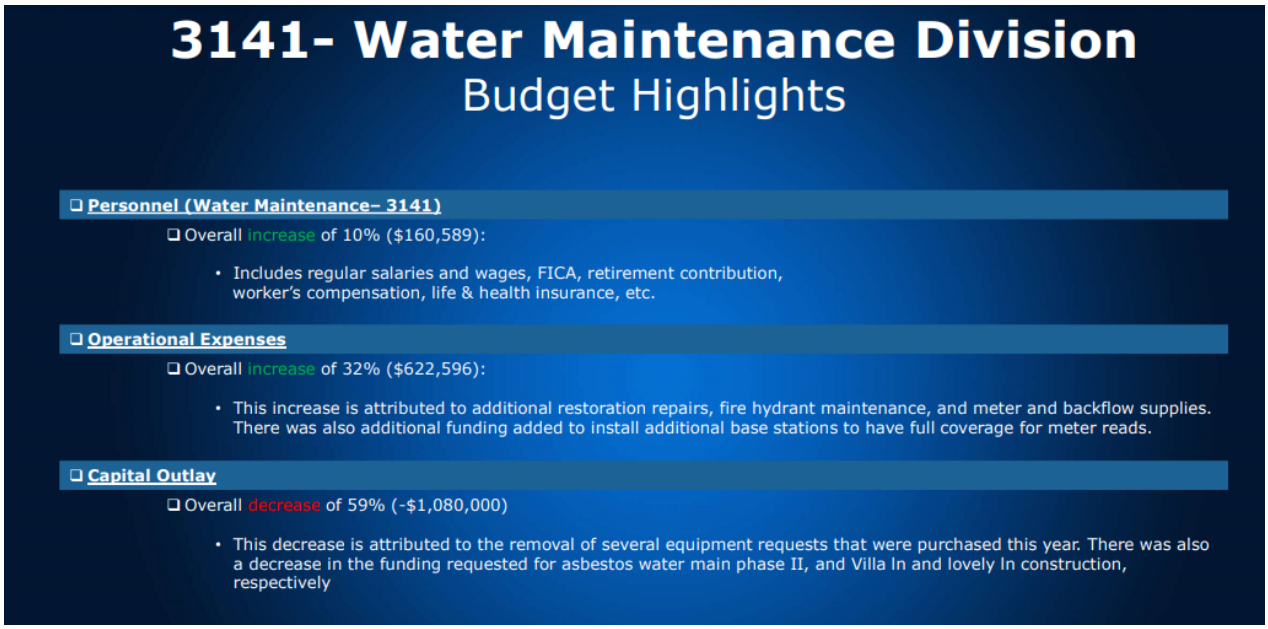
- **Deodat Budhu provided a detailed explanation of the 3191 Plant Maintenance Division** and explained the budget needs and was available for questions.



d. Mayor Nelson asked if anyone had any questions about section 3191 of the budget. No one had questions.

No other comments.

- **Deodat Budhu provided a detailed explanation of the 3141 Water Maintenance Division** and explained the budget needs and was available for questions.

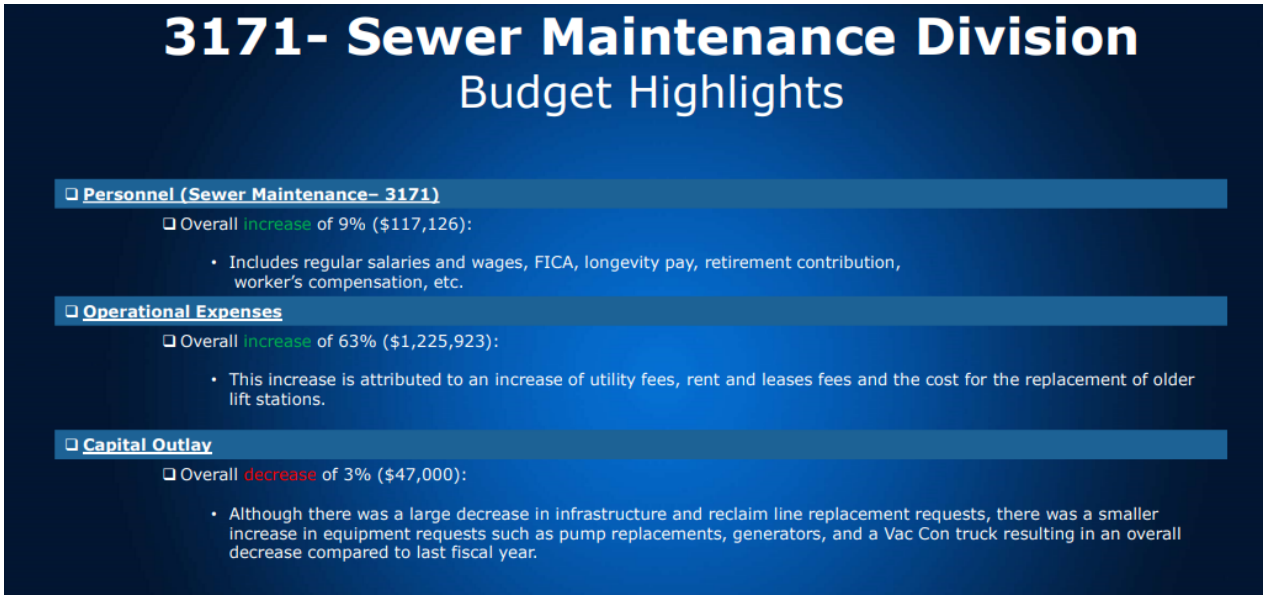


e. Mayor Nelson asked if anyone had any questions about section 3141 of the budget.

Commissioner Nesta asked about a line item for temporary labor that may have been removed. Deo confirmed that it was removed.

No other comments.

- **Deodat Budhu provided a detailed explanation of the 3171 Sewer Maintenance Division** and explained the budget needs and was available for questions.



f. Mayor Nelson asked if anyone had any questions about section 3171 of the budget.

Albert Mckimmie spoke about reducing the demand on our reserves and making sure the city is able to staff the demands in the public service department.

No other comments.

- **Deodat Budhu provided a detailed explanation of the 3410 Design Engineering Division** and explained the budget needs and was available for questions.



g. Mayor Nelson asked if anyone had any questions about section 3410 of the budget.

Commissioner Velazquez asked about transportation special projects and about the former transportation specialist that just retired. She also asked questions about the pioneering agreement infrastructure and who would be taking over that project and overseeing. Deo advised they will be holding a meeting soon to review over the agreement and come up with a plan moving forward. Blanche advised any contributions received thus far have been put in escrow accounts and we should have the total amount of 15 Million said in the agreement by August 1st.

Commissioner Nesta requested to know which bank that is with which Blanche advised Synovus Bank.

Commissioner Smith said you indicated the decrease in personnel is due to someone leaving but you said you have 2 vacancies. Deo said there are 3 vacancies.

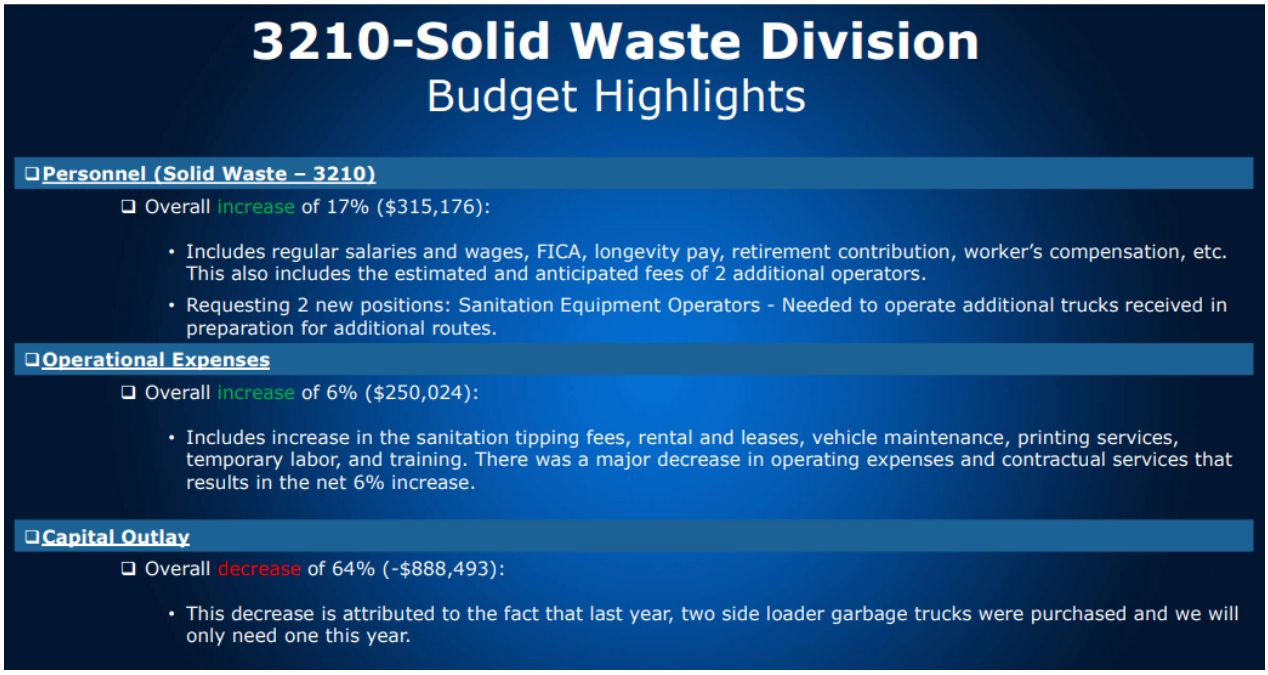
Commissioner Velazquez questioned under the design engineering division special projects Clear Lake and why its listed still. Richard Earp, city engineer explained why Clear Lake is listed and the plan of designing a pump station that the homeowner's association would be happy with and the project is less than $50,000 dollars.

Albert Mckimmie spoke about the Pioneer Agreement and the city hiring an attorney Jacob Schumer. He spoke about how at that time Golden Gem Rd was not part of the Pioneer Agreement. He added that two weeks ago the transportation coordinator advised the agreement had been upgraded and the funds for 30 Million dollars are going to come from the Pioneer Agreement. He wanted to know why that is?

Rod Olsen spoke about the public services department and how they are very respectful and gave them a compliment for the record.

Rogers Beckett clarified the grant received for the repipe and the timeframe to complete the project.

- **Josh Robinson provided a detailed explanation of the 3210 Solid Waste Division** and explained the budget needs and was available for questions.

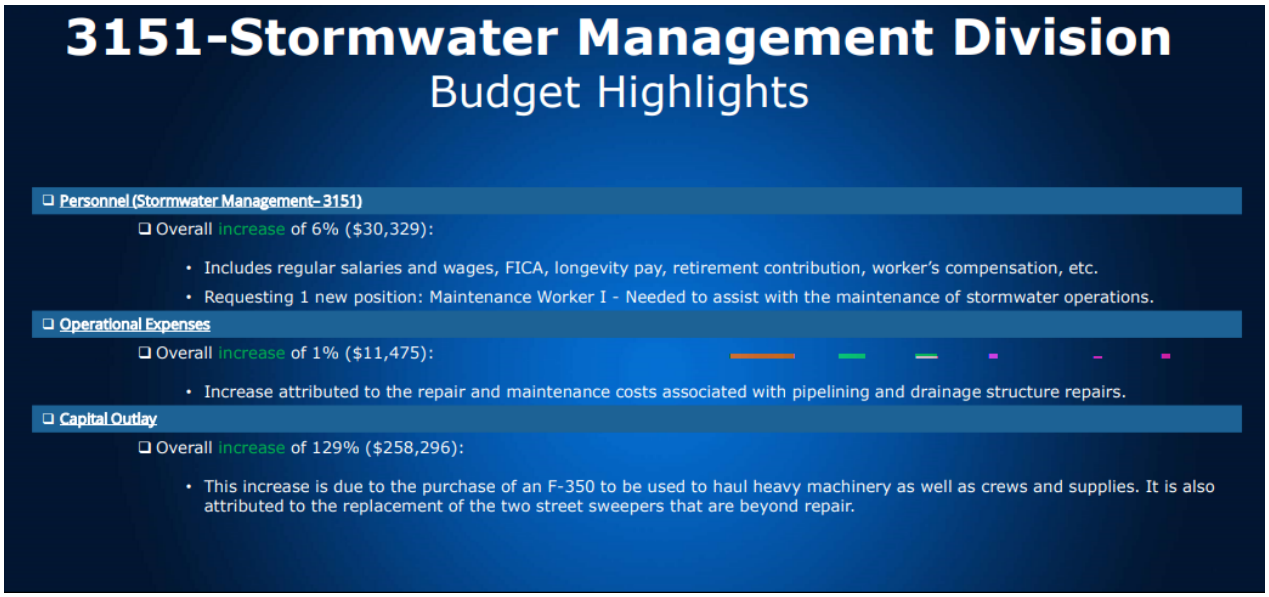


h. Mayor Nelson asked if anyone had any questions about section 3210 of the budget.

Commissioner Velazquez asked how the salary study helped the department and it was said it increased the morale of the current staff however there are still vacant positions. It didn't attract new employees. The ones that inquired for the positions get paid way more by competitive other waste companies.

Albert Mckimmie questioned whether the city has the ability to make money from recyclable collected materials from resident's waste pickups. He recommended having the trashed collected in a specialized manner to allow for recycling and producing revenue for the city.

- **Deodat Budhu provided a detailed explanation of the 3151 Stormwater Management Division** and explained the budget needs and was available for questions.



i. Mayor Nelson asked if anyone had any questions about section 3151 of the budget.

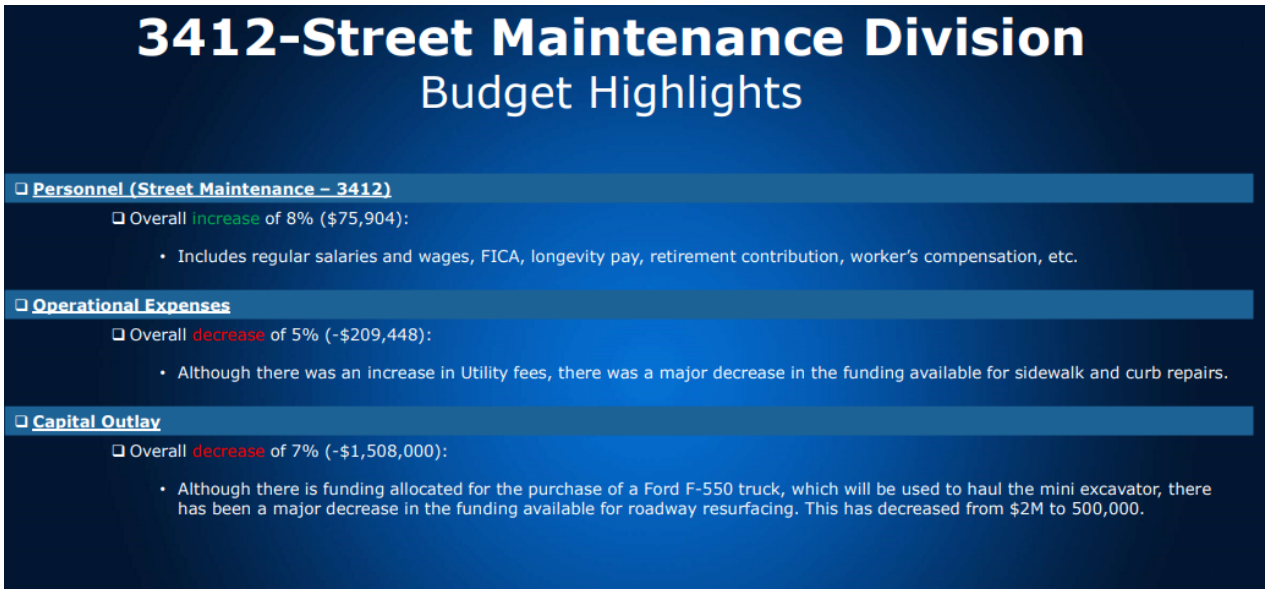
Commissioner Smith asked if we had a dollar figure on what it cost to implement the items that are being placed on hold. Deo advised they have the cost as a general estimate.

Albert Mckimmie spoke about the DEVO report dated March 4, 2024 that was directed to Mayor Nelson regarding Golden Gem Road.

Blanche advised that in regards to stormwater a submission for an increase was to be done by July 1st if they wanted an increase which has past.

Rod Olsen spoke about making sure a budget is built upon a need basis. Build a budget on a need basis to get the jobs done.

- **Deodat Budhu provided a detailed explanation of the 3412 Street Maintenance Division** and explained the budget needs and was available for questions.



j. Mayor Nelson asked if anyone had any questions about section 3412 of the budget.

Commissioner Velazquez asked questions regarding Mayflower street and bringing it to standards and what the project coming to that street was supposed to be that is no longer. **Blanche** advised that this fund has been functioning in a deficit for many years. We are transferring 3.4 Million dollars to this fund to balance this budget at the 5.9 Million out of the general fund. That is causing the city to use the reserves. That is a part of that use of reserves. When we get down to it we are going to have to make a decision because this is reoccurring. The program was funded with one-time money and that program doesn't exist anymore. We need to look at how we can increase revenues for streets which is coming out of the general fund right now which is coming out of the reserves. It is going to impact the millage.

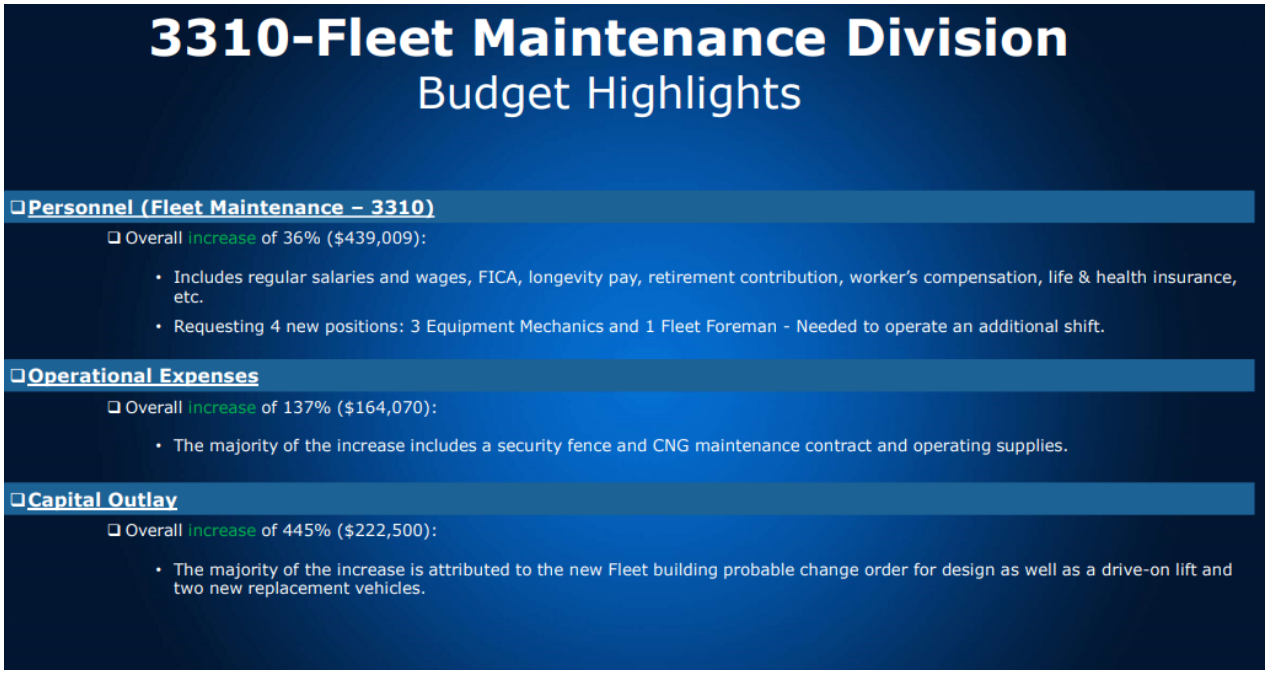
Commissioner Nesta confirmed that even increasing the millage the max we could we are still not even close. Blanche said correct there's other factors as well. Commissioner Nesta wanted to know the plan. Blanche advised there's no plan currently that they have an issue.

Jacob Smith stated this is a problem everywhere due to the road tax everywhere has gone flat and it rises to the state level. We need to work with our Florida League of Cities and see if they can lobby for us and come up with a solution. This is affecting every city is Florida.

Blanche advised that the transportation impact fees cannot be used for maintenance. They can be used for widening or expanding.

Albert Mckimmie spoke about the roads and that we need to look ahead and plan for the future and that our city's budget is not in line with other municipalities.

- **Deodat Budhu provided a detailed explanation of the 3310 Fleet Maintenance Division** and explained the budget needs and was available for questions.

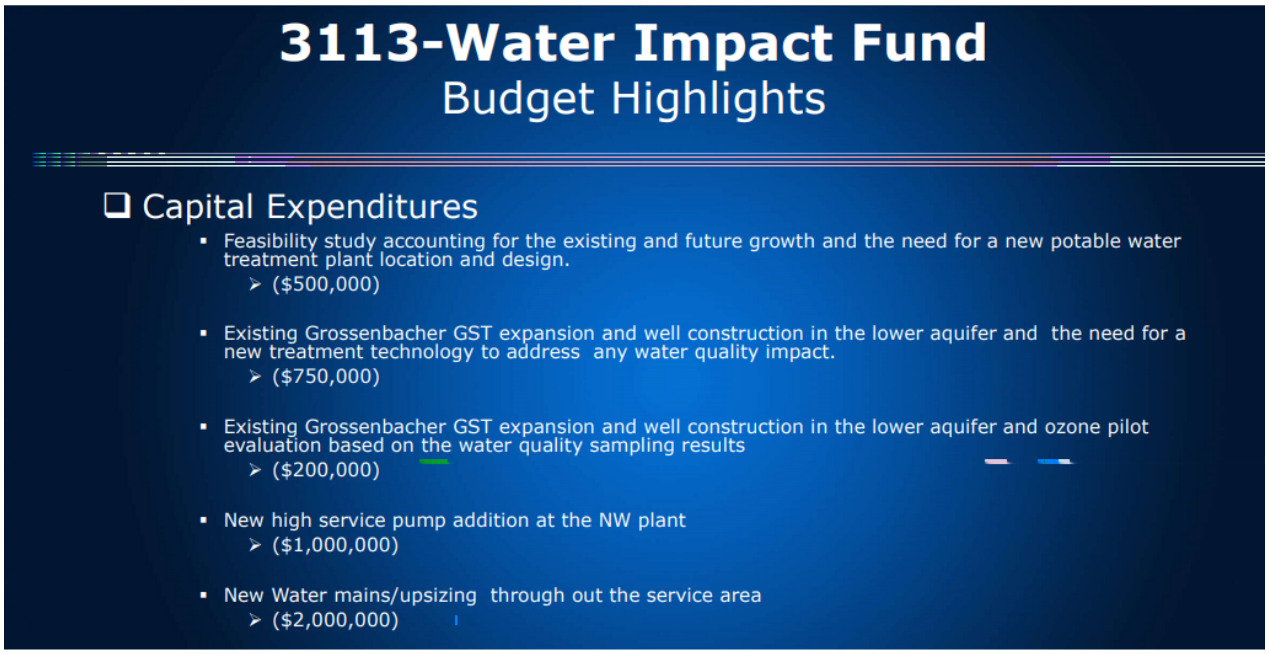


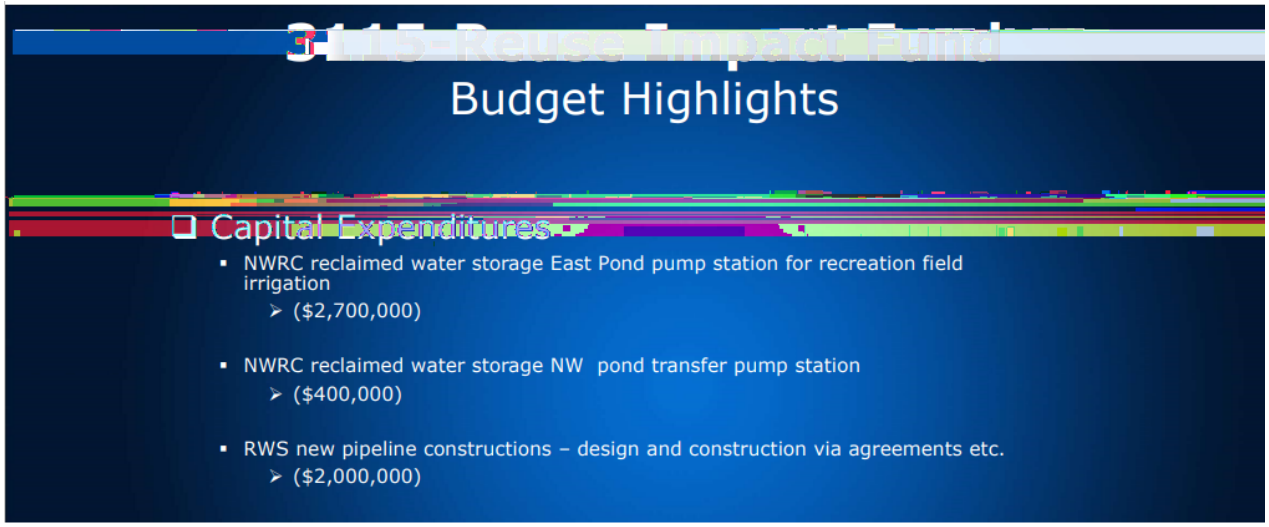
k. Mayor Nelson asked if anyone had any questions about section 3310 of the budget.

Commissioner Velazquez asked how many employees to you need to get the night shift functioning? Deo and Mayor responded that it is in the budget.

Albert Mckimmie questioned how they are able to purchase new fleet vehicles for four years down the road.

- **Deodat Budhu provided a detailed explanation of the 3113 Water Impact Fund, 3115 Reuse Impact Fund** and explained the budget needs and was available for questions.



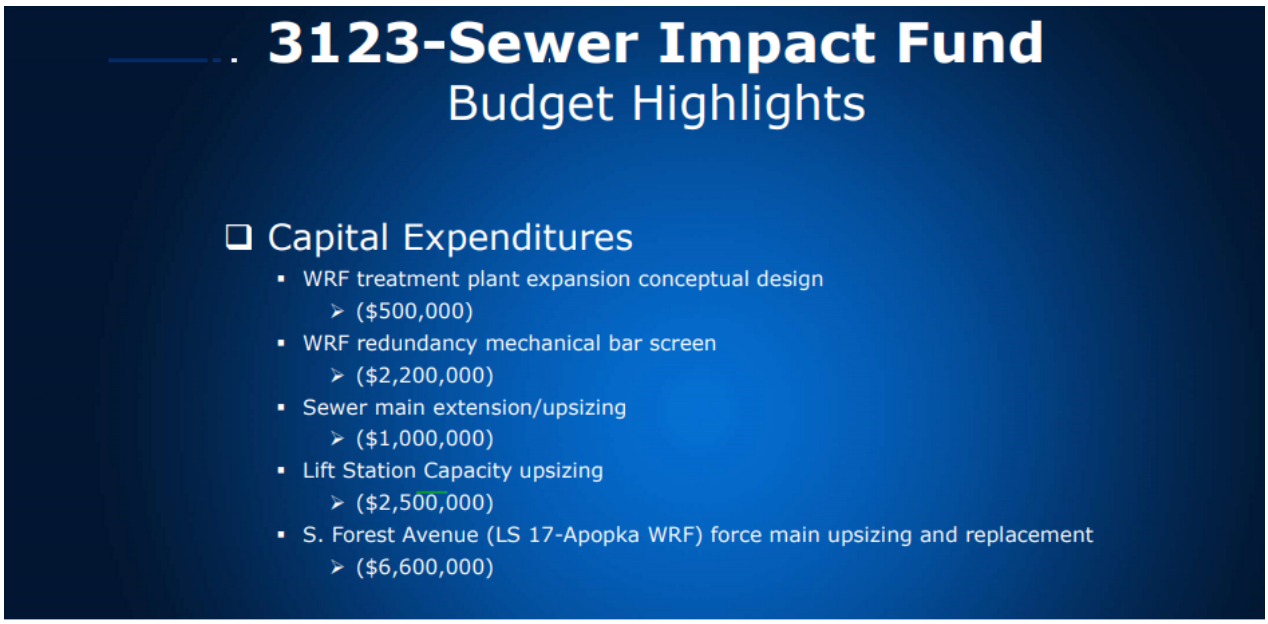


l. Mayor Nelson asked if anyone had any questions about section 3113 and 3115 of the budgets.

Albert Mckimmie spoke about the Jason Dwelley pond and how it could supply to the city but that it is not equipped for water runoff. He spoke again about neglect at Golden Gem Rd. He also spoke about the pond not being fenced in and that is a violation and a hazard to children and citizens safety.

Glen Brooks said on the operating permit for the ponds in question we are not permitted to have fencing around them. We are permitted to have signs out there to say that there is reclaimed water no swimming, but no fencing is required. If there is a city ordinance that says we need have fencing then I am not aware of that. From a permitting standpoint we are not required to have fencing around it. He was speaking in regards to the Jason Dwelley pond.

- **Deodat Budhu provided a detailed explanation of the 3123 Sewer Impact Fund** and explained the budget needs and was available for questions.



m. Mayor Nelson asked if anyone had any questions about section 3123 of the budget.

Commissioner Smith expressed his concerns with cyber security breeches where the water treatment facilities are being jeopardized. He wanted to make sure that we are doing whatever we can to keep ours safe. IT department advised they are.

Commissioner Velazquez expressed her concerns for public services department because it seemed as though they are just keeping afloat and the city is growing. The needs need to be met but we need to provide a sufficient service to the tax payers. There is a major issue of not having the funds in many of these situations. We are taking the funds from the reserves but that is not sustainable, we are just getting by. We need to figure out how to build revenue which Blanche advised that is at the next meeting.

ADJOURNMENT

The meeting adjourned at 8:58 PM

All video recordings of City Council Meetings are always posted on the City of Apopka's YouTube page, for viewing.

_____

Bryan Nelson, Mayor

Attest: _____
Susan M. Bone, City Clerk

Transcribed By: _____
Jodi Wrigley, Deputy City Clerk

CITY OF APOPKA MINUTES

Minutes of the City Council Budget Workshop held on July 10, 2043 at 5:00 PM, in the City of Apopka Council Chambers.

Present:

- Mayor Bryan Nelson
- Commissioner Diane Velazquez
- Commissioner Nick Nesta
- Commissioner Alexander Smith
- Commissioner Nadia Anderson
- City Administrator, Jacob Smith

INVOCATION & PLEDGE OF ALLEGIANCE

Provided and led my **Commissioner Smith**.

BUDGET MEETING

1. FY2025 Fire Department Budget Request
   Presented by: Sean Wylam, Fire Chief

   Sean Wylam explained the **2110 - Fire Chief's Office budget** and advised that there's an increase of $32,000 dollars due to adding a clinician review of NFPA 1582 Occupational Mental Health Screening. This will make sure the employees are fit for duty not only physically but mentally. The contractual services budget request is $162,000 dollars for the Arrive Alive Traffic Control Program. This program will provide an attenuator which is a road safety device that is mobile designed to absorb vehicle impact stopping vehicles and eliminating hazards. When the Fire Department is responding to calls for service on the highways AATC will provide these vehicles that will sit and stage behind our public safety units that are operating on the highways to ensure their safety.
   Commissioner Nesta clarified that the apparatus from AATC is a total truck not just the apparatus. Chief confirmed it's a total truck and will be manned by AATC on call and available 24/7.

   Sean Wylam explained for categories 4300 - utility services, 5100 - office supplies and 5200 - operating supplies all increased in the budget due to billing trends and rising in costs. In regards to the 5500 - Training there was $233,450 dollars increase due to training reimbursement, leadership development and the Gasaway Situational Awareness Matters Online Academy.

   For the **2120- suppression budget,** under 4600 the budget increased $95,152 dollars for repair and maintenance to the building and equipment due to rise in cost and quote to repair the training center and tower.
   Commissioner Velazquez asked if this was approved last year with the last fiscal year's budget? Chief responded that the fire department had monies to paint the training center

but they only had $10,000 dollars. They are asking for $60,000 dollars this year because the quote came back for $60,000. Blanche responded to Commissioner Velazquez's question as to what happened to the $10,000 dollars that wasn't used and she said it goes into the reserves it doesn't roll forward.

Chief Wylam continued. In addition, the 4650 - vehicle maintenance budget increased due to rise in cost of repairs to apparatuses in the amount of $100,000 dollars. He advised there were two fire apparatuses that required expensive repairs this year alone. 5200 - operating supplies increased $231,051 dollars for extrication specific boots, traffic incident management gear and accessories, rehab stations for on scene for calls for service, personnel escape system for multistory structures and fire station refurbish upgrade projects.
Commissioner Velazquez asked if the already approved improvement for some of the fire stations have already been done under the current budget. Chief advised yes some of the improvements have already been done. These improvements for the FY 24-25 Budget are for additional renovations to other stations requiring refurbishing that is extensive. Chief advised that he budgets for what actually goes into the stations. Radley will have the exact numbers of what each project costs.

Chief Wylam explained 5500 – training budget a $3,200 increase for the Lexipol Officer Development training program. The new initiatives and programs for this budget is 6200 – building; there's a $130,000 dollar increase for fire station renovations and 7 additional Connex boxes needed to add a third floor to existing prop. The 6400 – Equipment and Machinery budget is $1,308,000 dollars due to replacing a Brush truck, Fire Engine Truck, pump operations panel training simulator. The fire department has to pay for the vehicles in advance even though they will not be received for up to a year in a half.

Chief Wylam said under **Emergency Medical Services (2130),** the 3400- other contractual service has $48,200 dollars increase due to bio hazard waste cost increase, 4400- rentals and leases $30,000 dollars increase for oxygen cylinder rentals, and 4600 – repairs and maintenance increased by $13,000 dollars due to cost increase. The 4650- vehicle maintenance increased $183,173 dollars due to cost of repairs to the ambulances, 5500- training budget is $168,000 for increased EMS specific training to cover continued education and paramedic school costs reimbursement.
Commissioner Velazquez asked how much the department pays them to reimburse them for paramedic school and Chief responded that it averages 8-10 thousand dollars per firefighter.

He continued explaining 5200 for operating supplies increased $157,000 dollars due to increase in EMS supplies for simulation equipment etc. The 6400 – equipment and machinery budget of $375,000 dollars for purchase of an ambulance and equipment.

FY 24-25 New Initiative and Programs budget the fire department requests 2 Fire Safety Inspector Positions with a pay grade: 6G - $49,379.62.
Commissioner Velazquez asked how the department deals with the fire safety inspections currently. **Chief Wylam** advised that on shift personnel handle the inspections currently and they are certified and do close to 2,000 inspections a year and it's increasing.

Commissioner Smith asked what classifies a person as a civilian position and Chief responded that they don't have to be a certified firefighter to be a fire safety inspector.

a. **Mayor Nelson** asked if anyone had any questions or if anyone from the public wanted to speak about this section of the budget.

Commissioner Velazquez asked for all the total budget amounts for each section of the Fire Department's budget. **Blanche** provided the totals. **Commissioner Nesta** requested general fund totals, estimate costs etc. **Blanche** provided requested information.

Mike Duran Clermont said he appreciates what the Fire Department is proposing. He expressed his concerns regarding city management. He mentioned how department heads are mentioning lack of staff and lack of funding. He stated that in order to correct this problem to fund the lack of staff and funding is to raise property taxes. He said raising the millage rate isn't the end of all ends but staff is employed to be creative and get the funding instead of year after year dipping into the reserves. Spoke about poor leadership, and monies that have been allocated such as for the safety signal that still isn't done. He questioned where that money is. He also spoke about when the Fire Department doesn't use funds they should go back to the Fire Department not the General Fund. He requested that whomever is running the city to really look into where the money is going and make sure important things are being done as its being poorly managed. Spoke about the renovations to the fire stations not getting done and repairs / renovations being denied and questioned why.

Rod Olsen 3156 Rolling Hills Lane said to the Chief does this represent everything that you need in materials, people, and equipment to meet our current needs as well as our growth. **Chief's** response was inaudible.

Ace Woodham spoke about poor leadership and how the unused funds approved by council for specific departments going back into the General Fund when its not used instead of going back to that specific department. He said the Fire Department needs more personnel and we need to fulfill the empty positions to accommodate the growth in the city.

Jeff Tyre 1120 Legg Drive advised great strides have been made in the last year with Fire Administration and the Fire Department concerning safety. He expressed concerns to move forward and not take any steps backwards. He advised that the requested fire safety inspector positions are so important to the city. He suggested to ask for a third fire safety inspector in the budget next year to accommodate the growth. The city is growing and its important that the new buildings are getting inspected efficiently. He would like to see the 4th firefighter to be on the fire engines and ladder trucks to meet the National Safety Standard. It's a cost issues but maybe the city can come up with a step plan. Public Safety in the city is priority #1.

Commissioner Nesta gave thanks to all the residents that spoke. Asked if there are any future plans to construct a Fire Station #7 in the KPI. Chief said Yes, it's part of the Capital Improvement Plan. Due to it taking so long to get the additional tower truck, once we actually get it from the manufacturer, Fire Station #7 should start coming to fortition.

Commissioner Smith suggested having a cleaning company be contracted to clean the fire stations instead of the firefighters having to do so. **Chief** advised that is something they can look at but its not in this budget. Commissioner Smith said to look and see what that cost would be and if they have to a budget amendment then they will. He feels that is something that would be of value to our stations and the health of our firefighters as well. He asked the Fire Chief if he knew the amount of this current budget that was not spent. **Chief** advised he doesn't have the total on hand but he would be happy to sit down and go over the numbers with him. Commissioner Smith said that he knew that we have policies and procedures on how purchase orders are approved and he was concerned that if there was an emergency of something that we needed is there an alternative process by which it can be taken care of? **Chief** responded yes, emergency procurement can be used.

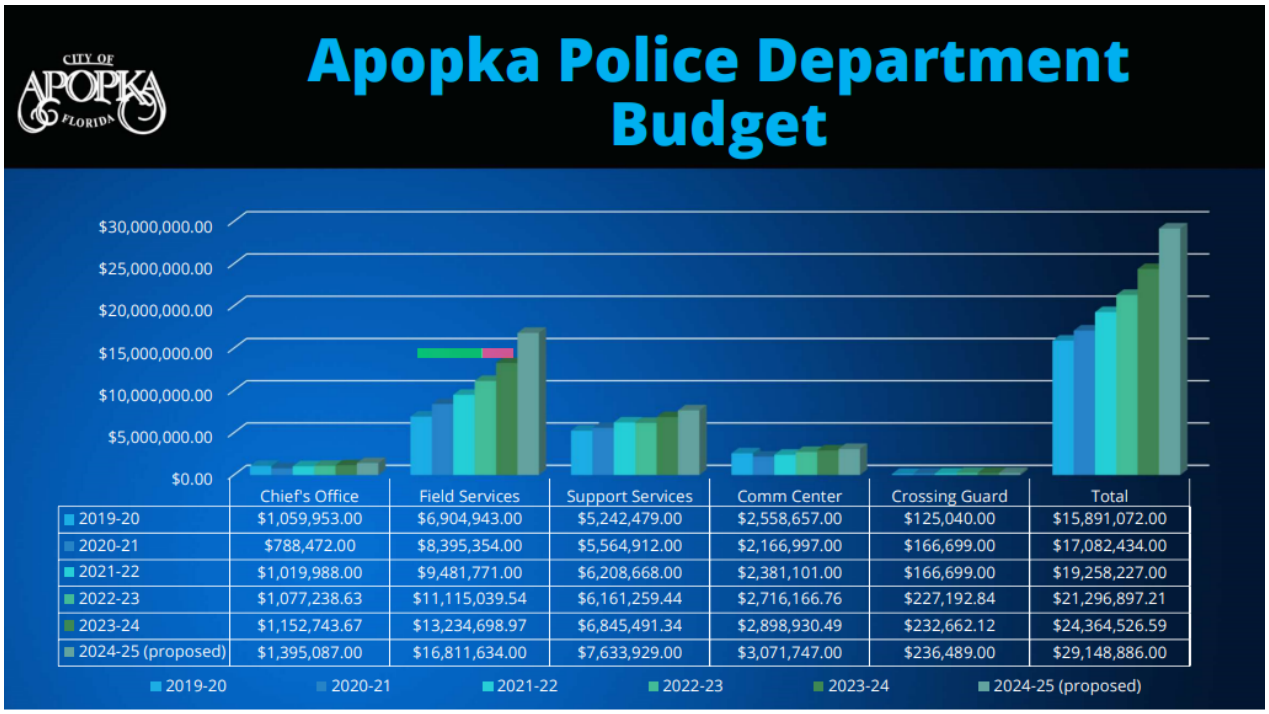
Commissioner Velazquez spoke about in the past having awards ceremonies and that they have been missing in the last few years. She suggested that the Fire Department go back to having awards ceremonies. **Chief** advised there is money budgeted for that this year.

Commissioner Anderson asked for clarification regarding the 4th firefighter on the truck and was it an industry standard to have that? Or a safety issue not having the additional firefighter? **Chief** responded NFPA 1710 is the standard that requires certain firefighters per truck.

2. FY2025 Police Department Budget Request
   Presented by: Mike McKinley, Chief of Police

Mike Mckinley said during this budget cycle just like previous budget cycle the Apopka Police Department has looked at the best way to Police our city while being physically responsible. This year we have reorganized the agency to be more efficient, prepare us for the future and work on our succession plan. Based on the organizationally changes and the measurements we rely on to monitor our performance we have submitted a budget that we believe will help us prepare for the future. During the presentation we will cover our accomplishments, challenges, as well as needs and concerns as we prepare for the future. Most of our costs are related to personnel and vehicle costs.

He presented a chart showing the different department within the Police Departments budget increase see below.



	Chief's Office	Field Services	Support Services	Comm Center	Crossing Guard	Total
2019-20	$1,059,953.00	$6,904,943.00	$5,242,479.00	$2,558,657.00	$125,040.00	$15,891,072.00
2020-21	$788,472.00	$8,395,354.00	$5,564,912.00	$2,166,997.00	$166,699.00	$17,082,434.00
2021-22	$1,019,988.00	$9,481,771.00	$6,208,668.00	$2,381,101.00	$166,699.00	$19,258,227.00
2022-23	$1,077,238.63	$11,115,039.54	$6,161,259.44	$2,716,166.76	$227,192.84	$21,296,897.21
2023-24	$1,152,743.67	$13,234,698.97	$6,845,491.34	$2,898,930.49	$232,662.12	$24,364,526.59
2024-25 (proposed)	$1,395,087.00	$16,811,634.00	$7,633,929.00	$3,071,747.00	$236,489.00	$29,148,886.00

Field Services Personnel Request
Chief McKinley advised that the Police Department currently has 132 sworn positions however to improve per capita and officer per square mile rations aligning with the State average and to prepare for anticipated growth they are requesting 10 additional authorized positions. Currently the Police Department has 14 vacancies to fill.

Administrative Personnel Request
Chief McKinley said they are requesting a public records / video redaction specialist. Due to a large number of public records requests handled by the Police Department an additional person to work in the records unit to handle only public records requests. Currently these requests are handled by all the members of the records unit.

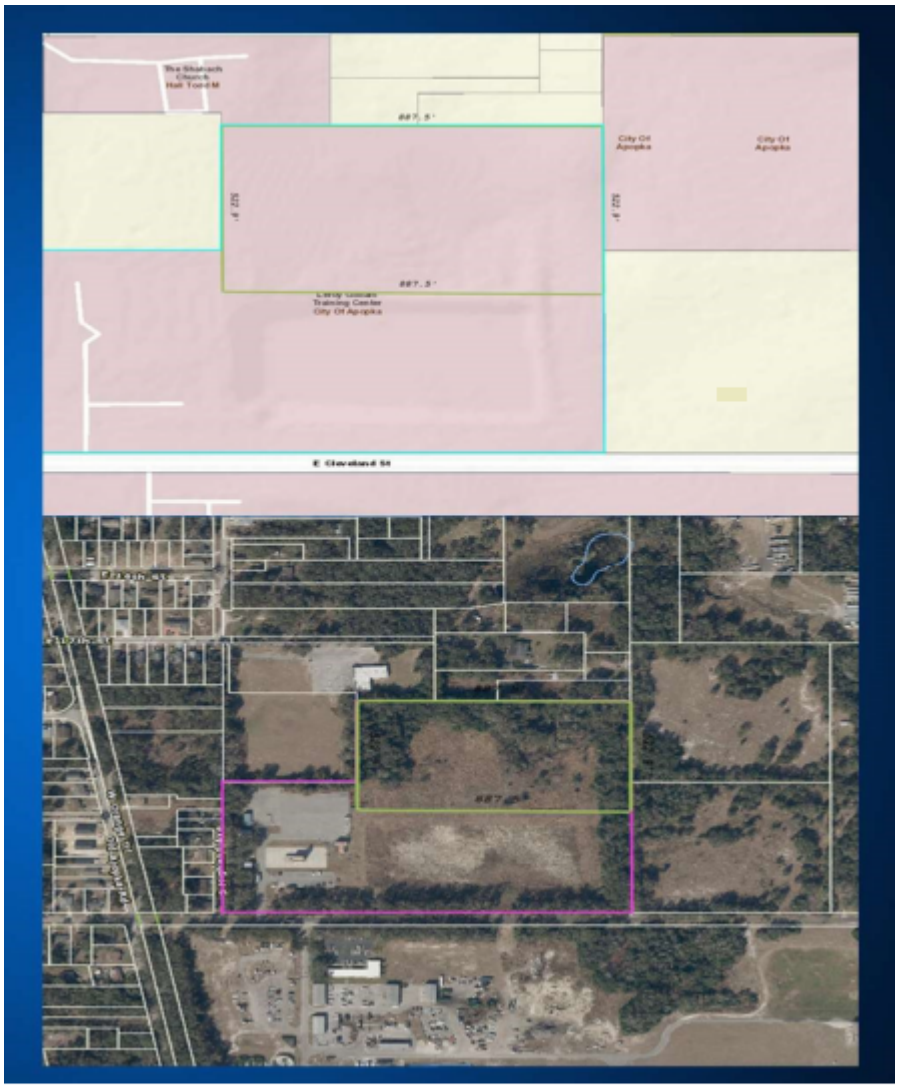
Vehicle and Equipment Request
Chief McKinley said in the Chief's Office they are requesting a WCCTV Trailer and Cameras which will cost $40,000 dollars. The Field Services Department (Patrol) 2220 is requesting 14 new patrol vehicles to replace the aging vehicles which will cost $964,000 dollars and 10 new patrol vehicles for the 10 new positions which will cost $700,000 dollars. The Support Services Department 2230 is requesting to replace 6 aging unmarked vehicles which will cost $324,000 dollars. These requests will enhance their operational capabilities, improve safety and address specific crime trends effectively.

Capital Improvements – New Police Training Facility
Chief McKinley is requesting a needs assessment to be completed early in the next FY for a Police Training Facility. Due to the FD and PD growth, they have outgrown the Gilliam Training Center. In addition, the existing firearms range continues to generate complaints from the surrounding community. These complaints are expected to increase as there is a subdivision to be built to the east of the range. This could require additional improvements to the range. The new training facility would have an **indoor range facility** which would allow the Police Department to utilize it 24/7, and reduce the community complaints. Due to the growth in Apopka and the expected growth of the PD an indoor range has become a necessity. A **Driving Course**, the PD currently does not have a dedicated driving facility and are unable to complete high risk driving, pursuit driving, or other tactical driving courses. A **Defensive Tactics Room**, due to FD's training needs both agencies are unable to utilize the Gilliam Training Center, this room in the new training facility will allow a classroom large enough to practice defensive tactics training. In addition, in the new training facility will have **Training Class Room(s), Simulator, Canine Training Area, Fitness Assessment Course, and SWAT Tactical Training Course**. The proposed are would be where the Gilliam Training Center off Cleveland Street is owned by the city and consists of a little over 10 acres.

b. Mayor Nelson asked if anyone had any questions or if anyone from the public wanted to speak about this section of the budget.

Commissioner Anderson asked about the $142,000 dollars in grant money received and whom is was received from. **Chief** replied that most are JAG Grants from the Federal Department of Law Enforcement. They are distributed by population. Some are from the Department of Transportation Grants for traffic enforcement overtime details such as pedestrian and distracted driving enforcement. She then asked if there are any grants that he is aware of that can be applied for the help some of the PD needs. **Chief** replied that he is not aware of any. He said the largest need is the training facility and that's a large cost. We continue to look for grants but haven't seen any for training facilities or firearms ranges. Commissioner Anderson also had questions regarding the guidelines for the sponsored officer positions and the average cost which the Chief provided the information.

Commissioner Velazquez had questions regarding the current Gilliam Training Facility property and asked why the Chief suggested that property location. **Chief** provided pictures and pointed out the property so the Commissioner could see the location he was speaking about. See below.



The chief is requesting a needs assessment to be completed early next fiscal year to start the process. At this time Chief is only requesting the needs assessment.
Commissioner Velazquez how much the assessment would cost and Chief responded that it should be under $100,000 dollars.

Commissioner Smith asked how many acres the Training Facility for Kissimmee takes up. Chief did not have that information.

Commissioner Nesta confirmed that there will be 24 sworn position that need to be filled. That is the current 14 positions and then the 10 additional that was requested. Chief confirmed. Commissioner Nesta also brought up that the city also owns northeast east to the currently training facility so there is plenty of land. He brought up the concerns about the flooring in the Police Departments current building and said the flooring is in disrepair and peeling. **Chief** advised that he makes sure that they are cleaned but the new facility for the PD is being built soon and he doesn't want to invest in new flooring if there's a new building coming in October 2026 so necessities are what he's focusing on. He looks at what the return is on his investment. Commissioner Nesta also questioned the line item of $600 dollars for a Peleton Bike subscription. **Chief** responded that it is in the City Gym and it's available to all city employees to use. The Police Department budgets for all the city gym equipment not any other department. That includes the purchase of the equipment, maintenance, everything to do with the gym.

Rogers Beckett spoke about the new training facility building and projecting it out to a further date as it is a very expensive project that will also require maintenance and up keep as well.

Rod Olsen thanked the PD and FD personnel for always being professional and for all that they do. Recommended building in a 5% increase in the PD budget from the beginning because its expected as opposed to transferring money at a later time. He also suggested the PD and FD look at the setbacks in the new subdivisions being constructed. Due to poor setbacks, many vehicles are parking in the street because they do not fit in driveways causing a hazard in the roadways.

Jeff Tyre echoed if you look at the pay increases and the benefit packages that the Police Department has now they're attracting more people, more quality people, and they're retaining those people. Asked the city council to keep that in mind when you're talking about the Fire Union contract. He spoke about having the 4th firefighter on the equipment, that its to meet high standards and to be the best Fire Department and provide the best service to the community.

Jack Douglas asked where the city is with the charter issues that were brought to council with the revisions. He wanted an update. He asked if in the Administration budget was there sufficient amount of money put in there for the City Clerk to conduct a charter amendment election. If not, he would recommend the city does that. **Mayor** said he didn't think so. Mr. Douglas requested for that to be included.

ADJOURNMENT

The meeting adjourned at 6:52 PM

All video recordings of City Council Meetings are always posted on the City of Apopka's YouTube page, for viewing.

_____

Bryan Nelson, Mayor

Attest: _____
Susan M. Bone, City Clerk

Transcribed By: _____
Jodi Wrigley, Deputy City Clerk

CITY OF APOPKA MINUTES
Minutes of the Special City Council Meeting held on July 10, 2024 at 7:00 PM, in the City of Apopka Council Chambers.

Present:

- Mayor Bryan Nelson
- Commissioner Diane Velazquez
- Commissioner Nick Nesta
- Commissioner Alexander Smith
- Commissioner Nadia Anderson
- City Administrator, Jacob Smith

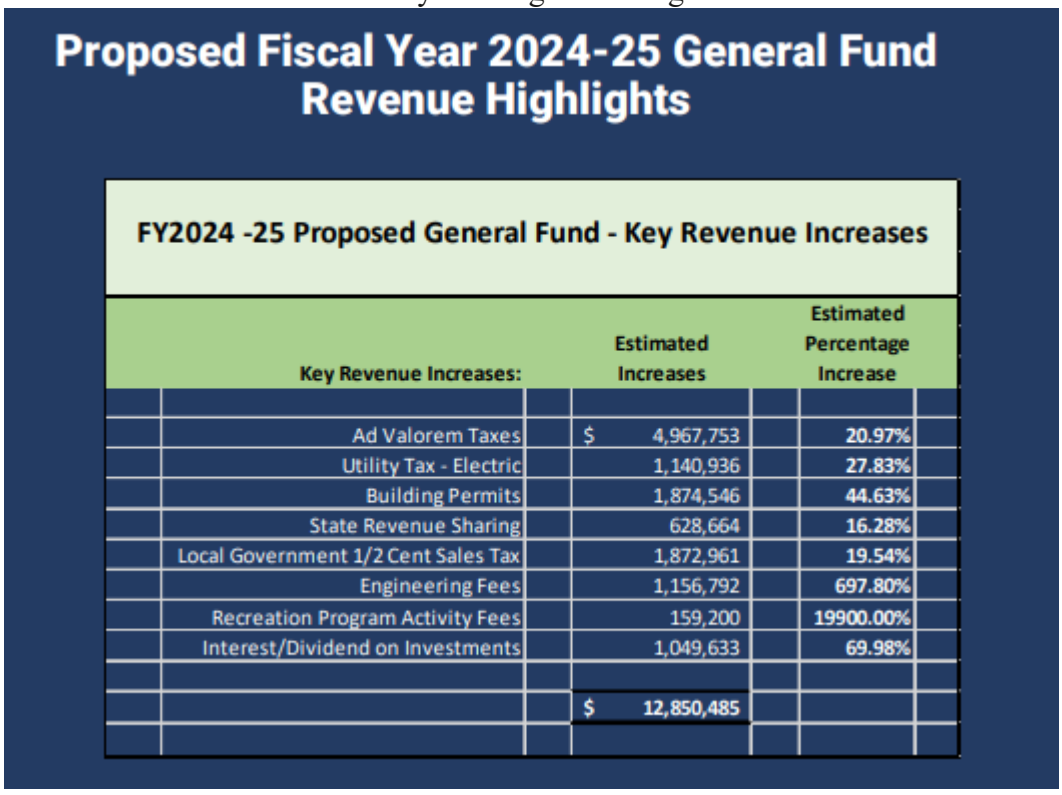
INVOCATION & PLEDGE OF ALLEGIANCE

Provided and led my **Commissioner Smith**.

BUDGET MEETING

1. Approve and Set the Proposed Fiscal Year 2024-25 Millage Rate.
   Presented by: Blanche Sherman, Finance Director

   Blanche Sherman said now that the budget workshops have been completed I want to give you an overview of the proposed fiscal year 2024-25 Millage Rate. Some of the key revenue increases in the current year budget for the general fund are listed below.



FY2024 -25 Proposed General Fund - Key Revenue Increases

Key Revenue Increases:	Estimated Increases	Estimated Percentage Increase
Ad Valorem Taxes	$ 4,967,753	20.97%
Utility Tax - Electric	1,140,936	27.83%
Building Permits	1,874,546	44.63%
State Revenue Sharing	628,664	16.28%
Local Government 1/2 Cent Sales Tax	1,872,961	19.54%
Engineering Fees	1,156,792	697.80%
Recreation Program Activity Fees	159,200	19900.00%
Interest/Dividend on Investments	1,049,633	69.98%
	$ 12,850,485	

This totaling $12,850,485.00 dollars that we are seeing as an increase to our General Fund

Budget.

Commissioner Nesta said 70% increase on Interest/ Dividend on Investments, that's very good.

Blanche provided a general overview of the General Fund Budget and the amounts of the expenditures per the cost centers / divisions. The total being $96.8 Million dollars, which is an increase of $12.4 Million Dollars or 14.49 % increase.

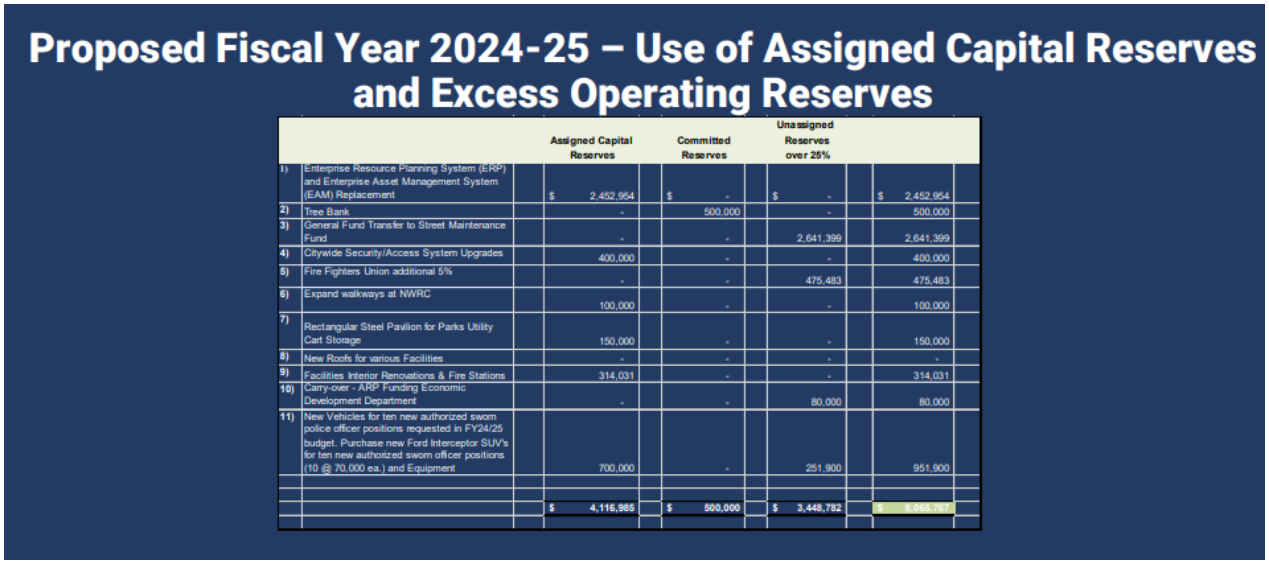
FY2024-25 Proposed Budget
Summary of General Fund Expenditures

Values

Fund	Funds Name	Division	Division Name	FY23 Actuals	FY24 YTD Actuals	FY24 Adopted	FY25 PROPOSED	New Positions Requests	Other Adjustments	FY25 Adjusted Proposed Requests	Increase/Decrease FY2025 Request to FY2024 Adopted	Percentage Change
001	GENERAL FUND	1010	MAYOR'S OFFICE	$ 517,600	$ 426,398	$ 683,034				$ 741,151	$ 58,117	8.51%
		1015	LEGAL SERVICES	$ 2,068,445	$ 1,760,500	$ 2,248,707				$ 3,254,049	$ 1,005,342	44.7%
		1020	ADMINISTRATIVE SERVICES	$ 335,017	$ 153,183	$ 384,969				$ 396,389	$ 11,420	2.97%
		1022	FACILITIES MAINTENANCE	$ 1,418,584	$ 1,501,028	$ 2,499,675		$ 90,475		$ 4,351,721	$ 1,852,045	74.09%
		1030	CITY CLERK	$ 252,678	$ 208,787	$ 308,391				$ 385,076	$ 76,685	24.87%
		1120	FINANCE	$ 1,277,624	$ 1,324,334	$ 2,392,461		$ 127,905		$ 5,226,447	$ 2,833,986	118.45%
		1170	HUMAN RESOURCES	$ 528,986	$ 489,499	$ 3,619,821				$ 938,460	$ (2,681,361)	-74.07%
		2110	FIRE CHIEF	$ 2,055,451	$ 1,707,116	$ 2,562,408		$ 239,588		$ 3,440,190	$ 877,785	34.26%
		2120	FIRE SUPPRESSION	$ 7,484,120	$ 6,472,292	$ 10,412,311				$ 10,336,256	$ (76,055)	-0.73%
		2130	FIRE EMS	$ 9,129,325	$ 8,233,585	$ 11,680,388				$ 12,784,002	$ 1,103,614	9.45%
		2210	POLICE CHIEF	$ 1,723,889	$ 768,469	$ 1,152,744				$ 1,395,087	$ 242,344	21.02%
		2220	POLICE FIELD SERVICES	$ 10,405,079	$ 8,651,870	$ 13,234,699		$ 829,432		$ 16,811,634	$ 3,576,935	27.03%
		2230	POLICE SUPPORT SERVICES	$ 5,941,402	$ 4,314,170	$ 6,845,491		$ 98,851		$ 7,633,929	$ 788,438	11.52%
		2235	CROSSING GUARDS PARK RANGERS	$ 147,207	$ 144,442	$ 232,662				$ 236,489	$ 3,826	1.64%
		2240	POLICE ADMINISTRATIVE SERVICES	$ -	$ -	$ -				$ 380,000	$ 380,000	0.00%
		2250	DISPATCH	$ 2,357,872	$ 1,745,102	$ 2,898,930				$ 3,071,747	$ 172,817	5.96%
		3310	FLEET MAINTENANCE	$ 1,044,219	$ 873,757	$ 1,397,697		$ 417,632		$ 2,223,275	$ 825,577	59.07%
		3512	CEMETERY	$ 161,091	$ 119,078	$ 360,298				$ 672,231	$ 311,932	86.58%
		3514	athletic complexes	$ 2,798,695	$ 2,127,983	$ 3,510,479		$ 109,433		$ 5,063,843	$ 1,553,365	44.25%
		3612	RECREATION ATHLETICS	$ 2,098,813	$ 1,535,159	$ 3,199,575		$ 1,449,692		$ 4,962,410	$ 1,762,835	55.10%
		3614	RECREATION IMPACT FEES	$ 673,414	$ 378,585	$ 1,080,181				$ 992,961	$ (87,220)	-8.07%
		4020	COMMUNITY DEVELOPMENT	$ 1,403,383	$ 1,024,944	$ 1,783,175				$ 1,865,043	$ 81,868	4.59%
		4021	BUILDING INSPECTIONS	$ 1,006,888	$ 654,265	$ 1,374,647				$ 1,393,649	$ 19,002	1.38%
		4022	ECONOMIC DEVELOPMENT	$ -	$ 76,579	$ 200,000				$ 261,511	$ 61,511	30.76%
		5110	INFORMATION TECHNOLOGY	$ 3,569,674	$ 5,052,395	$ 6,220,036				$ 5,005,811	$ (1,214,225)	-19.52%
		9011	TRANSFERS	$ 3,183,397	$ 3,550,504	$ 5,179,756				$ 4,022,782	$ (1,156,974)	-22.34%
001 Total				$ 61,592,864	$ 51,264,072	$ 85,462,533	$ 84,381,134	$ 3,363,008		$ 97,846,145	$ 12,383,610	14.49%

Some of the key uses of revenues as you know as mentioned in the write up we are using approximately $8.1 Million dollars to balance the budget as it is currently. $4.1 Million is out of assigned capital reserves for the new ERP System that I mentioned in my presentation for Finance and Inventory Management System. There was Citywide Security/ Access System Upgrades that cost $400,000.00 dollars and others see below. In reference to the Committed Reserves, Radley (Director of Parks and Recs) out of the Tree Bank fund we are allotting $500,000.00 dollars. Those funds are committed funds that have been set aside in our reserves to be used for that particular purpose. In reference to unassigned reserves that are in excess of our 25% required reserve amount we are using approximately $2.6 Million dollars to support that transfer of approximately $3.4 Million dollars to the Streets Fund to maintain operations there. In the Firefighters category we incorporated an additional 5% increase over the 5% increase which equates to $475,000.00 dollars. We carry over some of the ARP funds from the Economic Development Department due to that director starting mid-year. We are anticipating carrying over $80,000.00 dollars. For the equipment associated for the 10 officers, approximately $251,900.00 dollars for a total of $3.4 Million dollars coming out of the unassigned reserves that are in excess of the 25% reserve threshold.

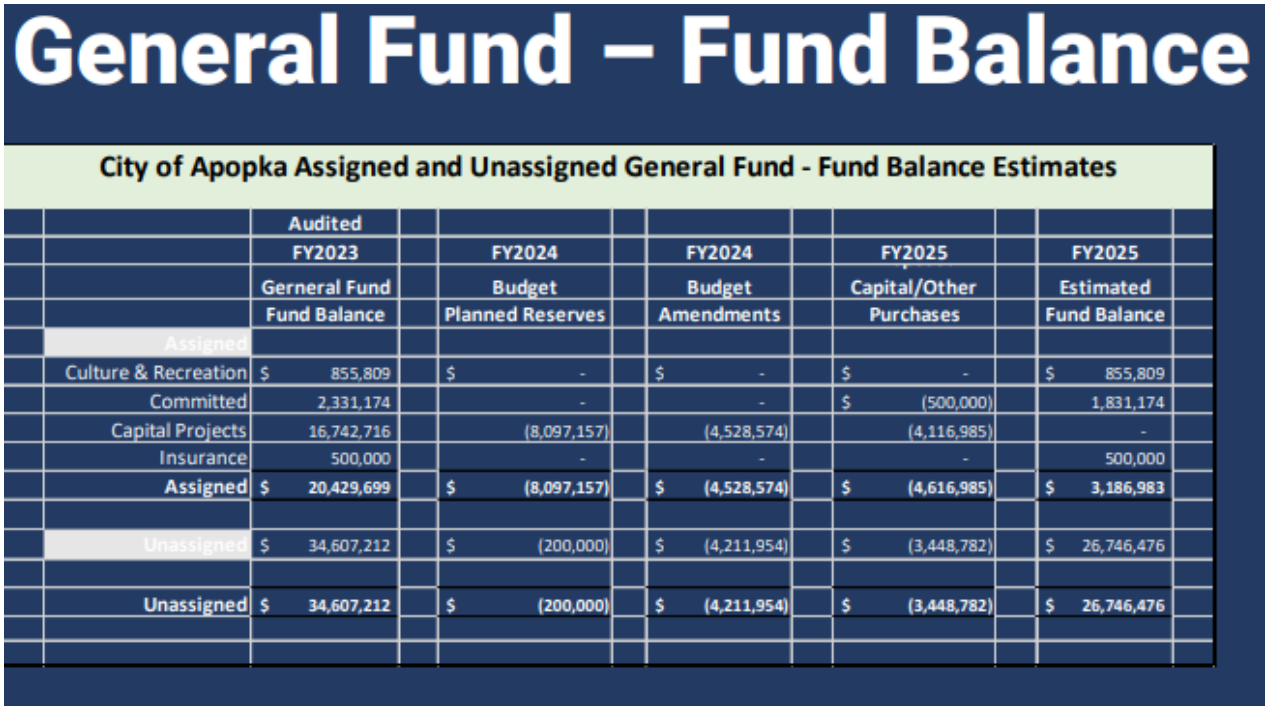
Mayor Nelson asked what did it go up this year based on our rejected General Fund Expenses? **Blanche** responded the dollar amount is approximately $23 to $24 Million. Compared to last year approximately a couple Million. **Mayor Nelson** confirmed that we have a larger reserve this year than we did last year. **Blanche** confirmed.



		Assigned Capital Reserves	Committed Reserves	Unassigned Reserves over 25%	
1)	Enterprise Resource Planning System (ERP) and Enterprise Asset Management System (EAM) Replacement	$ 2,452,954	$ -	$ -	$ 2,452,954
2)	Tree Bank	-	500,000	-	500,000
3)	General Fund Transfer to Street Maintenance Fund	-	-	2,641,399	2,641,399
4)	Citywide Security/Access System Upgrades	400,000	-	-	400,000
5)	Fire Fighters Union additional 5%	-	-	475,483	475,483
6)	Expand walkways at NWRC	100,000	-	-	100,000
7)	Rectangular Steel Pavilion for Parks Utility Cart Storage	150,000	-	-	150,000
8)	New Roofs for various Facilities	-	-	-	-
9)	Facilities Interior Renovations & Fire Stations	314,031	-	-	314,031
10)	Carry-over - ARP Funding Economic Development Department	-	-	80,000	80,000
11)	New Vehicles for ten new authorized sworn police officer positions requested in FY24/25 budget. Purchase new Ford Interceptor SUV's for ten new authorized sworn officer positions (10 @ 70,000 ea.) and Equipment	700,000	-	251,900	951,900
		$ 4,116,985	$ 500,000	$ 3,448,782	$ 8,065,767

Commissioner Velazquez asked what we used in the past years to balance our funds? **Blanche** responded that last year they set aside approximately $13 Million in FY 22 for Capital Reserves, the one-time items. For 2023 we added a few more thousand dollars so approximately $16 Million dollars. In the FY 24 budget we plan to use the $8.1 Million dollars that is how we balanced the budget last year out of Capital Reserves not Operating Reserves.
Commissioner Velazquez asked if we used funds from the utility fund because I remember when we started this fiscal year. The utility fund had 9 Million dollars put in from the reserves. **Blanche** emphasized that this is just the General Fund that she is talking about right now. This is not the utility funds. The Millage only pertains to the General Fund.

Blanche then explained the General Fund Balance and provided a breakdown of each FY and estimated fund balance.
Commissioner Nesta asked what the 25% in dollar amount be? **Blanche** responded its about 23 Million dollars. He then asked why we have so many reserves over the policy we created of 25%. **Blanche** responded that we have committed funds that we set aside in the past, the reserves were set up for culture & recreation, sometimes they're restricted funds. If you have an external restriction, you can restrict those funds for future use as planned and are-as restricted. Then when you do an Ordinance like the Tree Bank, when you collect those funds they are considered to be committed funds for that particular purpose. The Reserve Policy is what lays out your assigned and unassigned. Your reserve policy allows you to assign funds for those capital projects when they're in excess of that 25%. The budget as it stands currently

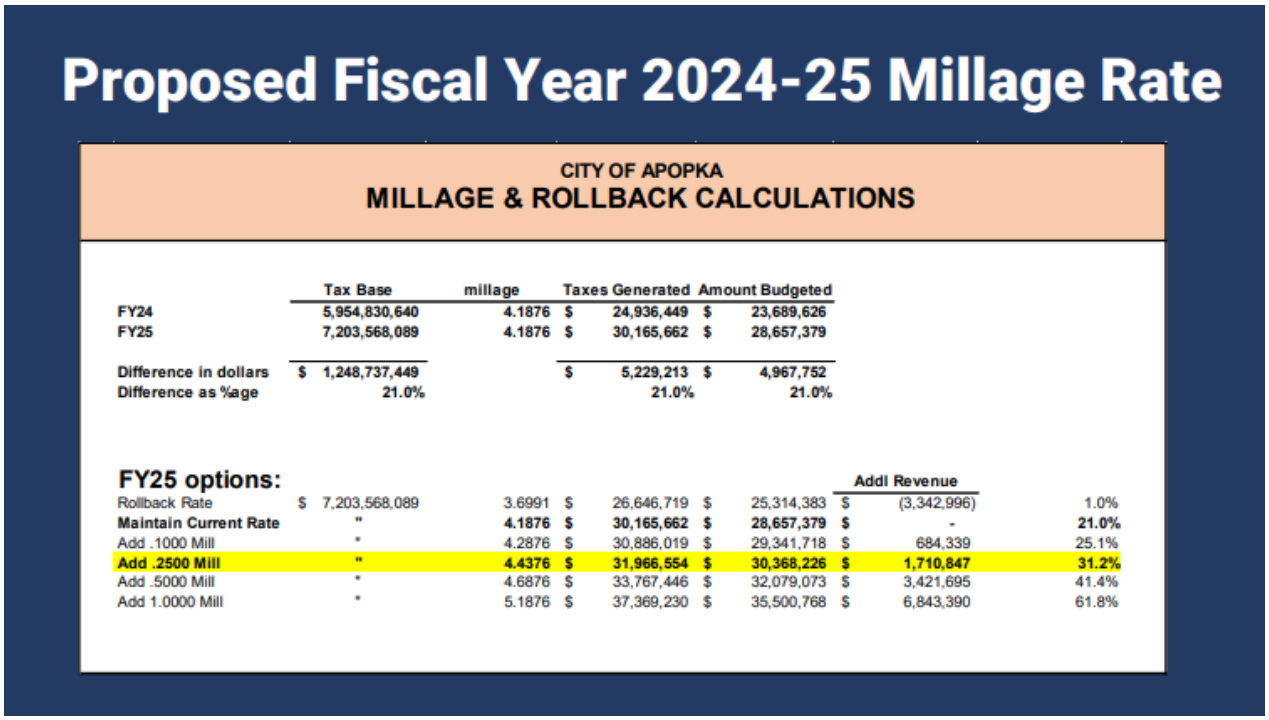


City of Apopka Assigned and Unassigned General Fund - Fund Balance Estimates

	Audited FY2023 Gerneral Fund Fund Balance	FY2024 Budget Planned Reserves	FY2024 Budget Amendments	FY2025 Capital/Other Purchases	FY2025 Estimated Fund Balance
Assigned					
Culture & Recreation	$ 855,809	$ -	$ -	$ -	$ 855,809
Committed	2,331,174	-	-	$ (500,000)	1,831,174
Capital Projects	16,742,716	(8,097,157)	(4,528,574)	(4,116,985)	-
Insurance	500,000	-	-	-	500,000
Assigned	**$ 20,429,699**	**$ (8,097,157)**	**$ (4,528,574)**	**$ (4,616,985)**	**$ 3,186,983**
Unassigned	$ 34,607,212	$ (200,000)	$ (4,211,954)	$ (3,448,782)	$ 26,746,476
Unassigned	**$ 34,607,212**	**$ (200,000)**	**$ (4,211,954)**	**$ (3,448,782)**	**$ 26,746,476**

Blanche then presented the proposed FY 2024-25 Millage Rate and Jacob CAO explained into further detail.

Jacob Smith CAO said one of the items that we have seen in the budget or discussed yet and Commissioner Nesta brought it up in the last session was that we are in the middle of negating with fire. We do not have an exact number on that but that is something that hasn't been accounted for into the current budget. We have balance budget but we are using quite a bit of reserves in order to balance the budget. I have looked at numbers and trends and would like to give you an example. When it comes to the Millage Rate itself I have found out that it was increased in 2018, it was increased in 2020 and the last time anything happened to the Millage Rate was in 2021 and it was rolled backwards to what it currently is today. There hasn't been any change in the Millage Rate for the last 4 years. In that same time period we have had some increases in the Ad Valorem. We have crossed that point where we have been using reserves that revenue hasn't caught up and the expenses have caught up to the revenue line and now its crossing. That is the issue we have here. To complicate that more, we have not included in this budget those Union negotiations which could be between 2 to 3 Million dollars. What they are proposing tonight is to approve the proposed Millage Rate of 4.4376 mills. This will not help us catch up with our revenue but it will keep us where we are at right now. My recommendation this evening is at least approve the 4.4376. We can spend the rest of this year, I can go into it more and get an analysis. We have some strategic planning to do and we have a lot of capital improvements plans to look over. Another element of this is our enterprise funds and we will need those rate increases. We have increased costs, personnel costs and inflation costs and our revenue hasn't followed that same trajectory.





In addition, we are falling behind. We haven't been able to do as many projects that we have been able to do in the past. It's up to the council to decide up or down from there. What your priorities are. If you want to improve, maintain, or decrease services.

Commissioner Velazquez asked if that can be done now? **Jacob** responded yes that can be done now. She then asked if I approve the Millage Rate tonight then am I approving the budget too? **Blanche** responded no, but whatever rate you approve, you cannot go higher only lower.

Commissioner Nesta said streets needs a lot more money. It's problematic still. The budget that is presented is not acceptable. Our residents are demanding that we do more. There's a lot that needs to be added into this and then we need to see what that looks like. Then we need to figure out where we want the Millage Rate to be.

Commissioners had back and forth discussions regarding other costs to be added therefore they were unable to decide on a Millage Rate until that information is accounted for in the budget. The meeting was tabled to next meeting on July 17, 2024 at 6:00 PM.

PUBLIC COMMENT

Rod Olsen 3156 Rolling Hills Lane said no one wants to see increases in utility rates or Millage Rates but the city needs to be provided with the property tools. Budgets must be need based not funding based. Needs first, prioritize, weed out the unnecessary and adjust the fund. Spoke about some not all of the departments answering that they will have everything they needed in their budget to be able to perform in their departments. Spoke about his concerns with the budgeting process and that it isn't where it needs to be. He spoke about most of the departments not getting what they asked for due to the money not being in the budget. He questioned Blanche about being paid more in pensions rather than when you were employed with the city and Blanche said yes, the pension includes overtime. He also asked when the results from the forensic audit would be received. Blanche responded that they still need a council member to sit on the evaluation committee and that she requested Commissioner Nesta and said yes and then declined for various reasons. Rod Olsen also asked about the status of the charter review.

Rogers Beckett 7 W Main Street recommended that the Commissioners increase the Millage Rate to be able to cover majority of the costs instead of years down the road the Millage Rate is significantly increased and trying to make up for the costs. A lot of the departments need things that if we don't increase the Millage Rate they will not even have the bare minimum. We pay taxes regardless and if he's going to pay taxes and wants to make sure his money is working in the city. All the avenues need to be looked at.

Jeff Tyre 1120 Legg Drive said he has no problem paying another $150 to $200 a year in Millage Rate to get our city where it needs to be. Status quo is not getting it. We need to start at the highest Millage Rate that you can until we can figure out how we are going to pay for all of our city's projects. Last night budget hearing has many needs from departments especially from public works department. The community is growing. Spoke about the fire contract and how it already needed to be completed so the city knew how much money to put into the budget.

ADJOURNMENT

The meeting adjourned at 7:55 PM

All video recordings of City Council Meetings are always posted on the City of Apopka's YouTube page, for viewing.

_____

Bryan Nelson, Mayor

Attest: _____
Susan M. Bone, City Clerk

Transcribed By: _____
Jodi Wrigley, Deputy City Clerk

CITY OF APOPKA MINUTES

Minutes of the Special City Council Meeting held on July 17, 2024 at 6:00 PM, in the City of Apopka Council Chambers.

Present:

- Mayor Bryan Nelson
- Commissioner Diane Velazquez
- Commissioner Nick Nesta
- Commissioner Alexander Smith
- Commissioner Nadia Anderson
- Attorney Cliff Shepard

CALL TO ORDER

BUDGET MEETING

1. Approve and Set the Proposed Fiscal Year 2024- 25 Millage Rate.

   Blanche Sherman, Finance Director said she wants to give an overview where the city currently stands for the FY 24-25 budget after the workshops and all of the comments, inputs, requests from commissioners, and the Mayor. What we need to do is approve the proposed FY 2024-25 Millage Rate. We need to set the rate tonight. I want to give you an overview of the key revenue increases that we have incorporated in the budget. Without the Millage Rate increase we are looking at the all of the key revenue increases listed below:

   ➢ **GENERAL FUND**

FY2024 -25 Proposed General Fund - Key Revenue Increases

Key Revenue Increases:		Estimated Increases	Estimated Percentage Increase
Ad Valorem Taxes	$	4,967,753	**20.97%**
Utility Tax - Electric		1,140,936	**27.83%**
Building Permits		1,874,546	**44.63%**
State Revenue Sharing		628,664	**16.28%**
Local Government 1/2 Cent Sales Tax		1,872,961	**19.54%**
Engineering Fees		1,156,792	**697.80%**
Recreation Program Activity Fees		159,200	**19900.00%**
Interest/Dividend on Investments		1,049,633	**69.98%**
	$	**12,850,485**	

The total of the estimated increases is approx. $12.9 Million dollars.

We started with a general fund of about 89.8 Million dollars with the use of reserves in the amount of about $8.1 Million dollars. We are incorporating another 1.7 Million dollars and the Millage Rate increase going to an incremental increase to .250, with a contingency for the Firefighter's Union Negotiations and $1.5 Million dollars and increase in the Millage Rate to have additional funds transferred to the streets fund. Other items that have been incorporated as a result of the workshops and input from the Mayor and Commissioners is an additional $455,000 dollars. You will see that both on the revenue and expenditures side of the General Fund.

FY2025 Budget Workshop Changes included in Tentative Budget

			General Fund Revenues	
			$ 89,780,376	
			8,065,767	Use of General Fund Reserves - FY2025
Increase in Millage	Mayor	increase	1,710,847	.250 Millage Rate Incremental Increase
Increase in Millage	Smith	increase	1,530,848	.500 Millage Rate Incremental Increase
			$ 101,087,838	
			455,157	Additional Use of Reserves - FY2025
			$ 101,542,995	

Description	Requestor		General Fund Expenditures	Fund
			$ 97,846,143	
Transfer to Streets - total $4,980,848	Smith/Nesta	Add	1,530,848	General Fund Transfer to Streets
SW&F Adjustments - Contingency	Mayor	Add	1,710,847	General Fund - FF Union
			$ 101,087,838	
			455,157	Additional Requests - Commissioners
			$ 101,542,995	

FY2025 Budget Workshop Changes included in Tentative Budget

Originally Estimated Use of reserves - FY2025			$ 8,065,767	
Marketing Economic Development	Mayor/Nesta	Remove	(10,000)	General Fund - 1010
Neighborhood Restoration	Nesta	Remove	(25,000)	General Fund - 1010
AYC Apopka Youth Council Health Fair & Food	Nesta	Remove	(7,200)	General Fund - 1010
Rotary Membership	Velazquez	Remove	(1,200)	General Fund - 1010
Tiger Bay Membership (Velazquez and Nesta)	Velazquez	Add	1,000	General Fund - 1010
Remove "(5) Replace windows at FD Station 5"	Mayor	Remove	(10,000)	General Fund - 1022 (Facilities Maint.)
Lust Road Warehouse	Velazquez	Remove	(20,000)	General Fund - 1022
Cleaning Fire Stations two (2) services per week	Smith	Add	50,109	General Fund - 1022
Non-Profit Sponsorship	Anderson	Add	100,000	General Fund - 1020
Fire Department Events for New Hires & Their Families	Nesta	Add	10,000	General Fund - 2110
Reduce "(1) Tree/Landscape reomoval	Mayor	Remove	(2,000)	General Fund - 3512 (Cemetery)
Additional Funding for Cemetery Storage	Nesta	Add	300,000	General Fund - 3512 (Cemetery)
Remove Expand Walkways at NWRC for $100,000 (6300), but add $50,000 for additional "Concrete Repairs" (4600) for a net budget decrease of $50,000.	Mayor	Remove	(50,000)	General Fund - 3514 (Parks)
Reduce "(13) New Computer Workstations	Mayor	Remove	(3,000)	General Fund - 3612 (Athletics & Events)
New Community Events	Nesta	Remove	(30,000)	General Fund - 3612 (Athletics & Events)
Juneteenth	Nesta	Add	12,000	General Fund - 3612 (Athletics & Events)
Black History Month	Nesta	Add	12,000	General Fund - 3612 (Athletics & Events)
Ukraine Day/event	Nesta	Add	12,000	General Fund - 3612 (Athletics & Events)
Awards Ceremony Reimage Community with OCPS	Nesta	Add	3,000	General Fund - 3612 (Athletics & Events)
Reduce Pool & Deck upgrades fromm $200,000 to $75,000 for pool design only	Mayor	Remove	(125,000)	General Fund - 3614 (Camp Wewa)
Main Street Apopka	Nesta	Add	50,000	General Fund - 4020
Transportation Coordinator	Mayor	Remove	(109,705)	General Fund - 4020
Facebook Boosting	Nesta	Add	9,000	General Fund - 5110
SW&F Adjustments - Contingency - $2,000,000 total	Nesta	Add	289,153	General Fund - FF Union
Additional Use of Reserves - FY2025			$ 455,157	
Total Use of Reserves - FY2025			$ 8,520,924	

This list is a detail of those additional changes. Any additional changes at this point is a result of an increase in the use of those reserves and these are excess reserves over our 25% reserve per policy. Our policy allows us to assign capital reserves and the remaining balance was about $4 Million, so those are the items that are being applied towards that $4 Million. We have committed reserves, one is a tree bank. We plan to spend $500,000 dollars in this budget so the source of that will come out of the committed reserves. The unassigned reserves that are in excess of the 25% is $3.9 Million dollars for the various reasons listed below. $2.6 Million dollars going to streets, 475,000 dollars with and additional 5% increase for the Firefighters Union, a carryover amount of 80,000 dollars related to the COVID funds and 251,000 dollars for the 10 additional police officers and lastly 455,000 dollars for the additional requests by Commissioners.

		Assigned Capital Reserves	Committed Reserves	Unassigned Reserves over 25%	
1)	Enterprise Resource Planning System (ERP) and Enterprise Asset Management System (EAM) Replacement	$ 2,452,954	$ -	$ -	$ 2,452,954
2)	Tree Bank	-	500,000	-	500,000
3)	General Fund Transfer to Street Maintenance Fund	-	-	2,641,399	2,641,399
4)	Citywide Security/Access System Upgrades	400,000	-	-	400,000
5)	Fire Fighters Union additional 5%	-	-	475,483	475,483
6)	Expand walkways at NWRC	100,000	-	-	100,000
7)	Rectangular Steel Pavilion for Parks Utility Cart Storage	150,000	-	-	150,000
8)	New Roofs for various Facilities	-	-	-	-
9)	Facilities Interior Renovations & Fire Stations	314,031	-	-	314,031
10)	Carry-over - ARP Funding Economic Development Department	-	-	80,000	80,000
11)	New Vehicles for ten new authorized sworn police officer positions requested in FY24/25 budget. Purchase new Ford Interceptor SUV's for ten new authorized sworn officer positions (10 @ 70,000 ea.) and Equipment	700,000	-	251,900	951,900
12)	Additional Requests by Commissioners			455,157	455,157
		$ 4,116,985	$ 500,000	$ 3,903,939	$ 8,520,924

Starting with our audited financial statements reserve balances as of FY 2023 the unassigned was $34.6 Million dollars. The city used 200,000 dollars out of planned reserves and $4.2 Million in budget amendments of the unassigned and the $3.9 Million is for FY 2025 which was discussed on the previous slide. As mentioned before the reserve policy allows the City to assign reserves for capital purchases for one-time capital purchases. As of FY 23, that amount was 16,742,716 dollars. When the budget was presented last year, we the City used about $8.1 Million dollars of that amount for planned capital purchases in FY2024 with the use of those reserves. The City has had budget amendments of about $4.5 Million and in FY 25 the city will use another 4.1 Million. At this point exhausting that capital reserve.

City of Apopka Assigned and Unassigned General Fund - Fund Balance Estimates

	Audited FY2023 Gerneral Fund Fund Balance	FY2024 Budget Planned Reserves	FY2024 Budget Amendments	FY2025 Capital/Other Purchases	FY2025 Estimated Fund Balance	
Assigned						
Culture & Recreation	$ 855,809	$ -	$ -	$ -	$ 855,809	
Committed	2,331,174	-	-	$ (500,000)	1,831,174	
Capital Projects	16,742,716	(8,097,157)	(4,528,574)	(4,116,985)	-	
Insurance	500,000	-	-	-	500,000	
Assigned	**$ 20,429,699**	**$ (8,097,157)**	**$ (4,528,574)**	**$ (4,616,985)**	**$ 3,186,983**	
Unassigned	$ 34,607,212	$ (200,000)	$ (4,211,954)	$ (3,903,939)	$ 26,291,319	##
Unassigned	**$ 34,607,212**	**$ (200,000)**	**$ (4,211,954)**	**$ (3,903,939)**	**$ 26,291,319**	
##	$ 25,385,749	25% Policy Requirement				

a. Mayor Nelson asked if anyone had any questions for Blanche about the General Fund.

Mayor Nelson said there has been some misinformation that we are wasting away our reserves. Our reserves are still above the 25% threshold that was put into place several years ago. Our reserves are still going up, they're not going down in the General Fund.

Commissioner Velazquez said she believes the concern is that as our City Manager pointed out is every year the trend seems to be that we go into our reserves to balance the General Fund. **Blanche** responded saying that when you plan, the planned reserved, you set aside those reserves for those one-time capital items. When you go into the general operating reserves for reoccurring expenses that is where the risk is.

- **UTILITY OPERATING FUND**

Blanche said in regards to the utility operating fund, we are proposing here in this budget request is an increase in the rate. The budget that was presented to you in the workshop we reflected a 10% increase. That was not adequate, it left the city with a 5.6-Million-dollar deficit just for that year. We already have a $3.5 Million dollars deficit going into FY 24-25. We have compared our existing rates to other cities. We are not the highest city, there are other cities with higher rates and they are proposing increases as well. The increases are 40% on water, 40% on wastewater and 15% on reclaimed water.

Fund 401 Rate Increases

	10%	15%	20%	40%/40%/15%
Water	$ 9,910,727	$ 10,361,215	$ 10,811,702	$ 12,613,653
Wastewater	10,989,401	11,488,920	11,988,438	13,986,511
Reclaimed	5,863,827	6,130,365	6,396,902	6,130,365
	$ 26,763,955	$ 27,980,500	$ 29,197,042	$ 32,730,529
Difference 10%vs 15%, 20%, 40%		$ 1,216,545	$ 2,433,087	$ 5,966,574
FY2024/2025 Budget Deficit	(5,598,291)	(5,598,291)	(5,598,291)	(5,598,291)
Adjusted Deficit	$ (5,598,291)	$ (4,381,746)	$ (3,165,204)	$ 368,283 ##

Allocate as a reduction in estimated late charges to assist with reduction of prior year deficit rolling forward

Blanche said listed below are additional calculations in case the city wanted to increase the rate higher than the 4.6876 millage rate. See below.

MILLAGE & ROLLBACK CALCULATIONS

	Tax Base	millage	Taxes Generated	Amount Budgeted
FY24	5,954,830,640	4.1876	$ 24,936,449	$ 23,689,626
FY25	7,203,568,089	4.1876	$ 30,165,662	$ 28,657,379
Difference in dollars	$ 1,248,737,449		$ 5,229,213	$ 4,967,752
Difference as %age	21.0%		21.0%	21.0%

FY25 options:					Addl Revenue	Incremental Addl Revenue	
Rollback Rate	$ 7,203,568,089	3.6991	$ 26,646,719	$ 25,314,383	$ (3,342,996)		1.0%
Maintain Current Rate	"	**4.1876**	**$ 30,165,662**	**$ 28,657,379**	$ -		**21.0%**
Add .1000 Mill	"	4.2876	$ 30,886,019	$ 29,341,718	$ 684,339		25.1%
Add .2500 Mill	"	**4.4376**	**$ 31,966,554**	**$ 30,368,226**	**$ 1,710,847**	**$ 1,710,847**	**31.2%**
Add .5000 Mill	"	**4.6876**	**$ 33,767,446**	**$ 32,079,073**	**$ 3,421,695**	**$ 1,530,848**	**41.4%**
Add 1.0000 Mill	"	5.1876	$ 37,369,230	$ 35,500,768	$ 6,843,390	$ 3,421,695	61.8%

Blanche said at this time we are proposing the roll back millage rate to be 3.8384 and the proposed millage rate of 4.6876.

b. Mayor Nelson asked if anyone had any questions for Blanche about the Utility Operating Fund.

Phyllis Olmstead requested that the budget worksheets be presented to the public ahead of time so that they can be reviewed as they are just seeing them now. She also advised that they are not posted online either and that they should. She said she was told the reason they were not on the website was because they are not ADA compliant. She felt like the documents that were on the website were not ADA compliant. She said there is no excuse for the public to not have received an electronic file of the budget worksheets presented today.

Todd Bengtson spoke about the city having a financial problem. That the city is growing rapidly and the public safety departments need to receive the monies they request in the budget because they are not functioning at full capacity nor do they have the equipment they need to fulfill each station's needs.

Albert Mckimmie said he would like to echo what Todd spoke about and that they come to the meetings with expectations to have correct information. He said that today's meeting didn't make sense to him. He also spoke about the city not planning for future needs of the water usage by the city.

Rod Olsen said the good thing about the 2025 budget is 5 of the departments stated that the budget they presented would meet the city needs. The bad, 35% of our city assets are beyond the projected lifespan and it doesn't appear that the budget has addressed known upcoming benefit increases. The ugly, all but 5 department did not present their real needs. One department presents 5 staff to oversee a dozen pickleball and tennis courts. 3 days is not enough time to make an informed decision. Even with the 40% increase discussed for utilities is implemented, it does not address required upgrades. Only a handful of residents showed up for the budget process. That's criminal. Any change in age, vesting, or COL allowance for the pension fund must be thoroughly researched. The current pension is at 7.4 Million dollars and its going to 9.6 based upon the preliminary findings. Its not fully funded. At this time, we should be setting the millage rate high because its easier to take it down.

Maribel Brinkle spoke about the museum not having a budget line item. The only monies allocated to the museum was through parks and recreation budget which was for the exterior to be redone because of wood rot. She said preserving the history is important and we should be investing into our history.

Leroy Bell said that before the new millage rate is set think about the utility part of it. Think about the people in south Apopka, how it is going to affect them. They don't have anything to do with the short fall of the city and the short fall of this administration. He said he doesn't understand why the millage rate needs to go up or why the city has to use reserved funds since the city charges for everything.

Alex Klepper said he was there to address concerns raised at the last budget workshop and millage rate meeting. The City of Apopka does not need to raise the millage rate or our taxes because of our firefighters. I know that I have previously with Commissioner Anderson, I appreciate you not adding to that conversation last week. The need to increase the millage rate or taxes is due to the entire budget, including competitive wage and benefit increases for general employees and the Police Department over the past 3 years. This includes a significant pay raise for Chief Wylam, his fleet of brand new F150 take home vehicles, as well as the Mayor's salary adjustments, and the future pension he's about to be eligible to take. Our firefighters haven't seen a paramedic pay increase since before some of them were even born. It's incredibly disheartening for them to know that they are the lowest paid employees in the city while an intentionally misleading narrative by the guy who is supposed to have their backs suggests they're overpaid. We cannot continue to bounce the budget on the backs of hard-working firefighters. The narrative from Mayor

Nelson, what Chief Wylam brought up at the last meetings, and in a Facebook, thread is based on a 2020 NFPA survey which only included 2200 out of 30,000 fire departments. It included combination Fire and EMS Departments which is what we are. This is not a fair comparison.

Jeff Tyre spoke about people asking for better things in the city. Better roads, recreation, public safety needs, better staffing etc. You have to address this with the millage increase. Our city is growing, its going to hurt, but it needs to be done. We have to get in front of the growth. A millage rate is more manageable for the common tax payer in a one-time tax in the year, rather than a 40% increase in our water rates. They just increased last year. I don't see a bunch of tax payers up here complaining about spending a little bit more to have better services.

End of public comment.

Blanche continued we are back to the proposed FY 24- 25 Millage Rate setting. I need to share with you the notices for the various increases that we have incorporated in this budget that will have to go out. We will have the public meetings on the 4th of September. I have to send those notices out regarding the 10% for sanitation and the percentage increases for the water department. There will be public meetings on September 4th for those increases. The vote will need to be a 2/3 vote.

Mayor Nelson read a statement. In accordance with the truth in Millage TRIM compliance requirements is set forth in Chapter 200 of the Florida Statutes. The city must set the proposed millage rate and advise the property appraiser of the proposed millage rate, rolled back rate, date, time and place of the tentative budget hearings. The tentative budget hearing is scheduled for Wednesday, September 4th 2024 at 5:15 PM in the city council chambers. The statutes require separate motions. The operating millage rate used in preparation of the budget draft of 4.6876 is 22.12 % higher than the rollback rate of 3.8384. A millage tax rate for each 1,000 dollars of taxable property value.

FIRST MOTION

a. **Mayor** asked for a motion to approve the proposed operating Millage Rollback Rate of 3.8384.
b. **Motion** by **Commissioner Smith** and seconded by **Commissioner Velazquez** to approve the proposed operating Millage Rollback Rate of 3.8384.
c. **Motion carried unanimously,** with Mayor Nelson, and Commissioners Velazquez, Nesta, Smith & Anderson voting aye.

SECOND MOTION

a. **Mayor** asked for a motion to approve the proposed operating Millage Rate for FY 25 of 4.6876.
   Commissioner Nesta asked the Mayor what is thoughts were on increasing the Millage Rate.
   Mayor Nelson said we have time to look at the budget and I think there are some things we haven't put in the budget. We haven't added additional negotiations with the Union. We haven't added anything for the forensic audit and we've about spent all of

the reserves down to the 25 percent. There're some things in there that I probably wouldn't agree with on the additional expenditures. At this point we are just talking about the Millage.
Commissioner Nesta asked Commissioner Velazquez what her thoughts are about this?
Commissioner Velazquez responded the 4.6 is half a Mill. We've had some of our residents say why don't we go with the 1.0 at least we can decrease it if need be. We still have time to go over the budget and go over what is not necessary and what we must have. **Blanche** said based on the current DR420MMP, the maximum rate with a 2/3 vote is 4.8399. Commissioner Velazquez asked Commissioner Smith for his input.
Commissioner Smith said I recommended the 4.6876 because we definitely need to put more money into streets and I thought we needed that additional funding that's why I made the recommendation based on the budget hearing that we had.
Commissioner Velazquez said now the Mayor is saying that we still haven't allocated anything for when we finally settle the Union. What are you expecting? (she said to the Mayor)
Mayor Nelson said it was the last offer. The last offer was over 2 Million. **Blanche** said with the additional changes that $1.7 and the additional requests that came from the commissioners we are looking at a total of $2 Million for the Union negotiations. Commissioner Nesta asked that we bring that up to $2 Million so we have an additional 289,000 coming out of reserves. This actually includes $2 Million in regards to those negotiations plus the additional 5%.
Mayor Nelson said what did we give the general employees in Fire? **Blanche** responded from the numbers that I saw, it was an average of 5%. The Police had 6% and another $950,000 additional.
Mayor Nelson said $2.6 Million is what everybody minus what the Union received.
Commissioner Nesta said so the police and general employees has consistent increases regardless of up to 6% we matched whatever the market was doing. There are some employees that got 40% raises, 30% raises. We aren't comparing apple to apples when we talk about general and police because fire has been behind. Is that accurate?
Blanche said I know that we made some adjustments that you approved for the salary adjustments based on market and those numbers came to the $1.6M, including police and it did not include fire. The police had an additional increase and that equated to almost a Million dollars.
Commissioner Nesta said everybody but fire is based on market. **Blanche** said yes, they were not adjusted.
Commissioner Smith asked if the merit raises are included in this budget. **Blanche** responded yes.
Mayor Nelson said the fire department has been getting merit raises up to the 6% each year. Even thought they are in negotiations they are still getting raises.
There was back and forth discussion between Velazquez, Attorney Shepard and Blanche regarding the Emerson Park expectations of the city loaning money and taking over the privately-owned roadways of the community.
Blanche advised $375 dollars per household based on the median value per year. Calculates to approx. $31.25 per month for the 4.6876.

City Administrator Jacob Smith interjected said as the Administrator we need to set a Millage Rate tonight.
Attorney Shepard said if you think you are going to need more money go to the 4.8399 rate if you don't think you are going to need more money based on the budget that is tentative now, the rate and calculations that you have in front of you are the rate you should use. This is not the time to do calculations on the fly. If you need more money go higher, if you don't think you need any more money then you're good. You can always go down by cutting things out of the budget.
Commissioner Smith said I think we should set the Millage Rate 4.8399.

b. **Motion** by **Commissioner Smith** and seconded by **Commissioner Velazquez** to approve the proposed operating Millage Rate of 4.8399.
c. **Motion carried unanimously,** with Mayor Nelson, and Commissioners Velazquez, Nesta, Smith & Anderson voting aye.

THIRD MOTION

a. **Mayor** asked for a motion to set the date, time and place for the public hearing on the tentative budget for FY 24- 25 as Wednesday, September 4, 2024 at 5:15 PM in the City Hall Council Chamber.
b. **Motion** by **Commissioner Velazquez** and seconded by **Commissioner Anderson** to set the date, time and place for the public hearing on the tentative budget for FY 24- 25 as Wednesday, September 4, 2024 at 5:15 PM in the City Hall Council Chamber.
c. **Motion carried unanimously,** with Mayor Nelson, and Commissioners Velazquez, Nesta, Smith & Anderson voting aye.

ADJOURNMENT

The meeting adjourned at 7:04 PM

All video recordings of City Council Meetings are always posted on the City of Apopka's YouTube page, for viewing.

_____
Bryan Nelson, Mayor

Attest: _____
Susan M. Bone, City Clerk

Transcribed By: _____
Jodi Wrigley, Deputy City Clerk

CITY OF APOPKA MINUTES

Minutes of the City Council Meeting held on July 17, 2024 at 7:00 PM, in the City of Apopka Council Chambers.

Present:

- Mayor Bryan Nelson
- Commissioner Diane Velazquez
- Commissioner Nick Nesta
- Commissioner Alexander Smith
- Commissioner Nadia Anderson
- Attorney Cliff Shepard

CALL TO ORDER

INVOCATION & PLEDGE OF ALLEGIANCE: Commissioner Smith provided the Invocation, led in the Pledge of Allegiance, and gave the Fact of the Day

APPROVAL OF MINUTES

1. Approval of City Council Meeting Minutes of June 19, 2024.

   a. **Mayor Nelson** asked if anyone had any questions about the minutes.
   b. Hearing no further questions or comments, he asked for a motion to approve the June 19, 2024 minutes.
   c. **Motion** by **Commissioner Velazquez** and seconded by **Commissioner Anderson** to approve the June 19, 2024 minutes.
   d. **Motion carried unanimously,** with Mayor Nelson, and Commissioners Velazquez, Nesta, Smith & Anderson voting aye.

AGENDA REVIEW

Mayor Nelson asked if any changes to the agenda. None heard.

PRESENTATION

1. City of Apopka's Investment Portfolio Update
   Presented by: Blanche Sherman, Finance Director

   Blanche Sherman said before us is Morgan Stanley I will give an update on our quarterly performance for the investment portfolio for the City of Apopka. Morgan Stanley personnel (Trisha Mingo & Glenn Scott) presented accomplishments and action items. They provided an overview for the last two quarters. They advised the City's account with Morgan Stanley has been successfully opened, onboarded it and have simultaneously funded the custodial account at Synovus which holds all the city's investments. The new investment policy has been implemented and the three initial investments were completed

at the end of February and into early March. Our upcoming action items we would like to prepare for future funding and build out the investment portfolio for the city. To do this we will be working with Blanche and her team and perform a cash flow analysis and then we will model investment portfolio structures based on objectives, liquidity needs, constraints and risk tolerance that the city already has set in place. Then we will select an appropriate benchmark for your portfolio. They reviewed over portfolio characteristics, Historical Yield Curve, Implied Forward Curve / Morgan Stanley Interest Rate Forecast, Inflation Forecast, and the Long-term Goal of the Apopka Investment Program.

Mayor Nelson said obviously our budget year starts October 1st and we are projecting revenues and expenses. If you're looking ahead what do you think would a reduction from this year to next year on $190,000,000 dollars in interest income?
Glenn Scott said if we were to do that reduction of approximately 200 basis points and assuming the balances don't change we're holding that constant. Then 2% would be about 4-Million-dollar reduction, in potentially interest rates and interest income.
Mayor requested before September 4th to have an assessment report regarding economic impacts as they affect the city budget report.

2. Economic Development Update
Presented by: Michelle Boylan, Economic Development Director

Michelle Boylan provided a second update from the Economic Development Department. She introduced a new tool to be on the City's website and available early August. She addressed two items, the strategic plan that was discussed as part of the update last meeting and where she is with that plan and the sites and buildings database. She gave an overview of the database and how they are obtaining the information that they want to use to input in the database. She said in reference to the strategic plan there was a recommendation made last meeting that we conduct a city-wide strategic plan exercise before we embark on the strategic plan for the purpose of economic development. That was taken into consideration and a plan was developed. She said she applied for and was awarded a grant from Duke Energy. The grant will help offset the expense for the strategic plan in the amount of $20,000 dollars. One items she discussed in the past meeting was an inventory of the assets that we have available whether that is industrial or commercial land or buildings and how we are going to get the information out there. We are currently promoting that information through the Orlando Economic Partnership which is the regional partner but I think its important for us to advertise that ourselves and to put out there specifically Apopka sites not just be blended in with the other communities that OEP represents. The sites and buildings database is a centralized database of information that can be utilized by site selectors, corporate executives, residents of the community and yourself. In the database a lot is presented. You can see the available sites and buildings, specifications around the buildings, infrastructure in place for utilities, roadways, rail and the education systems surrounding, the workforce pipeline and commute times all surrounding this building and many more. Its very important that we are promoting the assets. We have a lot of warehouse spaces in our city and we are trying to bring recognition to those buildings. The city is in a great position because we have those buildings available and we can fill them

quickly for those companies that are looking to be up and running quicker than having to actual build their building. The webpage that is dedicated to economic development that will launch in early August and this will be one of the tools that is featured there. Michelle was available for questions.

a) **Mayor Nelson** asked if anyone had any questions for Michelle regarding this presentation.

Commissioner Nesta said in filling out the database I don't think a lot of agents, brokers, developers, etc. are going to be as proactive as we would like them to be. Let's get ahead of it a little bit and maybe use Orange County Property Appraisers and start filling it in on our side of it and if they want to start putting their lease data or etc. then we can add to it.

Commissioner Anderson said in regards to the accuracy of the information submitted from the brokers and realtors, where is that liability with our city. A lot of times information that is online is uploaded from realtors and some of the information can be misleading. **Attorney Shepard** said it simply needs to have the appropriate disclaimers. Commissioner Anderson said if we can add that disclaimer I think that will alleviate potential lawsuits.

CAO Jacob Smith said we had an item that we advertised to be on the agenda, it was an annexation, its no longer on the agenda for this evening. Just wanted to let the public know as well if anyone was here to comment on that.
Mayor Nelson asked if anyone was present for the annexation being pulled from the agenda. **No one seen.**

PUBLIC COMMENT

Albert Mckimmie, 3603 Golden Gem Road, spoke about the city having policies. He advised that he submitted videos that he wanted to display at this meeting but was denied due to them not being submitted in time per policy. He said the city has been filling sinkholes with construction debris and he has proof. He told the CAO that he can have access to the thumb drives that he submitted to the Clerk's Office. He said that when DEVO Engineering generated the report for correction of the volcano to fill holes / sinkholes with concrete and the city is not using concrete, but instead using contaminates that are polluting the aquifer.

Dr. O, Phyllis Olmstead, spoke about the passing of Jack Ricketson. Spoke about Mayor taking office in 2018 the ponds and drains were clear and since then it wasn't until recently that the city cleaned out the ponds and drains. Spoke about her calls and emails not being answered by staff.

Leroy Bell, 2308 Blue Meadows Court, spoke about video footage and not being able to get a copy without paying a lot of money that the city wants to charge. Spoke about not being able to see the video yet the commissioners were able to see the police video for free. He also spoke about a forensic audit needing to be done.

Rod Olsen, 3156 Rolling Hills Lane, spoke about lack of planning and lack of infrastructure being exposed everyday in our community. Spoke about neighborhood flooding, golden gem pond having poor site selection, construction, supervision and response to the breech of the liner, streets and sidewalk needs across the community, school overcrowding, failure to spend our CRA funds, and setbacks in neighborhoods causing vehicles to crowd the streets and cause hazards for emergency vehicles. He suggested before confirming the Millage Rate to make sure that each department's needs have been met.

Sylvester Hall, 3091 Rolling Hills Lane, spoke normalizing the abnormal and not speaking up and saying something. He also spoke about racism in our country and if we don't take control over racism our country will be destroyed. He also spoke to the firefighters and advised that he listens to their complaints and advised them to continue to work hard and keeping their heads high. He asked the Mayor to sign the contract for the firefighter by the next meeting and should reflect the love the city has for the firefighters. He advised that the most powerful people in the country is the citizens.

Kyle Becker, 168 Seville Chase Drive, Winter Springs, said I've written a statement to ensure I say exactly what needs to be said to address comments made during the City Council meeting on June 19, 2024. During the business item Number 7, where the commissioners were asked by the Mayor to consider rescinding the successful censure of Mayor Nelson passed by the council majority on August 2, 2023 for lying about the employment status of our previous city attorney, there was an outrageous accusation made of me by the Mayor. **Kyle Becker read exact quotes by the Mayor and provided a document to the Clerk of exactly what he said at this meeting.** He said, his accusation speaking of the Mayor, that I made a quid pro quo type of offer to a city employee is a complete fabrication and not supported by any ounce of evidence. **In addition to the signed letter regarding his public comment he also provided text messages of his and Glen Brooks conversation regarding meeting for lunch.**

Nikki McGuire, 743 S Central Avenue, spoke about the new Business Tax Receipt process for the City of Apopka. She said she's a small business owner and has been doing business in Apopka for 19 years and she manages many businesses. She received a renewal letter from the city like she does annually. She came up to the BTR office and was told you can no longer come in person to renew that it has to be done online. With the new process, it's treating old businesses like they are new businesses. You have to go through a detailed process including uploading documents from SunBiz and everything as if you're a new applicant, that should not be. The County does not require that, the city requires that. She advised that in order to pay your BTR you must do it online and cannot come in person. If you pay online there's a 4.5 % fee to use a credit card and checks have to be mailed in. Her businesses when renewals come up being charged 4.5% fee is expensive and she feels that since the city doesn't allow you to pay in person that they shouldn't charge a credit card processing fee since they are forced to pay online.

Chris Sagarian, Smoke Exchange Shop said he spoke to Commissioners earlier and he's the lien holder of the Smoke Exchange Shop. He spoke about the complications and struggles he faced to obtain a BTR for his shop etc. However, his son now operates the business and has been arrested, selling drugs etc. He is requesting the city revoke the BTR for that business. His son owns the business and is conducting illegal business and he wanted to make the city aware.

Tyler Bensch, 3603 Golden Gem Road spoke about the American Flag pin and where it should be correctly worn on the lapel.

CONSENT (Action Item)

1. Execute Release of Code Enforcement Lien for 300 McCoy Village Court.
2. Execute Release of Code Enforcement Lien for 953 Woodcraft Drive.
3. Execute Release of Code Enforcement Lien for 1448 Errol Parkway.
4. Authorize the Police Department acceptance of the Department of Transportation (DOT) grant for Pedestrian and Bicycle Safety High Visibility Enforcement and Support Program. Project number 433144-1-8404.
5. Authorize the issuance of evaluated source memos: Sea Level Development, LLC.
6. Authorize the execution of piggyback contracts for the assigned terms: Cumberland International Trucks, Hydromax USA, Florida Department of Management Services, Wolf Tree Inc., The Davey Tree Expert Company, and U.S. Submergent Technologies, LLC.
7. Approve the annual funding agreement between the City of Apopka and MetroPlan Orlando for FY 2024/ 2025 in the amount of $29,147.00.
8. Award a contract for ITB 2024-A-74: Columbarium's
9. Award a contract for ITB 2024-A-52: Northwest Water Treatment Plant 1.0 MG Ground Storage Tank (GST)
10. Accept the disbursement report for June 2024.

a) **Mayor Nelson** asked if anyone had any questions about any items on the Consent Agenda items or if anyone needed to pull any of the items.
b) Hearing no further questions or comments, **Mayor Nelson** asked for a motion to approve the Ten (10) consent agendas.
c) **Motion** by **Commissioner Velazquez** and seconded by **Commissioner Smith** to approve the Ten (10) consent agenda items.
d) **Motion carried unanimously,** with Mayor Nelson, and Commissioners Velazquez, Nesta, Smith & Anderson voting aye.

BUSINESS (ACTION ITEMS)

1. The Ridge Parcel 2 Subphasing – Construction Site Plan
   Owner(s): DRP FL 5, LLC
   Applicant(s): VHB c/o James R. Hoffman, P.E.
   Location: North of Boy Scout Road and west of Falconhurst Lane
   Project: 313 single family detached lots; 79.57 +/- acres

Density: 3.9 dwelling units per acre
Project Manager: Jean Sanchez
Presented by: Jean Sanchez, Senior Planner

Jean Sanchez presented the details regarding The Ridge Parcel 2 Subphasing and recommended approval of the Construction Site Plan.

a. **Mayor Nelson** asked if anyone had any questions for Jean or if anyone from the public wanted to speak about this item.
Commissioner Nesta said theirs concerns that if we start doing mini phases that there potential that the project will never be completed and there will be a single family home next to a vacant lot that will not be maintained. It opens up opportunity for projects not to be completed. He said the City Engineer Richard Earp had some concerns over the downfall that could happen from this.
Commissioner Smith said my concern is if we subdivide now, what will prevent them from coming back and want to subdivide again? I would prefer them to find another developer so that can develop the entire phase.
George w/ VHB said that when this project came before City Council previously it was in phases. They have since gone in front of DRC and split it into two. Most of the phases have already been completed. At the moment they are asking for subdividing the phase 2 of the project to allow for the market flexibility and to develop the amenity area faster. He does the further see the developer subdividing any further.
Rod Olsen said we need to look at the setbacks when constructing these new developments. Setbacks not being met mean there's not enough area in the driveway therefore people are parking in the street.
Mayor Nelson said we can bring the developer back and we can table this to the next meeting.

b. Hearing no further questions or comments, **Mayor Nelson** asked for a Motion to table this item to August 7, 2024.

c. **Motion** by **Commissioner Velazquez** and seconded by **Commissioner Smith** to table this item to August 7, 2024.

d. **Motion carried unanimously,** with Mayor Nelson, and Commissioners Velazquez, Nesta, Smith & Anderson voting aye.

2. Amendment to roadway funding agreement for Kelly Park Road Interchange
Presented by: Bobby Howell, Planning Manager

Bobby Howell, Planning Manager spoke about the amendment to the roadway funding agreement for Kelly Park Road Interchange, to extend the timeframe six months, and requested approval of the amendment. He advised one of the pioneers, Mike was present to give a short presentation.

a. **Mayor Nelson** asked if anyone had any questions for Bobby or Mike or if anyone from the public wanted to speak about this item.
Commissioner Nesta asked if the reason for the delay is due to the city still working on the right of way acquisition. Mike confirmed.

Commissioner Anderson asked if the 6-month extension is for three different parts. The pioneer responded no, we are only asking for 6-month extension to have the full funding fulfilled by the pioneers. **Jonathan Jewell w/ Lowndes Law Firm** said yes there are three components requesting the section. One being the start of construction and the other two is the remaining funding obligations.
Albert Mckimmie said he wasn't against the extension but why are they approving an extension tonight and why wasn't Golden Gem Road added to the Pioneer Agreement. He believed that Golden Gem Road was initially part of the agreement.
Phyllis Olmstead said her concern is extensions and with extension that means inflation. She said her concern was building being delayed and money being wasted. That every time the city delays a project the cost increases. She requested the city stop delaying projects. She expressed her concerns of building more and increased amount of waste and no more sewage facilities.

b. Hearing no further questions or comments, **Mayor Nelson** asked for a Motion to approve the amendment to roadway funding agreement for Kelly Park Road Interchange.
c. **Motion** by **Commissioner Smith** and seconded by **Commissioner Velazquez** to approve the amendment to roadway funding agreement for Kelly Park Road Interchange.
d. **Motion carried unanimously,** with Mayor Nelson, and Commissioners Velazquez, Nesta, Smith & Anderson voting aye.

3. Youth Sports Partner Program Agreement with Apopka Youth Sports Association, Inc. (Apopka Pop Warner)
Presented by: Radley Williams, Recreation Director

Radley Williams, Recreation Director explained the Youth Sports Partner Program Agreement with Apopka Youth Sports Association, Inc., provided details and requested approval.

a) **Mayor Nelson** asked if anyone had any questions for Radley or if anyone from the public wanted to speak about this item.
b) Hearing no further questions or comments, **Mayor Nelson** asked for a Motion to approve the Youth Sports Partner Program Agreement with Apopka Youth Sports Association, Inc. (Apopka Pop Warner).
c) **Motion** by **Commissioner Velazquez** and seconded by **Commissioner Anderson** to approve the Youth Sports Partner Program Agreement with Apopka Youth Sports Association, Inc. (Apopka Pop Warner).
d) **Motion carried unanimously,** with Mayor Nelson, and Commissioners Velazquez, Nesta, Smith & Anderson voting aye.

4. Youth Sports Partner Program Agreement with Apopka Raptors AAU, Inc.
Presented by: Radley Williams, Recreation Director

Radley Williams explained the Youth Sports Partner Program Agreement with Apopka Raptors AAU, Inc and requested approval.

a) **Mayor Nelson** asked if anyone had any questions for Radley or if anyone from the public wanted to speak about this item.
Rod Olsen asked Radley to make sure the fields are rotated more frequently than they did last year.
b) Hearing no further questions or comments, **Mayor Nelson** asked for a Motion to approve the Youth Sports Partner Program Agreement with Apopka Raptors AAU, Inc.
c) **Motion** by **Commissioner Smith** and seconded by **Commissioner Velazquez** to approve the Youth Sports Partner Program Agreement with Apopka Raptors AAU, Inc.
d) **Motion carried unanimously,** with Mayor Nelson, and Commissioners Velazquez, Nesta, Smith & Anderson voting aye.

PUBLIC HEARINGS/ ORDINANCES/ RESOLUTIONS (ACTION ITEMS)

1. Ordinance No. 3051 - Second Reading and Adoption - 951 S Highland Avenue - Small-Scale Future Land Use Amendment
Owner(s): Pave A Lot of Asphalt Maintenance Inc.
Applicant(s): Joseph Lewis
Location: 951 S. Highland Avenue
Project: 951 S. Highland Avenue FLU
Density: 0.6 Maximum FAR
Project Manager: Amer Hamza
Presented by: Amer Hamza, Planner

Amer Hamza said no changes

a. **Mayor Nelson** asked if anyone had any questions or if anyone from the public wanted to speak about this item.
b. Hearing no further questions or comments, **Mayor Nelson** asked for a Motion to adopt Ordinance No. 3051.
c. **Motion** by **Commissioner Smith** and seconded by **Commissioner Anderson** to adopt Ordinance No. 3051.
d. **Motion carried unanimously,** with Mayor Nelson, and Commissioners Velazquez, Nesta, Smith & Anderson voting aye.

2. Ordinance No. 3060 - Second Reading - Amendment to the Floridian Town Center Planned Development
Owner(s): Floridian Apopka Phase I Owner, LLC
Applicant(s): Andrew McCown, GAI Consultants
Location: North of W. Orange Blossom Trail, west of SR 419
Project: Floridian Town Center Planned Development amendment
Density: Maximum 15 du/ac
Project Manager: Bobby Howell, AICP
Presented by: Bobby Howell, Planning Manager

Bobby Howell said no changes.

a) **Mayor Nelson** asked if anyone had any questions or if anyone from the public wanted to speak about this item.
b) Hearing no further questions or comments, **Mayor Nelson** asked for a Motion to adopt Ordinance No. 3060.
c) **Motion** by **Commissioner Velazquez** and seconded by **Commissioner Smith** to adopt Ordinance No. 3060.
d) **Motion carried unanimously,** with Mayor Nelson, and Commissioners Velazquez, Nesta, Smith & Anderson voting aye.

3. Ordinance No. 3061 - Second Reading - Floridian Town Center Small-Scale Future Land Use amendment
Owner(s): Floridian Apopka Phase I Owner, LLC
Applicant(s): Andrew McCown, GAI Consultants
Location: North of Southfork Drive and north of Dew Berry Avenue
Project: Small-Scale future land use amendment
Density: N/A - Commercial future land use, maximum FAR 0.25
Project Manager: Bobby Howell, AICP
Presented by: Bobby Howell, Planning Manager

Bobby Howell said no changes.

a) **Mayor Nelson** asked if anyone had any questions or if anyone from the public wanted to speak about this item.
b) Hearing no further questions or comments, **Mayor Nelson** asked for a Motion to adopt Ordinance No. 3061.
c) **Motion** by **Commissioner Velazquez** and seconded by **Commissioner Smith** to adopt Ordinance No. 3061.
d) **Motion carried unanimously,** with Mayor Nelson, and Commissioners Velazquez, Nesta, Smith & Anderson voting aye.

4. Ordinance No. 3063 - Second Reading – Amending Ordinance No. 2932 Clarifying Procedures for Issuing Civil Citations for Code Violations and establishing a Fine Schedule for Fees to be implemented by Resolution.
Presented by: Steve Brick, Police Captain

Steve Brick said no changes.

a) **Mayor Nelson** asked if anyone had any questions or if anyone from the public wanted to speak about this item.
b) Hearing no further questions or comments, **Mayor Nelson** asked for a Motion to adopt Ordinance No. 3063.
c) **Motion** by **Commissioner Smith** and seconded by **Commissioner Velazquez** to adopt Ordinance No. 3063.

d) Motion carried unanimously, with Mayor Nelson, and Commissioners Velazquez, Nesta, Smith & Anderson voting aye.

5. Ordinance No. 3056 - First Reading - 814 Marvin C Zanders Avenue - Small-Scale Future Land Use Amendment
Owner(s): Cynthia Henderson, Arion Henderson
Applicant(s): Cynthia Henderson
Location: 814 Marvin C Zanders Avenue
Project: 814 Marvin C Zanders Avenue FLU
Density: Maximum of 15 Dwelling Units Per Acre, 2.0 FAR maximum
Project Manager: Amer Hamza
Presented by: Amer Hamza, Planner

Amer Hamza presented Ordinance No. 3056 and provided details and recommended approval.

a. Mayor Nelson asked if anyone had any questions for Amer about this item.
b. Hearing no further questions or comments, **Mayor Nelson** asked for a motion approve Ordinance No. 3056 at first reading and carry over for second reading and adoption on August 7, 2024.
c. Motion by **Commissioner Velazquez** and seconded by **Commissioner Smith** to approve Ordinance No. 3056 at first reading and hold over for second reading and adoption on August 7, 2024.
d. Motion carried unanimously, with Mayor Nelson, and Commissioners Velazquez, Nesta, Smith & Anderson voting aye.

6. Ordinance No. 3070 – First Reading – Lake Apopka Natural Gas District Energy Choice
Presented by: Cliff Shepard, City Attorney

Cliff Shepard presented Ordinance No. 3070 advising that all new subdivisions and resub divisions in the city that are greater than 5 lots, have preexisting or installed gas lines, will be able to obtain natural gas. Cost would be the developer's unless there's not a close enough main as determined by Apopka Natural Gas to make that practical in a subdivision and he recommended approval.

a. Mayor Nelson asked if anyone had any questions for Cliff about this item. **Commissioner Nesta** asked if this will be a requirement moving forward. **Cliff** responded yes. **Commissioner Nesta** also confirmed that it is up to Apopka Natural Gas District to designate what is reasonably available. He said there were some ambiguous terms in there that he wasn't comfortable with. **Cliff** said he didn't draft the Ordinance but he said he thinks the reasoning is because they are the experts in this field. We have a 40% interest in their outfit. If they say it's not practical they're the experts. This Ordinance defers to that particular utility. **Commissioner Nesta** wants more information for the terms of the developer and what it looks like. He doesn't want developers to come in and say this is on them and adding more cost which will be passed down to the residents that are buying new homes.

Brent Haywood, CEO Lake Apopka Natural Gas, said the clause in the Ordinance is an outlet for the developers. In a development were to be a sprawl type development where it's so far away from the existing municipal utilities and or the gas system that we would relieve them from that responsibility. We took into account before we presented this Ordinance was making sure the developers are not unduly burdened by this. That they would receive the benefit from this Ordinance and that is what the clause allows us to make sure there's no undue burden on the developers. We see it as an investment even though it's a requirement. Fortunately for Apopka, it's the originator of Lake Apopka Natural Gas and the infrastructure is more mature in Apopka so there's not many areas that require major extensions other than the development is so large that we had to make an improvement to the existing facilities. Our board approves us for a 5-year master plan and an expansion plan that we put in place for areas that we see growth coming to. We attempt to make those investments before the developer comes.
Commissioner Smith liked that this Ordinance will give the residents the option to have electric or gas. A lot of residents would like gas especially for cooking.
Commissioner Velazquez asked who would get to see the developer first? The city or the gas company? **Brent Haywood** responded that if the Ordinance goes through it becomes part of the development code so they will not have to come to the gas company for approval they would just submit their plans to the gas company so that the design work can be done and they can receive a quote. This Ordinance is only requiring the infrastructure of the gas lines, not requiring it to go into all of the houses. We are trying to alleviate the undue burden of the future homeowners that want natural gas. In an existing subdivision is costs 3 times as much to install the gas infrastructure after the fact.
Commissioner Nesta asked if there are other municipalities that have the same agreement in place? **Mr. Haywood** said yes many across the United States. The closest one to Apopka that has had the same Ordinance in place since 2017 timeframe was City of Leesburg. City of Apopka will be the first in Lake Apopka's territory to adopt the Ordinance.
Albert Mckimmie spoke about Commissioner Smith having a point about giving the residents option. He wants the residents to have options as well.

b. Hearing no further questions or comments, **Mayor Nelson** asked for a motion approve Ordinance No. 3070 at first reading and carry over for second reading and adoption on August 7, 2024.

c. **Motion** by **Commissioner Velazquez** and seconded by **Commissioner Anderson** to approve Ordinance No. 3070 at first reading and hold over for second reading and adoption on August 7, 2024.

d. **Motion carried unanimously,** with Mayor Nelson, and Commissioners Velazquez, Nesta, Smith & Anderson voting aye.

CITY COUNCIL REPORTS

Commissioner Anderson said she attended the Jalen Carter Annual Summer Camp and there were over 200 students that attended. She also attended the American Red Cross Greater Orlando's Annual Meeting and Luncheon. She was able to get a lot of information regarding Hurricane Season coming up.

Commissioner Velazquez said the whole month of July was busy. She sends her condolences to the Ricketson family and the recent passing of John known as JR from the Apopka Chief / Planter. She did the 15 days of Hope in honor of our fallen firefighter Austin Duran. She reminded the public of the importance of the budget they have been working on and a Millage Rate has been set. Its not an end all as they have until September 4th and she encourages the public to continue to look over the budget.

Commissioner Smith said he also sends his condolences to the Ricketson Family and to the Apopka Chief in regards to the passing of Mr. Ricketson. He contributed a lot to the City of Apopka and will be missed. He said he participated in the 15 days of Hope and had dinner and spent time with the firefighters at Station 4.

Commissioner Nesta said he offers condolences to the Ricketson Family as well. He got to know JR over the years of serving and getting the know the family locally. He wanted to thank Radley Williams and his team on getting supplies out to the fire stations when we did a big clean up. He said he wanted to address and email that I received from Commissioner Smith in reference to comments I made at last city council meeting in reference to the censure to Mayor Nelson. I'm not going to read my response, Ill provide it to the City Clerk and I just wanted to say that my comments were not made to disparage you as a man, you as elected official, a pastor, it was to bring up similar to what I did. I asked everybody including myself, what would I do as a father, all the platforms we ran on is what I discussed. Am I okay teaching them to fight against lying, things like that. I'll give you my response and to the City Clerk as well. That's all I have.

CITY ADMINISTRATOR'S REPORT

Jacob said I want to thank my staff. Since the last meeting that we had and this one there's been a lot of work that has gone into figuring out the Millage Rate and what we can do with the budget, adding, subtracting, and in particular Blanche Sherman. Just so that all of you know that when you make one adjustment to a number she has to go through the entire thing and make that adjustment and make sure there's isn't any errors or issues with that. Commissioner Velazquez, I wanted to make sure that things haven't changed. You volunteered to be on the RFP Review Committee for the audit.
Commissioner Velazquez said that is correct. Commissioner Nesta is the commissioner that wanted the forensic audit and the former Vice Mayor Kyle Becker and so being an independent since I did not contribute to the forensic audit I said that I would sit because it's required by State Statutes. Is this okay with you Commissioner Nesta since I know that it was originally offered to you. **Commissioner Nesta** said this was the first-time hearing that you were taking on that role which there's no problem.
Jacob continued to say he attended the required State Ethics Training and it was very beneficial. One thing he wants to empathize with all of you and his employees is that is position on ethics and honesty in the workplace. I'm speaking to all of you just for information and to all of my employees. The policy of this administration that any unethical or dishonest behavior while representing the city will not be tolerated. In all cases where a complaint is made about some such behavior I need to let you know that we

investigate those thoroughly. I have a good team. They are impartial, we look over the facts, and after we have conducted our investigation is when we make a decision on what kind of discipline needs to be done with those employees and whether or not they have violated anything within the city councils approved personnel policies. Hard working, intelligent, influential employees or any that have a relationship that's not an exemption. All employees who feel they have been dealt with unfairly can appeal to me the decision and part of that appeal should be information that may have not been considered during the investigation. Anybody that is a subject of an investigation will receive all the information that the group that does the investigation received. Let me be clear, any legal threats, intimidation, or personal slander will not be considered part of a legitimate appeal. In most cases these types of actions reinforce the decision I've already made. I ask all of my employees and also the commissioners to not use your position for any other unethical means for me to reverse my decision or to violate the city's personnel policies over rules.

CITY ATTORNEY'S REPORT

Cliff said we are going to start with letter to the Mayors. I sent you all not only a copy that I had purposed some revisions to, but also a redline version of what I had revised or purposed to revise. The copy I just handed to you now is the copy that I received with all of those lawyer's revisions excepted. We are on a short timeline to get our objection along with that of the other Mayors that are signatories here to the Mayor. Speaking with Mayor Nelson he believes that the time is short and they need to use original version that doesn't have my suggested changes which is fine by me. They were mostly stylistic as opposed to substantive. The bottom line is the reason for the objection to these amendments as they invade our ability to do our business as governments and the business of our citizens through Home Rule. This letter reminds Mayor Demmings that we all have supposedly the same responsibility to our citizens and that should include not taking power away from them but giving power to them. I will add for the record that there are two other cities that I represent that are on here, Eatonville being one, and Maitland the other as signatories, but most every significant city in Orange County is a signatory to this document.

Mayor Nelson said we had a Council Mayor's Meeting last Thursday. As they come forward with what they are going to put on the ballot in November we wanted to stake our claim as to the City's rights versus County. I just look for your approval to sign this as Mayor of the city. Does anybody have any objections please let me know? Otherwise we will move onto the next one.

Cliff said the next is a draft resolution it is not on the agenda yet. It will be on the agenda for the next meeting and here is the purpose. The reason for this resolution is in this legislative session we received some relief potentially for cities like ours that have a chance of being significantly affected in an adverse way in their budgets. It is because under Live Local, not only do you deal with projects that have not yet come to you that might qualify and therefore be able to get 75% of their property taxes exempted and therefore affect the bottom line of your property tax budget. In this legislative session the Governor signed in a bill that allows cities like ours as long as we are in a County that doesn't have a shortage of affordable housing according to the statistics that they use. According to the statistics they use if we are in a County like Orange we can opt out, that's what this resolution does and it protects us from that unforeseen apartment complex coming forward applying for the

exemption being grated it. With this resolution should you pass it, we won't be caught with that surprise in the future at least for the length of this resolution or unless they change the law. This will be on the next agenda.
Commissioner Nesta said so we are going off of last year's numbers so to your point, probably sometime yearly part of next year whenever this report comes out that resolution will no longer apply? What is that process? **Cliff** responded No, we get to claim the exemption now for the period that is set forth in the exemption. We only get that because right now Orange County qualifies as having no shortage of affordable housing but it's a very close number.

MAYOR'S REPORT

Mayor Nelson said that Chief Wylam has announced his retirement effective, October 31, 2024. He then provided a summary of his accomplishments as follows:
Chief Sean J. Wylam began his fire service career at Eatonville Fire Department in 2001 and joined the Apopka Fire Department on October 21, 2002. During his tenure at the Apopka Fire Department Sean has worked his way up through the ranks. He finished the Paramedic Program in 2004, was promoted to Lieutenant in 2007, and Assistant Fire Chief in 2014. As an Assistant Chief, Sean served in many capacities including the management of all fire apparatus equipment records, maintenance, and testing. He worked closely with the department's District Chiefs and Special Hazards Operations Team. He developed, managed, and coordinated all fire department training and its instructors. Sean serves as the City's FEMA coordinator during EOC activations and is heavily involved with the department's grant writing processes. He said Chief Wylam also represents the department on a regional level and served as Chairman of the Orange County Operations Chiefs Group from 2017-2019, Emergency Coordinating Officer with the Orange County Emergency Response Team and sits on the Local Mitigation Strategy Work Group. Chief Wylam is also Co-Coordinator of Region s State Emergency Response Team. In 2022 Sean was appointed the District 1 (Orange County) Director of the Central Florida Fire Chiefs Association. Chief Wylam is a State and Nationally certified Fire Instructor, Fire Investigator, Fire Safety Inspector, and is a FEMA certified Emergency Program Manager. In 2018, Sean became the first in the department's history to earn the State of Florida's highest certification for Chief Officers, Fire Officer N. Sean has degrees in Fire Science, EMS, and is a graduate of both the University of Florida's Executive Fire Officer (EFO), and Fire and Emergency Services Management Programs. He has completed the Fire Investigations and Special Operations Program Management at the National Fire Academy. Chief Wylam has been awarded the professional designated as a "Chief Fire Officer" (CFO) by the Center of Public Safety Excellence. In 2020 Sean was accepted into the Institution of Fire Engineers (IFE) at the Member Grade Level (MIFireE).
Mayor Nelson then said we will be interviewing for the new Community Development Director Position next week. He spoke about the passing of John Ricketson of the Apopka Chief yesterday and said he will be missed. Lastly, he stated that Logan Gilbert from the Apopka Little League is now in the Baseball Allstars.

ADJOURNMENT

The meeting adjourned at 9:44 PM

All video recordings of City Council Meetings are always posted on the City of Apopka's YouTube page, for viewing.

_____

Bryan Nelson, Mayor

Attest: _____
Susan M. Bone, City Clerk

Transcribed By: _____
Jodi Wrigley, Deputy City Clerk

City of Apopka
CITY COUNCIL STAFF REPORT

Section: CONSENT (Action Item)
Item #: 1.
Meeting Date: August 7, 2024
Department: Police Department

SUBJECT:
Notification of Application for BJA Fiscal Year 2023 Edward Byrne Memorial Justice Assistance Grant JAG-Countywide (JAGC) Program

REQUEST:
The Police Department is applying to receive $13,438.00 in funds to put towards the purchase of a School Resource Officer (SRO) golf cart and a child identification laptop system.

SUMMARY:
Attached, you will find a memorandum of our intended use of the awarded grant funds in accordance with the grant application requirements.

FUNDING SOURCE:
N/A

RECOMMENDED MOTION:
Authorize the department's application for funding in accordance with the 2023 Edward Byrne Memorial Justice Assistance Grant, JAG-Countywide (JAGC) Program

ATTACHMENTS:
1. 2024 JAG-C Grant Application (Memo)

City of Apopka

Police Department

112 E. 6th Street Apopka, Florida 32703

Memorandum

Date: July 26, 2024

To: Honorable Bryan Nelson and Commissioners

RE: FY 23 Edward Byrne Memorial Justice Assistance Grant, JAG-Countywide (JAGC)

This letter is to give notice the Apopka Police Department is applying for Federal funds from the US Department of Justice (USDOJ) through the Florida Department of Law Enforcement (FDLE). The funds are going to be used to purchase equipment to enhance our operational capabilities for our School Resource Officers (SROs) and improve our community outreach.

First, grant funds will be used to purchase a new electric golf cart with the capacity to carry 4 passengers. Currently, the department has a limited fleet of ageing golf carts and the SRO's need an additional one to assist with transportation around campuses.

Second, the department would like to purchase a child identification system that will allow parents to capture digital fingerprints and create an identification card for their children in case they go missing. The identification card contains all the necessary biographical information of the child including details required by the Amber Alert System. The identification card is provided at no cost to the parents and enables them to readily have updated information to provide to officers in case of an emergency.

There is no match requirement for the awarded funds. If you have any questions, please feel free to contact me or Lieutenant Cynthia Hall.

Respectfully,

Michael McKinley
Chief of Police

City of Apopka
CITY COUNCIL STAFF REPORT

Section: CONSENT (Action Item)
Item #: 2.
Meeting Date: August 7, 2024
Department: Police Department

SUBJECT:
Authorize the Police Chief to sign the new mutual aid agreement with the Orange County Sheriff's Office.

REQUEST:
The Police Chief requests City Council approval to enter into a new mutual aid agreement with the Orange County Sheriff's Office.

SUMMARY:
The Chief of Police previously entered into a mutual aid agreement with the Orange County Sheriff's Office, allowing each party to request or provide law enforcement assistance for various violations of Florida Statutes. This includes investigating homicides, sex offenses, robberies, assaults, burglaries, larcenies, gambling, motor vehicle thefts, drug violations, backup services during patrol activities, and school resource officers on duty outside their jurisdiction, as well as inter-agency task forces and joint investigations. A new mutual aid agreement must be signed every four years.

The Apopka Police Department's legal counsel has reviewed and accepted the agreement.

FUNDING SOURCE:
N/A

RECOMMENDED MOTION:
Authorize the Police Chief to enter into the new mutual aid agreement with the Orange County Sheriff's Office.

ATTACHMENTS:
1. COMBINED OCSO AND OC CITIES APOPKA BLANK_2024 - 2028

COMBINED
OPERATIONAL ASSISTANCE AND VOLUNTARY COOPERATION
MUTUAL AID AGREEMENT
JULY __, 2024 thru DECEMBER 31, 2028

WITNESSETH

Whereas, the subscribing law enforcement agencies are so located in relation to each other that it is to the advantage of each to receive and extend mutual aid in the form of law enforcement services and resources to adequately respond to:

(1) Intensive law enforcement situations including, but not limited to, emergencies as defined under Florida Statute 252.34; and

(2) Continuing, multi-jurisdictional law enforcement problems, so as to protect the public peace and safety, and preserve the lives and property of the people; and

Whereas, the Sheriff of Orange County, Florida ("OCSO"), and the City of Apopka, Florida ("City"), have the authority under Florida Statute 23.1225, et seq., the "Florida Mutual Aid Act," to enter into a combined mutual aid agreement for law enforcement service which:

(1) Provides for rendering of assistance in a law enforcement emergency, as defined in Florida Statute 252.34; and

(2) Permits voluntary cooperation and assistance of a routine law enforcement nature across jurisdictional lines.

Now, therefore, the parties agree as follows:

SECTION I. PROVISIONS FOR OPERATIONAL ASSISTANCE

The subscribing parties hereby approve and enter into this Agreement whereby each of the parties may request and render law enforcement assistance to the other to include, but not necessarily be limited to, dealing with civil disturbances, large protest demonstrations, aircraft disasters, fires, natural or man-made disasters, active shooters, terrorism incidents, sporting events, concerts, parades, escapes from detention facilities, and incidents requiring utilization of specialized units.

SECTION II: PROVISIONS FOR VOLUNTARY COOPERATION

Each of the parties hereby approve and enter into this Agreement whereby each party may request and render law enforcement assistance to the other in dealing with any violations of Florida Statutes to include, but not necessarily be limited to, investigating homicides, sex offenses, robberies, assaults, burglaries, larcenies, gambling, motor vehicle thefts, drug violations pursuant to Chapter 893, F.S., backup services during patrol activities, school resource officers on official duty out of their jurisdiction, and inter-agency task forces and/or joint investigations.

SECTION III. PROCEDURE FOR REQUESTING ASSISTANCE

A. A party in need of assistance as set forth above shall notify the agency from whom such assistance is required and provide appropriate information (e.g., nature of the law enforcement assistance requested). Requests for assistance may be verbal or written. The Sheriff or Chief of Police whose assistance is sought, or their authorized designee, shall evaluate the situation and their available resources and will respond in a manner they deem appropriate.

B. Written requests may be delivered by hand, U.S. Mail, teletype, or e-mail. Written requests directed to the OCSO via U.S. Mail shall be addressed to P.O. Box 1440, Orlando, Florida 32802-1440. Written requests directed to the City of Apopka, Florida via U.S. Mail shall be addressed to Chief of Police, Apopka Police Department, 112 East 6th Street, Apopka, Florida, 32703. Each party is responsible for tracking mutual aid requests made or received in accordance with this Agreement.

C. The Sheriff or Chief of Police in whose jurisdiction assistance is being rendered may determine who is authorized to lend assistance in their jurisdiction, for how long such assistance is authorized, and for what purpose such authority is granted. This authority may be granted either verbally or in writing as the particular situation dictates.

D. Neither party shall be required to deplete unreasonably its own equipment, resources, facilities, and services in furnishing mutual aid herein. The requesting agency shall release equipment and personnel provided by the responding agency when they are no longer needed or when the responding party determines they are needed within its jurisdiction.

E. Upon request by the other party, personnel provided by the responding agency shall assist in transporting and processing prisoners during situations involving mass arrests. Upon request by the other party, they shall also assist with operating temporary detention facilities.

F. The requesting agency shall be responsible for recording radio communications, including but not limited to, time en route, number of units responding, time of arrival, time of completion, and any other pertinent radio communication.

G. Upon request by the other party, the requesting or responding agency shall complete a detailed report and forward a copy to the other agency.

H. In each of the following circumstances constituting a law enforcement emergency, the OCSO shall be deemed to have requested the operational assistance of the other party to apprehend the suspect and to take any other action reasonably necessary to protect persons or property. If law enforcement action is taken, the City police officer shall notify the OCSO as soon as practicable. This provision is not intended to grant general authority to conduct investigations, serve warrants or subpoenas, or attend to matters of a routine nature, but rather is intended to address critical, life threatening, or public safety situations.

1. A City police officer in the unincorporated county witnesses a forcible felony, as defined by Florida Statute 776.08, or other crime of violence against a person.

2. A City police officer in the unincorporated county observes a driver engaging in a pattern of conduct that constitutes imminent danger to the motoring public and reasonable suspicion of driving under the influence in violation of Florida law.

3. A City police officer within Orange County observes, or is notified of, an OCSO deputy needing or requesting assistance.

4. A City police officer taking law enforcement action pursuant to Section III(H)(1), III(H)(2), or III(H)(3) witnesses a related crime (e.g., resisting).

5. A City police officer outside of their jurisdiction who is continuing an investigation of a crime which began in their jurisdiction and is, at the Orange County Jail Complex, at the OCSO DUI Facility, transporting a subject, interviewing witnesses, victims or suspects, or engaged in the collection of evidence. The Parties recognize that the above referenced activities may not constitute law enforcement action and operational assistance is only requested to the extent required by law.

I. A City police officer who takes law enforcement action outside the City pursuant to this Agreement shall notify the OCSO and take all necessary steps to lawfully complete the enforcement action, including but not limited to, arresting the suspect, transporting the suspect to the appropriate booking location, booking, and providing appropriate reports documenting the event and the actions taken.

J. Except as specifically authorized in Section III(H) herein, City police officers are not empowered under this Agreement to take law enforcement action in areas of Orange County that are outside the City limits without specifically contacting the OCSO in advance for permission. The decision of the Sheriff or designee in these matters shall be final.

SECTION IV: COMMAND AND SUPERVISORY RESPONSIBILITIES

A. The resources or facilities that are assigned by the assisting agency shall be under the immediate command of a supervising officer designated by the assisting agency. Such supervising officer shall be under the direct supervision and command of the Sheriff, Chief of Police, or designee of the agency requesting assistance.

B. **Conflicts**: Whenever a law enforcement officer from one of the parties is rendering aid pursuant to this Agreement, they shall abide by, and be subject to, the rules and regulations, personnel policies, general orders, and standard operating procedures of their employer. If any such rule, regulation, personnel policy, general order, or standard operating procedure is contradicted, contravened, or otherwise in conflict with a direct order of a superior officer of the requesting agency, then such rule, regulation, policy, general order, or standard operating procedure shall control and supersede the direct order.

C. **Handling Complaints**: Whenever there is cause to believe that a complaint has arisen as a result of a cooperative effort as it may pertain to this Agreement, the requesting agency shall be responsible for documenting the complaint to ascertain at a minimum:

1. The identity of the complainant.

2. An address where the complaining party can be contacted.

3. The specific allegation.

4. The identity of the employees accused without regard to agency affiliation.

The requesting agency shall expeditiously provide the responding agency with this information, along with a copy of all applicable documentation. The agency employing the subject of the complaint shall be responsible for conducting an appropriate review.

SECTION V: LIABILITY

Each party engaging in any mutual cooperation and assistance pursuant to this Agreement agrees to assume responsibility for the acts, omissions, or conduct of such party's own employees while engaged in rendering such and pursuant to this Agreement, subject to the provisions of Florida Statute 768.28, where applicable. Neither party waives any sovereign immunity protection provided by law.

SECTION VI: POWERS, PRIVILEGES, IMMUNITIES, AND COSTS

A. Pursuant to the provisions of Florida Statute 23.127(1), an employee of a party who renders aid outside that party's jurisdiction but inside the state in accordance with this Agreement shall have the same powers, duties, rights, privileges, and immunities as if performing duties inside the employee's political subdivision in which normally employed.

B. A party that furnishes equipment pursuant to this part must bear the cost of loss or damage to that equipment and must pay any expense incurred in the operation and maintenance of that equipment.

C. The parties are responsible for providing compensation and benefits to their respective employees providing services hereunder, including but not limited to salary, overtime, health insurance, disability insurance, life insurance, liability insurance, workers compensation, pension/retirement, vacation time, sick leave, and any amounts due for personal injury or death. Each party shall also defray the actual travel and maintenance expenses of its employees while they are rendering such aid.

D. The privileges and immunities from liability; exemption from laws, ordinances, and rules; and all pension, insurance, relief, disability, workers' compensation, salary, death, and other benefits that apply to the activity of an employee of an agency when performing the employee's duties within the territorial limits of the employee's agency apply to the employee to the same degree, manner, and extent while engaged in the performance of the employee's duties extraterritorially under the provisions of this mutual aid agreement. The provisions of this section shall apply with equal effect to paid, volunteer, and auxiliary employees.

E. Nothing herein shall prevent the requesting agency from seeking supplemental appropriations from the governing authority having budgeting jurisdiction, or funds from other

available sources, to reimburse the assisting agency for any actual costs or expenses incurred by the assisting agency performing hereunder.

SECTION VII: TERM

This Agreement shall take effect upon execution and approval by the hereinafter named officials and shall continue in full force and effect through December 31, 2028. If they so agree in writing, the Sheriff and Chief of Police may extend the term of this Agreement for a period of up to 120 days.

SECTION VIII: CANCELLATION

A party may terminate this Agreement for convenience upon delivery of written notice to the other party. The liability provisions of this Agreement shall survive any such termination.

SECTION IX: RELATION TO OTHER AGREEMENTS

Nothing herein is intended to abrogate any other agreements, or portions thereof, between the parties.

SECTION X: MISCELLANEOUS PROVISIONS

A. **Policy and Training**: Each party shall adopt and enforce written policy that is consistent with this Agreement and applicable law. Each party shall also train its law enforcement officers on extraterritorial jurisdiction, including but not limited to the parameters of mutual aid agreements.

B. **Forfeiture Litigation**: If a subscribing agency seizes any vessel, motor vehicle, aircraft, or other property pursuant to the Florida Contraband Forfeiture Act (Florida Statutes 932.701-707) during performance of this Agreement, the agency requesting assistance in the case of Operational Assistance, and the seizing agency in the case of Voluntary Cooperation, shall be responsible for maintaining a forfeiture action. For joint operations or task forces, the Sheriff and Chief of Police may agree on which agency will be responsible for maintaining related forfeiture actions. The agency pursuing the forfeiture action shall have the exclusive right to control, and responsibility to maintain, the proceedings and property in accordance with the Florida Contraband Forfeiture Act, including but not limited to complete discretion to bring a lawsuit, dismiss the case, or settle the case. Also, the agency pursuing the forfeiture action may recover its reasonable costs from the proceeds of the case (e.g., filing fee, court reporter fee, attorney time, auction expenses).

Proceeds from forfeited property seized as a result of or in accordance with this Agreement shall be divided to reflect the resources committed by each party. The parties shall confer to arrive at an appropriate formula. Similarly, if judgment and/or fees are entered against law enforcement, the parties shall confer to arrive at an appropriate formula.

C. **Powers**: Nothing in this Agreement shall be construed as any transfer or contracting away of the powers or functions of one party to the other.

D. **Law Enforcement Related Off-Duty Employment**: This Agreement does not grant law enforcement powers to City police officers for purposes of law enforcement related off-duty employment.

E. **Damages**: This Agreement shall in no event confer upon any person, corporation, partnership, or other entity, including the parties hereto, the right to damages or any other form of relief against any party to this Agreement for operations or omissions hereunder.

F. **Conflicts with Florida Mutual Aid Act**: In the event of a conflict between the provisions of this Agreement and Florida Statute 23.1225, et seq., the "Florida Mutual Aid Act," the provisions of the Florida Mutual Aid Act shall control.

G. **Amendments**: This Agreement contains the entire understanding between the parties and shall not be renewed, amended, or extended except in writing.

H. **Governing Law and Venue:** This Agreement shall be construed in accordance with Florida law. The venue of any litigation arising hereunder shall be Orange County, Florida.

In witness whereof, the parties have caused this Agreement to be executed by the undersigned persons as duly authorized.

SHERIFF'S OFFICE OF ORANGE COUNTY, FLORIDA

_____
John W. Mina
as Sheriff of Orange County, Florida

Date:_____

FOR USE AND RELIANCE ONLY BY THE
SHERIFF OF ORANGE COUNTY, FLORIDA.
APPROVED AS TO FORM AND LEGALITY
THIS ____ DAY OF _____ 2024.

_____
General Counsel

APOPKA POLICE DEPARTMENT

_____
Michael L. McKinley
Chief of Police

Date:_____

Authorized by City Council _____(DATE)

APPROVED AS TO FORM AND
LEGALITY THIS _____ DAY OF
_____ 2024.

_____
Erin L. DeYoung
General Counsel
Apopka Police Department

City of Apopka
CITY COUNCIL STAFF REPORT

Section: CONSENT (Action Item)
Item #: 3.
Meeting Date: August 7, 2024
Department: Finance Department

SUBJECT:
Authorize the execution of a piggyback contract for the assigned terms: AWP, Inc. dba AWP Safety (Traffic Sign Installation)

REQUEST:
Authorize the execution of a piggyback contract for the assigned terms.

SUMMARY:
The department purchases various commodities in its daily operations, including equipment, tooling, and services throughout the year. A piggyback contract can be executed via another entity's agreement when the items or services have already been bid by other governmental agencies or special co-operative agreements, provided such contracts are the result of a competitive bidding process and all terms and conditions are the same. This method provides for the most efficient method of purchase or best cost savings for the quantities that are being utilized. These contracts are also encouraged when applicable for operational proficiencies and to minimize staff processing time. Contractual information is kept on record with each purchase order issued.

Per Purchasing Policy 107.3.17 - Piggyback Contracts:
Piggyback contracts will only be authorized during the period of time that the original contract is active and has not expired (if the original contract expires or terminates, so shall the piggyback contract). The Department Director or designee must review and confirm potential piggyback contracts for applicability and scope. The request for utilizing a piggyback contract must be submitted to the Finance Department for purchasing review. Upon approval, the Purchasing Administrator or designee shall submit their review to the City Attorney for final approval. Contracts that are over $50,000 will also require City Council approval. Multi-Year Piggybacks: if determined to be over $50,000 and once authorized by City Council, if the dollar amount allotted in the fiscal year budget is available for the services or commodities, it will not require additional City Council approval.

Below is a full listing of the piggyback contracts that are being requested by; department submittals, vendors, descriptions, sources, and expiration dates.

Department:	Public Services
Vendor:	A W P, Inc. dba AWP Safety
Description:	Traffic Sign Installation Services
Source:	Orange County Government
Bid/Contract #:	Y23-1045
Bid Award Date	September 25, 2023
Expiration Date:	September 24, 2024
Renewals:	Yes

FUNDING SOURCE:
As authorized, adopted, and per the appropriated fiscal year budgetary funding within each departmental budget.

RECOMMENDED MOTION:
Authorize the execution of piggyback contract per the assigned terms.

ATTACHMENTS:
None

City of Apopka
CITY COUNCIL STAFF REPORT

Section: CONSENT (Action Item)
Item #: 4.
Meeting Date: August 7, 2024
Department: Finance Department

SUBJECT:
Award a contract for ITB 2024-A-63: Plymouth Water Treatment Plan Well No. 3 Improvements

REQUEST:
Award a contract to Southeast Drilling Services, Inc.

SUMMARY:
The Finance Department received electronic bids (e-bids) on May 21, 2024. In accordance with the City's Consumptive Use Permit (CUP), St. John's River Water Management District (SJRWMD) requires that the Plymouth Regional WTP wells withdraw water from the LFA. The City is planning to meet this requirement by abandoning UFA Wells No. 1 and No. 2 and modifying Well No. 3 such that it withdraws water from the LFA. With this project the City intends to convert Well No. 3 from a UFA well to a LFA well. This project will also demolish and abandon the remaining UFA Wells No. 1 and No. 2. The advertisement schedule and statistics were as follows:

Date Issued & Advertised:	April 7, 2024
Inquiry Deadline:	May 7, 2024
E-Bid Submittal Deadline:	May 21, 2024 @ 2:00PM
Notified Users:	1,712
Project Views:	677
Vendors Following the Project:	25

The following Contractor submitted bid pricing as follows:

Contractor	Total Bid Amount
Southeast Drilling Services, Inc.	$1,761,170

A single submittal from a competitive solicitation is allowable per the city Purchasing Policy (107.3.9.4.). The submittal for Southeast Drilling Services, Inc. has been reviewed to include their bid, history, and references. Staff and CHA Consulting, Inc., recommend the full bid contract award to the lowest responsive and responsible bidder, meeting specifications to Southeast Drilling Services, Inc, in the amount of $1,761,170.

FUNDING SOURCE:
FY2024 Water Impact Fees

RECOMMENDED MOTION:
Approve a contract award to Southeast Drilling Services, Inc., in the amount of $1,761,170, and include a 10% contingency of $176,117, for a total of $1,937,287.

ATTACHMENTS:
None

City of Apopka
CITY COUNCIL STAFF REPORT

Section: CONSENT (Action Item)
Item #: 5.
Meeting Date: August 7, 2024
Department: Finance Department

SUBJECT:
Award contracts for ITB 2024-A-59: Natural Athletic Field Construction to Garcia Civil Contractors and Medley Sports Construction dba William Medley Construction, Inc.

REQUEST:
Award a contract to Garcia Civil Constructors and Medley Sports Construction dba William Medley Construction, Inc.

SUMMARY:
TThe Natural Athletic Field Construction solicitation was advertised to assist the Apopka Parks and Recreation Department in establishing contracts to install new or rebuild/repair natural turf fields (soccer/football/multipurpose, baseball, softball) at the Northwest Recreation Complex and various city parks when needed. The Northwest Recreation Complex is a 272+ acre sports complex that features twelve diamond sport fields, 16 rectangular sport fields, basketball courts, tennis courts, sand volleyball courts, and 1300+ seat amphitheater. The park property has remaining undeveloped acreage that is planned for athletic field development over a multi-year period.

The contract awards are for multi-year terms, with an initial one (1) year period and the possibility of four (4) one-year renewals. The contract awards are multiphase, where each project will be awarded individually to the lowest qualified Contractor(s) via a Secondary Quoting Process.

The Secondary Quoting Process is to ensure the best price per project. The process will require staff to issue a price request document to the awarded Contractor(s) outlining the specifics for each project and scope of work. The staff issued secondary quote document will include any subsequent addendums to the scope of work, and must comply within the scheduled timeframe as outlined. All identified bid pricing items included in this solicitation will be at a fixed rate. These fixed rates will include the following: product/material base pricing, miscellaneous equipment/material markup percentage (%), and labor-based pricing. Through the secondary quoting process, the contractor will submit a Not to Exceed (NTE) "lump sum" amount that is inclusive of any and all costs associated with the satisfactory completion of the scope of work issued. The submitted fixed rate prices shall remain the same for the initial one (1) year period and can be adjusted for each renewal period based on the consumer price index (CPI). Each project will be awarded on a project-basis to the lowest qualified contractor.

The Finance Department received electronic bids (e-bids) on July 26, 2024.

Date Issued & Advertised:	June 16, 2024
Inquiry Deadline:	July 21, 2024
E-Bid Submittal Deadline:	July 26, 2024 @ 3:00PM
Notified Users:	1,525
Project Views:	657
Vendors Following the Project:	26

The following two (2) Contractors submitted bids:

- Garcia Civil Contractors
- Medley Sports Construction dba William Medley Construction, Inc.

The submittals for both Garcia Civil Construction and Medley Sports Construction dba William Medley Construction, Inc. have been reviewed to include their bid, history, and references. Staff recommends a contract award to both responsive and responsible bidders. Attached are the bid tabulations for each Contractor, these establish their fixed rate pricing for the first initial contract term. Each individually awarded project will be funded through fiscal year budgetary appropriations.

FUNDING SOURCE:
Within fiscal year budgetary appropriations.

RECOMMENDED MOTION:
Approve contract awards to Garcia Civil Contractors and Medley Sports Construction dba William Medley Construction, Inc.

ATTACHMENTS:
1. ITB-2024-A-59-GarciaCivil Contractors
2. ITB-2024-A-59-MedleySports Construction dba William Medley Construction, Inc.

Bid Tabulation: ITB 2024-A-59: Natural Athletic Field Construction

Garcia Civil Contractors

Line Item	Materials	Unit	Unit Cost	Delivery Cost
1	Base Material-Compost	1 ton	15	$15.00
2	Base Material- Clean Fill Dirt	1 ton	20	$15.00
3	Athletic Turf-419 Bermuda	1 sqft	1	$1.00
4	Athletic Turf-Bimini Bermuda	1 sqft	2	$1.00
5	Athletic Turf-TiffTuff Bermuda	1 sqft	2	$1.00
6	Athletic Turf-Northbridge Bermuda	1 sqft	2	$1.00
7	Clay-80/20 Ballfield Mixture	1 ton	10	$12.00
8	USGA Top Dress Sand	1 ton	8	$12.00
9	Sand Peat Blend (80/20)	1 ton	20	$15.00

Line Item	Parts/Equpiment	Unit of Measure	% Mark Up/Discount
1	Miscellaneous Equipment/Material	Percentage	10%

Line Item	Labor Classification	Unit of Measure	Hourly Rate
1	Foreman/Lead	US Dollar	$45.00
2	Laborer/Worker	US Dollar	$30.00
3	Irrigation Technician	US Dollar	$35.00
4	Heavy Equipment Operator	US Dollar	$35.00
5	Light Equipment Operator	US Dollar	$32.00
6	Spray/Chemical Technician	US Dollar	$35.00

Bid Tabulation: ITB 2024-A-59: Natural Athletic Field Construction

Medley Sports Construction dba William Medley Construction, Inc.

Line Item	Materials	Unit	Unit Cost	Delivery Cost
1	Base Material-Compost	1 ton	22	$23.00
2	Base Material- Clean Fill Dirt	1 ton	4.5	$12.00
3	Athletic Turf-419 Bermuda	1 sqft	0.4	$.40
4	Athletic Turf-Bimini Bermuda	1 sqft	0.4	$.40
5	Athletic Turf-TiffTuff Bermuda	1 sqft	0.5	$.40
6	Athletic Turf-Northbridge	1 sqft	0.4	$.40
7	Clay-80/20 Ballfield Mixture	1 ton	40	$20.00
8	USGA Top Dress Sand	1 ton	25	$20.00
9	Sand Peat Blend (80/20)	1 ton	50	$20.00

Line Item	Parts/Equpiment	Unit of Measure	% Mark Up/Discount
1	Miscellaneous	Percentage	10%

Line Item	Labor Classification	Unit of Measure	Hourly Rate
1	Foreman/Lead	US Dollar	$150.00
2	Laborer/Worker	US Dollar	$75.00
3	Irrigation Technician	US Dollar	$100.00
4	Heavy Equipment Operator	US Dollar	$100.00
5	Light Equipment Operator	US Dollar	$100.00
6	Spray/Chemical Technician	US Dollar	$125.00

City of Apopka
CITY COUNCIL STAFF REPORT

Section: CONSENT (Action Item)
Item #: 6.
Meeting Date: August 7, 2024
Department: Finance Department

SUBJECT:
City of Apopka FY2024 Budget-to-Actual Report for the Eight Months Ending May 31, 2024

REQUEST:
Acceptance of the City of Apopka FY2024 Budget-to-Actual Report for the Eight Months Ending May 31, 2024.

SUMMARY:
The Finance Department is submitting the City of Apopka FY2024 Monthly Budget-to-Actual Report for the Eight Months Ending May 31, 2024. The report includes a summary comparison of the year-to-date and annualized revenues to year-to-date and annualized expenditures/expenses, and the resulting net income or loss for each fund. Also, we have provided a summary comparison of the FY2024 Revenues and Expenditures/Expense Budget to the Annualized (Projection) Revenues and Expenditures/Expenses with the amount of the variances noted.

In addition, we have included a narrative in the report to highlight the key revenues and expenditures/expenses variances for various funds. We will continue to work with the Department Directors to review the variances and update the future reports accordingly.

FUNDING SOURCE:
FY2023-2024 Budget

RECOMMENDED MOTION:
Acceptance of the City of Apopka FY2024 Budget-to-Actual Report for the Eight Months Ending May 31, 2024.

ATTACHMENTS:
1. Monthly Budget-to-Actual Narrative May 31, 2024
2. Monthly Budget-to-Actual Detailed Report May 31, 2024

CITY OF APOPKA

Fiscal Year 2023/24
For the Seven Months Ending
May 31, 2024
Budget to Actual Report

Report to the City Council
Prepared by Finance Department
August 7, 2024

BUDGET-TO-ACTUAL REPORT
EIGHT-MONTHS PERIOD ENDING MAY 31, 2024

The following is a summary of the City's Year-to-Date Revenues and Expenditures/Expenses and Annual Projected Revenues and Expenditures/Expenses Net Income/Loss:

Revenues and Expenses/Expenditures Comparison Reports:

Year-to-Date Actuals - Revenues vs Expenses/Expenditures Net Income/(Loss)

Fund Description	FY2024 YTD Revenues Collected	FY2024 YTD Expenses / Expenditures	FY2024 Net Income (Loss)
001 - GENERAL FUND	$ 57,748,372	$ 41,666,185	$ 16,082,187
101 - STREET IMPROVEMENT FUND	4,716,960	3,900,758	816,202
102 - TRANSPORTATION IMPACT FEES	10,100,024	2,194,426	7,905,598
103 LAW ENFORCEMENT TRUST	58,671	37,996	20,675
104 - RECREATION IMPACT FEES	1,530,640	190,477	1,340,163
105 LAW ENFORCEMENT TRUST	6,200	4,500	1,700
106 POLICE DISCRETIONARY FUND	68,869	36,066	32,804
110 - FIRE IMPACT FEES	1,221,265	46,803	1,174,463
115 - POLICE IMPACT FEES	1,268,087	13,683	1,254,403
120 - STORMWATER FUND	1,453,659	523,092	930,567
150 - GRANT FUND	(57,650)	790,055	(847,706)
171 - SPECIAL ASSESSMENT/MAINELINE VILLAGE	11,691	10,400	1,291
172 - SPECIAL ASSESSMENT/MAINE AVENUE VILLAS	24,873	8,017	16,856
173 - SPECIAL ASSESSMENT/CIMMARON HILLS	7,026	300	6,726
174 - SPECIAL ASSESSMENT/MARTIN PLACE POND P2	14,298	5,266	9,032
175 - SPECIAL ASSESSMENT/LOVELL TERRACE	-	2,536	(2,536)
176 - SPECIAL ASSESSMENT/LAKE MCCOY OAKS	-	-	-
177 - SPECIAL ASSESSMENT/MARTIN PLACE POND P1	522	13,650	(13,128)
190 - STREET LIGHTS	1,455,577	84,891	1,370,686
401 - WATER & WASTEWATER OPERATING FUND	17,541,379	16,628,193	913,186
402 - SANITATION FUND	4,252,851	3,683,363	569,488
403 - WATER & WASTEWATER REUSE FUND	11,496,207	3,272,116	8,224,090
610 - CRA COMMUNITY REDEVELOPMENT FUND	1,131,059	273,383	857,676
Revenue & Expense/Expenditure Total	**$ 114,050,577**	**$ 73,386,155**	**$ 40,664,421**

Annual Projections - Revenues vs Expenses/Expenditures Net Income/(Loss)

Fund Description	FY2024 Revenues Annual Projection	FY2024 Expenses / Expenditures Annual Projection	FY2024 Net Income (Loss)
001 - GENERAL FUND	$ 79,372,614	$ 73,090,332	$ 6,282,283
101 - STREET IMPROVEMENT FUND	7,190,163	6,547,393	642,770
102 - TRANSPORTATION IMPACT FEES	13,082,207	4,591,639	8,490,568
103 - LAW ENFORCEMENT TRUST	97,071	37,996	59,075
104 - RECREATION IMPACT FEES	2,295,960	1,520,144	775,816
105 - LAW ENFORCEMENT TRUST	9,300	6,750	2,550
106 - POLICE DISCRETIONARY FUND	77,427	47,301	30,126
110 - FIRE IMPACT FEES	4,109,396	48,469	4,060,927
115 - POLICE IMPACT FEES	1,902,130	13,683	1,888,447
120 - STORMWATER FUND	1,819,117	813,887	1,005,230
150 - GRANT FUND	276,301	1,276,155	(999,854)
171 - SPECIAL ASSESSMENT/MAINELINE VILLAGE	26,400	47,450	(21,050)
172 - SPECIAL ASSESSMENT/MAINE AVENUE VILLAS	24,873	33,242	(8,369)
173 - SPECIAL ASSESSMENT/CIMMARON HILLS	10,538	77,950	(67,412)
174 - SPECIAL ASSESSMENT/MARTIN PLACE POND P2	8,373	8,373	-
175 - SPECIAL ASSESSMENT/LOVELL TERRACE	15,050	15,050	-
176 - SPECIAL ASSESSMENT/LAKE MCCOY OAKS	8,320	8,320	-
177 - SPECIAL ASSESSMENT/MARTIN PLACE POND P1	24,205	24,205	-
190 - STREET LIGHTS	512,595	278,895	233,700
401 - WATER & WASTEWATER OPERATING FUND	26,067,294	25,259,551	807,743
402 - SANITATION FUND	6,742,751	5,282,464	1,460,286
403 - WATER & WASTEWATER REUSE FUND	16,906,493	10,906,895	5,999,599
610 - CRA COMMUNITY REDEVELOPMENT FUND	1,131,059	644,200	486,859
Annual Projection Total	**$ 161,709,636**	**$ 130,580,344**	**$ 31,129,293**

Amended Revenue Budget vs Annual Revenue Projection

Fund Description	FY2024 Amended Revenue Budget	FY2024 Annual Revenue Projection	Variance
001 - GENERAL FUND	$ 94,388,410	$ 79,372,614	$ (15,015,795)
101 - STREET IMPROVEMENT FUND	7,689,232	7,190,163	(499,069)
102 - TRANSPORTATION IMPACT FEES	23,724,099	13,082,207	(10,641,893)
103 - LAW ENFORCEMENT TRUST	135,000	97,071	(37,929)
104 - RECREATION IMPACT FEES	3,040,289	2,295,960	(744,329)
105 - LAW ENFORCEMENT TRUST	72,484	9,300	(63,184)
106 - POLICE DISCRETIONARY FUND	120,000	77,427	(42,573)
110 - FIRE IMPACT FEES	7,659,845	4,109,396	(3,550,448)
115 - POLICE IMPACT FEES	3,519,442	1,902,130	(1,617,312)
120 - STORMWATER FUND	2,471,254	1,819,117	(652,137)
150 - GRANT FUND	5,171,096	276,301	(4,894,796)
171 - SPECIAL ASSESSMENT/MAINELINE VILLAGE	37,050	26,400	(10,650)
172 - SPECIAL ASSESSMENT/MAINE AVENUE VILLAS	25,225	24,873	(352)
173 - SPECIAL ASSESSMENT/CIMMARON HILLS	77,950	10,538	(67,412)
174 - SPECIAL ASSESSMENT/MARTIN PLACE POND P2	8,373	8,373	-
175 - SPECIAL ASSESSMENT/LOVELL TERRACE	15,050	15,050	-
176 - SPECIAL ASSESSMENT/LAKE MCCOY OAKS	8,320	8,320	-
177 - SPECIAL ASSESSMENT/MARTIN PLACE POND P1	24,205	24,205	-
190 - STREET LIGHTS	279,025	512,595	233,570
401 - WATER & WASTEWATER OPERATING FUND	46,037,970	26,067,294	(19,970,676)
402 - SANITATION FUND	8,910,256	6,742,751	(2,167,505)
403 - WATER & WASTEWATER REUSE FUND	23,336,714	16,906,493	(6,430,220)
610 - CRA COMMUNITY REDEVELOPMENT FUND	4,390,529	1,131,059	(3,259,470)
Annual Projection Total	**$ 231,141,817**	**$ 161,709,636**	**$ (69,432,181)**

Amended Budget Expenditures/Expenses vs Annual Expenditures/Expenses Projection

Fund Description	FY2024 Amended Expenditures/ Expenses Budget	FY2024 Annual Expenditure/ Expense Projection	Variance
001 - GENERAL FUND	$ 94,385,296	$ 73,090,332	$ 21,294,964
101 - STREET IMPROVEMENT FUND	7,689,232	6,547,393	1,141,839
102 - TRANSPORTATION IMPACT FEES	23,724,099	4,591,639	19,132,461
103 - LAW ENFORCEMENT TRUST	135,000	37,996	97,004
104 - RECREATION IMPACT FEES	3,040,289	1,520,144	1,520,144
105 - LAW ENFORCEMENT TRUST	72,484	6,750	65,734
106 - POLICE DISCRETIONARY FUND	120,000	47,301	72,699
110 - FIRE IMPACT FEES	7,659,845	48,469	7,611,375
115 - POLICE IMPACT FEES	3,519,442	13,683	3,505,759
120 - STORMWATER FUND	2,471,254	813,887	1,657,367
150 - GRANT FUND	5,180,817	1,276,155	3,904,662
171 - SPECIAL ASSESSMENT/MAINELINE VILLAGE	37,050	47,450	(10,400)
172 - SPECIAL ASSESSMENT/MAINE AVENUE VILLAS	25,225	33,242	(8,017)
173 - SPECIAL ASSESSMENT/CIMMARON HILLS	77,950	77,950	-
174 - SPECIAL ASSESSMENT/MARTIN PLACE POND P2	8,373	8,373	-
175 - SPECIAL ASSESSMENT/LOVELL TERRACE	15,050	15,050	-
176 - SPECIAL ASSESSMENT/LAKE MCCOY OAKS	8,320	8,320	-
177 - SPECIAL ASSESSMENT/MARTIN PLACE POND P1	24,205	24,205	-
190 - STREET LIGHTS	279,025	278,895	130
401 - WATER & WASTEWATER OPERATING FUND	46,037,341	25,259,551	20,777,790
402 - SANITATION FUND	8,904,278	5,282,464	3,621,813
403 - WATER & WASTEWATER REUSE FUND	23,336,714	10,906,895	12,429,819
610 - CRA COMMUNITY REDEVELOPMENT FUND	4,390,529	644,200	3,746,329
Annual Projection Total	**$ 231,141,817**	**$ 130,580,344**	**$ 100,561,473**

The following is a narrative of the City's Budget-to-Actual Comparison for the Eight Months Ending May 31, 2024. This Report will highlight the key revenues and expenditures/expenses variances of the following: General Fund, Street Improvement Fund, Transportation Impact Fee, Recreation Impact Fees, Fire Impact Fees, Police Impact Fees, Stormwater Fund, Water & Wastewater Operating Fund, Sanitation, Water & Wastewater Reuse Fund and Community Development Fund.

Revenues:

General Fund

The General Fund is the primary operating fund of the City. It exists to account for the resources devoted to finance the services traditionally associated with local government. Included in these services are Mayor's Office, Legal Services, Administrative Services, Facilities Maintenance, City Clerk, Finance, Human Resources, Fire Department, Police Department, Public Services, Parks and Recreation, Community Development, Economic Development, Information Technology and any other activity for which a special fund has not been created.

001 - GENERAL FUND

FY24 Amended Revenue	FY24 YTD Revenue Collected	FY24 Revenue Balance	FY24 Annual Projection	% Recognized
$94,388,410	$57,748,372	($36,640,038)	$79,372,614	61.18%

Overall, year to date revenues received are 61.18% of the Amended Revenue Budget. Ad Valorem Tax Revenue is at 87.94% as of May 31, 2024. The primary reason for the shortfall is due to the use of $17,127,685 from Fund Reserves and Carry-over Funding.

Street Improvements Fund

The Streets Division performs functions related to right-of-way maintenance such as road resurfacing, sidewalk repair, potholes repair, curbs repair, street sweeping, traffic regulatory signage installation and maintenance, traffic signals maintenance, tree trimming, stormwater pond mowing, and a wide variety of related tasks as needs arise.

101 - STREET IMPROVEMENT FUND

FY24 Amended Revenue	FY24 YTD Revenue Collected	FY24 Revenue Balance	FY24 Annual Projection	% Recognized
$7,689,232	$4,716,960	($2,972,272)	$7,190,163	61.35%

Overall year to date revenues collected are 61.35% collected. Revenues are slightly lower primarily due to lower FDOT Road Maintenance Revenue than anticipated.

Transportation Impact Fee Fund

The Transportation Impact Fee Fund tracks and accounts for the fees collected to ensure new development helps cover the costs associated with street infrastructure improvements within the City of Apopka.

102 - TRANSPORTATION IMPACT FEES

FY24 Amended Revenue	FY24 YTD Revenue Collected	FY24 Revenue Balance	FY24 Annual Projection	% Recognized
$23,724,099	$10,100,024	($13,624,076)	$13,082,207	42.57%

Overall year to date revenues collected are 42.57% collected. Residential transportation is up by 568%. Revenues in general for this fund are low primarily due to the use of Carry-Over Funding and Reserves in the amount of $11,574,099 to support ongoing and committed projects.

Recreation Impact Fees Fund

The recreation impact fees are collected from new residential construction to purchase, build or improve the City's parks and recreation facilities.

104 - RECREATION IMPACT FEES

FY24 Amended Revenue	FY24 YTD Revenue Collected	FY24 Revenue Balance	FY24 Annual Projection	% Recognized
$3,040,289	$1,530,640	($1,509,649)	$2,295,960	50.35%

Overall year to date revenues collected are 50.35% collected. Both residential and commercial fess are up over 100% on May 31. Revenues in total for the fund are low primarily due to the use of Carry-Over Funding in the amount of $1,390,289 to support ongoing projects.

Fire Impact Fees Fund

The fire impact fees are collected from new residential construction to purchase, build or improve the City's fire facilities.

110 - FIRE IMPACT FEES

FY24 Amended Revenue	FY24 YTD Revenue Collected	FY24 Revenue Balance	FY24 Annual Projection	% Recognized
$7,659,845	$1,221,265	($6,438,579)	$4,109,396	15.94%

Overall year to date revenues collected are 15.94% collected. Revenues are low primarily due the use of Carry-over Funding in the amount of $2,853,596 to support ongoing projects and to zero receipts of grants that were estimated at $1 mil. Residential impact fees are over the projected amount at 245.87% where commercial fees are slightly under at 44.98%.

Police Impact Fees Fund

The Police Impact Fees Fund are collected from new residential construction to purchase, build or improve the City's police facilities.

115 - POLICE IMPACT FEES

FY24 Amended Revenue	FY24 YTD Revenue Collected	FY24 Revenue Balance	FY24 Annual Projection	% Recognized
$3,519,442	$1,268,087	($2,251,355)	$1,902,130	36.03%

Overall year to date revenues collected are 36.03% collected. Revenues are low primarily due the use of Carry-over Funding in the amount of $1,945,442 to support ongoing projects. While commercial impact fees are under at 43.45%, residential fees are at 218.70% and interest is at 334.18%.

Stormwater Fund

The primary purpose of the Stormwater Fund is to comply with NPDES MS4 regulations. The primary objectives of this Fund are to inspect, clean, repair, rehabilitate, and design/permit/build improvements to stormwater systems that provide flood control and significantly increases water quality treatment within the City.

120 - STORMWATER FUND

FY24 Amended Revenue	FY24 YTD Revenue Collected	FY24 Revenue Balance	FY24 Annual Projection	% Recognized
$2,471,254	$1,453,659	($1,017,595)	$1,819,117	58.82%

Overall year to date revenues collected are 58.82% collected. Revenues for fees and interest are exceeding the target year-to-date. Overall revenues are slightly below target due the use of Carry-over Funding.

Water & Wastewater Operating Fund

The Utilities Operations Fund is used to ensure the effective operation for water, sewer and reclaim utilities for all citizens of Apopka.

401 - WATER & WASTEWATER OPERATING FUND

FY24 Amended Revenue	FY24 YTD Revenue Collected	FY24 Revenue Balance	FY24 Annual Projection	% Recognized
$46,037,970	$17,541,379	($28,496,592)	$26,067,294	38.10%

Overall year to date revenues collected are 38.10%. Overall current year revenues, excluding carry-over funding and reserves, are anticipated to exceed the annual budget by 10.77%.

Sanitation Fund

The Sanitation Fund provides commercial and household solid waste pick-up and disposal for our citizens. Solid Waste service includes residential garbage, recycling, yard waste and bulky pick-up services and commercial dumpster service.

402 - SANITATION FUND

FY24 Amended Revenue	FY24 YTD Revenue Collected	FY24 Revenue Balance	FY24 Annual Projection	% Recognized
$8,910,256	$4,252,851	($4,657,405)	$6,742,751	47.73%

Overall year to date revenue is 47.73%. Where, Solid Waste Franchise Fee is at 159.88%, Sanitation Service Fees, Scrap Sales and Miscellaneous Revenue are slightly under the budgeted amount. The use of carry-over funding in the amount of $1,646,853 and funding from reserve in the amount of $40,931 also affects the overall percentage receipts for the fund.

Water & Wastewater Reuse Fund

The Utilities Operations Fund is used to ensure the effective operation for water, sewer and reclaim utilities for all citizens of Apopka.

403 - WATER & WASTEWATER REUSE FUND

FY24 Amended Revenue	FY24 YTD Revenue Collected	FY24 Revenue Balance	FY24 Annual Projection	% Recognized
$23,336,714	$11,496,207	($11,840,507)	$16,906,493	49.26%

Overall year to date revenue is 49.26% collected. The annual revenues are anticipated to exceed the budget, excluding carry-over and reserves.

The primary reason for the shortfall is due to the use of $10,622,361 from Reserves and Carry-over Funding. Also the projects funded with the State Grants Funds are low in expenditures.

Community Development Fund

The City's Community Redevelopment Fund provides the framework for projects and programs intended to revitalize and improve conditions within the Community Redevelopment Area.

610 - COMMUNITY DEVELOPMENT FUND

FY24 Amended Revenue	FY24 YTD Revenue Collected	FY24 Revenue Balance	FY24 Annual Projection	% Recognized
$4,390,529	$1,131,059	($3,259,470)	$1,131,059	25.76%

Overall year to date revenues are 25.76% collected. Current Ad Valorem Tax Revenue and Tax increase for CRA are at 100%, the primary reason for the shortfall is due to the use of $3,185,529 in Carry-over Funding to support ongoing projects.

Expenditures/Expenses:

General Fund

001 - ADMIN - MAYOR'S OFFICE (1010)

FY24 Amended Budget	FY24 YTD Expenses	FY24 Available Balance	FY24 Annual Projection	% Expended
$683,034	$391,717	$291,317	$577,479	57.35%

Overall year to date expenses are $391,717, which represents 57.35% expended.
The expenses are slightly lower than anticipated year-to-date primarily due to charges to general operating accounts.

001 - ADMIN - LEGAL SERVICES (1015)

FY24 Amended Budget	FY24 YTD Expenses	FY24 Available Balance	FY24 Annual Projection	% Expended
$2,472,211	$1,290,199	$1,182,013	$1,935,298	52.19%

Overall year to date expenses are 52.19% expended. The expenses are lower than anticipated year-to-date primarily due to less charges in office supllies, operating supplies and books-publications-subscriptions

001 - ADMIN - ADMINISTRATIVE SERVICES (1020)

FY24 Amended Budget	FY24 YTD Expenses	FY24 Available Balance	FY24 Annual Projection	% Expended
$352,087	$211,899	$140,188	$295,349	60.18%

Overall year to date expenses are 60.18% expended. The expenses are lower than anticipated year-to-date primarily due to less charges for other contractual services, rental & leases, repair & maintenance, office supplies, operating supplies, other operating expenses, vehicle maintenance, fuel and gasoline.

001 - ADMIN - FACILITIES MAINTENANCE (1022)

FY24 Amended Budget	FY24 YTD Expenses	FY24 Available Balance	FY24 Annual Projection	% Expended
$2,986,434	$1,269,328	$1,717,106	$1,941,692	42.50%

Overall year to date expenses are 42.50% expended. The expenses are lower than anticipated year-to-date primarily due to less charges in general expenditures for rental and leases, vehicle maintenance, office supplies, fuel and gasoline, and capital expenditures for buildings.

001 - ADMIN - CITY CLERK (1030)

FY24 Amended Budget	FY24 YTD Expenses	FY24 Available Balance	FY24 Annual Projection	% Expended
$308,391	$189,460	$118,931	$283,188	61.43%

Overall year to date expenses are 61.43% expended. The expenses are lower than anticipated year-to-date primarily due to less charges for professional & contractual services, printing services, books-publications-subscriptions and other current charges.

001 - FINANCE - BUDGET AND ACCOUNTING (1120)

FY24 Amended Budget	FY24 YTD Expenses	FY24 Available Balance	FY24 Annual Projection	% Expended
$2,388,421	$1,194,167	$1,194,254	$1,782,048	50.00%

Overall year to date expenses are 50.00% expended. The expenses are below the expected amount primarily due to vacancies during the year and lower than anticipated professional services. Expenses are also lower in travel, other current charges, operating supplies, and training.

001 - HUMAN RESOURCES (1170)

FY24 Amended Budget	FY24 YTD Expenses	FY24 Available Balance	FY24 Annual Projection	% Expended
$3,637,673	$417,916	$3,219,758	$622,047	11.49%

Overall year to date expenses are 11.49% expended. Expenditures are lower than budget, primarily due to the salary adjustment budgeted amount for the Salary Study, which will be re-allocated for the approved adjustments. Expenditures for freight & postage, training, and equipment and machinery are also lower than budgeted.

001 - FIRE DEPARTMENT (2110,2120,2130)

FY24 Amended Budget	FY24 YTD Expenses	FY24 Available Balance	FY24 Annual Projection	% Expended
$27,134,851	$14,523,955	$12,610,896	$21,099,599	53.53%

Overall year to date expenses are 53.53% expended. The expenses are below the expected amount primarily due to lower than anticipated expenditures for Professional & Contract Services and Operational Expenses. Capital expenditure account for equipment & machinery, which includes funding for replacement ambulances has not been spent down.

001 - POLICE DEPARTMENT (2210, 2220,2230,2235,2250)

FY24 Amended Budget	FY24 YTD Expenses	FY24 Available Balance	FY24 Annual Projection	% Expended
$24,718,174	$14,210,921	$10,507,254	$21,000,634	57.49%

Overall year to date expenses are 57.49% expended. The expenses are below the expected amount primarily due to lower than anticipated expenditures for Professional & Contract Services and Operational Expenses. Capital expenditure account for equipment & machinery, currently has several requisitions/purchase orders open and we should start seeing the expenditures in this account increase.

001 - PS FLEET MANAGEMENT (3310)

FY24 Amended Budget	FY24 YTD Expenses	FY24 Available Balance	FY24 Annual Projection	% Expended
$1,397,698	$804,852	$592,846	$1,189,649	57.58%

Overall year to date expenses are 57.58% expended. The expenses are below the expected amount in travel & per diem, office supplies, and books-publications-subscriptions-memberships.

001 - PARK AND RECREATION (3512,3513,3514,3612,3613,3614)

FY24 Amended Budget	FY24 YTD Expenses	FY24 Available Balance	FY24 Annual Projection	% Expended
$10,626,503	$3,656,827	$6,969,676	$6,103,123	34.41%

Overall year to date expenses are 34.41% expended. The expenses are below the expected amount some might be due to seasonal trends. Under Professional & contractual Services funding has not been used. Several Operational accounts over all departments have had less expenditures than expected. The expenses in the capital accounts are down as well, some have pending requisitions/purchase orders and expenditures should be forthcoming.

001 - COMMUNITY DEVELOPMENT (4020,4021)

FY24 Amended Budget	FY24 YTD Expenses	FY24 Available Balance	FY24 Annual Projection	% Expended
$3,374,113	$1,513,372	$1,860,741	$2,251,009	44.85%

Overall year to date expenses are 44.85% expended. The expenses are below the expected amount in travel, training, office supplies, and fuel & gasoline. Capital expenditure account has funding for 2 vehicles, which have not been expensed.

001 - ECONOMIC DEVELOPMENT (4022)

FY24 Amended Budget	FY24 YTD Expenses	FY24 Available Balance	FY24 Annual Projection	% Expended
$200,000	$58,503	$141,497	$87,754	29.25%

Overall year to date expenses are 29.25% expended. The expenses are below the expected amount primarily due less than anticipated expenses for all accounts with the exception of training, which is currently at 100%.

001 - INFORMATION TECHNOLOGY (5110)

FY24 Amended Budget	FY24 YTD Expenses	FY24 Available Balance	FY24 Annual Projection	% Expended
$6,378,369	$2,624,981	$3,753,388	$6,194,127	41.15%

Overall year to date expenses are 41.15% expended of the amended budget. The expenses are below the expected amount primarily due to less purchases for operating expenses in freight & postage services and vehicle maintenance. The capital accounts have outstanding PO's that will clear in the near future and increase the expenditures to this category.

001 - DEBT SERVICE AND TRANSFERS (9011)

FY24 Amended Budget	FY24 YTD Expenses	FY24 Available Balance	FY24 Annual Projection	% Expended
$7,727,337	($691,911)	$8,419,248	$7,727,337	-8.95%

Overall year to date expenses are -8.95% expended. However, the budgeted transfers are on target. The negative amounts are interest allocation transfers between funds.

Street Improvement Fund

101 - STREET IMPROVEMENTS

FY24 Amended Budget	FY24 YTD Expenses	FY24 Available Balance	FY24 Annual Projection	% Expended
$7,689,232	$3,900,647	$3,788,585	$6,547,393	50.73%

Overall year to date expenses are 50.73% expended. The expenses are below the expected amount primarily for FDOT street lights, FDOT signals & equipment, street stripping, street/stop sign replacement program and speed humps program. Expenses are also down in other Operating accounts.

Transportation Fund

102 - TRANSPORTATION IMPACT FEES

FY24 Amended Budget	FY24 YTD Expenses	FY24 Available Balance	FY24 Annual Projection	% Expended
$23,724,099	$2,194,426	$21,529,674	$4,591,639	9.25%

Overall year to date expenses are 9.25% expended of the amended budget. The expenses are well below the expected amount primarily due to slow spending for ongoing capital improvements projects.

Recreation Impact Fees

104 - RECREATION IMPACT FEES

FY24 Amended Budget	FY24 YTD Expenses	FY24 Available Balance	FY24 Annual Projection	% Expended
$3,040,289	$190,477	$2,849,812	$1,520,144	6.27%

Overall year to date expenses are 6.27% expended. The expenses are below the expected amount primarily due to slow spending for ongoing capital improvements expenses.

Fire Impact Fees

110 - FIRE IMPACT FEES

FY24 Amended Budget	FY24 YTD Expenses	FY24 Available Balance	FY24 Annual Projection	% Expended
$7,659,845	$46,803	$7,613,042	$48,469	0.61%

Overall year to date expenses are .61% expended of the amended budget. The expenses are well below the expected amount primarily due to slow spending for Capital Improvements Expenses - Fire Station # 6 and Public Safety Building.

Police Impact Fees

115 - POLICE IMPACT FEES

FY24 Amended Budget	FY24 YTD Expenses	FY24 Available Balance	FY24 Annual Projection	% Expended
$3,519,442	$13,683	$3,505,759	$13,683	0.39%

Overall year to date expenses are 0.39% expended of the amended budget. The expenses are below the expected amount primarily due to slow spending for capital improvement Expenses - Public Safety Building.

Stormwater

120 - STORMWATER

FY24 Amended Budget	FY24 YTD Expenses	FY24 Available Balance	FY24 Annual Projection	% Expended
$2,471,254	$523,092	$1,948,162	$813,887	21.17%

Overall year to date expenses are which represents 21.17% expended of the amended budget. The expenses are below the expected amount in all accounts with the exception of vehicle maintenance, which is currently at 99.68%. Transfers to GF are on schedule.

Water and wastewater Operating Fund

401 - WATER & WASTEWATER OPERATING

FY24 Amended Budget	FY24 YTD Expenses	FY24 Available Balance	FY24 Annual Projection	% Expended
$46,037,341	$16,628,193	$29,409,149	$25,259,551	36.12%

Overall year to date expenses are 36.12% expended of the amended budget. The expenses are below the expected amount primarily for Professional Services, Salaries & Benefits and slow spending for Capital Improvements and Equipment & Machinery Purchases.

Sanitation Fund

402 - SANITATION

FY24 Amended Budget	FY24 YTD Expenses	FY24 Available Balance	FY24 Annual Projection	% Expended
$8,904,278	$3,683,363	$5,220,915	$5,282,464	41.37%

Overall year to date expenses are 41.37% expended of the amended budget. The expenses are below the expected amount primarily due to slow spending of Equipment & Machinery and lower than anticipated expenses for Sanitation Tipping Fees.

Water and Wastewater Reuse Fund

403 - WATER & WASTEWATER REUSE

FY24 Amended Budget	FY24 YTD Expenses	FY24 Available Balance	FY24 Annual Projection	% Expended
$23,336,714	$3,272,116	$20,064,597	$10,906,895	14.02%

Overall year to date expenses are 14.02% expended of the amended budget. The expenses are below the expected amount primarily due to slow spending for Capital Purchases and Improvements.

CRA Community Redevelopment

610 - CRA COMMUNITY REDEVELOPMENT

FY24 Amended Budget	FY24 YTD Expenses	FY24 Available Balance	FY24 Annual Projection	% Expended
$4,390,529	$273,383	$4,117,146	$644,200	6.23%

Overall year to date expenses are 6.23% expended of the amended budget. The expenses are below the expected amount primarily due to slow spending for Capital Improvement Projects.

We have attached the City's Budget-to-Actual Detailed Report for the Eight Months Ending May 31, 2024 for your review and acceptance.

May - FY24 Budget to Actual Report

Account	Account Description	FY23 Prior - May Rev/Expd	FY24 Amended Budgeted	FY24 Current - May Rev/Expd	FY24 YTD - May Rev/Expd	FY24 Balance Excess/Deficit	FY24 Annual Projection	Annual %	YTD %
	GENERAL FUND Revenue Totals	**4,871,108**	**94,388,410**	**7,574,785**	**57,748,372**	**(36,640,038)**	**79,372,614**	**84.09%**	**61.18%**
001-1010-512-0000	ADMIN - MAYOR'S OFFICE	-	-	-	-	-	-	0.00%	0.00%
001-1010-512-1200	REGULAR SALARIES AND WAGES	27,575	330,254	31,461	213,827	116,427	320,740	97.12%	64.75%
001-1010-512-1210	LONGEVITY PAY	-	380	-	-	380	-	0.00%	0.00%
001-1010-512-1300	OTHER SALARIES AND WAGES	-	9,750	-	-	9,750	-	0.00%	0.00%
001-1010-512-1600	OTHER REIMBURSED ALLOWANCES	923	12,000	1,154	7,846	4,154	11,769	98.08%	65.38%
001-1010-512-2100	FICA TAXES - CITY MATCHING	2,072	23,278	2,401	16,098	7,180	24,148	103.73%	69.16%
001-1010-512-2200	CITY RETIREMENT CONTRIBUTION	2,604	39,819	3,827	25,493	14,326	38,240	96.03%	64.02%
001-1010-512-2300	LIFE AND HEALTH INSURANCE	3,127	41,428	3,364	26,897	14,531	40,345	97.39%	64.92%
001-1010-512-2400	WORKER'S COMPENSATION	-	175	28	128	47	192	109.89%	73.26%
001-1010-512-3100	PROFESSIONAL SERVICES	-	18,000	-	15,000	3,000	18,000	100.00%	83.33%
001-1010-512-4000	TRAVEL & PER DIEM	-	11,000	-	1,051	9,949	1,577	14.33%	9.56%
001-1010-512-4200	FREIGHT & POSTAGE SERVICES	8	1,000	41	186	814	279	27.85%	18.57%
001-1010-512-4400	RENTAL AND LEASES	80	600	-	-	600	-	0.00%	0.00%
001-1010-512-4600	REPAIR & MAINT.-BLDG.& EQUIPMENT	-	2,200	81	567	1,633	850	38.64%	25.76%
001-1010-512-4700	PRINTING SERVICES	-	4,000	43	707	3,293	1,060	26.50%	17.67%
001-1010-512-5100	OFFICE SUPPLIES	-	4,400	-	597	3,803	896	20.36%	13.57%
001-1010-512-5200	OPERATING SUPPLIES	1,455	69,000	1,475	11,927	57,073	17,891	25.93%	17.29%
001-1010-512-5201	OPERATING SUPPLIES SEAT 1	500	10,000	500	5,350	4,650	8,025	80.25%	53.50%
001-1010-512-5202	OPERATING SUPPLIES SEAT 2	160	10,000	470	4,402	5,598	6,603	66.03%	44.02%
001-1010-512-5203	OPERATING SUPPLIES SEAT 3	250	10,000	-	7,000	3,000	10,000	100.00%	70.00%
001-1010-512-5204	OPERATING SUPPLIES SEAT 4	-	10,000	1,250	5,410	4,590	8,115	81.15%	54.10%
001-1010-512-5400	BOOKS, PUBLICATIONS, SUBSCRIPTIONS & MEM	25	68,750	-	49,231	19,519	68,750	100.00%	71.61%
001-1010-512-5500	TRAINING	-	7,000	-	-	7,000	-	0.00%	0.00%
	ADMIN - MAYOR'S OFFICE	**38,779**	**683,034**	**46,095**	**391,717**	**291,317**	**577,479**	**84.55%**	**57.35%**
001-1015-514-0001	ADMIN - LEGAL SERVICES	-	-	-	-	-	-		
001-1015-514-1200	REGULAR SALARIES AND WAGES	16,500	70,467	7,783	46,514	23,953	69,772	99.01%	66.01%
001-1015-514-1210	LONGEVITY PAY	-	400	-	-	400	-	0.00%	0.00%
001-1015-514-1400	OVERTIME	-	-	-	73	(73)	109	0.00%	0.00%
001-1015-514-1600	OTHER REIMBURSED ALLOWANCES	185	(0)	-	-	(0)	-	0.00%	0.00%
001-1015-514-2100	FICA TAXES - CITY MATCHING	1,181	5,421	546	3,181	2,240	4,771	88.01%	58.67%
001-1015-514-2200	CITY RETIREMENT CONTRIBUTION	1,987	10,346	1,136	6,984	3,362	10,476	101.26%	67.50%
001-1015-514-2300	LIFE AND HEALTH INSURANCE	2,953	15,395	1,359	10,862	4,532	16,293	105.84%	70.56%
001-1015-514-2400	WORKERS' COMPENSATION	-	27	-	27	-	40	150.00%	100.00%
001-1015-514-3100	PROFESSIONAL SERVICES	10,388	630,367	71,097	427,316	203,051	640,974	101.68%	67.79%
001-1015-514-3400	OTHER CONTRACTUAL SERVICES	571	8,500	720	5,046	3,454	7,569	89.05%	59.37%
001-1015-514-4000	TRAVEL AND PER DIEM	703	1,500	-	-	1,500	-	0.00%	0.00%
001-1015-514-4200	FREIGHT & POSTAGE SERVICES	-	350	-	1	349	1	0.27%	0.18%
001-1015-514-4400	RENTALS AND LEASES	58	-	-	-	-	-	0.00%	0.00%
001-1015-514-4500	LIABILITY & CASUALTY INSURANCE	-	1,690,340	4,773	785,961	904,379	1,178,941	69.75%	46.50%
001-1015-514-4600	REPAIR & MAINT.-BLDG & EQUIP	-	774	62	385	389	577	74.52%	49.68%
001-1015-514-4700	PRINTING SERVICES	-	80	-	-	80	-	0.00%	0.00%
001-1015-514-4900	OTHER CURRENT CHARGES	-	25,100	-	176	24,924	264	1.05%	0.70%
001-1015-514-5100	OFFICE SUPPLIES	-	1,000	-	180	820	271	27.06%	18.04%
001-1015-514-5200	OPERATING SUPPLIES	-	576	60	60	516	90	15.63%	10.42%

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Account	Account Description	FY23 Prior - May Rev/Expd	FY24 Amended Budgeted	FY24 Current - May Rev/Expd	FY24 YTD - May Rev/Expd	FY24 Balance Excess/Deficit	FY24 Annual Projection	Annual %	YTD %
001-1015-514-5400	BOOKS, PUBLICATIONS, SUBSCRIPTIONS & MEM	704	10,519	-	3,005	7,514	4,508	42.85%	28.57%
001-1015-514-5500	TRAINING	-	1,050	428	428	622	642	61.14%	40.76%
	ADMIN - LEGAL SERVICES	**35,230**	**2,472,211**	**87,964**	**1,290,199**	**1,182,013**	**1,935,298**	**78.28%**	**52.19%**
001-1020-512-0001	ADMIN - ADMINISTRATIVE SERVICES	-	-	-	-	-	-	0.00%	0.00%
001-1020-512-1200	REGULAR SALARIES AND WAGES	20,996	110,156	12,812	90,475	19,682	135,712	123.20%	82.13%
001-1020-512-1210	LONGEVITY PAY	-	85	-	-	85	-	0.00%	0.00%
001-1020-512-1600	OTHER REIMBURSED ALLOWANCES	923	0	-	-	0	-	0.00%	0.00%
001-1020-512-2100	FICA TAXES - CITY MATCHING	1,645	8,464	956	6,730	1,734	10,095	119.28%	79.52%
001-1020-512-2200	CITY RETIREMENT CONTRIBUTION	2,215	11,177	1,085	7,584	3,593	11,377	101.79%	67.86%
001-1020-512-2300	LIFE AND HEALTH INSURANCE	2,015	15,473	1,090	8,705	6,768	13,057	84.38%	56.26%
001-1020-512-2400	WORKERS' COMPENSATION	-	50	-	45	5	67	134.48%	89.66%
001-1020-512-3100	PROFESSIONAL SERVICES	-	45,000	-	45,000	-	45,000	100.00%	100.00%
001-1020-512-3400	OTHER CONTRACTUAL SERVICES	-	145,622	16,191	51,180	94,442	76,769	52.72%	35.15%
001-1020-512-4200	FREIGHT & POSTAGE SERVICES	-	250	-	-	250	-	0.00%	0.00%
001-1020-512-4400	RENTALS AND LEASES	19	4,700	581	1,162	3,538	1,742	37.07%	24.72%
001-1020-512-4600	REPAIR & MAINT.-BLDG & EQUIP	-	1,000	44	265	735	398	39.81%	26.54%
001-1020-512-4650	VEHICLE MAINTENANCE	-	1,200	-	46	1,154	69	5.75%	3.83%
001-1020-512-5100	OFFICE SUPPLIES	-	2,500	-	347	2,153	520	20.80%	13.87%
001-1020-512-5200	OPERATING SUPPLIES	32	2,700	-	70	2,630	105	3.89%	2.59%
001-1020-512-5250	FUEL AND GASOLINE	24	1,000	90	291	709	437	43.69%	29.13%
001-1020-512-5400	BOOKS, PUBLICATIONS, SUBSCRIPTIONS & MEM	-	710	-	-	710	-	0.00%	0.00%
001-1020-512-5500	TRAINING	-	2,000	-	-	2,000	-	0.00%	0.00%
	ADMINISTRATION	**27,870**	**352,087**	**32,847**	**211,899**	**140,188**	**295,349**	**83.89%**	**60.18%**
001-1022-519-0009	ADMIN - FACILITIES MAINTENANCE	-	-	-	-	-	-	-	-
001-1022-519-1200	REGULAR SALARIES AND WAGES	18,144	269,911	32,130	210,150	59,760	315,226	116.79%	77.86%
001-1022-519-1210	LONGEVITY PAY	-	1,140	-	-	1,140	-	0.00%	0.00%
001-1022-519-1400	OVERTIME PAY	4,495	26,365	3,152	19,245	7,121	28,867	109.49%	72.99%
001-1022-519-2100	FICA TAXES - CITY MATCHING	1,715	22,752	2,639	17,221	5,531	25,832	113.54%	75.69%
001-1022-519-2200	CITY RETIREMENT CONTRIBUTIONS	2,696	43,423	5,151	34,035	9,388	51,052	117.57%	78.38%
001-1022-519-2300	LIFE AND HEALTH INSURANCE	3,786	73,134	5,162	41,199	31,936	61,798	84.50%	56.33%
001-1022-519-2400	WORKERS' COMPENSATION	-	896	142	657	240	985	109.89%	73.26%
001-1022-519-3100	PROFESSIONAL SERVICES	-	50,968	11,120	19,330	31,638	28,995	56.89%	37.93%
001-1022-519-3400	OTHER CONTRACTUAL SERVICES	33,656	478,791	24,679	153,582	325,208	230,374	48.12%	32.08%
001-1022-519-4300	UTILITY SERVICES	3,950	200,000	20,862	110,086	89,914	165,129	82.56%	55.04%
001-1022-519-4400	RENTALS AND LEASES	-	17,000	-	450	16,550	675	3.97%	2.65%
001-1022-519-4600	REPAIR & MAINT.-BLDG & EQUIP	37,729	465,979	132,611	337,200	128,780	465,979	100.00%	72.36%
001-1022-519-4650	VEHICLE MAINTENANCE	102	8,000	126	490	7,510	735	9.18%	6.12%
001-1022-519-4900	OTHER CURRENT CHARGES	-	18,095	145	42,945	(24,850)	18,095	100.00%	237.33%
001-1022-519-5100	OFFICE SUPPLIES	-	7,200	-	-	7,200	-	0.00%	0.00%
001-1022-519-5200	OPERATING SUPPLIES	4,438	123,840	16,227	37,063	86,777	55,594	44.89%	29.93%
001-1022-519-5250	FUEL AND GASOLINE	277	19,859	524	2,822	17,037	4,233	21.32%	14.21%
001-1022-519-5500	TRAINING	-	3,500	-	2,065	1,435	3,500	100.00%	59.00%
001-1022-519-6200	BUILDINGS	6,985	375,489	8,295	18,895	356,594	127,844	34.05%	5.03%
001-1022-519-6300	INFRASTRUCTURE	-	148,000	-	-	148,000	148,000	100.00%	0.00%
001-1022-519-6400	MACHINERY AND EQUIPMENT	-	632,090	159,715	221,894	410,196	208,779	33.03%	35.10%

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Account	Account Description	FY23 Prior - May Rev/Expd	FY24 Amended Budgeted	FY24 Current - May Rev/Expd	FY24 YTD - May Rev/Expd	FY24 Balance Excess/Deficit	FY24 Annual Projection	Annual %	YTD %
	ADMIN - FACILITIES MAINTENANCE	**117,976**	**2,986,434**	**422,680**	**1,269,328**	**1,717,106**	**1,941,692**	**65.02%**	**42.50%**
001-1030-512-0001	ADMIN - CITY CLERK	-	-	-	-	-	-	0.00%	0.00%
001-1030-512-1200	REGULAR SALARIES AND WAGES	13,006	177,533	20,348	121,330	56,203	181,996	102.51%	68.34%
001-1030-512-1210	LONGEVITY PAY	-	389	-	-	389	-	0.00%	0.00%
001-1030-512-1400	OVERTIME PAY	107	2,400	47	528	1,872	792	33.01%	22.00%
001-1030-512-2100	FICA TAXES - CITY MATCHING	981	13,795	1,414	8,668	5,127	13,001	94.25%	62.83%
001-1030-512-2200	CITY RETIREMENT CONTRIBUTION	1,562	26,327	2,978	18,026	8,301	27,039	102.70%	68.47%
001-1030-512-2300	LIFE AND HEALTH INSURANCE	2,752	36,297	3,135	26,200	10,097	39,300	108.27%	72.18%
001-1030-512-2400	WORKERS' COMPENSATION	-	50	8	37	13	55	109.88%	73.25%
001-1030-512-3100	PROFESSIONAL SERVICES	-	1,000	-	-	1,000	-	0.00%	0.00%
001-1030-512-3400	OTHER CONTRACTUAL SERVICES	500	12,200	-	3,530	8,670	5,294	43.40%	28.93%
001-1030-512-4000	TRAVEL & PER DIEM	-	1,500	-	-	1,500	-	0.00%	0.00%
001-1030-512-4200	FREIGHT & POSTAGE SERVICES	22	500	7	165	335	248	49.59%	33.06%
001-1030-512-4400	RENTAL AND LEASES	145	-	-	-	-	-	0.00%	0.00%
001-1030-512-4600	REPAIR & MAINT.-BLDG.& EQUIPMENT	183	4,200	-	1,968	2,232	2,952	70.29%	46.86%
001-1030-512-4700	PRINTING SERVICES	-	14,300	-	350	13,950	525	3.67%	2.45%
001-1030-512-4900	OTHER CURRENT CHARGES	-	5,000	-	872	4,128	1,308	26.17%	17.44%
001-1030-512-4902	LEGAL ADVERTISING	60	8,000	-	5,710	2,290	8,000	100.00%	71.37%
001-1030-512-5100	OFFICE SUPPLIES	98	1,500	314	993	507	1,490	99.31%	66.21%
001-1030-512-5200	OPERATING SUPPLIES	-	1,000	-	958	42	1,000	100.00%	95.83%
001-1030-512-5400	BOOKS, PUBLICATIONS, SUBSCRIPTIONS & MEM	-	1,000	-	125	875	188	18.75%	12.50%
001-1030-512-5500	TRAINING	-	1,400	-	-	1,400	-	0.00%	0.00%
	ADMIN - CITY CLERK	**19,416**	**308,391**	**28,252**	**189,460**	**118,931**	**283,188**	**91.83%**	**61.43%**
001-1120-513-0002	FINANCE - BUDGET AND ACCOUNTING	-	-	-	-	-			
001-1120-513-1200	REGULAR SALARIES AND WAGES	67,459	1,261,927	122,822	708,224	553,703	1,062,336	84.18%	56.12%
001-1120-513-1210	LONGEVITY PAY	-	940	-	-	940	-	0.00%	0.00%
001-1120-513-1400	OVERTIME PAY	78	5,000	76	7,654	(2,654)	11,481	229.63%	153.09%
001-1120-513-1600	OTHER REIMBURSED ALLOWANCES	-	480	-	-	480	-	0.00%	0.00%
001-1120-513-2100	FICA TAXES - CITY MATCHING	4,840	93,471	9,108	52,709	40,763	79,063	84.59%	56.39%
001-1120-513-2200	CITY RETIREMENT CONTRIBUTION	8,044	185,180	17,943	104,772	80,408	157,158	84.87%	56.58%
001-1120-513-2300	LIFE AND HEALTH INSURANCE	9,430	312,627	15,721	120,144	192,483	180,216	57.65%	38.43%
001-1120-513-2400	WORKER'S COMPENSATION	-	282	36	165	117	247	87.65%	58.43%
001-1120-513-3100	PROFESSIONAL SERVICES	642	163,865	20,967	80,822	83,043	121,233	73.98%	49.32%
001-1120-513-3200	AUDIT SERVICES	-	65,000	-	30,000	35,000	45,000	69.23%	46.15%
001-1120-513-3400	OTHER CONTRACTUAL SERVICES	12,179	81,500	4,527	60,314	21,186	81,500	100.00%	74.00%
001-1120-513-4000	TRAVEL & PER DIEM	106	10,230	478	478	9,752	717	7.01%	4.67%
001-1120-513-4200	FREIGHT & POSTAGE SERVICES	229	4,500	190	1,983	2,517	2,974	66.09%	44.06%
001-1120-513-4600	REPAIR & MAINT.-BLDG.& EQUIPMENT	-	1,484	155	1,144	340	1,484	100.00%	77.06%
001-1120-513-4700	PRINTING SERVICES	-	3,170	-	817	2,353	1,226	38.66%	25.77%
001-1120-513-4900	OTHER CURRENT CHARGES	-	160,279	17,745	17,818	142,461	26,726	16.67%	11.12%
001-1120-513-4902	LEGAL ADVERTISING	-	1,900	-	-	1,900	-	0.00%	0.00%
001-1120-513-5100	OFFICE SUPPLIES	896	5,300	1,208	2,929	2,371	4,393	82.89%	55.26%
001-1120-513-5200	OPERATING SUPPLIES	2,878	19,716	-	989	18,727	1,483	7.52%	5.02%
001-1120-513-5400	BOOKS, PUBLICATIONS, SUBSCRIPTIONS & MEM	-	2,685	-	1,483	1,202	2,225	82.85%	55.23%
001-1120-513-5500	TRAINING	-	8,885	249	1,474	7,411	2,211	24.88%	16.59%

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001-1120-513-9101	TRANSFER TO GENERAL FUND	-	-	-	250	(250)	375	0.00%	0.00%
	FINANCE - BUDGET AND ACCOUNTING	**106,780**	**2,388,421**	**211,224**	**1,194,167**	**1,194,254**	**1,782,048**	**74.61%**	**50.00%**
001-1170-513-0004	HUMAN RESOURCES	-	-	-	-	-	-	-	-
001-1170-513-1200	REGULAR SALARIES AND WAGES	22,417	285,412	33,558	207,509	77,903	311,263	109.06%	72.71%
001-1170-513-1210	LONGEVITY PAY	-	205	-	-	205	-	0.00%	0.00%
001-1170-513-1300	OTHER SALARIES AND WAGES	-	15,600	-	-	15,600	-	0.00%	0.00%
001-1170-513-1400	OVERTIME PAY	77	5,000	46	1,132	3,868	1,699	33.97%	22.65%
001-1170-513-1600	OTHER REIMBURSED ALLOWANCES	37	480	46	314	166	471	98.08%	65.38%
001-1170-513-1700	HUMAN RESOURCES CONTINGENCY	-	2,834,729	-	-	2,834,729	-	0.00%	0.00%
001-1170-513-2100	FICA TAXES - CITY MATCHING	1,673	22,610	2,518	15,560	7,050	23,340	103.23%	68.82%
001-1170-513-2200	CITY RETIREMENT CONTRIBUTION	2,505	42,500	4,580	29,375	13,125	44,062	103.68%	69.12%
001-1170-513-2300	LIFE AND HEALTH INSURANCE	4,370	72,400	4,799	38,367	34,033	57,551	79.49%	52.99%
001-1170-513-2400	WORKER'S COMPENSATION	-	100	16	73	27	110	109.90%	73.26%
001-1170-513-2500	UNEMPLOYMENT COMPENSATION	1,925	20,000	-	281	19,719	422	2.11%	1.41%
001-1170-513-3100	PROFESSIONAL SERVICES	-	79,500	-	22,149	57,351	33,224	41.79%	27.86%
001-1170-513-3400	OTHER CONTRACTUAL SERVICES	-	157,639	-	58,638	99,001	87,958	55.80%	37.20%
001-1170-513-4000	TRAVEL & PER DIEM	-	8,000	3,762	3,862	4,138	5,794	72.42%	48.28%
001-1170-513-4200	FREIGHT & POSTAGE SERVICES	9	500	4	94	406	141	28.30%	18.86%
001-1170-513-4400	RENTALS AND LEASES	157	24	-	-	24	-	0.00%	0.00%
001-1170-513-4600	REPAIR & MAINT.-BLDG.& EQUIPMENT	-	1,976	195	1,218	758	1,827	92.44%	61.62%
001-1170-513-4700	PRINTING SERVICES	175	1,550	-	1,047	503	1,550	100.00%	67.54%
001-1170-513-4900	OTHER CURRENT CHARGES	-	6,129	-	2,841	3,288	4,261	69.53%	46.35%
001-1170-513-5100	OFFICE SUPPLIES	189	2,000	84	1,344	656	2,000	100.00%	67.21%
001-1170-513-5200	OPERATING SUPPLIES	277	23,000	1,848	15,452	7,548	23,000	100.00%	67.18%
001-1170-513-5400	BOOKS, PUBLICATIONS, SUBSCRIPTIONS & MEM	-	7,596	2,550	4,021	3,575	6,032	79.40%	52.94%
001-1170-513-5500	TRAINING	6,000	33,000	745	5,414	27,586	8,121	24.61%	16.41%
001-1170-513-6400	EQUIPMENT AND MACHINERY	-	8,000	-	-	8,000	-	0.00%	0.00%
001-1170-513-6800	INTANGIBLE ASSETS	-	9,723	-	9,223	500	9,223	94.86%	94.86%
	HUMAN RESOURCES	**39,811**	**3,637,673**	**54,751**	**417,916**	**3,219,758**	**622,047**	**17.10%**	**11.49%**
001-2110-522-0005	FIRE - CHIEF'S OFFICE	-	-	-	-	-	-		
001-2110-522-1200	REGULAR SALARIES AND WAGES	61,647	1,016,302	93,408	626,553	389,749	939,829	92.48%	61.65%
001-2110-522-1210	LONGEVITY PAY	-	2,963	-	-	2,963	-	0.00%	0.00%
001-2110-522-1225	PROFICIENCY PAY	3,077	72,001	3,846	26,155	45,847	39,232	54.49%	36.33%
001-2110-522-1400	OVERTIME PAY	-	2,857	-	-	2,857	-	0.00%	0.00%
001-2110-522-1500	SPECIAL PAY	348	9,141	435	2,956	6,185	4,434	48.51%	32.34%
001-2110-522-1600	OTHER REIMBURSED ALLOWANCES	-	1,920	-	-	1,920	-	0.00%	0.00%
001-2110-522-2100	FICA TAXES - CITY MATCHING	4,540	81,887	6,965	46,284	35,603	69,426	84.78%	56.52%
001-2110-522-2200	CITY RETIREMENT CONTRIBUTION	12,346	278,048	22,977	157,993	120,054	236,990	85.23%	56.82%
001-2110-522-2300	LIFE AND HEALTH INSURANCE	14,527	273,536	18,264	143,305	130,231	214,958	78.58%	52.39%
001-2110-522-2400	WORKER'S COMPENSATION	-	7,426	774	3,572	3,854	5,357	72.15%	48.10%
001-2110-522-3100	PROFESSIONAL SERVICES	2,720	117,069	1,969	21,731	95,338	32,597	27.84%	18.56%
001-2110-522-3400	OTHER CONTRACTUAL SERVICES	-	73,360	-	69,673	3,687	73,360	100.00%	94.97%
001-2110-522-4000	TRAVEL & PER DIEM	4,564	21,250	3,714	17,995	3,255	21,250	100.00%	84.68%
001-2110-522-4200	FREIGHT & POSTAGE SERVICES	244	1,800	19	544	1,256	816	45.32%	30.22%
001-2110-522-4300	UTILITY SERVICES	17,334	146,400	11,625	87,091	59,309	130,636	89.23%	59.49%

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001-2110-522-4400	RENTAL AND LEASES	1,318	36,500	2,910	21,627	14,873	32,440	88.88%	59.25%
001-2110-522-4600	REPAIR & MAINT.-BLDG.& EQUIPMENT	-	2,500	-	-	2,500	-	0.00%	0.00%
001-2110-522-4650	VEHICLE MAINTENANCE	-	2,500	5,800	6,826	(4,326)	6,826	273.06%	273.06%
001-2110-522-4700	PRINTING SERVICES	1,060	2,800	-	-	2,800	-	0.00%	0.00%
001-2110-522-5100	OFFICE SUPPLIES	1,282	10,000	1,964	8,494	1,506	10,000	100.00%	84.94%
001-2110-522-5200	OPERATING SUPPLIES	2,584	63,000	3,907	29,745	33,255	44,618	70.82%	47.21%
001-2110-522-5250	FUEL AND GASOLINE	601	7,750	867	4,893	2,857	7,339	94.70%	63.13%
001-2110-522-5400	BOOKS, PUBLICATIONS, SUBSCRIPTIONS & MEM	-	14,725	1,804	4,415	10,310	6,622	44.97%	29.98%
001-2110-522-5500	TRAINING	2,177	11,570	179	3,152	8,418	4,728	40.86%	27.24%
001-2110-522-6200	BUILDINGS	-	14,669	-	-	14,669	-	0.00%	0.00%
001-2110-522-6400	EQUIPMENT AND MACHINERY	-	350,000	707	707	349,294	-	0.00%	0.20%
001-2110-522-6800	INTANGIBLE ASSETS	-	258,439	-	34,808	223,631	173,194	67.02%	13.47%
	FIRE - CHIEF'S OFFICE	**130,368**	**2,880,411**	**182,133**	**1,318,517**	**1,561,894**	**2,054,651**	**71.33%**	**45.78%**
001-2120-522-1200	REGULAR SALARIES AND WAGES	255,500	3,507,587	330,295	2,310,409	1,197,178	3,465,613	98.80%	65.87%
001-2120-522-1210	LONGEVITY PAY	-	7,465	-	-	7,465	-	0.00%	0.00%
001-2120-522-1400	OVERTIME PAY	28,382	155,720	47,099	323,886	(168,166)	485,829	311.99%	207.99%
001-2120-522-1500	SPECIAL PAY	177	6,140	221	1,562	4,578	2,343	38.16%	25.44%
001-2120-522-2100	FICA TAXES - CITY MATCHING	21,054	283,579	28,081	195,223	88,355	292,835	103.26%	68.84%
001-2120-522-2200	CITY RETIREMENT CONTRIBUTION	54,107	930,268	88,875	648,779	281,489	973,168	104.61%	69.74%
001-2120-522-2300	LIFE AND HEALTH INSURANCE	56,598	906,856	69,239	546,344	360,513	819,516	90.37%	60.25%
001-2120-522-2400	WORKER'S COMPENSATION	-	41,954	6,356	29,342	12,612	44,013	104.91%	69.94%
001-2120-522-3100	PROFESSIONAL SERVICES	-	48,000	-	-	48,000	-	0.00%	0.00%
001-2120-522-4000	TRAVEL & PER DIEM	-	2,000	1,079	1,079	921	1,618	80.91%	53.94%
001-2120-522-4400	RENTALS AND LEASES	9,797	22,603	-	8,124	14,479	12,186	53.91%	35.94%
001-2120-522-4600	REPAIR & MAINT.-BLDG.& EQUIPMENT	6,170	198,511	10,800	105,872	92,639	158,808	80.00%	53.33%
001-2120-522-4650	VEHICLE MAINTENANCE	10,641	175,000	6,531	86,951	88,049	130,426	74.53%	49.69%
001-2120-522-4850	PUBLIC RELATIONS	-	33,000	718	4,958	28,042	7,437	22.54%	15.02%
001-2120-522-5200	OPERATING SUPPLIES	16,995	934,046	14,710	231,253	702,793	346,880	37.14%	24.76%
001-2120-522-5250	FUEL AND GASOLINE	8,410	98,400	7,725	67,180	31,220	98,400	100.00%	68.27%
001-2120-522-5400	BOOKS, PUBLICATIONS, SUBSCRIPTIONS & MEM	-	9,700	-	5,992	3,708	9,700	100.00%	61.77%
001-2120-522-5500	TRAINING	150	77,500	1,048	13,606	63,894	20,409	26.33%	17.56%
001-2120-522-6200	BUILDINGS	-	85,000	-	31,835	53,165	47,753	56.18%	37.45%
001-2120-522-6400	EQUIPMENT AND MACHINERY	318,483	3,398,232	2,057	1,399,292	1,998,940	1,699,116	50.00%	41.18%
	2120 FIRE SUPPRESSION	**786,464**	**10,921,561**	**614,834**	**6,011,686**	**4,909,875**	**8,616,049**	**78.89%**	**55.04%**
001-2130-526-0007	FIRE - EMERGENCY MEDICAL SERVICE	-	-	-	-	-	-	-	-
001-2130-526-1200	REGULAR SALARIES AND WAGES	377,433	5,232,013	505,275	3,352,360	1,879,653	5,028,541	96.11%	64.07%
001-2130-526-1210	LONGEVITY PAY	-	15,959	-	-	15,959	-	0.00%	0.00%
001-2130-526-1225	PROFICIENCY PAY	34,039	563,014	40,549	281,027	281,987	421,541	74.87%	49.91%
001-2130-526-1400	OVERTIME PAY	66,793	191,400	69,058	574,442	(383,042)	861,663	450.19%	300.13%
001-2130-526-1500	SPECIAL PAY	1,903	33,442	2,379	16,177	17,265	24,265	72.56%	48.37%
001-2130-526-2100	FICA TAXES - CITY MATCHING	35,312	450,442	45,659	310,073	140,369	465,109	103.26%	68.84%
001-2130-526-2200	CITY RETIREMENT CONTRIBUTION	94,470	1,580,139	146,530	1,037,430	542,709	1,556,145	98.48%	65.65%
001-2130-526-2300	LIFE AND HEALTH INSURANCE	74,328	1,218,960	85,490	665,508	553,452	998,261	81.89%	54.60%
001-2130-526-2400	WORKER'S COMPENSATION	-	59,193	8,992	41,508	17,685	62,262	105.19%	70.12%
001-2130-526-3400	OTHER CONTRACTUAL SERVICES	5,436	666,000	-	49,619	616,381	74,429	11.18%	7.45%
001-2130-526-4100	COMMUNICATIONS SERVICES	-	7,200	-	-	7,200	-	0.00%	0.00%
001-2130-526-4400	RENTAL AND LEASES	2,799	20,000	899	10,845	9,155	16,268	81.34%	54.23%

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001-2130-526-4600	REPAIR & MAINT.-BLDG.& EQUIPMENT	2,901	37,000	-	4,547	32,453	6,821	18.43%	12.29%
001-2130-526-4650	VEHICLE MAINTENANCE	2,457	161,827	3,813	153,539	8,288	161,827	100.00%	94.88%
001-2130-526-4700	PRINTING SERVICES	-	1,500	-	-	1,500	-	0.00%	0.00%
001-2130-526-4950	EMS BILLING EXPENSE	7,626	108,200	414	22,218	85,982	33,328	30.80%	20.53%
001-2130-526-4951	EMS PEMT EXPENSE	-	-	-	169,363	(169,363)	254,045	0.00%	0.00%
001-2130-526-5200	OPERATING SUPPLIES	40,304	303,397	12,501	135,718	167,679	203,577	67.10%	44.73%
001-2130-526-5250	FUEL AND GASOLINE	4,829	68,400	5,443	40,344	28,056	60,516	88.47%	58.98%
001-2130-526-5400	BOOKS, PUBLICATIONS, SUBSCRIPTIONS & MEM	-	2,500	2,347	2,347	153	2,500	100.00%	93.87%
001-2130-526-5500	TRAINING	9,410	228,500	17,253	99,352	129,148	149,028	65.22%	43.48%
001-2130-526-6400	EQUIPMENT AND MACHINERY	-	2,383,794	-	227,336	2,156,458	48,776	2.05%	9.54%
	2130 FIRE EMS	**760,041**	**13,332,879**	**946,602**	**7,193,753**	**6,139,126**	**10,428,900**	**78.22%**	**53.95%**
	FIRE DEPARTMENT	**1,676,874**	**27,134,851**	**1,743,569**	**14,523,955**	**12,610,896**	**21,099,599**	**77.76%**	**53.53%**
001-2210-521-0012	POLICE - CHIEF'S OFFICE	-	-	-	-	-	-	0.00%	0.00%
001-2210-521-1200	REGULAR SALARIES AND WAGES	45,193	616,887	52,933	395,544	221,344	593,316	96.18%	64.12%
001-2210-521-1210	LONGEVITY PAY	-	1,803	-	-	1,803	-	0.00%	0.00%
001-2210-521-1225	PROFICIENCY PAY	38	500	77	635	(134)	952	190.29%	126.86%
001-2210-521-1400	OVERTIME PAY	2,058	12,000	896	8,689	3,311	13,033	108.61%	72.41%
001-2210-521-1500	SPECIAL PAY	480	6,240	480	3,960	2,280	5,940	95.19%	63.46%
001-2210-521-1600	OTHER REIMBURSED ALLOWANCES	74	960	74	609	351	914	95.19%	63.46%
001-2210-521-2100	FICA TAXES - CITY MATCHING	3,366	38,394	3,838	28,794	9,600	43,191	112.49%	75.00%
001-2210-521-2200	CITY RETIREMENT CONTRIBUTION	3,374	55,786	5,676	36,643	19,143	54,964	98.53%	65.68%
001-2210-521-2300	LIFE AND HEALTH INSURANCE	8,547	116,585	9,311	74,454	42,131	111,681	95.79%	63.86%
001-2210-521-2400	WORKER'S COMPENSATION	-	2,213	351	1,621	592	2,432	109.89%	73.26%
001-2210-521-3100	PROFESSIONAL SERVICES	1,277	18,200	(43)	5,748	12,452	8,622	47.37%	31.58%
001-2210-521-4000	TRAVEL & PER DIEM	326	12,300	-	1,751	10,549	2,627	21.35%	14.24%
001-2210-521-4200	FREIGHT & POSTAGE SERVICES	1,031	10,000	625	5,548	4,452	8,322	83.22%	55.48%
001-2210-521-4300	UTILITY SERVICES	4,908	57,750	4,076	29,203	28,547	43,805	75.85%	50.57%
001-2210-521-4600	REPAIR & MAINT.-BLDG.& EQUIPMENT	1,895	28,300	340	1,957	26,343	2,936	10.38%	6.92%
001-2210-521-4650	VEHICLE MAINTENANCE	754	17,000	360	1,219	15,781	1,828	10.75%	7.17%
001-2210-521-4700	PRINTING SERVICES	-	3,575	-	-	3,575	-	0.00%	0.00%
001-2210-521-4900	OTHER CURRENT CHARGES	-	2,000	-	-	2,000	-	0.00%	0.00%
001-2210-521-4902	LEGAL ADVERTISING	-	1,000	-	-	1,000	-	0.00%	0.00%
001-2210-521-5100	OFFICE SUPPLIES	-	3,250	93	611	2,639	917	28.21%	18.81%
001-2210-521-5200	OPERATING SUPPLIES	2,244	46,100	4,712	17,648	28,452	26,472	57.42%	38.28%
001-2210-521-5202	OPERATING GRANTS	210	-	-	-	-	-	0.00%	0.00%
001-2210-521-5250	FUEL AND GASOLINE	329	9,000	637	4,346	4,654	6,519	72.44%	48.29%
001-2210-521-5400	BOOKS, PUBLICATIONS, SUBSCRIPTIONS & MEM	-	6,600	-	3,010	3,590	4,515	68.41%	45.61%
001-2210-521-5500	TRAINING	625	78,300	860	8,210	70,090	12,314	15.73%	10.48%
001-2210-521-6300	IMPROVEMENTS OTHER THAN BLDGS.	-	8,000	-	-	8,000	-	0.00%	0.00%
001-2210-521-6400	EQUIPMENT AND MACHINERY	-	12,971	-	30,744	(17,773)	30,159	0.00%	0.00%
	POLICE - CHIEF'S OFFICE	**76,729**	**1,165,715**	**85,296**	**660,944**	**504,771**	**975,460**	**83.68%**	**56.70%**
001-2220-521-0014	POLICE - FIELD SERVICES	-	-	-	-	-	-		
001-2220-521-1200	REGULAR SALARIES AND WAGES	392,876	6,006,418	508,159	4,039,745	1,966,674	6,059,617	100.89%	67.26%
001-2220-521-1210	LONGEVITY PAY	-	13,727	-	-	13,727	-	0.00%	0.00%
001-2220-521-1225	PROFICIENCY PAY	1,087	19,656	1,923	15,769	3,888	23,653	120.33%	80.22%
001-2220-521-1400	OVERTIME PAY	38,577	271,240	33,712	254,860	16,380	382,289	140.94%	93.96%

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001-2220-521-1500	SPECIAL PAY	3,452	71,563	3,554	29,131	42,432	43,697	61.06%	40.71%
001-2220-521-1600	OTHER REIMBURSED ALLOWANCES	188	2,440	188	1,548	891	2,323	95.19%	63.46%
001-2220-521-2100	FICA TAXES - CITY MATCHING	31,952	482,835	40,110	318,622	164,213	477,933	98.98%	65.99%
001-2220-521-2200	CITY RETIREMENT CONTRIBUTION	87,491	1,588,974	126,733	1,045,063	543,911	1,567,594	98.65%	65.77%
001-2220-521-2300	LIFE AND HEALTH INSURANCE	77,922	1,431,366	93,962	729,265	702,101	1,093,897	76.42%	50.95%
001-2220-521-2400	WORKER'S COMPENSATION	-	41,150	6,163	28,451	12,699	42,677	103.71%	69.14%
001-2220-521-3100	PROFESSIONAL SERVICES	750	21,500	375	8,250	13,250	12,375	57.56%	38.37%
001-2220-521-3400	OTHER CONTRACTUAL SERVICES	403	4,320	436	2,220	2,100	3,330	77.08%	51.39%
001-2220-521-4000	TRAVEL & PER DIEM	301	8,500	-	1,615	6,885	2,423	28.50%	19.00%
001-2220-521-4100	COMMUNICATIONS SERVICES	393	5,280	339	2,803	2,477	4,205	79.63%	53.09%
001-2220-521-4400	RENTALS & LEASES	611	6,500	-	-	6,500	-	0.00%	0.00%
001-2220-521-4600	REPAIR & MAINT.-BLDG.& EQUIPMENT	2,812	41,900	639	11,081	30,819	16,622	39.67%	26.45%
001-2220-521-4650	VEHICLE MAINTENANCE	5,545	180,000	12,056	114,739	65,261	172,109	95.62%	63.74%
001-2220-521-4651	VEHICLE MAINT-INSURANCE PROCEED RECOVERY	-	-	-	-	-	-	0.00%	0.00%
001-2220-521-4700	PRINTING SERVICES	1,675	8,800	425	425	8,375	638	7.24%	4.83%
001-2220-521-4900	OTHER CURRENT CHARGES	-	15,000	10,500	10,500	4,500	15,000	100.00%	70.00%
001-2220-521-5100	OFFICE SUPPLIES	2,621	10,750	139	3,549	7,201	5,323	49.52%	33.01%
001-2220-521-5200	OPERATING SUPPLIES	63,205	1,312,630	38,393	252,815	1,059,815	379,223	28.89%	19.26%
001-2220-521-5202	OPERATING GRANTS	-	-	3,539	3,539	(3,539)	3,539	0.00%	0.00%
001-2220-521-5250	FUEL AND GASOLINE	17,263	275,000	21,819	144,318	130,682	216,478	78.72%	52.48%
001-2220-521-5400	BOOKS, PUBLICATIONS, SUBSCRIPTIONS & MEM	-	5,500	528	1,413	4,087	2,120	38.54%	25.69%
001-2220-521-5500	TRAINING	350	40,650	525	22,138	18,512	33,207	81.69%	54.46%
001-2220-521-6400	EQUIPMENT AND MACHINERY	-	1,618,685	691,508	873,838	744,847	853,490	52.73%	53.98%
	POLICE - FIELD SERVICES	**729,472**	**13,484,384**	**1,595,726**	**7,915,698**	**5,568,686**	**11,413,760**	**84.64%**	**58.70%**
001-2230-521-0015	POLICE - SUPPORT SERVICES	-	-	-	-	-	-		
001-2230-521-1200	REGULAR SALARIES AND WAGES	252,234	3,841,889	293,406	2,303,911	1,537,978	3,455,866	89.95%	59.97%
001-2230-521-1210	LONGEVITY PAY	-	13,851	-	-	13,851	-	0.00%	0.00%
001-2230-521-1225	PROFICIENCY PAY	1,154	15,507	3,000	24,345	(8,838)	36,518	235.49%	156.99%
001-2230-521-1300	OTHER SALARIES AND WAGES	-	2,500	-	-	2,500	-	0.00%	0.00%
001-2230-521-1400	OVERTIME PAY	19,192	165,783	20,950	206,128	(40,345)	309,192	186.50%	124.34%
001-2230-521-1500	SPECIAL PAY	2,733	34,324	2,751	22,461	11,863	33,691	98.16%	65.44%
001-2230-521-1600	OTHER REIMBURSED ALLOWANCES	1,286	18,680	1,286	10,611	8,069	15,917	85.21%	56.80%
001-2230-521-2100	FICA TAXES - CITY MATCHING	19,812	305,491	23,191	185,474	120,017	278,211	91.07%	60.71%
001-2230-521-2200	CITY RETIREMENT CONTRIBUTION	40,597	821,032	53,359	445,881	375,151	668,821	81.46%	54.31%
001-2230-521-2300	LIFE AND HEALTH INSURANCE	53,897	823,713	55,809	436,247	387,466	654,371	79.44%	52.96%
001-2230-521-2400	WORKER'S COMPENSATION	-	22,245	3,494	16,130	6,115	24,195	108.76%	72.51%
001-2230-521-3100	PROFESSIONAL SERVICES	803	16,000	-	4,912	11,088	7,368	46.05%	30.70%
001-2230-521-4000	TRAVEL & PER DIEM	-	7,750	909	2,516	5,234	3,774	48.69%	32.46%
001-2230-521-4100	COMMUNICATIONS SERVICES	166	11,000	100	1,769	9,231	2,654	24.13%	16.09%
001-2230-521-4400	RENTAL AND LEASES	1,050	10,000	-	-	10,000	-	0.00%	0.00%
001-2230-521-4600	REPAIR & MAINT.-BLDG.& EQUIPMENT	1,657	115,525	50	72,200	43,325	115,525	100.00%	62.50%
001-2230-521-4650	VEHICLE MAINTENANCE	10,076	65,000	7,528	48,317	16,683	65,000	100.00%	74.33%
001-2230-521-4700	PRINTING SERVICES	-	8,500	-	-	8,500	-	0.00%	0.00%
001-2230-521-4902	LEGAL ADVERTISING	-	500	-	-	500	-	0.00%	0.00%
001-2230-521-5100	OFFICE SUPPLIES	662	6,000	-	1,219	4,781	1,829	30.48%	20.32%
001-2230-521-5200	OPERATING SUPPLIES	323	78,000	3,617	18,932	59,068	28,399	36.41%	24.27%
001-2230-521-5250	FUEL AND GASOLINE	6,067	85,000	7,296	48,222	36,778	72,332	85.10%	56.73%

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001-2230-521-5400	BOOKS, PUBLICATIONS, SUBSCRIPTIONS & MEM	113	2,700	113	1,331	1,369	1,996	73.93%	49.28%
001-2230-521-5500	TRAINING	1,795	23,500	2,097	13,796	9,704	20,694	88.06%	58.71%
001-2230-521-6400	EQUIPMENT AND MACHINERY	-	426,716	42,261	46,825	379,890	230,484	54.01%	10.97%
	POLICE - SUPPORT SERVICES	**413,617**	**6,921,207**	**521,217**	**3,911,227**	**3,009,980**	**6,026,837**	**87.08%**	**56.51%**
001-2235-521-0016	POLICE - SCHOOL CROSSING GUARDS	-	-	-	-	-	-	-	-
001-2235-521-1300	OTHER SALARIES AND WAGES	15,071	206,960	18,453	122,110	84,850	183,165	88.50%	59.00%
001-2235-521-2100	FICA TAXES - CITY MATCHING	1,153	15,832	1,412	9,341	6,491	14,012	88.50%	59.00%
001-2235-521-2400	WORKER'S COMPENSATION	-	5,470	868	4,007	1,462	6,011	109.89%	73.26%
001-2235-521-5200	OPERATING SUPPLIES	-	4,400	101	2,668	1,732	4,002	90.96%	60.64%
	2235 POLICE CROSSING GUARDS	**16,224**	**232,662**	**20,834**	**138,126**	**94,536**	**207,190**	**89.05%**	**59.37%**
001-2250-519-0016	POLICE - COMMUNICATIONS/DISPATCH	-	-	-	-	-	-	-	-
001-2250-519-1200	REGULAR SALARIES AND WAGES	85,924	1,579,454	104,891	882,462	696,993	1,323,693	83.81%	55.87%
001-2250-519-1210	LONGEVITY PAY	-	3,820	-	-	3,820	-	0.00%	0.00%
001-2250-519-1225	PROFICIENCY PAY	77	4,502	269	2,904	1,598	4,356	96.75%	64.50%
001-2250-519-1300	OTHER SALARIES AND WAGES	769	47,206	-	-	47,206	-	0.00%	0.00%
001-2250-519-1400	OVERTIME PAY	22,933	187,097	26,354	219,009	(31,912)	328,513	175.58%	117.06%
001-2250-519-1600	OTHER REIMBURSED ALLOWANCES	37	480	-	-	480	-	0.00%	0.00%
001-2250-519-2100	FICA TAXES - CITY MATCHING	7,935	139,299	9,559	80,964	58,335	121,446	87.18%	58.12%
001-2250-519-2200	CITY RETIREMENT CONTRIBUTION	12,640	259,153	17,387	156,937	102,216	235,406	90.84%	60.56%
001-2250-519-2300	LIFE AND HEALTH INSURANCE	23,647	532,060	25,621	192,304	339,756	288,456	54.21%	36.14%
001-2250-519-2400	WORKER'S COMPENSATION	-	449	71	329	120	494	109.90%	73.26%
001-2250-519-3100	PROFESSIONAL SERVICES	-	750	-	-	750	-	0.00%	0.00%
001-2250-519-3400	OTHER CONTRACTUAL SERVICES	69	42,384	-	17,784	24,600	26,676	62.94%	41.96%
001-2250-519-4000	TRAVEL & PER DIEM	-	3,400	-	-	3,400	-	0.00%	0.00%
001-2250-519-4100	COMMUNICATIONS SERVICES	770	15,800	-	-	15,800	-	0.00%	0.00%
001-2250-519-4300	UTILITY SERVICES	939	44,550	2,333	20,414	24,136	30,621	68.73%	45.82%
001-2250-519-4600	REPAIR & MAINT.-BLDG.& EQUIPMENT	2,425	7,992	75	3,099	4,893	4,649	58.17%	38.78%
001-2250-519-5100	OFFICE SUPPLIES	-	7,000	-	335	6,665	503	7.19%	4.79%
001-2250-519-5200	OPERATING SUPPLIES	406	14,650	1,903	3,547	11,103	5,320	36.32%	24.21%
001-2250-519-5400	BOOKS, PUBLICATIONS, SUBSCRIPTIONS & MEM	-	3,760	-	875	2,885	1,313	34.91%	23.27%
001-2250-519-5500	TRAINING	878	20,400	-	3,962	16,438	5,943	29.13%	19.42%
	2250 DISPATCH	**159,448**	**2,914,206**	**188,464**	**1,584,925**	**1,329,282**	**2,377,387**	**81.58%**	**54.39%**
	POLICE DEPARTMENT	**1,395,491**	**24,718,174**	**2,411,535**	**14,210,921**	**10,507,254**	**21,000,634**	**84.96%**	**57.49%**
001-3310-519-0017	PUBLIC SERVICES - FLEET MANAGEMENT	-	-	-	-	-	-	-	-
001-3310-519-1200	REGULAR SALARIES AND WAGES	44,126	736,191	66,419	455,743	280,448	683,615	92.86%	61.91%
001-3310-519-1210	LONGEVITY PAY	-	2,535	-	-	2,535	-	0.00%	0.00%
001-3310-519-1400	OVERTIME PAY	844	10,000	5,858	20,304	(10,304)	30,457	304.57%	203.04%
001-3310-519-1600	OTHER REIMBURSED ALLOWANCES	37	480	46	314	166	471	98.07%	65.38%
001-3310-519-2100	FICA TAXES - CITY MATCHING	3,230	61,139	5,337	34,712	26,427	52,068	85.16%	56.78%
001-3310-519-2200	CITY RETIREMENT CONTRIBUTION	5,360	116,684	10,559	71,460	45,224	107,190	91.86%	61.24%
001-3310-519-2300	LIFE AND HEALTH INSURANCE	13,199	247,541	12,882	115,501	132,040	173,252	69.99%	46.66%
001-3310-519-2400	WORKER'S COMPENSATION	-	3,433	545	2,515	918	3,773	109.89%	73.26%
001-3310-519-3400	OTHER CONTRACTUAL SERVICES	202	2,260	-	-	2,260	-	0.00%	0.00%
001-3310-519-4000	TRAVEL & PER DIEM	-	6,600	32	423	6,177	635	9.62%	6.42%
001-3310-519-4200	FREIGHT & POSTAGE SERVICES	-	100	-	-	100	-	0.00%	0.00%
001-3310-519-4300	UTILITY SERVICES	1,259	10,500	2,208	10,299	201	10,500	100.00%	98.08%

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001-3310-519-4600	REPAIR & MAINT.-BLDG.& EQUIPMENT	147	89,000	309	19,027	69,973	28,540	32.07%	21.38%
001-3310-519-4650	VEHICLE MAINTENANCE	1,743	10,000	399	3,791	6,209	5,687	56.87%	37.91%
001-3310-519-5100	OFFICE SUPPLIES	-	2,000	-	397	1,603	595	29.74%	19.83%
001-3310-519-5200	OPERATING SUPPLIES	869	35,350	5,852	28,527	6,823	35,350	100.00%	80.70%
001-3310-519-5250	FUEL AND GASOLINE	179	9,134	511	2,678	6,456	4,017	43.98%	29.32%
001-3310-519-5400	BOOKS, PUBLICATIONS, SUBSCRIPTIONS & MEM	-	1,250	-	-	1,250	-	0.00%	0.00%
001-3310-519-5500	TRAINING	-	3,500	-	2,495	1,005	3,500	100.00%	71.29%
001-3310-519-6400	EQUIPMENT AND MACHINERY	-	50,000	-	36,665	13,335	50,000	100.00%	73.33%
	PUBLIC SERVICES - FLEET MANAGEMENT	**71,195**	**1,397,698**	**110,958**	**804,852**	**592,846**	**1,189,649**	**85.11%**	**57.58%**
001-3512-539-0020	PUBLIC SERVICES - CEMETERY	-	-	-	-	-	-	-	-
001-3512-539-1200	REGULAR SALARIES AND WAGES	6,541	89,291	10,083	59,296	29,995	88,944	99.61%	66.41%
001-3512-539-1210	LONGEVITY PAY	-	524	-	-	524	-	0.00%	0.00%
001-3512-539-1400	OVERTIME PAY	-	1,550	-	30	1,520	45	2.91%	1.94%
001-3512-539-2100	FICA TAXES - CITY MATCHING	459	6,989	727	4,194	2,796	6,290	90.00%	60.00%
001-3512-539-2200	CITY RETIREMENT CONTRIBUTION	779	13,339	800	4,612	8,728	6,918	51.86%	34.57%
001-3512-539-2300	LIFE AND HEALTH INSURANCE	2,214	29,355	2,387	19,086	10,269	28,629	97.53%	65.02%
001-3512-539-2400	WORKER'S COMPENSATION	-	1,435	228	1,051	384	1,577	109.89%	73.26%
001-3512-539-3100	PROFESSIONAL SERVICES	-	75,000	-	-	75,000	-	0.00%	0.00%
001-3512-539-4300	UTILITY SERVICES	-	-	-	777	(777)	1,166	0.00%	0.00%
001-3512-539-4600	REPAIR & MAINT.-BLDG.& EQUIPMENT	582	36,000	-	-	36,000	-	0.00%	0.00%
001-3512-539-4650	VEHICLE MAINTENANCE	452	4,000	1,155	2,675	1,325	4,000	100.00%	66.87%
001-3512-539-5200	OPERATING SUPPLIES	489	12,815	56	5,907	6,908	8,861	69.14%	46.10%
001-3512-539-5250	FUEL AND GASOLINE	520	5,000	398	2,698	2,302	4,047	80.94%	53.96%
001-3512-539-6200	BUILDINGS	-	324,341	3,637	9,297	315,044	-	0.00%	2.87%
001-3512-539-6300	INFRASTRUCTURE	-	135,000	-	-	135,000	-	0.00%	0.00%
	PUBLIC SERVICES - CEMETERY	**12,036**	**734,639**	**19,472**	**109,623**	**625,016**	**150,476**	**20.48%**	**14.92%**
001-3513-572-0021	PUBLIC SERVICES - GROUNDS	-	-	-	-	-	-		
001-3513-572-4300	UTILITY SERVICES	-	-	-	4,621	(4,621)	6,932	0.00%	
001-3513-572-5200	OPERATING SUPPLIES	-	-	-	-	-	-	0.00%	0.00%
001-3514-572-0022	GROUNDS - ATHLETIC COMPLEXES	-	-	-	-	-	-	0.00%	0.00%
001-3514-572-1200	REGULAR SALARIES AND WAGES	57,893	806,622	75,752	479,987	326,635	719,980	89.26%	59.51%
001-3514-572-1210	LONGEVITY PAY	-	3,101	-	-	3,101	-	0.00%	0.00%
001-3514-572-1400	OVERTIME PAY	2,170	10,000	3,867	21,801	(11,801)	32,702	327.02%	218.01%
001-3514-572-1600	OTHER REIMBURSED ALLOWANCES	37	480	46	314	166	471	98.07%	65.38%
001-3514-572-2100	FICA TAXES - CITY MATCHING	4,381	62,746	5,846	36,329	26,417	54,493	86.85%	57.90%
001-3514-572-2200	CITY RETIREMENT CONTRIBUTION	7,158	119,750	11,631	74,375	45,374	111,563	93.16%	62.11%
001-3514-572-2300	LIFE AND HEALTH INSURANCE	19,216	314,129	22,088	176,555	137,574	264,833	84.31%	56.20%
001-3514-572-2400	WORKER'S COMPENSATION	-	4,848	769	3,551	1,296	5,327	109.89%	73.26%
001-3514-572-3400	OTHER CONTRACTUAL SERVICES	54,780	879,680	88,452	418,218	461,462	627,327	71.31%	47.54%
001-3514-572-4000	TRAVEL & PER DIEM	-	500	-	-	500	-	0.00%	0.00%
001-3514-572-4200	FREIGHT & POSTAGE SERVICES	-	100	-	-	100	-	0.00%	0.00%
001-3514-572-4300	UTILITY SERVICES	44,507	288,100	50,814	241,344	46,756	288,100	100.00%	83.77%
001-3514-572-4400	RENTALS AND LEASES	-	2,000	-	-	2,000	-	0.00%	0.00%
001-3514-572-4600	REPAIRS AND MAINTENANCE SERVICES	5,618	118,000	8,996	20,432	97,568	30,648	25.97%	17.32%
001-3514-572-4650	VEHICLE MAINTENANCE	1,388	70,000	(754)	56,087	13,913	70,000	100.00%	80.12%
001-3514-572-4900	OTHER CURRENT CHARGES AND OBLIGATIONS	-	2,000	-	-	2,000	-	0.00%	0.00%

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001-3514-572-5200	OPERATING SUPPLIES	40,040	333,909	43,739	157,779	176,130	236,668	70.88%	47.25%
001-3514-572-5250	FUEL AND GASOLINE	3,736	60,000	4,850	24,428	35,572	36,642	61.07%	40.71%
001-3514-572-5400	BOOKS, PUBLICATIONS, SUBSCRIPTIONS & MEM	-	565	-	-	565	-	0.00%	0.00%
001-3514-572-5500	TRAINING	-	2,950	-	240	2,710	360	12.20%	8.14%
001-3514-572-6200	BUILDINGS	-	397,283	-	-	397,283	-	0.00%	0.00%
001-3514-572-6300	INFRASTRUCTURE	-	367,384	56,618	64,224	303,160	96,336	26.22%	17.48%
001-3514-572-6400	EQUIPMENT & MACHINERY	-	218,389	30,950	139,498	78,891	107,159	49.07%	63.88%
	PUBLIC SERVICES - GROUNDS	**240,924**	**4,062,535**	**403,665**	**1,919,784**	**2,142,751**	**2,689,542**	**66.20%**	**47.26%**
001-3612-572-0023	REC - ATHLETICS	-	-	-	-	-	-	-	-
001-3612-572-1200	REGULAR SALARIES AND WAGES	59,315	796,869	75,138	508,140	288,728	762,210	95.65%	63.77%
001-3612-572-1210	LONGEVITY PAY	-	2,113	-	-	2,113	-	0.00%	0.00%
001-3612-572-1300	OTHER SALARIES AND WAGES	10,647	178,850	26,610	136,902	41,948	205,353	114.82%	76.55%
001-3612-572-1400	OVERTIME PAY	695	10,550	691	6,360	4,190	9,540	90.43%	60.29%
001-3612-572-1600	OTHER REIMBURSED ALLOWANCES	185	2,400	231	1,569	831	2,354	98.08%	65.38%
001-3612-572-2100	FICA TAXES - CITY MATCHING	5,307	75,362	7,734	48,914	26,448	73,371	97.36%	64.91%
001-3612-572-2200	CITY RETIREMENT CONTRIBUTION	6,781	117,607	10,739	75,261	42,345	112,892	95.99%	63.99%
001-3612-572-2300	LIFE AND HEALTH INSURANCE	12,639	213,284	13,393	112,359	100,924	168,539	79.02%	52.68%
001-3612-572-2400	WORKER'S COMPENSATION	-	6,901	1,095	5,056	1,845	7,584	109.89%	73.26%
001-3612-572-3400	OTHER CONTRACTUAL SERVICES	4,766	171,075	10,424	89,432	81,643	134,148	78.41%	52.28%
001-3612-572-4000	TRAVEL & PER DIEM	-	2,000	-	300	1,700	450	22.50%	15.00%
001-3612-572-4200	FREIGHT & POSTAGE SERVICES	1	600	1	255	345	382	63.64%	42.43%
001-3612-572-4400	RENTALS AND LEASES	239	8,185	(61)	2,685	5,500	4,028	49.21%	32.81%
001-3612-572-4600	REPAIRS & MAINT. - BLDG.& EQUIPMENT	16,149	37,353	(177)	8,593	28,760	12,889	34.51%	23.00%
001-3612-572-4650	VEHICLE MAINTENANCE	289	13,000	1,984	5,023	7,977	7,535	57.96%	38.64%
001-3612-572-4700	PRINTING SERVICES	1,600	18,000	86	3,025	14,975	4,538	25.21%	16.81%
001-3612-572-4800	PROMOTIONAL ADVERTISEMENT	509	26,000	5,685	15,076	10,924	22,614	86.98%	57.99%
001-3612-572-5100	OFFICE SUPPLIES	267	7,000	-	1,318	5,682	1,978	28.25%	18.84%
001-3612-572-5200	OPERATING SUPPLIES	15,053	195,162	4,149	103,401	91,761	155,102	79.47%	52.98%
001-3612-572-5201	APOPKA PROUD CITY EVENTS	12,468	199,000	15,340	126,720	72,280	190,080	95.52%	63.68%
001-3612-572-5203	COMMUNITY EVENTS	32,562	194,000	(11,107)	8,959	185,041	13,439	6.93%	4.62%
001-3612-572-5206	RECREATION SCHOLARSHIPS - ADVENT HEALTH	-	30,000	-	-	30,000	-	0.00%	0.00%
001-3612-572-5250	FUEL AND GASOLINE	265	20,000	207	1,881	18,119	2,821	14.10%	9.40%
001-3612-572-5400	BOOKS, PUBLICATIONS, SUBSCRIPTIONS & MEM	335	7,665	-	1,326	6,339	1,989	25.95%	17.30%
001-3612-572-5500	TRAINING	-	6,600	-	(733)	7,333	(733)	-11.11%	-11.11%
001-3612-572-6300	IMPROVEMENTS OTHER THAN BUILDINGS	-	2,185,011	-	53,163	2,131,848	986,369	45.14%	2.43%
001-3612-572-6400	EQUIPMENT AND MACHINERY	-	68,058	-	33,058	35,000	-	0.00%	48.57%
	REC - ATHLETICS	**180,073**	**4,592,643**	**162,163**	**1,348,044**	**3,244,599**	**2,879,471**	**62.70%**	**29.35%**
001-3613-572-0001	REC - ACTIVITIES AND CIVIC EVENTS	-	-	-	-	-	-	0.00%	0.00%
001-3614-572-1200	REGULAR SALARIES AND WAGES	5,665	75,261	7,724	33,258	42,003	49,887	66.29%	44.19%
001-3614-572-1210	LONGEVITY PAY	-	114	-	-	114	-	0.00%	0.00%
001-3614-572-1300	OTHER SALARIES AND WAGES	-	190,900	-	(43)	190,943	(65)	-0.03%	-0.02%
001-3614-572-1400	OVERTIME PAY	55	6,250	63	1,456	4,794	2,184	34.95%	23.30%
001-3614-572-2100	FICA TAXES - CITY MATCHING	438	20,848	596	2,652	18,196	3,979	19.08%	12.72%
001-3614-572-2200	CITY RETIREMENT CONTRIBUTION	663	11,054	381	2,822	8,232	4,233	38.29%	25.53%
001-3614-572-2300	LIFE AND HEALTH INSURANCE	1,180	12,170	212	6,910	5,259	10,365	85.18%	56.78%
001-3614-572-2400	WORKER'S COMPENSATION	-	3,790	601	2,776	1,013	4,165	109.89%	73.26%
001-3614-572-3400	OTHER CONTRACTUAL SERVICES	15,653	207,023	6,101	37,393	169,630	56,090	27.09%	18.06%

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001-3614-572-4000	TRAVEL & PER DIEM	-	250	-	-	250	-	0.00%	0.00%
001-3614-572-4200	FREIGHT & POSTAGE SERVICES	-	100	-	-	100	-	0.00%	0.00%
001-3614-572-4300	UTILITY SERVICES	4,226	48,000	3,249	22,048	25,952	33,072	68.90%	45.93%
001-3614-572-4400	RENTALS AND LEASES	76	7,800	-	-	7,800	-	0.00%	0.00%
001-3614-572-4600	REPAIR & MAINT.-BLDG. & EQUIP.	3,574	65,400	77	12,645	52,755	18,968	29.00%	19.34%
001-3614-572-4650	VEHICLE MAINTENANCE	-	5,000	-	-	5,000	-	0.00%	0.00%
001-3614-572-4700	PRINTING SERVICES	-	5,000	-	435	4,565	653	13.05%	8.70%
001-3614-572-4800	PROMOTIONAL ADVERTISEMENT	-	8,500	2,670	2,695	5,805	4,042	47.56%	31.70%
001-3614-572-5100	OFFICE SUPPLIES	52	4,000	-	108	3,892	162	4.05%	2.70%
001-3614-572-5200	OPERATING SUPPLIES	5,835	95,200	5,028	15,882	79,318	23,823	25.02%	16.68%
001-3614-572-5250	FUEL AND GASOLINE	-	3,000	-	-	3,000	-	0.00%	0.00%
001-3614-572-5400	BOOKS, PUBLICATIONS, SUBSCRIPTIONS & MEM	75	4,565	-	54	4,511	81	1.78%	1.19%
001-3614-572-5500	TRAINING	690	7,980	788	2,988	4,993	4,481	56.16%	37.44%
001-3614-572-6300	IMPROVEMENTS OTHER THAN BUILDINGS	-	305,000	-	-	305,000	29,483	9.67%	0.00%
001-3614-572-6400	EQUIPMENT & MACHINERY	-	149,481	-	135,296	14,186	138,031	92.34%	90.51%
	CAMP WEWA	**38,183**	**1,236,685**	**27,489**	**279,376**	**957,309**	**383,634**	31.02%	22.59%
	RECREATION DEPARTMENT	**471,215**	**10,626,503**	**612,789**	**3,656,827**	**6,969,676**	**6,103,123**	**57.43%**	**34.41%**
001-4020-515-0025	COMMUNITY DEV - PLANNING	-	-	-	-	-	-	-	-
001-4020-515-1200	REGULAR SALARIES AND WAGES	53,119	681,662	74,986	557,442	124,220	836,163	122.67%	81.78%
001-4020-515-1210	LONGEVITY PAY	-	846	-	-	846	-	0.00%	0.00%
001-4020-515-1300	OTHER SALARIES AND WAGES	-	18,720	-	-	18,720	-	0.00%	0.00%
001-4020-515-1400	OVERTIME PAY	21	-	32	209	(209)	313	0.00%	0.00%
001-4020-515-2100	FICA TAXES - CITY MATCHING	3,838	49,533	5,417	39,844	9,689	59,766	120.66%	80.44%
001-4020-515-2200	CITY RETIREMENT CONTRIBUTION	4,651	99,646	8,933	70,685	28,962	106,027	106.40%	70.94%
001-4020-515-2300	LIFE AND HEALTH INSURANCE	7,243	163,847	12,420	101,667	62,180	152,501	93.08%	62.05%
001-4020-515-2400	WORKER'S COMPENSATION	-	1,194	190	875	319	1,313	109.89%	73.26%
001-4020-515-3400	OTHER CONTRACTUAL SERVICES	30,705	662,534	7,796	71,476	591,058	107,214	16.18%	10.79%
001-4020-515-4000	TRAVEL & PER DIEM	497	4,200	-	705	3,495	1,058	25.18%	16.79%
001-4020-515-4100	COMMUNICATIONS SERVICES	-	3,700	-	-	3,700	-	0.00%	0.00%
001-4020-515-4200	FREIGHT & POSTAGE SERVICES	613	7,120	382	4,191	2,929	6,286	88.29%	58.86%
001-4020-515-4400	RENTALS AND LEASES	438	2,500	-	-	2,500	-	0.00%	0.00%
001-4020-515-4600	REPAIR & MAINT.-BLDG.& EQUIPMENT	-	57,500	148	48,669	8,831	57,500	100.00%	84.64%
001-4020-515-4650	VEHICLE MAINTENANCE	-	8,000	-	1,401	6,599	2,101	26.26%	17.51%
001-4020-515-4700	PRINTING SERVICES	1,018	3,740	-	2,224	1,516	3,740	100.00%	59.47%
001-4020-515-4902	LEGAL ADVERTISING	2,502	40,000	1,035	6,827	33,173	10,241	25.60%	17.07%
001-4020-515-5100	OFFICE SUPPLIES	1,998	12,000	364	1,734	10,266	2,601	21.68%	14.45%
001-4020-515-5200	OPERATING SUPPLIES	498	10,345	203	5,398	4,947	8,097	78.27%	52.18%
001-4020-515-5250	FUEL AND GASOLINE	18	6,000	-	92	5,908	138	2.29%	1.53%
001-4020-515-5400	BOOKS, PUBLICATIONS, SUBSCRIPTIONS & MEM	16	20,565	267	2,485	18,080	3,728	18.13%	12.08%
001-4020-515-5500	TRAINING	-	3,950	-	395	3,555	593	15.00%	10.00%
001-4020-515-6400	EQUIPMENT AND MACHINERY	-	5,105	-	-	5,105	-	0.00%	0.00%
001-4020-515-6800	INTANGIBLE ASSETS	-	35,001	-	-	35,001	-	0.00%	0.00%
	4020 PLANNING	**107,175**	**1,897,709**	**112,172**	**916,318**	**981,391**	**1,359,378**	**71.63%**	**48.29%**
001-4021-524-0000	COMMUNITY DEV - BUILDING	-	-	-	-	-	-		
001-4021-524-1200	REGULAR SALARIES AND WAGES	51,452	852,964	63,348	407,170	445,794	610,755	71.60%	47.74%
001-4021-524-1210	LONGEVITY PAY	-	1,899	-	-	1,899	-	0.00%	0.00%

Account	Account Description	FY23 Prior - May Rev/Expd	FY24 Amended Budgeted	FY24 Current - May Rev/Expd	FY24 YTD - May Rev/Expd	FY24 Balance Excess/Deficit	FY24 Annual Projection	Annual %	YTD %
001-4021-524-1400	OVERTIME PAY	-	4,000	83	2,542	1,458	3,813	95.32%	63.55%
001-4021-524-1600	OTHER REIMBURSED ALLOWANCES	-	480	-	-	480	-	0.00%	0.00%
001-4021-524-2100	FICA TAXES - CITY MATCHING	3,773	65,058	4,713	30,486	34,571	45,730	70.29%	46.86%
001-4021-524-2200	CITY RETIREMENT CONTRIBUTION	5,633	117,074	8,199	53,381	63,693	80,072	68.39%	45.60%
001-4021-524-2300	LIFE AND HEALTH INSURANCE	10,005	191,259	10,962	76,968	114,291	115,452	60.36%	40.24%
001-4021-524-2400	WORKERS' COMPENSATION	-	3,359	533	2,461	898	3,691	109.90%	73.26%
001-4021-524-4000	TRAVEL AND PER DIEM	-	750	-	-	750	-	0.00%	0.00%
001-4021-524-4200	FREIGHT & POSTAGE SERVICES	-	200	1	79	121	119	59.48%	39.66%
001-4021-524-4400	RENTALS AND LEASES	-	4,380	-	-	4,380	-	0.00%	0.00%
001-4021-524-4600	REPAIR & MAINT.-BLDG & EQUIP	-	11,950	74	10,600	1,350	11,950	100.00%	88.70%
001-4021-524-4650	VEHICLE MAINTENANCE	129	7,000	730	3,560	3,440	5,339	76.28%	50.85%
001-4021-524-4700	PRINTING SERVICES	-	550	-	88	462	132	24.00%	16.00%
001-4021-524-5100	OFFICE SUPPLIES	148	5,000	315	1,247	3,753	1,870	37.40%	24.94%
001-4021-524-5200	OPERATING SUPPLIES	943	3,740	216	1,997	1,743	2,995	80.08%	53.39%
001-4021-524-5250	FUEL AND GASOLINE	548	10,000	622	3,564	6,436	5,346	53.46%	35.64%
001-4021-524-5400	BOOKS, PUBLICATIONS, SUBSCRIPTIONS & MEM	-	4,660	-	2,424	2,236	3,636	78.03%	52.02%
001-4021-524-5500	TRAINING	884	15,325	358	487	14,838	731	4.77%	3.18%
001-4021-524-6400	MACHINERY AND EQUIPMENT	-	176,757	-	-	176,757	-	0.00%	0.00%
	COMMUNITY DEV - BUILDING	**73,515**	**1,476,404**	**90,154**	**597,054**	**879,350**	**891,631**	**60.39%**	**40.44%**
	COMMUNITY DEVELOPMENT	**180,690**	**3,374,113**	**202,326**	**1,513,372**	**1,860,741**	**2,251,009**	**66.71%**	**44.85%**
001-4022-515-0025	ECONOMIC DEVELOPMENT	-	-	-	-	-	-	-	-
001-4022-515-1200	REGULAR SALARIES AND WAGES	-	108,000	12,315	38,935	69,065	58,403	54.08%	36.05%
001-4022-515-2100	FICA TAXES - CITY MATCHING	-	9,180	904	2,902	6,278	4,353	47.42%	31.61%
001-4022-515-2200	CITY RETIREMENT CONTRIBU	-	14,000	1,798	5,673	8,327	8,510	60.79%	40.52%
001-4022-515-2300	LIFE AND HEALTH INSURANCE	-	10,151	1,253	3,136	7,015	4,705	46.35%	30.90%
001-4022-515-3400	OTHER CONTRACTUAL SERVICES	-	30,000	-	-	30,000	-	0.00%	0.00%
001-4022-515-4000	TRAVEL & PER DIEM	-	8,968	597	1,095	7,873	1,642	18.31%	12.21%
001-4022-515-5200	OPERATING SUPPLIES	-	8,669	-	5,304	3,365	7,955	91.77%	61.18%
001-4022-515-5400	BOOKS, PUBLICATIONS, SUBSCRIPTIONS & MEM	-	10,000	-	425	9,575	638	6.38%	4.25%
001-4022-515-5500	TRAINING	-	1,032	845	1,033	(1)	1,549	150.07%	100.05%
	4022 ECONOMIC DEVELOPMENT	**-**	**200,000**	**17,712**	**58,503**	**141,497**	**87,754**	**43.88%**	**29.25%**
001-5110-519-0000	INFORMATION TECHNOLOGY	-	-	-	-	-	-	-	-
001-5110-519-1200	REGULAR SALARIES AND WAGES	50,993	881,656	79,318	497,508	384,148	852,871	96.74%	56.43%
001-5110-519-1210	LONGEVITY PAY	-	1,699	-	-	1,699	-	0.00%	0.00%
001-5110-519-1400	OVERTIME PAY	97	9,642	228	2,313	7,329	3,965	41.12%	23.99%
001-5110-519-1600	OTHER REIMBURSED ALLOWANCES	37	480	46	314	166	538	112.18%	65.44%
001-5110-519-2100	FICA TAXES - CITY MATCHING	3,689	64,820	5,827	36,229	28,592	62,106	95.81%	55.89%
001-5110-519-2200	CITY RETIREMENT CONTRIBUTION	6,089	130,448	11,621	74,934	55,514	128,458	98.48%	57.44%
001-5110-519-2300	LIFE AND HEALTH INSURANCE	9,902	231,522	12,508	99,996	131,525	171,422	74.04%	43.19%
001-5110-519-2400	WORKERS' COMPENSATION	-	213	28	128	85	219	103.15%	60.17%
001-5110-519-3400	OTHER CONTRACTUAL SERVICES	10,300	476,800	33,110	279,537	197,263	476,800	100.00%	58.63%
001-5110-519-4100	COMMUNICATIONS SERVICES	27,262	291,480	20,808	153,325	138,155	262,843	90.18%	52.60%
001-5110-519-4200	FREIGHT & POSTAGE SERVICES	-	400	-	25	375	43	10.71%	6.25%
001-5110-519-4600	REPAIR & MAINT.-BLDG & EQUIP	101,651	1,645,558	101,977	1,182,088	463,470	1,645,558	100.00%	71.84%
001-5110-519-4650	VEHICLE MAINTENANCE	-	1,000	-	-	1,000	-	0.00%	0.00%

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001-5110-519-5100	OFFICE SUPPLIES	784	3,000	-	1,627	1,373	2,789	92.98%	54.24%
001-5110-519-5200	OPERATING SUPPLIES	4,396	340,590	11,121	182,554	158,036	312,949	91.88%	53.60%
001-5110-519-5250	FUEL AND GASOLINE	38	1,000	23	219	781	376	37.59%	21.93%
001-5110-519-5400	BOOKS, PUBLICATIONS, SUBSCRIPTIONS & MEM	-	900	-	300	600	514	57.14%	33.33%
001-5110-519-5500	TRAINING	-	4,500	-	5,154	(654)	8,835	5,154	114.53%
001-5110-519-6300	INFRASTRUCTURE	-	106,166	877	99,701	6,465	170,916	106,166	93.91%
001-5110-519-6400	MACHINERY AND EQUIPMENT	-	2,148,068	-	564	2,147,504	2,084,458	97.04%	0.03%
001-5110-519-6800	INTANGIBLE ASSETS	30,000	38,429	-	8,464	29,965	8,464	22.03%	22.03%
	INFORMATION TECHNOLOGY	**245,238**	**6,378,369**	**277,490**	**2,624,981**	**3,753,388**	**6,194,127**	**97.11%**	**41.15%**
001-9011-000-0000	DEBT SERVICE AND TRANSFERS	-	-	-	-	-	-	-	-
001-9011-000-0001	DEBT SERVICE AND TRANSFERS	-	-	-	-	-	-	0.00%	0.00%
001-9011-581-0000	DEBT SERVICE AND TRANSFERS	-	-	-	-	-	-	0.00%	0.00%
001-9011-581-0029	GENERAL FUND - TRANSFERS	-	-	-	-	-	-	0.00%	0.00%
001-9011-581-9110	TRANSFER TO FIRE IMPACT FEE FUND	(11,309)	2,282,580	(31,340)	(202,208)	2,484,788	2,282,580	0.00%	0.00%
001-9011-581-9111	TRANSFER TO STREETS IMPROV. FUND	88,315	4,469,192	368,763	2,973,609	1,495,583	4,469,192	0.00%	0.00%
001-9011-581-9112	TRANSFER TO TRANS IMPACT FEES	(49,882)	-	(146,256)	(897,639)	897,639	-	0.00%	0.00%
001-9011-581-9113	TRANSFER TO POLICE IMPACT FEE FUND	(10,986)	-	(30,656)	(197,164)	197,164	-	0.00%	0.00%
001-9011-581-9114	TRANSFER TO RECREATION IMPACT	(7,352)	-	(23,382)	(279,064)	279,064	-	0.00%	0.00%
001-9011-581-9116	TRANSFER TO POLICE DISCRETIONARY FUND	(1,420)	-	(3,263)	(22,782)	22,782	-	0.00%	0.00%
001-9011-581-9120	TRANSFER TO STORMWATER FUND	(1,703)	-	(7,028)	(31,827)	31,827	-	0.00%	0.00%
001-9011-581-9141	TRANS TO WATER & SEWER FUND	(129,912)	250,000	(345,397)	(2,226,228)	2,476,228	250,000	0.00%	0.00%
001-9011-581-9142	TRANSFER TO SANITATION FUND	-	-	(3,494)	(21,864)	21,864	-	0.00%	0.00%
001-9011-581-9150	TRANSFER TO GRANT FUND	97,326	-	(10,174)	(176,967)	176,967	-	0.00%	0.00%
001-9011-581-9170	TRANSFER TO SPECIAL ASSESSMENT	(906)	15,000	(1,915)	(12,665)	27,665	15,000	0.00%	0.00%
001-9011-581-9610	TRANSFER TO COMM DEV AGENCY FUND	(10,293)	-	(26,071)	(174,936)	174,936	-	0.00%	0.00%
001-9011-590-7183	CNG REVENUE NOTE 2014 - PRINCIPAL	-	137,000	-	137,000	-	137,000	100.00%	100.00%
001-9011-590-7189	MOTOROLA - TOWER LEASE	-	282,349	-	282,349	0	282,349	100.00%	100.00%
001-9011-590-7193	ZION BANK - 2018	169,000	255,000	-	127,000	128,000	255,000	0.00%	0.00%
001-9011-590-7283	CNG REVENUE NOTE 2014 - INTEREST	-	1,315	-	1,315	(0)	1,315	100.00%	100.02%
001-9011-590-7289	MOTOROLA - TOWER LEASE (INTEREST)	-	21,720	-	21,720	0	21,720	100.00%	100.00%
001-9011-590-7293	ZION BANK - 2018 INTEREST	9,962	13,181	-	7,511	5,670	13,181	100.00%	56.98%
001-9999-999-4650	NON-INVENTORY PARTS REPAIR	-	-	224	324	(324)	-	0.00%	0.00%
001-9999-999-4651	NON-INVENTORY TIRE REPAIR & REPLACEMENT	-	-	607	607	(607)	-	0.00%	0.00%
	DEBT SERVICE AND TRANSFERS	**140,839**	**7,727,337**	**(259,383)**	**(691,911)**	**8,419,248**	**7,727,337**	**100.00%**	**-8.95%**
	001 GENERAL FUND Expend Total	**4,567,403**	**94,385,296**	**6,000,810**	**41,666,185**	**52,719,111**	**73,090,332**	**77.44%**	**44.14%**
	101 STREET IMPROVEMENTS FUN Revenue Total	**355,798**	**7,689,232**	**612,523**	**4,716,960**	**(2,972,272)**	**7,190,163**	**93.51%**	**61.35%**
101-3412-000-0000	PS - STREET MAINTENANCE	-	-	-	-	-	-	-	-
101-3412-541-0031	SIX CENT GAS TAX	-	-	-	-	-	-	-	-
101-3412-541-1200	REGULAR SALARIES AND WAGES	23,547	520,198	54,045	328,907	191,290	493,361	94.84%	63.23%
101-3412-541-1210	LONGEVITY PAY	-	966	-	-	966	-	0.00%	0.00%
101-3412-541-1400	OVERTIME PAY	5,384	38,316	5,031	23,350	14,966	35,024	91.41%	60.94%
101-3412-541-1600	OTHER REIMBURSED ALLOWANCES	37	960	46	314	646	471	49.04%	32.69%
101-3412-541-2100	FICA TAXES - CITY MATCHING	2,179	42,874	4,270	25,272	17,602	37,908	88.42%	58.94%

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101-3412-541-2200	CITY RETIREMENT CONTRIBUTION	3,450	81,824	8,393	52,548	29,277	78,822	96.33%	64.22%
101-3412-541-2300	LIFE AND HEALTH INSURANCE	4,468	221,590	12,374	99,075	122,515	148,612	67.07%	44.71%
101-3412-541-2400	WORKER'S COMPENSATION	-	6,740	891	4,114	2,626	6,171	91.57%	61.04%
101-3412-541-3100	PROFESSIONAL SERVICES	-	10,000	-	150	9,850	225	2.25%	1.50%
101-3412-541-3400	OTHER CONTRACTUAL SERVICES	32,582	587,230	22,981	338,761	248,469	508,141	86.53%	57.69%
101-3412-541-4000	TRAVEL & PER DIEM	-	400	-	5	395	7	1.87%	1.25%
101-3412-541-4200	FREIGHT & POSTAGE SERVICES	-	200	-	116	84	175	87.31%	58.21%
101-3412-541-4300	UTILITY SERVICES	5,560	91,475	4,853	29,536	61,939	44,303	48.43%	32.29%
101-3412-541-4310	UTILITY SERVICES - STREET LIGHTS	151,062	1,723,413	139,616	864,713	858,700	1,598,413	92.75%	50.17%
101-3412-541-4311	FDOT STREET LIGHTS	-	63,427	-	-	63,427	-	0.00%	0.00%
101-3412-541-4400	RENTAL AND LEASES	2,824	52,000	3,692	27,398	24,602	41,097	79.03%	52.69%
101-3412-541-4600	REPAIR & MAINT.-BLDG.& EQUIPMENT	18,847	520,500	68,324	285,430	235,070	492,982	94.71%	54.84%
101-3412-541-4609	FDOT SIGNALS & EQUIPMENT	-	166,449	-	-	166,449	-	0.00%	0.00%
101-3412-541-4612	STREET STRIPPING	-	32,000	-	4,422	27,578	6,633	20.73%	13.82%
101-3412-541-4650	VEHICLE MAINTENANCE	4,343	107,400	3,368	49,889	57,510	74,834	69.68%	46.45%
101-3412-541-4700	PRINTING SERVICES	-	5,000	-	-	5,000	-	0.00%	0.00%
101-3412-541-4900	OTHER CURRENT CHARGES	1,466	57,350	2,707	4,336	53,014	6,505	11.34%	7.56%
101-3412-541-4903	TEMPORARY LABOR	2,822	15,000	-	8,912	6,088	13,368	89.12%	59.41%
101-3412-541-5100	OFFICE SUPPLIES	-	1,500	111	743	757	1,114	74.30%	49.53%
101-3412-541-5200	OPERATING SUPPLIES	4,261	54,312	5,045	24,697	29,615	37,045	68.21%	45.47%
101-3412-541-5203	SIDEWALK/CURB REPAIRS	24,990	739,860	399,508	513,074	226,786	735,721	99.44%	69.35%
101-3412-541-5204	STREET/STOP SIGN REPLACEMENT PRG	3,262	110,000	-	3,403	106,597	5,105	4.64%	3.09%
101-3412-541-5250	FUEL AND GASOLINE	1,689	39,600	3,312	20,341	19,259	30,511	77.05%	51.37%
101-3412-541-5300	ROAD MATERIALS & SUPPLIES	1,438	46,000	701	12,456	33,544	18,683	40.62%	27.08%
101-3412-541-5400	BOOKS, PUBLICATIONS, SUBSCRIPTIONS & MEM	-	1,350	-	239	1,111	359	26.56%	17.70%
101-3412-541-5500	TRAINING	-	4,100	-	2,255	1,845	3,382	82.49%	54.99%
101-3412-541-6300	IMPROVEMENTS OTHER THAN BLDGS.	-	14,636	-	-	14,636	-	0.00%	0.00%
101-3412-541-6303	ROADWAY RESURFACING	33,038	2,105,062	-	1,161,191	943,871	2,000,000	95.01%	55.16%
101-3412-541-6307	SPEED HUMPS PROGRAM	18,500	121,500	-	15,000	106,500	22,500	18.52%	12.35%
101-3412-541-6400	EQUIPMENT AND MACHINERY	12,324	106,000	-	-	106,000	105,919	99.92%	0.00%
	101 STREET IMPROVEMENTS FUN Expend Total	**358,071**	**7,689,232**	**739,267**	**3,900,647**	**3,788,585**	**6,547,393**	**85.15%**	**50.73%**
101-3414-000-0000	PS - INMATE PROGRAM	-	-	-	-	-			
101-3414-541-5250	FUEL AND GASOLINE	-	-	-	112	(112)	-	0.00%	0.00%
	3414 PS - INMATE PROGRAM	**-**	**-**	**-**	**112**	**(112)**	**-**	**0.00%**	**0.00%**
	STREET MAINTENANCE Expenditure Total	**358,071**	**7,689,232**	**739,267**	**3,900,758**	**3,788,474**	**6,547,393**	**85.15%**	**50.73%**
	102 TRANSPORTATION IMPACT F Revenue Total	**166,089**	**23,724,099**	**2,097,452**	**10,100,024**	**(13,624,076)**	**13,082,207**	**55.14%**	**42.57%**
102-3413-541-3100	PROFESSIONAL SERVICES	12,858	645,140	-	49,264	595,876	73,897	0.00%	0.00%
102-3413-541-3112	TRAFFIC COUNTS	-	201,000	-	-	201,000	-	0.00%	0.00%
102-3413-541-6100	LAND	47,135	800,570	722,938	738,046	62,524	1,107,069	-	-
102-3413-541-6300	IMPROVEMENTS OTHER THAN BLDGS.	312,726	22,077,389	410,377	1,407,115	20,670,274	3,410,673	-	-
102-3413-581-9101	TRANSFER TO GENERAL FUND	5,692	-	-	-	-	-	-	-
	102 TRANSPORTATION IMPACT F Expend Total	**378,411**	**23,724,099**	**1,133,315**	**2,194,426**	**21,529,674**	**4,591,639**	**19.35%**	**9.25%**
	103 LAW ENFORCEMENT TRUST - Revenue Total	**312**	**135,000**	**17,207**	**58,671**	**(76,329)**	**97,071**	**71.90%**	**43.46%**

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103-0000-000-0000	FEDERAL TRUST FUND	-	-	-	-	-	-	0.00%	0.00%
103-2291-000-0000	FEDERAL TRUST FUND	-	-	-	-	-	-	0.00%	0.00%
103-2291-521-0033	FEDERAL FORFEITURES NEW	-	-	-	-	-	-	0.00%	0.00%
103-2291-521-4650	VEHICLE MAINTENANCE	-	40,000	-	-	40,000	-	0.00%	0.00%
103-2291-521-5200	FED FORFEIT OP SUPPLIES NEW	-	45,000	-	37,996	7,004	37,996	84.44%	84.44%
103-2291-521-6400	FED FORFEIT EQUIP NEW	9,000	50,000	-	-	50,000	-	0.00%	0.00%
103-2291-521-6800	INTANGIBLE ASSETS	65,000	-	-	-	-	-	0.00%	0.00%
	103 LAW ENFORCEMENT TRUST - Expend Total	**74,000**	**135,000**	**-**	**37,996**	**97,004**	**37,996**	**28.15%**	**28.15%**
	104 RECREATION IMPACT FEES Revenue Total	**57,240**	**3,040,289**	**171,720**	**1,530,640**	**(1,509,649)**	**2,295,960**	**75.52%**	**50.35%**
104-3614-000-0000	RECREATION	-	-	-	-	-	-	0.00%	0.00%
104-3614-572-0034	RECREATION IMPACT FEES	-	-	-	-	-	-	0.00%	0.00%
104-3614-572-6300	IMPROVEMENTS OTHER THAN BLDGS.	-	3,040,289	-	190,161	2,850,128	1,520,144	50.00%	6.25%
104-3614-581-9101	TRANSFER TO GENERAL FUND	167	-	40	316	(316)	-	0.00%	0.00%
	104 RECREATION IMPACT FEES Expend Total	**167**	**3,040,289**	**40**	**190,477**	**2,849,812**	**1,520,144**	**50.00%**	**6.27%**
	105 LAW ENFORCEMENT TRUST - Revenue Total	**5,625**	**72,484**	**-**	**6,200**	**(66,284)**	**9,300**	**12.83%**	**8.55%**
105-2290-000-0000	STATE TRUST FUND	-	-	-	-	-	-	0.00%	0.00%
105-2290-521-0035	STATE FORFEITURES	-	-	-	-	-	-	0.00%	0.00%
105-2290-521-5200	OPERATING SUPPLIES	500	22,484	-	4,500	17,984	6,750	30.02%	20.01%
105-2290-521-6400	EQUIPMENT AND MACHINERY	-	50,000	-	-	50,000	-	0.00%	0.00%
	105 LAW ENFORCEMENT TRUST - Expend Total	**500**	**72,484**	**-**	**4,500**	**67,984**	**6,750**	**9.31%**	**6.21%**
	106 POLICE DISCRETIONARY FUND Revenue Total	**11,281**	**120,000**	**8,672**	**68,869**	**(51,131)**	**77,427**	**64.52%**	**57.39%**
106-2220-000-0000	POLICE - FIELD SERVICES	-	-	-	-	-	-	0.00%	0.00%
106-2220-521-4800	PROMOTIONAL ACTIVITIES - BIRTHDAYS	-	1,000	-	-	1,000	-	0.00%	0.00%
106-2220-521-5200	OPERATING SUPPLIES	-	37,000	2,145	4,145	32,855	6,218	16.80%	11.20%
106-2220-521-5201	OP SUPPLIES - TOWING CID	-	5,500	-	3,056	2,444	4,584	83.34%	55.56%
106-2220-521-5202	OP SUPPLIES - TOWING FORENSICS	-	6,500	-	5,232	1,268	6,500	100.00%	80.49%
106-2220-521-5203	OP SUPPLIES - DONATIONS	-	30,000	1,496	23,633	6,367	30,000	100.00%	78.78%
106-2220-521-6400	EQUIPMENT AND MACHINERY - K9 Program	-	40,000	-	-	40,000	-	0.00%	0.00%
	POLICE DISCRETIONARY FU Expenditure Tot	**-**	**120,000**	**3,641**	**36,066**	**83,934**	**47,301**	**39.42%**	**30.05%**
110-389-1000	**FIRE IMPACT FEES Revenue**	**40,573**	**7,659,845**	**140,632**	**1,221,265**	**(6,438,579)**	**4,109,396**	**53.65%**	**15.94%**
110-2110-522-0000	FIRE CHIEF FIRE CONTROL	-	-	-	-	-	-	0.00%	0.00%
110-2110-522-6200	INFRASTRUCTURE BUILDING	10,942	7,654,845	1,151	43,469	7,611,375	43,469	0.57%	0.57%
110-2110-581-9101	TRANSFER TO GENERAL FUND	417	5,000	417	3,333	1,667	5,000	100.00%	66.67%
	110 FIRE IMPACT FEES Expend Total	**11,359**	**7,659,845**	**1,567**	**46,803**	**7,613,042**	**48,469**	**0.63%**	**0.61%**
	115 POLICE IMPACT FEES Revenue Total	**42,369**	**3,519,442**	**147,713**	**1,268,087**	**(2,251,355)**	**1,902,130**	**54.05%**	**36.03%**

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115-2210-521-0000	POLICE CHIEF LAW ENFORCEMENT	-	-	-	-	-	-	-	-
115-2210-521-6200	INFRASTRUCTURE - BUILDING	-	3,514,442	-	10,350	3,504,092	10,350	0.29%	0.29%
115-2210-581-9101	TRANSFER TO GENERAL FUND	417	5,000	417	3,333	1,667	3,333	66.67%	66.67%
	115 POLICE IMPACT FEES Expend Total	**417**	**3,519,442**	**417**	**13,683**	**3,505,759**	**13,683**	**0.39%**	**0.39%**
	120 STORMWATER SPECIAL REVE Revenue Total	**13,007**	**2,471,254**	**87,597**	**1,453,659**	**(1,017,595)**	**1,819,117**	**73.61%**	**58.82%**
120-3151-538-0047	STORMWATER SPECIAL REVENUE	-	-	-	-	-	-	-	-
120-3151-538-1200	REGULAR SALARIES AND WAGES	8,416	295,068	21,552	101,804	193,264	152,707	51.75%	34.50%
120-3151-538-1210	LONGEVITY PAY	-	472	-	-	472	-	0.00%	0.00%
120-3151-538-1400	OVERTIME PAY	47	10,500	-	205	10,295	308	2.93%	1.95%
120-3151-538-2100	FICA TAXES - CITY MATCHING	640	23,412	1,630	7,708	15,705	11,561	49.38%	32.92%
120-3151-538-2200	CITY RETIREMENT CONTRIBUTION	1,008	44,681	3,147	15,252	29,430	22,877	51.20%	34.13%
120-3151-538-2300	LIFE AND HEALTH INSURANCE	1,762	111,456	3,063	20,200	91,256	30,300	27.19%	18.12%
120-3151-538-2400	WORKER'S COMPENSATION	-	2,645	336	1,550	1,095	2,325	87.91%	58.61%
120-3151-538-3100	PROFESSIONAL SERVICES	-	451,757	14,799	14,799	436,958	22,198	4.91%	3.28%
120-3151-538-3400	OTHER CONTRACTUAL SERVICES	12,340	377,000	-	107,406	269,594	161,109	42.73%	28.49%
120-3151-538-4000	TRAVEL & PER DIEM	-	7,000	-	-	7,000	-	0.00%	0.00%
120-3151-538-4100	COMMUNICATIONS SERVICES	-	720	-	-	720	-	0.00%	0.00%
120-3151-538-4300	UTILITY SERVICES	3,037	35,000	3,333	21,697	13,303	32,545	92.99%	61.99%
120-3151-538-4400	RENTALS AND LEASES	-	10,000	-	-	10,000	-	0.00%	0.00%
120-3151-538-4600	REPAIR & MAINT.-BLDG.& EQUIPMENT	-	265,200	-	118,030	147,170	177,045	66.76%	44.51%
120-3151-538-4650	VEHICLE MAINTENANCE	3,408	37,500	67	37,380	120	37,500	100.00%	99.68%
120-3151-538-4900	OTHER CURRENT CHARGES	6,485	48,000	-	1,421	46,579	2,132	4.44%	2.96%
120-3151-538-5100	OFFICE SUPPLIES	-	1,200	-	104	1,096	156	13.04%	8.69%
120-3151-538-5200	OPERATING SUPPLIES	5,274	52,425	11,334	21,760	30,665	32,639	62.26%	41.51%
120-3151-538-5250	FUEL AND GASOLINE	1,112	30,731	742	7,861	22,870	11,791	38.37%	25.58%
120-3151-538-5400	BOOKS, PUBLICATIONS, SUBSCRIPTIONS & MEM	-	6,950	248	1,701	5,249	2,552	36.71%	24.47%
120-3151-538-5500	TRAINING	-	20,450	221	3,012	17,438	4,517	22.09%	14.73%
120-3151-538-6300	IMPROVEMENTS OTHER THAN BLDGS.	-	517,282	-	-	517,282	-	0.00%	0.00%
120-3151-538-6400	EQUIPMENT AND MACHINERY	-	60,000	-	-	60,000	47,819	79.70%	0.00%
120-3151-581-9101	TRANSFER TO GENERAL FUND	5,150	61,805	5,150	41,203	20,602	61,805	100.00%	66.67%
	120 STORMWATER SPECIAL REVE Expend Total	**48,679**	**2,471,254**	**65,621**	**523,092**	**1,948,162**	**813,887**	**32.93%**	**21.17%**
	130 CEMETERY PERPETUAL FUND Revenue Total	**3,600**	**-**	**2,200**	**12,900**	**12,900**	**19,350**	**0.00%**	**0.00%**
	150 GRANT FUND Revenue Total	**103,333**	**5,171,096**	**-**	**(57,650)**	**(5,228,747)**	**276,301**	**5.34%**	**-1.11%**
150-1022-000-0000	FACILITIES MAINTENANCE	-	-	-	-	-	-	0.00%	0.00%
150-1022-519-6300	CORONA SLRF:CITYWIDE LED LIGHTING CONVER	9,125	431,751	-	-	431,751	-	0.00%	0.00%
150-1022-519-6301	CORONA SLRF:FRAN CARLTON RESTORATION	44,380	32,031	-	-	32,031	-	0.00%	0.00%
150-1022-519-6302	CORONA SLRF:CITY HALL GROUNDING AND LIGH	-	243,948	6,012	6,865	237,083	10,297	0.00%	0.00%
150-1120-513-3400	CONTRACTUAL SERVICES	-	753,962	-	15,232	738,729	22,849	0.00%	0.00%
150-1120-513-5292	EXPENSES - HURRICANE IAN	45,640	-	-	-	-	-	0.00%	0.00%
150-1120-513-5293	DEBRIS EXPENSES - HURRICANE IAN	-	-	-	-	-	-	0.00%	0.00%
150-3151-000-0000	STORMWATER - CONTROL ACCOUNT	-	-	-	-	-	-	0.00%	0.00%

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150-3151-538-3100	PROFESSIONAL SERVICES	-	100,000	-	-	100,000	100,000	100.00%	0.00%
150-3151-538-6301	CORONA SLRF: 8TH ST. STORMWATER P & P	-	200,000	-	-	200,000	13,475	0.00%	0.00%
150-3151-572-6300	CORONAVIRUS STATE-LOC RECOV SHYEELER OAK	134,365	74,525	-	-	74,525	5,217	0.00%	0.00%
150-3210-581-9402	TRANSFER TO SANITATION	83,333	-	-	-	-	-	0.00%	0.00%
150-3410-000-0000	DESIGN ENGINEERING	-	-	-	-	-	-	0.00%	0.00%
150-3410-554-3400	LAND DEVELOPMENT GRANT (CDBG)	-	8,744	-	-	8,744	-	0.00%	0.00%
150-3412-000-0000	STREET RESURFACING FOR YOTHERS ROAD	-	-	-	-	-	-	0.00%	0.00%
150-3412-541-6306	CDBG-SIDEWALKS PHASE I & CURB NEW CONSTR	-	1,655,404	-	55,241	1,600,163	55,241	3.34%	3.34%
150-3412-581-9111	TRANSFER TO STREETS IMPROVEMENT FUND	83,333	399,500	33,292	266,333	133,167	399,500	0.00%	0.00%
150-3512-572-6300	CORONAVIRUS STATE-LOC RECOV CEMETERY PAV	53,143	142,165	-	2,700	139,465	4,050	2.85%	1.90%
150-3514-000-0000	RECREATION ATHLETIC COMPLEXES	-	-	-	-	-	-	0.00%	0.00%
150-3514-572-6200	RECREATION ATHL PARKS AND RECRE	-	3,270	-	-	3,270	-	0.00%	0.00%
150-3613-000-0000	RECREATION - PROGRAMS	-	-	-	-	-	-	0.00%	0.00%
150-3613-572-6305	LAND AND WATER CONSERVATION GRANT	-	183,881	-	94,300	89,581	141,450	76.92%	51.28%
150-3614-572-3400	OTHER CONTRACTUAL SERVICES	-	252	-	-	252	-	0.00%	0.00%
150-3614-572-6300	CORONAVIRUS STATE - LOCAL RECOVERY FUNDS	44,003	951,384	86,259	349,384	602,000	524,076	55.09%	36.72%
	150 GRANT FUND Expend Total	**497,322**	**5,180,817**	**125,562**	**790,055**	**4,390,762**	**1,276,155**	**24.63%**	**15.25%**
	Fund 171 SPECIAL ASSESSMENT – MAINELINE VILLAGE Revenue To	**-**	**37,050**	**-**	**11,691**	**(25,359)**	**26,400**	**71.26%**	**31.55%**
171-6170-000-0000	MAINLINE VILLAGE SPECIAL ASSESSMENT	-	-	-	-	-	-	0.00%	0.00%
171-6170-581-9101	TRANSFER TO GENERAL FUND	1,300	-	1,300	10,400	(10,400)	10,400	0.00%	0.00%
	6170 NEIGHBORHOOD SPECIAL ASSESSMENTS	**1,300**	**-**	**1,300**	**10,400**	**(10,400)**	**10,400**	**0.00%**	**0.00%**
171-6171-539-4600	REPAIRS & MAINTENANCE SVCS	686	21,450	-	-	21,450	21,450	100.00%	0.00%
171-6171-581-9101	TRANSFER TO GEN FUND MAINLINE VILLAGE	-	15,600	-	-	15,600	15,600	100.00%	0.00%
	6171 Total	**686**	**37,050**	**-**	**-**	**37,050**	**37,050**	**100.00%**	**0.00%**
	SPECIAL ASSESSMENT – MAINELINE VILLAGE Expenditure	**1,986**	**37,050**	**1,300**	**10,400**	**26,650**	**47,450**	**128.07%**	**28.07%**
	FUND 172 SPECIAL ASSESSMENT - MAIN AVENUE VILLAS Revenue	**336**	**25,225**	**432**	**24,873**	**(352)**	**24,873**	**98.60%**	**98.60%**
172-6170-000-0000	MAIN AVE VILLAS SPECIAL ASSESSMENT	-	-	-	-	-	-	0.00%	0.00%
172-6170-581-9101	TRANSFER TO GENERAL FUND	1,002	-	1,002	8,017	(8,017)	8,017	0.00%	0.00%
	6170 NEIGHBORHOOD SPECIAL ASSESSMENTS	**1,002**	**-**	**1,002**	**8,017**	**(8,017)**	**8,017**	**0.00%**	**0.00%**
172-6172-539-4600	REPAIRS & MAINTENANCE SVCS	292	13,200	-	-	13,200	13,200	100.00%	0.00%
172-6172-581-9101	TRANSFER TO GEN FUND MAIN AVE	-	12,025	-	-	12,025	12,025	100.00%	0.00%
	6172 Total	**292**	**25,225**	**-**	**-**	**25,225**	**25,225**	**100.00%**	**0.00%**
	FUND 172 SPECIAL ASSESSMENT - MAINE AVENUE VILLAS Expenditure Total	**1,294**	**25,225**	**1,002**	**8,017**	**17,208**	**33,242**	**131.78%**	**31.78%**
	FUND 173 SPECIAL ASSESSMENT – CIMMARON HILLS Revenue Total	**-**	**77,950**	**650**	**7,026**	**(70,924)**	**10,538**	**13.52%**	**9.01%**
173-6170-000-0000	CIMARRON HILLS SPECIAL ASSESSMENT	-	-	-	-	-	-	0.00%	0.00%
173-6170-539-4600	REPAIRS & MAINTENANCE SVCS	1,107	77,500	-	-	77,500	77,500	100.00%	0.00%

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173-6170-581-9101	TRANSFER TO GENERAL FUND CIMARRON	38	450	38	300	150	450	100.00%	66.67%
	FUND 173 SPECIAL ASSESSMENT – CIMMARON HILLS Expend Tota	**1,145**	**77,950**	**38**	**300**	**77,650**	**77,950**	**100.00%**	**0.38%**
	FUND 174 SPECIAL ASSESSMENT - MARTIN PLACE POND P2 Revenue Total	**109**	**8,373**	**-**	**14,298**	**5,925**	**8,373**	**100.00%**	**170.76%**
174-6174-000-0000	MARTIN PL POND P2 SPECIAL ASSESSMENTS	-	-	-	-	-	-	0.00%	0.00%
174-6174-581-9120	TRANSFER TO STORMWATER	698	8,373	658	5,266	3,107	8,373	100.00%	62.89%
	FUND 174 SPECIAL ASSESSMENTS - MARTIN PLACE POND P2	**698**	**8,373**	**658**	**5,266**	**3,107**	**8,373**	**100.00%**	**62.89%**
	Fund 175 Revenue Total	**-**	**15,050**	**-**	**-**	**(15,050)**	**15,050**	**100.00%**	**0.00%**
175-6175-539-3400	CONTRACTUAL SERVICES	-	4,930	-	-	4,930	4,930	100.00%	0.00%
175-6175-539-4600	REPAIRS & MAINTENANCE SVCS	394	9,370	2,036	2,036	7,334	9,370	100.00%	21.73%
175-6175-581-9101	TRANSFER TO GENERAL FUND LOVELL TERRACE	63	750	63	500	250	750	100.00%	66.67%
	6175 Expend Total	**457**	**15,050**	**2,099**	**2,536**	**12,514**	**15,050**	**100.00%**	**16.85%**
	Fund 176 Revenue Total	**-**	**8,320**	**-**	**-**	**(8,320)**	**8,320**	**100.00%**	**0.00%**
176-6176-539-3400	CONTRACTUAL SERVICES	-	4,400	-	-	4,400	4,400	100.00%	0.00%
176-6176-539-4600	REPAIRS & MAINTENANCE SVCS	197	3,920	-	-	3,920	3,920	100.00%	0.00%
	6176 Expend Total	**197**	**8,320**	**-**	**-**	**8,320**	**8,320**	**100.00%**	**0.00%**
	Fund 177 Revenue Totals	**-**	**24,205**	**522**	**522**	**(23,683)**	**24,205**	**100.00%**	**2.16%**
177-6177-000-0000	MARTIN PLACE P1 SPECIAL ASSESSMENT	-	-	-	-	-	-	0.00%	0.00%
177-6177-539-4600	REPAIRS & MAINTENANCE SVCS	-	24,205	13,650	13,650	10,555	24,205	100.00%	56.39%
	6177 MARTIN PLACE P1 SPECIAL ASSESSMENT	**-**	**24,205**	**13,650**	**13,650**	**10,555**	**24,205**	**100.00%**	**56.39%**
	Fund 190 Revenue Totals	**306**	**279,025**	**2,857**	**1,455,577**	**1,176,552**	**512,595**	**183.71%**	**521.67%**
190-6190-000-0000	AVIAN POINTE SPECIAL ASSESSMENTS	-	-	-	-	-	-	-	-
190-6190-541-4310	STREET LIGHTS AVIAN POINTE	9,556	97,483	6,868	48,224	49,259	97,483	100.00%	49.47%
190-6190-581-9101	TRANSFER TO GEN FUND AVIAN POINTE	124	1,485	124	990	495	1,485	100.00%	66.67%
190-6191-000-0000	EAST KELLY PARK SPECIAL ASSESSMENTS	-	-	-	-	-	-	0.00%	0.00%
190-6191-541-4310	STREET LIGHTS EAST KELLY PARK	2,000	28,147	2,053	14,414	13,733	28,147	100.00%	51.21%
190-6191-581-9101	TRANSFER TO GEN FUND EAST KELLY PARK	36	429	36	286	143	429	100.00%	66.67%
190-6192-000-0000	OAKS AT KELLY PARK SPECIAL ASSESSMENTS	-	-	-	-	-	-	0.00%	0.00%
190-6192-541-4310	STREET LIGHTS OAKS AT KELLY PARK	1,145	15,762	1,290	9,419	6,343	15,762	100.00%	59.76%
190-6192-581-9101	TRANSFER TO GEN FUND OAKS AT KELLY PARK	20	240	20	160	80	240	100.00%	66.67%
190-6193-000-0000	OAK POINTE SPECIAL ASSESSMENTS	-	-	-	-	-	-	0.00%	0.00%
190-6193-541-4310	STREET LIGHTS OAK POINTE	-	32,642	-	-	32,642	32,642	100.00%	0.00%
190-6194-000-0000	EMERSON PARK SPECIAL ASSESSMENTS	-	-	-	-	-	-	0.00%	0.00%
190-6194-541-4310	STREET LIGHTS EMERSON PARK	-	71	-	-	71	71	100.00%	0.00%
190-6195-541-4310	STREET LIGHTS WINDING MEADOWS	-	29,780	68	479	29,301	29,780	100.00%	1.61%

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190-6195-581-9101	TRANSFER TO GEN FUND WINDING MEADOWS	38	453	38	302	151	453	100.00%	66.67%
190-6196-541-4310	STREET LIGHTS MEADOW LARK	-	25,836	-	-	25,836	25,836	100.00%	0.00%
190-6196-581-9101	TRANSFER TO GEN FUND PONKAN RESERVE	-	612	-	-	612	612	100.00%	0.00%
190-6197-541-4310	STREET LIGHTS IVY TRAILS	-	11,530	-	-	11,530	11,530	100.00%	0.00%
190-6197-581-9101	TRANSFER TO GEN FUND HAMMOCK AT ROCK SPR	-	275	-	-	275	275	100.00%	0.00%
190-6198-541-4310	STREET LIGHTS NOTTINGHAM	-	5,681	960	2,225	3,456	5,681	100.00%	39.16%
190-6198-581-9101	TRANSFER TO GEN FUND NOTTINGHAM	-	271	-	-	271	271	100.00%	0.00%
190-6205-541-4310	STREET LIGHTS WEST KELLY PARK STREET	127	27,938	1,157	8,131	19,807	27,938	100.00%	29.10%
190-6205-581-9101	TRANSFER TO GEN FUND WEST KELLY PARK	33	390	33	260	130	260	66.67%	66.67%
	Fund 190 Expenditure Totals	**13,077**	**279,025**	**12,646**	**84,891**	**194,134**	**278,895**	**99.95%**	**30.42%**
	401 WATER & WASTEWATER OPER Revenue Total	**2,160,599**	**46,037,970**	**2,589,322**	**17,541,379**	**(28,496,592)**	**26,067,294**	**56.62%**	**38.10%**
401-3010-000-0000	PS - UTILITY ADMINISTRATION	-	-	-	-	-	-		
401-3010-539-0042	UTILITY ADMINISTRATION	-	-	-	-	-	-		
401-3010-539-1200	REGULAR SALARIES AND WAGES	27,830	494,268	41,109	271,064	223,204	406,597	82.26%	54.84%
401-3010-539-1210	LONGEVITY PAY	-	15,895	-	-	15,895	-	0.00%	0.00%
401-3010-539-1400	OVERTIME PAY	6	3,400	418	1,408	1,992	2,113	62.14%	41.43%
401-3010-539-1600	OTHER REIMBURSED ALLOWANCES	37	-	46	314	(314)	471	0.00%	0.00%
401-3010-539-2100	FICA TAXES - CITY MATCHING	2,028	35,001	3,118	20,071	14,930	30,106	0.00%	0.00%
401-3010-539-2200	CITY RETIREMENT CONTRIBUTION	3,320	74,980	6,070	40,844	34,136	61,266	81.71%	54.47%
401-3010-539-2300	LIFE AND HEALTH INSURANCE	6,404	141,166	6,786	51,668	89,498	77,502	54.90%	36.60%
401-3010-539-2400	WORKER'S COMPENSATION	-	356	57	261	95	391	109.89%	73.26%
401-3010-539-2500	UNEMPLOYMENT COMPENSATION	-	15,000	-	-	15,000	-	0.00%	0.00%
401-3010-539-2600	OTHER POSTEMPLOYMENT BENEFITS (OPEB)	-	(1)	-	-	(1)	-	0.00%	0.00%
401-3010-539-3100	PROFESSIONAL SERVICES	-	16,677	-	-	16,677	-	0.00%	0.00%
401-3010-539-3400	OTHER CONTRACTUAL SERVICES	1,942	57,088	-	-	57,088	-	0.00%	0.00%
401-3010-539-4000	TRAVEL & PER DIEM	-	3,000	1,159	1,474	1,526	2,212	73.72%	49.15%
401-3010-539-4200	FREIGHT & POSTAGE SERVICES	2	1,500	15	943	557	1,415	94.31%	62.87%
401-3010-539-4300	UTILITY SERVICES	1,002	16,584	1,228	7,780	8,804	11,669	70.36%	46.91%
401-3010-539-4400	RENTAL AND LEASES	723	2,155	60	338	1,817	507	23.53%	15.69%
401-3010-539-4600	REPAIR & MAINT.-BLDG.& EQUIPMENT	-	30,300	2,077	16,751	13,549	25,127	82.93%	55.29%
401-3010-539-4650	VEHICLE MAINTENANCE	452	1,950	-	900	1,050	1,350	69.23%	46.15%
401-3010-539-4700	PRINTING SERVICES	98	1,500	120	694	806	1,041	0.00%	0.00%
401-3010-539-4900	OTHER CURRENT CHARGES	-	-	-	16,248	(16,248)	24,372	0.00%	0.00%
401-3010-539-5100	OFFICE SUPPLIES	253	12,500	801	5,813	6,687	8,719	69.76%	46.50%
401-3010-539-5200	OPERATING SUPPLIES	211	14,750	2,764	4,441	10,309	6,662	45.16%	30.11%
401-3010-539-5201	VENDING SUPPLIES	-	1,200	-	-	1,200	-	0.00%	0.00%
401-3010-539-5250	FUEL AND GASOLINE	58	1,150	56	332	818	498	43.32%	28.88%
401-3010-539-5400	BOOKS, PUBLICATIONS, SUBSCRIPTIONS & MEM	266	1,440	153	203	1,237	304	21.14%	14.09%
401-3010-539-5500	TRAINING	500	6,000	-	2,521	3,479	3,782	63.03%	42.02%
401-3010-539-6200	BUILDINGS	-	13,520	-	-	13,520	-	0.00%	0.00%
401-3010-581-9101	TRANSFER TO GENERAL FUND	520,121	6,922,237	576,853	4,614,825	2,307,412	6,922,237	100.00%	66.67%
	3010 PS - UTILITY ADMINISTRATION	**565,254**	**7,883,616**	**642,888**	**5,058,893**	**2,824,723**	**7,588,340**	**96.25%**	**64.17%**
401-3111-000-0000	PS - WATER TREATMENT PLANT	-	-	-	-	-			
401-3111-517-7101	01 BOND DEBT SVC - PRINCIPAL	-	25,080	-	25,080	-	37,620	150.00%	100.00%
401-3111-517-7201	01 BOND DEBT SVC - INTEREST	-	9,625	4,499	9,624	1	14,436	149.98%	99.99%
401-3111-533-0043	WATER PLANT	-	-	-	-	-	-	0.00%	0.00%

Account	Account Description	FY23 Prior - May Rev/Expd	FY24 Amended Budgeted	FY24 Current - May Rev/Expd	FY24 YTD - May Rev/Expd	FY24 Balance Excess/Deficit	FY24 Annual Projection	Annual %	YTD %
401-3111-533-1200	REGULAR SALARIES AND WAGES	24,979	406,827	42,720	260,295	146,531	390,443	95.97%	63.98%
401-3111-533-1210	LONGEVITY PAY	-	1,184	-	-	1,184	-	0.00%	0.00%
401-3111-533-1400	OVERTIME PAY	269	7,500	773	3,844	3,656	5,766	76.88%	51.25%
401-3111-533-2100	FICA TAXES - CITY MATCHING	1,826	31,787	3,187	19,161	12,625	28,742	90.42%	60.28%
401-3111-533-2200	CITY RETIREMENT CONTRIBUTION	3,007	60,664	6,350	39,560	21,105	59,339	97.82%	65.21%
401-3111-533-2300	LIFE AND HEALTH INSURANCE	5,791	97,187	7,828	59,178	38,009	88,767	91.34%	60.89%
401-3111-533-2400	WORKER'S COMPENSATION	-	1,619	257	1,186	433	1,779	109.89%	73.26%
401-3111-533-3100	PROFESSIONAL SERVICES	-	5,750	-	3,875	1,875	5,813	101.09%	67.39%
401-3111-533-3400	OTHER CONTRACTUAL SERVICES	1,714	50,000	1,644	12,550	37,450	18,825	37.65%	25.10%
401-3111-533-4000	TRAVEL & PER DIEM	36	1,200	2	641	559	962	80.14%	53.43%
401-3111-533-4200	FREIGHT & POSTAGE SERVICES	-	300	-	-	300	-	0.00%	0.00%
401-3111-533-4300	UTILITY SERVICES	53,302	715,840	48,538	428,387	287,453	642,580	89.77%	59.84%
401-3111-533-4400	RENTAL AND LEASES	-	2,000	-	-	2,000	-	0.00%	0.00%
401-3111-533-4600	REPAIR & MAINT.-BLDG.& EQUIPMENT	12,525	47,600	35	17,280	30,320	25,921	54.45%	36.30%
401-3111-533-4650	VEHICLE MAINTENANCE	419	7,000	481	7,108	(108)	10,662	152.32%	101.55%
401-3111-533-4700	PRINTING SERVICES	-	1,000	-	415	585	623	62.25%	41.50%
401-3111-533-4900	OTHER CURRENT CHARGES	-	7,750	-	-	7,750	-	0.00%	0.00%
401-3111-533-4960	BAD DEBT EXPENSE	-	12,000	-	-	12,000	-	0.00%	0.00%
401-3111-533-5200	OPERATING SUPPLIES	22,040	299,277	24,238	179,561	119,716	269,341	90.00%	60.00%
401-3111-533-5220	WATER CONSERVATION PROGRAM	320	10,750	-	1,524	9,226	2,286	21.26%	14.18%
401-3111-533-5250	FUEL AND GASOLINE	5,595	41,514	875	12,117	29,397	18,175	43.78%	29.19%
401-3111-533-5400	BOOKS, PUBLICATIONS, SUBSCRIPTIONS & MEM	-	75	-	-	75	-	0.00%	0.00%
401-3111-533-5500	TRAINING	-	2,400	-	-	2,400	-	0.00%	0.00%
401-3111-533-6300	IMPROVEMENTS OTHER THAN BLDGS.	15,088	6,309,329	1,610	46,591	6,262,738	346,719	5.50%	0.74%
401-3111-533-6400	EQUIPMENT AND MACHINERY	-	72,537	-	32,537	40,000	72,273	99.64%	44.86%
	3111 PS - WATER TREATMENT PLANT	**146,910**	**8,227,795**	**143,037**	**1,160,514**	**7,067,281**	**2,041,071**	**24.81%**	**14.10%**
401-3121-000-0000	PS - WASTEWATER TREATMENT PLANT	-	-	-	-	-			
401-3121-517-7101	01 BOND DEBT SVC - PRINCIPAL	-	67,735	-	67,735	-	67,735	100.00%	100.00%
401-3121-517-7201	01 BOND DEBT SVC - INTEREST	-	25,993	12,150	25,992	0	25,993	100.00%	100.00%
401-3121-517-7251	SRF LOAN WW480211 - INTEREST	-	-	-	-	-	-	0.00%	0.00%
401-3121-535-0044	WASTEWATER TREATMENT PLANT	-	-	-	-	-	-	0.00%	0.00%
401-3121-535-1200	REGULAR SALARIES AND WAGES	49,148	813,917	61,831	431,745	382,172	647,617	79.57%	53.05%
401-3121-535-1210	LONGEVITY PAY	-	1,439	-	-	1,439	-	0.00%	0.00%
401-3121-535-1400	OVERTIME PAY	1,195	22,000	5,504	12,173	9,827	18,259	83.00%	55.33%
401-3121-535-1600	OTHER REIMBURSED ALLOWNCES	74	960	46	314	646	471	49.04%	32.69%
401-3121-535-2100	FICA TAXES - CITY MATCHING	3,589	63,643	4,930	31,905	31,738	47,857	75.20%	50.13%
401-3121-535-2200	CITY RETIREMENT CONTRIBUTION	6,005	122,394	9,838	66,551	55,843	99,827	81.56%	54.37%
401-3121-535-2300	LIFE AND HEALTH INSURANCE	13,859	253,123	11,463	103,103	150,020	154,654	61.10%	40.73%
401-3121-535-2400	WORKER'S COMPENSATION	-	3,813	605	2,793	1,019	4,190	109.89%	73.26%
401-3121-535-3100	PROFESSIONAL SERVICES	22,731	350,375	-	375	350,000	211,116	60.25%	0.11%
401-3121-535-3400	OTHER CONTRACTUAL SERVICES	59,152	643,655	20,285	149,650	494,005	224,474	34.87%	23.25%
401-3121-535-3401	DISTRIBUTED WASTEWATER	1,216	22,963	1,216	9,727	13,236	14,590	63.54%	42.36%
401-3121-535-4000	TRAVEL & PER DIEM	19	4,900	82	509	4,391	763	15.58%	10.39%
401-3121-535-4200	FREIGHT & POSTAGE SERVICES	-	150	-	-	150	-	0.00%	0.00%
401-3121-535-4300	UTILITY SERVICES	246,467	1,837,520	117,151	750,357	1,087,163	1,125,536	61.25%	40.84%
401-3121-535-4400	RENTAL AND LEASES	-	1,500	-	-	1,500	-	0.00%	0.00%
401-3121-535-4600	REPAIR & MAINT.-BLDG.& EQUIPMENT	-	1,047,900	4,810	13,315	1,034,585	19,972	1.91%	1.27%

Account	Account Description	FY23 Prior - May Rev/Expd	FY24 Amended Budgeted	FY24 Current - May Rev/Expd	FY24 YTD - May Rev/Expd	FY24 Balance Excess/Deficit	FY24 Annual Projection	Annual %	YTD %
401-3121-535-4650	VEHICLE MAINTENANCE	3,557	8,000	148	3,442	4,558	5,163	64.54%	43.03%
401-3121-535-4700	PRINTING SERVICES	-	1,000	-	400	600	600	60.00%	40.00%
401-3121-535-4900	OTHER CURRENT CHARGES	26,844	319,275	25,577	207,150	112,125	310,725	97.32%	64.88%
401-3121-535-4960	BAD DEBT EXPENSE	-	6,000	-	-	6,000	-	0.00%	0.00%
401-3121-535-5200	OPERATING SUPPLIES	34,490	422,242	34,175	189,547	232,695	284,321	67.34%	44.89%
401-3121-535-5250	FUEL AND GASOLINE	271	44,925	382	17,213	27,712	25,820	57.47%	38.32%
401-3121-535-5400	BOOKS, PUBLICATIONS, SUBSCRIPTIONS & MEM	594	1,047	128	751	296	1,127	107.63%	71.76%
401-3121-535-5500	TRAINING	675	2,870	-	295	2,575	443	15.42%	10.28%
401-3121-535-6100	LAND	-	344,300	-	-	344,300	344,300	0.00%	0.00%
401-3121-535-6300	IMPROVEMENTS OTHER THAN BLDGS.	5,881	2,346,190	33,828	87,980	2,258,210	445,451	18.99%	3.75%
401-3121-535-6400	EQUIPMENT AND MACHINERY	-	203,687	-	-	203,687	203,687	100.00%	0.00%
401-3121-535-6800	INTANGIBLE ASSETS	-	3,000	-	-	3,000	3,000	100.00%	0.00%
	3121 PS - WASTEWATER TREATMENT PLANT	**475,767**	**8,986,516**	**344,148**	**2,173,021**	**6,813,495**	**4,287,689**	**47.71%**	**24.18%**
401-3131-000-0000	PS - UTILITY CONSTRUCTION	-	-	-	-	-			
401-3131-536-0045	UTILITY CONSTRUCTION	-	-	-	-	-	-	-	-
401-3131-536-5250	FUEL AND GASOLINE	-	2,023	723	2,012	11	1,350	0.00%	0.00%
	3131 PS - UTILITY CONSTRUCTION	**-**	**2,023**	**723**	**2,012**	**11**	**1,350**	**0.00%**	**0.00%**
401-3141-000-0000	PS - WATER MAINTENANCE	-	-	-	-	-			
401-3141-533-0046	UTILITY MAINTENANCE	-	-	-	-	-	-	-	-
401-3141-533-1200	REGULAR SALARIES AND WAGES	68,307	989,121	65,661	543,683	445,438	815,525	82.45%	54.97%
401-3141-533-1210	LONGEVITY PAY	-	3,581	-	-	3,581	-	0.00%	0.00%
401-3141-533-1400	OVERTIME PAY	15,047	70,140	25,266	124,164	(54,024)	186,246	265.53%	177.02%
401-3141-533-1600	OTHER REIMBURSED ALLOWNACES	74	960	92	628	332	941	98.08%	65.38%
401-3141-533-2100	FICA TAXES - CITY MATCHING	5,917	81,381	6,623	47,578	33,803	71,366	87.69%	58.46%
401-3141-533-2200	CITY RETIREMENT CONTRIBUTION	9,624	155,315	12,121	94,432	60,883	141,648	91.20%	60.80%
401-3141-533-2300	LIFE AND HEALTH INSURANCE	23,870	354,101	23,878	194,856	159,244	292,285	82.54%	55.03%
401-3141-533-2400	WORKER'S COMPENSATION	-	4,163	661	3,050	1,113	4,575	109.89%	73.26%
401-3141-533-4000	TRAVEL & PER DIEM	-	1,400	-	66	1,334	99	7.08%	4.72%
401-3141-533-4300	UTILITY SERVICES	324	19,000	1,172	6,984	12,016	10,476	55.14%	36.76%
401-3141-533-4400	RENTAL AND LEASES	1,370	24,636	1,419	9,497	15,139	14,245	57.82%	38.55%
401-3141-533-4600	REPAIR & MAINT.-BLDG.& EQUIPMENT	25,648	330,000	26,612	172,117	157,883	258,176	78.24%	52.16%
401-3141-533-4650	VEHICLE MAINTENANCE	3,803	88,750	1,837	51,056	37,694	76,584	86.29%	57.53%
401-3141-533-4700	PRINTING SERVICES	891	26,500	580	1,626	24,874	2,439	9.20%	6.14%
401-3141-533-4900	OTHER CURRENT CHARGES	502	10,060	536	2,679	7,381	4,019	39.95%	26.63%
401-3141-533-5100	OFFICE SUPPLIES	-	800	-	502	298	753	94.07%	62.71%
401-3141-533-5200	OPERATING SUPPLIES	9,192	106,850	9,621	102,956	3,894	106,850	100.00%	96.36%
401-3141-533-5201	SENSUS METERING SYSTEM	49,643	950,000	231,235	893,130	56,870	950,000	100.00%	94.01%
401-3141-533-5236	BACKFLOW OPERATIONAL SUPPLIES	5,473	263,000	6,279	273,729	(10,729)	273,729	104.08%	104.08%
401-3141-533-5250	FUEL AND GASOLINE	4,979	85,639	5,024	35,150	50,489	52,725	61.57%	41.04%
401-3141-533-5400	BOOKS, PUBLICATIONS, SUBSCRIPTIONS & MEM	-	1,400	-	239	1,161	359	25.61%	17.07%
401-3141-533-5500	TRAINING	1,000	15,000	134	4,731	10,269	7,097	47.31%	31.54%
401-3141-533-6300	IMPROVEMENTS OTHER THAN BLDGS.	44,738	2,243,597	60,292	128,266	2,115,330	754,707	33.64%	5.72%
401-3141-533-6400	EQUIPMENT AND MACHINERY	-	353,646	-	103,750	249,896	119,214	33.71%	29.34%
	EQUIPMENT AND MACHINERY	**270,401**	**6,179,041**	**479,040**	**2,794,869**	**3,384,173**	**4,144,056**	**67.07%**	**45.23%**
401-3161-000-0000	FIN - UTILITY BILLING	-	-	-	-	-			
401-3161-533-0057	UTILITY BILLING	-	-	-	-	-	-	-	-
401-3161-533-1200	REGULAR SALARIES AND WAGES	31,673	324,881	33,504	197,126	127,755	295,688	91.01%	60.68%

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401-3161-533-1210	LONGEVITY PAY	-	706	-	-	706	-	0.00%	0.00%
401-3161-533-1400	OVERTIME PAY	1,012	-	2,032	6,888	(6,888)	10,332	0.00%	0.00%
401-3161-533-2100	FICA TAXES - CITY MATCHING	2,455	24,907	2,652	15,141	9,767	22,711	91.18%	60.79%
401-3161-533-2200	CITY RETIREMENT CONTRIBUTION	2,443	47,536	5,188	30,515	17,021	45,772	96.29%	64.19%
401-3161-533-2300	LIFE AND HEALTH INSURANCE	8,186	121,236	7,717	58,191	63,045	87,286	72.00%	48.00%
401-3161-533-2400	WORKER'S COMPENSATION	-	150	24	110	40	165	109.90%	73.27%
401-3161-533-3100	PROFESSIONAL SERVICES	-	6,000	-	-	6,000	-	0.00%	0.00%
401-3161-533-3400	OTHER CONTRACTUAL SERVICES	76,741	532,000	29,372	227,991	304,009	341,987	64.28%	42.86%
401-3161-533-4200	FREIGHT & POSTAGE SERVICES	12,956	166,750	11,241	95,891	70,859	143,836	86.26%	57.51%
401-3161-533-4400	RENTALS AND LEASES	224	3,500	-	-	3,500	-	0.00%	0.00%
401-3161-533-4600	REPAIR & MAINT. BLDG. & EQUIPMENT	-	61,870	756	21,918	39,952	32,877	53.14%	35.43%
401-3161-533-4650	VEHICLE MAINTENANCE	-	2,400	-	145	2,255	218	9.09%	6.06%
401-3161-533-4700	PRINTING SERVICES	7,988	85,750	13,134	68,803	16,947	85,750	100.00%	80.24%
401-3161-533-5100	OFFICE SUPPLIES	299	6,400	-	1,080	5,320	1,619	25.30%	16.87%
401-3161-533-5200	OPERATING SUPPLIES	590	5,150	-	506	4,644	758	14.73%	9.82%
401-3161-533-5250	FUEL AND GASOLINE	826	2,500	197	1,324	1,176	1,985	79.42%	52.95%
401-3161-533-5500	TRAINING	-	2,000	-	-	2,000	1,000	50.00%	0.00%
401-3161-533-6300	IMPROVEMENTS OTHER THAN BUILDINGS	-	60,000	-	-	60,000	18,000	30.00%	0.00%
	3161 FIN - UTILITY BILLING	**145,392**	**1,453,736**	**105,817**	**725,627**	**728,108**	**1,089,986**	**74.98%**	**49.91%**
401-3171-000-0000	PS - WASTEWATER MAINTENANCE	-	-	-	-	-			
401-3171-535-0058	WASTEWATER MAINTENANCE	-	-	-	-	-			
401-3171-535-1200	REGULAR SALARIES AND WAGES	67,649	830,107	79,149	495,024	335,083	742,536	89.45%	59.63%
401-3171-535-1210	LONGEVITY PAY	-	2,617	-	-	2,617	-	0.00%	0.00%
401-3171-535-1400	OVERTIME PAY	18,418	35,000	25,835	130,117	(95,117)	130,117	371.76%	371.76%
401-3171-535-1600	OTHER REIMBURSED ALLOWANCES	111	1,440	92	628	812	941	65.38%	43.59%
401-3171-535-2100	FICA TAXES - CITY MATCHING	6,196	66,491	7,643	44,835	21,656	67,253	101.15%	67.43%
401-3171-535-2200	CITY RETIREMENT CONTRIBUTION	8,190	126,898	14,246	87,568	39,330	131,353	103.51%	69.01%
401-3171-535-2300	LIFE AND HEALTH INSURANCE	17,752	281,113	19,911	156,571	124,542	234,856	83.55%	55.70%
401-3171-535-2400	WORKER'S COMPENSATION	-	4,422	702	3,240	1,182	4,860	109.89%	73.26%
401-3171-535-3100	PROFESSIONAL SERVICES	7,395	102,842	-	-	102,842	-	0.00%	0.00%
401-3171-535-3400	OTHER CONTRACTUAL SERVICES	-	5,500	-	3,108	2,392	4,662	84.76%	56.51%
401-3171-535-4000	TRAVEL AND PER DEIM	-	700	53	147	553	220	31.43%	20.95%
401-3171-535-4200	FREIGHT & POSTAGE SERVICES	-	400	-	-	400	-	0.00%	0.00%
401-3171-535-4300	UTILITY SERVICES	36,245	391,075	36,905	235,139	155,936	352,708	90.19%	60.13%
401-3171-535-4400	RENTAL AND LEASES	14,556	220,958	10,956	86,714	134,244	130,070	58.87%	39.24%
401-3171-535-4600	REPAIR & MAINT.-BLDG.& EQUIPMENT	14,637	1,602,976	44,601	691,159	911,817	1,036,738	64.68%	43.12%
401-3171-535-4650	VEHICLE MAINTENANCE	464	65,000	7,039	75,982	(10,982)	75,982	116.89%	116.89%
401-3171-535-4900	OTHER CURRENT CHARGES	-	1,000	-	-	1,000	-	0.00%	0.00%
401-3171-535-5100	OFFICE SUPPLIES	-	200	-	-	200	-	0.00%	0.00%
401-3171-535-5200	OPERATING SUPPLIES	26,175	383,600	36,471	254,866	128,734	382,299	99.66%	66.44%
401-3171-535-5250	FUEL AND GASOLINE	4,734	83,285	7,034	37,907	45,378	56,861	68.27%	45.52%
401-3171-535-5400	BOOKS, PUBLICATIONS, SUBSCRIPTIONS & MEM	-	1,150	-	-	1,150	-	0.00%	0.00%
401-3171-535-5500	TRAINING	-	10,000	100	100	9,900	5,000	50.00%	1.00%
401-3171-535-6300	IMPROVEMENTS OTHER THAN BLDGS.	106,397	4,585,534	317,887	1,159,645	3,425,890	796,120	17.36%	25.29%
401-3171-535-6400	EQUIPMENT AND MACHINERY	243,500	1,132,947	10,668	10,668	1,122,279	68,945	6.09%	0.94%
	3171 PS - WASTEWATER MAINTENANCE	**572,417**	**9,935,256**	**619,293**	**3,473,417**	**6,461,839**	**4,221,522**	**42.49%**	**34.96%**
401-3191-535-0000	UTILITY PLANT MAINTENANCE	-	-	-	-	-			

Account	Account Description	FY23 Prior - May Rev/Expd	FY24 Amended Budgeted	FY24 Current - May Rev/Expd	FY24 YTD - May Rev/Expd	FY24 Balance Excess/Deficit	FY24 Annual Projection	Annual %	YTD %
401-3191-535-1200	REGULAR SALARIES AND WAGES	36,809	532,055	35,182	296,770	235,285	445,155	83.67%	55.78%
401-3191-535-1210	LONGEVITY PAY	-	1,663	-	-	1,663	-	0.00%	0.00%
401-3191-535-1400	OVERTIME PAY	276	24,200	394	1,173	23,027	1,760	7.27%	4.85%
401-3191-535-1600	OTHER REIMBURSED ALLOWANCES	37	480	-	240	240	360	75.00%	50.00%
401-3191-535-2100	FICA TAXES - CITY MATCHING	2,625	42,717	2,881	21,359	21,358	32,039	75.00%	50.00%
401-3191-535-2200	CITY RETIREMENT CONTRIBUTION	4,421	81,526	5,237	43,878	37,648	65,818	80.73%	53.82%
401-3191-535-2300	LIFE AND HEALTH INSURANCE	8,650	138,570	6,890	65,860	72,709	98,790	71.29%	47.53%
401-3191-535-2400	WORKER'S COMPENSATION	-	2,557	406	1,873	684	2,810	109.89%	73.26%
401-3191-535-3400	OTHER CONTRACTUAL SERVICES	-	30,000	-	-	30,000	-	0.00%	0.00%
401-3191-535-4000	TRAVEL & PER DIEM	-	-	-	-	-	-	0.00%	0.00%
401-3191-535-4200	FREIGHT & POSTAGE SERVICES	-	500	-	-	500	-	0.00%	0.00%
401-3191-535-4400	RENTALS AND LEASES	-	5,000	-	2,330	2,670	3,494	69.89%	46.59%
401-3191-535-4600	REPAIR & MAINT.-BLDG & EQUIPMENT	9,904	505,200	28,866	268,014	237,186	402,021	79.58%	53.05%
401-3191-535-4650	VEHICLE MAINTENANCE	262	11,500	-	10,032	1,468	11,500	100.00%	87.24%
401-3191-535-4900	OTHER CURRENT CHARGES	-	500	-	-	500	-	0.00%	0.00%
401-3191-535-5200	OPERATING SUPPLIES	606	74,925	4,439	20,176	54,749	30,264	40.39%	26.93%
401-3191-535-5250	FUEL AND GASOLINE	762	19,483	1,013	6,657	12,826	9,986	51.25%	34.17%
401-3191-535-5500	TRAINING	575	5,050	-	257	4,793	386	7.63%	5.09%
401-3191-535-6400	EQUIPMENT AND MACHINERY	27,392	249,155	-	79,788	169,368	151,460	60.79%	32.02%
	3191 PS - UTILTIY PLANT MAINTENANCE	**92,318**	**1,725,081**	**85,308**	**818,408**	**906,674**	**1,255,842**	**72.80%**	**47.44%**
401-3410-539-0059	DESIGN ENGINEERING	-	-	-	-	-			
401-3410-539-1200	REGULAR SALARIES AND WAGES	34,867	695,693	48,861	226,125	469,567	339,188	48.76%	32.50%
401-3410-539-1210	LONGEVITY PAY	-	814	-	-	814	-	0.00%	0.00%
401-3410-539-1400	OVERTIME PAY	-	4,286	1,089	2,758	1,528	4,136	96.51%	64.34%
401-3410-539-1600	OTHER REIMBURSED ALLOWANCES	-	1,440	-	-	1,440	-	0.00%	0.00%
401-3410-539-2100	FICA TAXES - CITY MATCHING	2,611	57,654	3,701	17,063	40,591	25,595	44.39%	29.60%
401-3410-539-2200	CITY RETIREMENT CONTRIBUTION	4,238	118,294	9,319	47,418	70,876	71,127	60.13%	40.09%
401-3410-539-2300	LIFE AND HEALTH INSURANCE	5,298	210,060	5,435	43,347	166,713	65,020	30.95%	20.64%
401-3410-539-2400	WORKER'S COMPENSATION	-	3,744	594	2,743	1,001	4,114	109.89%	73.26%
401-3410-539-3100	PROFESSIONAL SERVICES	8,160	494,563	500	57,197	437,366	85,796	17.35%	11.57%
401-3410-539-4000	TRAVEL & PER DIEM	-	1,000	-	-	1,000	-	0.00%	0.00%
401-3410-539-4200	FREIGHT & POSTAGE SERVICES	-	250	-	-	250	-	0.00%	0.00%
401-3410-539-4600	REPAIR & MAINT.-BLDG & EQUIPMENT	-	300	-	-	300	-	0.00%	0.00%
401-3410-539-4650	VEHICLE MAINTENANCE	698	3,200	1,006	4,142	(942)	4,142	129.45%	129.45%
401-3410-539-4902	LEGAL ADVERTISING	-	5,871	-	-	5,871	-	0.00%	0.00%
401-3410-539-5100	OFFICE SUPPLIES	1,411	3,000	141	2,255	746	3,000	100.00%	75.15%
401-3410-539-5200	OPERATING SUPPLIES	2,071	21,100	247	11,634	9,466	17,451	82.70%	55.14%
401-3410-539-5250	FUEL AND GASOLINE	385	11,550	850	3,169	8,381	4,754	41.16%	27.44%
401-3410-539-5400	BOOKS, PUBLICATIONS, SUBSCRIPTIONS & MEM	-	3,760	722	722	3,038	1,083	28.80%	19.20%
401-3410-539-5500	TRAINING	-	7,700	-	2,859	4,841	4,288	55.69%	37.13%
	3410 PS - DESIGN ENGINEERING	**59,738**	**1,644,278**	**72,465**	**421,432**	**1,222,846**	**629,696**	**38.30%**	**25.63%**
	WATER & WASTEWATER OPER Expenditure Tot	**2,328,198**	**46,037,341**	**2,492,720**	**16,628,193**	**29,409,149**	**25,259,551**	**54.87%**	**36.12%**
	402 SANITATION Revenue Total	**595,592**	**8,910,256**	**596,798**	**4,252,851**	**(4,657,405)**	**6,742,751**	**75.67%**	**47.73%**
402-3210-534-1200	REGULAR SALARIES AND WAGES	74,762	1,086,021	98,275	722,562	363,459	1,083,843	99.80%	66.53%
402-3210-534-1210	LONGEVITY PAY	-	3,975	-	-	3,975	-	0.00%	0.00%

Account	Account Description	FY23 Prior - May Rev/Expd	FY24 Amended Budgeted	FY24 Current - May Rev/Expd	FY24 YTD - May Rev/Expd	FY24 Balance Excess/Deficit	FY24 Annual Projection	Annual %	YTD %
402-3210-534-1400	OVERTIME PAY	14,128	152,976	21,253	117,627	35,349	176,440	115.34%	76.89%
402-3210-534-1600	OTHER REIMBURSED ALLOWANCES	74	960	92	628	332	941	98.08%	65.38%
402-3210-534-2100	FICA TAXES - CITY MATCHING	6,508	94,461	8,854	61,541	32,919	92,312	97.73%	65.15%
402-3210-534-2200	CITY RETIREMENT CONTRIBUTION	10,596	181,613	17,309	121,257	60,356	181,886	100.15%	66.77%
402-3210-534-2300	LIFE AND HEALTH INSURANCE	17,776	344,266	18,777	171,179	173,087	256,769	74.58%	49.72%
402-3210-534-2400	WORKER'S COMPENSATION	-	14,207	2,211	10,207	4,001	15,310	107.76%	71.84%
402-3210-534-3100	PROFESSIONAL SERVICES	-	49,773	-	-	49,773	-	0.00%	0.00%
402-3210-534-3400	OTHER CONTRACTUAL SERVICES	5,250	26,856	865	1,146	25,710	1,720	6.40%	4.27%
402-3210-534-4000	TRAVEL & PER DIEM	-	1,800	420	731	1,069	1,096	60.88%	40.59%
402-3210-534-4200	FREIGHT & POSTAGE SERVICES	-	6,140	-	-	6,140	-	0.00%	0.00%
402-3210-534-4300	UTILITY SERVICES	967	6,650	537	4,233	2,417	6,350	95.49%	63.66%
402-3210-534-4302	SANITATION TIPPING FEES	132,459	1,884,500	250,189	1,049,812	834,688	1,574,718	83.56%	55.71%
402-3210-534-4400	RENTAL AND LEASES	16,000	385,076	32,384	160,842	224,234	241,264	62.65%	41.77%
402-3210-534-4600	REPAIR & MAINT.-BLDG.& EQUIPMENT	-	24,622	82	2,116	22,506	3,174	12.89%	8.60%
402-3210-534-4650	VEHICLE MAINTENANCE	91,797	654,123	127,819	636,251	17,872	654,123	100.00%	97.27%
402-3210-534-4700	PRINTING SERVICES	-	7,400	-	-	7,400	-	0.00%	0.00%
402-3210-534-4800	PROMOTIONAL ADVERTISING	-	1,000	-	(500)	1,500	(750)	-75.00%	-50.00%
402-3210-534-4902	LEGAL ADVERTISING	-	1,500	-	-	1,500	-	0.00%	0.00%
402-3210-534-4903	TEMPORARY LABOR	19,877	316,342	-	156,659	159,683	234,988	74.28%	49.52%
402-3210-534-4960	BAD DEBT EXPENSE	-	5,000	-	-	5,000	-	0.00%	0.00%
402-3210-534-5100	OFFICE SUPPLIES	456	1,200	-	679	521	1,018	84.83%	56.56%
402-3210-534-5200	OPERATING SUPPLIES	30,729	458,925	1,105	141,472	317,453	212,207	46.24%	30.83%
402-3210-534-5250	FUEL AND GASOLINE	22,271	320,000	23,900	184,037	135,963	276,056	86.27%	57.51%
402-3210-534-5400	BOOKS, PUBLICATIONS, SUBSCRIPTIONS & MEM	-	900	-	-	900	-	0.00%	0.00%
402-3210-534-5500	TRAINING	-	2,500	-	1,332	1,168	1,998	79.90%	53.27%
402-3210-534-6400	EQUIPMENT AND MACHINERY	-	2,871,493	-	139,553	2,731,940	267,002	9.30%	0.00%
402-3210-581-9101	TRANSFER TO GENERAL FUND	56,732	-	-	-	-	-	0.00%	0.00%
	402 SANITATION Expend Total	**500,381**	**8,904,278**	**604,072**	**3,683,363**	**5,220,915**	**5,282,464**	**59.33%**	**41.37%**
	403 WATER, WASTERWATER AND Revenue Total	**481,758**	**23,336,714**	**1,662,954**	**11,496,207**	**(11,840,507)**	**16,906,493**	**72.45%**	**49.26%**
403-3113-000-0000	WATER IMPACT FEES	-	-	-	-	-	-	0.00%	0.00%
403-3113-517-7101	01 BOND DEBT SVC - PRINCIPAL	-	287,850	-	287,850	-	431,775	150.00%	100.00%
403-3113-517-7201	01 BOND DEBT SVC - INTEREST	-	110,458	51,631	110,459	(0)	165,688	150.00%	100.00%
403-3113-533-0040	WATER IMPACT FEES	-	-	-	-	-	-	0.00%	0.00%
403-3113-533-3100	PROFESSIONAL SERVICES	-	2,018	-	-	2,018	-	0.00%	0.00%
403-3113-533-6300	IMPROVE OTHER THAN BLDGS	62,960	9,319,771	17,413	27,079	9,292,692	3,106,590	33.33%	0.29%
	3113 WATER IMPACT FEES	**62,960**	**9,720,097**	**69,044**	**425,388**	**9,294,710**	**3,704,053**	**38.11%**	**4.38%**
403-3115-000-0000	REUSE IMPACT FEES	-	-	-	-	-	-		
403-3115-517-7101	01 BOND DEBT SVC - PRINCIPAL	-	116,850	-	116,850	-	116,850	100.00%	100.00%
403-3115-517-7201	01 BOND DEBT SVC - INTEREST	-	44,475	20,959	44,840	(364)	44,840	100.82%	100.82%
403-3115-535-3100	PROFESSIONAL SERVICES	28,967	352,146	28,972	79,724	272,421	79,724	22.64%	22.64%
403-3115-535-6300	IMPROVE OTHER THAN BLD.	1,148	5,862,852	63,165	63,165	5,799,687	1,982,366	33.81%	1.08%
	3115 REUSE IMPACT FEES	**30,116**	**6,376,323**	**113,096**	**304,579**	**6,071,744**	**2,223,780**	**34.88%**	**4.78%**
403-3123-000-0000	WASTEWATER IMPACT FEES	-	-	-	-	-	-	-	-
403-3123-517-7101	01 BOND DEBT SVC - PRINCIPAL	-	452,485	-	452,485	-	452,485	100.00%	100.00%
403-3123-517-7150	SRF LOAN WW480210 - PRINCIPAL	-	67,671	33,952	68,138	(467)	68,138	100.69%	100.69%

Account	Account Description	FY23 Prior - May Rev/Expd	FY24 Amended Budgeted	FY24 Current - May Rev/Expd	FY24 YTD - May Rev/Expd	FY24 Balance Excess/Deficit	FY24 Annual Projection	Annual %	YTD %
403-3123-517-7151	SRF LOAN WW480211 - PRINCIPAL	-	2,980,792	1,487,583	1,487,583	1,493,209	2,980,792	100.00%	49.91%
403-3123-517-7201	01 BOND DEBT SVC - INTEREST	-	173,636	81,162	173,635	1	173,635	100.00%	100.00%
403-3123-517-7250	SRF LOAN WW480210 - INTEREST	-	7,047	3,466	6,814	233	6,814	96.70%	96.70%
403-3123-517-7251	SRF LOAN WW480211 - INTEREST	-	369,798	187,662	187,662	182,136	187,662	50.75%	50.75%
403-3123-517-7350	SRF LOAN WW480210 - OTHER EXPENSES	-	7,046	3,466	6,814	232	6,814	96.70%	96.70%
403-3123-535-0041	SEWER IMPACT FEES	-	-	-	-	-	-	0.00%	0.00%
403-3123-535-3100	PROFESSIONAL SERVICES	-	196,355	19,925	68,057	128,298	68,057	0.00%	0.00%
403-3123-535-6300	IMPROVE OTHER THAN BLDGS	-	2,856,488	35,960	35,960	2,820,528	952,163	33.33%	1.26%
	3123 WASTEWATER IMPACT FEES	**-**	**7,111,318**	**1,853,174**	**2,487,148**	**4,624,170**	**4,896,559**	**68.86%**	**34.97%**
403-3133-000-0000	WATER/WASTEWATER COMBINATION SERVICES	-	-	-	-	-	-	-	-
403-8019-536-6400	EQUIPMENT & MACHINERY	-	128,975	-	55,002	73,973	82,503	63.97%	42.65%
	8019 SCADA SYSTEM EQUIPMENT	**-**	**128,975**	**-**	**55,002**	**73,973**	**82,503**	**63.97%**	**42.65%**
	WATER, WASTERWATER AND Expenditure	**93,076**	**23,336,714**	**2,035,315**	**3,272,116**	**20,064,597**	**10,906,895**	**46.74%**	**14.02%**
	610 COMMUNITY DEVELOPMENT A Revenue Total	**-**	**4,390,529**	**-**	**1,131,059**	**(3,259,470)**	**1,131,059**	**25.76%**	**25.76%**
610-9950-515-3100	PROFESSIONAL SERVICES	-	219,500	-	37,307	182,193	74,626	34.00%	17.00%
610-9950-515-3200	AUDIT SERVICES	-	6,000	-	-	6,000	4,000	66.67%	0.00%
610-9950-515-4000	TRAVEL AND PER DIEM	-	850	-	-	850	850	100.00%	0.00%
610-9950-515-4900	CRA (BCAP)	-	30,000	-	8,213	21,788	8,213	27.38%	27.38%
610-9950-515-4910	CRA (FRAP)	-	100,000	-	56,336	43,664	56,336	56.34%	56.34%
610-9950-515-4912	CRA (BPRP)	-	20,000	-	-	20,000	-	0.00%	0.00%
610-9950-515-4914	CRA (BIFAP)	-	20,000	-	-	20,000	-	0.00%	0.00%
610-9950-515-4920	CRA (RFAP)	-	300,000	-	-	300,000	-	0.00%	0.00%
610-9950-515-4922	CRA (RRAP)	-	10,000	-	-	10,000	-	0.00%	0.00%
610-9950-515-4950	DEMOLITION	-	10,000	-	-	10,000	-	0.00%	0.00%
610-9950-515-4960	DOWNTOWN BENCHES, CANS, ETC.	-	25,000	-	-	25,000	-	0.00%	0.00%
610-9950-515-5400	BOOKS, SUBS & MEMBERSHIPS	-	1,170	-	175	995	-	0.00%	14.96%
610-9950-515-5500	TRAINING	-	450	-	-	450	175	38.89%	0.00%
610-9950-515-6300	IMPROVEMENTS OTHER THAN BLDGS.	-	3,647,559	25,000	171,353	3,476,206	500,000	13.71%	4.70%
	610 COMMUNITY DEVELOPMENT A Expend Total	**-**	**4,390,529**	**25,000**	**273,383**	**4,117,146**	**644,200**	**14.67%**	**6.23%**

City of Apopka
CITY COUNCIL STAFF REPORT

Section: BUSINESS (Action Item)
Item #: 1.
Meeting Date: August 7, 2024
Department: Community Development

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

REQUEST:
Approve 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
North	Rural Settlement and County Rural	AG (Agricultural) and County A-1 (Citrus Rural)	Single-family residences
South	Rural Settlement	AG and County A-1	Agricultural facilities and single-family residences
East	Mixed-Use	KPI-MU (Kelly Park Interchange - Mixed-Use)	Single-family residences
West	Rural Settlement	AG and RCE (Residential County Estates)	Single-family residences

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:

August 7, 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 - City Council:

Approve 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

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

PLAT BOOK _____ PAGE _____

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°27'01" 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 163.37 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 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, 1,330.44 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."

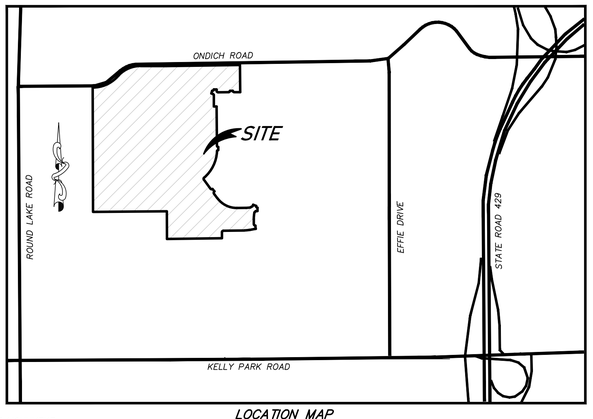
PEC | **SURVEYING AND MAPPING, LLC**
CERTIFICATE OF AUTHORIZATION NUMBER LB 7808
2100 Alafaya Trail, Suite 203 • Oviedo, Florida 32765 • 407-542-4967

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. 20190876146.
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. 20210425535, together with Amended Collateral Assignment of Development Rights recorded August 25, 2021, in Official Records Instrument No. 20210521426.
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. 20210521426.
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.

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
△	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)



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.

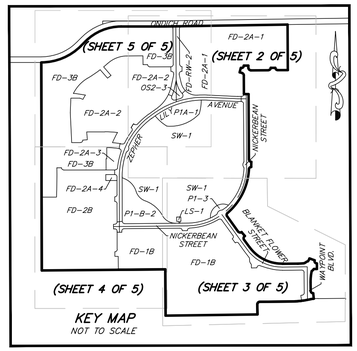
(4) ALL PLATTED UTILITY EASEMENTS SHALL PROVIDE THAT SUCH EASEMENTS SHALL ALSO BE EASEMENTS FOR THE CONSTRUCTION, INSTALLATION, MAINTENANCE, AND OPERATION OF CABLE TELEVISION SERVICES; PROVIDED, HOWEVER, NO SUCH CONSTRUCTION, INSTALLATION, MAINTENANCE, AND OPERATION OF CABLE TELEVISION SERVICES SHALL 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 "P1A-1", "P1-B-2", "P1-3, (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, RESPONSIBILITY 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 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	*Surveyor's Signature*
LS 4044	*David A. White*
Surveyor's Registration Number	*Surveyor's Name (printed)*
LB 7808	*PEC - Surveying and Mapping, LLC*
Certificate of Authorization Number	*2100 Alafaya Trail, Suite 203*
	Oviedo, Florida, 32765

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: _____

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.*

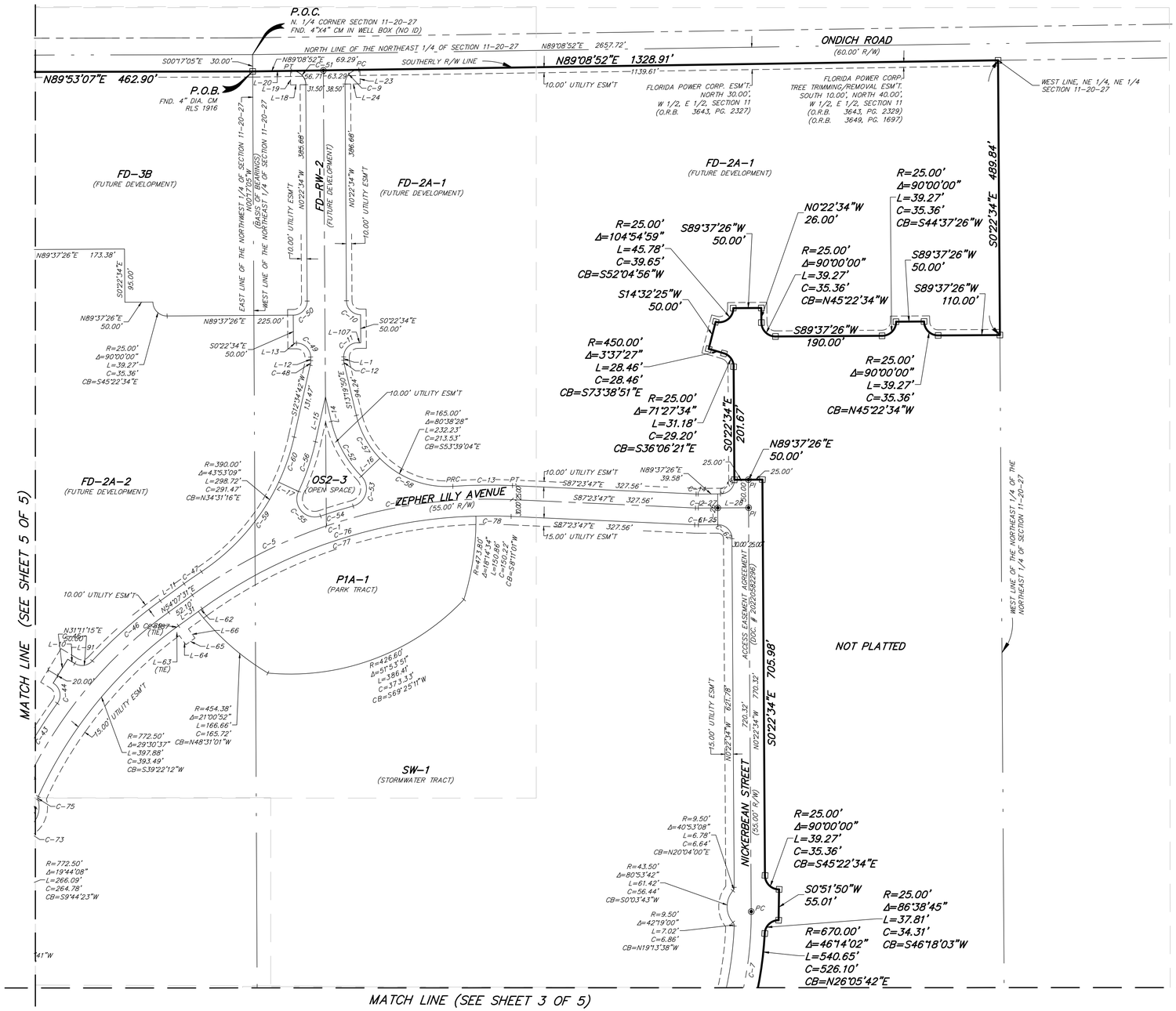
BY _____
Bryan Nelson, Mayor of The City of Apopka

ATTEST: _____
*SUSAN M. BONE, CITY

PLAT BOOK PAGE

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

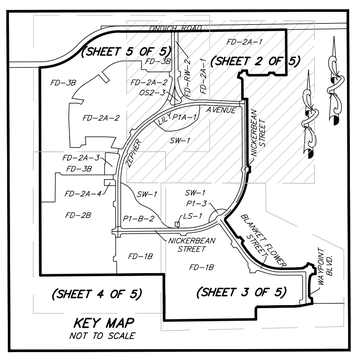
LYING IN SECTION 11, TOWNSHIP 20 SOUTH, RANGE 27 EAST
CITY OF APOPKA, ORANGE COUNTY, FLORIDA



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'

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

SCALE 1"=100'
100 0 100 200



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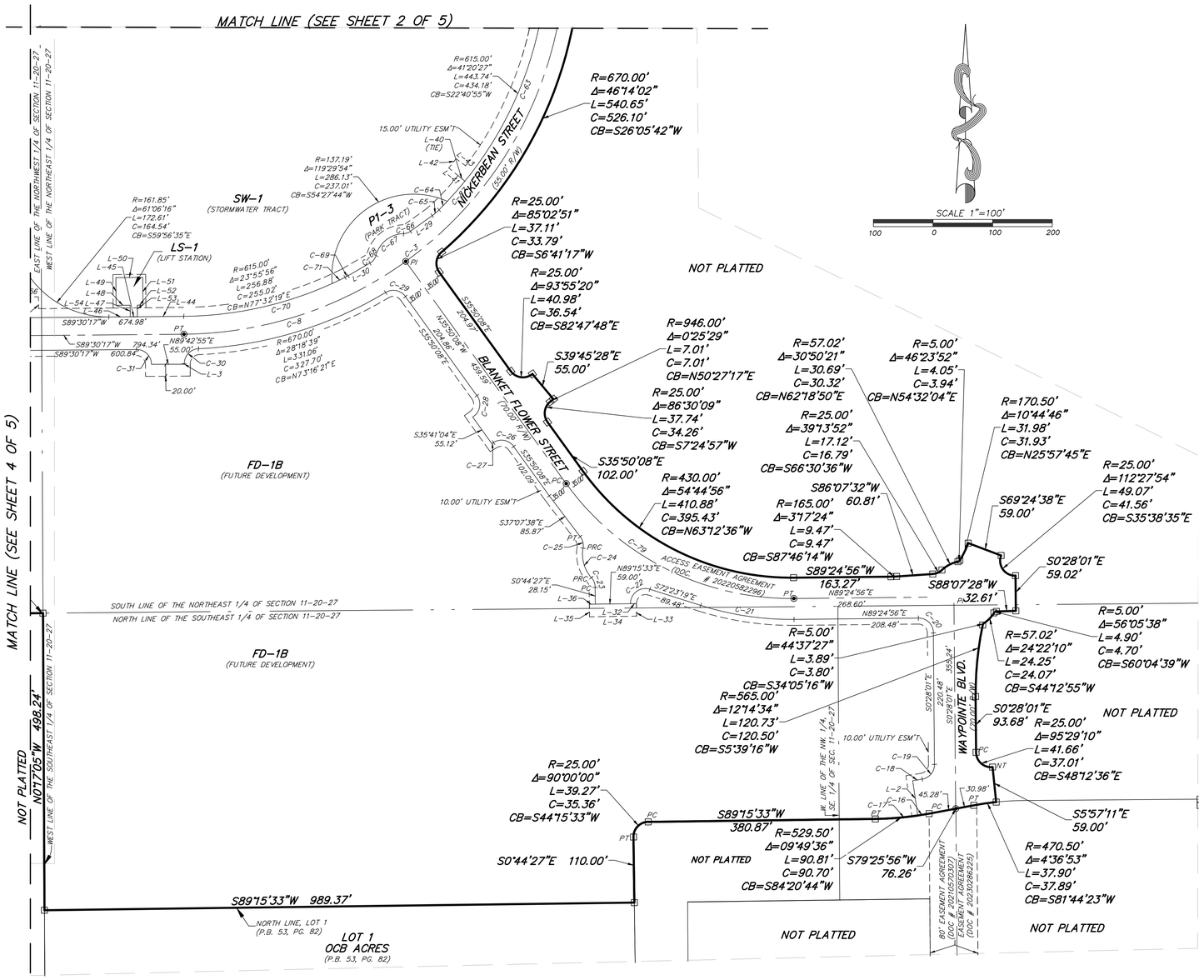
CROSSROADS AT KELLY PARK PHASES 1-2, 1-3 AND 2

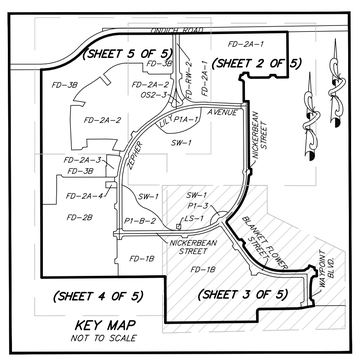
LYING IN SECTION 11, TOWNSHIP 20 SOUTH, RANGE 27 EAST
CITY OF APOPKA, ORANGE COUNTY, FLORIDA



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 (TIE)	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

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

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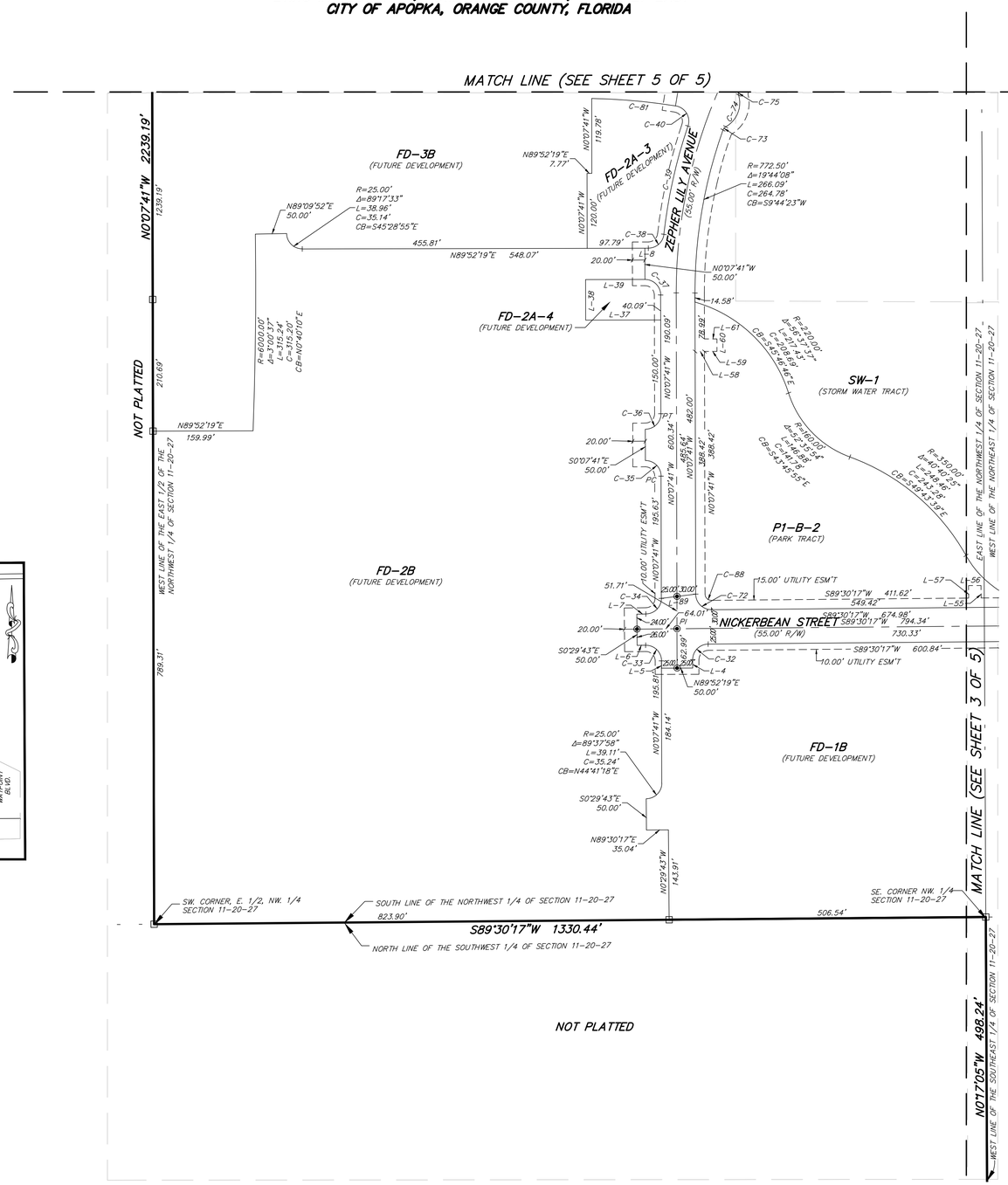
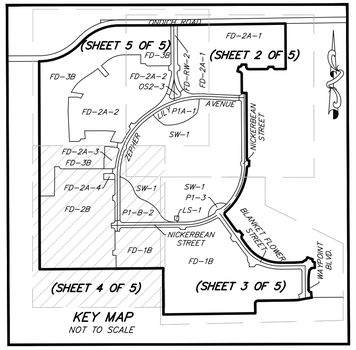
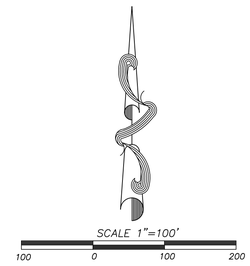
PLAT BOOK PAGE

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







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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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LYING IN SECTION 11, TOWNSHIP 20 SOUTH, RANGE 27 EAST
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SCALE 1"=100'
100 0 100 200

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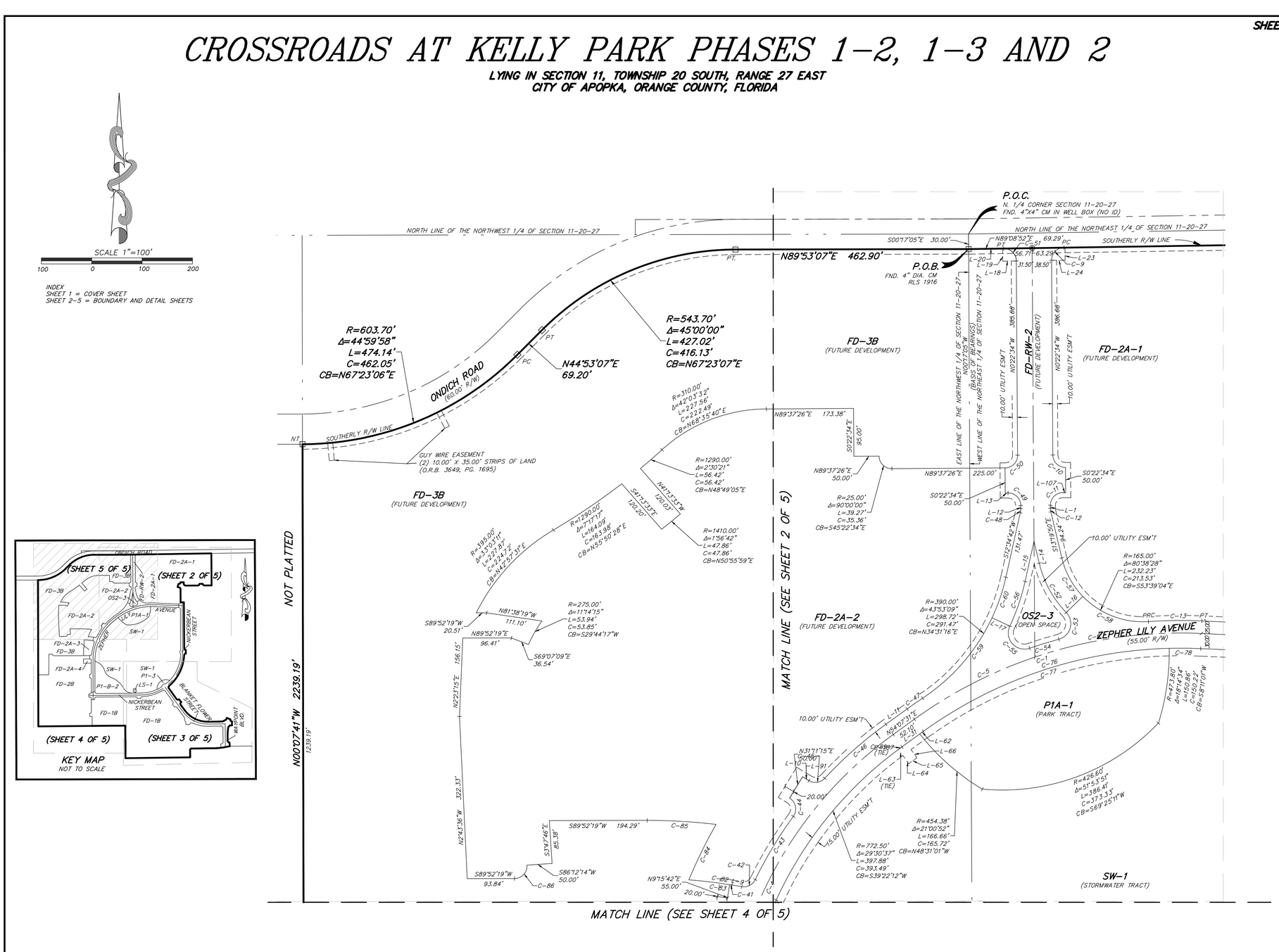


CURVE TABLE					
CURVE #	RADIUS	DELTA	LENGTH	CHORD DISTANCE	CHORD BEARING
C-1	902.50'	38°28'42"	606.09'	594.77'	S73°21'52"W
C-4	802.50'	54°15'12"	759.89'	731.81'	S26°59'55"W
C-5	902.50'	17°08'42"	270.06'	269.06'	S62°41'52"W
C-6	902.50'	21°19'59"	336.03'	334.09'	S81°56'13"W
C-9	25.00'	89°31'26"	39.06'	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

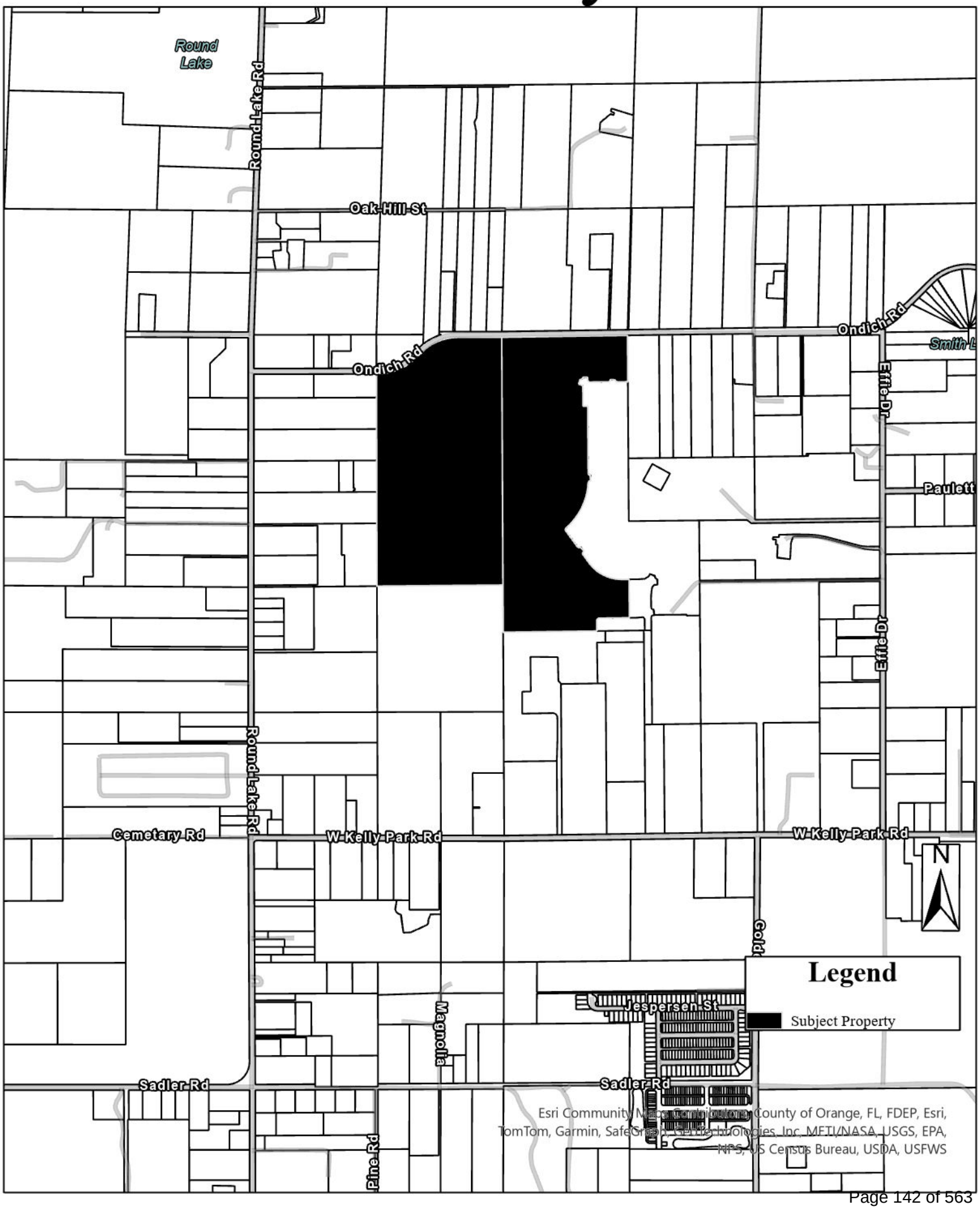
LINE TABLE		
LINE #	BEARING	DISTANCE
L-1	N00°22'34"W	6.14'
L-9	S80°44'18"E	19.82'
L-10	S58°48'45"E	14.61'
L-11	N54°07'31"E	52.10'
L-12	N00°22'34"W	6.14'
L-13	S89°37'26"W	5.50'
L-14	S13°19'50"E	44.77'
L-15	S12°34'42"W	81.99'
L-16	N45°59'39"E	46.00'
L-17	N64°53'53"W	39.00'
L-18	S89°08'52"W	26.90'
L-19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

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."

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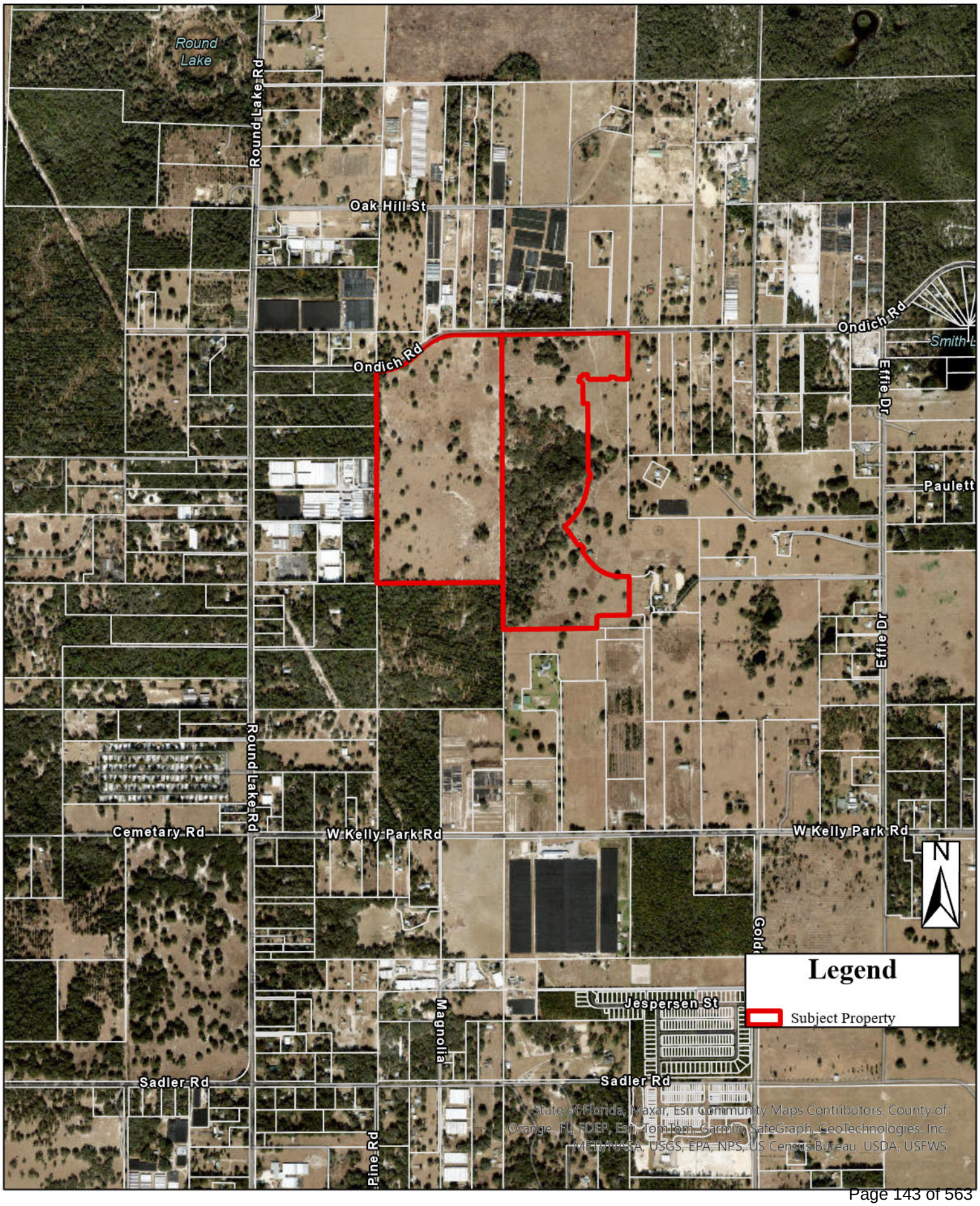
Paulett
Round Lake Rd
Cemetary Rd
W Kelly Park Rd
W Kelly Park Rd
N
Legend
Subject Property
Jespersen St
Magnolia
Sadler Rd
Sadler Rd
Pine Rd
Esri Community Maps Contributors, County of Orange, FL, FDEP, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau,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

Aerial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Legend
Subject Property
Jespersen St
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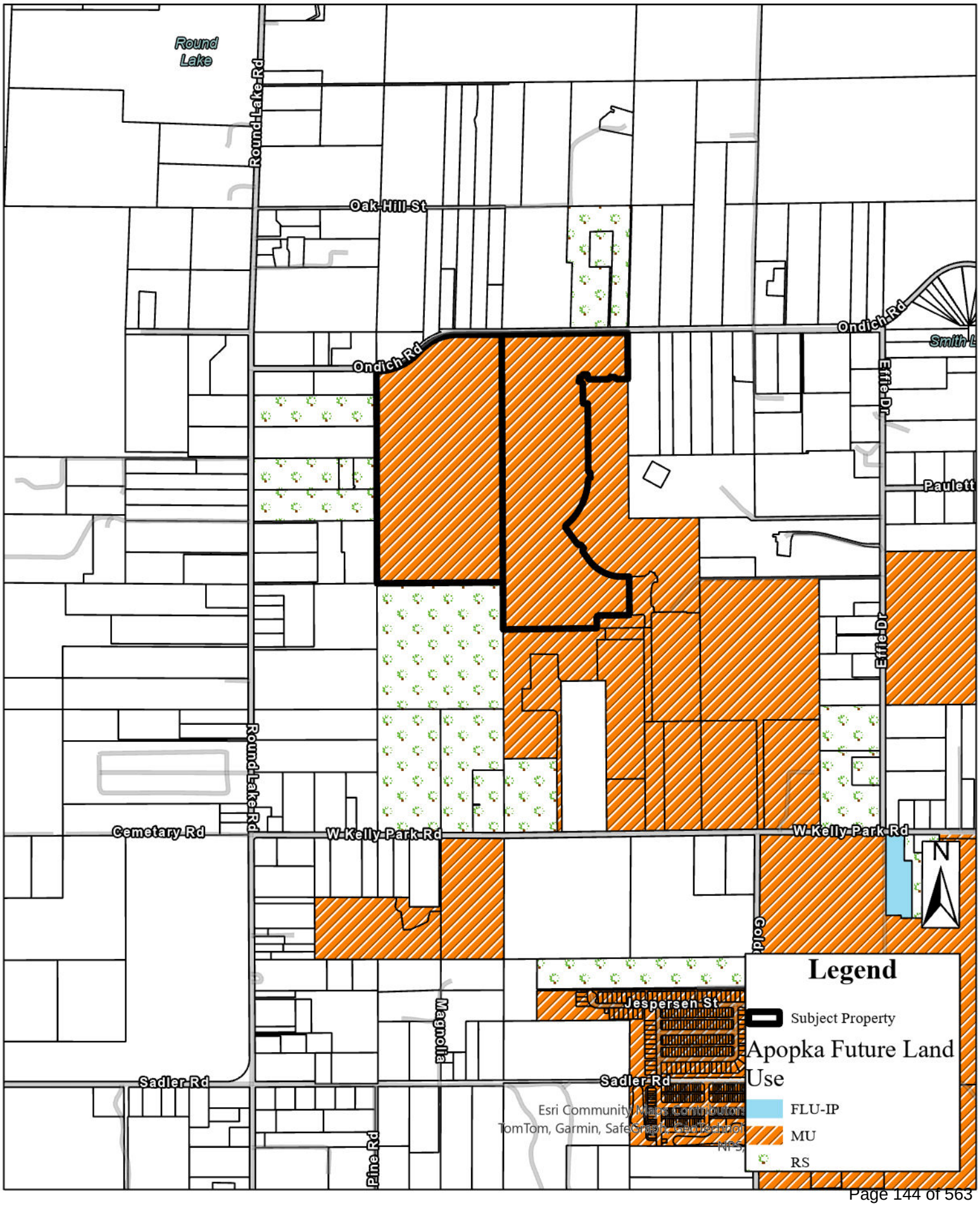
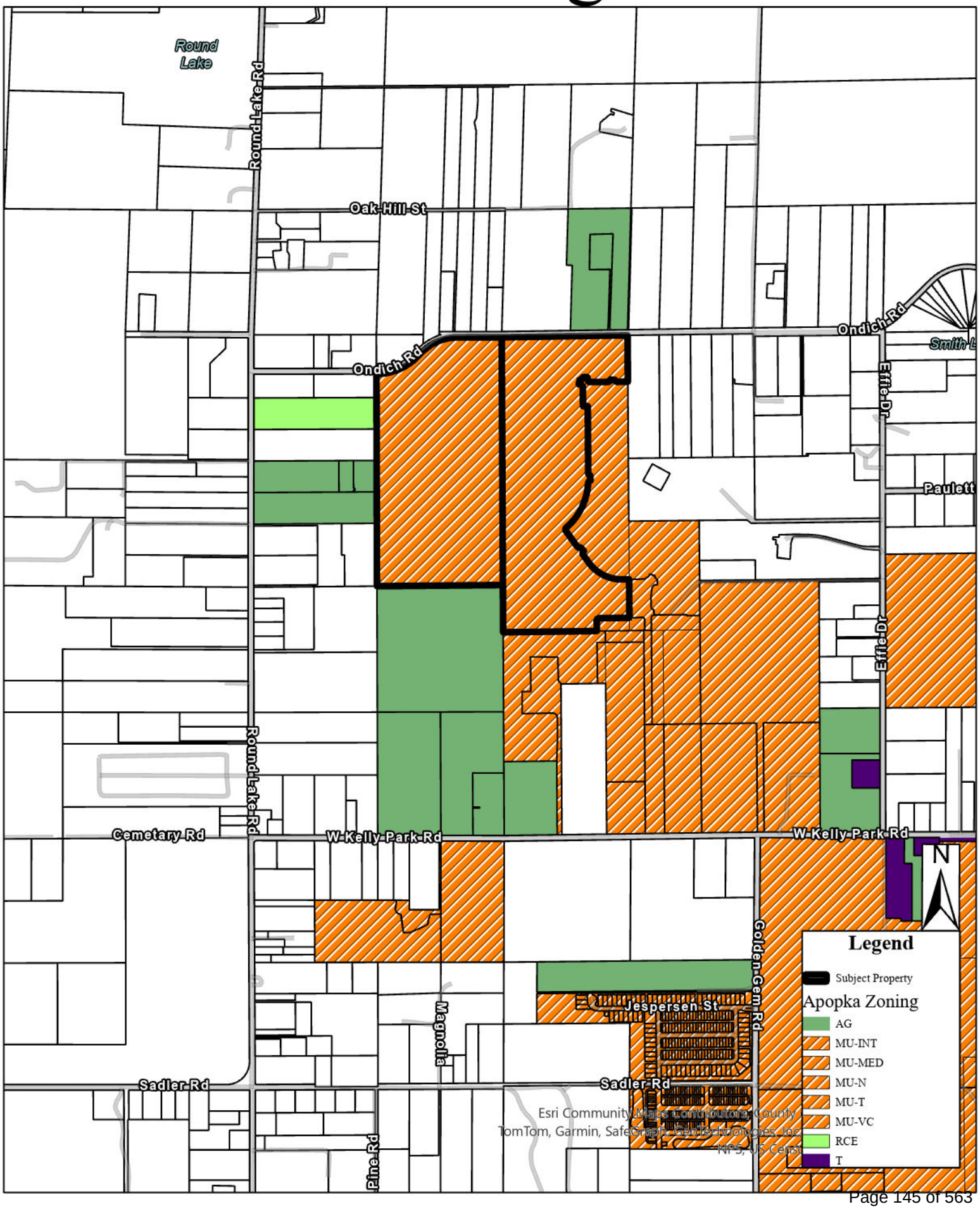
Pine Rd
State of Florida, Maxar, Esri Community Maps Contributors, County of Orange, FL, FDEP, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS

Future Land Use



Zoning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Paulett
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Cemetary Rd
W Kelly Park Rd
W Kelly Park Rd
Golden Gem Rd
Jespersen St
Magnolia
Sadler Rd
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Pine Rd
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Esri Community Maps Contributors, County
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NPS, US Cens

City of Apopka
CITY COUNCIL STAFF REPORT

Section: BUSINESS (Action Item)
Item #: 2.
Meeting Date: August 7, 2024
Department: Community Development

SUBJECT:
1700 West Keene Road - Major Development Plan

REQUEST:
Approve the 1700 West Keene Road Major Development Plan

SUMMARY:
Zoning Report
This chart includes the relationships to adjacent properties:

Direction	Future Land Use	Zoning	Present Use
North	Mixed-Use	PD (Planned Development)	Currently vacant – proposed grocery store with commercial outparcels and multifamily development
East	"County" Institutional	"County" A-1	Orange County Northwest Water Reclamation Facility
South	Mixed-Use	MU-ES-GT (Mixed-Use East Shore-Gateway)	Ascend Oakpointe apartments
West	Industrial	I-L (Light Industrial)	Industrial warehouse buildings

PROJECT SUMMARY: The applicant has submitted a Major Development Plan for consideration for a development consisting of 13 buildings totaling 61,928 square feet in area that are comprised of Retail, Commercial, Office and Medical uses. The property is located at located at 1700 W. Keene Road. The subject property has a Commercial future land use designation and a zoning designation of C-C (Community Commercial). The subject property is 18.8 acres in size, of which 25% of the site is set aside as open space. Approximately 7.99 acres of the site consists of wetlands and Lake Carter. Development is not proposed in this area of the site and is not permitted per the Comprehensive Plan.

The Development Review Committee finds that the applicant demonstrates there is competent substantial evidence in the record that all of the following standards are met:
a. The proposed development and use(s) in the development plan comply with Article 3: Zoning Districts, and Article 4: Use Regulations;
b. The development proposed in the development plan and its general layout and design comply with all the standards in Article 5: Development Standards, and Article 6: Environmental Standards;
c. The development proposed in the development plan complies with all conditions of approval in any

development approval or permit to which the plan is subject;
d. The development proposed in the development plan complies with all other applicable standards in this LDC and all other City regulations.

ACCESS/PARKING: Access is proposed via two full access points located on Ocoee-Apopka Road. A 5-foot wide sidewalk will be constructed along the portion of the site that is located along Ocoee-Apopka Road and W. Keene Road. A 30-foot right-of-way dedication is reserved along the portion of property abutting Ocoee-Apopka Road for future road widening. A total of 350 parking spaces are provided on site. Of the 350, 12 are accessible spaces. LDC Table 5.1.5.J requires 8 accessible spaces. 16 bicycle parking spaces are provided.

STORMWATER: Stormwater retention and compensating storage are proposed on the southern portion of the site.

LANDSCAPING/OPEN SPACE: Landscape buffers are provided along Ocoee-Apopka Road and W. Keene Road, and the eastern property line. Plant materials such as Southern Magnolia, Southern Live Oak, Cabbage Palm, Winged Elm, and Viburnum are provided. Grass will consist of Bahia which is a drought tolerant specie. A total of 4.77 acres, or 20-percent of the site is reserved as open space. Per LDC Section 5.4.4, 5-percent open space is required. The open space set asides consist of the stormwater retention area, site landscaping,and the preserved wetland area. An upland buffer with a 15-foot minimum, 25-foot average is provided adjacent to the wetland system.

COMPREHENSIVE PLAN COMPLIANCE: The proposed use of the property as depicted on the Major Development Plan is consistent with the Commercial Future Land Use designation as detailed within the Future Land Use Element of the Comprehensive Plan.

ORANGE COUNTY NOTIFICATION: The County was notified through the DRC agenda distribution.

PUBLIC HEARING SCHEDULE:
July 9, 2024 – Planning Commission (5:00 pm)
August 7, 2024 – City Council (1:30 pm)

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

FUNDING SOURCE:
N/A

RECOMMENDED MOTION:
DEVELOPMENT REVIEW COMMITTEE (DRC):
The Development Review Committee recommends approval of the 1700 West Keene Road - Major Development Plan.

PLANNING COMMISSION:
At the July 9, 2024 meeting, the Planning Commission unanimously recommended approval of the 1700 West Keene Road - Major Development Plan.

RECOMMENDED MOTION - CITY COUNCIL:
Approve the 1700 West Keene Road - Major Development Plan.

ATTACHMENTS:
1. Major Development Plan
2. Landscape Plans
3. Elevations
4. Map series

LAKE CARTER EXCHANGE

MAJOR DEVELOPMENT PLAN/CONSTRUCTION SITE PLAN

1700 W. KEENE ROAD
APOPKA, FLORIDA 32703

Parcel ID
29-21-28-0000-00-003

LEGAL DESCRIPTION:

A PARCEL OF LAND LOCATED IN SECTION 29, TOWNSHIP 21 SOUTH, RANGE 28 EAST, ORANGE COUNTY, FLORIDA, BEING ALL OF THE LANDS CONVEYED BY DEED TO CARTER DARYL M TR, AS DESCRIBED IN OFFICIAL RECORDS BOOK 6062, PAGE 1398, OF THE PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHWEST CORNER OF SAID SECTION 29; THENCE ALONG THE NORTH LINE OF THE NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF SAID SECTION 29, N88°07'19"E, A DISTANCE OF 909.00 FEET; THENCE DEPARTING THE NORTH LINE OF THE NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF SAID SECTION 29, S01°52'42"E, A DISTANCE OF 30.00 FEET TO A POINT ALONG THE SOUTHERLY RIGHT-OF-WAY LINE OF W. KEENE ROAD (60' PUBLIC RIGHT-OF-WAY, PER P.B. 17, PG. 129) AND TO THE POINT OF BEGINNING;

THENCE ALONG THE SOUTHERLY RIGHT-OF-WAY LINE OF SAID W. KEENE ROAD, N88°07'19"E, A DISTANCE OF 402.19 FEET; THENCE DEPARTING THE SOUTHERLY RIGHT-OF-WAY LINE OF SAID W. KEENE ROAD, ALONG THE EAST LINE OF THE NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF SAID SECTION 29, S00°05'19"W, A DISTANCE OF 1313.94 FEET TO THE SOUTHEAST CORNER OF THE NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF SAID SECTION 29; THENCE ALONG THE SOUTH LINE OF THE NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF SAID SECTION 29, S88°34'39"W, A DISTANCE OF 833.20 FEET TO THE EASTERLY RIGHT-OF-WAY LINE OF STATE ROAD NO. 429 / OCOEE-APOPKA / 437A (VARIABLE WIDTH RIGHT-OF-WAY, PER ORLANDO - ORANGE COUNTY EXPRESSWAY AUTHORITY RIGHT-OF-WAY MAP (OOCEA PROJECT NO. 429-200 A) -SECTION 75520-2601-); THENCE ALONG THE EASTERLY RIGHT-OF-WAY LINE OF SAID STATE ROAD NO. 429 / OCOEE-APOPKA / 437A THE FOLLOWING TWO (2) COURSES: 1) NORTHEASTERLY ALONG THE ARC OF A CURVE TO THE RIGHT (SAID CURVE HAVING A RADIUS OF 5699.58 FEET, A CENTRAL ANGLE OF 04°28'39" AND A CHORD BEARING AND DISTANCE OF N16°37'13"E, 445.30 FEET) FOR AN ARC DISTANCE OF 445.41 FEET; 2) N18°51'33"E, A DISTANCE OF 945.51 FEET TO THE POINT OF BEGINNING.

CONTAINING 18.812 ACRES OF LAND, MORE OR LESS.

⚠ FIRE NOTES:

1. ALL ROADWAYS, WATER LINE INFRASTRUCTURE AND FIRE HYDRANTS SHALL BE IN PLACE BEFORE BUILDING CONSTRUCTION MAY BEGIN.
2. FIRE HYDRANTS MUST BE LOCATED WITHIN 250 FEET OF ALL BUILDINGS.
3. FOLLOW CURRENT NFPA AND FLORIDA FIRE PREVENTION CODE 7TH EDITION CONCERNING FIRE AND LIFE SAFETY.
4. ALL BUILDINGS OVER 7,500SQ/FT WILL BE REQUIRED TO HAVE AN AUTOMATIC FIRE SPRINKLER SYSTEM. IF RACKS ARE BEING INSTALLED, ESFR SPRINKLER HEADS WILL BE REQUIRED FOR ANY STORAGE OVER 10FT IN HEIGHT.
5. BUILDINGS MUST BE MONITORED BY AN AUTOMATIC FIRE ALARM SYSTEM IF REQUIRED TO HAVE SPRINKLERS.
6. WE WILL REQUIRE A REMOTE FDC FOR THE FIRE SPRINKLER SYSTEM WITHIN 25FT OF A HYDRANT.
7. KNOX BOXES WILL NEED TO BE PROVIDED FOR EACH BUILDING.
8. IF GATED MUST HAVE YELP SIREN ACTIVATION, AND KEY CODE 1882 FOR EMERGENCY ACCESS AND KNOX KEY SWITCH.
9. A STABILIZED ROADWAY SHOULD BE PROVIDED THROUGHOUT THE PROPERTY. AN ACCEPTABLE ACCESS DRIVEWAY SHALL CONSIST OF A STABILIZED SURFACE THAT INCLUDES FULL-DEPTH SUBGRADE, BASE, AND AT LEAST ONE, 1" LIFT OF ASPHALT IN THE CONFIGURATION SHOWN ON THE APPROVED CONSTRUCTION SITE PLAN. AN ALTERNATIVE STABILIZED SURFACE ASSTESS DRIVEWAY CAPABLE OF SUPPORTING 49,000 LBS. MAY BE REQUESTED IN A DETAILED, SIGNED, AND SEALED LETTER WITH SIGNED AND SEALED DESIGN PLANS THAT DEPICT THE CONFIGURATION OF THE PROPOSED ALTERNATIVE TO DRC FOR CONSIDERATION/APPROVAL. THE PLAN SHALL CONSIST OF AT LEAST A 30' WIDE ACCESS DRIVEWAY THAT IS CLEARLY MARKED AT LEAST EVERY 20' ALONG THE ALIGNMENT AND THAT WILL NOT BE DISTURBED OR USED FOR PARKING VEHICLES OR EQUIPMENT AT ANY TIME DURING CONSTRUCTION. THE PROPOSED ACCESS PLAN SHALL DEPICT THE ALIGNMENT OF THE SEMI-PERMANENT ACCESS DRIVEWAY AND CLARIFY WHEN AND HOW THE SEMI-PERMANENT DRIVEWAY WILL BE REPLACED WITH A PERMANENT DRIVING SURFACE. AT LEAST ONE ACTIVE FIRE HYDRANT SHALL BE LOCATED WITHIN 250' OF A COMMERCIAL STRUCTURE AND WITHIN 500' OF A RESIDENTIAL STRUCTURE. WHEN THE ENGINEER OF RECORD BELIEVES THESE CONDITIONS ARE MET, A SIGNED LETTER SHALL BE PROVIDED TO THE ENGINEERING AND FIRE DEPARTMENTS THAT CONFIRMS THESE CONDITIONS ARE MET AND INCLUDES A REQUEST FOR THE ACCESS TO BE INSPECTED. THE ENGINEER OF RECORD SHALL SCHEDULE AN INSPECTION WITH THE FIRE AND ENGINEERING DEPARTMENTS. ONCE THE INSPECTION IS DEEMED ACCEPTABLE, FIRE AND ENGINEERING DEPARTMENTS WILL SUPPORT ISSUANCE OF BUILDING PERMITS OR FOUNDATION-ONLY PERMIT.
10. ⚠ IF RACKS ARE INSTALLED, ANY STORAGE OVER 10FT WILL REQUIRE A ESFR SPRINKLER SYSTEM OR HEADS WILL NEED TO BE INSTALLED IN THE RACKS.

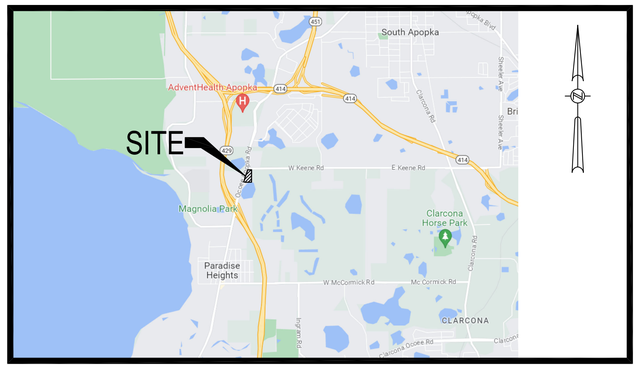
ENGINEER:
TANNATH DESIGN, INC.
2494 ROSE SPRING DRIVE
ORLANDO, FL 32825
(407) 375-2474
CONTACT: Bryan Potts, P.E.

SURVEYOR:
LEADING EDGE LAND SERVICES, INC.
8802 EXCHANGE DRIVE
ORLANDO, FL 32809
(407) 351-6730
CONTACT: JEFFREY D. HOFIUS P.S.M.

LANDSCAPE:
CADDSCAPES, INC.
2714 S. ELSTON DRIVE
DELTONA, FL 32738
(407) 375-247410-5567
CONTACT: Jason Bridgewater, RLA

GEOTECHNICAL ENGINEER:
ANDREYEV ENGINEERING, INC.
4055 ST. JOHNS PARKWAY
SANFORD, FL 32771
(407) 330-7763
(408) CONTACT: Robert B Cornelius, P.E.

PREPARED FOR:
LCE 13, LLC
15690 W. COLONIAL DRIVE
WINTER GARDEN, FL 34787
(352) 317-0068
CONTACT: WAYNE KING



LOCATION SKETCH

5.11 - GREEN BUILDING STANDARDS - ACHIEVABLE POINTS ⚠

1. COOL ROOF ON A MINIMUM OF 50% OF THE BUILDINGS IN A MULTI-BUILDING DEVELOPMENT (TPO ROOFING IS CONSIDERED A COOL ROOF AND IS ON ALL OF THE RETAIL BUILDINGS WHICH IS OVER 50%) 1.50 POINTS
2. ORIENT AT LEAST 50% OF NON-RESIDENTIAL BUILDINGS WITHIN A 20% OF EAST-WEST AXIS FOR MAXIMUM SOLAR EXPOSURE. (WE ARE ABOUT 75%) 1.50 POINTS
3. LIMIT TURF GRASS TO 40% OF LANDSCAPE AREA. - 0.50 POINTS
4. USE CENTRAL AIR CONDITIONERS THAT ARE ENERGY STAR QUALIFIED (WE WOULD NEED TO ADD THIS TO CONDO DOCS) 0.50 POINTS

SHEET INDEX OF DRAWINGS

SHEET	NAME
CIVIL	
C-0.0	COVER SHEET
	BOUNDARY & TOPOGRAPHICAL SURVEY
C-1.0	DEMO PLAN
C-1.1	EROSION CONTROL PLAN
C-2.0	SITE PLAN
C-2.1	AUTOTURN PLAN
C-3.0	GRADING PLAN
C-3.1	PAVING & DRAINAGE PLAN
C-4.0	UTILITY PLAN
C-4.1	FIRE PLAN
C-5.0	SITE CROSS SECTIONS
C-5.1	SITE CROSS SECTIONS
C-5.2	FORCEMAIN PLAN & PROFILE
C-6.0	PAVING DETAILS
C-7.0	DRAINAGE DETAILS
C-8.0	UTILITY DETAILS
C-9.0	LIFT STATION DETAILS
C-10.0 ⚠	PHOTOMETRIC PLAN
LANDSCAPE	
L-1	LANDSCAPE PLAN LOT P1-1
L-2	LANDSCAPE PLAN POND
L-3	LANDSCAPE DETAILS
L-4	IRRIGATION PLAN LOT P1-1
L-5	IRRIGATION PLAN POND
L-6	IRRIGATION DETAILS

THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY BRYAN POTTS ON THE DATE AND TIME SHOWN USING A DIGITAL SIGNATURE. PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED AND THE SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

BRYAN R. POTTS LICENSE No. 59461 STATE OF FLORIDA PROFESSIONAL ENGINEER

Digitally signed by Bryan Potts
DN: c=US, o=Tannath Design Inc, dnQualifier=A01410D0000017BC06A20080000A155, cn=Bryan Potts
Date: 2024.04.22 10:37:46 -04'00'
Adobe Acrobat version: 2024.002.20687

NO.	REVISIONS	BY	DATE
1	ISSUED FOR PERMITTING	BRP	08/5/23
2	REVISED PER CITY COMMENTS & CLIENT MARK-UPS	DDP	03/15/24
3	REVISED PER CITY COMMENTS & CLIENT MARK-UPS	DDP	04/18/24

Sunshine 811

TANNATH DESIGN, INC.
2494 ROSE SPRING DRIVE
ORLANDO, FLORIDA 32825
(407) 375-2474
www.tannathdesign.com
FL. CERT. OF AUTH. #27199

COVER SHEET

LAKE CARTER EXCHANGE
W. KEENE ROAD AND SR 429
APOPKA, FLORIDA 32703

DATE	07/27/23
SCALE	NTS
DRAWN-BY	DDP

PROJECT NUMBER: 112-001

C-0.0
SHEET NO.

EROSION CONTROL NOTES:

1. THE CONTRACTOR SHALL COMPLY WITH ALL FEDERAL, STATE & LOCAL CODES, ORDINANCES & REGULATIONS GOVERNING POLLUTION OF THE ENVIRONMENT & SHALL IMPLEMENT ALL MEASURES NEEDED TO ENSURE ADEQUATE EROSION & SEDIMENT CONTROL DURING THE ENTIRE DURATION OF CONSTRUCTION. EROSION & SEDIMENT CONTROL MEASURES SHALL CONFORM TO THE CITY, ST. JOHNS RIVER WATER MANAGEMENT DISTRICT, FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION, & FLORIDA DEPARTMENT OF TRANSPORTATION REQUIREMENTS. INSTALLATION OF SILT FENCES & TURBIDITY BARRIERS SHALL BE IN ACCORDANCE WITH FDOT ROADWAY & TRAFFIC DESIGN STANDARDS & STANDARD SPECIFICATIONS FOR ROAD & BRIDGE CONSTRUCTION, LATEST EDITION.
2. SEE SHEET C-7.0 FOR EROSION CONTROL DETAILS.
3. EROSION & SEDIMENT CONTROL MEASURES ARE TO BE PLACED PRIOR TO OR AS THE FIRST STEP IN CONSTRUCTION. EROSION & SEDIMENT CONTROL MEASURES ARE TO BE APPLIED AS A PERIMETER DEFENSE AGAINST THE TRANSPORTATION OF SILT & SEDIMENTS OFF THE PROJECT SITE OR INTO ADJACENT WATER BODIES OR WETLANDS.
4. THE CONTRACTOR SHALL PREPARE & IMPLEMENT AN EROSION CONTROL PLAN AS PART OF THE SCOPE OF WORK COVERED BY THESE PLANS. THE CONTRACTOR SHALL USE THE BEST MANAGEMENT PRACTICES IN CONTROLLING EROSION & SEDIMENT TRANSPORT DURING CONSTRUCTION. THE FLORIDA DEVELOPMENT MANUAL "A GUIDE TO SOUND LAND & WATER MANAGEMENT" MAY BE SUED AS REFERENCE FOR RECOMMENDED BEST MANAGEMENT PRACTICES RELATED TO EROSION & SEDIMENT CONTROL.
5. THE CONTRACTOR SHALL SUBMIT THE EROSION CONTROL PLAN TO THE OWNER FOR APPROVAL PRIOR TO THE PRE-CONSTRUCTION MEETING.
6. THE SITE SHALL BE GRADED SUCH THAT ALL STORMWATER WILL BE DIRECTED INTO THE ON-SITE RETENTION POND(S). SYNTHETIC BALES SHALL BE STAKED IN LOCATIONS WHERE WATER ENTERS THE POND(S) TO FILTER OUT ERODED SOILS AND CONSTRUCTION FINES. CONTRACTOR SHALL MAKE PROVISIONS TO AVOID TRACKING DIRT AND CONSTRUCTION DEBRIS TO THE ROADWAY VIA TRUCK AND EQUIPMENT TIRES.
7. ⚠1 ALL SURFACE WATER DISCHARGE FROM THIS SITE, INCLUDING DEWATERING DISCHARGE, SHALL MEET STATE WATER QUALITY STANDARDS (LESS THAN 29 NTU ABOVE NATURAL BACKGROUND CONDITIONS) PRIOR TO REACHING ANY WATERS OF THE STATE INCLUDING WETLANDS.
8. IN THE EVENT THAT THE EROSION PREVENTION AND CONTROL DEVICES SHOWN IN THESE PLANS DO NOT PROVE TO BE EFFECTIVE, ALTERNATE METHODS FOR MAINTAINING STATE WATER QUALITY STANDARD FOR DISCHARGE FROM THE CONSTRUCTION SITE WILL BE REQUIRED.
9. ALL EROSION & SEDIMENT CONTROL MEASURES WHICH ARE NECESSARY TO LIMIT THE TRANSPORT OF SILTS & SEDIMENTS TO OUTSIDE THE LIMITS OF THE WORK AREA OR TO WATER BODIES OR WETLANDS ARE THE RESPONSIBILITY OF THE CONTRACTOR. THE CONTRACTOR SHALL PROVIDE BEST MANAGEMENT PRACTICES & IMPLEMENT STRUCTURAL MEASURES AS NEEDED TO PREVENT EROSION & SEDIMENT TRANSPORT FROM THE WORK AREAS. THE FOLLOWING ARE MINIMUM RECOMMENDED GUIDELINES TO BE IMPLEMENTED DURING THE CONSTRUCTION AS PART OF THE EROSION & SEDIMENT CONTROL PLAN:

   A. STOCKPILING OF MATERIAL
   NO EXCAVATED MATERIAL SHALL BE STOCKPILED IN SUCH A MANNER AS TO DIRECT RUNOFF DIRECTLY OFF THE PROJECT SITE OR INTO ANY ADJACENT WATER BODY OR STORMWATER COLLECTION FACILITY.

   B. EXPOSED AREA LIMITATION & PROTECTION
   THE SURFACE AREA OF OPEN, RAW ERODIBLE SOIL EXPOSED BY CLEARING & GRUBBING OPERATIONS OR EXCAVATION & FILLING OPERATIONS SHALL BE LIMITED AS NEEDED TO MINIMIZE THE POTENTIAL OF OFF-SITE SEDIMENT TRANSPORT. ALL EXPOSED AREAS SHALL BE PROTECTED BY INSTALLING EFFECTIVE EROSION & SEDIMENT CONTROL MEASURES SUCH AS SILT SCREENS, SYNTHETIC BALES, TURBIDITY BARRIERS, SWALES, OR A COMBINATION OF THESE & OTHER MEASURES AS WARRANTED.

   C. INLET PROTECTION
   INLETS & CATCH BASINS SHALL BE PROTECTED DURING CONSTRUCTION FROM SEDIMENT LADEN STORMWATER RUNOFF BY PROVIDING A COMBINATION OF SILT SCREENS, SYNTHETIC BALES, FILTER FABRIC COVERS OR OTHER MEASURES AS NECESSARY TO CONTROL THE TRANSPORT OF SEDIMENT.

   D. TEMPORARY GRASSING
   AREAS OPENED BY CONSTRUCTION OPERATIONS THAT ARE NOT ANTICIPATED TO BE DRESSED OR RECEIVE FINAL GRASSING TREATMENT WITHIN THIRTY DAYS SHALL BE SEEDED WITH A QUICK GROWING GRASS SPECIES WHICH WILL PROVIDE AN EARLY COVER DURING THE SEASON IN WHICH IT IS PLANTED. TEMPORARY SEEDING SHALL BE CONTROLLED AS TO NOT ALTER OR COMPETE WITH PERMANENT GRASSING. SLOPES STEEPER THAN 6:1 SHALL ADDITIONALLY RECEIVE MULCHING OF APPROXIMATELY 2 INCHES OF LOOSE MEASURE OF MULCH MATERIAL CUT INTO THE SOIL OF THE SEEDED AREA TO A DEPTH OF 4 INCHES. THE SEEDED OR SEEDED & MULCHED AREAS SHALL BE ROLLED & WATERED AS NEEDED TO ENSURE OPTIMUM GROWING CONDITIONS FOR THE ESTABLISHMENT OF A GOOD GRASS COVER. IF AFTER 14 DAYS, THE TEMPORARY GRASSED AREAS HAVE NOT ATTAINED A MINIMUM OF 75% OF GOOD GRASS COVER, THE AREAS WILL BE REWORKED & ADDITIONAL SEED APPLIED TO ESTABLISH THE DESIRED VEGETATION COVER AT CONTRACTOR COST.

   E. MAINTENANCE
   EROSION & SEDIMENT CONTROL MEASURES SHALL BE MAINTAINED DURING THE ENTIRE DURATION OF CONSTRUCTION. THE CONTRACTOR SHALL INSPECT THE EROSION & CONTROL MEASURES ON A WEEKLY BASIS & 24 HOURS FOLLOWING RAINFALL EVENTS (0.5" OR GREATER) & IMMEDIATELY REPAIR ANY OBSERVED DAMAGED CONTROLS. ALL EROSION & SEDIMENT CONTROLS SHALL BE MAINTAINED AS TO FUNCTION PROPERLY WITHOUT THE TRANSPORT OF SEDIMENTS OUTSIDE THE LIMITS OF THE PROJECT.
10. ALL STORMWATER MANAGEMENT FACILITIES SHALL BE STABILIZED WITH EITHER GRASS OR SAND-BASED SOD. THE FOLLOWING MINIMUM REQUIREMENTS SHALL BE MET:

    A. ALL DRY BASIN BOTTOMS MUST BE SEEDED. THE SEEDING MIX MUST PROVIDED BOTH LONG-TERM VEGETATION AND RAPID GROWTH SEASONAL VEGETATION. A TOPSOIL MIXTURE MAY BE REQUIRED IN EXCESSIVELY DRAINED SANDY SOILS. SIDE SLOPES STEEPER THAN 3:1 MUST HAVE THE SOD STAPLED OR PEGGED. BASIN SIDE SLOPES FLATTER THAN 3:1 MAY BE SEEDED AND MULCHED OR SODDED.
    B. EROSION PROTECTION AT THE OUTLET OF ALL DRAINAGE STRUCTURES MUST BE PROVIDED. FOR OUTLET VELOCITIES LESS THAN THREE FEET PER SECOND. PEGGED OR STAPLED SOD MUST BE PROVIDED. FOR VELOCITIES IN EXCESS OF THREE FEET PER SECOND, AN ENERGY DISSIPATION DEVICE MUST BE INSTALLED, SUCH AS RIPRAP, BAFFLES, OR STILLING BASINS.
    C. A 12-INCH STRIP OF SOD SHALL BE PLACED AROUND THE FULL PERIMETER OF ALL HEAD WALLS, END WALLS, AND MITERED END INSTALLATIONS.
    D. DURING CONSTRUCTION, PROVISIONS MUST BE MADE TO MINIMIZE DISTURBANCE TO AND COMPACTION OF SOILS IN THE BASIN BOTTOM.
11. APPROXIMATE SLOPES AFTER MAJOR GRADING VARIES BETWEEN 0.8% TO 2%; MAXIMUM SLOPES ARE FOUND AT THE DRIVEWAY & THEY RANGE BETWEEN 1% TO 6%.
12. AREAS OF SOILS DISTURBANCE IS LIMITED TO THE AREA WITHIN THE SILT FENCE LIMITS AS SHOWN ON THIS PLAN.
13. ALL PERVIOUS AREAS WILL BE SEEDED & SODDED, UNLESS OTHERWISE NOTED.
14. NO WETLANDS & SURFACE WATERS EXIST ON THIS PROJECT.

EROSION CONTROLS FOR NON STORMWATER DISCHARGES:

A) WASTE DISPOSAL:

WASTE MATERIAL:
ALL WASTE MATERIAL WILL BE COLLECTED AND STORED IN A SECURELY LIDDED METAL DUMPSTER WHICH WILL BE MAINTAINED BY A LICENSED SOLID WASTE MANAGEMENT COMPANY IN CITY/COUNTY. THE DUMPSTER WILL MEET ALL LOCAL, STATE AND FEDERAL REGULATIONS. ALL TRASH AND CONSTRUCTION DEBRIS FROM THE SITE WILL BE DEPOSITED IN THE DUMPSTER. THE DUMPSTER WILL BE EMPTIED AT LEAST TWICE A WEEK OR MORE OFTEN IF NECESSARY. THE TRASH WILL BE HAULED TO AN APPROVED CITY/COUNTY LANDFILL. NO CONSTRUCTION WASTE WILL BE BURIED ONSITE. ALL PERSONNEL WILL BE INSTRUCTED REGARDING THE CORRECT PROCEDURE FOR WASTE DISPOSAL. NOTICES STATING THESE PRACTICES WILL BE POSTED AT THE SUPERINTENDENT CONSTRUCTION TRAILER. THE INDIVIDUAL RESPONSIBLE FOR MANAGING THIS TASK WILL BE IDENTIFIED BY THE CONTRACTOR.

HAZARDOUS WASTE:
ALL HAZARDOUS WASTE MATERIALS WILL BE MANAGED AND DISPOSED OF IN ACCORDANCE WITH THE APPLICABLE LOCAL, STATE & FEDERAL REGULATIONS. ALL PERSONNEL WILL BE INSTRUCTED REGARDING THE CORRECT PROCEDURE FOR HAZARDOUS WASTE MANAGEMENT AND DISPOSAL. NOTICES STATING THESE PRACTICES WILL BE POSTED AT THE SUPERINTENDENT CONSTRUCTION TRAILER. THE INDIVIDUAL RESPONSIBLE FOR MANAGING THIS TASK WILL BE IDENTIFIED BY THE CONTRACTOR.

SANITARY WASTE:
ALL SANITARY WASTE WILL BE COLLECTED FROM THE PORTABLE UNITS A MINIMUM OF THREE TIMES PER WEEK BY A LICENSED SANITARY WASTE MANAGEMENT CONTRACTOR AS REQUIRED BY LOCAL REGULATION.

B) OFFSITE VEHICLE TRACKING:

A GRAVEL CONSTRUCTION ENTRANCE HAS BEEN PROVIDED TO HELP REDUCE VEHICLE TRACKING OF SEDIMENTS. THE PAVED STREET ADJACENT TO THE SITE ENTRANCE WILL BE SWEPT DAILY TO REMOVE ANY EXCESS MUD, DIRT OR ROCK TRACKED FROM THE SITE. DUMP TRUCKS HAULING MATERIAL FROM THE CONSTRUCTION SITE WILL BE COVERED WITH A TARPAULIN.

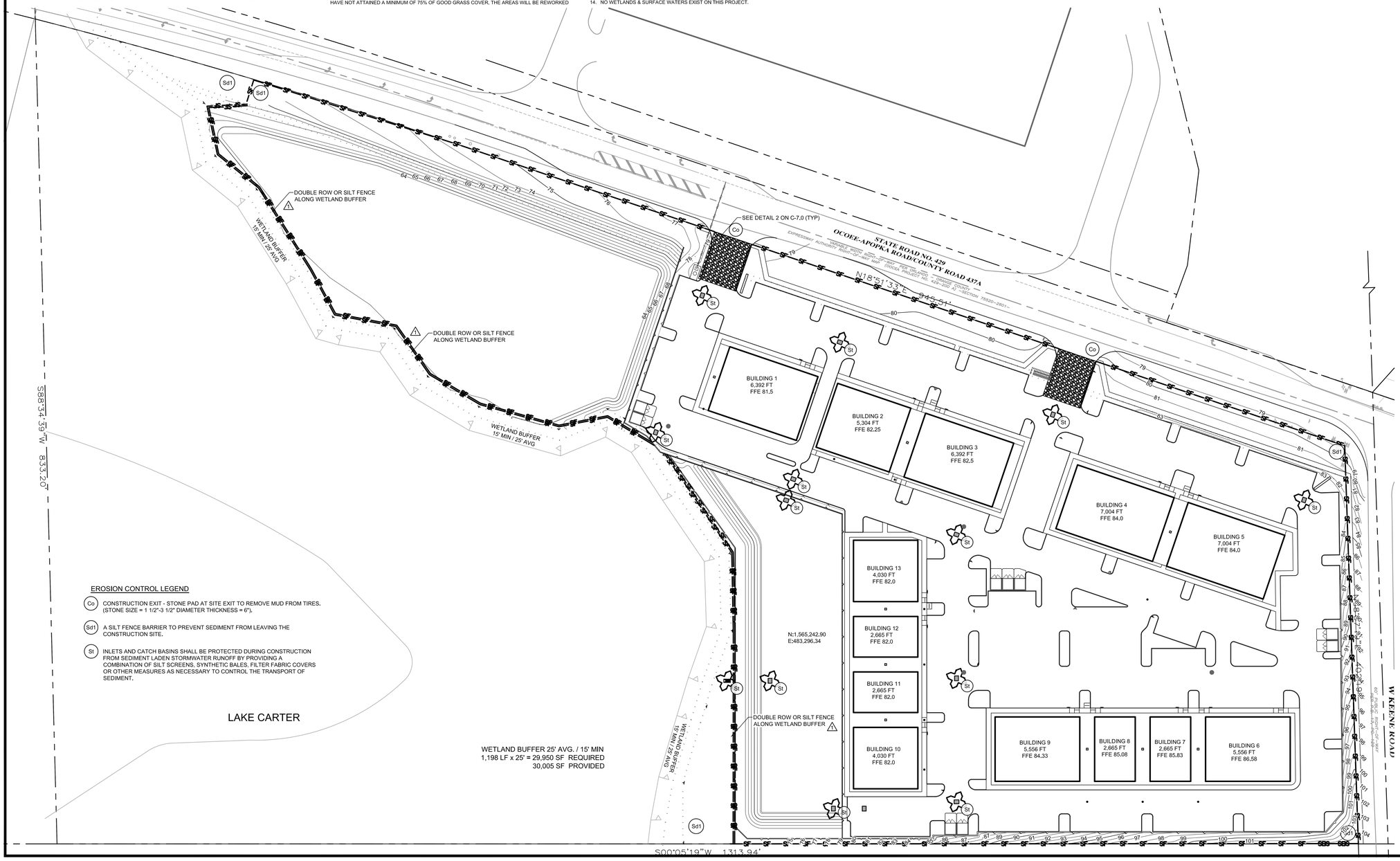
SPILL PREVENTION CONTROLS AND COUNTERMEASURES:

I. MATERIALS MANAGEMENT
GOOD HOUSEKEEPING: THE FOLLOWING GOOD HOUSEKEEPING MEASURES WILL BE FOLLOWED ON-SITE DURING CONSTRUCTION.
- AN EFFORT WILL BE MADE TO STORE ONLY ENOUGH PRODUCT REQUIRED TO DO THE JOB;
- ALL MATERIALS ON-SITE WILL BE STORED IN A NEAT AND ORDERLY MANNER, IN APPROPRIATE CONTAINERS, AND UNDER A ROOF OR COVER IF POSSIBLE;
- PRODUCTS WILL BE KEPT IN THEIR ORIGINAL CONTAINERS WITH THEIR ORIGINAL LABELS;
- SUBSTANCES WILL NOT BE MIXED UNLESS RECOMMENDED B THE MANUFACTURERS;
- WHENEVER POSSIBLE, PRODUCTS WILL BE COMPLETELY USED BEFORE DISCARDING THE CONTAINERS;
- MANUFACTURER'S RECOMMENDATIONS FOR PROPER USE AND DISPOSAL WILL BE FOLLOWED AND MATERIALS SAFETY DATA SHEETS (MSDS) WILL BE MAINTAINED ON-SITE;
- THE SITE SUPERINTENDENT WILL BE RESPONSIBLE FOR ENSURING ADHERENCE TO GOOD HOUSEKEEPING MEASURES.

PETROLEUM PRODUCTS: ALL ON-SITE VEHICLES AND EQUIPMENT WILL BE MONITORED FOR LEAKS. PETROLEUM PRODUCTS WILLS BE STORED PROPERLY ON-SITE. ASPHALT SUBSTANCES WILL BE APPLIED ACCORDING TO MANUFACTURER'S RECOMMENDATIONS. REFUELING OF EQUIPMENT AND VEHICLES ON-SITE WILL BE MINIMIZED AND EXTRAORDINARY CARE WILL BE UTILIZED IF REFUELING IS NECESSARY.

II. SPILL CONTROL PRACTICES
IN ADDITION TO GOOD HOUSEKEEPING AND MATERIAL MANAGEMENT PRACTICES, THE FOLLOWING SPILL CONTROL MEASURES SHALL BE FOLLOWED FOR SPILL PREVENTION AND CLEANUP:
- MANUFACTURER'S RECOMMENDED METHODS FOR SPILL CLEANUP WILL BE KEPT IN ANY MATERIAL STORAGE AREAS OR ON-SITE CONSTRUCTION OFFICES OR TRAILERS. THE SITE SUPERINTENDENT WILL BE RESPONSIBLE FOR MAKING ON-SITE PERSONNEL AND SUBCONTRACTORS AWARE OF THE MANUFACTURER'S LITERATURE AND ALL OF THE SPILL CONTROL PRACTICES;
- MATERIALS AND EQUIPMENT NECESSARY FOR SPILL CLEANUP WILL BE KEPT IN THE MATERIAL STORAGE AREAS OR ON-SITE CONSTRUCTION OFFICES OR TRAILERS. EQUIPMENT AND MATERIALS SHALL INCLUDE BUT NOT BE LIMITED TO BROOMS, DUST PANS, MOPS, RAGS, GLOVES, GOGGLES, ABSORBENT GRANULES, SAND OR SAWDUST, AND PLASTIC OR METAL TRASH CONTAINERS;
- ALL SPILLS WILL BE CLEANED UP IMMEDIATELY AFTER DISCOVERY;
- THE SPILL AREAS WILL BE KEPT WELL VENTILATED AND PERSONNEL WILL WEAR APPROPRIATE PROTECTIVE CLOTHING TO PREVENT INJURY;
- SPILLS OF TOXIC OR HAZARDOUS MATERIALS WILL BE REPORTED TO THE APPROPRIATE STATE OR CITY GOVERNMENT AGENCY;
- THE SPILL PREVENTION PLAN SHALL BE ADJUSTED TO INCLUDE MEASURES TO PREVENT SPILLS FROM REOCCURRING. A DESCRIPTION OF SPILLS WHICH DO OCCUR WILL INCLUDE WHAT CAUSED THE SPILL, WHEN IT OCCURRED, THE NATURE OF THE SPILL, AND HOW IT WAS CLEANED UP.

GRAPHIC SCALE
50' 0 25' 50' 100'
1"=50'
DATAUM: NAVD88



EROSION CONTROL LEGEND

- Co — CONSTRUCTION EXIT - STONE PAD AT SITE EXIT TO REMOVE MUD FROM TIRES. (STONE SIZE = 1 1/2"-3 1/2" DIAMETER THICKNESS = 6").
- Sd1 — A SILT FENCE BARRIER TO PREVENT SEDIMENT FROM LEAVING THE CONSTRUCTION SITE.
- St — INLETS AND CATCH BASINS SHALL BE PROTECTED DURING CONSTRUCTION FROM SEDIMENT LADEN STORMWATER RUNOFF BY PROVIDING A COMBINATION OF SILT SCREENS, SYNTHETIC BALES, FILTER FABRIC COVERS OR OTHER MEASURES AS NECESSARY TO CONTROL THE TRANSPORT OF SEDIMENT.

WETLAND BUFFER 25' AVG. / 15' MIN
1,198 LF x 25' = 29,950 SF REQUIRED
30,005 SF PROVIDED

THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY BRYAN POTTS ON THE DATE AND TIME SHOWN USING A DIGITAL SIGNATURE. PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED AND THE SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

NO.	REVISIONS	BY	DATE
1	REVISED PER CITY COMMENTS & CLIENT MARK-UPS	DDP	01/04/24
2	ISSUED FOR PERMITTING	BRP	07/04/23

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FL. CERT. OF AUTH. #27199

EROSION CONTROL PLAN

LAKE CARTER EXCHANGE
W. KEENE ROAD AND SR 429
APOPKA, FLORIDA 32703

DATE	06/05/14
SCALE	1"=50'
DRAWN-BY	DDP
PROJECT NUMBER:	112-001

C-1.0
SHEET NO.

SITE DATA

PROPERTY LOCATION:	1700 W KEENE RD
PARCEL ID:	29-21-28-0000-00-003
LOCAL MUNICIPALITY:	CITY OF APOPKA
⚠1 FUTURE LAND USE:	COMMERCIAL
⚠2 ZONING:	CC
PROPOSED USE:	MIXED OFFICE
TOTAL OVERALL PARCEL AREA:	18.80 AC
TOTAL PROJECT AREA:	7.47 AC
IMPERVIOUS SURFACE RATIO:	244,043 / 325,390 = .750
PROPOSED FAR:	.194
MIN. OPEN SPACE:	25%
PROPOSED OPEN SPACE:	25.0%
OPEN SPACE SET ASIDES:	77,111 / 325,390 = 23.7%
TOTAL PROJECT AREA:	7.47 AC (325,390 SF)
⚠1 SET ASIDE AREA REQUIRED	24,405 SF
PAVERS	7,196 SF
POND AREA	39,396 SF
BUFFERS	17,114 SF
TOTAL	88,111 SF

STORMWATER MANAGEMENT:

STORMWATER FACILITIES SHALL BE DESIGNED AND PERMITTED IN ACCORDANCE WITH THE CITY OF APOPKA AND ST. JOHNS RIVER WATER MANAGEMENT DISTRICT.

FLOOD ZONE

THE SITE IS LOCATED IN FLOOD ZONE X, NOT A SPECIAL FLOOD AREA, PER FEMA F.I.R.M. PANEL 12069C0365 D, DATED JULY 3, 20023 LAKE COUNTY, FLORIDA.

WETLANDS

THERE ARE WETLANDS LOCATED ON THE SOUTH SIDE OF PROJECT SITE.

⚠1 LAKE:	1.90 ACRES	NO IMPACT
WETLAND:	6.09 ACRES	NO IMPACT

VEGETATION

THE SITE IS CURRENTLY A WOODED FIELD.

GENERAL SITE NOTES:

1. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL PERMITS PRIOR TO START OF CONSTRUCTION.
2. ALL DIMENSION ARE FROM THE FACE OF CURB.
3. ALL RADII ARE 3' UNLESS OTHERWISE NOTED.
4. ALL EXISTING UTILITIES SHALL BE FIELD VERIFIED AT ALL POINTS OF CONNECTION AND AREAS OF CONFLICT.
5. ALL PUBLIC IMPROVEMENTS, INCLUDING ADJACENT SIDEWALKS, WILL BE CHECKED AT FINAL INSPECTION. ANY DAMAGED, BROKEN, OR CRACKED SECTIONS SHALL BE REPLACED PRIOR TO ISSUANCE OF CERTIFICATIONS OF OCCUPANCY.
6. ALL CONSTRUCTION SHALL MEET CITY REQUIREMENTS.
7. ALL SITE IMPROVEMENTS SHALL CONFORM TO A.D.A AND FLORIDA ACCESSIBILITY CODE.
8. THE CONTRACTOR IS RESPONSIBLE FOR THE NOTIFICATION, LOCATION AND PROTECTION OF ALL UTILITIES THAT MAY EXIST WITHIN THE PROJECT LIMITS. THE CONTRACTOR SHALL NOTIFY SUNSHINE LOCATORS FORTY-EIGHT (48) HOURS PRIOR TO BEGINNING CONSTRUCTION AT 1-800-432-4770, MONDAY THROUGH FRIDAY 7:00 AM TO 4:30 PM.
9. ALL CONSTRUCTION MATERIAL AND METHODS, SHALL MEET THE CURRENT EDITIONS OF THE DESIGN STANDARDS, THE STANDARD SPECIFICATION FOR ROAD AND BRIDGE CONSTRUCTION AND THE UTILITY ACCOMMODATION MANUAL.
10. EXISTING STRUCTURES WITHIN CONSTRUCTION LIMITS ARE TO BE ABANDONED, REMOVED, OR RELOCATED PER PLANS. ALL COST SHALL BE INCLUDED IN BASE BID.
11. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL RELOCATIONS INCLUDING BUT NOT LIMITED TO, ALL UTILITIES, STORM DRAINAGE, SIGNS, TRAFFIC SIGNALS AND POLES, ETC. AS REQUIRED PER PLANS.
12. CONTRACTOR SHALL MATCH EXISTING PAVEMENT IN GRADE AND ALIGNMENT.
13. ALL DISTURBED AREAS WITHIN THE FDOT RIGHT OF WAY SHALL BE GRADED AND SODDED WITH ARGENTINE BAHIA SOD.
14. ALL STRIPING WITHIN THE FDOT RIGHT OF WAY SHALL BE LEAD-FREE THERMOPLASTIC.
15. ALL MAINTENANCE OF TRAFFIC SHALL ADHERE TO THE REQUIREMENTS OF THE DESIGN STANDARDS 102-600 INDEXES.

BUILDING SETBACKS

FRONT (SOUTH)	25'
SIDE (EAST)	10'
SIDE (WEST)	10'
REAR (NORTH)	10'

LANDSCAPE BUFFERS

FRONT (SOUTH)	10'
SIDE (EAST)	7'
SIDE (WEST)	0'
REAR (NORTH)	5'

⚠2 BUILDING HEIGHT
MAXIMUM 35'

SOILS

SOIL NUMBER	NAME	USDA TEXTURE	HYDROLOGIC GROUP
8	CANDLER	SAND	A
40	PLACID AND MYAKKA	SAND	A/D
45	TAVARES	SAND	A

SOILS DATA FROM USDA NRCS ONLINE SOILS SURVEY DATED JANUARY 26, 2010

PARKING REQUIRED

RETAIL	61,928 SQ. FT. X (1 SPACE PER 200 SQ. FT.)	310 SPACES
BICYCLE PARKING		16 SPACES
TOTAL PARKING REQUIRED		310 SPACES

PARKING PROVIDED

STANDARD PARKING SPACES	303 SPACES
⚠1 COMPACT PARKING SPACES	35 SPACES
ACCESSIBLE PARKING SPACES	12 SPACES
TOTAL PARKING PROVIDED	350 SPACES

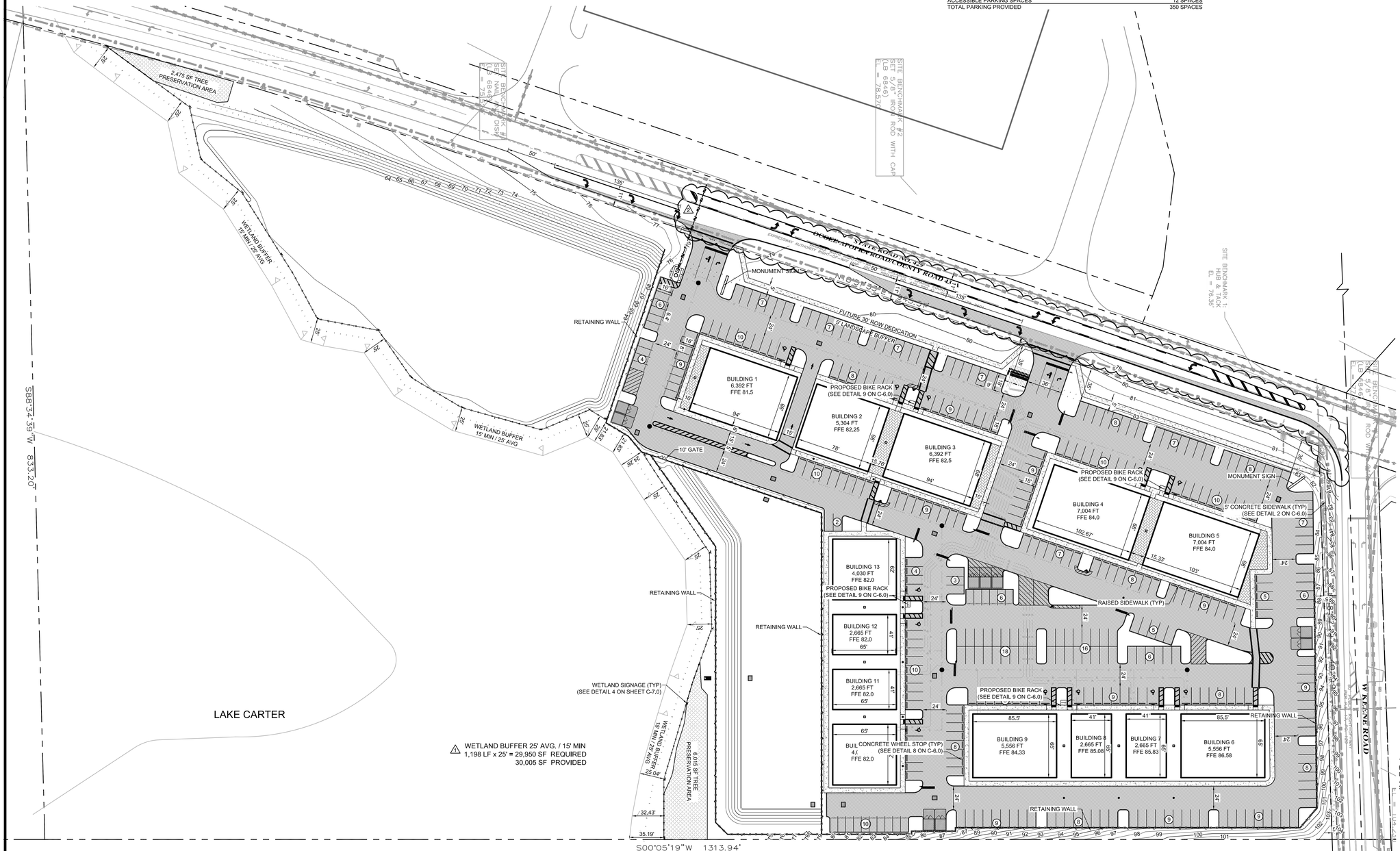
GRAPHIC SCALE

50' 0 25' 50' 100'

1"=50'
DATAUM: NAVD88

USES: ⚠

FINAL USES FOR EACH BUILDING HAVE NOT BEEN DETERMINED. USES ALLOWED WILL BE RETAIL, COMMERCIAL, OFFICE, & MEDICAL OFFICE.



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NO.	REVISIONS	BY	DATE
1	ISSUED FOR PERMITTING	BRP	07/04/23
2	REVISED PER CITY COMMENTS & CLIENT MARK-UPS	DDP	03/15/24
3	REVISED PER CITY COMMENTS & CLIENT MARK-UPS	DDP	04/19/24

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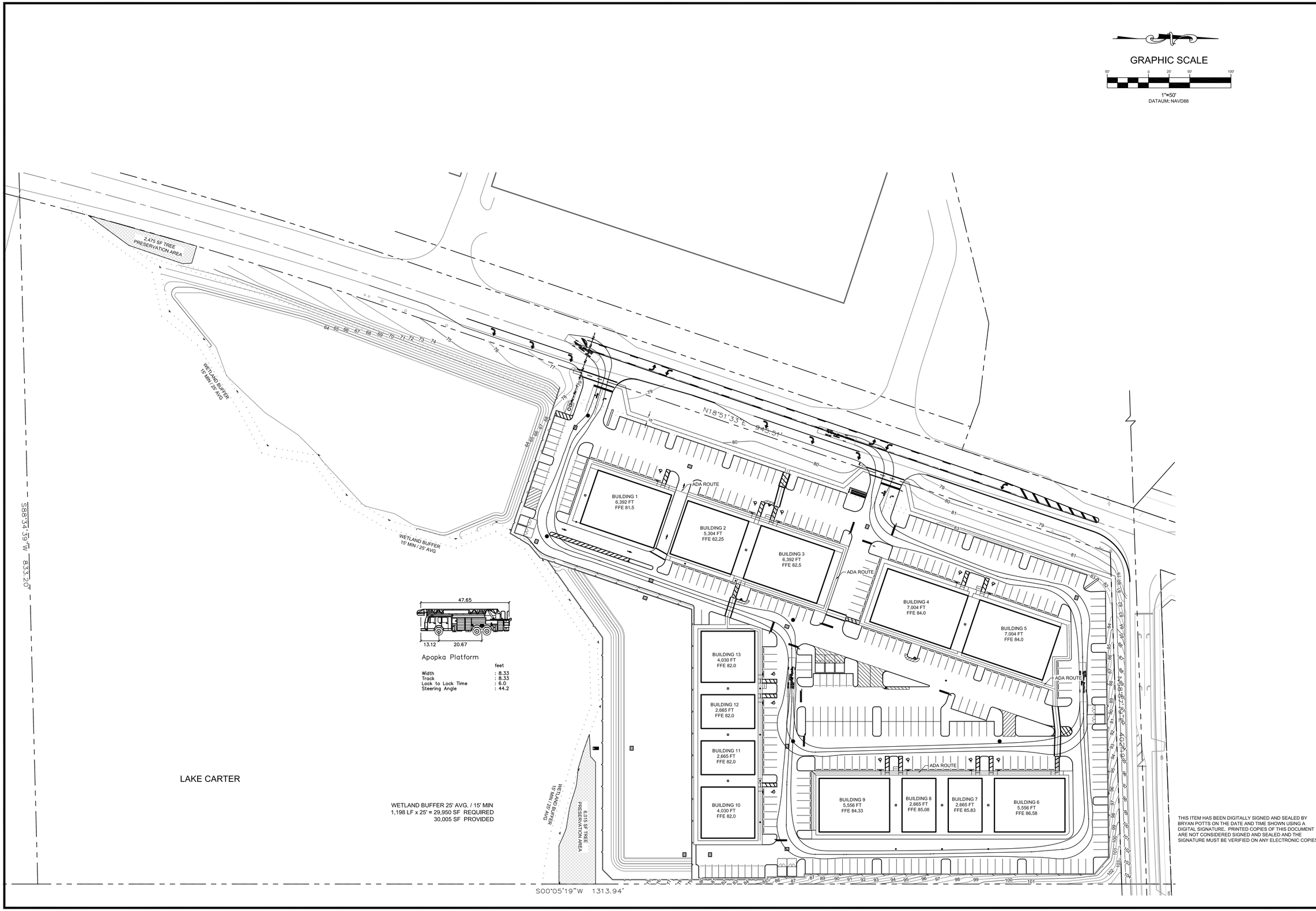
SITE PLAN

LAKE CARTER EXCHANGE
W. KEENE ROAD AND SR 429
APOPKA, FLORIDA 32703

DATE	07/04/23
SCALE	1"=50'
DRAWN-BY	DDP

PROJECT NUMBER:
112-001

C-2.0
SHEET NO.



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2	ISSUED FOR PERMITTING	BRP	07/04/23

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AUTOTURN PLAN

LAKE CARTER EXCHANGE

W. KEENE ROAD AND SR 429
APOPKA, FLORIDA 32703

DATE	07/04/23
SCALE	1"=50'
DRAWN-BY	DDP
PROJECT NUMBER:	112-001

C-2.1

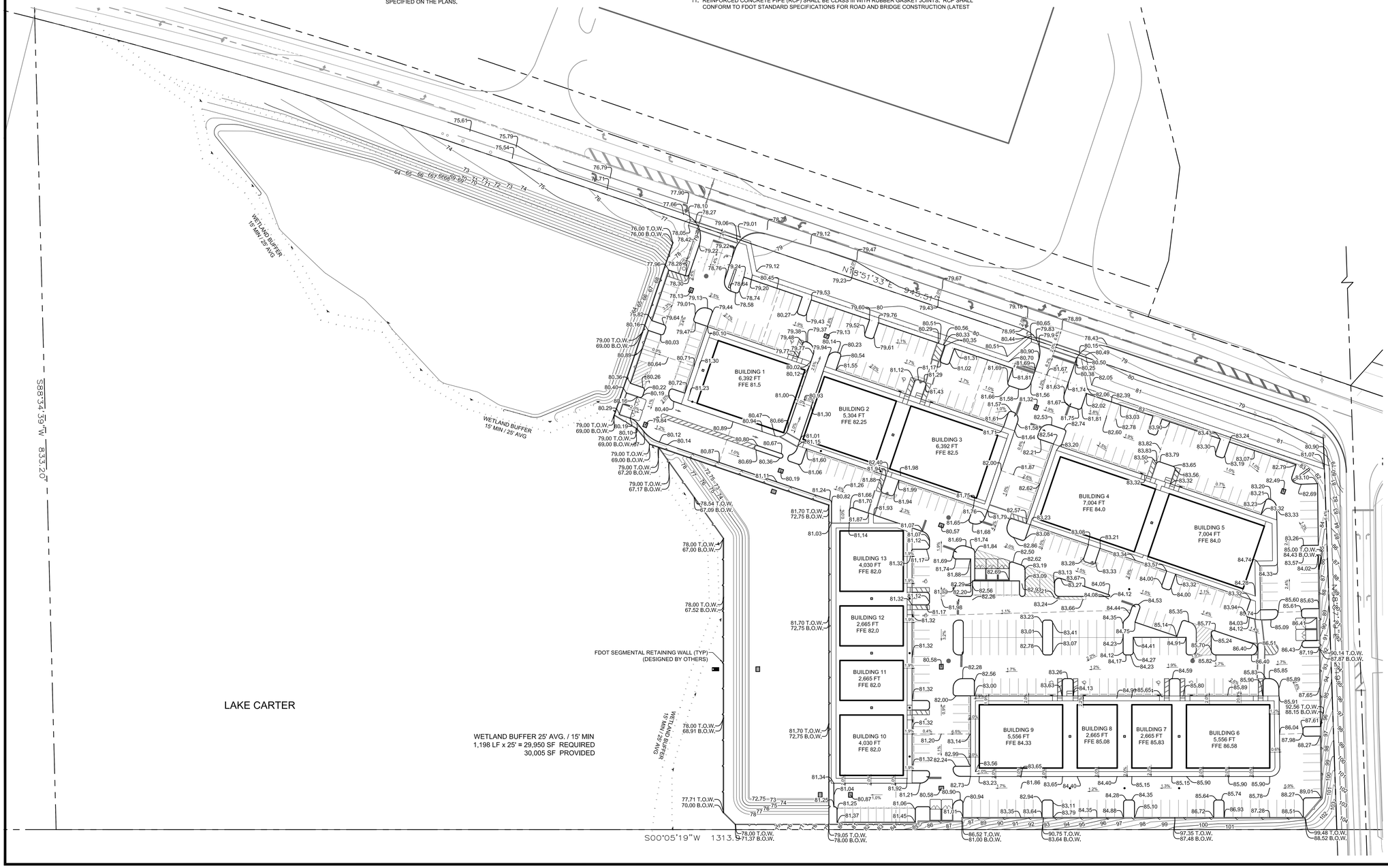
SHEET NO.

LEGEND

STS 2	STORM STRUCTURE I.D.		DRAINAGE SURFACE FLOW
	MITERED END SECTION		DRAINAGE FLOWLINE
			DRAINAGE RIDGE
	STORM CATCH BASIN	126.50 / 126.00	PROPOSED GRADES
T.O.W.=77.50 B.O.W.=76.50	TOP OF WALL BOTTOM OF WALL	124.6	EXISTING SPOT ELEV.

PAVING AND DRAINAGE NOTES

1. THE ENTITY THAT WILL OWN, OPERATE, AND MAINTAIN THE STORM SEWER SHOWN ON THESE PLANS IS LCE 13, LLC. THE CONTRACTOR SHALL BE EXPECTED TO MEET ALL THE REQUIREMENTS OF THE PERMITS OBTAINED.
2. THE CONTRACTOR SHALL PERFORM HIS OWN INVESTIGATIONS AND CALCULATIONS AS NECESSARY TO ASSURE HIMSELF OF EARTHWORK QUANTITIES. THERE IS NO IMPLICATION THAT EARTHWORK BALANCES AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY IMPORT FILL NEEDED, OR FOR REMOVAL AND DISPOSAL OF EXCESS MATERIALS.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING THE NECESSARY TESTING TO ASSURE THAT THE PROPER COMPACTION HAS BEEN ACHIEVED ON THE SUBGRADE, BASE, AND ALL OTHER PERTINENT AREAS THAT HAVE BEEN COMPLETED, THE CONTRACTOR SHALL BEAR ALL COSTS ASSOCIATED WITH TESTING AND SHALL PROVIDE THE OWNER AND THE ENGINEER WITH COPIES OF THE CERTIFICATION OF COMPACTION FROM THE TESTING COMPANY.
4. PRIOR TO BID PREPARATION, THE CONTRACTOR MUST BECOME FAMILIAR WITH THE OVERALL SITE CONDITIONS AND PERFORM ADDITIONAL INVESTIGATIONS AS DETERMINED NECESSARY TO UNDERSTAND THE LIMIT AND DEPTH OF EXPECTED ORGANIC SILT PEAT AREAS, ADEQUACY OF EXISTING MATERIALS AS FILL, DEWATERING REQUIREMENTS, CLEAN FILL REQUIRED FROM OFF-SITE AND MATERIALS TO BE DISPOSED OF OFF-SITE, ALL OF WHICH WILL AFFECT HIS PRICING, ANY DELAY, INCONVENIENCE, OR EXPENSE CAUSED TO THE CONTRACTOR DUE TO INADEQUATE INVESTIGATION OF EXISTING CONDITIONS SHALL BE INCIDENTAL TO THE CONTRACT, AND NO EXTRA COMPENSATION WILL BE ALLOWED, THE MATERIALS ANTICIPATED TO BE ENCOUNTERED DURING CONSTRUCTION MAY REQUIRE DRYING PRIOR TO USE AS BACKFILL, AND THE CONTRACTOR MAY HAVE TO IMPORT MATERIALS, AT NO EXTRA COST, FROM OFF-SITE TO MEET THE REQUIREMENTS FOR COMPACTION AND PROPER FILL.
5. IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE EXISTING SITE CONDITIONS OF SOIL PRIOR TO N.T.P. TO DETERMINE IF ANY OFF-SITE MATERIALS WILL NEED TO BE IMPORTED TO ACHIEVE THE GRADES SPECIFIED ON THE PLANS.
6. THE CONTRACTOR SHALL NOTIFY THE OWNER AND ENGINEER WHEN ALL WORK IS LAID OUT (SURVEY STAKED), SO THAT A DETERMINATION MAY BE MADE OF SPECIFIC TREES TO BE REMOVED. A TREE REMOVAL PERMIT IS REQUIRED TO BE OBTAINED BY THE CONTRACTOR.
7. ALL FILL MATERIALS SHALL BE FREE OF MUCK, STUMPS, ROOTS, BRUSH, VEGETATIVE MATTER, RUBBISH, OR OTHER UNSUITABLE MATTER.
8. ALL MATERIALS EXCAVATED SHALL REMAIN THE PROPERTY OF THE OWNER AND SHALL BE STOCKPILED AT ON-SITE LOCATIONS AS SPECIFIED BY THE OWNER. MATERIALS SHALL BE STOCKPILED SEPARATELY AS TO USEABLE (NONORGANIC) FILL STOCKPILES AND ORGANIC (MUCK) STOCKPILES IF MUCK IS ENCOUNTERED, CONTRACTOR SHALL BE RESPONSIBLE FOR THE REMOVAL OF ALL UNSUITABLE FILL MATERIALS FROM THE SITE.
9. FILL MATERIALS PLACED UNDER ROADWAYS SHALL BE COMPACTED TO AT LEAST 98% MAXIMUM DENSITY AS SPECIFIED IN AASHTO T-180, ALL OTHER AREAS ARE TO BE COMPACTED TO AT LEAST 95% MAXIMUM DENSITY AS SPECIFIED IN AASHTO T-180. FILL MATERIALS SHALL BE PLACED AND COMPACTED IN A MAXIMUM OF 12" LIFTS. REFER TO SOILS REPORT FOR ADDITIONAL INFORMATION. THE CONTRACTOR SHALL PROVIDE THE ENGINEER AND THE OWNER WITH ALL (PASSING AND FAILING) TESTING RESULTS. RESULTS SHALL BE PROVIDED ON A TIMELY AND REGULAR BASIS PRIOR TO CONTRACTOR'S PAY REQUEST SUBMITTAL.
10. GRADING SHOWN ON THESE PLANS IS PROVIDED TO THE CONTRACTOR TO EXPRESS THE GENERAL GRADING INTENT OF THE PROJECT. THE CONTRACTOR SHALL GRADE THE ENTIRE SITE TO PROVIDE POSITIVE DRAINAGE IN ALL AREAS. SMOOTH TRANSITIONS SHALL BE PROVIDED BETWEEN CONTOURS OR SPOT ELEVATIONS AS SHOWN ON THE PLANS TO ACCOMPLISH THE GRADING INTENT, ALL SLOPES SHALL BE STABILIZED IMMEDIATELY AFTER FINAL GRADING HAS BEEN COMPLETED, CONTRACTOR SHALL NOTIFY OWNER AND ENGINEER A MINIMUM OF FORTY-EIGHT(48) HOURS PRIOR TO DEMOBILIZATION OF GRADING EQUIPMENT TO DETERMINE THAT THE GRADING INTENT HAS BEEN ACHIEVED.
11. REINFORCED CONCRETE PIPE (RCP) SHALL BE CLASS III WITH RUBBER GASKET JOINTS. RCP SHALL CONFORM TO FDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (LATEST EDITION) SECTION 941. RUBBER GASKETS SHALL CONFORM TO SECTION 942.
12. ALL OTHER RELATED ITEMS REQUIRED FOR THE CONSTRUCTION OF THE STORM SEWER (OUTFALL PROTECTION, POLLUTION CONTROL, ETC.) ARE TO BE IN ACCORDANCE WITH DETAILS SHOWN ON THE CONSTRUCTION PLANS, FDOT ROADWAY AND TRAFFIC DESIGN STANDARDS, AND FDOT STANDARD SPECIFICATIONS FOR ROADWAY AND BRIDGE CONSTRUCTION (LATEST EDITION).
13. ALL PIPE CALL OUTS ARE MEASURED CENTERLINE TO CENTERLINE FOR MANHOLES AND INLETS.
14. ALL ON-SITE AREAS DISTURBED BY THE CONSTRUCTION SHALL BE STABILIZED WITH A SEED AND MULCH MIXTURE UNLESS OTHERWISE NOTED.
15. ALL OFF-SITE AREAS DISTURBED BY CONSTRUCTION SHALL BE SODDED WITH BAHIA.
16. NO HARD WOOD TREES MAY BE PLANTED OVER OR WITHIN 5' OF UTILITY LINES OR STORM PIPES. ONLY SOD OR SOFT WOOD SHRUBS MAY BE PLANTED OVER UTILITY LINES
17. ALL MITERED END SECTIONS TO BE CONSTRUCTED IN ACCORDANCE WITH FDOT INDEX 430-022.



GRAPHIC SCALE

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DATAUM: NAVD88

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NO.	REVISIONS	BY	DATE
1	REVISED PER COMMENTS & CLIENT MARK-UPS	BRP	12/18/23
2	ISSUED FOR PERMITTING	BRP	08/25/23

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FL. CERT. OF AUTH. #27199

GRADING PLAN

LAKE CARTER EXCHANGE
W. KEENE ROAD AND SR 429
APOPKA, FLORIDA 32703

DATE	08/10/23
SCALE	1"=50'
DRAWN-BY	DDP
PROJECT NUMBER:	112-001
SHEET NO.	C-3.0

PAVING AND DRAINAGE NOTES

1. THE ENTITY THAT WILL OWN, OPERATE, AND MAINTAIN THE STORM SEWER SHOWN ON THESE PLANS IS LCE 13 LLC.
2. THE CONTRACTOR SHALL BE EXPECTED TO MEET ALL THE REQUIREMENTS OF THE PERMITS OBTAINED.
2. THE CONTRACTOR SHALL PERFORM HIS OWN INVESTIGATIONS AND CALCULATIONS AS NECESSARY TO ASSURE HIMSELF OF EARTHWORK QUANTITIES. THERE IS NO IMPLICATION THAT EARTHWORK BALANCES AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY IMPORT FILL NEEDED, OR FOR REMOVAL AND DISPOSAL OF EXCESS MATERIALS.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING THE NECESSARY TESTING TO ASSURE THAT THE PROPER COMPACTION HAS BEEN ACHIEVED ON THE SUBGRADE, BASE, AND ALL OTHER PERTINENT AREAS THAT HAVE BEEN COMPLETED, THE CONTRACTOR SHALL BEAR ALL COSTS ASSOCIATED WITH TESTING AND SHALL PROVIDE THE OWNER AND THE ENGINEER WITH COPIES OF THE CERTIFICATION OF COMPACTION FROM THE TESTING COMPANY.
4. PRIOR TO BID PREPARATION, THE CONTRACTOR MUST BECOME FAMILIAR WITH THE OVERALL SITE CONDITIONS AND PERFORM ADDITIONAL INVESTIGATIONS AS DETERMINED NECESSARY TO UNDERSTAND THE LIMIT AND DEPTH OF EXPECTED ORGANIC SILT PEAT AREAS, ADEQUACY OF EXISTING MATERIALS AS FILL, DEWATERING REQUIREMENTS, CLEAN FILL REQUIRED FROM OFF-SITE AND MATERIALS TO BE DISPOSED OF OFF-SITE, ALL OF WHICH WILL AFFECT HIS PRICING, ANY DELAY, INCONVENIENCE, OR EXPENSE CAUSED TO THE CONTRACTOR DUE TO INADEQUATE INVESTIGATION OF EXISTING CONDITIONS SHALL BE INCIDENTAL TO THE CONTRACT, AND NO EXTRA COMPENSATION WILL BE ALLOWED. THE MATERIALS ANTICIPATED TO BE ENCOUNTERED DURING CONSTRUCTION MAY REQUIRE DRYING PRIOR TO USE AS BACKFILL, AND THE CONTRACTOR MAY HAVE TO IMPORT MATERIALS, AT NO EXTRA COST, FROM OFF-SITE TO MEET THE REQUIREMENTS FOR COMPACTION AND PROPER FILL.
5. IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE EXISTING SITE CONDITIONS OF SOIL PRIOR TO N.T.P. TO DETERMINE IF ANY OFF-SITE MATERIALS WILL NEED TO BE IMPORTED TO ACHIEVE THE GRADES SPECIFIED ON THE PLANS.
6. THE CONTRACTOR SHALL NOTIFY THE OWNER AND ENGINEER WHEN ALL WORK IS LAID OUT (SURVEY STAKED), SO THAT A DETERMINATION MAY BE MADE OF SPECIFIC TREES TO BE REMOVED. A TREE REMOVAL PERMIT IS REQUIRED TO BE OBTAINED BY THE CONTRACTOR.
7. ALL FILL MATERIALS SHALL BE FREE OF MUCK, STUMPS, ROOTS, BRUSH, VEGETATIVE MATTER, RUBBISH, OR OTHER UNSUITABLE MATTER.
8. ALL MATERIALS EXCAVATED SHALL REMAIN THE PROPERTY OF THE OWNER AND SHALL BE STOCKPILED AT ON-SITE LOCATIONS AS SPECIFIED BY THE OWNER. MATERIALS SHALL BE STOCKPILED SEPARATELY AS TO USEABLE (NONORGANIC) FILL STOCKPILES AND ORGANIC (MUCK) STOCKPILES IF MUCK IS ENCOUNTERED. CONTRACTOR SHALL BE RESPONSIBLE FOR THE REMOVAL OF ALL UNSUITABLE FILL MATERIALS FROM THE SITE.
9. FILL MATERIALS PLACED UNDER ROADWAYS SHALL BE COMPACTED TO AT LEAST 98% MAXIMUM DENSITY AS SPECIFIED IN AASHTO T-180. ALL OTHER AREAS ARE TO BE COMPACTED TO AT LEAST 95% MAXIMUM DENSITY AS SPECIFIED IN AASHTO T-180. FILL MATERIALS SHALL BE PLACED AND COMPACTED IN A MAXIMUM OF 12" LIFTS. REFER TO SOILS REPORT FOR ADDITIONAL INFORMATION. THE CONTRACTOR SHALL PROVIDE THE ENGINEER AND THE OWNER WITH ALL (PASSING AND FAILING) TESTING RESULTS. RESULTS SHALL BE PROVIDED ON A TIMELY AND REGULAR BASIS PRIOR TO CONTRACTOR'S PAY REQUEST SUBMITTAL.
10. GRADING SHOWN ON THESE PLANS IS PROVIDED TO THE CONTRACTOR TO EXPRESS THE GENERAL GRADING INTENT OF THE PROJECT, THE CONTRACTOR SHALL GRADE THE ENTIRE SITE TO PROVIDE POSITIVE DRAINAGE IN ALL AREAS. SMOOTH TRANSITIONS SHALL BE PROVIDED BETWEEN CONTOURS OR SPOT ELEVATIONS AS SHOWN ON THE PLANS TO ACCOMPLISH THE GRADING INTENT. ALL SLOPES SHALL BE STABILIZED IMMEDIATELY AFTER FINAL GRADING HAS BEEN COMPLETED. CONTRACTOR SHALL NOTIFY OWNER AND ENGINEER A MINIMUM OF FORTY-EIGHT(48) HOURS PRIOR TO DEMOBILIZATION OF GRADING EQUIPMENT TO DETERMINE THAT THE GRADING INTENT HAS BEEN ACHIEVED.
11. REINFORCED CONCRETE PIPE (RCP) SHALL BE CLASS III WITH RUBBER GASKET JOINTS. RCP SHALL CONFORM TO FDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (LATEST EDITION) SECTION 941, RUBBER GASKETS SHALL CONFORM TO SECTION 942.
12. ALL OTHER RELATED ITEMS REQUIRED FOR THE CONSTRUCTION OF THE STORM SEWER (OUTFALL PROTECTION, POLLUTION CONTROL, ETC.,) ARE TO BE IN ACCORDANCE WITH DETAILS SHOWN ON THE CONSTRUCTION PLANS, FDOT ROADWAY AND TRAFFIC DESIGN STANDARDS, AND FDOT STANDARD SPECIFICATIONS FOR ROADWAY AND BRIDGE CONSTRUCTION (LATEST EDITION).
13. ALL PIPE CALL OUTS ARE MEASURED CENTERLINE TO CENTERLINE FOR MANHOLES AND INLETS.
14. ALL ON-SITE AREAS DISTURBED BY THE CONSTRUCTION SHALL BE STABILIZED WITH A SEED AND MULCH MIXTURE UNLESS OTHERWISE NOTED.
15. ALL OFF-SITE AREAS DISTURBED BY CONSTRUCTION SHALL BE SODDED WITH BAHIA.
16. NO HARD WOOD TREES MAY BE PLANTED OVER OR WITHIN 5' OF UTILITY LINES OR STORM PIPES. ONLY SOD OR SOFT WOOD SHRUBS MAY BE PLANTED OVER UTILITY LINES
17. ALL MITERED END SECTIONS TO BE CONSTRUCTED IN ACCORDANCE WITH FDOT INDEX 430-022.
18. DISTURBED AREAS TO BE SODDED WITH BAHIA SOD, WITH THE EXCEPTION OF THE POND BOTTOM AND THE COMPENSATING STORAGE AREA.

LEGEND

STS 2	STORM STRUCTURE I.D.		DRAINAGE SURFACE FLOW
	MITERED END SECTION		DRAINAGE FLOWLINE
	STORM CATCH BASIN		DRAINAGE RIDGE
T.O.W.=77.50 B.O.W.=76.50	TOP OF WALL BOTTOM OF WALL	126.50 126.00 / 126.20	PROPOSED GRADES
		124.8	EXISTING SPOT ELEV.

ASPHALT PAVEMENT
(SEE DETAIL 1 ON C-6.0)

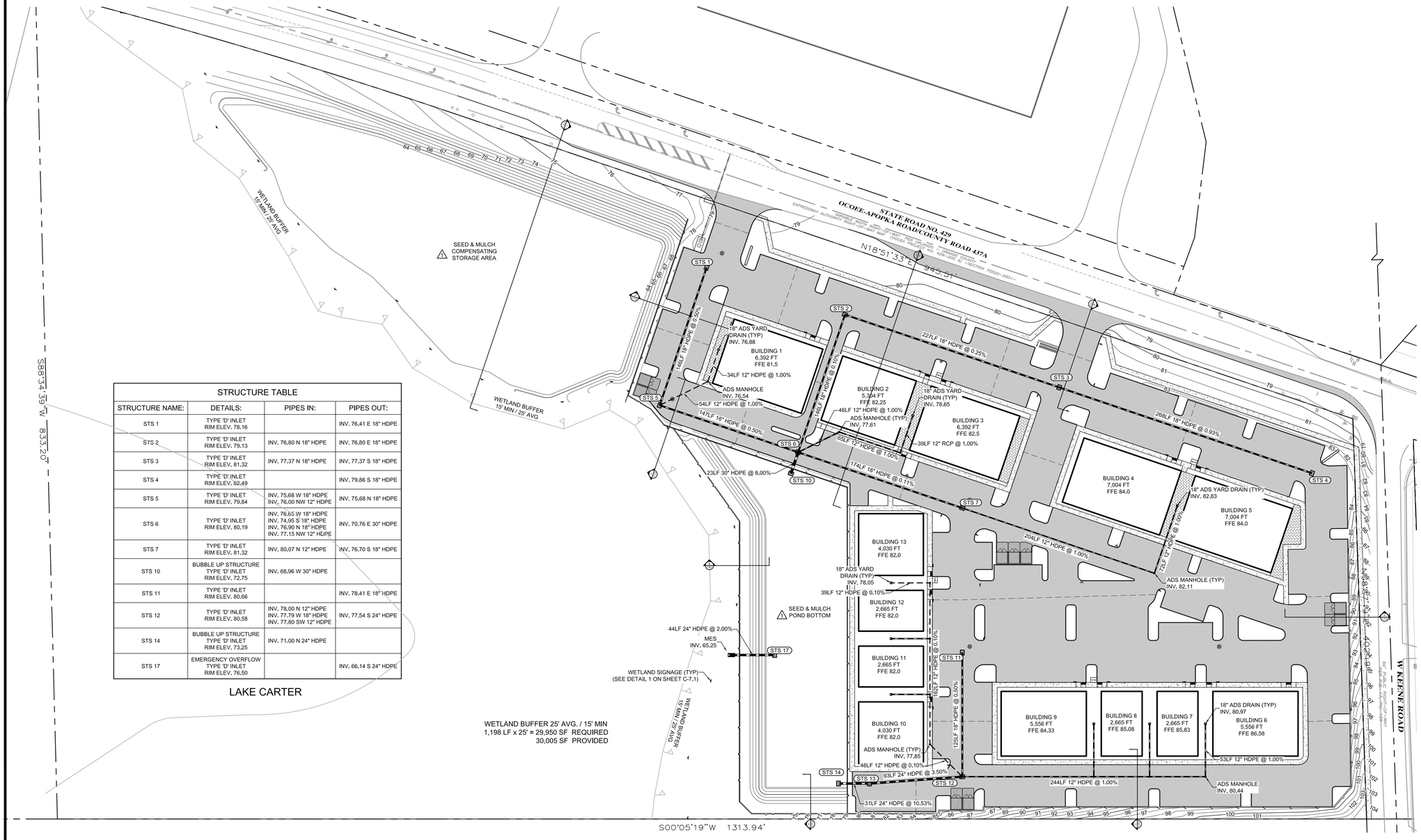
HD CONCRETE PAVEMENT
(SEE DETAIL 1 ON C-6.0)

4" CONCRETE SIDEWALK
(SEE DETAIL 2 ON C-6.0)

GRAPHIC SCALE

50' 0 25' 50' 100'

1"=50'
DATAUM: NAVD88



STRUCTURE TABLE			
STRUCTURE NAME:	DETAILS:	PIPES IN:	PIPES OUT:
STS 1	TYPE 'D' INLET RIM ELEV. 78.16		INV. 76.41 E 18" HDPE
STS 2	TYPE 'D' INLET RIM ELEV. 79.13	INV. 76.80 N 18" HDPE	INV. 76.80 E 18" HDPE
STS 3	TYPE 'D' INLET RIM ELEV. 81.32	INV. 77.37 N 18" HDPE	INV. 77.37 S 18" HDPE
STS 4	TYPE 'D' INLET RIM ELEV. 82.49		INV. 79.86 S 18" HDPE
STS 5	TYPE 'D' INLET RIM ELEV. 79.84	INV. 75.68 W 18" HDPE INV. 76.00 NW 12" HDPE	INV. 75.68 N 18" HDPE
STS 6	TYPE 'D' INLET RIM ELEV. 80.19	INV. 76.65 W 18" HDPE INV. 74.95 S 18" HDPE INV. 76.90 N 18" HDPE INV. 77.15 NW 12" HDPE	INV. 70.76 E 30" HDPE
STS 7	TYPE 'D' INLET RIM ELEV. 81.32	INV. 80.07 N 12" HDPE	INV. 76.70 S 18" HDPE
STS 10	BUBBLE UP STRUCTURE TYPE 'D' INLET RIM ELEV. 72.75	INV. 68.96 W 30" HDPE	
STS 11	TYPE 'D' INLET RIM ELEV. 80.66		INV. 78.41 E 18" HDPE
STS 12	TYPE 'D' INLET RIM ELEV. 80.58	INV. 78.00 N 12" HDPE INV. 77.79 W 18" HDPE INV. 77.80 SW 12" HDPE	INV. 77.54 S 24" HDPE
STS 14	BUBBLE UP STRUCTURE TYPE 'D' INLET RIM ELEV. 73.25	INV. 71.00 N 24" HDPE	
STS 17	EMERGENCY OVERFLOW TYPE 'D' INLET RIM ELEV. 76.50		INV. 66.14 S 24" HDPE

LAKE CARTER

WETLAND BUFFER 25' AVG. / 15' MIN
1,198 LF x 25' = 29,950 SF REQUIRED
30,005 SF PROVIDED

NO.	REVISIONS	BY	DATE
1	ISSUED FOR PERMITTING	BRP	08/25/23
2	REVISED PER COMMENTS & CLIENT MARK-UPS	BRP	03/19/24
3	REVISED PER COMMENTS & CLIENT MARK-UPS	DDP	04/19/24

Sunshine 811

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PAVING AND DRAINAGE PLAN

LAKE CARTER EXCHANGE
W. KEENE ROAD AND SR 429
APOPKA, FLORIDA 32703

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DATE	08/10/23
SCALE	1"=50'
DRAWN-BY	DDP
PROJECT NUMBER:	112-001

C-3.1
SHEET NO.

SANITARY WASTEWATER AND WATER SYSTEM NOTES:

1. CONTRACTOR SHALL FIELD VERIFY ALL EXISTING UTILITIES AT ALL POINTS OF CONNECTION, AND AT ALL AREAS OF CONFLICT.
2. IT SHALL BE THE RESPONSIBILITY OF THE DEVELOPER/CONTRACTOR TO ENSURE THAT ALL REQUIRED PERMITS ARE IN HAND BEFORE BEGINNING ANY CONSTRUCTION.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING & VERIFYING ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION & FOR NOTIFYING THE VARIOUS UTILITY COMPANIES TO MAKE THE NECESSARY ARRANGEMENTS FOR ANY RELOCATION, TEMPORARY DISRUPTION OF SERVICE, OR CLARIFICATION OF ACTIVITY REGARDING SAID UTILITY. THE CONTRACTOR SHALL EXERCISE CAUTION WHEN CROSSING AN UNDERGROUND UTILITY, WHETHER SHOWN ON THESE PLANS OR FIELD LOCATED. ALL UTILITIES WHICH INTERFERE WITH THE PROPOSED CONSTRUCTION SHALL BE RELOCATED BY THE RESPECTIVE UTILITY COMPANIES & THE CONTRACTOR SHALL COOPERATE WITH THEM DURING THE RELOCATION OPERATIONS, ANY DELAY OR INCONVENIENCE OF THE VARIOUS UTILITIES SHALL BE INCIDENTAL TO THE CONTRACT & NO EXTRA COMPENSATION WILL BE ALLOWED.
4. ALL CONSTRUCTION OF THE SEWER COLLECTION AND WATER DISTRIBUTION SYSTEMS SHALL MEET THE CITY OF APOPKA SPECIFICATIONS FOR WASTEWATER & WATER MAIN CONSTRUCTION.
5. CROSS CONNECTION CONTROL SHALL BE IN ACCORDANCE WITH RULES & REQUIREMENTS OF THE DEPARTMENT OF ENVIRONMENTAL PROTECTION-CHAPTER 62-555 "PERMITTING & CONSTRUCTION OF PUBLIC WATER SYSTEMS."
6. CONTRACTOR SHALL COORDINATE ALL WATER SYSTEM TEST SCHEDULING TO ALLOW ENGINEER'S ATTENDANCE & PROVIDE FIVE (5) WORKING DAYS NOTICE OF WATER TESTS. CONTRACTOR'S FAILURE TO PROPERLY NOTIFY ENGINEER MAY RESULT IN RETESTING AT ENGINEER'S OPTION & AT CONTRACTOR'S EXPENSE.
7. ENGINEER RESERVES THE RIGHT TO WITHHOLD APPROVAL FOR ANY PORTION OF THE WATER OR SEWER PIPE WORK WHICH HAS NOT BEEN TESTED (OBSERVED BY ENGINEER) & REPORTED TO CONFORM TO PROJECT SPECIFICATIONS.
8. SITE CONTRACTOR SHALL COORDINATE & VERIFY ALL UTILITY SERVICES WITH FINAL ARCHITECTURAL DRAWINGS & BUILDING CONTRACTOR.
9. CONTRACTOR SHALL MAINTAIN A SET OF RECORD DRAWINGS MARKED UP WITH HORIZONTAL & VERTICAL AS-BUILT INFORMATION ON LOCATION OF WATER MAINS, FITTINGS & WATER SERVICES LOCATED FROM CENTERLINE OF NEAREST FIRE HYDRANT OR NEAREST MANHOLE.
10. SITE UTILITY WORK SHALL TERMINATE 5 FEET FROM BUILDINGS UNLESS OTHERWISE STATED.
11. CONTRACTOR SHALL NOT ACTIVATE WATER SERVICE UNTIL THE FDEP HAS CLEARED THE SYSTEM FOR USE & THE CLEARANCE LETTER HAS BEEN RECEIVED BY THE OWNER.
12. EXISTING WATER MAINS SHALL BE PROTECTED FROM CONTAMINATION DURING THE FILLING, FLUSHING, & TESTING OF NEW LINES IN ACCORDANCE WITH THE APPLICABLE PROVISIONS OF AWWA C651 92.
13. THE CONTRACTOR SHALL DISINFECT ALL SECTIONS OF THE WATER DISTRIBUTION SYSTEM IN ACCORDANCE WITH THE FDEP WATER PERMIT, & RECEIVE APPROVAL THEREOF FROM THE LOCAL WATER UTILITY, ENGINEER OF RECORD, & FDEP, PRIOR TO PLACING IN SERVICE. IT IS THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN COPIES OF THE FDEP WATER & SEWER PERMITS FROM THE OWNER & MAINTAIN THEM ON THE JOB SITE AT ALL TIMES. DISINFECTION OF THE WATER DISTRIBUTION SYSTEM SHALL BE PERFORMED IN ACCORDANCE WITH THE AWWA 651 "DISINFECTING WATER MAINS."
14. THE CONTRACTOR SHALL RECOGNIZE AND ABIDE BY ALL OSHA EXCAVATION SAFETY STANDARDS, INCLUDING THE FLORIDA TRENCH SAFETY ACT (90-96, LAWS OF FLORIDA). ANY MATERIAL, CONSTRUCTION METHODS, OR MATERIAL COST TO COMPLY WITH THESE LAWS SHALL BE INCIDENTAL TO THE CONTRACT.

UTILITY SEPARATION NOTE:

HORIZONTAL SEPARATION BETWEEN UNDERGROUND WATER MAINS AND SANITARY OR STORM SEWERS, WASTEWATER OR STORMWATER FORCE MAINS, RECLAIMED WATER PIPELINES AND ON-SITE SEWAGE TREATMENT AND DISPOSAL SYSTEMS
UNDERGROUND WATER MAINS SHALL BE LAID TO PROVIDE A HORIZONTAL DISTANCE OF AT LEAST THREE (3) FEET BETWEEN THE OUTSIDE OF THE WATER MAIN AND THE OUTSIDE OF ANY EXISTING OR PROPOSED STORM SEWER, STORMWATER FORCE MAIN, OR PIPELINE CONVEYING RECLAIMED WATER, UNDERGROUND WATER MAINS SHALL BE LAID TO PROVIDE A HORIZONTAL DISTANCE OF AT LEAST THREE (3) FEET, AND PREFERABLY TEN (10) FEET, BETWEEN THE OUTSIDE OF THE WATER MAIN AND THE OUTSIDE OF ANY EXISTING OR PROPOSED VACUUM-TYPE SANITARY SEWER, NEW UNDERGROUND WATER MAINS SHALL BE LAID TO PROVIDE A HORIZONTAL DISTANCE OF AT LEAST SIX (6) FEET, AND PREFERABLY TEN (10) FEET, BETWEEN THE OUTSIDE OF THE WATER MAIN AND THE OUTSIDE OF ANY EXISTING OR PROPOSED GRAVITY OR PRESSURE TYPE SANITARY SEWER, WASTEWATER FORCE MAIN, OR PIPELINE CONVEYING RECLAIMED WATER. THE MINIMUM HORIZONTAL SEPARATION DISTANCE BETWEEN WATER MAINS AND GRAVITY TYPE SANITARY SEWERS SHALL BE REDUCED TO THREE (3) FEET WHERE THE BOTTOM OF THE WATER MAIN IS LAID AT LEAST SIX (6) INCHES ABOVE THE TOP OF THE SEWER, UNDERGROUND WATER MAINS SHALL BE LAID TO PROVIDE A HORIZONTAL DISTANCE OF AT LEAST TEN (10) FEET BETWEEN THE OUTSIDE OF THE WATER MAIN AND ALL PARTS OF ANY EXISTING OR PROPOSED "ON-SITE SEWAGE TREATMENT AND DISPOSAL SYSTEM."

VERTICAL SEPARATION BETWEEN UNDERGROUND WATER MAINS AND SANITARY OR STORM SEWERS, WASTEWATER OR STORMWATER FORCE MAINS AND RECLAIMED WATER PIPELINES
UNDERGROUND WATER MAINS CROSSING ANY EXISTING OR PROPOSED GRAVITY OR VACUUM TYPE SANITARY SEWER OR STORM SEWER SHALL BE LAID SO THE OUTSIDE OF THE WATER MAIN IS AT LEAST SIX (6) INCHES, AND PREFERABLY 12 INCHES, ABOVE OR AT LEAST 12 INCHES BELOW THE OUTSIDE OF THE OTHER PIPELINE, HOWEVER, IT IS PREFERABLE TO LAY THE WATER MAIN ABOVE THE OTHER PIPELINE, UNDERGROUND WATER MAINS CROSSING ANY EXISTING OR PROPOSED PRESSURE-TYPE SANITARY SEWER, WASTEWATER OR STORMWATER FORCE MAIN, OR PIPELINE CONVEYING RECLAIMED WATER SHALL BE LAID SO THE OUTSIDE OF THE WATER MAIN IS AT LEAST 12 INCHES ABOVE OR BELOW THE OUTSIDE OF THE OTHER PIPELINE. HOWEVER, IT IS PREFERABLE TO LAY THE WATER MAIN ABOVE THE OTHER PIPELINE. AT THE UTILITY CROSSINGS DESCRIBED ABOVE, ONE FULL LENGTH OF WATER MAIN PIPE SHALL BE CENTERED ABOVE OR BELOW THE OTHER PIPELINE SO THE WATER MAIN JOINTS WILL BE AS FAR AS POSSIBLE FROM THE OTHER PIPELINE, ALTERNATIVELY, AT SUCH CROSSINGS, THE PIPES SHALL BE ARRANGED SO THAT ALL WATER MAIN JOINTS ARE AT LEAST THREE FEET FROM ALL JOINTS IN VACUUM-TYPE SANITARY SEWERS, STORM SEWERS, STORMWATER FORCE MAINS, OR PIPELINES CONVEYING RECLAIMED WATER, AND AT LEAST SIX FEET FROM ALL JOINTS IN GRAVITY- OR PRESSURE-TYPE SANITARY SEWERS, WASTEWATER FORCE MAINS, OR PIPELINES CONVEYING RECLAIMED WATER.

SEPARATION BETWEEN WATER MAINS AND SANITARY OR STORM SEWER MANHOLES
NO WATER MAIN SHALL PASS THROUGH, OR COME INTO CONTACT WITH, ANY PART OF A SANITARY SEWER MANHOLE. EFFECTIVE AUGUST 28, 2003, WATER MAINS SHALL NOT BE CONSTRUCTED OR ALTERED TO PASS THROUGH, OR COME INTO CONTACT WITH, ANY PART OF A STORM SEWER MANHOLE OR INLET STRUCTURE.

SEPARATION BETWEEN FIRE HYDRANT DRAINS AND SANITARY OR STORM SEWERS, WASTEWATER OR STORMWATER FORCE MAINS, RECLAIMED WATER PIPELINES, AND ON-SITE SEWAGE TREATMENT AND DISPOSAL SYSTEMS
FIRE HYDRANTS WITH UNDERGROUND DRAINS SHALL BE LOCATED SO THAT THE DRAINS ARE AT LEAST (3) THREE FEET FROM ANY EXISTING OR PROPOSED STORM SEWER, STORMWATER FORCE MAIN, OR PIPELINE CONVEYING RECLAIMED WATER, AT LEAST THREE (3) FEET, AND PREFERABLY TEN (10) FEET FROM ANY EXISTING OR PROPOSED VACUUM TYPE SANITARY SEWER; AT LEAST SIX (6) FEET, AND PREFERABLY TEN (10) FEET FROM ANY EXISTING OR PROPOSED GRAVITY OR PRESSURE-TYPE SANITARY SEWER, WASTEWATER FORCE MAIN, OR PIPELINE CONVEYING RECLAIMED WATER, AND AT LEAST TEN (10) FEET FROM ANY EXISTING OR PROPOSED "ON-SITE SEWAGE TREATMENT AND DISPOSAL SYSTEM."

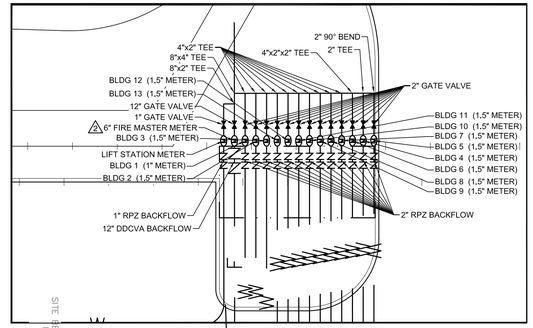
STRUCTURE TABLE

STRUCTURE NAME:	DETAILS:	PIPES IN:	PIPES OUT:
SST 1	SANITARY MANHOLE RIM ELEV. 85.07	INV. 82.44 E 6" PVC	INV. 82.42 S 8" PVC
SST 2	SANITARY MANHOLE RIM ELEV. 80.85	INV. 77.21 E 6" PVC INV. 77.11 N 6" PVC	INV. 77.01 W 8" PVC
SST 3	SANITARY MANHOLE RIM ELEV. 80.97	INV. 76.83 E 8" PVC INV. 77.61 N 6" PVC	INV. 76.73 S 8" PVC
SST 4	SANITARY MANHOLE RIM ELEV. 79.99	INV. 75.72 N 8" PVC	INV. 75.62 W 8" PVC
SST 5	SANITARY MANHOLE RIM ELEV. 78.57	INV. 75.08 E 8" PVC	INV. 75.08 S 8" PVC

GRAPHIC SCALE

50' 0 25' 50' 100'

1"=50'
DATAUM: NAVD88



METER DETAIL

⚠ CONFLICT DETAILS

WETLAND BUFFER 25' AVG. / 15' MIN
1,198 LF x 25' = 29,950 SF REQUIRED
30,005 SF PROVIDED

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NO.	REVISIONS	BY	DATE
1	ISSUED FOR PERMITTING	DDP	04/22/24
2	REVISED PER CITY COMMENTS & CLIENT MARK-UPS	DDP	01/04/24
3	REVISED PER CITY COMMENTS	BRP	09/05/23

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FL. CERT. OF AUTH: #27199

UTILITY PLAN

LAKE CARTER EXCHANGE
W. KEENE ROAD AND SR 429
APOPKA, FLORIDA 32703

DATE	08/25/23
SCALE	1"=50'
DRAWN-BY	DDP
PROJECT NUMBER:	112-001

C-4.0
SHEET NO.

SANITARY WASTEWATER AND WATER SYSTEM NOTES:

1. CONTRACTOR SHALL FIELD VERIFY ALL EXISTING UTILITIES AT ALL POINTS OF CONNECTION, AND AT ALL AREAS OF CONFLICT.
2. IT SHALL BE THE RESPONSIBILITY OF THE DEVELOPER/CONTRACTOR TO ENSURE THAT ALL REQUIRED PERMITS ARE IN HAND BEFORE BEGINNING ANY CONSTRUCTION.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING & VERIFYING ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION & FOR NOTIFYING THE VARIOUS UTILITY COMPANIES TO MAKE THE NECESSARY ARRANGEMENTS FOR ANY RELOCATION, TEMPORARY DISRUPTION OF SERVICE, OR CLARIFICATION OF ACTIVITY REGARDING SAID UTILITY, THE CONTRACTOR SHALL EXERCISE CAUTION WHEN CROSSING AN UNDERGROUND UTILITY, WHETHER SHOWN ON THESE PLANS OR FIELD LOCATED. ALL UTILITIES WHICH INTERFERE WITH THE PROPOSED CONSTRUCTION SHALL BE RELOCATED BY THE RESPECTIVE UTILITY COMPANIES & THE CONTRACTOR SHALL COOPERATE WITH THEM DURING THE RELOCATION OPERATIONS. ANY DELAY OR INCONVENIENCE OF THE VARIOUS UTILITIES SHALL BE INCIDENTAL TO THE CONTRACT & NO EXTRA COMPENSATION WILL BE ALLOWED.
4. ALL CONSTRUCTION OF THE SEWER COLLECTION AND WATER DISTRIBUTION SYSTEMS SHALL MEET THE CITY OF APOPKA SPECIFICATIONS FOR WASTEWATER & WATER MAIN CONSTRUCTION.
5. CROSS CONNECTION CONTROL SHALL BE IN ACCORDANCE WITH RULES & REQUIREMENTS OF THE DEPARTMENT OF ENVIRONMENTAL PROTECTION-CHAPTER 62-555 "PERMITTING & CONSTRUCTION OF PUBLIC WATER SYSTEMS."
6. CONTRACTOR SHALL COORDINATE ALL WATER SYSTEM TEST SCHEDULING TO ALLOW ENGINEER'S ATTENDANCE & PROVIDE FIVE (5) WORKING DAYS NOTICE OF WATER TESTS. CONTRACTOR'S FAILURE TO PROPERLY NOTIFY ENGINEER MAY RESULT IN RETESTING AT ENGINEER'S OPTION & AT CONTRACTOR'S EXPENSE.
7. ENGINEER RESERVES THE RIGHT TO WITHHOLD APPROVAL FOR ANY PORTION OF THE WATER OR SEWER PIPE WORK WHICH HAS NOT BEEN TESTED (OBSERVED BY ENGINEER) & REPORTED TO CONFORM TO PROJECT SPECIFICATIONS.
8. SITE CONTRACTOR SHALL COORDINATE & VERIFY ALL UTILITY SERVICES WITH FINAL ARCHITECTURAL DRAWINGS & BUILDING CONTRACTOR.
9. CONTRACTOR SHALL MAINTAIN A SET OF RECORD DRAWINGS MARKED UP WITH HORIZONTAL & VERTICAL AS-BUILT INFORMATION ON LOCATION OF WATER MAINS, FITTINGS & WATER SERVICES LOCATED FROM CENTERLINE OF NEAREST FIRE HYDRANT OR NEAREST MANHOLE.
10. SITE UTILITY WORK SHALL TERMINATE 5 FEET FROM BUILDINGS UNLESS OTHERWISE STATED.
11. CONTRACTOR SHALL NOT ACTIVATE WATER SERVICE UNTIL THE FDEP HAS CLEARED THE SYSTEM FOR USE & THE CLEARANCE LETTER HAS BEEN RECEIVED BY THE OWNER.
12. EXISTING WATER MAINS SHALL BE PROTECTED FROM CONTAMINATION DURING THE FILLING, FLUSHING, & TESTING OF NEW LINES IN ACCORDANCE WITH THE APPLICABLE PROVISIONS OF AWWA C651 92.
13. THE CONTRACTOR SHALL DISINFECT ALL SECTIONS OF THE WATER DISTRIBUTION SYSTEM IN ACCORDANCE WITH THE FDEP WATER PERMIT, & RECEIVE APPROVAL THEREOF FROM THE LOCAL WATER UTILITY, ENGINEER OF RECORD, & FDEP, PRIOR TO PLACING IN SERVICE. IT IS THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN COPIES OF THE FDEP WATER & SEWER PERMITS FROM THE OWNER & MAINTAIN THEM ON THE JOB SITE AT ALL TIMES. DISINFECTION OF THE WATER DISTRIBUTION SYSTEM SHALL BE PERFORMED IN ACCORDANCE WITH THE AWWA 651 "DISINFECTING WATER MAINS."
14. THE CONTRACTOR SHALL RECOGNIZE AND ABIDE BY ALL OSHA EXCAVATION SAFETY STANDARDS, INCLUDING THE FLORIDA TRENCH SAFETY ACT (90-96, LAWS OF FLORIDA). ANY MATERIAL, CONSTRUCTION METHODS, OR MATERIAL COST TO COMPLY WITH THESE LAWS SHALL BE INCIDENTAL TO THE CONTRACT.

UTILITY SEPARATION NOTE:

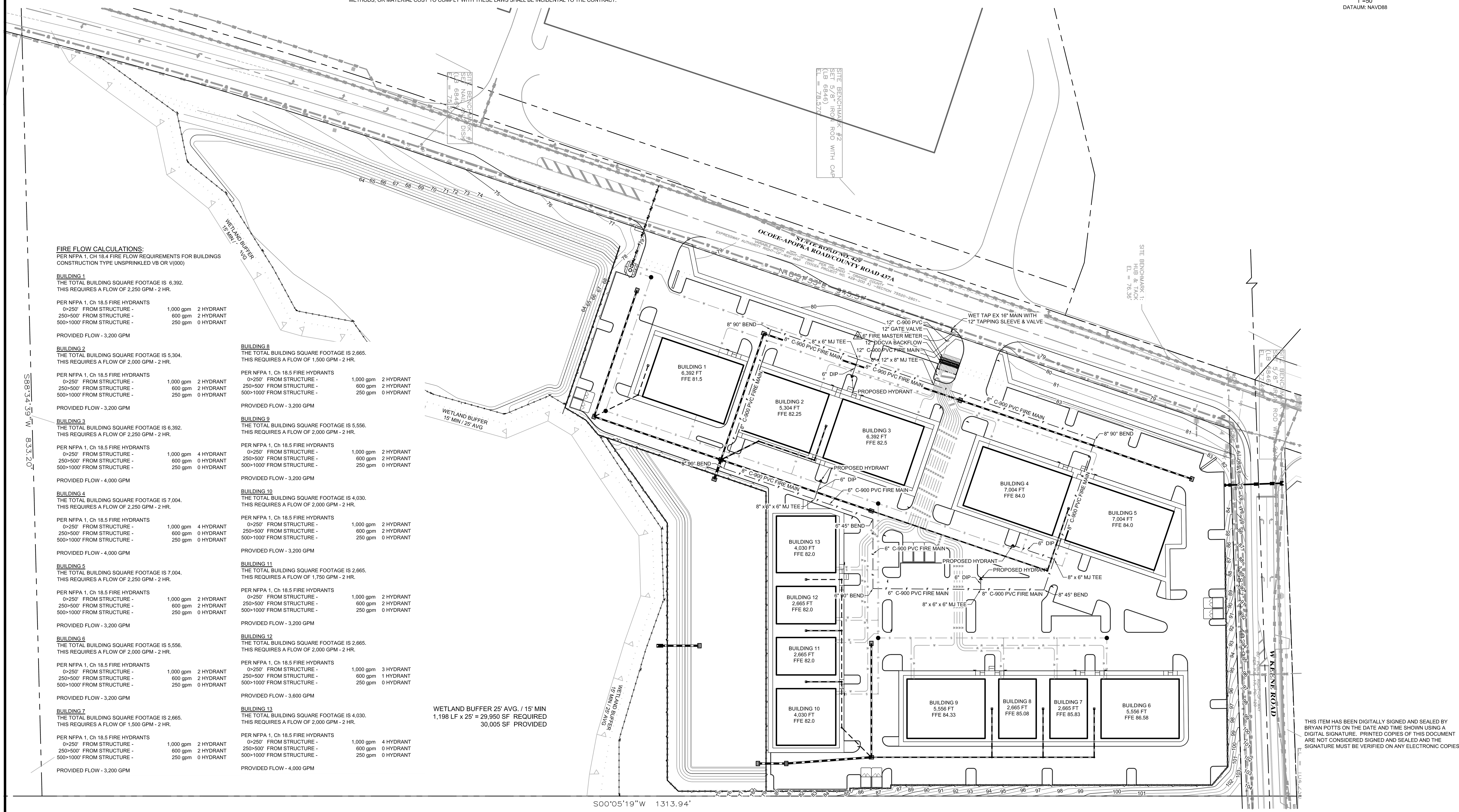
HORIZONTAL SEPARATION BETWEEN UNDERGROUND WATER MAINS AND SANITARY OR STORM SEWERS, WASTEWATER OR STORMWATER FORCE MAINS, RECLAIMED WATER PIPELINES AND ON-SITE SEWAGE TREATMENT AND DISPOSAL SYSTEMS
UNDERGROUND WATER MAINS SHALL BE LAID TO PROVIDE A HORIZONTAL DISTANCE OF AT LEAST THREE (3) FEET BETWEEN THE OUTSIDE OF THE WATER MAIN AND THE OUTSIDE OF ANY EXISTING OR PROPOSED STORM SEWER, STORMWATER FORCE MAIN, OR PIPELINE CONVEYING RECLAIMED WATER. UNDERGROUND WATER MAINS SHALL BE LAID TO PROVIDE A HORIZONTAL DISTANCE OF AT LEAST THREE (3) FEET, AND PREFERABLY TEN (10) FEET, BETWEEN THE OUTSIDE OF THE WATER MAIN AND THE OUTSIDE OF ANY EXISTING OR PROPOSED VACUUM-TYPE SANITARY SEWER. NEW UNDERGROUND WATER MAINS SHALL BE LAID TO PROVIDE A HORIZONTAL DISTANCE OF AT LEAST SIX (6) FEET, AND PREFERABLY TEN (10) FEET, BETWEEN THE OUTSIDE OF THE WATER MAIN AND THE OUTSIDE OF ANY EXISTING OR PROPOSED GRAVITY OR PRESSURE TYPE SANITARY SEWER, WASTEWATER FORCE MAIN, OR PIPELINE CONVEYING RECLAIMED WATER. THE MINIMUM HORIZONTAL SEPARATION DISTANCE BETWEEN WATER MAINS AND GRAVITY TYPE SANITARY SEWERS SHALL BE REDUCED TO THREE (3) FEET WHERE THE BOTTOM OF THE WATER MAIN IS LAID AT LEAST SIX (6) INCHES ABOVE THE TOP OF THE SEWER. UNDERGROUND WATER MAINS SHALL BE LAID TO PROVIDE A HORIZONTAL DISTANCE OF AT LEAST TEN (10) FEET BETWEEN THE OUTSIDE OF THE WATER MAIN AND ALL PARTS OF ANY EXISTING OR PROPOSED "ON-SITE SEWAGE TREATMENT AND DISPOSAL SYSTEM."

VERTICAL SEPARATION BETWEEN UNDERGROUND WATER MAINS AND SANITARY OR STORM SEWERS, WASTEWATER OR STORMWATER FORCE MAINS AND RECLAIMED WATER PIPELINES
UNDERGROUND WATER MAINS CROSSING ANY EXISTING OR PROPOSED GRAVITY OR VACUUM TYPE SANITARY SEWER OR STORM SEWER SHALL BE LAID SO THE OUTSIDE OF THE WATER MAIN IS AT LEAST SIX (6) INCHES, AND PREFERABLY 12 INCHES, ABOVE OR AT LEAST 12 INCHES BELOW THE OUTSIDE OF THE OTHER PIPELINE. HOWEVER, IT IS PREFERABLE TO LAY THE WATER MAIN ABOVE THE OTHER PIPELINE. UNDERGROUND WATER MAINS CROSSING ANY EXISTING OR PROPOSED PRESSURE-TYPE SANITARY SEWER, WASTEWATER OR STORMWATER FORCE MAIN, OR PIPELINE CONVEYING RECLAIMED WATER SHALL BE LAID SO THE OUTSIDE OF THE WATER MAIN IS AT LEAST 12 INCHES ABOVE OR BELOW THE OUTSIDE OF THE OTHER PIPELINE. HOWEVER, IT IS PREFERABLE TO LAY THE WATER MAIN ABOVE THE OTHER PIPELINE. AT THE UTILITY CROSSINGS DESCRIBED ABOVE, ONE FULL LENGTH OF WATER MAIN PIPE SHALL BE CENTERED ABOVE OR BELOW THE OTHER PIPELINE SO THE WATER MAIN JOINTS WILL BE AS FAR AS POSSIBLE FROM THE OTHER PIPELINE. ALTERNATIVELY, AT SUCH CROSSINGS, THE PIPES SHALL BE ARRANGED SO THAT ALL WATER MAIN JOINTS ARE AT LEAST THREE FEET FROM ALL JOINTS IN VACUUM-TYPE SANITARY SEWERS, STORM SEWERS, STORMWATER FORCE MAINS, OR PIPELINES CONVEYING RECLAIMED WATER, AND AT LEAST SIX FEET FROM ALL JOINTS IN GRAVITY- OR PRESSURE-TYPE SANITARY SEWERS, WASTEWATER FORCE MAINS, OR PIPELINES CONVEYING RECLAIMED WATER.

SEPARATION BETWEEN WATER MAINS AND SANITARY OR STORM SEWER MANHOLES
NO WATER MAIN SHALL PASS THROUGH, OR COME INTO CONTACT WITH, ANY PART OF A SANITARY SEWER MANHOLE. EFFECTIVE AUGUST 28, 2003, WATER MAINS SHALL NOT BE CONSTRUCTED OR ALTERED TO PASS THROUGH, OR COME INTO CONTACT WITH, ANY PART OF A STORM SEWER MANHOLE OR INLET STRUCTURE.

SEPARATION BETWEEN FIRE HYDRANT DRAINS AND SANITARY OR STORM SEWERS, WASTEWATER OR STORMWATER FORCE MAINS, RECLAIMED WATER PIPELINES, AND ON-SITE SEWAGE TREATMENT AND DISPOSAL SYSTEMS
FIRE HYDRANTS WITH UNDERGROUND DRAINS SHALL BE LOCATED SO THAT THE DRAINS ARE AT LEAST (3) THREE FEET FROM ANY EXISTING OR PROPOSED STORM SEWER, STORMWATER FORCE MAIN, OR PIPELINE CONVEYING RECLAIMED WATER, AT LEAST THREE (3) FEET, AND PREFERABLY TEN (10) FEET FROM ANY EXISTING OR PROPOSED VACUUM TYPE SANITARY SEWER; AT LEAST SIX (6) FEET, AND PREFERABLY TEN (10) FEET FROM ANY EXISTING OR PROPOSED GRAVITY OR PRESSURE-TYPE SANITARY SEWER, WASTEWATER FORCE MAIN, OR PIPELINE CONVEYING RECLAIMED WATER, AND AT LEAST TEN (10) FEET FROM ANY EXISTING OR PROPOSED "ON-SITE SEWAGE TREATMENT AND DISPOSAL SYSTEM."

GRAPHIC SCALE
50' 0 25' 50' 100'
1"=50'
DATAUM: NAVD88



FIRE FLOW CALCULATIONS:

PER NFPA 1, CH 18.4 FIRE FLOW REQUIREMENTS FOR BUILDINGS
CONSTRUCTION TYPE UNSPRINKLED VB OR V(000)

BUILDING 1
THE TOTAL BUILDING SQUARE FOOTAGE IS 6,392.
THIS REQUIRES A FLOW OF 2,250 GPM - 2 HR.

PER NFPA 1, Ch 18.5 FIRE HYDRANTS

0>250' FROM STRUCTURE -	1,000 gpm	2 HYDRANT
250>500' FROM STRUCTURE -	600 gpm	2 HYDRANT
500>1000' FROM STRUCTURE -	250 gpm	0 HYDRANT

PROVIDED FLOW - 3,200 GPM

BUILDING 2
THE TOTAL BUILDING SQUARE FOOTAGE IS 5,304.
THIS REQUIRES A FLOW OF 2,000 GPM - 2 HR.

PER NFPA 1, Ch 18.5 FIRE HYDRANTS

0>250' FROM STRUCTURE -	1,000 gpm	2 HYDRANT
250>500' FROM STRUCTURE -	600 gpm	2 HYDRANT
500>1000' FROM STRUCTURE -	250 gpm	0 HYDRANT

PROVIDED FLOW - 3,200 GPM

BUILDING 3
THE TOTAL BUILDING SQUARE FOOTAGE IS 6,392.
THIS REQUIRES A FLOW OF 2,250 GPM - 2 HR.

PER NFPA 1, Ch 18.5 FIRE HYDRANTS

0>250' FROM STRUCTURE -	1,000 gpm	4 HYDRANT
250>500' FROM STRUCTURE -	600 gpm	0 HYDRANT
500>1000' FROM STRUCTURE -	250 gpm	0 HYDRANT

PROVIDED FLOW - 4,000 GPM

BUILDING 4
THE TOTAL BUILDING SQUARE FOOTAGE IS 7,004.
THIS REQUIRES A FLOW OF 2,250 GPM - 2 HR.

PER NFPA 1, Ch 18.5 FIRE HYDRANTS

0>250' FROM STRUCTURE -	1,000 gpm	4 HYDRANT
250>500' FROM STRUCTURE -	600 gpm	0 HYDRANT
500>1000' FROM STRUCTURE -	250 gpm	0 HYDRANT

PROVIDED FLOW - 4,000 GPM

BUILDING 5
THE TOTAL BUILDING SQUARE FOOTAGE IS 7,004.
THIS REQUIRES A FLOW OF 2,250 GPM - 2 HR.

PER NFPA 1, Ch 18.5 FIRE HYDRANTS

0>250' FROM STRUCTURE -	1,000 gpm	2 HYDRANT
250>500' FROM STRUCTURE -	600 gpm	2 HYDRANT
500>1000' FROM STRUCTURE -	250 gpm	0 HYDRANT

PROVIDED FLOW - 3,200 GPM

BUILDING 6
THE TOTAL BUILDING SQUARE FOOTAGE IS 5,556.
THIS REQUIRES A FLOW OF 2,000 GPM - 2 HR.

PER NFPA 1, Ch 18.5 FIRE HYDRANTS

0>250' FROM STRUCTURE -	1,000 gpm	2 HYDRANT
250>500' FROM STRUCTURE -	600 gpm	2 HYDRANT
500>1000' FROM STRUCTURE -	250 gpm	0 HYDRANT

PROVIDED FLOW - 3,200 GPM

BUILDING 7
THE TOTAL BUILDING SQUARE FOOTAGE IS 2,665.
THIS REQUIRES A FLOW OF 1,500 GPM - 2 HR.

PER NFPA 1, Ch 18.5 FIRE HYDRANTS

0>250' FROM STRUCTURE -	1,000 gpm	2 HYDRANT
250>500' FROM STRUCTURE -	600 gpm	2 HYDRANT
500>1000' FROM STRUCTURE -	250 gpm	0 HYDRANT

PROVIDED FLOW - 3,200 GPM

BUILDING 8
THE TOTAL BUILDING SQUARE FOOTAGE IS 2,665.
THIS REQUIRES A FLOW OF 1,500 GPM - 2 HR.

PER NFPA 1, Ch 18.5 FIRE HYDRANTS

0>250' FROM STRUCTURE -	1,000 gpm	2 HYDRANT
250>500' FROM STRUCTURE -	600 gpm	2 HYDRANT
500>1000' FROM STRUCTURE -	250 gpm	0 HYDRANT

PROVIDED FLOW - 3,200 GPM

BUILDING 9
THE TOTAL BUILDING SQUARE FOOTAGE IS 5,556.
THIS REQUIRES A FLOW OF 2,000 GPM - 2 HR.

PER NFPA 1, Ch 18.5 FIRE HYDRANTS

0>250' FROM STRUCTURE -	1,000 gpm	2 HYDRANT
250>500' FROM STRUCTURE -	600 gpm	2 HYDRANT
500>1000' FROM STRUCTURE -	250 gpm	0 HYDRANT

PROVIDED FLOW - 3,200 GPM

BUILDING 10
THE TOTAL BUILDING SQUARE FOOTAGE IS 4,030.
THIS REQUIRES A FLOW OF 2,000 GPM - 2 HR.

PER NFPA 1, Ch 18.5 FIRE HYDRANTS

0>250' FROM STRUCTURE -	1,000 gpm	2 HYDRANT
250>500' FROM STRUCTURE -	600 gpm	2 HYDRANT
500>1000' FROM STRUCTURE -	250 gpm	0 HYDRANT

PROVIDED FLOW - 3,200 GPM

BUILDING 11
THE TOTAL BUILDING SQUARE FOOTAGE IS 2,665.
THIS REQUIRES A FLOW OF 1,750 GPM - 2 HR.

PER NFPA 1, Ch 18.5 FIRE HYDRANTS

0>250' FROM STRUCTURE -	1,000 gpm	2 HYDRANT
250>500' FROM STRUCTURE -	600 gpm	2 HYDRANT
500>1000' FROM STRUCTURE -	250 gpm	0 HYDRANT

PROVIDED FLOW - 3,200 GPM

BUILDING 12
THE TOTAL BUILDING SQUARE FOOTAGE IS 2,665.
THIS REQUIRES A FLOW OF 2,000 GPM - 2 HR.

PER NFPA 1, Ch 18.5 FIRE HYDRANTS

0>250' FROM STRUCTURE -	1,000 gpm	3 HYDRANT
250>500' FROM STRUCTURE -	600 gpm	1 HYDRANT
500>1000' FROM STRUCTURE -	250 gpm	0 HYDRANT

PROVIDED FLOW - 3,600 GPM

BUILDING 13
THE TOTAL BUILDING SQUARE FOOTAGE IS 4,030.
THIS REQUIRES A FLOW OF 2,000 GPM - 2 HR.

PER NFPA 1, Ch 18.5 FIRE HYDRANTS

0>250' FROM STRUCTURE -	1,000 gpm	4 HYDRANT
250>500' FROM STRUCTURE -	600 gpm	0 HYDRANT
500>1000' FROM STRUCTURE -	250 gpm	0 HYDRANT

PROVIDED FLOW - 4,000 GPM

WETLAND BUFFER 25' AVG. / 15' MIN
1,198 LF x 25' = 29,950 SF REQUIRED
30,005 SF PROVIDED

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REVISIONS

NO.	REVISIONS	BY	DATE
6			
5			
4			
3			
2	REVISED PER CLIENT MARK-UPS	DDP	04/22/24
1	REVISED PER CLIENT MARK-UPS	DDP	03/19/24
0	ISSUED FOR PERMITTING	BRP	09/05/23

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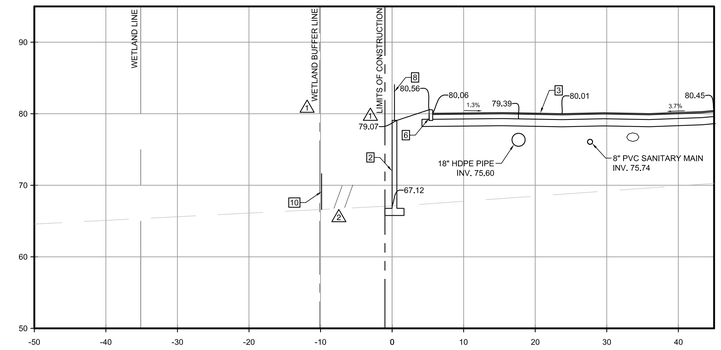
FIRE PLAN

LAKE CARTER EXCHANGE
W. KEENE ROAD AND SR 429
APOPKA, FLORIDA 32703

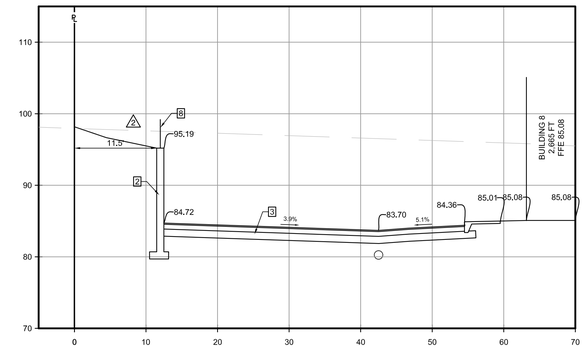
DATE	08/25/23
SCALE	1"=50'
DRAWN-BY	DDP
PROJECT NUMBER:	112-001

C-4.1
SHEET NO.

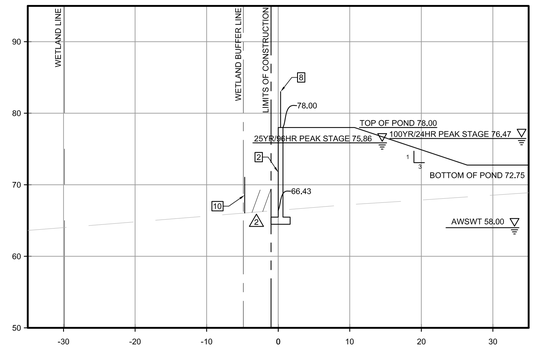
SECTION F-F



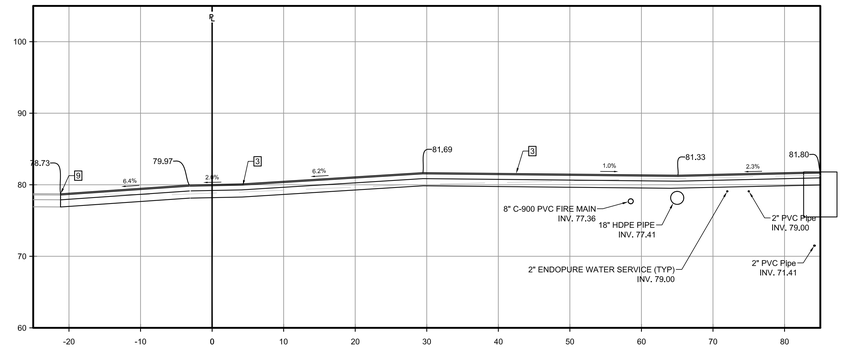
SECTION C-C



SECTION E-E



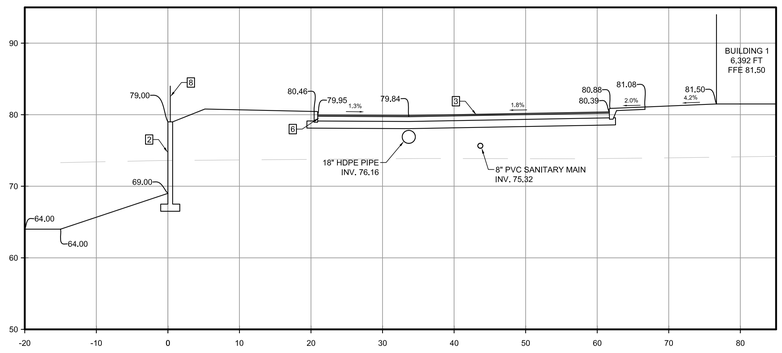
SECTION B-B



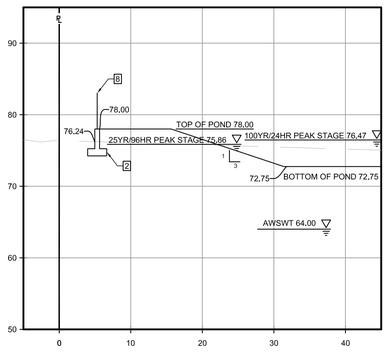
SECTION NOTE LEGEND

1. SAW CUT AND REMOVE EXISTING SHOULDER OR CURB
2. RETAINING WALL (TO BE DESIGNED UNDER SEPARATE PERMIT)
3. ASPHALT PAVEMENT (SEE DETAIL 2 ON C-6.0)
4. 6" HD CONCRETE PAVEMENT (SEE DETAIL 2 ON C-6.0)
5. 4" SIDEWALK (SEE DETAIL 3 ON C-6.0)
6. TYPE 'D' CURB (SEE DETAIL 1 ON C-6.0)
7. PAVER PATIO (SEE DETAIL 2 ON C-6.0)
8. 48" ALUMINUM PICKET FENCE POSTS 6' O.C. SET IN CONCRETE PER APPROVED DETAIL
9. MEET EXISTING GRADE
10. PROPOSED WETLAND FENCE

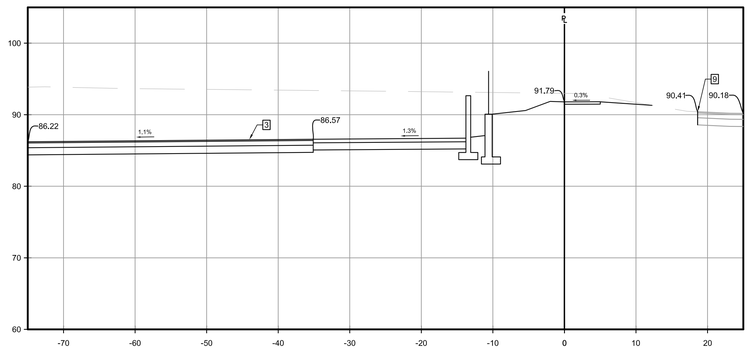
SECTION H-H



SECTION D-D



SECTION A-A



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NO.	REVISIONS	BY	DATE
1	REVISED PER COMMENTS & CLIENT MARK-UPS	DDP	02/23/24
2	REVISED PER COMMENTS	DDP	01/30/24
3	ISSUED FOR PERMITTING	BRP	09/05/23

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SITE CROSS SECTIONS

LAKE CARTER EXCHANGE

W. KEENE ROAD AND SR 429
APOPKA, FLORIDA 32703

DATE	08/30/23
SCALE	1"=10'
DRAWN-BY	DDP
PROJECT NUMBER:	112-001

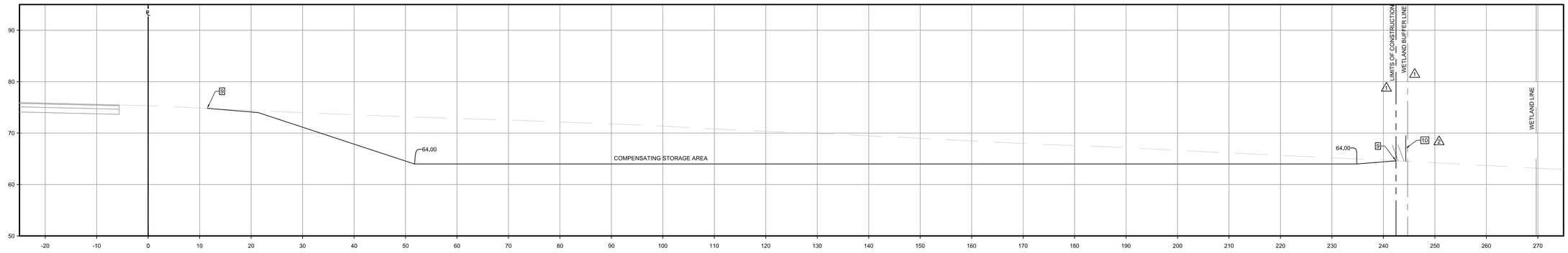
C-5.0

SHEET NO.

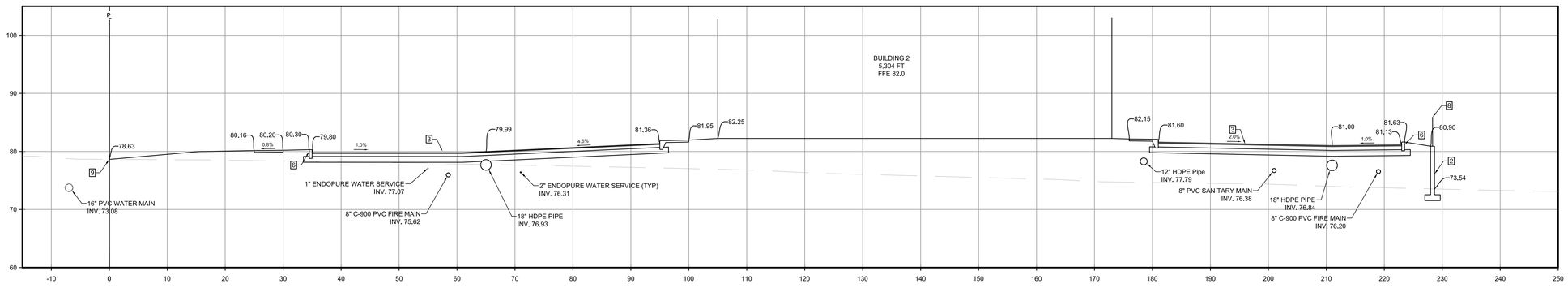
SECTION NOTE LEGEND

1. SAW CUT AND REMOVE EXISTING SHOULDER OR CURB
2. RETAINING WALL (TO BE DESIGNED UNDER SEPARATE PERMIT)
3. ASPHALT PAVEMENT (SEE DETAIL 2 ON C-6.0)
4. 6" HD CONCRETE PAVEMENT (SEE DETAIL 2 ON C-6.0)
5. 4" SIDEWALK (SEE DETAIL 3 ON C-6.0)
6. TYPE 'D' CURB (SEE DETAIL 1 ON C-6.0)
7. PAVER PATIO (SEE DETAIL 2 ON C-6.0)
8. 48" ALUMINUM PICKET FENCE POSTS 6' O.C. SET IN CONCRETE PER APPROVED DETAIL
9. MEET EXISTING GRADE
10. PROPOSED WETLAND FENCE

SECTION I-I



SECTION G-G



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NO.	REVISIONS	BY	DATE
1	REVISED PER COMMENTS & CLIENT MARK-UPS	DDP	01/30/24
0	ISSUED FOR PERMITTING	BRP	09/05/23

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SITE CROSS SECTIONS

LAKE CARTER EXCHANGE

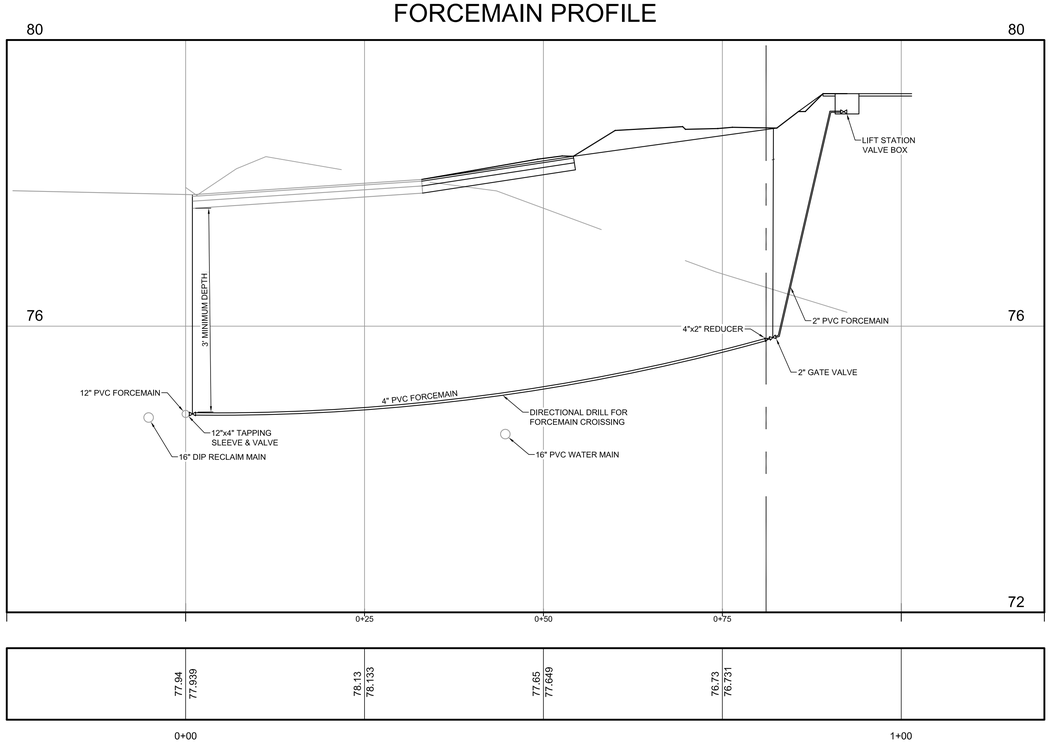
W. KEENE ROAD AND SR 429
APOPKA, FLORIDA 32703

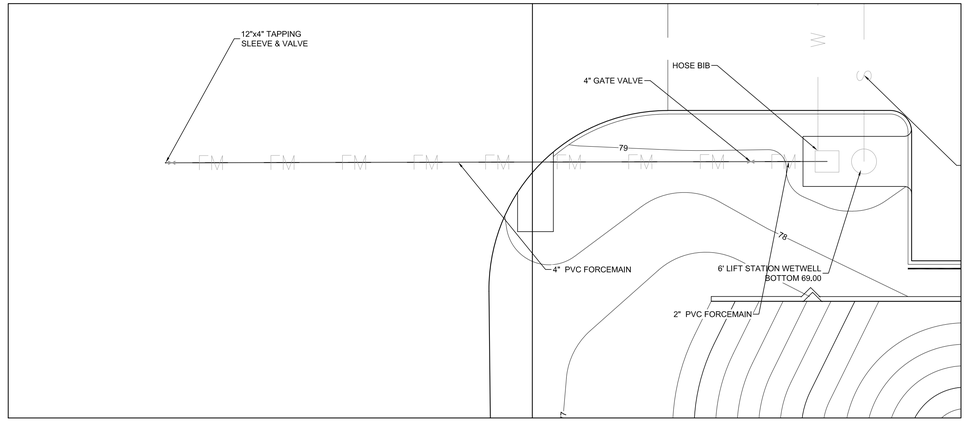
DATE	08/30/23
SCALE	1"=10'
DRAWN-BY	DDP
PROJECT NUMBER:	112-001

C-5.1

SHEET NO.

FORCEMAIN PROFILE





GRAPHIC SCALE



1"=10'
DATAUM: NAVD88

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NO.	REVISIONS	BY	DATE
1	ISSUED FOR PERMITTING	BRP	01/09/24

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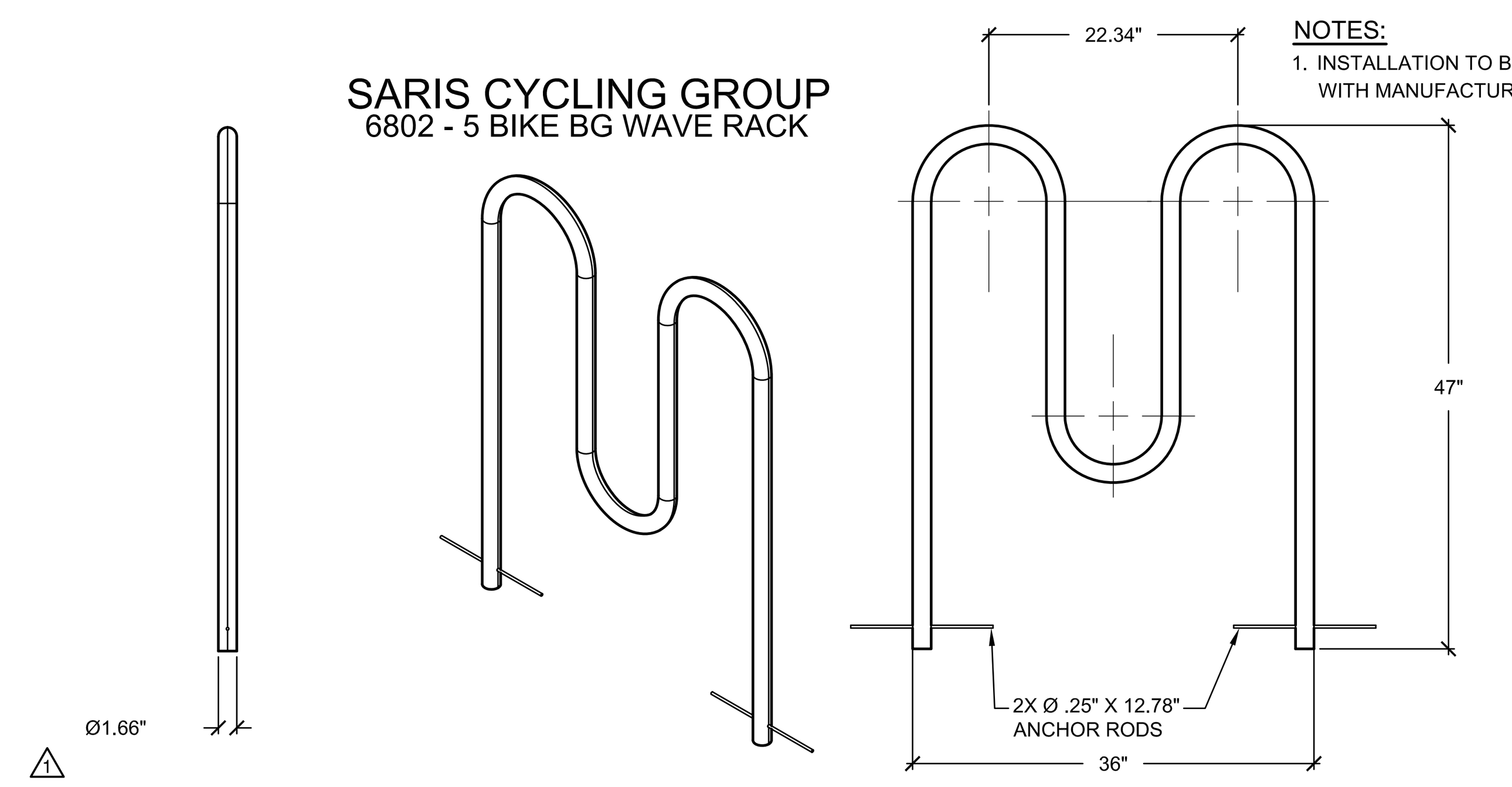
FORCEMAIN PLAN & PROFILE

LAKE CARTER EXCHANGE
W. KEENE ROAD AND SR 429
APOPKA, FLORIDA 32703

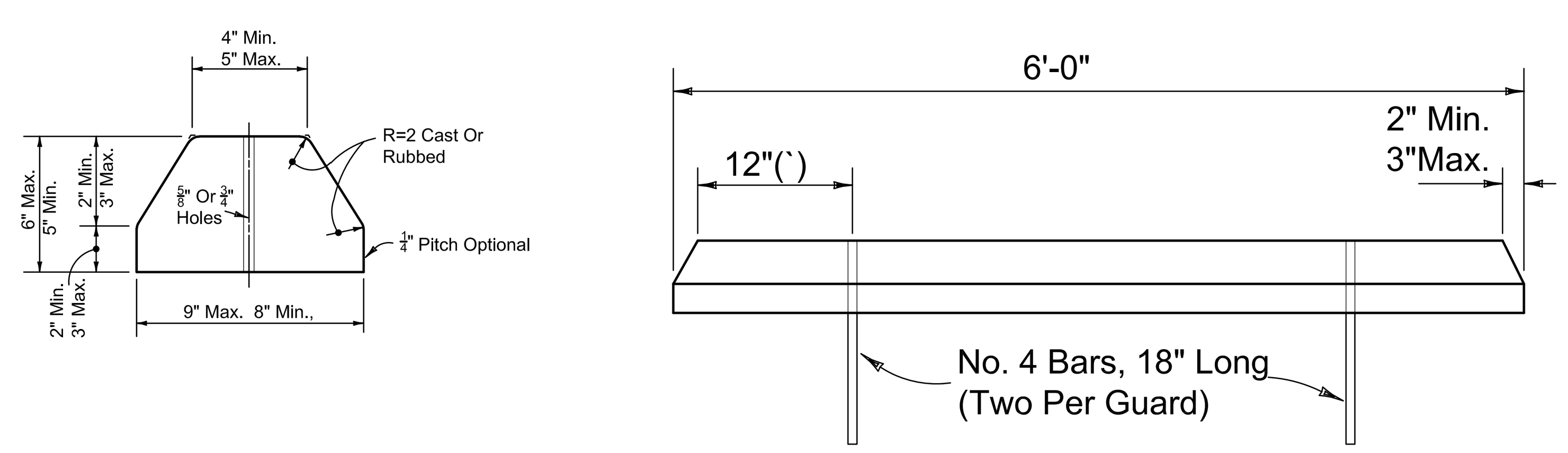
DATE	01/09/24
SCALE	1"=10'
DRAWN-BY	DDP
PROJECT NUMBER: 112-001	

C-5.2
SHEET NO.



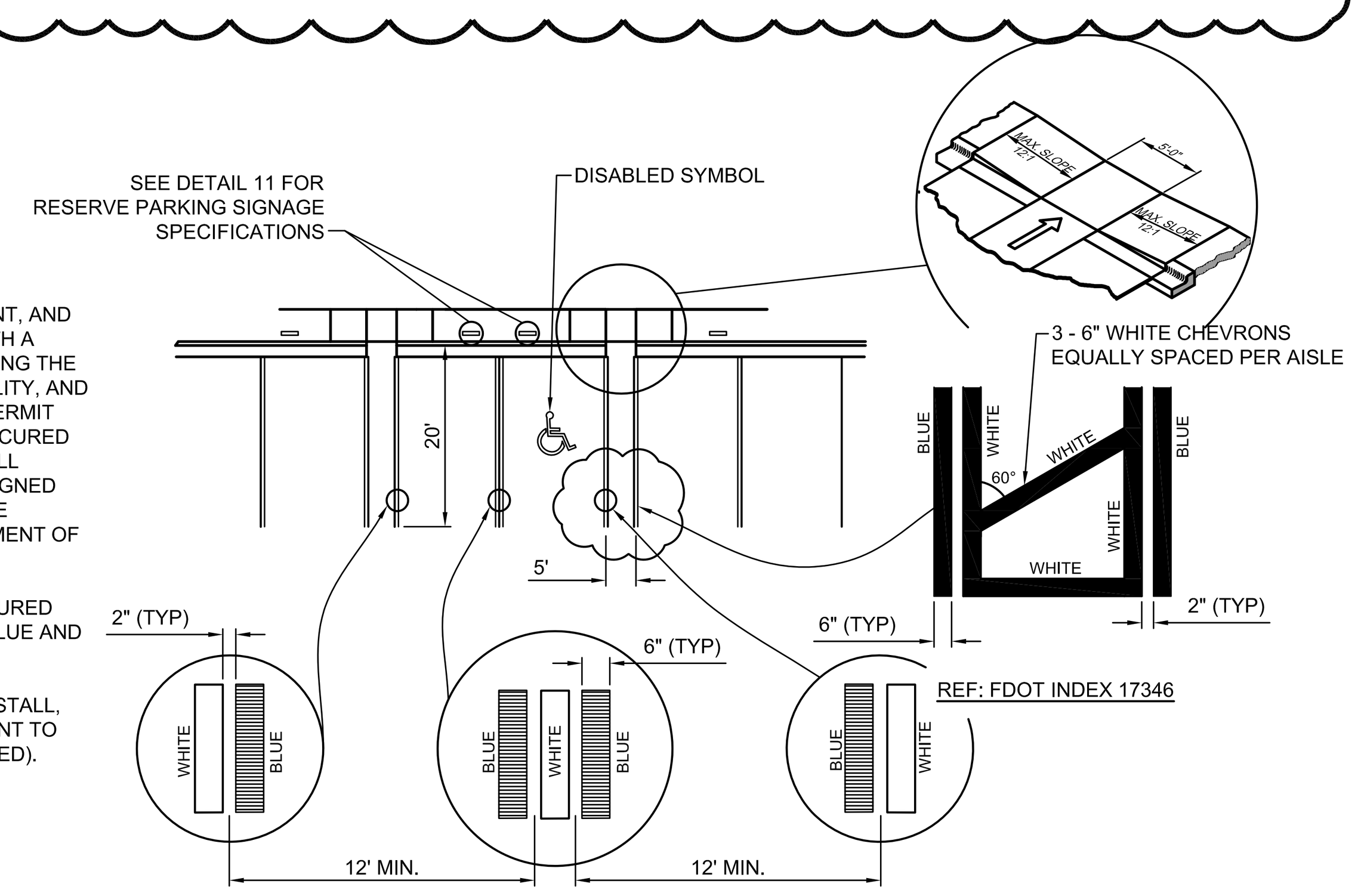
NOTES:
1. INSTALLATION TO BE COMPLETED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.

9 NTS
BIKE RACK DETAIL

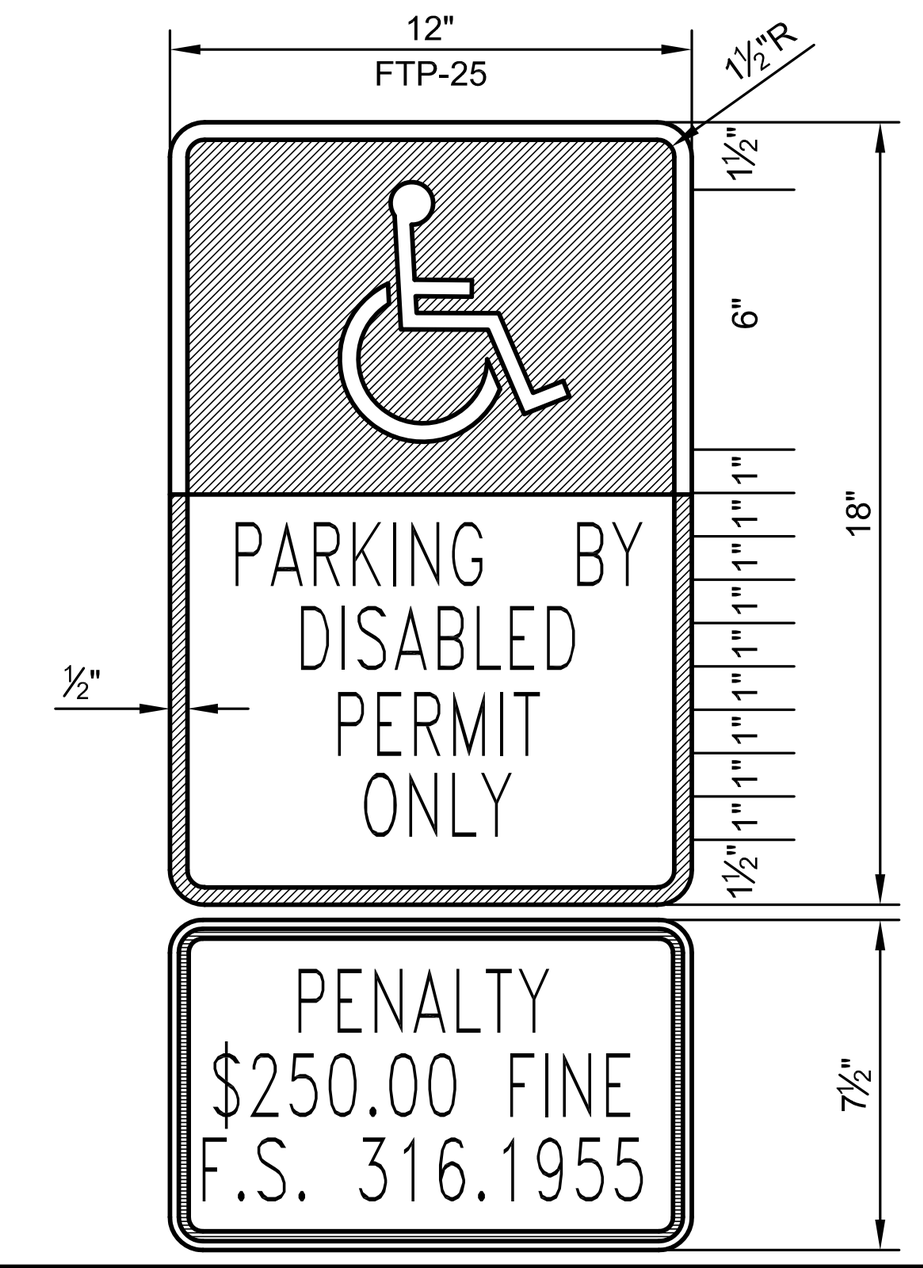


8 NTS
CONCRETE WHEEL STOP

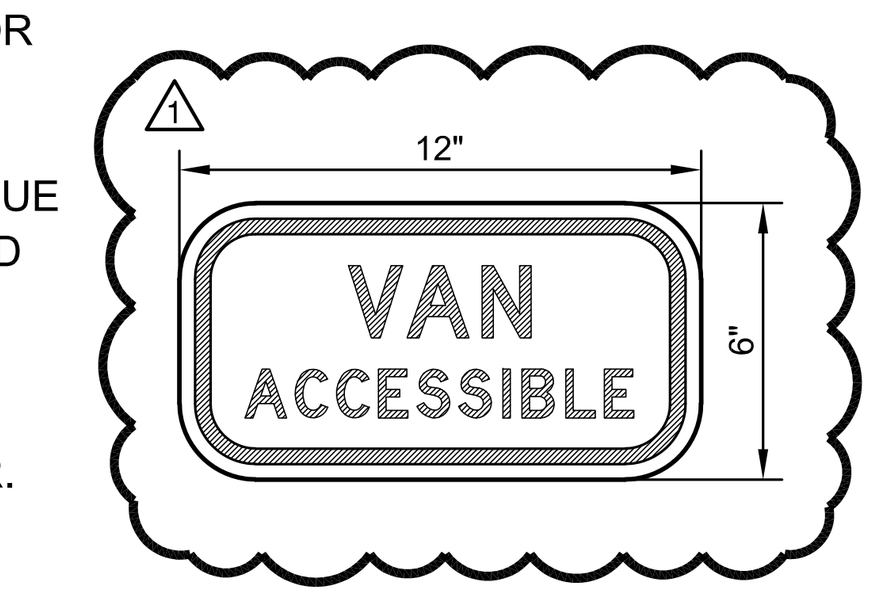
NOTES:
1. EACH SUCH PARKING SPACE SHALL BE CONSPICUOUSLY STRIPED IN BLUE PAINT, AND SHALL BE POSTED AND MAINTAINED WITH A PERMANENT, ABOVE GRADE SIGN BEARING THE INTERNATIONAL SYMBOL OF ACCESSIBILITY, AND THE CAPTION "PARKING BY DISABLED PERMIT ONLY". SUCH SIGNS SHALL NOT BE OBSCURED BY A VEHICLE PARKED IN THE SPACE. ALL DISABLED PARKING SPACES MUST BE SIGNED AND MARKED IN ACCORDANCE WITH THE STANDARDS ADOPTED BY THE DEPARTMENT OF TRANSPORTATION.
2. PARKING SPACE WIDTH SHALL BE MEASURED FROM CENTER TO CENTER BETWEEN BLUE AND WHITE STRIPES.
3. WHERE CURBING EXISTS PARALLEL TO STALL, BLUE LINE SHALL BE REQUIRED ADJACENT TO CURB (WHITE LINE WILL NOT BE REQUIRED).



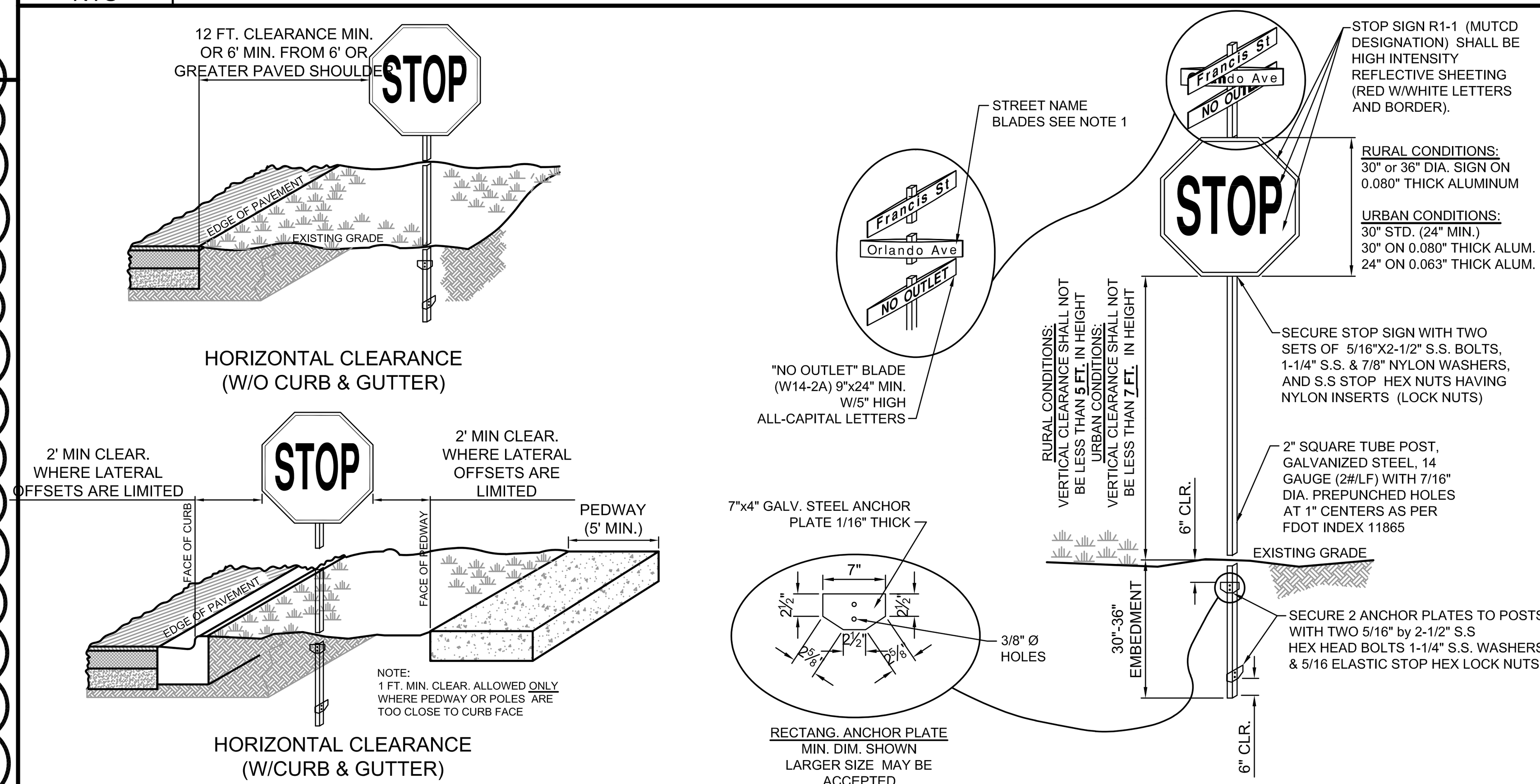
7 NTS
PARKING STRIPING



NOTES:
1. ALL LETTERS SHALL BE BLACK AND 1" IN HEIGHT. LETTERS ARE TO BE SERIES "B" OR "C", PER MUTCD.
2. TOP PORTION OF SIGN SHALL HAVE REFLECTORIZED (ENGINEERING GRADE) BLUE BACKGROUND WITH WHITE REFLECTORIZED LEGEND AND BORDER.
3. BOTTOM PORTION OF SIGN SHALL HAVE A REFLECTORIZED (ENGINEERING GRADE) WHITE BACKGROUND WITH BLACK BORDER.
4. ONE SIGN REQUIRED FOR EACH PARKING SPACE.
5. HEIGHT OF SIGN SHALL BE IN ACCORDANCE WITH SECTION 24-23 OF THE MANUAL ON UNIFORMED TRAFFIC CONTROL DEVICES (MUTCD)
6. EACH SIGN TO BE POSTED WITH VAN ACCESSIBLE SIGN.



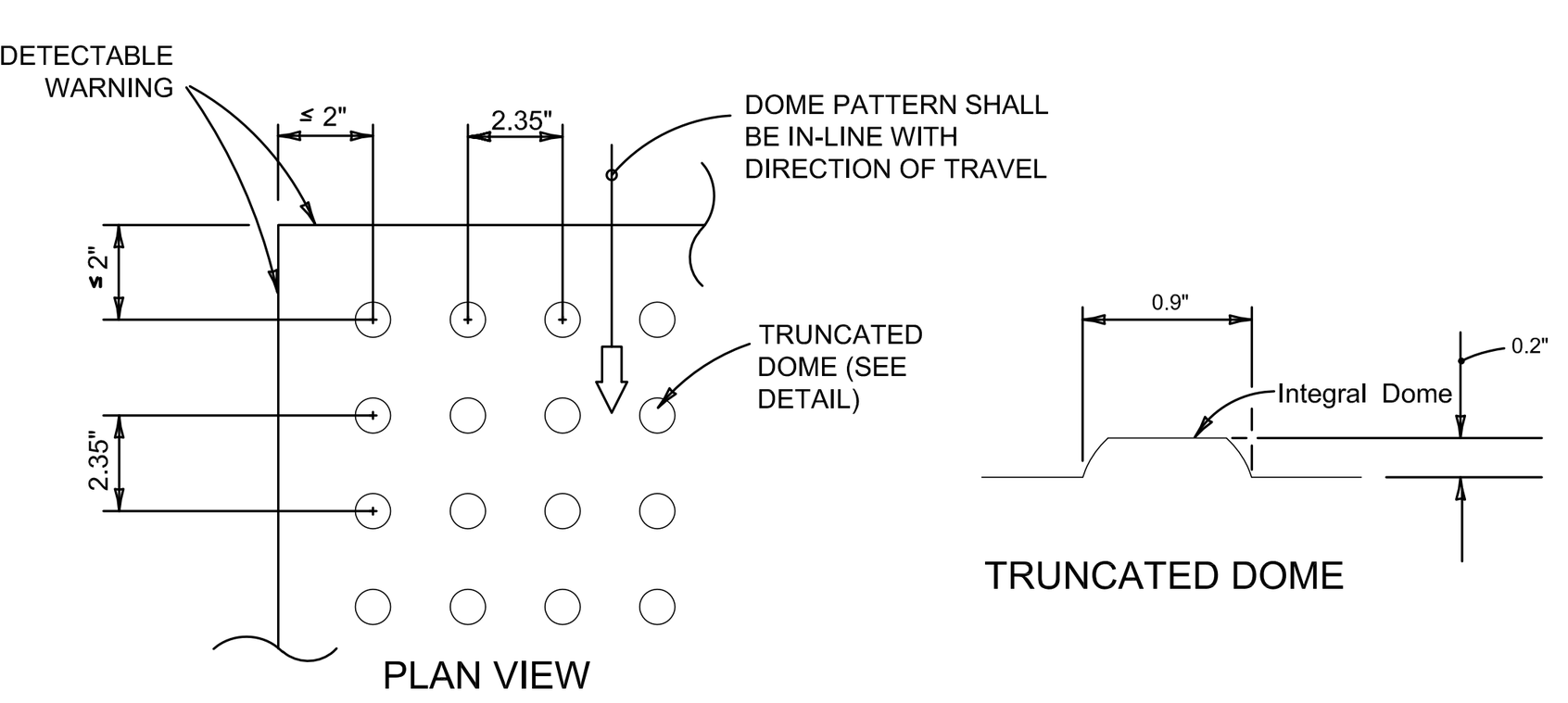
6 NTS
ACCESSIBILITY SIGN DETAIL



5 NTS
STOP SIGN DETAIL

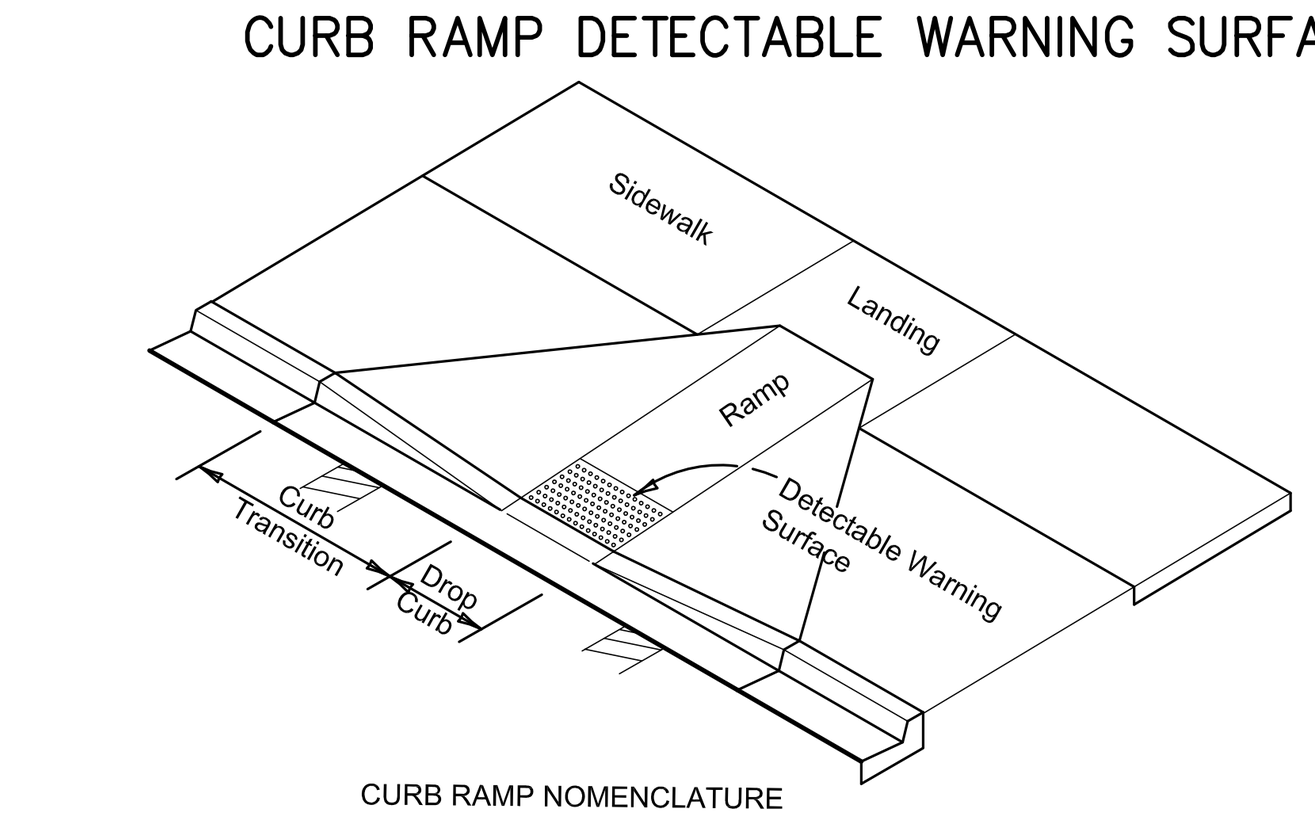
CURB RAMP - GENERAL NOTES & DETAILS

1. PUBLIC SIDEWALK CURB RAMPS SHALL BE CONSTRUCTED IN THE PUBLIC RIGHT OF WAY AT LOCATIONS THAT WILL PROVIDE CONTINUOUS UNOBSTRUCTED PEDESTRIAN CIRCULATION PATHS TO PEDESTRIAN AREAS, ELEMENTS AND FACILITIES IN THE PUBLIC RIGHT OF WAY AND TO ACCESSIBLE PEDESTRIAN ROUTES ON ADJACENT SITES. CURBED FACILITIES WITH SIDEWALKS AND THOSE WITHOUT SIDEWALKS ARE TO HAVE CURB RAMPS CONSTRUCTED AT ALL STREET INTERSECTIONS AND AT TURNOUTS THAT HAVE CURBED RETURNS. PARTIAL CURB RETURNS SHALL EXTEND TO THE LIMIT PRESCRIBED BY FDOT INDEX NO. 515 TO ACCOMMODATE CURB RAMPS. RAMPS CONSTRUCTED AT LOCATIONS WITHOUT SIDEWALKS SHALL HAVE A 5' X 5' LANDING CONSTRUCTED AT THE TOP OF EACH RAMP.
2. THE LOCATION OF CURB RAMPS SHALL BE AS SHOWN IN THE PLANS, BUT SHALL CONFORM TO THESE STANDARD DETAILS. ALL RAMPS, LANDINGS AND CURBS SHALL BE CONSTRUCTED WITH MINIMUM 3000 PSI, CLASS A CONCRETE AND SHALL HAVE MINIMUM THICKNESS OF 6 INCHES. ALL CONCRETE FOR PEDESTRIAN AREAS SHALL HAVE A MEDIUM BROOM FINISH AND STANDARD COLOR, UNLESS SPECIFICALLY REQUIRED BY THE PLANS.
3. CURB RAMP RUNNING SLOPES AT UNRESTRAINED SITES SHALL NOT BE STEEPER THAN 1 : 12 AND CROSS SLOPE SHALL NOT BE STEEPER THAN 2%. TRANSITION SLOPES SHALL NOT BE STEEPER THAN 1 : 12. WHEN ALTERING EXISTING PEDESTRIAN FACILITIES WHERE EXISTING SITE DEVELOPMENT PRECLUDES THE ACCOMMODATION OF A RAMP SLOPE OF 1 : 12, A RUNNING SLOPE BETWEEN 1 : 12 AND 1 : 10 IS PERMITTED FOR A RISE OF 6" MAXIMUM AND A RUNNING SLOPE OF BETWEEN 1 : 10 AND 1 : 8 IS PERMITTED FOR A RISE OF 3" MAXIMUM. WHERE COMPLIANCE WITH THE REQUIREMENTS FOR CROSS SLOPE CANNOT BE FULLY MET, THE MINIMUM FEASIBLE CROSS SLOPE SHALL BE PROVIDED.
4. IF A CURB RAMP IS LOCATED WHERE PEDESTRIANS MUST WALK ACROSS THE RAMP, THEN THE WALK SHALL HAVE TRANSITIONS WITH A MAXIMUM LONGITUDINAL SLOPE OF 1 : 12. AND A 2% CROSS-SLOPE. RAMPS WITH CURB RETURNS MAY BE USED TO PROVIDE GUIDANCE, AVOID AN OBSTACLE, OR WHEN R/W LIMITATIONS PROHIBIT FLARES. IMPROVEMENTS FOR DIRECTIONAL GUIDANCE ARE REQUIRED WHENEVER NECESSARY TO GUIDE OR RE-DIRECT THE PEDESTRIAN TOWARDS THE RECEIVING RAMP.
5. ALL CURB RAMPS SHALL HAVE DETECTABLE WARNING SURFACES THAT EXTEND THE FULL WIDTH OF THE RAMP AND 24" FROM THE BACK OF CURB IN THE DIRECTION OF TRAVEL. DETECTABLE WARNING SURFACES SHALL BE CONSTRUCTED BY TEXTURING A TRUNCATED DOME PATTERN IN CONFORMANCE WITH U.S. DEPARTMENT OF JUSTICE A.D.A. STANDARDS FOR ACCESSIBLE DESIGN, A.D.A. ACCESSIBILITY GUIDELINES, SECTION 4.29.2, (DETAIL SHOWN ABOVE LEFT). TRANSITION SLOPES ARE NOT TO HAVE DETECTABLE WARNINGS. DOME PATTERN SHALL BE IN-LINE WITH DIRECTION OF TRAVEL. USE ARMOR TILE CAST-IN PLACE DETECTABLE WARNING TILES, OR APPROVED EQUAL.
6. THE COLOR REQUIREMENT FOR DETECTABLE WARNINGS IS TO PROVIDE A DARK-ON-LIGHT VISUAL CONTRAST BETWEEN THE DETECTABLE WARNING SURFACE AND THE ADJACENT WALKING SURFACE.
WHERE ADJACENT WALKING SURFACES ARE DARK COLORED AND/OR CONSTRUCTED WITH MATERIALS OTHER THAN STANDARD CLASS I PORTLAND CEMENT CONCRETE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS, THE CONTRACTOR MUST PROVIDE A DETECTABLE WARNING SURFACE COLOR THAT PROVIDES THE NECESSARY CONTRAST, WITH THE ADJACENT CONCRETE. THE STANDARD COLOR IS DARK RED BRICK COLORED DETECTABLE WARNING TILE WITH STANDARD CONCRETE UNLESS OTHERWISE NOTED.
7. WHERE A CURB RAMP IS CONSTRUCTED WITHIN EXISTING CURB, CURB AND GUTTER OR SIDEWALK, THE EXISTING CONCRETE SHALL BE REMOVED TO THE NEAREST JOINT BEYOND THE TRANSITION SLOPE SO THAT NO REMAINING SECTION OF CONCRETE IS LESS THAN 5' LONG. THE EXISTING SIDEWALK SHALL BE REMOVED TO THE NEAREST JOINT BEYOND THE TRANSITION SLOPE, IF THE RAMP MUST EXTEND INTO THE SIDEWALK.
8. EXPANSION JOINTS SHALL BE PLACED AT ALL PERIMETER EDGES ABUTTING CONCRETE, BUT NO JOINTS SHALL BE MADE IN THE RAMP ITSELF.
9. PUBLIC SIDEWALK CURB RAMPS ARE TO BE PAID FOR AS FOLLOWS: RAMPS, LANDINGS, CURB TRANSITIONS, FLARES, RAMP AND SIDEWALK CURBS ARE TO BE PAID FOR UNDER THE CONTRACT UNIT PRICE FOR CONCRETE CURB RAMPS, 6" THICK. RECONSTRUCTED CURBS BEYOND THE RAMP ARE TO BE PAID FOR UNDER THE CONTRACT UNIT PRICE FOR CONCRETE CURB.
WHEN A SEPARATE PAY ITEM FOR THE REMOVAL AND DISPOSAL OF EXISTING CURB, CURB AND GUTTER, AND/OR SIDEWALK IS NOT PROVIDED IN THE BID FORM, THE COST OF REMOVAL AND DISPOSAL SHALL BE INCLUDED UNDER DEMOLITION, CLEARING/GRUBBING, OR IN THE CONTRACT UNIT PRICE FOR NEW CURB, CURB AND GUTTER OR SIDEWALK, RESPECTIVELY.
10. IF CURBS ARE NOT PRESENT ON BOTH SIDES OF THE WALKWAY, THEN THE CONCRETE IS NOT CONSIDERED A CURB RAMP AND IS THEREFORE MAY BE PAID FOR AS 6" CONCRETE SIDEWALK OR DRIVEWAY.
11. DROP AND TRANSITION CURB MAY BE FORMED AT THE TIME OF CURB CONSTRUCTION OR MAY BE MONOLITHIC WITH THE RAMP, BUT IS INCLUDED WITH THE PAY ITEM FOR THE RAMP.
12. TWO RAMP DESIGN MAY BE REQUIRED AT CERTAIN LARGE RADIUS, SIGNALIZED, OFFSET OR ANGLED INTERSECTIONS. FLARE AND CURB TRANSITIONS MAY BE REPLACED WITH RAMP CURBS IF SITE CONDITIONS WARRANT.



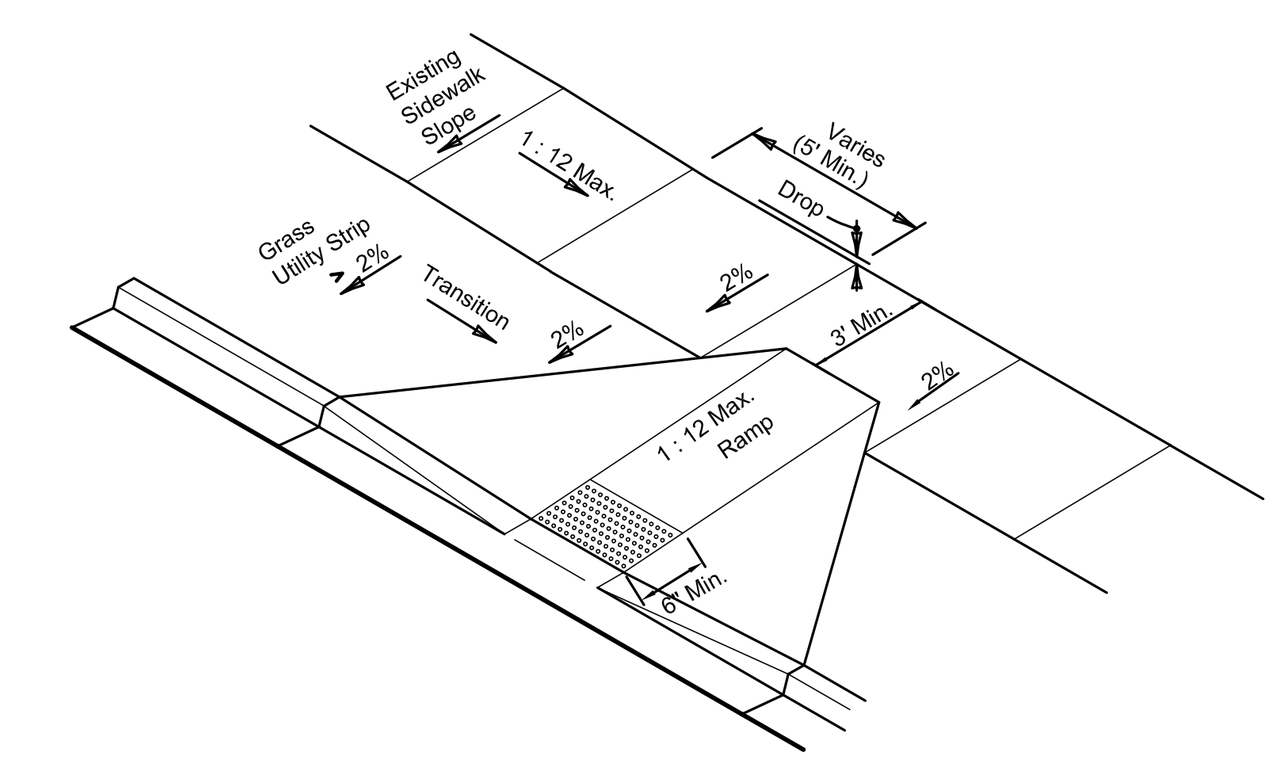
ALL SIDEWALK CURB RAMPS SHALL HAVE DETECTABLE WARNING SURFACES THAT EXTEND THE FULL WIDTH OF THE RAMP AND IN THE DIRECTION OF TRAVEL 24 INCHES (610 MM) FROM THE BACK OF CURB.

CURB RAMP DETECTABLE WARNING SURFACE



CURB RAMP NOMENCLATURE

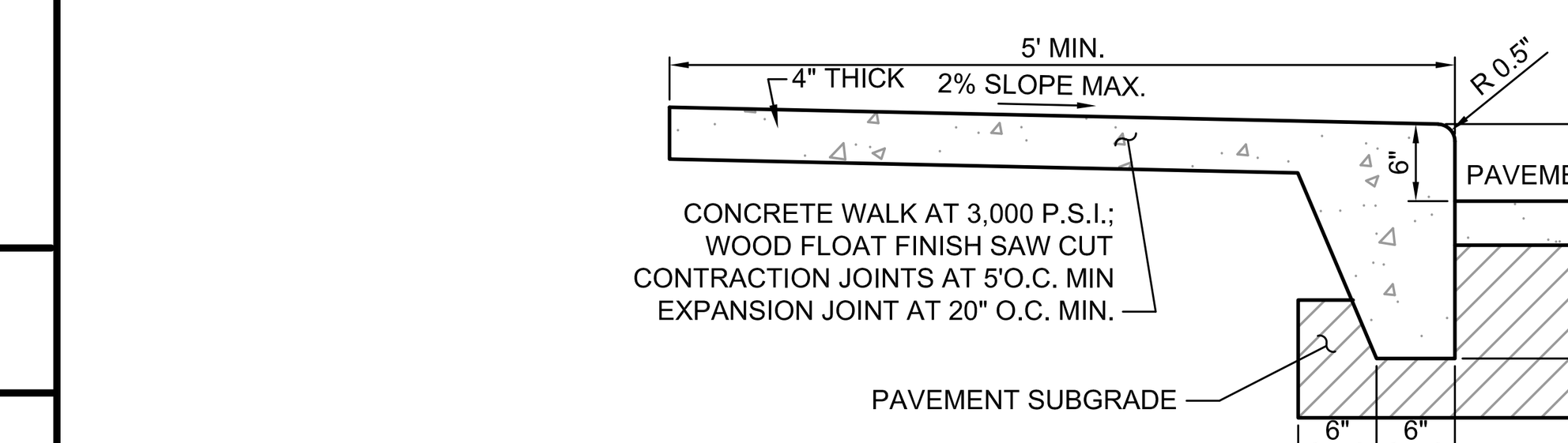
PICTORIAL VIEW



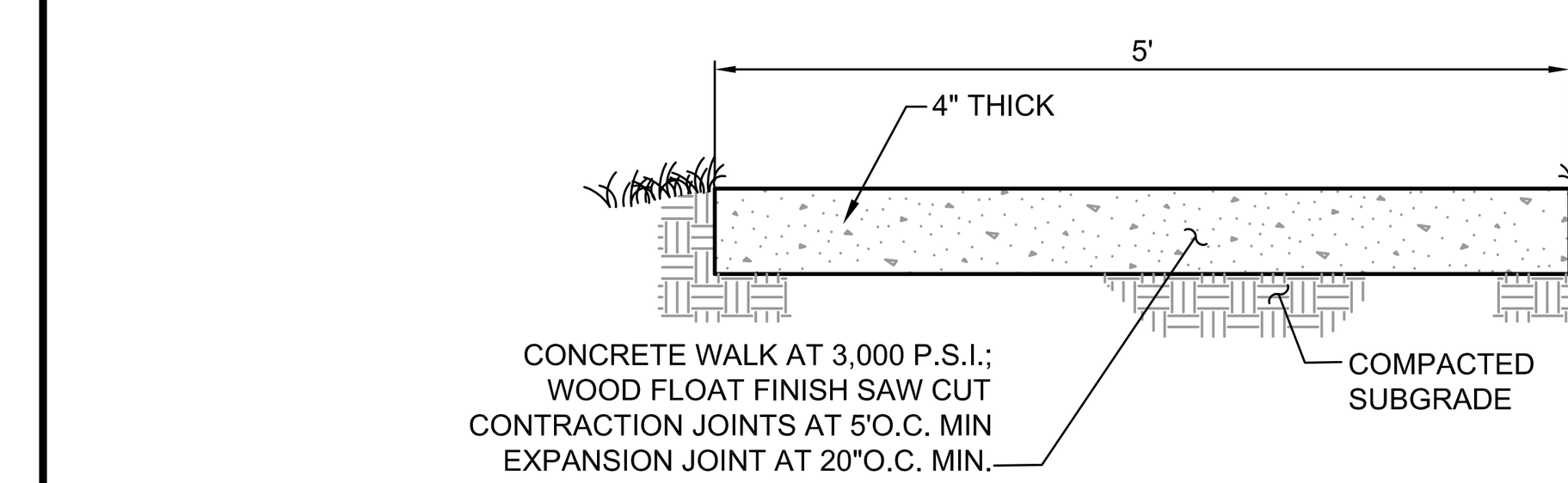
WHERE CURB RAMPS ARE CONSTRUCTED IN EXISTING SIDEWALKS WITH SIDEWALK OR UTILITY STRIP SLOPES GREATER THAN 2% OR THE SIDEWALK IS TOO HIGH TO MEET THE 1:12 RAMP SLOPE THE SIDEWALK SHALL BE RECONSTRUCTED AS NECESSARY TO REDUCE THE SLOPES TO 2% AT THE FLARE POINT AND MATCH THE RAMP SLOPE.

SIDEWALK / UTILITY STRIP TRANSITION

4 NTS
HANDICAPPED RAMP DETAILS

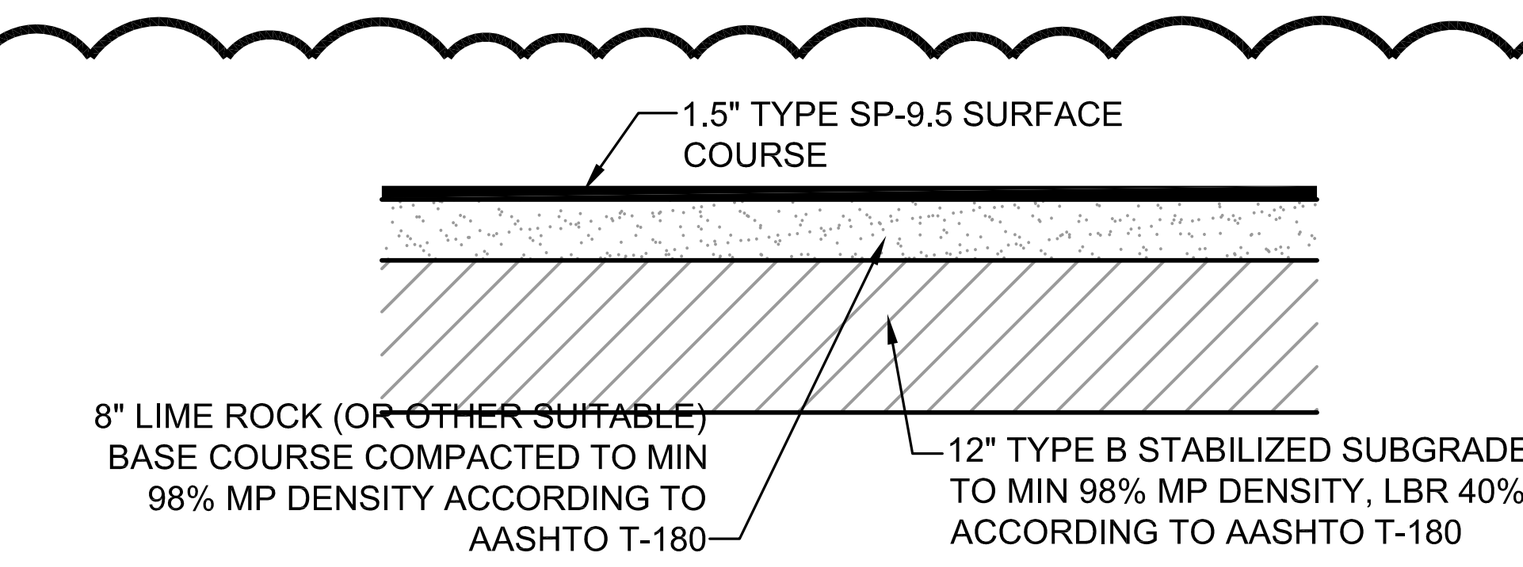


SIDEWALK WITH MONOLITHIC CURB

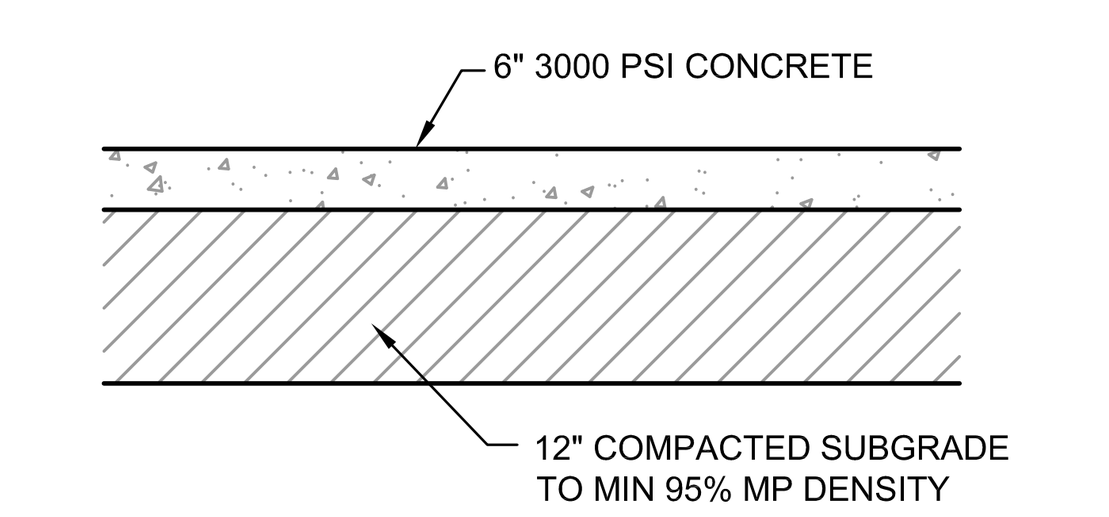


CONCRETE SIDEWALK

3 NTS
SIDEWALK

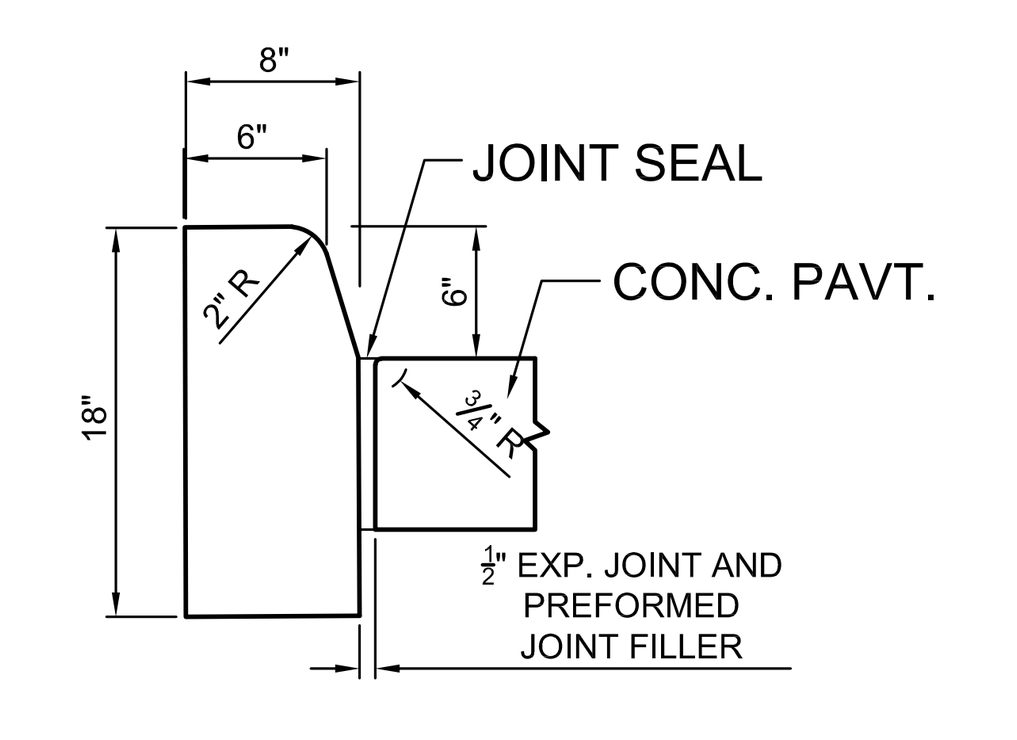


ASPHALT

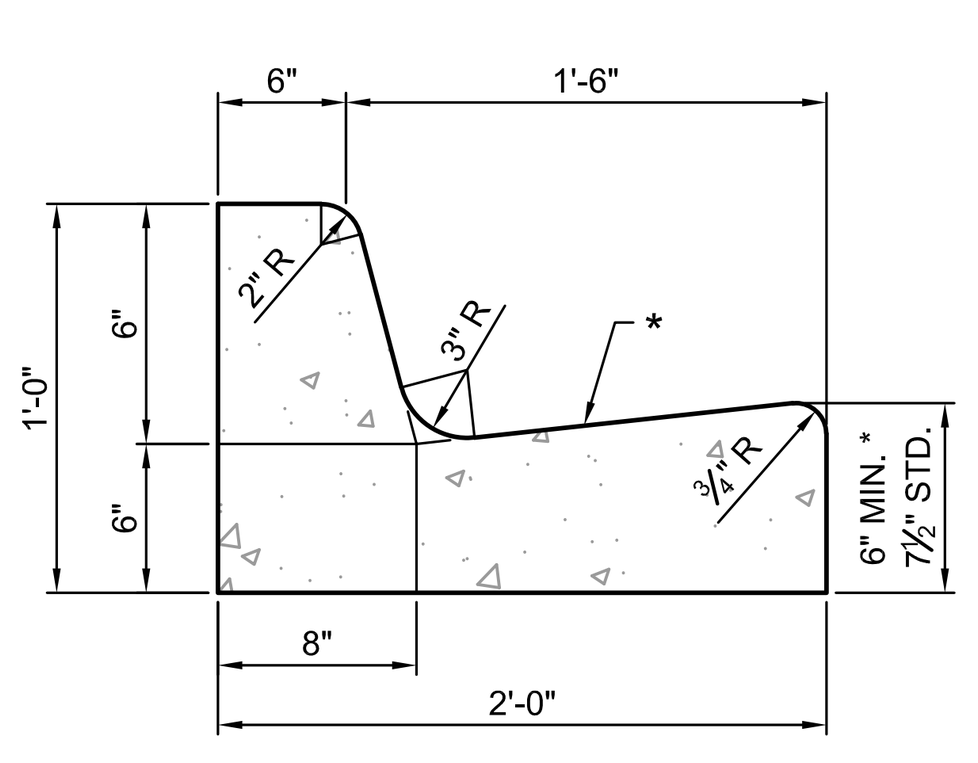


HEAVY DUTY CONCRETE

2 NTS
PAVEMENT SECTIONS



TYPE 'D' CURB



* WHEN USED ON HIGH SIDE OF ROADWAYS, THE CROSS SLOPE OF THE GUTTER SHALL MATCH THE CROSS SLOPE OF THE ADJACENT PAVEMENT. THE THICKNESS OF THE LIP SHALL BE 6", UNLESS OTHERWISE SHOWN ON PLANS.

TYPE 'F' CURB

1 NTS
CURB DETAILS

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NO.	REVISIONS	BY	DATE
1	REVISED PER CITY COMMENTS & CLIENT COMMENTS	DDP	03/18/24
0	ISSUED FOR PERMITTING	BRP	08/05/23
2			
3			
4			
5			
6			

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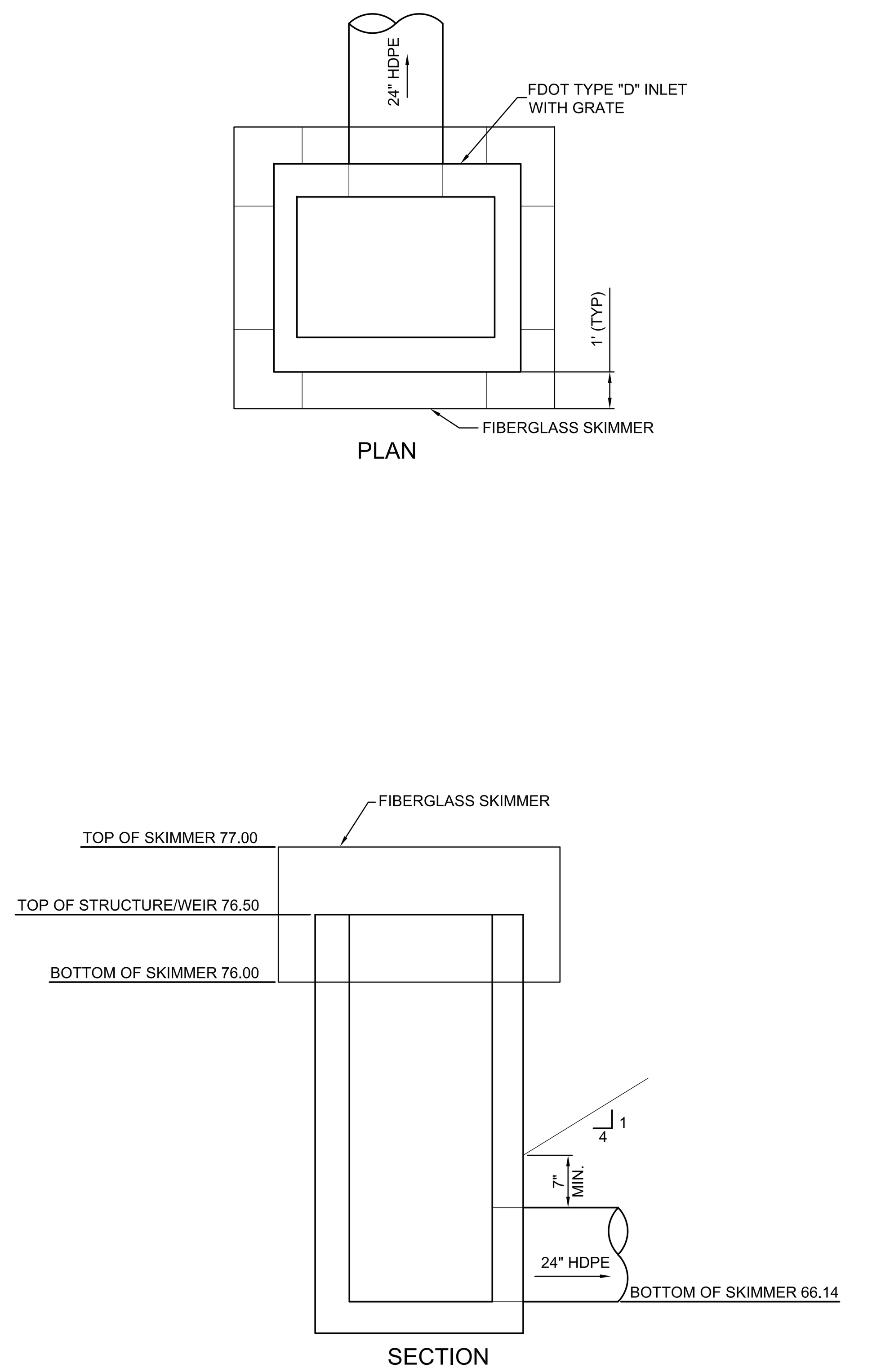
PAVING DETAILS

LAKE CARTER EXCHANGE
W. KEENE ROAD AND SR 429
APOPKA, FLORIDA 32703

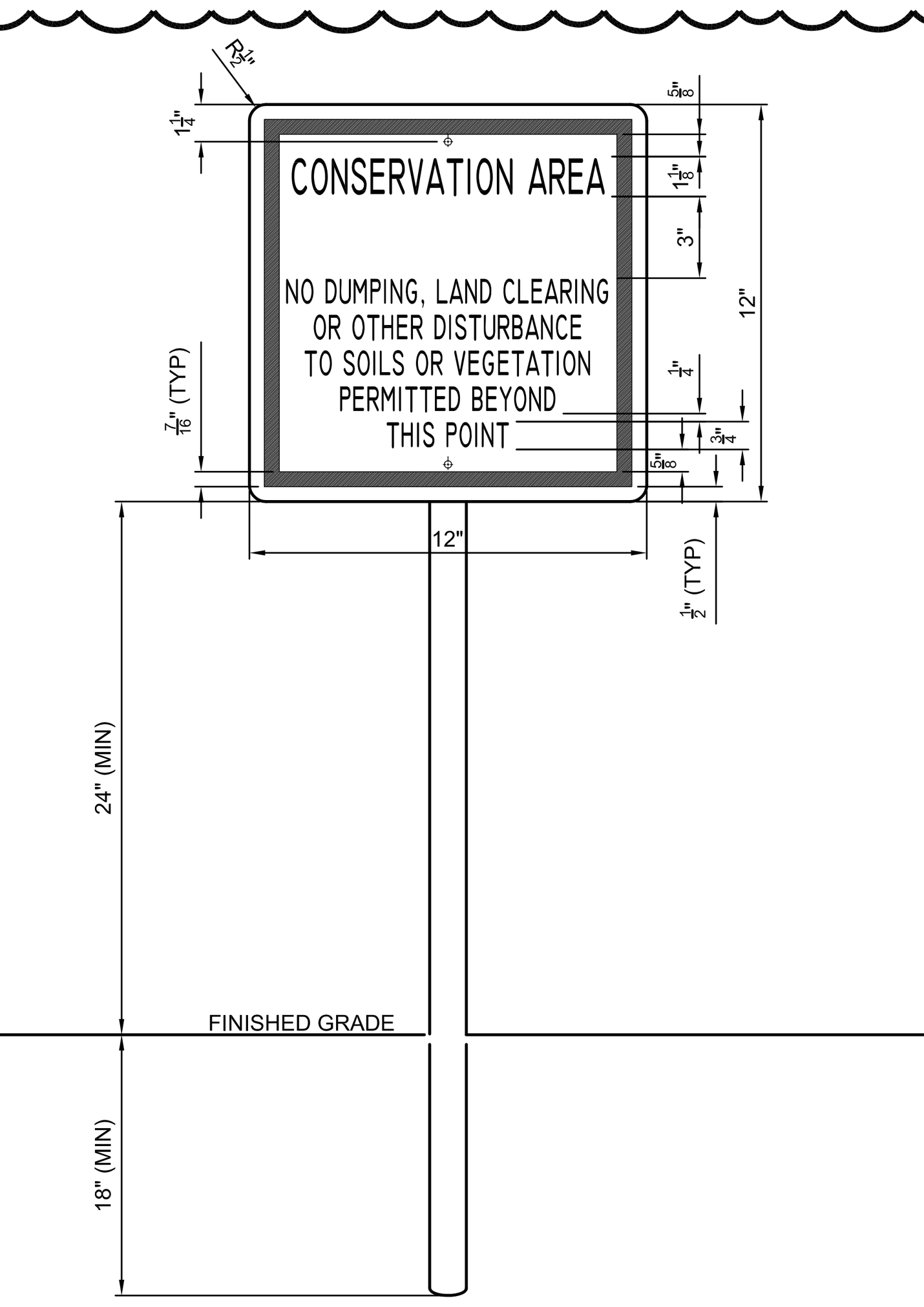
DATE	07/27/23
SCALE	NTS
DRAWN-BY	DDP
PROJECT NUMBER:	112-001

C-6.0
SHEET NO.



5 NTS

EMERGENCY OUTFALL STS17

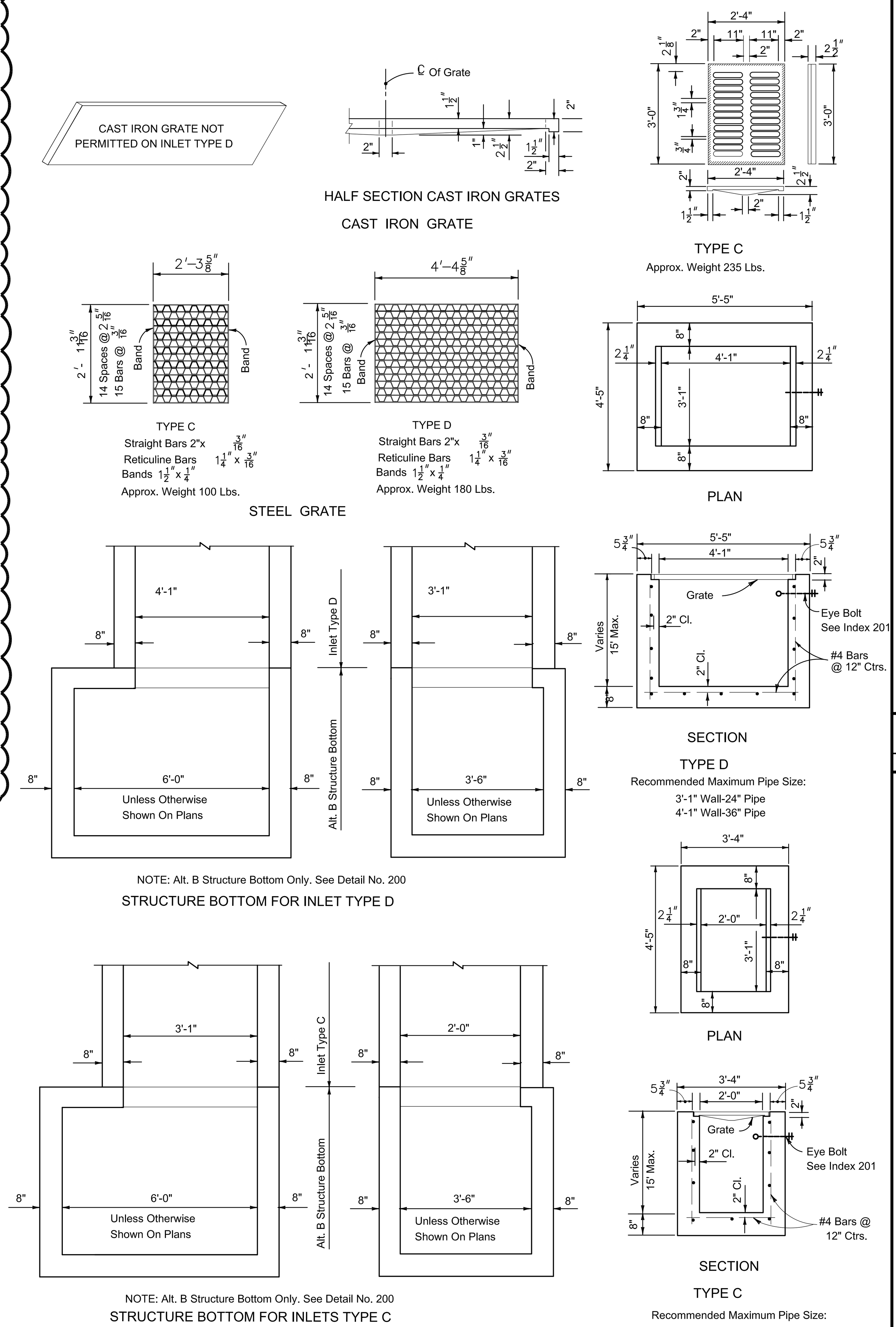


NOTES:

1. HEIGHT OF SIGN WILL DEPEND ON LOCATION AND SURROUNDING LANDSCAPE PLANT TYPES. IN ALL CASES, THE SIGN SHALL BE VISIBLE TO THE PUBLIC.
2. BACKGROUND SHALL BE WHITE, LETTERS SHALL BE BLACK (HELVETICA, SWISS 721 COREL OR ACCEPTABLE EQUAL) AND BORDER SHALL BE IN ACCORDANCE WITH COUNTY REQUIREMENTS.
3. ENGINEERING GRADE REFLECTIVE MATERIALS SHALL BE USED.
4. SIGN MATERIAL SHALL BE OF 0.040 GAUGE METAL.
5. POST SHALL BE 2-3/8" OD STEEL PIPE, HOT DIP GALVANIZED PER ASTM A-123.
6. MOUNTING HARDWARE SHALL BE STAINLESS STEEL.
7. SIGNS SHALL BE PLACED LANDWARD OF THE WETLAND LINE AT MIN. 50' ON CENTER BY THE CONTRACTOR.

4 NTS

CONSERVATION AREA SIGN

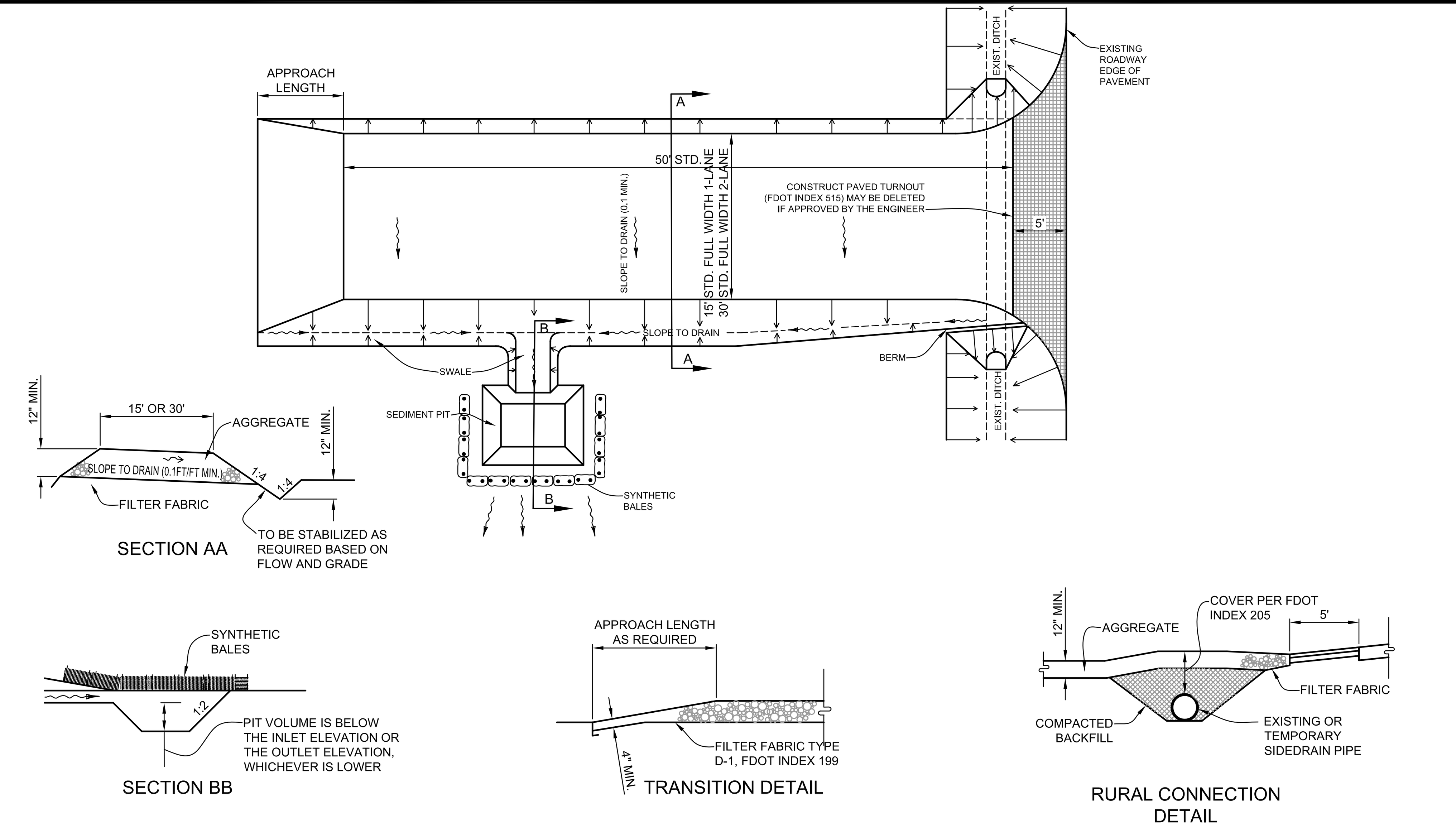


GENERAL NOTES:

1. THESE INLETS ARE SUITABLE FOR BICYCLE AND PEDESTRIAN AREAS AND ARE TO BE USED IN DITCHES, MEDIANS AND OTHER AREAS SUBJECT TO INFREQUENT TRAFFIC LOADINGS BUT ARE NOT TO BE PLACED IN AREAS SUBJECT TO ANY HEAVY WHEEL LOADS.
2. INLETS SUBJECT TO MINIMAL DEBRIS SHOULD BE CONSTRUCTED WITHOUT SLOTS. WHERE DEBRIS IS A PROBLEM INLETS SHOULD BE CONSTRUCTED WITH SLOTS. SLOTTED INLETS LOCATED WITHIN ROADWAY CLEAR ZONES AND IN AREAS ACCESSIBLE TO PEDESTRIANS SHALL HAVE TRAVERSABLE SLOTS. THE TRAVERSABLE SLOT MODIFICATION IS NOT ADAPTABLE TO INLET TYPE H. SLOTS MAY BE CONSTRUCTED AT EITHER OR BOTH ENDS AS SHOWN ON PLANS.
3. STEEL GRATES ARE TO BE USED ON ALL INLETS WHERE BICYCLE TRAFFIC IS ANTICIPATED. STEEL GRATES ARE TO BE USED ON ALL INLETS WITH TRAVERSABLE SLOTS. EITHER CAST IRON OR STEEL GRATES MAY BE USED ON INLETS WITHOUT SLOTS WHERE BICYCLE TRAFFIC IS NOT ANTICIPATED. EITHER CAST IRON OR STEEL GRATES MAY BE USED ON ALL INLETS WITH NON-TRAVERSABLE SLOTS. SUBJECT TO THE SELECTION DESCRIBED ABOVE, WHEN ALTERNATE G GRATE IS SPECIFIED IN THE PLANS, EITHER THE STEEL GRATE, HOT DIPPED GALVANIZED AFTER FABRICATION, OR THE CAST IRON GRATE MAY BE USED, UNLESS THE PLANS STIPULATE THE PARTICULAR TYPE.
4. RECOMMENDED MAXIMUM PIPE SIZES SHOWN ARE FOR CONCRETE PIPE. PIPE SIZES LARGER THAN THOSE RECOMMENDED MUST BE CHECKED FOR FIT.
5. ALL EXPOSED CORNERS AND EDGES OF CONCRETE ARE TO BE CHAMFERED ¾".
6. PAVEMENT TO BE USED ON INLETS WITHOUT SLOTS AND INLETS WITH NON-TRAVERSABLE SLOTS ONLY WHEN CALLED FOR IN THE PLANS; BUT REQUIRED ON ALL TRAVERSABLE SLOT INLETS. COST TO BE INCLUDED IN CONTRACT UNIT PRICE FOR INLETS. QUANTITIES SHOWN ARE FOR INFORMATION ONLY.
7. TRAVERSABLE SLOTS CONSTRUCTED IN EXISTING INLETS SHALL BE PAID FOR AS INLETS PARTIAL, AND SHALL INCLUDE THE COST FOR SLOT OPENINGS, PAVING AND ANY REQUIRED REPLACEMENT GRATES.
8. SODDING TO BE USED ON ALL INLETS NOT LOCATED IN PAVED AREAS AND PAID FOR UNDER CONTRACT UNIT PRICE FOR SODDING SY.
9. FOR SUPPLEMENTARY DETAILS SEE DETAIL NO. 201.

3 NTS

TYPE C AND D INLET (FDOT INDEX 232)

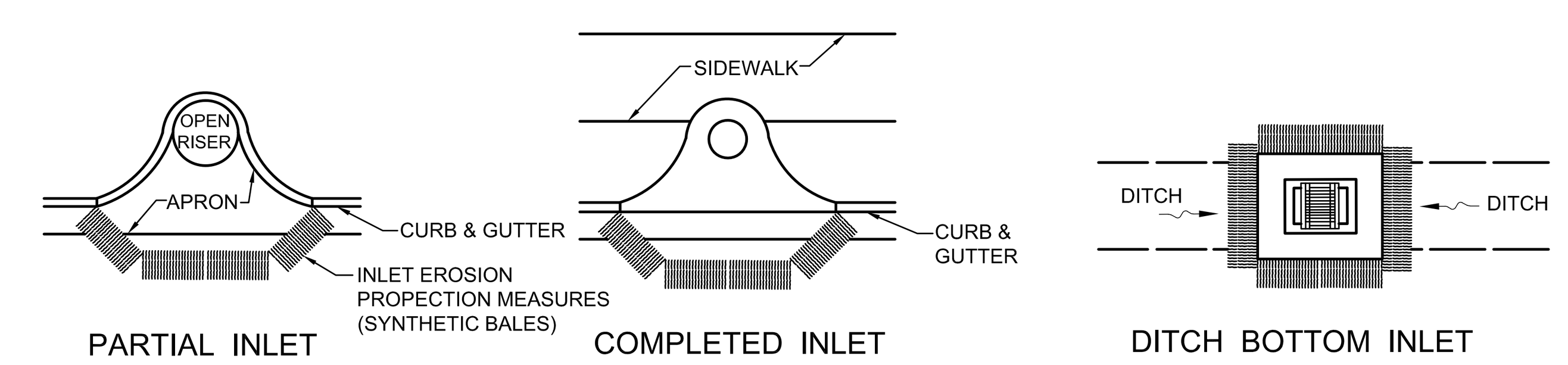


GENERAL NOTES:

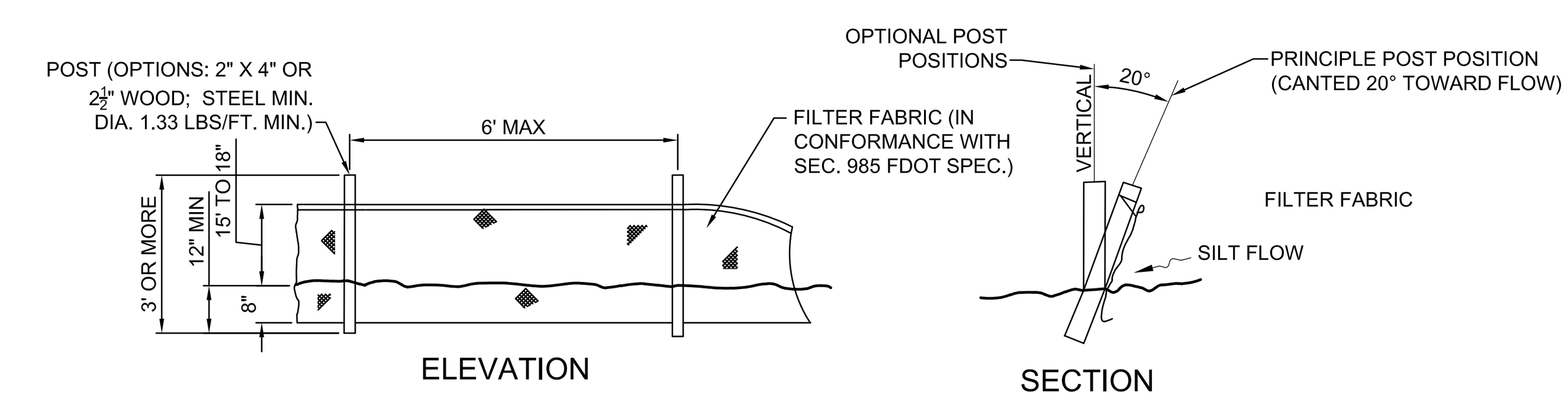
1. A SOIL TRACKING PREVENTION DEVICE (STPD) SHALL BE CONSTRUCTED AT LOCATION DESIGNATED BY THE ENGINEER FOR POINTS OF EGRESS FROM UNSTABILIZED AREAS OF THE PROJECT TO PUBLIC ROADS WHERE OFF-SITE TRACKING OF MUD COULD OCCUR. TRAFFIC FROM UNSTABILIZED AREAS OF THE CONSTRUCTION PROJECT SHALL BE DIRECTED THRU A STPD. BARRIERS FLAGGING, OR OTHER POSITIVE MEANS SHALL BE USED AS REQUIRED TO LIMIT AND DIRECT VEHICULAR EGRESS ACROSS THE STPD.
2. THE CONTRACTOR MAY PROPOSE AN ALTERNATIVE TO MINIMIZE OFF-SITE TRACKING OF SEDIMENT. THE ALTERNATIVE MUST BE REVIEWED AND APPROVED BY THE ENGINEER PRIOR TO ITS USE.
3. ALL MATERIAL SPILLED, DROPPED, OR TRACKED ONTO PUBLIC ROADS (INCLUDING THE STPD AGGREGATE AND CONSTRUCTION MUD) SHALL BE REMOVED DAILY, OR MORE FREQUENTLY IF SO DIRECTED BY THE ENGINEER.
4. AGGREGATES SHALL BE DESCRIBED IN SECTION 901 EXCLUDING 901-2.3. AGGREGATES SHALL BE FDOT SOZE #1. IF THIS SIZE IS NOT AVAILABLE, THE NEXT AVAILABLE SMALLER SIZE AGGREGATE MAY BE SUBSTITUTED WITH THE APPROVAL OF THE ENGINEER. SIZES CONTAINING EXCESSIVE SMALL AGGREGATE WILL TRACK OFF THE PROJECT AND ARE UNSUITABLE.
5. THE SEDIMENT PIT SHOULD PROVIDE A RETENTION VOLUME OF 3600 CUBIC FEET/ACRE OF SURFACE AREA DRAINING TO THE PIT. WHEN THE STPD IS ISOLATED FROM OTHER DRAINAGE AREAS, THE FOLLOWING PIT VOLUMES WILL SATISFY THIS REQUIREMENT:
   15' X 50' = 100 FT³ 30' X 50' = 200 FT³
6. THE SWAL DITCH DRAINING THE STPD SHALL HAVE A 0.02% MINIMUM AND A 1.0% MAXIMUM GRADE ALONG THE STPD AND TO THE SEDIMENT PIT.
7. MITERED END SECTIONS ARE NOT REQUIRED WHEN THE SIDEDRAIN PIPE SATISFIES THE CLEAR ZONE REQUIREMENTS.
8. THE STPD SHALL BE MAINTAINED IN A CONDITION THAT WILL ALLOW IT TO PERFORM ITS FUNCTION. TO PREVENT OFF-SITE TRACKING, THE STPD SHALL BE RINSED (DAILY WHEN IN USE) TO MOVE ACCUMULATED MUD DOWNWARD THRU THE STONE. ADDITIONAL STABILIZATION OF THE VEHICULAR ROUTE LEADING TO THE STPD MAY BE REQUIRED TO LIMIT THE MUD TRACKED.
9. A STPD SHALL BE PAID FOR UNDER THE CONTRACT UNIT PRICE FOR SOIL TRACKING PREVENTION DEVICE, EA. THE UNIT PRICE SHALL CONSTITUTE FULL COMPENSATION FOR CONSTRUCTION, MAINTENANCE, REPLACEMENT OF MATERIALS, REMOVAL, AND RESTORATION OF THE AREA UTILIZED FOR THE STPD; INCLUDING MES WHEN REQUIRED), FILTER FABRIC, AGGREGATE, PAVED TURNOUT (INCLUDING ASPHALT AND BASE CONSTRUCTION), DITCH STABILIZATION, APPROACH ROUTE STABILIZATION, SEDIMENT REMOVAL AND DISPOSAL, WATER, RINSING AND CLEANING OF THE STPD AND CLEANING OF PUBLIC ROADS, GRASSING AND SOD. SYNTHETIC BALES OR BALE TYPE BARRIER SHALL BE PAID FOR UNDER THE CONTRACT UNIT PRICE FOR SYNTHETIC BALES, LF. SILT FENCE SHALL BE PAID FOR UNDER THE CONTRACT UNIT PRICE FOR STAKED SILT FENCE, LF.
10. THE NOMINAL SIZE OF A STANDARD STPD IS 15'X50' UNLESS OTHERWISE SHWON IN THE PLANS. IF THE VOLUME OF ENTERING AND EXITING VEHICLES WARRENT, A 30' WIDTH STPD MAY BE USED IF APPROVED BY THE ENGINEER. WHEN A DOUBLE WIDTH (30') STPD IS USED, THE PAY QUANTITY SHALL BE 2 FOR EACH LOCATION.

2 NTS

CONSTRUCTION ENTRANCE DETAILS

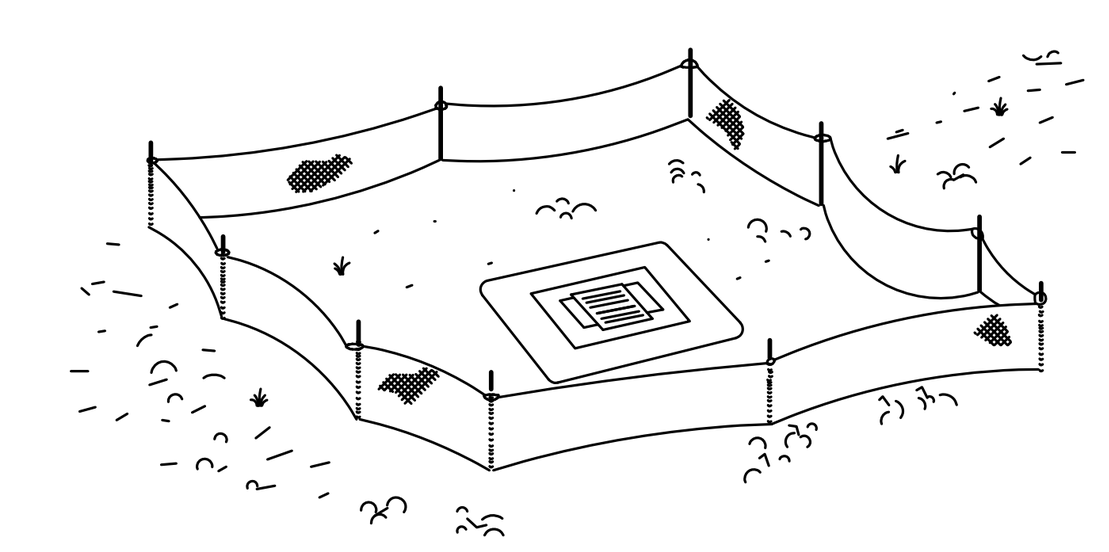


PROTECTION AROUND INLETS OR SIMILAR STRUCTURES



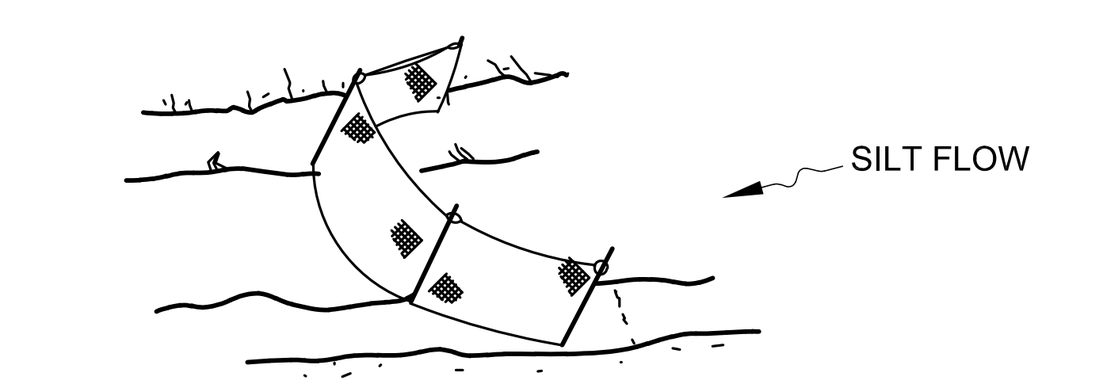
NOTE:
SILT FENCE TO BE PAID FOR UNDER THE CONTRACT UNIT PRICE FOR STAKED SILT FENCE (LF).

TYPE III SILT FENCE



TYPE III SILT FENCE PROTECTION AROUND DITCH BOTTOM INLETS.

DO NOT DEPLOY IN A MANNER THAT SILT FENCES WILL ACT AS A DAM ACROSS PERMANENT FLOWING WATERCOURSES. SILT FENCES ARE TO BE USED AT UPLAND LOCATIONS AND TURBIDITY BARRIERS USED AT PERMANENT BODIES OF WATER.



NOTE:
SPACING FOR TYPE III FENCE TO BE IN ACCORDANCE WITH CHART I, SHEET 1 OF 3 AND DITCH INSTALLATIONS AT DRAINAGE STRUCTURES SHEET 2 OF 3.

SILT FENCE APPLICATIONS

1 NTS

EROSION CONTROL DETAILS

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6			
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3			
2	REVISED PER COMMENTS	DDP	02/23/24
1	REVISED PER COMMENTS	DDP	01/30/24
0	ISSUED FOR PERMITTING	BRP	08/05/23

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DRAINAGE DETAILS

LAKE CARTER EXCHANGE
W. KEENE ROAD AND SR 429
APOPKA, FLORIDA 32703

DATE	07/27/23
SCALE	NTS
DRAWN-BY	DDP
PROJECT NUMBER:	112-001

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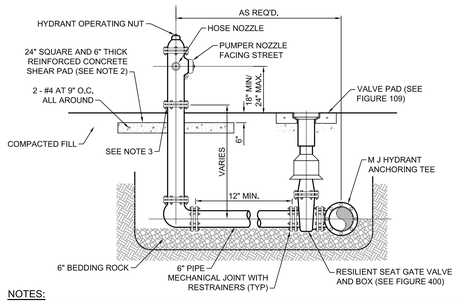
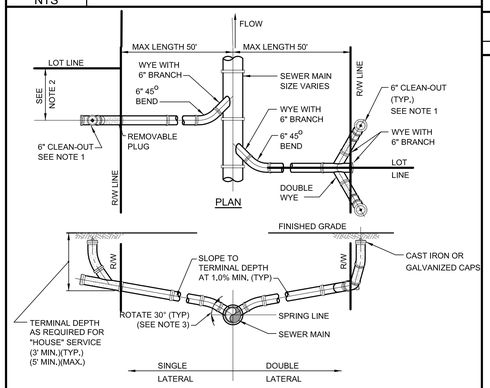
SHEET NO.



NOTES:
1. FIRE HYDRANT SHALL BE SUPPLIED WITHOUT A WEEP HOLE, OR WITH A PERMANENTLY PLUGGED WEEP HOLE.
2. THE SHEAR PAD SHALL BE RECESSED SIX (6) INCHES BELOW THE FINISHED GRADE AND THE RECESSED SECTION SODDED.
3. CLEARANCE BETWEEN BOTTOM OF BOLTS AND TOP OF SHEAR PAD SHALL BE A TWELVE (12) INCH MINIMUM.
4. FIRE HYDRANTS SHALL BE IDENTIFIED IN ACCORDANCE WITH THE CITY OF APOPKA UTILITIES DESIGN CONSTRUCTION STANDARDS MANUAL.

APOPKA FIGURE 402
2014 Edition

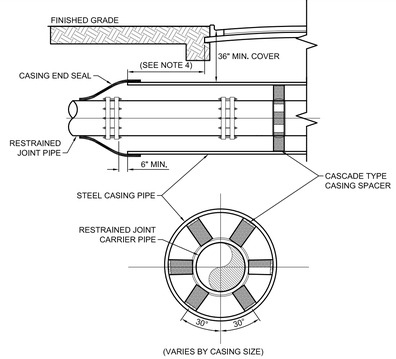
14 NTS FIRE HYDRANT ASSEMBLY



NOTES:
1. CLEAN-OUT (SHOWN SHADED) SHALL BE INSTALLED BY THE BUILDER IN ACCORDANCE WITH STANDARD PLUMBING CODE.
2. LOCATE SINGLE LATERAL AS CLOSE TO LOT LINE AS POSSIBLE.
3. INVERT OF SERVICE LATERAL SHALL NOT ENTER SEWER MAIN BELOW SPRING LINE.
4. RESIDENTIAL SERVICES SHALL BE 4 INCHES & NON-RESIDENTIAL SERVICES SHALL BE 6 INCHES IN DIAMETER AS A MINIMUM.
5. GALVANIZED, OR CAST IRON CLEAN-OUT CAP SHALL BE USED ON THE STUBOUT FOR EACH SERVICE.
6. LATERAL SHALL BE MARKED WITH AN "S" STAMPED OR CUT IN THE CURB.

APOPKA FIGURE 204
2014 Edition

13 NTS SERVICE LATERAL



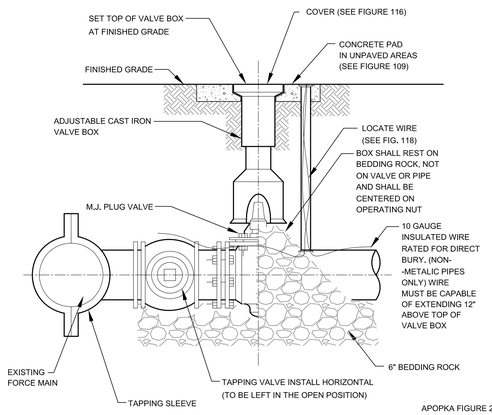
(VARIES BY CASING SIZE)

CARRIER PIPE NOMINAL DIAMETER	4	6	8	10	12	16	20	24	30	36	42
MINIMUM CASING OUTSIDE DIAMETER (INCHES)	16	16	18	20	24	30	36	42	48	54	60
MINIMUM CASING WALL THICKNESS (INCHES)	.250"	.250"	.250"	.250"	.250"	.312"	.375"	.500"	.500"	.500"	.500"

NOTES:
1. WHEN CONSTRUCTION IS WITHIN FDOT OR RAILROAD JURISDICTION, ADDITIONAL REQUIREMENTS SHALL BE MET.
2. DISTANCE BETWEEN SPACERS TO BE PER MANUFACTURER'S SPECIFICATIONS.
3. NO FLOWABLE FILL BETWEEN THE ANNULAR SPACE OF THE CASING OR CARRIER PIPE.
4. WHERE PRACTICAL, CASING SHALL EXTEND 10 FEET BEYOND EDGE OF PAVEMENT AND SHALL NOT BE LESS THAN 6 FEET BEYOND EDGE OF PAVEMENT IN ANY CASE, THE CITY MAY REQUIRE LONGER CASING FOR DEEPER BORES.

APOPKA FIGURE 108
2014 Edition

12 NTS BORING AND JACKING DETAIL



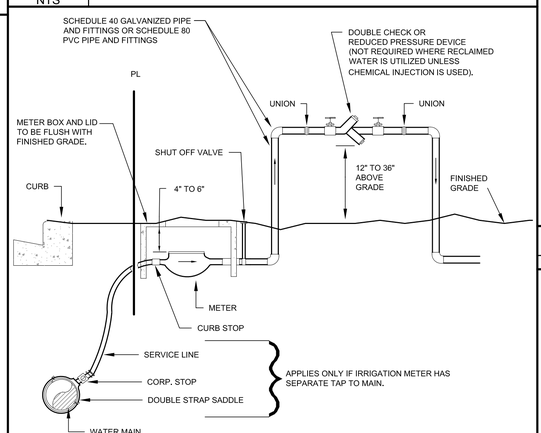
APOPKA FIGURE 206
2014 Edition

11 NTS FORCE MAIN WET TAP TIE-IN

NOTES:
1. PVC EXTENSIONS MAY BE USED ON VALVE BOX INSTALLATION.
2. THE ACTUATING NUT FOR DEEPER VALVES SHALL BE EXTENDED TO WITHIN A 3 FEET BELOW FINISHED GRADE.

APOPKA FIGURE 400
2014 Edition

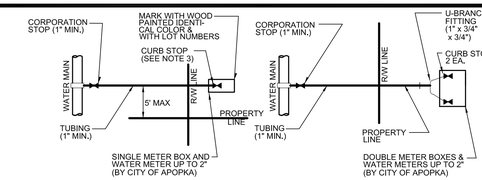
10 NTS GATE VALVE AND BOX

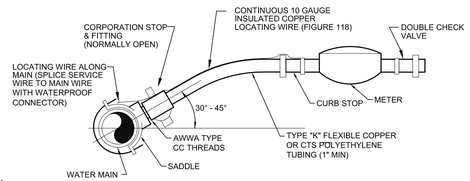


NOTES:
1. A POSITIVE DIELECTRIC CONNECTION SHALL BE MADE BETWEEN ALL GALVANIZED AND BRASS COMPONENTS.
2. METER SHALL BE INSTALLED JUST INSIDE THE ROW LINE OR PROPERTY LINE AND IN NO CASE SHALL IT BE INSTALLED IN THE SIDEWALK OR OTHER PAVED AREAS.
3. DOUBLE CHECK VALVES MAY BE USED AS LONG AS THEIR ARE NO CHEMICALS OR A WELL ON SITE.
4. A PVB DEVICE SHALL BE 12-INCHES MINIMUM ABOVE HIGHEST OUTLET OR SPRAYHEAD
5. ALL BACKFLOW PREVENTION DEVICES ARE TO BE AWWA APPROVED.

APOPKA FIGURE 502
2014 Edition

9 NTS IRR. METER & DBL CHECK VALVE OR REDUCED PRESSURE BACKFLOW PREVENTER

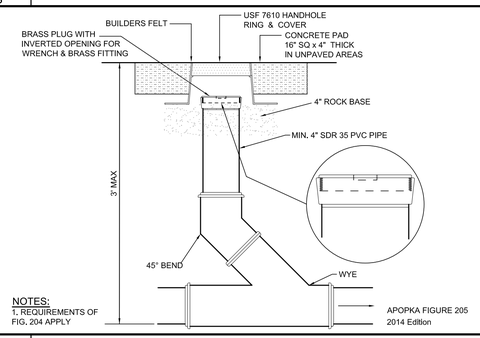




NOTES:
1. ALL FITTINGS SHALL BE BRASS WITH COMPRESSION/PACK JOINT TYPE CONNECTIONS.
2. NO SERVICE LINE SHALL TERMINATE UNDER A DRIVEWAY.
3. EACH SERVICE SHALL TERMINATE AT A CURB STOP(S) WHICH SHALL BE BURIED APPROXIMATELY 3" BELOW FINAL GRADE AND SHALL BE CLEARLY MARKED WITH A 2" x 2" x 18" STAKE WITH THE TOP PAINTED BLUE FOR POTABLE WATER AND PURPLE FOR RECLAIMED WATER, AND MARKED WITH THE NUMBER OF THE LOT(S) TO BE SERVED.
4. RECLAIMED WATER SERVICES SHALL USE PURPLE COLORED CTS POLYETHYLENE TUBING.
5. POTABLE WATER SERVICES SHALL USE BLUE COLORED CTS POLYETHYLENE TUBING.
6. ALL SERVICE UNDER EXISTING OR PROPOSED PAVEMENT SHALL BE INSTALLED IN A MINIMUM 2" PVC SLEEVE.

APOPKA FIGURE 405
2014 Edition

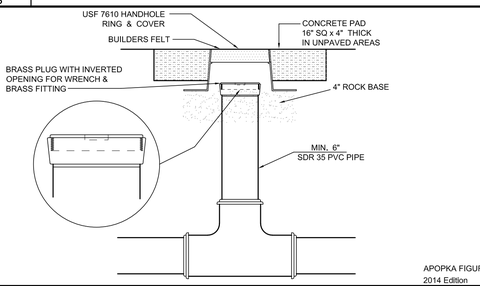
8 NTS WATER SERVICE CONNECTION



NOTES:
1. REQUIREMENTS OF FIG. 204 APPLY

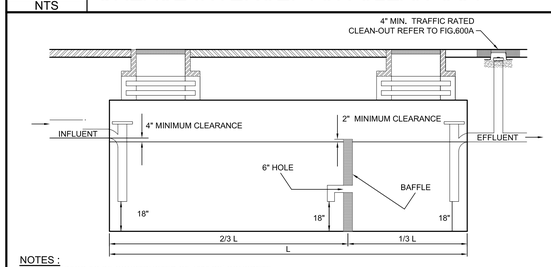
APOPKA FIGURE 205
2014 Edition

7 NTS SEWER SERVICE CLEAN-OUT



APOPKA FIGURE 600A
2014 Edition

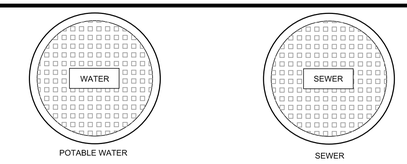
6 NTS GREASE INTERCEPTOR CLEAN-OUT



NOTES :
1. INTERCEPTOR TO BE CONSTRUCTED OF 4000 PSI CONCRETE
2. INTERCEPTOR TOTAL VOLUME SHALL BE AT LEAST 750 GAL. BUT NOT EXCEED 1250 GAL.
3. ALL ACCESS RINGS AND COVERS NEED TO BE TRAFFIC RATED H-20.

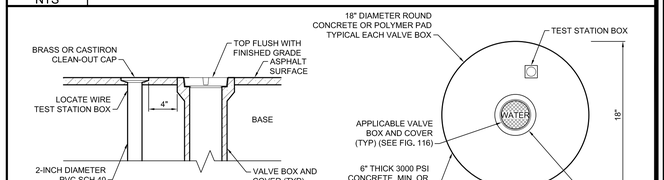
APOPKA FIGURE 600
2014 Edition

5 NTS GREASE INTERCEPTOR



APOPKA FIGURE 116
2014 Edition

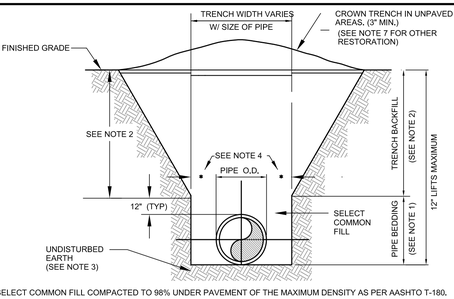
4 NTS TYPICAL VALVE BOX COVERS



VALVE IDENTIFICATION TAG TO BE INSTALLED BY CITY & PAID FOR BY DEVELOPER

APOPKA FIGURE 109
2014 Edition

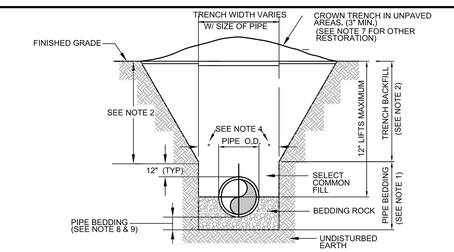
3 NTS VALVE BOX



NOTES:
1. PIPE BEDDING: SELECT COMMON FILL COMPACTED TO 98% UNDER PAVEMENT OF THE MAXIMUM DENSITY AS PER AASHTO T-180.
2. TRENCH BACKFILL: COMMON FILL COMPACTED TO 98% UNDER PAVEMENT OF THE MAXIMUM DENSITY AS PER AASHTO T-180.
3. PIPE BEDDING UTILIZING SELECT COMMON FILL OR BEDDING ROCK IN ACCORDANCE WITH TYPE A BEDDING AND TRENCHING DETAIL MAY BE REQUIRED AS DIRECTED BY THE CITY.
4. (*): 15" MAX. FOR PIPE DIAMETER LESS THAN 24", AND 24" MAX. FOR PIPE DIAMETER 24" AND LARGER.
5. WATER SHALL NOT BE PERMITTED IN THE TRENCH DURING CONSTRUCTION.
6. ALL PIPE TO BE INSTALLED WITH BELL FACING UPSTREAM TO THE DIRECTION OF THE FLOW.
7. FINAL RESTORATION IN IMPROVED AREAS SHALL BE IN COMPLIANCE WITH ALL APPLICABLE REGULATIONS OF THE GOVERNING AGENCIES.
8. SURFACE RESTORATION WITHIN CITY RIGHT-OF-WAY, SHALL COMPLY WITH REQUIREMENTS OF RIGHT-OF-WAY UTILIZATION REGULATIONS.
9. ALL UNPAVED DISTURBED AREAS SHALL BE SODDED TO MATCH ADJACENT DOMINATE GRASS SPECIES.

APOPKA FIGURE 100
2014 Edition

2 NTS TYPE 'B' BEDDING AND OPEN CUT



NOTES:
1. PIPE BEDDING: SELECT COMMON FILL COMPACTED TO 98% OF THE MAXIMUM DENSITY AS PER AASHTO T-180.
2. TRENCH BACKFILL: COMMON FILL COMPACTED TO 98% OF THE MAXIMUM DENSITY AS PER AASHTO T-180,
3. USE OF TYPE A BEDDING TO BE DETERMINED IN THE FIELD AS DIRECTED BY THE CITY,
4. (*): 15" MAX. FOR PIPE DIAMETER LESS THAN 24", AND 24" MAX. FOR PIPE DIAMETER 24" AND LARGER,
5. WATER SHALL NOT BE PERMITTED IN THE TRENCH DURING CONSTRUCTION.
6. ALL PIPE TO BE INSTALLED WITH BELL FACING UPSTREAM TO THE DIRECTION OF THE FLOW,
7. GRAVITY SEWERS SHALL UTILIZE TYPE A BEDDING IF REQUIRED BY THE CITY, BEDDING DEPTH SHALL BE 4" MINIMUM FOR PIPE DIAMETER LESS THAN 15" AND 6" MINIMUM FOR PIPE DIAMETER 16" AND LARGER,
8. DEPTH FOR REMOVAL OF UNSUITABLE MATERIAL SHALL GOVERN DEPTH OF BEDDING ROCK BELOW THE PIPE. THE CITY SHALL DETERMINE IN THE FIELD IF REMOVAL OF UNSUITABLE MATERIAL IS REQUIRED TO REACH A SUITABLE FOUNDATION.
9. ALL UNPAVED DISTURBED AREAS SHALL BE SODDED TO MATCH ADJACENT DOMINATE GRASS SPECIES,
10. FINAL RESTORATION IN IMPROVED AREAS SHALL BE IN COMPLIANCE WITH ALL APPLICABLE REGULATIONS OF THE GOVERNING AGENCIES, SURFACE RESTORATION WITHIN CITY RIGHT-OF-WAY, SHALL COMPLY WITH REQUIREMENTS OF RIGHT-OF-WAY UTILIZATION REGULATIONS.

APOPKA FIGURE 101
2014 Edition

1 NTS TYPE 'A' BEDDING AND OPEN CUT

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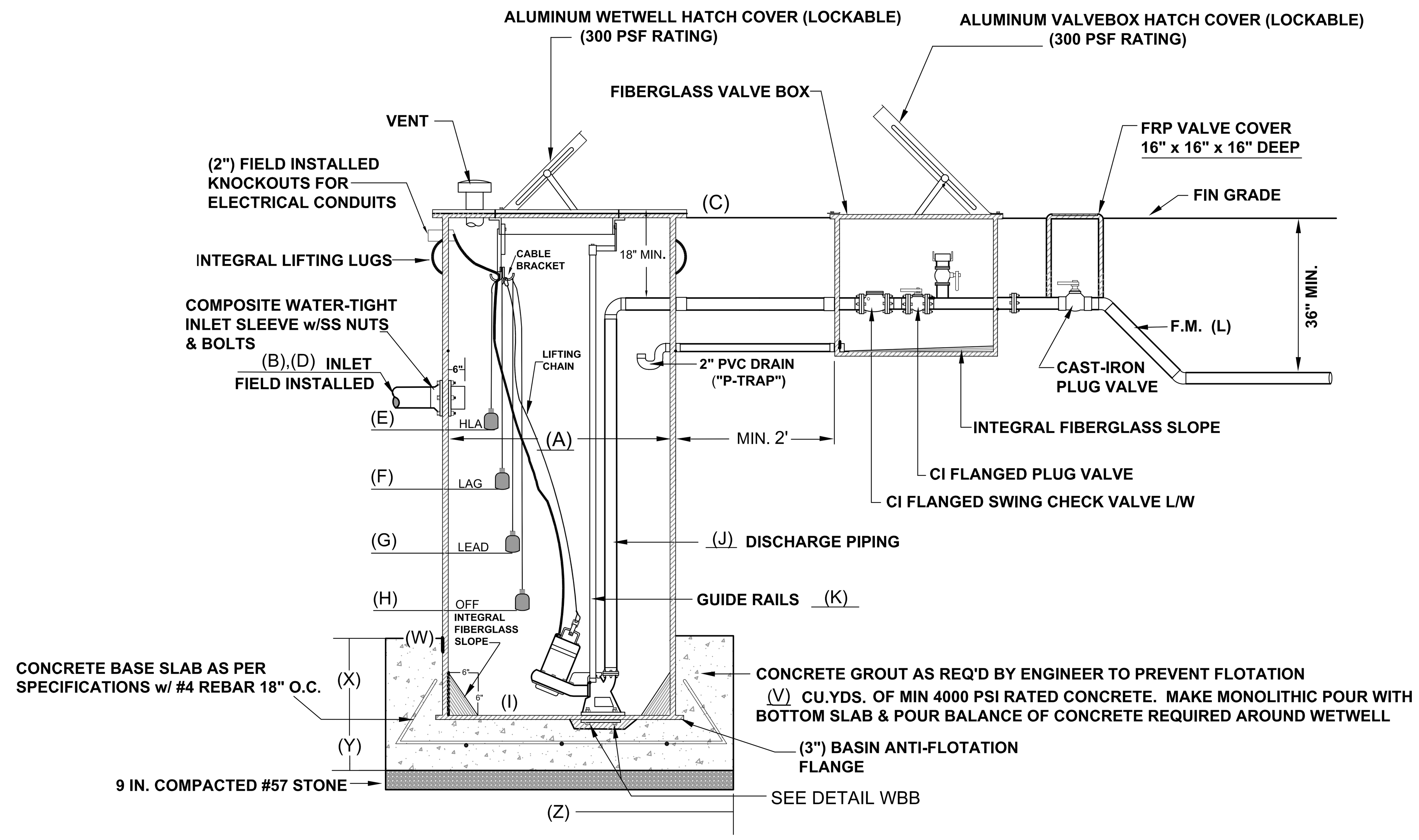
FL. CERT. OF AUTH: #27199

UTILITY DETAILS

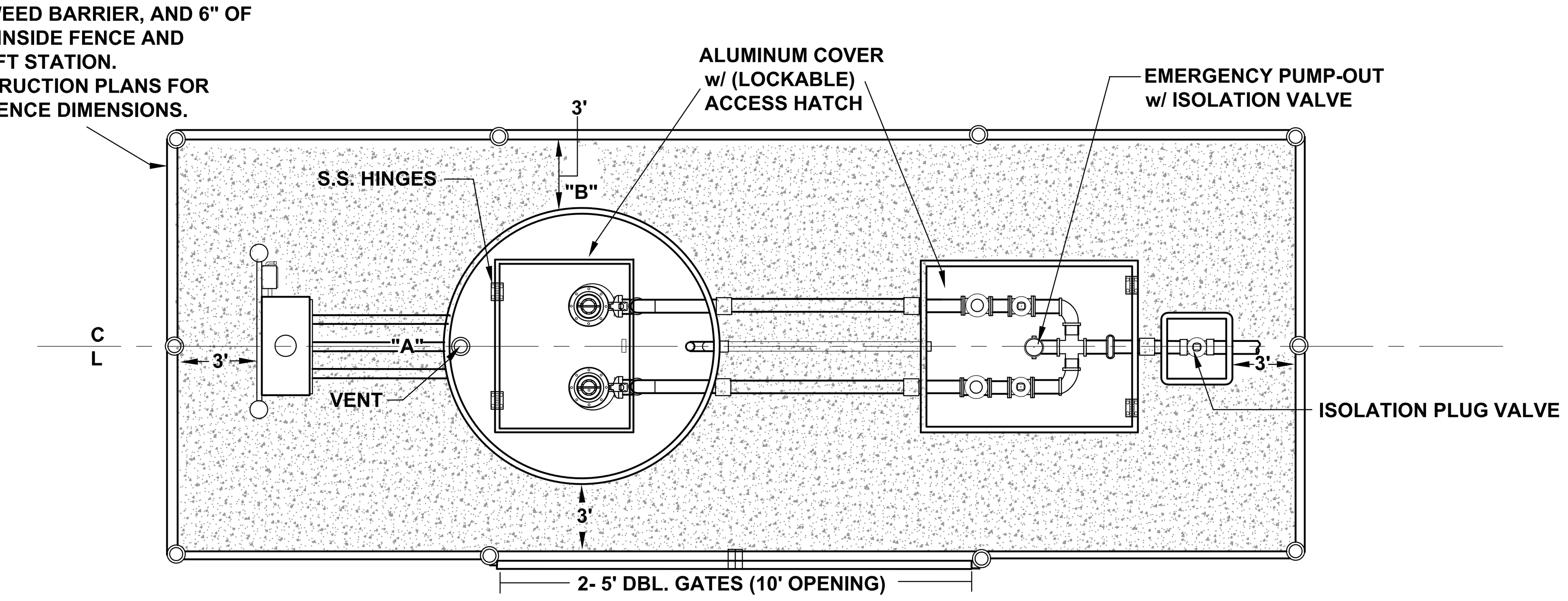
LAKE CARTER EXCHANGE
W. KEENE ROAD AND SR 429
APOPKA, FLORIDA 32703

DATE	07/27/23
SCALE	NTS
DRAWN-BY	DDP
PROJECT NUMBER:	112-001

C-8.0
SHEET NO.



CONTRACTOR TO INSTALL 6' TALL COMMERCIAL GRADE - CHAINLINK FENCING, WEED BARRIER, AND 6" OF #57 STONE INSIDE FENCE AND AROUND LIFT STATION.
SEE CONSTRUCTION PLANS FOR OVERALL FENCE DIMENSIONS.



NOTE: PUMP CONTROL PANEL SHALL BE LOCATED 3 FEET FROM WETWELL PERIMETER AT POINT "A" OR "B"

STATION DESIGN CONDITION		
PRIMARY PUMP CAPACITY	106	GPM
PRIMARY TDH	102	'TDH
RUN-OUT PUMP CAPACITY	141	GPM
RUN-OUT TDH	46.7	'TDH
PUMP MODEL #	HOMA RC50312	
R.P.M.	3450	
HORSEPOWER	8.9	
ELECTRICAL/ VOLTS / PHASE	230V/3	
PUMP DISCHARGE SIZE	2"	

STATION ELEVATIONS AND DIMENSIONS		
WETWELL DIAMETER	(A)	72"
INVERT DIAMETER	(B)	8"
TOP OF WETWELL	(C)	78.50'
INLET / INVERT	(D)	74.50'
HIGH LEVEL ALARM (HLA)	(E)	74.00'
2nd PUMP ON (LAG)	(F)	73.50'
1st PUMP ON (LEAD)	(G)	73.00'
PUMPS OFF (OFF)	(H)	71.25'
BOTTOM OF WETWELL	(I)	69.00'
DISCHARGE PIPE DIAMETER	(J)	2"
GUIDE RAIL DIAMETER	(K)	1"
F.M. PIPE DIAMETER	(L)	4"

STATION MANUFACTURING MATERIALS	
DISCHARGE PIPE	HDPE
INLET PIPE	PER EOR
GUIDE RAIL	304 SS
WET WELL	FRP ASTM D-3753
WET WELL HATCH COVER	300 LBS. PSI ALUM.
CABLE BRACKET	304 SS
LIFTING CHAIN	304 SS
BALL VALVE	304 SS
SWING CHECK VALVE	304 SS
VALVE BOX	FRP
VALVE BOX HATCH COVER	300 LBS. PSI ALUM.

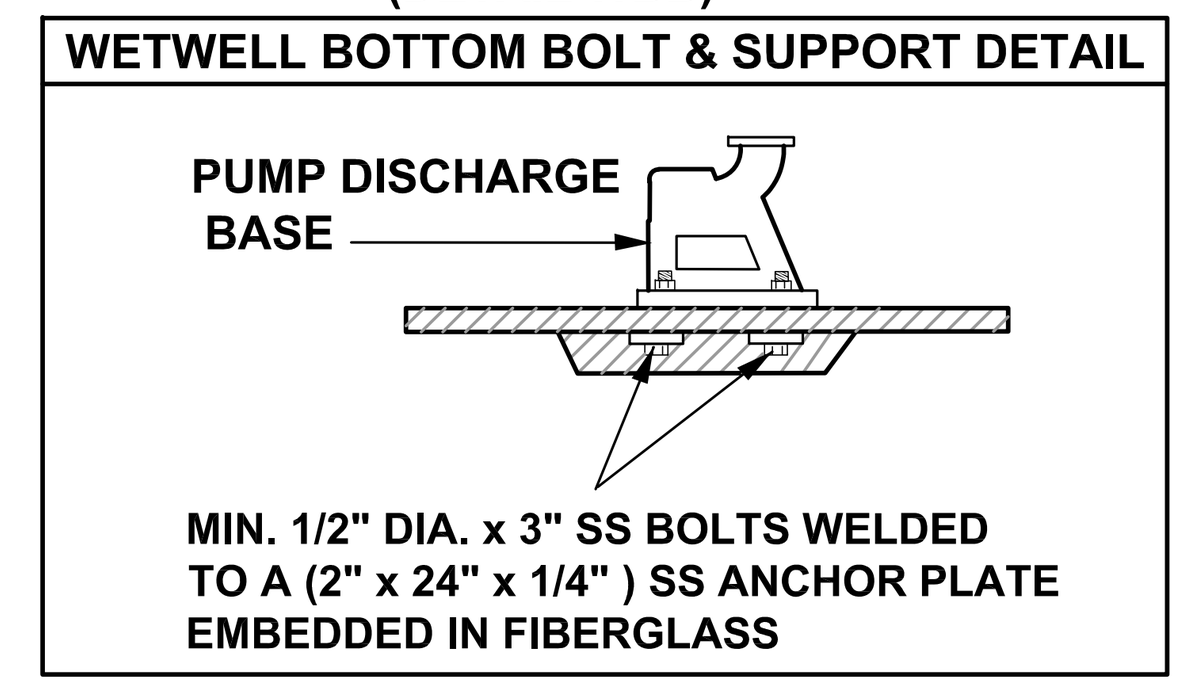
STATION VALVE BOX SIZES	
(32" x 30" x 24" DEEP)	FOR 2" DISCHARGE
(36" x 36" x 36" DEEP)	FOR 3" DISCHARGE

STATION HATCH OPENINGS (MAX)			
WETWELL DIA.	36"	48"	60"
	27" x 20"	24" x 36"	30" x 40"

CONCRETE BALLAST REQUIREMENTS		
CUBIC YARDS OF CONCRETE REQUIRED	(V)	4.75 yds^3
CIRCUMFERENCE DIMENSION - WIDTH	(W)	18.0"
CIRCUMFERENCE DIMENSION - HEIGHT	(X)	18.0"
BASE SLAB DIMENSION - HEIGHT	(Y)	18.0"
BASE SLAB DIMENSION - LENGTH & WIDTH	(Z)	96.0"

(DETAIL WBB)

WETWELL BOTTOM BOLT & SUPPORT DETAIL



RILEY & Company, Inc. (H-20 GP)

w/ BATTERY BACK-UP FOR AUDIO AND VISUAL ALARMS ©

PUMPS: SPECIFICATION

Submersible grinder pumps shall be: Manufacturer HOMA - Model RC50312.

The pumps shall be installed in the FRP wetwell utilizing a dual slide rail system.
The grinder system shall be capable of grinding the waste materials normally found in domestic and commercial sewage into a fine slurry which will pass through the pump and discharge piping.
Stator winding shall be open type with Class H insulation and shall be heat shrink fitted into the stator housing. Shall withstand a continous operating temperature of 155 C.*
A heat sensor (2) thermal switches shall be attached to the motor windings.
The pump motor grinder shaft shall be EN 1.4301 / AISI 304SS connection to take the pump impeller and the grinder assembly.
Semi Axial Centrifugal Impeller shall be Cast Iron EN-GJL-200 / ASTM A48 30B.
Cutter/Grinder Assembly shall be Stainless Steel EN 1.4301 / AISI 304.
Double mechanical cartridge shaft seals shall be provided. The seal springs located inside the oil housing should be fully protected from the pumped liquid. The mechanical seals should be able to withstand rotation on either side.
Moisture sensor (2) shall be included in the motor housing assembly.
Power and Control cables shall be clamped against tensile loads and have a serviceable inlet to the motor, with hermetically sealed polyurethane filled, stainless steel cable plug connection. The pump and electric cables shall be capable of continuance submergance, witout loss of waterproof integrity to a depth of 65 ft.

CONTROL PANEL: SPECIFICATION

The Enclosure shall be NEMA 4X, minimum 30" high x 20" wide x 10" deep with 3 point latching system.
The enclosure shall have external mounting feet to allow for wall mounting.
The following components shall be mounted through the enclosure:
1- ea. Red Alarm Beacon (Light) LED 360 Degree viewable range
1- ea. Alarm Horn (minimum 95 DCB)
1- ea. Generator Receptacle w/ weatherproof cover 60A Minimum. Shall meet UL 1682 and UL 1686 Configuration.

The back panel shall be fabricated from .125, 5052-H32 marine alloy aluminum. All components shall be mounted by machined stainless steel screws.
The following components shall be mounted to back panel:
1- ea. RILEY & COMPANY GUARD PRO III MONITORING SYSTEM
2- ea. IEC style Motor Contactors
1- ea. Volt Monitor (1 Ph) Phase Monitor (3 Ph) w/2 N/O & 1 N/C Contacts
1- ea. Alternator
1- ea. Control Transformer (480 Volt Only) (Min. 500VA)
1- ea. Model RCBB5AH Battery Back-Up w/ Smart Charger (UPS)
20- ea. Terminals For Field Connections
6- ea. Terminals For Motor Connections (Single Phase Only)
7- ea. Grounding Lugs
1-ea. Lightning and Surge Protection shall meet the UL 1449 2nd Edition

The inner door shall be fabricated from .080, 5052-H32 marine alloy aluminum. The inner door shall have a continuous aluminum piano hinge.
The following components shall be mounted through the inner door:
1- ea. Main Circuit Breaker
1- ea. Emergency Circuit Breaker
1- ea. Mechanical Interlock For Emergency And Main Breakers (UL Listed)
2- ea. Short Circuit Protectors w/ Auxiliary Contacts
1- ea. Control Circuit Breaker
1- ea. GFI Duplex Convenience Outlet
MISCELLANEOUS: All wiring on the back panel shall be contained within the wiring duct. All wiring between the inner door and the back panel shall be contained with in a plastic spiral wrap.
Each wire shall have a wire number at each end to correspond to the as built drawing for field troubleshooting.
The control panel must be manufactured in-house by lift station supplier and be a TUV (UL508A Certified) facility.

INSPECTION & TESTING: A factory representative shall be provide for a one (1) time start-up and shall have complete knowledge of the proper operation and maintenance of complete system. Megger the motors. The pump motors shall be megged out prior to the start-up to ensure that the insulation of the pump motor/cable is intact. The pump controls and pumps shall be checked for mechanical reliability and proper operation.

WETWELL: SPECIFICATION

Wet well FRP Wall Laminate must be designed to withstand wall collapse or buckling based on these assumptions and Third party specifications.

Hydrostatic Pressure 62.4 lbs. Per SQ Ft.
Saturated soil weight 120 lbs. Per Cubic Ft.
Soil Modulus of 700 lbs Per SQ Ft.
Pipe Stiffness As specified in ASTM D 3753

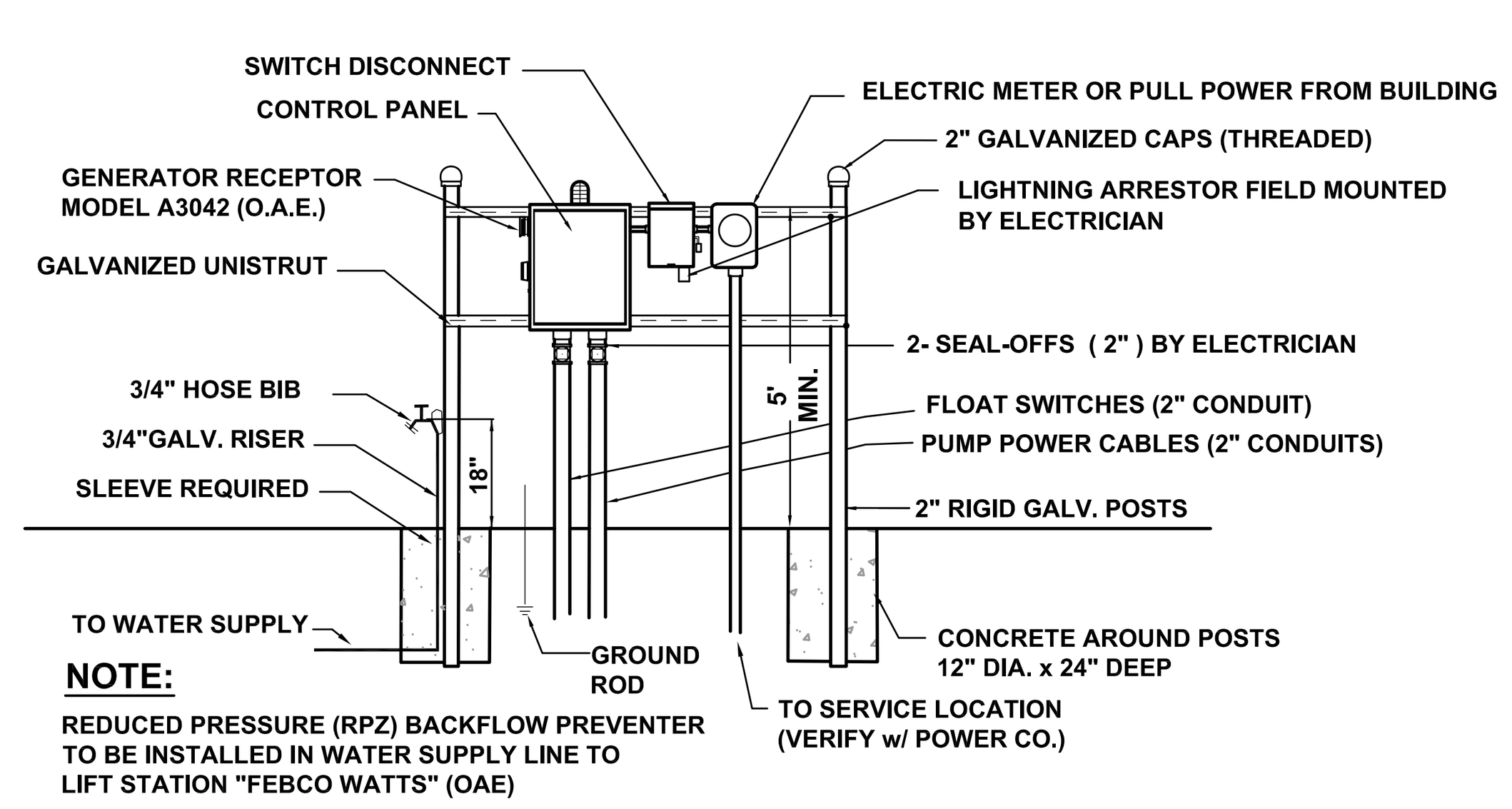
The wet well FRP laminate must be constructed to with stand or exceed two times the assumed loading on any depth of the wet well.

The cover shall be constructed of ¼ inch thick material finish aluminum diamond plate pattern with 300 series stainless steel hardware. The hatch shall have a positive means of holding door open in the vertical position (Locking hold open arm) made of non-corrosive material. The cover shall be mounted with minimum of six 300 series stainless steel fasteners. The access hatch cover shall have a lift handle and a means of locking.

The prefabricated FRP lift station manufacture shall guarantee the prefabricated lift station as approved drawings for a period of One year from the date of delivery.

EXECUTION:
Installation shall be in strict accordance with the manufacturer's recommendations in the locations shown on the drawing.

12/06/23 SR

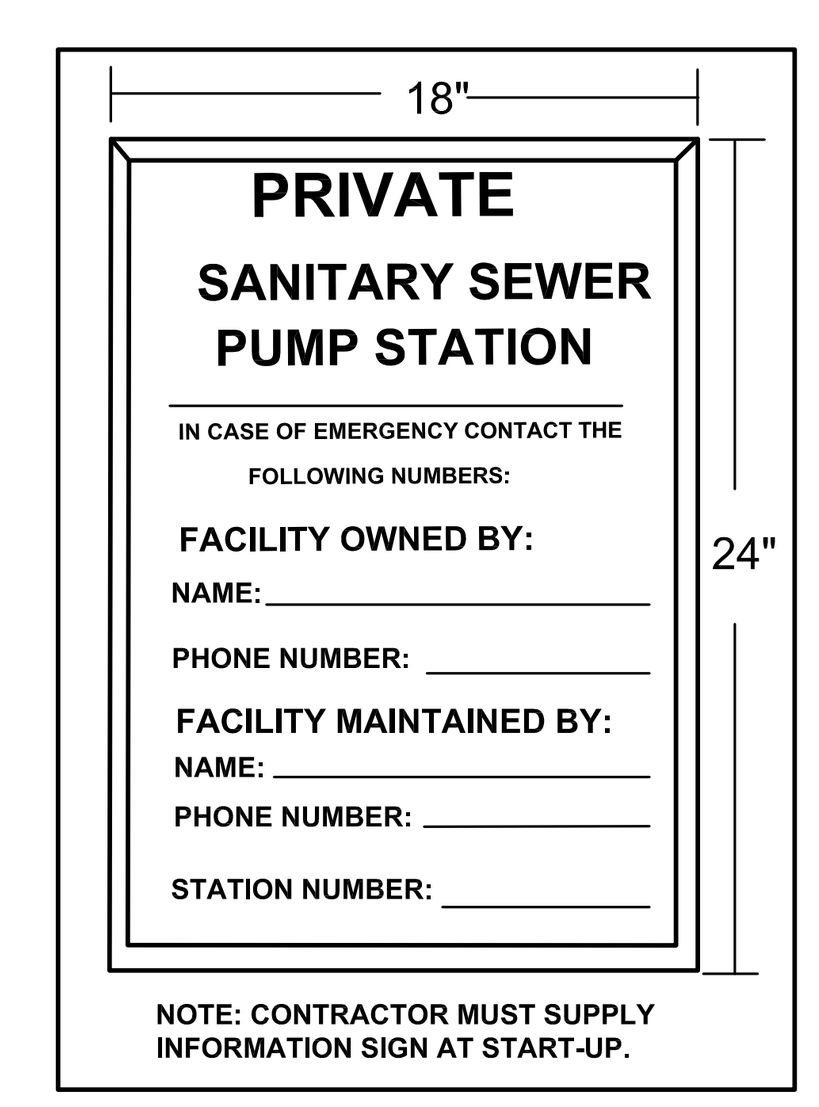


NOTE:
REDUCED PRESSURE (RPZ) BACKFLOW PREVENTER TO BE INSTALLED IN WATER SUPPLY LINE TO LIFT STATION "FEBCO WATTS" (OAE)

ELECTRICAL RISER FOR ILLUSTRATION PURPOSES ONLY

NOTES:

1. DRAWING NOT TO SCALE
2. ALL ELECTRICAL WORK SHALL BE IN ACCORDANCE WITH LOCAL CODES
3. ELECTRICIAN SHALL SEAL OFF CONDUIT RUNS
4. CONTRACTOR SHALL VERIFY POWER SOURCE PRIOR TO ORDERING EQUIPMENT
5. NEUTRAL TO BE SUPPLIED FOR 23OV-3 PHASE OR 230V-SINGLE PHASE POWER.



NOTE: CONTRACTOR MUST SUPPLY INFORMATION SIGN AT START-UP.

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LIFT STATION WILL BE PRIVATELY OWNED AND MAINTAINED.

NO SUBSTITUTIONS - NO ALTERNATES

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NO.	REVISIONS	BY	DATE
0	ISSUED FOR PERMITTING	BRP	08/05/23
1	REVISED PER COMMENTS	DDP	01/03/24
2			
3			
4			
5			
6			

Sunshine 811

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LIFT STATION DETAILS

LAKE CARTER EXCHANGE
W. KEENE ROAD AND SR 429
APOPKA, FLORIDA 32703

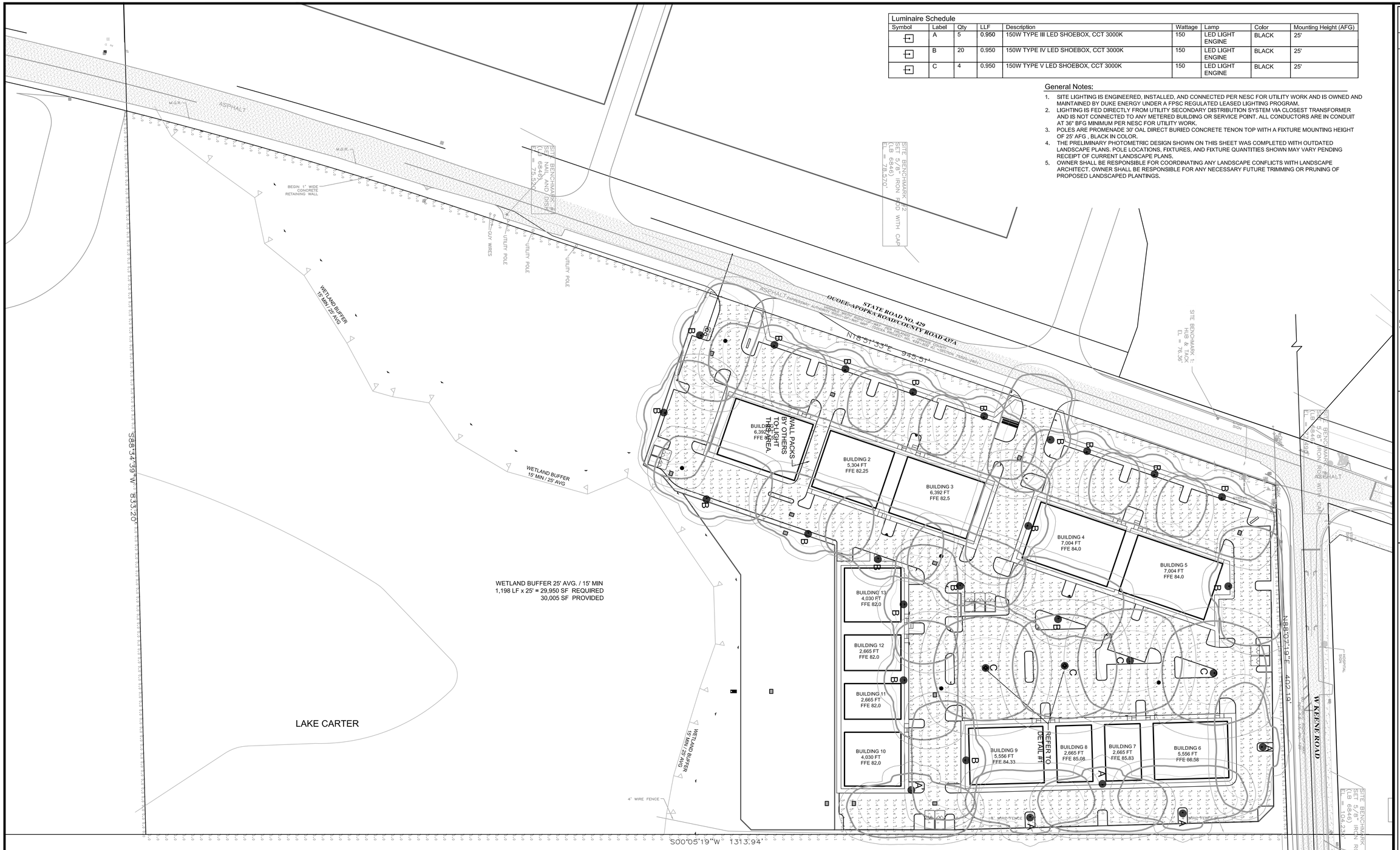
DATE	01/03/24
SCALE	NTS
DRAWN-BY	DDP
PROJECT NUMBER:	107-001

C-9.0
SHEET NO.

Luminaire Schedule								
Symbol	Label	Qty	LLF	Description	Wattage	Lamp	Color	Mounting Height (AFG)
	A	5	0.950	150W TYPE III LED SHOEBOX, CCT 3000K	150	LED LIGHT ENGINE	BLACK	25'
	B	20	0.950	150W TYPE IV LED SHOEBOX, CCT 3000K	150	LED LIGHT ENGINE	BLACK	25'
	C	4	0.950	150W TYPE V LED SHOEBOX, CCT 3000K	150	LED LIGHT ENGINE	BLACK	25'

General Notes:

1. SITE LIGHTING IS ENGINEERED, INSTALLED, AND CONNECTED PER NESC FOR UTILITY WORK AND IS OWNED AND MAINTAINED BY DUKE ENERGY UNDER A FPSC REGULATED LEASED LIGHTING PROGRAM.
2. LIGHTING IS FED DIRECTLY FROM UTILITY SECONDARY DISTRIBUTION SYSTEM VIA CLOSEST TRANSFORMER AND IS NOT CONNECTED TO ANY METERED BUILDING OR SERVICE POINT. ALL CONDUCTORS ARE IN CONDUIT AT 36" BFG MINIMUM PER NESC FOR UTILITY WORK.
3. POLES ARE PROMENADE 30' OAL DIRECT BURIED CONCRETE TENON TOP WITH A FIXTURE MOUNTING HEIGHT OF 25' AFG , BLACK IN COLOR.
4. THE PRELIMINARY PHOTOMETRIC DESIGN SHOWN ON THIS SHEET WAS COMPLETED WITH OUTDATED LANDSCAPE PLANS. POLE LOCATIONS, FIXTURES, AND FIXTURE QUANTITIES SHOWN MAY VARY PENDING RECEIPT OF CURRENT LANDSCAPE PLANS.
5. OWNER SHALL BE RESPONSIBLE FOR COORDINATING ANY LANDSCAPE CONFLICTS WITH LANDSCAPE ARCHITECT. OWNER SHALL BE RESPONSIBLE FOR ANY NECESSARY FUTURE TRIMMING OR PRUNING OF PROPOSED LANDSCAPED PLANTINGS.



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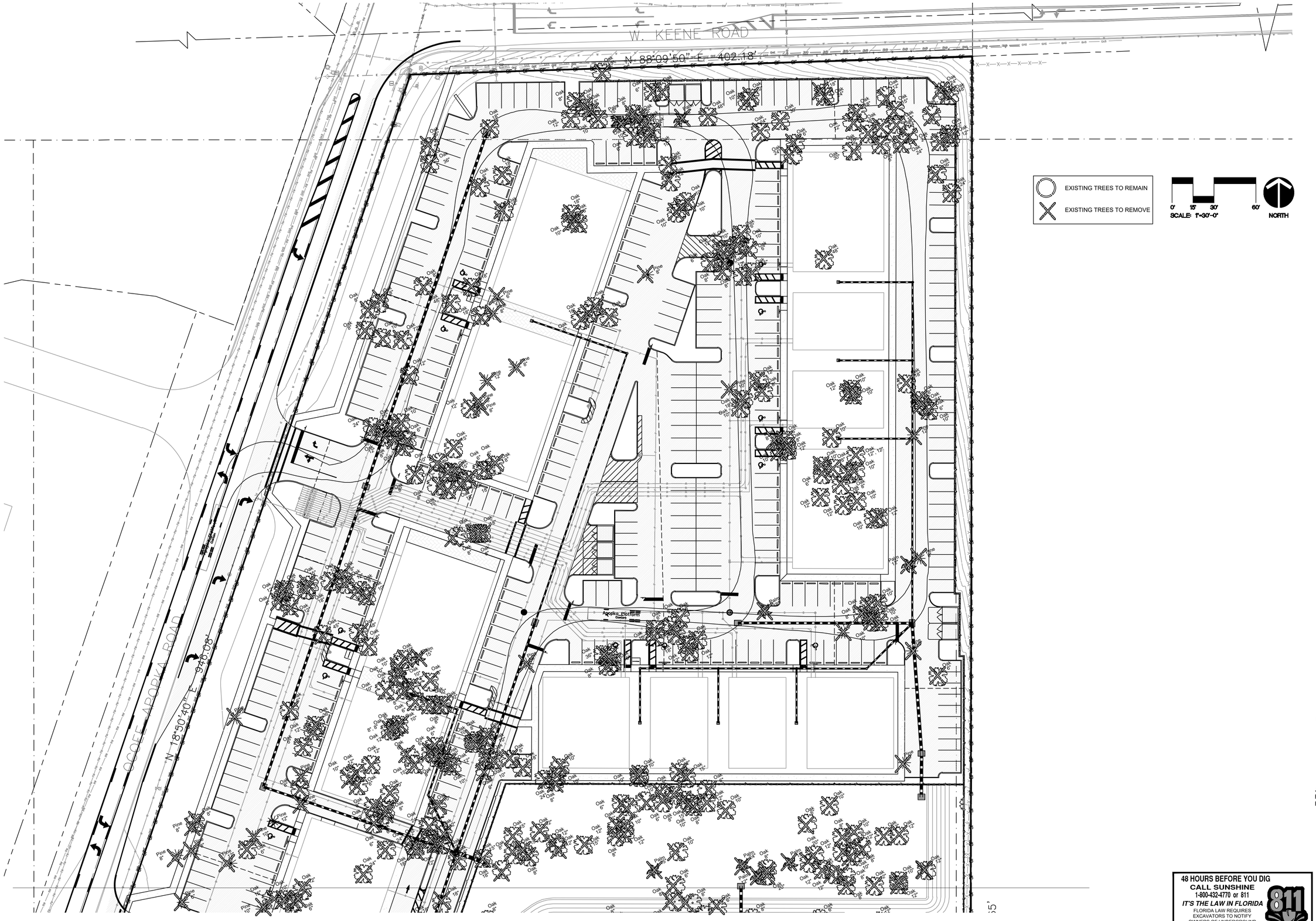
PHOTOMETRIC PLAN

LAKE CARTER EXCHANGE
W. KEENE ROAD AND SR 429
APOPKA, FLORIDA 32703

DATE	02/08/24
SCALE	NTS
DRAWN-BY	DDP
PROJECT NUMBER: 112-001	

C-10.0
SHEET NO.



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Office: 407 310-5567
Landscape Architect:
Florida Water Star AP
Jason Bridgewater, RLA
jasonbridgewater@gmail.com

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LAKE CARTER EXCHANGE

Intersection of W. Keene Road and Ocoee Apopka Road, Apopka Florida

APOPKA, FLORIDA

REVISIONS:

No.	Date	Item
1	3/15/24	City Comments
2	4/22/24	City Comments

Seal:
DATE: 04/22/2024

Digitally signed by Jason P Bridgewater
Date: 2024.04.22 14:35:34 -04'00'

Jason P. Bridgewater
Registered Landscape Architect
FL. Registration -LA 6667308

DATE:	10/13/2023
DRAWN BY:	JB
CHECKED BY:	JB
SCALE:	

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1-800-432-4770 or 811
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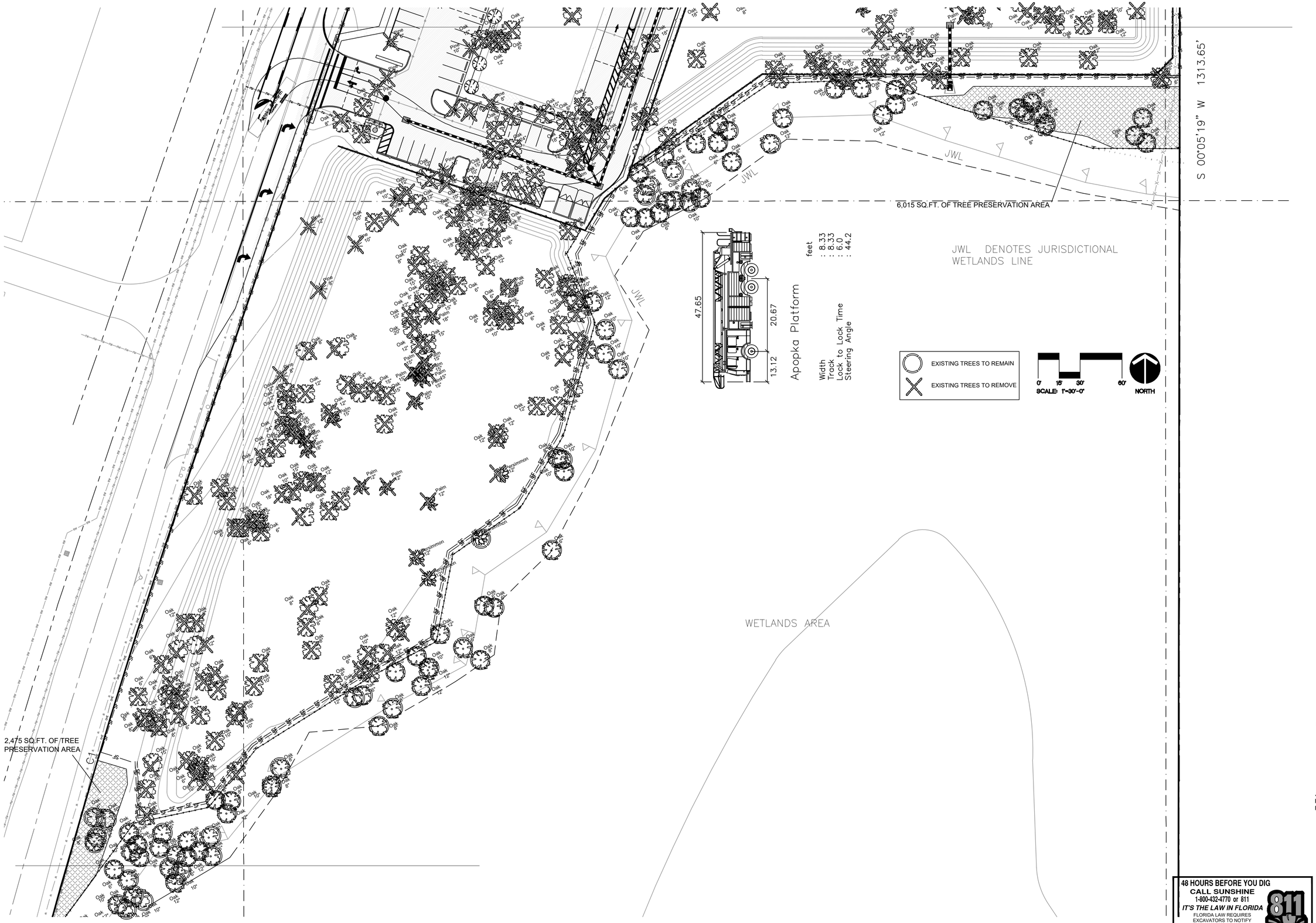
FLORIDA LAW REQUIRES EXCAVATORS TO NOTIFY OWNERS OF UNDERGROUND FACILITIES NO LESS THAN TWO (2) DAYS PRIOR TO EXCAVATION

L-1

TREE REMOVAL PLAN

SHEET 1 OF 9



CADDSCAPES, INC.
Florida Landscape Architecture Firm
432 Nowell Loop
Deland, FL 32724 Landscape Architect:
Office: 407 310-5567 Jason Bridgewater, RLA
Florida Water Star AP
jasonbridgewater@gmail.com
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LAKE CARTER EXCHANGE

Intersection of W. Keene Road and Ocoee Apopka Road, Apopka Florida

APOPKA, FLORIDA

REVISIONS:

No.	Date	Item
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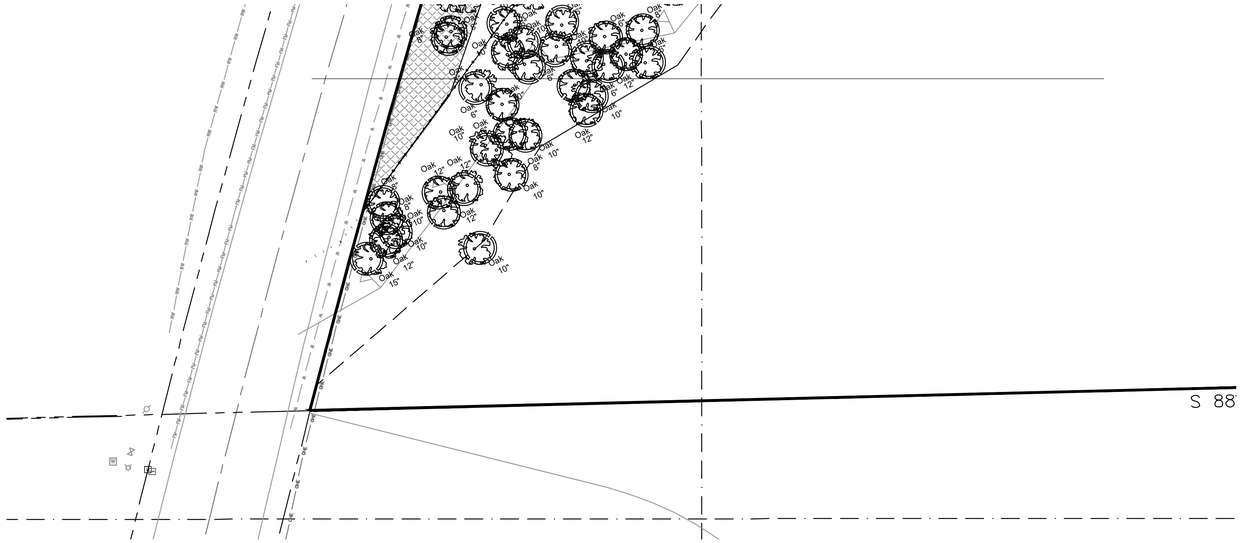
L-2

TREE REMOVAL PLAN

SHEET 2 OF 9



EXISTING TREES TO REMAIN

EXISTING TREES TO REMOVE

0' 15' 30' 60'
SCALE: 1"=30'-0"

NORTH

TREE MITIGATION CALCULATIONS
EXISTING TREE CANOPY - 50%
8.66 X 50% = 188,614.8
188,614.8 X 50% = 94,307.4 SF
RETAIN 6%
94,307.4 SF X 6% = 5,658.444 SQUARE FEET.

PROJECT IS CURRENTLY PRESERVING 8,490 SQ.FT. OF EXISTING TREE PRESERVATION MARKED ON CIVIL SET. PLEASE SEE CIVIL DRAWINGS.

2 PROJECT IS REMOVING 36 SPECIMEN TREES TOTALLING 1,131" DBH
REMOVING 513 TREES TOTAL 5,347" DBH
PROTECTING 100 TREES TOTALLING 888" DBH

2

Existing Specimen Trees To Remove		
Count	SIZE	TYPE
5	48"	Oak
1	45"	Oak
5	36"	Oak
2	30"	Oak
1	72"	Oak
20	24"	Oak
1	30"	Pak
1	24"	Palm
36	1131	

Existing Trees To Remove		
Count	SIZE	TYPE
1	8", 8"	Oak
1	12", 12"	Oak
5	12"	Oak
1	6"	Oak
119	8"	Oak
35	15"	Oak
72	6"	Oak
90	10"	Oak
30	18"	Oak
4	20"	Oak
85	12"	Oak
8	12"	Pine
1	6"	Pine
7	10"	Pine
2	8"	Pine
12	8"	Pine
14	15"	Palm
3	18"	Palm
10	12"	Palm
3	12"	Persimmon
2	12"	Pine
1	6"	Pine
6	8"	Pine
1	10"	Pine
513	5347	

Existing Trees To Remain		
Count	SIZE	TYPE
33	8"	Oak
21	6"	Oak
27	10"	Oak
2	15"	Oak
16	12"	Oak
1	6"	Persimmon
100	888	

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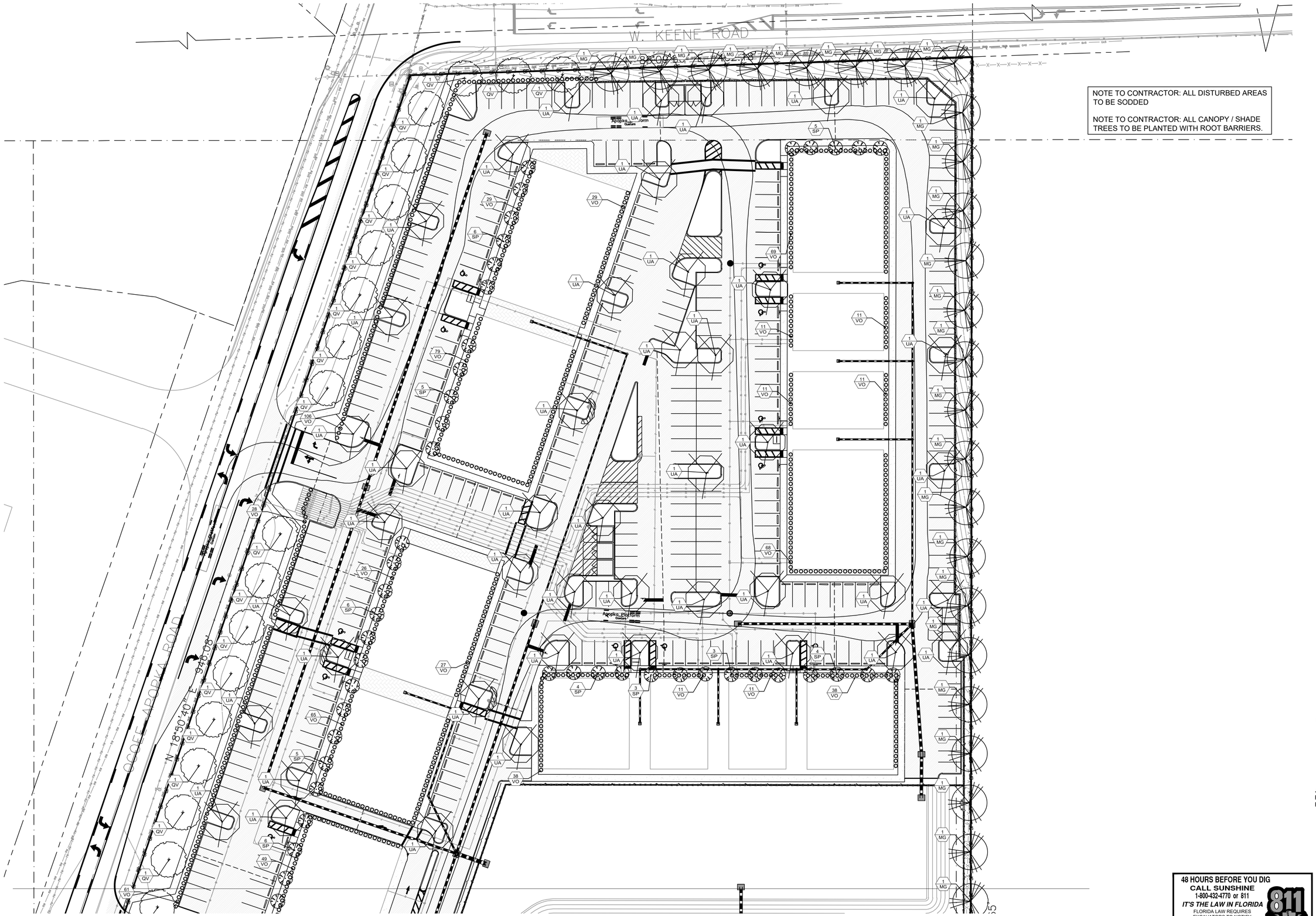
L-3

TREE REMOVAL PLAN

SHEET 3 OF 9



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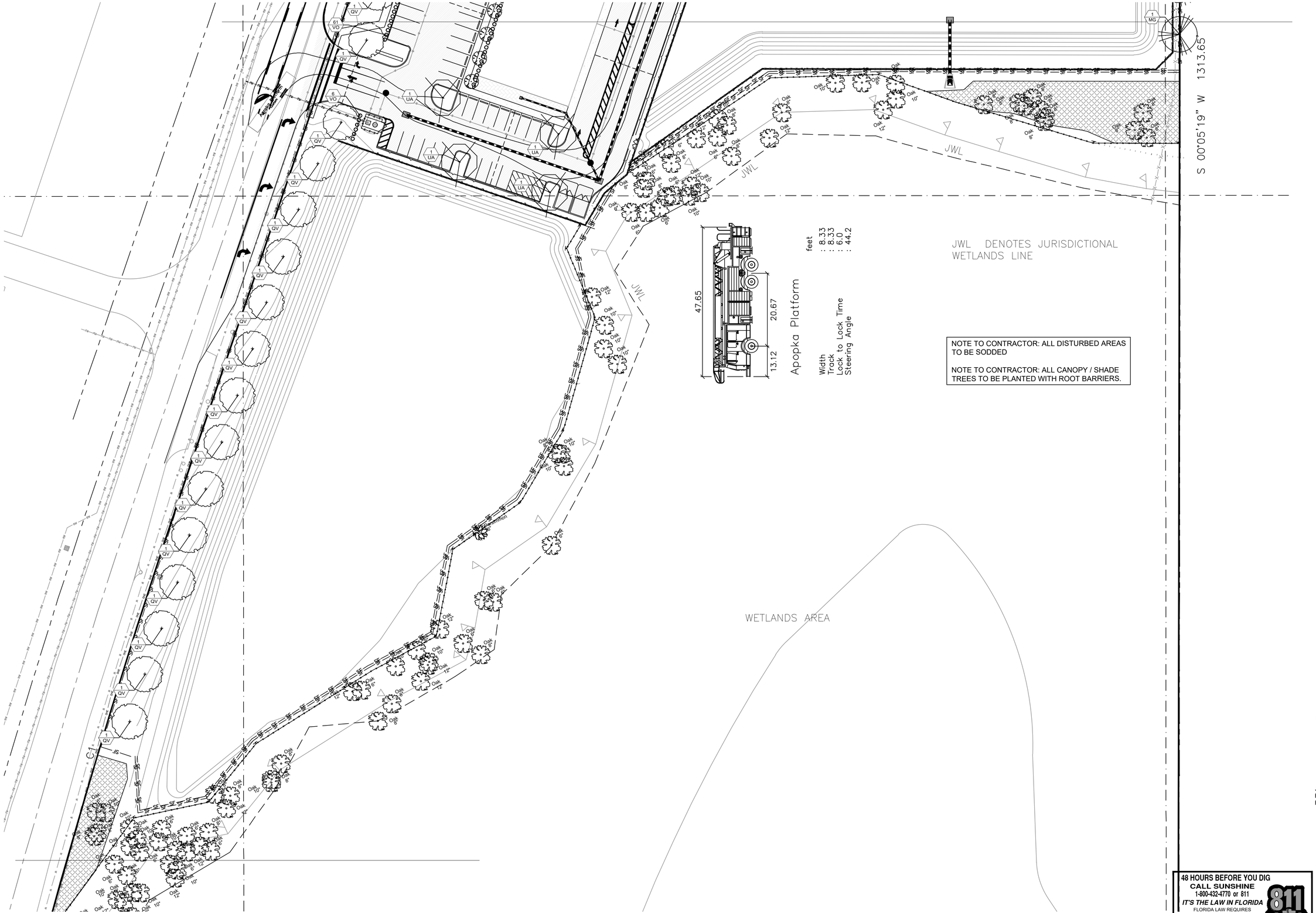
L-4

LANDSCAPE PLAN

SHEET 4 OF 9



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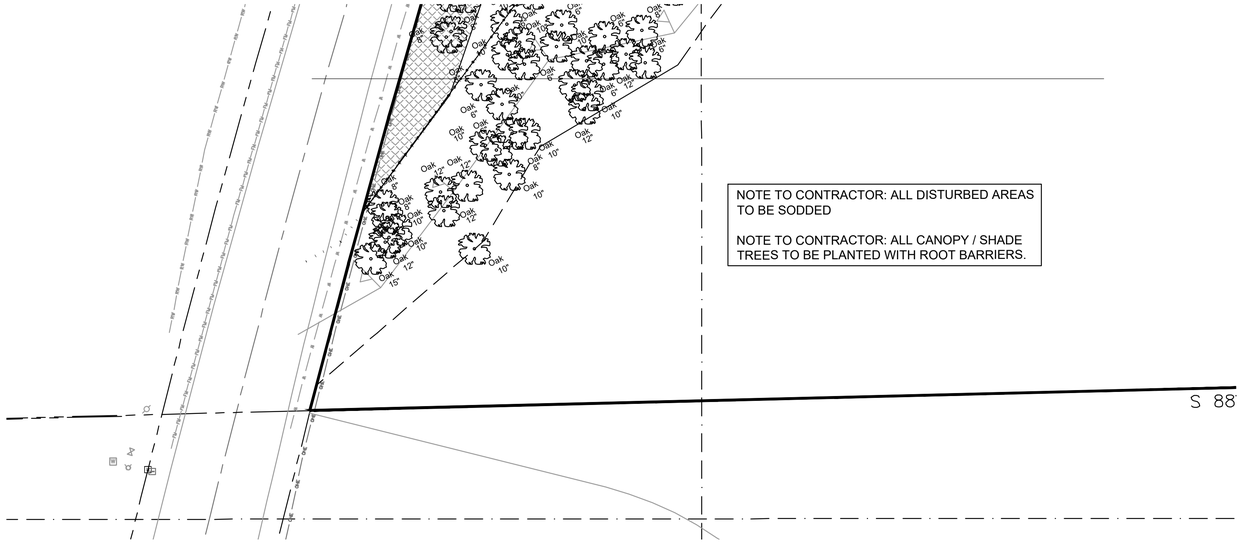
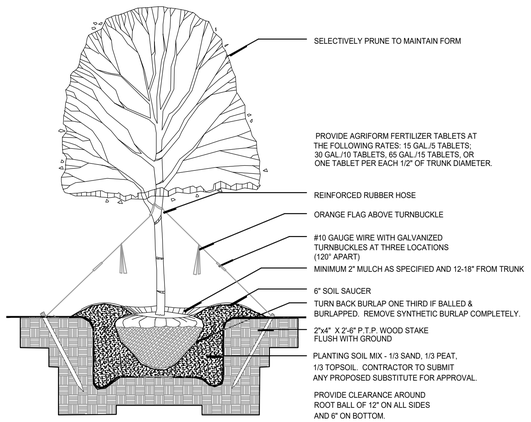
L-5
LANDSCAPE PLAN
SHEET 5 OF 9



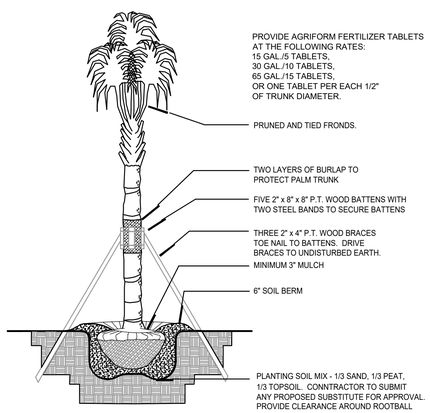
NOTE TO CONTRACTOR: ALL DISTURBED AREAS TO BE SODDED

NOTE TO CONTRACTOR: ALL CANOPY / SHADE TREES TO BE PLANTED WITH ROOT BARRIERS.



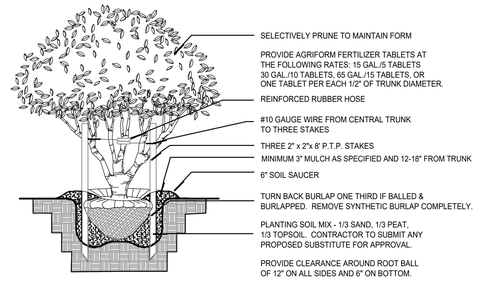
TREE PLANTING DETAIL

NOT TO SCALE



PALM PLANTING DETAIL

NOT TO SCALE



MULTI-TRUNK TREE PLANTING DETAIL

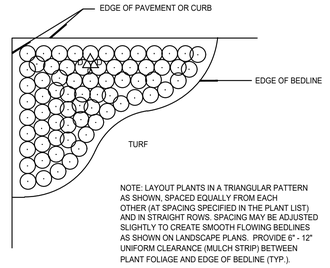
NOT TO SCALE

LANDSCAPE PLANTING NOTES:

1. ALL PLANTS MUST BE HEALTHY, VIGOROUS MATERIAL FREE OF PESTS AND DISEASES.
2. ALL PLANTS SHALL BE FLORIDA FANCY, AS GRADED IN FLORIDA GRADES AND STANDARDS FOR NURSERY PLANTS.
3. ALL PLANTS ARE SUBJECT TO APPROVAL BY THE LANDSCAPE ARCHITECT AND OWNER BEFORE, DURING, AND AFTER INSTALLATION.
4. ALL SINGLE-TRUNKED TREES SHALL BE STRAIGHT TRUNKED WITH ONE CENTRAL LEADER AND HAVE A FULL, DENSE CROWN.
5. ALL TREES SHALL BE STAKED AND GUYED AS SHOWN IN PLANTING DETAILS.
6. ALL MULCH PLANTING AREAS SHALL BE A MINIMUM OF 3" IN DEPTH.
7. ALL PLANTING AREAS SHALL HAVE A MINIMUM OF 3" TOPSOIL.
8. ALL TREES SHALL BE FREE OF OPEN WOUNDS AND WOUND SCARS IN THE CLEAR TRUNK AREA.
9. ANY SYNTHETIC BURLAP AND/OR WIRE BASKETS MUST BE TOTALLY REMOVED PRIOR TO INSTALLATION OF PLANT MATERIAL. IF NATURAL BURLAP IS USED, IT MAY BE TURNED DOWN 1/3 OF THE ROOTBALL.

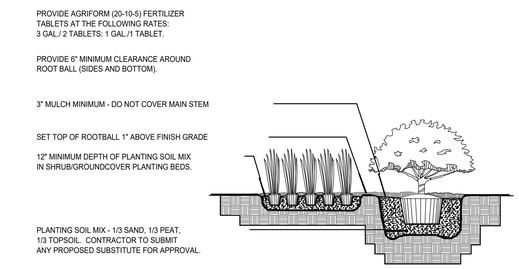
LANDSCAPE CONTRACTOR NOTES:

1. THE LANDSCAPE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING, IN FULL, ALL LANDSCAPE PLANTING AREAS, UNTIL THE JOB IS ACCEPTED IN FULL BY THE OWNER. "IN FULL" MEANS WATERING, PEST CONTROL, MULCHING, MOWING, FERTILIZING AND RESETTING TREES THAT ARE OUT OF PLUMB.
2. THE LANDSCAPE CONTRACTOR SHALL COMPLETELY GUARANTEE ALL INSTALLED PLANT MATERIAL FOR A PERIOD OF ONE CALENDAR YEAR BEGINNING ON THE DATE OF 100% COMPLETION. ANY AND ALL REQUIRED PLANT REPLACEMENTS SHALL BE MADE PROMPTLY AND AT NO ADDITIONAL COST TO THE OWNER.
3. THE LANDSCAPE CONTRACTOR SHALL STAKE THE LOCATIONS OF ALL PLANT MATERIAL AND PLANTING BED LINES FOR REVIEW BY THE LANDSCAPE ARCHITECT AND OWNER.
4. THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFICATION OF ALL WRITTEN PLANT QUANITIES PRIOR TO INITIATION OF THE WORK. IN THE EVENT THAT THE PLANS CONTRADICT THE PLANT LIST, THE PLANS SHALL RULE.
5. THE LANDSCAPE CONTRACTOR SHALL BE FAMILIAR WITH AND ACCEPT THE EXISTING SITE CONDITIONS PRIOR TO INITIATION OF THE WORK. ANY VARIATION FROM THE SPECIFIED WORK SHALL BE THE RESPONSIBILITY OF THE LANDSCAPE CONTRACTOR.
6. THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING ALL UNDERGROUND UTILITIES, DRAINAGE STRUCTURES, CURBS, SIDEWALKS, AND ANY OTHER OBJECTS WHICH MIGHT BE DAMAGED DURING THE WORK.
7. THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE TO MAKE ANY AND ALL NECESSARY REPAIRS TO DAMAGE CAUSED BY HIS WORK AT NO ADDITIONAL COST TO THE OWNER OR LANDSCAPE ARCHITECT.
8. THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS, AND FOLLOWING ALL APPLICABLE LOCAL CODES PERTAINING TO THE PROJECT DURING THE COURSE. OF HIS WORK.



SHRUB/GROUNDCOVER SPACING DETAIL

NOT TO SCALE



SHRUB AND GROUNDCOVER PLANTING DETAIL

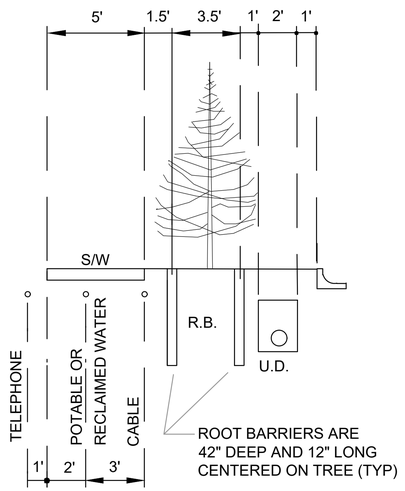
NOT TO SCALE

PLANT LIST

SYMBOL	QUANTITY	BOTANICAL NAME	COMMON NAME	DESCRIPTION	REMARKS
TREES					
MG	25	MAGNOLIA GRANDIFLORA	SOUTHERN MAGNOLIA	12'-14' HT x 5' SPR. / 3" CAL	SPACE AS SHOWN GUY
QV	33	QUERCUS VIRGINIANA	SOUTHERN LIVE OAK	12'-14' HT x 5' SPR. / 3" CAL	SPACE AS SHOWN GUY
SP	47	SABAL PALMETTO	CABBAGE PALM	8' HEIGHT, CLEAR TRUNK, HURRICANE CUT	SPACE AS SHOWN GUY
UA	50	ULMUS ALATA	WINGED ELM	12'-14' HT x 5' SPR. / 3" CAL	SPACE AS SHOWN GUY
SHRUBS					
VO	782	VIBURNUM ODORATISSIMUM	SWEET VIBURNUM	36" HT. x 30" SPRD. / FULL / 7G	30" O.C.
SOD					
	SEE PLANS	PASPALUM NOTATUM 'ARGENTINE'	ARGENTINE BAHIA	SOLID, FREE OF PESTS AND DISEASES	FIELD VERIFY QTY.
MULCH					
	SEE PLANS	MINI PINE BARK NUGGETS	MINI PINE BARK NUGGETS	FREE OF DIRT AND DEBRIS	FIELD VERIFY QTY.

LANDSCAPE CODE NOTES:

WEST PROPERTY LINE BUFFER: 1,269 LINEAR FEET LESS 89' ACCESS DRIVE AND 137' TREE PRESERVATION AREA = 1,043 LINEAR FEET/ 35' = 29.8 TREES REQUIRED
PROVIDED: 30 CANOPY TREES
NORTH PROPERTY LINE BUFFER: 402 LINEAR FEET / 35' = 11.4 TREES REQUIRED
PROVIDED: 11 CANOPY TREES
EAST PROEPRTY LINE BUFFER: 702 LINEAR FEET LESS 104' TREE PRESERVATION AREA = 598' / 35' = 17 TREES REQUIRED
PROVIDED: 17 CANOPY TREES



EXTRUDED SHEETS OR PANELS WITH INTEGRAL MALE/FEMALE SLIDING LOCK CONNECTION ENDS. MATERIAL SHALL BE HDPE WITH A MINIMUM THICKNESS OF 60 MIL, AND SHALL BE RIBBED. ROOT BARRIER SHALL EXTEND TO A MINIMUM DEPTH OF 42" BELOW FINISH GRADE. THE ROOT BARRIER SHALL BE A MINIMUM OF 12" LONG, CENTERED ON THE TREE AND PARALLEL WITH THE UTILITY MAIN OR SERVICE LINE BEING PROTECTED, UNLESS SHOWN OTHERWISE ON THE PLANS. ROOT BARRIER SHALL BE INSTALLED AT ANY CANOPY / SHADE TREE PLANTED. NO TREES SHALL BE CLOSER THAN 5' TO ANY UTILITY LINE OR SERVICES.

ROOT BARRIER DETAIL

SCALE: N.T.S.

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Registered Landscape Architect
FL. Registration -LA 6667308

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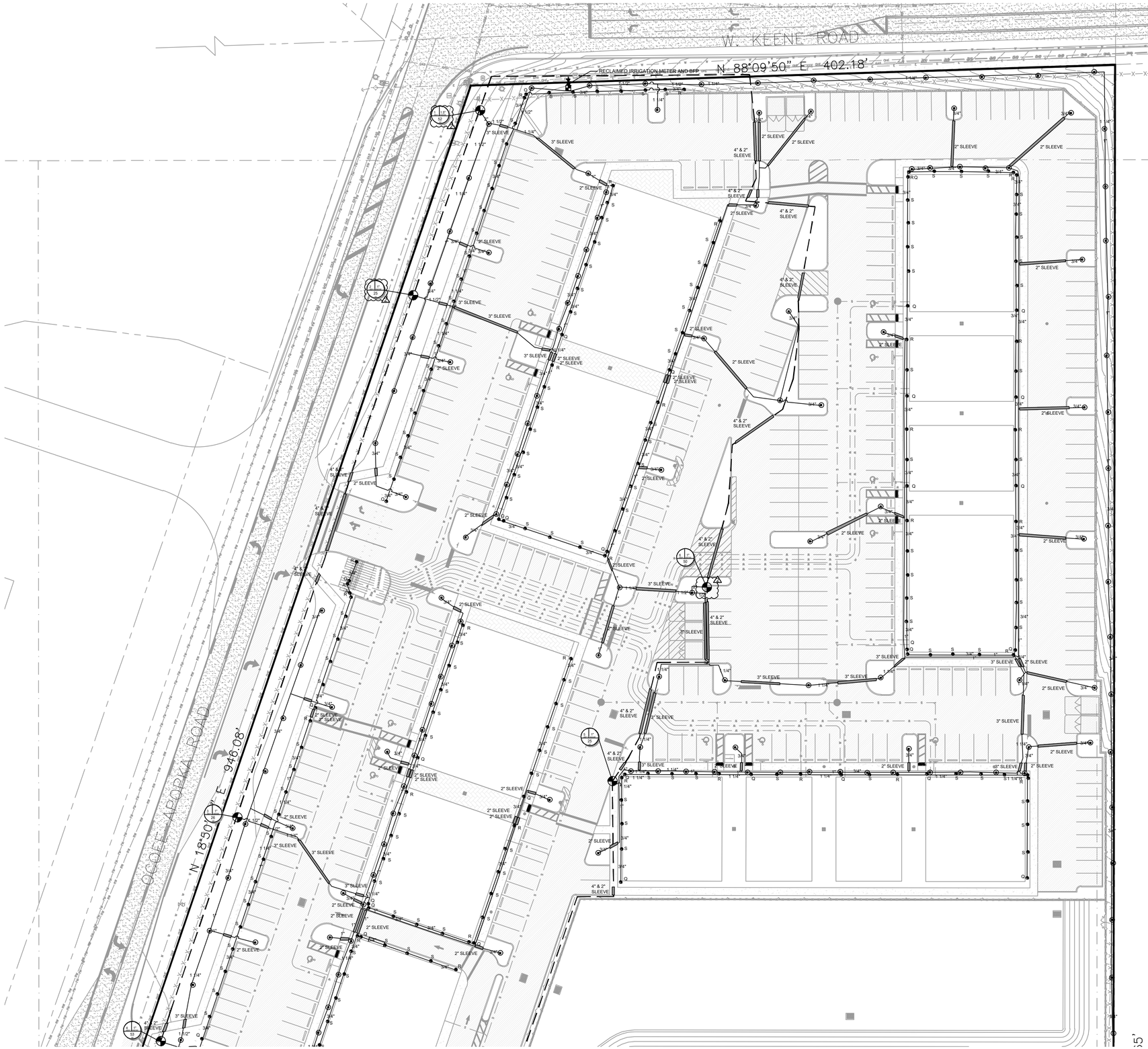
CHECKED BY: JB
SCALE:

L-6

LANDSCAPE PLAN

SHEET 6 OF 9



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L-7

IRRIGATION PLAN

SHEET 7 *OF* 9



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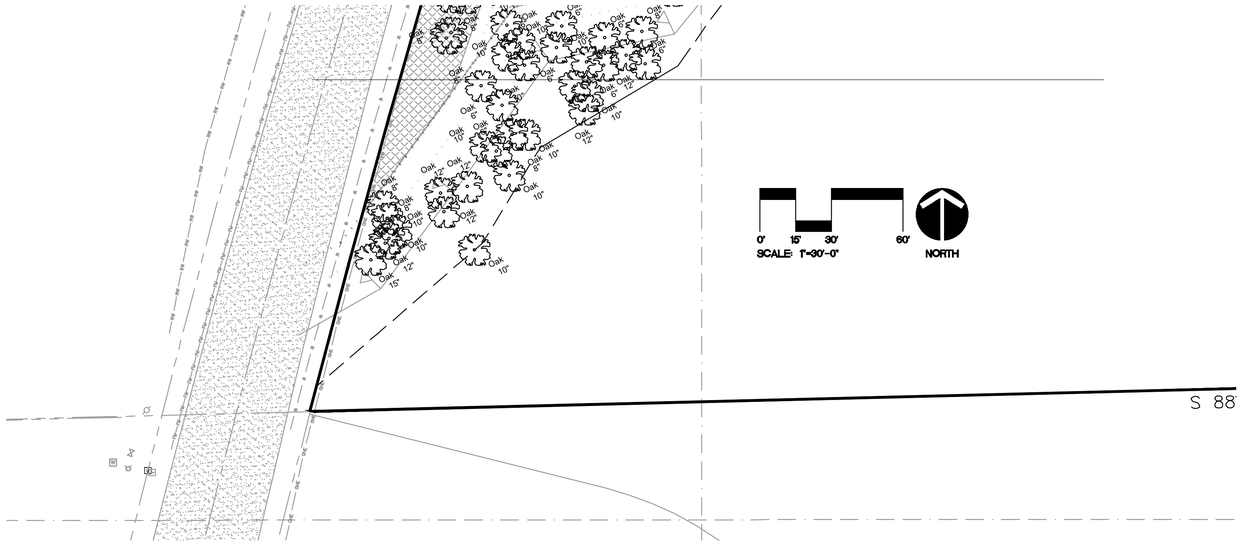
L-8
IRRIGATION PLAN
SHEET 8 OF 9



SPRAY NOZZLE CHART

	SYM	NOZZLE	NOZZLE PATTERN	GPM
MP1000 8'-15' radius	A	MAROON	90° ADJUSTABLE ARC	.19
	B	MAROON	180° ADJUSTABLE ARC	.37
	C	LT. BLUE	210° ADJUSTABLE ARC	.43
	D	LT. BLUE	270° ADJUSTABLE ARC	.57
	E	OLIVE	360° ARC	.75
MP2000 13'-21' radius	F	BLACK	90° ADJUSTABLE ARC	.40
	G	BLACK	180° ADJUSTABLE ARC	.74
	H	GREEN	210° ADJUSTABLE ARC	.86
	I	GREEN	270° ADJUSTABLE ARC	1.10
	J	RED	360° ARC	1.47
MP3000 22'-30' radius	K	BLUE	90° ADJUSTABLE ARC	.86
	L	BLUE	180° ADJUSTABLE ARC	1.82
	M	YELLOW	210° ADJUSTABLE ARC	2.12
	N	YELLOW	270° ADJUSTABLE ARC	2.73
	O	GRAY	360° ARC	3.64
STRIPS & CORNERS	P	TURQOUISE	45°-105° ADJUSTABLE ARC	.45
	Q	IVORY	5'x15' LEFT STRIP	.22
	R	COPPER	5'x15' RIGHT STRIP	.22
	S	BROWN	5'x30' SIDE STRIP	.44
BUBBLERS AND MICRO-SPRAYS	T	PCN10	1.00 GPM FLOOD BUBBLER	1.00
	U	PCN50	.50 GPM FLOOD BUBBLER	.50
	V	SR-2Q	90° 2' RADIUS	.11
	W	SR-2H	180° 2' RADIUS	.16
	X	MS-F	360° 5' RADIUS	.50

IRRIGATION NOTES

1) REFER TO THE LANDSCAPE PLANS WHEN TRENCHING TO AVOID TREES AND SHRUBS.

2) ALL MAINLINE PIPING SHALL BE BURIED TO A MINIMUM DEPTH OF 18" OF COVER. ALL LATERAL PIPING SHALL BE BURIED TO A MINIMUM DEPTH OF 12" OF COVER.

3) ALL POP-UP ROTORS AND SPRAY HEADS SHALL BE INSTALLED USING AN 18" P.V.C. FLEX PIPE CONNECTION. DO NOT USE FUNNY PIPE.

4) ADJUST ALL NOZZLES TO REDUCE WATER WASTE ON HARD SURFACES AND BUILDING WALLS.

5) THROTTLE ALL VALVES ON SHRUB LINES AS REQUIRED TO PREVENT FOGGING.

6) ALL RISERS SHALL BE PAINTED BLACK.

7) ALL RISERS SHALL BE STAKED WITH A STEEL ANGLE AND SECURED WITH ULTRA-VIOLET LIGHT PROTECTED P.V.C. CLAMPS.

8) ALL CONTROL WIRE SPLICES SHALL BE MADE IN VALVE BOXES USING SNAP-TITE CONNECTORS AND SEALANT.

9) THE CONTRACTOR SHALL PREPARE AN AS-BUILT DRAWING ON A REPRODUCIBLE PAPER (SEPIA OR MYLAR) SHOWING ALL INSTALLED IRRIGATION. A MYLAR OR SEPIA OF THE ORIGINAL PLAN MAY BE OBTAINED FROM THE LANDSCAPE ARCHITECT FOR A FEE. THE DRAWING SHALL LOCATE ALL MAINLINE AND VALVES BY SHOWING EXACT MEASUREMENTS FROM HARD SURFACES.

10) ALL VALVES, GATE VALVES AND QUICK COUPLERS SHALL BE INSTALLED IN VALVE BOXES.

11) ANY PIPING SHOWN OUTSIDE THE PROPERTY LINE OR RUNNING OUTSIDE A LANDSCAPE AREA IS SHOWN THERE FOR CLARITY ONLY. ALL LINES SHALL BE INSTALLED ON THE PROPERTY AND INSIDE THE LANDSCAPE AREAS.

12) ALL RISERS SHALL BE INSTALLED 12" FROM ANY WALL AND A MINIMUM OF 36" FROM ANY SIDEWALK, PATIO OR ROAD.

13) THE EXACT HEIGHT OF ANY 12" POP-UP THAT IS SHOWN IN A SHRUB BED SHALL BE DETERMINED BY THE LANDSCAPE ARCHITECT IN THE FIELD.

14) THE CONTRACTOR SHALL EXERCISE CARE SO AS NOT TO DAMAGE ANY EXISTING UTILITIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE IMMEDIATE REPAIRS AND COST OF ANY DAMAGE CAUSED BY HIS WORK.

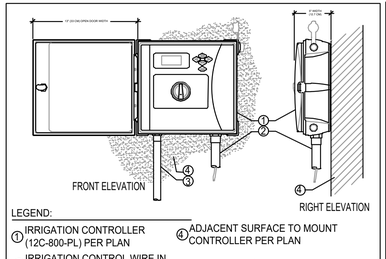
15) ALL WORK SHALL BE GUARANTEED FOR ONE YEAR FROM THE DATE OF FINAL ACCEPTANCE AGAINST ALL DEFECTS IN EQUIPMENT AND WORKMANSHIP.

16) CONTRACTOR TO USE MIN. OF 12 GAUGE WIRE FOR ALL COMMON WIRES AND 14 GAUGE WIRE FOR ALL CONTROL WIRES. CONTRACTOR ALSO TO PROVIDE 3 SPARE CONTROL WIRES FOR ANY FUTURE USE.

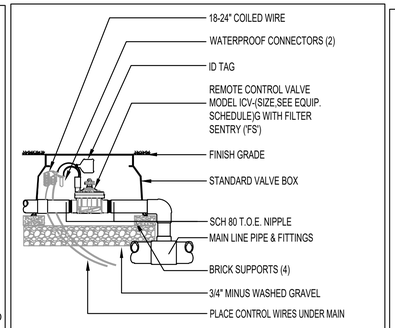
17) CONCRETE THRUST BLOCKS ARE TO BE UTULIZED AT ALL MAINLINE DIRECTION CHANGES.

18) ALL IRRIGATION SHOWN ON PLANS IS SCHEMATIC AND DOES NOT REFLECT ALL FITTINGS AND APPURTENANCES WHICH SHALL BE INCLUDED TO PROVIDE A FULLY FUNCTIONAL IRRIGATION SYSTEM CAPABLE OF PROVIDING 100 PERCENT COVERAGE WITH A 50 PERCENT OVERLAP.

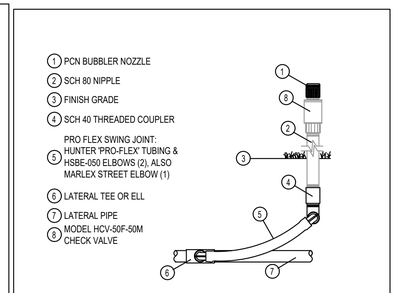
IRRIGATION DETAILS



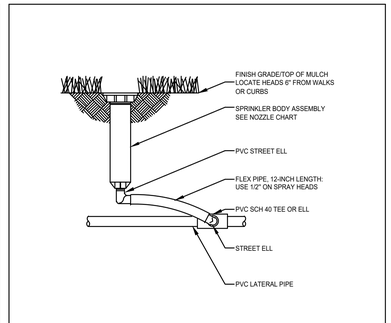
A ICC2 WALL MOUNT CONTROLLER



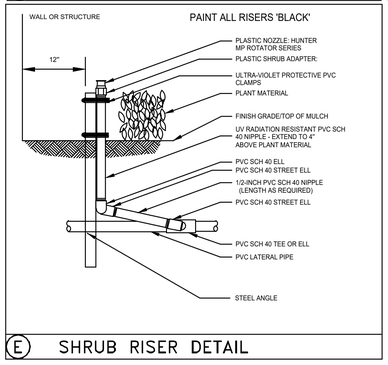
B ICV-151 OR 201 GLOBE VALVE



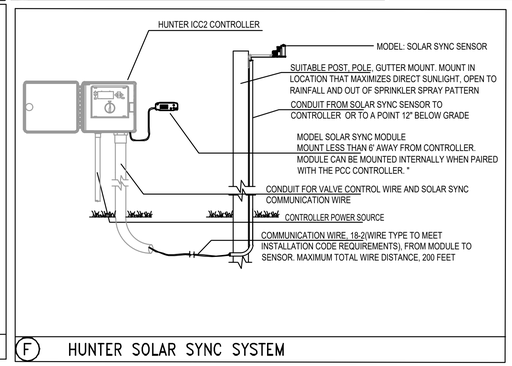
C PCN BUBBLER



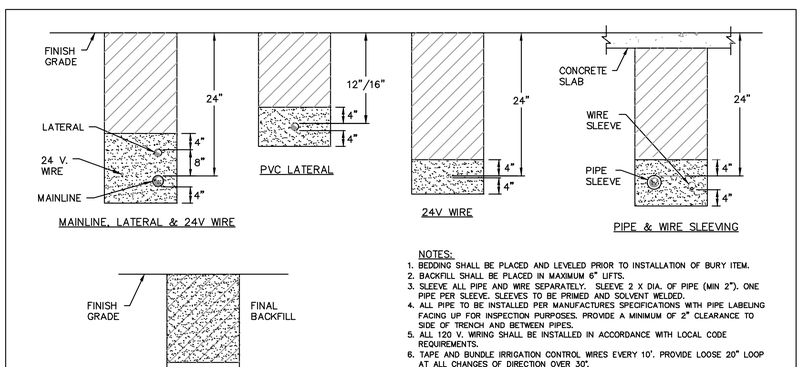
D HEAD DETAIL



E SHRUB RISER DETAIL



F HUNTER SOLAR SYNC SYSTEM



G TRENCHING DETAILS

EQUIPMENT LIST

SYMBOL	DESCRIPTION	QUANTITY
	0.50 GPM BUBBLER (2 PER TREE)	310 (2)
	6" POP-UP SPRAY - HUNTER INDUSTRIES MPR40 W/MP2000 NOZZELS	0
	12" POP-UP SPRAY - HUNTER INDUSTRIES MPR40 W/MP2000 NOZZELS	0
	SPRAY ON RISER - HUNTER INDUSTRIES INST-00-CV-MP2000	208 (2)
	HUNTER INDUSTRIES - 4" POP-UP PGP ROTORS- PART RADIUS	0
	HUNTER INDUSTRIES - 4" POP-UP PGP ROTORS- FULL RADIUS	0
	HUNTER INDUSTRIES - I-40 ROTORS - PART 60' RADIUS	0
	HUNTER 'ICV' SERIES ELECTRIC VALVE WITH ACCU-SET PRESSURE REGULATOR 1"	3
	HUNTER 'ICV' SERIES ELECTRIC VALVE WITH ACCU-SET PRESSURE REGULATOR 1 1/2"	3
C	HUNTER ICC2 8 STATION CONTROLLER, 120VOLT INSTALL WITH A SOLAR SYNC (WITH EVAPOTRANSPIRATION SENSOR AND RAIN SENSOR AND BY-PASS BOX.) GROUND WITH AN 8' COPPER CLAD ROD.	1
	1.5" RECLAIMED IRRIGATION METER TO PROVIDE 55 GPM AT 40 PSI	1
	1" DOUBLE CHECK VALVE BACKFLOW PREVENTOR	1
	LATERAL LINE SIZE PER PLAN	SEE PLAN
	2" MAINLINE CLASS 200 P.V.C. SIZE PER PLAN	SEE PLAN
	SLEEVING - SCH. 40 P.V.C. MIN. DEPTH OF 24" (ALL 4" SLEEVES TO HAVE ACCOMPANYING 2" SLEEVE FOR WIRES)	SEE PLAN

IRRIGATION TO CONNECT TO RE-USE. ALL PIPING AND COMPONENTS TO USE PURPLE (PANTONE COLOR 512)

2

Zone Chart			
Zone#	GPM	Water Use	Program
1	52	Bubblers	A
2	25	Shrubs	B
3	26	Shrubs	B
4	53	Bubblers	A
5	25	Shrubs	B
6	50	Bubblers	A

CADDSCAPES, INC.
Florida Landscape Architecture Firm
432 Nowell Loop
Deland, FL 32724
Office: 407 310-5567
Landscape Architect:
Florida Water Star AP
Jason Bridgewater, RLA
jasonbridgewater@gmail.com
© Caddscapes, Inc. 2023

LAKE CARTER EXCHANGE

Intersection of W. Keene Road and Ocoee Apopka Road, Apopka Florida

APOPKA, FLORIDA

REVISIONS:

No.	Date	Item
1	3/15/24	City Comments
2	4/22/24	City Comments

Seal:
DATE: 04/22/2024

Jason P. Bridgewater
Registered Landscape Architect
FL. Registration -LA 6667308

DATE:	10/13/2023
DRAWN BY:	JB
CHECKED BY:	JB
SCALE:	

48 HOURS BEFORE YOU DIG
CALL SUNSHINE
1-800-432-4770 or 811
IT'S THE LAW IN FLORIDA
FLORIDA LAW REQUIRES EXCAVATORS TO NOTIFY OWNERS OF UNDERGROUND FACILITIES NO LESS THAN TWO (2) DAYS PRIOR TO EXCAVATION

L-9
LANDSCAPE PLAN / DETAILS
SHEET 9 OF 9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FUTURE TENANT
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Lake Rutherford
Medicine Lake
Ocoee Apopka Rd
W Keene Rd
29
Daniel Webster Western Beltway
Lake Carter
Magnolia Park Estates
Park Meadow Dr
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1700 W. Keene Road
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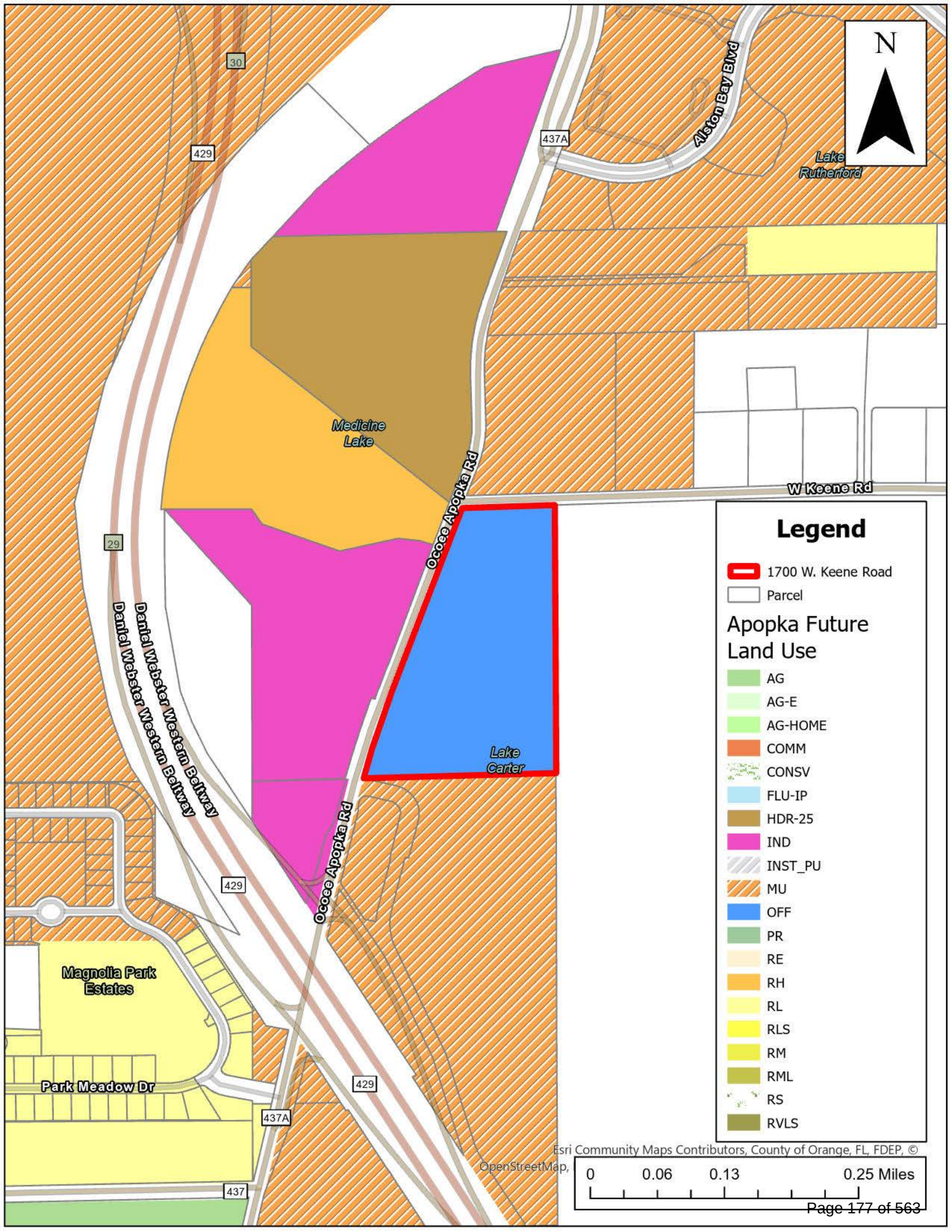
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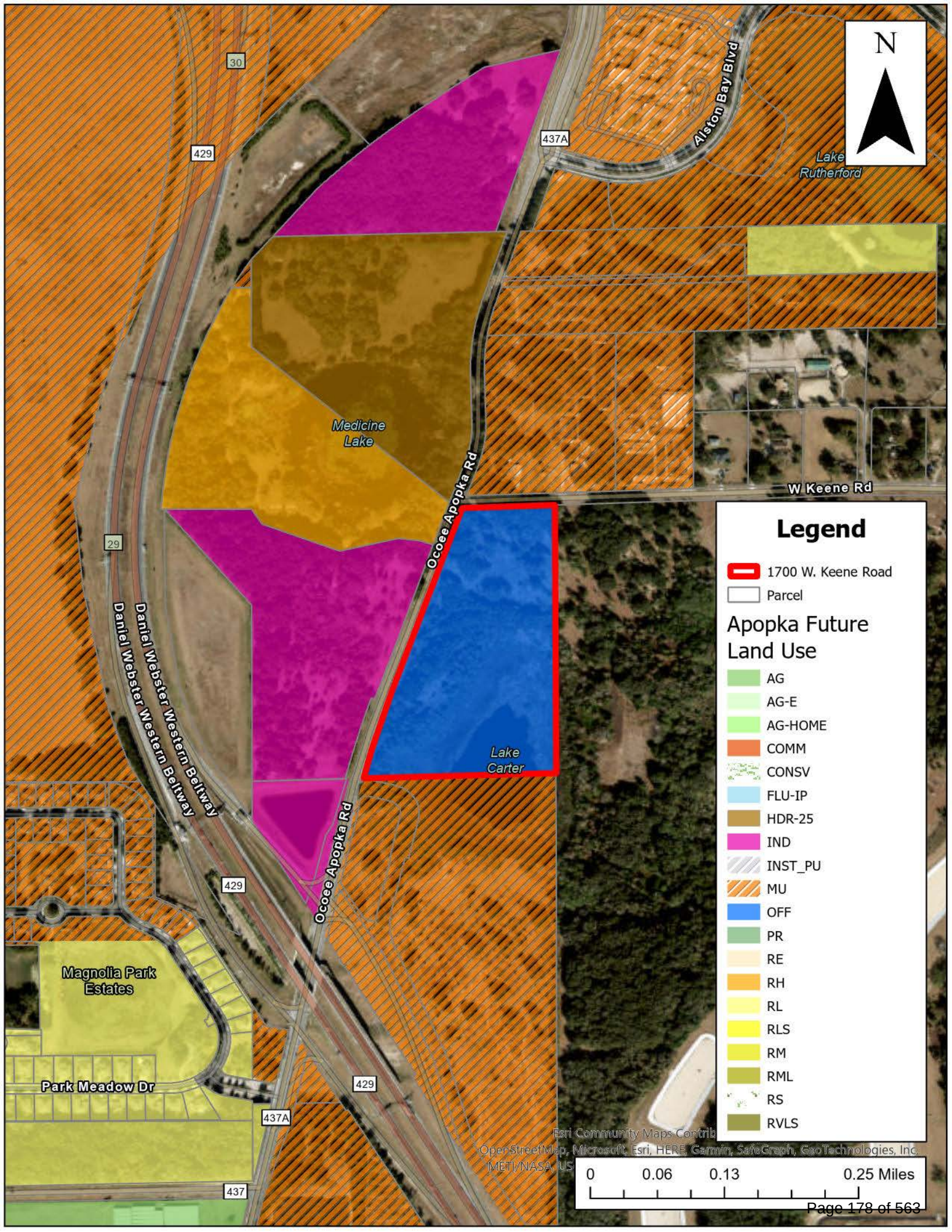
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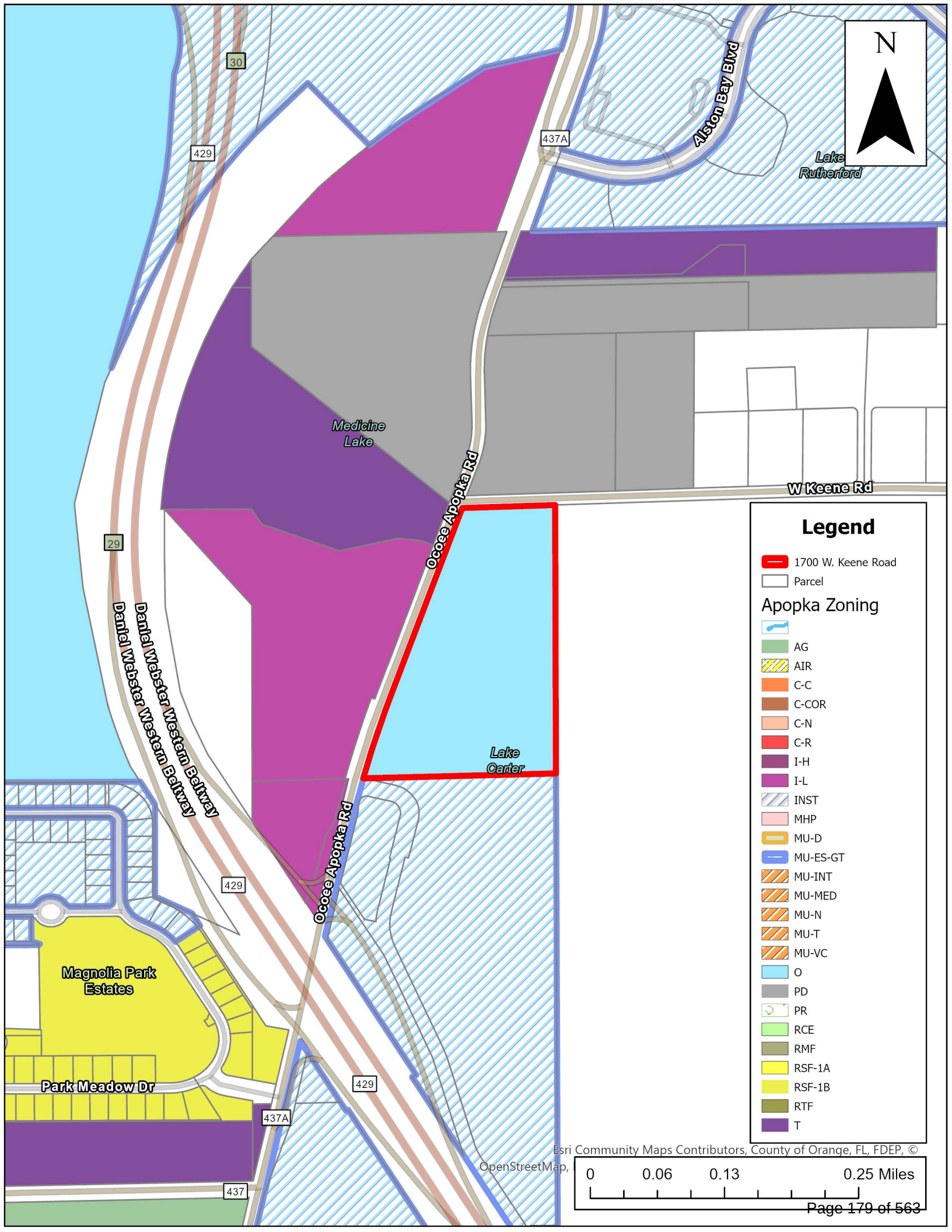
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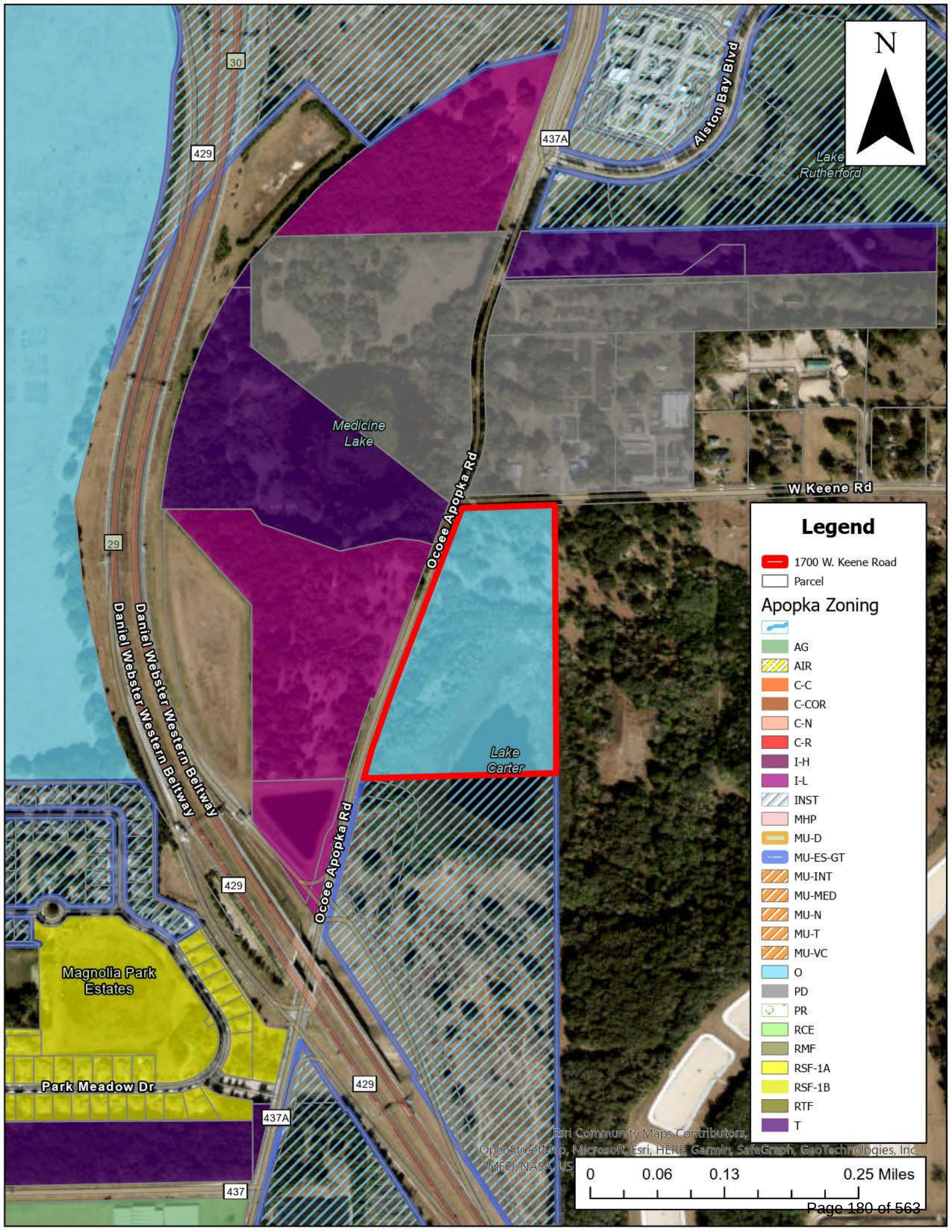
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City of Apopka
CITY COUNCIL STAFF REPORT

Section: BUSINESS (Action Item)
Item #: 3.
Meeting Date: August 7, 2024
Department: Community Development

SUBJECT:
The Ridge Parcel 2 Subphasing – Construction Site Plan

REQUEST:
Approve The Ridge Parcel 2 Subphasing – Construction Site Plan

SUMMARY:
Owner(s): DRP FL 5, LLC
Applicant: VHB c/o James R. Hoffman, P.E.
Parcel Number(s): 17-21-28-0935-06-001
Location: North of Boy Scout Road and west of Falconhurst Lane
Future Land Use (FLU): Residential Low
Zoning: PD (Planned Development)
Existing Use: Vacant
Proposed Use(s): 313 single family detached lots
Tract Size: 79.57 +/- acres
Density/Intensity: 3.9 dwelling units per acre

Zoning Report:

Direction	Future Land Use	Zoning	Present Use
North	Residential Low	PD (Planned Development)	Vacant
East	Residential Low	PD	Breckenridge Residential Subdivision and vacant
South	Residential Low	PD	Bronson's Peak Residential Subdivision
West	Residential Low	PD	Magnolia Estates Subdivision

PROJECT SUMMARY:

The Ridge Parcel 2 Subphasing - Construction Site Plan (CSP) proposes the revision of phasing limits to Phase 2A and Phase 2B. The purpose of this submittal is to split Phase 2 as previously approved into Phase 2A and 2B. Phase 2A will include 88 lots and Phase 2B will include 60 lots. This further phasing of Phase 2 will allow for earlier construction and completion of the roads to the west of the Amenity Area. There are no design changes proposed with this revision. This CSP has been determined to be presented to the City Council for approval in the interest of the Council, public and issuance of one Certificate of Acceptance by the City Engineer, for complete phases approved by the City Council.

Since the presentation at the City Council on July 17, 2024, the applicant is seeking to withdraw the request

because the Developer and Staff have collaborated to keep the project as a single phase. The City Engineer, upon approval of the site, will issue one Certificate of Acceptance based on the current development order.

ACCESS/TRANSPORTATION:

Access is on Boy Scout Road via Dawnridge Boulevard.

ORANGE COUNTY NOTIFICATION:

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

PUBLIC HEARING SCHEDULE:

July 17, 2024 – City Council (7:00 P.M.)
August 7, 2024 – City Council (1:30 P.M.)

FUNDING SOURCE:
Not applicable.

RECOMMENDED MOTION:

Development Review Committee:

Recommends approval of The Ridge Parcel 2 Subphasing – Construction Site Plan, subject to the findings in the staff report.

City Council:

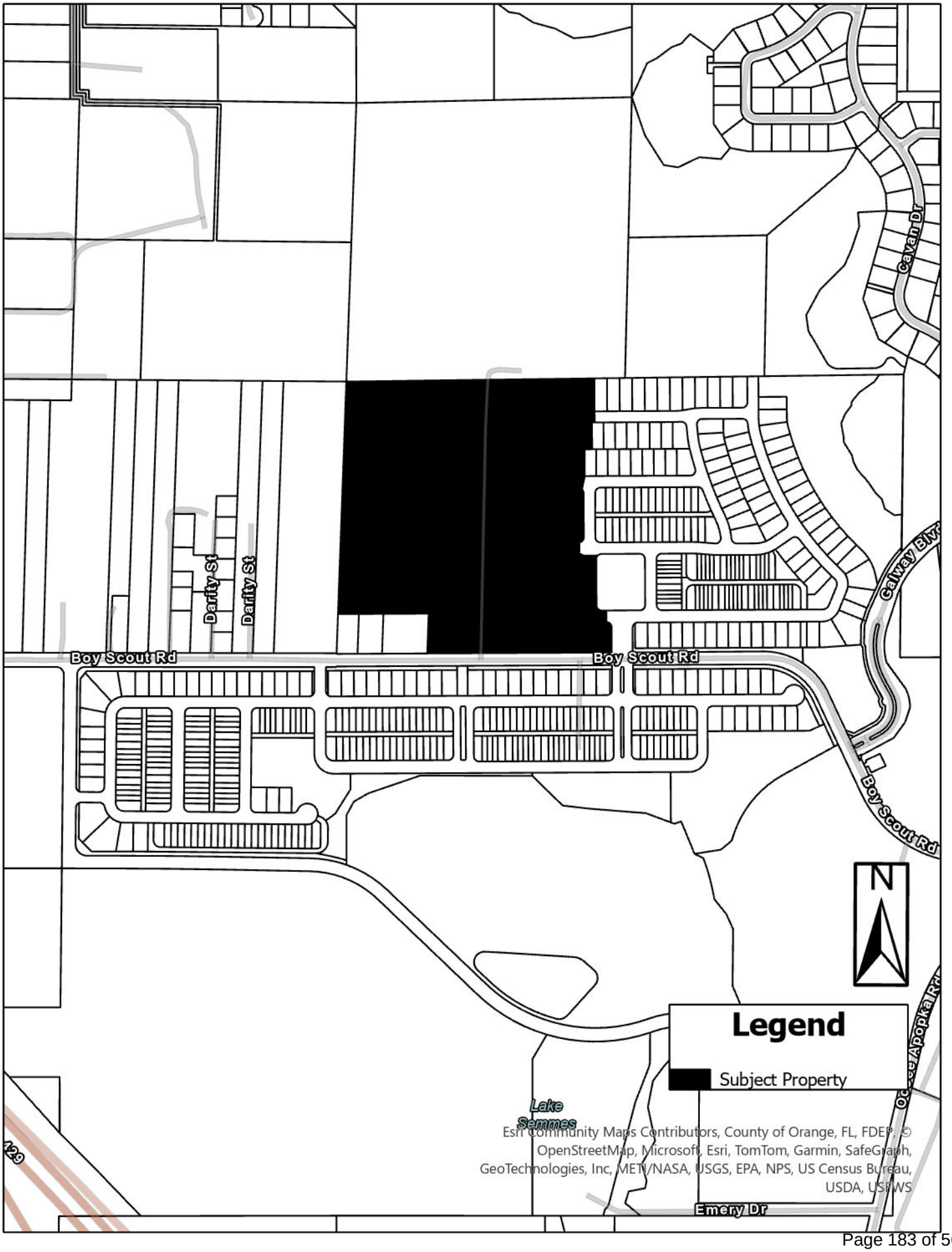
At its meeting on July 17, 2024, the City Council voted unanimously to table this item to a date certain of August 7, 2024.

Recommended Motion – City Council:

Spprove The Ridge Parcel 2 Subphasing – Construction Site Plan, subject to the findings in the staff report.

ATTACHMENTS:
1. Maps
2. The Ridge Parcel 2 Subphasing - CSP

Vicinity


Boy Scout Rd
Boy Scout Rd
Darity St
Darity St
Calvan Dr
Galway Blvd
Boy Scout Rd
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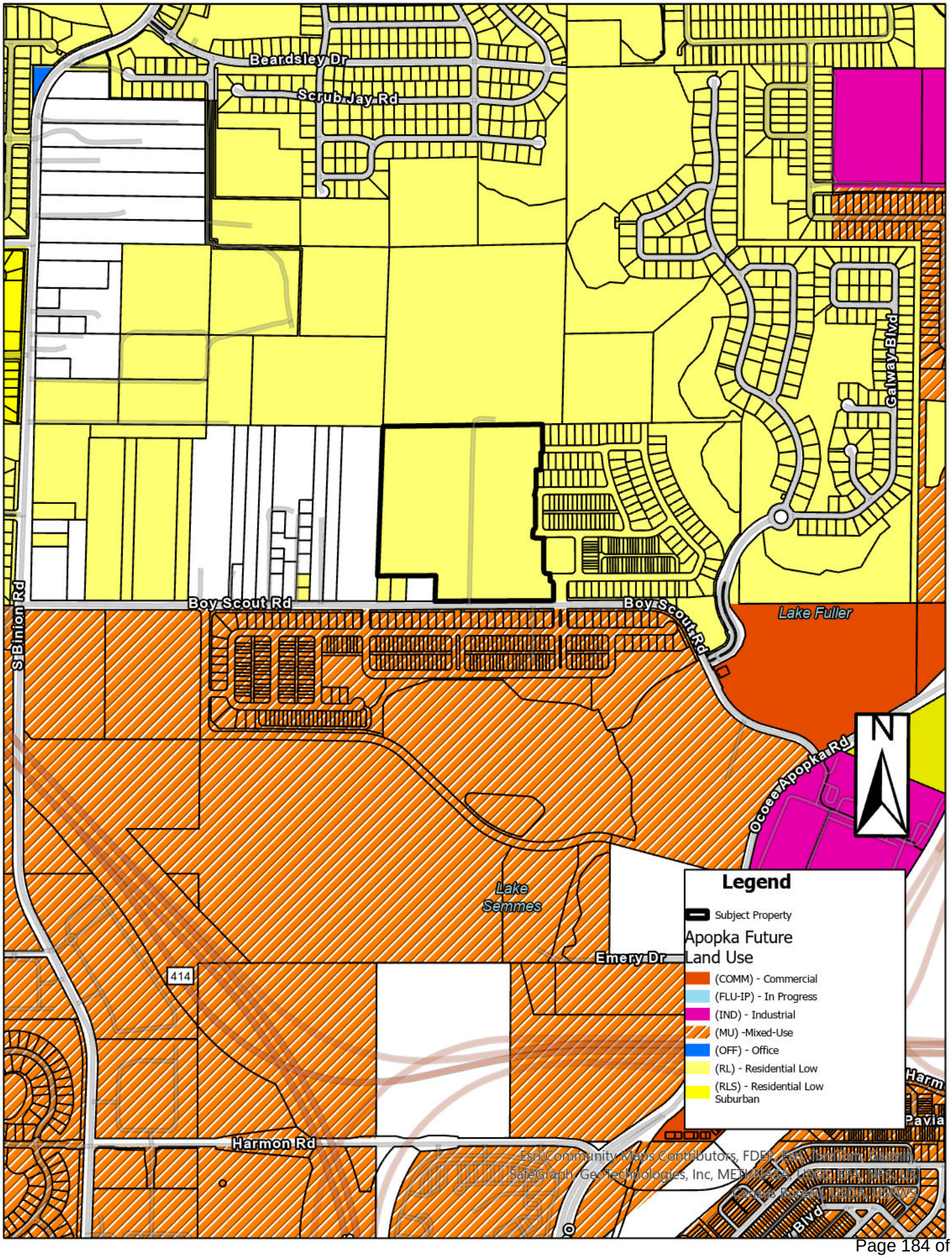
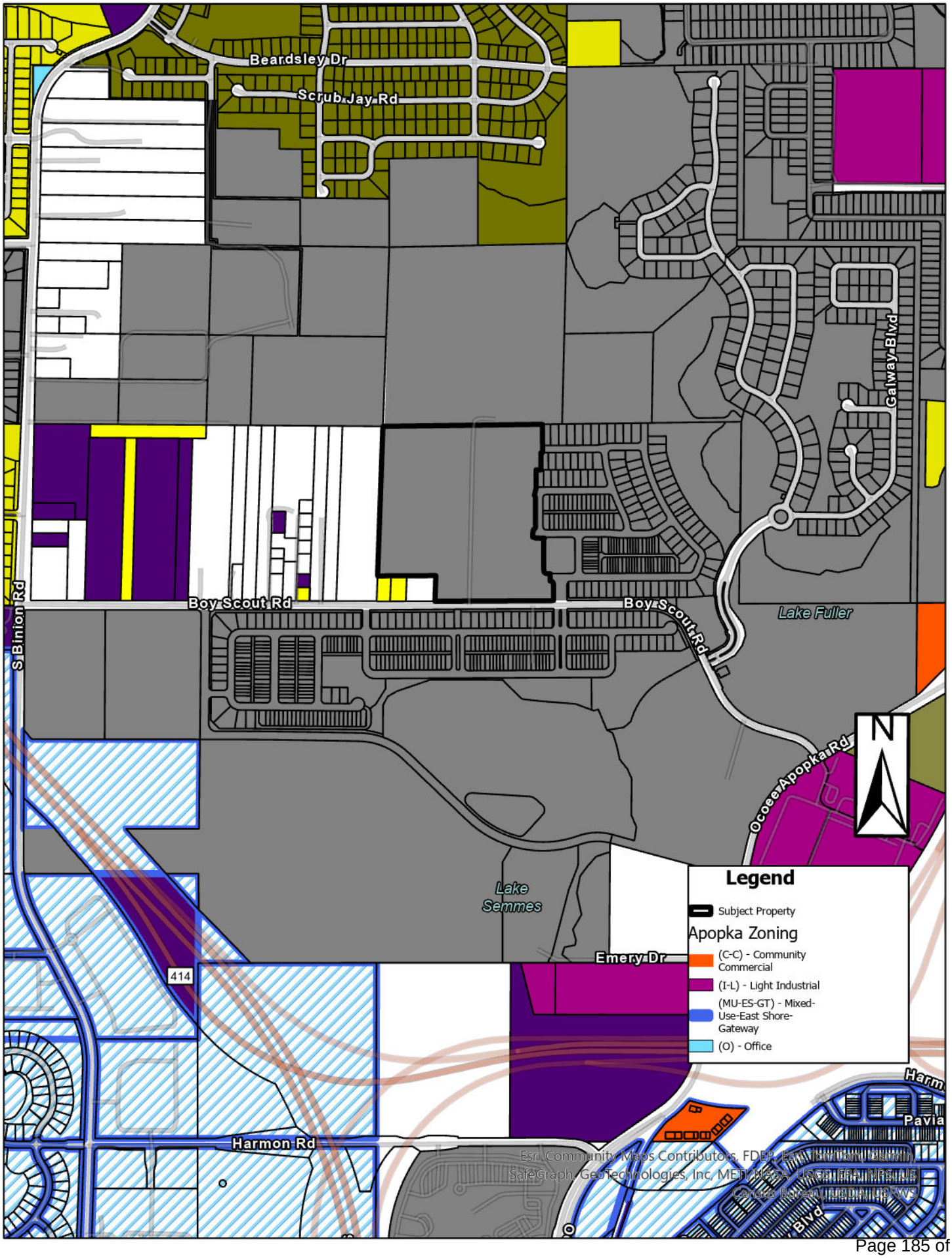
Legend
Subject Property
Lake Semmes
Esri Community Maps Contributors, County of Orange, FL, FDEP, © OpenStreetMap, Microsoft, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS
Emery Dr

Future Land Use



Zoning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Scrub Jay Rd
Galway Blvd
S Binion Rd
Boy Scout Rd
Boy Scout Rd
Lake Fuller
Ocoee Apopka Rd
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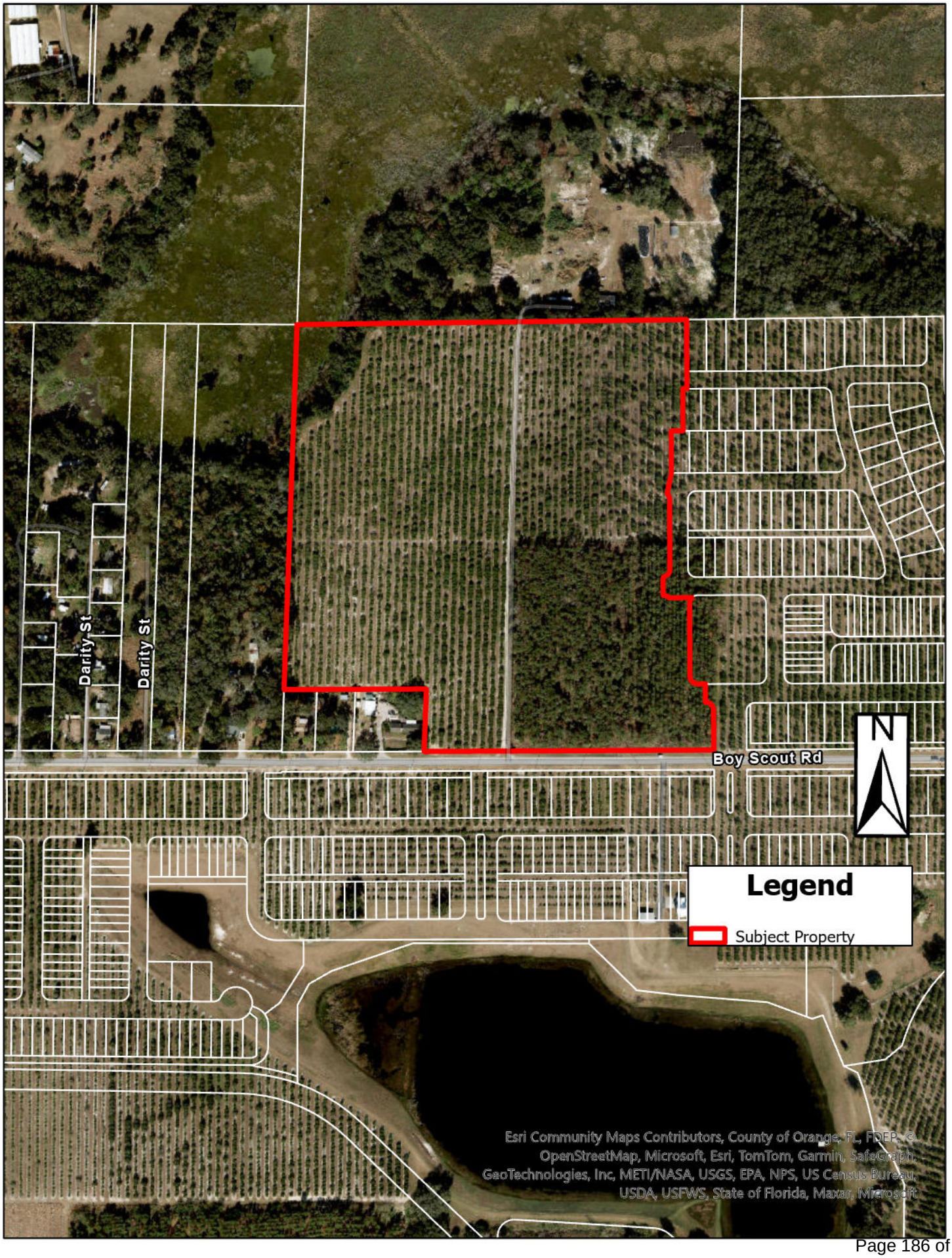
Lake Semmes
Emery Dr
414
Harmon Rd
Legend
Subject Property
Apopka Zoning
(C-C) - Community Commercial
(I-L) - Light Industrial
(MU-ES-GT) - Mixed-Use-East Shore-Gateway
(O) - Office
Pavia
Esri Community Maps Contributors, FDEP, East View Geospatial, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS

Aerial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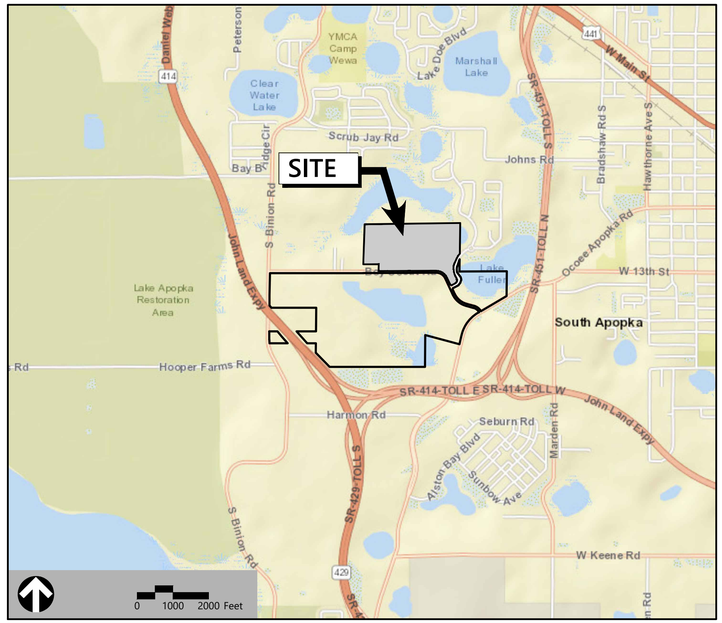
Construction Site Plan

Issued for	Construction Plan Approval
Date Issued	February 25, 2022
Latest Issue	May 01, 2024

The Ridge PD - Parcel 2

City of Apopka, Florida

Parcel IDs: 17-21-28-0000-00-006, 17-21-28-0000-00-017, 17-21-28-0000-00-018, 17-21-28-0000-00-023



Owner

DRP FL 5 LLC
590 Madison Ave, 13th Floor
New York, NY 10022
P 212·751·5950 ⚠1

Applicant

Toll Brothers Inc.
2966 Commerce Park Drive
Suite 100
Orlando, Florida 32809
P 407·345·6006 ⚠1

vhb.com

vhb

225 E. Robinson Street
Suite 300
Orlando, FL 32801
407.839.4006
Certificate of Authorization
Number FL #3932

Community Planner & Civil Engineer
VHB
225 E. Robinson Street
Suite 300
Orlando, Florida 32801
P 407·839·4006 - 407·839·4008

Surveyor
VHB
225 E. Robinson Street
Suite 300
Orlando, Florida 32801
P 407·839·4006 - 407·839·4008

Geotech
Yovaish Engineering Services, LLC
953 Sunshine Lane
Altamonte Springs, Florida 32714
P 407·774·9383 - 407·478·8978

Allen & Company
16 E. Plant Street
Winter Garden, Florida 34787
P 407·654·5355

Environmental
Bio-Tech Consulting Inc.
3025 E. South Street
Orlando, Florida 32803
P 407·894·5969 - 407·894·5970

Land Use Attorney
Gray Robinson P.A.
301 E. Pine Street
Suite 1400
Orlando, Florida 32801
P 407·843·8880

⚠6 **Development Scope**

This development generally includes Parcel 2 of The Ridge PD. Improvements include roadways, sidewalks, utilities, grading, stormwater, and site layout for a residential subdivision.

At the time of this application Phases 1A, 1B, and, 1C of Parcel 2 are complete. This proposal is to split Phase 2 as previously approved into two sub-phases, Phase 2A and Phase 2B.

Sheet Index

No.	Drawing Title	Latest Issue
C1.00	Legend, Abbreviations & Notes	November 22, 2023
C1.01	Existing Conditions & Erosion Control Plan	November 22, 2023
C1.02	Erosion Control Details	November 22, 2023
C1.05	Master Site Plan & Site Data	May 01, 2024
C1.10 - C1.11	Typical Sections & Details	November 22, 2023
C2.01-C2.04	Lot Grading Plan	November 22, 2023
C2.05	Grading Details	November 22, 2023
C2.10 - C2.11	Control Structure Details	November 22, 2023
C3.01-C3.04	Drainage & Wastewater Plan	May 01, 2024
C4.01-C4.04	Water Distribution Plan	May 01, 2024
C4.05-C4.08	Reclaimed Water Distribution Plan	May 01, 2024
C5.01-C5.04	Layout & Materials Plan	May 01, 2024
C6.01-C6.14	Plan & Profile	May 01, 2024
C7.00	Fire Access Plan	November 22, 2023
⚠6 C8.04	Grading, Pavement & Striping Plan	May 01, 2024
⚠6 C8.05	Offsite Imp. Typical Road Sections - Boy Scout Road	May 01, 2024
C9.00-C9.02	Standard F.D.O.T. Details	November 22, 2023
C9.03-C9.06	Standard Utility Details	November 22, 2023
⚠6 C9.07	General Details	May 01, 2024

Reference Drawings

No.	Drawing Title	Latest Issue
Shts. 1-8	ALTA/NSPS Land Title Boundary & Topographic Survey	November 9, 2020

This item has been electronically signed and sealed by James R. Hoffman, P.E. on May 1, 2024 using a Digital Signature.

Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

JAMES R. HOFFMAN LICENSE NO. 75623 STATE OF FLORIDA PROFESSIONAL ENGINEER

James R. Hoffman, P.E.
P.E. # 75623
DATE: May 01, 2024

IF YOU REQUIRE FURTHER CLARIFICATION OF WHAT THIS DOCUMENT REPRESENTS, PLEASE CONTACT THE ADA COORDINATOR OF CITY OF APOPKA AT 407-703-1700

VHB Project : 63534.03
Issued for : Construction Site Plan

\\VHB.COM\GBL\PROJ\ORLANDO\63534.03 TOLL BROS--THE RIDGE P-2\CAD\LD\PLANSET\FDP\635403-COV 1 May 2024

Legend

Exist.	Prop.	
		PROPERTY LINE
		PROJECT LIMIT LINE
		RIGHT-OF-WAY/PROPERTY LINE
		EASEMENT
		BUILDING SETBACK
		PARKING SETBACK
10+00	10+00	BASELINE
		CONSTRUCTION LAYOUT
		ZONING LINE
		TOWN LINE
		LIMIT OF DISTURBANCE
		WETLAND LINE WITH FLAG
		FLOODPLAIN
BLSF		BORDERING LAND SUBJECT TO FLOODING
BZ		WETLAND BUFFER ZONE
NDZ		NO DISTURB ZONE
200'RA		200' RIVERFRONT AREA
		GRAVEL ROAD
EOP	EOP	EDGE OF PAVEMENT
BB	BB	BITUMINOUS BERM
BC	BC	BITUMINOUS CURB
CC	CC	CONCRETE CURB
	CG	CURB AND GUTTER
ECC	ECC	EXTRUDED CONCRETE CURB
MCC	MCC	MONOLITHIC CONCRETE CURB
PCC	PCC	PRECAST CONC. CURB
SGE	SGE	SLOPED GRAN. EDGING
VGC	VGC	VERT. GRAN. CURB
		LIMIT OF CURB TYPE
		SAWCUT
		BUILDING
	EN	BUILDING ENTRANCE
	LD	LOADING DOCK
		BOLLARD
D	D	DUMPSTER PAD
		SIGN
		DOUBLE SIGN
		STEEL GUARDRAIL
		WOOD GUARDRAIL
		PATH
		TREE LINE
		WIRE FENCE
		FENCE
		STOCKADE FENCE
		STONE WALL
		RETAINING WALL
		STREAM / POND / WATER COURSE
		DETENTION BASIN
		HAY BALES
		SILT FENCE
		SILT SOCK / STRAW WATTLE
4	4	MINOR CONTOUR
20	20	MAJOR CONTOUR
10	10	PARKING COUNT
	C10	COMPACT PARKING STALLS
DYL	DYL	DOUBLE YELLOW LINE
SL	SL	STOP LINE
		CROSSWALK
		ACCESSIBLE CURB RAMP
		ACCESSIBLE PARKING
VAN	VAN	VAN-ACCESSIBLE PARKING

Exist.	Prop.	
		CONCRETE
		HEAVY DUTY PAVEMENT
		BUILDINGS
		RIPRAP
		CONSTRUCTION EXIT
27.35 TC×	27.35 TC×	TOP OF CURB ELEVATION
26.85 BC×	26.85 BC×	BOTTOM OF CURB ELEVATION
132.75×	132.75×	SPOT ELEVATION
45.0 TW× 38.5 BW×	45.0 TW× 38.5 BW×	TOP & BOTTOM OF WALL ELEVATION
		BORING LOCATION
		TEST PIT LOCATION
MW	MW	MONITORING WELL
UD	UD	UNDERDRAIN
12"D	12D	STORM DRAIN
6"RD	6RD	ROOF DRAIN
12"S	12S	SEWER
FM	FM	FORCE MAIN
OHW	OHW	OVERHEAD WIRE
6"W	6W	WATER
4"FP	4FP	FIRE PROTECTION
	2DW	DOMESTIC WATER
3"G	G	GAS
E	E	ELECTRIC
STM	STM	STEAM
T	T	TELEPHONE
FA	FA	FIRE ALARM
CATV	CATV	CABLE TV
		CATCH BASIN CONCENTRIC
		CATCH BASIN ECCENTRIC
		DOUBLE CATCH BASIN CONCENTRIC
		DOUBLE CATCH BASIN ECCENTRIC
		GUTTER INLET
		DRAIN MANHOLE CONCENTRIC
		DRAIN MANHOLE ECCENTRIC
TD		TRENCH DRAIN
E	E	PLUG OR CAP
CO	CO	CLEANOUT
		FLARED END SECTION
		HEADWALL
		SEWER MANHOLE CONCENTRIC
		SEWER MANHOLE ECCENTRIC
CS	CS	CURB STOP & BOX
WV	WV	WATER VALVE & BOX
TSV	TSV	TAPPING SLEEVE, VALVE & BOX
		SIAMESE CONNECTION
HYD	HYD	FIRE HYDRANT
WM	WM	WATER METER
PIV	PIV	POST INDICATOR VALVE
W	W	WATER WELL
GG	GG	GAS GATE
GM	GM	GAS METER
	TMH	ELECTRIC MANHOLE
EM	EM	ELECTRIC METER
		LIGHT POLE
	TMH	TELEPHONE MANHOLE
T	T	TRANSFORMER PAD
		UTILITY POLE
		GUY POLE
		GUY WIRE & ANCHOR
HH	HH	HAND HOLE
PB	PB	PULL BOX
MATCH LINE SEE SHEET C1.01		MATCHLINE

GENERAL NOTES:

1. ALL CONSTRUCTION TO BE IN ACCORDANCE WITH THE LATEST STANDARDS OF CITY OF APOPKA, FLORIDA.
2. PAVEMENT STRIPING TO BE IN ACCORDANCE WITH ORANGE COUNTY SPECIFICATIONS AND WITH THE FLORIDA D.O.T. STANDARD PLANS FOR ROAD CONSTRUCTION, INDEX 711-001.
3. THE LOCATIONS OF ALL EXISTING UTILITIES SHOWN ON THE PLANS HAVE BEEN FIELD VERIFIED AT ALL POINTS OF CONNECTION AND AT ALL POSSIBLE AREAS OF CONFLICT. THEY ARE DETERMINED FROM THE BEST INFORMATION AVAILABLE AND ARE GIVEN FOR THE CONVENIENCE OF THE CONTRACTOR. THE ENGINEER ASSUMES NO RESPONSIBILITY FOR THEIR ACCURACY. PRIOR TO THE START OF ANY CONSTRUCTION ACTIVITY, IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO NOTIFY THE VARIOUS UTILITIES AND TO MAKE THE NECESSARY ARRANGEMENTS FOR ANY RELOCATIONS TO THESE UTILITIES WITH THE OWNER OF THE UTILITY. THE CONTRACTOR SHALL EXERCISE CAUTION WHEN CROSSING AN UNDERGROUND UTILITY, WHETHER SHOWN ON THE PLANS OR LOCATED BY THE UTILITY COMPANY. ALL UTILITIES THAT INTERFERE WITH THE PROPOSED CONSTRUCTION SHALL BE RELOCATED BY THE RESPECTIVE UTILITY COMPANY AND THE CONTRACTOR SHALL COOPERATE WITH THEM DURING RELOCATION OPERATIONS. ANY DELAY OR INCONVENIENCE CAUSED TO THE CONTRACTOR BY THE RELOCATION OF VARIOUS UTILITIES SHALL BE INCIDENTAL TO THE CONTRACT.
4. WHERE MUCK OR OTHER ORGANIC MATERIAL IS FOUND, IT SHALL BE REPLACED WITH GOOD QUALITY BACKFILL MATERIAL OBTAINED FROM THE GRADING OPERATIONS OR OTHER SOURCE APPROVED BY THE GEOTECHNICAL ENGINEER. THE ORGANIC MATERIAL SHALL BE THEN USED AS TOP DRESSING WHEN MIXED WITH CLEAN BACKFILL SOIL AS APPROVED BY THE GEOTECHNICAL ENGINEER OR PLACED AS APPROVED BY OWNER.
5. ALL FINISHED GRADES AND ELEVATIONS ARE AS DENOTED BY THE APPLICABLE LEGEND.
6. AS PART OF THE CLEARING AND GRUBBING OPERATION, THE CONTRACTOR IS TO REMOVE ALL FENCING AND/OR EXISTING FACILITIES FROM THE SITE.
7. FOR BENCHMARKS CONTACT ALLEN & COMPANY.
8. ANY STRUCTURES IN THE RECREATION AREA ARE TO BE PERMITTED SEPARATELY THROUGH THE CITY OF APOPKA BUILDING DEPARTMENT.
9. SIDEWALKS SHALL BE CONSTRUCTED TO BE FLORIDA ACCESSIBILITY AND ADA COMPLIANT INCLUDING HANDICAP RAMPS AT ALL INTERSECTIONS.
10. THE ORANGE COUNTY ENVIRONMENTAL PROTECTION DIVISION MUST BE NOTIFIED IN WRITING BY THE APPLICANT OF THE START AND COMPLETION OF THE PUBLIC ROAD IMPROVEMENTS.
11. THE LIMITS OF POND TRACTS SHALL BE SODDED UNLESS OTHERWISE NOTED.
12. CONCRETE SIDEWALKS (AS SPECIFIED BY APPROPRIATE ROADWAY SECTION) ADJACENT TO ALL LOTS TO BE INSTALLED BY HOME BUILDER. SIDEWALKS ADJACENT TO PONDS, PARKS, AND OPEN SPACE, AS SHOWN ON PLANS, ARE TO BE CONSTRUCTED WITH INFRASTRUCTURE.
13. EARTHWORK TO BE DONE IN ACCORDANCE WITH GEOTECHNICAL ENGINEERING EVALUATION REPORT: AS PREPARED BY YOVAISH ENGINEERING SERVICES LLC.
14. ALL UTILITIES LOCATED OUTSIDE PUBLIC RIGHT-OF-WAYS AND PUBLIC EASEMENTS SHOULD BE PRIVATELY OWNED AND MAINTAINED.
15. THE CONTRACTOR SHALL NOTIFY CITY OF APOPKA UTILITIES DIVISION 48-HOURS PRIOR TO ANY UTILITIES CONSTRUCTION.
16. THE CONSTRUCTION OF ALL UTILITIES CONNECTING TO CITY OF APOPKA UTILITY SYSTEMS SHALL CONFORM TO THE CITY OF APOPKA UTILITIES DESIGN AND CONSTRUCTION STANDARDS MANUAL, 2016 EDITION.
17. CONTRACTOR IS RESPONSIBLE FOR OBTAINING FDEP GENERIC PERMIT FOR THE DISCHARGE OF PRODUCED GROUND WATER FROM ANY NON-CONTAMINATED SITE ACTIVITY IN ACCORDANCE OF FLORIDA ADMINISTRATIVE CODE 62-621.300 (2), 62-620, AND FLORIDA STATUTES CHAPTER 403.
18. CONTRACTOR SHALL NOT WILLFULLY INSTALL OR CONSTRUCT ITEMS AS SHOWN ON THE DRAWINGS WHEN IT IS APPARENT IN THE FIELD THAT UNKNOWN OBSTRUCTIONS, GRADE DIFFERENCES, OR DIFFERENCES IN EQUIPMENT, INFRASTRUCTURE, OR AREA DIMENSIONS EXIST THAT MIGHT NOT HAVE BEEN CONSIDERED IN THE ENGINEERING. SUCH OBSTRUCTIONS OR DIFFERENCES SHOULD BE BROUGHT TO THE ATTENTION OF THE OWNER'S REPRESENTATIVE IMMEDIATELY. IN THE EVENT THAT THIS NOTIFICATION IS NOT PERFORMED PRIOR TO INSTALLATION OR CONSTRUCTION, THE CONTRACTOR SHALL ASSUME FULL RESPONSIBILITY FOR ANY REVISIONS NECESSARY.

SANITARY SEWER NOTES:

1. ALL MATERIALS AND CONSTRUCTION SHALL BE IN COMPLIANCE WITH CITY OF APOPKA UTILITIES DESIGN AND CONSTRUCTION STANDARDS MANUAL, 2016 EDITION.
2. ALL MANHOLES SHALL BE 4 FT. INSIDE DIAMETER.
3. PIPE LENGTHS SHOWN REPRESENT SCALED DISTANCES BETWEEN MANHOLE CENTERLINE.
4. ALL SANITARY SERVICE LATERALS SHALL BE 6 INCH DIAMETER.
5. INVERTS OF SANITARY SERVICE LATERALS AT THEIR CONNECTION TO SANITARY MANHOLES SHALL BE NO MORE THAN ONE (1) FOOT ABOVE THE MANHOLE INVERT.
6. MINIMUM AS BUILT 8" PVC SEWER LINE SLOPE WILL BE 0.28%. MINIMUM AS BUILT 10" PVC SEWER LINE SLOPE WILL BE 0.21%. MINIMUM AS BUILT 12" PVC SEWER LINE SLOPE WILL BE 0.17%. MINIMUM AS BUILT 15" PVC SEWER LINE SLOPE WILL BE 0.12%. MINIMUM AS BUILT 18" PVC SEWER LINE SLOPE WILL BE 0.10%. MINIMUM AS BUILT 24" PVC SEWER LINE SLOPE WILL BE 0.08%. IF MINIMUM PIPE SLOPE IS NOT MET, THE PIPE WILL BE RELAYED BY CONTRACTOR TO MEET THE MINIMUM REQUIREMENT AT NO ADDITIONAL COST.
7. MARK LATERALS WITH 6' HIGH PIECE OF 2" X 4" PLANK PAINTED GREEN WITH LOT NUMBER CLEARLY MARKED AND AN 'S' IMPRINTED IN THE CURB.
8. LEAKAGE TESTS ARE SPECIFIED REQUIRING THAT:
   1) THE LEAKAGE EXFILTRATION OR INFILTRATION DOES NOT EXCEED 150 GALLONS PER DAY, PER INCH OF PIPE DIAMETER PER MILE PER DAY AS MEASURED BETWEEN ADJACENT MANHOLES OVER A TWO (2) HOUR TESTING PERIOD.
   2) EXFILTRATION OR INFILTRATION TESTS BE PERFORMED WITH A MINIMUM POSITIVE HEAD OF 2 FEET; AND
   3) LOW PRESSURE AIR LEAKAGE TEST, SHALL BE CONDUCTED IN ACCORDANCE WITH THE PROCEDURE FOR "RECOMMENDED PRACTICE FOR LOW PRESSURE AIR TESTING OF INSTALLED SEWER PIPE" AS ESTABLISHED BY THE UNIBELL PVC PIPE ASSOCIATION. PASSING THIS TEST SHALL BE PRESUMED TO ESTABLISH LEAKAGE TEST LIMITS OF FIFTY (50) GALLONS PER DAY, PER INCH OF DIAMETER PER MILE OF SEWER.
9. DESIGN REQUIRES:
   1) MANHOLE LIFT HOLES AND GRADE ADJUSTMENT RINGS BE SEALED WITH NON-SHRINKING MORTAR OR OTHER APPROPRIATE MATERIAL;
   2) INLET AND OUTLET PIPES BE JOINED TO THE MANHOLE WITH A GASKETED FLEXIBLE WATERTIGHT CONNECTION OR ANOTHER WATERTIGHT CONNECTION ARRANGEMENT THAT ALLOWS DIFFERENTIAL SETTLEMENT OF THE PIPE AND MANHOLE WALL; AND
   3) WATERTIGHT MANHOLE COVERS BE USED WHEREVER THE MANHOLE TOPS MAY BE FLOODED BY STREET RUNOFF OR HIGH WATER.
10. CONTRACTOR IS RESPONSIBLE FOR PROVIDING SERVICES AT EACH LOT. SERVICES SHALL HAVE 3' MIN. AND 5' MAX. COVER AT LOT CLEAN OUT.

PAVING AND DRAINAGE NOTES:

1. PIPE LENGTHS SHOWN REPRESENT SCALED DISTANCE BETWEEN CENTERLINES OF DRAINAGE STRUCTURES.
2. ALL MEDIANS AND ISLANDS TO BE FILLED WITH CLEAN SOIL.
3. ALL PAVEMENT RETURN RADII SHALL BE 25' AND MEASURED FROM THE INNERFACE TO THE CONCRETE CURB AND PAVEMENT SURFACE UNLESS OTHERWISE NOTED.
4. DITCH BOTTOM AND CONTROL STRUCTURE INLET GRATES SHALL BE SECURED WITH CHAIN AND EYEBOLT.

PAVING AND DRAINAGE NOTES (CONTINUED):

5. FIVE (5) FEET OF SOD IS REQUIRED AROUND ALL DITCH BOTTOM INLETS, MANHOLES, HEADWALLS AND MITERED END SECTIONS.
6. TOP ELEVATIONS OF MANHOLES IN GRASSED AREAS SHALL BE AT MINIMUM 3 INCHES ABOVE FINISHED GRADE.
7. ALL CONCRETE DRAINAGE STRUCTURES TO BE CONSTRUCTED PER D.O.T. ROADWAY AND TRAFFIC DESIGN STANDARDS UNLESS OTHERWISE NOTED.
8. CONTRACTOR SHALL PLACE BLUE REFLECTIVE MARKERS ON PAVEMENT IN FRONT OF FIRE HYDRANTS.
9. MINIMUM LONGITUDINAL SLOPE OF CURB SHALL BE 0.3%.
10. THE CONTRACTOR SHALL INSTALL, AS PART OF THE INFRASTRUCTURE AND PRIOR TO CERTIFICATE OF COMPLETION, DROP CURBS AND HANDICAP RAMPS AT ALL INTERSECTIONS OF THE SIDEWALK WITH THE PROPOSED PAVEMENT TO MEET CITY OF APOPKA AND A.D.A. SPECIFICATIONS.

EROSION CONTROL NOTES:

1. SODDING OF DETENTION POND SIDE SLOPES SHOULD BE ACCOMPLISHED WITHIN 48 HOURS OF THE COMPLETION OF GRADING TO MINIMIZE EROSION POTENTIAL.
2. AT A MINIMUM, THE RETENTION/DETENTION STORAGE AREA MUST BE EXCAVATED TO ROUGH GRADE PRIOR TO BUILDING CONSTRUCTION OR PLACEMENT OF IMPERVIOUS SURFACE WITHIN THE AREA TO BE SERVED BY THOSE FACILITIES. TO PREVENT REDUCTION IN STORAGE VOLUME AND PERCOLATION RATES, ALL ACCUMULATED SEDIMENT MUST BE REMOVED FROM THE STORAGE AREA PRIOR TO FINAL GRADING AND STABILIZATION.
3. AT A MINIMUM SILT BARRIERS SHALL BE PLACED AS SHOWN ON THE CONSTRUCTION PLANS TO INSURE AGAINST POLLUTING, SILTING OR DISTURBING TO SUCH AN EXTENT AS TO CAUSE AN INCREASE IN TURBIDITY TO THE EXISTING WETLAND. IF DURING CONSTRUCTION THE PROPOSED EROSION CONTROL SYSTEM DOES NOT PERFORM SATISFACTORILY, ALTERNATIVES AND ADDITIONAL MEASURES SHALL BE IMPLEMENTED BY THE CONTRACTOR IN ORDER TO COMPLY WITH CITY OF APOPKA AND S.J.R.W.M.D EROSION PROTECTION STANDARDS. THE EROSION AND SEDIMENT CONTROL BEST MANAGEMENT PRACTICES MUST ALSO MEET FDEP'S MINIMUM SPECIFICATIONS, SEE PART 5.1 OF THE CGP, WHICH REFERENCES THE 2013 STATE OF FLORIDA E&SC DESIGNER AND REVIEWER MANUAL.
4. CONTRACTOR IS RESPONSIBLE TO SUBMIT EROSION CONTROL PLAN TO THE COUNTY ENGINEER FOR APPROVAL PRIOR TO THE SCHEDULING OF PRE-CONSTRUCTION CONFERENCE.
5. CONTRACTOR IS ULTIMATELY RESPONSIBLE FOR ALL EROSION PROTECTION COSTS, INCLUDING ANY COSTS ASSOCIATED WITH COMPLIANCE ISSUES AND ENFORCEMENT ACTIONS.
6. DURING CONSTRUCTION; THE CONTRACTOR SHALL TAKE ALL REASONABLE MEASURES TO ENSURE AGAINST POLLUTING, SILTING OR DISTURBING TO SUCH AN EXTENT AS TO CAUSE AN INCREASE IN TURBIDITY TO THE EXISTING PONDS AND WETLAND/CONSERVATION AREAS ON OR OFF-SITE. SUCH MEASURES SHALL BE APPROVED BY THE PROJECT ENGINEER AND MAY INCLUDE, BUT NOT BE LIMITED TO, CONSTRUCTION OF TEMPORARY EROSION CONTROL STRUCTURES SUCH AS SEDIMENT BASINS, SEDIMENT CHECKS, OR SILT BARRIERS.
7. A TWO FEET STRIP OF SOD SHALL BE PLACED BEHIND BACK OF CURB OR AS OTHERWISE DETAILED IN THE APPROPRIATE SECTION. A TEMPORARY SOD STRIP OF 4' MIN. SHALL BE USED DURING CONSTRUCTION.
8. CONTRACTOR IS RESPONSIBLE FOR PREPARING AND ADHERING TO A STORM WATER POLLUTION PREVENTION PLAN (SWPPP) IN ACCORDANCE TO THE REQUIREMENTS OF THE NPDES CONSTRUCTION GENERIC PERMIT (CGP). REFER TO PART 4 OF THE CGP, 62-621.300(4)(A), FOR ADDITIONAL INFORMATION.
9. ALL PERMANENT EROSION CONTROL MEASURES SHALL BE COMPLETED WITHIN 7 DAYS OF ANY AREAS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE EITHER TEMPORARILY OR PERMANENTLY CEASED (PART 5.4). ALL TEMPORARY EROSION CONTROL SHALL BE MAINTAINED UNTIL PERMANENT MEASURES ARE COMPLETED AND ESTABLISHED.
10. DISCHARGE OF GROUNDWATER FROM DEWATERING OPERATIONS REQUIRES APPROVAL FROM FDEP AND THE APPLICABLE WATER MANAGEMENT DISTRICT. THE DEVELOPER/CONTRACTOR SHALL OBTAIN AN FDEP GENERIC PERMIT FOR THE DISCHARGE OF GROUND WATER FROM DEWATERING OPERATIONS PURSUANT TO THE REQUIREMENTS OF 62-621.300(2)(A) AND 62-620 F.A.C. AND FLORIDA STATUTES CHAPTER 403. DISCHARGES DIRECTED TO THE COUNTY'S MS4 REQUIRE AN ORANGE COUNTY RIGHT-OF-WAY UTILIZATION PERMIT OR DEWATERING PERMIT PRIOR TO THE START OF ANY DISCHARGES. TO OBTAIN RIGHT-OF-WAY APPROVAL, COPIES OF THE FDEP PERMIT, NOI, DOCUMENTATION SHOWING DEWATERING AT THE SITE IS NOT WITHIN 500 FT OF KNOWN CONTAMINATION, AND A DEWATERING PLAN SHALL BE SUBMITTED TO ALEXIS CLARK, ORANGE COUNTY ENVIRONMENTAL PROTECTION DIVISION (407-836-1433) AND ORANGE COUNTY PUBLIC WORKS DEVELOPMENT ENGINEERING PERMITTING SECTION. ANALYTICAL SAMPLING OF GROUNDWATER MAY BE REQUESTED BY ORANGE COUNTY ON A CASE-BY-CASE BASIS TO CONFIRM SITE CONTAMINATION STATUS.

RECORD DRAWING NOTES:

NOT LESS THAN THREE (3) WORKING DAYS PRIOR TO THE FINAL INSPECTION BY THE CITY, THE DEVELOPER'S ENGINEER SHALL PROVIDE A WRITTEN CERTIFICATION SIGNED, SEALED AND DATED, THAT ALL RECORD DRAWING PLANS, ACCURATELY AND COMPLETELY REFLECT ANY AND ALL DEVIATIONS FROM OR CHANGES MADE TO THE CITY APPROVED CONSTRUCTION PLANS. THE SUBMITTAL SHALL INCLUDE ONE (1) COMPLETE SET OF SIGNED, SEALED, AND DATED RECORD DRAWING PLANS. IN ADDITION TO THE PLANS THE DEVELOPER'S ENGINEER MUST ALSO SUBMIT ONE (1) ELECTRONIC COPY IN TIFF FORMAT (NOT PDF) AND ONE (1) ELECTRONIC COPY IN AUTOCAD 2013 (OR EARLIER VERSION) OF THE RECORD DRAWINGS TO THE CITY PRIOR TO THE ISSUANCE OF THE CERTIFICATE OF ACCEPTANCE FOR THE IMPROVEMENTS. THE DEVELOPER'S ENGINEER SHALL BE RESPONSIBLE FOR RECORDING INFORMATION ON THE APPROVED PLANS AS CONSTRUCTION PROGRESSES. RECORD DRAWINGS SUBMITTED TO THE CITY AS PART OF THE PROJECT ACCEPTANCE SHALL COMPLY WITH THE FOLLOWING REQUIREMENTS:

1. DRAWINGS SHALL BE LEGIBLY MARKED TO RECORD ACTUAL CONSTRUCTION.
2. DRAWINGS SHALL SHOW ACTUAL LOCATION OF ALL UNDERGROUND AND ABOVE GROUND WATER, RECLAIMED WATER STORM DRAINAGE AND WASTEWATER PIPING AND RELATED APPURTENANCES. ALL CHANGES SHALL BE BASED HORIZONTAL CONTROL DATUM NAD1983 STATE PLANE FLORIDA EAST (US FEET) AND VERTICAL CONTROL DATUM NAVD88. DRAWINGS SHALL SHOW ACTUAL INSTALLED PIPE SIZE, TYPE OF MATERIAL AND PRESSURE CLASS.
3. DRAWINGS SHALL CLEARLY SHOW ALL FIELD CHANGES OF DIMENSION AND DETAIL.
4. DRAWINGS SHALL CLEARLY SHOW ALL DETAILS NOT ON THE ORIGINAL CONTRACT DRAWINGS BUT CONSTRUCTED IN THE FIELD. ALL EQUIPMENT AND PIPING RELOCATION SHALL BE SHOWN.
5. LOCATION OF ALL MANHOLES, HYDRANTS, VALVES, AND VALVE BOXES SHALL BE SHOWN. ALL VALVES SHALL BE REFERENCED FROM AT LEAST TWO AND PREFERABLY THREE PERMANENT POINTS.
6. DIMENSIONS BETWEEN ALL MANHOLES SHALL BE FIELD VERIFIED AND SHOWN. THE INVERTS, GRADE ELEVATIONS AND SLOPE OF ALL MANHOLES SHALL BE SHOWN. SEWER LATERALS SHALL BE LOCATED ALONG THE MAINS MEASURED FROM THE NEAREST DOWNSTREAM MANHOLE.
7. THE DEPTH FROM FINISH GRADE OF POTABLE WATER, RECLAIMED WATER, AND SEWER FORCE MAINS SHALL BE INDICATED AT ALL VALVE LOCATIONS.
8. THE INFORMATION LISTED IN ITEM 2, 5, 6 AND 7, SHALL BE COMPLETED BY A CERTIFIED PROFESSIONAL LAND SURVEYOR. SIGNED AND SEALED CERTIFICATION PREPARED BY THE SURVEYOR SHALL BE SUBMITTED TO THE CITY.
9. THE CERTIFIED RECORD DRAWINGS SHALL BE PRESENTED IN DIGITAL FORMAT. THE FORMAT SHALL BE A HIGH RESOLUTION TIFF IMAGE AS WELL AS AUTOCAD, AT THE SAME SIZE AND SCALE AS THE DEVELOPMENT PLAN. THE RECORD DRAWINGS SHALL CONSIST OF EACH SHEET THAT APPEARS IN THE APPROVED FINAL DEVELOPMENT PLAN, PLUS ANY ADDITIONAL PLAN SHEETS NECESSARY TO COMPLETE THE PROJECT CONSTRUCTION.
10. EACH SHEET OF THE PLANS SHALL BE SIGNED, SEALED, AND DATED BY THE DEVELOPER'S ENGINEER AS BEING RECORD DRAWINGS. CONSTRUCTION PLANS SIMPLY STAMPED RECORD DRAWINGS NOT CERTIFYING THE ACCURACY OF THE LOCATION, ELEVATION AND CONFIRMATION OF SUCH UTILITIES WILL NOT BE ACCEPTED AND SHALL BE RETURNED TO THE DEVELOPER'S ENGINEER. THE "CERTIFICATE OF ACCEPTANCE" WILL NOT BE ISSUED UNTIL CORRECT RECORD DRAWINGS HAVE BEEN SUBMITTED.

RECORD DRAWING NOTES (CONTINUED):

11. COPIES OF ALL TESTING RESULTS AND SYSTEM CLEARANCE DOCUMENTATION FROM REGULATORY AGENCIES SHALL ALSO BE SUBMITTED TO THE CITY PRIOR TO THE ISSUANCE OF THE "CERTIFICATION OF ACCEPTANCE."
12. THE FOLLOWING STATEMENT SHALL APPEAR ON EACH SHEET OF RECORD:

"RECORD DRAWINGS CONTAIN INFORMATION FURNISHED BY OTHERS. THE INFORMATION PROVIDED HAS BEEN REVIEWED BY ME OR BY INDIVIDUALS UNDER MY DIRECT SUPERVISION AND FOUND TO BE CORRECT AND ACCURATE, CONSISTENT WITH THE PERMIT AND THE APPROVED DRAWINGS AND SPECIFICATIONS. ANY ADJUSTMENTS AND MINOR DEVIATIONS, WHICH ARE DEPICTED, WERE MADE WITH PRIOR APPROVALS AND IN MY JUDGEMENT DO NOT ALTER THE MAIN INTENT OF THE DESIGN. THE SAFETY OR THE STRUCTURAL INTEGRITY OF THE CONSTRUCTED WORK AND WILL NOT PREVENT THE PROJECT FROM FUNCTIONING IN ACCORDANCE WITH THE RULE REQUIREMENTS."

WATER NOTES:

1. ALL CONSTRUCTION AND MATERIALS SHALL BE IN COMPLIANCE WITH AWWA STANDARDS AS WELL AS ORANGE COUNTY MANUAL OF STANDARDS AND SPECIFICATIONS FOR WATER MAIN AND WASTEWATER MAIN CONSTRUCTION.
2. PIPE LENGTHS SHOWN REPRESENT SCALED DISTANCES BETWEEN FITTINGS OF BRANCHES AND MAINS.
3. ALL GATE VALVES SHALL BE EQUIPPED WITH AN ADJUSTABLE CAST IRON VALVE BOX WITH COVER, WITH THREADED CAST BRONZE EXTENSIONS WHERE NEEDED.
4. ALL PUBLIC WATER SYSTEM COMPONENTS, EXCLUDING FIRE HYDRANTS, THAT WILL BE INSTALLED UNDER THIS PROJECT, AND THAT WILL COME INTO CONTACT WITH DRINKING WATER WILL CONFORM TO NSF INTERNATIONAL STANDARD 61 AND WILL BE MARKED WITH THE NSF SEAL OF APPROVAL.
5. ALL PIPE AND PIPE FITTINGS INSTALLED UNDER THIS PROJECT SHALL BE COLOR CODED IN ACCORDANCE WITH SUB PARAGRAPH 62-555.320, F.A.C. USING BLUE AS A PREDOMINANT COLOR. ALL DUCTILE IRON WATER MAINS SHALL BE MARKED WITH A CONTINUOUS STRIPE LOCATED WITHIN THE TOP 90 DEGREES OF THE PIPE. SAID STRIPE SHALL BE A MINIMUM 2 INCHES IN WIDTH AND SHALL BE BLUE IN COLOR. BACKFILL SHALL NOT BE PLACED FOR 30 MINUTES FOLLOWING PAINT APPLICATION. FOR PIPE WITH AN INTERNAL DIAMETER OF 24" OR GREATER, TAPE OR PAINT SHALL BE APPLIED IN CONTINUOUS LINES A LONG EACH SIDE OF THE PIPE AS WELL AS ALONG THE TOP OF THE PIPE.
7. ALL NON-METALLIC WATER MAINS SHALL BE INSTALLED WITH A CONTINUOUS, INSULATED 10 GAUGE COPPER WIRE INSTALLED DIRECTLY ON TOP OF THE PIPE FOR LOCATION PURPOSES. SEE STANDARD DRAWINGS. IN ADDITION, ALL PVC WATER MAINS SHALL BE A SOLID BLUE COLOR. ALL LETTERING SHALL APPEAR LEGIBLY ON PIPE AND SHALL RUN THE ENTIRE LENGTH OF THE PIPE. LETTERING SHALL READ AS IS ACCEPTABLE FOR THE INTENDED USE.
8. HYDROSTATIC TESTING AND THE DISINFECTION OF THE WATER DISTRIBUTION SYSTEM SHALL BE DONE IN ACCORDANCE WITH THE AWWA STANDARDS. HYDROSTATIC TESTING TO BE DONE IN ACCORDANCE WITH AWWA C-600 FOR DUCTILE IRON PIPE AND C-605 FOR PVC PIPE. DISINFECTING TO BE DONE IN ACCORDANCE WITH AWWA C-651 AND RULE 62-555.340 F.A.C.
9. MARK SERVICES WITH 6' HIGH PIECE OF 2" X 4" PLANK PAINTED BLUE.
10. PIPE MATERIALS:
    PVC - ALL PIPE, PIPE FITTINGS, PIPE JOINT PACKING AND JOINTING MATERIALS, VALVES, FIRE HYDRANTS, AND METERS INSTALLED UNDER THIS PROJECT SHALL CONFORM TO APPLICABLE AWWA STANDARDS AND SHALL BE MANUFACTURED IN ACCORDANCE WITH AWWA STANDARD C900, LATEST EDITION. PVC SHALL BE MANUFACTURED IN ACCORDANCE WITH AWWA STANDARD C900. THE PVC SHALL HAVE A MINIMUM WORKING PRESSURE OF 150 PSI AND SHALL HAVE A DIMENSION RATIO (DR) OF 18. PIPE SHALL BE THE SAME O.D. AS DUCTILE IRON PIPE.

    PVC JOINT - SHALL BE IN ACCORDANCE WITH ASTM D3139.

    DUCTILE IRON - SHALL CONFORM TO ANSI/AWWA C150/C151. A MINIMUM OF CLASS 50 PIPE SHALL BE SUPPLIED.

    DUCTILE IRON JOINT - SHALL BE IN ACCORDANCE WITH ANSI A21.11 AND AWWA C111.

    SERVICES - SHALL BE IN ACCORDANCE WITH AWWA C901/C800 STANDARDS FOR POLYETHYLENE TUBING, CLASS 160.
11. WATER MAIN CONNECTION SHALL BE MADE UNDER THE SUPERVISION OF THE CITY OF APOPKA UTILITIES DIVISION. ALL VALVES SHALL BE OPERATED BY CITY OF APOPKA PERSONNEL ONLY. WATER MAINS ARE TO BE DISINFECTED PER ANSI/AWWA C651-92 AND CITY OF APOPKA UTILITIES DESIGN AND CONSTRUCTION STANDARDS MANUAL SECTION 52.2 WHICH INCLUDES A FULL DIAMETER FLUSH.
12. IN NO INSTANCE SHALL THE WATER MAIN BE LESS THAN 6" ABOVE OR 12" BELOW GRAVITY SEWER MAIN CROSSINGS. WHERE WATER AND GRAVITY SANITARY SEWER MAINS CROSS WITH LESS THAN 18 INCHES VERTICAL CLEARANCE OR THE SEWER MAIN IS ABOVE THE WATER MAIN, THE SANITARY SEWER WILL BE 20 FEET, CENTERED ON POINT OF CROSSING, OF PVC PIPE UPGRADED TO WATER MAIN STANDARDS AND PRESSURE TESTED. ONE FULL LENGTH OF WATER MAIN PIPE WILL BE CENTERED ABOVE OR BELOW THE PIPELINE SO THE WATER MAIN IS AS FAR AWAY AS POSSIBLE FROM THE OTHER PIPELINE OR THE PIPES WILL BE ARRANGED SO THAT ALL WATER MAIN JOINTS ARE AT LEAST THREE FEET FROM ALL JOINTS IN VACUUM-TYPE SANITARY SEWERS, STORM SEWERS, STORMWATER FORCE MAINS, OR PIPELINES CONVEYING RECLAIMED WATER REGULATED UNDER PART III OF CHAPTER 62-310, F.A.C. AND AT LEAST SIX FEET FROM ALL JOINTS IN GRAVITY - OR PRESSURE-TYPE SANITARY SEWERS, WASTEWATER FORCE MAINS, OR PIPELINES CONVEYING RECLAIMED WATER NOT REGULATED UNDER PART III OF CHAPTER 62-610, FAC.
13. IN NO INSTANCE SHALL THE WATER MAIN BE LESS THAN 6" ABOVE OR 12" BELOW STORM SEWER CROSSINGS, WHERE WATER MAINS AND STORM SEWER PIPES CROSS WITH LESS THAN 18 INCHES VERTICAL CLEARANCE, OR THE STORM MAIN IS ABOVE THE WATER MAIN, THE WATERMAIN SHALL BE 20 FEET OF DUCTILE IRON PIPE CENTERED ON THE POINT OF CROSSING.
14. IN NO INSTANCE SHALL THE WATER MAIN BE LESS THAT 6" ABOVE OR 12" BELOW THE REUSE MAIN CROSSINGS. WHERE WATER MAINS AND UNRESTRICTED ACCESS REUSE PIPES CROSS WITH LESS THAN 18 INCHES VERTICAL CLEARANCE, THE UNRESTRICTED ACCESS REUSE MAIN SHALL BE UPGRADED AND HYDROSTATICALLY TESTED IN THE SAME MANNER AS GRAVITY SEWER MAINS.
15. NEW OR RELOCATED, UNDERGROUND WATER MAINS SHALL BE LAID TO PROVIDE A HORIZONTAL DISTANCE OF AT LEAST SIX FEET, AND PREFERABLY TEN FEET, B

WETLAND
W-4
0.89 AC.

25' MIN.

ZONE "AE"
ZONE "X"

2441.74'

N02°03'11"E
824.89'

S89°43'16"W 433.36'

N02°03'11"E 190.16'

N89°15'43"E 968.63' 1330.82'

WETLAND LIMIT (TYP.)

362.19'

SILT FENCE (TYP.)

769.50'

849.73'

S00°44'46"W

WETLAND
W-1
3.14 AC.

EXISTING POWER POLES AND LINES TO BE RELOCATED BY UTILITY COMPANY (TYP.)

EXISTING EASEMENTS PLAN?

EXISTING WELL TO BE REMOVED (CONTRACTOR TO OBTAIN NECESSARY PERMITS FROM SJRWMD PRIOR TO REMOVAL)

N87°27'40"E(D) 15.00'(D)
S00°19'30"E(D) 10.00'(D)
S87°27'40"W(D) 3.00'(D)

EXISTING EASEMENT TO BE REMOVED

EXISTING WELL TO BE REMOVED (CONTRACTOR TO OBTAIN NECESSARY PERMITS FROM SJRWMD PRIOR TO REMOVAL)

EXISTING POWER POLES AND LINES TO BE REMOVED (TYP.)

S00°19'30"E(D) 668.84'(D)

50' TEMPORARY GRAVEL CONSTRUCTION ACCESS DRIVEWAY/ SOIL TRACKING PREVENTION DEVICE F.D.O.T. FIG. V-19 SEE DETAIL SHEET C1.02

SILT FENCE (TYP.)

BOY SCOUT ROAD
60' RIGHT OF WAY WIDTH
OFFICIAL RECORDS BOOK 11.53 PAGE 608

S89°43'16"W 1602.29'

BENCHMARK ORANGE COUNTY 2" BRASS DISK
L708044
ELEVATION=89.81'

S89°43'16"W 1345.54'

S89°43'32"W(D) 294.30'(D)

N00°22'08"E 3.00'

N89°43'16"E 691.45'

42.5'

722.00'(D)

758.35'(D)

S00°22'48"W(D)

N00°22'48"E(D)

R=342.10'
L=389.92'
Δ=65°18'17"
CB=S57°37'36"W
CH=369.15'

R=282.10'
L=321.53'
Δ=65°18'17"
CB=S57°37'34"E
CH=304.41'

BOY SCOUT ROAD
60' RIGHT OF WAY WIDTH
OFFICIAL RECORDS BOOK 11.53 PAGE 608

S24°58'39"E

N24°58'39"W

INLET PROTECTION

ZONE "X"
ZONE "AE"

CURB INLET DRAINAGE MANHOLE
TOP OF RIM=69.10'
INVERT=63.00' E
(STRUCTURE FULL OF WATER)

195.00'
7.90'
2°37'03"
CB=S23°16'54"W
CH=27.89'

CURB INLET DRAINAGE MANHOLE
TOP OF RIM=69.36'
INVERT=62.52' E
(STRUCTURE FULL OF WATER)

S24°16'44"W 163.85'

CURB INLET DRAINAGE MAP
TOP OF RIM=68.53'
INVERT=61.75' NW
INVERT=57.35' NE
INVERT=61.63 SW
(STRUCTURE FULL OF WATE

CURB INLET DRAINAGE MANHOLE
TOP OF RIM=69.36'
INVERT=62.52' E
(STRUCTURE FULL OF WATER)

R=405.00'
L=50.40'
Δ=07°07'48"
CB=N21°32'19"E
CH=50.37'

S17°58'25"W 70.98'

N17°58'25"E 149.75'

S01°37'19"W 88.67'

S30°42'41"E 13.58'

S00°44'46"W 338.71'

R=300.00'
L=177.18'
Δ=33°50'22"
CB=N01°03'14"E
CH=174.62'

R=360.00'
L=189.98'
Δ=30°14'36"
CB=S14°29'08"E
CH=187.81'

N35°19'00"W 153.53'

COULD NOT FIND PIPE OUTLET (UNDER WATER)

OATCH BASIN
TOP OF GRATE=71.35'
BOTTOM OF STRUCTURE=68.14'

30" RCP IN CONCRETE HEADWALL
INVERT=69.14'

30" RCP IN CONCRETE HEADWALL
INVERT=61.82'

30" RCP IN CONCRETE HEADWALL
INVERT=64.25'

L1
L2
L3
L4
L5
L6
L7
L8

R=213.50'
L=94.19'
Δ=25°16'34"
CB=N12°56'36"W
CH=93.42'

N19°14'42"E 74.95'

N36°05'04"E 90.60'

N61°41'11"E 173.78'

500.45'

500.45'

0 50 100 200 Feet

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LEGEND

- PROJECT BOUNDARY
- WETLAND
- UPLAND BUFFER
- SILT FENCE
- INLET PROTECTION

The Ridge PD
Parcel 2

Apopka, Florida

No.	Revision	Date	Appvd.
1	City of Apopka Comments	05/17/2022	
2	Client Revision	11/11/2022	
3	Submit to SJRWMD	10/19/2023	
4	SJRWMD Comments	11/22/2023	
5	Phase 2 Sub-Phasing Revisions	01/17/2024	
6	City of Apopka Comments	05/01/2024	

Designed by DMK
Checked by JRH

Issued for
Construction Plan Approval
Vertical Datum NAVD 1988

Date
Feb. 25, 2022

Drawing Title
Existing Conditions & Erosion Control Plan

JAMES R. HOFFMAN LICENSE NO. 75623 STATE OF FLORIDA PROFESSIONAL ENGINEER

James R. Hoffman, P.E.
P.E. # 75623
DATE: May. 01, 2024

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Project Number
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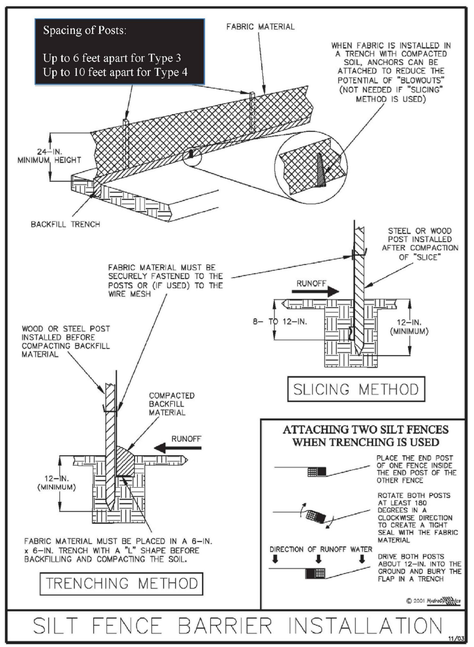

Figure V-2: Illustration of a Silt Fence Barrier

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NOTES

- Silt fence barriers are not to be used where concentrated flows of water are anticipated such as in drainage ditches, around inlets, or above/below where culverts discharge.
- When installed properly, silt fence barriers can create Type-2 sediment containment systems to allow for deposition of suspended particles, especially on vertical/big box construction sites.
- Silt fence barriers do not filter small-suspended particles in runoff waters.
- Using wire backing for support is discouraged due to disposal problems.
- Compacting trench fill material is very critical.

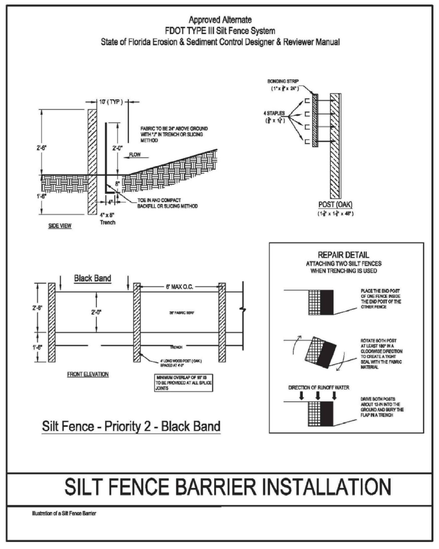

Figure V-3: Illustration of Silt Fence Priority 2 – Black Band

NOTES

- The life of the product is determined at the point in which it is no longer effective or needed to do the job for which it is designed (Approximately one year).
- Installation Specifications: The method of installation for the Priority 2 Silt Fence is an integral part of the system and is unlike other installation practices. The specifically designed process includes wood (oak) stakes and wood bonding strips placed at six (6') foot intervals. The silt fence shall be installed in a trench 4" wide and 8" deep. Installation of trenches over 4" wide are not recommended. Stakes are driven to a depth, which allows 24" of fabric to be above ground. The bonding strips (typically 1" x 3/8" x 24") are attached to the stake with 1" x 1 ¼" staples. Four staples are used to secure the fabric in place against the 1 1/8" x 1 1/8" oak posts. This installation bonds the fabric to the vertical support post. The remaining fabric is now tucked into the trench forming a "J" and when filled with dirt creates a "ground bite". With its firm attachment to each post, the load is now spread to the total linear strength of all the posts within the system.
- *Any variance from the material specifications installation requirements may alter the performance of this product.* The product is available pre-staked to these specifications.

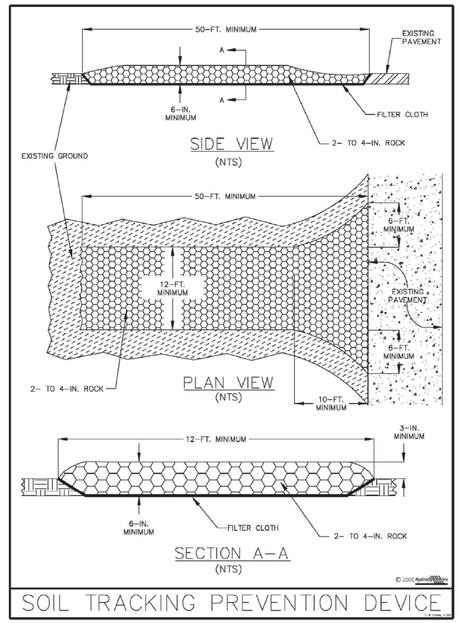

Figure V-19: Illustration of a Soil Tracking Prevention Device

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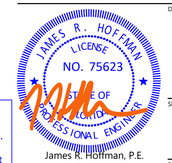
NOTE:
EROSION AND SEDIMENT CONTROL MEASURES TO BE IN ACCORDANCE WITH F.D.O.T. "EROSION AND SEDIMENT CONTROL DESIGNER AND REVIEWER MANUAL", LATEST EDITION.

The Ridge PD Parcel 2

Apopka, Florida

No.	Revision	Date	Appvd.
1	City of Apopka Comments	05/17/2022	
2	Client Revision	11/11/2022	
3	Submit to SJRWMD	10/19/2023	
4	SJRWMD Comments	11/22/2023	
5	Phase 2 Sub-Phasing Revisions	01/17/2024	
6	City of Apopka Comments	05/01/2024	

Designed by: DMK
Checked by: JRH
Issued for: Construction Plan Approval
Date: Feb. 25, 2022
Vertical Datum NAVD 1988
Drawing Title: Erosion Control Details



James R. Hoffman, P.E.
P.E. # 75623
DATE: May. 01, 2024

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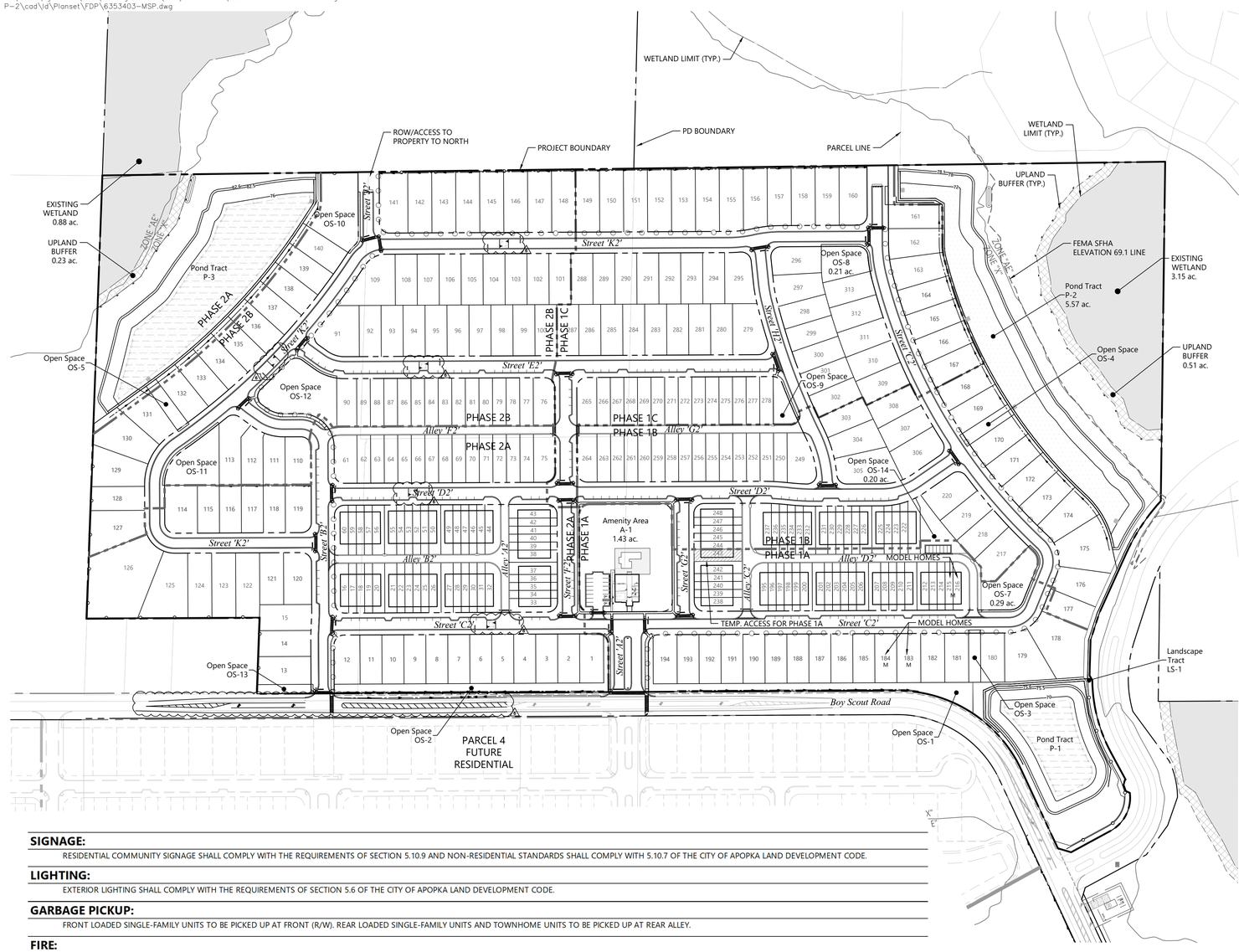

SIGNAGE:

RESIDENTIAL COMMUNITY SIGNAGE SHALL COMPLY WITH THE REQUIREMENTS OF SECTION 5.10.9 AND NON-RESIDENTIAL STANDARDS SHALL COMPLY WITH 5.10.7 OF THE CITY OF APOPKA LAND DEVELOPMENT CODE.

LIGHTING:

EXTERIOR LIGHTING SHALL COMPLY WITH THE REQUIREMENTS OF SECTION 5.6 OF THE CITY OF APOPKA LAND DEVELOPMENT CODE.

GARBAGE PICKUP:

FRONT LOADED SINGLE-FAMILY UNITS TO BE PICKED UP AT FRONT (R/W). REAR LOADED SINGLE-FAMILY UNITS AND TOWNHOME UNITS TO BE PICKED UP AT REAR ALLEY.

FIRE:

1. FIRE HYDRANTS SHALL BE INSTALLED SO THAT THE DESIGN AND CALCULATIONS MEET THE REQUIREMENTS IN THE CITY OF APOPKA CODE OF ORDINANCES AND THE FLORIDA FIRE PREVENTION CODE 7th EDITION (2020).
2. FIRE ACCESS SHALL BE FROM THE FRONT OF THE PROPOSED DWELLING UNITS. ACCESS SHALL BE IN ACCORDANCE WITH CHAPTER 18 NFPA 1 & 101, 2021 EDITION, FFPC 7TH EDITION (2020).
3. NEEDED FIRE FLOW FOR SINGLE FAMILY DWELLINGS SHALL BE AS FOLLOWS: HOMES 5,000 SQUARE FEET OR LESS 1,000 GPM; HOMES EXCEEDING 5,000 SQUARE FEET SHALL PROVIDE FIRE FLOW IN ACCORDANCE WITH TABLE 18.4.5.1.2 OF NFPA 1 & 101, 2021 EDITION, FFPC 7TH EDITION (2020). REDUCTION OF FIRE FLOW MAY BE PERMITTED IF DWELLING IS EQUIPPED WITH AN AUTOMATIC SPRINKLER SYSTEM OR SEPARATED FROM OTHER STRUCTURES BY AT LEAST 30 FEET, BUT IN NO CASE SHALL THE FLOW BE LESS THAN 500 GPM PER 18.4.5 NFPA1, 2021 EDITION, FFPC 7TH EDITION (2020).
4. ANY COMMERCIAL STRUCTURE OR RESIDENTIAL BUILDING OF THREE OR MORE STORIES MAY BE REQUIRED TO HAVE AN AUTOMATIC FIRE SPRINKLER PROTECTION DEPENDING UPON THE BUILDING CONSTRUCTION TYPE, OCCUPANCY CLASSIFICATION, AND ADDITIONAL BUILDING OR FIRE CODE REQUIREMENTS.

ARCHITECTURAL:

ARCHITECTURAL DESIGN SHALL MEET THE INTENT OF THE CITY OF APOPKA'S DEVELOPMENT DESIGN GUIDELINES.

LANDSCAPE:

1. LANDSCAPING AND BUFFER STANDARDS SHALL BE IN ACCORDANCE WITH TABLE 5.2.5.B.3.D-1: BUFFERYARD APPLICATION OF THE CITY OF APOPKA LAND DEVELOPMENT CODE. INTERIOR LANDSCAPE BUFFERS BETWEEN ABUTTING PROPERTY BOUNDARIES MAY HAVE A TEN (10) FOOT WIDE LANDSCAPE BUFFER. LANDSCAPING STANDARDS FOR RESIDENTIAL DEVELOPMENT SHALL ADHERE TO SECTION 5.2.2(B) OF THE CITY OF APOPKA LAND DEVELOPMENT CODE.

OWNERSHIP/MAINTENANCE:

ROADWAYS	PUBLIC:	TO BE OWNED AND MAINTAINED BY THE CITY OF APOPKA. WHERE PARKING SPACE STRIPING IS PROVIDED IN THE ROW, THE STRIPING SHALL BE MAINTAINED BY THE HOME OWNERS ASSOCIATION
STORMWATER TRACTS	PUBLIC:	TO BE OWNED AND MAINTAINED BY THE HOME OWNERS ASSOCIATION, WITH EASEMENTS TO THE CITY OF APOPKA
DRAINAGE EASEMENTS	PUBLIC:	TO BE DEDICATED TO THE CITY OF APOPKA AND THE HOME OWNERS ASSOCIATION
UTILITY EASEMENTS	PUBLIC:	TO BE DEDICATED TO THE CITY OF APOPKA
SANITARY SEWER, RECLAIMED WATER & POTABLE WATER SYSTEM	PUBLIC:	TO BE OWNED AND MAINTAINED BY THE CITY OF APOPKA
STORM SEWER SYSTEM	PUBLIC:	TO BE OWNED AND MAINTAINED BY THE CITY OF APOPKA
PARK TRACTS	PUBLIC:	TO BE OWNED AND MAINTAINED BY THE COMMUNITY DEVELOPMENT DISTRICT
OPEN SPACE/LANDSCAPE TRACTS	PUBLIC:	TO BE OWNED AND MAINTAINED BY THE HOME OWNERS ASSOCIATION
RETAINING WALLS	PUBLIC:	TO BE OWNED AND MAINTAINED BY THE HOME OWNERS ASSOCIATION

GENERAL SITE DATA:

GENERAL:

ZONING	PD
PROPOSED UNITS:	313
SINGLE FAMILY	218
TOWNHOMES	95
TOTAL GROSS ACRES	79.57 Ac.
TOTAL WETLAND ACRES	4.08 Ac.
IMPACTED WETLAND ACRES	0.00 Ac.
PRESERVED WETLAND ACRES	4.08 Ac.
TOTAL DEVELOPABLE ACRES	75.49 Ac.
OPEN SPACE	28.83 Ac.
TOTAL STORMWATER PROVIDED	6.84 Ac.
DEDICATED PUBLIC ROW	13.90 Ac.

DEVELOPMENT PLAN CHART

PARCEL ID NUMBERS	17-21-28-0000-00-006, 17-21-28-0000-00-017, 17-21-28-0000-00-018, 17-21-28-0000-00-023	
FUTURE LAND USE	MIXED USE	
ZONING	PD	
ADJACENT FUTURE LAND USE	NORTH (CITY): RESIDENTIAL LOW	
	EAST (CITY): RESIDENTIAL MEDIUM, RESIDENTIAL LOW, INDUSTRIAL	
	SOUTH (CITY): MIXED-USE	
	WEST (CITY AND COUNTY): RESIDENTIAL LOW, COUNTY ROAD, MIXED USE	
ADJACENT ZONING	NORTH (CITY): RSF-1B (RESIDENTIAL SINGLE FAMILY DISTRICT - LARGE LOT), T (TRANSITIONAL), COUNTY A-1 (CITRUS RURAL) AND MU-ES-GT	
	EAST (CITY): RMF (RESIDENTIAL MULTI-FAMILY), PD, I-L (LIGHT INDUSTRIAL)	
	SOUTH (CITY): T AND MU-ES-GT	
	WEST (CITY AND COUNTY): T AND MU-ES-GT	
ACREAGE/SQUARE FOOTAGE	79.57 ac.	
BUILDING SEPARATION (townhome)	MIN. 20'	
BUILDING HEIGHT (single-family)	PROPOSED: 2 STORIES	MAX: 2 STORIES/35'
BUILDING HEIGHT (townhome)	PROPOSED: 2 STORIES	MAX: 3 STORIES/40'
NET DENSITY	PROPOSED: 3.9 Du/ac.	MAX: 4.3 Du/ac.
BUILDING SETBACKS (single-family front loaded)	PROPOSED: FRONT: 20'(1) SIDE: 5' REAR: 20'(2) PORCH: 10'	
	REQUIRED: FRONT: 20'(1) SIDE: 5' REAR: 20'(2) PORCH: 10'	
BUILDING SETBACKS (single-family rear loaded)	PROPOSED: FRONT: 15' SIDE: 5' REAR: 20'(3) PORCH: 10'	
	REQUIRED: FRONT: 15' SIDE: 5' REAR: 20'(3) PORCH: 10'	
BUILDING SETBACKS (townhomes)	PROPOSED: FRONT: 15'(1) SIDE: 0' REAR: 20'(3) PORCH: 10'	
	REQUIRED: FRONT: 15'(1) SIDE: 0' REAR: 20'(3) PORCH: 10'	
PARKING SPACES	PROVIDED: 1252	
	REQUIRED: 636 (10 for TH visitors)	
NUMBER OF EMPLOYEES	N/A	
PROPOSED NUMBER OF BEDS	N/A	
WAIVER REQUEST	YES: NO: X	
VARIANCE REQUEST	YES: NO: X	
MIN. LOT WIDTH & DEPTH(single-family)	55' x 100' (front loaded) and 32' x 110' (rear loaded)	
MIN. LOT WIDTH & DEPTH(townhome)	18' x 100'	

NOTES:
(1) SEE SECTION SEC 3.04.06 (10) (a) (1) FOR FRONT LOADED GARAGE DOORS SETBACKS.
(2) MIN. 20' BUILDING SETBACK ASSUMES NO ALLEY. THE MIN. REAR BUILDING SETBACK FOR ALLEYS IS 5'. GARAGES WITH DIRECT ACCESS FROM AN ALLEY SHALL BE SET BACK WITH A MINIMUM OF 22 FEET FROM THE PROPERTY LINE. SEC 3.04.06 (10) (a) (3).
(3) MIN. 3' REAR PRIMARY STRUCTURE SETBACK WITH DETACHED GARAGE.
(4) MINIMUM LIVING AREA IS DEFINED AS HEATED AND COOLED AREA OF HOUSE, NOT INCLUDING GARAGES OR OTHER STRUCTURES.
(5) CORNER SIDE SETBACK IS 15' FOR SINGLE FAMILY LOTS AND 10' FOR TOWNHOME LOTS.

PHASING:

THIS PROJECT WILL BE DEVELOPED IN FIVE (5) PHASES.

MISCELLANEOUS:

POTABLE WATER SERVICE:	CITY OF APOPKA	
WASTEWATER, RECLAIMED SERVICE:	CITY OF APOPKA	
ELECTRIC SERVICE:	DUKE ENERGY	
FIRE PROTECTION:	CITY OF APOPKA	
SCHOOL AGE POPULATION:	80	(313 UNITS)
AVERAGE DAILY TRAFFIC PER ITE 210 (10TH EDITION):	3,049	
P.M. PEAK HOUR TRIPS:	685	

PUBLIC OPEN SPACE CALCULATIONS:

20% REQUIRED PUBLIC OPEN SPACE HAS BEEN ACCOUNTED FOR WITHIN THE POND TRACKS, BUFFERS, AND GREEN SPACE

TOTAL DEVELOPABLE ACRES	REQUIRED (20%) ACRES	OPEN SPACE ACRES	
75.49	15.10	OPEN SPACE TRACT	3.66 ac.
		STORMWATER TRACT (P-1)	2.13 ac.
		STORMWATER TRACT (P-2)	5.57 ac.
		STORMWATER TRACT (P-3)	3.73 ac.
		UPLAND BUFFER	0.74 ac.
		TOTAL	15.83 ac.

Green Building Standards - Parcel 2	Points
Minimum Points Required	4.00
Potential Standards to be Implemented with CSP	
Use central air conditioners that are Energy Star qualified	0.50
Use only solar or tank-less water heaters	0.50
Use pervious pavement on at least 50% of parking lot and driveway area development	1.00
Install operable windows to allow for natural ventilation in the even of power failures	0.25
Pre-wire minimum 50% of units for solar panels	0.75
Provide rain gardens, street side swales, or other appropriate storm water infilitration system(s) that capture a minimum of 25% of site stormwater runoff	1.00
Potential Point Total	**4.00**

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LEGEND
PROPERTY BOUNDARY
PROJECT BOUNDARY
PHASE LINE
WETLAND
UPLAND BUFFER
PROPOSED TRAIL
M MODEL HOME

0 75 150 300 Feet

The Ridge PD Parcel 2

Apopka, Florida

No.	Revision	Date	Appvd.
1	City of Apopka Comments	05/17/2022	
2	Client Revision	11/11/2022	
3	Submit to SJRWMD	10/19/2023	
4	SJRWMD Comments	11/22/2023	
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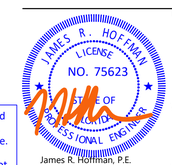
6	City of Apopka Comments	05/01/2024	

Designed by DMK
Checked by JRH
Issued for Construction Plan Approval
Vertical Datum NAVD 1988
Date Feb. 25, 2022
Drawing Title
Master Site Plan & Site Data



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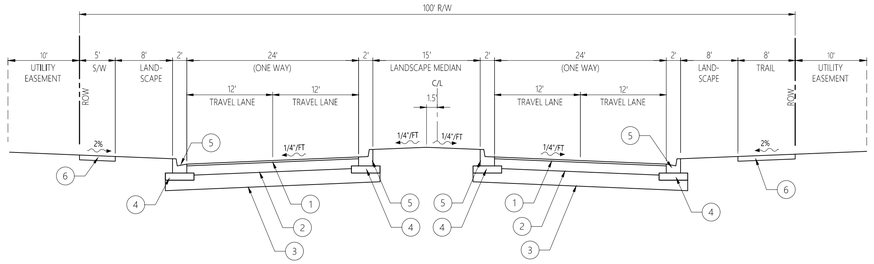
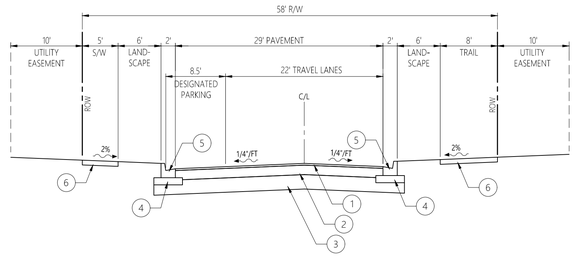


A - Typical Entrance Road Section (100' ROW)

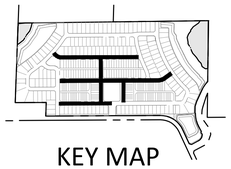
N.T.S.

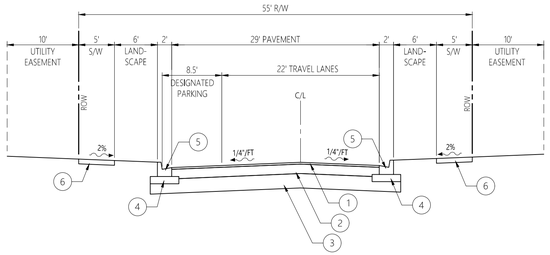




B - Typical Road Section - Parking One Side (58' ROW)

N.T.S.

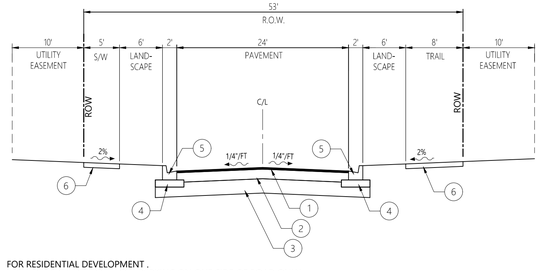




C - Typical Road Section - Parking One Side (55' ROW)

N.T.S.

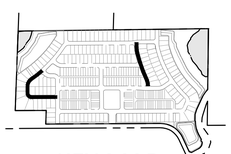


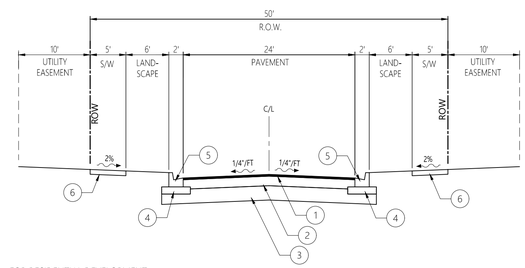


FOR RESIDENTIAL DEVELOPMENT .
INCLUDES SIGNAGE TO ALLOW PARKING ON ONE SIDE OF ROAD ONLY.

D - Typical Road Section - (53' ROW)

N.T.S.

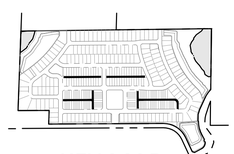


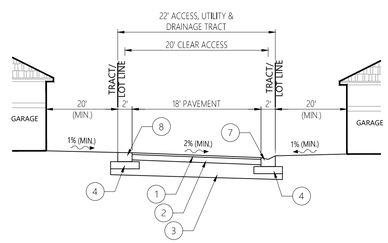


FOR RESIDENTIAL DEVELOPMENT .
INCLUDES SIGNAGE TO ALLOW PARKING ON ONE SIDE OF ROAD ONLY.

E - Typical Road Section - (50' ROW)

N.T.S.





NOTES:
1. THERE SHALL BE NO STRUCTURE OR ANY KIND OF PERMANENT OBSTRUCTION IN REAR ALLEY ACCESS TRACT.
2. A MINIMUM 35-FOOT TURNING RADIUS SHALL BE PROVIDED WITHIN ALLEYWAYS AND AT INTERSECTIONS BETWEEN ALLEYWAYS. A MINIMUM 25-FOOT TURNING RADIUS SHALL BE PROVIDED WHERE ALLEYWAYS INTERSECT ROADWAYS. THE TURNING RADIUS SHALL BE MEASURED FROM THE INSIDE OF THE CURB.

F - Typical Alley Road Section - Two Way

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LEGEND:

1. 1 1/2" (IN.) SP 9.5 ASPHALT (COMPACTED TO 93% OF LABORATORY MAXIMUM DENSITY)
2. 8" (IN.) CRUSHED CONCRETE BASE (LBR 150) (COMPACTED TO A DENSITY OF MIN. 98% MODIFIED PROCTOR PER AASHTO T-180)
   ALTERNATE:
   8" (IN.) LIMEROCK BASE (LBR 100) (COMPACTED TO A DENSITY OF MIN. 98% MODIFIED PROCTOR PER AASHTO T-180)
3. 12" (IN.) STABILIZED SUBGRADE (LBR 40) (COMPACTED TO MIN. 98% OF MODIFIED PROCTOR MAX. DRY DENSITY PER AASHTO T-180)
4. 6" (IN.) STABILIZED SUBGRADE IN CURB AREA TO EXTEND 12" (IN.) EACH SIDE TO 50 FBV
5. TYPE 'F' CONCRETE CURB
6. 4" (IN.) CONC. SIDEWALK (3000 P.S.I.)
7. TYPE 'DROP CURB' CONCRETE CURB
8. 2' RIBBON CURB

* FOR DETAILS ON PAVEMENT SECTIONS, SEE REPORT BY DEVO ENGINEERING, DATED OCTOBER 10, 2019.
**CRUSHED CONCRETE BASE WITHIN PUBLIC RIGHTS OF WAY SHALL MEET THE REQUIREMENTS OF SECTION 204-2 OF THE F.D.O.T. STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.

The Ridge PD Parcel 2

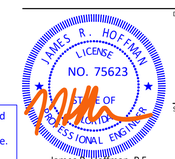
Apopka, Florida

No.	Revision	Date	Appvd.
1	City of Apopka Comments	05/17/2022	
2	Client Revision	11/11/2022	
3	Submit to SJRWMD	10/19/2023	
4	SJRWMD Comments	11/22/2023	
5	Phase 2 Sub-Phasing Revisions	01/17/2024	
6	City of Apopka Comments	05/01/2024	

Designed by DMK
Checked by JRH
Issued for Construction Plan Approval
Vertical Datum NAVD 1988
Date Feb. 25, 2022

Drawing Title
Typical Sections

Drawing Number C1.10
Sheet of



James R. Hoffman, P.E.
P.E. # 75623
DATE: May. 01, 2024

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Project Number 63534.03

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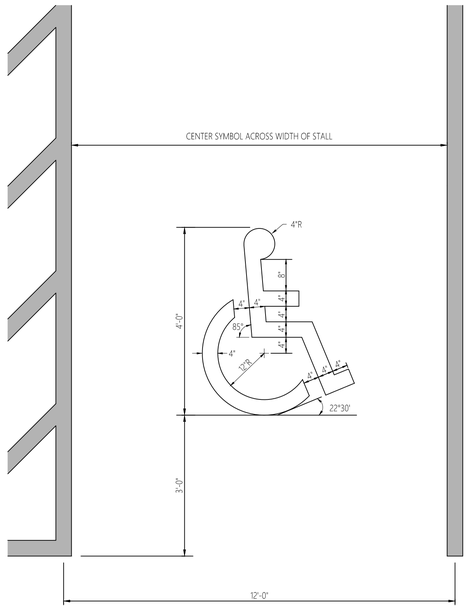
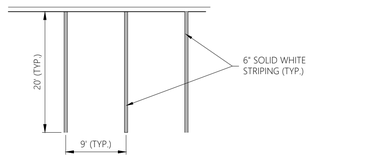
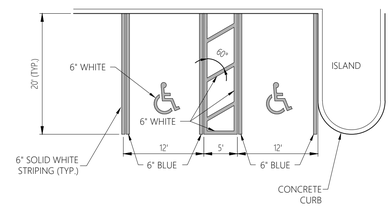


Accessible Parking Space Symbol

N.T.S.



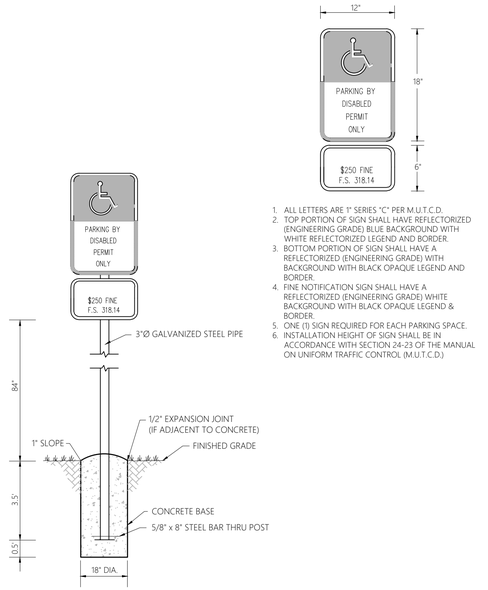


Notes:

1. BLUE PAVEMENT MARKINGS SHALL BE TINTED TO MATCH SHADE 15180 OF FEDERAL STANDARDS 595a.
2. THE FTP-22-06 PANEL SHALL BE MOUNTED BELOW THE FTP-21-06 SIGN.
3. SYMBOLS & PARKING STALLS SHALL CONFORM TO THE REQUIREMENTS OF THE AMERICANS WITH DISABILITIES ACT.
4. ALL SLOPES THROUGHOUT THE ACCESSIBLE PARKING AND AISLE AREAS SHALL NOT EXCEED 1.5%.

Typical Pavement Markings - Stall Layout

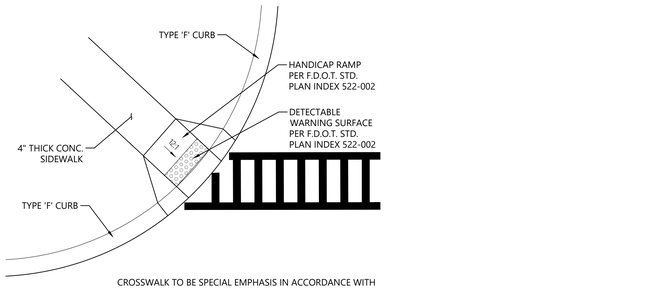
N.T.S.



1. ALL LETTERS ARE 1" SERIES "C" PER M.U.T.C.D.
2. TOP PORTION OF SIGN SHALL HAVE REFLECTORIZED (ENGINEERING GRADE) BLUE BACKGROUND WITH WHITE REFLECTORIZED LEGEND AND BORDER.
3. BOTTOM PORTION OF SIGN SHALL HAVE A REFLECTORIZED (ENGINEERING GRADE) WITH BACKGROUND WITH BLACK OPAQUE LEGEND AND BORDER.
4. FINE NOTIFICATION SIGN SHALL HAVE A REFLECTORIZED (ENGINEERING GRADE) WHITE BACKGROUND WITH BLACK OPAQUE LEGEND & BORDER.
5. ONE (1) SIGN REQUIRED FOR EACH PARKING SPACE.
6. INSTALLATION HEIGHT OF SIGN SHALL BE IN ACCORDANCE WITH SECTION 24-23 OF THE MANUAL ON UNIFORM TRAFFIC CONTROL (M.U.T.C.D.)

Accessibility Sign Detail

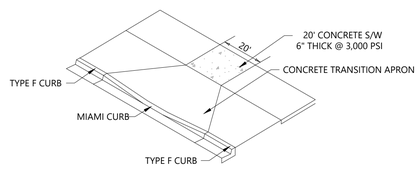
N.T.S.



CROSSWALK TO BE SPECIAL EMPHASIS IN ACCORDANCE WITH F.D.O.T. STD. PLAN INDEX 711-001.

Crosswalk Detail

N.T.S.



Pond Access Apron Detail

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Number FL #3932

The Ridge PD
Parcel 2

Apopka, Florida

No.	Revision	Date	Appvd.
1	City of Apopka Comments	05/17/2022	
2	Client Revision	11/11/2022	
3	Submit to SJRWMD	10/19/2023	
4	SJRWMD Comments	11/22/2023	
5	Phase 2 Sub-Phasing Revisions	01/17/2024	
6	City of Apopka Comments	05/01/2024	

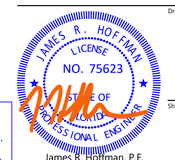
Designed by: DMK
Checked by: JRH
Issued for: Construction Plan Approval
Date: Feb. 25, 2022
Vertical Datum NAVD 1988

Drawing Title
Typical Sections & Details

Drawing Number
C1.11

Sheet of

Project Number
63534.03



James R. Hoffman, P.E.
P.E. # 75623
DATE: May. 01, 2024

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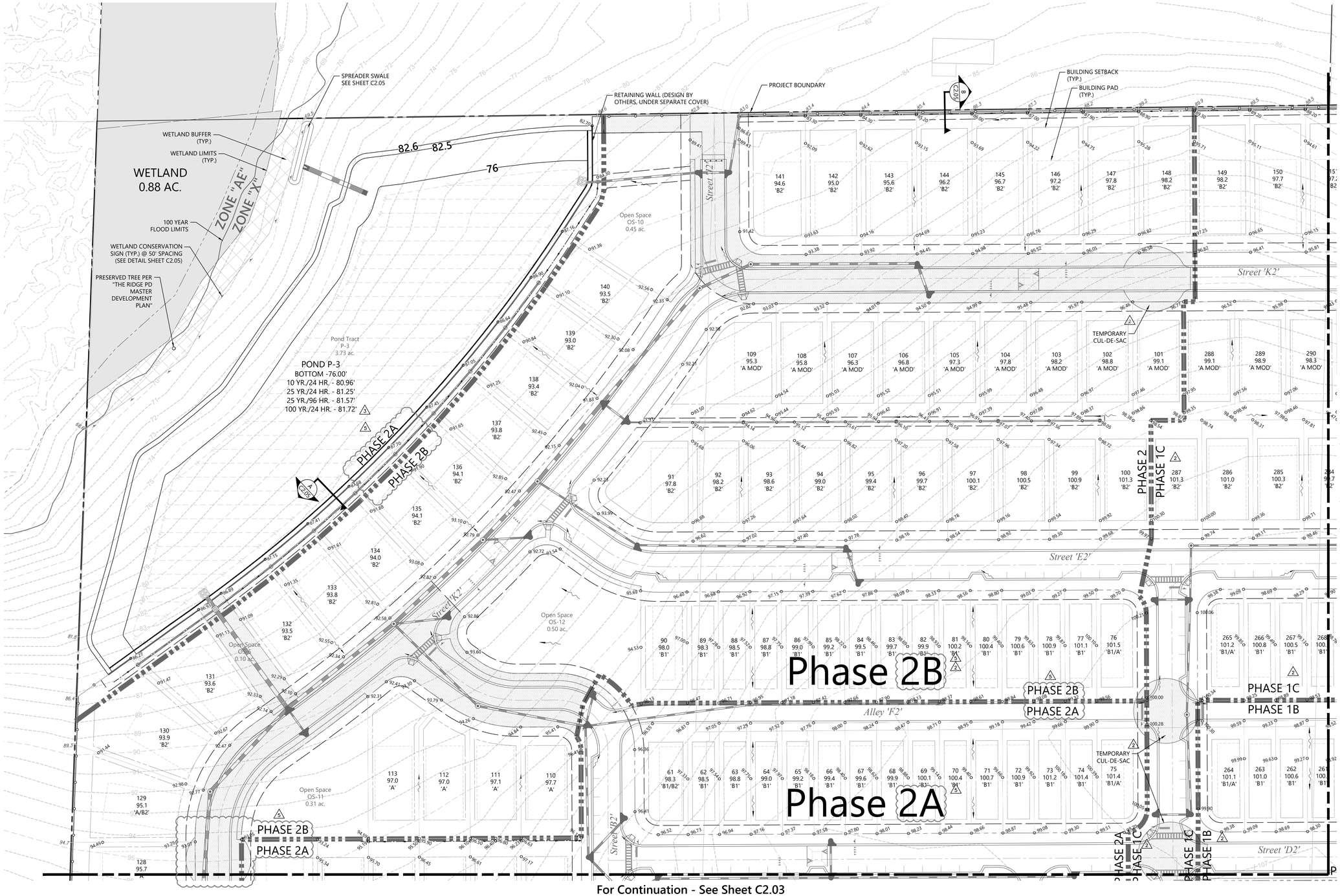

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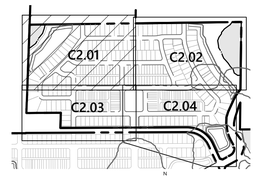

Key Map N.T.S.

LEGEND

- PROJECT BOUNDARY
- PHASE LINE
- PRESERVED WETLAND
- UPLAND BUFFER
- PROPOSED STORM DRAIN, CURB INLET, MANHOLE
- EXISTING TOPOGRAPHIC CONTOUR
- PROPOSED GRADE
- EXISTING GRADE
- FLOW DIRECTION

0 25 50 100 Feet

The Ridge PD Parcel 2

Apopka, Florida

No.	Revision	Date	Appvd.
1	City of Apopka Comments	05/17/2022	
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3	Submit to SJRWMD	10/19/2023	
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6	City of Apopka Comments	05/01/2024	

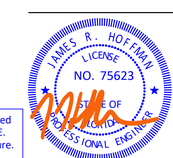
Designed by DMK | Checked by JRH

Issued for **Construction Plan Approval**
Vertical Datum NAVD 1988

Date Feb. 25, 2022

Drawing Title
Lot Grading Plan

1 LOT NUMBER
120.0 PROP. FIN. FL. ELEV.
'A' LOT GRADE TYPE



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P.E. # 75623
DATE: May. 01, 2024

Drawing Number C2.01
Sheet of
Project Number 63534.03

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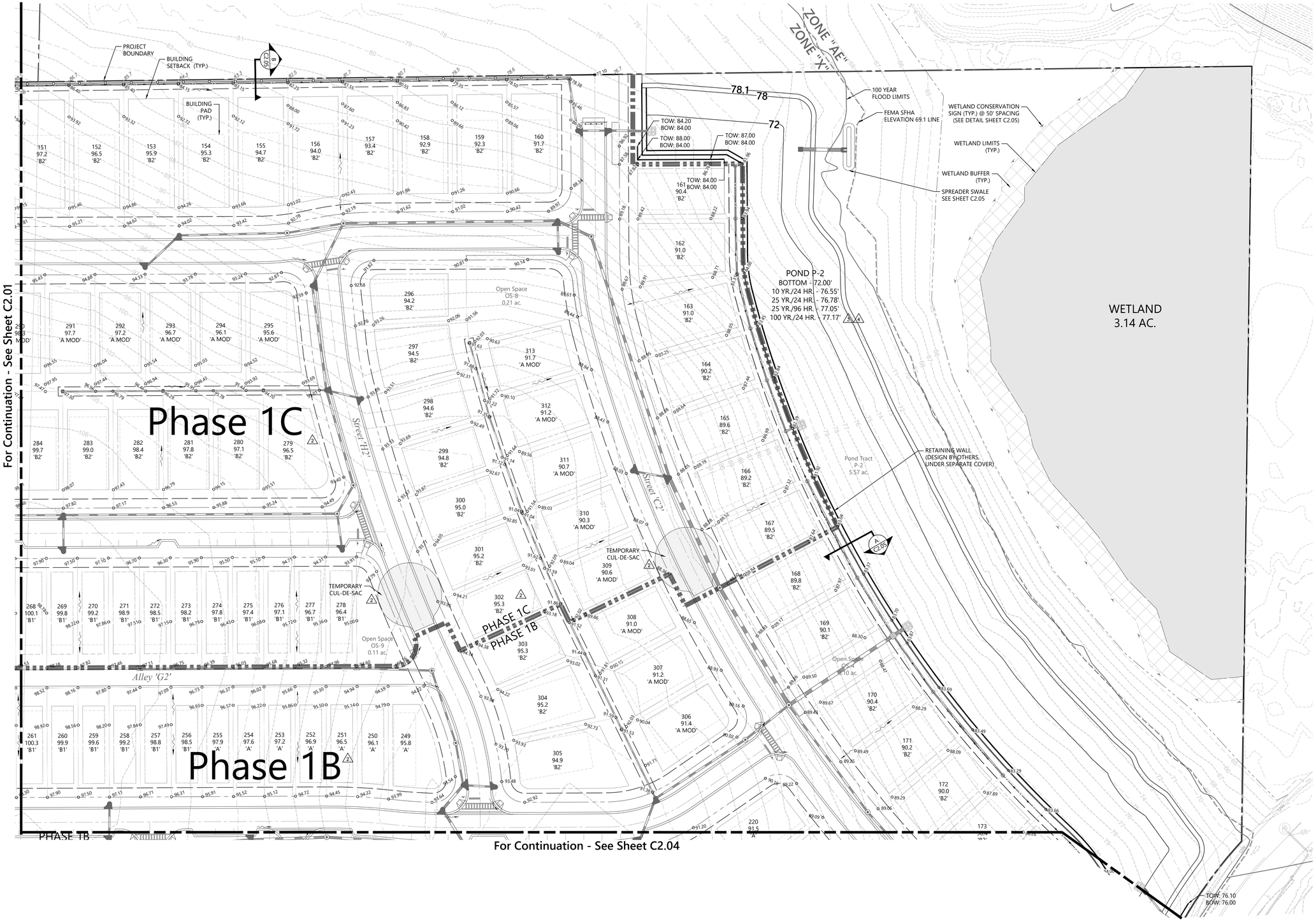

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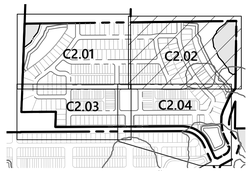

Key Map N.T.S.

LEGEND

- PROJECT BOUNDARY
- PHASE LINE
- PRESERVED WETLAND
- UPLAND BUFFER
- PROPOSED STORM DRAIN, CURB INLET, MANHOLE
- EXISTING TOPOGRAPHIC CONTOUR
- PROPOSED GRADE
- EXISTING GRADE
- FLOW DIRECTION

0 25 50 100 Feet

The Ridge PD Parcel 2

Apopka, Florida

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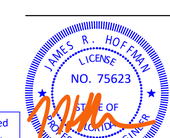
Designed by DMK | Checked by JRH

Issued for: Construction Plan Approval
Vertical Datum NAVD 1988

Date: Feb. 25, 2022

Drawing Title: Lot Grading Plan

1 — LOT NUMBER
120.0 — PROP. FIN. FL. ELEV.
'A' — LOT GRADE TYPE



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P.E. # 75623
DATE: May. 01, 2024

Drawing Number: C2.02
Sheet of

Project Number: 63534.03

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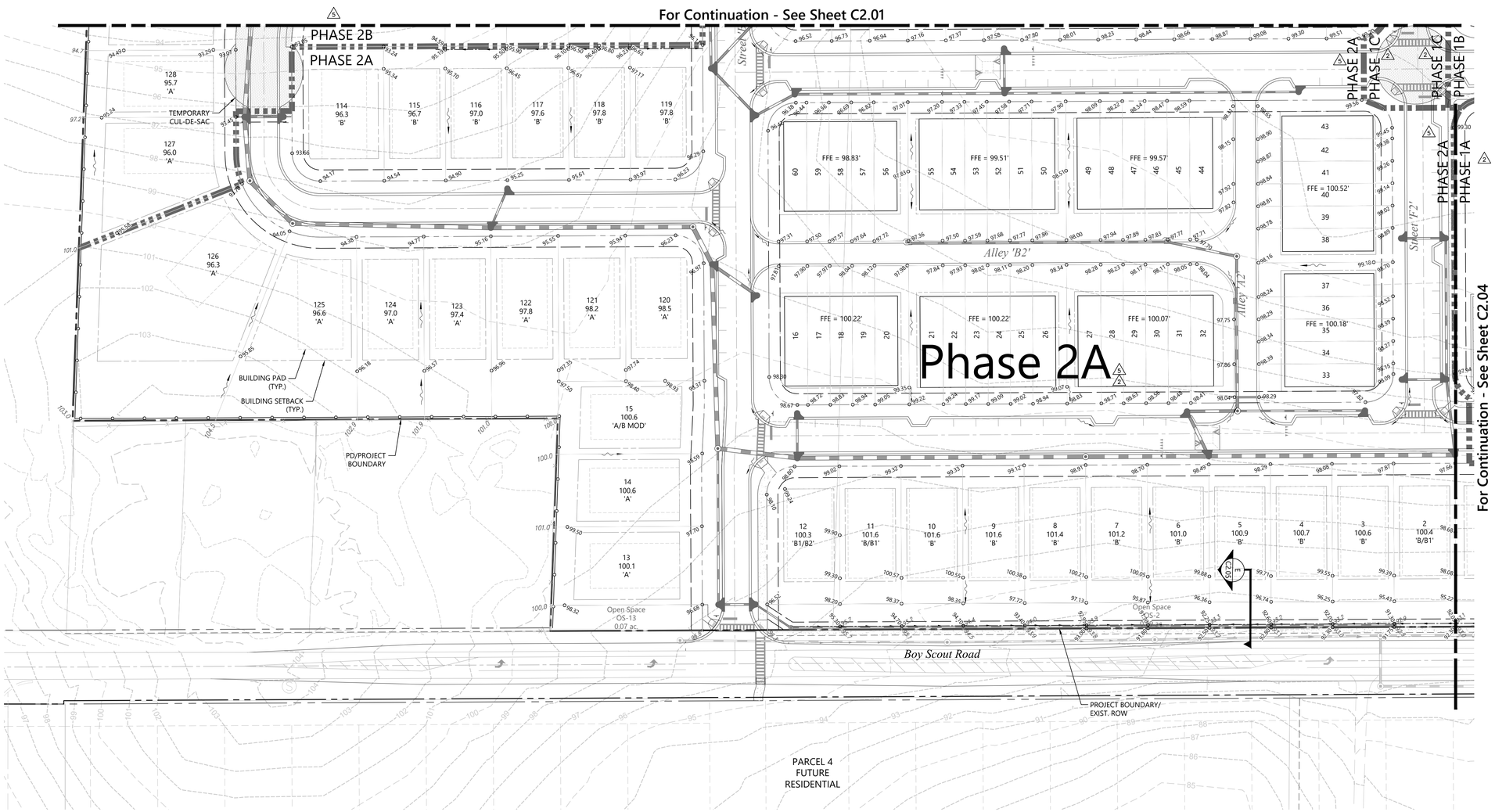

1 — LOT NUMBER
120.0 — PROP. FIN. FL. ELEV.
'A' — LOT GRADE TYPE

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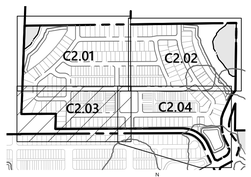

Key Map N.T.S.

LEGEND

- PROJECT BOUNDARY
- PHASE LINE
- PRESERVED WETLAND
- UPLAND BUFFER
- PROPOSED STORM DRAIN, CURB INLET, MANHOLE
- EXISTING TOPOGRAPHIC CONTOUR
- PROPOSED GRADE
- EXISTING GRADE
- FLOW DIRECTION

0 25 50 100 Feet

The Ridge PD Parcel 2

Apopka, Florida

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Vertical Datum NAVD 1988

Date: Feb. 25, 2022

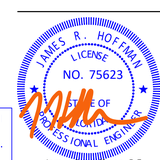
Drawing Title

Lot Grading Plan

Drawing Number: C2.03

Sheet of

Project Number: 63534.03



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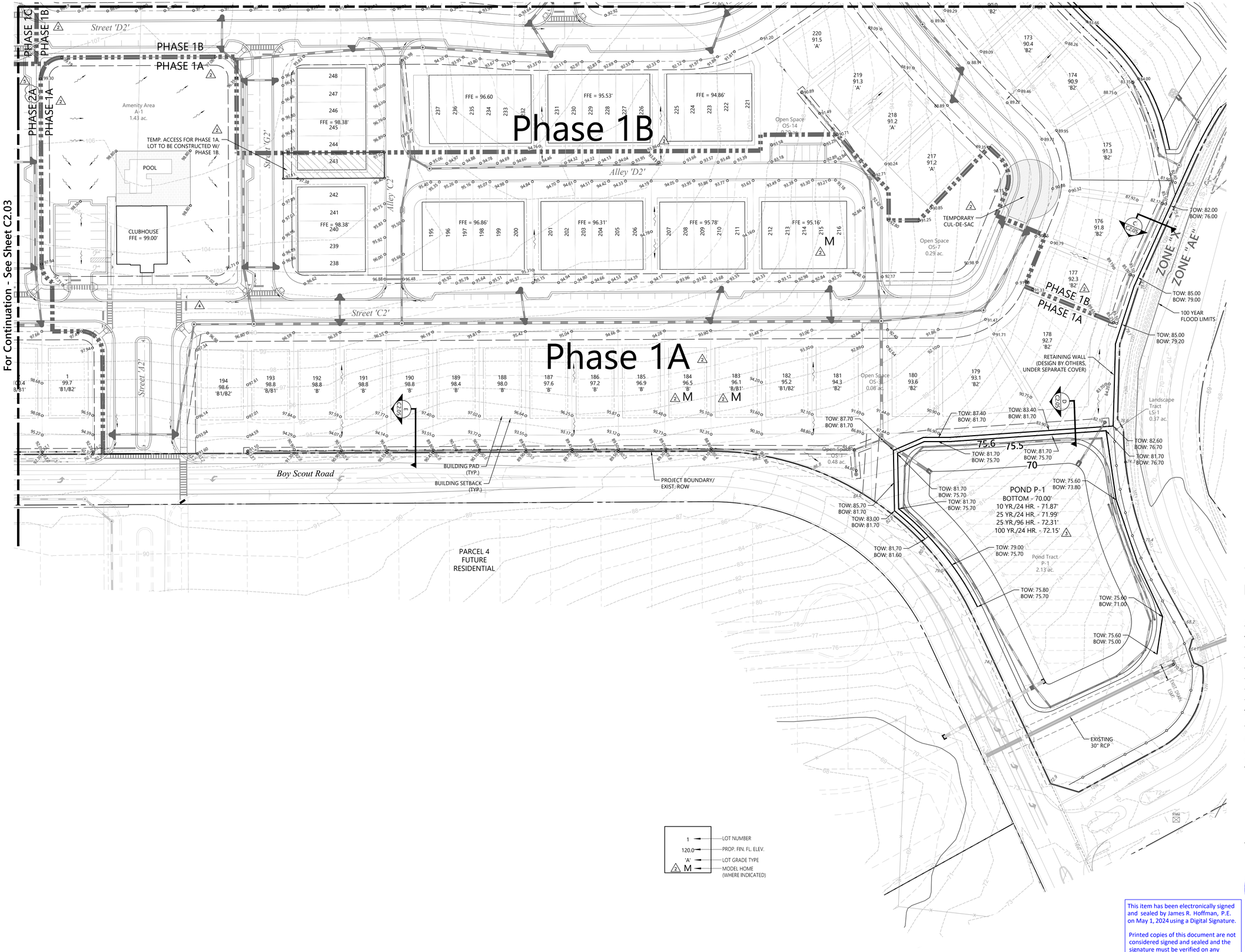
For Continuation - See Sheet C2.02

For Continuation - See Sheet C2.03



1 — LOT NUMBER
120.0 — PROP. FIN. FL. ELEV.
'A' — LOT GRADE TYPE
M — MODEL HOME (WHERE INDICATED)

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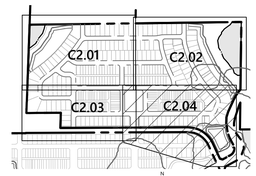

Key Map N.T.S.

LEGEND
- PROJECT BOUNDARY
- PHASE LINE
- PRESERVED WETLAND
- UPLAND BUFFER
- PROPOSED STORM DRAIN, CURB INLET, MANHOLE
- EXISTING TOPOGRAPHIC CONTOUR
- PROPOSED GRADE
- EXISTING GRADE
- FLOW DIRECTION
- POLLUTION ABATEMENT SWALE

0 25 50 100 Feet

The Ridge PD
Parcel 2

Apopka, Florida

No.	Revision	Date	Appvd.
1	City of Apopka Comments	05/17/2022	
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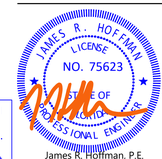
Vertical Datum NAVD 1988
Date **Feb. 25, 2022**
Drawing Title
Lot Grading Plan

Drawing Number **C2.04**
Sheet of



James R. Hoffman, P.E.
P.E. # 75623
DATE: May. 01, 2024

Project Number **63534.03**

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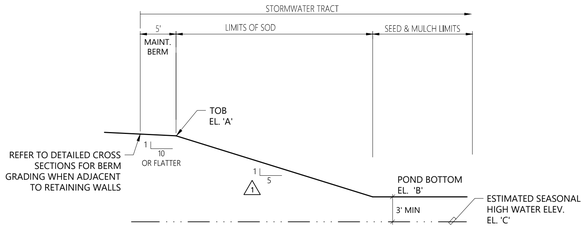
Dry Pond Summary Chart

Pond #	El. 'A'	El. 'B'	El. 'C'
1	75.5	70.0	60.0
2	78.0	72.0	61.0
3	82.5	76.0	65.0

4



POND SLOPES & MAINTENANCE BERMS SHALL BE IN ACCORDANCE WITH CITY OF APOPKA LDC SECTION 6.025.00 D.1.a

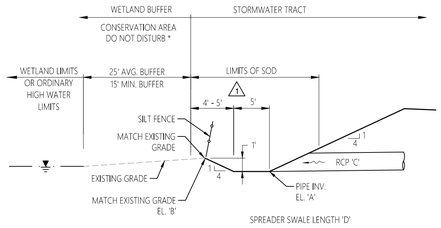
Typical Dry Pond Detail

N.T.S.

Spreader Swale Chart

Swale #	El. 'A'	El. 'B'	RCP 'C'	Length 'D'
P-2	67.8	69.1	24.0	50
P-3	69.0	70.0	48.0	70

1

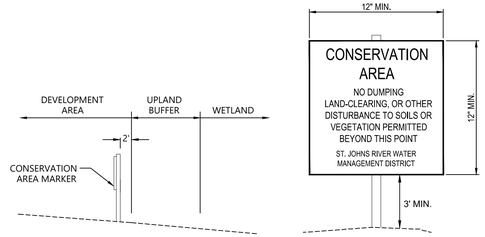


POND SLOPES & MAINTENANCE BERMS SHALL BE IN ACCORDANCE WITH CITY OF APOPKA LDC SECTION 6.025.00 D.1.a

* NO GRADING SHALL BE PERFORMED IN THE BUFFER OR WETLAND

Typical Spreader Swale Grading Section

N.T.S.

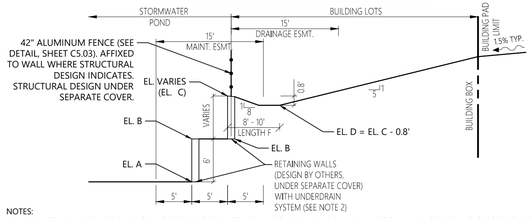


NOTES:
1. CONSERVATION SIGNS TO BE PLACED ON 150' CENTERS ALONG COMMON AREAS AND AT THE REAR CORNER OF EVERY OTHER LOT.
2. THE SIGN SHALL BE PLACED ON THE UPLAND MOST EDGE OF THE WETLAND BUFFER OR UPLAND PRESERVATION AREA.

Typical Wetland Conservation Sign Detail

N.T.S.

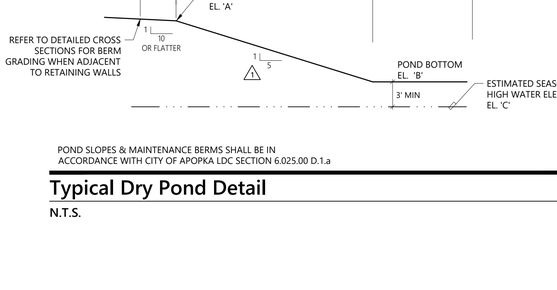
EL.	El. 'A'	El. 'B'	LENGTH F
P-2	72.0	78.0	8'-0"
P-3	76.0	82.0	10'-0"



NOTES:
1. "LENGTH F" MEASURES THE DISTANCE TO THE STORM SEWER INLETS WITHIN THE SWALE. INLETS SHALL BE LOCATED NO CLOSER TO THE WALL THAN "LENGTH F".
2. ALL WALLS SHALL HAVE UNDERDRAIN SYSTEMS, INSTALLED ACCORDING TO THE STRUCTURAL ENGINEERING PLANS. UNDERDRAINS SHALL BE 6" PVC DRAIN PIPE WITH FILTER SOCK, SURROUNDED BY 3" GRAVEL FOR A MINIMUM OF 6" OUTSIDE THE PIPE WALLS, WITH A FILTER FABRIC WRAP ENCASING THE GRAVEL. UNDERDRAINS SHALL CONNECT TO THE OUTFALL STRUCTURE OR PIPE AT THE ASSOCIATED WALL SYSTEM.
3. THE WALL, STORM SEWER, AND UNDERDRAIN SHALL ALL BE INSTALLED AT THE SAME TIME, TO AVOID DISRUPTING THE STRUCTURAL SUPPORTS OF THE WALL SYSTEM.
4. THE STORM SEWER AND UNDERDRAIN SHALL NOT INTERFERE WITH THE STRUCTURAL COMPONENTS OF THE WALL SYSTEM.

A - Typical Grading Detail

N.T.S.



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C - Typical Grading Details

N.T.S.

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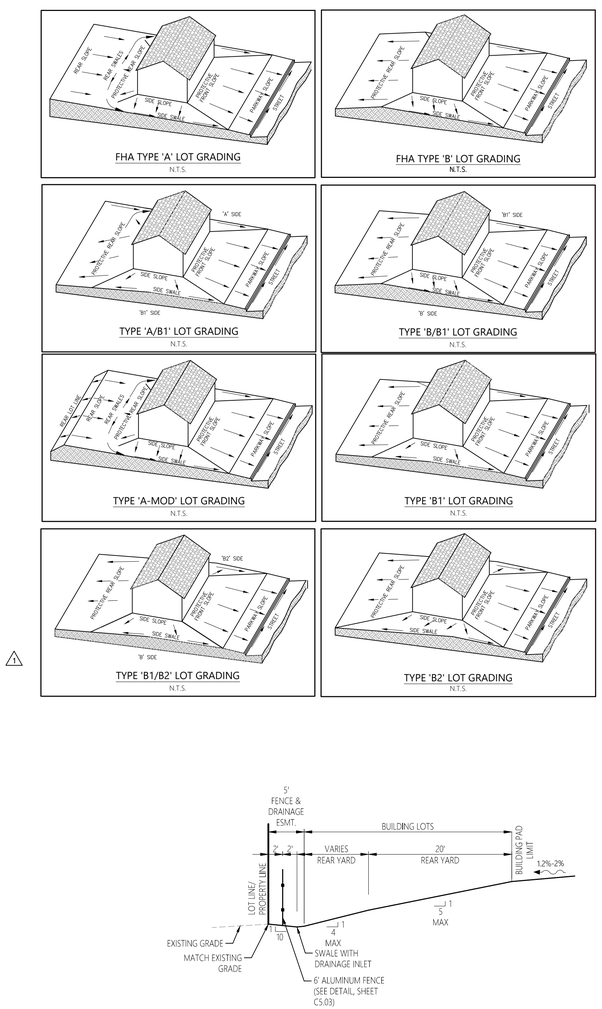
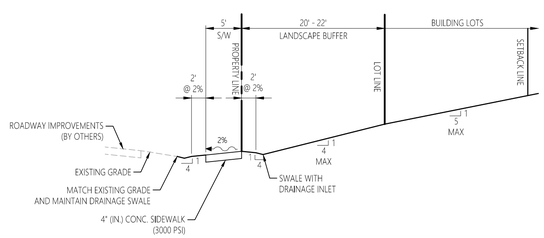
D - Typical Grading Detail

N.T.S.



B - Typical Grading Detail

N.T.S.



E - Typical Grading Details

N.T.S.

1

NOTES:
FOR ANY CONDITION WHERE THE STRUCTURAL ENGINEERING PLANS OR GEOTECHNICAL PLANS FOR THE WALL DESIGN DIFFER FROM THE CIVIL CONSTRUCTION PLANS, THE STRUCTURAL DESIGN AND GEOTECHNICAL DESIGN SHALL GOVERN. SUBSTANTIAL CHANGES TO THE CIVIL CONSTRUCTION PLANS BASED ON THE THESE DESIGNS SHALL BE REVIEWED AND APPROVED BY THE CONSTRUCTION PLAN ENGINEER AND, AS NECESSARY, THE CITY ENGINEER.

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The Ridge PD Parcel 2

Apopka, Florida

No.	Revision	Date	Appvd.
1	City of Apopka Comments	05/17/2022	
2	Client Revision	11/11/2022	
3	Submit to SJRWMD	10/19/2023	
4	SJRWMD Comments	11/22/2023	
5	Phase 2 Sub-Phasing Revisions	01/17/2024	
6	City of Apopka Comments	05/01/2024	

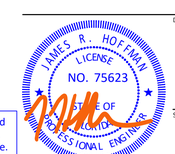
Designed by DMK | Checked by JRH

Issued for: **Construction Plan Approval** | Date: **Feb. 25, 2022**

Vertical Datum NAVD 1988

Drawing Title

Grading Details



James R. Hoffman, P.E.
P.E. # 75623
DATE: May. 01, 2024

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Sheet of

Project Number: **63534.03**

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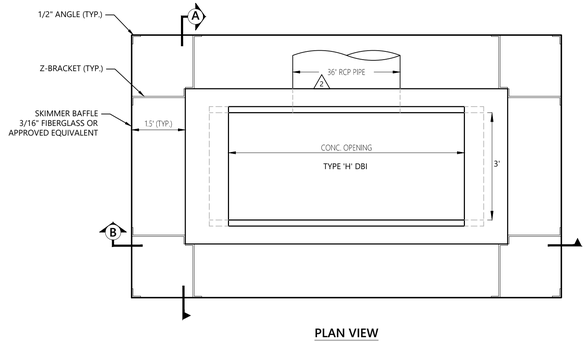
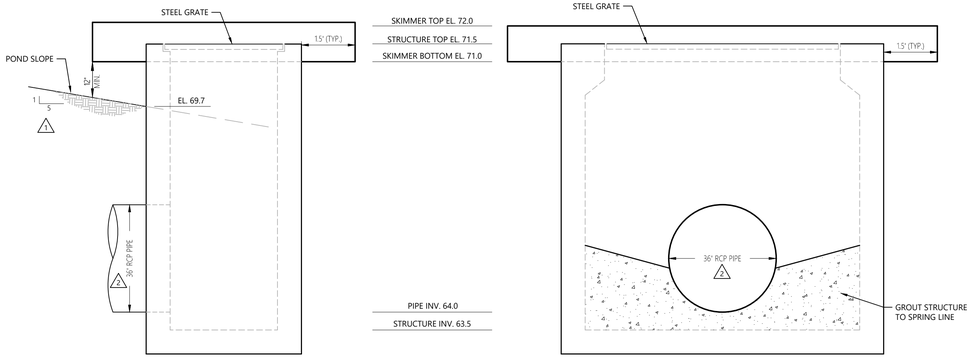


PLAN VIEW



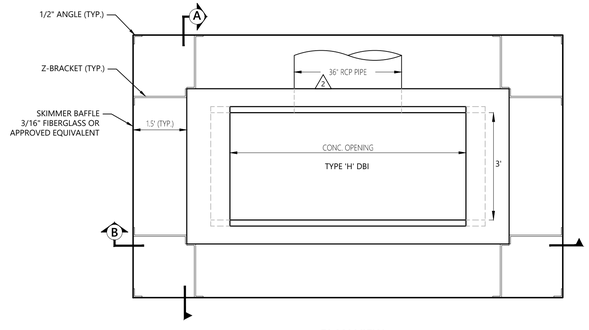
SECTION VIEW A

SECTION VIEW B

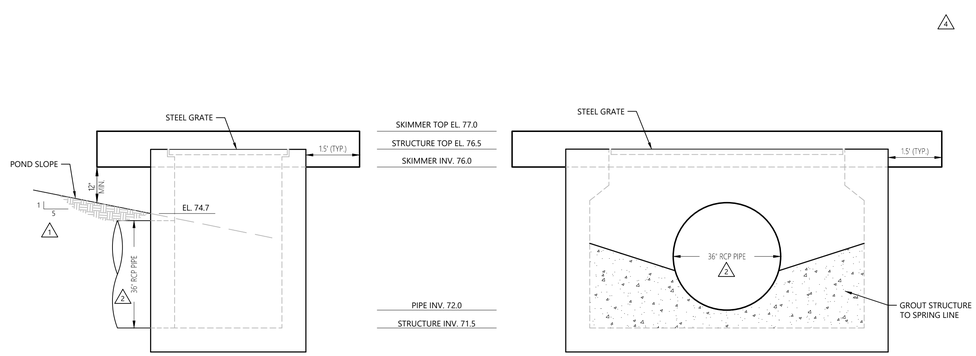
NOTE:SKIMMER TO BE MOUNTED IN ACCORDANCE WITH MANUFACTURER SPECIFICATIONS.

Outfall Control Structure Detail - #CS-1

N.T.S.



PLAN VIEW



SECTION VIEW A

SECTION VIEW B

NOTE:SKIMMER TO BE MOUNTED IN ACCORDANCE WITH MANUFACTURER SPECIFICATIONS.

Outfall Control Structure Detail - #CS-2

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The Ridge PD Parcel 2

Apopka, Florida

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6	City of Apopka Comments	05/01/2024	

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Checked by JRH
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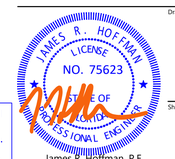
Vertical Datum NAVD 1988
Date Feb. 25, 2022
Drawing Title Control Structure Details



James R. Hoffman, P.E.
P.E. # 75623
DATE: May. 01, 2024

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Sheet of
Project Number 63534.03

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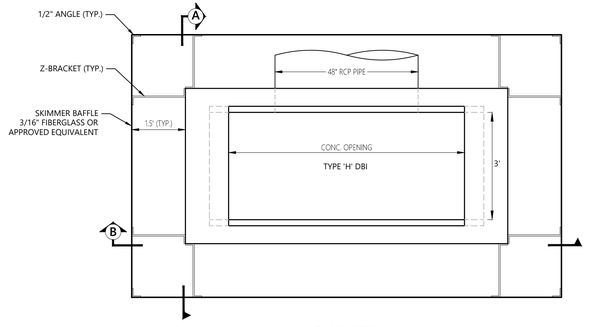
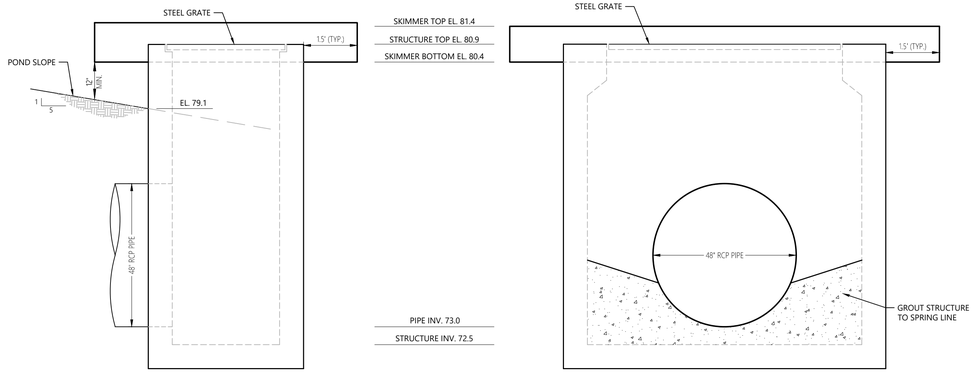


PLAN VIEW



SECTION VIEW A

SECTION VIEW B

NOTE:SKIMMER TO BE MOUNTED IN ACCORDANCE WITH MANUFACTURER SPECIFICATIONS.

Outfall Control Structure Detail - #CS-3

N.T.S.

3 1

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The Ridge PD
Parcel 2

Apopka, Florida

No.	Revision	Date	Appvd.
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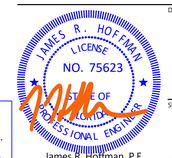
5	Phase 2 Sub-Phasing Revisions	01/17/2024	
6	City of Apopka Comments	05/01/2024	

Designed by: DMK
Checked by: JRH
Issued for: Construction Plan Approval
Vertical Datum NAVD 1988
Date: Feb. 25, 2022

Drawing Title:
Control Structure Details

Drawing Number
C2.11
Sheet of



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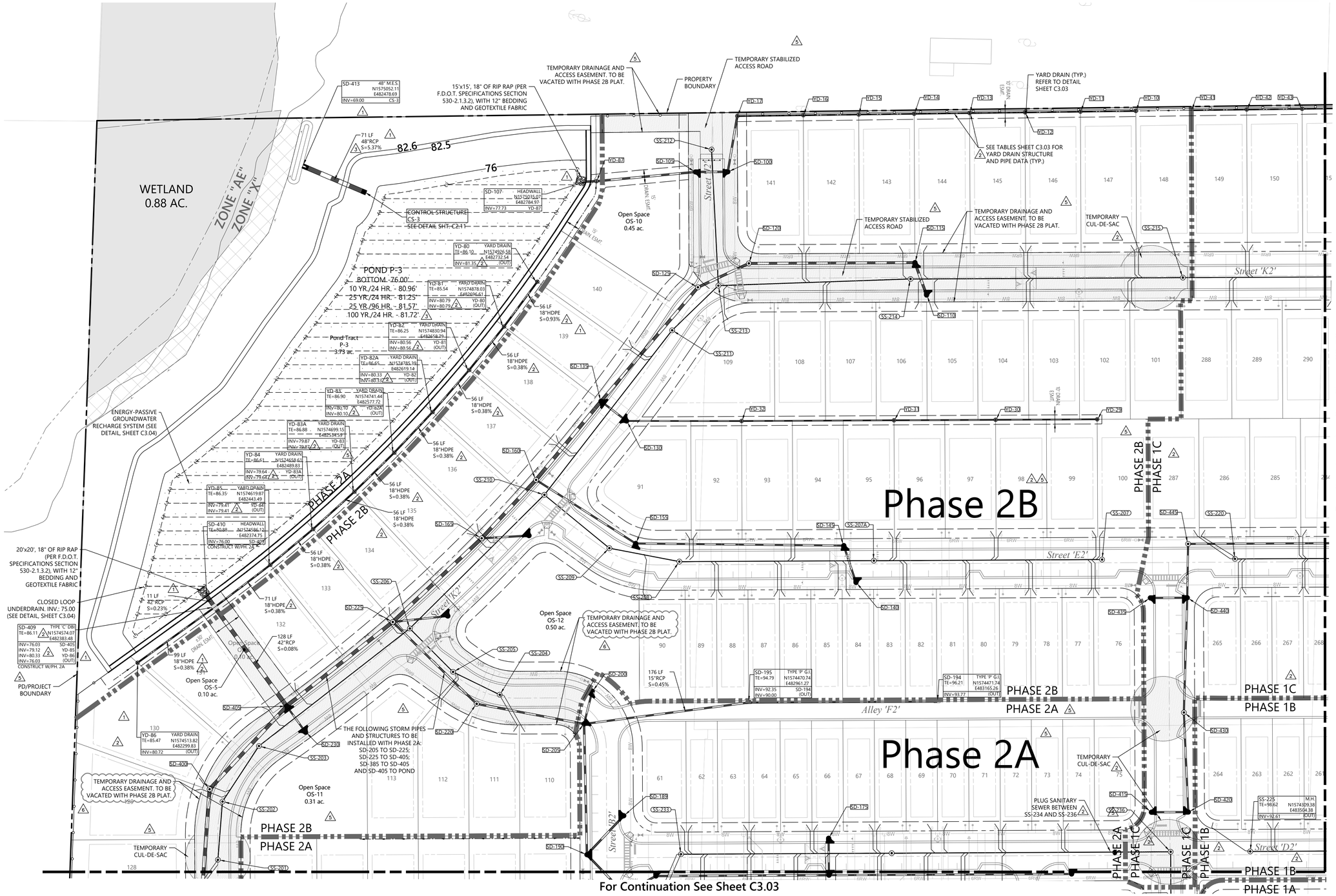
SEE SHEET C3.03 FOR YARD DRAIN STRUCTURE AND PIPE DATA



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Key Map

LEGEND

- PROPERTY BOUNDARY
- PHASE LINE
- PRESERVED WETLAND
- UPLAND BUFFER
- PROPOSED STORM DRAIN, CURB INLET, MANHOLE
- PROPOSED SANITARY SEWER & MANHOLE
- PROPOSED FORCEMAIN

NOTES:
1. ALL SANITARY SEWER MAIN TO BE 8" UNLESS OTHERWISE NOTED.
2. UTILITY EASEMENTS SHOWN ADJACENT TO ROW TO BE 10' UNLESS OTHERWISE NOTED.

0 25 50 100 Feet

The Ridge PD Parcel 2

Apopka, Florida

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Designed by DMK
Checked by JRH
Issued for Construction Plan Approval
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Date Feb. 25, 2022

Drawing Title
Drainage & Wastewater Plan

Drawing Number
C3.01
Sheet of

Project Number
63534.03

JAMES R. HOFFMAN LICENSE NO. 75623 STATE OF FLORIDA PROFESSIONAL ENGINEER

James R. Hoffman, P.E.
P.E. # 75623
DATE: May. 01, 2024

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SEE SHEET C3.03 FOR YARD DRAIN STRUCTURE AND PIPE DATA

PROP COR
N1575135.4499
E484917.2426

ZONE "AE"
ZONE "X"

PD/PROJECT BOUNDARY

SEE TABLES SHEET C3.03 FOR YARD DRAIN STRUCTURE AND PIPE DATA (TYP.)

YARD DRAIN (TYP.) REFER TO DETAIL SHEET C3.03

15'x15', 18" OF RIP RAP (PER F.D.O.T. SPECIFICATIONS SECTION 530-2.1.3.2), WITH 12" BEDDING AND GEOTEXTILE FABRIC

CONTROL STRUCTURE CS-2
SEE DETAIL SHT. C2.10

SD-565 HEADWALL N1575064.37 E484254.14 INV=72.00 YD-110

SD-569 36" M.E.S. N1575043.73 E484473.26 INV=67.80 CS-2

49 LF 36"RCP S=7.90%

YD-101 YARD DRAIN N1575026.27 E484350.97 INV=76.71 (OUT)
54 LF 18"HDPE S=0.38%

YD-102 YARD DRAIN N1574968.56 E484351.25 INV=76.49 INV=76.49 YD-101 (OUT)
57 LF 18"HDPE S=0.38%

YD-103 YARD DRAIN N1574907.57 E484352.94 INV=76.26 INV=76.26 YD-102 (OUT)
57 LF 18"HDPE S=0.38%

YD-104 YARD DRAIN N1574848.14 E484367.59 INV=76.03 INV=76.03 YD-103 (OUT)
56 LF 18"HDPE S=0.38%

YD-105 YARD DRAIN N1574791.28 E484385.68 INV=75.80 INV=75.80 YD-104 (OUT)
56 LF 18"HDPE S=0.38%

YD-105A YARD DRAIN N1574735.37 E484406.50 INV=75.57 INV=72.04 YD-105 (OUT)
9 LF 18"HDPE S=0.30%

YD-115 HEADWALL N1574740.20 E484418.57 INV=72.00 YD-105A
115 LF 18"HDPE S=0.38%

YD-106 YARD DRAIN N1574680.53 E484430.00 INV=76.37 (OUT)

YD-107 YARD DRAIN N1574574.58 E484484.81 INV=75.92 INV=75.92 YD-106 (OUT)
71 LF 18"HDPE S=0.38%

9 LF 36"RCP S=0.10%

134 LF 36"RCP S=4.02%

SD-562 HEADWALL N1574518.29 E484535.10 INV=72.00 SD-561

SD-561 TYPE 'C' INL N1574511.10 E484524.27 INV=72.35 SD-560 INV=77.17 YD-98 INV=75.64 YD-107 (OUT) INV=72.01

YD-98 YARD DRAIN N1574449.53 E484567.95 INV=77.40 INV=77.40 YD-97 (OUT)

YD-97 YARD DRAIN N1574357.99 E484644.43 INV=77.76 (OUT)

115 LF 18"HDPE S=0.30%

36 LF 18"HDPE S=4.44%

ENERGY-PASSIVE GROUNDWATER RECHARGE SYSTEM (SEE DETAIL, SHEET C3.04)

FEMA SFHA ELEV. 69.1 LINE

WETLAND
3.14 AC.

Pond Tract P-2
5.57 ac.

POND P-2
BOTTOM - 72.00'
10 YR./24 HR. - 76.55'
25 YR./24 HR. - 76.78'
25 YR./96 HR. - 77.05'
100 YR./24 HR. - 77.17'

20'x20', 18" OF RIP RAP (PER F.D.O.T. SPECIFICATIONS SECTION 530-2.1.3.2), WITH 12" BEDDING AND GEOTEXTILE FABRIC

15'x15', 18" OF RIP RAP (PER F.D.O.T. SPECIFICATIONS SECTION 530-2.1.3.2), WITH 12" BEDDING AND GEOTEXTILE FABRIC

Open Space OS-8
0.21 ac.

Open Space OS-9
0.11 ac.

Open Space OS-4
0.10 ac.

TEMPORARY CUL-DE-SAC

234 LF 15"RCP S=0.40%

78 LF 15"RCP S=0.65%

SD-570 TYPE 'P' G1 N1574474.33 E483698.26 INV=92.00 (OUT)

SD-575 TYPE 'P' G3 N1574475.49 E483936.26 INV=91.05 INV=87.40 SD-570 (OUT)

Phase 1C

Phase 1B

PHASE 1C

PHASE 1B

Alley 'G2'

Street 'C2'

For Continuation See Sheet C3.01

For Continuation See Sheet C3.04

CURB INLET, DRAINAGE MANHOLE
TOP OF RIM=69.15
INVERT=63.00
(STRUCTURE FULL OF WATER)

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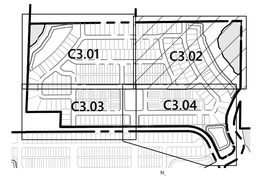

Key Map

LEGEND

- PROPERTY BOUNDARY
- PHASE LINE
- PRESERVED WETLAND
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- PROPOSED STORM DRAIN, CURB INLET, MANHOLE
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NOTES:
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0 25 50 100 Feet

The Ridge PD Parcel 2

Apopka, Florida

No.	Revision	Date	Appvd.
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Vertical Datum NAVD 1988

Date: Feb. 25, 2022

Drawing Title

Drainage & Wastewater Plan

Drawing Number: C3.02

Sheet of

Project Number: 63534.03

JAMES R. HOFFMAN LICENSE NO. 75623 STATE OF FLORIDA PROFESSIONAL ENGINEER

James R. Hoffman, P.E.
P.E. # 75623
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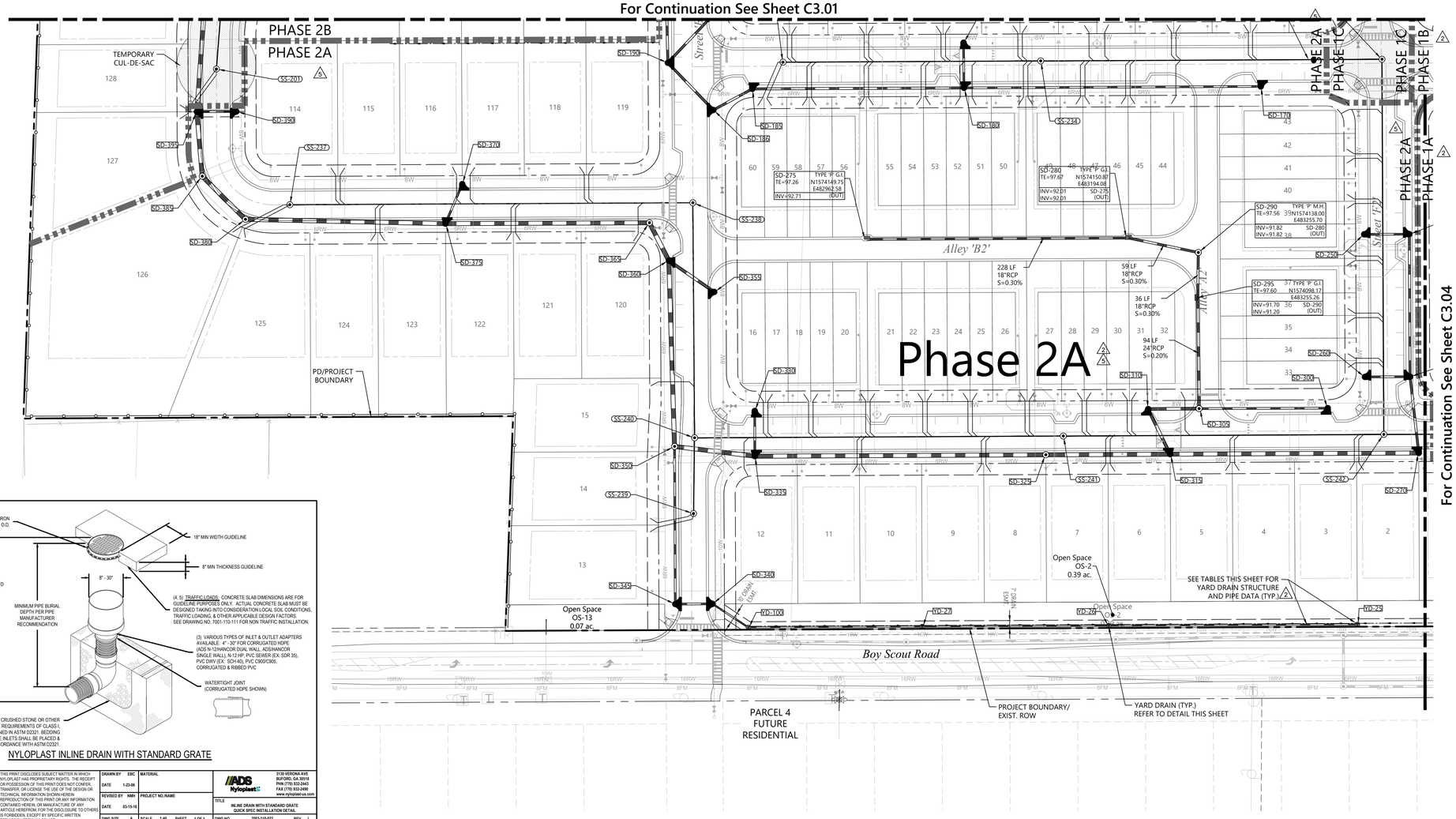
For Continuation See Sheet C3.01



NYLOPLAST INLINE DRAIN WITH STANDARD GRATE

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DATE	1-23-08				
REVISED BY	NMH	PROJECT NO./NAME		TITLE	INLINE DRAIN WITH STANDARD GRATE QUICK SPEC INSTALLATION DETAIL
DATE	03-15-16				
DWG SIZE	A	SCALE 1:40	SHEET 1 OF 1	DWG NO.	7003-110-222 REV J

Storm Sewer Structure Schedule

Number	Type	Top	Height	Northing	Easting
SD-766	DMH	80.91	10.41	1573794.08	484680.25
YD-10	DMH	88.90	4.50	1575111.66	483380.55
YD-11	DMH	87.90	4.50	1575110.89	483320.55
YD-12	DMH	87.00	4.50	1575110.12	483260.55
YD-13	DMH	86.00	4.50	1575109.34	483200.55
YD-14	DMH	85.20	4.50	1575108.57	483140.56
YD-15	DMH	84.30	4.50	1575107.80	483080.56
YD-16	DMH	83.30	4.50	1575107.03	483020.56
YD-17	DMH	83.00	4.50	1575106.10	482949.04
YD-18	DMH	91.10	4.50	1573810.31	483695.49
YD-19	DMH	89.80	4.50	1573811.38	483915.49
YD-20	DMH	89.45	5.91	1573812.18	484080.48
YD-21	DMH	88.80	6.91	1573812.98	484245.48
YD-21A	DMH	84.80	4.50	1573783.51	484417.49
YD-21B	DMH	85.80	5.61	1573812.47	484415.24
YD-22	DMH	82.10	8.10	1573845.12	484712.68
YD-25	DMH	91.30	4.50	1573808.85	483396.49
YD-26	DMH	91.30	5.34	1573807.78	483176.49
YD-27	DMH	94.10	8.77	1573806.98	483011.50
YD-29	DMH	98.05	4.50	1574777.58	483338.70
YD-30	DMH	97.07	4.50	1574777.05	483228.70
YD-31	DMH	96.10	4.50	1574776.51	483118.70
YD-32	DMH	94.14	7.60	1574775.71	482953.70
YD-33	DMH	97.30	4.75	1574778.92	483613.69
YD-34	DMH	96.29	5.02	1574779.46	483723.69

Storm Sewer Structure Schedule

Number	Type	Top	Height	Northing	Easting
YD-35	DMH	94.70	7.50	1574779.99	483833.69
YD-36	DMH	91.63	4.50	1574832.11	484059.75
YD-37	DMH	91.35	4.54	1574751.05	484081.39
YD-38	DMH	91.04	4.72	1574647.07	484116.78
YD-39	DMH	91.86	6.10	1574545.89	484159.53
YD-40	DMH	91.53	6.53	1574408.44	484226.53
YD-41	DMH	89.30	4.50	1575112.44	483440.54
YD-42	DMH	89.20	5.20	1575113.21	483500.54
YD-43	DMH	88.20	5.70	1575113.98	483560.54
YD-44	DMH	86.40	5.00	1575114.78	483620.53
YD-45	DMH	85.40	5.15	1575115.53	483680.53
YD-46	DMH	84.15	4.90	1575116.30	483740.53
YD-47	DMH	83.15	4.80	1575117.07	483800.52
YD-48	DMH	82.25	4.60	1575117.85	483860.52
YD-49	DMH	81.55	4.90	1575118.62	483920.52
YD-50	DMH	80.55	5.10	1575119.39	483980.51
YD-51	DMH	79.35	4.75	1575120.16	484040.51
YD-52	DMH	78.50	4.50	1575120.94	484100.51
YD-53	DMH	78.39	4.98	1575121.81	484168.51
YD-61	DMH	85.25	4.50	1573963.73	484722.99
YD-62	DMH	85.00	5.85	1574020.50	484742.66
YD-63	DMH	82.12	7.03	1574104.95	484780.75
YD-65	DMH	90.89	4.50	1574237.01	484353.20
YD-66	DMH	90.71	4.60	1574187.01	484394.88
YD-100	DMH	95.60	10.85	1573806.23	482857.59

Storm Sewer Pipe Schedule

Start Str.	End Str.	Size	Material	Length	Slope	Start Inv.	End Inv.
YD-10	YD-11	15	HDPE	60.002	1.67%	84.40	83.40
YD-11	YD-12	15	HDPE	60.002	1.50%	83.40	82.50
YD-12	YD-13	15	HDPE	60.002	1.67%	82.50	81.50
YD-13	YD-14	15	HDPE	60.002	1.33%	81.50	80.70
YD-14	YD-15	15	HDPE	60.002	1.50%	80.70	79.80
YD-15	YD-16	15	HDPE	60.002	1.67%	79.80	78.80
YD-16	YD-17	15	HDPE	71.527	0.42%	78.80	78.50
YD-17	SD-100	18	RCP	61.205	0.50%	78.50	78.19
YD-18	YD-19	15	HDPE	220.000	0.59%	86.60	85.30
YD-19	YD-20	15	HDPE	165.000	1.00%	85.30	83.65
YD-20	YD-21	15	HDPE	165.000	1.00%	83.54	81.89
YD-21	YD-21B	15	HDPE	169.761	1.00%	81.89	80.19
YD-21A	YD-21B	15	HDPE	29.045	0.38%	80.30	80.19
YD-21B	SD-760	15	HDPE	34.992	0.38%	80.19	80.06
YD-22	SD-766	18	HDPE	60.475	5.79%	74.00	70.50
YD-25	YD-26	15	HDPE	220.000	0.38%	86.80	85.96
YD-26	YD-27	15	HDPE	165.000	0.38%	85.96	85.33
YD-27	YD-100	15	HDPE	153.912	0.38%	85.33	84.75
YD-29	YD-30	15	HDPE	110.000	0.89%	93.55	92.57
YD-30	YD-31	15	HDPE	110.000	0.88%	92.57	91.60
YD-31	YD-32	15	HDPE	165.000	1.19%	91.60	89.64
YD-32	SD-130	15	HDPE	124.448	1.00%	86.54	85.30
YD-33	YD-34	15	HDPE	110.000	1.00%	92.55	91.45
YD-34	YD-35	15	HDPE	110.000	1.20%	91.27	89.95
YD-35	SD-475	15	HDPE	69.030	0.58%	87.20	86.80

Storm Sewer Pipe Schedule

Start Str.	End Str.	Size	Material	Length	Slope	Start Inv.	End Inv.
YD-36	YD-37	15	HDPE	83.899	0.38%	87.13	86.81
YD-37	YD-38	15	HDPE	109.839	0.45%	86.81	86.32
YD-38	YD-39	15	HDPE	109.839	0.50%	86.32	85.77
YD-39	YD-40	15	HDPE	152.909	0.50%	85.76	85.00
YD-40	SD-557	15	HDPE	84.364	0.38%	85.00	84.68
YD-41	YD-42	15	HDPE	60.002	0.50%	84.80	84.50
YD-42	YD-43	15	HDPE	60.002	0.83%	84.00	83.50
YD-43	YD-44	15	HDPE	60.002	1.00%	82.50	81.90
YD-44	YD-45	15	HDPE	60.002	0.83%	81.40	80.90
YD-45	YD-46	15	HDPE	60.002	1.00%	80.25	79.65
YD-46	YD-47	15	HDPE	60.002	1.00%	79.25	78.65
YD-47	YD-48	18	HDPE	60.002	1.00%	78.35	77.75
YD-48	YD-49	18	HDPE	60.002	1.00%	77.65	77.05
YD-49	YD-50	18	HDPE	60.002	1.00%	76.65	76.05
YD-50	YD-51	18	HDPE	60.002	1.00%	75.45	74.85
YD-51	YD-52	18	HDPE	60.002	1.00%	74.60	74.00
YD-52	YD-53	18	HDPE	68.002	0.87%	74.00	73.41
YD-53	SD-563	18	HDPE	57.824	0.62%	73.41	73.05
YD-61	YD-62	18	HDPE	60.085	1.00%	80.75	80.15
YD-62	YD-63	18	HDPE	92.636	1.50%	79.15	77.76
YD-63	YD-116	18	HDPE	49.732	1.24%	75.09	74.48
YD-65	YD-66	15	HDPE	65.096	0.38%	86.39	86.14
YD-66	SD-730	15	HDPE	65.445	0.38%	86.11	85.86
YD-100	SD-340	15	HDPE	37.931	0.38%	84.75	84.61

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Key Map N.T.S.

LEGEND

- PROPERTY BOUNDARY
- PHASE LINE
- PRESERVED WETLAND
- UPLAND BUFFER
- PROPOSED STORM DRAIN, CURB INLET, MANHOLE
- PROPOSED SANITARY SEWER & MANHOLE
- PROPOSED FORCEMAIN

NOTES:
1. ALL SANITARY SEWER MAIN TO BE 8" UNLESS OTHERWISE NOTED.
2. UTILITY EASEMENTS SHOWN ADJACENT TO ROW TO BE 10' UNLESS OTHERWISE NOTED.

0 25 50 100 Feet

The Ridge PD Parcel 2

Apopka, Florida

No.	Revision	Date	Appvd.
1	City of Apopka Comments	05/17/2022	
2	Client Revision	11/11/2022	
3	Submit to SJRWMD	10/19/2023	
4	SJRWMD Comments	11/22/2023	
5	Phase 2 Sub-Phasing Revisions	01/17/2024	
6	City of Apopka Comments	05/01/2024	

Designed by DMK | Checked by JRH

Issued for: Construction Plan Approval
Vertical Datum NAVD 1988

Date: Feb. 25, 2022

Drawing Title: Drainage & Wastewater Plan

JAMES R. HOFFMAN LICENSE NO. 75623 STATE OF FLORIDA PROFESSIONAL ENGINEER

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James R. Hoffman, P.E.
P.E. # 75623
DATE: May. 01, 2024

Drawing Number: C3.03
Sheet of
Project Number: 63534.03

Saved Wednesday, January 24, 2024 5:37:34 PM JFISHER Plotted Wednesday, May 1, 2024 4:37:07 PM Jordan Fisher

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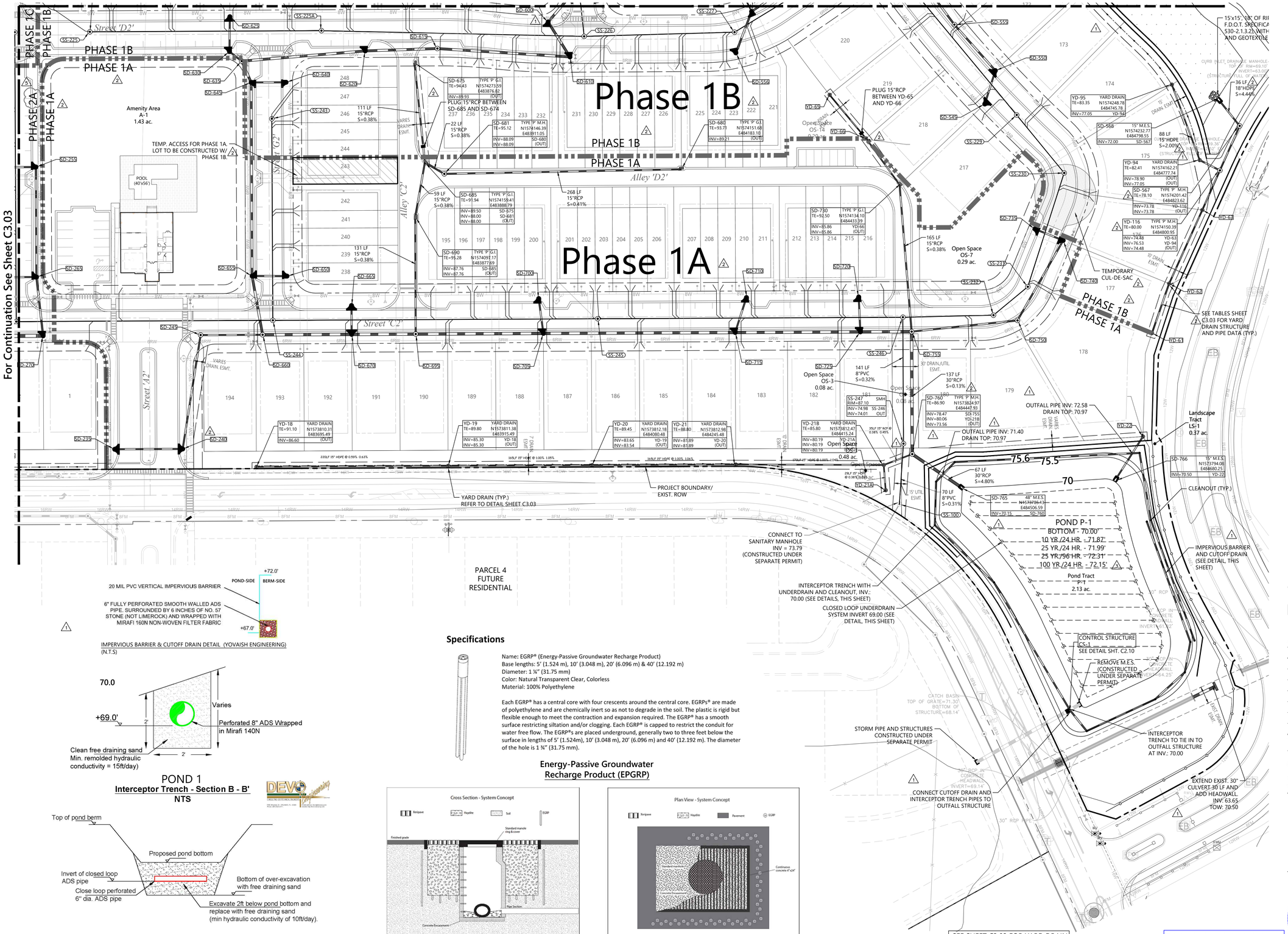
For Continuation See Sheet C3.02

For Continuation See Sheet C3.03



IMPERVIOUS BARRIER & CUTOFF DRAIN DETAIL (YOVAISH ENGINEERING)
(N.T.S)

POND 1
Interceptor Trench - Section B - B'
NTS

Typical Over-Excavated Pond Bottom with Closed Loop Underdrain
(Ponds 1 and 3)
N.T.S.

Specifications

Name: EGRP® (Energy-Passive Groundwater Recharge Product)
Base lengths: 5' (1.524 m), 10' (3.048 m), 20' (6.096 m) & 40' (12.192 m)
Diameter: 1 ¼" (31.75 mm)
Color: Natural Transparent Clear, Colorless
Material: 100% Polyethylene

Each EGRP® has a central core with four crescents around the central core. EGRPs® are made of polyethylene and are chemically inert so as not to degrade in the soil. The plastic is rigid but flexible enough to meet the contraction and expansion required. The EGRP® has a smooth surface restricting siltation and/or clogging. Each EGRP® is capped to restrict the conduit for water free flow. The EGRP®s are placed underground, generally two to three feet below the surface in lengths of 5' (1.524m), 10' (3.048 m), 20' (6.096 m) and 40' (12.192 m). The diameter of the hole is 1 ¼" (31.75 mm).

Energy-Passive Groundwater Recharge Product (EPGRP)

ENERGY-PASSIVE GROUNDWATER RECHARGE PRODUCT DETAILS - TYPICAL CONCEPT

ECT Environmental Consulting & Technology, Inc. www.ectinc.com

DEVO Engineering



Key Map N.T.S.

LEGEND
- PROPERTY BOUNDARY
- PHASE LINE
- PRESERVED WETLAND
- UPLAND BUFFER
- PROPOSED STORM DRAIN, CURB INLET, MANHOLE
- PROPOSED SANITARY SEWER & MANHOLE

NOTES:
1. ALL SANITARY SEWER MAIN TO BE 8" UNLESS OTHERWISE NOTED.
2. UTILITY EASEMENTS SHOWN ADJACENT TO ROW TO BE 10' UNLESS OTHERWISE NOTED.

0 25 50 100 Feet

The Ridge PD
Parcel 2

Apopka, Florida

No.	Revision	Date	Appvd.
1	City of Apopka Comments	05/17/2022	
2	Client Revision	11/11/2022	
3	Submit to SJRWMD	10/19/2023	
4	SJRWMD Comments	11/22/2023	
5	Phase 2 Sub-Phasing Revisions	01/17/2024	
6	City of Apopka Comments	05/01/2024	

Designed by DMK | Checked by JRH
Issued for: Construction Plan Approval
Vertical Datum NAVD 1988
Date: Feb. 25, 2022

Drawing Title
Drainage & Wastewater Plan

Drawing Number
C3.04
Sheet of

Project Number
63534.03

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James R. Hoffman, P.E.
P.E. # 75623
DATE: May. 01, 2024

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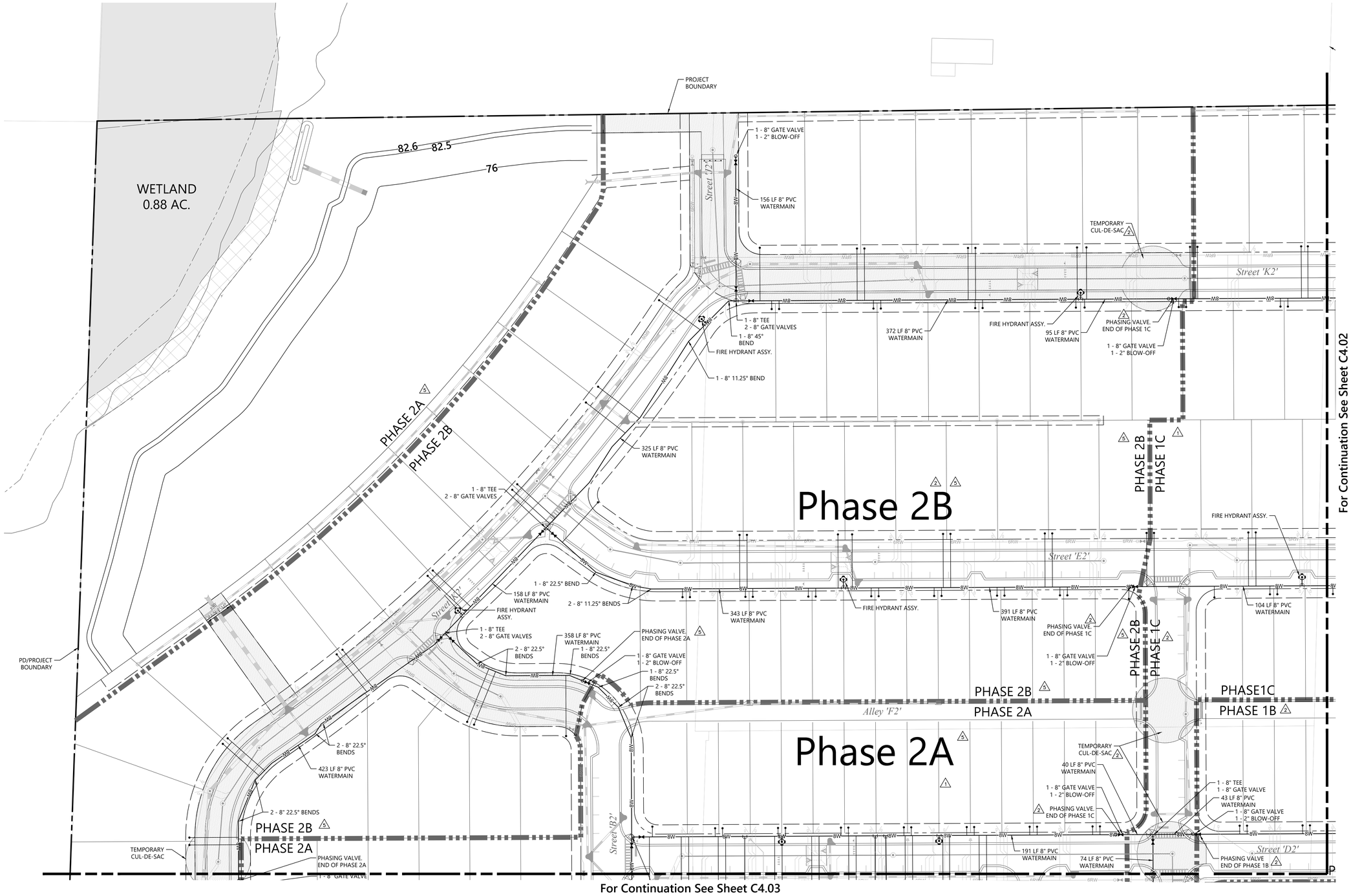

For Continuation See Sheet C4.02

For Continuation See Sheet C4.03

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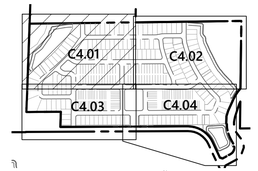

Key Map N.T.S.

LEGEND

- PROJECT BOUNDARY
- PHASE LINE
- PRESERVED WETLAND
- UPLAND BUFFER
- PROPOSED WATERMAIN & GATE VALVE
- PROPOSED FIRE HYDRANT ASSEMBLY
- FIRE DEPARTMENT CONNECTION (FDC)

0 25 50 100 Feet

The Ridge PD
Parcel 2

Apopka, Florida

No.	Revision	Date	Appvd.
1	City of Apopka Comments	05/17/2022	
2	Client Revision	11/11/2022	
3	Submit to SJRWMD	10/19/2023	
4	SJRWMD Comments	11/22/2023	
5	Phase 2 Sub-Phasing Revisions	01/17/2024	
6	City of Apopka Comments	05/01/2024	

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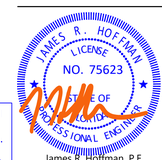
Vertical Datum NAVD 1988

Date: Feb. 25, 2022

Drawing Title: **Water Distribution Plan**



James R. Hoffman, P.E.
P.E. # 75623
DATE: May. 01, 2024

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Project Number: 63534.03

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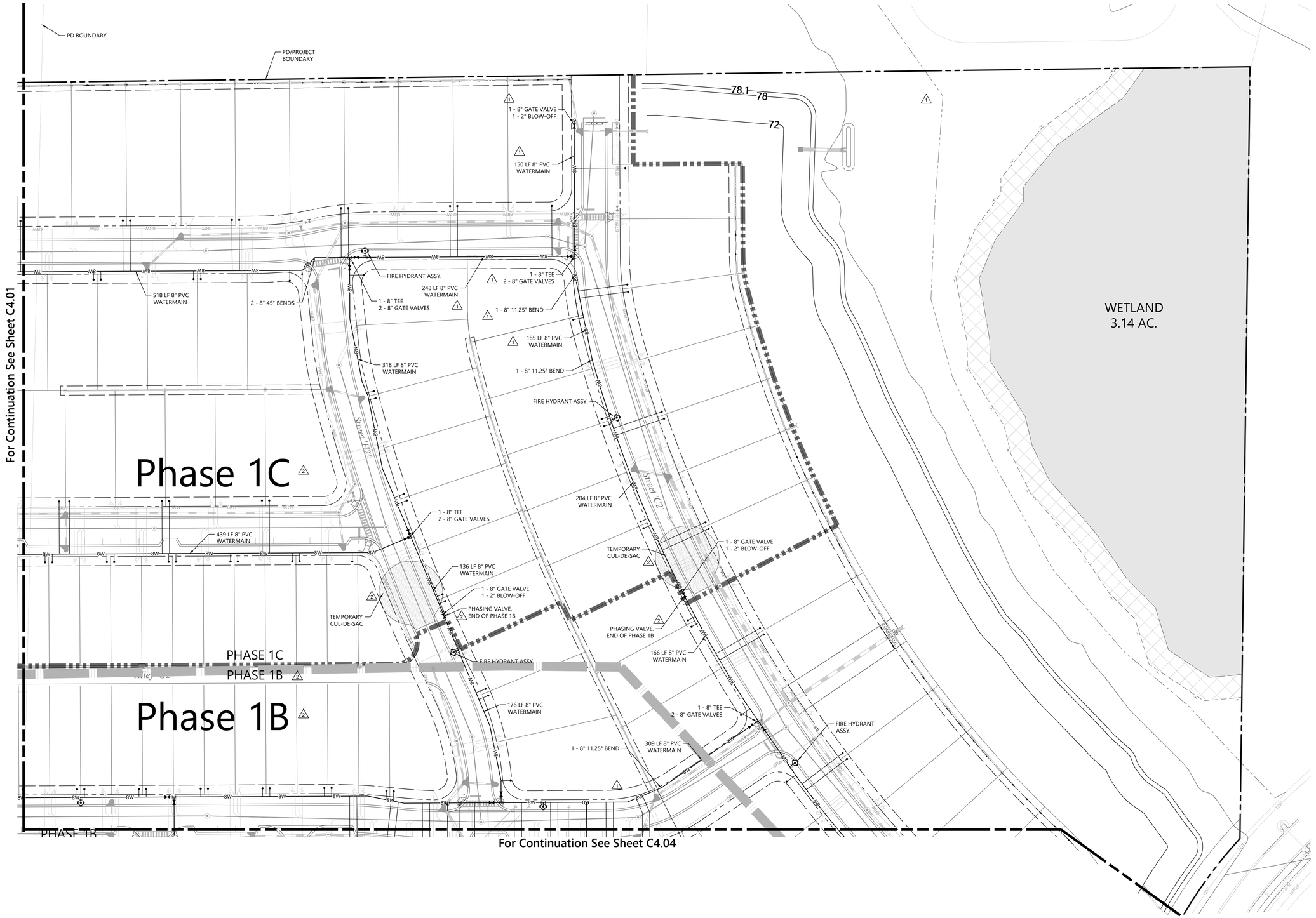

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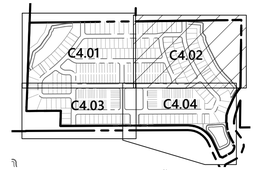

Key Map N.T.S.

LEGEND

- PROJECT BOUNDARY
- PHASE LINE
- PRESERVED WETLAND
- UPLAND BUFFER
- PROPOSED WATERMAIN & GATE VALVE
- PROPOSED FIRE HYDRANT ASSEMBLY
- FIRE DEPARTMENT CONNECTION

0 25 50 100 Feet

The Ridge PD Parcel 2

Apopka, Florida

No.	Revision	Date	Appvd.
1	City of Apopka Comments	05/17/2022	
2	Client Revision	11/11/2022	
3	Submit to SJRWMD	10/19/2023	
4	SJRWMD Comments	11/22/2023	
5	Phase 2 Sub-Phasing Revisions	01/17/2024	
6	City of Apopka Comments	05/01/2024	

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Checked by: JRH
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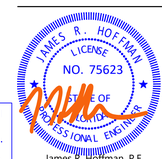
Date: Feb. 25, 2022
Vertical Datum NAVD 1988

Drawing Title
Water Distribution Plan

Drawing Number
C4.02
Sheet of



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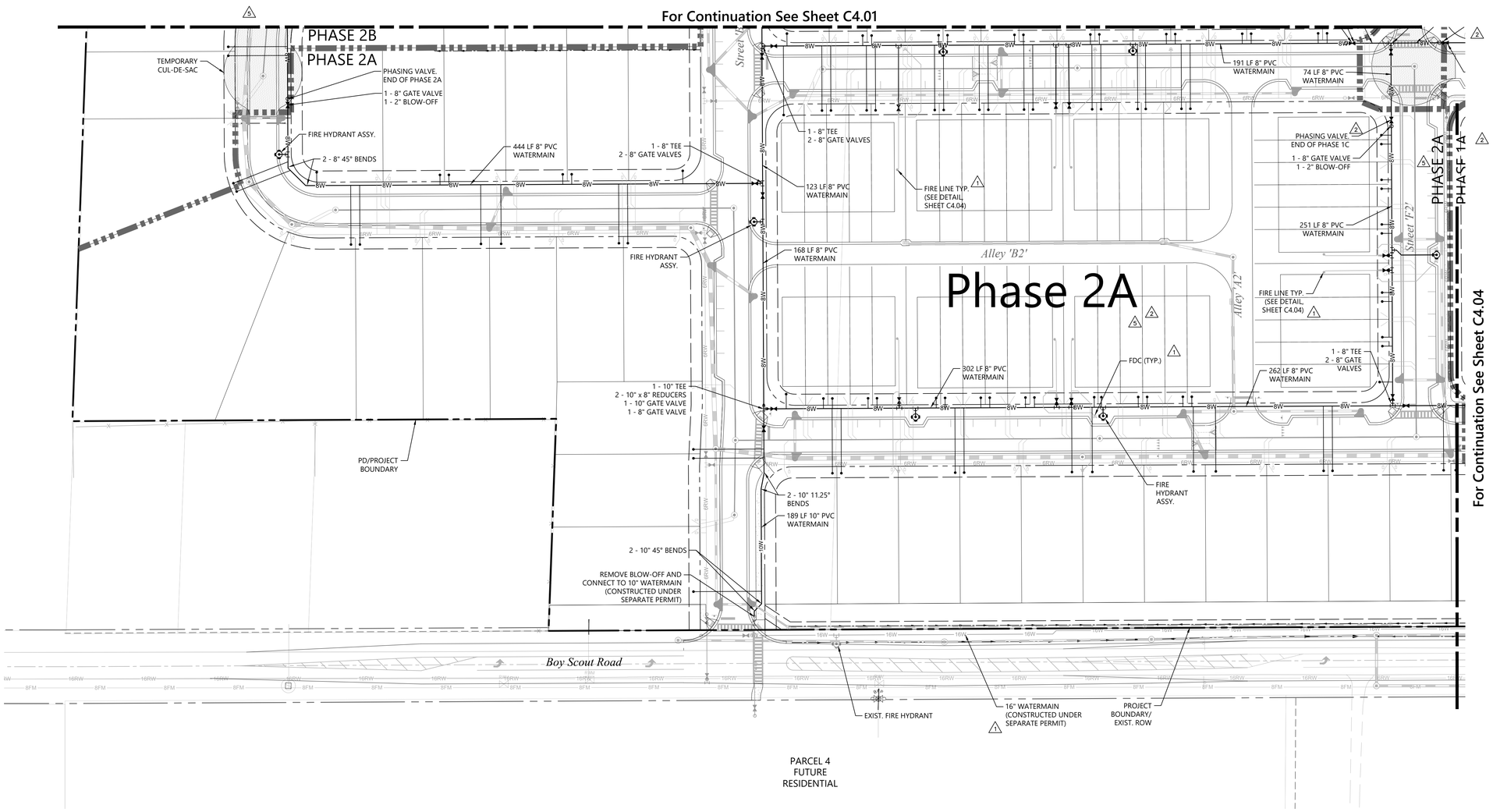

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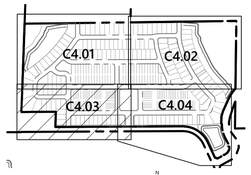

Key Map N.T.S.

LEGEND

- PROJECT BOUNDARY
- PHASE LINE
- PRESERVED WETLAND
- UPLAND BUFFER
- PROPOSED WATERMAIN & GATE VALVE
- PROPOSED FIRE HYDRANT ASSEMBLY
- FIRE DEPARTMENT CONNECTION (FDC)

0 25 50 100 Feet

The Ridge PD
Parcel 2

Apopka, Florida

No.	Revision	Date	Appvd.
1	City of Apopka Comments	05/17/2022	
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3	Submit to SJRWMD	10/19/2023	
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6	City of Apopka Comments	05/01/2024	

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Date
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Drawing Title
Water Distribution Plan

Drawing Number
C4.03

Sheet of

Project Number
63534.03

JAMES R. HOFFMAN LICENSE NO. 75623 STATE OF FLORIDA PROFESSIONAL ENGINEER

James R. Hoffman, P.E.
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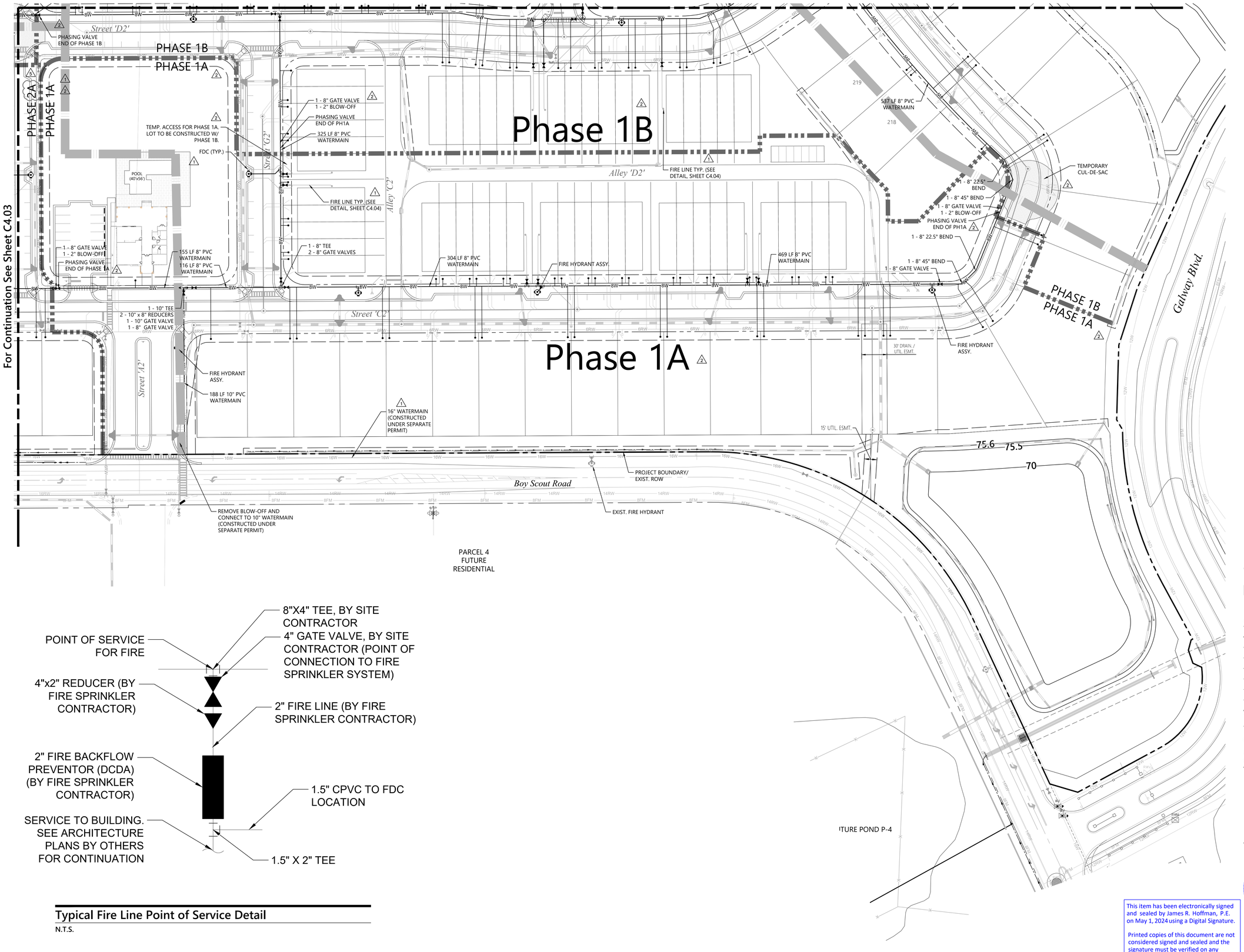
For Continuation See Sheet C4.02

For Continuation See Sheet C4.03



Typical Fire Line Point of Service Detail

N.T.S.

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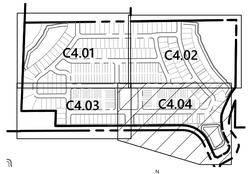

Key Map N.T.S.

LEGEND

- PROJECT BOUNDARY
- PHASE LINE
- PRESERVED WETLAND
- UPLAND BUFFER
- PROPOSED WATERMAIN & GATE VALVE
- PROPOSED FIRE HYDRANT ASSEMBLY
- FIRE DEPARTMENT CONNECTION

0 25 50 100 Feet

The Ridge PD
Parcel 2

Apopka, Florida

No.	Revision	Date	Appvd.
1	City of Apopka Comments	05/17/2022	
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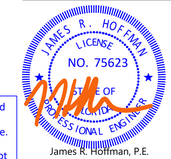
6	City of Apopka Comments	05/01/2024	

Designed by: DMK
Checked by: JRH
Issued for: Construction Plan Approval
Vertical Datum NAVD 1988
Date: Feb. 25, 2022
Drawing Title: Water Distribution Plan



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P.E. # 75623
DATE: May. 01, 2024

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Project Number: 63534.03

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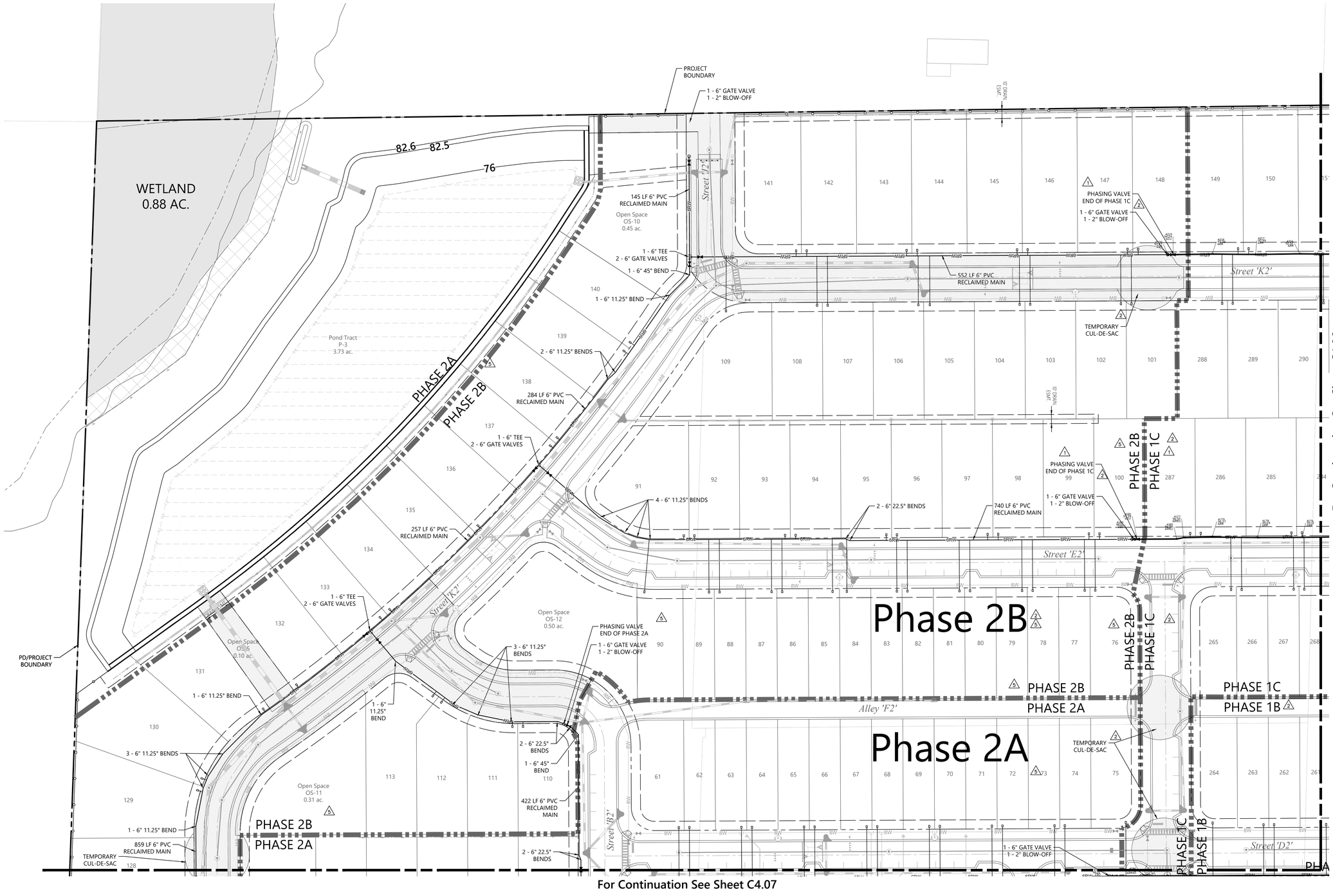

For Continuation See Sheet C4.06

For Continuation See Sheet C4.07

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Key Map

LEGEND

- PROJECT BOUNDARY
- PHASE LINE
- PRESERVED WETLAND
- UPLAND BUFFER
- PROPOSED RECLAIMED WATER & GATE VALVE

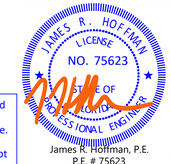
0 25 50 100 Feet

The Ridge PD
Parcel 2

Apopka, Florida

No.	Revision	Date	Appvd.
1	City of Apopka Comments	05/17/2022	
2	Client Revision	11/11/2022	
3	Submit to SJRWMD	10/19/2023	
4	SJRWMD Comments	11/22/2023	
5	Phase 2 Sub-Phasing Revisions	01/17/2024	
6	City of Apopka Comments	05/01/2024	

Designed by: DMK
Checked by: JRH
Issued for: Construction Plan Approval
Vertical Datum NAVD 1988
Date: Feb. 25, 2022
Drawing Title: Reclaimed Water Distribution Plan



James R. Hoffman, P.E.
P.E. # 75623
DATE: May. 01, 2024

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Drawing Number: C4.05
Sheet of
Project Number: 63534.03

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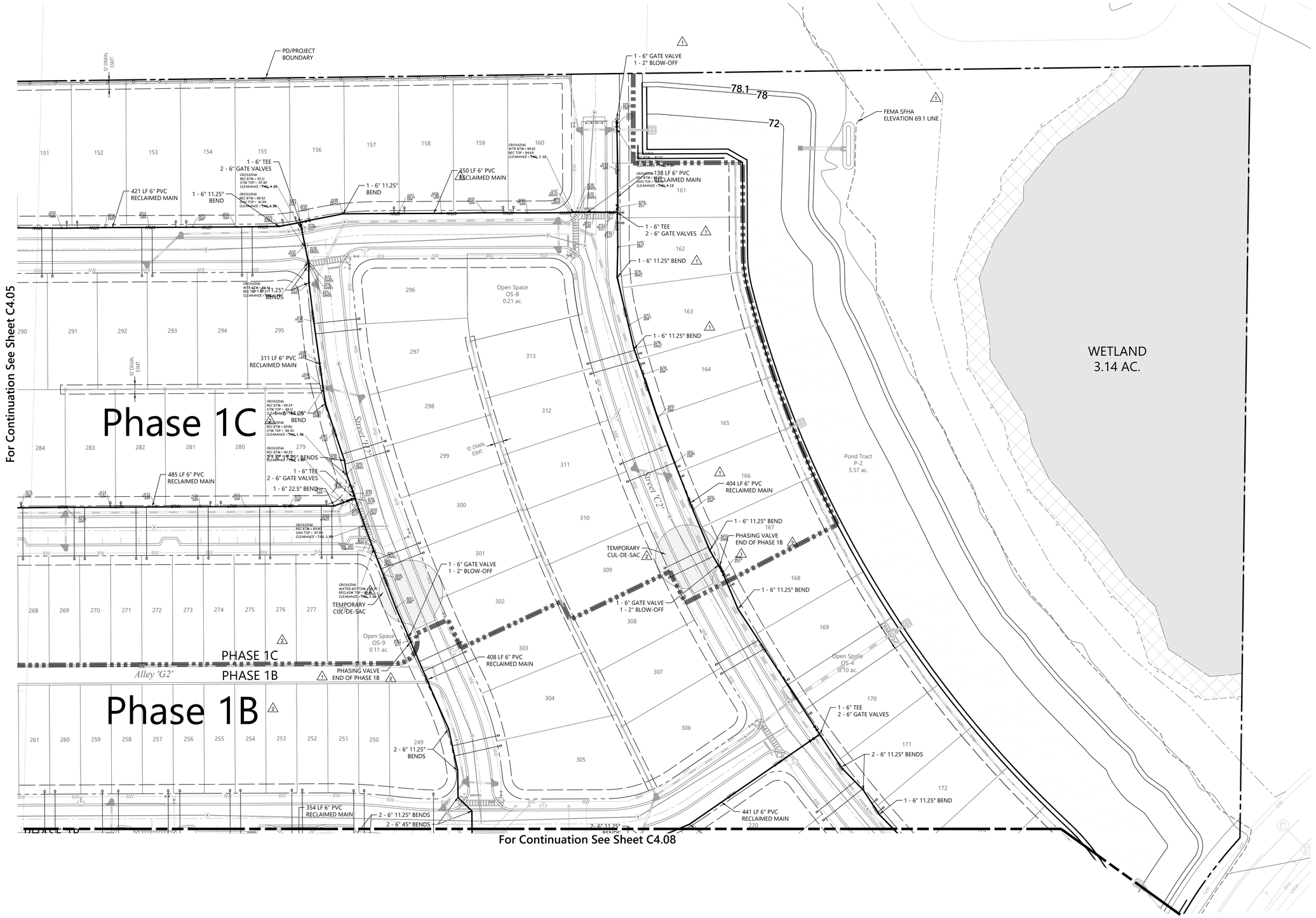

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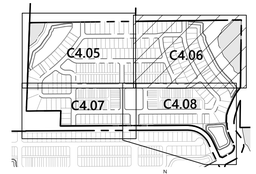

Key Map

LEGEND

- PROJECT BOUNDARY
- PHASE LINE
- PRESERVED WETLAND
- UPLAND BUFFER
- PROPOSED RECLAIMED WATER & GATE VALVE

0 25 50 100 Feet

The Ridge PD
Parcel 2

Apopka, Florida

No.	Revision	Date	Appvd.
1	City of Apopka Comments	05/17/2022	
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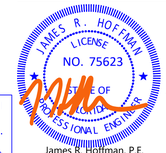
Designed by: DMK
Checked by: JRH
Issued for: Construction Plan Approval
Vertical Datum NAVD 1988
Date: Feb. 25, 2022
Drawing Title: Reclaimed Water Distribution Plan



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James R. Hoffman, P.E.
P.E. # 75623
DATE: May. 01, 2024

Drawing Number: C4.06
Sheet of
Project Number: 63534.03

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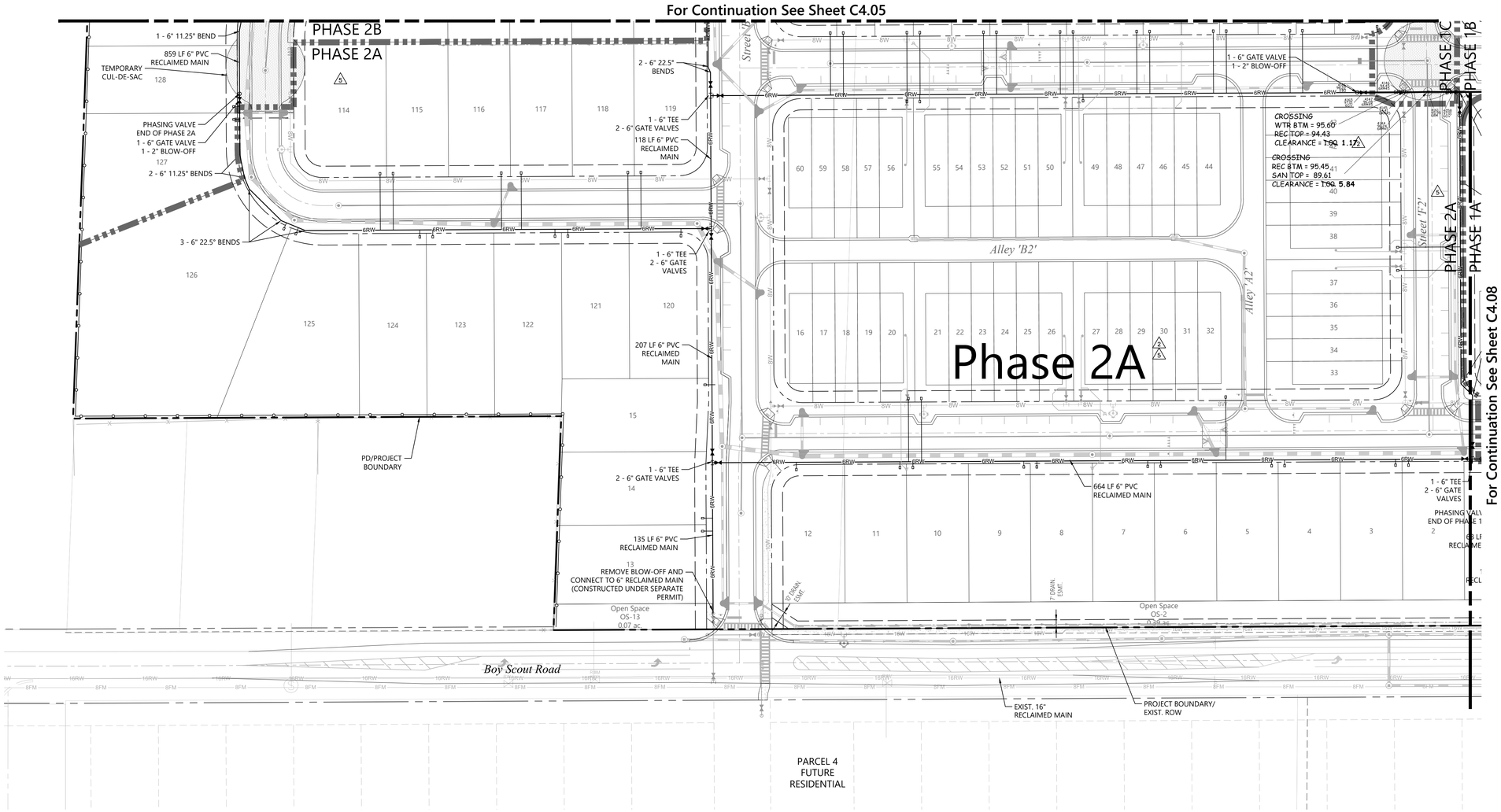

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Key Map

LEGEND

- PROJECT BOUNDARY
- PHASE LINE
- PRESERVED WETLAND
- UPLAND BUFFER
- PROPOSED RECLAIMED WATER & GATE VALVE

0 25 50 100 Feet

The Ridge PD
Parcel 2

Apopka, Florida

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Designed by DMK
Checked by JRH
Issued for Construction Plan Approval
Date Feb. 25, 2022
Vertical Datum NAVD 1988
Drawing Title
Reclaimed Water Distribution Plan

Drawing Number
C4.07
Sheet of

JAMES R. HOFFMAN LICENSE NO. 75623 STATE OF FLORIDA PROFESSIONAL ENGINEER

James R. Hoffman, P.E.
P.E. # 75623
DATE: May. 01, 2024

Project Number 63534.03

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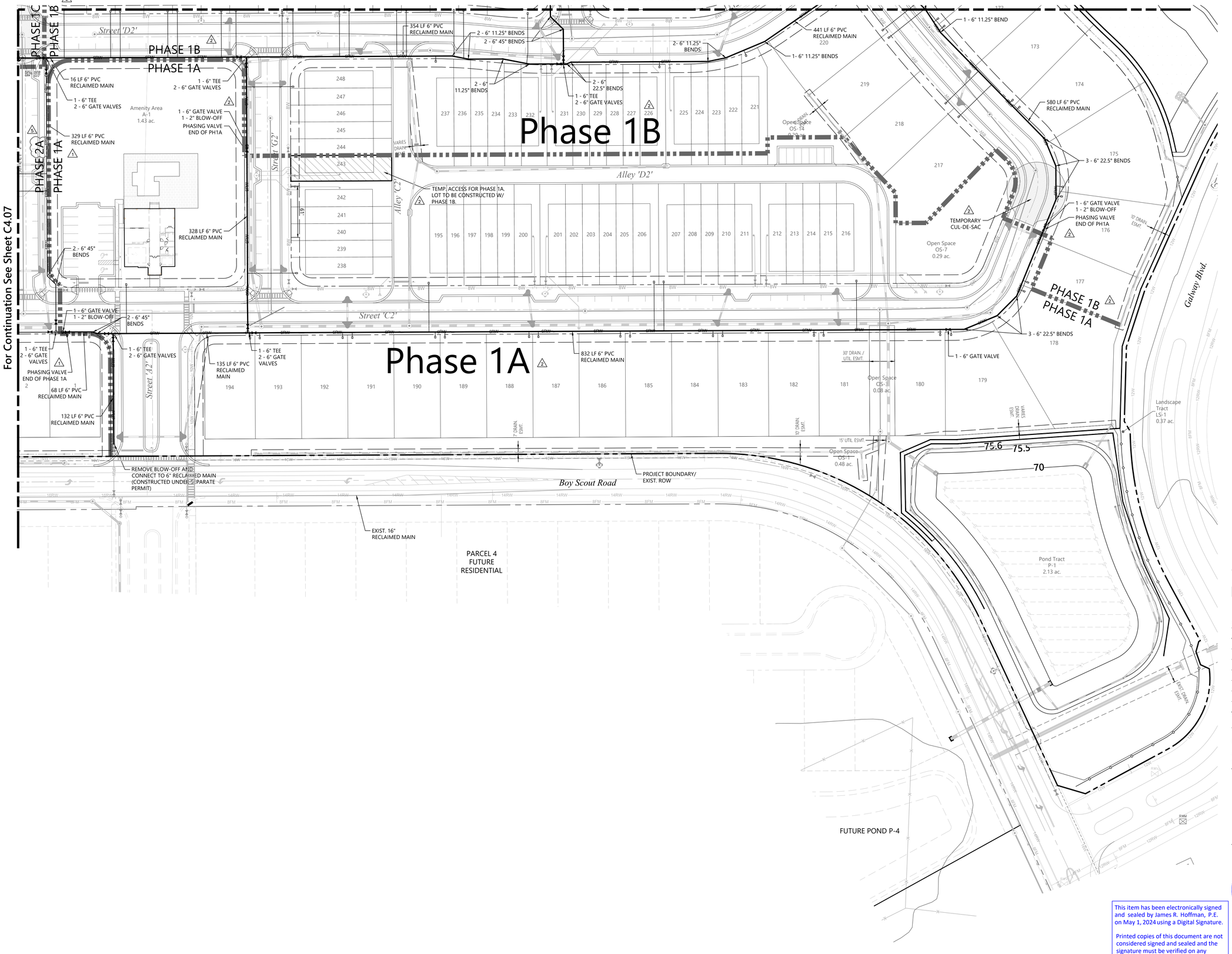
For Continuation See Sheet C4.06

For Continuation See Sheet C4.07



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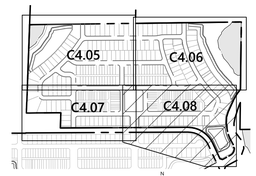

Key Map N.T.S.

LEGEND

- PROJECT BOUNDARY
- PHASE LINE
- PRESERVED WETLAND
- UPLAND BUFFER
- PROPOSED RECLAIMED WATER & GATE VALVE

0 25 50 100 Feet

The Ridge PD
Parcel 2

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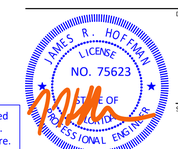
Vertical Datum NAVD 1988
Date: Feb. 25, 2022

Drawing Title
Reclaimed Water Distribution Plan



James R. Hoffman, P.E.
P.E. # 75623
DATE: May. 01, 2024

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Drawing Number
C4.08
Sheet of

Project Number
63534.03

Saved Tuesday, February 13, 2024 2:49:54 PM JFISHER Plotted Wednesday, May 1, 2024 4:41:51 PM Jordan Fisher

Sign Summary

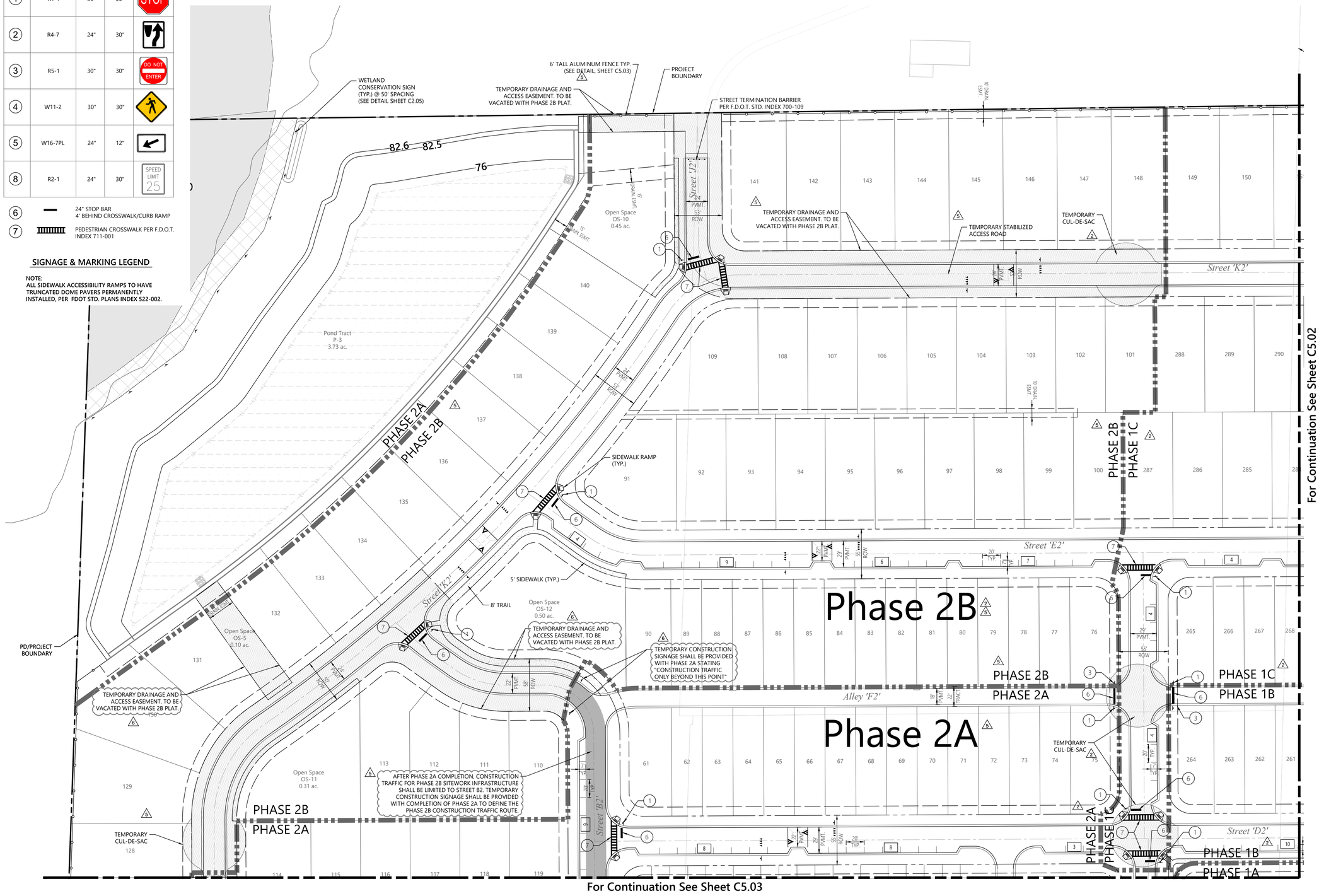
	M.U.T.C.D. Number	Specification Width	Height	Desc.
1	R1-1	30"	30"	STOP
2	R4-7	24"	30"	
3	R5-1	30"	30"	DO NOT ENTER
4	W11-2	30"	30"	
5	W16-7PL	24"	12"	
8	R2-1	24"	30"	SPEED LIMIT 25

6 — 24" STOP BAR 4' BEHIND CROSSWALK/CURB RAMP

7 — PEDESTRIAN CROSSWALK PER F.D.O.T. INDEX 711-001

SIGNAGE & MARKING LEGEND

NOTE:
ALL SIDEWALK ACCESSIBILITY RAMPS TO HAVE TRUNCATED DOME PAVERS PERMANENTLY INSTALLED, PER FDOT STD. PLANS INDEX 522-002.



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Key Map N.T.S.

LEGEND
- PROJECT BOUNDARY
- PHASE LINE (5)
- 10 — PARKING SPACE COUNTS

0 25 50 100 Feet

The Ridge PD Parcel 2

Apopka, Florida

No.	Revision	Date	Appvd.
1	City of Apopka Comments	05/17/2022	
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6	City of Apopka Comments	05/01/2024	

Designed by: DMK
Checked by: JRH
Issued for: Construction Plan Approval
Vertical Datum NAVD 1988
Date: Feb. 25, 2022
Drawing Title: Layout & Materials Plan

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JAMES R. HOFFMAN LICENSE NO. 75623 STATE OF FLORIDA PROFESSIONAL ENGINEER

James R. Hoffman, P.E.
P.E. # 75623
DATE: May. 01, 2024

Drawing Number: C5.01
Sheet of
Project Number: 63534.03

Saved Wednesday, May 1, 2024 3:27:00 PM JFISHER Plotted Wednesday, May 1, 2024 5:04:45 PM Jordan Fisher

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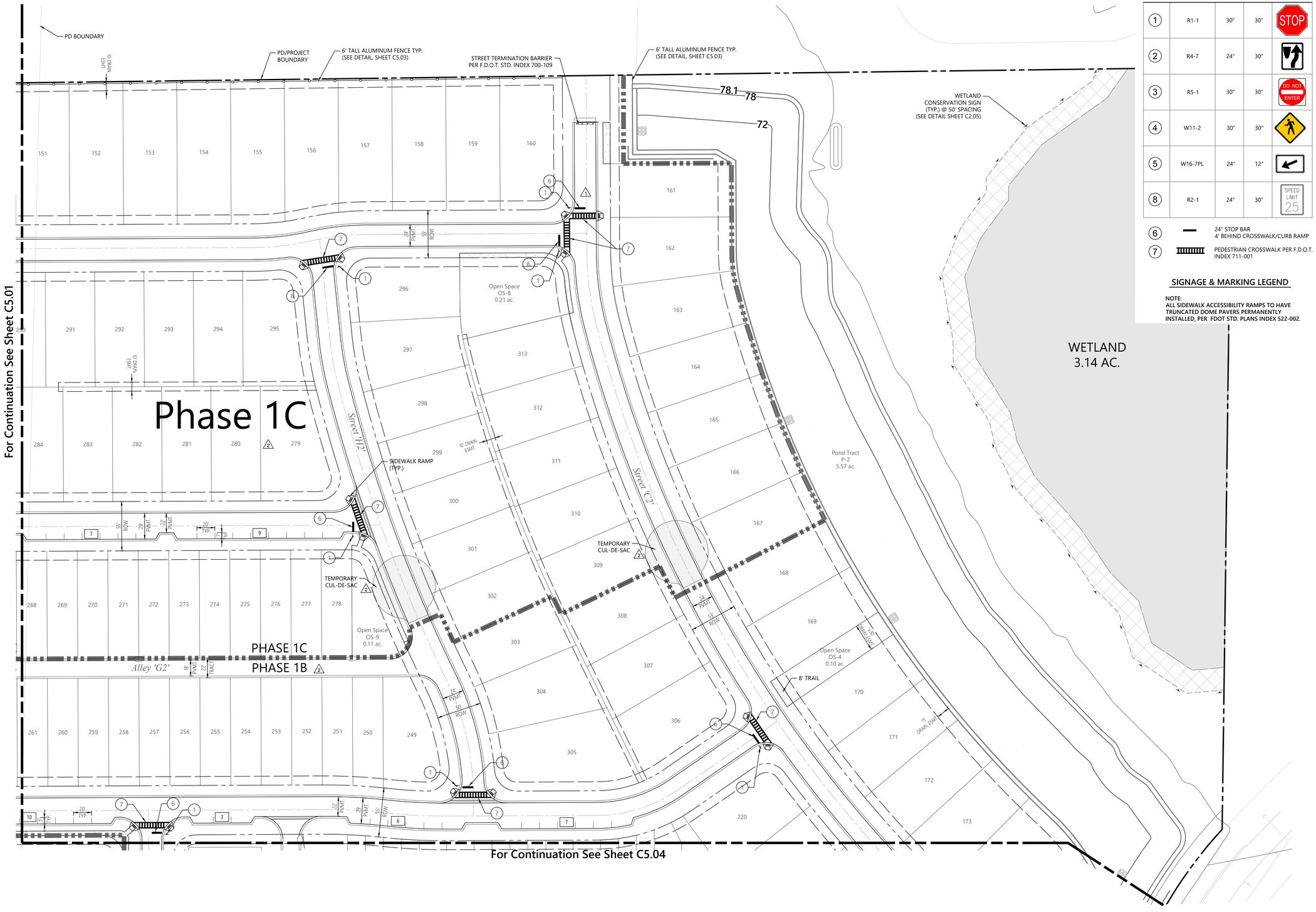

Sign Summary

	M.U.T.C.D. Number	Specification Width	Specification Height	Desc.
1	R1-1	30"	30"	STOP
2	R4-7	24"	30"	
3	R5-1	30"	30"	DO NOT ENTER
4	W11-2	30"	30"	
5	W16-7PL	24"	12"	
8	R2-1	24"	30"	SPEED LIMIT 25

6 — 24" STOP BAR 4' BEHIND CROSSWALK/CURB RAMP

7 — PEDESTRIAN CROSSWALK PER F.D.O.T. INDEX 711-001

SIGNAGE & MARKING LEGEND

NOTE:
ALL SIDEWALK ACCESSIBILITY RAMPS TO HAVE TRUNCATED DOME PAVERS PERMANENTLY INSTALLED, PER FDOT STD. PLANS INDEX 522-002.

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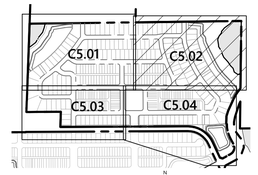

Key Map N.T.S.

LEGEND
- PROJECT BOUNDARY
- PHASE LINE
- 10 — PARKING SPACE COUNTS

0 25 50 100 Feet

The Ridge PD Parcel 2

Apopka, Florida

No.	Revision	Date	Appvd.
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Designed by: DMK
Checked by: JRH
Issued for: Construction Plan Approval
Vertical Datum NAVD 1988
Date: Feb. 25, 2022
Drawing Title: Layout & Materials Plan

JAMES R. HOFFMAN LICENSE NO. 75623 STATE OF FLORIDA PROFESSIONAL ENGINEER

James R. Hoffman, P.E.
P.E. # 75623
DATE: May. 01, 2024

Drawing Number: C5.02
Sheet of
Project Number: 63534.03

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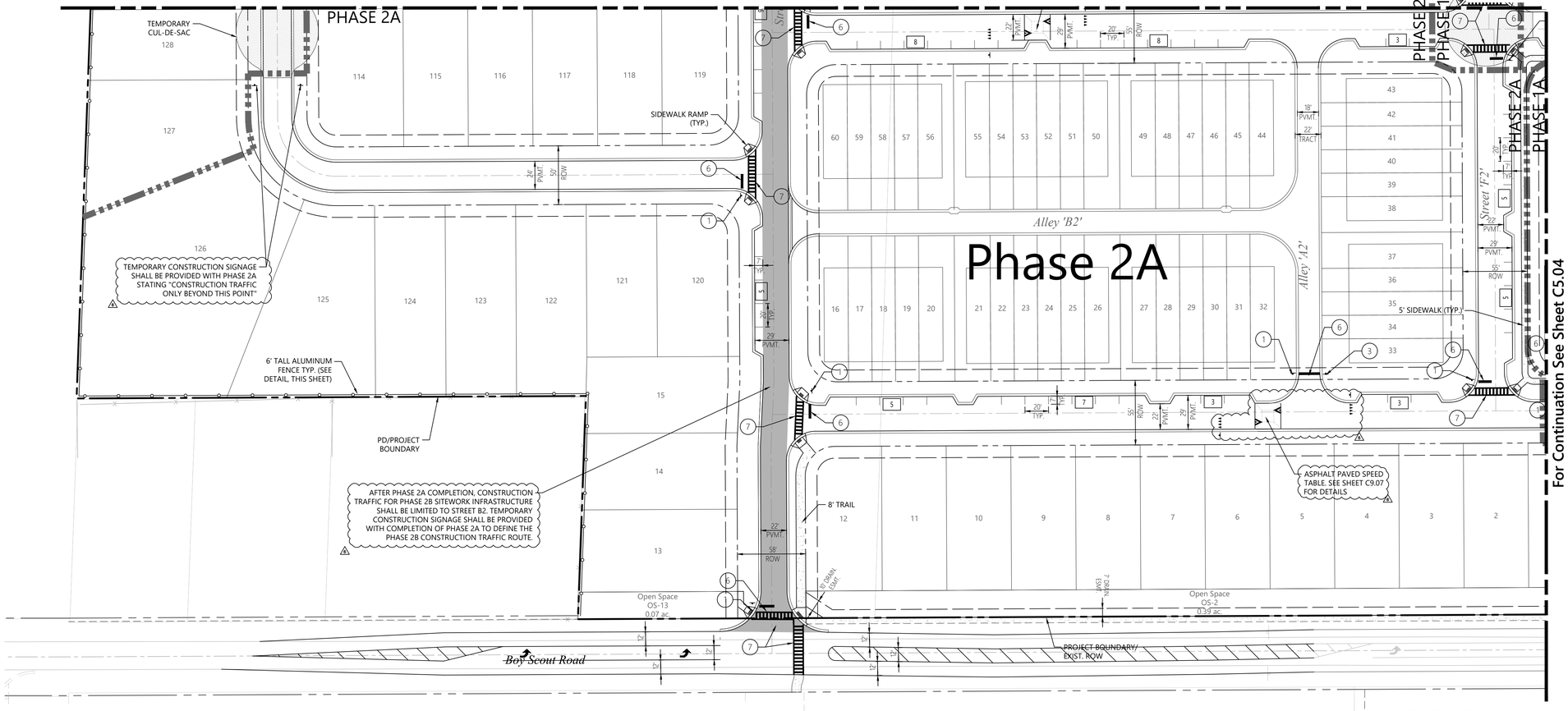
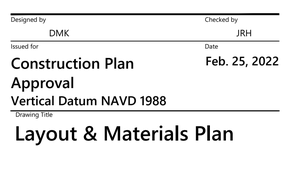




Key Map N.T.S.

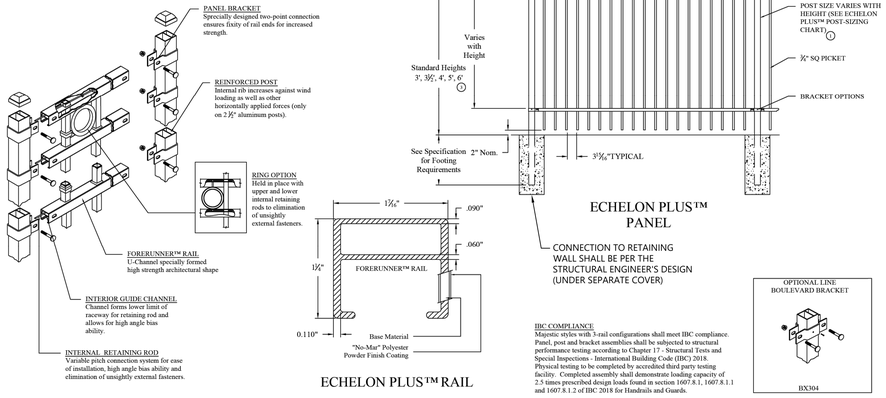
LEGEND

PROJECT BOUNDARY

PHASE LINE

0 25 50 100 Feet

NOTES:
1. Post size and gauge depends on fence height and wind loads. See ECHELON PLUS™ specifications for post sizing chart.
2. Values shown are nominal and not to be used for installation purposes. See product specification for installation requirements.
3. Additional heights available by request.



IBC COMPLIANCE
Majestic styles with 3-rail configurations shall meet IBC compliance. Panel, post and bracket assemblies shall be subjected to structural performance testing according to Chapter 17 - Structural Tests and Special Inspections - International Building Code (IBC) 2018. Physical testing to be completed by accredited third party testing facility. Completed assembly shall demonstrate loading capacity of 2.5 times prescribed design loads found in section 1607.8.1, 1607.8.1.1 and 1607.8.1.2 of IBC 2018 for Handrails and Guards.

REV C 10/2021

ECHELON PLUS™ MAJESTIC 3-RAIL PANEL

FENCE PRODUCTS
AMERISTARFENCE.COM | 800-321-8724
ASSA ABLOY, the global leader in door opening solutions

AMERISTAR
ASSA ABLOY

Perimeter and Fall Protection Fence Detail

N.T.S.

PARCEL 4
FUTURE
RESIDENTIAL

Sign Summary

	M.U.T.C.D. Number	Specification Width	Specification Height	Desc.
1	R1-1	30"	30"	STOP
2	R4-7	24"	30"	
3	R5-1	30"	30"	DO NOT ENTER
4	W11-2	30"	30"	
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8	R2-1	24"	30"	SPEED LIMIT 25

6 — 24" STOP BAR 4' BEHIND CROSSWALK/CURB RAMP

7 — PEDESTRIAN CROSSWALK PER F.D.O.T. INDEX 711-001

SIGNAGE & MARKING LEGEND

NOTE:
ALL SIDEWALK ACCESSIBILITY RAMPS TO HAVE TRUNCATED DOME PAVERS PERMANENTLY INSTALLED, PER FDOT STD. PLANS INDEX 522-002.

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The Ridge PD Parcel 2

Apopka, Florida

No.	Revision	Date	Appvd.
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Designed by DMK | Checked by JRH

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Date: Feb. 25, 2022

Drawing Title: Layout & Materials Plan

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James R. Hoffman, P.E.
P.E. # 75623
DATE: May. 01, 2024

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Sheet of

Project Number: 63534.03

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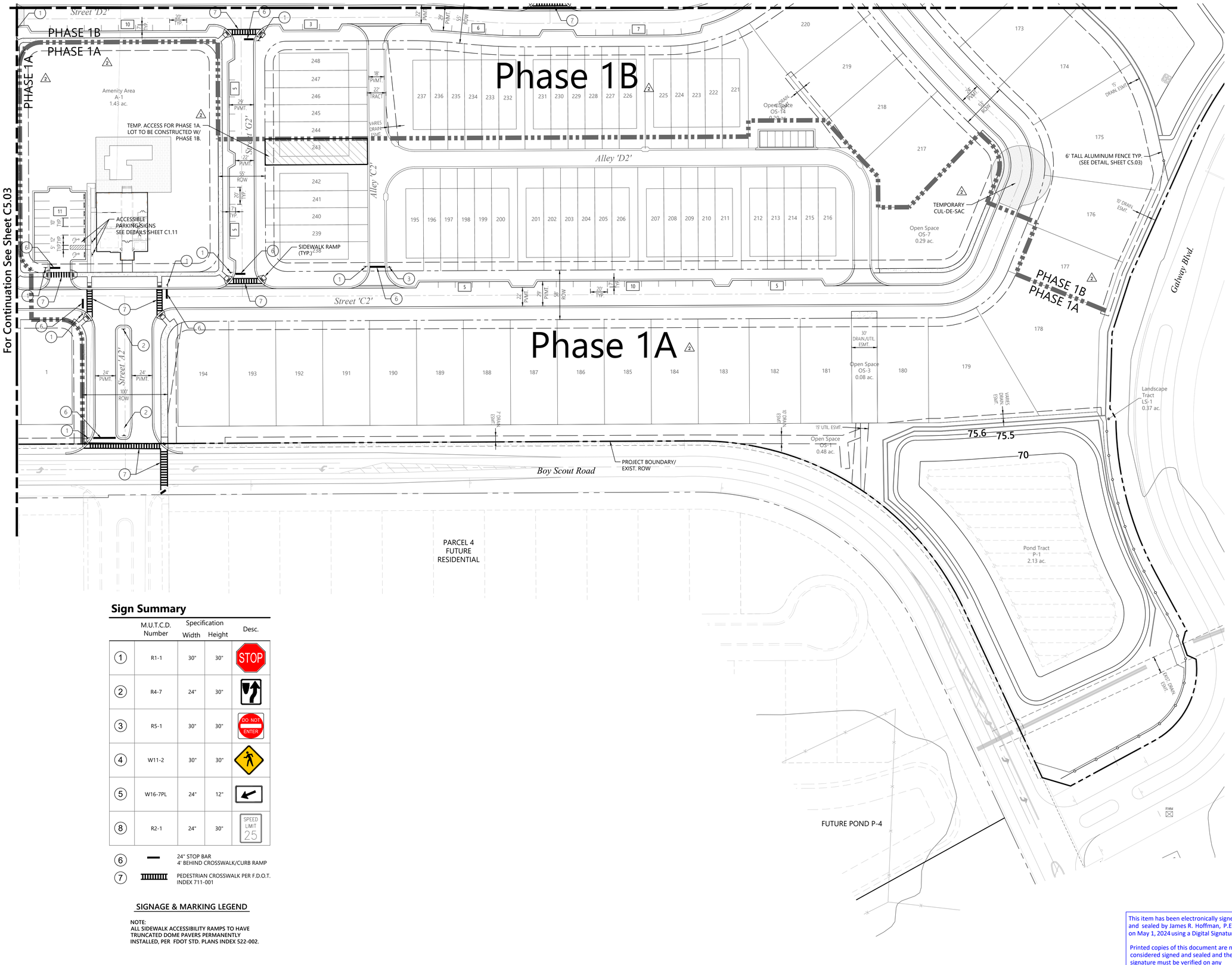
For Continuation See Sheet C5.02

For Continuation See Sheet C5.03



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8	R2-1	24"	30"	SPEED LIMIT 25

6 — 24" STOP BAR
4' BEHIND CROSSWALK/CURB RAMP

7 — PEDESTRIAN CROSSWALK PER F.D.O.T. INDEX 711-001

SIGNAGE & MARKING LEGEND

NOTE:
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Key Map N.T.S.

LEGEND
- PROJECT BOUNDARY
- PHASE LINE
- 10 PARKING SPACE COUNTS

0 25 50 100 Feet

The Ridge PD
Parcel 2

Apopka, Florida

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Project Number 63534.03

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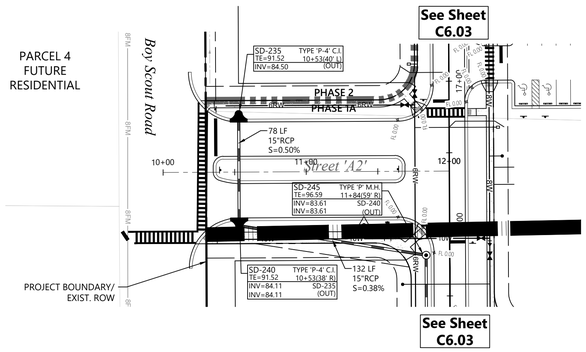

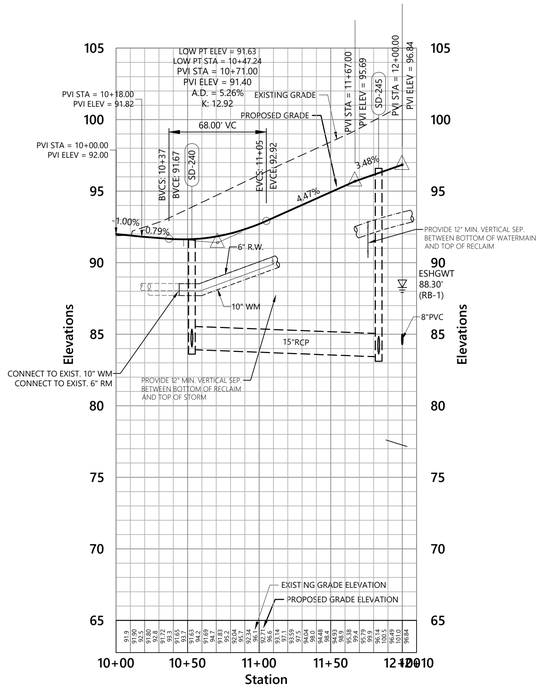

1. PROVIDE 3' MINIMUM HORIZONTAL SEPARATION BETWEEN SANITARY SEWER AND EDGE OF PAVEMENT.
2. WHERE GRAVITY SANITARY SEWER MAIN CROSSES UNDERNEATH RCP STORMWATER PIPE WITH LESS THAN 12" OF VERTICAL SEPARATION, A FIELD REVISION APPROVED BY CITY OF APOPKA WILL BE REQUIRED PRIOR TO CONSTRUCTION.
3. PROVIDE 3' MINIMUM HORIZONTAL SEPARATION BETWEEN STORM AND PUBLIC CITY OF APOPKA MAINS AND MANHOLES AND 3' MINIMUM HORIZONTAL SEPARATION BETWEEN PUBLIC CITY OF APOPKA MAINS AND MANHOLES AND THE BACK OF STORM INLETS AND STORM MANHOLES.
4. MINIMUM DEPTH OF COVER FOR ALL UTILITY MAINS 12" OR LESS IN DIAMETER SHALL BE 3'. MINIMUM COVER FOR 16" OR LARGER SHALL BE 4'.
5. FOR ESHGWT ELEVATION DETERMINATION, REFER TO YOVAISH ENGINEERING SERVICES, LLC REPORT (DATED FEBRUARY 10, 2022). "RB" INDICATOR REFERS TO BORING ID.

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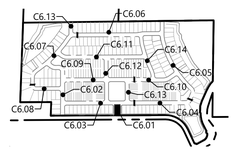

Key Map

Vert. 0 2.5 5 10 Feet
Horiz. 0 25 50 100 Feet

The Ridge PD
Parcel 2

Apopka, Florida

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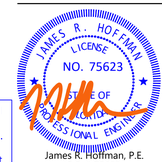
Checked by JRH
Issued for Construction Plan Approval
Vertical Datum NAVD 1988
Date Feb. 25, 2022

Drawing Title
Plan & Profile
Street 'A2'

Drawing Number
C6.01
Sheet of



James R. Hoffman, P.E.
P.E. # 75623
DATE: May. 01, 2024

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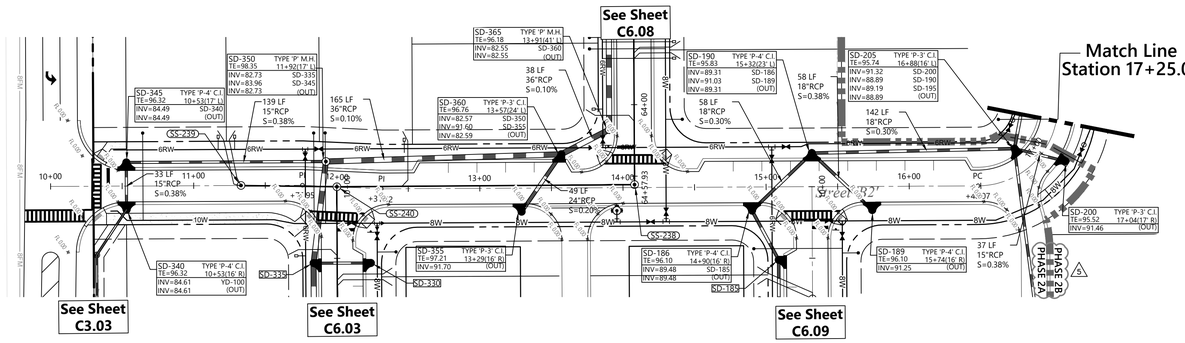
Project Number 63534.03

Saved Wednesday, January 24, 2024 3:26:44 PM JFISHER Plotted Wednesday, May 1, 2024 4:44:22 PM Jordan Fisher


See Sheet C6.08
Match Line Station 17+25.00
See Sheet C3.03
See Sheet C6.03
See Sheet C6.09
Street 'B2'
SD-365 TYPE 'P' M.H. TE=96.18 13+91(41' L) INV=82.55 SD-360 (OUT) INV=82.55 (OUT)
SD-350 TYPE 'P' M.H. TE=98.35 11+92(17' L) INV=82.73 SD-335 INV=83.96 SD-345 INV=82.73 (OUT)
SD-345 TYPE 'P-4' C.I. TE=96.32 10+53(17' L) INV=84.49 SD-340 INV=84.49 (OUT)
SD-340 TYPE 'P-4' C.I. TE=96.32 10+53(16' R) INV=84.61 YD-100 INV=84.61 (OUT)
SD-360 TYPE 'P-3' C.I. TE=96.76 13+57(24' L) INV=82.57 SD-350 INV=91.60 SD-355 INV=82.59 (OUT)
SD-355 TYPE 'P-3' C.I. TE=97.21 13+29(16' R) INV=91.70 (OUT)
SD-190 TYPE 'P-4' C.I. TE=95.83 15+32(23' L) INV=89.31 SD-186 INV=91.03 SD-189 INV=89.31 (OUT)
SD-186 TYPE 'P-4' C.I. TE=96.10 14+90(16' R) INV=89.48 SD-185 INV=89.48 (OUT)
SD-205 TYPE 'P-3' C.I. TE=95.74 16+88(16' L) INV=91.32 SD-200 INV=88.89 SD-190 INV=89.19 SD-195 INV=88.89 (OUT)
SD-189 TYPE 'P-3' C.I. TE=96.10 15+74(16' R) INV=91.25 (OUT)
SD-200 TYPE 'P-3' C.I. TE=95.52 17+04(17' R) INV=91.46 (OUT)
SD-220 TYPE 'P' M.H. TE=93.96 18+17(16' L) INV=88.54 SD-205 INV=85.30 (OUT)
SD-225 TYPE 'P' M.H. TE=92.42 S6+01(17' R) INV=78.85 SD-165 INV=83.97 SD-220 INV=83.97 SD-166 INV=78.85 (OUT)
SS-239
SS-240
SS-238
SS-189
SS-204
SS-205
SS-206
SD-339
SD-330
SD-166
165 LF 36"RCP S=0.10%
38 LF 36"RCP S=0.10%
139 LF 15"RCP S=0.38%
33 LF 15"RCP S=0.38%
49 LF 24"RCP S=0.20%
58 LF 18"RCP S=0.38%
58 LF 18"RCP S=0.30%
142 LF 18"RCP S=0.30%
37 LF 15"RCP S=0.38%
118 LF 18"RCP S=0.30%
127 LF 18"RCP S=1.05%
67 LF 8"PVC S=2.00%
208 LF 8"PVC S=0.32%
66 LF 8"PVC S=0.32%
56 LF 8"PVC S=1.00%
PHASE 2A
PHASE 2B
CONSTRUCT W/PH. 2A
CONNECT TO EXIST. 10" WM
CONNECT TO EXIST. 6" RM
ESHGWT 95.90' (RB-2)
ESHGWT 94.40' (RB-5)
ESHGWT 81.5' (RB-7)
EXIST. 15"RCP
PROVIDE 12" MIN. VERTICAL SEP. BETWEEN BOTTOM OF WATERMAIN AND TOP OF RECLAIM
PROVIDE 12" MIN. VERTICAL SEP. BETWEEN BOTTOM OF RECLAIM AND TOP OF STORM/SANITARY
PROVIDE 12" MIN. VERTICAL SEP. BETWEEN BOTTOM OF STORM AND TOP OF SANITARY
PROVIDE 12" MIN. VERTICAL SEP. BETWEEN BOTTOM OF SANITARY AND TOP OF STORM
PROVIDE 12" MIN. VERTICAL SEP. BETWEEN BOTTOM OF WATERMAIN AND TOP OF STORM
PROVIDE 12" MIN. VERTICAL SEP. BETWEEN BOTTOM OF RECLAIM AND TOP OF SANITARY
PROVIDE 12" MIN. VERTICAL SEP. BETWEEN BOTTOM OF WATERMAIN AND TOP OF RECLAIM/STORM/SANITARY
PROVIDE 12" MIN. VERTICAL SEP. BETWEEN BOTTOM OF SANITARY AND TOP OF STORM
10+00
11+00
12+00
13+00
14+00
15+00
16+00
PC
PI
PT
+7.95
+3.32
+8.96
+40.49
+7.37
+36.03
+73.25
+18.00
+0.00
+3.00
+6.00
+9.00
+12.00
+15.00
+18.00
+21.00
+24.00
+27.00
+30.00
+33.00
+36.00
+39.00
+42.00
+45.00
+48.00
+51.00
+54.00
+57.00
+60.00
+63.00
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+87.00
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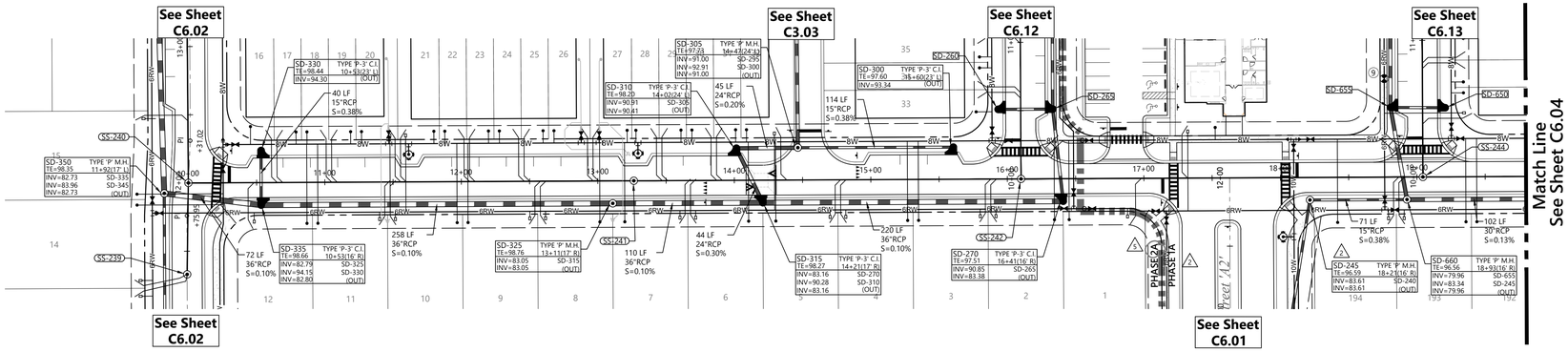
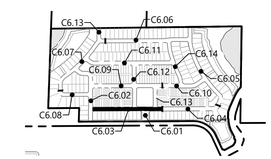
+117.00





Key Map

N.T.S.

1. PROVIDE 3' MINIMUM HORIZONTAL SEPARATION BETWEEN SANITARY SEWER AND EDGE OF PAVEMENT.
2. WHERE GRAVITY SANITARY SEWER MAIN CROSSES UNDERNEATH RCP STORMWATER PIPE WITH LESS THAN 12" OF VERTICAL SEPARATION, A FIELD REVISION APPROVED BY CITY OF APOPKA WILL BE REQUIRED PRIOR TO CONSTRUCTION.
3. PROVIDE 3' MINIMUM HORIZONTAL SEPARATION BETWEEN STORM AND PUBLIC CITY OF APOPKA MAINS AND MANHOLES AND 3' MINIMUM HORIZONTAL SEPARATION BETWEEN PUBLIC CITY OF APOPKA MAINS AND MANHOLES AND THE BACK OF STORM INLETS AND STORM MANHOLES.
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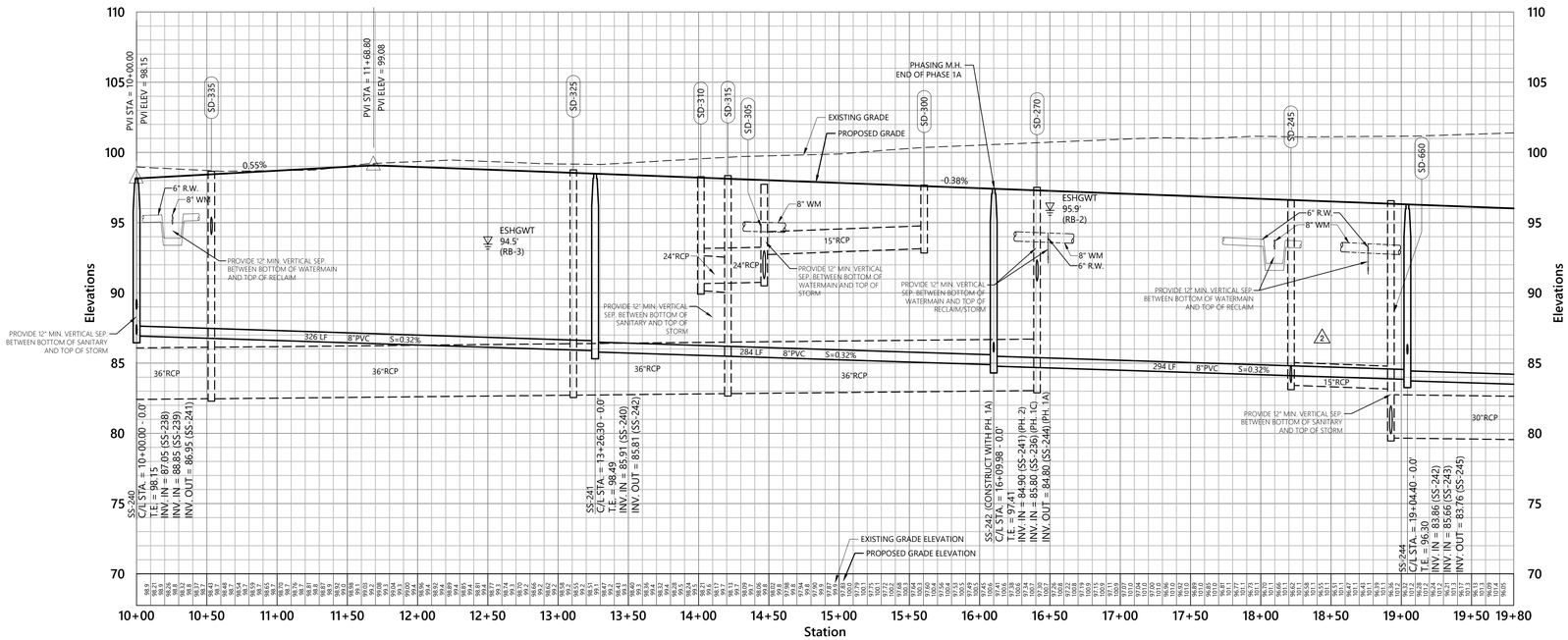
5. FOR ESHGWT ELEVATION DETERMINATION, REFER TO YOVAISH ENGINEERING SERVICES, LLC REPORT (DATED FEBRUARY 10, 2022). "RB" INDICATOR REFERS TO BORING ID.

Street 'C2'



Vert. 0 2.5 5 10 Feet

Horiz. 0 25 50 100 Feet

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Number FL #3932

The Ridge PD Parcel 2

Apopka, Florida

No.	Revision	Date	Appvd.
1	City of Apopka Comments	05/17/2022	
2	Client Revision	11/11/2022	
3	Submit to SJRWMD	10/19/2023	
4	SJRWMD Comments	11/22/2023	
5	Phase 2 Sub-Phasing Revisions	01/17/2024	
6	City of Apopka Comments	05/01/2024	

Designed by DMK | Checked by JRH

Issued for: Construction Plan Approval — Date: Feb. 25, 2022

Vertical Datum NAVD 1988

Drawing Title: Plan & Profile Street 'C2'

Drawing Number: C6.03

Sheet of

Project Number: 63534.03

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James R. Hoffman, P.E.
P.E. # 75623
DATE: May. 01, 2024

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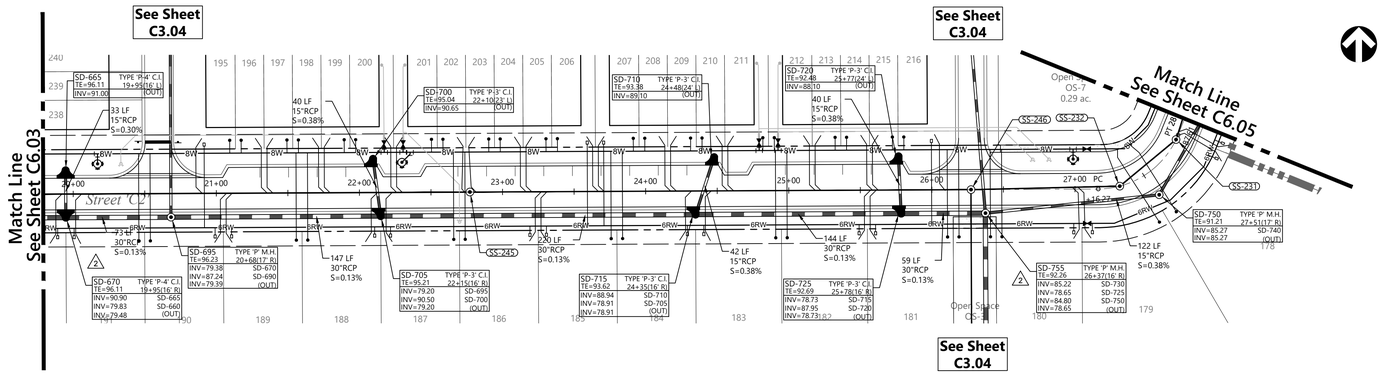

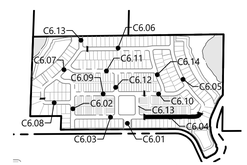

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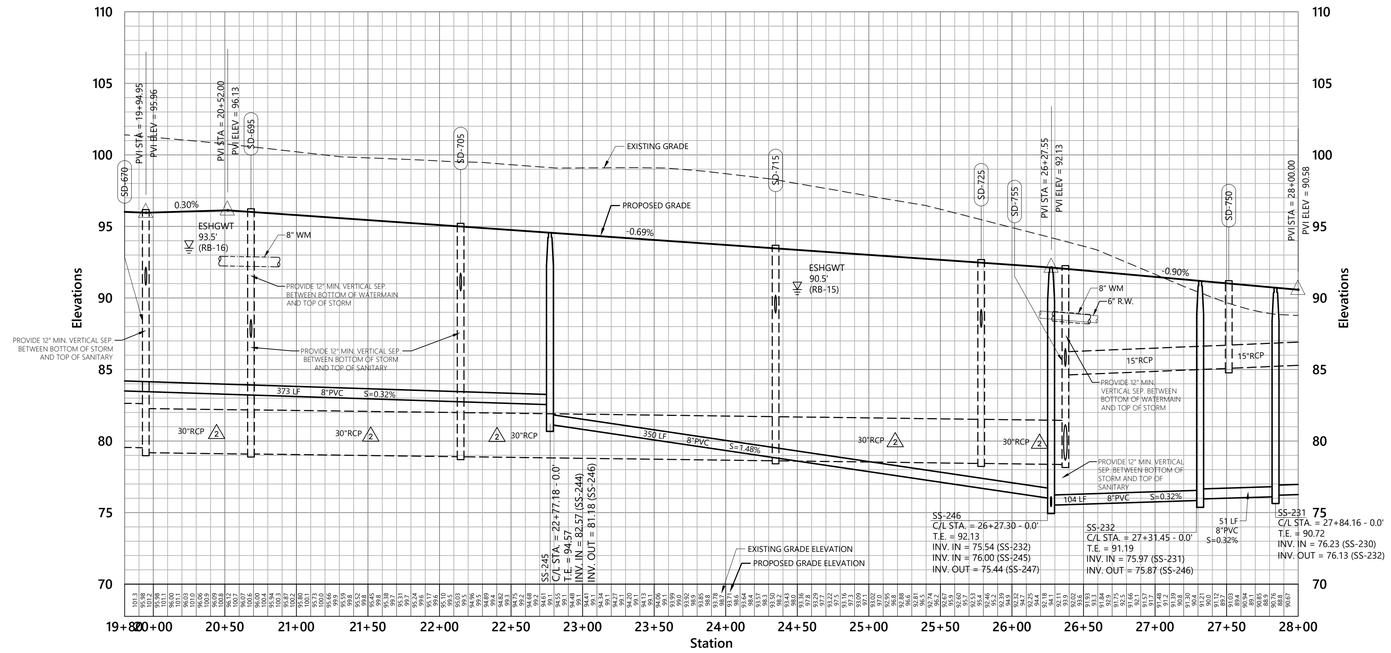
Street 'C2'



Vert. 0 2.5 5 10 Feet
Horiz. 0 25 50 100 Feet

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The Ridge PD Parcel 2

Apopka, Florida

No.	Revision	Date	Appvd.
1	City of Apopka Comments	05/17/2022	
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4	SJRWMD Comments	11/22/2023	
5	Phase 2 Sub-Phasing Revisions	01/17/2024	
6	City of Apopka Comments	05/01/2024	

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Issued for: Construction Plan Approval
Vertical Datum NAVD 1988
Date: Feb. 25, 2022

Drawing Title
Plan & Profile
Street 'C2'

Drawing Number
C6.04
Sheet of



James R. Hoffman, P.E.
P.E. # 75623
DATE: May. 01, 2024

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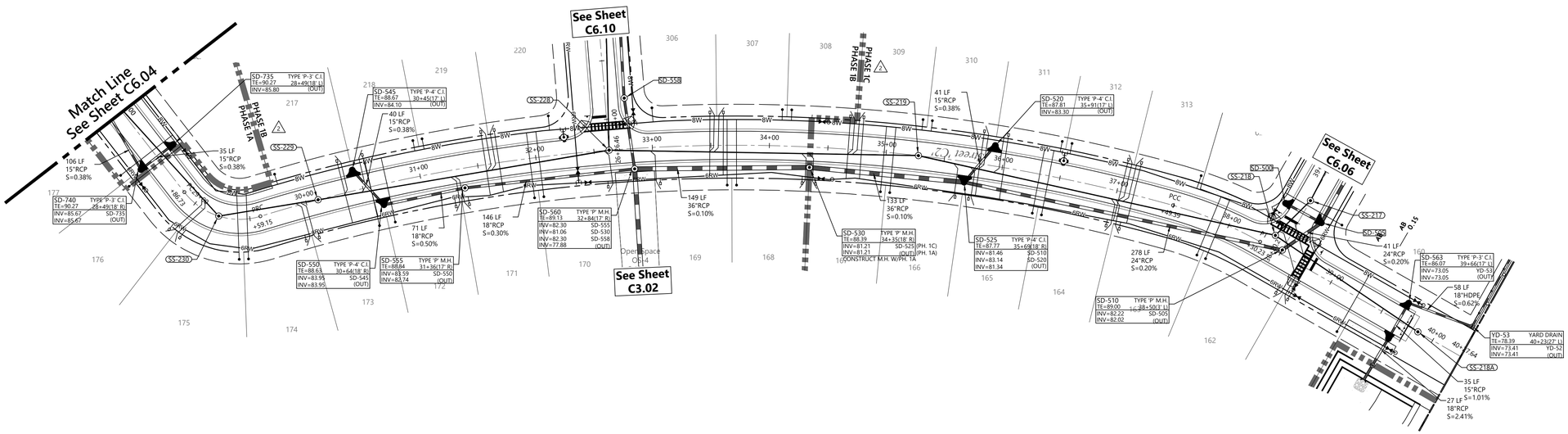

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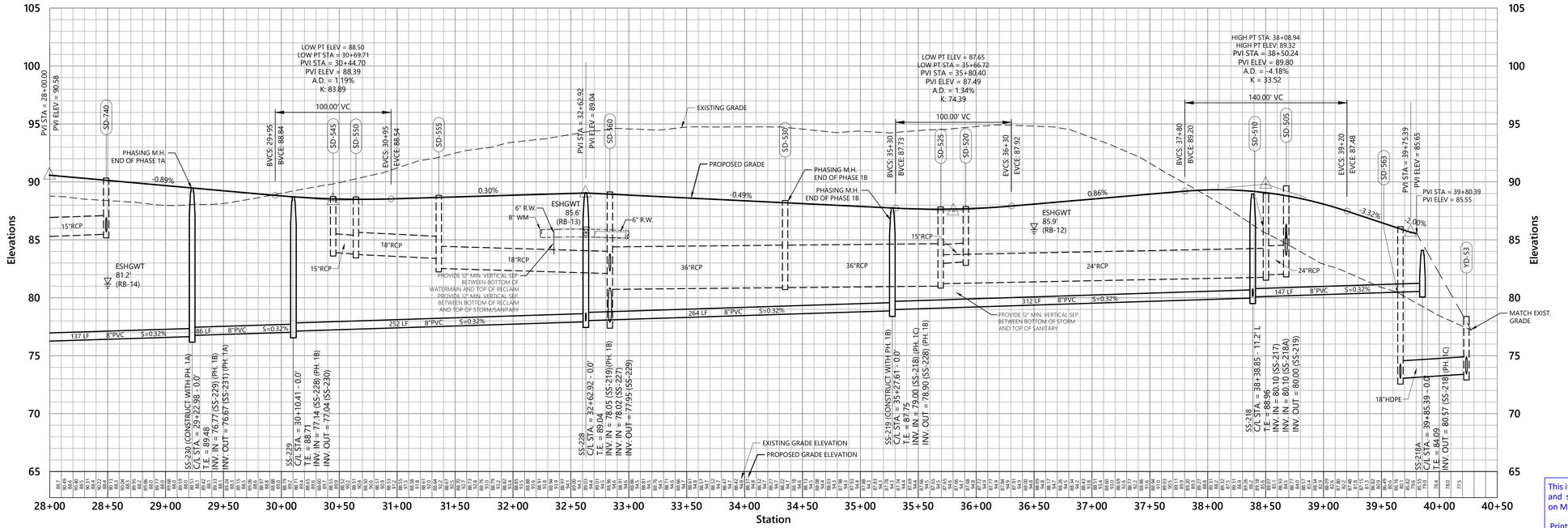

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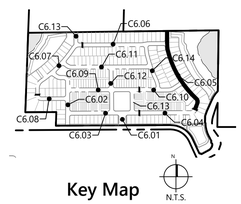

Key Map

Vert. 0 2.5 5 10 Feet
Horiz. 0 25 50 100 Feet

The Ridge PD
Parcel 2

Apopka, Florida

No.	Revision	Date	Appvd.
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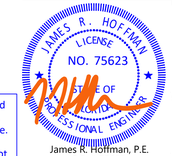

James R. Hoffman, P.E.
P.E. # 75623
DATE: May. 01, 2024

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Sheet of
Project Number: 63534.03

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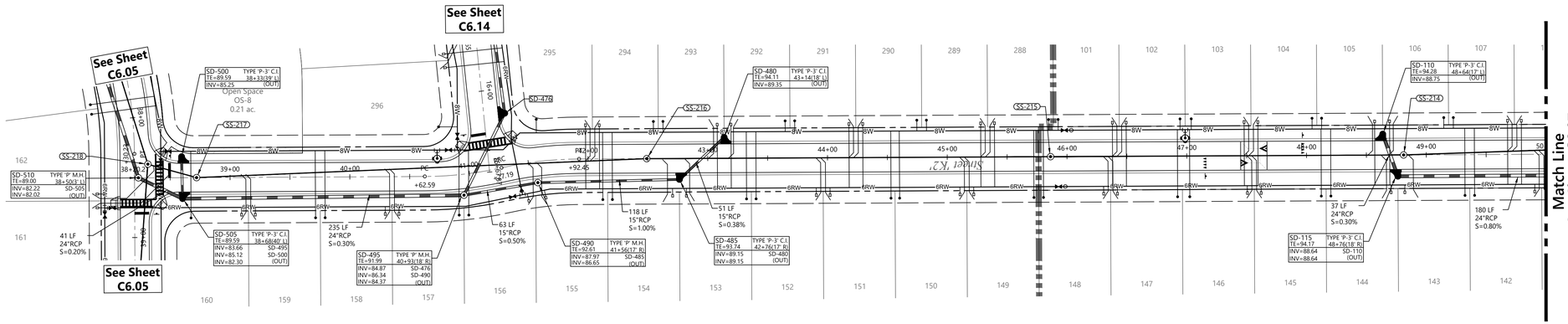

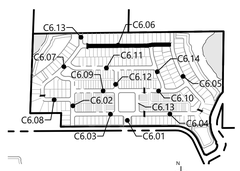

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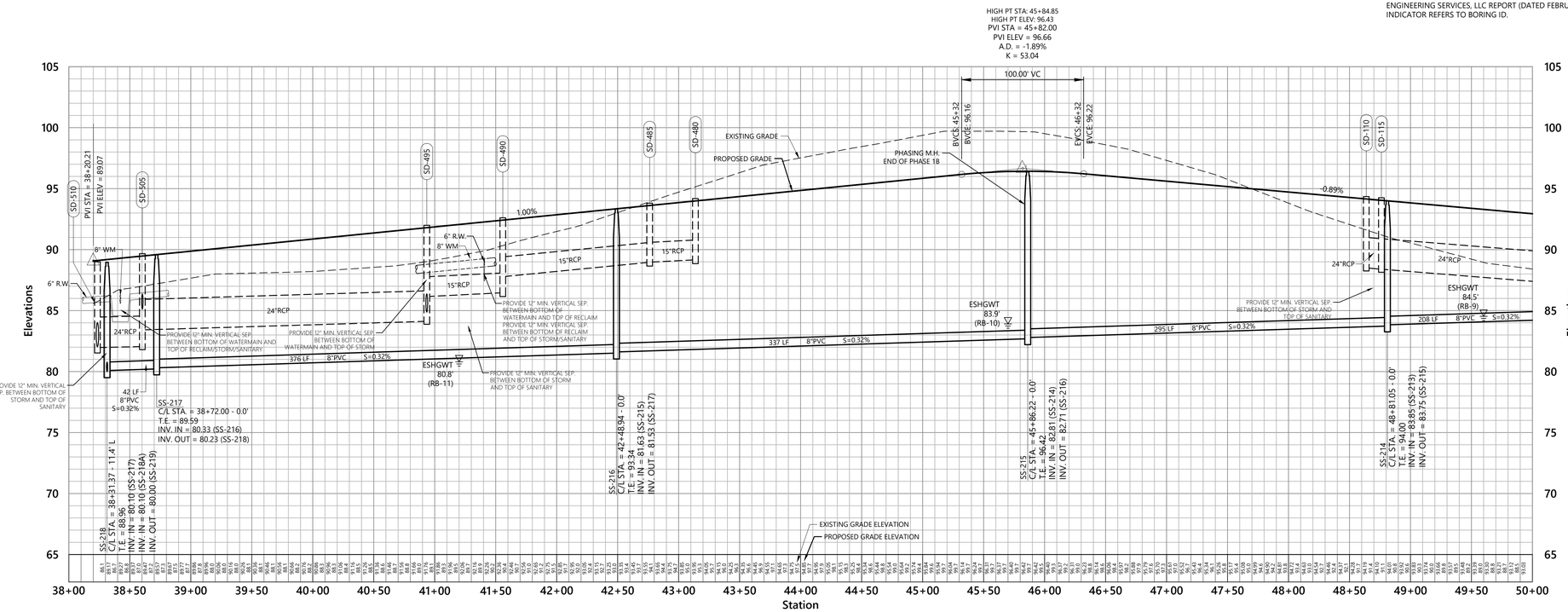
Street 'K2'



Vert. 0 2.5 5 10 Feet
Horiz. 0 25 50 100 Feet

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The Ridge PD Parcel 2

Apopka, Florida

No.	Revision	Date	Appvd.
1	City of Apopka Comments	05/17/2022	
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Designed by: DMK
Checked by: JRH
Issued for: Construction Plan Approval
Date: Feb. 25, 2022
Vertical Datum NAVD 1988

Drawing Title
Plan & Profile Street 'K2'

Drawing Number: C6.06
Sheet of

James R. Hoffman, P.E.
P.E. # 75623
DATE: May. 01, 2024

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Project Number: 63534.03

Saved Monday, December 4, 2023 9:38:10 AM JFISHER Plotted Wednesday, May 1, 2024 4:47:18 PM Jordan Fisher

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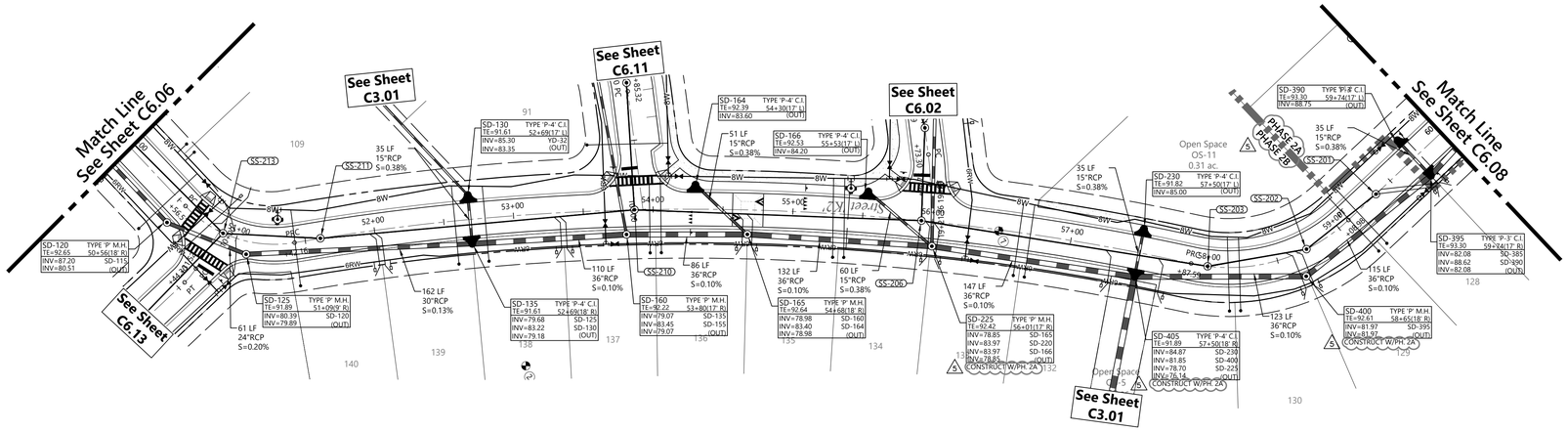

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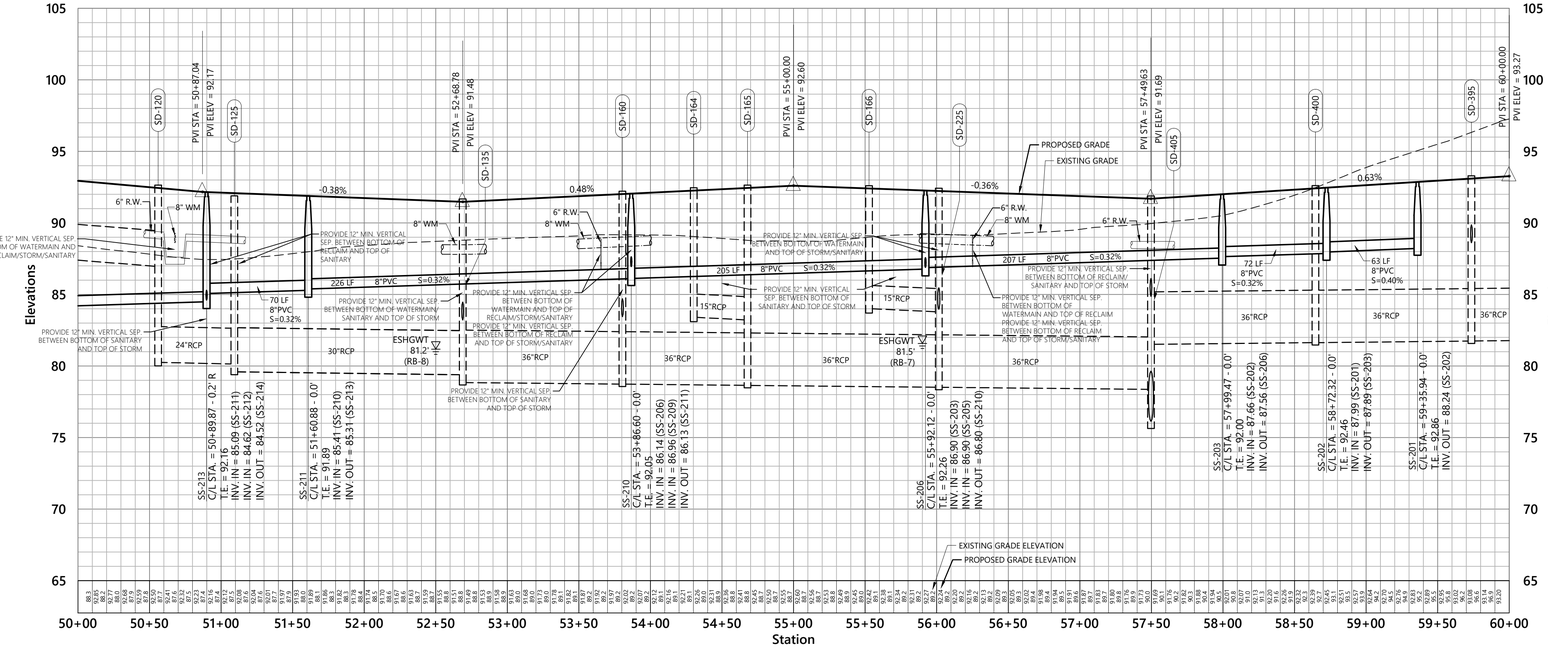
Street 'K2'



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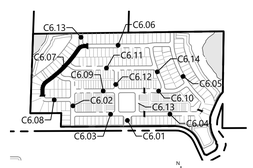

Key Map

Vert. 0 2.5 5 10 Feet
Horiz. 0 25 50 100 Feet

The Ridge PD
Parcel 2

Apopka, Florida

No.	Revision	Date	Appvd.
1	City of Apopka Comments	05/17/2022	
2	Client Revision	11/11/2022	
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JAMES R. HOFFMAN LICENSE NO. 75623 STATE OF FLORIDA PROFESSIONAL ENGINEER

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Drawing Number C6.07
Sheet of
Project Number 63534.03

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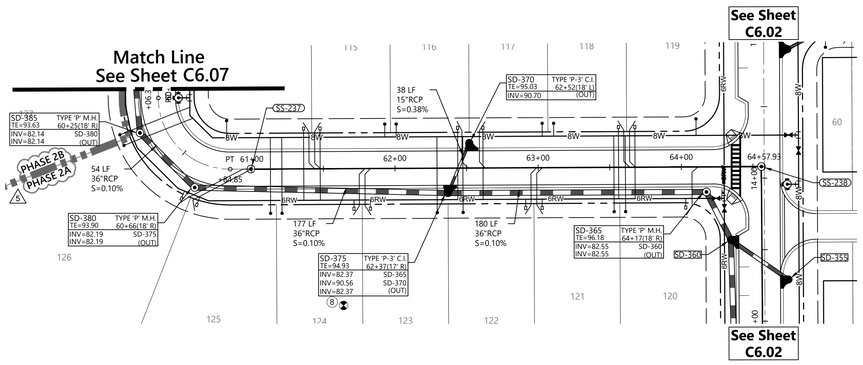

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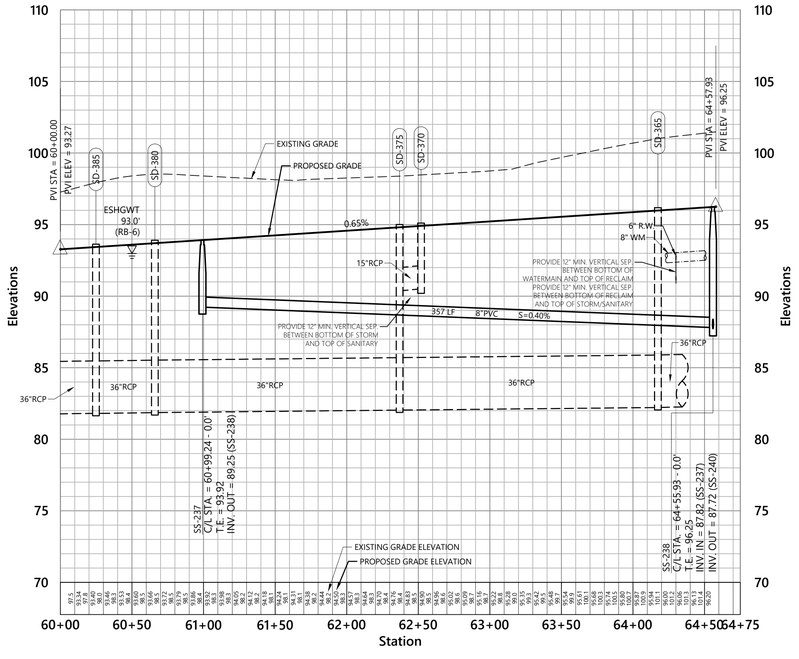
Street 'K2'



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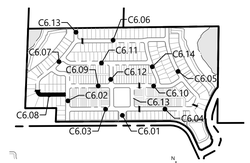

Key Map

Vert. 0 2.5 5 10 Feet
Horiz. 0 25 50 100 Feet

The Ridge PD
Parcel 2

Apopka, Florida

No.	Revision	Date	Appvd.
1	City of Apopka Comments	05/17/2022	
2	Client Revision	11/11/2022	
3	Submit to SJRWMD	10/19/2023	
4	SJRWMD Comments	11/22/2023	
5	Phase 2 Sub-Phasing Revisions	01/17/2024	
6	City of Apopka Comments	05/01/2024	

Designed by: DMK
Checked by: JRH
Issued for: Construction Plan Approval
Vertical Datum NAVD 1988
Date: Feb. 25, 2022

Drawing Title
Plan & Profile
Street 'K2'

Drawing Number
C6.08
Sheet of

James R. Hoffman, P.E.
P.E. # 75623
DATE: May. 01, 2024

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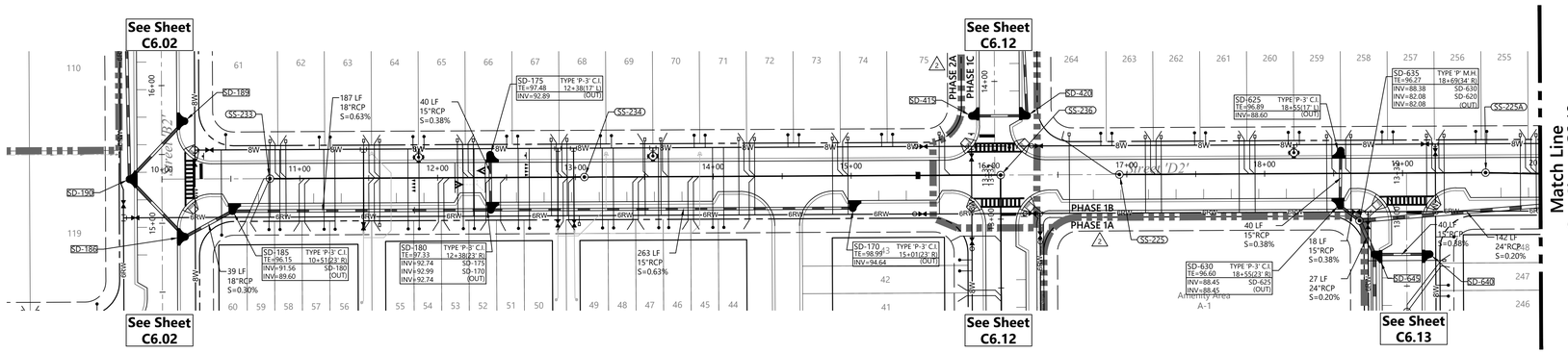

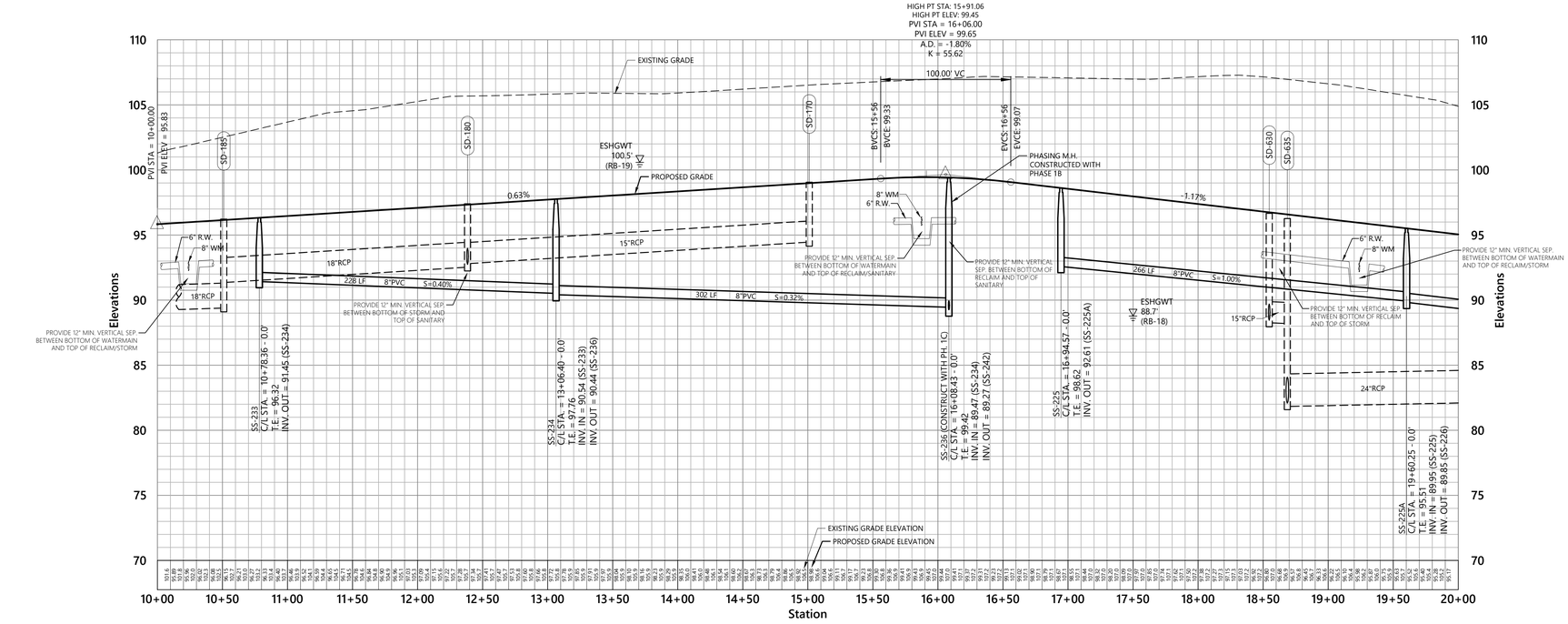

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Vert. 0 2.5 5 10 Feet
Horiz. 0 25 50 100 Feet

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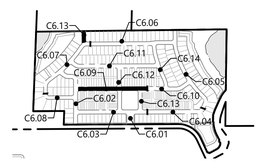

Key Map

The Ridge PD Parcel 2

Apopka, Florida

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Checked by: JRH
Issued for: Construction Plan Approval
Vertical Datum NAVD 1988
Date: Feb. 25, 2022

Drawing Title
Plan & Profile Street 'D2'

Drawing Number
C6.09
Sheet of

Project Number
63534.03

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James R. Hoffman, P.E.
P.E. # 75623
DATE: May. 01, 2024

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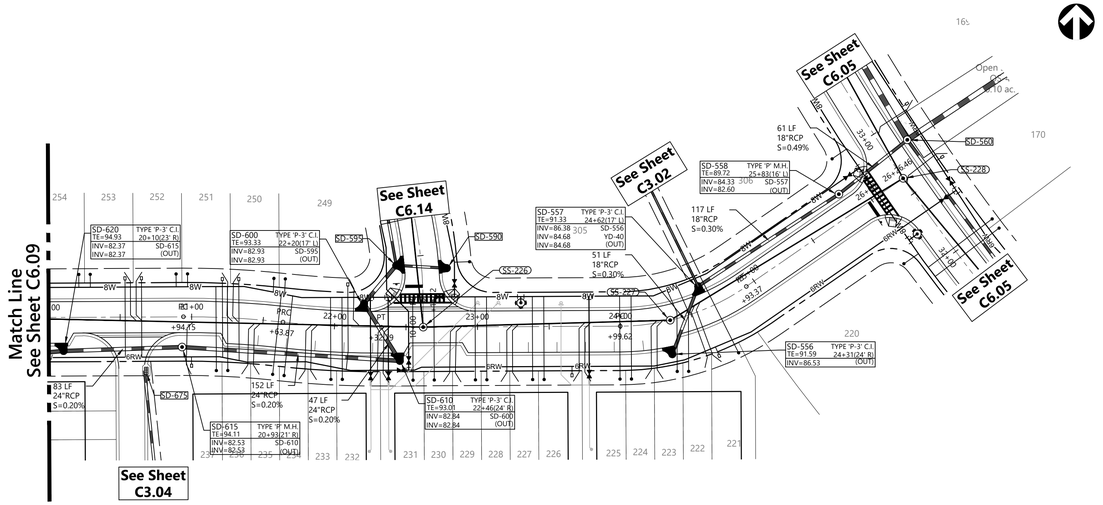

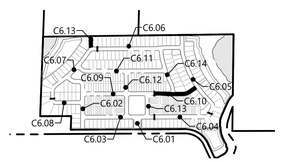

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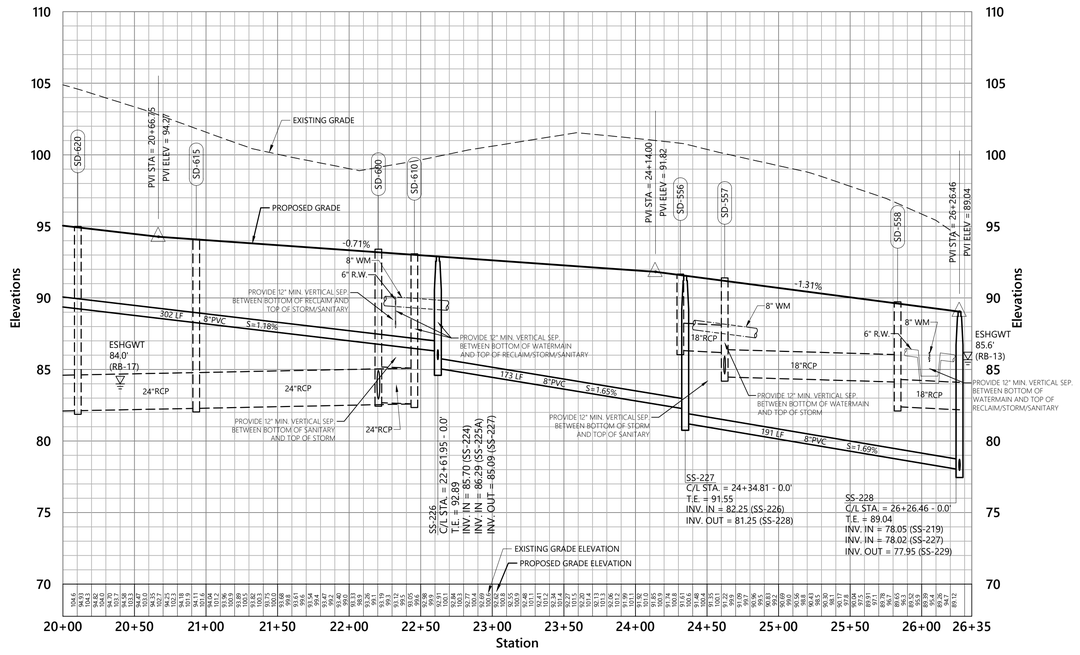
Street 'D2'



Vert. 0 2.5 5 10 Feet

Horiz. 0 25 50 100 Feet

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The Ridge PD
Parcel 2

Apopka, Florida

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Designed by: DMK
Checked by: JRH
Issued for: Construction Plan Approval
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Drawing Title
Plan & Profile
Street 'D2'



James R. Hoffman, P.E.
P.E. # 75623
DATE: May. 01, 2024

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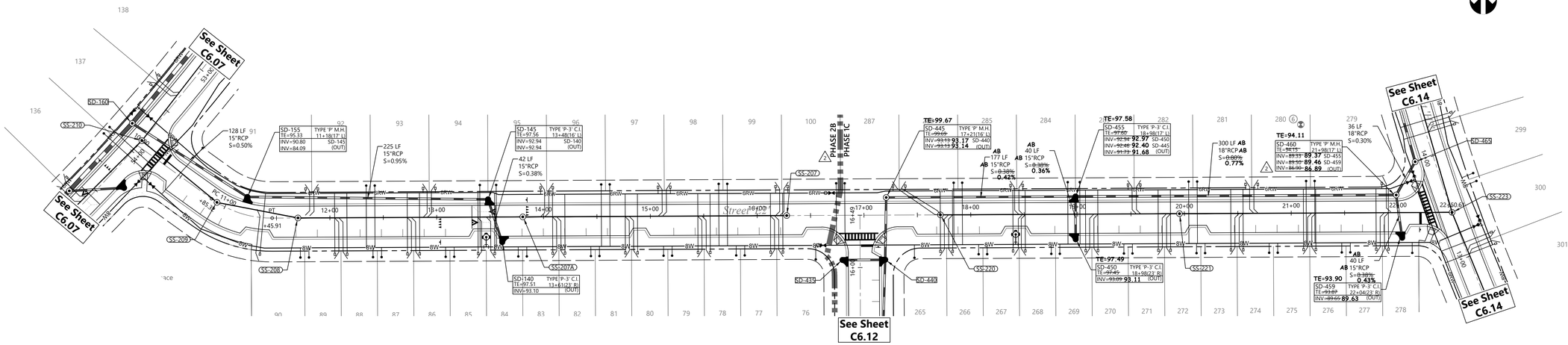

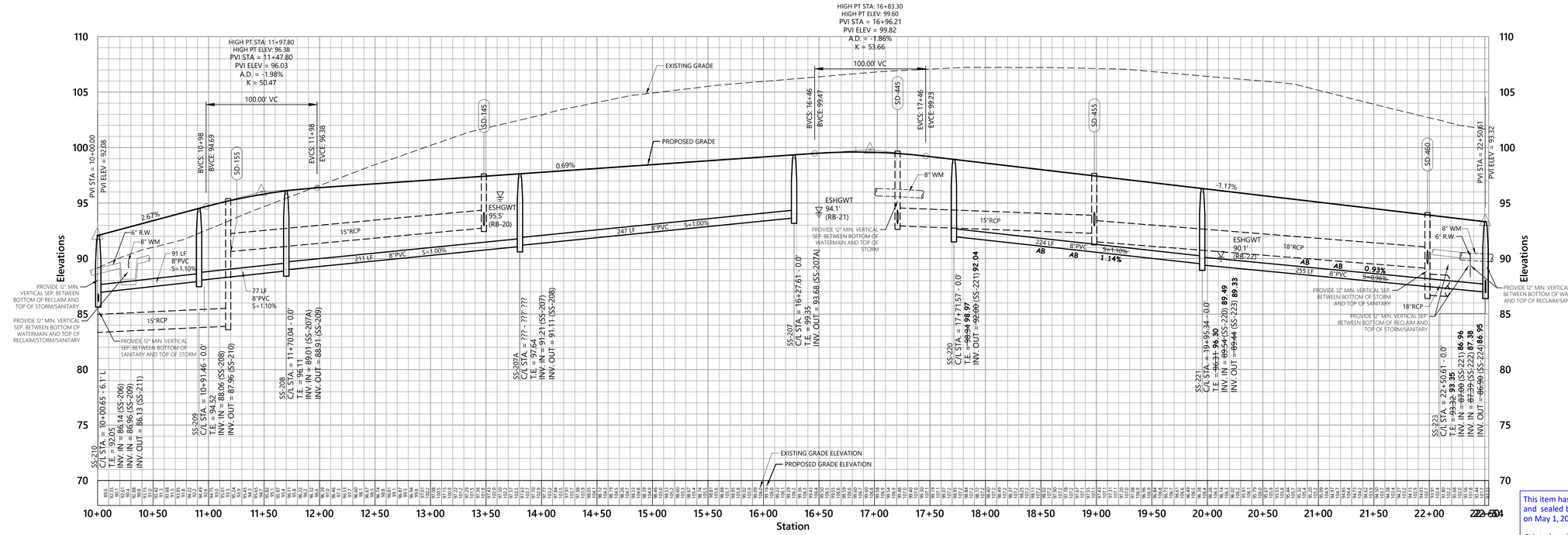

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Vert. 0 2.5 5 10 Feet
Horiz. 0 25 50 100 Feet

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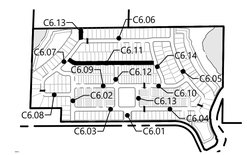

Key Map N.T.S.

The Ridge PD
Parcel 2

Apopka, Florida

No.	Revision	Date	Appvd.
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Vertical Datum NAVD 1988
Date Feb. 25, 2022
Drawing Title Plan & Profile Street 'E2'



James R. Hoffman, P.E.
P.E. # 75623
DATE: May. 01, 2024

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Project Number 63534.03

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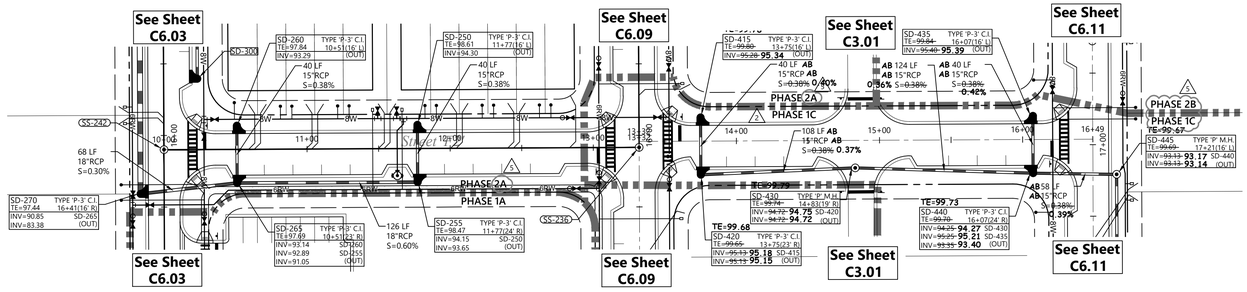

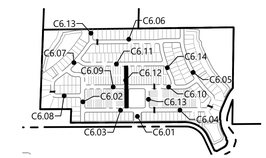

Key Map

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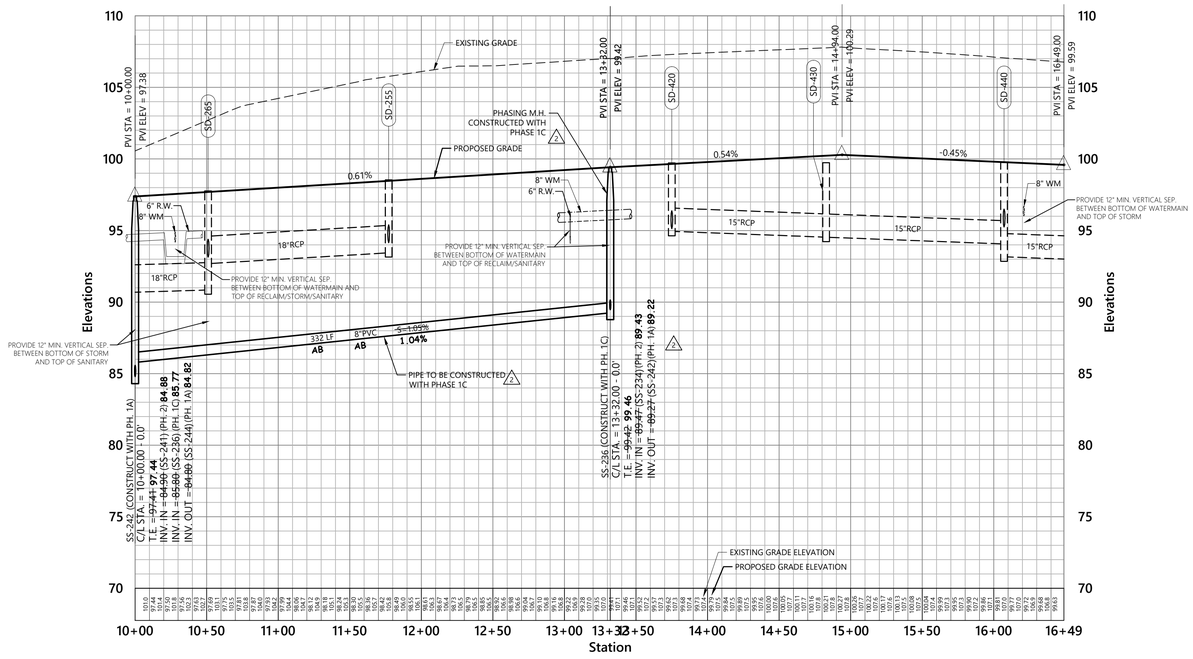
Street 'F2'



Vert. 0 2.5 5 10 Feet

Horiz. 0 25 50 100 Feet

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The Ridge PD Parcel 2

Apopka, Florida

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Checked by: JRH

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Vertical Datum NAVD 1988

Date: Feb. 25, 2022

Drawing Title: Plan & Profile Street 'F2'

Drawing Number: C6.12

Sheet of

Project Number: 63534.03



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P.E. # 75623
DATE: May. 01, 2024

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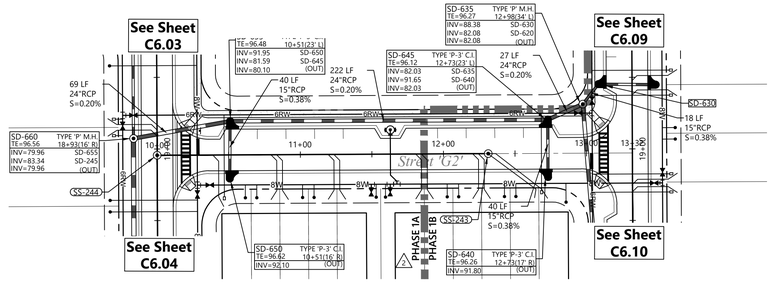

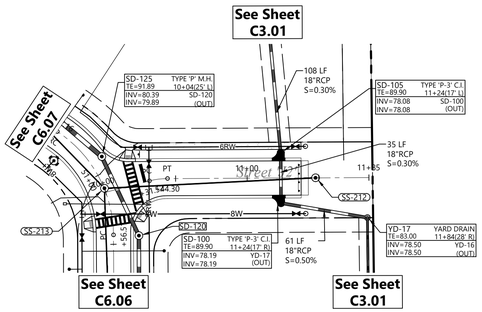

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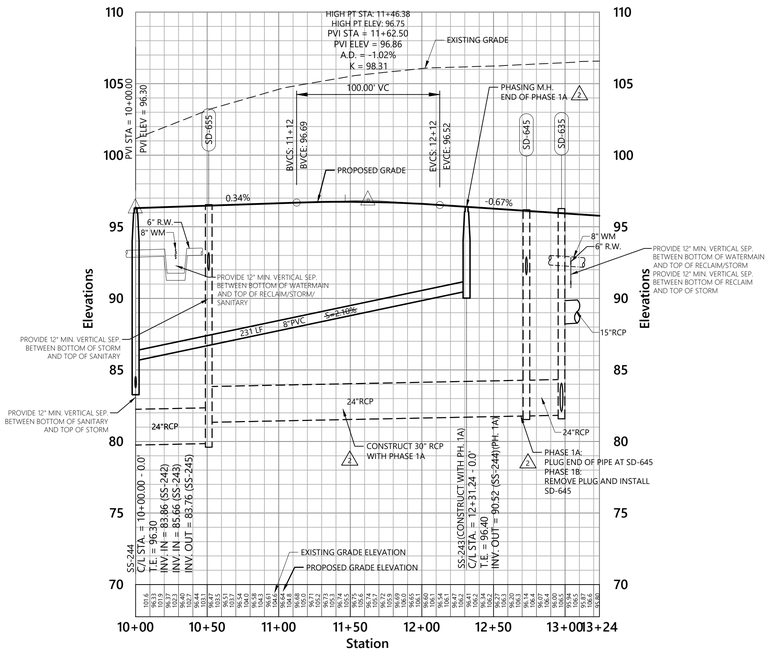
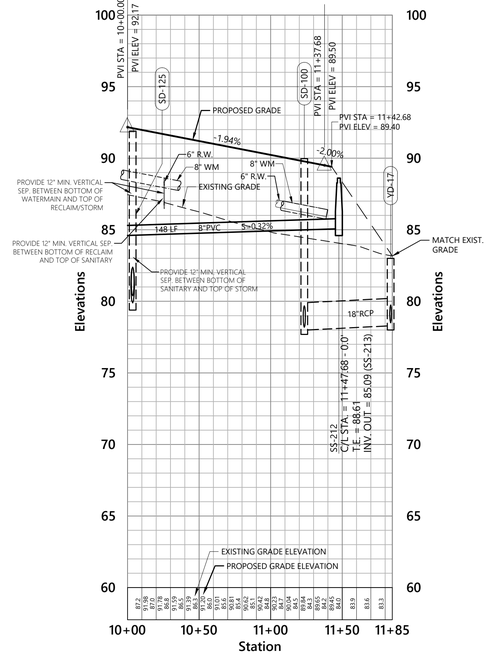
Street 'G2'



Street 'J2'



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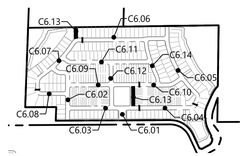

Key Map N.T.S.

Vert. 0 2.5 5 10 Feet
Horiz. 0 25 50 100 Feet

The Ridge PD Parcel 2

Apopka, Florida

No.	Revision	Date	Appvd.
1	City of Apopka Comments	05/17/2022	
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Designed by DMK
Checked by JRH
Issued for Construction Plan Approval
Vertical Datum NAVD 1988
Date Feb. 25, 2022
Drawing Title
Plan & Profile
Streets 'G2' and 'J2'

JAMES R. HOFFMAN LICENSE NO. 75623 STATE OF FLORIDA PROFESSIONAL ENGINEER

James R. Hoffman, P.E.
P.E. # 75623
DATE: May. 01, 2024

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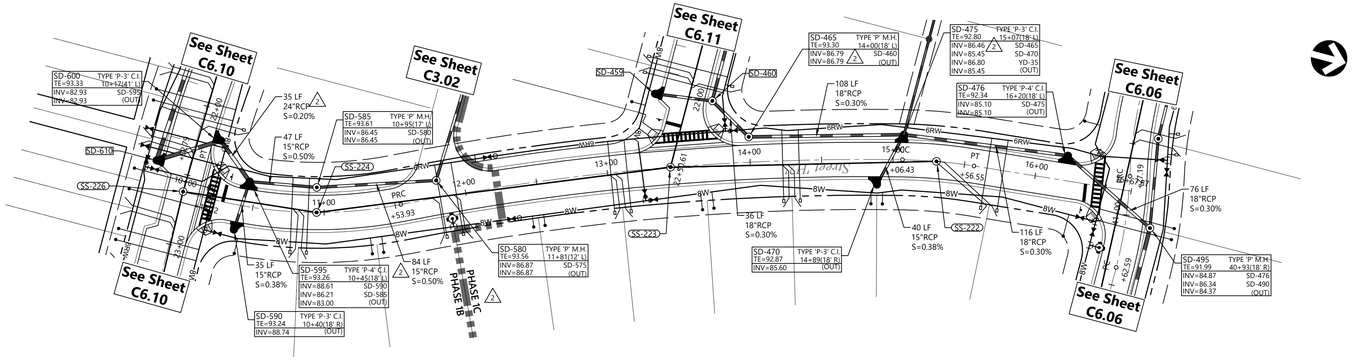

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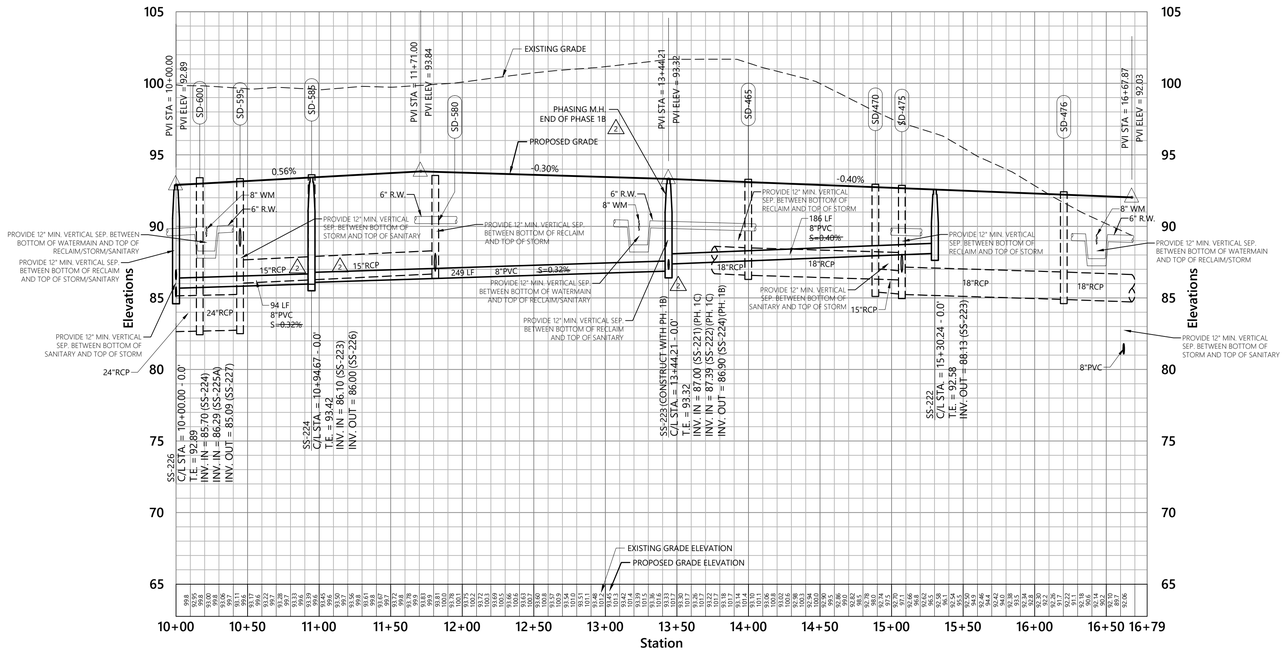

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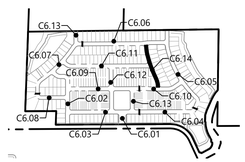

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6	City of Apopka Comments	05/01/2024	

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Vertical Datum NAVD 1988
Date Feb. 25, 2022
Drawing Title
Plan & Profile
Street 'H2'

Drawing Number C6.14
Sheet of

James R. Hoffman, P.E.
P.E. # 75623
DATE: May. 01, 2024

Project Number 63534.03

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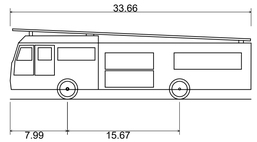

Apopka-Engine/Pumper 4000	
Overall Length	33.660ft
Overall Width	8.160ft
Overall Body Height	9.830ft
Min Body Ground Clearance	1.363ft
Track Width	8.160ft
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	28.190ft

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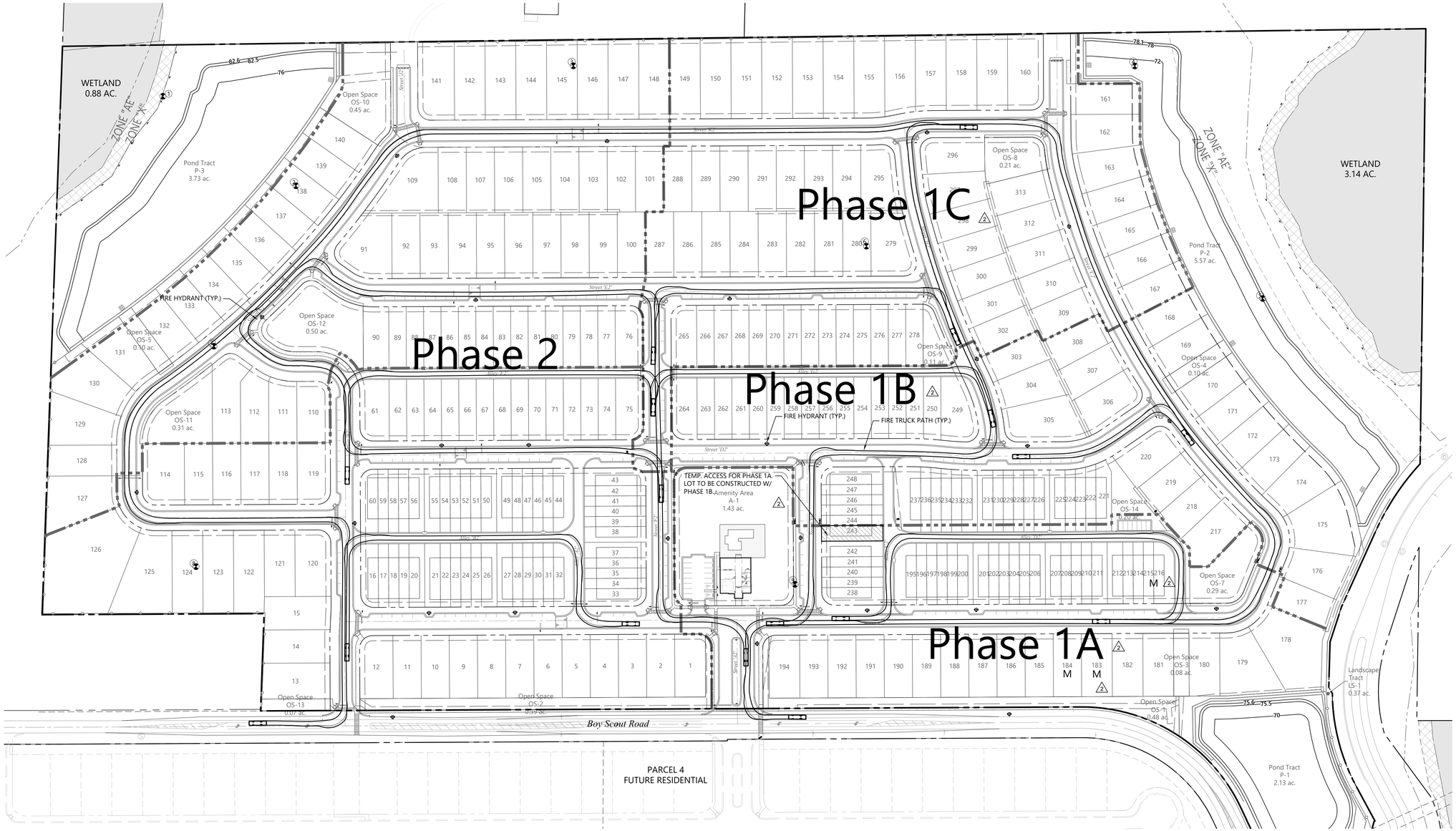

The Ridge PD
Parcel 2

Apopka, Florida

No.	Revision	Date	Appvd.
1	City of Apopka Comments	05/17/2022	
2	Client Revision	11/11/2022	
3	Submit to SJRWMD	10/19/2023	
4	SJRWMD Comments	11/22/2023	
5	Phase 2 Sub-Phasing Revisions	01/17/2024	
6	City of Apopka Comments	05/01/2024	

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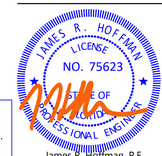
Date: Feb. 25, 2022
Drawing Title: Fire Access Plan

Drawing Number: C7.00
Sheet of



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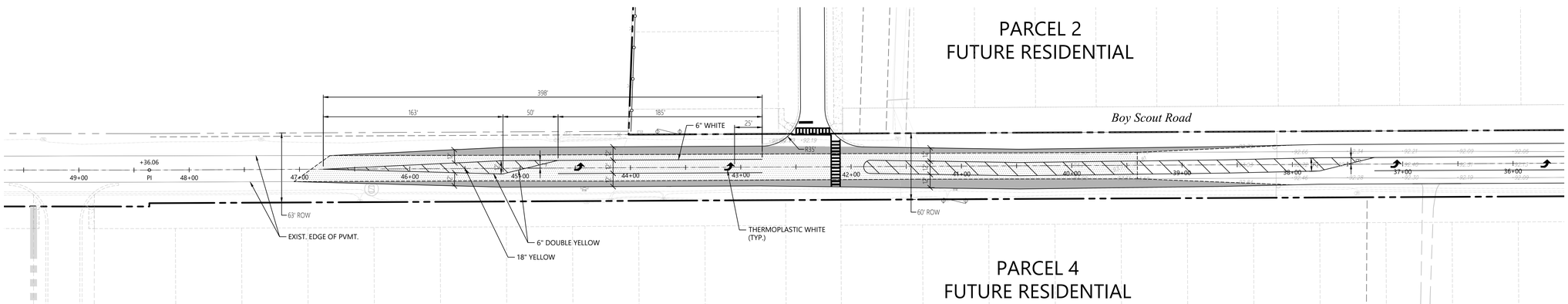
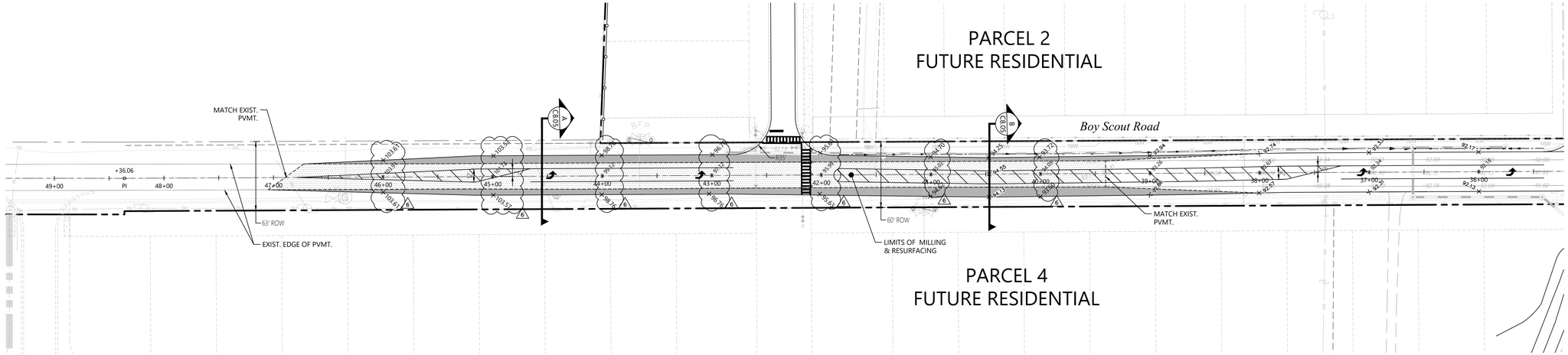


STRIPING PLAN



PAVING & GRADING PLAN

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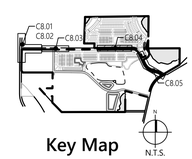

Key Map

LEGEND

- PROJECT BOUNDARY
- PROPOSED STRIPING
- EXISTING STRIPING
- LIMITS OF MILL AND RESURFACING
- ASPHALT
- LIMITS OF WORK
- EXISTING TOPOGRAPHIC CONTOUR
- PROPOSED GRADE

NOTE:
ALL STRIPING TO BE IN ACCORDANCE WITH LATEST F.D.O.T. STANDARDS AND DETAILS.

0 25 50 100 Feet

The Ridge PD
Parcel 2

Apopka, Florida

No.	Revision	Date	Appvd.
1	City of Apopka Comments	05/17/2022	
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6	City of Apopka Comments	05/01/2024	

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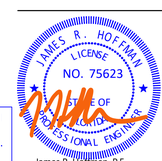
Drawing Title

Offsite Improvements Plan
Boy Scout Road



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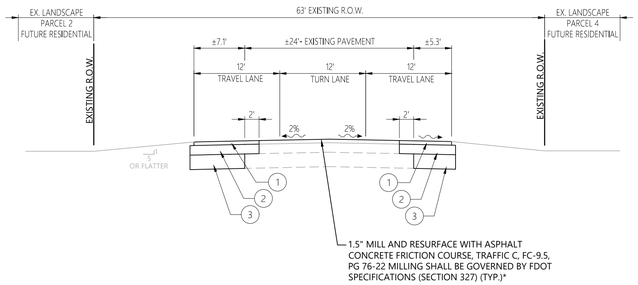
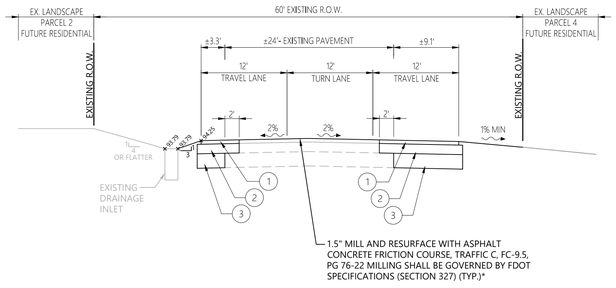


*NOTE: OLD AND NEW PAVEMENT JOINT 2' - 4'.

A - Typical Section

N.T.S.



*NOTE: OLD AND NEW PAVEMENT JOINT 2' - 4'.

B - Typical Section

N.T.S.

LEGEND:

1. 1 1/2" (IN.) SP 9.5 ASPHALT (COMPACTED TO 93% OF LABORATORY MAXIMUM DENSITY)
2. 8" (IN.) CRUSHED CONCRETE BASE (LBR 160)
   (COMPACTED TO A DENSITY OF MIN. 98% MODIFIED PROCTOR PER AASHTO T-180)
   ALTERNATE:
   8" (IN.) LIMEROCK BASE (LBR 100)
   (COMPACTED TO A DENSITY OF MIN. 98% MODIFIED PROCTOR PER AASHTO T-180)
3. 12" (IN.) STABILIZED SUBGRADE (LBR 40) (COMPACTED TO MIN. 98% OF MODIFIED PROCTOR MAX. DRY DENSITY PER AASHTO T-180)
4. 6" (IN.) STABILIZED SUBGRADE IN CURB AREA TO EXTEND 12" (IN.) EACH SIDE TO 50 FBV

NOTES:

1. ALL PAVEMENT WIDENING SHALL INCLUDE A KEY-IN TO PROPERLY SECURE THE NEW PAVEMENT TO THE EXISTING ROADWAY.
2. FOR DETAILS ON PAVEMENT SECTIONS, SEE REPORT BY DEVO ENGINEERING, DATED OCTOBER 10, 2019.
3. CRUSHED CONCRETE BASE WITHIN PUBLIC RIGHTS OF WAY SHALL MEET THE REQUIREMENTS OF SECTION 204-2 OF THE F.D.O.T. STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
4. FUTURE SIDEWALK & TRAILS TO BE CONSTRUCTED AT THE TIME OF, AND AS PART OF, THE ADJACENT PARCEL DEVELOPMENT.
5. LAYER THICKNESS ABOVE SHALL BE USED AT A MINIMUM. IF EXISTING PAVEMENT SECTIONS EXCEED SPECIFICATIONS ABOVE, CONTRACTOR SHALL MATCH EXISTING.

* ASPHALT THICKNESS MAY VARY IF SLOPE CORRECTION IS REQUIRED TO ACHIEVE 2% OVER EXISTING ROAD

** THICKNESS OF THE FRICTION COURSE PLUS STRUCTURAL COURSE ON ROADWAY EXTENSION SHALL MATCH EXISTING OR AS REQUIRED BY COUNTY ROAD SPECIFICATIONS, WHICHEVER IS GREATER

*** THICKNESS OF THE BASE SHALL MATCH EXISTING OR AS REQUIRED BY COUNTY ROAD SPECIFICATIONS, WHICHEVER IS GREATER.

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6	City of Apopka Comments	05/01/2024	

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Checked by: JRH
Issued for: Construction Plan Approval
Vertical Datum NAVD 1988
Date: Feb. 25, 2022

Drawing Title

Offsite Improvements Typical Road Sections - Boy Scout Road

JAMES R. HOFFMAN LICENSE NO. 75623 STATE OF FLORIDA PROFESSIONAL ENGINEER

James R. Hoffman, P.E.
P.E. # 75623
DATE: May. 01, 2024

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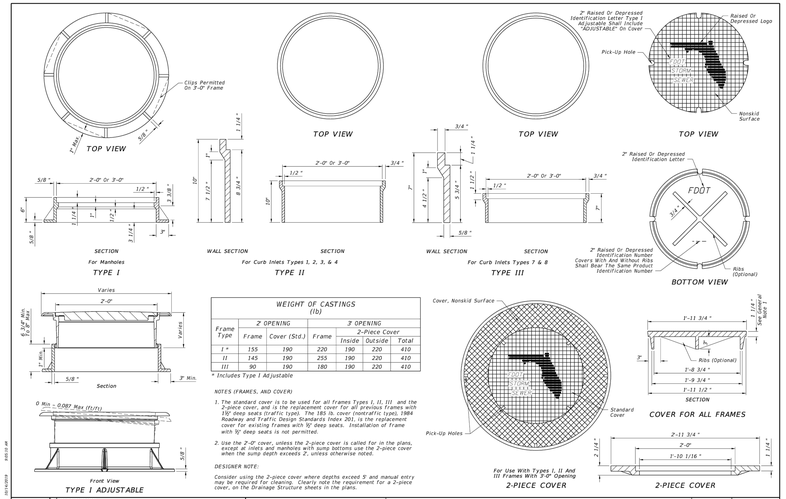
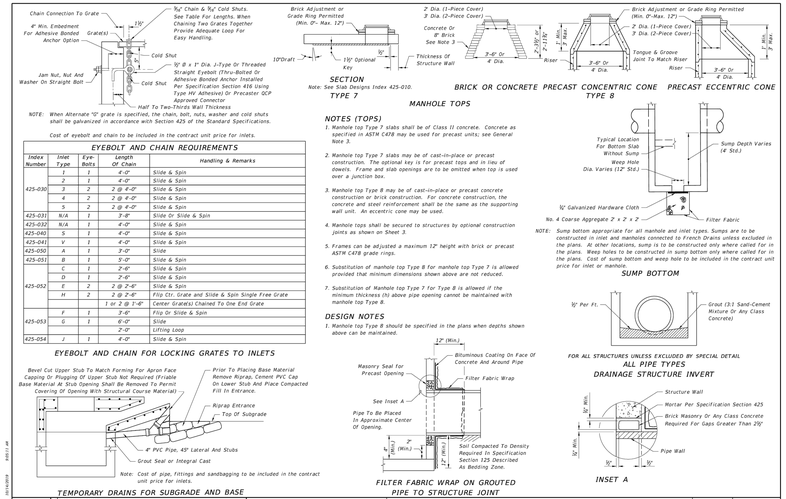


LAST REVISION	DESCRIPTION:
11/01/17	

FDOT FY 2020-21 STANDARD PLANS | SUPPLEMENTARY DETAILS FOR MANHOLES AND INLETS | INDEX 425-001 | SHEET 1 of 5



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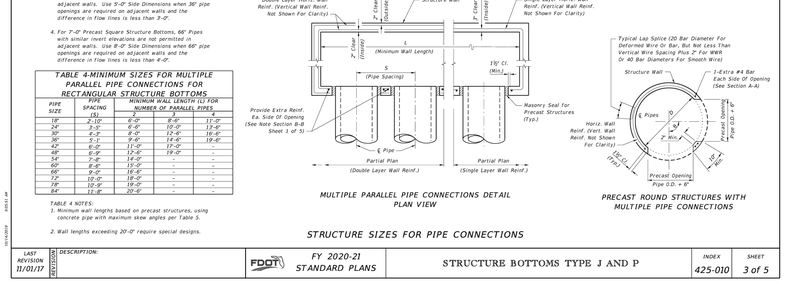
11/01/17	

FDOT FY 2020-21 STANDARD PLANS | SUPPLEMENTARY DETAILS FOR MANHOLES AND INLETS | INDEX 425-001 | SHEET 2 of 5



LAST REVISION	DESCRIPTION:
11/01/19	

FDOT FY 2020-21 STANDARD PLANS | STRUCTURE BOTTOMS TYPE J AND P | INDEX 425-010 | SHEET 1 of 5

ROUND STRUCTURE BOTTOMS (ALTERNATE A) & ROUND RISERS- TABLE 1
Wall Thickness (t1 & t2) and Vertical & Horizontal Areas of Reinforcement (As)

Type	Structure/Riser Diameter (ft)	Cast-In-Place Items Class II Concrete			Precast Items Class II Concrete			ASTM C478	
		t1 Riser (in.)	t2 Bottom (in.)	As (in²/ft.)	t1 Riser (in.)	t2 Bottom (in.)	As (in²/ft.)	t1 or t2 (in.)	As *** (in²/ft.)
P	≤ 3'-6"	6	8	0.20	6	8	0.20	4**	0.105
P	4'-0"	6	8	0.20	6	8	0.20	5**	0.120
J	5'-0"	–	8	0.20	–	8	0.20	6**	0.150
J	6'-0"	–	8	0.20	–	8	0.20	6	0.180
J	7'-0"	–	8	0.20	–	8	0.20	7	0.210
J	8'-0"	–	8	0.20	–	8	0.20	8	0.240
J	10'-0"	–	10	0.40#‡	–	10	0.40#‡	10	0.300
J	12'-0"	–	10	0.40#‡	–	12	0.40#‡	12	0.360

TABLE 1 NOTES:
#‡Provide 0.20 eq. in²/ft. at each face, 12" max. bar spacing.
**Modified minimum wall thickness.
***Min. total circumferential reinforcement for continuous steel hoops:
$A_s = 0.40$ sq. in. for riser section height equal or less than 2'-0" (2 hoop min.)
$A_s = 0.60$ sq. in. for riser section height more than 2'-0" up to 4'-0" (3 hoop min.)
Areas of reinforcing for precast items are based on Grade 60 reinforcing; No reduction in the area of reinforcement is allowed for welded wire fabric in Table 1; Area of vertical reinforcing may be reduced in accordance with ASTM C478.

SQUARE & RECTANGULAR STRUCTURES (ALTERNATE B) – TABLE 2

Type	Wall Length (ft)	Max. Depth (ft)	Wall Thickness (t) CIP (in.)	Wall Thickness (t) Precast (in.)
J	≤ 3'-6"	40	8	6
J	4'-0"	40	8	6
J	5'-0"	22	–	6
J	6'-0"	15	–	6
J	5'-0" to 9'-0"	40	8	8
J	10'-0"	26	8	8
J	10'-0" to 12'-0"	40	10	9
J	14'-0"	35	–	9
J	16'-0"	40	10	10
J	20'-0"	25	–	9
J	20'-0"	30	10	10

TABLE 2 NOTES:
See Table B for Reinforcing Schedule.

GENERAL NOTES
1. Standard structure bottoms 4'-0" diameter and smaller (Alt. A) and 3'-6" square (Alt. B) are designated Type P. Larger standard structure bottoms are designated Type J. Risers are permitted for all structures. Round risers are designated Type A, square risers are designated Type B.
2. Walls of circular structures (Alt. A) constructed in place may be of brick or reinforced concrete. Precast and rectangular structures (Alt. B) shall be constructed of reinforced concrete only.
3. Wall thickness and reinforcement are for either reinforced cast-in-place or precast concrete units except that precast circular units may be furnished with walls in accordance with ASTM C478 (see modified wall thicknesses in Table 1).
4. Top and bottom slab thickness and reinforcement are for precast and cast-in-place construction. All concrete shall be of Class II concrete, except use Class IV concrete when shown in the Plans for special applications of structures located in extremely aggressive environments. Concrete as specified in ASTM C478 (4000 psi) may be used in lieu of Class II concrete for precast items manufactured in accordance with Specifications Section 448.
5. All reinforcement shown is Grade 60 steel, deformed bar. Equivalent area Grade 40 steel or equivalent areas smooth or deformed welded wire reinforcement in accordance with Specification Section 931 may be substituted according to Index 425-001, unless otherwise noted.
6. Alt. A or Alt. B structure bottoms may be used in conjunction with curb inlet tops Types 1, 2, 3, 4, 5, 6, 9, and 10, and any manhole or junction box unless otherwise shown in the plans or other standard drawings. Alt. B structure bottoms may be used in conjunction with curb inlet Types 7 & 8, or any ditch bottom inlet unless otherwise shown in the plans or other standard drawings.
7. Rectangular structures may be rotated as directed by the Engineer in order to facilitate connections between the structure walls and storm sewer pipes.
8. Except when ACI hooks are specifically required, reinforcement in top and bottom slab shall be straight embedment.
9. All reinforcement must have 2" minimum cover except for 3'-6" diameter precast circular units manufactured under ASTM C478, keyed construction otherwise shown. Additional bars used to restrain hole formers for precast structures with grouted pipe connections,may be left flush with the hole surface. Cut or bend reinforcement at pipe openings to maintain cover. Exposed ends of reinforcing at precast pipe openings and grouted joints must be removed to 1" below the concrete surface and sealed with a Type F epoxy in accordance with Specification Section 926. Horizontal steel in rectangular structures shall be lapped a minimum of 30 bar diameters or by standard hooks at corners.
10. The corner fillets shown are necessary for rectangular structures used with circular risers and inlet throats and when used on skew with rectangular risers, inlets and inlet throats. Fillets will be required in the top slab of the Alt. A structure bottoms when used with the Alt. B risers. Each fillet shall be reinforced with two #5 bars.
11. Inlet walls, throats, risers or manhole tops shall be secured to structures as shown on Index 425-001 Optional Construction Joints.
12. Structures with depths over 14' below the mean high water table are to be checked for flotation by the designer of the drainage project.
13. Units larger than specified standards may be substituted at the contractor's option when these units will not cause or increase the severity of utility conflicts. Such larger units shall be furnished at no additional cost to the Department. Larger Alt. A units cannot replace Alt. B units without approval of the Engineer. This note applies to this Index only.
14. For manhole and junction box tops, for frames and covers, and, for supplementary details and notes see Index 425-001.
15. Type J structure bottoms must have a minimum 6'-0" wall height when possible, for maintenance access.

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FDOT FY 2020-21 STANDARD PLANS | STRUCTURE BOTTOMS TYPE J AND P | INDEX 425-010 | SHEET 2 of 5

TABLE 3-MINIMUM STRUCTURE SIZES FOR SINGLE PIPE CONNECTION PER SIDE

PIPE SIZE	RECTANGULAR Side Dimension (L) Single Pipe Per Side	Note Number	ROUND Diameter (D) Single Pipe 5x5BC	ROUND Pipes 5 to 4 Pipes 6x6BC
18"	5'-0"		5'-0"	6'-0"
24"	5'-6"		5'-6"	5'-0"
30"	5'-0"/6'-0"	2	6'-0"	6'-0"
36"	6'-0"/7'-0"	3	5'-0"	7'-0"
42"	5'-0"		6'-0"	7'-0"
48"	6'-0"		6'-0"	8'-0"
54"	6'-0"		7'-0"	10'-0"
60"	7'-0"		7'-0"	10'-0"
66"	7'-0"/8'-0"	4	8'-0"	12'-0"
72"	8'-0"		8'-0"	12'-0"
78"	9'-0"		10'-0"	12'-0"
84"	9'-0"		12'-0"	N/A

TABLE 3 NOTES:
1. For Round Structures sizes with variable angles between pipes and variable pipe sizes, refer to the FDOT Storm Drain Handbook.
2. For 3'-0" Precast Square Structure Bottoms, 30" Pipes with similar invert elevations are not permitted in adjacent walls. Use 4'-0" Side Dimensions when 30" pipe openings are required on adjacent walls and the difference in flow lines is less than 3'-0".
3. For 4'-0" Precast Square Structure Bottoms, 36" Pipes with similar invert elevations are not permitted in adjacent walls. Use 5'-0" Side Dimensions when 36" pipe openings are required on adjacent walls and the difference in flow lines is less than 3'-0".
4. For 7'-0" Precast Square Structure Bottoms, 66" Pipes with similar invert elevations are not permitted in adjacent walls. Use 8'-0" Side Dimensions when 66" pipe openings are required on adjacent walls and the difference in flow lines is less than 4'-0".

TABLE 4-MINIMUM SIZES FOR MULTIPLE PARALLEL PIPE CONNECTIONS FOR RECTANGULAR STRUCTURE BOTTOMS

PIPE SIZE	PIPE SPACING (S)	MINIMUM WALL LENGTH (L) FOR NUMBER OF PARALLEL PIPES 2	3	4
18"	2'-10"	6'-0"	9'-6"	11'-0"
24"	3'-5"	6'-6"	10'-0"	13'-6"
30"	4'-3"	8'-0"	12'-6"	16'-0"
36"	5'-1"	9'-6"	14'-6"	19'-0"
42"	6'-0"	11'-0"	17'-0"	–
48"	6'-9"	12'-6"	19'-0"	–
54"	7'-6"	14'-0"	–	–
60"	8'-6"	15'-0"	–	–
66"	9'-0"	16'-6"	–	–
72"	10'-0"	18'-0"	–	–
78"	10'-9"	19'-0"	–	–
84"	11'-8"	20'-6"	–	–

TABLE 4 NOTES:
1. Minimum wall lengths based on precast structures, using concrete pipe with maximum skew angles per Table 5.
2. Wall lengths exceeding 20'-0" require special designs.

STRUCTURE SIZES FOR PIPE CONNECTIONS

LAST REVISION	DESCRIPTION:
11/01/17	

FDOT FY 2020-21 STANDARD PLANS | STRUCTURE BOTTOMS TYPE J AND P | INDEX 425-010 | SHEET 3 of 5

SLAB DESIGNS - SQUARE AND RECTANGULAR STRUCTURES (TABLE 6)
(ALL SLABS 8" THICK EXCEPT AS NOTED - REINFORCING PARALLEL TO SHORT WAY AND LONG WAY)

SHORT-WAY SLAB DEPTH	SHORT-WAY SCHEDULE (Bars A)	LONG-WAY SLAB DEPTH	LONG-WAY SCHEDULE (Bars B)
SIZE: 3'-6" x UNLIMITED			
w'≥ 9' + 8"	B10	w'≥ 9' + 24"	B10
1'-0" < 13'	B5.5	24'-40'	B5.5
13'-1" < 31'	C6.5		
31'-40'	D7		
SIZE: 4' x UNLIMITED			
w'≥ 9' + 7'	B5.5	w'≥ 9' + 15"	B10
7' < 19'	C6.5	15' < 29'	B5.5
19' < 31'	D7	29'-40'	C6.5
31'-40'	E5		
SIZE: 5' x 5'			
w'≥ 9' + 3'	C6.5	w'≥ 9' + 3'	C6.5
3' < 7'	B5.5	3' < 13'	B5.5
7' < 22'	C6.5	13' < 22'	D7
22' < 29'	D7	22' < 29'	D4.5
29'-40'	E5	29'-40'	E5
SIZE: 5' x 6'			
w'≥ 9' + 12'	C6.5	w'≥ 9' + 3'	C6.5
12' < 26'	D7	3' < 9'	B5.5
26'-40'	E5	9' < 23'	C4.5
		23' < 35'	D4.5
		35'-40'	E5
SIZE: 5' x 7'			
w'≥ 9' + 10'	C6.5	w'≥ 9' + 10'	B5.5
10' < 20'	D7	10' < 31'	C3.5
20' < 34'	E5	31'-40'	D4.5
34'-40'	F5		
SIZE: 5' x 8'			
w'≥ 9' + 7'	C6.5	w'≥ 9' + 8'	B10
7' < 13'	D7	8' < 17'	B5.5
13' < 24'	E5	17' < 29'	C6.5
24'-40'	F5	29'-40'	C3.5
SIZE: 5' x 9'			
w'≥ 9' + 8'	C6.5	w'≥ 9' + 14'	B10
8' < 14'	D7	14' < 24'	B5.5
14' < 29'	E5	24' < 34'	C6.5
29'-40'	F5	34'-40'	C3.5
SIZE: 5' x 10'			
w'≥ 9' + 8'	C6.5	w'≥ 9' + 5'	C6.5
8' < 14'	D7	5' < 14'	D4.5
14' < 29'	E5	14' < 24'	E5
29'-40'	F5	24'-40'	F5

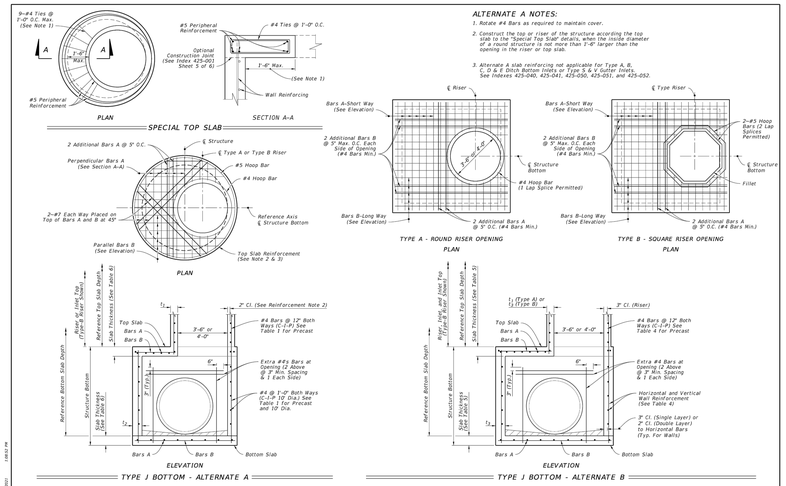
SHORT-WAY SLAB DEPTH	SHORT-WAY SCHEDULE (Bars A)	LONG-WAY SLAB DEPTH	LONG-WAY SCHEDULE (Bars B)
SIZE: 6' x 6'			
w'≥ 9' + 13'	C6.5	w'≥ 9' + 10'	C3.5
13' < 27'	D7	10' < 18'	D4.5
27'-40'	E5	18' < 27'	E5
		27' < 33'	E3
		33'-40'	F5
SIZE: 6' x 7'			
w'≥ 9' + 8'	C6.5	w'≥ 9' + 8'	C6.5
8' < 16'	D7	8' < 17'	C3.5
16' < 28'	E5	17' < 21'	D4.5
28'-40'	F5	21' < 28'	E5
		28' < 35'	E3
		35'-40'	F5
SIZE: 6' x 8'			
w'≥ 9' + 6'	C6.5	w'≥ 9' + 6'	B5.5
6' < 13'	D7	6' < 11'	C6.5
13' < 22'	E5	11' < 17'	C3.5
22' < 35'	F5	17' < 22'	D4.5
35'-40'	G5	22' < 32'	E3
		32'-40'	F5
SIZE: 6' x 9'			
w'≥ 9' + 8'	D7	w'≥ 9' + 8'	B5.5
8' < 14'	E5	8' < 14'	C6.5
14' < 24'	F5	14' < 21'	C3.5
24'-34'	G5	21' < 29'	D4.5
		29'-34'	E5
SIZE: 6' x UNLIMITED			
w'≥ 9' + 8'	D7	w'≥ 9' + 8'	B5.5
8' < 14'	E5	8' < 14'	C6.5
14' < 24'	F5	14' < 21'	C3.5
24'-34'	G5	21' < 25'	D4.5
		25'-34'	E5
SIZE: 7' x 7'			
w'≥ 9' + 8'	C6.5	w'≥ 9' + 4'	C6.5
8' < 19'	D7	4' < 7'	C3.5
15' < 28'	E5	7' < 13'	D4.5
28'-40'	F5	13' < 23'	E5
		23' < 32'	F3.5
		32'-40'	G3.5
SIZE: 7' x 8'			
w'≥ 9' + 5'	C6.5	w'≥ 9' + 5'	C6.5
5' < 11'	D7	5' < 8'	C3.5
11' < 19'	E5	8' < 13'	D4.5
19' < 30'	F5	13' < 22'	E3
30'-40'	G5	22' < 30'	F3.5
		30'-40'	G3.5
SIZE: 7' x 9'			
w'≥ 9' + 9'	D7	w'≥ 9' + 7'	C6.5
9' < 19'	E5	7' < 10'	C3.5
19' < 29'	F5	10' < 14'	D4.5
29'-40'	G5	14' < 21'	E5
		21' < 29'	F5
		29'-34'	F3.5

SHORT-WAY SLAB DEPTH	SHORT-WAY SCHEDULE (Bars A)	LONG-WAY SLAB DEPTH	LONG-WAY SCHEDULE (Bars B)
SIZE: 8' x 8'			
w'≥ 9' + 10'	D7	w'≥ 9' + 9'	D4.5
10' < 19'	E5	9' < 13'	E5
19'-30'	F5	13' < 19'	F5
		18' < 23'	F3.5
		23'-30'	G3.5
SIZE: 8' x 9'			
w'≥ 9' + 7'	D7	w'≥ 9' + 7'	D7
7' < 14'	E5	7' < 9'	D4.5
14' < 23'	F5	9' < 15'	E3
23'-31'	G3.5	15' < 20'	F3.5
		20' < 27'	F3.5
		27'-31'	G3.5
SIZE: 9' x 9'			
w'≥ 9' + 8'	D7	w'≥ 9' + 7'	D4
8' < 14'	E5	7' < 10'	E5
14' < 22'	F5	10' < 17'	F3.5
		17' < 22'	G3.5
SIZE: 9'xW'x10" SLAB THICKNESS			
22' < 30'	F5	22' < 31'	F3.5
30'-40'	G5	31'-40'	G3.5
SIZE: 10'x10'x10" SLAB THICKNESS			
w'≥ 9' + 7'	C6.5	0.5' < 6'	C6.5
7' < 10'	D7	6' < 9'	D4.5
10' < 18'	E5	9' < 15'	E5
18' < 27'	F5	15' < 22'	F5
27'-32'	G5	22'-32'	G3.5
SIZE: 12'x12'x12" SLAB THICKNESS			
w'≥ 9' + 10'	D7	w'≥ 9' + 8'	D7
10' < 16'	E5	8' < 14'	E5
16' < 25'	F5	14' < 22'	F5
25'-30'	G5	22' < 30'	G5
		30'-35'	H4

SLAB AND WALL DESIGN TABLE NOTES
1. Size is the inside dimension(s) of a structure.
2. Slab reinforcement is appropriate for top, intermediate, and bottom slabs.
3. Bottom Slabs for precast 3'-6" x 3'-6" rectangular structures at 15 depth or less, may be 6" thick.
4. Slab depth is measured from finished grade to top of slab.
5. Wall depth is measured to the top of the bottom slab for boxes and to the top of the intermediate slab for risers.
6. Wall height is the distance between top of lower slab to bottom of upper slab. Maximum wall height is 12' for wall lengths exceeding 5', or 10' for wall lengths exceeding 12'.
7. Wall lengths exceeding 6'-0" require two layers of reinforcing (See Table B) with 2" of cover from the horizontal bars to the inside and outside faces for each layer.
8. Wall lengths exceeding the dimensions or depths shown in Table B, or 12'-0" diameter require a special design.
9. Wall thickness and reinforcing for rectangular structures is based on the longer wall length.
10. Reinforcing schedules with larger areas of steel may be substituted for schedules with smaller bar or wire spacing, except that Schedule B10 may not be substituted for Schedule A6. See Index 425-001 for allowable bar spacing adjustments when larger areas of reinforcing are substituted.

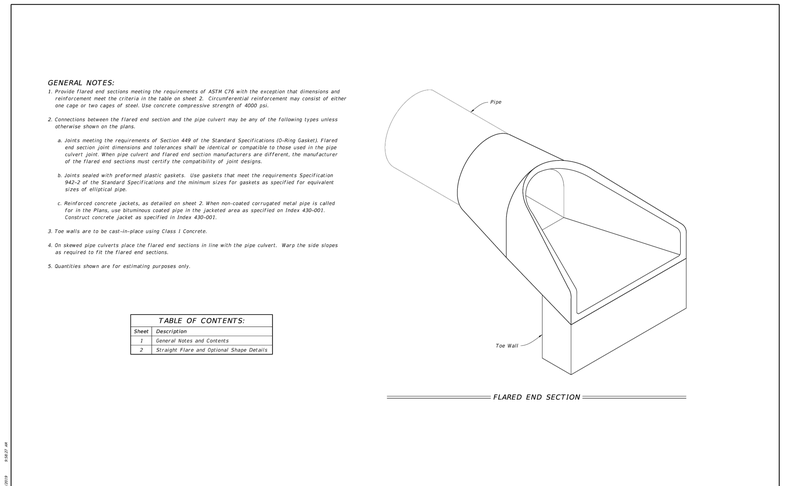
SLAB DESIGNS - ROUND STRUCTURES (TABLE 7)

SLAB DEPTH	SLAB THICKNESS	REINF. (2-WAY) SCHEDULE
SIZE: 3'-6" DIAMETER		
2'-11" < 0'-0"	6" Precast	C6.5
0'-0" < 30'	8"	A6
30'-40'	8"	B5.5
SIZE: 4'-0" DIAMETER		
w'≥ 9' + 19'	8"	A6
19' < 30'	8"	B5.5
30'-40'	8"	C6.5
SIZE: 5'-0" DIAMETER		
w'≥ 9' + 15'	8"	B5.5
15' < 26'	8"	C6.5
26' < 35'	8"	D7
35'-40'	8"	D4.5
SIZE: 6'-0" DIAMETER		
w'≥ 9' + 9'	8"	B5.5
9' < 15'	8"	C6.5
15' < 22'	8"	C3.5
22' < 30'	8"	D4.5
30'-40'	8"	E5
SIZE: 7'-0" DIAMETER		
w'≥ 9' + 8'	8"	C3.5
8' < 16'	8"	D4.5

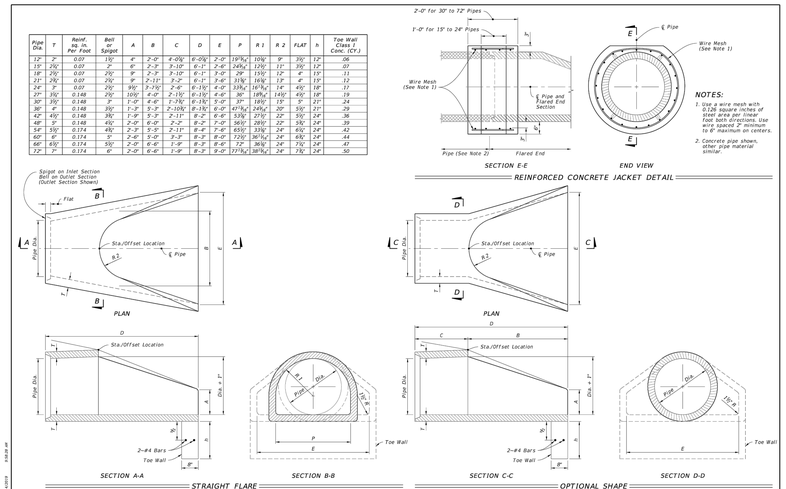


DIMENSIONAL AND REINFORCING DETAILS

LAST REVISION	DESCRIPTION:	FDOT FY 2022-23 STANDARD PLANS	STRUCTURE BOTTOMS TYPE J AND P	INDEX	SHEET
11/01/20	1			425-010	2 of 4



LAST REVISION	DESCRIPTION:	FDOT FY 2020-21 STANDARD PLANS	FLARED END SECTION	INDEX	SHEET
11/01/19				430-020	1 of 2



Pipe Dia.	T	Reinf. Sq. In. Per Foot	Bell or Spigot	A	B	C	D	E	P	R1	R2	FLAT	h	Toe Wall Class I Conc. (C.Y.)
12"	2"	0.07	1½"	4"	2'-0"	4'-0⅝"	6'-0⅝"	2'-0"	19°9⅛"	10⅛"	9"	3½"	1'2"	.06
15"	2½"	0.07	2"	8"	2'-3"	3'-10"	6'-1"	2'-6"	24°6⅛"	12½"	11"	3½"	1'2"	.07
18"	2½"	0.07	2½"	9"	2'-7"	3'-10"	6'-1"	3'-0"	29°	15½"	12"	4"	1'3"	.11
21"	2½"	0.07	2½"	9"	2'-11½"	3'-2"	6'-1"	3'-6"	33°6"	14⅝"	12"	4"	1'3"	.13
24"	3"	0.07	2½"	9½"	3'-7½"	2'-6"	6'-1½"	4'-0"	33°6⅛"	16°8⅛"	14"	4½"	1'8"	.17
27"	3½"	0.148	2½"	10½"	4'-0"	2'-1½"	6'-1½"	4'-6"	30°	18⅝"	14⅝"	4½"	1'8"	.19
30"	3½"	0.148	2½"	11'-0"	4'-6"	1'-7½"	6'-1½"	5'-0"	37°	18⅝"	17"	5"	2'1"	.24
36"	4"	0.148	3½"	1'-3"	5'-3"	1'-10½"	8'-1½"	6'-0"	41°8⅛"	24⅛"	20"	5½"	2'1"	.29
42"	4½"	0.148	3½"	1'-9"	5'-3"	2'-1½"	8'-1½"	6'-6"	53°6"	27½"	22"	5½"	2'4"	.36
48"	5"	0.148	4½"	2'-0"	6'-0"	2'-2"	8'-2"	7'-0"	56°6"	28½"	22"	5½"	2'4"	.39
54"	5½"	0.174	4½"	2'-3"	5'-3"	2'-11"	8'-4"	7'-6"	65°6"	33½"	24"	6½"	2'4"	.42
60"	6"	0.174	5"	2'-6"	5'-0"	3'-3"	8'-3"	8'-0"	72°0"	36°6⅛"	24"	6½"	2'4"	.44
66"	6½"	0.174	5½"	2'-9"	6'-6"	1'-9"	8'-3"	8'-6"	73°	36⅝"	24"	7½"	2'4"	.47
72"	7"	0.174	6"	3'-0"	6'-6"	1'-9"	8'-3"	9'-0"	77°½"	38°8½"	24"	7½"	2'4"	.50

WALL DEPTH	SCHEDULE	AREA (in²/ft.)	MAX. SPACING BARS	MAX. SPACING WWR
0'-5'	C3.5	0.37	3½"	3"
5'-10'	D4.5	0.53	4½"	4"

TYPE D
Recommended Maximum Pipe Size:
3'-1" Wall - 24" Pipe
4'-1" Wall - 36" Pipe

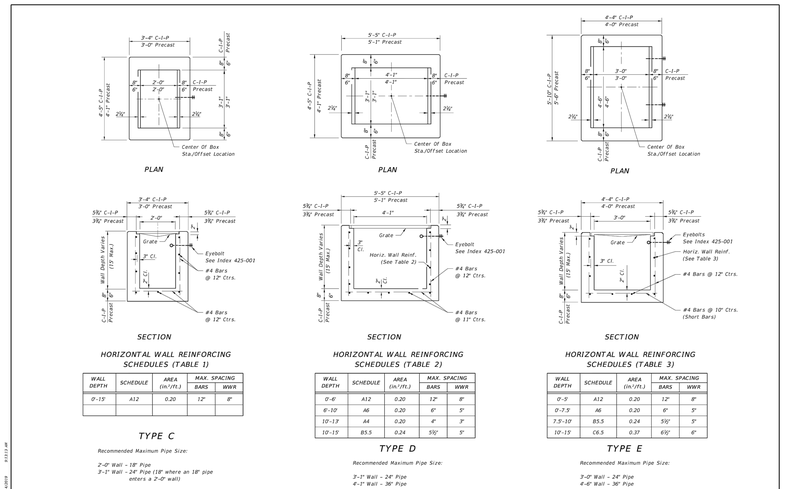
WALL DEPTH	SCHEDULE	AREA (in²/ft.)	MAX. SPACING BARS	MAX. SPACING WWR
0'-6'	A12	0.20	12"	8"
6'-10'	A6	0.20	6"	5"
10'-13'	A4	0.20	4"	3"
10'-15'	B5.5	0.24	5½"	5"

TYPE E
Recommended Maximum Pipe Size:
3'-0" Wall - 24" Pipe
4'-6" Wall - 36" Pipe

LAST REVISION	DESCRIPTION:	FDOT FY 2020-21 STANDARD PLANS	FLARED END SECTION	INDEX	SHEET
11/01/19				430-020	2 of 2

WALL DEPTH	SCHEDULE	AREA (in²/ft.)	MAX. SPACING BARS	MAX. SPACING WWR
0'-5'	B5.5	0.24	5½"	5"
5'-7'	C6.5	0.37	6½"	6"
7'-15'	D4.5	0.53	4½"	4"

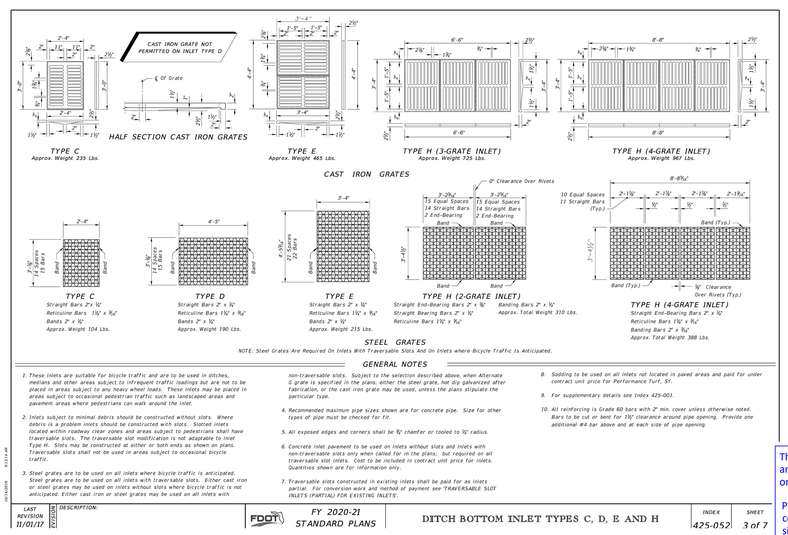
LAST REVISION	DESCRIPTION:	FDOT FY 2020-21 STANDARD PLANS	DITCH BOTTOM INLET TYPES C, D, E AND H	INDEX	SHEET
11/01/17	2			425-052	2 of 7



WALL DEPTH	SCHEDULE	AREA (in²/ft.)	MAX. SPACING BARS	MAX. SPACING WWR
0'-6'	A12	0.20	12"	8"
6'-10'	A6	0.20	6"	5"
10'-13'	A4	0.20	4"	3"
10'-15'	B5.5	0.24	5½"	5"

WALL DEPTH	SCHEDULE	AREA (in²/ft.)	MAX. SPACING BARS	MAX. SPACING WWR
0'-5'	A12	0.20	12"	8"
0'-7.5'	A6	0.20	6"	5"
7.5'-10'	B5.5	0.24	5½"	5"
10'-15'	C6.5	0.37	6½"	6"

LAST REVISION	DESCRIPTION:	FDOT FY 2020-21 STANDARD PLANS	DITCH BOTTOM INLET TYPES C, D, E AND H	INDEX	SHEET
11/01/17	2			425-052	1 of 7



LAST REVISION	DESCRIPTION:	FDOT FY 2020-21 STANDARD PLANS	DITCH BOTTOM INLET TYPES C, D, E AND H	INDEX	SHEET
11/01/17	2			425-052	3 of 7

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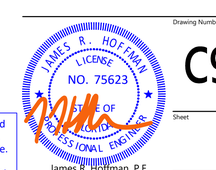
The Ridge PD Parcel 2

Apopka, Florida

No.	Revision	Date	Appvd.
1	City of Apopka Comments	05/17/2022	
2	Client Revision	11/11/2022	
3	Submit to SJRWMD	10/19/2023	
4	SJRWMD Comments	11/22/2023	
5	Phase 2 Sub-Phasing Revisions	01/17/2024	
6	City of Apopka Comments	05/01/2024	

Designed by: DMK
Checked by: JRH
Issued for: Construction Plan Approval
Vertical Datum NAVD 1988
Date: Feb. 25, 2022
Drawing Title: Standard F.D.O.T. Details



James R. Hoffman, P.E.
P.E. # 75623
DATE: May. 01, 2024

This item has been electronically signed and sealed by James R. Hoffman, P.E. on May 1, 2024 using a Digital Signature.

Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

Drawing Number: C9.01
Sheet of
Project Number: 63534.03

Saved Tuesday, November 21, 2023 3:46:05 PM, dFISHER Plotted Wednesday, May 1, 2024 4:52:32 PM, Jordan Fisher

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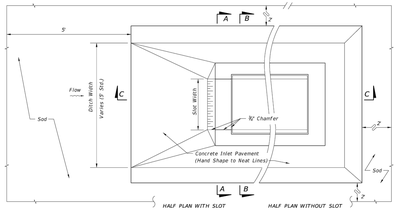
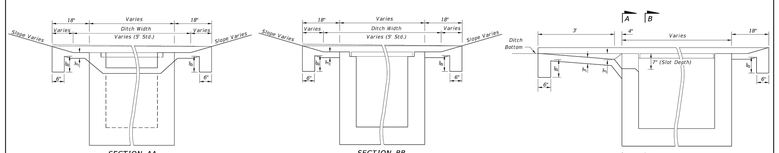


PLAN VIEW



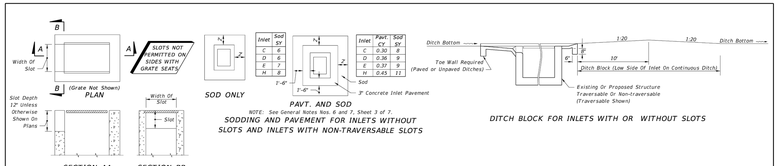
SECTION AA SECTION BB SECTION CC

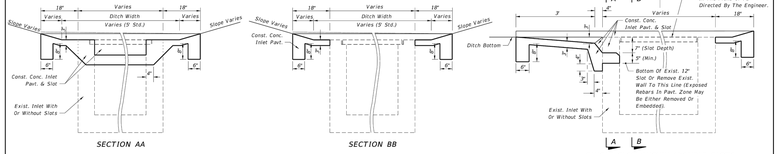
TRAVERSABLE SLOTS

PAVEMENT AND SODDING QUANTITIES FOR TRAVERSABLE SLOTS

Inlet	Pavement				Sod	
	Single Slot		Double Slot		Single Slot	Double Slot
	SY	CY	SY	CY	SY	SY
C	4.87	0.77	6.16	0.93	12	16
D	5.99	0.91	7.70	1.10	14	19
E	5.88	0.91	7.37	1.08	14	18

LAST REVISION 11/01/17	DESCRIPTION:	FDOT FY 2020-21 STANDARD PLANS	DITCH BOTTOM INLET TYPES C, D, E AND H	INDEX 425-052	SHEET 4 of 7





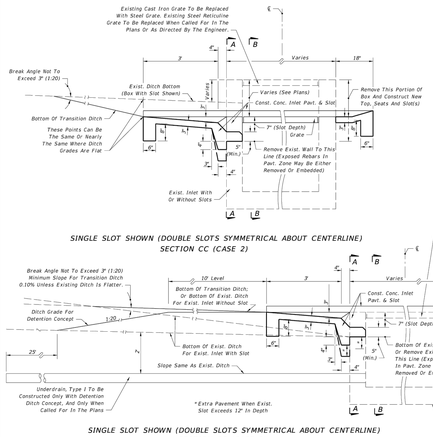
PAVEMENT AND SODDING QUANTITIES FOR TRAVERSABLE SLOTS

Inlet	Pavement				Sod	
	Single Slot		Double Slot		Single Slot	Double Slot
	SY	CY	SY	CY	SY	SY
C	4.87	0.83	6.16	1.05	12	16
D	5.99	1.01	7.70	1.30	14	19
E	5.88	0.99	7.37	1.24	14	18

NOTE: For plan view and additional details see Sheet 4 of 7. For payment see General Notes Nos. 6 and 7, Sheet 3 of 7.

TRAVERSABLE SLOTS FOR EXISTING INLETS

LAST REVISION 11/01/17	DESCRIPTION:	FDOT FY 2020-21 STANDARD PLANS	DITCH BOTTOM INLET TYPES C, D, E AND H	INDEX 425-052	SHEET 5 of 7



DESIGN NOTES FOR TRAVERSABLE SLOT INLETS (PARTIAL) FOR EXISTING INLETS

1. The general purpose of these conversions is to remove the hazard of the protruding inlet top, while not creating a hazard by depressing the top too deeply.

2. The corrective procedure depends on the approach ditch grade and hydraulic requirements of the site. The selection of the appropriate case depends on the relationship between inlet top and ditch elevation, and, on the vertical clearance between the top of the uppermost pipe(s) and the grate. The purpose for the Case 1 conversion is to add the traversable slot to an existing inlet where top removal, change in grate elevation and ditch transitions are not required. Case 2 will normally be applicable to ditches with flatter grades adjoining the inlet. Case 3 will normally be applicable to ditches with steeper grades adjoining the inlet where build up of the existing ditch is acceptable.

3. The designer shall stipulate in the plans which case is to be constructed at each individual inlet location.

Where the existing inlet top is above the existing ditch (Case 2) but borrow material will be required to adjust the ditch (Case 3), and vertical clearance or other conditions do not prevent removal of the inlet top, the designer should call for Case 2. The designer shall determine if ditch reconstruction is required more than 35 feet beyond any traversable slot side and shall include separate pay items in the plans to cover the cost for that portion of required ditch reconstruction exceeding the 35 foot limit. The designer shall also determine whether ditch pavement is required for ditch restoration within the 35 foot limit and include that pavement under a pay item separate from the inlets partial.

When the detention ditch concept is to be used with Case 3, the designer shall stipulate "Case 3 (Detention)" in the plans.

The designer shall determine whether tight soil or other conditions at each individual inlet indicates the need for underdrain in Case 3 conversions and shall call for Underdrain, Type I in the plans.

METHOD OF PAYMENT FOR TRAVERSABLE SLOT INLETS (PARTIAL) FOR EXISTING INLETS

1. Existing inlets converted to traversable slot tops under Cases 1, 2 and 3 shall be paid for as inlets partial, each. Case shall not be included in the pay item description.

2. All ditch reconstruction work within 35 feet of each traversable slot conversion, whether required by these details or as a direct result of the conversion, shall be included as a part of the partial cost. Reconstruction work shall include excavation and removal of surplus materials or borrow materials in place, grading, compaction, shaping and restoration of disturbed turf. Sodding, ditch pavement and underdrain are not included as part of the inlet partial cost and are to be paid for separately.

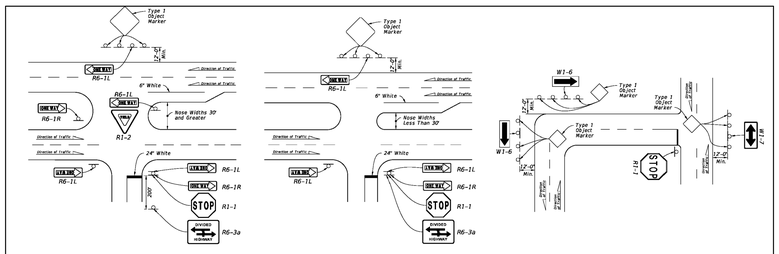
3. Concrete inlet pavement and sodding shall be in accordance with the sections on this detail and with the Plan on Sheet 4 and Sections AA, BB and CC (as Case 1) and tabular quantities on Sheet 5.

4. Unit price and payment shall constitute full compensation for inlet conversion (including concrete inlet paving and replacement grate(s)), ditch reconstruction, restoration of disturbed turf, and shall be paid for under the contract price for Inlets (DT Bot) (Type _) (Partial), each.

Sodding shall be paid for under the contract unit price for Performance Turf, SY.

Ditch pavement shall be paid for separate from the inlet by pavement type(s) and unit(s) as called for in the plans.

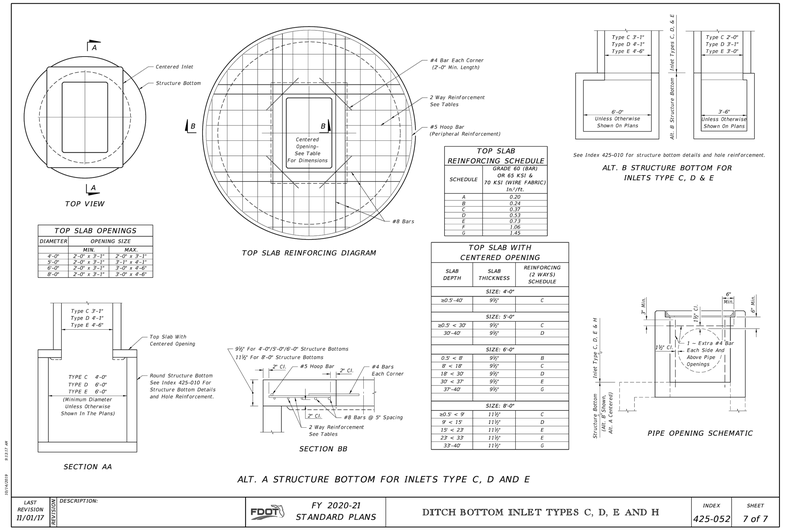
LAST REVISION 11/01/17	DESCRIPTION:	FDOT FY 2020-21 STANDARD PLANS	DITCH BOTTOM INLET TYPES C, D, E AND H	INDEX 425-052	SHEET 6 of 7



NOTES:

1. Index applicable to residential and minor streets only. Major streets to be evaluated on a case-by-case basis.
2. Install Object Markers in accordance with Index 700-010
3. See Index 711-001 for pavement markings.
4. Provide sheeting on signs and object markers in accordance with Specification 993.

LAST REVISION 11/01/20	DESCRIPTION:	FDOT FY 2021-22 STANDARD PLANS	TRAFFIC CONTROLS FOR STREET TERMINATIONS	INDEX 700-109	SHEET 1 of 1



TOP SLAB OPENINGS

DIAMETER	OPENING SIZE	
	MIN.	MAX
4'-0"	2'-0" x 2'-1"	2'-0" x 3'-1"
5'-0"	2'-0" x 2'-1"	3'-1" x 4'-1"
6'-0"	2'-0" x 2'-1"	3'-0" x 4'-6"
8'-0"	2'-0" x 2'-1"	3'-0" x 4'-6"

TOP SLAB REINFORCING SCHEDULE

SCHEDULE	GRADE 60 (BAR) OR 65 KSI & 70 KSI (WIRE FABRIC) In/Ft.
A	0.20
B	0.24
C	0.37
D	0.53
E	0.73
F	1.06
G	1.45

TOP SLAB WITH CENTERED OPENING

SLAB DEPTH	SLAB THICKNESS	REINFORCING (2 WAYS) SCHEDULE
SIZE: 4'-0"		
≥0.5' < 40'	9½"	C
SIZE: 5'-0"		
≥0.5' < 30'	9½"	C
30'-40'	9½"	D
SIZE: 6'-0"		
0.5' < 8'	9½"	B
8' < 18'	9½"	C
18' < 30'	9½"	D
30' < 37'	9½"	E
37'-40'	9½"	G
SIZE: 8'-0"		
≥0.5' < 9'	11½"	C
9' < 15'	11½"	D
15' < 23'	11½"	E
23' < 33'	11½"	F
33'-40'	11½"	G

LAST REVISION 11/01/17	DESCRIPTION:	FDOT FY 2020-21 STANDARD PLANS	DITCH BOTTOM INLET TYPES C, D, E AND H	INDEX 425-052	SHEET 7 of 7

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Apopka, Florida

No.	Revision	Date	Appvd.
1	City of Apopka Comments	05/17/2022	
2	Client Revision	11/11/2022	
3	Submit to SJRWMD	10/19/2023	
4	SJRWMD Comments	11/22/2023	
5	Phase 2 Sub-Phasing Revisions	01/17/2024	
6	City of Apopka Comments	05/01/2024	

Designed by: DMK
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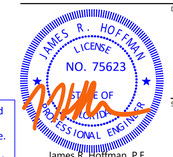
Issued for: Construction Plan Approval
Vertical Datum NAVD 1988
Date: Feb. 25, 2022
Drawing Title: Standard F.D.O.T. Details



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Project Number: 63534.03

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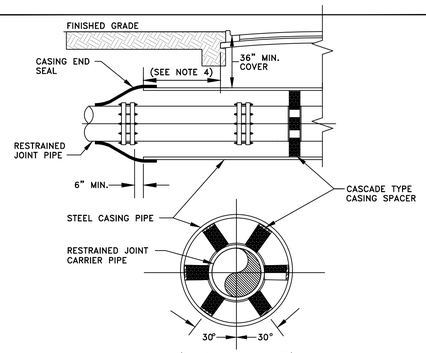


(VARIES BY CASING SIZE)

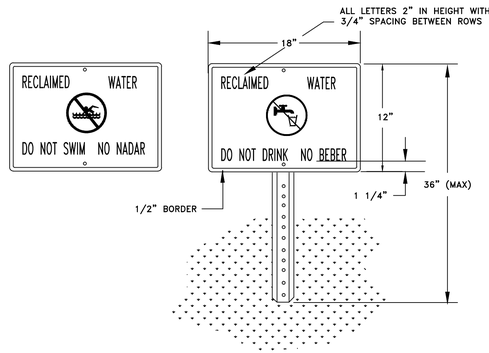
CARRIER PIPE NOMINAL DIAMETER	4	6	8	10	12	16	20	24	30	36	42
MINIMUM CASING OUTSIDE DIAMETER (INCHES)	16	16	18	20	24	30	36	42	48	54	60
MINIMUM CASING WALL THICKNESS (INCHES)	.250"	.250"	.250"	.250"	.250"	.312"	.375"	.500"	.500"	.500"	.500"

NOTES:

1. WHEN CONSTRUCTION IS WITHIN FDOT OR RAILROAD JURISDICTION, ADDITIONAL REQUIREMENTS SHALL BE MET.
2. DISTANCE BETWEEN SPACERS TO BE PER MANUFACTURER'S SPECIFICATIONS.
3. NO FLOWABLE FILL BETWEEN THE ANNULAR SPACE OF THE CASING OR CARRIER PIPE.
4. WHERE PRACTICAL, CASING SHALL EXTEND 10 FEET BEYOND EDGE OF PAVEMENT AND SHALL NOT BE LESS THAN 6 FEET BEYOND EDGE OF PAVEMENT IN ANY CASE. THE CITY MAY REQUIRE LONGER CASING FOR DEEPER BORES.

BORING AND JACKING DETAIL

CITY OF APOPKA DESIGN ENGINEERING DIVISION	JANUARY 2014	FIG. 108

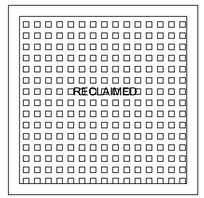


NOTES:

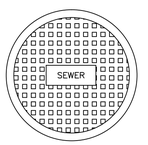
1. HEIGHT OF SIGN WILL DEPEND ON LOCATION AND SURROUNDING LANDSCAPE PLANT TYPES. IN ALL CASES, THE SIGN SHALL BE VISIBLE TO THE PUBLIC.
2. BACKGROUND SHALL BE WHITE. LETTERS AND FIGURES SHALL BE BLACK. PROHIBITIVE SYMBOL SHALL BE RED.
3. ENGINEERING GRADE REFLECTIVE MATERIALS SHALL BE USED.
4. POST SHALL BE U CHANNEL 12 FT. 2 LB. HOT ROLLED HIGH TENSILE RAIL OR BILLET STEEL, HOT DIP GALVANIZED PER ASTM A-123.
5. MOUNTING HARDWARE SHALL BE STAINLESS STEEL.
6. SIGNS SHALL BE PLACED BY THE CONTRACTOR IN ACCORDANCE WITH THE CITY APPROVED ENGINEERING PLANS AND/OR AS APPROVED BY PUBLIC SERVICES DEPARTMENT.

RECLAIMED WATER ADVISORY SIGN

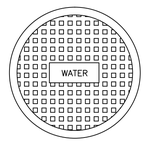
CITY OF APOPKA DESIGN ENGINEERING DIVISION	JANUARY 2014	FIG. 115



RECLAIMED WATER



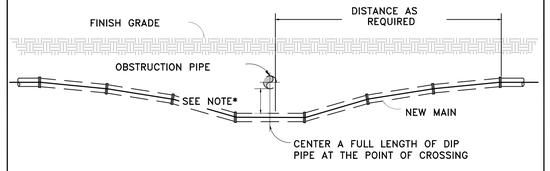
SEWER



POTABLE WATER

TYPICAL VALVE BOX COVER DETAILS

CITY OF APOPKA DESIGN ENGINEERING DIVISION	JANUARY 2014	FIG. 116



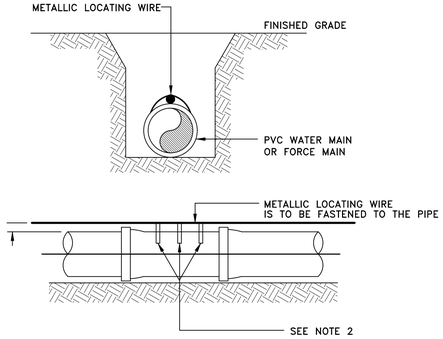
NOTES:

1. 18" MINIMUM CLEARANCE FOR WATER, SEWER AND RECLAIMED WATER MAIN CROSSINGS
2. 12" MINIMUM CLEARANCE REQUIRED FOR OTHER TYPE UTILITY CROSSINGS.
3. SEE ENCASEMENT DETAIL IF MINIMUM CLEARANCE CANNOT BE OBTAINED.

* CONSTRUCT UNIFORM PIPE DEFLECTION NOT TO EXCEED 75% OF MANUFACTURER RECOMMENDED MAXIMUM DEFLECTION PER PIPE JOINT

UTILITY CROSSING PIPE DEFLECTION DETAIL

CITY OF APOPKA DESIGN ENGINEERING DIVISION	JANUARY 2014	FIG. 117

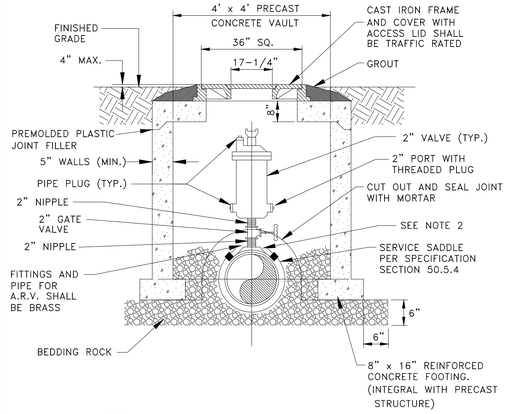


NOTES:

1. PVC PIPE SHALL REQUIRE INSULATED METALLIC LOCATING WIRE (10 AWG-SOLID CCS REINFORCED TRACER WIRE-INSULATED 30 MIL HDPE - 30 VOLT MFG. BY COPPERHEAD INDUSTRIES, LLC OR EQUAL) CAPABLE OF DETECTION BY A CABLE LOCATOR.
2. SHALL BE BURIED DIRECTLY ABOVE THE CENTERLINE OF THE PIPE AND ATTACHED WITH DUCT TAPE OR NYLON STRAPS AT 3 LOCATIONS PER JOINT. LOCATING WIRE SHALL TERMINATE AT THE TEST STATION BOX AS SHOWN IN FIG. 109.
3. BE CAPABLE OF EXTENDING 12" ABOVE TOP OF TEST STATION BOX IN SUCH A MANNER SO AS NOT TO INTERFERE WITH VALVE OPERATION.
4. SPLICES SHOULD BE MADE USING STANDARDS AND PRODUCTS DESIGNED FOR DIRECT BURIAL CONDUCTORS.
5. WIRE INSULATION SHALL BE COLOR CODED FOR THE TYPE OF PIPE BEING INSTALLED.

PVC PIPE LOCATING WIRE DETAIL

CITY OF APOPKA DESIGN ENGINEERING DIVISION	JANUARY 2014	FIG. 118



NOTES:

1. ABOVE DETAIL IS BASED ON 2 INCH COMBINATION AIR/VACUUM RELEASE VALVE. CHANGE PIPE AND FITTINGS ACCORDINGLY FOR OTHER VALVE SIZES AND TYPES. VALVE SIZES TO BE DETERMINED BY THE ENGINEER AND APPROVED BY THE CITY PRIOR TO INSTALLATION.
2. THE MINIMUM DIMENSION FROM TOP OF PIPE TO FINISHED GRADE SHALL BE 4.0 FEET.
3. ALL STRUCTURES TO BE TRAFFIC BEARING RATED.

AIR OR COMBINATION AIR/VACUUM RELEASE VALVE DETAIL - UNDERGROUND

CITY OF APOPKA DESIGN ENGINEERING DIVISION	JANUARY 2014	FIG. 119

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Checked by: JRH
Issued for: Construction Plan Approval
Date: Feb. 25, 2022
Vertical Datum NAVD 1988
Drawing Title: Standard Utility Details

JAMES R. HOFFMAN LICENSE NO. 75623 STATE OF FLORIDA PROFESSIONAL ENGINEER

James R. Hoffman, P.E.
P.E. # 75623
DATE: May. 01, 2024

Drawing Number: C9.03
Sheet of

Project Number: 63534.03

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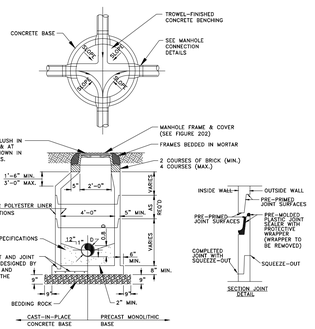


FORCE MAIN MANHOLE LINER*

DIAMETER (INCHES)	THICKNESS (INCHES) HEIGHT (FEET) 3-6	7-12	13-17	MATERIAL	MANUFACTURER
48	2 MM	3 MM	4 MM	POLYETHYLENE GEO-MEMBRANE OR EQUAL	GSE STUDLINER OR EQUAL
60	2 MM	3 MM	4 MM	POLYETHYLENE GEO-MEMBRANE OR EQUAL	GSE STUDLINER OR EQUAL
72	3 MM	4 MM	5 MM	POLYETHYLENE GEO-MEMBRANE OR EQUAL	GSE STUDLINER OR EQUAL

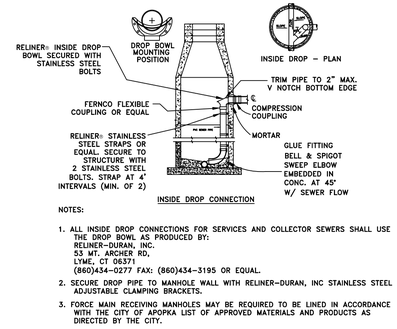
* TO BE COMPLETED BY THE ENGINEER

NOTES:

1. MANHOLE SHOWN IS FOR SEWER SIZE 8" THRU 24". SEE SECTION 20.4 OF THE MANUAL FOR MANHOLE DIAMETER FOR SEWERS LARGER THAN 24".
2. DROP CONNECTIONS ARE REQUIRED WHENEVER INVERT OF INFLUENT SEWER IS 24" OR MORE ABOVE THE INVERT OF THE MANHOLE. SEE MANHOLE CONNECTION DETAILS.
3. THE THICKNESS OF THE LINER SHALL BE 3/8" MINIMUM.
4. EACH BENCH WALL SHALL BE A MINIMUM OF 18 INCHES LONG FROM THE WALL OF THE MANHOLE TOWARD THE CENTER.
5. SANITARY SEWER MANHOLES MAY BE REQUIRED TO BE LINED IN ACCORDANCE WITH THE CITY OF APOPKA LIST OF APPROVED MATERIALS AND PRODUCTS AS DIRECTED BY THE CITY.

TYPICAL MANHOLE

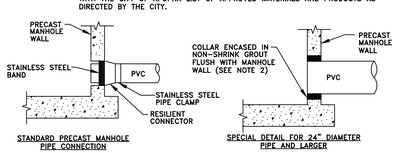
CITY OF APOPKA DESIGN ENGINEERING DIVISION	JANUARY 2015	FIG. 200



INSIDE DROP CONNECTION

NOTES:

1. ALL INSIDE DROP CONNECTIONS FOR SERVICES AND COLLECTOR SEWERS SHALL USE THE DROP BOWL AS PRODUCED BY: RELINER-DURAN, INC. 53 MT. ARCHER RD, LYME, CT 06371 (860)434-0277 FAX: (860)434-3195 OR EQUAL.
2. SECURE DROP PIPE TO MANHOLE WALL WITH RELINER-DURAN, INC STAINLESS STEEL ADJUSTABLE CLAMPING BRACKETS.
3. FORCE MAIN RECEIVING MANHOLES MAY BE REQUIRED TO BE LINED IN ACCORDANCE WITH THE CITY OF APOPKA LIST OF APPROVED MATERIALS AND PRODUCTS AS DIRECTED BY THE CITY.



STANDARD PRECAST MANHOLE PIPE CONNECTION

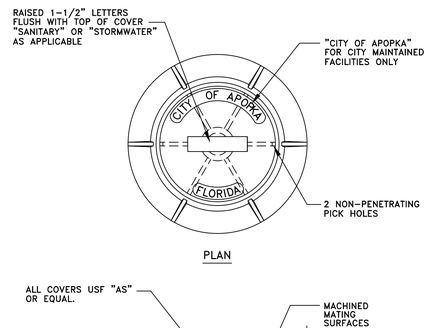
SPECIAL DETAIL FOR 24" DIAMETER PIPE AND LARGER

NOTES:

1. DROP PIPE AND FITTINGS SHALL BE OF EQUAL SIZE AND MATERIAL AS THE INFLUENT SEWER.
2. THE CITY MAY APPROVE ALTERNATE WATERTIGHT CONNECTION DETAILS FOR CONNECTION OF 24" DIAMETER PIPES AND LARGER.
3. AN INSIDE DROP CONNECTION SHALL BE REQUIRED FOR ALL INFLUENT WHICH HAVE AN INVERT 24" OR MORE ABOVE THE OUTFLOW PIPE INVERT.
4. CONCRETE TO BE MINIMUM OF 3000 PSI.

MANHOLE CONNECTION DETAILS

CITY OF APOPKA DESIGN ENGINEERING DIVISION	JANUARY 2015	FIG. 201

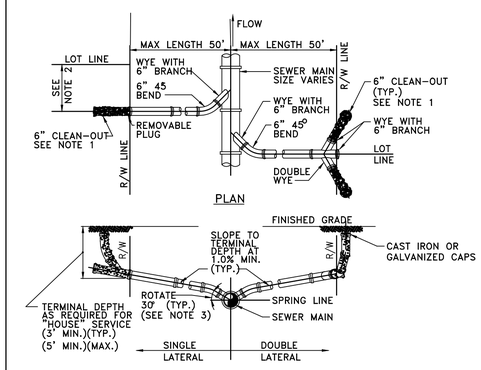


NOTES:

1. MANHOLE FRAME AND COVER ARE TO BE TRAFIC BEARING RATED H-20, CLASS 30 MEETING ASTM A 48.

STANDARD MANHOLE FRAME AND COVER

CITY OF APOPKA DESIGN ENGINEERING DIVISION	JANUARY 2014	FIG. 202

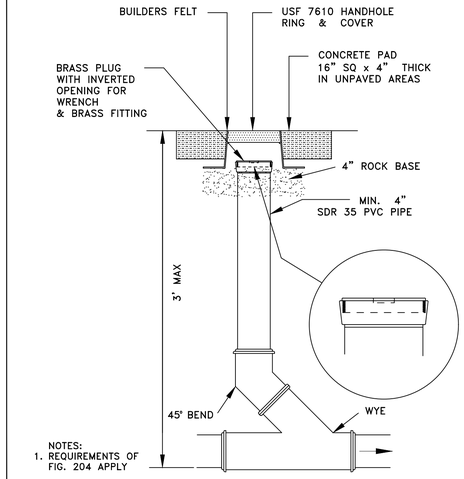


NOTES:

1. CLEAN-OUT (SHOWN SHADED) SHALL BE INSTALLED BY THE BUILDER IN ACCORDANCE WITH STANDARD PLUMBING CODE.
2. LOCATE SINGLE LATERAL AS CLOSE TO LOT LINE AS POSSIBLE.
3. INVERT OF SERVICE LATERAL SHALL NOT ENTER SEWER MAIN BELOW SPRING LINE.
4. RESIDENTIAL SERVICES SHALL BE 4 INCHES & NON-RESIDENTIAL SERVICES SHALL BE 6 INCHES IN DIAMETER AS A MINIMUM.
5. GALVANIZED, OR CAST IRON CLEAN-OUT CAP SHALL BE USED ON THE STUBOUT FOR EACH SERVICE.
6. LATERAL SHALL BE MARKED WITH AN "S" STAMPED OR CUT IN THE CURB.

SERVICE LATERAL DETAIL

CITY OF APOPKA DESIGN ENGINEERING DIVISION	JANUARY 2014	FIG. 204

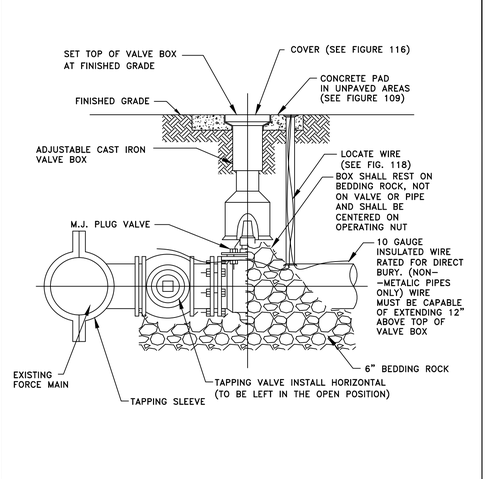


NOTES:
1. REQUIREMENTS OF FIG. 204 APPLY

SANITARY SEWER SERVICE TRAFFIC RATED CLEAN-OUT DETAIL

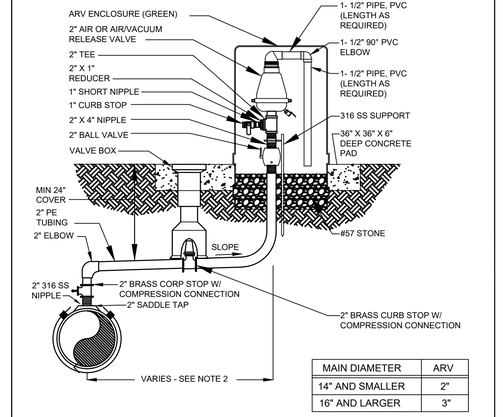
NTS

CITY OF APOPKA DESIGN ENGINEERING DIVISION	JANUARY 2014	FIG. 205



FORCE MAIN WET TAP TIE-IN DETAIL

CITY OF APOPKA DESIGN ENGINEERING DIVISION	JANUARY 2014	FIG. 206



MAIN DIAMETER	ARV
14" AND SMALLER	2"
16" AND LARGER	3"

NOTES:
1. FOR WASTEWATER USE ONLY.
2. OFFSET DISTANCE TO BE FIELD DETERMINED AND AS CLOSE TO THE R/W LINE AS POSSIBLE
3. ADJUST HORIZONTAL LOCATION OF SIDEWALK, AS REQUIRED TO AVOID ARV ENCLSOURE.
4. LOCATE ARV ENCLOSURE WITHIN 6" OF R/W LINE.

OFFSET AIR OR COMBINATION AIR/VACUUM RELEASE VALVE DETAIL - WASTEWATER ONLY

CITY OF APOPKA DESIGN ENGINEERING DIVISION	JANUARY 2015	FIG. 114

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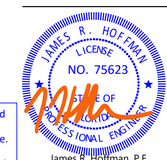

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P.E. # 75623
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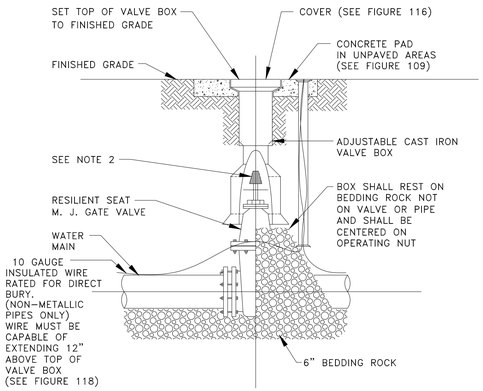
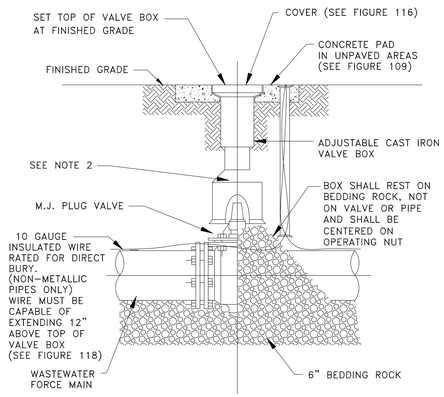


NOTES:

1. PVC EXTENSIONS MAY BE USED ON VALVE BOX INSTALLATION.
2. THE ACTUATING NUT FOR DEEPER VALVES SHALL BE EXTENDED TO WITHIN A 3 FEET BELOW FINISHED GRADE.

GATE VALVE AND BOX DETAIL

CITY OF APOPKA DESIGN ENGINEERING DIVISION	JANUARY 2014	FIG. 400

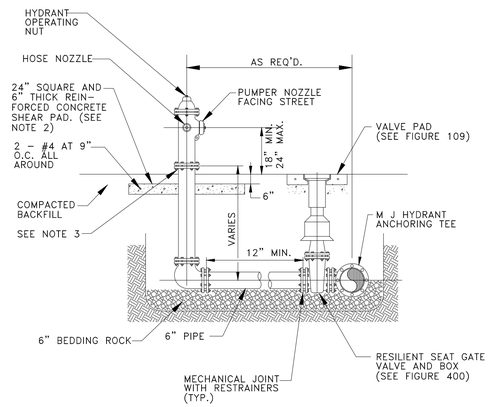


NOTES:

1. PVC EXTENSIONS MAY BE USED ON VALVE BOX INSTALLATION.
2. THE ACTUATING NUT FOR DEEPER VALVES SHALL BE EXTENDED TO WITHIN 3 FEET BELOW FINISHED GRADE.

PLUG VALVE AND BOX DETAIL

CITY OF APOPKA DESIGN ENGINEERING DIVISION	JANUARY 2014	FIG. 400 A

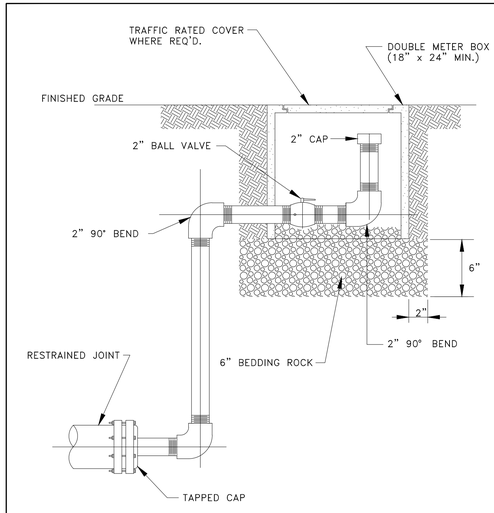


NOTES:

1. FIRE HYDRANT SHALL BE SUPPLIED WITHOUT A WEEP HOLE, OR WITH A PERMANENTLY PLUGGED WEEP HOLE.
2. THE SHEAR PAD SHALL BE RECESSED SIX (6) INCHES BELOW THE FINISHED GRADE AND THE RECESSED SECTION SODDED.
3. CLEARANCE BETWEEN BOTTOM OF BOLTS AND TOP OF SHEAR PAD SHALL BE A TWELVE (12) INCH MINIMUM.
4. FIRE HYDRANTS SHALL BE IDENTIFIED IN ACCORDANCE WITH THE CITY OF APOPKA UTILITIES DESIGN CONSTRUCTION STANDARDS MANUAL.

FIRE HYDRANT ASSEMBLY DETAIL

CITY OF APOPKA DESIGN ENGINEERING DIVISION	JANUARY 2014	FIG. 402

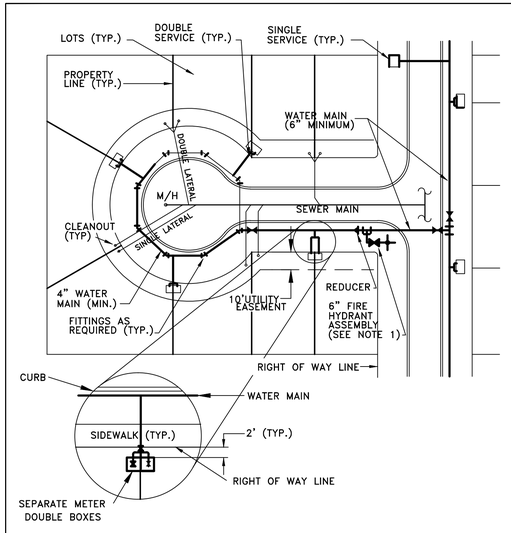


NOTES:

1. ALL 2 INCH PIPE AND FITTINGS SHALL BE SCHEDULE 40 GALVANIZED STEEL OR BRASS WITH THREADED (NPT) JOINTS. USE TEFLON TAPE ON JOINTS.
2. COLOR SHALL BE APPROPRIATE FOR USE.

BLOWOFF VALVE DETAIL

CITY OF APOPKA DESIGN ENGINEERING DIVISION	JANUARY 2014	FIG. 403

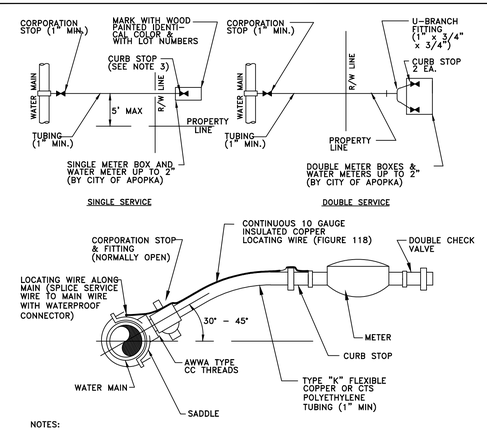


NOTES:

1. ANCHORING TYPE 90° BEND SHALL ONLY BE USED WHERE RIGHT-OF-WAY CONSTRUCTION WILL NOT ALLOW INSTALLATION OF A STRAIGHT ASSEMBLY.
2. POTABLE WATER AND RECLAIMED WATER MAINS SHALL BE LOOPED THROUGHOUT CUL-DE SAC.

TYPICAL SERVICE LOCATION DETAIL

CITY OF APOPKA DESIGN ENGINEERING DIVISION	JANUARY 2014	FIG. 404



NOTES:

1. ALL FITTINGS SHALL BE BRASS WITH COMPRESSION/PACK JOINT TYPE CONNECTIONS.
2. NO SERVICE LINE SHALL TERMINATE UNDER A DRIVEWAY.
3. EACH SERVICE SHALL TERMINATE AT A CURB STOP(S) WHICH SHALL BE BURIED APPROXIMATELY 3" BELOW FINAL GRADE AND SHALL BE CLEARLY MARKED WITH A 2" x 2" x 18" STAKE WITH THE TOP PAINTED BLUE FOR POTABLE WATER AND PURPLE FOR RECLAIMED WATER, AND MARKED WITH THE NUMBER OF THE LOT(S) TO BE SERVED.
4. RECLAIMED WATER SERVICES SHALL USE PURPLE COLORED CTS POLYETHYLENE TUBING.
5. POTABLE WATER SERVICES SHALL USE BLUE COLORED CTS POLYETHYLENE TUBING.
6. ALL SERVICE UNDER EXISTING OR PROPOSED PAVEMENT SHALL BE INSTALLED IN A MINIMUM 2" PVC SLEEVE.

WATER SERVICE CONNECTION DETAIL

CITY OF APOPKA DESIGN ENGINEERING DIVISION	JANUARY 2014	FIG. 405

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Certificate of Authorization
Number FL #3932

The Ridge PD Parcel 2

Apopka, Florida

No.	Revision	Date	Appvd.
1	City of Apopka Comments	05/17/2022	
2	Client Revision	11/11/2022	
3	Submit to SJRWMD	10/19/2023	
4	SJRWMD Comments	11/22/2023	
5	Phase 2 Sub-Phasing Revisions	01/17/2024	
6	City of Apopka Comments	05/01/2024	

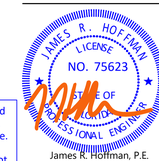
Designed by: DMK
Checked by: JRH
Issued for: Construction Plan Approval
Vertical Datum NAVD 1988
Date: Feb. 25, 2022

Drawing Title: **Standard Utility Details**

Drawing Number: **C9.05**

Sheet of

Project Number: 63534.03



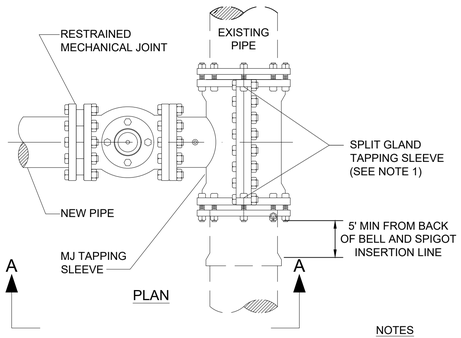
James R. Hoffman, P.E.
P.E. # 75623
DATE: May. 01, 2024

This item has been electronically signed and sealed by James R. Hoffman, P.E. on May 1, 2024 using a Digital Signature.

Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

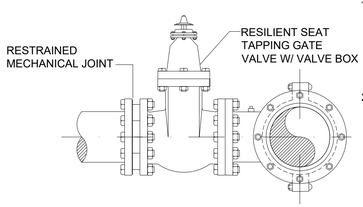
Saved Tuesday, August 30, 2022 10:38:15 AM COERLACH Plotted Wednesday, May 1, 2024 4:53:27 PM Jordan Fisher

\\vhb.com\gbl\proj\Orlando\63534.03 Toll Bros-The Ridge P-2\cad\d\Planset\FDP\6353403-DT-UT.dwg



NOTES

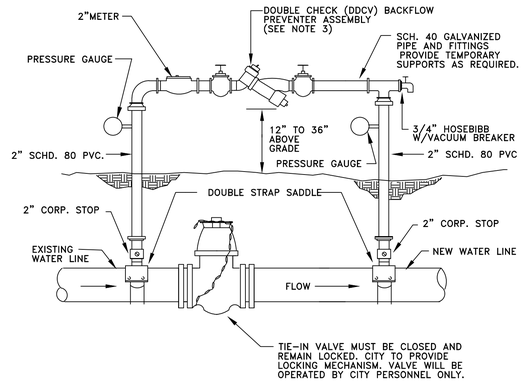
1. SIZE ON SIZE WET TAPS WILL CALL FOR FULL ENCIRCLEMENT STAINLESS STEEL MJ TAPPING SLEEVE; MUELLER H-304, OR EQUAL.
2. ALL NEWLY INSTALLED TAPPING SLEEVES & TAPPING VALVES SHALL BE PNEUMATICALLY TESTED AT A TEST PRESSURE OF 150PSI FOR A PERIOD OF THIRTY MINUTES.



SECTION A - A

WATER AND RECLAIMED WATER MAINS WET TAP TIE-IN DETAIL

CITY OF APOPKA DESIGN ENGINEERING DIVISION	JANUARY 2014	FIG. 406



NOTE:

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL MATERIALS, ASSEMBLY, AND THE INSTALLATION OF THE DEVICE.
2. SEE FIGURE 504C FOR PROCEDURES.
3. DDCV IS MINIMUM PROTECTION REQUIRED. A RPZ DEVICE MAY BE REQUIRED DEPENDING ON PROJECT. PROVIDE COPY OF LATEST CERTIFICATION TEST RESULTS.

TEMPORARY JUMPER CONNECTION

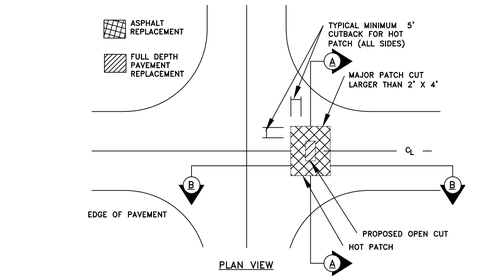
CITY OF APOPKA DESIGN ENGINEERING DIVISION	JANUARY 2014	FIG. 504 A

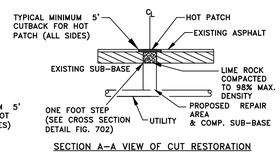
TEMPORARY JUMPER CONNECTION NOTES:

1. A temporary jumper connection is required at all connections between existing active water mains and proposed new water main improvements.
2. Figures 504 A and 504 B to be used for filling any new water main of any size from existing active water mains and for flushing of new mains up to 8 inches in diameter (2.5 FPS minimum velocity) and for pulling bacteriological samples from any new water main of any size. The jumper connection shall be maintained until after filling, flushing testing and disinfection of the new main has been successfully completed and cleared for use from the Florida Department of Environmental Protection (FDEP) and other pertinent agencies have been received. The jumper connection shall also be used to maintain a minimum pressure of 20 psi in the new mains after disinfection and until the FDEP clearance letter is obtained. Thrust blocking and/or restraints shall be provided temporarily, as required. Pipe and fittings used for connecting the new pipe to the existing pipe shall be disinfected prior to installation in accordance with AWWA C651, 2005 edition. The tapping sleeve and the exterior of the main to be tapped shall be disinfected by spraying or swabbing per section 11 of AWWA C651-05.
3. Flushing of 10 inches in diameter and larger water mains may be done through the tie-in valve under very controlled conditions. The following procedures shall be followed:
   A. The tie-in valves shall be operated and pressure tested in the presence of the City engineer to verify water tightness prior to tie-in. Valves which are not water tight shall be replaced with a new valve installed immediately adjacent to the leaking valve.
   B. The temporary jumper connection shall be constructed as detailed. The jumper connection shall be used to fill the new water main and for providing water for bacteriological sampling of the new main as required by the FDEP permit.
   * Flushing shall not be attempted during peak demand hours of the existing water mains.
   * All downstream valves in the system must be open prior to opening the tie-in valve.
   * Provide for and monitor the pressure in the tie-in point. The pressure in the existing main must not drop below 35 psi.
   * The tie-in valve shall be opened a few turns only, ensuring a pressure drop across the valve is greater than 10 psi.
   C. The tie-in valve shall be locked closed by the City personel until flushing begins.
   D. The tie-in valve shall be opened only for flushing of the new main. The procedure shall be directed by the City and observed by the engineer.
   E. After flushing, the tie-in valve shall be closed and locked in the closed position by the City personel.
4. The contractor shall provide documentation demonstrating that the double check backflow prevention device has been tested and is in good working order at the time of installation.
5. Except as required to flush lines of greater than 8 inches in diameter, the tie-in valve shall remain closed and shall be locked in the closed position by the City. The tie-in valve shall remain locked closed until the new system has been cleared for use by FDEP and all other pertinent agencies.
6. Upon receipt of clearance for use from FDEP and all other pertinent agencies, the contractor shall remove the temporary jumper connection. The corporation stops are to be closed and plugged with 2 inch brass plugs.
7. All installation and maintenance of the temporary jumper connection and associated backflow prevention device, fittings, valve, etc. shall be the responsibility of the contractor.

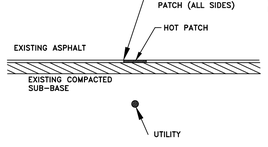
PROCEDURES FOR TEMPORARY JUMPER CONNECTION

CITY OF APOPKA DESIGN ENGINEERING DIVISION	JANUARY 2014	FIG. 504 C





SECTION A-A VIEW OF CUT RESTORATION



SECTION B-B VIEW OF CUT RESTORATION

NOTE:

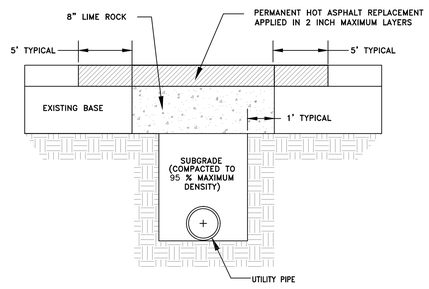
1. ADDITIONAL RESURFACING MAY BE REQUIRED BY THE PUBLIC SERVICES DIRECTOR.
2. HOT PATCH TO BE APPLIED IN 2 INCH MAXIMUM THICKNESS LAYERS.
3. PROCTOR OF THE LIME ROCK MUST BE PROVIDED
4. DENSITIES TO BE PROVIDED BY GEOTECHNICAL ENGINEER.

OPEN-CUT DETAIL - MAJOR PATCH

CITY OF APOPKA DESIGN ENGINEERING DIVISION	JANUARY 2015	FIG. 701

NOTE:

SUB-GRADE TO BE COMPACTED TO 95% MAX. DENSITY AS DETERMINED BY AASTHO T-180 CUT TO BE REPLACED WITH 8" LIME ROCK AND COMPACTED TO 98% MAX. DENSITY TO TOP OF EXISTING BASE. CUT AREA TO BE PLATED OR PROTECTED ON THE DAY OF POUR. EXISTING SURFACE TO BE SAW CUT TO AN AREA OF FIVE FEET (5') BEYOND BASE CUT.



GENERAL NOTES:

1. BASE REPLACEMENT SHALL BE 8" LIME ROCK COMPACTED TO 98% MAX. DENSITY.
2. ASPHALTIC CONCRETE SURFACE MATERIAL SHALL BE REPLACED WITH THE SAME TYPE OF MATERIAL AT THE TIME OF REMOVAL.
3. MINIMUM ASPHALTIC CONCRETE SURFACE OVERLAY THICKNESS SHALL BE ONE (1) INCH.
4. ALL JOINT CUTS SHALL BE MECHANICALLY SAW CUT.

PAVEMENT RESTORATION:

1. LONGITUDINAL CUTS MAY REQUIRE OVERLAY/RESURFACING OF THE COMPLETE WIDTH OF THE TRAVELED WAY.
2. CUTS AT INTERSECTIONS OF STREETS GENERALLY MAY REQUIRE A COMPLETE OVERLAY/RESURFACING TO THE END OF ALL RETURN RADII. AND ALSO TO A POINT TEN FEET (10') BEYOND THE CUT WHICHEVER IS GREATER.
3. ACTUAL REQUIREMENTS WILL BE AS STATED ON THE APPROVED PERMIT.

LIME ROCK

HOT PATCH

OPEN-CUT CROSS SECTION DETAIL

CITY OF APOPKA DESIGN ENGINEERING DIVISION	JANUARY 2015	FIG. 702

PROPOSED UTILITY	HORIZONTAL & VERTICAL SEPARATION REQUIREMENTS									
	POTABLE WATER		RECLAIMED WATER*		SANITARY SEWER FORCE MAIN		SANITARY SEWER GRAVITY MAIN		STORM SEWER	
	HORIZ.	VERT.	HORIZ.	VERT.	HORIZ.	VERT.	HORIZ.	VERT.	HORIZ.	VERT.
POTABLE WATER	–	–	3'	12"	6'	12"	6'	6"ABOVE 12"BELOW	3'	6"
RECLAIMED* WATER	3'	12"	–	–	3'	12"	3'	12"	–	–
SANITARY SEWER FORCE MAIN	6'	12"	3'	12"	–	–	–	–	–	–
SANITARY SEWER GRAVITY MAIN	6'	6"ABOVE, 12"BELOW	3'	12"	–	–	–	–	–	–

GENERAL NOTES:

1. THE TABLE REPRESENTS THE MINIMUM SEPARATION REQUIREMENTS AS DESCRIBED IN F.D.E.P. RULES OF THE FLORIDA ADMINISTRATION CODE (F.A.C.). THESE SEPARATION REQIREMENTS SHALL APPLY BETWEEN NEWLY PROPOSED UTILITY LINES AND EXISTING OR PROPOSED UTILITY LINES.
2. FOR THE PURPOSE OF THIS TABLE, RECLAIMED WATER SHALL MEAN UNRESTRICTED PUBLIC ACCESS REUSE WATER AS DEFINED BY F.A.C. 17-610. OTHER TYPES OF RECLAIMED WATER ARE CONSIDERED RAW SEWAGE AND SEPARATIONS LISTED FOR SANITARY SEWER SHALL APPLY.
3. ALL SEPARATION DISTANCES ARE FROM OUTSIDE OF PIPE TO OUTSIDE OF PIPE UNLESS OTHERWISE SPECIFIED. CRITERION PRODUCING GREATER CLEARANCE SHALL BE USED.

   C/C - DENOTES CENTER OF PIPE TO CENTER OF PIPE.

   O/O - DENOTES OUTSIDE OF PIPE TO OUTSIDE OF PIPE.
4. ACCEPTABLE VARIANCES:
   A. WHERE HORIZONTAL SEPARATION IS NOT ATTAINABLE, PVC-C-900 SDR-14 OR CONCRETE ENCASEMENT MUST BE USED FOR THE SANITARY SEWER LINE FOR AT LEAST ONE OF THE PIPES. PVC-C-900 SDR 14 OR CONCRETE ENCASEMENT MUST BE USED UNTIL MINIMUM CLEARANCE IS REGAINED.
   B. WHERE 18 INCH VERTICAL SEPARATION IS NOT ATTAINABLE AT CROSSINGS, USE ONE FULL LENGTH OF PVC-C-900 SDR-14 FOR SANITARY SEWERS OR ENCASED PIPE CENTERED AT THE POINT OF CROSSING SPECIAL SUPPORT MAY BE REQUIRED.
5. NO WATER PIPE SHALL PASS THROUGH OR COME IN CONTACT WITH ANY PART OF A SANITARY OR STORM WATER MANHOLE OR STRUCTURE.
6. CONCRETE ENCASEMENT SHALL NOT BE USED UNLESS APPROVED BY PUBLIC SERVICES DIRECTOR OR HIS DESIGNEE.

HORIZONTAL & VERTICAL SEPARATION REQUIREMENTS

CITY OF APOPKA DESIGN ENGINEERING DIVISION	JANUARY 2014	FIG. 104

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Certificate of Authorization
Number FL #3932

The Ridge PD Parcel 2

Apopka, Florida

No.	Revision	Date	Appvd.
1	City of Apopka Comments	05/17/2022	
2	Client Revision	11/11/2022	
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6	City of Apopka Comments	05/01/2024	

Designed by: DMK
Checked by: JRH
Issued for: Construction Plan Approval
Vertical Datum NAVD 1988
Date: Feb. 25, 2022

Drawing Title: Standard Utility Details

Drawing Number: C9.06
Sheet of

Project Number: 63534.03

James R. Hoffman, P.E.
P.E. # 75623
DATE: May. 01, 2024

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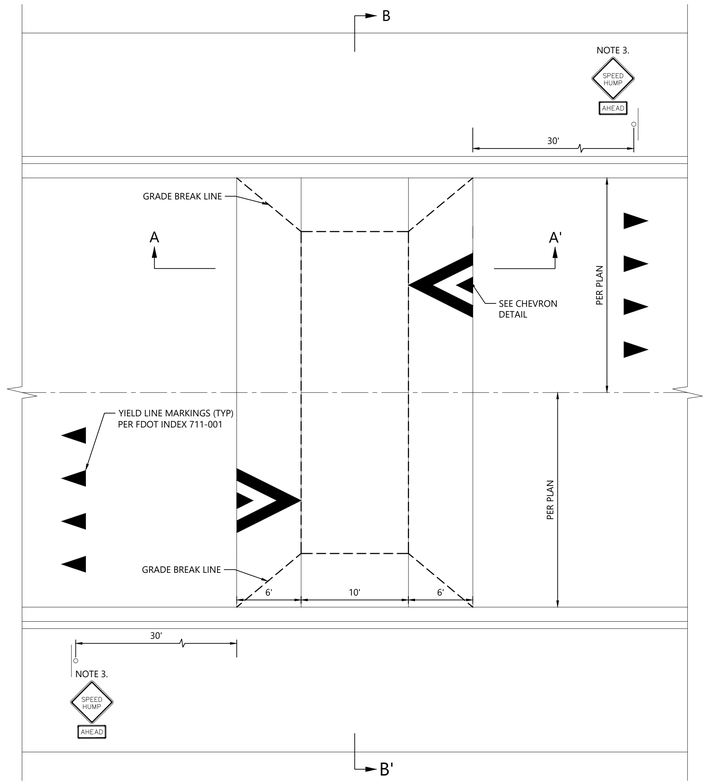
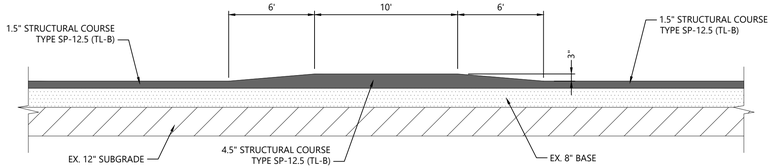


SPEED TABLE



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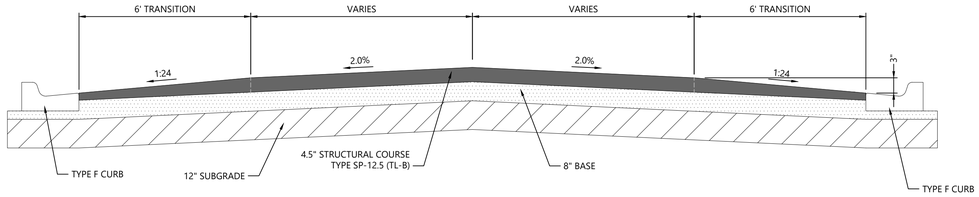

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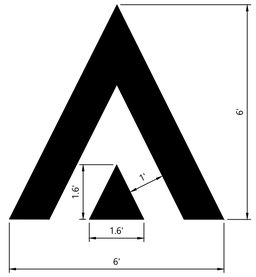

CHEVRON DETAIL

NOTES:
1. ADVANCED WARNING MARKINGS SHALL BE INSTALLED PER MUTCD WHEN ONE OF THE FOLLOWING CRITERIA IS MET:
   - SPEED LIMITS ≥ 30 MPH
   - 85 PERCENTILE SPEEDS ≥ 35 MPH
   - MAJOR ROAD
   - BASED ON ENGINEERING JUDGEMENT.
2. UNDISTURBED CLEARANCE FOR DRAINAGE SHALL BE 12" MINIMUM FOR CURB & GUTTER APPLICATIONS, THE TRANSITION SHALL END AT THE EDGE OF PAVEMENT.
3. ADVANCE WARNING SIGN (W17-1) SHALL BE PLACED AHEAD OF SPEED TABLE FROM EACH DIRECTION. IF THE SIGN IS INSTALLED PRIOR TO THE CONSTRUCTION, IT SHALL BE COVERED. CONTRACTOR SHALL REMOVE SIGN COVERING WHEN CONSTRUCTION BEGINS.
4. CHEVRON AND CROSSWALK MARKINGS SHALL BE THERMOPLASTIC.

1. SPEED TABLE DETAIL

March 2023

N.T.S.

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Number FL #3932

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Parcel 2

Apopka, Florida

No.	Revision	Date	Appvd.
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6	City of Apopka Comments	05/01/2024	

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Vertical Datum NAVD 1988
Date: Feb. 25, 2022

Drawing Title
General Details

Drawing Number: C9.07
Sheet of

JAMES R. HOFFMAN LICENSE NO. 75623 STATE OF FLORIDA PROFESSIONAL ENGINEER

James R. Hoffman, P.E.
P.E. # 75623
DATE: May. 01, 2024

Project Number: 63534.03

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City of Apopka
CITY COUNCIL STAFF REPORT

Section: BUSINESS (Action Item)
Item #: 4.
Meeting Date: August 7, 2024
Department: Public Services

SUBJECT:
Third Amendment to the Development Agreement - Kelly Park Property (aka Crossroads at Kelly Park)

REQUEST:
Authorize the City Administrator to sign Amendment #3 to the Development Agreement - Kelly Park Property.

SUMMARY:
The Developer requests the City of Apopka approve Amendment #3 to the Development Agreement - Kelly Park Property. The initial Agreement was executed on May 16th, 2022. Amendment #1 was executed on August 3rd, 2022; and Amendment #2 was executed on December 7th, 2022.

The Developer's reasons for requesting this Amendment #3 primarily include the following:
- Delay of Round Lake Road Intersection Turn Lane Improvements construction completion from the original deadline of "prior to issuance of the first certificate of occupancy" to "12 months after issuance of the first certificate of occupancy" due to challenges associated with coordination with Orange County on improvements in the Orange County Maintained Round Lake Road right-of-way.
- Delay of Effie Drive Utility Improvements construction completion from the original deadline of "prior to issuance of the first certificate of occupancy" to "12 months after issuance of the first certificate of occupancy" due to additional time needed to complete final design of the utility improvements and negotiation a Utility Oversizing Agreement with the City.
- Delay of Entrance Road Intersection and Signalization Improvements construction completion from the original deadline of "prior to issuance of the first certificate of occupancy" to "Developer shall design, engineer, permit, and construct the Temporary Signal or a permanent signal prior to the issuance of the certificates of occupancy for a total of 580 single-family residential units and 300 multifamily residential units". The Developer's reason for the requested change is to expedite the construction of the ultimate 4-lane intersection instead of construction of the 2-lane intersection described in the original Agreement. While the construction of the 4-lane intersection will delay construction completion, it will eliminate the need to replace a newly constructed 2-lane intersection with the 4-lane intersection shortly after acceptance of the initial construction.

FUNDING SOURCE:
N/A

RECOMMENDED MOTION:
Authorize the City Administrator to sign Amendment #3 to the Development Agreement - Kelly Park Property.

ATTACHMENTS:
1. Kelly Park Property - Development Agreement
2. Kelly Park Property - First Amendment to Development Agreeement
3. Kelly Park Property - Second Amendment to Development Agreement -(Recorded)
4. Kelly Park Property - Third Amendment to Development Agreement (Cliff reviewed - 7.30)

DOC# 20220474291
08/03/2022 08:19:33 AM Page 1 of 45
Rec Fee: $384.00
Deed Doc Tax: $0.00
DOR Admin Fee: $0.00
Intangible Tax: $0.00
Mortgage Stamp: $0.00
Phil Diamond, Comptroller
Orange County, FL
MB - Ret To: CITY OF APOPKA CITY CLERK

THIS INSTRUMENT PREPARED BY AND AFTER RECORDING RETURN TO:

SHUTTS & BOWEN LLP
ATTN: DANIEL T. O'KEEFE, ESQ.
300 S. ORANGE AVE.
SUITE 1600
ORLANDO, FL 32801

Tax Parcel Identification Numbers:

11-20-27-0000-00-003
11-20-27-0000-00-013
11-20-27-0000-00-036
11-20-27-0000-00-070

SPACE ABOVE THIS LINE FOR RECORDING DATA

DEVELOPMENT AGREEMENT
(Kelly Park Property)

THIS DEVELOPMENT AGREEMENT (this "**Agreement**") is made and entered into as of the Effective Date (hereinafter defined) by and among the CITY OF APOPKA, FLORIDA, a Florida municipal corporation, ("**City**") whose address is 120 East Main Street, Apopka, Florida, 32703, and KELLY PARK LAND INVESTMENTS, LLC, a Florida limited liability company, HARRISKP, LLC, a Florida limited liability company, and GALVIN LAND SERVICES, LLC, a Florida limited liability company, (collectively, "**Developer**") whose address is 121 Snell Isle Boulevard NE, St. Petersburg, Florida, 33704. Developer and City are sometimes together referred to herein as the "**Parties**", and separately as a "**Party**", as the context requires.

RECITALS

A. Developer is the fee simple owner of those certain parcels of real property presently bearing Orange County Tax Parcel Identification Numbers 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 located in incorporated City of Apopka, Orange County, ("**County**") Florida, (collectively, the "**Property**") which are collectively approximately 205.07 total acres in size, and which are legally described in **Exhibit "A"** attached hereto and incorporated herein by this reference.

B. Developer is processing certain land use and zoning approvals with City, including: (i) an application to assign all of the Property the Kelly Park Interchange District Mixed Use (MU-KPI) zoning classification (the **"Zoning Application"**); (ii) an application to apply, pursuant to the Kelly Park Interchange Form-Based Code (the "**KPI Form-Based Code**") set forth in Appendix A of the City of Apopka Land Development Code (the "**Land Development Code**"), the "Neighborhood" character zone and the "Transition" character zone to certain portions of the Property, as reflected in the Master Plan (the **"Character Zone Application"**); and (iii) approval

of a Planned Development Master Plan (the **"Master Plan"**) (the foregoing being collectively referred to herein as the "**Approvals**").

C. The Property is proposed for 670 single family residential units, 300 multi-family residential units, parks, open spaces, and other amenities for internal community use, as well as certain pedestrian and bicycle trails and parks available for use by the public at large, all as more specifically set forth herein (collectively, the "**Project**").

D. Developer intends to develop the Project infrastructure including streets, open space/recreation, stormwater management system, utilities, buffers, perimeter walls, and entrance features and assign to one or more single family homebuilder entities and/or multi-family builder entities (the "**Builders**") the obligations under this Agreement that directly relate to constructing single family and multi-family residential units on the various lots and tracts and constructing driveways, sidewalks, amenities, and installing landscaping within the Project.

E. Developer desires to obtain the Approvals and to receive assurances from City, as set forth herein.

F. City desires that Developer and Builders develop the Property in accordance with the City's Comprehensive Plan, the Land Development Code, and the terms and conditions of this Agreement.

G. In order to mitigate the Project's impacts on the surrounding transportation network, Developer has agreed to prepare, in exchange for impact fee credits, and in accordance with City technical specifications, design plans for the widening of approximately one (1) mile of West Kelly Park Road from Plymouth-Sorrento Road to the Project's entrance on West Kelly Park Road from an existing two (2) lane rural section to a four (4) lane urban section (the "**Kelly Park Road Design**"). West Kelly Park Road is an existing public right-of-way of City. City has, prior to the Effective Date, conducted a study and has identified additional right-of-way and pond sites to serve the planned West Kelly Park Road improvements.

H. In order to mitigate the Project's impacts on the surrounding transportation network, Developer has agreed to design, engineer, permit, and construct, in exchange for impact fee credits, and in accordance with City technical specifications: (i) a right turn lane on northbound Round Lake Road at its intersection with West Kelly Park Road, for traffic movements onto eastbound West Kelly Park Road; (ii) a left turn lane on southbound Round Lake Road at its intersection with West Kelly Park Road, for traffic movements onto eastbound West Kelly Park Road; and (iii) a left turn lane on westbound West Kelly Park Road at its intersection with Round Lake Road, for traffic movements onto southbound Round Lake Road (collectively, the **"Intersection Improvements"**). Round Lake Road and West Kelly Park Road are both existing public rights-of-way of City.

I. In order to fully develop the Property as intended, Developer must install, in accordance with City technical specifications, two connections to the City's potable water system, one of which connections will run from the City's existing potable water main within West Kelly Park Road, (or as such potable water main will exist following the City's planned capital improvement projects to the City's potable water system) northerly and northwesterly internal to

the Project, and along the corridor of a proposed and to be named future City right-of-way, and the other of which connections will run from the Effie Drive WM Extension (hereinafter defined) westerly into and internal to the Project, all as more particularly depicted in the Master Plan (collectively, the "**Potable Water Improvements**").

J. In order to develop the Property as intended, Developer must also install, in accordance with City technical specifications, a connection to the City's sanitary sewer system, which connection will run from the City's existing sanitary sewer force main within West Kelly Park Road near its intersection with Golden Gem Road, (or as such sanitary sewer main will exist following the City's planned capital improvement projects to the City's sanitary sewer system), westerly within the West Kelly Park Road right-of-way, and then northerly, northwesterly, and westerly internal to the Project, and along the corridor of proposed and to be named future City rights-of-way, to a master lift station to be constructed by Developer, all as more particularly depicted in the Master Plan (the "**Sanitary Sewer Improvements**").

K. In order to provide reclaimed water service to the Project, Developer must install, in accordance with City technical specifications, a connection to the City's reclaimed water system, which connection will run from the City's existing reclaimed water main within West Kelly Park Road near its intersection with Golden Gem Road, westerly within the West Kelly Park Road right-of-way, and then northerly and northwesterly internal to the Project, and along the corridor of a proposed and to be named future City right-of-way, all as more particularly depicted in the Master Plan (the "**Reclaimed Water Improvements**").

L. The installation of the Potable Water Improvements, the Sanitary Sewer Improvements, and the Reclaimed Water Improvements (collectively, the **"Utility Improvements"**) will allow City to provide those services to the Property.

M. In addition to the Utility Improvements, City has requested, and Developer has agreed, to install, in accordance with City technical specifications and contemporaneously with its installation of the Utility Improvements, a new sixteen inch (16") potable water main within Effie Drive, running from the City's existing potable water main within West Kelly Park Road, northerly within the Effie Drive right-of-way, to the point where the Property has frontage on and is contiguous with such Effie Drive right-of-way, all as more particularly depicted in the Master Plan (the "**Effie Drive WM Extension**").

N. Developer, for and on behalf of itself and successor Builders, agrees to develop the Project upon the Property and to complete the Kelly Park Road Design, construct the Intersection Improvements, construct the Utility Improvements, and construct the Effie Drive WM Extension in accordance with and subject to the terms of this Agreement for the uses substantially as depicted in the Approvals, and to further install such other improvements as are required by the Approvals (the "**Development Improvements**").

O. In addition to completion of the Kelly Park Road Design and construction of the Development Improvements, City has requested, and Developer has agreed, upon the terms and conditions to be more particularly set forth in the Road Agreement (hereinafter defined), and in exchange for transportation impact fee credits and for the establishment of the Effective Date

Transportation Impact Fee Rates (hereinafter defined), to construct the widening of approximately 0.22 miles of West Kelly Park Road, in accordance with the Kelly Park Road Design, from an existing two (2) lane rural section to a four (4) lane urban section, from the Project's entrance on West Kelly Park Road to Golden Gem Road ("**Segment 1**").

P. The Road Agreement will also provide a process by which Proximate KPI-FBC Developers (hereinafter defined) developing Proximate KPI-FBC Parcels (hereinafter defined) may, in exchange for transportation impact fee credits and for the establishment of the Effective Date Transportation Impact Fee Rates, also contribute road construction funding through the Road Agreement and Developer, upon the terms and conditions to be more particularly set forth in the Road Agreement and subject to the availability of such additional funding, shall be obligated to construct: (i) the widening of approximately 0.25 miles of West Kelly Park Road, in accordance with the Kelly Park Road Design, from an existing two (2) lane rural section to a four (4) lane urban section, from Golden Gem Road to Effie Road ("**Segment 2**"); and (ii) the widening of approximately 0.76 miles of West Kelly Park Road, in accordance with the Kelly Park Road Design, from an existing two (2) lane rural section to a four (4) lane urban section, from Effie Road to Plymouth-Sorrento Road ("**Segment 3**").

Q. The Master Plan, a reduced copy of which is contained in **Exhibit "B"** attached hereto and incorporated herein by this reference, is consistent with and meets the intent of the Kelly Park Interchange District Mixed Use (MU-KPI) zoning classification and the KPI Form-Based Code, and complies with all requirements of the Land Development Code and the KPI Form-Based Code.

R. City is authorized by home-rule powers to enter into agreements regarding the development and redevelopment of property.

S. The City Council of City approved a Master Plan for the Project through Ordinance No. _____ on _____, 2022.

T. The City Council of City scheduled, advertised, and held a public hearing on _____, 2022, to consider this Agreement, and heard all persons desiring to speak for or against this Agreement.

U. The City Council of City duly considered the remarks and comments offered regarding this Agreement made at said public hearing.

V. The Parties desire to enter into this Agreement to provide the citizens of the City a quality development in the form of the Project.

W. Developer hereby affirms and acknowledges that everything contracted for, negotiated, acknowledged, and affirmed herein by Developer is done freely and voluntarily.

NOW, THEREFORE, in consideration of the mutual covenants and agreements set forth herein, and other good and valuable considerations, the receipt and sufficiency of which are hereby acknowledged, the Parties hereby agree as follows:

1. **Recitals**. The recitals set forth above are true and correct and are incorporated herein by this reference.

2. **References to Streets and Tracts**. All references to street names and tract numbers in this Agreement correlate with the street names and tract numbers as depicted in the Approvals.

3. **Objectives of Agreement**. The Parties' objectives, each of which is deemed material to the Parties' decision to enter into this Agreement, include but are not limited to the following:

(a) City Objectives:

(i) To ensure that completion of the Kelly Park Road Design and construction of the Intersection Improvements, the Utility Improvements, the Effie Drive WM Extension, the Recreation Improvements, and other Development Improvements are consistent with the terms of this Agreement;

(ii) To have the Intersection Improvements, the Utility Improvements, and the Effie Drive WM Extension constructed by Developer in accordance with City engineering specifications and the terms set forth herein;

(iii) To have Developer, a Builder, or a contractor for Developer or a Builder, as applicable, at time of platting, post performance bond(s) and/or other financial assurance(s) acceptable to City to ensure completion of any Development Improvements not yet completed within such portion of the Project then being platted, as provided herein;

(iv) To ensure that Developer or a Builder creates at least one mandatory entity to govern the Project and maintain the infrastructure needed to support the Project, including the stormwater ponds within the Project;

(v) To ensure that Builders will not commence construction of any model home until the City Engineer, the Fire Chief, and the Public Services Director of the City have determined that sufficient stabilized access and potable water are available to the lot or lots or tract or tracts upon which a Builder proposes to construct a model home; and

(vi) To ensure construction of Segment 1 of the West Kelly Park Road expansion, and to provide a reasonable path for construction of Segments 2 and 3 of the West Kelly Park Road expansion.

(b) Developer Objectives:

(i) To obtain from City timely reviews and approvals for the Project;

(ii) To clarify Developer's and the successor Builders' rights and obligations regarding the Project;

(iii) To develop the Project in accordance with the terms and conditions of this Agreement;

(iv) To obtain transportation impact fee credits for certain costs incurred by Developer and/or Builders in connection with the Kelly Park Road Design and/or the Intersection Improvements;

(v) To confirm, subject to the terms and provisions of this Agreement, the satisfaction of all transportation concurrency requirements of the Project;

(vi) To obtain reimbursement for the Effie Drive WM Upsizing Costs (hereinafter defined) incurred by Developer and/or Builders in connection with the design, engineering, permitting, and construction of the Effie Drive WM Extension;

(vii) To obtain reimbursement for the costs incurred by Developer and/or Builders to oversize, upsize, or extend any Utility Improvements, at the request of City, to accommodate capacity for other developments in the City;

(viii) To set forth the Parties' understandings as to the status of school capacity for the Project;

(ix) To further document the modifications to the Land Development Code and/or the KPI Form-Based Code that have been approved by City as part of the Approvals;

(x) To confirm which lots within the Project must be developed as rear-loaded lots with alley access, and which lots within the Project may be front-loaded;

(xi) To specify the nature of the public open space to be provided by the Project to satisfy the requirements of Subsection R.1.b of the KPI Form-Based Code;

(xii) To obtain certain assurances from City concerning Developer's future formation of a community development district for the Project;

(xiii) To provide certainty as to possible future expansions of the Project to include additional lands;

(xiv) To provide for one (1) off-site sign at the entrance to the Project from West Kelly Park Road; and

(xv) To obtain assurances from City concerning City's future cooperation with Developer and Builders to implement this Agreement and develop the Project, including with respect to the treatment of minor or insignificant changes to the Project.

4. **Kelly Park Road Design**. Following City approval of the Kelly Park Road Corridor Study, the Approvals (including the Master Plan and this Agreement), and the first Major Development Plan for all or any portion of the Project, Developer shall promptly commence, and thereafter diligently pursue to completion, the Kelly Park Road Design at its sole initial cost and

expense (but subject to the provisions of Section 6). For avoidance of doubt, Developer shall have no obligation to acquire or convey any real property interests, whether in fee simple, by easement, by right of entry, or otherwise, for right-of-way, ponds, drainage, utilities, sidewalks, slopes, lighting, landscaping, other road improvements and appurtenances, and/or for any other use, (such real property interests, collectively, being "**ROW&E**") in connection with the Kelly Park Road Design.

5. **Intersection Improvements**. Developer shall design, engineer, permit, and construct ("**DEP&C**") the Intersection Improvements at its sole initial cost and expense (but subject to the provisions of Section 6) prior to issuance of the first certificate of occupancy for the Project.

(a) For avoidance of doubt, Developer shall have no obligation to acquire or convey any ROW&E in connection with Developer's obligation to DEP&C the Intersection Improvements. ROW&E required for the Intersection Improvements, if any, shall be acquired by City at no cost or expense to Developer, and City shall use reasonable efforts to acquire any such ROW&E required for the Intersection Improvements consistent with the schedules and timetables for the construction of the Intersection Improvements contemplated by this Agreement.

(b) Subject to City's acquisition of any ROW&E required for the Intersection Improvements, but prior to commencing construction of the Intersection Improvements, Developer, a Builder, or a contractor for Developer or a Builder, as applicable, shall post a performance bond or other financial assurance acceptable to City in an amount equal to 110% of the estimated cost of the Intersection Improvements, in order to ensure completion of such improvements, and shall otherwise comply with the terms of Section 5.15 of the Land Development Code. Thereafter, the amount of the bond or other financial assurance may be reduced from time to time as improvements are completed and accepted by City, in accordance with the procedures set forth in Section 5.15 of the Land Development Code. Such performance bond or other financial assurance may be combined with the performance bond(s) or other financial assurance(s) assuring the completion of the Utility Improvements, the Effie Drive WM Extension, the Recreation Improvements, and/or other Development Improvements. In the event that City, another property owner, or another developer constructs a portion of the Intersection Improvements prior to Developer doing so, then Developer shall not be required to construct such portion of the Intersection Improvements in accordance with this Agreement.

6. **Transportation Impact Fee Credits**. In consideration of Developer's completion of the Kelly Park Road Design and Developer's DEP&C of the Intersection Improvements, as authorized by Section 22-57 of the Apopka Code of Ordinances, City agrees to award Developer transportation impact fee credits ("**Credits**") equal to one hundred percent (100%) of all reasonably necessary costs incurred to complete the Kelly Park Road Design and/or to DEP&C the Intersection Improvements.

(a) To be eligible for reimbursement through the Credits, Developer shall submit proposed expenditures for the Kelly Park Road Design and the Intersection Improvements to City for prior approval by the City Designee (hereinafter defined) before incurring said expenditures. Such costs shall include, without limitation, costs of design, engineering, permitting,

and construction, but shall not include any credits for right of way. Such proposed expenditures shall include sufficient documentation establishing that each proposed cost is reasonably necessary for the completion of the Kelly Park Road Design and/or the DEP&C of the Intersection Improvements, as applicable. City shall approve, approve in part, or deny such request in writing within thirty (30) days; provided, however, that to the extent a proposed cost is a design, engineering, or permitting cost within the scope of and addressed by the most recent version of the "Design Staff Hour Estimation Guidelines" and/or the "PD&E Staff Hour Estimation Guidelines" published by the Florida Department of Transportation, (the "**FDOT Standards**") City will rely on such FDOT Standards if application of such FDOT Standards would be reasonable, practicable, and applicable. The current estimate of the Credits to be awarded to Developer pursuant to this Agreement for the Kelly Park Road Design and the Intersection Improvements is set forth in **Exhibit "C"** attached hereto and incorporated herein by this reference (the "**Credit Estimate**").

(b) The Credits shall be awarded within thirty (30) days following City's receipt of a request for Credits ("**Request for Credits**") from Developer with adequate documentation to show actual costs expended to the date of the Request for Credits, and all information described in Section 22-57(f) of the Apopka Code of Ordinances. Developer shall be allowed to submit a Request for Credits at various stages in the Kelly Park Road Design and the DEP&C of the Intersection Improvements; provided, however, that no Request for Credits shall be submitted to City sooner than ninety days (90) following the submittal of an earlier Request for Credits.

(c) Any Credits awarded pursuant to this Agreement may be used by Developer (or by a Builder, if assigned in whole or in part by Developer to a Builder) in the development of the Property to offset transportation impact fees assessed by City. The Credits cannot be used for any purpose other than offsetting transportation impact fees assessed by City, and cannot be converted to U.S. currency or any other form except as otherwise provided herein.

7. **Transportation Capacity, Concurrency, and Vesting**. Developer and City acknowledge and agree that completion of the Kelly Park Road Design, DEP&C of the Intersection Improvements, and compliance with the Road Agreement shall be the final, full, and binding determination of Developer's and the Project's obligations to mitigate impacts of the Project upon roadways within the City's and/or County's jurisdiction, notwithstanding any subsequent variance in actual traffic impacts created by the Project and/or the actual costs to complete the Kelly Park Road Design, to DEP&C the Intersection Improvements, and/or to construct Segments 1, 2, and 3 of the West Kelly Park Road expansion. Through Developer's compliance with Sections 4 and 5 this Agreement, and through Developer's compliance with the Road Agreement, Developer shall be deemed to have satisfied, through buildout of the Project, all transportation concurrency requirements, including without limitation those set forth in Article VII of the Land Development Code, and/or all other requirements for the mitigation of traffic impacts of the Project on roads affected by the Project.

(a) Notwithstanding the foregoing, if Developer subsequently increases the number of residential units within the Project, such increase in the number of residential units within the Project may result in an increase in trips within the transportation impact area, and Developer acknowledges that any such additional trips are neither vested nor otherwise permitted

under this Agreement, and that such additional residential units may then be subject to an additional concurrency evaluation.

(b) Nothing herein shall be construed to exempt Developer or Builders from making the required payment of transportation impact fees applicable to the Project, subject to credits as set forth in Section 6.

8. **Utility Improvements and Effie Drive WM Extension**. Developer shall DEP&C the Utility Improvements and the Effie Drive WM Extension at its sole initial cost and expense (but subject to the provisions of Section 9) prior to issuance of the first certificate of occupancy for the Project. Prior to commencing construction of the Utility Improvements or the Effie Drive WM Extension, Developer, a Builder, or a contractor for Developer or a Builder, as applicable, shall post a performance bond or other financial assurance acceptable to City in an amount equal to 110% of the estimated cost of the Utility Improvements and/or the Effie Drive WM Extension, as applicable, in order to ensure completion of such improvements, and shall otherwise comply with the terms of Section 5.15 of the Land Development Code. Thereafter, the amount of the bond or other financial assurance may be reduced from time to time as improvements are completed and accepted by City, in accordance with the procedures set forth in Section 5.15 of the Land Development Code. Such performance bond or other financial assurance may be combined with the performance bond(s) or other financial assurance(s) assuring the completion of the Intersection Improvements, the Recreation Improvements, other Development Improvements, and/or other improvements to be constructed pursuant to this paragraph (if any). Upon completion and acceptance by City, Developer shall convey the Utility Improvements and/or the Effie Drive WM Extension, as applicable, to City via a bill of sale. Such conveyance shall be free and clear of any liens, charges, claims, or other encumbrances against title to the Utility Improvements and/or the Effie Drive WM Extension, as applicable. In the event that City, another property owner, or another developer constructs and conveys a portion of the Utility Improvements and/or the Effie Drive WM Extension prior to Developer doing so, then Developer shall not be required to construct and convey such portion of the Utility Improvements and/or the Effie Drive WM Extension, as applicable, in accordance with this Agreement.

9. **Reimbursement for Oversizing/Upsizing/Extension of Utility Improvements and Effie Drive WM Extension**.

(a) If City desires to have any of the Utility Improvements oversized, upsized, or extended to accommodate capacity for other developments in the City, City shall give Developer notice of any oversizing requirement that has been included in existing utility master plans and/or dynamic models prior to Developer submitting construction plans (for such portion of the Utility Improvements) for review and permitting. If City makes such a request, then Developer shall provide City with a good faith estimate (a "**Cost Estimate**") of the additional costs to be incurred by Developer to construct the oversized Utility Improvements as requested by City, (the "**Additional Utility Improvement Costs**") as compared to the costs that would have been incurred by Developer to construct the Utility Improvements in absence of such request by City. If City approves such Cost Estimate, then Developer shall oversize such Utility Improvements as requested by City, as part of Developer's obligation to DEP&C the Utility Improvements pursuant to Section 8, subject to the following provisions of this Section 9.

(b) The current estimate of the costs to be incurred by Developer to construct the Effie Drive WM Extension, which estimate has been reviewed and approval by City prior to the Effective Date, together with a specification of the portion of such costs that City has agreed to reimburse Developer on account of the oversizing of the Effie Drive WM Extension already contemplated by the construction of the Effie Drive WM Extension with a City-requested new sixteen inch (16") potable water main (the "**Effie Drive WM Upsizing Costs**"), is set forth in **Exhibit "D"** attached hereto and incorporated herein by this reference.

(c) Following conveyance of the Effie Drive WM Extension or any oversized Utility Improvements to City in accordance with Section 8, Developer shall provide City with backup documentation, information, and other materials as may be reasonably necessary, or reasonably requested by City, to substantiate the Effie Drive WM Upsizing Costs or the Additional Utility Improvement Costs, as applicable, actually incurred by Developer in connection with the oversized Utility Improvements and/or Effie Drive WM Extension, as applicable (collectively, a "**Reimbursable Cost Accounting**"). City shall have ten (10) Business Days from its receipt of the same to review a Reimbursable Cost Accounting and either accept or dispute Developer's accounting of the Effie Drive WM Costs or the Additional Utility Improvement Costs incurred.

(d) If City accepts a Reimbursable Cost Accounting, or fails to dispute it within such ten (10) Business Day review period, City shall promptly reimburse Developer for the Effie Drive WM Upsizing Costs or the Additional Utility Improvement Costs set forth in such Reimbursable Cost Accounting by paying such amount directly to Developer in cash within thirty (30) days after City's receipt of such Reimbursable Cost Accounting. Notwithstanding the foregoing, in no event shall City be responsible for any Additional Utility Improvement Costs reflected in a Reimbursable Cost Accounting in excess of one hundred twenty five percent (125%) of the projected amount of Additional Utility Improvement Costs set forth in the Cost Estimate of the same previously approved by City.

(e) In the event City disputes a Reimbursable Cost Accounting, City shall notify Developer in writing of the basis for its dispute no later than the end of such ten (10) Business Day review period and City shall specifically identify with particularity what it is disputing and why. City shall pay any undisputed amount in accordance with the above terms while the Parties proceed to work in good faith to resolve the disputed amount. If the dispute is not resolved within thirty (30) days from the date Developer received notice of such dispute from City, Developer shall be free to seek resolution by a court of competent jurisdiction.

10. **School Capacity**. City and Developer hereby acknowledge and agree that the Property is encumbered by that certain "School Mitigation Agreement for Capacity Enhancement APK-10-001 Project Name: Kelly Park Crossing" recorded on January 28, 2013, in Official Records Book 10512, Page 2705, of the Public Records of Orange County, Florida (the "**CEA**"). City and Developer hereby further acknowledge and agree that, as of the Effective Date, the CEA remains in full force and effect in accordance with its terms, and that the school capacity encumbered by the CEA for the "Project" and the "Property" (as each such term is defined in the CEA), which include (but are not limited to) the Project and the Property that are the subject of this Agreement, remains encumbered. Without limiting the generality of the foregoing, City and Developer hereby specifically confirm that the acknowledgements set forth in this paragraph

concerning the CEA and the school capacity encumbered thereby are and shall remain true and correct in all respects, as applicable to the Project, the Property, and otherwise, both prior to and following the removal of the Property from the DRI (as provided by Section 17 below), notwithstanding any term of provision of the CEA possibly to the contrary, including but not limited to the third Whereas clause of the CEA, which reflects that the "Development Application" (as defined in the CEA) associated with the CEA was the DRI's development order, and/or Paragraph 5 of the CEA, which directs that development shall be consistent with the DRI's phasing schedule.

(a) As detailed in that certain letter from the School Board of Orange County, Florida, a body corporate and political subdivision of the State of Florida, dated June 3, 2021, a copy of which letter is set forth in **Exhibit "E"** attached hereto and incorporated herein by this reference, the automatic termination of the CEA pursuant to Paragraph 10 of the CEA will not occur until at least January 19, 2024 (subject to further tolling or mutually agreed upon extensions).

(b) Consistent with the provisions of Paragraph 29 of the CEA, the Approvals and the development of the Project are expressly made subject to those School Conditions of Approval set forth in Exhibit D of the CEA (the "**School COA**"), which School COA are incorporated herein by this reference, in the same manner and with the same effect as if each such School COA was set forth herein in full at length.

(c) Notwithstanding the foregoing, consistent with the provisions of Paragraph 3 of the CEA, Paragraph 24 of the CEA, and Clause D of Exhibit D of the CEA, the Project remains subject to applicable school concurrency reviews, including pursuant to the "Interlocal Agreement" (as defined in the CEA).

11. **Modification of Standards**. Upon the written request of Developer, and in accordance with the KPI Form-Based Code (including but not limited to Sections D and E thereof) and the Land Development Code, the City Council of City, as the approving authority, has granted and approved the following five (5) modifications to the KPI Form-Based Code and/or the Land Development Code in connection with and as a part of the Approvals. Consistent with Subsection E.3.g.iii. of the KPI Form-Based Code, these modifications are also set forth on Sheet C5.00 of the Master Plan. These modifications shall be applicable to the Project, and shall be binding on City, Developer, and Builders in connection with the review and approval of any and all further permits and approvals for the Project through the buildout of the Project, including but not limited to Major Development Plans, construction/engineering plans, plats, and individual building permits. Except as set forth in this Section and in Section 12, the development standards included in the KPI Form-Based Code shall govern development of the Project.

(a) A modification from Section G (District Size and Block Standards) of the KPI Form-Based Code to allow for a block length of greater than five hundred feet (500') in the Neighborhood character zone. Based on the topographic constraints of the Property, a curvilinear roadway network forms the basis of the Project's design, which limits the opportunity for a traditional grid block pattern. Pocket parks were added to the longer blocks to break up the streetscape.

(b) A modification from Section I (Building and Floor Height) of the KPI Form-Based Code to allow for a first floor height minimum of eight feet (8') in lieu of twelve feet (12') in the Transition character zone.

(c) A modification from Section 3.6 (Residential Landscaping) of Appendix D (Development Design Guidelines) of the Land Development Code to exempt lots less than fifty-two feet (52') in width from the requirement to plant three (3) trees per lot. The tree planting requirement for lots less than fifty-two feet (52') in width will be determined with approval of the landscape plan submitted with the Major Development Plan.

(d) A modification from Section D (Applicability and Process) of the KPI Form-Based Code to expand the Neighborhood character zone boundary by 12.20 acres, which equates to 2,300 linear feet, as more specifically depicted in **Exhibit "F"** attached hereto and incorporated herein by this reference.

(e) A modification from Section R (Development Bonuses and Transfer of Development Rights) of the KPI Form-Based Code to clarify that developments utilizing the bonus system or receiving the transfer of development rights shall not have any multi-family buildings located within one hundred feet (100') from a Neighborhood character zone or single-family residentially-zoned property. Single-family buildings shall meet the setbacks specified in their respective character zone. The code only states "buildings" and does not distinguish the type of building. This modification differentiates between multi-family versus single-family buildings, and clarifies that the multi-family buildings will have a greater setback to residentially zoned properties. This will allow for consistency of setbacks throughout the Master Plan for the single-family buildings and still requires that the multi-family buildings provide a one hundred foot (100') buffer from single-family zoned properties that are located outside of the Master Plan boundary.

12. **Rear-Loaded Lot Standard**. As reflected in the Master Plan, the fifty-two foot (52') single family residential lots proposed for development within the Project shall be front loaded and developed without alleys, notwithstanding anything in the Land Development Code and/or the KPI Form-Based Code to the contrary. As in effect at the time of Developer's completed applications for the Approvals in July 2021, the KPI Form-Based Code (including but not limited to Subsection K.2.g.vi thereof) required "*Residential lots 50 feet or less in width shall be rear-load with alley access and locate on-site parking and access in the rear of the lot*" (the "**Original Rear-Loaded Lot Standard**"). At the time of such applications, no ordinances were pending to change such rear-loaded lot standards, and no moratoriums were in effect preventing Developer's applications from being reviewed and approved under the Land Development Code and/or the KPI Form-Based Code as then in effect. In reliance on the Original Rear-Loaded Lot Standard and without knowledge of any possible changes to the same, Developer did incur substantial expenses to commence the design, engineering, and permitting for the Project, including but not limited to the pursuit of and applications for the Approvals. Further, in reliance on the Original Rear-Loaded Lot Standard and without knowledge of any possible changes to the same, Developer did proceed to purchase and acquire the Property at substantial cost. Subsequent to such activities by Developer, the City Council of City adopted Ordinance No. 2877 on December 15, 2021, which, among other terms and provisions, added the following to Subsection K.2.g.vi of the KPI Form-Based Code: "*Residential lots between 50 feet and 55 feet shall not be permitted to avoid the rear-*

loaded alley requirement" (the "**Amended Rear-Loaded Lot Standard**"). For avoidance of doubt, consistent with the Land Development Code, the KPI Form-Based Code, and other essential requirements of generally applicable Florida law, the Original Rear-Loaded Lot Standard (and not the Amended Rear-Loaded Lot Standard) shall be applicable to the Project, and shall be binding on City, Developer, and Builders in connection with the review and approval of any and all further permits and approvals for the Project through the buildout of the Project, including but not limited to Major Development Plans, construction/engineering plans, plats, and individual building permits.

13. **Development Bonuses for Public Open Space & Amenities**. Subsection R.1.b of the KPI Form-Based Code (the "**Development Bonus Provision**") provides:

> *Developments that include public open space (urban plaza or park) at least 3,000 square feet or larger are entitled to the maximum density and intensity allowed with bonus, and one (1) additional floor above the permitted base height for every 1,500 square feet of public open space provided. The urban plaza or park shall not be enclosed, shall be easily accessible by the public, include amenities (landscaping, hardscaping, and furnishing), and be privately-owned and maintained, but open to the public.*

As reflected in the Development Standards table on Sheet C5.00 of the Master Plan, the Project is benefitting from the Development Bonus Provision, both (i) to increase the maximum density within the "Transition" character zone portion of the Property from ten dwelling units per acre (10 du/ac) to fifteen dwelling units per acre (15 du/ac), and (ii) to increase the maximum building height for principal buildings within the "Transition" character zone portion of the Property from three (3) stories to four (4) stories (collectively, the "**Development Bonuses**"). As reflected in Note 3 on Sheet C2.00 of the Master Plan, the public open space to be provided by the Project in accordance with the Development Bonus Provision (the "**Public Open Space**") shall be a minimum of three thousand square feet (3,000 sq. ft.), shall be open to the public, and shall be located within Park Tract P-16 of the Master Plan, which Park Tract P-16 is located within the "Transition" character zone portion of the Property. As reflected in the Parks Conceptual Program table on Sheet C3.00 of the Master Plan, Park Tract P-16 shall be improved with the following amenities: lawn/play field, entry monument feature, and landscaping. Additional specifics concerning the Public Open Space will be provided in the first Major Development Plan for all or any portion of the multi-family portion of the Project (as such multi-family portion of the Project is the portion benefitting from the Development Bonuses). Such Park Tract P-16, and the Public Open Space therein, shall be owned and maintained by the Maintaining Entity (hereinafter defined). The Public Open Space shall in all other respects comply with the Development Bonus Provision, so as to ensure that the Project remains entitled to the Development Bonuses.

14. **Community Development District**. Developer has disclosed to City, and City acknowledges, that as of the Effective Date Developer intends to form a community development district pursuant to the provisions of Chapter 190, Florida Statutes, (the "**CDD Statute**") the proposed name of which has yet to be determined by Purchaser, (the "**CDD**") and to subject some or all of the Property (and/or Actual Expansion Parcels (hereinafter defined)) to such CDD to facilitate the financing, construction, and installation of certain infrastructure improvements for

and/or serving the Project (potentially including, without limitation, the Intersection Improvements, the Utility Improvements, the Effie Drive WM Extension, the Recreation Improvements, and/or other Development Improvements) and to provide for the ongoing operation and maintenance of such improvements constructed or to be constructed by or on behalf of Developer and/or the CDD. Notwithstanding the foregoing, except as otherwise expressly set forth in this Agreement, nothing in this Agreement shall be deemed or construed to require Developer to form a CDD, to subject all or any portion of the Property (and/or the Actual Expansion Parcels) to a CDD, to develop the Project with a CDD, and/or to have the CDD (if formed) finance, construct, own, operate, and/or maintain any particular improvement(s) and/or particular category(ies) or class(es) of improvements.

(a) In the event that Developer elects to form a CDD in connection with the Project, City agrees to review, process, and act on any and all applications, petitions, permits, approvals, and instruments associated with the CDD (including but not limited to the formation, financing, and/or operation thereof, and/or the expansion thereof to include some or all of the Actual Expansion Parcels) in good faith and in a prompt and diligent manner (and that it will not transfer the same to any other authority or agency unless required by Florida law), and to otherwise reasonably and promptly cooperate and assist (as provided in Section 34 and otherwise) with Developer's efforts to form, finance, operate, and expand the CDD as contemplated hereby; provided, however, Developer agrees that any such CDD will be required to waive any right it would have to incorporate into a separate municipality under Florida law. Without limiting the generality of the foregoing, upon a petition for a CDD being submitted by Developer in accordance with Section 190.005, Florida Statutes, City will engage in the appropriate statutory review and analysis of the proposal. City's current review of the concept of a CDD has resulted in the conclusion that City, on the basis of current information, would express no objection to the creation of a CDD relating to the Property or a portion thereof (and/or the subsequent expansion of the CDD to include the Actual Expansion Parcels or a portion thereof). City's agreements and representations set forth in this paragraph constitute a material inducement for Developer to enter into this Agreement.

(b) Notwithstanding the foregoing, nothing in this Agreement shall: (i) relieve Developer of complying with the provisions of the CDD Statute, or any other applicable provisions of Florida law, governing the formation and/or operation of a CDD; or (ii) limit the City's exercise of its regulatory police power, or otherwise waive, divest, or diminish City's decision-making in the course of exercising its police power (including as related to the ordinance(s) to be adopted, and/or the public hearing(s) to occur, in connection with the formation and/or expansion of any such CDD).

15. **Master Plan and Project Expansion**. As of the Effective Date, some of the entities constituting Developer are the fee simple owner(s) of certain parcels of real property that are intentionally omitted from the Property and the Master Plan at this time, which parcels abut or are in the immediate vicinity of the Property ("**Owned Expansion Parcels**"). The Owned Expansion Parcels include those certain parcels of real property presently bearing Orange County Tax Parcel Identification Numbers 11-20-27-0000-00-054, 11-20-27-6135-00-010, and 11-20-27-6135-00-013. Further, after the Effective Date, some or all of the entities constituting Developer (and/or entities affiliated with some or all of the entities constituting Developer) may acquire and become

the fee simple owner(s) of additional parcels of real property, which parcels also were not included in the Property or the Master Plan, but which parcels also abut or are in the immediate vicinity of the Property ("**Acquired Expansion Parcels**"). Developer has disclosed to City, and City acknowledges, that in the future Developer may seek to amend the Master Plan, the CDD, and/or this Agreement (and/or other Approvals, as applicable) to include some or all of the Owned Expansion Parcels and/or the Acquired Expansion Parcels within the Project and/or the CDD; provided, however, that the Property, together with such portions of the Owned Expansion Parcels and/or Acquired Expansion Parcels that Developer seeks to add to the Project, the Master Plan, and/or the CDD (such portion(s) being the "**Actual Expansion Parcels**") shall, at all times, constitute one contiguous tract of land without any gaps, gores, hiatuses, or overlaps (the "**Expansion Intent**"). Further, Developer has disclosed to City that, as part of the addition of the Actual Expansion Parcels to the Project and the Master Plan, Developer shall have connectivity between the portions of the Project located within the Property and the portions of the Project located within the Actual Expansion Parcels, including without limitation potentially by road(s), sidewalk(s), trail(s), and/or other access facilities, (the "**Connectivity Intent**") and Developer may (or may not) seek to share certain facilities and/or infrastructure between the portions of the Project located within the Property and the portions of the Project located within the Actual Expansion Parcels, including without limitation potentially recreation facilities, open spaces, other amenities, and stormwater ponds, facilities, and management systems, (the "**Shared Facilities Intent**") with the Connectivity Intent and the Shared Facilities Intent all being to the same extent as if the Actual Expansion Parcels had been included in and as part of the Project and the Master Plan as of the Effective Date.

16. **Project Signage**. As reflected in the Site Data portion of Sheet C5.00 of the Master Plan, on-site signage for the Project will be in accordance with the KPI Form-Based Code. In addition to such on-site signage, the Project shall be entitled to one (1) off-site freestanding monument sign (the "**Project Signage**").

(a) The Project Signage will be located in a private easement area located on the north side of (but outside of) the City right-of-way for West Kelly Park Road, and on the west side of (but outside of) the to be named future City right-of-way that will serve as the entrance to the Project from West Kelly Park Road. The Project's rights to use such private easement area for the Project Signage are or will be established pursuant to a private easement agreement in favor of the Project (and/or the Maintaining Entity) recorded in the Public Records of Orange County, Florida; City is and will not be a party to such private easement agreement. The general location of the Project Signage is depicted as the "Proposed Entry Focal Point" on Sheet C2.00 of the Master Plan. The location of the Project Signage is more specifically depicted in **Exhibit "G"** attached hereto and incorporated herein by this reference.

(b) Use of the Project Signage shall be limited to "master" Project signage, advertising the presence of the overall master-planned community on the Property (and/or the Actual Expansion Parcels, if applicable); the Project Signage shall not advertise or bear the name of any individual residential, commercial, and/or other portion of the Project, nor any particular community, business, and/or other establishment located within the Project. The Project Signage shall not include an electronic reader board. Project Signage may be two sided and oriented such that the Project Signage is viewable by both eastbound and westbound traffic on West Kelly Park

Road. The Project Signage, including the materials for the monument construction and approximate size, shall be materially consistent with that certain conceptual rendering of the Project Signage set forth in **Exhibit "H"** attached hereto and incorporated herein by this reference.

17. **Kelly Park Crossings Development of Regional Impact**. As of the Effective Date, the Property is (or may be) subject to and included within the Kelly Park Crossings Development of Regional Impact, (the "**DRI**") as set forth in that certain development order for the DRI contained with Ordinance No. 2230 of City, recorded on January 19, 2012, in Official Records Book 10320, Page 165, of the Public Records of Orange County, Florida, as such development order has subsequently been amended and/or affected by various documents and/or instruments, including without limitation Ordinance No. 2602 of City, recorded on November 15, 2017, as Document No. 20170627271 of the Public Records of Orange County, Florida.

(a) Notwithstanding anything in the Master Plan, this Agreement, and/or the other Approvals to the contrary, physical development of the Project in accordance with the Approvals may not occur until the Property is no longer subject to the DRI (the "**DRI Condition**"). Further, Developer may not obtain construction plan approval for all or any portion of the Property or the Project unless or until the DRI Condition has been satisfied.

(1) Without limiting the generality of the foregoing, the DRI Condition may (at Developer's election) be satisfied by any of the following: (i) rescission of the DRI pursuant to Section 380.115, Florida Statutes; (ii) abandonment of the DRI pursuant to Section 380.06(11), Florida Statutes; (iii) withdrawal of the Property from the DRI, ("**DRI Withdrawal**") whether pursuant to an amendment to the DRI pursuant to Section 380.06(7), Florida Statutes, or otherwise; (iv) the expiration and termination of the DRI by its own terms; or (v) by any other means that causes the Property to legally no longer be subject to the DRI.

(2) Notwithstanding the foregoing, City shall continue to accept, review, provide comments on, and process in the ordinary course all such further permits and approvals for the Project as may be requested and/or applied for by Developer, including but not limited to Major Development Plans, construction/engineering plans, plats, and individual building permits, all to the same extent as if the DRI Condition had not been set forth in this Agreement and/or as if the DRI Condition had been satisfied; provided, however, Developer acknowledges that City will neither approve construction plans within the Project, nor approve or issue such further permits and approvals for the Project that are dependent on such construction plans, until such time as the DRI Condition has been satisfied.

(b) As of the Effective Date, City, as the "*local government in whose jurisdiction the development of regional impact is located*", and without a proposal for abandonment by "*the owner or developer*", has already self-initiated and is engaged in efforts to abandon the DRI pursuant to and in accordance with Section 380.06(11), Florida Statutes (the "**City Abandonment**"). In accordance with Section 380.06(11), Florida Statutes, City has already given "*individual written notice to each development-of-regional-impact owner and developer of record*", and the "*public hearing pertaining to abandonment of the development of regional impact*" is currently anticipated to occur in April 2022. City acknowledges that completion of the pending City Abandonment shall satisfy the DRI Condition.

(c) Unless and until the City Abandonment has been completed, nothing in this Agreement shall be deemed or construed as preventing or limiting Developer undertaking its own efforts to satisfy (or in fact satisfying) the DRI Condition by a means other than the City Abandonment.

(1) For example, but without limiting the generality of the foregoing, Developer, in Developer's sole and absolute discretion, may engage in its own efforts to satisfy the DRI Condition if City ceases pursuit of the City Abandonment, if the City Abandonment does not occur for any reason, and/or if the projected time to complete the City Abandonment will (in Developer's sole opinion) delay development of the Project.

(2) In the event that Developer elects to pursue a DRI Withdrawal, City agrees to review, process, and act on any and all applications, petitions, permits, approvals, and instruments associated with the DRI Withdrawal in good faith and in a prompt and diligent manner, and to otherwise reasonably and promptly cooperate and assist (as provided in Section 34 and otherwise) with Developer's efforts to withdraw the Property from the DRI. Without limiting the generality of the foregoing, upon a request to withdraw the Property from the DRI being submitted by Developer in accordance with applicable law, City will engage in the appropriate statutory review and analysis of the proposed DRI Withdrawal. City's current review of the concept of a DRI Withdrawal has resulted in the conclusion that City, on the basis of current information, would express no objection to the withdrawal of the Property from the DRI. City's agreements and representations set forth in this paragraph constitute a material inducement for Developer to enter into this Agreement.

18. **Road Agreement**. Prior to (or contemporaneously with) Major Development Plan approval for all or any portion of the Property or the Project, the Parties shall execute and deliver an agreement (the "**Road Agreement**") to set forth and establish certain rights, benefits, privileges, duties, and obligations of the Parties (and/or their respective successors) concerning the funding and construction of Segments 1, 2, and 3 of the West Kelly Park Road expansion. Following execution, the Road Agreement shall be recorded in the Public Records of Orange County, Florida.

(a) The Road Agreement, in much greater detail, shall at a minimum:

(1) Designate a mutually acceptable escrow agent, ("**Escrow Agent**") possibly a law firm, to hold and disburse construction funding pursuant to terms of escrow to be set forth in the Road Agreement.

(2) Obligate Developer, no later than thirty (30) days following the later of (x) completion of the Kelly Park Road Design and (y) Major Development Plan approval for all or any portion of the Owned Expansion Parcels to remit to Escrow Agent, to hold in escrow and disburse in accordance with the Road Agreement, the then estimated costs to construct Segment 1, based on a construction cost estimate prepared by Developer's engineer and provided to City. Notwithstanding the foregoing, Developer may (but shall not be obligated to) provide such Segment 1 construction funding to Escrow Agent, in whole or in part, earlier than the outside date for funding provided by the preceding sentence.

(3) Obligate Developer, subject to City's acquisition of any ROW&E required for Segment 1, to construct Segment 1 no later than in connection with Developer's development of the Owned Expansion Parcels for their intended use.

(4) Provide for City to award Developer, as authorized by Section 22-57 of the Apopka Code of Ordinances and as funding is provided to Escrow Agent, Credits equal to one hundred percent (100%) of all funding provided by Developer to Escrow Agent pursuant to the Road Agreement for the construction of Segment 1.

(5) Provide that, through buildout of the Property for the Project, and through buildout of the Owned Expansion Parcels for their intended use, transportation impact fees assessed by City in connection with the development of the Property and/or the Owned Expansion Parcels shall be assessed at the transportation impact fee rates in effect on the Effective Date of this Agreement (i.e. the transportation impact fee rates set forth in Ordinance No. _____ adopted by the City Council of City on _____) (the "**Effective Date Transportation Impact Fee Rates**"), regardless of any subsequent increase(s) in transportation impact fee rates adopted by City, and regardless of the transportation impact fee rates in effect on the date that a building permit is issued for development within the Property and/or the Owned Expansion Parcels (which building permit is triggering the payment of transportation impact fees).

(6) As other lands located within the area subject to the KPI Form-Based Code and in the vicinity of the Property and the Owned Expansion Parcels ("**Proximate KPI-FBC Parcels**") develop, require City to use reasonable efforts to cause the property owners or developers of such Proximate KPI-FBC Parcels ("**Proximate KPI-FBC Developers**") to contribute funding to Escrow Agent for the construction of Segment 2 and/or Segment 3, as applicable, as full or partial mitigation of the impacts of the development of such Proximate KPI-FBC Parcels upon roadways within the City's and/or County's jurisdiction. For avoidance of doubt, to the extent that Developer hereafter acquires any one or more Proximate KPI-FBC Parcels in whole or in part, Developer hereafter may also be a Proximate KPI-FBC Developer.

(7) Provide that, as a condition precedent to any such funding contributions by Proximate KPI-FBC Developers, the Road Agreement shall be amended to add such Proximate KPI-FBC Developers as parties to the Road Agreement, to encumber such Proximate KPI-FBC Parcels with the Road Agreement (on the same terms and conditions upon which the Property and the Owned Expansion Parcels are encumbered by the Road Agreement), and to include such other terms and provisions, and/or such other covenants, conditions, easements, and/or restrictions, if any, as may be reasonably requested by City or Developer and acceptable to the other Party in its reasonable discretion.

(8) Provide for City to award Proximate KPI-FBC Developers (who have joined the Road Agreement by amendment), as authorized by Section 22-57 of the Apopka Code of Ordinances and as funding is provided to Escrow Agent, Credits equal to one hundred percent (100%) of all funding provided by such Proximate KPI-FBC Developers to Escrow Agent pursuant to the Road Agreement for the construction of Segment 2 and/or Segment 3, as applicable.

(9) Provide that, through buildout of Proximate KPI-FBC Parcels (which have been encumbered by the Road Agreement by amendment) for their respective intended uses, transportation impact fees assessed by City in connection with the development of such Proximate KPI-FBC Parcels shall be assessed at the Effective Date Transportation Impact Fee Rates, regardless of any subsequent increase(s) in transportation impact fee rates adopted by City, and regardless of the transportation impact fee rates in effect on the date that a building permit is issued for development within such Proximate KPI-FBC Parcels (which building permit is triggering the payment of transportation impact fees).

(10) Obligate one or more Proximate KPI-FBC Developers, subject to City's acquisition of any ROW&E required for Segment 2, to commence construction of Segment 2 within one (1) year following funding, in an amount sufficient to construct Segment 2, being provided to Escrow Agent by Proximate KPI-FBC Parcels and Proximate KPI-FBC Developers pursuant to a Road Agreement amendment, and to thereafter diligently pursue construction of Segment 2 to completion.

(11) Obligate one or more Proximate KPI-FBC Developers, subject to City's acquisition of any ROW&E required for Segment 3, to commence construction of Segment 3 within one (1) year following funding, in an amount sufficient to construct Segment 3, being provided to Escrow Agent by Proximate KPI-FBC Parcels and Proximate KPI-FBC Developers pursuant to a Road Agreement amendment, and to thereafter diligently pursue construction of Segment 3 to completion.

(12) Provide that, as ROW&E is acquired and funds from Proximate KPI-FBC Parcels and Proximate KPI-FBC Developers become available, Segment 2 will be constructed before Segment 3.

(13) Provide that any Credits awarded pursuant to the Road Agreement may be used to offset transportation impact fees assessed by City (i.e. at the Effective Date Transportation Impact Fee Rates) in connection with the development of the Property and the Project, in connection with the development of the Owned Expansion Parcels, and/or in connection with the development of Proximate KPI-FBC Parcels. Credits awarded pursuant to the Road Agreement will not be used for any purpose other than offsetting transportation impact fees assessed by City within the lands described above, and cannot be converted to U.S. currency or any other form except as otherwise provided therein.

(14) Allow Credits awarded pursuant to the Road Agreement to be sold and/or assigned to and/or among Developer and Proximate KPI-FBC Developers for use to offset transportation impact fees assessed by City (i.e. at the Effective Date Transportation Impact Fee Rates) for the development of the Property, the Project, the Owned Expansion Parcels, and/or the Proximate KPI-FBC Parcels, as applicable.

(15) Require Developer and Proximate KPI-FBC Developers (who have joined the Road Agreement by amendment) to convey and grant to City any ROW&E required for Segment 1, Segment 2, and/or Segment 3 that is located within the Property, the Owned Expansion

Parcels, and/or Proximate KPI-FBC Parcels (which have been encumbered by the Road Agreement by amendment) (collectively, "**Controlled ROW&E**").

(16) Provide for City to award Developer and Proximate KPI-FBC Developers (who have joined the Road Agreement by amendment), as authorized by Section 22-57 of the Apopka Code of Ordinances and as Developer and/or Proximate KPI-FBC Developers convey and/or grant any ROW&E to City, Credits equal to one hundred percent (100%) of the appraised fair market value of such ROW&E required for Segment 1, Segment 2, and/or Segment 3 that is conveyed and/or granted by Developer and/or Proximate KPI-FBC Developers to City.

(17) Require City, at no cost or expense to Developer and/or Proximate KPI-FBC Developers, to use reasonable efforts to acquire any ROW&E required for Segment 1, Segment 2, and/or Segment 3 – other than Controlled ROW&E – consistent with the schedules and timetables for the construction of Segment 1, Segment 2, and Segment 3, as applicable, contemplated by the Road Agreement. For avoidance of doubt, other than Controlled ROW&E located within the Property and/or the Owned Expansion Parcels, Developer shall have no obligation to acquire or convey any ROW&E in connection with Developer's obligation to construct Segment 1, Segment 2, and/or Segment 3, as applicable.

(18) Provide the terms, conditions, and procedures upon which Developer and/or Proximate KPI-FBC Developers, as applicable, may submit construction draw requests to Escrow Agent documenting, and Escrow Agent shall release escrowed construction funding from escrow to reimburse Developer and/or Proximate KPI-FBC Developers, as applicable, for, costs incurred by Developer and/or Proximate KPI-FBC Developers, as applicable, to construct Segment 1, Segment 2, and/or Segment 3, as applicable.

(19) Allow (but not obligate) Developer to fund, in whole or in part, and/or construct, in whole or in part, Segment 2 and/or Segment 3, to the extent that a Proximate KPI-FBC Developer has not yet been obligated to perform such funding and/or construction by an amendment to the Road Agreement. To the extent that Developer elects to undertake any such obligations, then Developer shall receive Credits for performing such obligations to the same extent as a Proximate KPI-FBC Developer would have received Credits for such activities, had such activities been undertaken by a Proximate KPI-FBC Developer pursuant to an amendment to the Road Agreement.

(20) Specify each Party's rights and remedies upon a failure of the other Party to fulfill its obligations under the Road Agreement.

(21) Contain such other matters, if any, that are expressly specified elsewhere in this Agreement (i.e. outside of this Section 18), and/or in any amendment to this Agreement, as to be included in the Road Agreement.

(22) Contain such other terms and provisions, and/or such other covenants, conditions, easements, and/or restrictions, if any, as may be reasonably requested by a Party, and acceptable to the other Party in its reasonable discretion.

(b) The Parties shall negotiate in good faith to agree upon a form of the Road Agreement prior to Major Development Plan approval for all or any portion of the Property or the Project. In order to facilitate agreement by the Parties on the form of the Road Agreement prior to Major Development Plan approval for all or any portion of the Property or the Project, Developer shall provide City with a working draft of the Road Agreement within sixty (60) days after the Effective Date. The agreement herein of the Parties to negotiate in good faith to agree upon the form of the Road Agreement prior to Major Development Plan approval for all or any portion of the Property or the Project is material to each Party's decision to enter into this Agreement.

(c) The Road Agreement shall, initially, encumber all portions of the Property and the Owned Expansion Parcels. However: (i) the Road Agreement shall contain provisions automatically releasing from the lien and encumbrance of the Road Agreement any portion of the Property and/or the Owned Expansion Parcels that is dedicated or conveyed to, or otherwise accepted by, any governmental authority; (ii) the Road Agreement shall contain provisions automatically subordinating the lien and encumbrance of the Road Agreement to any temporary and/or permanent easement granted to any governmental authority; and (iii) the Road Agreement shall contain provisions automatically releasing from the lien and encumbrance of the Road Agreement any platted, subdivided lands upon which is situated any one or more residential structures for which a certificate of occupancy (or its equivalent) has been issued by City (or by another governmental authority, as applicable).

19. **Construction of Improvements by CDD**. Notwithstanding anything in this Agreement to the contrary, including without limitation Sections 5(b), 8, 23(b), and 26 hereof, in the event that any or all of the Intersection Improvements, the Utility Improvements, the Effie Drive WM Extension, the Recreation Improvements, and/or other Development Improvements are constructed by the CDD (as opposed to by Developer or by a Builder), then performance bond(s) and/or other financial assurance(s) shall not be required, pursuant to Section 5.15 of the Land Development Code or otherwise, to ensure completion of such improvements that are being constructed by the CDD. Pursuant to Chapter 190, Florida Statutes, the CDD is (or will be) a local unit of special-purpose government, with the power to assess and impose ad valorem taxes upon lands within the CDD to fund the operations and obligations of the CDD. Such statutory taxing power is adequate security, within the meaning of Section 5.15 of the Land Development Code, to ensure completion of such improvements that are being constructed by the CDD.

20. **Master HOA, Master POA, and CDD**. Prior to the issuance of a building permit for the construction of the first residential unit in the Project or the issuance of a certificate of completion for any common area improvement within the Project, Developer or a Builder shall form at least one (1) of the following encompassing the entirety of the Project: (i) a homeowners' association in accordance with the requirements of Chapter 720, Florida Statutes, including the adoption of articles of incorporation, bylaws, and a declaration of covenants, conditions, easements, and restrictions (a "**Master HOA**"); (ii) a property owners association in accordance with Florida law, including the adoption of articles of incorporation, bylaws, and a declaration of covenants, conditions, easements, and restrictions (a "**Master POA**"); or (iii) the CDD. The governing documents of the Master HOA, Master POA, or CDD, as applicable, (the "**Governing Documents**") shall be consistent with this Agreement. To the extent there is any conflict between the Governing Documents and this Agreement, this Agreement shall supersede the Governing

Documents and control. Nothing shall prohibit Developer or a Builder from creating a sub-association within the Project (a "**Sub-association**"); provided, however, that such Sub-association shall be junior and inferior to the Master HOA, Master POA, or CDD, as applicable, in all respects. The Master HOA, Master POA, or CDD, as applicable, shall be responsible for the maintenance of the Project Signage.

21. **Stormwater Ponds**.

(a) **Maintenance Obligations for Stormwater Ponds**. The Master HOA, Master POA, or CDD, as applicable, shall be responsible for the operation and maintenance of the stormwater ponds within the Project (except those serving only a portion of the Project which may, but shall not be required to, be operated and maintained by the Sub-association for such portion of the Project served) (as applicable, the "**Maintaining Entity**"). City shall have the right, but not the obligation, to perform maintenance on the stormwater ponds if the applicable Maintaining Entity fails to properly maintain the same.

(b) **Conveyance of Stormwater Ponds**. Each stormwater pond tract within the Project shall be conveyed to the applicable Maintaining Entity no later than at the time when the portion of the Project containing such stormwater pond tract is first platted. The conveyance of the stormwater pond tracts shall be free and clear of all liens and encumbrances, except for easements of record acceptable to the applicable Maintaining Entity and to City, if any, and shall grant City easement rights to access the stormwater ponds for such maintenance purposes.

22. **Tree Removal and Mitigation**. Developer has submitted or will submit a tree survey to City showing existing trees on the Property that are required to be surveyed prior to undertaking land clearing activities. Developer shall obtain an Arbor Permit from City in accordance with Section 5.3.3 of the Land Development Code.

23. **Construction of Development Improvements**.

(a) Sidewalks to be constructed on a single-family residential lot within the Project shall be constructed after construction of the single-family residential unit on such single-family residential lot has been constructed, but before a certificate of occupancy for the single-family residential unit on such single-family residential lot is issued. The purpose of this timing is to ensure that sidewalks are in place before a resident occupies a single-family residential unit, but after all of the construction work on such single-family residential lot has been completed so that the sidewalk is not damaged during construction of the single-family residential unit. Each Builder shall be responsible for ensuring compliance with this provision within such Builder's portion of the Project.

(b) Developer shall commence construction of streets, perimeter walls, entrance features, and associated landscaping associated with each portion of the Project in conjunction with the infrastructure for such portion of the Project and complete the same prior to the recording of a plat for such portion of the Project. If the Development Improvements within a portion of the Project have not been completed before a plat is recorded for such portion of the Project, Developer, a Builder, or a contractor for Developer or a Builder, as applicable, shall post a performance bond or other financial assurance acceptable to City in an amount equal to 110% of

the estimated cost to complete construction of the particular Development Improvements within such portion of the Project that have not been completed as of the platting of such portion of the Project, in order to ensure completion of such improvements, and shall otherwise comply with the terms of Section 5.15 of the Land Development Code. Thereafter, the amount of the bond or other financial assurance may be reduced from time to time as improvements are completed and accepted by City, in accordance with the procedures set forth in Section 5.15 of the Land Development Code. Such performance bond or other financial assurance may be combined with the performance bond(s) or other financial assurance(s) assuring the completion of the Intersection Improvements, the Utility Improvements, the Effie Drive WM Extension, the Recreation Improvements, and/or other Development Improvements.

24. **Internal Street Network**. All internal streets within the Project shall be constructed in accordance with City's engineering and design specifications and will be dedicated to City at the time of platting.

25. **Issuance of Building Permit for Model Homes**. Under no circumstance will City issue a building permit for a model home until the City Engineer, the Fire Chief, and the Public Services Director of City have determined that sufficient road access and potable water are available to the lot or lots or tract or tracts upon which a Builder proposes to construct a model home.

26. **Construction of Recreation Facilities**. Developer shall complete construction of the recreation improvements, including the Public Open Space, required by the Approvals (the "**Recreation Improvements**") no later than the earlier of: (i) five (5) years after the recording of the first plat for any portion of the Project; and (ii) issuance of a certificate of occupancy for more than thirty percent (30%) of the residential units in the Project (i.e. on or before the issuance of a certificate of occupancy for the 291st residential unit in the Project to be issued a certificate of occupancy). If the Recreation Improvements within a portion of the Project have not been completed before a plat is recorded for such portion of the Project, Developer, a Builder, or a contractor for Developer or a Builder, as applicable, shall post a performance bond or other financial assurance acceptable to City in an amount equal to 110% of the estimated cost to complete construction of the particular Recreation Improvements within such portion of the Project that have not been completed as of the platting of such portion of the Project, in order to ensure completion of such improvements, and shall otherwise comply with the terms of Section 5.15 of the Land Development Code. Thereafter, the amount of the bond or other financial assurance may be reduced from time to time as improvements are completed and accepted by City, in accordance with the procedures set forth in Section 5.15 of the Land Development Code. Such performance bond or other financial assurance may be combined with the performance bond(s) or other financial assurance(s) assuring the completion of the Intersection Improvements, the Utility Improvements, the Effie Drive WM Extension, and/or other Development Improvements.

27. **Development Review for Subject Property**. Developer shall provide all information on the Property necessary for the required development reviews. City shall process the Developer's applications, licenses, and permits so long as Developer has sufficiently complied with the application procedures for each process as set forth in the Code and adopted procedures.

28. **Developer Obligations as to Development of Subject Property**.

(a) Except as otherwise set forth herein as the responsibility of City, Developer shall design, permit, and construct, at its own cost and expense, all Development Improvements related to the Project.

(b) The Development Improvements shall be constructed in accordance with the construction plans approved by City through its standard Final Development Plan review process.

(c) At the time of issuance of any building permits for the Project, a Builder shall pay to City all applicable City impact fees in amounts which are in effect at the time of building permit issuance and provide proof that such Builder has paid all applicable School impact fees and required mitigation payments, if any, to the School Board of Orange County. Impact fees payable may be paid in cash or with such impact fee credits, if any, which then may be available to, or may have been assigned to, such Builder, regardless of whether such impact fee credits are awarded pursuant to this Agreement or otherwise.

29. **Consistency with City's Comprehensive Plan**. City hereby finds that this Agreement is consistent with the City's Comprehensive Plan and other City governing documents, and is a legislative act of the City Council. City further finds that this Agreement promotes the public health, safety, and welfare, and is consistent with, and a proper exercise of, City's powers under the Municipal Home Rule Powers Act, as provided in Section 2(b), Article VIII of the Florida Constitution, Chapter 166.021, *Florida Statutes*, and City's police powers. For avoidance of doubt, this is a non-statutory development agreement which is not subject to or enacted pursuant to the provisions of Sections 163.3220-163.3243, Florida Statutes.

30. **Minor (aka "Insubstantial") Amendments and Adjustments**. The Parties agree that a Project of this type requires ongoing day-to-day decisions that may result in minor or insignificant changes to the Project. Such "**Minor Adjustments**" are those which do not materially affect or modify the Project and are typical of developments of this type. No such Minor Adjustment may modify or otherwise adversely impact the criteria outlined in the approved Master Plan or approved Final Development Plan. Developer is authorized to make such Minor Adjustments as are necessary in its professional discretion and in the ordinary course of business with approval of City or City Designee. If Developer is in doubt as to whether a matter is a Minor Adjustment, Developer may from time to time request the concurrence of City Designee that a particular matter involves a Minor Adjustment, which request for concurrence shall be in writing, and which concurrence shall also be in writing, shall not be unreasonably withheld, conditioned, or delayed, and shall be binding upon City and Developer.

31. **Obligation to Adhere to Requirements of Law**. Developer and City agree that they and their respective successors and assigns will be bound by the provisions of this Agreement, as well as all applicable Federal, State, and local laws, as the same may be amended or created from time to time. No clause or provision of this Agreement shall be construed or excuse the observance of any requirement of any law by Developer or City, except as otherwise expressly provided herein. Failure of this Agreement to address a particular permit, condition, term, or

restriction shall not relieve Developer or City of the necessity of complying with the law governing said permitting requirements, conditions, terms, or restrictions.

32. **Covenants and Terms**. The conditions and covenants set forth herein shall be construed as covenants running with the Property, and shall be binding upon Developer, City, and their assigns and successors in interest, and shall inure to the benefit of Developer, City, and their assigns and successors in interest, but shall not be deemed to extend private rights to any person or entity other than the Parties hereto and their successors and assigns. City hereby agrees that this Agreement may be assigned, in whole or in part, to the intended Builders as that term is defined herein. Notwithstanding the foregoing, in the event that a project mortgagee (or its nominee) shall acquire title to the Property or a portion thereof through foreclosure or deed in lieu of foreclosure, such affiliate of Developer or project mortgagee (or its nominee) shall be deemed a permitted assignee under this Agreement, provided such assignee gives City prompt notice of the acquisition thereby of the Property or portion thereof, and such assignee agrees to assume and timely perform all of the covenants and obligations of Developer under this Agreement accruing from and after the date of such acquisition of title. This Agreement shall be effective from the Effective Date until such time as the Master Plan is no longer effective, unless sooner terminated by Developer or City pursuant to a specific right of termination set forth in this Agreement. If construction of the Project has not commenced within five (5) years following the Effective Date, then this Agreement shall expire and be of no further force or effect. Once the Development Improvements have been completed and all obligations herein satisfied, this Agreement shall be deemed terminated except as expressly set forth in this Agreement. Within fifteen (15) days following the written request of Developer, City shall execute an instrument in recordable form acknowledging that any and all obligations under and pursuant to this Agreement have been fully satisfied and performed, and that this Agreement has terminated, or if termination has not then occurred, specifying which, if any, obligations under this Agreement remain unsatisfied or unperformed, and Developer may record any such instrument in the Public Records of Orange County, Florida.

33. **Qualifying Residential Lot**. Upon and after the sale and conveyance of a Qualifying Residential Lot within the Property to a bona fide third-party purchaser, then, notwithstanding any term or provision of this Agreement to the contrary, this Agreement shall automatically be released from, and shall no longer run with or be a lien or encumbrance upon title to, such Qualifying Residential Lot within the Property. Purchasers of Qualifying Residential Lots (and their successors) shall have no rights, privileges, benefits, duties, and/or obligations under this Agreement. As used in this Agreement, the term "**Qualifying Residential Lot**" shall mean and refer to a platted, legally subdivided lot upon which is situated one (1) completed single-family detached or attached residential structure, and for which residential structure a certificate of occupancy has been issued by City.

34. **Cooperation**. Developer and City shall reasonably cooperate and act in good faith with each other to achieve the terms, conditions, and intentions of this Agreement, particularly with regard to specific dates, if any, set forth herein. In connection with Developer's applications for City development licenses, permits, and approvals necessary to construct the Project and Development Improvements in accordance with the final site plan, City agrees to process and review any and all applications associated with Developer's licenses, permits (including building permits), and approvals in good faith and in a prompt and diligent manner. However, Developer

recognizes and concedes that, in the exercise of its regulatory police power, City must review and act upon Developer's permit applications in substantially the same manner as in the case of applications for all other property owners, and City's decision-making in the course of exercising its police power cannot be waived, divested, or otherwise diminished by contract. City further agrees to formally designate the City Administrator or his designee ("**City Designee**") to facilitate approvals, expedite permits, and to act as liaison between City and Developer.

35. **Further Documentation**. Each Party agrees that at any time following a request therefor by another Party, each Party shall execute and deliver to the requesting Party such further documents and instruments reasonably necessary to confirm and/or effectuate the obligations of any Party hereunder and the consummation of the transactions contemplated hereby.

36. **Amendments**. This Agreement may not be amended, unless evidenced in writing, executed by all Parties hereto, and recorded in the Public Records of Orange County, Florida.

37. **Indemnification**. Developer shall defend, indemnify, and hold harmless City from and against any and all suits, claims, damages, losses, liabilities, and reasonable costs and expenses whatsoever (including attorneys' fees), which City may incur (or which may be claimed against City by any person whomsoever) by reasons of or in connection with the design or construction of the Development Improvements and public infrastructure. Nothing herein shall require Developer to indemnify City or its agents for their own negligence. This paragraph shall survive expiration or earlier termination of this Agreement.

38. **Default**. Failure by any Party to perform any of its obligations hereunder shall constitute a default, entitling any non-defaulting Party to pursue, subject to the limitations provided by Section 41, such remedies as may be available to it under Florida law or equity, including, without limitation, an action for specific performance and/or injunctive relief. Prior to any Party filing an action as a result of a default under this Agreement, a non-defaulting Party shall first provide the defaulting Party with written notice of said default. Upon receipt of said notice, the defaulting Party shall be provided a thirty (30) day opportunity in which to cure the default, except where otherwise provided herein. Notwithstanding the foregoing, if Developer determines, in Developer's sole discretion and prior to commencing development of the Project, that market conditions or other factors have made proceeding with the Project unadvisable, then, in that instance, Developer shall be free to terminate this Agreement without penalty or claim of damages by City by providing written notice of termination to City no less than thirty (30) days prior to the effective date of termination; provided, however, that Developer hereby acknowledges and agrees that one or more Approvals may expire after Developer has elected to terminate this Agreement and further acknowledges and agrees that City is not obligated to renew such Approvals or grant similar Approvals in the future.

39. **Attorneys' Fees**. In the event of default, the prevailing Party shall have the right to recover all reasonable attorneys' fees and court costs incurred as a result thereof, in addition to all other remedies provided herein.

40. **Bankruptcy**. In the event (a) an order or decree is entered appointing a receiver for any Party constituting Developer or their assets or (b) a petition is filed by any Party constituting

Developer for relief under federal bankruptcy laws or any other similar law or statute of the United States, which action is not dismissed, vacated, or discharged within sixty (60) days after the filing thereof, then City shall have the right to terminate immediately this Agreement and accelerate, making immediately due and payable, all sums, if any, levied against the Property by this Agreement at the time of the occurrence of an event described in (a) or (b) above. The occurrence of an event described in (a) or (b) above shall not afford any person the right to refuse, discontinue, or defer payment of said sums or to challenge their validity.

41. **No Liability or Monetary Remedy**. Developer hereby acknowledges and agrees that it is sophisticated and prudent in business transactions and proceeds at its own risk under advice of its own counsel and advisors and without reliance on City, and that City bears no liability for direct, indirect, or consequential damages. The only remedies available to Developer for any breach by City are actions for declaratory judgment and/or mandamus to require City's specific performance under the terms and conditions of this Agreement.

42. **Force Majeure**. Except as otherwise expressly provided in this Agreement, no Party shall be liable for any breach of this Agreement for any delay or failure of performance resulting from any cause beyond such Party's reasonable control, including but not limited to the weather, strikes or labor disputes, pandemics, adverse rulings in third-party lawsuits, casualty, war, terrorist acts, riots or civil disturbances, acts of civil or military authorities, or acts of God (individually, a "force majeure") provided the Party affected takes all reasonably necessary steps to resume full performance.

43. **Gender, Number and Titles**. As used in this Agreement, the plural includes the singular, and the singular includes the plural. Use of one gender includes all genders. Titles of sections or paragraphs used in this Agreement are for convenient reference only and shall not limit, define, or otherwise affect the substance or construction of provisions of this Agreement.

44. **Notice**. Any notice required or allowed to be delivered hereunder shall be in writing and shall be: (a) hand delivered to the official hereinafter designated, effective upon such delivery; (b) deposited in the United States mail, postage prepaid, certified or registered mail, return receipt requested, effective upon receipt of such notice; or (c) deposited with a nationally recognized overnight courier service (*e.g.*, Federal Express, United Parcel Service, Purolator, Airborne, Express Mail, etc.), effective one (1) business day after such deposit; addressed to a Party at the address specified below, or at such other address as from time to time may be provided by written notice:

City: City Administrator
120 E. Main St.
Apopka, FL 32703

with a copy to: City Attorney
120 E. Main St.
Apopka, FL 32703

Developer:	Kelly Park Land Investments, LLC Attn: Mike Galvin 121 Snell Isle Blvd. NE St. Petersburg, FL 33704
with a copy to:	Harriskp, LLC Attn: _____ 2274 Niki Jo Ln. West Palm Beach, FL 33410
with a copy to:	Galvin Land Services, LLC Attn: Mike Galvin 121 Snell Isle Blvd. NE St. Petersburg, FL 33704
with a copy to:	Shutts & Bowen LLP Attn: Daniel T. O'Keefe, Esq. 300 S. Orange Ave. Suite 1600 Orlando, FL 32801

45. **Severability**. Invalidation of any word, clause, sentence, or section contained herein due to illegality, unconstitutionality, or for any other reason and as determined by a court of competent jurisdiction shall not act to cause this entire Agreement to be found to be invalid, illegal, or unconstitutional, and this Agreement shall be read without such invalid, illegal, or unconstitutional word, clause, sentence, or section.

46. **Recording in Public Records**. This Agreement, executed by all Parties, shall be recorded in the Public Records of Orange County, Florida. The City Clerk of City shall insure that proper recording of this Agreement is accomplished within fourteen (14) days after the execution of this Agreement by both Parties.

47. **Counterparts**. This Agreement may be executed in any number of counterparts, each of which when so executed and delivered shall be deemed an original, and all of which shall together constitute on and the same instrument.

48. **Entire Agreement**. This Agreement constitutes the entire agreement between the Parties with respect to the specific matters contained herein and supersedes all previous discussions, understandings, and agreements. Amendment to or waivers of the provisions herein shall be made by the Parties in writing.

49. **Negotiation**. Each Party hereto hereby acknowledges that it was properly represented in the negotiation of this Agreement and this Agreement shall not be more strictly construed against one Party or another as a result of such Party's participation in the drafting of this Agreement.

50. **No Third-Party Beneficiaries**. The Agreement is solely for the benefit of the Parties signing hereto and their successors and assigns, and no right, nor any cause of action, shall accrue to or for the benefit of any third party.

51. **Relationship of the Parties**. This Agreement does not evidence the creation of, nor shall it be construed as creating, a partnership or joint venture between City and Developer. Developer cannot create any obligation or responsibility on behalf of City or bind City in any manner except as otherwise expressly set forth herein. Each Party is acting for its own account, and it has made its own independent decisions to enter into this Agreement and as to whether the same is appropriate or proper for it based upon its own judgment and upon advice from such advisers as it has deemed necessary. Each Party acknowledges that the other Parties hereto are not acting as a fiduciary for or an adviser to it in respect of this Agreement or any responsibility or obligation contemplated herein. Developer further represents and acknowledges that no one was paid a fee, commission, gift, or other consideration by Developer as an inducement to entering into this Agreement.

52. **Controlling Law**. This Agreement and the provisions contained herein shall be construed, controlled, and interpreted according to the laws of the State of Florida, and all duly adopted ordinances, regulations, and policies of City now in effect and those hereinafter adopted.

53. **Venue**. The location for settlement of any and all claims, controversies, or disputes, arising out of or relating to any part of this Agreement, or any breach hereof, shall be Orange County, Florida.

54. **Personal Liability**. No provision of this Agreement is intended, nor shall any be construed, as a covenant of any official (either elected or appointed), director, employee, or agent of City in an individual capacity and neither shall any such individuals be subject to personal liability by reason of any covenant or obligation of City hereunder.

55. **No General Obligation**. In no event shall any obligation of City under this Agreement be or constitute a general obligation or indebtedness of City or a pledge of the ad valorem taxing power of City, within the meaning of the Constitution of the State of Florida or any other applicable laws, but shall be payable solely from legally available revenues and funds. Neither Developer nor any other party under or beneficiary of this Agreement shall ever have the right to compel the exercise of the ad valorem taxing power of City or any other governmental entity or taxation in any form on any real or personal property to pay City's obligations or undertakings hereunder.

56. **Agency**. Developer and City, and their agents, contractors, or subcontractors, shall perform all activities described in this Agreement as independent entities and not as agents of each other.

57. **Sovereign Immunity**. Nothing contained in this Agreement shall be construed as a waiver of City's right to sovereign immunity for tort claims under and subject to §768.28, *Florida Statutes*.

58. **City's Police Power and Regulatory Powers**. City hereby reserves all police and regulatory powers granted to City by law. Notwithstanding any other provision of this Agreement, nothing herein shall be construed as City's bargaining away, surrendering, or in any way diminishing its police or regulatory powers.

59. **Interpretation**. The Parties hereby acknowledge and agree that each has participated equally in the drafting of this Agreement, and neither Party shall be favored or disfavored regarding the interpretation of this Agreement in the event of a dispute between the Parties.

60. **Currency**. All payments made or to be made under or pursuant to this Agreement, if any, shall be in the lawful money of the United States of America for the payment of public and private debts and no other money or currency.

61. **References**. Whenever any reference is made in this Agreement to any article, section, paragraph, etc. of this Agreement (or of any other document or instrument), unless otherwise expressly provided, such reference shall be deemed to include all parts and portions of the article, section, paragraph, etc. to which such reference is made, including without limitation all subarticles, subsections, subparagraphs, sentences, and/or clauses thereof, if any.

62. **Time of the Essence**. Time is of the essence of this Agreement.

63. **Calculation of Time Periods**. Unless otherwise expressly specified in this Agreement: (i) in computing any period of time described in this Agreement, the day of the act or event after which the designated period of time begins to run is not to be included, and the last day of the period so computed is to be included, unless such last day is a Saturday, Sunday, or holiday, in which event the period shall run and extend until the next day which is neither a Saturday, Sunday, or holiday; (ii) if any specified/fixed date or deadline set forth in this Agreement falls on a Saturday, Sunday, or holiday, then such date or deadline shall roll and extend to next day which is neither a Saturday, Sunday, or holiday; and (iii) the last day of any time period described in this Agreement, and the time for performance on any other date or deadline set forth in this Agreement, shall be deemed to end/be at 6:00 p.m. local time in Orange County, Florida. As used in this Agreement, "**holiday**" shall mean federal holidays as defined in 5 U.S.C. 6103, and "**Business Days**" shall mean and refer to all days other than Saturdays, Sundays, and holidays.

64. **Compliance with Public Records Law**. Pursuant to Section 119.0701, *Florida Statutes,* when Developer provides services to City by constructing public infrastructure or improving City property under the terms of this Agreement, Developer shall comply with the public records laws set forth in Chapter 119, *Florida Statutes*, and any successor statute. Specifically, Developer shall:

(a) Keep and maintain public records that ordinarily and necessarily would be required by City in order to perform the service provided to City;

(b) Provide the public with access to public records on the same terms and conditions that City would provide the records and at a cost that does not exceed the cost provided in Chapter 119, *Florida Statutes*, or otherwise provided by law;

(c) Ensure that public records that are exempt or confidential and exempt from public records disclosure requirements are not disclosed, except as authorized by law;

(d) Meet all requirements for retaining public records and transfer, at no cost to City, all public records in possession of Developer upon completion, inspection, and issuance of a Certificate of Occupancy for the completed services on City property, and destroy any duplicate public records that are exempt or confidential and exempt from public records disclosure requirements. All records stored electronically must be provided to City in a format that is compatible with the information technology systems of City;

(e) Upon request of City, Developer shall promptly provide City with copies of public records which pertain to this Agreement; and

(f) In the event that Developer receives a request from any person or entity other than City for a document, computerized information, audio or videotape, CD, DVD, or any other record in Developer's possession pursuant to this Agreement, Developer shall notify City immediately and submit the request to City for direction on how to comply with Florida's Public Records Law. Developer shall allow City to inspect the requested record to advise Developer if any material therein is exempt or confidential and therefore subject to redaction.

65. **Condemnation**. If, prior to obtaining all necessary permits and approvals to construct the public infrastructure and/or Development Improvements, all or any part of the Property is subjected to a bona fide threat of condemnation by a body having the power of eminent domain or is taken by eminent domain or condemnation (or sale in lieu thereof), or if City and/or Developer has received written notice that any condemnation action or proceeding with respect to the Property is contemplated by a body having the power of eminent domain, each Party shall give the others immediate written notice of such threatened or contemplated condemnation or of such taking or sale, and each may, by written notice to the other, given within thirty (30) days after the receipt of such notice, elect to cancel this Agreement as it relates to the portion of the Property affected by such condemnation. Further, City agrees not to use its powers of eminent domain in any way which would modify or alter the Master Plan or Final Development Plan, provided that this paragraph shall not abrogate City's police powers.

66. **Effective Date**. The "**Effective Date**" of this Agreement is the date when this Agreement is duly recorded in the Public Records of Orange County, Florida.

67. **Jury Waiver**. EACH PARTY HERETO, AND ITS SUCCESSORS AND/OR ASSIGNS, HEREBY VOLUNTARILY, INTENTIONALLY, IRREVOCABLY, AND FOREVER WAIVES ANY RIGHT IT MAY HAVE TO A TRIAL BY JURY IN RESPECT OF ANY LITIGATION BASED HEREON OR ARISING OUT OF, UNDER, OR IN CONNECTION WITH THIS AGREEMENT AND/OR THE SUBJECT MATTER HEREOF.

[signature pages and exhibits follow]

IN WITNESS WHEREOF, the Parties have caused this Agreement to be duly executed as of the Effective Date.

"CITY"

Signed, sealed, and delivered in the presence of:

Susan M Bone

Print Name: Susan M. Bone

City Clerk

Date: 6-16-22

CITY OF APOPKA, FLORIDA, a Florida municipal corporation

By: Bryan Nelson

Print Name: Bryan Nelson

Title: Mayor

Date: 6-16-22

STATE OF FLORIDA

COUNTY OF Orange

The foregoing instrument was acknowledged before me, by means of ✓ physical presence or ___ online notarization, this 16th day of June, 2022, by Bryan Nelson, as Mayor of CITY OF APOPKA, FLORIDA, a Florida municipal corporation, on behalf of the city. S/He ✓ is personally known to me OR ___ has produced _____ as identification.

[AFFIX NOTARY SEAL]

VICTORIA D. PARKS
Commission # HH 212444
Expires January 3, 2026

Victoria D. Parks

Notary Public

Victoria D. Parks

Print Name

My Commission Expires: 01/03/2026

Development Agreement
Signature Page

ORLDOCS 19383860 10

IN WITNESS WHEREOF, the Parties have caused this Agreement to be duly executed as of the Effective Date.

"DEVELOPER"

Signed, sealed, and delivered in the presence of:

KELLY PARK LAND INVESTMENTS, LLC, a Florida limited liability company

Ana Maria Schweitzer
Print Name: Ana Maria Schweitzer

Morgan C
Print Name: Morgan Cravens

By: Mike Galvin
Print Name: **Mike Galvin**
Title: **Manager**
Date: 5-12-22

STATE OF FLORIDA
COUNTY OF Pinellas

The foregoing instrument was acknowledged before me, by means of ✓ physical presence or ___ online notarization, this 12th day of May, 2022, by Mike Galvin, as Manager of KELLY PARK LAND INVESTMENTS, LLC, a Florida limited liability company, on behalf of the company. He ✓ is personally known to me OR ___ has produced _____ as identification.

[AFFIX NOTARY SEAL]

ANA MARIA SCHWEITZER
Notary Public-State of Florida
Commission # HH 211029
My Commission Expires
January 22, 2026

Ana Maria Schweitzer
Notary Public
Ana Maria Schweitzer
Print Name

My Commission Expires: Jan 22, 2026

Development Agreement
Signature Page

ORLDOCS 19383860 10

IN WITNESS WHEREOF, the Parties have caused this Agreement to be duly executed as of the Effective Date.

"DEVELOPER"

Signed, sealed, and delivered
in the presence of:

HARRISKP, LLC,
a Florida limited liability company

By: HARRIS REALTY COMPANY,
a _____,
its Manager

Karen Stangle
Print Name: Karen Stangle

Bonnie Palazzo
Print Name: Bonnie Palazzo

By: Marvin Strauss
Print Name: Marvin Strauss
Title: Vice President/Manager
Date: 5/11/2022

STATE OF ~~FLORIDA~~ NEW JERSEY

COUNTY OF MIDDLESEX

The foregoing instrument was acknowledged before me, by means of A physical presence or ___ online notarization, this 11th day of MAY, 2022, by MARVIN STRAUSS, as MANAGER/VP of HARRIS REALTY COMPANY, a _____, as Manager of HARRISKP, LLC, a Florida limited liability company, on behalf of the company. S/He ✓ is personally known to me OR ___ has produced _____ as identification.

[AFFIX NOTARY SEAL]

Diane Mozdzierz
Notary Public

DIANE MOZDZIERZ
Print Name

My Commission Expires: 12/14/25

Diane Mozdzierz
Notary Public
New Jersey
My Commission Expires 12-14-2025
No. 2184816

Development Agreement
Signature Page

ORLDOCS 19383860 10

IN WITNESS WHEREOF, the Parties have caused this Agreement to be duly executed as of the Effective Date.

"DEVELOPER"

Signed, sealed, and delivered in the presence of:

GALVIN LAND SERVICES, LLC, a Florida limited liability company

Ana Maria Schweitzer

By: Mike Galvin

Print Name: Ana Maria Schweitzer

Print Name: **Mike Galvin**

Morgan Cravens

Title: **Manager**

Print Name: Morgan Cravens

Date: 5-12-22

STATE OF FLORIDA

COUNTY OF Pinellas

The foregoing instrument was acknowledged before me, by means of ✓ physical presence or ___ online notarization, this 12th day of May, 2022, by Mike Galvin, as Manager of GALVIN LAND SERVICES, LLC, a Florida limited liability company, on behalf of the company. He ✓ is personally known to me OR ___ has produced _____ as identification.

[AFFIX NOTARY SEAL]

ANA MARIA SCHWEITZER
Notary Public-State of Florida
Commission # HH 211029
My Commission Expires
January 22, 2026

Ana Maria Schweitzer

Notary Public

Ana Maria Schweitzer

Print Name

My Commission Expires: Jan 22 2026

Development Agreement
Signature Page

ORLDOCS 19383860 10

EXHIBIT "A"

Legal Description of the Property

PARCEL 1 (PIN 11-20-27-0000-00-003):

That part of the Northeast Quarter of the Northwest Quarter of Section 11, Township 20 South, Range 27 East, Orange County, Florida, lying South and East of Ondich Road.

AND

The Southeast Quarter of the Northwest Quarter of Section 11, Township 20 South, Range 27 East, Orange County, Florida.

PARCEL 2 (PIN 11-20-27-0000-00-036):

From the East 1/4 corner of Section 11, Township 20 South, Range 27 East, Orange County, Florida, run thence South 00°22'00" East, 150.00 feet along the East line of the Southeast Quarter of said Section 11, thence South 89°36'26" West, 589.09 feet parallel to the North line of the Southeast Quarter for a point of beginning: run thence South 00°22'00" East, 338.52 feet to a point 2174.38 feet North of the South line of said Southeast Quarter; thence South 89°18'07" West, 744.89 feet parallel to the South line of said Southeast Quarter to the West line of the East Half of said Southeast Quarter; run thence North 00°06'47" West, 492.48 feet to the Northwest corner of said East Half of the Southeast Quarter; run thence North 00°16'44" West, 663.59 feet, more or less to the Southwest corner of the Northwest Quarter of the Southeast Quarter of the Northeast Quarter of said Section 11, thence East along the South line of the North Half of the Southeast Quarter of the Northeast Quarter of Section 11 to a point 589.09 feet West of the Southeast corner thereof; run thence South to the point of beginning.

AND

The North 15 feet of the South 30 feet of the East 589.09 feet of the Southeast Quarter of the Northeast Quarter of Section 11, Township 20 South, Range 27 East, Orange County, Florida.

AND

The North 15 feet of the South 30 feet of the South Half of the Southwest Quarter of the Northwest Quarter of Section 12, Township 20 South, Range 27 East, Orange County, Florida (less the Easterly 30 feet thereof for Effie Road).

PARCEL 3 (PIN 11-20-27-0000-00-013):

A portion of the West half of the East half of Section 11, Township 20 South, Range 27 East, lying in Orange County, Florida, being more particularly described as follows:

Commence at the North quarter corner of said Section 11, being a 6"x6" concrete monument; thence go South 00°12'00" East along the Westerly line of said West half of the East half of said Section 11 a distance of 30.00 feet to a round concrete monument bearing the license number 1916 and being the point of beginning; thence North 89°11'16" East along the Southerly right-of-way line of Ondich Road, a 60 foot right-of-way a distance of 1328.54 feet, thence South 00°18'17" East along the Easterly line of the aforementioned West half of the East half of said Section 11 a distance of 2626.42 feet to an iron rod monument with license 3763 said rod being on the Southerly line of the Northeast quarter of said Section 11; thence South 00°24'28" East a distance of 490.38 feet to a concrete monument; thence South 89°19'44" West a distance of 1333.50 feet to a concrete monument with license 3763 said monument being on the aforementioned Westerly line of the West half of the East half of said Section 11; thence North 00°12'32" West a distance of 496.88 feet to a 4"x4" concrete monument said point being on the South line of the Northeast quarter of said Section 11; thence North 00°12'00" West along the Westerly line of said West half of the East half of said Section 11 a distance of 2617.03 feet to the point of beginning.

PARCEL 4 (a portion PIN 11-20-27-0000-00-070):

The North 993.38 feet of:

> Go to a point 589.09 feet West of the Southeast corner of the Southeast Quarter of Section 11, Township 20 South, Range 27 East, Orange County, Florida for a Point of Beginning. Then proceed North 2174.38 feet, thence West 1000 feet, thence South 2174.38 feet to Section line, thence East 1000 feet to Point of Beginning.
>
> LESS the West 406.27 feet thereof; LESS the East 390.73 feet thereof; AND LESS Road Right-of-Way on South.

PARCEL 5 (a portion of PIN 11-20-27-0000-00-070):

The North 993.38 feet of:

> Go to a point 589.09 feet West of the Southeast corner of the Southeast Quarter of Section 11, Township 20 South, Range 27 East, Orange County, Florida for a Point of Beginning. Then proceed North 2174.38 feet, thence West 1000 feet, thence South 2174.38 feet to Section line, thence East 1000 feet to Point of Beginning.
>
> LESS the West 609.27 feet thereof; AND LESS Road Right-of-Way on South.

EXHIBIT "B"

Master Plan

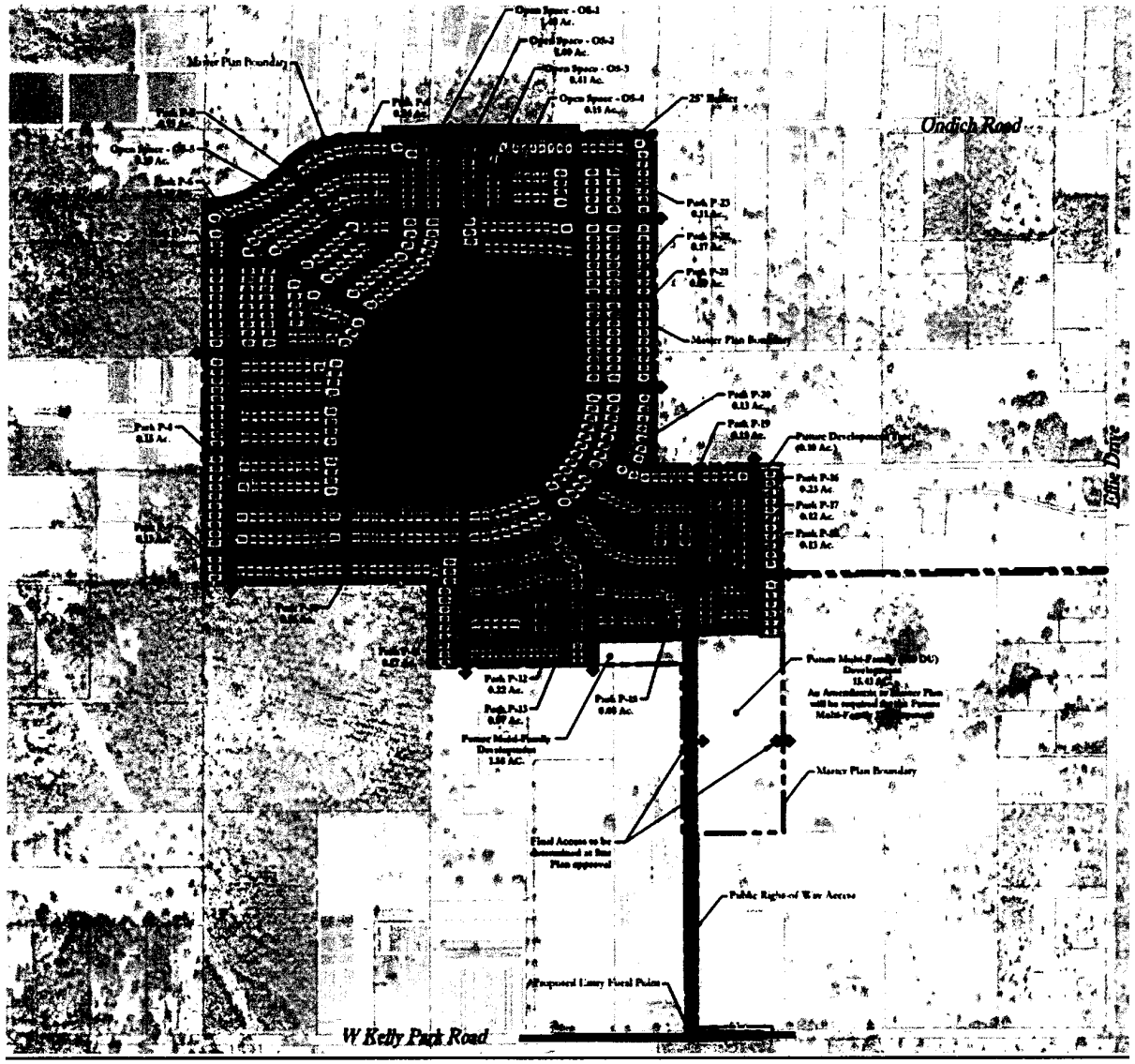


EXHIBIT "C"

Credit Estimate

KELLY PARK RD
ROADWAY IMPROVEMENTS (project entrance to Plymouth - Sorrento Rd)
PRELIMINARY ESTIMATED COSTS

3/29/2022

D, E & P Segments 1-3	Final Design, Engineering & Permitting Segments 1, 2 & 3	2 Lane	4 Lane	1.23			$ 1,200,000	$ -	$ 1,200,000	$ 1,200,000	(12 Months) May 2022 - May 2023	Obligation of Kelly Park Phase 1
Segment 1 - Construction	Kelly Park Project Entrance to Golden Gem Rd	2 Lane	4 Lane	0.22	$ 7,000,000			$ 1,540,000	$ 1,540,000	$ 2,740,000	(12 months) June 2023 - May 2024	Obligation of Kelly Park Phase 1 & Phase 2
	Construction - Traffic Signals		2		$ 500,000			$ 1,000,000	$ 1,000,000	$ 3,740,000	(12 months) June 2023 - May 2024	Obligation of Kelly Park Phase 1 & Phase 2
Segment 2 - Construction	Golden Gem Rd to Effie Rd	2 Lane	4 Lane	0.25	$ 7,000,000			$ 1,750,000	$ 1,750,000	$ 5,490,000		
	Construction - Traffic Signals		1		$ 500,000			$ 500,000	$ 500,000	$ 5,990,000		
Segment 3 - Construction	Effie Rd to Plymouth Sorrento Rd	2 Lane	4 Lane	0.76	$ 7,000,000			$ 5,320,000	$ 5,320,000	$ 11,310,000		
	Construction - Traffic Signals		2		$ 500,000			$ 1,000,000	$ 1,000,000	$ 12,310,000		
			TOTAL	1.23			$ 1,200,000	$ 11,110,000	$ 12,310,000	$ 12,310,000	Total Cost does not include R-O-W Acquisition	

Notes:
1. Estimated Unit Cost assumes $7,000,000 for construction of 4-lane roadway section; does not include right-of-way acquisition or Traffic Signals
2. Segment lengths do not include transitions on each side.
3. All segment lengths are approximate and subject to final design, engineering and permitting.
4. Cost do not include right-of-way acquisition
5. Design, Engineering & Permitting Costs assume corridor survey has been completed.

EXHIBIT "D"

Effie Drive WM Upsizing Costs Estimate

Effie Drive WM Upsizing Costs Estimate
Engineer's Cost Breakdown

Developer Size

Item	Description	QTY	Units	Price	Total
1	8" Water Main	2,695	LF	$ 45.00	$ 121,275.00
2	8" Gate Valve	3	EA	$ 3,244.50	$ 9,733.50
3	Fire Hydrant Assembly (incl GV & tee)	6	EA	$ 7,086.55	$ 42,519.30
4	Misc Fittings	2695	LF	$ 13.59	$ 36,625.05
5	Testing and Chlorination	2695	LF	$ 2.75	$ 7,411.25
		Developer Total Construction Cost			**$ 217,564.10**
		City Size			
6	16" Water Main	2,695	LF	$ 91.06	$ 245,406.70
7	16" Gate Valve	3	EA	$ 6,622.60	$ 19,867.80
8	Fire Hydrant Assembly (incl GV & tee)	6	EA	$ 7,086.55	$ 42,519.30
9	Misc Fittings	2695	LF	$ 19.85	$ 53,495.75
10	Testing and Chlorination	2695	LF	$ 4.25	$ 11,453.75
		City Total Construction Cost			**$ 372,743.30**
		Total Upsizing Cost			**$ 155,179.20**

EXHIBIT "E"

OCPS CEA Letter

Orange County Public Schools

6501 Magic Way, Building 200 · Orlando, Florida 32809 · (407) 317-3700 · www.ocps.net

June 3, 2021

VIA EMAIL: dokeefe@shutts.com
Daniel T. O'Keefe, Partner
Shutts & Bowen, LLP
300 S. Orange Avenue, Suite 1600
Orlando, FL 32801

Re: Request for Termination Determination for Capacity Enhancement Agreement # APK-10-001 Kelly Park Crossings ("CEA")

Dear Mr. O'Keefe,

This letter is provided in response to your request dated May 19, 2021 to review the timeline of the Kelly Park Crossings project and make a determination if the CEA has terminated under its own terms, specifically under Section 10.b.

OCPS generally reviews compliance with Section 10.b of the CEA based on the date of first site plan/plat approval by the City of Apopka. Given the timeline you provided, OCPS recognizes the unique nature of the Kelly Park Crossings project, as it has endured a lengthy and significant amount of litigation (April 1, 2013 to January 19, 2021) and was mandated to wait for Form Based Code approval by the City of Apopka (December 21, 2011 to June 21, 2017), which inhibited any potential for a plat or site plan approval within the timeframe provided in Section 10.b. Further, OCPS recognizes that the project has acted in good faith and in a diligent manner needed to resolve the issues at hand in order to move forward with plat or site plan approval.

As the Form Based Code requirements and extensive litigation impaired the project's ability to obtain site plan or plat approval by the City of Apopka, OCPS will toll the Section 10.b. termination period for the duration of the litigation and Form Based Code waiting period. Therefore, the termination period of Section 10.b will begin from the litigation's end date of January 19, 2021. The new deadline to obtain a site plan/plat approval from the City of Apopka will be January 19, 2024, or the CEA will terminate.

"The Orange County School Board is an equal opportunity agency."

If you have any questions regarding this letter, please contact me at 407-317-3700 ext. 2022139 or steven.thorp@ocps.net.

Sincerely,

Steven Thorp, AICP
Senior Administrator, Facilities Planning

EXHIBIT "F"

Character Zone Adjustment

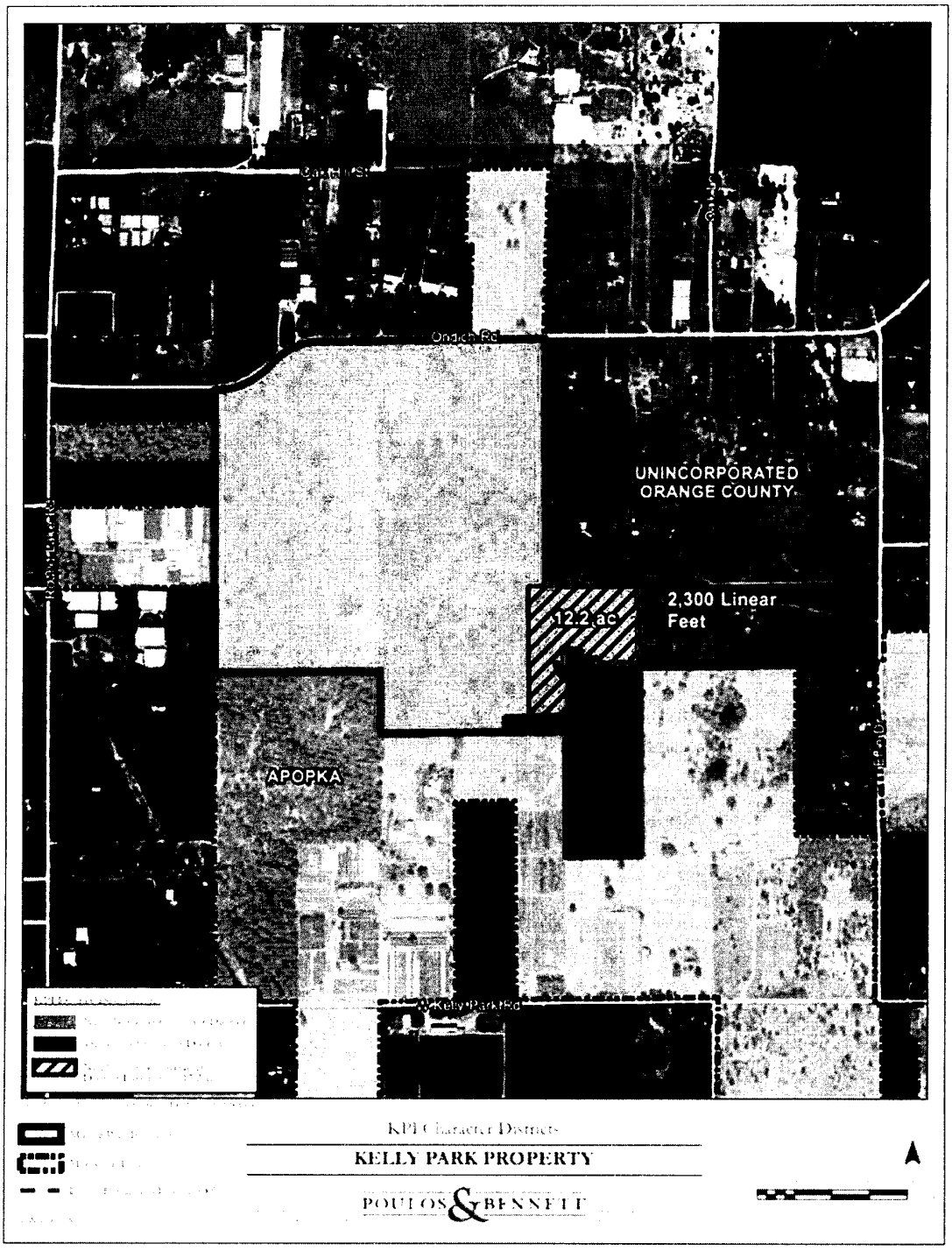


EXHIBIT "G"

Project Signage Location

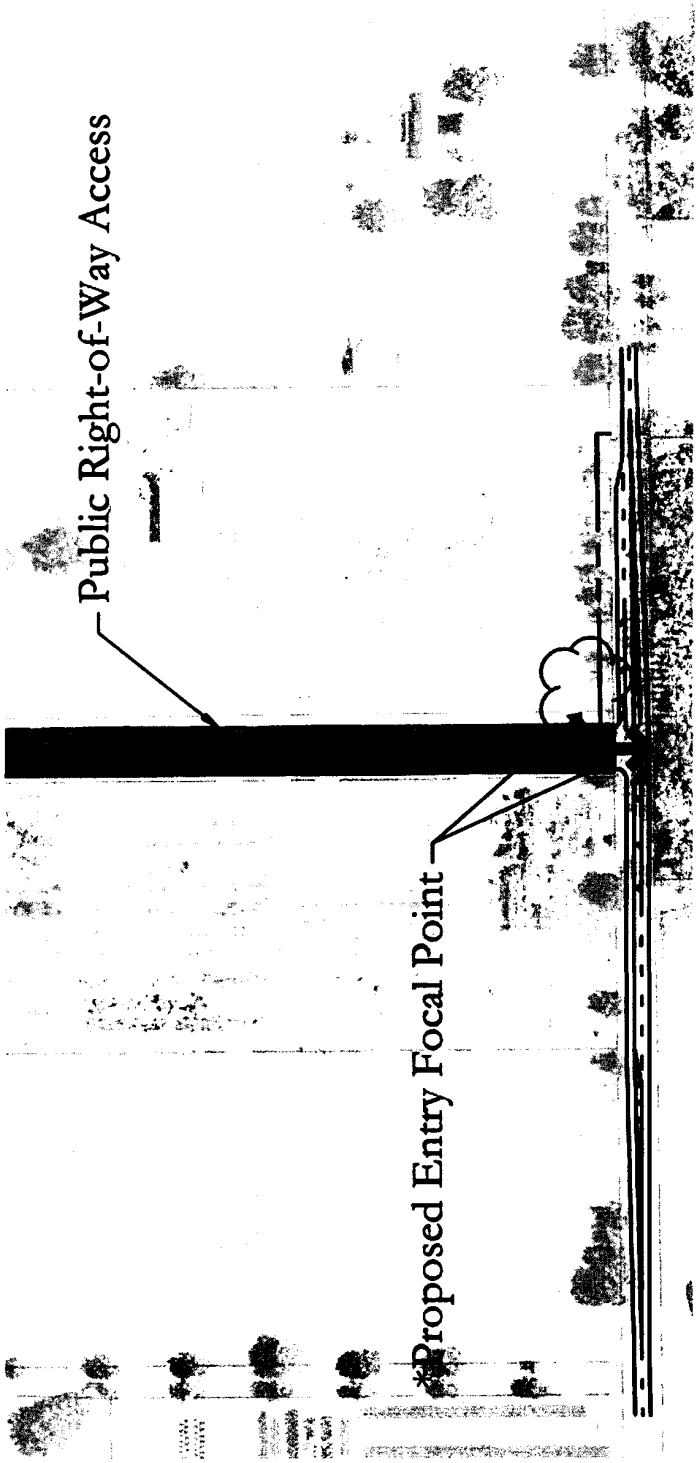
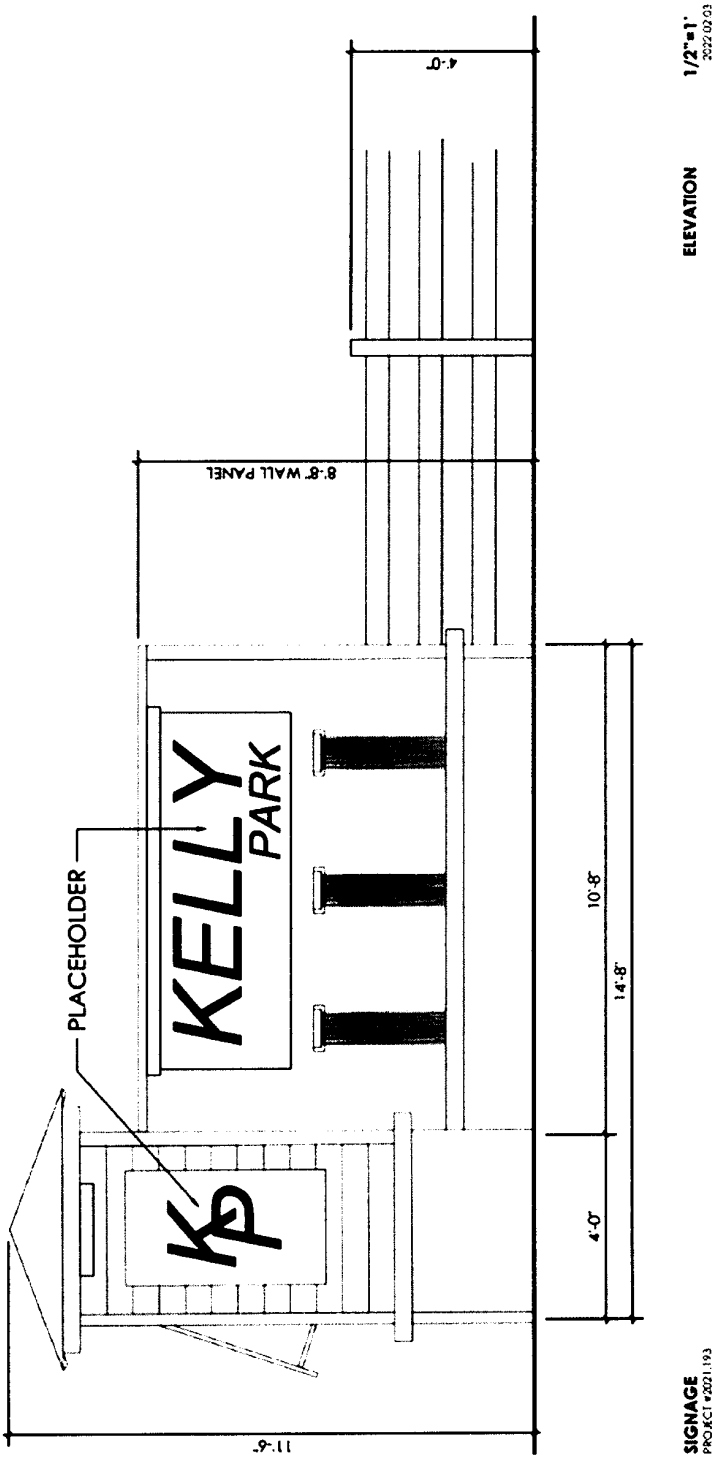


EXHIBIT "H"

Conceptual Rendering of Project Signage



Development Agreement
Exhibits

THIS DOCUMENT PREPARED BY
AND RETURN TO:

Daniel T. O'Keefe, Esq.
Shutts & Bowen, LLP
300 Orange Ave. Suite 1600
Orlando, FL 32801

DOC# 20230100263
02/21/2023 04:08:11 PM Page 1 of 6
Rec Fee: $52.50
Deed Doc Tax: $0.00
DOR Admin Fee: $0.00
Intangible Tax: $0.00
Mortgage Stamp: $0.00
Phil Diamond, Comptroller
Orange County, FL
MB - Ret To: CITY OF APOPKA CITY CLERK

FIRST AMENDMENT TO DEVELOPMENT AGREEMENT
(Kelly Park Property)

THIS FIRST AMENDMENT TO DEVELOPMENT AGREEMENT (the **"First Amendment"**) is made and entered into this **3rd** day of **August, 2022** (**"Effective Date"**), by and between **CITY OF APOPKA,** a Florida municipal corporation, whose mailing is 120 East Main Street, Apopka, Florida 32703 (**"City"**), and **KELLY PARK LAND INVESTMENTS, LLC,** a Florida limited liability company, **HARRISKP, LLC,** a Florida limited liability company, and **GALVIN LAND SERVICES, LLC,** a Florida limited liability company, (collectively, **"Developer"**) whose address is 121 Snell Isle Boulevard NE, St. Petersburg, Florida, 33704. Developer and City are sometimes together referred to herein as the **"Parties"**, and separately as a **"Party"**, as the context requires.

WITNESSETH:

WHEREAS, Developer and City entered into that certain Development Agreement recorded on, **August 3, 2022,** DOC # **20220474291,** in the Public Records of Orange County, Florida, (the "**Agreement**");

WHEREAS, the Agreement, Section 18.(b) requires the parties to negotiate in good faith to agree upon the form of the Road Agreement prior to Major Development Plan approval for all or any portion of the Property or the Project is material to each Party's decision to enter into this Agreement; and

WHEREAS, the Parties recognize and agree that conditions in the Kelly Park Interchange Form Based Code area have significantly changed and the form of the Road Agreement cannot be agreed upon without coordinating with other developments in the area prior to the Major Development Plan approval; and

WHEREAS, the Parties desire to amend the Agreement to provide for a process for implementation of the impact fee credits upon such terms as more specifically provided herein; and

WHEREAS, any capitalized term not otherwise defined herein shall have the meaning ascribed to it under the Agreement.

NOW THEREFORE, for and in consideration of the mutual covenants, promises and benefits contained herein, and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Parties hereto agree as follows:

1. **Recitals.** The Parties acknowledge that the recitals set forth above are true and correct and are hereby made a part of this First Amendment as if fully set forth herein.

2. **Impact Fee Credits.** Section 18 (b) of the Agreement is amended as follows to change the agreed upon form of the Road Agreement from prior to Major Development Plan to prior to Construction Site Plan.

3. **Counterparts.** This First Amendment may be executed in any number of counterparts, each of which shall be deemed an original, and all of which collectively shall be deemed one and the same document.

4. **Effect on Agreement**. Except as modified herein, the Agreement shall remain in full force and effect binding upon each of the Parties. In the event of a conflict between the Agreement and this First Amendment, the terms of this First Amendment shall control.

[SIGNATURES APPEAR ON THE FOLLOWING PAGES]

IN WITNESS WHEREOF, the Parties have caused this Agreement to be duly executed as of the Effective Date.

"CITY"

Signed, sealed, and delivered in the presence of:

Susan M Bore

Print Name: Susan M. Bore

Erin Arnold

Print Name: Erin Arnold

CITY OF APOPKA, FLORIDA, a Florida municipal corporation

By: Bryan Nelson

Print Name: Bryan Nelson

Title: Mayor

Date: 8-3-22

STATE OF FLORIDA

COUNTY OF Orange

The foregoing instrument was acknowledged before me, by means of ___ physical presence or ___ online notarization, this 3 day of August, 2022 by Bryan Nelson, as Mayor of CITY OF APOPKA, FLORIDA, a Florida municipal corporation, on behalf of the city. S/He ✓ is personally known to me OR ___ has produced _____ as identification.

[AFFIX NOTARY SEAL]

JENNIFER ESQUIA
MY COMMISSION # GG 306263
EXPIRES: February 26, 2023
Bonded Thru Notary Public Underwriters

Jennifer Esquia

Notary Public

Jennifer Esquia

Print Name

My Commission Expires: 02/26/23

IN WITNESS WHEREOF, the Parties have caused this Agreement to be duly executed as of the Effective Date.

"DEVELOPER"

Signed, sealed, and delivered in the presence of:

KELLY PARK LAND INVESTMENTS, LLC, a Florida limited liability company

Peggy Evatt

Print Name: Peggy Evatt

Amanda Bickley

Print Name: AB

By: Mike Galvin

Print Name: **Mike Galvin**

Title: **Manager**

Date: 8-1-22

STATE OF ~~FLORIDA~~ North Carolina

COUNTY OF Transylvania

The foregoing instrument was acknowledged before me, by means of ✓ physical presence or ___ online notarization, this 1 day of August, 2022, by Mike Galvin, as Manager of KELLY PARK LAND INVESTMENTS, LLC, a Florida limited liability company, on behalf of the company. He ___ is personally known to me OR ✓ has produced Driver's License as identification.

[AFFIX NOTARY SEAL]

PEGGY EVATT
NOTARY PUBLIC
Transylvania County
North Carolina

Peggy Evatt
Notary Public

Peggy Evatt
Print Name

My Commission Expires: 06/04/2027

IN WITNESS WHEREOF, the Parties have caused this Agreement to be duly executed as of the Effective Date.

"DEVELOPER"

Signed, sealed, and delivered in the presence of:

HARRISKP, LLC,
a Florida limited liability company

By: HARRIS REALTY COMPANY,
a [signature]
its Manager

[signature]
Print Name: Lance Bennett

[signature]
Print Name: Stacey A. Gray

By: [signature]
Print Name: Marvin Strauss
Title: Manager
Date: 8/1/2022

STATE OF FLORIDA

COUNTY OF Orange

The foregoing instrument was acknowledged before me, by means of X physical presence or ___ online notarization, this 1 day of August, 2022, by Marvin Strauss, as _____ of HARRIS REALTY COMPANY, a _____, as Manager of HARRISKP, LLC, a Florida limited liability company, on behalf of the company. S/He ___ is personally known to me OR X has produced Drivers License as identification.

[AFFIX NOTARY SEAL]

CHERYL FAYE BURCH
Notary Public - State of Florida
Commission # HH 287237
My Comm. Expires Jul 13, 2026
Bonded through National Notary Assn.

[signature]
Notary Public
Cheryl Burch
Print Name

My Commission Expires: 7/13/2026

IN WITNESS WHEREOF, the Parties have caused this Agreement to be duly executed as of the Effective Date.

"DEVELOPER"

Signed, sealed, and delivered in the presence of:

GALVIN LAND SERVICES, LLC, a Florida limited liability company

Peggy Evatt

Print Name: Peggy Evatt

Amanda Bailey

Print Name: Amanda Bailey

By: Mike Galvin

Print Name: **Mike Galvin**

Title: **Manager**

Date: 8-1-22

STATE OF ~~FLORIDA~~ North Carolina

COUNTY OF Transylvania

The foregoing instrument was acknowledged before me, by means of ✓ physical presence or ___ online notarization, this 1 day of August, 2022, by Mike Galvin, as Manager of GALVIN LAND SERVICES, LLC, a Florida limited liability company, on behalf of the company. He ___ is personally known to me OR ✓ has produced Drivers License as identification.

[AFFIX NOTARY SEAL]

PEGGY EVATT
NOTARY PUBLIC
Transylvania County
North Carolina

Peggy Evatt
Notary Public

Peggy Evatt
Print Name

My Commission Expires: 06/04/2027

DOC# 20230019619
01/12/2023 08:14:10 AM Page 1 of 19
Rec Fee: $163.00
Deed Doc Tax: $0.00
DOR Admin Fee: $0.00
Intangible Tax: $0.00
Mortgage Stamp: $0.00
Phil Diamond, Comptroller
Orange County, FL
MB - Ret To: CITY OF APOPKA CITY CLERK

THIS INSTRUMENT PREPARED BY AND AFTER RECORDING RETURN TO:

SHUTTS & BOWEN LLP
ATTN: DANIEL T. O'KEEFE, ESQ.
300 S. ORANGE AVE.
SUITE 1600
ORLANDO, FL 32801

Tax Parcel Identification Numbers:

11-20-27-0000-00-003
11-20-27-0000-00-013
11-20-27-0000-00-036
11-20-27-0000-00-070

SPACE ABOVE THIS LINE FOR RECORDING DATA

SECOND AMENDMENT TO DEVELOPMENT AGREEMENT (Kelly Park Property)

THIS SECOND AMENDMENT TO DEVELOPMENT AGREEMENT (this "**Second Amendment**") is made and entered into as of the Second Amendment Effective Date (hereinafter defined) by and among the CITY OF APOPKA, FLORIDA, a Florida municipal corporation, ("**City**") whose address is 120 East Main Street, Apopka, Florida, 32703, and KELLY PARK LAND INVESTMENTS, LLC, a Florida limited liability company, ("**KPLI**") HARRISKP, LLC, a Florida limited liability company, ("**Harriskp**") and GALVIN LAND SERVICES, LLC, a Florida limited liability company, ("**Galvin**", and together with KPLI and Harriskp, collectively, "**Developer**") whose address is 121 Snell Isle Boulevard NE, St. Petersburg, Florida, 33704. Developer and City are sometimes together referred to herein as the "**Parties**", and separately as a "**Party**", as the context requires.

RECITALS

A. Prior to the Second Amendment Effective Date, Developer and City entered into that certain "Development Agreement (Kelly Park Property)" recorded on August 3, 2022, as Document No. 20220474291 of the Public Records of Orange County, Florida (the "**Original Development Agreement**") which Original Development Agreement addresses certain matters concerning the development of the Property (as defined in the Original Development Agreement) for the Project (as defined in the Original Development Agreement), and which Original Development Agreement was entered into by Developer and City in connection with Developer's pursuit of, and City's grant of, certain Approvals (as defined in the Original Development Agreement) for the development of the Property for the Project.

B. Pursuant to the Original Development Agreement, Developer and City are obligated to enter into a Road Agreement (as defined in the Original Development Agreement) to set forth and establish certain rights, benefits, privileges, duties, obligations, and/or responsibilities of the Parties concerning the funding and construction of the widening of approximately 1.23 miles

of West Kelly Park Road in three (3) segments, as more particularly set forth in the Original Development Agreement.

C. Prior to the Second Amendment Effective Date, Developer and City entered into that certain "First Amendment to Development Agreement (Kelly Park Property)" recorded on _____, 2022, as Document No. _____ of the Public Records of Orange County, Florida (the "**First Amendment**").

D. Pursuant to such First Amendment, Developer and City postponed the time by which Developer and City were obligated to enter into the Road Agreement until Major Development Plan approval for all or any portion of the Owned Expansion Parcels (as defined in the Original Development Agreement), in order to allow City additional time to study the probable impacts, on the transportation network surrounding the Property including West Kelly Park Road, of certain projects and lands (other than the Project and the Property) proposed for development within the City and/or anticipated to be developed within the City.

E. Following the completion of such additional review and study by City, City has requested, and Developer has agreed, to amend the Amended Development Agreement: (i) to remove the obligation for the Parties to enter into (and for Developer to perform pursuant to) the Road Agreement, including the obligation for Developer to construct Segment 1; and (ii) to instead provide for the Project to mitigate its impacts on the surrounding transportation network as hereinafter provided in this Second Amendment, including the remittance and payment of the Mitigation Payment (hereinafter defined).

F. As of the Second Amendment Effective Date, the entities constituting Developer remain the sole owners in fee simple of the Property, which Property is the land burdened by the Original Development Agreement as amended by the First Amendment (collectively, the "**Amended Development Agreement**"), and Developer remains the sole holder of the rights, privileges, and interests granted to Developer by the Amended Development Agreement.

G. As of the Second Amendment Effective Date, City remains the sole holder of the rights, privileges, and interests granted to City by the Amended Development Agreement.

H. City is authorized by home-rule powers to enter into agreements, and amendments to agreements, regarding the development and redevelopment of property.

I. The City Council of City scheduled, advertised, and held a public hearing on _____, 2022, to consider this Second Amendment, and heard all persons desiring to speak for or against this Second Amendment.

J. The City Council of City duly considered the remarks and comments offered regarding this Second Amendment made at said public hearing.

K. Developer hereby affirms and acknowledges that everything contracted for, negotiated, acknowledged, and affirmed herein by Developer is done freely and voluntarily.

L. The Parties desire to amend the Amended Development Agreement as hereinafter set forth in this Second Amendment.

NOW, THEREFORE, in consideration of the mutual covenants and agreements set forth herein, and other good and valuable considerations, the receipt and sufficiency of which are hereby acknowledged, the Parties hereby agree as follows:

1. **Recitals**. The recitals set forth above are true and correct and are incorporated herein by this reference.

2. **Defined Terms**. Defined (capitalized) terms used herein, but which are not specifically defined herein, shall have the meanings given to such terms by the Amended Development Agreement.

3. **Amendment Objectives**. The Parties' objectives in entering this Amendment, each of which is deemed material to the Parties' decision to enter into this Amendment, include but are not limited to the following:

(a) City Objectives: To establish a direct funding scheme regarding the transportation impact fees in the form of the Mitigation Payment, as hereinafter defined, and to clarify the Parties' responsibilities regarding various offsite improvements associated with the Project.

(b) Developer Objectives: Clarify its ability to secure and assign impact fees regarding the Mitigation Payment mechanism provided in Section 18, as amended by this Amendment, and to eliminate the obligation to construct Segment 1.

4. **Section 4**. The text "*at its sole initial cost and expense (but subject to the provisions of Section 6)*" appearing in the first sentence of Section 4 is hereby stricken and replaced with "*(using the funding mechanism and payment process established in Section 18)*".

5. **Section 5**. The text "*at its sole initial cost and expense (but subject to the provisions of Section 6)*" appearing in the first sentence of Section 5 is hereby stricken and replaced with "*(using the funding mechanism and payment process established in Section 18)*".

6. **Section 6**. Section 6 of the Amended Development Agreement is hereby replaced in its entirety with the following:

6. **Pre-Approval of Costs by City**.

To be eligible for payment from the Mitigation Payment as provided in Section 18(c), Developer shall submit proposed expenditures for the Kelly Park Road Design and the Intersection Improvements to City for prior approval by the City Administrator or designee before incurring said expenditures. Such costs shall include, without limitation, costs of design, engineering, permitting, and construction, but shall not include any costs for right of way for the Intersection Improvements. Such proposed expenditures shall include sufficient documentation

establishing that each proposed cost is reasonably necessary for the completion of the Kelly Park Road Design and/or the DEP&C of the Intersection Improvements, as applicable. City shall approve, approve in part, or deny such request in writing within thirty (30) days; provided, however, that to the extent a proposed cost is a design, engineering, or permitting cost within the scope of and addressed by the most recent version of the "Design Staff Hour Estimation Guidelines" and/or the "PD&E Staff Hour Estimation Guidelines" published by the Florida Department of Transportation, (the "**FDOT Standards**") City will rely on such FDOT Standards if application of such FDOT Standards would be reasonable, practicable, and applicable. The current estimate of the costs to be incurred by Developer pursuant to this Agreement for the Kelly Park Road Design is set forth in **Exhibit "C"** attached (the "**Credit Estimate**"). Proposed costs, expenses, and expenditures for the Kelly Park Road Design and/or the Intersection Improvements that have been approved by City pursuant to this Section 6 shall herein be referred to as "**Approved Costs**". Notwithstanding the above, Developer agrees that the Approved Costs for the Kelly Park Road Design shall not exceed one million three hundred thousand dollars ($1,300,000.00) (the "**Design Costs Estimate**"), and that Developer shall bear any costs for the Kelly Park Road Design in excess of the Design Costs Estimate at its sole cost and expense, without being entitled to impact fee credits for such additional costs.

7. **Section 7**.

(a) First Revision. The first paragraph of Section 7 of the Amended Development Agreement is hereby stricken in its entirety and replaced with the following:

7. **Transportation Capacity, Concurrency, and Vesting**. Developer and City acknowledge and agree that this Agreement sets forth the final, full, and binding determination of Developer's and the Project's obligations to mitigate impacts of the Project upon roadways within the City's jurisdiction, notwithstanding any subsequent variance in actual traffic impacts created by the Project and/or the actual costs to complete the Kelly Park Road Design and/or to DEP&C the Intersection Improvements. Unless Developer should default under this Agreement, Developer shall be deemed to have satisfied, through buildout of the Project, all transportation concurrency requirements, including those set forth in Article VII of the Land Development Code, and/or all other requirements for the mitigation of traffic impacts of the Project on roads affected by the Project. So long as Developer is in compliance with this Agreement, none of completion of the Kelly Park Road Design, completion of the DEP&C of the Intersection Improvements, and/or remittance of the Mitigation Payment (nor any installment or portion thereof) shall be a condition precedent to the issuance of any permits, certificates of occupancy, and/or other approvals for and/or within the Property and/or the Project.

(b) Second Revision. Section 7(b) of the Original Development Agreement is eliminated in its entirety, with transportation impact fees owed by Developer now provided for in Section 18.

8. **Section 18**. Section 18 of the Original Development Agreement, as amended by Section 3 of the First Amendment, is hereby stricken in its entirety and replaced with the amended and restated Section 18 set forth in **Exhibit "A"** to this Second Amendment.

9. **Section 28**. The text "*(except as otherwise set forth in Section 18 as to Established Transportation Impact Fee Rates)*" is hereby inserted following the phrase "*which are in effect at the time of building permit issuance*" appearing in the first sentence of Section 28(c).

10. **Section 41**. The text "*, including court orders requiring City to pay and/or reimburse Approved Costs in accordance with Section 18 from the Mitigation Payment*" is hereby inserted following the phrase "*under the terms and conditions of this Agreement*" appearing in the second/last sentence of Section 41.

11. **Section 68**. The following is hereby added as a new Section 68 of this Agreement:

68. **Entrance Road Intersection Improvements**. The final construction/engineering plans for the main entrance road into the Project from West Kelly Park Road (the "**Entrance Road**"), which is labeled as "Public Right-of-Way Access" on Exhibit B to the Amended Development Agreement, shall include certain improvements ("**Entrance Road Intersection Improvements**") to the intersection of West Kelly Park Road and such Entrance Road, (the "**Entrance Road Intersection**") including turn lanes along existing West Kelly Park Road for traffic movements onto the Entrance Road and temporary traffic signalization (the "**Temporary Signal**"). The turn lanes include both a left turn lane on eastbound West Kelly Park Road and a right turn lane on westbound West Kelly Park Road (the "**Equestrian Turn Lane**") for traffic movements onto northbound Entrance Road. The Equestrian Turn Lane shall be completed prior to the establishing of a connection between West Kelly Park Road and the Entrance Road for public use except as provided in Section 68(a).

(a) Non-Construction of Entrance Road Intersection Turn Lanes. Notwithstanding anything in this Agreement, in any other Approval, and/or in the final construction/engineering plans for the Entrance Road to the contrary, Developer or Builder shall not be required to construct the Equestrian Turn Lane should construction of Segment 1 be completed prior to the Entrance Road opening for traffic from West Kelly Park Road.

(b) Signalization of Entrance Road Intersection. Developer and City acknowledge and agree that, within respect to any signalization of the Entrance Road Intersection included among the Entrance Road Intersection Improvements:

(i) The Developer shall complete the Temporary Signal portion of the Entrance Road Intersection Improvements prior to the issuance of a certificate of occupancy for the 320th residential unit in the Project and the Owned Expansion Parcels, collectively. The City agrees to allow an urban road section, if necessary, to accommodate the Temporary Signal. Such urban road section, if necessary, shall be installed at no cost to the City.

(ii) However, at any time prior to the condition set forth in Section (68)(b)(i), should the City reasonably determine that the lack of signalization at the Entrance Road Intersection is creating a significant traffic impact on West Kelly Park Road, the City may require Developer to complete the Temporary Signal prior to issuing further certificates of occupancy for the project.

(c) Equestrian Turn Lane. If the Equestrian Turn Lane is required, the construction, installation, use, operation, inspection, service, maintenance, repair, replacement, and/or reconstruction of the Equestrian Turn Lane may require the acquisition and/or conveyance of ROW&E from those certain parcels of real property presently owned by Equestrian, LLC, a Delaware limited liability company, and presently bearing Orange County Property Appraiser's Parcel Identification Numbers 11-20-27-0000-00-042 and 11-20-27-0000-00-057. Upon written request from the City, any ROW&E required for the construction and establishment of the Equestrian Turn Lane shall be acquired by Developer and/or a Builder and conveyed to City at no cost or expense to City, other than the award of Credits as provided in Section 18(e). Should the City successfully acquire the required ROW&E independently, Developer shall be authorized to construct the Equestrian Turn Lane on such City-acquired ROW&E.

12. **Conflict**. In the event of any conflict between the provisions of the Amended Development Agreement and the provisions of this Second Amendment, the provisions of this Second Amendment shall control.

13. **Ratification**. The Parties hereby ratify and reaffirm the terms of the Amended Development Agreement and agree that nothing contained herein invalidates or shall impair or release any covenant, condition, agreement, or stipulation in the Amended Development Agreement, except as herein expressly modified, and the Amended Development Agreement shall continue in full force and effect.

14. **Entire Agreement**. This Second Amendment constitutes the entire agreement between the Parties with respect to the specific matters contained herein and supersedes all previous discussions, understandings, and agreements.

15. **Negotiation**. Each Party hereby acknowledges that it was properly represented in the negotiation of this Second Amendment and this Second Amendment shall not be more strictly construed against one Party or another as a result of such Party's participation in the drafting of this Second Amendment.

16. **Counterparts**. This Second Amendment may be executed in several counterparts, each of which shall be fully effective as an original, and all of which together shall constitute one and the same instrument. Signature pages may be detached from the counterparts and attached to a single copy of this document to physically form one document.

17. **Controlling Law**. This Second Amendment and the provisions contained herein shall be construed, controlled, and interpreted according to the laws of the State of Florida, and all

duly adopted ordinances, regulations, and policies of City now in effect and those hereinafter adopted.

18. **Second Amendment Effective Date**. The "**Second Amendment Effective Date**" of this Second Amendment shall mean and refer to latest of: (i) the date this Second Amendment is executed by City; (ii) the date this Second Amendment is executed by KPLI; (iii) the date this Second Amendment is executed by Harriskp; (iv) the date this Second Amendment is executed by Galvin; and (v) the date this Second Amendment is approved by the City Council of City.

19. **Recording in Public Records**. This Second Amendment, executed by all Parties, shall be recorded in the Public Records of Orange County, Florida. The City Clerk of City shall insure that proper recording of this Second Amendment is accomplished within fourteen (14) days after the execution of this Second Amendment by all Parties.

[signature pages and exhibit follow]

IN WITNESS WHEREOF, the Parties have caused this Second Amendment to be duly executed as of the Second Amendment Effective Date.

"CITY"

Signed, sealed, and delivered in the presence of:

Susa M Bone

Print Name: Susan M. Bone

Tedra Poitier

Print Name: Tedra Poitier

CITY OF APOPKA, FLORIDA, a Florida municipal corporation

By: Bryan Nelson

Print Name: Bryan Nelson

Title: MAYOR

Date: 12-7-22

STATE OF FLORIDA

COUNTY OF Orange

The foregoing instrument was acknowledged before me, by means of ✓ physical presence or ___ online notarization, this 7th day of December, 2022, by Bryan Nelson, as Mayor of CITY OF APOPKA, FLORIDA, a Florida municipal corporation, on behalf of the city. S/He ___ is personally known to me OR ___ has produced _____ as identification.

[AFFIX NOTARY SEAL]

VICTORIA D. PARKS
Commission # HH 212444
Expires January 3, 2026

Victoria D. Parks

Notary Public

Victoria D. Parks

Print Name

My Commission Expires: Jan. 3, 2026

IN WITNESS WHEREOF, the Parties have caused this Second Amendment to be duly executed as of the Second Amendment Effective Date.

"DEVELOPER"

Signed, sealed, and delivered in the presence of:

KELLY PARK LAND INVESTMENTS, LLC, a Florida limited liability company

Print Name: Chloe Brantley

Print Name: Genevieve LaBuda

By:

Print Name: **Mike Galvin**

Title: **Manager**

Date: December 8, 2022

STATE OF FLORIDA

COUNTY OF Orange

The foregoing instrument was acknowledged before me, by means of X physical presence or ___ online notarization, this 8th day of December, 2022, by Mike Galvin, as Manager of KELLY PARK LAND INVESTMENTS, LLC, a Florida limited liability company, on behalf of the company. He X is personally known to me OR ___ has produced _____ as identification.

[AFFIX NOTARY SEAL]

Notary Public State of Florida
Stacey Ann Gray
My Commission
HH 246272
Exp. 3/28/2026

Notary Public

Stacey Ann Gray

Print Name

My Commission Expires: 3/28/2026

IN WITNESS WHEREOF, the Parties have caused this Second Amendment to be duly executed as of the Second Amendment Effective Date.

"DEVELOPER"

Signed, sealed, and delivered
in the presence of:

HARRISKP, LLC,
a Florida limited liability company

By: HARRIS REALTY COMPANY,
a LLC,
its Manager

Print Name: Gary F. Griffin

Print Name: Bettina G. Lopes

By: _____

Print Name: Thomas Harris

Title: Manager

Date: 12/6/22

STATE OF FLORIDA

COUNTY OF Palm Beach

The foregoing instrument was acknowledged before me, by means of ✓ physical presence or ___ online notarization, this 6 day of December, 2022, by Thomas Harris, as Manager of HARRIS REALTY COMPANY, a LLC, as Manager of HARRISKP, LLC, a Florida limited liability company, on behalf of the company. S/He ___ is personally known to me OR ✓ has produced FL Driver License as identification.

[AFFIX NOTARY SEAL]

Notary Public State of Florida
Daniel Perry
My Commission GG 338710
Expires 06/23/2023

Notary Public

Danny Perry
Print Name

My Commission Expires: 6-23-23

IN WITNESS WHEREOF, the Parties have caused this Second Amendment to be duly executed as of the Second Amendment Effective Date.

"DEVELOPER"

Signed, sealed, and delivered in the presence of:

GALVIN LAND SERVICES, LLC, a Florida limited liability company

Chloe Brantley

Print Name: Chloe Brantley

By: Mike Galvin

Print Name: **Mike Galvin**

Title: **Manager**

Genevieve LaBuda

Print Name: Genevieve LaBuda

Date: December 8, 2022

STATE OF FLORIDA

COUNTY OF Orange

The foregoing instrument was acknowledged before me, by means of X physical presence or ___ online notarization, this 8th day of December, 2022, by Mike Galvin, as Manager of GALVIN LAND SERVICES, LLC, a Florida limited liability company, on behalf of the company. He X is personally known to me OR ___ has produced _____ as identification.

[AFFIX NOTARY SEAL]

Notary Public State of Florida
Stacey Ann Gray
My Commission
HH 246272
Exp. 3/28/2026

Stacey Ann Gray

Notary Public

Stacey Ann Gray

Print Name

My Commission Expires: 3/28/2026

EXHIBIT "A" TO SECOND AMENDMENT TO DEVELOPMENT AGREEMENT

Amended and Restated Section 18

18. **Mitigation Payment; Credits; Transportation Impact Fee Rates**.

(a) Amount of Mitigation Payment. In order to mitigate the Project's impacts on the surrounding transportation network, and to ensure availability of funds to pay for the Kelly Park Road Design and the Intersection Improvement, Developer shall remit to City a total sum of Two Million Seven Hundred Thirty-One Thousand Seventy and No/100 U.S. Dollars ($2,731,070.00) (the "**Mitigation Payment**"), representing the total impact fees expected to be generated by the Project, which shall be held, disbursed, and used by City in accordance with this Agreement.

(b) Remittance of Mitigation Payment. Subject to the below provisions which may require portions of the Mitigation Payment to be remitted to City earlier, the entirety of the Mitigation Payment shall be remitted to City no later than thirty (30) days following the date upon which the Kelly Park Road Design has both been completed by Developer and accepted by City in accordance with this Agreement ("**Design Completion**").

(1) On or before January 31, 2023, Developer shall remit to City an installment of the Mitigation Payment in an amount equal to One Million Three Hundred Thousand and No/100 U.S. Dollars ($1,300,000.00) (the "**Estimated Design Costs Installment**"), such amount being equal to the Approved Costs estimated to be incurred in connection with the preparation and completion of the Kelly Park Road Design, based on estimates reviewed and approved by City prior to the Second Amendment Effective Date.

(2) Prior to commencing construction of the Intersection Improvements, Developer shall both: (i) deliver to City an estimate, prepared by an engineer for Developer, (the "**Intersection Estimate**") setting forth the Approved Costs then estimated by such engineer to be incurred in connection with the design, engineering, permitting, and construction of Intersection Improvements (the "**Estimated Intersection Costs**"); and (ii) remit to City an installment of the Mitigation Payment in an amount equal to the Estimated Intersection Costs (the "**Estimated Intersection Costs Installment**").

(3) For avoidance of doubt, the remittance of the Estimated Design Costs Installment and of the Estimated Intersection Costs Installment in accordance with this Section 18(b) are preliminary and supplemental to the provisions of Section 18(c)(5) with respect to Deficiencies (hereinafter defined).

(4) All funds provided to City pursuant to this Agreement as all or any portion of the Mitigation Payment shall be readily available funds, tendered by wire transfer.

(5) Until released to City pursuant to Section 18(d), any portion of the Mitigation Payment remitted to City pursuant to this Agreement shall be held by City in one or

more non-interest bearing designated account(s) (the "**Designated Accounts**") for the limited purposes set forth in this Agreement, which Designated Accounts shall be separate and segregated from all other account(s) and all other funds of City. City shall establish and maintain ledgers for the funds being held in the Designated Accounts, reflecting all receipts, disbursements, deposits, withdrawals, and current balances to/from/of such Designated Accounts, including all remittances of all or any portion or installment of the Mitigation Payment and any disbursements to pay Approved Costs (as hereinafter discussed); City shall provide a current copy of the ledgers to any Party within five (5) Business Days after receipt of a written request from any Party for the same.

(c) Payment of Approved Costs.

(1) Application. Not more often than once per calendar month after commencement of the Kelly Park Road Design or the DEP&C of the Intersection Improvements has occurred, Developer, or any Builder undertaking either or both of such activities, (each, a "**Performing Party**") may submit to City a written request (each, an "**Application**"), signed by the Performing Party, requesting that City disburse funds from the Designated Accounts for the Approved Costs incurred by such Performing Party since the date of the last requests from such Performing Party. An Application may request that the City directly pay any contractor or subcontractor performing work associated with the Kelly Park Road Design or DEP&C of the Intersection Improvements (each, a "**Performing Agent**"). Notwithstanding the foregoing, the first Application submitted by a Performing Party to City shall include all sums incurred by such Performing Party for Approved Costs prior to the submission of such first Application to City, which sums may include Approved Costs incurred by such Performing Party prior to the Effective Date, to the extent that such Approved Costs have been reviewed and approved by City in accordance with other provisions of this Agreement. Prior to the first Application submitted for the Project, Developer shall provide the City a list, signed by Developer, of all individuals and/or entities authorized to submit an Application.

(2) Contents of Application. Each Application shall include: (i) copies of statements, invoices, and/or draw requests evidencing all Approved Costs incurred during the period covered by such Application justifying the request; (ii) as to Approved Costs, if any, that have already been directly paid by such Performing Party to Performing Agents, proof of payment, reasonably satisfactory to City, evidencing such Performing Party's payment of such statements, invoices, and/or draw requests; (iii) any legally required lien releases associated with the payments of Approved Costs covered by such Application; and (iv) a statement or spreadsheet reflecting all Approved Costs incurred during the period covered by the Application and reflecting all Approved Costs incurred by the Performing Party for the Kelly Park Road Design and/or the Intersection Improvements cumulatively to date. With each Application, the submitting Performing Party shall also provide City such other documentation as may be reasonably necessary or reasonably requested by City to substantiate the Application, the Approved Costs set forth in such Application, and/or the disbursement of funds from the Designated Accounts requested by such Application. For avoidance of doubt, no Application may include any costs and/or expenses that are not Approved Costs (i.e. that have not previously been reviewed and approved by City in accordance with other provisions of this Agreement).

(3) Review of Application. Within twenty (20) Business Days following receipt of an Application, City shall review each such Application and notify the submitting Performing Party in writing as to whether such Application is approved in whole, approved in part, disapproved, or if the request is incomplete and the City requires additional information in order to evaluate or approve such request. If the City denies any request in whole or in part, City shall provide reasonably detailed explanation of the reason or reasons for the disapproval. If City timely makes a request for additional information, City's written notice shall provide a reasonably detailed explanation of the deficiency(ies) in the request and the additional information requested. If City fails provide the written notice required by this paragraph within the time specified, then the applicable Application shall be deemed to be approved by City in its entirety. In no event shall City's approval of any Application be unreasonably withheld, conditioned, or delayed.

(i) City shall have fifteen (15) Business Days following receipt from the applicable Performing Party of any new information and/or materials submitted by such Performing Party in response to an Additional Information Request (together with the initial Application, a "**Corrected Application**") to review such Corrected Application and notify the submitting Performing Party in writing as to whether such Corrected Application is approved in whole or in part and/or whether such Corrected Application is disapproved in whole or in part. If City timely disapproves of a Corrected Application, City's written notice to the submitting Performing Party shall provide a reasonably detailed explanation of the reason or reasons for the disapproval. If City fails to provide the submitting Performing Party with the written notice required by this paragraph within the time specified, then the applicable Corrected Application shall be deemed to be approved by City in its entirety. In no event shall City's approval of any Corrected Application be unreasonably withheld, conditioned, or delayed.

(4) Release of Funds from Designated Accounts.

(i) Undisputed Amounts. Within three (3) Business Days following City approval (or deemed approval, as applicable) of an Application (or Corrected Application, as applicable) in whole or in part, City shall disburse from the Designated Accounts, and remit to each applicable Performing Agent (and/or to the submitting Performing Party, if applicable) funds in an amount equal to the Approved Costs set forth in such Application (or Corrected Application, as applicable) that have been approved (or deemed approved) for payment (or reimbursement) to each such Performing Agent (and/or to the submitting Performing Party, if applicable) by such City approval (or deemed approval, as applicable).

(ii) Disputed Amounts. In the event City disapproves of an Application or Corrected Application, or any portion(s) thereof, City and the submitting Performing Party agree to negotiate in good faith, as expeditiously as possible, to resolve such disapproval. In the event City and the submitting Performing Party are able to resolve such disapproval through their negotiations, then City and the submitting Performing Party shall jointly reduce such mutually agreed upon resolution to writing. Within three (3) Business Days following the mutually agreed upon resolution of a disapproval being reduced to writing, City shall disburse from the Designated Accounts, and remit to each applicable Performing Agent (and/or to the submitting Performing Party, if applicable), those funds that City and the submitting Performing

Party have agreed shall be released and remitted to each such Performing Agent (and/or to the submitting Performing Party, if applicable) in resolution of City's initial disapproval, as reflected in the written disapproval resolution.

(iii) Enforcement. In the event that any dispute concerning City's total or partial disapproval of an Application (or Corrected Application, as applicable) is not resolved (and reduced to writing) within thirty (30) days after the date of City's notice of such disapproval, then each of City and the applicable Performing Party may seek resolution of the dispute by a court of competent jurisdiction.

(5) Deficiency Funding. In the event that, (x) at any time following commencement of the Kelly Park Road Design, the remaining balance of the Mitigation Payment then being held by City in the Designated Accounts is determined by the City to be insufficient to cover all remaining Approved Costs associated with the Kelly Park Road Design, or (y) at any time following commencement of the DEP&C of the Intersection Improvements, the remaining balance of the Mitigation Payment then being held by City in the Designated Accounts is determined to be insufficient to cover all remaining Approved Costs associated with the Intersection Improvements, (each, a "**Deficiency**") then upon the declaration of such Deficiency, as provided below, the Performing Party for the Kelly Park Road Design and/or for the Intersection Improvements, as applicable, shall promptly remit to City an additional installment of the Mitigation Payment in an amount equal to such deficiency or shortfall for the Kelly Park Road Design and/or for the Intersection Improvements, as applicable, so as to eliminate such Deficiency ("**Deficiency Funding**"); provided, however, in no event shall the total amount of funds that Developer is required to provide to City pursuant to this Section 18 exceed Two Million Seven Hundred Thirty-One Thousand Seventy and No/100 U.S. Dollars ($2,731,070.00). Deficiency Funding shall be held by City in the Designated Accounts and shall be held, disbursed, and used by City in accordance with this Agreement. Deficiency Funding, subject to the provisions of Section 18(d), shall be used to pay Performing Agents (and/or reimburse the Performing Party, as applicable) for the Approved Costs incurred by such Performing Party remitting such Deficiency Funding in connection with such Performing Party's performance of the Kelly Park Road Design and/or of the Intersection Improvements, as applicable. The provisions of this Section 18(c)(5) shall apply regardless of whether such Deficiency arose due to a City-approved change order or otherwise.

(i) In the event that City determines that a Deficiency has occurred, City shall send written notice of such Deficiency to the relevant Performing Party, whereupon a Deficiency shall be declared; provided, however, that City shall not unreasonably declare a Deficiency to exist.

(ii) In the event that a Performing Party determines that a Deficiency has occurred for the Kelly Park Road Design and/or for the Intersection Improvements, as applicable, such Performing Party shall send written notice of such Deficiency to City. In the event that City concurs with such Performing Party's determination, City shall send written notice of such concurrence to the applicable Performing Party, whereupon a Deficiency for the Kelly Park Road Design and/or for the Intersection Improvements, as applicable, shall be declared;

provided, however, that City shall not unreasonably withhold, condition, or delay its concurrence to a Performing Party's determination of a Deficiency.

(iii) Notices concerning a Deficiency sent pursuant to this Section 18(c)(5) shall explain any asserted Deficiency in reasonable detail, and include such other documentation as may be reasonably necessary or reasonably requested by City and/or the applicable Performing Party to substantiate the Deficiency and/or the Deficiency Funding then being requested. City's declaration of, or concurrence with the existence of, a Deficiency shall also serve as City's approval of such additional Approved Costs, in accordance with Section 6.

(6) Intent. It is the intention of the Parties is that no Performing Party shall be required to make any payment(s) of Approved Costs directly to Performing Agents, but rather that all such payments of Approved Costs to Performing Agents be made by City from the Designated Accounts as provided in this Section 18(c). However, the Parties also acknowledge that there may be situations where it is necessary (or convenient) for a Performing Party to make a payment of Approved Costs directly to a Performing Agent (including where such payment is required to avoid a breach of such Performing Party's agreements and/or contracts with its Performing Agent). For avoidance of doubt, in the event that any Performing Party makes any payment of Approved Costs directly to a Performing Agent, such payment shall be reimbursed to such Performing Party through the process established by this Section 18(c), so long as such Approved Costs would have been payable by City from the Designated Accounts to such Performing Agent had the Performing Party not made such payment directly.

(d) Use of Mitigation Payment Upon Completion of Kelly Park Road Design and Intersection Improvements. Following completion of both the Kelly Park Road Design and the Intersection Improvements, and the payment to all Performing Agents and/or the reimbursement to all Performing Parties pursuant to Section 18(c) of all Approved Costs incurred in connection with the Kelly Park Road Design and the Intersection Improvements, any balance of the Mitigation Payment remaining in the Designated Accounts, together with any portion of the Mitigation Payment remitted to City after such time (collectively, "**Surplus Mitigation Payment Funds**") may, upon written notice from City to Developer and all Performing Parties that the Kelly Park Road Design and the Intersection Improvements have both been completed to the satisfaction of City, be removed by City from the Designated Accounts and commingled with other funds, accounts, and assets of City. Notwithstanding the foregoing, Surplus Mitigation Payment Funds may only be used by City for those purposes or uses that City may make of transportation impact fees pursuant to Florida law and the City's Code.

(e) Transportation Impact Fee Credits.

(1) Credits for Mitigation Payment; Amount; Timing. As authorized by Section 22-57 of the Apopka Code of Ordinances, City agrees to award transportation impact fee credits ("**Credits**") to each Developer and/or Builder who provides to City any portion or installment of the Mitigation Payment pursuant to this Agreement.

(i) The amount of Credits awarded to each Developer or Builder who provides any portion or installment of the Mitigation Payment to City pursuant to this

Agreement shall be equal to one hundred percent (100%) of such portion or installment of the Mitigation Payment remitted by such Developer or Builder to City pursuant to this Agreement. However, notwithstanding the above, the amount of Credits awarded for the Kelly Park Road Design shall not exceed the amount of the Estimated Design Costs Installment regardless of whether the costs associated with the Kelly Park Road Design exceed said installment.

(ii) Subject to Section 18(e)(3), Credits for portions or installments of the Mitigation Payment remitted shall be awarded by City to the applicable Developer or Builder upon City's receipt of any such portion or installment of the Mitigation Payment from such Developer or Builder. If an entity remits a portion of the Mitigation Payment and the entity is not the fee simple owner of any portion of the Property, said entity shall provide written notice of the identity of the intended Credit Awardee, who shall be a fee simple owner of at least a portion of the Property.

(2) Credits for Equestrian ROW&E; Amount; Timing. Should the City be unable to acquire the required ROW&E for the Equestrian Turn Lane as described in Section 68 of this Agreement ("**Equestrian ROW&E**"), and Developer acquires such ROW&E on behalf of the City, as authorized by Section 22-57 of the Apopka Code of Ordinances, City agrees to award Credits to each Developer and/or Builder who conveys and/or grants any Equestrian ROW&E to City pursuant to this Agreement, or who causes any such Equestrian ROW&E to be conveyed and/or granted to City pursuant to this Agreement. Developer is not entitled to any other Credits regarding the Equestrian Turn Lane other than for ROW&E conveyed or granted to the City.

(i) The amount of Credits awarded to each Developer or Builder who conveys and/or grants any Equestrian ROW&E to City pursuant to this Agreement (or who causes any such Equestrian ROW&E to be conveyed and/or granted to City pursuant to this Agreement) shall be equal to one hundred percent (100%) of the value of such Equestrian ROW&E conveyed and/or granted, as such value is determined in accordance with Section 18(e)(7).

(ii) Subject to Section 18(e)(3), Credits for the conveyance or grant of Equestrian ROW&E shall be awarded by City to the applicable Developer or Builder upon the City's acceptance of such conveyance or grant pursuant to this Agreement.

(3) Award of Credits; Credit Accounts. Credits to which a Developer or Builder has become entitled pursuant to this Agreement shall be awarded to such Developer or Builder by City within thirty (30) days following City's receipt of a request for Credits (each, a "**Request for Credits**") from such Developer or Builder. With each Request for Credits, each submitting Developer or Builder shall also provide City: (y) such other documentation as may be reasonably necessary or reasonably requested by City to substantiate such submitting Developer's or Builder's entitlement to Credits pursuant to Section 18(e)(1) and/or Section 18(e)(2) and/or the amount of such Credits claimed by such Request for Credits; and (ii) all information and/or documentation described in Section 22-57(f) of the Apopka Code of Ordinances.

(i) City shall establish a transportation impact fee credit account (a "**Credit Account**") in the name of, and for the benefit of, each Developer or Builder to whom

Credits are awarded pursuant to this Agreement (each such Developer or Builder receiving an award of Credits being a "**Credit Awardee**"), and City shall credit to the Credit Account of each such Credit Awardee the amount of Credits to which such Developer Party is entitled pursuant to Section 18(e)(1)(i) and/or Section 18(e)(2)(i), as applicable.

(ii) There is no limit to the number of times a Developer or Builder may submit a Request for Credits; each Developer or Builder shall be entitled to submit a Request for Credits at each such time that such Developer or Builder provides all or any portion or installment of the Mitigation Payment to City pursuant to this Agreement and/or conveys or grants any Equestrian ROW&E to City (or causes any such Equestrian ROW&E to be conveyed and/or granted to City, as applicable).

(4) Use of Credits. Credits awarded pursuant to this Agreement may be used by the Credit Awardee or assignee to whom such Credits were awarded to offset transportation impact fees assessed by City in connection with the development of the Property. In no event shall Developer be entitled to Credits in excess of the Mitigation Payment, or for funds due.

(i) A Credit Awardee or assignee may, as transportation impact fees become payable in connection with development of the Property, instruct the City to deduct from the amount due any amount of Credits to which that Credit Awardee or assignee is entitled. For purposes of the foregoing, City shall make deductions from the amount due of a Credit Awardee upon receipt of written direction from such Credit Awardee or assignee.

(ii) Credits awarded pursuant to this Agreement may not be used for any purpose other than offsetting transportation impact fees assessed by City in connection with the development of the Property, and cannot be converted to U.S. currency or any other form except as otherwise provided herein.

(iii) The right of a Credit Awardee or assignee to use or assign the Credits secured under this Agreement shall be a right personal to each Credit Awardee (or Credit Assignee, as applicable) and shall not run with the land.

(5) Assignment of Credits. Credits may, at any time, be assigned solely for use within the Property by a Credit Awardee to any then fee simple owner of all or any portion of the Property. For any assignment of Credits to be effective, such assignment shall be evidenced by a written instrument specifically referencing this section of this Agreement and that the Credits are being assigned pursuant to this subsection. Upon the City receiving a copy of such assignment, the assignee may apply such Credits to transportation impact fees at the Established Transportation Impact Fee Rates assessed for development within the Property pursuant to the process described in Section 18(e)(4).

(6) Impact Agreement. For avoidance of doubt, this Agreement is an "impact agreement" within the meaning of Section 22-57 of the Apopka Code of Ordinances, including Section 22-57(e) thereof.

(7) Value of Equestrian ROW&E. The value of the Equestrian ROW&E, both in fee simple and/or by easement, conveyed and/or granted to City pursuant to this Agreement shall be determined in accordance with the process set forth in Section 22-57(b)(2) of the Apopka Code of Ordinances in effect at the time of this Agreement, which provides as follows:

> *"A pro rata share of the appraised land value of the parent parcel as determined by the Member Appraisal Institute (MAI) appraiser selected and paid for by the applicant [conveying Developer Party]. If the city planner or his designee disagrees with the appraised value, he may engage, at the city's expense, another appraiser, and the value shall be an amount equal to the average of the two appraisals."*

No less than thirty (30) days prior to the conveyance and/or grant of any Equestrian ROW&E to City, the conveying Developer or Builder (or the Developer or Builder causing such conveyance and/or grant, as applicable) shall deliver to City an appraisal of such Equestrian ROW&E in accordance with Section 22-57(b)(2) of the Apopka Code of Ordinances. If City exercises its right, at City's expense, to obtain another appraisal, City shall deliver such City appraisal to the applicable Developer or Builder within ninety (90) days after City's receipt of the Developer's or Builder's, as applicable, appraisal for such Equestrian ROW&E.

(f) Established Transportation Impact Fee Rates. Transportation impact fees assessed by City in connection with the development of the Property as contemplated by this Development Agreement shall be assessed at the transportation impact fee rates in effect on the Effective Date (the "**Established Transportation Impact Fee Rates**"), regardless of any subsequent increase(s) in transportation impact fee rates adopted by City, and regardless of the transportation impact fee rates in effect on the date(s) that any one or more building permits are issued for development within the Property (which building permit(s) are triggering the payment of transportation impact fees). This provision shall not affect the Owned Expansion Parcels or Acquired Expansion Parcels, which may be subject to impact fees as may adjusted or modified.

(1) Applicable City Ordinance. The Established Transportation Impact Fee Rates are those transportation impact fee rates set forth in Ordinance No. 1793 adopted by the City Council of City on December 5, 2005

(2) Change In Law. In the event that transportation impact fees are abolished or modified by the City, or are fully or partially replaced with or supplemented by a transportation mobility fee or similar fee, this Agreement shall remain in full force and effect, and development within the Property shall continue to pay transportation impact fees, at the Established Transportation Impact Fee Rates, as contemplated by this Section 18(f), subject to the application of Credits as set forth in Section 18(e). This provision shall not affect the Owned Expansion Parcels or Acquired Expansion Parcels, which may be subject to impact fees as may adjusted or modified.

THIS INSTRUMENT PREPARED BY
AND AFTER RECORDING RETURN TO:

ATTN: JACOB SCHUMER, ESQ.
THE GROSSHANS GROUP
884 S. DILLARD STREET
WINTER GARDEN, FL 34787

Tax Parcel Identification Numbers:

11-20-27-0000-00-003
11-20-27-0000-00-013
11-20-27-0000-00-036
11-20-27-0000-00-070

_____SPACE ABOVE THIS LINE FOR RECORDING DATA_____

THIRD AMENDMENT TO DEVELOPMENT AGREEMENT (Kelly Park Property)

THIS THIRD AMENDMENT TO DEVELOPMENT AGREEMENT (this "**Third Amendment**") is made and entered into as of the Effective Date (hereinafter defined) by and among the CITY OF APOPKA, FLORIDA, a Florida municipal corporation, ("**City**") whose address is 120 East Main Street, Apopka, Florida, 32703, and PRM APOPKA/KELLY PARK OWNER LLC, a foreign limited liability Company ("**PRM**") whose address is 300 Trade Center Suite 7700, Woburn, MA 01801, JEN FLORIDA 51 LLC, a Florida limited liability company ("**JEN**"), whose address is 1750 W. Broadway Ste 111, Oviedo, FL 32765, KELLY PARK LAND INVESTMENTS, LLC, a Florida limited liability company, ("**KPLI**") HARRISKP, LLC, a Florida limited liability company, ("**Harriskp**") and GALVIN LAND SERVICES, LLC, a Florida limited liability company, ("**Galvin**", and together with KPLI, PRM, JEN and Harriskp, collectively, "**Developer**") whose address is 121 Snell Isle Boulevard NE, St. Petersburg, Florida, 33704. Developer and City are sometimes together referred to herein as the "**Parties,**" and separately as a "**Party,**" as the context requires.

RECITALS

A. Prior to this Third Amendment, Developer and City entered into that certain "Development Agreement (Kelly Park Property)" executed on June 16, 2022 and recorded as Document No. 20220474291 of the Public Records of Orange County, Florida (the "**Original Agreement**"), as well as that certain "First Amendment to Development Agreement," executed on August 3, 2022 and recorded as Document No. 20230100263 (the **"First Amendment**"), and the "Second Amendment to Development Agreement" executed on December 7, 2022 and recorded as Document No. 20230019619 (the "**Second Amendment**")(together, the Original Agreement and two amendments may be referred to as the "**Amended Development Agreement**" or "**Development Agreement"**).

B. The Amended Development Agreement provides certain requirements and provisions regarding (1) temporary and permanent signalization of the Entrance Road Intersection

(as defined in the Second Amendment), (2) construction of temporary and permanent turn lanes within such Entrance Road Intersection, (3) the awarding of impact fee credits for Equestrian ROW&E (as defined in the Second Amendment), and (4) the design, engineering, permitting and construction of improvements at Round Lake Road's intersection with Kelly Park Road (the "**Round Lake Road Improvements**" or "Intersection Improvements**,**" as defined in the Original Agreement).

C. The Amended Development Agreement also provides that Developer has agreed to install certain Potable Water Improvements, Sanitary Sewer Improvements, and Reclaimed Water Improvements (the **"Utility Improvements**," as defined in the Original Agreement), as well as a new sixteen-inch potable water main within Effie Drive north from West Kelly Park Road to the portion of Effie Drive where the Property has frontage (the "**Effie Drive WM Extension**," as defined in the Original Agreement) prior to the issuance of the first certificate of occupancy for the project, for which the Developer would be entitled to certain reimbursements should the City desire such improvements be upsized.

D. The City wishes to upsize the Utility Improvements and Effie Drive WM Extension, and does not wish such upsizing to delay the project while the City and Developer negotiate an upsizing agreement pursuant to Section 9 of the Original Agreement.

E. The Amended Development Agreement's requirements assume that construction of the permanent widening of West Kelly Park Road would occur following a period where the Project would utilize temporary signalization and turn lanes due to the length of time between construction of the Project and the commencement of the West Kelly Park Road widening.

F. The Parties have since worked together to accelerate the timetable for the completion of the West Kelly Park Road widening and intend to initiate construction of permanent improvements to the Entrance Road Intersection prior to the establishment of any temporary turn lanes or signalization. Developer has additionally obtained a traffic study establishing that signalization is not needed at the Entrance Road Intersection until certificates of occupancy are achieved for 580 single-family residential units and 300 multifamily apartment units.

G. Because of this accelerated timetable, the Amended Development Agreement would call for Developer to complete temporary improvements only to immediately demolish them in favor of the permanent improvements.

H. To help accelerate the West Kelly Park Road widening and the Entrance Road Intersection Improvements, Developer has begun securing ROW&E in addition to the Equestrian ROW&E.

I. Discussions between the City and County as to jurisdiction over the Round Lake Road Improvements and other rights-of-way are ongoing, and Developer will likely not be able to complete such improvements prior to the issuance of the first certificate of occupancy for the Project for reasons outside of Developer's control.

J. City is authorized by home-rule powers to enter into agreements, and amendments to agreements, regarding the development and redevelopment of property.

K. Developer either remains fee simple owner or has received specific authorization to enter this Third Amendment from all relevant fee simple property owners subject to the Amended Development Agreement.

L. The City Council of City scheduled, advertised, and held a public hearing on _____, 2024, to consider this Third Amendment, and heard all persons desiring to speak for or against this Third Amendment.

M. The City Council of City duly considered the remarks and comments offered regarding this Third Amendment made at said public hearing.

N. Developer hereby affirms and acknowledges that everything contracted for, negotiated, acknowledged, and affirmed herein by Developer is done freely and voluntarily.

O. The Parties desire to amend the Amended Development Agreement as hereinafter set forth in this Third Amendment.

NOW, THEREFORE, in consideration of the mutual covenants and agreements set forth herein, and other good and valuable considerations, the receipt and sufficiency of which are hereby acknowledged, the Parties hereby agree as follows:

1. **Recitals**. The recitals set forth above are true and correct and are incorporated herein by this reference.

2. **Defined Terms**. Defined (capitalized) terms used herein, but which are not specifically defined herein, shall have the meanings given to such terms by the Amended Development Agreement.

3. **Round Lake Road Improvements**. Section 5 of the Original Agreement is hereby modified to remove the requirement that Developer design, engineer, permit and construct ("**DEP&C**") the Intersection Improvements prior to the issuance of the first certificate of occupancy. Developer shall instead complete the DEP&C such Intersection Improvements within 12 months after the issuance of the first certificate of occupancy for the Project. Should Developer be unable to complete the DEP&C of the Intersection Improvements within said 12 months due to issues relating to acquisition of necessary easements or rights-of-way, the City Administrator or designee may grant extensions to this deadline upon request made in writing by the Developer, which shall not be unreasonably denied.

4. **Entrance Road Intersection Turn Lanes and Signalization**. Section 68 of the Amended Development Agreement, as created by Section 11 of the Second Amendment, is hereby modified as follows:

(a) Turn lanes from West Kelly Park Road onto the Entrance Road (also known as "**Waypointe Boulevard**"), including the Equestrian Turn Lane, are not required to be completed prior to making a connection between West Kelly Park Road and the Entrance Road so long as:

(i) Construction has commenced on the permanent improvements as shown on the construction plans dated March 11, 2023, and approved by Apopka's Development Review Committee, and as may be amended with approval of the City; and

(ii) A transportation management plan is in place during said construction in the same manner as if temporary turn lanes had been completed.

(b) Developer is not required to complete the Temporary Signal called for in Sections 68 and 68(b) prior to the issuance of the certificate of occupancy for the 320th residential unit in the Project and Owned Expansion Parcels, so long as:

(i) Construction has commenced on the permanent improvements as shown on the construction plans dated March 11, 2023, and approved by Apopka's Development Review Committee, and as may be amended with approval of the City; and

(ii) A transportation management plan is in place during said construction in the same manner as if the Temporary Signalization had been completed.

(c) Developer shall install a stop sign at Waypointe Boulevard within the Entrance Road Intersection concurrently when making the connection between Waypointe Boulevard and West Kelly Park Road. Developer shall DEP&C the Temporary Signal or a permanent signal prior to the issuance of certificates of occupancy for a total of 580 single-family residential units and 300 multifamily residential units.

5. **Alternative Method of Acquisition of ROW&E**. In addition to the mechanism for the Equestrian ROW&E as described in the Second Amendment, Developer and City may obtain ROW&E owned by third parties needed for the Entrance Road Intersection Improvements and widening of Kelly Park Road associated with the Project in the following manner:

(a) For any ROW&E necessary for the Entrance Road Intersection Improvements, as shown by any approved plans, or as confirmed in writing by the Mayor, City Administrator, or designee as approved for acquisition, Developer may negotiate acquisition of such ROW&E on behalf of the City. Developer may acquire such ROW&E by easement, fee simple, or other form approved by the City. Developer shall utilize good faith, commercially reasonable efforts to negotiate the procurement from such third-party landowner, and any proposed compensation to be paid to such third-party owner shall be subject to the City's approval by the Mayor, City Administrator, or designee, which shall not be unreasonably withheld.

(b) Should the City approve of the acquisition and compensation, the Developer may utilize its own funds to acquire such ROW&E. If Developer utilizes its own funds to acquire the ROW&E, Developer shall be entitled to cash reimbursement for 100% of the approved compensation paid by Developer to the third-party owner within thirty (30) days of Developer providing notice of such acquisition to the City, including documentation showing funds actually paid. Such reimbursement shall be paid by wire transfer or other means mutually agreed upon by the Parties.

(c) Alternatively, Developer shall be entitled to transportation impact fee credits for 100% of the approved compensation paid by Developer to the third-party owner. The City shall award such impact fee credits within thirty (30) days of Developer providing a request for such transportation impact fee credits, which request shall include documentation showing that the compensation was paid to the third-party owner.

(d) Developer shall be entitled to cash reimbursement for any credits awarded under Subsection 5(c) above. The City shall make such cash reimbursement within thirty (30) days of a request for such reimbursement made by Developer, either by wire transfer or other means mutually agreed upon by the Parties.

6. **Vesting and Approvals**. Because Developer will be constructing the permanent improvements to the Entrance Road Intersection associated with the Kelly Park Road Widening in lieu of the temporary improvements which would be sufficient to satisfy requirements for the Project and the Property, the City agrees to the following:

(a) The City agrees to issue a Certificate of Acceptance for the Crossroads at Kelly Park Phase 1-1 Master Infrastructure & Mass Grading improvements prior to the completion of the permanent Entrance Road Intersection improvements.

(b) So long as Developer or assignee has commenced the permanent improvements, no further improvements along Kelly Park Road are required for Developer or assignees to receive their inspections, Certificates of Occupancy (COs), Certificates of Completion (COCs), and Certificates of Acceptance (COAs) including the finals, and the City shall not withhold any COs, COCs, COAs, or similar approvals for the Project due to the status of the Entrance Road Intersection.

(c) The properties identified as "Benefitted Properties" within that Amended Easement Agreement executed May 16, 2023 and recorded in the Orange County Public Records as Document No. 20230281479 (the **"Galvin-Equestrian ROW Easement**") shall be deemed to have public access by virtue of their benefit of the Galvin-Equestrian ROW Easement, as amended, and any delay in dedication or conveyance of such easement to the City shall not prevent such Benefitted Properties from receiving their inspections, Certificates of Occupancy (COs), Certificates of Completion (COCs), and Certificates of Acceptance (COAs) including the finals, and the City shall not withhold any COs, COCs, COAs, or similar approvals for the Benefitted Properties due to lack of public access, including development approvals such as for plats, development plan amendments, or other any other form of development application.

(d) These confirmations shall apply to any of Developer's assignees and purchasers for the property subject to the Amended Development Agreement, including but not limited to DHIC-Kelly Park LLC, D.R. Horton, Inc, PRM Apopka/Kelly Park Owner LLC, Jen Florida 51, LLC and Dream Finders Homes, LLC.

7. **Effie Drive WM Extension and Utility Improvements**. Section 8 of the Original Agreement is hereby modified to remove the requirement that Developer DEP&C the Utility Improvements and Effie Drive WM Extension prior to the issuance of the first certificate of occupancy. Developer shall instead complete the DEP&C such Utility Improvements and Effie

Drive WM Extension within 12 months after the City and Developer enter an upsizing agreement providing for Developer reimbursement pursuant to Section 9 of the Original Agreement, or 12 months after the City provides written notice that they do not wish to upsize said improvements, whichever occurs first.

8. **Conflict**. In the event of any conflict between the provisions of the Amended Development Agreement and the provisions of this Third Amendment, the provisions of this Third Amendment shall control.

9. **Ratification**. The Parties hereby ratify and reaffirm the terms of the Amended Development Agreement and agree that nothing contained herein invalidates or shall impair or release any covenant, condition, agreement, or stipulation in the Amended Development Agreement, except as herein expressly modified, and the Development Agreement shall continue in full force and effect.

10. **Entire Agreement**. This Third Amendment constitutes the entire agreement between the Parties with respect to the specific matters contained herein and supersedes all previous discussions, understandings, and agreements.

11. **Negotiation**. Each Party hereby acknowledges that it was properly represented in the negotiation of this Third Amendment and this Third Amendment shall not be more strictly construed against one Party or another as a result of such Party's participation in the drafting of this Third Amendment.

12. **Counterparts**. This Third Amendment may be executed in several counterparts, each of which shall be fully effective as an original, and all of which together shall constitute one and the same instrument. Signature pages may be detached from the counterparts and attached to a single copy of this document to physically form one document.

13. **Controlling Law**. This Third Amendment and the provisions contained herein shall be construed, controlled, and interpreted according to the laws of the State of Florida, and all duly adopted ordinances, regulations, and policies of City now in effect and those hereinafter adopted.

14. **Third Amendment Effective Date**. The "**Effective Date**" of this Third Amendment shall mean and refer to the date that this Third Amendment has been executed by all parties.

15. **Recording in Public Records**. This Third Amendment, executed by all Parties, shall be recorded in the Public Records of Orange County, Florida. The City Clerk of City shall insure that proper recording of this Third Amendment is accomplished within fourteen (14) days after the execution of this Third Amendment by all Parties.

[signature pages and exhibit follow]

IN WITNESS WHEREOF, the Parties have caused this Third Amendment to be duly executed.

"CITY"

Signed, sealed, and delivered in the presence of:	**CITY OF APOPKA, FLORIDA, a Florida municipal corporation**
_____	By: _____
Print Name:_____	Print Name: _____
_____	Title: _____
Print Name:_____	Date: _____

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 _____, as _____ of CITY OF APOPKA, FLORIDA, a Florida municipal corporation, on behalf of the city. S/He ___ is personally known to me OR ___ has produced _____ as identification.

[AFFIX NOTARY SEAL]

_____
Notary Public

_____
Print Name

My Commission Expires:_____

Signed, sealed, and delivered in the presence of:	**KELLY PARK LAND INVESTMENTS, LLC, a Florida limited liability company**
_____	By: _____
Print Name: _____	Print Name: **Mike Galvin**
_____	Title: **Manager**
Print Name: _____	Date: _____

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, LLC, a Florida limited liability company, on behalf of the company. He ___ is personally known to me OR ___ has produced _____ as identification.

[AFFIX NOTARY SEAL]

_____
Notary Public

_____
Print Name

My Commission Expires: _____

Signed, sealed, and delivered
in the presence of:

HARRISKP, LLC,
a Florida limited liability company

By: HARRIS REALTY COMPANY,
a _____,
its Manager

_____ By: _____

Print Name:_____ Print Name: _____

_____ Title: _____

Print Name:_____ Date: _____

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 _____, as _____ of HARRIS REALTY COMPANY, a _____, as Manager of HARRISKP, LLC, a Florida limited liability company, on behalf of the company. S/He ___ is personally known to me OR ___ has produced _____ as identification.

[AFFIX NOTARY SEAL]

_____
Notary Public

_____
Print Name

My Commission Expires:_____

Signed, sealed, and delivered in the presence of:	**GALVIN LAND SERVICES, LLC,** **a Florida limited liability company**
_____	By: _____
Print Name: _____	Print Name: **Mike Galvin**
_____	Title: **Manager**
Print Name: _____	Date: _____

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. He ___ is personally known to me OR ___ has produced _____ as identification.

[AFFIX NOTARY SEAL]

_____
Notary Public

_____
Print Name

My Commission Expires: _____

Signed, sealed, and delivered
in the presence of:

PRM APOPKA/KELLY PARK OWNER LLC,
a Foreign limited liability company

_____

Print Name:_____

_____

Print Name:_____

By:_____

Print Name: **Louis Karger**

Title: **Manager**

Date:_____

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 Louis Karger, as Manager of PRM APOPKA/KELLY PARK OWNER LLC, a foreign limited liability company, on behalf of the company. He ___ is personally known to me OR ___ has produced _____ as identification.

[AFFIX NOTARY SEAL]

_____
Notary Public

_____
Print Name

My Commission Expires:_____

Signed, sealed, and delivered in the presence of:	**JEN FLORIDA 51 LLC,** **a Florida limited liability company**
_____	By: _____
Print Name: _____	Print Name: _____
_____	Title: **Manager**
Print Name: _____	Date: _____

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 _____, as Manager of JEN FLORIDA 51 LLC, a Florida limited liability company, on behalf of the company. He ___ is personally known to me OR ___ has produced _____ as identification.

[AFFIX NOTARY SEAL]

_____
Notary Public

_____
Print Name

My Commission Expires: _____

City of Apopka
CITY COUNCIL STAFF REPORT

Section: BUSINESS (Action Item)
Item #: 5.
Meeting Date: August 7, 2024
Department: Parks and Recreation

SUBJECT:
Apopka Proud Concert Entertainment

REQUEST:
Authorization to prepay required deposits for the October 5, 2024, Apopka Proud Concert entertainment and related services in the amount of $40,000.

SUMMARY:
The Apopka Proud Concert was developed as an annual large community concert event hosted by the City at the Apopka Amphitheater. The 2019 Apopka Proud Concert occurred on May 4, 2019, and featured John Anderson and Sawyer Brown as co-headliners. The 2020 Apopka Proud Concert featuring Scott Stapp from CREED and the Uprooted Band with Michael Glabicki of Rusted Root was scheduled for April 4, 2020, before being canceled due to the Covid-19 pandemic. The planned restart of the Apopka Proud Concert in 2024 will feature the return of the 2024 Country Music Hall of Fame inductee John Anderson, co-headliner Sawyer Brown, and opening act Dallas Tyler to the Apopka Amphitheater on October 5, 2024. Working with the Mayor's office, staff have developed a FY25 Apopka Proud Concert event plan. Staff are requesting authorization to prepay required deposits in the amount of $40,000 for the concert entertainment and related services, which are included in the Apopka Proud Concert event budget request as part of the FY25 tentative budget. Additional details for the FY25 Apopka Proud Concert and historical information from the 2019 Apopka Proud Concert are provided below:

FY25 Apopka Proud Concert Details
Due to the timing of the 2024 Apopka Proud Concert occurring in October 2024, the funding for the concert was placed in the FY25 tentative budget request as the concert expenses will fall in fiscal year 2025. The requested budget for the concert and estimated event revenues are provided below:

EVENT EXPENSES

Artists/Talent	**$81,800**
John Anderson	$40,000
Sawyer Brown	$40,000
Dallas Tyler	$1,800
Production Services	**$93,800**
Event Services (parking, security, rentals)	**$14,400**
Marketing/Advertising	**$10,000**
TOTAL EVENT BUDGET	**$200,000**

EVENT REVENUES (estimated)

Tickets (estimated)	**$115,000**
Seats (1,000 at $50 each)	$50,000
Lawn (2,000 at $25 each)	$50,000
Tables (25 at $600 each)	$15,000
Sponsors (estimated)	**$75,000**
$15,000 Sponsor (at 2)	$30,000
$5,000 Sponsor (at 5)	$25,000
2,000 Sponsor (at 10)	$20,000
Miscellaneous (estimated)	**$12,500**
T-Shirts (300 at $25 each)	$7,500
Preferred Parking (200 at $25 each)	$5,000
TOTAL EVENT REVENUE	**$202,500**

2019 Apopka Proud Historical Information

The 2019 Apopka Proud Concert event expenses and revenues are provided below for reference.

2019 EVENT EXPENSES

Artists/Talent	**$45,150**
John Anderson	$15,000
Sawyer Brown	$26,350*
Local Bands	$3,800
Production Services	**$19,605****
Event Services (parking, security, rentals)	**$19,026**
Marketing/Advertising	**$12,454**
TOTAL EVENT EXPENSES	**$96,235 (not including discounts)**

*Received $3,650 discount from Sawyer Brown
**Received $17,055 discount from Precision Audio Inc.

2019 EVENT REVENUES

Tickets	**$19,898**
Sponsors/Vendors	**$62,462**
Miscellaneous	**$22,021**
Merchandise (T-Shirts/Magnets)	$8,734
Preferred Parking	$13,287
TOTAL EVENT REVENUE	**$104,381**

Key Differences
As with everything in the post-pandemic world, costs for goods and services have increased. Two areas of increase to note are in the Artist/Talent expenses and the Production Services.

The prices for entertainment provided by John Anderson and Sawyer Brown have both increased since 2019. John Anderson's performance fee increased from $15,000 in 2019 to $40,000 for this year's concert and Sawyer Brown's performance fee increased from $30,000 to $40,000 for this year's concert. Of note, John Anderson was inducted to the Country Music Hall of Fame this year, which impacted his performance fee. Artistic services are exempt from competitive solicitation requirements per Florida Statutes 287.057(3)(e).

The City's Live Entertainment Production Services Contract (2023-A-27) was utilized to provide the budget estimate for the production services for this year's concert through awarded vendor Birchmore Group, Inc. There was a large increase reflected in the production services for this year's event. Of note, the production services for the 2019 event were partially sponsored by the John Land Trust Fund, in the amount of $6,250, and a large discount was provided by the service provider in the amount of $17,055.00. Factoring these considerations into the 2019 production services, actual services rendered by the vendor were valued at $29,555.00. Additionally, production services/equipment were donated by SunBelt rentals (in the amount of $5,000) and Porkies BBQ (in the amount of $3,000) and Sawyer Brown provided a discount in the amount of $3,650.

FUNDING SOURCE:
FY25 Tentative Budget - 001-3612-572-5201

RECOMMENDED MOTION:
Staff recommend authorization to prepay required deposits for the October 5, 2024, Apopka Proud Concert entertainment and related services in the amount of $40,000.

ATTACHMENTS:
None

City of Apopka
CITY COUNCIL STAFF REPORT

Section: BUSINESS (Action Item)
Item #: 6.
Meeting Date: August 7, 2024
Department: Mayor's Office

SUBJECT:
Proposed Resolutions by the Florida League of Cities (FLC)

REQUEST:
The City Council must consider whether to support or oppose the proposed resolutions brought forward by the FLC's Resolutions Committee for consideration at the FLC Annual Conference taking place at the Diplomat Hotel in Hollywood, Florida, in August 2024.

SUMMARY:
The FLC Resolutions Committee will review and vote on each resolution and then forward the committee's recommendations to the League's membership at the Business Session, taking place on Saturday, August 17, 2024, at 9:00 a.m. The League's voting delegates will then take a vote on the Report of the Resolutions from the committee.

At the June 19, 2024, City Council meeting, Commissioner Nadia Anderson was selected to represent the City of Apopka as the voting delegate at the Business Session.

FUNDING SOURCE:
Not applicable

RECOMMENDED MOTION:
City Council to support or oppose the proposed resolutions

ATTACHMENTS:
1. Florida League of Cities 2024 Proposed Resolutions

2024-02

A RESOLUTION OF THE FLORIDA LEAGUE OF CITIES, INC., RECOGNIZING THE WEEK OF OCTOBER 21-27, 2024, AS "FLORIDA CITY GOVERNMENT WEEK" AND ENCOURAGING ALL FLORIDA CITY OFFICIALS TO SUPPORT THIS CELEBRATION BY PARTICIPATING IN FLORIDA CITY GOVERNMENT WEEK ACTIVITIES.

WHEREAS, city government is the government closest to the people and the one with the most direct daily impact upon its residents; and

WHEREAS, city government provides services and programs that enhance the quality of life for residents, making their city their home; and

WHEREAS, city government is administered for and by its citizens and is dependent upon public commitment to and understanding of its many responsibilities; and

WHEREAS, city government officials and employees share the responsibility to pass along the understanding of the services provided by cities and their benefits; and

WHEREAS, Florida City Government Week is a very important time to recognize the significant role played by city government in our lives and to spread the word to all Floridians that they can shape and influence this level of government, which is closest to the people; and

WHEREAS, the Florida League of Cities and its member cities have joined together to teach students and other citizens about municipal government through a variety of activities.

NOW, THEREFORE, BE IT RESOLVED BY THE FLORIDA LEAGUE OF CITIES, INC.:

Section 1. The Florida League of Cities, Inc., encourages all city officials, city employees, school officials and citizens to participate in events that recognize and celebrate Florida City Government Week.

Section 2. A copy of this resolution be provided to the membership of the Florida League of Cities, Inc.

PASSED AND ADOPTED by the Florida League of Cities, Inc., in conference assembled at the League's 2024 Annual Conference at the Diplomat Beach Resort in Hollywood, FL, this 17th Day of August 2024.

_____

Greg Ross, President
Florida League of Cities, Inc.

Mayor, City of Cooper City

ATTEST: _____
Jeannie Garner, Executive Director/CEO
Florida League of Cities, Inc.

Submitted by: FLC Staff

2024-03

A RESOLUTION OF THE FLORIDA LEAGUE OF CITIES, INC., URGING CONGRESS TO REFORM AND INCREASE FUNDING TO THE HAZARD MITIGATION ASSISTANCE GRANT PROGRAMS.

WHEREAS, natural disasters, including hurricanes, floods, wildfires and earthquakes, pose an ongoing threat to communities in Florida and across the United States and result in loss of life, property damage and economic hardship; and

WHEREAS, Hazard Mitigation Assistance (HMA) grants, administered by the Federal Emergency Management Agency (FEMA), provide crucial funding for projects that reduce or eliminate long-term risk to people and property from natural disasters; and

WHEREAS, the HMA program includes the Pre-Disaster Mitigation (PDM) grant program, the Flood Mitigation Assistance (FMA) grant program, the Building Resilience Infrastructure and Communities (BRIC) grant program and the Hazard Mitigation Grant Program (HMGP), all of which are essential in helping communities prepare for and recover from natural disasters; and

WHEREAS, current funding levels for the grants within the HMA Program are insufficient to meet the growing demand for mitigation projects, which leaves many communities vulnerable to the devastating impacts of natural disasters; and

WHEREAS, there continues to be a dire need for reforms to the HMA Program to streamline the application process, prioritize equitable and cost-effective distribution of funds and increase support for underserved and disadvantaged communities disproportionately affected by natural hazards; and

WHEREAS, strengthening the HMA Program would provide additional support for state and local governments working to implement effective hazard mitigation strategies, increase resilience and promote sustainable development in vulnerable areas; and

WHEREAS, a study from the National Institute of Building Sciences found that every dollar spent on disaster mitigation saves six dollars in future disaster costs, which reduces the long-term burden on taxpayers; and

WHEREAS, investing in hazard mitigation is not only a matter of public safety but also an investment in the economic stability and resilience of communities across the nation.

NOW, THEREFORE, BE IT RESOLVED BY THE FLORIDA LEAGUE OF CITIES, INC.:

Section 1. The Florida League of Cities, Inc. urges the United States Congress to increase funding for Hazard Mitigation Assistance Grants to meet the rising needs of communities facing natural hazards.

Section 2. The Florida League of Cities, Inc. calls upon Congress to implement reforms to the HMA Program that streamline the application process, prioritize equitable and cost-effective distribution of funds and provide targeted support for underserved and disadvantaged communities.

Section 3. A copy of this resolution be sent to President Joe Biden, the Florida congressional delegation, the National League of Cities and the membership of the Florida League of Cities, Inc.

PASSED AND ADOPTED by the Florida League of Cities, Inc., in conference assembled at the League's 2024 Annual Conference at the Diplomat Beach Resort in Hollywood, FL, this 17th Day of August 2024.

_____

Greg Ross, President
Florida League of Cities, Inc.
Mayor, City of Cooper City

ATTEST: _____

Jeannie Garner, Executive Director/CEO
Florida League of Cities, Inc.

Submitted by: Mayor Ken Welch, City of St. Petersburg

2024-01

A RESOLUTION OF THE FLORIDA LEAGUE OF CITIES, INC., EXPRESSING APPRECIATION TO THE CITY OF COOPER CITY AND THE BROWARD LEAGUE OF CITIES FOR THEIR SUPPORT OF GREG ROSS AS PRESIDENT OF THE FLORIDA LEAGUE OF CITIES.

WHEREAS, Greg Ross, Mayor of the City of Cooper City, served as President of the Florida League of Cities (FLC) from 2023-2024; and

WHEREAS, the citizens, Commissioners and staff of the City of Cooper City were understanding of the demands placed upon Mayor Ross in his role as President of the FLC; and

WHEREAS, during his presidency, Mayor Ross focused on the Serving Our Cities initiative, which centered around intentional collaboration, expanded education and respectful public service; and

WHEREAS, the membership and staff of the FLC recognize that the commitment of the City of Cooper City and the Broward League of Cities to Mayor Ross' presidency ensured his active participation in FLC activities and unselfish service to the FLC and it permitted him to successfully promote the programs, projects and philosophy of the FLC during the past year; and

WHEREAS, the membership and staff of the FLC also wish to recognize and personally thank Mary Lou Tighe, the Broward League of Cities Executive Director, all of the dedicated City of Cooper City staff and members of the Broward League of Cities for their efforts in providing outstanding assistance to President Ross and FLC staff in coordinating his duties with the City and with the FLC, and all City staff went above and beyond the call of duty and their outstanding contributions to this effort are applauded and greatly appreciated.

NOW, THEREFORE, BE IT RESOLVED BY THE FLORIDA LEAGUE OF CITIES, INC.

Section 1. The FLC membership and staff do officially and personally appreciate the commitment the City of Cooper City's citizens, Commissioners and staff made to Mayor Ross' presidency.

Section 2. The FLC membership and staff also appreciate the support and commitment from the Broward League of Cities to ensure President Ross had a successful year as FLC President.

Section 3. A copy of this resolution be presented to the City of Cooper City and the Broward League of Cities.

PASSED AND ADOPTED by the Florida League of Cities, Inc. in conference assembled at the League's 2024 Annual Conference at the Diplomat Beach Resort in Hollywood, FL, this 17th Day of August 2024.

Michael C. Blake, First Vice President
Florida League of Cities, Inc.
Mayor, City of Cocoa

ATTEST: _____
Jeannie Garner, Executive Director/CEO
Florida League of Cities, Inc.

Submitted by: FLC Staff

City of Apopka
CITY COUNCIL STAFF REPORT

Section: PUBLIC HEARINGS/ORDINANCES/RESOLUTION (Action Item)
Item #: 1.
Meeting Date: August 7, 2024
Department: Community Development

SUBJECT:
Ordinance No. 3029 - Second Reading - Repeal and Replacement of the Transportation Element of the Comprehensive Plan

REQUEST:
Adopt Ordinance No. 3029, Repeal and Replacement of the Transportation Element of the Comprehensive Plan and authorize staff to transmit to the adopted ordinance to the Florida Department of Commerce.

SUMMARY:
A text amendment to the Comprehensive Plan, according to Florida Statute 163, is processed similar to a large-scale future land use amendment. After recommendation from the Planning Commission, the City Council votes to transmit the amendment to the Florida Department of Commerce and other State agencies for a determination of consistency with State planning policies. Following this, the amendment is subsequently scheduled for an adoption hearing before the City Commission.

The current Transportation Element was adopted in 2009. Ordinance No. 3029 proposes to repeal and replace the Transportation Element with a newly written element that is being updated for a Year 2050 planning horizon. The new Transportation Element includes:

- Compiling and completing data, inventory, and analysis (DIA) of transportation conditions to guide and support the Goals, Objectives, and Policies (GOPs), and
- Writing new GOPs and reorganizing into 3 sections:
    - Provision of a Resilient, Connected, Multimodal Transportation System
    - Transportation Infrastrucutre
    - Transportation Funding and Capital Improvement Plan

ORANGE COUNTY NOTIFICATION: The JPA requires the City to notify the County 30 days before any public hearing or advisory board. The City properly notified Orange County on March 15, 2024.

PUBLIC HEARING SCHEDULE:
May 14, 2024 – Planning Commission (5:30 P.M.)
June 5, 2024 – City Council (1:30 P.M.), 1st Reading and Transmittal to Florida Department of Commerce
August 7, 2024 - City Council (1:30 P.M.), 2nd Reading and Adoption

DULY ADVERTISED:
May 3, 2024 – Public Notice (Apopka Chief)
July 26, 2024 - Public Notice (Apopka Chief)

FUNDING SOURCE:
N/A

RECOMMENDED MOTION:

PLANNING COMMISSION: At the May 14, 2024 meeting, the Planning Commission voted 5-1 to recommended approval of Ordinance No. 3029 - Repeal and Replacement of the Transportation Element of the Comprehensive Plan to the Apopka City Council.

CITY COUNCIL: On June 5, 2024, the City Council unanimously accepted first reading of Ordinance No. 3029, Repeal and Replacement of the Transportation Element of the Comprehensive Plan, and authorized staff to transmit to the Florida Department of Commerce.

RECOMMENDED MOTION - CITY COUNCIL: Adopt Ordinance No. 3029, Repeal and Replacement of the Transportation Element of the Comprehensive Plan.

ATTACHMENTS:

1. Ordinance Number 3029
2. Advertisement May 3
3. Advertisement July 26
4. CTY. APOPKA 24-01ESR

ORDINANCE NO. 3029

AN ORDINANCE OF THE CITY OF APOPKA, FLORIDA, AMENDING THE CITY OF APOPKA COMPREHENSIVE PLAN; REPEALING AND REPLACING THE TRANSPORTATION ELEMENT IN ITS ENTIRETY; PROVIDING FOR LEGISLATIVE FINDINGS; PROVIDING FOR CONFLICTS; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the City of Apopka recognizes the need to plan for orderly growth and development; and the Florida Legislature passed the Community Planning Act requiring all local governments to prepare and adopt a comprehensive plan;

WHEREAS, Chapter 163, Florida Statutes, authorizes amendments to adopted comprehensive plans under the "expedited review process;"

WHEREAS, the Planning Commission, acting as the Local Planning Agency of the City of Apopka, recently reviewed and discussed the proposed Comprehensive Plan amendment at a duly advertised public hearing on May 14, 2024, determined such request to be consistent with the City's Comprehensive Plan and recommends the City Council transmit the proposed amendment to the State Land Planning Agency for review and approval, and subsequent adoption by ordinance by the City Council; and

WHEREAS, the City Council has agreed with the recommendation of the Planning Commission and finds that the Comprehensive Plan amendment complies with the requirements of Chapter 163, Part II, Florida Statutes, and that the proposed application is consistent with the City's Comprehensive Plan; and

WHEREAS, the City Council hereby finds that this Ordinance serves a legitimate governmental purpose and is in the best interests of the public health, safety, and welfare of the citizens of Apopka, Florida.

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

SECTION I: LEGISLATIVE FINDINGS. The recitals set forth above are hereby adopted as the legislative findings of the City Council of the City of Apopka, Florida.

SECTION II: AMENDMENT. The City Council hereby amends the City of Apopka Comprehensive Plan by repealing and replacing the Transportation Element in its entirety with the text and content shown via underline in Exhibit "A" of this ordinance, attached hereto. The deleted provisions are contained and shown via ~~strikethrough~~ in Exhibit "B" of this ordinance, attached hereto.

SECTION III. INCLUSION OF ORDINANCE AND REVISED COMPREHENSIVE PLAN. It is the intention of the City Council that that the provisions of this Ordinance, and the revisions to the Comprehensive Plan which are incorporated herein by reference, shall become and be made a part of the City of Apopka Comprehensive Plan.

SECTION IV. CONFLICTS. After the effective date of this Ordinance and Exhibit "A", in any case where all or any part of this Ordinance or Exhibit "A" is found to be in conflict with any provision of any other ordinance of the City of Apopka, to the extent of such conflict, all such ordinances are hereby repealed.

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

SECTION VI. EFFECTIVE DATE. Within ten (10) days after enactment, a certified copy of this Ordinance shall be filed in the Office of the Secretary of State by the City Clerk and transmitted to the state land planning agency and any other agency or local government that provided timely comments pursuant to the expedited state review process in Section 163.3184(3), *Florida Statutes*. This Ordinance shall take effect upon the latter of the following dates: (a) thirty-one (31) days after the state land planning agency notifies the City that the plan amendment package is complete and the issuance of a certificate of consistency or (b) issuance of a final order by the state land planning agency or the State of Florida Administration Commission determining the amendment adopted by this Ordinance to be in compliance.

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

READ FIRST TIME: June 5, 2024

READ SECOND TIME AND ADOPTED: August 7, 2024

ATTEST:

_____
Susan Bone, City Clerk

_____
Bryan Nelson, Mayor

Approved as to form and legal sufficiency:

_____
Cliff Shepard, City Attorney

DULY ADVERTISED FOR PUBLIC HEARING: May 3, 2024 , July 26, 2024

EXHIBIT "A"

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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
	Keene Rd to McCormick 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
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				
	Monroe Ave to US 441	2L	Local	C4

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

Roadway	Segment	Number of Lanes	Functional Classification	Context Classification
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
	Clarcona Rd to Sheeler Ave	2L	Major Collector	C2

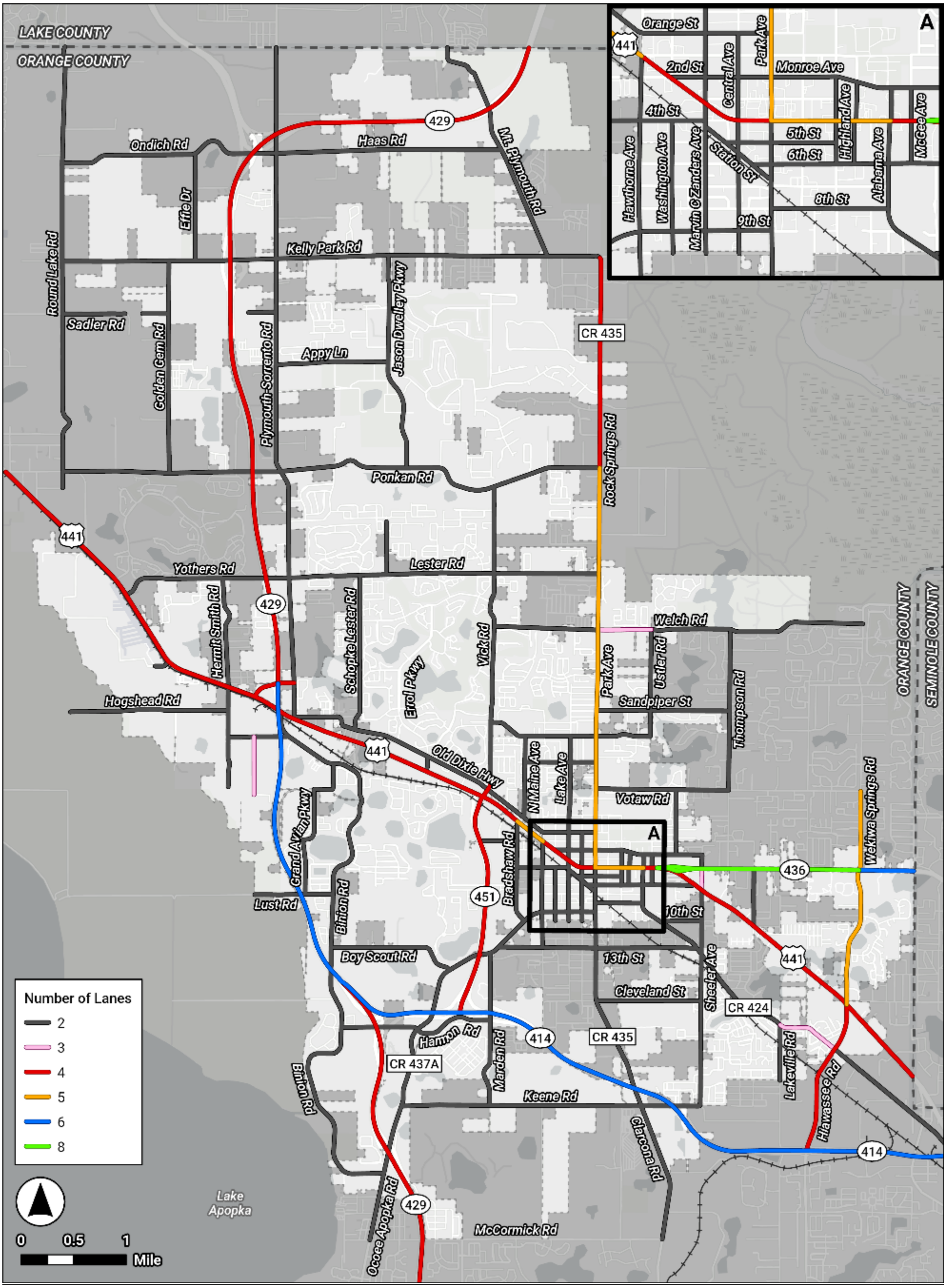
Table TE-1: Number of Lanes, Functional Classification, and Context Classification

Roadway	Segment	Number of Lanes	Functional Classification	Context Classification
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
	Plymouth-Sorrento Rd (CR 437) to Vick Rd	2L	Major Collector	C3R

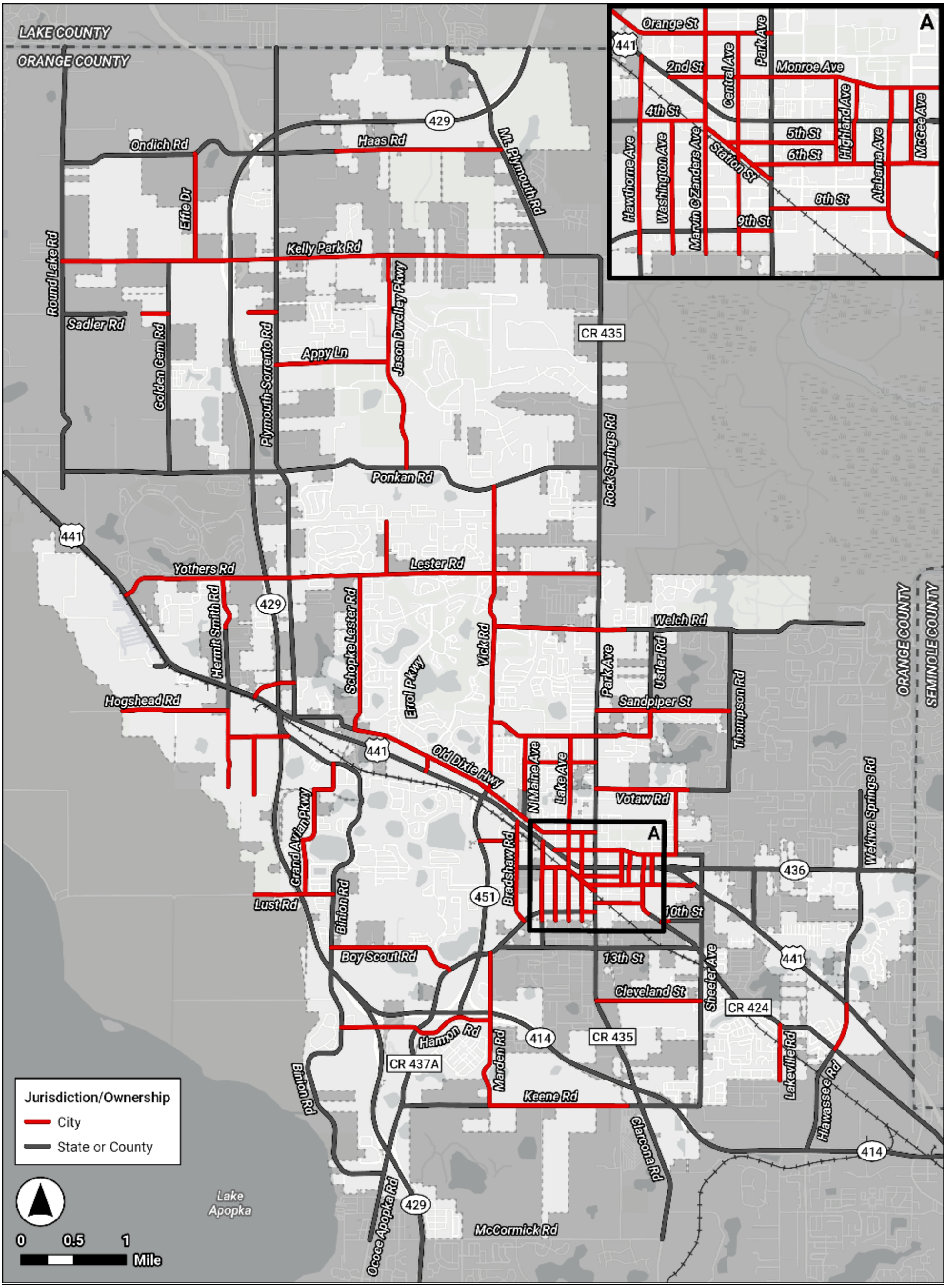
Table TE-1: Number of Lanes, Functional Classification, and Context Classification

Roadway	Segment	Number of Lanes	Functional Classification	Context Classification
	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

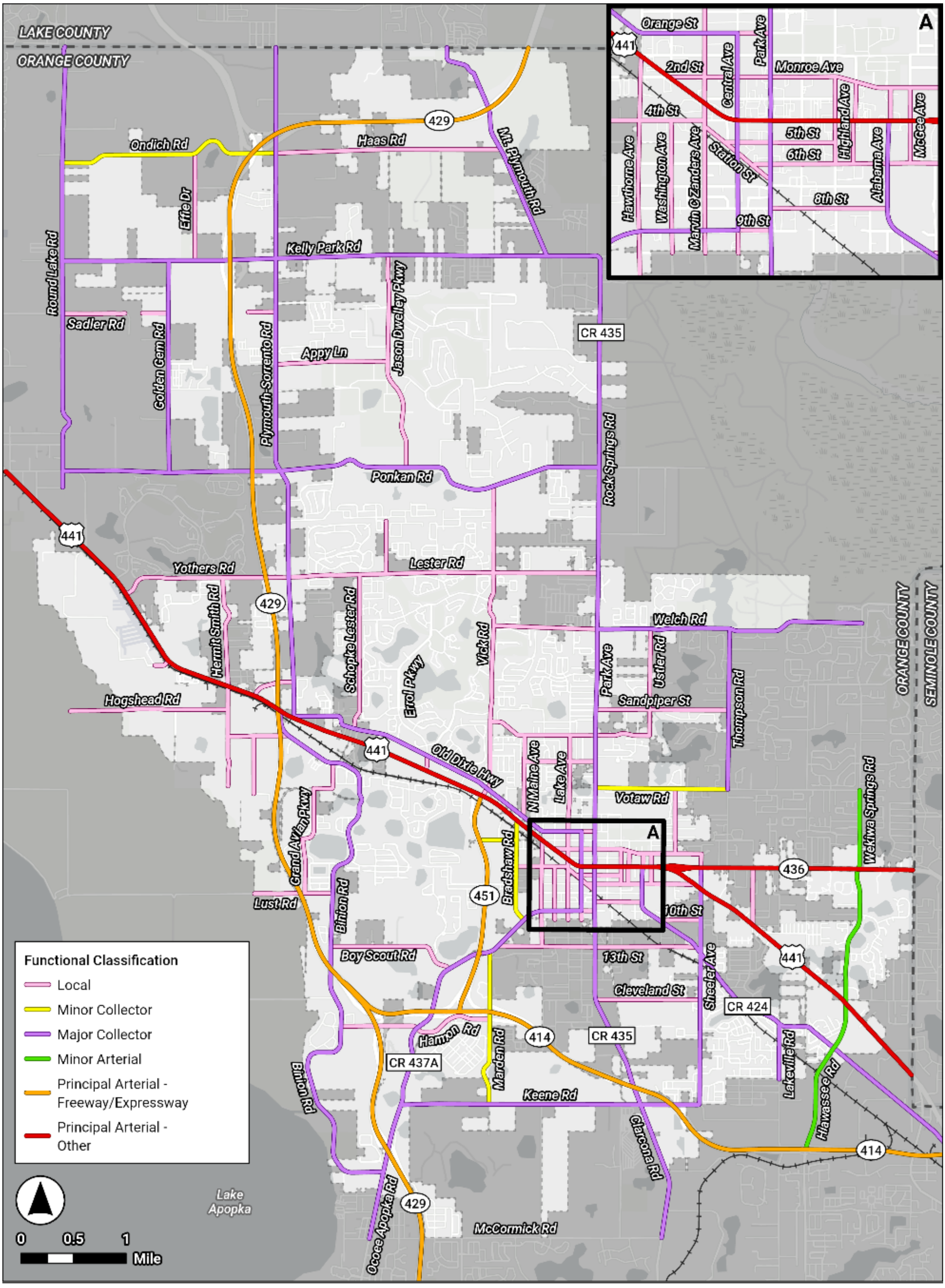
Map TE-1: Number of Lanes



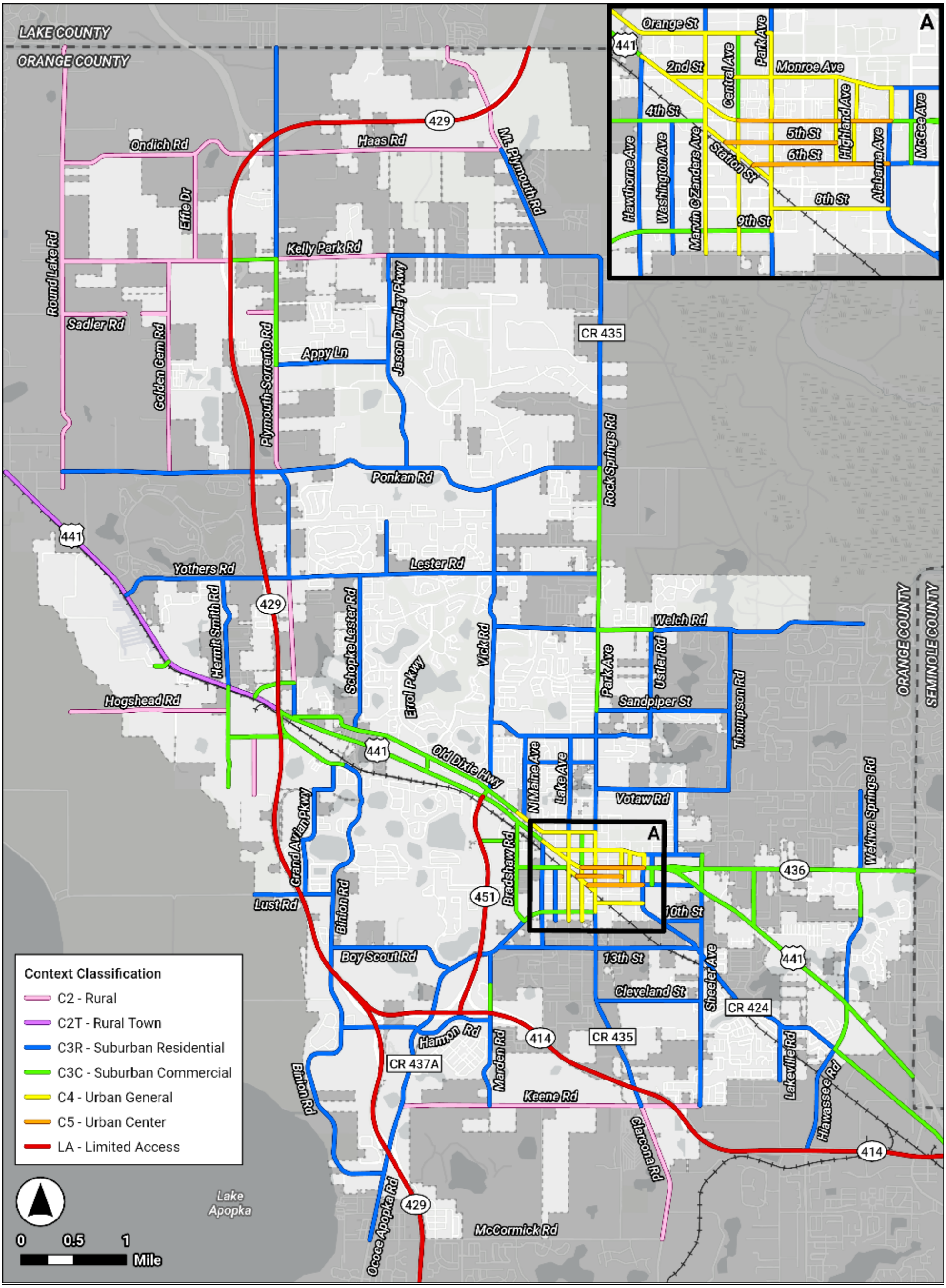
Map TE-2: Jurisdiction



Map TE-3: Functional Classification



Map TE-4: Context Classification



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

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

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

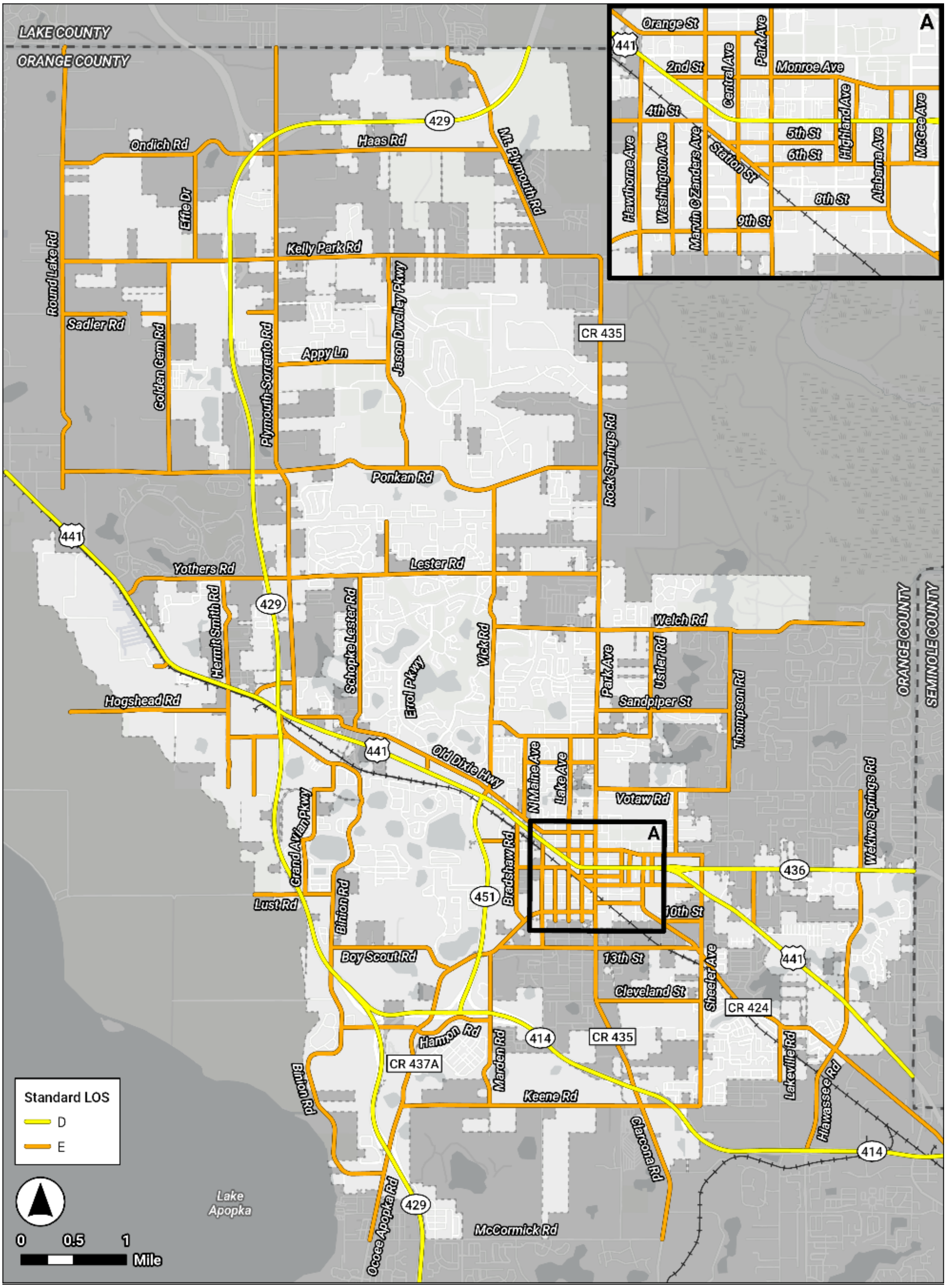
Table TE-3: 2022 Roadway Level of Service

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						

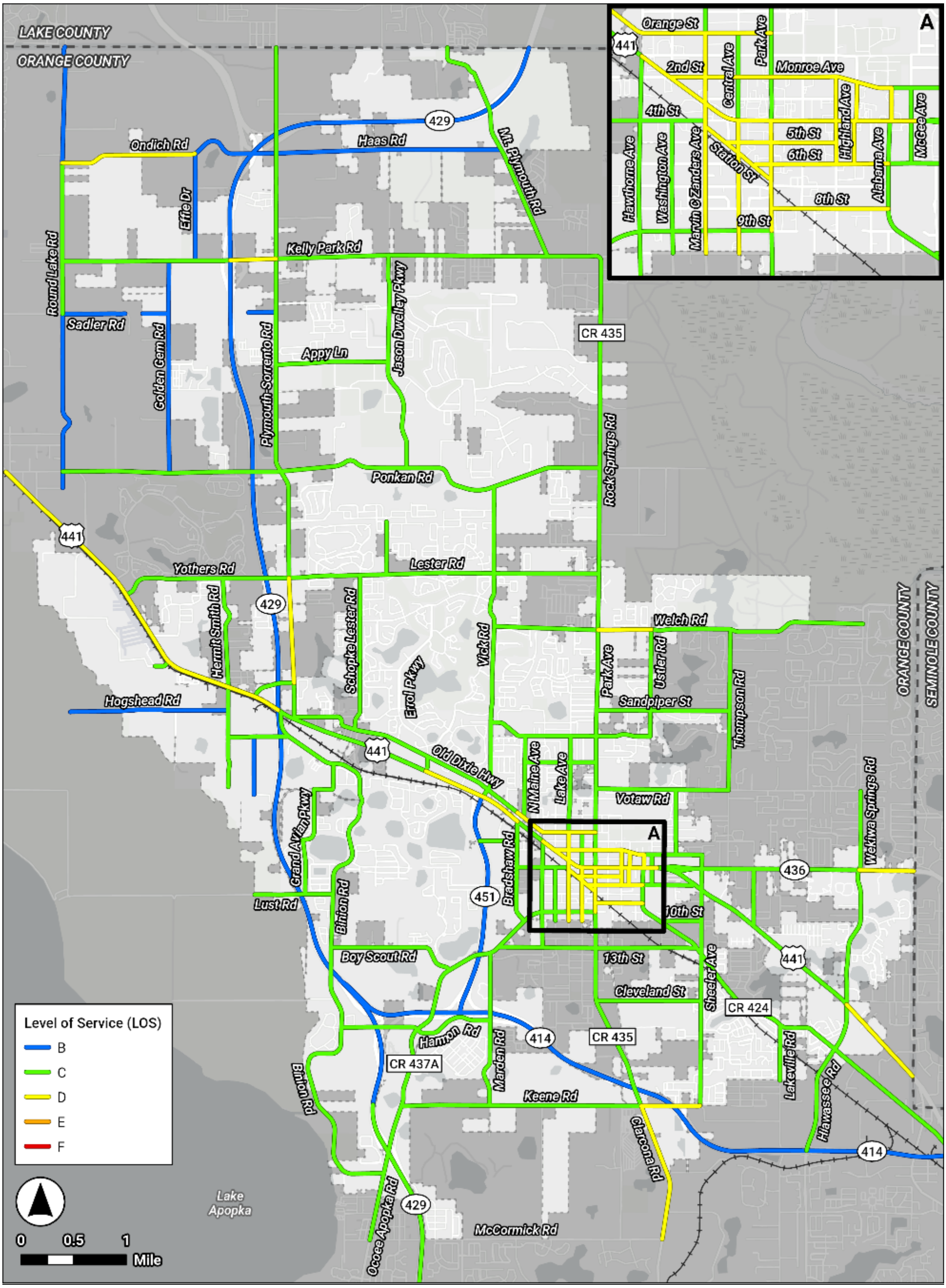
Table TE-3: 2022 Roadway Level of Service

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



Map TE-6: 2022 Roadway Level of Service



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.

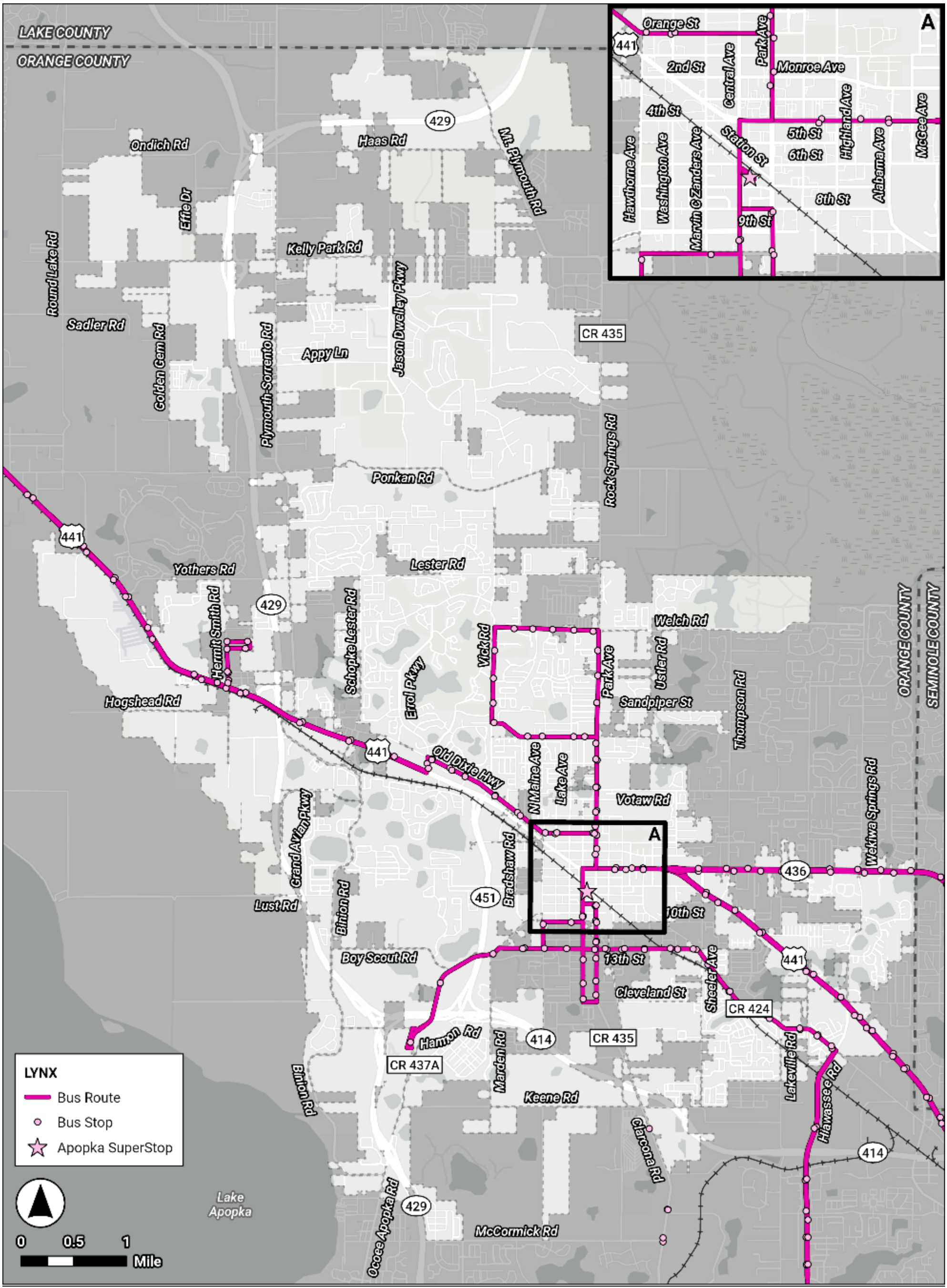
BICYCLE AND PEDESTRIAN FACILITIES

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.

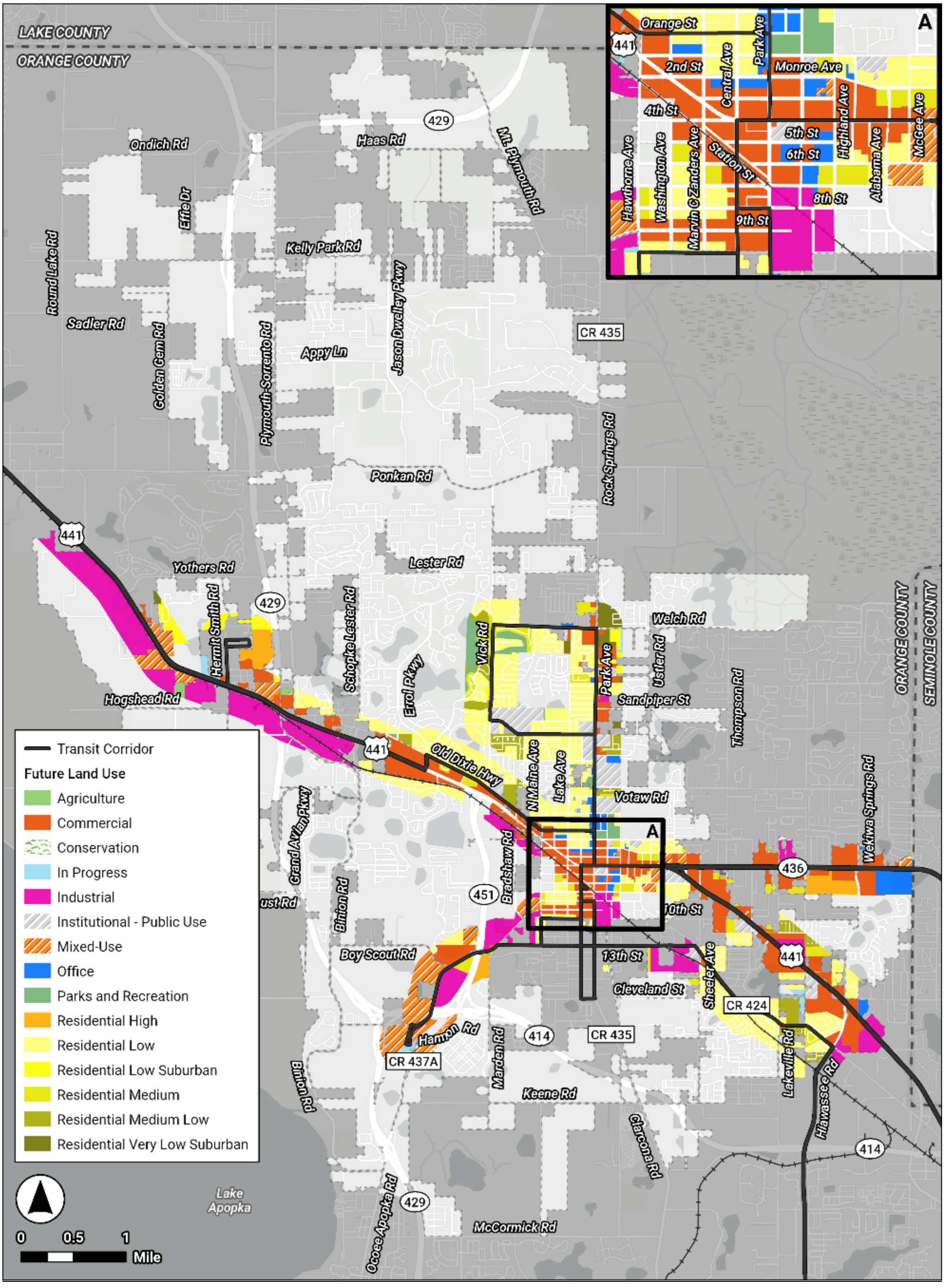
- The West Orange Trail connects to the Florida Coast-to-Coast Trail (C2C), which runs 250 miles from the each to west coast of Florida, spanning from St. Petersburg to Canaveral National Seashore. The West Orange trail is 22 miles running through Ocoee to Apopka. In Apopka, multiple West Orange Trail 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**.

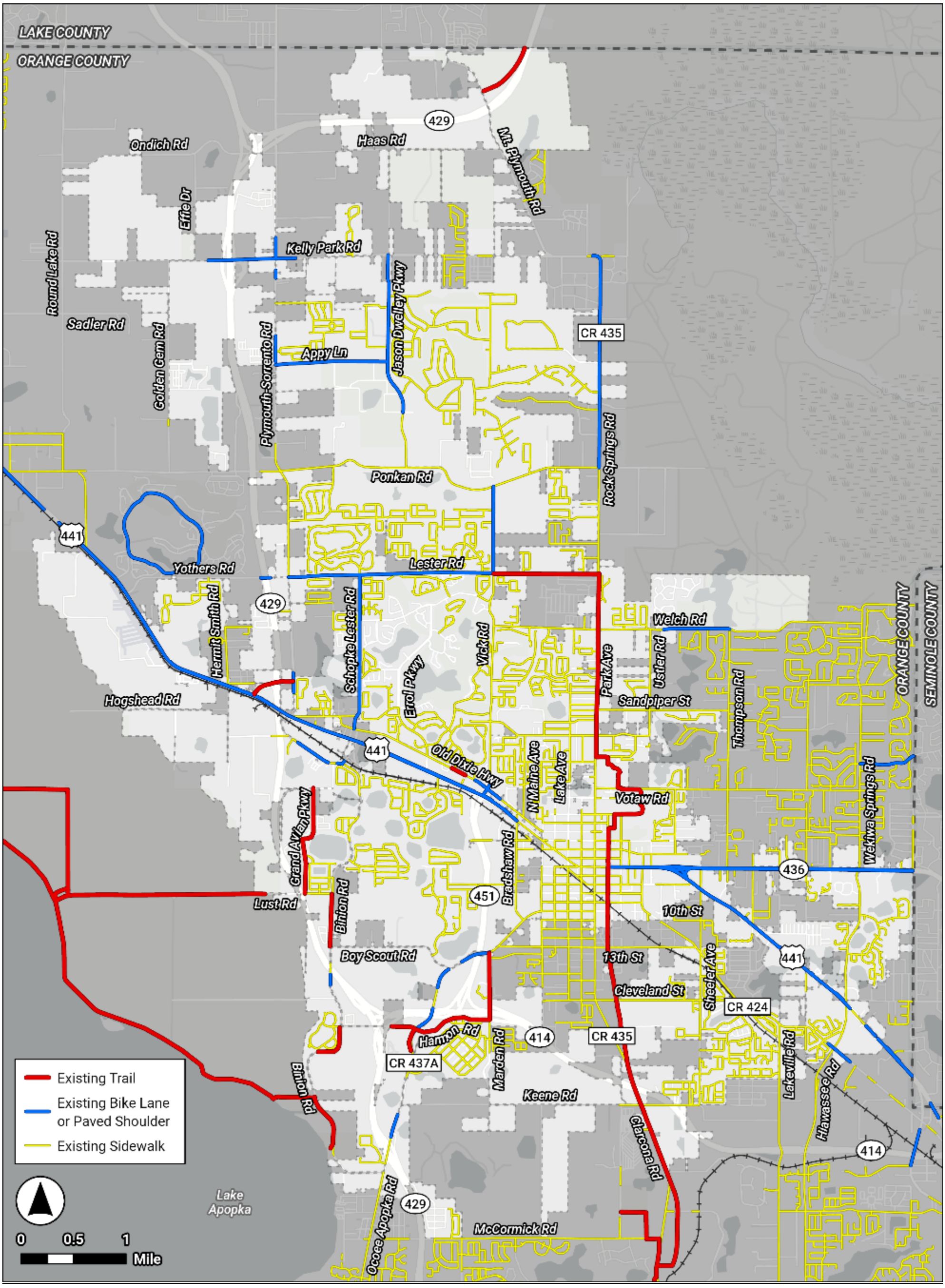
Map TE-7: Existing Transit Service



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.

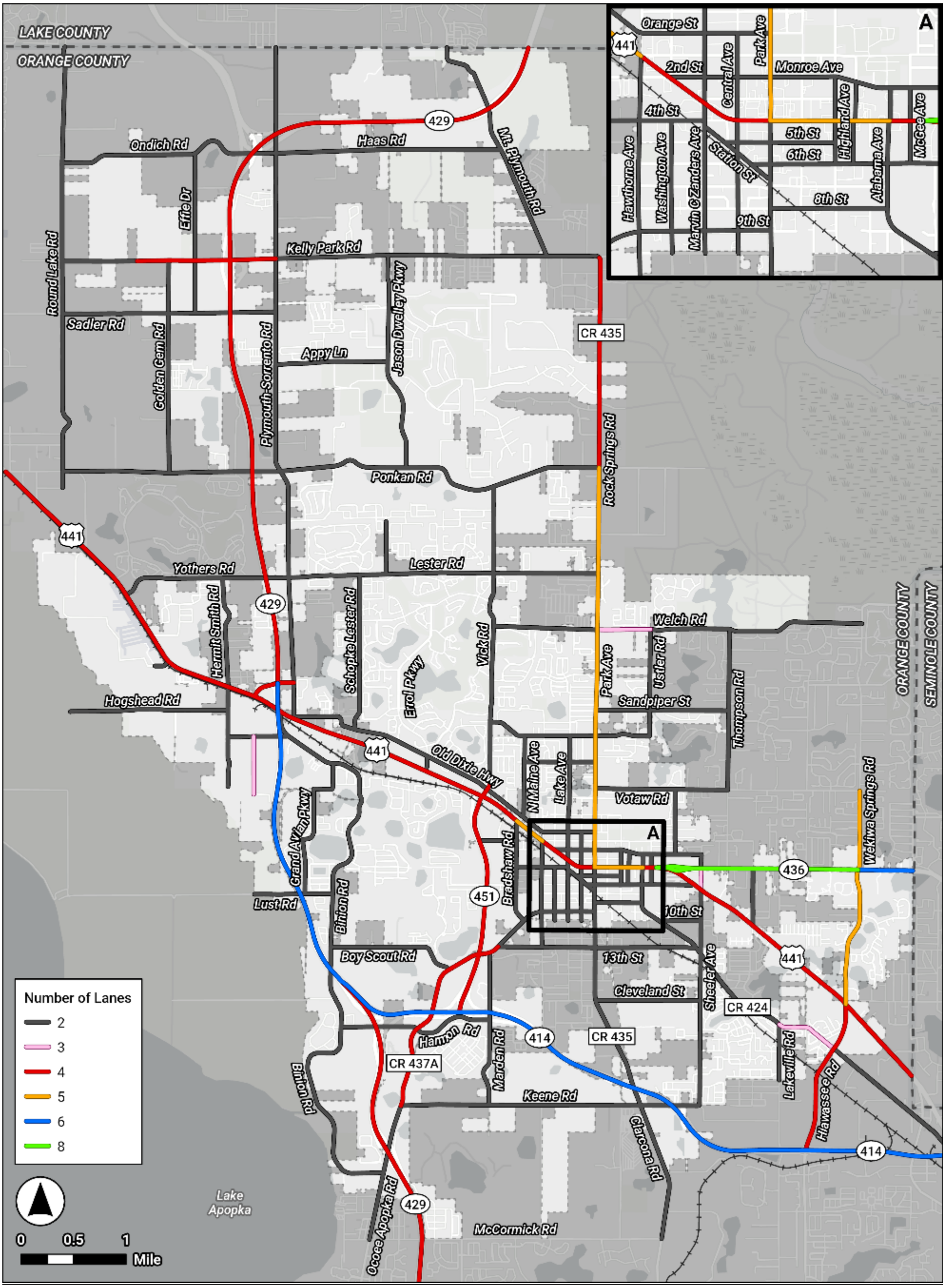
However, LYNX identified US 441, from the Apopka SuperStop to LYNX Central Station, as a primary corridor for inclusion in their 10-year service plan. Primary corridor improvements are envisioned to consist of high-quality transit features including walk-up stations, community stations, enhanced facility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

BICYCLE AND PEDESTRIAN IMPROVEMENTS

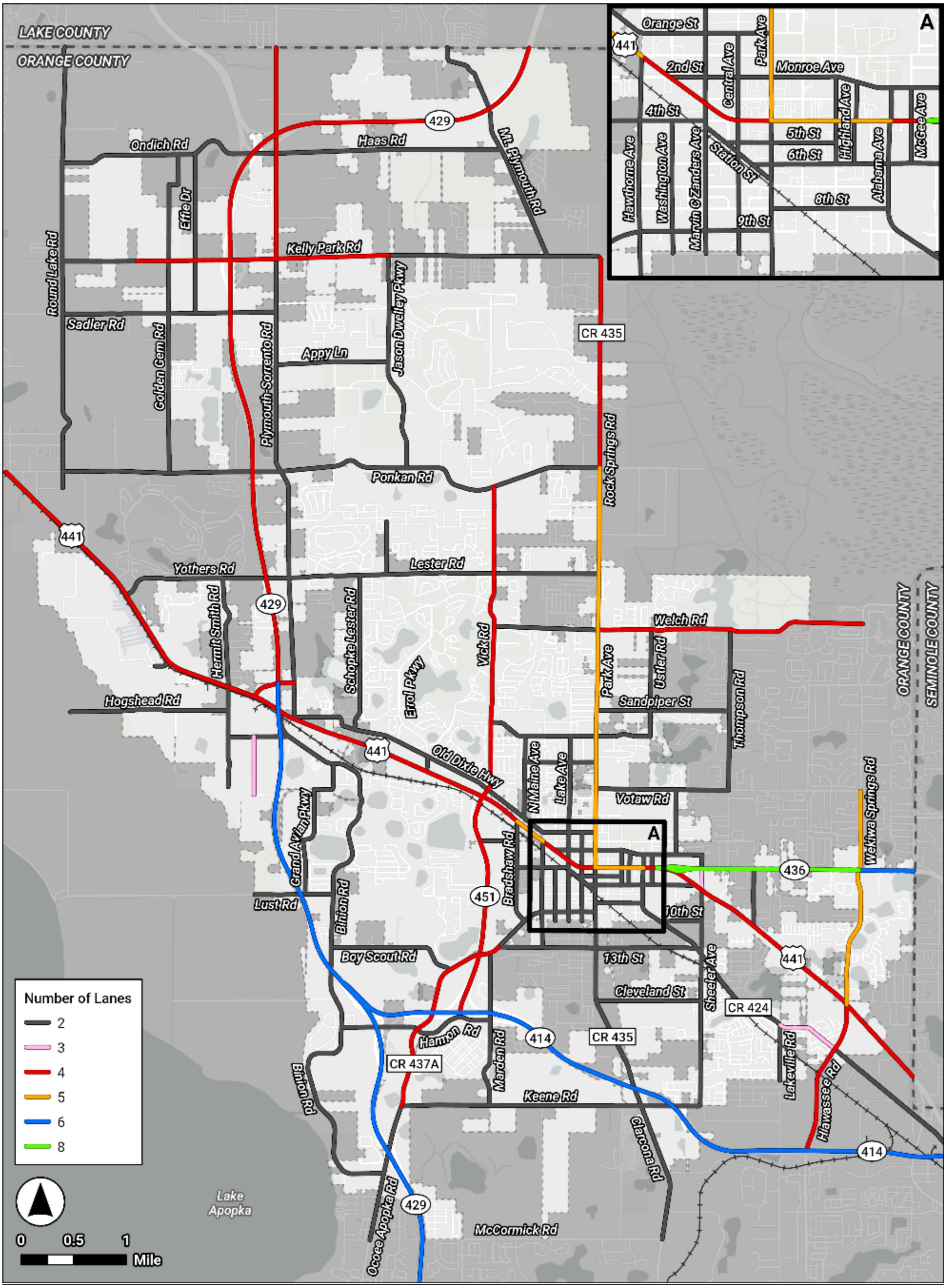
The City reviewed their existing Trails Master Plan for opportunities to further expand the planned trail network, close gaps between existing trails, and ensure connection to trails in other jurisdictions, to determine the location of additional planned trail corridors throughout the City. The planned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

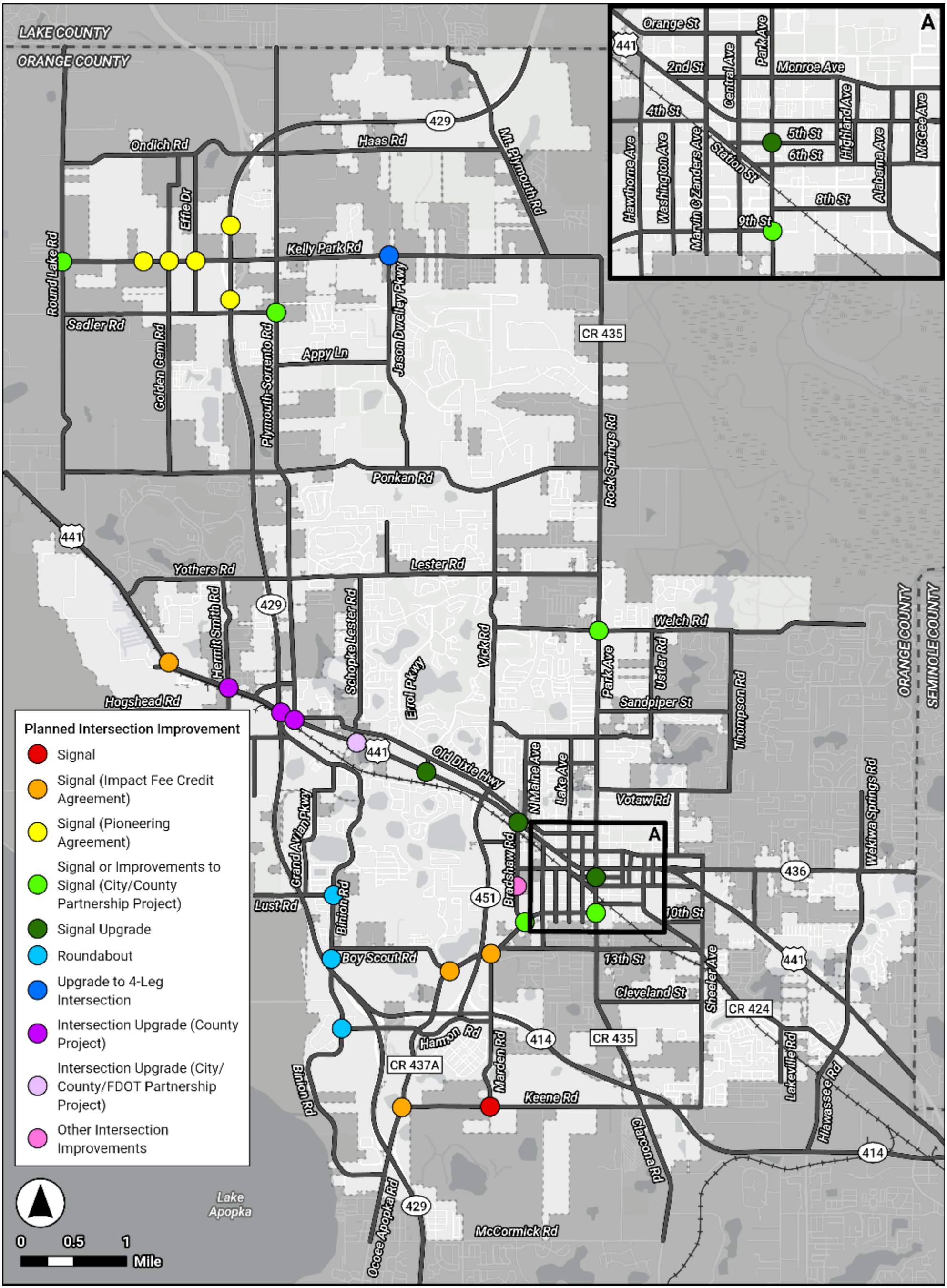
Map TE-10: Future (2034) Number of Lanes



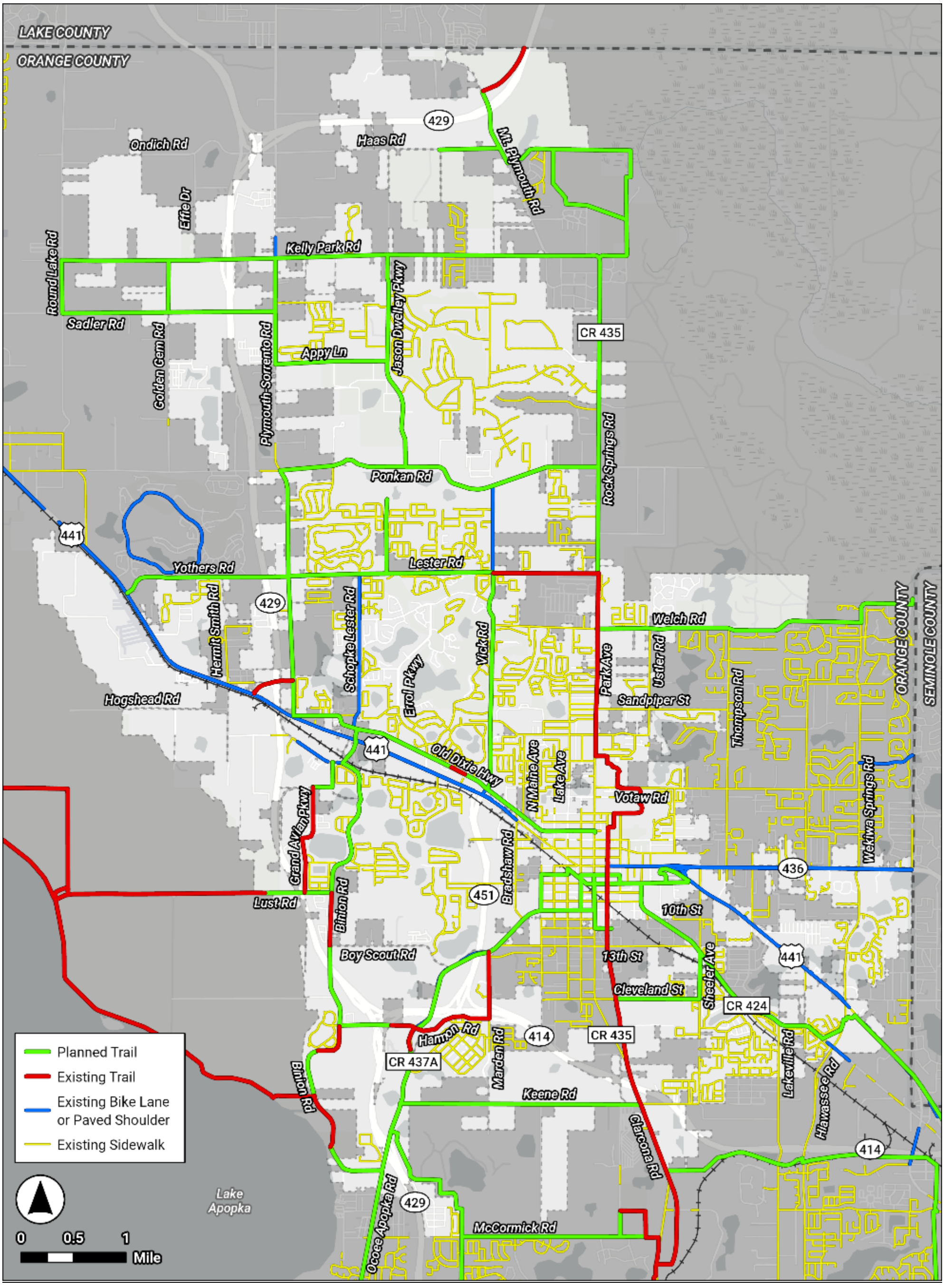
Map TE-11: Future (2050) Number of Lanes



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

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

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

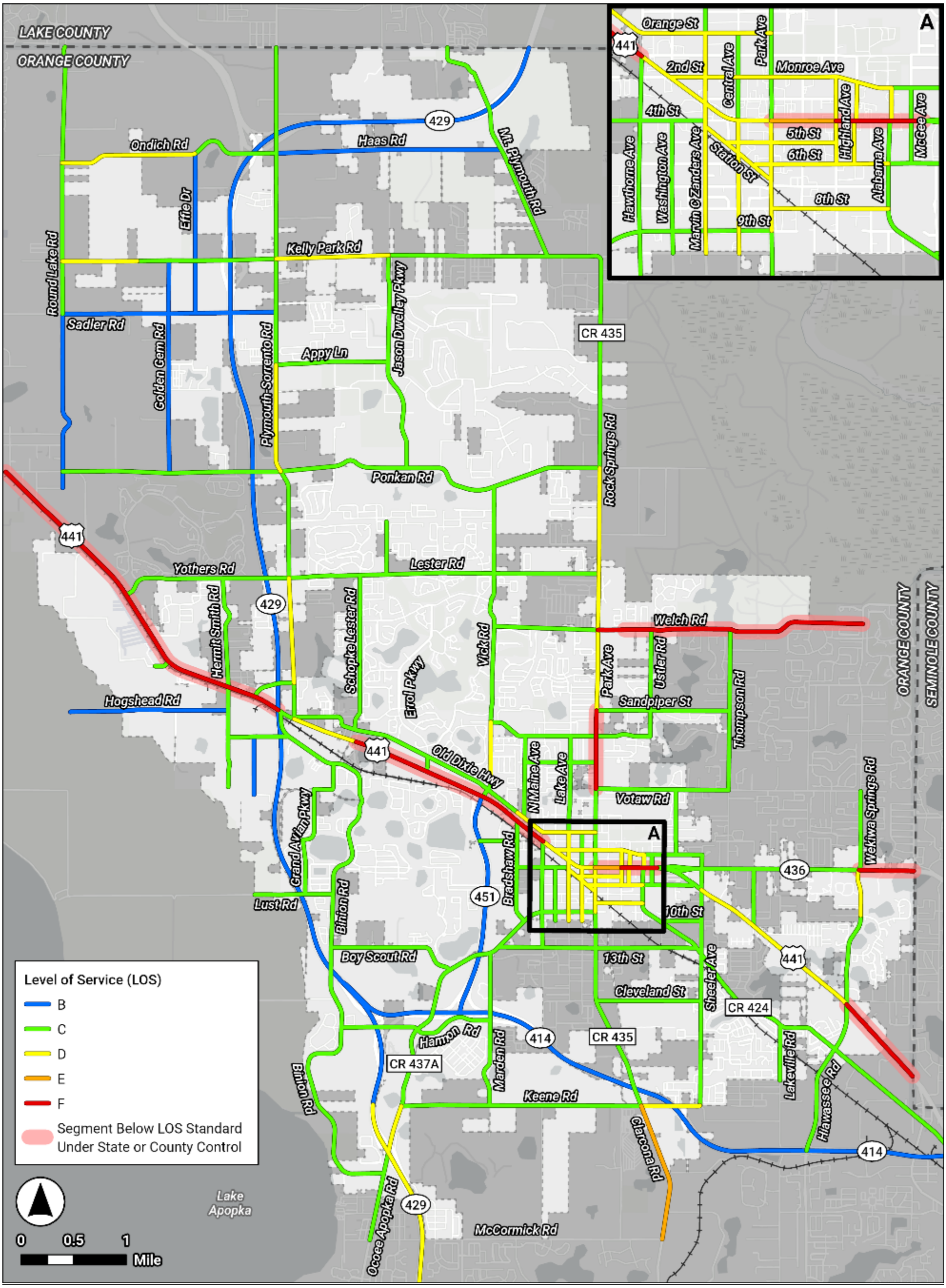
Table TE-7: 2034 Roadway Level of Service

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						

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

Map TE-14: 2034 Roadway Level of Service



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**

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

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

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

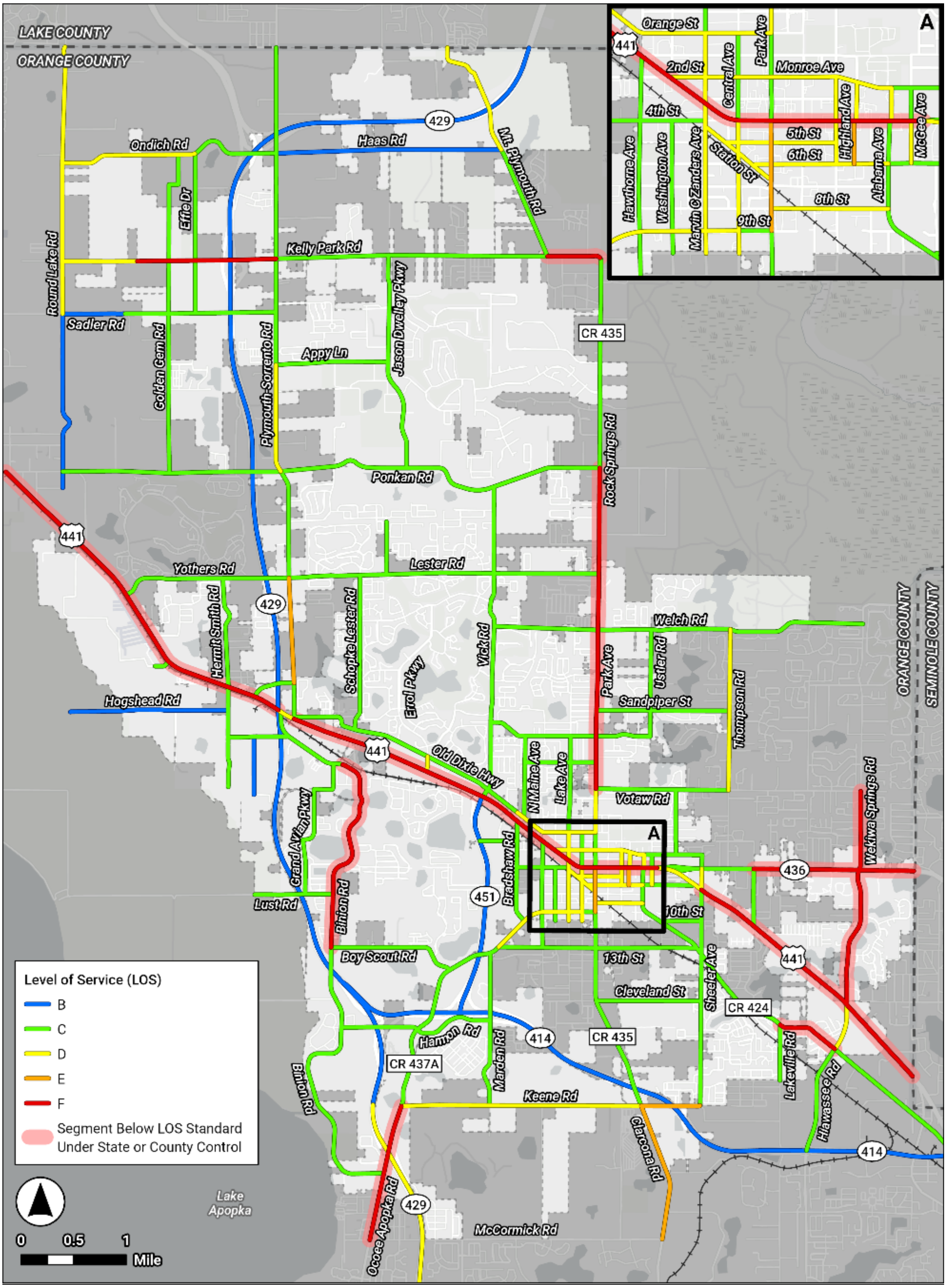


EXHIBIT "B"

City of Apopka
Comprehensive Plan 2030

Transportation Element



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TRANSPORTATION ELEMENT

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~~TRANSPORTATION ELEMENT~~

~~INTRODUCTION~~

~~Mobility is a key element in the well-being of a City, thus the transportation system is the framework upon which the city is built. However, the transportation system must be fully coordinated with other elements of the comprehensive plan, especially the Future Land Use Element, to complement the collective goals, objectives, and policies of all the other elements and the City's vision.~~

~~One of the most vital elements of any community, urban or rural, is its transportation system. Transportation impacts virtually every aspect of our lives. An area's transportation network, including its streets, highways, public transit, airports, and railroads, is essential to the orderly functioning of an area by providing mobility for people and goods and access to land.~~

~~PURPOSE AND SCOPE~~

~~This Transportation Element addresses existing and anticipated transportation conditions in the Apopka area. Substantial growth has occurred in the Apopka area, both inside and outside of the current City limits. Therefore, this element addresses transportation needs within the existing City limits as well as outside of the City limits in an area of potential future City annexations.~~

~~RELATIONSHIP TO OTHER ELEMENTS~~

~~It is important to coordinate land use and transportation planning. Often, in response to demands for additional capacity, new roadways are built that divide or destroy established neighborhoods. Many times, a two-lane roadway is widened to increase capacity, much to the detriment of surrounding neighborhoods. The existence of a roadway facility often influences the location of certain land uses. However, it is not all one sided. Effective transportation planning can be accomplished if it is based on future land use projections, and effective land use planning can be accomplished if it is coordinated with transportation planning efforts.~~

EXISTING CONDITIONS ANALYSIS

The City of Apopka is located in northwest Orange County. As in most urbanized areas, the City's transportation system consists of an integrated network of state, Orlando Orange County Expressway Authority (OOCEA), Orange County and local roadways. State facilities include U.S. Highway (US) 441(also referred to as SR 500), and State Road (SR) 436. County roads include County Road (CR) 424, CR 435, and CR 437A, as well as a number of other collector level roads. City facilities, which comprise much of the City's roadway system, include a number of major and minor collector roads as well as all local residential roads. The City is also served by the Central Florida Railroad. **Map 3-1** depicts the general location of the Apopka area and some of the roadways.

This section of the element presents an analysis of existing transportation conditions for the City of Apopka. As a first step in the analysis, roadways within and outside the City limits are functionally and administratively classified. This section also contains a discussion of existing transportation facilities other than roadways.

ROADWAY CLASSIFICATION

A roadway system can be classified in two ways, functionally and administratively. The functional classification defines a facility's physical and operational characteristics. The administrative classification refers to actual governmental responsibility. As part of the existing conditions analysis, the functional and administrative classification of roads in the Apopka area was determined.

Administrative

The administrative classification of roads in the Apopka area is limited to State, OOCEA, County, and City responsibilities.

- State facilities: SR 436 and US 441
- OOCEA facilities: SR 429, SR 414 John Land Expressway (Apopka Bypass)

Orange County facilities: CR 424 (Apopka Boulevard), CR 435 (Park Avenue/Rock Springs Road), CR 437A (Ocoee-Apopka Road), Bradshaw Road, Binion Road, Boy Scout Road, Hawthorne Avenue, Keene Road, Lakeville Road, Piedmont-

Wekiva Springs Road, Plymouth-Sorrento Road, Ponkan Road, Sheeler Road, Sandpiper Road, Thompson Road, Votaw Road and Welch Road

- City roadways include all local streets and several collector roads.

Functional

The function of a roadway is two-fold: to provide access to land uses adjacent to the roadway facility and to provide mobility through an area. As more access points are added to a roadway, the ability of the facility to provide mobility to through-traffic decreases. Roadway facilities designed for mobility generally have higher speeds and restrictive access controls as well as more capacity than those designed for land access. Roads are traditionally classified into six general categories, which are listed below.

1. Limited Access Roadways (Interstates, Expressways, Freeways) - Devoted primarily to the movement of trips over long distances. Access from adjoining parcels is prohibited and access is limited to exit and entrance ramps located at major roadways. This roadway is generally a multi-lane divided facility designed to serve large volumes of high-speed traffic.

2. Major Arterial - Designed for the movement of large volumes of traffic over a relatively long distance. Serves major movements of traffic entering or leaving an urban area, as well as a majority of trips not destined or originating in an urban area. Access to adjacent land is not prohibited; however, mobility is the primary function of this facility, thus access should be strictly controlled.

3. Minor Arterial - Similar to a major arterial but designed to serve moderate volumes of traffic as well as provide connections to the major arterial system. Has a lower degree of travel mobility than a major arterial and allows more land access.

4. Major Collector - Serves internal traffic movement and connects localized area to the arterial system. Collectors serve short to moderate length trips. Land access is a function of this facility, provided it does not inhibit local traffic movement.

5. Minor Collector - Similar to that of a major collector except that it serves a more limited geographic area.

6. Local - Provides access to adjacent land uses. Average speeds and volumes are low and trips are usually short in length. Local streets are limited to servicing small local subareas.

In determining appropriate functional classifications for the Apopka area, three sources were reviewed. A functional classification system was then developed that is, for the most part, consistent with these three sources.

Map 3-2 depicts the functional and administrative classification of Apopka's major roadways. The classification of the two state facilities as major arterials (US 441 and SR 436) is consistent with FDOT and Orange County classification of principal arterials. All county facilities that have been designated by the FDOT as either "urban extension" or "intra urban" collectors have been classified as major collectors for purposes of this element.

The mileage of classified roads within the City of Apopka, as well as a percentage breakdown, is provided in **Table 3-1**. It is important to note that this table does not include mileage for local roads, nor does it include mileage for roads outside of the City limits. A community's local roads typically consist of 80 percent of the road system, but generally carry only 20 percent of the vehicle trips.

TABLE 3-1: ROADWAY FUNCTIONAL AND ADMINISTRATIVE CLASSIFICATION (CITY LIMITS ONLY)

Road	**Miles**	**Percent**
Major Arterial State Highway	16.6	25.3
Minor Arterial County	16.5	25.2
Major and Minor Collector		
County	9.6	14.7
County/City	3.5	5.3
City	19.3	29.5
Total	65.5	100.0

Source: City of Apopka Engineering, 2008

EXISTING TRAFFIC CHARACTERISTICS

In order to conduct the existing conditions analysis for Apopka's roadways, 2008 daily traffic volumes were collected from the FDOT, Orange County, Luke Transportation Engineering Consultants, and recently submitted traffic impact studies.

Table 3-2 lists, for all analyzed roadways, the daily traffic volume, the a.m. and p.m. peak-hour traffic volumes, the "K" factor (the percentage of daily traffic that occurs in the peak hour) and the "D" factor (the directional distribution).

In a typical urban area, p.m. peak-hour traffic volumes are generally higher than those experienced in the a.m. peak hour, with seven to ten percent of the daily traffic occurring in the p.m. peak hour. A review of the traffic characteristics noted in **Table 3-2** indicates that this is also the case for Apopka area roads. The p.m., peak-hour directional splits noted in this table typically range from 55 to 65 percent. Traffic volumes on major arterials in the area generally range from 25,000 to 45,000 vehicles per day (vpd). Traffic volumes on major collectors generally range from 3,000 to 15,000 vpd, and on minor collectors the daily volumes generally range from 500 to 5,000 vpd.

TABLE 3-2: EXISTING ROADWAY TRAFFIC CHARACTERISTICS

Class	Road Segment	Exist Lanes	Lgth.	Year	Source	Daily Volume	AM Peak Volume	"K" Factor	"D" Factor	PM Peak Volume	"K" Factor	"D" Factor
Major Arterials												
	US 441											
	Hermit Smith to Ply. Sorr Rd	4 LD	0.56	2008	LTEC	32,843	1,689	8.05%	63.90%	1,642	8.54%	58.60%
	Ply Sorr Rd to Lakeview Rd	4 LD	0.63	2008	LTEC	38,023	1,947	7.89%	64.90%	2,911	7.86%	58.60%
	Lakeview Rd to Errol Pkwy	4 LD	1.14	2008	LTEC	39,638	2,040	8.05%	64.00%	2,518	7.88%	57.40%
	Errol Pkwy to SR 429	4 LD	0.91	2008	LTEC	47,120	2,527	8.06%	66.50%	2,870	7.96%	61.70%
	SR 429 to Bradshaw Rd	4 LD	0.91	2008	LTEC	42,337	1,630	7.48%	51.50%	2,870	8.08%	51.20%
	Bradshaw Rd to Hawthorne Ave	5 LD	0.34	2008	LTEC	40,548	1,727	7.39%	57.60%	3,046	7.73%	52.50%
	Hawthorne Ave to Central Ave	5 LD	0.45	2008	LTEC	40,860	1,472	7.06%	51.00%	2,878	7.76%	53.50%
	Central Ave to Park Ave	5 LD	0.11	2008	FDOT	38,847	1,372	7.03%	50.20%	2,930	7.35%	52.10%
	Park Ave to Alabama St	5 LD	0.38	2008	FDOT	45,765	1,777	6.77%	57.40%	3,221	7.30%	52.30%
	Alabama St to SR 436	4 LD	0.38	2008	FDOT	50,045	2,009	6.93%	57.90%	2,017	7.50%	53.80%
	SR 436 to Sheeler Rd	4 LD	0.34	2008	LTEC	27,473	1,383	7.62%	66.10%	2,356	7.37%	58.60%
	Sheeler Rd to Pied Wek Rd	4 LD	0.68	2008	LTEC	33,283	1,662	7.45%	67.00%	2,440	8.08%	63.50%
	Pied Wek Rd to Sem Co Line	4 LD	0.88	2008	LTEC	39,406	2,183	8.04%	68.90%	3,327	8.44%	66.10%
	SR 436											
	US 441 to Thompson Rd	4 LD	0.47	2008	LTEC	31,427	1,296	7.20%	57.30%	1,330	8.36%	50.60%
	Thompson Rd to Pied Wek Rd	4 LD	1.31	2008	LTEC	37,088	1,637	7.23%	61.00%	1,611	8.35%	52.00%
	Pied Wek Rd to Sem Co Line	4 LD	0.5	2008	LTEC	53,464	2,434	7.42%	61.40%	2,514	8.59%	54.80%
Minor Arterials												
	CR 424 (Alabama St/ Apopka Blvd)											
	US 441 to 8th St	2L	0.37	2008	LTEC	4,900	220	8.18%	54.90%	554	11.31%	62.30%
	8th St to Sheeler Rd	2L	0.8	2008	LTEC	5,429	251	8.64%	53.50%	594	10.94%	66.70%
	Sheeler Rd to Lakeville Rd	2L	1.14	2008	LTEC	9,391	569	8.99%	67.40%	958	10.20%	67.80%

Class	Road Segment	Exist Lanes	Lgth.	Year	Source	Daily Volume	AM Peak Volume	"K" Factor	"D" Factor	PM Peak Volume	"K" Factor	"D" Factor
	Lakeville Rd to Pied Wek Rd	2L	1.56	2008	LTEC	12,331	663	8.56%	62.80%	1,211	9.82%	67.20%
	CR 435 (Rock Springs Road)											
	Kelly Park Rd to Ponkan Rd	2L	2.05	2008	Orange	7,866	482	8.38%	73.10%	393	9.03%	55.40%
	Ponkan Rd to Welch Rd	2L	1.08	2008	Orange	21,817	1,126	7.98%	64.70%	1,201	8.98%	61.30%
	Welch Rd to Votaw Rd	5 LD	1.65	2008	LTEC	22,211	1,111	7.28%	68.70%	1,365	9.43%	65.20%
	Votaw Rd to Orange St	5 LD	0.63	2008	LTEC	22,388	912	6.94%	58.70%	1,155	8.52%	60.50%
	Orange St to US 441	5 LD	0.34	2008	Orange	24,129	1,384	7.93%	72.30%	1,069	7.90%	56.10%
	US 441 to M. Gladden Blvd	2L	0.4	2008	LTEC	12,203	527	7.92%	54.50%	570	8.45%	55.30%
	M.Gladden Blvd to Cleveland St	2L	0.94	2008	Orange	8,582	288	6.23%	53.80%	412	7.80%	61.60%
	Cleveland St to Keene Rd	2L	1.14	2008	LTEC	7,891	303	6.91%	55.60%	392	8.25%	60.20%
	Keene Rd to McCormick Rd	2L	1.63	2008	LTEC	10,444	398	7.26%	52.50%	487	8.52%	54.70%
	CR 437A (Ocoee-Apopka Rd/Central Ave)											
	Keene Rd to Boy Scout Rd	2L	1.48	2008	LTEC	5,071	282	10.00%	55.60%	322	10.49%	60.50%
	Boy Scout Rd to Bradshaw Rd	2L	0.91	2008	LTEC	4,999	283	10.42%	54.30%	303	10.16%	59.60%
	Bradshaw Rd to Central Ave	2L	0.61	2008	Orange	3,983	176	8.76%	50.40%	244	9.44%	64.90%
	M.Gladden Blvd to US 441	2L	0.45	2008	LTEC	3,586	132	6.47%	56.90%	197	9.98%	55.00%
	Piedmont-Wekiva Road											
	Welch Rd to Votaw Rd	2L	1.65	2008	LTEC	16,928	1,032	8.18%	74.50%	1,058	9.33%	67.00%
	Votaw Rd to SR 436	5 LD	0.74	2008	Orange	24,174	1,406	7.93%	73.30%	1,530	9.29%	68.10%
	SR 436 to Pied Lakes Blvd	5 LD	0.87	2008	LTEC	26,553	1,224	7.50%	61.40%	1,500	9.17%	61.60%
	Pied Lakes Blvd to US 441	5 LD	0.51	2008	LTEC	25,503	1,239	7.56%	64.30%	1,395	8.96%	61.00%
	US 441 to CR 424	2L	0.51	2008	Orange	19,948	725	7.25%	50.10%	1,006	8.28%	60.90%
	Plymouth-Sorrento Road											
	Ponkan Rd to US 441	2L	2.5	2008	LTEC	9,241	592	9.41%	68.00%	344	7.42%	50.10%
	Sheeler Road											
	SR 436 to US 441	2L	0.17	2008	LTEC	11,379	370	6.07%	53.50%	722	11.16%	56.90%

Class	Road Segment	Exist Lanes	Lgth.	Year	Source	Daily Volume	AM Peak Volume	"K" Factor	"D" Factor	PM Peak Volume	"K" Factor	"D" Factor
	US 441 to Apopka Blvd	2L	0.63	2008	LTEC	9,152	404	6.59%	67.00%	532	10.31%	56.40%
	Apopka Blvd to Keene Rd	2L	1.48	2008	LTEC	9,377	503	10.10%	53.10%	552	10.10%	58.30%
	Welch Road											
	Vick Rd to Rock Spgs Rd	2L	1.04	2008	LTEC	12,091	612	9.68%	52.30%	628	9.68%	53.70%
	Rock Spgs Rd to Thompson Rd	2L	1.36	2008	LTEC	16,445	726	8.60%	51.30%	743	8.80%	51.30%
	Thompson Rd to Pied Wek Rd	2L	1.31	2008	Orange	15,550	1,034	9.01%	73.80%	921	9.27%	63.90%
County Collectors												
	Binion Road											
	Apk Ocoee Rd to Boy Scout Rd	2L	2.75	2008	LTEC	3,713	245	9.86%	66.90%	255	11.02%	62.30%
	Boy Scout Rd to Boy Scout Blvd	2L	1.8	2008	LTEC	4,961	379	11.03%	69.30%	339	10.38%	65.80%
	Boy Scout Blvd to US 441	2L	0.81	2008	LTEC	3,929	340	11.68%	74.10%	250	10.28%	61.90%
	Boy Scout Road											
	Binion Rd to Ocoee Apk Rd	2L	1.5	2008	LTEC	870	56	7.59%	84.80%	40	7.59%	60.60%
	Lakeville Road											
	Apopka Blvd to Wildwood St	2L	0.49	2008	LTEC	5,636	357	12.22%	51.80%	339	9.44%	63.70%
	Ponkan Road											
	Ply Sorr Rd to Rock Spgs Rd	2L	3.2	2008	LTEC	4,277	252	9.52%	61.90%	247	10.12%	57.00%
	Thompson Road											
	Welch Rd to Votaw Rd	2L	1.59	2008	Orange	9,235	483	7.30%	71.70%	546	9.15%	64.60%
	Votaw Rd to SR 436	2L	0.76	2008	Orange	9,498	599	8.02%	78.60%	489	8.42%	61.10%
	Votaw Road											
	Park Ave to Thompson Rd	2L	1.31	2008	LTEC	7,594	291	7.64%	50.20%	528	10.81%	64.30%
	Thompson Rd to Pied Wek Rd	2L	1.45	2008	LTEC	8,024	334	7.68%	54.20%	448	9.66%	57.80%
County - City Collector												

Class	Road Segment	Exist Lanes	Lgth.	Year	Source	Daily Volume	AM Peak Volume	"K" Factor	"D" Factor	PM Peak Volume	"K" Factor	"D" Factor
	Bradshaw Road											
	US 441 to Ocoee-Apk Rd	2L	1.04	2008	LTEC	2,626	169	10.51%	61.20%	162	9.67%	63.80%
	Hawthorne Avenue											
	US 441 to Ocoee-Apk Rd	2L	1.14	2008	LTEC	1,819	86	7.20%	65.60%	129	10.39%	68.30%
	Apk-Ocoee Rd to 13 St	2L	0.37	2008	LTEC	1,337	58	6.36%	68.20%	71	9.65%	55.00%
	Keene Road											
	Ocoee-Apopka Rd to Clarcona Rd	2L	0.45	2008	LTEC	2,762	139	9.74%	51.70%	135	9.78%	50.00%
	Sandpiper Road											
	Rock Spg Rd to Ustler Rd	2L	0.51	2008	LTEC	4,210	227	8.05%	67.00%	325	11.31%	68.30%
	Ustler Rd to Thompson Rd	2L	0.78	2008	LTEC	5,115	315	8.27%	74.50%	361	10.38%	68.00%
	Christiana Avenue											
	Monroe Ave to Votaw Rd	2L	0.63	2008	LTEC	2,285	224	12.78%	76.70%	229	12.78%	78.40%
	Cleveland Street											
	Park Ave to Sheeler Rd	2L	0.81	2008	LTEC	2,003	98	8.09%	60.50%	98	9.29%	52.70%
	Errol Parkway											
	Lake Francis Dr to Old Dixie Hwy	2L	1.48	2008	LTEC	7,166	465	8.09%	80.20%	429	8.90%	67.20%
	Jason Dwelley Parkway											
	Ponkan Rd to Kelly Park Rd	2L	0.81	2008	LTEC	1,277	96	11.12%	67.60%	99	12.69%	61.10%
	Lake Avenue											
	Martin St to Orange St	2L	0.94	2008	LTEC	1,746	124	10.25%	69.30%	119	10.82%	63.00%
	Orange St to US 441	2L	0.25	2008	LTEC	1,515	90	8.58%	69.20%	92	10.30%	59.00%
	Lake Francis Drive											
	Schopke Lester Rd to Errol Pkwy	2L	0.71	2008	LTEC	1,740	84	7.87%	61.30%	103	10.17%	58.20%
	Errol Pkwy to Vick Rd	2L	0.63	2008	LTEC	3,410	187	7.42%	73.90%	198	9.38%	61.90%
	Lester Road											
	Vick Rd to Lester Schopke	2L	0.37	2008	LTEC	2,823	181	8.71%	73.60%	161	9.17%	62.20%

Class	Road Segment	Exist Lanes	Lgth.	Year	Source	Daily Volume	AM Peak Volume	"K" Factor	"D" Factor	PM Peak Volume	"K" Factor	"D" Factor
	Rd											
	Lester Schopke Rd to Ply Sorr Rd	2L	1.36	2008	LTEC	1,782	95	9.88%	54.00%	87	9.43%	51.80%
	Maine Avenue											
	Martin St to Old Dixie Hwy	2L	0.77	2008	LTEC	2,266	123	10.33%	52.60%	219	14.61%	66.20%
	Marden Road											
	Keene Rd to Ocoee Apopka Rd	2L	0.77	2008	LTEC	923	57	10.51%	58.80%	65	9.75%	72.20%
	Monroe Avenue											
	Park Ave to Alabama St	2L	0.44	2008	LTEC	5,137	425	10.03%	82.50%	491	12.91%	74.10%
	Alabama St to Sheeler Rd	2L	0.59	2008	LTEC	6,091	412	8.68%	77.90%	494	12.12%	66.90%
	Old Dixie Highway / Orange Avenue											
	Lakeview Rd to Errol Pkwy	2L	0.37	2008	LTEC	4,040	301	9.93%	75.10%	242	10.00%	59.90%
	Errol Pkwy to Bradshaw Rd	2L	1.36	2008	LTEC	8,178	649	11.01%	72.10%	473	10.01%	57.80%
	Bradshaw Rd to Hawthorne Ave	2L	0.3	2008	LTEC	6,271	492	10.14%	77.40%	381	10.08%	60.30%
	Schopke Lester Road											
	Lake Francis Dr to Old Dixie Hwy	2L	1.12	2008	LTEC	2,164	186	10.03%	85.70%	138	9.57%	66.70%
	Vick Road											
	Old Dixie Hwy to Martin St	2L	0.37	2008	LTEC	9,022	591	9.39%	69.80%	573	9.69%	65.60%
	Martin St to Welch Rd	2L	1.36	2008	LTEC	9,777	682	9.36%	74.50%	609	9.32%	66.80%
	Welch Rd to Lester Rd	2L	0.3	2008	LTEC	11,329	780	8.51%	80.90%	720	9.72%	65.40%
	Lester Rd to Ponkan Rd	2L	0.6	2008	LTEC	3,649	219	9.92%	60.50%	235	10.58%	60.90%

Sources: LTEC – Luke Transportation Engineering Consultants; Orange County Engineering; Florida Department of Transportation; City of Apopka

Notes: K Factor = Peak Volume / Daily Volume; D Factor = Directional Distribution

Capacity/Level of Service

To adequately evaluate existing transportation conditions and plan for future improvements, a roadway capacity must be determined for each facility that is to be analyzed. The capacity of a roadway is defined as the maximum number of vehicles that have a reasonable expectation of passing over or through a given roadway or intersection under prevailing roadway and traffic conditions. For the purpose of this study, daily capacities were obtained from methodology outlined in FDOT's "Level of Service Handbook".

Level of service (LOS) standards are qualitative measures that describe the operational conditions of a roadway. These LOS standards will be used for evaluating the existing and future transportation system and will no longer be used to measure transportation concurrency, as the City has been designated a Dense Urban Land and Transportation Concurrency Exception Areas. These standards indicate the quality of traffic flow which is measured by driver satisfaction. A number of factors influence the LOS including speed and travel time, traffic interruptions, the maneuverability of a facility, safety, driver comfort, convenience and operating costs. There are six designations for levels of service which define a facility type, ranging from "A" to "F," and defined in **Table 3-3**. LOS "A" describes free flow conditions, while LOS "F" describes forced flow, congested conditions.

TABLE 3-3: LEVEL OF SERVICE DEFINITIONS

Level of Service	Definition
A	Free flow condition. Speed is controlled by the driver's desires, speed limits, and physical roadway conditions, while traffic density is low. Any turning movements are made easily, and there is little or no restriction in maneuverability.
B	Stable flow condition. However, operating speeds are beginning to be restricted somewhat by traffic conditions. Drivers still have reasonable freedom; however, they may begin to feel somewhat restricted.
C	Stable flow condition. However, speeds and

maneuverability are more closely controlled by higher volumes. Traffic conditions are still tolerable for most drivers, and operating speeds are not unsatisfactory.

D Approaches unstable flow. Although operating speeds may still be maintained, delays begin to occur frequently due to high volumes. Drivers have little freedom to maneuver, and comfort and convenience are low. Conditions can be tolerated for short periods of time.

E Unstable flow condition. There may be stoppages of momentary duration. This level of service describes a roadway that is near or at full capacity (maximum volume). Speeds are slow, and there is very little driver comfort or independence. Accident potential is high.

F Forced flow condition. Operation at low speeds, where volumes are below capacity. This condition usually results from queues of vehicles backing up from restriction downstream. Stoppages may occur for long periods of time because of downstream congestion.

Source: Highway Capacity Manual, 2000, Transportation Research Board

EXISTING AIRPORTS

The Orlando Apopka Airport is located within the City limits on US 441 northwest of downtown Apopka. The privately-owned, public use airport provides general aviation services. For commercial flights, two international airports are located close to the City: the Orlando International Airport and the Orlando-Sanford Airport, both within 26 miles.

EXISTING RAIL FACILITIES

Apopka is served by the Florida Central Railroad 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 passenger rail service is provided by the AMTRAK Silver Service/Palmetto route, which offers daily service from Miami to New York City. The closest passenger rail station to Apopka is located in Winter Park, approximately 15 miles southeast of the City

EXISTING TRANSIT SERVICE

Transit service is provided by LYNX (Central Florida Regional Transportation Authority). Four routes presently service Apopka (Routes 17, 41, 44 and 405). These routes operate on approximately fifteen minute to one hour headways, with service beginning at 4:35 a.m. and ending at 12:35 a.m. Route 405 is a circulator within the Apopka area connecting residential to shopping and businesses. The routes have a central transfer stop (Apopka Superstop) at Central Avenue/7th Street. **Map 3-3** shows the existing LYNX transit Routes.

LYNX is the Community Transportation Coordinator for Orange County and provides services for the transportation disadvantaged. People who are unable to transport themselves or purchase needed transportation because of physical or mental disability, income status or age are considered transportation disadvantaged.

EXISTING INTERMODAL FACILITIES

LYNX provides a transit "Superstop" on West Central Avenue in downtown Apopka. This transfer station has additional bus bays for future expansion.

MODAL SPLIT AND VEHICLE OCCUPANCY RATES

Modal split is a term that describes the number or percentage of travelers using a particular type of transportation, generally for work trips. Vehicle occupancy rates are used to convert person trips to vehicle trips and are used in travel demand surveys. Census tables do not specify data at the city level for this type of statistic, so the Orlando-Kissimmee Metropolitan Statistical Area (MSA) is the closest level that applies to the City of Apopka. The average vehicle occupancy rate for the Orlando MSA is 1.129, according to the Orlando Urban Area Transportation Study (OUATS) model. **Table 3-3** shows a comparison of the Orlando-Kissimmee MSA modal split with that of Orange County, the state and the country, based on the 2000 census.

TABLE 3-4: MODAL SPLIT

	Orlando MSA	Orange County	Florida	United States
Car, truck or van - drove alone	81.4	79.9	79.4	75.5
Car, truck or van – carpooled	9.2	12.2	10.3	10.7
Public Transportation	1.6	2.5	2.0	5.0
Walked	1.2	1.4	1.5	2.8
Other means	2.1	1.5	2.3	1.8
Worked at home	4.6	2.5	4.5	4.1

Source: U.S. Census Community Survey, 2008

EXISTING BICYCLE AND PEDESTRIAN FACILITIES

The City coordinates bicycle/pedestrian planning with MetroPlan Orlando. A majority of the City's primary and secondary streets have five-foot sidewalks on both sides of the street and crosswalks are striped with reflective paint.

In addition to the local sidewalk system, a portion of the West Orange Trail rails-to-trails project is located in Apopka along Forest Avenue. Currently the trail is 19 miles in length, with the southern terminus in Oakland and the northern terminus in Apopka. The entire trail will eventually be a part of the 200- mile planned regional connection known as the Central Florida Loop.

ACCIDENT ANALYSIS

In addition to assessing the impact of traffic volumes on roadway facilities, accident crash data was reviewed to determine high crash locations as well as crash characteristics. The Apopka Police Department provided data that revealed the highest crash intersections from 2004 to 2008, as shown below:

Intersection	2004	2005	2006	2007	2008	Total
US 441 & CR 435	45	48	34	46	43	216
US 441 & Sheeler Road	35	43	47	56	32	213
US 441 & SR 429	39	34	34	52	30	189
US 441 & Bradshaw Road	26	32	28	23	12	121
US 441 & Piedmont Wekiva Road	20	24	24	20	18	106
US 441 & SR 436	15	11	14	16	12	68

Intersection	2004	2005	2006	2007	2008	Total
US 441 & Benbow Court	9	5	23	8	11	56
US 436 & Piedmont Wekiva Road	16	21	21	21	17	96
CR 435 & 3rd Street	14	14	13	17	9	67

PROGRAMMED AND PLANNED ROADWAY IMPROVEMENTS

Programmed and planned improvements for the Apopka area are listed in **Table 3-4**. Information for this table was obtained primarily from MetroPlan's Transportation Improvement Program (2009-20013). Programmed improvements are defined as projects which have funding committed towards construction within the next five years. Planned improvements have no financial commitment towards construction within the next five years. Instead, planned improvements include those which have funding towards some aspect of the project other than construction, as well as those that are in a governmental agency's long-range plans.

The most significant planned improvements are the proposed Wekiva Parkway and the extension of SR 414 John Land Expressway (Apopka Bypass) from Ocoee-Apopka Road to US 441. The first phase of this facility was constructed by the Orlando-Orange County Expressway Authority (OOCEA). Situated on the south side of Apopka, it serves as an alternative route for drivers utilizing US 441 that are not destined for Apopka. The expressway has only been open for a short time so traffic volumes and changes in traffic patterns are not available.

TABLE 3-5: PROGRAMMED AND PLANNED IMPROVEMENTS

Improvement Status	Road Segment	Improvement	Responsible Agency	Year	Comments
Programmed	Rock Springs Road – Ponkan Road to Kelly Park Road	Widen to 4-Lane	Orange County	2009	Under Construction
Programmed	Lester Road – Vick Road to Rock Springs Road	New 2-Lane	City of Apopka	2011	---
Planned	Apopka Bypass – North US 441 to Ocoee Apopka Road	New 4-Lane	OOCEA	---	Phase 2 – Construction only
Planned	Wekiva Parkway (Western Beltway – Park B) US 441 North	New 4-Lane	OOCEA	---	

Note: OOCEA denotes Orlando Orange County Expressway Authority

REGIONAL ROADWAY SYSTEM

A regional transportation system is generally made up of a network of interstates, limited-access toll/non-toll expressways and bridges, major federal and state highways, and public transit including buses and rail service. The primary purpose of the regional roadway and bridge facilities is for interstate commerce and to move commuter and other pass-through vehicles to their ultimate destinations as quickly and efficiently as possible. Apopka is located within the Orlando Metropolitan Area, which is served by the regional transportation system that includes Interstate 4, the Florida Turnpike, several limited access expressways, US 441, SR 436, county roads CR 424, CR 435 and CR 437A, a general aviation airport, freight rail service and the LYNX public transit system. Future alternative transportation modes may include the planned Northwest Corridor Commuter Rail as listed in the draft MetroPlan Orlando 2030 Long Range Plan and shown in **Map 3-4**.

The Orlando/Orange County Expressway Authority was authorized to develop plans for a loop expressway surrounding the Orlando metropolitan area to increase mobility and the quality of life in Central Florida. Construction began on the first of a number of toll roads that were to eventually form that loop system. With completion in 2000 of the latest segment of SR 429 - the Western Beltway located along the west side of Apopka - the loop is almost completed. The final segment, the Wekiva Parkway, is still in the planning stages and will be located north of Apopka heading east somewhere north of the Lake County line to Interstate 4, completing the entire loop expressway system. Other east/west toll roads have also been or will be constructed within the loop system to address high traffic volumes. **Map 3-5** shows the current and planned expressway system for the Orlando Metropolitan Area.

Until such time as the Wekiva Parkway is completed and connects Apopka to Interstate 4 to the northeast, the Western Beltway is the only "loop" segment that connects Apopka to Interstate 4, Florida's Turnpike, and the East-West Expressway, all to the south. The first segment of the SR 414 John Land Apopka Expressway (the east/west toll road) was completed and opened in 2009.

ISSUES AND OPPORTUNITIES

An issue that affects the function of Apopka's arterial roadways is allowing direct access to adjacent retail and office land

~~uses. The operational capacity of a roadway facility begins to break down when numerous curb cuts and median openings are allowed. The City has taken steps to limit access onto US 441 and SR 436 by requiring joint access driveways and limiting access only to collector and local roads that intersect with major arterials. However, there are still segments along these facilities with multiple access driveways due to earlier development.~~

~~There are opportunities available to the City of Apopka that can address these issues. First, the City completed a capacity enhancement study for US 441 for its entire length through the Apopka area. This study identifies actual available capacities based upon field conditions and not based upon generalized information. Also, SR 414 John Land Apopka Expressway will substantially alleviate congestion presently experienced on US 441 and SR 436. A portion of the expressway has been completed and opened to traffic and the remaining phase should be scheduled soon.~~

~~Second, the Wekiva Parkway is planned to connect north US 441 to Interstate 4 in Seminole County. A conceptual route has been selected that is considered the best available that can preserve sensitive environmental areas. There is only one interchange area planned in the Apopka area, thus preserving the desire to move traffic through the area.~~

~~Third, the City continues to update its transportation impact fee program. Funds collected can be used for improving roadways in the Apopka area. In addition, impact fees are being collected by Orange County in unincorporated areas adjacent to Apopka. Orange County and Apopka continually coordinate transportation issues in the area.~~

~~Finally, in 2009 the Florida Legislature and governor passed a bill (SB 360) designating certain jurisdictions as Dense Urban Land Areas (DULA). The City of Apopka is one of them. Recognizing that minimum acceptable level of service standards may not always be attainable in dense urban areas and requiring roadways to meet these standards may add to urban sprawl, DULAs are now exempt from transportation concurrency. It is the City's intent to remove state mandated transportation concurrency and operate it as a matter of local law. Transportation concurrency exceptions and use of mobility strategies are fully operational. However, mobility funding and implementation schedule will be identified following the adoption of the City's Mobility Plan, estimated July 9, 2011.~~

Transportation Coordination

The largest area of coordination for traffic management is with Orange County. Many of the higher facility roads in the City of Apopka (Arterials and Major Collectors) are Orange County roads. The City of Apopka coordinates counts and levels of service with Orange County on an annual basis. The City regularly checks available trips and participates in Orange County planning studies on roads within the City of Apopka's travel area. Utilizing available traffic counts allows the City to be current with the County.

Seminole County and Lake County roadways that continue into Orange County and the City of Apopka are also higher facility type roads. The City of Apopka reviews the adopted level of service, levels of service capacity volumes, and volumes on each roadway annually. As the City annexes property closer to each of these areas, the road, the appropriate adopted level of service, and service volumes are considered. Many of these roads are State Roads that must comply with Florida Department of Transportation standards. The City adheres to FDOT standards on these roadways.

The City of Ocoee shares two adjacent Orange County maintained roadways with Apopka: Ocoee-Apopka Road (CR 437) and McCormick Road. As the City annexes near the area, information is obtained from Ocoee and Orange County regarding the adopted level of service, service volumes, and volumes on the road.

Overall, the City of Apopka coordinates with all the adjacent counties and municipalities through regular communication and by attending meetings and workshops. City planning staff is very active in MetroPlan Orlando and with other committees such as the Wekiva Parkway Project Advisory Group. Traffic planning is coordinated through these working groups and relationships. The utilized methodology and assumptions are professionally accepted for measuring impacts on the transportation system.

As noted previously, the City of Apopka qualifies as a DULA and is therefore exempt from transportation concurrency. As adjacent jurisdictions and the County decide whether to establish their own local concurrency systems to replace the previously mandated system, or to eliminate transportation concurrency, the City of Apopka will continue to coordinate with them.

Impacts Related to the Local and Regional Transportation System

For a relatively small city such as Apopka there are several major expressways built or planned within its limits. Although these expressways move pass-through traffic through the City without much impact on the local facilities, access to and from the expressways results in some impacts to the local transportation system. These expressways are a positive addition to the City in terms of connecting Apopka with the region and reducing peak hour traffic congestion; however, the massive infrastructure associated with the Western Beltway has disrupted existing development patterns, caused adjacent land use patterns to change and affected the aesthetics and character of the western section of the City. The same issues are expected with the construction of the remaining segment of the John Land Apopka Expressway. The conceptual corridor recommended for the proposed Wekiva Parkway may cause impacts on some existing, older residential and commercial areas of Apopka.

Within the Apopka City limits there are relatively few minor arterial/major collector roads to channel traffic to the larger expressways and to the major streets where employment and commercial activities are located. Many of these roadway facilities have only two lanes. The design of residential developments, which feed traffic onto these minor arterials and major collectors, tend to favor "dead-end" street systems that don't connect to neighboring residential and/or commercial developments. With few choices for access to the collector or arterial roads, larger and more inefficient intersections are required, which cause time delays and congestion.

The only way to reduce congestion on regional roadways is to keep "local" traffic off of them as much as possible. For this to happen Apopka must provide an effective local roadway network that meets the day-to-day needs of its residents and visitors. Traffic generated by new development in Apopka along US 441 and south will be able to access the regional transportation network with relative ease, since there are many interchanges and access points. Effects on the local roadway network will be mitigated by this to some extent, as long as arterial and major collector roads are designed effectively.

Impacts of Development on the Transportation System

The traditional response to congestion has been to add more lanes to existing highways and bridges and to build new ones; however, it is becoming increasingly difficult to undertake

major highway expansions because of funding constraints, increased development, increased right-of-way and construction costs, and opposition from local groups. Therefore, it makes more sense to focus on how to operate existing capacity more efficiently to get more out of existing facilities.

In order to address the impacts of development on the regional and local transportation system, the City must promote development patterns and transportation design that improves connectivity, favors alternative modes such as transit and cycling, and improves walkability. This type of transportation system tends to reduce the volume of automobile traffic, all of which also enhances the quality of the local trips. Each of these factors must be implemented in a way that complements the others in order to fundamentally change the course from automobile-oriented to one that offers a full-range of multi- modal transportation opportunities.

- Change Land Use Patterns

  Higher residential densities and a mixture of land uses are concepts that at first glance might seem factors that would make traffic congestion worse in a community. However, studies indicate that residents of higher density urban areas make fewer automobile trips and more than twice as many pedestrian and transit trips as the national average. Land use effects on travel behavior tend to be cumulative. As an area becomes more urbanized (denser, more mixed, less parking), automobile ownership and use decline and more travel takes place by walking, cycling and public transit.

- Change the Way Streets are Designed

  When designing roadways that serve local transportation needs, the entire right-of-way must be considered as part of the design. This means the inclusion of pedestrian and bicycle lanes/paths, on-street parking if appropriate, medians and pedestrian-friendly crosswalks. Frequently, transportation systems and networks are planned and operated in an uncoordinated manner – both within and between jurisdictions. Providing efficient connections between different transportation modes is key to achieving a functioning multimodal system. Roads, sidewalk and bicycling facilities should be designed in a way that allows maximum integration with each other and with transit facilities.

~~o Develop a Pedestrian and Bicycle Master Plan~~

~~For most cities, public improvements that make walking and bicycling more attractive options are possible, but there is often no evaluation of these needs during the planning process. As a result, other infrastructure improvements often do not address walkability and may perpetuate existing problems. A pedestrian and bicycle master plan can help focus time and attention on improvements to pedestrian and bicycle traffic.~~

~~Walking and cycling conditions are affected by the quantity and quality of sidewalks, crosswalks and paths, pedestrian system connectivity, the security and attractiveness of pedestrian facilities, and support features such as bike racks. Improved walking and cycling conditions tend to increase non-motorized and transit travel, and reduce automobile travel. A short walking or cycling trip often substitutes for a longer motorized trip.~~

~~o Provide Safe and Comfortable Public Transit Facilities~~

~~Creating an environment conducive to the development of a balanced transportation system requires the circulation system to be engineered to functionally accommodate all modes. Designing for the functional requirements of transit vehicles means creating suitable facilities in which the vehicles can operate properly and passengers can wait in comfort. Such facilities should be developed as street designs are developed and private developments are approved. To accommodate and enhance transit opportunities, amenities in the form of attractive transit stops and shelters, loading spaces for transit buses, and bicycle and pedestrian connections are needed~~

~~o Alter Trip Patterns/Provide Alternatives to Single Occupancy Vehicles~~

~~In order to cut automobile trips – particularly trips during peak travel times that involve one person driving alone – innovative alternatives are needed that affect the demand for travel. These alternatives are generally employer-based and, as such, not solutions that can be addressed by the City. However, the City should support the ongoing efforts of MetroPlan Orlando to engage regional employers in discussion and pilot programs that address such issues as flexible work hours and telecommuting, both~~

effective methods to reduce daily automobile trips for employees, as well as carpooling programs and public transit.

Transportation Right-of-Way and Corridor Master Plan

In order to address future roadway needs, the City should consider preparing a Transportation right-of-way and corridor plan. Corridor preservation is a broad strategy for the long- term planning and management of important roadways. The master plan will include techniques the City can use to protect existing transportation corridors or planned corridors from inconsistent development.

Downtown Redevelopment

The City conducted downtown redevelopment workshops on September 12, 2005 and March 6, 2006, to garner input from the public on proposed redevelopment efforts within the downtown area. In December 2006, the City Council created a downtown development overlay zoning district within and adjacent to the eastern boundary of the CRA. The concept of the redevelopment efforts was prepared in the March 2006 Downtown Community Redevelopment Plan and a result of visioning workshops.

Roadways in the Community Redevelopment Area are of average to above-average condition; however, there is a section of 5th Street from Washington Avenue to Hawthorne Avenue that is not paved, and portions of Lake Avenue are in need of roadway improvements, including curbs, gutters, resurfacing, and sidewalks. Traffic congestion on US 441 in the CRA has increased over the past 20 years and is projected to continue to do so into the future. In an effort to decrease congestion on US Hwy.
441 (Main Street), a driveway study would be able to determine needed driveway improvements. Some of the improvements could be shared driveways between businesses or moving driveways to side streets, where feasible.

The City has completed a Redevelopment Plan for Downtown Apopka that identifies recommended land use patterns and transportation improvements. For the downtown area where higher residential densities and mixed use patterns are recommended, the City may want to consider adopting strategies, other than building more or wider roadways, to mitigate traffic impacts. In cooperation with the efforts of the downtown redevelopment and with the planned Northwest Corridor Commuter Rail, the City's future downtown redevelopment should include Transit Oriented Design

~~(TOD) principles. These TOD principles would help decrease congestion on existing roadways and overall commuting times. Components and principles of TOD include the following but not limited to:~~

- ~~Walkable design with pedestrian as the highest priority.~~
- ~~Train station as a major feature of the town center.~~
- ~~A regional node containing a mixture of uses in close proximity including office, residential, retail, and civic uses.~~
- ~~High density, high quality development within a 10-minute walk circle surrounding the train station.~~
- ~~Collector support transit systems including trolleys, streetcars, light rail, and buses, etc.~~
- ~~Designed to include the easy use of bicycles, scooters, and rollerblades as daily support transportation systems.~~
- ~~Reduced and managed parking inside 10-minute walk circle around town center/train station.~~
- ~~Integrated Land-Use Planning.~~
- ~~Community spaces, plazas, activities and attractive design.~~

FUTURE CONDITIONS ANALYSIS

The development of a comprehensive transportation system is ultimately based upon the travel patterns that are anticipated from existing and future development. Travel patterns from land use development must not only be considered for the specific area being studied, but also for the entire metropolitan region. For the Apopka area, a substantial amount of travel information is available from MetroPlan Orlando. In determining the need for future transportation facilities in Apopka, consideration was given to the regional travel patterns.

FUTURE TRAVEL DEMAND

Travel demand is a function of existing and future land use projections based on existing and anticipated development activities, population and employment density, vehicle availability, transit service quality, roadway capacity and historical trends. In order to ensure that the modeling process is reliable, the year 2000 or "base year" traffic conditions were modeled and checked against observed traffic flows. The City hired a consultant to develop a sub-area model that updated the OUATS utilizing the latest land use data, highway network and census for the year 2000. The OUATS model was expanded to include a portion of the area networks in Lake, Volusia and Polk counties. This allows for enhanced accuracy in the areas near the fringe of the old model, where Apopka is located. With the new model, the roadway network represents and reflects the existing travel patterns in the Apopka area.

After obtaining the year 2000 socio-economic (S/E) database from MetroPlan Orlando, the City refined the Traffic Analysis Zones (TAZ's) in the Apopka area. The S/E database identifies population, employment, dwelling unit and hotel/motel unit information for each TAZ.

Future S/E databases were developed by MetroPlan Orlando and City staff through a process of reviewing existing development patterns, future land use maps and probable development scenarios. **Table 3-5** lists the socioeconomic data estimates and projections for 2010, 2015, 2020 and 2025 for the entire study area. As shown in this table, between 2005 and 2025, a 44 percent growth in dwelling units and a 35 percent growth in employment is anticipated. This growth is less than projected in the City's 2002 Transportation Element; however, it is still substantial. The growth projections acknowledged the opening of SR 414, the John Land Expressway/Apopka Bypass, as well as the

anticipated development projects expected as a result of the construction of the Wekiva Parkway.

TABLE 3-6: SOCIOECONOMIC DATA SUMMARY

	Year					
	2005	**2010**	**2015**	**2020**	**2025**	**2030**
Production Values						
Single Family DUs	21,795	24,215	26,636	29,056	31,477	44,573
Multi Family DUs	6,760	7,385	8,010	8,635	9,535	13,510
Total DUs	28,555	31,600	34,646	37,691	41,012	58,083
Attraction Values						
Industrial	4,147	4,526	4,905	5,284	5,663	7,877
Commercial	11,174	12,032	12,889	13,747	14,604	20,255
Service	14,715	16,104	17,493	18,882	20,271	28,132
Total	30,036	32,662	35,287	37,913	40,538	56,264

Source: City of Apopka, Chyabi & Associates.

2030 LEVEL OF SERVICE ANALYSIS

Prior to the projection of future roadway conditions, the 2000 traffic conditions were replicated in order to validate the transportation modeling tool. The modeling software used for the analysis was FSUTMS, a TRANSPLAN-based program and process used statewide. The FSUTMS incorporates the gravity model in the trip distribution process. Socioeconomic data is used to estimate the number of vehicle trip ends. Trip ends are then assigned throughout the study area by linking travel between trip origins and trip destinations (productions and attractions). The summary of trips by road segments results in an estimate of traffic using each road segment.

The socioeconomic database described in **Table 3-5** was utilized to determine appropriate trip production and attraction equations by trip purpose, which resulted in computer-generated traffic volumes for the year 2000. These volumes were compared to actual traffic counts to determine the accuracy of the model. Slight adjustments were made to the model to more accurately reflect actual traffic volumes. After calibration of the transportation computer model for 2000, traffic projections were developed for 2025.

For the year 2025, vehicle trip assignments were analyzed on the area network, including both programmed and planned improvements. Two planned improvements that will impact Apopka are the completion of SR 429, from John Land Expressway (SR 414 Extension) to US 441, and the completion of the Wekiva Parkway, from US 441 to I-4. These two freeways will connect to each other and complete a loop roadway network around the Orlando Metropolitan Area.

Because MetroPlan Orlando is in the process of updating the OUATS model to 2030, the City of Apopka utilized historical traffic count trends to predict the growth from 2025 to 2030. The resulting traffic demand estimates for 2030 were then compared to each roadway's service volume to determine which roadways face future problems.

Although some of the traffic growth is due to external traffic (vehicles traveling through the study area, but without an origin or destination within the study area), a portion of the growth is due to increased traffic within the study area. This causes traffic to be diverted to collector roadway facilities.

Table 3-6 presents the analysis for the 2025 network volumes and the 2030 projected volumes. Based upon the projected traffic volumes, a number of road facilities are anticipated to operate at or below their respective capacity, as described below:

Road Segments Projected to Operate **at** capacity

US 441 from Errol Parkway to SR 429
US 441 from Bradshaw Road to Hawthorne Avenue
US 441 from Hawthorne Avenue to Central Avenue
SR 436 from Piedmont Wekiva Road to Seminole County Line
Welch Road from Rock Springs Road to Thompson Road
Welch Road from Thompson Road to Piedmont Wekiva Road

Road Segments Projected to Operate **Below** capacity

US 441 from Hermit Smith Road to Plymouth Sorrento Road
US 441 from Central Avenue to Park Avenue
US 441 from Park Avenue to Alabama Street
US 441 from Alabama Street to SR 436
CR 435 from US 441 to M. Gladden Boulevard
CR 435 from Keene Road to McCormick Road
Sheeler Road from SR 436 to US 441

TABLE 3-7: 2030 LEVEL OF SERVICE ANALYSIS

Class	Road Segment	Lanes	2025 Daily Volume	2030 Daily Volume	LOS Std	Capacity @ LOS	2030 V/C	2030 LOS
Major Arterials								
	SR 429							
	Ocoee Apopka Rd to Binion Rd	4 LD	28,727	30,882	C	55,200	0.56	B
	Binion Rd to US 441	4 LD	34,625	37,222	C	55,200	0.67	B
	SR 451 (Old SR 429 Section)							
	South of US 441	4 LD	18,062	19,417	C	55,200	0.35	A
	US 441							
	Hermit Smith to Ply. Sorrento Rd	4 LD	58,213	62,579	D	60,700	1.03	F
	Ply Sorrento Rd to Lakeview Rd	4 LD	54,260	58,330	D	62,500	0.93	C
	Lakeview Rd to Errol Pkwy	4 LD	50,019	53,770	D	62,500	0.86	C
	Errol Pkwy to SR 429	4 LD	57,055	61,334	D	62,500	0.98	D
	SR 429 to Bradshaw Rd	5 LD	40,114	43,123	D	62,500	0.69	C
	Bradshaw Rd to Hawthorne Ave	5 LD	31,887	34,279	D	43,400	0.79	D
	Hawthorne Ave to Central Ave	5 LD	33,774	36,307	D	43,400	0.84	D
	Central Ave to Park Ave	5 LD	49,589	53,308	D	43,400	1.23	F
	Park Ave to Alabama St	5 LD	42,706	45,909	D	43,400	1.06	F
	Alabama St to SR 436	4 LD	46,793	50,302	D	43,400	1.16	F
	SR 436 to Sheeler Rd	4 LD	20,376	21,904	D	44,200	0.5	B
	Sheeler Rd to Pied Wek Rd	4 LD	35,245	37,888	D	44,200	0.86	C
	Pied Wek Rd to Seminole Co Line	4 LD	36,400	39,130	D	61,800	0.63	C
	SR 436							
	US 441 to Thompson Rd	4 LD	43,319	46,568	D	67,100	0.69	B
	Thompson Rd to Pied Wek Rd	4 LD	43,581	46,850	D	88,300	0.53	B
	Pied Wek Rd to Seminole Co Line	4 LD	60,637	65,185	D	66,300	0.98	D
	SR 414 Extension (Apopka Bypass)							
	Keene Rd to Park Ave	4 LD	21,948	23,594	C	52,000	0.45	B
	Park Ave to SR 429	4 LD	28,838	31,001	C	52,000	0.6	B
	Wekiva Parkway							
	US 441 to Kelly Park Rd	4 LD	26,100	28,058	C	55,200	0.51	B
	Kelly Park Rd to Lake County Line	4 LD	24,911	26,779	C	55,200	0.49	B
Minor Arterial								
	CR 424 (Alabama Ave / Apopka Blvd)							

Class	Road Segment	Lanes	2025 Daily Volume	2030 Daily Volume	LOS Std	Capacity @ LOS	2030 V/C	2030 LOS
	US 441 to 8th St	2L	3,315	3,481	E	16,900	0.21	B
	8th St to Sheeler Rd	2L	3,072	3,226	E	16,900	0.19	B
	Sheeler Rd to Lakeville Rd	2L	12,965	13,613	E	16,900	0.81	C
	Lakeville Rd to Hiawassee Rd	2L	14,660	15,393	E	18,590	0.83	C
	CR 435 (Rock Springs Rd - Park Ave)							
	Kelly Park Rd to Ponkan Rd	5 LD	15,955	16,753	E	35,700	0.47	B
	Ponkan Rd to Welch Rd	5 LD	22,186	23,295	E	35,700	0.65	B
	Welch Rd to Votaw Rd	5 LD	24,700	25,935	E	35,700	0.73	B
	Votaw Rd to Orange St	5 LD	23,033	24,185	E	35,700	0.68	B
	Orange St to US 441	5 LD	21,408	22,478	E	35,700	0.63	B
	US 441 to M. Gladden Blvd	2L	19,079	20,033	E	16,900	1.19	F
	M.Gladden Blvd to Cleveland St	2L	13,517	14,193	E	16,900	0.84	D
	Cleveland St to Keene Rd	2L	7,692	8,077	E	16,900	0.48	C
	Keene Rd to McCormick Rd	2L	31,461	33,034	E	16,900	1.95	F
	CR 437A (Ocoee-Apk Rd/Central Ave)							
	Keene Rd to Boy Scout Rd	2L	8,308	8,724	E	27,000	0.32	C
	Boy Scout Rd to Bradshaw Rd	2L	9,445	9,917	E	27,000	0.37	C
	Bradshaw Rd to Central Ave	2L	4,328	4,544	E	27,000	0.17	B
	M.Gladden Blvd to US 441	2L	1,837	1,929	E	27,000	0.07	A
	Piedmont-Wekiva Road							
	Welch Rd to Votaw Rd	3L	14,308	15,023	E	22,400	0.67	D
	Votaw Rd to SR 436	5 LD	29,612	31,093	E	35,700	0.87	C
	SR 436 to Pied Lakes Blvd	5 LD	31,825	33,416	E	35,700	0.93	C
	Pied Lakes Blvd to US 441	5 LD	33,168	34,826	E	35,700	0.98	D
	US 441 to CR 424	4L	27,503	28,878	E	35,700	0.81	B
	Plymouth-Sorrento Road							
	Kelly Park Rd to Ponkan Rd	2L	5,490	5,765	E	27,000	0.21	B
	Ponkan Rd to US 441	2L	6,560	6,888	E	27,000	0.26	B
	Sheeler Road							
	SR 436 to US 441	2L	17,395	18,265	E	17,750	1.03	F
	US 441 to Apopka Blvd	2L	12,744	13,381	E	16,900	0.79	C
	Apopka Blvd to Keene Rd	2L	7,868	8,261	E	16,900	0.49	C
	Welch Road							
	Vick Rd to Rock Springs Rd	2L	5,793	6,083	E	15,000	0.41	C
	Rock Springs Rd to Thompson	2L	25,569	26,847	E	27,000	0.99	E
	Thompson Rd to Pied-Wek Rd	2L	19,736	20,723	E	27,000	0.77	E
County Collectors								
	Binion Road							

Class	Road Segment	Lanes	2025 Daily Volume	2030 Daily Volume	LOS Std	Capacity @ LOS	2030 V/C	2030 LOS
	Apopka - Ocoee Rd to Boy Scout Rd	2L	5,988	6,287	E	27,000	0.23	B
	Boy Scout Rd to Lakeview Dr	2L	8,234	8,646	E	27,000	0.32	C
	Lakeview Dr to US 441	2L	225	236	E	27,000	0.01	A
	Boy Scout Road							
	Binion Rd to Apopka - Ocoee Rd	2L	3,589	3,768	E	15,600	0.24	C
	Lakeville Road							
	Apopka Blvd to Wildwood St	2L	8,486	8,910	E	27,000	0.33	C
	Ponkan Road							
	Ply Sorr Rd to Vick Rd	2L	3,149	3,306	E	27,000	0.12	B
	Vick Rd to Rock Springs Rd	2L	4,091	4,296	E	27,000	0.16	B
	Thompson Road							
	Welch Rd to Votaw Rd	2L	8,516	8,942	E	27,000	0.33	C
	Votaw Rd to SR 436	2L	10,227	10,738	E	27,000	0.4	C
	Votaw Road							
	Park Ave to Thompson Rd	2L	8,632	9,064	E	15,600	0.58	C
	Thompson Rd to Pied Wek Rd	2L	9,481	9,955	E	15,600	0.64	D
County - City Collectors								
	Bradshaw Road							
	US 441 to Apopka - Ocoee Rd	2L	3,760	3,948	E	15,600	0.25	C
	Hawthorne Avenue							
	US 441 to Apopka - Ocoee Rd	2L	3,002	3,152	D	15,600	0.2	C
	Apopka - Ocoee Rd to 13th St	2L	2,185	2,294	D	15,600	0.15	C
	Keene Road							
	Apopka - Ocoee Rd to Clarcona Rd	2L	6,107	6,412	E	16,900	0.38	C
	Rock Spring Rd to Ustler Rd	2L	3,178	3,337	E	15,600	0.21	C
	Ustler Rd to Thompson Rd	2L	4,202	4,412	E	15,600	0.28	C
City Collectors								
	6th Street							
	Park Ave to Alabama St	2L	5,749	6,036	D	10,000	0.6	C
	Christiana Avenue							
	Monroe Ave to Votaw Rd	2L	3,285	3,449	E	14,600	0.24	C
	Cleveland Street							
	Park Ave to Sheeler Rd	2L	1,007	1,057	E	14,600	0.07	C
	Errol Parkway							
	Lake Francis Dr to Old Dixie Hwy	2L	1,732	1,819	D	14,600	0.12	C
	Jason Dwelley Parkway							

Class	Road Segment	Lanes	2025 Daily Volume	2030 Daily Volume	LOS Std	Capacity @ LOS	2030 V/C	2030 LOS
	Ponkan Rd to Kelly Park Rd	2L	2,841	2,983	E	14,600	0.2	C
	Lake Avenue							
	Martin St to Orange St	2L	2,524	2,650	D	14,600	0.18	C
	Orange St to US 441	2L	1,238	1,300	D	14,600	0.09	C
	Lake Francis Drive							
	Schopke Lester Rd to Errol Pkwy	2L	1,217	1,278	D	14,600	0.09	C
	Errol Pkwy to Vick Rd	2L	2,747	2,884	D	14,600	0.2	C
	Lester Road							
	Rock Springs Rd to Vick Rd	2L	8,478	8,902	E	14,600	0.61	C
	Vick Rd to Lester Schopke Rd	2L	7,220	7,581	E	14,600	0.52	C
	Lester Schopke Rd to Ply Sorr Rd	2L	7,302	7,667	E	14,600	0.53	C
	Maine Avenue							
	Martin St to Old Dixie Hwy	2L	4,581	4,810	D	14,600	0.33	C
	Marden Road							
	Keene Rd to Apopka Ocoee Rd	2L	3,000	3,150	E	14,600	0.22	C
	Monroe Avenue							
	Park Ave to Alabama St	2L	3,868	4,061	D	14,600	0.28	C
	Alabama St to Sheeler Rd	2L	7,097	7,452	D	14,600	0.51	C
	Old Dixie Highway							
	Lakeview Rd to Errol Pkwy	2L	2,412	2,533	E	18,200	0.14	B
	Errol Pkwy to Bradshaw Rd	2L	6,656	6,989	E	18,200	0.38	C
	Bradshaw Rd to Hawthorne Ave	2L	6,897	7,242	E	18,200	0.4	C
	Schopke Lester Road							
	Lake Francis Dr to Old Dixie Hwy	2L	3,372	3,541	E	14,600	0.24	C
	Vick Road							
	Old Dixie Hwy to Martin St	2L	7,295	7,660	E	18,200	0.42	C
	Martin St to Welch Rd	2L	5,975	6,274	E	18,200	0.34	B
	Welch Rd to Lester Rd	2L	3,142	3,299	E	18,200	0.18	B
	Lester Rd to Ponkan Rd	2L	554	582	E	18,200	0.03	A

Sources: LTEC – Luke Transportation Engineering Consultants; Orange County Engineering; Florida Department of Transportation; City of Apopka
Notes = * denotes best achievable LOS with road characteristics V/C – Volume to Capacity ratio
n/a – not available

RECOMMENDED TRANSPORTATION NETWORK

The previous sections of this element have presented existing and anticipated traffic projections in the Apopka area. Road segments anticipated to operate at, or below, recommended capacity have been identified and potential improvement opportunities have been discussed. This section presents the recommended transportation network for 2030. **Map 3-6** depicts the proposed functional classification of roadways, while **Map 3-7** identifies the proposed traffic circulation network.

2030 Transportation Network

The analysis provided in this element for the 2030 time period indicated several anticipated capacity deficiencies. Even with the proposed Western Beltway and US 441 Bypass in place, several roads are anticipated to operate over capacity.

To address deficiencies, alternative transportation networks were reviewed, along with area land use studies completed for the City. Land use is an important part of projecting future transportation needs. The improvements identified as being needed by the year 2030 are identified in **Table 3-7**. With these improvements in place, it is anticipated that all classified roads within the defined planning area will operate at acceptable capacity.

It is important to note that several of the improvements shown in this element for the time period analyzed are outside of the City limits and are not City-controlled facilities. The intent of showing these facilities is to show a recommended network that can be coordinated with Orange County. It is also important to note that improvements noted in this element may not be consistent with those shown in the Orange County Comprehensive Plan. Policies are provided in this plan to resolve those discrepancies.

TABLE 3-8: RECOMMENDED 2030 ROAD IMPROVEMENTS

Roadway	Segment	Improvement
Wekiva Parkway	US 441 to North (I-4)	New 4 Lane Toll Road
SR 429 Extension	Ocoee Apopka Rd to West US 441	New 4 Lane Road
US 441	Hermit Smith Rd to Plymouth Sorrento Rd	Widen to 6 Lanes
Plymouth Sorrento Road	US 441 to Kelly Park Rd	Widen to 4 Lanes
Lester Road	Vick Rd to CR 435	Extend 2 Lane Road
CR 435 (Park Avenue)	US 441 to M. Gladden	Widen to 4 Lanes
CR 435 (Park Avenue)	Keene Rd to McCormick Rd	Widen to 4 Lanes
CR 437 A (Ocoee-Apopka Rd)	Boy Scout Rd to CR 435	Widen to 4 Lanes
Welch Road	Piedmont Wekiva Rd to CR 435	Widen to 4 Lanes
Sheeler Road	US 441 to Apopka Blvd	Widen to 4 Lanes
Apopka Blvd	Sheeler Rd to Piedmont Wekiva Rd	Widen to 4 Lanes
Boy Scout Road	Binion Rd to CR 437A	Widen to 4 Lanes
Rogers Road	Lester Rd to Ponkan Rd	New 2 Lane Road
Bradshaw Road	US 441 to CR 437A	Widen to 4 Lanes
	CR 437A to Cleveland Street	New 4 Lane Road
Highland Avenue	13th St to Cleveland St	New 2 Lane Road
Welch Road	CR 435 to Vick Rd	Widen to 4 Lanes
	CR 435 to Thompson Rd	Widen to 4 lanes
Vick Road	Dixie Hwy to Martin St	Widen to 4 Lanes
	Martin St to Lake Francis Dr	Widen to 4 Lanes
	Lake Francis Dr to Lester Rd	Widen to 4 Lanes
	Lester Rd to Ponkan Rd	Widen to 4 Lanes
	Ponkan Rd to Mt. Stirling Ave	New 2 Lane Road
John's Road	Binion Rd to Bradshaw Rd	New 2 Lane Road
East-West Collector Road	Binion Rd to Lake Marshall Rd	New 2 Lane Road

Recommended Functional Classifications

A future functional classification map is provided for the 2011 time period on **Map 3-5,** and the proposed laneage is noted on **Map 3-6.** Proposed functional classifications and laneage are noted for roads within the City limits as well as outside. The intent of showing classifications and laneage outside of the City limits is to assist the City in properly designating roads during future annexations, as well as to coordinate future joint planning activities with Orange County.

Transit Service

Transit service for the City of Apopka is provided by LYNX. Four routes presently service Apopka (Routes 17, 41, 44 & 405) – three regional and one local circulator. It is recommended that a transit survey be conducted of Apopka residents and businesses

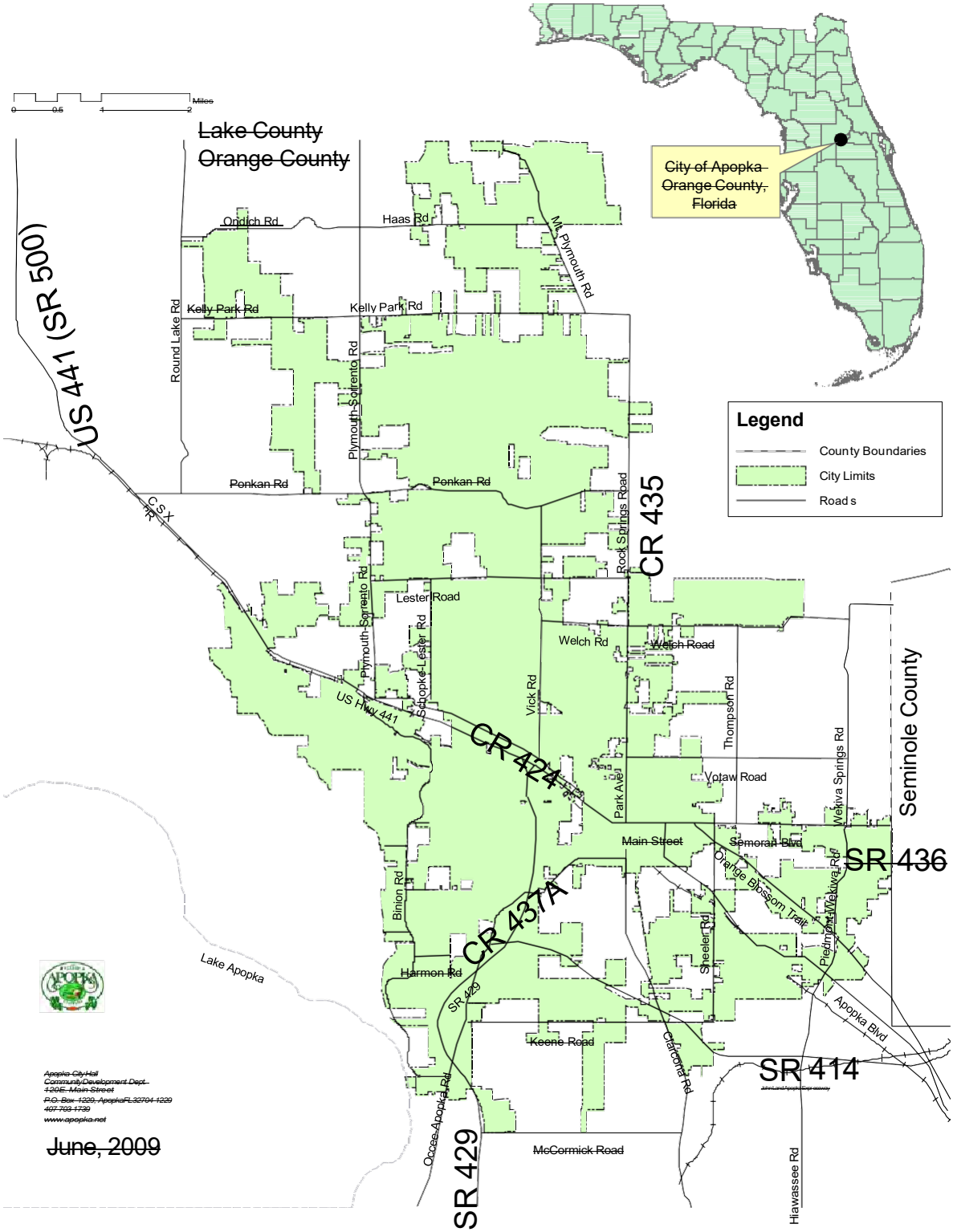
~~to determine the potential of localized transit service, which~~

~~includes service between residential neighborhoods, shopping facilities and recreational facilities. In addition, it may be feasible to enhance regional transit service in the Apopka area in conjunction with the provision of park-and-ride facilities~~

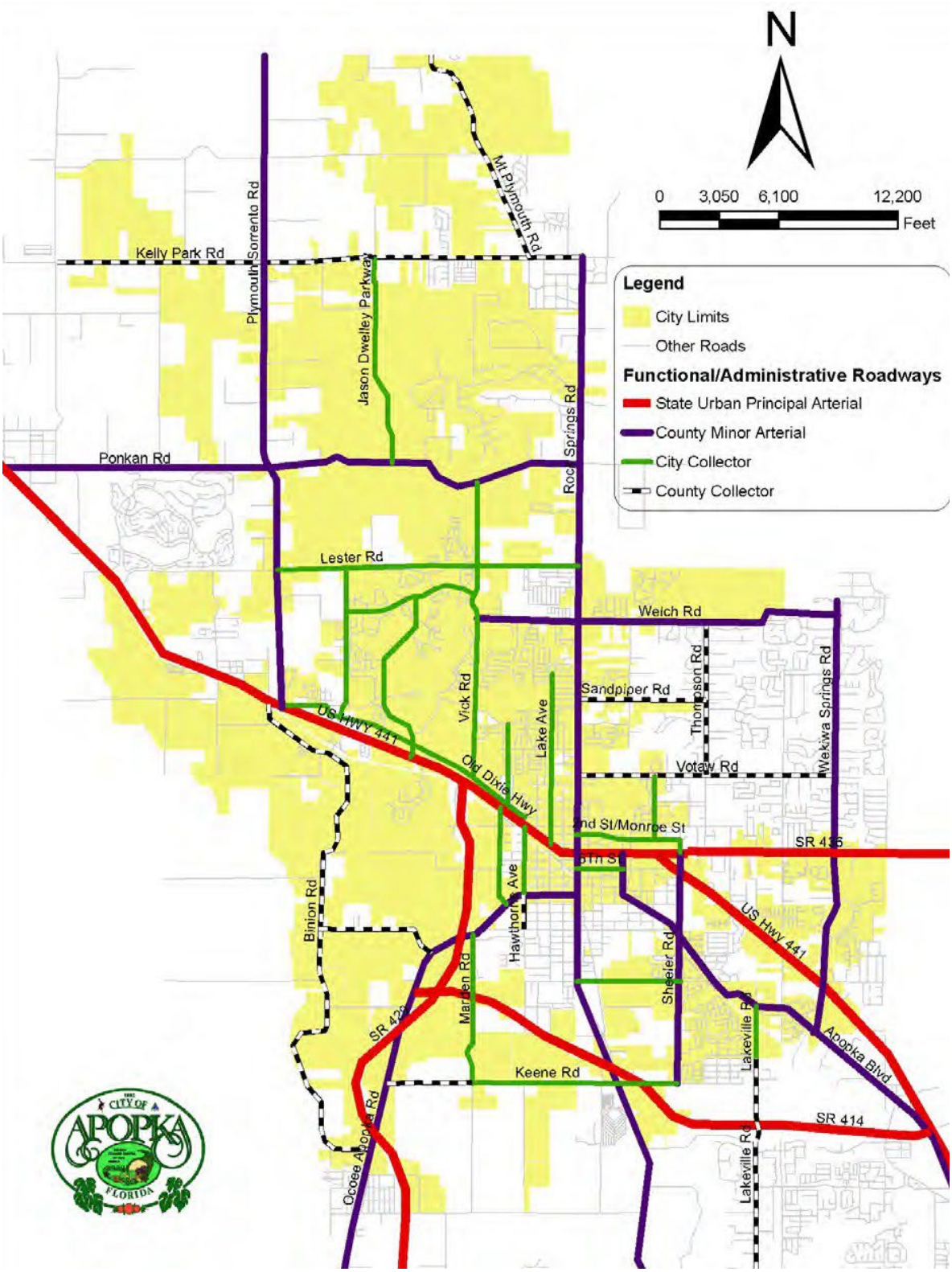
~~Proposed Bicycle and Pedestrian Facilities~~

~~The City will continue coordinating with all regional bicycle and pedestrian planning efforts, primarily through membership on the BPAC and other transportation planning committees.~~ **~~Map 3-8~~** ~~shows the existing and planned bicycle and pedestrian facilities.~~

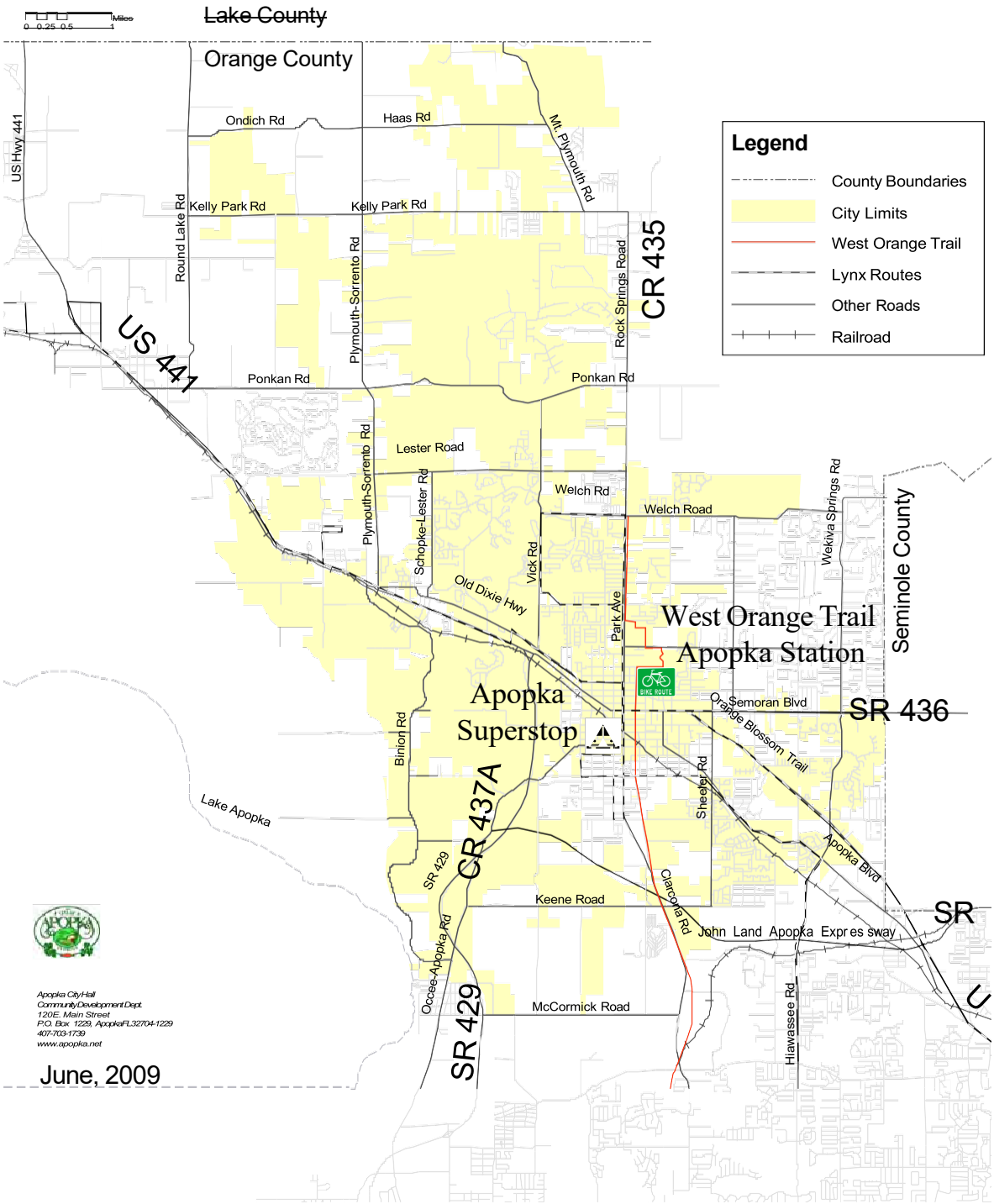
~~MAP 3-1: APOPKA GENERAL LOCATION~~



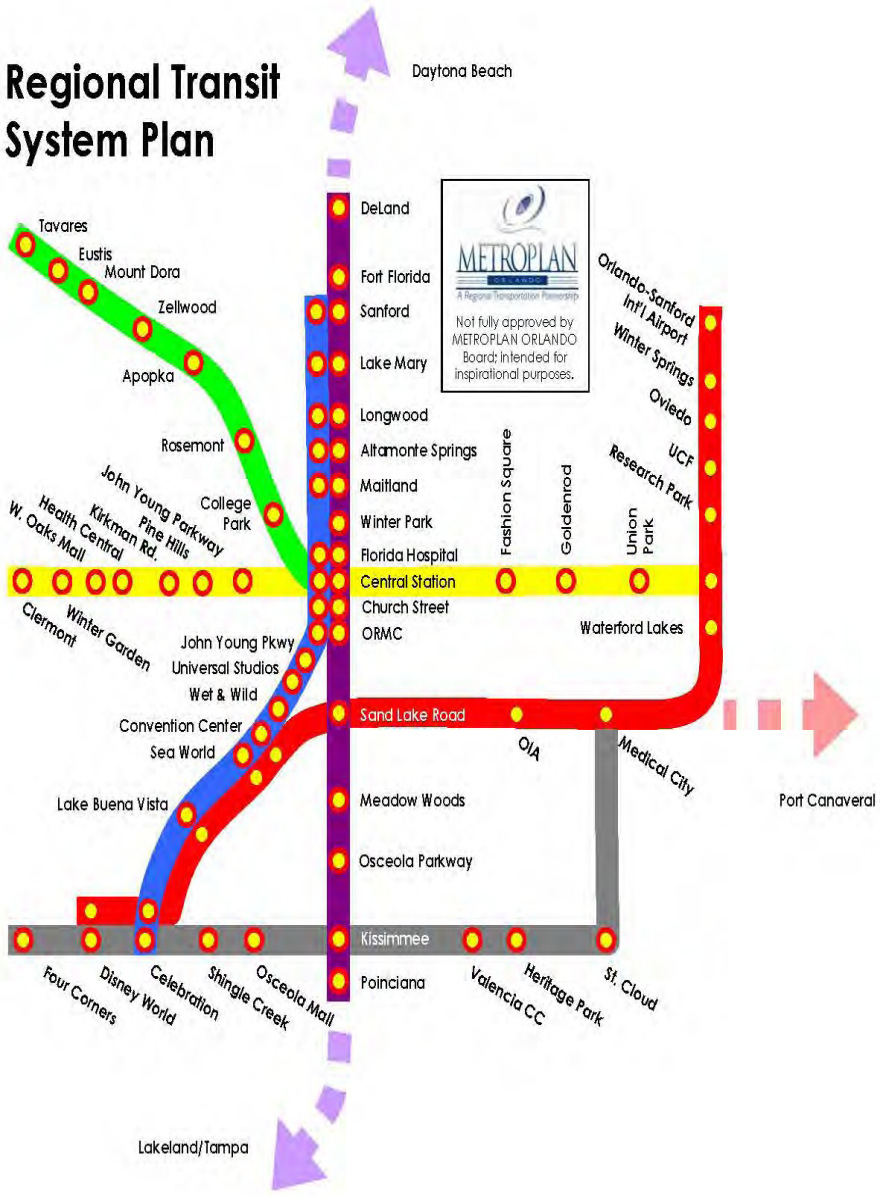
~~MAP 3-2: EXISTING ROADWAYS FUNCTIONAL AND ADMINISTRATIVE CLASSIFICATION~~



~~MAP 3-3: EXISTING MASS TRANSIT ROUTES AND WEST ORANGE TRAIL~~



~~**MAP 3-4: REGIONAL TRANSIT SYSTEM PLAN**~~



~~Source: MetroPlan Orlando 2030 Long Range Plan (draft)~~

~~MAP 3-5: REGIONAL ROADWAY SYSTEM~~



~~Source: Apopka Community Development Department, 2008~~

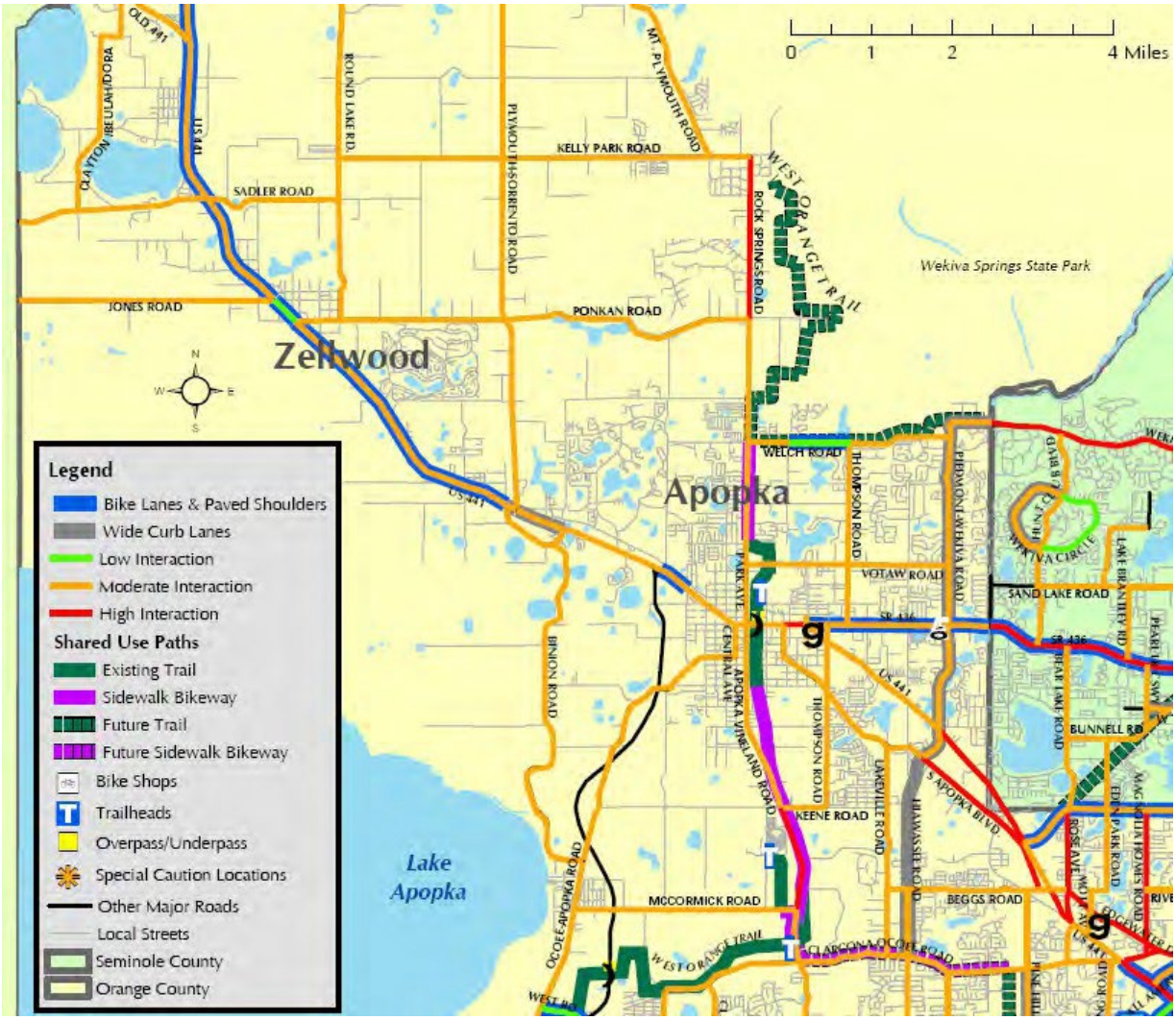
~~MAP 3-6: PROPOSED 2030 FUNCTIONAL CLASSIFICATION MAP~~



~~MAP 3-7: 2030 FUTURE TRANSPORTATION MAP~~



~~**MAP 3-8: BICYCLE AND PEDESTRIAN FACILITIES**~~



TRANSPORTATION ELEMENT

GOALS, OBJECTIVES AND POLICIES

GOAL

The City of Apopka shall promote the continued development of a financially feasible, safe and energy-efficient multi-modal transportation system that is integrated functionally and aesthetically into the surrounding land use framework and enhances the mobility needs of the Apopka area.

Objective 1

The City of Apopka shall coordinate with adjacent jurisdictions and all applicable transportation planning agencies to develop a system of multi-modal transportation facilities, as an alternative to automobile-oriented development that meets existing and future mobility needs of residents.

Policy 1.1

The City has been designated a "Dense Urban Land Area" (DULA) and is exempt from state-mandated transportation concurrency. The City shall monitor transportation as a matter of local law as addressed in this Comprehensive Plan.

Policy 1.2

Land use and transportation strategies to support and fund mobility within the Citywide Transportation Concurrency Exception Area (TCEA) are established in this element.

Policy 1.3

The City of Apopka shall coordinate with the Central Florida Regional Transportation Authority (LYNX) to assess the feasibility of expanding local and regional public transit services based upon existing and proposed major trip generators and attractors, safe and convenient public transit terminals, land uses and accommodation of the special needs of the transportation disadvantaged.

~~Policy 1.4~~

~~Within one year after completion of the Town Center Master Plan, the City shall consider the feasibility of establishing a Transit-Oriented District (TOD) within its downtown area to better coordinate implementation of the master plan.~~

~~Policy 1.5~~

~~Where feasible, the City of Apopka shall coordinate efforts between the regional transit provider and private development in designating park-and-ride facilities.~~

~~Policy 1.6~~

~~The City shall seek grant monies for the development of a Bicycle and Pedestrian Master Plan.~~

~~Policy 1.7~~

~~The City of Apopka shall support the efforts of Metroplan Orlando and the East Central Florida Regional Planning Council to provide bike facilities for new and reconstructed roadway facilities, where feasible.~~

~~Policy 1.8~~

~~The City of Apopka shall continue to participate on the MetroPlan Orlando Regional bicycle technical committee~~

~~Policy 1.9~~

~~The City of Apopka shall support and assist the Tri-County Chapter of "Rails to Trails" and Orange County's effort in acquiring abandoned railroad right-of-way and other properties necessary within the City for the construction of bicycle trails.~~

~~Policy 1.10~~

~~The City shall support the planned extension of the West Orange Trail to connect to the Seminole County and Lake County trail systems and has identified the trail in the Future Transportation Map series.~~

Policy 1.11

By July 2011, the City shall determine the feasibility of incorporating bicycle-friendly facilities into the City's arterial and collector roadway network as follows:

1. The City shall evaluate the right-of-way/pavement width characteristics of all existing arterial and collector roads by December 2011 to determine which roads could safely and feasibly incorporate striped bicycle lanes, signed bicycle routes or other such bicycle facilities.

2. During the annual budgeting process beginning in 2012, the City shall develop a five-year capital improvements schedule for incorporating bicycle facilities into the resurfacing or reconstruction programs for applicable roads using the following criteria:

    - Where sufficient pavement width exists, the City shall provide a designated bicycle lane with a minimum of four feet on roads adjacent to curb and gutter (per Chapter 8 of the Florida Department of Transportation Plans Preparation Manual)and a minimum with of five feet on roads having no curb and gutter. Vehicle lanes shall meet or exceed the minimum width standards.

    - When it is not feasible for the area intended for bicycle travel to meet the minimum width standards, a bicycle lane will not be designated. However, the width of vehicle lanes may be set at minimum standards with the outside lane made as wide as possible.

Policy 1.12

The City shall include sidewalks alongside roadways scheduled for improvements in its Capital improvement Program.

Policy 1.13

The City of Apopka shall, by July 2011, update its Transportation Master Plan, which shall include a transportation corridor right-of-way component. The plan shall be based on the mobility indicators established by the City and shall provide for coordination and provisions

~~for population density, land uses, trip generators and attractors.~~

~~Objective 2~~

~~The City of Apopka shall develop and maintain a transportation system that~~, ~~for planning purposes, should~~ be evaluated based on ~~adheres to established level of service standards Upon adoption of this plan, the level of service standards described~~ established in ~~Policy 2.1 shall become the roadway Level of Service standards for the city, in accordance with the requirements of Chapter 9J 5, Florida Administrative Code and Chapter 163, Part II, Florida Statutes.~~

~~Policy 2.1~~

~~Through adoption of this Transportation Element, and the maximum service volumes established in Table 4-4,~~ For planning purposes only, ~~the City of Apopka shall establish that all roads should operate at LOS "E" or better on a following daily and peak hour~~ basis ~~Level of Service standards for roads within the city.~~:

- ~~All city "local" facilities shall operate at LOS "CE" or better on a daily and peak hour basis.~~
- ~~All city collector facilities (minor and major) shall operate at LOS "DE" or better on a daily and peak hour basis.~~
- ~~All county minor arterial and collector facilities that are within the city and are not designated as backlogged shall operate at LOS "E" or better on a daily and peak hour basis.~~
- ~~All state principal arterial facilities that are within the city and not classified as backlogged or constrained within a proposed Special Transportation Area shall operate at LOS "DE" or better on a daily and peak hour basis.~~
- ~~All backlogged and constrained facilities shall operate according to the standards set forth in Policies 2.3 and 2.4.~~

~~Objective 2~~3

~~The City of Apopka shall coordinate with Orange County, MetroPlan Orlando and FDOT to develop an efficient, interconnected roadway network that addresses regional and local traffic circulation needs while respecting environmentally~~

~~sensitive lands and the character of surrounding neighborhoods.~~

~~Policy 23.1~~

~~To assess roadway functionality and conditions within the City of Apopka, the City shall continue to conduct regularly scheduled peak hour traffic counts for major arterial, minor arterial and major collector facilities. The most recent traffic count data from FDOT, Orange County and traffic impact studies submitted with development plans shall be utilized and supplemented with additional counts by the City as needed. For state-maintained principal arterials, adherence to specific studies may enhance and supplement roadway capacity analysis.~~

~~Policy 23.2~~

~~The City of Apopka shall seek citizen participation for proposed widening of existing roads or the construction of new roads that are classified as minor collectors or higher.~~

~~Policy 23.3~~

~~Prior to January 2012, the City of Apopka shall coordinate with Orange County to resolve discrepancies of transportation analysis for existing and 2030 conditions, as well as discrepancies in road improvements that have been identified in this element. In addition to the monthly meeting of the MPO Technical Transportation Committee, in which both the City and Orange County participate, the City of Apopka will conduct annual meetings with Orange County to review City and county changes to roadway improvement plans. The City of Apopka will recommend modifications to the county plan and provide information on roadway improvement projects recommended in the City's comprehensive plan.~~

~~Policy 23.4~~

~~By December 2013, the City shall investigate the feasibility of alternative improvements to the existing roadway system, City-wide, such as: intersection improvements, synchronization of traffic signals, traffic calming measures, installing of auxiliary lanes, redesign or realignment of roadways, intelligent transportation initiatives, and improving public transit facilities and~~

programs.

Policy 23.5

Downtown redevelopment master plan efforts and land uses shall coordinate transportation linkage from employment centers and residential areas to the Lynx Super Stop and other transit facilities.

Policy 23.6

In order to address the reduction of greenhouse gas emissions, energy conservation and energy-efficient design, the City shall coordinate with MetroPlan Orlando and the ECFRPC to establish transportation demand management programs and transportation system management strategies to modify peak hour travel demand, reduce the number of vehicle miles traveled per capita, improve roadway system efficiency and enhance safety.

Objective 34

To discourage urban sprawl, the City of Apopka shall coordinate transportation system improvements through the adopted Future Land Use Map to support existing and projected population densities, housing and employment patterns; and ensure that land development is consistent with existing and proposed transportation facilities.

Policy 34.1

The City of Apopka shall designate the Transportation Element as the official Master Transportation Plan for Apopka. The Future Transportation Map series establishes the functional classification of the City's roadway system and its relationship to airports, freight and passenger rail lines, public transit and pedestrian/bicycling facilities within the City limits.

Policy 34.2

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

~~Policy 34.3~~

~~By December 2011, the City shall update the Land Development Code (LDC) to include requirements for new commercial developments adjacent to bus stops to provide separated and/or buffered pedestrian ways (e.g. sidewalks, crosswalks) connecting the bus stop to proximate building entrances.~~

~~Policy 34.4~~

~~The City shall require new residential developments with greater than 100 units to provide pedestrian cross- connection walkways to adjacent arterial or collector roadways, taking into account surrounding land uses such as schools, parks, and shopping centers.~~

~~Policy 34.5~~

~~The City will cooperate with transportation agencies and adjacent counties to help ensure the construction of the Wekiva Parkway and associated improvements. The City encourages limited access highway stormwater systems for aquifer recharge, wetland and habitat restoration and as irrigation in lieu of groundwater.~~

~~Policy 34.6~~

~~Within one year after the interchange location is established, the City of Apopka shall adopt an interchange land use plan for any property located within one-mile of a proposed interchange for the Wekiva Parkway. The interchange land use plan shall address appropriate land uses and compatible development, secondary road access, access management, right-of-way protection, vegetation protection, water conserving landscaping, and the height and appearance of structure and signage.~~

~~Policy 34.7~~

~~The City of Apopka shall, when feasible, include the costs of landscape buffer and aesthetic design measures scheduling capital improvements projects for construction of on new road or the of road widening projects through residential neighborhoods.~~

~~Policy 34.8~~

~~The City shall pursue grant opportunities for median landscaping and road beautification.~~

~~Policy 34.9~~

~~The City shall require that new development and redevelopment consider measures that address access management and traffic-calming. Such measures may include the use of curved streets and cul-de-sacs and limited entrances and exits to the subdivision.~~

~~Policy 34.10~~

~~The City shall include landscaping and streetscaping as roadway design components in order to enhance the function of the road for all users.~~

~~Policy 34.11~~

~~The City shall support the development of a financially feasible commuter rail line connecting Apopka to Tavares and Orlando.~~

~~Policy 34.12~~

~~The City shall support the principles of Transit-Oriented Design (TOD), especially within the downtown redevelopment and Town Center areas, and will require proposed developments that are located in the vicinity of planned transit and commuter rail stations to incorporate TOD elements in their site plans.~~

~~Policy 34.13~~

~~The City shall coordinate with LYNX in the following areas:~~

~~1. Identify appropriate locations for transit routes, stops, and facilities, taking into consideration affordable housing developments, employment centers and educational or public facilities;~~

~~2. Identify locations for park and ride facilities, including the possibility of public/private partnerships or private development of these facilities;~~

~~3. Promote regional transit service within the Apopka area by, at minimum, making regional transit service~~

~~information available to residents at specified City facilities.~~

~~4. Ensure that the design of transit stations and facilities includes security measures and accommodates people with disabilities or special needs~~

~~4. Promote integration of bicycle and transit facilities including bicycle racks on buses and locating bus stops that are accessible to trails or bicycle routes.~~

~~Policy 34.14~~

~~The City shall incorporate consideration of transit facilities in the City's site plan review process, including bus stops, bus stop facilities, and transfer facilities. This review process will be coordinated with the regional transit provider.~~

~~Policy 34.15~~

~~The City of Apopka shall require the construction of sidewalks abutting new developments where sidewalks are presently deficient, and shall coordinate with FDOT and Orange County to construct sidewalks where needed, with priority given to linking neighborhoods to schools and community shopping centers~~

~~Policy 34.16~~

~~The City shall coordinate the siting of new, or expansion of existing, airports with the future land use and conservation elements.~~

~~Policy 34.17~~

~~The City shall provide for the mitigation of adverse structural and non-structural impacts from development activities of the airport or associated facilities upon natural resources located within the airport or upon adjacent natural resources and land uses.~~

~~Policy 34.18~~

~~The City shall protect the airport from encroachment of incompatible land uses.~~

~~Objective 45~~

~~The City of Apopka shall coordinate the development of a financially feasible transportation system with the plans and programs of Orange County, MetroPlan Orlando, the Orlando – Orange County Expressway Authority, the Central Florida Transportation Authority, the Florida Statewide Passenger Rail Commission and the FDOT adopted work program consistent with the Florida Transportation Plan.~~

~~Policy 45.1~~

~~Transportation improvements identified in this element shall be incorporated into the City's 5-year capital improvement program on a phased basis.~~

~~Policy 45.2~~

~~The City of Apopka shall coordinate with Orange County, the Florida Department of Transportation and the Orlando-Orange County Expressway Authority in identifying funding sources for road improvements identified in this element for the Apopka area.~~

~~Policy 45.3~~

~~The City of Apopka shall continue to fund road improvement projects through a City-wide impact fee or mobility fee program. The fee rates shall be analyzed and shall be updated at least every five years.~~

~~Policy 45.4~~

~~By July of 2011, the City shall evaluate the establishment of mobility fees to fund mobility strategies and replace the transportation impact fee structure.~~

~~Policy 45.5~~

~~The City of Apopka shall participate on Orange County technical committees in identifying county transportation impact fee projects needed within the Apopka area during each update of the Orange County impact fee program.~~

~~Policy 45.6~~

~~The City of Apopka shall provide procedures for~~

~~coordinating with the private development community in the funding and implementation of functionally classified roads identified in this element.~~

~~Policy 45.7~~

~~In the evaluation of alternative road improvements, the City of Apopka shall give priority to alternatives that promote expansion of the Apopka area's collector road system and minimize the need to add lanes to existing roads.~~

~~Policy 45.8~~

~~Prior to approving funding for new road construction projects adding capacity, the City shall first investigate the feasibility of alternative improvements to the existing roadway system such as intersection improvements, multimodal capacity improvements, synchronization of traffic signals, traffic calming measures, installation of auxiliary lanes and the redesign or realignment of roadways.~~

~~Policy 45.9~~

~~The City shall continue to support the construction of the John Land Apopka Expressway (Maitland Boulevard Extension), the Wekiva Parkway and associated projects.~~

~~Policy 45.10~~

~~The City of Apopka shall remain active in transportation planning efforts of the Metropolitan Planning Organization through participation on the MPO's Transportation Technical Committee and Policy Board.~~

~~Policy 45.11~~

~~The City of Apopka shall participate in the public participation and review process provided for the Florida Department of Transportation five-year work program by providing comment on FDOT proposed projects in the Apopka area.~~

~~Policy 45.12~~

~~The City of Apopka shall participate in the public~~

participation and review process provided for Orlando-Orange County Expressway Authority road projects in the Apopka area.

Policy 45.13

The City of Apopka shall participate in safety groups that review and improve pedestrian and intersection problems by participation on various safety meetings.

Policy 45.14

The City of Apopka shall coordinate with local and regional public transit providers to provide for safe and efficient public transit terminals and transit services where appropriate, and to provide for the accommodation of special needs of the transportation disadvantaged.

Policy 45.15

During the review of the City's transportation network, the City shall analyze any extra-jurisdictional impacts on roadways outside of the corporate City limits including, but not limited to Plymouth Road, State Road 46, State Road 436 and US Highway 441.

Objective 56

The City of Apopka shall protect existing rights-of-way from building encroachment and require the reservation of future rights-of-way to the extent permitted by law, to provide for transportation needs within the City.

Policy 56.1

The City of Apopka shall adopt typical right-of-way standards for functionally classified roads in accordance with FDOT standards. Variation from the specified typical standards will require approval from the Development Review Committee. Deviation from typical standards will be permitted in areas where redevelopment and historic preservation is being promoted, such as the Apopka Central Business District.

~~Policy 5~~6.2

~~The City shall develop a priority listing of future rights-of-way needed for the purpose of orderly and economical land acquisition to implement the roadway network illustrated on the four Small Area Conceptual Master Plans discussed in the Future Land Use Element for the purpose of orderly and economical land acquisition.~~

~~Policy 5~~6.3

~~The City shall:~~

~~1. Require developers to provide for required rights-of-way.~~

~~2. Maintain a listing of roadways requiring additional rights-of-way.~~

~~3. Require dedication of necessary rights-of-way at time of development.~~

~~4. Require building setbacks to adequately protect rights-of-way.~~

~~5. Include right-of-way standards and procedures in the LDC.~~

~~Policy 5~~6.4

~~Public transit in designated public transportation corridors shall be promoted where appropriate, based on coordination with MetroPlan Orlando and other applicable transit authorities.~~

~~Policy 5~~6.5

~~The City of Apopka shall support construction of the Wekiva Parkway through the limitation of development approvals within the proposed alignment, to the extent permitted by law.~~

~~Objective 6~~7

~~The City of Apopka shall work toward the implementation of a transportation system that allows for the movement of vehicular traffic on a network that adheres to minimum transportation~~

planning and engineering design criteria.

Policy 67.1

The City of Apopka shall limit access points on principals and minor arterials and collectors through a reduction of median and curb cuts, joint access requirements and use of service roads. FDOT criteria will be incorporated into the City's LDC.

Policy 67.2

The City shall continue to require traffic impact studies for development that is projected to generate 400 or more gross daily trips. The Development Review Committee may require a traffic impact study of developments generating less than the daily and peak hour thresholds on a case by case basis.

Policy 67.3

New roadway design standards shall, at minimum, be in accordance with those presented in *"A Policy on Geometric Design of Highways and Streets"* (AASHTO, 2004) *"Manual on Uniform Traffic Control Devices"* (FHWA, 2003), and *"Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways"*, State of Florida, FDOT, 2006. Deviation from standards identified in these manuals shall require approval by the Development Review Committee.

Policy 67.4

The City shall require the provision of pedestrian and vehicular access to all parts of new development projects. The City of Apopka shall regularly review the Land Development Code to ensure measures are included that enhance the safety of pedestrians and motorists by designing and upgrading systems that reduce conflicts and hazardous conditions. Such measures include crosswalks at intersections, pedestrian actuated features at signalized intersections and curb cut sidewalk ramps. Measures which address vehicular access shall include requirements for safe and convenient on-site traffic flow and parking for new development projects.

~~Policy 67.5~~

~~For minor and major collector city facilities, the typical cross section for new and reconstructed roads shall allow for the safe movement of bicycle traffic. The Orange County Parks and Trails Master Bicycle Plan will be reviewed annually to ensure consistency with the Apopka Comprehensive Plan. In addition, the City will continue to cooperate with Orange County in implementing the planned Rails to Trails Bicycle Way by protecting corridors planned within the City.~~

~~Policy 67.6~~

~~The City of Apopka will continue to coordinate with the FDOT to provide emergency vehicle signal preemption control for US 441.~~

~~Policy 67.7~~

~~The City of Apopka shall not accept the transfer of administrative or maintenance responsibilities of county roads that do not meet minimum city design criteria, as specified in the LDC.~~

~~Policy 67.8~~

~~Future developments within the Northwest, West, Plymouth and Expressway Study Areas should be encouraged to follow the grid pattern when proposing new roads to improve traffic flow and connectivity.~~

~~Policy 67.9~~

~~The City of Apopka shall coordinate with the Florida Department of Transportation, MetroPlan Orlando and other governmental agencies to facilitate local traffic to use alternatives to the Florida Intrastate Highway System (FIHS) to protect its interregional and intrastate functions. These techniques shall be included in the updated Transportation Master Plan.~~

~~Objective 7~~8

~~The City of Apopka shall coordinate vehicular, public transit and bicycle/pedestrian access to airports and rail facilities with the facilities shown on the transportation map series.~~

~~Policy 7~~8.1

~~The City shall coordinate roadway, transit and bicycle/pedestrian improvements with the future needs of airports and passenger rail lines.~~

~~Policy 7~~8.2

~~The City shall coordinate with MetroPlan Orlando, the Apopka-Orlando Airport, LYNX and the Florida Statewide Passenger Rail Commission to develop strategies to address intermodal terminals and access to airport and rail facilities.~~

~~Objective 8~~9

~~The City of Apopka shall support mobility City-wide through strategies that address alternative modes of transportation by providing context-appropriate sidewalks, bikeways, transit facilities, parking management and improvements that will contribute to specific and identified mobility needs within the City. Mobility strategies and standards shall be used in the interim prior to the adoption of the City's Mobility Plan, estimated by July 9, 2011.~~

~~Policy 8~~9.1

~~Transportation concurrency exceptions on roadways shall not exempt development from meeting policy requirements established to address mobility needs within the City.~~

~~Policy 8~~9.2

~~Although development is exempt from transportation concurrency, new development or redevelopment must submit a Traffic Analysis Impact Study to determine impacts of the development, if the development is projected to generate 400 or more gross daily trips.~~

~~Policy 89.3~~

~~The City shall require the provision of transportation modifications that are necessary due to traffic safety and/or roadway operating conditions. Any such modification shall not count towards meeting the mobility standards required for that development.~~

~~Policy 89.4~~

~~Proposed development generating more than 1,000 net, new average daily trips and located within one (1) mile of an SIS or FIHS interchange shall include an interchange ramp study that assesses potential impacts to SIS and FIHS facilities.~~

~~Policy 89.5~~

~~Funding mobility strategies shall be provided through developer contribution to the maximum extent feasible, mobility fees, the County, state and federal government and other outside sources such as grant funds.~~

~~Policy 89.6~~

~~The following table provides the net new average daily trip generation thresholds for the corresponding minimum required amount of mobility standards for a development.~~

~~Net, new average daily trip generation~~	**~~Number of Mobility Standards which must be met~~**
~~0 to 9~~	~~Zero (0)~~
~~10 to 49~~	~~At least 1 Mobility Standard~~
~~50 to 99~~	~~At least 3 Mobility Standards~~
~~100 to 399~~	~~At least 5 Mobility Standards~~
~~400 to 999~~	~~At least 7 Mobility Standards~~
~~1,000 to 4,999~~	~~At least 12 Mobility Standards~~
~~5,000 or greater~~	~~At least 18 Mobility Standards and either be on an existing transit route or provide funding for a new transit route.~~

~~Policy 89.7~~

~~Development or redevelopment shall be required to meet the following Mobility Standards, at the developer's expense,~~

based on the development's trip generation and proportional impact on roadway facilities.

a) Intersection and/or signalization modifications to improve level of service and safety and address congestion management. This may include, but is not limited to: signal timing studies, fiber optic inter- connection for traffic signals, roundabouts, OPTICOM signal preemption, and/or implementation of Intelligent Transportation System (ITS) features such as state of the art traffic signal controllers, dynamic message signs and traffic monitoring cameras designed to maximize the efficiency of the roadway network by reducing congestion and delay.

b) Addition of dedicated turn lanes into and out of the development.

c) Construction of bus shelters and/or the addition of bus shelter lighting using solar technology designed and constructed to the Central Florida Regional Transportation Authority (LYNX) specifications.

d) Construction of bus turn-out facilities.

e) Provision of bus pass programs provided to residents and/or employees of a development. The bus passes must be negotiated as part of a contract with the Central Florida Regional Transportation Authority, and approved by the City.

f) Payments to the City, with satisfactory conditions will be transferred to the Central Florida Regional Transportation Authority, which either increase service frequency or add new bus service.

g) Construction of off-site public sidewalks to complete sidewalk connectivity. Sidewalk construction required to meet the Land Development Code requirements along property frontages shall not count as meeting this Mobility Standard.

h) Widening of existing public sidewalks to increase pedestrian mobility, comfort and safety.

i) Deeding of land for the addition and construction of bicycle lanes to City specifications.

j) Provision of ride sharing or van pooling programs.

k) Provision of park and ride facilities.

l) Funding of streetscaping/landscaping (including pedestrian scale lighting, where relevant) on public right-of-ways or medians.

m) Buildings with architectural features that provide significant shading and weather protection (e.g. canopies, awnings, colonnades) over sidewalks to promote pedestrian mobility.

n) Provision of additional bicycle parking over the minimum required by the Land Development Code. The bicycle parking shall be located convenient to the entrance of primary buildings and covered, where practicable.

o) Removal of non-conforming signage, billboards, and signage that impedes pedestrian movement at the site.

p) Enhancements to the City's system of greenways, bike paths, and trails which increase the system's utility for multi-modal transportation. Such enhancements may include, but not be limited to:

1. Trail amenities such as benches, directional signage, or safety systems;
2. Bicycle parking at entry points or connecting with transit lines;
3. Land acquisition for expansion or better connectivity of the trail system;
4. Additional entry points to the trail system;
5. Bridges spanning creeks or wetland areas; and/or,
6. Appropriate trail surfacing.

q) Development of, or participation in, a Transportation Demand Management (TDM) program that provides funding or incentives for transportation modes other than single occupant vehicle to reduce Vehicle Miles Traveled (VMT). Such TDM programs shall utilize a methodology approved by the City and may require performance monitoring and reporting.

r) Develop the project at or near maximum densities and intensities with transit-supportive building and site design.

s) New roadway facilities that provide a more interconnected transportation network in the City and/or provide alternate routes to reduce congestion. These types of facilities include, but are not limited to State and County arterials and collectors, and may include projects outside the limits of the City that can be demonstrated to be a direct benefit to the City's transportation system.

t) Developers may deed land for right of way and/or construct roadway extensions to City specifications.

u) Addition of lanes on existing road facilities, where acceptable to the City.

v) An innovative transportation-related modification, VMT reduction program or Mobility Standard submitted by the developer, where acceptable to and approved by the City.

Policy 89.8

The developer may choose to provide one or more Mobility Standard(s) off-site with the City's approval. The Mobility Standard(s) chosen shall be subject to the final approval of the City during the plan approval process. Mobility Standards shall relate to the particular site, transportation conditions, special characteristics and needs of the specific area where the development is located.

Policy 89.9

The City shall amend the Concurrency Management section and any other relevant sections of the Land Development Code to reflect the adoption of the Mobility Standards and include funding for alternative transportation improvements.

Policy 89.10

Developments approved prior to the adoption of the Mobility Standards shall be required to provide any transportation improvements, modifications or mitigation required as part of the development plan approval unless an amendment is made to the development plan and the previously approved improvements, modifications, or mitigation are inconsistent with current design standards or other adopted policies. Amendments to development plans made after the adoption of the Mobility Standards shall be required to meet the mobility policies.

Policy 89.11

On an annual basis, the City shall monitor and evaluate the impacts of approved development on adjacent city or adjacent county-maintained roads and share that information with the adjacent city or county.

~~Policy 8~~9.12

~~The City shall evaluate the effectiveness of the TCEA every seven years as part of the Evaluation and Appraisal Report (EAR).~~

~~Policy 8~~9.13

~~The City shall monitor the success of the Mobility Strategies using the following performance measures. Evaluation of these performance measures shall occur with the next Evaluation and Appraisal Report of the City of Apopka Comprehensive Plan. Any recommendations to refine the mobility strategies shall occur through EAR-based amendments.~~

~~Mobility Strategy~~	**~~Performance Measure*~~**	**~~Target*~~**
~~Support alternative modes of transportation~~	~~Transit shelters in the City~~	~~Increase number of bus shelters by 1 per year~~
~~Support alternative modes of transportation~~	~~Sidewalk coverage near transit stops in the City~~	~~Increase percentage of sidewalks by 10 percent by next EAR on roadways within ¼ mile of bus stops~~
~~Urban design and land use mix~~	~~Dwelling units near non-residential land use~~	~~Increase percentage of dwelling units within ¼ mile of non-residential land uses by 5 percent by next EAR~~
~~Urban design and land use mix~~	~~Accidents involving pedestrians and bicyclists in the City~~	~~Reduce annual number of accidents involving pedestrians and bicyclists in the City~~
~~Transportation Demand Management~~	~~Persons participating in ridesharing or vanpooling programs~~	~~3% annual increase of participants~~
~~Transportation~~	~~Number of~~	~~3% annual increase~~

Mobility Strategy	**Performance Measure***	**Target***
Demand Management	businesses/employers offering flexible work schedules	of participants
Transportation Demand Management	Implementation of transit pass programs and number of participants (businesses and individual)	5% annual increase after implementation
Transportation Demand Management	Number of bus turn-out facilities (at locations desired by LYNX)	1 per 3 years as coordinated with LYNX
Transportation Demand Management	Number of improved and/or new bus shelters on LYNX routes within the City	1 improved and/or new shelter each year
Transportation network connectivity	Amount of sidewalks added and/or expanded to the network in the City	500 linear feet of sidewalk per year
Transportation network connectivity	Linear feet of streetscaping/landscaping which enhances the pedestrian environment	500 feet per year
Transportation network connectivity	Number of crosswalks in the City	1 per project generating > 5,000 net new daily trips
Transportation network connectivity	Traffic counts and queue lengths at SIS and FIHS ramps located in or near the City	The City shall coordinate with FDOT to monitor traffic counts and queue lengths at SIS and FIHS ramps located in or near the City annually.
SIS and FIHS Facilities	Number of bicycle stalls/lockers and related amenities for projects within the City	1 bicycle stall/locker for every 100 vehicle parking spaces provided within the City for redevelopment and new development
Bicycle Facilities Enhancement	Linear feet of bicycle lanes and related facilities in the City	Bicycle lanes and related facilities including bicycle

Mobility Strategy	Performance Measure*	Target*
		provisions at intersections as part of programmed street resurfacing and/or rehabilitation (where feasible)
Multi-Modal Transportation	Change in ridership, including boardings/alightings for LYNX routes within the City	1% annual increase
Multi-Modal Transportation	Change in headways for LYNX routes within the City	10-minute minimum headway decrease every 5 years
Multi-Modal Transportation	Commuter Rail ridership (change in ridership will be reported in subsequent years after the implementation of the service)	3% annual increase each year after implementation
Multi-Modal Transportation	Apopka Commuter Rail Station boardings/alightings	3% annual increase each year after implementation
Multi-Modal Transportation	Proposed trip generation from redevelopment/new developments versus actual traffic counts on adjacent roadways	Achieve a 5% reduction in actual traffic counts versus trip generation projections
Multi-Modal Transportation	Change in daily and peak hour traffic volumes on US 441	Achieve less than 1% annual increase

* Performance measures and targets may be subject to further consideration (i.e., if these performance measures and targets cannot be supported by reasonably available data or additional measures are identified that may also be appropriate).

Students are encouraged to finish up strong to prepare for next year

From Principal Sarasty:

We are locked in and going strong! This is our last month to put in the hard work to perform at our best on our end of the year assessments. Our teachers have gone above and beyond to ensure EVERY child has the tools and strategies they need to be successful. Our students continue to work hard and persevere with grit and the right mindset. Our Wildcats are a tough bunch that can and will bring their best through and through. Let's finish strong! Lovell Up Wildcats! Game On!

House News:

Congratulations to the House of Majime for winning the most House Points this month! Ubuntu and Majime tied in the March Madness House Challenge Games during lunch but Majime had enough total points to become House Winners for the Month of March.

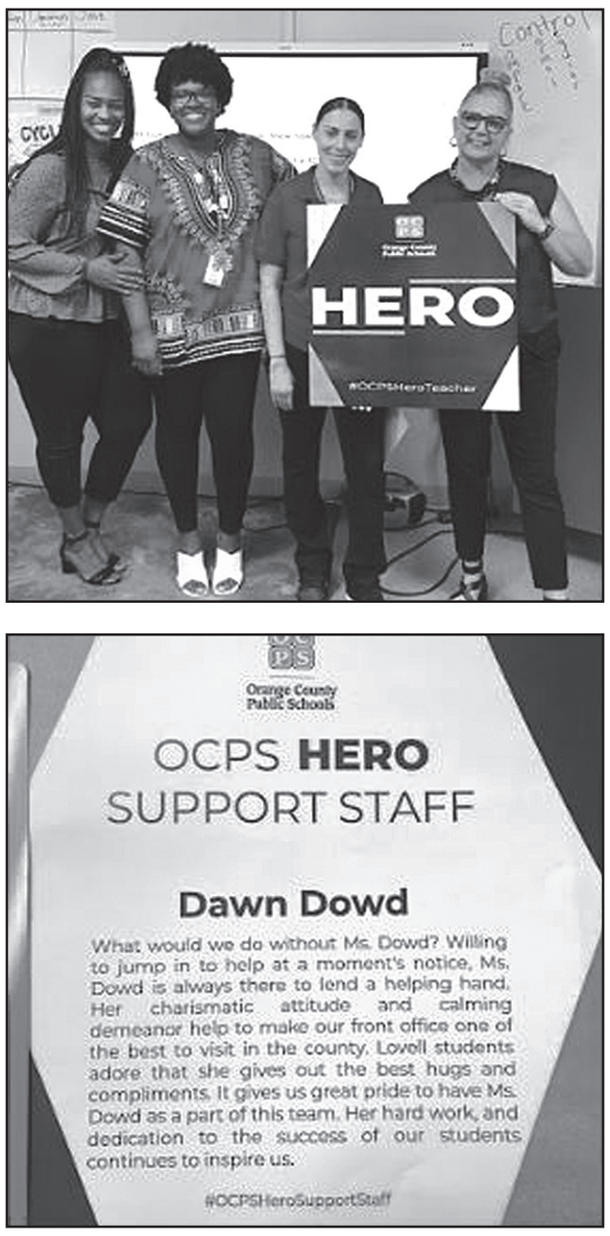
Teacher Appreciation Week will be celebrated from May 6 – May 10. If you would like to donate any items towards this event, it would be appreciated. Please reach out to Mrs. Davis at EXT/ 3602292 or via email Laquesha.Davis@ocps.net.

This year's testing theme is Lovell Up for the Super Bowl, All in to Win! We will be having a Pep-Rally and a parade to motivate the students before testing.

May 1st is School Principal's Day. May 3rd is School Lunch Hero Day. May 8th is School Nurse Day.

Thank you **ALL** for the many things you do to take care of our children and staff!

Please keep up to date on Talking Points and Teacher messages for the many activities coming up in May.



Lovell Elementary's OCPS HERO's: Danielle Steward – OCPS HERO Teacher and Dawn Dowd – OCPS HERO Support Staff.

Tell them you saw it in The Apopka Chief

Third grade

Mrs. Steele's kids are learning about plants and their structure. In math, Mrs. Steele's kids are learning about geo shapes and area models. Mrs. Steele thinks the best reward this year is watching how her students have matured and reached their goals. Third graders are excited about their SeaWorld field trip.

— J. Occenat and D. Limage

Fourth grade

In Mrs. Sims class, in reading they are learning poetry, rhyme, figurative language, and stanzas. The book that they are reading are all about nature. Even though Mrs. Sims isn't a math or science teacher she uses science like the water cycle in small group. In writing they just took the BEST writing test and they just started learning how to write in cursive. The most rewarding part of this year for Mrs. Sims is seeing her non-English students participate in small group and class discussion. Exciting things are coming to Mrs. Sims class and they are doing an escape room and a goodbye party for Mrs. Sims intern Mrs. Enamorado. The fourth grade has an upcoming field trip to Saint Augustine.

— B.Wade

Fifth grade

In Mrs. West's math class, her scholars are learning about classifying shapes, in science they are learning about food chains and interdependence. The most rewarding part of the year for her was that she could see all the growth her students were making. She is working on preparing for fast now that spring is approaching. They just returned from a Busch Gardens field trip.

—A. Hansen

Upcoming events

April 22-26 – Teacher Appreciation Week

April 24 – Administrative Professional Day

April 27 – Parent Academy

May 1 – Long Wednesday

May 1 – School Principal Day

May 3 – Lunch Hero Appreciation

May 6 – Nurse Appreciation

May 7 – Fifth Grade Science PMA

May 8 – Long Wednesday

May 8 – Fast ELA Test Third-Fifth, Fast K-2 Math

May 9 – Fast Math Test Third through Fifth

May 13 – Fifth CFE Dance and P.E.

May 13 – NEHS Meeting

May 14 – Fifth CFE Music and Drama

May 15 – Fifth CFE Art and Health

May 17 – National Speech Language Pathologist Day

May 24 – Last Day of School

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CITY OF APOPKA PUBLIC HEARING NOTICE REPEAL AND REPLACEMENT OF THE TRANSPORTATION ELEMENT OF THE APOPKA COMPREHENSIVE PLAN TRANSMITTAL HEARING

NOTICE is hereby given pursuant to Florida Statues Section 163.3184 and the Apopka Code of Ordinances, Part III, Land Development Code, Article II, Section 2.4.7(B) that the City of Apopka proposes to amend the Comprehensive Plan by repealing and replacing the Transportation Element.

ORDINANCE NO. 3029

AN ORDINANCE OF THE CITY OF APOPKA, FLORIDA, AMENDING THE CITY OF APOPKA COMPREHENSIVE PLAN; REPEALING AND REPLACING THE TRANSPORTATION ELEMENT IN ITS ENTIRETY; PROVIDING FOR LEGISLATIVE FINDINGS; PROVIDING FOR CONFLICTS; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

Notice is given that the **City of Apopka Planning Commission** will hold a public hearing to consider the proposed amendment at its regularly scheduled meeting in the City Council Chambers of the Apopka City Hall, 120 E. Main Street, Apopka, Florida on **Tuesday, May 14, 2024 beginning at 5:30 p.m.**, or as soon thereafter as possible.

Further notice is given that a public hearing for the transmittal of the proposed amendment to the Florida Department of Commerce will be held 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, June 5, 2024, beginning at 1:30 p.m.**, or as soon thereafter as possible.

Affected parties and the public may appear at the above listed hearings to speak. The proposed Transportation Element can be inspected at the Apopka Community Development Department located at Apopka City Hall on weekdays between the hours of 8:00 a.m. and 4:30 p.m. City Hall address shown below. 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

May 3, 2024

Publish: The Apopka Chief **176403**

City: Ordinances for energy choice initiative became nationwide

Continued from page 1A

all essential utilities.

"The costs of installing natural gas infrastructure in already developed subdivisions, and retrofitting existing homes to allow homeowners to use natural gas appliances is exceedingly expensive," the staff report states. "Whereas, the costs of installing natural gas infrastructure in subdivisions up-front, as they are being constructed, are significantly lower than the costs of retrofitting developments after the fact. The absence of natural gas in a development takes away the citizens' and residents' choice to benefit from the energy source that best supports their lifestyle."

Earlier this year, the LANGD Board of Directors approved energy choice initiative ordinances for presentation to cities of Apopka, Winter Garden, and Clemont. Winter Garden and Clermont will be presented the same ordinance, said Brent Haywood, general manager/CEO of LANGD.

Ordinances upholding energy choice for homeowners have become more commonplace across the nation, Haywood said. He himself has collaborated with multiple municipalities on it, the closest to Apopka being Leesburg.

"Well, I just think it'll be nice that we are able to give our residents an option whether they want to have electric or whether they want to have gas," said City Commissioner Alexander Smith, who is also a LANGD board member. "So, by allowing this ordinance to pass, it would give our residents that option. And a lot of the residents would like gas, especially for cooking. So, I think it's a good ordinance."

Apopka Resident Albert McKimmie agreed with Smith on his point about people having the option of electricity or gas as an energy source. However, McKimmie doesn't like the idea of monopolies.

"When you make an ordinance to put in gas lines, firstly, I want to know who's paid for it. Is it the developer that's paid for the gas lines or is it Lake Apopka that's paying for the natural gas lines? In effect, if it's Lake Apopka that's paying for the gas lines, what you are proposing is setting up a monopoly because it means that later on, no other gas company whos's decided to come in and compete with Lake Apopka could compete with them because it's Lake Apopka gas lines," McKimmie said.

McKimmie said he advocated for some time for the city of Apopka to offload Lake Apopka Natural Gas District.

"I think that the money that we could get from selling Lake Apopka Natural Gas would settle all the screw ups in the infrastructure that this mayor has contributed to," McKimmie said. "We could certainly still allow Lake Apopka Natural Gas to supply gas, but we should be looking at privatizing all our public utilities, and the money that comes from Lake Apopka Natural Gas' sale could be used to do that."

The Apopka City Council's second reading and adoption of Ordinance No. 3070 is scheduled for Wednesday, August 7.

LANGD's energy loss in its three parent cities was about $35.9 million per year because natural gas hadn't been utilized in the majority of the homes.

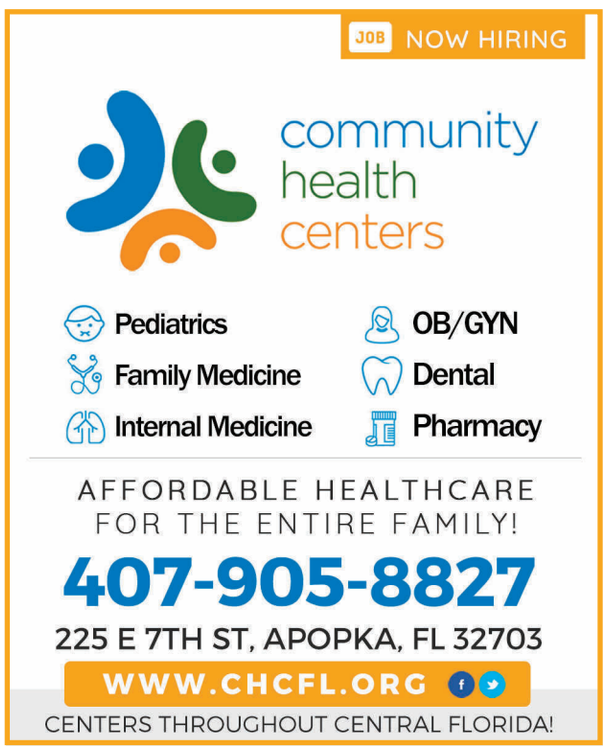
The Energy Information Administration report from the Department of Energy states that this past winter's heating cost was an estimated $67.3 billion, with natural gas in the mix; if there was a full electrification, it would be $204 billion for heating costs just for a single winter.

The electrification movement proposes the move to an all-electric, single-source model that eliminates the use of natural gas and natural gas products. A single-source energy model would eliminate competition, thus allowing electric companies to monopolize the energy landscape and deprive consumers' right to choose their energy source, Haywood said at the LANGD Board of Directors March 25 meeting.

Electrification lives on the misconception that electricity is equivalent to

See CITY Page 7A













CITY OF APOPKA
PUBLIC HEARING NOTICE
REPEAL AND REPLACEMENT OF THE TRASNPORTATION ELEMENT OF THE APOPKA COMPREHENSIVE PLAN
ADOPTION HEARING

NOTICE is hereby given pursuant to Florida Statues Section 163.3184 and the Apopka Code of Ordinances, Part III, Land Development Code, Article II, Section 2.4.7(B) that the City of Apopka proposes to amend the Comprehensive Plan by repealing and replacing the Transportation Element.

ORDINANCE NO. 3029

AN ORDINANCE OF THE CITY OF APOPKA, FLORIDA, AMENDING THE CITY OF APOPKA COMPREHENSIVE PLAN; REPEALING AND REPLACING THE TRANSPORTATION ELEMENT IN ITS ENTIRETY; PROVIDING FOR LEGISLATIVE FINDINGS; PROVIDING FOR CONFLICTS; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

Notice is given that a public hearing for the adoption of the proposed amendment to the Florida Department of Commerce will be held 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, August 7, 2024, beginning at 1:30 p.m.**, or as soon thereafter as possible.

Affected parties and the public may appear at the above listed hearing to speak. The proposed Transportation Element can be inspected at the Apopka Community Development Department located at Apopka City Hall on weekdays between the hours of 8:00 a.m. and 4:30 p.m. City Hall address shown below. 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

July 26, 2024

Publish: The Apopka Chief **177108**



July 11, 2024

The Honorable Bryan Nelson
Mayor, City of Apopka
120 East Main Street
Apopka, FL 32703

Dear Mayor Nelson:

The Florida Department of Commerce (Commerce) has reviewed the proposed comprehensive plan amendment for the City of Apopka (Amendment No. 24-01ESR) received on June 11, 2024. The review was completed under the expedited state review process. We have no comment on the proposed amendment.

The City should act by choosing to adopt, adopt with changes, or not adopt the proposed amendment. For your assistance, we have enclosed the procedures for adoption and transmittal of the comprehensive plan amendment. In addition, the City is reminded that:

- Section 163.3184(3)(b), F.S., authorizes other reviewing agencies to provide comments directly to the City. **If the City receives reviewing agency comments and they are not resolved, these comments could form the basis for a challenge to the amendment after adoption.**

- **The second public hearing,** which shall be a hearing on whether to adopt one or more comprehensive plan amendments, **must be held within 180 days** of your receipt of agency comments or the amendment shall be **deemed withdrawn** unless extended by agreement with notice to Commerce and any affected party that provided comment on the amendment pursuant to Section 163.3184(3)(c)1., F.S.

- **The adopted amendment must be rendered to Commerce.** Under Section 163.3184(3)(c)2. and 4., F.S., the **amendment effective date** is 31 days after Commerce notifies the City that the amendment package is complete or, if challenged, until it is found to be in compliance by the Department or the Administration Commission.

An equal opportunity employer/program. Auxiliary aids and service are available upon request to individuals with disabilities. All voice telephone numbers on this document may be reached by persons using TTY/TTD equipment via the Florida Relay Service at 711.

If you have any questions concerning this review, please contact Jana Williams, Regional Planning Administrator, by telephone at (850)-717-8483 or by email at jana.williams@commerce.fl.gov.

Sincerely,

James D. Stansbury, Chief
Bureau of Community Planning and Growth

JDS/jw

Enclosure(s): Procedures for Adoption

cc: Bobby Howell, Planning Manager, City of Apopka
Tara McCue, AICP, Executive Director, East Central Florida Regional Planning Council

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SUBMITTAL OF ADOPTED COMPREHENSIVE PLAN AMENDMENTS

FOR EXPEDITED STATE REVIEW

Section 163.3184(3), Florida Statutes

NUMBER OF COPIES TO BE SUBMITTED: Please submit electronically using Commerce's electronic amendment submittal portal "**Comprehensive Plan and Amendment Upload**" (*https://fldeo.my.salesforce-sites.com/cp/*) **or** submit three complete copies of all comprehensive plan materials, of which one complete paper copy and two complete electronic copies on CD ROM in Portable Document Format (PDF) to the State Land Planning Agency and one copy to each entity below that provided timely comments to the local government: the appropriate Regional Planning Council; Water Management District; Department of Transportation; Department of Environmental Protection; Department of State; the appropriate county (municipal amendments only); the Florida Fish and Wildlife Conservation Commission and the Department of Agriculture and Consumer Services (county plan amendments only); and the Department of Education (amendments relating to public schools); and for certain local governments, the appropriate military installation and any other local government or governmental agency that has filed a written request.

SUBMITTAL LETTER: Please include the following information in the cover letter transmitting the adopted amendment:

_____ State Land Planning Agency identification number for adopted amendment package;

_____ Summary description of the adoption package, including any amendments proposed but not adopted;

_____ Identify if concurrency has been rescinded and indicate for which public facilities. (Transportation, schools, recreation and open space).

_____ Ordinance number and adoption date;

_____ Certification that the adopted amendment(s) has been submitted to all parties that provided timely comments to the local government;

_____ Name, title, address, telephone, FAX number and e-mail address of local government contact;

_____ Letter signed by the chief elected official or the person designated by the local government.

ADOPTION AMENDMENT PACKAGE: Please include the following information in the amendment package:

_____ In the case of text amendments, changes should be shown in strike-through/underline format.

_____ In the case of future land use map amendments, an adopted future land use map, **in color format,** clearly depicting the parcel, its future land use designation, and its adopted designation.

_____ A copy of any data and analyses the local government deems appropriate.

Note: If the local government is relying on previously submitted data and analysis, no additional data and analysis is required;

_____ Copy of the executed ordinance adopting the comprehensive plan amendment(s);

Suggested effective date language for the adoption ordinance for expedited review:

> "The effective date of this plan amendment, if the amendment is not timely challenged, shall be 31 days after the state land planning agency notifies the local government that the plan amendment package is complete. If the amendment is timely challenged, this amendment shall become effective on the date the state land planning agency or the Administration Commission enters a final order determining this adopted amendment to be in compliance."

_____ List of additional changes made in the adopted amendment that the State Land Planning Agency did not previously review;

_____ List of findings of the local governing body, if any, that were not included in the ordinance and which provided the basis of the adoption or determination not to adopt the proposed amendment;

_____ Statement indicating the relationship of the additional changes not previously reviewed by the State Land Planning Agency in response to the comment letter from the State Land Planning Agency.

City of Apopka
CITY COUNCIL STAFF REPORT

Section: PUBLIC HEARINGS/ORDINANCES/RESOLUTION (Action Item)
Item #: 2.
Meeting Date: August 7, 2024
Department: Community Development

SUBJECT:
Ordinance No. 3056 - Second Reading - 814 Marvin C Zanders Avenue - Small-Scale Future Land Use Amendment

REQUEST:
Adopt Ordinance No. 3056

SUMMARY:
SUMMARY:
Owner(s): Cynthia Henderson, Arion Henderson
Applicant: Cynthia Henderson
Parcel Identification Number(s): 09-21-28-0196-70-384
Location: 814 Marvin C Zanders Avenue
Existing Future Land Use: Commercial
Proposed Future Land Use: Mixed Use
Existing Use(s): Vacant
Existing Zoning: MU-D (Mixed-Use Downtown District)
Tract Size: 0.08 +/- Acres (Lot Area: 3705.24 Square feet)

Zoning Report
This chart includes the relationships to adjacent properties.

Direction	Future Land Use	Zoning	Present Use
North	Commercial	MU-D (Mixed-Use Downtown District)	Single Family Residence
East	Commercial	MU-D (Mixed-Use Downtown District)	Single Family Residence, Vacant Land
South	Commercial	MU-D (Mixed-Use Downtown District)	Commercial Business
West	Commercial	MU-D (Mixed-Use Downtown District)	Vacant Land

PROJECT SUMMARY:
The applicant has submitted a Small-Scale Future Land Use Amendment from Commercial to Mixed Use for a 0.08 acre (Lot Area: 3705.24 square feet) parcel located at 814 Marvin C Zanders Avenue. The parcel is currently vacant. The applicant is requesting the Small-Scale Future Land Use Amendment to potentially develop a single-family house on the property which is permitted in the MU-D (Mixed-Use Downtown) zoning. The applicant is requesting the future land use change as Mixed Use is one of the future land use categories that allow the development of a single family home. The existing Commercial future land use category does not allow the

development of a single family home, it only allows non residential development. The Mixed Use future land use designation is compatible with the existing MU-D (Mixed-Use Downtown) zoning per Land Development Code Table 1.8.2, thus the request for the future land use amendment.

Land Development Code Section 2.5.1.D.3 requires the Council to weigh the relevance of and consider whether and the extent to which the proposed amendment:
a. Is consistent with and furthers the goals, objectives and policies of the comprehensive plan and other adopted City plans;
- Applicant's response: Yes
- Staff response: Staff is in agreement as there are multiple properties in the MU-D zoning district that have a future land use of Mixed Use, and it is a consistent future land use designation per Land Development Code Table 1.8.2.

b. Is in conflict with any portion of the LDC;
- Applicant's response: No
- Staff response: Staff is in agreement as the property will receive a change in future land use designation and all future development will be required to be in compliance with all applicable requirements of the Mixed Use future land use category if the small-scale future land use amendment is approved.

c. Addresses a demonstrated community need;
- Applicant's response: Yes
- Staff response: Staff does not object.

d. Is compatible with existing and proposed uses surrounding the subject land, and is the appropriate zoning district for the land;
- Applicant's response: Yes
- Staff response: Staff does not object.

e. Would result in a logical and orderly development pattern;
- Applicant's response: Yes.
- Staff response: Staff does not object, the property will receive a proper future land use designation if the small-scale future land use amendment is approved.

f. Would result in development that is adequately served by public facilities (roads, potable water, wastewater, solid waste, storm water, schools, parks, police, and fire and emergency medical facilities;
- Applicant's response: Yes
- Staff response: Staff does not object.

g. Would not result in significant adverse impacts on the natural environment including, but not limited to, water, air, noise, stormwater management, wildlife, vegetation, wetlands, and the natural functioning of the environment;
- Applicant's response: No
- Staff response: Staff does not object.

ORANGE COUNTY NOTIFICATION:
The JPA (Joint Planning Agreement) requires the City to notify the County 30 days before any public hearing or advisory board. The City notified Orange County on May 1, 2024.

PUBLIC HEARING SCHEDULE:
June 11, 2024 – Planning Commission (5:30 P.M.)
July 17, 2024 – City Council (7:00 P.M.), First Reading
August 7, 2024 – City Council (1:30 P.M.), Second Reading and Adoption

DULY ADVERTISED:
May 22, 2024 – Poster Placed on Property
May 22, 2024 – Mailed Notices to Adjacent Property Owners
May 31, 2024, July 12, 2024 – Advertised in the Apopka Chief

LAND USE REPORT

I. RELATIONSHIP TO ADJACENT PROPERTIES

Direction	Future Land Use	Zoning	Present Use
North	Commercial	MU-D (Mixed-Use Downtown District)	Single Family Residence

East	Commercial	MU-D (Mixed-Use Downtown District)	Single Family Residence, Vacant Land
South	Commercial	MU-D (Mixed-Use Downtown District)	Commercial Business
West	Commercial	MU-D (Mixed-Use Downtown District)	Vacant Land

II. LAND USE ANALYSIS

The subject property is located in the Mixed-Use Downtown zoning district. Mixed Use parcels exist in the Mixed-Use Downtown area of the City. Development must comply with the Mixed Use future land use designation and be consistent with the Comprehensive Plan policies, Development Design Guidelines, and Land Development Code. The property currently is vacant and is approximately 0.08 acres (Lot Area: 3705.24 square feet) in size. This future land use amendment is being requested to allow for the potential development of a Single-Family home on the subject property. The parcel is not located in the following areas:

Wekiva Parkway Interchange Vision Plan Area: No
Wekiva River Protection Area: No
Area of Critical State Concern: No

JPA: The City of Apopka and Orange County entered into a Joint Planning Area (JPA) agreement on October 26, 2004. The proposed Small-Scale Future Land Use Amendment request for a change from Commercial to Mixed Use is consistent with the terms of the JPA (Second Amendment).

City of Apopka Comprehensive Plan Policies:

Future Land Use Element:
Policy 3.1.1
Mixed-Use:
The primary intent of the Mixed Use land use category is to allow a mixture of residential, office, commercial, industrial, recreation, institutional uses and public facilities uses to serve the residential and non-residential needs of special areas of the City. This mix of land uses may occur on a single parcel or multiple parcels in the form of: a permitted single use; a vertical combination of different permitted uses; or a horizontal mix of different permitted uses. The intensity of development within the mixed-use land use categories will vary depending on location and surrounding uses. Transit-oriented design elements shall be encouraged to promote multiple modes of transportation in the mixed use categories. The Land Development Code will establish zoning districts and/or zoning overlay areas with standards that define the appropriate location for various intensities/densities. The following maximum gross intensity/density standards shall not be exceeded.

Designation of a Mixed-Use Category
In order to encourage innovative land use techniques, creative urban design, environmental protection and the use of sustainable development principles and practices, designation of new mixed-use categories on the FLUM shall only be allowed for land located within the following areas:
1. Areas within the Expressway, Plymouth, West, and Northwest small area plans as shown on their respective master plans;
2. The CRA Overlay District depicted on the adopted FLUM;
3. Land anticipated for inclusion within the Wekiva Parkway Interchange Land Use Plan to be adopted by December 2010; and
4. Areas that have been subject to a Small Area Study.

Transportation Element:
Policies 1.1 and 1.2 state that the City of Apopka is a Transportation Concurrency Exception Area. The property has existing access from Marvin C Zanders Avenue.

Infrastructure Element:
Policies 1.1.1, 2.1.1 and 5.1.2 state the minimum levels of service for the City's wastewater and water systems as well as the City's solid waste collection service.

Conservation Element:
A habitat study will not be required as the development is less than ten (10) acres.

Land Use Calculations:
CURRENT: Future Land Use - Commercial
0.25 maximum FAR X 0.08 ac = 871.20 square feet of non-residential building area

PROPOSED: Future Land Use – Mixed Use
15 DU X 0.08 ac = 1.2 dwelling units
2.0 maximum FAR X 0.08 ac = 6,969.6 square feet of non-residential building area

FUNDING SOURCE:
N/A

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

PLANNING COMMISSION:
At the June 11, 2024 meeting, the Planning Commission unanimously found the proposed Change of Future Land Use from Commercial to Mixed Use consistent with the Comprehensive Plan and Land Development Code, and compatible with the character of the surrounding areas, and recommended approval of the proposed Change of Future Land Use, based on the findings and facts presented in the staff report and exhibits.

CITY COUNCIL:
At the July 17, 2024 meeting, the City Council unanimously accepted first reading of Ordinance No. 3056, and held it over for second reading and adoption on August 7, 2024.

RECOMMENDED MOTION - CITY COUNCIL:
Adopt Ordinance No. 3056.

ATTACHMENTS:
1. Ordinance Number 3056
2. 814 Marvin C Zanders Ave Maps
3. Apopka Chief PHN (07.12.24)
4. 814 Marvin C Zanders Ave FLU PHN Apopka Chief Newspaper (05.31.24)

ORDINANCE NO. 3056

AN ORDINANCE OF THE CITY OF APOPKA, FLORIDA, AMENDING THE FUTURE LAND USE ELEMENT OF THE APOPKA COMPREHENSIVE PLAN OF THE CITY OF APOPKA; CHANGING THE FUTURE LAND USE DESIGNATION FROM COMMERCIAL TO MIXED-USE FOR PROPERTY LOCATED AT 814 MARVIN C ZANDERS AVENUE; OWNED BY CYNTHIA HENDERSON AND ARION HENDERSON, COMPRISING 0.08 ACRES MORE OR LESS; PROVIDING FOR SEVERABILITY, CONFLICTS, AND AN EFFECTIVE DATE.

WHEREAS, the City Council of the City of Apopka adopted the Apopka Comprehensive Plan by Ordinance No. 653 on October 2, 1991, pursuant to Section 163.3184, Florida Statutes and most recently amended it by Ordinance No. 3034 on January 17, 2024; and

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

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

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

Section II. Future Land Use Element. Page 1-32 (Map 1-6) of the Future Land Use Element of the City of Apopka Comprehensive Plan, as most recently amended by Ordinance No. 3034 is amended in its entirety to change the land use from Commercial to Mixed Use for Cynthia Henderson located at 814 Marvin C Zanders Avenue, comprising 0.08 acres more or less; as further described in Exhibit "A" attached hereto.

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

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

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

Section VI. Effective Date. This Ordinance shall become effective thirty-one (31) days after adoption. If challenged within thirty (30) days after adoption, the Ordinance shall become 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: July 17, 2024

READ SECOND TIME AND
ADOPTED: August 7, 2024

ATTEST:

_____
Susan Bone, City Clerk

_____
Bryan Nelson, Mayor

Approved as to form and legal sufficiency:

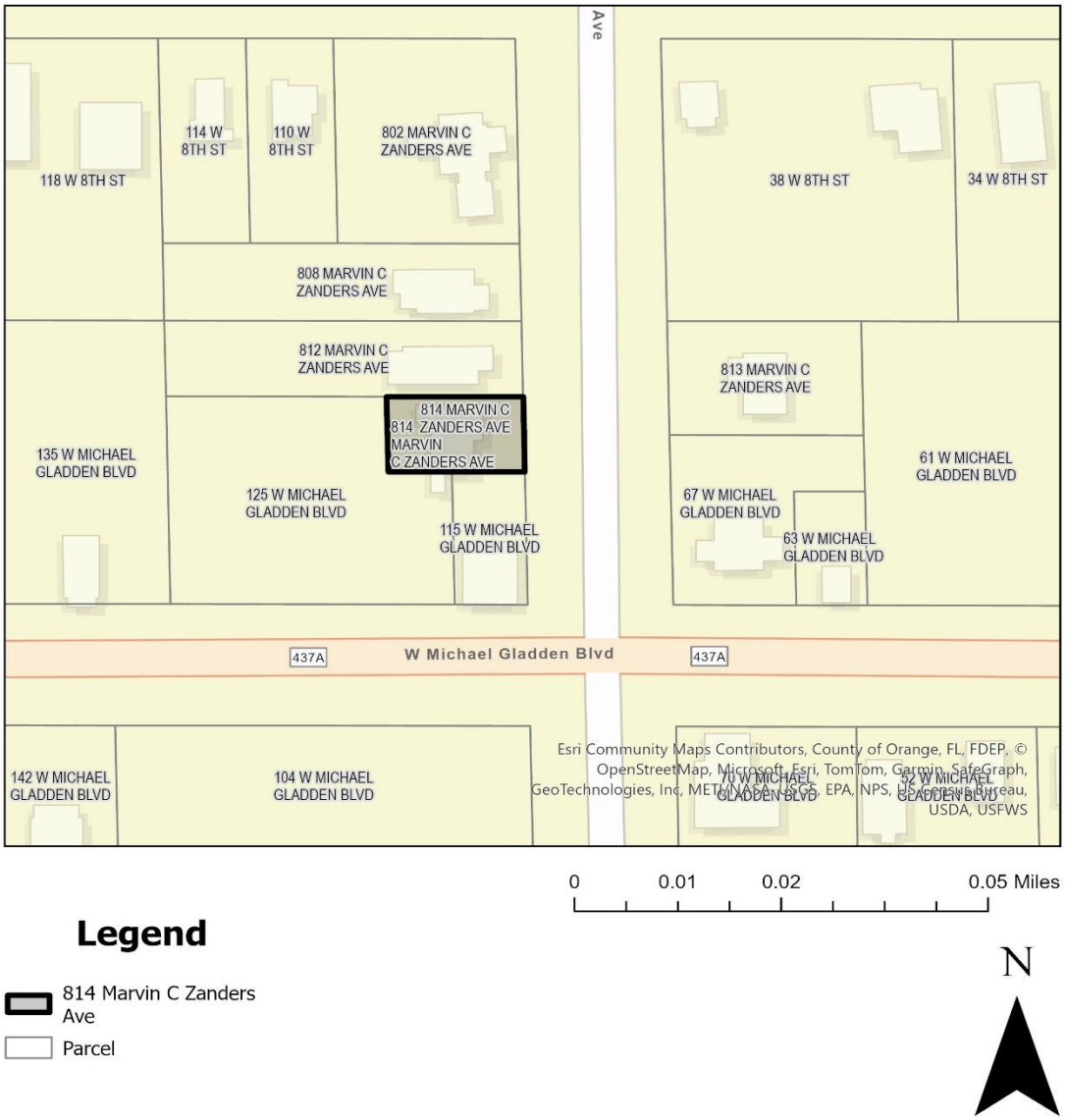
_____
Cliff Shepard, City Attorney

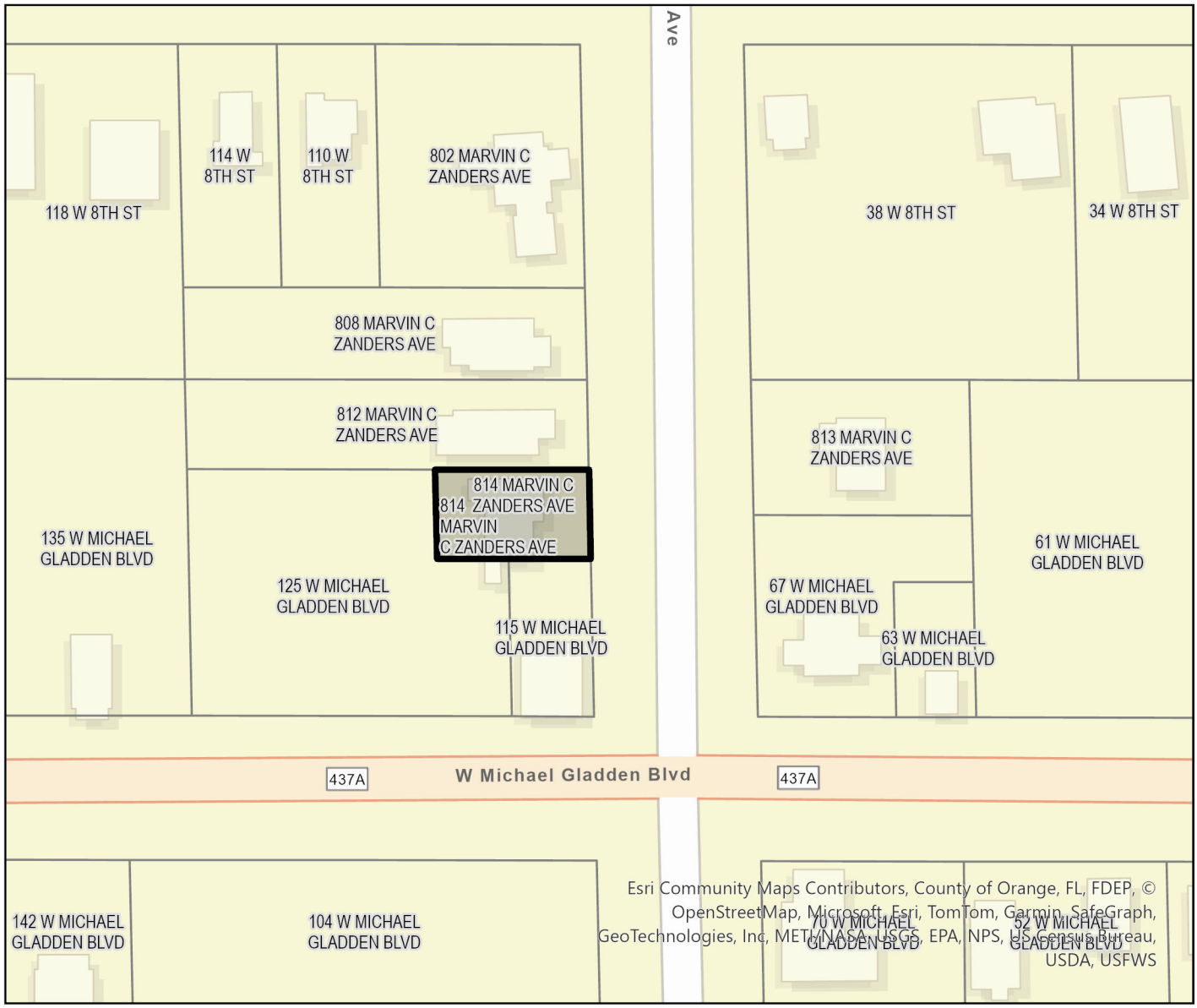
DULY ADVERTISED FOR PUBLIC HEARING: May 31, 2024, July 12, 2024

1

EXHIBIT "A"
Parcel Identification Number(s): 09-21-28-0196-70-384

Location Map





0 0.01 0.02 0.05 Miles

Legend

814 Marvin C Zanders Ave

Parcel

N

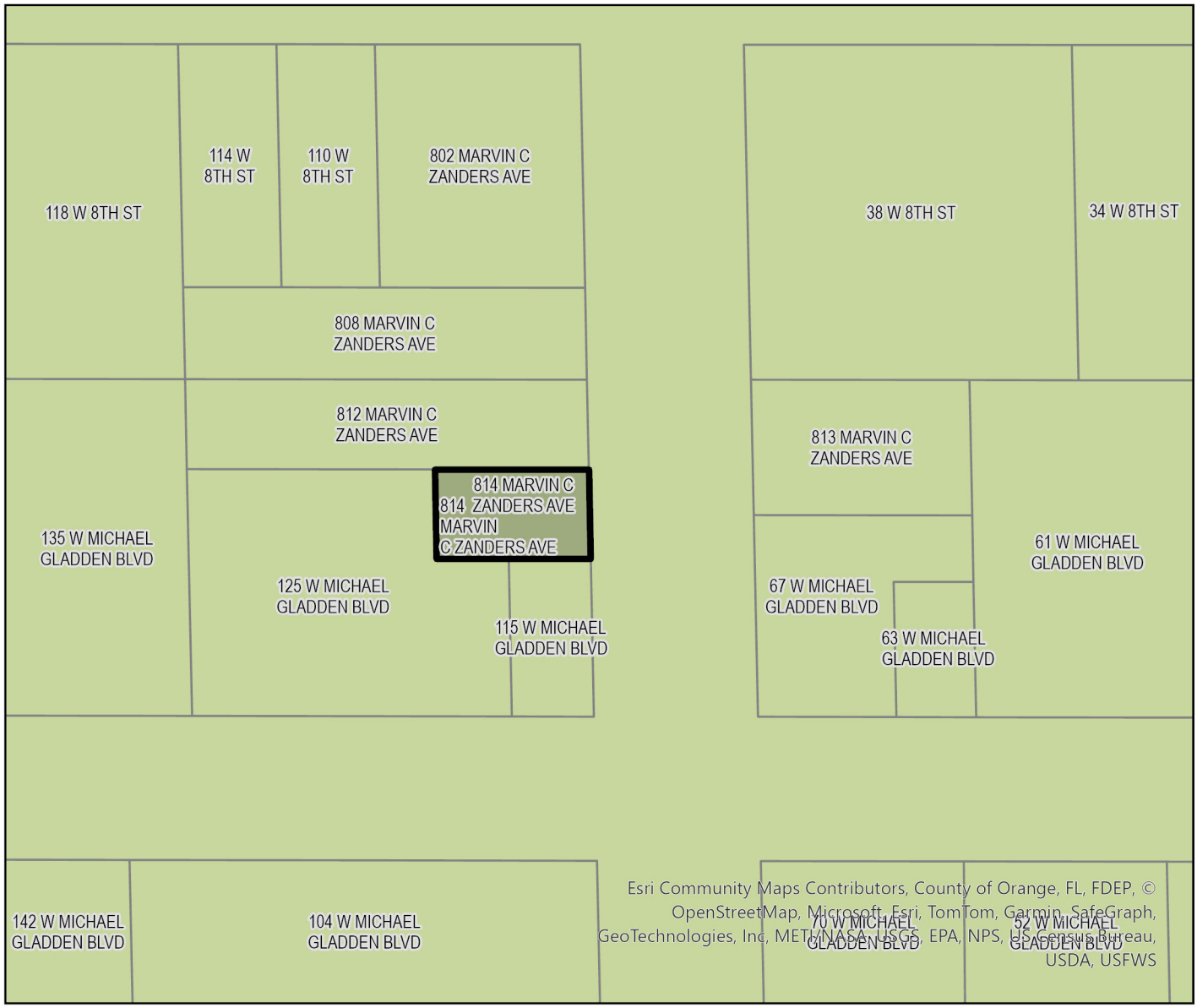


0 0.01 0.02 0.05 Miles

Legend

- Parcel
- 814 Marvin C Zanders Ave

N



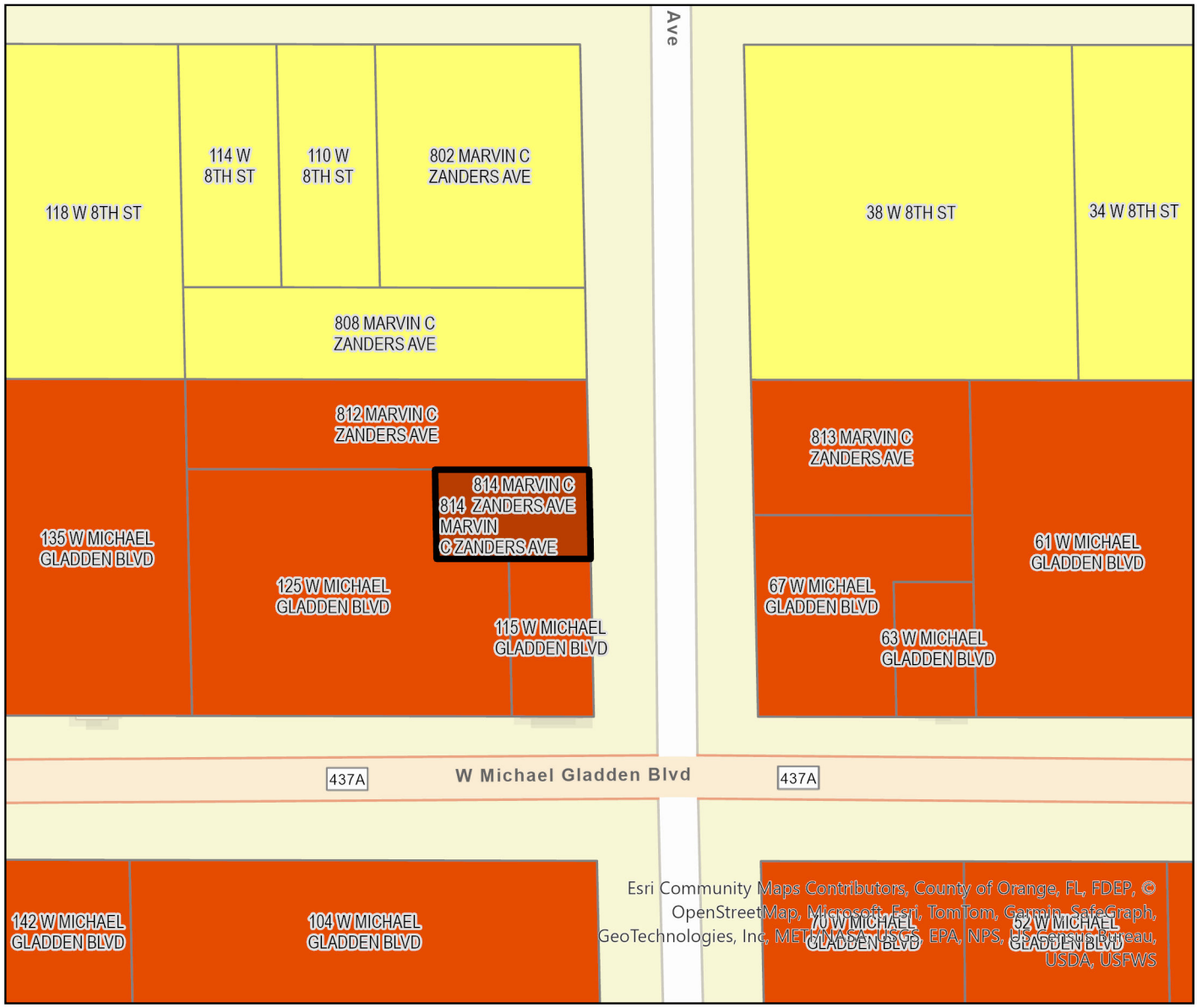
0 0.01 0.02 0.05 Miles

Legend

Apopka Zoning

- AG
- AIR
- C-C
- C-COR
- C-N
- C-R
- I-H
- I-L
- INST
- MHP
- MU-D
- MU-ES-GT
- MU-INT
- MU-MED

N



0 0.01 0.02 0.05 Miles

Legend

Apopka Future Land Use

- AG
- AG-E
- AG-HOME
- COMM
- CONSV
- FLU-IP
- HDR-25
- IND
- INST_PU
- MU
- OFF
- PR
- RE
- RH

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Main: Program needs city funds to launch it, says advisory board member

Continued from page 1A

laborate with the entity.

In Apopka, the CRA director position resides within the community development director position. Before his retirement last spring, Jim Hitt, the previous city community development director, also served as the CRA director.

According to Jacob Smith, city administrator, the city is approaching the end of the recruitment process and waiting to hear from the recruiter. The city is also using the job recruiter to find a candidate to fill the community development director position.

In the meantime, the community development director duties are delegated to city planner Bobby Howell, according to Jacob Smith, city administrator.

Velazquez brought up how before Hitt left, there were approvals of some CRA district projects. According to Radley Williams, city parks and recreation director, two CRA projects have begun: the skate park/pump track, for which its design had begun; and the Downtown Apopka Trail, which went out to bid on Sunday, July 7.

The wayfinding signage is a CRA project too, but public service is handling that, not parks and recreation. The city is finalizing two different contracts for the project, one for the sign itself, and the other for the cement base to install the sign, according to Mayor Bryan Nelson.

Amira Melnichenko, Main Street Apopka advisory board member, thanked Nesta for bringing up Main Street Apopka "because it's incredibly important that we get on this budget," she said.

Melnichenko explained Main Street Apopka has raised money on its own thanks to local sponsors, donations and more, but the bulk of the Main Street Apopka launch would come from the city: "Essentially the big bulk of getting (the Main Street program) started is to get funds from your city. Then after the city funds are in, we can start applying for other grants, show that our community has skin in the game essentially for us to move forward. It's really important that we get these funds sooner than later. That's what I'm here to stress."

Administrative budget

The first budget workshop, which occurred on Monday, July 8, covered administrative, legal services, city clerk, human resources, community development, and economic development budget.

The city administration budget consists of the mayor's budget, the city administrator, and special assessments. This budget saw an increase of about 1.10 percent overall for special assessments; the mayor's budget, 8.51 percent; and the city administrator's budget, 2.97 percent, according to Blanche Sherman, city finance director.

The 8.51 percent increase for the mayor's budget was primarily due to the transfer of $42,200 for the Apopka Youth Works program from the finance budget to the mayor's budget. There was also a slight increase in office supplies, operating supplies, and membership fees for various organizations, Sherman said.

The administrative services budget increased about 2.97 percent, which was primarily related to travel and training for a new city administrator in the amount of $5,300.

The city's special assessment budget's increases were related to the increases in street light fees, repairs, and maintenance for various properties.

In regard to legal services, the city clerk, and the human resource budgets, the city saw some slight increases and decreases, Sherman said.

The city legal services budget increased 44.71 percent because the city has been adding funds to cover legal fees. This is over and above the amount for the salaries and wages for an in-house city attorney. So, the city is adding an additional $336,000 for that; labor attorney for $60,000; collective bargaining, $10,000; and a position recruiter for $25,000, Sherman said.

The city clerk's office budget increased about 24.87 percent due to the new staff transferring into that department. Some of the old staff has left the city, Sherman said.

Human resource budget went down 74.07 percent. The city included a 2.7 percent contingency

See MAIN Page 7A

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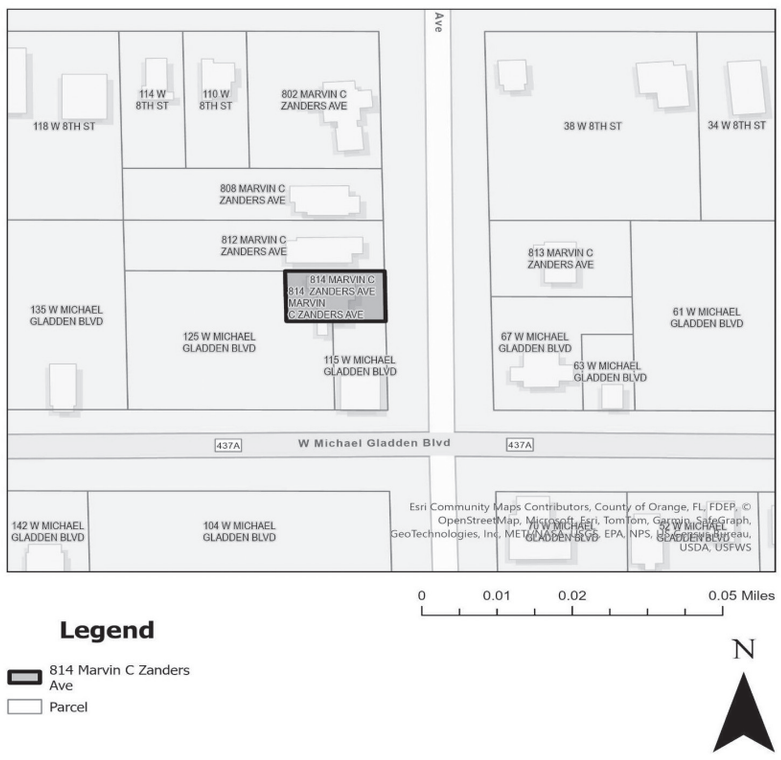
PUBLIC HEARING NOTICE
SMALL-SCALE FUTURE LAND USE AMENDMENT CITY OF APOPKA

NOTICE is hereby given pursuant to Secs. 163.3184 and 166.041(3)(c), Florida Statutes and the Apopka Code of Ordinance, Part III, Land Development Code, Article II, Section 2.4.7.B, that **CYNTHIA HENDERSON** has made an application to the City of Apopka Planning Commission and the City Council for a **CHANGE IN THE FUTURE LAND USE DESIGNATION FROM COMMERCIAL TO MIXED USE FOR 0.08 +/- ACRES**. This application relates to the following described properties:

ORDINANCE NO. 3056
AN ORDINANCE OF THE CITY OF APOPKA, FLORIDA, AMENDING THE FUTURE LAND USE ELEMENT OF THE APOPKA COMPREHENSIVE PLAN OF THE CITY OF APOPKA; CHANGING THE FUTURE LAND USE DESIGNATION FROM COMMERCIAL TO MIXED USE FOR CYNTHIA HENDERSON GENERALLY LOCATED NORTH OF E MICHAEL GLADDEN BOULEVARD, OWNED BY CYNTHIA HENDERSON, COMPRISING 0.08 ACRES, MORE OR LESS, PROVIDING FOR SEVERABILITY; AND FOR AN EFFECTIVE DATE.



Parcel Identification Numbers: 09-21-28-0196-70-384
Contains: 0.08 +/- acres

NOTICE is given that a public hearing for Ordinance No. 3056 will be held 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, August 7, 2024 beginning at 1:30 P.M.** or soon thereafter.

Affected parties and the public may appear at the above listed hearing to speak. The proposed Future Land Use Application can be inspected at the Apopka Community Development Department located at Apopka City Hall on weekdays between the hours of 8:00 a.m. and 4:30 p.m. City Hall address shown below. 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.

July 12, 2024

Apopka City Council
Community Development Department

Publish: The Apopka Chief **177008**

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Byrd: State law requires school districts provide bus transportation

Continued from page 2A

the state is categorized to be spent on certain expenses.

We are required by state law to provide transportation to all students who live more than two miles from their home school, but the funding received from the state covers less than half of what is needed and it is not keeping up with the cost of inflation.

I'm not exaggerating here. Here are the numbers:

*In Fiscal Year 2020, transportation expenses were $60,815,524, categorical revenue from the state was $30,180,510; fifty percent of our costs was covered.

*Fiscal Year 2021, expenses were $55,603,679, categorical revenue was 30,535,040; 55 percent of our costs was covered.

*Fiscal Year 2022, expenses were $62,994,571, categorical revenue was $29,998,479; 48 percent of our costs was covered.

*Fiscal Year 2023, expenses were $72,381,245, categorical revenue was $33,624,162; 46 percent of our costs was covered.

*Our fiscal year 2024 budget estimates expenses at $77,362,898 and our categorical revenue at $34,960,759; 45 percent of our costs was covered.

Over the past four years, the cost of providing transportation has increased nearly $20 million, but funding from the state has only increased by $5 million over the same time period.

So how do we pay for the rest?

We pay from other parts of our operating budget, which means less money for operating costs that often limits our ability to provide all of the educational options we would like or provide the salaries we would like.

So "pay them more" is not always as easy as it sounds, though we certainly try. In fact, the district is currently offering numerous bonuses like a $1,500 perfect attendance bonus, a $300 safe driver bonus, a sign-on bonus of $2,000, up to $9,000 in bonuses for drivers who drive combo routes and a $300 referral bonus. The district will also pay for a new hire to get their commercial driver's license training.

As I've shared before, this is just another example of the grossly underfunded public education system in Florida. Education is now only around 40 percent of the state budget where it used to be around 60 percent in 1985. Our public K-12 schools are receiving less of that 40 percent as well with the increase in funding for the state university system, charter schools, and now homeschooling and private school vouchers.

Remember, there is no state law that requires any of them to provide transportation. That is only applicable to your public K-12 schools. Thus, a private school can use your tax dollars for anything

See BYRD Page 8A

AI: Overhaul of education is necessary

Continued from page 2A

also a worry that educational institutions won't be able to adapt quickly enough to the new tasks workers will perform. As a result, some experts anticipate more companies training their hires on the job.

Many higher education programs would then focus primarily on basic skills like communication and use of technology. As a result, the average time spent in college or university could be reduced to one or two years. But would this limit students' exposure to broader topics like history and literature, and what would be the consequences?

Of course, most of this discussion is speculative. Still, I think there is a coming overhaul of education and training as a result of the upcoming disruption in the labor market due to technology like AI. Do you think this is the biggest issue facing us in the future, and if so, how should we respond? You decide.

Mike Walden is a Reynolds distinguished professor emeritus at North Carolina State University.

Moore: Maintenance is important

Continued from page 2A

san Branan. They have a gorgeous patriotic eagle carved out of a live oak near the entranceway. Their neighborhood's walls and sidewalks are pressure washed. The entranceway beds contain healthy plants and fresh mulch. The couple is additionally working with neighborhoods along Rose Avenue. Lockhart is a strong contender in 2024.

People of Southern Apopka have held four clean-ups on Sheeler Ave north of Apopka Blvd. Everyone I speak with is impressed with the progress. Trees have been trimmed, hedges cut back, and new sidewalks installed. The team is led by Pam Welker, Sharon Lust, Justin Dierks, Tracy Hollingsworth, and Dave Durre. Sheeler Avenue and Road is very long. Plus, the Lockhart Team is tough to beat. If you live in this Sheeler Road or southeastern area of Apopka, please call my office at 407.836.5850 or email me at District2@ocfl.net. I will get you in touch with the leaders of POSA.

Heading south, is a mish mash of jurisdictions. I think we need to have the attitude that if it needs fixing – just do it. The three lowest scoring neighborhoods were Royal Oaks, Dunbridge, and Silver Oaks. I would expect the team to focus on recruiting residents from these three neighborhoods and scheduling clean-ups in September and October. Royal Oaks is likely to take two Saturdays with so much frontage. The railroad section also needs weed-whacking and weed control. Both gas stations need a nudge. Go talk to the managers and tell them about the contest.

Maintenance is the name of the game. The Corridor of the Year Contest is about making maintenance a social, fun, engaging, and rewarding experience. If you like gardening or simply making sure your neighborhood always looks its best – "We Need You!".

Hayden: Our future depends on us

Continued from page 2A

the civil war, right?" I would like to give the young man credit for perhaps thinking about the Emancipation Proclamation, but even if that was his thought, neither one ended the civil war.

It's easy for us to find fault or to make light of situations like that, but that is what America has become. We can't blame anyone else except ourselves for what's going on. Our whole nation has fallen into apathy, and if it doesn't affect us, just let it go. Some of us older folks have decided to check out of the American way of life and let sleeping dogs lie. After all, the dumbing down of America will not have much effect on the rest of our lives. I'm not talking about today's youth. I'm talking about the generation that fought their way through World War II, the Korean war, and the Vietnam War. The generation that wouldn't give up.

Now we want to turn a deaf ear to the demise of our wonderful, exceptional nation. I wish there was a switch I could throw or window I could uncover to let the light shine in and rejuvenate the spirit of American pride that once prevailed in our hearts for the United States of America.

We have allowed *illegal* immigrants to completely inundate our borders and our border states. Oh, we complain about it, and we want to do something about it, but we don't.

The people that are coming in *illegally* do not care about assimilating into the American way of life – their only concern is what they can get and how much we are willing to change our way of life to be compatible with their lifestyle.

Why should they assimilate? We're willing to bend over backward, and to make sure that they're comfortable with clothing, food, exceptional housing, and enough money to make sure they have their needs met.

This is not immigration. In any other nation it would be called an invasion! Where are the voices of the taxpayers that are footing the bill? Our culture is being homogenized with all of the other cultures coming across our border. Our teachers can't teach, our law enforcement can't enforce the law, and we are subjected to television advertisements and announcements that are given in a foreign language.

I do not run into many *illegal* aliens because they are living a lifestyle I cannot afford. When I come across someone that can't speak English, I tell them to get a translator, as I am not going to learn a foreign language to make someone comfortable in my nation with their culture!

PUBLIC HEARING NOTICE
ANNEXATION
CITY OF APOPKA

NOTICE is hereby given pursuant to Florida Statutes 171.044, the Apopka Code of Ordinances, Part III, Land Development Code, Article II, Section 2.5.1.A, that **APPIAN ENGINEERING, INC. C/O LUKE M. CLASSON, P.E.** has made an application to the City of Apopka City Council for an **ANNEXATION** of a property located on the southwest corner of Ondich Road and Effie Drive. This application relates to the following described property:

ORDINANCE NO. 3066

AN ORDINANCE OF THE CITY OF APOPKA, FLORIDA, TO EXTEND ITS TERRITORIAL AND MUNICIPAL LIMITS TO ANNEX PURSUANT TO FLORIDA STATUTE 171.044 THE HEREINAFTER DESCRIBED LANDS SITUATED AND BEING IN ORANGE COUNTY, FLORIDA, OWNED BY PM S-1 REO, LLC; LOCATED ON THE SOUTHWEST CORNER OF ONDICH ROAD AND EFFIE DRIVE; COMPRISING 54.85 ACRES, MORE OR LESS; PROVIDING FOR DIRECTIONS TO THE CITY CLERK, SEVERABILITY, CONFLICTS, AND AN EFFECTIVE DATE.



Parcel Identification Number(s): 11-20-27-0000-00-037, 11-20-27-0000-00-069, 12-20-27-0000-00-001, 12-20-27-0000-00-012, 12-20-27-0000-00-046, 12-20-27-0000-00-048
Contains: 54.85 +/- acres

NOTICE is given that public hearings for Ordinance No. 3066 will be held by the **City of Apopka City Council** at its regularly scheduled meetings in the City Council Chambers of the Apopka City Hall, 120 E. Main Street, Apopka, Florida on **Wednesday, July 17, 2024 beginning at 7:00 P.M** and **Wednesday, August 7, 2024 beginning at 1:30 P.M.** or as soon thereafter as possible.

Affected parties and the public may appear at the above listed hearings to speak. The proposed Annexation can be inspected at the Apopka Community Development Department located at Apopka City Hall on weekdays between the hours of 8:00 a.m. and 4:30 p.m. City Hall address shown below. 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

July 12, 2024

Publish: The Apopka Chief **176981**

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

Beware of developers' interest

Editor:

If you don't want rampant development on top of your own little piece of paradise, don't sell to developers and *vote no* in November on the half-penny sales tax increase on the ballot in November.

Orange County school board member, Melissa Byrd's report in the May 17th Chief lets us know that four new schools are slated to be built in the Apopka area in the next 10 years. All of this is based on the current expected enrollment from NEW DEVELOPMENTS. The good news is this happens *if* the school district can fund the new schools, and that depends entirely on the *half-penny sales tax* in November that will fund nearly 50 percent of their capital program for the next decade.

AND, I also learned from the Orange Code website that *there is a pause in effect* from May 28 through November 28 on the acceptance of certain new development applications that involve rezoning, special exceptions, and comprehensive plans text and map amendments. That sounds to me like they are waiting to see if the Sales Tax increase will pass in November.

The pause ordinance only affects unincorporated areas of the county, which includes me and everyone in the Zellwood vicinity, Sadler Road, Round Lake, parts of Kelly Park, parts of Ponkan and I'm sure more areas of unincorporated North West Orange County. I don't know. I'm not an expert on this, but *I don't believe* the realtors who come knocking on my door offering to buy my little piece of heaven telling me I'm going to get pushed out of my beautiful log home we built 30 years ago because of the development coming my way. Someone from Orange County needs to look into that also!

You can learn all about the development in your area by going to www.ocfl.net/Vision 2050 or just send them an email Vision2050@ocfl.net and get all your questions answered. They are very helpful.

Thank you.

Ellen Heizman
Apopka

Proper use of irrigation guide will give the best results

The following applies to both potable and reclaimed water customers:

No irrigation shall occur between 10 a.m. and 4 p.m;

No more than 3/4 inch of water may be applied per irrigation zone on each day that irrigation occurs;

In no event shall irrigation occur for more than 1 hour per irrigation zone on each day that irrigation occurs;

All landscape irrigation shall be limited to the amount necessary for the landscape needs;

Rain sensor are required on all automatic irrigation systems;

Irrigation using a micro-spray, micro-jet, drip or bubbler irrigation system is allowed anytime;

Watering in of chemicals including insecticides, pesticides, fertilizers, fungicides and herbicides when required by law or the manufacturer is allowed on any day within 24 hours of application;

Irrigation systems may be operated at any time of day on any day for maintenance and repair purposes not to exceed 20 minutes per zone;

Irrigation is allowed at any time with a hand-held garden hose that is equipped with an automatic shut-off nozzle;

New landscapes are allowed to irrigate on any day for one 30-day period. The irrigation must be limited to only the area where the new landscaping is installed.

To report new sod, or for questions regarding the water restrictions, please contact the Public Services Department at 407-703-1731.

Moore: Use fertilizer responsibly

Continued from page 2A

septic systems once stood. This is happening now in the neighborhoods closest to the Wekiwa River and Springs.

Any time it rains or when your yard is watered, the potential exists for excess fertilizer to runoff into the stormwater system.

Additionally, the county ordinance says no fertilizer shall be applied when the National Weather Service issues any advisory for severe thunderstorms, flooding, a tropical storm, or hurricane.

I've mentioned before that Florida Friendly Landscaping offers a great choice for our yards.

By installing Florida Friendly plants, we reduce the use of water, fertilizer, and pesticides, saving money and protecting the environment.

For a great guide on Florida Friendly landscapes, go to: https://sfyl.ifas.ufl.edu Once there, click on Home Landscapes.

Finally, on the www.ocfl.net website, go to: https://www.ocfl.net/Environment/FertilizeResponsibly.aspx

You'll find plenty of tips including how to calculate the exact amount of fertilizer to put on your yard and you can request a speaker for your group to explain how the ordinance works.

Byrd: Each road taken is different

Continued from page 2A

The real question we need to be asking ourselves is "What does my child want out of life and what paths are available for him or her to get there?" Everyone's path doesn't have to be the same and there is not one way to get there.

Most importantly, we have to make sure our kids are happy and healthy. The pressure to be the best and achieve at the highest level can be too much for many kids, yet we push and push and forget to check in with them and make sure they are on a path that makes THEM happy, not us.

My advice to parents whose children are just entering high school is to explore all the options.

Meet with the college and career counselors or guidance counselors at your high school and explore all the different opportunities that are out there, because there are a lot of options.

Listen to your child and ask them what *they* want for their future. What would *they* like to do for a job one day. Then figure out what education or training will be required to get there.

A four-year university is not the only way to get to all jobs and is not the only way to be successful.

Most of all, celebrate all the successes, even the little ones.

For some children who have mental health challenges, getting up and going to school is a reason to celebrate.

For the child who has to work every day after school to help pay family bills, finishing homework is a reason to celebrate.

For a child with a serious health issue who misses a lot of school for medical procedures, keeping up with assignments is a reason to celebrate.

Remember that each of our graduates had different roads to travel to get to that graduation stage. Some roads were bumpy and some were smooth, but all graduates deserve to be celebrated.

To ALL graduates of the Apopka and Wekiva High School Classes of 2024 – Congratulations on whatever road you traveled to get to the finish line.

You did it and you should be proud!

Hayden: Vote for proven fighters

Continued from page 2A

love for my precious nation, even though their ideas and long-range goals differed to one degree or another. They never wavered in their defense of our Constitution or our Declaration of Independence.

I had the privilege of speaking to one of our retired Florida Representatives who served in the Florida House of Representatives from 1976 to 1988, and her distinguished, genteel manner reminded me of politics in times past. Former Rep. Fran Carlton was elected to serve, not to *be* served, and many of her achievements still stand today. These are the people we ought to look up to. As I survey those running for the various offices, the first thing I look for is their attitude toward our great nation. I look for American patriotism and a love for serving the people that hire them. If we are going to straighten out our Constitutional Republic form of government, it will be through those we elect to lead in that direction.

By the way, do you know what a true Democracy is? True Democracy is mob rule! That is why our Forefathers set up a Representative Republic, chosen by Democratic vote. We just celebrated Memorial Day in which we remembered those fallen men and women warriors who gave their all, in defense of our way of life, and the freedoms and rights, as written in the Constitution of the United States of America.

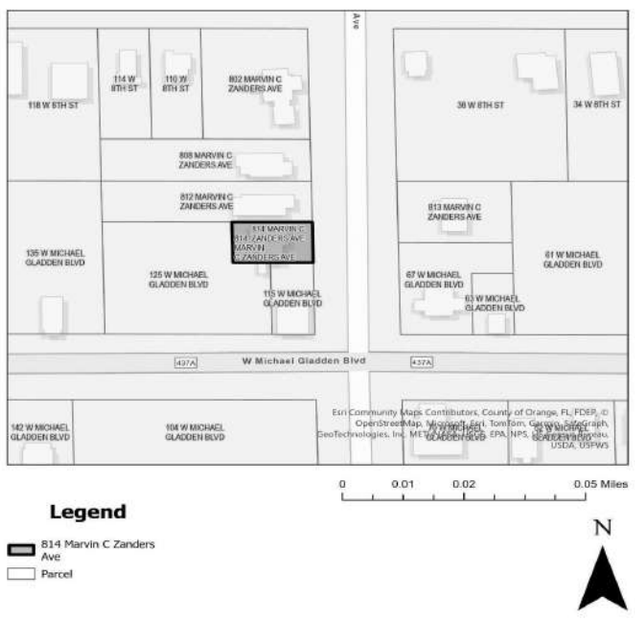
We have many men and women who have served in our military that are running for different offices throughout the United States, and our support should be directed their way. Listen to the fervor and the strength of what they say. At one time, they signed a blank check up to and including their life to protect you from all adversaries.

I know they deserve a look-see from "We the People" because they are proven fighters for others, and they LOVE AMERICA!!!

PUBLIC HEARING NOTICE SMALL-SCALE FUTURE LAND USE AMENDMENT CITY OF APOPKA

NOTICE is hereby given pursuant to Secs. 163.3184 and 166.041(3)(c), Florida Statutes and the Apopka Code of Ordinance, Part III, Land Development Code, Article II, Section 2.4.7.B, that **CYNTHIA HENDERSON** has made an application to the City of Apopka Planning Commission and the City Council for a **CHANGE IN THE FUTURE LAND USE DESIGNATION FROM COMMERCIAL TO MIXED USE FOR 0.08 +/- ACRES.** This application relates to the following described properties:

ORDINANCE NO. 3056
AN ORDINANCE OF THE CITY OF APOPKA, FLORIDA, AMENDING THE FUTURE LAND USE ELEMENT OF THE APOPKA COMPREHENSIVE PLAN OF THE CITY OF APOPKA; CHANGING THE FUTURE LAND USE DESIGNATION FROM COMMERCIAL TO MIXED USE FOR CYNTHIA HENDERSON GENERALLY LOCATED NORTH OF E MICHAEL GLADDEN BOULEVARD, OWNED BY CYNTHIA HENDERSON, COMPRISING 0.08 ACRES, MORE OR LESS, PROVIDING FOR SEVERABILITY; AND FOR AN EFFECTIVE DATE.



Parcel Identification Numbers: 09-21-28-0196-70-384
Contains: 0.08 +/- acres

Notice is given that the **City of Apopka Planning Commission** will hold a public hearing to consider Ordinance No. 3056 at its regularly scheduled meeting in the City Council Chambers of the Apopka City Hall, 120 E. Main Street, Apopka, Florida on **Tuesday, June 11, 2024 beginning at 5:30 P.M.** or as soon thereafter as possible.

FURTHER NOTICE is given that a public hearing for Ordinance No. 3056 will be held 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, July 17, 2024 beginning at 7:00 P.M.** or soon thereafter.

Affected parties and the public may appear at the above listed hearings to speak. The proposed Future Land Use Application can be inspected at the Apopka Community Development Department located at Apopka City Hall on weekdays between the hours of 8:00 a.m. and 4:30 p.m. City Hall address shown below. 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

May 31, 2024

Publish: The Apopka Chief **176591**

Everybody has an opinion. Why not share yours?

Send a letter to the Editor online **www.theapopkachief.com**

ALL ABOUT APOPKA

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Established 1923
(USPS 545-440)

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Police (non-emerg.)	407-703-1771
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www.orangecountyfl.net

Other Area Numbers of Note

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U.S. Representative	
Daniel Webster (Dist. 11)	352-241-9220
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Orange County Commissioner	
Christine Moore	407-836-7350
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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

City of Apopka
CITY COUNCIL STAFF REPORT

Section: PUBLIC HEARINGS/ORDINANCES/RESOLUTION (Action Item)
Item #: 3.
Meeting Date: August 7, 2024
Department: Community Development

SUBJECT:
Ordinance No. 3052 – First Reading – Small Scale Future Land Use Amendment – 1400 W Kelly Park Road

REQUEST:
Accept the first reading of Ordinance Number 3052 and hold it over for second reading and adoption on August 21, 2024.

SUMMARY:
Owner(s): Michael A. Gentles, Desmond W. Streete
Applicant: Jose Chaves
Parcel Identification Number(s): 17-20-28-0000-00-008
Location: 1400 W. Kelly Park Road
Existing Future Land Use: “County” Rural
Proposed Future Land Use: “City” RVLS (Residential Very Low Suburban)
Existing Use(s): Vacant
Existing Zoning: T (Transitional)
Tract Size: 5.06 +/- Acres

Direction	Future Land Use	Zoning	Present Use
North	“County” Rural	“County” A-1	Vacant
East	“City” Residential Estate	“City” RCE (Residential Country Estate)	Agriculture (Nursery)
South	“City” Residential Estate	“City” PD (Planned Development)	Vacant
West	“City” Residential Very Low Suburban	“City” RSF-1A (Residential Single-Family Estate District)	Vacant

PROJECT SUMMARY:
The subject property, which is approximately 5.06 acres in size, is located at 1400 W. Kelly Park Road and is currently vacant. The applicant is requesting the amendment of the Future Land Use of the property for potential development of 10 single-family residential units. The applicant’s proposed amendment of the Future Land Use designation allows two (2) dwelling units per acre by the Comprehensive Plan and is consistent with the proposed rezoning to RSF-1A.

The Future Land Use of RVLS will allow a maximum density of two (2) dwelling units per acre and be compatible with the surrounding areas. The property to the west has a future land use designation of RVLS, the properties to the east and the south has designations of Residential Estate. The property to the north is not within the city limits.

Land Development Code Section 2.5.1.D.3 requires the Council to weigh the relevance of and consider whether and the extent to which the proposed amendment:

a. Is consistent with and furthers the goals, objectives and policies of the comprehensive plan and other adopted City plans;

- Applicant's response: The proposed project aligns with the goals and objectives of City's Comprehensive Plan, furthering their vision for the city's development by establishing a Future Land Use and Zoning Districts that is compatible with adjacent properties. This process of establishing a Future Land Use and Zoning District is following the recent approval of this property's annexation into the City of Apopka (reference Ordinance No 3043 approved via public hearing on February 23, 2024 and March 1, 2024.)
- Staff response: Staff has no objection.

b. Is in conflict with any provisions of the LDC;

- Applicant's response: The only conflict with the LDC is regarding Section 5.16.5.B.3.d Transportation Improvements which require a right-turn lane for projects on a road with a 45 MPH speed limit. The project has a limited width fronting W. Kelly Park Road (170ft) making it impossible to construct a turn lane meeting minimum FDOT requirements. Due to the low intensity of a project being proposed (8-9 single family homes), it is being requested from the City Engineer that this requirement be omitted. The community is being designed to meet all other aspects of the City's Land Development Code (LDC)
- Staff response: If the future land use amendment is approved, a development plan will be required to be submitted to and approved by the Development Review Committee (DRC). As part of the submittal requirements for the development plan, a Traffic Impact Analysis (TIA) will be required to be submitted which will outline what transportation impact mitigation measures, if any, will be required. The development plan will be reviewed against all applicable Land Development Code (LDC) requirements, including Section 5.16.5.B.3.d, and will be evaluated by the Development Review Committee (DRC) during the development review process.

c. Addresses a demonstrated community need;

- Applicant's response: Housing is in critical shortage across the nation, especially in Central Florida. The City of Apopka has seen a lot of growth with large Planned Development communities with hundreds of homes. However, there is always a demand for smaller communities that will be met by this project. This concept is supported by the fact that the City has approved the annexation of the property with this intention clearly established.
- Staff response: Staff has no objection.

d. Is required by changed conditions;

- Applicant's response: As part of the annexation process, establishment of the Future Land Use and Zoning District is required.
- Staff response: Staff has no objection.

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

- Applicant's response: The project is compatible with surrounding uses and is located within the appropriate zoning district.
- Staff response: Staff has no objection.

f. Would result in a logical and orderly development pattern;

- Applicant's response: The project adheres to a logical and orderly development pattern, promoting efficient land use.
- Staff response: Staff has no objection.

g. Would not result in significant adverse impacts on the natural environment—including, but not limited to, water, air, noise, stormwater management, wildlife, vegetation, wetlands, and the natural functioning of the environment; and

- Applicant's response: The project would not result in significant adverse impacts on the natural environment.
- Staff response: Staff has no objection.

h. Would result in development that is adequately served by public facilities (e.g., streets, potable water, sewerage, stormwater management, solid waste collection and disposal, schools, parks, police, and fire and emergency medical facilities).

- Applicant's response: The project is designed to be adequately served by existing public facilities.
- Staff response: Staff has no objection.

SCHOOL CAPACITY REPORT:
An inquiry was sent to Orange County Public Schools (OCPS) regarding school capacity requirement for this application. OCPS determined that school capacity for the subject development is available for elementary and middle school, but not available for high school.

ORANGE COUNTY NOTIFICATION:
The JPA (Joint Planning Agreement) requires the City to notify the County 30 days before any public hearing or advisory board. The City notified Orange County on May 31, 2024.

PUBLIC HEARING SCHEDULE:
July 9, 2024 – Planning Commission (5:00 P.M.)
August 7, 2024 – City Council (1:30 P.M.), First Reading
August 21, 2024 – City Council (7:00 P.M.), Second Reading and Adoption

DULY ADVERTISED:
June 28, 2024 – Apopka Chief
June 7, 2024 – Mailed notices to adjacent property owners
June 14, 2024 – Posters placed on property

LAND USE REPORT:
I. Relationship of adjacent properties

Direction	Future Land Use	Zoning	Present Use
North	"County" Rural	"County" A-1	Vacant
East	"City" Residential Estate	"City" RCE (Residential Country Estate)	Agriculture (Nursery)
South	"City" Residential Estate	"City" PD (Planned Development)	Vacant
West	"City" Residential Very Low Suburban	"City" RSF-1A (Residential Single-Family Estate District)	Vacant

II. Land Use Analysis
The subject property is located in the Northern portion of the Joint Planning Area. The property is surrounded by low density residential uses. The land use of the properties on the West are Residential Very Low Suburban, which allows 2 dwelling units per acre, and the properties on the East and the South are residential estate that allows 1 dwelling units per acres. Land use of the subject property has recommended for RVLS (Residential Very Low Suburban) for 2 dwelling units per acre to be consistent with its adjacent property, as well as the Comprehensive Plan policies, Development Design Guidelines, and the Land Development Code.

The property is approximately 5.06 acres in size and not located in the following areas:
- Wekiva Parkway Interchange Vision Plan Area: No
- Wekiva River Protection Area: No
- Area of Critical State Concern: No

JPA: The City of Apopka and Orange County entered into a Joint Planning Area (JPA) agreement on October 26, 2004. The proposed Small-Scale Future Land Use Amendment request for a change from "County" Rural to "City" RVLS (Residential Very Low Suburban) is consistent with the terms of the JPA (Second Amendment).

City of Apopka Comprehensive Plan Policies:
Future Land Use Element:
Policy 3.1.c
Very Low Density Suburban Residential

The primary use shall be residential dwelling units up to 2 dwelling units per acre, elementary schools; middle schools; supporting infrastructure of less than two acres, neighborhood parks. Special exception uses shall include: 1) Institutional uses of five acres or less, 2) High schools, 3) Supporting infrastructure and public facilities of two acres or more, and 4) Horticultural nurseries as a primary use.

Transportation Element: Policies 1.1 and 1.2 state that the City of Apopka is a Transportation Concurrency Exception Area.

Infrastructure Element: Policies 1.1.1, 2.1.1 and 5.1.2 state the minimum levels of service for the City's wastewater and water systems as well as the City's solid waste collection service.

Conservation Element: A habitat study will not be required as the development is less than ten (10) acres.

Land Use Calculations:

- CURRENT: Future Land Use – County Rural (1 Dwelling Unit Per 10 Acres) 0.1 DU/AC X 5.06 ac = 0.506 dwelling units
- PROPOSED: Future Land Use – City Residential Very Low Suburban (2 Dwelling Unit Per 1 Acre) 2 DU X 5.06 ac = 10.12 dwelling units

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

FUNDING SOURCE:

N/A

RECOMMENDED MOTION:

Development Review Committee (DRC):

Recommends approval of the Change in Future Land Use designation from "County" Rural to "City" RVLS (Residential Very Low Suburban), finding the proposed amendment consistent with the Comprehensive Plan and Land Development Code, and compatible with the character of the surrounding areas, based on the findings and facts presented in the staff report and exhibits.

Planning Commission:

At its meeting on July 9, 2024, the Planning Commission found the proposed Change in Future Land Use designation from "County" Rural to "City" RVLS (Residential Very Low Suburban), consistent with the Comprehensive Plan and Land Development Code, and compatible with the character of the surrounding areas, and unanimously recommended approval of the Future Land Use Amendment, based on the findings and facts presented in the staff report and exhibits.

Recommended Motion – City Council:

Accept the first reading of Ordinance Number 3052 and hold it over for second reading and adoption on August 21, 2024, or soon thereafter.

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

ATTACHMENTS:

1. Ordinance Number 3052
2. 1400 W Kelly Park Maps
3. Ads 06282024 - RZ_FLU

ORDINANCE NO. 3052

AN ORDINANCE OF THE CITY OF APOPKA, FLORIDA, AMENDING THE FUTURE LAND USE ELEMENT OF THE APOPKA COMPREHENSIVE PLAN OF THE CITY OF APOPKA; CHANGING THE FUTURE LAND USE DESIGNATION FROM COUNTY RURAL TO CITY RESIDENTIAL VERY LOW SUBURBAN FOR PROPERTY LOCATED AT 1400 W. KELLY PARK ROAD; OWNED BY MICHAEL A. GENTLES AND DESMOND W. STREETE, COMPRISING 5.06 ACRES MORE OR LESS; PROVIDING FOR SEVERABILITY, CONFLICTS, AND AN EFFECTIVE DATE.

WHEREAS, the City Council of the City of Apopka adopted the City's Comprehensive Plan by Ordinance No. 653 on October 2, 1991, in accordance with the laws of the State of Florida; and

WHEREAS, the City of Apopka is committed to planning and managing the future growth and development of the City; and

WHEREAS, the City Council of the City of Apopka has the authority to amend its Comprehensive Plan pursuant to Chapter 163, *Florida Statutes*; and

WHEREAS, the City of Apopka Planning Commission held a public hearing on August 7, 2024, to consider this small-scale amendment to the Future Land Use Map of the Comprehensive Plan and determined that this amendment is internally consistent with the City's Comprehensive Plan; and

WHEREAS, the City Council of the City of Apopka held public hearings to consider this amendment, with due public notice having been provided, to obtain public comment, and considered all written and oral comments received during public hearings, including support documents; and

WHEREAS, the City of Apopka has complied with all requirements and procedures of Florida law in processing this small-scale amendment to the City's Comprehensive Plan; and

WHEREAS, the City Council of the City of Apopka hereby finds and determines that this amendment is internally consistent with the City's Comprehensive Plan.

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 Community Planning Act. The City of Apopka has complied with all requirements of Florida Law in processing this ordinance. The recitals set

forth above recitals are hereby adopted.

Section II. Future Land Use Map Amendment. Page 1-32 (Map 1-6) of the Future Land Use Element of the City of Apopka Comprehensive Plan, is hereby amended to change the land use from County Rural to City Residential Very Low Suburban for certain real property generally located South of Kelly Park Road and West of Rock Springs Road, comprising 5.06 acres more or less; as shown and further described in Exhibit "A" attached hereto.

Section III. Applicability and Effect. The applicability and effect of the City of Apopka Comprehensive Plan shall be as provided by the Community Planning Act as set forth in Chapter 163, *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. Conflicts. All Ordinances or parts of Ordinances in conflict with any of the provisions of this Ordinance are hereby repealed**.**

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 with applicable law.

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

READ FIRST TIME: August 7, 2024

READ SECOND TIME AND ADOPTED: August 21, 2024

ATTEST:

_____ _____

Susan Bone, City Clerk Bryan Nelson, Mayor

Approved as to form and legal sufficiency:

_____

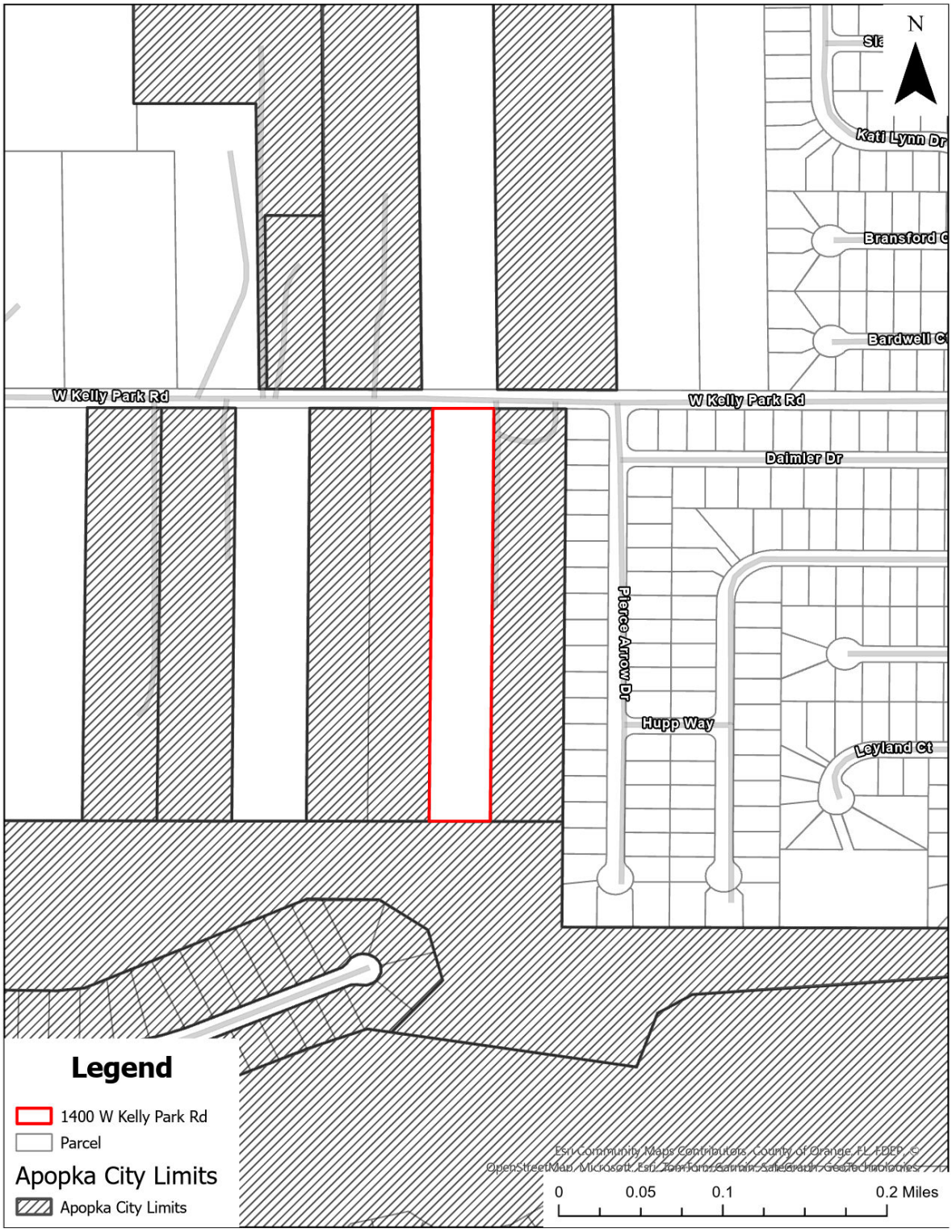
Clifford B. Shepard, City Attorney

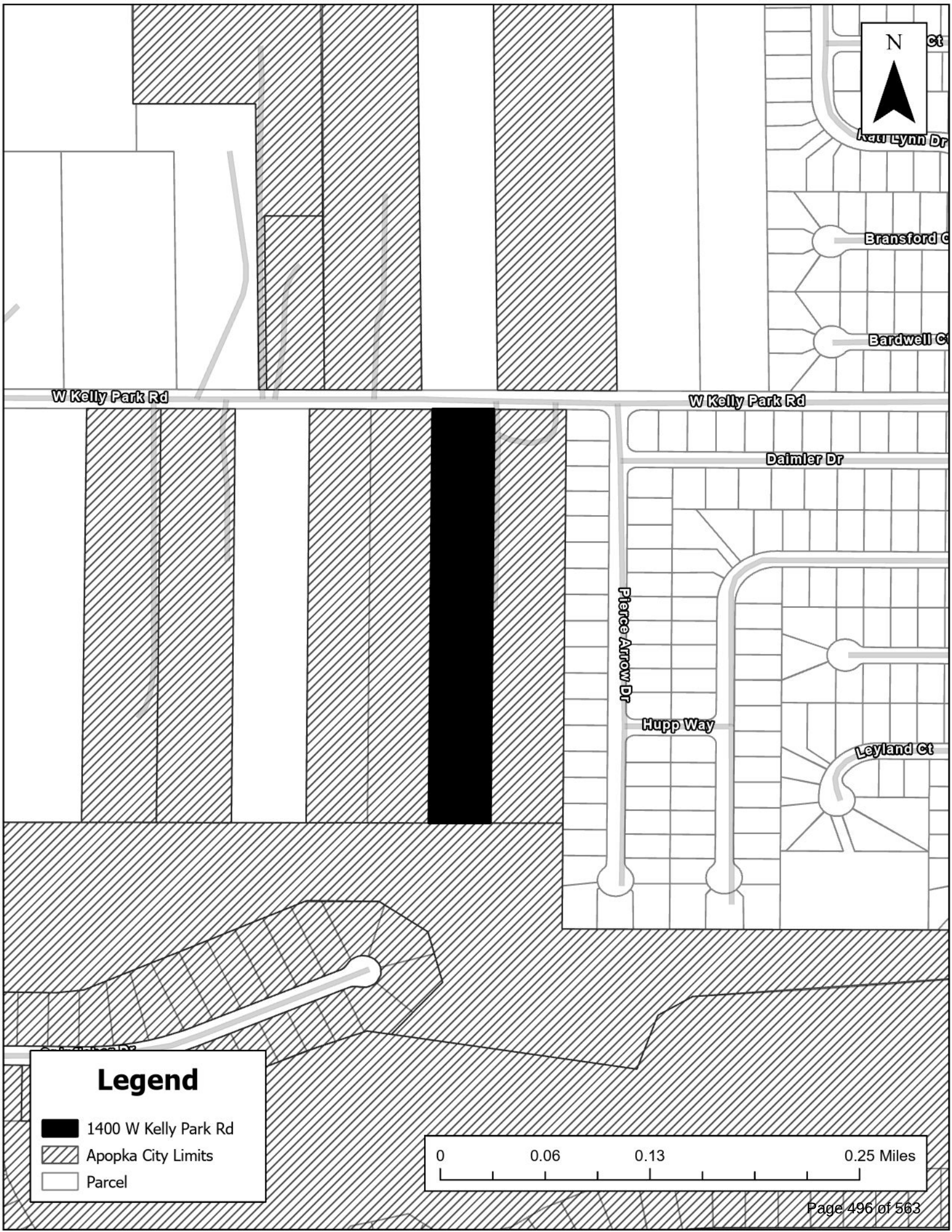
DULY ADVERTISED FOR PUBLIC HEARING: June 28, 2024

1

EXHIBIT "A"
Parcel Identification Number(s): 17-20-28-0000-00-008

Location Map

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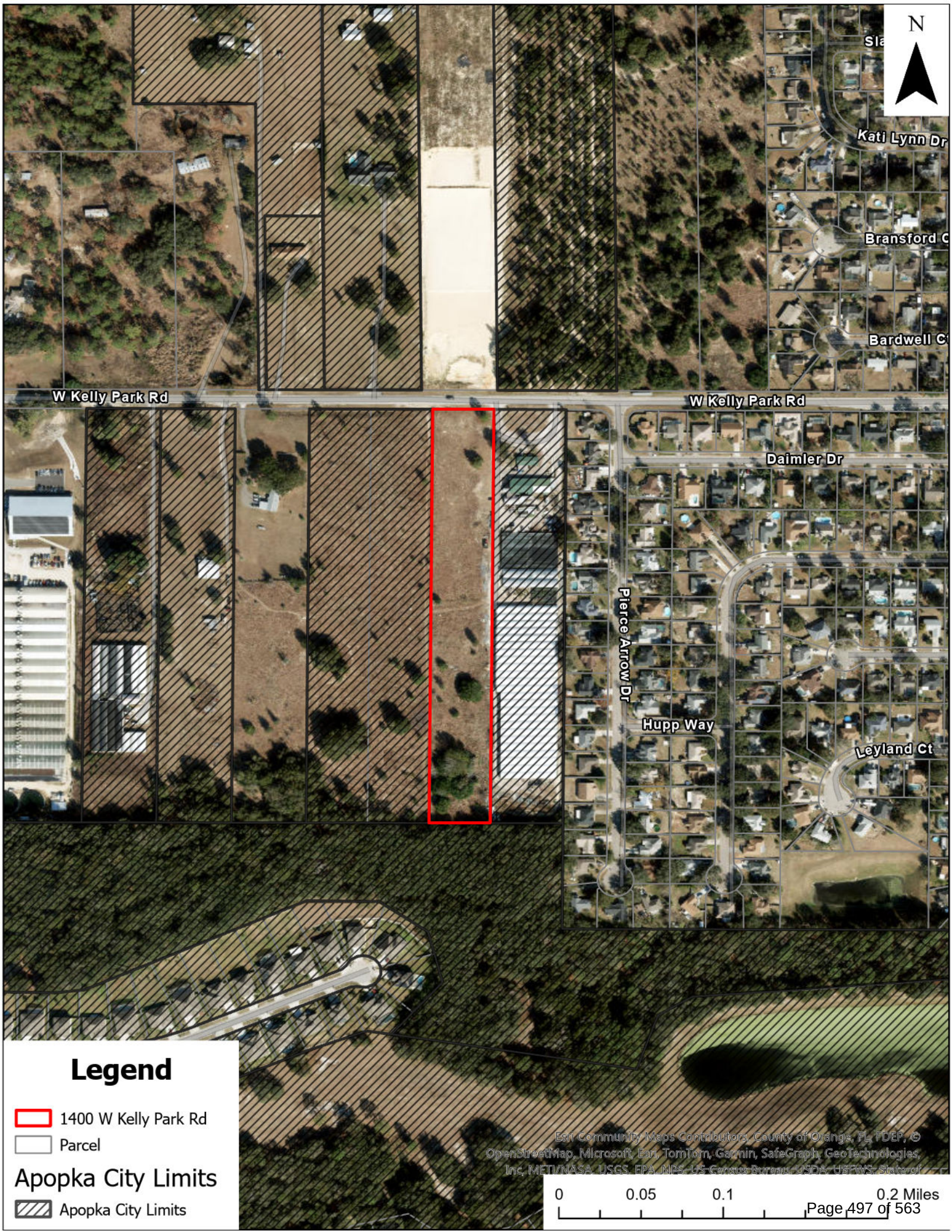
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Parcel
Apopka City Limits
Apopka City Limits
Esri Community Maps Contributors, County of Orange, FL, FDEP, © OpenStreetMap, Microsoft, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS, State of
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Apopka Future Land Use
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Trafficking: Strike Team is necessary

Continued from page 2A

of sex trafficking was to enhance criminal penalties "against people who are buying and forcing sex on and raping women." Another is to create a civil penalty to enable victims "to easily sue" their abusers, he said. "If we take away the livelihoods of the people buying and forcing sex on victims, take their houses, cars, … it will set a tone. Just like everything else we do in Florida, we will protect people."

AG Moody said, "Biden's border crisis is emboldening transnational criminal organizations, and as a result, we are seeing horrific human trafficking cases right here in Florida. The disturbing facts of this case highlight the need for our new statewide Strike Team, and demonstrate how this expert team of investigators, prosecutors, analysts, and victims' advocates can help coordinate efforts to take down trafficking operations and rescue victims."

See TRAFFICKING Page 7A

Byrd: K8 school is great example

Continued from page 2A

schools were planned and built within the district. I asked community members to write letters and worked with the city council to also advocate with me.

In 2019, six months after my election, I was happy to announce that there would be a relief school opening in 2022, not 2026. Best of all, I asked the district to make it a K8 school so it could relieve both schools.

In 2022, Kelly Park School opened well under capacity and has been a crown jewel of our community since its opening, even earning an "A" grade from the state its first year. I am very pleased to say that all the portables have now been moved off of the Wolf Lake campuses.

Then the pandemic hit. I can honestly say that is not something I ever expected to experience as a school board member, nor do I ever want to again. It was an extremely challenging time made more difficult by the high level of emotions of everyone involved. Our meetings went on for hours as the public shared their thoughts over re-opening, masks, online learning and testing requirements.

Making those decisions during that time was among the most difficult things I had to do in my life as I had so many things to consider. Not just education decisions, but I had to worry about the health and safety of our students, staff and the larger community as a whole.

We made it through and have spent the past few years continuing to recuperate from that time. Our students and schools are finally starting to bounce back. Our recent graduates started high school in a half-virtual, half-in-person setting. Next year's graduates will be the first class since before the pandemic to have a normal high school experience.

There were other positives like fulfilling a promise to the community to see the adult education center open across from Wheatley Elementary School. That project took several hits during my first few years in office, but I'm pleased to say the Orange Technical College-Apopka Campus opened this past year. The campus is currently offering English classes and GED classes and is serving a large number of students.

I'm also very proud to have assisted Wekiva High School in attaining magnet status of the Wekiva Culinary Magnet Program. In the three short years that

See BYRD Page 7A

Moore: 3 choices for homeless camps

Continued from page 2A

camps. This "book report" will discuss this method of dealing with homeless persons and make recommendations for more productive strategies.

"Local governments have essentially three choices in responding to the presence of homeless encampments."

1. They can adopt a law enforcement approach forcing individuals to move their camps on pain of arrest for trespassing.

This method does not solve the problem of people without homes, and a recent court decision limits the ability of government to pursue it unless there is adequate space in a shelter. We have read about this in the case of Altamonte Springs.

2. A municipality can adopt an "out of sight, out of mind" approach designating a specified area where homeless individuals are permitted to camp. The article delineates several examples of this from Gainesville. The camps can be a petri dish for crime, drug abuse, sexual abuse, and more.

The cost of law enforcement daily trips to referee are also substantial. This is the process the legislature is currently proposing.

3. The third approach is a housing engagement approach designed to get people out of homelessness and into housing. It substantially reduces the hidden costs of tent cities, encampments, and promotes a pro-social, well-regulated environment. However, it takes a truly organized commitment from local government.

If I can find the time to write more about the Gainesville camps examples, I will. I currently believe we need to fund the capital costs for a shelter replete with the HSN management systems, and require the three new approved affordable housing projects in northwest Orange County to take a number of these homeless individuals into rentals. If we begin to take in more than our fair share of these families from nearby counties and jurisdictions, we can always resort to choice number one: the police or sheriff taking them back to their jurisdiction.

I do believe we can manage to find some affordable housing options. Most of the homeless have some sort of funding, albeit Medicaid, Medicare, or Disability.

I'm terribly concerned when we see one-third of the homeless in our area being women with young children. The cost of doing nothing is too great and with the state legislature knocking at our door of establishing "camps," building a shelter and finding housing options sure seems superior.

I would love to hear your thoughts.

Hayden: Do not legalize marijuana

Continued from page 2A

and say, "STOP." Why do we need to offer more and more ways to stupefy ourselves and become slaves to whatever the next high is? Remember the restrictions placed on alcohol, tobacco, vaping, and other forms of adult usage drugs? How well did those restrictions work out? Those restrictions are as useless as teats on a boar hog! We have multitudes of young people using all those so-called "adults only" forms of detachment from "life's burdens." Those "life's burdens" are not a life sentence, but a guide into the future by learning from them.

We (sounds more like me than you) need to stop this idiotic notion that allowing more freedom to enslave ourselves only makes the government bolder, and more capable to bring us to our knees and cry out "Master, save us!" I have seen a lot of pot-induced actions that have turned out terrible. I have seen people that could not function without a shot of booze to bolster their ego. I have known people who are not ready for a social conversation until that first long drag on a cigarette, or a vape to calm their nerves. All of these are life-altering substances, and they should *not* be allowed to be promoted by others by calling it "freedom".

These drugs do not set you free; they encapsulate you into subservience, and isolate you from the rest of the world.

I know what I am talking about. I am an alcoholic, and I went through the DTs (Delirium Tremens) on what the doctors and nurses thought was my death bed after a terrible industrial accident. I know we will never be able to eradicate all the things that are detrimental to our lives and our children's lives.

I find no fault in someone having a glass of wine, or a highball, if they can handle it. They have that freedom to indulge. Same goes for smoking, or vaping outside, preferably downwind. That is their free choice, but with Marijuana, do we really want to throw another log on the fire!??

CITY OF APOPKA
PUBLIC HEARING NOTICE
FUTURE LAND USE AMENDMENT AND CHANGE OF ZONING

NOTICE is hereby given pursuant to Secs. 163.3184 and 166.041 (3)(a), Florida Statutes and the Apopka Code of Ordinances, Part III, Land Development Code, Article II, Section 2.4.7.B, that **Jose Chaves** has made application relating to the following described property.

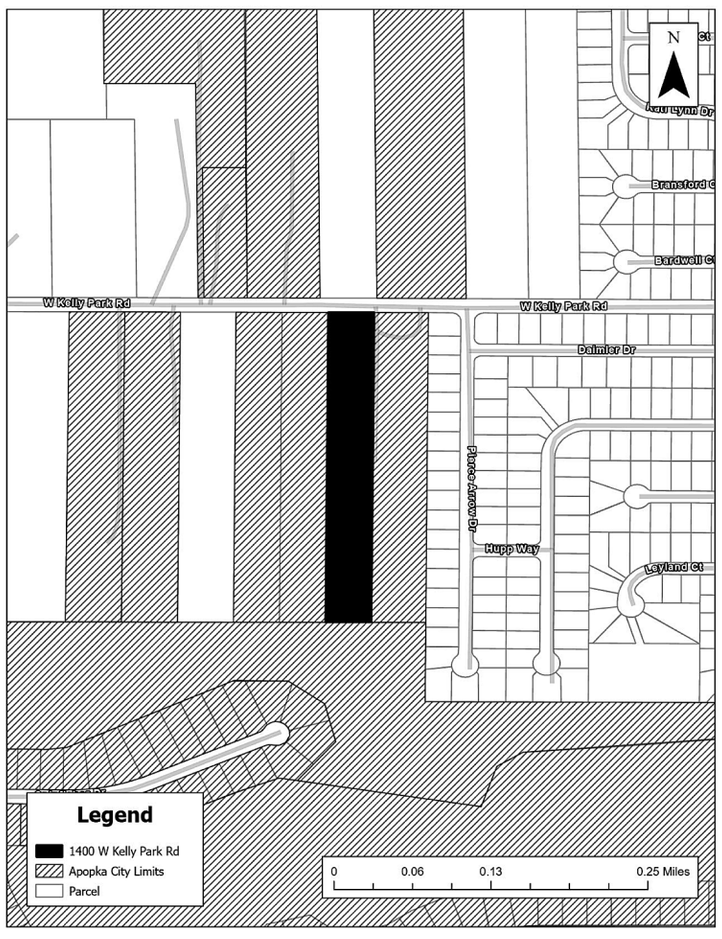
ORDINANCE NO. 3052

AN ORDINANCE OF THE CITY OF APOPKA, FLORIDA, CHANGING THE FUTURE LAND USE FROM "COUNTY" RURAL TO RVLS (RESIDENTIAL VERY LOW SUBURBAN), FOR CERTAIN REAL PROPERTY LOCATED 1400 W KELLY PARK ROAD; OWNED BY MICHAEL GENTLES COMPRISING 5.06 ACRES, MORE OR LESS; PROVIDING FOR SEVERABILITY, CONFLICTS, AND AN EFFECTIVE DATE.

and

ORDINANCE NO. 3053

AN ORDINANCE OF THE CITY OF APOPKA, FLORIDA, CHANGING THE ZONING FROM T (TRANSITION) TO RSF-1A (RESIDENTIAL SINGLE-FAMILY ESTATE), FOR CERTAIN REAL PROPERTY LOCATED 1400 W KELLY PARK ROAD; OWNED BY MICHAEL GENTLES COMPRISING 5.06 ACRES, MORE OR LESS; PROVIDING FOR SEVERABILITY, CONFLICTS, AND AN EFFECTIVE DATE.



Parcel Identification Number(s): 17-20-28-0000-00-008
Contains: 5.06 +/- Acres

Notice is given that the **City of Apopka Planning Commission** will hold a public hearing at its regularly scheduled meeting in the City Council Chambers of the Apopka City Hall, 120 E. Main Street, Apopka, Florida on **Tuesday, July 9, 2024 beginning at 5:00 P.M.**, or as soon thereafter as possible.

FURTHER NOTICE is given that a public hearing for **Ordinance Number 3052 and 3053** will be held 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, August 7, 2024 beginning at 1:30 P.M.**

Affected parties and the public may appear at the above listed hearings to speak. The proposed Rezoning Application can be inspected at the Apopka Community Development Department located at Apopka City Hall on weekdays between the hours of 8:00 a.m. and 4:30 p.m. City Hall address shown below. 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
June 28, 2024 Community Development Department

Publish: The Apopka Chief **176872**

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

Police Beat

If a law enforcement agency charges you with a crime and this paper reports that information, please notify us within 90 days if the charge is dropped, or if you are found not guilty by the court. After verifying the information, we will be happy to publish it. Please send notification to *The Apopka Chief, P.O. Box 880, Apopka, 32704-0880.*

In the period from June 16-22, the Apopka Police Department received 1,717 calls for service, responded to 40 crashes, issued 30 citations, and made 18 arrests. Juveniles were charged with battery-touch or strike; burglary -unoccupied conveyance unarmed; larceny-grand theft $10,000 less than $20,000; damage property-criminal mischief $200 and under; larceny-other theft; resist officer-obstruct without violence.

The following adults were arrested and charged:

Michael Justin Aldridge, 33, 344 Winding Cove Ave., Apopka, resist officer-obstruct without violence.

Nikyta Amber Barber, 36, confidential, Apopka, battery-touch or strike.

Master Muhammad Na'im Bilal, 70, 3512 Marsell Rd., Zellwood, drugs-possession with intent to sell/manufacture/deliver controlled substance (methamphetamine); drugs-possession with intent to sell/manufacture/deliver controlled substance (cocaine); drug equipment-possession use, possible manufacturer paraphernalia to transport drugs.

Diane Ann Bledsoe, 51, 45 E. 13th St., Apopka, other agency warrant.

Sakeinah Alisha Burgess, 33, transient, Apopka, drugs-possession of controlled substance without prescription.

Edelmiro Castillo, 47, confidential, Apopka, aggravated battery on pregnant victim; battery-commit domestic battery by strangulation.

Aric Barnard Cooksey, 47, 1843 Daffodil Ave., Apopka, out-of-county warrant (X2).

Adrian Delgado-Reyes, 27, 1737 Palmerston Cir., Ocoee, drug equipment-possession drug paraphernalia advertise; drugs-possession of controlled substance without prescription.

Jerry Eugene Fraley, 52, 4027 Lenox Blvd., Orlando, other agency warrant.

Norman Gregory Gable, 62, 128 Shorthorn Dr., Apopka, municipal ordinance violation

Alexander Paul Goodrum, 31, confidential, Apopka, battery-touch or strike (domestic violence).

Joseph Ettiene Guillite, 42, confidential, Apopka, battery-touch or strike.

Felix Lisboa, 51, PO Box 164126, Altamonte Springs, battery-touch or strike.

Herbert Leegregory Neal, 43, 402 Campus View Dr., Orlando, resist officer-obstruct without violence; moving traffic violation-driving while license suspended, revocation equivalent status.

Cyd Chetram Paul, 67, confidential, Apopka, battery-touch or strike.

Jaime Alejandro Rivera-Hernandez, 26, 2313 Rock Springs Rd., Apopka, other agency warrant (X3); cocaine-possession of cocaine; drugs-possession of controlled substance without prescription.

Jay Andrew Rodriguez-Garcia, 20, 208 E. 11th St., Apopka, damage property-criminal mischief $1,000 or more; larceny-grand theft $5,000 less than $10,000; burglary-unoccupied structure unarmed.

Tabbitha Lynn Sanders, 40, 3160 Council Oak Way #108, Apopka, battery on law enforcement officer; resist officer with violence.

Hebb & Kraine catch five bass weighing in at 23.05 pounds



Jim Keck
Goin' Fishin'

Hello Folks,

We are still gettin' a few drops here and there, so I'm very thankful we are gettin' some rain. I hope you had a great weekend and hopefully you got a chance to do some fishin'.

Kyle at Bitter's Bait & Tackle reports that the bluegill and shellcracker season has completed. Folks took advantage of last week's full moon to get in on the last of the bluegills. I'm sure there may be a few stragglers around, but most of the panfish are through beddin' for this year.

The bass fishin' on the Harris Chain hasn't been too bad lately. The X-treme Bass Series held a tournament on the chain last weekend and the team of Kim Hebb and John Kraine brought 5 bass to the scales that weighed in at 23.05 pounds. They also had a big bass in their sack that weighed in at 8.50 pounds. The team of Eric Krause and James Kendrick had the biggest bass that weighed 8.51 pounds. Can you imagine losin' the big bass pot by .01 tenth of an ounce? The big bass pot was worth $240 dollars.

Kyle also reports that the bass fishin' on the Mait land Chain has been pretty good. Folks are fishin' the chain early mornin' or late evenin'. Most of the bass are bein' caught around the submerged hydrilla and eel-grass beds. You can rip a lipless crank-bait through the grass for some good results, or fish plastic worms in the grass as well.

The Butler Chain has been good for catchin' keeper-size bass. You can also catch some schoolers when they come up around the boat. Try usin' a noisy top-water bait or a chatter-bait when they come up. With these hot days, you may need to fish a little deeper around the submerged pepper grass beds. The grass provides some shade for the bass and the water is a little cooler. It's that time of year when you need to slow down your retrieve, especially if you are fishin' plastic worms or slow-sinkin' Senko type baits. The bass need time to make up their mind if they are goin' to bite, or not.

My fishin' buddy Rick is probably the best at this as anyone. Rick picks a spot, and casts to it. Then he lets his worm just lay there until he moves it, or a bass picks it up and starts to swim off with his worm. Back in the day, we called it "Dead Stickin'."

Kyle also reports that the bass fishin' on West Lake Toho has been pretty good even after the sprayin' they did last week. Like I mentioned last week, I hope they didn't kill all the grass on the South end of the lake. They have been gettin' some rain down on Toho but they are lettin' water out to go south through the locks. The water is still low on Toho, so don't get your boat bottomed out, or you might have to get out and push it off the bottom.

Well folks, that's it for this week.

I hope you have a great week, and I'll see ya on the water real soon.

Tip of the week: Early or late

Save a few and good luck!

Forwards: Angervil has the same goals as the rest of the seniors

Continued from page 1B

most important qualities in a leader are patience and the ability to be calm in any situation.

Angervil and all of the other seniors really have the same goal as a team – make it to Lakeland and be in the fight for the FHSAA State Championship. But each one of them has separate personal goals for the next few months.

"Our team goal is to make it to Lakeland and have a great record. My personal goal is to get my name and Apopka's name out there and bring excitement to Apopka," said Angervil.

Right now, Angervil is focused on improving his conditioning and his athleticism as he says those are the parts of his game that are lacking but he's also focused on his finesse and finishing at the rim. I also asked him if he prefers to shoot from the field or finish at the rim to which he gave a funny response that coach Scott Williams probably doesn't want to hear.

"Finish at the rim… Nah I mean honestly; I want to shoot the ball. I just want to shoot the ball," Angervil said while he and Jermichael Johnson laughed.

He then told me his go-to move to get a bucket right now is a hop-step to the other side of where his opponent's feet are facing.

On defense, Angervil is always and only thinking about staying between his man and the basket but he still needs to work on his discipline in the paint. This ties into what Angervil said is the best advice he's gotten about basketball which is to be patient.

"The game becomes easier when you slow it down for yourself."

Angervil says he sees his role as the leader and the energy guy. He said as a senior that he wants to be a leader on and off the court.

We took a second to talk about last season's highs and lows where he and a lot of his teammates shared the same sentiments. He said the high was making it to playoffs through the adversity the team faced last year with their less-than-spectacular record. But the lows were losing games that he and the team feel like they shouldn't have lost.

I asked him why he thinks the team lost those games last year and he said that the team didn't care enough but that that was going to change this year.

"We just didn't care enough. This year we want to care more and leave everything on the court every game. Last year we left stuff on the court that we should've never left."

Angervil said he's learned a lot over his years on the team and that he will bring that with him as a leader.

"I learned to always stay calm no matter that situation and to never give up until the clock hits zero."

One of my last questions was a fun one to see what kind of players each of the seniors was. It was, "What is more important, defense or offense?" Angervil laughing again said offense is more important than defense.

Before our interview was over Angervil had one last thing to say about his game. It was that he likes to be flashy and exciting with his play.

"I hate a boring play style. I would rather do something flashy than sit there and do box drills. I could score 10 and I still wouldn't be happy playing like that. "

So, if you come out to watch the boys play look for number 4 trying to do something flashy and then look for coach Williams, who will probably have a hand over his face.

Larson Taylor: #5 Forward

Taylor told me he started playing ball when he was in sixth grade and stuck with it because it came to him easily.

"Uhhh… I don't know. It really just came to me. I just tried out one year and I made it – so I kept going."

Taylor told me he has really come into his own this summer because of constantly working with and being around all of his teammates.

"Summer has really helped us come together as a team for the upcoming season. It's been great to build that chemistry between us by being around each other more," Taylor said.

I asked how he felt about his new role on the team as a leader and not just a player and Taylor was a bit hesitant but ready for the challenge and the opportunity.

"I mean I don't know. It does feel kind of different. There's a lot of responsibility that comes with it and you have to really be on the same page because this is us, it's our time. We got to be on point because our teammates follow our lead."

Larson told me the most important qualities in a leader are a voice that others will listen to and respect, but most of all their actions on and off the court.

When talking about personal and team goals,

See FORWARDS Page 3B

CITY OF APOPKA
PUBLIC HEARING NOTICE
FUTURE LAND USE AMENDMENT AND CHANGE OF ZONING

NOTICE is hereby given pursuant to Secs. 163.3184 and 166.041(3)(a), Florida Statutes and the Apopka Code of Ordinances, Part III, Land Development Code, Article II, Section 2.4.7.B, that **Thomas Skelton** has made application relating to the following described property.

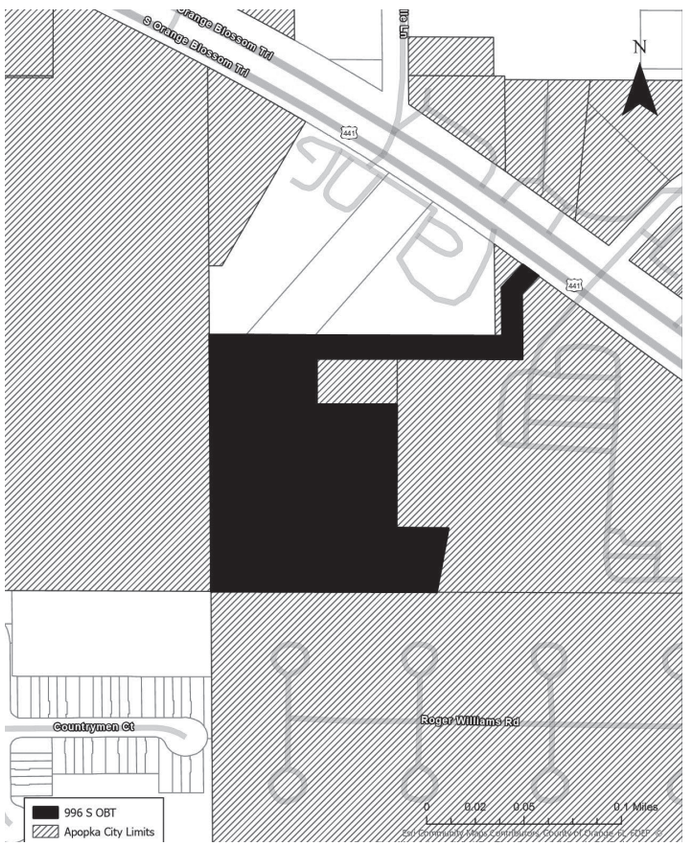
ORDINANCE NO. 3064

AN ORDINANCE OF THE CITY OF APOPKA, FLORIDA, CHANGING THE FUTURE LAND USE FROM RESIDENTIAL MEDIUM AND COMMERCIAL TO INSTITUTIONAL/PUBLIC USE, FOR CERTAIN REAL PROPERTIES LOCATED 996 S ORANGE BLOSSOM TRAIL AND 1000 S ORANGE BLOSSOM TRAIL; OWNED BY TRINITY BAPTIST CHURCH OF APOPKA, INC COMPRISING 6.99 ACRES, MORE OR LESS; PROVIDING FOR SEVERABILITY, CONFLICTS, AND AN EFFECTIVE DATE.

and

ORDINANCE NO. 3065

AN ORDINANCE OF THE CITY OF APOPKA, FLORIDA, CHANGING THE ZONING FROM RSF-1B (RESIDENTIAL SINGLE-FAMILY—LARGE LOT) AND C-C (COMMUNITY COMMERCIAL) TO O (OFFICE), FOR CERTAIN REAL PROPERTIES LOCATED 996 S ORANGE BLOSSOM TRAIL AND 1000 S ORANGE BLOSSOM TRAIL; OWNED BY TRINITY BAPTIST CHURCH OF APOPKA, INC COMPRISING 6.99 ACRES, MORE OR LESS; PROVIDING FOR SEVERABILITY, CONFLICTS, AND AN EFFECTIVE DATE.



Parcel Identification Number(s): 14-21-28-0000-00-044, 14-21-28-0000-00-054, 14-21-28-0000-00-116
Contains: 6.99 +/- Acres

Notice is given that the **City of Apopka Planning Commission** will hold a public hearing at its regularly scheduled meeting in the City Council Chambers of the Apopka City Hall, 120 E. Main Street, Apopka, Florida on **Tuesday, July 9, 2024 beginning at 5:00 P.M.**, or as soon thereafter as possible.

FURTHER NOTICE is given that a public hearing for **Ordinance Number 3064 and 3065** will be held 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, August 7, 2024 beginning at 1:30 P.M.**

Affected parties and the public may appear at the above listed hearings to speak. The proposed Rezoning Application can be inspected at the Apopka Community Development Department located at Apopka City Hall on weekdays between the hours of 8:00 a.m. and 4:30 p.m. City Hall address shown below. 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

June 28, 2024

Publish: The Apopka Chief **176873**

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City of Apopka
CITY COUNCIL STAFF REPORT

Section: PUBLIC HEARINGS/ORDINANCES/RESOLUTION (Action Item)
Item #: 4.
Meeting Date: August 7, 2024
Department: Community Development

SUBJECT:
Ordinance No. 3053 – First Reading – Change of Zoning – 1400 W Kelly Park Rd

REQUEST:
Accept the first reading of Ordinance Number 3053 and hold it over for second reading and adoption.

SUMMARY:
Owner(s): Michael A. Gentles, Desmond W. Streete
Applicant: Jose Chaves
Parcel Identification Number(s): 17-20-28-0000-00-008
Location: 1400 W Kelly Park Road
Existing Zoning: T (Transitional)
Proposed Zoning: RSF-1A (Residential Single-Family Estate District)
Existing Use(s): Vacant
Existing Future Land Use: "County" Rural
Tract Size: 5.06 +/- Acres

Direction	Future Land Use	Zoning	Present Use
North	"County" Rural	"County" A-1	Vacant
East	Residential Estate	RCE (Residential Country Estate)	Agriculture (Nursery)
South	Residential Estate	PD (Planned Development)	Vacant
West	Residential Very Low Suburban	RSF-1A (Residential Single-Family Estate District)	Vacant

PROJECT SUMMARY:
The subject property, which is approximately 5.06 acres in size, is located at 1400 W. Kelly Park Road and is currently vacant. The applicant is requesting the amendment of the Future Land Use of the property for potential development of 10 single-family residential units. The applicant's proposed use of residential development is permitted use in the RSF-1A zoning district per Land Development Code Table 4.2.2.C. Land Development Code Section 10.3.1.D.1 defines 'dwelling, single-family detached' as follows: "A dwelling designed for or occupied exclusively by one family on a lot. There shall only be one single-family detached dwelling on one individual lot."

The proposed RSF-1A zoning district allows for a maximum density of three dwelling units per acre and is compatible with the surrounding areas. The property to the west has zoning designations of RSF-1A, the property to the east has designations of RCE (Residential Country Estate), and the property to the south has designations of PD for single-family dwellings. The property to the north is not within the city limits.

Land Development Code Section 2.5.1.D.3 requires the Council to weigh the relevance of and consider whether and the extent to which the proposed amendment:

a. Is consistent with and furthers the goals, objectives and policies of the comprehensive plan and other adopted City plans;

- Applicant's response: The proposed project aligns with the goals and objectives of City's Comprehensive Plan, furthering their vision for the city's development by establishing a Future Land Use and Zoning Districts that is compatible with adjacent properties. This process of establishing a Future Land Use and Zoning District is following the recent approval of this property's annexation into the City of Apopka (reference Ordinance No 3043 approved via public hearing on February 23, 2024 and March 1, 2024.)
- Staff response: Staff has no objection.

b. Is in conflict with any provisions of the LDC;

- Applicant's response: The only conflict with the LDC is regarding Section 5.16.5.B.3.d Transportation Improvements which require a right-turn lane for projects on a road with a 45 MPH speed limit. The project has a limited width fronting W. Kelly Park Road (170ft) making it impossible to construct a turn lane meeting minimum FDOT requirements. Due to the low intensity of a project being proposed (8-9 single family homes), it is being requested from the City Engineer that this requirement be omitted. The community is being designed to meet all other aspects of the City's Land Development Code (LDC)
- Staff response: If the rezoning is approved, a development plan will be required to be submitted to and approved by the Development Review Committee (DRC). As part of the submittal requirements for the development plan, a Traffic Impact Analysis (TIA) will be required to be submitted which will outline what transportation impact mitigation measures, if any, will be required. The development plan will be reviewed against all applicable Land Development Code (LDC) requirements, including Section 5.16.5.B.3.d, and will be evaluated by the Development Review Committee (DRC) during the development review process.

c. Addresses a demonstrated community need;

- Applicant's response: Housing is in critical shortage across the nation, especially in Central Florida. The City of Apopka has seen a lot of growth with large Planned Development communities with hundreds of homes. However, there is always a demand for smaller communities that will be met by this project. This concept is supported by the fact that the City has approved the annexation of the property with this intention clearly established.
- Staff response: Staff has no objection.

d. Is required by changed conditions;

- Applicant's response: As part of the annexation process, establishment of the Future Land Use and Zoning District is required.
- Staff response: Staff has no objection.

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

- Applicant's response: The project is compatible with surrounding uses and is located within the appropriate zoning district.
- Staff response: Staff has no objection.

f. Would result in a logical and orderly development pattern;

- Applicant's response: The project adheres to a logical and orderly development pattern, promoting efficient land use.
- Staff response: Staff has no objection.

g. Would not result in significant adverse impacts on the natural environment—including, but not limited to, water, air, noise, stormwater management, wildlife, vegetation, wetlands, and the natural functioning of the environment; and

- Applicant's response: The project would not result in significant adverse impacts on the natural environment.
- Staff response: Staff has no objection.

h. Would result in development that is adequately served by public facilities (e.g., streets, potable water, sewerage, stormwater management, solid waste collection and disposal, schools, parks, police, and fire and emergency medical facilities).

- Applicant's response: The project is designed to be adequately served by existing public facilities.
- Staff response: Staff has no objection.

SCHOOL CAPACITY REPORT:
An inquiry was sent to Orange County Public Schools (OCPS) regarding school capacity requirement for this application. OCPS determined that school capacity for the subject development is available for elementary and middle school, but not available for high school.

ORANGE COUNTY NOTIFICATION:
The JPA (Joint Planning Agreement) requires the City to notify the County 30 days before any public hearing or advisory board. The City notified Orange County on May 31, 2024.

PUBLIC HEARING SCHEDULE:
July 9, 2024 – Planning Commission (5:00 P.M.)
August 7, 2024 – City Council (1:30 P.M.), First Reading
August 21, 2024 – City Council (7:00 P.M.), Second Reading and Adoption

DULY ADVERTISED:
June 28, 2024 – Apopka Chief
June 7, 2024 – Mailed notices to adjacent property owners
June 14, 2024 – Posters placed on property

FUNDING SOURCE:
N/A

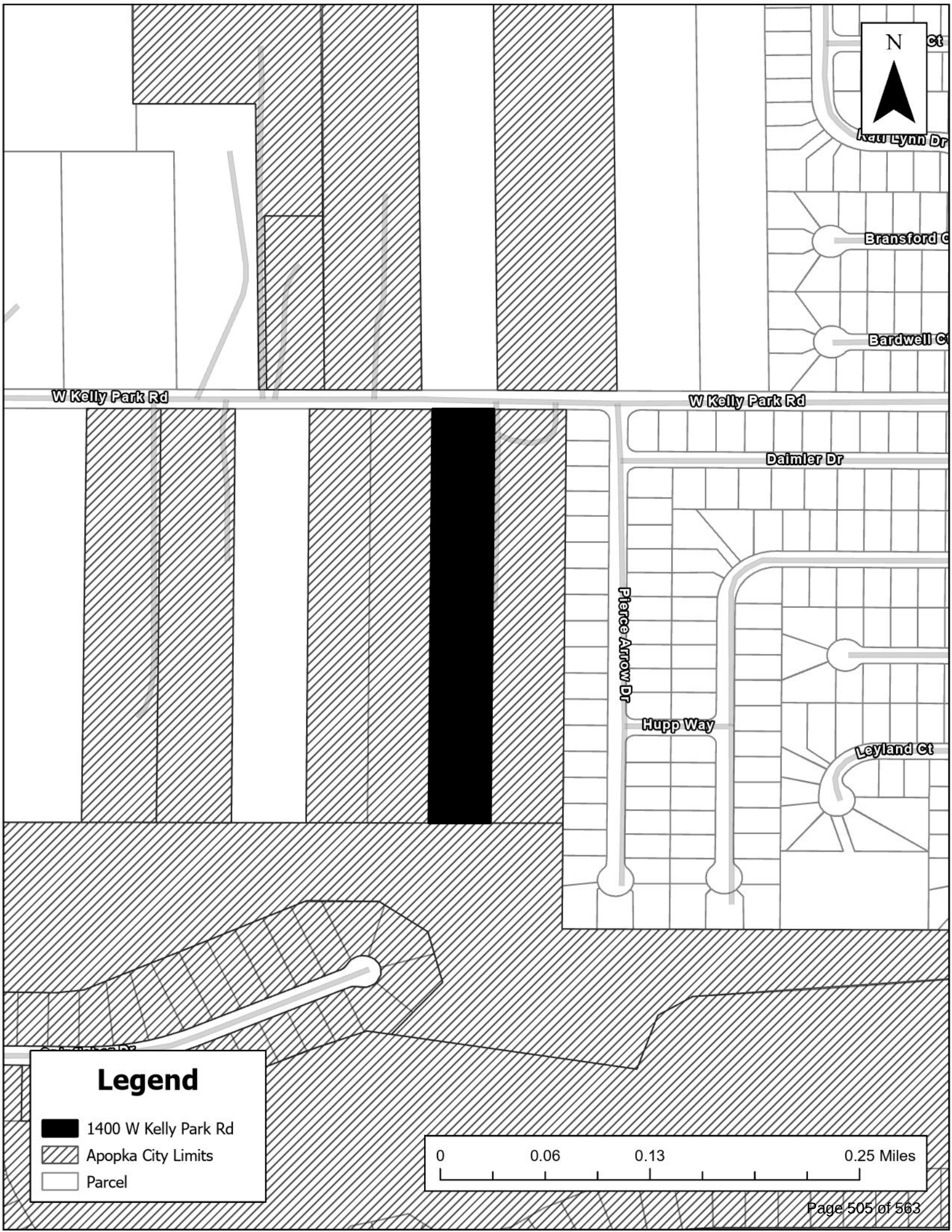
RECOMMENDED MOTION:
Development Review Committee (DRC):
Recommends approval of the Change of Zoning from T (Transitional) to RSF-1A (Residential Single-Family Estate District), finding the proposed change consistent with the Comprehensive Plan and Land Development Code, and compatible with the character of the surrounding areas, based on the findings and facts presented in the staff report and exhibits.

Planning Commission:
At its meeting on July 9, 2024, the Planning Commission found the proposed Change of Zoning from T (Transitional) to RSF-1A (Residential Single-Family Estate District), consistent with the Comprehensive Plan and Land Development Code, and compatible with the character of the surrounding areas, and unanimously recommended approval of the proposed Change of Zoning, based on the findings and facts presented in the staff report and exhibits.

Recommended Motion – City Council:
Accept the first reading of Ordinance Number 3053 and hold it over for second reading and adoption on August 21, 2024, or soon thereafter.

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

ATTACHMENTS:
1. 1400 W Kelly Park Maps
2. Ordinance Number 3053
3. Ads 06282024 - RZ_FLU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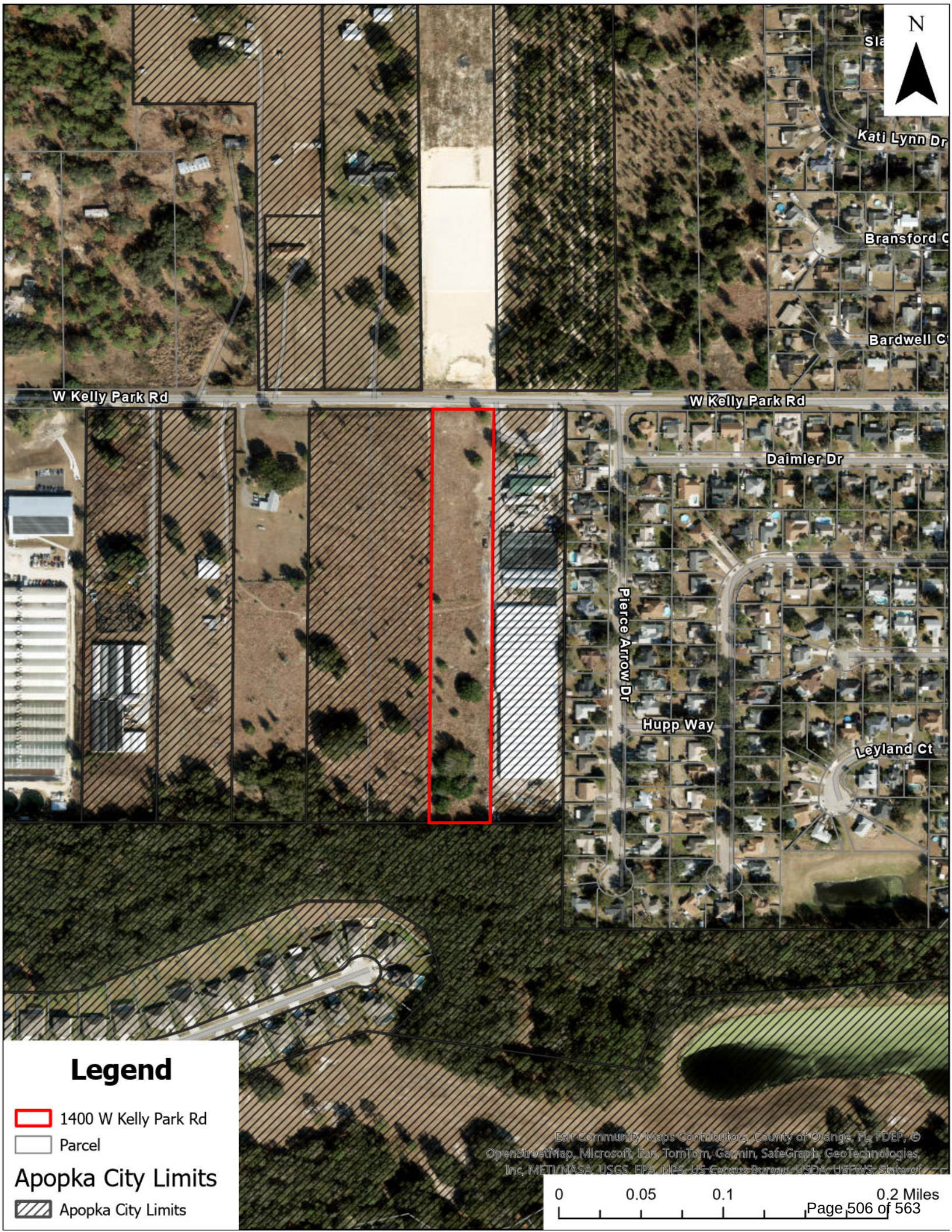
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ORDINANCE NO. 3053

AN ORDINANCE OF THE CITY OF APOPKA, FLORIDA, CHANGING THE ZONING FROM T (TRANSITIONAL) TO RSF-1A (RESIDENTIAL SINGLE-FAMILY ESTATE DISTRICT), FOR CERTAIN REAL PROPERTY GENERALLY LOCATED AT 1400 W KELLY PARK ROAD; OWNED BY MICHAEL A. GENTLES, DESMOND W. STREETE COMPRISING 5.06 ACRES, MORE OR LESS; PROVIDING FOR SEVERABILITY, CONFLICTS, AND AN EFFECTIVE DATE.

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

WHEREAS, Jose Chaves has requested a change in zoning on said property as identified in Section I of this ordinance; and

WHEREAS, the proposed RSF-1A (Residential Single-Family Estate) District zoning has been found to be consistent with the City of Apopka Comprehensive Plan, and the City of Apopka Land Development Code.

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

Section I. That the zoning classification of the property described in Exhibit A, being situated in the City of Apopka, Florida, is hereby RSF-1A District, as defined in the Apopka Land Development Code, and with the following provision:

Section II. That the zoning classification is consistent with the Comprehensive Plan of the City of Apopka, Florida. The applicant shall obtain all approvals as required, if any, per the Orange County Charter and the Amended Interlocal Agreement for Public School Facility Planning and Implementation of Concurrency.

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

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

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

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

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

READ FIRST TIME: August 7, 2023

READ SECOND TIME AND ADOPTED:

ATTEST:

_____ _____
Susan Bone, City Clerk Bryan Nelson, Mayor

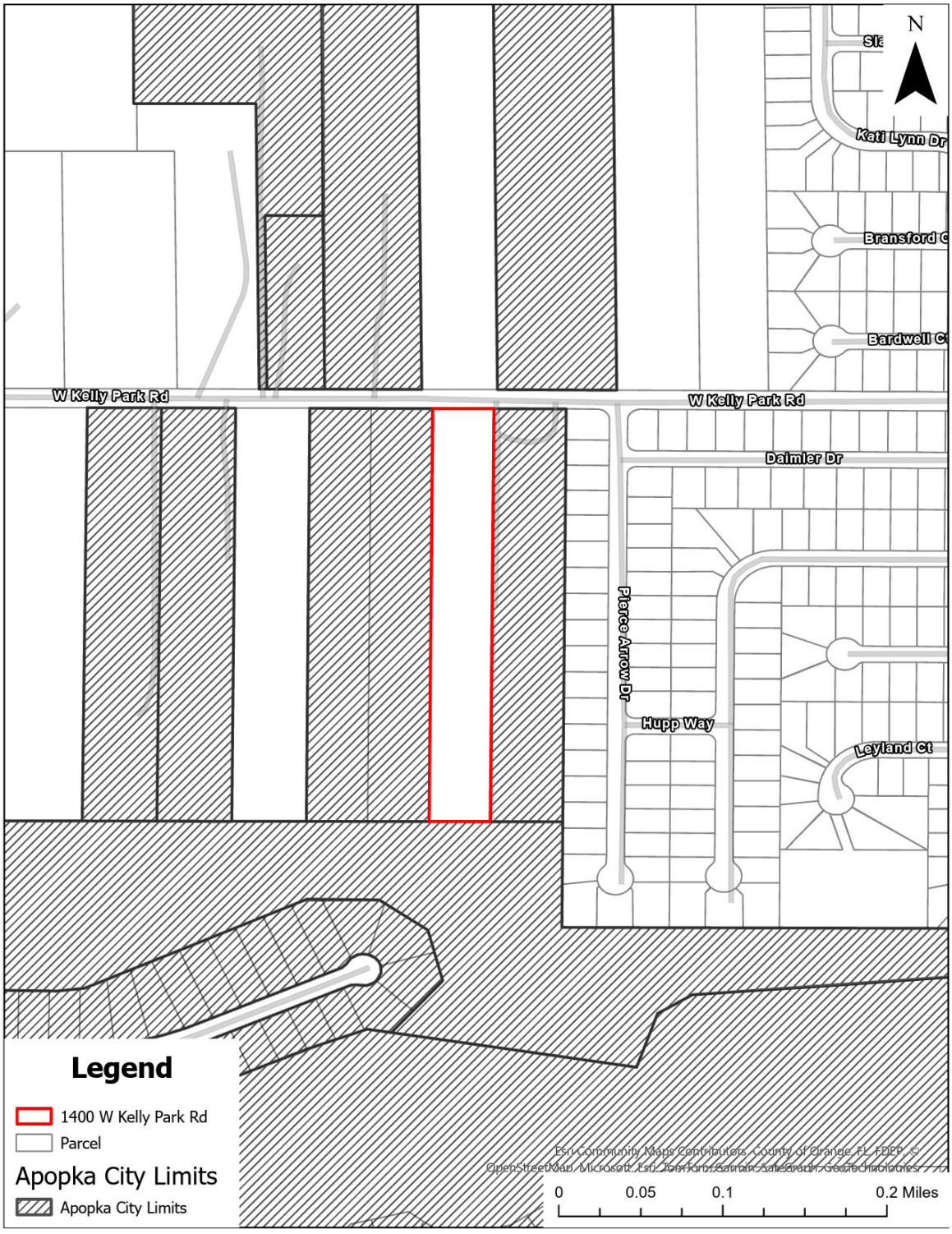
Approved as to form and legal sufficiency:

_____
Cliff Shepard, City Attorney

DULY ADVERTISED FOR PUBLIC HEARING: June 28, 2024

EXHIBIT "A"

Parcel Identification Number(s): 17-20-28-0000-00-008



Trafficking: Strike Team is necessary

Continued from page 2A

of sex trafficking was to enhance criminal penalties "against people who are buying and forcing sex on and raping women." Another is to create a civil penalty to enable victims "to easily sue" their abusers, he said. "If we take away the livelihoods of the people buying and forcing sex on victims, take their houses, cars, … it will set a tone. Just like everything else we do in Florida, we will protect people."

AG Moody said, "Biden's border crisis is emboldening transnational criminal organizations, and as a result, we are seeing horrific human trafficking cases right here in Florida. The disturbing facts of this case highlight the need for our new statewide Strike Team, and demonstrate how this expert team of investigators, prosecutors, analysts, and victims' advocates can help coordinate efforts to take down trafficking operations and rescue victims."

See TRAFFICKING Page 7A

Byrd: K8 school is great example

Continued from page 2A

schools were planned and built within the district. I asked community members to write letters and worked with the city council to also advocate with me.

In 2019, six months after my election, I was happy to announce that there would be a relief school opening in 2022, not 2026. Best of all, I asked the district to make it a K8 school so it could relieve both schools.

In 2022, Kelly Park School opened well under capacity and has been a crown jewel of our community since its opening, even earning an "A" grade from the state its first year. I am very pleased to say that all the portables have now been moved off of the Wolf Lake campuses.

Then the pandemic hit. I can honestly say that is not something I ever expected to experience as a school board member, nor do I ever want to again. It was an extremely challenging time made more difficult by the high level of emotions of everyone involved. Our meetings went on for hours as the public shared their thoughts over re-opening, masks, online learning and testing requirements.

Making those decisions during that time was among the most difficult things I had to do in my life as I had so many things to consider. Not just education decisions, but I had to worry about the health and safety of our students, staff and the larger community as a whole.

We made it through and have spent the past few years continuing to recuperate from that time. Our students and schools are finally starting to bounce back. Our recent graduates started high school in a half-virtual, half-in-person setting. Next year's graduates will be the first class since before the pandemic to have a normal high school experience.

There were other positives like fulfilling a promise to the community to see the adult education center open across from Wheatley Elementary School. That project took several hits during my first few years in office, but I'm pleased to say the Orange Technical College-Apopka Campus opened this past year. The campus is currently offering English classes and GED classes and is serving a large number of students.

I'm also very proud to have assisted Wekiva High School in attaining magnet status of the Wekiva Culinary Magnet Program. In the three short years that

See BYRD Page 7A

Moore: 3 choices for homeless camps

Continued from page 2A

camps. This "book report" will discuss this method of dealing with homeless persons and make recommendations for more productive strategies.

"Local governments have essentially three choices in responding to the presence of homeless encampments."

1. They can adopt a law enforcement approach forcing individuals to move their camps on pain of arrest for trespassing.

This method does not solve the problem of people without homes, and a recent court decision limits the ability of government to pursue it unless there is adequate space in a shelter. We have read about this in the case of Altamonte Springs.

2. A municipality can adopt an "out of sight, out of mind" approach designating a specified area where homeless individuals are permitted to camp. The article delineates several examples of this from Gainesville. The camps can be a petri dish for crime, drug abuse, sexual abuse, and more.

The cost of law enforcement daily trips to referee are also substantial. This is the process the legislature is currently proposing.

3. The third approach is a housing engagement approach designed to get people out of homelessness and into housing. It substantially reduces the hidden costs of tent cities, encampments, and promotes a pro-social, well-regulated environment. However, it takes a truly organized commitment from local government.

If I can find the time to write more about the Gainesville camps examples, I will. I currently believe we need to fund the capital costs for a shelter replete with the HSN management systems, and require the three new approved affordable housing projects in northwest Orange County to take a number of these homeless individuals into rentals. If we begin to take in more than our fair share of these families from nearby counties and jurisdictions, we can always resort to choice number one: the police or sheriff taking them back to their jurisdiction.

I do believe we can manage to find some affordable housing options. Most of the homeless have some sort of funding, albeit Medicaid, Medicare, or Disability.

I'm terribly concerned when we see one-third of the homeless in our area being women with young children. The cost of doing nothing is too great and with the state legislature knocking at our door of establishing "camps," building a shelter and finding housing options sure seems superior.

I would love to hear your thoughts.

Hayden: Do not legalize marijuana

Continued from page 2A

and say, "STOP." Why do we need to offer more and more ways to stupefy ourselves and become slaves to whatever the next high is? Remember the restrictions placed on alcohol, tobacco, vaping, and other forms of adult usage drugs? How well did those restrictions work out? Those restrictions are as useless as teats on a boar hog! We have multitudes of young people using all those so-called "adults only" forms of detachment from "life's burdens." Those "life's burdens" are not a life sentence, but a guide into the future by learning from them.

We (sounds more like me than you) need to stop this idiotic notion that allowing more freedom to enslave ourselves only makes the government bolder, and more capable to bring us to our knees and cry out "Master, save us!" I have seen a lot of pot-induced actions that have turned out terrible. I have seen people that could not function without a shot of booze to bolster their ego. I have known people who are not ready for a social conversation until that first long drag on a cigarette, or a vape to calm their nerves. All of these are life-altering substances, and they should *not* be allowed to be promoted by others by calling it "freedom".

These drugs do not set you free; they encapsulate you into subservience, and isolate you from the rest of the world.

I know what I am talking about. I am an alcoholic, and I went through the DTs (Delirium Tremens) on what the doctors and nurses thought was my death bed after a terrible industrial accident. I know we will never be able to eradicate all the things that are detrimental to our lives and our children's lives.

I find no fault in someone having a glass of wine, or a highball, if they can handle it. They have that freedom to indulge. Same goes for smoking, or vaping outside, preferably downwind. That is their free choice, but with Marijuana, do we really want to throw another log on the fire!??

CITY OF APOPKA
PUBLIC HEARING NOTICE
FUTURE LAND USE AMENDMENT AND CHANGE OF ZONING

NOTICE is hereby given pursuant to Secs. 163.3184 and 166.041 (3)(a), Florida Statutes and the Apopka Code of Ordinances, Part III, Land Development Code, Article II, Section 2.4.7.B, that **Jose Chaves** has made application relating to the following described property.

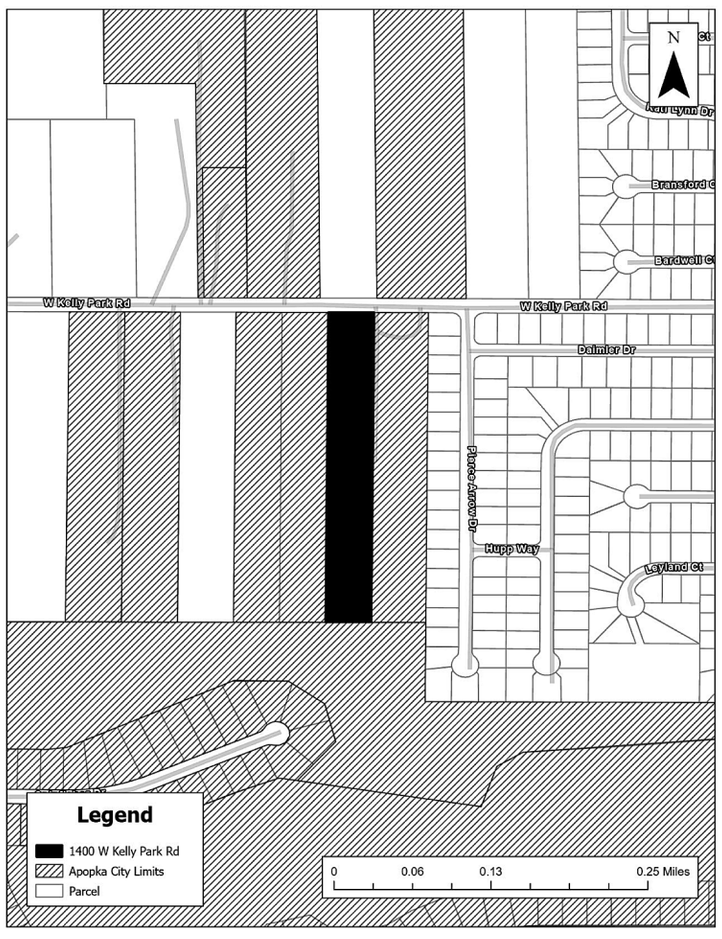
ORDINANCE NO. 3052

AN ORDINANCE OF THE CITY OF APOPKA, FLORIDA, CHANGING THE FUTURE LAND USE FROM "COUNTY" RURAL TO RVLS (RESIDENTIAL VERY LOW SUBURBAN), FOR CERTAIN REAL PROPERTY LOCATED 1400 W KELLY PARK ROAD; OWNED BY MICHAEL GENTLES COMPRISING 5.06 ACRES, MORE OR LESS; PROVIDING FOR SEVERABILITY, CONFLICTS, AND AN EFFECTIVE DATE.

and

ORDINANCE NO. 3053

AN ORDINANCE OF THE CITY OF APOPKA, FLORIDA, CHANGING THE ZONING FROM T (TRANSITION) TO RSF-1A (RESIDENTIAL SINGLE-FAMILY ESTATE), FOR CERTAIN REAL PROPERTY LOCATED 1400 W KELLY PARK ROAD; OWNED BY MICHAEL GENTLES COMPRISING 5.06 ACRES, MORE OR LESS; PROVIDING FOR SEVERABILITY, CONFLICTS, AND AN EFFECTIVE DATE.



Parcel Identification Number(s): 17-20-28-0000-00-008
Contains: 5.06 +/- Acres

Notice is given that the **City of Apopka Planning Commission** will hold a public hearing at its regularly scheduled meeting in the City Council Chambers of the Apopka City Hall, 120 E. Main Street, Apopka, Florida on **Tuesday, July 9, 2024 beginning at 5:00 P.M.**, or as soon thereafter as possible.

FURTHER NOTICE is given that a public hearing for **Ordinance Number 3052 and 3053** will be held 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, August 7, 2024 beginning at 1:30 P.M.**

Affected parties and the public may appear at the above listed hearings to speak. The proposed Rezoning Application can be inspected at the Apopka Community Development Department located at Apopka City Hall on weekdays between the hours of 8:00 a.m. and 4:30 p.m. City Hall address shown below. 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
June 28, 2024 Community Development Department

Publish: The Apopka Chief **176872**

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

Police Beat

If a law enforcement agency charges you with a crime and this paper reports that information, please notify us within 90 days if the charge is dropped, or if you are found not guilty by the court. After verifying the information, we will be happy to publish it. Please send notification to *The Apopka Chief, P.O. Box 880, Apopka, 32704-0880.*

In the period from June 16-22, the Apopka Police Department received 1,717 calls for service, responded to 40 crashes, issued 30 citations, and made 18 arrests. Juveniles were charged with battery-touch or strike; burglary -unoccupied conveyance unarmed; larceny-grand theft $10,000 less than $20,000; damage property-criminal mischief $200 and under; larceny-other theft; resist officer-obstruct without violence.

The following adults were arrested and charged:

Michael Justin Aldridge, 33, 344 Winding Cove Ave., Apopka, resist officer-obstruct without violence.

Nikyta Amber Barber, 36, confidential, Apopka, battery-touch or strike.

Master Muhammad Na'im Bilal, 70, 3512 Marsell Rd., Zellwood, drugs-possession with intent to sell/manufacture/deliver controlled substance (methamphetamine); drugs-possession with intent to sell/manufacture/deliver controlled substance (cocaine); drug equipment-possession use, possible manufacturer paraphernalia to transport drugs.

Diane Ann Bledsoe, 51, 45 E. 13th St., Apopka, other agency warrant.

Sakeinah Alisha Burgess, 33, transient, Apopka, drugs-possession of controlled substance without prescription.

Edelmiro Castillo, 47, confidential, Apopka, aggravated battery on pregnant victim; battery-commit domestic battery by strangulation.

Aric Barnard Cooksey, 47, 1843 Daffodil Ave., Apopka, out-of-county warrant (X2).

Adrian Delgado-Reyes, 27, 1737 Palmerston Cir., Ocoee, drug equipment-possession drug paraphernalia advertise; drugs-possession of controlled substance without prescription.

Jerry Eugene Fraley, 52, 4027 Lenox Blvd., Orlando, other agency warrant.

Norman Gregory Gable, 62, 128 Shorthorn Dr., Apopka, municipal ordinance violation

Alexander Paul Goodrum, 31, confidential, Apopka, battery-touch or strike (domestic violence).

Joseph Ettiene Guillite, 42, confidential, Apopka, battery-touch or strike.

Felix Lisboa, 51, PO Box 164126, Altamonte Springs, battery-touch or strike.

Herbert Leegregory Neal, 43, 402 Campus View Dr., Orlando, resist officer-obstruct without violence; moving traffic violation-driving while license suspended, revocation equivalent status.

Cyd Chetram Paul, 67, confidential, Apopka, battery-touch or strike.

Jaime Alejandro Rivera-Hernandez, 26, 2313 Rock Springs Rd., Apopka, other agency warrant (X3); cocaine-possession of cocaine; drugs-possession of controlled substance without prescription.

Jay Andrew Rodriguez-Garcia, 20, 208 E. 11th St., Apopka, damage property-criminal mischief $1,000 or more; larceny-grand theft $5,000 less than $10,000; burglary-unoccupied structure unarmed.

Tabbitha Lynn Sanders, 40, 3160 Council Oak Way #108, Apopka, battery on law enforcement officer; resist officer with violence.

Hebb & Kraine catch five bass weighing in at 23.05 pounds



Jim Keck
Goin' Fishin'

Hello Folks,

We are still gettin' a few drops here and there, so I'm very thankful we are gettin' some rain. I hope you had a great weekend and hopefully you got a chance to do some fishin'.

Kyle at Bitter's Bait & Tackle reports that the bluegill and shellcracker season has completed. Folks took advantage of last week's full moon to get in on the last of the bluegills. I'm sure there may be a few stragglers around, but most of the panfish are through beddin' for this year.

The bass fishin' on the Harris Chain hasn't been too bad lately. The X-treme Bass Series held a tournament on the chain last weekend and the team of Kim Hebb and John Kraine brought 5 bass to the scales that weighed in at 23.05 pounds. They also had a big bass in their sack that weighed in at 8.50 pounds. The team of Eric Krause and James Kendrick had the biggest bass that weighed 8.51 pounds. Can you imagine losin' the big bass pot by .01 tenth of an ounce? The big bass pot was worth $240 dollars.

Kyle also reports that the bass fishin' on the Mait land Chain has been pretty good. Folks are fishin' the chain early mornin' or late evenin'. Most of the bass are bein' caught around the submerged hydrilla and eel-grass beds. You can rip a lipless crank-bait through the grass for some good results, or fish plastic worms in the grass as well.

The Butler Chain has been good for catchin' keeper-size bass. You can also catch some schoolers when they come up around the boat. Try usin' a noisy top-water bait or a chatter-bait when they come up. With these hot days, you may need to fish a little deeper around the submerged pepper grass beds. The grass provides some shade for the bass and the water is a little cooler. It's that time of year when you need to slow down your retrieve, especially if you are fishin' plastic worms or slow-sinkin' Senko type baits. The bass need time to make up their mind if they are goin' to bite, or not.

My fishin' buddy Rick is probably the best at this as anyone. Rick picks a spot, and casts to it. Then he lets his worm just lay there until he moves it, or a bass picks it up and starts to swim off with his worm. Back in the day, we called it "Dead Stickin'."

Kyle also reports that the bass fishin' on West Lake Toho has been pretty good even after the sprayin' they did last week. Like I mentioned last week, I hope they didn't kill all the grass on the South end of the lake. They have been gettin' some rain down on Toho but they are lettin' water out to go south through the locks. The water is still low on Toho, so don't get your boat bottomed out, or you might have to get out and push it off the bottom.

Well folks, that's it for this week.

I hope you have a great week, and I'll see ya on the water real soon.

Tip of the week: Early or late

Save a few and good luck!

Forwards: Angervil has the same goals as the rest of the seniors

Continued from page 1B

most important qualities in a leader are patience and the ability to be calm in any situation.

Angervil and all of the other seniors really have the same goal as a team – make it to Lakeland and be in the fight for the FHSAA State Championship. But each one of them has separate personal goals for the next few months.

"Our team goal is to make it to Lakeland and have a great record. My personal goal is to get my name and Apopka's name out there and bring excitement to Apopka," said Angervil.

Right now, Angervil is focused on improving his conditioning and his athleticism as he says those are the parts of his game that are lacking but he's also focused on his finesse and finishing at the rim. I also asked him if he prefers to shoot from the field or finish at the rim to which he gave a funny response that coach Scott Williams probably doesn't want to hear.

"Finish at the rim… Nah I mean honestly; I want to shoot the ball. I just want to shoot the ball," Angervil said while he and Jermichael Johnson laughed.

He then told me his go-to move to get a bucket right now is a hop-step to the other side of where his opponent's feet are facing.

On defense, Angervil is always and only thinking about staying between his man and the basket but he still needs to work on his discipline in the paint. This ties into what Angervil said is the best advice he's gotten about basketball which is to be patient.

"The game becomes easier when you slow it down for yourself."

Angervil says he sees his role as the leader and the energy guy. He said as a senior that he wants to be a leader on and off the court.

We took a second to talk about last season's highs and lows where he and a lot of his teammates shared the same sentiments. He said the high was making it to playoffs through the adversity the team faced last year with their less-than-spectacular record. But the lows were losing games that he and the team feel like they shouldn't have lost.

I asked him why he thinks the team lost those games last year and he said that the team didn't care enough but that that was going to change this year.

"We just didn't care enough. This year we want to care more and leave everything on the court every game. Last year we left stuff on the court that we should've never left."

Angervil said he's learned a lot over his years on the team and that he will bring that with him as a leader.

"I learned to always stay calm no matter that situation and to never give up until the clock hits zero."

One of my last questions was a fun one to see what kind of players each of the seniors was. It was, "What is more important, defense or offense?" Angervil laughing again said offense is more important than defense.

Before our interview was over Angervil had one last thing to say about his game. It was that he likes to be flashy and exciting with his play.

"I hate a boring play style. I would rather do something flashy than sit there and do box drills. I could score 10 and I still wouldn't be happy playing like that. "

So, if you come out to watch the boys play look for number 4 trying to do something flashy and then look for coach Williams, who will probably have a hand over his face.

Larson Taylor: #5 Forward

Taylor told me he started playing ball when he was in sixth grade and stuck with it because it came to him easily.

"Uhhh… I don't know. It really just came to me. I just tried out one year and I made it – so I kept going."

Taylor told me he has really come into his own this summer because of constantly working with and being around all of his teammates.

"Summer has really helped us come together as a team for the upcoming season. It's been great to build that chemistry between us by being around each other more," Taylor said.

I asked how he felt about his new role on the team as a leader and not just a player and Taylor was a bit hesitant but ready for the challenge and the opportunity.

"I mean I don't know. It does feel kind of different. There's a lot of responsibility that comes with it and you have to really be on the same page because this is us, it's our time. We got to be on point because our teammates follow our lead."

Larson told me the most important qualities in a leader are a voice that others will listen to and respect, but most of all their actions on and off the court.

When talking about personal and team goals,

See FORWARDS Page 3B

CITY OF APOPKA
PUBLIC HEARING NOTICE
FUTURE LAND USE AMENDMENT AND CHANGE OF ZONING

NOTICE is hereby given pursuant to Secs. 163.3184 and 166.041(3)(a), Florida Statutes and the Apopka Code of Ordinances, Part III, Land Development Code, Article II, Section 2.4.7.B, that **Thomas Skelton** has made application relating to the following described property.

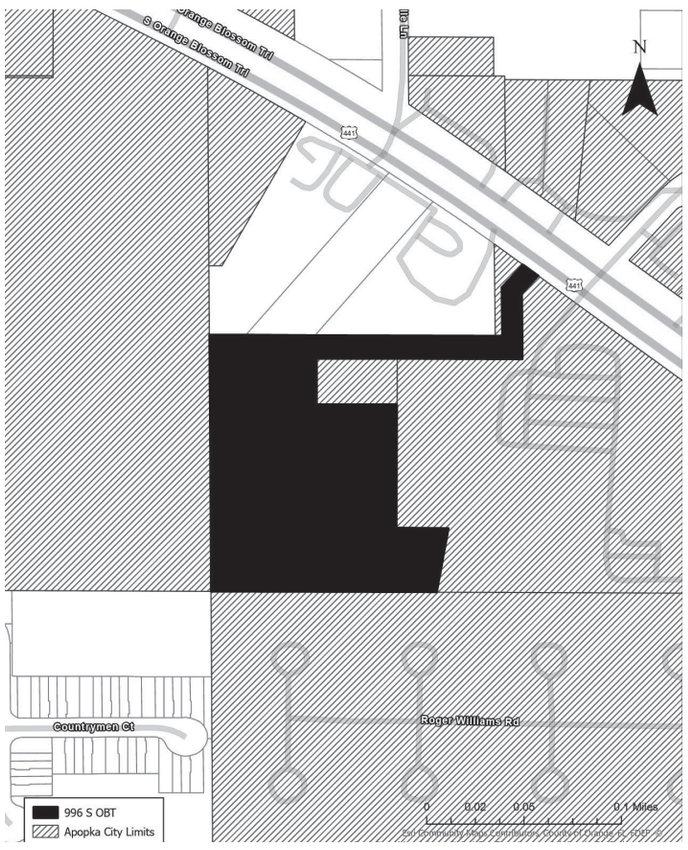
ORDINANCE NO. 3064

AN ORDINANCE OF THE CITY OF APOPKA, FLORIDA, CHANGING THE FUTURE LAND USE FROM RESIDENTIAL MEDIUM AND COMMERCIAL TO INSTITUTIONAL/PUBLIC USE, FOR CERTAIN REAL PROPERTIES LOCATED 996 S ORANGE BLOSSOM TRAIL AND 1000 S ORANGE BLOSSOM TRAIL; OWNED BY TRINITY BAPTIST CHURCH OF APOPKA, INC COMPRISING 6.99 ACRES, MORE OR LESS; PROVIDING FOR SEVERABILITY, CONFLICTS, AND AN EFFECTIVE DATE.

and

ORDINANCE NO. 3065

AN ORDINANCE OF THE CITY OF APOPKA, FLORIDA, CHANGING THE ZONING FROM RSF-1B (RESIDENTIAL SINGLE-FAMILY—LARGE LOT) AND C-C (COMMUNITY COMMERCIAL) TO O (OFFICE), FOR CERTAIN REAL PROPERTIES LOCATED 996 S ORANGE BLOSSOM TRAIL AND 1000 S ORANGE BLOSSOM TRAIL; OWNED BY TRINITY BAPTIST CHURCH OF APOPKA, INC COMPRISING 6.99 ACRES, MORE OR LESS; PROVIDING FOR SEVERABILITY, CONFLICTS, AND AN EFFECTIVE DATE.



Parcel Identification Number(s): 14-21-28-0000-00-044, 14-21-28-0000-00-054, 14-21-28-0000-00-116
Contains: 6.99 +/- Acres

Notice is given that the **City of Apopka Planning Commission** will hold a public hearing at its regularly scheduled meeting in the City Council Chambers of the Apopka City Hall, 120 E. Main Street, Apopka, Florida on **Tuesday, July 9, 2024 beginning at 5:00 P.M.**, or as soon thereafter as possible.

FURTHER NOTICE is given that a public hearing for **Ordinance Number 3064 and 3065** will be held 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, August 7, 2024 beginning at 1:30 P.M.**

Affected parties and the public may appear at the above listed hearings to speak. The proposed Rezoning Application can be inspected at the Apopka Community Development Department located at Apopka City Hall on weekdays between the hours of 8:00 a.m. and 4:30 p.m. City Hall address shown below. 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

June 28, 2024

Publish: The Apopka Chief **176873**

Need to send or receive a FAX?
Use our fax:
407-889-4121*
*There is a small fee for this service.
Apopka Office Supply
400 N. Park Ave.,
Apopka, FL 32712
AOS
407-889-4455

City of Apopka
CITY COUNCIL STAFF REPORT

Section: PUBLIC HEARINGS/ORDINANCES/RESOLUTION (Action Item)
Item #: 5.
Meeting Date: August 7, 2024
Department: Community Development

SUBJECT:
Ordinance No. 3064 - First Reading - Small-Scale Future Land Use Amendment – 996 S. Orange Blossom Trail

REQUEST:
Accept the first reading of Ordinance Number 3064 and hold it over for the second reading and adoption on August 21, 2024.

SUMMARY:
Owner(s): Trinity Baptist Church of Apopka, Inc.
Applicant: Thomas Skelton
Parcel Identification Number(s): 14-21-28-0000-00-054, 14-21-28-0000-00-044, 14-21-28-0000-00-116
Location: 996 S. Orange Blossom Trail, 1000 S. Orange Blossom Trail
Existing Future Land Use: Residential Medium, Commercial
Proposed Future Land Use: Institutional/Public Use
Existing Use(s): Vacant, Residential
Existing Zoning: C-C (Community Commercial), RSF-1B (Residential Single-Family-Large Lot)
Tract Size: 6.99 +/- Acres

Direction	Future Land Use	Zoning	Present Use
North	“County” Commercial	“County” C-2	Commercial
East	Institutional/Public Use	O (Office)	Place of Worship
South	Residential Low	MHP (Mobile Home Park)	Residential
West	Commercial	C-C (Community Commercial)	Place of Worship

PROJECT SUMMARY:
The subject property, which is approximately 6.99 acres in size, is located at 996 S. Orange Blossom Trail and 1000 S. Orange Blossom Trail. The applicant is requesting the amendment of the Future Land Use of these properties for the potential development of a place of worship to expand their current use of the church located at 1022 S. Orange Blossom Trail, owned by the same owner. The applicant’s proposed amendment of the Future Land Use for the use of a place of worship is allowed by the Comprehensive Plan and is consistent and comparable with the uses of surrounding properties.

Land Development Code Section 2.5.1.D.3 requires the Council to weigh the relevance of and consider whether and the extent to which the proposed amendment:
a. Is consistent with and furthers the goals, objectives and policies of the comprehensive plan and other adopted City plans;
• Applicant’s response: This request consists of a change in the Zoning and Future Land Use to allow the use that is existing on the owner’s property. Therefore, it is consistent with the City’s Comprehensive Plan.

- Staff response: Staff has no objection.

b. Is in conflict with any provisions of the LDC;
- Applicant's response: This request will not create any conflicts with any provisions of the City's LDC. No variances or waivers are needed to allow the planned use of the property.
- Staff response: Staff has no objection.

c. Addresses a demonstrated community need;
- Applicant's response: The proposed use of the property is an expansion of the existing use and will include religious, educational, recreational and community activities.
- Staff response: Staff has no objection.

d. Is required by changed conditions;
- Applicant's response: The existing zoning and land use of the original property was previously changed to allow those uses. The property included in the application requires the same changes.
- Staff response: Staff has no objection.

e. Is compatible with existing and proposed uses surrounding the subject land, and is the appropriate zoning district for the land;
- Applicant's response: The change would be more compatible with the existing use of the parent property than the present zoning and land use classifications. It is also compatible with the uses adjacent and nearby.
- Staff response: Staff has no objection.

f. Would result in a logical and orderly development pattern;
- Applicant's response: This is an expansion of the present use of the parent property.
- Staff response: Staff has no objection.

g. Would not result in significant adverse impacts on the natural environment—including, but not limited to, water, air, noise, stormwater management, wildlife, vegetation, wetlands, and the natural functioning of the environment; and
- Applicant's response: The proposed use of the property is an expansion of the present use of the parent property. This use has very low impacts on the natural environment and is more compatible to the natural environment than what the current zoning and land use classifications.
- Staff response: Staff has no objection.

h. Would result in development that is adequately served by public facilities (e.g., streets, potable water, sewerage, stormwater management, solid waste collection and disposal, schools, parks, police, and fire and emergency medical facilities).
- Applicant's response: This change will have a minimal impact to the current availability of public facilities. The use will have low impacts to traffic, utilities, stormwater and solid waste. The use will include on-site schools and parks.
- Staff response: Staff has no objection.

ORANGE COUNTY NOTIFICATION:
The JPA (Joint Planning Agreement) requires the City to notify the County 30 days before any public hearing or advisory board. The City notified Orange County on May 31, 2024.

PUBLIC HEARING SCHEDULE:
July 9, 2024 – Planning Commission (5:00 P.M.)
August 7, 2024 – City Council (1:30 P.M.), First Reading
August 21, 2024 – City Council (7:00 P.M.), Second Reading and Adoption

DULY ADVERTISED:
June 28, 2024 – Apopka Chief
June 18, 2024 – Mailed notices to adjacent property owners
June 19, 2024 – Posters placed on property

LAND USE REPORT:
I. Relationship of adjacent properties

Direction	Future Land Use	Zoning	Present Use
North	“County” Commercial	“County” C-2	Commercial
East	Institutional/Public Use	O (Office)	Place of Worship
South	Residential Low	MHP (Mobile Home Park)	Residential
West	Commercial	C-C (Community Commercial)	Place of Worship

II. Land Use Analysis

The subject property is located in the Eastern portion of the Joint Planning Area. The property is surrounded by commercial, institutional, and residential uses. The land use of the property on the East is Institutional use, which is consistent with the proposed land use of the subject property, the land use of the property on the West has commercial use that is currently used for a place of worship, and the land use of the property on the South is residential for low density, which would be consistent with its adjacent property, as well as the Comprehensive Plan policies, Development Design Guidelines, and the Land Development Code.

The property is approximately 6.99 acres in size and not located in the following areas:
- Wekiva Parkway Interchange Vision Plan Area: No
- Wekiva River Protection Area: No
- Area of Critical State Concern: No

JPA: The City of Apopka and Orange County entered into a Joint Planning Area (JPA) agreement on October 26, 2004. The proposed Small-Scale Future Land Use Amendment request for a change from Residential Medium and Commercial to Office is consistent with the terms of the JPA (Second Amendment).

City of Apopka Comprehensive Plan Policies:
Future Land Use Element:
Policy 3.1.p
Institutional/Public Use
Primary uses shall include public buildings and facilities. Existing public buildings and facilities and public education sites may be designated as institutional on the FLUM. The maximum floor area ratio allowed in the Institutional/Public Use category shall be 0.30 for single story buildings and 0.50 for multi-story buildings.

Transportation Element: Policies 1.1 and 1.2 state that the City of Apopka is a Transportation Concurrency Exception Area.

Infrastructure Element: Policies 1.1.1, 2.1.1 and 5.1.2 state the minimum levels of service for the City’s wastewater and water systems as well as the City’s solid waste collection service.

Conservation Element: A habitat study will not be required as the development is less than ten (10) acres.

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

FUNDING SOURCE:
N/A

RECOMMENDED MOTION:
Development Review Committee (DRC):
Recommends approval of the Change in Future Land Use designation from Residential Medium and Commercial to Institutional/Public Use, finding the proposed amendment consistent with the Comprehensive Plan and Land Development Code, and compatible with the character of the surrounding areas, based on the findings and facts presented in the staff report and exhibits.

Planning Commission:

At its meeting on July 9, 2024, the Planning Commission found the proposed Change in Future Land Use designation from Residential Medium and Commercial to Institutional/Public Use, consistent with the Comprehensive Plan and Land Development Code, and compatible with the character of the surrounding areas, and unanimously recommended approval of the Future Land Use Amendment, based on the findings and facts presented in the staff report and exhibits.

Recommended Motion – City Council:
Accept the first reading of Ordinance Number 3064 and hold it over for second reading and adoption on August 21, 2024, or soon thereafter.

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

ATTACHMENTS:
1. Ordinance Number 3064
2. 996 S OBT Maps
3. Ads 06282024 - RZ_FLU

ORDINANCE NO. 3064

AN ORDINANCE OF THE CITY OF APOPKA, FLORIDA, AMENDING THE FUTURE LAND USE ELEMENT OF THE APOPKA COMPREHENSIVE PLAN OF THE CITY OF APOPKA; CHANGING THE FUTURE LAND USE DESIGNATION FROM RESIDENTIAL MEDIUM AND COMMERCIAL TO INSTITUTIONAL/PUBLIC FOR PROPERTIES LOCATED AT 996 S. ORANGE BLOSSOM TRAIL AND 1000 S. ORANGE BLOSSOM TRAIL; OWNED BY TRINITY BAPTIST CHURCH OF APOPKA, INC., COMPRISING 6.99 ACRES MORE OR LESS; PROVIDING FOR SEVERABILITY, CONFLICTS, AND AN EFFECTIVE DATE.

WHEREAS, the City Council of the City of Apopka adopted the City's Comprehensive Plan by Ordinance No. 653 on October 2, 1991, in accordance with the laws of the State of Florida; and

WHEREAS, the City of Apopka is committed to planning and managing the future growth and development of the City; and

WHEREAS, the City Council of the City of Apopka has the authority to amend its Comprehensive Plan pursuant to Chapter 163, *Florida Statutes*; and

WHEREAS, the City of Apopka Planning Commission held a public hearing on August 7, 2024, to consider this small-scale amendment to the Future Land Use Map of the Comprehensive Plan and determined that this amendment is internally consistent with the City's Comprehensive Plan; and

WHEREAS, the City Council of the City of Apopka held public hearings to consider this amendment, with due public notice having been provided, to obtain public comment, and considered all written and oral comments received during public hearings, including support documents; and

WHEREAS, the City of Apopka has complied with all requirements and procedures of Florida law in processing this small-scale amendment to the City's Comprehensive Plan; and

WHEREAS, the City Council of the City of Apopka hereby finds and determines that this amendment is internally consistent with the City's Comprehensive Plan.

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 Community Planning Act. The City of Apopka

has complied with all requirements of Florida Law in processing this ordinance. The recitals set forth above recitals are hereby adopted.

Section II. Future Land Use Map Amendment. Page 1-32 (Map 1-6) of the Future Land Use Element of the City of Apopka Comprehensive Plan, is hereby amended to change the land use from residential medium and commercial to institutional/public for certain real property generally located South of Orange Blossom Trail and East of Sheeler Ave, comprising 6.99 acres more or less; as shown and further described in Exhibit "A" attached hereto.

Section III. Applicability and Effect. The applicability and effect of the City of Apopka Comprehensive Plan shall be as provided by the Community Planning Act as set forth in Chapter 163, *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. Conflicts. All Ordinances or parts of Ordinances in conflict with any of the provisions of this Ordinance are hereby repealed**.**

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 with applicable law.

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

READ FIRST TIME: August 7, 2024

READ SECOND TIME AND ADOPTED: August 21, 2024

ATTEST:

_____ _____

Susan Bone, City Clerk Bryan Nelson, Mayor

Approved as to form and legal sufficiency:

_____

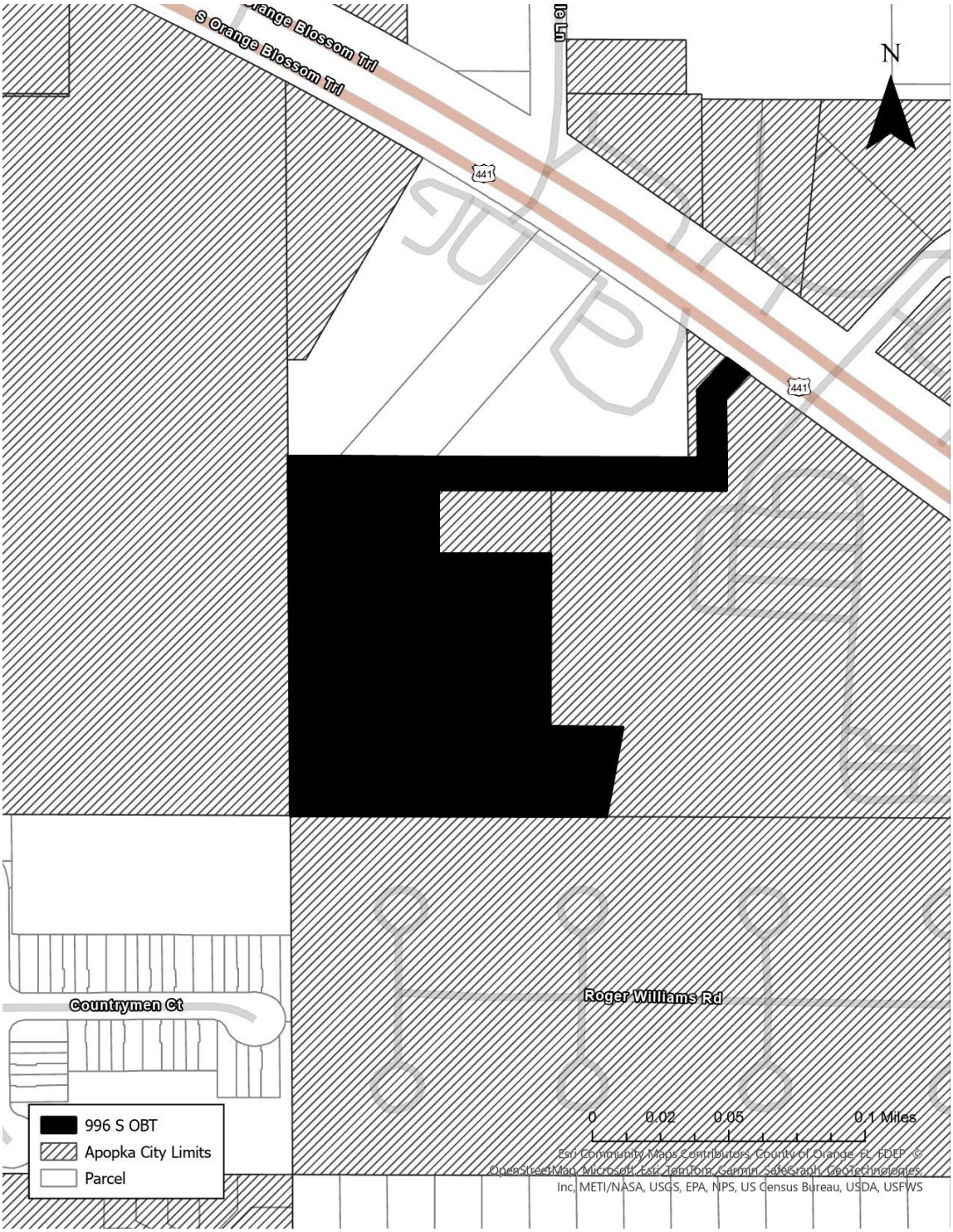
Clifford B. Shepard, City Attorney

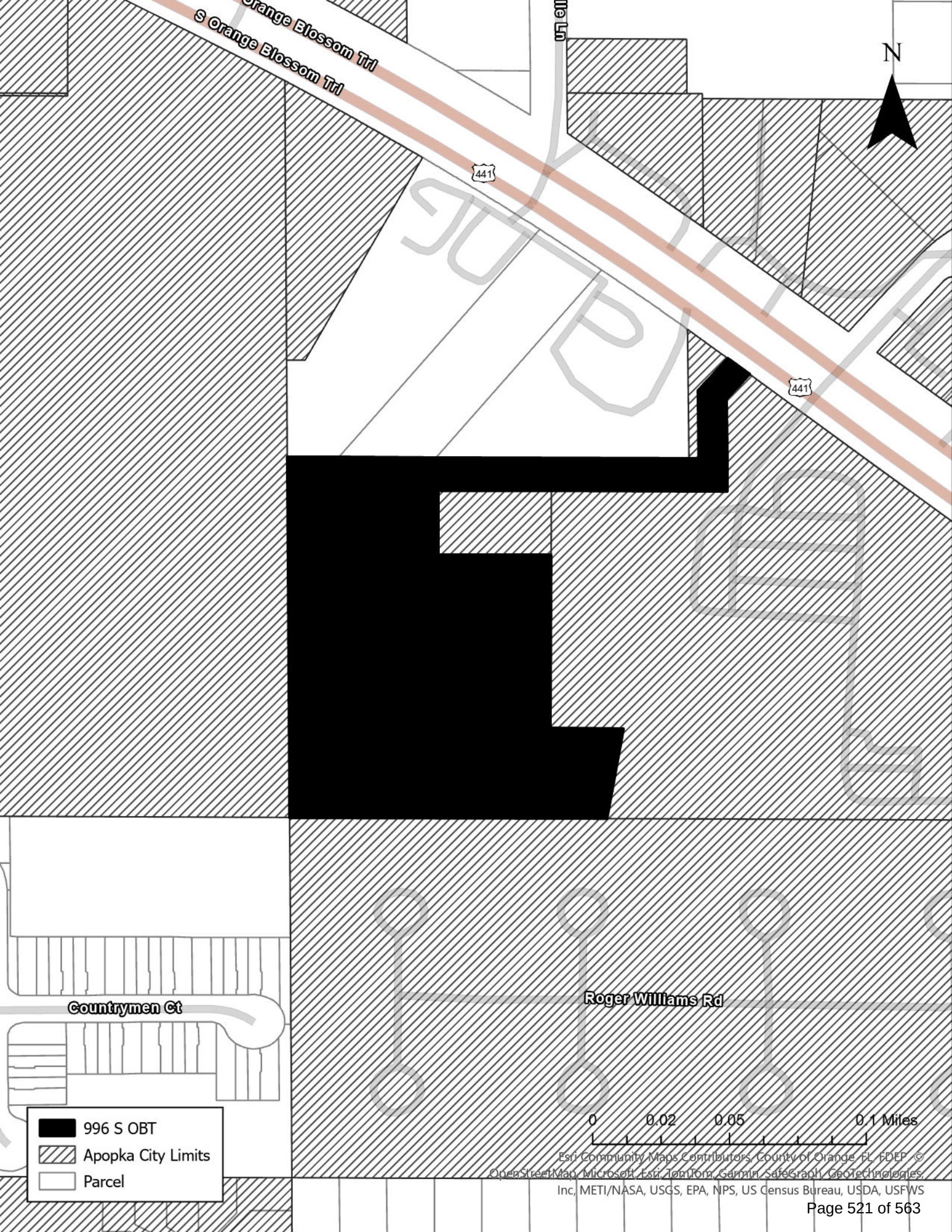
DULY ADVERTISED FOR PUBLIC HEARING: June 28, 2024

1

EXHIBIT "A"
Parcel Identification Number(s): 14-21-28-0000-00-054, 14-21-28-0000-00-044, 14-21-28-0000-00-116

Location Map

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Apopka City Limits
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Esri Community Maps Contributors, County of Orange FL, FDEP, © OpenStreetMap, Microsoft, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS


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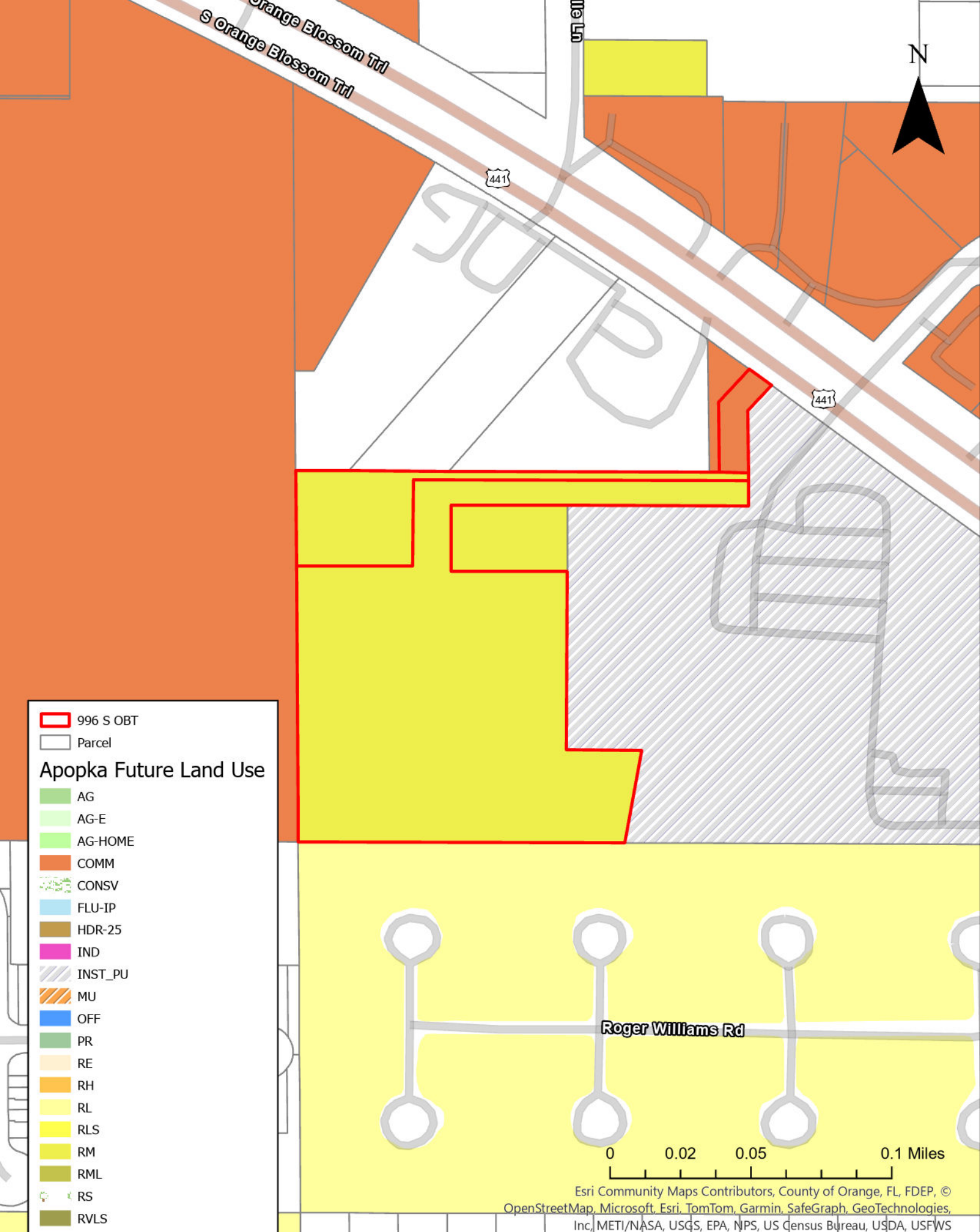
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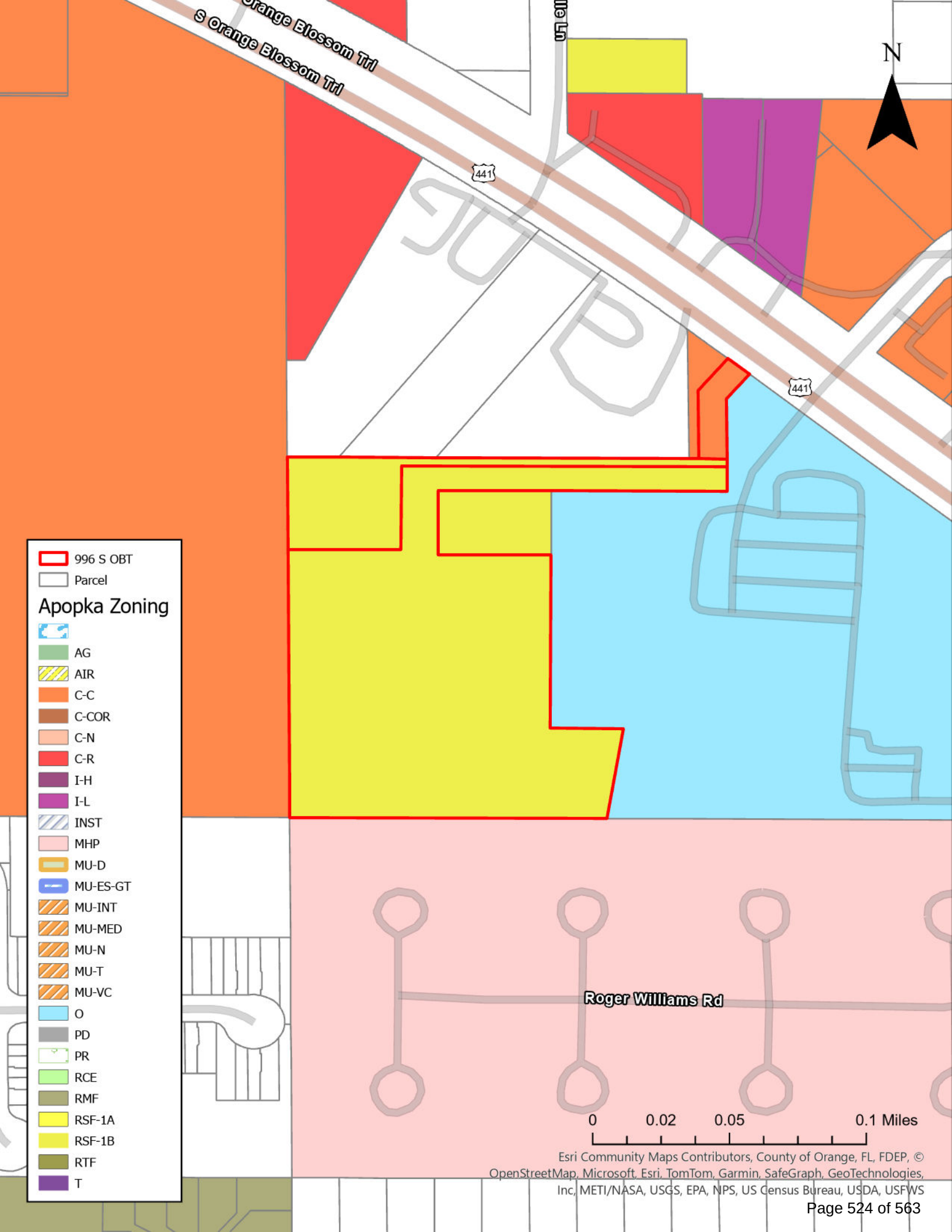
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Esri Community Maps Contributors, County of Orange, FL, FDEP, © OpenStreetMap, Microsoft, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS

Trafficking: Strike Team is necessary

Continued from page 2A

of sex trafficking was to enhance criminal penalties "against people who are buying and forcing sex on and raping women." Another is to create a civil penalty to enable victims "to easily sue" their abusers, he said. "If we take away the livelihoods of the people buying and forcing sex on victims, take their houses, cars, … it will set a tone. Just like everything else we do in Florida, we will protect people."

AG Moody said, "Biden's border crisis is emboldening transnational criminal organizations, and as a result, we are seeing horrific human trafficking cases right here in Florida. The disturbing facts of this case highlight the need for our new statewide Strike Team, and demonstrate how this expert team of investigators, prosecutors, analysts, and victims' advocates can help coordinate efforts to take down trafficking operations and rescue victims."

See TRAFFICKING Page 7A

Byrd: K8 school is great example

Continued from page 2A

schools were planned and built within the district. I asked community members to write letters and worked with the city council to also advocate with me.

In 2019, six months after my election, I was happy to announce that there would be a relief school opening in 2022, not 2026. Best of all, I asked the district to make it a K8 school so it could relieve both schools.

In 2022, Kelly Park School opened well under capacity and has been a crown jewel of our community since its opening, even earning an "A" grade from the state its first year. I am very pleased to say that all the portables have now been moved off of the Wolf Lake campuses.

Then the pandemic hit. I can honestly say that is not something I ever expected to experience as a school board member, nor do I ever want to again. It was an extremely challenging time made more difficult by the high level of emotions of everyone involved. Our meetings went on for hours as the public shared their thoughts over re-opening, masks, online learning and testing requirements.

Making those decisions during that time was among the most difficult things I had to do in my life as I had so many things to consider. Not just education decisions, but I had to worry about the health and safety of our students, staff and the larger community as a whole.

We made it through and have spent the past few years continuing to recuperate from that time. Our students and schools are finally starting to bounce back. Our recent graduates started high school in a half-virtual, half-in-person setting. Next year's graduates will be the first class since before the pandemic to have a normal high school experience.

There were other positives like fulfilling a promise to the community to see the adult education center open across from Wheatley Elementary School. That project took several hits during my first few years in office, but I'm pleased to say the Orange Technical College-Apopka Campus opened this past year. The campus is currently offering English classes and GED classes and is serving a large number of students.

I'm also very proud to have assisted Wekiva High School in attaining magnet status of the Wekiva Culinary Magnet Program. In the three short years that

See BYRD Page 7A

Moore: 3 choices for homeless camps

Continued from page 2A

camps. This "book report" will discuss this method of dealing with homeless persons and make recommendations for more productive strategies.

"Local governments have essentially three choices in responding to the presence of homeless encampments."

1. They can adopt a law enforcement approach forcing individuals to move their camps on pain of arrest for trespassing.

This method does not solve the problem of people without homes, and a recent court decision limits the ability of government to pursue it unless there is adequate space in a shelter. We have read about this in the case of Altamonte Springs.

2. A municipality can adopt an "out of sight, out of mind" approach designating a specified area where homeless individuals are permitted to camp. The article delineates several examples of this from Gainesville. The camps can be a petri dish for crime, drug abuse, sexual abuse, and more.

The cost of law enforcement daily trips to referee are also substantial. This is the process the legislature is currently proposing.

3. The third approach is a housing engagement approach designed to get people out of homelessness and into housing. It substantially reduces the hidden costs of tent cities, encampments, and promotes a pro-social, well-regulated environment. However, it takes a truly organized commitment from local government.

If I can find the time to write more about the Gainesville camps examples, I will. I currently believe we need to fund the capital costs for a shelter replete with the HSN management systems, and require the three new approved affordable housing projects in northwest Orange County to take a number of these homeless individuals into rentals. If we begin to take in more than our fair share of these families from nearby counties and jurisdictions, we can always resort to choice number one: the police or sheriff taking them back to their jurisdiction.

I do believe we can manage to find some affordable housing options. Most of the homeless have some sort of funding, albeit Medicaid, Medicare, or Disability.

I'm terribly concerned when we see one-third of the homeless in our area being women with young children. The cost of doing nothing is too great and with the state legislature knocking at our door of establishing "camps," building a shelter and finding housing options sure seems superior.

I would love to hear your thoughts.

Hayden: Do not legalize marijuana

Continued from page 2A

and say, "STOP." Why do we need to offer more and more ways to stupefy ourselves and become slaves to whatever the next high is? Remember the restrictions placed on alcohol, tobacco, vaping, and other forms of adult usage drugs? How well did those restrictions work out? Those restrictions are as useless as teats on a boar hog! We have multitudes of young people using all those so-called "adults only" forms of detachment from "life's burdens." Those "life's burdens" are not a life sentence, but a guide into the future by learning from them.

We (sounds more like me than you) need to stop this idiotic notion that allowing more freedom to enslave ourselves only makes the government bolder, and more capable to bring us to our knees and cry out "Master, save us!" I have seen a lot of pot-induced actions that have turned out terrible. I have seen people that could not function without a shot of booze to bolster their ego. I have known people who are not ready for a social conversation until that first long drag on a cigarette, or a vape to calm their nerves. All of these are life-altering substances, and they should *not* be allowed to be promoted by others by calling it "freedom".

These drugs do not set you free; they encapsulate you into subservience, and isolate you from the rest of the world.

I know what I am talking about. I am an alcoholic, and I went through the DTs (Delirium Tremens) on what the doctors and nurses thought was my death bed after a terrible industrial accident. I know we will never be able to eradicate all the things that are detrimental to our lives and our children's lives.

I find no fault in someone having a glass of wine, or a highball, if they can handle it. They have that freedom to indulge. Same goes for smoking, or vaping outside, preferably downwind. That is their free choice, but with Marijuana, do we really want to throw another log on the fire!??

CITY OF APOPKA
PUBLIC HEARING NOTICE
FUTURE LAND USE AMENDMENT AND CHANGE OF ZONING

NOTICE is hereby given pursuant to Secs. 163.3184 and 166.041 (3)(a), Florida Statutes and the Apopka Code of Ordinances, Part III, Land Development Code, Article II, Section 2.4.7.B, that **Jose Chaves** has made application relating to the following described property.

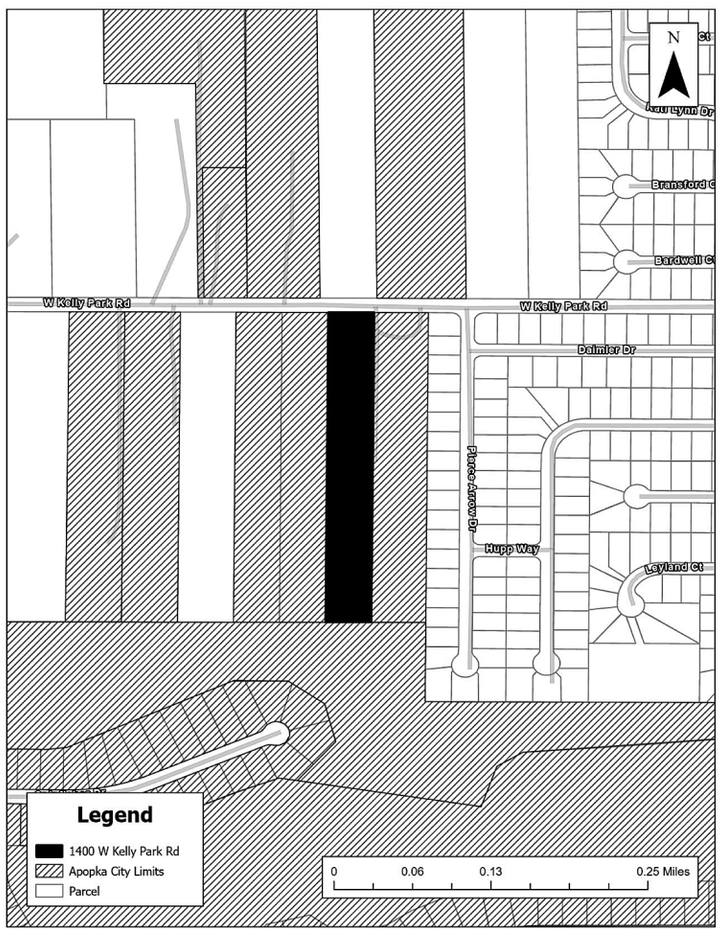
ORDINANCE NO. 3052

AN ORDINANCE OF THE CITY OF APOPKA, FLORIDA, CHANGING THE FUTURE LAND USE FROM "COUNTY" RURAL TO RVLS (RESIDENTIAL VERY LOW SUBURBAN), FOR CERTAIN REAL PROPERTY LOCATED 1400 W KELLY PARK ROAD; OWNED BY MICHAEL GENTLES COMPRISING 5.06 ACRES, MORE OR LESS; PROVIDING FOR SEVERABILITY, CONFLICTS, AND AN EFFECTIVE DATE.

and

ORDINANCE NO. 3053

AN ORDINANCE OF THE CITY OF APOPKA, FLORIDA, CHANGING THE ZONING FROM T (TRANSITION) TO RSF-1A (RESIDENTIAL SINGLE-FAMILY ESTATE), FOR CERTAIN REAL PROPERTY LOCATED 1400 W KELLY PARK ROAD; OWNED BY MICHAEL GENTLES COMPRISING 5.06 ACRES, MORE OR LESS; PROVIDING FOR SEVERABILITY, CONFLICTS, AND AN EFFECTIVE DATE.



Parcel Identification Number(s): 17-20-28-0000-00-008
Contains: 5.06 +/- Acres

Notice is given that the **City of Apopka Planning Commission** will hold a public hearing at its regularly scheduled meeting in the City Council Chambers of the Apopka City Hall, 120 E. Main Street, Apopka, Florida on **Tuesday, July 9, 2024 beginning at 5:00 P.M.**, or as soon thereafter as possible.

FURTHER NOTICE is given that a public hearing for **Ordinance Number 3052 and 3053** will be held 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, August 7, 2024 beginning at 1:30 P.M.**

Affected parties and the public may appear at the above listed hearings to speak. The proposed Rezoning Application can be inspected at the Apopka Community Development Department located at Apopka City Hall on weekdays between the hours of 8:00 a.m. and 4:30 p.m. City Hall address shown below. 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
June 28, 2024 Community Development Department

Publish: The Apopka Chief **176872**

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

Police Beat

If a law enforcement agency charges you with a crime and this paper reports that information, please notify us within 90 days if the charge is dropped, or if you are found not guilty by the court. After verifying the information, we will be happy to publish it. Please send notification to *The Apopka Chief, P.O. Box 880, Apopka, 32704-0880.*

In the period from June 16-22, the Apopka Police Department received 1,717 calls for service, responded to 40 crashes, issued 30 citations, and made 18 arrests. Juveniles were charged with battery-touch or strike; burglary -unoccupied conveyance unarmed; larceny-grand theft $10,000 less than $20,000; damage property-criminal mischief $200 and under; larceny-other theft; resist officer-obstruct without violence.

The following adults were arrested and charged:

Michael Justin Aldridge, 33, 344 Winding Cove Ave., Apopka, resist officer-obstruct without violence.

Nikyta Amber Barber, 36, confidential, Apopka, battery-touch or strike.

Master Muhammad Na'im Bilal, 70, 3512 Marsell Rd., Zellwood, drugs-possession with intent to sell/manufacture/deliver controlled substance (methamphetamine); drugs-possession with intent to sell/manufacture/deliver controlled substance (cocaine); drug equipment-possession use, possible manufacturer paraphernalia to transport drugs.

Diane Ann Bledsoe, 51, 45 E. 13th St., Apopka, other agency warrant.

Sakeinah Alisha Burgess, 33, transient, Apopka, drugs-possession of controlled substance without prescription.

Edelmiro Castillo, 47, confidential, Apopka, aggravated battery on pregnant victim; battery-commit domestic battery by strangulation.

Aric Barnard Cooksey, 47, 1843 Daffodil Ave., Apopka, out-of-county warrant (X2).

Adrian Delgado-Reyes, 27, 1737 Palmerston Cir., Ocoee, drug equipment-possession drug paraphernalia advertise; drugs-possession of controlled substance without prescription.

Jerry Eugene Fraley, 52, 4027 Lenox Blvd., Orlando, other agency warrant.

Norman Gregory Gable, 62, 128 Shorthorn Dr., Apopka, municipal ordinance violation

Alexander Paul Goodrum, 31, confidential, Apopka, battery-touch or strike (domestic violence).

Joseph Ettiene Guillite, 42, confidential, Apopka, battery-touch or strike.

Felix Lisboa, 51, PO Box 164126, Altamonte Springs, battery-touch or strike.

Herbert Leegregory Neal, 43, 402 Campus View Dr., Orlando, resist officer-obstruct without violence; moving traffic violation-driving while license suspended, revocation equivalent status.

Cyd Chetram Paul, 67, confidential, Apopka, battery-touch or strike.

Jaime Alejandro Rivera-Hernandez, 26, 2313 Rock Springs Rd., Apopka, other agency warrant (X3); cocaine-possession of cocaine; drugs-possession of controlled substance without prescription.

Jay Andrew Rodriguez-Garcia, 20, 208 E. 11th St., Apopka, damage property-criminal mischief $1,000 or more; larceny-grand theft $5,000 less than $10,000; burglary-unoccupied structure unarmed.

Tabbitha Lynn Sanders, 40, 3160 Council Oak Way #108, Apopka, battery on law enforcement officer; resist officer with violence.

Hebb & Kraine catch five bass weighing in at 23.05 pounds



Jim Keck
Goin' Fishin'

Hello Folks,

We are still gettin' a few drops here and there, so I'm very thankful we are gettin' some rain. I hope you had a great weekend and hopefully you got a chance to do some fishin'.

Kyle at Bitter's Bait & Tackle reports that the bluegill and shellcracker season has completed. Folks took advantage of last week's full moon to get in on the last of the bluegills. I'm sure there may be a few stragglers around, but most of the panfish are through beddin' for this year.

The bass fishin' on the Harris Chain hasn't been too bad lately. The X-treme Bass Series held a tournament on the chain last weekend and the team of Kim Hebb and John Kraine brought 5 bass to the scales that weighed in at 23.05 pounds. They also had a big bass in their sack that weighed in at 8.50 pounds. The team of Eric Krause and James Kendrick had the biggest bass that weighed 8.51 pounds. Can you imagine losin' the big bass pot by .01 tenth of an ounce? The big bass pot was worth $240 dollars.

Kyle also reports that the bass fishin' on the Mait land Chain has been pretty good. Folks are fishin' the chain early mornin' or late evenin'. Most of the bass are bein' caught around the submerged hydrilla and eel-grass beds. You can rip a lipless crank-bait through the grass for some good results, or fish plastic worms in the grass as well.

The Butler Chain has been good for catchin' keeper-size bass. You can also catch some schoolers when they come up around the boat. Try usin' a noisy top-water bait or a chatter-bait when they come up. With these hot days, you may need to fish a little deeper around the submerged pepper grass beds. The grass provides some shade for the bass and the water is a little cooler. It's that time of year when you need to slow down your retrieve, especially if you are fishin' plastic worms or slow-sinkin' Senko type baits. The bass need time to make up their mind if they are goin' to bite, or not.

My fishin' buddy Rick is probably the best at this as anyone. Rick picks a spot, and casts to it. Then he lets his worm just lay there until he moves it, or a bass picks it up and starts to swim off with his worm. Back in the day, we called it "Dead Stickin'."

Kyle also reports that the bass fishin' on West Lake Toho has been pretty good even after the sprayin' they did last week. Like I mentioned last week, I hope they didn't kill all the grass on the South end of the lake. They have been gettin' some rain down on Toho but they are lettin' water out to go south through the locks. The water is still low on Toho, so don't get your boat bottomed out, or you might have to get out and push it off the bottom.

Well folks, that's it for this week.

I hope you have a great week, and I'll see ya on the water real soon.

Tip of the week: Early or late

Save a few and good luck!

Forwards: Angervil has the same goals as the rest of the seniors

Continued from page 1B

most important qualities in a leader are patience and the ability to be calm in any situation.

Angervil and all of the other seniors really have the same goal as a team – make it to Lakeland and be in the fight for the FHSAA State Championship. But each one of them has separate personal goals for the next few months.

"Our team goal is to make it to Lakeland and have a great record. My personal goal is to get my name and Apopka's name out there and bring excitement to Apopka," said Angervil.

Right now, Angervil is focused on improving his conditioning and his athleticism as he says those are the parts of his game that are lacking but he's also focused on his finesse and finishing at the rim. I also asked him if he prefers to shoot from the field or finish at the rim to which he gave a funny response that coach Scott Williams probably doesn't want to hear.

"Finish at the rim… Nah I mean honestly; I want to shoot the ball. I just want to shoot the ball," Angervil said while he and Jermichael Johnson laughed.

He then told me his go-to move to get a bucket right now is a hop-step to the other side of where his opponent's feet are facing.

On defense, Angervil is always and only thinking about staying between his man and the basket but he still needs to work on his discipline in the paint. This ties into what Angervil said is the best advice he's gotten about basketball which is to be patient.

"The game becomes easier when you slow it down for yourself."

Angervil says he sees his role as the leader and the energy guy. He said as a senior that he wants to be a leader on and off the court.

We took a second to talk about last season's highs and lows where he and a lot of his teammates shared the same sentiments. He said the high was making it to playoffs through the adversity the team faced last year with their less-than-spectacular record. But the lows were losing games that he and the team feel like they shouldn't have lost.

I asked him why he thinks the team lost those games last year and he said that the team didn't care enough but that that was going to change this year.

"We just didn't care enough. This year we want to care more and leave everything on the court every game. Last year we left stuff on the court that we should've never left."

Angervil said he's learned a lot over his years on the team and that he will bring that with him as a leader.

"I learned to always stay calm no matter that situation and to never give up until the clock hits zero."

One of my last questions was a fun one to see what kind of players each of the seniors was. It was, "What is more important, defense or offense?" Angervil laughing again said offense is more important than defense.

Before our interview was over Angervil had one last thing to say about his game. It was that he likes to be flashy and exciting with his play.

"I hate a boring play style. I would rather do something flashy than sit there and do box drills. I could score 10 and I still wouldn't be happy playing like that. "

So, if you come out to watch the boys play look for number 4 trying to do something flashy and then look for coach Williams, who will probably have a hand over his face.

Larson Taylor: #5 Forward

Taylor told me he started playing ball when he was in sixth grade and stuck with it because it came to him easily.

"Uhhh… I don't know. It really just came to me. I just tried out one year and I made it – so I kept going."

Taylor told me he has really come into his own this summer because of constantly working with and being around all of his teammates.

"Summer has really helped us come together as a team for the upcoming season. It's been great to build that chemistry between us by being around each other more," Taylor said.

I asked how he felt about his new role on the team as a leader and not just a player and Taylor was a bit hesitant but ready for the challenge and the opportunity.

"I mean I don't know. It does feel kind of different. There's a lot of responsibility that comes with it and you have to really be on the same page because this is us, it's our time. We got to be on point because our teammates follow our lead."

Larson told me the most important qualities in a leader are a voice that others will listen to and respect, but most of all their actions on and off the court.

When talking about personal and team goals,

See FORWARDS Page 3B

CITY OF APOPKA
PUBLIC HEARING NOTICE
FUTURE LAND USE AMENDMENT AND CHANGE OF ZONING

NOTICE is hereby given pursuant to Secs. 163.3184 and 166.041(3)(a), Florida Statutes and the Apopka Code of Ordinances, Part III, Land Development Code, Article II, Section 2.4.7.B, that **Thomas Skelton** has made application relating to the following described property.

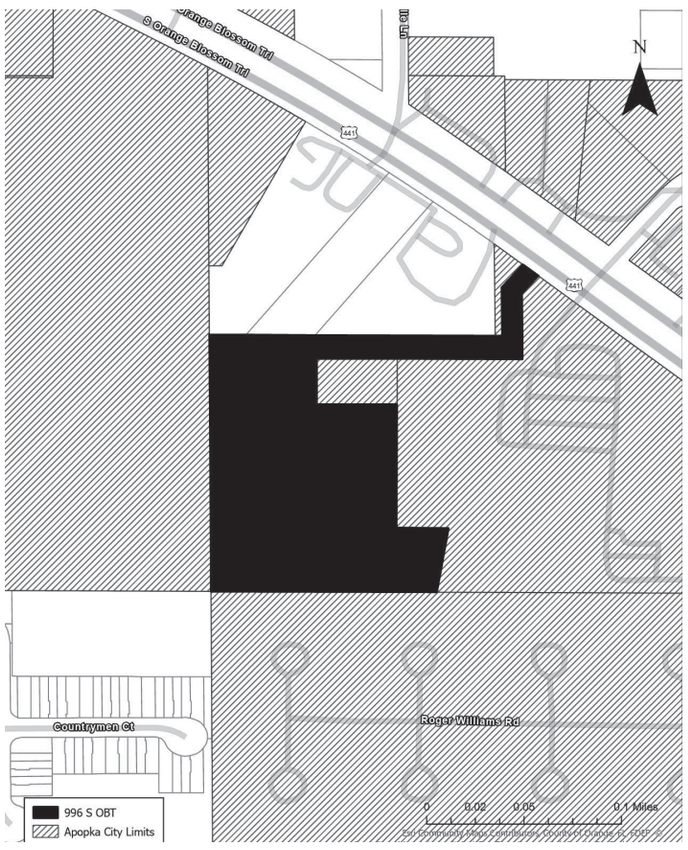
ORDINANCE NO. 3064

AN ORDINANCE OF THE CITY OF APOPKA, FLORIDA, CHANGING THE FUTURE LAND USE FROM RESIDENTIAL MEDIUM AND COMMERCIAL TO INSTITUTIONAL/PUBLIC USE, FOR CERTAIN REAL PROPERTIES LOCATED 996 S ORANGE BLOSSOM TRAIL AND 1000 S ORANGE BLOSSOM TRAIL; OWNED BY TRINITY BAPTIST CHURCH OF APOPKA, INC COMPRISING 6.99 ACRES, MORE OR LESS; PROVIDING FOR SEVERABILITY, CONFLICTS, AND AN EFFECTIVE DATE.

and

ORDINANCE NO. 3065

AN ORDINANCE OF THE CITY OF APOPKA, FLORIDA, CHANGING THE ZONING FROM RSF-1B (RESIDENTIAL SINGLE-FAMILY—LARGE LOT) AND C-C (COMMUNITY COMMERCIAL) TO O (OFFICE), FOR CERTAIN REAL PROPERTIES LOCATED 996 S ORANGE BLOSSOM TRAIL AND 1000 S ORANGE BLOSSOM TRAIL; OWNED BY TRINITY BAPTIST CHURCH OF APOPKA, INC COMPRISING 6.99 ACRES, MORE OR LESS; PROVIDING FOR SEVERABILITY, CONFLICTS, AND AN EFFECTIVE DATE.



Parcel Identification Number(s): 14-21-28-0000-00-044, 14-21-28-0000-00-054, 14-21-28-0000-00-116
Contains: 6.99 +/- Acres

Notice is given that the **City of Apopka Planning Commission** will hold a public hearing at its regularly scheduled meeting in the City Council Chambers of the Apopka City Hall, 120 E. Main Street, Apopka, Florida on **Tuesday, July 9, 2024 beginning at 5:00 P.M.**, or as soon thereafter as possible.

FURTHER NOTICE is given that a public hearing for **Ordinance Number 3064 and 3065** will be held 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, August 7, 2024 beginning at 1:30 P.M.**

Affected parties and the public may appear at the above listed hearings to speak. The proposed Rezoning Application can be inspected at the Apopka Community Development Department located at Apopka City Hall on weekdays between the hours of 8:00 a.m. and 4:30 p.m. City Hall address shown below. 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

June 28, 2024

Publish: The Apopka Chief **176873**

Need to send or receive a FAX?
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407-889-4121*
*There is a small fee for this service.
Apopka Office Supply
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Apopka, FL 32712
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407-889-4455

City of Apopka
CITY COUNCIL STAFF REPORT

Section: PUBLIC HEARINGS/ORDINANCES/RESOLUTION (Action Item)
Item #: 6.
Meeting Date: August 7, 2024
Department: Community Development

SUBJECT:
Ordinance No. 3065 – First Reading - Change of Zoning – 996 S. Orange Blossom Trail

REQUEST:
Accept the first reading of Ordinance Number 3065 and hold it over for second reading and adoption.

SUMMARY:
Owner(s): Trinity Baptist Church of Apopka, Inc.
Applicant: Thomas Skelton
Parcel Identification Number(s): 14-21-28-0000-00-054, 14-21-28-0000-00-044, 14-21-28-0000-00-116
Location: 996 S. Orange Blossom Trail, 1000 S. Orange Blossom Trail
Existing Zoning: C-C (Community Commercial), RSF-1B (Residential Single-Family-Large Lot)
Proposed Zoning: O (Office)
Existing Use(s): Vacant, Residential
Existing Future Land Use: Residential Medium, Commercial
Tract Size: 6.99 +/- Acres

Direction	Future Land Use	Zoning	Present Use
North	“County” Commercial	“County” C-2	Commercial
East	Institutional/Public Use	O (Office)	Place of Worship
South	Residential Low	MHP (Mobile Home Park)	Residential
West	Commercial	C-C (Community Commercial)	Place of Worship

PROJECT SUMMARY:
The subject properties, which is approximately 6.99 acres in size, are located at 996 S. Orange Blossom Trail and 1000 S. Orange Blossom Trail. The applicant is requesting the rezoning of the property for the potential development of a place of worship to expand their current use of the church located at 1022 S. Orange Blossom Trail, owned by the same owner. The applicant’s proposed use of a place of worship is permitted use in the Office zoning district per Land Development Code Table 4.2.2.C.

Land Development Code Section 10.3.1.E.2 defines ‘Place of Worship’ as follows: a structure, together with its accessory buildings and uses, where people regularly assemble to conduct religious worship, ceremonies, rituals, and related education. It also states that a place of worship may include other uses that generally exist as principal uses—e.g., day care center, school, or recreational facility, and such uses are treated as principal uses and subject to the standards and limitations applicable to such uses.

Land Development Code Section 2.5.1.D.3 requires the Council to weigh the relevance of and consider whether and the extent to which the proposed amendment:

a. Is consistent with and furthers the goals, objectives and policies of the comprehensive plan and other adopted City plans;
- Applicant's response: This request consists of a change in the Zoning and Future Land Use to allow the use that is existing on the owner's property. Therefore, it is consistent with the City's Comprehensive Plan.
- Staff response: Staff has no objection.

b. Is in conflict with any provisions of the LDC;
- Applicant's response: This request will not create any conflicts with any provisions of the City's LDC. No variances or waivers are needed to allow the planned use of the property.
- Staff response: Staff has no objection.

c. Addresses a demonstrated community need;
- Applicant's response: The proposed use of the property is an expansion of the existing use and will include religious, educational, recreational and community activities.
- Staff response: Staff has no objection.

d. Is required by changed conditions;
- Applicant's response: The existing zoning and land use of the original property was previously changed to allow those uses. The property included in the application requires the same changes.
- Staff response: Staff has no objection.

e. Is compatible with existing and proposed uses surrounding the subject land, and is the appropriate zoning district for the land;
- Applicant's response: The change would be more compatible with the existing use of the parent property than the present zoning and land use classifications. It is also compatible with the uses adjacent and nearby.
- Staff response: Staff has no objection.

f. Would result in a logical and orderly development pattern;
- Applicant's response: This is an expansion of the present use of the parent property.
- Staff response: Staff has no objection.

g. Would not result in significant adverse impacts on the natural environment—including, but not limited to, water, air, noise, stormwater management, wildlife, vegetation, wetlands, and the natural functioning of the environment; and
- Applicant's response: The proposed use of the property is an expansion of the present use of the parent property. This use has very low impacts on the natural environment and is more compatible to the natural environment than what the current zoning and land use classifications.
- Staff response: Staff has no objection.

h. Would result in development that is adequately served by public facilities (e.g., streets, potable water, sewerage, stormwater management, solid waste collection and disposal, schools, parks, police, and fire and emergency medical facilities).
- Applicant's response: This change will have a minimal impact to the current availability of public facilities. The use will have low impacts to traffic, utilities, stormwater and solid waste. The use will include on-site schools and parks.
- Staff response: Staff has no objection.

ORANGE COUNTY NOTIFICATION:
The JPA (Joint Planning Agreement) requires the City to notify the County 30 days before any public hearing or advisory board. The City notified Orange County on May 31, 2024.

PUBLIC HEARING SCHEDULE:
July 9, 2024 – Planning Commission (5:00 P.M.)
August 7, 2024 – City Council (1:30 P.M.), First Reading
August 21, 2024 – City Council (7:00 P.M.), Second Reading and Adoption

DULY ADVERTISED:
June 28, 2024 – Apopka Chief

June 18, 2024 – Mailed notices to adjacent property owners
June 19, 2024 – Posters placed on property

FUNDING SOURCE:
N/A

RECOMMENDED MOTION:
Development Review Committee (DRC):
Recommends approval of the Change of Zoning from C-C (Community Commercial) and RSF-1B (Residential Single-Family-Large Lot) to O (Office), finding the proposed change consistent with the Comprehensive Plan and Land Development Code, and compatible with the character of the surrounding areas, based on the findings and facts presented in the staff report and exhibits.

Planning Commission:
As its meeting on July 9, 2024, the Planning Commission found the proposed Change of Zoning from C-C (Community Commercial) and RSF-1B (Residential Single-Family-Large Lot) to O (Office), consistent with the Comprehensive Plan and Land Development Code, and compatible with the character of the surrounding areas, and unanimously recommended approval of the proposed Change of Zoning, based on the findings and facts presented in the staff report and exhibits.

Recommended Motion – City Council:
Accept the first reading of Ordinance Number 3065 and hold it over for second reading and adoption on August 21, 2024, or soon thereafter.

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

ATTACHMENTS:
1. Ordinance Number 3065
2. 996 S OBT Maps
3. Ads 06282024 - RZ_FLU

ORDINANCE NO. 3065

AN ORDINANCE OF THE CITY OF APOPKA, FLORIDA, CHANGING THE ZONING FROM C-C (COMMUNITY COMMERCIAL) AND RSF-1B (RESIDENTIAL SINGLE-FAMILY-LARGE LOT) TO O (OFFICE), FOR CERTAIN REAL PROPERTY GENERALLY LOCATED AT 996 S. ORANGE BLOSSOM TRAIL AND 1000 S. ORANGE BLOSSOM TRAIL; OWNED BY TRINITY BAPTIST CHURCH OF APOPKA, INC. COMPRISING 6.99 ACRES, MORE OR LESS; PROVIDING FOR SEVERABILITY, CONFLICTS, AND AN EFFECTIVE DATE.

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

WHEREAS, Thomas Skelton has requested a change in zoning on said property as identified in Section I of this ordinance; and

WHEREAS, the proposed O (Office) District zoning has been found to be consistent with the City of Apopka Comprehensive Plan, and the City of Apopka Land Development Code.

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

Section I. That the zoning classification of the property described in Exhibit A, being situated in the City of Apopka, Florida, is hereby O (Office) District, as defined in the Apopka Land Development Code, and with the following provision:

Section II. That the zoning classification is consistent with the Comprehensive Plan of the City of Apopka, Florida. The applicant shall obtain all approvals as required, if any, per the Orange County Charter and the Amended Interlocal Agreement for Public School Facility Planning and Implementation of Concurrency.

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

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

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

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

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

READ FIRST TIME: August 7, 2023

READ SECOND TIME AND ADOPTED:

ATTEST:

_____ _____

Susan Bone, City Clerk Bryan Nelson, Mayor

Approved as to form and legal sufficiency:

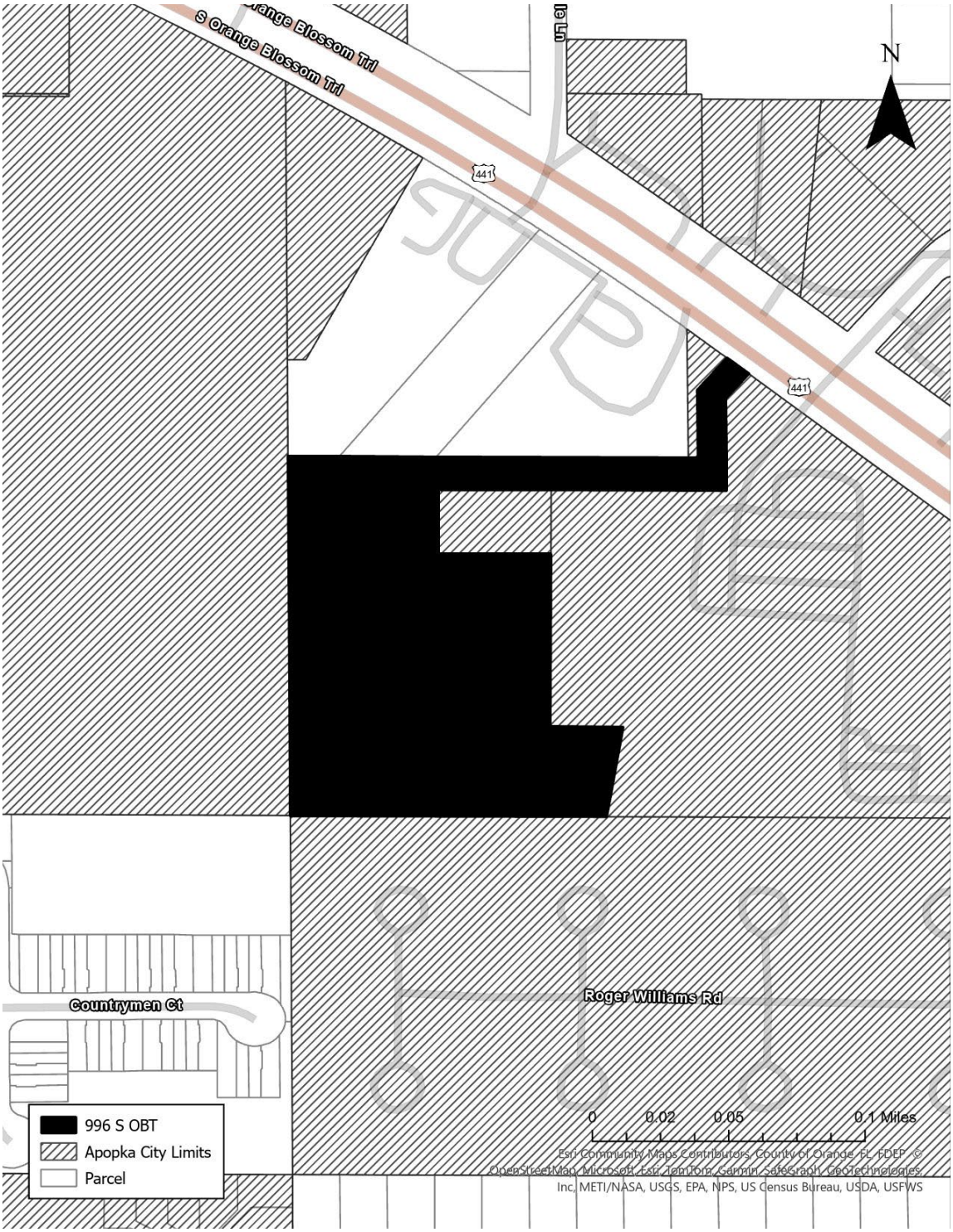
_____

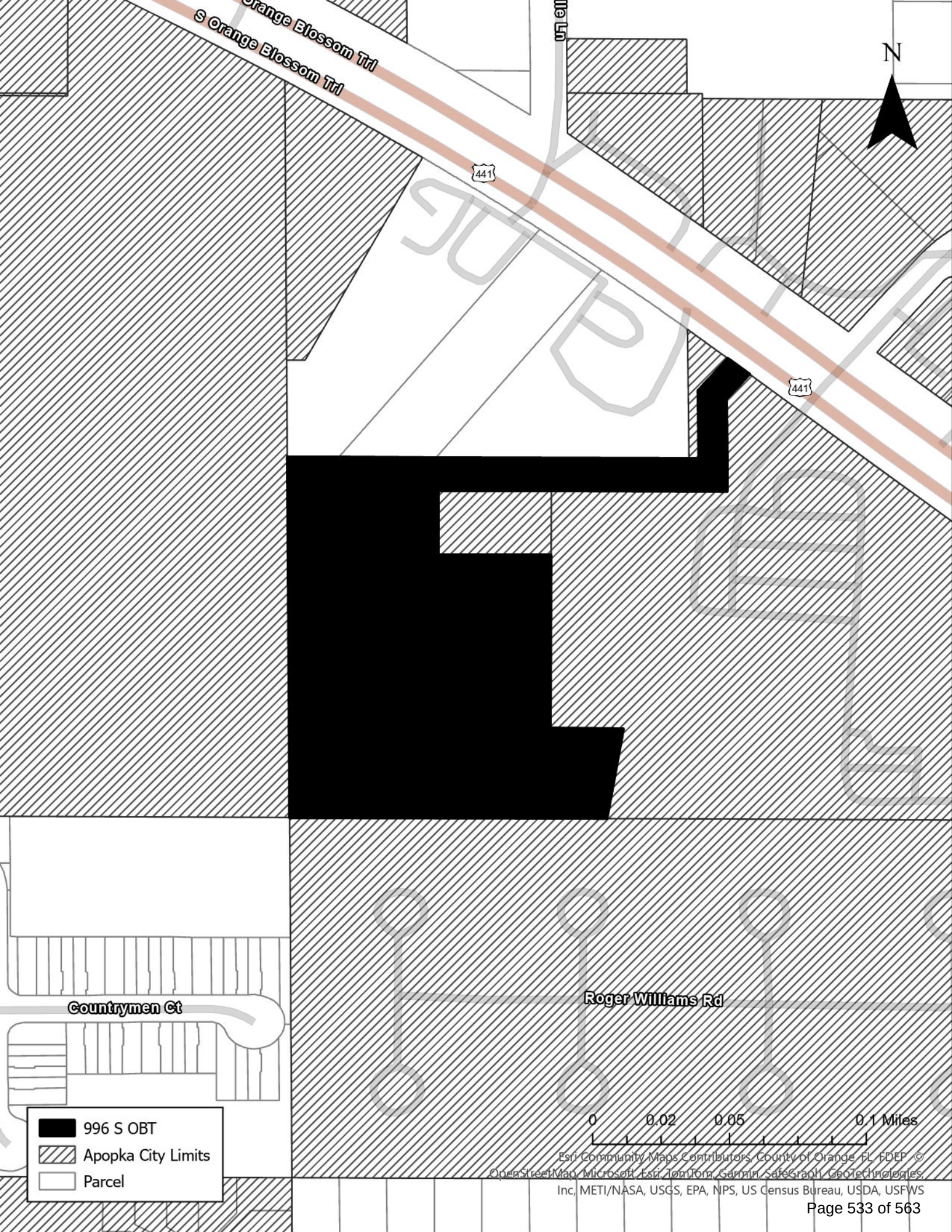
Clifford B. Shepard, City Attorney

DULY ADVERTISED FOR PUBLIC HEARING: June 28, 2024

EXHIBIT "A"

Parcel Identification Number(s): 14-21-28-0000-00-054, 14-21-28-0000-00-044, 14-21-28-0000-00-116

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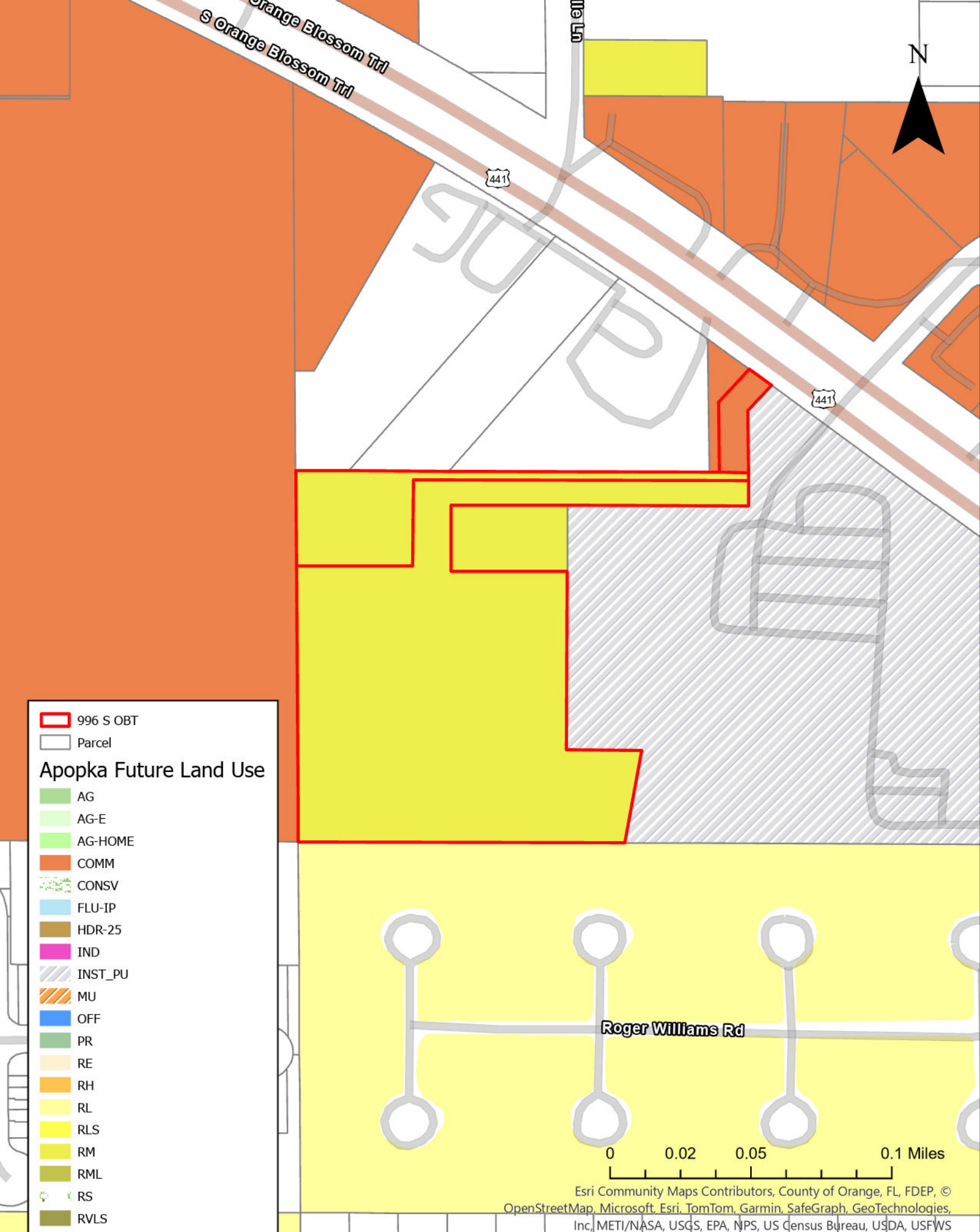
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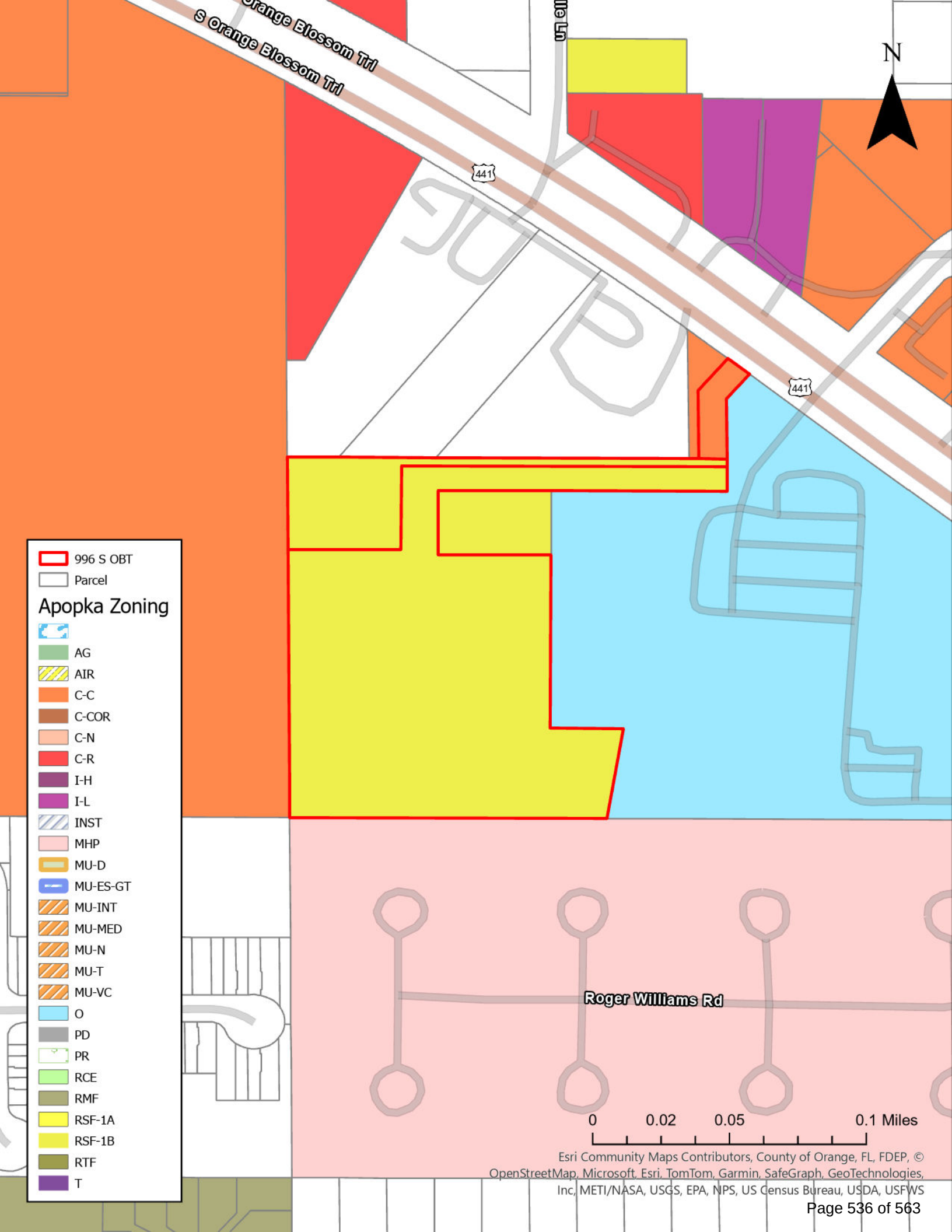
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Trafficking: Strike Team is necessary

Continued from page 2A

of sex trafficking was to enhance criminal penalties "against people who are buying and forcing sex on and raping women." Another is to create a civil penalty to enable victims "to easily sue" their abusers, he said. "If we take away the livelihoods of the people buying and forcing sex on victims, take their houses, cars, … it will set a tone. Just like everything else we do in Florida, we will protect people."

AG Moody said, "Biden's border crisis is emboldening transnational criminal organizations, and as a result, we are seeing horrific human trafficking cases right here in Florida. The disturbing facts of this case highlight the need for our new statewide Strike Team, and demonstrate how this expert team of investigators, prosecutors, analysts, and victims' advocates can help coordinate efforts to take down trafficking operations and rescue victims."

See TRAFFICKING Page 7A

Byrd: K8 school is great example

Continued from page 2A

schools were planned and built within the district. I asked community members to write letters and worked with the city council to also advocate with me.

In 2019, six months after my election, I was happy to announce that there would be a relief school opening in 2022, not 2026. Best of all, I asked the district to make it a K8 school so it could relieve both schools.

In 2022, Kelly Park School opened well under capacity and has been a crown jewel of our community since its opening, even earning an "A" grade from the state its first year. I am very pleased to say that all the portables have now been moved off of the Wolf Lake campuses.

Then the pandemic hit. I can honestly say that is not something I ever expected to experience as a school board member, nor do I ever want to again. It was an extremely challenging time made more difficult by the high level of emotions of everyone involved. Our meetings went on for hours as the public shared their thoughts over re-opening, masks, online learning and testing requirements.

Making those decisions during that time was among the most difficult things I had to do in my life as I had so many things to consider. Not just education decisions, but I had to worry about the health and safety of our students, staff and the larger community as a whole.

We made it through and have spent the past few years continuing to recuperate from that time. Our students and schools are finally starting to bounce back. Our recent graduates started high school in a half-virtual, half-in-person setting. Next year's graduates will be the first class since before the pandemic to have a normal high school experience.

There were other positives like fulfilling a promise to the community to see the adult education center open across from Wheatley Elementary School. That project took several hits during my first few years in office, but I'm pleased to say the Orange Technical College-Apopka Campus opened this past year. The campus is currently offering English classes and GED classes and is serving a large number of students.

I'm also very proud to have assisted Wekiva High School in attaining magnet status of the Wekiva Culinary Magnet Program. In the three short years that

See BYRD Page 7A

Moore: 3 choices for homeless camps

Continued from page 2A

camps. This "book report" will discuss this method of dealing with homeless persons and make recommendations for more productive strategies.

"Local governments have essentially three choices in responding to the presence of homeless encampments."

1. They can adopt a law enforcement approach forcing individuals to move their camps on pain of arrest for trespassing.

This method does not solve the problem of people without homes, and a recent court decision limits the ability of government to pursue it unless there is adequate space in a shelter. We have read about this in the case of Altamonte Springs.

2. A municipality can adopt an "out of sight, out of mind" approach designating a specified area where homeless individuals are permitted to camp. The article delineates several examples of this from Gainesville. The camps can be a petri dish for crime, drug abuse, sexual abuse, and more.

The cost of law enforcement daily trips to referee are also substantial. This is the process the legislature is currently proposing.

3. The third approach is a housing engagement approach designed to get people out of homelessness and into housing. It substantially reduces the hidden costs of tent cities, encampments, and promotes a pro-social, well-regulated environment. However, it takes a truly organized commitment from local government.

If I can find the time to write more about the Gainesville camps examples, I will. I currently believe we need to fund the capital costs for a shelter replete with the HSN management systems, and require the three new approved affordable housing projects in northwest Orange County to take a number of these homeless individuals into rentals. If we begin to take in more than our fair share of these families from nearby counties and jurisdictions, we can always resort to choice number one: the police or sheriff taking them back to their jurisdiction.

I do believe we can manage to find some affordable housing options. Most of the homeless have some sort of funding, albeit Medicaid, Medicare, or Disability.

I'm terribly concerned when we see one-third of the homeless in our area being women with young children. The cost of doing nothing is too great and with the state legislature knocking at our door of establishing "camps," building a shelter and finding housing options sure seems superior.

I would love to hear your thoughts.

Hayden: Do not legalize marijuana

Continued from page 2A

and say, "STOP." Why do we need to offer more and more ways to stupefy ourselves and become slaves to whatever the next high is? Remember the restrictions placed on alcohol, tobacco, vaping, and other forms of adult usage drugs? How well did those restrictions work out? Those restrictions are as useless as teats on a boar hog! We have multitudes of young people using all those so-called "adults only" forms of detachment from "life's burdens." Those "life's burdens" are not a life sentence, but a guide into the future by learning from them.

We (sounds more like me than you) need to stop this idiotic notion that allowing more freedom to enslave ourselves only makes the government bolder, and more capable to bring us to our knees and cry out "Master, save us!" I have seen a lot of pot-induced actions that have turned out terrible. I have seen people that could not function without a shot of booze to bolster their ego. I have known people who are not ready for a social conversation until that first long drag on a cigarette, or a vape to calm their nerves. All of these are life-altering substances, and they should *not* be allowed to be promoted by others by calling it "freedom".

These drugs do not set you free; they encapsulate you into subservience, and isolate you from the rest of the world.

I know what I am talking about. I am an alcoholic, and I went through the DTs (Delirium Tremens) on what the doctors and nurses thought was my death bed after a terrible industrial accident. I know we will never be able to eradicate all the things that are detrimental to our lives and our children's lives.

I find no fault in someone having a glass of wine, or a highball, if they can handle it. They have that freedom to indulge. Same goes for smoking, or vaping outside, preferably downwind. That is their free choice, but with Marijuana, do we really want to throw another log on the fire!??

CITY OF APOPKA
PUBLIC HEARING NOTICE
FUTURE LAND USE AMENDMENT AND CHANGE OF ZONING

NOTICE is hereby given pursuant to Secs. 163.3184 and 166.041 (3)(a), Florida Statutes and the Apopka Code of Ordinances, Part III, Land Development Code, Article II, Section 2.4.7.B, that **Jose Chaves** has made application relating to the following described property.

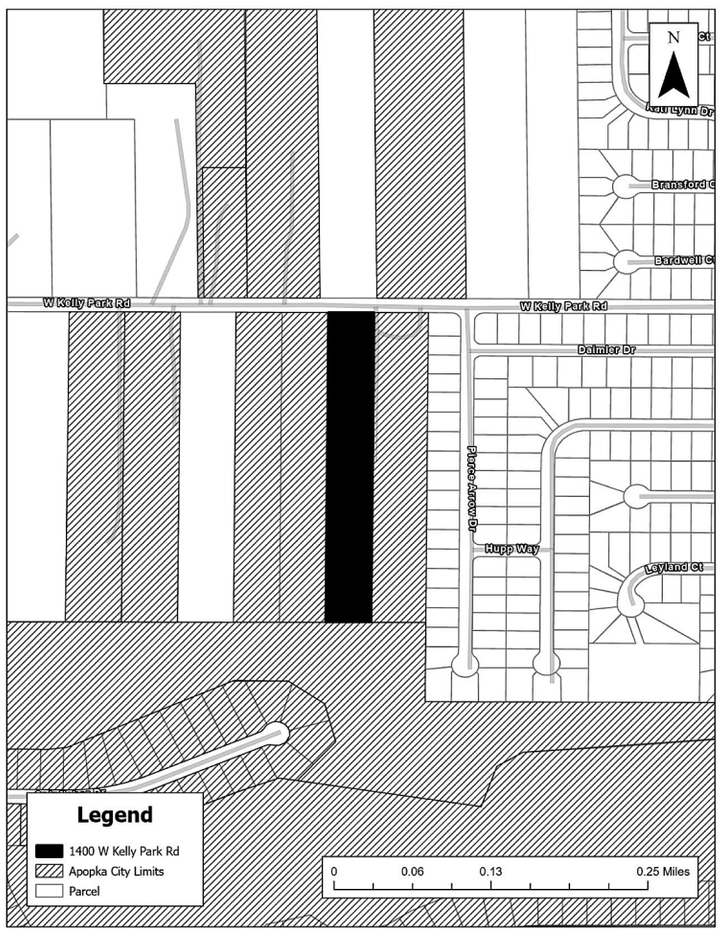
ORDINANCE NO. 3052

AN ORDINANCE OF THE CITY OF APOPKA, FLORIDA, CHANGING THE FUTURE LAND USE FROM "COUNTY" RURAL TO RVLS (RESIDENTIAL VERY LOW SUBURBAN), FOR CERTAIN REAL PROPERTY LOCATED 1400 W KELLY PARK ROAD; OWNED BY MICHAEL GENTLES COMPRISING 5.06 ACRES, MORE OR LESS; PROVIDING FOR SEVERABILITY, CONFLICTS, AND AN EFFECTIVE DATE.

and

ORDINANCE NO. 3053

AN ORDINANCE OF THE CITY OF APOPKA, FLORIDA, CHANGING THE ZONING FROM T (TRANSITION) TO RSF-1A (RESIDENTIAL SINGLE-FAMILY ESTATE), FOR CERTAIN REAL PROPERTY LOCATED 1400 W KELLY PARK ROAD; OWNED BY MICHAEL GENTLES COMPRISING 5.06 ACRES, MORE OR LESS; PROVIDING FOR SEVERABILITY, CONFLICTS, AND AN EFFECTIVE DATE.



Parcel Identification Number(s): 17-20-28-0000-00-008
Contains: 5.06 +/- Acres

Notice is given that the **City of Apopka Planning Commission** will hold a public hearing at its regularly scheduled meeting in the City Council Chambers of the Apopka City Hall, 120 E. Main Street, Apopka, Florida on **Tuesday, July 9, 2024 beginning at 5:00 P.M.**, or as soon thereafter as possible.

FURTHER NOTICE is given that a public hearing for **Ordinance Number 3052 and 3053** will be held 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, August 7, 2024 beginning at 1:30 P.M.**

Affected parties and the public may appear at the above listed hearings to speak. The proposed Rezoning Application can be inspected at the Apopka Community Development Department located at Apopka City Hall on weekdays between the hours of 8:00 a.m. and 4:30 p.m. City Hall address shown below. 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
June 28, 2024 Community Development Department

Publish: The Apopka Chief **176872**

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

Police Beat

If a law enforcement agency charges you with a crime and this paper reports that information, please notify us within 90 days if the charge is dropped, or if you are found not guilty by the court. After verifying the information, we will be happy to publish it. Please send notification to *The Apopka Chief, P.O. Box 880, Apopka, 32704-0880.*

In the period from June 16-22, the Apopka Police Department received 1,717 calls for service, responded to 40 crashes, issued 30 citations, and made 18 arrests. Juveniles were charged with battery-touch or strike; burglary -unoccupied conveyance unarmed; larceny-grand theft $10,000 less than $20,000; damage property-criminal mischief $200 and under; larceny-other theft; resist officer-obstruct without violence.

The following adults were arrested and charged:

Michael Justin Aldridge, 33, 344 Winding Cove Ave., Apopka, resist officer-obstruct without violence.

Nikyta Amber Barber, 36, confidential, Apopka, battery-touch or strike.

Master Muhammad Na'im Bilal, 70, 3512 Marsell Rd., Zellwood, drugs-possession with intent to sell/manufacture/deliver controlled substance (methamphetamine); drugs-possession with intent to sell/manufacture/deliver controlled substance (cocaine); drug equipment-possession use, possible manufacturer paraphernalia to transport drugs.

Diane Ann Bledsoe, 51, 45 E. 13th St., Apopka, other agency warrant.

Sakeinah Alisha Burgess, 33, transient, Apopka, drugs-possession of controlled substance without prescription.

Edelmiro Castillo, 47, confidential, Apopka, aggravated battery on pregnant victim; battery-commit domestic battery by strangulation.

Aric Barnard Cooksey, 47, 1843 Daffodil Ave., Apopka, out-of-county warrant (X2).

Adrian Delgado-Reyes, 27, 1737 Palmerston Cir., Ocoee, drug equipment-possession drug paraphernalia advertise; drugs-possession of controlled substance without prescription.

Jerry Eugene Fraley, 52, 4027 Lenox Blvd., Orlando, other agency warrant.

Norman Gregory Gable, 62, 128 Shorthorn Dr., Apopka, municipal ordinance violation

Alexander Paul Goodrum, 31, confidential, Apopka, battery-touch or strike (domestic violence).

Joseph Ettiene Guillite, 42, confidential, Apopka, battery-touch or strike.

Felix Lisboa, 51, PO Box 164126, Altamonte Springs, battery-touch or strike.

Herbert Leegregory Neal, 43, 402 Campus View Dr., Orlando, resist officer-obstruct without violence; moving traffic violation-driving while license suspended, revocation equivalent status.

Cyd Chetram Paul, 67, confidential, Apopka, battery-touch or strike.

Jaime Alejandro Rivera-Hernandez, 26, 2313 Rock Springs Rd., Apopka, other agency warrant (X3); cocaine-possession of cocaine; drugs-possession of controlled substance without prescription.

Jay Andrew Rodriguez-Garcia, 20, 208 E. 11th St., Apopka, damage property-criminal mischief $1,000 or more; larceny-grand theft $5,000 less than $10,000; burglary-unoccupied structure unarmed.

Tabbitha Lynn Sanders, 40, 3160 Council Oak Way #108, Apopka, battery on law enforcement officer; resist officer with violence.

Hebb & Kraine catch five bass weighing in at 23.05 pounds



Jim Keck
Goin' Fishin'

Hello Folks,

We are still gettin' a few drops here and there, so I'm very thankful we are gettin' some rain. I hope you had a great weekend and hopefully you got a chance to do some fishin'.

Kyle at Bitter's Bait & Tackle reports that the bluegill and shellcracker season has completed. Folks took advantage of last week's full moon to get in on the last of the bluegills. I'm sure there may be a few stragglers around, but most of the panfish are through beddin' for this year.

The bass fishin' on the Harris Chain hasn't been too bad lately. The X-treme Bass Series held a tournament on the chain last weekend and the team of Kim Hebb and John Kraine brought 5 bass to the scales that weighed in at 23.05 pounds. They also had a big bass in their sack that weighed in at 8.50 pounds. The team of Eric Krause and James Kendrick had the biggest bass that weighed 8.51 pounds. Can you imagine losin' the big bass pot by .01 tenth of an ounce? The big bass pot was worth $240 dollars.

Kyle also reports that the bass fishin' on the Mait land Chain has been pretty good. Folks are fishin' the chain early mornin' or late evenin'. Most of the bass are bein' caught around the submerged hydrilla and eel-grass beds. You can rip a lipless crank-bait through the grass for some good results, or fish plastic worms in the grass as well.

The Butler Chain has been good for catchin' keeper-size bass. You can also catch some schoolers when they come up around the boat. Try usin' a noisy top-water bait or a chatter-bait when they come up. With these hot days, you may need to fish a little deeper around the submerged pepper grass beds. The grass provides some shade for the bass and the water is a little cooler. It's that time of year when you need to slow down your retrieve, especially if you are fishin' plastic worms or slow-sinkin' Senko type baits. The bass need time to make up their mind if they are goin' to bite, or not.

My fishin' buddy Rick is probably the best at this as anyone. Rick picks a spot, and casts to it. Then he lets his worm just lay there until he moves it, or a bass picks it up and starts to swim off with his worm. Back in the day, we called it "Dead Stickin'."

Kyle also reports that the bass fishin' on West Lake Toho has been pretty good even after the sprayin' they did last week. Like I mentioned last week, I hope they didn't kill all the grass on the South end of the lake. They have been gettin' some rain down on Toho but they are lettin' water out to go south through the locks. The water is still low on Toho, so don't get your boat bottomed out, or you might have to get out and push it off the bottom.

Well folks, that's it for this week.

I hope you have a great week, and I'll see ya on the water real soon.

Tip of the week: Early or late

Save a few and good luck!

Forwards: Angervil has the same goals as the rest of the seniors

Continued from page 1B

most important qualities in a leader are patience and the ability to be calm in any situation.

Angervil and all of the other seniors really have the same goal as a team – make it to Lakeland and be in the fight for the FHSAA State Championship. But each one of them has separate personal goals for the next few months.

"Our team goal is to make it to Lakeland and have a great record. My personal goal is to get my name and Apopka's name out there and bring excitement to Apopka," said Angervil.

Right now, Angervil is focused on improving his conditioning and his athleticism as he says those are the parts of his game that are lacking but he's also focused on his finesse and finishing at the rim. I also asked him if he prefers to shoot from the field or finish at the rim to which he gave a funny response that coach Scott Williams probably doesn't want to hear.

"Finish at the rim… Nah I mean honestly; I want to shoot the ball. I just want to shoot the ball," Angervil said while he and Jermichael Johnson laughed.

He then told me his go-to move to get a bucket right now is a hop-step to the other side of where his opponent's feet are facing.

On defense, Angervil is always and only thinking about staying between his man and the basket but he still needs to work on his discipline in the paint. This ties into what Angervil said is the best advice he's gotten about basketball which is to be patient.

"The game becomes easier when you slow it down for yourself."

Angervil says he sees his role as the leader and the energy guy. He said as a senior that he wants to be a leader on and off the court.

We took a second to talk about last season's highs and lows where he and a lot of his teammates shared the same sentiments. He said the high was making it to playoffs through the adversity the team faced last year with their less-than-spectacular record. But the lows were losing games that he and the team feel like they shouldn't have lost.

I asked him why he thinks the team lost those games last year and he said that the team didn't care enough but that that was going to change this year.

"We just didn't care enough. This year we want to care more and leave everything on the court every game. Last year we left stuff on the court that we should've never left."

Angervil said he's learned a lot over his years on the team and that he will bring that with him as a leader.

"I learned to always stay calm no matter that situation and to never give up until the clock hits zero."

One of my last questions was a fun one to see what kind of players each of the seniors was. It was, "What is more important, defense or offense?" Angervil laughing again said offense is more important than defense.

Before our interview was over Angervil had one last thing to say about his game. It was that he likes to be flashy and exciting with his play.

"I hate a boring play style. I would rather do something flashy than sit there and do box drills. I could score 10 and I still wouldn't be happy playing like that. "

So, if you come out to watch the boys play look for number 4 trying to do something flashy and then look for coach Williams, who will probably have a hand over his face.

Larson Taylor: #5 Forward

Taylor told me he started playing ball when he was in sixth grade and stuck with it because it came to him easily.

"Uhhh… I don't know. It really just came to me. I just tried out one year and I made it – so I kept going."

Taylor told me he has really come into his own this summer because of constantly working with and being around all of his teammates.

"Summer has really helped us come together as a team for the upcoming season. It's been great to build that chemistry between us by being around each other more," Taylor said.

I asked how he felt about his new role on the team as a leader and not just a player and Taylor was a bit hesitant but ready for the challenge and the opportunity.

"I mean I don't know. It does feel kind of different. There's a lot of responsibility that comes with it and you have to really be on the same page because this is us, it's our time. We got to be on point because our teammates follow our lead."

Larson told me the most important qualities in a leader are a voice that others will listen to and respect, but most of all their actions on and off the court.

When talking about personal and team goals,

See FORWARDS Page 3B

CITY OF APOPKA
PUBLIC HEARING NOTICE
FUTURE LAND USE AMENDMENT AND CHANGE OF ZONING

NOTICE is hereby given pursuant to Secs. 163.3184 and 166.041(3)(a), Florida Statutes and the Apopka Code of Ordinances, Part III, Land Development Code, Article II, Section 2.4.7.B, that **Thomas Skelton** has made application relating to the following described property.

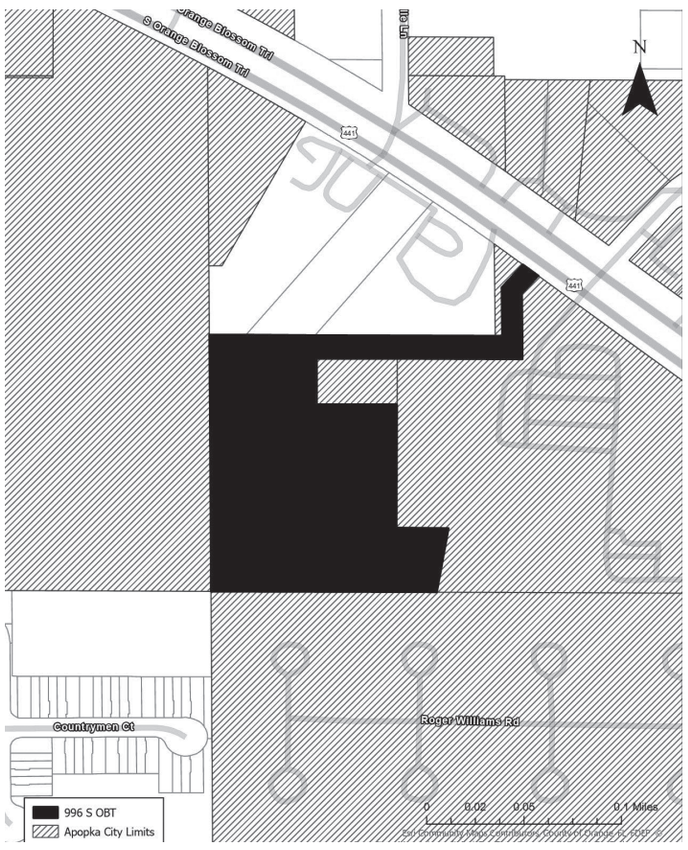
ORDINANCE NO. 3064

AN ORDINANCE OF THE CITY OF APOPKA, FLORIDA, CHANGING THE FUTURE LAND USE FROM RESIDENTIAL MEDIUM AND COMMERCIAL TO INSTITUTIONAL/PUBLIC USE, FOR CERTAIN REAL PROPERTIES LOCATED 996 S ORANGE BLOSSOM TRAIL AND 1000 S ORANGE BLOSSOM TRAIL; OWNED BY TRINITY BAPTIST CHURCH OF APOPKA, INC COMPRISING 6.99 ACRES, MORE OR LESS; PROVIDING FOR SEVERABILITY, CONFLICTS, AND AN EFFECTIVE DATE.

and

ORDINANCE NO. 3065

AN ORDINANCE OF THE CITY OF APOPKA, FLORIDA, CHANGING THE ZONING FROM RSF-1B (RESIDENTIAL SINGLE-FAMILY—LARGE LOT) AND C-C (COMMUNITY COMMERCIAL) TO O (OFFICE), FOR CERTAIN REAL PROPERTIES LOCATED 996 S ORANGE BLOSSOM TRAIL AND 1000 S ORANGE BLOSSOM TRAIL; OWNED BY TRINITY BAPTIST CHURCH OF APOPKA, INC COMPRISING 6.99 ACRES, MORE OR LESS; PROVIDING FOR SEVERABILITY, CONFLICTS, AND AN EFFECTIVE DATE.



Parcel Identification Number(s): 14-21-28-0000-00-044, 14-21-28-0000-00-054, 14-21-28-0000-00-116
Contains: 6.99 +/- Acres

Notice is given that the **City of Apopka Planning Commission** will hold a public hearing at its regularly scheduled meeting in the City Council Chambers of the Apopka City Hall, 120 E. Main Street, Apopka, Florida on **Tuesday, July 9, 2024 beginning at 5:00 P.M.**, or as soon thereafter as possible.

FURTHER NOTICE is given that a public hearing for **Ordinance Number 3064 and 3065** will be held 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, August 7, 2024 beginning at 1:30 P.M.**

Affected parties and the public may appear at the above listed hearings to speak. The proposed Rezoning Application can be inspected at the Apopka Community Development Department located at Apopka City Hall on weekdays between the hours of 8:00 a.m. and 4:30 p.m. City Hall address shown below. 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

June 28, 2024

Publish: The Apopka Chief **176873**

Need to send or receive a FAX?
Use our fax:
407-889-4121*
*There is a small fee for this service.
Apopka Office Supply
400 N. Park Ave.,
Apopka, FL 32712
AOS
407-889-4455

City of Apopka
CITY COUNCIL STAFF REPORT

Section: PUBLIC HEARINGS/ORDINANCES/RESOLUTION (Action Item)
Item #: 7.
Meeting Date: August 7, 2024
Department: Community Development

SUBJECT:
Ordinance No. 3066 - First Reading - Annexation – Ondich South

REQUEST:
Accept the first reading of Ordinance Number 3066 and hold it over for second reading and adoption on August 21, 2024.

SUMMARY:
Owner(s): PM S-1 REO, LLC
Applicant(s): Appian Engineering, Inc. c/o Luke Classon, P.E.
Parcel Identification Number(s): 11-20-27-0000-00-037, 11-20-27-0000-00-069, 12-20-27-0000-00-001, 12-20-27-0000-00-012, 12-20-27-0000-00-046, 12-20-27-0000-00-048
Location: Southwest corner of Ondich Road and Effie Drive
Future Land Use: County Rural
Zoning: County R-2 (Residential District)
Existing Use: Vacant
Tract Size: 54.85 +/- acre(s)

Direction	Future Land Use	Zoning	Present Use
North	County Rural	County A-1 (Citrus Rural)	Single-family residences
East	County Rural	County A-1 (Citrus Rural)	Single-family residences
South	Mixed-Use and County Rural	KPI-MU (Kelly Park Interchange - Mixed-Use) and County A-1 (Citrus Rural)	Single-family residences and vacant
West	Mixed-Use	KPI-MU	Crossroads at Kelly Park Mixed Use Development

SUMMARY:
The subject property is contiguous to the city limits and is eligible for annexation pursuant to Florida Statute 171.044. The proposed annexation shall be based on the existing County Future Land Use and Zoning Designations. The assignment of a City Future Land Use and Zoning designation will occur at a later date and through action by the City Council. The parcels are within the City's Kelly Park Interchange - Form-Based Code area. Pursuant to the Comprehensive Plan and Form-Based Code, the applicant has submitted applications to amend its Future Land Use to Mixed-Use and Zoning to KPI-MU (Kelly Park Interchange - Mixed-Use) district.

ORANGE COUNTY NOTIFICATION:
The JPA (Joint Planning Agreement) requires the City to notify the County 30 days before any public hearing or advisory board. The City notified Orange County on May 30, 2024.

PUBLIC HEARING SCHEDULE:
August 7, 2024 (1:30 P.M.– City Council, First Reading
August 21, 2024 (7:00 P.M.)– City Council – Second Reading and Adoption

DULY ADVERTISED:
June 14, 2024 – Apopka Chief
July 5, 2024 – Apopka Chief
July 12, 2024 – Apopka Chief.
July 19, 2024 – Apopka Chief.
July 26, 2024 – Apopka Chief.

FUNDING SOURCE:
N/A

RECOMMENDED MOTION:

Development Review Committee:

Recommends approval of the annexation of Ondich South.

Recommended motion - City Council:

Accept the first reading of Ordinance Number 3066 and hold it over for second reading and adoption on August 21, 2024.

ATTACHMENTS:
1. Ordinance No. 3066
2. Maps

ORDINANCE NO. 3066

AN ORDINANCE OF THE CITY OF APOPKA, FLORIDA, TO EXTEND ITS TERRITORIAL AND MUNICIPAL LIMITS TO ANNEX PURSUANT TO FLORIDA STATUTE 171.044 THE HEREINAFTER DESCRIBED LANDS SITUATED AND BEING IN ORANGE COUNTY, FLORIDA, OWNED BY PM S-1 REO, LLC; LOCATED ON THE SOUTHWEST CORNER OF ONDICH ROAD AND EFFIE DRIVE; COMPRISING 54.85 ACRES, MORE OR LESS; PROVIDING FOR DIRECTIONS TO THE CITY CLERK, SEVERABILITY, CONFLICTS, AND AN EFFECTIVE DATE.

WHEREAS, PM S-1 REO, LLC, owner thereof, has petitioned the City Council of the City of Apopka, Florida, to annex the property located on the southwest corner of Ondich Road and Effie Drive; and

WHEREAS, Section 171.044, Florida Statutes, provides that the City may annex property into its corporate limits upon voluntary petition of its owners, by passing and adopting an ordinance to annex said property at a regular meeting; and

WHEREAS, the City Council of the City of Apopka, Florida is desirous of annexing and redefining the boundaries of the municipality to include the subject property pursuant to Section 171.044, Florida Statutes.

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

SECTION I: That the following property, described to wit:

BEG 60 FT S OF NE COR OF W3/4 OF NW1/4 OF NW1/4 RUN S 635.37 FT W 494.19 FT N 635.37 FT E 495 FT TO POB IN SEC 12-20-27

AND

BEG 60 FT S & 510.91 FT E OF NW COR OF NW1/4 TH RUN E 15 FT S 635.37 FT E 494.19 FT S 610.18 FT W 468.32 FT S 24.96 FT W 39.14 FT N 1270.75 FT TO POB IN SEC 12-20-27

AND

BEG 660 FT N OF W1/4 COR TH NORTH 669.9 FT E 568 FT N 24.96 FT TH RUN E 486.93 FT S 288.01 FT E 267.8 FT S 401.99 FT W 1320.2 FT TO POB SEC 12-20-27

AND

(NOTE: AG PORTION OF FOLLOWING DESCRIBED PROPERTY): THE NORTH 1/2 OF THE SE1/4 OF THE NE 1/4 SEC 11-20-27 & COMM AT THE SE COR OF THE NE1/4 OF SEC 11-28-27 TH N00-27-57W 629.57 FT TO POB TH S89-27-21W 38.26 FT N52-38-21W 56.97 FT N89-27-21E 38.26

FT S45-30-16E 21.20 FT N89-27-21E 30 FT N89-13-16E 1318.20 FT S00-03-06E 20 FT S89-13-16W 1318.06 FT TO POB SEE 3168/1277 & 10064/9423

AND

(NOTE: HOMESTEAD PORTION OF FOLLOWING DESCRIBED PROPERTY): THE NORTH 1/2 OF THE SE1/4 OF THE NE 1/4 SEC 11-20-27 & COMM AT THE SE COR OF THE NE1/4 OF SEC 11-28-27 TH N00-27-57W 629.57 FT TO POB TH S89-27-21W 38.26 FT N52-38-21W 56.97 FT N89-27-21E 38.26 FT S45-30-16E 21.20 FT N89-27-21E 30 FT N89-13-16E 1318.20 FT S00-03-06E 20 FT S89-13-16W 1318.06 FT TO POB SEE 3168/1277 & 10064/9423

CONTAINING: 54.85 ACRES MORE OR LESS.

Being compact and contiguous to the City of Apopka, and being situated in Orange County, Florida, totaling **54.85 +/- acres** (Graphically depicted by the attached Exhibit A), is hereby annexed into the City of Apopka, Florida, pursuant to the voluntary annexation provisions of Section 171.044, Florida Statutes.

SECTION II: That the corporate territorial limits of the City of Apopka, Florida, are hereby redefined to include said land herein described and annexed.

SECTION III: That the City Council will designate the land use classification and zoning category of these annexed lands in accordance with applicable City ordinances and State laws.

SECTION IV: That the land herein described and future inhabitants of the land herein described shall be liable for all debts and obligations and be subject to all species of taxation, laws, ordinances and regulations of the City.

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

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

SECTION VII: That this ordinance shall take effect upon passage and adoption, thereafter the City Clerk is hereby directed to file this ordinance with the Clerk of the Circuit Court in and for Orange County, Florida; the Orange County Property Appraiser; and the Department of State of the State of Florida.

READ FIRST TIME: August 7, 2024

READ SECOND TIME
AND ADOPTED: August 21, 2024

Bryan Nelson, Mayor

ATTEST:

Susan M. Bone, City Clerk

APPROVED as to form and legality

Clifford B. Shepard, City Attorney

DULY ADVERTISED FOR PUBLIC HEARING: July 19, 2024 and July 26, 2024

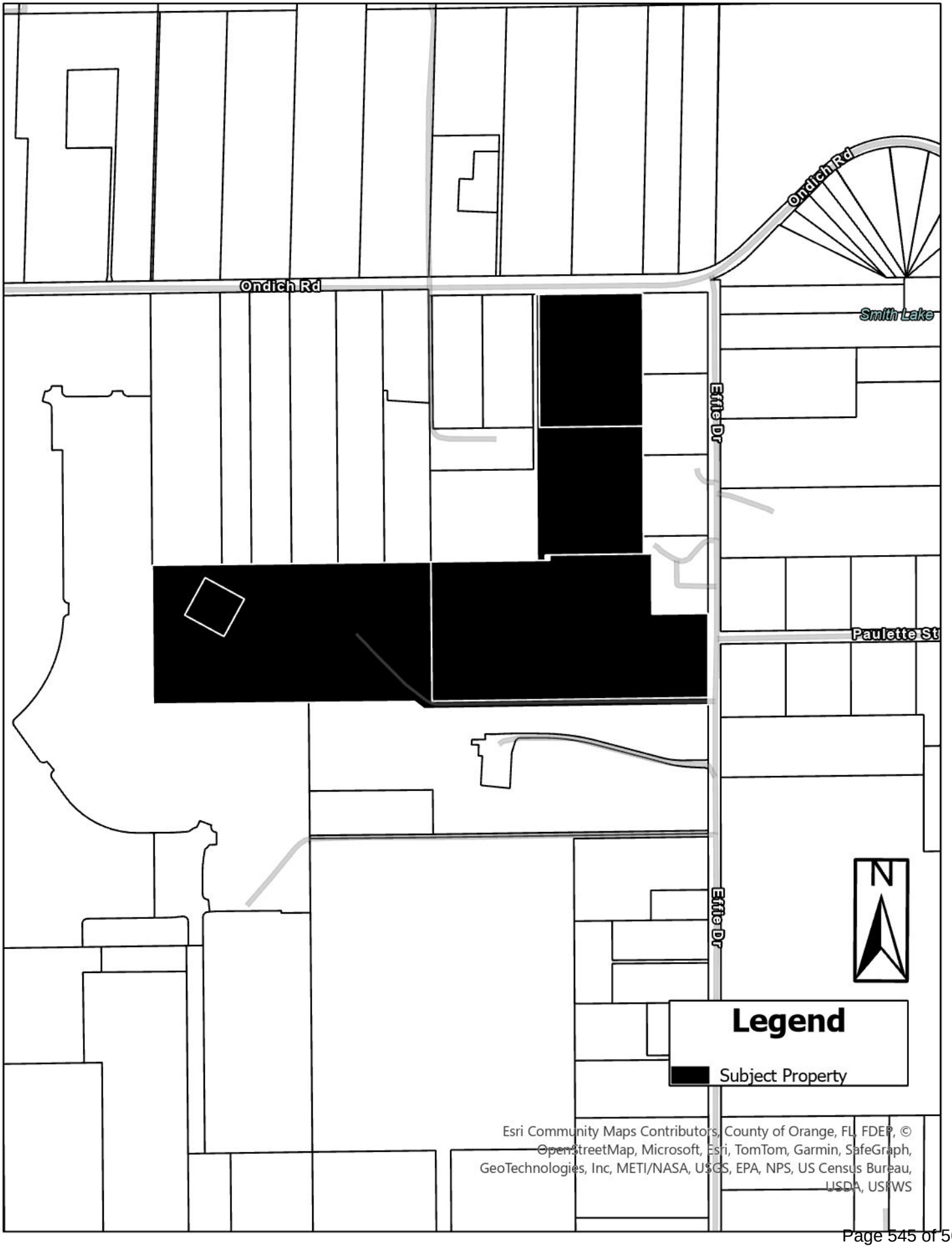
77

EXHIBIT "A"

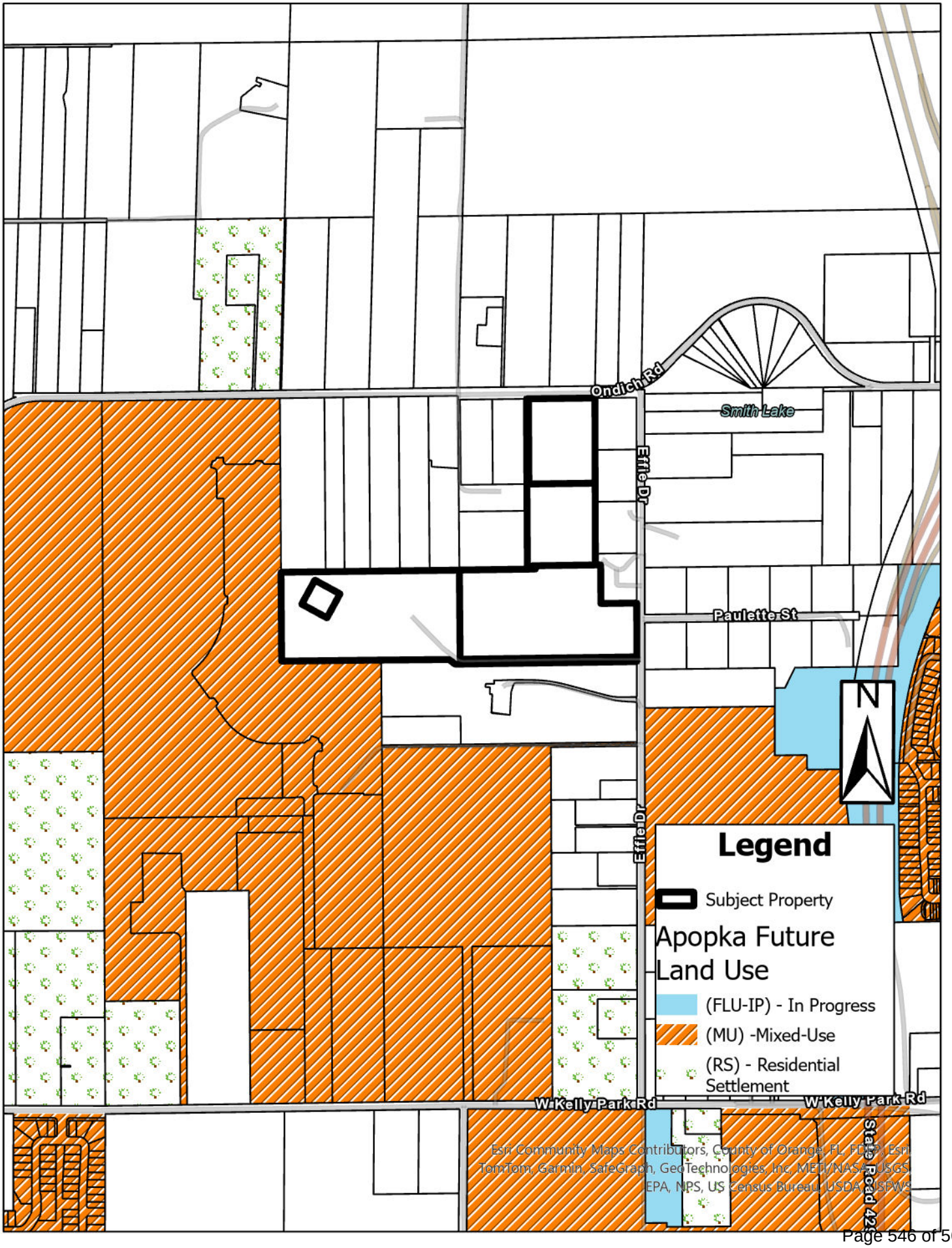
PARCEL IDENTIFICATION NUMBER(S): 11-20-27-0000-00-037, 11-20-27-0000-00-069, 12-20-27-0000-00-001, 12-20-27-0000-00-012, 12-20-27-0000-00-046, 12-20-27-0000-00-048



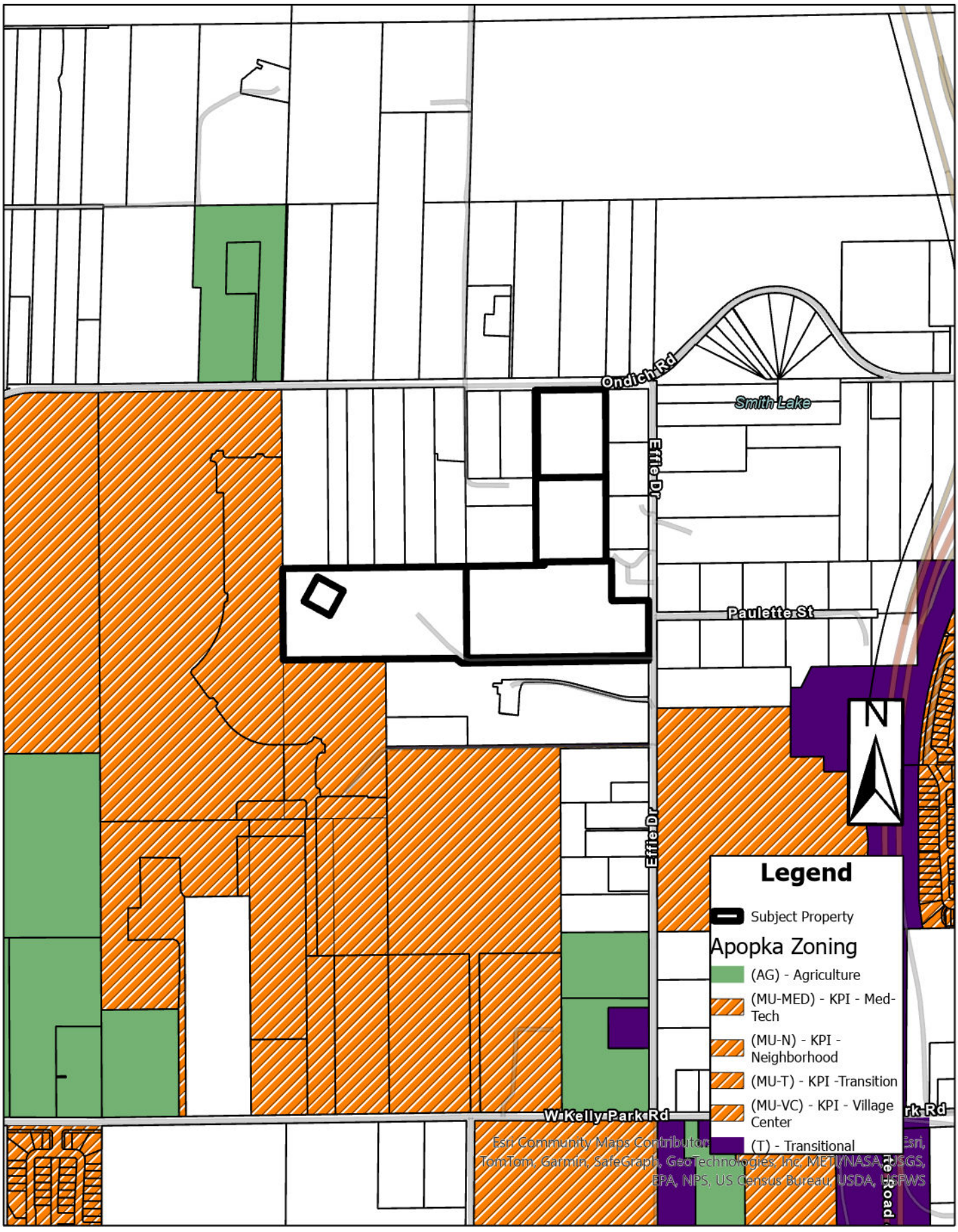
Vicinity


Ondich Rd
Ondich Rd
Smith Lake
Effie Dr
Paulette St
Effie Dr
N
Legend
Subject Property
Esri Community Maps Contributors, County of Orange, FL, FDEP, © OpenStreetMap, Microsoft, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS

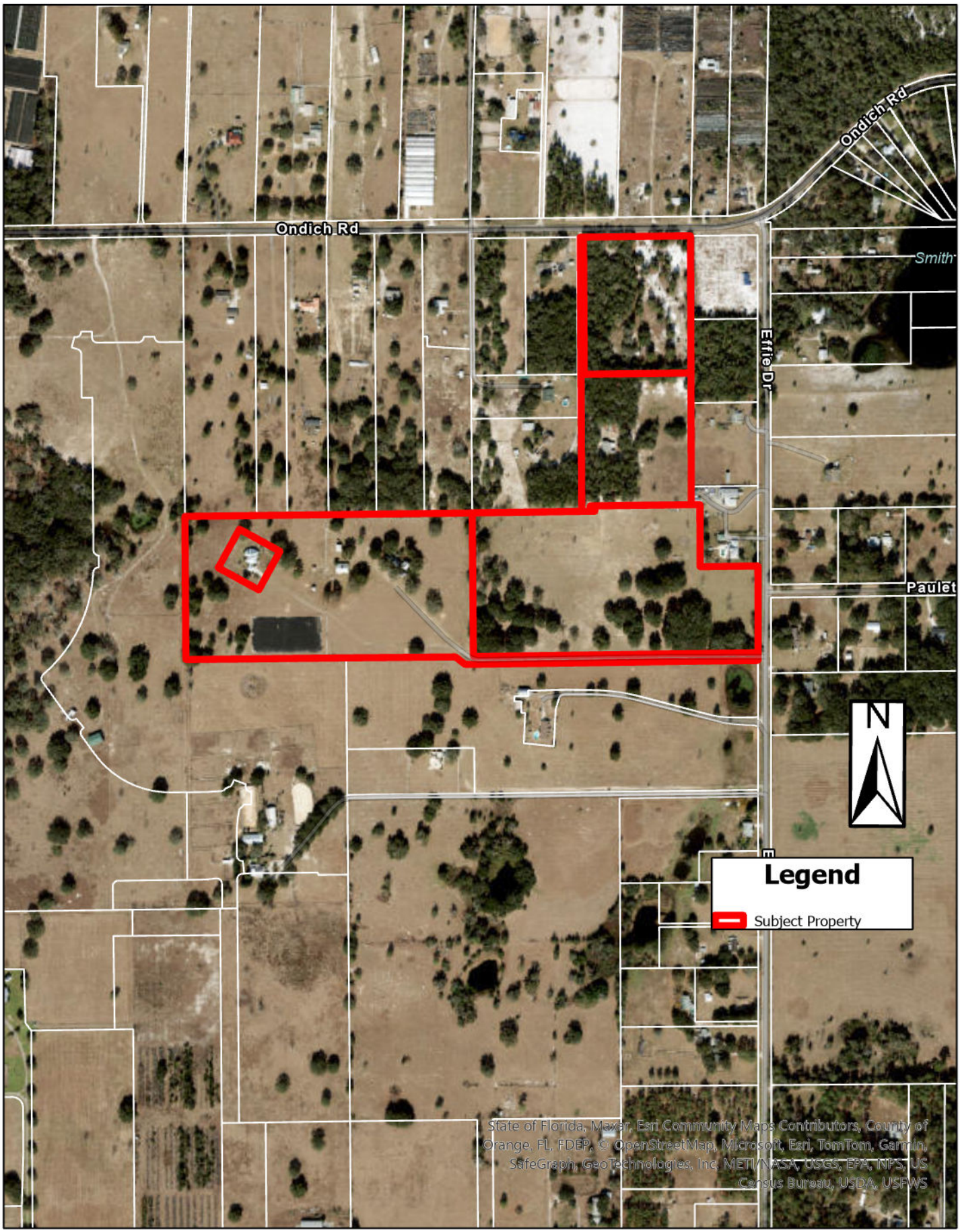
Future Land Use



Zoning


Ondich Rd
Smith Lake
Effie Dr
Paulette St
N
Effie Dr
W Kelly Park Rd
Legend
Subject Property
Apopka Zoning
(AG) - Agriculture
(MU-MED) - KPI - Med-Tech
(MU-N) - KPI - Neighborhood
(MU-T) - KPI -Transition
(MU-VC) - KPI - Village Center
(T) - Transitional
Esri Community Maps Contributors, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS

Aerial


Ondich Rd
Ondich Rd
Effie Dr
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Subject Property
State of Florida, Maxar, Esri Community Maps Contributors, County of Orange, FL, FDEP, © OpenStreetMap, Microsoft, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS

City of Apopka
CITY COUNCIL STAFF REPORT

Section: PUBLIC HEARINGS/ORDINANCES/RESOLUTION (Action Item)
Item #: 8.
Meeting Date: August 7, 2024
Department: Community Development

SUBJECT:
Ordinance No. 3069 – First Reading - Annexation 3595 W Kelly Park Road, 3611 W Kelly Park Road

REQUEST:
Accept the first reading of Ordinance Number 3069 and hold it over for second reading and adoption on August 21, 2024.

SUMMARY:
Owner: Effie Road Holdings, LLC.
Applicant: Jesse Anderson
Parcel Identification Number: 12-20-27-0000-00-018, 12-20-27-0000-00-016
Location: 3595 W Kelly Park Road, 3611 W Kelly Park Road
Future Land Use: County Rural
Existing Use: Vacant, Residential (Single-Family House)
Current Zoning: County A-1
Tract Size: 2.32 +/- acre(s)

Direction	Future Land Use	Zoning	Present Use
North	County Rural	County A-1	Residential (Single-Family House)
East	County Rural	County A-1	Residential (Single-Family House)
South	County Rural	County A-1	Residential (Single-Family House)
West	City Residential Rural Settlement	City T (Transitional), AG (Agriculture)	Residential (Single-Family House), Vacant

SUMMARY:
The subject property is contiguous to the city limits and is eligible for annexation pursuant to Florida Statute 171.044. The proposed annexation shall be based on the existing County Future Land Use and Zoning Designations. The assignment of a City Future Land Use and Zoning designation will occur at a later date and through action by the City Council. The applicant intends to amend its Future Land Use to a Mixed-Use and Change of Zoning to Mixed-Use (Mixed Use KPI-Interchange) as designated by the Kelly Park Interchange Form-Based Code.

ORANGE COUNTY NOTIFICATION:
The JPA (Joint Planning Agreement) requires the City to notify the County 30 days before any public hearing or advisory board. The City notified Orange County on June 14, 2024.

PUBLIC HEARING SCHEDULE:
August 7, 2024 – City Council (1:30 pm) – First Reading
August 21, 2024 – City Council (7:00 pm) – Second Reading and Adoption

DULY ADVERTISED:
July 26, 2024 – Apopka Chief
August 2, 2024 – Apopka Chief

FUNDING SOURCE:
N/A

RECOMMENDED MOTION:
Development Review Committee: Recommends approval of the annexation for properties located at 3595 W Kelly Park Road and 3611 W Kelly Park Road, owned by Effie Road Holdings, LLC.

City Council – Recommended motion: Accept the first reading of Ordinance Number 3069 and hold it over for second reading and adoption on August 21, 2024.

ATTACHMENTS:
1. Ordinance No. 3069
2. Map - 3595 W Kelly Park Rd - Map
3. Ads 07262024

ORDINANCE NO. 3069

AN ORDINANCE OF THE CITY OF APOPKA, FLORIDA, TO EXTEND ITS TERRITORIAL AND MUNICIPAL LIMITS TO ANNEX PURSUANT TO FLORIDA STATUTE 171.044 THE HEREINAFTER DESCRIBED LANDS SITUATED AND BEING IN ORANGE COUNTY, FLORIDA, OWNED BY MICHAEL GENTLES; LOCATED AT 3595 W KELLY PARK ROAD AND 3611 W KELLY PARK ROAD; PROVIDING FOR DIRECTIONS TO THE CITY CLERK, SEVERABILITY, CONFLICTS, AND AN EFFECTIVE DATE.

WHEREAS, Michael Gentles, owner thereof, have petitioned the City Council of the City of Apopka, Florida, to annex the property located at 3595 W Kelly Park Road and 3611 W Kelly Park Road; and

WHEREAS, Section 171.044, Florida Statutes, provides that the City may annex property into its corporate limits upon voluntary petition of its owners, by passing and adopting an ordinance to annex said property at a regular meeting; and

WHEREAS, the City Council of the City of Apopka, Florida is desirous of annexing and redefining the boundaries of the municipality to include the subject property pursuant to Section 171.044, Florida Statutes.

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

SECTION I: That the following property, described to wit:

E1/2 OF SE1/4 OF SW1/4 OF SE1/4 OF SW1/4 OF SEC 12-20-27, and
E1/2 OF SW1/4 OF SW1/4 OF SE1/4 OF SW1/4 SEC 12-20-27 (LESS ROAD ON E)

CONTAINING 2.32 ACRES MORE OR LESS.

being compact and contiguous to the City of Apopka, and being situated in Orange County, Florida, totaling **2.32 +/- acres** (Graphically depicted by the attached Exhibit A), is hereby annexed into the City of Apopka, Florida, pursuant to the voluntary annexation provisions of Section 171.044, Florida Statutes.

SECTION II: That the corporate territorial limits of the City of Apopka, Florida, are hereby redefined to include said land herein described and annexed.

SECTION III: That the City Council will designate the land use classification and zoning category of these annexed lands in accordance with applicable City ordinances and State laws.

SECTION IV: That the land herein described and future inhabitants of the land herein

described shall be liable for all debts and obligations and be subject to all species of taxation, laws, ordinances and regulations of the City.

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

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

SECTION VII: That this ordinance shall take effect upon passage and adoption, thereafter the City Clerk is hereby directed to file this ordinance with the Clerk of the Circuit Court in and for Orange County, Florida; the Orange County Property Appraiser; and the Department of State of the State of Florida.

READ FIRST TIME: August 7, 2024

READ SECOND TIME
AND ADOPTED: August 21, 2024

Bryan Nelson, Mayor

ATTEST:

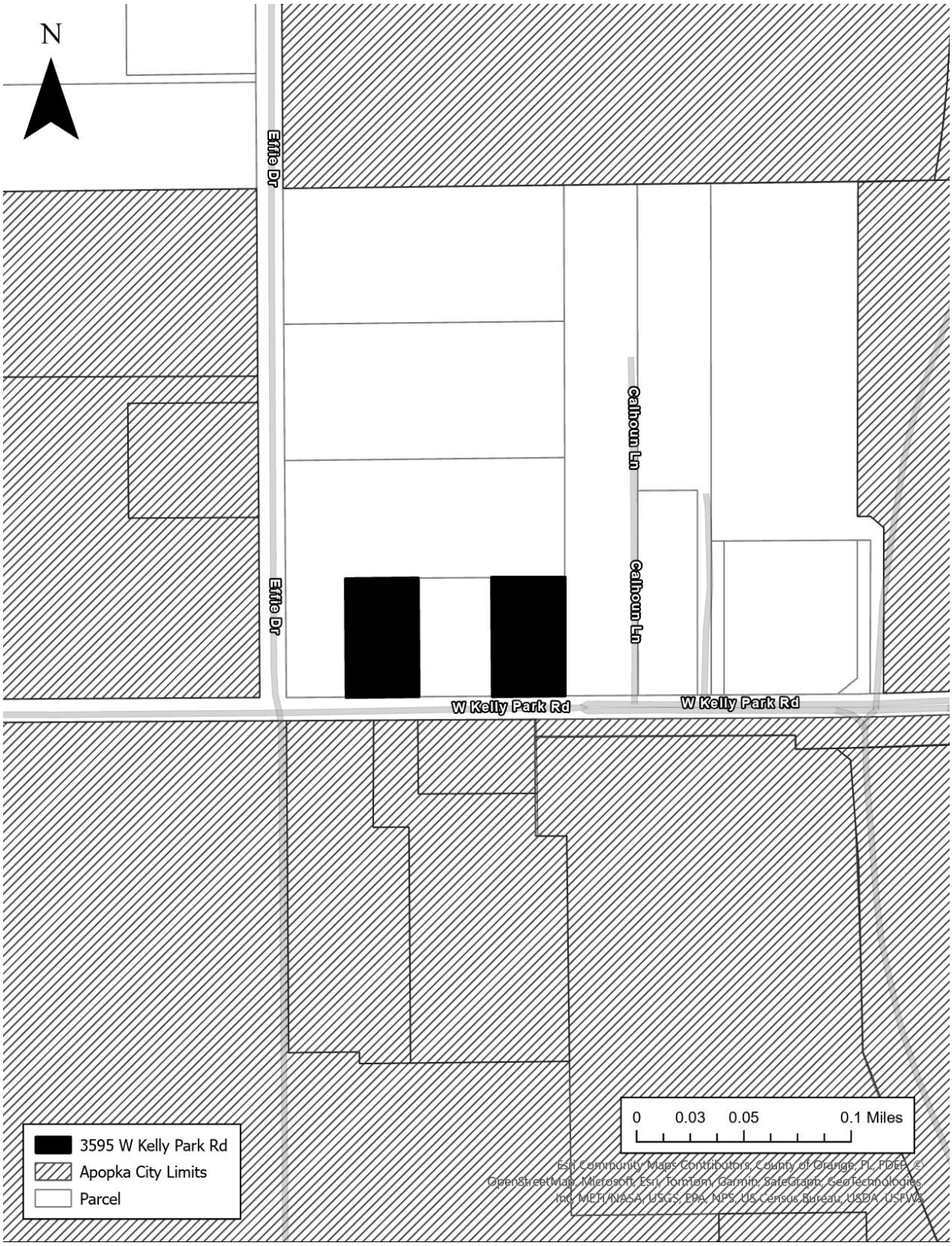
Susan M. Bone, City Clerk

APPROVED as to form and legality

Cliff Shepard, City Attorney

DULY ADVERTISED FOR PUBLIC HEARING: July 26, 2024 and August 2, 2024

EXHIBIT "A"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Esri Community Maps Contributors, County of Orange, FL, FDEP, © OpenStreetMap, Microsoft, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS


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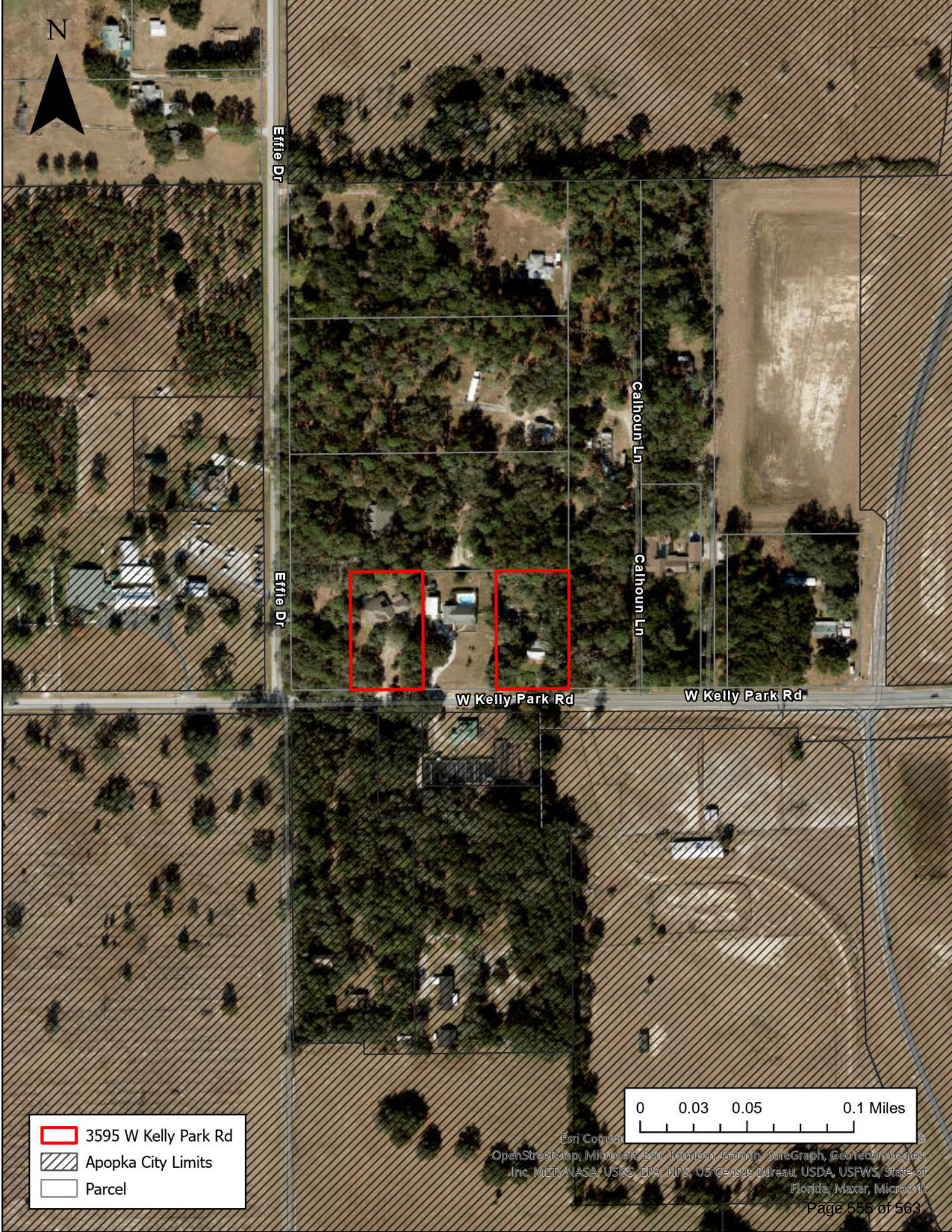
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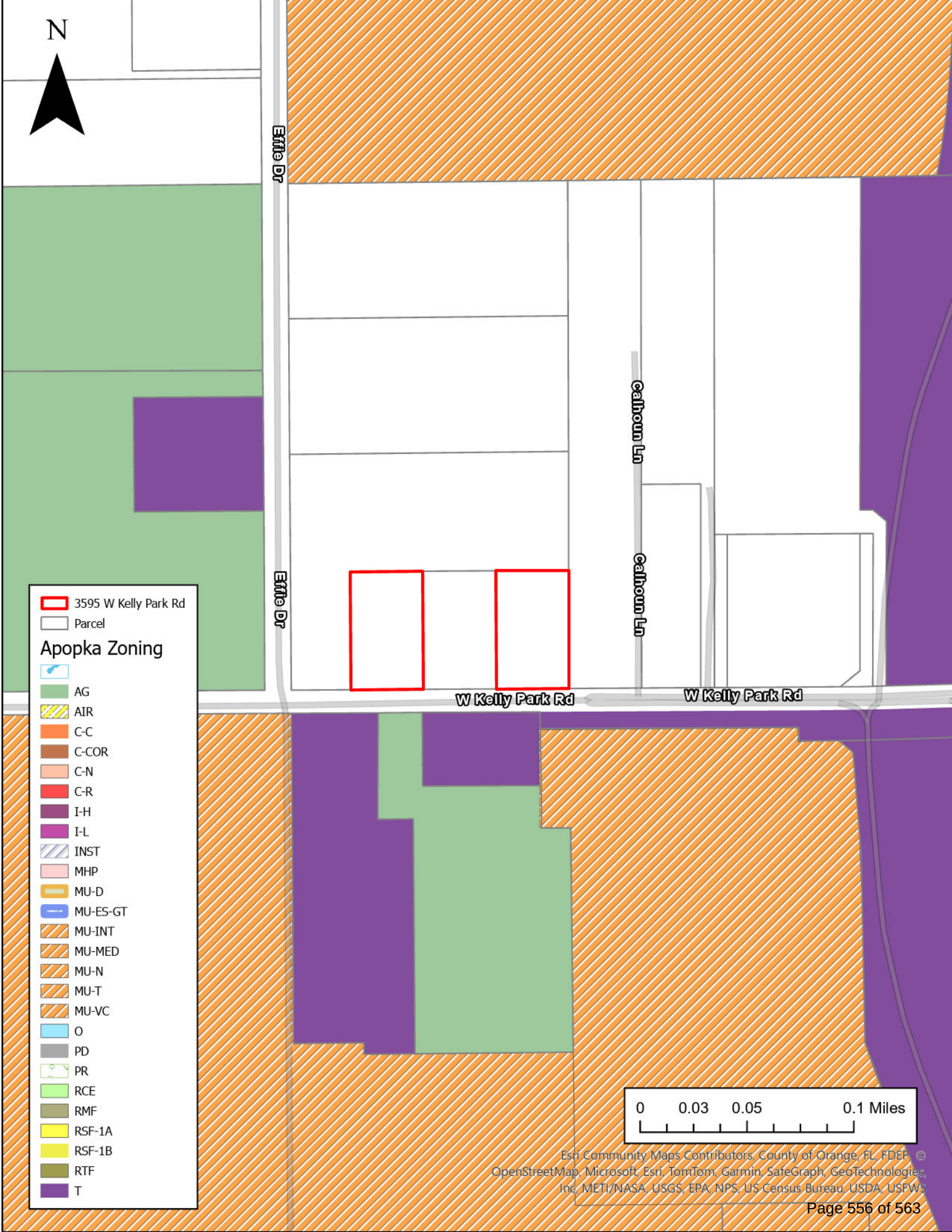
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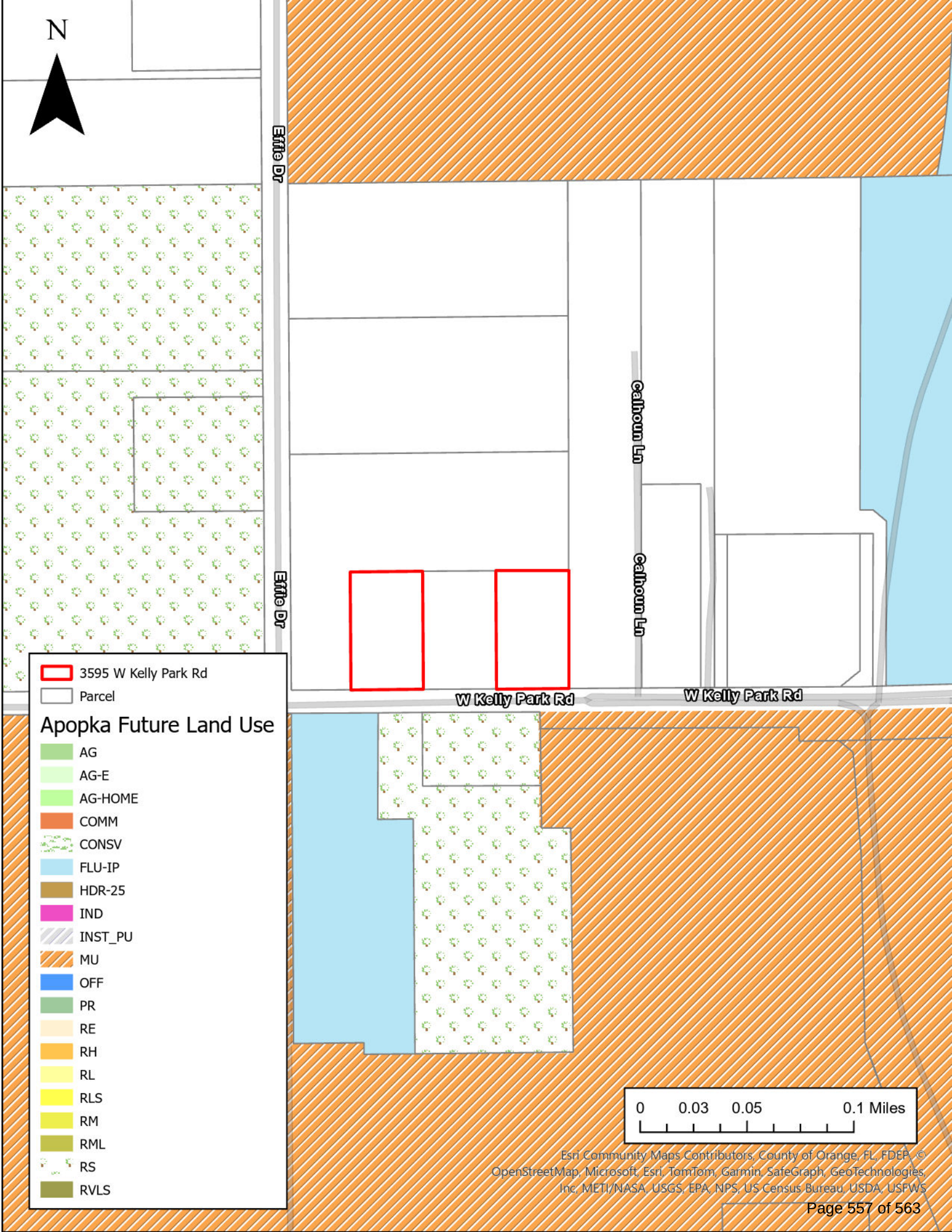
Esri Community Maps Contributors, County of Orange, FL, FDEP, © OpenStreetMap, Microsoft, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS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3595 W Kelly Park Rd
Parcel
Apopka Future Land Use
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AG-HOME
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Esri Community Maps Contributors, County of Orange, FL, FDEP, ©
OpenStreetMap, Microsoft, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies,
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City: Ordinances for energy choice initiative became nationwide

Continued from page 1A

all essential utilities.

"The costs of installing natural gas infrastructure in already developed subdivisions, and retrofitting existing homes to allow homeowners to use natural gas appliances is exceedingly expensive," the staff report states. "Whereas, the costs of installing natural gas infrastructure in subdivisions up-front, as they are being constructed, are significantly lower than the costs of retrofitting developments after the fact. The absence of natural gas in a development takes away the citizens' and residents' choice to benefit from the energy source that best supports their lifestyle."

Earlier this year, the LANGD Board of Directors approved energy choice initiative ordinances for presentation to cities of Apopka, Winter Garden, and Clemont. Winter Garden and Clermont will be presented the same ordinance, said Brent Haywood, general manager/CEO of LANGD.

Ordinances upholding energy choice for homeowners have become more commonplace across the nation, Haywood said. He himself has collaborated with multiple municipalities on it, the closest to Apopka being Leesburg.

"Well, I just think it'll be nice that we are able to give our residents an option whether they want to have electric or whether they want to have gas," said City Commissioner Alexander Smith, who is also a LANGD board member. "So, by allowing this ordinance to pass, it would give our residents that option. And a lot of the residents would like gas, especially for cooking. So, I think it's a good ordinance."

Apopka Resident Albert McKimmie agreed with Smith on his point about people having the option of electricity or gas as an energy source. However, McKimmie doesn't like the idea of monopolies.

"When you make an ordinance to put in gas lines, firstly, I want to know who's paid for it. Is it the developer that's paid for the gas lines or is it Lake Apopka that's paying for the natural gas lines? In effect, if it's Lake Apopka that's paying for the gas lines, what you are proposing is setting up a monopoly because it means that later on, no other gas company whos's decided to come in and compete with Lake Apopka could compete with them because it's Lake Apopka gas lines," McKimmie said.

McKimmie said he advocated for some time for the city of Apopka to offload Lake Apopka Natural Gas District.

"I think that the money that we could get from selling Lake Apopka Natural Gas would settle all the screw ups in the infrastructure that this mayor has contributed to," McKimmie said. "We could certainly still allow Lake Apopka Natural Gas to supply gas, but we should be looking at privatizing all our public utilities, and the money that comes from Lake Apopka Natural Gas' sale could be used to do that."

The Apopka City Council's second reading and adoption of Ordinance No. 3070 is scheduled for Wednesday, August 7.

LANGD's energy loss in its three parent cities was about $35.9 million per year because natural gas hadn't been utilized in the majority of the homes.

The Energy Information Administration report from the Department of Energy states that this past winter's heating cost was an estimated $67.3 billion, with natural gas in the mix; if there was a full electrification, it would be $204 billion for heating costs just for a single winter.

The electrification movement proposes the move to an all-electric, single-source model that eliminates the use of natural gas and natural gas products. A single-source energy model would eliminate competition, thus allowing electric companies to monopolize the energy landscape and deprive consumers' right to choose their energy source, Haywood said at the LANGD Board of Directors March 25 meeting.

Electrification lives on the misconception that electricity is equivalent to

See CITY Page 7A













CITY OF APOPKA
PUBLIC HEARING NOTICE
REPEAL AND REPLACEMENT OF THE TRASNPORTATION ELEMENT OF THE APOPKA COMPREHENSIVE PLAN
ADOPTION HEARING

NOTICE is hereby given pursuant to Florida Statues Section 163.3184 and the Apopka Code of Ordinances, Part III, Land Development Code, Article II, Section 2.4.7(B) that the City of Apopka proposes to amend the Comprehensive Plan by repealing and replacing the Transportation Element.

ORDINANCE NO. 3029

AN ORDINANCE OF THE CITY OF APOPKA, FLORIDA, AMENDING THE CITY OF APOPKA COMPREHENSIVE PLAN; REPEALING AND REPLACING THE TRANSPORTATION ELEMENT IN ITS ENTIRETY; PROVIDING FOR LEGISLATIVE FINDINGS; PROVIDING FOR CONFLICTS; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

Notice is given that a public hearing for the adoption of the proposed amendment to the Florida Department of Commerce will be held 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, August 7, 2024, beginning at 1:30 p.m.**, or as soon thereafter as possible.

Affected parties and the public may appear at the above listed hearing to speak. The proposed Transportation Element can be inspected at the Apopka Community Development Department located at Apopka City Hall on weekdays between the hours of 8:00 a.m. and 4:30 p.m. City Hall address shown below. 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

July 26, 2024

Publish: The Apopka Chief **177108**



Reason for crash of computer software was given as a downloaded update

By: Van Yandell

Psalm 6□ 5-7 "My soul, wait thou only upon God□for my e□pectation is from him. He only is my rock and my salvation: he is my defence□I shall not be moved. In God is my salvation and my glory: the rock of my strength, and my refuge, is in God.□

On Friday morning of a week ago, computer systems around the world crashed. Airlines, hospitals and banking were immediately thrown back to the curse of pencil and paper of which they had none or did not know how to use it.

The reason for the crash was reported to have been because of the downloading of an update into the computer software.

Regardless of the reason, we were reminded of how vulnerable the world is to computers, the internet and electricity.

When we consider the many eventualities that can interrupt the information flow, the repercussions become horrifying.

We have e□perienced problems in our area with internet and phone service. We also use an antenna for local TV channels and the reception has not been particularly good. I suspicioned the solar flares that generated the aurora borealis.

It was also possible atmospheric conditions or even maintenance on a transmitting device could have been responsible.

At any rate, for a few weeks, we were partly cut off from the world.

At times we do not know or comprehend the reason □r reasons□for our disconnection from the world. The culprits that might destroy the electricity supply may be satellite or com tower problems, or an electro-magnetic pulse.

The possibility of a terrorist attack or highly skilled computer hacker could set us back decades in a few seconds. Regardless of the cause, we have allowed ourselves to become vulnerable in this world of technology, rapid transit and instant communications.

Paper and pencil may not have been able to keep track of inventory and automatically order more product when the supply on the shelf became low, but it worked without electric power or the internet. When the power goes off or the internet fails, only then do we realize what a trap we have set for ourselves.

Daniel □□ □"But thou, O Daniel, shut up the words, and seal the book, even to the time of the end: many shall run to and fro, and knowledge shall be increased.□We usually consider these words of Daniel as prophetic but they may be a warning□or are those the same?

Could our immense supply of technological devices ultimately be our destruction? Some are predicting AI (Artificial Intelligence□could trigger a world war or put the entertainment industry and designers/architects out of business.

Why do some find it necessary to eliminate the need to think?

As technology increases, the deeper we are digging this self-destructive hole and the more vulnerable we become. For the open-eyed individual the future is cer-

See YANDELL on page 7A

PUBLIC HEARING NOTICE
ANNE□ATION
CITY OF APOPKA

NOTICE is hereby given pursuant to Florida Statutes 171.044, the Apopka Code of Ordinances, Part III, Land Development Code, Article II, Section 2.5.1.A, that **APPIAN ENGINEERING, INC. C/O LUKE M. CLASSON, P.E.** has made an application to the City of Apopka City Council for an **ANNEXATION** of a property located on the southwest corner of Ondich Road and Effie Drive. This application relates to the following described property:

ORDINANCE NO. 3066

AN ORDINANCE OF THE CITY OF APOPKA, FLORIDA, TO EXTEND ITS TERRITORIAL AND MUNICIPAL LIMITS TO ANNEX PURSUANT TO FLORIDA STATUTE 171.044 THE HEREINAFTER DESCRIBED LANDS SITUATED AND BEING IN ORANGE COUNTY, FLORIDA, OWNED BY PM S-1 REO, LLC; LOCATED ON THE SOUTHWEST CORNER OF ONDICH ROAD AND EFFIE DRIVE; COMPRISING 54.85 ACRES, MORE OR LESS; PROVIDING FOR DIRECTIONS TO THE CITY CLERK, SEVERABILITY, CONFLICTS, AND AN EFFECTIVE DATE.



Parcel Identification Number(s): 11-20-27-0000-00-037, 11-20-27-0000-00-069, 12-20-27-0000-00-001, 12-20-27-0000-00-012, 12-20-27-0000-00-046, 12-20-27-0000-00-048
Contains: 54.85 +/- acres

NOTICE is given that public hearings for Ordinance No. 3066 will be held by the **City of Apopka City Council** at its regularly scheduled meetings in the City Council Chambers of the Apopka City Hall, 120 E. Main Street, Apopka, Florida on **Wednesday, August 7, 2024 beginning at 1:30 P.M and Wednesday, August 21, 2024** beginning at 7:00 P.M. or as soon thereafter as possible.

Affected parties and the public may appear at the above listed hearings to speak. The proposed Annexation can be inspected at the Apopka Community Development Department located at Apopka City Hall on weekdays between the hours of 8:00 a.m. and 4:30 p.m. City Hall address shown below. 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

July 26, 2024

Publish: The Apopka Chief 177099

Byrd: We should live by his example

Continued from page 2A

friend □ohn Peery, if a stranger comes to our town and picks up *The Apopka Chief*, they immediately know that our community values its local public schools□that our community cares about and supports our children and schools.

That kind of coverage is not by accident. It was because our schools and children really mattered to both □ohn Peery and □ohn Ricketson. They both loved our community and understood that our local schools are at the heart of any community. They understood that a community cannot thrive if their schools are not thriving. I am so incredibly grateful to them for this.

On a personal note, I share the many sentiments that have been shared in the last week about Mr. Ricketson. One of the things I loved most about him was his ability to make you feel like you were the most important person in the room. He always made an effort to cross a room and give you a big hug and smile to say hello.

I, and everyone else who knew him and interacted with him regularly, will miss that smile and hug. Our community was made better for having him in it, and we will be forever in his debt.

May we all live by his e□ample of civic leadership, service, and most of all, kindness to everyone we meet.

Moore: Register for Bash/Bike Rodeo

Continued from page 2A

Truer hearts for service were never found.

At the Back-to-School Bash, we will also offer refreshments, school supplies, and a great atmosphere with a professional D□

I'm also grateful to Sprouts Apopka and other Apopka friends for donating water and fresh fruit. Sprouts has been a phenomenal partner for Wekiwa Springs.

Finally, we have invited several smoothie and icee vendors to participate.

Please register for the Inaugural Back-to-School Bash and Bike Rodeo at the link below. Even if we run out of free bikes, families are invited to participate in the skills training and school supply portions of the event. https://bit.ly/□t□3□nb

I'm looking forward to seeing you on August 3rd.

Hayden: We must support Israel

Continued from page 2A

had all to do with establishing a power grab over the "sheeple,□and most of us fell for the lies and bogus "e□perts□with their false, and phony reports.

Now it is starting all over again. It is high time we start looking throughout our nation for leaders who, like Prime Minister Benjamin Netanyahu, can handle the job we hire them for. Like the nation of Israel, we need to seek a leader who loves our nation and the □udeo-Christian standards that our nation was founded on. We need to find someone who will bring us back together under one banner □Old Glory□and unite us as We the People, instead of tribal separation.

This administration has turned its back on our greatest ally, the nation of Israel. In fact, they have been considering using our ta□payer dollars to support a movement called Boycott, Divest from, and Sanction □BDS□Israel. The leaders of the movement have even stated their goal is to see the collapse of Israel from economic isolation.

We need to contact our elected leaders and let them know we do not want our tax dollars supporting this anti-Semitic rhetoric, and actions that are being promoted by radical Islamic influences through this administration. Donald □ Trump was the only president to keep our promise to Israel and move our embassy from Tel Aviv to □erusalem and recognize the City of David as Israel's spiritual, political, and national center. By his presidential action, the □nited States of America was showing our support, and our unity with Israel's stand as the only Democracy in that part of the world.

Israel is seeking inroads to bring peace and stability to the nations surrounding them. My prayer is that we will choose to be a part of those efforts for peace. We have a responsibility to hire □vote for□ those to be in office who love the □nited States and see it as an e□ceptional nation worth fighting for. I don't care what color your skin is, your religion, your heritage, or education, but if you are a citizen of the □nited States of America, you need to stand for our glorious banner, the Stars and Stripes, place your hand over your heart when the National Anthem is playing, and *thank GOD you are a part of this Constitutional Republic* □f you don't know what this is, look it up□

Let us support Israel and advise them they don't have to handle that job by themselves. Let our pride be in what GOD has ordained through the wisdom of our Founding Fathers and the document they put their sacred honor on the line for, when they signed the Constitution of the □nited States of America.

Everybody has an opinion. Why not share yours?

Send a letter to the Editor online www.theapopkachief.com

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

Towel: Comedic pessimism

Continued from page 1B

commentaries of extreme, but outrageously entertaining, pessimism," as put in a press release from event organizer Roger Williams.

After each coach has made their presentation the judges of the event will deliberate in a separate private room. The winner of the night will receive the 11th Crying Towel Plaque and an actual crying towel just in case their season goes how they, facetiously, predicted. The coaches participating will also be taking questions from the audience and keeping the mood light as they prepare for the upcoming season.

Throughout the evening, which includes a social hour in the piano bar, followed by dinner with the coaches in a private room, fans and alumni of the four schools, many of whom were classmates, teammates, or rivals decades ago, have the opportunity to renew old acquaintances and friendships and reminisce about rivalries from long ago.

The rest of the information provided here is pulled directly from the "Talkin' Old School with Roger Franklin Williams" press release for the 2024 Crying Towel.

"The event carries the name of Dave Powers, former highly revered and much-loved Orlando Banking Executive, and generous Bishop Moore benefactor, who passed away unexpectedly in November of 2017. Dave Powers was the driving force in re-establishing the Crying Towel event in 2014. In honor of Dave Powers' indispensable and extraordinarily generous contributions to the success of the Crying Towel event, and, especially to supporting and promoting high school sports in Metro Orlando, the event

See TOWEL Page 3B

Police Beat

If a law enforcement agency charges you with a crime and this paper reports that information, please notify us within 90 days if the charge is dropped, or if you are found not guilty by the court. After verifying the information, we will be happy to publish it. Please send notification to *The Apopka Chief, P.O. Box 880, Apopka, 32704-0880.*

In the period from July 14-20, the Apopka Police Department received 1,653 calls for service, responded to 36 crashes, issued 56 citations, and made 12 arrests. Juveniles were charged with resist officer-obstruction without violence (X2).

The following adults were arrested and charged:

Ava Ellysa Allen, 18, 1843 Page Leigh Cir., Apopka, stolen property-dealing in trafficking of stolen property; larceny-grand theft $750 less than $5,000.

Shane Allen Baisden, 39, 11414 S. Orange Blossom Trl., Orlando, probation violation.

Daveen Denise Brown-Holder, 29, confidential, Orlando, battery-touch or strike.

Cristhian Enrique Castaneda-Alvarado, 25, 103 W. 8th St., Apopka, drugs-possession of controlled substance without prescription; drugs-possession, intent to sell/manufacture/deliver, controlled substance schedule II.

Wayne Roy Hough, 37, 671 N. 4th Ave., Deltona, larceny-grand theft $750 less than $5,000; fraud-illegal use credit cards, use more 2 times 6 mths obtain goods, money $100/more.

Oscar Martinez Campanioni, 37, 5187 Cinderlane Pkwy #1401, Orlando, larceny-grand theft $750 less than $5,000; fraud-use scan skim device payment, card defraud 1st offense.

Josue Abidan Mejia Lopez, 50, 213 W. Cleveland St., Apopka, kidnap-false imprisonment of person; battery-touch or strike.

Kenneth Braden Phillips, 47, 905 N. Hart Blvd., Orlando, larceny-petit theft, merchandise farm transit 2+ prior conviction.

Paul F.C. Poppell, 39, 28740 Atlantis Rd., Tavares, trespassing structure or conveyance.

Kimberly Nicole Sasser, 35, 128 W. Cedarwood Cir., Kissimmee, probation violation.

Paul Keenan Tracy, 36, 1378 Plumgrass Cir., Ocoee, possession of weapon or ammo by convicted Florida felon.

Jason Glenn Weber, 42, 7759 Whisper Pl., Orlando, trespassing-failure to leave property on order of owner.

WHS: Losing was a lesson

Continued from page 1B

16-9 to a state final four team and state championship contender was taken," Middleton said. "Expectations for Wekiva were anything but returning to the state championship contender landscape after last season (2022-23). No one thought the senior leadership needed to take next step and culminating with the run existed."

"Advancing to the state final four and even losing was a learning experience to be used this upcoming season. More importantly for moving forward this upcoming season, we graduated only three seniors from a team advancing to the state final four. No other team contending for the state championship has less than four."

While last season progressed, using defense as the catalyst for the style of play common to the current era was not only taken by the Mustangs. Wekiva's defense evolved into surrendering an eye-attention catching, headline-grabbing, first among a defensive-oriented era 37.5 points per contest.

"A defensive enforcer is needed as the primary component for a team to evolve into giving up 37 points though," Middleton said. "Mickayla Anderson also evolved into the defensive stopper for the Mustangs last season. The evolution towards giving up only 37 points really took off when Mickayla evolved into the defensive stopper. Evolution went far beyond the statistical though, all the way to the character of how Wekiva now plays defense."

"None of the teams in the Class 6A-Region 2 bracket faced an opponent like the Mustangs as far as the defensive approach and execution. THe Mustang's opponenets had given up far more points than Wekiva. Open looks decreased significantly when facing us. The difference grows out of the desire to force opponents to work for the open looks and efficient execution of half-court offense if nothing else.

When facing the Horizon Hawks in the Class 6A-Region 2 final, for a fourth time, the defense had progressed from good and providing an opportunity for winning to peaking and at a championship level. The three previous losses to Horizon were by a combined 10 points. Execute a handful more plays this time and we win this time. We were

See WHS Page 3B



A Wekiva Mustang rushes the ball up court during a fast break looking for an easy transition bucket.

PUBLIC HEARING NOTICE
ANNEXATION
CITY OF APOPKA

NOTICE is hereby given pursuant to Florida Statutes 171.044, the Apopka Code of Ordinances, Part III, Land Development Code, Article II, Section 2.5.1.A, that **Jesse Anderson** has made an application to the City of Apopka City Council for an **ANNEXATION** of a property located at 3595 W Kelly Park Road and 3611 W Kelly Park Road. This application relates to the following described property:

ORDINANCE NO. 3069
AN ORDINANCE OF THE CITY OF APOPKA, FLORIDA, TO EXTEND ITS TERRITORIAL AND MUNICIPAL LIMITS TO ANNEX PURSUANT TO FLORIDA STATUTE 171.044 THE HEREINAFTER DESCRIBED LANDS SITUATED AND BEING IN ORANGE COUNTY, FLORIDA, OWNED BY EFFIE ROAD HOLDINGS LLC; LOCATED AT 3595 W KELLY PARK ROAD AND 3611 W KELLY PARK ROAD, COMPRISING 2.32 ACRES, MORE OR LESS; PROVIDING FOR DIRECTIONS TO THE CITY CLERK, SEVERABILITY, CONFLICTS, AND AN EFFECTIVE DATE.



Parcel Identification Number(s): 12-20-27-0000-00-018, 12-20-27-0000-00-016
Contains: 2.32 +/- acres

NOTICE is given that public hearings for **Ordinance No. 3069** will be held by the **City of Apopka City Council** at its regularly scheduled meetings in the City Council Chambers of the Apopka City Hall, 120 E. Main Street, Apopka, Florida on **Wednesday, August 7, 2024 beginning at 1:30 P.M** AND **Wednesday, August 21, 2024 at 7:00 P.M.**

Affected parties and the public may appear at the above listed hearings to speak. The proposed Annexation can be inspected at the Apopka Community Development Department located at Apopka City Hall on weekdays between the hours of 8:00 a.m. and 4:30 p.m. City Hall address shown below. 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

July 26, 2024

Publish: The Apopka Chief **177120**

Weekly SUDOKU

by Linda Thistle

Place a number in the empty boxes in such a way that each row across, each column down and each small 9-box square contains all of the numbers from one to nine.

DIFFICULTY THIS WEEK: ◆◆◆

◆ Moderate ◆◆ Challenging
◆◆◆ HOO BOY!

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SUDOKU ANSWERS: PAGE 9A

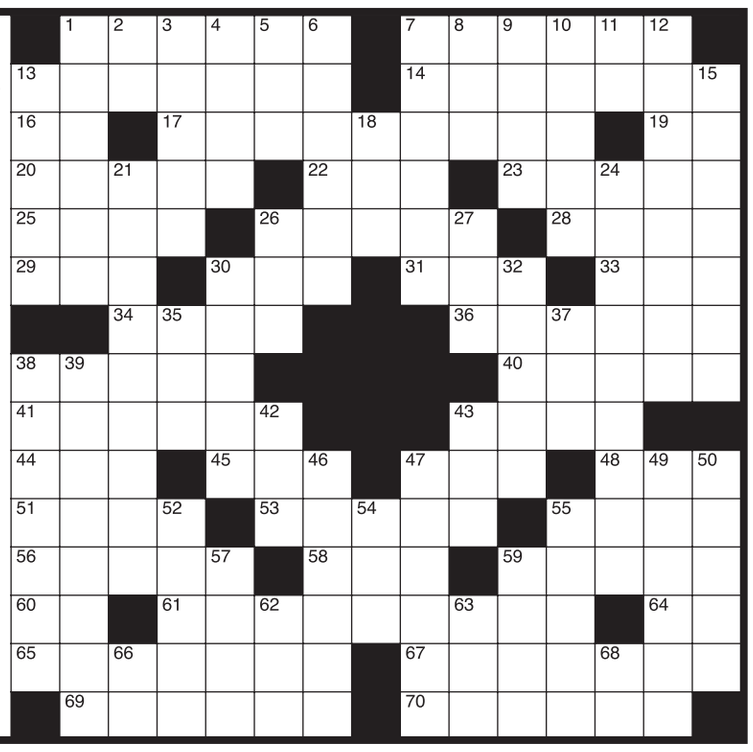
	9			7			8	
5			1			6		
		1			3			5
7				5				2
	4		3			7		
		6			4		1	
	5		8	6			9	
		2			7			1
1				2		4		

CLUES ACROSS

1. Spiritual leaders
7. Salt
13. Fortified wine
14. Edible mollusk
16. It begins with them
17. A way to compare
19. Governmentt lawyer
20. Back parts
22. 8th month (abbr.)
23. Very willing
25. __ ex machina
26. Satisfies
28. Quebec river
29. A doctrine
30. Popular pickup truck
31. Dekagram
33. Naturally occurring solid material
34. Company officer
36. Villains
38. Cricket frogs
40. German founder of psychology
41. Endured
43. A female domestic
44. A "place" to avoid
45. Cigarette (slang)
47. Canadian politician Josephine
48. French ballet/acting dynasty
51. Employee stock ownership plan
53. Belonging to the bottom
55. Sound
56. Yankees' slugger Judge
58. Dickens character
59. More wise
60. Flash memory card
61. Exposing human vice or folly to ridicule
64. Atomic #79
65. Longtime Braves pitcher Julio
67. Humor
69. Shawl
70. Preliminary assessment of patients

CLUES DOWN

1. Animal disease
2. Commercial
3. Craft supply
4. Storage units
5. Investment vehicle
6. Colorado Heisman winner
7. In a way, sank
8. Post-birth brain damage (abbr.)
9. Lay about
10. Intestinal
11. The opposite of yes
12. Caused to be loved
13. Messianic in Islamic eschatology
15. Showing since conviction
18. Not safe
21. The number above the line in a fraction
24. Yard invader
26. Pouch
27. Swedish krona
30. Start anew
32. While white or yellow flower
35. Fourteen
37. Graphical user interface
38. Up-to-date on the news
39. Campaigns
42. Touch softly
43. "Boardwalk Empire" actress Gretchen
46. Violent seizure of property
47. One who supports the Pope
49. Anxiety
50. Body fluid
52. Phony person
54. Title of respect
55. Chilean city
57. City in central Japan
59. Silk garment
62. Draw from
63. Automobile
66. Man
68. Legal bigwig (abbr.)



Solutions can be found on page 9A of this newspaper.

City of Apopka
CITY COUNCIL STAFF REPORT

Section: PUBLIC HEARINGS/ORDINANCES/RESOLUTION (Action Item)
Item #: 9.
Meeting Date: August 7, 2024
Department: Finance Department

SUBJECT:
Resolution No. 2024-17: Amending the budget for the fiscal year beginning October 1, 2023, and ending September 30, 2024.

REQUEST:
Council adoption of Resolution Number 2024-17
Budget Amendment #: 8
Fiscal Year (FY) 2024
Total Amendment: **$1,584,457** Dollar amounts may be rounded up.

SUMMARY:
On September 20, 2023, and December 6, 2023, by Resolution Number 2023-31 and 2023-39, the City Council adopted the final budgets for fiscal year (FY) 2023-2024. The City committed to expenditures and has experienced unanticipated revenues/expenditures throughout the current fiscal year that need to be reflected in the budget. Florida Statutes, Section 166.241 (4) requires the governing body to amend the budget in the same manner as the original budget was adopted. Below are the following proposed amendments:

1. Amendment: Florida Town Center

Funding Source: Water, Wastewater, Reclaim Impact Fee Fund Reserves
Description: On August 25, 2021, City Council approved a Utility Impact Fee Agreement with Floridian Town Center Development. The utility improvements included construction of a 16" wastewater forcemain from the intersection of US 441 and the SR 429 collector road east along the south side of US 441 to Orange Avenue, then south on the west side of Orange Avenue to the connection point to the existing 12" City wastewater forcemain. The total length of the offsite wastewater forcemain constructed is approximately 1,805 linear feet. This wastewater forcemain improvement project was included in the 2019 Wastewater System Masterplan. The Certificate of Acceptance for the construction project was dated July 1, 2024, so the subject wastewater forcemain is now owned and maintained by the City. Staff recommends approval of this Budget Amendment for $1,209,457, so a reimbursement payment can be made in accordance with the Utility Impact Fee Agreement.

Account Number	Description	Debit	Credit
403-389-0009	Carry-Over Appropriations (Budget)		$1,209,457
403-3123-565-6300	Improvements Other than Building	$1,209,457	
	Total Amendment	**$1,209,457**	**$1,209,457**

2. Amendment: Legal Fees - Outside Legal Counsel

Funding Source: General Fund Operating Reserves
Description: In 2023, City Council used the services of Shepard, Smith, Kohlmyer, and Hand to provide legal services to the City, until a decision is made to hire an inside attorney or continue with the outside legal counsel services. Over the past year, the salary, wages, and fringe benefit costs of the previous City Attorney were used to offset the cost of hiring an outside legal counsel. Based on legal fees paid over the past nine (9) months and estimated billings for the next three (3) months, we are exceeding the funds available by approximately, $375,000 as follows:

Shepard, Smith, Kohlmyer, Hand Invoices	
October 2023	$ 64,460
November 2023	60,125
December 2023	37,795
January 2024	44,360
February 2024	52,447
March 2024	50,186
April 2024	46,035
May 2024	50,945
June 2024	34,185
July 2024 - Average	**48,949**
August 2024 - Average	**48,949**
September 2024 - Average	**48,949**
	$ 587,385
City Attorney - SW&F	(212,963)
Fees in Excess of City Attorney SW&F	**$ 374,422**

Account Number	Description	Debit	Credit
001-389-0010	Carry-Over Appropriations/Reserves		$375,000
001-1015-514-3100	Improvements, Other than Buildings	$375,000	
	Total Amendment	**$375,000**	**$375,000**

FUNDING SOURCE:
FY2023-2024 Budget

RECOMMENDED MOTION:
Adopt Resolution Number 2024-17

ATTACHMENTS:
1. Resolution Number 2024-17_Budget Amendment #8

RESOLUTION NO. 2024-17

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF APOPKA, FLORIDA, AMENDING THE BUDGET FOR THE FISCAL YEAR BEGINNING OCTOBER 1, 2023 AND ENDING SEPTEMBER 30, 2024, PROVIDING FOR A BUDGET AMENDMENT

WHEREAS, the City Council of the City of Apopka, Florida, has determined that the Budget for Fiscal Year 2023/2024 should be amended; and

WHEREAS, Florida Statutes, Section 166.241(4) requires the governing body amend the budgets in the same manner as the original budget is adopted; and

WHEREAS, the City Council adopted the final budgets for fiscal year 2023/2024 through resolution on September 20, 2023 and re-adopted December 6, 2023.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF APOPKA, FLORIDA, AS FOLLOWS:

SECTION 1: That the Budget for the City of Apopka, Florida, and Fiscal Year 2023/2024 is hereby amended for an amount totaling **$1,584,457** as indicated in the staff report which is attached hereto and made part of this Resolution by reference.

SECTION 2: Effective Date. This Resolution shall take effect upon final passage and adoption.

ADOPTED THIS **7th DAY OF AUGUST, 2024**

CITY OF APOPKA, FLORIDA

_____
BRYAN NELSON, MAYOR

ATTEST:

_____
SUSAN BONE, CITY CLERK