

**APOPKA CITY COUNCIL AGENDA**  
**October 17, 2018 7:00 PM**  
**APOPKA CITY HALL COUNCIL CHAMBERS**

**CALL TO ORDER**  
**INVOCATION**  
**PLEDGE**

**APPROVAL OF MINUTES:**

1. City Council regular meeting October 3, 2018.

**AGENDA REVIEW**

**PROCLAMATIONS:**

1. Rotary Polio Plus Day. Mayor Nelson

**PRESENTATIONS:**

1. Presentation of check donations from the Elks Lodge 2422 for the Police and Fire Departments. Gene Knight
2. Appraisal and conditions for the property at 5th Street and Park Ave. Jim Hitt

**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.

**CONSENT (Action Item)**

1. Approve a contract with the Department of Corrections for an inmate work squad.

**BUSINESS (Action Item)**

1. Master Plan/Preliminary Development Plan – Silver Oak – Minor Amendment David Moon  
Project: Development Solutions SH, LLC  
Location: North of East Keene Road and west of Sheeler Avenue

**PUBLIC HEARINGS/ORDINANCES/RESOLUTION (Action Item)**

1. Ordinance No. 2673 – Second Reading – Land Development Code Amendment Richard Earp  
Project: City of Apopka – Article V, Section 5.05.00 – Floodplains
2. Ordinance No. 2678 – Second Reading – Change of Zoning/PUD Master Plan David Moon  
/Preliminary Development Plan/Development Agreement  
Project: Mid-Florida Freezer Warehouses LTD; Florida Express Trucking, Inc.; Eagles Landing at Ocoee, LLC.  
Location: West side of SR 429, south of General Electric Road, and east of Hermit Smith Road.
3. Ordinance No. 2681 – Second Reading – 2018 Annexation Cycle 5 Jean Sanchez  
Project: Construesse USA, Inc.  
Location: 2600 Rock Springs Road
4. Ordinance No. 2657 – First Reading – Right-of-Way Vacate Pamela Richmond  
Project: Mid-Florida Freezer Warehouse Ltd., c/o Pat Lee  
Location: South of U.S. Highway 441, East of Hermit Smith Road and West of US 441
5. Ordinance No. 2680 – First Reading – Utility Easement Vacate Phil Martinez  
Project: Willie and Cynthia Mcinvale  
Location: 1541 Islay Court

**CITY ADMINISTRATOR REPORT**

- 1. November 21, 2018, City Council Meeting.

**CITY COUNCIL REPORTS**

**MAYOR'S REPORT**

**ADJOURNMENT**

**MEETINGS AND UPCOMING EVENTS**

DATE	TIME	EVENT
October 18, 2018	2:00pm – 6:00pm	City Council Workshop: Land Development Code Review
October 20, 2018	11:00am – 12:00pm	Cookies & Milk with a Cop – NW Orange/Apopka Library
October 22, 2018	10:00am –	Lake Apopka Natural Gas District Board Meeting: Winter Garden
October 27, 2018	5:00pm – 9:00pm	Hometown Halloween in the Park – Kit Land Nelson Park
November 1, 2018	5:30pm – 9:00pm	Food Truck Round Up
November 7, 2018	1:30pm –	City Council Meeting
November 12, 2018	-	City Offices Closed in observance of Veterans Day
November 12, 2018	6:30pm –	CONA Meeting – UCF Apopka Business Incubator
November 13, 2018	5:30pm – 7:30pm	Planning Commissioner Meeting
November 17, 2018	11:00am – 12:00pm	Cookies & Milk with a Cop – NW Orange/Apopka Library
November 20, 2018	6:00pm –	Code Enforcement Hearing
November 21, 2018	7:00pm –	City Council Meeting
November 22, 2018	-	City Offices Closed in observance of Thanksgiving
November 23, 2018	-	City Offices Closed in observance of Thanksgiving
November 26, 2018	10:00am –	Lake Apopka Natural Gas District Board Meeting: Winter Garden

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.

## 19ITY OF APOPKA

---

**Minutes of the regular City Council meeting held on October 3, 2018, at 1:30 p.m., in the City of Apopka Council Chambers.**

**PRESENT:** Mayor Bryan Nelson  
Commissioner Doug Bankson  
Commissioner Kyle Becker  
Commissioner Alice Nolan  
Commissioner Alexander Smith  
City Attorney Cliff Shepard  
City Administrator Edward Bass

**PRESS PRESENT:** Teresa Sargeant - The Apopka Chief  
Reggie Connell, The Apopka Voice

**INVOCATION:** - Mayor Nelson called on Pastor David Schorejs of First Baptist Church of Apopka, who gave the invocation.

**PLEDGE OF ALLEGIANCE:** Mayor Nelson introduced Nathanie Doralus, Junior, Wekiva High School who led in the Pledge of Allegiance. She said forty-two years ago, on October 4, 1976, Barbra Walters became the first female co-anchor of an American news program, working on the ABC Evening News. This event also led to her becoming the highest paid journalist of her time, male or female, earning an unprecedented \$1 million per year. Her work on both the ABC and NBC news networks often drew more light on women's stories and she would later become the creator, producer and co-host of the ABC daytime talk show The View, which is recognized for having a diverse all-female panel. Walters interviewed some of history's most influential icons and leaders, from Audrey Hepburn and Muhamad Ali to former Cuban President Fidel Castro and current Syrian President Bashar al-Assad.

### **APPROVAL OF MINUTES:**

1. City Council regular and budget hearing meeting September 19, 2018.

**MOTION by Commissioner Nolan, and seconded by Commissioner Bankson, to approve the minutes of September 19, 2018 as presented. Motion carried unanimously with Mayor Nelson, and Commissioners Bankson, Becker, Smith and Nolan voting aye.**

**AGENDA REVIEW** – There were no changes.

### **PUBLIC COMMENT; STAFF RECOGNITION AND ACKNOWLEDGEMENT**

#### **EMPLOYEE RECOGNITION:**

- Five-Year Service Award – Marianne R. Zerillo – Public Services/Utility Administration. Marianne was not present and will be presented her award at another time.
- Ten-Year Service Award – Clifford R. MacDonald II – Police/Field Services. The Commissioners joined Mayor Nelson in congratulating Clifford on his years of service.

- Fifteen-Year Service Award – Clifford A. White – Public Services/Grounds . Clifford was not present and will be presented his award at another time.
- Fifteen-Year Service Award – Barry Hornett – Fire/EMS. Barry was not present and will be presented his award at another time.
- Fifteen-Year Service Award – Mark J. Fry – Fire/EMS. The Commissioners joined Mayor Nelson in congratulating Mark on his years of service.

**PRESENTATIONS:**

**1. Presentation of funding by the Florida Department of Environmental Protection (FDEP) for the Apopka Athletic Complex Florida Recreation Development Assistance Program (FRDAP) grant**

Robert Charles Brooks from Florida Department of Environmental Protection presented the City with a FRDAP grant for the Apopka Athletic Complex. He said only 35 grants were awarded this year.

**2. Boy Scout Troop 211: WWII Monument Marker at Kit Land Nelson Park.**

**Project: Monument to include a brick outlay with a bronze plaque.**

Lorena Potter, Acting Recreation Director, provided information for the WWII Monument Marker at Kit Land Nelson Park. Boy Scout Troop 211 is relocating a monument that had been placed in the park during WWII and it will be placed on top of a brick column in the area where the flagpoles are located.

**Public Comment:**

Jim Bilderback expressed concern regarding people speeding on Lake Doe Boulevard. He inquired about having speed bumps installed to slow down speeding vehicles. Mayor Nelson explained speed bumps were not permitted at this time per the Land Development Code. He suggested Mr. Bilderback meet with Chief McKinley or Deputy Chief Fernandez regarding this matter.

Goody Davis spoke of land behind White Ivy Court that is between the Parkside Development and Court Yards II. This land has been allowed to overgrow and they have only mowed periodically down the middle of the property. She asked that the owner be held responsible for cleaning this property up to their property lines.

**CONSENT**

1. Approve an amendment to the Agreement with Lake County for shared public service radio communication facilities.
2. School Concurrency Mitigation Agreement with Vista Reserve.
3. School Concurrency Mitigation Agreement with Meadow View Apartments.
4. Sewer and Water Capacity Agreement Lakeside Phase 2.

**MOTION by Commissioner Bankson, and seconded by Commissioner Smith, to approve four items on the Consent Agenda. Motion carried unanimously with Mayor Nelson and Commissioners Bankson, Becker, and Nolan voting aye.**

**BUSINESS**

1. Award a contract for the construction of the Alonzo Williams Park Community Center and off-street parking.



Edward Bass, City Administrator, said staff was asking Council to approve awarding two contracts, contingent upon the Florida Department of Economic Opportunities approval. He gave history of this project stating there were three bids on the Alonzo Williams Park for the construction of the building that ranged from \$1.1 to \$1.3 million. These were rejected in February due to funding. Staff came back to Council to request approval for an updated engineering estimate that was done and the estimate came in at \$1.3 million. The project was put back out for the bid process and there were seven proposals received. The request is to award to the lowest bidder contingent on DEO approval. The projects are for the community building and off-street parking. The recommendation is to award the off-street parking to R.L. Burns, Inc. at \$27,561.83 and award the construction of the community building to MIE, Inc. at \$1,086,563.84. The recommendation is to approve both awards, dependent upon DEO approval, and also if DEO does not approve one of these bids, authorize moving to the second lowest bidder so not to delay the process. He advised we are working with a consultant on this and the goal is to start construction sometime in November.

Commissioner Bankson said there was no funding set aside for furnishings and asked if staff will make sure the building is furnished correctly.

Mr. Bass said they went to the CRA for approval of funding up to the \$1.3 million. He affirmed the \$135,000 will still be in this project and as moving through the project, we will have to come back for funding of furnishing. He stated there is a 10% contingency built in as well. This will be brought back to Council for approval to award any additional funding.

Mayor Nelson advised there was a possibility of obtaining another grant through AT&T for \$15,000 for a computer lab in the back of the building for students after school.

**MOTION by Commissioner Smith, and seconded by Commissioner Bankson to approve a contract with MIE, Inc., if approved by DEO, for the construction of the Alonzo Williams Community Center. Motion carried unanimously with Mayor Nelson, and Commissioners Bankson, Becker, Smith, and Nolan.**

**MOTION by Commissioner Nolan, and seconded by Commissioner Becker, to approve a contract with R.L. Burns, if approved by DEO, for off-street parking at Alonzo Williams Park. Motion carried unanimously with Mayor Nelson, and Commissioners Bankson, Becker, Smith, and Nolan.**

**MOTION by Commissioner Smith, and seconded by Commissioner Nolan to approve moving to the next lowest bidder should DEO not approve one of the proposals. Motion carried unanimously with Mayor Nelson, and Commissioners Bankson, Becker, Smith, and Nolan.**

**2. Final Development Plan/Plat - Lakeside, Phase 2**

**Project: Avatar Properties, Inc.**

**Location: South of Marshall Lake and West of SR 451**

Bobby Howell, Senior Planner provided a brief lead-in for the Final Development Plan/Plat for Lakeside, Phase 2. He reviewed the location on an aerial map stating the subject property is located south of Marshall Lake and west of S.R. 451 and pointed out the surrounding land uses. On April 4, 2018, Council approved a PUD Master Plan, Preliminary Development

Plan for the Lake Marshall subdivision that details the development of 301 single-family lots in two phases. The subdivision has been renamed Lakeside and the applicant is now requesting approval of the final development plan and plat for Lakeside, Phase 2. All roadways are privately owned and the subdivision will be gated. Ingress and egress is via Johns Road. DRC and Planning Commission recommended approval.

Mayor Nelson opened the meeting to public comment.

Katie Starkey said she owns a business on 800 Johns Road and she asked if they would have the same issue during the second phase with the dump trucks as they had during the first phase. She said that she and other business owners on Johns Road share a safety concern. They have reached out to the developer and construction manager concerning this matter. They also reached out to the trucking company and the Police Department. She declared very few people were showing any concern of road blockage of through traffic and trucks traveling at a high rate of speed.

Mayor Nelson advised the police have been patrolling the area and ticketing.

Chief McKinley said there is only one way in and out. He said he and Deputy Chief Fernandez have been out there when the trucks lined the road. A number of citations have been issued. He stated the developer has stated that it will be a month prior to any dirt being moved. He stated they will address issues in Phase 2 as they arise.

Luke Classon, Appian Engineering, said during Phase 1 they had almost 150,000 cubic yards of dirt to move. As of this afternoon, they have finished with that activity. Phase 2 has roughly 30,000 cubic yards of dirt to move. He stated they will work with the contractors on this matter advising they were recently made aware of the complaints. He said it will be 1-2 months before they start moving dirt off of Phase 2.

Ms. Starkey asked that the contractor have a person in charge on site.

In response to Commissioner Smith, Mr. Classon affirmed they would be reconstructing the road from S.R. 451 to the end will be redeveloped and brought into city standards.

No one else wishing to speak, Mayor Nelson closed the public comment.

**MOTION by Commissioner Nolan, and seconded by Commissioner Bankson to approve the Final Development Plan and Plat for Lakeside, Phase 2. Motion carried unanimously with Mayor Nelson, and Commissioners Bankson, Becker, Smith, and Nolan.**

### **3. Final Development Plan/Plat – Vista Reserve**

**Project: Pulte Home Company, LLC**

**Location: East side of Rogers Road, approx. ½ mile north of the intersection of Rogers Road & Lester Road.**

Mr. Howell provided a brief lead-in and reviewed the location on a map stating it consists of 153 single-family residential lots in one phase. The PUD was approved by Council on

August 1, 2018. He reviewed the surrounding land uses. Ingress and egress will be from Rogers Road. DRC and the Planning Commission recommend approval.

Mayor Nelson opened the meeting to public comment. No one wishing to speak, he closed the public comment.

**MOTION by Commissioner Nolan, and seconded by Commissioner Bankson to approve the Final Development Plan and Plat for Vista Reserve. Motion carried unanimously with Mayor Nelson, and Commissioners Bankson, Becker, Smith, and Nolan.**

#### **PUBLIC HEARINGS/ORDINANCES/RESOLUTION**

1. Ordinance No. 2679 – First Reading – Comprehensive Plan Amendment  
Project: City of Apopka - Capital Improvements Element – Recreation Improvements. The City Clerk read the title as follows:

#### **ORDINANCE NO. 2679**

**AN ORDINANCE OF THE CITY OF APOPKA, FLORIDA, AMENDING THE CAPITAL IMPROVEMENTS ELEMENT OF THE APOPKA COMPREHENSIVE PLAN OF THE CITY OF APOPKA INCORPORATING AN AMENDMENT TO THE CITY'S FIVE YEAR CAPITAL IMPROVEMENTS PLAN; PROVIDING FOR SEVERABILITY AND PROVIDING FOR AN EFFECTIVE DATE.**

Mr. Moon said there have been no changes since the first reading.

Mayor Nelson opened the meeting to a public hearing. No one wishing to speak, he closed the public hearing.

**MOTION by Commissioner Nolan, and seconded by Commissioner Smith to adopt Ordinance No. 2679. Motion carried unanimously with Mayor Nelson, and Commissioners Bankson, Becker, Smith, and Nolan voting aye.**

2. Ordinance No. 2678 – First Reading – Change of Zoning/PUD Master Plan/Preliminary Development Plan. Project: Mid-Florida Freezer Warehouses LTD; Florida Express Trucking, Inc.; Eagles Landing at Ocoee, LLC.  
Location: West side of SR 429, south of General Electric Road, and east of Hermit Smith Road. The City Clerk read the title as follows:

#### **ORDINANCE NO. 2678**

**AN ORDINANCE OF THE CITY OF APOPKA, FLORIDA, CHANGING THE ZONING FROM "COUNTY" A-1 (ZIP), "CITY" RESIDENTIAL SINGLE-FAMILY DISTRICT (R-1AA), "CITY" MIXED-EC (MIXED-USE), "CITY" AG (AGRICULTURE), AND "CITY" I-1 (RESTRICTED**

**INDUSTRIAL DISTRICT) TO “CITY” PLANNED UNIT DEVELOPMENT (PUD), FOR CERTAIN REAL PROPERTY GENERALLY LOCATED ON THE WEST SIDE OF SR 429, SOUTH OF GENERAL ELECTRIC ROAD, AND EAST OF HERMIT SMITH ROAD, COMPRISING 186.03 ACRES MORE OR LESS, AND OWNED BY MID FLORIDA FREEZER WAREHOUSES LTD; AND EAGLES LANDING AT OCOEE, LLC; PROVIDING FOR DIRECTIONS TO THE COMMUNITY DEVELOPMENT DIRECTOR, SEVERABILITY, CONFLICTS, AND AN EFFECTIVE DATE.**

Mr. Howell provided an overview of the proposed change of zoning to Planned Unit Development (PUD). The property is located west of S.R. 429 and south of General Electric Road, and east of Hermit Smith Road. The subject property is approximately 188.893 acres, and the PUD is requested by the prospective developer who proposes a subdivision consisting of five industrial warehouse buildings totally 2,406,095 square feet. Ingress/egress will be off of Hermit Smith Road and General Electric Road. Stormwater retention will be maintained onsite. The applicant is requesting five deviations to the City’s required development standards as documented in the staff report. DRC and Planning Commission recommend approval based on the findings and facts presented in the staff report and exhibits.

Mayor Nelson opened the meeting to a public hearing. No one wishing to speak, he closed the public hearing.

Mayor Nelson stated discussions held with staff regarding as moving forward with this project, at some point buffer the industrial property with retention areas so to buffer the North Shore area and birding park and plant trees that are receptive to birding.

Commissioner Becker inquired if the turn on Petersen Road would be supportive of semi traffic and wide enough so not to create problems from the other direction. Mr. Howell responded in the affirmative.

**MOTION by Commissioner Nolan, and seconded by Commissioner Smith to approve Ordinance No. 2678 at First Reading and carry it over for a Second Reading. Motion carried unanimously with Mayor Nelson, and Commissioners Bankson, Becker, Smith, and Nolan voting aye.**

3. Ordinance No. 2681 – First Reading – 2018 Annexation Cycle 5  
Project: Construesse USA, Inc. Location: 2600 Rock Springs Road. The City Clerk read the title as follows:

**ORDINANCE NO. 2681**

**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 CONSTRUESSE USA, INC. AND LOCATED AT 2600 ROCK SPRINGS ROAD, PROVIDING FOR DIRECTIONS TO THE CITY CLERK, SEVERABILITY, CONFLICTS, AND AN EFFECTIVE DATE.**

Jean Sanchez, Planner, said this was a request to accept at First Reading to annex 2600 Rock Springs Road. The subject property is located west of Rock Springs Road and north of Rock Springs Elementary School. The property is approximately 9.5 acres in size directly abutting city jurisdiction on northern, southern, and western boundaries. The recommendation is to approve at First Reading and hold over for a Second Reading.

Mayor Nelson opened the meeting to a public hearing. No one wishing to speak, he closed the public hearing.

**MOTION by Commissioner Bankson, and seconded by Commissioner Nolan to approve Ordinance No. 2681 at First Reading and carry it over for a Second Reading. Motion carried unanimously with Mayor Nelson, and Commissioners Bankson, Becker, Smith, and Nolan voting aye.**

4. Resolution 2018-20 - TEFRA Hearing on Revenue Bonds to Waste Management, Inc.  
The City Clerk read the title as follows:

**RESOLUTION NO. 2018-20**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF APOPKA, FLORIDA, APPROVING, PURSUANT TO SECTION 147(f) OF THE INTERNAL REVENUE CODE OF 1986, THE ISSUANCE OF NOT TO EXCEED \$70,000,000 MIAMI-DADE COUNTY INDUSTRIAL DEVELOPMENT AUTHORITY SOLID WASTE DISPOSAL REVENUE BONDS (WASTE MANAGEMENT, INC. PROJECT), AND THE ISSUANCE OF NOT TO EXCEED \$23,000,000 SOLID WASTE DISPOSAL REFUNDING REVENUE BONDS (WASTE MANAGEMENT, INC. PROJECT), EACH ISSUED IN ONE OR MORE SERIES FOR PROJECTS IN VARIOUS LOCATIONS, INCLUDING THE CITY OF APOPKA, FLORIDA; PROVIDING CERTAIN OTHER MATTERS IN CONNECTION THEREWITH; AND PROVIDING AN EFFECTIVE DATE.**

Mr. Bass advised Waste Management, Inc. has requested Miami Dade County Industrial Development Authority to issue solid waste disposable revenue bonds in an aggregate principal amount not to exceed \$70 million and refunding revenue bonds not to exceed \$23 million. The bonds to Waste Management, Inc. will finance or refinance solid waste disposable capital expenditures at various locations. One of the locations is located in the City of Apopka, therefore, in accordance with IRS Code of 1986, the city, as the political jurisdiction is required to hold a public hearing with respect to the issuance of these bonds and provide a reasonable opportunity for individuals to express their views. He pointed out the City will have absolutely no liability to pay any of the principal or interest on these

bonds. The issuance of the bonds is fully on the books of Waste Management, Inc. The recommendation is to approve Resolution No 2018-20 and the interlocal agreement.

Mayor Nelson opened the meeting to a public hearing. No one wishing to speak, he closed the public hearing.

**MOTION by Commissioner Nolan, and seconded by Commissioner Smith to adopt Resolution No. 2018-20. Motion carried unanimously with Mayor Nelson, and Commissioners Bankson, Becker, Smith, and Nolan voting aye.**

**MOTION by Commissioner Nolan and seconded by Commissioner Smith to approve the Interlocal Agreement with Miami-Dade County Industrial Development Authority. Motion carried unanimously with Mayor Nelson, and Commissioners Bankson, Becker, Smith, and Nolan voting aye.**

5. Resolution 2018-21 - Statewide Mutual Aid Agreement. The City Clerk read the title as follows:

**RESOLUTION NO. 2018-21**

**A RESOLUTION OF THE CITY OF APOPKA, FLORIDA, APPROVING ENTERING INTO A STATEWIDE MUTUAL AID AGREEMENT FOR CATASTROPHIC DISASTER RESPONSE AND RECOVERY.**

Assistant Chief Wylam said when Hurricane Andrew hit there was no standardized way for states to share resources. The Emergency Management Act was put into place and Chapter 252 provides each local government of the state authority to develop and enter into mutual aid agreements for reciprocal emergency aid and assistance in case of emergencies too extensive to be dealt with unassisted. The agreement will ensure timely reimbursement of costs incurred by the local governments that render such assistance. This is the first time in eleven years this has been updated. The recommendation is to approve Resolution No. 2018-21.

Mayor Nelson opened the meeting to a public hearing. No one wishing to speak, he closed the public hearing.

**MOTION by Commissioner Nolan, and seconded by Commissioner Bankson to adopt Resolution No. 2018-21. Motion carried unanimously with Mayor Nelson, and Commissioners Bankson, Becker, Smith, and Nolan voting aye.**

6. Resolution 2018-22 - Railroad Reimbursement Agreement. The City Clerk read the title as follows:

**RESOLUTION NO. 2018-22**

**A RESOLUTION OF CITY OF APOPKA, FLORIDA, AUTHORIZING THE MAYOR TO SIGN A RAILROAD REIMBURSEMENT AGREEMENT FOR THE CONSTRUCTION OF RAILROAD GRADE CROSSINGS, INSTALLATION OF TRAFFIC CONTROL DEVICES**

**RAILROAD GRADE CROSSINGS, AND FUTURE MAINTENANCE AND ADJUSTMENT OF SAID CROSSINGS AND DEVICES; PROVIDING FOR THE EXPENDITURE OF FUNDS; AND PROVIDING FOR AN EFFECTIVE DATE.**

Jay Davoll, Public Services Director, advised Resolution No. 2018-22 authorizes the Mayor to sign an agreement with FDOT and the Florida Central Railroad Company, Inc. for the East 8<sup>th</sup> Street grade crossing and traffic control devices construction and maintenance.

Mayor Nelson suggested the railroad crossings are upgraded to passenger ready crossings.

Mayor Nelson opened the meeting to a public hearing. No one wishing to speak, he closed the public hearing.

**MOTION by Commissioner Becker, and seconded by Commissioner Nolan to adopt Resolution No. 218-22. Motion carried unanimously with Mayor Nelson, and Commissioners Bankson, Becker, Smith, and Nolan voting aye.**

**CITY COUNCIL REPORTS**

Commissioner Nolan advised she would not be able to attend the City Council meeting scheduled for November 21, 2018.

Commissioner Smith expressed a concern regarding Michael Gladden Boulevard from Hawthorne to the hospital with increasing traffic and safety issues.

Jim Hitt, Community Development Director, advised that everything from Hawthorne west of Ocoee Apopka Road is county road.

Mayor Nelson said he would send a letter to Orange County and copy the hospital regarding this matter.

Commissioner Becker said Council continues to have these discussions regarding county roads and safety, stating there was another accident by Publix at Rock Springs Road and it being county road.

**MAYOR'S REPORT** – Mayor Nelson said the Park and Fifth Street property appraisal is not back and will be brought forward at the next Council meeting.

Mr. Bass said the agenda is prepared the Friday before Council meetings. He asked if Council had something to be discussed or placed on the agenda to provide this before Friday so staff can be prepared.

**ADJOURNMENT:** There being no further business the meeting adjourned at 2:40 p.m.

---

Bryan Nelson, Mayor

ATTEST;

---

Linda F. Goff, City Clerk



## AN APPRAISAL REPORT OF



A Commercial Retail Multi-Tenant Strip Center

### LOCATED AT

60 East 5<sup>th</sup> Street  
Apopka, Florida 32703

### PREPARED FOR

Mr. James Hitt  
Community Development Director  
City of Apopka  
120 E. Main St., 2nd Floor  
Apopka, FL. 32703

### EFFECTIVE DATE OF VALUE

October 2, 2018

### PREPARED BY

Danny L. Dulgar, SRA  
Certified General Real Estate Appraiser  
License #RZ601



# DANNY L. DULGAR, INC.

*Real Estate Appraisers*

271 Circle Drive • Maitland, Florida 32751  
(407) 645-5042 • FAX (407) 645-2365



Danny L. Dulgar, SRA

---

October 9, 2018

Mr. James Hitt  
Community Development Director  
City of Apopka  
120 E. Main St., 2nd Floor  
Apopka, FL. 32703  
[jhitt@apopka.net](mailto:jhitt@apopka.net)  
407.703.1712 Office

**RE:** Appraisal of a Commercial Strip Center Retail Building Property located at 60 E. 5<sup>th</sup> Street, Apopka, Florida 32703

Dear Mr. Hitt,

In fulfillment of your request and authorization, I am pleased to present the following summary appraisal report of the above referenced property. The summary report sets forth my opinion of market value, along with supporting data and reasoning. The value opinion reported is qualified by certain definitions, assumptions, limiting conditions and certification, which are included herein.

The subject property appraised is a Multi-Tenant Commercial Strip Center Building Development located in Orange County, within the city limits of Apopka, Florida. The subject was built in 1963 and currently is designed for seven tenants with a total gross enclosed building area of 20,000± square feet on 30,100± square feet of land. The property is commonly known as All American Furniture Plaza. The physical address is 60 E. 5<sup>th</sup> Street, Apopka, Florida 32703.

At your request, the purpose of the appraisal was to develop an opinion of the "as-is" market value of the fee simple interest in the subject property. The intended use of this appraisal is for internal decision making for acquisition by the City of Apopka. The report was prepared for and certified to James Hitt, Community Development Director, City of



Apopka. It may not be distributed to or relied upon by other persons or entities without our written permission.

The following appraisal sets forth the most pertinent data gathered, the techniques employed and the reasoning leading to the opinion of value. The analysis, opinions and conclusions were developed based on, and this report has been prepared in conformance with our interpretation of the guidelines and recommendations set forth in the Uniform Standards of Professional Appraisal Practice (USPAP), the requirements of the Code of Professional Ethics and Standards of Professional Appraisal Practice of the Appraisal Institute and the Federal regulations stipulated by Real Estate Appraisal Ruling [12 CFR Part 34 (Title XI of FIRREA)]

As a result of the appraisal investigation, and by virtue of my experience and training, it is my opinion that the "as-is" market value of the Fee Simple interest in the subject real property, effective October 2, 2018, was:

**EIGHT HUNDRED TWENTY-FIVE THOUSAND DOLLARS**

**(\$825,000.00)**

This letter of transmittal is made a part of the summary appraisal report and it must remain attached to the report in order for the value opinion set forth to be considered valid.

It has been a pleasure to assist you in this assignment. If you have any questions concerning the analysis or if Name can be of further service, please contact us.

Respectfully submitted,



---

Danny L. Dulgar, SRA  
Certified General Real Estate Appraiser -  
License #RZ601



## Summary of Salient Facts

<b>Report Type</b>	Summary Appraisal Report
<b>Property Type</b>	A Commercial Strip Center Building Property
<b>Location</b>	60 E. 5 <sup>th</sup> Street, Apopka, Florida 32703
<b>Owner</b>	All American Furniture
<b>Legal Description</b>	Lots 79 through 82, Block E, Town of Apopka, A/109
<b>Assessor Parcel #'s</b>	09-21-28-0196-50-790
<b>Site</b>	31,000± Square foot site
<b>Improvements</b>	20,000± square feet of gross enclosed building area with 7 individual rentable suites
<b>Client</b>	James Hitt, City of Apopka
<b>Appraisal Company</b>	Danny L. Dulgar, Inc.
<b>Purpose of Appraisal</b>	Estimate the "As-Is" Market Value.
<b>Intended Use</b>	Determine the estimate of the market value of real property in its current physical condition, use, and zoning as of the appraisal's effective date
<b>Intended User</b>	James Hitt, City of Apopka
<b>Zoning</b>	C-1: Retail Commercial District
<b>Future Land Use</b>	CM: Commercial
<b>Highest &amp; Best Use</b>	Improved Commercial Development
<b>Interest Appraised</b>	Fee Simple Interest
<b>Type of Value</b>	"As-Is" Market Value
<b>Effective Date of Market Value</b>	October 2, 2018
<b>Date of Report</b>	October 9, 2018
<b>Market Value Indications</b>	
<b>Cost Approach</b>	Omitted
<b>Sales Comparison Approach</b>	\$800,000.00
<b>Income Capitalization Approach</b>	\$833,000.00
<b>Market Value Conclusion</b>	\$825,000.00



# CITY OF APOPKA CITY COUNCIL

- CONSENT AGENDA
- PUBLIC HEARING
- SPECIAL REPORTS
- OTHER:

MEETING OF: October 17, 2018  
FROM: Public Services  
EXHIBITS: Contract and  
Addendum A

---

**SUBJECT: INMATE WORK SQUAD CONTRACT #W1152**

**REQUEST: AUTHORIZE THE CITY ADMINISTRATOR TO EXECUTE THE CONTRACT WITH THE DEPARTMENT OF CORRECTIONS**

---

**SUMMARY:**

On October 18, 2017, the City Council approved the Inmate Work Squad Contract WS#1084. This contract will expire on December 21, 2018.

The Department of Corrections has submitted a new Inmate Work Squad Contract #W1152 to the City for approval. This contract will be effective December 22, 2018, for a one-year term, and is subject to two (2) one-year extensions, for a total of three (3) years.

The annual cost would remain the same for the Inmate Work Squad contract at \$57,497.

---

**FUNDING SOURCE:**

Fund 101 – FY 2019 Inmate Division Budget

---

**RECOMMENDATION ACTION:**

Authorize the City Administrator to sign contract #W1152 with the Department of Corrections for an inmate work squad.

---

**DISTRIBUTION**

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

**CONTRACT BETWEEN**  
**THE FLORIDA DEPARTMENT OF CORRECTIONS**  
**AND**  
**CITY OF APOPKA**

This Contract is between the Florida Department of Corrections ("Department") and the City of Apopka ("Agency"), which are the parties hereto.

**WITNESSETH**

WHEREAS, Sections 944.10(7) and 946.40, Florida Statutes (F.S.), and Rules 33-601.201 and 33-601.202, Florida Administrative Code (F.A.C.), provide for the use of inmate labor in work programs;

WHEREAS, inmate labor will be used for the purposes of providing services and performing work under the supervision of the Department's staff;

WHEREAS, the City of Apopka is a qualified and willing participant with the Department to contract for an inmate work squad(s); and

THEREFORE, the parties hereto find it to be in their best interests to enter into this Contract, and in recognition of the mutual benefits and considerations set forth, the parties hereto covenant and agree as follows:

**I. CONTRACT TERM/RENEWAL**

A. Contract Term

This Contract shall begin on December 22, 2018, or the last date of signature by all parties, whichever is later.

This Contract shall end at midnight on December 21, 2019.

B. Contract Renewal

This Contract may be renewed for up to a three (3) year period, in whole or part, after the initial Contract period, and upon the same terms and conditions contained herein. The Contract renewal is at the Agency's initiative with the concurrence of the Department. The decision to exercise the option to renew should be made no later than 60 calendar days prior to the Contract expiration.

**II. SCOPE OF CONTRACT**

A. Administrative Functions

1. Each party shall cooperate with the other in any litigation or claims against the other party as a result of unlawful acts committed by an inmate(s) performing services under this Contract between the parties.

2. Each party will retain responsibility for its personnel, and its fiscal and general administrative services to support this Contract.
3. Through their designated representatives, the parties shall collaborate on the development of policies and operational procedures for the effective management and operation of this Contract.

B. Description of Services

1. Responsibilities of the Department

- a. Pursuant to Rule 33-601.202(2)(a), F.A.C., supervision of the work squad(s) will be provided by the Department. The Department shall provide one (1) Correctional Work Squad Officer position to supervise an inmate work squad. This Contract provides for one (1) work squad of up to six (6) inmates.
- b. The Department shall ensure the availability of the work squad(s) except: when weather conditions are such that to check the squad(s) out would breach good security practices; when the absence of the Correctional Work Squad Officer is necessary for reasons of required participation in training or approved use of leave; when the officer's presence is required at the institution to assist with an emergency situation; when the officer is ill; or when the Correctional Work Squad Officer position is vacant. In the event a position becomes vacant, the Department shall make every effort to fill the position(s) within five (5) business days.
- c. For security and other reasons, the Department shall keep physical custody of the vehicle furnished by the Agency. Unless otherwise specified, the Agency shall maintain physical custody of all Agency trailers and all tools, equipment, supplies, materials, and personal work items (gloves, boots, hard hats, etc.) furnished to the Department by the Agency. The Agency is responsible for the maintenance of all furnished equipment.
- d. In the event of damage to property as a result of an accident charged to a Department employee or blatant acts of vandalism by inmates, or loss of tools and equipment, the Agency may request that the Department replace or repair to previous condition the damaged or lost property.
- e. The Department shall be reimbursed by the Agency for the Department's costs associated with this Contract in accordance with **Addendum A**. Once the Agency reimburses the Department for the costs reflected on **Addendum A**, Section II., these items will be placed on the Department's property records, as appropriate, and upon the end or termination of this Contract such items will be transferred to the Agency.
- f. The Department shall, to the maximum extent possible, maintain stability in the inmate work force assigned to the work squad on a day-to-day basis in order to maximize the effectiveness of the work squad.
- g. The Department shall provide food and drinks for inmates' lunches.

- h. The Department shall be responsible for the apprehension of an escapee and handling of problem inmates. The Department shall provide transportation from the work site to the correctional facility for inmates who refuse to work, become unable to work, or cause a disruption in the work schedule.
- i. The Department shall be responsible for administering all disciplinary action taken against an inmate for infractions committed while performing work under this Contract.
- j. The Department shall provide for medical treatment of ill or injured inmates and transportation of such inmates.
- k. The Department shall provide inmates with all personal items of clothing appropriate for the season of the year.
- l. The Department shall be responsible for driving the Correctional Work Squad Officer and the inmates to and from the work site.
- m. Both parties agree that the Department is making no representations as to the level of skills of the work squad.

2. Responsibilities of the Agency

- a. The Agency shall periodically provide the Department's Contract Manager with a schedule of work to be accomplished under the terms of this Contract. Deviation from the established schedule shall be reported to, and coordinated with, the Department.
- b. If required, the Agency shall obtain licenses or permits for the work to be performed. The Agency shall provide supervision and guidance for projects that require a permit or which require technical assistance to complete the project.
- c. The Agency shall ensure that all projects utilizing inmates are authorized projects of the municipality, city, county, governmental Agency, or non-profit organization and that private contractors employed by the Agency do not use inmates as any part of their labor force.
- d. The Agency shall retain ownership of any vehicles or equipment provided by the Agency for the work squad. The Agency shall maintain its own inventory of transportation, tools, and equipment belonging to the Agency.
- e. The Agency shall provide vehicles for transportation of the work squads and is responsible for the maintenance of said vehicle.

3. Communications Equipment

It is the intent of this Contract that the work squad maintains communication with the institution at all times. A method of communication (radios, cellular phone, etc.), shall be provided at no cost to the Department. The Agency shall provide a primary method of communication that shall be approved by the Department's Contract Manager, in writing, prior to assignment of the work squad. Depending upon the method of communication provided, the



Department's Contract Manager may require a secondary or back-up method of communication.

All radio communication equipment owned or purchased by the Agency that is programmed to the Department's radio frequency and used by the work squad(s), whether purchased by the Department or the Agency, shall be IMMEDIATELY deprogrammed by the Department, at no cost to the Agency, upon the end or termination of this Contract. Under no circumstances shall the Agency accept the return of radio communications equipment provided to the Department under this Contract until such time as the radio communications equipment has been deprogrammed by the Department.

At the end or termination of this Contract, the Department's Contract Manager will contact the Department's Utility Systems/Communications Engineer in the Office of Institutions to affect the deprogramming of radio communications equipment provided by the Agency.

a. Vehicle Mounted Radios:

Vehicles provided by the Agency, that are or that will be equipped with a mobile/vehicle mounted radio programmed to the Department's radio frequency(ies), will be retained by the Department to ensure security of the communication equipment except for short durations dictated by the need for vehicle and/or communications equipment maintenance and/or repair. The use of these vehicle(s) during the period covered by this Contract shall not be for any purpose other than as indicated in this Contract.

b. Hand Held Radios:

Hand held radios provided by the Agency, that are or that will be programmed to the Department's radio frequency(ies), will be retained by the Department to ensure security of the communication equipment except for short durations dictated by the need for maintenance and/or repair. The use of any hand held radio(s) provided by the Agency that is programmed to a Department radio frequency utilized by the Agency during the period covered by this Contract shall not be for any purpose other than as indicated in this Contract.

c. Cellular Phones:

Cellular phones may be utilized by the Correctional Work Squad Officer as either a primary or secondary means of communication as approved by the Department's Contract Manager. The Department's Contract Manager shall designate whether the usage of a cellular phone is required on **Addendum A**. The cellular phone will be retained by the Department and, upon the end or termination of this Contract, returned to the Agency. The use of the cellular phone is not authorized for any purposes other than as indicated in this Contract.

4. Other Equipment

The Department's Contract Manager shall determine if an enclosed trailer is required for the work squad to transport tools and equipment utilized in the performance of this Contract, and

shall notify the Agency if a trailer is necessary. The Department's Contract Manager shall designate whether the usage of an enclosed trailer is required on **Addendum A**.

If a trailer is required, it will be provided by the Agency at no cost to the Department. If the Department is to maintain control of the trailer when the squad is not working, the Agency shall provide an enclosed trailer that can be secured when not in use. All tools and equipment utilized by the work squad shall be secured in the trailer. The Department shall maintain an inventory of all property, expendable and non-expendable, which is in the custody and control of the Department. Upon the end or termination of this Contract, the trailer and any non-expendable items will be returned to the Agency.

### III. COMPENSATION

#### A. Payment to the Department

1. **Total Operating Capital To Be Advanced By The Agency**, as delineated in Section IV., of **Addendum A**, shall be due and payable upon execution of the Contract. The Department will not proceed with the purchase until payment, in full, has been received and processed by the Department's Bureau of Finance and Accounting. Delays in receipt of these funds may result in start-up postponement or interruption of the services provided by the work squad.
2. **Total Costs To Be Billed To The Agency By Contract**, as delineated in Section VI., of **Addendum A**, will be made quarterly, in advance, with the first payment equaling one-fourth of the total amount, due within two (2) weeks after the effective date of the Contract. The second quarterly payment is due no later than the 20<sup>th</sup> day of the last month of the first Contract quarter. Payment for subsequent consecutive quarters shall be received no later than the 20<sup>th</sup> day of the last month of the preceding Contract quarter.
3. In the event the Correctional Work Squad Officer position becomes vacant and remains vacant for a period of more than five (5) business days, the next or subsequent billing will be adjusted by the Department for services not provided.
4. The Agency shall insure any vehicles owned by the Agency used under this Contract.
5. The rate of compensation shall remain in effect through the term of the Contract or subsequent to legislative change. In the event there is an increase/decrease in costs identified in **Addendum A**, this Contract shall be amended to adjust to such new rates.

#### B. Official Payee

The name and address of the Department's official payee to whom payment shall be made is as follows:

Florida Department of Corrections  
Bureau of Finance and Accounting  
Attn: Professional Accountant Supervisor  
Centerville Station  
Call Box 13600  
Tallahassee, Florida 32317-3600

C. Submission of Invoice(s)

The name, address, and phone number of the Agency's official representative to whom invoices shall be submitted is:

Beau Kirkland  
City of Apopka  
748 E. Cleveland Street  
Apopka, Florida 32703  
Telephone: (407) 703-1731  
Fax: (407) 703-1748  
Email: [BKirkland@apopka.net](mailto:BKirkland@apopka.net)

IV. **CONTRACT MANAGEMENT**

The Department will be responsible for the project management of this Contract. The Department has assigned the following named individuals, addresses, and phone numbers as indicated, as the Department's Contract Manager and the Department's Contract Administrator for the Project.

A. Department's Contract Manager

The Field Office Manager of Central Florida Reception Center represented in this Contract is designated as the Department's Contract Manager and is responsible for enforcing performance of the Contract terms and conditions and shall serve as a liaison with the Agency. The title, address, and telephone number of the Department's Contract Manager for this Contract is:

Field Office Manager  
Central Florida Reception Center  
7000 H.C. Kelley Road  
Orlando, Florida 32831  
Telephone: (407) 208-8187  
Email: [Johnnie.Pleicones@fdc.myflorida.com](mailto:Johnnie.Pleicones@fdc.myflorida.com)

B. Department's Contract Administrator

The Department's Contract Administrator is responsible for maintaining a Contract file on this Contract service and will serve as a liaison with the Department's Contract Manager.

The title, address, and telephone number of the Department's Contract Administrator for this Contract is:

Contract Administrator  
Bureau of Procurement  
Florida Department of Corrections  
501 South Calhoun Street  
Tallahassee, Florida 32399-2500  
Telephone: (850) 717-3681  
Fax: (850) 488-7189

C. Agency's Representative

The name, address, and telephone number of the representative of the Agency is:

Beau Kirkland  
City of Apopka  
748 E. Cleveland Street  
Apopka, Florida 32703  
Telephone: (407) 703-1731  
Fax: (407) 703-1748  
Email: [BKirkland@apopka.net](mailto:BKirkland@apopka.net)

D. Changes to Designees

In the event that different representatives are designated by either party after execution of this Contract, notice of the name and address of the new representatives will be rendered, in writing, to the other party and said notification attached to originals of this Contract.

**V. CONTRACT MODIFICATIONS**

Modifications to provisions of this Contract shall only be valid when they have been rendered, in writing, and duly signed by both parties. The parties agree to renegotiate this Contract if stated revisions of any applicable laws, regulations, or increases/decreases in allocations make changes to this Contract necessary.

**VI. TERMINATION/CANCELLATION**

Termination at Will

This Contract may be terminated by either party upon no less than 30 calendar days notice, without cause, unless a lesser time is mutually agreed upon by both parties. Said notice shall be delivered by certified mail (return receipt requested), by other method of delivery whereby an original signature is obtained, or in-person with proof of delivery. In the event of termination, the Department will be paid for all costs incurred and hours worked up to the time of termination. The Department shall reimburse the Agency any advance payments, prorated as of last day worked.

**VII. CONDITIONS**

A. Records

The Agency agrees to allow the Department and the public access to any documents, papers, letters, or other materials subject to the provisions of Chapter 119 and Section 945.10, F.S., made or received by the Agency in conjunction with this Contract. The Agency's refusal to comply with this provision shall constitute sufficient cause for termination of this Contract.

B. Annual Appropriation

The Department's performance under this Contract is contingent upon an annual appropriation by the legislature. It is also contingent upon receipt of payments as outlined in **Addendum A** and in Section III., COMPENSATION.

C. Disputes

Any dispute concerning performance of the Contract shall be resolved informally by the Department's Contract Manager. Any dispute that cannot be resolved informally shall be reduced to writing and delivered to the Department's Assistant Deputy Secretary of Institutions. The Department's Assistant Deputy Secretary of Institutions, shall decide the dispute, reduce the decision to writing, and deliver a copy to the Agency, the Department's Contract Administrator, and the Department's Contract Manager.

D. Force Majeure

Neither party shall be liable for loss or damage suffered as a result of any delay or failure in performance under this Contract or interruption of performance resulting directly or indirectly from acts of God, fire, explosions, earthquakes, floods, water, wind, lightning, civil or military authority, acts of public enemy, war, riots, civil disturbances, insurrections, strikes, or labor disputes.

E. Severability

The invalidity or unenforceability of any particular provision of this Contract shall not affect the other provisions hereof and this Contract shall be construed in all respects as if such invalid or unenforceable provision was omitted.

F. Verbal Instructions

No negotiations, decisions, or actions shall be initiated or executed by the Agency as a result of any discussions with any Department employee. Only those communications which are in writing from the Department's administrative or project staff identified in Section IV., CONTRACT MANAGEMENT, of this Contract shall be considered as a duly authorized expression on behalf of the Department. Only communications from the Agency that are signed and, in writing, will be recognized by the Department as duly authorized expressions on behalf of the Agency.

G. No Third Party Beneficiaries

Except as otherwise expressly provided herein, neither this Contract, nor any amendment, addendum or exhibit attached hereto, nor term, provision or clause contained therein, shall be construed as being for the benefit of, or providing a benefit to, any party not a signatory hereto.

H. Prison Rape Elimination Act (PREA)

The Agency shall report any violations of the Prison Rape Elimination Act (PREA), Federal Rule 28 C.F.R. Part 115, to the Department's Contract Manager, or designee.

I. Cooperation with Inspector General

In accordance with Section 20.055(5), F.S., the Agency understands and will comply with its duty to cooperate with the Inspector General in any investigation, audit, inspection, review, or hearing.

J. Sovereign Immunity

The Agency and the Department are state agencies or political subdivisions as defined in Section 768.28, F.S., and agree to be fully responsible for acts and omissions of their own agents or employees to the extent permitted by law. Nothing herein is intended to serve as a waiver of sovereign immunity by either party to which sovereign immunity may be applicable. Further,

nothing herein shall be construed as consent by a state agency or political subdivision of the State of Florida to be sued by third parties in any matter arising out of this Contract.

K. Americans with Disabilities Act

The Agency shall comply with the Americans with Disabilities Act. In the event of the Agency's noncompliance with the nondiscrimination clauses, the Americans with Disabilities Act, or with any other such rules, regulations, or orders, this Contract may be canceled, terminated, or suspended, in whole or in part, and the Agency may be declared ineligible for further Contracts.

REMAINDER OF THIS PAGE INTENTIONALLY LEFT BLANK

Waiver of breach of any provision of this Contract shall not be deemed to be a waiver of any other breach and shall not be construed to be a modification of the terms of this Contract.

This Contract will be governed by and construed in accordance with the laws of the State of Florida. Any action hereon or in connection herewith shall be brought in Leon County, Florida.

This Contract and Addendum A contain all of the terms and conditions agreed upon by the parties.

IN WITNESS THEREOF, the parties hereto have caused this Contract to be executed by their undersigned officials as duly authorized.

**AGENCY: CITY OF APOPKA**

SIGNED  
BY: \_\_\_\_\_  
NAME: \_\_\_\_\_  
TITLE: \_\_\_\_\_  
DATE: \_\_\_\_\_  
FEIN: \_\_\_\_\_

**FLORIDA DEPARTMENT OF CORRECTIONS**

**Approved as to form and legality, subject to execution.**

SIGNED  
BY: \_\_\_\_\_  
NAME: Kasey B. Faulk  
TITLE: Chief, Bureau of Procurement  
DATE: \_\_\_\_\_

SIGNED  
BY: \_\_\_\_\_  
NAME: Kenneth S. Steely  
TITLE: General Counsel  
DATE: \_\_\_\_\_

**Addendum A**

**Inmate Work Squad Detail of Costs for City of Apopka  
Interagency Contract Number W1152 Effective December 22, 2018**

\*\*\*ENTER MULTIPLIERS IN SHADED BOXES ONLY IF TO BE INVOICED TO AGENCY\*\*\*

**I. CORRECTIONAL WORK SQUAD OFFICER SALARIES AND POSITION RELATED-EXPENSES TO BE REIMBURSED BY THE AGENCY:**

	# Officer:	Multiplier	Per Officer Annual Cost	Total Annual Cost
Officers Salary	1		\$ 54,194.00	\$ 54,194.00
Salary Incentive Payment		**	\$ 1,128.00	\$ 1,128.00
Repair and Maintenance			\$ 121.00	\$ 121.00
State Personnel Assessment			\$ 354.00	\$ 354.00
Training/Criminal Justice Standards			\$ 200.00	\$ 200.00
Uniform Purchase			\$ 400.00	\$ 400.00
Uniform Maintenance			\$ 350.00	\$ 350.00
Training/Criminal Justice Standards *			\$ 2,225.00	\$ 2,225.00
<b>TOTAL - To Be Billed By Contract To Agency</b>			<b>\$ 58,972.00</b>	<b>\$ 56,747.00</b>

\*Cost limited to first year of contract as this is not a recurring personnel/position cost.

\*\* Annual cost does not include overtime pay.

IA. **The Overtime Hourly Rate of Compensation for this Contract is \$31.85, if applicable.** (The Overtime Hourly Rate of Compensation shall include the average hourly rate of pay for a Correctional Officer and the average benefit package provided by the department, represented as time and one half for purposes of this Contract.)

**II. ADMINISTRATIVE COSTS TO BE REIMBURSED BY THE AGENCY:**

Costs include but may not be limited to the following:

Rain coats, staff high visibility safety vest, inmate high visibility safety vest, fire extinguisher, first aid kit, personal protection kit, flex cuffs, warning signs, handcuffs, Igloo coolers, portable toilets, insect repellants, masks, vaccinations, and other administrative expenses.

**TOTAL - To Be Billed By Contract To Agency**

Number Squads	Total Annual Cost
1	\$ 750.00
	\$ 750.00

**III. ADDITIONAL AGENCY EXPENSES:**

Tools, equipment, materials and supplies not listed in Section II above are to be provided by the Agency.

CELLULAR PHONE WITH SERVICE REQUIRED: YES  NO   
ENCLOSED TRAILER REQUIRED: YES  NO



**Addendum A**  
**Inmate Work Squad Detail of Costs for City of Apopka**  
**Interagency Contract Number W1152 Effective December 22, 2018**

IV. OPERATING CAPITAL TO BE ADVANCED BY AGENCY:		Per Unit Cost	Number of Units
Hand Held Radio	MACOM \$4969.00	<input type="checkbox"/>	
Vehicle Mounted Radio	MACOM \$5400.00	<input checked="" type="checkbox"/>	1
<b>TOTAL Operating Capital To Be Advanced By Agency</b>			

<b>Total Cost</b>		<b>Bill To Agency</b>	<input type="checkbox"/>	<b>Provided By Agency</b>	<input type="checkbox"/>	<b>Already Exists</b>	<input checked="" type="checkbox"/>
\$	-						

**V. TOTAL COSTS TO BE ADVANCED BY AGENCY:**

1. Operating Capital - from Section IV.
2. **Grand Total - To Be Advanced By Agency At Contract Signing:**

<b>Total Cost</b>	\$0.00
	\$0.00

**VI. TOTAL COSTS TO BE BILLED TO AGENCY BY CONTRACT:**

1. Correctional Officer Salaries and Position-Related Expenses - from Section I.
2. Other Related Expenses and Security Supplies - from Section II.
3. **Grand Total - To Be Billed To Agency By Contract:**

<b>Total Cost</b>	\$56,747.00
	\$750.00
	\$57,497.00

**VII. TOTAL OF ALL COSTS ASSOCIATED WITH CONTRACT:**  
 (Total of Sections V. and VI.)

<b>Total Cost</b>	\$57,497.00
-------------------	-------------

**VIII. OVERTIME COSTS:**

If the contracting Agency requests overtime for the work squad which is approved by the Department, the contracting Agency agrees to pay such costs and will be billed separately by the Department for the cost of overtime.

**Addendum A - INSTRUCTIONS**  
**Inmate Work Squad Detail of Costs for City of Apopka**  
**Interagency Contract Number W1152 Effective December 22, 2018**

- Section I.** Costs in this section are determined each fiscal year by the Budget and Management Evaluation Bureau and are fixed. By entering the number of Officers required for this contract, the spreadsheet will automatically calculate the "Total Annual Cost" column. If this Work Squad is beyond the first year of existence, enter a zero (0) in the "Total Annual Cost" column for "Training/Criminal Justice Standards" after you have entered the "# Officers Multiplier".
- Section II.** Safety and environmental health procedures require safety measures such as the use of safety signs, vests, and clothing. The Department's procedure for Outside Work Squads requires that all Work Squad Officers be responsible for ensuring their squad is equipped with a first aid kit and a personal protection equipment (PPE) kit. Section II identifies such required equipment. A new squad must be sufficiently equipped and an on-going squad must be re-supplied when needed. Type in the number of squads used for this contract and the spreadsheet will automatically calculate the fixed annual expense of \$750.00 per squad and place the total in Section VI.
- Section III.** Check "Yes" or "No" to indicate whether a Cellular Phone with Service and/or an Enclosed Trailer is required by the Contract Manager.
- Section IV.** The Department's procedure for Outside Work Squads requires that they have at least one (1) primary means of direct communication with the Institution's Control Room. Communication via radio and/or cellular phone is appropriate. It is preferred that a backup, secondary means of communication also be available. It is the Agency's responsibility to provide them. If the Department purchases a radio(s), the Agency must fund the purchase at the time the Contract is signed. Check the box for the type of radio and fill in the Per Unit Cost for the type of radio, Number of Units, and Total Cost columns. Leave the Total Cost column blank if a radio(s) is not being purchased at this time. Check applicable boxes ("Bill to Agency", "Provided by Agency" and "Already Exists") for each radio.  
**NOTE:** All radio communication equipment owned or purchased by the Agency that is programmed to the Department's radio frequency and used by the work squad(s), whether purchased by the Department or the Agency, shall be IMMEDIATELY deprogrammed by the Department at no cost to the Agency upon the end or termination of this Contract.
- Section V.** The total funds the Agency must provide at the time the contract is signed will be displayed here when the form is properly filled out.
- Section VI.** The total funds the Agency will owe contractually, and pay in equal quarterly payments, will be displayed here.
- Section VII.** The total funds associated with the Contract, to be paid by the Agency as indicated in Sections V. and VI., will be displayed here.
- Section VIII.** Any agreement in this area will be billed separately as charges are incurred.



# CITY OF APOPKA CITY COUNCIL

- CONSENT AGENA
- PUBLIC HEARING
- SPECIAL REPORTS
- OTHER: Plan Revisions

MEETING OF: October 17, 2018  
 FROM: Community Development  
 EXHIBITS: Vicinity Map  
 Aerial Map  
 Handscape Plan – Park  
 Silver Oak Recreation Conditions  
 Clubhouse Site Plan  
 Silver Oak Site Plan

**SUBJECT: MASTER PLAN/PRELIMINARY DEVELOPMENT PLAN – SILVER OAK - MINOR AMENDMENT TO RECREATION AND OPEN SPACE DEVELOPMENT CONIDITON NO. 6**

**REQUEST: APPROVAL OF THE AMENDMENT TO THE SILVER OAK RECREATION AND OPEN SPACE DEVELOPMENT CONDITION NO. 6 OF THE MASTER PLAN/PRELIMINARY DEVELOPMENT PLAN**

**SUMMARY:**

OWNER/APPLICANT: Development Solutions SH, LLC.

LOCATION: North of East Keene Road and west of Sheeler Avenue

FUTURE LAND USE: Residential High (0 – 15 du/ac)

ZONING: R-3 (Residential)

OVERLAY: Small Lot Overlay

PROPOSED AMENDMENT: Extend the schedule for the completion of the clubhouse, pool, tot-lot, and kiosk from the 50<sup>th</sup> certificate of occupancy to the 75<sup>th</sup> building permit for Phase 1, subject to Developer providing a performance bond

TRACT SIZE: 50.83 +/- acres

**FUNDING SOURCE: N/A**

**DISTRIBUTION**

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

**ADDITIONAL COMMENTS:** City Council approved the Silver Oak Master Plan\ Preliminary Development Plan on July 1, 2015, 2016 with the Small Lot Overlay District; and the Final Development Plan on May 4, 2016, both with the following Recreation and Open Space Condition:

*Recreation and Open Space*

6. The phasing of all Open Space and Parks and Recreation tracts shall be consistent with that depicted on the Park Tracts and Open Space Tracts tables as shown on the Site Data sheet C2.02. Completion of Phase 1-Parks and Recreation facilities shall be done by the issuance of the fiftieth (50) Certificate of Occupancy within Phase 1 houses. Completion of Phase 2 - Parks and Recreation facilities shall be done by the issuance of the fiftieth (50) Certificate of Occupancy within Phase 2 houses.

The Applicant\Owner is requesting to amend the above condition to allow the completion of the Phase 1 parks (clubhouse, pool, tot-lot, mail kiosk) to occur by the 75<sup>th</sup> building permit instead of the 50<sup>th</sup> certificate of occupancy for Phase 1 (166 lots). After review of the request by the Development Review Committee, and acceptance by the Applicant, the Phase 1 park improvements must be completed by the 75<sup>th</sup> building permit for Phase 1, a performance bond must be issued to the City for 110% for the cost of the Phase I recreation improvements, and a site plan for the clubhouse and pool site must be submitted to the City prior to the issuance of the 50<sup>th</sup> building permit in Phase 1

**DEVELOPMENT STATUS:** Silver Oak Phase 1 plat has been recorded. Approximately 25 building permits have been issued by the City for single-family homes since home construction began last year. The developer\owner and Lennar Homes have met with the City regarding completion of Phase 1 and Phase 2 of Silver Oak. Due to labor shortages and a change in homebuilders, the owner has requested an extension in the completion schedule for the Phase 1 Recreation Improvements.

The Silver Oaks Subdivision proposes a total 182 single family residential lots separated into two phases. Phase 1 t (116 Lots) has been platted and infrastructure is under final review for a certificate of completion. Phase 2 Plat (66 Lots) has not yet been platted. Silver Oak includes a total of 182 Lots with a typical width of 40, 55, and 70 feet.

**PROPOSED AMENDMENT:**

*Recreation and Open Space*

6. The phasing of all Open Space and Parks and Recreation tracts shall be consistent with that depicted on the Park Tracts and Open Space Tracts tables as shown on the Site Data sheet C2.02. ~~Completion of Phase 1 Parks and Recreation facilities shall be done by the issuance of the fiftieth (50) Certificate of Occupancy within Phase 1 houses.~~

Completion of Phase 1 Parks and Recreation facilities shall be completed by the issuance of the seventy fifth (75) building permit. Any revisions to the approved final development plan for the Phase 1 Park shall require re-submitted of the revised plan for review by the Development Review Committee. A performance bond, in the amount of 110% of the cost of the Phase 1 recreation improvements, shall be submitted to the City and accepted by the City Administrator by no later than the issuance of the 50<sup>th</sup> building permit for Phase 1.

Completion of Phase 2 - Parks and Recreation facilities shall be done by the issuance of the fiftieth (50) Certificate of Occupancy within Phase 2 houses.

The Silver Oaks Subdivision proposes a total 182 single family residential units separated into phases. Phase 1 Plat (116 Lots); Phase 2 Plat (66 Lots).

**Orange County Notification:** Notification to Orange County occurred through the Development Review Committee agenda, which is sent to County staff.

**PUBLIC HEARING SCHEDULE:**  
City Council – October 17, 2018, 7:00 p.m.

---

**RECOMMENDATION ACTION:**

The **Development Review Committee** has no objection to the modification of the Recreation and Open Space Phase 1 recreation improvements subject to the owner providing a performance bond for the Phase 1 improvements.

Approve the amendment to the Silver Oak recreation and open space condition number 6 as shown in the Staff Report.

**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.**



Silver Oak Subdivision  
50.83 +/- Acres  
Proposed: 182 single-family lots

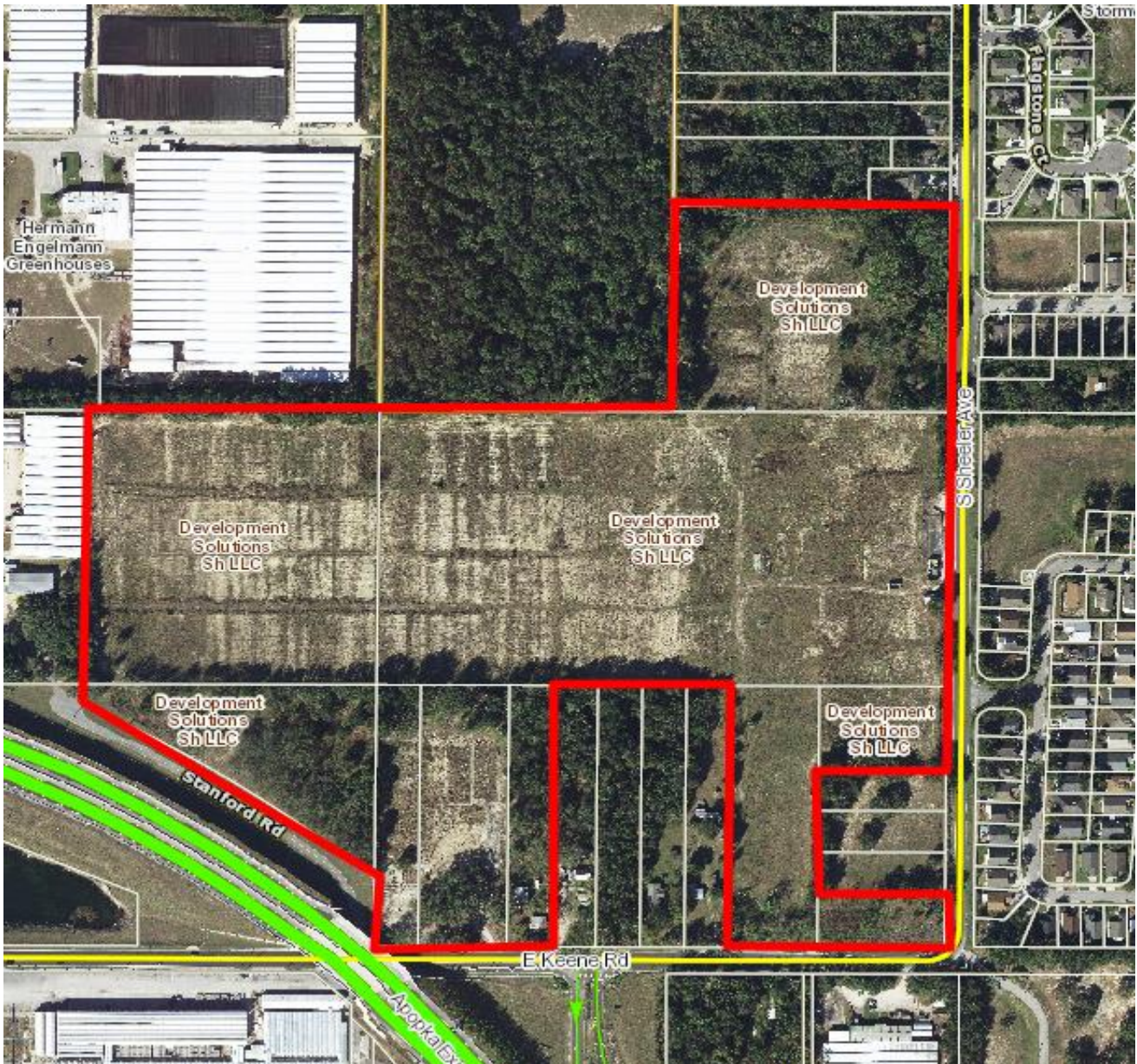
VICINITY MAP





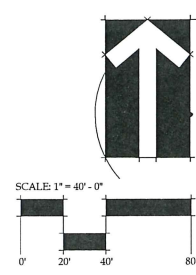
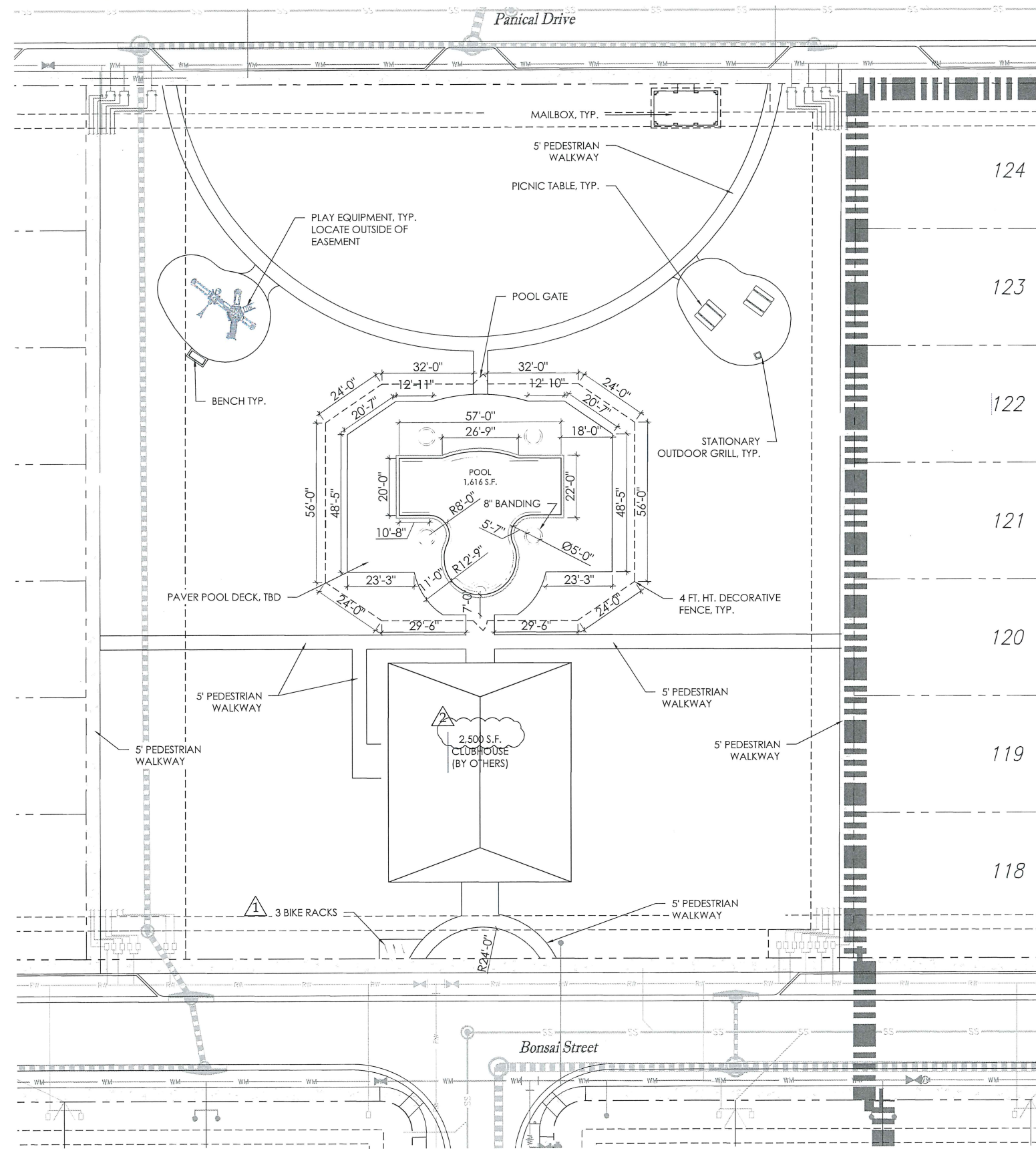


### AERIAL MAP





DRAWING NO. 2015.112, 1/4" = 40'-0", 2015.112, SURREY HOMES-SILVER OAK, LA-BASE, DWG  
 CONSULTING ENGINEER: BONNETT DESIGN GROUP, 2015.112, SURREY HOMES-SILVER OAK, LA-BASE, DWG



LANDSCAPE AND IRRIGATION DESIGN  
 I CERTIFY THAT THE LANDSCAPE AND IRRIGATION DESIGN FOR THIS PROJECT IS IN ACCORDANCE WITH THE CITY OF APOPKA'S ORDINANCE 2009 AND THE CITY OF APOPKA'S ORDINANCE 2010 WHICH ESTABLISHES VETERANES LANDSCAPE AND IRRIGATION STANDARDS.  
 SIGNATURE: *[Signature]* REG. NO. *[Number]* DATE: *[Date]*

© 2015, BONNETT DESIGN GROUP, LLC. ALL RIGHTS RESERVED. DESIGNER HEREBY EXPRESSLY RESERVES HIS COPYRIGHT AND OTHER PROPERTY RIGHTS IN THESE PLANS. THESE PLANS AND DRAWINGS ARE NOT TO BE REPRODUCED, CHANGED OR COPIED IN ANY FORM OR MANNER WHATSOEVER WITHOUT FIRST OBTAINING THE EXPRESS WRITTEN PERMISSION AND CONSENT OF BONNETT DESIGN GROUP, LLC. NOR ARE THEY TO BE ASSIGNED TO ANY PARTY WITHOUT FIRST OBTAINING SAID WRITTEN PERMISSION AND CONSENT.



BONNETT design group, llc  
 landscape architecture  
 community planning  
 FL LC 26000341  
 151 Circle Drive  
 Maitland, FL 32751  
 407.622.1588 voice  
 407.358.5363 fax

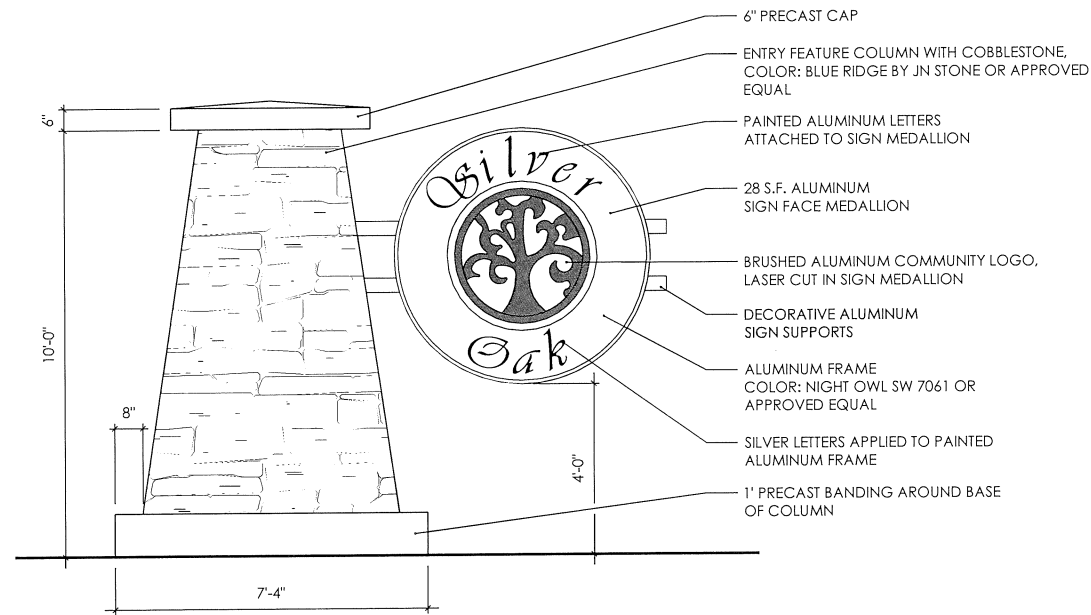
**Silver Oak**  
 Community Landscape Architecture  
 Surrey Homes, LLC  
 APOPKA, FLORIDA  
 LAYOUT PLAN

DATE:	August 28, 2015
DRAWN BY:	RCL/LAE
CHECKED BY:	TWB
JOB NUMBER:	2015.112
FILE NAME:	2015.112_SURREY HOMES-SILVER OAK, LA-BASE
REVISIONS:	
△	City Comments 02-12-2016
△	City Comments 03-18-2016

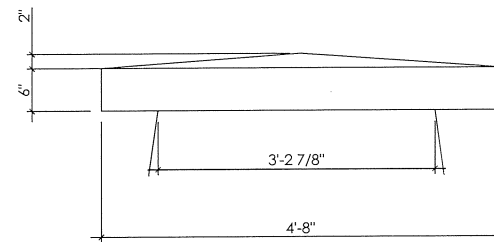
Todd W. Bonnett, RLA # FL000178

**L202**

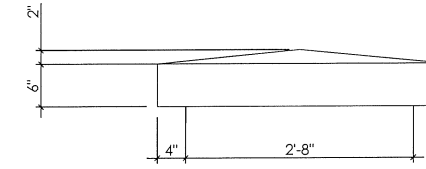




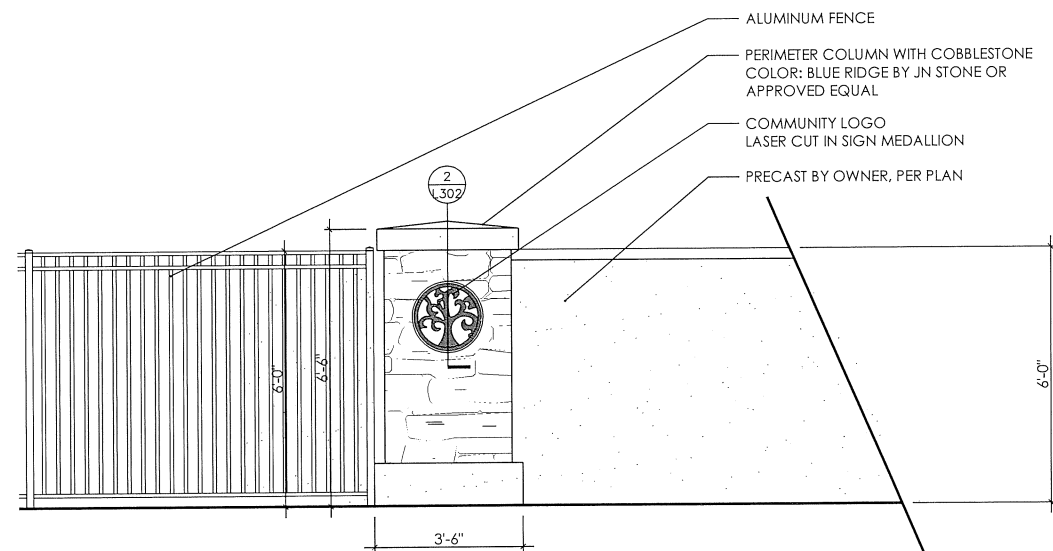
1 ENTRY MONUMENT  
L301 SCALE: 1/2" = 1'-0"



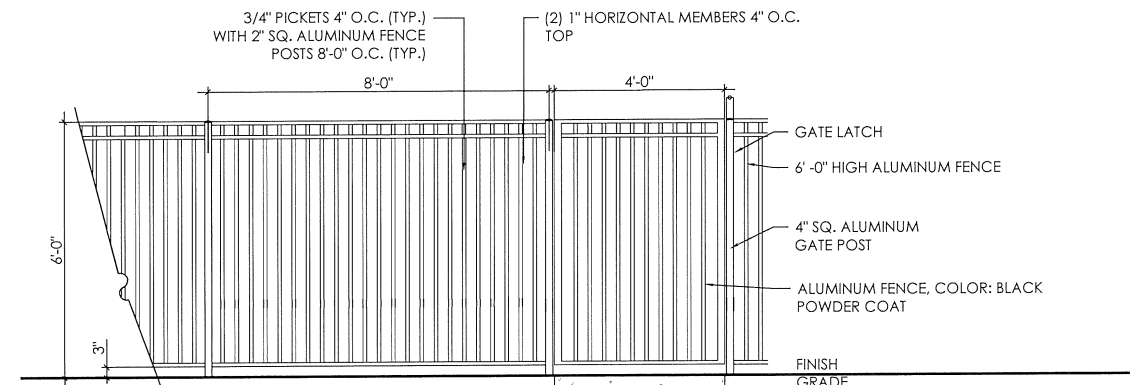
2 ENTRY MONUMENT CAP  
L301 SCALE: 1/2" = 1'-0"



3 6' COLUMN CAP  
L301 SCALE: 1" = 1'-0"



4 FENCE & 6' COLUMN ELEVATION  
L301 SCALE: 1/2" = 1'-0"



5 FENCE & GATE ELEVATION  
L301 SCALE: 1/2" = 1'-0"

NOTE: HARDSCAPE DESIGN PLANS PROVIDED TO DEMONSTRATE DESIGN INTENT ONLY AND ARE NOT VALID FOR CONSTRUCTION WITHOUT FINAL STRUCTURAL & REINFORCEMENT DESIGN.

DRAWING: L301, 9/14/2015, 10:29:29 PM, C:\CLIENTS\LANDSCAPE\DESIGN\PROJECTS\2015\112\_SURREY HOMES SILVER OAK\LANDSCAPE.DWG

© 2015 BONNETT DESIGN GROUP, LLC. ALL RIGHTS RESERVED. PERMISSION IS GRANTED TO REPRODUCE THIS DRAWING FOR THE PROJECT AND FOR THE PROPERTY WHERE IT IS USED. THESE PLANS AND DRAWINGS ARE NOT TO BE REPRODUCED, CHANGED, OR COPIED IN ANY FORM OR MANNER WHATSOEVER WITHOUT FIRST OBTAINING THE EXPRESS WRITTEN PERMISSION AND CONSENT OF BONNETT DESIGN GROUP, LLC. NOR ARE THEY TO BE ASSIGNED TO ANY PARTY WITHOUT FIRST OBTAINING SAID WRITTEN PERMISSION AND CONSENT.



BONNETT design group, llc  
landscape architecture  
community planning  
FL LIC 26000341  
151 Circle Drive  
Maitland, FL 32751  
407.622.1588 voice  
407.358.5363 fax

Silver Oak  
Community Landscape Architecture  
Surrey Homes, LLC  
APOKA, FLORIDA  
HARDSCAPE DETAILS

DATE: August 28, 2015  
DRAWN BY: RCL/LAE  
CHECKED BY: TWB  
JOB NUMBER: 2015.112  
FILE NAME: 2015112\_SURREY HOMES SILVER OAK\_HS-BASE

REVISIONS:

Todd W. Bennett, R.L.A. # F1600774

L301



BONNETT design group, llc  
 landscape architecture  
 community planning  
 FL IC 26000341  
 151 Circle Drive  
 Maitland, FL 32751  
 407.622.1588 voice  
 407.358.5363 fax

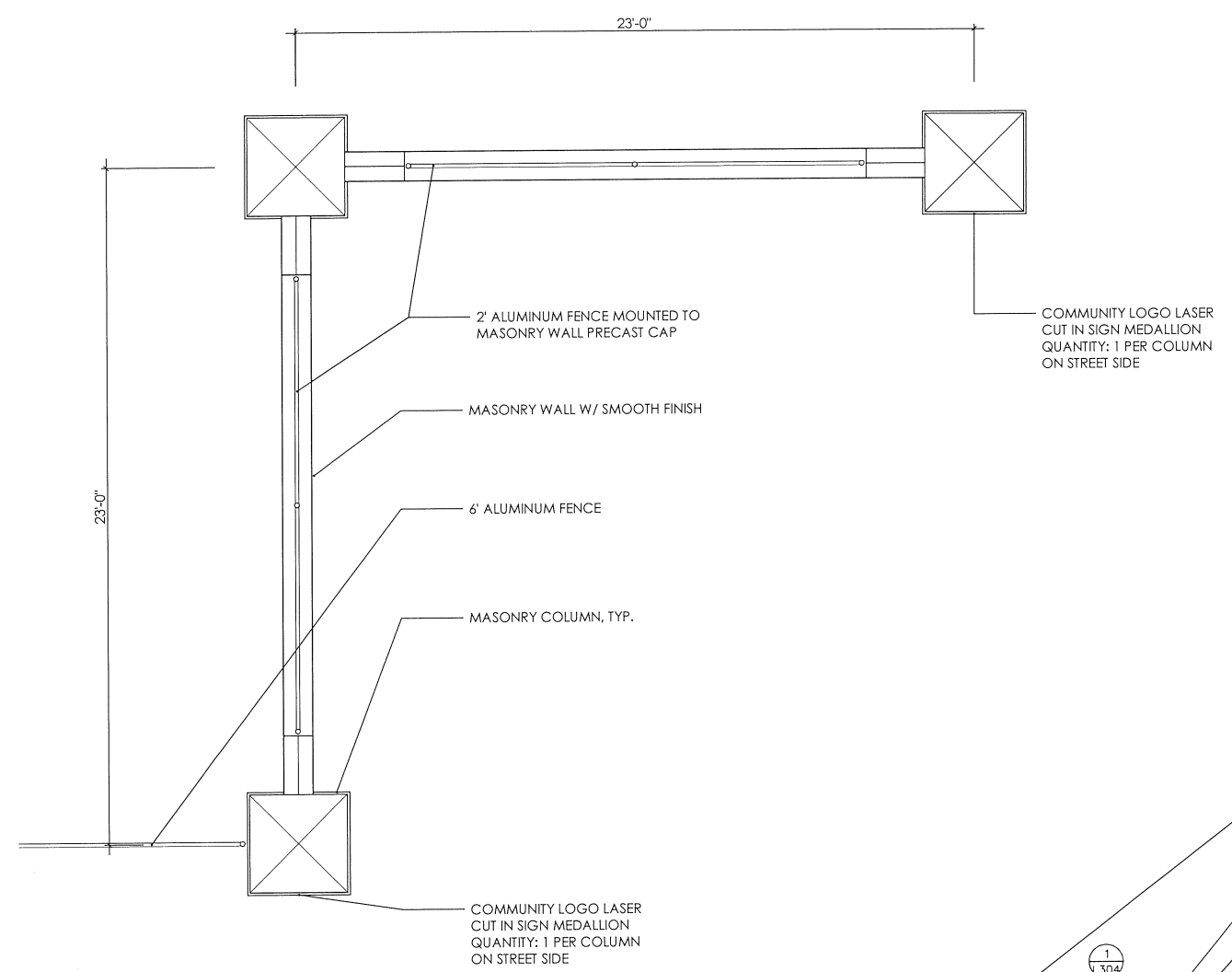
Silver Oak  
 Community Landscape Architecture  
 Surrey Homes, LLC  
 APOPKA, FLORIDA  
 HARDSCAPE DETAILS

DATE: August 28, 2015  
 DRAWN BY: RCL/LAE  
 CHECKED BY: TWB  
 JOB NUMBER: 2015.112  
 FILE NAME: 2015112\_SURREY HOMES SILVER OAK\_HS-BAE

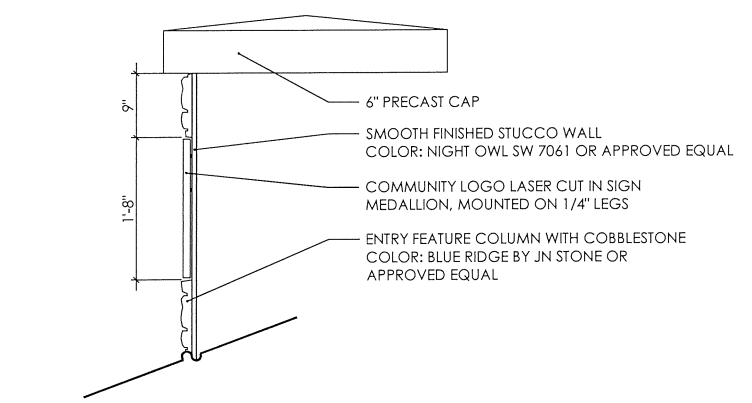
REVISIONS:

Todd W. Bennett, R.L.A. #FL000776

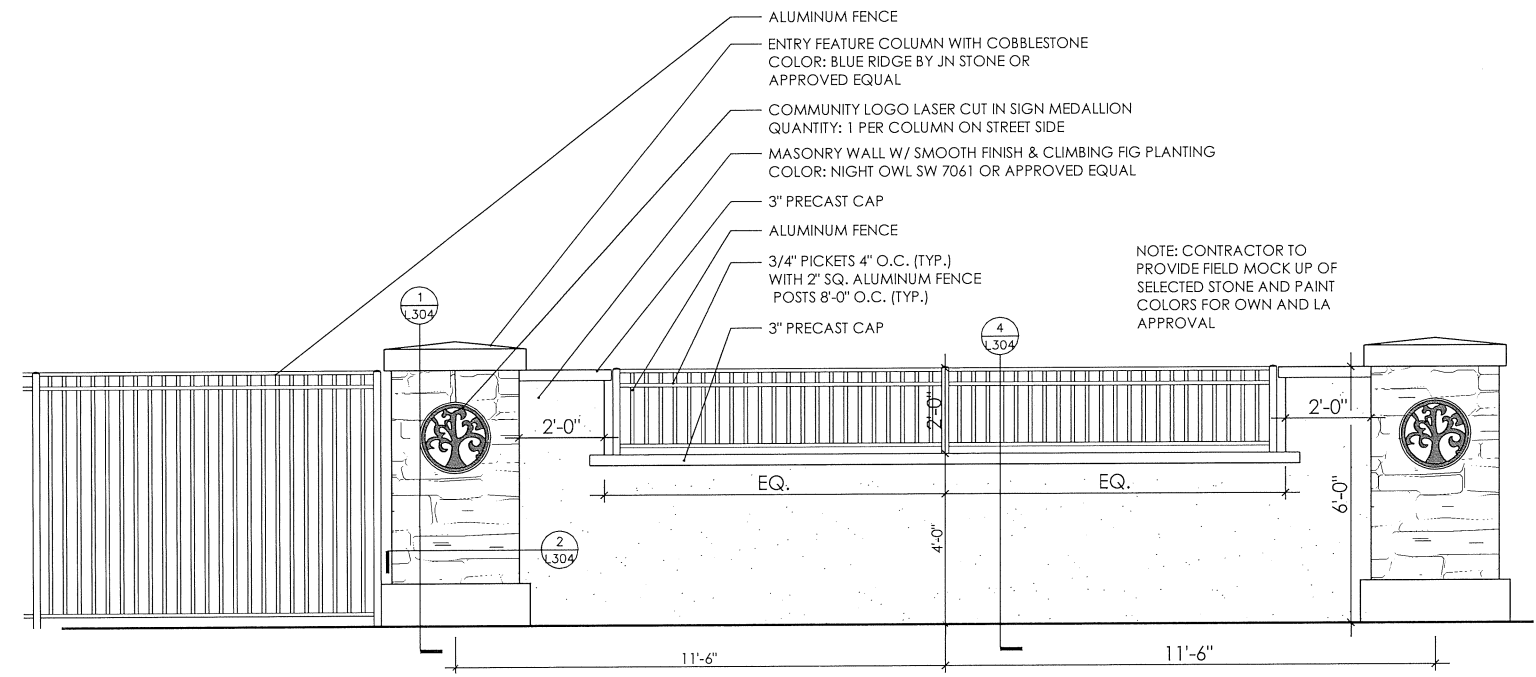
L302



1 ENTRY WALL PLAN VIEW  
 L302 SCALE: 3/8" = 1'-0"



2 6' COLUMN LOGO CONSTRUCTION  
 L302 SCALE: 1" = 1'-0"



3 ENTRY WALL ELEVATION  
 L302 SCALE: 1/2" = 1'-0"

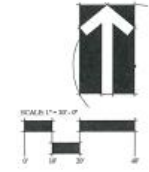
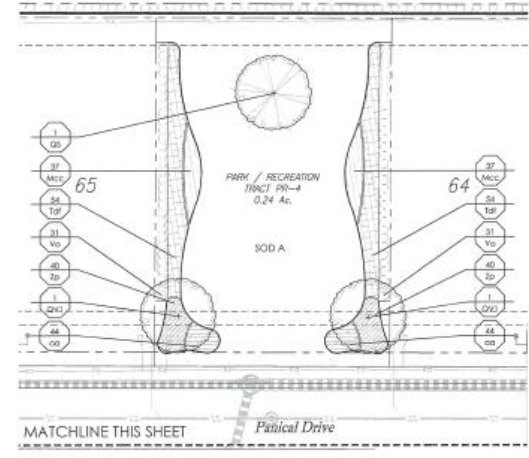
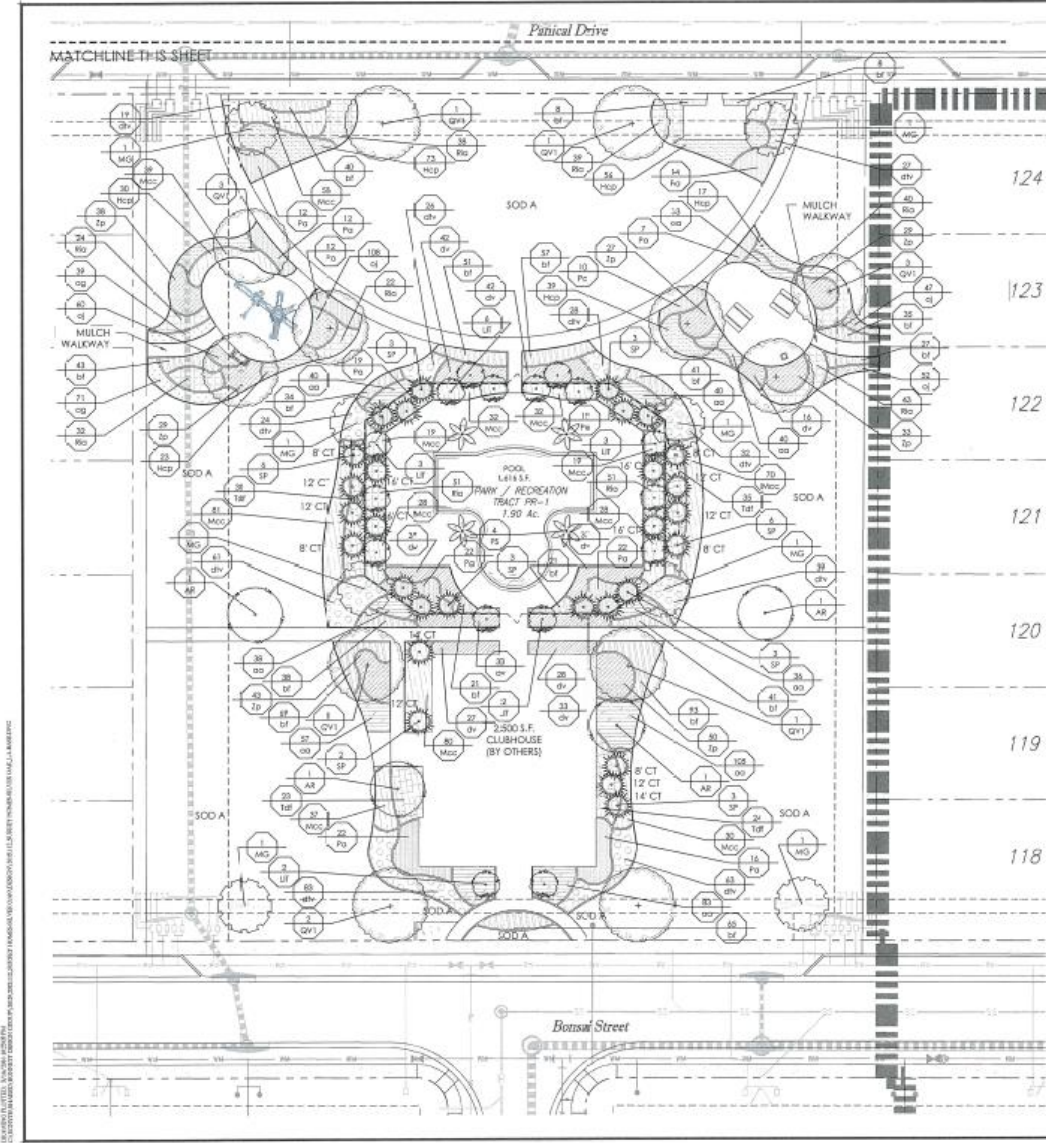
NOTE: HARDSCAPE DESIGN PLANS PROVIDED TO DEMONSTRATE DESIGN INTENT ONLY AND ARE NOT VALID FOR CONSTRUCTION WITHOUT FINAL STRUCTURAL & REINFORCEMENT DESIGN.

DRAWING PLOTTED: 3/14/2016 10:23:02 PM CLIENT: SURREY HOMES SILVER OAK L302 BAE DWG

## **Silver Oak Master Plan Development Conditions**

### **D. Recreation and Open Space**

1. Required project open space shall be a minimum of 30% of the developed site area in accordance with City of Apopka Small Lot Overlay Zoning District Section 3.04.00(4)(A) and LDC Section 2.02.18(D)(19).
2. Required project recreation shall be provided at a rate of 3.6 acres per 1,000 population with 2.6 population per dwelling unit.
3. Recreation Tract “PR-1” shall be an approximate 1.89 acre Community Center and shall be completed per note #6. A specific park site plan and amenities/equipment shall be provided with the Final Development Plan. Community Center area amenities shall include a single story Community Building, Swimming Pool and Deck, and Mail Kiosk at a minimum. The Community Building shall be minimum of 2500 SF containing a multi-purpose room, kitchenette (no gas appliances), storage room, restroom facilities for the building and pool, screened lanai area, and unscreened lanai area. The swimming pool and deck area shall be a minimum of 3200 SF and water area of a minimum of 1400 sf.
4. Recreation Tract “PR-2” shall be an approximate 0.60 acre Dog Park and shall be completed concurrent with Phase 2 of the development. A specific park site plan and amenities/equipment shall be provided with the Final Development Plan. Dog park area shall be enclosed and amenities shall include at a minimum one (1) Dog Waste Bag & Disposal Station, one (1) dog drinking fountain, six (6) seating benches and a walkway.
5. Recreation Tracts 3-6 will incorporate pedestrian circulation, benches, and open play areas. Specific park site plans and amenities/equipment shall be provided with the Final Development Plan.
6. The phasing of all Open Space and Parks and Recreation tracts shall be consistent with that depicted on the Park Tracts and Open Space Tracts tables as shown on the Site Data sheet C2.02. Completion of Phase 1-Parks and Recreation facilities shall be done by the issuance of the fiftieth (50) Certificate of Occupancy within Phase 1 houses. Completion of Phase 2 - Parks and Recreation facilities shall be done by the issuance of the fiftieth (50) Certificate of Occupancy within Phase 2 houses.



LANDSCAPE AND IRRIGATION DESIGN  
 1. CHECKED BY: [Signature]  
 2. DATE: [Date]  
 3. PROJECT: [Project Name]  
 4. DRAWING NO.: [Drawing No.]  
 5. SHEET NO.: [Sheet No.]  
 6. TOTAL SHEETS: [Total Sheets]



**RONNETT design group, llc**  
 landscape architecture  
 community planning  
 FL LIC 2659042

151 Circle Drive  
 Maitland, FL 32753  
 407.223.1388 ext 407  
 407.282.5343 fax

**Silver Oak**  
 Community Landscape Architecture  
 Surrey Homes, LLC  
 APOPKA, FLORIDA  
**LANDSCAPE PLAN**

DATE:	August 28, 2019
DRAWN BY:	RCL/LAR
CHECKED BY:	TWB
JOB NUMBER:	DEP113
FILE NAME:	2019082801W08D01R01L0400P
REVISIONS:	

**L406**



# Final Development Plans

for

# Silver Oak Subdivision

City of Apopka, FL

PR15-13



### Legal Description:

(PER TITLE COMMITMENT NO. 5011612-2037-3303994)

**PARCEL A:**  
TAX PARCEL 81: THE N 1/2 OF THE SE 1/4 OF SE 1/4, SECTION 22, TOWNSHIP 21 SOUTH, RANGE 28 EAST, ORANGE COUNTY, FLORIDA, LESS AND EXCEPT RIGHT OF WAY FOR S. SHEELER AV. ON THE EAST AND LESS AND EXCEPT THAT PART CONVEYED TO ORANGE COUNTY, FLORIDA BY THAT CERTAIN QUIT-CLAIM DEED RECORDED APRIL 22, 1998 IN OFFICIAL RECORDS BOOK 5464, PAGE 880, PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA.

**AND**

TAX PARCEL 105: WEST 290 FEET OF THE EAST 320 FEET OF SOUTH 1/2 OF SOUTHEAST 1/4 OF SOUTHEAST 1/4, SECTION 22, TOWNSHIP 21 SOUTH, RANGE 28 EAST, LESS THE SOUTH 560 FEET.

**ALSO**

THE NORTH 100 FEET OF THE SOUTH 560 FEET OF WEST 290 FEET OF THE EAST 320 FEET OF THE SOUTH 1/2 OF SOUTHEAST 1/4 OF SOUTHEAST 1/4, SECTION 22, TOWNSHIP 21 SOUTH, RANGE 28 EAST, ALL IN ORANGE COUNTY, FLORIDA, LESS AND EXCEPT RIGHT OF WAY FOR S. SHEELER AVE. ON THE EAST.

TAX PARCEL 109: THE NORTH 130 FEET OF THE SOUTH 180 FEET OF THE WEST 290 FEET OF THE EAST 320 FEET OF THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4, SECTION 22, TOWNSHIP 21 SOUTH, RANGE 28 EAST, ORANGE COUNTY, FLORIDA, LESS AND EXCEPT RIGHT OF WAY FOR S. SHEELER AV. ON THE EAST.

TAX PARCEL 82: THE SOUTH 495 FEET OF THE EAST 627 FEET OF THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4 OF THE SOUTHEAST 1/4, SECTION 22, TOWNSHIP 21 SOUTH, RANGE 28 EAST, ORANGE COUNTY, FLORIDA, LESS AND EXCEPT RIGHT OF WAY FOR S. SHEELER AV. ON THE EAST.

TAX PARCEL 79: THE NORTHEAST 1/4 OF THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4, SECTION 22, TOWNSHIP 21 SOUTH, RANGE 28 EAST, ORANGE COUNTY, FLORIDA.

TAX PARCEL 122: THE WEST 200 FEET OF THE EAST 520 FEET OF THE SOUTH 1/2 OF THE SE 1/4 OF THE SE 1/4, SECTION 22, TOWNSHIP 21 SOUTH, RANGE 28 EAST, ORANGE COUNTY, FLORIDA, LESS AND EXCEPT RIGHT OF WAY FOR KEENE RD. ON THE SOUTH.

**PARCEL B:**  
THE SOUTH ONE-HALF OF THE SOUTHEAST ONE-QUARTER OF THE SOUTHEAST ONE-QUARTER OF SECTION 22, TOWNSHIP 21 SOUTH, RANGE 28 EAST, ORANGE COUNTY, FLORIDA, LESS THE EAST 1020 FEET AND THE SOUTH 30 FEET THEREOF.

**FORMERLY DESCRIBED:**

**PARCEL 1: (TAX PARCEL 117)**  
THE WEST 100 FEET OF THE SOUTH HALF OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER (LESS THE SOUTH 30 FEET THEREOF)

**AND**

**PARCEL 2: (TAX PARCEL 108)**  
THE WEST 200 FEET OF THE EAST 1220 FEET OF THE SOUTH HALF OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER (LESS THE SOUTH 30 FEET THEREOF), ALL IN SECTION 22, TOWNSHIP 21 SOUTH, RANGE 28 EAST, ORANGE COUNTY, FLORIDA.

**PARCEL C:**  
ALL THE PART OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 22, TOWNSHIP 21 SOUTH, RANGE 28 EAST, ORANGE COUNTY FLORIDA, LYING NORTHERLY OF ORANGE COUNTY EXPRESSWAY PER STIPULATED ORDER OF TAKING RECORDED IN OFFICIAL RECORDS BOOK 8997, PAGE 1835, PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA.

**PARCEL D:**  
THE WEST 100 FEET OF THE EAST 1020 FEET OF THE SOUTH 1/2 OF THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4 (LESS THE SOUTH 30 FEET FOR ROAD), SECTION 22, TOWNSHIP 21, RANGE 28, ORANGE COUNTY, FLORIDA, SAID LANDS BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

**ALSO DESCRIBED AS:**

**(OVERALL PARCEL)**  
A PORTION OF THE SOUTHEAST 1/4 OF SECTION 22, TOWNSHIP 21 SOUTH, RANGE 28 EAST, ORANGE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHEAST CORNER OF THE SOUTHEAST 1/4 OF SAID SECTION 22; THENCE RUN N00°25'09"E ALONG THE EAST LINE OF THE SOUTHEAST 1/4 OF SAID SECTION 22, A DISTANCE OF 30.00 FEET; THENCE DEPARTING SAID EAST LINE RUN N89°49'53"W, A DISTANCE OF 30.00 FEET TO THE POINT OF BEGINNING, SAID POINT ALSO BEING ON THE NORTH RIGHT OF WAY LINE OF KEENE ROAD PER DEED BOOK 347, PAGE 367, PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA; THENCE RUN N89°49'53"W ALONG SAID NORTH RIGHT OF WAY LINE, A DISTANCE OF 490.00 FEET TO THE WEST LINE OF THE EAST 320.00 FEET OF SAID SOUTHEAST 1/4; THENCE DEPARTING SAID NORTH RIGHT OF WAY LINE RUN N00°25'09"E ALONG SAID WEST LINE AS DESCRIBED IN OFFICIAL RECORDS BOOK 8251, PAGE 738, PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA, A DISTANCE OF 628.66 FEET TO A POINT ON THE NORTH LINE OF THE SOUTH 1/2 OF THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SAID SECTION 22; THENCE RUN N89°50'37"W ALONG SAID NORTH LINE, A DISTANCE OF 400.00 FEET; THENCE DEPARTING SAID NORTH LINE RUN S00°25'09"W ALONG THE WEST LINE OF THE EAST 320.00 FEET OF SAID SOUTH 1/2 OF THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4 AS DESCRIBED IN OFFICIAL RECORDS BOOK 10861, PAGE 5992, PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA, A DISTANCE OF 628.57 FEET TO A POINT ON THE AFORESAID NORTH RIGHT OF WAY LINE OF KEENE ROAD; THENCE RUN N89°49'53"W ALONG SAID NORTH RIGHT OF WAY LINE, A DISTANCE OF 402.50 FEET TO A POINT ON THE EAST LINE OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SAID SECTION 22; THENCE RUN N00°38'13"E ALONG SAID EAST LINE, A DISTANCE OF 263.08 FEET TO A POINT ON THE NORTHERLY RIGHT OF WAY LINE OF STATE ROAD 424 VARIABLE RIGHT OF WIDTH PER ORDER RIGHT OF WAY MAP PROJECT NO. 414-230, SAID POINT ALSO BEING ON A NON TANGENT CURVE CONCAVE SOUTHWESTERLY HAVING A RADIUS OF 3053.39 FEET, A CENTRAL ANGLE OF 14°37'04", A CHORD BEARING OF N57°08'04"W AND A CHORD DISTANCE OF 777.70 FEET; THENCE RUN NORTHWESTERLY ALONG THE ARC OF SAID CURVE, A DISTANCE OF 779.81 FEET TO THE END OF SAID CURVE AND A POINT ON THE WEST LINE OF THE EAST 1/2 OF THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SAID SECTION 22; THENCE RUN N00°41'46"E ALONG SAID WEST LINE, A DISTANCE OF 706.94 FEET TO THE NORTHWEST CORNER OF THE NORTHEAST 1/4 OF THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SAID SECTION 22; THENCE RUN N89°51'21"E ALONG SAID NORTH LINE, A DISTANCE OF 584.03 FEET TO A POINT ON THE WEST RIGHT OF WAY LINE OF SHEELER ROAD PER OFFICIAL RECORDS BOOK 5464, PAGE 880, PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA; THENCE RUN ALONG SAID WEST RIGHT OF WAY LINE THE FOLLOWING EIGHT (8) COURSES: S00°25'09"W, A DISTANCE OF 495.01 FEET TO A POINT ON THE NORTH LINE OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SAID SECTION 22; THENCE RUN N00°25'09"E ALONG SAID WEST LINE, A DISTANCE OF 495.01 FEET TO A POINT ON THE NORTH LINE OF THE SOUTH 1/2 OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SAID SECTION 22; THENCE RUN N00°25'09"E ALONG SAID WEST LINE, A DISTANCE OF 14.00 FEET; THENCE S00°51'46"E, A DISTANCE OF 178.78 FEET; THENCE S01°03'47"W, A DISTANCE OF 267.03 FEET; THENCE S89°51'21"E, A DISTANCE OF 2.00 FEET; THENCE S00°25'09"W, A DISTANCE OF 213.00 FEET TO THE NORTH LINE OF THE SOUTH 1/2 OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SAID SECTION 22; THENCE N89°51'21"E ALONG SAID NORTH LINE, A DISTANCE OF 10.00 FEET; THENCE S00°25'09"W, A DISTANCE OF 198.75 FEET TO THE NORTH LINE OF THE SOUTH 1/2 OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SAID SECTION 22; THENCE DEPARTING SAID WEST RIGHT OF WAY LINE RUN N89°49'53"W, ALONG SAID NORTH LINE, A DISTANCE OF 290.00 FEET TO A POINT ON THE WEST LINE OF THE EAST 320.00 FEET OF SAID SOUTH 1/2 OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SAID SECTION 22; THENCE RUN S00°25'09"W, ALONG SAID WEST LINE, A DISTANCE OF 300.00 FEET TO THE NORTH LINE OF THE SOUTH 1/2 OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SAID SECTION 22; THENCE DEPARTING SAID WEST LINE RUN S89°49'53"E, ALONG SAID NORTH LINE, A DISTANCE OF 290.00 FEET TO A POINT ON THE AFORESAID WEST RIGHT OF WAY LINE OF SHEELER ROAD; THENCE RUN N00°25'09"W ALONG SAID WEST RIGHT OF WAY LINE, A DISTANCE OF 330.00 FEET TO THE POINT OF BEGINNING.

CONTAINING: 2,214,146.73 SQUARE FEET OR 50.830 ACRES MORE OR LESS.

**Civil Engineer:**  
**Poulos & Bennett, LLC**  
2602 E. Livingston St.,  
Orlando, FL 32803  
407.487.2594

**Landscape Architect:**  
**Bonnett Design Group, LLC**  
151 Circle Drive  
Maitland, FL 32751  
407.622.1588

**Geotech:**  
**Yovash Engineering Services**  
953 Sunshine Lane  
Altamonte Springs, FL 32714  
407.774.9383

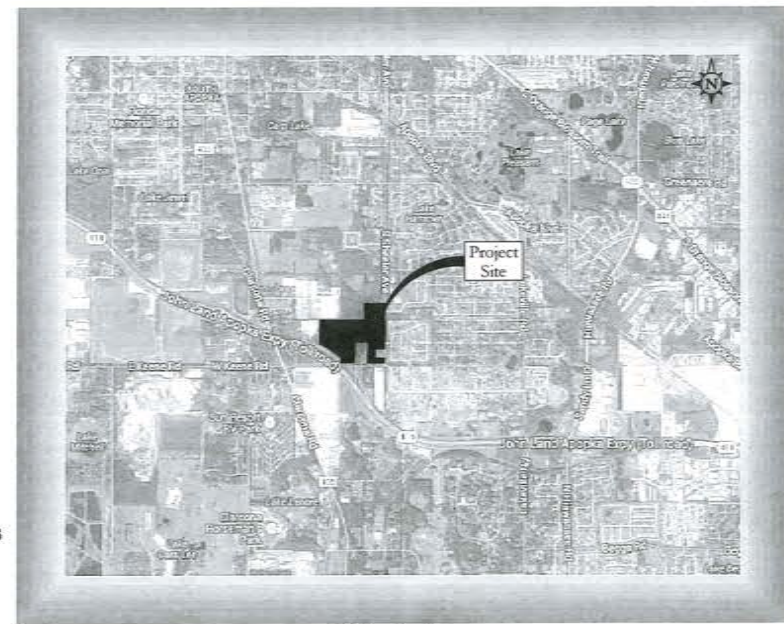
**Surveyor:**  
**Dewberry**  
520 South Magnolia Avenue  
Orlando, Florida 32801  
321.354.9826

**Transportation Engineering:**  
**Traffic Planning and Design, Inc.**  
535 Versailles Drive, Suite 200  
Maitland, FL 32751  
407.628.9955

### Parcel Id. No.:

22-21-28-0000-00-078, 22-21-28-0000-00-079, 22-21-28-0000-00-081  
22-21-28-0000-00-082, 22-21-28-0000-00-105, 22-21-28-0000-00-108  
22-21-28-0000-00-109, 22-21-28-0000-00-114, 22-21-28-0000-00-117  
22-21-28-0000-00-122

**Developer/Applicant:**  
**Surrey Homes**  
1133 Louisiana Ave., Suite 106  
Winter Park, Florida 32789



**Vicinity Map**  
Scale: 1" = 2,000'

Sheet Index		Subm./Rev.					
Sheet Id.	Sheet Title	1	2	3	4	5	6
C0.01	Construction Notes	■	■	■	■	■	■
C0.02	Existing Conditions	■	■	■	■	■	■
C0.03	Environmental Plan	■	■	■	■	■	■
C2.00	Master Plan	■	■	■	■	■	■
C2.01	Site Plan	■	■	■	■	■	■
C2.05	Development Design Standards	■	■	■	■	■	■
C2.06	Site Data	■	■	■	■	■	■
C2.10	Erosion Control & Demolition Plan	■	■	■	■	■	■
C3.00	Typical Sections & Details	■	■	■	■	■	■
C3.10	Parking Designation & Sight Distance Plan	■	■	■	■	■	■
C4.00	Grading Plan	■	■	■	■	■	■
C5.00	Master Drainage Plan	■	■	■	■	■	■
C5.01	Drainage Plan	■	■	■	■	■	■
C5.05	Master Wastewater Plan	■	■	■	■	■	■
C5.06	Wastewater Plan	■	■	■	■	■	■
C5.10	Master Water Distribution Plan	■	■	■	■	■	■
C5.11	Water Distribution Plan	■	■	■	■	■	■
C5.20	Master Reclaimed Water Distribution Plan	■	■	■	■	■	■
C5.21	Reclaimed Water Distribution Plan	■	■	■	■	■	■
C6.00	Plan & Profile	■	■	■	■	■	■
C8.00	Offsite Turn Lane	■	■	■	■	■	■
C9.10	General Construction Details	■	■	■	■	■	■
C9.20	Potable & Reclaimed Water Details	■	■	■	■	■	■
C9.30	Standard Wastewater Details	■	■	■	■	■	■
C9.40	Lift Station Details	■	■	■	■	■	■
<b>Reference Drawings</b>							
1	Boundary, Topography & Tree Inventory	■	■	■	■	■	■
1	Plan	■	■	■	■	■	■
L100	Overall Key Sheet	■	■	■	■	■	■
L101	Park & Recreation Master Plan	■	■	■	■	■	■
L102	Tree Removal & Replacement Plan	■	■	■	■	■	■
L201	Layout Plan	■	■	■	■	■	■
L301	Hardscape Details	■	■	■	■	■	■
L303	Site Furnishings	■	■	■	■	■	■
L401	Landscape Plan	■	■	■	■	■	■
L407	Entry Landscape Plan	■	■	■	■	■	■
L408	Planting Details & Notes	■	■	■	■	■	■
L500	Overall Irrigation Plan	■	■	■	■	■	■
L501	Irrigation Plan	■	■	■	■	■	■
L507	Entry Irrigation Plan	■	■	■	■	■	■
L508	Irrigation Details & Notes	■	■	■	■	■	■
A-1	Architectural Design Standards	■	■	■	■	■	■

Date	Description	
1	11/09/2015	Submittal to City of Apopka
2	02/22/2016	Submittal to City of Apopka/SJRWMD
3	02/25/2016	Submittal to SJRWMD
4	03/18/2016	Submittal to City of Apopka/ Orange County

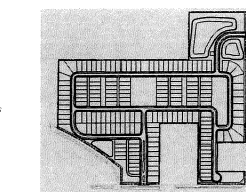
**NOTE:**  
DEVELOPER SHALL OBTAIN A LETTER FROM THE FLORIDA FISH AND WILDLIFE CONSERVATION COMMISSION (FWCC) REGARDING THE WILDLIFE MANAGEMENT PLAN FOR THE GOPHER TORTOISES OR OTHER SPECIES ON SITE PRIOR TO ANY LAND CLEARING AND CONSTRUCTION ACTIVITIES OCCURRING ON SITE.



2602 E. Livingston St., Orlando, FL 32803  
Tel. 407.487.2594 www.poulosandbennett.com  
Eng. Bus. No. 28567  
P&B Job No.: 14-098

MARCELA SUTHERLAND  
P.E. No. 3678  
DATE: March 18, 2016

Key Map:



Consultant:

NO.	DATE	DESCRIPTIONS
4	03/18/2016	SUBMIT TO CITY OF APOPKA/ O.C.
3	02/26/2016	SUBMIT TO SJRWMD
2	02/22/2016	SUBMIT TO CITY OF APOPKA/SRWMD
1	01/14/2016	ORANGE COUNTY 12-10-15 COMMENTS
1	11/10/2015	SUBMIT TO CITY OF APOPKA

NO.	DATE	DESCRIPTIONS
		SUBMISSIONS/REVISIONS
VERTICAL DATUM: -		
JOB NO.:	14-098	
DESIGNED BY:	MG	
DRAWN BY:	MG/BW	
CHECKED BY:	MDS	
APPROVED BY:	MDS	
SCALE IN FEET:	1" = 100'	

Project Name:  
**SILVER OAK SUBDIVISION PR15-13**

Submitted To:  
 CITY OF APOPKA, FL

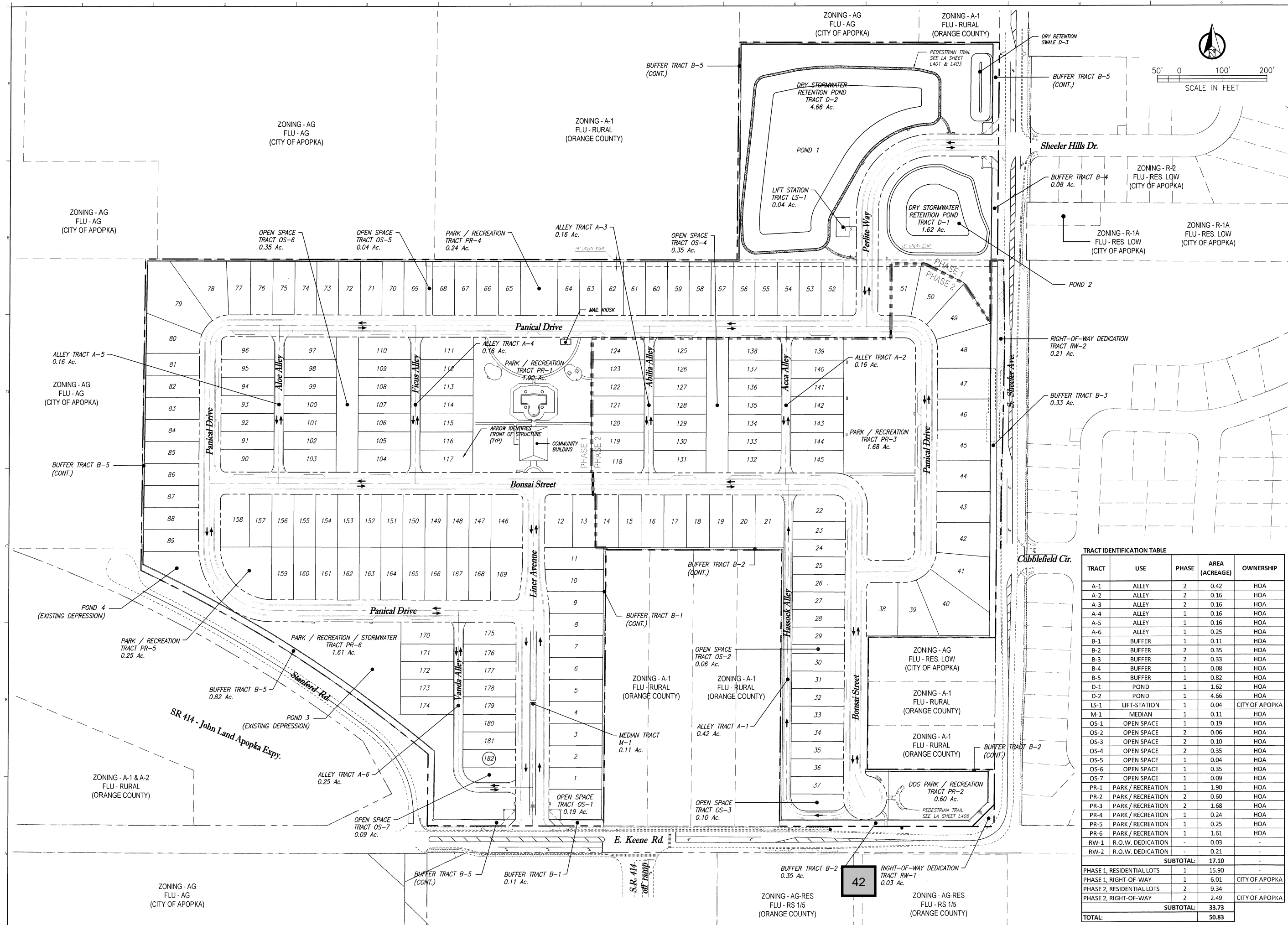
Sheet Title:  
**MASTER PLAN**

Sheet No.:  
**C2.00**

Seal:  
 MARC DANIEL STEHLI  
 P.E. NO. 0652781  
 DATE: March 18, 2016



**Poulos & Bennett, LLC**  
 2602 E. Livingston St., Orlando, FL 32803  
 Tel. 407-487-2594 www.poulosandbennett.com  
 Eng. Bus. No. 28567



TRACT	USE	PHASE	AREA (ACREAGE)	OWNERSHIP
A-1	ALLEY	2	0.42	HOA
A-2	ALLEY	2	0.16	HOA
A-3	ALLEY	2	0.16	HOA
A-4	ALLEY	1	0.16	HOA
A-5	ALLEY	1	0.16	HOA
A-6	ALLEY	1	0.25	HOA
B-1	BUFFER	1	0.11	HOA
B-2	BUFFER	2	0.35	HOA
B-3	BUFFER	2	0.33	HOA
B-4	BUFFER	1	0.08	HOA
B-5	BUFFER	1	0.82	HOA
D-1	POND	1	1.62	HOA
D-2	POND	1	4.66	HOA
LS-1	LIFT-STATION	1	0.04	CITY OF APOPKA
M-1	MEDIAN	1	0.11	HOA
OS-1	OPEN SPACE	1	0.19	HOA
OS-2	OPEN SPACE	2	0.06	HOA
OS-3	OPEN SPACE	2	0.10	HOA
OS-4	OPEN SPACE	2	0.35	HOA
OS-5	OPEN SPACE	1	0.04	HOA
OS-6	OPEN SPACE	1	0.35	HOA
OS-7	OPEN SPACE	1	0.09	HOA
PR-1	PARK / RECREATION	1	1.90	HOA
PR-2	PARK / RECREATION	2	0.60	HOA
PR-3	PARK / RECREATION	2	1.68	HOA
PR-4	PARK / RECREATION	1	0.24	HOA
PR-5	PARK / RECREATION	1	0.25	HOA
PR-6	PARK / RECREATION	1	1.61	HOA
RW-1	R.O.W. DEDICATION	-	0.03	-
RW-2	R.O.W. DEDICATION	-	0.21	-
SUBTOTAL:			17.10	-
PHASE 1, RESIDENTIAL LOTS			1	15.90
PHASE 1, RIGHT-OF-WAY			1	6.01
PHASE 2, RESIDENTIAL LOTS			2	9.34
PHASE 2, RIGHT-OF-WAY			2	2.49
SUBTOTAL:			33.73	-
TOTAL:			50.83	-

42

Z:\2014\14-098 SUPREY HOMES - NELSON APOPKA\CAD\FINAL\CITY\14-098-MP





# CITY OF APOPKA CITY COUNCIL

- CONSENT AGENDA
- PUBLIC HEARING
- SPECIAL REPORTS
- OTHER: Ordinance

MEETING OF: October 17, 2018  
 FROM: Community Development  
 EXHIBITS: Ordinance No. 2673

**SUBJECT:**           **ORDINANCE NO. 2673 – AMENDING THE APOPKA CODE OF ORDINANCES, PART III, LAND DEVELOPMENT CODE, ARTICLE V, SECTION 5.05.00 – FLOODPLAINS; AND ADOPT TECHNICAL AMENDMENTS TO THE FLORIDA BUILDING CODE.**

**REQUEST:**           **SECOND READING OF ORDINANCE NO. 2673 – AMENDING THE APOPKA CODE OF ORDINANCES, PART III, LAND DEVELOPMENT CODE, ARTICLE V, SECTION 5.05.00 – FLOODPLAINS; AND ADOPT TECHNICAL AMENDMENTS TO THE FLORIDA BUILDING CODE.**

**SUMMARY:**

On January 5, 2018, the City of Apopka was formally notified by the State of Florida, Division of Emergency Management that the Florida Building Code 6th Edition, became effective on January 1, 2018. In order for the City to maintain compliance with the minimum requirements of the Federal Emergency Management Agency (FEMA) National Flood Insurance Program (NFIP), revisions to the City’s Floodplain Ordinance and associated Floodplain elements of the Land Development Code are required.

This year, the Florida Division of Emergency Management (FDEM) collaborated with the City Engineer/Floodplain Administrator to develop code revisions. This request includes all FDEM and FEMA required revisions.

Only one proposed revision is in excess of minimum FDEM and FEMA requirements. As a minimum, FEMA requires that the Finished Floor Elevation (FFE) of all new and substantially improved structures be constructed at least 1-foot above the FEMA 100-year Floodplain Elevation. This proposed code revision requires 2-feet above the FEMA 100-year Floodplain Elevation. The FFE increase above the minimum provides both additional protection from flooding, and additional FEMA Community Rating System (CRS) credits. CRS credits are used by FEMA to calculate the amount of Floodplain Insurance Policy discount policy holders receive. FEMA’s 2017 audit of the City’s CRS program scored the City in Class 8. CRS Class 8 Communities enjoy a 10% discount on flood insurance policies for structures within the 100-year Special Flood Hazard Area and 5% discount on policies for structures outside of the 100-year Special Flood Hazard Area.

**FUNDING SOURCE:** N/A

**DISTRIBUTION**

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

**CITY COUNCIL – OCTOBER 17, 2018**  
**ORDINANCE NO. 2673**  
**PAGE 2**

**PUBLIC HEARING SCHEDULE:**

Planning Commission – September 11, 2018  
City Council – September 19, 2018, 7:00 p.m. – First Reading  
City Council – October 17, 2018, 7:00 p.m. – Second Reading

**DULY ADVERTISED:**

August 31, 2018 - Public Notice (Apopka Chief)  
October 5, 2018 – Ordinance Heading Ad (Apopka Chief)

---

**RECOMMENDATION ACTION:**

The **Planning Commission**, at its meeting on September 11, 2018, unanimously recommended approval of the amendment to the Apopka Code of Ordinances, Part III, Land Development Code, Article V, Section 5.05.00 – Floodplains; and recommend adoption of the Technical Amendments to the Florida Building Code.

The **City Council**, at its meeting on September 19, 2018, accepted the First Reading of Ordinance No. 2673 and held it over for Second Reading and Adoption on October 3, 2018.

Adopt Ordinance No. 2673.



**ORDINANCE NO. 2673**

**AN ORDINANCE BY THE APOPKA CITY COUNCIL AMENDING THE APOPKA CODE OF ORDINANCES TO REPEAL LAND DEVELOPMENT CODE SECTION 5.05.00 FLOODPLAINS; TO ADOPT A NEW SECTION 5.05.00; TO AMEND LAND DEVELOPMENT CODE SECTION 1.08.13 DEFINITIONS; TO ADOPT FLOOD HAZARD MAPS, TO DESIGNATE A FLOODPLAIN ADMINISTRATOR, TO ADOPT PROCEDURES AND CRITERIA FOR DEVELOPMENT IN FLOOD HAZARD AREAS, AND FOR OTHER PURPOSES; TO ADOPT TECHNICAL AMENDMENTS TO THE FLORIDA BUILDING CODE; PROVIDING FOR APPLICABILITY; SEVERABILITY; AND AN EFFECTIVE DATE.**

**WHEREAS**, the Legislature of the State of Florida has, in Chapter 166, Florida Statutes, conferred upon local governments the authority to adopt regulations designed to promote the public health, safety, and general welfare of its citizenry; and

**WHEREAS**, the Federal Emergency Management Agency has identified special flood hazard areas within the boundaries of the City of Apopka and such areas may be subject to periodic inundation which may result in loss of life and property, health and safety hazards, disruption of commerce and governmental services, extraordinary public expenditures for flood protection and relief, and impairment of the tax base, all of which adversely affect the public health, safety and general welfare, and

**WHEREAS**, the City of Apopka was accepted for participation in the National Flood Insurance Program on September 29, 1978 and the City Council desires to continue to meet the requirements of Title 44 Code of Federal Regulations, Sections 59 and 60, necessary for such participation; and

**WHEREAS**, Chapter 553, Florida Statutes, was adopted by the Florida Legislature to provide a mechanism for the uniform adoption, updating, amendment, interpretation and enforcement of a state building code, called the *Florida Building Code*; and

**WHEREAS**, Chapter 553, Florida Statutes, allows for local technical amendments to the *Florida Building Code* that provide for more stringent requirements than those specified in the Code and allows adoption of local administrative and local technical amendments to the Florida Building Code to implement the National Flood Insurance Program and incentives;

**WHEREAS**, the City Council previously adopted a requirement to increase the minimum elevation requirement, but that requirement is now a minimum requirement of the *Florida Building Code*;

**WHEREAS**, the City Council previously adopted a requirement to limit partitioning of enclosed areas below elevated dwellings and to limit access to enclosed areas for buildings and structures in flood hazard areas prior to July 1, 2010 and, pursuant to section 553.73(5), F.S., is formatting that requirement to coordinate with the *Florida Building Code*;

**WHEREAS**, the City Council has determined that it is in the public interest to adopt the proposed local technical amendments to the *Florida Building Code* and the proposed amendments are not more stringent than necessary to address the need identified, do not discriminate against materials, products or construction techniques of demonstrated capabilities, are in compliance with section 553.73(4), Florida Statutes.

**WHEREAS**, the City Council has determined that it is in the public interest to adopt the proposed floodplain management regulations that are coordinated with the *Florida Building Code*.

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

**LEGISLATIVE UNDERSCORING:** Underlined words constitute additions to the City of Apopka Code of Ordinances or Land Development Code, ~~striketrough~~ constitutes deletions from the original, and asterisks (\*\*\*) indicate an omission from the existing text which is intended to remain unchanged. No legislative underscoring is used where a section is repealed or replaced in its entirety.

**SECTION 1. RECITALS.** The foregoing whereas clauses are incorporated herein by reference and made a part hereof.

**SECTION 2. FLOODPLAINS SECTION.** That Section 5.05.00 of the Land Development Code, City of Apopka, Florida, is hereby repealed in its entirety and replaced to be read as follows:

### 5.05.00 FLOODPLAINS

#### SECTION 5.05.01 GENERAL

**A. Title.** These regulations under Article V, Chapter 5 of the Land Development Code shall be known as the *Floodplain Management Ordinance* of the City of Apopka, hereinafter referred to as “this Chapter.”

**B. Scope.** The provisions of this Chapter shall apply to all development that is wholly within or partially within any flood hazard area, including but not limited to the subdivision of land; filling, grading, and other site improvements and utility installations; construction, alteration, remodeling, enlargement, improvement, replacement, repair, relocation or demolition of buildings, structures, and facilities that are exempt from the *Florida Building Code*; placement, installation, or replacement of manufactured homes and manufactured buildings; installation or replacement of tanks; placement of recreational vehicles; installation of swimming pools; and any other development.

**C. Intent.** The purposes of this Chapter and the flood load and flood resistant construction requirements of the *Florida Building Code* are to establish minimum requirements to safeguard the public health, safety, and general welfare and to minimize public and private losses due to flooding through regulation of development in flood hazard areas to:

- (1) Minimize unnecessary disruption of commerce, access and public service during times of flooding;
- (2) Require the use of appropriate construction practices in order to prevent or minimize future flood damage;
- (3) Manage filling, grading, dredging, mining, paving, excavation, drilling operations, storage of equipment or materials, and other development which may increase flood damage or erosion potential;

- (4) Manage the alteration of flood hazard areas, watercourses, and shorelines to minimize the impact of development on the natural and beneficial functions of the floodplain;
- (5) Minimize damage to public and private facilities and utilities;
- (6) Help maintain a stable tax base by providing for the sound use and development of flood hazard areas;
- (7) Minimize the need for future expenditure of public funds for flood control projects and response to and recovery from flood events; and
- (8) Meet the requirements of the National Flood Insurance Program for community participation as set forth in Title 44 Code of Federal Regulations, Section 59.22.

**D. Coordination with the *Florida Building Code*.** This ordinance is intended to be administered and enforced in conjunction with the *Florida Building Code*. Where cited, ASCE 24 refers to the edition of the standard that is referenced by the *Florida Building Code*.

**E. Warning.** The degree of flood protection required by this ordinance and the *Florida Building Code*, as amended by this community, is considered the minimum reasonable for regulatory purposes and is based on scientific and engineering considerations. Larger floods can and will occur. Flood heights may be increased by man-made or natural causes. This ordinance does not imply that land outside of mapped special flood hazard areas, or that uses permitted within such flood hazard areas, will be free from flooding or flood damage. The flood hazard areas and base flood elevations contained in the Flood Insurance Study and shown on Flood Insurance Rate Maps and the requirements of Title 44 Code of Federal Regulations, Sections 59 and 60 may be revised by the Federal Emergency Management Agency, requiring this community to revise these regulations to remain eligible for participation in the National Flood Insurance Program. No guaranty of vested use, existing use, or future use is implied or expressed by compliance with this ordinance.

**F. Disclaimer of Liability.** This ordinance shall not create liability on the part of the City Council of the City of Apopka or by any officer or employee thereof for any flood damage that results from reliance on this ordinance or any administrative decision lawfully made thereunder.

#### SECTION 5.05.02 APPLICABILITY

**A. General.** Where there is a conflict between a general requirement and a specific requirement, the specific requirement shall be applicable.

**B. Areas to which this Chapter applies.** This Chapter shall apply to all flood hazard areas within the City of Apopka, as established in Section 5.05.02(C) of this Chapter.

**C. Basis for establishing flood hazard areas.** The Flood Insurance Study for Orange County, Florida and Incorporated Areas dated June 20, 2018, and all subsequent amendments and revisions, and the accompanying Flood Insurance Rate Maps (FIRM), and all subsequent amendments and revisions to such maps, are adopted by reference as a part of this Chapter and shall serve as the minimum basis for establishing flood hazard areas. Studies and maps that establish flood hazard areas are on file at the Community Development Department, 120 East Main Street, 2<sup>nd</sup> Floor, Apopka.

**D. Submission of additional data to establish flood hazard areas.** To establish flood hazard areas and base flood elevations, pursuant to Section 5.05.05 of this Chapter the Floodplain Administrator may require submission of additional data. Where field surveyed topography prepared by a Florida licensed professional surveyor or digital topography accepted by the community indicates that ground elevations:

- (1) Are below the closest applicable base flood elevation, even in areas not delineated as a special flood hazard area on a FIRM, the area shall be considered as flood hazard area and subject to the requirements of this Chapter and, as applicable, the requirements of the *Florida Building Code*.
- (2) Are above the closest applicable base flood elevation, the area shall be regulated as special flood hazard area unless the applicant obtains a Letter of Map Change that removes the area from the special flood hazard area.

**E. Other laws.** The provisions of this Chapter shall not be deemed to nullify any provisions of local, state or federal law.

**F. Abrogation and greater restrictions.** This Chapter supersedes any ordinance in effect for management of development in flood hazard areas. However, it is not intended to repeal or abrogate any existing ordinances including but not limited to land development regulations, zoning ordinances, stormwater management regulations, or the *Florida Building Code*. In the event of a conflict between this Chapter and any other ordinance, the more restrictive shall govern. This Chapter shall not impair any deed restriction, covenant or easement, but any land that is subject to such interests shall also be governed by this Chapter.

**G. Interpretation.** In the interpretation and application of this Chapter, all provisions shall be:

- (1) Considered as minimum requirements;
- (2) Liberally construed in favor of the governing body; and
- (3) Deemed neither to limit nor repeal any other powers granted under state statutes.

#### **SECTION 5.05.03 DUTIES AND POWERS OF THE FLOODPLAIN ADMINISTRATOR**

**A. Designation.** The City Engineer is designated as the Floodplain Administrator. The Floodplain Administrator may delegate performance of certain duties to other employees.

**B. General.** The Floodplain Administrator is authorized and directed to administer and enforce the provisions of this Chapter. The Floodplain Administrator shall have the authority to render interpretations of this Chapter consistent with the intent and purpose of this Chapter and may establish policies and procedures in order to clarify the application of its provisions. Such interpretations, policies, and procedures shall not have the effect of waiving requirements specifically provided in this Chapter without the granting of a variance pursuant to Section 5.05.07 of this Chapter.

**C. Applications and permits.** The Floodplain Administrator, in coordination with other pertinent offices of the community, shall:

- (1) Review applications and plans to determine whether proposed new development will be located in flood hazard areas;

- (2) Review applications for modification of any existing development in flood hazard areas for compliance with the requirements of this Chapter;
- (3) Interpret flood hazard area boundaries where such interpretation is necessary to determine the exact location of boundaries; a person contesting the determination shall have the opportunity to appeal the interpretation;
- (4) Provide available flood elevation and flood hazard information;
- (5) Determine whether additional flood hazard data shall be obtained from other sources or shall be developed by an applicant;
- (6) Review applications to determine whether proposed development will be reasonably safe from flooding;
- (7) Issue floodplain development permits or approvals for development other than buildings and structures that are subject to the *Florida Building Code*, including buildings, structures and facilities exempt from the *Florida Building Code*, when compliance with this Chapter is demonstrated, or disapprove the same in the event of noncompliance; and
- (8) Coordinate with and provide comments to the Building Official to assure that applications, plan reviews, and inspections for buildings and structures in flood hazard areas comply with the applicable provisions of this Chapter.

**D. Substantial improvement and substantial damage determinations.** For applications for building permits to improve buildings and structures, including alterations, movement, enlargement, replacement, repair, change of occupancy, additions, rehabilitations, renovations, substantial improvements, repairs of substantial damage, and any other improvement of or work on such buildings and structures, the Floodplain Administrator, in coordination with the Building Official, shall:

- (1) Estimate the market value, or require the applicant to obtain an appraisal of the market value prepared by a qualified independent appraiser, of the building or structure before the start of construction of the proposed work; in the case of repair, the market value of the building or structure shall be the market value before the damage occurred and before any repairs are made;
- (2) Compare the cost to perform the improvement, the cost to repair a damaged building to its pre-damaged condition, or the combined costs of improvements and repairs, if applicable, to the market value of the building or structure;
- (3) Determine and document whether the proposed work constitutes substantial improvement or repair of substantial damage; and
- (4) Notify the applicant if it is determined that the work constitutes substantial improvement or repair of substantial damage and that compliance with the flood resistant construction requirements of the *Florida Building Code* and this Chapter is required.

**E. Modifications of the strict application of the requirements of the *Florida Building Code*.** The Floodplain Administrator shall review requests submitted to the Building Official that seek approval to modify the strict application of the flood load and flood resistant construction requirements of the *Florida Building Code* to determine whether such requests require the granting of a variance pursuant to Section 5.05.07 of this Chapter.

**F. Notices and orders.** The Floodplain Administrator shall coordinate with appropriate local agencies for the issuance of all necessary notices or orders to ensure compliance with this Chapter.

**G. Inspections.** The Floodplain Administrator shall make the required inspections as specified in Section 5.05.06 of this Chapter for development that is not subject to the *Florida Building Code*, including buildings, structures and facilities exempt from the *Florida Building Code*. The Floodplain Administrator shall inspect flood hazard areas to determine if development is undertaken without issuance of a permit.

**H. Other duties of the Floodplain Administrator.** The Floodplain Administrator shall have other duties, including but not limited to:

- (1) Establish, in coordination with the Building Official, procedures for administering and documenting determinations of substantial improvement and substantial damage made pursuant to Section 5.05.03(D) of this Chapter;
- (2) Require that applicants proposing alteration of a watercourse notify adjacent communities and the Florida Division of Emergency Management, State Floodplain Management Office, and submit copies of such notifications to the Federal Emergency Management Agency (FEMA);
- (3) Require applicants who submit hydrologic and hydraulic engineering analyses to support permit applications to submit to FEMA the data and information necessary to maintain the Flood Insurance Rate Maps if the analyses propose to change base flood elevations, flood hazard area boundaries, or floodway designations; such submissions shall be made within 6 months of such data becoming available;
- (4) Review required design certifications and documentation of elevations specified by this Chapter and the *Florida Building Code* to determine that such certifications and documentations are complete; and
- (5) Notify the Federal Emergency Management Agency when the corporate boundaries of **the City of Apopka** are modified.

**I. Floodplain management records.** Regardless of any limitation on the period required for retention of public records, the Floodplain Administrator shall maintain and permanently keep and make available for public inspection all records that are necessary for the administration of this Chapter and the flood resistant construction requirements of the *Florida Building Code*, including Flood Insurance Rate Maps; Letters of Map Change; records of issuance of permits and denial of permits; determinations of whether proposed work constitutes substantial improvement or repair of substantial damage; required design certifications and documentation of elevations specified by the *Florida Building Code* and this Chapter; notifications to adjacent communities, FEMA, and the state related to alterations of watercourses; assurances that the flood carrying capacity of altered watercourses will be maintained; documentation related to appeals and variances, including justification for issuance or denial; and records of enforcement actions taken pursuant to this Chapter and the flood resistant construction requirements of the *Florida Building Code*. These records shall be available for public inspection at Community Development Department, 120 East Main Street, 2<sup>nd</sup> Floor, Apopka, Florida 32703.

### SECTION 5.05.04 PERMITS

**A. Permits required.** Any owner or owner's authorized agent (hereinafter "applicant") who intends to undertake any development activity within the scope of this Chapter, including buildings, structures and facilities exempt from the *Florida Building Code*, which is wholly within or partially within any flood hazard area shall first make application to the Floodplain Administrator, and the Building Official if applicable, and shall obtain the required permit(s) and approval(s). No such permit or approval shall be issued until compliance with the requirements of this Chapter and all other applicable codes and regulations has been satisfied.

**B. Floodplain development permits or approvals.** Floodplain development permits or approvals shall be issued pursuant to this Chapter for any development activities not subject to the requirements of the *Florida Building Code*, including buildings, structures and facilities exempt from the *Florida Building Code*. Depending on the nature and extent of proposed development that includes a building or structure, the Floodplain Administrator may determine that a floodplain development permit or approval is required in addition to a building permit.

**C. Buildings, structures and facilities exempt from the *Florida Building Code*.** Pursuant to the requirements of federal regulation for participation in the National Flood Insurance Program (44 C.F.R. Sections 59 and 60), floodplain development permits or approvals shall be required for the following buildings, structures and facilities that are exempt from the *Florida Building Code* and any further exemptions provided by law, which are subject to the requirements of this Chapter:

- (1) Railroads and ancillary facilities associated with the railroad.
- (2) Nonresidential farm buildings on farms, as provided in section 604.50, F.S.
- (3) Temporary buildings or sheds used exclusively for construction purposes.
- (4) Mobile or modular structures used as temporary offices.
- (5) Those structures or facilities of electric utilities, as defined in section 366.02, F.S., which are directly involved in the generation, transmission, or distribution of electricity.
- (6) Chickees constructed by the Miccosukee Tribe of Indians of Florida or the Seminole Tribe of Florida. As used in this paragraph, the term "chickee" means an open-sided wooden hut that has a thatched roof of palm or palmetto or other traditional materials, and that does not incorporate any electrical, plumbing, or other non-wood features.
- (7) Family mausoleums not exceeding 250 square feet in area which are prefabricated and assembled on site or preassembled and delivered on site and have walls, roofs, and a floor constructed of granite, marble, or reinforced concrete.
- (8) Temporary housing provided by the Department of Corrections to any prisoner in the state correctional system.
- (9) Structures identified in section 553.73(10)(k), F.S., are not exempt from the *Florida Building Code* if such structures are located in flood hazard areas established on Flood Insurance Rate Maps

**D. Application for a permit or approval.** To obtain a floodplain development permit or approval the applicant shall first file an application in writing on a form furnished by the community. The information provided shall:

- (1) Identify and describe the development to be covered by the permit or approval.
- (2) Describe the land on which the proposed development is to be conducted by legal description, street address or similar description that will readily identify and definitively locate the site.
- (3) Indicate the use and occupancy for which the proposed development is intended.
- (4) Be accompanied by a site plan or construction documents as specified in Section 5.05.05 of this Chapter.
- (5) State the valuation of the proposed work.
- (6) Be signed by the applicant or the applicant's authorized agent.
- (7) Give such other data and information as required by the Floodplain Administrator.

**E. Validity of permit or approval.** The issuance of a floodplain development permit or approval pursuant to this Chapter shall not be construed to be a permit for, or approval of, any violation of this Chapter, the *Florida Building Codes*, or any other ordinance of this community. The issuance of permits based on submitted applications, construction documents, and information shall not prevent the Floodplain Administrator from requiring the correction of errors and omissions.

**F. Expiration.** A floodplain development permit or approval shall become invalid unless the work authorized by such permit is commenced within 180 days after its issuance, or if the work authorized is suspended or abandoned for a period of 180 days after the work commences. Extensions for periods of not more than 180 days each shall be requested in writing and justifiable cause shall be demonstrated.

**G. Suspension or revocation.** The Floodplain Administrator is authorized to suspend or revoke a floodplain development permit or approval if the permit was issued in error, on the basis of incorrect, inaccurate or incomplete information, or in violation of this Chapter or any other ordinance, regulation or requirement of this community.

**H. Other permits required.** Floodplain development permits and building permits shall include a condition that all other applicable state or federal permits be obtained before commencement of the permitted development, including but not limited to the following:

- (1) The St. Johns River Water Management District; section 373.036, F.S.
- (2) Florida Department of Health for onsite sewage treatment and disposal systems; section 381.0065, F.S. and Chapter 64E-6, F.A.C.
- (3) Florida Department of Environmental Protection for activities subject to the Joint Coastal Permit; section 161.055, F.S.
- (4) Florida Department of Environmental Protection for activities that affect wetlands and alter surface water flows, in conjunction with the U.S. Army Corps of Engineers; Section 404 of the Clean Water Act.
- (5) Federal permits and approvals.



### SECTION 5.05.05 SITE PLANS AND CONSTRUCTION DOCUMENTS

**A. Information for development in flood hazard areas.** The site plan or construction documents for any development subject to the requirements of this Chapter shall be drawn to scale and shall include, as applicable to the proposed development:

- (1) Delineation of flood hazard areas, floodway boundaries and flood zone(s), base flood elevation(s), and ground elevations if necessary for review of the proposed development.
- (2) Where base flood elevations or floodway data are not included on the FIRM or in the Flood Insurance Study, they shall be established in accordance with Section 5.05.05(B)(2) or (3) of this Chapter.
- (3) Where the parcel on which the proposed development will take place will have more than 50 lots or is larger than 5 acres and the base flood elevations are not included on the FIRM or in the Flood Insurance Study, such elevations shall be established in accordance with Section 5.05.05(B)(1) of this Chapter.
- (4) Location of the proposed activity and proposed structures, and locations of existing buildings and structures.
- (5) Location, extent, amount, and proposed final grades of any filling, grading, or excavation.
- (6) Where the placement of fill is proposed, the amount, type, and source of fill material; compaction specifications; a description of the intended purpose of the fill areas; and evidence that the proposed fill areas are the minimum necessary to achieve the intended purpose.
- (7) Existing and proposed alignment of any proposed alteration of a watercourse.

The Floodplain Administrator is authorized to waive the submission of site plans, construction documents, and other data that are required by this Chapter but that are not required to be prepared by a registered design professional if it is found that the nature of the proposed development is such that the review of such submissions is not necessary to ascertain compliance with this Chapter.

**B. Information in flood hazard areas without base flood elevations (approximate Zone A).** Where flood hazard areas are delineated on the FIRM and base flood elevation data have not been provided, the Floodplain Administrator shall:

- (1) Require the applicant to include base flood elevation data prepared in accordance with currently accepted engineering practices.
- (2) Obtain, review, and provide to applicants base flood elevation and floodway data available from a federal or state agency or other source or require the applicant to obtain and use base flood elevation and floodway data available from a federal or state agency or other source.
- (3) Where base flood elevation and floodway data are not available from another source, where the available data are deemed by the Floodplain Administrator to not reasonably reflect flooding conditions, or where the available data are known to be scientifically or technically incorrect or otherwise inadequate:
  - (a) Require the applicant to include base flood elevation data prepared in accordance with currently accepted engineering practices; or

- (b) Specify that the base flood elevation is two (2) feet above the highest adjacent grade at the location of the development, provided there is no evidence indicating flood depths have been or may be greater than two (2) feet.
- (4) Where the base flood elevation data are to be used to support a Letter of Map Change from FEMA, advise the applicant that the analyses shall be prepared by a Florida licensed engineer in a format required by FEMA, and that it shall be the responsibility of the applicant to satisfy the submittal requirements and pay the processing fees.

**C. Additional analyses and certifications.** As applicable to the location and nature of the proposed development activity, and in addition to the requirements of this section, the applicant shall have the following analyses signed and sealed by a Florida licensed engineer for submission with the site plan and construction documents:

- (1) For development activities proposed to be located in a regulatory floodway, a floodway encroachment analysis that demonstrates that the encroachment of the proposed development will not cause any increase in base flood elevations; where the applicant proposes to undertake development activities that do increase base flood elevations, the applicant shall submit such analysis to FEMA as specified in Section 5.05.05(D) of this Chapter and shall submit the Conditional Letter of Map Revision, if issued by FEMA, with the site plan and construction documents.
- (2) For development activities proposed to be located in a riverine flood hazard area for which base flood elevations are included in the Flood Insurance Study or on the FIRM and floodways have not been designated, hydrologic and hydraulic analyses that demonstrate that the cumulative effect of the proposed development, when combined with all other existing and anticipated flood hazard area encroachments, will not increase the base flood elevation more than one (1) foot at any point within the community. This requirement does not apply in isolated flood hazard areas not connected to a riverine flood hazard area or in flood hazard areas identified as Zone AO or Zone AH.
- (3) For alteration of a watercourse, an engineering analysis prepared in accordance with standard engineering practices which demonstrates that the flood-carrying capacity of the altered or relocated portion of the watercourse will not be decreased, and certification that the altered watercourse shall be maintained in a manner which preserves the channel's flood-carrying capacity; the applicant shall submit the analysis to FEMA as specified in Section 5.05.05(D) of this Chapter.

**D. Submission of additional data.** When additional hydrologic, hydraulic or other engineering data, studies, and additional analyses are submitted to support an application, the applicant has the right to seek a Letter of Map Change from FEMA to change the base flood elevations, change floodway boundaries, or change boundaries of flood hazard areas shown on FIRMs, and to submit such data to FEMA for such purposes. The analyses shall be prepared by a Florida licensed engineer in a format required by FEMA. Submittal requirements and processing fees shall be the responsibility of the applicant.

### **SECTION 5.05.06 INSPECTIONS**

**A. General.** Development for which a floodplain development permit or approval is required shall be subject to inspection.

**B. Development other than buildings and structures.** The Floodplain Administrator shall inspect all development to determine compliance with the requirements of this Chapter and the conditions of issued floodplain development permits or approvals.

**C. Buildings, structures and facilities exempt from the *Florida Building Code*.** The Floodplain Administrator shall inspect buildings, structures and facilities exempt from the *Florida Building Code* to determine compliance with the requirements of this Chapter and the conditions of issued floodplain development permits or approvals.

**D. Buildings, structures and facilities exempt from the *Florida Building Code*, lowest floor inspection.** Upon placement of the lowest floor, including basement, and prior to further vertical construction, the owner of a building, structure or facility exempt from the *Florida Building Code*, or the owner's authorized agent, shall submit to the Floodplain Administrator:

- (1) If a design flood elevation was used to determine the required elevation of the lowest floor, the certification of elevation of the lowest floor prepared and sealed by a Florida licensed professional surveyor; or
- (2) If the elevation used to determine the required elevation of the lowest floor was determined in accordance with Section 5.05.05(B)(3)(b) of this Chapter, the documentation of height of the lowest floor above highest adjacent grade, prepared by the owner or the owner's authorized agent.

**E. Buildings, structures and facilities exempt from the *Florida Building Code*, final inspection.** As part of the final inspection, the owner or owner's authorized agent shall submit to the Floodplain Administrator a final certification of elevation of the lowest floor or final documentation of the height of the lowest floor above the highest adjacent grade; such certifications and documentations shall be prepared as specified in Section 5.05.06(D) of this Chapter.

**F. Manufactured homes.** The Floodplain Administrator shall inspect manufactured homes that are installed or replaced in flood hazard areas to determine compliance with the requirements of this Chapter and the conditions of the issued permit. Upon placement of a manufactured home, certification of the elevation of the lowest floor shall be submitted to the Floodplain Administrator.

#### SECTION 5.05.07 VARIANCES AND APPEALS

**A. General.** The City Council shall hear and decide on requests for appeals and requests for variances from the strict application of this Chapter. Pursuant to section 553.73(5), F.S., the City Council shall hear and decide on requests for appeals and requests for variances from the strict application of the flood resistant construction requirements of the *Florida Building Code*.

**B. Appeals.** The City Council shall hear and decide appeals when it is alleged there is an error in any requirement, decision, or determination made by the Floodplain Administrator in the administration and enforcement of this Chapter. Any person aggrieved by the decision may appeal such decision to the Circuit Court, as provided by Florida Statutes.

**C. Limitations on authority to grant variances.** The City Council shall base its decisions on variances on technical justifications submitted by applicants, the considerations for issuance in Section 5.05.07(G) of this Chapter, the conditions of issuance set forth in Section 5.05.07(H) of

this Chapter, and the comments and recommendations of the Floodplain Administrator and the Building Official. The City Council has the right to attach such conditions as it deems necessary to further the purposes and objectives of this Chapter.

**D. Restrictions in floodways.** A variance shall not be issued for any proposed development in a floodway if any increase in base flood elevations would result, as evidenced by the applicable analyses and certifications required in Section 5.05.05(C) of this Chapter.

**E. Historic buildings.** A variance is authorized to be issued for the repair, improvement, or rehabilitation of a historic building that is determined eligible for the exception to the flood resistant construction requirements of the *Florida Building Code, Existing Building*, Chapter 12 Historic Buildings, upon a determination that the proposed repair, improvement, or rehabilitation will not preclude the building's continued designation as a historic building and the variance is the minimum necessary to preserve the historic character and design of the building. If the proposed work precludes the building's continued designation as a historic building, a variance shall not be granted and the building and any repair, improvement, and rehabilitation shall be subject to the requirements of the *Florida Building Code*.

**F. Functionally dependent uses.** A variance is authorized to be issued for the construction or substantial improvement necessary for the conduct of a functionally dependent use, as defined in this Chapter, provided the variance meets the requirements of Section 5.05.07(D), is the minimum necessary considering the flood hazard, and all due consideration has been given to use of methods and materials that minimize flood damage during occurrence of the base flood.

**G. Considerations for issuance of variances.** In reviewing requests for variances, the City Council shall consider all technical evaluations, all relevant factors, all other applicable provisions of the *Florida Building Code*, this Chapter, and the following:

- (1) The danger that materials and debris may be swept onto other lands resulting in further injury or damage;
- (2) The danger to life and property due to flooding or erosion damage;
- (3) The susceptibility of the proposed development, including contents, to flood damage and the effect of such damage on current and future owners;
- (4) The importance of the services provided by the proposed development to the community;
- (5) The availability of alternate locations for the proposed development that are subject to lower risk of flooding or erosion;
- (6) The compatibility of the proposed development with existing and anticipated development;
- (7) The relationship of the proposed development to the comprehensive plan and floodplain management program for the area;
- (8) The safety of access to the property in times of flooding for ordinary and emergency vehicles;
- (9) The expected heights, velocity, duration, rate of rise and debris and sediment transport of the floodwaters and the effects of wave action, if applicable, expected at the site; and

- (10) The costs of providing governmental services during and after flood conditions including maintenance and repair of public utilities and facilities such as sewer, gas, electrical and water systems, streets and bridges.

**H. Conditions for issuance of variances.** Variances shall be issued only upon:

- (1) Submission by the applicant, of a showing of good and sufficient cause that the unique characteristics of the size, configuration, or topography of the site limit compliance with any provision of this Chapter or the required elevation standards;
- (2) Determination by the City Council that:
  - (a) Failure to grant the variance would result in exceptional hardship due to the physical characteristics of the land that render the lot undevelopable; increased costs to satisfy the requirements or inconvenience do not constitute hardship;
  - (b) The granting of a variance will not result in increased flood heights, additional threats to public safety, extraordinary public expense, nor create nuisances, cause fraud on or victimization of the public or conflict with existing local laws and ordinances; and
  - (c) The variance is the minimum necessary, considering the flood hazard, to afford relief;
- (3) Receipt of a signed statement by the applicant that the variance, if granted, shall be recorded in the Office of the Clerk of the Court in such a manner that it appears in the chain of title of the affected parcel of land; and
- (4) If the request is for a variance to allow construction of the lowest floor of a new building, or substantial improvement of a building, below the required elevation, a copy in the record of a written notice from the Floodplain Administrator to the applicant for the variance, specifying the difference between the base flood elevation and the proposed elevation of the lowest floor, stating that the cost of federal flood insurance will be commensurate with the increased risk resulting from the reduced floor elevation (up to amounts as high as \$25 for \$100 of insurance coverage), and stating that construction below the base flood elevation increases risks to life and property.

**SECTION 5.05.08 VIOLATIONS**

**A. Violations.** Any development that is not within the scope of the *Florida Building Code* but that is regulated by this Chapter that is performed without an issued permit, that is in conflict with an issued permit, or that does not fully comply with this Chapter, shall be deemed a violation of this Chapter. A building or structure without the documentation of elevation of the lowest floor, other required design certifications, or other evidence of compliance required by this Chapter or the *Florida Building Code* is presumed to be a violation until such time as that documentation is provided.

**B. Authority.** For development that is not within the scope of the *Florida Building Code* but that is regulated by this Chapter and that is determined to be a violation, the Floodplain Administrator is authorized to serve notices of violation or stop work orders to owners of the property involved, to the owner's agent, or to the person or persons performing the work.

**C. Unlawful continuance.** Any person who shall continue any work after having been served with a notice of violation or a stop work order, except such work as that person is directed to perform to remove or remedy a violation or unsafe condition, shall be subject to penalties as prescribed by law.

### SECTION 5.05.09 BUILDINGS AND STRUCTURES

**A. Design and construction of buildings, structures and facilities exempt from the *Florida Building Code*.** Pursuant to Section 5.05.04(C) of this Chapter, buildings, structures, and facilities that are exempt from the *Florida Building Code*, including substantial improvement or repair of substantial damage of such buildings, structures and facilities, shall be designed and constructed in accordance with the flood load and flood resistant construction requirements of ASCE 24. Structures exempt from the *Florida Building Code* that are not walled and roofed buildings shall comply with the requirements of Section 5.05.15 of this Chapter.

### SECTION 5.05.10 SUBDIVISIONS

**A. Minimum requirements.** Subdivision proposals, including proposals for manufactured home parks and subdivisions, shall be reviewed to determine that:

- (1) Such proposals are consistent with the need to minimize flood damage and will be reasonably safe from flooding;
- (2) All public utilities and facilities such as sewer, gas, electric, communications, and water systems are located and constructed to minimize or eliminate flood damage; and
- (3) Adequate drainage is provided to reduce exposure to flood hazards; in Zones AH and AO, adequate drainage paths shall be provided to guide floodwaters around and away from proposed structures.

**B. Subdivision plats.** Where any portion of proposed subdivisions, including manufactured home parks and subdivisions, lies within a flood hazard area, the following shall be required:

- (1) Delineation of flood hazard areas, floodway boundaries and flood zones, and design flood elevations, as appropriate, shall be shown on preliminary plats;
- (2) Where the subdivision has more than 50 lots or is larger than 5 acres and base flood elevations are not included on the FIRM, the base flood elevations determined in accordance with Section 5.05.05(B)(1) of this Chapter; and
- (3) Compliance with the site improvement and utilities requirements of Section 5.05.11 of this Chapter.
- (4) Each lot must include a site suitable for constructing a structure in conformity with the standards of these flood damage prevention regulations.

### SECTION 5.05.11 SITE IMPROVEMENTS, UTILITIES AND LIMITATIONS

**A. Minimum requirements.** All proposed new development shall be reviewed to determine that:

- (1) Such proposals are consistent with the need to minimize flood damage and will be reasonably safe from flooding;



- (2) All public utilities and facilities such as sewer, gas, electric, communications, and water systems are located and constructed to minimize or eliminate flood damage; and
- (3) Adequate drainage is provided to reduce exposure to flood hazards; in Zones AH and AO, adequate drainage paths shall be provided to guide floodwaters around and away from proposed structures.

**B. Sanitary sewage facilities.** All new and replacement sanitary sewage facilities, private sewage treatment plants (including all pumping stations and collector systems), and on-site waste disposal systems shall be designed in accordance with the standards for onsite sewage treatment and disposal systems in Chapter 64E-6, F.A.C. and ASCE 24 Chapter 7 to minimize or eliminate infiltration of floodwaters into the facilities and discharge from the facilities into flood waters, and impairment of the facilities and systems.

**C. Water supply facilities.** All new and replacement water supply facilities shall be designed in accordance with the water well construction standards in Chapter 62-532.500, F.A.C. and ASCE 24 Chapter 7 to minimize or eliminate infiltration of floodwaters into the systems.

**D. Limitations on sites in regulatory floodways.** No development, including but not limited to site improvements, and land disturbing activity involving fill or regrading, shall be authorized in the regulatory floodway unless the floodway encroachment analysis required in Section 5.05.05(C)(1) of this Chapter demonstrates that the proposed development or land disturbing activity will not result in any increase in the base flood elevation.

**E. Limitations on placement of fill.** Subject to the limitations of this Chapter, fill shall be designed to be stable under conditions of flooding including rapid rise and rapid drawdown of floodwaters, prolonged inundation, and protection against flood-related erosion and scour. In addition to these requirements, if intended to support buildings and structures (Zone A only), fill shall comply with the requirements of the *Florida Building Code*.

#### SECTION 5.05.12 MANUFACTURED HOMES

**A General.** All manufactured homes installed in flood hazard areas shall be installed by an installer that is licensed pursuant to section 320.8249, F.S., and shall comply with the requirements of Chapter 15C-1, F.A.C. and the requirements of this Chapter.

**B. Foundations.** All new manufactured homes and replacement manufactured homes installed in flood hazard areas shall be installed on permanent, reinforced foundations that are designed in accordance with the foundation requirements of the *Florida Building Code Residential* Section R322.2 and this Chapter. Foundations for manufactured homes subject to Section 5.05.12(F) of this Chapter are permitted to be reinforced piers or other foundation elements of at least equivalent strength.

**C. Anchoring.** All new manufactured homes and replacement manufactured homes shall be installed using methods and practices which minimize flood damage and shall be securely anchored to an adequately anchored foundation system to resist flotation, collapse or lateral movement. Methods of anchoring include, but are not limited to, use of over-the-top or frame ties to ground anchors. This anchoring requirement is in addition to applicable state and local anchoring requirements for wind resistance.

**D. Elevation.** Manufactured homes that are placed, replaced, or substantially improved shall comply with Section 5.05.12(E) or 5.05.12(F) of this Chapter, as applicable.

**E. General elevation requirement.** Unless subject to the requirements of Section 5.05.12(F) of this Chapter, all manufactured homes that are placed, replaced, or substantially improved on sites located: (a) outside of a manufactured home park or subdivision; (b) in a new manufactured home park or subdivision; (c) in an expansion to an existing manufactured home park or subdivision; or (d) in an existing manufactured home park or subdivision upon which a manufactured home has incurred "substantial damage" as the result of a flood, shall be elevated such that the bottom of the frame is at or above the elevation required, as applicable to the flood hazard area, in the *Florida Building Code, Residential* Section R322.2 (Zone A).

**F. Elevation requirement for certain existing manufactured home parks and subdivisions.** Manufactured homes that are not subject to Section 5.05.12(E) of this Chapter, including manufactured homes that are placed, replaced, or substantially improved on sites located in an existing manufactured home park or subdivision, unless on a site where substantial damage as result of flooding has occurred, shall be elevated such that either the:

- (1) Bottom of the frame of the manufactured home is at or above the elevation required in the *Florida Building Code, Residential* Section R322.2 (Zone A); or
- (2) Bottom of the frame is supported by reinforced piers or other foundation elements of at least equivalent strength that are not less than 36 inches in height above grade.

**G. Enclosures.** Enclosed areas below elevated manufactured homes shall comply with the requirements of the *Florida Building Code, Residential* Section R322.2 for such enclosed areas.

**H. Utility equipment.** Utility equipment that serves manufactured homes, including electric, heating, ventilation, plumbing, and air conditioning equipment and other service facilities, shall comply with the requirements of the *Florida Building Code, Residential* Section R322.

### SECTION 5.05.13 RECREATIONAL VEHICLES AND PARK TRAILERS

**A. Temporary placement.** Recreational vehicles and park trailers placed temporarily in flood hazard areas shall:

- (1) Be on the site for fewer than 180 consecutive days; or
- (2) Be fully licensed and ready for highway use, which means the recreational vehicle or park model is on wheels or jacking system, is attached to the site only by quick-disconnect type utilities and security devices, and has no permanent attachments such as additions, rooms, stairs, decks and porches.

**B. Permanent placement.** Recreational vehicles and park trailers that do not meet the limitations in Section 5.05.13(A) of this Chapter for temporary placement shall meet the requirements of Section 5.05.12 of this Chapter for manufactured homes.

### SECTION 5.05.14 TANKS

**A. Underground tanks.** Underground tanks in flood hazard areas shall be anchored to prevent flotation, collapse or lateral movement resulting from hydrodynamic and hydrostatic loads during conditions of the design flood, including the effects of buoyancy assuming the tank is empty.

**B. Above-ground tanks, not elevated.** Above-ground tanks that do not meet the elevation requirements of Section 5.05.14(C) of this Chapter shall be permitted in flood hazard areas provided the tanks are anchored or otherwise designed and constructed to prevent flotation, collapse or lateral movement resulting from hydrodynamic and hydrostatic loads during conditions of the design flood, including the effects of buoyancy assuming the tank is empty and the effects of flood-borne debris.

**C. Above-ground tanks, elevated.** Above-ground tanks in flood hazard areas shall be elevated to or above the design flood elevation and attached to a supporting structure that is designed to prevent flotation, collapse or lateral movement during conditions of the design flood. Tank-supporting structures shall meet the foundation requirements of the applicable flood hazard area.

**D. Tank inlets and vents.** Tank inlets, fill openings, outlets and vents shall be:

- (1) At or above the design flood elevation or fitted with covers designed to prevent the inflow of floodwater or outflow of the contents of the tanks during conditions of the design flood; and
- (2) Anchored to prevent lateral movement resulting from hydrodynamic and hydrostatic loads, including the effects of buoyancy, during conditions of the design flood.

### SECTION 5.05.15 OTHER DEVELOPMENT

**A. General requirements for other development.** All development, including man-made changes to improved or unimproved real estate for which specific provisions are not specified in this Chapter or the *Florida Building Code*, shall:

- (1) Be located and constructed to minimize flood damage;
- (2) Meet the limitations of Section 5.05.11(D) of this Chapter if located in a regulated floodway;
- (3) Be anchored to prevent flotation, collapse or lateral movement resulting from hydrostatic loads, including the effects of buoyancy, during conditions of the design flood;
- (4) Be constructed of flood damage-resistant materials; and
- (5) Have mechanical, plumbing, and electrical systems above the design flood elevation or meet the requirements of ASCE 24, except that minimum electric service required to address life safety and electric code requirements is permitted below the design flood elevation provided it conforms to the provisions of the electrical part of building code for wet locations.

**B. Fences in regulated floodways.** Fences in regulated floodways that have the potential to block the passage of floodwaters, such as stockade fences and wire mesh fences, shall meet the limitations of Section 5.05.11(D) of this Chapter.

**C. Retaining walls, sidewalks and driveways in regulated floodways.** Retaining walls and sidewalks and driveways that involve the placement of fill in regulated floodways shall meet the limitations of Section 5.05.11(D) of this Chapter.

**D. Roads and watercourse crossings in regulated floodways.** Roads and watercourse crossings, including roads, bridges, culverts, low-water crossings and similar means for vehicles or pedestrians to travel from one side of a watercourse to the other side, that encroach into regulated floodways shall meet the limitations of Section 5.05.11(D) of this Chapter. Alteration of a watercourse that is part of a road or watercourse crossing shall meet the requirements of Section 5.05.05(C)(3) of this Chapter.

**SECTION 3. DEFINITIONS AMENDMENT.** That Section 1.08.13 of the Land Development Code, City of Apopka, Florida, is hereby amended to read as follows:

\*\*\*

Alteration of a watercourse. A dam, impoundment, channel relocation, change in channel alignment, channelization, or change in cross-sectional area of the channel or the channel capacity, or any other form of modification which may alter, impede, retard or change the direction and/or velocity of the riverine flow of water during conditions of the base flood.

\*\*\*

Appeal. A request for a review of the Floodplain Administrator's interpretation of any provision of Chapter 5.05.00 of this Code.

\*\*\*

~~Area of shallow flooding:~~ A designated AO or VO zone on a community's flood insurance rate map (FIRM) with base flood depths from one to three feet, where a clearly defined channel does not exist, where the path of flooding is unpredictable and indeterminate, and where velocity flow may be evident.

~~Area of special flood hazard:~~ The area of special flood hazard shall include:

~~All areas designated on a flood hazard boundary map as zone A or a flood insurance rate map as zones A, AO, AH, A1-30, AE, A99, VO, or V1-30, VE, or V. The relevant flood hazard boundary map and flood insurance rate maps, and any revisions thereto, are adopted by reference and declared to be a part of this code.~~

~~Other areas of the community designated on a map by the director as having a one percent or greater chance of flooding in any given year. This may include isolated topographic depressions with a history of flooding or a high potential for flooding.~~

ASCE 24: A standard titled *Flood Resistant Design and Construction* that is referenced by the *Florida Building Code*. ASCE 24 is developed and published by the American Society of Civil Engineers, Reston, VA.

\*\*\*

Base flood: The flood having a one percent chance of being equaled or exceeded in any given year. [Also defined in FBC, B, Section 202.] The base flood is commonly referred to as the "100-year flood" or the "1-percent-annual chance flood."

Base flood elevation: The elevation of the base flood, including wave height, relative to the National Geodetic Vertical Datum (NGVD), North American Vertical Datum (NAVD) or other datum specified on the Flood Insurance Rate Map (FIRM). [Also defined in FBC, B, Section 202.]

Basement: A portion of a building located partly or wholly underground, but having not less than half its clear floor-to-ceiling height below the average grade of the adjoining ground. The portion of a building having its floor subgrade (below ground level) on all sides. [Also defined in FBC, B, Section 202; see "Basement (for flood loads)".]

\*\*\*

Breakaway wall: A wall that is designed and constructed to collapse under specified lateral loading forces without causing damage to the elevated portion of the building or the supporting foundation system.

\*\*\*

Design flood: The flood associated with the greater of the following two areas: [Also defined in FBC, B, Section 202.]

- (1) Area with a floodplain subject to a 1-percent or greater chance of flooding in any year; or
- (2) Area designated as a flood hazard area on the community's flood hazard map, or otherwise legally designated.

Design flood elevation: The elevation of the "design flood," including wave height, relative to the datum specified on the community's legally designated flood hazard map. In areas designated as Zone AO, the design flood elevation shall be the elevation of the highest existing grade of the building's perimeter plus the depth number (in feet) specified on the flood hazard map. In areas designated as Zone AO where the depth number is not specified on the map, the depth number shall be taken as being equal to 2 feet. [Also defined in FBC, B, Section 202.]

\*\*\*

Development or development activity: Any of the following activities:

1. Construction,
2. Building,
3. Subdividing
4. A tree removal
5. Erection of a permanent sign
6. Alteration of a historic property
7. Changing the use

8. Construction.
9. For the purposes of floodplain management, any man-made change to improved or unimproved real estate, including but not limited to, buildings or other structures, tanks, temporary structures, temporary or permanent storage of equipment or materials, mining, dredging, filling, grading, paving, excavations, drilling operations or any other land disturbing activities.

\*\*\*

Encroachment: The placement of fill, excavation, buildings, permanent structures or other development into a flood hazard area which may impede or alter the flow capacity of riverine flood hazard areas.

Existing building and existing structure: Any buildings and structures for which the “start of construction” commenced before September 29, 1978. [Also defined in FBC, B, Section 202.]

Existing manufactured home park or subdivision: A manufactured home park or subdivision for which the construction of facilities for servicing the lots on which the manufactured homes are to be affixed (including, at a minimum, the installation of utilities, the construction of streets, and either final site grading or the pouring of concrete pads) is completed before September 29, 1978.

Expansion to an existing manufactured home park or subdivision: The preparation of additional sites by the construction of facilities for servicing the lots on which the manufactured homes are to be affixed (including the installation of utilities, the construction of streets, and either final site grading or the pouring of concrete pads).

\*\*\*

Federal Emergency Management Agency (FEMA): The federal agency that, in addition to carrying out other functions, administers the National Flood Insurance Program.

\*\*\*

~~Flood elevation: Maximum water elevation achieved during the 100 year flood as identified by FEMA.~~

\*\*\*

~~Flood protection elevation: The elevation of the base flood plus one foot.~~

~~Floodplain: Level land that may be submerged by floodwater.~~

~~Floodway: The channel of a natural stream or river and portions of the floodplain adjoining the channel, which are reasonably required to carry and discharge the floodwater or flood flow of any natural stream or river.~~

Flood damage-resistant materials: Any construction material capable of withstanding direct and prolonged contact with floodwaters without sustaining any damage that requires more than cosmetic repair. [Also defined in FBC, B, Section 202.]



Flood hazard area: The greater of the following two areas: [Also defined in FBC, B, Section 202.]

- (1) The area within a floodplain subject to a 1-percent or greater chance of flooding in any year.
- (2) The area designated as a flood hazard area on the community's flood hazard map, or otherwise legally designated.

Flood Insurance Rate Map (FIRM): The official map of the community on which the Federal Emergency Management Agency has delineated both special flood hazard areas and the risk premium zones applicable to the community. [Also defined in FBC, B, Section 202.]

Flood Insurance Study (FIS): The official report provided by the Federal Emergency Management Agency that contains the Flood Insurance Rate Map, the Flood Boundary and Floodway Map (if applicable), the water surface elevations of the base flood, and supporting technical data. [Also defined in FBC, B, Section 202.]

Floodplain Administrator: The office or position designated and charged with the administration and enforcement of Section 5.05.00 of this Code (may be referred to as the Floodplain Manager).

Floodplain development permit or approval: An official document or certificate issued by the community, or other evidence of approval or concurrence, which authorizes performance of specific development activities that are located in flood hazard areas and that are determined to be compliant with Section 5.05.00 of this Code.

Floodway: The channel of a river or other riverine watercourse and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than one (1) foot. [Also defined in FBC, B, Section 202.]

Floodway encroachment analysis: An engineering analysis of the impact that a proposed encroachment into a floodway is expected to have on the floodway boundaries and base flood elevations; the evaluation shall be prepared by a qualified Florida licensed engineer using standard engineering methods and models.

Florida Building Code: The family of codes adopted by the Florida Building Commission, including: *Florida Building Code, Building*; *Florida Building Code, Residential*; *Florida Building Code, Existing Building*; *Florida Building Code, Mechanical*; *Florida Building Code, Plumbing*; *Florida Building Code, Fuel Gas*.

\*\*\*

Functionally dependent use: A use which cannot perform its intended purpose unless it is located or carried out in close proximity to water, including only docking facilities, port facilities that are necessary for the loading and unloading of cargo or passengers, and ship building and ship repair facilities; the term does not include long-term storage or related manufacturing facilities.

\*\*\*

Highest adjacent grade: The highest natural elevation of the ground surface prior to construction next to the proposed walls or foundation of a structure.

Historic structure: Any structure that is determined eligible for the exception to the flood hazard area requirements of the Florida Building Code, Existing Building, Chapter 12 Historic Buildings.

\*\*\*

Letter of Map Change (LOMC): An official determination issued by FEMA that amends or revises an effective Flood Insurance Rate Map or Flood Insurance Study. Letters of Map Change include:

Letter of Map Amendment (LOMA): An amendment based on technical data showing that a property was incorrectly included in a designated special flood hazard area. A LOMA amends the current effective Flood Insurance Rate Map and establishes that a specific property, portion of a property, or structure is not located in a special flood hazard area.

Letter of Map Revision (LOMR): A revision based on technical data that may show changes to flood zones, flood elevations, special flood hazard area boundaries and floodway delineations, and other planimetric features.

Letter of Map Revision Based on Fill (LOMR-F): A determination that a structure or parcel of land has been elevated by fill above the base flood elevation and is, therefore, no longer located within the special flood hazard area. In order to qualify for this determination, the fill must have been permitted and placed in accordance with the community's floodplain management regulations.

Conditional Letter of Map Revision (CLOMR): A formal review and comment as to whether a proposed flood protection project or other project complies with the minimum NFIP requirements for such projects with respect to delineation of special flood hazard areas. A CLOMR does not revise the effective Flood Insurance Rate Map or Flood Insurance Study; upon submission and approval of certified as-built documentation, a Letter of Map Revision may be issued by FEMA to revise the effective FIRM.

Light-duty truck: As defined in 40 C.F.R. 86.082-2, any motor vehicle rated at 8,500 pounds Gross Vehicular Weight Rating or less which has a vehicular curb weight of 6,000 pounds or less and which has a basic vehicle frontal area of 45 square feet or less, which is:

- (1) Designed primarily for purposes of transportation of property or is a derivation of such a vehicle, or
- (2) Designed primarily for transportation of persons and has a capacity of more than 12 persons; or
- (3) Available with special features enabling off-street or off-highway operation and use.

\*\*\*

~~Lowest floor: The lowest enclosed floor of a structure, including a basement, but not including the floor of an area enclosed only with insect screening or wood lattice as permitted by the flood~~

~~damage prevention regulations in this code.~~ The lowest floor of the lowest enclosed area of a building or structure, including basement, but excluding any unfinished or flood-resistant enclosure, other than a basement, usable solely for vehicle parking, building access or limited storage provided that such enclosure is not built so as to render the structure in violation of the non-elevation requirements of the *Florida Building Code* or ASCE 24. [Also defined in FBC, B, Section 202.]

\*\*\*

*Manufactured home:* A structure, transportable in one or more sections, which is eight (8) feet or more in width and greater than four hundred (400) square feet, and which is built on a permanent, integral chassis and is designed for use with or without a permanent foundation when attached to the required utilities. The term "manufactured home" does not include a "recreational vehicle" or "park trailer." [Also defined in 15C-1.0101, F.A.C.]

*Manufactured home park or subdivision:* A parcel (or contiguous parcels) of land divided into two or more manufactured home lots for rent or sale.

*Market value:* The price at which a property will change hands between a willing buyer and a willing seller, neither party being under compulsion to buy or sell and both having reasonable knowledge of relevant facts. As used in Section 5.05.00 of this Code, the term refers to the market value of buildings and structures, excluding the land and other improvements on the parcel. Market value may be established by a qualified independent appraiser, Actual Cash Value (replacement cost depreciated for age and quality of construction), or tax assessment value adjusted to approximate market value by a factor provided by the Property Appraiser.

\*\*\*

~~*Mean sea level:* The average height of the sea for all stages of the tide. For purposes of this code the term is synonymous with National Geodetic Vertical Datum (NGVD).~~

\*\*\*

*New construction:* For the purposes of administration of Section 5.05.00 of this Code and the flood resistant construction requirements of the *Florida Building Code*, structures for which the "start of construction" commenced on or after September 29, 1978 and includes any subsequent improvements to such structures.

*New manufactured home park or subdivision:* A manufactured home park or subdivision for which the construction of facilities for servicing the lots on which the manufactured homes are to be affixed (including at a minimum, the installation of utilities, the construction of streets, and either final site grading or the pouring of concrete pads) is completed on or after September 29, 1978.

\*\*\*

*Park trailer:* A transportable unit which has a body width not exceeding fourteen (14) feet and which is built on a single chassis and is designed to provide seasonal or temporary living quarters when connected to utilities necessary for operation of installed fixtures and appliances. [Defined in section 320.01, F.S.]

\*\*\*

*Recreational vehicle:* A vehicular type portable structure without permanent foundation, which is built on a single chassis; measures 400 square feet or less at the largest horizontal projection; can be towed, hauled or driven, and is primarily designed as temporary living accommodations for recreation, camping, and travel use, and including, but not limited to, travel trailers, truck campers, camping trailers, and self-propelled motor homes.

*Regulatory floodway:* ~~Channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 100-year flood discharge can be conveyed without increasing the base flood elevation (BFE) more than a specified amount.~~

\*\*\*

*Special flood hazard area:* An area in the floodplain subject to a 1 percent or greater chance of flooding in any given year. Special flood hazard areas are shown on FIRMs as Zone A, AO, A1-A30, AE, A99, AH, V1-V30, VE or V. [Also defined in FBC, B Section 202.]

\*\*\*

*Start of construction:* The date of issuance of permits for new construction and substantial improvements, provided the actual start of construction, repair, reconstruction, rehabilitation, addition, placement, or other improvement is within 180 days of the date of the issuance. The actual start of construction means either the first placement of permanent construction of a building (including a manufactured home) on a site, such as the pouring of slab or footings, the installation of piles, or the construction of columns.

Permanent construction does not include land preparation (such as clearing, grading, or filling), the installation of streets or walkways, excavation for a basement, footings, piers, or foundations, the erection of temporary forms or the installation of accessory buildings such as garages or sheds not occupied as dwelling units or not part of the main buildings. For a substantial improvement, the actual "start of construction" means the first alteration of any wall, ceiling, floor or other structural part of a building, whether or not that alteration affects the external dimensions of the building. [Also defined in FBC, B Section 202.]

\*\*\*

*Substantial damage:* Damage of any origin sustained by a building or structure whereby the cost of restoring the building or structure to its before-damaged condition would equal or exceed 50 percent of the market value of the building or structure before the damage occurred. [Also defined in FBC, B Section 202.]

*Substantial improvement:* Any repair, reconstruction, rehabilitation, alteration, addition, or other improvement of a building or structure, the cost of which equals or exceeds 50 percent of the market value of the building or structure before the improvement or repair is started. If the structure has incurred "substantial damage," any repairs are considered substantial improvement regardless of the actual repair work performed. The term does not, however, include either: [Also defined in FBC, B, Section 202.]

- (1) Any project for improvement of a building required to correct existing health, sanitary, or safety code violations identified by the building official and that are the minimum necessary to assure safe living conditions.
- (2) Any alteration of a historic structure provided the alteration will not preclude the structure's continued designation as a historic structure.

\*\*\*

Variance (Floodplain Management): For the purposes of floodplain management, a grant of relief from the requirements of Chapter 5.05.00 of this Code, or the flood resistant construction requirements of the *Florida Building Code*, which permits construction in a manner that would not otherwise be permitted by this ordinance or the *Florida Building Code*.

**SECTION 4.** The Apopka Code of Ordinances, Chapter 22 Buildings and Building Regulations, Article II Building Code, Section 22-37 Amendments, is hereby amended by the following technical amendments to the *Florida Building Code, Residential*.

\*\*\*

**R322.2.2 Enclosed area below design flood elevation.** Enclosed areas, including crawl spaces, that are below the design flood elevation shall:

1. Be used solely for parking of vehicles, building access or storage. The interior portion of such enclosed areas shall not be partitioned or finished into separate rooms except for stairwells, ramps, and elevators, unless a partition is required by the fire code. The limitation on partitions does not apply to load bearing walls interior to perimeter wall (crawlspace) foundations. Access to enclosed areas shall be the minimum necessary to allow for the parking of vehicles (garage door) or limited storage of maintenance equipment used in connection with the premises (standard exterior door) or entry to the building (stairway or elevator).

\*\*\*

**SECTION 5. FISCAL IMPACT STATEMENT.** In terms of design, plan application review, construction and inspection of buildings and structures, the cost impact as an overall average is negligible in regard to the local technical amendments because all development has been subject to the requirements of the local floodplain management ordinance adopted for participation in the National Flood Insurance Program. In terms of lower potential for flood damage, there will be continued savings and benefits to consumers.

**SECTION 6. APPLICABILITY.** For the purposes of jurisdictional applicability, this ordinance shall apply in the City of Apopka. This ordinance shall apply to all applications for development, including building permit applications and subdivision proposals, submitted on or after the effective date of this ordinance.

**SECTION 7. INCLUSION INTO THE CODE OF ORDINANCES.** It is the intent of the City Council that the provisions of this ordinance shall become and be made a part of the City of Apopka's Code of Ordinances, and that the sections of this ordinance may be renumbered or relettered and the word "ordinance" may be changed to "section," "article," "regulation," or such other appropriate word or phrase in order to accomplish such intentions.

**SECTION 8. SEVERABILITY.** If any section, subsection, sentence, clause or phrase of this ordinance is, for any reason, declared by the courts to be unconstitutional or invalid, such decision shall not affect the validity of the ordinance as a whole, or any part thereof, other than the part so declared.

**SECTION 9. EFFECTIVE DATE.** This ordinance shall take effect immediately upon adoption.

**PASSED and ADOPTED** in regular session, with a quorum present and voting, by the Apopka City Council, upon second and final reading this 17<sup>th</sup> day of October, 2018.

READ FIRST TIME: September 19, 2018

READ SECOND TIME  
AND ADOPTED: October 17, 2018

---

Bryan Nelson, Mayor

ATTEST:

---

Linda G. Goff, City Clerk

APPROVED as to form and legality for use and reliance by the City of Apopka, Florida.

---

Clifford B. Shepard, City Attorney

DULY ADVERTISED FOR PUBLIC HEARING: August 31, 2018; October 5, 2018





# CITY OF APOPKA CITY COUNCIL

CONSENT AGENA  
 PUBLIC HEARING  
 SPECIAL REPORTS  
 OTHER: PUD Master Plan/PDP/PSP

MEETING OF: October 17, 2018  
 FROM: Community Development  
 EXHIBITS: Zoning Report  
 Vicinity Map  
 Adjacent Zoning Map  
 Aerial Map  
 Ordinance No. 2678  
 Ex. A – PUD Master Plan/PDP/PSP  
 Development Agreement

**SUBJECT: ORDINANCE NO. 2678 - CHANGE OF ZONING - PUD MASTER PLAN/PRELIMINARY DEVELOPMENT PLAN/SUBDIVISION SITE PLAN - MID-FLORIDA LOGISITCS PARK**

**REQUEST: SECOND READING OF ORDINANCE NO. 2678 - CHANGE OF ZONING; APPROVAL OF PUD MASTER PLAN/PRELIMINARY DEVELOPMENT PLAN/SUBDIVISION SITE PLAN FOR MID-FLORIDA LOGISITCS PARK; AND APPROVAL OF DEVELOPMENT AGREEMENT – MID-FLORIDA LOGISTICS PARK.**

**SUMMARY:**

**OWNERS:** Mid-Florida Freezer Warehouses LTD, Florida Express Trucking, Inc., Eagles Landing at Ocoee, LLC.  
**APPLICANT:** Dave Schmitt Engineering, Inc., c/o Bryan Gaines, AICP  
**LOCATION:** West side of SR 429, south of General Electric Road, and east of Hermit Smith Road  
**PARCEL ID NUMBERS:** 01-21-27-0000-00-060; 06-21-28-7172-12-020; 06-21-28-7172-12-041; 06-21-28-7172-12-060; 01-21-27-0000-00-030; 06-21-28-7172-13-000; 12-21-27-0000-00-010; 12-21-27-0000-00-018; 12-21-27-0000-00-015; 12-21-27-0000-00-017; 12-21-27-0000-00-021  
**EXISTING USE:** Vacant  
**FLUM DESIGNATION:** Industrial (adopted September 19, 2018)  
**CURRENT ZONING:** I-1 (Restricted Industrial District); Mixed-EC; R-1AA (Residential Single-Family District); AG (Agriculture District); and A-1 (ZIP)  
**PROPOSED DEVELOPMENT:** 2,406,095 sq. ft. industrial buildings; developed in multiple phases  
**PROPOSED ZONING:** Planned Unit Development (PUD)  
**TRACT SIZE:** 188.893 +/- acres

**FUNDING SOURCE: N/A**

**DISTRIBUTION**

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

**SUMMARY:** The subject property is approximately 188.893 acres in size and is zoned I-1 (Restricted Industrial District), Mixed-EC, R-1AA (Residential Single-Family District), AG (Agriculture District), and A-1 (ZIP) and has a future land use designation of Industrial. The subject property is located west of SR 429, south of General Electric Road and east of Hermit Smith Road. The proposed change of zoning to PUD (Planned Unit Development) is being requested by the prospective developer, who proposes to construct a subdivision consisting of five industrial warehouse buildings totaling 2,406,095 on the property.

**ADDITIONAL APPROVALS:** A development agreement is provided for consideration which addresses off-site infrastructure obligations placed on either the City or the Developer, land dedications, vacate of city right-of-way, timing of infrastructure, and special design or use standards.

**PROJECT DESCRIPTION:** The PUD Master Plan/Preliminary Development Plan/Preliminary Site Plan proposes a subdivision consisting of five industrial warehouse buildings totaling 2,406,095 square feet. Access to the site is proposed an ingress/egress point on Hermit Smith Road, two ingress/egress points on General Electric Road, and a yet to be constructed road that is dedicated to the public that is referred to as Fern Industrial Drive, which is proposed to be constructed in a north-south direction. In addition, three railroad spurs are proposed to lead into buildings 1A and 1B, 2, and 3. The railroad spurs will be located along the right-of-way of Fern Industrial Drive. Parking will be provided on each lot, and will be owned and maintained by each property owner.

Four Stormwater retention areas are proposed on site. Pond A (dry retention) is proposed south of Building 3, Pond B is proposed east of Building 1A and 1B and adjacent to SR 429, and Ponds C1 (dry retention) and C2 (wet detention) are proposed south and west of Building 5.

An unimproved platted right-of-way known as Peterson Road bisects the property in an east to west direction. This right-of-way is proposed to be vacated when the property is platted, and the right-of-way of Peterson Road will be relocated to the south to allow access to the property owners located to the south of the PUD. The proposed relocation of the Peterson Road right-of-way is shown on the PUD Master Plan in a “J” shaped configuration that extends from north to south and east to west. The new right-of-way of Peterson Road is proposed at 55-feet in width in the north/south direction. Adjacent to the east of the new Peterson Road right-of-way, the Central Florida Expressway Authority has 25-foot perpetual ingress/egress easement that allows access to the property to the south. This easement will not be included in the north/south portion of the right of way. 80-feet of right-of-way is proposed in the east/west direction.

In order accommodated the subdivision plan and site plan, a small area of right-of-way in the northwestern corner of the site that is referred to as Fronds Road must also be vacated.

**Deviations:** The applicant is requesting five deviations to the City’s required development standards. For a PUD Master Plan, a deviation from the City’s Land Development Code (LDC) does not represent a variance but a development standard or zoning condition unique to and approved as part of the Planned Unit Development zoning. PUD’s are required to satisfy the requirements of the Land Development Code unless the City Council finds that, based on substantial evidence, a proposed alternative development guideline is adequate to protect to the public health safety, and welfare. Any deviations must be consistent with the policies of the Comprehensive Plan.

1. LDC, Section 6.03.02.A. Number of parking spaces required (Wholesale, industrial, manufacture, processing or assembly uses) - 2 spaces per 1,000 square feet of gross floor area up to 150,000 square feet, plus 1 space per vehicle operating from premises or 1 space per 2 employees. 1 space per 1,000 square feet over 150,000 square feet of gross floor area.

The applicant is proposing 0.89 parking spaces per 1,000 square feet of gross floor area.

The following justification has been provided: “The ITE Parking Generation Manual, 4<sup>th</sup> Edition, 85<sup>th</sup> percentile parking requirement for warehouse use is 0.81 spaces per 1,000 square feet of gross floor area.”

2. LDC, Section 2.02.01.A. - Maximum building height for all zoning districts is 35-feet.

The applicant is proposing a maximum building height of 55-feet within the PUD.

The following justification has been provided: “The modern warehouses require 36-feet to 45-feet of clear space under roof to accommodate automated materials handling equipment and maximize storage.”

3. LDC, Section 2.02.15.F. Yard requirements - Front yard – 25-feet, side yard – 10-feet, Yards adjacent to road right-of-ways shall be a minimum of 25-feet, Rear Yard – 10-feet (30-feet adjacent to residential)

The applicant is proposing 15-foot setback on General Electric Road, Hermit Smith Road to main entrance, 0-feet to 10-feet adjacent to SR 429, 10-feet to 25-feet adjacent to Peterson Road, 10-feet adjacent to Fern Industrial Drive.

The following justification has been provided: “The northwestern portion of the site is constrained by the encroachment of General Electric Road. SR 429 has 300-feet of right-of-way, 6 lanes, and provides a 20-foot high barrier to adjacent property to the east.”

4. LDC, Section 2.02.01.b(8a) – Roof top equipment shall be completely screened from adjacent properties and rights-of-way to the maximum extent possible.

The applicant is proposing roof top equipment shall be screened from view from adjacent property lines and public right-of-way, with the exception of SR 429 due to the large elevation change of the roadway and the finished floor elevation of the building. SR 429 is at an elevation of 135-feet, approximately 20-feet above the finished floor height of Building 2. Screening shall be reviewed to be in conformance by the subdivision president and the City of Apopka. Screening shall be reviewed through a sight line document from the nearest adjacent property line and/or from the center line of the public right-of-way. The eye line shall be from the typical height of a person driving an automobile.

The following justification has been provided: “All buildings will have a site line evaluation to confirm that rooftop equipment will not be visible from adjacent properties and right-of-way.”

5. LDC, Section 6.02.08.B.2 – All subdivisions are required to have four-foot wide concrete sidewalks on both sides of all local and minor collector streets.

The applicant is proposing to construct an 8-foot wide sidewalk along only one side of Fern Industrial Drive.

The following justification has been provided: “We are requesting that we do not place a sidewalk on the east side of the right-of-way proximate to the rail spurs. The pedestrian access plan provided on Sheet 6 of the PUD Master Plan shows a network of pedestrian facilities serving the entire site. The sidewalk on the west side of Fern Industrial is the spine connecting the southern end of the site with General Electric Road. All buildings are connected to this north/south spine and the appropriate crosswalks are provided when needed. We (BlueScope) remain concerned that placement of a sidewalk

will not increase the pedestrian connectivity over the current plan but will put pedestrians in close proximity to the rail spurs to the east of Fern Industrial serving the site. The benefit of the additional sidewalk does not, in our opinion, warrant the risk of inadvertent interaction of pedestrians and rail vehicles.”

**TRANSPORTATION IMPACTS:**

ACCESS: Access to the site is provided from General Electric Road and Hermit Smith Road. Peterson Road is also a future access point for this project as well as for properties to the south of the Mid-Florida Logistics Park site. Peterson Road and Fronds Road are both proposed to be vacated at the request of the applicant and property owner. Peterson Road will be re-aligned to follow the south project/property line and intersect with Fern Industrial Drive. The vacated road right-of-way will become part of the development site, making it more compact and contiguous. Peterson Road access will serve as a future secondary access for emergency response. The proposed Peterson Road alignment will also create connection to Peterson Road east of SR 429, allowing residents of the proposed Avian Pointe residential development to reach the Logistics Park. The Peterson Road connection between the east and west side of SR 429 also allows another road connection besides using West Orange Avenue and Binion Road, thus allowing traffic to distribute over more routes.

A transportation impact analysis (TIA) was conducted for this project to assess its impacts on the surrounding roadway segments and intersections within a one-mile radius of the project per the City’s adopted TIA methodology. Included in the analysis were segments of US 441, General Electric Road, Binion Road, Hermit Smith Road and Hogshead Road. Intersections analyzed were General Electric Road and Orange Avenue, Hermit Smith Road and General Electric Road, Hermit Smith Road and US 441, SR 429 Connector Road and US 441, Orange Avenue and US 441, Plymouth Sorrento Road and US 441, Boy Scout Boulevard and US 441, General Electric Road and Site Access, and Hermit Smith Road and Site Access. Peterson Road connection requires additional right-of-way east of SR 429. In exchange for the City vacating Fronds Road and Peterson Road, Mid-Florida Freezer will be obligated to donate an additional 30-foot width of land along Peterson Road, east of SR 429, to create a 50-foot wide right-of-way.

The project will generate 3,444 daily trips and 246 P.M. Peak Hour trips. It is estimated that 20% of the total traffic generated by this project will be truck traffic. The nature of the land use supports the assumption that most of the truck traffic will leave the site and access SR 429 from US 441 and SR 429 Connector Road.

The addition of project trips to the study roadways will not cause the Level of Service (LOS) to fall below the City’s adopted LOS standard. The addition of project traffic to the intersection of Hermit Smith Road and US 441 will cause the intersection to fail. The applicant is required to design and construct a dedicated right turn lane on Hermit Smith Road to allow for safe access to US 441. The addition of project traffic to the other study intersections is not project to cause failures in the future.

The tenants of the Mid-Florida Logistics Park are unknown at this time, so trip generation is based on the best information currently available; however, it is possible that tenants occupying space at Mid-Florida Logistics Park will exceed the trip generation used to conduct the analysis. As the site develops and becomes occupied, the applicant must reassess the trip generation. If it exceeds the projected trip generation used in the analysis, an updated study is required and additional mitigation for roadway and intersection failures caused by the project traffic.

**PUD RECOMMENDATIONS:** That the zoning classification of the following described property be designated as Planned Unit Development (PUD), as defined in the Apopka Land Development Code, and with the following Master Plan provisions subject to the following zoning provisions:

- A. The uses permitted within the PUD district shall be those described in C below.

**B. Terms of Expiration for this PUD shall be as follows:**

If a Final Development Plan associated with the PUD district has not been approved by the City within three years, and site development has not commenced within four years after approval of these Master Plan provisions, the approval of the Master Plan provisions will expire. At such time, the City Council may:

1. Permit a single six-month extension for submittal of the required Final Development Plan;
2. Allow the PUD zoning designation to remain on the property pending resubmittal of new Master Plan provisions and any conditions of approval; or
3. Rezone the property to a more appropriate zoning classification.

**C. Zoning Standards**

**1. Permitted Uses:**

- (a) All permitted uses allowed under I-1 zoning district;
- (b) The uses allowed by the “Developer’s Agreement for Development of Copart, Inc. Apopka Property,” as recorded as document number 20160275220 within the official records of Orange County, Florida, shall be available uses within this PUD if the Copart Developer’s Agreement is terminated with the mutual consent of City Council and the property owner subject to the Copart Developer’s Agreement;
- (c) Long-term outdoor vehicle (bus, car, cab, and truck) storage and terminal use is permitted within the PUD as an accessory use if said vehicle parking is associated with an enclosed building having a minimum floor area of 10,000 square feet and located within the same Lot or abutting lots. All vehicles stored outdoors must be operable.
- (d) Prohibited Use: Flea markets; day-care centers except when provided solely for on-site employees; churches, public or private schools (k-12th grade) except when located within a stand-alone building; community residential homes; All prohibited uses for the I-1 zoning district.
- (e) Special Exceptions: As set forth by the I-1 zoning district except if listed as a permitted or prohibited uses above.

**COMPREHENSIVE PLAN COMPLIANCE:** The proposed use of the property is consistent with the proposed Industrial Future Land Use designation and is consistent with the Land Development Code.

**ORANGE COUNTY NOTIFICATION:** Pursuant to Section 7 of the Joint Planning Area agreement, notification to Orange County was provided on July 18, 2018.

**PUBLIC HEARING SCHEDULE:**

September 11, 2018 - Planning Commission (5:30 pm)  
October 3, 2018 - City Council (1:30 pm) - 1st Reading  
October 17, 2018 – City Council (7:00 pm) - 2nd Reading

**DULY ADVERTISED:**

August 24, 2018 – Public Notice (Apopka Chief); Letter, Poster  
October 5, 2018 – Public Notice (Apopka Chief)

---

**RECOMMENDATION ACTION:**

The **Development Review Committee** finds the proposed rezoning to Planned Unit Development (PUD), PUD Master Plan/Preliminary Development Plan/Preliminary Site Plan consistent with the Comprehensive Plan and Land Development Code and recommends approval of the Mid-Florida Logistics Park PUD Master Plan/Preliminary Development Plan/Preliminary Site Plan.

The **Planning Commission**, at its meeting on September 11, 2018, found the proposed zoning and PUD Master Plan/Preliminary Development Plan/Preliminary Site Plan consistent with the Comprehensive Plan and Land Development Code, and unanimously recommended approval of the rezoning of the subject parcel from I-1 (Restricted Industrial District), Mixed-EC, R-1AA (Residential Single-Family District), AG (Agriculture District), and A-1 (ZIP) to PUD (Planned Unit Development), and approval of the PUD Master Plan/Preliminary Development Plan/Preliminary Site Plan based on the findings and facts presented in the staff report and exhibits, subject to City Council approving a Development Agreement.

**City Council First Reading:**

At its October 3, 2018 meeting, the City Council unanimously accepted the First Reading of Ordinance No. 2678 and Held it Over for Second Reading and Adoption on October 17, 2018.

**City Council Second Reading:**

**Recommended Motion: (Council is requested to Make Three Motions)**

1. Adopt Ordinance No. 2678 (quasi-judicial process)
2. Approve the Master Plan/Preliminary Development Plan/Preliminary Site Plan (quasi-judicial process)
3. Approve the Development Agreement (legislative process)

**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.**



**ZONING REPORT**

**RELATIONSHIP TO ADJACENT PROPERTIES:**

<i>Direction</i>	<i>Future Land Use</i>	<i>Zoning</i>	<i>Present Use</i>
North (City)	Industrial (max FAR 0.60)	I-1	Transport/freight uses, Copart
East (City)	None assigned	N/A	SR 429 right-of-way
South (County)	Orange County Rural	AG	Vacant property
West (City)	Orange County Rural	AG	Lake Apopka Restoration Area

**LAND USE &**

**TRAFFIC COMPATIBILITY:**

The property is accessed via Hermit Smith Road and General Electric Road and a yet to be constructed public roadway referred to as Fern Industrial Drive, which will be owned and maintained by the City of Apopka. Future land use designations and zoning categories assigned to properties to the north, south, east, and west are predominantly Industrial and Rural.

**COMPREHENSIVE  
 PLAN COMPLIANCE:**

The proposed PUD zoning is compatible with policies set forth in the Comprehensive Plan.

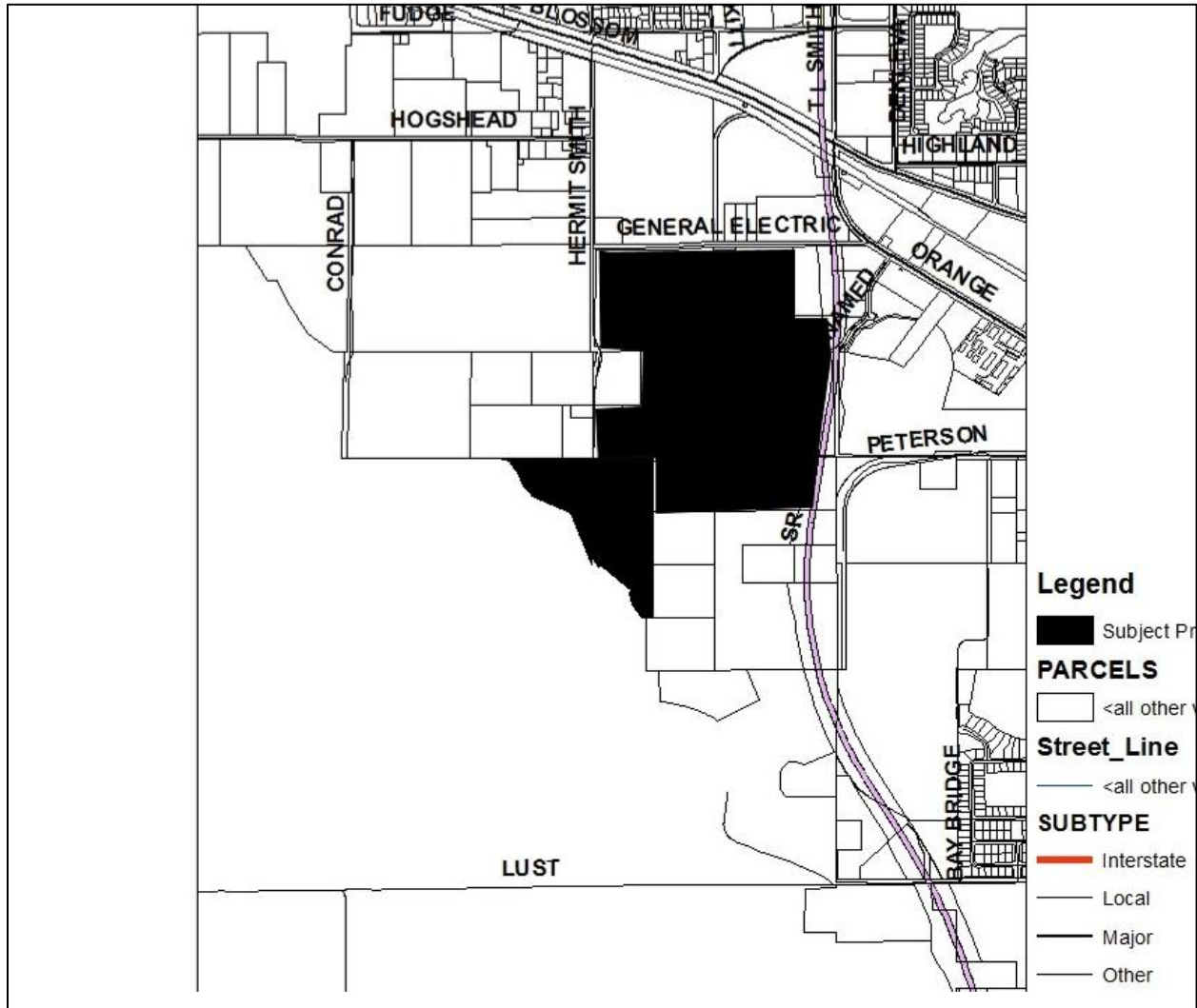
**ALLOWABLE  
 USES:**

Industrial uses as set forth within the Planned Unit Development Master Plan.

**Project:** MID-FLORIDA LOGISTICS PARK  
**Owned by:** Mid-Florida Freezer Warehouses, LTD, Florida Express Trucking, Inc. Eagles  
 Landing at Ocoee, LLC  
**Located:** East side of Hermit Smith Road, South of General Electric Road, west of SR 429  
**Parcel ID#s:** 01-21-27-0000-00-060, 06-21-28-7172-12-020, 06-21-28-7172-12-041, 06-21-28-7172-12-060, 01-21-27-0000-00-030, 06-21-28-7172-13-000, 12-21-27-0000-00-010, 12-21-27-0000-00-018, 12-21-27-0000-00-015, 12-21-27-0000-00-017, 12-21-27-0000-00-021

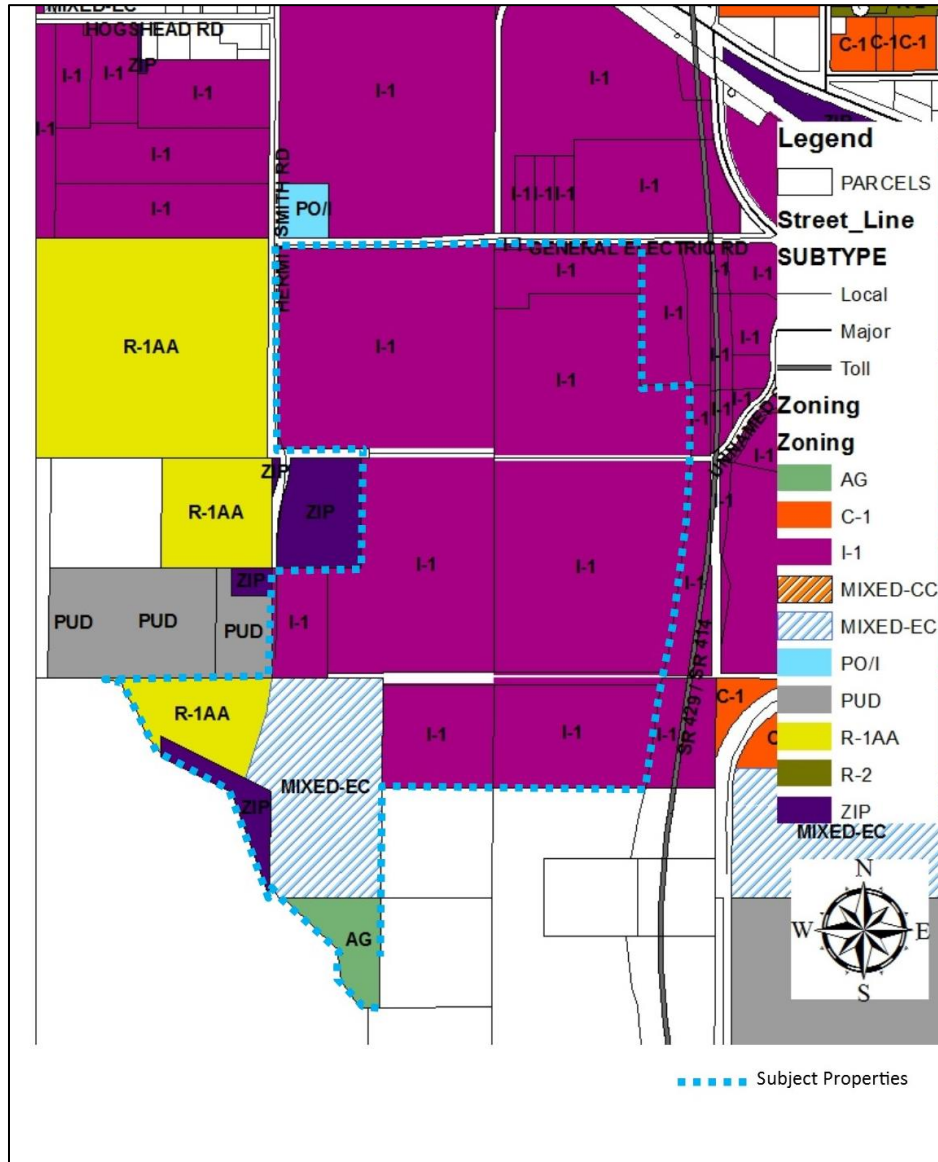


## VICINITY MAP





## ADJACENT ZONING



### AERIAL MAP



**ORDINANCE NO. 2678**

**AN ORDINANCE OF THE CITY OF APOPKA, FLORIDA, CHANGING THE ZONING FROM “COUNTY” A-1 (ZIP), “CITY” RESIDENTIAL SINGLE-FAMILY DISTRICT (R-1AA), “CITY” MIXED-EC (MIXED-USE), “CITY” AG (AGRICULTURE), AND “CITY” I-1 (RESTRICTED INDUSTRIAL DISTRICT) TO “CITY” PLANNED UNIT DEVELOPMENT (PUD), FOR CERTAIN REAL PROPERTY GENERALLY LOCATED ON THE WEST SIDE OF SR 429, SOUTH OF GENERAL ELECTRIC ROAD, AND EAST OF HERMIT SMITH ROAD, COMPRISING 188.893 ACRES MORE OR LESS, AND OWNED BY MID FLORIDA FREEZER WAREHOUSES LTD; AND EAGLES LANDING AT OCOEE, LLC; PROVIDING FOR DIRECTIONS TO THE COMMUNITY DEVELOPMENT DIRECTOR, SEVERABILITY, CONFLICTS, AND AN EFFECTIVE DATE.**

**WHEREAS**, to manage 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**, Dave Schmitt Engineering, Inc., representing the property owners, has requested a change in zoning on said property as identified in Section II of this ordinance; and

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

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

**Section I.** That the zoning classification of the following described property be designated as Planned Unit Development (PUD), as defined in the Apopka Land Development Code, and with the following development standards and provisions, and subject to the following zoning provisions:

- A. The following uses are permitted within the PUD district:
  - 1. All permitted uses allowed under I-1 zoning district;
  - 2. The uses allowed by the “Developer’s Agreement for Development of Copart, Inc. Apopka Property,” as recorded as document number 20160275220 within the official records of Orange County, Florida, shall be available uses within this PUD if the Copart Developer’s Agreement is terminated with the mutual consent of City Council and the property owner subject to the Copart Developer’s Agreement;
  - 3. Long-term outdoor vehicle (bus, car, cab, and truck) storage and terminal use is permitted within the PUD as an accessory use if said vehicle parking is associated with

an enclosed building having a minimum floor area of 10,000 square feet and located within the same Lot or abutting lots. All vehicles stored outdoors must be operable.

B. The following uses are Prohibited within the PUD district:

1. Flea markets
2. Day-care centers except when provided solely for on-site employees
3. Churches
4. Public or private schools (K-12th grade) except when located within a stand-alone building
5. Community residential homes
6. All prohibited uses for the I-1 zoning district

C. Special Exceptions: As set forth by the I-1 zoning district except if listed as a permitted or prohibited uses above.

D. Development of the property shall occur consistent with the Master Site Plan set forth in Exhibit “B”. Where any development standard conflicts between the Master Site Plan and the Land Development Code, the Master Site Plan shall preside. Any proposed revision to the Master Site Plan shall be evaluated and processed pursuant to Section 2.02.18.N. (Master plan revision), LDC

E. If a Final Development Plan associated with the PUD district has not been approved by the City within three years after approval of these Master Plan provisions, the approval of the Master Site Plan/PDP provisions will expire. At such time, the City Council may:

1. Permit a single six-month extension for submittal of the required Final Development Plan;
2. Allow the PUD zoning designation to remain on the property pending resubmittal of new Master Site Plan provisions and any conditions of approval; or
3. Rezone the property to a more appropriate zoning classification.

**Section II.** That the zoning classification of the following described Property, being situated in the City of Apopka, Florida, is hereby PUD as defined in the Apopka Land Development Code:

Legal Description: See Exhibit “A”

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

**ORDINANCE NO. 2678**

**PAGE 3**

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

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

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

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

READ FIRST TIME: October 3, 2018

READ SECOND TIME  
AND ADOPTED: October 17, 2018

\_\_\_\_\_  
Bryan Nelson, Mayor

ATTEST:

\_\_\_\_\_  
Linda Goff, City Clerk

APPROVED AS TO FORM:

\_\_\_\_\_  
Cliff Shepard, City Attorney

DULY ADVERTISED: August 24, 2018; October 5, 2018



**Exhibit "A" Legal Description**

THAT PART OF THE SOUTHEAST 1/4 OF SECTION 1, TOWNSHIP 21 SOUTH, RANGE 27 EAST AND THE NORTHEAST 1/4 OF SECTION 12, TOWNSHIP 21 SOUTH, RANGE 27 EAST, BEING DESCRIBED AS FOLLOWS; COMMENCE AT THE NORTHWEST CORNER OF THE SOUTHEAST 1/4 OF SAID SECTION 1; THENCE RUN S00°14'22"W ALONG THE WEST LINE OF SAID SOUTHEAST 1/4, 60.00 FEET TO A POINT 60.00 FEET SOUTH OF, WHEN MEASURED PERPENDICULAR TO, THE NORTH LINE OF SAID SOUTHEAST 1/4; THENCE RUN N89°59'32"E PARALLEL WITH SAID NORTH LINE, 30.00 FEET TO THE EAST RIGHT OF WAY LINE OF HERMIT SMITH ROAD BEING THE EAST LINE OF A 30.00 RIGHT OF WAY RECORDED IN DEED BOOK 633, PAGE 385, PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA, FOR THE POINT OF BEGINNING; THENCE CONTINUE N89°59'32"E ALONG THE SOUTH RIGHT OF WAY LINE OF GENERAL ELECTRIC ROAD, AS RECORDED IN DEED BOOK 966, PAGE 424, PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA, 800.00 FEET; THENCE CONTINUE ALONG SAID SOUTH RIGHT OF WAY LINE N86°30'41"E, 494.11 FEET TO THE NORTHWEST CORNER OF LOT 4, BLOCK "L", MAP OF PLYMOUTH, AS RECORDED IN PLAT BOOK B, PAGES 17-18, PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA; THENCE RUN N89°59'32"E ALONG THE NORTH LINE OF SAID BLOCK "L", 872.00 FEET TO THE NORTHWEST CORNER OF LOT 1 OF SAID BLOCK "L"; THENCE RUN S00°08'04"E ALONG THE WEST LINE OF LOT 1 AND LOT 8 OF SAID BLOCK "L", 852.07 FEET TO THE NORTHWEST CORNER OF LOT 9 OF SAID BLOCK "L"; THENCE RUN N89°59'14"E ALONG THE NORTH LINE OF SAID LOT 9, 305.56 FEET TO THE WEST RIGHT OF WAY LINE OF STATE ROAD 429 (WESTERN BELTWAY); THENCE RUN THE FOLLOWING SIX (6) COURSES ALONG SAID WEST RIGHT OF WAY LINE S03°11'39"E, 222.83 FEET TO A CURVE CONCAVE TO THE WEST; THENCE RUN SOUTHERLY ALONG SAID CURVE HAVING A CENTRAL ANGLE OF 06°55'43", A RADIUS OF 7850.00 FEET, AN ARC LENGTH OF 949.26 FEET, A CHORD BEARING OF S04°57'27"W AND A CHORD DISTANCE OF 948.68 FEET; S08°25'18"W, 432.58 FEET; S12°48'38"W, 196.00 FEET; S07°57'36"W, 604.02 FEET; S15°57'29"W, 30.55 FEET TO THE SOUTH LINE OF THE NORTH 1/2 OF THE NORTHEAST 1/4 OF THE NORTHEAST 1/4 OF SAID SECTION 12; THENCE RUN S89°58'43"W ALONG SAID SOUTH LINE AND THE SOUTH LINE OF THE NORTHEAST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SAID SECTION 12, 1583.51 FEET TO THE SOUTHWEST CORNER OF SAID NORTHEAST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4; THENCE RUN S00°26'22"W ALONG THE EAST LINE OF THE NORTHWEST 1/4 OF THE SOUTHWEST 1/4 OF THE NORTHEAST 1/4 OF SAID SECTION 12, 1316.77 FEET TO THE SOUTH LINE OF SAID NORTHWEST 1/4 OF THE SOUTHWEST 1/4 OF THE NORTHEAST 1/4; THENCE RUN S89°53'17"W ALONG THE SOUTH LINE OF SAID NORTHWEST 1/4 OF THE SOUTHWEST 1/4 OF THE NORTHEAST 1/4, 124.64 FEET TO THE EASTERN BOUNDARY OF LANDS DEDICATED TO ST. JOHN'S RIVER WATER MANAGEMENT DISTRICT PROPERTY PER OFFICIAL RECORDS BOOK 7711, PAGE 4081, OFFICIAL RECORDS BOOK 7786, PAGE 3958, AND OFFICIAL RECORDS BOOK 5586, PAGE 2510; THENCE RUN THE FOLLOWING FIFTEEN (15) COURSES ALONG SAID EASTERN BOUNDARY OF LANDS DEDICATED TO ST. JOHN'S RIVER WATER MANAGEMENT DISTRICT; N34°51'34"W, 185.69 FEET; N09°14'28"W, 154.82 FEET;

**ORDINANCE NO. 2678**

**PAGE 5**

N57°52'23"E, 35.05 FEET; N47°21'45"W, 206.75 FEET; N46°03'10"W, 257.06 FEET; S64°40'44"W, 30.12 FEET; N33°59'32"W, 130.01 FEET; S00°32'05"W, 79.45 FEET; N19°49'43"W, 669.98 FEET; N63°05'41"W, 470.00 FEET; N00°32'05"E, 19.26 FEET; N38°59'11"W, 151.57 FEET; N20°38'44"W, 140.91 FEET; N32°02'37"W, 141.62 FEET; N24°49'10"W, 65.79 FEET; N77°14'37"W, 124.93 FEET TO THE NORTH LINE OF AFORESAID NORTHEAST 1/4 OF THE NORTHWEST 1/4 OF SECTION 12; THENCE RUN S89°54'33"E ALONG SAID NORTH LINE, 1028.15 FEET TO THE NORTHWEST CORNER OF THE NORTHEAST 1/4 OF SAID SECTION 12; THENCE RUN S89°58'53"E ALONG THE NORTH LINE OF THE NORTHEAST 1/4 OF SECTION 12, 333.31 FEET TO THE WEST LINE OF THE EAST 3/4 OF SAID SOUTHWEST 1/4 OF THE SOUTHEAST 1/4; THENCE RUN N00°11'01"E ALONG THE WEST LINE OF SAID EAST 3/4 OF THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4, 659.17 FEET TO THE SOUTH LINE OF THE NORTH 660.00 FEET OF SAID EAST 3/4 OF THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4; THENCE RUN S89°59'40"E, PARALLEL WITH SAID SOUTH LINE, 200.00 FEET TO A LINE 200.00 FEET EAST OF THE WEST LINE OF SAID EAST 3/4 OF THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4; THENCE RUN N00°11'01"E PARALLEL WITH SAID WEST LINE, 720.00 FEET TO A LINE 30.00 FEET NORTH OF, WHEN MEASURED PERPENDICULAR TO, THE SOUTH LINE OF THE NORTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SAID SECTION 1, BEING THE NORTH LINE OF A 60.00 FOOT RIGHT OF WAY RECORDED IN OFFICIAL RECORDS BOOK 889, PAGE 331, PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA; THENCE RUN N89°59'40"W ALONG SAID NORTH LINE OF RIGHT OF WAY, 501.97 FEET TO A LINE 30.00 FEET EAST OF, WHEN MEASURED PERPENDICULAR TO, THE WEST LINE OF SAID NORTHEAST 1/4 OF THE SOUTHEAST 1/4, BEING THE EAST LINE OF A 30.00 RIGHT OF WAY RECORDED IN DEED BOOK 633, PAGE 385, PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA; THENCE RUN N00°14'22"E ALONG SAID EAST RIGHT OF WAY LINE, 1199.11 FEET TO THE POINT OF BEGINNING.

THE ABOVE DESCRIBED PARCEL OF LAND CONTAINS 188.893 ACRES MORE OR LESS.

Parcel ID Numbers: 01-21-27-0000-00-030; 01-21-27-0000-00-060; 06-21-28-7172-12-020; 06-21-28-7172-12-041; 06-21-28-7172-12-060; 06-21-28-7172-13-000; 12-21-27-0000-00-010; 12-21-27-0000-00-015; 12-21-27-0000-00-017; 12-21-27-0000-00-018; 12-21-27-0000-00-021

Containing 188.893 +/- Acres

**Exhibit “B” – Mid-Florida Logistics Park PUD Master Plan**

# PUD MASTER PLAN for MID-FLORIDA LOGISTICS PARK APOPKA, FLORIDA

**ENGINEER / PLANNER:**

DAVE SCHMITT ENGINEERING, INC.  
12301 LAKE UNDERHILL ROAD SUITE 241.  
ORLANDO, FL 32828  
407-207-9088  
FAX 407-207-9089  
CONTACTS: DAVE SCHMITT, P.E.

**DEVELOPER:**

BlueScope Properties Group LLC  
1540 Genessee Street  
Kansas City, MO 64102  
Matt Roth, VP and General Counsel

**OWNER:**

Mid Florida Freezer Warehouse Ltd.  
2560 West Orange Blossom Trail  
Apopka, FL 32761  
Pat Lee

**Eagles Landing**

PO Box 770609  
Winter Garden, FL 34777-0609  
Randy June

**DEVIATIONS OF WAIVER REQUEST TABLE**

Code Number	Code Requirement	Requested Modification	Justification	Location
6.03.02 A	<b>Parking</b> 2 spaces per 1,000 sf of GFA up to 150,000 sf plus 1 space per vehicle operating on the premises or 2 spaces per employee and 1 space per 1,000 sf of over 150,000 sf of GFA.	0.89 Space per 1,000 sf of GFA	The ITE Parking Generation Manual, 4th Edition, 45th percentile parking requirement for warehouse use is 0.81 spaces per 1,000 sf of GFA.	Entire Site
2.02.01 A	<b>Building Height</b> Maximum Building Height 35'	Maximum Building Height 55'	The modern warehouses require 36' to 45' of clear space under roof to accommodate automated materials handling equipment and maximize storage.	All Buildings
2.02.15 F	<b>Buffer Yard</b> Front 25', Side 10', Rear 10' (30' Adjacent to Residential), 25' Road ROW	15' on GE Road, Hermit Smith Road to Main Entrance, 0/10' Adjacent to Peterson Road, 10' Adjacent to Fern Industrial	The northern portion of the site is constrained by the encroachment of GE Road, SR 429 has 300' of ROW, 6 lanes, and provides a 20' high barrier to adjacent property to the east.	North and East
2.02.01 BS (b)(4)	<b>Roof Top Screening</b> All roof top equipment shall be completely screened from adjacent properties and rights-of-way to the maximum extent possible.	Roof top equipment shall be screened from view from adjacent property line and public rights-of-way, with the exception of SR 429 due to the large elevation change of the roadway and the finished floor elevation of the building. SR 429 is at an elevation of 135', approximately 20' above the finished floor height of Building 2. Screening shall be reviewed to be in conformance by the Subdivision President and the City of Apopka. Screening shall be reviewed through a sight line document from the nearest adjacent property line and/or from the centerline of the public right-of-way. The eye line shall be from the typical height of a person driving an automobile.	All buildings will have a site line evaluation to confirm that rooftop equipment will not be visible from adjacent properties and ROW.	Entire Site
2.02.16 B2	<b>Outdoor Vehicle</b>	Long-term outdoor vehicle (bus, car, cab, and truck) storage and terminal is a permitted use within the PUD.	Increased business flexibility. Permitted vehicle storage will be screened from the ground.	Entire Site
6.02.08	<b>Sidewalk Location</b> Build sidewalks on both sides of public streets	Build sidewalk only on the west side of Fern Industrial Drive.	We are requesting that we do not place a sidewalk on the east side of the ROW proximate to the rail spurs. The pedestrian access plan provided on Sheet 6 of the PUD Master Plan shows a network of pedestrian facilities serving entire site. The sidewalk on the west side of Fern Industrial is the spine connecting the southern end of the site with GE Road. All buildings are connected to this north-south spine and the appropriate crosswalks are provided where needed. We remain concerned that placement of a sidewalk will not increase the pedestrian connectivity over the current plan but will put pedestrians in close proximity to the internal rail spurs east of Fern Industrial serving the site. The benefits of the additional sidewalk does not, in our opinion, warrant the risk of inadvertent interaction of pedestrians and rail vehicles.	Entire Site

NOTE: THIS PROJECT WILL CONFORM TO ALL REQUIREMENTS OF I-1 ZONING WITH THE EXCEPTION OF THE DEVIATIONS NOTED ON THE DEVIATION TABLE.

**PARCEL ID No.**  
#01-21-27-0000-00-060, #06-21-28-7172-12-020  
#06-21-28-7172-12-041, #06-21-28-7172-12-060  
#01-21-27-0000-00-030, #06-21-28-7172-13-000  
#12-21-27-0000-00-010, #12-21-27-0000-00-018  
#12-21-27-0000-00-015, #12-21-27-0000-00-017  
#12-21-27-0000-00-021

NOTE: THE TWENTY-FIVE FOOT WIDE PROPERTY WHICH IS THE SUBJECT OF OR BOOK 10014, PAGE 4293 IS NOT PROPOSED FOR DEDICATION OR INCLUSION IN THE RIGHT OF WAY FOR THE RE-ALIGNED PETERSON ROAD.



Know what's below.  
Call before you dig.

FL STATUTE 553.851 (1979) REQUIRES MIN. OF 2 DAYS AND MAX. OF 5 DAYS NOTICE BEFORE YOU EXCAVATE.

**PREPARED FOR:**

**BLUESCOPE PROPERTIES GROUP LLC**

**SITE DATA**

TOTAL SITE AREA	189.00 ACRES
TOTAL PUD AREA (SITE AREA LESS PETERSON ROW)	186.03 ACRES
FUTURE LAND USE	INDUSTRIAL, MIXED USE, AGRICULTURE
EXISTING ZONING	I-1, MIXED EC, R-1AA, AG, ZIP-(I-1)
PROPOSED ZONING	PUD
BUILDING HEIGHT	35' MAX (PROPOSED 55')
FLOOR AREA	60%
BUILDING AREA	
BUILDING 1A	330,565 SF
BUILDING 1B	324,000 SF
BUILDING 2	514,930 SF
BUILDING 3	399,000 SF
BUILDING 4	537,600 SF
BUILDING 5	300,000 SF
TOTAL	2,406,095 SF

**BUILDING SETBACKS**

FRONT	25'
SIDE	10'
CORNER	25'
REAR	10'
ADJACENT TO RESIDENTIAL USE:	30'

**LANDSCAPE BUFFER**

FRONT:	25'
SIDE:	10'
REAR:	10'
CORNER:	25'
SR429:	25' (PROPOSED 0')
GE ROAD:	25' (PROPOSED 15' WEST OF MAIN ENTRANCE)
HERMIT SMITH ROAD	25'
FERN INDUSTRIAL ROAD	10'
PETERSON ROAD	25' (PROPOSED 10')

PARKING PROPOSED:	1,579 REGULAR
	526 TRUCK
	36 HANDICAP
	2,141 TOTAL (2141 REQUIRED)

OPEN SPACE:	48.34 AC
POND TRACT AREA:	42.87 AC

IMPERVIOUS AREA:	138.88 AC	74.65%
PERVIOUS AREA:	47.15 AC	25.35%
TOTAL PUD AREA:	186.03 AC	100.00%

**TABLE OF CONTENTS**

Sheet Number	Sheet Title
01	COVER SHEET
02	EXISTING CONDITION PLAN
03	PUD MASTER PLAN
04	PRELIMINARY DEVELOPMENT PLAN / SUBDIVISION PLAN
05	OWNERSHIP & MAINTENANCE PLAN
06	PEDESTRIAN ACCESS PLAN
07	LOT 1 PLAN
08	LOT 1 PRELIMINARY GRADING PLAN
09	LOT 2 PLAN
10	LOT 2 PRELIMINARY GRADING PLAN
11	LOT 3 PLAN
12	LOT 3 PRELIMINARY GRADING PLAN
13	LOT 4 PLAN
14	LOT 4 PRELIMINARY GRADING PLAN
15	LOT 5 PLAN
16	LOT 5 PRELIMINARY GRADING PLAN
17	PRELIMINARY STORMWATER POND PLAN
18	GE ROAD OFFSITE IMPROVEMENTS

**PLANS BY OTHERS:**

LANDSCAPE PLAN



**SITE**

**SITE LOCATION**

SCALE = 1 MILE  
0 1/4 1/2 1



DAVE SCHMITT ENGINEERING, INC.  
12301 LAKE UNDERHILL RD, SUITE 241  
ORLANDO, FL 32828  
407-207-9088 FAX 407-207-9089  
Certification of Authorization #27471

DAVE M. SCHMITT  
FLORIDA REG. NUMBER  
45274

THIS IS TO CERTIFY THAT THE ROADWAY CONSTRUCTION PLANS AND SPECIFICATIONS AS CONTAINED HEREIN WERE DESIGNED TO APPLICABLE STANDARDS AS SET FORTH IN THE "MANUAL OF UNIFORM MINIMUM STANDARDS FOR CONSTRUCTION AND MAINTENANCE FOR STREETS AND HIGHWAYS" AS PREPARED BY

87

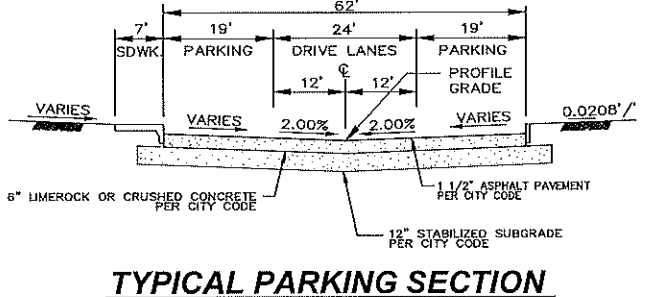
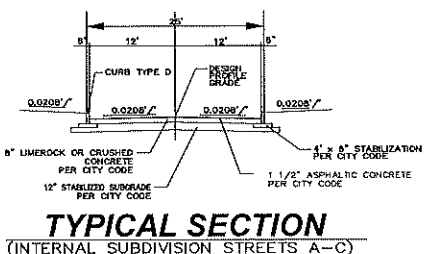
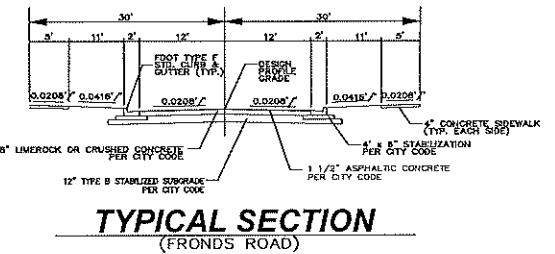
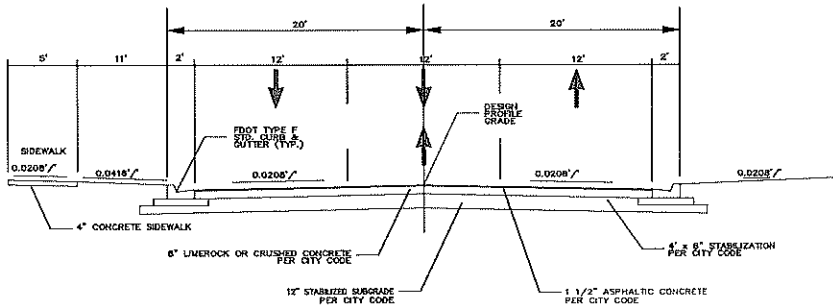
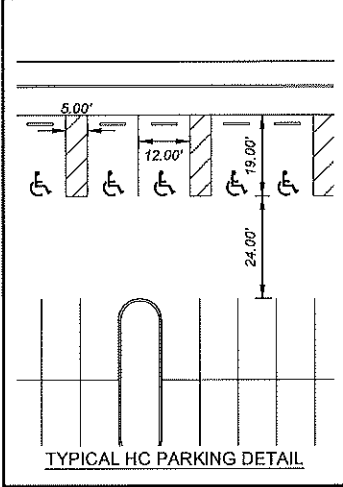
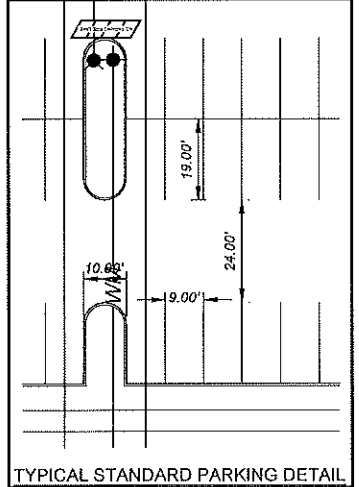
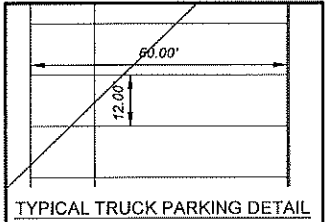
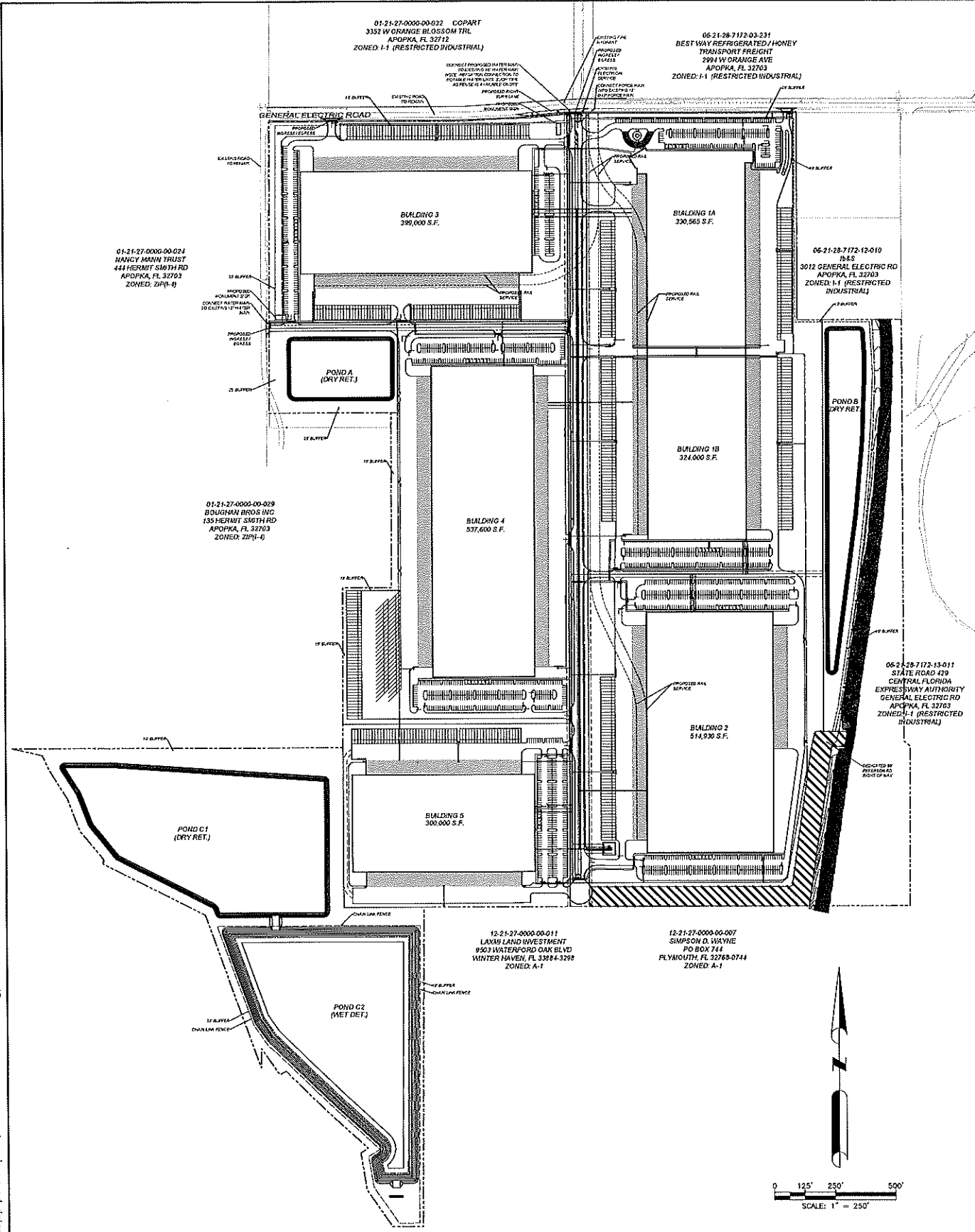
F:\ANC1\CAD\PlanSet\dp-pd-dev plan\01 COVER SHEET.dwg, 8/31/2018 2:14:02 PM

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION





F:\ANC1\CAD\Plan\set\dp-pd-dev-plan\03 PUD MASTER PLAN.dwg, 8/17/2018 3:01:23 PM



**DAVE SCHMITT ENGINEERING, INC.**  
12301 Lake Underhill Road Suite 241  
ORLANDO, FL 32828  
407-207-9088 FAX 407-207-9089  
Certification of Authorization #27471

CONTRACTOR "AS-BUILTS"  
I hereby state that these "As-Builts" were furnished to me by the contractor listed below, I, or an employee under my direct supervision have reviewed these "As-Builts" and believe them to be in compliance with my knowledge of what was actually constructed. This statement is based upon site observations of the construction.  
Contractor: \_\_\_\_\_ Engineer: \_\_\_\_\_  
Not valid without the signature and the original raised seal of a Florida Registered Engineer.

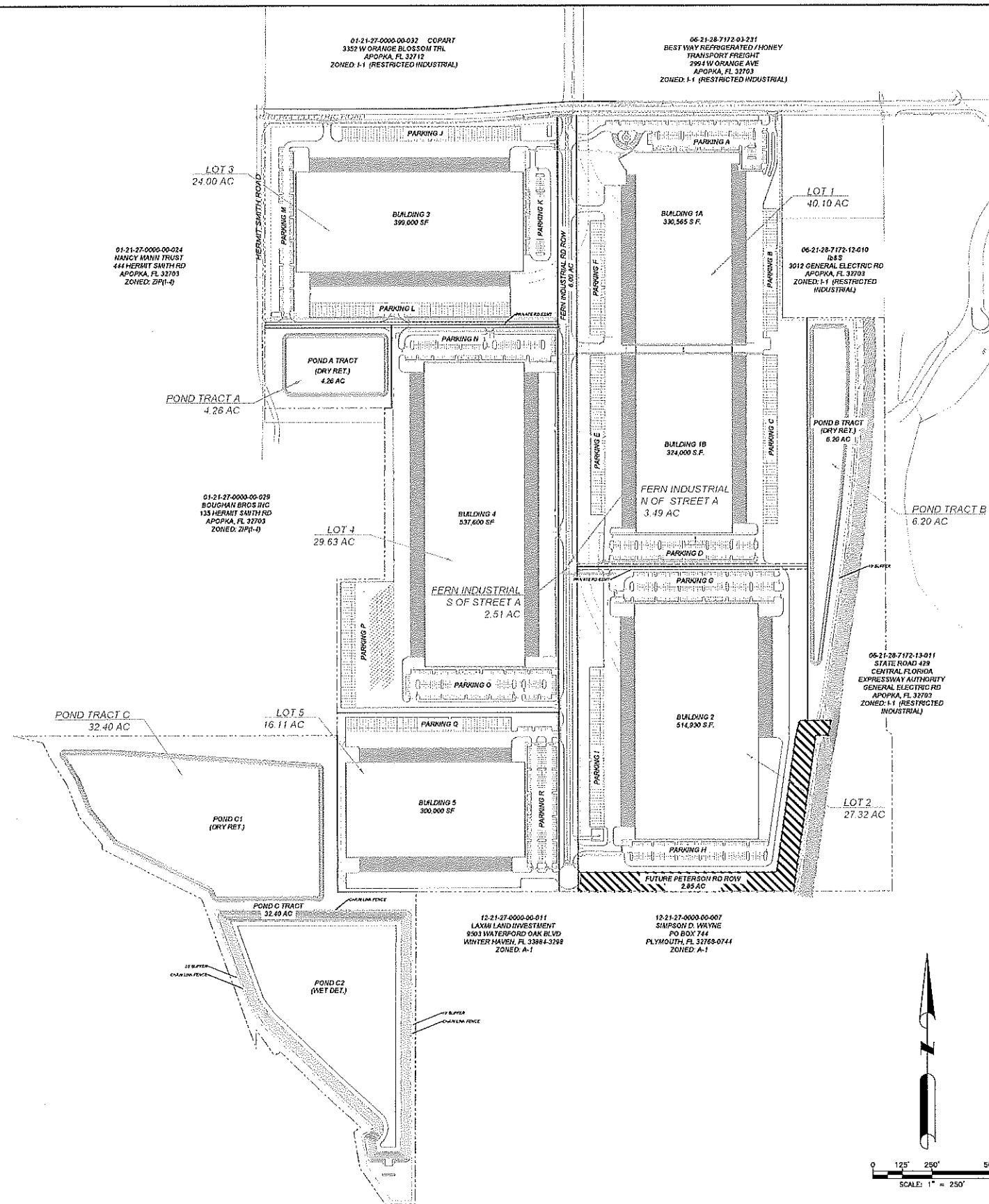
REVISIONS		REVISIONS	
DATE	BY	DATE	BY

DAVE M. SCHMITT  
FLORIDA REG. NUMBER  
48274

**PUD MASTER PLAN**  
MID-FLORIDA LOGISTICS PARK  
APOPKA, FLORIDA

DATE: JUNE 2018  
PROJECT NO.: ANC-1  
DRAWN BY: MTP  
CHECKED BY: DSE  
SCALE: 1"=250'  
SHEET: 03 OF 18

F:\ANC1\CAD\PlanSet\dp-pd-dev-plan\04 SUBDIVISION & LOT PLANS.dwg, 8/31/2018 2:16:03 PM



**LOT AREAS**

LOT 1	40.10 ACRES
LOT 2	27.32 ACRES
LOT 3	24.00 ACRES
LOT 4	29.63 ACRES
LOT 5	16.11 ACRES
<b>TOTAL LOT AREA</b>	<b>137.16 ACRES</b>

**BUILDING AREAS**

BUILDING 1A	330,565 SF
BUILDING 1B	324,000 SF
BUILDING 2	514,930 SF
BUILDING 3	399,000 SF
BUILDING 4	537,600 SF
BUILDING 5	300,000 SF
<b>TOTAL BUILDING AREA</b>	<b>2,406,095 SF</b>

**POND TRACT AREAS**

POND A TRACT	4.26 ACRES
POND B TRACT	6.20 ACRES
POND C TRACT	32.41 ACRES
<b>TOTAL POND TRACT AREA</b>	<b>42.87 ACRES</b>

**PLANNED UNIT DEVELOPMENT AREA**

TOTAL LOT AREA	137.16 ACRES
TOTAL POND TRACT AREA	42.87 ACRES
<b>TOTAL PUD AREA</b>	<b>180.03 ACRES</b>

**TOTAL SITE AREA**

PUD AREA	180.03 ACRES
FERN INDUSTRIAL ROW	6.00 ACRES
PETERSON ROAD ROW	2.97 ACRES
<b>TOTAL SITE AREA</b>	<b>189.00 ACRES</b>

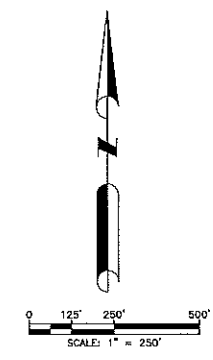
**OPEN SPACE**  
AREA REQUIRED: 20% OF TOTAL SITE AREA  
189.00 x 0.20 = 37.80 ACRES

**OPEN SPACE PROVIDED PER LOT: (FOR PONDS, 50% OF OPEN TRACT AREA)**

LOT 1 OPEN SPACE	8.55 ACRES
LOT 2 OPEN SPACE	6.03 ACRES
LOT 3 OPEN SPACE	4.78 ACRES
LOT 4 OPEN SPACE	3.05 ACRES
LOT 5 OPEN SPACE	2.38 ACRES
PETERSON ROAD ROW	2.97 ACRES
FERN INDUSTRIAL ROW	2.24 ACRES
POND A TRACT OPEN SPACE	2.04 ACRES
POND B TRACT OPEN SPACE	3.10 ACRES
POND C TRACT OPEN SPACE	16.20 ACRES
<b>TOTAL OPEN SPACE PROVIDED</b>	<b>48.34 ACRES</b>

**PRELIMINARY PHASING PLAN**

PHASE 1:	LOT 1	PETERSON RD DEDICATION POND B TRACT NORTHERN 1900' OF FERN INDUSTRIAL RD
PHASE 2:	LOT 2	REMAINDER OF FERN INDUSTRIAL RD POND C TRACT
PHASE 3:	LOT 3	POND A TRACT
PHASE 4:	LOT 4	
PHASE 5:	LOT 5	



**DAVE SCHMITT ENGINEERING, INC.**  
12301 Lake Underhill Road Suite 241  
ORLANDO, FL 32828  
407-207-9088 FAX 407-207-9089  
Certification of Authorization #27471

**CONTRACTOR "AS-BUILTS"**  
I hereby state that these "As-Builts" were furnished to me by the contractor listed below, I, or an employee under my direct supervision have reviewed these "As-Builts" and believe them to be in compliance with my knowledge of what was actually constructed. This statement is based upon site observations of the construction.  
Contractor: \_\_\_\_\_ Engineer: \_\_\_\_\_  
Not valid without the signature and the original raised seal of a Florida Registered Engineer.

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

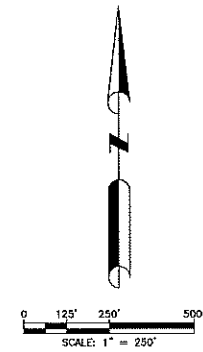
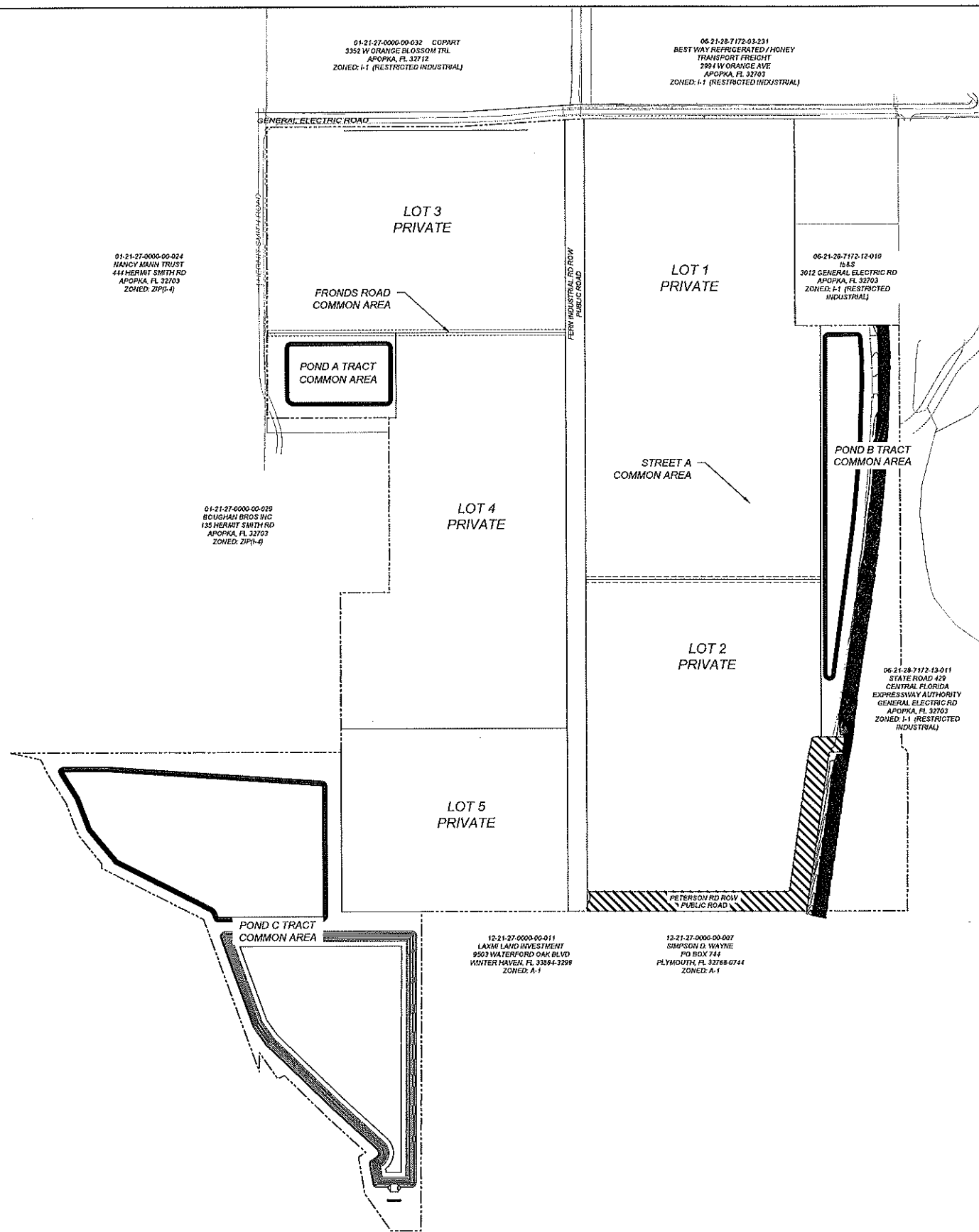
DAVE M. SCHMITT  
FLORIDA REG. NUMBER  
48274

**PRELIMINARY DEVELOPMENT PLAN - SUBDIVISION PLAN**  
MID-FLORIDA LOGISTICS PARK  
APOPKA, FLORIDA

DATE: JUNE 2018  
PROJECT NO.: ANC-1  
DRAWN BY: MTP  
CHECKED BY: DSE  
SCALE: 1"=250'  
SHEET: 04 OF 18



F:\ANC1\CAD\Plan\set\dp-pc-dev-plan\05 OWNERSHIP AND MAINTENANCE PLAN.dwg, 8/17/2018 9:53:28 AM



**OWNERSHIP/MAINTENANCE:**

- A. PRIVATE LOTS: TO BE OWNED AND MAINTAINED BY THE PROPERTY OWNER.
- B. PUBLIC ROADWAYS: FERN INDUSTRIAL ROAD & PETERSON ROAD. TO BE OWNED AND MAINTAINED BY THE CITY OF APOPKA.
- C. PRIVATE ROADWAYS: FRONDS ROAD & STREET A. TO BE OWNED AND MAINTAINED BY THE POA.
- D. COMMON AREAS: POND TRACTS/OPEN SPACE TO BE OWNED AND MAINTAINED BY THE POA.



**DAVE SCHMITT ENGINEERING, INC.**  
 12301 Lake Underhill Road Suite 241  
 ORLANDO, FL 32828  
 407-207-9088 FAX 407-207-9089  
 Certification of Authorization #27471

**CONTRACTOR "AS-BUILTS"**

I hereby state that these "As-Builts" were furnished to me by the contractor listed below, I, or an employee under my direct supervision have reviewed these "As-Builts" and believe them to be in compliance with my knowledge of what was actually constructed. This statement is based upon site observations of the construction.

Contractor: \_\_\_\_\_ Engineer: \_\_\_\_\_  
 Not valid without the signature and the original raised seal of a Florida Registered Engineer.

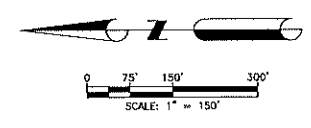
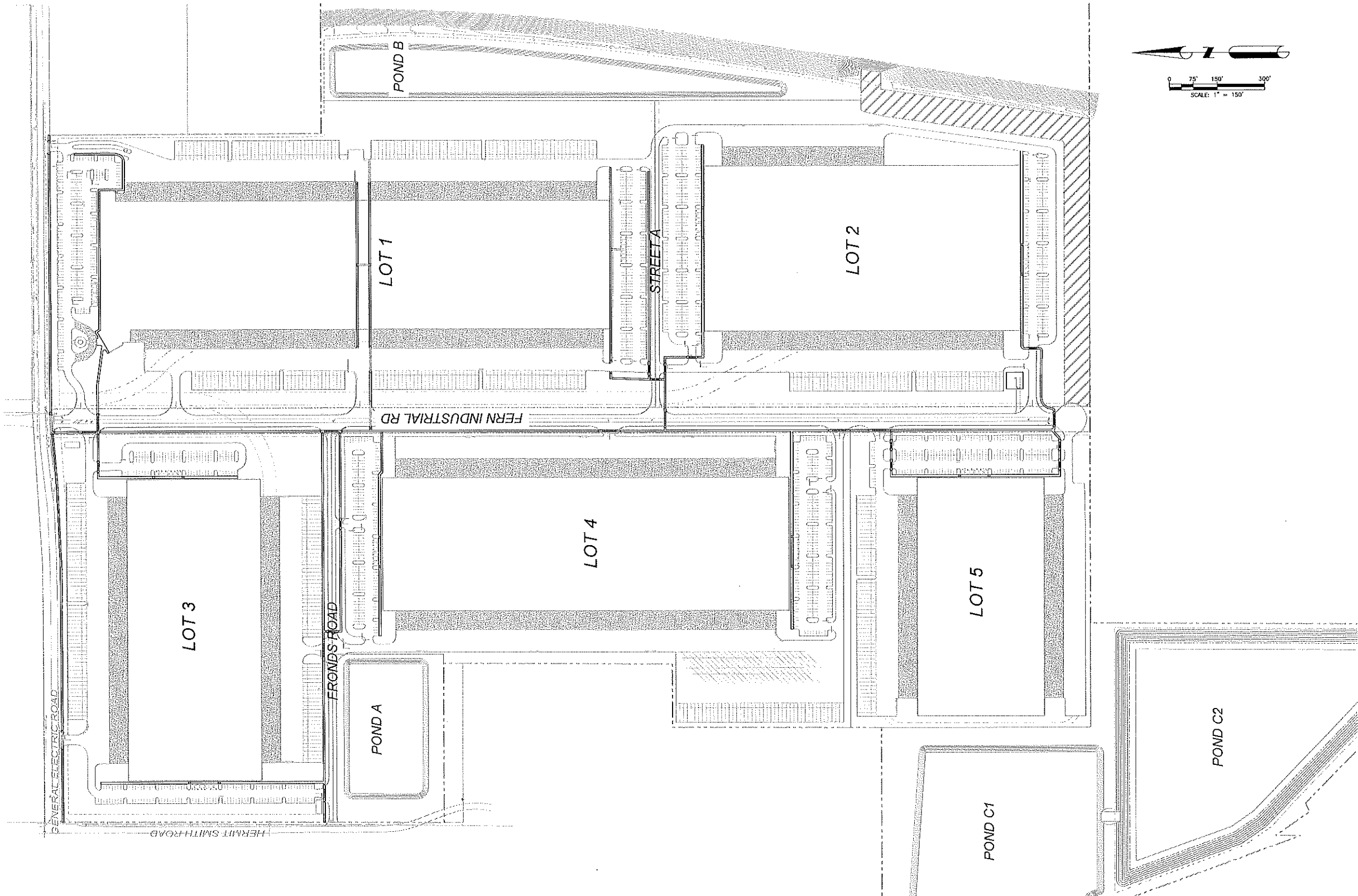
REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

DAVE M. SCHMITT  
 FLORIDA REG. NUMBER  
 48274

**OWNERSHIP & MAINTENANCE PLAN**  
 MID-FLORIDA LOGISTICS PARK  
 APOPKA, FLORIDA

DATE: JUNE 2018  
 PROJECT NO.: ANC-1  
 DRAWN BY: MTP  
 CHECKED BY: DSE  
 SCALE: 1"=250'  
 SHEET: 05 OF 18

F:\ANC1\CAD\Plan\set\p-pd-dev plan\06 PEDESTRIAN ACCESS PLAN.dwg,8/17/2018 9:57:55 AM



**DAVE SCHMITT ENGINEERING, INC.**  
 12301 Lake Underhill Road Suite 241  
 ORLANDO, FL 32828  
 407-207-9088 FAX 407-207-9089  
 Certification of Authorization #27471

**CONTRACTOR "AS-BUILTS"**  
 I hereby state that these "As-Builts" were furnished to me by the contractor listed below, I, or an employee under my direct supervision have reviewed these "As-Builts" and believe them to be in compliance with my knowledge of what was actually constructed. This statement is based upon site observations of the construction.  
 Contractor: \_\_\_\_\_ Engineer: \_\_\_\_\_  
 Not valid without the signature and the original raised seal of a Florida Registered Engineer.

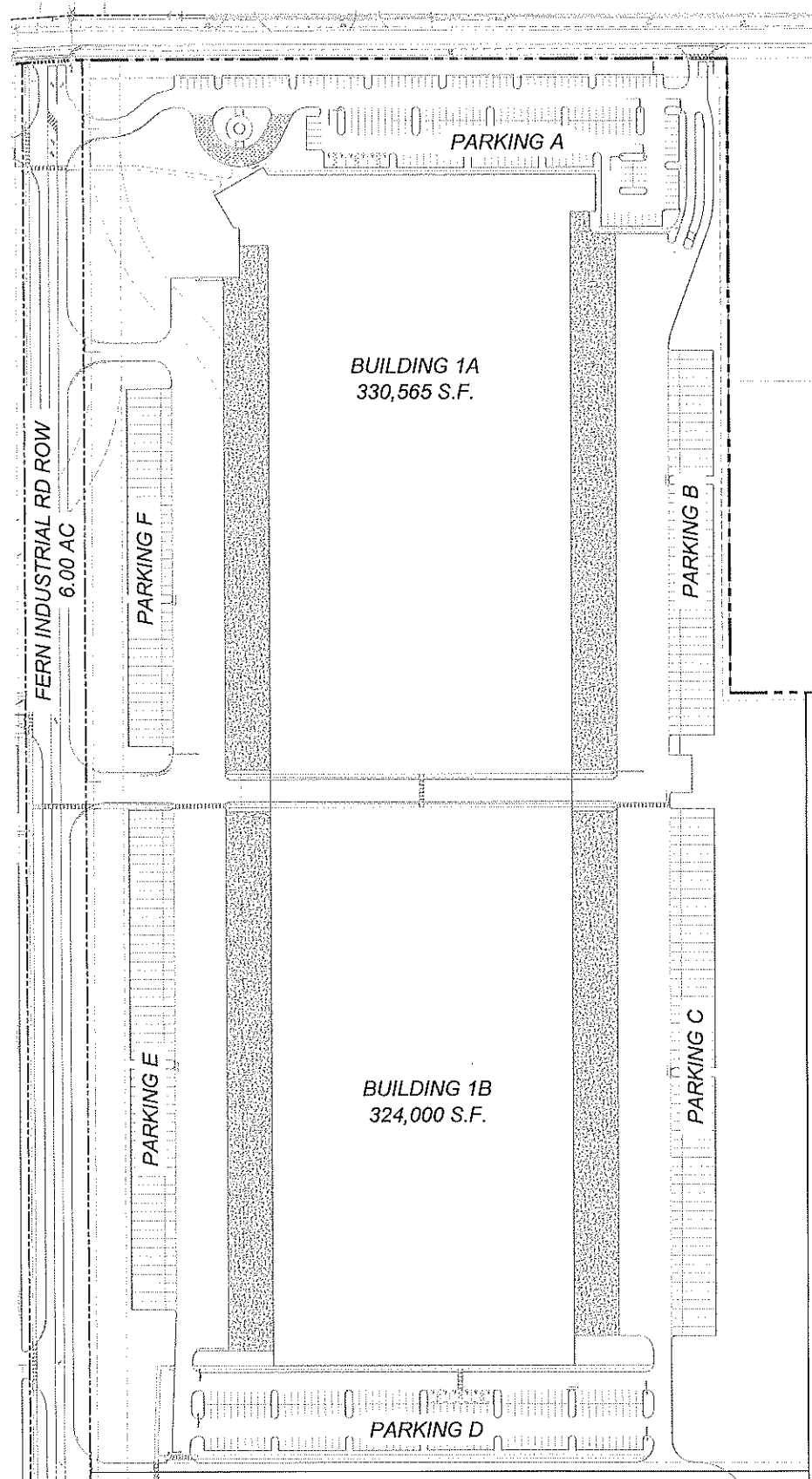
		REVISIONS			
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

DAVE M. SCHMITT  
 FLORIDA REG. NUMBER  
 48274

**PEDESTRIAN ACCESS PLAN**  
 MID-FLORIDA LOGISTICS PARK  
 APOPKA, FLORIDA

DATE: JUNE 2018  
 PROJECT NO.: ANC-1  
 DRAWN BY: MTP  
 CHECKED BY: DSE  
 SCALE: 1"=250'  
 SHEET: 06 OF 18

F:\ANCI\CAD\Plan\set\dp-pd-dev plan\04 SUBDIVISION & LOT PLANS.dwg, 8/31/2018 2:16:03 PM



**LOT 1 PARCEL NUMBERS**  
 #06-21-28-7172-12-020  
 #06-21-28-7172-12-041  
 #06-21-28-7172-12-060

**LOT 1 AREA** 40.10 ACRES

**OPEN SPACE REQUIRED: 20 % OF LOT AREA**  
 40.10 x 0.20 = 8.02 ACRES

**OPEN SPACE PROVIDED**  
 LOT 1 OPEN SPACE 8.55 ACRES  
 POND B TRACT OPEN SPACE 3.10 ACRES

**TOTAL OPEN SPACE** 11.65 ACRES

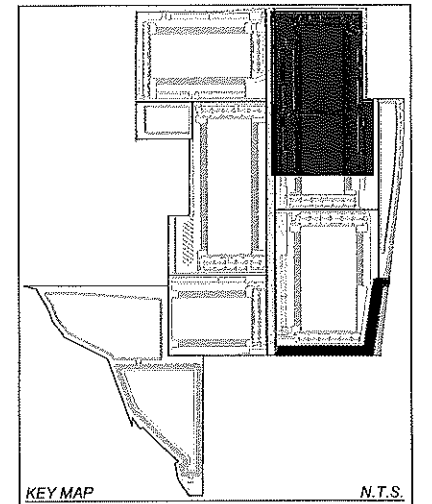
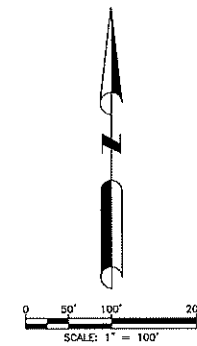
**BUILDING 1 AREA** 654,565 SF

**PARKING REQUIRED: 0.89 SPACE PER 1,000 SF OF GROSS FLOOR AREA**  
**PARKING SPACES REQUIRED** 583 SPACES

**PARKING PROVIDED:**

	PARKING AREA A	PARKING AREA B	PARKING AREA C	PARKING AREA D	PARKING AREA E	PARKING AREA F
STANDARD SPACES	205	0	0	168	0	0
HANDICAP SPACES	6	0	0	6	0	0
TRUCK SPACES	0	43	59	0	56	40
<b>SUBTOTAL</b>	<b>211</b>	<b>43</b>	<b>59</b>	<b>174</b>	<b>56</b>	<b>40</b>

**TOTAL PARKING SPACES** 583



**DEVIATIONS OF WAIVER REQUEST TABLE**

Code Number	Code Requirement	Requested Modification	Justification	Location
6.02.02 A	<b>Parking</b> 2 spaces per 1,000 sf of GFA up to 150,000 sf plus 1 space per vehicle operating on the premises or 2 spaces per employee and 1 space per 1,000 sf of over 150,000 sf of GFA	0.89 Space per 1,000 sf of GFA	The ITE Parking Generation Manual, 4th Edition, 85th percentile parking requirement for warehouse use is 0.81 spaces per 1,000 sf of GFA.	Entire Site
2.02.01 A	<b>Building Height</b> Maximum Building Height 35'	Maximum Building Height 55'	The modern warehouses require 36' to 45' of clear space under roof to accommodate a automated materials handling equipment and maximize storage.	All Buildings
2.02.15 F	<b>Buffer Yard</b> Front 25', Side 10', Rear 10' (30' Adjacent to Residential), 25' Road ROW	15' on GE Road, Hermit Smith Road to Main Entrance, 0710' Adjacent to SR 428, 10125' Adjacent to Peterson Road, 10' Adjacent to Fern Industrial	The northern portion of the site is constrained by the encroachment of GE Road. SR 428 has 300' of ROW, 6 lanes, and provides a ~20' high barrier to adjacent property to the east.	North and East
2.02.01 BS (19)	<b>Roof Top Screening</b> All roof top equipment shall be completely screened from adjacent properties and right-of-way to the maximum extent possible.	Roof top equipment shall be screened from view from adjacent property line and public rights-of-way, with the exception of SR 428 due to the large elevation change of the roadway and the finished floor elevation of the building. SR 428 is at an elevation of 135', approximately 20' above the finished floor height of Building 2. Screening shall be reviewed to be in conformance by the Subdivisor, President and the City of Apopka. Screening shall be reviewed through a sign line document from the nearest adjacent property line and/or from the centerline of the public right-of-way. The sign line shall be from the typical height of a person driving an automobile.	All buildings will have a site line evaluation to confirm that roof top equipment will not be visible from adjacent properties and ROW.	Entire Site
2.02.16 B2	<b>Outdoor Vehicle</b>	Long-term outdoor vehicle (van, car, cab, and truck) storage and terminal is a permitted use within the PUD.	Increased business flexibility. Permitted vehicle storage will be screened from the ground.	Entire Site
6.02.09	<b>Sidewalk Location</b> Build sidewalks on both sides of public streets	Build sidewalks only on the west side of Fern Industrial Drive.	We are requesting that we do not place a sidewalk on the east side of the ROW proximate to the rail spurs. The pedestrian access plan provided on Sheet 6 of the PUD Master Plan shows a network of pedestrian facilities serving entire site. The sidewalk on the west side of Fern Industrial is the spine connecting the southern end of the site with GE Road. All buildings are connected to this north-south spine and the appropriate crosswalks are provided where needed. We remain concerned that placement of a sidewalk will not increase the pedestrian connectivity over the current plan but will put pedestrians in close proximity to the internal rail spurs east of Fern Industrial serving the site. The benefit of the westward sidewalk does not, in our opinion, warrant the risk of inadvertent intersection of pedestrians and rail vehicles.	Entire Site

NOTE: THIS PROJECT WILL CONFORM TO ALL REQUIREMENTS OF I-1 ZONING WITH THE EXCEPTION OF THE DEVIATIONS NOTED ON THE DEVIATION TABLE.



**DAVE SCHMITT ENGINEERING, INC.**  
 12301 Lake Underhill Road Suite 241  
 ORLANDO, FL 32828  
 407-207-9088 FAX 407-207-9089  
 Certification of Authorization #27471

**CONTRACTOR "AS-BUILTS"**  
 I hereby state that these "As-Builts" were furnished to me by the contractor listed below, I, or an employee under my direct supervision have reviewed these "As-Builts" and believe them to be in compliance with my knowledge of what was actually constructed. This statement is based upon site observations of the construction.  
 Contractor: \_\_\_\_\_ Engineer: \_\_\_\_\_  
 Not valid without the signature and the original raised seal of a Florida Registered Engineer.

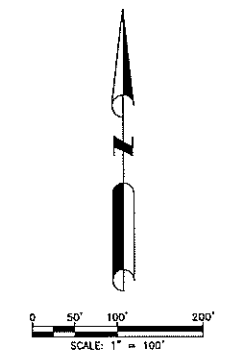
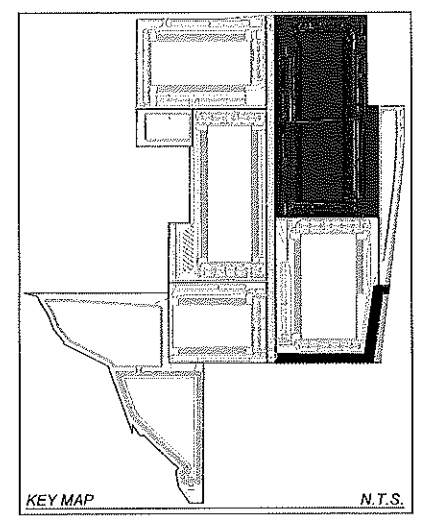
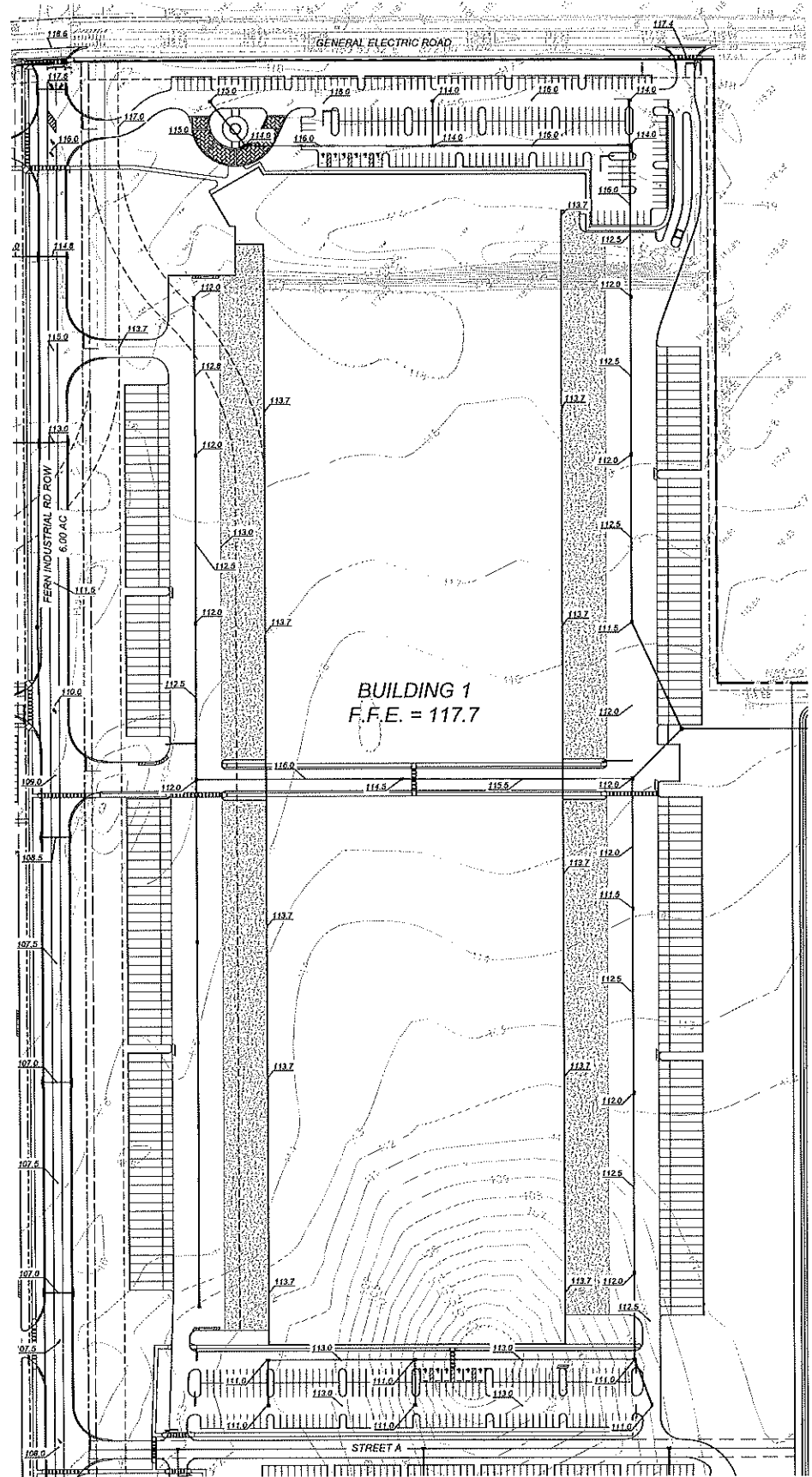
REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

DAVE M. SCHMITT  
 FLORIDA REG. NUMBER  
 48274

**LOT 1 PLAN**  
 MID-FLORIDA LOGISTICS PARK  
 APOPKA, FLORIDA

DATE: JUNE 2018  
 PROJECT NO.: ANC-1  
 DRAWN BY: MTP  
 CHECKED BY: DSE  
 SCALE: 1"=100'  
 SHEET: 07 OF 18

F:\ANC1\CAD\Plan\set\dp-pc-dev\plan\07 PRELIMINARY GRADING & STORMWATER PLANS.dwg,8/31/2018 11:43:03 AM



**DAVE SCHMITT  
ENGINEERING, INC.**  
12301 Lake Underhill Road Suite 241  
ORLANDO, FL 32828  
407-207-9088 FAX 407-207-9089  
Certification of Authorization #27471

CONTRACTOR "AS-BUILT"  
I hereby state that these "As-Built" were furnished to me by the contractor listed below, or an employee under my direct supervision have reviewed these "As-Built" and believe them to be in compliance with my knowledge of what was actually constructed. This statement is based upon site observations of the construction.  
Contractor: \_\_\_\_\_ Engineer: \_\_\_\_\_  
Not valid without the signature and the original raised seal of a Florida Registered Engineer.

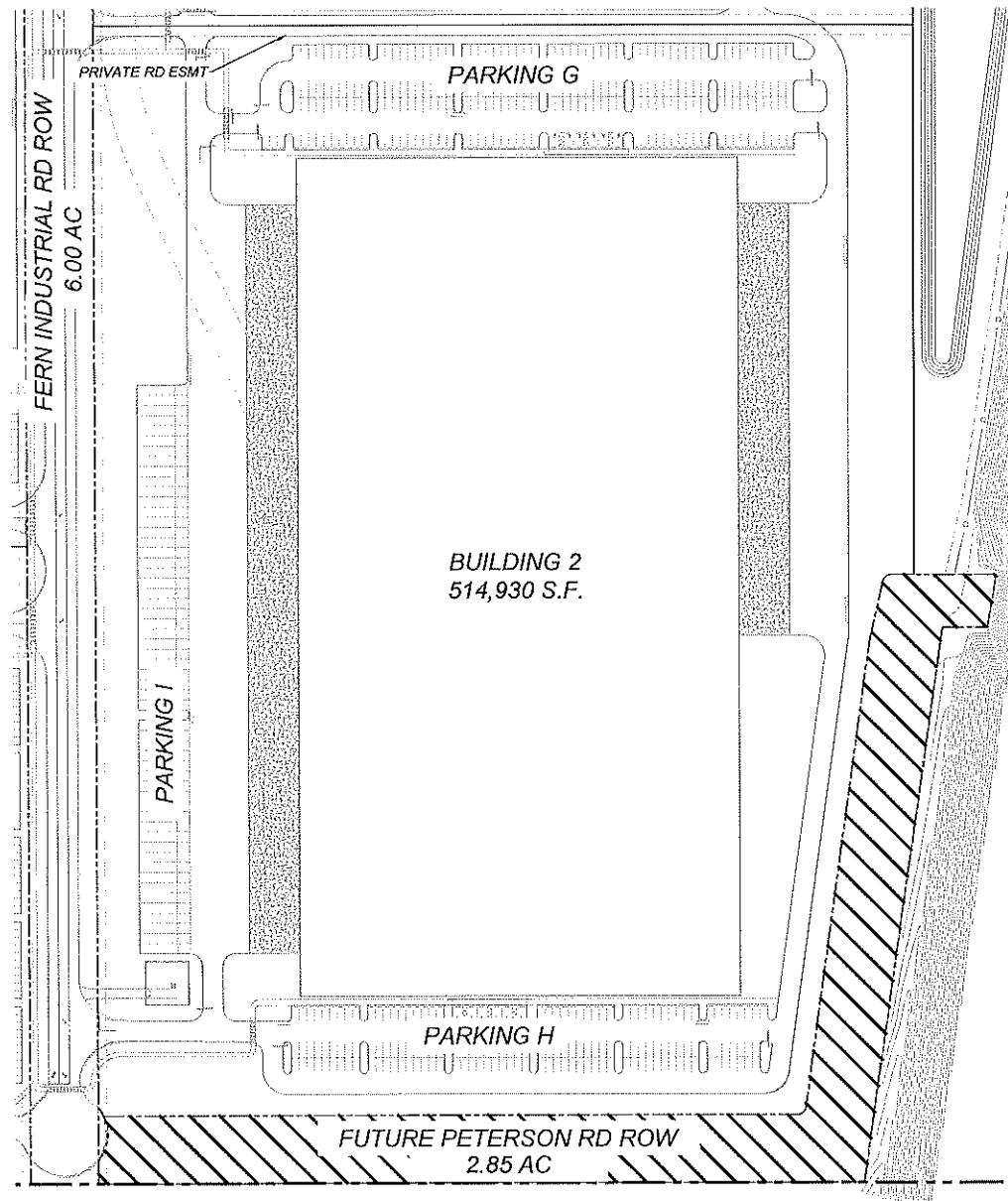
REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

DAVE M. SCHMITT  
FLORIDA REG. NUMBER  
48274

**LOT 1 PRELIMINARY GRADING PLAN**  
MID-FLORIDA LOGISTICS PARK  
APOPKA, FLORIDA

DATE: JUNE 2018  
PROJECT NO.: ANC-1  
DRAWN BY: MTP  
CHECKED BY: DSE  
SCALE: 1"=100'  
SHEET: 08 OF 18

F:\ANCI\CAD\Plenisset\p-dp-dev plan\04 SUBDIVISION & LOT PLANS.dwg, 8/31/2018 2:16:03 PM



**LOT 2 PARCEL NUMBERS**  
 #06-21-28-7172-12-060  
 #06-21-28-7172-13-000

**LOT 2 AREA** 27.32 ACRES

**OPEN SPACE REQUIRED: 20% OF USABLE LOT AREA**  
 27.32 x 0.20 = 5.46 ACRES

**OPEN SPACE PROVIDED**  
 LOT 2 OPEN SPACE 6.03 ACRES  
 1/3 OF POND C TRACT OPEN SPACE 5.40 ACRES

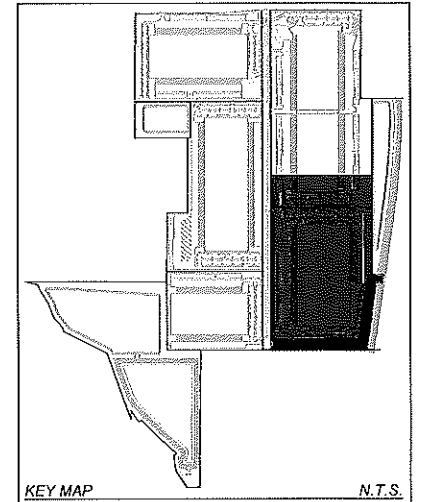
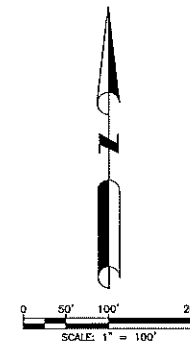
**TOTAL OPEN SPACE** 11.43 ACRES

**BUILDING 2 AREA** 514,930 SF

**PARKING REQUIRED: 0.89 SPACE PER 1,000 SF OF GROSS FLOOR AREA**  
**PARKING SPACES REQUIRED** 458 SPACES

PARKING PROVIDED:	PARKING AREA G	PARKING AREA H	PARKING AREA I
STANDARD SPACES	231	159	0
HANDICAP SPACES	6	6	0
TRUCK SPACES	0	0	56
<b>SUBTOTAL</b>	<b>237</b>	<b>165</b>	<b>56</b>

**TOTAL PARKING SPACES** 458



**DEVIATIONS OF WAIVER REQUEST TABLE**

Code Number	Code Requirement	Requested Modification	Justification	Location
6.03.02 A	<b>Parking</b> 2 spaces per 1,000 sf of GFA up to 150,000 sf plus 1 space per vehicle operating on the premises or 2 spaces per employee and 1 space per 1,000 sf of over 150,000 sf of GFA	0.89 Space per 1,000 sf of GFA	The ITE Parking Generation Manual, 4th Edition, 85th percentile parking requirement for warehouse use is 0.81 spaces per 1,000 sf of GFA.	Entire Site
2.02.01 A	<b>Building Height</b> Maximum Building Height 25'	Maximum Building Height 55'	The modern warehouses require 35' to 45' of clear space under roof to accommodate automated materials handling equipment and maximize storage.	All Buildings
2.02.15 F	<b>Buffer Yard</b> Front 25', Side 10', Rear 10' (30' Adjacent to Residential), 25' Road ROW	15' on GE Road, Hermit Smith Road to Main Entrance, 0710' Adjacent to SR 429, 10/25' Adjacent to Peterson Road, 10' Adjacent to Fern Industrial	The northern portion of the site is constrained by the encroachment of GE Road. SR 429 has 300' of ROW, 6 lanes, and provides a 20' high barrier to adjacent property to the east.	North and East
2.02.01 BS (b)(4)	<b>Roof Top Screening</b> All roof top equipment shall be completely screened from adjacent properties and right-of-way to the maximum extent possible.	Roof top equipment shall be screened from view from adjacent property line and public rights-of-way, with the exception of SR 429 due to the large elevation change of the roadway and the finished floor elevation of the building. SR 429 is at an elevation of 155', approximately 20' above the finished floor height of Building 2. Screening shall be reviewed to be in conformance by the Subdivision President and the City of Apopka. Screening shall be reviewed through a sight line determined from the nearest adjacent property line and/or from the centerline of the public right-of-way. The eye line shall be from the typical height of a person driving an automobile.	All buildings will have a site line evaluation to confirm that roof top equipment will not be visible from adjacent properties and ROW.	Entire Site
2.02.16 B2	<b>Outdoor Vehicle</b>	Long-term outdoor vehicle (van, car, cab, and truck) storage and terminal is a permitted use within the PUD.	Increased business flexibility. Permitted vehicle storage will be screened from the ground.	Entire Site
6.02.08	<b>Sidewalk Location</b> Build sidewalks on both sides of public streets	Build sidewalk only on the west side of Fern Industrial Drive.	We are requesting that we do not place a sidewalk on the east side of the ROW proximate to the rail spurs. The pedestrian access plan provided on Sheet 6 of the PUD Master Plan shows a network of pedestrian facilities serving entire site. The sidewalk on the west side of Fern Industrial is the spine connecting the southern end of the site with GE Road. All buildings are connected to this north-south spine and the appropriate crosswalks are provided where needed. We remain concerned that placement of a sidewalk will not increase the pedestrian connectivity over the current plan but will put pedestrians in close proximity to the internal rail spurs east of Fern Industrial serving the site. The benefit of the westward sidewalk does not, in our opinion, warrant the risk of inadvertent attraction of pedestrians and rail vehicles.	Entire Site

NOTE: THIS PROJECT WILL CONFORM TO ALL REQUIREMENTS OF I-1 ZONING WITH THE EXCEPTION OF THE DEVIATIONS NOTED ON THE DEVIATION TABLE.



**DAVE SCHMITT ENGINEERING, INC.**  
 12301 Lake Underhill Road Suite 241  
 ORLANDO, FL 32826  
 407-207-9088 FAX 407-207-9089  
 Certification of Authorization #27471

**CONTRACTOR "AS-BUILTS"**

I hereby state that these "As-Builts" were furnished to me by the contractor listed below, I, or an employee under my direct supervision have reviewed these "As-Builts" and believe them to be in compliance with my knowledge of what was actually constructed. This statement is based upon site observations of the construction.

Contractor: \_\_\_\_\_ Engineer: \_\_\_\_\_  
 Not valid without the signature and the original raised seal of a Florida Registered Engineer.

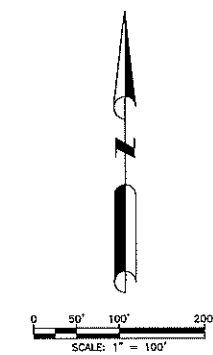
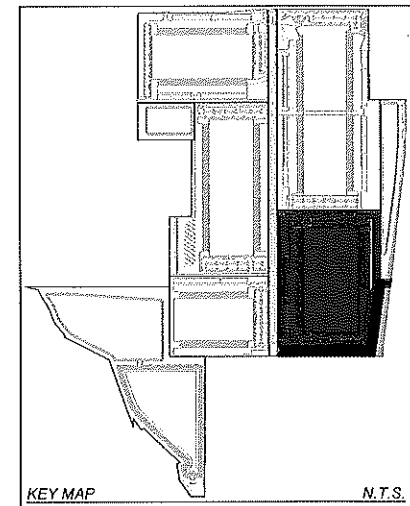
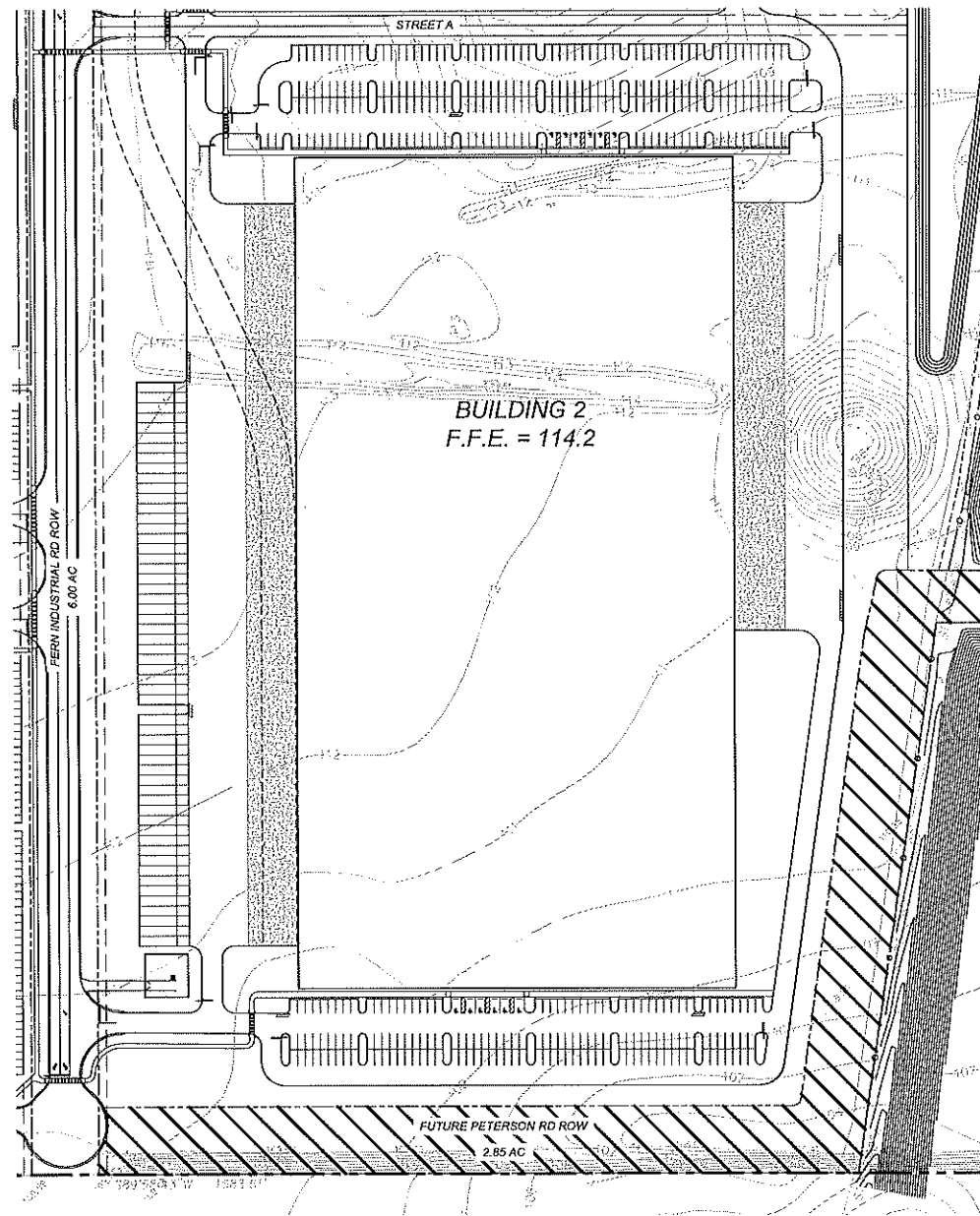
REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

DAVE M. SCHMITT  
 FLORIDA REG. NUMBER  
 48274

**LOT 2 PLAN**  
**MID-FLORIDA LOGISTICS PARK**  
**APOPKA, FLORIDA**

DATE: JUNE 2018  
 PROJECT NO.: ANC-1  
 DRAWN BY: MTP  
 CHECKED BY: DSE  
 SCALE: 1"=100'  
 SHEET: 09 OF 18

F:\ANC1\CAD\Plan\set\p-dp-dev-plan\07 PRELIMINARY GRADING & STORMWATER PLANS.dwg,8/31/2018 11:43:03 AM



**DAVE SCHMITT  
ENGINEERING, INC.**  
12301 Lake Underhill Road Suite 241  
ORLANDO, FL 32828  
407-207-9088 FAX 407-207-9089  
Certification of Authorization #27471

CONTRACTOR "AS-BUILTS"  
I hereby state that these "As-Builts" were furnished to me by the contractor listed below, I, or an employee under my direct supervision have reviewed these "As-Builts" and believe them to be in compliance with my knowledge of what was actually constructed. This statement is based upon site observations of the construction.  
Contractor \_\_\_\_\_ Engineer \_\_\_\_\_  
Not valid without the signature and the original raised seal of a Florida Registered Engineer.

		REVISIONS			
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

DAVE M. SCHMITT  
FLORIDA REG. NUMBER  
48274

96

**LOT 2 PRELIMINARY GRADING PLAN**  
MID-FLORIDA LOGISTICS PARK  
APOPKA, FLORIDA

DATE: JUNE 2018  
PROJECT NO.: ANC-1  
DRAWN BY: MTP  
CHECKED BY: DSE  
SCALE: 1"=100'  
SHEET: 10 OF 18

F:\ANC1\CAD\PlanSet\dp-pd-dev-plan\04 SUBDIVISION & LOT PLANS.dwg,8/31/2018 2:16:03 PM

LOT 3 PARCEL NUMBERS  
#01-21-27-0000-00-060

LOT 3 AREA 24.00 ACRES

OPEN SPACE REQUIRED: 20% OF USABLE LOT AREA  
24.00 x 0.20 = 4.80 ACRES

OPEN SPACE PROVIDED  
LOT 3 OPEN SPACE 4.78 ACRES  
POND A TRACT OPEN SPACE 2.04 ACRES

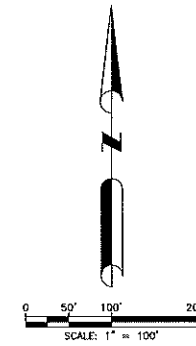
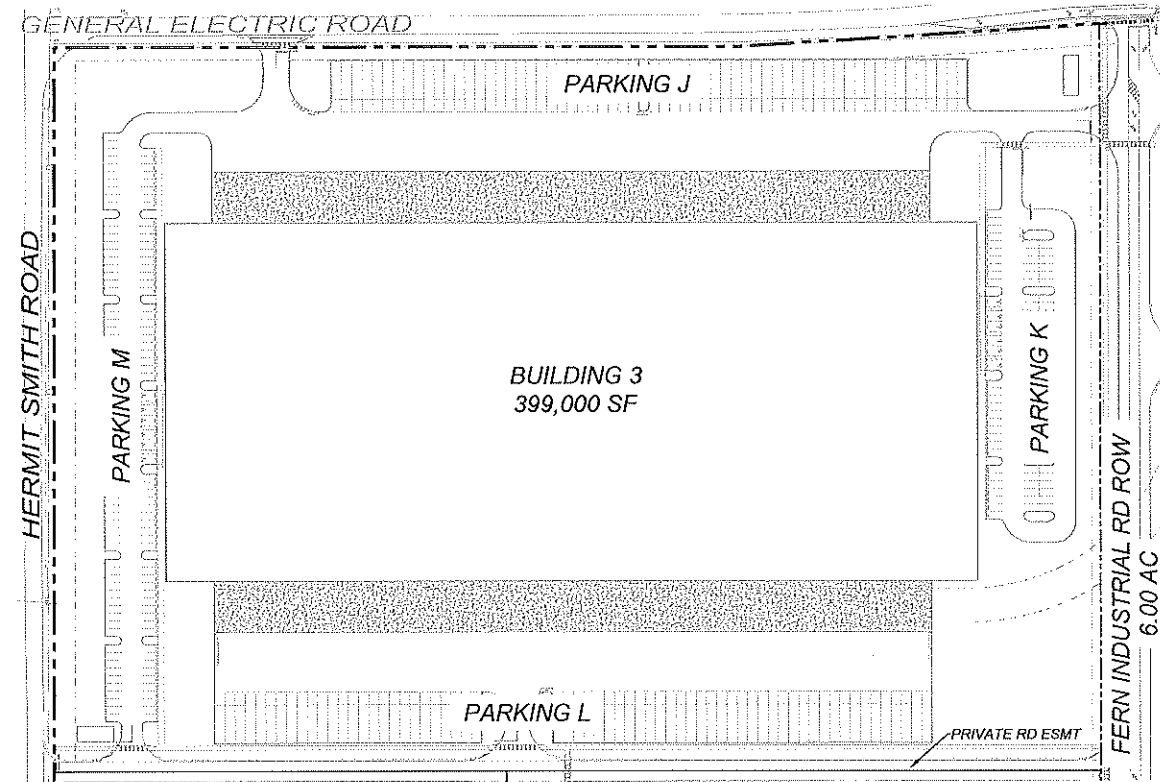
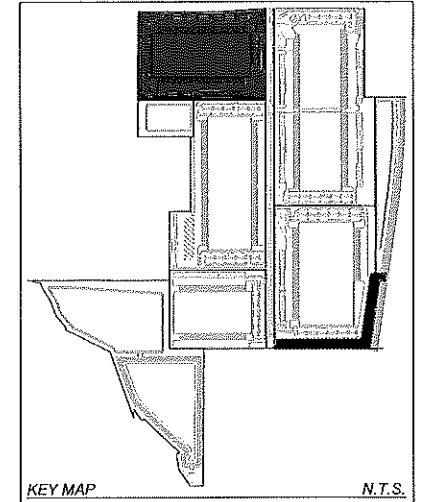
TOTAL OPEN SPACE 6.82 ACRES

BUILDING 3 AREA 399,000 SF

PARKING REQUIRED: 0.89 SPACE PER 1,000 SF OF GROSS FLOOR AREA  
PARKING SPACES REQUIRED 355 SPACES

PARKING PROVIDED:	PARKING AREA J	PARKING AREA K	PARKING AREA L	PARKING AREA M
STANDARD SPACES	0	90	0	128
HANDICAP SPACES	0	6	0	6
TRUCK SPACES	62	0	63	0
SUBTOTAL	62	96	63	134

TOTAL PARKING SPACES 355



DEVIATIONS OF WAIVER REQUEST TABLE

Code Number	Code Requirement	Requested Modification	Justification	Location
6.03.02 A	<b>Parking</b> 2 spaces per 1,000 sf of GFA up to 150,000 sf plus 1 space per vehicle operating on the premises or 2 spaces per employee and 1 space per 1,000 sf of over 150,000 sf of GFA.	0.89 Space per 1,000 sf of GFA	The ITE Parking Generation Manual, 4th Edition, 2009 percent parking requirement for warehouse use is 0.81 spaces per 1,000 sf of GFA.	Entire Site
2.02.01 A	<b>Building Height</b> Maximum Building Height 35'	Maximum Building Height 55'	The modern warehouses require 35' to 45' of clear space under roof to accommodate automated material handling equipment and maximize storage.	All Buildings
2.02.15 F	<b>Buffer Yard</b> Front 25', Side 10', Rear 10' (30' Adjacent to Residential, 25' Road ROW)	15' on GE Road, Hermit Smith Road to Main Entrance, 0/10' Adjacent to SR 429, 10/25' Adjacent to Peterson Road, 10' Adjacent to Fern Industrial	The northeastern portion of the site is constrained by the intersection of GE Road, SR 429 has 300' of ROW, 6 lanes, and provides a 20' high barrier to adjacent property to the east.	North and East
2.02.01 B5 (b)(6)	<b>Roof Top Screening</b> All roof top equipment shall be completely screened from adjacent properties and right-of-way to the maximum extent possible.	Roof top equipment shall be screened from view from adjacent property line and public rights-of-way, with the exception of SR 429 due to the large elevation change of the roadway and the finished floor elevation of the Building, SR 429 is at an elevation of 155', approximately 5' above the finished floor height of Building 2. Screening shall be reviewed to be in conformance by the Subdivision President and the City of Apopka. Screening shall be reviewed through a sight line document from the nearest adjacent property line and/or from the centerline of the public right-of-way. The eye line shall be from the typical height of a person driving an automobile.	All buildings will have a site line evaluation to confirm that rooftop equipment will not be visible from adjacent properties and ROW.	Entire Site
2.02.16 B2	<b>Outdoor Vehicle</b>	Long-term outdoor vehicle (bus, car, cab, and truck) storage and terminal is a permitted use within the PUD.	Increased business flexibility. Permitted vehicle storage will be screened from the ground.	Entire Site
6.02.00	<b>Sidewalk Location</b> Build sidewalks on both sides of public streets	Build sidewalk only on the east side of Fern Industrial Drive.	We are requesting that we do not place a sidewalk on the east side of the ROW/peninsula to the rail spur. The pedestrian access plan provided on Sheet 6 of the PUD Master Plan shows a network of pedestrian facilities serving entire site. The sidewalk on the west side of Fern Industrial is the spine connecting the southern end of the site with GE Road. All buildings are connected to this north-south spine and the appropriate crosswalks are provided where needed. We remain concerned that placement of a sidewalk will not increase the pedestrian connectivity over the current plan but will put pedestrians in close proximity to the internal rail spurs east of Fern Industrial serving the site. The benefit of the additional sidewalk does not, in our opinion, warrant the risk of inadvertent interaction of pedestrians and rail vehicles.	Entire Site

NOTE: THIS PROJECT WILL CONFORM TO ALL REQUIREMENTS OF L-1 ZONING WITH THE EXCEPTION OF THE DEVIATIONS NOTED ON THE DEVIATION TABLE.



DAVE SCHMITT  
ENGINEERING, INC.  
12301 Lake Underhill Road Suite 241  
ORLANDO, FL 32826  
407-207-9088 FAX 407-207-9089  
Certification of Authorization #27471

CONTRACTOR "AS-BUILTS"

I hereby state that these "As-Builts" were furnished to me by the contractor listed below, or an employee under my direct supervision have reviewed these "As-Builts" and believe them to be in compliance with my knowledge of what was actually constructed. This statement is based upon site observations of the construction.

Contractor: \_\_\_\_\_ Engineer: \_\_\_\_\_  
Not valid without the signature and the original raised seal of a Florida Registered Engineer.

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

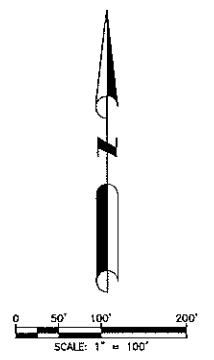
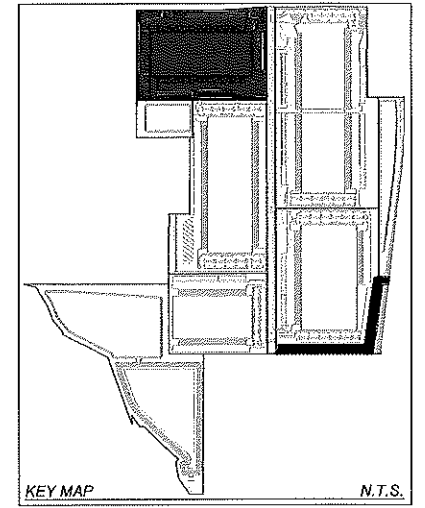
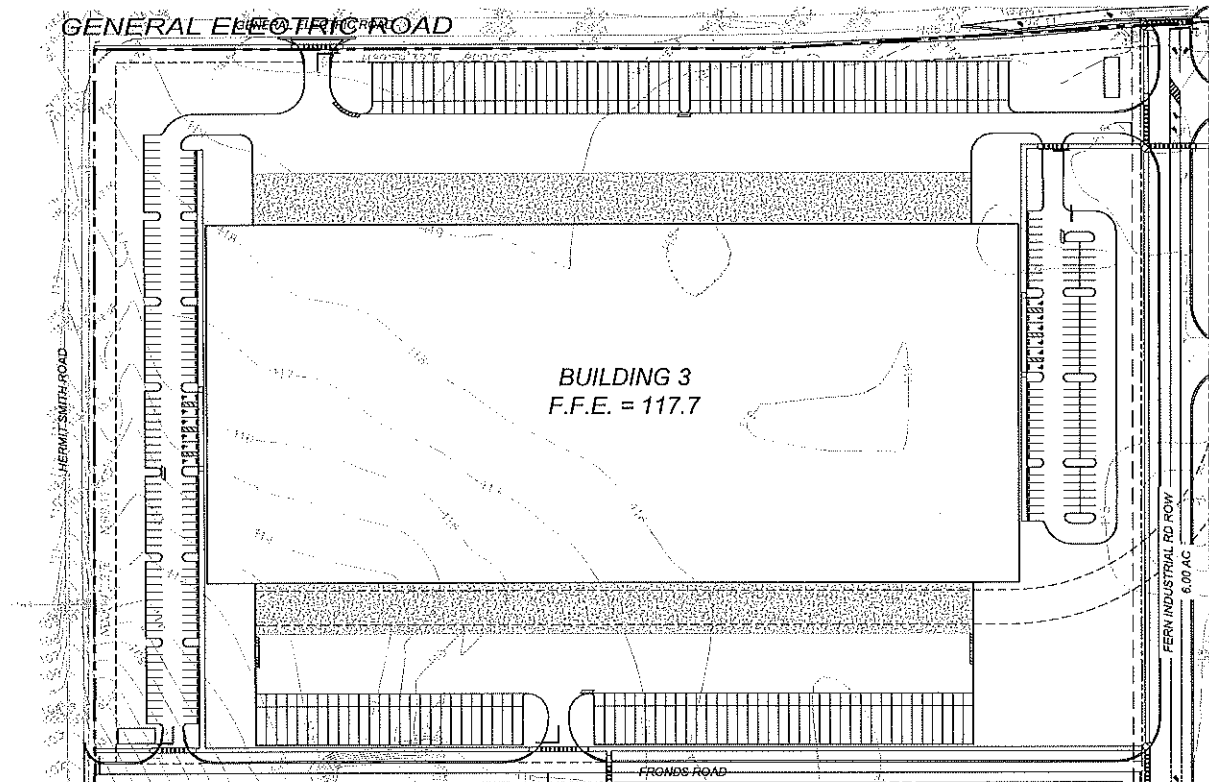
DAVE M. SCHMITT  
FLORIDA REG. NUMBER  
48274

LOT 3 PLAN  
MID-FLORIDA LOGISTICS PARK  
APOPKA, FLORIDA

DATE: JUNE 2018  
DRAWN BY: MTP  
CHECKED BY: DSE  
SCALE: 1"=100'  
SHEET: 11 OF 18



F:\ANC1\CAD\Plan\set\dp-pd-dev-plan\07 PRELIMINARY GRADING & STORMWATER PLANS.dwg, 8/31/2018 11:43:03 AM



**DAVE SCHMITT  
ENGINEERING, INC.**  
12301 Lake Underhill Road Suite 241  
ORLANDO, FL 32828  
407-207-9088 FAX 407-207-9089  
Certification of Authorization #27471

**CONTRACTOR "AS-BUILTS"**  
I hereby state that these "As-Builts" were furnished to me by the contractor listed below, I, or an employee under my direct supervision have reviewed these "As-Builts" and believe them to be in compliance with my knowledge of what was actually constructed. This statement is based upon site observations of the construction.  
Contractor \_\_\_\_\_ Engineer \_\_\_\_\_  
Not valid without the signature and the original raised seal of a Florida Registered Engineer.

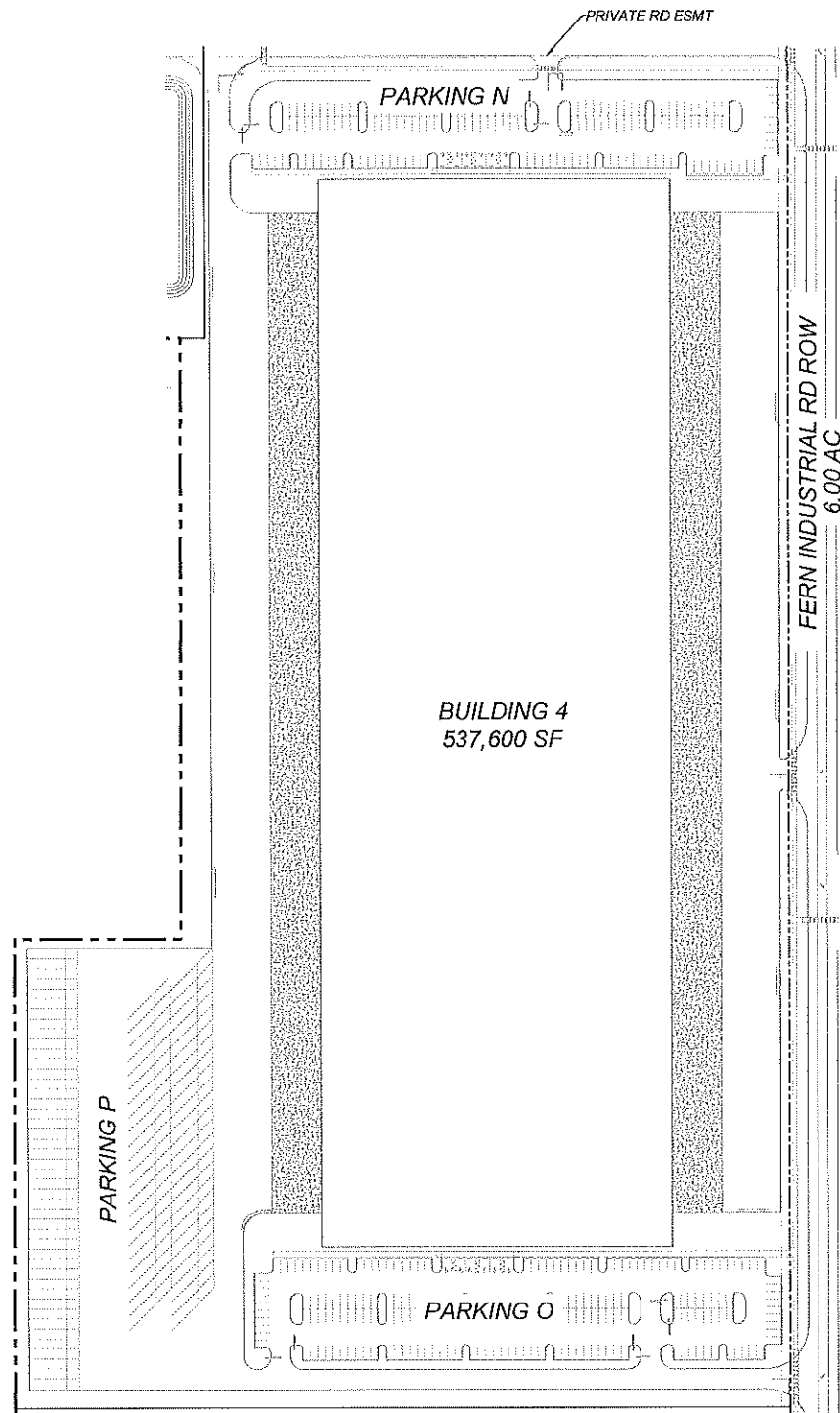
REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

DAVE M. SCHMITT  
FLORIDA REG. NUMBER  
45274

**LOT 3 PRELIMINARY GRADING PLAN**  
MID-FLORIDA LOGISTICS PARK  
APOPKA, FLORIDA

DATE: JUNE 2018  
PROJECT NO.: ANC-1  
DRAWN BY: MTP  
CHECKED BY: DSE  
SCALE: 1"=100'  
SHEET: 12 OF 18

F:\ANCI\CAD\Plans\set\dp-dev-plan\04 SUBDIVISION & LOT PLANS.dwg,8/31/2018 2:16:03 PM



**LOT 4 PARCEL NUMBERS**  
 #01-21-27-0000-00-060  
 #01-21-27-0000-00-030

**LOT 4 AREA** 29.63 ACRES

**OPEN SPACE REQUIRED: 20% OF USABLE LOT AREA**  
 29.63 x 0.20 = 5.93 ACRES

**OPEN SPACE PROVIDED**  
 LOT 4 OPEN SPACE 3.05 ACRES  
 1/3 OF POND 3 & 4 OPEN SPACE 5.40 ACRES

**TOTAL OPEN SPACE** 8.45 ACRES

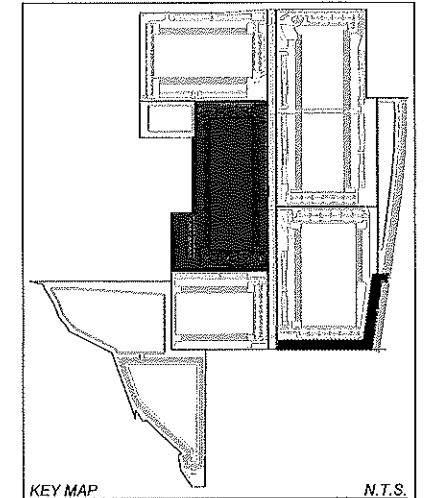
**BUILDING 4 AREA** 537,600 SF

**PARKING REQUIRED: 0.89 SPACE PER 1,000 SF OF GROSS FLOOR AREA**  
**PARKING SPACES REQUIRED** 478 SPACES

**PARKING PROVIDED:**

	PARKING AREA N	PARKING AREA O	PARKING AREA P
STANDARD SPACES	160	216	0
HANDICAP SPACES	6	6	0
TRUCK SPACES	0	0	90
<b>SUBTOTAL</b>	<b>166</b>	<b>222</b>	<b>90</b>

**TOTAL PARKING SPACES** 478



**DEVIATIONS OF WAIVER REQUEST TABLE**

Code Number	Code Requirement	Requested Modification	Justification	Location
6.03.02 A	<b>Parking</b> 2 spaces per 1,000 sf of GFA up to 150,000 sf plus 1 space per vehicle operating on the premises or 2 spaces per employee and 1 space per 1,000 sf of over 150,000 sf of GFA.	0.89 Space per 1,000 sf of GFA	The ITE Parking Generation Manual, 4th Edition, 836 permits parking required for warehouse site is 0.81 spaces per 1,000 sf of GFA.	Entire Site
2.02.01 A	<b>Building Height</b> Maximum Building Height 35'	Maximum Building Height 55'	The modern warehouses require 36' to 45' of clear space under roof to accommodate automated materials handling equipment and maximize storage.	All Buildings
2.02.15 F	<b>Buffer Yard</b> Front 25', Side 10', Rear 10' (30' Adjacent to Residential), 25' Road ROW	15' on OE Road, Herald Smith Road to Main Entrance, 0'10' Adjacent to SR 429, 10'15' Adjacent to Peterson Road, 10' Adjacent to Fern Industrial Road ROW	The northern portion of the site is controlled by the encroachment of OE Road. SR 429 has 300' of ROW, 6 lanes, and provides a ~20' high barrier to adjacent property to the east.	North and East
2.02.01 BS (4th)	<b>Roof Top Screening</b> All roof top equipment shall be completely screened from adjacent properties and right-of-way to the maximum extent possible.	Roof top equipment shall be screened from view from adjacent property line and public right-of-way, with the exception of SR 429 due to the large elevation change of the roadway and the finished floor elevation of the building. SR 429 is at an elevation of 135', approximately 20' above the finished floor height of Building 2. Screening shall be reviewed to be in conformance by the Subdivision President and the City of Apopka. Screening shall be reviewed through a sight line document from the nearest adjacent property line and/or from the centerline of the public right-of-way. The eye line shall be from the typical height of a person driving an automobile.	All buildings will have a site line evaluation to confirm that roofing equipment will not be visible from adjacent properties and ROW.	Entire Site
2.02.16 B2	<b>Outdoor Vehicle</b>	Longterm outdoor vehicle (bus, car, cab, and truck) storage and terminal is a permitted use within the PUD.	Increased business flexibility. Permitted vehicle storage will be screened from the ground.	Entire Site
6.02.02	<b>Sidewalk Location</b> Bulk sidewalks on both sides of public streets	Bulk sidewalk only on the west side of Fern Industrial Drive.	We are requesting that we do not place a sidewalk on the east side of the ROW proximate to the rail spurs. The pedestrian access plan provided on Sheet 6 of the PUD Master Plan shows a network of pedestrian facilities serving entire site. The sidewalk on the west side of Fern Industrial is the spine connecting the southern end of the site with OE Road. All buildings are connected to this north-south spine and the appropriate amenities are provided where needed. We remain concerned that placement of a sidewalk will not increase the pedestrian connectivity over the current plan but will put pedestrians in close proximity to the lateral rail spurs east of Fern Industrial serving the site. The benefit of the additional sidewalk does not, in our opinion, warrant the risk of inadvertent intrusion of pedestrians and rail vehicles.	Entire Site

NOTE:  
 THIS PROJECT WILL CONFORM TO ALL REQUIREMENTS OF I-4 ZONING WITH THE EXCEPTION OF THE DEVIATIONS NOTED ON THE DEVIATION TABLE.



**DAVE SCHMITT ENGINEERING, INC.**  
 12301 Lake Underhill Road Suite 241  
 ORLANDO, FL 32828  
 407-207-9088 FAX 407-207-9089  
 Certification of Authorization #27471

**CONTRACTOR "AS-BUILTS"**  
 I hereby state that these "As-Builts" were furnished to me by the contractor listed below. I, or an employee under my direct supervision have reviewed these "As-Builts" and believe them to be in compliance with my knowledge of what was actually constructed. This statement is based upon site observations of the construction.

Contractor: \_\_\_\_\_ Engineer: \_\_\_\_\_  
 Not valid without the signature and the original raised seal of a Florida Registered Engineer.

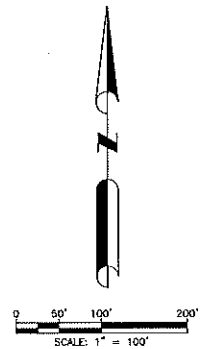
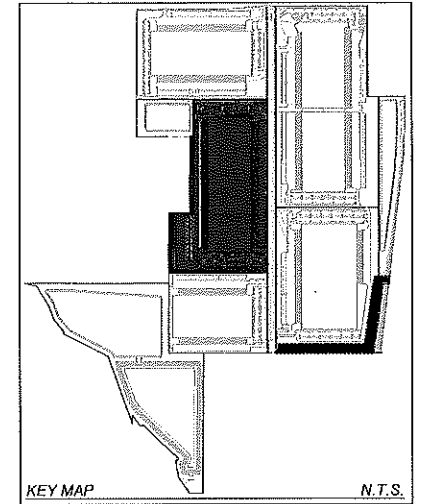
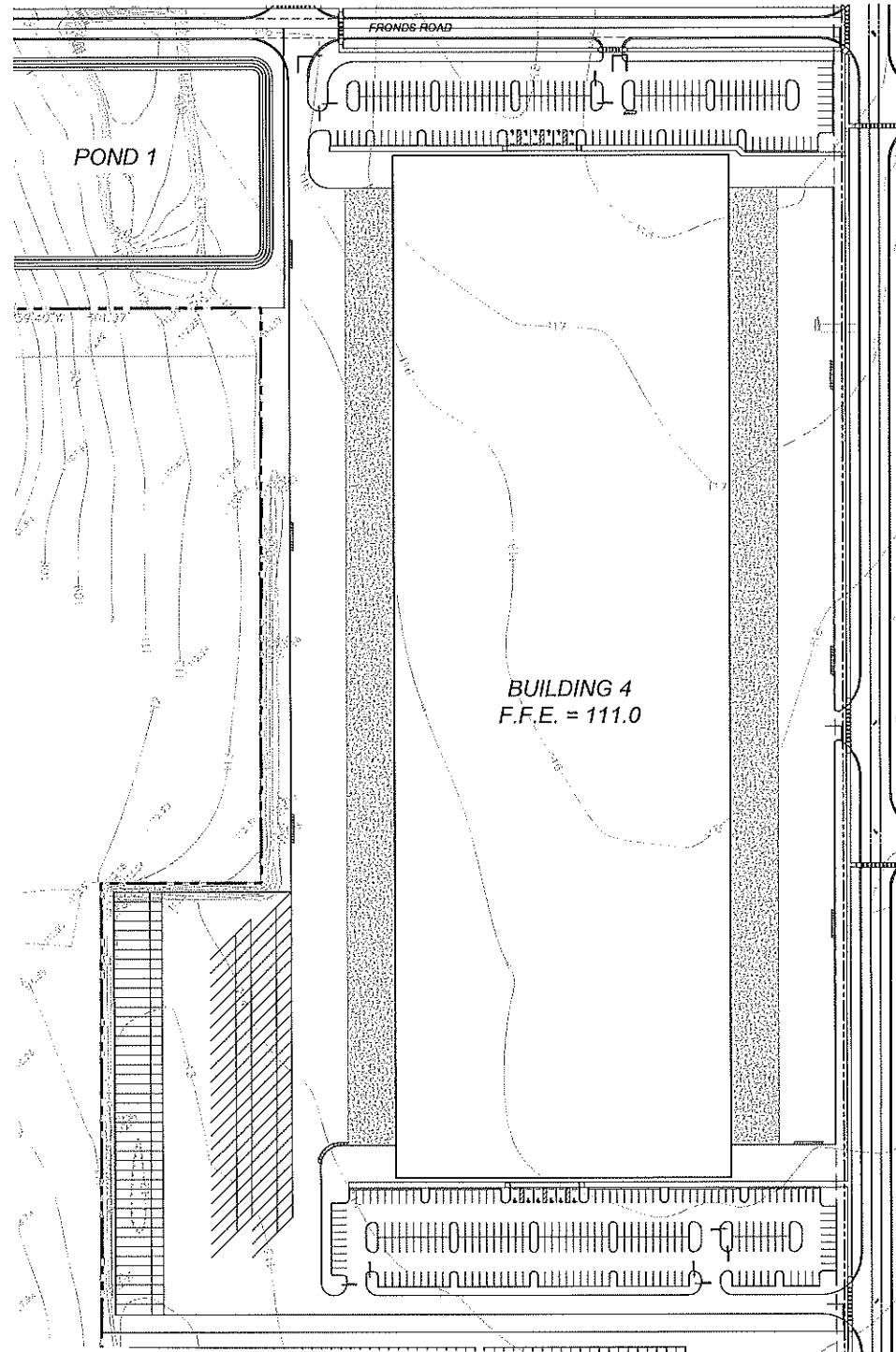
REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

DAVE M. SCHMITT  
 FLORIDA REG. NUMBER  
 48274

**LOT 4 PLAN**  
**MID-FLORIDA LOGISTICS PARK**  
**APOPKA, FLORIDA**

DATE: JUNE 2018  
 PROJECT NO.: ANC-1  
 DRAWN BY: MTP  
 CHECKED BY: DSE  
 SCALE: 1"=100'  
 SHEET: 13 OF 18

F:\ANC1\CAD\PlanSet\dp-pc-dev plan\07 PRELIMINARY GRADING & STORMWATER PLANS.dwg,8/31/2018 11:43:03 AM



**DAVE SCHMITT  
ENGINEERING, INC.**  
12301 Lake Underhill Road Suite 241  
ORLANDO, FL 32828  
407-207-9088 FAX 407-207-9089  
Certification of Authorization #Z7471

**CONTRACTOR 'AS-BUILTS'**

I hereby state that these "As-Builts" were furnished to me by the contractor listed below, I or an employee under my direct supervision have reviewed these "As-Builts" and believe them to be in compliance with my knowledge of what was actually constructed. This statement is based upon site observations of the construction.

Contractor \_\_\_\_\_ Engineer \_\_\_\_\_  
Not valid without the signature and the original raised seal of a Florida Registered Engineer.

		REVISIONS			
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

100

DAVE M. SCHMITT  
FLORIDA REG. NUMBER  
48274

**LOT 4 PRELIMINARY GRADING PLAN**  
MID-FLORIDA LOGISTICS PARK  
APOPKA, FLORIDA

DATE: JUNE 2018  
PROJECT NO.: ANC-1  
DRAWN BY: MTP  
CHECKED BY: DSE  
SCALE: 1"=100'  
SHEET: 14 OF 18

F:\ANC1\CAD\PlanSet\dp-pc-dev plan\04 SUBDIVISION & LOT PLANS.dwg, 8/31/2018 2:16:03 PM

LOT 5 PARCEL NUMBERS  
 #12-21-27-0000-00-010  
 #12-21-27-0000-00-0315

LOT 5 AREA 16.11 ACRES

OPEN SPACE REQUIRED: 20% OF USABLE LOT AREA  
 16.11 x 0.20 = 3.22 ACRES

OPEN SPACE PROVIDED  
 LOT 5 OPEN SPACE 2.37 ACRES  
 1/3 OF POND 3 & 4 OPEN SPACE 5.40 ACRES

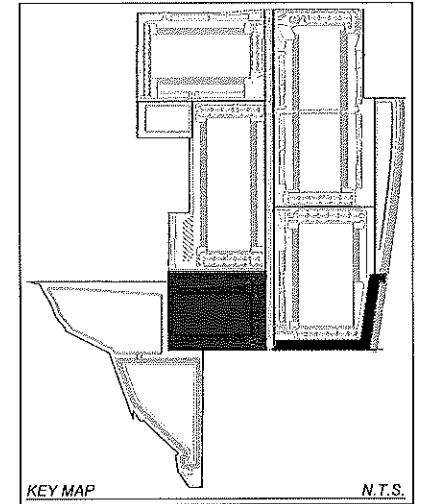
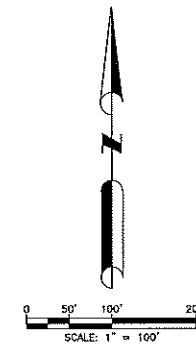
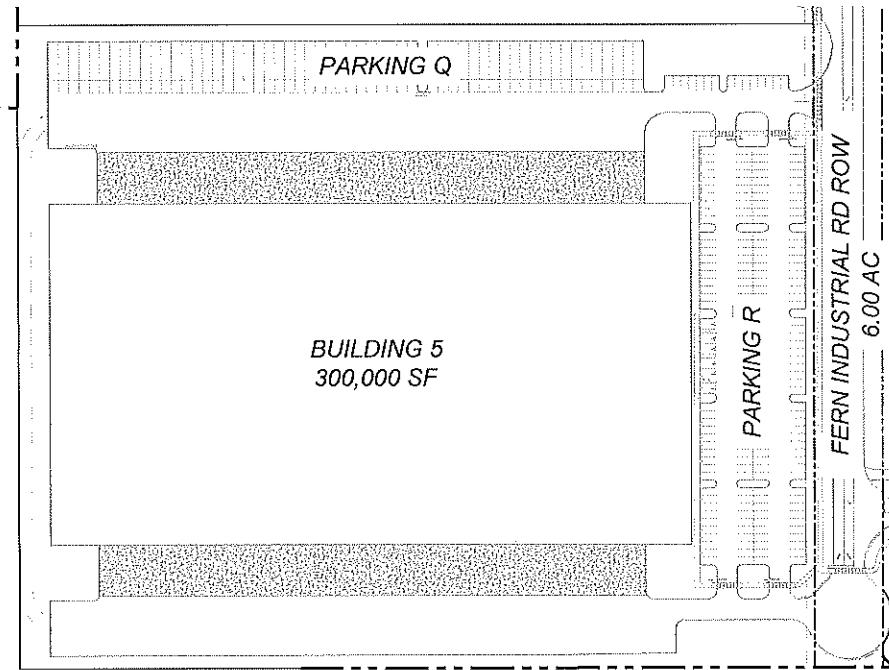
TOTAL OPEN SPACE 6.77 ACRES

BUILDING 5 AREA 300,000 SF

PARKING REQUIRED: 0.89 SPACE PER 1,000 SF OF GROSS FLOOR AREA  
 PARKING SPACES REQUIRED 267 SPACES

PARKING PROVIDED:	PARKING AREA Q	PARKING AREA R
STANDARD SPACES	0	203
HANDICAP SPACES	0	6
TRUCK SPACES	58	0
SUBTOTAL	58	209

TOTAL PARKING SPACES 267



DEVIATIONS OF WAIVER REQUEST TABLE

Code Number	Code Requirement	Requested Modification	Justification	Location
6.03.02.A	<b>Parking</b> 2 spaces per 1,000 sf of GFA up to 150,000 sf plus 1 space per vehicle operating on the premises or 2 spaces per employee and 1 space per 1,000 sf over 150,000 sf of GFA.	0.89 Space per 1,000 sf of GFA	The ITE Parking Generation Manual, 4th Edition, 85th percentile parking requirement for warehouse use is 0.81 spaces per 1,000 sf of GFA.	Entire Site
2.02.01.A	<b>Building Height</b> Maximum Building Height 35'	Maximum Building Height 55'	The modern warehouses require 35' to 45' of clear space under roof to accommodate automated materials handling equipment and maximize storage.	All Buildings
2.02.15.F	<b>Buffer Yard</b> Front 25', Side 10', Rear 10' (30' Adjacent to Residential, 25' Road ROW)	15' on GE Road, Hermit Smith Road to Main Entrance, 0710' Adjacent to SR 429, 10225' Adjacent to Pederson Road, 10' Adjacent to Fern Industrial	The northeastern portion of the site is constrained by the encroachment of SR 429. SR 429 has 300' of ROW, 6 lanes, and provides a ~20' high barrier to adjacent property to the east.	North and East
2.02.01.B5 (b)(6)	<b>Roof Top Screening</b> All roof top equipment shall be completely screened from adjacent properties and rights-of-way to the maximum extent possible.	Roof top equipment shall be screened from view from adjacent property line and public rights-of-way, with the exception of SR 429 due to the large elevation change of the roadway and the finished floor elevation of the building. SR 429 is at an elevation of 455' approximately 20' above the finished floor height of Building 2. Screening shall be reviewed through a sight line document from the northeast adjacent property line and/or from the centerline of the public right-of-way. The eye line shall be from the typical height of a person driving an automobile.	All buildings will have a site line installation to confirm that roof top equipment will not be visible from adjacent properties and ROW.	Entire Site
2.02.16.B2	<b>Outdoor Vehicle</b>	Longterm outdoor vehicle (bus, car, cab, and truck) storage and terminal (a permitted use within the PUD).	Increased business flexibility. Permitted vehicle storage will be screened from the ground.	Entire Site
6.02.08	<b>Sidewalk Location</b> Build sidewalks on both sides of public streets	Build sidewalk only on the east side of Fern Industrial Drive.	We are requesting that we do not place a sidewalk on the east side of the ROW proximate to the rail spurs. The pedestrian access plan provided on Sheet 6 of the PUD Master Plan shows a network of pedestrian facilities serving entire site. The sidewalk on the east side of Fern Industrial is the space connecting the southern end of the site with GE Road. All buildings are connected to this north-south spine and the appropriate crosswalks are provided where needed. We remain concerned that placement of a sidewalk will not increase the pedestrian connectivity over the current plan but will put pedestrians in close proximity to the internal rail spurs east of Fern Industrial serving the site. The benefit of the additional sidewalk does not, in our opinion, warrant the risk of inadvertent interaction of pedestrians and rail vehicles.	Entire Site

NOTE: THIS PROJECT WILL CONFORM TO ALL REQUIREMENTS OF F-1 ZONING WITH THE EXCEPTION OF THE DEVIATIONS NOTED ON THE DEVIATION TABLE.

**DS**  
 DAVE SCHMITT ENGINEERING, INC.  
 12301 Lake Underhill Road Suite 241  
 ORLANDO, FL 32828  
 407-207-9088 FAX 407-207-9089  
 Certification of Authorization #Z7471

CONTRACTOR 'AS-BUILT'S'  
 I hereby state that these "As-Built's" were furnished to me by the contractor listed below, I, or an employee under my direct supervision have reviewed these "As-Built's" and believe them to be in compliance with my knowledge of what was actually constructed. This statement is based upon site observations of the construction.  
 Contractor: \_\_\_\_\_ Engineer: \_\_\_\_\_  
 Not valid without the signature and the original raised seal of a Florida Registered Engineer.

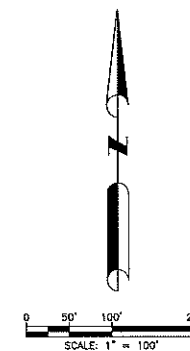
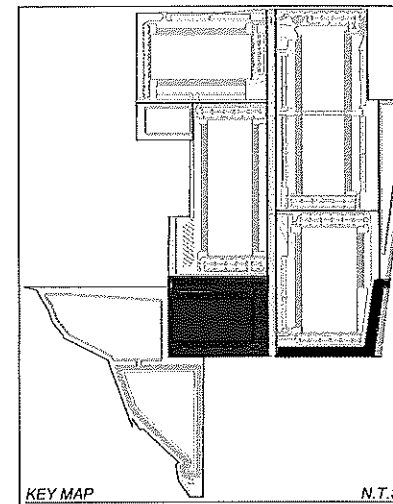
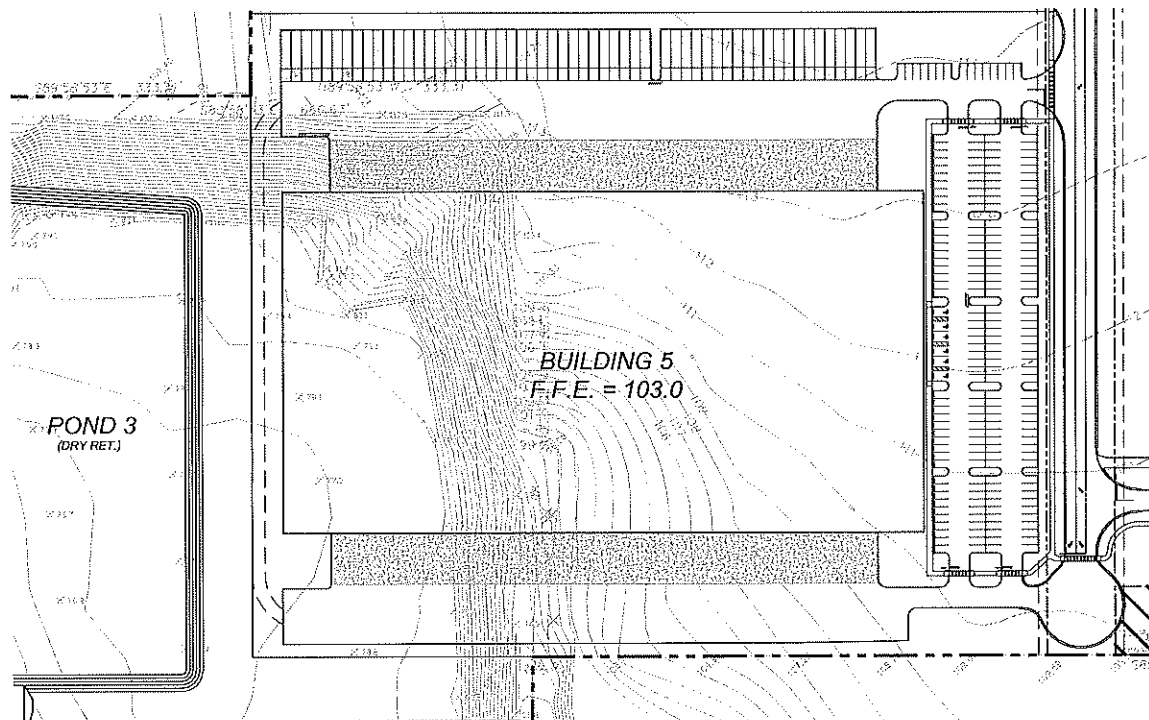
REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

DAVE M. SCHMITT  
 FLORIDA REG. NUMBER  
 48274

**LOT 5 PLAN**  
 MID-FLORIDA LOGISTICS PARK  
 APOPKA, FLORIDA

DATE: JUNE 2018  
 PROJECT NO.: ANC-1  
 DRAWN BY: MTP  
 CHECKED BY: DSE  
 SCALE: 1"=10'  
 SHEET: 15 OF 18

F:\ANC1\CAD\PlanSet\dp-pc-dev-plan\07 PRELIMINARY GRADING & STORMWATER PLANS.dwg,8/31/2018 11:43:03 AM



**DAVE SCHMITT  
ENGINEERING, INC.**  
12301 Lake Underhill Road Suite 241  
ORLANDO, FL 32826  
407-207-9088 FAX 407-207-9089  
Certification of Authorization #27471

**CONTRACTOR "AS-BUILTS"**

I hereby state that these "As-BUILTS" were furnished to me by the contractor listed below, I, or an employee under my direct supervision have reviewed these "As-BUILTS" and believe them to be in compliance with my knowledge of what was actually constructed. This statement is based upon site observations of the construction.

Contractor: \_\_\_\_\_ Engineer: \_\_\_\_\_  
Not valid without the signature and the original raised seal of a Florida Registered Engineer.

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

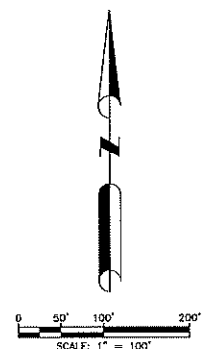
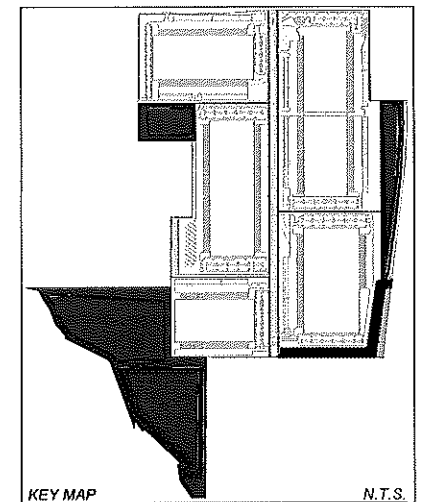
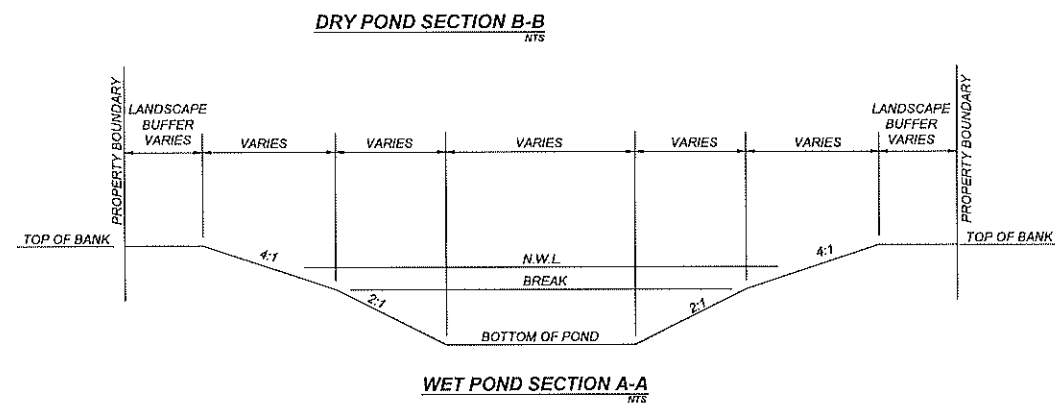
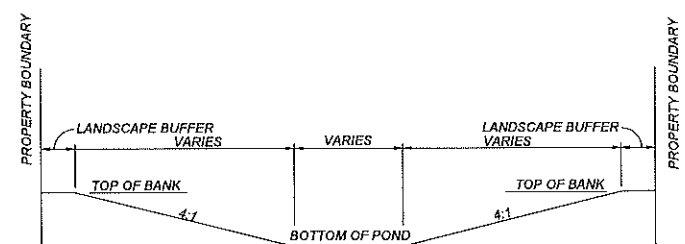
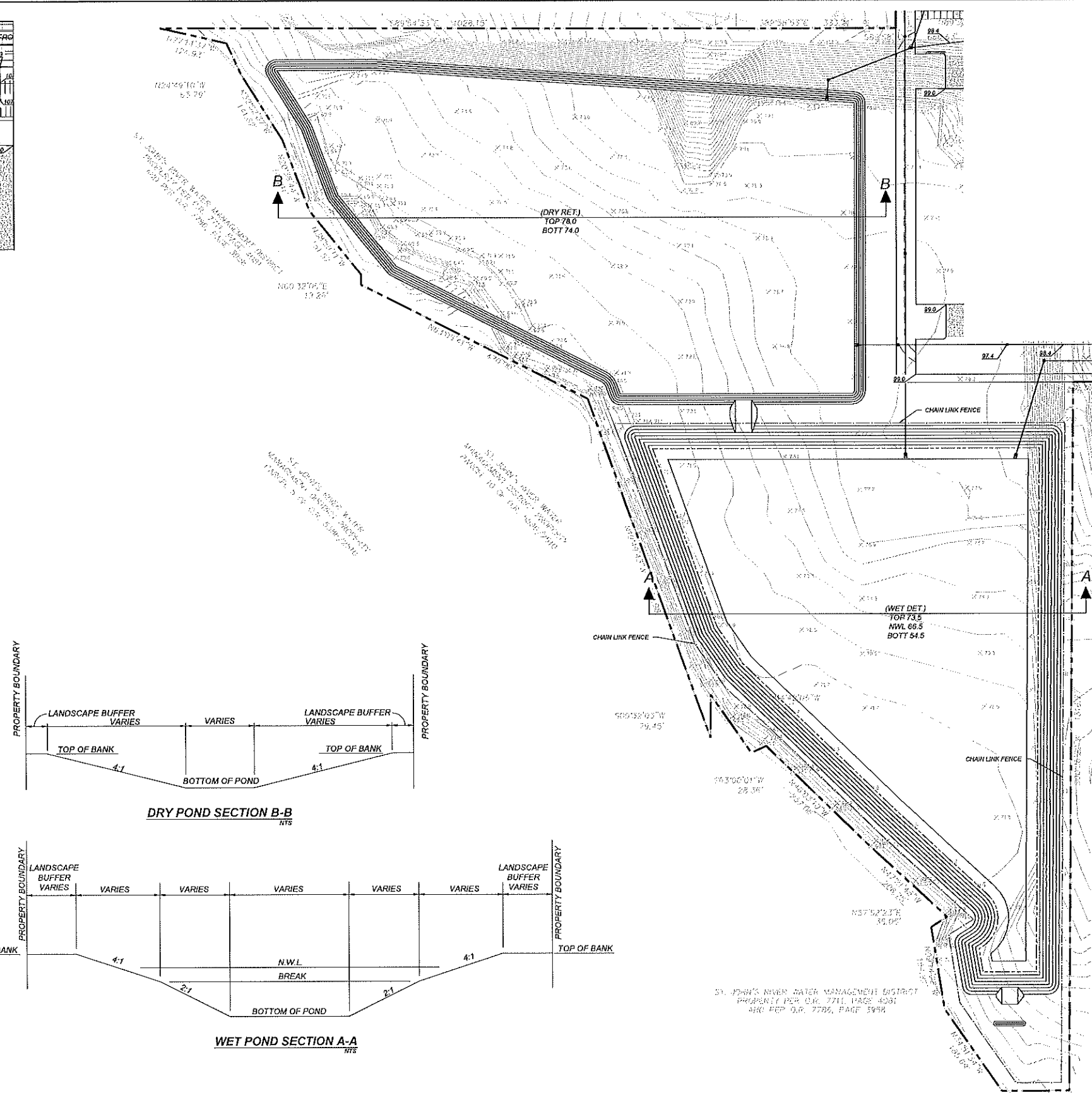
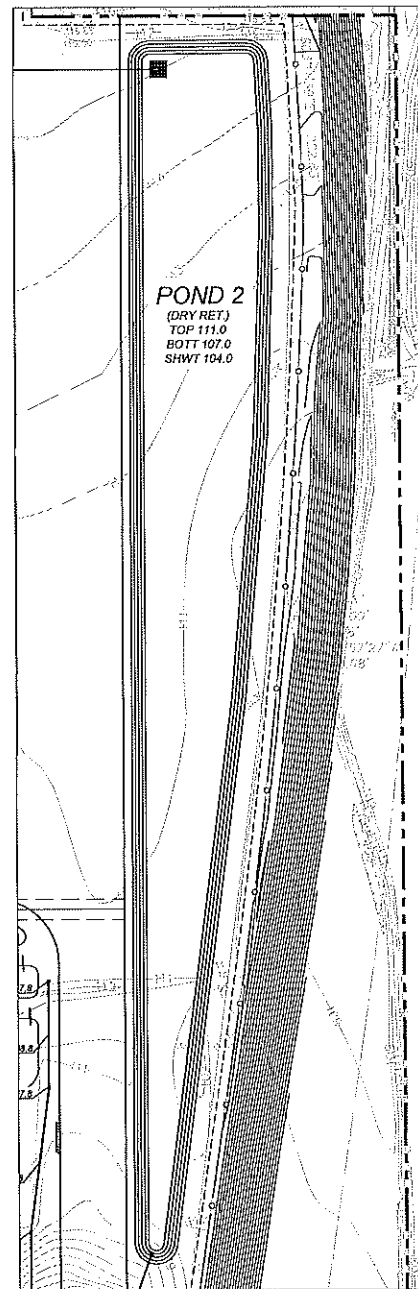
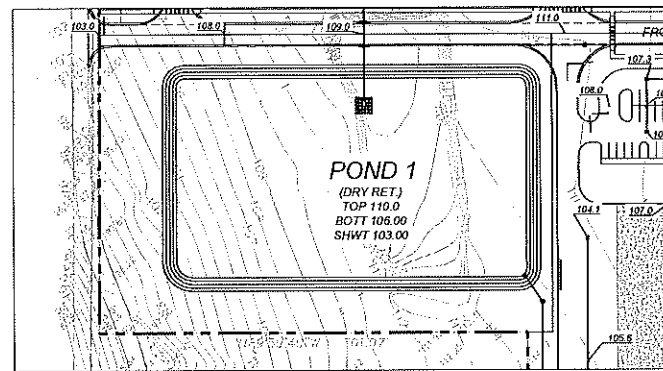
102

DAVE M. SCHMITT  
FLORIDA REG. NUMBER  
48274

**LOT 5 PRELIMINARY GRADING PLAN**  
MID-FLORIDA LOGISTICS PARK  
APOPKA, FLORIDA

DATE: JUNE 2018  
PROJECT NO.: ANC-1  
DRAWN BY: MTP  
CHECKED BY: DSE  
SCALE: 1"=100'  
SHEET: 16 OF 18

F:\ANC1\CAD\PlanSet\dp-pd-dev-plan\07 PRELIMINARY GRADING & STORMWATER PLANS.dwg,8/31/2018 11:43:03 AM



**DAVE SCHMITT ENGINEERING, INC.**  
 12301 Lake Underhill Road Suite 241  
 ORLANDO, FL 32828  
 407-207-9088 FAX 407-207-9089  
 Certification of Authorization #27471

**CONTRACTOR "AS-BUILTS"**  
 I hereby state that these "As-Builts" were furnished to me by the contractor listed below, I, or an employee under my direct supervision have reviewed these "As-Builts" and believe them to be in compliance with my knowledge of what was actually constructed. This statement is based upon site observations of the construction.  
 Contractor: \_\_\_\_\_ Engineer: \_\_\_\_\_  
 Not valid without the signature and the original raised seal of a Florida Registered Engineer.

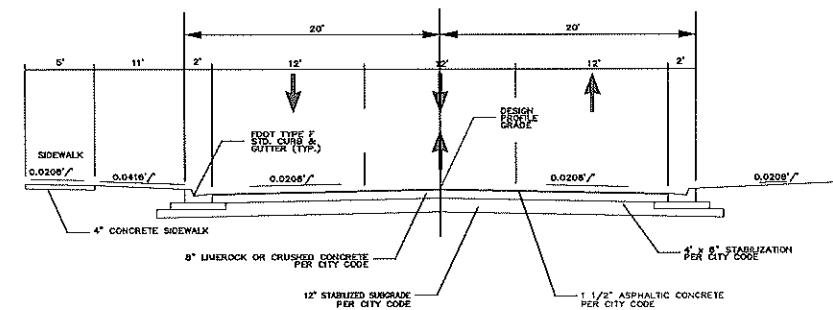
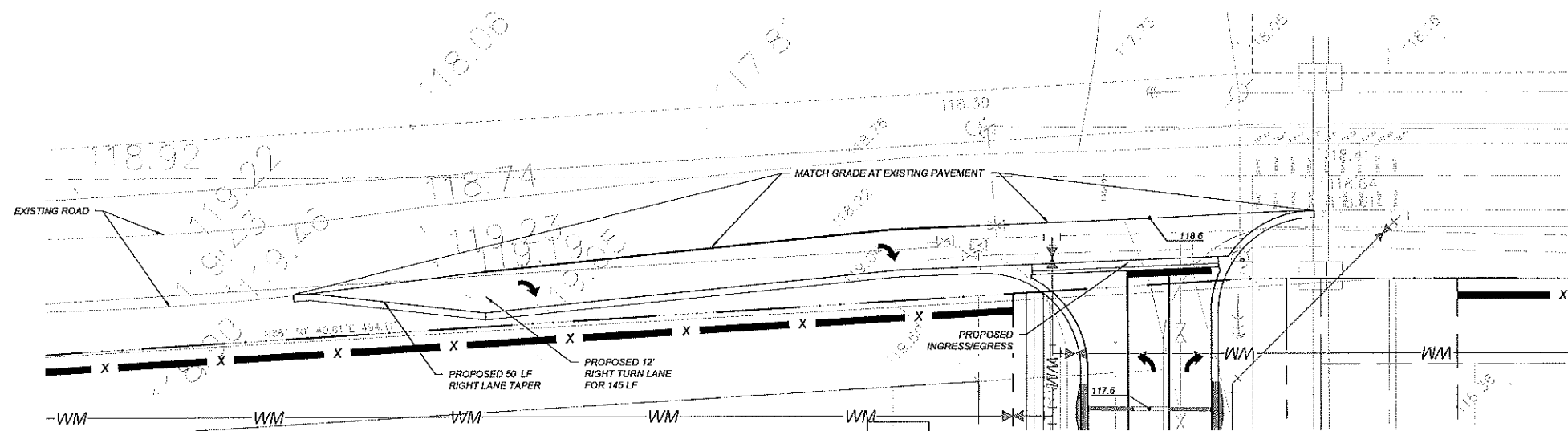
REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

DAVE M. SCHMITT  
 FLORIDA REG. NUMBER  
 48274

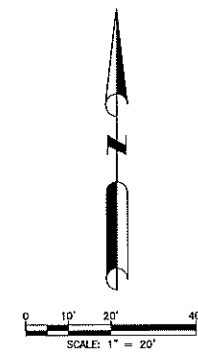
**PRELIMINARY STORMWATER POND PLAN**  
 MID-FLORIDA LOGISTICS PARK  
 APOPKA, FLORIDA

DATE: JUNE 2018  
 PROJECT NO.: ANC-1  
 DRAWN BY: MTP  
 CHECKED BY: DSE  
 SCALE: 1"=100'  
 SHEET: 17 OF 18

F:\ANC1\CAD\Plan\set\dp-pd-dev\plan\18 GENERAL ELECTRIC ROAD OFFSITE IMPROVEMENTS.dwg, 8/16/2018 2:26:50 PM



**TYPICAL SECTION**  
(FERN INDUSTRIAL DRIVE)



**DAVE SCHMITT ENGINEERING, INC.**  
12301 Lake Underhill Road Suite 241  
ORLANDO, FL 32828  
407-207-9088 FAX 407-207-9089  
Certification of Authorization #27471

CONTRACTOR "AS-BUILT'S"

I hereby state that these "As-Built's" were furnished to me by the contractor listed below, or an employee under my direct supervision have reviewed these "As-Built's" and believe them to be in compliance with my knowledge of what was actually constructed. This statement is based upon site observations of the construction.

Contractor: \_\_\_\_\_ Engineer: \_\_\_\_\_  
Not valid without the signature and the original raised seal of a Florida Registered Engineer.

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

104

DAVE M. SCHMITT  
FLORIDA REG. NUMBER  
48274

**GE ROAD OFFSITE IMPROVEMENTS**  
MID-FLORIDA LOGISTICS PARK  
APOPKA, FLORIDA

DATE: JUNE 2018  
PROJECT NO.: ANC-1  
DRAWN BY: MTP  
CHECKED BY: DSE  
SCALE: 1"=20'  
SHEET: 18 OF 18



PRELIMINARY LANDSCAPE PLANS

# MID-FLORIDA LOGISTICS PARK

CITY OF APOPKA, FLORIDA

SHEET INDEX

C-100	COVER SHEET	L-102	LANDSCAPE PLAN
K-100	MASTER KEY PLAN	L-103	LANDSCAPE PLAN
L-100	OVERALL BUFFER PLAN & DETAILS	L-104	LANDSCAPE PLAN
L-101	LANDSCAPE PLAN	L-105	LANDSCAPE PLAN
		L-106	RETENTION POND LANDSCAPE PLAN

C-100

PROJECT NO.	PHASE	SCALE	FILE NAME	DRAWN BY	CHECKED BY	DATE
	PRELIMINARY	N.E.T.	18-03	JM	CR	08/23/18

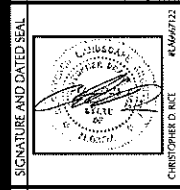
PROJECT ADDRESS

CITY OF APOPKA, FLORIDA  
OWNER NAME AND ADDRESS

DRAWING TITLE

COVER SHEET

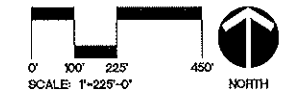
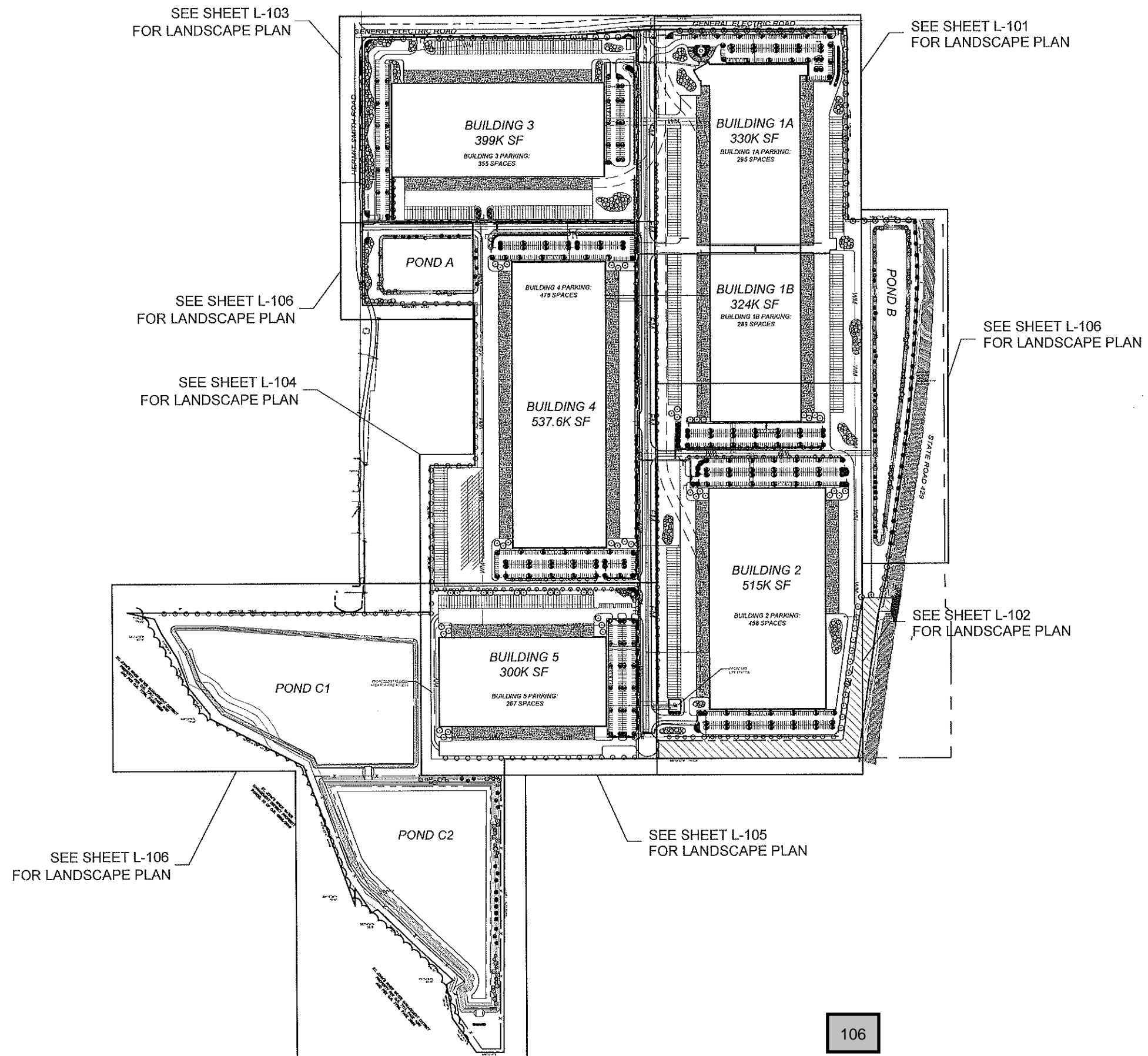
SEAL VERIFICATION



**BORRELLI + PARTNERS**  
ARCHITECTURE PLANNING INTERIORS LANDSCAPE ARCHITECTURE

ORLANDO, FLORIDA 32810  
1100 EAST WINTER GARDEN BOULEVARD, SUITE 200  
ORLANDO, FLORIDA 32810

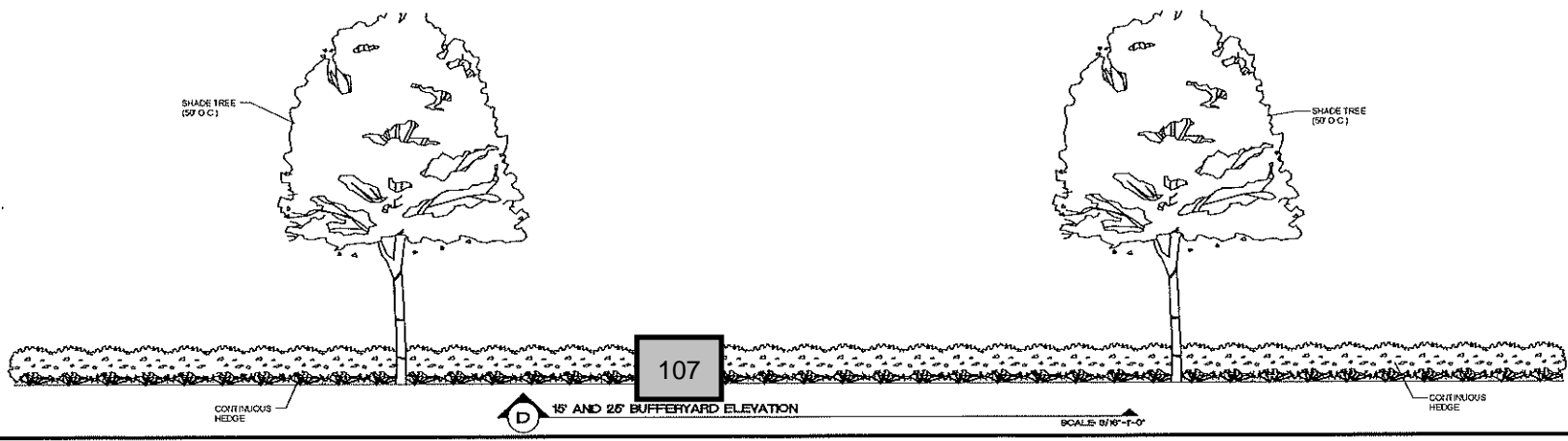
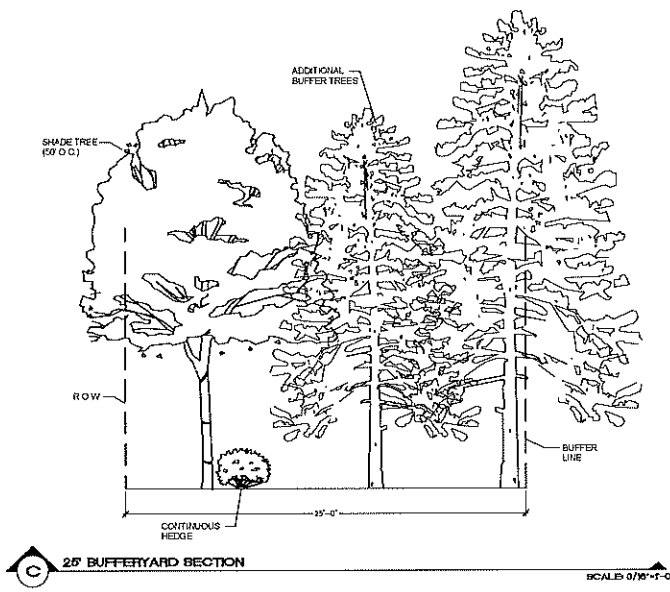
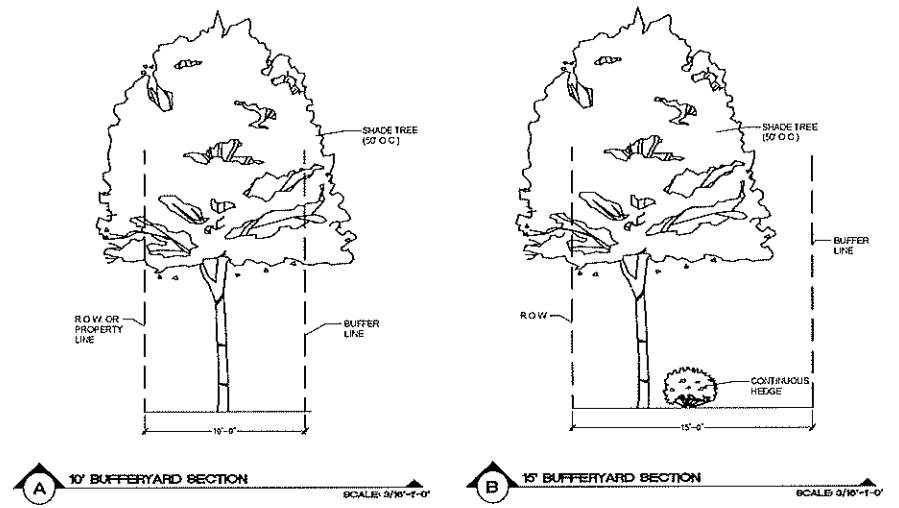
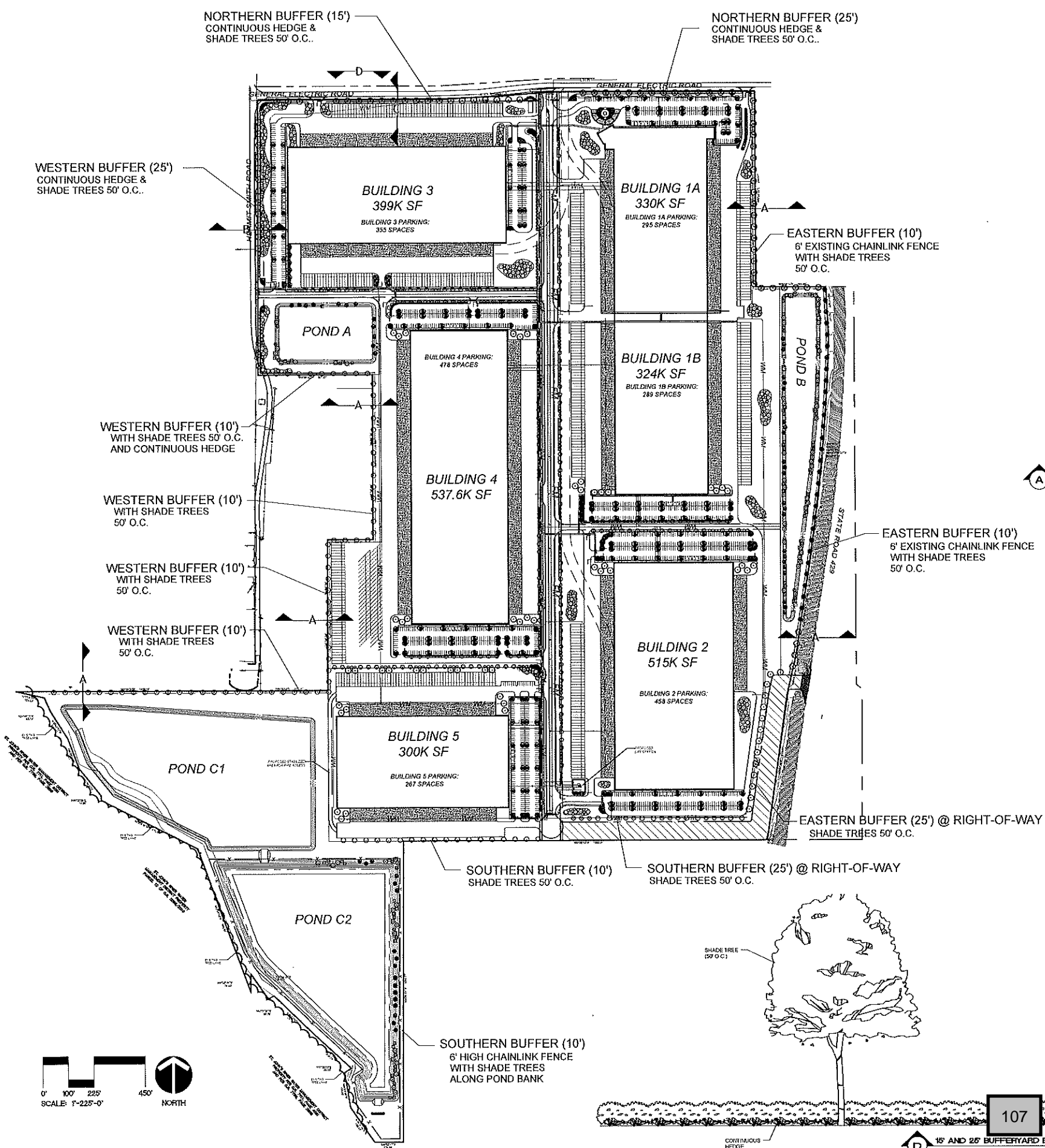
MID-FLORIDA LOGISTICS PARK



MID-FLORIDA LOGISTICS PARK

<p><b>BORRELLI + PARTNERS</b> ARCHITECTURAL FIRM ORLANDO, FLORIDA REGISTERED PROFESSIONAL ARCHITECTS FLORIDA LICENSE NO. 1418-1138 CHRISTOPHER D. BICE #14266712</p>	
<p>CHRISTOPHER D. BICE #14266712</p>	
SIGNATURE AND DATED SEAL	
SEAL VERIFICATION	
DRAWING TITLE	
MASTER KEY PLAN	
PROJECT NO.	DESCRIPTION / DATE
PHASE	PROJECT ADDRESS
SCALE	CITY OF WOPKA, FLORIDA
FILE NAME	OWNER NAME AND ADDRESS
DRAWN BY	
CHECKED BY	
DATE	

**SHADE TREE CALCULATIONS**  
 PER SECTION 5.01.08 A OF THE CITY OF APOPKA LDC  
 TOTAL SITE = 187.44 ACRES (8,164,886 S.F.)  
 SHADE TREES REQUIRED 1/8000S.F. = 1,020 TREES  
 SHADE TREES PROVIDED = 1,253 TREES



**BORRELLI + PARTNERS**  
 ARCHITECTS  
 3000 W. BOULEVARD  
 SUITE 100  
 ORLANDO, FL 32834 (407) 418-1338

SIGNATURE AND DATED SEAL  
  
 CHRISTOPHER D. BICE

**MID-FLORIDA LOGISTICS PARK**

DRAWING TITLE: **OVERALL LANDSCAPE BUFFER PLAN & DETAILS**

PROJECT NO.	PHASE	SCALE	FILE NAME	DRAWN BY	CHECKED BY	DATE
16434	PRELIMINARY	1"=225'-0"	16-218	JTB	DR	08/23/16

**L-100**

NOTE:  
ALL TREE AND SHRUB ROOTBALLS SHALL BE PLACED WITH A MINIMUM OF 5' HORIZONTAL SEPARATION FROM ALL CITY MAINTAINED UTILITY LINES.

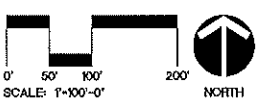
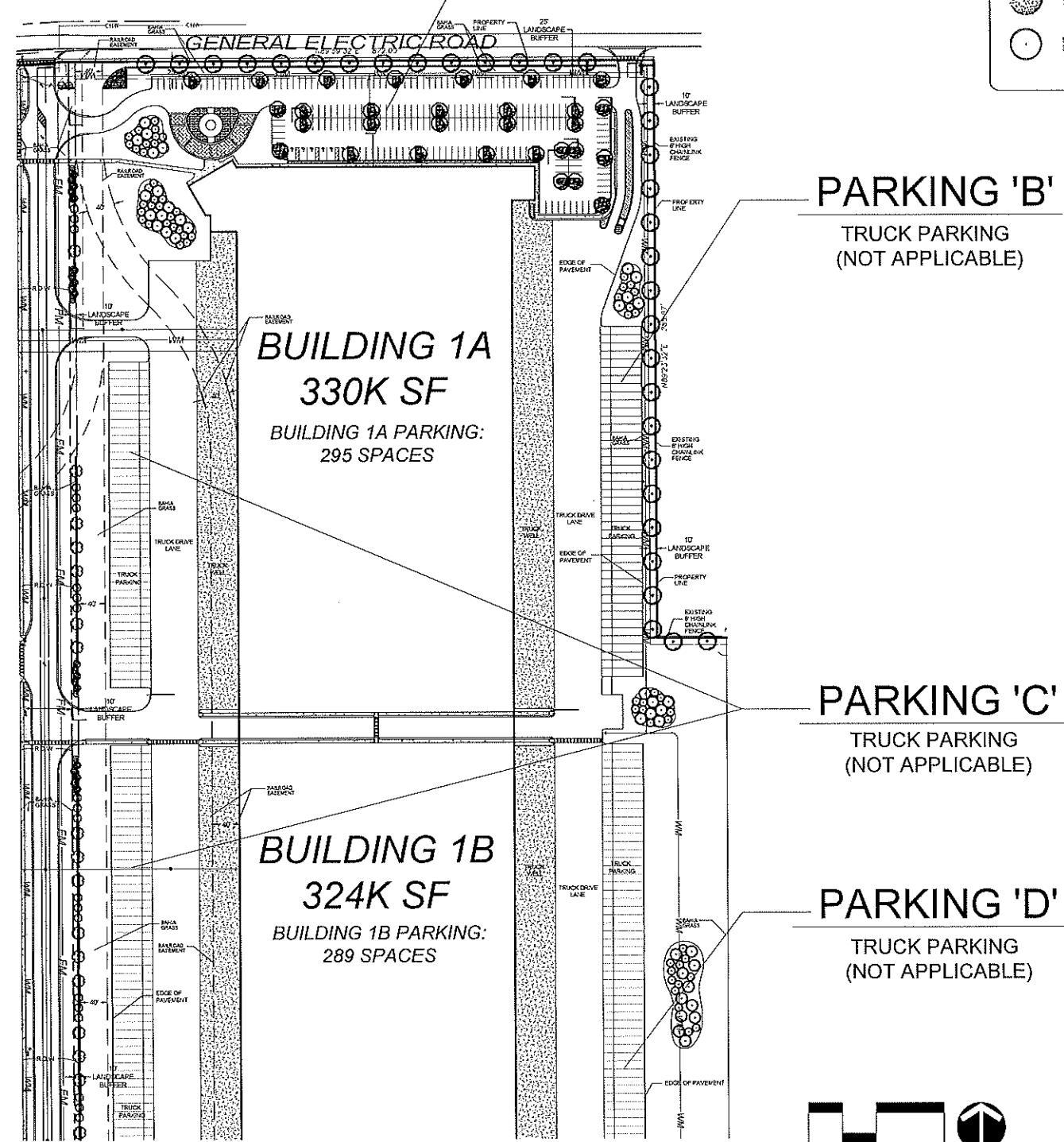
FINAL LANDSCAPE AND IRRIGATION PLANS TO BE DESIGNED IN ACCORDANCE WITH CITY OF AOPKA ORDINANCE NUMBER 2069 OR CURRENT CODE IN EFFECT AT TIME OF CONSTRUCTION PLAN SUBMITTAL.

**PARKING 'A'**

TOTAL 75,445 S.F.  
LS ISLANDS 7,729.26 S.F.  
% LS 10.25% (10% REQ.)  
% SHADE 58.3% (30% REQ.)

**PLANT LEGEND**

<p><b>LARGE SHADE TREE</b></p> <ul style="list-style-type: none"> <li>LYE OAK - QUERCUS VIRGINIANA 3" DBH/14' SPRD./14' HT.</li> <li>BIGHORN LYE OAK - QUERCUS VIRGINIANA 3" DBH/14' SPRD./14' HT.</li> <li>ALICE OAK - QUERCUS AVERCANSIA 3" DBH/14' SPRD./14' HT.</li> <li>SWEETGUM - LIQUIDAMBAR STYRACIUM 3" DBH/14' SPRD./14' HT.</li> <li>RED MAPLE - ACER RUBRUM 3" DBH/15' SPRD./12' HT.</li> <li>SOUTHERN RED CEDAR - CYPRESSUS SENNARIENSIS 3" DBH/15' SPRD./12' HT.</li> </ul>	<p><b>MEDIUM SHADE TREE</b></p> <ul style="list-style-type: none"> <li>SOUTHERN HANGOUTS - MAGNOLIA GRANDIFLORA 2" DBH/15' SPRD./12' HT.</li> <li>SLASH PINE - PINUS ELLIOTTII 2.5" DBH/14' SPRD./12' HT. 3" DBH/15' SPRD./12' HT.</li> <li>BALD CYPRESS - TAXODIUM DISTICHUM 2.5" DBH/14' SPRD./12' HT. 3" DBH/15' SPRD./14' HT.</li> <li>LIGUSTRUM TREE - LIGUSTRUM JAPONICUM 2" DBH/8' SPRD./6' HT. JAW-DTI-TRUNKED</li> <li>CRAP NUTLE - LAGERSTROEMIA SPECIOSA 2" DBH/10' SPRD./10' HT.</li> </ul>	<p><b>PALM TREE</b></p> <ul style="list-style-type: none"> <li>SABAL PALM - SABAL PALMETTO 10", 14", 16" CT. / STRAIGHT TRUNK</li> </ul> <p><b>SHRUBS / GROUND COVER</b></p> <ul style="list-style-type: none"> <li>WALTERS YEW/SHRUB, SWEET YEW/SHRUB, FLORADO, MIMULUS GRASS, CORD GRASS, BURFORD HOLLY, PHOSAPPE GUMMA, HELIOPSIS/SHRUB, SAPPORO'S STOFFER, WILD COFFEE, FREELUSH, FLORIDA ANISE, CRODAL EXLY, CARDONARD PALM, ANFOR LEAF YEW/SHRUB.</li> <li>LIROPE, ASIAN JASMIN, HIBISCUS HAWTHORN, COONTIE, BUBBLE, PERADHAL PEANUT, JAFFER, BOUGHOOD, FLAX LRT, AFRICAN KRS, SHALLEW'S HOLLY.</li> </ul>
---	---	--



MID-FLORIDA LOGISTICS PARK

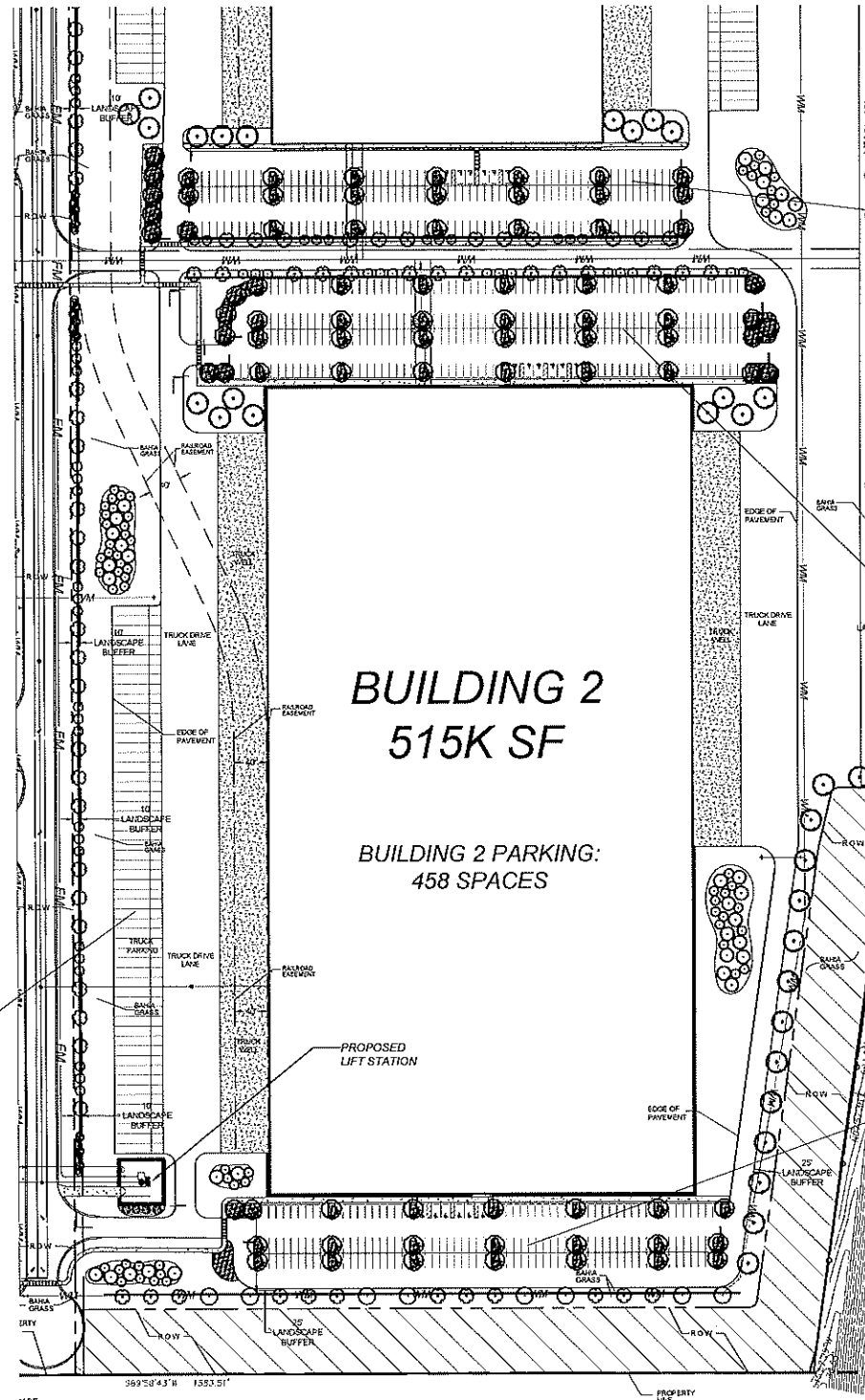
<p><b>BORRELLI + PARTNERS</b> Landscape Architecture</p> <p>ORLANDO, FL 32804 (407) 418-1138</p> <p>PROFESSIONAL SEAL AND SIGNATURE OF ARCHITECT</p>	
<p>SEAL VERIFICATION</p>	
<p>DRAWING TITLE</p> <p>LANDSCAPE PLAN</p>	
<p>PROJECT NO.</p>	<p>REV.</p>
<p>PHASE</p>	<p>DESCRIPTION</p>
<p>SCALE</p>	<p>DATE</p>
<p>FILE NAME</p>	<p>PROJECT ADDRESS</p>
<p>DRAWN BY</p>	<p>CITY OF AOPKA, FLORIDA</p>
<p>CHECKED BY</p>	<p>OWNER NAME AND ADDRESS</p>
<p>DATE</p>	<p>08/23/18</p>

NOTE:  
ALL TREE AND SHRUB ROOTBALLS  
SHALL BE PLACED WITH A MINIMUM OF  
5' HORIZONTAL SEPARATION FROM ALL  
CITY MAINTAINED UTILITY LINES.

FINAL LANDSCAPE AND IRRIGATION PLANS  
TO BE DESIGNED IN ACCORDANCE WITH  
CITY OF APOPKA ORDINANCE NUMBER 2069  
OR CURRENT CODE IN EFFECT AT TIME OF  
CONSTRUCTION PLAN SUBMITTAL.

PLANT LEGEND

<p><b>LARGE SHADE TREE</b></p> <ul style="list-style-type: none"> <li>LYLE OAK - QUERCUS VAGRIANA 3" DBH/15' SPAD./12' HT.</li> <li>BROOKSIDE LYLE OAK - QUERCUS VAGRIANA 3" DBH/15' SPAD./14' HT.</li> <li>ALICE ELIA - ULMUS AMERICANA 3" DBH/15' SPAD./14' HT.</li> <li>SWEETGUM - LIQUIDAMBAR STYRACIFLUA 3" DBH/15' SPAD./14' HT.</li> <li>RED MAPLE - ACER RUBRUM 3" DBH/15' SPAD./12' HT.</li> <li>SOUTHERN RED CEDAR - CUPRESSUS SEMPERVIRENS 3" DBH/15' SPAD./12' HT.</li> </ul>	<p><b>MEDIUM SHADE TREE</b></p> <ul style="list-style-type: none"> <li>SOUTHERN MAGNOLIA - MAGNOLIA GRANDIFLORA 3" DBH/15' SPAD./12' HT.</li> <li>SLASH PINE - PINUS ELLIPTICA 2.5" DBH/14' SPAD./15' HT. 3" DBH/15' SPAD./12' HT.</li> <li>BAUD CYPRESS - TAXODIUM DISTICHUM 2.5" DBH/14' SPAD./10' HT. 3" DBH/15' SPAD./14' HT.</li> </ul> <p><b>UNDERSTORY TREE</b></p> <ul style="list-style-type: none"> <li>LIGUSTRUM TREE - LIGUSTRUM RAPHAELIUM 2" DBH/12' SPAD./8' HT. (MULTI-TURNED)</li> <li>GRAPE HAVERTY - LAGERSTROEMIA INKCA 2" DBH/15' SPAD./10' HT.</li> </ul>	<p><b>PALM TREE</b></p> <ul style="list-style-type: none"> <li>SABAL PALM - SABAL PALMETTO 10', 14', 16' CT. / STRAIGHT TRUNK</li> </ul> <p><b>SHRUBS / GROUNDCOVER</b></p> <ul style="list-style-type: none"> <li>WALTERS VIBURNUM, SWEET VIBURNUM, FLORADO, MUNLY GRASS, CORD GRASS, BUREFORD HOLLY, FIREMAPLE GUAVA, PHILLODENDRON, SUFFICIENT STOPPER, WILD COFFEE, FIREBUSH, FLORIDA AZALEA, CROTON LILY, CARDBOARD PALM, MIRROR-LEAF VIBURNUM.</li> <li>IBIDIUM, ADAM JASMINE, INDIAN HAWTHORN, COONHIE, BURBIE, PERENNIAL PEANUT, AUBER, BOXWOOD, FLAX LILY, AFRICAN IRIS, SHILLIES HOLLY.</li> </ul>
---	---	--



**PARKING 'E'**

TOTAL 63,268 S.F.  
LS ISLANDS 6,445 S.F.  
% LS 10.19% (10% REQUIRED)  
% SHADE 51.67% (30% REQUIRED)

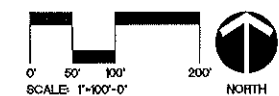
**PARKING 'F'**

TOTAL 77,739 S.F.  
LS ISLANDS 8,081 S.F.  
% LS 10.4% (10% REQUIRED)  
% SHADE 55.66% (30% REQUIRED)

**PARKING 'G'**

TOTAL 45,725 S.F.  
LS ISLANDS 4,579 S.F.  
% LS 10% (10% REQUIRED)  
% SHADE 50.97% (30% REQUIRED)

**PARKING 'H'**  
TRUCK PARKING  
(NOT APPLICABLE)



MID-FLORIDA LOGISTICS PARK

<p><b>BORRELL PARTNERS</b> LANDSCAPE ARCHITECTS 370 VILAS STREET ORLANDO, FL 32804 (407) 418-1338</p>	
<p>CHRISTOPHER D. BICE #14669732</p>	
SIGNATURE AND DATED SEAL	
SEAL VERIFICATION	
DRAWING TITLE	
LANDSCAPE PLAN	
PROJECT NO.	146314
PHASE	PRELIMINARY
SCALE	1"=100'-0"
FILE NAME	14631
DRAWN BY	JTD
CHECKED BY	CR
DATE	08/23/18
PROJECT ADDRESS	CITY OF APOPKA, FLORIDA
OWNER NAME AND ADDRESS	

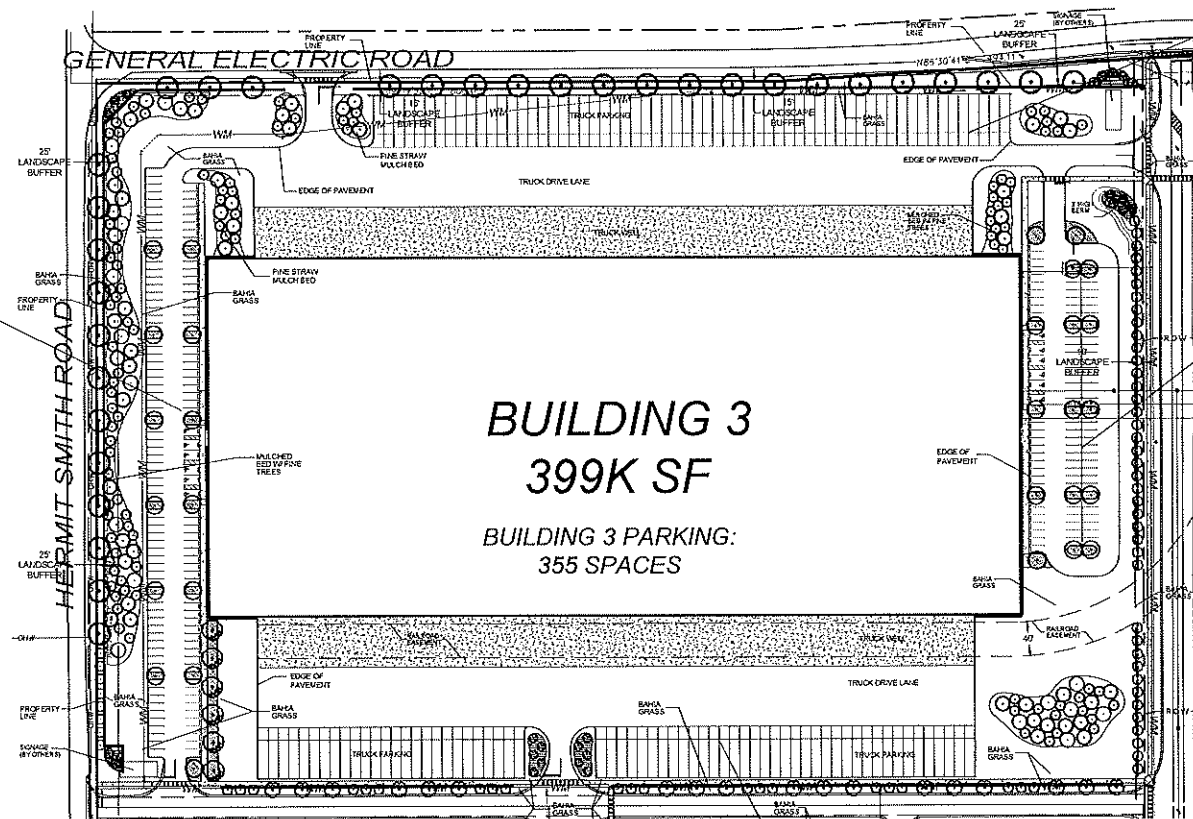
NOTE:  
 ALL TREE AND SHRUB ROOTBALLS SHALL BE PLACED WITH A MINIMUM OF 5' HORIZONTAL SEPARATION FROM ALL CITY MAINTAINED UTILITY LINES.  
 FINAL LANDSCAPE AND IRRIGATION PLANS TO BE DESIGNED IN ACCORDANCE WITH CITY OF APOPKA ORDINANCE NUMBER 2069 OR CURRENT CODE IN EFFECT AT TIME OF CONSTRUCTION PLAN SUBMITTAL.

PLANT LEGEND

LARGE SHADE TREE	MEDIUM SHADE TREE	PALM TREE
LIVE OAK - QUERCUS VIRGINIANA 3" DBH, 7.6' SPAD, 71'4" HT. HOOP PINE - QUERCUS VIRGINIANA 3" DBH, 7.6' SPAD, 71'4" HT. ALLEE PALM - ULIAS AMERICANA 3" DBH, 7.6' SPAD, 71'4" HT. SWEETGUM - LIQUIDAMBAR STYRACIFLUA 3" DBH, 7.6' SPAD, 71'4" HT. RED MAPLE - ACER RUBRUM 3" DBH, 7.5' SPAD, 71'2" HT. SOUTHERN RED CEDAR - CUPRESSUS SENNARIENSIS 3" DBH, 7.5' SPAD, 71'2" HT.	SOUTHERN MAGNOLIA - MAGNOLIA GRANDIFLORA 3" DBH, 7.5' SPAD, 71'2" HT. SLASH PINE - PINUS ELLIOTTII 3" DBH, 7.4' SPAD, 69'8" HT. BALD CYPRESS - TAXODIUM DISTICHUM 3" DBH, 7.4' SPAD, 71'2" HT. UNDERSTORY TREE CRAPPE MYRTLE - LAURUSTROBILUS HENCA 3" DBH, 7.5' SPAD, 71'0" HT.	SABAL PALM - SABAL PALMETTO 3" DBH, 7.4' SPAD, 71'2" HT. WALTER'S WIRYBUSH, SWEET WIRYBUSH, PLUMBAGO, AMELY GRASS, CORD GRASS, BURFORD HOLLY, PINEAPPLE GUAVA, PHLOENIDRUM, SPADSHOES STOPPER, WILD COFFEE, FIREBUSH, FLORIDA ANISE, CORKBERRY, CARDONMO PALM, JACOBIN LEAF YEWBUSH. LOROPETALUM, ASIAN JASMINE, INDIA HAWTHORN, COONTE, BLUEBELL, PERUVIAN PLANT, JASMINE, BOEWOOD, FLAX LILY, AFRICAN IRIS, SHILOH'S HOLLY.

PARKING 'L'

TOTAL 40,672 S.F.  
 LS ISLANDS 4,417 S.F.  
 % LS 10.86% (10% REQUIRED)  
 % SHADE 50.39% (30% REQUIRED)



PARKING 'I'

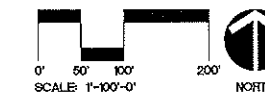
TRUCK PARKING  
 (NOT APPLICABLE)

PARKING 'J'

TOTAL 37,873 S.F.  
 LS ISLANDS 3,937 S.F.  
 % LS 10.4% (10% REQUIRED)  
 % SHADE 66% (30% REQUIRED)

PARKING 'K'

TRUCK PARKING  
 (NOT APPLICABLE)



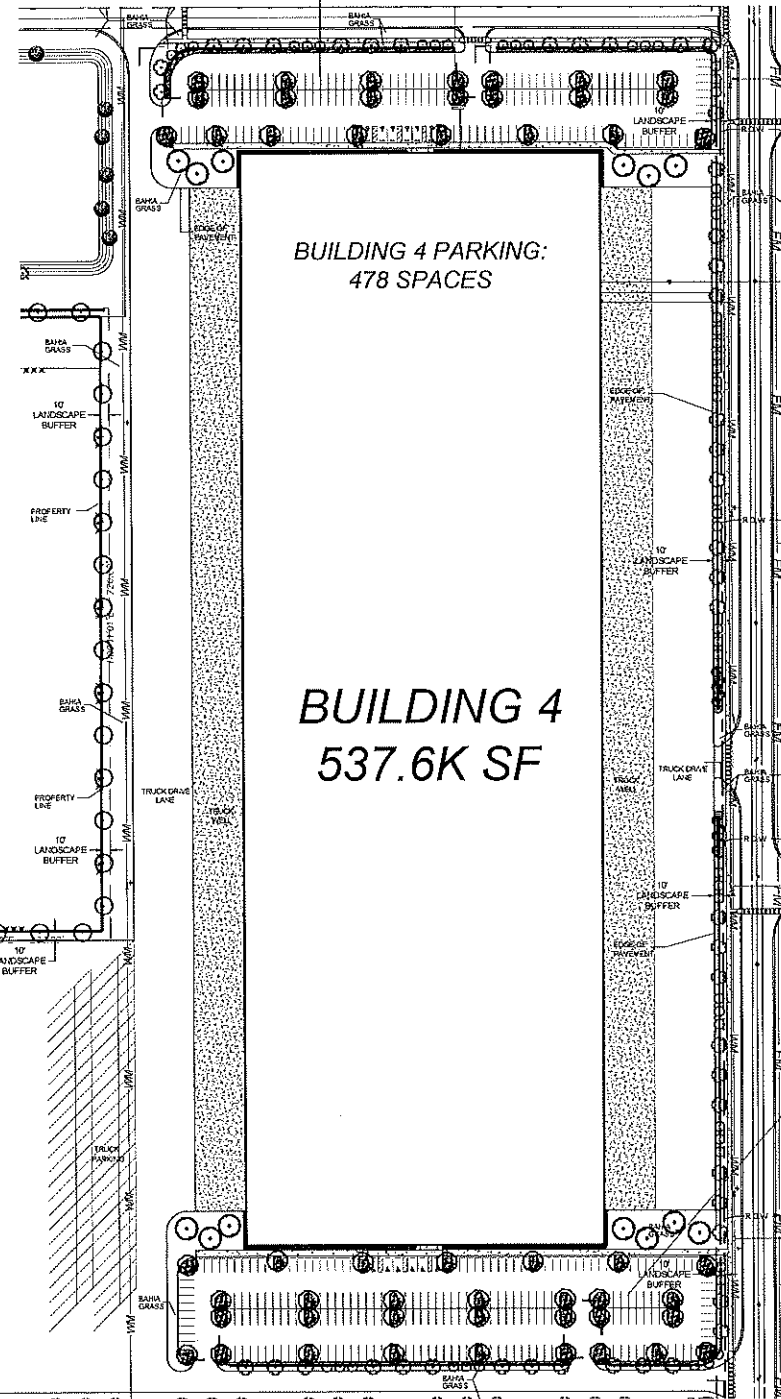
MID-FLORIDA LOGISTICS PARK

ORLANDO, FL 32804 (407) 418-1138 15400 BAYVIEW BLVD, SUITE 200 WINTER PARK, FLORIDA 32789	
SIGNATURE AND DATED SEAL	
SEAL VERIFICATION	
DRAWING TITLE	
LANDSCAPE PLAN	
PROJECT NO.	PROJECT ADDRESS
PHASE	CITY OF APOPKA, FLORIDA
SCALE	OWNER NAME AND ADDRESS
FILE NAME	DATE
DRAWN BY	CHECKED BY
DATE	DATE

**NOTE:**  
 ALL TREE AND SHRUB ROOTBALLS SHALL BE PLACED WITH A MINIMUM OF 5' HORIZONTAL SEPARATION FROM ALL CITY MAINTAINED UTILITY LINES.  
 FINAL LANDSCAPE AND IRRIGATION PLANS TO BE DESIGNED IN ACCORDANCE WITH CITY OF APOPKA ORDINANCE NUMBER 2069 OR CURRENT CODE IN EFFECT AT TIME OF CONSTRUCTION PLAN SUBMITTAL.

### PARKING 'M'

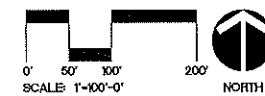
TOTAL 62,919 S.F.  
 LS ISLANDS 6,980 S.F.  
 % LS 10% (10% REQUIRED)  
 % SHADE 62.16% (30% REQUIRED)



**PARKING 'O'**  
 TRUCK PARKING  
 (NOT APPLICABLE)

### PARKING 'N'

TOTAL 72,060 S.F.  
 LS ISLANDS 7,226 S.F.  
 % LS 10.03% (10% REQUIRED)  
 % SHADE 67.87% (30% REQUIRED)



### PLANT LEGEND

LARGE SHADE TREE	MEDIUM SHADE TREE	PALM TREE
<ul style="list-style-type: none"> <li>LIVE OAK - QUERCUS VIRGINIANA 3" DBH, 7.5' SPRD, 114' HT.</li> <li>HIGHBUSH LIVE OAK - QUERCUS VIRGINIANA 3" DBH, 7.5' SPRD, 114' HT.</li> <li>ALLEE OAK - QUERCUS AMERICANA 3" DBH, 7.5' SPRD, 114' HT.</li> <li>SWEETGUM - LIQUIDAMBAR SYRIACA 3" DBH, 7.5' SPRD, 114' HT.</li> <li>RED MAPLE - ACER RUBRUM 3" DBH, 7.5' SPRD, 112' HT.</li> <li>SOUTHERN RED CEDAR - CYPRESSUS SEMPERVERENS 3" DBH, 7.5' SPRD, 112' HT.</li> </ul>	<ul style="list-style-type: none"> <li>SOUTHERN MAGNOLIA - MAGNOLIA GRANDIFLORA 3" DBH, 7.5' SPRD, 112' HT.</li> <li>SHASH PINE - PINUS ELIOTII 2.5" DBH, 7.5' SPRD, 112' HT.</li> <li>BALD CYPRESS - TAXODIUM DISTICHUM 2.5" DBH, 7.5' SPRD, 112' HT.</li> <li>1/2" CYPRESS - TAXODIUM DISTICHUM 2.5" DBH, 7.5' SPRD, 112' HT.</li> <li>GRAPE HURDLE - LAGERSTROMIA HONKA 2" DBH, 5' SPRD, 112' HT.</li> </ul>	<ul style="list-style-type: none"> <li>SABAL PALM - SABAL PALMETTO 10, 14, 16" CT, 15' STRAIGHT TRUNK</li> </ul>
	<ul style="list-style-type: none"> <li>UNDERSTORY TREE</li> <li>1/2" CYPRESS - TAXODIUM DISTICHUM 2" DBH, 5' SPRD, 112' HT.</li> <li>GRAPE HURDLE - LAGERSTROMIA HONKA 2" DBH, 5' SPRD, 112' HT.</li> </ul>	<ul style="list-style-type: none"> <li>SHRUBS / GROUNDCOVER</li> <li>WALTERS VIBURNUM, SWEET VIBURNUM, PLEMBAGO, MURRAY GRASS, CORD GRASS, BURFORD HOLLY, WHEATLE GRASS, PHLOENIDRUM, SWISS STOPPER, WILD COFFEE, FIREBUSH, FLORENIA ANISE, ERUMLIUM, CAROLINA PALM, ARBOR-LEAF VIBURNUM.</li> <li>ERUPTIVE, ASIAN BASHAM, HIRSH HANDBOOK, COONHIE, BULBINE, FEARDIAL PEANUT, JAZZIER, BOXWOOD, FLAX LILY, AFRICAN IRIS, SHILLING'S HOLLY.</li> </ul>

**MID-FLORIDA LOGISTICS PARK**

LANDSCAPE PLAN

PROJECT ADDRESS: CITY OF APOPKA, FLORIDA

OWNER NAME AND ADDRESS:

REV. DESCRIPTION DATE PROJECT ADDRESS

PROJECT NO.	PHASE	SCALE	FILE NAME	DRAWN BY	CHECKED BY	DATE
	PRELIMINARY	1"=80'-0"	14-13	JR	CRK	08/23/18

SIGNATURE AND DATED SEAL

SEAL VERIFICATION

DRAWING TITLE

BURRELL & PARTNERS  
 LANDSCAPE ARCHITECTS  
 1000 W. UNIVERSITY BLVD., SUITE 100  
 ORLANDO, FL 32801-4118  
 FL 00000001  
 CHRISTOPHER BKS  
 11/26/2012

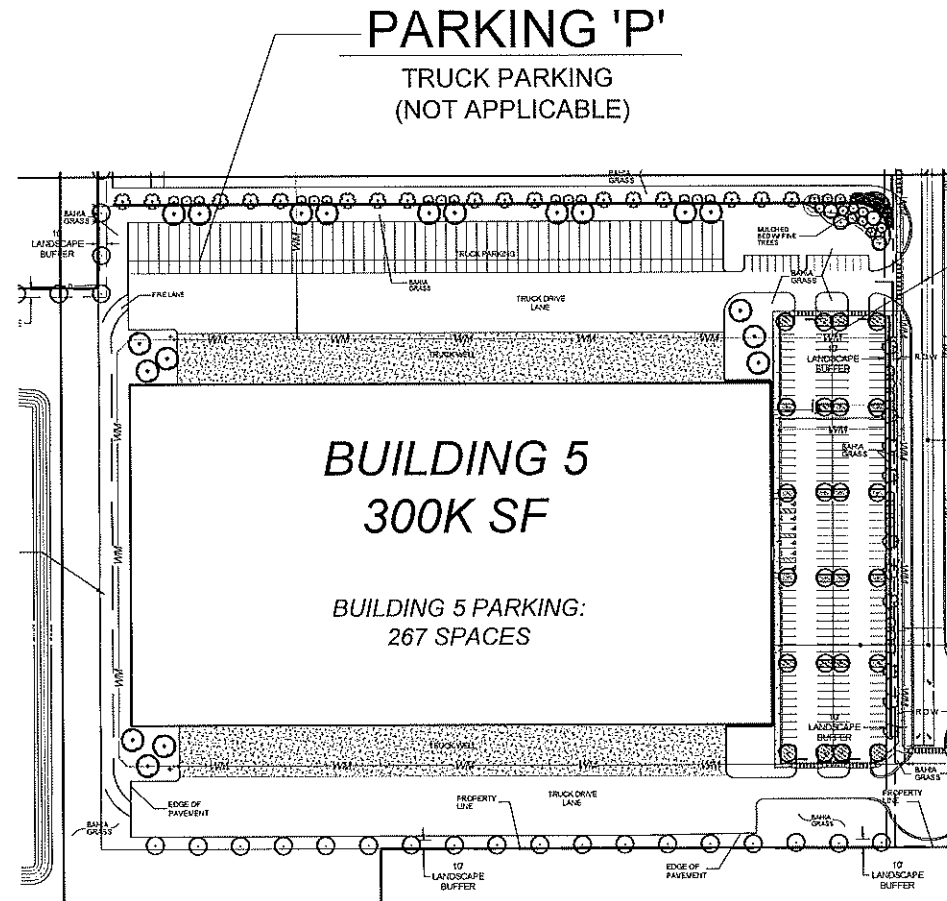


**NOTE:**  
 ALL TREE AND SHRUB ROOTBALLS SHALL BE PLACED WITH A MINIMUM OF 5' HORIZONTAL SEPARATION FROM ALL CITY MAINTAINED UTILITY LINES.

FINAL LANDSCAPE AND IRRIGATION PLANS TO BE DESIGNED IN ACCORDANCE WITH CITY OF APOPKA ORDINANCE NUMBER 2069 OR CURRENT CODE IN EFFECT AT TIME OF CONSTRUCTION PLAN SUBMITTAL.

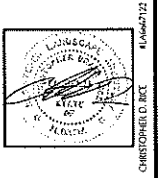
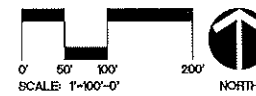
**PLANT LEGEND**

LARGE SHADE TREE	MEDIUM SHADE TREE	PALM TREE
LIVE OAK - QUERCUS VIRGINIANA 3" DBH / 5' SPAD / 14' HT.	SOUTHERN MAGNOLIA - MAGNOLIA GRANDIFLORA 3" DBH / 5' SPAD / 12' HT.	SABAL PALM - SABAL PALMETTO 10, 14, 18, 21, 25 STRAIGHT TRUNK
HIGHWAY LIVE OAK - QUERCUS VIRGINIANA 3" DBH / 5' SPAD / 14' HT.	WASH PINE - PINUS ELIOTTII 2.5" DBH / 4' SPAD / 10' HT. 3" DBH / 5' SPAD / 12' HT.	<b>SHRUBS / GROUND COVER</b>
ACELE ELMI - UDANS AMERICANA 3" DBH / 5' SPAD / 14' HT.	BALD CYPRESS - TAXODIUM DISTICHUM 2.5" DBH / 4' SPAD / 10' HT. 3.5" DBH / 5' SPAD / 14' HT.	WILTERS VIRGINIA, SHEET VIRGINIA, FLUMBAGO, HIGHLY GRASS, COB GRASS, BURFORD HOLLY, PINEAPPLE GUAVA, PINKOCHORDON, STAPSON'S STOPPER, WILD COFFEE, FIREBUSH, FLOUDA ARISE, CRUSA LILY, CAROLINA PALM, HERON-LEAF VIRGINIA.
SWITEGIA - LIQUIDAMBAR STYRUCIUM 3" DBH / 5' SPAD / 14' HT.	<b>UNDERSTORY TREE</b>	EUROPE, ASIAN JASMINE, INDIAN Hawthorn, COONHIE, BUBBIE, HEBURNIA PEART, SANDER, BOXWOOD, FLAX LILY, AFRICAN IRIS, SHILLING'S HOLLY.
RED MAPLE - ACER RUBRUM 3" DBH / 5' SPAD / 12' HT.	LIGASTRUM TREE - LIGASTRUM JAPONICUM 2" DBH / 5' SPAD / 12' HT. (MULTI-TRUNKED)	
SOUTHERN RED CEDAR - CUPRESSUS SEMPERVIRENS 3" DBH / 5' SPAD / 12' HT.	GRAPE HYDRATE - LAGASTRUM INDICA 2" DBH / 5' SPAD / 12' HT.	



**PARKING 'Q'**

TOTAL	58,566 S.F.
LS ISLANDS	5,876 S.F.
% LS	10.03% (10% REQUIRED)
% SHADE	57.6% (30% REQUIRED)



**MID-FLORIDA LOGISTICS PARK**

DRAWING TITLE

LANDSCAPE PLAN

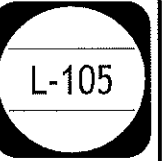
PROJECT ADDRESS

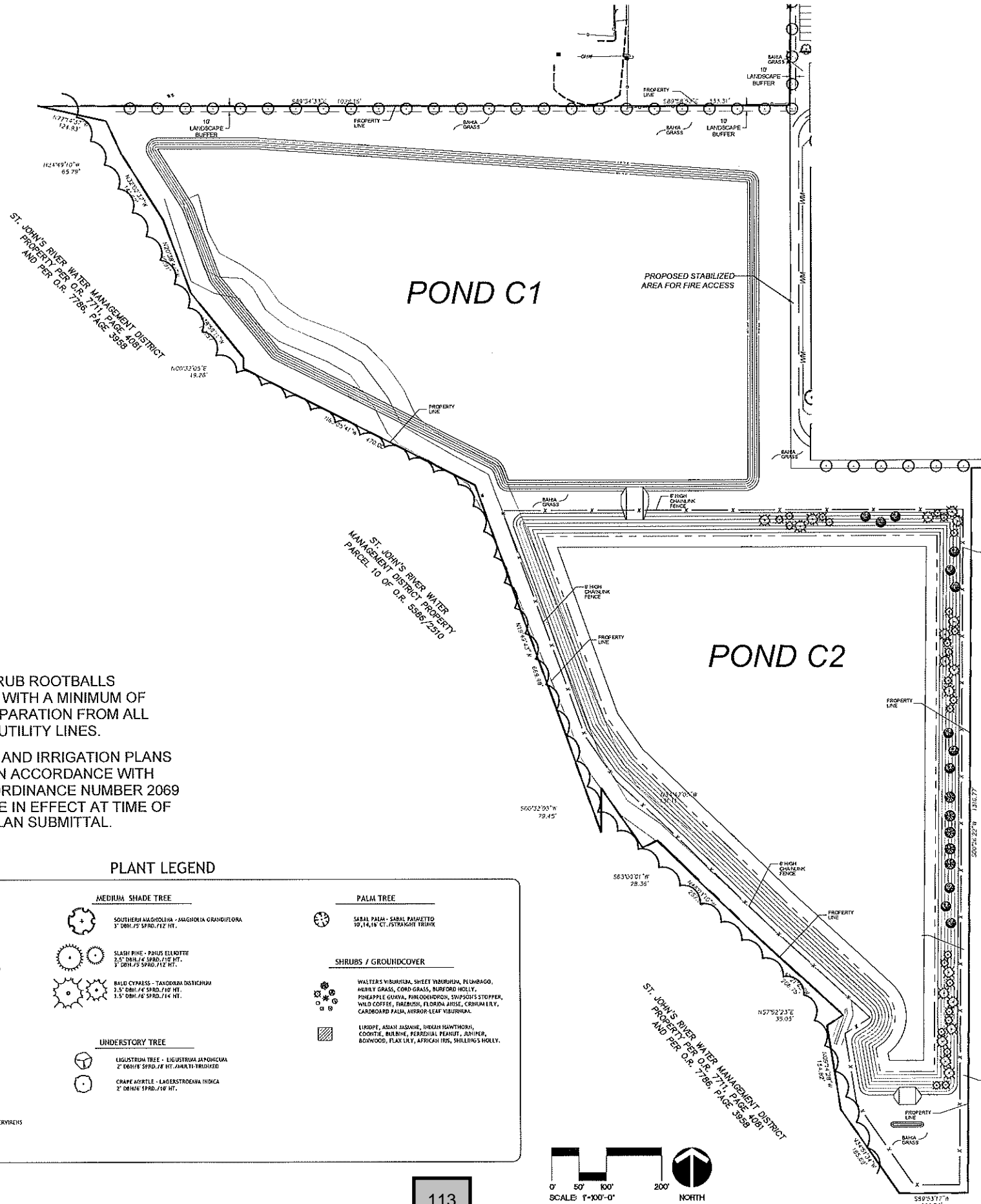
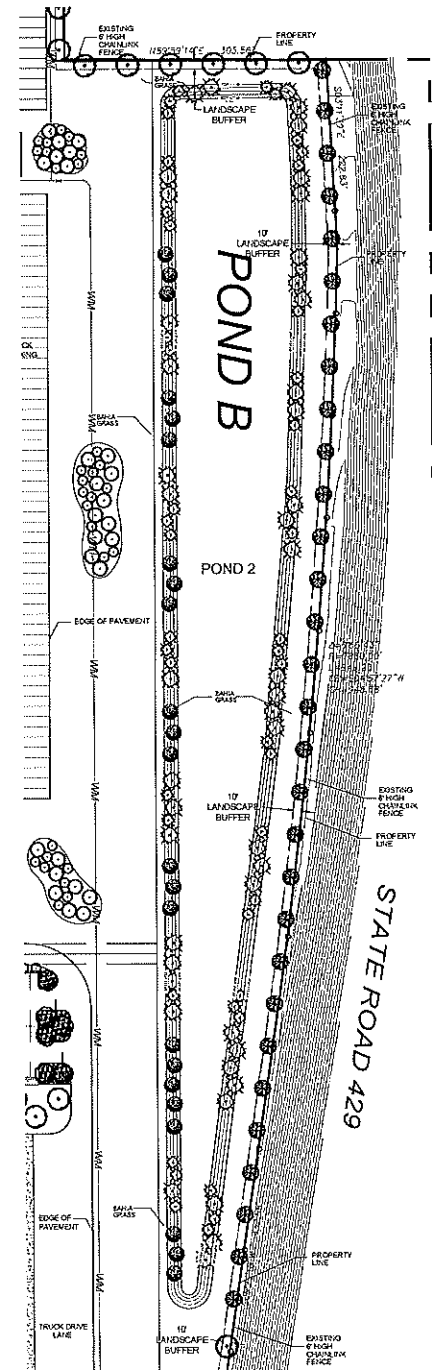
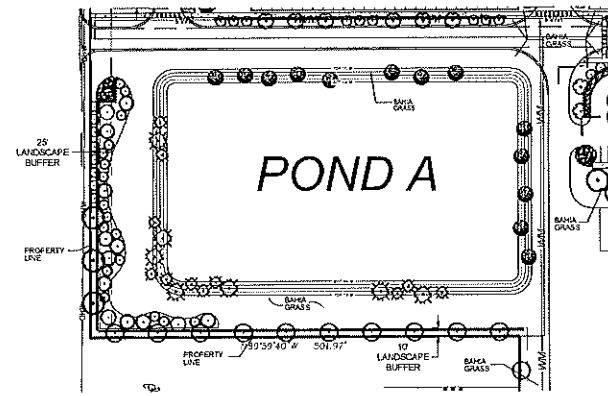
CITY OF APOPKA, FLORIDA

OWNER NAME AND ADDRESS

REV. DESCRIPTION | DATE

PRELIMINARY  
 SCALE: 1"=100'-0"  
 FILE NAME: 18-018  
 DRAWN BY: JFD  
 CHECKED BY: CR  
 DATE: 08/27/18



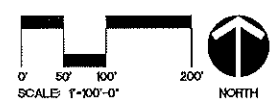


NOTE:  
 ALL TREE AND SHRUB ROOTBALLS SHALL BE PLACED WITH A MINIMUM OF 5' HORIZONTAL SEPARATION FROM ALL CITY MAINTAINED UTILITY LINES.

FINAL LANDSCAPE AND IRRIGATION PLANS TO BE DESIGNED IN ACCORDANCE WITH CITY OF APOPKA ORDINANCE NUMBER 2069 OR CURRENT CODE IN EFFECT AT TIME OF CONSTRUCTION PLAN SUBMITTAL.

PLANT LEGEND

LARGE SHADE TREE	MEDIUM SHADE TREE	PALM TREE
<ul style="list-style-type: none"> <li>LYLE OAK - QUERCUS VIRGINIANA 3" DBH, 7.5' SPAD, 114' HT.</li> <li>HIGHWAY LYLE OAK - QUERCUS VIRGINIANA 3" DBH, 7.5' SPAD, 114' HT.</li> <li>ALLEE OAK - QUERCUS AMERICANA 3" DBH, 7.5' SPAD, 114' HT.</li> <li>SWEETGUM - LIQUIDAMBAR STROBILIFERA 3" DBH, 7.5' SPAD, 114' HT.</li> <li>RED MAPLE - ACER RUBRUM 3" DBH, 7.5' SPAD, 112' HT.</li> <li>SOUTHERN RED CEDAR - CUPRESSUS SEMPERVIRENS 3" DBH, 7.5' SPAD, 112' HT.</li> </ul>	<ul style="list-style-type: none"> <li>SOUTHERN MAGNOLIA - MAGNOLIA GRANDIFLORA 3" DBH, 7.5' SPAD, 112' HT.</li> <li>SLASH PINE - PINUS ELIOTTI 2.5" DBH, 7.4' SPAD, 112' HT. 3" DBH, 7.5' SPAD, 112' HT.</li> <li>BALE CYPRESS - TAXODIUM DISTICHUM 2.5" DBH, 7.4' SPAD, 112' HT. 3" DBH, 7.5' SPAD, 112' HT.</li> <li>UNDERSTORY TREE</li> <li>LIGUSTRUM TREE - LIGUSTRUM JAPONICUM 2" DBH, 5' SPAD, 7.8' HT.</li> <li>CRAPE HORTLE - LAGERSTROEMIA INDICA 2" DBH, 5' SPAD, 7.8' HT.</li> </ul>	<ul style="list-style-type: none"> <li>SABAL PALM - SABAL PALMETTO 10, 14, 16" CT, STRANGIE TRUNK</li> </ul>
		SHRUBS / GROUND COVER
		<ul style="list-style-type: none"> <li>WALTERS VIBURNUM, SWEET VIBURNUM, PELOWAGO, HENRY GRASS, CORN GRASS, BURNING BELL, PINEAPPLE GUMMA, PIN OGDONION, SWISS STOPPER, WILD COFFEE, FIBRUSH, FLORIDA JARSE, CRUUM ELY, CARDBOARD PALM, ANHOU-LEAF VIBURNUM.</li> <li>ELIOPPE, ASIAN JASANIE, INKAH HAWTHORN, COONIE, BURRUE, PERSEVAL PEANUT, JUNIPER, BOUNWOOD, FLAX LILY, AFRICAN TRO, SHILLIE'S HOLLY.</li> </ul>



**BORRELLI & PARTNERS**  
 LANDSCAPE ARCHITECTS  
 7500 BOYD STREET  
 ORLANDO, FL 32804 (407) 418-1338

SEAL VERIFICATION  
 SIGNATURE AND DATED SEAL

**MID-FLORIDA LOGISTICS PARK**

DRAWING TITLE

**RETENTION POND LANDSCAPE PLAN**

PROJECT NO. 16034

PHASE PRELIMINARY

SCALE 1"=100'-0"

FILE NAME 16034

DRAWN BY JTD

CHECKED BY CRB

DATE 08/23/16

REV.	DESCRIPTION	DATE	PROJECT ADDRESS	DRAWING TITLE
			CITY OF APOPKA, FLORIDA	
			OWNER NAME AND ADDRESS	

PROJECT ADDRESS

CITY OF APOPKA, FLORIDA

OWNER NAME AND ADDRESS

L-106

**MID-FLORIDA LOGISTICS PARK**

Project № 18008, v2.0  
August 2018

**TRAFFIC IMPACT ANALYSIS  
CITY OF AOPKA  
FLORIDA**

*Prepared by:*



**Traffic & Mobility Consultants**

3101 Maguire Boulevard, Suite 265  
Orlando, Florida 32803  
[www.trafficmobility.com](http://www.trafficmobility.com)  
(407) 531-5332

*Prepared for:*

BlueScope Properties Group  
1540 Genessee Street  
Kansas City, Missouri 64102

ARCO National Construction-KC  
5015 NW Canal Street, Suite 110  
Riverside, Missouri 64150

Dave Schmitt Engineering, Inc  
12301 Lake Underhill Road, Suite 241  
Orlando, Florida 32828

## EXECUTIVE SUMMARY

### **Project Information**

Name: Mid-Florida Logistics Park  
Location: South of General Electric Road, east of Hermit Smith Road and west of SR 429, in the City of Apopka, Florida.  
Description: 2,459,755 square feet of warehousing

### **Findings**

Trip Generation: 3,444 ADT / 246 PM Peak Hour Trips  
Approximately 20% of trips projected to be trucks.

Roadway Capacity: All study segments currently operate within their adopted capacity and are projected to continue to do so at project buildout.

Intersection Capacity: All study intersections operate at adequate LOS and are projected to continue to do so at project buildout. Except for US 441 & Hermit Smith Road.

Mitigation: The deficient intersection of US 441 and Hermit Smith Road will require a dedicated northbound right turn lane to more efficiently serve the projected traffic volume.  
A modified timing plan may be implemented in the future as vested and project traffic materialize on the minor approaches to the intersection.

## PROFESSIONAL ENGINEERING CERTIFICATION

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

**PROJECT:** Mid-Florida Logistics Park

**LOCATION:** City of Apopka, Florida

**CLIENT:** Dave Schmitt Engineering, Inc

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

**NAME:** Mohammed N. Abdallah

**P.E. No.:** Florida P.E. No. 56169

**DATE:** August 30, 2018

**SIGNATURE:** \_\_\_\_\_

# TABLE OF CONTENTS

	Page
<b>1.0 INTRODUCTION.....</b>	<b>1</b>
<b>2.0 EXISTING CONDITIONS ANALYSIS.....</b>	<b>3</b>
2.1 Roadway Segment Capacity .....	3
2.2 Intersection Capacity .....	4
<b>3.0 PROJECT TRAFFIC.....</b>	<b>6</b>
3.1 Trip Generation.....	6
3.2 Truck Traffic.....	6
3.3 Trip Distribution/Assignment.....	6
<b>4.0 PROJECTED CONDITIONS ANALYSIS .....</b>	<b>8</b>
4.1 Background Traffic Volumes .....	8
4.2 Roadway Segment Capacity .....	8
4.3 Intersection Capacity .....	9
4.4 Intersection Mitigation.....	11
<b>5.0 STUDY CONCLUSIONS .....</b>	<b>12</b>
<b>APPENDICES.....</b>	<b>13</b>
Appendix A Response to City of Apopka Comments	
Appendix B Preliminary Site Plan	
Appendix C Mid-Florida Logistics Park Methodology	
Appendix D City of Apopka CMS Data	
Appendix E Traffic Counts & FDOT Seasonal Factor Report	
Appendix F Existing Conditions Analysis Worksheets	
Appendix G Trip Generation Sheets	
Appendix H OUATS Model	
Appendix I Background & Projected Conditions Analysis Worksheets	
Appendix J Improved Intersection Analysis Worksheets	

## LIST OF TABLES

Table 1 Existing Roadway Capacity Analysis .....	3
Table 2 Existing Intersection Capacity Analysis .....	4
Table 3 Trip Generation Analysis.....	6
Table 4 Projected Roadway Capacity Analysis .....	8
Table 5 Background and Projected Intersection Capacity Analysis.....	9
Table 6 Review of Right Turn Warrant.....	<b>Error! Bookmark not defined.</b>

## LIST OF FIGURES

Figure 1 Site Location Map .....	2
Figure 2 Existing Intersection Volumes.....	5
Figure 3 Project Trip Distribution .....	7
Figure 4 Projected Intersection Volumes .....	10



## 1.0 INTRODUCTION

This traffic analysis was performed to assess the impact of the proposed Mid-Florida Logistics Park development located south of General Electric Road, east of Hermit Smith Road and west of SR 429, in the City of Apopka. **Figure 1** depicts the location of the project site and the surrounding roadway network.

The analysis was updated to address comments received by the City, included in **Appendix A** and to reflect the revised development plan, which includes a total of 2,459,755 square feet of warehousing at full buildout in the year 2022. A preliminary site plan is provided in **Appendix B**.

The following analysis was conducted in accordance with the approved methodology, included in **Appendix C**. The analysis considers the project's impacts on the following roadways and intersections, within the project's influence area:

### Roadway Segments

US 441 (Orange Blossom Trail)

- Yothers Road to SR 429 Connector
- SR 429 Connector to Plymouth Sorrento Road
- Plymouth Sorrento Road to Boy Scout Boulevard
- Boy Scout Boulevard to Errol Parkway
- General Electric Road
- Hermit Smith Road to Orange Avenue

Binion Road/Orange Avenue (CR 437)

- Boy Scout Boulevard to Lakeview Drive
- Lakeview Drive to US 441

Hermit Smith Road

- General Electric Road to US 441

Hogshead Road

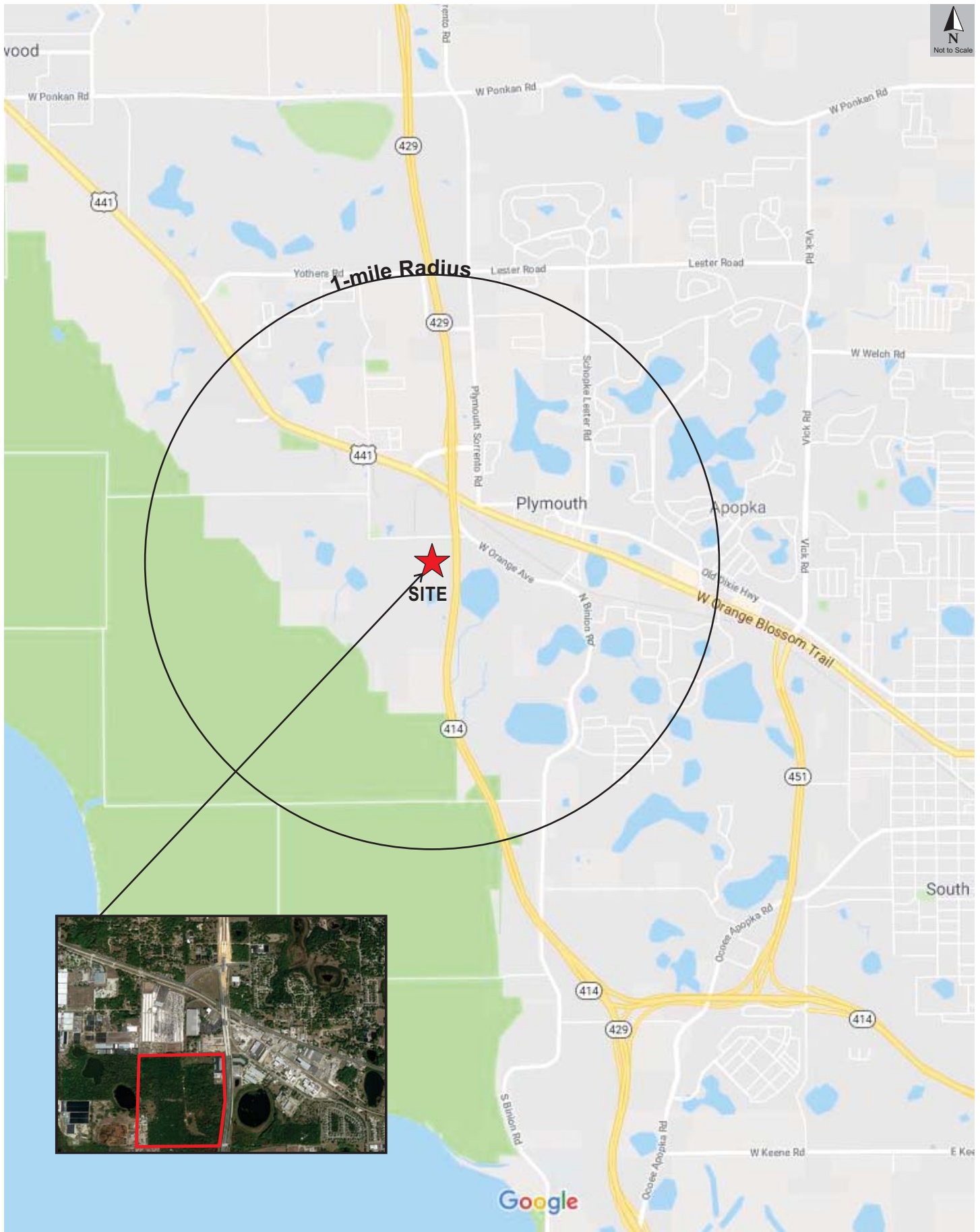
- Hermit Smith Road to Conrad Road

### Study Intersections

The following intersection will be analyzed for PM peak hour capacity and operations:

- General Electric Road & Orange Avenue
- Hermit Smith Road & General Electric Road
- Hermit Smith Road & US 441
- SR 429 Connector Road & US 441
- Orange Avenue & US 441
- Plymouth Sorrento Road & US 441
- Boy Scout Boulevard & US 441
- General Electric Road & Access
- Hermit Smith Road & Access

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



## 2.0 EXISTING CONDITIONS ANALYSIS

### 2.1 Roadway Segment Capacity

**Table 1** presents a summary of the existing conditions for the roadway segments examined in this study. Roadway segments were analyzed by comparing the existing Level of Service (LOS) for each roadway segment with the adopted LOS standard. Existing Daily and PM peak hour directional traffic volumes, capacities, and committed trips were obtained from the City of Apopka's *Encumbered Traffic Allocation Worksheets*, which are included in **Appendix D**.

**Table 1  
Existing Roadway Capacity Analysis**

Roadway Segment	No Lns	LOS Std	Daily					PM Peak Hour					
			Cap	Volume	Comm	Total	LOS	Cap	Volume	PD	Comm	Total	LOS
<b>US 441 (Orange Blossom Trail)</b>													
Yothers Road to SR 429 Connector Road	4	D	49,500	41,556	3,419	44,975	A	2,480	2,045	SB/WB	345	2,390	B
SR 429 Connector Road to Plymouth Sorrento Road	4	D	49,500	24,974	5,179	30,153	A	2,480	1,114	NB/EB	444	1,558	A
Plymouth Sorrento Road to Boy Scout Boulevard	4	D	49,500	28,506	1,956	30,462	A	2,480	1,310	NB/EB	260	1,570	A
Boy Scout Boulevard to Errol Parkway	4	D	55,400	29,279	659	29,938	A	2,600	1,179	SB/WB	58	1,237	A
<b>Binion</b>													
Boy Scout Boulevard to Lakeview Drive	2	E	17,700	4,774	1,669	6,443	C	880	278	NB/EB	141	419	C
Lakeview Drive to US 441	2	E	17,700	4,009	1,210	5,219	C	880	244	SB/WB	139	383	C
<b>General Electric Road</b>													
Hermit Smith Road to Orange Avenue	2	D	13,300	532	713	1,245	C	680	38	NB/EB	101	139	C
<b>Hermit Smith Road</b>													
General Electric Road to US 441	2	E	15,900	691	802	1,493	C	790	53	NB/EB	113	166	C
<b>Hogshead Road</b>													
Hermit Smith Road to Conrad Road	2	E	14,000	777	890	1,667	C	720	107	NB/EB	57	164	C

The existing conditions analysis reveals that the study roadway segments currently operate at satisfactory LOS.

## 2.2 Intersection Capacity

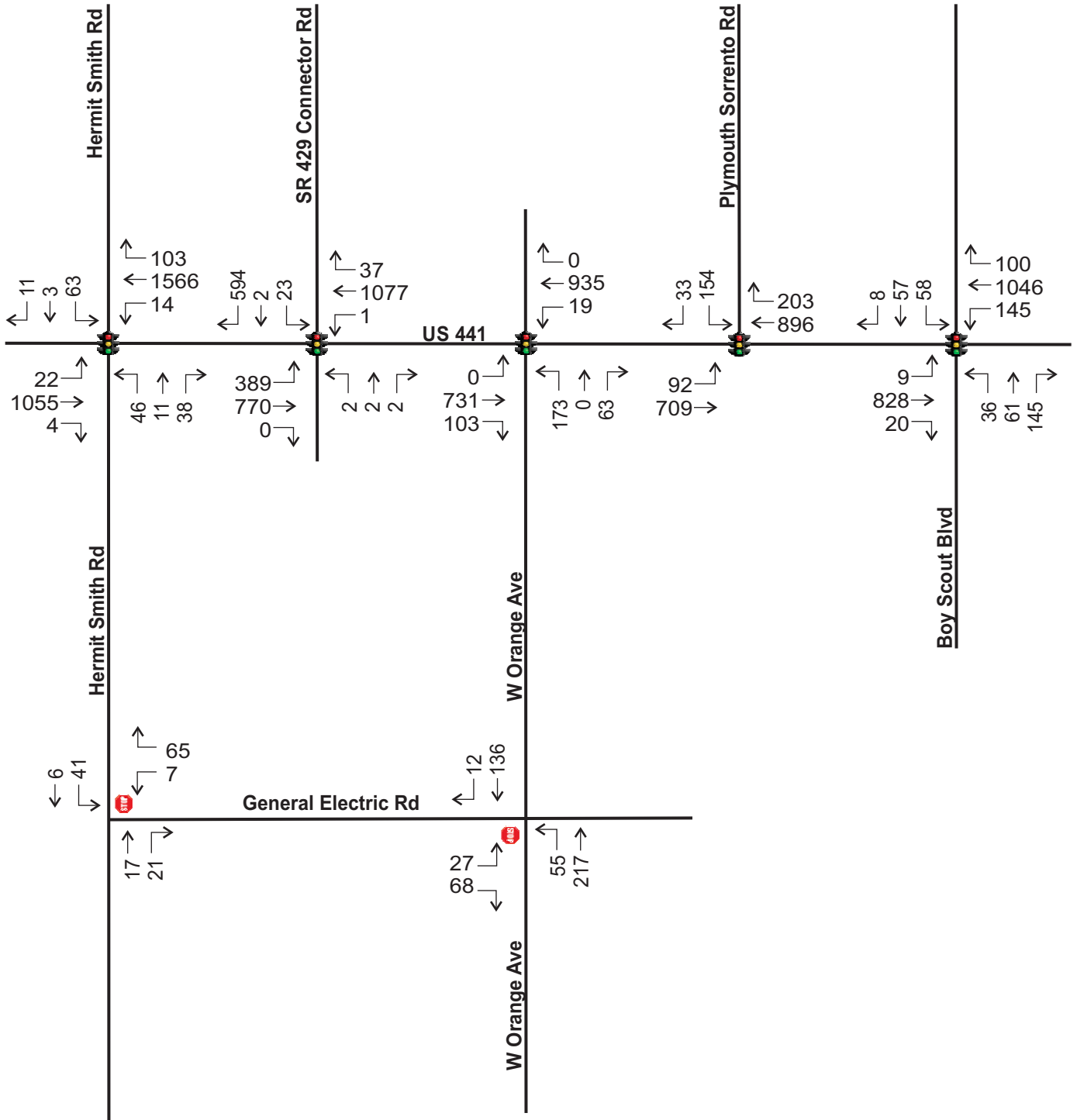
An intersection analysis was conducted using the Synchro Software and the methods of the *2010 Highway Capacity Manual (HCM)*. The capacity analysis was performed using the existing intersection geometries and traffic volumes during the PM peak hour. Based on the date of the data collection, a seasonal factor of 1.04 was applied to the traffic volumes to adjust for seasonal variation in traffic volumes. The field counts along with FDOT's 2017 Seasonal Factor report are included in **Appendix E**.

The existing intersection volumes are displayed in **Figure 2**. A summary of the intersection capacity analysis is shown in **Table 2**, which indicates that the study intersections currently operate at satisfactory LOS. Detailed analysis worksheets are included in **Appendix F**.

**Table 2**  
**Existing Intersection Capacity Analysis**

Intersection	Control	EB		WB		NB		SB		Overall	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
US 441 & Hermit Smith Rd	Signal	6.9	A	1.8	A	72.5	E	72.2	E	7.8	A
US 441 & SR 429 Connector Rd	Signal	26.1	C	4.0	A	98.4	F	48.0	D	21.0	C
US 441 & Orange Ave	Signal	0.5	A	6.9	A	68.9	E	--	--	13.4	B
US 441 & Plymouth Sorrento Rd	Signal	4.0	A	9.4	A	92.3	F	--	--	14.8	B
US 441 & Boy Scout Blvd	Signal	14.1	B	9.7	A	72.6	E	63.4	E	19.9	B
Hermit Smith Rd & General Electric Rd	TWSC	--	--	9.2	A	--	--	7.6	A	--	--
General Electric Rd & Orange Ave	TWSC	11.2	B	--	--	7.9	A	--	--	--	--

*Average delay is expressed seconds/vehicle*



### 3.0 PROJECT TRAFFIC

#### 3.1 Trip Generation

Information published by the Institute of Transportation Engineers (ITE) in the *Trip Generation Manual, 10<sup>th</sup> Edition* was used to determine the trip generation of the proposed development as summarized in **Table 3**. ITE Code 154 for High-Cube Transload and Short-Term Storage Warehouse trip generation rates which were used in trip generation calculations. Detailed trip generation sheets are included in **Appendix G**.

**Table 3**  
**Trip Generation Analysis**

ITE Code	Land Use	Size	Daily		PM Peak Hour			
			Rate	Trips	Rate	Total	Enter	Exit
154	Warehouse	2,459.8 KSF	1.40	3,444	0.10	246	69	177

*Trip generation analysis based on ITE Trip Generation Manual, 10th Edition.*

The proposed development generates a total of 3,444 trips per day, of which 246 trips will occur during the PM peak hour.

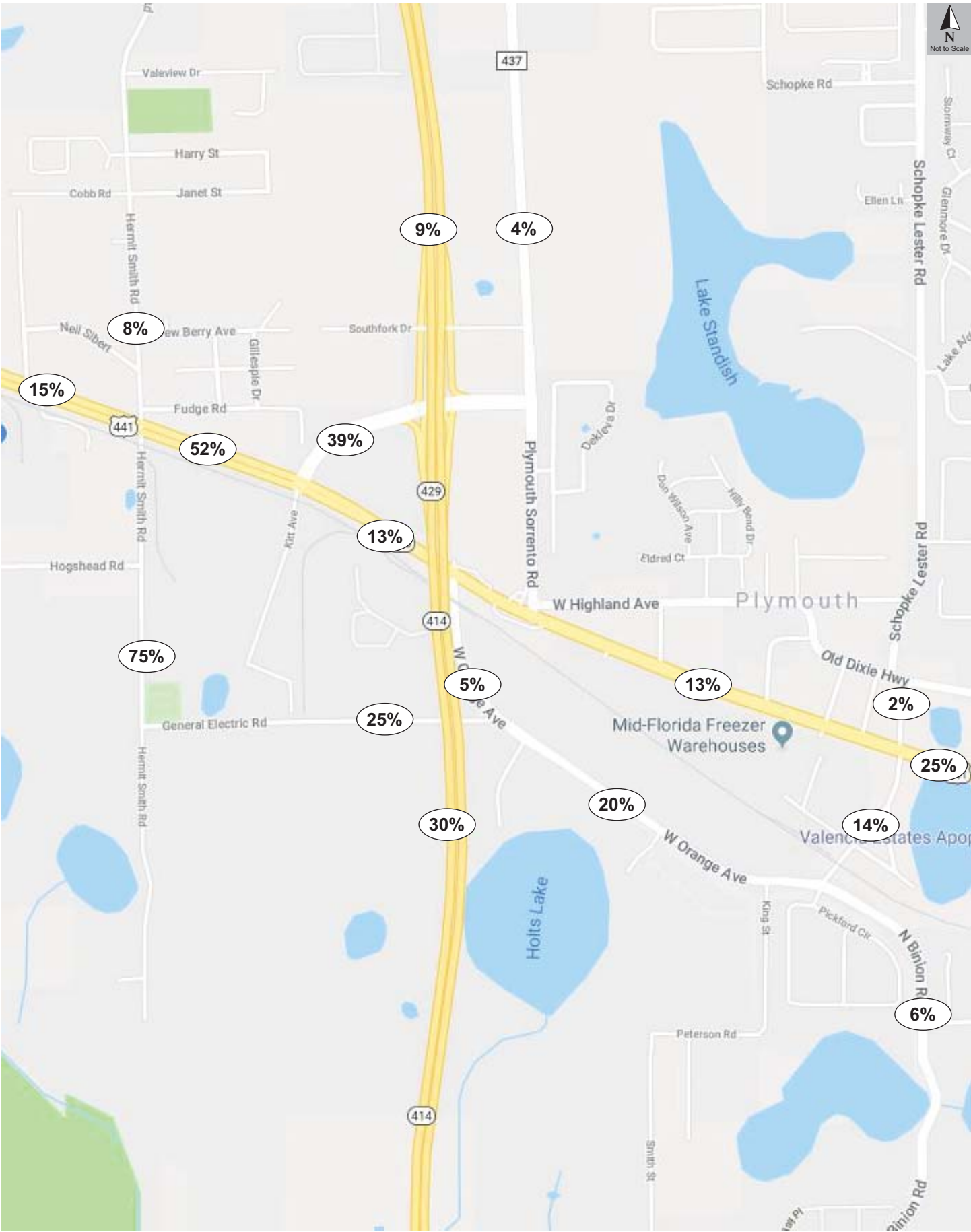
#### 3.2 Truck Traffic

Based on information from the ITE Trip Generation Manual, approximately 20% of the trips generated by the warehouse development are anticipated to be truck trips. The remaining trips are generated by employees, deliveries, visitors and other business activity that supports the truck transport activities at the warehouse. For the proposed development, it is expected that most truck traffic will use the newly completed expressway to access the regional transportation network, as will be reflected in the project's trip distribution pattern.

#### 3.3 Trip Distribution/Assignment

To assign the peak hour trips generated by the proposed development to the study roadways, a distribution pattern in the general vicinity of the project site was determined based on the OUATS model output, included in **Appendix H**, which was modified to reflect the local network and prevailing traffic patterns. The project's trip distribution pattern is provided in **Figure 3**.





Not to Scale



## 4.0 PROJECTED CONDITIONS ANALYSIS

Projected traffic conditions were analyzed for Daily and PM peak hour traffic for the anticipated buildout year 2022.

### 4.1 Background Traffic Volumes

The analysis of the background traffic was performed to ascertain the future conditions prior to the development of Mid-Florida Logistics Park. Background traffic consists of existing traffic and committed trips from approved developments in the area, which were obtained from the *City's Encumbered Traffic Allocation Worksheets*. Background traffic volumes were calculated by adding the existing volumes to the committed trips (E+C) for each of the study segments.

### 4.2 Roadway Segment Capacity

The roadway segment analysis was performed by comparing the projected LOS of the roadway with the adopted LOS standard. This analysis is summarized in **Table 4** for full buildout of the development, which reveals that the segments will continue to operate at satisfactory LOS in the projected condition.

**Table 4**  
**Projected Roadway Capacity Analysis**

Roadway Segment	No Lns	LOS Std	Daily							PM Peak Hour						
			Cap	Volume	Comm	Dist	Project	Total	LOS	Cap	Volume	PD	Comm	Project	Total	LOS
<b>US 441 (Orange Blossom Trail)</b>																
Yothers Road to SR 429 Connector Road	4	D	49,500	41,556	3,419	53%	1,825	44,975	A	2,480	2,045	SB/WB	345	94	2,390	B
SR 429 Connector Road to Plymouth Sorrento Road	4	D	49,500	24,974	5,179	11%	379	30,153	A	2,480	1,114	NB/EB	444	19	1,558	A
Plymouth Sorrento Road to Boy Scout Boulevard	4	D	49,500	28,506	1,956	11%	379	30,462	A	2,480	1,310	NB/EB	260	19	1,570	A
Boy Scout Boulevard to Errol Parkway	4	D	55,400	29,279	659	25%	861	29,938	A	2,600	1,179	SB/WB	58	44	1,237	A
<b>Binion</b>																
Boy Scout Boulevard to Lakeview Drive	2	E	17,700	4,774	1,669	6%	207	6,443	C	880	278	NB/EB	141	11	419	C
Lakeview Drive to US 441	2	E	17,700	4,009	1,210	20%	689	5,219	C	880	244	SB/WB	139	35	383	C
<b>General Electric Road</b>																
Hermit Smith Road to Orange Avenue	2	D	15,900	532	713	25%	861	1,245	C	680	38	NB/EB	101	44	139	C
<b>Hermit Smith Road</b>																
General Electric Road to US 441	2	E	15,900	691	802	75%	2,583	1,493	C	790	53	NB/EB	113	133	166	C
<b>Hogshead Road</b>																
Hermit Smith Road to Conrad Road	2	E	14,000	777	890	0%	0	1,667	C	720	58	NB/EB	126	0	184	C

### 4.3 Intersection Capacity

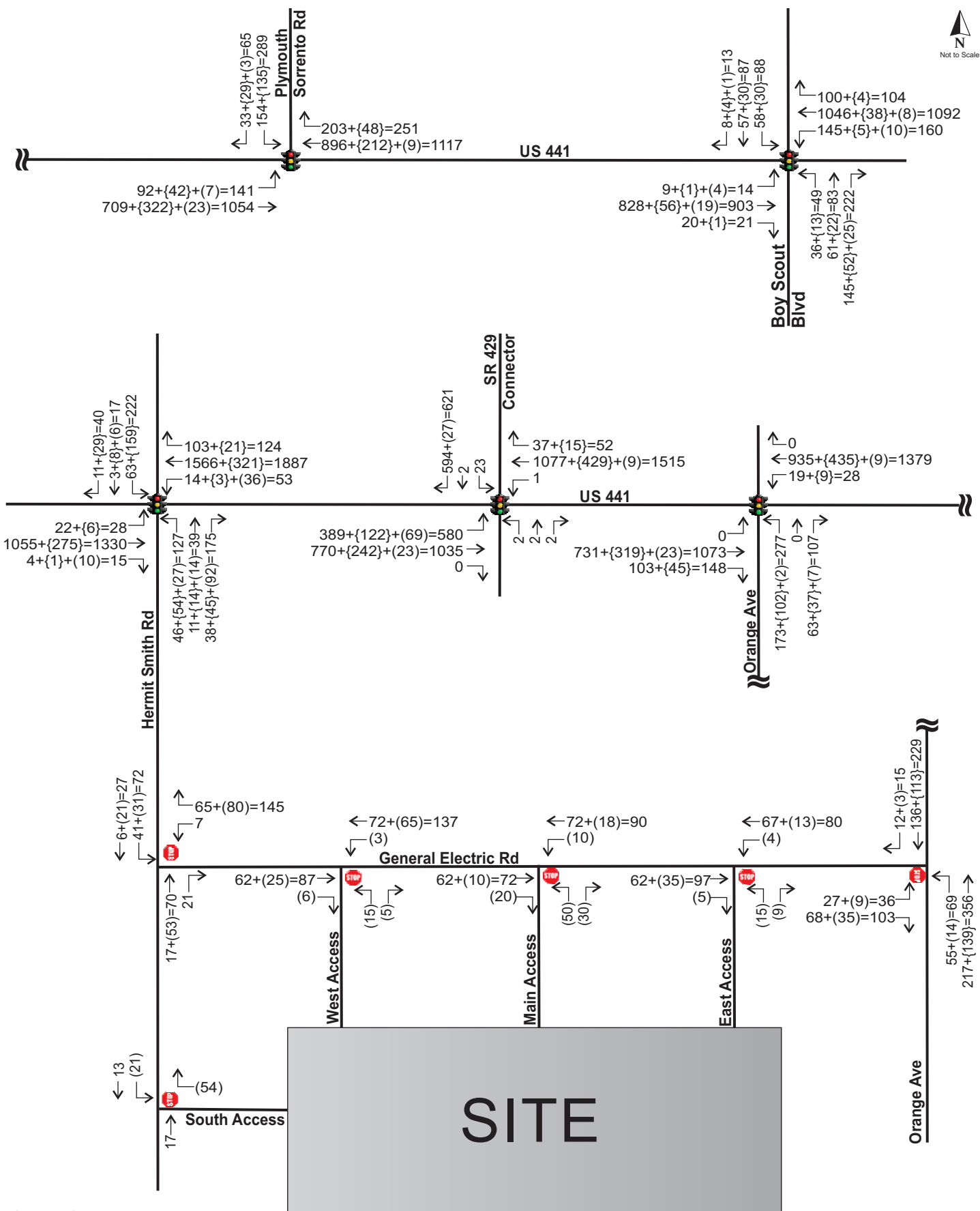
To assess the background and projected operating conditions at the study intersections, an intersection capacity analysis was conducted using background traffic volumes and projected traffic volumes. The intersection was analyzed using *Synchro Software*. Projected peak hour volumes were calculated by adding background traffic and project trips at the intersections.

The projected intersection volumes are shown in **Figure 4** and intersection analysis for both background and projected volumes are summarized **Table 5**. Detailed printouts of the analysis are included in **Appendix I**.

**Table 5**  
**Projected Intersection Capacity Analysis**

Intersection	Control	Scenario	EB		WB		NB		SB		Overall	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
US 441 & Hermit Smith Rd	Signal	Background	8.9	A	1.3	A	207.0	F	595.8	F	56.9	E
		Projected	9.7	A	2.6	A	536.7	F	709.1	F	98.5	F
US 441 & SR 429 Connector Rd	Signal	Background	53.5	D	18.2	B	98.4	F	47.7	D	37.3	D
		Projected	81.6	F	19.6	B	98.4	F	48.5	D	50.8	D
US 441 & Orange Ave	Signal	Background	0.2	A	0.3	A	113.3	F	--	--	14.5	B
		Projected	0.2	A	0.3	A	120.7	F	--	--	15.6	B
US 441 & Plymouth Sorrento Rd	Signal	Background	5.6	A	12.2	B	--	--	251.7	F	38.8	D
		Projected	5.7	A	12.4	B	--	--	250.2	F	38.5	D
US 441 & Boy Scout Blvd	Signal	Background	6.5	A	3.9	A	84.8	F	130.1	F	22.9	C
		Projected	6.6	A	4.0	A	100.1	F	141.4	F	26.0	C
Hermit Smith Rd & General Electric Rd	TWSC	Background	--	--	9.2	A	--	--	7.6	A	--	--
		Projected	--	--	10.6	B	--	--	7.9	A	--	--
General Electric Rd & Orange Ave	TWSC	Background	13.3	B	--	--	8.2	A	--	--	--	--
		Projected	14.3	B	--	--	8.2	A	--	--	--	--
General Electric Rd & West Access	TWSC	Projected	--	--	7.6	A	10.0	A	--	--	--	--
General Electric Rd & Main Access	TWSC	Projected	--	--	7.5	A	9.9	A	--	--	--	--
General Electric Rd & East Access	TWSC	Projected	--	--	7.6	A	9.6	A	--	--	--	--
Hermit Smith Rd & South Access	TWSC	Projected	--	--	8.8	A	--	--	7.5	A	--	--

The results of the background and projected analysis indicate that the intersections will continue to operate at satisfactory overall LOS, except for the intersection of Hermit Smith Road and US 441. This intersection is projected to become deficient on the side streets with the additional committed and project traffic.



**Legend**  
 Background + {Committed} + (Project) = Total

#### 4.4 Intersection Mitigation

In order to mitigate the projected deficiency at the intersection of Hermit Smith Road and US 441, additional capacity will be necessary to serve the minor approaches. The northbound and southbound approaches to the intersection are currently a single shared lane for all movements on each approach. The configuration results in a concurrent signal phase for all minor street movements. Additionally, the current timing plan at the intersection does not account for the significant number of committed and project trips that would be on the side streets in the long term. As vested and project traffic materialize on the minor approaches, it is reasonable to consider that the intersection timing plan would be modified to respond to the growing volumes in the future.

Therefore, to mitigate the project’s impact and improve the overall operations at the intersection, it is recommended that a dedicated northbound right turn lane is constructed. The additional lane will facilitate the movement of right turning traffic traveling from Hermit Smith Road toward the SR 429 expressway via US 441.

The results of the capacity analysis with the right turn lane and a slightly modified timing plan are summarized in **Table 5**. The worksheet is included in **Appendix J**.

**Table 5**  
**Improved Intersection Capacity Analysis**

Intersection	Control	Scenario	EB		WB		NB		SB		Overall	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
US 441 & Hermit Smith Rd	Signal	Improved	17.4	B	4.0	A	57.4	E	658.4	F	58.1	E

## 5.0 STUDY CONCLUSIONS

This traffic analysis was performed to assess the impact of the proposed Mid-Florida Logistics Park development. The site is located south of General Electric Road, east of Hermit Smith Road and west of SR 429, in the City of Apopka. The development will include a total of 2,459,755 square feet of warehousing at full buildout. The results of the analysis as documented herein are summarized below:

- The proposed development will generate a new daily traffic volume of 3,444 trips per day, of which 246 trips will occur during the PM peak hour. Approximately 20% of the total project traffic will be truck traffic.
- Analysis of roadway segment capacity reveals that all study segments currently operate within their adopted capacity and are projected to continue to do so at both project buildout phases.
- Analysis of the study intersections indicates that they currently operate at adequate LOS and are projected to continue to do so at buildout of the project, except for the intersection of US 441 and Hermit Smith Road.
- The intersection will require a dedicated northbound right turn lane to more efficiently serve traffic traveling toward SR 429 via eastbound US 441.
- A modified timing plan may be necessary in the future as vested and project traffic materialize on the minor approaches to intersection.

## APPENDICES

**Appendix A**  
Response to City of Apopka Comments



**CITY OF APOPKA  
DEVELOPMENT REVIEW COMMITTEE COMMENTS**

**DATE: July 25, 2018**

**NAME: Pamela Richmond, AICP - Senior Planner**

**DEPARTMENT: Community Development**

**TELEPHONE: 407-703-1764 FAX: 407-703-1686 Email: pricchmond@apopka.net**

**PROJECT: Mid-Florida Logistics Park**

**PLAN NO: SPR18-16 PUD Master Plan – 2<sup>nd</sup> submittal**

---

**Traffic Impact Analysis Comments:**

1. Revise the trip generation table to reflect the new site plan.
2. Revise Table 4, Projected Roadway Capacity Analysis, using the revised trip generation.
3. In Figure 4, there does not appear to be any committed trips represented on Hermit Smith Road or General Electric Road. However, committed trips are documented in Table 4. Please revise Figure 4 and any of the operational analyses included in the study that do not include the committed trips.
4. Table 5 shows the intersection of US 441 at Hermit Smith Rd not meeting the LOS standards for the approaching roadway segments. Specifically, the westbound direction is impacted dropping from an LOS C to an LOS F in the projected traffic conditions. This is in part due to changes in the signal timing assumptions between the existing, background and project traffic scenarios. Mitigation for the project traffic should not negatively impact the other approaches.

This study was done at a time when US 441 was under construction and before FDOT completed a signal timing study for the US 441 corridor. The current signal timing for signalized study intersections on US 441 should be revised using the new signal timing to ensure the analysis is consistent with the new coordinated signal plan.

5. The TIA does not outline the existing or proposed truck traffic percentages. The applicant should provide estimates of truck traffic and the ability of the surrounding roads (including General Electric Road, Orange Avenue, and Hermit Smith Road) to support the projected loads. If the roadway infrastructure is not suitable for proposed amount of truck travel, mitigation should be proposed.
6. Central Florida Expressway has provided comments on the TIA (see attached). Please address these comments and include as a part of your response to the City's comments.

800 N. Magnolia Ave., Suite 1000  
Orlando, FL 32803  
321.354.9687 Direct  
407.649.8664 Fax  
321.663.5663 Mobile  
[www.dewberry.com](http://www.dewberry.com)  
[kjackson@dewberry.com](mailto:kjackson@dewberry.com)

---

**From:** Bickar, Scott  
**Sent:** Thursday, July 19, 2018 11:03 AM  
**To:** Jackson, Raymond Keith <[kjackson@dewberry.com](mailto:kjackson@dewberry.com)>  
**Subject:** RE: TIA for Mid Florida Logistics Park

Keith,

A 2,561,800 warehouse development is being proposed in the southwest quadrant of the SR 429 interchange at US 441 and SR 429 Connector Road. The warehouse is projected to generate 3587 daily trips with 256 of them occurring during the PM Peak Hour. Full buildout of the development is anticipated in 2022. 41% of the trips generated will utilize SR 429 with 9% coming from the north and 33% coming from the south. The following comments were developed after reviewing FDOT TIA guidelines:

- Include analysis for the single point intersection at SR 429 (Ramps) and SR 429 Connector Road. The intersection is located within the 1 mile study area radius and will be impacted by 42% of the added trips from the development.
- Include analysis for the SR 429 Connector Road and Plymouth Sorrento Road intersection. The intersection is located within the 1 mile study area radius.
- Traffic patterns in the area have changed due to the opening of Wekiva Phase II at the end of March 2018. Existing traffic counts were taken March 13, 2018. Since there is significant change in traffic patterns consider obtaining new counts.
- The report only addresses the PM peak hour. Was the AM peak hour considered?
- Provide analysis for full buildout of the development in 2022.
- Include a future conditions analysis for a future horizon year. Typically 10 years from full buildout.
- Was mitigation considered for the SB SR 429 Connector Road approach to US 441. The projected SB delay is 121.5 seconds (F) which is a 25.3 second increase in delay from the existing condition.

Thanks

Scott Bickar, P.E.  
Project Engineer  
Transportation Services  
Dewberry  
800 North Magnolia Avenue  
Suite 1000  
Orlando, FL 32803  
321-354-9784  
[www.dewberry.com](http://www.dewberry.com)

---

**From:** Jackson, Raymond Keith  
**Sent:** Wednesday, July 18, 2018 9:04 AM  
**To:** Glenn Pressimone <[Glenn.Pressimone@cfxway.com](mailto:Glenn.Pressimone@cfxway.com)>  
**Cc:** Will Hawthorne <[Will.Hawthorne@cfxway.com](mailto:Will.Hawthorne@cfxway.com)>; Bickar, Scott <[sbickar@Dewberry.com](mailto:sbickar@Dewberry.com)>  
**Subject:** RE: TIA for Mid Florida Logistics Park

We will have this reviewed by Friday.



August 30, 2018

Ms. Pamela Richmond, AICP  
Community Development  
City of Apopka  
120 E Main Street  
Apopka, Florida 32703

Email: [prichmond@apopka.net](mailto:prichmond@apopka.net)

Re: Mid-Florida Logistics Park  
Response to Review Comments  
TMC Project № 18008  
City of Apopka, Florida

Ms. Richmond,

Please find below our response to the City of Apopka review comments dated July 25, 2018 and Central Florida Expressway comments dated July 19, 2018, regarding the above referenced Traffic Impact Analysis dated March 2018. The comments are listed in **bold** typeface and the TMC responses follow in *italic* typeface.

### **CITY OF APOPKA COMMENTS**

**1. Revise the trip generation table to reflect the new site plan.**

*TMC Response: The trip generation table has been revised to reflect the new plan.*

**2. Revise Table 4, Projected Roadway Capacity Analysis, using the revised trip generation.**

*TMC Response: Table 4 has been revised*

**3. In Figure 4, there does not appear to be any committed trips represented on Hermit Smith Road or General Electric Road. However, committed trips are documented in Table 4. Please revise Figure 4 and any of the operational analyses included in the study that do not include the committed trips.**

*TMC Response: Figure 4 and the intersection analyses have been revised to include the committed trips.*

**4. Table 5 shows the intersection of US 441 at Hermit Smith Rd not meeting the LOS standards for the approaching roadway segments. Specifically, the westbound direction is impacted dropping from an LOS C to an LOS F in the projected traffic conditions. This is in part due to changes in the signal timing assumptions between the existing, background and project traffic scenarios. Mitigation for the project traffic should not negatively impact the other approaches.**

**This study was done at a time when US 441 was under construction and before FDOT completed a signal timing study for the US 441 corridor. The current signal timing for signalized study intersections on US 441 should be revised using the new signal timing to ensure the analysis is consistent with the new coordinated signal plan.**

*TMC Response: The analysis was revised with the updated traffic volumes, committed trips, and newly implemented signal timing plans. The results indicate that the intersection will require a northbound right turn lane on Hermit Smith Road to adequately accommodate project trips.*

**5. The TIA does not outline the existing or proposed truck traffic percentages. The applicant should provide estimates of truck traffic and the ability of the surrounding roads (including General Electric Road, Orange Avenue, and Hermit Smith Road) to support the projected loads. If the roadway infrastructure is not suitable for proposed amount of truck travel, mitigation should be proposed.**

*TMC Response: The TIA has been updated to include a discussion of projected truck traffic volumes generated by the development on a daily basis. The structural capacity of the pavement on Hermit Smith Road and on General Electric Road will be addressed separately with the City outside of the TIA.*

**6. Central Florida Expressway has provided comments on the TIA (see attached). Please address these comments and include as a part of your response to the City's comments.**

*TMC Response: Noted. Please see responses to Central Florida Expressway comments below.*

### **CENTRAL FLORIDA EXPRESSWAY COMMENTS**

**1. Include analysis for the single point intersection at SR 429 {Ramps) and SR 429 Connector Road. The intersection is located within the 1 mile study area radius and will be impacted by 42% of the added trips from the development.**

*TMC Response: The interchange at SR 429 was recently completed based on design traffic volumes projected for the life of the facility. This development is a minor generator of traffic in comparison to the design traffic volumes for which the facility was designed.*

**2. Include analysis for the SR 429 Connector Road and Plymouth Sorrento Road intersection. The intersection is located within the 1 mile study area radius.**

*TMC Response: Based on a study methodology reviewed and approved by the City of Apopka, these facilities are not within the project's study area. This development is a minor generator of traffic in comparison to the design traffic volumes for which the facility was designed.*

**3. Traffic patterns in the area have changed due to the opening of Wekiva Phase II at the end of March 2018. Existing traffic counts were taken March 13, 2018. Since there is significant change in traffic patterns consider obtaining new counts.**

*TMC Response: Updated traffic counts were obtained within the study area on August 28, 2018.*

**5. The report only addresses the PM peak hour. Was the AM peak hour considered?**

*TMC Response: The City of Apopka requires PM peak hour analysis.*

**6. Provide analysis for full build out of the development in 2022.**

*TMC Response: The buildout analysis is provided.*

**7. Include a future conditions analysis for a future horizon year. Typically 10 years from full buildout.**

*TMC Response: An analysis of future horizon is not required or customary for development projects in the City of Apopka.*

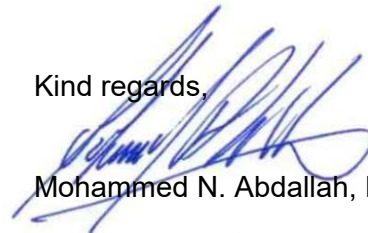
**8. Was mitigation considered for the SB SR 429 Connector Road approach to US 441. The projected SB delay is 121.5 seconds (F) which is a 25.3 second increase in delay from the existing condition.**

*TMC Response: The intersection is projected to operate adequately at project buildout. No additional mitigation is recommended.*

#### **END OF COMMENTS**

We trust these responses address the review comments. A revised analysis will be provided for your further review. We remain available to discuss this matter further or to answer any questions.

Kind regards,



Mohammed N. Abdallah, PE, PTOE



**Appendix B**  
Preliminary Site Plan



**Appendix C**  
Mid-Florida Logistics Park Methodology

## MEMORANDUM

February 28, 2018

**Re: Mid-Florida Logistics Park**  
Traffic Impact Analysis Methodology  
Project № 18008

The following is an outline of the methodology for the Traffic Impact Analysis (TIA) for the above referenced project.

### Project Description

The proposed development is approximately 2,562,800 square feet of the high-cube transload and short-term storage warehouse, which will include five buildings at full buildout. A conceptual site plan is included in the **Attachments**.

### Project Location

The site is located south of General Electric Road, east of Hermit Smith Road and west of the Western Beltway, in the City of Apopka, Florida, as illustrated in **Figure 1**.



**Figure 1 – Study Area**

Project Access

Access to the site will be provided via two access points on General Electric Road and one access point on Hermit Smith Road, as shown in the conceptual plan included in the **Attachments**.

Trip Generation

The trip generation analysis was conducted using information published by the Institute of Transportation Engineers (ITE) in the *Trip Generation Manual, 10th Edition* for the High Cube Transload and Short-Term Storage Warehouse land use, which most accurately reflect the proposed use of the site. **Table 1** summarizes the results of the trip generation analysis for the development. The ITE information sheets are included in the **Attachments**.

**Table 1**  
**Trip Generation Summary**

ITE Code	Land Use	Size	Daily		PM Peak Hour			
			Rate	Trips	Rate	Total	Enter	Exit
154	Warehouse	2,562.8 KSF	1.40	3,588	0.10	256	69	187

*Trip generation analysis based on ITE Trip Generation Manual, 10th Edition.*

The proposed development is projected to generate 3,588 new daily trips of which 256 trips occur during the PM peak hour. It should be noted that approximately 33% of the total daily site-generated trips and 22% of PM peak hour project trips are anticipated to be truck traffic based on ITE information.

Trip Distribution

The Orlando Urban Area Transportation Study (OUATS) model was used to generate an areawide travel distribution pattern for the development. The model output is included in the **Attachments**.

The model shows that traffic using Binion Road will merge to SR 429 downstream, also more traffic is indicated to use SR 451 and Plymouth Sorrento Road rather than using SR 429 located east of the property. Manual modification and adjustments were made to reflect the nature of the proposed development, which includes moving all trips indicated on SR 451 on to SR 429, half the trips on Binion Road on to SR 429 and reducing the number of project trips on Plymouth Sorrento Road. Finally, these modifications placed approximately 42% of the project trips on SR 429, with the anticipated truck percentage and the likelihood of trucks using SR 429, the distribution pattern will reflect the proposed development. The proposed distribution pattern for use in this study is illustrated in **Figure 2**.



**Figure 2 – Proposed Distribution Pattern**

**Study Area**

**Study Segments**

The following roadway segments located within 1-mile of the site will be analyzed for Daily and PM peak hour capacity:

**US 441 (Orange Blossom Trail)**

- Yothers Road to SR 429 Connector Road
- SR 429 Connector Road to Plymouth Sorrento Road
- Plymouth Sorrento Road to Boy Scout Boulevard
- Boy Scout Boulevard to Errol Parkway

**Binion Road (CR 437)/Orange Avenue (CR 437)**

- Boy Scout Boulevard to Lakeview Drive
- Lakeview Drive to US 441

#### General Electric Road

- Hermit Smith Road to Orange Avenue

#### Hermit Smith Road

- General Electric Road to US 441

#### Hogshead Road

- Hermit Smith Road to Conrad Road

#### Study Intersections

The following intersection will be analyzed for PM peak hour capacity and operations:

- General Electric Road and Orange Avenue
- Hermit Smith Road and General Electric Road
- SR 429 Connector Road and US 441
- Hermit Smith Road and US 441
- Orange Avenue and US 441
- Boy Scout Boulevard and US 441
- Proposed access points and General Electric Road

#### Peterson Road

An existing public Right-of-way (ROW), known as Peterson Road, runs from Kings Street in the east, through the property east to the western boundary. The ROW varies in width and passes under SR 429 at an underpass. This ROW traverses the proposed development and bisects the planned 1,024,400 square foot warehouse building (Building 2 on the plans included in the **Attachments**). Therefore, the analysis will evaluate access conditions to the site without the need to connect Peterson Road through the property. If these currently proposed connections on General Electric Road and Hermit Smith Road are projected to adequately serve the property, then it will be determined that Peterson Road is not essential for access, which supports a request to vacate the existing ROW.

#### Documentation

A report documenting the methods, assumptions, and findings of the traffic analysis will be prepared for submittal to the City in support of the development application.

**Appendix D**  
City of Apopka CMS Data

**City of Apopka  
2014 Traffic Count Program  
Roadway Service Volumes (Capacities)**

Class Roadway Segment	No. of Lanes	Posted Speed Limit	A.M./P.M.					Daily Capacities <sup>1</sup>				
			Peak Hour Directional Capacities <sup>1</sup>					A	B	C	D	E
			A	B	C	D	E					
<b>Major Arterial</b>												
<b>SR 436 (Semoran Boulevard)</b>												
US 441 to Sheeler Rd	8LD	45	-	-	3,970	4,040	4,040	-	-	78,800	80,100	80,100
Sheeler Rd to Thompson Rd	8LD	45	-	-	3,970	4,040	4,040	-	-	78,800	80,100	80,100
Thompson Rd to Roger Williams Rd	8LD	45	-	-	3,970	4,040	4,040	-	-	78,800	80,100	80,100
Roger Williams Rd to Piedmont-Wekiva Rd	8LD	45	-	-	3,970	4,040	4,040	-	-	78,800	80,100	80,100
Piedmont-Wekiva Rd to Seminole County Line	6LD	45	-	-	2,940	3,020	3,020	-	-	58,400	59,900	59,900
<b>US 441 (Orange Blossom Trail)</b>												
Ponkan Rd to Yothers Rd	4LD	55	-	-	1,910	2,000	2,000	-	-	37,900	39,800	39,800
2 * Yothers Rd to SR 429 Connector Rd	4LD	55	2,370	2,480	2,480	2,480	2,480	47,200	49,500	49,500	49,500	49,500
2 * SR 429 Connector Rd to Plymouth Sorrento Rd	4LD	45	2,370	2,480	2,480	2,480	2,480	47,200	49,500	49,500	49,500	49,500
2 * Plymouth Sorrento Rd to Boy Scout Blvd	4LD	45	2,370	2,480	2,480	2,480	2,480	47,200	49,500	49,500	49,500	49,500
2 * Boy Scout Blvd to Errol Pkwy	4LD	45	2,270	2,520	2,600	2,600	2,600	48,300	53,600	55,400	55,400	55,400
2 * Errol Pkwy to SR 451	4LD	45	2,270	2,520	2,600	2,600	2,600	48,300	53,600	55,400	55,400	55,400
2 * SR 451 to Bradshaw Rd	4LD	45	2,270	2,520	2,600	2,600	2,600	48,300	53,600	55,400	55,400	55,400
2 * Bradshaw Rd to Hawthorne Ave	5L	45	1,980	2,160	2,160	2,160	2,160	52,500	57,100	57,100	57,100	57,100
2 * Hawthorne Ave to Central Ave	5L	35	1,980	2,160	2,160	2,160	2,160	52,500	57,100	57,100	57,100	57,100
2 * Central Ave to Park Ave	5L	35	1,980	2,160	2,160	2,160	2,160	52,500	57,100	57,100	57,100	57,100
2 * Park Ave to Highland Ave	5L	35	1,980	2,160	2,160	2,160	2,160	52,500	57,100	57,100	57,100	57,100
2 * Highland Ave to Alabama Ave	5L	35	1,980	2,160	2,160	2,160	2,160	52,500	57,100	57,100	57,100	57,100
2 * Alabama Ave to SR 436	4LD	35	1,980	2,160	2,160	2,160	2,160	52,500	57,100	57,100	57,100	57,100
SR 436 to Sheeler Rd	4LD	45	-	-	1,910	2,000	2,000	-	-	37,900	39,800	39,800
Sheeler Rd to Roger Williams Rd	4LD	45	-	-	1,910	2,000	2,000	-	-	37,900	39,800	39,800
Roger Williams Rd to Piedmont-Wekiva Rd	4LD	50	-	-	1,910	2,000	2,000	-	-	37,900	39,800	39,800
Piedmont-Wekiva Rd to Seminole County Line	4LD	50	-	-	1,910	2,000	2,000	-	-	37,900	39,800	39,800
<b>Minor Arterial</b>												
<b>CR 424 (Alabama Avenue/Apopka Boulevard)</b>												
US 441 to 8th St	2L	45	-	-	370	750	800	-	-	7,300	14,800	15,600
8th St to Sheeler Rd	2L	45	-	-	830	880	880	-	-	16,800	17,700	17,700
Sheeler Rd to Lakeville Rd	2L	45	-	-	830	880	880	-	-	16,800	17,700	17,700
Lakeville Rd to Hiawasse Rd	3L	45	-	-	870	920	920	-	-	17,600	18,600	18,600
Hiawasse Rd to Overland Rd	2L	35	-	-	370	750	800	-	-	7,300	14,800	15,600
Overland Rd to US 441	2L	35	-	-	370	750	800	-	-	7,300	14,800	15,600
<b>Minor Arterial</b>												
<b>CR 435 (Rock Spring Road/Park Avenue/Clarcona Road)</b>												
Kelly Park Rd to Ponkan Rd	5L	45	-	-	1,530	1,580	1,580	-	-	29,300	30,400	30,400
Ponkan Rd to Welch Rd	5L	45	-	-	1,910	2,000	2,000	-	-	37,900	39,800	39,800
Welch Rd to Sandpiper Rd	5L	45	-	-	1,910	2,000	2,000	-	-	37,900	39,800	39,800
Sandpiper Rd to Votaw Rd	5L	35	-	-	730	1,630	1,700	-	-	14,500	32,400	33,800
Votaw Rd to Orange St	5L	35	-	-	730	1,630	1,700	-	-	14,500	32,400	33,800
Orange St to US 441	5L	35	-	-	730	1,630	1,700	-	-	14,500	32,400	33,800
US 441 to Michael Gladden Blvd	3L	30	-	-	390	790	840	-	-	7,700	15,540	16,400
Michael Gladden Blvd to Cleveland St	2L	30	-	-	370	750	800	-	-	7,300	14,800	15,600
Cleveland St to Keene Rd	2L	45	-	-	830	880	880	-	-	16,800	17,700	17,700
Keene Rd to McCormick Rd	2L	45	-	-	830	880	880	-	-	16,800	17,700	17,700
McCormick Rd to Clarcona-Ocoee Rd	2L	45	-	-	830	880	880	-	-	16,800	17,700	17,700
<b>CR 437A (Ocoee-Apopka Road/Michael Gladden Boulevard/Central Avenue)</b>												
McCormick Rd to Binion Rd	2L	45	-	420	840	1,190	1,640	-	8,600	17,000	24,200	33,300
Binion Rd to SR 429	2L	45	-	420	840	1,190	1,640	-	8,600	17,000	24,200	33,300
SR 429 to Keene Rd	2L	45	-	420	840	1,190	1,640	-	8,600	17,000	24,200	33,300
Keene Rd to Boy Scout Rd	2L	45	-	420	840	1,190	1,640	-	8,600	17,000	24,200	33,300
Boy Scout Rd to Bradshaw Rd	2L	45	-	420	840	1,190	1,640	-	8,600	17,000	24,200	33,300
Bradshaw Rd to Central Ave	2L	30	-	-	370	750	800	-	-	7,300	14,800	15,600
Michael Gladden Blvd to US 441	2L	35	-	-	370	750	800	-	-	7,300	14,800	15,600
<b>Lakeville Road</b>												
Apopka Blvd to Wildwood St	2L	35	-	-	370	750	800	-	-	7,300	14,800	15,600
<b>Plymouth-Sorrento Road (CR 437)</b>												
County Line to Kelly Park Rd	2L	45	-	450	850	1,200	1,640	-	8,700	16,400	23,100	31,500
Kelly Park Rd to Ponkan Rd	2L	45	-	-	830	880	880	-	-	16,800	17,700	17,700
Ponkan Rd to Lester Rd/Yothers Rd	2L	45	-	-	830	880	880	-	-	16,800	17,700	17,700
Lester Rd/Yothers Rd to SR 429 Connector Rd	2L	45	-	-	870	920	920	-	-	17,600	18,600	18,600
SR 429 Connector Rd to US 441	2L	45	-	-	870	920	920	-	-	17,600	18,600	18,600

**City of Apopka  
2014 Traffic Count Program  
Roadway Service Volumes (Capacities)**

Class Roadway Segment	No. of Lanes	Posted Speed Limit	A.M./P.M.					Daily Capacities <sup>1</sup>				
			Peak Hour Directional Capacities <sup>1</sup>					A	B	C	D	E
			A	B	C	D	E	A	B	C	D	E
<b>Sheeler Road</b>												
SR 436 to US 441	3L	35	-	-	390	790	840	-	-	7,700	15,540	16,400
US 441 to Apopka Blvd	2L	45	-	-	830	880	880	-	-	16,800	17,700	17,700
Apopka Blvd to Cleveland St	2L	45	-	-	830	880	880	-	-	16,800	17,700	17,700
Cleveland St to Keene Rd	2L	45	-	-	830	880	880	-	-	16,800	17,700	17,700
<b>Wekiva Springs Road/Piedmont-Wekiwa Road/Hiawasse Road</b>												
Welch Rd to Votaw Rd	3L	45	-	470	890	1,260	1,720	-	9,100	17,200	24,300	33,100
Votaw Rd to SR 436	5L	45	-	-	1,910	2,000	2,000	-	-	37,900	39,800	39,800
SR 436 to Piedmont Lakes Blvd	5L	45	-	-	1,910	2,000	2,000	-	-	37,900	39,800	39,800
Piedmont Lakes Blvd to US 441	5L	45	-	-	1,910	2,000	2,000	-	-	37,900	39,800	39,800
US 441 to CR 424 (Apopka Blvd)	4LD	45	-	-	1,910	2,000	2,000	-	-	37,900	39,800	39,800
CR 424 (Apopka Blvd) to SR 414	4LD	45	-	-	1,910	2,000	2,000	-	-	37,900	39,800	39,800
SR 414 to Beggs Rd	4LD	45	-	-	1,910	2,000	2,000	-	-	37,900	39,800	39,800
Beggs Rd to Clarcona Ocoee Rd	4LD	45	-	-	1,910	2,000	2,000	-	-	37,900	39,800	39,800
<b>Minor Arterial</b>												
<b>Welch Road</b>												
Vick Rd to Rock Springs Rd	2L	35	-	-	390	790	840	-	-	7,700	15,540	16,400
Rock Springs Rd to Ustler Rd	3L	45	-	440	880	1,250	1,720	-	9,000	17,900	25,400	35,000
Ustler Road to Thompson Rd	2L	45	-	420	840	1,190	1,640	-	8,600	17,000	24,200	33,300
Thompson Rd to Wekiva Springs Rd	2L	45	-	420	840	1,190	1,640	-	8,600	17,000	24,200	33,300
<b>Minor Collector</b>												
<b>2nd Street (Monroe Avenue)</b>												
Central Ave to Park Ave	2L	30	-	-	240	490	520	-	-	4,700	9,600	10,100
<b>5th Street</b>												
Park Ave to Highland Ave	2L	30	-	-	240	490	520	-	-	4,700	9,600	10,100
<b>6th Street</b>												
Park Ave to Alabama Ave	2L	30	-	-	240	490	520	-	-	4,700	9,600	10,100
Alabama Ave to US 441	2L	30	-	-	240	490	520	-	-	4,700	9,600	10,100
<b>8th Street</b>												
Park Ave to Highland Ave	2L	30	-	-	240	490	520	-	-	4,700	9,600	10,100
<b>9th Street</b>												
Central Ave to Park Ave	2L	30	-	-	240	490	520	-	-	4,700	9,600	10,100
Alabama Ave to Sheeler Ave	2L	30	-	-	240	490	520	-	-	4,700	9,600	10,100
<b>13th Street</b>												
Ocoee-Apopka Rd to Park Ave	2L	25	-	-	240	490	520	-	-	4,700	9,600	10,100
Park Ave to Apopka Blvd	2L	25	-	-	240	490	520	-	-	4,700	9,600	10,100
<b>Alabama Avenue</b>												
Monroe Ave to US 441	2L	25	-	-	240	490	520	-	-	4,700	9,600	10,100
<b>Appy Lane</b>												
Plymouth-Sorrento Rd to Jason Dwelley Pkwy	2L	35	-	-	330	680	720	-	-	6,600	13,320	14,000
<b>Binion Road (CR 437)/Orange Avenue (CR 437)</b>												
Ocoee-Apopka Rd to Harmon Rd	2L	55	-	-	830	880	880	-	-	16,800	17,700	17,700
Harmon Rd to Boy Scout Rd	2L	55	-	-	830	880	880	-	-	16,800	17,700	17,700
Boy Scout Rd to Lakeview Dr	2L	40	-	-	830	880	880	-	-	16,800	17,700	17,700
Lakeview Dr to US 441	2L	40	-	-	830	880	880	-	-	16,800	17,700	17,700
<b>Boy Scout Road</b>												
Binion Rd to Ocoee-Apopka Rd	2L	45	-	-	750	790	790	-	-	15,100	15,900	15,900
<b>Bradshaw Road</b>												
Old Dixie Hwy to US 441	2L	45	-	-	750	790	790	-	-	15,100	15,900	15,900
<b>Christiana Avenue</b>												
Monroe Ave to Votaw Rd	2L	30	-	-	240	490	520	-	-	4,700	9,600	10,100
<b>Cleveland Street</b>												
Park Ave to Sheeler Rd	2L	40	-	-	750	790	790	-	-	15,100	15,900	15,900
<b>Edgewood Drive</b>												
Monroe Ave to US 441	2L	30	-	-	240	490	520	-	-	4,700	9,600	10,100
<b>Minor Collector (Continued)</b>												
<b>Errol Parkway</b>												
Lake Francis Dr to Lake Alden Dr	2LD	25	-	-	350	710	760	-	-	6,900	13,990	14,700
Lake Alden Dr to Old Dixie Hwy	2L	25	-	-	330	680	720	-	-	6,600	13,320	14,000
Old Dixie Hwy to US 441	2LD	30	-	-	350	710	840	-	-	6,900	14,000	14,700
<b>General Electric Road</b>												
Hermit Smith Rd to Orange Ave	2L	30	-	-	330	680	720	-	-	6,600	13,300	14,000
<b>Golden Gem Road</b>												
Kelly Park Rd to Ponkan Rd	2L	30	-	-	330	680	720	-	-	6,600	13,300	14,000
<b>Greenacre Road</b>												
Piedmont-Wekiwa Rd to Neil Rd	2L	25	-	-	330	680	720	-	-	6,600	13,300	14,000
<b>Haas Road</b>												
Plymouth-Sorrento Rd to Mt Plymouth Rd	2L	40	-	-	750	790	790	-	-	15,100	15,900	15,900
<b>Harmon Road</b>												
Binion Rd to Ocoee-Apopka Rd	2L	40	-	-	750	790	790	-	-	15,100	15,900	15,900
<b>Hawthorne Avenue</b>												
US 441 to Ocoee-Apopka Rd	2L	30	-	-	330	680	720	-	-	6,600	13,300	14,000
Ocoee-Apopka Rd to 13th St	2L	30	-	-	330	680	720	-	-	6,600	13,300	14,000



**City of Apopka  
2014 Traffic Count Program  
Roadway Service Volumes (Capacities)**

Class Roadway Segment	No. of Lanes	Posted Speed Limit	A.M./P.M. Peak Hour Directional Capacities <sup>1</sup>					Daily Capacities <sup>1</sup>				
			A	B	C	D	E	A	B	C	D	E
<b>Hermit Smith Road</b>												
General Electric Rd to US 441	2L	40	-	-	750	790	790	-	-	15,100	15,900	15,900
<b>Highland Avenue</b>												
Monroe Ave to US 441	2L	25	-	-	330	680	720	-	-	6,600	13,300	14,000
US 441 to 6th St	2L	25	-	-	330	680	720	-	-	6,600	13,300	14,000
<b>Hogshead Road</b>												
Hermit Smith Rd to Conrad Rd	2L	30	-	-	330	680	720	-	-	6,600	13,300	14,000
<b>Jason Dwelley Parkway</b>												
Kelly Park Rd to Ponkan Rd	2L	35	-	-	330	680	720	-	-	6,600	13,300	14,000
<b>Keene Road</b>												
Ocoee-Apopka Rd to Marden Rd	2L	45	-	-	750	790	790	-	-	15,100	15,900	15,900
Marden Rd to Clarcona Rd (CR 435)	2L	45	-	-	750	790	790	-	-	15,100	15,900	15,900
Clarcona Rd (CR 435) to Sheeler Rd	2L	45	-	-	750	790	790	-	-	15,100	15,900	15,900
<b>Kelly Park Road</b>												
Round Lake Rd to Plymouth-Sorrento Rd	2L	55	-	450	850	1,200	1,640	-	8,700	16,400	23,100	31,500
Plymouth-Sorrento Rd to Jason Dwelley Pkwy	2L	55	-	450	850	1,200	1,640	-	8,700	16,400	23,100	31,500
Jason Dwelley Pkwy to Mt. Plymouth Rd	2L	40	-	450	850	1,200	1,640	-	8,700	16,400	23,100	31,500
Mt. Plymouth Rd to Rock Springs Rd	2L	40	-	450	850	1,200	1,640	-	8,700	16,400	23,100	31,500
<b>Lake Avenue/Marvin C Zanders Avenue</b>												
Martin St to Orange St	2L	25	-	-	330	680	720	-	-	6,600	13,300	14,000
Orange St to US 441	2L	25	-	-	330	680	720	-	-	6,600	13,300	14,000
US 441 to 4th St	2L	25	-	-	330	680	720	-	-	6,600	13,300	14,000
<b>Lake Cortez Drive</b>												
SR 436 to Evelyn Dr	2L	25	-	-	330	680	720	-	-	6,600	13,300	14,000
<b>Minor Collector (Continued)</b>												
<b>Lake Doe Boulevard</b>												
US 441 to Dunn Cove Dr	2L	25	-	-	330	680	720	-	-	6,600	13,300	14,000
<b>Lake Francis Drive</b>												
Schopke Lester Rd to Errol Pkwy	2L	25	-	-	330	680	720	-	-	6,600	13,300	14,000
Errol Pkwy to Vick Rd	2L	25	-	-	330	680	720	-	-	6,600	13,300	14,000
<b>Lakeville Road</b>												
Wildwood St to Beggs Rd	2L	50	-	-	750	790	790	-	-	15,100	15,900	15,900
Beggs Rd to Clarcona Ocoee Rd	2L	50	-	-	750	790	790	-	-	15,100	15,900	15,900
<b>Lester Road</b>												
Vick Rd to Schopke Lester Rd	2L	35	-	-	330	680	720	-	-	6,600	13,300	14,000
Schopke Lester Rd to Plymouth Sorrento Rd	2L	35	-	-	330	680	720	-	-	6,600	13,300	14,000
<b>Marden Road</b>												
Ocoee Apopka Rd to Keene Rd	2L	35	-	-	330	680	720	-	-	6,600	13,300	14,000
<b>Martin Street</b>												
Park Ave to Lake Ave	2L	25	-	-	330	680	720	-	-	6,600	13,300	14,000
Maine Ave to Vick Rd	2L	25	-	-	330	680	720	-	-	6,600	13,300	14,000
<b>McCormick Road</b>												
Ocoee-Apopka Rd to Clarcona Rd (CR 435)	2L	50	-	-	750	790	790	-	-	15,100	15,900	15,900
<b>Midland Avenue</b>												
US 441 to 6th St	2L	25	-	-	330	680	720	-	-	6,600	13,300	14,000
<b>Monroe Avenue</b>												
Park Ave to Alabama Ave	2L	25	-	-	330	680	720	-	-	6,600	13,300	14,000
Alabama Ave to Sheeler Rd	2L	25	-	-	330	680	720	-	-	6,600	13,300	14,000
<b>Mt. Plymouth Road</b>												
Kelly Park Rd to Haas Rd	2L	45	-	-	750	790	790	-	-	15,100	15,900	15,900
Haas Rd to Lake County Line	2L	45	-	-	750	790	790	-	-	15,100	15,900	15,900
<b>North Maine Avenue</b>												
Martin St to Old Dixie Hwy	2L	25	-	-	330	680	720	-	-	6,600	13,300	14,000
<b>Old Dixie Highway/West Highland Avenue/Orange Street</b>												
Plymouth-Sorrento Rd to Boy Scout Blvd	2L	30	-	-	330	680	720	-	-	6,600	13,300	14,000
Boy Scout Blvd to Errol Pkwy	2L	30	-	-	330	680	720	-	-	6,600	13,300	14,000
Errol Pkwy to Vick Rd	2L	30	-	-	330	680	720	-	-	6,600	13,300	14,000
Vick Rd to Bradshaw Rd	2L	30	-	-	330	680	720	-	-	6,600	13,300	14,000
Bradshaw Rd to Hawthorne Ave	2L	25	-	-	330	680	720	-	-	6,600	13,300	14,000
Hawthorne Ave to Park Ave	2L	25	-	-	330	680	720	-	-	6,600	13,300	14,000
<b>Ondich Road</b>												
Round Lake Rd to Plymouth-Sorrento Rd	2L	30	-	-	330	680	720	-	-	6,600	13,300	14,000
<b>Ponkan Road</b>												
Round Lake Rd to Plymouth-Sorrento Rd	2L	35	-	-	330	680	720	-	-	6,600	13,300	14,000
Plymouth-Sorrento Rd to Vick Rd	2L	45	-	-	750	790	790	-	-	15,100	15,900	15,900
Vick Rd to Rock Springs Rd	2L	45	-	-	750	790	790	-	-	15,100	15,900	15,900
<b>Rock Ridge Boulevard</b>												
Rock Springs Rd to Haddington Ct	2L	30	-	-	330	680	720	-	-	6,600	13,300	14,000

**City of Apopka**  
**2014 Traffic Count Program**  
**Roadway Service Volumes (Capacities)**

Class Roadway Segment	No. of Lanes	Posted Speed Limit	A.M./P.M.					Daily Capacities <sup>1</sup>				
			Peak Hour Directional Capacities <sup>1</sup>					A	B	C	D	E
			A	B	C	D	E	A	B	C	D	E
<b>Minor Collector</b>												
<b>Roger Williams Road</b>												
US 441 to SR 436	2L	30	-	-	330	680	720	-	-	6,600	13,300	14,000
<b>Round Lake Road</b>												
Ponkan Rd to Sadler Ave	2L	50	-	-	750	790	790	-	-	15,100	15,900	15,900
Sadler Ave to Kelly Park Rd	2L	50	-	-	750	790	790	-	-	15,100	15,900	15,900
Kelly Park Rd to Lake County Line	2L	50	-	-	750	790	790	-	-	15,100	15,900	15,900
<b>Sandpiper Road</b>												
Park Ave to Ustler Rd	2L	40	-	-	750	790	790	-	-	15,100	15,900	15,900
Ustler Rd to Thompson Rd	2L	40	-	-	750	790	790	-	-	15,100	15,900	15,900
<b>Schopke-Lester Road</b>												
Lester Rd to Old Dixie Hwy	2L	35	-	-	330	680	720	-	-	6,600	13,300	14,000
<b>Sheeler Oaks Drive</b>												
Sheeler Rd to Saddleback Ridge	2L	45	-	-	750	790	790	-	-	15,100	15,900	15,900
<b>Summit Street</b>												
Rock Springs Rd to Lake Ave	2L	30	-	-	330	680	720	-	-	6,600	13,300	14,000
<b>Tanglewild Street</b>												
Rock Springs Rd to Ulster Rd	2L	30	-	-	330	680	720	-	-	6,600	13,300	14,000
<b>Thompson Road</b>												
Welch Rd to Votaw Rd	2L	45	-	-	750	790	790	-	-	15,100	15,900	15,900
Votaw Rd to SR 436	2L	35	-	-	330	680	720	-	-	6,600	13,300	14,000
<b>Ustler Road</b>												
Sandpiper Rd to Welch Rd	2L	30	-	-	330	680	720	-	-	6,600	13,300	14,000
<b>Vick Road</b>												
US 441 to Old Dixie Hwy	4LD	35	-	-	730	1,630	1,700	-	-	14,500	32,400	33,800
Old Dixie Hwy to Martin St	2LD	35	-	-	390	790	840	-	-	7,700	15,500	16,400
Martin St to Welch Rd	2LD	35	-	-	390	790	840	-	-	7,700	15,500	16,400
Welch Rd to Lake Francis Dr	2L	35	-	-	330	680	720	-	-	6,600	13,300	14,000
Lake Francis Dr to Lester Rd	2L	35	-	-	330	680	720	-	-	6,600	13,300	14,000
Lester Rd to Ponkan Rd	2L	35	-	-	330	680	720	-	-	6,600	13,300	14,000
<b>Votaw Road</b>												
Park Ave to Christiana Ave	2L	45	-	-	750	790	790	-	-	15,100	15,900	15,900
Christiana Ave to Thompson Rd	2L	45	-	-	750	790	790	-	-	15,100	15,900	15,900
Thompson Rd to Wekiva Springs Rd	2L	45	-	-	750	790	790	-	-	15,100	15,900	15,900
<b>Woodfield Oaks Drive</b>												
Arbor Way to Regal St	2L	25	-	-	330	680	720	-	-	6,600	13,300	14,000
<b>Yothers Rd/Church Drive</b>												
US 441 to Plymouth Sorrento Rd	2L	35	-	-	330	680	720	-	-	6,600	13,300	14,000

## Notes:

- 1** - Based on capacities from the Florida DOT 2013 Quality/Level of Service Handbook, Florida DOT ArtPlan2012 Software or Orange County.  
**2** - Roadway capacities calculated using ArtPlan updated with 2012 software  
\* - These segments of US 441 OBT are Constrained.

Source: 2014 Traffic Counts from **Luke Transportation Engineering Consultants, Inc.**

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

Base Traffic Volume: 2015

Revision Date: 2/9/2016

Roadway Section	# of Lanes	LOS	Adopted Standard Roadway Capacity		Applicant Inventory	Encumbered Trips		Daily Traffic		PM PH/PD Traffic		
			Daily	PHPD		Daily	PM PH/PD	Base Volume	Available Capacity	Base Volume	Available Capacity	Peak Direction
<b>Major Arterials</b>												
<b>SR 436 (Semoran Avenue)</b>												
US 441 to Sheeler Rd	8LD	D	80,100	4,040								
					Development Name	0	0	24,039	56,061	987	3,053	NB/EB
					Applicant Inventory Total	0	0		69.99%		75.57%	
Sheeler Rd to Thompson Rd	8LD	D	80,100	4,040								
					Development Name	0	0	33,464	46,636	1,438	2,602	SB/WB
					Applicant Inventory Total	0	0		58.22%		64.41%	
Thompson Rd to Roger Williams Rd	8LD	D	80,100	4,040								
					Development Name	170	7	43,213	35,988	1,877	2,036	NB/EB
					Applicant Inventory Total	729	120		44.93%		50.40%	
					North Park (FF Rests)	899	127					
Roger Williams Rd to Piedmont-Wekiwa Rd	8LD	D	80,100	4,040								
					Development Name	259	11	42,004	37,108	1,810	2,099	SB/WB
					Applicant Inventory Total	729	120		46.33%		51.96%	
					North Park (FF Rests)	988	131					
Piedmont Wekiwa Rd to Seminole County Line	6LD	D	59,900	3,020								
					Development Name	578	25	58,406	916	2,507	488	SB/WB
					Applicant Inventory Total	578	25		1.53%		16.16%	
					North Park (FF Rests)							
<b>US 441 (Orange Blossom Trail)</b>												
Yothers Rd to SR 429 Connector Rd	4LD	D	49,500	2,480								
					Development Name	1,361	64	41,556	4,525	2,045	90	SB/WB
					Applicant Inventory Total	1,782	252		9.14%		3.63%	
					Avion Point	238	25					
					Avion Point West	38	4					
					Chandler Estates	349	345					
					Orlando Country Airport							
SR 429 Connector Rd to Plymouth Sorrento Rd	4LD	D	49,500	2,480								
					Development Name	156	11	24,974	19,347	1,114	922	SB/WB
					Applicant Inventory Total	2,643	124		39.08%		37.18%	
					Avion Point	1,782	252					
					Avion Point West	318	34					
					Chandler Estates	213	16					
					Clearlake Landing	32	3					
					Maudehelen, Phase 1, 2, & 3	35	4					
					Orlando Country Airport							
Plymouth Sorrento Rd to Boy Scout Blvd	4LD	D	49,500	2,480								
					Development Name	5,179	444	28,506	19,038	1,310	910	NB/EB
					Applicant Inventory Total	104	8		38.46%		36.60%	
					Avion Point	1,692	239					
					Avion Point West	142	11					
					Chandler Estates	18	2					
					Clearlake Landing							
					Maudehelen, Phase 1, 2, & 3							
Boy Scout Blvd to Errol Parkway	4LD	D	55,400	2,600								
					Development Name	1,956	260	29,279	25,462	1,179	1,363	NB/EB
					Applicant Inventory Total	355	27		45.96%		52.42%	
					Clearlake Landing	97	10					
					Maudehelen, Phase 1, 2, & 3	207	21					
					Poe Reserve	659	58					
Errol Parkway to SR 451	4LD	D	5,009 <sup>1</sup>	230 <sup>1</sup>								
					Development Name	456	46	N/A	4,553	N/A	184	SB/WB
					Applicant Inventory Total	456	46		90.90%		80.00%	
					Poe Reserve							

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

Base Traffic Volume: 2015

Revision Date: 2/9/2016

Roadway Section	# of Lanes	LOS	Adopted Standard		Applicant Inventory	Encumbered Trips		Daily Traffic		PM PH/PD Traffic		
			Roadway Capacity Daily	PHPD		Daily	PM PH/PD	Base Volume	Available Capacity	Base Volume	Available Capacity	Peak Direction
<b>Minor Arterials (Continued)</b>												
<b>Wekiva Springs Road/Piedmont-Wekiwa Road/Hiawassee Road</b>												
Votaw Rd to SR 436	5L	E	39,800	2,000								
					Apopka Gateway Center	50	2	23,591	16,078	1,304	690	NB/EB
					North Park (FF Rests)	81	4		40.40%		34.50%	
					Applicant Inventory Total	131	6					
SR 436 to Piedmont Lakes Blvd	5L	E	39,800	2,000				26,964	12,276	1,423	542	NB/EB
					Apopka Gateway Center	269	12		30.84%		27.10%	
					North Park (FF Rests)	291	23					
					Applicant Inventory Total	560	35					
Piedmont Lakes Blvd to US 441	5L	E	39,800	2,000				28,809	10,700	1,772	205	NB/EB
					North Park (FF Rests)	291	23		26.88%		10.25%	
					Applicant Inventory Total	291	23					
US 441 to CR 424 (Apopka Blvd)	4LD	E	39,800	2,000				23,571	16,229	1,111	889	NB/EB
					Development Name	0	0		40.78%		44.45%	
					Applicant Inventory Total	0	0					
CR 424 (Apopka Blvd) to SR 414	4LD	E	39,800	2,000				19,336	20,464	864	1,136	NB/EB
					Development Name	0	0		51.42%		56.80%	
					Applicant Inventory Total	0	0					
SR 414 to Beggs Rd	4LD	E	39,800	2,000				21,460	18,340	908	1,092	NB/EB
					Development Name	0	0		46.08%		54.60%	
					Applicant Inventory Total	0	0					
<b>Welch Road</b>												
Vick Rd to Rock Springs Rd (CR 435)	2L	E	16,400	840				10,312	5,861	518	298	NB/EB
					Ladybird Academy	72	8		35.74%		35.48%	
					Sanctuary Golf Estates (fka Apopka Golf Residence)	155	16					
					Applicant Inventory Total	227	24					
Rock Springs Rd (CR 435) to Ustler Rd	3L	E	35,000	1,720				16,707	18,222	774	938	SB/WB
					Ladybird Academy	71	8		52.06%		54.53%	
					Applicant Inventory Total	71	8					
Ustler Rd to Thompson Rd	2L	E	33,300	1,640				16,277	17,023	845	795	NB/EB
					Development Name	0	0		51.12%		48.48%	
					Applicant Inventory Total	0	0					
<b>Minor Collectors</b>												
<b>6th Street</b>												
Park Avenue to Alabama Ave	2L	D	9,600	490				1,963	7,637	155	335	SB/WB
					Development Name	0	0		79.55%		68.37%	
					Applicant Inventory Total	0	0					
<b>Binion Road (CR 437)/Orange Avenue (CR 437)</b>												
Ocoee-Apopka Rd to Harmon Rd	2L	E	17,700	880				3,580	12,086	242	486	NB/EB
					Apopka Woods	67	7		68.28%		55.23%	
					Breckenridge (fka Pines of Lake Apopka)	21	1					
					Clearlake Landing	284	21					
					Clear Lake Reserve	21	2					
					Florida Hospital Replacement	1,109	66					
					Magnolia Park Estates (fka Park Place)	87	8					
					Maudehelen, Phase 1, 2, & 3	63	7					
					Old Palm Center PUD (fka, Thompson Hills Estates)	382	40					
					Applicant Inventory Total	2,034	152					
Harmon Rd to Boy Scout Rd	2L	E	17,700	880				3,899	11,615	227	493	NB/EB
					Apopka Woods	67	7		65.62%		56.02%	
					Breckenridge (fka Pines of Lake Apopka)	21	1					
					Clearlake Landing	284	21					
					Clear Lake Reserve	21	2					
					Florida Hospital Replacement	1,261	74					
					Magnolia Park Estates (fka Park Place)	87	8					
					Maudehelen, Phase 1, 2, & 3	63	7					
					Old Palm Center PUD (fka, Thompson Hills Estates)	382	40					
					Applicant Inventory Total	2,186	160					

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

Base Traffic Volume: 2015

Revision Date: 2/9/2016

Roadway Section	# of Lanes	LOS	Adopted Standard Roadway Capacity		Applicant Inventory	Encumbered Trips		Daily Traffic		PM PH/PD Traffic		
			Daily	PHPD		Daily	PM PH/PD	Base Volume	Available Capacity	Base Volume	Available Capacity	Peak Direction
<b>Minor Collectors (Continued)</b>												
<b>Binion Road (CR 437)/Orange Avenue (CR 437) (Continued)</b>												
Boy Scout Rd to Lakeview Dr	2L	E	17,700	880								
					Apopka Expressway Commerce	130	10	4,774	11,257	278	461	NB/EB
					Breckenridge (fka Pines of Lake Apopka)	5	0		63.60%		52.39%	
					Clearlake Landing	852	64					
					Clear Lake Reserve	43	5					
					Lake Doe Reserve (fka Lake Doe Cove, Phase 5)	178	19					
					Maudehelen, Phase 1, 2, & 3	255	27					
					Oakmont Industrial	206	16					
					Applicant Inventory Total	1,669	141					
Lakeview Dr to US 441	2L	E	17,700	880				4,009	12,481	244	497	SB/WB
					Apopka Expressway Commerce	312	23		70.51%		56.48%	
					Avion Point West	624	88					
					Chandler Estates	79	8					
					Clearlake Landing	32	3					
					Lake Doe Reserve (fka Lake Doe Cove, Phase 5)	119	12					
					Maudehelen, Phase 1, 2, & 3	44	5					
					Applicant Inventory Total	1,210	139					
<b>Boy Scout Road</b>												
Binion Rd to Ocoee-Apopka Rd	2L	E	15,900	790				1,062	13,659	58	644	NB/EB
					Breckenridge (fka Pines of Lake Apopka)	64	4		85.91%		81.52%	
					Clearlake Landing	284	22					
					Florida Hospital Replacement	434	26					
					Maudehelen, Phase 1, 2, & 3	191	20					
					Oakmont Industrial	206	16					
					Applicant Inventory Total	1,179	88					
<b>Bradshaw Road</b>												
US 441 to Ocoee-Apopka Rd	2L	E	15,900	790				3,458	9,715	183	345	NB/EB
					Cooper Oak (fka Bradshaw Commerce Park)	179	34		61.10%		43.67%	
					Cooper Palms	605	87					
					Emerson Point	408	25					
					Faircloth Lakes	290	29					
					Florida Hospital Replacement	806	48					
					Johns Road Commerce Center	259	25					
					Oakmont Industrial	180	14					
					Applicant Inventory Total	2,727	262					
<b>Christiana Ave</b>												
Votaw Rd to Monroe Ave	2L	E	10,100	520				2,149	7,951	157	363	NB/EB
					Development Name	0	0		78.72%		69.81%	
					Applicant Inventory Total	0	0					
<b>Cleveland Street</b>												
Park Ave to Sheeler Rd	2L	E	15,900	790				2,279	13,621	99	691	SB/WB
					Development Name	0	0		85.67%		87.47%	
					Applicant Inventory Total	0	0					
<b>Errol Parkway</b>												
Lake Francis Dr to Lake Alden Dr	2L	D	13,990	710				2,762	11,097	148	547	NB/EB
					Errol Clubhouse Villas	131	15		79.32%		77.04%	
					Applicant Inventory Total	131	15					
Lake Alden Dr to Old Dixie Hwy	2L	D	13,320	680				7,633	4,560	424	126	NB/EB
					Dixie Manor @ Errol	41	2		34.23%		18.53%	
					Errol Clubhouse Villas	1,086	128					
					Applicant Inventory Total	1,127	130					
Old Dixie Hwy to US 441	2L	D	14,000	710				8,186	4,898	452	157	NB/EB
					Dixie Manor @ Errol	67	3		34.99%		22.11%	
					Errol Clubhouse Villas	724	85					
					Poe Reserve	125	13					
					Applicant Inventory Total	916	101					

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

Base Traffic Volume: 2015

Revision Date: 2/9/2016

Roadway Section	# of Lanes	LOS	Adopted Standard		Applicant Inventory	Encumbered Trips		Daily Traffic		PM PH/PD Traffic		
			Roadway Capacity Daily	PHPD		Daily	PM PH/PD	Base Volume	Available Capacity	Base Volume	Available Capacity	Peak Direction
<b>Minor Collectors (Continued)</b>												
<b>General Electric Road</b>												
Hermit Smith Rd to Orange Ave	2L	D	15,900	790								
					Avion Point West	713	101	532	14,655	38	651	NB/EB
					Applicant Inventory Total	713	101		92.17%		82.41%	
<b>Golden Gem Road</b>												
Kelly Park Rd to Ponkan Rd	2L	D	13,300	680								
					Development Name	0	0	716	12,584	27	653	SB/WB
					Applicant Inventory Total	0	0		94.62%		96.03%	
<b>Haas Road</b>												
Plymouth-Sorrento Rd to Mt Plymouth Rd	2L	D	15,900	790								
					Development Name	0	0	677	15,223	48	742	NB/EB
					Applicant Inventory Total	0	0		95.74%		93.92%	
<b>Harmon Road</b>												
Ocoee-Apopka Rd to Binion Rd	2L	D	15,900	790								
					Florida Hospital Replacement	2,377	140	552	12,971	31	619	SB/WB
					Applicant Inventory Total	2,377	140		81.58%		78.35%	
<b>Hawthorne Avenue</b>												
US 441 to Ocoee-Apopka Rd	2L	D	13,300	680								
					Development Name	0	0	1,252	12,048	71	609	SB/WB
					Applicant Inventory Total	0	0		90.59%		89.56%	
Ocoee-Apopka Rd to 13th St	2L	D	13,300	680								
					Development Name	0	0	1,403	11,897	66	614	SB/WB
					Applicant Inventory Total	0	0		89.45%		90.29%	
<b>Hermit Smith Road</b>												
General Electric Rd to US 441	2L	E	15,900	790								
					Avion Point West	802	113	691	14,407	53	624	NB/EB
					Applicant Inventory Total	802	113		90.61%		78.99%	
US 441 to Yothers Rd	2L	E	15,900	790								
					Avion Point West	1,692	239	1,425	12,783	109	442	NB/EB
					Applicant Inventory Total	1,692	239		80.40%		55.95%	
<b>Hogshead Road</b>												
Hermit Smith Rd to Conrad Rd	2L	E	14,000	720								
					Avion Point West	890	126	777	12,333	58	536	NB/EB
					Applicant Inventory Total	890	126		88.09%		74.44%	
<b>Jason Dwelley Parkway</b>												
Kelly Park Rd to Ponkan Rd	2L	E	14,000	720								
					Appy Lane Subdivision	161	17	2,089	11,127	107	556	NB/EB
					Orchid Estates (fka J.B. Nurseries)	623	40		79.48%		77.22%	
					Applicant Inventory Total	784	57					
<b>Keene Road</b>												
Ocoee-Apopka Rd to Marden Rd	2L	E	15,900	790								
					Emerson Point	68	4	2,841	12,078	168	577	NB/EB
					Florida Hospital Replacement	31	2					
					Magnolia Park Estates (fka Park Place)	58	6					
					Marden Ridge Apartments	704	24					
					Oakmont Industrial	120	9					
					Applicant Inventory Total	981	45					
Marden Rd to Clarcona Rd (CR 435)	2L	E	15,900	790								
					Alicante Subdivision	58	6	4,202	10,021	205	496	NB/EB
					Circle K Retail	570	22		63.03%		62.78%	
					Emerson Point	476	29					
					Magnolia Park Estates (fka Park Place)	58	6					
					Marden Ridge Apartments	352	12					
					Oakmont Industrial	120	9					
					Silver Oaks	43	5		47.99%		46.08%	
					Applicant Inventory Total	1,677	89					
Clarcona Rd (CR 435) to Sheeler Rd	2L	D	15,900	790								
					Circle K Retail	351	13	7,784	7,630	399	364	NB/EB
					Silver Oaks	135	14		47.99%		46.08%	
					Applicant Inventory Total	486	27		47.99%		46.08%	

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

Base Traffic Volume: 2015

Revision Date: 2/9/2016

Roadway Section	# of Lanes	LOS	Adopted Standard		Applicant Inventory	Encumbered Trips		Daily Traffic		PM PH/PD Traffic		Peak Direction
			Roadway Capacity	PHPD		Daily	PM PH/PD	Base Volume	Available Capacity	Base Volume	Available Capacity	
<b>Minor Collectors (Continued)</b>												
<b>Mt. Plymouth Road</b>												
Kelly Park Rd to Haas Rd	2L	D	15,900	790				7,506	8,394	465	325	NB/EB
					Development Name	0	0				41.14%	
					Applicant Inventory Total	0	0		52.79%			
Haas Rd to Lake County Line	2L	D	15,900	790				5,346	10,554	309	481	NB/EB
					Development Name	0	0				60.89%	
					Applicant Inventory Total	0	0		66.38%			
<b>North Maine Avenue</b>												
Martin St to Old Dixie Hwy	2L	D	13,300	680				1,875	11,425	110	570	NB/EB
					Development Name	0	0				83.82%	
					Applicant Inventory Total	0	0		85.90%			
<b>Old Dixie Highway/West Highland Avenue/Orange Street</b>												
Plymouth Sorrento Rd to Boy Scout Blvd	2L	E	14,000	720				2,154	11,846	119	601	NB/EB
					Development Name	0	0				83.47%	
					Applicant Inventory Total	0	0		84.61%			
Boy Scout Blvd to Errol Pkwy	2L	E	14,000	720				3,857	9,817	191	512	NB/EB
					Dixie Manor @ Errol	326	17				71.11%	
					Applicant Inventory Total	326	17		70.12%			
Errol Pkwy to Vick Rd	2L	E	14,000	720				7,118	6,665	344	365	SB/WB
					Dixie Manor @ Errol	217	11				50.69%	
					Applicant Inventory Total	217	11		47.61%			
Vick Rd to Bradshaw Rd	2L	E	14,000	720				7,707	6,293	364	356	NB/EB
					Development Name	0	0				49.44%	
					Applicant Inventory Total	0	0		44.95%			
Bradshaw Rd to Hawthorne Ave	2L	E	14,000	720				3,964	10,036	232	488	NB/EB
					Development Name	0	0				67.78%	
					Applicant Inventory Total	0	0		71.69%			
Hawthorne Ave to Park Ave	2L	E	14,000	720				2,345	11,640	111	608	NB/EB
					Park Ave Professional Center	15	1				84.44%	
					Applicant Inventory Total	15	1		83.14%			
<b>Ponkan Road</b>												
Round Lake Rd to Plymouth-Sorrento Rd	2L	E	14,000	720				3,830	10,170	179	541	NB/EB
					Development Name	0	0				75.14%	
					Applicant Inventory Total	0	0		72.64%			
Plymouth-Sorrento Rd to Vick Rd	2L	E	15,900	790				5,063	9,836	355	361	SB/WB
					Appy Lane Subdivision	46	5				45.70%	
					Hillside at Wekiva (fka Ponkan Reserve - North)	122	13					
					Oak Ridge Subdivision	186	12					
					Orchid Estates (fka J.B. Nurseries)	565	36					
					Ponkan Reserve - South	79	8					
					Rock Springs Ridge	3	0					
					Applicant Inventory Total	1,001	74					
Vick Rd to Rock Springs Rd	2L	E	15,900	790				3,756	11,078	208	489	NB/EB
					Appy Lane Subdivision	115	12				61.90%	
					Hillside at Wekiva (fka Ponkan Reserve - North)	293	31					
					Orchid Estates (fka J.B. Nurseries)	462	29					
					Ponkan Reserve - South	190	20					
					Rock Springs Ridge	6	1					
					Applicant Inventory Total	1,066	93					

**Appendix E**  
Traffic Counts & FDOT Seasonal Factor Report



**TURNING MOVEMENT COUNT ANALYSIS**  
AUTOS & TRUCKS

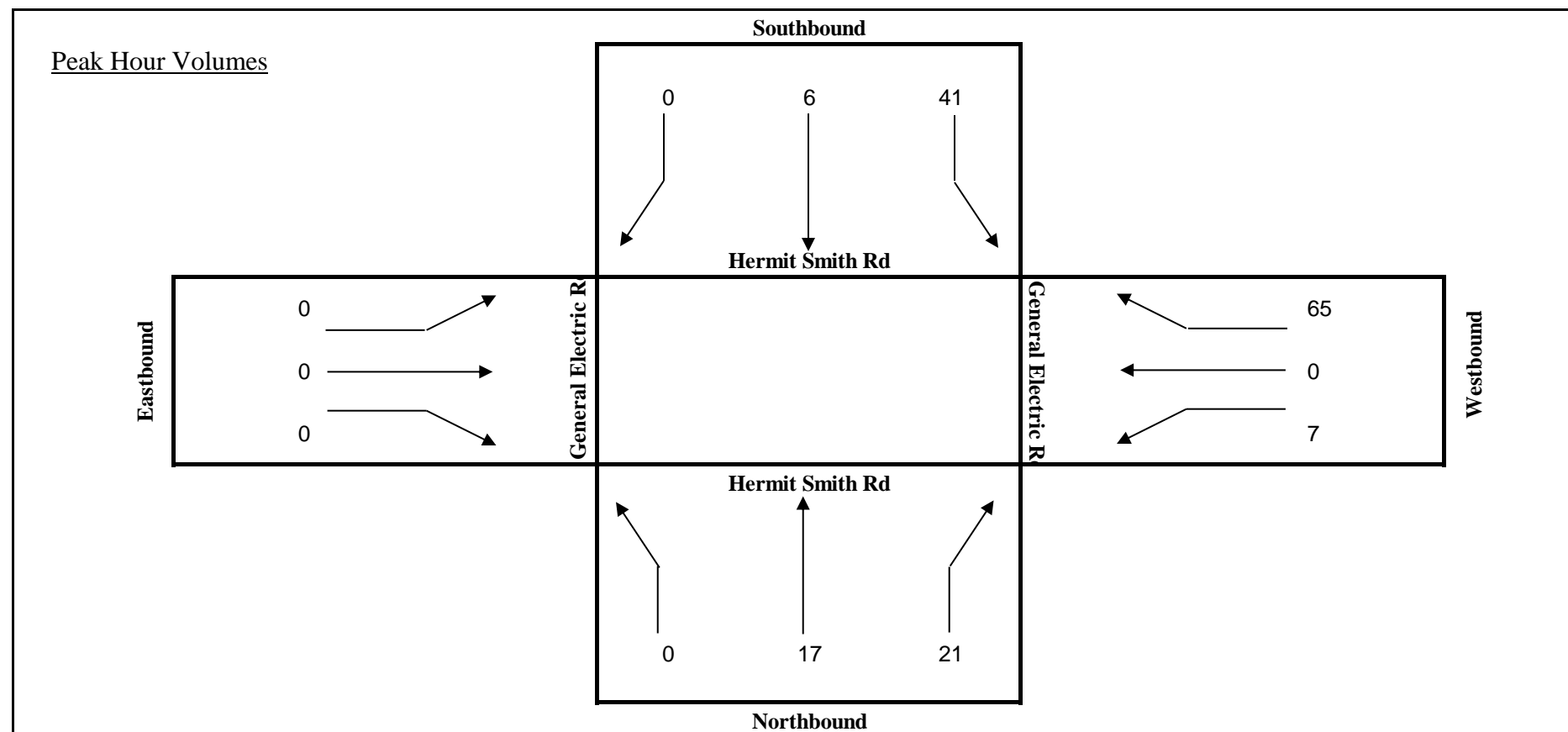
Intersection (N/S): Hermit Smith Rd

Intersection (E/W): General Electric Rd

Date: 3/13/2018

Start	End	Hermit Smith Rd			Hermit Smith Rd			General Electric Rd			General Electric Rd			TOTAL
		L	T	R	L	T	R	L	T	R	L	T	R	
4:00 PM	4:15 PM	0	5	3	3	4	0	0	0	0	1	0	7	23
4:15 PM	4:30 PM	0	4	5	5	2	0	0	0	0	4	0	11	31
4:30 PM	4:45 PM	0	8	5	4	4	0	0	0	0	2	0	12	35
4:45 PM	5:00 PM	0	1	5	4	0	0	0	0	0	2	0	18	30
5:00 PM	5:15 PM	0	6	6	23	2	0	0	0	0	1	0	19	57
5:15 PM	5:30 PM	0	2	5	10	0	0	0	0	0	2	0	16	35
5:30 PM	5:45 PM	0	2	0	3	1	0	0	0	0	0	0	13	19
5:45 PM	6:00 PM	0	6	3	3	2	0	0	0	0	1	0	5	20

<b>Total for:</b>	4:00 PM	5:00 PM	0	18	18	16	10	0	0	0	0	9	0	48	119
<b>Total for:</b>	5:00 PM	6:00 PM	0	16	14	39	5	0	0	0	0	4	0	53	131
<b>Tota Peak Hour:</b>	4:30 PM	5:30 PM	0	17	21	41	6	0	0	0	0	7	0	65	157
<b>Overall PHF:</b>	0.69														

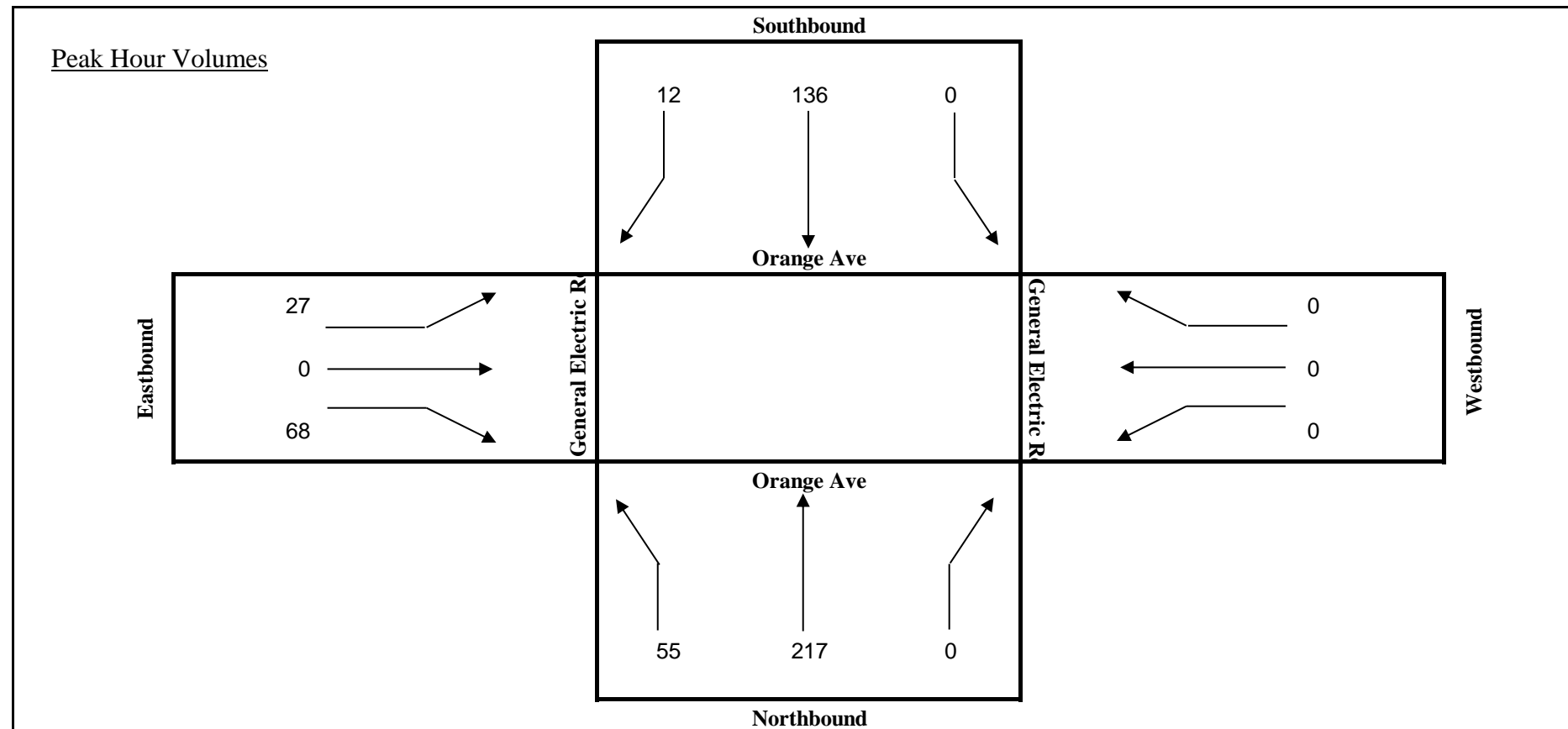


**TURNING MOVEMENT COUNT ANALYSIS**  
AUTOS & TRUCKS

Intersection (N/S): Orange Ave  
Intersection (E/W): General Electric Rd  
Date: 3/13/2018

Start	End	Orange Ave			Orange Ave			General Electric Rd			General Electric Rd			TOTAL
		L	T	R	L	T	R	L	T	R	L	T	R	
4:00 PM	4:15 PM	8	41	0	0	28	3	4	0	6	0	0	0	90
4:15 PM	4:30 PM	7	50	0	0	35	3	3	0	10	0	0	0	108
4:30 PM	4:45 PM	12	62	0	0	28	2	6	0	11	0	0	0	121
4:45 PM	5:00 PM	14	48	0	0	27	4	6	0	12	0	0	0	111
5:00 PM	5:15 PM	12	52	0	0	34	4	8	0	31	0	0	0	141
5:15 PM	5:30 PM	17	55	0	0	47	2	7	0	14	0	0	0	142
5:30 PM	5:45 PM	11	65	0	0	30	0	1	0	8	0	0	0	115
5:45 PM	6:00 PM	6	31	0	0	29	1	4	0	5	0	0	0	76

<b>Total for:</b>	4:00 PM	5:00 PM	41	201	0	0	118	12	19	0	39	0	0	0	430
<b>Total for:</b>	5:00 PM	6:00 PM	46	203	0	0	140	7	20	0	58	0	0	0	474
<b>Tota Peak Hour:</b>	4:30 PM	5:30 PM	55	217	0	0	136	12	27	0	68	0	0	0	515
<b>Overall PHF:</b>	0.91														



**TURNING MOVEMENT COUNT ANALYSIS  
AUTOS & TRUCKS**

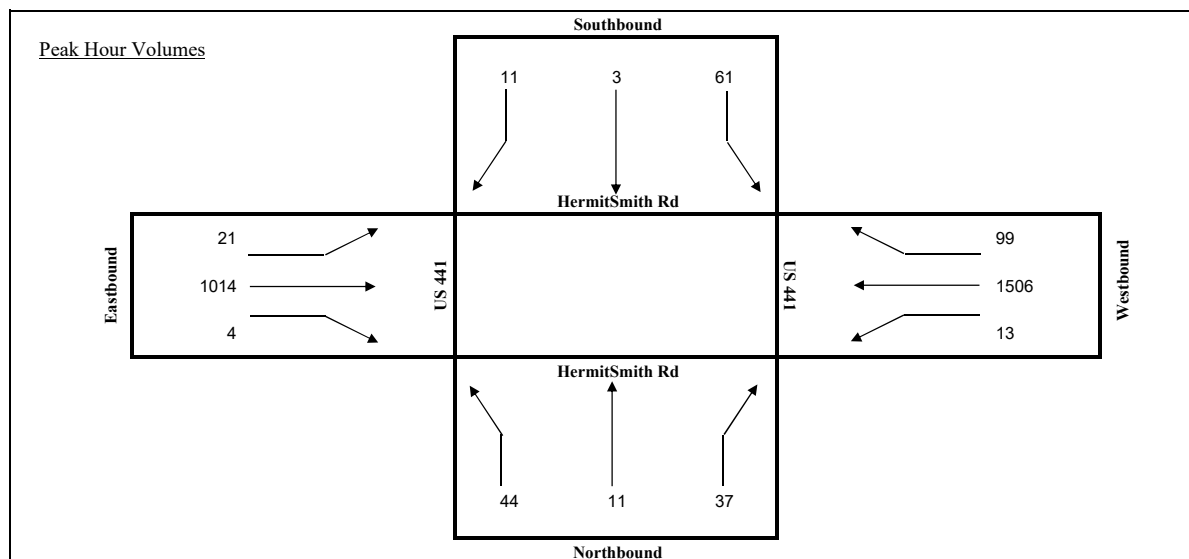
Intersection (N/S): HermitSmith Rd

Intersection (E/W): US 441

Date: 8/28/2018

Start	End	HermitSmith Rd			HermitSmith Rd			US 441			US 441			TOTAL
		L	T	R	L	T	R	L	T	R	L	T	R	
4:00 PM	4:15 PM	7	3	13	14	1	3	1	179	7	7	252	20	507
4:15 PM	4:30 PM	8	0	5	10	1	3	3	215	1	3	348	22	619
4:30 PM	4:45 PM	7	0	10	8	1	5	9	224	2	4	394	27	691
4:45 PM	5:00 PM	11	1	5	18	0	1	4	237	1	5	349	21	653
5:00 PM	5:15 PM	16	7	18	21	1	1	4	273	0	2	392	22	757
5:15 PM	5:30 PM	10	3	4	14	1	4	4	280	1	2	371	29	723
5:30 PM	5:45 PM	5	2	4	17	0	3	4	245	0	3	366	17	666
5:45 PM	6:00 PM	10	2	3	18	1	1	3	220	1	4	329	28	620

<b>Total for:</b> 4:00 PM	5:00 PM	33	4	33	50	3	12	17	855	11	19	1343	90	2470
<b>Total for:</b> 5:00 PM	6:00 PM	41	14	29	70	3	9	15	1018	2	11	1458	96	2766
<b>Tota Peak Hour:</b> 4:30 PM	5:30 PM	44	11	37	61	3	11	21	1014	4	13	1506	99	2824
<b>Overall PHF:</b>	0.93													



**TURNING MOVEMENT COUNT ANALYSIS  
AUTOS & TRUCKS**

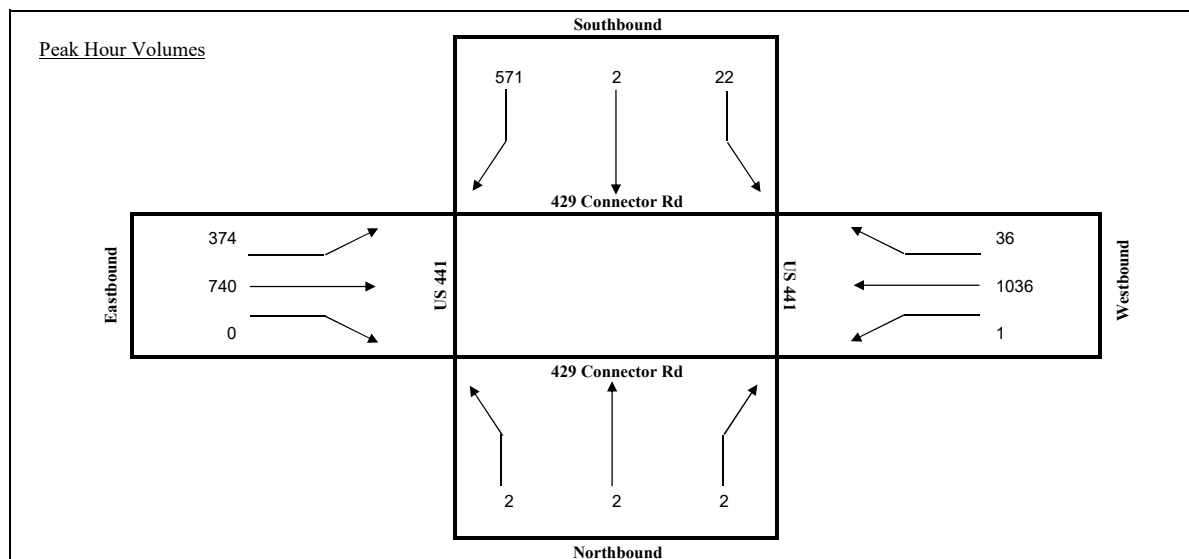
Intersection (N/S): 429 Connector Rd

Intersection (E/W): US 441

Date: 8/28/2018

Start	End	429 Connector Rd			429 Connector Rd			US 441			US 441			TOTAL
		L	T	R	L	T	R	L	T	R	L	T	R	
4:00 PM	4:15 PM	0	1	1	3	0	90	76	128	0	0	188	10	497
4:15 PM	4:30 PM	2	4	0	2	1	119	90	135	0	0	250	8	611
4:30 PM	4:45 PM	0	1	0	13	1	148	86	153	0	0	273	8	683
4:45 PM	5:00 PM	1	1	1	4	0	134	97	164	0	0	234	9	645
5:00 PM	5:15 PM	1	0	1	3	1	138	91	225	0	0	277	9	746
5:15 PM	5:30 PM	0	0	0	2	0	151	100	198	0	1	252	10	714
5:30 PM	5:45 PM	0	0	1	2	0	138	79	184	0	0	256	10	670
5:45 PM	6:00 PM	1	1	0	3	0	124	73	172	0	1	240	8	623

<b>Total for:</b> 4:00 PM	5:00 PM	3	7	2	22	2	491	349	580	0	0	945	35	2436
<b>Total for:</b> 5:00 PM	6:00 PM	2	1	2	10	1	551	343	779	0	2	1025	37	2753
<b>Tota Peak Hour:</b> 4:30 PM	5:30 PM	2	2	2	22	2	571	374	740	0	1	1036	36	2788
<b>Overall PHF:</b>	0.93													

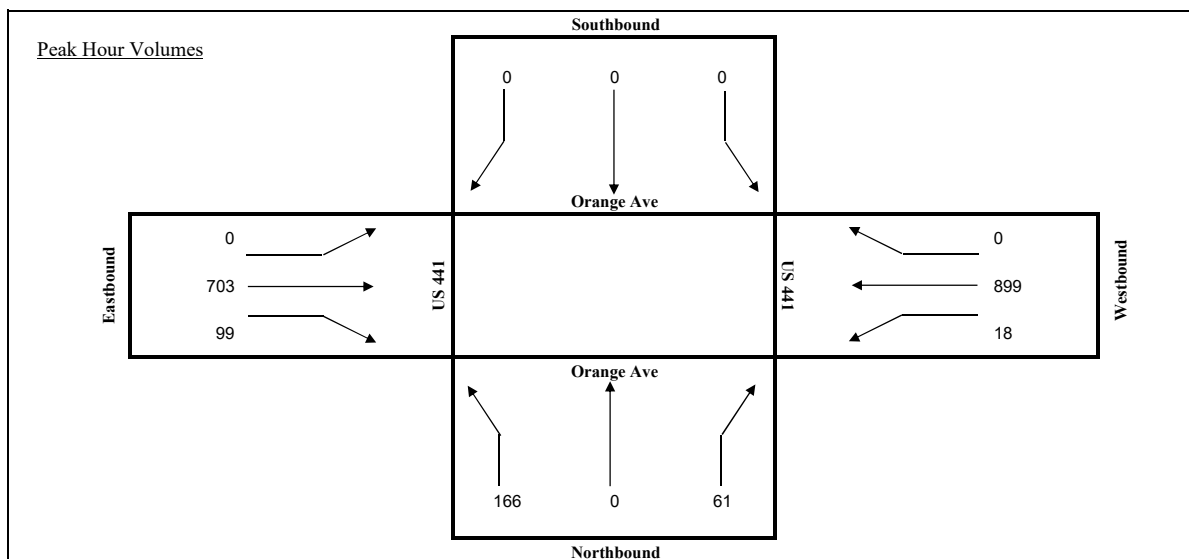


**TURNING MOVEMENT COUNT ANALYSIS**  
**AUTOS & TRUCKS**

Intersection (N/S): Orange Ave  
Intersection (E/W): US 441  
Date: 8/28/2018

Start	End	Orange Ave			Orange Ave			US 441			US 441			TOTAL
		L	T	R	L	T	R	L	T	R	L	T	R	
4:00 PM	4:15 PM	28	0	12	0	0	0	0	117	15	5	171	0	348
4:15 PM	4:30 PM	47	0	9	0	0	0	0	124	13	7	211	0	411
4:30 PM	4:45 PM	38	0	20	0	0	0	0	136	30	6	243	0	473
4:45 PM	5:00 PM	43	0	15	0	0	0	0	150	18	3	200	0	429
5:00 PM	5:15 PM	38	0	29	0	0	0	0	194	37	4	249	0	551
5:15 PM	5:30 PM	43	0	10	0	0	0	0	178	22	7	220	0	480
5:30 PM	5:45 PM	59	0	13	0	0	0	0	180	15	6	207	0	480
5:45 PM	6:00 PM	26	0	9	0	0	0	0	151	25	1	223	0	435

<b>Total for:</b>	4:00 PM	5:00 PM	156	0	56	0	0	0	0	527	76	21	825	0	1661
<b>Total for:</b>	5:00 PM	6:00 PM	166	0	61	0	0	0	0	703	99	18	899	0	1946
<b>Tota Peak Hour:</b>	5:00 PM	6:00 PM	166	0	61	0	0	0	0	703	99	18	899	0	1946
<b>Overall PHF:</b>			0.88												



**TURNING MOVEMENT COUNT ANALYSIS  
AUTOS & TRUCKS**

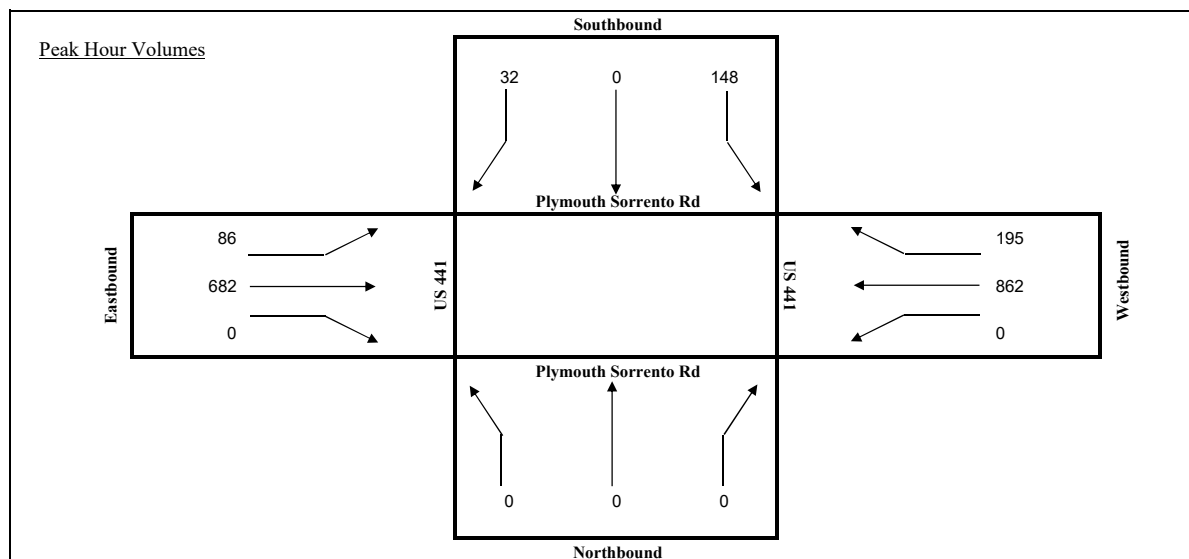
Intersection (N/S): Plymouth Sorrento Rd

Intersection (E/W): US 441

Date: 8/28/2018

Start	End	Plymouth Sorrento Rd			Plymouth Sorrento Rd			US 441			US 441			TOTAL
		L	T	R	L	T	R	L	T	R	L	T	R	
4:00 PM	4:15 PM	0	0	0	31	0	7	20	111	0	0	166	46	381
4:15 PM	4:30 PM	0	0	0	39	0	6	15	119	0	0	200	45	424
4:30 PM	4:45 PM	0	0	0	36	0	8	18	140	0	0	236	47	485
4:45 PM	5:00 PM	0	0	0	29	0	3	14	152	0	0	195	46	439
5:00 PM	5:15 PM	0	0	0	36	0	4	29	197	0	0	245	43	554
5:15 PM	5:30 PM	0	0	0	33	0	11	19	172	0	0	211	49	495
5:30 PM	5:45 PM	0	0	0	40	0	7	21	169	0	0	196	55	488
5:45 PM	6:00 PM	0	0	0	39	0	10	17	144	0	0	210	48	468

<b>Total for:</b>	4:00 PM	5:00 PM	0	0	0	135	0	24	67	522	0	0	797	184	1729
<b>Total for:</b>	5:00 PM	6:00 PM	0	0	0	148	0	32	86	682	0	0	862	195	2005
<b>Total Peak Hour:</b>	5:00 PM	6:00 PM	0	0	0	148	0	32	86	682	0	0	862	195	2005
<b>Overall PHF:</b>	0.90														

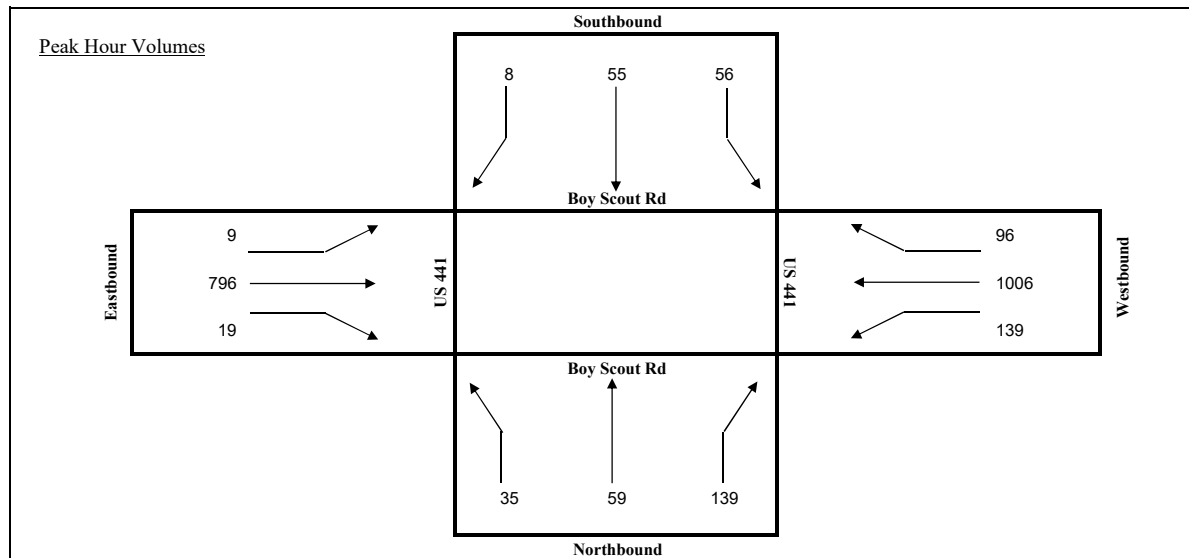


**TURNING MOVEMENT COUNT ANALYSIS  
AUTOS & TRUCKS**

Intersection (N/S): Boy Scout Rd  
 Intersection (E/W): US 441  
 Date: 8/28/2018

Start	End	Boy Scout Rd			Boy Scout Rd			US 441			US 441			TOTAL
		L	T	R	L	T	R	L	T	R	L	T	R	
4:00 PM	4:15 PM	6	8	22	5	8	2	1	137	2	15	201	10	417
4:15 PM	4:30 PM	9	13	26	8	14	3	3	145	3	22	230	12	488
4:30 PM	4:45 PM	10	22	54	7	7	0	4	168	2	15	276	14	579
4:45 PM	5:00 PM	8	27	31	14	6	2	1	166	12	20	224	14	525
5:00 PM	5:15 PM	9	17	46	10	16	1	3	221	7	34	276	24	664
5:15 PM	5:30 PM	9	18	34	20	17	4	2	203	3	28	243	28	609
5:30 PM	5:45 PM	8	14	35	9	9	2	1	203	3	32	235	18	569
5:45 PM	6:00 PM	9	10	24	17	13	1	3	169	6	45	252	26	575

<b>Total for:</b>	4:00 PM	5:00 PM	33	70	133	34	35	7	9	616	19	72	931	50	2009
<b>Total for:</b>	5:00 PM	6:00 PM	35	59	139	56	55	8	9	796	19	139	1006	96	2417
<b>Tota Peak Hour:</b>	5:00 PM	6:00 PM	35	59	139	56	55	8	9	796	19	139	1006	96	2417
<b>Overall PHF:</b>	0.91														



2017 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL  
 CATEGORY: 7500 ORANGE COUNTYWIDE

WEEK	DATES	SF	MOCF: 0.98 PSCF
1	01/01/2017 - 01/07/2017	1.01	1.03
2	01/08/2017 - 01/14/2017	1.03	1.05
3	01/15/2017 - 01/21/2017	1.04	1.06
4	01/22/2017 - 01/28/2017	1.03	1.05
5	01/29/2017 - 02/04/2017	1.02	1.04
6	02/05/2017 - 02/11/2017	1.00	1.02
7	02/12/2017 - 02/18/2017	0.99	1.01
8	02/19/2017 - 02/25/2017	0.99	1.01
* 9	02/26/2017 - 03/04/2017	0.98	1.00
*10	03/05/2017 - 03/11/2017	0.98	1.00
*11	03/12/2017 - 03/18/2017	0.97	0.99
*12	03/19/2017 - 03/25/2017	0.97	0.99
*13	03/26/2017 - 04/01/2017	0.97	0.99
*14	04/02/2017 - 04/08/2017	0.97	0.99
*15	04/09/2017 - 04/15/2017	0.97	0.99
*16	04/16/2017 - 04/22/2017	0.97	0.99
*17	04/23/2017 - 04/29/2017	0.97	0.99
*18	04/30/2017 - 05/06/2017	0.98	1.00
*19	05/07/2017 - 05/13/2017	0.98	1.00
*20	05/14/2017 - 05/20/2017	0.98	1.00
*21	05/21/2017 - 05/27/2017	0.99	1.01
22	05/28/2017 - 06/03/2017	1.00	1.02
23	06/04/2017 - 06/10/2017	1.00	1.02
24	06/11/2017 - 06/17/2017	1.01	1.03
25	06/18/2017 - 06/24/2017	1.01	1.03
26	06/25/2017 - 07/01/2017	1.01	1.03
27	07/02/2017 - 07/08/2017	1.01	1.03
28	07/09/2017 - 07/15/2017	1.02	1.04
29	07/16/2017 - 07/22/2017	1.01	1.03
30	07/23/2017 - 07/29/2017	1.00	1.02
31	07/30/2017 - 08/05/2017	1.00	1.02
32	08/06/2017 - 08/12/2017	0.99	1.01
33	08/13/2017 - 08/19/2017	0.99	1.01
34	08/20/2017 - 08/26/2017	1.01	1.03
35	08/27/2017 - 09/02/2017	1.04	1.06
36	09/03/2017 - 09/09/2017	1.06	1.08
37	09/10/2017 - 09/16/2017	1.09	1.11
38	09/17/2017 - 09/23/2017	1.07	1.09
39	09/24/2017 - 09/30/2017	1.05	1.07
40	10/01/2017 - 10/07/2017	1.03	1.05
41	10/08/2017 - 10/14/2017	1.01	1.03
42	10/15/2017 - 10/21/2017	0.99	1.01
43	10/22/2017 - 10/28/2017	0.99	1.01
44	10/29/2017 - 11/04/2017	0.99	1.01
45	11/05/2017 - 11/11/2017	1.00	1.02
46	11/12/2017 - 11/18/2017	1.00	1.02
47	11/19/2017 - 11/25/2017	1.00	1.02
48	11/26/2017 - 12/02/2017	1.01	1.03
49	12/03/2017 - 12/09/2017	1.01	1.03
50	12/10/2017 - 12/16/2017	1.01	1.03
51	12/17/2017 - 12/23/2017	1.02	1.04
52	12/24/2017 - 12/30/2017	1.03	1.05
53	12/31/2017 - 12/31/2017	1.04	1.06

\* PEAK SEASON

02-MAR-2018 15:35:06

830UPD

5\_7500\_PKSEASON.TXT



**ORANGE COUNTY TRAFFIC SIGNAL TIMING SHEET**

Intersection: US 441 & Boy Scout Blvd/Lake View Dr  
 Equipment: Eagle ATCnx

Int. # 20 Node 37  
 Date: 5/1/2018 Address:

**BASIC TIMING**

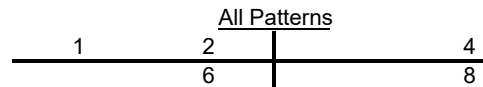
Phase	1	2	3	4	5	6	7	8
Direction	WBL	EB		SB		WB		NB
Min Green (sec)	5	15		5		15		5
Vehicle Gap (sec)	2.0	3.0		3.0		3.0		3.0
Max Green 1 (sec)	15	50		25		50		15
Max Green 2 (sec)	15	50		25		50		25
Yellow Change Interval (sec)	4.8	5.2		3.7		4.8		3.9
Red Clearance Interval (sec)	2.3	2.0		2.8		2.0		2.9
Walk (sec)		7		7		7		
Flash Don't Walk (sec)		13		31		15		
Min Split (sec)	13	28		45		29		12
Recall/Memory	NL	SF/LK		NL		SF/LK		NL
Detector Delay (sec)	5			5				
Detector Switching	1>6							
Dual Entry		Y		Y		Y		Y
Overlap								
Flash		Y		R		Y		R
Speed (mph)	45	45		30		45		30
Approach Grades (%)	2.2%	-3.5%		0.4%		2.2%		-3.6%
Veh Traversed Distance (ft)	98	113		147		135		148
Ped Crossing Distance (ft)		43		108		50		
Ped Clearance (sec)		13		31		15		
Ped-button to curb (ft)		25		16		16		
Ped-button to far curb (ft)		68		124		66		
Ped Clearance to far curb (sec)		23		42		22		

**COORDINATION PLANS**

Coordination Pattern	1/1/1	2/1/1	3/1/1	3/2/2	Day	Time	Pattern	
Cycle	150	140	150	140	1	0:01	FREE	
Split 1	18	23	19	20	1	9:45	2/1/1	
Split 2	97	87	91	85	1	19:00	FREE	
Split 3	0	0	0	0	2	0:01	FREE	
Split 4	35	30	40	35	2	6:30	1/1/1	
Split 5	18	0	0	0	2	9:30	2/1/1	
Split 6	97	110	110	105	2	14:00	3/1/1	
Split 7	0	0	0	0	2	18:00	2/1/1	
Split 8	35	30	40	35	2	20:00	FREE	
Offset	91	87	102	109	7	0:01	FREE	
Lagging Phases	0/0/0/0	0/0/0/0	0/0/0/0	0/0/0/0	7	9:30	2/1/1	
Source Day	Equate 1	Equate 2	Equate 3	Equate 4	Equate 5	7	19:30	FREE
(Sunday) 1								
(Monday) 2	3	4	5	6				
(Saturday) 7								

Notes:

- Offset referenced to start of mainstreet green
- Use Plan Force-offs
- Use Max Inhibit during coordination



**ORANGE COUNTY TRAFFIC SIGNAL TIMING SHEET**

Intersection: US 441 & Plymouth Sorrento Rd      Int. #      21      Node      202  
 Equipment: Eagle ACTnx      Date:      5/1/2018      Address:

**BASIC TIMING**

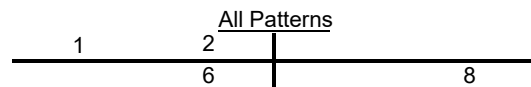
Phase	1	2	3	4	5	6	7	8
Direction	EBL	WB				EB		SB
Min Green (sec)	5	15				15		5
Vehicle Gap (sec)	1.8	3.0				3.0		4.0
Max Green 1 (sec)	25	35				35		30
Max Green 2 (sec)	25	35				35		30
Yellow Change Interval (sec)	4.9	4.8				4.9		4.8
Red Clearance Interval (sec)	2.9	2.0				2.0		2.0
Walk (sec)								
Flash Don't Walk (sec)								
Min Split (sec)	13	22				22		12
Recall/Memory	NL	SF/LK				SF/LK		NL
Detector Delay (sec)								
Detector Switching	1>6							
Dual Entry		Y				Y		
Overlap								
Flash		Y				Y		R
Speed (mph)	45	45				45		45
Approach Grades (%)	-1.0%	0.1%				-1.0%		0.2%
Veh Traversed Distance (ft)	122	136				141		119
Ped Crossing Distance (ft)								
Ped Clearance (sec)								
Ped-button to curb (ft)								
Ped-button to far curb (ft)								
Ped Clearance to far curb (sec)								

**COORDINATION PLANS**

Coordination Pattern	1/1/1	2/1/1	3/1/1	3/2/2	Day	Time	Pattern	
Cycle	150	140	150	140	1	0:01	FREE	
Split 1	18	18	20	20	1	9:45	2/1/1	
Split 2	107	101	110	100	1	19:00	FREE	
Split 3	0	0	0	0	2	0:01	FREE	
Split 4	0	0	0	0	2	6:30	1/1/1	
Split 5	0	0	0	0	2	9:30	2/1/1	
Split 6	125	119	130	120	2	14:00	3/1/1	
Split 7	0	0	0	0	2	18:00	2/1/1	
Split 8	25	21	20	20	2	20:00	FREE	
Offset	66	69	31	106	7	0:01	FREE	
Lagging Phases	0/0/0/0	0/0/0/0	0/0/0/0	0/0/0/0	7	9:30	2/1/1	
Source Day	Equate 1	Equate 2	Equate 3	Equate 4	Equate 5	7	19:30	FREE
(Sunday) 1								
(Monday) 2	3	4	5	6				
(Saturday) 7								

Notes:

1. Offset referenced to start of mainstreet green
2. Use Plan Force-offs
3. Use Max Inhibit during coordination



**ORANGE COUNTY TRAFFIC SIGNAL TIMING SHEET**

Intersection: US 441 & Orange Ave /T. L. Smith Rd  
 Equipment: Siemens m50

Int. # 22 Node 247  
 Date: 5/1/2018 Address:

**BASIC TIMING**

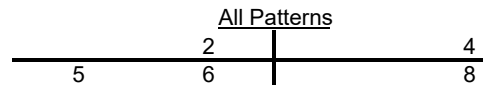
Phase	1	2	3	4	5	6	7	8
Direction		WB		NB	WBL	EB		SB
Min Green (sec)		20		5	5	15		5
Vehicle Gap (sec)		3.0		3.0	3.0	3.0		3.0
Max Green 1 (sec)		67		18	14	45		18
Max Green 2 (sec)		67		18	14	45		18
Yellow Change Interval (sec)		4.9		4.4	4.9	4.8		3.4
Red Clearance Interval (sec)		2.0		2.1	3.0	2.0		4.1
Walk (sec)								
Flash Don't Walk (sec)								
Min Split (sec)		27		12	13	22		13
Recall/Memory		NL		NL	NL	SF/LK		NL
Detector Delay (sec)								
Detector Switching								
Dual Entry		Y		Y		Y		Y
Overlap								
Flash		Y		R	Y	Y		R
Speed (mph)		45		40	45	45		25
Approach Grades (%)		-1.0%		-0.4%	-1.0%	-0.6%		-2.3%
Veh Traversed Distance (ft)		168		160	125	162		167
Ped Crossing Distance (ft)								
Ped Clearance (sec)								
Ped-button to curb (ft)								
Ped-button to far curb (ft)								
Ped Clearance to far curb (sec)								

**COORDINATION PLANS**

Coordination Pattern	1/1/1	2/1/1	3/1/1	3/2/2	Day	Time	Pattern	
Cycle	150	140	150	140	1	0:01	FREE	
Split 1	0	0	0	0	1	9:45	2/1/1	
Split 2	130	120	108	100	1	19:00	FREE	
Split 3	0	0	0	0	2	0:01	FREE	
Split 4	20	20	42	40	2	6:30	1/1/1	
Split 5	20	18	18	18	2	9:30	2/1/1	
Split 6	110	102	90	82	2	14:00	3/1/1	
Split 7	0	0	0	0	2	18:00	2/1/1	
Split 8	20	20	42	40	2	20:00	FREE	
Offset	64	66	43	51	7	0:01	FREE	
Lagging Phases	0/0/0/0	0/0/0/0	0/0/0/0	0/0/0/0	7	9:30	2/1/1	
Source Day	Equate 1	Equate 2	Equate 3	Equate 4	Equate 5	7	19:30	FREE
(Sunday) 1								
(Monday) 2	3	4	5	6				
(Saturday) 7								

Notes:

- Offset referenced to start of mainstreet green
- Use Plan Force-offs
- Use Max Inhibit during coordination



**ORANGE COUNTY TRAFFIC SIGNAL TIMING SHEET**

Intersection: US 441 & SR 429 Connector Rd      Int. #      23      Node      624  
 Equipment: Siemens m50      Date:      5/1/2018      Address:

**BASIC TIMING**

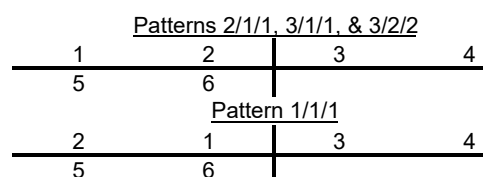
Phase	1	2	3	4	5	6	7	8
Direction	EBL	WB	SB	NB	WBL	EB		
Min Green (sec)	5	20	20	5	5	20		
Vehicle Gap (sec)	3.0	3.0	3.0	3.0	3.0	3.0		
Max Green 1 (sec)	30	77	40	17	21	77		
Max Green 2 (sec)	45	55	50	17	30	60		
Yellow Change Interval (sec)	4.8	4.8	4.2	3.4	4.8	4.8		
Red Clearance Interval (sec)	5.2	2.2	4.4	4.3	3.4	2.3		
Walk (sec)		7		7		7		
Flash Don't Walk (sec)		35		34		17		
Min Split (sec)	15	49	29	49	14	32		
Recall/Memory	NL	MIN/LK	NL	NL	NL	MIN/LK		
Detector Delay (sec)			CDR 5	CD 5	CD 5			
Detector Switching								
Dual Entry		Y				Y		
Overlap								
Flash	R	Y	R	R	R	Y		
Speed (mph)	45	45	35	25	45	45		
Approach Grades (%)	0.4%	0.1%	-2.1%	0.4%	0.1%	0.4%		
Veh Traversed Distance (ft)	207	191	175	172	139	192		
Ped Crossing Distance (ft)		121		119		58		
Ped Clearance (sec)		35		34		17		
Ped-button to curb (ft)		8		13		13		
Ped-button to far curb (ft)		129		132		71		
Ped Clearance to far curb (sec)		43		44		24		

**COORDINATION PLANS**

Coordination Pattern	1/1/1	2/1/1	3/1/1	3/2/2	Day	Time	Pattern	
Cycle	150	140	150	140	1	0:01	FREE	
Split 1	56	30	30	28	1	9:45	2/1/1	
Split 2	47	63	70	64	1	19:00	FREE	
Split 3	29	29	32	30	2	0:01	FREE	
Split 4	18	18	18	18	2	6:30	1/1/1	
Split 5	18	18	18	18	2	9:30	2/1/1	
Split 6	85	75	82	74	2	14:00	3/1/1	
Split 7	0	0	0	0	2	18:00	2/1/1	
Split 8	0	0	0	0	2	20:00	FREE	
Offset	16	29	45	59	7	0:01	FREE	
Lagging Phases	1/0/0/0	0/0/0/0	0/0/0/0	0/0/0/0	7	9:30	2/1/1	
Source Day	Equate 1	Equate 2	Equate 3	Equate 4	Equate 5	7	19:30	FREE
(Sunday) 1								
(Monday) 2	3	4	5	6				
(Saturday) 7								

Notes:

- Offset referenced to start of mainstreet green
- Use Cycle Force-offs
- Use Max II during coordination



**ORANGE COUNTY TRAFFIC SIGNAL TIMING SHEET**

Intersection: US 441 & Hermit Smith Rd      Int. #      24      Node      672  
 Equipment: Siemens m50      Date:      5/1/2018      Address:

**BASIC TIMING**

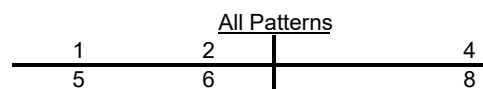
Phase	1	2	3	4	5	6	7	8
Direction	EBL	WB		NB	WBL	EB		SB
Min Green (sec)	5	17		5	5	17		5
Vehicle Gap (sec)	3.0	3.0		3.0	4.0	3.0		3.0
Max Green 1 (sec)	25	77		25	25	77		25
Max Green 2 (sec)	30	50		50	30	50		50
Yellow Change Interval (sec)	4.9	4.8		4.0	4.8	4.9		4.1
Red Clearance Interval (sec)	3.7	2.0		3.0	2.8	2.0		3.1
Walk (sec)		7		7		7		7
Flash Don't Walk (sec)		14		37		17		37
Min Split (sec)	14	28		51	13	31		52
Recall/Memory	NL	MIN/LK		NL	NL	MIN/LK		NL
Detector Delay (sec)				CD 5				CD 5
Detector Switching								
Dual Entry		Y		Y		Y		Y
Overlap								
Flash	4-SECTION	Y		R	4-SECTION	Y		R
Speed (mph)	45	45		35	45	45		35
Approach Grades (%)	-1.6%	0.5%		1.0%	0.5%	-1.6%		-1.0%
Veh Traversed Distance (ft)	151	157		182	116	153		187
Ped Crossing Distance (ft)		46		127		59		128
Ped Clearance (sec)		14		37		17		37
Ped-button to curb (ft)		13		9		11		9
Ped-button to far curb (ft)		59		136		70		137
Ped Clearance to far curb (sec)		20		46		24		46

**COORDINATION PLANS**

Coordination Pattern	1/1/1	2/1/1	3/1/1	3/2/2	Day	Time	Pattern	
Cycle	150	140	150	140	1	0:01	FREE	
Split 1	18	18	18	18	1	9:45	2/1/1	
Split 2	112	104	111	102	1	19:00	FREE	
Split 3	0	0	0	0	2	0:01	FREE	
Split 4	20	18	21	20	2	6:30	1/1/1	
Split 5	18	18	18	18	2	9:30	2/1/1	
Split 6	112	104	111	102	2	14:00	3/1/1	
Split 7	0	0	0	0	2	18:00	2/1/1	
Split 8	20	18	21	20	2	20:00	FREE	
Offset	35	36	39	53	7	0:01	FREE	
Lagging Phases	0/0/0/0	0/0/0/0	0/0/0/0	0/0/0/0	7	9:30	2/1/1	
Source Day	Equate 1	Equate 2	Equate 3	Equate 4	Equate 5	7	19:30	FREE
(Sunday) 1								
(Monday) 2	3	4	5	6				
(Saturday) 7								

Notes:




















- Offset referenced to start of mainstreet green
- Use Plan Force-offs
- Use Max Inhibit during coordination
- 4-section heads for PH 1 & PH 5 shall operate in protected/permissive mode
- Rail Road Preemption



**Appendix F**  
Existing Conditions Analysis Worksheets

# HCM 6th Signalized Intersection Summary

## 3: Hermit Smith Rd & US 441

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	1055	4	14	1566	103	46	11	38	63	3	11
Future Volume (veh/h)	22	1055	4	14	1566	103	46	11	38	63	3	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1796	1678	1678	1796	1796	1678	1678	1678	1678	1678	1678
Adj Flow Rate, veh/h	23	1088	4	14	1614	106	47	11	39	65	3	11
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	7	15	15	7	7	15	15	15	15	15	15
Cap, veh/h	296	2587	1078	370	2425	158	89	21	50	118	7	13
Arrive On Green	0.02	0.76	0.76	0.03	1.00	1.00	0.08	0.08	0.08	0.08	0.08	0.08
Sat Flow, veh/h	1781	3413	1422	1598	3252	212	648	252	605	898	90	160
Grp Volume(v), veh/h	23	1088	4	14	842	878	97	0	0	79	0	0
Grp Sat Flow(s),veh/h/ln	1781	1706	1422	1598	1706	1758	1506	0	0	1148	0	0
Q Serve(g_s), s	0.5	17.0	0.1	0.3	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0
Cycle Q Clear(g_c), s	0.5	17.0	0.1	0.3	0.0	0.0	9.3	0.0	0.0	10.4	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.12	0.48		0.40	0.82		0.14
Lane Grp Cap(c), veh/h	296	2587	1078	370	1272	1311	160	0	0	138	0	0
V/C Ratio(X)	0.08	0.42	0.00	0.04	0.66	0.67	0.61	0.00	0.00	0.57	0.00	0.00
Avail Cap(c_a), veh/h	371	2587	1078	458	1272	1311	175	0	0	150	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.66	0.66	0.66	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.2	6.4	4.4	5.1	0.0	0.0	67.4	0.0	0.0	67.9	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.5	0.0	0.0	1.8	1.8	5.1	0.0	0.0	4.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.3	8.7	0.0	0.2	1.1	1.2	7.0	0.0	0.0	5.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.3	6.9	4.4	5.1	1.8	1.8	72.5	0.0	0.0	72.2	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	E	A	A	E	A	A
Approach Vol, veh/h		1115			1734			97			79	
Approach Delay, s/veh		6.9			1.8			72.5			72.2	
Approach LOS		A			A			E			E	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.7	118.7		19.6	9.8	120.6		19.6				
Change Period (Y+Rc), s	* 8.6	* 6.9		* 7.2	* 7.6	6.9		7.2				
Max Green Setting (Gmax), s	* 9.4	* 1E2		* 14	* 10	104.1		13.8				
Max Q Clear Time (g_c+I1), s	2.5	2.0		11.3	2.3	19.0		12.4				
Green Ext Time (p_c), s	0.0	18.7		0.0	0.0	8.6		0.0				

### Intersection Summary

HCM 6th Ctrl Delay	7.8
HCM 6th LOS	A

### Notes

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

# HCM 6th Signalized Intersection Summary

## 7: US 441 & SR 429 Connector Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑	↗	↖	↑↑	↗		↕		↖	↗	↔↔
Traffic Volume (veh/h)	389	770	0	1	1077	37	2	2	2	23	2	594
Future Volume (veh/h)	389	770	0	1	1077	37	2	2	2	23	2	594
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1870	1796	1870	1870	1796	1870	1870	1870	1870	1870	1870	1796
Adj Flow Rate, veh/h	418	828	0	1	1158	40	2	2	2	26	0	478
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	7	2	2	7	2	2	2	2	2	2	7
Cap, veh/h	454	2132	990	2	1647	765	4	4	4	556	0	875
Arrive On Green	0.26	1.00	0.00	0.00	0.97	0.97	0.01	0.01	0.01	0.16	0.00	0.16
Sat Flow, veh/h	3456	3413	1585	1781	3413	1585	579	579	579	3563	0	3045
Grp Volume(v), veh/h	418	828	0	1	1158	40	6	0	0	26	0	478
Grp Sat Flow(s),veh/h/ln	1728	1706	1585	1781	1706	1585	1737	0	0	1781	0	1522
Q Serve(g_s), s	17.6	0.0	0.0	0.1	5.5	0.1	0.5	0.0	0.0	0.9	0.0	19.9
Cycle Q Clear(g_c), s	17.6	0.0	0.0	0.1	5.5	0.1	0.5	0.0	0.0	0.9	0.0	19.9
Prop In Lane	1.00		1.00	1.00		1.00	0.33		0.33	1.00		1.00
Lane Grp Cap(c), veh/h	454	2132	990	2	1647	765	13	0	0	556	0	875
V/C Ratio(X)	0.92	0.39	0.00	0.41	0.70	0.05	0.47	0.00	0.00	0.05	0.00	0.55
Avail Cap(c_a), veh/h	461	2132	990	116	1647	765	119	0	0	556	0	875
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	54.5	0.0	0.0	74.7	1.4	1.4	74.2	0.0	0.0	53.8	0.0	45.2
Incr Delay (d2), s/veh	22.3	0.5	0.0	85.3	2.5	0.1	24.3	0.0	0.0	0.2	0.0	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.3	0.3	0.0	0.2	2.3	0.1	0.6	0.0	0.0	0.8	0.0	12.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.8	0.5	0.0	160.0	4.0	1.5	98.4	0.0	0.0	54.0	0.0	47.6
LnGrp LOS	E	A	A	F	A	A	F	A	A	D	A	D
Approach Vol, veh/h		1246			1199			6			504	
Approach Delay, s/veh		26.1			4.0			98.4			48.0	
Approach LOS		C			A			F			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	100.8			8.8	29.7	79.5		32.0				
Change Period (Y+Rc), s	8.2	* 7.1		* 7.7	10.0	* 7.1		8.6				
Max Green Setting (Gmax), s	8	* 75		* 10	20.0	* 63		23.4				
Max Q Clear Time (g_c+1/2), s		2.0		2.5	19.6	7.5		21.9				
Green Ext Time (p_c), s	0.0	6.3		0.0	0.1	10.4		0.4				

### Intersection Summary

HCM 6th Ctrl Delay	21.0
HCM 6th LOS	C

### Notes




















User approved volume balancing among the lanes for turning movement.

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



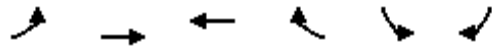
# HCM 6th Signalized Intersection Summary

## 6: Orange Ave & US 441

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	731	103	19	935	0	173	0	63	0	0	0
Future Volume (veh/h)	0	731	103	19	935	0	173	0	63	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1796	1796	1796	1796	1796	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	778	110	20	995	0	184	0	67	0	0	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	7	7	7	7	7	2	2	2	2	2	2
Cap, veh/h	48	2038	909	522	2448	0	242	0	73	0	351	0
Arrive On Green	0.00	1.00	1.00	0.07	0.72	0.00	0.19	0.00	0.19	0.00	0.00	0.00
Sat Flow, veh/h	566	3413	1522	1711	3503	0	1069	0	389	0	1870	0
Grp Volume(v), veh/h	0	778	110	20	995	0	251	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	566	1706	1522	1711	1706	0	1459	0	0	0	1870	0
Q Serve(g_s), s	0.0	0.0	0.0	0.6	17.5	0.0	25.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.6	17.5	0.0	25.3	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	0.73		0.27	0.00		0.00
Lane Grp Cap(c), veh/h	48	2038	909	522	2448	0	315	0	0	0	351	0
V/C Ratio(X)	0.00	0.38	0.12	0.04	0.41	0.00	0.80	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	48	2038	909	522	2448	0	387	0	0	0	430	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.92	0.92	0.89	0.89	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	7.9	8.5	0.0	59.8	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.5	0.3	0.1	0.4	0.0	9.1	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.3	0.1	0.4	9.7	0.0	15.3	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.5	0.3	8.0	8.9	0.0	68.9	0.0	0.0	0.0	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	E	A	A	A	A	A
Approach Vol, veh/h		888			1015			251				0
Approach Delay, s/veh		0.5			8.9			68.9				0.0
Approach LOS		A			A			E				
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		114.4		35.6	18.0	96.4		35.6				
Change Period (Y+Rc), s		* 6.8		* 7.5	7.9	6.8		7.5				
Max Green Setting (Gmax), s		* 1E2		* 36	10.1	83.2		34.5				
Max Q Clear Time (g_c+I1), s		19.5		27.3	2.6	2.0		0.0				
Green Ext Time (p_c), s		8.2		0.8	0.0	6.2		0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				12.4								
HCM 6th LOS				B								
<b>Notes</b>												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

# HCM 6th Signalized Intersection Summary

## 17: US 441 & Plymouth Sorrento



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	↙	↑↑	↑↑		↙	↗	
Traffic Volume (veh/h)	92	709	896	203	154	33	
Future Volume (veh/h)	92	709	896	203	154	33	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	
Adj Flow Rate, veh/h	95	731	924	209	159	34	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	
Percent Heavy Veh, %	2	2	2	2	2	2	
Cap, veh/h	401	2878	2096	474	181	161	
Arrive On Green	0.03	0.81	0.73	0.73	0.10	0.10	
Sat Flow, veh/h	1781	3647	2973	651	1781	1585	
Grp Volume(v), veh/h	95	731	570	563	159	34	
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1753	1781	1585	
Q Serve(g_s), s	2.0	7.6	19.9	20.0	13.6	3.1	
Cycle Q Clear(g_c), s	2.0	7.6	19.9	20.0	13.6	3.1	
Prop In Lane	1.00			0.37	1.00	1.00	
Lane Grp Cap(c), veh/h	401	2878	1293	1276	181	161	
V/C Ratio(X)	0.24	0.25	0.44	0.44	0.88	0.21	
Avail Cap(c_a), veh/h	484	2878	1293	1276	207	184	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	0.91	0.91	0.87	0.87	1.00	1.00	
Uniform Delay (d), s/veh	6.2	3.5	8.4	8.5	68.7	63.9	
Incr Delay (d2), s/veh	0.3	0.2	1.0	1.0	29.6	0.6	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(95%),veh/ln	1.1	3.6	11.3	11.2	12.3	5.1	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	6.4	3.7	9.4	9.4	98.2	64.6	
LnGrp LOS	A	A	A	A	F	E	
Approach Vol, veh/h		826	1133		193		
Approach Delay, s/veh		4.0	9.4		92.3		
Approach LOS		A	A		F		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				132.4	22.6	12.7	119.7
Change Period (Y+Rc), s				6.9	6.8	7.8	* 6.9
Max Green Setting (Gmax), s				123.1	18.0	12.2	* 1E2
Max Q Clear Time (g_c+I1), s				9.6	15.6	4.0	22.0
Green Ext Time (p_c), s				4.9	0.1	0.1	8.9

### Intersection Summary

HCM 6th Ctrl Delay	14.8
HCM 6th LOS	B

### Notes

User approved pedestrian interval to be less than phase max green.

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

# HCM 6th Signalized Intersection Summary

## 12: US 441 & Boy Scout Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Volume (veh/h)	9	828	20	145	1046	100	36	61	145	58	57	8
Future Volume (veh/h)	9	828	20	145	1046	100	36	61	145	58	57	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1870	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	10	881	21	154	1113	106	38	65	154	62	61	9
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	316	2213	53	435	2338	222	59	82	169	97	86	11
Arrive On Green	0.64	0.64	0.64	0.04	0.73	0.73	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	458	3463	83	1739	3201	305	178	463	958	351	489	61
Grp Volume(v), veh/h	10	441	461	154	603	616	257	0	0	132	0	0
Grp Sat Flow(s),veh/h/ln	458	1735	1811	1739	1735	1771	1599	0	0	901	0	0
Q Serve(g_s), s	1.4	18.5	18.5	4.4	21.5	21.6	0.6	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	9.3	18.5	18.5	4.4	21.5	21.6	23.6	0.0	0.0	23.0	0.0	0.0
Prop In Lane	1.00		0.05	1.00		0.17	0.15		0.60	0.47		0.07
Lane Grp Cap(c), veh/h	316	1108	1157	435	1267	1293	310	0	0	194	0	0
V/C Ratio(X)	0.03	0.40	0.40	0.35	0.48	0.48	0.83	0.00	0.00	0.68	0.00	0.00
Avail Cap(c_a), veh/h	316	1108	1157	497	1267	1293	380	0	0	260	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	13.1	13.1	13.1	9.5	8.4	8.4	60.5	0.0	0.0	59.1	0.0	0.0
Incr Delay (d2), s/veh	0.2	1.0	1.0	0.5	1.3	1.3	12.1	0.0	0.0	4.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.3	11.0	11.4	2.9	12.1	12.2	16.0	0.0	0.0	8.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.3	14.1	14.1	10.0	9.6	9.6	72.6	0.0	0.0	63.4	0.0	0.0
LnGrp LOS	B	B	B	A	A	A	E	A	A	E	A	A
Approach Vol, veh/h		912			1373			257			132	
Approach Delay, s/veh		14.1			9.7			72.6			63.4	
Approach LOS		B			A			E			E	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	33.7	103.1		33.3		116.7		33.3				
Change Period (Y+Rc), s	7.1	7.2		6.8		* 7.2		* 6.8				
Max Green Setting (Gmax), s	33.8	83.8		33.2		* 1E2		* 34				
Max Q Clear Time (g_c+1), s	20.5	20.5		25.6		23.6		25.0				
Green Ext Time (p_c), s	0.2	5.7		0.9		10.0		0.4				

### Intersection Summary

HCM 6th Ctrl Delay	19.9
HCM 6th LOS	B

### Notes

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

HCM 6th TWSC  
 15: Hermit Smith Rd & General Electric Rd

Intersection						
Int Delay, s/veh	6.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T	T	T	T
Traffic Vol, veh/h	7	65	17	21	41	6
Future Vol, veh/h	7	65	17	21	41	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	69	69	69	69	69	69
Heavy Vehicles, %	20	20	20	20	20	20
Mvmt Flow	10	94	25	30	59	9

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	167	40	0	0	55
Stage 1	40	-	-	-	-
Stage 2	127	-	-	-	-
Critical Hdwy	6.6	6.4	-	-	4.3
Critical Hdwy Stg 1	5.6	-	-	-	-
Critical Hdwy Stg 2	5.6	-	-	-	-
Follow-up Hdwy	3.68	3.48	-	-	2.38
Pot Cap-1 Maneuver	783	982	-	-	1442
Stage 1	938	-	-	-	-
Stage 2	856	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	751	982	-	-	1442
Mov Cap-2 Maneuver	751	-	-	-	-
Stage 1	900	-	-	-	-
Stage 2	856	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.2	0	6.6
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	953	1442
HCM Lane V/C Ratio	-	-	0.109	0.041
HCM Control Delay (s)	-	-	9.2	7.6
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0.1

HCM 6th TWSC  
 16: Orange Ave & General Electric Rd

Intersection						
Int Delay, s/veh	2.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T		T		T	
Traffic Vol, veh/h	27	68	55	217	136	12
Future Vol, veh/h	27	68	55	217	136	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	20	20	20	2	2	20
Mvmt Flow	30	75	60	238	149	13

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	514	156	162	0	0
Stage 1	156	-	-	-	-
Stage 2	358	-	-	-	-
Critical Hdwy	6.6	6.4	4.3	-	-
Critical Hdwy Stg 1	5.6	-	-	-	-
Critical Hdwy Stg 2	5.6	-	-	-	-
Follow-up Hdwy	3.68	3.48	2.38	-	-
Pot Cap-1 Maneuver	490	845	1314	-	-
Stage 1	830	-	-	-	-
Stage 2	669	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	464	845	1314	-	-
Mov Cap-2 Maneuver	464	-	-	-	-
Stage 1	786	-	-	-	-
Stage 2	669	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.2	1.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1314	-	685	-	-
HCM Lane V/C Ratio	0.046	-	0.152	-	-
HCM Control Delay (s)	7.9	0	11.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-

**Appendix G**  
Trip Generation Sheets

# High-Cube Transload and Short-Term Storage Warehouse (154)

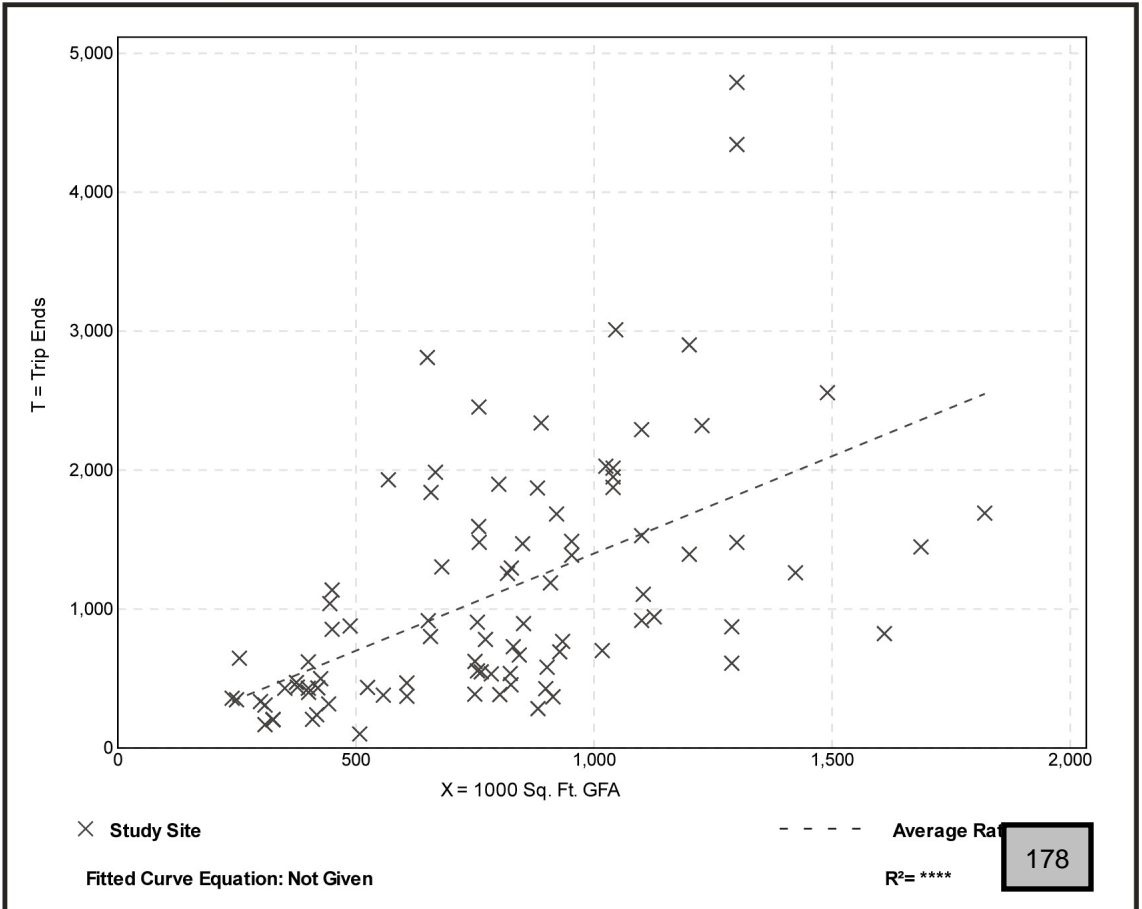
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA  
On a: Weekday

Setting/Location: General Urban/Suburban  
Number of Studies: 91  
1000 Sq. Ft. GFA: 798  
Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.40	0.20 - 4.32	0.86

## Data Plot and Equation



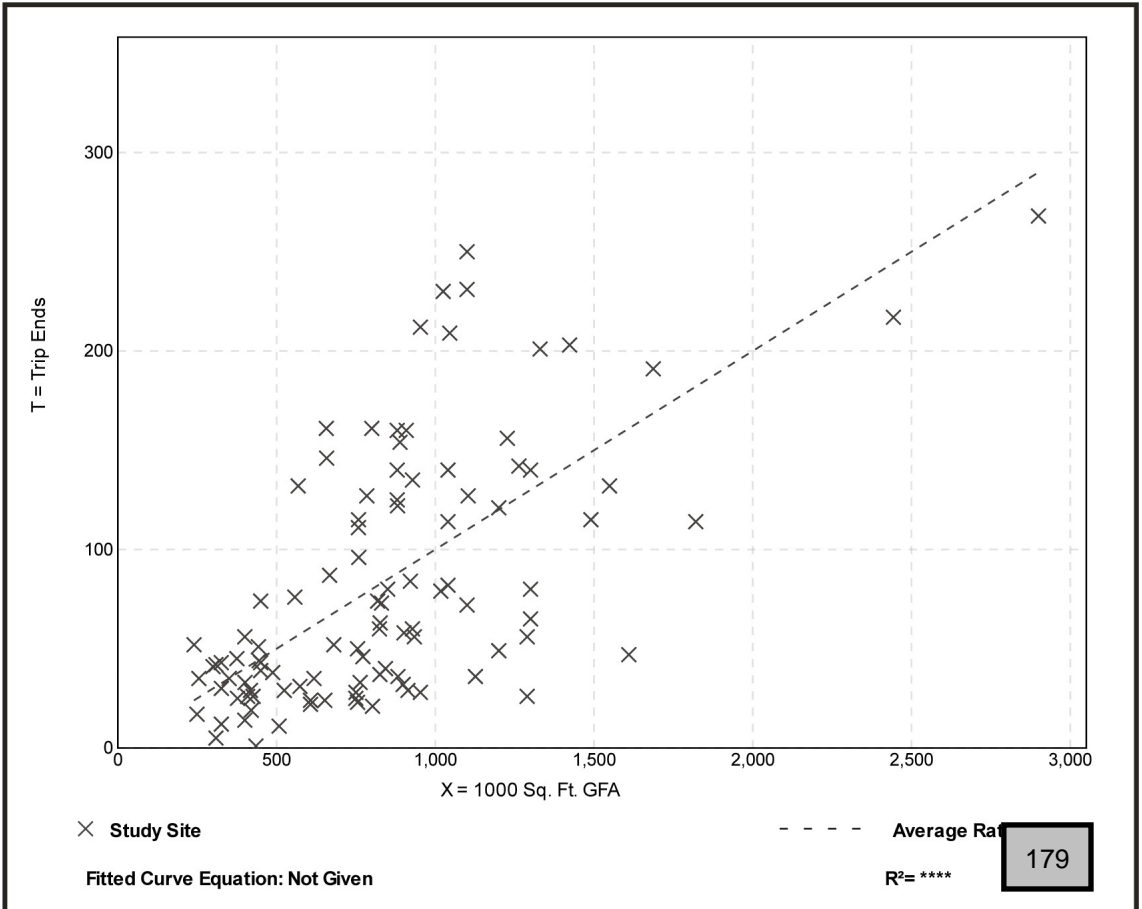
# High-Cube Transload and Short-Term Storage Warehouse (154)

**Vehicle Trip Ends vs: 1000 Sq. Ft. GFA**  
**On a: Weekday,**  
**Peak Hour of Adjacent Street Traffic,**  
**One Hour Between 4 and 6 p.m.**  
**Setting/Location: General Urban/Suburban**  
 Number of Studies: 103  
 1000 Sq. Ft. GFA: 840  
 Directional Distribution: 28% entering, 72% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.10	0.00 - 0.25	0.06

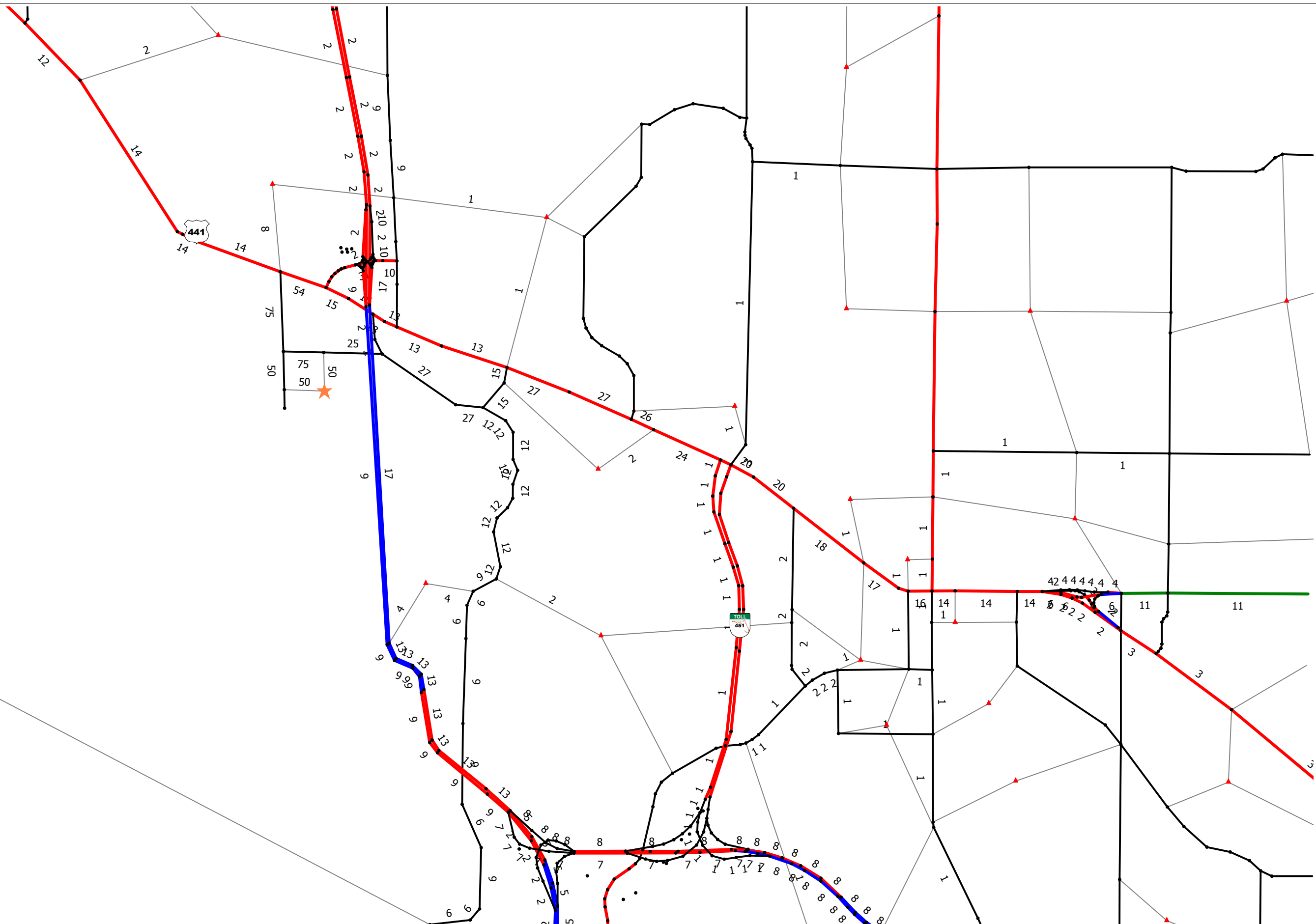
## Data Plot and Equation





**Appendix H**  
OUATS Model

- Legend:
- 1 lane per direction
  - 2 lanes per direction
  - 3 lanes per direction
  - 4 lanes per direction
  - 5 lanes per direction
  - 6+ lanes per direction
  - Centroid connector



**Appendix I**  
Background & Projected Conditions Analysis Worksheets

### HCM 6th Signalized Intersection Summary 3: Hermit Smith Rd & US 441

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	1330	15	53	1887	124	127	39	175	222	17	40
Future Volume (veh/h)	28	1330	15	53	1887	124	127	39	175	222	17	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1796	1678	1678	1796	1796	1678	1678	1678	1678	1678	1678
Adj Flow Rate, veh/h	29	1371	15	55	1945	128	131	40	180	229	18	41
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	7	15	15	7	7	15	15	15	15	15	15
Cap, veh/h	236	2498	1041	289	2381	155	86	16	73	106	5	11
Arrive On Green	0.02	0.73	0.73	0.06	1.00	1.00	0.09	0.09	0.09	0.09	0.09	0.09
Sat Flow, veh/h	1781	3413	1422	1598	3253	212	572	175	786	671	53	120
Grp Volume(v), veh/h	29	1371	15	55	1010	1063	351	0	0	288	0	0
Grp Sat Flow(s),veh/h/ln	1781	1706	1422	1598	1706	1758	1532	0	0	843	0	0
Q Serve(g_s), s	0.6	27.0	0.4	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.6	27.0	0.4	1.3	0.0	0.0	14.0	0.0	0.0	14.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.12	0.37		0.51	0.80		0.14
Lane Grp Cap(c), veh/h	236	2498	1041	289	1249	1287	176	0	0	122	0	0
V/C Ratio(X)	0.12	0.55	0.01	0.19	0.81	0.83	2.00	0.00	0.00	2.36	0.00	0.00
Avail Cap(c_a), veh/h	306	2498	1041	352	1249	1287	176	0	0	122	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.18	0.18	0.18	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.6	9.0	5.4	7.0	0.0	0.0	69.3	0.0	0.0	70.5	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.9	0.0	0.1	1.1	1.2	467.4	0.0	0.0	638.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.4	13.3	0.2	0.6	0.7	0.8	46.5	0.0	0.0	42.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.8	9.9	5.5	7.1	1.1	1.2	536.7	0.0	0.0	709.1	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	F	A	A	F	A	A
Approach Vol, veh/h		1415			2128			351				288
Approach Delay, s/veh		9.7			1.3			536.7				709.1
Approach LOS		A			A			F				F
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.1	116.7		21.2	12.1	116.7		21.2				
Change Period (Y+Rc), s	* 8.6	* 6.9		* 7.2	* 7.6	6.9		7.2				
Max Green Setting (Gmax), s	* 9.4	* 1E2		* 14	* 10	104.1		13.8				
Max Q Clear Time (g_c+I1), s	2.6	2.0		16.0	3.3	29.0		16.0				
Green Ext Time (p_c), s	0.0	32.0		0.0	0.1	12.8		0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				97.8								
HCM 6th LOS				F								
<b>Notes</b>												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

# HCM 6th Signalized Intersection Summary

## 6: Orange Ave & US 441



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1073	148	28	1379	0	277	0	107	0	0	0
Future Volume (veh/h)	0	1073	148	28	1379	0	277	0	107	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1870	1796	1796	1796	1796	1796	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	1141	157	30	1467	0	295	0	114	0	0	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	7	7	7	7	7	2	2	2	2	2	2
Cap, veh/h	48	3263	1455	548	3672	0	291	0	96	0	443	0
Arrive On Green	0.00	1.00	1.00	0.07	1.00	0.00	0.24	0.00	0.24	0.00	0.00	0.00
Sat Flow, veh/h	361	3413	1522	1711	3503	0	1053	0	407	0	1870	0
Grp Volume(v), veh/h	0	1141	157	30	1467	0	409	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	361	1706	1522	1711	1706	0	1461	0	0	0	1870	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	35.5	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	35.5	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	0.72		0.28	0.00		0.00
Lane Grp Cap(c), veh/h	48	3263	1455	548	3672	0	387	0	0	0	443	0
V/C Ratio(X)	0.00	0.35	0.11	0.05	0.40	0.00	1.06	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	48	3263	1455	548	3672	0	387	0	0	0	443	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.82	0.82	0.79	0.79	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	59.1	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.1	0.2	0.3	0.0	61.6	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.2	0.1	0.0	0.2	0.0	30.0	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.2	0.1	0.2	0.3	0.0	120.7	0.0	0.0	0.0	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	F	A	A	A	A	A
Approach Vol, veh/h		1298			1497			409				0
Approach Delay, s/veh		0.2			0.3			120.7				0.0
Approach LOS		A			A			F				
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		170.0		43.0	18.0	152.0		43.0				
Change Period (Y+Rc), s		* 6.8		* 7.5	7.9	6.8		7.5				
Max Green Setting (Gmax), s		* 1E2		* 36	10.1	83.2		34.5				
Max Q Clear Time (g_c+I1), s		2.0		37.5	2.0	2.0		0.0				
Green Ext Time (p_c), s		16.2		0.0	0.0	11.1		0.0				

### Intersection Summary

HCM 6th Ctrl Delay	15.6
HCM 6th LOS	B

### Notes

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

# HCM 6th Signalized Intersection Summary

## 7: US 441 & SR 429 Connector Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑	↗	↖	↑↑	↗		↕		↖	↗	↔↔
Traffic Volume (veh/h)	580	1035	0	1	1515	52	2	2	2	23	2	621
Future Volume (veh/h)	580	1035	0	1	1515	52	2	2	2	23	2	621
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1870	1796	1870	1870	1796	1870	1870	1870	1870	1870	1870	1796
Adj Flow Rate, veh/h	624	1113	0	1	1629	56	2	2	2	26	0	507
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	7	2	2	7	2	2	2	2	2	2	7
Cap, veh/h	461	2132	990	2	1640	762	4	4	4	556	0	881
Arrive On Green	0.27	1.00	0.00	0.00	0.96	0.96	0.01	0.01	0.01	0.16	0.00	0.16
Sat Flow, veh/h	3456	3413	1585	1781	3413	1585	579	579	579	3563	0	3045
Grp Volume(v), veh/h	624	1113	0	1	1629	56	6	0	0	26	0	507
Grp Sat Flow(s),veh/h/ln	1728	1706	1585	1781	1706	1585	1737	0	0	1781	0	1522
Q Serve(g_s), s	20.0	0.0	0.0	0.1	61.1	0.2	0.5	0.0	0.0	0.9	0.0	21.3
Cycle Q Clear(g_c), s	20.0	0.0	0.0	0.1	61.1	0.2	0.5	0.0	0.0	0.9	0.0	21.3
Prop In Lane	1.00		1.00	1.00		1.00	0.33		0.33	1.00		1.00
Lane Grp Cap(c), veh/h	461	2132	990	2	1640	762	13	0	0	556	0	881
V/C Ratio(X)	1.35	0.52	0.00	0.41	0.99	0.07	0.47	0.00	0.00	0.05	0.00	0.58
Avail Cap(c_a), veh/h	461	2132	990	116	1640	762	119	0	0	556	0	881
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.81	0.81	0.00	0.73	0.73	0.73	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	55.0	0.0	0.0	74.7	2.7	1.5	74.2	0.0	0.0	53.8	0.0	45.4
Incr Delay (d2), s/veh	170.7	0.7	0.0	65.9	17.4	0.1	24.3	0.0	0.0	0.2	0.0	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	17.8	0.4	0.0	0.1	8.3	0.2	0.6	0.0	0.0	0.8	0.0	13.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	225.7	0.7	0.0	140.6	20.1	1.7	98.4	0.0	0.0	54.0	0.0	48.2
LnGrp LOS	F	A	A	F	C	A	F	A	A	D	A	D
Approach Vol, veh/h		1737			1686			6			533	
Approach Delay, s/veh		81.6			19.6			98.4			48.5	
Approach LOS		F			B			F			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.4	100.8		8.8	30.0	79.2		32.0				
Change Period (Y+Rc), s	8.2	* 7.1		* 7.7	10.0	* 7.1		8.6				
Max Green Setting (Gmax), s	8	* 75		* 10	20.0	* 63		23.4				
Max Q Clear Time (g_c+1), s	12	2.0		2.5	22.0	63.1		23.3				
Green Ext Time (p_c), s	0.0	9.7		0.0	0.0	0.0		0.0				

### Intersection Summary

HCM 6th Ctrl Delay	50.8
HCM 6th LOS	D

### Notes

- User approved pedestrian interval to be less than phase max green.
- User approved volume balancing among the lanes for turning movement.
- \* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

# HCM 6th Signalized Intersection Summary

## 12: US 441 & Boy Scout Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	903	21	160	1092	104	49	83	222	88	87	13
Future Volume (veh/h)	14	903	21	160	1092	104	49	83	222	88	87	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1870	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	15	961	22	170	1162	111	52	88	236	94	93	14
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	371	2628	60	478	2695	257	67	93	223	95	84	11
Arrive On Green	0.76	0.76	0.76	0.04	0.84	0.84	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	435	3467	79	1739	3200	305	178	415	999	267	378	48
Grp Volume(v), veh/h	15	481	502	170	629	644	376	0	0	201	0	0
Grp Sat Flow(s),veh/h/ln	435	1735	1812	1739	1735	1771	1592	0	0	693	0	0
Q Serve(g_s), s	1.4	13.9	13.9	3.1	13.5	13.5	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.8	13.9	13.9	3.1	13.5	13.5	33.5	0.0	0.0	33.5	0.0	0.0
Prop In Lane	1.00		0.04	1.00		0.17	0.14		0.63	0.47		0.07
Lane Grp Cap(c), veh/h	371	1315	1373	478	1461	1491	383	0	0	190	0	0
V/C Ratio(X)	0.04	0.37	0.37	0.36	0.43	0.43	0.98	0.00	0.00	1.06	0.00	0.00
Avail Cap(c_a), veh/h	371	1315	1373	553	1461	1491	383	0	0	190	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.75	0.75	0.75	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	5.2	6.1	6.1	4.5	2.9	2.9	59.1	0.0	0.0	59.9	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.6	0.6	0.4	0.9	0.9	41.1	0.0	0.0	81.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.2	7.2	7.4	1.6	6.1	6.2	26.0	0.0	0.0	17.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	5.3	6.7	6.6	4.9	3.9	3.9	100.1	0.0	0.0	141.4	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	F	A	A	F	A	A
Approach Vol, veh/h		998			1443			376			201	
Approach Delay, s/veh		6.6			4.0			100.1			141.4	
Approach LOS		A			A			F			F	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	12.5	121.7		40.3		134.2		40.3				
Change Period (Y+Rc), s	7.1	7.2		6.8		* 7.2		* 6.8				
Max Green Setting (Gmax), s	83.8			33.2		* 1E2		* 34				
Max Q Clear Time (g_c+1/2), s	15.9			35.5		15.5		35.5				
Green Ext Time (p_c), s	0.2	6.6		0.0		10.8		0.0				

### Intersection Summary

HCM 6th Ctrl Delay	26.0
HCM 6th LOS	C

### Notes

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

HCM 6th TWSC  
 15: Hermit Smith Rd & General Electric Rd

Intersection						
Int Delay, s/veh	6.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		B			A
Traffic Vol, veh/h	7	145	70	21	72	27
Future Vol, veh/h	7	145	70	21	72	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	69	69	69	69	69	69
Heavy Vehicles, %	20	20	20	20	20	20
Mvmt Flow	10	210	101	30	104	39

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	363	116	0	0	131
Stage 1	116	-	-	-	-
Stage 2	247	-	-	-	-
Critical Hdwy	6.6	6.4	-	-	4.3
Critical Hdwy Stg 1	5.6	-	-	-	-
Critical Hdwy Stg 2	5.6	-	-	-	-
Follow-up Hdwy	3.68	3.48	-	-	2.38
Pot Cap-1 Maneuver	602	890	-	-	1350
Stage 1	866	-	-	-	-
Stage 2	754	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	554	890	-	-	1350
Mov Cap-2 Maneuver	554	-	-	-	-
Stage 1	798	-	-	-	-
Stage 2	754	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.6	0	5.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	866	1350
HCM Lane V/C Ratio	-	-	0.254	0.077
HCM Control Delay (s)	-	-	10.6	7.9
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	1	0.3



HCM 6th TWSC  
 16: Orange Ave & General Electric Rd

Intersection						
Int Delay, s/veh	3.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	36	103	69	356	229	15
Future Vol, veh/h	36	103	69	356	229	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	20	20	20	10	10	20
Mvmt Flow	40	113	76	391	252	16

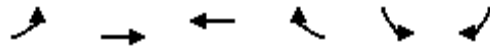
Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	803	260	268	0	0
Stage 1	260	-	-	-	-
Stage 2	543	-	-	-	-
Critical Hdwy	6.6	6.4	4.3	-	-
Critical Hdwy Stg 1	5.6	-	-	-	-
Critical Hdwy Stg 2	5.6	-	-	-	-
Follow-up Hdwy	3.68	3.48	2.38	-	-
Pot Cap-1 Maneuver	329	737	1198	-	-
Stage 1	743	-	-	-	-
Stage 2	548	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	302	737	1198	-	-
Mov Cap-2 Maneuver	302	-	-	-	-
Stage 1	683	-	-	-	-
Stage 2	548	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.3	1.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1198	-	537	-	-
HCM Lane V/C Ratio	0.063	-	0.284	-	-
HCM Control Delay (s)	8.2	0	14.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	1.2	-	-

# HCM 6th Signalized Intersection Summary

## 17: US 441 & Plymouth Sorrento



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	↖	↗↗	↖↗		↖	↗	
Traffic Volume (veh/h)	141	1054	1117	251	289	65	
Future Volume (veh/h)	141	1054	1117	251	289	65	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	
Adj Flow Rate, veh/h	145	1087	1152	259	298	67	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	
Percent Heavy Veh, %	2	2	2	2	2	2	
Cap, veh/h	306	2827	2049	457	207	184	
Arrive On Green	0.04	0.80	0.71	0.71	0.12	0.12	
Sat Flow, veh/h	1781	3647	2981	644	1781	1585	
Grp Volume(v), veh/h	145	1087	706	705	298	67	
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1754	1781	1585	
Q Serve(g_s), s	3.3	14.0	29.6	30.3	18.0	6.0	
Cycle Q Clear(g_c), s	3.3	14.0	29.6	30.3	18.0	6.0	
Prop In Lane	1.00			0.37	1.00	1.00	
Lane Grp Cap(c), veh/h	306	2827	1261	1245	207	184	
V/C Ratio(X)	0.47	0.38	0.56	0.57	1.44	0.36	
Avail Cap(c_a), veh/h	383	2827	1261	1245	207	184	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	0.76	0.76	0.82	0.82	1.00	1.00	
Uniform Delay (d), s/veh	10.4	4.7	10.8	10.9	68.5	63.2	
Incr Delay (d2), s/veh	0.9	0.3	1.5	1.5	223.5	1.2	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(95%),veh/ln	2.2	6.7	15.9	16.0	32.7	9.3	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	11.2	5.0	12.3	12.5	292.0	64.4	
LnGrp LOS	B	A	B	B	F	E	
Approach Vol, veh/h		1232	1411		365		
Approach Delay, s/veh		5.7	12.4		250.2		
Approach LOS		A	B		F		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				130.2	24.8	13.3	116.9
Change Period (Y+Rc), s				6.9	6.8	7.8	* 6.9
Max Green Setting (Gmax), s				123.1	18.0	12.2	* 1E2
Max Q Clear Time (g_c+I1), s				16.0	20.0	5.3	32.3
Green Ext Time (p_c), s				8.5	0.0	0.2	13.3

### Intersection Summary

HCM 6th Ctrl Delay	38.5
HCM 6th LOS	D

### Notes

User approved pedestrian interval to be less than phase max green.

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

HCM 6th TWSC  
 19: Hermit Smith Rd & Access

Intersection						
Int Delay, s/veh	6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	54	17	0	21	13
Future Vol, veh/h	0	54	17	0	21	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	20	2	2	20	2
Mvmt Flow	0	57	18	0	22	14

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	76	18	0	0	18
Stage 1	18	-	-	-	-
Stage 2	58	-	-	-	-
Critical Hdwy	6.42	6.4	-	-	4.3
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.48	-	-	2.38
Pot Cap-1 Maneuver	927	1011	-	-	1489
Stage 1	1005	-	-	-	-
Stage 2	965	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	913	1011	-	-	1489
Mov Cap-2 Maneuver	913	-	-	-	-
Stage 1	990	-	-	-	-
Stage 2	965	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.8	0	4.6
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1011	1489
HCM Lane V/C Ratio	-	-	0.056	0.015
HCM Control Delay (s)	-	-	8.8	7.5
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0

HCM 6th TWSC  
21: West Access & General Electric Rd

Intersection						
Int Delay, s/veh	0.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	87	6	3	137	15	5
Future Vol, veh/h	87	6	3	137	15	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	10	20	20	10	20	20
Mvmt Flow	92	6	3	144	16	5

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	98	0	245 95
Stage 1	-	-	-	-	95 -
Stage 2	-	-	-	-	150 -
Critical Hdwy	-	-	4.3	-	6.6 6.4
Critical Hdwy Stg 1	-	-	-	-	5.6 -
Critical Hdwy Stg 2	-	-	-	-	5.6 -
Follow-up Hdwy	-	-	2.38	-	3.68 3.48
Pot Cap-1 Maneuver	-	-	1390	-	706 914
Stage 1	-	-	-	-	886 -
Stage 2	-	-	-	-	836 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1390	-	705 914
Mov Cap-2 Maneuver	-	-	-	-	705 -
Stage 1	-	-	-	-	884 -
Stage 2	-	-	-	-	836 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	10
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	748	-	-	1390	-
HCM Lane V/C Ratio	0.028	-	-	0.002	-
HCM Control Delay (s)	10	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

HCM 6th TWSC  
 23: Main Access & General Electric Rd

Intersection						
Int Delay, s/veh	3.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	72	20	10	90	50	30
Future Vol, veh/h	72	20	10	90	50	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	10	20	10	20	10	20
Mvmt Flow	76	21	11	95	53	32

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	97	0	204
Stage 1	-	-	-	-	87
Stage 2	-	-	-	-	117
Critical Hdwy	-	-	4.2	-	6.5
Critical Hdwy Stg 1	-	-	-	-	5.5
Critical Hdwy Stg 2	-	-	-	-	5.5
Follow-up Hdwy	-	-	2.29	-	3.59
Pot Cap-1 Maneuver	-	-	1448	-	767
Stage 1	-	-	-	-	917
Stage 2	-	-	-	-	889
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1448	-	761
Mov Cap-2 Maneuver	-	-	-	-	761
Stage 1	-	-	-	-	910
Stage 2	-	-	-	-	889

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	9.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	815	-	-	1448	-
HCM Lane V/C Ratio	0.103	-	-	0.007	-
HCM Control Delay (s)	9.9	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

HCM 6th TWSC  
25: East Access & General Electric Rd

Intersection						
Int Delay, s/veh	1.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	97	5	4	80	15	9
Future Vol, veh/h	97	5	4	80	15	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	10	20	20	10	20	20
Mvmt Flow	100	5	4	82	15	9























Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	105	0	193
Stage 1	-	-	-	-	103
Stage 2	-	-	-	-	90
Critical Hdwy	-	-	4.3	-	6.6
Critical Hdwy Stg 1	-	-	-	-	5.6
Critical Hdwy Stg 2	-	-	-	-	5.6
Follow-up Hdwy	-	-	2.38	-	3.68
Pot Cap-1 Maneuver	-	-	1381	-	757
Stage 1	-	-	-	-	878
Stage 2	-	-	-	-	890
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1381	-	755
Mov Cap-2 Maneuver	-	-	-	-	755
Stage 1	-	-	-	-	875
Stage 2	-	-	-	-	890

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	9.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	805	-	-	1381	-
HCM Lane V/C Ratio	0.031	-	-	0.003	-
HCM Control Delay (s)	9.6	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

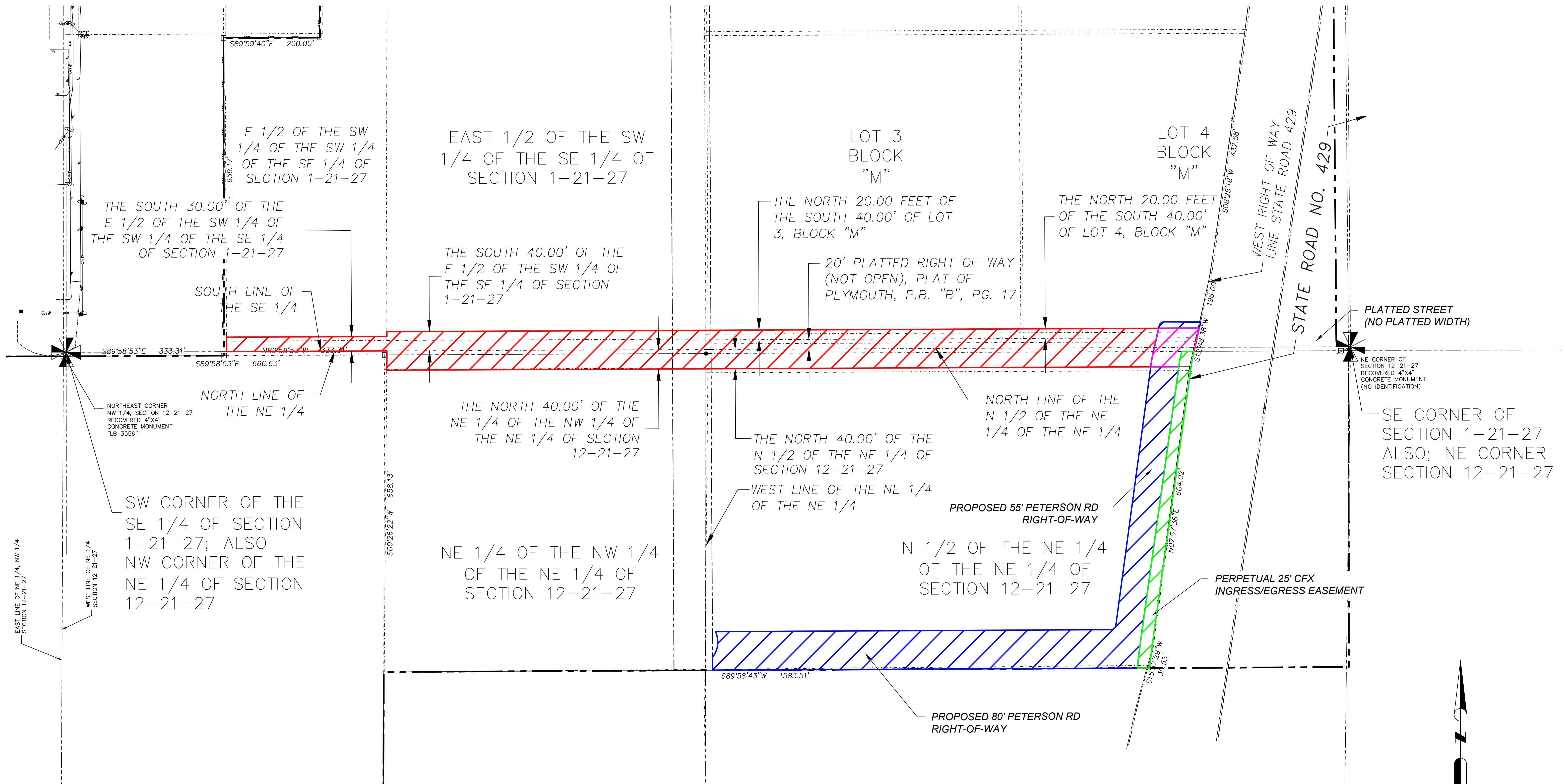
**Appendix J**  
Improved Intersection Analysis Worksheets

### HCM 6th Signalized Intersection Summary 3: Hermit Smith Rd & US 441

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	1330	15	53	1887	124	127	39	175	222	17	40
Future Volume (veh/h)	28	1330	15	53	1887	124	127	39	175	222	17	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1796	1678	1678	1796	1796	1678	1678	1678	1678	1678	1678
Adj Flow Rate, veh/h	29	1371	15	55	1945	128	131	40	103	229	18	41
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	7	15	15	7	7	15	15	15	15	15	15
Cap, veh/h	218	2184	910	235	2082	135	241	61	264	111	5	12
Arrive On Green	0.02	0.64	0.64	0.06	1.00	1.00	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1781	3413	1422	1598	3253	212	1073	328	1422	364	29	65
Grp Volume(v), veh/h	29	1371	15	55	1010	1063	171	0	103	288	0	0
Grp Sat Flow(s),veh/h/ln	1781	1706	1422	1598	1706	1758	1401	0	1422	458	0	0
Q Serve(g_s), s	0.8	36.3	0.6	1.8	0.0	0.0	0.0	0.0	9.5	10.8	0.0	0.0
Cycle Q Clear(g_c), s	0.8	36.3	0.6	1.8	0.0	0.0	17.0	0.0	9.5	27.8	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.12	0.77		1.00	0.80		0.14
Lane Grp Cap(c), veh/h	218	2184	910	235	1092	1125	302	0	264	128	0	0
V/C Ratio(X)	0.13	0.63	0.02	0.23	0.92	0.94	0.57	0.00	0.39	2.25	0.00	0.00
Avail Cap(c_a), veh/h	288	2184	910	298	1092	1125	304	0	265	128	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.18	0.18	0.18	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.6	16.2	9.8	13.2	0.0	0.0	56.7	0.0	53.7	71.4	0.0	0.0
Incr Delay (d2), s/veh	0.3	1.4	0.0	0.1	3.3	4.2	2.4	0.0	0.9	587.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.6	18.9	0.3	1.0	1.7	2.1	10.3	0.0	6.3	43.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.9	17.6	9.9	13.3	3.3	4.2	59.1	0.0	54.6	658.4	0.0	0.0
LnGrp LOS	A	B	A	B	A	A	E	A	D	F	A	A
Approach Vol, veh/h		1415			2128			274			288	
Approach Delay, s/veh		17.4			4.0			57.4			658.4	
Approach LOS		B			A			E			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.1	102.9		35.0	12.1	102.9		35.0				
Change Period (Y+Rc), s	* 8.6	* 6.9		* 7.2	* 7.6	6.9		7.2				
Max Green Setting (Gmax), s	* 9.4	* 90		* 28	* 10	90.1		27.8				
Max Q Clear Time (g_c+I1), s	2.8	2.0		19.0	3.8	38.3		29.8				
Green Ext Time (p_c), s	0.0	31.1		0.6	0.1	12.4		0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				58.1								
HCM 6th LOS				E								
<b>Notes</b>												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												



F:\ANC1\Exhibits\2018-08-08 ANC-1 Peterson Rd ROW Exhibit\2018-08-07 ANC-1\_PETERSON ROW EXHIBIT.dwg,8/24/2018 5:35:29 PM



**LEGEND**

EXISTING PETERSON RD RIGHT-OF-WAY (TO BE VACATED)	
EXISTING PETERSON RD RIGHT-OF-WAY (TO REMAIN)	
EXISTING CFX 25' INGRESS/EGRESS EASEMENT	
PROPOSED PETERSON RD RIGHT-OF-WAY	

**DAVE SCHMITT ENGINEERING, INC.**  
 12301 Lake Underhill Road Suite 241  
 ORLANDO, FL 32828  
 407-207-9088 FAX 407-207-9089  
 Certification of Authorization #27471

CONTRACTOR "AS-BUILTS"  
 I hereby state that these "As-Builts" were furnished to me by the contractor listed below. I, or an employee under my direct supervision have reviewed these "As-Builts" and believe them to be in compliance with my knowledge of what was actually constructed. This statement is based upon site observations of the construction.  
 Contractor \_\_\_\_\_ Engineer \_\_\_\_\_  
 Not valid without the signature and the original raised seal of a Florida Registered Engineer.

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

DAVE M. SCHMITT  
 FLORIDA REG. NUMBER  
 48274

**RE-ALIGNED PETERSON RD ROW**

APOPKA, FLORIDA

DATE: AUG 08 2018
PROJECT NO.: ANC-1
DRAWN BY: MTP
CHECKED BY: BG
SCALE: 24"=36'
SHEET: 01 OF 01

August 23, 2018

David B. Moon, AICP  
Planning Manager  
Community Development Department, Planning and Zoning Division  
City of Apopka  
120 E. Main Street  
Apopka, Florida 32703

Sent via email to: [dmoon@apopka.net](mailto:dmoon@apopka.net)

Dear Mr. Moon:

This letter is regarding the current development plans submitted by Mid-Florida Freezer Warehouse Ltd. to the City of Apopka. First, we would like to express our appreciation to Mid-Florida Freezer, as well as the City, for hearing our concerns related to the original project plans which included a request to vacate Peterson Road.

With the increase in development in the area, we believe that traffic will increase, thus requiring road expansions and/or additional access points. The unpaved portions of Peterson Road can provide future access points to neighboring developments and property. Additionally, the expansion of Peterson Road could also impact long-term property values in the area and future uses of nearby undeveloped property.

As owners and developers of neighboring property, we strongly believe that Peterson Road could become a vital transportation artery for the area, especially as development continues to increase. Going forward, we ask that Peterson Road remain in the forefront as the City considers plans for future development in the area.

We all are proud to have a presence in Apopka and to play a role in its bright future. We appreciate your consideration of our request and look forward to hearing from you.

Sincerely,



Eric T. Bennett  
General Manager, Flavor Manufacturing Apopka  
The Coca-Cola Company

**ROBERT NAMOFF - PRES**

Print Name & Title  
Developers Unlimited



Print Name & Title  
Apopka Clear Lake Investments LLC, F. Bombeeck, Managing Member

September 26, 2018

Mr. David B. Moon, AICP Planning Manager  
Community Development Department, Planning and Zoning Division  
City of Apopka  
120 East Main Street  
Apopka, Florida 32703

*Sent via email to:* dmoon@apopka.net

Dear Mr. Moon:

This letter is regarding the current development plans submitted by Mid-Florida Freezer Warehouse Ltd. and BlueScope Properties Group LLC to the City of Apopka. We understand that the Planning Commission recommended approval of the PUD zoning and the Master Plan. The project will now be submitted to the Apopka City Council for review and approval.

First, we would like to express our thanks to the City, as well as to the developers, for hearing our concerns related to the potential impact on traffic as well as addressing the request to vacate Peterson Road contained in the original project plan. With respect to our letter of August 23, 2018, we appreciate that a new route is designed for Peterson Road to jog south, cross the bottom of the development, and connect to Fern Industrial Road. This should accommodate future access to our property east of the proposed development.

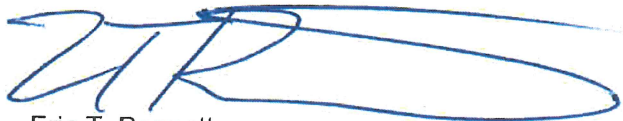
With our continued significant investments in the three strategic production and development operations along Orange Avenue, our history of providing high paying jobs, as well as our desire to market a large undeveloped parcel serviced by Peterson Road we have a vested interest to ensure the continued viability and value of our investments. With the ongoing development in the area, we believe that traffic will increase, thus requiring road expansions and/or additional access points. Thus, we have an interest in provisions ensuring that the traffic generated by this project does not have a deleterious impact on our business.

We therefore request that there be language added to approval of the project to ensure the continued smooth flow of traffic. Specifically, we request that the easement for Peterson Road as indicated on the drawing set ANC-1 dated June 2018 as submitted by Dave Schmidt Engineering and BlueScope Properties be written into the approval documents. Additionally, we request that a mitigation strategy be developed and submitted to address potential traffic delays when traveling North on Orange Avenue and turning onto 441. If there is an increase of greater than 25% in the stoppage time at peak hours as measured in the traffic study submitted by the developer, the mitigation strategy would be required to be implemented. This not only provides reasonable assurance of business continuity to The Coca-Cola Company but also protects the ability of Apopka Fire Station Four, 2750 West Orange Avenue, to respond to emergencies.



We are proud to have a presence in Apopka and to play a role in its bright future. We appreciate your consideration of our request and look forward to hearing from you.

Sincerely,



Eric T. Bennett  
General Manager, Flavor Manufacturing Apopka  
The Coca-Cola Company

CC: Mr. James Hitt, Community Development Director  
Ms. Lynne O'Brien, Director Corporate Real Estate  
Ms. Shannon Sellman, Director East Region PAC

Prepared by and return to:  
Julie Kendig-Schrader  
450 South Orange Avenue, Suite 650  
Orlando, Florida 32801

**DEVELOPMENT AGREEMENT  
(Mid-Florida Logistics Park)**

**THIS DEVELOPMENT AGREEMENT** (the “**Agreement**”) is made and entered into this \_\_\_\_ day of \_\_\_\_\_, 2018, by and between the **City of Apopka, Florida**, a Florida municipal corporation (“**City**”), whose address is 120 East Main Street, Apopka, FL 32703, and, **MID-FLORIDA FREEZER WAREHOUSES, LTD** whose address is 400 Harbor Drive, Cape Canaveral, FL 32920 (“**Mid-Florida**”), **FLORIDA EXPRESS TRUCKING, INC.**, whose address is 400 Harbor Drive, Cape Canaveral, FL 32920 (“**Florida Express**”) (Mid-Florida and Florida Express collectively referred to herein as “**Owner**”) and **EAGLES LANDING AT OCOEE, LLC**, whose address is 32 W. Plant St., Winter Garden, FL 34787 (“**Eagle’s Landing**”). Mid-Florida, Florida Express, Eagle’s Landing, Owner and/or City are sometimes together referred to herein as the “**Parties**,” and separately as a “**Party**,” as the context requires.

**RECITALS:**

**WHEREAS**, Owner and Eagle’s Landing are the owners of certain parcels of real property bearing Orange County Tax Parcel Identification Numbers 01-21-27-0000-00-030; 01-21-27-0000-00-060; 06-21-28-7172-12-020; 06-21-28-7172-12-041; 06-21-28-7172-12-060; 06-21-28-7172-13-000; 12-21-27-0000-00-010; 12-21-27-0000-00-015; 12-21-27-0000-00-017; 12-21-27-0000-00-018; 12-21-27-0000-00-021 located in the City of Apopka, Orange County, Florida (collectively, the “**Property**”), which is approximately 188.893 +/- total acres in size and is generally depicted on **Exhibit “A”** attached hereto and incorporated herein by this reference; and

**WHEREAS**, Owner is processing certain zoning approvals with City, including an application to assign the property the Planned Unit Development zoning classification (the “**Zoning Application**”) and approval of a Master Plan and Preliminary Development Plan (the “**Master Plan/PDP Application**”) (the foregoing being collectively referred to herein as the “**Approvals**”); and

**WHEREAS**, the Property is proposed for approximately 2,406,095 square feet of warehouse industrial use (collectively, the “**Project**”); and

**WHEREAS**, Owner and Eagle’s Landing intend to develop the Project infrastructure including streets, stormwater management system, utilities, landscaping and other items as specified herein; and

**WHEREAS**, Owner and Eagle’s Landing desire to obtain the Approvals and receive assurances from City, as set forth herein; and

**WHEREAS**, City desires that Owner and Eagle’s Landing develop the Property in accordance with the City’s Comprehensive Plan, the City of Apopka Land Development Code (“**LDC**”) as of the Effective Date, and the terms and conditions of this Agreement; and

**WHEREAS**, City desires that Owner design, engineer, construct and convey right-of-way improvements, which shall include a public right-of-way bisecting the Property as depicted in the Master Plan (“**Spine Road**”); and

**WHEREAS**, City is authorized by home-rule powers to enter into agreements regarding the development and redevelopment of property; and

**WHEREAS**, the City Council approved a Master Plan for the Project through Ordinance No. 2678 on October 17, 2018; and

**WHEREAS**, the City Council scheduled, advertised and held a public hearing on October 17, 2018, to consider this Agreement, and heard all persons desiring to speak for or against this Agreement; and

**WHEREAS**, the City Council duly considered the remarks and comments offered regarding the Agreement made at said public hearings; and

**WHEREAS**, the Parties desire to enter into this Agreement to provide the citizens of the City a quality development in the form of the Project; and

**WHEREAS**, Owner hereby affirms and acknowledges that everything contracted for, negotiated, acknowledged and affirmed herein by Owner is done freely and voluntarily, and;

**WHEREAS**, the City confirms that this Agreement is consistent with and an exercise of the City’s powers under the Municipal Home Rule Powers Act; Article VIII, Section 2(b) of the Constitution of the State of Florida; Chapter 166, Florida Statutes; all City Rules; other controlling law; and the City’s police powers, and 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*.

**NOW THEREFORE**, in consideration of the mutual covenants and agreements contained herein, and other good and valuable considerations, the receipt and sufficiency of which are hereby acknowledged, the Parties hereto agree as follows:

1. **Incorporation of Recitals.** Each and all of the foregoing Recitals are declared to be true and correct and are incorporated herein by this reference.
2. **Streets Names.** All Project street names, including the Spine Road, shall be accepted by the Development Review Committee at the Final Development Plan application.
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 the construction of the Development Improvements and the Utility Improvements are consistent with the terms of this Agreement; and
  - (ii) To provide for the orderly development of the Project; and
  - (iii) To have Owner dedicate to the City specific right-of-way; and
  - (iv) To have Owner construct the Spine Road, a right turn lane into the Project from GE road and a right turn lane on Hermit Smith Road leading into 441.
- (b) Owner's Objectives:
- (i) To obtain from City timely reviews and approvals for the Project; and
  - (ii) To clarify Owner's rights and obligations regarding the Project; and
  - (iii) To memorialize deviations which are approved for the Project; and
  - (iv) To develop the Project in accordance with the terms and conditions of this Agreement.

4. **Stormwater Ponds.**

(a) **Conveyance of Stormwater Ponds.** In accordance with the applicable St. John's River Water Management District permit, Owner shall convey the stormwater pond tract(s) to such entity as is approved by the St. John's River Water Management District and which agrees to accept such conveyance.

(b) **Maintenance Obligations for the Stormwater Pond.** Following any conveyance of the stormwater pond tracts as set forth in Section 4(a) above, that entity shall be responsible for the operation and maintenance of same.

5. **Dedication of Right-of-Way Tracts to the City.**

(a) **Peterson Road.** Mid-Florida Freezer shall dedicate to the City of Apopka, as part of the first recorded Project plat, a right-of-way tract for Peterson Road, realigned in the location and at the widths shown on p**Exhibit "B"** attached hereto (the "**Peterson Road Right-of-Way Tract**"). This Agreement repeals and replaces any existing agreements or obligations of the Owner for the dedication of right-of-way for Peterson Road within the boundaries of the Property.

(b) **Spine Road (to be named in the future).** Mid-Florida Freezer shall dedicate to the City of Apopka, as part of the first recorded Project Plat, an 80 (eighty) foot wide right-of-way tract for the Spine Road, in the location shown on **Exhibit "C"** attached hereto (the "**Spine Road Right-of-Way Tract**").

6. **Turn Lane and Roadway Construction.**

(a) **Hermit Smith Turn Lane.** Owner shall design, engineer, permit, construct, install and complete a right turn lane on Hermit Smith Road leading into 441 (the "**Hermit Smith Turn**

**Lane**”) as shown on **Exhibit “F”** prior to issuance of the certificate of occupancy for the first building in the Project at its sole initial cost and expense. Owner shall post a performance bond or other financial assurance acceptable to City in an amount equal to 110% of the estimated cost of the Hermit Smith Turn Lane as provided herein. Following City’s final inspection of the Hermit Smith Turn Lane and Owner’s receipt of written notification from City that the Hermit Smith Turn Lane has been completed in conformance with the permitted construction plans and any other applicable construction, permitting or engineering requirements, Owner shall convey and the City shall accept the improvements constituting the Hermit Smith Turn Lane via a Bill of Sale to the City. Such conveyance shall be free and clear of any liens, charges, claims or other encumbrances against title to the improvements constituting the Hermit Smith Turn Lane. The Parties believe that there is sufficient right-of-way for the construction of the Hermit Smith Turn Lane. Should additional public right-of-way or public utility easements be required or desirable for the construction of the Hermit Smith Turn Lane, City or the Owner may, either collectively or individually at each’s own discretion, exercise efforts to acquire the same in a timely manner so as not to delay the Project. If the Hermit Smith Right Turn Lane is unable to be constructed within the existing right-of-way, then the Parties can either obtain additional right-of-way as set forth herein or the Owner may submit a revised Traffic Impact Analysis providing alternative traffic improvements. The City Administrator or designee may approve an alternative to the Hermit Smith Right Turn Lane as described by the revised Traffic Impact Analysis without the need for amendment to this Agreement. The alternative improvements shall be subject to the same performance bond and completion timing conditions as described under this Agreement for the Hermit Smith Turn Lane.

(b) **GE Right Turn Lane.** Owner shall design, engineer, permit, construct, install and complete a right turn lane on GE leading into the Project (the **“GE Turn Lane”**) as shown on **Exhibit “G”** at its sole initial cost and expense, prior to issuance of the certificate of occupancy for the first building in the Project. Owner shall post a performance bond or other financial assurance acceptable to City in an amount equal to 110% of the estimated cost of the GE Turn Lane as provided herein. Following City’s final inspection of the GE Turn Lane and Owner’s receipt of written notification from City that the GE Turn Lane has been completed in conformance with the permitted construction plans and any other applicable construction, permitting or engineering requirements, Owner shall convey and the City shall accept the GE Turn Lane via a Bill of Sale to the City. Such conveyance shall be free and clear of any liens, charges, claims or other encumbrances against title to the GE Turn Lane.

(c) **Construction of the Spine Road.** Owner shall design, engineer, permit, construct, install and complete the Spine Road on the Spine Road Right-of-Way Tract to local road standards as set forth in Section 6.02.07 of the LDC except as otherwise set forth in the Approvals. The Spine Road will be constructed in conjunction with the construction of the buildings in the Project, more specifically, Section A of the Spine Road as shown on Exhibit C will be constructed prior to issuance of a certificate of occupancy for Building 1A or 1B as set forth in the Master Plan. Section B of the Spine Road as shown on Exhibit C will be constructed prior to the issuance of a certificate of occupancy for either Building 2, 4, or 5 as shown in the Master Plan, whichever comes first. Following City’s final inspection of the Spine Road and Owner’s receipt of written notification from City that the Spine Road has been completed in conformance with the permitted construction plans and any other applicable construction, permitting or engineering requirements, Owner shall convey, and the City shall accept the Spine Road via a Bill of Sale to the City. Such conveyance



shall be free and clear of any liens, charges, claims or other encumbrances against title to the Spine Road which are reasonably unacceptable to the City.

(d) **Additional Transportation Improvements.** Nothing herein shall prevent the City from requiring additional transportation improvements as part of its normal development process as provided by the LDC due to changes in use of the Property which produce additional traffic above those levels analyzed as part of the Approvals.

7. **GE Rail Crossing.** City acknowledges that a rail crossing as shown on **Exhibit D** is planned in order to extend rail to the Project and hereby approves of the location of the rail crossing. The City is not responsible for designing, building or permitting the rail crossing. Owner is responsible for obtaining any necessary approvals or permits for the rail crossing.

8. **Deviations from Standard Zoning Category.** As part of the Zoning Application, the Project has been assigned a zoning category allowing certain deviations from the I-1 zoning category. The Project will conform to the requirements set forth on **Exhibit E**. To the extent this Agreement conflicts with the permitted uses as provided in the Approvals, the Approvals shall control. The permitted and prohibited uses within the Project are as follows:

1. Permitted Uses:

(a) All permitted uses allowed under I-1 zoning district;

(b) The uses allowed by the “Developer’s Agreement for Development of Copart, Inc. Apopka Property,” as recorded as document number 20160275220 within the official records of Orange County, Florida, shall be available uses within this PUD if the Copart Developer’s Agreement is terminated with the mutual consent of City Council and the property owner subject to the Copart Developer’s Agreement;

(c) Long-term outdoor vehicle (bus, car, cab, and truck) storage and terminal use is permitted within the PUD as an accessory use if said vehicle parking is associated with an enclosed building having a minimum floor area of 10,000 square feet and located within the same Lot or abutting lots. All vehicles stored outdoors must be operable.

2. Prohibited Uses:

(a) Flea markets; day-care centers except when provided solely for on-site employees; churches, public or private schools (k-12th grade) except when located within a stand-alone building; community residential homes;

(b) All prohibited uses for the I-1 zoning district.

3. Special Exceptions: As set forth by the I-1 zoning district except if listed as a permitted or prohibited uses above.

9. **Platting.** In addition to the right-of-way required to be dedicated as part of the first plat as set forth herein, the first plat application for the Project will include the following minimum information:

- (a) At least one development lot
- (b) All stormwater pond tracts; and
- (c) All other information as normally required by the LDC.

10. **Development Approvals.** Except as otherwise set forth herein, Owner must comply with all applicable provisions of the City's Comprehensive Plan and LDC regarding the development of the Property and the Project. City agrees to process development approvals for the Project on a timely basis.

11. **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.

12. **Interior lot line changes.** Interior lot line changes constitute an insubstantial change to the Master Plan. Changes to the Master Plan will occur consistent with Section 2.02.18 of the LDC.

13. **Obligation to Adhere to Requirements of Law.** Owner 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 Owner or City. Failure of this Agreement to address a particular permit, condition, term, or restriction shall not relieve Owner or City of the necessity of complying with the law governing said permitting requirements, conditions, term, or restriction.

14. **Covenants and Terms.** The conditions and covenants set forth herein shall be construed as covenants running with the Property which shall survive any termination of this Agreement unless otherwise specifically stated herein, and shall be binding upon Owner, City and their assigns and successors in interest, and shall inure to the benefit of Owner, 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. This Agreement shall not be assignable by Owner, or any assignee of Owner, without City's prior written approval, which City may provide or withhold in its sole discretion. City hereby agrees that this Agreement may be assigned, in whole or in part, to BlueScope Properties Group, or its affiliated companies. Notwithstanding the foregoing, in the event that a project mortgagee (or its nominee) shall acquire title to the Property through foreclosure or deed in lieu of foreclosure, such affiliate of Owner 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, and such assignee agrees to assume and timely perform all of the covenants and obligations of Owner under this Agreement accruing from and after the date of such acquisition of title. This Agreement shall be effective from the Effective Date (as hereinafter defined) until such time as the Master Plan is no longer effective unless sooner terminated by Owner or City pursuant to a specific right of

termination set forth in this Agreement. If construction of the Project has not commenced within three (3) years following the Effective Date, then this Agreement shall expire and be of no further force or effect. Within fifteen (15) days following the written request of Owner, City shall execute an instrument in recordable form acknowledging that the 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 Owner may record any such instrument in the Public Records of Orange County, Florida.

15. **Cooperation.** Owner 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 set forth herein. In connection with Owner'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 Owner's licenses, permits (including building permits) and approvals as required by the LDC. However, Owner recognizes and concedes that, in the exercise of its regulatory police power, City must review and act upon Owner'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 to facilitate approvals and to act as liaison between City and Owner.

16. **Amendments.** This Agreement may not be amended, unless evidenced in writing and executed by both Parties hereto.

17. **Default.** Failure by either Party to perform any of its obligations hereunder shall constitute a default, entitling any non-defaulting Party to pursue 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 or termination hereof. Owner 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 arising from a breach of this Agreement. Prior to termination of this Agreement or either Party filing an action as a result of a default under this Agreement, the 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 Owner determines, in Owner's sole discretion and prior to commencing development of the Project, that market conditions or other factors have made proceeding with the Project inadvisable, then, in that instance, Owner 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. Owner hereby acknowledges and agrees that one or more Project Approvals may expire after Owner 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.

18. **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.

19. **Bankruptcy.** In the event (a) an order or decree is entered appointing a receiver for Owner or its assets or (b) a petition is filed by Owner 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 levied against the Property 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.

20. **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, 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; provided however, that if any such force majeure shall continue for three hundred sixty-five (365) consecutive days, any Party shall have the right to terminate this Agreement without incurring any penalty.

21. **Gender, Number and Subtitles.** As used in this Agreement, the plural includes the singular, and the singular includes the plural. Use of one gender includes all genders. Subtitles 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.

22. **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; (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; or (d) delivered by facsimile (fax) transmission, effective upon confirmed transmission; addressed to a Party at the address specified below, or such other address as from time to time may be provided by written notice:

City: City Administrator  
120 East Main Street  
Apopka, FL 32703  
Telephone: (407) 703-1712

Copy to: Cliff Shepard, Esq.  
Shepard, Smith, Kohlmyer & Hand, P.A.  
2300 Maitland Center Parkway, Suite 100  
Maitland, FL 32751

Telephone: (407) 622-1772

Owner and Eagle's Landing: C/O Phil Tatich  
P.O. Box 2545  
Winter Park, FL 32790

1251 Miller Avenue  
Winter Park, FL 32789

P: 407-629-4433  
F: 407-629-4455

Copy to: Matt Roth  
Vice President & General Counsel  
BlueScope Properties Group  
1540 Genessee Street  
Kansas City, Mo 64102  
M: 816-289-2838

23. **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 said documents shall be read without such invalid, illegal or unconstitutional word, clause, sentence or section.

24. **Recording in Public Records**. This Agreement shall be recorded in the Public Records of Orange County, Florida. The City Clerk shall insure the proper recording is accomplished within fourteen (14) days after the execution of this Agreement by both Parties.

25. **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.

26. **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.

27. **Negotiation**. Each Party hereto hereby acknowledges that he was properly represented in the negotiation of this Agreement and this Agreement shall not be more strictly construed against one Party or the other as a result of such Party's participation in the drafting of this Agreement.

28. **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.

29. **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 Owner. Owner cannot create any obligation or responsibility on behalf of City or bind City in any manner. 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 Party hereto is not acting as a fiduciary for or an adviser to it in respect of this Agreement or any responsibility or obligation contemplated herein. Owner further represents and acknowledges that no one was paid a fee, commission, gift or other consideration by Owner as an inducement to entering into this Agreement.

30. **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 in effect at the time of the Effective Date.

31. **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.

32. **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 or Owner in an individual capacity and neither shall any such individuals be subject to personal liability by reason of any covenant or obligation of City or Owner hereunder.

33. **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 Owner 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.

34. **Agency.** Owner 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.

35. **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*.

36. **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.

37. **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.

38. **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 Owner 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 shall give the other 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 Preliminary Development Plan or Final Development Plan, provided that this paragraph shall not abrogate City's police powers.

39. **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.

IN WITNESS WHEREOF, the Parties have set their hands and seals onto this Agreement prior to the Effective Date.

Signed, sealed and delivered  
in the presence of:

**CITY OF APOPKA, FLORIDA**

\_\_\_\_\_  
Print Name: \_\_\_\_\_

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

\_\_\_\_\_  
Print Name: \_\_\_\_\_

Date: \_\_\_\_\_

Attest \_\_\_\_\_  
\_\_\_\_\_, City Clerk

STATE OF FLORIDA

COUNTY OF ORANGE

The foregoing instrument was acknowledged before me on this \_\_\_\_ day of \_\_\_\_\_, 2018, by \_\_\_\_\_, \_\_\_\_\_ of the City of Apopka, on behalf of the CITY OF APOPKA, FLORIDA, a Florida municipal corporation, who is \_\_ personally known to me or has produced \_\_\_\_\_ as identification.

\_\_\_\_\_  
Notary Public

Print Name: \_\_\_\_\_



\_\_\_\_\_  
Print name: \_\_\_\_\_

By: Mid-Florida Freezer Warehouses, LTD

Name: \_\_\_\_\_

Title: \_\_\_\_\_

\_\_\_\_\_  
Print Name: \_\_\_\_\_

Date: \_\_\_\_\_

STATE OF \_\_\_\_\_

COUNTY OF \_\_\_\_\_

The foregoing instrument was acknowledged before me on this \_\_\_\_\_ day of \_\_\_\_\_, 2018, by \_\_\_\_\_, as \_\_\_\_\_ of, on behalf of the company, who is \_\_\_ personally known to me or has produced \_\_\_\_\_ as identification.

\_\_\_\_\_  
Notary Public

Print Name: \_\_\_\_\_

By: Eagles Landing at Ocoee, LLC

\_\_\_\_\_  
Print name: \_\_\_\_\_

Name: \_\_\_\_\_

Title: \_\_\_\_\_

\_\_\_\_\_  
Print Name: \_\_\_\_\_

Date: \_\_\_\_\_

STATE OF \_\_\_\_\_

COUNTY OF \_\_\_\_\_

The foregoing instrument was acknowledged before me on this \_\_\_\_ day of \_\_\_\_\_, 2018, by \_\_\_\_\_, as \_\_\_\_\_ of, on behalf of the company, who is \_\_ personally known to me or has produced \_\_\_\_\_ as identification.

\_\_\_\_\_  
Notary Public

Print Name: \_\_\_\_\_

By: Florida Express Trucking, Inc.

\_\_\_\_\_  
Print name: \_\_\_\_\_

Name: \_\_\_\_\_

Title: \_\_\_\_\_

\_\_\_\_\_  
Print Name: \_\_\_\_\_

Date: \_\_\_\_\_

STATE OF \_\_\_\_\_

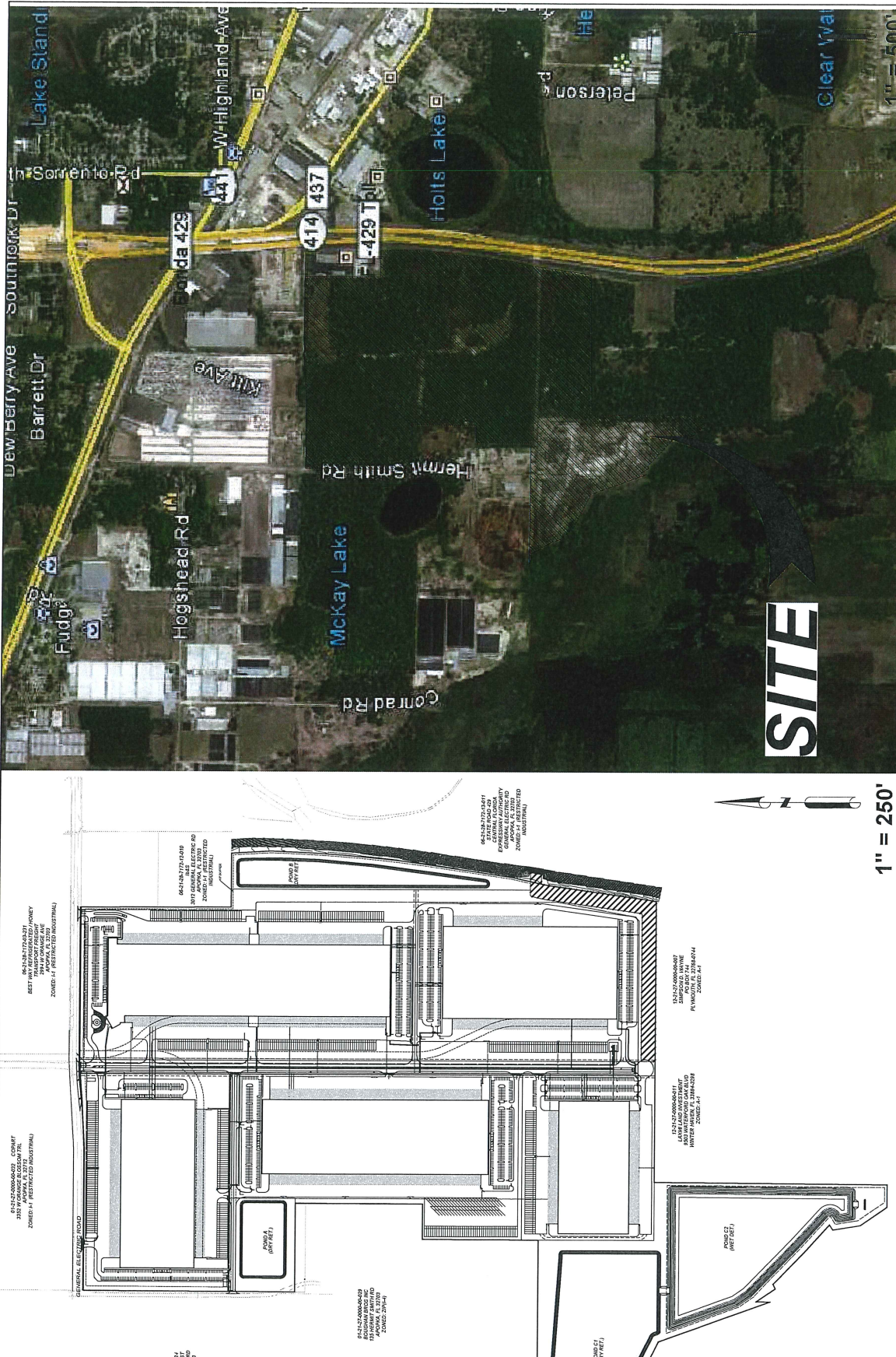
COUNTY OF \_\_\_\_\_

The foregoing instrument was acknowledged before me on this \_\_\_\_\_ day of \_\_\_\_\_, 2018, by \_\_\_\_\_, as \_\_\_\_\_ of, on behalf of the company, who is \_\_\_ personally known to me or has produced \_\_\_\_\_ as identification.

\_\_\_\_\_  
Notary Public

Print Name: \_\_\_\_\_

**EXHIBIT A**



**REVISIONS**

DATE	BY	DESCRIPTION

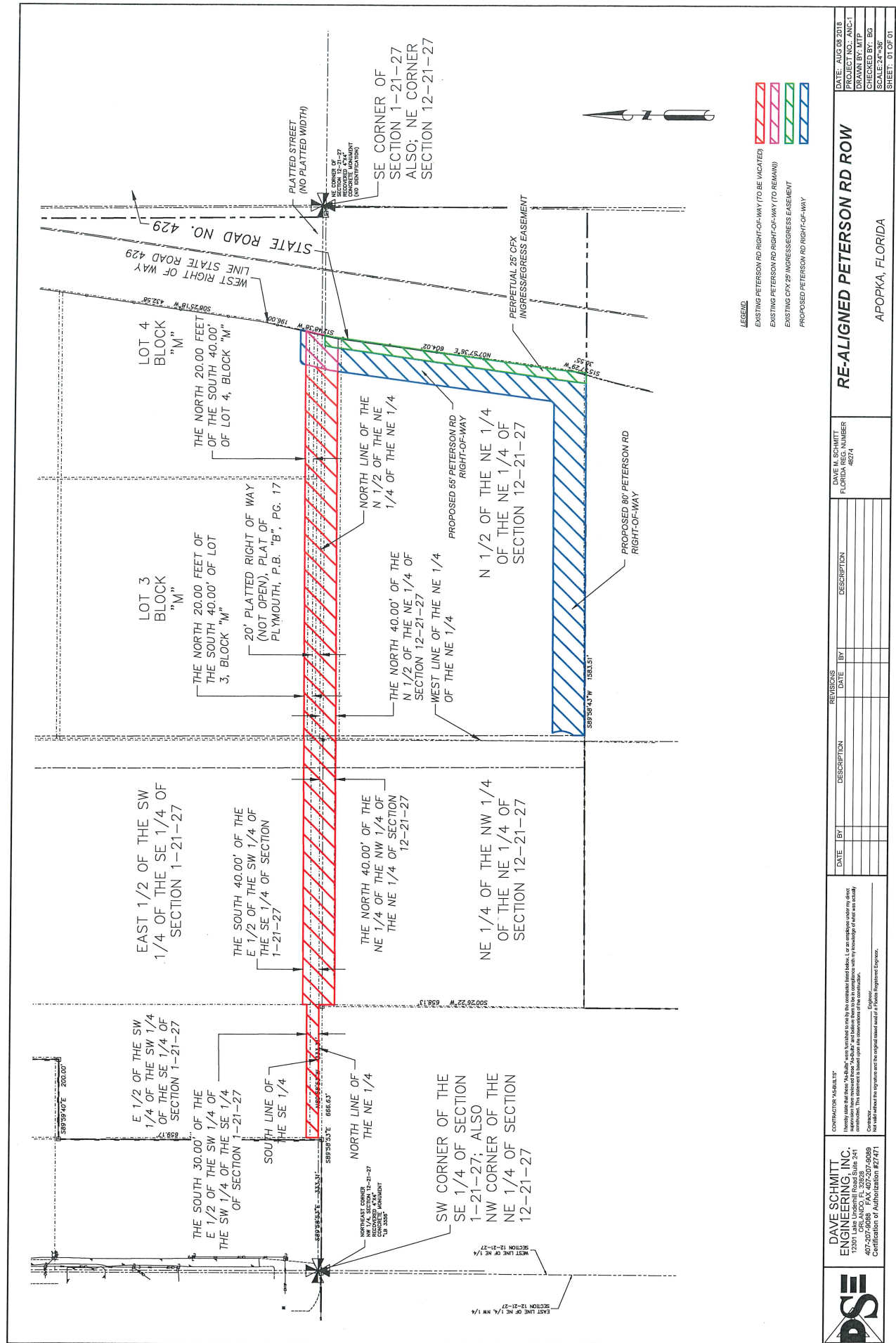
**DATE: SEPT 2018**  
**PROJECT NO: ANCI-1**  
**DRAWN BY: DSE**  
**CHECKED BY: DSE**  
**SCALE:**  
**SHEET: 01 OF 01**

**DAVE W. SCHMITT**  
 FLORIDA REG. NUMBER  
 48274

**OVERALL PROPERTY**  
**MID-FLORIDA LOGISTICS PARK**  
 APOPKA, FLORIDA

**EXHIBIT "B"**

**RE-ALIGNED PETERSON RD ROW**



- LEGEND**
- EXISTING PETERSON RD RIGHT-OF-WAY (TO BE VACATED)
  - EXISTING PETERSON RD RIGHT-OF-WAY (TO REMAIN)
  - EXISTING CFX 25' INGRESS/EGRESS EASEMENT
  - PROPOSED PETERSON RD RIGHT-OF-WAY

DATE	AUG 08 2018
DRAWN BY	DAVE M. SCHMITT
CHECKED BY	BG
SCALE	3/4" = 30'
SHEET	01 OF 01

**RE-ALIGNED PETERSON RD ROW**  
APOPKA, FLORIDA

DAVE M. SCHMITT  
FLORIDA REG. NUMBER  
48074

DATE	BY	DESCRIPTION

**CONTRACTOR "ABILITY"**  
Notwithstanding to whom this contract may be assigned, the contractor shall remain liable for the performance of the work under this contract. The contractor shall be responsible for obtaining all necessary permits and for the accuracy of all information furnished to the engineer. The contractor shall be responsible for the accuracy of all information furnished to the engineer. The contractor shall be responsible for the accuracy of all information furnished to the engineer. The contractor shall be responsible for the accuracy of all information furnished to the engineer.

**DAVE SCHMITT ENGINEERING, INC.**  
12301 Lake Underhill Road, Suite 241  
APOPKA, FLORIDA 33511  
407-207-5988 FAX 407-207-5989  
Certification of Authorization #27471






EXHIBIT C



1" = 100'



	<b>DAVE SCHMITT ENGINEERING INC.</b> 12301 Lake Umbertini Road, Suite 241 Orlando, FL 32826 407-297-0909 Certification of Authorization #27471	CONTRACTOR'S LIABILITY: Dave Schmitt Engineering, Inc. is not responsible for the accuracy of the information provided in this drawing. The information is based upon the information provided to the contractor. The contractor is responsible for the accuracy of the information. The contractor is not responsible for the accuracy of the information provided in this drawing.	<table border="1"> <thead> <tr> <th>DATE</th> <th>BY</th> <th>DESCRIPTION</th> <th>DATE</th> <th>BY</th> <th>DESCRIPTION</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION																			DAVE M. SCHMITT FLORIDA REG. NUMBER 48274	<b>Spine Road</b> MID-FLORIDA LOGISTICS PARK APOPKA, FLORIDA	DATE: SEPT 2018 PROJECT NO.: ANCI-1 DRAWN BY: AMTB CHECKED BY: DSE SCALE: SHEET: 01 OF 01
	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION																								

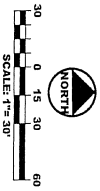
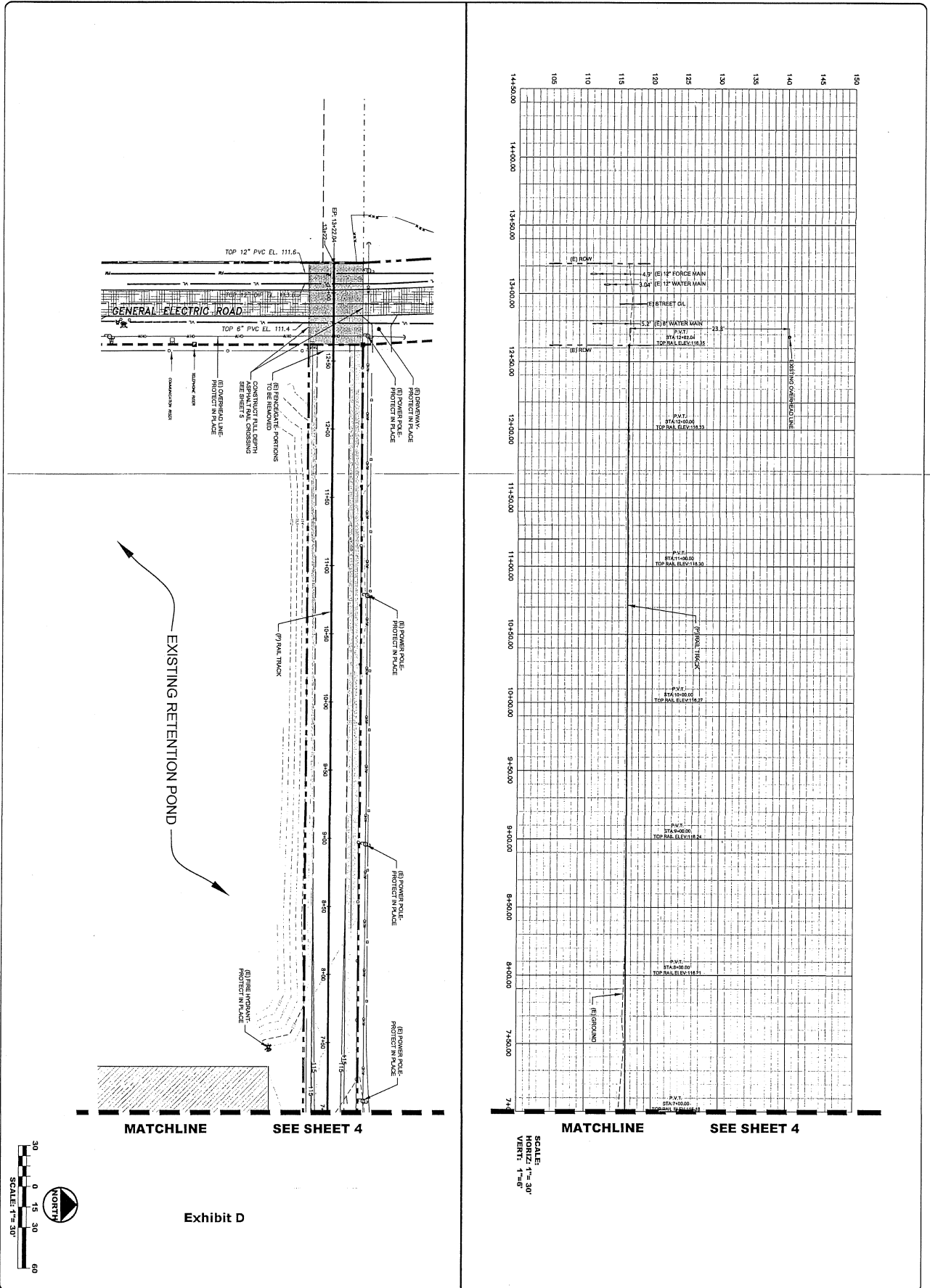


Exhibit D

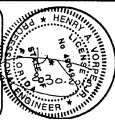
**MID FLORIDA FREEZER**

**PLAN AND PROFILE**

Orange County Florida

Date: 08-20-19  
 Designer: HV  
 Job #: 18-040  
 Drawn: PR  
 Scale: 1" = 30'

Sheet: **5**  
 of 8



UNLESS THIS DRAWING BEARS THE INDISTINGUISHABLE SEAL OF A LICENSED PROFESSIONAL ENGINEER, NO PART OF THIS DRAWING SHALL BE USED FOR ANY PURPOSES WHATSOEVER AND IS NOT VALID.

THE INFORMATION SYSTEM AS SHOWN ON THESE PLANS HAS BEEN PROVIDED AS A SERVICE TO OUR CLIENTS. IT IS THE USER'S RESPONSIBILITY TO OBTAIN NECESSARY PERMITS AND TO VERIFY THE ACCURACY OF THE INFORMATION PROVIDED. THE ENGINEER'S OFFICE AND DESIGNER SHALL NOT BE RESPONSIBLE FOR ANY CONSEQUENCES ARISING FROM THE USE OF THIS INFORMATION FOR ANY PURPOSES OTHER THAN THAT FOR WHICH IT WAS PROVIDED.

**AVA ENGINEERS, INC.**  
 Commercial | Residential | Marine  
 Florida Certificate No. 00008161  
 571 RICHMOND STREET, SUITE 4 | JACKSONVILLE, FLORIDA 32206  
 Ph: (904) 738-2223 | Fax: (904) 738-2228  
 Harry A. Yarns Jr., No. 00040



## Exhibit E

The applicant is requesting five deviations to the City's required development standards. For a PUD Master Plan, a deviation from the City's Land Development Code (LDC) does not represent a variance but a development standard or zoning condition unique to and approved as part of the Planned Unit Development zoning. PUD's are required to satisfy the requirements of the Land Development Code unless the City Council finds that, based on substantial evidence, a proposed alternative development guideline is adequate to protect to the public health safety, and welfare. Any deviations must be consistent with the policies of the Comprehensive Plan.

1. LDC, Section 6.03.02.A. Number of parking spaces required (Wholesale, industrial, manufacture, processing or assembly uses) - 2 spaces per 1,000 square feet of gross floor area up to 150,000 square feet, plus 1 space per vehicle operating from premises or 1 space per 2 employees. 1 space per 1,000 square feet over 150,000 square feet of gross floor area.

The applicant is proposing 0.89 parking spaces per 1,000 square feet of gross floor area.

The following justification has been provided: "The ITE Parking Generation Manual, 4<sup>th</sup> Edition, 85<sup>th</sup> percentile parking requirement for warehouse use is 0.81 spaces per 1,000 square feet of gross floor area."

2. LDC, Section 2.02.01.A. - Maximum building height for all zoning districts is 35-feet.

The applicant is proposing a maximum building height of 55-feet within the PUD.

The following justification has been provided: "The modern warehouses require 36-feet to 45-feet of clear space under roof to accommodate automated materials handling equipment and maximize storage."

3. LDC, Section 2.02.15.F. Yard requirements - Front yard – 25-feet, side yard – 10-feet, Yards adjacent to road right-of-ways shall be a minimum of 25-feet, Rear Yard – 10-feet (30-feet adjacent to residential)

The applicant is proposing 15-foot setback on General Electric Road, Hermit Smith Road to main entrance, 0-feet to 10-feet adjacent to SR 429, 10-feet to 25-feet adjacent to Peterson Road, 10-feet adjacent to Fern Industrial Drive.

The following justification has been provided: "The northwestern portion of the site is constrained by the encroachment of General Electric Road. SR 429 has 300-feet of right-of-way, 6 lanes, and provides a 20-foot high barrier to adjacent property to the east."

4. LDC, Section 2.02.01.b(8a) – Roof top equipment shall be completely screened from adjacent properties and rights-of-way to the maximum extent possible.

The applicant is proposing roof top equipment shall be screened from view from adjacent property lines and public right-of-way, with the exception of SR 429 due to the large elevation change of the roadway and the finished floor elevation of the building. SR 429 is

at an elevation of 135-feet, approximately 20-feet above the finished floor height of Building 2. Screening shall be reviewed to be in conformance by the subdivision president and the City of Apopka. Screening shall be reviewed through a sight line document from the nearest adjacent property line and/or from the center line of the public right-of-way. The eye line shall be from the typical height of a person driving an automobile.

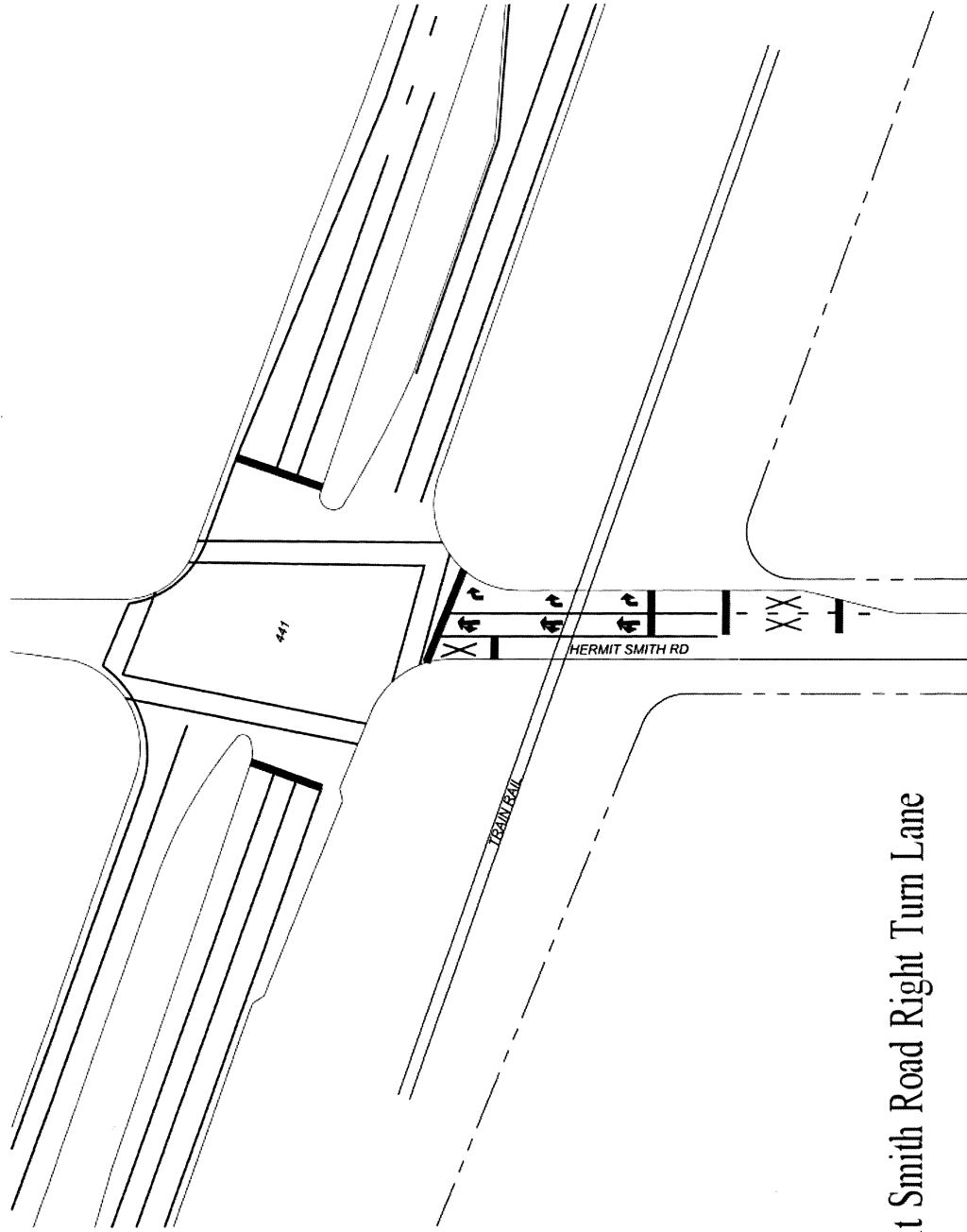
The following justification has been provided: “All buildings will have a site line evaluation to confirm that rooftop equipment will not be visible from adjacent properties and right-of-way.”

5. LDC, Section 6.02.08.B.2 – All subdivisions are required to have four-foot wide concrete sidewalks on both sides of all local and minor collector streets.

The applicant is proposing to construct a sidewalk along only one side of Spine Road (Fern Industrial Drive). An 8-foot wide sidewalk will be constructed along one side of Spine Road (Fern Industrial Drive) in lieu of providing a sidewalk along both sides of Spine Road (Fern Industrial Drive).

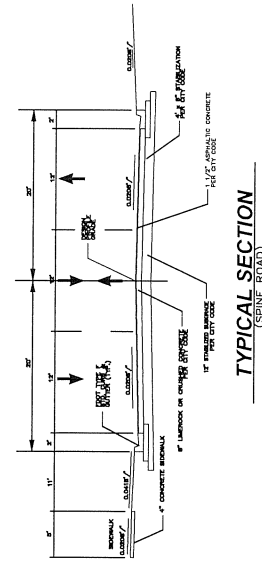
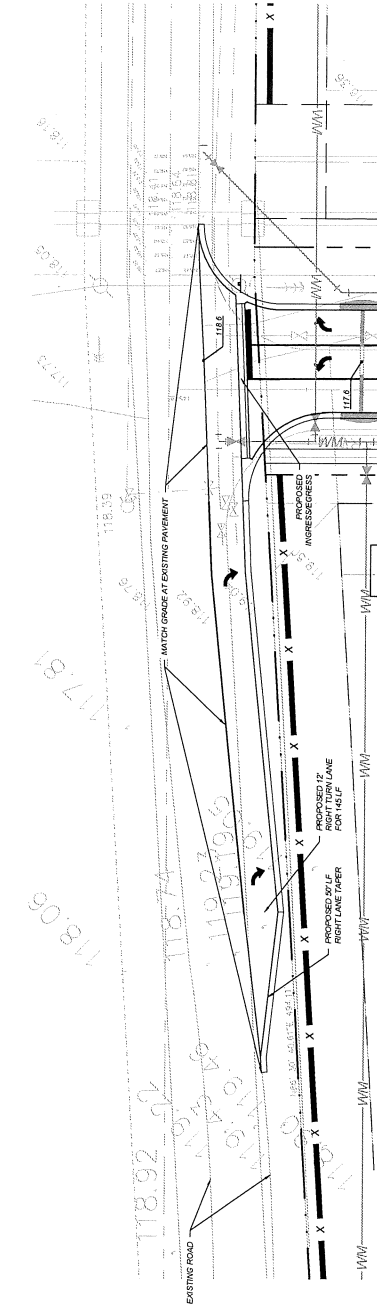
The following justification has been provided: “We are requesting that we do not place a sidewalk on the east side of the right-of-way proximate to the rail spurs. The pedestrian access plan provided on Sheet 6 of the PUD Master Plan shows a network of pedestrian facilities serving the entire site. The sidewalk on the west side of Fern Industrial is the spine connecting the southern end of the site with General Electric Road. All buildings are connected to this north/south spine and the appropriate crosswalks are provided when needed. We (BlueScope) remain concerned that placement of a sidewalk will not increase the pedestrian connectivity over the current plan but will put pedestrians in close proximity to the rail spurs to the east of Fern Industrial serving the site. The benefit of the additional sidewalk does not, in our opinion, warrant the risk of inadvertent interaction of pedestrians and rail vehicles.”

**EXHIBIT "F"**

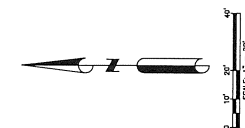



Hermit Smith Road Right Turn Lane

**EXHIBIT "G"**  
**GE ROAD OFFSITE IMPROVEMENTS**



TYPICAL SECTION  
(SPINE ROAD)



	<p><b>DAVE SCHMITT ENGINEERING INC.</b>          12201 Lake Underhill Road, Suite 241          MIDDLEBURGH, FL 32129          407-207-5988 FAX 407-207-5989          Certification of Authorization #27471</p>	<p><b>CONTRACTOR "QUALITY"</b>          hereby certifies that the "Quality" was furnished as per the contract specifications. For an employee under my direct supervision who prepared these "Quality" and takes pride in their competence with the knowledge of what was actually furnished. I have examined the "Quality" and it conforms to the contract specifications.          Contract: _____          Not valid without the signature and the original raised seal of a Florida Registered Engineer.</p>	<table border="1"> <thead> <tr> <th>DATE</th> <th>BY</th> <th>DESCRIPTION</th> <th>REVISIONS</th> <th>DATE</th> <th>BY</th> <th>DESCRIPTION</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> </tbody> </table>	DATE	BY	DESCRIPTION	REVISIONS	DATE	BY	DESCRIPTION																													<p>DAVE M. SCHMITT          FLORIDA REG. NUMBER          48274</p>	<p><b>GE ROAD OFFSITE IMPROVEMENTS</b>          MID-FLORIDA LOGISTICS PARK          APOPKA, FLORIDA</p>	<p>DATE: JUNE 2018          PROJECT NO.: AN0-1          DRAWN BY: ATTF          CHECKED BY: DSE          SCALE: 1"=20'          SHEET: 18 OF 18</p>
	DATE	BY	DESCRIPTION	REVISIONS	DATE	BY	DESCRIPTION																																		



# CITY OF APOPKA CITY COUNCIL

     CONSENT AGENDA  
  X   PUBLIC HEARING  
     SPECIAL REPORTS  
  X   OTHER: Annexation

MEETING OF: October 17, 2018  
FROM: Community Development  
EXHIBITS: Ordinance No. 2681  
Annexation Case Table  
Vicinity Map  
Aerial Map

**SUBJECT: 2018 ANNEXATION – CYCLE 5**

**REQUEST: ORDINANCE NO. 2681 – SECOND READING AND ADOPTION – ANNEXATION OF PROPERTY OWNED BY CONSTRUESSE USA, INC., LOCATED AT 2600 ROCK SPRINGS ROAD, PARCEL I.D. 28-20-28-0000-00-024.**

**SUMMARY:**

OWNER: Construesse USA, Inc.  
APPLICANT: Terra-Max Engineering, Inc.  
LOCATION: 2600 Rock Springs Road  
PARCEL ID NO.: 28-20-28-0000-00-024  
EXISTING USE: Vacant  
TRACT SIZE: 9.59 +/- acres

**ADDITIONAL COMMENTS:** Abutting current boundaries of the City of Apopka, the subject site is consistent with Florida Statutes addressing annexation of unincorporated lands into a municipality. The proposed annexation shall be on the basis of the existing County Future Land Use and Zoning Designations. Assignment of a City Future Land Use and Zoning designation will occur at a later date, and through action by the City Council.

**ORANGE COUNTY NOTIFICATION:** The JPA requires the City to notify Orange County 15 days prior to the first reading of any annexation ordinance. The City provided notification to the County on September 13, 2018.

**FUNDING SOURCE: N/A**

**DISTRIBUTION**

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

**DULY ADVERTISED:**

September 21, 2018  
September 28, 2018

**PUBLIC HEARING SCHEDULE:**

October 3, 2018 (1:30 PM) - City Council 1<sup>st</sup> Reading  
October 17, 2018 (7:00 PM) - City Council 2<sup>nd</sup> Reading and Adoption

---

**RECOMMENDATION ACTION:**

The **Development Review Committee** recommends approval of the annexation for property owned by Construesse USA, Inc.

The **City Council**, at its meeting on October 3, 2018, accepted the First Reading of Ordinance 2681 and held it over for Second Reading and Adoption on October 17, 2018.

Adopt Ordinance No. 2681.

CITY OF APOPKA  
2018 ANNEXATION CYCLE # 5

TOTAL ACRES: 9.59 +/-

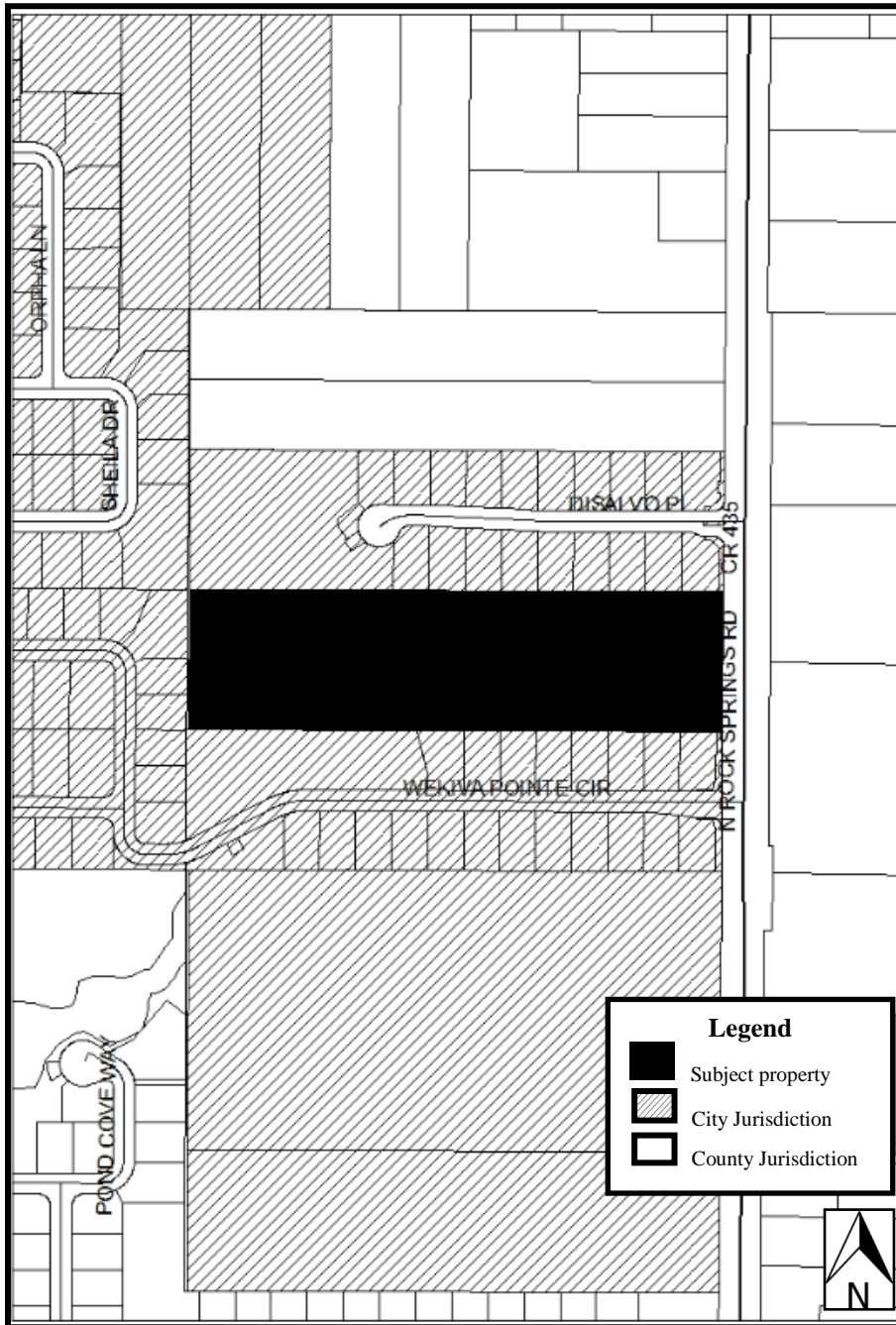
ORD. NO.	ITEM NO.	OWNER'S NAME	LOCATION	PARCEL ID NUMBER	ACRES +/-	EXISTING USE	FUTURE LAND USE (COUNTY)
2681	1	Construesse USA, Inc.	2600 Rock Springs Road	28-20-28-0000-00-024	9.59	Vacant	Low Density Residential



**ANNEXATION**  
**Construesse USA, Inc.**  
**2600 Rock Springs Road**

**Property Description:** N1/2 OF S1/2 OF SE1/4 OF NE1/4 (LESS E 50 FT FOR R/W) SEC 28-20-28  
**Parcel ID No.:** 28-20-28-0000-00-024  
**Total Acres:** 9.59 +/-

**Vicinity Map**



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

### Aerial Map



**ORDINANCE NO. 2681**

**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 CONSTRUESSE USA, INC. AND LOCATED AT 2600 ROCK SPRINGS ROAD, PROVIDING FOR DIRECTIONS TO THE CITY CLERK, SEVERABILITY, CONFLICTS, AND AN EFFECTIVE DATE.**

WHEREAS, Construesse USA, Inc. owner thereof, has petitioned the City Council of the City of Apopka, Florida, to annex the property located at 2600 Rock Springs Road; and

WHEREAS, Florida Statute 171.044 of the General Laws of Florida provide that a municipal corporation may annex property into its corporate limits upon voluntary petition of the owners, by passing and adopting a non-emergency ordinance to annex said property; 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 Florida Statute 171.044.

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

SECTION I: That the following described properties, being situated in Orange County, Florida, totaling **9.59 +/- acres**, and graphically depicted by the attached Exhibit "A", is hereby annexed into the City of Apopka, Florida, pursuant to the voluntary annexation provisions of Chapter 171.044, Florida Statutes, and other applicable laws:

Property Description:

N1/2 OF S1/2 OF SE1/4 OF NE1/4 (LESS E 50 FT FOR R/W) SEC 28-20-28  
Parcel ID No.: 28-20-28-0000-00-024

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.

**ORDINANCE NO. 2681**

**PAGE 2**

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: October 3, 2018

READ SECOND TIME  
AND ADOPTED: October 17, 2018

\_\_\_\_\_  
Bryan Nelson, Mayor

ATTEST:

\_\_\_\_\_  
Linda Goff, City Clerk

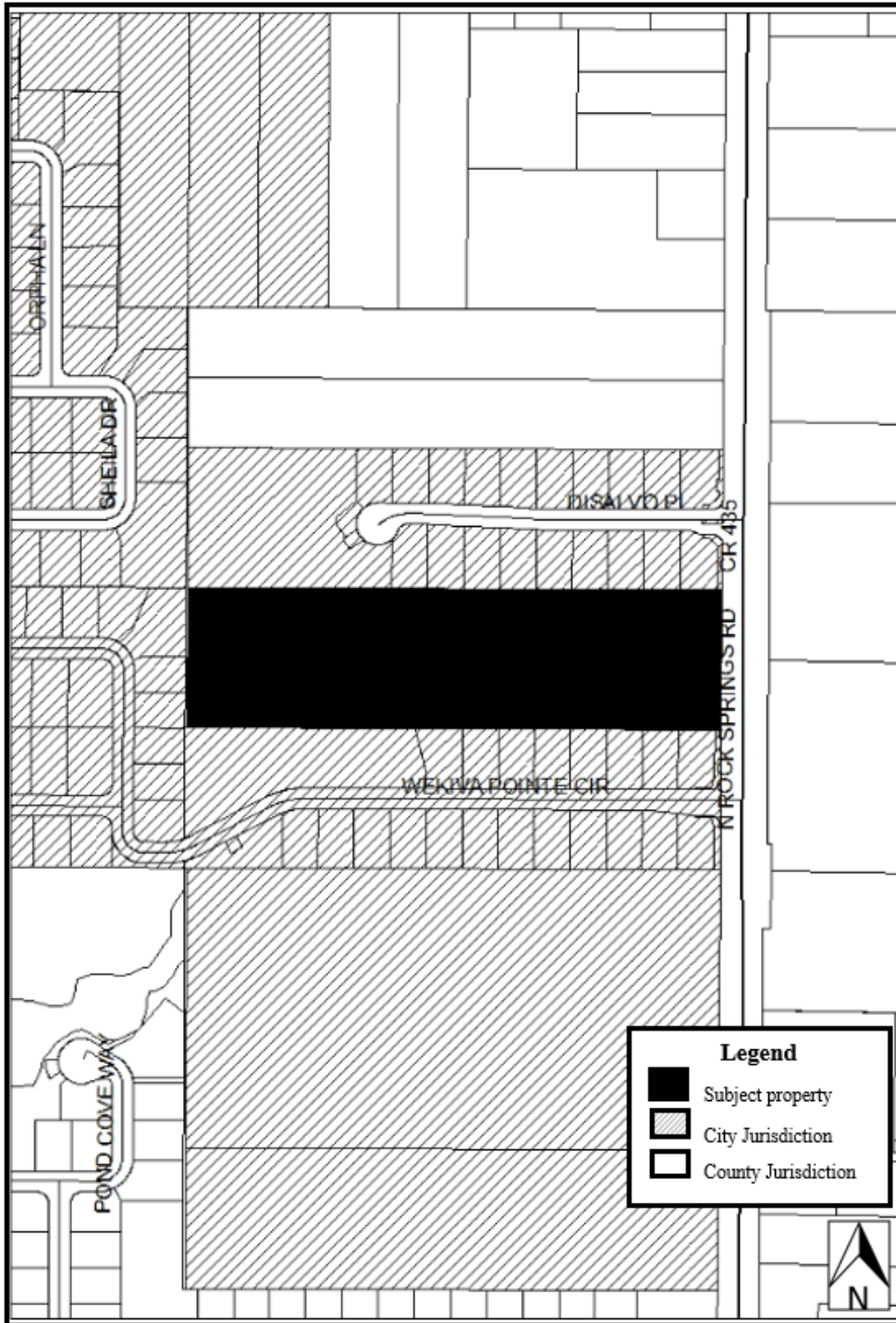
DULY ADVERTISED FOR PUBLIC HEARING: September 21, 2018 and September 28, 2018



**ANNEXATION**  
**Construesse USA, Inc.**  
**2600 Rock Springs Road**

**Property Description:** N1/2 OF S1/2 OF SE1/4 OF NE1/4 (LESS E 50 FT FOR R/W) SEC 28-20-28  
**Parcel ID No.:** 28-20-28-0000-00-024  
**Total Acres:** 9.59 +/-

**VICINITY MAP**



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



# CITY OF APOPKA CITY COUNCIL

- CONSENT AGENDA
- PUBLIC HEARING
- SPECIAL REPORTS
- OTHER: Vacate Ordinance

MEETING OF: October 17, 2018  
 FROM: Community Development  
 EXHIBIT(S): Legal Description  
 Vicinity Map  
 Aerial Map  
 Ordinance No. 2657

**SUBJECT: ORDINANCE NO. 2657 – VACATING A PORTION OF RIGHT-OF -WAY – FRONDS ROAD**

**REQUEST: FIRST READING OF ORDINANCE NO. 2657 – VACATE A PORTION OF FRONDS ROAD RIGHT OF WAY; AND HOLD OVER FOR SECOND READING ON NOVEMBER 7, 2018**

**SUMMARY:**

OWNER/APPLICANT: Pat Lee / Mid-Florida Freezer Warehouse Ltd.  
 LOCATION: South of U.S. Highway 441, East of Hermit Smith Road and West of US 441  
 EXISTING USE: Right-of-way  
 AREA TO BE VACATED: 3,067 Square Feet +/-  
 RELATIONSHIP TO ADJACENT PROPERTIES:

<i>Direction</i>	<i>Future Land Use</i>	<i>Zoning</i>	<i>Present Use</i>
North (City)	Industrial	I-1	Vacant (Mid-Florida Freezer – Owner)
East (City)	Industrial	I-1	Vacant (Mid-Florida Freezer – Owner)
South (City)	Industrial	I-1	Vacant (Mid-Florida Freezer – Owner)
West (City)	N/A	N/A	Fronds Road Right-of-Way

**FUNDING SOURCE:**

N/A

**DISTRIBUTION**

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

**ADDITIONAL COMMENTS:** Mid-Florida Freezer Warehouse Ltd. is seeking to vacate a portion of Fronds Road that is an existing public right of way. All property abutting the portion to be vacated in owned by Mid-Florida Freezer Ltd. The vacated right-of-way is proposed to be incorporated into the MidFlorida Logistics Master Plan\Preliminary Development Plan. A portion of Fronds Road, east of the proposed vacate and abutting the Boughan Brothers Inc. parcel, will remain as public right-of-way.

The Development Review Committee has evaluated the site and has no objection to the right-of-way being vacated. The City has letters on file from all utility providers indicating no objections to the proposed vacate.

**PUBLIC HEARING SCHEDULE:**

October 17, 2018 - City Council - 1<sup>st</sup> Reading (7:00 p.m.)

November 7, 2018 - City Council - 2<sup>nd</sup> Reading (1:30 p.m.)

**DULY ADVERTISED:**

October 5, 2018 - Public Hearing Notice (Apopka Chief)

October 26, 2018 - (Apopka Chief)

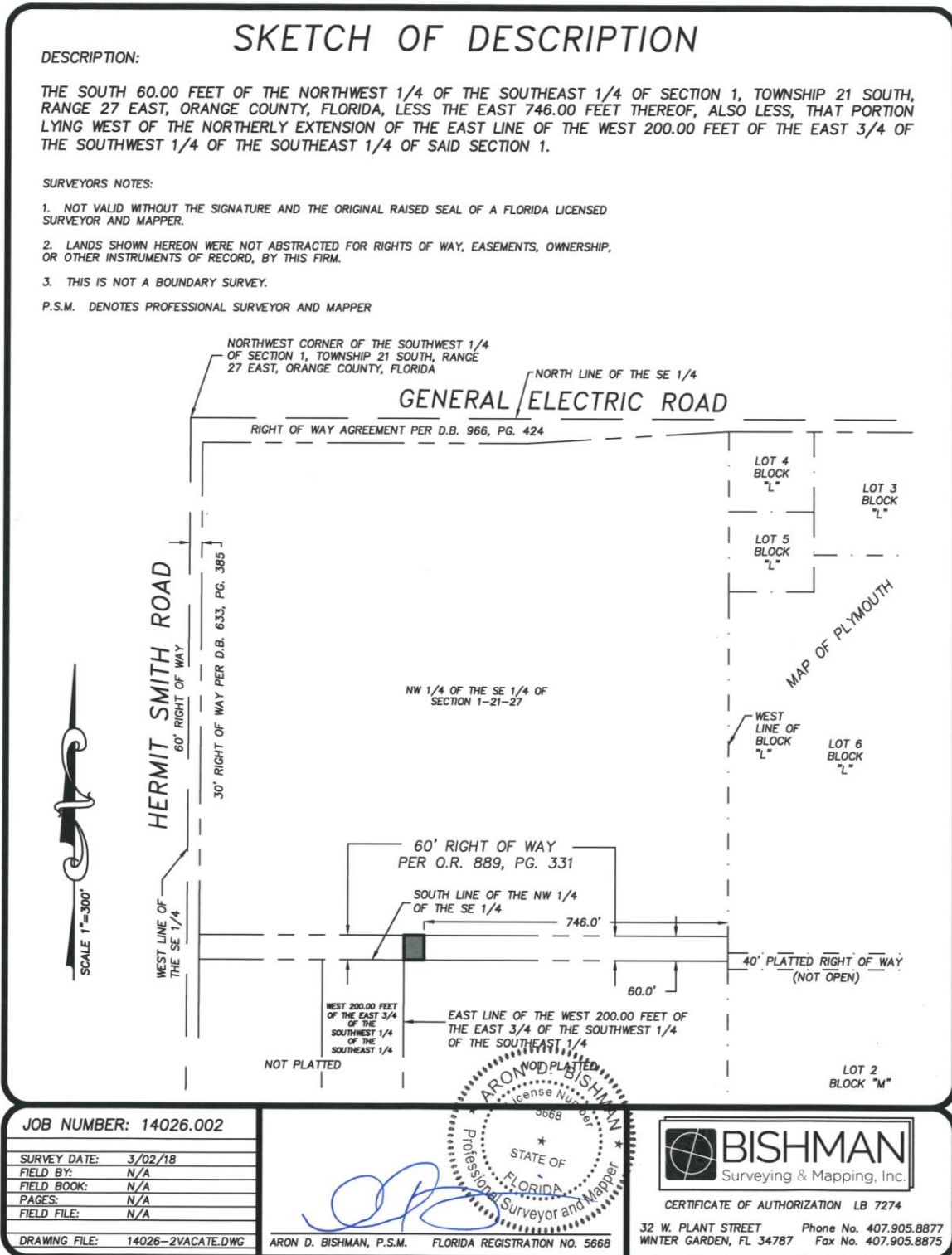
---

**RECOMMENDATION ACTION:**


Accept the First Reading of Ordinance No. 2657 and hold it over for Second Reading on November 7, 2018.

Applicant: Mid Florida Freezer Warehouse Ltd.

Total Acres: 3,067 square feet, more or less



JOB NUMBER: 14026.002	
SURVEY DATE:	3/02/18
FIELD BY:	N/A
FIELD BOOK:	N/A
PAGES:	N/A
FIELD FILE:	N/A
DRAWING FILE: 14026--2VACATE.DWG	

  
 ARON D. BISHMAN, P.S.M. FLORIDA REGISTRATION NO. 5668



CERTIFICATE OF AUTHORIZATION LB 7274

32 W. PLANT STREET Phone No. 407.905.8877  
 WINTER GARDEN, FL 34787 Fax No. 407.905.8875



# VICINITY MAP



# AERIAL MAP





**ORDINANCE NO. 2657**

**AN ORDINANCE OF THE CITY OF APOPKA, TO VACATE A RIGHT OF WAY, KNOWN AS FRONDS ROAD, LOCATED SOUTH OF U.S. HIGHWAY 441, EAST OF S.R. 429; IN SECTION 1, TOWNSHIP 21, RANGE 27, OF ORANGE COUNTY, FLORIDA; PROVIDING DIRECTIONS TO THE CITY CLERK, FOR SEVERABILITY, FOR CONFLICTS, AND AN EFFECTIVE DATE.**

**WHEREAS**, pursuant to provisions of Florida Statutes, Section 336.10, a Petition has been filed by the Mid-Florida Freezer Warehouse Ltd., to vacate, abandon, discontinue, renounce and disclaim roadway as shown in Exhibit "A"; and

**WHEREAS**, CenturyLink, Duke Energy, Charter Spectrum Communications and Lake Apopka Natural Gas District have no objection to the abandonment of a portion of the existing utility easement; and

**WHEREAS**, the City Council has determined that under the proposed circumstances there exists no public need for this existing easement; and

**WHEREAS**, after public notice in accordance with Florida Statute 336.10, the City Council has determined that it is not contrary to public interest to vacate and abandon said existing easement.

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

**Section 1.** That the following lands, and graphically depicted by the attached Exhibit "A," shall be officially closed, discontinued, and vacated:

**Legal Description:**

The South 60.00 feet of the Northwest ¼ of the Southeast ¼ of Section 1, Township 21 South, Range 27 East, Orange County, Florida, less the East 746.00 feet thereof, also less, that portion lying West of the Northerly extension of the East line of the West 200.00 feet of the East ¾ of the Southwest ¼ of the Southeast ¼ of said Section 1.

**Section II. NOTICE.** That notice of the adoption of this Ordinance be published and the Ordinance be filed with the Clerk of the Circuit Court of Orange County, Florida, and duly recorded among the Public Records of Orange County, Florida.

**Section III. 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 IV. CONFLICT.** That all ordinances or parts of ordinances in conflict herewith are hereby repealed.

**Section V. EFFECTIVE DATE.** That this Ordinance shall take effect upon the date of adoption.

READ FIRST TIME: October 17, 2018

READ SECOND TIME  
AND ADOPTED: November 7, 2018

\_\_\_\_\_  
Bryan Nelson, Mayor

ATTEST:

\_\_\_\_\_  
Linda Goff, City Clerk

APPROVED AS TO FORM:

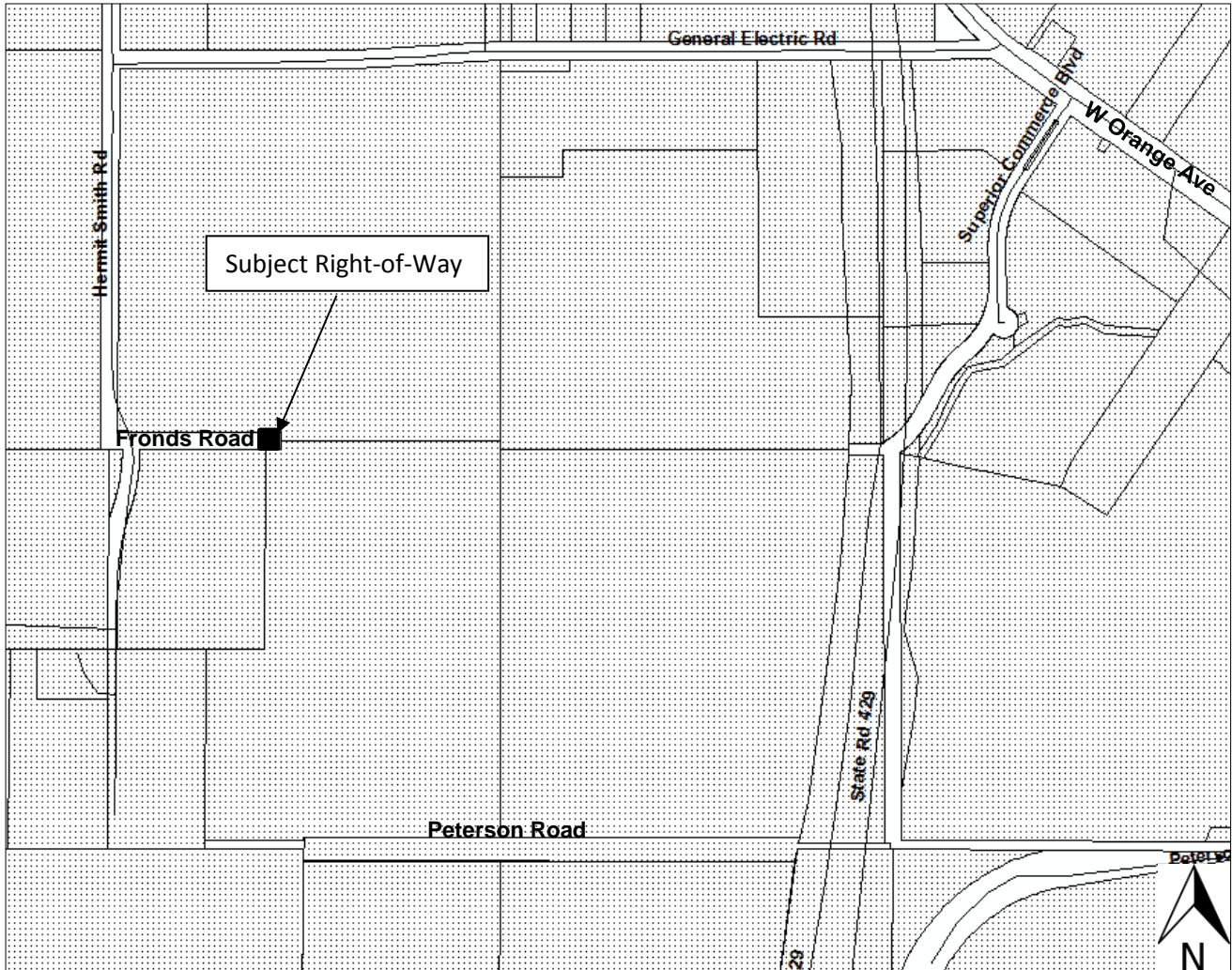
\_\_\_\_\_  
Clifford Shepard, Esq., City Attorney

DULY ADVERTISED FOR PUBLIC HEARING: October 5, 2018; October 26, 2018

ORDINANCE NO. 2657  
EXHIBIT "A"

City of Apopka  
Proposed Vacate of Right-of-Way  
Fronds Road

VICINITY MAP



Total Area: 3,067 square feet +/- (.07 acre +/-)

## SKETCH OF DESCRIPTION

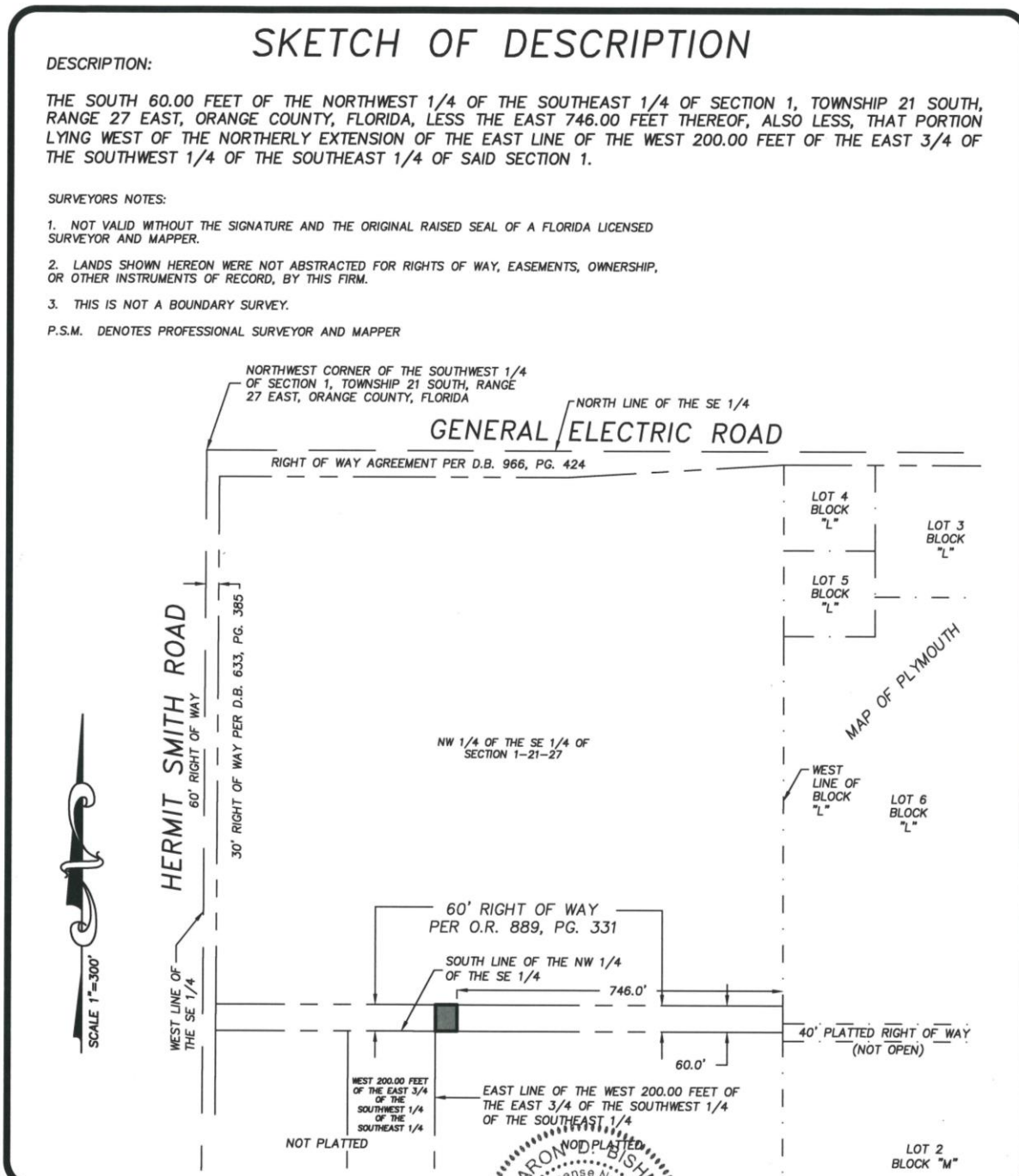
**DESCRIPTION:**

THE SOUTH 60.00 FEET OF THE NORTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 1, TOWNSHIP 21 SOUTH, RANGE 27 EAST, ORANGE COUNTY, FLORIDA, LESS THE EAST 746.00 FEET THEREOF, ALSO LESS, THAT PORTION LYING WEST OF THE NORTHERLY EXTENSION OF THE EAST LINE OF THE WEST 200.00 FEET OF THE EAST 3/4 OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SAID SECTION 1.

**SURVEYORS NOTES:**

1. NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.
2. LANDS SHOWN HEREON WERE NOT ABSTRACTED FOR RIGHTS OF WAY, EASEMENTS, OWNERSHIP, OR OTHER INSTRUMENTS OF RECORD, BY THIS FIRM.
3. THIS IS NOT A BOUNDARY SURVEY.

P.S.M. DENOTES PROFESSIONAL SURVEYOR AND MAPPER



<b>JOB NUMBER: 14026.002</b>			
SURVEY DATE:	3/02/18		
FIELD BY:	N/A		
FIELD BOOK:	N/A		
PAGES:	N/A		
FIELD FILE:	N/A		
DRAWING FILE:	14026-2VACATE.DWG	ARON D. BISHMAN, P.S.M. FLORIDA REGISTRATION NO. 5668	CERTIFICATE OF AUTHORIZATION LB 7274 32 W. PLANT STREET Phone No. 407.905.8877 WINTER GARDEN, FL 34787 Fax No. 407.905.8875



# CITY OF APOPKA CITY COUNCIL

- CONSENT AGENA
- PUBLIC HEARING
- SPECIAL REPORTS
- OTHER: Vacate Ordinance

MEETING OF: October 17, 2018  
 FROM: Community Development  
 EXHIBITS: Vicinity Map  
 Ordinance No. 2680  
 Utility Release Letters  
 Legal Description  
 Survey

**SUBJECT:      ORDINANCE NO. 2680 – VACATING A PORTION OF A UTILITY EASEMENT - WILLIE AND CYNTHIA MCINVALE - 1541 ISLAY COURT.**

**REQUEST:     FIRST READING OF ORDINANCE NO. 2680 – VACATING A PORTION OF A UTILITY EASEMENT - WILLIE AND CYNTHIA MCINVALE - 1541 ISLAY COURT.**

**SUMMARY:**

OWNER/APPLICANT:                      Willie and Cynthia McInvale  
 LOCATION:                                      1541 Islay Ct.  
 LAND USE:                                      Residential Low (0-5 du/ac)  
 ZONING:                                         R-1AA  
 EXISTING USE:                                 Single-Family Residence  
 AREA TO BE VACATED:                      629.44 +/- Sq. Ft.

RELATIONSHIP TO ADJACENT PROPERTIES:

Direction	Land Use	Zoning	Present Use
North - City	Residential Low (0-5 du/ac)	R-1AA	Single Family Residence
East - City	Residential Low (0-5 du/ac)	R-1AA	Single Family Residence
South - City	Residential Low (0-5 du/ac)	R-1AA	Single Family Residence
West - City	Residential Low (0-5 du/ac)	R-1AA	Single Family Residence

**FUNDING SOURCE: N/A**

**DISTRIBUTION**

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

**ADDITIONAL COMMENTS:** The applicants are seeking to vacate a portion of an existing 10-foot wide utility easement located along the rear property line to accommodate a swimming pool. The southern six-feet of a portion of the 10-foot wide utility easement will be vacated as shown on the accompanying survey. A pool edge must be setback a minimum of five-feet from the rear property line.

Vacating this portion of the utility easement will not affect any abutting property owners.

The Development Review Committee, including the Public Services Department, has evaluated the site and has agreed to the vacate request. Additionally, all local utility providers have been contacted by the applicant and have provided the letters received from each utility provider indicating no objection to this vacate request.

**PUBLIC HEARING SCHEDULE:**

October 17, 2018 - City Council - 1st Reading  
November 7, 2018 - City Council - 2nd Reading

**DULY ADVERTISED:**

October 5, 2018 - Public Hearing Notice (Apopka Chief)  
October 26, 2018 – Public Hearing Notice (Apopka Chief)

---

**RECOMMENDATION ACTION:**

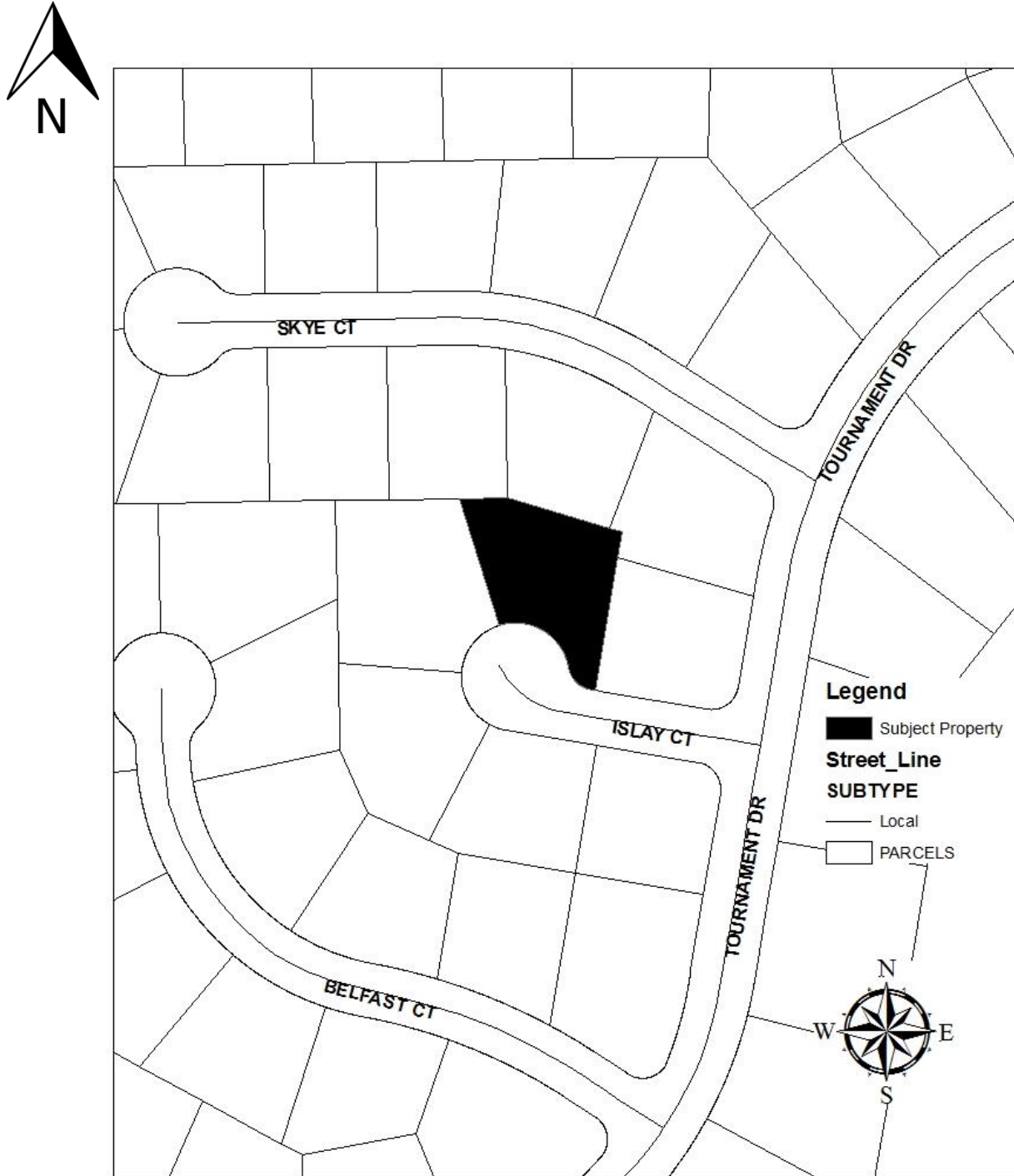
The **Development Review Committee** recommends approval of the request to vacate a portion of the existing drainage and utility easement as described in the legal description.

Accept the First Reading of Ordinance No. 2680 and Hold it Over for Second Reading on November 7, 2018.



**Willie and Cynthia McInvale**  
**Proposed Vacate of Existing Utility Easement**  
**1541 Islay Ct.**  
**Parcel ID: 31-20-28-2521-00-850**

**VICINITY MAP**



**ORDINANCE NO. 2680**

**AN ORDINANCE OF THE CITY OF APOPKA, TO VACATE A PORTION OF THE EASEMENT AT THE REAR OF 1541 ISLAY COURT, LOCATED NORTH OF ISLAY COURT, WEST OF TOURNAMENT DRIVE; PROVIDING DIRECTIONS TO THE CITY CLERK, FOR SEVERABILITY, FOR CONFLICTS, AND AN EFFECTIVE DATE.**

**WHEREAS**, pursuant to provisions of Florida Statutes, Section 336.10, a Petition has been filed by William and Cynthia McInvale, to vacate, abandon, discontinue, renounce and disclaim a portion of an existing utility easement located at 1541 Islay Court, as shown in Exhibit "A"; and

**WHEREAS**, CenturyLink (f/k/a Embarq), Progress Energy, Charter Spectrum Communications and Lake Apopka Natural Gas District have no objection to the abandonment of a portion of the existing utility easement; and

**WHEREAS**, the City Council has determined that under the proposed circumstances there exists no public need for this existing easement; and

**WHEREAS**, after public notice in accordance with Florida Statute 336.10, the City Council has determined that it is not contrary to public interest to vacate and abandon said existing easement.

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

**Section 1.** That the following lands, and graphically depicted by the attached Exhibit "A," shall be officially closed, discontinued, and vacated:

**Legal Description:**

A PORTION OF THE SOUTHERLY 6 FEET OF A 10 FOOT UTILITY EASEMENT ALONG THE REAR OF LOT 85, ERROL ESTATE UNIT 4A, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 7, PAGE(S) 88 AND 89, OF THE PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCE AT THE NORTHEAST CORNER OF THE AFORESAID LOT 85; THENCE RUN N 70°58'02" W 5.04 FEET ALONG THE NORTHERN LINE OF SAID LOT 85; THENCE RUNS 11°43'46" W 4.03 FEET TO THE POINT OF BEGINNING; THENCE CONTINUES 11°43'46" W 6.05 FEET; THENCE RUN N 70°58'02" W 105.29 FEET PARALLEL TO THE SAID NORTHERN LINE OF 85; THENCE RUN N 19°01'58" E 6.00' FEET; THENCE RUNS 70°58'02" E 104.52 FEET PARALLEL TO THE SAID NORTHERN LINE OF 85 AND TO THE POINT OF BEGINNING.

Containing: Containing 629.44 square feet, more or less.

**Section II. NOTICE.** That notice of the adoption of this Ordinance be published and the Ordinance be filed with the Clerk of the Circuit Court of Orange County, Florida, and duly recorded among the Public Records of Orange County, Florida.

**Section III. 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 IV. CONFLICT.** That all ordinances or parts of ordinances in conflict herewith are hereby repealed.

**Section V. EFFECTIVE DATE.** That this Ordinance shall take effect upon the date of adoption.

READ FIRST TIME: October 17, 2018

READ SECOND TIME  
AND ADOPTED: November 7, 2018

\_\_\_\_\_  
Bryan Nelson, Mayor

ATTEST:

\_\_\_\_\_  
Linda Goff, City Clerk

APPROVED AS TO FORM:

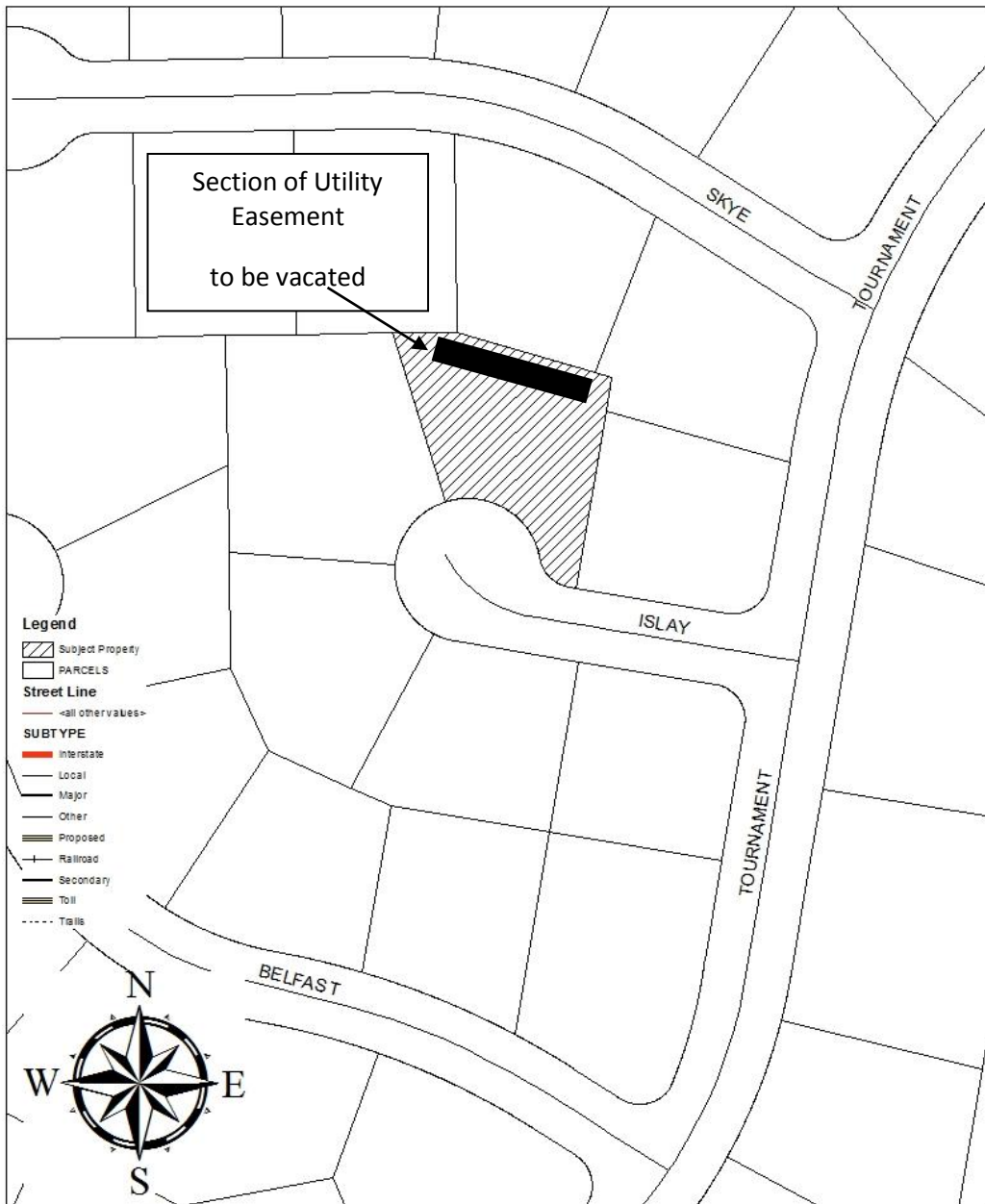
\_\_\_\_\_  
Clifford Shepard, Esq., City Attorney

DULY ADVERTISED FOR PUBLIC HEARING: October 5, 2018

**ORDINANCE NO. 2680**  
**EXHIBIT "A"**  
**William and Cynthia McInvale**  
**Proposed Vacate of Existing Utility Easement**  
**1541 Islay Court**  
**Parcel ID: 31-20-28-2521-00-850**

**VICINITY MAP**

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





WR # 3532629

February 25, 2011

Gary A. Badzinski  
1541 Islay Court  
Apopka, FL 32712

Subject: No Conflict Pool Letter for 1541 Islay Court, Apopka, FL 32712

Dear Mr. Gary Badzinski:

Thank you for contacting Progress Energy for a letter of no conflict regarding your pool construction.

**NO CONFLICT:** Progress Energy has reviewed our existing facilities at the above referenced address and has found no apparent conflict at the proposed pool location. According to the drawing(s) you have provided Progress Energy has no objection to the proposed construction.

**Note:** Florida law requires excavators to dial **Sunshine State One Call of Florida at 811** to locate existing underground utilities prior to digging to avoid personal injury and damage to equipment.

Sincerely,

Sandy Watson  
Distribution Design Specialist

August 8, 2018



**CONFLICT REVIEW LETTER**

Cynthia and Willie McInvale  
1451 Islay Ct.  
Apopka, Florida 32712

**SUBJECT: Encroachment of existing pool and retaining wall**  
1541 Islay Ct.

Dear Mr. and Mrs. McInvale,

Please be advised that Embarq Florida, Inc., D/B/A Centurylink has no objection to the existing encroachment of a pool and retaining wall depicted on the attached exhibit and within the 10' wide Utility Easement, along the rear lot line of Lot 85, according to *Errol Estate Unit 4A* Plat as recorded in Plat Book 7, Pages 88-89, Orange County Florida Public Records.

Embarq Florida, Inc., D/B/A Centurylink is not able to approve a vacation of the above described 10' wide Utility Easement due to the existence of buried cable within above described 10' wide Utility Easement.

This approval neither subordinates nor relinquishes any damage or relocation costs (if any) incurred by Embarq Florida, Inc., D/B/A Centurylink, resulting from this placement and will be billed to the responsible party. Contact Sunshine State One Call of Florida at 811 to locate existing underground utilities prior to digging.

Should there be any questions or concerns, please contact me at 318-330-6894 or by email at [michael.pietlukiewicz@centurylink.com](mailto:michael.pietlukiewicz@centurylink.com).

Sincerely,

**EMBARQ FLORIDA, INC., D/B/A CENTURYLINK**

*Michael Pietlukiewicz*

Michael Pietlukiewicz

11111 Dorsett Rd.

2<sup>nd</sup> Floor

Maryland Heights, MO 63043

Construction Department  
3767 All American Blvd  
Orlando FL 32810



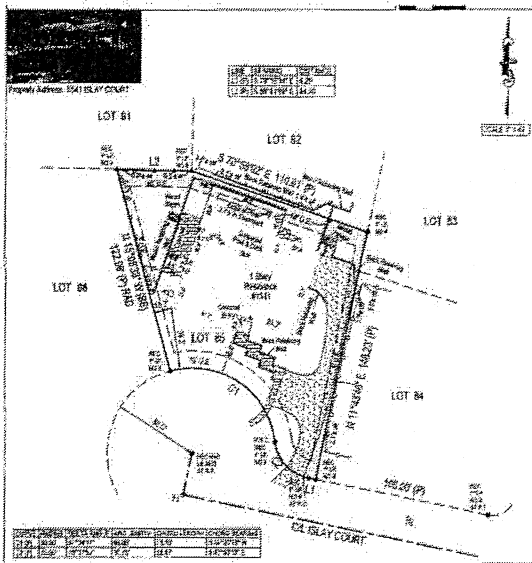
July 10, 2018

Bill McInvale  
1541 Islay Ct  
Apopka, FL 32712

Re: Request for encroachment  
1541 Islay Ct

Dear Mr. McInvale:


Spectrum currently uses the existing rear 10ft and 5ft side utility easement, Charter Spectrum has reviewed your request to no objection to the encroachment to the rear and side easements as shown in this drawing below.



If you need and additional information, please contact me at my office 407-532-8511.

Sincerely,  
*Tracey Domostoy*  
Tracey Domostoy  
Construction Supervisor  
Charter- Spectrum

Cc: E-mailed. bmcinval@cfl.r.com

 **Lake Apopka  
Natural Gas District**

1320 Winter Garden-Vineland Rd, Winter Garden, Florida 34787  
P: 407.656.2734 F: 407.656.9371 | www.lanagd.org

June 20, 2018


Bill McInvale  
1541 Islay Ct.  
Apopka, FL 32712

Re: No Conflict Letter

Address: 1541 Islay Ct.

City: Apopka, FL 32712

**NO CONFLICT:** Lake Apopka Natural Gas District has reviewed our existing facilities at the above referenced address and has found no existing facilities within the described location. Lake Apopka Natural Gas District does not object to the application request to vacate.

  
\_\_\_\_\_  
SIGNED

6/20/2018  
\_\_\_\_\_  
DATE

Domingo Colon  
\_\_\_\_\_  
PRINT NAME

Gas Construction Specialist  
\_\_\_\_\_  
TITLE



NOTES:

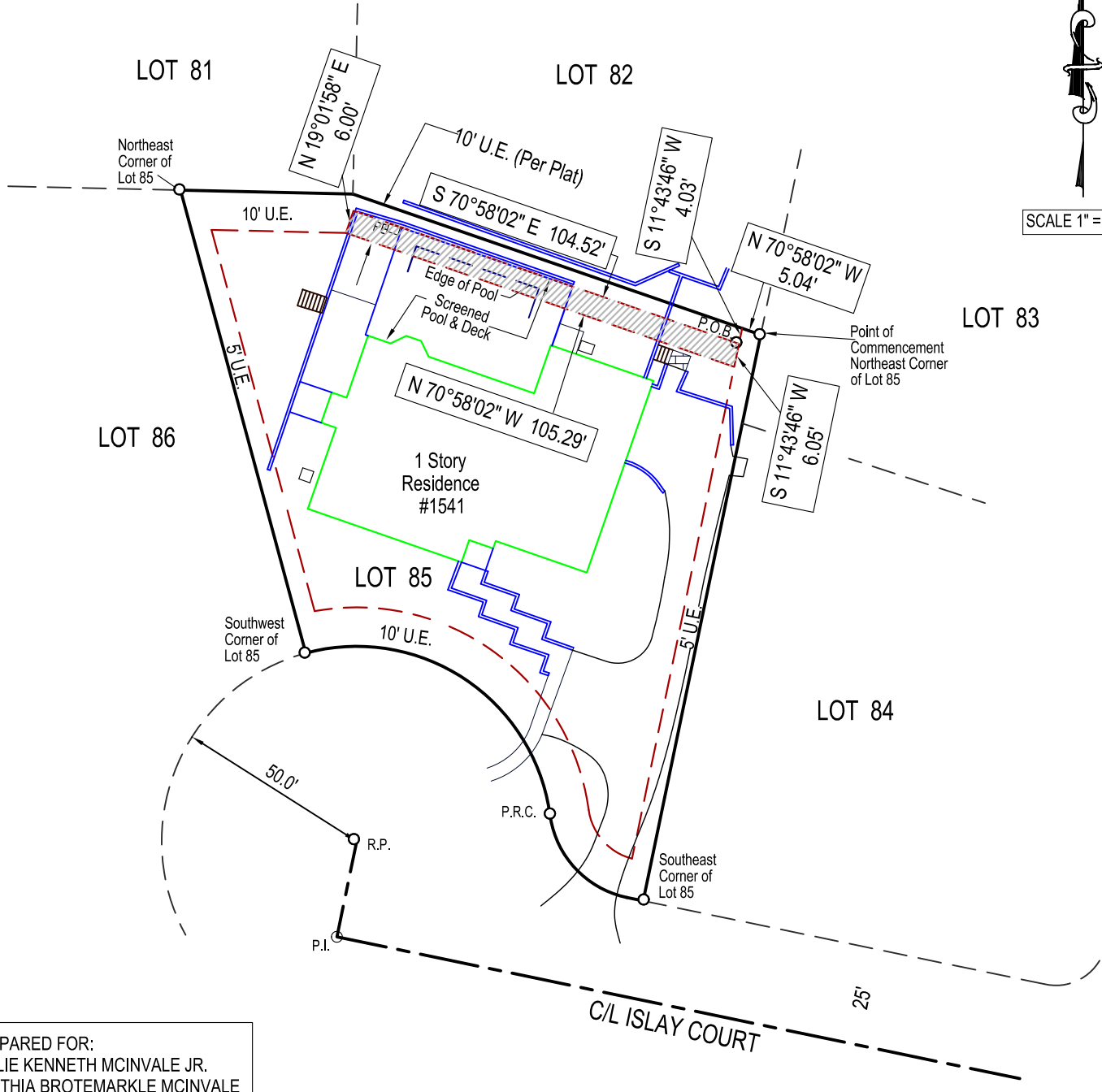
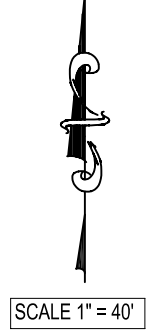
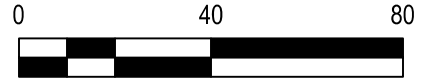
1. THIS SKETCH AND DESCRIPTION WAS PREPARED FROM TITLE OR OTHER INFORMATION FURNISHED TO THIS SURVEYOR. THERE MAY BE OTHER RESTRICTIONS RECORDED OR UNRECORDED EASEMENTS THAT AFFECT THIS PROPERTY. PROPERTY IS SUBJECT TO ALL TITLE EXCEPTIONS, COVENANTS, RESTRICTIONS, EASEMENTS AND SETBACKS OF RECORD. NO TITLE ABSTRACT PERFORMED BY THIS SURVEYOR. EASEMENTS SHOWN PER PLAT OR PROVIDED INFORMATION.
2. NO UNDERGROUND UTILITIES OR IMPROVEMENTS HAVE BEEN LOCATED UNLESS OTHERWISE SHOWN. SEPTIC +/- IF SHOWN.
3. THIS SURVEY IS PREPARED FOR THE SOLE BENEFIT OF THOSE CERTIFIED TO AND SHOULD NOT BE RELIED UPON OR USED BY ANY OTHER ENTITY. SURVEYS ARE NOT TRANSFERABLE.
4. DIMENSIONS SHOWN FOR THE LOCATION OF IMPROVEMENTS HEREON SHOULD NOT BE USED TO RECONSTRUCT BOUNDARY LINES. BOUNDARY BEARINGS AND DISTANCES ARE SHOWN AS PLATTED UNLESS DENOTED AS MEASURED.
5. BEARINGS ARE BASED ON RECORD PLAT DATUM AND ON THE LINE SHOWN AS BASE BEARING (BB).
6. BUILDING LINES SHOWN, REPRESENT BUILDING WALLS. EAVES, IF ANY, NOT LOCATED OR SHOWN.
7. NO BUILDING SETBACKS OR BUILDING RESTRICTIONS SHOWN UNLESS PROVIDED TO THIS SURVEYOR.

LAND SURVEYORS  
LB 4565

**Boundary  
And  
Mapping  
Associates, Inc.**

109 WEST ORANGE STREET  
ALTAMONTE SPRINGS, FL.  
32714  
PH. (407) 696-1155

**SKETCH AND DESCRIPTION  
NOT A SURVEY**



PREPARED FOR:  
WILLIE KENNETH MCINVALE JR.  
CYNTHIA BROTEMARKLE MCINVALE

DESCRIPTION: (PROPOSED PORTION OF EASEMENT TO BE VACATED)  
A PORTION OF THE SOUTHERLY 6 FEET OF A 10 FOOT UTILITY EASEMENT ALONG THE REAR OF LOT 85, ERROL ESTATE UNIT 4A, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 7, PAGE(S) 88 AND 89, OF THE PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCE AT THE NORTHEAST CORNER OF THE AFORESAID LOT 85; THENCE RUN N 70°58'02" W 5.04 FEET ALONG THE NORTHERN LINE OF SAID LOT 85; THENCE RUN S 11°43'46" W 4.03 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE S 11°43'46" W 6.05 FEET; THENCE RUN N 70°58'02" W 105.29 FEET PARALLEL TO THE SAID NORTHERN LINE OF 85; THENCE RUN N 19°01'58" E 6.00' FEET; THENCE RUN S 70°58'02" E 104.52 FEET PARALLEL TO THE SAID NORTHERN LINE OF 85 AND TO THE POINT OF BEGINNING.

(CONTAINING 629.44 SQUARE FEET MORE OR LESS)

JOB NO.: 18-895  
Easement

DATE:  
OFFICE: 09-10-18

- REC. - RECOVERED
- I.P. - IRON PIPE
- I.C. - ILLEGIBLE CAP #
- C.M. - CONCRETE MONUMENT
- RB - REBAR
- RAD. - RADIAL
- N.R. - NOT RADIAL
- N&D - NAIL & DISC
- (P) - PER PLAT
- (M) - AS MEASURED
- (D) - PER DESCRIPTION
- O.L. - ON LINE
- P.C. - POINT OF CURVATURE
- P.T. - POINT OF TANGENCY
- R/W - RIGHT-OF-WAY
- P.O.B. - POINT OF BEGINNING
- P.B. - PLAT BOOK PG. - PAGE
- O.R.B. - OFFICIAL RECORDS BOOK
- M.B. - MAP BOOK

**LEGEND**

<ul style="list-style-type: none"> <li>PRC- POINT OF REVERSE CURVE</li> <li>R.P. - RADIUS POINT</li> <li>R - RADIUS</li> <li>L - LENGTH OF ARC</li> <li>S.E. - SIDEWALK EASEMENT</li> <li>U.E. - UTILITY EASEMENT</li> <li>D.E. - DRAINAGE EASEMENT</li> <li>L.E. - LANDSCAPE EASEMENT</li> <li>P.E. - POOL EQUIPMENT</li> <li>P.P. - POWER POLE</li> <li>---X--- CHAIN LINK / WIRE FENCE LINE +/-</li> <li>---□--- WOODEN FENCE LINE +/-</li> <li>---○--- VINYL FENCE LINE +/-</li> <li>---A--- ALUMINUM FENCE LINE +/-</li> <li>---OHL--- OVERHEAD LINE +/-</li> </ul>	<ul style="list-style-type: none"> <li>CONCRETE</li> <li>PAVERS / BRICK</li> </ul>
--	--

PROPOSED PORTION OF UTILITY EASEMENT TO BE VACATED

This is a digitally signed and sealed drawing of a boundary survey performed under the direction of the undersigned. Survey is authorized on or about the date of the survey shown hereon and certified only to those persons and/or entities listed hereon. The boundary survey meets the minimum technical standards as set forth by the Florida Board of Professional Surveyors and Mappers in Chapter 5J-17 F.A.C. pursuant to section 472-027 Florida statutes.

*Rodney W. Jackson*  
RODNEY W. JACKSON,  
PSM 6281

Not valid without the signature and seal of a Florida licensed surveyor

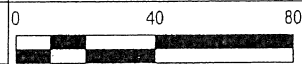
- NOTES:
1. THIS BOUNDARY SURVEY WAS PREPARED FROM TITLE OR OTHER INFORMATION FURNISHED TO THIS SURVEYOR. THERE MAY BE OTHER RESTRICTIONS RECORDED OR UNRECORDED EASEMENTS THAT AFFECT THIS PROPERTY. PROPERTY IS SUBJECT TO ALL TITLE EXCEPTIONS, COVENANTS, RESTRICTIONS, EASEMENTS AND SETBACKS OF RECORD. NO TITLE ABSTRACT PERFORMED BY THIS SURVEYOR. EASEMENTS SHOWN PER PLAT OR PROVIDED INFORMATION.
  2. NO UNDERGROUND UTILITIES OR IMPROVEMENTS HAVE BEEN LOCATED UNLESS OTHERWISE SHOWN. SEPTIC +/- IF SHOWN.
  3. THIS SURVEY IS PREPARED FOR THE SOLE BENEFIT OF THOSE CERTIFIED TO AND SHOULD NOT BE RELIED UPON OR USED BY ANY OTHER ENTITY. SURVEYS ARE NOT TRANSFERABLE.
  4. DIMENSIONS SHOWN FOR THE LOCATION OF IMPROVEMENTS HEREON SHOULD NOT BE USED TO RECONSTRUCT BOUNDARY LINES. BOUNDARY BEARINGS AND DISTANCES ARE SHOWN AS PLATTED UNLESS DENOTED AS MEASURED.
  5. BEARINGS ARE BASED ON RECORD PLAT DATUM AND ON THE LINE SHOWN AS BASE BEARING (BB).
  6. BUILDING LINES SHOWN, REPRESENT BUILDING WALLS. EAVES, IF ANY, NOT LOCATED OR SHOWN.
  7. NO BUILDING SETBACKS OR BUILDING RESTRICTIONS SHOWN UNLESS PROVIDED TO THIS SURVEYOR.

Boundary  
And  
Mapping  
Associates, Inc.

LAND  
SURVEYORS  
LB 4565

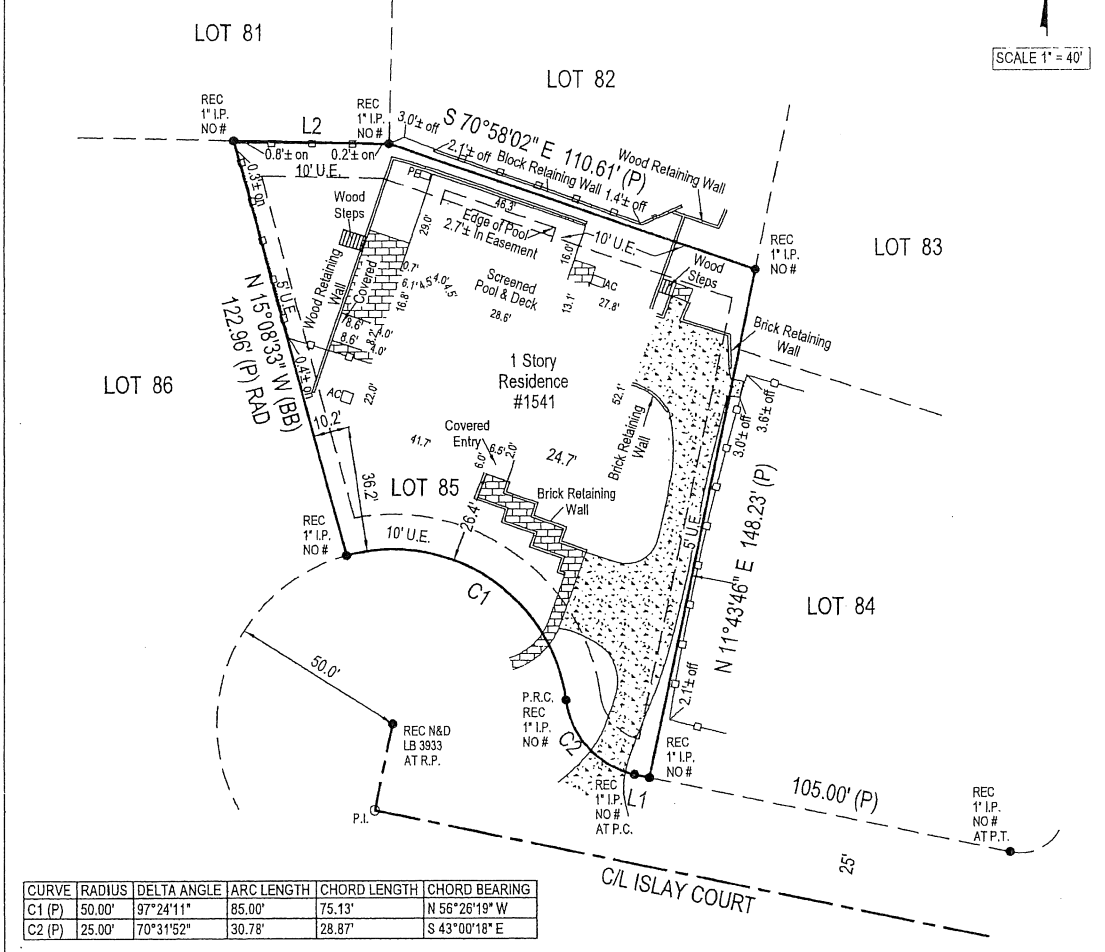
109 WEST ORANGE STREET  
ALTA MONTE SPRINGS, FL.  
32714  
PH. (407) 696-1155

FLOOD ZONE REFERENCE:  
PROPERTY APPEARS TO BE LOCATED IN ZONE 'X' PER F.I.R.M. MAP PANEL NO. 12095C 0110 F DATED 09-25-09.



Property Address: 1541 ISLAY COURT

LINE	BEARING	DISTANCE
L1 (P)	S 78°16'14" E	4.29'
L2 (P)	S 88°41'59" E	44.20'



CURVE	RADIUS	DELTA ANGLE	ARC LENGTH	CHORD LENGTH	CHORD BEARING
C1 (P)	50.00'	97°24'11"	85.00'	75.13'	N 56°26'19" W
C2 (P)	25.00'	70°31'52"	30.78'	28.87'	S 43°00'18" E

DESCRIPTION: LOT 85, ERROL ESTATE UNIT 4A, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 7, PAGE(S) 88 AND 89, OF THE PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA.

CERTIFIED TO:  
WILLIE KENNETH MCINVALE JR. AND CYNTHIS BROTEMARCK MCINVALE  
FBC MORTGAGE, LLC, ISAOA/ATIMA  
VENTURE TITLE LLC  
FIRST AMERICAN TITLE INSURANCE COMPANY

JOB NO.: 18-895  
DATE: 05-07-18  
FIELD: 05-07-18  
SIGNED: 05-09-18  
DRAWN BY: JDB  
P.C.: TJP  
CHECKED BY: RWJ

LEGEND

- REC. - RECOVERED
- I.P. - IRON PIPE
- I.C. - ILLUSORIE CAP #
- C.M. - CONCRETE MONUMENT
- RB - REBAR
- RAD. - RADIAL
- N.R. - NOT RADIAL
- N.D. - NAIL & DISC
- (P) - PER PLAT
- (M) - AS MEASURED
- (D) - PER DESCRIPTION
- O.L. - ON LINE
- P.C. - POINT OF CURVATURE
- P.T. - POINT OF TANGENCY
- R.W. - RIGHT-OF-WAY
- P.O.B. - POINT OF BEGINNING
- P.B. - PLAT BOOK PG. - PAGE
- O.R.B. - OFFICIAL RECORDS BOOK
- M.B. - MAP BOOK

PRC - POINT OF REVERSE CURVE  
R.P. - RADIUS POINT  
R - RADIUS  
L - LENGTH OF ARC  
S.E. - SIDEWALK EASEMENT  
U.E. - UTILITY EASEMENT  
D.E. - DRAINAGE EASEMENT  
L.E. - LANDSCAPE EASEMENT  
P.E. - POOL EQUIPMENT  
P.P. - POWER POLE  
- - - CHAIN LINK / WIRE FENCE LINE +/-  
- - - WOODEN FENCE LINE +/-  
- - - VINYL FENCE LINE +/-  
- - - ALUMINUM FENCE LINE +/-  
- - - OVERHEAD LINE +/-

PAVERS  
BRICK  
ASPHALT

Point Not Found or Set

This is a digitally signed and sealed drawing of a boundary survey performed under the direction of the undersigned. Survey is authorized on or about the date of the survey shown hereon and certified only to those persons and/or entities listed hereon. The boundary survey meets the minimum technical standards as set forth by the Florida Board of Professional Surveyors and Mappers in Chapter 5J-17 F.A.C. pursuant to section 472-027 Florida statutes.

*Rodney W. Jackson*  
RODNEY W. JACKSON,  
PSM 6281

Not valid without the signature and the original raised seal of a Florida licensed surveyor and mapper.