



**City of Apopka
Planning Commission
Special Meeting Agenda**

June 28, 2016

5:30 PM @ CITY COUNCIL CHAMBERS

I. CALL TO ORDER

If you wish to appear before the Planning Commission, please submit a “Notice of Intent to Speak” card to the Recording Secretary.

II. OPENING AND INVOCATION

III. APPROVAL OF MINUTES:

- 1. Approve minutes of the Planning Commission meeting held June 14, 2016, at 5:30 p.m.

IV. PUBLIC HEARING:

- 1. Amendment to the City of Apopka, Code of Ordinances, Part III, Land Development Code, Article VI – Development Design and Improvement Standards - To create a new Section 6.09.00 entitled “Development Design Guidelines.”

V. SITE PLANS:

- 1. REDEVELOPMENT/FINAL DEVELOPMENT PLAN (MAJOR SITE PLAN) – PIEDMONT PLAZA - Owned by G & I VIII Piedmont Plaza, LLC; the engineer is Sun-Tech Engineering, Inc. c/o Clifford R. Loutan, P.E.; the architect is Architecture/Planning, c/o Marc Weiner, AIA; and the property is located at 2326 East Semoran Boulevard. (Parcel ID Nos. 12-21-28-0000-00-003, 12-21-28-0000-00-024 and 12-21-28-0000-00-025)

VI. OLD BUSINESS:

VII. NEW BUSINESS:

VIII. ADJOURNMENT:

All interested parties may appear and be heard with respect to this agenda. Please be advised that, under state law, if you decide to appeal any decision made by the City Council with respect to any matter considered at this meeting or hearing, you will need a record of the proceedings, and that, for such purpose, you may need to ensure that a verbatim record of the proceedings is made, which record includes a testimony and evidence upon which the appeal is to be based. The City of Apopka does not provide a verbatim record.

In accordance with the American with Disabilities Act (ADA), persons with disabilities needing a special accommodation to participate in any of these proceedings should contact the City Clerk’s Office at 120 East Main Street, Apopka, FL 32703, telephone (407) 703-1704, no less than 48 hours prior to the proceeding.

MINUTES OF THE PLANNING COMMISSION MEETING HELD ON JUNE 14, 2016, AT 5:30 P.M. IN THE CITY COUNCIL CHAMBERS, APOPKA, FLORIDA.

MEMBERS PRESENT: James Greene, Robert Ryan, Tony Foster, Jose Molina, Linda Laurendeau, and Roger Simpson

ABSENT: Melvin Birdsong, Orange County Public Schools (Non-voting)

OTHERS PRESENT: Mark Reggentin, AICP – Community Development Director, David Moon, AICP - Planning Manager, Andrew Hand, Esq., Rogers Beckett – Senior Projects Coordinator, Robert Hippler – Interim IT Director, Bob Shelton – Network Engineer, Robert Hafer, David Stokes, Joyce Cravey, Jack Cravey, Roberto Rivera, Samuel Campbell, E. E. Aung, Jack Caolo, Daniel Hinden, Quang Lam, Steve Black, Jack Cooper, Mary Smothers, Jerry Smothers, Ed Velazquez, Ron Edenfield, Jill Cooper, and Jeanne Green – Community Development Department Office Manager/Recording Secretary.

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

APPROVAL OF MINUTES: Chairperson Greene asked if there were any corrections or additions to the special meeting minutes of May 24, 2016, at 5:30 p.m. minutes.

Motion: **Tony Foster made a motion to approve the Planning Commission minutes from the special meeting held on May 24, 2016, at 5:30 p.m. and seconded by Jose Molina. Aye votes were cast by James Greene, Robert Ryan, Tony Foster, Jose Molina, Linda Laurendeau, and Roger Simpson (6-0).**

SWEARING-IN - Mr. Hand swore-in staff, the petitioners, and affected parties.

LEGISLATIVE - COMPREHENSIVE PLAN – LARGE SCALE – FUTURE LAND USE AMENDMENT - Chairperson Greene stated this is a request to recommend approval of the Large Scale Future Land Use amendment from “County” Rural (0-1 du/10 ac) to “City” Rural Settlement (0-1 du/5 ac) for the property owned by Jack and Joyce Cravey. Properties located west of Phils Lane and east of Golden Gem Road (3815 Phils Lane and 3827 Hideaway Road).

Staff Presentation: David Moon, AICP, Planning Manager, stated this is a request to recommend approval of the Comprehensive Plan Large Scale Future Land Use amendment from “County” Rural (0-1 du/10 ac) to “City” Rural Settlement (0-1 du/5 ac) for the property owned by Jack and Joyce Cravey. Properties located west of Phils Lane and east of Golden Gem Road (3815 Phils Lane and 3827 Hideaway Road); and transmittal to the Florida Department of Economic Opportunity. The existing use is a manufactured home and the proposed use is a single-family residence. The existing maximum allowable development is 1 unit and the proposed maximum allowable development is 3 units. The tract size is 15.04 +/- acres.

The subject parcels were annexed into the City of Apopka on May 4, 2016 through Ordinance 2495. The applicant requests a future land use designation of Rural Settlement (0-1du/5 ac). The request is compatible with surrounding future land use designations and adjacent uses. As a “Large-Scale” Future Land use Amendment (i.e., ten or more acres), this application will be transferred to State agencies for consistency review with State policies.

The proposed use of the property is compatible with the character of the surrounding area, which is predominantly rural in nature and has both agricultural and single-family residential uses. The Wekiva Parkway, which is currently under construction, abuts the east boundary of the subject site. Site development cannot exceed the intensity allowed by the Future Land Use policies. Planning & Zoning staff determines that the policies below support a Rural Settlement FLUM designation at the subject site:

Future Land Use Element

1. **Policy 3.1.s** This land use designation to apply within that area defined as the “Northern Area” in the Joint Planning Area Agreement between the City of Apopka and Orange County adopted on October 26, 2004...The district is designed to facilitate single-family dwelling units and associated infrastructure which maximize the preservation of open space and promote the clustering of developments to both preserve and enhance the natural environment. This land use designation shall also include an agricultural component.”

The applicant’s intent to use the property for a single-family home is consistent with the intent of this Future Land Use Element policy. The proposed use and future land use designation is compatible with the surrounding land uses and, therefore, the proposed future land use amendment is consistent with Policy 3.1.s.

2. **Policy 3.2** Development and redevelopment shall be integrated with the adjacent land uses through: (1) the creation of like uses; or (2) creation of complementary uses; or (3) mitigation of adverse impacts.

The proposed use for the subject property for single-family residential within the Rural Settlement future land use designation is compatible with the land uses and general character of the surrounding area. The future land use designation of surrounding properties predominantly is “City” Rural Settlement or “County” Rural, making the requested future land use change is consistent with Policy 3.2.

The request for a future land use designation of Rural Settlement will result in a number of potential units that will be considered de minimus; therefore, school capacity determination is not required.

The JPA requires the City to notify the County 30 days before any public hearing or advisory board. The City properly notified Orange County on May 13, 2016.

The Development Review Committee recommends approval to transmit a change in Future Land Use from “County” Rural (0-1 du/10 ac) to “City” Rural Settlement (0-1 du/5 ac) for the property owned by Jack & Joyce Cravey, subject to the information and findings in the staff report.

Recommended Motion: Find the Rural Settlement Future Land Use Designation consistent with the Comprehensive Plan and recommend a change in Future Land Use Designation from “County” Rural to “City” Rural Settlement for the property owned by Jack & Joyce Cravey, subject to the information and findings in the staff report.

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

LAND USE REPORT

The properties have access to local roadways (Phils Lane and Hideaway Road).

Land Use Analysis

The subject properties are located within an area with land uses that permit both residential and agricultural uses, which makes the request for a Rural Settlement future land use designation consistent with the

MINUTES OF THE PLANNING COMMISSION REGULAR MEETING HELD ON JUNE 14, 2016, AT 5:30 P.M.

Comprehensive Plan policies listed above, as well as the general future land use character of the surrounding area.

Property to the west has a future land use designation of Rural Settlement and the other surrounding “county” future land use designations are Rural (0-1 du/10 ac) with single-family and agricultural uses.

The proposed “City” Rural Settlement future land use designation is consistent with the general future land use character of the surrounding area.

Wekiva River Protection Area: No
Area of Critical State Concern: No
DRI / FQD: No

JPA: The City of Apopka and Orange County entered into a Joint Planning Area (JPA) agreement on October 26, 2004. The subject property is located within the “Northern Area” of the JPA. Orange County government has been notified of the proposed FLUM amendment and has not objected.

Transportation: Road access to the site is from Phils and Hideaway Lanes, which connect to Ponkan Road to the south.

Wekiva Parkway and Protection Act: The proposed amendment has been evaluated against the adopted Wekiva Study Area Comprehensive Plan policies. The proposed amendment is consistent with the adopted mandates and requirements. The proposed Future Land Use Map (FLUM) amendment has been reviewed against the best available data, with regard to aquifer and groundwater resources. The City of Apopka's adopted Comprehensive Plan addresses aquifer recharge and stormwater run-off through the following policies:

- Future Land Use Element, Policies 4.16, 14.4, 15.1, 16.2 and 18.2
- Infrastructure Element, Policies 1.5.5, 4.2.7, 4.4, 4.4.1, 4.4.2 and 4.4.3
- Conservation Element, Policy 3.18

Karst Features: The Karst Topography Features Map from the Florida Department of Environmental Protection shows that there are karst features on this property.

Analysis of the character of the Property: The current use of the Property is for a manufactured home. The dominant soil, Candler Fine Sand, has a 5-12 percent slope.

Analysis of the relationship of the amendment to the population projections: These properties were annexed into the City on May 4, 2016 via Ordinance 2495. Based on the adoption of the JPA, the size of the property, and the proposed land use change, the amendment will increase the population if developed.

CALCULATIONS:

ADOPTED: 1 Unit(s) x 2.659 p/h = 2 persons

PROPOSED: 3 x 2.659 p/h = 8 persons

Housing Needs: This proposed Future Land Use Designation of “Rural” will at most have a net increase of two residential units, placing a small or deminimus impact on the City’s population.

Habitat for species listed as endangered, threatened or of special concern: A habitat study is required for developments greater than ten (10) acres in size. At the time the Master Site Plan or Preliminary Development Plan is submitted to the City, the development applicant must conduct a species survey and submit a habitat management plan if any threatened or endangered species are identified within the project site.

Transportation: The City of Apopka is a Transportation Concurrency Exception Area. Refer to Chapter 3 of the City of Apopka 2010 Comprehensive Plan.

Sanitary Sewer Analysis

1. Facilities serving the site; current LOS; and LOS standard: None; 81 GPCD; 81 GPD

If the site is not currently served, please indicate the designated service provider: City of Apopka

2. Projected total demand under existing designation: 196 GPD

3. Projected total demand under proposed designation: 588 GPD

4. Capacity available: Yes

5. Projected LOS under existing designation: 81 GPD/Capita

6. Projected LOS under proposed designation: 81 GPD/Capita

7. Improved/expansions already programmed or needed as a result if proposed amendment: None

Potable Water Analysis

1. Facilities serving the site; current LOS; and LOS standard: None; 177 GPCD; 177 GPD

If the site is not currently served, please indicate the designated service provider: City of Apopka

2. Projected total demand under existing designation: 210 GPD

3. Projected total demand under proposed designation: 630 GPD

4. Capacity available: Yes

5. Projected LOS under existing designation: 177 GPCD

6. Projected LOS under proposed designation: 177 GPCD

7. Improved/expansions already programmed or needed as a result of the proposed amendment: None

8. Parcel located within the reclaimed water service area: Yes

Solid Waste

1. Facilities serving the site: City of Apopka
2. If the site is not currently served, please indicate the designated service provider:
City of Apopka
3. Projected LOS under existing designation: 8 lbs./person/day
4. Projected LOS under proposed designation: 32 lbs./person/day
5. Improved/expansions already programmed or needed as a result of the proposed amendment:
None

This initial review does not preclude conformance with concurrency requirements at the time of development approval.

Infrastructure Information

Water treatment plant permit number: CUP No. 3217

Permitting agency: St. John's River Water Management District

Permitted capacity of the water treatment plant(s): 21,981 mil. GPD

Total design capacity of the water treatment plant(s): 33,696 mil. GPD

Availability of distribution lines to serve the property: Yes

Availability of reuse distribution lines available to serve the property: Yes

Drainage Analysis

1. Facilities serving the site: None
2. Projected LOS under existing designation: 100 year - 24 hour design storm event.
3. Projected LOS under proposed designation: 100 year - 24 hour design storm event.
4. Improvement/expansion: On-site retention/detention pond

Recreation

1. Facilities serving the site; LOS standard: City of Apopka Parks System; 3 AC/1000 capita
2. Projected facility under existing designation: 0.006 AC

3. Projected facility under proposed designation: 0.024 AC
4. Improvement/expansions already programmed or needed as a result of the proposed amendment: None.

This initial review does not preclude conformance with concurrency requirements at the time of development approval.

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

Motion: **Robert Ryan made a motion to find the application consistent with the Apopka Comprehensive Plan and the Land Development Code; and to recommend approval of the Large Scale Future Land Use Amendment from “County” Rural (0-1 du/10 ac) to “City” Rural Settlement (0-1 du/5 ac) for the property owned by Jack and Joyce Cravey. Properties located west of Phils Lane and east of Golden Gem Road. Motion seconded by Tony Foster. Aye votes were cast by James Greene, Robert Ryan, Tony Foster, Jose Molina, Linda Laurendeau, and Roger Simpson (6-0). (Vote taken by poll.)**

LEGISLATIVE - COMPREHENSIVE PLAN – SMALL SCALE – FUTURE LAND USE AMENDMENT - Chairperson Greene stated this is a request to recommend approval of the Small Scale Future Land Use amendment from “County” Commercial (Max. 3.0 FAR) to “City” Commercial (Max. 0.25 FAR) for the property owned by SBKP, LLC and located at 312 Old Dixie Highway.

Staff Presentation: Mr. Moon stated this is a request to recommend approval of the Comprehensive Plan Small Scale Future Land Use amendment from “County” Commercial (Max. 3.0 FAR) to “City” Commercial (Max. 0.25 FAR) for the property owned by SBKP, LLC and located at 312 Old Dixie Highway. The existing use is a single family residence and the proposed use is a professional office. The existing maximum allowable development is 1 dwelling unit and the proposed maximum allowable development is 2,831 sq. ft. The tract size is 0.26 +/- acre.

The applicant is requesting the City to assign a future land use designation of Commercial (max 0.25 FAR) to the property.

The subject property was annexed into the City of Apopka on May 4, 2016, through the adoption of Ordinance No. 2494. The proposed Small-Scale Future Land Use Amendment is being requested by the owner/applicant. Pursuant to Florida law, properties containing less than ten acres are eligible to be processed as a small-scale amendment. Such process does not require review by State planning agencies.

A request to assign a Future Land Use Designation of Commercial is compatible with the designations assigned to abutting properties. The FLUM application covers approximately 0.26 acres. The property owner intends to develop the property for a professional office.

In conjunction with state requirements, staff has analyzed the proposed amendment and determined that adequate public facilities exist to support this land use change (see attached Land Use Report).

The existing and proposed use of the property is consistent with the Commercial (max 0.25 FAR) Future Land Use designation and the City’s proposed C-1 (Retail Commercial) Zoning classification. Site development cannot exceed the intensity allowed by the Future Land Use policies.

The proposed future land use is non-residential and, therefore a school capacity determination with OCPS is not required.

The JPA requires the City to notify the County 30 days before any public hearing or advisory board. The City properly notified Orange County on May 13, 2016.

The Development Review Committee finds the proposed amendment consistent with the Comprehensive Plan and compatible with the character of the surrounding area, and recommends approval of the change in Future Land Use from “County” Commercial (max. 3.0 FAR) to “City” Commercial (max 0.25 FAR) for the 0.26 +/- property owned by SBKP LLC located at 312 Old Dixie Hwy.

Recommended Motion: Motion to find the proposed Future Land Use amendment consistent with the Comprehensive Plan and recommend a change in Future Land Use Designation from “County” Commercial to “City” Commercial for the property owned by SBKP, subject to the information and findings in the staff report.

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

LAND USE REPORT

Land Use Analysis

The general character of the area surrounding the subject property is compatible with the development of commercial uses. The property lies south of Old Dixie Highway and west of N Hawthorne Avenue.

Wekiva River Protection Area: No
Area of Critical State Concern: No
DRI / FQD: No

JPA: The City of Apopka and Orange County entered into a Joint Planning Area (JPA) agreement on October 26, 2004. The subject property is located within “Core Area” of the JPA.

Wekiva Parkway and Protection Act: The proposed amendment has been evaluated against the adopted Wekiva Study Area Comprehensive Plan policies. While located within the Wekiva River Basin Study Area, the subject property is not located within the Protection Area. The proposed amendment is consistent with the adopted mandates and requirements. The proposed Future Land Use Map (FLUM) amendment has been reviewed against the best available data, with regard to aquifer and groundwater resources. The City of Apopka's adopted Comprehensive Plan addresses aquifer recharge and stormwater run-off through the following policies:

- Future Land Use Element, Policies 4.16, 14.4, 15.1, 16.2 and 18.2
- Infrastructure Element, Policies 1.5.5, 4.2.7, 4.4, 4.4.1, 4.4.2 and 4.4.3
- Conservation Element, Policy 3.18

Karst Features: The Karst Topography Features Map from the Florida Department of Environmental Protection shows that there are no karst features on this property.

Analysis of the character of the Property: The Property fronts Old Dixie Hwy. The vegetative communities present are urban; the soils present are Smyrna; and no wetlands occur on the site, and the terrain has a 0-5 percent slope.

The proposed amendment is consistent with the Comprehensive Plan, including Policy 3.1.i Commercial Future Land Use designation.

Analysis of the relationship of the amendment to the population projections: The proposed future land use designation for the Property is "City" Commercial (max 0.25 FAR). Based on the housing element of the City's Comprehensive Plan, this amendment will not increase the City's future population.

CALCULATIONS:

ADOPTED (City designation): 1 Unit(s) x 2.659 p/h = 2 persons

PROPOSED (City designation): 0 Unit(s) x 2.659 p/h = 0 persons

Housing Needs: This amendment will not negatively impact the housing needs as projected in the Comprehensive Plan.

Habitat for species listed as endangered, threatened or of special concern: Per policy 4.1 of the Conservation Element, a habitat study is required for developments greater than ten (10) acres in size. This site is less than ten acres. A habitat study will not be required at the time of a development plan application.

Transportation: The City of Apopka is a Transportation Concurrency Exception Area. Refer to Chapter 3 of the City of Apopka 2010 Comprehensive Plan.

Potable Water, Reclaimed Water & Sanitary Sewer Analysis: The subject property is located within the Orange County Utilities service area for potable water, reclaimed water and sanitary service. The property owner will need to provide a letter from Orange County Utilities demonstrating available capacity prior to submittal of any development plan.

Sanitary Sewer Analysis

Facilities serving the site; current LOS; and LOS standard: City of Apopka; 81 GPD/Capita; 81 GPD/Capita

If the site is not currently served, please indicate the designated service provider: City of Apopka

Projected total demand under existing designation: 196 GPD

Projected total demand under proposed designation: 425 GPD

Capacity available: Yes

Projected LOS under existing designation: 81 GPD/Capita

Projected LOS under proposed designation: 81 GPD/Capita

Improved/expansions already programmed or needed as a result if proposed amendment: None

Potable Water Analysis

Facilities serving the site; current LOS; and LOS standard: City of Apopka; 177 GPD/Capita; 177 GPD/Capita

If the site is not currently served, please indicate the designated service provider: City of Apopka

Projected total demand under existing designation: 454 GPD

Projected total demand under proposed designation: 566 GPD

Capacity available: Yes

Projected LOS under existing designation: 177 GPD/Capita

Projected LOS under proposed designation: 177 GPD/Capita

Improved/expansions already programmed or needed as a result of the proposed amendment: None

Parcel located within the reclaimed water service area: Yes

Solid Waste

Facilities serving the site: City of Apopka

If the site is not currently served, please indicate the designated service provider: City of Apopka

Projected LOS under existing designation: 8 lbs./person/day

Projected LOS under proposed designation: 6 lbs./person/day

Improved/expansions already programmed or needed as a result of the proposed amendment: None

This initial review does not preclude conformance with concurrency requirements at the time of development approval.

Infrastructure Information

Water treatment plant permit number: CUP No. 3217

Permitting agency: St. John's River Water Management District

Permitted capacity of the water treatment plant(s): 21,981 mil. GPD

Total design capacity of the water treatment plant(s): 33,696 mil. GPD

Availability of distribution lines to serve the property: Yes

Availability of reuse distribution lines available to serve the property: Yes

Drainage Analysis

Facilities serving the site: None

Projected LOS under existing designation: 100 year - 24 hour design storm

Projected LOS under proposed designation: 100 year - 24 hour design storm

Improvement/expansion: On-site retention/detention pond

Recreation

Facilities serving the site; LOS standard: City of Apopka Parks System; 3 AC/1000 capita

Projected facility under existing designation: 0.006 AC

Projected facility under proposed designation: 0.024AC

Improvement/expansions already programmed or needed as a result of the proposed amendment:
None

This initial review does not preclude conformance with concurrency requirements at the time of development approval.

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

Motion: Tony Foster made a motion to find the application consistent with the Apopka Comprehensive Plan and the Land Development Code; and to recommend approval of the Small Scale Future Land Use Amendment from “County” Commercial (Max. 3.0 FAR) to “City” Commercial (Max. 0.25 FAR) for the property owned by SBKP, LLC and located at 312 Old Dixie Highway. Motion seconded by Linda Laurendeau. Aye votes were cast by James Greene, Robert Ryan, Tony Foster, Jose Molina, Linda Laurendeau, and Roger Simpson (6-0). (Vote taken by poll.)

QUASI-JUDICIAL - CHANGE OF ZONING – SBKP, LLC – Chairperson Greene stated this is a request to recommend approval of the Change of Zoning from “County” R-1 (ZIP) to “City” C-1 (Retail Commercial) for property owned by SBKP, LLC, and located at 312 Old Dixie Highway.

Chairperson Greene asked if there were any affected parties in attendance that wished to speak. No one spoke.

Chairperson Greene asked if the Commission members had any ex parte communications to divulge regarding this item. None.

Staff Presentation: Mr. Moon stated this is a request to recommend approval of the Change of Zoning from “County” R-1 (ZIP) to “City” C-1 (Retail Commercial) for property owned by SBKP, LLC, and located at 312 Old Dixie Highway. The existing use is a single family residence. The proposed use is a professional office. The existing maximum allowable development is 1 dwelling unit and the proposed maximum allowable development is 2,831 sq. ft. The tract size is 0.26 +/- acre.

The applicant is requesting the City to assign a future land use designation of Commercial (max 0.25 FAR) to the property.

The subject property was annexed into the City of Apopka on May 4, 2016, through the adoption of Ordinance No. 2494. The proposed Small-Scale Future Land Use Amendment is being requested by the owner/applicant. Pursuant to Florida law, properties containing less than ten acres are eligible to be processed as a small-scale amendment. Such process does not require review by State planning agencies.

A request to assign a Future Land Use Designation of Commercial is compatible with the designations assigned to abutting properties. The FLUM application covers approximately 0.26 acres. The property owner intends to develop the property for a professional office.

In conjunction with state requirements, staff has analyzed the proposed amendment and determined that adequate public facilities exist to support this land use change (see attached Land Use Report).

The existing and proposed use of the property is consistent with the Commercial (max 0.25 FAR) Future Land Use designation and the City’s proposed C-1 (Retail Commercial) Zoning classification. Site

development cannot exceed the intensity allowed by the Future Land Use policies.

The proposed future land use is non-residential and, therefore a school capacity determination with OCPS is not required.

The JPA requires the City to notify the County 30 days before any public hearing or advisory board. The City properly notified Orange County on May 13, 2016.

The Development Review Committee finds the proposed amendment consistent with the Comprehensive Plan and compatible with the character of the surrounding area, and recommends approval of the change in Future Land Use from "County" Commercial (max. 3.0 FAR) to "City" Commercial (max 0.25 FAR) for the 0.26 +/- property owned by SBKP LLC located at 312 Old Dixie Hwy.

Recommended Motion: Motion to find the proposed Future Land Use amendment consistent with the Comprehensive Plan and recommend a change in Future Land Use Designation from "County" Commercial to "City" Commercial for the property owned by SBKP, subject to the information and findings in the staff report.

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

LAND USE REPORT

Land Use Analysis

The general character of the area surrounding the subject property is compatible with the development of commercial uses. The property lies south of Old Dixie Highway and west of N Hawthorne Avenue.

Wekiva River Protection Area: No
Area of Critical State Concern: No
DRI / FQD: No

JPA: The City of Apopka and Orange County entered into a Joint Planning Area (JPA) agreement on October 26, 2004. The subject property is located within "Core Area" of the JPA.

Wekiva Parkway and Protection Act: The proposed amendment has been evaluated against the adopted Wekiva Study Area Comprehensive Plan policies. While located within the Wekiva River Basin Study Area, the subject property is not located within the Protection Area. The proposed amendment is consistent with the adopted mandates and requirements. The proposed Future Land Use Map (FLUM) amendment has been reviewed against the best available data, with regard to aquifer and groundwater resources. The City of Apopka's adopted Comprehensive Plan addresses aquifer recharge and stormwater run-off through the following policies:

- Future Land Use Element, Policies 4.16, 14.4, 15.1, 16.2 and 18.2
- Infrastructure Element, Policies 1.5.5, 4.2.7, 4.4, 4.4.1, 4.4.2 and 4.4.3
- Conservation Element, Policy 3.18

Karst Features: The Karst Topography Features Map from the Florida Department of Environmental Protection shows that there are no karst features on this property.

Analysis of the character of the Property: The Property fronts Old Dixie Hwy. The vegetative communities present are urban; the soils present are Smyrna; and no wetlands occur on the site, and the

terrain has a 0-5 percent slope.

The proposed amendment is consistent with the Comprehensive Plan, including Policy 3.1.i Commercial Future Land Use designation.

Analysis of the relationship of the amendment to the population projections: The proposed future land use designation for the Property is “City” Commercial (max 0.25 FAR). Based on the housing element of the City's Comprehensive Plan, this amendment will not increase the City’s future population.

CALCULATIONS:

ADOPTED (City designation): 1 Unit(s) x 2.659 p/h = 2 persons
PROPOSED (City designation): 0 Unit(s) x 2.659 p/h = 0 persons

Housing Needs: This amendment will not negatively impact the housing needs as projected in the Comprehensive Plan.

Habitat for species listed as endangered, threatened or of special concern: Per policy 4.1 of the Conservation Element, a habitat study is required for developments greater than ten (10) acres in size. This site is less than ten acres. A habitat study will not be required at the time of a development plan application.

Transportation: The City of Apopka is a Transportation Concurrency Exception Area. Refer to Chapter 3 of the City of Apopka 2010 Comprehensive Plan.

Potable Water, Reclaimed Water & Sanitary Sewer Analysis: The subject property is located within the Orange County Utilities service area for potable water, reclaimed water and sanitary service. The property owner will need to provide a letter from Orange County Utilities demonstrating available capacity prior to submittal of any development plan.

Sanitary Sewer Analysis

Facilities serving the site; current LOS; and LOS standard: City of Apopka; 81 GPD/Capita; 81 GPD/Capita

If the site is not currently served, please indicate the designated service provider: City of Apopka

Projected total demand under existing designation: 196 GPD

Projected total demand under proposed designation: 425 GPD

Capacity available: Yes

Projected LOS under existing designation: 81 GPD/Capita

Projected LOS under proposed designation: 81 GPD/Capita

Improved/expansions already programmed or needed as a result if proposed amendment: None

Potable Water Analysis

Facilities serving the site; current LOS; and LOS standard: City of Apopka; 177 GPD/Capita; 177 GPD/Capita

If the site is not currently served, please indicate the designated service provider: City of Apopka

MINUTES OF THE PLANNING COMMISSION REGULAR MEETING HELD ON JUNE 14, 2016, AT 5:30 P.M.

Projected total demand under existing designation: 454 GPD

Projected total demand under proposed designation: 566 GPD

Capacity available: Yes

Projected LOS under existing designation: 177 GPD/Capita

Projected LOS under proposed designation: 177 GPD/Capita

Improved/expansions already programmed or needed as a result of the proposed amendment: None

Parcel located within the reclaimed water service area: Yes

Solid Waste

Facilities serving the site: City of Apopka

If the site is not currently served, please indicate the designated service provider: City of Apopka

Projected LOS under existing designation: 8 lbs./person/day

Projected LOS under proposed designation: 6 lbs./person/day

Improved/expansions already programmed or needed as a result of the proposed amendment: None

This initial review does not preclude conformance with concurrency requirements at the time of development approval.

Infrastructure Information

Water treatment plant permit number: CUP No. 3217

Permitting agency: St. John's River Water Management District

Permitted capacity of the water treatment plant(s): 21,981 mil. GPD

Total design capacity of the water treatment plant(s): 33,696 mil. GPD

Availability of distribution lines to serve the property: Yes

Availability of reuse distribution lines available to serve the property: Yes

Drainage Analysis

Facilities serving the site: None

Projected LOS under existing designation: 100 year - 24 hour design storm

Projected LOS under proposed designation: 100 year - 24 hour design storm

Improvement/expansion: On-site retention/detention pond

Recreation

Facilities serving the site; LOS standard: City of Apopka Parks System; 3 AC/1000 capita

Projected facility under existing designation: 0.006 AC

Projected facility under proposed designation: 0.024AC

Improvement/expansions already programmed or needed as a result of the proposed amendment:
None

This initial review does not preclude conformance with concurrency requirements at the time of development approval.

Petitioner Presentation: None.

Affected Party Presentation: None.

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

Motion: **Robert Ryan made a motion to find the application consistent with the Apopka Comprehensive Plan and Land Development Code, and recommend adoption of the change of zoning from “County” R-1 (ZIP) to “City” C-1 (Retail Commercial) for property owned by SBKP, LLC, and located at 312 Old Dixie Highway. Motion seconded by Jose Molina. Aye votes were cast by James Greene, Robert Ryan, Tony Foster, Linda Laurendeau, Jose Molina, and Roger Simpson (6-0). (Vote taken by poll.)**

AGENDA MODIFICATION - The Planning Commission unanimously agreed to hear the Final Development Plan for 640 E. 13th Street before the Florida Land Trust #111 – ZDA at Sandpiper, LLC PUD Master Plan Amendment.

QUASI-JUDICIAL - FINAL DEVELOPMENT PLAN – 640 EAST 13TH STREET – Chairperson Greene stated this is a request to recommend approval of the Final Development Plan for 640 East 13th Street owned by Rivera Roberto. The engineer is Lam Civil Engineering, c/o Quang T. Lam, P.E. The existing use is vacant land and the proposed use is an industrial warehouse for a construction company. The proposed building size is 4,800 sq. ft. and the height is 24 feet. The tract size is 0.59 +/- acre.

Chairperson Greene asked if there were any affected parties in attendance that wished to speak. No one spoke.

Chairperson Greene asked if the Commission members had any ex parte communications to divulge regarding this item. None.

Staff Presentation: Mr. Moon stated this is a request to recommend approval of the Final Development Plan for 640 East 13th Street owned by Rivera Roberto. The engineer is Lam Civil Engineering, c/o Quang T. Lam, P.E. The existing use is vacant land and the proposed use is an industrial warehouse for a construction company. The proposed building size is 4,800 sq. ft. and the height is 24 feet. The tract size is 0.59 +/- acre.

The 640 East 13th Street - Final Development Plan proposes a 4,800 square foot industrial warehouse. The proposed building will be used to store construction materials and equipment. The proposed use of the property is consistent with permissible uses for the I-1 zoning district. As the building’s floor area is less

MINUTES OF THE PLANNING COMMISSION REGULAR MEETING HELD ON JUNE 14, 2016, AT 5:30 P.M.

than 10,000 sq. ft., a preliminary development plan approval is not required, allowing the project to move directly to a Final Development Plan.

A total of 11 parking spaces are provided, one (1) of which is reserved as a handicapped parking space. Access to the site is provided by a driveway cut onto 13th Street.

Design of the building exterior meets the intent of the City's Development Design Guidelines.

Stormwater run-off and drainage will be accommodated by an on-site retention pond. The on-site stormwater management system is designed according to standards set forth in the Land Development Code.

A twenty-five foot landscape buffer is provided along 13th Street. The applicant has provided a detailed landscape and irrigation plan for the property. The planting materials and irrigation system design are consistent with the water-efficient landscape standards set forth in Ordinance No. 2069.

Total inches on-site:	0
Total number of specimen trees:	0
Total inches removed	0
Total inches retained:	0
Total inches required:	56
Total inches replaced:	66
Total inches post development:	66

The Development Review Committee recommends approval of the 640 East 13th Street – Final Development Plan, subject to the findings of this staff report.

Planning Commission Recommended Motion: Recommend approval of the 640 East 13th Street – Final Development Plan, subject to the findings of this staff report.

The role of the Planning Commission for this development application is to advise the City Council to approve, deny or approve with conditions based on consistency with the Comprehensive Plan and Land Development Code.

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.

In response to a question by Mr. Molina, Mr. Moon stated that the applicant would be storing construction equipment and materials in the building.

Petitioner Presentation: Jack Caolo, Esq., 131 E. Woodland Drive, Sanford, stated that he is the attorney for the applicant. He said the applicant will be storing dry painting machines in the warehouse. The warehouse would not be a work place. It would only be used for storage. No hazardous material will be stored in the warehouse. The warehouse is needed because the applicant was storing his equipment outside and there has been problems with theft occurring on the site.

In response to a question by Mr. Foster, Mr. Caolo stated the cleaning of the paint machines will occur on the job site. No cleaning, other than normal maintenance of the machines, will occur at the warehouse.

Robert Rivera, 640 E. 13th Street, Apopka, stated he is the owner/applicant and reiterated that the cleaning occurs on the job site, not at the warehouse. Additionally, the paint used is water based.

In response to questions by Mr. Molina, Sam Campbell, President of Petratch Construction, 11217 Water Spring Circle, Jacksonville, stated that materials are stored on the job site. He said that if there were any paint left over, it would remain on the job site to be used for needed touch-ups, etc. Additionally, they only use water based and not oil based paint.

Affected Party Presentation: None.

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

Motion: Jose Molina made a motion to find the 640 East 13th Street Final Development Plan is consistent with the Comprehensive Plan and Land Development Code, for the property owned by Rivera Roberto. The motion was seconded by Robert Ryan. Aye votes were cast by James Greene, Robert Ryan, Tony Foster, Jose Molina, Linda Laurendeau, and Roger Simpson (6-0). (Vote taken by poll.)

QUASI-JUDICIAL – PUD MASTER PLAN AMENDMENT/PRELIMINARY DEVELOPMENT PLAN – FLORIDA LAND TRUST #111 – ZDA AT SANDPIPER, LLC – Chairperson Greene stated this is a request to recommend approval of the amendment to the Planned Unit Development (PUD) Master Plan/Preliminary Change of Zoning for property owned by Florida Land Trust #111 – ZDA at Sandpiper, LLC and located south of Sandpiper Street, west of North Thompson Road, and east of Ustler Road.

Chairperson Greene asked if there were any affected parties in attendance that wished to speak. No one spoke.

Chairperson Greene asked if the Commission members had any ex parte communications to divulge regarding this item.

Mr. Ryan stated that he had sent an e-mail on Wednesday to Mr. Moon and then visited him at his office on Thursday regarding the Sandpiper PUD Master Plan.

Mr. Moon stated that Mr. Ryan was pointing out an error in the staff report that indicated there would be no sidewalk along Sandpiper Street. That was incorrect. There will be a sidewalk along Sandpiper Street.

Staff Presentation: Mr. Moon stated this is a request to recommend approval of the amendment to the Planned Unit Development (PUD) Master Plan/Preliminary Change of Zoning for property owned by Florida Land Trust #111 – ZDA at Sandpiper, LLC and located south of Sandpiper Street, west of North Thompson Road, and east of Ustler Road. The existing use is vacant land. The proposed use is a single-family residential development. The existing and proposed maximum allowable development is 49 dwelling units. The tract size is 58.23 +/- acres with 48.4 +/- developable acres.

The subject property is located on the south side of Sandpiper Street, west of North Thompson Road, and east of Ustler Road. Development Standards for the Master Site Plan/Preliminary Development Plan are provided in Exhibit “F”. A general description of the proposed residential community is provided below:

Lots: 49 single family lots.

Min. Lot Area: PUD sets the lots size ranging from 12,800 to 26,000 sq. ft. Min. lot size of 12,800 sq. ft.

MINUTES OF THE PLANNING COMMISSION REGULAR MEETING HELD ON JUNE 14, 2016, AT 5:30 P.M.

- Min. Lot Width: 75 ft.
- Min. Living Area: 2,200 sq. ft.
- Density: 1.01 dwelling units (du) per acre (49 du\48.4 developable acres)
- Access: All lots access an internal road. A single entrance road connects to Sandpiper Road. No lots or new roads will connect to Ustler Road.
- Park: A minimum area of 15,000 sq. ft. will be provided for active recreation. The park site plan will be submitted with the final development plan. Park to be located in Tract "A".
- Buffers:
1. Sandpiper Road. A ten foot wide landscape tract, owned by the HOA, follows the south side of Sandpiper Road from the northeast corner of the project site to the project entrance. In lieu of a wall, a six foot high hedge and canopy trees will be required. The hedge must reach a height of six-feet within two years of planting and must create a near-opaque screen. No buffer wall is proposed as is typically required for residential subdivisions abutting a public road.
 2. Eastern project line. No buffer tract or easement. The residential lots in this development project abut residential lots typically 1.3 to 1.7 acres in size. No buffer is required by code.
 3. Southern project line. A thirty foot wide conservation easement follows the rear of Lots 18 through 28 and 13, side and rear yard of Lot 14. This conservation easement is to be left in it natural vegetation and is assigned to the HOA. No pools, fences, or other accessory structures can be placed within the 30-foot wide conservation easement.
 4. Western project line. Approximately 15 acres are preserved as open space\recreation along Ustler Road.
- Lake Access: Only owners of Lots ~~30~~ 29 through 37 – ~~eight~~ nine lots -- are allowed access to Lake McCoy. Boat docks are allowed only for these eight lots. A maximum 15 foot wide path can be cleared across wetlands to reach the lake, subject to Water Management District approval.
- Sidewalks: Sidewalks are provided on both sides of internal streets. Sidewalks are proposed along Sandpiper Street.

Summary Proposed PUD and Master Plan\PDP Amendments:

- A. Internal roads. Western cul-de-sac move east of the creek.
- B. Lot layout. Lots are relocated from the end of the eastern and western cul-de-sacs to the entrance road south of Sandpiper Street. Lots along the southern project line have been sifted eastward. A few lots within the Oakwater community to the south have a conservation easement and residential

lots behind them while the previous plan

- C. Stormwater System. The pond at the southeastern side of the development has been expended to accommodate stormwater drainage capacity. No stormwater ponds are located adjacent to Ustler Road.
- D. Other. Project area along Ustler Road will not be disturbed by proposed residential development. PUD zoning ordinance and its exhibits were also modified to make reference to Lot numbers consistent with the new Master Plan.

The proposed amendment to the Sandpiper PUD zoning and Master Plan\ Preliminary Development Plan are consistent with the City's proposed Future Land Use designation. Site development cannot exceed the intensity allowed by the Future Land Use policies.

Staff has notified Orange County Public Schools (OCPS) of the proposed Zoning Map Amendment. Prior to City approval of a final development plan application, the applicant must obtain a school capacity enhancement or mitigation agreement from OCPS. Affected Schools: Dream Lake ES, Apopka MS, Apopka HS.

The JPA requires the City to notify the County before any public hearing or advisory board. The City properly notified Orange County on August 15, 2014.

The Development Review Committee recommends approval of Amendment to the Sandpiper Road Planned Unit Development and the Master Plan\ Preliminary Development Plan

Recommended Motion: Find the Amendment to the Sandpiper Road Planned Unit Development Zoning and the Master Plan\ Preliminary Development Plan to be consistent with the Comprehensive Plan and Land Development Code, and recommend to approve.

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. Role of the Planning Commission in this case is advisory to the City Council.

ZONING REPORT

Land Use & Traffic Compatibility: The properties are located south of Sandpiper Road and west of Ustler Road. A transportation study was prepared with the adopted Sandpiper Road PUD, and the number of residential units has not increased. No additional transportation study is needed. The amendment to the PUD zoning and Master Plan\ PDP changes the subdivision design and stormwater management plan, but no increase in residential units or density is proposed. The proposed development remains at a total of 49 single family homes.

Bufferyard Requirements: Sandpiper Proposed PUD requirements:

- a. 30-foot wide buffer easement along the south property line as set forth in the Master Plan. Easement dedicated to the HOA.
- b. 10-foot wide buffer tract with six-foot high hedge (within 2 years from planting) that creates a near-opaque screen, canopy trees, and a tri-rail fence with masonry or brick posts.

Allowable Uses: Single-family dwellings and their customary accessory structures and uses in accordance with article VII of this code. Supporting infrastructure and public facilities of less than five acres as defined

in this code and in accordance with Section 2.02.01 of the LDC.

In response to a question by Mr. Simpson, Mr. Moon stated the proposed tot lot is approximately 15,000 sq. ft. that is the same minimum requirement that is in the currently approved plan. The type of playground equipment will be included in the Final Development Plan.

In response to a question by Mr. Ryan, Mr. Moon stated that there will be no parking at the tot lot. The subdivision is designed to be walkable.

In response to a question by Mr. Molina, Mr. Moon stated that the types of trees along the right of way will be determined during the Final Development Plan phase and be based on code requirements.

Petitioner Presentation: Allan Goldberg, ZDA at Sandpiper, LLC, 100 S. Virginia Avenue, Unit 201, Winter Park, stated he concurs with staff's presentation; however, would like to make one correction. There are nine (9) lots that will have access to Lake McCoy. Those include Lots 29 through 37.

In response to a question by Mr. Molina, Mr. Goldberg stated they are not far enough along in the Final Development Plan process to determine what types of trees will be along the right of way. The types of trees in the yards will be determined by the home builders.

In response to a question by Mr. Molina, David Stokes, Madden Moorhead Stokes, 431 E. Horatio Avenue, Maitland, stated that the pond on the west side was lower than the pond on the east side. This was the only option because changing the elevations would impact Sandpiper Street. The pond on the east side will retain the designed storm event and the pond on the west side will pop-off to Sandpiper and will drain at the same rate and volume as does the current undeveloped site.

In response to a question by Mr. Simpson, Mr. Goldberg stated that design of the tot lot would be left to the home builder that buys the property.

Affected Party Presentation: None.

Chairperson Greene opened the meeting for public hearing.

Mary Smothers, 1005 East Sandpiper Street, Apopka, expressed her opposition to the project. She read the following letter, dated June 14, 2016, into the record: "We understand the reason for a requested amendment to last year's approved plans for the Sandpiper Street project due to natural water run-off and drainage patterns. However, in the process of redrawing the lots, we find the reduction of the size of lots too numerous and frankly, quite unacceptable. We find the smaller lots far too small to make the "average half acre" lot size palatable. Even half acre lots do not conform to the adjacent and abutting rural residential (estates) properties. As is on record, we much prefer "minimum half acre lots." There is also concern about the four lots facing the entrance to the project coming off Sandpiper Street. Driveways this close to traffic entering and exiting Sandpiper Street poses real danger. Unfortunately, Sandpiper Street has become a popular cut through road and drivers do not obey speed limits or the no passing double lines. These driveways may slow down the drivers entering or exiting putting them at risk and those four homeowners at the entrance at peril when using their own driveways."

In addition to the letter, Ms. Smothers provided a map indicating lot sizes in the proposed development as well as the lots adjacent to the project.

Mr. Moon stated that all internal streets will have sidewalks. In order to preserve trees and open space, the lot sizes were reduced. This will be mitigated by the setbacks and buffers along adjacent properties.

MINUTES OF THE PLANNING COMMISSION REGULAR MEETING HELD ON JUNE 14, 2016, AT 5:30 P.M.

Jack Cooper, 954 Oakpoint Circle, Apopka, stated that he resides along Lake McCoy across from the nine lots that will have access to the lake. He expressed his support for the project; however, requested that there be no trails in the wetland area. He stated he appreciated the better engineering design.

In response to a question by Chairperson Greene, Mr. Moon stated the Final Development Plan, once complete, would go directly to City Council.

Mr. Cooper added that this project was discussed at a recent Oakwater Homeowners Association meeting and there were no objections to the changes.

With no one else wishing to speak, Chairperson Greene closed the public hearing.

Motion: Tony Foster made a motion to find the application consistent with the Apopka Comprehensive Plan and Land Development Code, and recommend adoption of the amendment to the Planned Unit Development (PUD) Master Plan/Preliminary Change of Zoning for property owned by Florida Land Trust #111 – ZDA at Sandpiper, LLC and located south of Sandpiper Street, west of North Thompson Road, and east of Ustler Road. Motion seconded by Robert Ryan. Aye votes were cast by James Greene, Robert Ryan, Tony Foster, Jose Molina, Linda Laurendeau, and Roger Simpson (6-0). (Vote taken by poll.)

OLD BUSINESS: None.

NEW BUSINESS: None.

ADJOURNMENT: The meeting was adjourned at 6:29 p.m.

James Greene, Chairperson

Mark Reggentin, AICP
Community Development Director

Backup material for agenda item:

1. Amendment to the City of Apopka, Code of Ordinances, Part III, Land Development Code, Article VI – Development Design and Improvement Standards - To create a new Section 6.09.00 entitled “Development Design Guidelines.”



**CITY OF APOPKA
PLANNING COMMISSION**

<u> </u> CONSENT AGENDA	MEETING OF: June 28, 2016
<u> X </u> PUBLIC HEARING	FROM: Community Development
<u> </u> SPECIAL REPORTS	EXHIBITS: Development Design Guidelines
<u> </u> OTHER:	

SUBJECT: AMENDING THE CITY OF APOPKA, CODE OF ORDINANCES, PART III, LAND DEVELOPMENT CODE, ARTICLE VI – DEVELOPMENT DESIGN AND IMPROVEMENT STANDARDS - TO CREATE A NEW SECTION 6.09.00 ENTITLED “DEVELOPMENT DESIGN GUIDELINES.”

Request: RECOMMEND APPROVAL OF THE AMENDMENT TO THE CITY OF APOPKA, CODE OF ORDINANCES, PART III, LAND DEVELOPMENT CODE, ARTICLE VI – DEVELOPMENT DESIGN AND IMPROVEMENT STANDARDS - TO CREATE A NEW SECTION 6.09.00 ENTITLED “DEVELOPMENT DESIGN GUIDELINES.”

SUMMARY:

In May of year 2000 the City of Apopka began applying architectural design standards and site design preferences, or guidelines, to new development and redevelopment. These standards and guidelines are found in the document title “City of Apopka Development Design Guidelines.” Although the City has been enforcing the Development Design Guidelines since May 2000, the City did not follow hearing and notification procedures to inform property owners, business owners, residents, and other affected parties of development standards that may affect the use of their property or to address general policy direction that guides overall development within the City. Until the City holds the required public hearings set forth is State law and within the City’s Land Development Code, there are concerns regarding the enforceability of the architectural standards and design guidelines within the Development Design Guideline document.

As Apopka has gained status as the fastest growing City in Orange County, local concern has grown over the design and aesthetics of new development. Many municipalities have taken a citywide approach to achieving an attractive urban form. Our local officials have chosen to set standards that will improve the image and appearance of Apopka’s community. The basic premise is that a quality appearance will beget a quality lifestyle. Design guidelines will also mutually protect everyone’s investment. When the image of a community is maintained or improved, a sense of pride develops for the residents, property owners, and merchants. The appearance of the community also must to be maintained for Apopka to stay competitive in the market. In the absence of standards to ensure attractive development, other areas in the region may position themselves with a more competitive advantage to attract residents and merchants away from Apopka.

The design criteria contained in these guidelines are intended to apply to all residential, commercial, office, institutional and industrial development, including both public and private facilities. The criteria set out local objectives for site planning (such as, setbacks, site coverage, and building heights), architectural design, signage and graphics. In addition, examples are provided to evaluate the scale, mass, bulk and proportion of new development and redevelopment. The guidelines are intended to be flexible and encourage design diversity and variations.

DISTRIBUTION:

- | | | |
|-------------------------|------------------|----------------------|
| Mayor Kilsheimer | Finance Director | Fire Chief |
| Commissioners (4) | HR Director | Public Ser. Director |
| City Administrator Irby | IT Director | City Clerk |
| Community Dev. Director | Police Chief | Recreation Director |

PUBLIC HEARING SCHEDULE:

June 28, 2016 - Planning Commission (5:30 pm)
July 6, 2016 - City Council 1st Reading (1:30 pm)
July 20, 2016 – City Council 2nd Reading (7:00 pm)

DULY ADVERTISED:

October 17, 2014 – Public Hearing Notice
November 7, 2014 – Ordinance Heading

RECOMMENDATION ACTION:

The **Development Review Committee** recommends approval of the amendment to the City of Apopka, Code of Ordinances, Part III, Land Development Code, Article VI – Development Design and Improvement Standards - to create a new section 6.09.00 entitled “Development Design Guidelines.”

Recommended Motion: Recommend approval of the amendment to the City of Apopka, Code of Ordinances, Part III, Land Development Code, Article VI – Development Design and Improvement Standards - to create a new section 6.09.00 entitled “Development Design Guidelines.”

Note: This item is considered legislative and establishes general policy. The staff report and its findings are to be incorporated into and made a part of the minutes of this meeting.



City of Apopka Development Design Guidelines

July 2016

Prepared by:

City of Apopka
Community Development Department
120 E. Main Street
Apopka, Florida 32704-1229

Table of Contents

1. PURPOSE AND INTENT4

2. APPLICABILITY.....4

3. RESIDENTIAL DESIGN STANDARDS.....5

 3.1. Site Plan Design6

 3.1.1. Neighborhood Identity.....6

 3.1.2. Residential Building Orientation8

 3.1.2.1. Single Family Orientation.....8

 3.1.2.2. Multi-family Building Orientation.....10

 3.1.3. Lakes/Waterways10

 3.2. Residential Architecture12

 3.2.1. Single Family Architecture12

 3.2.2. Multi-family Architecture13

 3.3. Vehicular Circulation and Parking..... 15

 3.3.1. Single Family 15

 3.3.2. Multi-family 15

 3.4. Pedestrian Circulation..... 16

 3.5. Parks and Open Spaces 17

 3.6. Residential Landscaping 19

 3.7. Irrigation..... 19

 3.8. Buffers..... 19

 3.9. Berms, Walls, Fences and Screening 19

 3.10. Lighting..... 20

 3.10.1. Pedestrian Lighting..... 21

 3.10.2. Vehicle Lighting..... 22

 3.10.3. Accent Lighting..... 22

 3.11. Utilities..... 22

4. COMMERCIAL DESIGN STANDARDS24

 4.1. Site Plan Design..... 24

 4.1.1. Building Orientation..... 24

 4.1.2. Drive Through Window Orientation 25

 4.1.3. Outparcels..... 26

 4.2. Commercial Architecture..... 27

 4.2.1. Building Design..... 27

 4.2.2. Entrances 29



4.2.3. Building Facades/Fenestration..... 30

4.2.4. Corner Lots 30

4.2.5. Exterior Materials and Colors..... 31

4.2.6. Corporate Design 32

4.2.7. Gas Station\Canopy Design..... 33

4.3. Circulation and Access 34

4.4. Off-street Parking..... 35

4.5. Landscaping and Buffers..... 37

4.6. Fences and Walls..... 38

4.7. Service, Utility, Display and Storage Areas..... 38

 4.7.1. Automobile Sales Outlets..... 39

4.8. Site Furniture 40

4.9. Lighting..... 40

5. INDUSTRIAL DESIGN STANDARDS.....42

 5.1. Site Plan Design..... 42

 5.1.1. Heavy Industrial Uses 42

 5.1.2. Light Industrial Uses..... 43

 5.2. Industrial Building Design 43

 5.3. Vehicular and Pedestrian Circulation..... 43

 5.4. Buffers..... 44

 5.5. Landscaping 44

 5.6. Fences and Walls..... 44

 5.7. Service and Storage Areas..... 44

 5.8. Stormwater Management 45

 5.9. Utilities..... 45

 5.10. Lighting..... 45

1. PURPOSE AND INTENT

As Apopka has gained status as the fastest growing City in Orange County, local concern has grown over the design and aesthetics of new development. Many municipalities have taken a citywide approach to achieving an attractive urban form. Our local officials have chosen to set standards that will improve the image and appearance of Apopka's community. The basic premise is that a quality appearance will beget a quality lifestyle. Design guidelines will also mutually protect everyone's investment. When the image of a community is maintained or improved, a sense of pride develops for the residents, property owners, and merchants. The appearance of the community also must to be maintained for Apopka to stay competitive in the market. In the absence of standards to ensure attractive development, other areas in the region may position themselves with a more competitive advantage to attract residents and merchants away from Apopka.

The design criteria contained in these guidelines are intended to apply to all residential, commercial, office, institutional and industrial development, including both public and private facilities. The criteria set out local objectives for site planning (such as, setbacks, site coverage, and building heights), architectural design, signage and graphics. In addition, examples are provided to evaluate the scale, mass, bulk and proportion of new development and redevelopment. The guidelines are intended to be flexible and encourage design diversity and variations.

2. APPLICABILITY

Provisions of this division are applicable to all residential, office, commercial, industrial, and institutional zoning districts. They apply to both new development and redevelopment.

The City does not design for any development applicants. It reviews proposed projects to ensure that the design intent contained in these guidelines is achieved.



RESIDENTIAL DESIGN STANDARDS

3. RESIDENTIAL DESIGN STANDARDS

The purpose for residential design standards is to assure that Apopka's neighborhoods are safe, healthy and attractive places to live. Many of Apopka's existing residential neighborhoods were designed in the traditional grid pattern, which has proved desirable by many communities in other cities. The intent will be to encourage future development to continue the positive characteristics of existing neighborhoods and foster community pride.

For the purpose of these guidelines, single-family standards apply also to duplex and, if applicable, mobile home parks.

3.1. Site Plan Design

The built environment should be integrated with the natural environment and character of adjoining properties. Neighborhood interaction, pedestrian safety and environmental quality must be considered during the design of the site.

3.1.1. Neighborhood Identity

Special design elements located at the periphery and entrances of residential developments strengthen Apopka's image and also create a distinctive image for the neighborhood. These entrances shall be designed as thresholds to change from public thoroughfares to quiet neighborhood streets with slower design speeds.

- All single family, duplex, multi-family and mobile home park subdivisions are required to construct a development entrance with appropriately scaled signage and residential characteristics, please refer to Figure 1. Entrance features are required at both primary and secondary entrances. Rural residential neighborhoods shall also construct development entrances at the primary street entrance to differentiate from surrounding uses. Gates at entrances are discouraged because of the resulting traffic congestion and the sense of isolation created by them.
- The entrances shall utilize landscaping, streetscape patterns/furniture and integrated signage to communicate the development's planned image. An appropriately designed irrigation system with adequate water flow and coverage to maintain the landscape features is required.
- Consistent design of primary and secondary site entrances is required for each project to enhance the visual identity of the development.

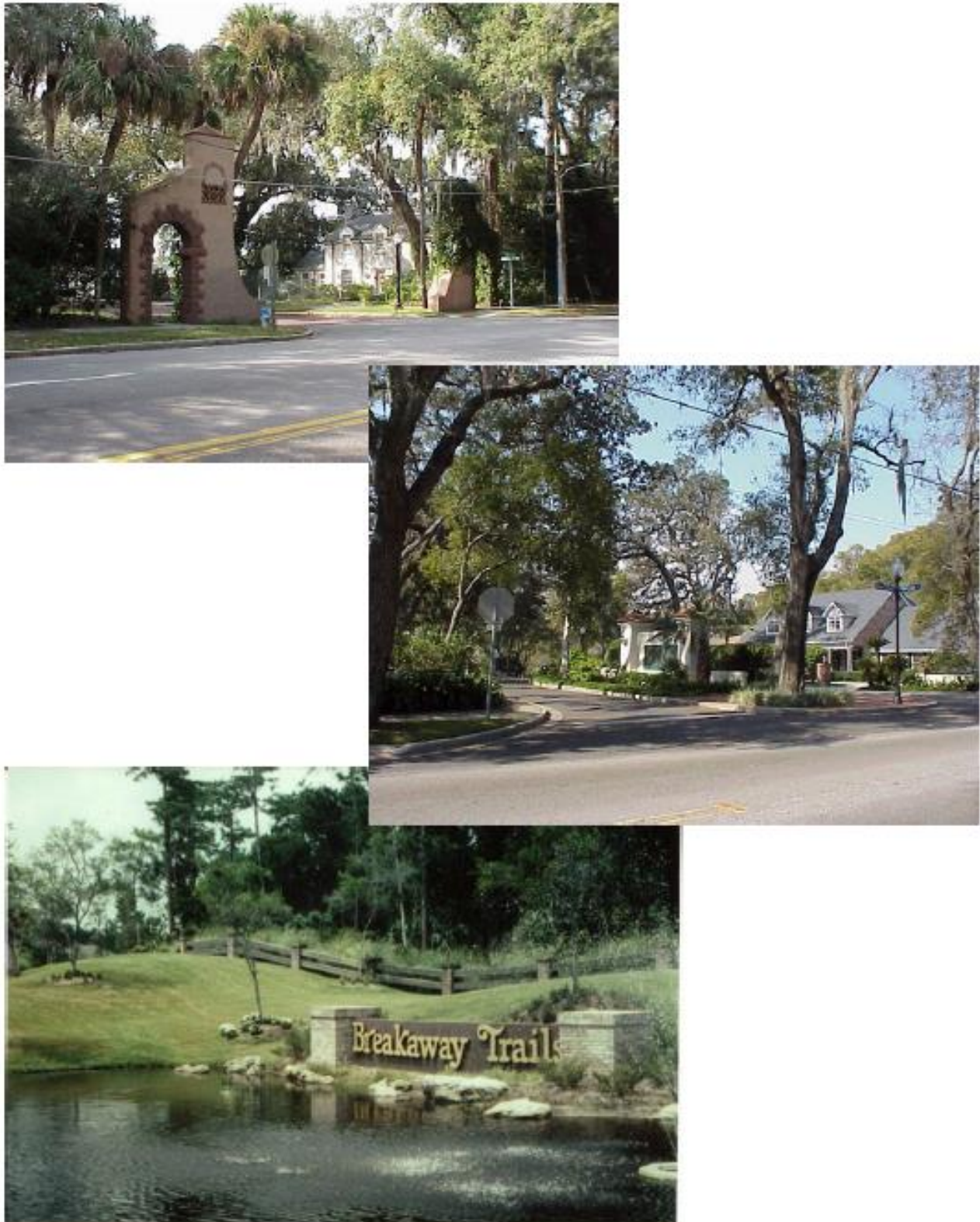


Figure 1. Examples of Development Entrance Features

3.1.2. Residential Building Orientation

Careful consideration must be given to how the residences are placed on the land and the relationship of the residences to each other and the street. The siting of structures strongly influences the desired character of a development.

Buildings, trees and other architectural features can be utilized to form the "outdoor spaces" of the development. Street trees that are uniformly spaced along major roadways; streetscape architectural elements and furniture; and, building placement and style are elements in a development that can create an overall theme and provide continuity throughout a development. These elements can be placed to create lively parks and plazas. As well, buildings that are constructed closer to the street begin to form the "walls of the streetscape" and encourage outdoor pedestrian activity and community spirit. In addition, buildings placed closer to the street encourage reduced traffic speeds and pedestrian safety.

3.1.2.1. Single Family Orientation

The placement of residential buildings on a site and the orientation of primary residential entrances affect the community's quality of life and create a strong visual impact in a development.

- Single Family residences, duplexes and mobile homes should be placed as close to the street and pedestrian sidewalk as possible to encourage interaction and visual street enclosure.
- Single-family developments should avoid locating garage doors which project from the front facade of the residences. Garages are encouraged to be located to the side or rear of a residential lot. Shared driveways are encouraged between residences to increase the amount of open space per lot.
- Subdivisions should be designed so that the homes located at the edge of the neighborhood do not have the rear yard facing the road. A preferred alternative would be side yards or, if located along major thoroughfares, the construction of a service road parallel to the main road, please refer to figures 2 and 3 for examples.

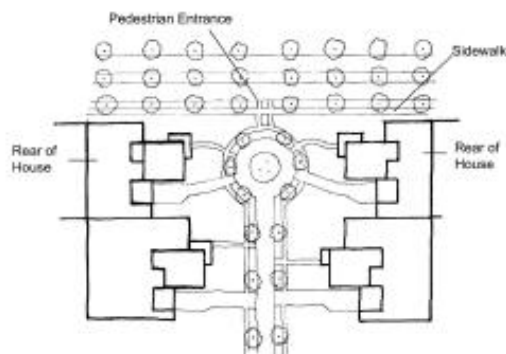


Figure 2. Example of House Orientation - Open End Cul-de-sac

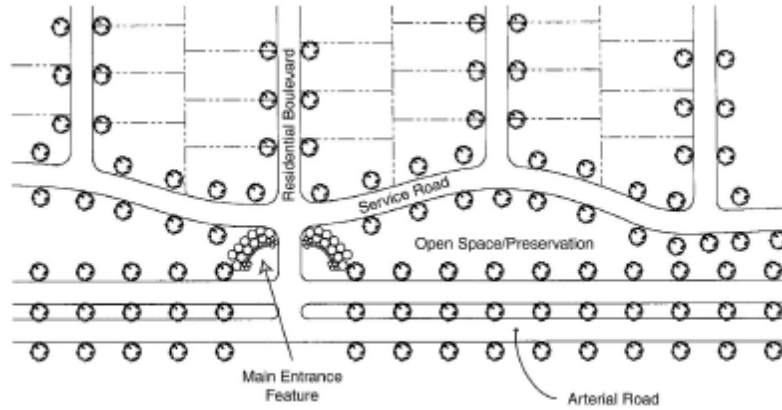
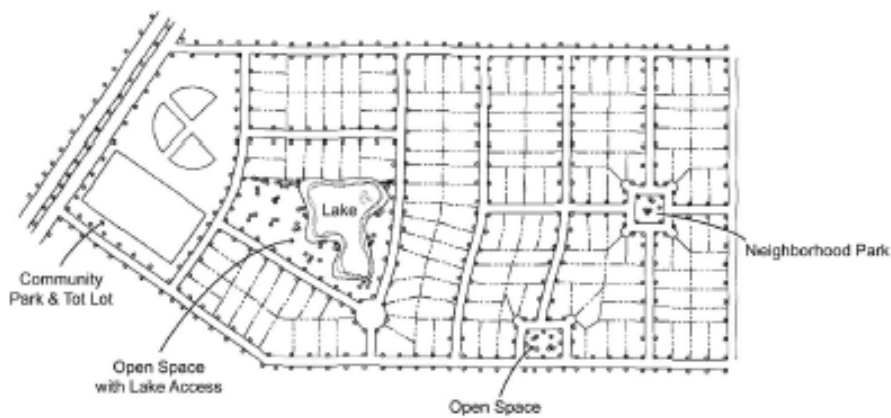


Figure 3. Example of Residential Service Road

- Cluster housing is encouraged to provide relief from standard rows of single-family dwellings and preserve natural site features, please refer to Figure 4.



Example of Conventional Lot Layout Showing 163 Lots



Example of Cluster Design Showing 170 Lots

Figure 4. Comparison of Cluster Layout vs. Conventional for Same Size Development

3.1.2.2. Multi-family Building Orientation

Multi-family buildings have many support and accessory structures that require additional design features. Special consideration for resident interaction and safety becomes even more necessary when designing multi-family residences. Multi-family developments shall be oriented in a way that is accessible to the pedestrian and also contributes to the creation of attractive neighborhoods.

- Multi-family buildings should be oriented to face the street and form open space areas or common plazas for interaction. The main entrance should face the street. In larger developments, the entrance to apartment clusters shall be oriented toward a landscaped courtyard or plaza, please refer to Figure 5.

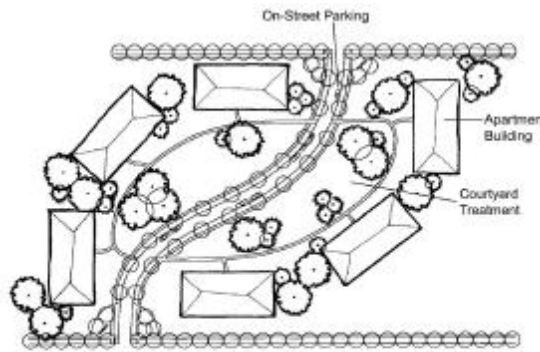


Figure 5. Apartment Complex Layout Example

- Cluster development is encouraged to allow higher densities in suitable area and preserve natural site features.

3.1.3. Lakes/Waterways

The City of Apopka intends to maintain and enhance its environmental and aquatic assets.

- Structures must be setback a minimum of fifty (50) feet from the edge of any shoreline or wetland.
- Residential neighborhoods must preserve and enhance lakes and other waterways to maintain a natural state wherever possible.
- Lakes and other waterways must maintain public view and access and should be utilized for scenic, recreational and educational purposes.
- Lake amenities should be located adjacent to a street and/or a park, not the rear yard of residential lots. When the amenity is visible and accessible by the entire community, the value is distributed among all properties.



Example of Poor Design with Rear Yards Facing Lake



Example of Good Design with Public Lake Access

Figure 6. Public Lake Access

3.2. Residential Architecture

There is no overall residential architectural design theme required for the City of Apopka. Architectural variety is encouraged to ensure maintenance of the quality of life and essential character of distinct neighborhoods. A sense of overall architectural continuity throughout the residential subdivision shall be achieved. Continuity can be achieved through coordinated landscaping and streetscape design. The characteristics of the new residences in the landscape will determine the quality of the space.

3.2.1. Single Family Architecture

- The design of individual dwellings shall provide sufficient architectural diversity to avoid monotony and provide visual interest. Earthtone colors are encouraged.
- The addition of porches, porticos, and balconies to all types of housing are encouraged, as they contribute to healthy streets and safe neighborhoods, while serving as a buffer between the house interior and street activity.



Figure 7. Example of Good Residential Design with a Front Porch

- A habitable porch may extend six (6) feet into the front yard setback if it is at least six (6) feet deep and comprises a minimum of thirty (30) percent of the facade. A portico may extend three (3) feet into the front yard setback if it is at least four (4) feet deep.
- Primary residential entries shall face the street and shall not be recessed more than six (6) feet from the face of the primary façade. Refer to Figure 8.

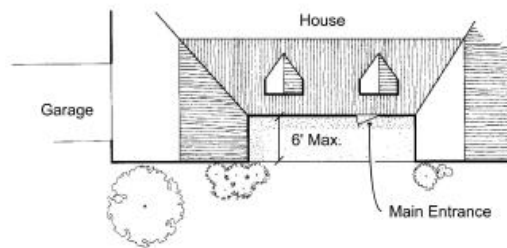


Figure 8. Front Entrance Recession

- A front-entry garage must be setback a minimum of thirty (30) feet from the front property line.
- The front façade length of a front-entry garage shall not comprise more than fifty percent percent of the length of the residential structure's frontage, which includes the front primary façade and garage wall facing or oriented to a street. A front-entry garage shall be flush with or behind the primary residential façade or porch. A three car front-entry garage can comprise more than fifty percent of the front façade length if (1)

habitable floor is located over the majority of the garage or (2) an architectural features such as dormers give an appearance of an occupied floor above the garage. However, the garage front must not exceed thirty (30) percent of the length of the residential structures frontage. If a habitable porch is provided at the front of the residential structure, a front-entry garage must be flush or behind the porch front but comply with the minimum setback of thirty (30) feet. The Community Development Director or a designee may increase the front façade length of a front-entry garage by five (5) percent if the residential structure has a habitable second floor with windows visible from the street or provides architectural features such as dormers, fenestration, wall articulation that enhances the structures appearance.

- Communities with lots having over seventy five (75) linear feet of street frontage are required to have at least fifty-percent of the residences with side-entry or courtyard-entry garages. The wall of any side-entry or courtyard entry garage facing a street or building frontage shall have windows with a design, shape, and fenestration consistent with windows on the primary residential façade.

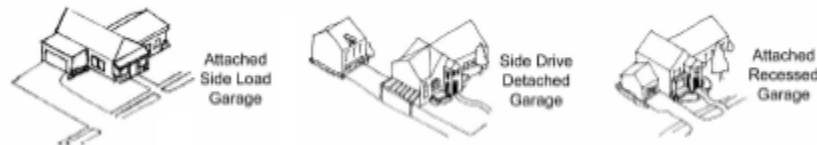


Figure 9. Garage Location Examples

- Granny flats, guest cottages and other accessory structures, such as garages, sheds, etc., shall not exceed the height of the main structure. These structures and other support structures shall be of similar style, color, design and materials as used for the principal residence.

3.2.2. Multi-family Architecture

Multi-family developments can be designed to be compatible with lower density residential uses as well as more intense uses, and in most cases serve as a good transition between these uses.

- Multi-family developments adjacent to lower density residential neighborhoods should be designed to architecturally resemble single-family residential styles.
- Porches and balconies are encouraged, especially if facing a public street, as they contribute to healthy streets and safe neighborhoods. Refer to Figure 10.

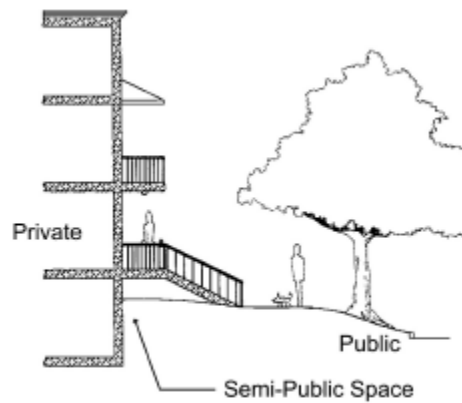


Figure 10. Example of Multi-family Private to Public Space Transition

- Front porches ~~should be~~ are encouraged to be raised at least eighteen (18) inches above the sidewalk. However, porches which are setback more than fifteen (15) feet from the street should be higher.
- Buildings shall have a recognizable top consisting of (but not limited to) cornice treatments, roof overhangs with brackets, steeped parapets, richly textured materials and/or differently colored materials. Colored stripes are not acceptable as the only detail roof treatment and bold colors are not allowed. Further, earthtone colors are encouraged. Figure 11 displays examples of roofline variations.



Figure 11. Example of Variations in Building Roofline
(Flat Rooflines are not Allowed)

- Support structures shall be of similar style, color, design and materials as used for the principal structure.
- Mechanical equipment shall be integrated into the overall mass of a building by screening it behind parapets or by recessing equipment into hips, gables, parapets or similar features. Plain boxes are not acceptable.

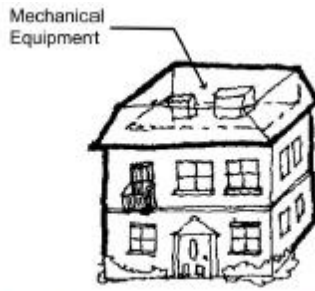


Figure 12. Example of Screening Rooftop Equipment

3.3. Vehicular Circulation and Parking

Streets within residential neighborhoods shall be designed for people, as well as vehicles. Sidewalks should be shaded and located to pass homes not parking lots and garages. Residential streets should be designed to encourage safe speeds and limit through-traffic. Residential developments are encouraged to provide vehicular connectivity among neighborhoods; therefore, gated communities are discouraged. New developments should not become barriers to hide behind, but rather should connect with and contribute to their surroundings.

3.3.1. Single Family

- A minimum of two points of exit should be provided for all neighborhoods to increase alternative traffic pattern options and for emergency access. Gated communities are permitted, however, a minimum of two gated access points are required to reduce traffic congestion patterns of development.
- Cul-de-sac streets are discouraged. No cul-de-sac shall exceed eight hundred (800) linear feet.
- Pedestrian/bicycle connections shall be provided to promote access to surrounding areas, including schools, public buildings, parks, and nearby commercial areas.

3.3.2. Multi-family

- Parking areas should be located behind the front building facade to prevent parking from dominating the image of the site. Where this not feasible, landscaping is required to screen the parking area. Garages or carports in multifamily developments may be grouped but shall also be located behind the residential buildings away from public view.

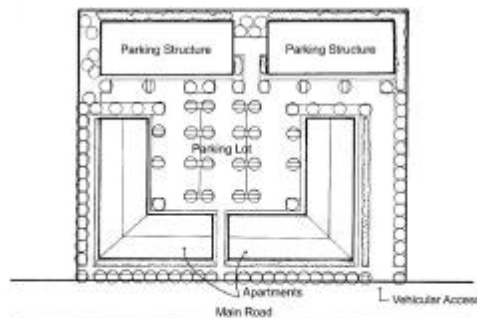


Figure 13. Example Multi-family Building Orientation and Parking Lot Layout

- All parking lots shall be visually and functionally segmented by landscaping islands to reduce the amount of asphalt. A maximum of ten (10) continuous parking spaces may be allowed without a landscape break. The landscape break shall be a minimum of eight (8) feet wide and include at least one shade tree.

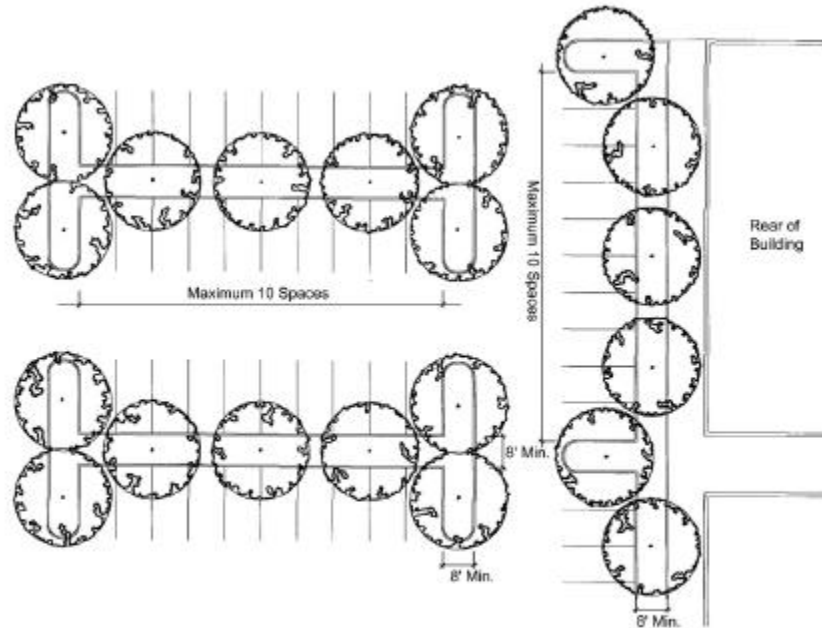


Figure 14. Parking Lot Landscape Island Example

- As an incentive to reduce asphalt and encourage landscaping, parking space depth in multi-family developments may be reduced by two (2) feet if abutting a landscape area and the vehicle will not interfere with required plantings or encroach on sidewalks.

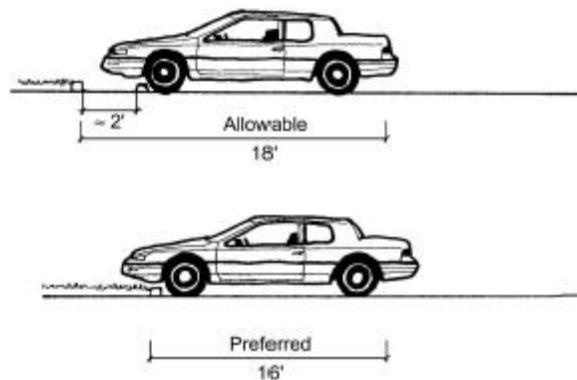


Figure 15. Example Parking Space Overhang

3.4. Pedestrian Circulation

Sidewalks are required along both sides of residential streets. Sidewalks shall provide access and connections from the interior neighborhood streets to the sidewalks along collector and arterial roadways at the entrance of the residential development. Multifamily developments shall provide designated sidewalks and crosswalks from the development entrance to the front entrance

of the principal structures. Sidewalks shall be a minimum of five (5) feet wide in residential areas.

3.5. Parks and Open Spaces

The relationship of public and private areas is important for the interaction of residents. Open space must be set aside to enhance the community.

- Small open space areas scattered throughout a new development will have a limited visual impact and ineffectual value. The size of the open space must be sufficient to adequately serve its intended functional purpose.
- Vegetation should be used to define open spaces and at the same time provide sight and sound buffers between activities in the open space and residences.
- All new residential developments must work with City staff to provide functional linkages between major City open spaces and parks.
- All residential neighborhoods with over fifteen (15) units should have direct pedestrian access to a neighborhood park, community park or open space.
- All residential developments with more than twenty (20) dwelling units are required to provide a neighborhood park supplying both passive and active recreational uses.
- Parks should be adequately lit on automatic timers without projecting a glare on adjacent residential properties.
- Parks shall be designed for safety and located so they are visible from streets and surrounding homes. Rear yards must not surround park lands. Parks must be located centrally to maximize access to the majority of the community being served.

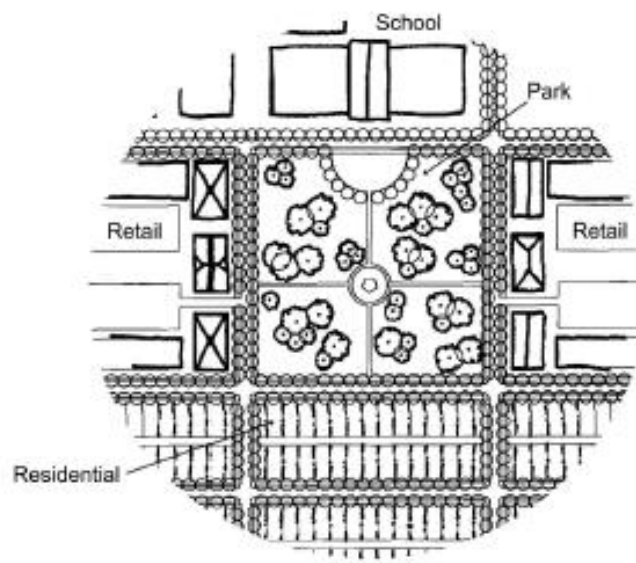


Figure 16. Example of Community Park Location



Figure 17. Example of Neighborhood Park



Figure 18. Example of Tot Lot

- Maintenance Agreements are required for all common areas and open space within residential developments. Park furniture shall be constructed with durable materials and require low maintenance.

3.6. Residential Landscaping

Landscaping provides a suitable setting for the development architecture and serves to create a unified look, define outdoor spaces, buffer from sound and weather, screen from view, and accentuates building elements and vistas. Street trees that are uniformly spaced along major roadways in a development can create an overall theme for a project, such as tropical, southern classic or Mediterranean. This theme can provide continuity throughout a development. All landscaping and irrigation shall occur consistent with the City's Land Development Code.

- Street trees should be planted along every residential street avoiding conflicts with overhead and underground infrastructure.
- Residential street trees must be spaced thirty (30) feet on center and at least twenty-five (25) feet from the intersection of two roads. Setbacks must be adequate to allow for healthy growth of the specimen.
- Residential street trees shall be planted at locations consistent with the City's Land Development Code.
- Consistency of street tree plantings to create a community theme is required.
- Residential street trees must be a long-lived species and should be low maintenance. Native species should be planted and nuisance plants are not allowed.
- Each single-family lot is required to plant a minimum of three (3) trees on the lot. The size of the trees must be consistent with the City's Land Development Code requirements.
- Maintenance agreements are required for all common areas and open space within residential developments.

3.7. Irrigation

All common residential landscaped areas shall be irrigated by an underground, automatic irrigation system. It shall be a quality system requiring low maintenance. Sprinkler heads shall be located to apply effective even coverage and minimum spray onto walkways.

3.8. Buffers

To protect the health, safety and wellbeing of our citizens and neighborhoods, bufferyards are required between residential dwelling lots and adjacent uses which may be disruptive. Bufferyards vary depending upon the use of the adjacent property and must be provided in accordance with the requirements in the City's Land Development Code. In some situations the bufferyard may be reduced, per the Land Development Code, if a decorative wall with appropriate architectural features and materials is approved by the Development Review Committee. Walls are discouraged between compatible uses.

3.9. Berms, Walls, Fences and Screening

The overall design of berms, walls, fences and screening shall present a quality image. In order to maintain overall visual continuity, it is important that the treatment of these screening devices be consistent with the overall streetscape and landscape plan.

- Dense mature landscaping and berms are encouraged for screening residential developments from major roadways.
- Walled communities are discouraged, unless they are adjacent to a major thoroughfare or other incompatible land use. In such case, the wall design must provide architectural diversity to avoid monotony and provide visual interest for passerby traffic and pedestrians. Walls shall be constructed of

solid brick, stone, or other material that is durable and nearly maintenance free. A maintenance agreement for all periphery walls must be submitted to the City prior to construction.

- Vertical elements, such as posts and/or metal railings, must be incorporated into the design of walls and fences. Spacing between those elements shall not exceed 12 ft. The maximum allowable height for walls and fences is six (6) feet. Posts or columns may include a cap piece extending up to twelve (12) inches above the allowable height of the wall or fence.

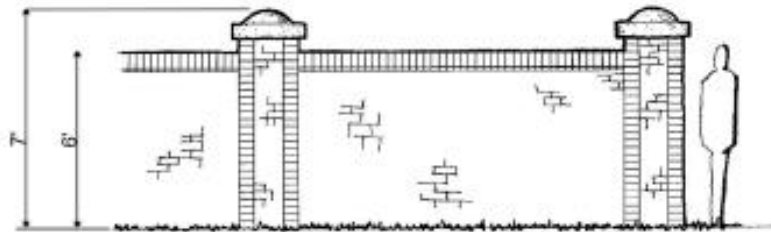


Figure 19. Brick Wall Design Example



Single Family Example



Multi Family Example

Figure 20. Examples of Residential Wall Designs

- All walls and fences shall have their finished side facing outward.
- Walls and fences must be setback from parallel sidewalks and paths to allow for landscaping and planting in-between.
- Chain link fences and barbed wire shall not be visible to the public nor visible from the street. Decorative wrought iron may be allowed for safety, if approved by the Development Review Committee.
- Fences around retention ponds are discouraged unless mandatory by Public Works for safety issues. Such mandatory fences, are required to be constructed of decorative materials that are durable and nearly maintenance free.
- All garbage dumpsters shall be screened from public streets and adjacent properties. Solid walls or fences and a gate constructed of a solid material are required for screening. A maintenance agreement for the garbage enclosure must be provided to the City prior to receiving a certificate of occupancy.
- Air conditioning, mechanical equipment and other support equipment must be screened from view.

3.10. Lighting

After dusk, lighting is important to ensure safety for both pedestrians and vehicles. Lighting is also important as it relates to signage to identify neighborhoods at night. These fixtures must be installed by the site developer. Lighting must be compatible throughout the development. High intensity of lighting is not allowed and should be no greater than necessary for pedestrian and vehicle safety. Lighting designs are to be produced in accordance with the Illuminating Engineering Society (IES) Standards.

Lighting schemes must be submitted for approval to the Development Review Committee, including fixture types and finishes. If lighting schemes are approved by the City for a neighborhood or redevelopment area, each new development or redevelopment project within the applicable boundaries must provide lighting in compliance with the overall scheme.

Decorative lighting adds to the theme of the development and is a cost effective device that instills a sense of community pride. Therefore, decorative fixtures are required to be provided consistently throughout all developments and must be approved by the Development Review Committee.



Figure 21. Examples of Decorative Light Fixtures

3.10.1. Pedestrian Lighting

Pedestrian scale accent lighting is required. Light fixtures for pedestrians may be overhead, bollards or built into the walkways. Overhead lights should not exceed fourteen (14) feet in residential areas. The required minimum illumination for walkways and other pedestrian areas is 0.25 foot candles or as determined by IES Standards. The required minimum illumination for walkways and other pedestrian areas shall be designed in accordance with IES Standards.

3.10.2. Vehicle Lighting

Lighting along roadways in developments should provide a smooth, even pattern that eliminates glare or light flow intrusion onto adjacent properties. Fixtures should be installed according to optimum spacing as recommended by the manufacturer. Light poles should not exceed thirty (30) feet in height. Illumination for vehicles in residential neighborhoods should be approximately 0.50 foot candles.

3.10.3. Accent Lighting

Accent lighting of signage, landscaping and trees, water amenities and other special features is encouraged. Concealed source fixtures are preferred. The placement of fixtures, fixture types, and methods of mounting or wiring must be approved by the Development Review Committee as part of the lighting scheme.

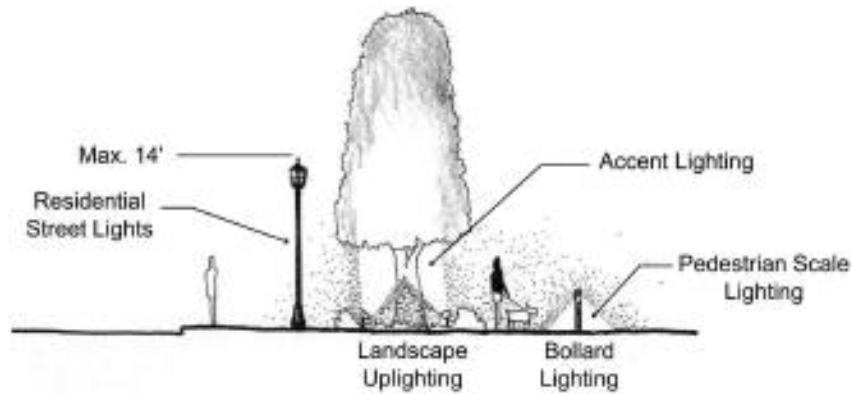


Figure 22. Example of Residential Lighting

3.11. Utilities

Utility lines for all new residential developments are required to be located underground. Utility boxes must be totally screened from view of principal streets, residential driveways, multi-family buildings and parking areas.



NON-RESIDENTIAL DESIGN STANDARDS



4. COMMERCIAL DESIGN STANDARDS

These commercial design standards are applicable to all new development and redevelopment of retail, office, institutional, public and similar facilities as determined by the Development Review Committee.

While the City encourages economic growth and commercial development in areas with access to arterial and collector roadways, it also encourages protection of residential and agricultural interests from the impacts of commercial strip development. The integration of flowing traffic circulation and pedestrian accessibility is one primary concern for new development and redevelopment. In addition, the City encourages the design of new development to be visually sensitive to surrounding development and the environment.

Some of the design differences between small-scale developments, such as family owned restaurants, and large-scale developments, such as shopping centers, have been acknowledged and addressed in the criteria. Structures that will be over 10,000 square feet are considered large-scale developments.

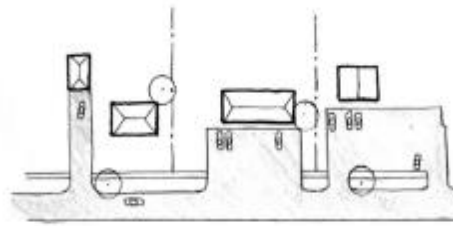
4.1. Site Plan Design

Site layouts shall be compatible with the immediate environment with special attention paid to the creation of an attractive, safe and functional urban environment.

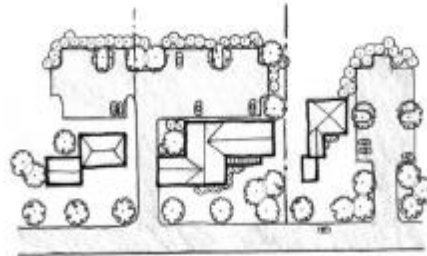
4.1.1. Building Orientation

The location of buildings on sites currently varies depending on the area of the City. In the older downtown areas buildings have located closer to the street, while the newer developments typically locate the buildings toward the back of the site and the parking areas in the front. The older downtown pattern is preferred and should be encouraged as it contributes to the creation of a healthier pedestrian environment and a more cohesive urban context.

- Buildings shall be oriented to maximize pedestrian access and view of adjacent water bodies and other amenities.
- Building placing and massing should relate to nearby buildings and to the urban context with parking areas located to the side and rear of the site.



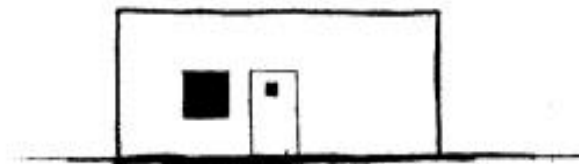
Poor Quality Design - Not Allowed



Example of Good Design

Figure 23. Examples of Rear and Side Parking Lots

- Where parking areas are located behind the businesses, a secondary entrance must be provided in the back of the business. A rear entrance can provide direct customer access to the store from parking areas as well as improve circulation between the parking lots and the street. Architectural embellishments, awnings, landscaping and signs should be used to mark the secondary entrance and the design of the rear of the building shall be consistent with the front facade.



Poor Quality Design - Not Allowed



Example of Good Design

Figure 24. Rear Entrance Design Example

4.1.2. Drive Through Window Orientation

- Drive through facilities, if not carefully designed, can create a negative visual impact for pass-by traffic and safety hazard for pedestrians. Drive-through windows shall not be located between the principal structure and the right-of-way of a principal or arterial roadway, unless high quality architectural standards are incorporated into a canopy type structure that screens the service window(s) and

heavy landscaping is provided to screen the drive through area. Interlocking pavers and similar landscape elements are encouraged to distinguish the drive through area. Crosswalks are required if pedestrians can cross the drive through lane.

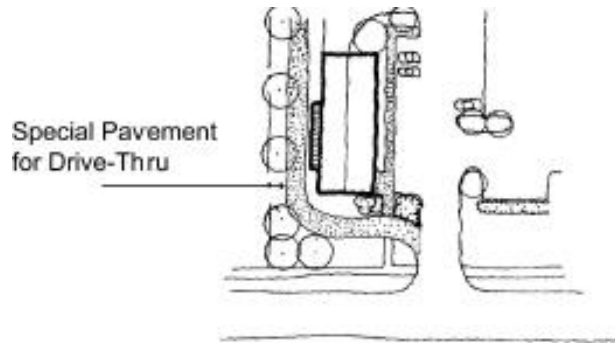


Figure 25. Drive Through Design Example

4.1.3. Outparcels

Large scale developments that will have a primary building and/or anchor stores and secondary outparcel developments on the same site must conform to the following guidelines.

To provide a unified design with the main structure and enhance the visual impact of outparcels, all exterior facades of outparcels shall be considered primary facades and employ architectural and landscape design treatments. These design elements will be integrated and common to design treatments on the main structure.

- Interconnection of pedestrian walkways with the main structure and adjacent outparcels is required, wherever feasible.
- Consolidated parking with the main structure and adjacent outparcels is encouraged.
- Vehicular connection between the outparcel, the main structure and adjacent outparcels is required to provide for safe and convenient vehicular movement within the site.

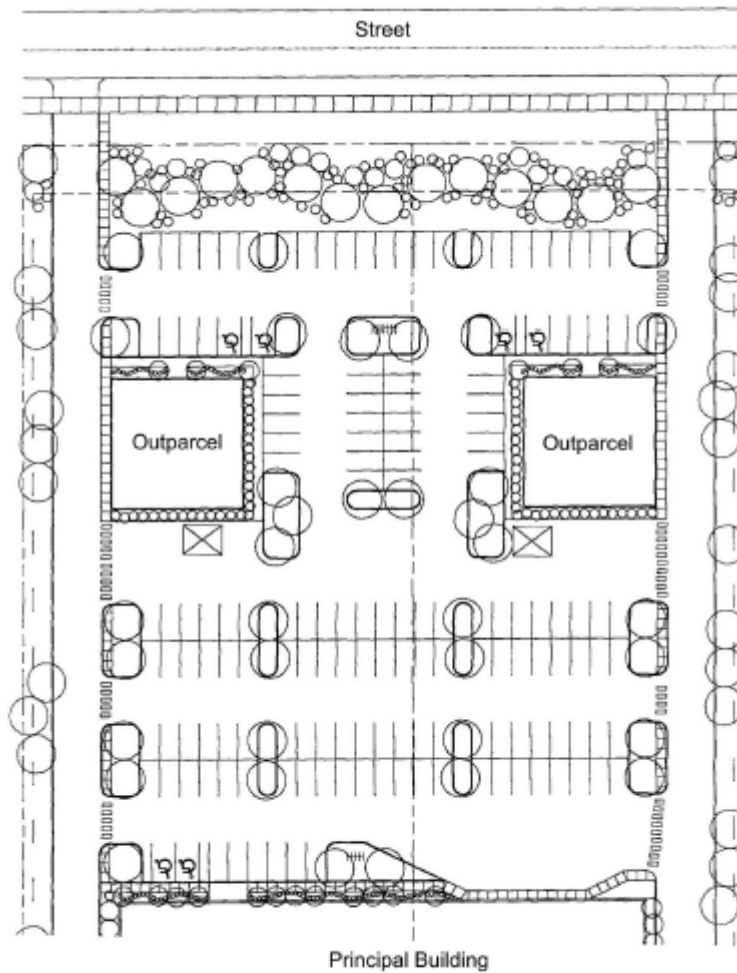


Figure 26. Example of Vehicular Cross Access and Pedestrian Connections

4.2. Commercial Architecture

4.2.1. Building Design

The purpose of the building design guidelines is to promote architectural treatments that enhance the visual appearance of development, ensure compatibility of buildings, and create a strong community image and identity.

- Buildings shall have architectural features and patterns that provide visual interest from the perspective of the pedestrian, as well as vehicular traffic.
- All additions, alterations and accessory buildings shall be compatible to the principal structure in design and materials.
- Primary entrances to anchor stores shall be highlighted with tower elements, higher volumes, tall voids, special building materials and/or architectural details.

Entrances to smaller stores may be recessed or framed by a sheltering element such as an awning, arcade, porch or portico.



Figure 27. Example Building Entrance Enhancement

- Windows and display cases are encouraged along pedestrian corridors.
- The first floors of all buildings, including structured parking, should be designed to encourage pedestrian scale activity.
- Buildings shall have a recognizable top consisting of (but not limited to): cornice treatments, roof overhangs with brackets, steeped parapets richly textured materials and/or differently colored materials. Colored stripes are not acceptable as only treatment.



Figure 28. Typical Commercial Design Detail

- Mechanical equipment should be integrated into the overall mass of a building by screening it behind parapets or by recessing equipment into hips, gables, parapets or similar features. Plain boxes are not acceptable.



Figure 29. Examples of Screening Mechanical Equipment

- Overhangs/awnings shall be no less than three (3) feet deep to function to protect pedestrians from inclement weather.
- Backlit awnings used as a mansard or canopy roofs are prohibited.
- The highest point of a first floor awning shall not be higher than the midpoint between the top of the first story window and the second story window sill, please refer to Figure 30 for an example.

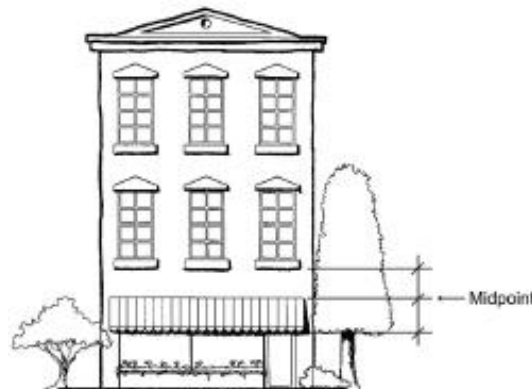


Figure 30. Awning Location Detail

- Buildings shall include substantial variation in massing such as changes in height and horizontal plane. Horizontal masses shall not exceed a height: width ratio of 1:3 without a substantial architectural element that either projects up or away from the building, such as a tower bay, lattice, or other architectural feature.
- Building walls shall be enhanced by the use of vertical elements, articulation and landscaping to break the monotony.

4.2.2. Entrances

Buildings along arterial and collector streets should have their primary customer entrance facing the street. Where two major streets intersect, customer entrances shall be provided for both streets; a corner entrance will be a permitted exception to this requirement. Additional entrances are encouraged facing local streets, parking lots, plazas, lakefronts and adjacent buildings.

- Primary customer entrances shall be clearly defined and highly visible through the use of architectural detail for all structures.
- Protection from the sun and adverse weather conditions for patrons should be considered for the entranceways. However, awnings, canopies and arcades cannot project more than three (3) feet into the required building setback.
- Covered visitor drop-off areas shall be provided at entries to institutional buildings.

4.2.3. Building Facades/Fenestration

- Continuous, solid walls are prohibited on facades adjacent to arterial or collector streets. At least thirty (30) percent of primary facade(s) shall be comprised of windows and doors. However, nearly continuous expanses of glass for walls shall be avoided. Patterns are encouraged by alternating solid elements and windows.
- The architecture of the building must incorporate articulation to avoid monotonous blank walls.
- Views into the interior of retail storefronts and restaurants are encouraged for pedestrian activity, safety and to create a community window shopping environment. The use of darkly tinted or reflective glass on these structures is prohibited. Reflective glass will be defined as having a visible light reflectance rating of 15% or greater and darkly tinted glass windows include glass with a visible light transmittance rating of 35% or less. All plans submitted to the City for commercial, office and institutional uses shall include the glass manufacturer's visible light reflectance and visible light transmittance ratings for evaluation.
- Windows shall be recessed, a minimum of one-half inch, and shall include visually prominent sills, shutters, stucco reliefs, or other such forms of framing.

4.2.4. Corner Lots

At the intersections of major roads, those classified as arterial or collector, the corner lots shall be designed with architectural embellishments to emphasize their location whether they function as gateways or major community transition points.

- Buildings in corner lots are considered to have double front facades for architectural review purposes.
- Buildings in corner lots shall include at least one of the following embellishments: cornice detail, arches, peaked roof forms, corner towers, clocks, bells and other design features.

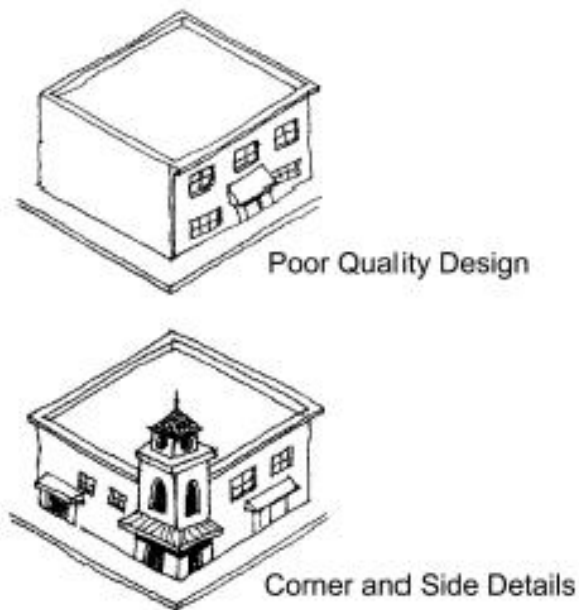


Figure 31. Example of Good and Poor Corner Lot Design Detail



Figure 32. Examples of Corner Lot

Hardscape design, such as pedestrian plazas with artwork or fountains, may substitute for building embellishments on corner lots.

4.2.5. Exterior Materials and Colors

Materials selected for buildings should have quality and stability in terms of durability, finish and appearance. Color has one of the strongest visual effects of all elements of building design. Therefore, they shall be selected for harmony of the building with adjacent structures.

- Exterior building materials that are encouraged include wood siding, stucco, brick, stone and concrete masonry units. Masonry unit exteriors should be textured and tinted; they should not be ribbed or create a smooth monotonous wall.
- Predominant materials that are not permitted include corrugated or reflective metal panels, smooth or rib faced concrete block, cedar shakes, textured plywood, and plastic siding.
- A wide selection of exterior colors may be considered to promote variety and diversity. The general approved paint colors for commercial, office and institutional uses include light pastel and earth tone colors. Color schemes must be submitted to the Development Review Committee for approval.
- The following colors are prohibited: use of intense, florescent or day glow colors, black as the predominant exterior building color; monochromatic color schemes (all one-paint color).
- Building, trim and detail colors must be complimentary. As an example, yellow and red are not complimentary colors and are typically chosen by merchants that want to increase marketing advertising and stand out drastically from other merchants. Merchants often select red and yellow to draw attention to their property regardless of the impact on the character of the environment. Clashing trim colors will not be permitted.
- A solid line band of color shall not be used for architectural detail, per the discretion of the Development Review Committee.

4.2.6. Corporate Design

Since it is not in the best interest of the citizens of Apopka to allow corporate franchises to create visual clutter and allow the architecture and colors of their buildings to act as signage, exceptions to these guidelines shall not be made for corporate franchises. National corporate chains that typically design their buildings to read as signage have been known to modify their designs to blend with the character of the neighborhood. Examples of well-designed corporate structures are shown below. These examples shall be used as models for future corporate design within the City.



Figure 33. Examples of Good Corporate Design

4.2.7. Gas Station\Canopy Design

Gas stations typically lack urban design values that should be present at major intersections. Gas stations should be permitted at major intersections only if the demand can be demonstrated and must provide architectural details that enhance the character of the community. Gas island canopies and car wash facilities must also demonstrate architectural style that will enhance the community character. Flat canopy rooflines are not allowed. Bands of bright or bold color are not allowed along the edge of canopies. These facilities must adhere to the additional design standards in the City's Land Development Code.

4.3. Circulation and Access

The City of Apopka supports the use of alternative modes of transportation to provide access for all residents, including the elderly, youths and the physically impaired. Safe, comfortable and consistent pedestrian connections are required.

- The use of joint access easements between sites to reduce the number of access points and driveway area and increase the amount of landscaping shall be required.

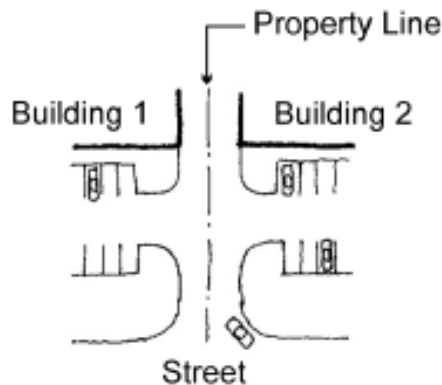


Figure 34. Example of Joint Access Driveway

- Pedestrian ways, linkages and paths shall be provided from the building entry to surrounding streets, external sidewalks, and outparcels.



Figure 35. Example of Pedestrian Path in Parking Lots

- Sidewalks are required on both sides of all streets. All commercial, institutional and office sidewalks shall be a minimum of five (5) feet in width, unobstructed allowing two people to walk side-by-side.
- Sidewalks or walkways where heavy pedestrian use is likely or where opening doors may obstruct a circulation path shall be a minimum of seven (7) feet in width.
- To increase pedestrian safety, sidewalks and walkways shall be one step up at a different grade than the vehicular parking lot, and shall be landscaped and have pedestrian scale lighting. Crosswalks must be provided in all locations where the sidewalk is crossing at grade with vehicular traffic.

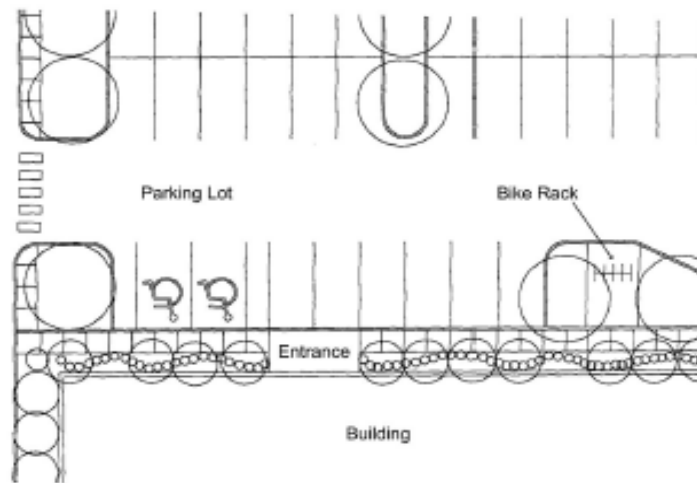


Figure 36. Example of Bicycle Parking and Pedestrian Crosswalks

- Mixed use and large-scale developments shall incorporate bus stops and bicycle parking storage in their design.



Figure 37. Example of Bus Stop Design

- Crosswalks are required wherever a pedestrian walkway intersects a vehicular area. All crosswalks shall be a minimum of five (5) feet wide and shall be paved with concrete modular paving or integrally colored poured concrete.

4.4. Off-street Parking

While off-street parking is necessary to accommodate automobile demands, it displaces a large percentage of the City's open space and separates structures from the main pedestrian concourses. The purpose of the following guidelines is to avoid seas of asphalt and conflicts between vehicles and pedestrians.

- Where a mix of uses creates staggered peak periods of parking demand, shared parking may be utilized to reduce the total amount of required parking.
- Adjacent on-street parking may be counted towards the parking requirement.
- Large parking lots shall be visually and functionally segmented into smaller lots with landscaped islands and canopy trees.
- Where a commercial use abuts a residential zoning district, the parking area shall not be located within the building setback abutting the residential area.
- Parking areas should be located behind the building face to prevent parking from dominating the image of the site. Where not feasible, use landscaping to screen the parking area.

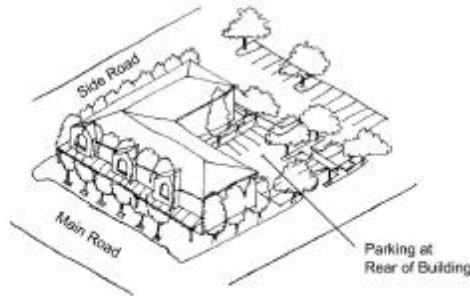


Figure 38. Commercial Parking Layout Example

As an incentive to reduce asphalt and encourage landscaping, parking space depth in commercial developments may be reduced by two (2) feet if abutting a landscape area and the vehicle will not interfere with required plantings or encroach on sidewalks, please refer to Figure 15 in the Residential standards section.

- Parked cars shall be sufficiently screened from public rights-of-way. There are many options available to the designer including landscape berms; themed streetscape trees with landscape materials; trellis designs and low urban walls that incorporate architectural detail. Perimeter design shall be determined with the assistance of City staff to promote the community image for the area in which the development is located. Examples of recommended parking lot screening designs are shown below.

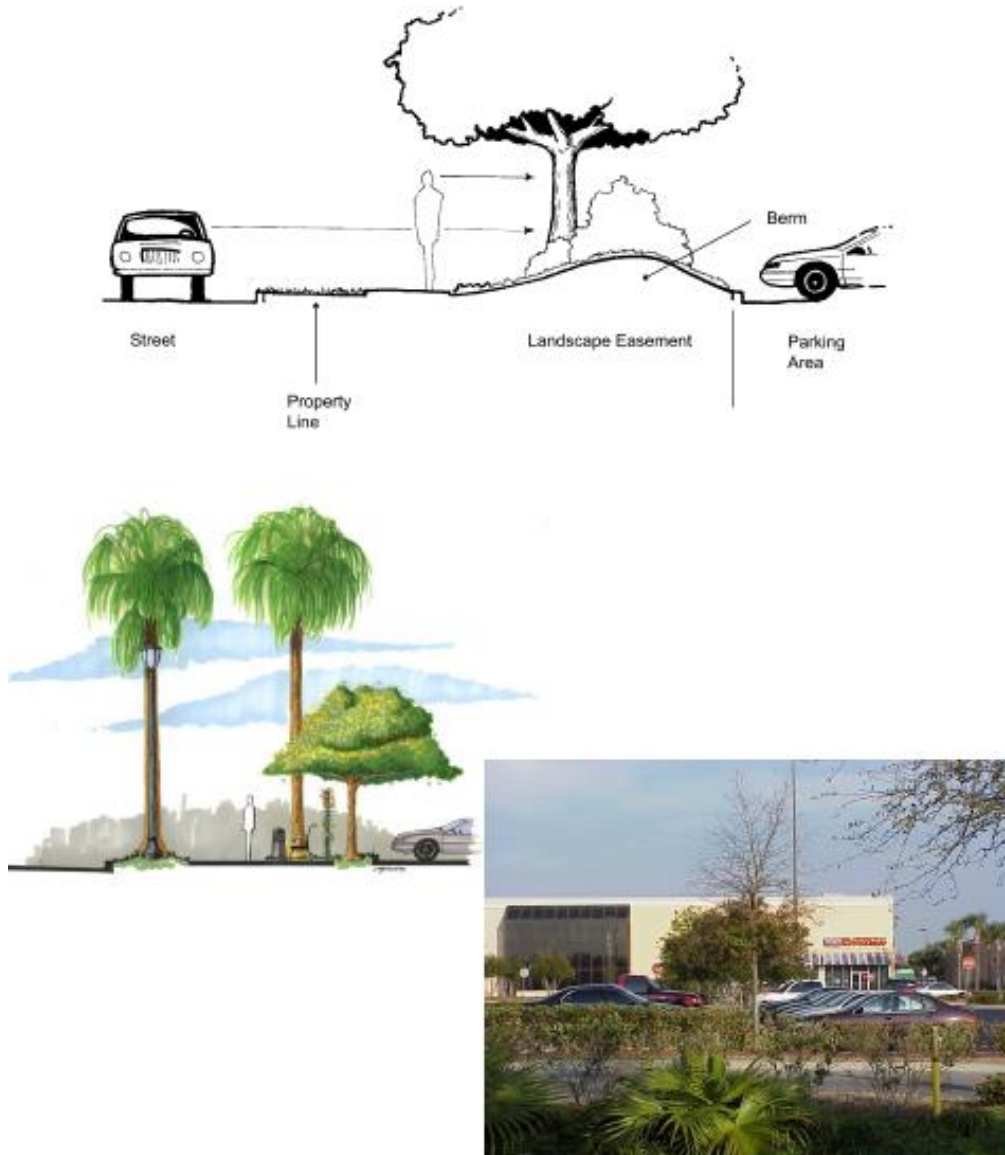


Figure 39. Parking Area Screening Examples

- The design of parking areas should avoid the appearance of large masses of parked cars. No more than ten (10) parking spaces may be located side by side without a landscaped parking island.
- Shade trees shall be provided for parked cars, so that an average ratio of one (1) tree per six (6) automobiles is achieved. Deciduous trees should be selected which will provide canopy over the parked cars. Examples of recommended landscape is land designs are shown in Figure 14 in the Residential Design standards section.
- No more than fifty (50) percent of the required off-street parking can be located in front of the building line.

4.5. Landscaping and Buffers

Landscaping provides a suitable setting for the development architecture and also serves to create a unified urban look, to define outdoor spaces, to buffer from sound and weather, to screen from view, and to accentuate building elements and vistas. All landscaping and irrigation shall meet the intent of the City's Land Development Code.

- Existing trees shall be maintained to the extent possible and protected during construction. Landscape maintenance agreements are required for developments.
- Landscaping and grading shall be designed to enhance the presence of each building.

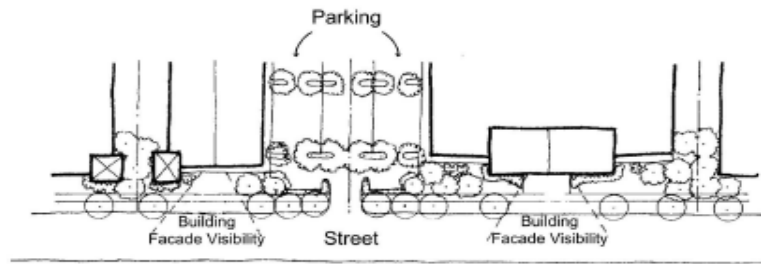


Figure 40. Utilize Landscaping to Screen Parking Areas and Enhance Building Front

- Street trees shall be planted on every street avoiding conflicts with overhead and underground infrastructure. They shall be planted close to the curb, should be low maintenance, and should not be spaced more than fifty (50) feet apart. Street trees must be planted a minimum of thirty-five (35) feet from intersections for visibility. Trees must be setback from the curb to allow for healthy growth of the specimen.
- Shaded areas must be provided for sidewalks at a minimum of 100 square feet of shaded area per 100 lineal feet of walkway.
- When possible, service and utility easements shall be located away from mature trees that should be saved.
- Buffers between land uses must be provided consistent with the Land Development Code.
- Wet retention areas shall be designed as amenities and shall appear natural by having off-sets in the edge alignment to avoid perfect geometric figures. Landscaping is required to soften the visual appearance of the ponds edges. Features such as fountains are encouraged to accent the ponds and provide adequate aeration to prevent stagnation.

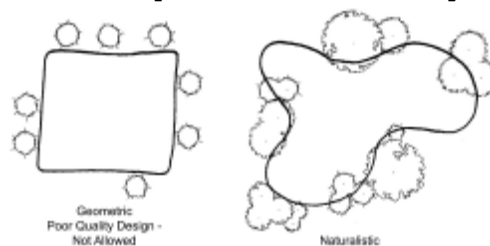


Figure 41. Stormwater Design

4.6. Fences and Walls

The purpose of fences and walls is mainly to screen elements from public view. They shall be designed in a way to visually tie various project elements together.

- Where fences are intended to screen areas from public view, they shall be constructed of brick, masonry, wrought iron, stone or other decorative materials. Vertical elements (posts) should be incorporated into the design of the fence and shall be spaced at six (6) to twelve (12) foot intervals depending on the material and overall length of the wall or fence. All fences shall have their finished side facing outward. Posts or columns must include a cap piece extending up to 12 inches above the allowable fence height.

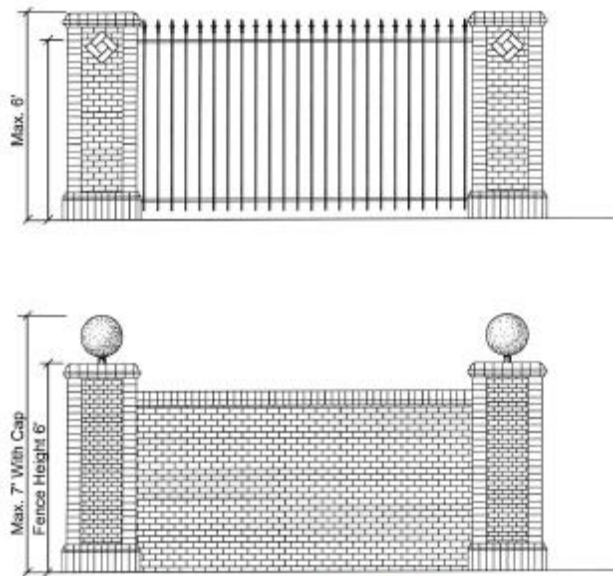


Figure 42. Examples of Fence and Wall Designs

Chain link, wooden fences and barbed wire in areas visible from roadways shall not be allowable materials.

4.7. Service, Utility, Display and Storage Areas

- Utilities for all new commercial developments shall be located underground. Utility boxes must be totally screened from view of principal streets, as well as pedestrian walkways and areas.
- Loading areas or docks, outdoor storage, waste disposal, mechanical equipment, satellite dishes, truck parking, and other service support equipment shall be located behind the building line and shall be fully screened from the view of adjacent properties both at ground and roof top levels.

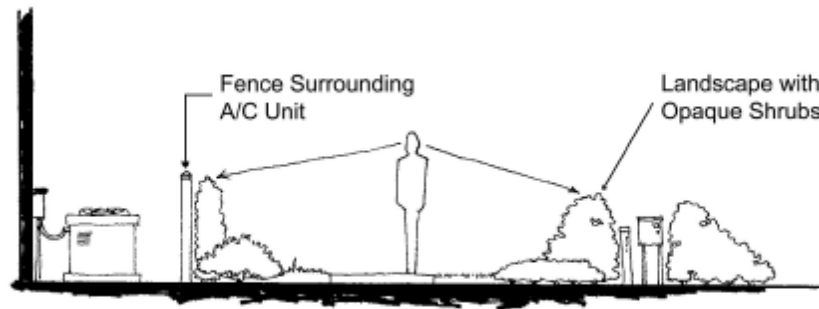


Figure 43. Utilities Screened from View

- Shopping cart storage shall be located inside the building or shall be screened by a four (4) foot wall consistent with the building architecture and materials or a solid landscaping hedge.
- The display area of an automobile sales outlet shall not dominate the site frontage. Cars shall not be raised above the landscaping along the front yard.
- The storage of new car inventory shall be located behind the building line and shall be screened by a wall or fence.
- Refuse containers, air conditioners and similar elements shall be screened from view.

4.7.1. Automobile Sales Outlets

The display needs of dealerships are recognized by allowing a percentage of the front yard to be used for this purpose. However, the following standards must be strictly adhered to.

- The display area of an automobile sales outlet is limited to a maximum of one vehicle per thirty (30) feet of site frontage.
- The storage of new car inventory and vehicles being serviced must be screened from the street by a solid, decorative screen wall. The wall must be integrated with the design of the principal building and be constructed of similar materials. Where a wall is required it should be located behind a landscape strip to break up the span of the wall and provide a buffer. A berm with landscaping may also be acceptable for screening, if approved by the Community Development Department.
- A minimum of fifty percent of the building and lot must be screened by landscaping.

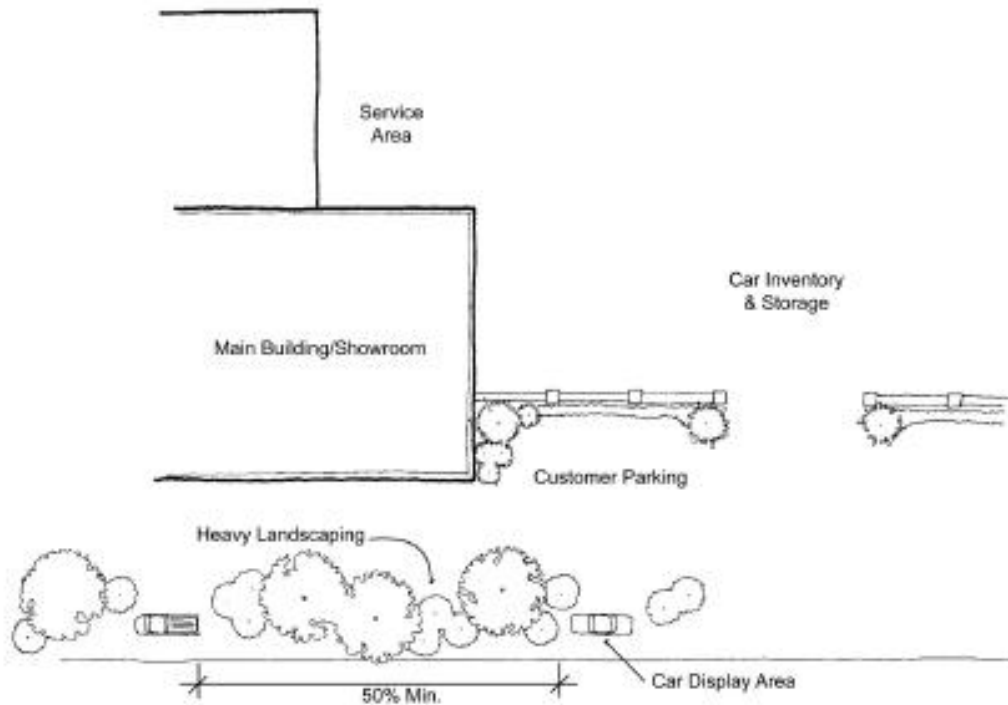


Figure 44. Automobile Sales Outlets

4.8. Site Furniture

Site furniture performs a critical function in the appearance of the streetscape. Benches, trash receptacles, telephone booths, bike racks, bus shelters, newspaper stands often create clutter and deteriorate the aesthetics of the environment unless the items have a coherent and unified theme. These items shall be constructed from durable materials that have a long lasting quality without requiring excess maintenance. Site furniture shall be located to function properly.

- Site furniture shall be of solid, heavy-duty construction conveying an impression of quality and durability.
- No site furnishing shall be placed in a location where it will reduce the minimum walkway width required.
- All site furniture shall be firmly bolted to the ground.

4.9. Lighting

Exterior lighting shall be designed in accordance with the Illuminating Engineering Society (IES) Standards and installed in a sensitive manner which lights without been seen, illuminates without glare and colors without distorting. Decorative lights shall be installed along the roadway frontage of all non-residential structures. Examples of decorative fixtures are shown below.



Figure 45. Examples of Decorative Light Fixtures

- Lighting plans shall provide well-lighted sidewalks and encourage pedestrian traffic. A minimum .25 candle rating or IES standards shall be used, as determined by the city engineer.
- Light fixtures shall be a maximum of thirty-five (35) feet high in vehicular areas and fifteen (15) feet in pedestrian areas.

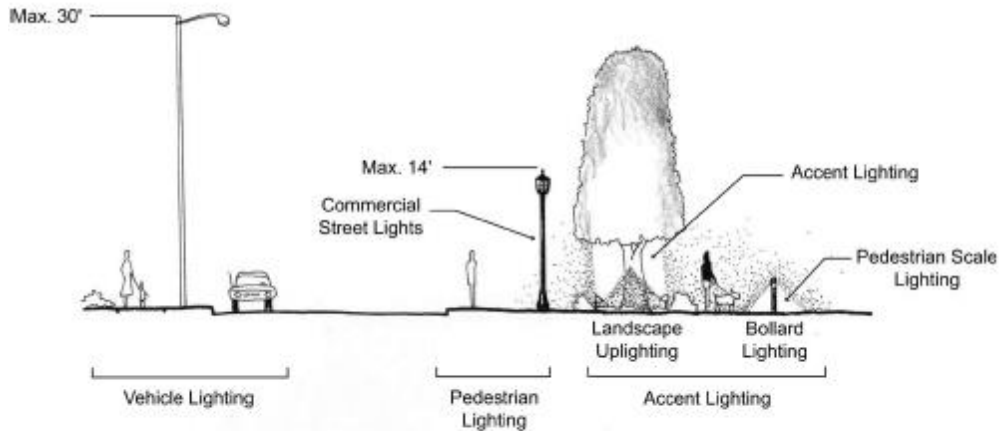


Figure 46. Community Lighting Example

- Lighting shall be used to accent key architectural elements and/or landscape features.
- Light fixtures shall be designed as an integral element of the project using similar style, materials or colors.
- Neon or neon type tubing on the building shall be allowed under limited circumstances provided that a lighting plan is submitted. The neon light colors shall be consistent and compliment the building colors and style. Neon is not permitted in windows.
- Lighting shall be designed so as to prevent direct glare, light spillage and hazardous interference with automotive and pedestrian traffic on adjacent streets and properties.

- No light fixtures shall be placed in a position where existing or future tree canopy will reduce the illumination levels.
- Electrical wiring to all site lighting shall be provided underground.

5. INDUSTRIAL DESIGN STANDARDS

Industrial uses are often the most intense land uses located within a City. The standards for industrial design identified below are in addition to all applicable commercial design standards.

The location and design of industrial uses is critical to ensure compatibility with adjacent uses. In addition, larger industrial uses typically require special access to a regional transportation system for import and export services.

Most industrial uses in Apopka are currently located along US 441 and close to the railroad.

However, there are also a few scattered industrial sites, as well as industrial areas adjacent to the downtown.

Given that US 441 is a main transportation corridor in the City, any uses located along this road should be designed to contribute to creation of an attractive image. New industrial uses closer to the downtown and redevelopment must be designed to be compatible with already established traditional urban patterns, and pedestrian character.

5.1. Site Plan Design

The siting of structures within a development strongly influences the character of the community. Land use should relate to the nature of the street and the access conditions.

5.1.1. Heavy Industrial Uses

Heavy industrial uses are those industries which employ the processing of bulk materials and which may require space for open storage of materials.

- Heavy industrial structures should be located in industrial parks and clustered to maintain an area of greenspace surrounding the high intensity development.
- Buildings and structures in industrial parks should be oriented to form plazas and common areas for employee interaction.
- Heavy industrial uses should be located nearby major thoroughfares and, if possible, provide landscaped service roads to access the major roadways.
- Heavy and light industrial uses are encouraged to locate directly adjacent to railroad right-of-way.
- In high profile locations, such as along major roadways, rear elevations facing the highway should be avoided by establishing service roads which allow front elevations to face the highway.

5.1.2. Light Industrial Uses

Light industrial uses are those industries which employ wholesale distribution, storage, and light manufacturing. Light industrial uses do not employ processing of bulk materials nor is outdoor storage of materials allowed.

- Light industrial uses in urban areas should be located to relate to the street and pedestrian traffic. Buildings should be oriented to face the major street.
- Buildings on corner lots should relate to both streets, and will be considered as having two front facades. Corner sites at major intersections should be reserved for more prestigious land uses.

5.2. Industrial Building Design

Building design must display a quality appearance and details that create harmony with the desired image of the community.

- Building massing in urban areas must relate to nearby structures and to the urban context both in height and proportion.
- Building detail should relate to the scale of pedestrians.
- Blank walls shall be enhanced by the use of vertical elements and windows to break the monotony. At least fifty (50%) percent of the main facade facing a major thoroughfare must incorporate architectural detail.
- Galvanized, corrugated sheet metal shall not be permitted as exterior materials on principal structures. Any use of these materials on support structures must be screened from view of roadways and adjacent properties.

5.3. Vehicular and Pedestrian Circulation

Adequate circulation must be provided for employees, visitors, service and delivery, fire protection and security.

- Conflicts between employee parking and delivery vehicle circulation must be avoided through design to ensure safety.
- Trucks and semi-trailers shall not be parked or stored within public view overnight unless it is temporary parking not to exceed forty-eight (48) hours for delivery purposes.
- Provide pedestrian and bicycle connections from principal structures to adjacent uses.
- If parking is provided in front of the building, walkways shall be provided to connect the public sidewalk and the building. The walkway shall be at a different grade than the parking area, and shall be adequately lit and landscaped.
- Multi-tenant or large-scale developments must incorporate bus stops and bicycle storage areas in their design.

5.4. Buffers

Buffers are required to ensure compatibility between adjacent uses.

- When a heavy industrial site is adjacent to a residential zoning district, even if separated by a street, a six (6) foot solid wall shall be installed and permanently maintained. Industrial uses must comply with the buffer separation requirements contained in the City of Apopka Land Development Code.

5.5. Landscaping

Landscaping should be provided to highlight building entries, soften building masses, provide scale to site development, and define parcel edges.

- Provide a continuous landscape area between the street and the building, uninterrupted by the presence of parking areas or driveways, for at least fifty (50%) percent of the site frontage, please refer to Figure 40.
- Landscaping and grading should be designed to enhance the presence of each building.
- Street trees should be planted on every street avoiding conflicts with overhead and underground infrastructure. They should be planted close to the curb, should be low maintenance, and should not be spaced more than thirty (30) feet apart.
- Easements should be located away from mature trees that should be saved.
- All surface parking must be screened from adjacent parcels with landscaping.
- Canopy trees must be distributed throughout the parking area to provide adequate shade.
- Irrigation is required for all planting areas.

5.6. Fences and Walls

Fences and walls in industrial areas are subject to the same design guidelines as commercial areas (refer to 4.9.).

5.7. Service and Storage Areas

Any type of service or storage areas shall be screened from public view.

- All rooftop equipment must be screened from all directions in a manner integral with the design of the building in terms of color, materials and architectural elements.
- Landscaping alone is not sufficient to screen service areas. Loading, service and garbage areas must be located where they are not visible from roadways. Otherwise, make the screening an integral part of the building by extending a wing wall and using materials consistent with the building facade.

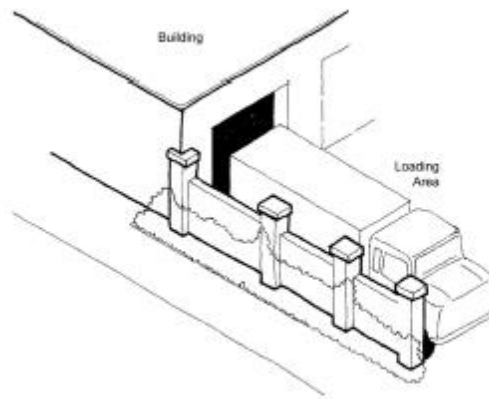


Figure 47. Example Loading Area Screening

- Where there are outdoor processing, service or storage areas, they shall be located behind the front building line and shall be screened with a fence or a wall placed behind landscaping.
- No outside display of products, including vending machines, video games, newspaper boxes shall be permitted unless substantially screened from adjacent parking lots and roadways.
- Materials shall not be stacked or stored to exceed the height of the screening wall or fence.
- Overnight parking of commercial vehicles, tractor trailers, boats, recreational vehicles, campers or motor homes shall be prohibited within parking lots not specifically designed for that purpose.

5.8. Stormwater Management

Stormwater management areas should be designed as site amenities. Natural edges along the perimeter are required. Wet bottom retention ponds in industrial areas are subject to the same design guidelines as commercial areas (refer to 4.5.)

Fenced stormwater management facilities will only be approved in extreme cases at the sole discretion of the City. Such fenced ponds shall be located at the side or rear of buildings to be as unobtrusive as possible. Such fenced ponds will not count as required open space within a project.

5.9. Utilities

All new developments are required to provide utilities underground and screen utility boxes from view. In addition, easements for underground services or overland flow routes should be located away from mature trees to protect them.

5.10. Lighting

Lighting is required for safety and security in industrial areas. However, high intensity lighting is discouraged.

- Entrances and major driveways should be illuminated for project identity and vehicular safety, respectively.
- Lighting along sidewalks is required for pedestrian safety. Pedestrian lighting should be a minimum of 0.25 foot candles.
- Lighting should be provided for security and night deliveries. Wattage and spacing of lighting in delivery areas should not exceed 1.0 foot candles and must be designed to prevent spillover illumination on adjacent properties.

Backup material for agenda item:

1. REDEVELOPMENT/FINAL DEVELOPMENT PLAN (MAJOR SITE PLAN) – PIEDMONT PLAZA - Owned by G & I VIII Piedmont Plaza, LLC; the engineer is Sun-Tech Engineering, Inc. c/o Clifford R. Loutan, P.E.; the architect is Architecture/Planning, c/o Marc Weiner, AIA; and the property is located at 2326 East Semoran Boulevard. (Parcel ID Nos. 12-21-28-0000-00-003, 12-21-28-0000-00-024 and 12-21-28-0000-00-025)



CITY OF APOPKA PLANNING COMMISSION

- PUBLIC HEARING
- ANNEXATION
- PLAT APPROVAL
- OTHER: Major Development Plan

MEETING OF: June 28, 2016
 FROM: Community Development
 EXHIBITS: Vicinity/Aerial Map
 Site/Landscape Plans
 Building Elevations
 Parking Study
 LDC Hardship Waiver
 Hardship Waiver Response

PROJECT: PIEDMONT PLAZA - REDEVELOPMENT PLAN/FINAL DEVELOPMENT PLAN (MAJOR SITE PLAN) AND HARDSHIP WAIVERS

Request: RECOMMEND APPROVAL OF THE PIEDMONT PLAZA - REDEVELOPMENT PLAN/FINAL DEVELOPMENT PLAN (MAJOR SITE PLAN)

SUMMARY:

OWNER: G & I VIII Piedmont Plaza, LLC.

ENGINEER: Sun-Tech Engineering, Inc. c/o Clifford R. Loutan, P.E.

ARCHITECT: Architecture/Planning c/o Marc Weiner, AIA

LOCATION: 2326 East Semoran Boulevard
(South of East Semoran Boulevard and East of Piedmont-Wekiwa Road)

PARCEL ID #: 12-21-28-0000-00-003, 12-21-28-0000-00-024 and 12-21-28-0000-00-025

LAND USE: Commercial

ZONING: C-1

EXISTING USE: Retail Shopping Center

PROPOSED USE: Retail Shopping Center

TRACT SIZE: 23.07 +/- Acres (1,004,769 S.F.)

BUILDING SIZE: 245,300 S.F.

BUILDING HEIGHT: 65 Feet (max. Building "E")

FLOOR AREA RATIO: 0.24

DISTRIBUTION

Mayor Kilsheimer	Finance Director	Public Ser. Director
Commissioners (4)	HR Director	City Clerk
City Administrator Irby	IT Director	Fire Chief
Community Dev. Director	Police Chief	

RELATIONSHIP TO ADJACENT PROPERTIES:

Direction	Future Land Use	Zoning	Present Use
North (City)	Commercial	C-1/C-2	Commercial Retail
East (City)	Office	PO/I	Centurylink Office Complex
South (City)	Commercial	C-2	Personal Mini-Storage Complex
West (City)	Residential High/Commercial	R-3/C-1	Apartment Complex/Commercial Retail

PROJECT SUMMARY: Piedmont Plaza currently provides 221,024 sq. ft. of retail space on four parcels under three different owners. After implementation of the Redevelopment Plan, the shopping plaza will have a total of 245,130 sq. ft., an increase of 24,106 sq. ft. of retail space. Also, a tree planter will be removed at the northern retail building facing Semoran Blvd. and driveway improvements will be constructed at the northern-most driveway along Piedmont Wekiwa Road. The driveway improvements include a north-bound deceleration lane along Piedmont Wekiwa Road.

Applicant proposes to redevelop the Piedmont Plaza by demolishing (a) a 27,698 sq. ft. building located between the Hobby Lobby building and (b) the Bealls building and the outdoor center on the west side of the Bealls building (9,200 sq. ft. covered outdoor storage). A 17,500 sq. ft. building for retail space for tenant bays will be constructed on the north wall of the Bealls building. A two-story fitness center building (38,640 sq. ft.) and a one-story retail building (13,600 sq. ft.) constructed at the south wall of the Hobby Lobby building. In addition, a new 8,000 sq. ft. retail building is proposed along Piedmont-Wekiwa Road and just south of the retention pond

ADDITIONAL COMMENTS: The Piedmont Plaza - Major Development Plan proposes 245,130 square feet of commercial retail space. The proposed site plan increases the square footage of the existing shopping center by approximately 24,100 sq. ft. and increases the building height of the center building (i.e., the proposed fitness center) to sixty-five (65) feet. City development standards limit maximum building height to 35 feet. The proposed site plan is being processed as a redevelopment plan in accordance with Section 6.07.00.A., Hardship Waiver, of the Land Development Code. The applicant requests three waivers under Section 6.07.00.A.

PARKING: A total of 987 parking spaces are being proposed (1227 required by code) of which thirty (30) are reserved as handicapped parking spaces. In accordance with LDC 6.03.05, the number of proposed parking spaces are 240 less the required amount. The applicant is requesting a waiver to adjust the parking requirements in accordance with LDC 6.07.00.C. The Wartman Group Inc. (WGI) has prepared a parking analysis in response to the applicant’s parking waiver request.

EXTERIOR ELEVATIONS: The design of the building exterior meets the intent of the City’s Development Design Guidelines. Façade improvements are also proposed for Hobby Lobby buildings and the retail building facing Semoran Blvd.

STORMWATER: Stormwater run-off and drainage will be accommodated by an on-site retention pond. The on-site stormwater management system is designed according to standards set forth in the Land Development Code.

BUFFER/TREE PROGRAM: A minimum ten foot landscape buffer is provided along Semoran Boulevard and Piedmont Wekiwa Road. The applicant has provided a detailed landscape and irrigation plan for the property. The planting materials and irrigation system design consistent with the water-efficient landscape standards set forth in Ordinance No. 2069.

The following is a summary of the tree replacement program for this project:

Total inches on-site:	1616
Total number of specimen trees:	13
Total specimen removed:	1
Total specimen inches retained:	408
Total specimen inches removed:	35
Total non-specimen inches removed:	356
Total inches replaced:	216
Total inches post development:	1441

SIGNS: Signage for the shopping plaza will be addressed through a separate development application.

WAIVER REQUEST: The applicant requests three hardship waivers following the procedures set forth in Section 6.07.00A. of the Land Development Code. The hardship waiver is specifically intended to apply to redevelopment projects that have existing buildings. These three waivers are described below with a response from the applicant and from staff.

LDC 6.07.00.A. Hardship Waiver Criteria (also provided in the exhibits) and Response--

In order for the plan to be eligible for hardship waivers the site must meet all of the following criteria:

1. Existing structure ten years of age or greater.

Applicant's Response: The current structure on the property was built in approximately 1985.

Staff's Response: Records of the Orange County Property Appraiser's Office indicate that the buildings on the applicant's parcel were constructed in 1985, making them approximately thirty years old.

2. The proposed improvements enhance the economic value of the property.

Applicant's Response: It is estimated that the assessed value will increase by approximately 2 to 3 times the current amount after revitalization of the shopping center.

Staff's Response: The Redevelopment Plan proposes an additional 24,000 sq. ft. above the current building floor area. Staff does not object to the applicant's response.

3. The proposed improvements enhance the esthetics of the project site.

Applicant's Response: As part of this redevelopment there will be a new façade on the building and additional landscaping, thereby increasing the esthetic value of the property.

Staff's Response: Staff has no objections to the Applicant's response.

4. The developer/owner demonstrates to the satisfaction of the DRC the proposed improvements would not adversely impact any surrounding properties.

Applicant's Response: The property is surrounded by commercial uses and uses that are similar in nature to that of the proposed redevelopment plan. A copy of the City of Apopka future land use and zoning maps are attached as "Exhibit A".

Staff's Response: Staff does not object to the applicant's response. Refer to each of the waiver requests listed below for more specific information.

5. Proposed improvements are less than 50 percent of the value of the property improvements.

Applicant’s Response: Please refer to “Exhibit B” for an analysis of the value of the proposed improvements versus the property improvements. The proposed improvements are 45% of the property improvements.

Staff’s Response: Staff has no objection to the applicant’s response.

WAIVER REQUESTS:

1. **Building Height.** LDC Section 2.02.013.B.: No building height shall exceed 35 feet. Applicant requests a maximum height of 65 feet for Building “E” identified within the Redevelopment Plan Application.

Staff Response: The Holiday Inn Express and Hampton Inn were approved for a height of up to 75 feet in their PUD Master Plan. Proximity of the nearest single family residential homes is approximately 1,000 lineal feet to the southeast within the Piedmont Lakes residential community, and approximately 750 lineal feet to the west at the Oasis at Wekiva apartment complex for multi-family residential.

Staff Response: Staff does not object to the requested waiver of the maximum height standard to allow a maximum building height of 65 feet for Building “E” subject to the City receiving a letter or agreement from Agree Apopka FL, LLC accepting the site plan and setback waivers.

2. **Setbacks. LDC Section 2.02.01.A. Minimum Requirements for Setbacks.** Minimum side yard setback for C-1 Commercial Zoning District is 10 feet from the property line. Applicant requests to demolish an existing retail building and replace it with a larger building with a building side wall abutting the building wall for the existing Hobby Lobby building, which is on a separate parcel owned by Agree Apopka FL, LLC. For Building “D”, applicant is requesting a waiver from the ten (10) foot side yard buffer to create a zero lot line setback.

For Building “G”, a proposed new 8,000 sq. ft. retail building along Piedmont Wekiwa Road, the northeast corner of the building encroaches the ten (10) foot side yard setback and is approximately 2 feet from the property line of the Agree Apopka FL, LLC parcel. Therefore, applicant requests an eight foot waiver from the sideyard setback standard, placing Building “G” as close as two (2) feet to the parcel line.

Staff Response: Staff does not object to the requested side yard setback waivers subject to the City receiving a letter or agreement from Agree Apopka FL, LLC accepting the site plan and setback waivers.

3. **Parking. LDC Section 6.03.02.A.** Required parking is one (1) space per 200 sq. ft. of gross retail area. A total of 987 parking spaces are being proposed (1227 required by code) of which thirty (30) are reserved as handicapped parking spaces. In accordance with LDC Section 6.03.05, the number of proposed parking spaces are 240 less the required amount. The applicant is requesting a waiver to adjust the parking requirements in accordance with LDC 6.07.00.C. The Wartman Group Inc. (WGI) has prepared a parking analysis in response to the applicant’s parking waiver request. This parking study is provided as an exhibit.

PUBLIC HEARING SCHEDULE:

June 14, 2016 - Planning Commission (5:30 pm)

July 6, 2016 - City Council (1:30 pm)

RECOMMENDED ACTION:

The **Development Review Committee** recommends approval of the Piedmont Plaza- Redevelopment Plan/Final Development Plan (Major Site Plan) and the three hardship waivers, subject to the findings of this staff report and the following conditions:

1. Agree Apopka FL, LLC, or the subsequent property owners, provides written documentation, in a form and content acceptable to the City Attorney, that joint use parking and cross access can occur between the Agree Apopka FL, LLC parcel and the G & I VIII Piedmont Plaza parcel (applicant).
2. Agree Apopka FL, LLD provides a letter to the City accepting the Redevelopment Plan and the waivers.

Recommended Motion: Approval of the Piedmont Plaza- Redevelopment Plan/Final Development Plan (Major Site Plan) and the three hardship waivers, subject to the findings of this staff report and the following conditions:

1. Agree Apopka FL, LLC, or the subsequent property owners, provides written documentation, in a form and content acceptable to the City Attorney, that joint use parking and cross access can occur between the Agree Apopka FL, LLC parcel and the G & I VIII Piedmont Plaza parcel (applicant).
2. Agree Apopka FL, LLD provides a letter to the City accepting the Redevelopment Plan and the hardship waivers.
3. The northern-most entrance along Piedmont-Wekiwa Road shall be re-designed as follows:
 - a) The northern-most driveway access to Piedmont-Wekiwa road shall be re-aligned to be perpendicular at the stop bar to the centerline of Piedmont-Wekiwa Road. The channelizing median of this driveway must be at least 8 feet wide to allow for landscaping, inside of curb to inside of curb.
 - b) The northern most driveway access to Piedmont-Wekiwa Road shall be marked and signed consistent with the MUTCD 3B-17 to indicate to drivers not to block the driveway access point.

Planning Commission Role: The role of the Planning Commission for this Redevelopment Plan application and waiver requests is to advise the City Council to approve or deny based on consistency with the Comprehensive Plan and Land Development Code.

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.

Application: Final Development Plan
Owner: G & VIII Piedmont Plaza, LLC
Engineer: Sun- Tech Engineering, Inc. c/o Clifford R. Loutan, P.E.
Architect: Architecture/Planning c/o Marc Wiener, A.I.A.
Parcel I.D. No's: 12-21-28-0000-00-003, 12-21-28-0000-00-024 and 12-21-28-0000-00-025
Location: 2326 East Semoran Boulevard
Total Acres: 23.07 +/- Acres



VICINITY MAP



Application: Final Development Plan
Owner: G & VIII Piedmont Plaza, LLC
Engineer: Sun- Tech Engineering, Inc. c/o Clifford R. Loutan, P.E.
Architect: Architecture/Planning c/o Marc Wiener, A.I.A.
Parcel I.D. No's: 12-21-28-0000-00-003, 12-21-28-0000-00-024 and 12-21-28-0000-00-025
Location: 2326 East Semoran Boulevard
Total Acres: 23.07 +/- Acres



AERIAL MAP



PIEDMONT PLAZA

City of Apopka, Orange County, Florida

REDEVELOPMENT PLAN / FINAL DEVELOPMENT PLAN (MAJOR SITE PLAN)

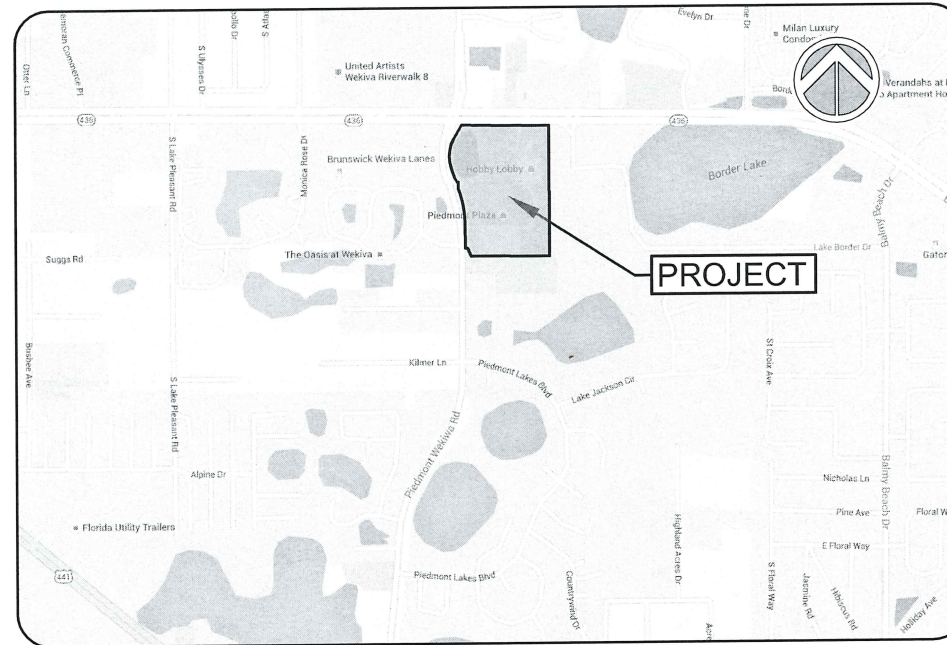
OWNER:
 G&I VIII PIEDMONT PLAZA, LLC
 2240 NW 19TH ST
 SUITE 801
 BOCA RATON, FLORIDA 33431
 (561) 989-2241

ARCHITECT:
 ARCHITECTURE/PLANNING
 MARC WIENER, A.I.A.
 33 S.E. 4th ST., SUITE 101
 BOCA RATON, FL 33432
 (561) 750-4111

ENGINEER:
 SUN-TECH ENGINEERING, INC.
 1600 WEST OAKLAND PARK BLVD.
 SUITE 200
 FT. LAUDERDALE, FL. 33311
 (954) 777-3123

SURVEYOR:
 ACCURIGHT SURVEYS OF ORLANDO, INC.
 2012 E. ROBINSON STREET
 ORLANDO, FL 32803
 (407) 894-6314

LANDSCAPE ARCHITECT:
 INNOVATIONS DESIGN GROUP, INC.
 1200 HILLCREST STREET
 ORLANDO, FL 32803
 (407) 440-3574



SECTION 12, TOWNSHIP 21 SOUTH, RANGE 28 EAST
LOCATION MAP
 N.T.S.

INDEX OF DRAWINGS	
SHEET NO.	TITLE
	COVER SHEET
S1	SURVEY
D1	DEMOLITION PLAN
SP1 - SP6	SITE PLAN
AC 3.01C	FACADE MODIFICATION BUILDING "C"
AC 3.01D	PROPOSED BUILDING "D"
AC 3.01E	PROPOSED BUILDING "E"
AC 3.01F	FACADE MODIFICATION BUILDING "F"
AC 3.01G	PROPOSED BUILDING "G"
ES1	SITE PLAN - LIGHTING PLAN
HS-00-HS-04; HD-01	HARDSCAPE PLAN, GENERAL NOTES & DETAILS
TR-00 - TR-04	TREE REMOVALS PLAN GENERAL NOTES
LS-00 - LS-05	LANDSCAPE PLANS, GENERAL NOTES & DETAILS
IRR-00 - IRR-05	IRRIGATION PLAN, GENERAL NOTES & DETAILS
PD1 - PD5	PAVING, GRADING AND DRAINAGE PLAN
PD6	PAVING AND DRAINAGE DETAILS
WS1 - WS5	WATER AND SEWER PLAN
WS6 - WS9	WATER AND SEWER DETAILS
GS1	PUMP STATION DETAILS

LEGAL DESCRIPTION:

PARCEL I:
 FROM THE NORTHEAST CORNER OF THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 12, TOWNSHIP 21 SOUTH, RANGE 28 EAST, ORANGE COUNTY, FLORIDA, RUN SOUTH 00°04'45" EAST ALONG THE EAST LINE OF THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SAID SECTION 12, A DISTANCE OF 131.04 FEET; THENCE RUN NORTH 89°18'52" WEST ALONG THE SOUTH RIGHT-OF-WAY LINE OF STATE ROAD NO. 436, 495.0 FEET TO THE POINT OF BEGINNING; THENCE RUN SOUTH 00°04'45" EAST 1204.62 FEET ALONG THE WEST LINE OF THE EAST 1/2 OF THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SAID SECTION 12; THENCE RUN NORTH 89°46'08" WEST, 759.80 FEET ALONG THE SOUTH LINE OF SAID SECTION 12; THENCE RUN NORTH 00°19'21" WEST 75.00 FEET; THENCE RUN NORTH 89°46'08" WEST, 17.00 FEET; THENCE RUN NORTH 00°19'21" WEST 238.84 FEET; THENCE RUN TO THE LEFT 270.35 FEET ALONG THE ARC OF A CURVE CONCAVE TO THE WEST HAVING A RADIUS OF 824.00 FEET AND A CENTRAL ANGLE OF 18°47'54"; THENCE RUN NORTH 19°07'16" WEST 48.80 FEET; THENCE RUN NORTH 00°19'21" WEST 47.65 FEET; THENCE RUN NORTH 89°55'15" EAST, 805.64 FEET; THENCE RUN NORTH 00°4'45" WEST, 304.00 FEET; THENCE RUN SOUTH 89°55'15" WEST 277.66 FEET; THENCE RUN NORTHEASTERLY 48.31 FEET ALONG THE ARC OF A CURVE CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 60.00 FEET AND A CENTRAL ANGLE OF 48°25'20"; THENCE RUN NORTH 44°55'15" EAST, 62.95 FEET; THENCE RUN NORTHERLY 46.32 FEET ALONG THE ARC OF A CURVE CONCAVE TO THE WEST HAVING A RADIUS OF 60.00 FEET AND A CENTRAL ANGLE OF 44°14'07"; THENCE RUN NORTH 0°41'08" EAST 97.14 FEET; THENCE RUN SOUTH 89°18'52" EAST, 231.02 FEET ALONG THE SOUTHERLY RIGHT-OF-WAY LINE OF STATE ROAD NO. 436 TO THE POINT OF BEGINNING.

PARCEL II:
 FROM THE NORTHEAST CORNER OF THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 12, TOWNSHIP 21 SOUTH, RANGE 28 EAST, ORANGE COUNTY, FLORIDA, RUN SOUTH 00°04'45" EAST ALONG THE EAST LINE OF THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SAID SECTION 12, A DISTANCE OF 131.04 FEET; THENCE RUN NORTH 89°18'52" WEST, 752.02 FEET ALONG THE SOUTH LINE OF STATE ROAD NO. 436 TO THE POINT OF BEGINNING; THENCE RUN SOUTH 00°41'08" WEST 91.11 FEET; THENCE RUN SOUTHWESTERLY 46.32 FEET ALONG THE ARC OF A CURVE CONCAVE TO THE NORTHWEST HAVING A RADIUS OF 60.00 FEET AND A CENTRAL ANGLE OF 44°14'07"; THENCE RUN SOUTH 44°55'15" WEST, 78.34 FEET; THENCE RUN SOUTH 00°41'08" WEST, 38.57 FEET; THENCE RUN SOUTH 89°55'15" WEST, 576.48 FEET; THENCE RUN NORTHEASTERLY 171.75 FEET ALONG AN ARC OF A CURVE CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 349.00 FEET, A CENTRAL ANGLE OF 28°17'49" AND A CHORD OF 170.02 FEET THAT BEARS NORTH 22°46'50" EAST; THENCE RUN 89.50 FEET NORTHEASTERLY ALONG THE ARC OF A CURVE CONCAVE TO THE NORTHWEST HAVING A RADIUS OF 346.57 FEET AND A CENTRAL ANGLE OF 14°47'48"; THENCE RUN SOUTH 89°18'52" EAST ALONG THE SOUTH RIGHT-OF-WAY LINE, A DISTANCE OF 176.33 FEET; THENCE SOUTH 00°41'08" WEST, A DISTANCE OF 55.47 FEET; THENCE SOUTH 89°18'52" EAST, A DISTANCE OF 6.10 FEET; THENCE SOUTH 18°26'58" EAST, A DISTANCE OF 107.56 FEET; THENCE SOUTH 12°29'48" EAST, A DISTANCE OF 38.49 FEET; THENCE SOUTH 89°42'49" EAST, A DISTANCE OF 108.27 FEET; THENCE NORTH 00°17'11" WEST, A DISTANCE OF 16.23 FEET; THENCE NORTH 89°42'49" EAST, A DISTANCE OF 34.86 FEET; THENCE NORTH 00°41'08" EAST, A DISTANCE OF 175.91 FEET; THENCE SOUTH 89°18'52" EAST, A DISTANCE OF 171.85 FEET TO THE POINT OF BEGINNING.

LESS AND EXCEPT ANY PORTION OF THE ABOVE-DESCRIBED PROPERTIES LYING WITHIN PIEDMONT-WEKIVA ROAD AS IT NOW EXISTS;

AND LESS LAND CONVEYED TO ORANGE COUNTY BY SPECIAL WARRANTY DEED RECORDED IN OFFICIAL RECORDS BOOK 3968, PAGE 1781, PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA.

PARCEL III:
 THE NON-EXCLUSIVE EASEMENTS AS DEFINED IN THE DECLARATION OF RESTRICTIONS AND GRANT OF EASEMENTS, RECORDED FEBRUARY 12, 1985 IN OFFICIAL RECORDS BOOK 3605, PAGE 2156; AND THE AMENDMENT THEREOF RECORDED IN OFFICIAL RECORDS BOOK 6330, PAGE 3554; TOGETHER WITH THE ASSIGNMENT THEREOF RECORDED IN OFFICIAL RECORDS BOOK 7172, PAGE 1114, PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA.

TOGETHER WITH THE LANDS IN OFFICIAL RECORDS BOOK 8813, PAGE 1121, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

FROM THE NORTHEAST CORNER OF THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 12, TOWNSHIP 21 SOUTH, RANGE 28 EAST, ORANGE COUNTY, FLORIDA, RUN SOUTH 00°04'05" EAST ALONG THE EAST LINE OF THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SAID SECTION 12, A DISTANCE OF 131.04 FEET; THENCE RUN NORTH 89°18'52" WEST ALONG THE SOUTH RIGHT-OF-WAY LINE OF STATE ROAD #436, 726.02 FEET TO THE POINT OF BEGINNING; THENCE RUN SOUTH 00°41'08" WEST 97.14 FEET; THENCE RUN NORTH 46.32 FEET ALONG THE ARC OF A CURVE CONCAVE NORTHWESTERLY HAVING A RADIUS OF 60 FEET AND A CENTRAL ANGLE OF 44°14'07"; THENCE RUN SOUTH 44°55'15" WEST 92.95 FEET; THENCE RUN 48.31 FEET ALONG THE ARC OF A CURVE CONCAVE SOUTHEASTERLY HAVING A RADIUS OF 60 FEET AND A CENTRAL ANGLE OF 48°25'20"; THENCE RUN NORTH 89°55'15" EAST 277.66 FEET; THENCE RUN SOUTH 00°4'45" EAST 304.00 FEET; THENCE RUN SOUTH 89°55'15" WEST 805.64 FEET; THENCE RUN NORTH 00°19'21" WEST 10.36 FEET TO THE SOUTHEAST CORNER OF THE NORTH 660 FEET OF THE EAST 198 FEET OF THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 12; THENCE RUN NORTH 89°17'39" WEST 19.87 FEET ALONG THE SOUTH LINE OF SAID NORTH 660 FEET OF THE EAST 198 FEET; THENCE RUN NORTH 19°07'16" WEST 133.66 FEET; THENCE RUN NORTHEASTERLY 159.35 FEET ALONG THE ARC OF A CURVE CONCAVE TO THE EAST HAVING A RADIUS OF 349.00 AND A CENTRAL ANGLE OF 27°48'11"; THENCE RUN NORTH 89°55'15" EAST 576.48 FEET; THENCE RUN NORTH 00°41'08" EAST 38.97 FEET; THENCE RUN NORTH 44°55'15" EAST 78.34 FEET; THENCE RUN 46.32 FEET ALONG THE ARC OF A CURVE CONCAVE NORTHWESTERLY HAVING A RADIUS OF 60 FEET AND A CENTRAL ANGLE OF 44°14'07"; THENCE RUN NORTH 00°41'08" EAST 91.11 FEET; THENCE RUN SOUTH 89°18'52" EAST 36.00 FEET ALONG THE SOUTH RIGHT-OF-WAY LINE OF STATE ROAD #436 TO THE POINT OF BEGINNING.

LESS AND EXCEPT THEREFROM THE FOLLOWING LAND LOCATED IN ORANGE COUNTY, FLORIDA:

FROM THE SOUTHEAST CORNER OF THE SOUTHWEST 1/4 OF SECTION 12 TOWNSHIP 21 SOUTH, RANGE 28 EAST, ORANGE COUNTY, FLORIDA, RUN NORTH 00°19'21" WEST 687.34 FEET ALONG THE EAST LINE OF SAID SOUTHWEST 1/4 OF SECTION 12 TOWNSHIP 21 SOUTH, RANGE 28 EAST; THENCE RUN NORTH 89°17'39" WEST 8.22 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE NORTH 95°17'39" WEST 11.65 FEET; THENCE RUN NORTH 19°07'16" WEST 40.65 FEET; THENCE RUN SOUTHEASTERLY 45.97 FEET ALONG THE ARC OF A CURVE CONCAVE SOUTHWESTERLY HAVING A RADIUS OF 316.57 FEET, A CENTRAL ANGLE OF 08°19'11" AND A CHORD OF 45.93 FEET THAT BEARS SOUTH 32°55'36" EAST TO THE POINT OF BEGINNING.

Sun-Tech Engineering, Inc.
 Engineers - Planners - Surveyors

1600 West Oakland Park Boulevard
 Ft. Lauderdale, FL 33311
 www.suntecheng.com

Certificate of Auth. # 7097
 Phone (954)777-3123
 Fax (954)777-3114

RECEIVED

JUN 20 2016

By _____

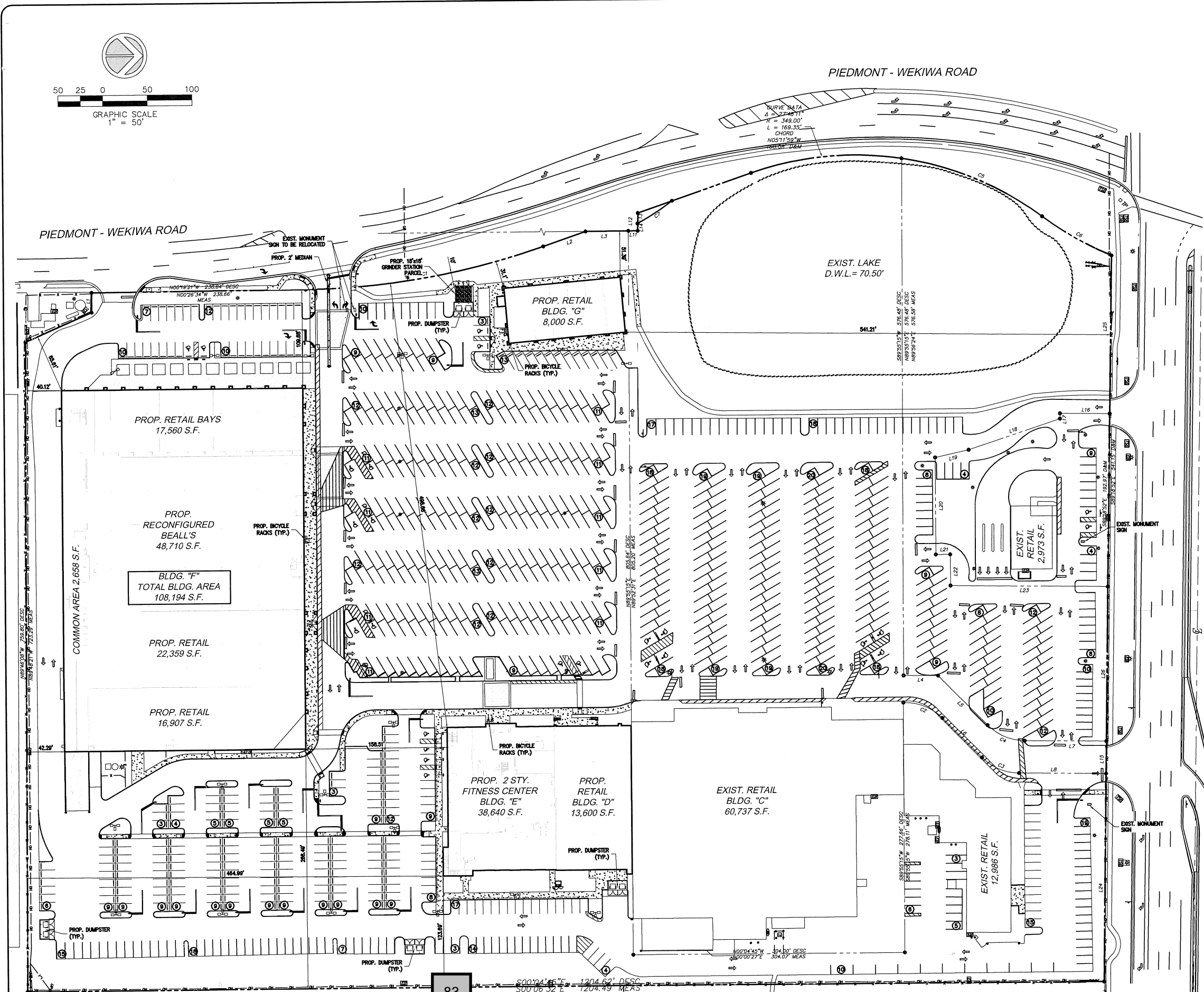
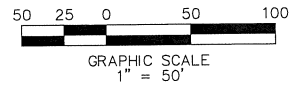
DRAWINGS MAY BE OUT OF SCALE DUE TO XEROX REPRODUCTION ERROR.

Always call 811 two full business days before you dig

PROJECT NO. 16-3755
 DESIGN DATE: MAY 2016

JUN 16 2016

CLIFFORD R. MONTAN, P.E.
 F.L. REG. NO. 50890



SITE PLAN DATA			
PARCEL ID NUMBER(S):	282112000000003; 282112000000024; 282112000000025; 282112000000027		
FUTURE LAND USE:	COMMERCIAL		
ZONING:	C-1 (COMMERCIAL-1)		
	S.F.	AC.	%
TOTAL SITE	1,004,769	23.07	100%
BUILDING AREA			
EXIST. SHOPPING CENTER			
RETAIL/OFFICE	184,144	4.23	
PROPOSED BUILDINGS			
RETAIL	60,986	1.40	
TOTAL BLDG. EXIST./PROPOSED	245,130	5.63	24.40%
LAKE AREA	86,085	1.98	8.57%
PAVEMENT AND CONCRETE AREA	515,134	11.83	51.27%
LANDSCAPE AREA	158,420	3.64	15.77%
FLOOR AREA RATIO	0.244		
BUILDING HEIGHT	PROP. 58'; MAX. 35'		
OPEN SPACE	244,505 S.F.		
HOURS OF OPERATION	10AM - 10PM (RETAIL); 24 HRS. (FITNESS CENTER)		
NUMBER OF EMPLOYEES	170		

PERVIOUS CALCULATIONS			
	S.F.	AC.	%
PERVIOUS	158,420	3.64	15.77%
IMPERVIOUS	846,349	19.43	84.23%

BLDG. SETBACKS	FRONT	SIDE	REAR	CORNER
REQUIRED	10'	10'	10'	15'
PROPOSED	31.10'	40.12'	123.69'	65.61'

	NORTH	EAST	SOUTH	WEST
ADJACENT LAND USE	COMMERCIAL	OFFICE	COMMERCIAL	COMMERCIAL HIGH RESIDENTIAL
ADJACENT ZONING	C-1/C-2	PO/I	PUD	C-1/PUD

PARKING TABULATION			
PARKING REQUIRED			
245,130 S.F. @ 1 SPACE PER 200 S.F.	1,226 SPACES		
TOTAL PARKING REQUIRED	1,226 SPACES		
PARKING PROVIDED			
REGULAR SPACES	951 SPACES		
HANDICAP SPACES	30 SPACES		
TOTAL PARKING PROVIDED	981 SPACES		
PARKING DEFICIT	245 SPACES		

VARIANCE (V) WAIVER (W) TABLE			
CODE #	CODE REQUIREMENT (V/W)	REQUEST	JUSTIFICATION
	REQD. PARKING 1,227	W	PROVIDED 977, 250 SPACES REDUCTION
	BUILDING HEIGHT MAX. 35'	W	58' BUILDING HEIGHT
			HARDSHIP

NOTE: WAIVERS ARE PROCESSED ACCORDING TO SECTION 6.07.00, LDC

Sun-Tech Engineering, Inc.
 Engineers - Planners - Surveyors
TECH
 1600 West Oakland Park Boulevard
 Ft. Lauderdale, FL 33311
 www.suntecheng.com
 Certificate of Auth. # 7097
 Phone (954) 777-3123
 Fax (954) 777-3114

REVISIONS	
NO.	DATE / DESCRIPTION

FLORIDA
 CITY OF APOPKA
PIEDMONT PLAZA
SITE PLAN

DATE:
Apr. 2016

SCALE:
1"=50'

DESIGNED BY:
M.G.

DRAWN BY:
M.A.S.

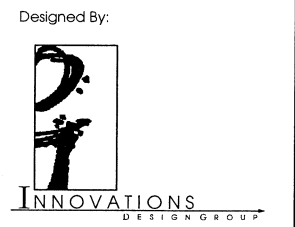
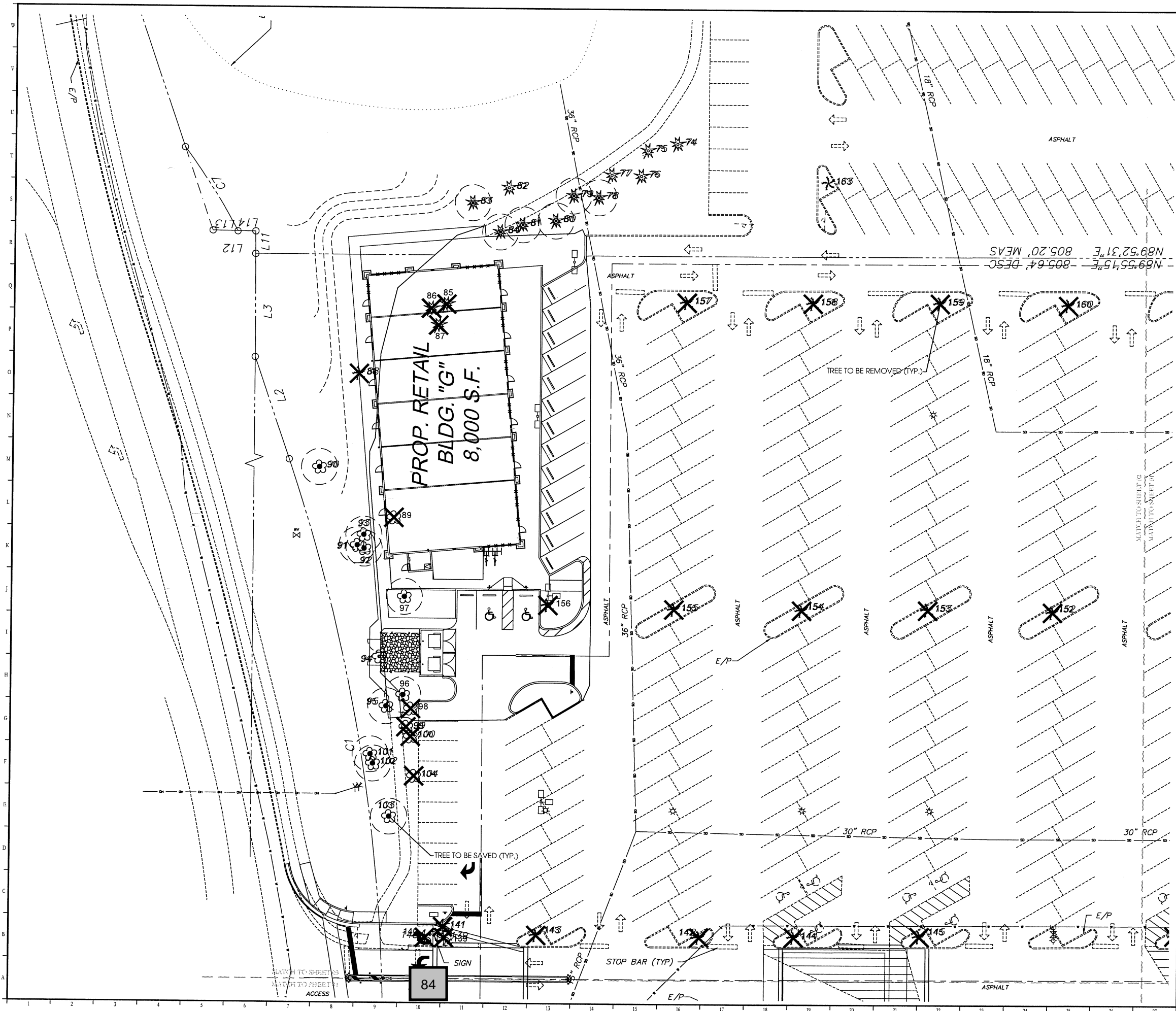
JOB NUMBER
16-3755

SHEET No.
SP1

SEAL

Jun 16 2016
 CLIFFORD R. LOUTAN, P.E.
 FL. REG. NO. 56890

FILE: Z:\4 Studio\Projects\2016\16018-Piedmont Plaza\2 Autocad\4 Construction Docs - REV 1\Sheets\16018-CD-03a-Tree mitigation.dwg
 PRINT DATE: 16-Jun-16
 DRAWING SIZE: 24" X 36"



P.O. BOX 540292 ■ ORLANDO ■ FLORIDA ■ 32854
 WWW.INNOVATIONS-DESIGN.COM ■ 407-440-3574

Consultants:

Owner:

PIEDMONT PLAZA
 CITY OF APOPKA, FLORIDA

LANDSCAPE PLANS

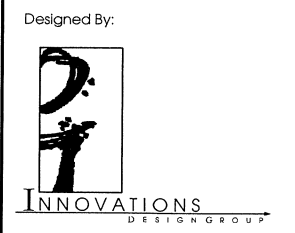
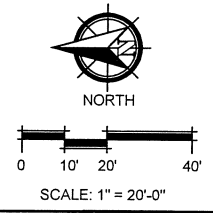
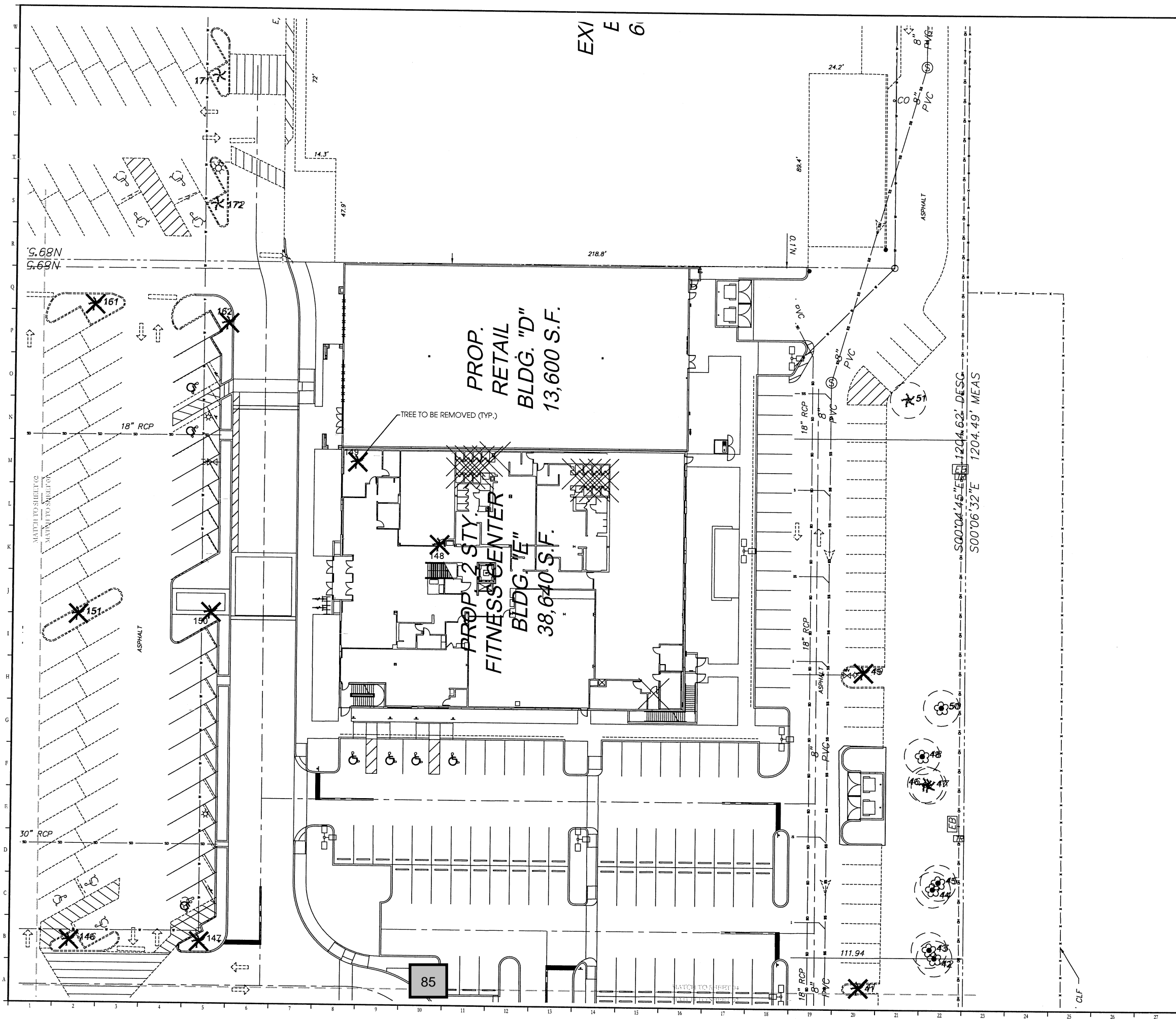
Rev.	Date:	Description:	By:
▲	6/16/16	city comments	mm
▲			
▲			
▲			
▲			
▲			

Date: 05/10/2016 Scale: AS SHOWN
 Drawn By: MM RR Designed By: MM
 Approved By: MM Project #: 16018
 ©Innovations Design Group, Inc.

Seal: *MM*
 6/17/16

Sheet Number:
 LS-01

FILE: Z:\4 Studio\Projects\2016\16018-Piedmont Plaza\2 Autocad\4 Construction Docs - REV 1\Sheets\16018-CD-03a-Tree Mitigation.dwg
 PRINT DATE: 16-Jun-16
 DRAWING SIZE: 24" X 36"



P.O. BOX 540292 ■ ORLANDO ■ FLORIDA ■ 32854
 WWW.INNOVATIONS-DESIGN.COM ■ 407-540-3574

Consultants:

Owner:

PIEDMONT PLAZA
 CITY OF APOPKA, FLORIDA

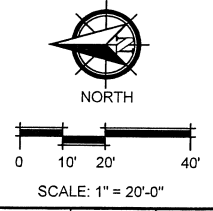
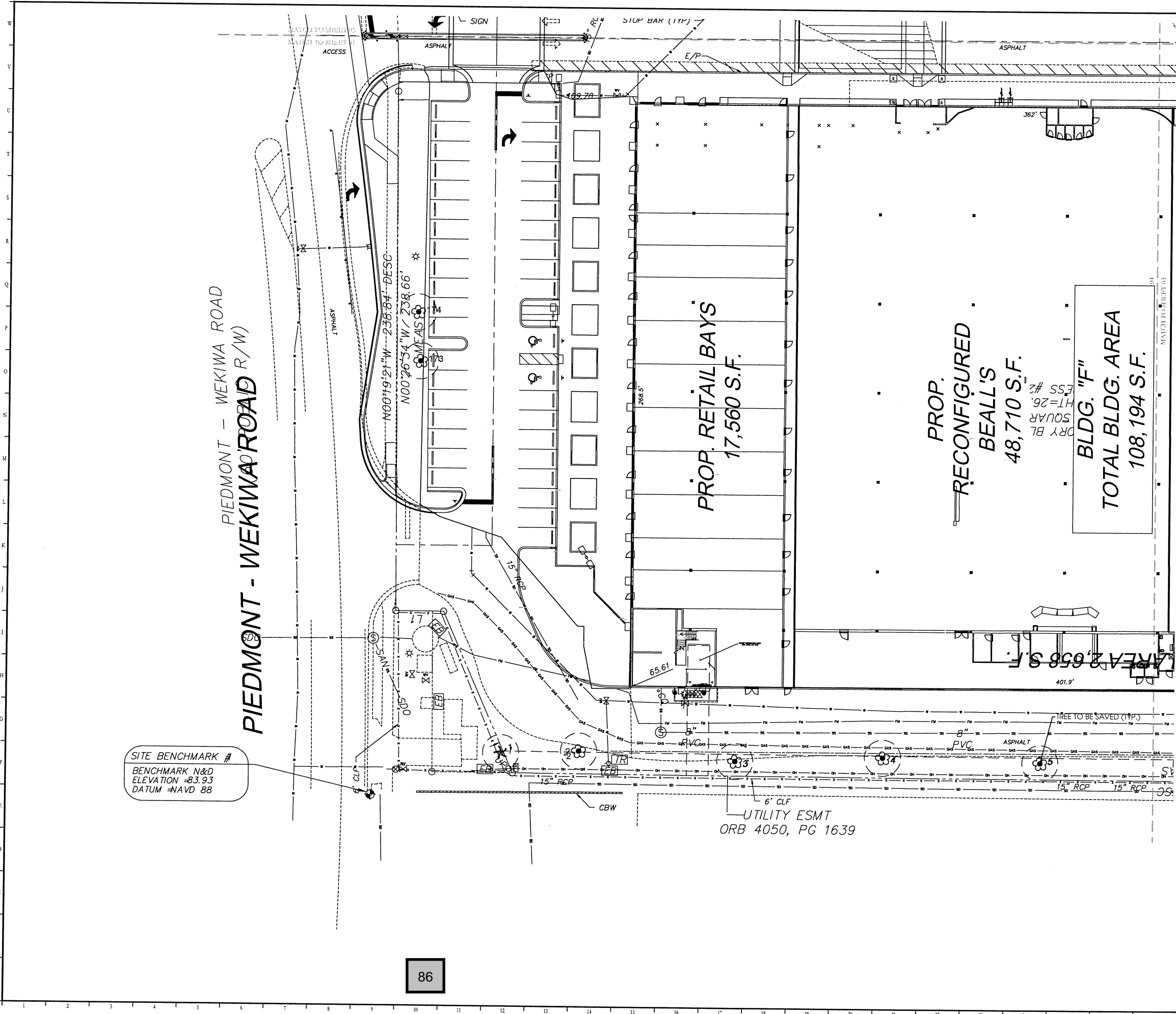
LANDSCAPE PLANS

Rev.	Date:	Description:	By:
▲	6/16/16	city comments	mm
▲			
▲			
▲			
▲			

Date: 05/10/2016 Scale: AS SHOWN
 Drawn By: MM RR Designed By: MM
 Approved By: MM Project #: 16018
 ©Innovations Design Group, Inc.

Seal: *MM*
 6/17/16

Sheet Number:
 LS-02



Designed By:

 INNOVATIONS
 DESIGN GROUP

P.O. BOX 540792 ■ ORLANDO ■ FLORIDA ■ 32854
 WWW.INNOVATIONSGROUPDESIGN.COM ■ 407-540-3374

Consultants:

 Owner:

PIEDMONT PLAZA
 CITY OF APOPKA, FLORIDA

 LANDSCAPE PLANS

Rev.	Date:	Description:	By:
▲	6/16/16	city comments	mm
▲			
▲			
▲			
▲			

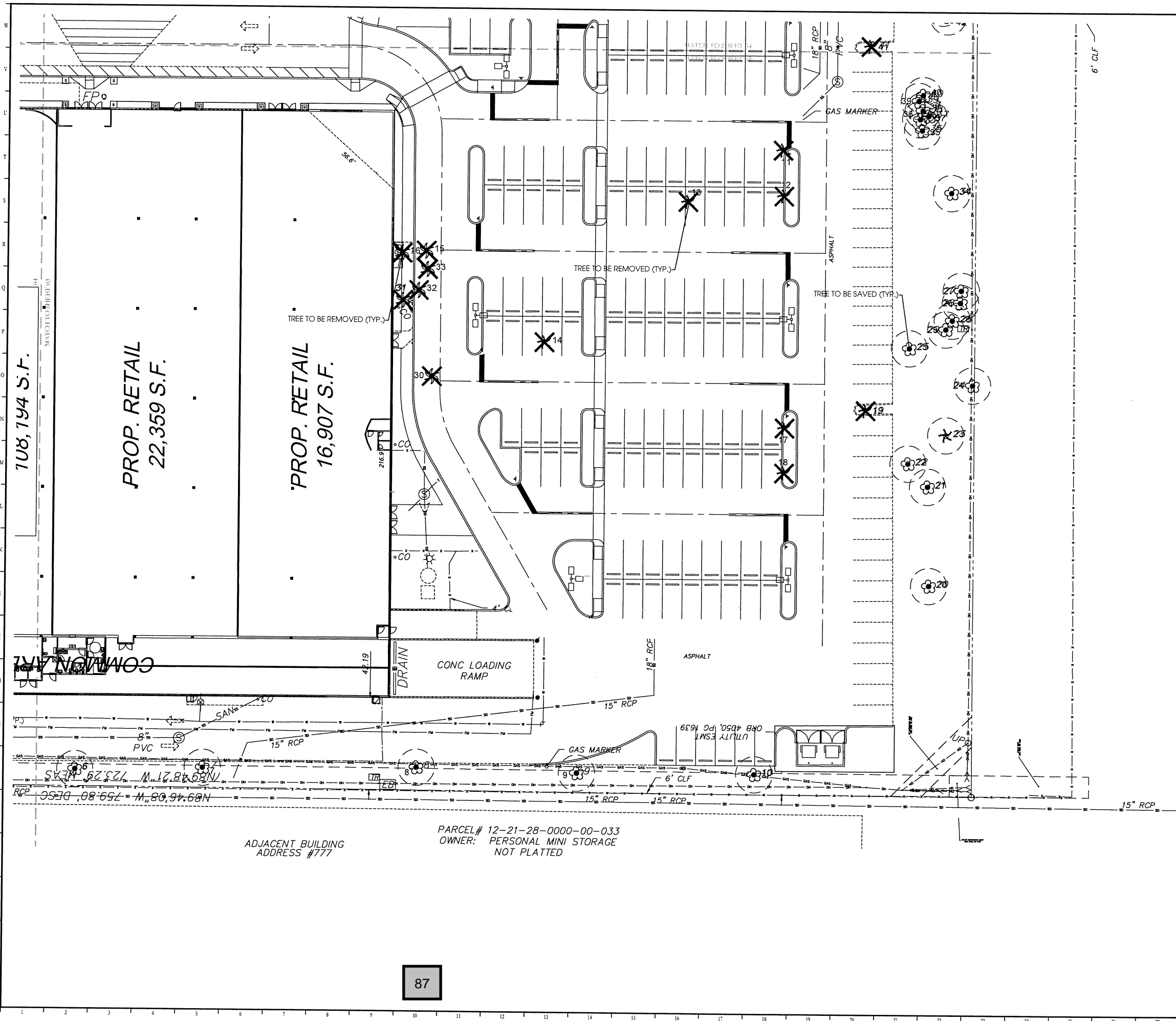
Date: 05/10/2016
 Drawn By: MM RR
 Approved By: MM
 ©Innovations Design Group, Inc.

Scale: AS SHOWN
 Designed By: MM
 Project #: 16018
 Seal:

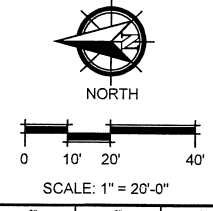
 6/17/16
 Sheet Number:
 LS-03

All rights reserved. This drawing is the property of Innovations Design Group, Inc. and shall not be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without the prior written permission of Innovations Design Group, Inc.


FILE: Z:\4 Studio\Projects\2016\16018-Piedmont Plaza\2 Autocad\4 Construction Docs - REV 1\Sheets\16018-CD-03a-Tree mitigation.dwg
 PRINT DATE: 16-Jun-16
 DRAWING SIZE: 24" X 36"



87



Designed By:



INNOVATIONS
DESIGN GROUP

P.O. BOX 542292 ■ ORLANDO ■ FLORIDA ■ 32854
 WWW.INNOVATIONS-DESIGN.COM ■ 407-440-3574

Consultants:

Owner:

PIEDMONT PLAZA
CITY OF APOPKA, FLORIDA


LANDSCAPE PLANS

Rev:	Date:	Description:	By:
▲	6/16/16	city comments	mm
▲			
▲			
▲			
▲			

Date: 05/10/2016
 Drawn By: MM RR
 Approved By: MM

Scale: AS SHOWN
 Designed By: MM
 Project #: 16018

©Innovations Design Group, Inc.

Seal:


Sheet Number:
 LS-04

LANDSCAPE INSTALLATION NOTES:

- THE CONTRACTOR SHALL FIELD VERIFY ALL EXISTING CONDITIONS AND BASE INFORMATION PRIOR TO INITIATING PLANTING INSTALLATION. ALL EXISTING PLANTING SHALL REMAIN INTACT AND UNDISTURBED UNLESS OTHERWISE NOTED ON THE PLANS.
- CONTRACTOR SHALL NOTIFY ALL NECESSARY UTILITY COMPANIES 48 HOURS MINIMUM PRIOR TO DIGGING FOR VERIFICATION OF ALL UNDERGROUND UTILITIES, IRRIGATION AND ALL OTHER OBSTRUCTIONS AND COORDINATE WITH OWNER'S REPRESENTATIVE PRIOR TO INITIATING OPERATIONS. DRAWINGS ARE PREPARED ACCORDING TO THE BEST INFORMATION AVAILABLE AT THE TIME OF PREPARING THESE DOCUMENTS.
- CONTRACTOR SHALL FAMILIARIZE HIMSELF/HERSELF WITH EXISTING SITE CONDITIONS PRIOR TO INITIATING PLANTING. ALL EXISTING SITE FURNISHINGS, PAVING, LANDSCAPE AND OTHER ELEMENTS TO REMAIN SHALL BE PROTECTED FROM ANY DAMAGE UNLESS OTHERWISE NOTED.
- UNLESS OTHERWISE NOTED, THE LIMITS OF CONSTRUCTION ARE THE CLEARING LIMITS NOTED ON THE DRAWINGS. (REFER TO CIVIL ENGINEERING DRAWINGS.)
- REPORT ANY DISCREPANCIES BETWEEN THE CONSTRUCTION DRAWINGS AND FIELD CONDITIONS TO THE OWNER'S REPRESENTATIVE IMMEDIATELY.
- LANDSCAPE CONTRACTOR SHALL COORDINATE ALL WORK WITH RELATED CONTRACTORS AND WITH THE GENERAL CONSTRUCTION OF THE PROJECT IN ORDER NOT TO IMPEDE THE PROGRESS OF THE WORK OF OTHERS OR THE CONTRACTOR'S OWN WORK.
- CONTRACTOR SHALL BE RESPONSIBLE TO REMOVE EXISTING GROUND COVER FOR ALL PLANTING BEDS AS SPECIFIED PRIOR TO PLANTING INSTALLATION. CONTRACTOR SHALL BE RESPONSIBLE TO REPLACE ALL PORTIONS OF EXISTING LAWN AREAS DAMAGED WHILE COMPLETING PLANTING INSTALLATION WITH THE SAME GRASS SPECIES TO THE SATISFACTION OF THE OWNER'S REPRESENTATIVE.
- THE CONTRACTOR SHALL BEAR ALL COSTS OF TESTING OF SOILS, AMENDMENTS, ETC. ASSOCIATED WITH THE WORK AND INCLUDED IN THE SPECIFICATIONS. PRIOR TO COMMENCEMENT OF THE LANDSCAPE PLANTING WORK, THE CONTRACTOR SHALL PROVIDE COMPLETE SOIL TESTS FOR AT LEAST TWO ON-SITE AREAS.
- ALL PLANT MATERIAL SHALL BE IN FULL AND STRICT ACCORDANCE WITH THE "AMERICAN STANDARDS FOR NURSERY STOCK" AS PUBLISHED BY THE AMERICAN ASSOCIATION OF NURSERYMEN (AAN) AND THE PROJECT MANUAL AND SPECIFICATIONS. PLANT MATERIALS SHALL EXCEED IN SOME INSTANCES SOME SPECIFICATIONS IF NECESSARY TO MEET THE MINIMUM REQUIREMENTS OF OTHERS.
- ALL TREES SHALL HAVE SIX FEET (6') CLEAR TRUNK UNLESS OTHERWISE SPECIFIED.
- ALL CONTAINER SIZES NOTED ON PLANT LIST ARE MINIMUM. INCREASE SIZE IF NECESSARY TO CONFORM TO PLANT SIZE AND SPECIFICATIONS.
- ALL TREE CALIPER SIZES NOTED ON PLANT LIST ARE MINIMUM. INCREASE SIZE IF NECESSARY TO CONFORM TO PLANT SIZE AND SPECIFICATIONS.
- ANY TREES WITH A TRUNK FORMED "V" SHAPE CROTCH WILL BE REJECTED.
- EROSION CONTROL FABRIC SHALL BE INSTALLED IN ALL SHRUB AND GROUND COVER PLANTING AREAS AS PER SPECIFICATIONS FOR ALL SLOPES THAT EXCEED 3:1. SEE GRADING PLANS FOR LOCATION OF SLOPES GREATER THAN 3:1.
- TYPICALLY, SHRUB AND GROUND COVER PLANTINGS ARE SHOWN AS MASS PLANTING BEDS. PLANTS SHALL BE PLACED ON A TRIANGULAR SPACING CONFIGURATION (STAGGERED SPACING). PLANT CENTER TO CENTER DIMENSIONS (O.C.) ARE LISTED UNDER "COMMENTS" ON THE PLANT LIST.

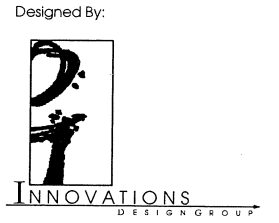
- LANDSCAPE CONTRACTOR SHALL FIELD STAKE THE LOCATION OF ALL PLANT MATERIAL PRIOR TO INITIATING INSTALLATION FOR THE REVIEW AND APPROVAL OF THE OWNER'S REPRESENTATIVE AND/OR LANDSCAPE ARCHITECT.
- LANDSCAPE CONTRACTOR SHALL FIELD ADJUST LOCATION OF PLANT MATERIAL AS NECESSARY TO AVOID DAMAGE TO ALL EXISTING UNDERGROUND UTILITIES AND/OR EXISTING ABOVE GROUND ELEMENTS. ALL CHANGES REQUIRED SHALL BE COMPLETED AT THE CONTRACTOR'S EXPENSE AND SHALL BE COORDINATED WITH THE OWNER'S REPRESENTATIVE AND THE LANDSCAPE ARCHITECT.
- CONTRACTOR SHALL MULCH ALL NEW PLANT MATERIAL THROUGHOUT AND COMPLETELY TO DEPTH SPECIFIED.
- ANY SUBSTITUTIONS IN SIZE AND/OR PLANT MATERIAL MUST BE APPROVED BY LANDSCAPE ARCHITECT AND/OR OWNER'S REPRESENTATIVE BEFORE PLANTING CAN BEGIN.
- CONTRACTOR SHALL REFER TO THE LANDSCAPE PLANTING DETAILS, PLANT LIST, GENERAL NOTES AND THE PROJECT MANUAL AND SPECIFICATIONS FOR FURTHER AND COMPLETE LANDSCAPE PLANTING INSTRUCTIONS.
- LANDSCAPE CONTRACTOR SHALL COORDINATE ALL PLANTING WORK WITH IRRIGATION WORK. LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL HAND WATERING AS REQUIRED BY OWNER'S REPRESENTATIVE TO SUPPLEMENT IRRIGATION WATERING AND RAINFALL. LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR HAND WATERING IN ALL PLANTING AREAS, REGARDLESS OF THE STATUS OF EXISTING OR PROPOSED IRRIGATION.
- LANDSCAPE CONTRACTOR SHALL CLEAN THE WORK AREAS AT THE END OF EACH WORKING DAY. RUBBISH AND DEBRIS SHALL BE COLLECTED AND DEPOSITED OFF-SITE DAILY. ALL MATERIALS, PRODUCTS AND EQUIPMENT SHALL BE STORED IN AN ORGANIZED FASHION AS DIRECTED BY THE OWNER'S REPRESENTATIVE.
- LANDSCAPE CONTRACTOR SHALL REGRADE ALL AREAS DISTURBED BY PLANT REMOVAL, RELOCATION AND/OR INSTALLATION WORK. LANDSCAPE CONTRACTOR SHALL REPLACE (BY EQUAL SIZE AND QUALITY) ANY AND ALL EXISTING PLANT MATERIAL DISTURBED OR DAMAGED BY PLANT REMOVAL, RELOCATION AND/OR INSTALLATION.

PIEDMONT PLAZA PLANT SCHEDULE						
QTY.	KEY	BOTANICAL NAME	COMMON NAME	SIZE/SPECIFICATION	B&B or CONT.	SPACING COMMENTS
TREES						
AR		Acer rubrum	Red Maple	12' Hgt. x 5' Spd./3" Cal.	65 Gal. Cont.	as shown Single, straight trunk/Full/6' C.T.
CV		Callistemon viminalis	Weeping Bottlebrush	10' hgt. x 6' spd./3" Cal.	45 Gal. Cont.	as shown Standard/Full
LM		Lagerstroemia indica 'Muskogee'	Muskogee Crape Myrtle	12' Hgt. x 6' Spd./3" Cal.	30 Gal. Cont.	as shown Standard/Full
UN		Lagerstroemia indica 'Natchez'	Natchez Crape Myrtle	12' Hgt. x 6' Spd./3" Cal.	30 Gal. Cont.	as shown Standard/Full
U		Ligustrum japonicum	Japanese Privet	8' Hgt. x 6' Spd./3" Cal.	65 Gal. Cont.	as shown Multi-trunk/Full
MG		Magnolia grandiflora 'Blanchard'	Southern Magnolia	10' Hgt. x 4' Spd./3" Cal.	65 Gal. Cont.	as shown Single, straight trunk/Full/4' C.T.
QV		Quercus virginiana	Live Oak	14' Hgt. x 8' Spd./3" Cal.	100 Gal. Cont.	as shown Single, straight trunk/Full/6' C.T.
UP		Ulmus parvifolia 'Drake'	Drake Elm	12' Hgt. x 6' Spd./3" Cal.	65 Gal. Cont.	as shown Single, straight trunk/Full/6' C.T.
PALMS						
LC		Livistona chinensis	Chinese Fan Palm	16' O.A.	B&B	as shown
PS		Phoenix sylvestris	Wild Indian Date Palm	12-14' O.A.	B&B	as shown Sgl., strght., hvy., undam. trunk/Full/45 deg. boot cut
SPB		Sabal palmetto	Cabbage Palm	14'-18' O.A. (See plan)/14" Cal.	B&B	as shown No boots, regenerated 5 fronds min.
WR		Washingtonia robusta	Washington Palm	16' O.A.	B&B	as shown Heavy, straight trunk void of damage/Boots intact
SHRUBS						
AZ		Alphitonia zerumbet	Shell Ginger	30" Hgt.	3 Gal. Cont.	36" O.C. Full/3 plants per pot
BD		Bougainvillea 'Helen Johnson'	Dwarf Bougainvillea 'Helen Johnson'	18" O.A.	3 Gal. Cont.	30" O.C. Full/3 trailing runners min.
CQ		Camellia sasanqua	Sasanqua Camellia	30" O.A.	3 Gal. Cont.	36" O.C. Full
CS		Cortaderia selloana	Pampas Grass	36" O.A.	3 Gal. Cont.	48" O.C. Full clump/Plant as shown
CA		Crinum asiaticum	Crinum Lily	36" O.A.	7 Gal. Cont.	48" O.C. Full/10 leaves min. with no scars/Plant as shown
DR		Duranta repens	Golden Dewdrop	24" O.A.	3 Gal. Cont.	30" O.C. Full
GA		Galphimia glauca	Thyallid	20" O.A.	3 Gal. Cont.	30" O.C. Full
HRR		Hibiscus rosa-sinensis 'Brilliant Red'	Single Red Hibiscus	30" O.A.	3 Gal. Cont.	36" O.C. Full
IB		Ilex cornuta 'Burfordii'	Burfordii Holly	20" O.A.	3 Gal. Cont.	36" O.C. Full
MF		Myrcianthes fragrans	Simpsons Stopper	24" O.A.	3 Gal. Cont.	36" O.C. Full
MC		Muhlenbergia capillaris	Pink Muhley Grass	18" ht. x 14" spr.	3 Gal. Cont.	24" O.C. Full
ND		Nandina domestica	Nandina	24" O.A.	3 Gal. Cont.	30" O.C. Full/3 plants per pot
NOD		Nerium oleander 'Dwarf'	Dwarf Oleander	24" O.A.	3 Gal. Cont.	30" O.C. Full
PG		Plumbago articulata	Plumbago	24" O.A.	3 Gal. Cont.	36" O.C. Full
PM		Podocarpus macrophyllus	Japanese Yew	30" Hgt. x 12" Spd.	3 Gal. Cont.	36" O.C. Full
RD		Rhododendron 'Duc de Rohan'	Duc de Rohan Azalea	18" O.A.	3 Gal. Cont.	30" O.C. Full
SE		Strelitzia reginae	Bird of Paradise	18" O.A.	3 Gal. Cont.	36" O.C. Full/3 plants per pot
TD		Tripsacum dactyloides	Fakahatchee Grass	24" hgt.	3 Gal. Cont.	36" O.C. Full clump
VO		Viburnum odoratissimum	Sweet Viburnum	28" O.A.	3 Gal. Cont.	36" O.C. Full
VO1		Viburnum odoratissimum	Sweet Viburnum	36" O.A.	7 Gal. Cont.	48" O.C. Full
ZF		Zamia pumila	Coontie	18" O.A.	3 Gal. Cont.	30" O.C. Full/11 leaves min.
GROUNDCOVERS						
AN		Annuals	Annuals	12" O.A.	4" Pot	12" O.C. Full/ 3 plants per pot
DT		Dianella tasmanica 'Variegata'	Variegated Flax Lily	18" O.A.	1 Gal. Cont.	18" O.C. Full
DV		Dietses vegeta	White African Iris	14" O.A.	1 Gal. Cont.	18" O.C. Full/3 plants per pot
JP		Juniperus 'parson's'	Parson's Juniper	18" Hgt. x 16" Spd.	3 Gal. Cont.	30" O.C. Full/3 trailing runners min.
LM		Lantana montevidensis	Trailing Lantana	8" Hgt. x 12" Spd.	1 Gal. Cont.	18" O.C. Full/3 trailing runners min.
LE		Liriope muscari 'Evergreen Giant'	Evergreen Giant Lily Turf	12" O.A.	1 Gal. Cont.	18" O.C. Full/2 plants per pot
TA		Trachelospermum asiaticum	Asian Jasmine	12" runners	1 Gal. Cont.	18" O.C. Full/5 runners min.
TJ		Trachelospermum jasminoides	Confederate Jasmine	18" runners	3 Gal. Cont.	30" O.C. Full/5 runners min.
TURF						
		Sod	St. Augustine			

- NOTES:
- LANDSCAPING AND IRRIGATION PLANS SHALL BE IN COMPLIANCE WITH WATER WISE ORDINANCE 2069
 - ALL EQUIPMENT (INCLUDING ROOF TOP) AND UTILITY BOXES MUST BE FULLY SCREENED (INCLUDING THE BACK OF THE BUILDINGS)
 - TREES MUST BE MEASURED AT DIAMETER AT BREAST HEIGHT (D.B.H.)
 -

CITY OF APOPKA, FLORIDA
 CODE OF ORDINANCES ARTICLE V
 C 5.01.08.- REQUIRED LANDSCAPING

- MINIMUM TREE SIZE: 2.5" CAL (DBH) , 8FT HEIGHT.
- MINIMUM TREE REQUIREMENT: 1 TREE PER 8,000 SF
 LOT SIZE: 765,435 SF (17.57 AC.) = 96 TREES REQUIRED
 77 TREES PROVIDED
 53 TREES EXISTING
- PARKING REQUIREMENTS: 1 TREE PER 20 PARKING SPACES
 608 PARKING SPACES/20= 30 TREES REQUIRED
 42 TREES PROVIDED



P.O. BOX 540292 ORLANDO FLORIDA 32854
 WWW.INNOVATIONS-DESIGN.COM 407-440-3574

Consultants:

Owner:

PIEDMONT PLAZA
 CITY OF APOPKA, FLORIDA
 LANDSCAPE PLANS
 GENERAL NOTES

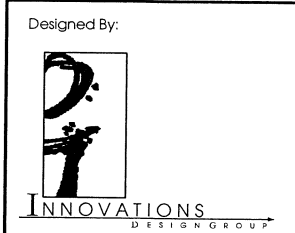
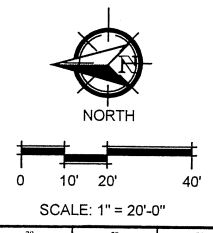
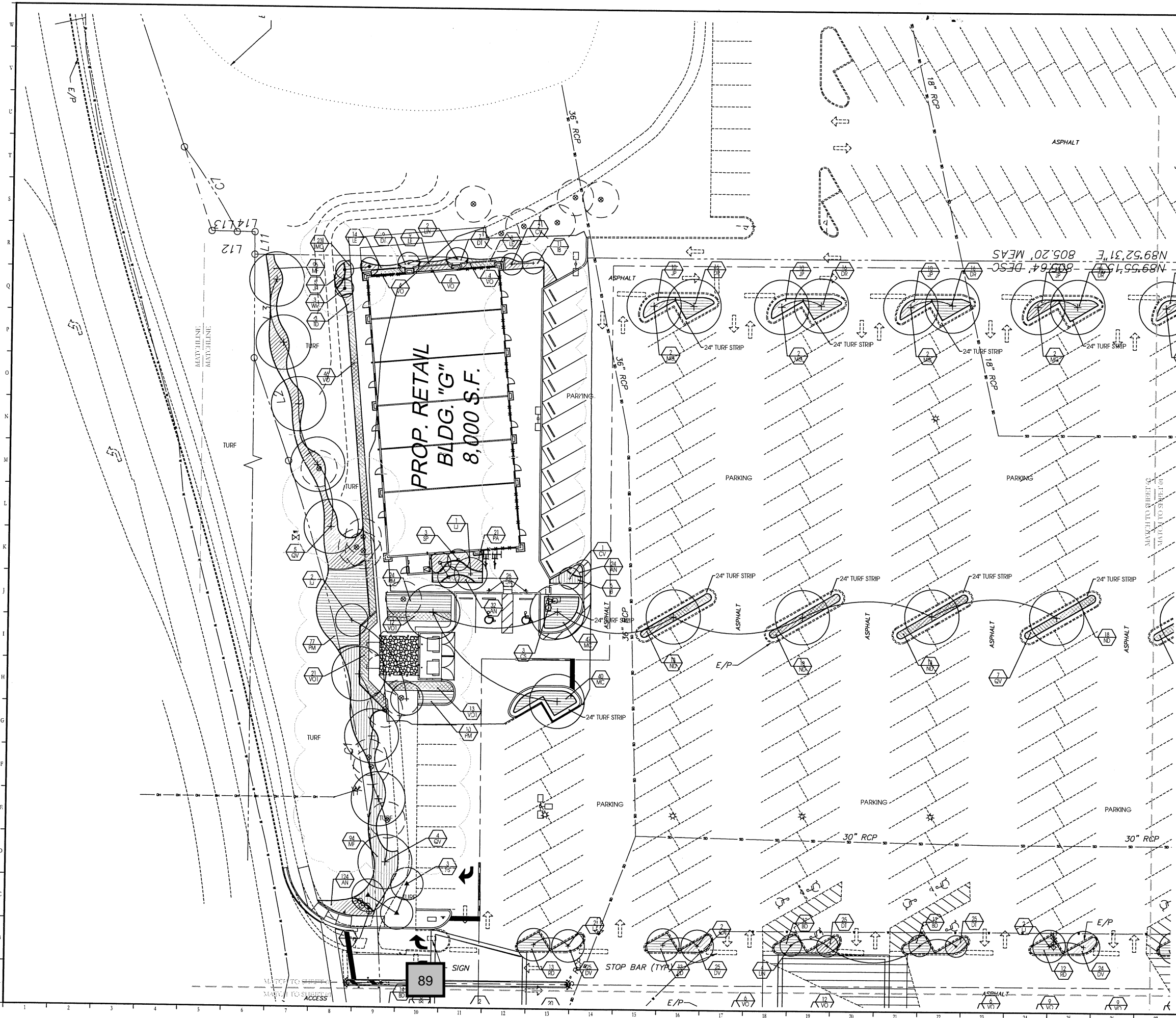
Rev:	Date:	Description:	By:
1	6/16/16	city comments	mm
2			
3			
4			
5			
6			

Date: 05/10/2016 Scale: AS SHOWN
 Drawn By: MM RR Designed By: MM
 Approved By: MM Project #: 16018
 ©Innovations Design Group, Inc.

Seal: Sheet Number: LS-00

FILE: Z:\4 Studio\Projects\2016\16018-Piedmont Plaza\2_Autocad\14_Construction Docs - REV 1\Sheets\16018-CD-03-Landscape.dwg
 PRINT DATE: 16-Jun-16
 DRAWING SIZE: 24" X 36"

FILE: Z:\4 Studio\Projects\16018-Piedmont Plaza\2_Autocad\14_Construction Docs - REV 11\Sheets\16018-CD-03-Landscape.dwg
 PRINT DATE: 16-Jun-16
 DRAWING SIZE: 24" X 36"



P.O. BOX 542292 ■ ORLANDO ■ FLORIDA ■ 32854
 WWW.INNOVATIONS-DESIGN.COM ■ 407-440-3574

Designed By:
 Consultants:
 Owner:

Owner:

PIEDMONT PLAZA
 CITY OF APOKA, FLORIDA
 LANDSCAPE PLANS

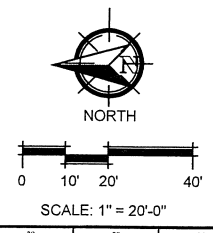
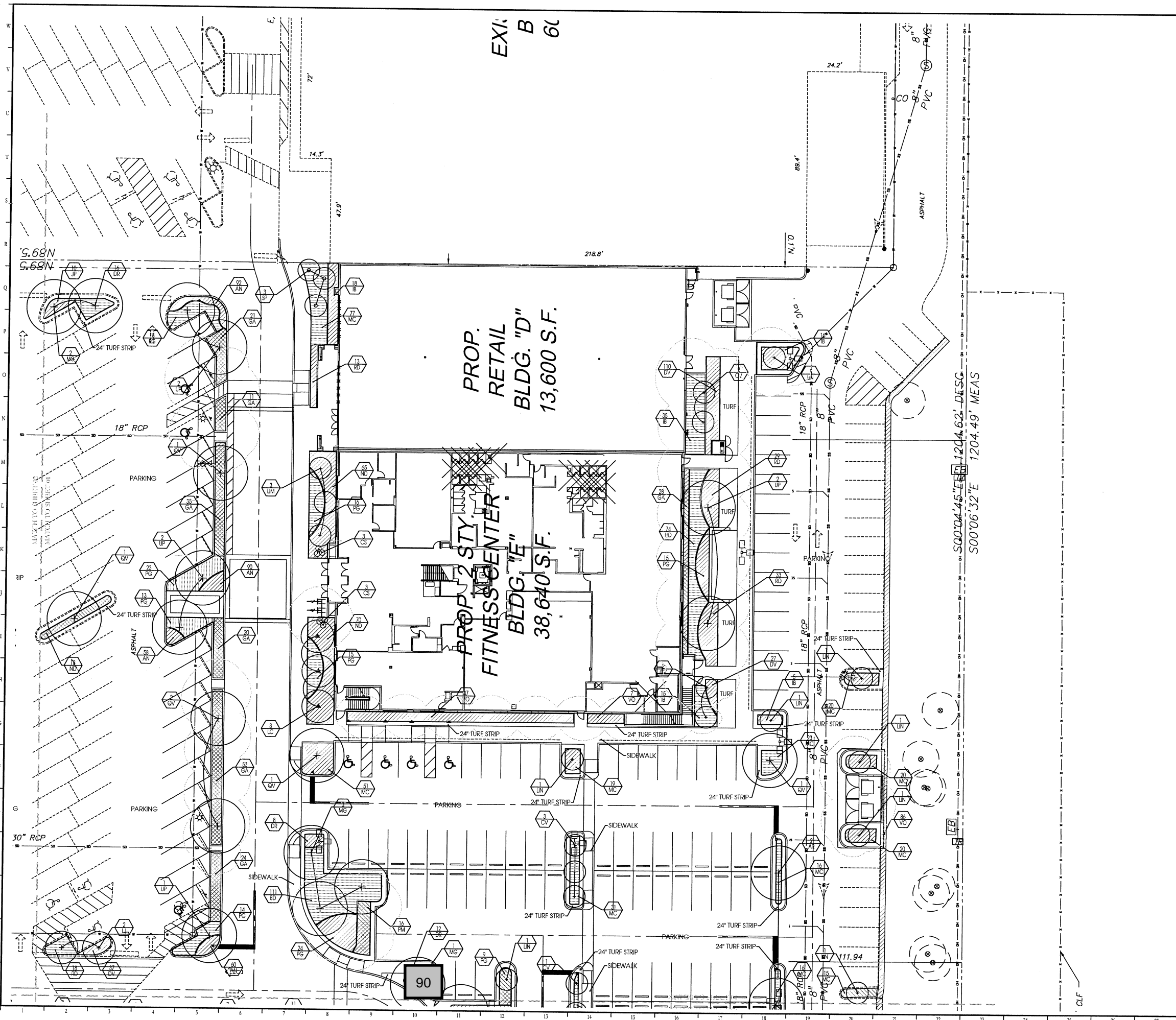
Rev:	Date:	Description:	By:
▲	6/16/16	city comments	mm
▲			
▲			
▲			
▲			


Date: 05/10/2016 Scale: AS SHOWN
 Drawn By: MM RR Designed By: MM
 Approved By: MM Project #: 16018
 ©Innovations Design Group, Inc.

Seal: *MM RR*
 6/17/16
 Sheet Number:
 LS-01

Approval of this drawing does not constitute an endorsement of the accuracy of the information shown hereon. The user of this drawing is responsible for the accuracy of the information shown hereon. The user of this drawing is responsible for the accuracy of the information shown hereon. The user of this drawing is responsible for the accuracy of the information shown hereon.

FILE: Z:\4 Studio\Projects\2016\16018\Piedmont Plaza\2_Autocad\4_Construction Docs - REV 1\Sheets\16018-CD-03_Landscape.dwg
 PRINT DATE: 16-Jun-16
 DRAWING SIZE: 24" X 36"



Designed By:

INNOVATIONS
 DESIGN GROUP

P.O. BOX 540292 ■ ORLANDO ■ FLORIDA ■ 32854
 WWW.INNOVATIONS-DESIGN.COM ■ 407-540-3574

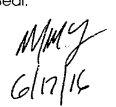
Consultants:
 Owner:

PIEDMONT PLAZA
 CITY OF APOPKA, FLORIDA

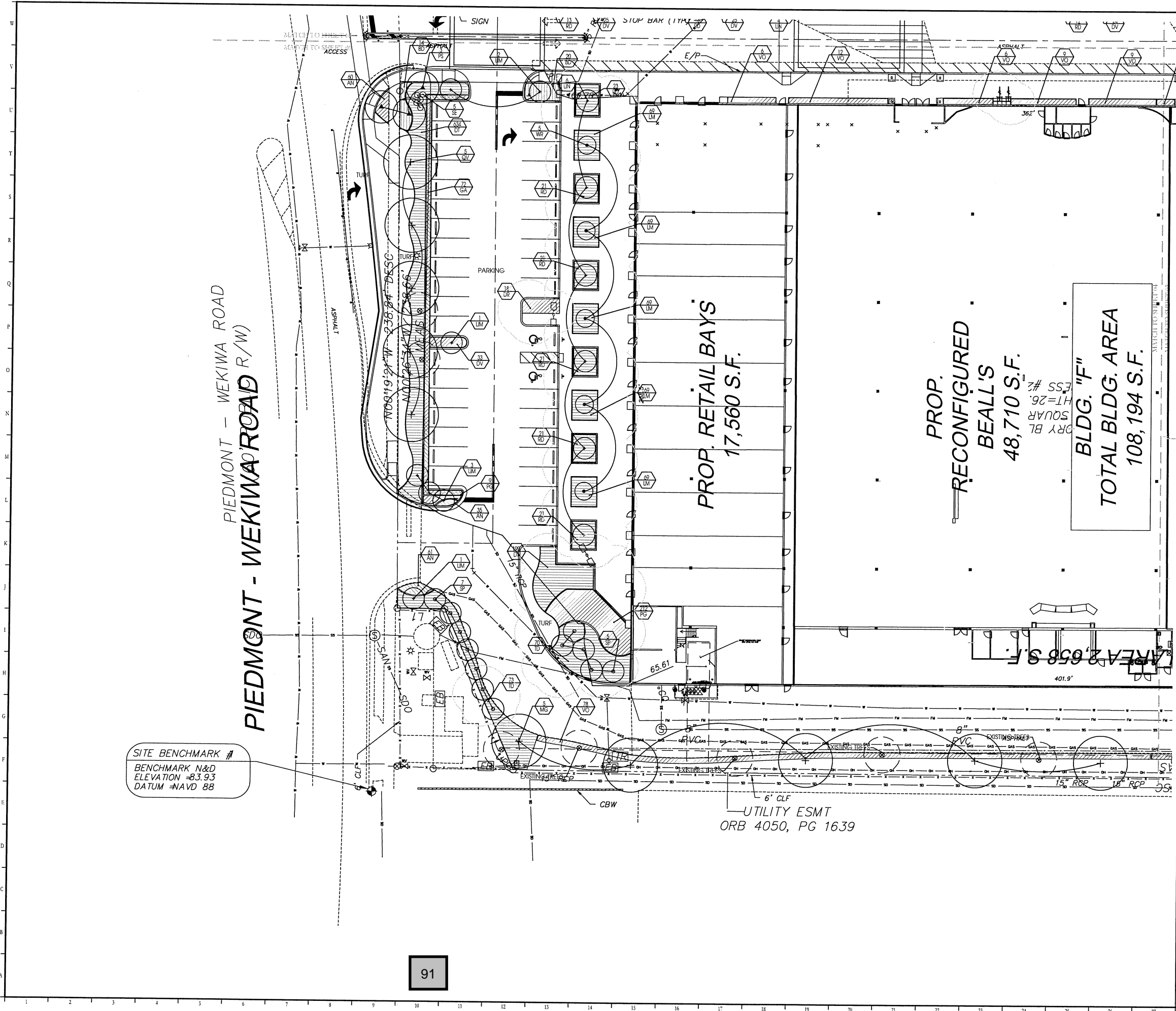
LANDSCAPE PLANS

Rev:	Date:	Description:	By:
▲	6/16/16	city comments	mm
▲			
▲			
▲			
▲			

Date: 05/10/2016 Scale: AS SHOWN
 Drawn By: MM RR Designed By: MM
 Approved By: MM Project #: 16018
 ©Innovations Design Group, Inc.

Seal:

 Sheet Number:
 LS-02

Approval of this drawing by the City of Apopka is not an endorsement of the services of the design professional. The design professional is responsible for the accuracy and completeness of the information provided. The design professional is not responsible for the accuracy and completeness of the information provided by the City of Apopka. The design professional is not responsible for the accuracy and completeness of the information provided by the City of Apopka.



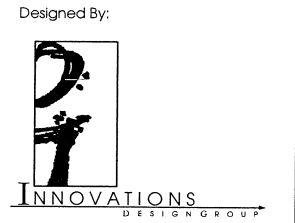
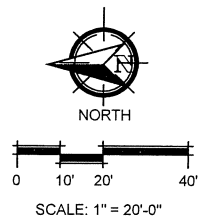
SITE BENCHMARK #
 BENCHMARK N&D
 ELEVATION =83.93
 DATUM =NAVD 88

6" CLF
 UTILITY ESMT
 ORB 4050, PG 1639

PROP. RECONFIGURED
 BEALL'S
 48,710 S.F.
 GRAY BL
 SQUARE
 HT=26'
 FSS #12

PROP. RETAIL BAYS
 17,560 S.F.

BLDG. "F"
 TOTAL BLDG. AREA
 108,194 S.F.



P.O. BOX 542292 ■ ORLANDO ■ FLORIDA ■ 32854
 WWW.INNOVATIONS-DESIGN.COM ■ 407-460-3574

Designed By:
 Consultants:
 Owner:

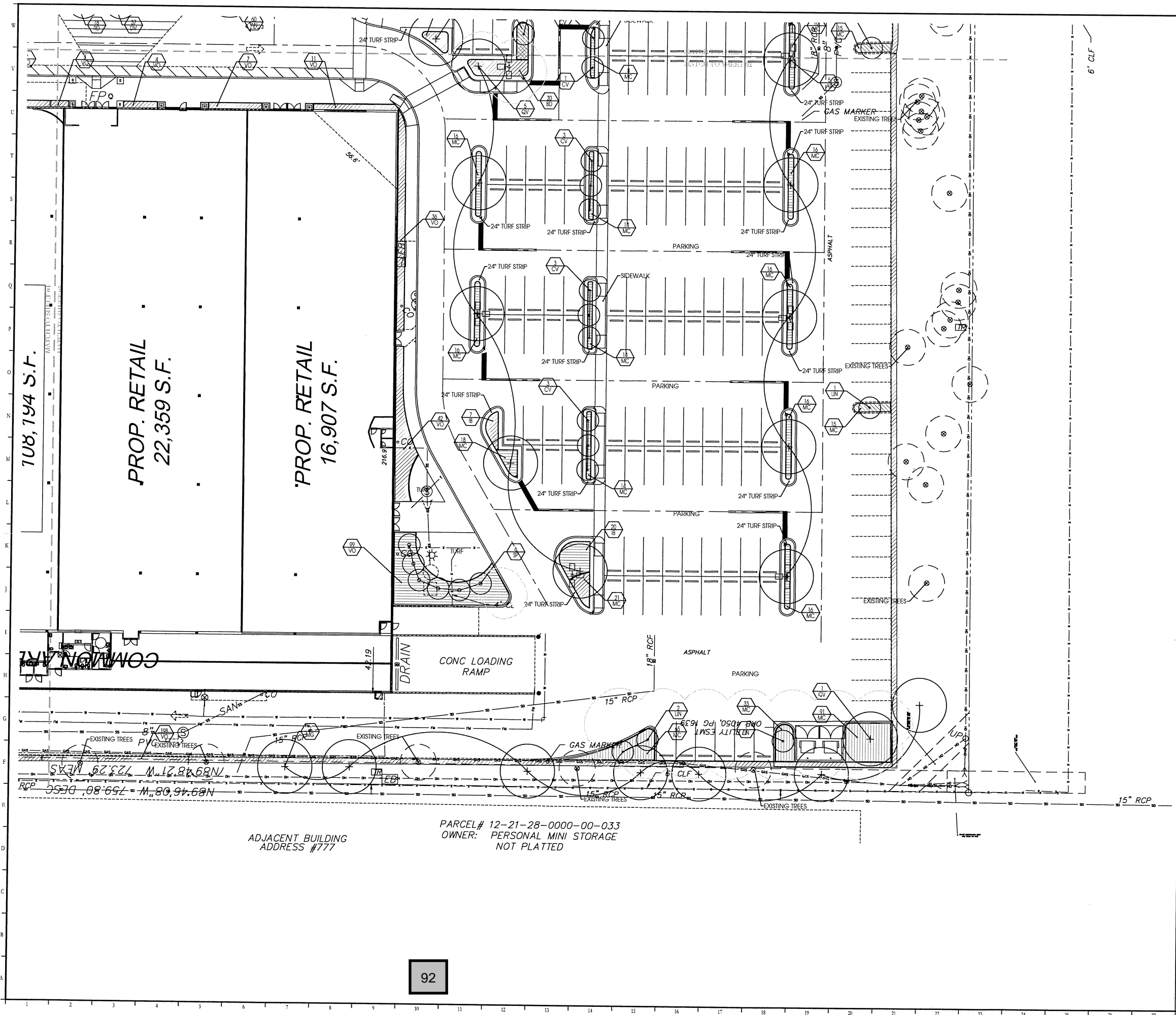
PIEDMONT PLAZA
 CITY OF APOPKA, FLORIDA
 LANDSCAPE PLANS

Rev:	Date:	Description:	By:
▲	6/16/16	city comments	mm
▲			
▲			
▲			
▲			
▲			

Date: 05/10/2016 Scale: AS SHOWN
 Drawn By: MM RR Designed By: MM
 Approved By: MM Project #: 16018
 ©Innovations Design Group, Inc.

Seal:
 Sheet Number:
 MM RR
 6/17/16
 LS-03

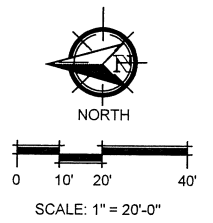
FILE: Z:\4 Studio\Projects\2016\16018-Piedmont Plaza\12 AutoCAD\1 Construction Docs - REV 1\Sheets\16018-CD-03-Landscape.dwg
 PRINT DATE: 16-Jun-16
 DRAWING SIZE: 24" X 36"



ADJACENT BUILDING
 ADDRESS #777

PARCEL# 12-21-28-0000-00-033
 OWNER: PERSONAL MINI STORAGE
 NOT PLATTED

92



Designed By:

INNOVATIONS
 DESIGN GROUP

P.O. BOX 540292 ■ ORLANDO ■ FLORIDA ■ 32854
 WWW.INNOVATIONS-DESIGN.COM ■ 407-440-3574

Consultants:

Owner:

PIEDMONT PLAZA
 CITY OF APOPKA, FLORIDA

LANDSCAPE PLANS

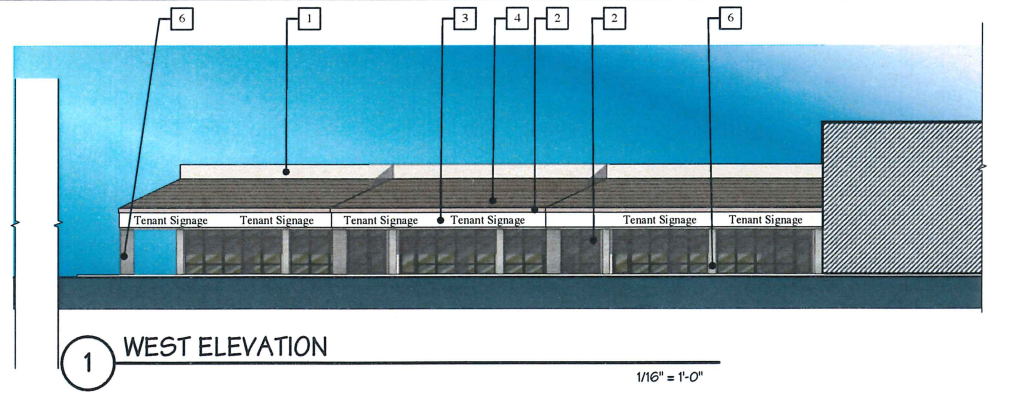
Rev:	Date:	Description:	By:
▲	6/16/16	city comments	mm
▲			
▲			
▲			
▲			
▲			

Date: 05/10/2016 Scale: AS SHOWN
 Drawn By: MM RR Designed By: MM
 Approved By: MM Project #: 16018
 ©Innovations Design Group, Inc.

Seal:

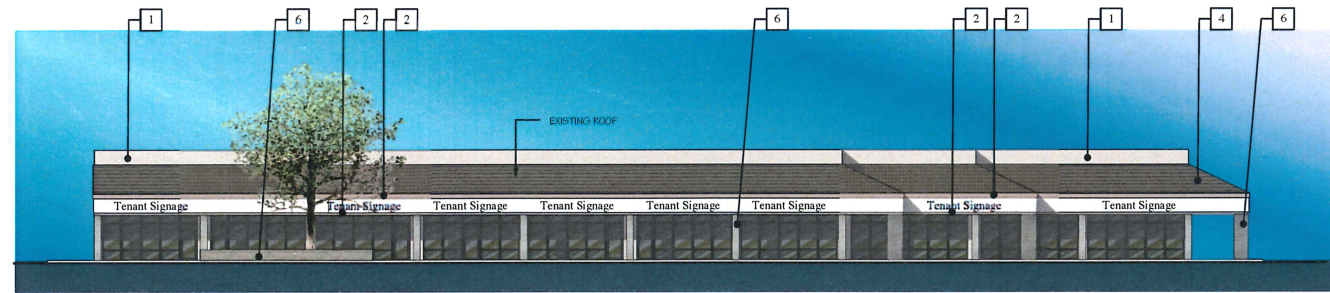
Sheet Number:
 LS-04

RECEIVED
 JUN 17 2016
 By _____



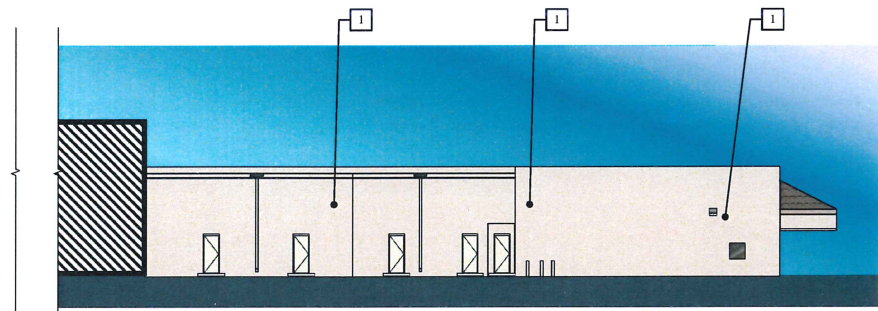
1 WEST ELEVATION

1/16" = 1'-0"



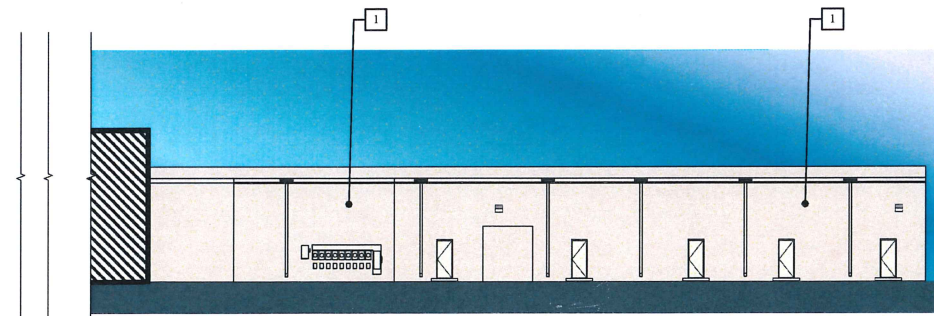
2 NORTH ELEVATION

1/16" = 1'-0"



3 SOUTH EXISTING ELEVATION

1/16" = 1'-0"



4 SOUTH EXISTING ELEVATION

1/16" = 1'-0"

MATERIAL SCHEDULE					
PIEDMONT PLAZA					
16.05.03					
CATEGORY	MARK	MATERIAL	FINISH	COLOR	MANUFACTURER #
					SHERWIN WILLIAMS
EXTERIOR WALLS					
FIELD	1	STUCCO	PAINT	POPULAR GRAY	SW 6071
ACCENT	2	STUCCO	PAINT	PERFECT GREIGE	SW 6073
ACCENT	3	STUCCO	PAINT	AESTHETIC WHITE	SW 7035
ACCENT	4	STUCCO	PAINT	SPALDING GRAY	SW 6074
TRIM	5	STUCCO/EIFS	PAINT	AESTHETIC WHITE	SW 7035
WAINSCOT	6	CULTURED STONE	CORAL STONE	CARAMEL	BORAL
CHAIRRAIL	7	PRECAST CONCRETE	NATURAL	OFF WHITE	
WINDOWS/STOREFRONT	8	ALUMINUM & GLASS	ANODIZED	CLEAR	
LIGHT FIXTURE	9	ALUMINUM		BRONZE ESP	
EGRESS DOORS	10	HOLLOW METAL	PAINT	POPULAR GRAY	SW 6071
AWNING	11	FABRIC		CHARCOAL & TAN STRIPES	



MARK	DESCRIPTION	DATE

ARCHITECTURE/PLANNING
 MARC WIENER, A.I.A.
 AR # 0000496
 851 SOUTH FEDERAL HWY, STE 2025
 BOCA RATON, FLORIDA 33432
 561-750-4111 FAX: 561-750-0286

WOOLBRIGHT
 DEVELOPMENT INC.

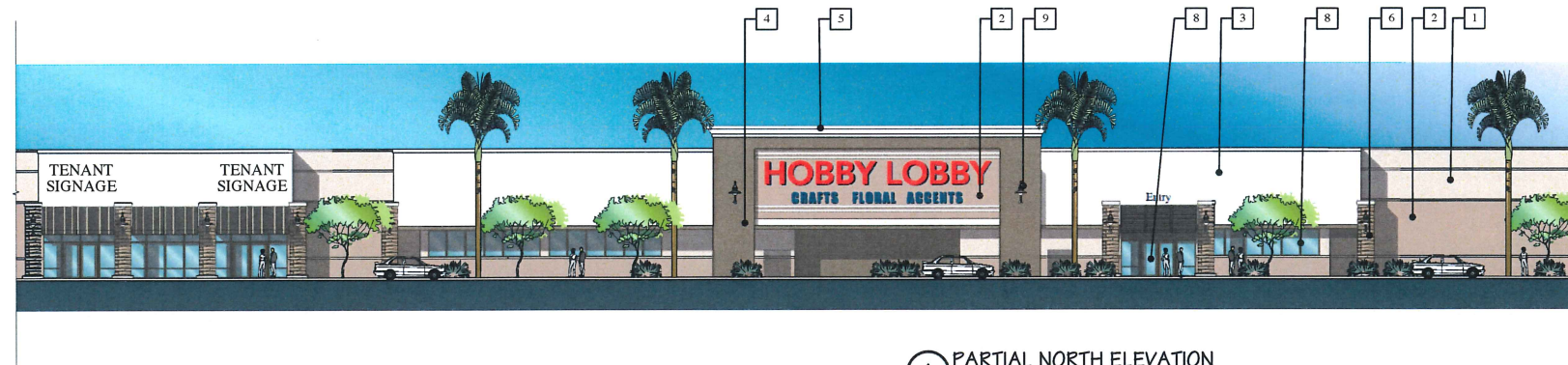
2240 NW 19th St.
 Suite 801
 Boca Raton, Florida 33431
 561-989-2240

PIEDMONT PLAZA
 FACADE MODIFICATION

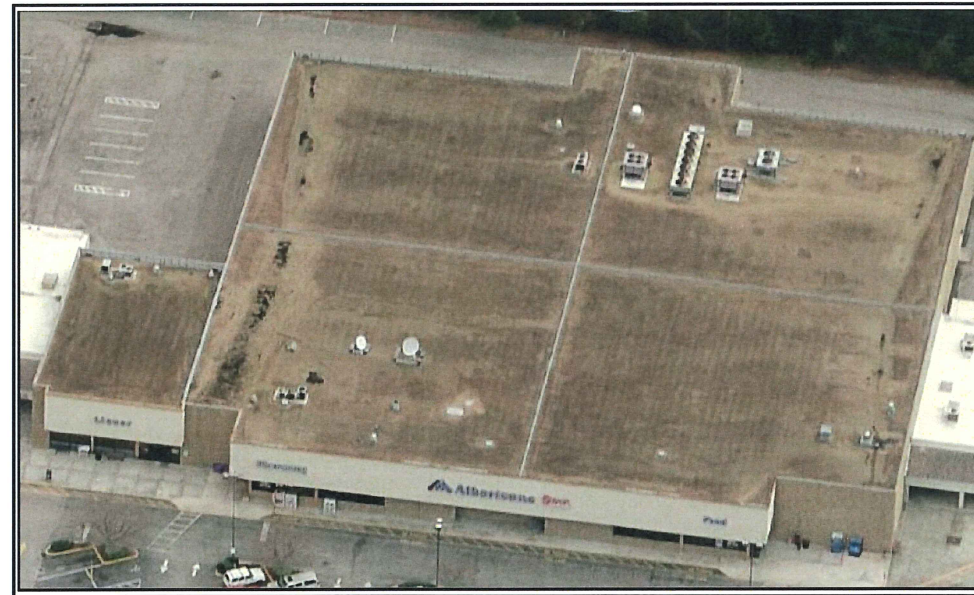
APOPKA, FLORIDA

JOB NUMBER	15054
SCALE	AS NOTED
PROJECT DATE	
ISSUE DATE	5.13.16
BID DATE	

DRAWN BY	
CHECKED BY	MW
DISCIPLINE	ARCHITECTURE
PLAN TYPE	
SHEET NUMBER	AC3.01 A

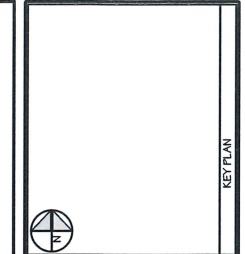


**(A) PARTIAL NORTH ELEVATION
PROPOSED FACADE MODIFICATIONS** SCALE 1/16" = 1'-0"
NOTE: EXISTING CHATTAHOOCHEE STONE
FINISH TO BE REFINISHED W/ PAINTED STUCCO



(A) PARTIAL NORTH ELEVATION - EXISTING CONDITION

PIEDMONT PLAZA					
					16.06.03
CATEGORY	MARK	MATERIAL	FINISH	COLOR	MANUFACTURER #
EXTERIOR WALLS					SHERWIN WILLIAMS
FIELD	1	STUCCO	PAINT	POPULAR GRAY	SW 6071
ACCENT	2	STUCCO	PAINT	PERFECT GREIGE	SW 6075
ACCENT	3	STUCCO	PAINT	AESTHETIC WHITE	SW 7036
ACCENT	4	STUCCO	PAINT	SPALDING GRAY	SW 6074
TRIM	5	STUCCO/EIFS	PAINT	AESTHETIC WHITE	SW 7036
WAINSCOT	6	CULTURED STONE	CORAL STONE	CARAMEL	BOKAL
CHAIRRAIL	7	PRECAST CONCRETE	NATURAL	OFF WHITE	
WINDOWS/STOREFRONT	8	ALUMINUM & GLASS	ANODIZED	CLEAR	
LIGHT FIXTURE	9	ALUMINUM		BRONZE ESP	
EGRESS DOORS	10	HOLLOW METAL	PAINT	POPULAR GRAY	SW 6071
AWNING	11	FABRIC		CHARCOAL & TAN STRIPES	



MARK	DESCRIPTION	DATE

ARCHITECTURE/PLANNING
MARC WIENER, A.I.A.
 AR # 000946
 251 SOUTH FEDERAL HWY, STE 205
 BOCA RATON, FLORIDA 33432
 561-750-4111 FAX: 561-750-9298

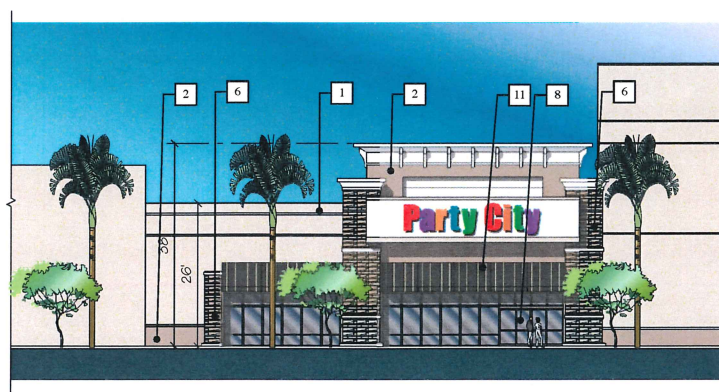
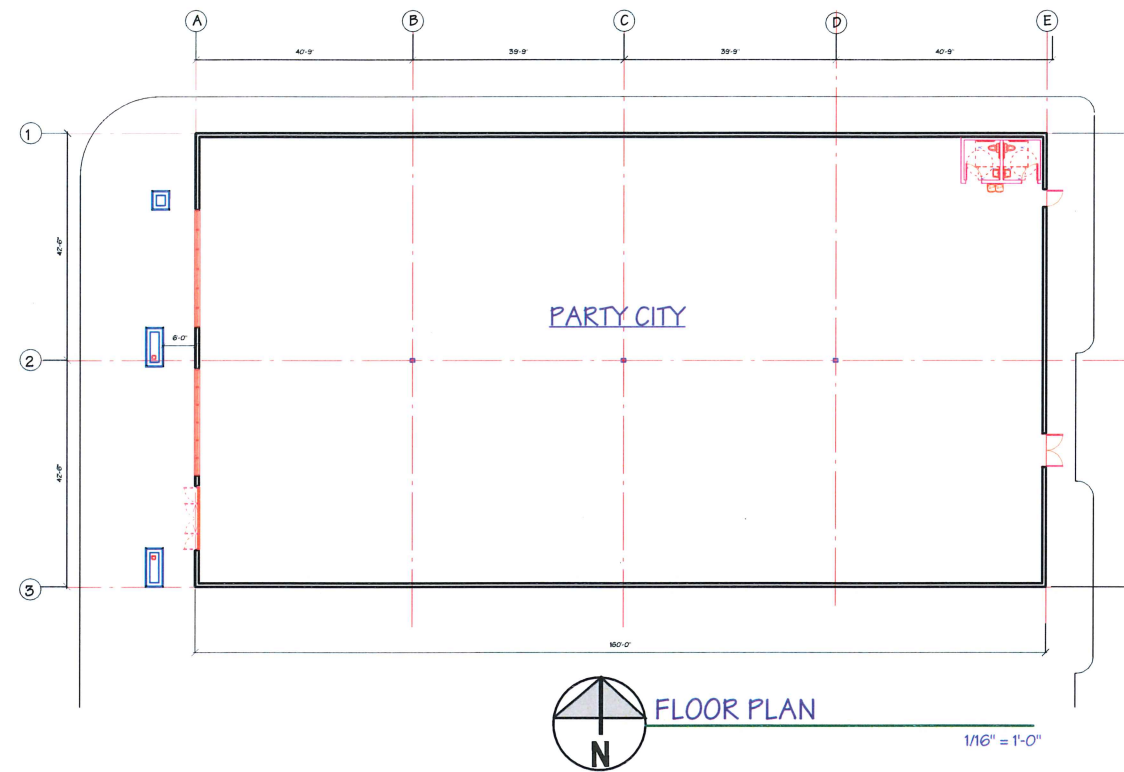
WOOLBRIGHT
 DEVELOPMENT INC
 2240 NW 19th St,
 Suite 201
 Boca Raton, Florida 33431
 561-989-2240

**PIEDMONT PLAZA
 SITE MODIFICATION
 BUILDING 'C'
 APOPKA, FLORIDA**

JOB NUMBER	15054
SCALE	AS NOTED
PROJECT DATE	
ISSUE DATE	5.13.16
BID DATE	

DRAWN BY	
CHECKED BY	MW
DISCIPLINE	ARCHITECTURE
PLAN TYPE	
SHEET NUMBER	AC3.01 C

15054 - A3.01.07 - 16.06.16
 PLOT : 16.06.16

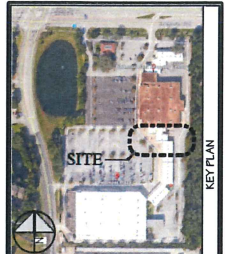


WEST ELEVATION

SCALE 1/16" = 1'-0"

MATERIAL SCHEDULE				
PIEDMONT PLAZA				
16.05.03				
CATEGORY	MARK	MATERIAL	FINISH	COLOR
EXTERIOR WALLS				
FIELD	1	STUCCO	PAINT	POPULAR GRAY
ACCENT	2	STUCCO	PAINT	PERFECT GREIGE
ACCENT	3	STUCCO	PAINT	AESTHETIC WHITE
ACCENT	4	STUCCO	PAINT	SPALDING GRAY
TRIM	5	STUCCO/EIFS	PAINT	AESTHETIC WHITE
WAINSCOT	6	CULTURED STONE		CORAL STONE
CHAIRRAIL	7	PRECAST CONCRETE	NATURAL	OFF WHITE
WINDOWS/STOREFRONT	8	ALUMINUM & GLASS	ANODIZED	CLEAR
LIGHT FIXTURE	9	ALUMINUM		BRONZE ESP
EGRESS DOORS	10	HOLLOW METAL	PAINT	POPULAR GRAY
AWNING	11	FABRIC		CHARCOAL & TAN STRIPES

PROPOSED BUILDING 'D'



MARK	DESCRIPTION	DATE
▲		
▲		
▲		
▲		
▲		
▲		

ARCHITECTURE/PLANNING
MARC WIENER, A.I.A.
 AR. # 000046
 851 SOUTH FEDERAL HWY, STE 205
 BOCA RATON, FLORIDA 33432
 561-753-4111 FAX: 561-753-9299

WOOLBRIGHT
 DEVELOPMENT INC.
 2240 NW 19th St.
 Suite 801
 Boca Raton, Florida 33431
 561-989-2240

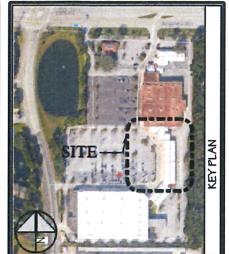
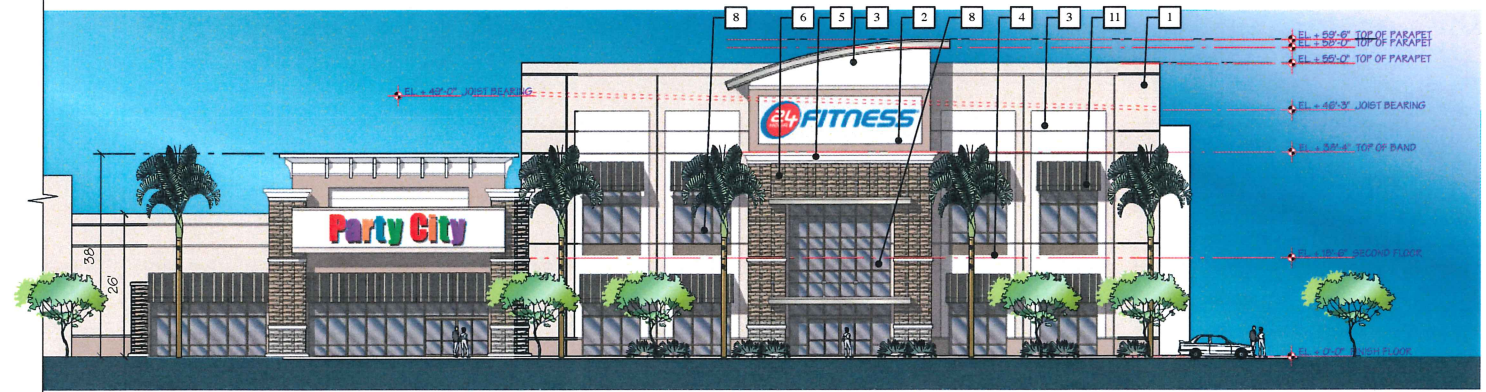
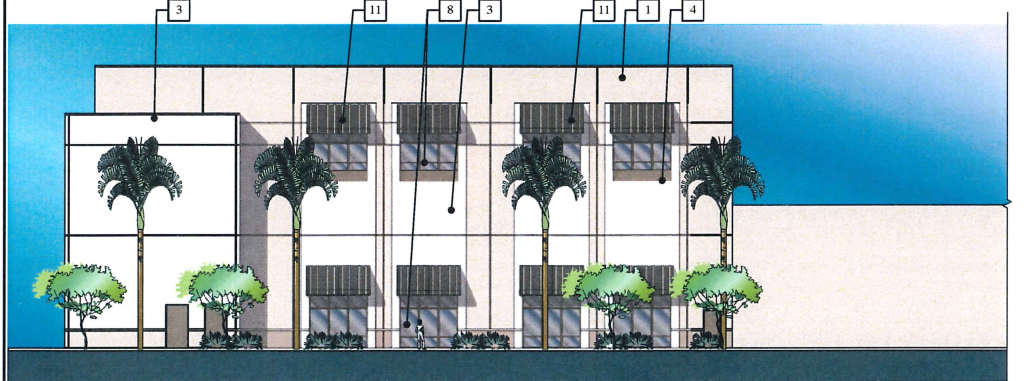
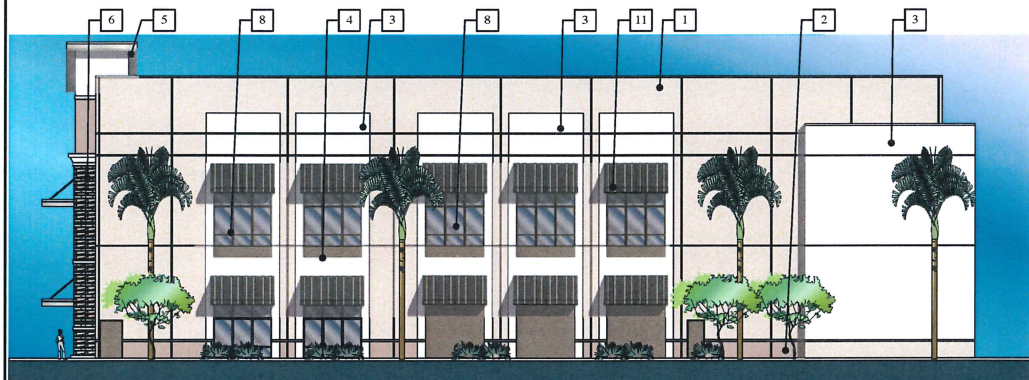
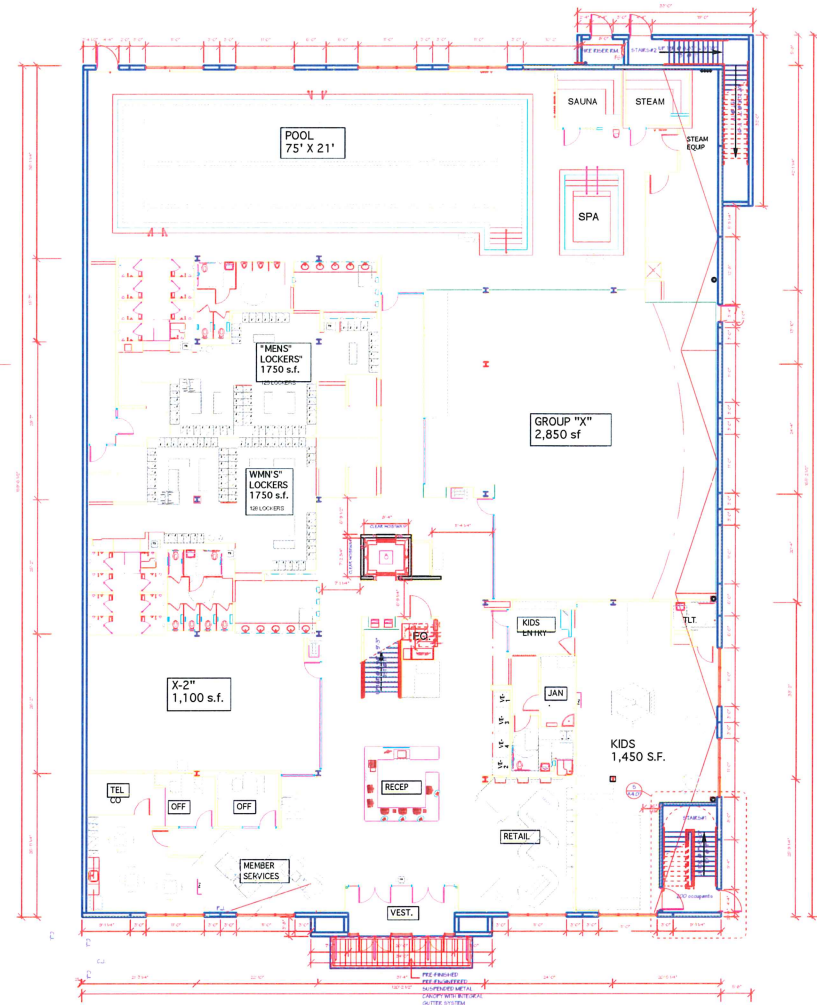
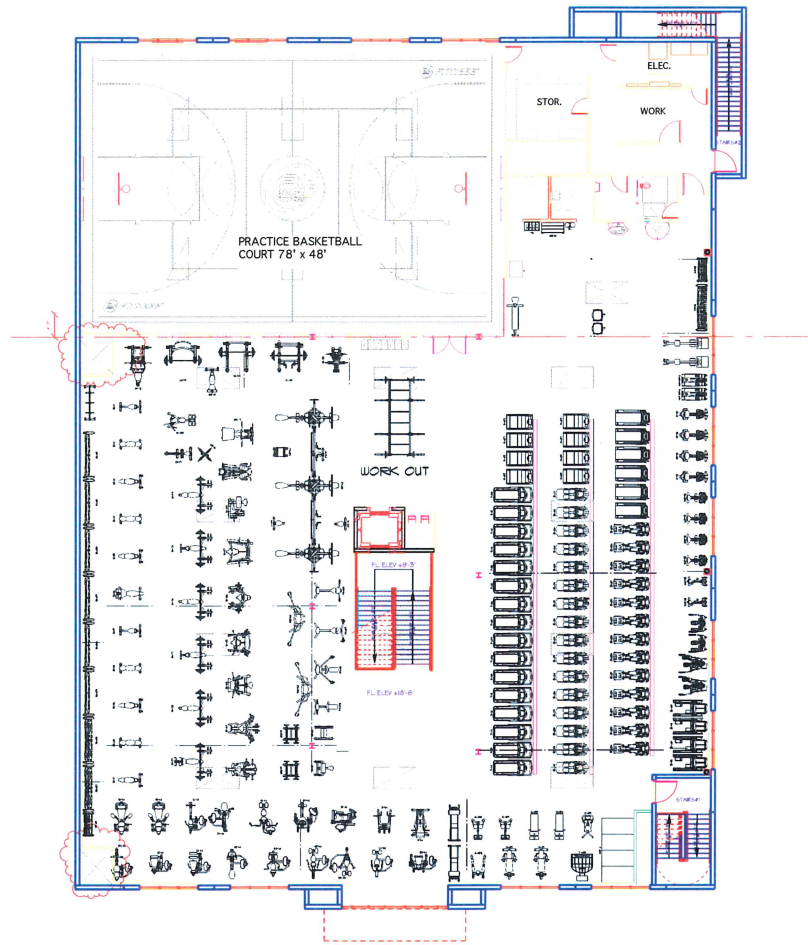
PIEDMONT PLAZA
SITE MODIFICATION
 APOPKA, FLORIDA

JOB NUMBER	15054
SCALE	AS NOTED
PROJECT DATE	
ISSUE DATE	5.13.16
BID DATE	

DRAWN BY	
CHECKED BY	MW
DISCIPLINE	ARCHITECTURE
PLAN TYPE	
SHEET NUMBER	AC3.01 D

MATERIAL SCHEDULE

PIEDMONT PLAZA		16.05.03			
CATEGORY	MARK	MATERIAL	FINISH	COLOR	MANUFACTURER #
EXTERIOR WALLS					
FIELD	1	STUCCO	PAINT	POPULAR GRAY	SW 6071
ACCENT	2	STUCCO	PAINT	PERFECT GREIGE	SW 6073
ACCENT	3	STUCCO	PAINT	AESTHETIC WHITE	SW 7035
ACCENT	4	STUCCO	PAINT	SPALDING GRAY	SW 6074
TRIM	5	STUCCO/EIFS	PAINT	AESTHETIC WHITE	SW 7035
WAINSCOT	6	CULTURED STONE	CORAL STONE	CARAMEL	BORAL
CHAIRRAIL	7	PRECAST CONCRETE	NATURAL	OFF WHITE	
WINDOWS/STOREFRONT	8	ALUMINUM & GLASS	ANODIZED	CLEAR	
LIGHT FIXTURE	9	ALUMINUM		BRONZE ESP	
EGRESS DOORS	10	HOLLOW METAL	PAINT	POPULAR GRAY	SW 6071
AWNING	11	FABRIC		CHARCOAL & TAN STRIPES	



MARK	DESCRIPTION	DATE

REVISION BLOCK

ARCHITECTURE/PLANNING
MARC WIENER, A.I.A.
AR # 000416
261 SOUTH FEDERAL HWY, STE 2205
BOCA RATON, FLORIDA 33432
561-750-4111 FAX 561-750-5029

ARCHITECT

WOOLBRIGHT
DEVELOPMENT INC
2240 NW 19th St.
Suite 201
Boca Raton, Florida 33431
561-969-2240

OWNER IDENTIFICATION

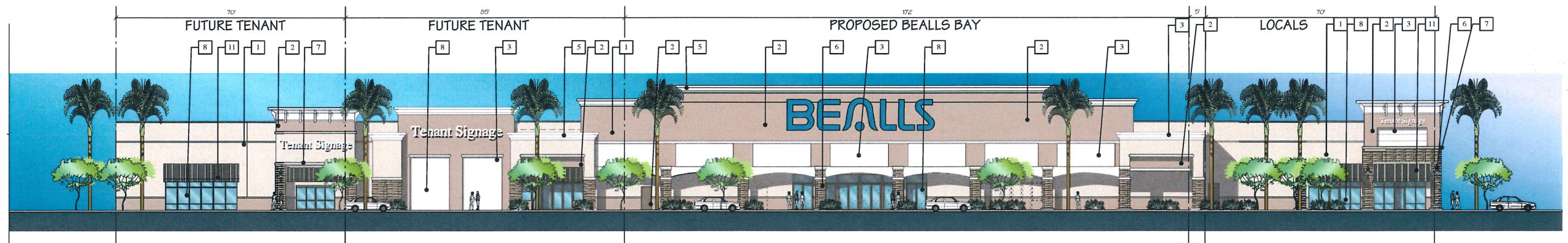
PIEDMONT PLAZA
SITE MODIFICATION
APOPKA, FLORIDA

BUILDING

JOB NUMBER	15054
SCALE	AS NOTED
PROJECT DATE	
ISSUE DATE	5.13.16
BID DATE	
DRAWN BY	
CHECKED BY	MW
DISCIPLINE	ARCHITECTURE
PLAN TYPE	
SHEET NUMBER	AC 3.01 E

PROJECT SHEET

15054 - E AC3.01.03 - 16.06.16
PLOT : 16.06.16

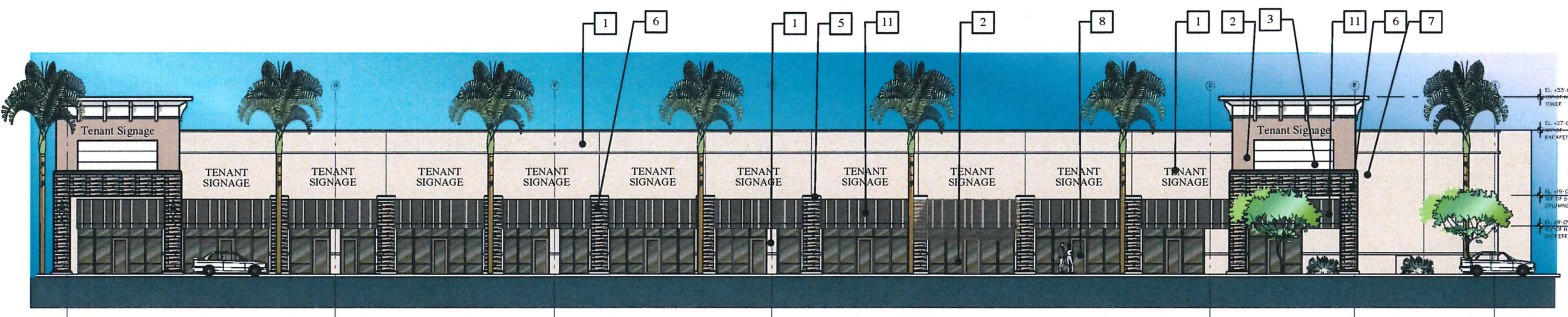


**(A) PARTIAL NORTH ELEVATION (EXISTING BEALL'S)
PROPOSED FACADE MODIFICATIONS** SCALE 1/16" = 1'-0"

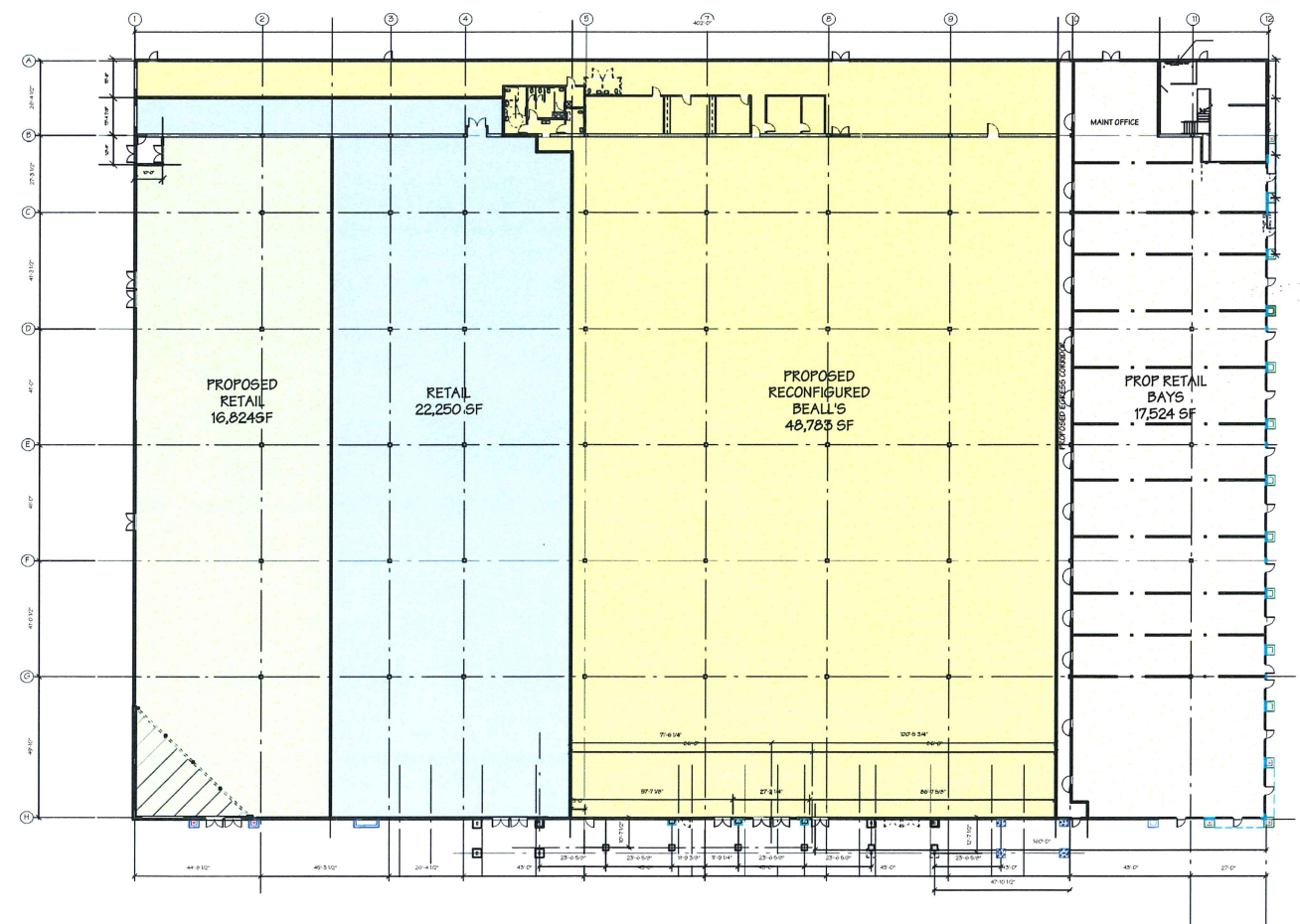


(A) PARTIAL NORTH ELEVATION - EXISTING CONDITION

MATERIAL SCHEDULE				
PIEDMONT PLAZA				
MARK	MATERIAL	FINISH	COLOR	MANUFACTURER #
EXTERIOR WALLS				
1	STUCCO	PAINT	POPULAR GRAY	SW 6071
2	STUCCO	PAINT	PERFECT GREIGE	SW 6073
3	STUCCO	PAINT	AESTHETIC WHITE	SW 7036
4	STUCCO	PAINT	SPALLING GRAY	SW 6074
5	STUCCO/GIPS	PAINT	AESTHETIC WHITE	SW 7036
6	CULTURED STONE	NATURAL	CORAL STONE	BORAL
7	PRECAST CONCRETE	NATURAL	OFF WHITE	
8	ALUMINUM & GLASS	ANDDIZED	CLEAR	
9	ALUMINUM	ANDDIZED	BRONZE ESP	
10	HOLLOW METAL	PAINT	POPULAR GRAY	SW 6071
11	FABRIC		CHARCOAL & TAN STRIPES	
WAINSCOT				
CHAIRRAIL				
WINDOWS/STOREFRONT				
LIGHT FIXTURE				
EGRESS DOORS				
AWNINGS				

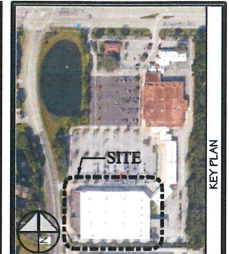


**(B) WEST ELEVATION (EXISTING BEALL'S)
PROPOSED FACADE MODIFICATIONS** SCALE 1/16" = 1'-0"



PROPOSED FLOOR PLAN (EXISTING BEALL'S) SCALE 1" = 30'

FACADE MODIFICATION BUILDING 'F'



MARK	DESCRIPTION	DATE

ARCHITECTURE/PLANNING
MARC WIENER, AIA
 AR # 00046
 861 SOUTH FEDERAL HWY, STE 2025
 BOCA RATON, FLORIDA 33432
 561-750-4111 FAX 561-750-9289

STATE OF FLORIDA
 REGISTERED ARCHITECT
 10416

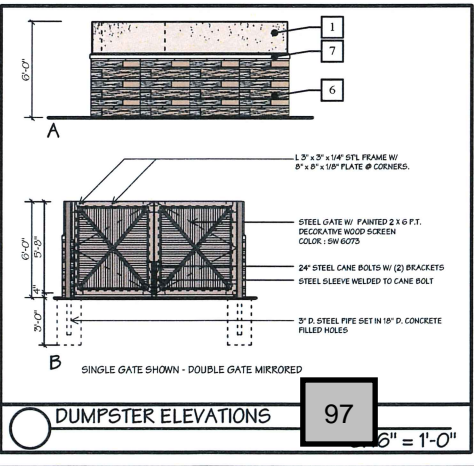
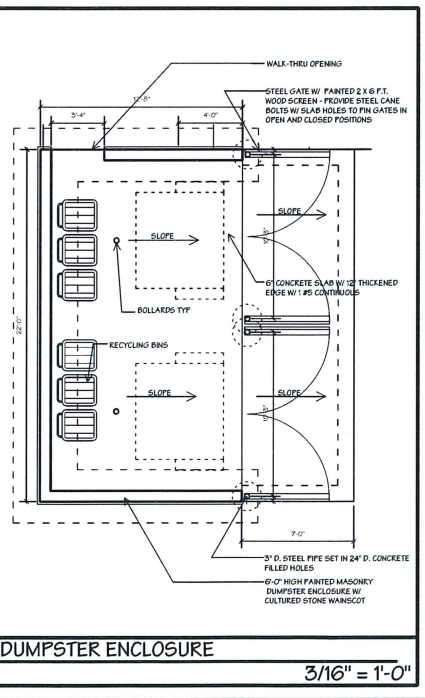
WOOLBRIGHT
 DEVELOPMENT INC

2240 NW 19th St.
 Suite 801
 Boca Raton, Florida 33431
 561-989-2240

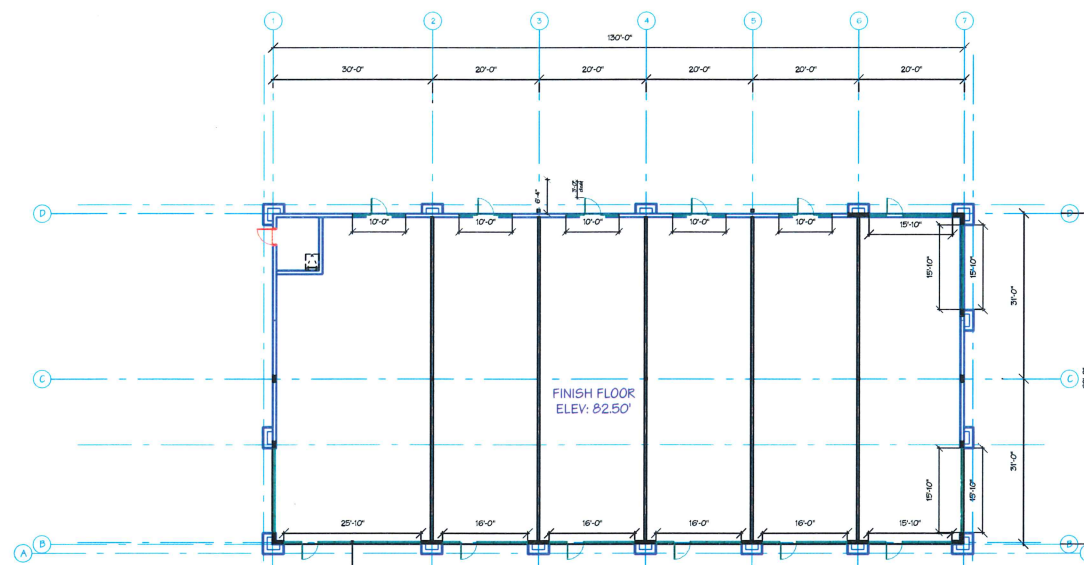
OWNER IDENTIFICATION

**PIEDMONT PLAZA
SITE MODIFICATION**
 APOPKA, FLORIDA

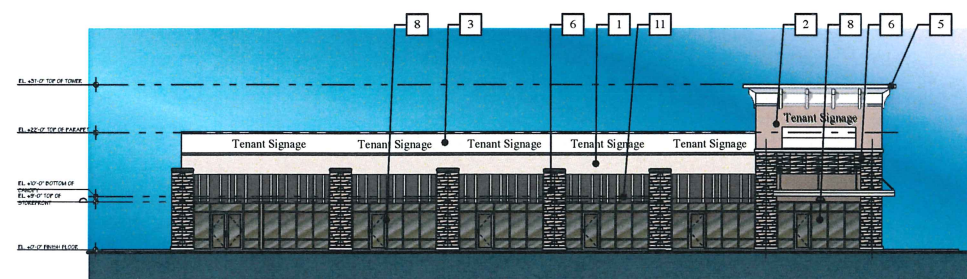
JOB NUMBER	15054
SCALE	AS NOTED
PROJECT DATE	
ISSUE DATE	5.13.16
BID DATE	
DRAWN BY	
CHECKED BY	MW
DISCIPLINE	ARCHITECTURE
PLAN TYPE	
SHEET NUMBER	AC3.01 F



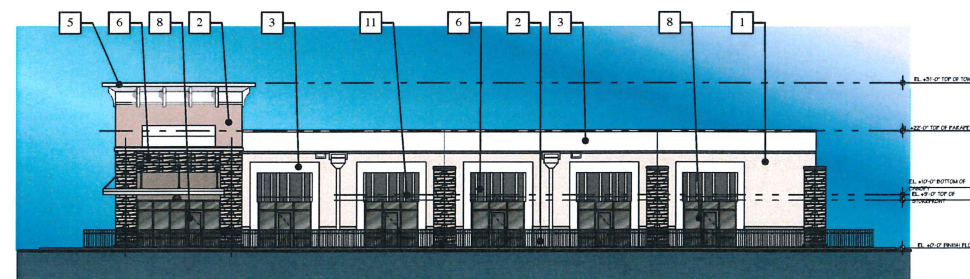
15054 - A2.016 FLO1 - 16.04.205 PLOT:



PRELIMINARY
FLOOR PLAN - BUILDING 'G' RETAIL: 8,060 SF (GROSS)
 OCCUPANCY - GROUP M MERCANTILE (FBC 2014 SEC. 309) 1/16" = 1'-0"
 TYPE III - B CONSTRUCTION (FBC 2014 SEC. 602), 1-STORY; 100% SPRINKLERED



PRELIMINARY FRONT FACADE
 1/16" = 1'-0"



PRELIMINARY REAR FACADE
 1/16" = 1'-0"

PIEDMONT PLAZA				
16.05.03				
CATEGORY	MARK	MATERIAL	FINISH	MANUFACTURER #
EXTERIOR WALLS				
FIELD	1	STUCCO	PAINT	POPULAR GRAY
ACCENT	2	STUCCO	PAINT	PERFECT GREIGE
ACCENT	3	STUCCO	PAINT	AESTHETIC WHITE
ACCENT	4	STUCCO	PAINT	SPAUDLING GRAY
TRIM	5	STUCCO/EIFS	PAINT	AESTHETIC WHITE
WAINSCOT	6	CULTURED STONE	CORAL STONE	CARAMEL
CHAIRRAIL	7	PRECAST CONCRETE	NATURAL	OFF WHITE
WINDOWS/STOREFRONT	8	ALUMINUM & GLASS	ANODIZED	CLEAR
LIGHT FIXTURE	9	ALUMINUM		BRONZE ESP
EGRESS DOORS	10	HOLLOW METAL	PAINT	POPULAR GRAY
AWNING	11	FABRIC		CHARCOAL & TAN STRIPES
				SW 6071



MARK	DESCRIPTION	DATE
▲		
▲		
▲		
▲		
▲		
▲		
▲		
▲		
▲		
▲		

MARC WIENER, A.I.A.
 ARCHITECTURE/PLANNING
 AR # 0000416
 881 SOUTH FEDERAL HIGHWAY
 BOCA RATON, FLORIDA 33432
 SUITE 203
 561-750-4111 FAX: 561-750-9238

WOOLBRIGHT
 DEVELOPMENT INC.
 2240 NW 19th St.
 Suite 801
 Boca Raton, Florida 33431
 561-989-2240

PIEDMONT PLAZA
RETAIL BUILDING G
 APOPKA, FLORIDA

JOB NUMBER	15054
SCALE	AS NOTED
ISSUE DATE	
PERMIT DATE	
BID DATE	

DRAWN BY	dpb
CHECKED BY	MW
DISCIPLINE	ARCHITECTURE
PLAN TYPE	
SHEET NUMBER	AC3.01 G

© 2016 MARC WIENER, A.I.A.

Revised June 15, 2016

May 4, 2016

David B. Moon
Planning Manager
120 East Main Street
Apopka, FL 32703, Second Floor
(407) 703- 1739
DMoon@apopka.net

Re: Piedmont Shopping Plaza – Parking Analysis

Dear Mr. Moon,

Wantman Group Inc (WGI) has been retained to prepare a parking analysis associated with a parking variance request in the City of Apopka, Florida. The project is located on the southeast corner of E Semoran Boulevard (SR 436) and Piedmont Wekiva Road. Figure 1 shows an aerial location of the site in relation to the transportation network. The parcel ID Number associated with this request is 12-21-28-0000-00-003.

Given the unique character of the Piedmont Shopping Plaza, a rate or methodology to determine the parking demand of such project is not included in the Code of Ordinances. Therefore, a technical deviation from *Section 6.03.02. - Number of parking spaces required* is being requested. This analysis is divided in two sections. Section One examines parking ratios in other shopping centers within Orange County, as well as centers recently remodeled, owned and operated by Woolbright Development. Section Two compares the research from Section One with industry standards.

According to the proposed site plan for the property, the center is proposing 979 parking spaces while 1,226 parking spaces are required by code. This results in a proposed parking ratio of 3.99 spaces for each 1,000 square feet of gross floor area instead of the 5 spaces for each 1,000 square feet of gross floor area required by code. Exhibit 1 includes a copy of the proposed site plan.

Exhibit 2 includes a summary table from a parking analysis prepared for the *Rio Pinar Plaza* property located at 515 S Chickasaw Trail, in Orlando, Florida. This analysis shows that based on parking counts at Rio Pinar Plaza, 3.90 spaces for each 1,000 square feet of gross floor area at the Peak 15 Minute Parking Demand of the week are needed. In addition, the Rio Pinar Plaza study included existing parking ratios for three (3) other shopping centers within Orange County indicating an average of 3.72 spaces for each 1,000 square feet of gross floor area. Those shopping centers are Frederica Square, Chickasaw Trails and Alafaya Commons.

Likewise, included in Exhibit 2 are two shopping centers remodeled within the last twelve months located in Broward County also successfully owned and operated by Woolbright development that show a parking ratio of 3.62 spaces for each 1,000 square feet of gross floor area.

In addition, Woolbright Development also owns Wekiva Riverwalk located across the street from the Piedmont Shopping Plaza. Even though Wekiva Riverwalk and Piedmont Shopping Plaza are similar in size, Wekiva Riverwalk has a 25,000 SF movie theater. If the Institute of Transportation Engineers (ITE) parking rates for movie theaters are used to determine the movie theater parking demand, the parking ratio for the remaining retail at Wekiva Riverwalk will be 3.83 spaces for each 1,000 square feet of gross floor area.



Figure 1: Project Location – Aerial

Furthermore, the existing circulation of Piedmont Shopping Plaza isolates the parking spaces located in the southeast corner of the center. Exhibit 3 includes an aerial of the site highlighting these parking spaces. Therefore, Piedmont Shopping Plaza center is currently operating at 3.91 spaces for each 1,000 square feet of gross floor area. Note that based on the proposed layout for Piedmont Shopping Plaza, the parking spaces located on the southeast corner will become significantly more accessible and will most likely become the preferable parking for patrons visiting the proposed fitness center.

As can be seen in Exhibit 2, overall parking ratios for all sites studied are between 3.27 and 3.98 parking spaces for each 1,000 square feet of gross floor area. In addition, the average parking rate defined under the Institute of Transportation Engineers for Shopping Centers recommends 3.96 parking spaces per 1,000 square feet during Fridays in December which is the busiest weekday time of the year. Therefore, a parking variance is respectfully being requested for providing a minimum of 3.99 spaces for each 1,000 square feet of gross floor area instead of the 5 spaces for each 1,000 square feet of gross floor area required by code.

Sincerely,

WANTMAN GROUP, INC

No. 63422

Digitally signed by Juan F. Ortega
DN: c=Juan F. Ortega, o=WGI, ou=Traffic Division,
email=Juan.Ortega@WantmanGroup.com, c=US
Date: 2016.06.15 20:07:30 -0400

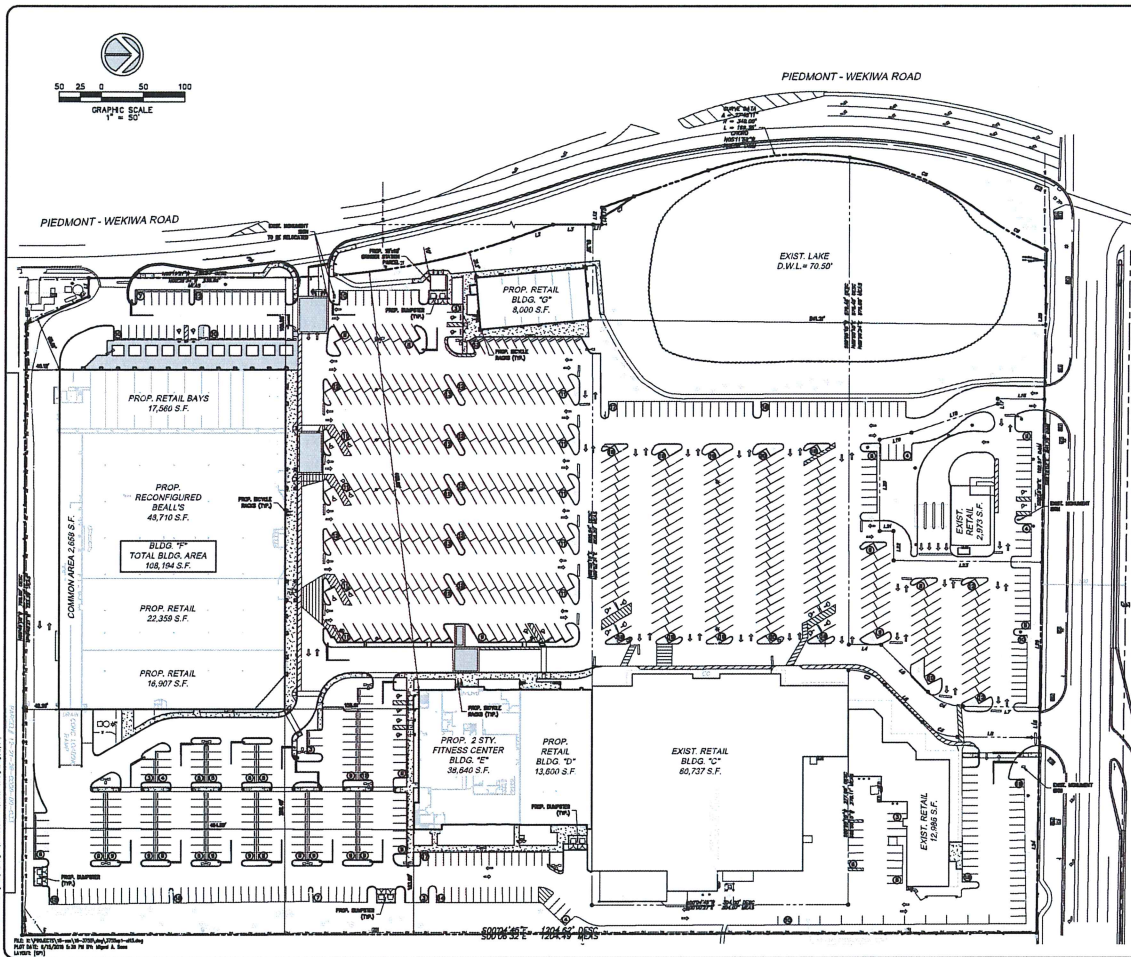
Dr. Juan F. Ortega, P.E.

FL Registration No. 63422

Engineering Business No. 6091

Enclosures:

- Exhibit 1: Piedmont Shopping Plaza Site Plan
- Exhibit 2: Parking Ratios Comparison
- Exhibit 3: Piedmont Plaza Underutilized Parking



SITE PLAN DATA

PARCEL ID NUMBER	28170000000000	S.F.	AC.	S
RETAIL LAND USE	28170000000000	1,064,780	24.27	100%
COMMON	28170000000007			
ZONING	C-1 (COMMERCIAL-1)			
TOTAL SITE				
BUILDING AREA				
EXIST. SHOPPING COVER				
RETAIL OFFICE	184,114	4.23		
PROPOSED BUILDINGS				
RETAIL	60,808	1.40		
TOTAL BLDG. EXIST./PROPOSED	244,922	5.63	34.68%	
LAKE AREA	86,280	1.95	8.27%	
PAVEMENT AND CONCRETE AREA	884,134	19.83	86.37%	
LANDSCAPE AREA	105,420	2.34	15.77%	
FLOOR AREA RATIO	0.244			
BLDG. HEIGHT	PROP. 60' MAX. 30'			
OPEN SPACE	34,458 S.F.			
HOURS OF OPERATION	10AM - 10PM (RETAIL), 24 HRS. (OFFICE CENTER)			
NUMBER OF EMPLOYEES	170			

PERVIOUS CALCULATIONS

	S.F.	AC.	S
PERVIOUS	184,114	3.64	13.77%
IMPERVIOUS	884,134	18.43	86.23%

BLDG. SETBACKS

BLDG. SETBACK	FRONT	SIDE	REAR	CORNER
REQUIRED	5' 0"	5' 0"	5' 0"	5' 0"
PROPOSED	5' 0"	5' 0"	5' 0"	5' 0"

PARKING TABULATION

PARKING REQUIRED	1,528 SPACES
CHALLENGE @ 1 SPACE PER 200 S.F.	1,528 SPACES
TOTAL PARKING PROVIDED	1,528 SPACES
PROVIDED	648 SPACES
REGULAR SPACES	30 SPACES
HANDICAP SPACES	578 SPACES
TOTAL PARKING PROVIDED	247 SPACES

VARIANCE (S) REVIEW (D) TABLE

CODE #	CODE	REQUIREMENT (R)	(V)	PROVIDED BY	REASON FOR	JUSTIFICATION
		REAR PARKING	100'	100'	SPACE	REDUCTION
		BUILDING HEIGHT	MAX. 30'	60'	BLDG. HEIGHT	HANDICAP

NOTES:
 1. ALL DIMENSIONS ARE PROVIDED ACCORDING TO SECTION 6.02.01, LDC.

Sun-Tech Engineering, Inc.
 10000 W. 11th St., Suite 100
 Miami, FL 33156
 Phone: (305) 555-1234
 Fax: (305) 555-5678

REVISIONS

NO.	DATE	DESCRIPTION

DESIGNED BY: M.G.
DRAWN BY: M.A.S.
JOB NUMBER: 16-3755
SHEET NO.: SP1
DATE: Jun. 2016
SCALE: 1"=50'
DESIGNED BY: M.G.
DRAWN BY: M.A.S.
JOB NUMBER: 16-3755
SHEET NO.: SP1
DATE: Jun 15 2016

Orange County Comparable Sites

Site	Parking Spaces		Building Size		Parking Ratio
	Occupied	Total	Occupied	Total	
Fredrica Square ¹	-	441	-	118,965 SF	3.70/1,000 sf
Chickasaw Trails ²	-	339	-	85,035 SF	3.98/1,000 sf
Alafaya Commons ³	-	472	-	144,150 SF	3.27/1,000 sf
Rio Pinar ⁴	388 ⁵	- ⁶	99,512 SF	- ⁷	3.90/1,000 sf
Average					3.72/1,000 sf

Source: Rio Pinar Parking Analysis prepared on December 5, 2012 by Land Design South and approved by Orange County

Other South Florida Sites Owned and Operated by Woolbright Development

Site	Municipality -Location-	Parking Spaces	Buildings	Parking Ratio
Plaza at Coral Springs	Coral Springs - NWC of West Atlantic Blvd and Riverside Dr-	542	154,987 SF	3.50/1,000 sf
Westfork Plaza	Pembroke Pines -NEC of SW 160 th Ave and Pines Blvd-	1,924	513,809 SF	3.74/1,000 sf
Average				3.62/1,000 sf

City of Apopka Shopping Centers Owned and Operated by Woolbright Development

Site	Parking Spaces	Buildings	Parking Ratio
Wekiva Riverwalk	871 (1,273 - 402 ⁸)	227,260 SF (252,260 - 25,000 ⁸)	3.83/1,000 sf
Piedmont Shopping Plaza	979	245,130 SF	3.99¹⁰/1,000 sf

¹ Parcel ID: 302309443300010

² Parcel ID: 302301133000010

³ Parcel ID: 312222005100030

⁴ Parcel ID: 302236000000019

⁵ Peak 15 Minute Parking Demand of the week

⁶ 588 Parking Spaces

⁷ 119,438 SF

⁸ ITE Parking Demand based on 1,116 seats and ITE rate of 0.36 vehicles per seat

⁹ Movie Theater size

¹⁰ Currently operating at 3.91 Parking Spaces per 1,000 sf $\frac{211,824 \text{ SF (From Latest Survey)}}{998 \text{ Spaces Provided (Approved Plan)} - 170 \text{ Spaces located behind the center}}$

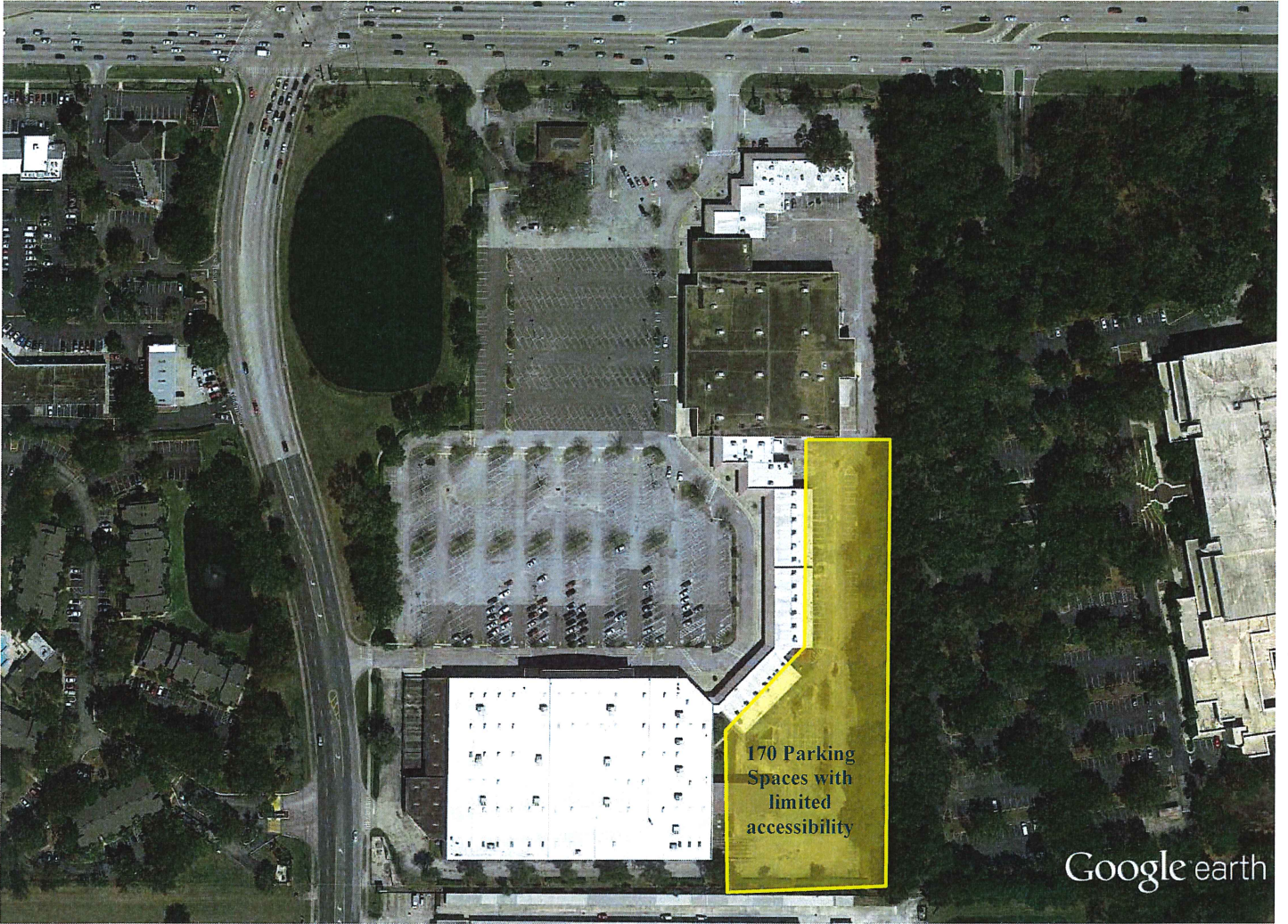


Exhibit 3

PIEDMONT SHOPPING PLAZA

TRAFFIC IMPACT ANALYSIS

Prepared for:

G & I VIII PIEDMONT PLAZA LLC

Prepared by:

WANTMAN GROUP INC

400 Columbia Drive, Suite 110
West Palm Beach, FL 33409
(561) 478-8501 – Fax (561) 478-5012
www.wantmangroup.com

Digitally signed by Juan F. Ortega
DN: cn=Juan F. Ortega, o=WGI, ou=Traffic Division,
email=Juan.Ortega@WantmanGroup.com, c=US
Date: 2016.06.15 22:11:38 -04'00'

Juan F. Ortega, P.E.
Florida Registration # 63422
Engineering Business # 6091



Revised June 15, 2016
Revised June 10, 2016
May 4, 2016

This Page Intentionally Left Blank

TABLE OF CONTENTS

SECTION	PAGE
I. INTRODUCTION	1
II. TRIP GENERATION	2
III. EXISTING CONDITIONS.....	3
IV. TRIP DISTRIBUTION AND ASSIGNMENT	5
V. ANALYSIS OF TRANSPORTATION IMPACTS.....	7
VI. DRIVEWAY ANALYSES.....	10
VII. INTERSECTION ANALYSIS	12
VIII. CONCLUSIONS AND RECOMMENDATIONS	13
Appendix A: Approved Site Plan	
Appendix B: Site Survey	
Appendix C: Site Plan	
Appendix D: Property Appraiser Information	
Appendix E: ITE Trip Generation Rates	
Appendix F: 2014 Traffic Count Program Excerpt	
Appendix G: Roadway Service Volumes Excerpt	
Appendix H: Traffic Model Analysis	
Appendix I: Area Growth Rate	
Appendix J: Comprehensive Plan Transportation Element Excerpt	
Appendix K: Encumbered Traffic Allocation Excerpt	
Appendix L: HCS Analyses	
Appendix M: Traffic Allocation Form	
Appendix N: Parking Analysis	
Appendix O: TIA Review	

TABLE	PAGE
Table 1: Trip Generation Rates.....	2
Table 2: Trip Generation	2
Table 3: Daily Analysis	8
Table 4: Peak Hour Peak Direction Analysis.....	9
Table 5: HCS Summary – Driveways.....	10
Table 6: HCS Summary – Piedmont-Wekiva Road & E. Semoran Blvd.	12

FIGURE	PAGE
Figure 1: Project Location – Aerial.....	1
Figure 2: Roadway Existing Conditions	4
Figure 3: Project Traffic Assignment.....	6
Figure 4: Project Driveway Volumes	11

I. INTRODUCTION

Wantman Group Inc (WGI) has been retained to evaluate a traffic impact analysis to determine compliance with *Section 4.03.00. - Concurrency Evaluation of the City of Apopka Code of Ordinances* and the requirements of the City of Apopka Concurrency Verification Letter associated with the proposed changes to the Piedmont Shopping Plaza. The project site is located on the southeast corner of Piedmont Wekiva Road and Semoran Boulevard in the City of Apopka, Florida. Property Record Number associated with this project is 12-21-28-0000-00-003. Figure 1 shows an aerial location of the site in relation to the transportation network.

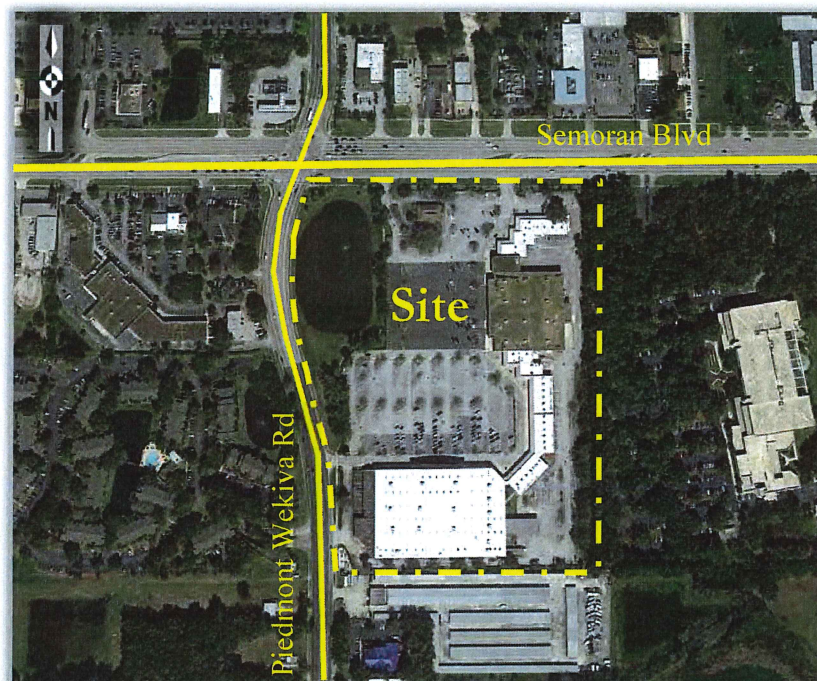


Figure 1: Project Location – Aerial

The site currently consists of 211,824 square feet of General commercial uses. The applicant is proposing to reconfigure the site to add 33,306 square feet of General commercial uses. Appendix A includes a copy of the approved site plan while Appendix B includes a copy of the latest survey for the site. Appendix C includes a copy of a conceptual site plan for the site while Appendix D includes information from the Property Appraiser's office for the parcel included in the proposed project. Project build-out is expected in the year 2017.

II. TRIP GENERATION

Project trip generation and pass-by traffic rates used for this analysis were based on the *ITE Trip Generation, 9th Edition*. Table 1 includes trip generation rates for Daily and PM peak hour while Table 2 includes the trip generation for the proposed project for Daily and PM peak hour conditions. Appendix E includes copies of the trip generation and pass-by rates from the ITE manuals.

Table 1: Trip Generation Rates

Land Use	ITE Code	Pass-By	Daily	PM Peak Hour		
				In	Out	Total
General Commercial	820	34%	42.7	48%	52%	3.71

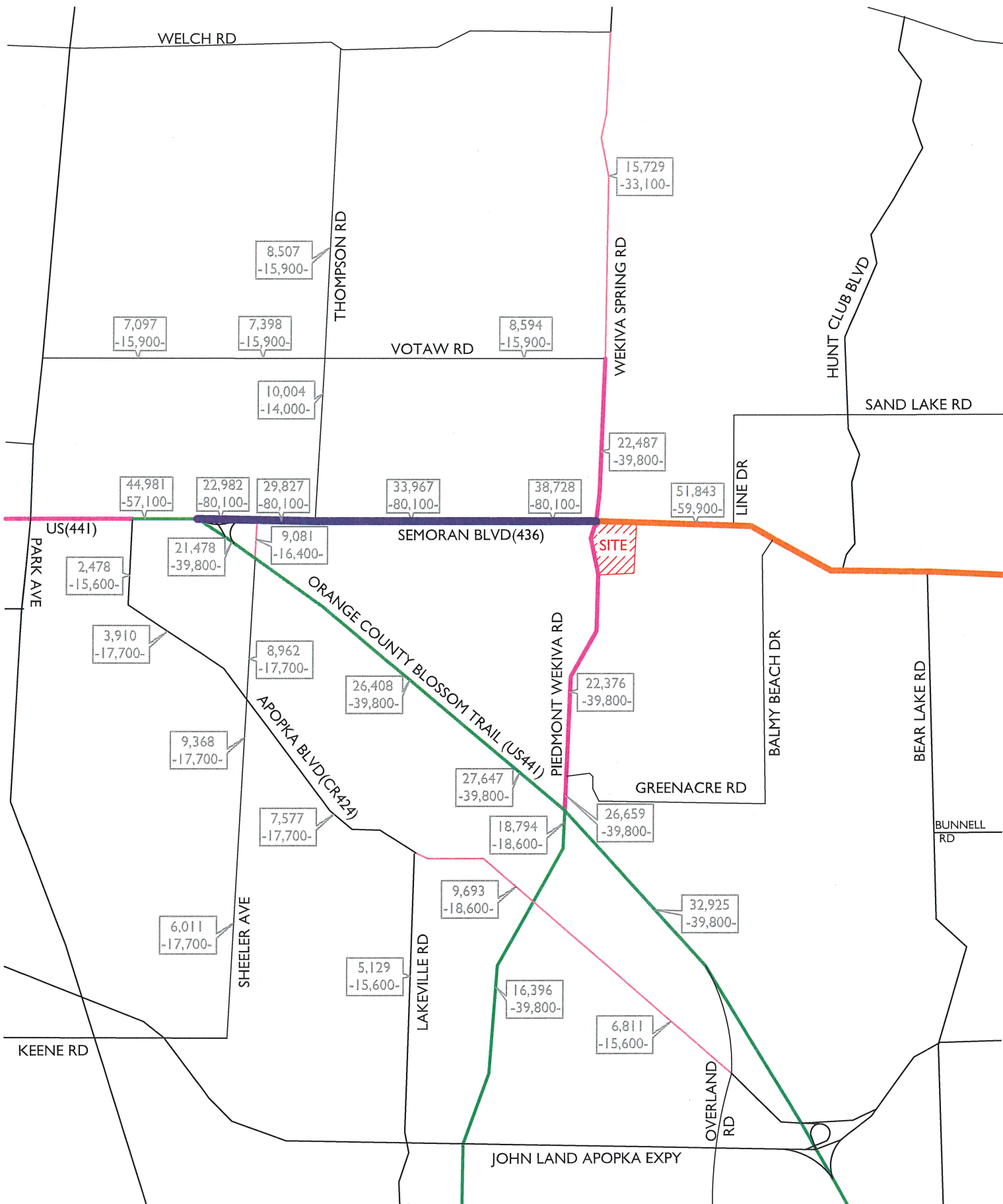
According to Table 2, the net Daily and PM peak hour trips potentially generated due to the planned development are 938 and 81 trips respectively.

Table 2: Trip Generation

Land Use	Intensity	Daily Traffic	PM Peak Hour		
			In	Out	Total
<i>Existing Development</i>					
General Commercial	211,824 SF	9,045	377	409	786
Pass-By	34.00%	3,075	128	139	267
<i>Net Existing Traffic</i>	<i>Σ</i>	<i>5,970</i>	<i>249</i>	<i>270</i>	<i>519</i>
<i>Proposed Development</i>					
General Commercial	245,130 SF	10,467	436	473	909
Pass-by	34.00%	3,559	148	161	309
<i>Net Proposed Traffic</i>	<i>Σ</i>	<i>6,908</i>	<i>288</i>	<i>312</i>	<i>600</i>
<i>Net Traffic</i>					
		<i>938</i>	<i>39</i>	<i>42</i>	<i>81</i>

III. EXISTING CONDITIONS

Piedmont Wekiva Road and Semoran Boulevard are the major roadways serving as primary access roads to the project. They have a five-lane and an eight-lane cross-section, respectively within the project vicinity. Figure 2 shows the lane characteristics of the roadway network considered within the project's area of influence. Appendix F includes an excerpt from the City of Apopka 2014 traffic count program while Appendix G includes the roadway capacity used to evaluate the level of service of the impacted roads.



LEGEND

2L	—	DAILY	= XX
3L	—	L.O.S. 'D'	= -XY-
4L	—		
5L	—		
6L	—		
8L	—		

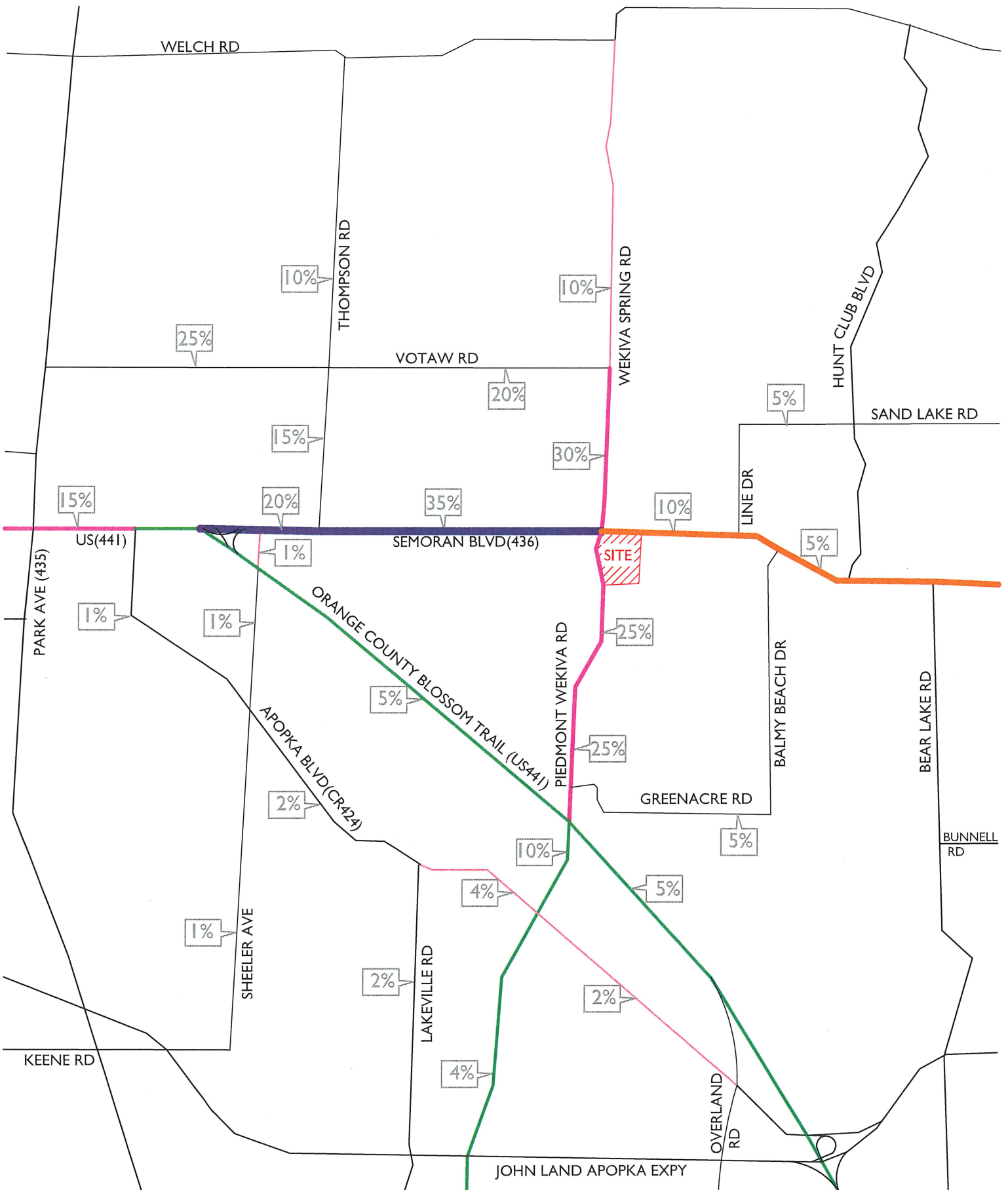
PIEDMONT SHO PLAZA 111

**FIGURE 2:
EXISTING CONDITIONS**

WGI
Wantman Group, Inc.

IV. TRIP DISTRIBUTION AND ASSIGNMENT

A computer traffic model analysis was used in order to determine the project traffic distribution on the roadway segments in the vicinity of the project as required in the City of Apopka Concurrency Verification Letter. However, the trip distribution and assignment was modified to incorporate the characteristics of the proposed development as well as the surrounding network configuration. Appendix H includes the project trip distribution generated by the Metroplan Orlando FSUTMS model while Figure 3 shows the modified project trip distribution.



LEGEND	
2L	—
3L	—
4L	—
5L	—
6L	—
8L	—

PIEDMONT SHOPPING PLAZA 113

FIGURE 3:
TRAFFIC ASSIGNMENT



V. ANALYSIS OF TRANSPORTATION IMPACTS

Table 3 includes a traffic analysis for daily conditions within 2 mile of the proposed project while Table 4 does the same for the peak hour peak direction conditions. Appendix I includes the calculations for the area growth analysis. A conservative 2.6% growth was used to determine the 2017 background traffic. Appendix J includes an excerpt from the Transportation Element used to calculate the peak hour peak direction volumes while Appendix K includes the Encumbered Traffic Allocation for the evaluated links.

As shown in Table 3 and Table 4, all links included within the 2-mile radius of influence meet the adopted Level of Service, as defined by the City of Apopka Roadway Service Volumes report.

Table 3: Daily Analysis

Roadway	Segment	Ln	2014	2017	Capacity at LOS	Encumbered Trips	Trip Assignment	Project Traffic	2017 at Project Buildout	
			Daily Volume	Background Daily Volume					Daily Volume	V/C
CR 424 (Alabama Avenue/Apopka Boulevard)										
	US 441 to 8th St	2L	2,478	2,676	15,600	-	1%	9	2,685	0.17
	8th St to Sheeler Rd	2L	3,910	4,223	17,700	-	1%	9	4,232	0.24
	Sheeler Rd to Lakeville Rd	2L	7,577	8,184	17,700	118	2%	19	8,321	0.47
	Lakeville Rd to Hiawassee Rd	3L	9,693	10,469	18,600	354	4%	38	10,861	0.58
	Hiawassee Rd to Overland Rd	3L	6,811	7,356	15,600	884	2%	19	8,259	0.53
US 441 (Orange Blossom Trail)										
	Highland Ave to Alabama Ave (CR 424)	5L	43,830	47,338	57,100	-	15%	141	47,479	0.83
	Alabama Ave (CR 424) to SR 436	4LD	44,981	48,582	57,100	-	18%	169	48,751	0.85
	SR 436 to Sheeler Rd	4LD	21,478	23,197	39,800	-	1%	9	23,206	0.58
	Sheeler Rd to Roger Williams Rd	4LD	26,408	28,522	39,800	-	5%	47	28,569	0.72
	Roger Williams Rd to Piedmont-Wekiva Rd	4LD	27,647	29,860	39,800	1,179	5%	47	31,086	0.78
	Piedmont-Wekiva Rd to Seminole County Line	4LD	32,925	35,561	39,800	589	5%	47	36,197	0.91
Sheeler Road										
	SR 436 to US 441	3L	9,081	9,808	16,400	-	1%	9	9,817	0.60
	US 441 to Apopka Blvd (CR 424)	2L	8,962	9,679	17,700	-	1%	9	9,688	0.55
	Apopka Blvd (CR 424) to Cleveland St	2L	9,368	10,118	17,700	16	1%	9	10,143	0.57
	Cleveland St to Keene Rd	2L	6,011	6,492	17,700	725	1%	9	7,226	0.41
Thompson Road										
	Welch Rd to Votaw Rd	2L	8,507	9,188	15,900	-	10%	94	9,282	0.58
	Votaw Rd to SR 436	2L	10,004	10,805	14,000	-	15%	141	10,946	0.78
Wekiva Springs Road/Piedmont-Wekiwa Road/Hiawassee Road										
	Welch Rd to Votaw Rd	3L	15,729	16,988	33,100	-	10%	94	17,082	0.52
	Votaw Rd to SR 436	5L	22,487	24,287	39,800	131	30%	281	24,699	0.62
	SR 436 to Piedmont Lakes Blvd	5L	26,376	28,487	39,800	1,621	25%	235	30,343	0.76
	Piedmont Lakes Blvd to US 441	5L	26,659	28,793	39,800	1,587	25%	235	30,615	0.77
	US 441 to Apopka Blvd (CR 424)	4LD	18,794	20,298	39,800	1,296	10%	94	21,688	0.54
	Apopka Blvd (CR 424) to SR 414	4LD	16,396	17,708	39,800	-	4%	38	17,746	0.45
SR 436 (Semoran Boulevard)										
	US 441 to Sheeler Rd	8LD	22,982	24,822	80,100	-	16%	150	24,972	0.31
	Sheeler Rd to Thompson Rd	8LD	29,827	32,215	80,100	-	20%	188	32,403	0.40
	Thompson Rd to Roger Williams Rd	8LD	33,967	36,686	80,100	899	35%	328	37,913	0.47
	Roger Williams Rd to Piedmont-Wekiva Rd	8LD	38,728	41,828	80,100	988	35%	328	43,144	0.54
	Piedmont-Wekiva Rd to Seminole County Line	6LD	51,843	55,993	59,900	578	10%	94	56,665	0.95
Votaw Road										
	Park Ave (CR 435) to Christiana Ave	2L	7,097	7,665	15,900	15	25%	235	7,915	0.50
	Christiana Ave to Thompson Rd	2L	7,398	7,990	15,900	-	25%	235	8,225	0.52
	Thompson Rd to Wekiva Springs Rd	2L	8,594	9,282	15,900	-	20%	188	9,470	0.60

Daily (Net) 938
 Area Growth 2.6%
 Radius 2 Mile

Table 4: Peak Hour Peak Direction Analysis

Roadway	Segment	Ln	2014 Daily Volume	PM		Peak hour Peak direction	2017 Background Volume	Capacity at LOS	Encumbered Trips	Trip Assignment	Project Traffic	2017 at Project Buildout	
				"K" Factor	"D" Factor							Total Peak Hour Traffic	V/C
CR 424 (Alabama Avenue/Apopka Boulevard)													
	US 441 to 8th St	2L	2,478	11.31%	62.30%	175	189	800	-	1%	0	189	0.24
	8th St to Sheeler Rd	2L	3,910	10.94%	66.70%	285	308	880	-	1%	0	308	0.35
	Sheeler Rd to Lakeville Rd	2L	7,577	10.20%	67.80%	524	566	880	6	2%	1	573	0.65
	Lakeville Rd to Hiwassee Rd	3L	9,693	9.82%	67.20%	640	691	920	18	4%	2	711	0.77
	Hiwassee Rd to Overland Rd	3L	6,811	9.82%	67.20%	449	485	800	44	2%	1	530	0.66
US 441 (Orange Blossom Trail)													
	Highland Ave to Alabama Ave (CR 424)	5L	43,830	7.30%	52.30%	1,673	1,807	2,160	-	15%	6	1,813	0.84
	Alabama Ave (CR 424) to SR 436	4LD	44,981	7.50%	53.80%	1,815	1,960	2,160	-	18%	8	1,968	0.91
	SR 436 to Sheeler Rd	4LD	21,478	7.37%	58.60%	928	1,002	2,000	-	1%	0	1,002	0.50
	Sheeler Rd to Roger Williams Rd	4LD	26,408	8.08%	63.50%	1,355	1,463	2,000	-	5%	2	1,465	0.73
	Roger Williams Rd to Piedmont-Wekiva Rd	4LD	27,647	8.08%	63.50%	1,419	1,533	2,000	59	5%	2	1,594	0.80
	Piedmont-Wekiva Rd to Seminole County Line	4LD	32,925	8.44%	66.10%	1,837	1,984	2,000	29	5%	2	2,015	1.01
Sheeler Road													
	SR 436 to US 441	3L	9,081	11.16%	56.90%	577	623	840	-	1%	0	623	0.74
	US 441 to Apopka Blvd (CR 424)	2L	8,962	10.31%	56.40%	521	563	880	-	1%	0	563	0.64
	Apopka Blvd (CR 424) to Cleveland St	2L	9,368	10.10%	58.30%	552	596	880	3	1%	0	599	0.68
	Cleveland St to Keene Rd	2L	6,011	10.10%	58.30%	354	382	880	79	1%	0	461	0.52
Thompson Road													
	Welch Rd to Votaw Rd	2L	8,507	9.15%	64.60%	503	543	790	-	10%	4	547	0.69
	Votaw Rd to SR 436	2L	10,004	8.42%	61.10%	515	556	720	-	15%	6	562	0.78
Wekiva Springs Road/Piedmont-Wekiva Road/Hiwassee Road													
	Welch Rd to Votaw Rd	3L	15,729	9.33%	67.00%	983	1,062	1,720	-	10%	4	1,066	0.62
	Votaw Rd to SR 436	5L	22,487	9.29%	68.10%	1,423	1,537	2,000	6	30%	13	1,556	0.78
	SR 436 to Piedmont Lakes Blvd	5L	26,376	9.17%	61.60%	1,490	1,609	2,000	88	25%	11	1,708	0.85
	Piedmont Lakes Blvd to US 441	5L	26,659	8.96%	61.00%	1,457	1,574	2,000	88	25%	11	1,673	0.84
	US 441 to Apopka Blvd (CR 424)	4LD	18,794	8.28%	60.90%	948	1,024	2,000	65	10%	4	1,093	0.55
	Apopka Blvd (CR 424) to SR 414	4LD	16,396	8.28%	60.90%	827	893	2,000	-	4%	2	895	0.45
SR 436 (Semoran Boulevard)													
	US 441 to Sheeler Rd	8LD	22,982	8.36%	50.60%	972	1,050	4,040	-	16%	7	1,057	0.26
	Sheeler Rd to Thompson Rd	8LD	29,827	8.36%	50.60%	1,262	1,363	4,040	-	20%	8	1,371	0.34
	Thompson Rd to Roger Williams Rd	8LD	33,967	8.35%	52.00%	1,475	1,593	4,040	127	35%	15	1,735	0.43
	Roger Williams Rd to Piedmont-Wekiva Rd	8LD	38,728	8.35%	52.00%	1,682	1,817	4,040	131	35%	15	1,963	0.49
	Piedmont-Wekiva Rd to Seminole County Line	6LD	51,843	8.59%	54.80%	2,440	2,635	3,020	25	10%	4	2,664	0.88
Votaw Road													
	Park Ave (CR 435) to Christiana Ave	2L	7,097	10.81%	64.30%	493	532	790	1	25%	11	544	0.69
	Christiana Ave to Thompson Rd	2L	7,398	10.81%	64.30%	514	555	790	-	25%	11	566	0.72
	Thompson Rd to Wekiva Springs Rd	2L	8,594	9.66%	57.80%	480	518	790	-	20%	8	526	0.67

Net Trips	
IN	39
OUT	42
Area Growth	2.6%

VI. DRIVEWAY ANALYSES

Figure 4 provides Daily and PM peak hour driveway volumes for the proposed Piedmont Shopping Plaza project. Based on the information presented in this figure, an additional right turn lane is recommended at the main project driveway on Piedmont Wekiva Road. Table 5 summarizes HCS results at all driveways while Appendix L includes detailed HCS analyses.

Table 5: HCS Summary – Driveways

		EB			WB			NB			SB		
		L	T	R	L	T	R	L	T	R	L	T	R
Piedmont –Wekiva Rd Southern Driveway	Vehicle Volume	42	-	29	24	-	47	78	1,696	22	44	1,111	54
	Control Delay	-	126.9	-	-	132.6	-	12.6	-	-	17.9	-	-
	V/C	-	0.82	-	-	0.83	-	0.15	-	-	0.15	-	-
	95% Queue Length	-	4.4	-	-	4.5	-	0.5	-	-	0.5	-	-
Piedmont –Wekiva Rd Northern Driveway ¹	Vehicle Volume	-	-	-	95	-	118	-	1,696	87	109	1,111	-
	Control Delay	-	-	-	623.5	-	29.7	-	-	-	23.8	-	-
	V/C	-	-	-	1.97	-	0.47	-	-	-	0.38	-	-
	95% Queue Length	-	-	-	10.2	-	2.4	-	-	-	1.7	-	-
E. Semoran Blvd Western Driveway	Vehicle Volume	-	1,923 ²	65	-	-	-	-	-	47	-	-	-
	Control Delay	-	-	-	-	-	-	-	-	32.3	-	-	-
	V/C	-	-	-	-	-	-	-	-	0.28	-	-	-
	95% Queue Length	-	-	-	-	-	-	-	-	1.1	-	-	-
E. Semoran Blvd Eastern Driveway	Vehicle Volume	-	1,824 ¹	65	44	2,118 ¹	-	-	-	142	-	-	-
	Control Delay	-	-	-	56.4	-	-	-	-	67.6	-	-	-
	V/C	-	-	-	0.41	-	-	-	-	0.78	-	-	-
	95% Queue Length	-	-	-	1.8	-	-	-	-	5.3	-	-	-

¹ Includes proposed improvements shown in Site Plan revised on June 15, 2016

² E Semoran Blvd has four (4) lanes in each direction while HCS for un-signalized intersections considers a maximum of three (3) lanes. Consequently, volume per lane was calculated and then factored by the number of lanes allowed under HCS.

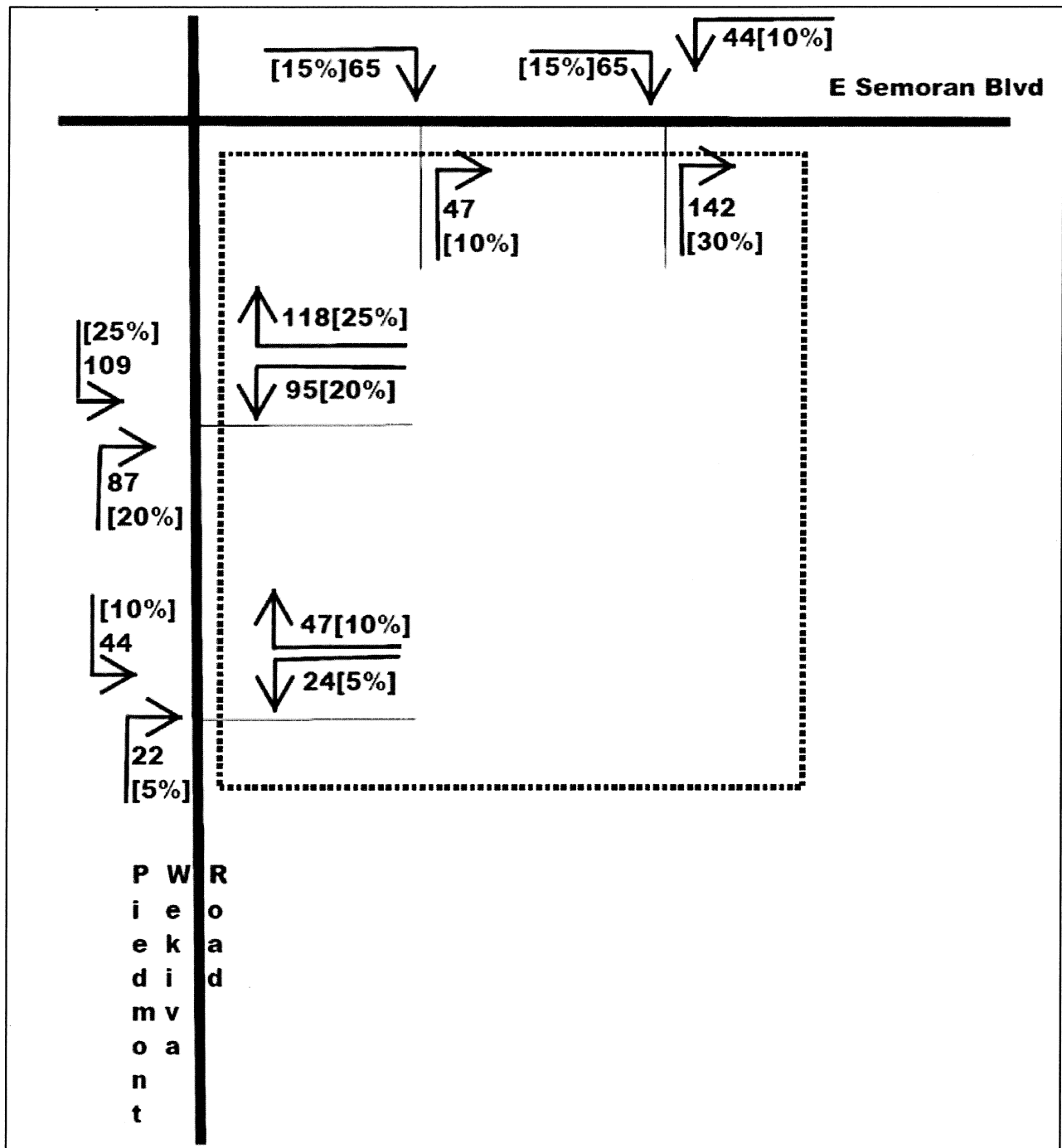


Figure 4: Project Driveway Volumes

VII. INTERSECTION ANALYSIS

Appendix L includes Highway Capacity Software (HCS) analyses for 2107 background and buildout conditions at the intersection of State Road 436 and Piedmont-Wekiva Road, while Table 6 show a comparison of background and build out conditions.

Table 6: HCS Summary – Piedmont-Wekiva Road & E. Semoran Blvd.

		EB			WB			NB			SB		
		L	T	R	L	T	R	L	T	R	L	T	R
2017 Without Project	V/C	0.94	0.72	-	1.94	0.99	-	1.40	2.27	-	0.59	0.40	-
	Control Delay	125.7	51.2	-	522.6	73.1	-	283.8	650.6	-	55.7	44.9	-
	Intersection LOS	F											
	Intersection Delay	203.4											
2017 With Project	V/C	0.94	0.73	-	1.94	1.00	-	1.43	2.28	-	0.59	0.40	-
	Control Delay	125.7	51.4	-	522.6	74.6	-	295.9	655.0	-	55.9	45.0	-
	95 th Back of Queue	13.8	37.5	-	43.2	61.6	-	31.6	127.0	-	24.9	18.6	
	Intersection LOS	F											
	Intersection Delay	205.1											

As shown in Table 6, the highest increase in delay on State Road 436 and Piedmont-Wekiva Road due to the proposed project will occur in the northbound left and will be increased by 13.7 seconds during the PM peak hour. Similarly, as shown in Table 6, it will be expected that the project will add 1.7 seconds of delay to this intersection during the PM peak hour. Furthermore, northbound 95th percentile queue lengths are expected to extend beyond the driveway locations on Piedmont-Wekiva Road. Signalization is recommended to notify drivers not to block the driveways.

VIII. CONCLUSIONS AND RECOMMENDATIONS

The proposed redevelopment for the Piedmont Shopping Plaza is located on the southeast corner of Piedmont Wekiva Road and Semoran Boulevard, in the City of Apopka, Florida. The applicant is proposing to add 33,306 square feet of General Commercial uses to the existing 211,824 square feet of General Commercial uses. This development will most likely generate 938 net Daily trips where 81 two-way trips will occur during the PM peak hour. Project build-out is expected in the year 2017.

Traffic Allocation Form as required in the City of Apopka Concurrency Verification Letter is included in Appendix M.

All links included within the 2-mile radius of influence meet the adopted Level of Service, as defined by the City of Apopka Roadway Service Volumes report.

The proposed Piedmont Shopping Plaza project has been evaluated following *Section 4.03.00. - Concurrency Evaluation of the City of Apopka Code of Ordinances*. This analysis shows that the proposed development will be in compliance with *Section 4.03.00. - Concurrency Evaluation of the City of Apopka Code of Ordinances*.

4. The height of the walls and gates shall be as follows:
 - a. Up to six-cubic-yard container, six feet high.
 - b. Up to eight-cubic-yard container, six feet high.
5. All trash enclosures shall be constructed of a material of sufficient strength to withstand normal daily use of rubbish disposal and pickup. Examples would be concrete block, brick, privacy cypress wood fence, chainlink with slats or any combination of the above in good taste. Any variation of the above must be approved by the public services department prior to construction.
6. The owner assumes all risk and shall indemnify, defend and hold harmless the City of Apopka from and against all loss, damage, cost or expense arising in any manner on account of the enclosure.
7. All locations of the enclosures must be approved by the public services department prior to construction, to determine if the container is accessible.
5. Proposed improvements are less than 50 percent of the value of the property improvements.
 - B. *Unique engineering requirements.* The city may, at the city's sole discretion, approve alternative design standards when evidence satisfactory to the city engineer is presented by a Florida registered professional engineer demonstrating the need and desirability to use the alternative construction standard.
 - C. *Adjustments to requirements, parking.* The development review committee may, in accordance with this site plan application, authorize parking requirements upon demonstration by the developer that the characteristics of the proposed use required a greater or lesser number of parking spaces than that required or proposed.

6.08.00. CRITERIA FOR ISSUANCE OF BUILDING PERMITS*

A. No building permit shall be issued by the city unless the following conditions have been satisfied:

1. Final development shall be approved.
2. Plat shall be recorded and bonding capacity provided as required in article XII.
3. Fire protection and stabilized access shall be provided, as approved by the fire department.
4. All applicable impact fees shall be paid.
5. Payment of any and all associated fees, permits, taxes, or any other cost as may be imposed by the city.

*Cross references—Buildings and building regulations, ch. 22; building code requirements, § 22-36 et seq.



6.07.00. HARDSHIP WAIVER

A. *Existing sites.* An application for redevelopment plan approval for proposed redevelopment improvements on an existing site may qualify for waivers of portions of this code. In order for the plan to be eligible for waivers the site must meet all of the following criteria:

1. Existing structure ten years of age or greater.
2. The proposed improvements enhance the economic value of the property.
3. The proposed improvements enhance the esthetics of the project site.
4. The developer/owner demonstrates to the satisfaction of the DRC the proposed improvements would not adversely impact any surrounding properties.

Julle P. Kendig-Schrader
Tel 407.418.2471
Fax 407.420.5909
Kendig@gtlaw.com

May 10, 2016

VIA EMAIL and OVERNIGHT:

Mark Reggentin
Community Development Director
City of Apopka
120 E. Main St.
Apopka, Florida, 32703

Re: Waiver Request Regarding Building Height Restrictions – Wekiva Piedmont Shopping Center

Dear Mr. Reggentin:

On behalf of G and I VIII Piedmont Plaza, LLC (“*Owner*”), we are respectfully requesting a waiver pursuant to Section 6.07 of Apopka Land Development Code (the “*Code*”) for building height restrictions imposed on certain real property located at 2400 E. Semoran Blvd., Apopka, FL 32703 and 2448 E. Semoran Blvd., Apopka, FL 32703 (the “*Property*”).

The Property is in the “C-1, Commercial Retail” zoning district, and therefore is subject to a maximum building height of 35 feet [§2.02]. Owner desires to redevelop an existing building on the Property into a two story 38,640 square foot fitness facility (the “*Fitness Facility*”) with a building height of 65 feet.

In accordance with Section 6.07 of the Code, we offer the following evidence as satisfaction of the required criteria for obtaining a waiver for the building height restriction:

1. **Existing structure ten years of age or greater.**

The current structure on the Property was built in approximately 1985. It is over ten years old.

2. **The proposed improvements enhance the economic value of the property.**

It is estimated that the assessed value will increase by approximately 2 to 3 times the current amount after revitalization of the shopping center.

3. **The proposed improvements enhance the esthetics of the project site.**

As part of this redevelopment there will be a new façade on the building and additional landscaping, thereby increasing the esthetic value of the Property.

Mark Reggentin
May 10, 2016

4. **The developer/owner demonstrates to the satisfaction of the DRC the proposed improvements would not adversely impact any surrounding properties.**

A copy of the city of Apopka future land use and zoning maps are attached hereto as "Exhibit A".

The Property is surrounded by commercial uses and uses that are similar in nature to that of the proposed use of the Facility. The building height variance which is requested is in the back corner of the existing shopping center away from other properties and is only adjacent to another property that is visually and structurally compatible.

Please refer to "Exhibit B" for pictures of the adjacent property and other properties near the location of the proposed building height waiver.

5. **Proposed improvements are less than 50 percent of the value of the property improvements.**

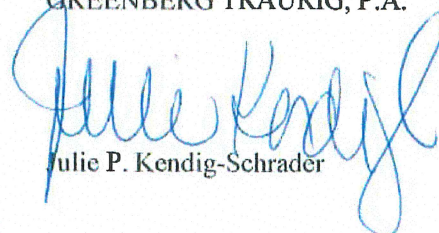
The value of the existing property improvements is estimated at \$11,458,000 as described further below. The total cost of all of the proposed improvements is \$4,750,000, the determination of which is based on the following criteria.

- (i) The existing 27,500 sf of retail, as shown on "Exhibit C", will lease in today's market at \$25/sf providing an annual rent income of \$687,500.
- (ii) Capitalizing the (\$687,500) income at a 6% rate provides a value of \$11,458,000.
- (iii) The cost to construct the Fitness Facility shown on "Exhibit D" is \$3,284,000.
- (iv) The cost to construct the Party City building shown on "Exhibit D" is \$1,215,000.
- (v) The cost of the new parking area on the south side of the Fitness Facility is \$250,000.

Therefore total cost of (iii)-(v) above is \$4,750,000 or 45% of the value of existing property improvements and meets the requirement of Section 6.07 A-5 of the Code.

If you have any questions you can reach me at the e-mail address and phone number listed above.

Very truly yours,
GREENBERG TRAUIG, P.A.



Julie P. Kendig-Schrader

cc: Donald Stiller, Woolbright Development

Mark Reggentin
May 9, 2016

EXHIBIT A
FUTURE LAND USE AND ZONING MAPS

[See Attached]

City of Apopka Future Land Use Map

updated February 2016

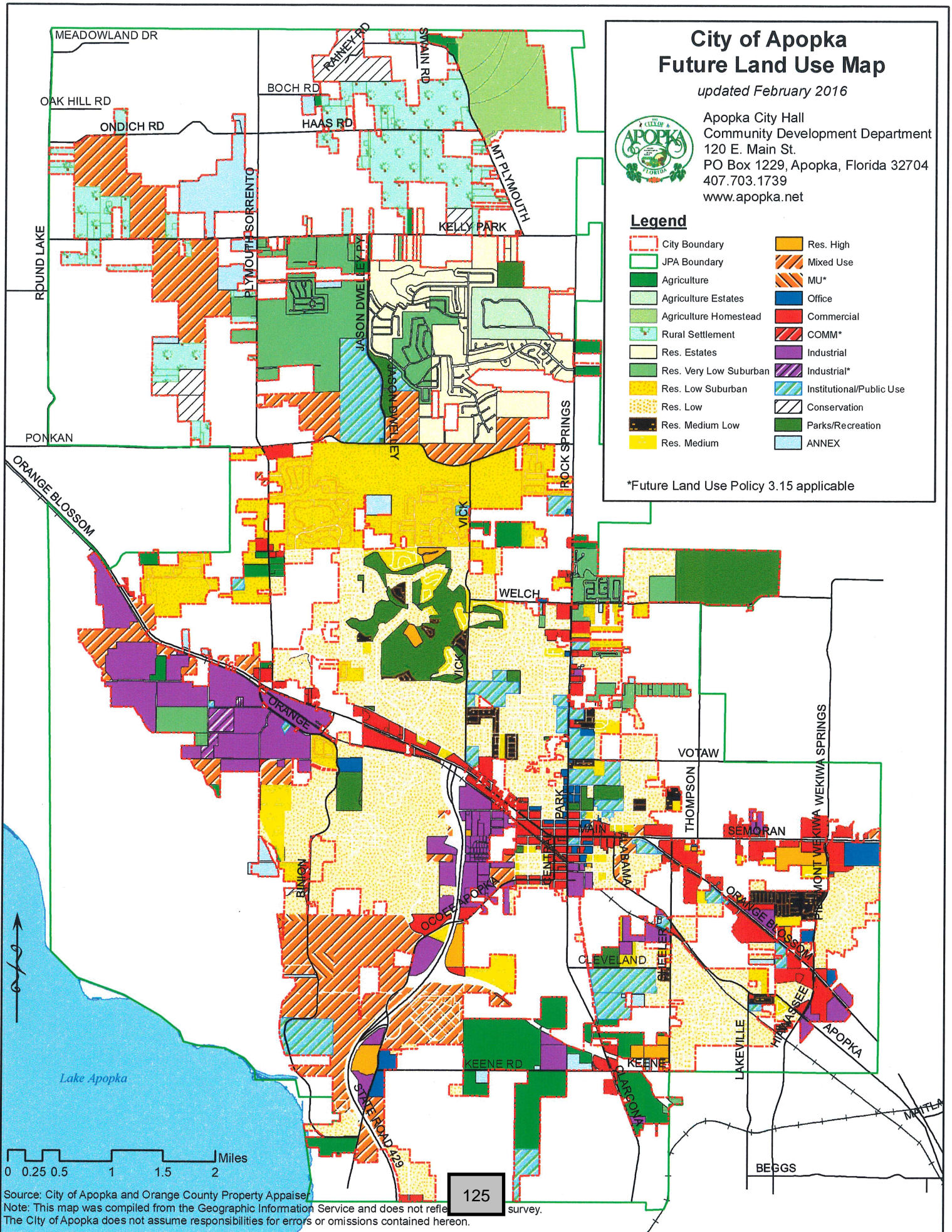


Apopka City Hall
Community Development Department
120 E. Main St.
PO Box 1229, Apopka, Florida 32704
407.703.1739
www.apopka.net

Legend

- | | |
|------------------------|--------------------------|
| City Boundary | Res. High |
| JPA Boundary | Mixed Use |
| Agriculture | MU* |
| Agriculture Estates | Office |
| Agriculture Homestead | Commercial |
| Rural Settlement | COMM* |
| Res. Estates | Industrial |
| Res. Very Low Suburban | Industrial* |
| Res. Low Suburban | Institutional/Public Use |
| Res. Low | Conservation |
| Res. Medium Low | Parks/Recreation |
| Res. Medium | ANNEX |

*Future Land Use Policy 3.15 applicable



Source: City of Apopka and Orange County Property Appaiser
Note: This map was compiled from the Geographic Information Service and does not reflect a current survey.
The City of Apopka does not assume responsibilities for errors or omissions contained hereon.

City of Apopka Zoning Map

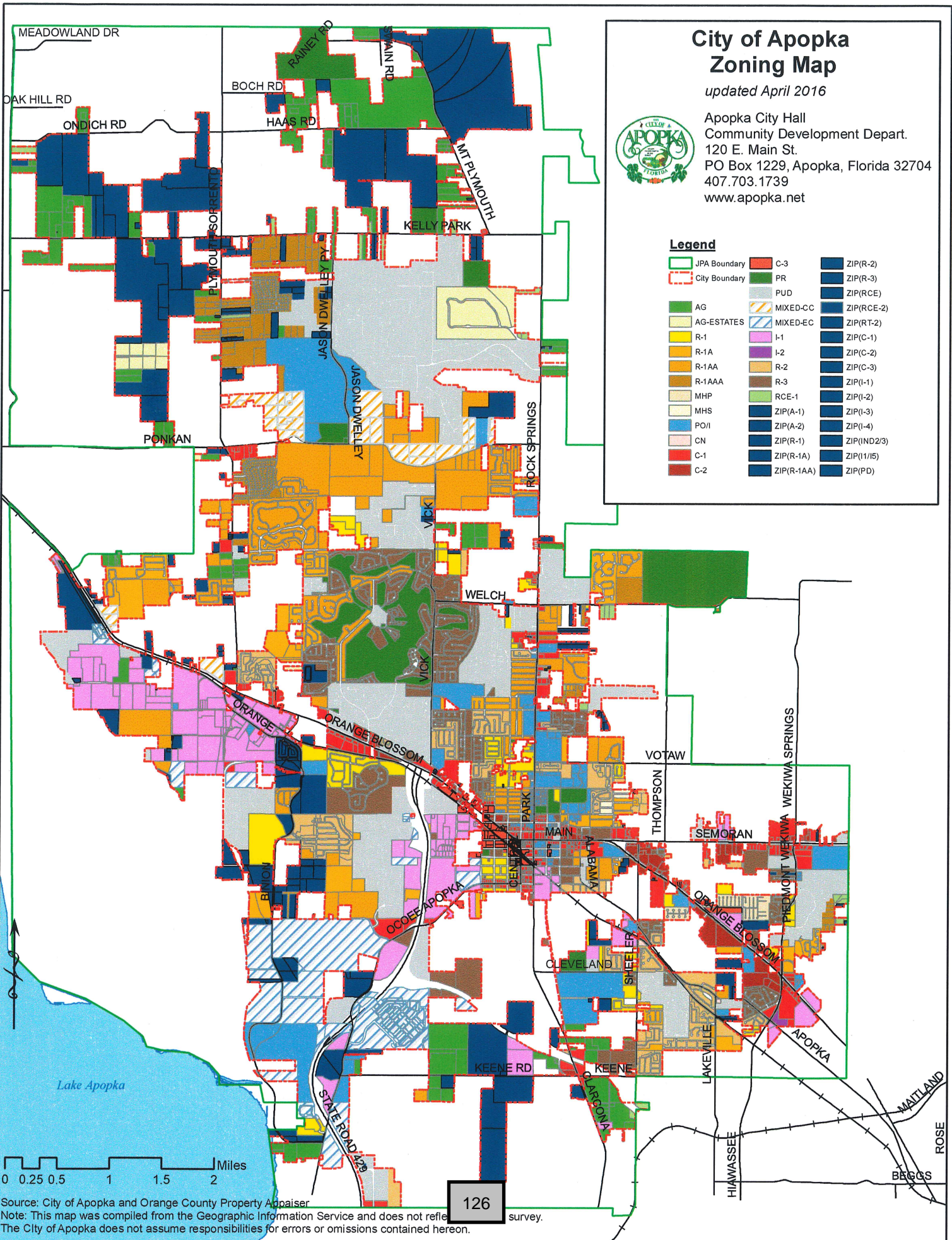
updated April 2016



Apopka City Hall
 Community Development Depart.
 120 E. Main St.
 PO Box 1229, Apopka, Florida 32704
 407.703.1739
 www.apopka.net

Legend

JPA Boundary	C-3	ZIP(R-2)
City Boundary	PR	ZIP(R-3)
AG	PUD	ZIP(RCE)
R-1	MIXED-CC	ZIP(RCE-2)
R-1A	MIXED-EC	ZIP(RT-2)
R-1AA	I-1	ZIP(C-1)
R-1AAA	R-2	ZIP(C-2)
MHP	R-3	ZIP(C-3)
MHS	RCE-1	ZIP(I-1)
PO/I	ZIP(A-1)	ZIP(I-2)
CN	ZIP(A-2)	ZIP(I-3)
C-1	ZIP(R-1)	ZIP(I-4)
C-2	ZIP(R-1A)	ZIP(IND2/3)
	ZIP(R-1AA)	ZIP(I1/1/5)
		ZIP(PD)



Source: City of Apopka and Orange County Property Appaiser

Note: This map was compiled from the Geographic Information Service and does not reflect a current survey. The City of Apopka does not assume responsibilities for errors or omissions contained hereon.

Mark Reggentin
May 9, 2016

EXHIBIT B
NEARBY PROPERTIES

Century Link

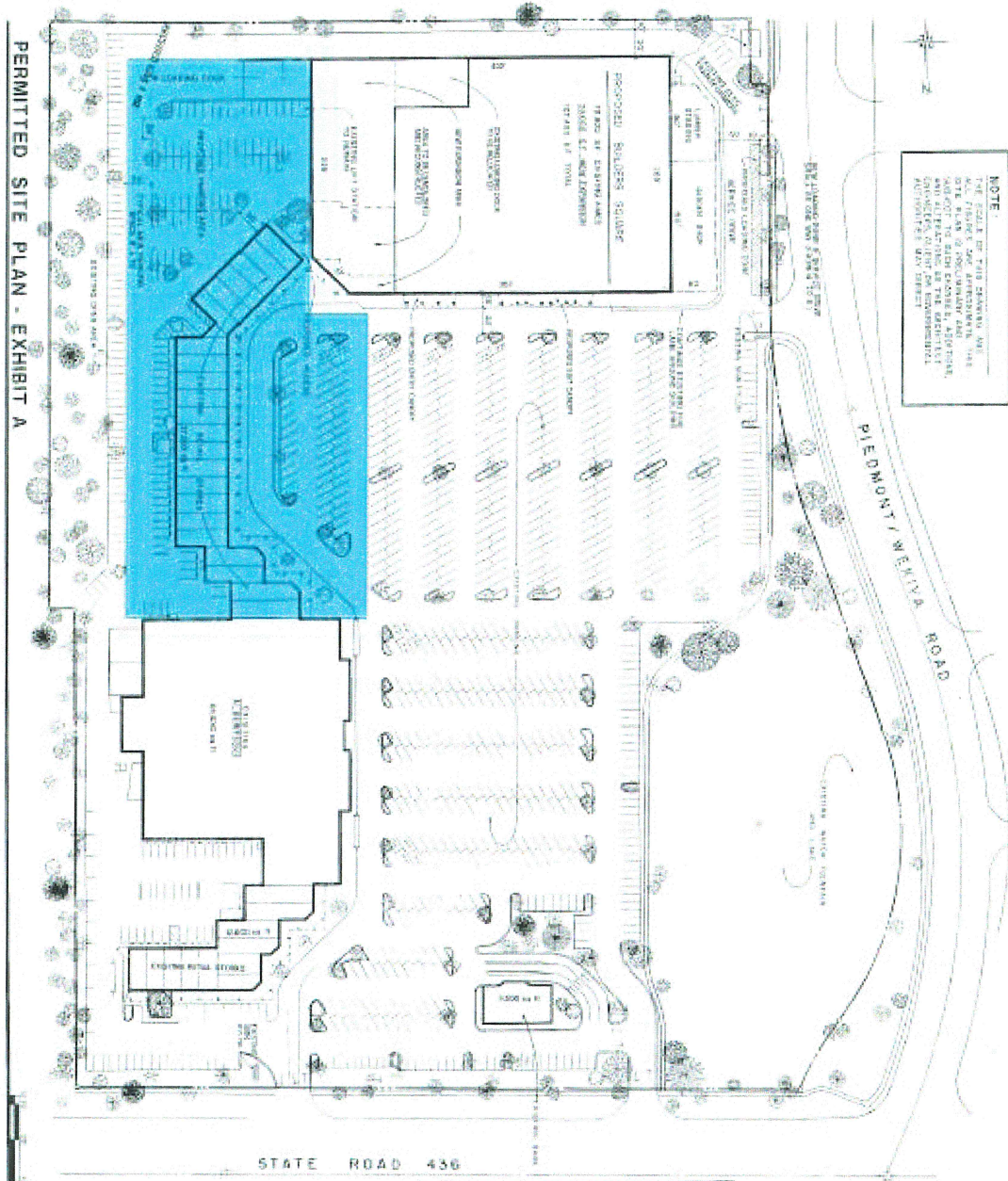


Hampton and Holiday Inn



Mark Reggentin
 May 9, 2016

**EXHIBIT C
 EXISTING RETAIL (SITE PLAN)**



PROJECT DATA

PROJECT NO. 15-001
 SHEET NO. 1 OF 1
 DATE: 05/09/16
 DRAWN BY: [Name]
 CHECKED BY: [Name]

PROPOSED RENOVATIONS

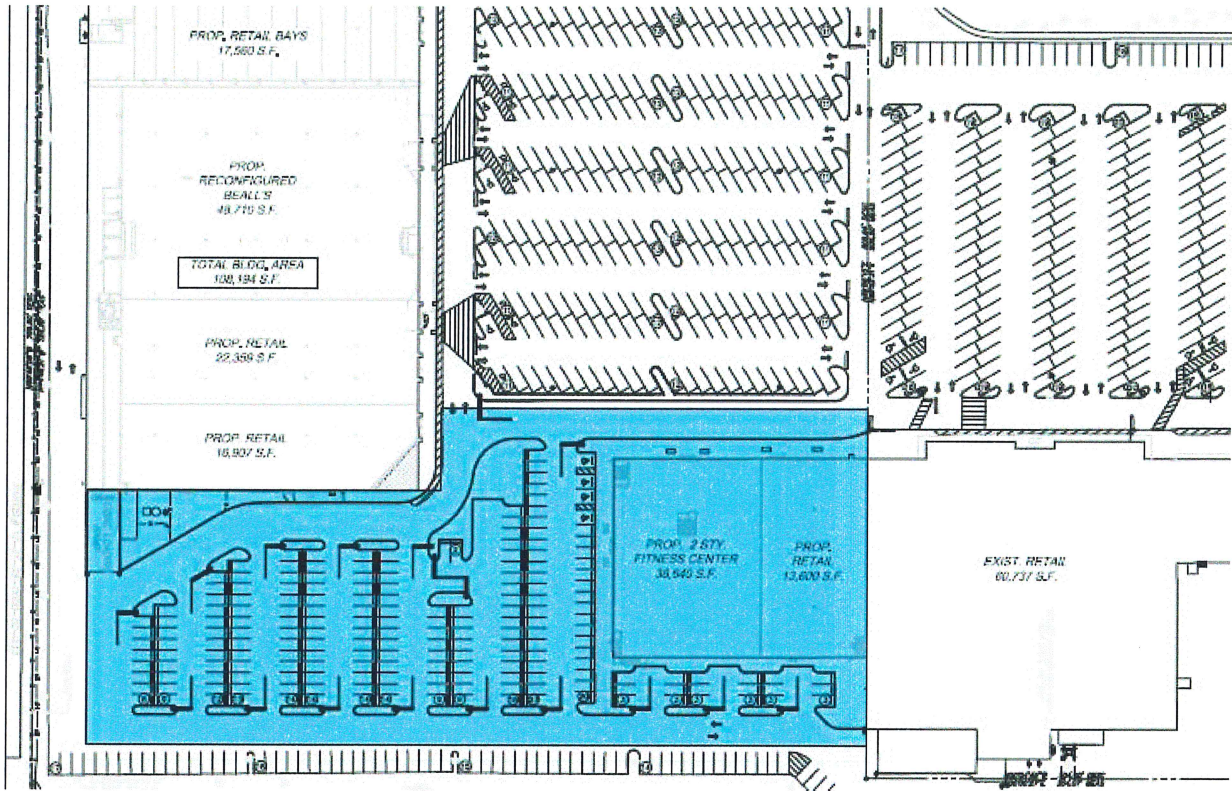
1. [Description of renovation 1]
 2. [Description of renovation 2]
 3. [Description of renovation 3]

Architectural Resource Group, Inc.
 1203 DuPont Center Parkway, Suite 91 - Plantation, FL 33324 - TEL: 954-300-1100

THE LANSBROUGH GROUP

ORL 20010701V

EXHIBIT D
PROPOSED CONSTRUCTION SITES



Julie Kendlg-Schrader
Tel 407.418.2418
Fax 407.650.8439
kendlg@gtlaw.com

May 12, 2016

VIA EMAIL: mreggentin@apopka.net

Mark Reggentin
Community Development Director
City of Apopka
120 E. Main St.
Apopka, FL, 32703

Re: Redevelopment Hardship Waiver Request Regarding Parking Requirements, Wekiva Piedmont Shopping Center

Dear Mr. Reggentin:

On behalf of G and I VIII Piedmont Plaza, LLC ("**Owner**"), we are respectfully requesting a waiver pursuant to Section 6.07 and/or a parking deferral pursuant to Section 6.03.02(d) of Apopka Land Development Code (the "**Code**") for parking requirements imposed on the real property located at 2400 E. Semoran Blvd., Apopka, FL 32703 and 2448 E. Semoran Blvd., Apopka, FL 32703 (the "**Property**"). Submitted under separate cover to the City is the Piedmont Shopping Plaza Parking Analysis dated May 4, 2016 by the Wantman Group, Inc. (the "**Parking Report**"). The Parking Report provides the technical analysis and justification for the request set forth herein.

The Property is in the "C-1, Commercial Retail" zoning district, and therefore is required to have 1,226 parking spaces [§6.03]. Owner desires to redevelop multiple existing buildings on the Property with a total of 975 parking spaces. In accordance with Section 6.07 of the Code, we offer the following evidence as satisfaction of the required criteria for obtaining a waiver for the parking requirement:

1. **Existing structure ten years of age or greater.**
The current structure on the Property was built in approximately 1985. It is over ten years old.
2. **The proposed improvements enhance the economic value of the property.**
It is estimated that the assessed value will increase by approximately 2 to 3 times the current amount after revitalization of the shopping center.
3. **The proposed improvements enhance the esthetics of the project site.**

As part of this redevelopment there will be a new façade on the building and additional landscaping, thereby increasing the esthetic value of the Property.

ALBANY
AMSTERDAM
ATLANTA
AUSTIN
BERLIN*
BOSTON
BRUSSELS*
CHICAGO
DALLAS
DELAWARE
DENVER
FORT LAUDERDALE
HOUSTON
LAS VEGAS
LONDON*
LOS ANGELES
MIAMI
MILAN*
NEW JERSEY
NEW YORK
ORANGE COUNTY
ORLANDO
PALM BEACH COUNTY
PHILADELPHIA
PHOENIX
ROME*
SACRAMENTO
SHANGHAI
SILICON VALLEY
TALLAHASSEE
TAMPA
TOKYO*
TYSONS CORNER
WASHINGTON, D.C.
WHITE PLAINS
ZURICH
*STRATEGIC ALLIANCE

Mark Reggentin
May 12, 2016

4. **The developer/owner demonstrates to the satisfaction of the DRC the proposed improvements would not adversely impact any surrounding properties.**

A copy of the city of Apopka future land use and zoning maps are attached hereto as "Exhibit A".

The Property is surrounded by commercial uses and uses that are similar in nature to that of the proposed redevelopment use.

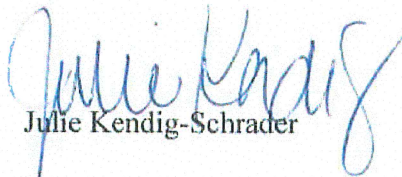
5. **Proposed improvements are less than 50 percent of the value of the property improvements.**

Please refer to "Exhibit B" for an analysis of the value of the proposed improvements versus the property improvements. The proposed improvements are approximately 45% of the property improvements.

In addition to the waiver provisions of Section 6.07 of the Code, or in the alternative, as demonstrated by the Parking Report, the Property qualifies for a parking deferral under Section 6.03.02(d) of the Code. The complete analysis of the parking requirements for the Property and the justification for a parking deferral are set forth in the Parking Report.

If you have any questions you can reach me at the e-mail address and phone number listed above.

Sincerely,


Julie Kendig-Schrader

Cc: Donald B. Stiller, Woolbright Development

EXHIBIT A
FUTURE LAND USE AND ZONING MAPS

[See Attached]

City of Apopka Future Land Use Map

updated February 2016

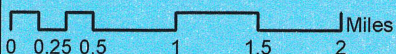
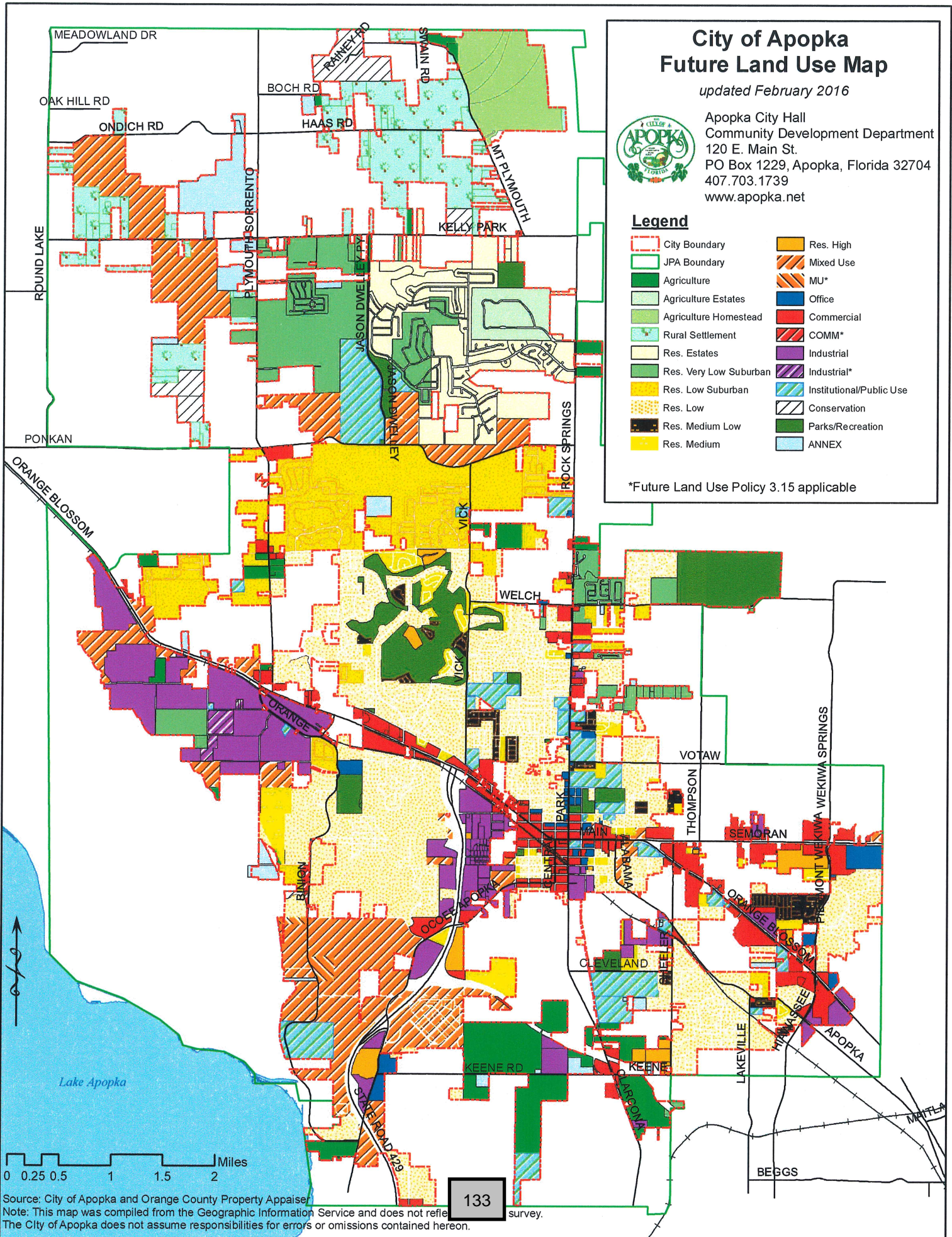


Apopka City Hall
Community Development Department
120 E. Main St.
PO Box 1229, Apopka, Florida 32704
407.703.1739
www.apopka.net

Legend

City Boundary	Res. High
JPA Boundary	Mixed Use
Agriculture	MU*
Agriculture Estates	Office
Agriculture Homestead	Commercial
Rural Settlement	COMM*
Res. Estates	Industrial
Res. Very Low Suburban	Industrial*
Res. Low Suburban	Institutional/Public Use
Res. Low	Conservation
Res. Medium Low	Parks/Recreation
Res. Medium	ANNEX

*Future Land Use Policy 3.15 applicable



Source: City of Apopka and Orange County Property Appaiser
 Note: This map was compiled from the Geographic Information Service and does not reflect a current survey.
 The City of Apopka does not assume responsibilities for errors or omissions contained herein.

City of Apopka Zoning Map

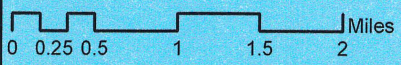
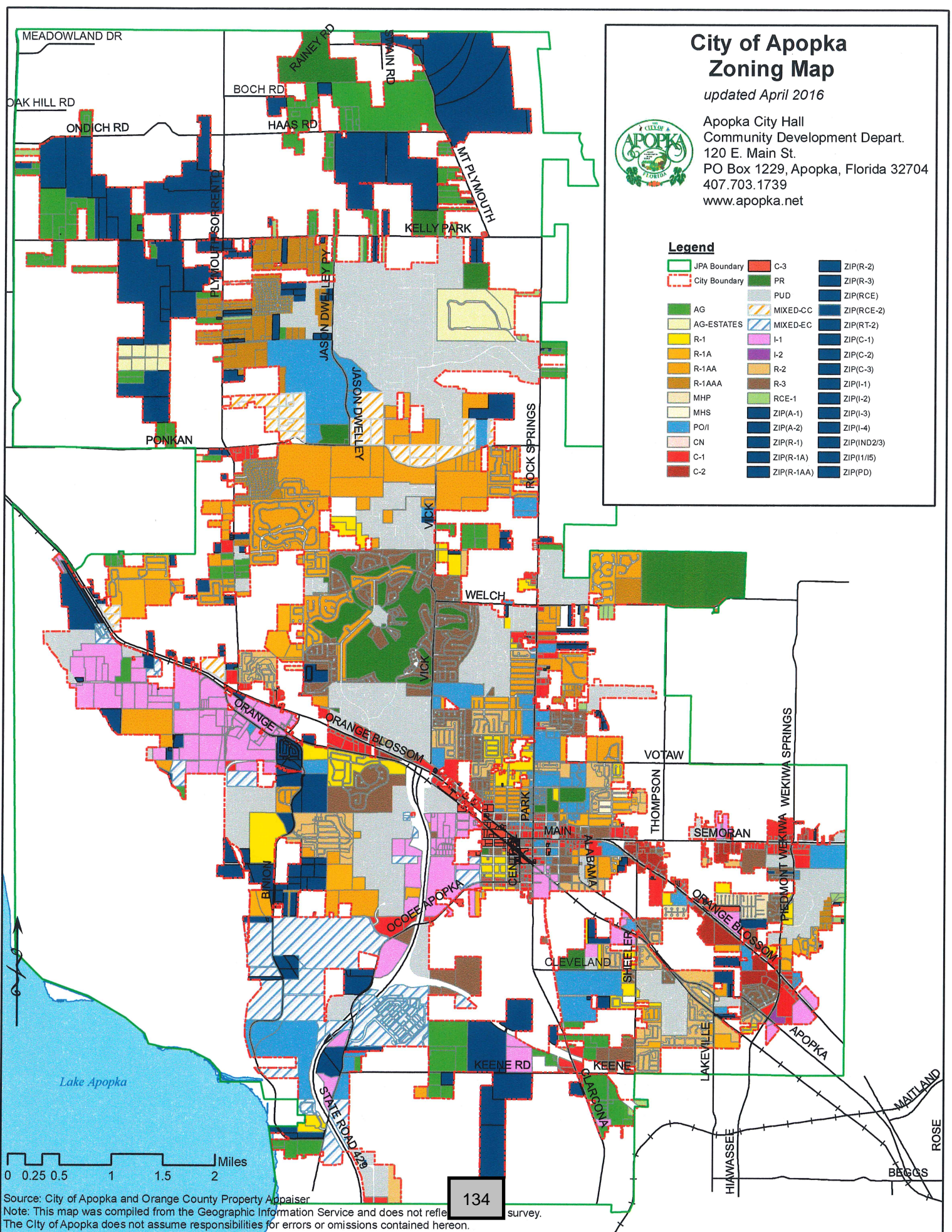
updated April 2016



Apopka City Hall
Community Development Depart.
120 E. Main St.
PO Box 1229, Apopka, Florida 32704
407.703.1739
www.apopka.net

Legend

JPA Boundary	C-3	ZIP(R-2)
City Boundary	PR	ZIP(R-3)
AG	PUD	ZIP(RCE)
AG-ESTATES	MIXED-CC	ZIP(RCE-2)
R-1	MIXED-EC	ZIP(RT-2)
R-1A	I-1	ZIP(C-1)
R-1AA	I-2	ZIP(C-2)
R-1AAA	R-2	ZIP(C-3)
MHP	R-3	ZIP(I-1)
MHS	RCE-1	ZIP(I-2)
PO/I	ZIP(A-1)	ZIP(I-3)
CN	ZIP(A-2)	ZIP(I-4)
C-1	ZIP(R-1)	ZIP(IND2/3)
C-2	ZIP(R-1A)	ZIP(I1/15)
	ZIP(R-1AA)	ZIP(PD)



Source: City of Apopka and Orange County Property Appaiser
 Note: This map was compiled from the Geographic Information Service and does not reflect a recent survey.
 The City of Apopka does not assume responsibilities for errors or omissions contained herein.

EXHIBIT B

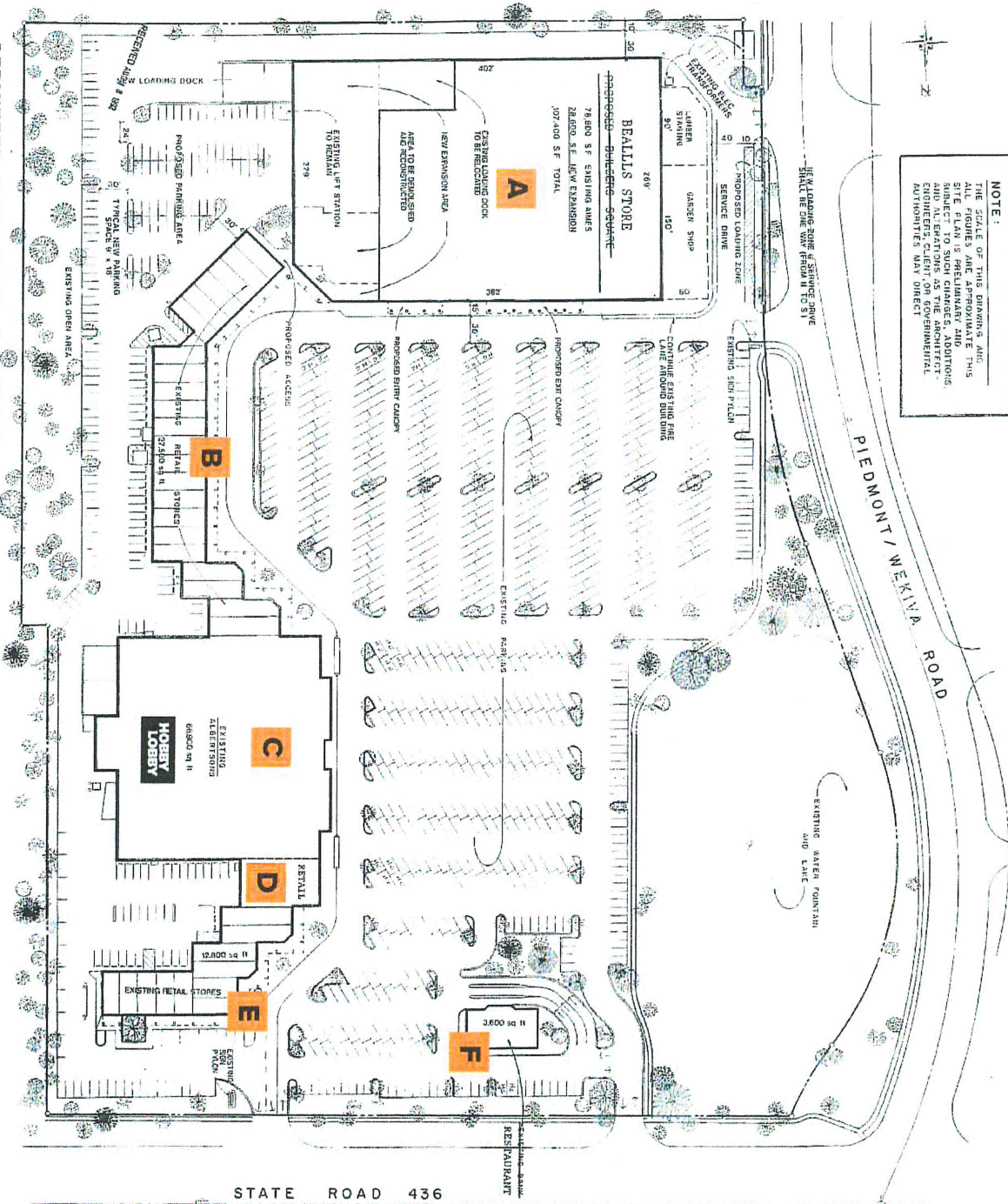
Piedmont Plaza

Value of Existing Center Occupied/ Cost to Redevelop

5/10/2016

	Tenant	SF	Rent/SF	Annual	
A	Bealls	107,400	7.50	805,500	
B	Retail	27,500	18.00	495,000	
C	Hobby Lobby	62,000	8.00	416,000	
D	Retail	7,000	18.00	108,000	
E	Retail	12,800	18.00	230,400	
F	Restaurant	3,600	30.00	108,000	
	TOTAL	220,300			2,162,900
	Capitalize NOI Income at 6.0% for value of				35,500,000
	Cost to redevelop				16,000,000
	Cost as percentage of value				45%

PERMITTED SITE PLAN - EXHIBIT A



NOTE:
 THE SCALE OF THIS DRAWING AND ALL FIGURES ARE APPROXIMATE. THIS SITE PLAN IS PRELIMINARY AND SUBJECT TO SUCH CHANGES, ADDITIONS, DELETIONS AND OMISSIONS AS THE ARCHITECT, ENGINEER, CLIENT OR GOVERNMENTAL AUTHORITIES MAY DIRECT.

0' 10' 20' 100'

PROJECT DATA

CLIENT	City of Apopka - Public Works
PROJECT	Builder's Square
LOCATION	1400 Highland Center Parkway, Suite 114, Apopka, FL 32751
DATE	8/15/91
SCALE	AS SHOWN
DESIGNER	Architectural Resource Group, Inc.
DATE	8/22/91
PROJECT NO.	111-31-305
DRW. NO.	1
DATE	8/22/91
SCALE	AS SHOWN
PROJECT	Builder's Square
LOCATION	1400 Highland Center Parkway, Suite 114, Apopka, FL 32751
DATE	8/15/91
SCALE	AS SHOWN
DESIGNER	Architectural Resource Group, Inc.
DATE	8/22/91
PROJECT NO.	111-31-305
DRW. NO.	1
DATE	8/22/91
SCALE	AS SHOWN

REVISIONS	NO. 1	DATE	8/15/91
	2	DATE	8/22/91
	3	DATE	
	4	DATE	
	5	DATE	
	6	DATE	
	7	DATE	
	8	DATE	
	9	DATE	
	10	DATE	
	11	DATE	
	12	DATE	
	13	DATE	
	14	DATE	
	15	DATE	
	16	DATE	
	17	DATE	
	18	DATE	
	19	DATE	
	20	DATE	
	21	DATE	
	22	DATE	
	23	DATE	
	24	DATE	
	25	DATE	
	26	DATE	
	27	DATE	
	28	DATE	
	29	DATE	
	30	DATE	
	31	DATE	
	32	DATE	
	33	DATE	
	34	DATE	
	35	DATE	
	36	DATE	
	37	DATE	
	38	DATE	
	39	DATE	
	40	DATE	
	41	DATE	
	42	DATE	
	43	DATE	
	44	DATE	
	45	DATE	
	46	DATE	
	47	DATE	
	48	DATE	
	49	DATE	
	50	DATE	
	51	DATE	
	52	DATE	
	53	DATE	
	54	DATE	
	55	DATE	
	56	DATE	
	57	DATE	
	58	DATE	
	59	DATE	
	60	DATE	
	61	DATE	
	62	DATE	
	63	DATE	
	64	DATE	
	65	DATE	
	66	DATE	
	67	DATE	
	68	DATE	
	69	DATE	
	70	DATE	
	71	DATE	
	72	DATE	
	73	DATE	
	74	DATE	
	75	DATE	
	76	DATE	
	77	DATE	
	78	DATE	
	79	DATE	
	80	DATE	
	81	DATE	
	82	DATE	
	83	DATE	
	84	DATE	
	85	DATE	
	86	DATE	
	87	DATE	
	88	DATE	
	89	DATE	
	90	DATE	
	91	DATE	
	92	DATE	
	93	DATE	
	94	DATE	
	95	DATE	
	96	DATE	
	97	DATE	
	98	DATE	
	99	DATE	
	100	DATE	