



REVISED
City of Apopka
Planning Commission
Meeting Agenda
October 10, 2017
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 regular meeting held August 8, 2017.

IV. PUBLIC HEARING:

1. COMPREHENSIVE PLAN – TEXT AMENDMENT – KELLY PARK CROSSING – Amending the City of Apopka Comprehensive Plan, Future Land Use Element Policy 20.10 and Table 20.10 regarding Floor Area Ratio (Far).
2. COMPREHENSIVE PLAN – LARGE SCALE – FUTURE LAND USE AMENDMENT – To Mixed Use Interchange (7.5 – 25 du/ac and/or Max. 1.0 FAR), for property owned by J.D. and Kathleen L. Horne Trust, and located on the southwest corner of Plymouth-Sorrento Road and West Kelly Park Road. (Parcel ID #: 13-20-27-0000-00-008)
3. COMPREHENSIVE PLAN – LARGE SCALE – FUTURE LAND USE AMENDMENT – To Mixed Use Interchange (0 – 5 du/ac) for property owned by Sabbath Grace Fellowship, Inc. and located at 890 Johns Road. (Parcel ID #: 28-21-17-0000-00-014)
4. COMPREHENSIVE PLAN – LARGE SCALE – FUTURE LAND USE AMENDMENT – To Mixed Use Interchange (0 – 5 du/ac) for properties owned by Won Chul Lee (Parcel ID # 07-20-28-0000-00-011); and Bong Jin Choe, Soon Chong, Won Chul Lee, and Sea Myog (Parcel ID # 07-20-28-0000-00-048) located on the north side of West Kelly Park Road, west of Jason Dwelley Parkway.

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- 5. CHANGE OF ZONING/MASTER PLAN AMENDMENT – Avian Pointe – Apopka Clear Lake Investments, LLC – From “City” Planned Unit Development (PUD) (89.47 AC) and “County” A-2 (ZIP) (5.29 AC) to “City” Planned Unit Development (PUD/R-3), for property located east of S.R. 429, south of Peterson Road, and north of Lust Road. (Parcel ID Nos. 07-21-28-0000-00-002 & 07-21-28-0000-00-023)

- 6. COMPREHENSIVE PLAN – LARGE SCALE – FUTURE LAND USE AMENDMENT – From “County” Low Density Residential (4 du/ac) to “City” Residential Medium Density (7.5 du/ac) for properties owned by Curtis and Karen Pumphrey, located at 251 West Lester Road (Parcel ID #: 28-20-28-0000-00-084); and A.D. Raulerson and A.D. Raulerson, Jr., located at 213 West Lester Road and 2122 Rock Springs Road (Parcel ID #s: 28-20-28-0000-00-040; 28-20-28-0000-00-077)

- 7. COMPREHENSIVE PLAN – LARGE SCALE – FUTURE LAND USE AMENDMENT – TGINF, LLC from Commercial to Residential Medium-Low Density (0 – 3.5 du/ac) for property located at 501 Old Dixie Highway. (Parcel ID No. 09-21-28-0000-00-006)

V. SITE PLANS:

- 1. FINAL DEVELOPMENT PLAN – JOHN’S CORNER GROCERY STORE – Owned by Jun H. Kim and Yun D. Kim, property located at 41 E. Michael Gladden Boulevard. (Parcel ID #: 09-21-28-0196-80-511)

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.

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Backup material for agenda item:

- 1 Approve minutes of the Planning Commission regular meeting held August 8, 2017.

MINUTES OF THE PLANNING COMMISSION MEETING HELD ON AUGUST 8, 2017, AT 5:30 P.M. IN THE CITY COUNCIL CHAMBERS, APOPKA, FLORIDA.

MEMBERS PRESENT: James Greene, Melvin Birdsong, Tony Foster, and Linda Laurendeau

ABSENT: Jose Molina, Roger Simpson, John Sprinkle, and Orange County Public Schools (Non-voting)

STAFF PRESENT: James Hitt – Community Development Director, David Moon, AICP - Planning Manager, Richard Earp – City Engineer, Patrick Brackins – City Attorney, Deputy Police Chief Randall Fernandez, Erin De Young – Apopka Police Department Attorney, Fire Chief Chuck Carnesale, Pamela Richmond – Senior Planner, Robert Sargent – Public Information Officer, and Jeanne Green – Recording Secretary.

OTHERS PRESENT: Peggy Dionne, Jamie Boerger, Gene Cowart, Richard Geller, Sandra Gorman, Suzanne Kidd, Ed Velazquez, Laura Kelly, Derek Ryan, Teresa Sargeant, Joel Avery, David Evans, Jason Revelle, Malcolm Jones

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 regular meeting minutes of July 11, 2017, at 5:30 p.m.

Motion: **Melvin Birdsong made a motion to approve the Planning Commission minutes from the regular meeting held on July 11, 2017, at 5:30 p.m. and seconded by Linda Laurendeau. Aye votes were cast by James Greene, Melvin Birdsong, Tony Foster, and Linda Laurendeau (4-0).**

APPROVAL OF MINUTES: Chairperson Greene asked if there were any corrections or additions to the special meeting minutes of July 25, 2017, at 6:00 p.m.

Motion: **Tony Foster made a motion to approve the Planning Commission minutes from the special meeting held on July 25, 2017, at 6:00 p.m. and seconded by Linda Laurendeau. Aye votes were cast by James Greene, Melvin Birdsong, Tony Foster, and Linda Laurendeau (4-0).**

The Planning Commission unanimously agreed to change the order of the agenda to hear Item #8 first.

LEGISLATIVE – CODE OF ORDINANCES – PART III – LAND DEVELOPMENT CODE AMENDMENT – ARTICLE III, SECTION 3.06 – MEDICAL MARIJUANA TREATMENT CENTER DISPENSING FACILITIES - Chairperson Greene stated this is a request to recommend approval of Ordinance No. 2582 amending the City of Apopka, Code of Ordinances, Part III, Land Development Code, Article III, Section 3.05, to establish a prohibition of medical marijuana treatment center dispensing facilities within the boundaries of the City as authorized by Section 381.986, Florida Statutes.

The City of Apopka adopted Ordinance 2388 on May 6, 2015, to regulate and govern the location and extent of the cultivation, processing and dispensing of cannabis and medical marijuana within the City of Apopka. A need to regulate medical marijuana emerged on June 16, 2014, when Governor Scott signed the Compassionate Medical Cannabis Act of 2014 into law, allowing for the cultivation, processing and dispensing of low THC cannabis statewide, subject to local government zoning laws.

The Florida Legislature pass new laws in 2017 regarding medical marijuana is reaction to a state-wide referendum approved in November 2016 to expand opportunities for the availability of marijuana for medical purposes. Section 381.986 (11) of the Florida Statutes now states if medical marijuana treatment center dispensing facilities are not banned in the municipality, the municipality may not enact any ordinance which limits the number or the location of the dispensing facilities which are more restrictive than how a pharmacy is regulated in that municipality. In summary, local governments can only regulate medical marijuana dispensaries in the same and equal manner that is regulates pharmacies. The two must be treated the same under a local governments zoning laws and development standards.

However, the Florida Legislature in 2017 also gave local governments the opportunity to ban medical marijuana dispensaries. Whereas Florida law limits a local government's ability to govern the location and extent of medical marijuana dispensaries within the City of Apopka; and whereas the impacts of such use on adjacent or nearby residential areas, schools, religious facilities, and government properties is uncertain; the Development Review Committee and City staff recommend that the City Council ban dispensaries until the City gains more information and knowledge regarding the impacts generated by medical marijuana dispensaries.

Cultivation and processing of cannabis\medical marijuana is not affected by proposed Ordinance 2582. These activities are allowed subject to regulations established through Ordinance 2388.

The Development Review Committee recommends approval of the Proposed Ordinance 2582, Prohibiting Medical Marijuana Dispensaries within the City of Apopka.

Staff recommended the Planning Commission recommend approval of the amendment to the City of Apopka, Code of Ordinances, Part III, Land Development Code, Article III, Section 3.05, to establish a prohibition of medical marijuana treatment center dispensing facilities.

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.

Mr. Moon stated that Deputy Police Chief Randy Fernandez and the Police Department attorney, Erin De Young, were present to answer any questions.

In response to questions by Mr. Foster, Deputy Police Chief Fernandez stated that research was conducted using studies done in Colorado; however, because Colorado has allowed recreational use of marijuana, some of the information did not exactly equate to the current situation in Florida. It was found that these types of dispensaries in Colorado did have a negative impact on property tax values and surrounding areas. Additionally, a number of municipalities within the surrounding areas are banning or proposing bans on dispensaries. This is due to the new state regulations that require local governments to treat dispensaries in the same manner they would treat pharmacies thus tying the hands of local governments to regulate specific areas dispensaries can be located. The ban would not affect the cultivation or processing of medical cannabis in the designated grow areas; and it would not affect patients having the medical cannabis delivered to their homes. He said the police department was not taking a position on the medical marijuana. It is a lawful drug within Florida, accepted by the electorate and legislated by representatives. The concern is the ability to set zoning regulations and since the state limited the local government control and created the choice of regulating like a pharmacy or ban, the recommendation is to ban.

In response to a question by Ms. Laurendeau, Deputy Chief Fernandez stated that if the City did not ban dispensaries, they could be located next to playgrounds. He said the State regulations only restrict them from being within 500 feet of schools.

Chairperson Greene opened the meeting for public hearing.

Derek Ryan, 2466 Peterson Road, voiced his opposition to the ban on dispensaries. He stated that the Planning Commission should take into consideration how the use of medical cannabis could reduce the over use of opiates; and asked that the Planning Commission take into account the City's agricultural history

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

Motion: Linda Laurendeau made a motion to recommend approval of Ordinance No. 2582 amending the City of Apopka, Code of Ordinances, Part III, Land Development Code, Article III, Section 3.05, to establish a prohibition of medical marijuana treatment center dispensing facilities within the boundaries of the City as authorized by Section 381.986, Florida Statutes. Motion seconded by Melvin Birdsong. Aye votes were cast by James Greene, Melvin Birdsong, Tony Foster, and Linda Laurendeau (4-0). (Vote taken by poll.)

LEGISLATIVE - COMPREHENSIVE PLAN – LARGE SCALE – FUTURE LAND USE AMENDMENT – GEORGE THUM, JR. AND PHILLIP & PEGGY DIONNE - 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" Agriculture (0-1 du/5 ac); and recommend transmittal to the Department of Economic Opportunity for review for the properties is owned by George Thum, Jr. and Phillip and Peggy Dionne, and located west of Jason Dwelley Parkway, south of West Kelly Park 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" Agriculture (0-1 du/5 ac); and recommend transmittal to the Department of Economic Opportunity for review for the properties is owned by George Thum, Jr. and Phillip and Peggy Dionne, and located west of Jason Dwelley Parkway, south of West Kelly Park Road. The existing use is single-family residences and the proposed use is an elementary school. The current zoning is "County" A-1 (ZIP) & "City" AG (Agriculture) and the proposed zoning is "City" PO/I (Professional Office/Institutional). The tract size is 15.17 +/- acres.

The applicant intends to use the subject properties for a public elementary school, and requests the City to assign a future land use designation of Institutional/Public Use to the property. Elementary schools are permitted within the Institutional/Public Use Future Land Use Designation.

The subject properties were annexed into the City on November 16, 2005 via Ordinance 1787 and on June 21, 2017 via Ordinance 2573. The proposed Large Scale Future Land Use Amendment is being requested by the owner/applicant. Pursuant to Florida law, properties ten acres or more are required to undergo review by State planning agencies.

A request to assign a Future Land Use Designation of Institutional/Public Use is compatible with the designations assigned to abutting properties. The FLUM application covers approximately 15.17 acres.

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). Based on the findings of the Land Use report, the proposed FLUM amendment is compatible with the surrounding and nearby land uses and the character of the general area.

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The existing and proposed use of the property is consistent with the Institutional/Public Use designation and the proposed Professional Office\Institutional zoning.

Since the proposed use as a public elementary school is a non-residential use, a capacity enhancement agreement 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 July 13, 2017.

The Development Review Committee finds the proposed amendment consistent with the Comprehensive Plan and compatible with the character of the surrounding area, and recommends transmittal of the change in Future Land Use from “County” Rural (0-1 du/10 ac) and “City” Agriculture (0-1 du/5 ac) to “City” Institutional\Public Use for the properties owned by George Thum, Jr., and Phillip and Peggy Dionne.

Staff recommends the Planning Commission find the proposed amendment consistent with the Comprehensive Plan and compatible with the character of the surrounding area, and recommend transmittal of the Future Land Use Map designation from “County” Rural and “City” Agriculture to “City” Institutional\Public Use to the Florida Department of Economic Opportunity.

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.

In response to questions by Mr. Foster, Mr. Moon stated that the school entrance roadway is yet to be determined. The preference is that one access be off of Spinfisher Drive. Typically elementary schools have two access points. One for buses and one for parents who are dropping off their children.

In response to a question by Ms. Laurendeau, Jamie Boerger, Orange County Public Schools, 6501 Magic Way, Building 200, Orlando, stated they are anticipating the school to open in 2021.

In response to questions by Mr. Foster, Ms. Boerger stated that there are no plans to combine this school with Wolf Lake Elementary. This school would be in addition to the Wolf Lake Elementary and Middle Schools. Most of the schools currently in this area are at or above capacity.

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

Motion: Melvin Birdsong made a motion to find the application consistent with the Apopka Comprehensive Plan and compatible with the character of the surrounding area; and to recommend approval of the Large Scale Future Land use amendment from “County” Rural (0-1 du/10 ac) to “City” Agriculture (0-1 du/5 ac); and recommend transmittal to the Department of Economic Opportunity to review for the properties owned by George Thum, Jr. and Phillip and Peggy Dionne, and located west of Jason Dwelley Parkway, south of West Kelly Park Road. Motion seconded by Linda Laurendeau. Aye votes were cast by James Greene, Melvin Birdsong, Tony Foster, and Linda Laurendeau (4-0). (Vote taken by poll.)

QUASI-JUDICIAL – PUD MASTER PLAN/PRELIMINARY DEVELOPMENT PLAN – OAK POINTE SOUTH (AKA THOMPSON HILLS ESTATES) - Chairperson Greene stated this is a request to find the application consistent with the Apopka Comprehensive Plan and the Land Development Code and to recommend approval of the PUD Master Plan and Preliminary Development Plan for the property

owned by Thompson Hills Estates LLC (Oak Pointe PUD) and located east of Ocoee Apopka Road, north of McCormick Road.

Attorney Bracken swore-in staff, the petitioners, and affected parties.

Chairperson Greene asked if there were any affected parties in attendance that wished to speak.

Richard Geller, Esq., and Gene Cowart stated that they were representing Jason Revelle who was asking for affected party status because his property is located in the center of the subject project.

The Planning Commission acknowledged Mr. Revelle as an affected party.

Chairperson Greene asked if the Commission members had any ex parte communications to divulge regarding this item. No one spoke.

Staff Presentation: Mr. Moon stated this is a request to recommend approval of the PUD Master Plan and Preliminary Development Plan for the property owned by Thompson Hills Estates LLC (Oak Pointe PUD) and located east of Ocoee Apopka Road, north of McCormick Road. The existing use is vacant land and the proposed use is a single-family and townhome development. The future land use is Mixed Use. The proposed development is 118 single family homes and 106 townhomes. The tract size is 67.7 +/- acres.

A Planned Unit Development (PUD) zoning currently is assigned to the subject property. The PUD Master Plan associated with the subject property expired several years ago. A PUD new master plan must be approved through a rezoning hearing process. As part of the PUD

The PUD Master Plan includes 106 townhomes and 118 single family homes within a gated community with private streets. A single master homeowners association will serve both the single family homes and townhomes.

- Single family lots typically have a minimum width of 70 feet and a minimum lot area of 8,400 sq. ft., a minimum house livable area of 1,500 sq. ft., and a minimum two-car enclosed garage. A small percent of single family lots (6.8% totaling 8 lots) have a minimum typical lot width of 65 feet and a minimum lot area of 7,800 sq. ft., also with a minimum house livable area of 1,500 sq. ft. and a minimum two-car enclosed garage. No three-car garages are allowed.
- Townhomes will have a minimum lot width of 23 feet and a minimum lot area of 2,530 sq. ft. All townhome units offer a one-car enclosed garage. No two-car enclosed garages are proposed by the developer. Some (75 units) have a one-car driveway; some (31 units) have a two-car driveway.
- Two parks are provided and will be accessible to all residents. Tract N-1 provides a community swimming pool and a cabana with a parking lot. A second community park provides outdoor recreation on 2.03 acres (Tract K-6) and includes a fenced-in dog park.
- To accommodate a private, gated community, the applicant requests to vacate the right-of-way for Irmalee Road, a gated paved public right-of-way ranging in width from 80 feet to as much as 250 feet. One other property owner (not associated with the PUD application) is surrounding by the PUD Master Plan and accesses Irmalee Lane. This one-acre parcel will be granted access rights to the private road if the Irmalee ROW is vacated by City Council.

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- Access will occur through a road connection to McCormick Road and a future road connection to Ocoee-Apopka Road. A gate will be located at both the north and south entrances. An emergency gate will be located on the eastern boundary, connecting to Pelock Drive within the Apopka Woods community.
- Perimeter buffers include: a ten foot buffer with a six-foot high brick wall along the western property line adjacent to S.R. 429, a six-foot high vinyl fence within a ten foot buffer next to the Apopka Woods community and next to the County's Northwest Reclamation facility.

The Oak Point property owner also owns 69.89 acres serviced by a gated public road – Irmalee Lane. The site typically has a flat topography with no wetlands. Located along the north side of McCormick Road, the PUD Master Plan The City of Ocoee is situated along the south side of McCormick Road. The proposed residential PUD Master Plan abuts land zoned commercial. The commercial land sites between McCormick Road and the single family residential Master Plan are not part of the PUD application. An existing public road – Irmalee Lane – extends from McCormick Road northward through the property. Apopka Woods is a 76 lot, single family residential neighborhood that abuts most of the eastern boundary of Oak Pointe. Typical lots within Apopka wood have a minimum width of 70 feet and a minimum land area of 7,500 sq. ft.

The Orange County Northwest Reclamation Water Facility on portions of its north and northwest boundary, the Apopka Woods residential community (R-2 zoning, 70 foot wide lots),

Directly to the south of Oak Pointe is a private gated residential community – McCormick Woods – with typical lots of 70 x 125 (8,750 sq. ft.).

Annexation History: The subject properties were annexed into the City via Ordinance 1651 on December 18, 2002. A public road with a right-of-way width ranging from 80 to 150 feet extends from McCormick Road to the Tract L-1 of the project.

Recreation Amenities:

Tract N-1

- Swimming Pool.
- Pool area surrounded by a 36" viburnum hedge, crepe myrtles, magnolia trees, live oak trees, and approved ground cover.
- Pool parking lot - 13 parking plus one handicap parking space.
- Bike rack located adjacent to parking lot.
- 2,200 +/- SF Cabana located next to the pool surrounded by landscaping that blends with the pool landscaping.
- The cabana will be partially open, with the open area surrounded by a four foot metal guardrail/fence.
- A paved sidewalk from the Cabana connects to the sidewalk along Street I.
- An outdoor shower will be placed on both the east and west sides of the building.
- The pool and cabana are appropriately located near the center of the development, easily accessible to both the single family residential units and the townhome.

Tract L-6

- Two multi-purpose playing fields.
- Mulched walking trail around the perimeter of the Tract.
- Paved sidewalk will be placed along the west side of the park, connecting Street I with the Tot Lot, Dog Park, and parking lot.
- Paved sidewalk will connect the parking lot at Tract O-1 with the paved sidewalk along the west side of the park.
- Three picnic tables.
- Litter receptacle - 24" X 30" size.
- Eight benches, each with armrests.
- Tot Lot with playground equipment – slides, climbing equipment.
- Dog park with five foot high vinyl coated chain link fence, screened with a viburnum hedge.
- Dogipot aluminum pet station with pet waste receptacle.
- Dog park will be handicap accessible.
- Bike rack located in Tract K-5, between the parking lot and sidewalk along the west side of the park.
- Pedestrian level lighting
- Park area surrounded by a viburnum hedge, sabal palms, crepe myrtles, magnolia trees, live oak trees, and approved ground cover.

RECOMMENDED PUD CONDITIONS OF APPROVAL:

1. A development agreement must be approved by City Council that addresses dedication of a 60-foot wide right-of-way from the northern project line to Ocoee-Apopka Road following alignment delineated in the Oak Pointe North Master Plan; addresses the construction of the southern road from PUD south to McCormick Road; address access rights for the owner and subsequent owners of parcel number 29-21-28-0000-00-037 and addresses project phasing and development conditions.
2. For all recreation and park improvements, a performance bond in an amount acceptable to the City is required if such improvements do not receive a certificate of completion by the first building permit issued for a residential development.
3. Tree removal and arbor mitigation fee shall be determined at the time of the Final Development Plan.
4. Number and location of handicapped parking spaces shall be determined at the time of the Final Development Plan.
5. All recreation areas\parks shall be irrigated.
6. Townhome and single family home architectural design shall be determined at the Final Development Plan. The current renderings shall be removed from the PUD Master Plan and are not part of the Master Plan approval.
7. Current gate at south end of Irmalee Lane at McCormick Road shall be removed by Oak Pointe owner within 14 days of written request of the city engineer.
8. Irmalee Road vacate is approved by City Council upon adoption of the Oak Pointe PUD Ordinance.

The road vacate shall be processed as part of the platting process.

9. The spine road from McCormick Road to the northern property line shall be completed prior to the issuance of the first certificate of occupancy for a residential unit.
10. All infrastructure that will be dedicated to the City and all roads and sidewalks shall be constructed to city standards as demonstrated in the Final Development Plan.
11. If a Final Development Plan associated with the PUD district has not been approved by the City within three years after approval of these Master Plan provisions, the approval of the Master Plan provisions will expire. At such time, the City Council may:
 - a. Permit a single one-year extension for submittal of the required Final Development Plan;
 - b. Allow the PUD zoning designation to remain on the property pending resubmittal of new Master Plan provisions and any conditions of approval; or
 - c. Rezone the property to a more appropriate zoning classification.
12. Unless otherwise addressed within the PUD development standards, the R-3 zoning standards will apply to the Townhomes and R-2 zoning standards to the single family lots. No residential duplex units are allowed.

The existing and proposed use of the property is consistent with the Residential Low Future Land Use designation and is not consistent with the Land Development Code subject to the recommended DRC development conditions.

A capacity enhancement agreement and/or school mitigation agreement with OCPS or a letter exempting the project from school capacity enhancement is required prior to submittal of a final development plan.

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 19, 2017.

The Development Review Committee finds the proposed amendment consistent with the Comprehensive Plan and Land Development Code and recommends approval of the Oak Pointe Planned Unit Development Master Plan and Preliminary Development Plan subject to the DRC Conditions of Approval.

Staff recommended the Planning Commission recommend approval of the Planned Unit Development Zoning and the Master Plan and Preliminary Development Plan based on the Conditions of Approval and findings and facts presented in the staff report.

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.

Ms. Laurendeau commended everyone that worked together on this project.

Petitioner Presentation: David Evans, Evans Engineering, Inc., 719 Irma Avenue, Orlando, he said a couple of points to note is that they will have access on the south side via McCormick Road and it functions by itself with a secondary access to the Apopka Woods subdivision. The Owner is interested in developing the north portion and we have provided adequate facilities in addition to what was already designed. There is a gate system that goes up north to SR 429 and it will connect to the right of way that extends up to

Ocoee Apopka Road. We are negotiating with staff on the width of the right of way in the developer agreement. There is a 12' bike trail that will connect to Orange County's bike trail. We have worked with the property owner in the middle of the project. There is a buffer area around the property. He said they are available to answer any questions.

Affected Party Presentation: Gene Cowart, 12638 Scottish Pine Lane, Clermont, stated that he was representing his uncle Jason Revelle. He stated that he and Mr. Revelle has met with Planning & Zoning staff who gave them the information they needed. He said they have tried to contact the owner's representative through e-mails and phone calls. He said Mr. Revelle has the following concerns: the multi-family development proposed being so close to his property; and the privatizing of Irmalee Lane, a public right of way. He stated that he knows, being a mortgage broker, it would be very difficult for Mr. Revelle to sell his property with the privatizing of Irmalee Lane. He said that Mr. Revelle is asking that the Planning Commission protect his property but only allowing single-family homes on this property and not allowing the privatizing of Irmalee Lane.

In response to a question by Chairperson Greene, Mr. Cowart stated that the property owner had approached Mr. Revelle to purchase his property. He said he offered him \$90,000 but Mr. Revelle has a \$300,000 mortgage. He added that the property owner had sent an agreement to Mr. Revelle that, if he had signed it, would have waived his rights to represent himself.

Richard Geller, Fishback & Dominick Law Firm, 1947 Lee Road, Winter Park, stated that he was Mr. Revelle's attorney. He provided a presentation that is included in the record. He said the Mr. Revelle had recently invested \$70,000 for a remodeled kitchen, tile floors, new carpeting, new air conditioning, and solar panels.

Mr. Geller went on to say the gated public right of way is illegal under the Florida Statutes and the Apopka City Code. A Florida Attorney General Advisory Legal Opinion from July 10, 1990, states that "A municipality is not authorized to install a security gate on a public road which limits access to the road..." It further stated "Those areas susceptible of local regulation, however, do not, in my opinion, empower a municipality to install a security gate across a public street or highway. Such construction would appear to obstruct the free, convenient and normal use of the public road by impeding or restraining traffic on such road in a manner not authorized by Ch. 316 F.S. [8] From the information supplied to this office, it appears that the Department of Transportation and the State Attorney's Office have already advised the town that the installation of such a gate would be illegal."

Mr. Geller said that obstructing any public road is a First Degree Misdemeanor as indicated in F.S. § 861.01 that reads: "Obstructing highway – Whoever obstructs any public road... by fencing across or into the same or by willfully causing any other obstruction in or to such road... or any part thereof, shall be guilty of a misdemeanor of the first degree, punishable as provided in s. 775.082 or s. 775.083, and the judgement of the court shall also be that the obstruction be removed."

Mr. Geller added that the Apopka City Code, Chapter 70, Article 1, Section 70-1 reads: "Obstruction of street or sidewalk. (c) Any person who shall place any... obstruction in any public street... shall remove the obstruction within six hours after being notified to do so by the chief of police or any police officer."

Mr. Geller stated that the developer has proposed an easement access to Mr. Revelle's homestead; however, an easement access is illegal because in the City Code it reads: "Article VI. 6.02.05 – Rights of Way. D. Vacation of rights of way. Applications to vacate a right of way shall be subject to approval by the city council. Recommendations by the DRC [Development Review Committee] shall be based on the following requirements:... 2. The right of way does not provide the sole access to any property in the case of an entire right of way being proposed to be vacated. Remaining access shall not be by easement... 4. The

proposed vacation is not detrimental to the public interest.”

Mr. Geller stated that contrary to City Code, a traffic study was not completed. The code states “Application of private streets. Private streets shall comply with the following standards and criteria: ... 2. Private streets will only be permitted in a project which generates an average daily trip (ADT) rate of 1,500 or less according to the latest edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual.” He stated this project is proposing 224 residential units and trips generated could be in excess of the 1,500 ADT. He went on to point out that Policy 3.2 of the Apopka Comprehensive Plan states “Development... 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.” He stated that the proposed development does not meet the standards listed in items 1 and 2, and there has been no mitigation of adverse impacts to Mr. Revelle’s property.

Mr. Geller stated the adverse impacts to Mr. Revelle’s property are the developer’s proposal to surround a one acre homestead with 45 high density dwelling units. The highest density, 45 of 106 units, would surround Mr. Revelle’s homestead on three sides. Instead of providing adequate buffering for Mr. Revelle, his homestead is the buffer to the single family homes that are proposed. He said Policy 3.3 of the City’s Comprehensive Plan states that new development must mitigate the adverse, visual, impacts created by that development upon all adjacent land uses that are not alike to the proposed development. He said the inadequate buffering includes the perimeter buffers that include a ten foot buffer with a six-foot high brick wall along the western property line adjacent to SR 429, a six-foot high vinyl fence within a ten foot buffer next to the Apopka Woods community and next to the County’s Northwest Reclamation Facility. There is no wall to buffer Mr. Revelle’s property and viewshed. The developer proposes to destroy all of the mature trees around Mr. Revelle’s property and replace them with new, smaller trees. The City should require a tree survey and site plan revision with an aim of preserving the mature trees around Mr. Revelle’s homestead to mitigate the adverse visual impacts.

Mr. Geller stated that Mr. Revelle is requesting that the Planning Commission recommend denial of the proposed Oak Pointe PUD as incompatible and inconsistent with both the comprehensive plan and the Apopka City Code; recommend that Irmalee Lane remain a public road to avoid violating the Florida Statutes and the Apopka City Code, Article VI, Sec. 6.02.05; recommend that a traffic study be completed; recommend immediate removal of the date and cattle gap blocking Irmalee Lane and require the developer to repair the road; recommend a tree survey and site plan revision with an aim of preserving mature trees and relocating the townhomes so as to not surround his homestead; and to recommend a brick wall around his property.

In response to questions by Mr. Foster, Mr. Geller stated that Irmalee Lane is a public road and should not become a private road. There have been discussions with the developer but they want to provide an easement to Mr. Revelle but he is not looking for easement rights and wants his property reasonable buffered from the proposed development by putting up a brick wall around Mr. Revelle’s property and moving the townhomes towards the commercial portion of the project.

In response to questions by Chairperson Greene, Jason Bracken, City Attorney, stated that without research and further study of what the developer is proposing he was unable to provide a legal opinion at this time. He did suggest that the Planning Commission could add a condition to their decision that a legal opinion be obtained prior to this project going to City Council.

Petitioner Rebuttal: Malcolm Jones, 207 Island Drive, Jupiter, stated he was the owner of the property. He said the gate was installed because the site had become a dump site. The gate was installed prior to Mr. Revelle purchasing his property. He said a gated community would enhance the properties. The offer made to Mr. Revelle was the land value as they were not interested in purchasing the home. He said that

there would be buffering by way of a retention pond that would be around Mr. Revelle's property in addition of landscape buffering. The trees have to be removed because of grading issues with the site; and to move the trees would be expensive.

In response to a question by Chairperson Greene, Mr. Jones stated that they would grant an easement for Mr. Revelle to have full access to his property.

After a short discussion the Planning Commission agreed to add the condition that a legal opinion be obtained regarding Mr. Geller's arguments to what is proposed for this property.

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

Motion: Linda Laurendeau made a motion to recommend approval of the Planned Unit Development Zoning and the Master Plan and Preliminary Development Plan based on the Conditions of Approval and findings and facts presented in the staff report subject to a legal opinion from the City Attorney regarding the request being consistent with the Apopka Comprehensive Plan and Land Development Code for the property owned by Thompson Hills Estates LLC (Oak Pointe PUD) and located east of Ocoee Apopka Road, north of McCormick Road. Motion seconded by Melvin Birdsong. Aye votes were cast by James Greene, Melvin Birdsong and Linda Laurendeau; Tony Foster voted nay (3-1). (Vote taken by poll.)

Attorney Bracken swore-in staff, the petitioners, and affected parties for the following Administrative Change of Zoning cases.

QUASI-JUDICIAL – ADMINISTRATIVE CHANGE OF ZONING – RICHARD CHANDLER - Chairperson Greene stated this is a request to find the application consistent with the Apopka Comprehensive Plan and the Land Development Code and to recommend approval of the Change of Zoning from "County" A-1 (ZIP) to "City" R-1AAA (Residential) for the property owned by Richard Chandler and the applicant is the City of Apopka. The property is located west of Mt. Plymouth Road, south of Boch 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. No one spoke.

Staff Presentation: Mr. Moon stated this is a request to find the application consistent with the Apopka Comprehensive Plan and the Land Development Code and to recommend approval of the Change of Zoning from "County" A-1 (ZIP) to "City" R-1AAA (Residential) for the property owned by Richard Chandler and the applicant is the City of Apopka. The property is located west of Mt. Plymouth Road, south of Boch Road. The future land use is Residential Very Low Suburban (0 - 2 du/ac). The existing and proposed use is a Residential Single-Family Home. The maximum and proposed allowable development is 1 residential unit. The tract size is 5.118 +/- acres.

Policy 3.9 of the Apopka Comprehensive Plan 2030 requires that a "city" zoning classification be assigned to annexed properties. The subject property was annexed into the City of Apopka. Staff is requesting an administrative rezoning for the subject property to comply with the policy set forth in the Comprehensive Plan. The proposed city zoning category is comparable to the densities and intensities and uses allowed under the existing "county" zoning classification and the proposed zoning change is compatible with the

character of the surrounding area.

The subject property is located in an area characterized as single-family and agricultural in nature, with “City” R-1AAA zoning to the north, south, and west of the subject property, and PUD to the east of the site. The existing and proposed use of the subject site for a residential building is a permitted use in the proposed R-1AAA zoning district and compatible with the surrounding zoning and uses.

Staff has analyzed the proposed amendment and determined that adequate public facilities exist to support this zoning change (see attached Zoning Report).

The proposed zoning classification is consistent with the Future Land Use Designation assigned to the property.

The request of the proposed rezoning would result in a number of residential units considered ‘de minimus’ and, therefore, a school capacity determination is not required for the subject properties.

The subject property is located within the “Northern Area” of the Joint Planning Area with Orange County. The subject properties are not located within any other city overall or protection area.

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 July 7, 2017.

The property owner was notified of this administrative rezoning and public hearing dates at least thirty (30) days prior to the adoption public hearing.

The Development Review Committee finds the change in zoning consistent with the Comprehensive Plan and compatible with the character of the surrounding area, recommending approval of the change in Zoning from “County” A-1 (ZIP) to “City” R-1AAA.

Staff recommended the Planning Commission find the change in zoning consistent with the Comprehensive Plan and compatible with the character of the surrounding area, and recommend approval of the change in Zoning from “County” A-1 (ZIP) to “City” R-1AAA for the Chandler Richard property.

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.

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: **Tony Foster made a motion to find the application consistent with the Apopka Comprehensive Plan and compatible with the character of the surrounding area, and recommend adoption of the change of zoning from “County” A-1 (ZIP) to “City” R-1AAA (Residential) for the property owned by Richard Chandler and located west of Mt. Plymouth Road, south of Boch Road. Motion seconded by Linda Laurendeau. Aye votes were cast by James Greene, Melvin Birdsong, Tony Foster, and Linda Laurendeau (4-0). (Vote taken by poll.)**

QUASI-JUDICIAL – ADMINISTRATIVE CHANGE OF ZONING – BOBBY & JESSICA SANDERS - Chairperson Greene stated this is a request to find the application consistent with the

Apopka Comprehensive Plan and the Land Development Code and to recommend approval of the Change of Zoning from “County” A-1 (ZIP) to “City” R-1AAA (Residential) for the property owned by Bobby and Jessica Sanders. The applicant is the City of Apopka. The property is located west of North Rock Springs Road, south of West Kelly Park 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. No one spoke.

Staff Presentation: Mr. Moon stated this is a request to find the application consistent with the Apopka Comprehensive Plan and the Land Development Code and to recommend approval of the Change of Zoning from “County” A-1 (ZIP) to “City” R-1AAA (Residential) for the property owned by Bobby and Jessica Sanders. The applicant is the City of Apopka. The property is located west of North Rock Springs Road, south of West Kelly Park Road. The future land use is Residential Very Low Suburban (0 - 2 du/ac). The existing use is vacant and there is no proposed use at this time. The maximum and proposed allowable development is 1 residential unit. The tract size is 2.501 +/- acres.

Policy 3.9 of the Apopka Comprehensive Plan 2030 requires that a “city” zoning classification be assigned to annexed properties. The subject property was annexed into the City of Apopka. Staff is requesting an administrative rezoning for the subject property to comply with the policy set forth in the Comprehensive Plan. The proposed city zoning category is comparable to the densities and intensities and uses allowed under the existing “county” zoning classification, and the proposed zoning change is compatible with the character of the surrounding area.

The subject property is located in an area characterized as single-family and agricultural in nature, with “City” R-1AAA zoning to the north, south, and west of the subject property, and vacant, A-1 (ZIP) to the east of the site. The existing and proposed use of the subject site for a residential building is a permitted use in the proposed R-1AAA zoning district and compatible with the surrounding zoning and uses.

Staff has analyzed the proposed amendment and determined that adequate public facilities exist to support this zoning change (see attached Zoning Report).

The proposed zoning classification is consistent with the Future Land Use Designation assigned to the property.

The request of the proposed rezoning would result in a number of residential units considered ‘de minimus’ and, therefore, a school capacity determination is not required for the subject properties.

The subject property is located within the “Northern Area” of the Joint Planning Area with Orange County. The subject properties are not located within any other city overall or protection area.

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 July 7, 2017.

The property owner was notified of this administrative rezoning and public hearing dates at least thirty (30) days prior to the adoption public hearing.

The Development Review Committee finds the change in zoning consistent with the Comprehensive Plan and compatible with the character of the surrounding area, recommending approval of the change in Zoning from “County” A-1 (ZIP) to “City” R-1AAA.

Staff recommended the Planning Commission find the change in zoning consistent with the Comprehensive Plan and compatible with the character of the surrounding area, and recommend approval of the change in Zoning from “County” A-1 (ZIP) to “City” R-1AAA for the Sanders property.

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.

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: Melvin Birdsong made a motion to find the application consistent with the Apopka Comprehensive Plan and compatible with the character of the surrounding area, and recommend adoption of the change of zoning from “County” A-1 (ZIP) to “City” R-1AAA (Residential) for the property owned by Bobby and Jessica Sanders and located west of North Rock Springs Road, south of West Kelly Park Road. Motion seconded by Linda Laurendeau. Aye votes were cast by James Greene, Melvin Birdsong, Tony Foster, and Linda Laurendeau (4-0). (Vote taken by poll.)

QUASI-JUDICIAL – ADMINISTRATIVE CHANGE OF ZONING – JOLLY PRODUCTS AND SERVICES - Chairperson Greene stated this is a request to find the application consistent with the Apopka Comprehensive Plan and the Land Development Code and to recommend approval of the Change of Zoning from “County” A-1 (ZIP) to “City” AG (Agriculture) for the property owned by Jolly Products and Services. The applicant is the City of Apopka. The property is located east of Round Lake Road, north of West Kelly Park 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. No one spoke.

Staff Presentation: Mr. Moon stated this is a request to find the application consistent with the Apopka Comprehensive Plan and the Land Development Code and to recommend approval of the Change of Zoning from “County” A-1 (ZIP) to “City” AG (Agriculture) for the property owned by Jolly Products and Services. The applicant is the City of Apopka. The property is located east of Round Lake Road, north of West Kelly Park Road. The future land use is Rural Settlement (0 - 2 du/acres). The existing and proposed use is the Round Lake Road Nursery. The maximum and proposed allowable development is 1 non-residential unit. The tract size is 6.86 +/- acres.

Policy 3.9 of the Apopka Comprehensive Plan 2030 requires that a “city” zoning classification be assigned to annexed properties. The subject property was annexed into the City of Apopka. Staff is requesting an administrative rezoning for the subject property to comply with the policy set forth in the Comprehensive Plan. The proposed city zoning category is comparable to the densities and intensities and uses allowed under the existing “county” zoning classification, and the proposed zoning change is compatible with the character of the surrounding area.

The subject property is located in an area characterized as single-family and agricultural in nature, with “City” A-1 (ZIP) zoning to the east and south of the subject property, and “County” A-1 to the west and

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north. The existing and proposed use of the subject site for a nonresidential building is a permitted use in the proposed AG zoning district and compatible with the surrounding zoning and uses.

Staff has analyzed the proposed amendment and determined that adequate public facilities exist to support this zoning change (see attached Zoning Report).

The proposed zoning classification is consistent with the Future Land Use Designation assigned to the property.

The request of the proposed rezoning would result in no residential units, therefore, a school capacity determination is not required for the subject properties.

The subject property is located within the “Northern Area” of the Joint Planning Area with Orange County. The subject properties are not located within any other city overall or protection area.

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 July 7, 2017.

The property owner was notified of this administrative rezoning and public hearing dates at least thirty (30) days prior to the adoption public hearing.

The Development Review Committee finds the change in zoning consistent with the Comprehensive Plan and compatible with the character of the surrounding area, recommending approval of the change in Zoning from “County” A-1 (ZIP) to “City” AG.

Staff recommended the Planning Commission find the change in zoning consistent with the Comprehensive Plan and compatible with the character of the surrounding area, and recommend approval of the change in Zoning from “County” A-1 (ZIP) to “City” AG for the Jolly Products and Services property.

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.

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: Linda Laurendeau made a motion to find the application consistent with the Apopka Comprehensive Plan and compatible with the character of the surrounding area, and recommend adoption of the change of zoning from “County” A-1 (ZIP) to “City” AG (Agriculture) for the property owned by Jolly Products and Services located east of Round Lake Road, north of West Kelly Park Road. Motion seconded by Melvin Birdsong. Aye votes were cast by James Greene, Melvin Birdsong, Tony Foster, and Linda Laurendeau (4-0). (Vote taken by poll.)

QUASI-JUDICIAL – ADMINISTRATIVE CHANGE OF ZONING – EDGEL, LLC - Chairperson Greene stated this is a request to find the application consistent with the Apopka Comprehensive Plan and the Land Development Code and to recommend approval of the Change of Zoning from “County” A-1 (ZIP) to “City” AG (Agriculture) for the property owned by Edgel, LLC. The applicant is the City of Apopka. The property is located east of North Rock Springs Road, south of East Ponkan 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. No one spoke.

Staff Presentation: Mr. Moon stated this is a request to find the application consistent with the Apopka Comprehensive Plan and the Land Development Code and to recommend approval of the Change of Zoning from “County” A-1 (ZIP) to “City” AG (Agriculture) for the property owned by Edgel, LLC. The applicant is the City of Apopka. The property is located east of North Rock Springs Road, south of East Ponkan Road. The future land use is Agriculture (1 du/5 acres). The existing is a nursery and a mobile home. The proposed use is agriculture or residential. The maximum and proposed allowable development is 1 residential unit. The tract size is 4.95 +/- acres.

Policy 3.9 of the Apopka Comprehensive Plan 2030 requires that a “city” zoning classification be assigned to annexed properties. The subject property was annexed into the City of Apopka. Staff is requesting an administrative rezoning for the subject property to comply with the policy set forth in the Comprehensive Plan. The proposed city zoning category is comparable to the densities and intensities and uses allowed under the existing “county” zoning classification, and the proposed zoning change is compatible with the character of the surrounding area.

The subject property is located in an area characterized as single-family and agricultural in nature, with “County” A-2 zoning to the east and north of the subject property, and “City” AG to the south and CN to the west. The existing and proposed use of the subject site for a nonresidential building is a permitted use in the proposed AG zoning district and compatible with the surrounding zoning and uses. This parcel is located in the Wekiva River Protection Area and north of Lester Road, and is limited to a maximum density of one unit per five acres pursuant to the Joint Planning Agreement with Orange County government.

Staff has analyzed the proposed amendment and determined that adequate public facilities exist to support this zoning change (see attached Zoning Report).

The proposed zoning classification is consistent with the Future Land Use Designation assigned to the property.

The request of the proposed rezoning would result in no residential units, therefore, a school capacity determination is not required for the subject properties.

The subject property is located within the “Northern Central Area” of the Joint Planning Area with Orange County and the Wekiva River Protection Area.

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 July 7, 2017.

The property owner was notified of this administrative rezoning and public hearing dates at least thirty (30) days prior to the adoption public hearing.

The Development Review Committee finds the change in zoning consistent with the Comprehensive Plan and compatible with the character of the surrounding area, recommending approval of the change in Zoning from “County” A-1 (ZIP) to “City” AG.

Staff recommended the Planning Commission find the change in zoning consistent with the Comprehensive Plan and compatible with the character of the surrounding area, and recommend approval of the change in

Zoning from “County” A-1 (ZIP) to “City” AG for the Edgel parcel.

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.

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: Tony Foster made a motion to find the application consistent with the Apopka Comprehensive Plan and compatible with the character of the surrounding area, and recommend adoption of the change of zoning from “County” A-1 (ZIP) to “City” AG (Agriculture) for the property owned by Edgel, LLC and located east of North Rock Springs Road, south of East Ponkan Road.. Motion seconded by Linda Laurendeau. Aye votes were cast by James Greene, Melvin Birdsong, Tony Foster, and Linda Laurendeau (4-0). (Vote taken by poll.)

QUASI-JUDICIAL – ADMINISTRATIVE CHANGE OF ZONING – DEBORAH HALM -

Chairperson Greene stated this is a request to find the application consistent with the Apopka Comprehensive Plan and the Land Development Code and to recommend approval of the Change of Zoning from “County” A-1 (ZIP) to “City” RCE-1 (Residential Country Estates) for the property owned by Deborah Halm. The applicant is the City of Apopka. The property is located west of Mt. Plymouth Road, north of West Kelly Park 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. No one spoke.

Staff Presentation: Mr. Moon stated this is a request to find the application consistent with the Apopka Comprehensive Plan and the Land Development Code and to recommend approval of the Change of Zoning from “County” A-1 (ZIP) to “City” RCE-1 (Residential Country Estates) for the property owned by Deborah Halm. The applicant is the City of Apopka. The property is located west of Mt. Plymouth Road, north of West Kelly Park Road. The future land use is Rural Settlement (0 - 2 du/acres). The existing and proposed use is a Residential Single-Family Home. The maximum and proposed allowable development is 1 residential unit. The tract size is 0.91 +/- acre.

Policy 3.9 of the Apopka Comprehensive Plan 2030 requires that a “City” zoning classification be assigned to annexed properties. The subject property was annexed into the City of Apopka. Staff is requesting an administrative rezoning for the subject property to comply with the policy set forth in the Comprehensive Plan. The proposed city zoning category is comparable to the densities and intensities and uses allowed under the existing “County” zoning classification, and the proposed zoning change is compatible with the character of the surrounding area.

The subject property is located in an area characterized as single-family and agricultural in nature, with “City” AG zoning to the west, north, and south of the subject property, and “County” R-CE to the east. The existing and proposed use of the subject site for a residential building is a permitted use in the proposed RCE-1 zoning district and compatible with the surrounding zoning and uses.

Staff has analyzed the proposed amendment and determined that adequate public facilities exist to support this zoning change (see attached Zoning Report).

The proposed zoning classification is consistent with the Future Land Use Designation assigned to the property.

The request of the proposed rezoning would result in a number of residential units considered 'de minimus' and, therefore, a school capacity determination is not required for the subject properties.

The subject property is located within the "Northern Area" of the Joint Planning Area with Orange County. The subject properties are not located within any other city overall or protection area.

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 July 7, 2017.

The property owner was notified of this administrative rezoning and public hearing dates at least thirty (30) days prior to the adoption public hearing.

The Development Review Committee finds the change in zoning consistent with the Comprehensive Plan and compatible with the character of the surrounding area, recommending approval of the change in Zoning from "County" A-1 (ZIP) to "City" RCE-1.

Staff recommended that the Planning Commission find the change in zoning consistent with the Comprehensive Plan and compatible with the character of the surrounding area, and recommend approval of the change in Zoning from "County" A-1 (ZIP) to "City" RCE-1 for the Halm property.

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.

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: Melvin Birdsong made a motion to find the application consistent with the Apopka Comprehensive Plan and compatible with the character of the surrounding area, and recommend adoption of the change of zoning from "County" A-1 (ZIP) to "City" RCE-1 (Residential Country Estates) for the property owned by Deborah Halm and located west of Mt. Plymouth Road, north of West Kelly Park Road. Motion seconded by Linda Laurendeau. Aye votes were cast by James Greene, Melvin Birdsong, Tony Foster, and Linda Laurendeau (4-0). (Vote taken by poll.)

QUASI-JUDICIAL – PLAT – FIRST STREET RETAIL CENTER (AKA TRACTOR SUPPLY) - Chairperson Greene stated this is a request to recommend approval of the Plat for First Street Retail Center (aka Tractor Supply) located at 180 East 1st Street.

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

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Chairperson Greene asked if the Commission members had any ex parte communications to divulge regarding this item. No one spoke.

Staff Presentation: Mr. Moon stated this is a request to recommend approval of the Plat for First Street Retail Center (aka Tractor Supply) located at 180 East 1st Street. The engineer is Hanlex Civil, LLC. The future land use is Commercial and the zoning is C-2. The existing use is a horticultural nursery and the proposed use is a retail center. The building size is 19,027 sq. ft. with an 18,000 sq. ft. of outdoor display area. The building height is 30 feet. The tract size is 3.09 +/- acres.

The First Street Retail Center Plat covers the property occupied by the Tractor Supply- Apopka - Final Development Plan, which was approved by City Council on December 21, 2016 for 19,027 square feet of commercial retail space with and 18,000 square feet outdoor display area. To consolidate existing lots into one parcel, the plat performs as a replat to create one unified development parcel. The 3.9 acres site is located south of West 1st Street and East of Washington Ave. The plat will consolidate several lots into one lot to unify the property ownership and eliminate lot lines crossing the development site.

The Development Review Committee the First Street Retail Center Plat to be consistent with the Comprehensive Plan, Land Development Code, and Tractor Supply Final Development Plan and recommends the approval of the First Street Retail Center Plat, subject to the findings of this staff report and conditions of approval.

Staff recommended the Planning Commission find the First Street Retail Center Plat consistent with the Comprehensive Plan, Land Development Code, and Final Development Plan, and recommend approval of the First Street Retail Center Plat, subject to the findings of this staff report and conditions of approval.

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

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. Foster, Mr. Moon stated that the replat will not affect the current building. It is a legal issue to clean up the antiquated plat.

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: **Tony Foster made a motion to find the application consistent with the Apopka Comprehensive Plan, Land Development Code, and Final Development Plan; and recommend approval of the Plat for First Street Retail Center (aka Tractor Supply) located at 180 East 1st Street. Motion seconded by Melvin Birdsong. Aye votes were cast by James Greene, Melvin Birdsong, Tony Foster, Linda Laurendeau, Jose Molina, and Roger Simpson. (6-0) (Vote taken by poll.)**

QUASI-JUDICIAL – FINAL DEVELOPMENT PLAN – SHOOT STRAIGHT WAREHOUSE ADDITION - Chairperson Greene stated this is a request to recommend approval of the Final Development

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Plan for the Shoot Straight Warehouse Addition owned by Shoot Straight Holding Co., LLC, and located at 1351 Tropicana Circle (generally located north of Kenneth Street, east of S Orange Blossom Trail).

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. No one spoke.

Staff Presentation: Pamela Richmond, AICP, Senior Planner stated this is a request to recommend approval of the Final Development Plan for the Shoot Straight Warehouse Addition owned by Shoot Straight Holding Co., LLC, and located at 1351 Tropicana Circle (generally located north of Kenneth Street, east of S Orange Blossom Trail).

The Final Development Plan proposes 32,856 square feet of additional commercial retail next to an existing 30,000 +/-sq. ft. of retail commercial\warehousing. The site is located north of Tropicana Circle and east of Orange Blossom Trail

A total of 39 parking spaces are being added to the site to for Phase 4 in accordance with LDC 6.03.02. Two (2) of the 39 parking spaces are reserved as handicapped parking spaces. The overall combined number of parking spaces for Phases 1-4 is 117. The total is also in accordance with LDC 6.03.02.

The design of the building exterior meets the intent of the City's Development Design Guidelines. Architectural renderings appear at the last page of the Final Development Plan. Exterior colors will be the same as the existing buildings.

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

A minimum ten foot landscape buffer is provided along Orange Blossom Trail and Tropicana Circle. 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.

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

Total inches on-site:	1,054
Total number of specimen trees:	28
Total specimen removed:	13
Total specimen inches retained:	48
Total specimen inches removed:	357
Total non-specimen inches removed:	551
Total non-specimen inches retained:	98
Total inches replaced:	27
Total inches post development:	1,054

The City's Land Development Code and Tree Bank policy permit the applicant to make a contribution to the City's Tree Bank to mitigate the remaining deficient tree inches at \$10.00 per inch. The total amount required to be paid into the Tree Bank will be \$4,068 dollars.

The Development Review Committee finds the Final Development Plan to be consistent with the approved

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Preliminary Development Plan and Land Development Code, recommending approval of the Shoot Straight Warehouse Phase 4 - Final Development Plan subject to the findings of this staff report.

Staff recommended the Planning Commission recommend approval of the Shoot Straight Final Development Plan, subject to the findings of this staff report.

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.

Petitioner Presentation: John Herbert, American Civil Engineering, 207 North Moss Road, Suite 211, Winter Springs, concurred with staff and said he was available to answer any questions.

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: Linda Laurendeau made a motion to find the application consistent with the Apopka Comprehensive Plan and Land Development Code, and recommend approval of the Final Development Plan for the Shoot Straight Warehouse Addition owned by Shoot Straight Holding Co., LLC, and located at 1351 Tropicana Circle (generally located north of Kenneth Street, east of S Orange Blossom Trail). Motion seconded by Melvin Birdsong. Aye votes were cast by James Greene, Melvin Birdsong, Tony Foster, and Linda Laurendeau. (4-0) (Vote taken by poll.)

OLD BUSINESS: None.

NEW BUSINESS: None.

ADJOURNMENT: The meeting was adjourned at 7:29 p.m.

James Greene, Chairperson

James K. Hitt
Community Development Director

PLANNING COMMISSION

OCTOBER 10, 2017

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Backup material for agenda item:

1. COMPREHENSIVE PLAN – TEXT AMENDMENT – KELLY PARK CROSSING – Amending the City of Apopka Comprehensive Plan, Future Land Use Element Policy 20.10 and Table 20.10 regarding Floor Area Ratio (Far).



CITY OF APOPKA PLANNING COMMISSION

<u>X</u>	PUBLIC HEARING	MEETING OF:	October 10, 2017
<u> </u>	SITE PLAN	FROM:	Community Development
<u> </u>	SPECIAL REPORTS	EXHIBITS:	“A” Policy 20.10 amendment
<u> </u>	OTHER:		“B” 1-Mile Radius, WPIVP ¹ Map
			“C” Objectives 17 - 20 - FLUE

SUBJECT: AMENDING THE CITY OF APOPKA COMPREHENSIVE PLAN, FUTURE LAND USE ELEMENT, POLICY 20.10 AND TABLE 20.10.

Request: RECOMMEND APPROVAL OF THE AMENDMENT TO THE CITY OF APOPKA COMPREHENSIVE PLAN, FUTURE LAND USE ELEMENT, POLICY 20.10 TO REDUCE MINIMUM FLOOR AREA RATIO WITHIN THE VILLAGE CENTER CORE CHARACTER DISTRICT FROM A MINIMUM OF 0.30 FAR TO .015 FAR.

SUMMARY:

The current minimum floor area ratio (FAR) for the Village Center, Core Area is .030 FAR. Planning staff recommends a reduction in the FAR standard from .030 to .015 FAR until 2,000 residential units are constructed within the area comprising the one-mile radius from the Kelly Park Road Interchange at the Wekiva Parkway.

For the village Center Core Area of the Future Land Use Element, a minimum and maximum floor area ratio are required to encourage commercial and office buildings and uses to concentrate within higher intensity clusters. In theory, the intent is to concentrate commercial buildings into typically smaller development site to promote a more walkable urban environment. To influence development to achieve the desired urban character, a minimum floor area ratio is required for the Village Center Core Area. The “Core” area includes the lands within close proximity to the Plymouth-Sorrento Road\Kelly Park Road intersection and the Golden Gem\Kelly Park Road Intersection, as illustrated in Exhibit “B”.

Presently, a concentration of residential homes within one mile radial distance from the Village Center Core Area does not create market characteristics capable to support a population density and patronage necessary for higher intensity retail commercial. In other words, there are not enough homes or offices (ie, day-time and night-time population density) within reasonable walking distance from the “Core Areas”, at this time or anticipated within the next three years to justify a reduction in parking spaces and the area to accommodate them. Retail customers will have to be captured from a wider market area than a one-mile radial distance to support the financial feasibility of operating retail within the “Core Areas”. Once a sufficient number of homes and business and professional offices are constructed near the Core Areas, residents and employees will be able to walk or ride bikes to commercial retail, allowing parking spaces to be replaced by more retails buildings or parking garages.

PROPOSED POLICY TEXT AMENDMENT: Exhibit “A” includes the proposed amendment to Policy 20.10 of the Future Land Use Element.

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 |

¹ WPIVP – Wekiva Parkway Interchange Vision Plan

PUBLIC HEARING SCHEDULE:

October 10, 2017 - Planning Commission (5:30 pm)

October 18, 2017 – City Council 2nd Reading (7:00 pm) Transmittal

DULY ADVERTISED:

September 29, 2017 – Public Hearing Notice

RECOMMENDATION ACTION:

The **Development Review Committee** recommend approval of the amendment to the City of Apopka Comprehensive Plan, Future Land Use Element, Policy 20.10 to reduce minimum floor area ratio within the Village Center Core Character District from a minimum of 0.30 far to .015 far.

Recommended Motion: Recommend approval of the amendment to the City of Apopka Comprehensive Plan, Future Land Use Element, Policy 20.10, to reduce minimum floor area ratio within the Village Center Core Character District from a minimum of 0.30 far to .015 far.

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.

PROPOSED AMENDMENT TO POLICY 20.10
(New language denoted with an underscore)
(Page 1 of 2)

Policy 20.10

The City shall ensure that areas of greatest density and intensity within the Wekiva Parkway Interchange Plan Area are located at and between the two major intersection nodes at Kelly Park Road/Golden Gem Road and Kelly Park Road/Plymouth-Sorrento Road, but not upon areas of Karst formations. The Wekiva Interchange Form-Based Code shall require a mix of uses consistent with Wekiva Interchange Plan and shall establish a system of transfer of development rights to encourage increased density and intensity within Wekiva Parkway Interchange Plan Area. Development at the outer edges of the mixed-use area shall maintain compatibility with the lands adjacent to the Wekiva Interchange Plan Area by reducing density and intensity or by providing substantial buffers, landscaping, height, and lighting controls. The City shall also allow transfer of development rights to maintain 20% open space in the overall Study Area. Densities and intensities allowed within the Wekiva Parkway Interchange Plan Area character districts shall be as shown on Table 20.10:

xx

PROPOSED AMENDMENT TO POLICY 20.10
(New language denoted with an underscore)
(Page 2 of 2)

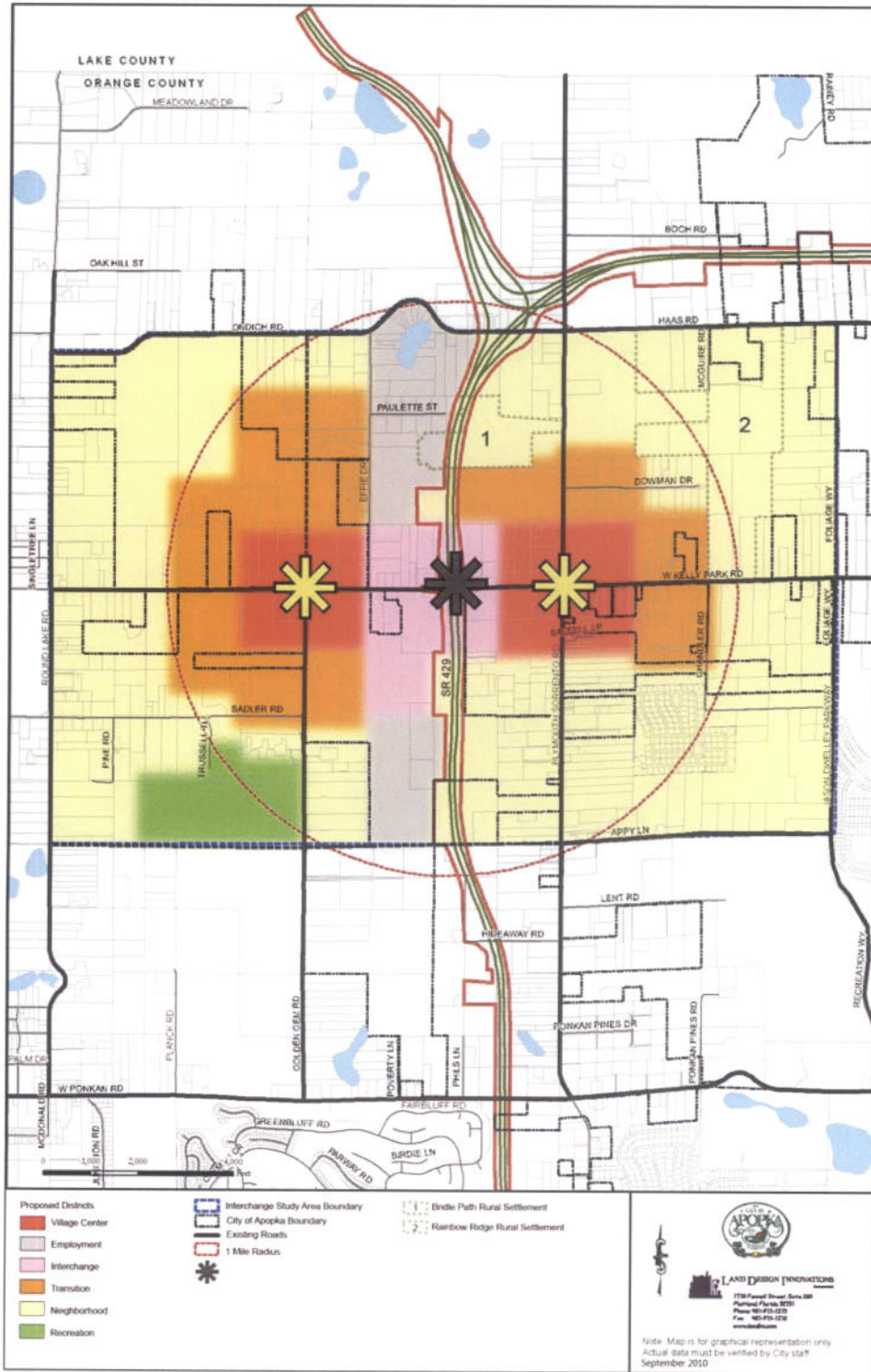
Table 20.10: Wekiva Parkway Interchange Character District Standards

Character District/ Purpose	Uses	Minimum/ Maximum Acreage*	Density (Units per Acre)	Intensity (FAR)	Open Space (min.)
Village Center (VC) Safe, vibrant and pedestrian-oriented mixed-use area. Each Village Center may include a Core of up to 40 acres each.	Residential, retail, commercial, office and entertainment uses. Horizontal mixed-uses shall be allowed, but vertically mixed-uses are preferred.	Min: 200 Max: 380 (40 acres max. of VC Core in each village)	Min: 7.5 Max: 25 District Average: 12	VC Core: Min: 0.3 Max: 1.0 Average: 0.5 Balance of VC: Min: 0.25 Max: 0.7 Average: 0.35	10% minimum in the form of public plazas and small park spaces that are urban in character.
Interchange Accommodate highway-oriented vehicular service uses and provide a transition between the fast traffic exiting the highway and the pedestrian Village Center.	Highway-oriented uses, such as automobile service & repair, retail, office, and limited high density residential.	Min: 175 Max: 380	Min: 7.5 Max: 15	Min: 0.1 Max: 1.0	15% minimum in the form of neighborhood parks and common areas
Employment (formerly Edge District) Accommodate corporate office development and foster the development of a campus-like corporate park.	Office, hospitality, clean industry, large institutional uses (hospitals, educational facilities), and large scale residential,	Min: 190 Max: 380	Min: 4 Max: 7.5	Min: 0.1 Max: 0.5	20% minimum in the form of large parks and interconnected wildlife corridors.
Transition Provide a transition between the high-density/intensity Village Core and the low-density/ intensity areas at the edge of the study area.	Single family home and single or multi-use office/medium-density residential	Min: 380 Max: 770	Min: 5 Max: 15	Min: 0.5 Max: 1.0	15% minimum in the form of neighborhood parks and larger common areas.
Neighborhood Preserve the existing low-density single-family residential neighborhoods and transition to the less intense uses just outside the study area.	Single-family homes and small scale support uses (schools, churches, day care facilities)	Min: 2,360 Max: 3,060	Min: 1 Max: 5	Min: .05 Max: 0.5	20% minimum in the form of large parks and interconnected wildlife corridors.

* Calculated based on the entire vision plan area acreage.

**** Upon the effective date of Ordinance 2605 the minimum floor-area-ratio shall be 0.15 for the Village Center. The Village Center minimum floor area ratio shall increase to .03 FAR after 2,000 new dwelling units are constructed after the effective date of Ordinance 2605 and within the one-mile radius area appearing in the Wekiva Parkway Interchange Area Vision Plan Map.**

WEKIVA PARKWAY INTERCHANGE VISION PLAN



Character district boundaries are illustrative only. See Policy 20.5 for additional information.

- 2) Directing flows from impervious surfaces so that they drain to vegetated buffers or natural areas; and
- 3) Breaking up flow directions from large paved surfaces.

Policy 16.4

Porous pavement materials, pervious concrete, and pervious asphalt should be used to minimize the amount of impervious surface with new development and redevelopment.

Policy 16.5

Commercial and industrial development shall be designed to minimize site disturbance by limiting clearing to the minimum area necessary to accomplish development, as follows:

- 1) Avoid or minimize the removal of existing trees and vegetation;
- 2) Minimize soil compaction by delineating the smallest disturbance area feasible; and
- 3) Maximize disconnection of impervious surfaces to reduce water runoff flows and increase opportunities for infiltration.

Objective 17

Proposed amendments to the Future Land Use Map (FLUM) within the Wekiva Study Area shall meet the criteria in the following policies:

Policy 17.1

Demonstrate that the proposed land use category is the least intensive category that will meet a demonstrated need of the use; and

Policy 17.2

All proposed land use amendments for properties over 30 acres in size will include an analysis to determine appropriate specific onsite BMP's and compensatory treatment for nitrate/nitrogen reduction, both on-site and off-site, including, if necessary, through connection to central sanitary sewer. The analysis must demonstrate, when all

factors are taken into account, that there is no increase in nitrate/nitrogen loading to groundwater and surface water.

Objective 18

The City shall implement the Wekiva Parkway Interchange Land Use Plan adopted on September 15, 2010, which addresses the requirements of Section 369.321(1) F.S. as it relates to coordinated planning within the Wekiva area.

Policy 18.1

The City shall implement the Wekiva Parkway Interchange Vision Plan, which guides the location of a range of uses, such as residential, office, commercial, industrial, recreation, public and institutional, at various densities and intensities around the proposed interchange.

Policy 18.2

Prior to rezoning any property within a one-mile radius of the interchange Study Area, the City shall amend its LDC to incorporate development standards that will implement the Vision Plan. These standards shall address creative planning solutions to protect environmentally sensitive lands, such as:

Open Space

Standards will be developed for appropriate percentages of open space for single parcels and/or for the entire Interchange Study Area.

Clustering:

Standards will be developed to allow multiple land owners to aggregate parcels for the purpose of calculating density/intensity and developing cohesive clusters of higher density/intensity in the area closest to the interchange and major intersections in the study area.

Transfer of Development Rights (TDR):

A TDR system shall be developed to allow land owners that have sensitive lands or lands farthest from the interchange, to sell density/intensity rights to owners of lands closest to the interchange. The vision plan will analyze the potential sending and receiving areas.

Form-Based Regulations:

Develop form-based regulations for the study area to ensure the Vision Plan is implemented.

Policy 18.3

The development standards within the Interchange Study Area shall be applied through a zoning overlay, or similar method, that encompasses the study area. Developer agreements may be required.

Policy 18.4

If a parcel is severed by the one-mile radius or is under common ownership, either the entire parcel will be included or excluded from the study area based upon the Vision Plan.

Policy 18.5

In the event that the Wekiva Parkway is not constructed, it is anticipated that the Wekiva Parkway Interchange Plan will be reevaluated and appropriate comprehensive plan amendments adopted to address then-existing development and future land use designations within the Wekiva Parkway Interchange Plan Area.

Policy 18.6

Before any development can occur within the Project Orlando LLC site (further identified as parcels 11-20-27-0000-00-003, 11-20-27-0000-00-013, 11-20-27-0000-00-036, 11-20-27-0000-00-042, 11-20-27-0000-00-057, 12-20-27-0000-00-060, 11-20-27-0000-00-030, 13-20-27-0000-00-023, 13-20-27-0000-00-005, 13-20-27-0000-00-061, 13-20-27-0000-00-026, 13-20-27-0000-00-032), the proposed development must be processed and approved as a Development of Regional Impact (DRI) as defined in Chapter 380.06, Florida Statutes and Chapter 28-24, Florida Administrative Code.

Policy 18.7

Public school capacities and facilities serving the Project Orlando site shall be addressed with the rezoning and DRI processes. No increase in density above the vested 67 dwelling units shall be permitted by the City until it is demonstrated that adequate public school facilities are available to meet the increased demand.

Policy 18.8

Prior to the completion of the interchange, but following the official designation of the interchange location by the Expressway Authority, a development program may be permitted by the City which shall not exceed 17,907 average daily vehicle trips external to the Project Orlando project, subject to rezoning and a traffic study.

(Revised - Ord. No. 2317, 10-02-2013)

Policy 18.9

A parcel assigned a land use designation during the 2010-1 or 2010-2 large-scale comprehensive plan amendment cycles, shall not be assigned a city residential zoning category or obtain a rezoning for residential uses until Orange County Public Schools has either issued a finding of school capacity or a school capacity enhancement agreement to the applicable property owner, excepting those parcels having a diminimus impact on public schools as defined in the Interlocal Agreement for Public School Facility Planning and Implementation of Concurrency.

Objective 19

New development in the City shall comply with "Smart Growth" principles that minimize the emission of greenhouse gases and reduce vehicle miles of travel as opposed to conventional development standards that encourage urban sprawl. The following policies shall be incorporated into the City's LDC prior to the next required Evaluation and Appraisal Report.

Policy 19.1

Development in the mixed-use categories, and where appropriate in other land use categories, shall provide pedestrian-friendly street design.

Policy 19.2

New development, as well as infill development where feasible, shall provide interconnected street grid networks to disperse traffic and encourage walkability. Developments may include a hierarchy of narrow streets, boulevards and alleys; high-quality pedestrian networks; designs that encourage a greater use of bicycles, rollerblades, scooters and walking as daily transportation; connectivity to public transit; and a land use mix that demonstrates reduced external trips by encouraging internal trips.

Policy 19.3

New infill development in the mixed-use categories shall provide shops, offices and homes within neighborhoods, including mixed uses in one structure, to offer opportunities to encourage walking and/or live and work environments.

Objective 20

Ensure development within the City of Apopka surrounding the Wekiva Parkway interchange will occur in a predictable, yet flexible manner consistent with the intent of the Wekiva Parkway and Protection Act, the community vision, and the City's economic development goals, and which will provide a balanced land use scenario that can accommodate economic and residential growth in the context of the environmental concerns identified within the Wekiva Parkway and Protection Act, and that can serve as the primary targeted area for greenfield development within the Wekiva Study Area.

Policy 20.1

The Wekiva Parkway Interchange Plan is composed of three elements: the *Wekiva Parkway Interchange Vision Plan*, the *Wekiva Parkway Interchange Land Use Plan*, and the *Wekiva Parkway Interchange Goal, Objectives, and Policies*. The *Wekiva Parkway Interchange Vision Plan*, adopted as part of the Future Land Use Overlay Series found in Appendix 1-2 of the Future Land Use Element, represents a conceptual scenario that demonstrates the intent of the Wekiva Parkway Interchange Plan and will guide the development of lands located within the Wekiva Parkway Interchange Vision Plan Area. The *Wekiva Parkway Interchange Land Use Plan* and the *Wekiva Parkway Interchange Goal, Objectives, and Policies* shall represent the regulatory elements of the Wekiva Parkway Interchange Plan. The land use configuration and distribution demonstrated on the *Wekiva Parkway Interchange Vision Plan* are intended to illustrate the potential application of the adopted *Wekiva Parkway Interchange Vision Plan* policies; however, the specific details for each development phase will be established through the approval of development plans consistent with the *Wekiva Parkway Interchange Goal, Objectives & Policies*, the *Wekiva Parkway Interchange Land Use Plan*, and the regulations established in the *Wekiva Parkway Interchange Form-Based Code*.

Policy 20.2

The Wekiva Parkway Interchange Vision Plan shall be applicable within Wekiva Parkway Interchange Vision Plan Area. The Wekiva Parkway Interchange Vision Plan Area is generally comprised of a one-mile radius emanating from the anticipated Wekiva Parkway Interchange. The exact configuration is based upon a logical, parcel-specific boundary consistent with the intent of capturing a one-mile radius.

Policy 20.3

The annexation, land use change, and subsequent development of lands located within the Wekiva Parkway Interchange Plan Area for Apopka and the Wekiva Interchange Land use Plan Overlay for the County shall be consistent with the adopted Interlocal Agreement between Orange County and the City of Apopka regarding Wekiva Interchange Land Use Plan Overlay.

Policy 20.4

Prior to approving the first development plan within the Wekiva Parkway Interchange Vision Plan Area, the City shall adopt the Wekiva Parkway Interchange Form-Based Code establishing the design and development standards for the Wekiva Parkway Interchange Vision Plan Area. The Wekiva Parkway Interchange Form-Based Code shall be based on the criteria contained within the Wekiva Parkway Interchange Goal, Objectives, and Policies.

Policy 20.5

The Wekiva Parkway Interchange Vision Plan identifies the approximate location of the character districts necessary to support the anticipated development program within the Wekiva Parkway Interchange Vision Plan Area. The location and/or boundaries of the character districts shown on the Vision Plan are illustrative only, and it is the intent of the City that locations and boundaries can be refined through an administrative review, except where other review and approval procedures are specified, in either the Comprehensive Plan or the Wekiva Parkway Interchange Form-Based Code. The specific boundaries and locations of character districts will be established through the approval of development plans, as established through the Wekiva Parkway Interchange Form-Based Code procedures.

Policy 20.6

Deviations in the area-wide densities and/or intensities established in the Wekiva Parkway Interchange Land Use Plan, or proposed design elements that are not consistent with the Wekiva Parkway Interchange Goal, Objectives, and Policies shall require a comprehensive plan amendment.

Policy 20.7

The Wekiva Parkway Interchange Form-Based Code shall include regulations governing the following community design elements for the Wekiva Parkway Interchange Plan area:

- An interconnected network of streets and paths designed to encourage pedestrian and bicycle travel, with traffic calming where appropriate;
- A complementary mix of land uses, including residential, employment, recreational, and civic;
- Appropriate densities and intensities of land uses within walking distance of transit stops; and
- Daily activities within walking distance of residences, public uses, streets and open spaces that are safe, comfortable and attractive for the pedestrian, with adjoining buildings open to the street and parking designed so as not to interfere with pedestrian and bicycle travel.

Policy 20.8

The Wekiva Parkway Interchange Form-Based Code shall include provisions requiring that the land uses incorporated into the Wekiva Interchange Vision and Land Use Plans are physically and functionally integrated, including a connected and continuous system of pedestrian facilities.

Policy 20.9

Development within the Wekiva Parkway Interchange Plan Area shall be assigned a Mixed-Use Interchange future land use designation and shall accomplish an overall mix of residential and non-residential uses as outlined in Policy 3.1.r. Assignment of the Mixed-Use Interchange Land Use future land use designation shall require an amendment to the Comprehensive Plan. This policy shall not be construed to remove any existing entitlements upon property within the Wekiva Parkway Interchange Plan Area, nor shall it prevent

development consistent with the existing future land use designations. Development occurring under the existing future land use designations shall comply with the design criteria included in the Wekiva Parkway Interchange Plan to the extent that the criteria does not conflict with the existing future land use designation.

Policy 20.10

The City shall ensure that areas of greatest density and intensity within the Wekiva Parkway Interchange Plan Area are located at and between the two major intersection nodes at Kelly Park Road/Golden Gem Road and Kelly Park Road/Plymouth-Sorrento Road, but not upon areas of Karst formations. The Wekiva Interchange Form-Based Code shall require a mix of uses consistent with Wekiva Interchange Plan and shall establish a system of transfer of development rights to encourage increased density and intensity within Wekiva Parkway Interchange Plan Area. Development at the outer edges of the mixed-use area shall maintain compatibility with the lands adjacent to the Wekiva Interchange Plan Area by reducing density and intensity or by providing substantial buffers, landscaping, height, and lighting controls. The City shall also allow transfer of development rights to maintain 20% open space in the overall Study Area. Densities and intensities allowed within the Wekiva Parkway Interchange Plan Area character districts shall be as shown on **Table 20.10**:

Table 20.10: Wekiva Parkway Interchange Character District Standards

Character District/ Purpose	Uses	Minimum/ Maximum Acreage*	Density (Units per Acre)	Intensity (FAR)	Open Space (min.)
Village Center (VC) Safe, vibrant and pedestrian-oriented mixed-use area. Each Village Center may include a Core of up to 40 acres each.	Residential, retail, commercial, office and entertainment uses. Horizontal mixed-uses shall be allowed, but vertically mixed-uses are preferred.	Min: 200 Max: 380 (40 acres max. of VC Core in each village)	Min: 7.5 Max: 25 District Average: 12	VC Core: Min: 0.3 Max: 1.0 Average: 0.5 Balance of VC: Min: 0.25 Max: 0.7 Average: 0.35	10% minimum in the form of public plazas and small park spaces that are urban in character.
Interchange Accommodate highway-oriented vehicular service uses and provide a transition between the fast traffic exiting the highway and the pedestrian Village Center.	Highway-oriented uses, such as automobile service & repair, retail, office, and limited high density residential.	Min: 175 Max: 380	Min: 7.5 Max: 15	Min: 0.1 Max: 1.0	15% minimum in the form of neighborhood parks and common areas
Employment (formerly Edge District) Accommodate corporate office development and foster the development of a campus-like corporate park.	Office, hospitality, clean industry, large institutional uses (hospitals, educational facilities), and large scale residential,	Min: 190 Max: 380	Min: 4 Max: 7.5	Min: 0.1 Max: 0.5	20% minimum in the form of large parks and interconnected wildlife corridors.

Character District/ Purpose	Uses	Minimum/ Maximum Acreage*	Density (Units per Acre)	Intensity (FAR)	Open Space (min.)
<p>Transition Provide a transition between the high-density/intensity Village Core and the low-density/ intensity areas at the edge of the study area.</p>	<p>Single family home and single or multi-use office/medium-density residential</p>	<p>Min: 380 Max: 770</p>	<p>Min: 5 Max: 15</p>	<p>Min: 0.5 Max: 1.0</p>	<p>15% minimum in the form of neighborhood parks and larger common areas.</p>
<p>Neighborhood Preserve the existing low-density single-family residential neighborhoods and transition to the less intense uses just outside the study area.</p>	<p>Single-family homes and small scale support uses (schools, churches, day care facilities)</p>	<p>Min: 2,360 Max: 3,060</p>	<p>Min: 1 Max: 5</p>	<p>Min: .05 Max: 0.5</p>	<p>20% minimum in the form of large parks and interconnected wildlife corridors.</p>

* Calculated based on the entire vision plan area acreage.

Policy 20.11

Maximum allowable development within the Wekiva Parkway Interchange Plan Area shall be allocated among land uses as follows:

Single Family: 7,500 units
Multi Family: 8,500 units
Commercial/Services: 22 million square feet

Policy 20.12

The character district regulations included in the Form-Based Code will ensure densities and intensities are allocated as noted in **Table 20.10** (see **Policy 20.10**). The TDR system will allow increased densities in the Core area (noted as bonus density on the table). The average density/intensity for individual districts and the entire mixed-use area shall not exceed the average allowed. The City shall establish a tracking system to ensure the densities/intensities are kept within the established limits. The tracker will also ensure the acreages of the character districts remain within the parameters set in **Policy 20.10**.

Policy 20.13

Development within the Wekiva Parkway Interchange Vision Plan Area shall be planned in a manner that maximizes internal circulation and does not cause the Florida Strategic Intermodal System (SIS) to exceed its adopted Level of Service Standard without appropriate mitigation.

Policy 20.14

The Wekiva Parkway Interchange Vision Plan Area shall include the following performance targets for transit, bicycle and pedestrian facilities as follows:

- 80% of all the bicycle and pedestrian facilities within the Plan Area shall function at LOS C or better;
- All parcels within ¼ mile of a transit stop should be serviced by pedestrian facilities operating at LOS C or better.

LOS standards shall be measured in accordance with the methodology established in the FDOT Multimodal

Transportation Districts and Area wide Quality of Service Handbook (Nov. 2003 or as revised). The City shall coordinate with LYNX and METROPLAN ORLANDO to apply the transit quality of service framework as found in the most recent edition of the Transit Capacity and Quality of Service Manual (TCQSM) and required as part of METROPLAN ORLANDO'S long-range transportation plan where feasible.

Policy 20.15

The City and applicants for development within the Wekiva Parkway Interchange Vision Plan Area shall incorporate transportation demand management strategies into the transportation planning process to alleviate congestion. A range of techniques will be considered, such as vanpool/ridesharing programs, parking management and pricing, transit vouchers, pre-tax incentives, telecommuting, flextime, and/or other appropriate trip reduction strategies.

Policy 20.16

Proposed development within the Wekiva Parkway Interchange Vision Plan Area shall contribute to providing a safe, convenient, comfortable and aesthetically pleasing transportation environment that promotes walking, cycling, and transit use. Appropriate improvements or enhancements to the multimodal network to incorporate into the Wekiva Parkway Interchange Form-Based Code shall include, but not be limited, to the following:

- Accommodations for pedestrian access and movement, including sidewalks, benches and clearly marked crossings;
- Accommodations for bicycles, including lockers, showers, and racks;
- Shared use paths in accordance with the FDOT Bicycle Facilities Planning and Design Guidelines Handbook;
- Accommodations for transfer of passengers at designated transit facilities;
- Preferential parking for rideshare participants;
- Access for motor vehicle passenger drop-offs and pick-ups at designated transit facilities and at commercial and office development sites; and/or
- Accommodation for the mobility impaired, including parking spaces, sidewalks and ramps for handicapped access.

Policy 20.17

Street cross-sections, design standards, and operational measures to ensure streets are safe and convenient for transit, automobile, truck, bicycle and pedestrian travel shall be incorporated into the Wekiva Parkway Interchange Form-Based Code. Strategies will include, but not be limited, to marked crosswalks, wider sidewalks, on-street parking, bus turnouts, traffic calming, raised medians or other appropriate safety enhancements that reduce hazardous conflicts between modes and that are consistent with the planned functions of the roadway.

Policy 20.18

The Wekiva Parkway Interchange Form-Based Code shall include standards for street intersections to facilitate pedestrian crossings.

Policy 20.19

Developments within the Wekiva Parkway Interchange Plan Area shall provide direct bicycle and pedestrian connections within and between residential areas and supporting community facilities and services, such as shopping areas, employment centers, transit stops, neighborhood parks, and schools. Standards and design criteria shall be established within the Wekiva Parkway Interchange Form-Based Code.

Policy 20.20

The City will include in the Wekiva Parkway Interchange Form-Based Code standards for roadways to be built/improved within the Wekiva Parkway Interchange Overlay District. The regulations will create a hierarchy of streets that equitably serve the needs of the pedestrian, the bicycle, public transit, and the automobile based on a grid network system of roadways. The City will support a multi-modal transportation environment that allows for various transit options.

Policy 20.21

Properties assigned the Mixed-Use Interchange future land use designation shall be rezoned to the Wekiva Parkway Interchange Mixed-Use Zoning District to be established in the Wekiva Parkway Interchange Form-Based Code.

Policy 20.22

The Wekiva Parkway Interchange Mixed-Use Zoning District shall establish a range of allowable lot types to ensure a mix of uses. The District shall also provide the form-based building requirements and range of allowable uses for each lot type. The lot type ranges will establish the development framework and pattern within which uses can locate.

Policy 20.23

Permitted land uses within the Wekiva Parkway Interchange Mixed-Use Zoning District shall be outlined in the Wekiva Parkway Interchange Form-Based Code, consistent with the Mixed-Use Interchange future land use designation and **Policy 20.10**. The Community Development Director shall have the authority to approve uses not listed there if the proposed use is compatible with the listed permitted uses and/or will generate or support the development of employment opportunities and/or an increased tax base.

Policy 20.24

Where feasible, developments within the Wekiva Parkway Interchange Plan Area shall maximize the preservation of open space and promote the clustering of uses to both preserve and enhance the natural environment and to maintain the rural character of areas outside of the Wekiva Parkway Interchange Plan Area. The amount of required open space shall vary by district, with the more intensive districts requiring less than 20% for urban plazas/ parks and the less intensive districts requiring more than 20% for passive/active parks and open space for areas. **Policy 20.10** establishes the minimum required open space per district.

Policy 20.25

The Wekiva Parkway Interchange Area Form-Based Code shall include the following provisions to promote efficient access to and through the area, and to protect the traffic flow along the Wekiva Parkway.

- Prohibit the vacation of rights-of-way to maintain the current grid system and facilitate its expansion;
- Require, as part of development approval, a spacing of 300 to 600 feet for local streets to create walkable

"city" blocks and maintain connectivity in the area and avoid the use of the highway for local traffic;

- Prohibit the use of cul-de-sacs and gated neighborhoods;
- Coordinate with the Expressway Authority to encourage the extension of local roads under the highway to maintain connectivity between the east and west sides;
- Limit the number of driveways along Kelly Park Road, Golden Gem and Plymouth Sorrento Road within the Plan Area, and encourage the use of shared driveways instead;
- Require compliance with Section 6.02.10 of the LDC, which requires a minimum distance separation between driveways and intersections;
- Require internal connectivity between sites, through joint-use driveways or alleys, to keep traffic off main roads;
- The Form-Based Code shall include standards for right-of-way width and cross section design based on street typology; and
- Provide pedestrian/bicycle connections at a maximum separation of 350 feet, through the use of mid-block paths or pedestrian shortcuts.

Policy 20.26

Large developments with 50,000 gross square feet or more and are adjacent to a major street, which is or may be used as a transit route, shall provide access for on-site public transit. The public transit stop shall including a bus pullout and shelter.

Policy 20.27

The City shall coordinate with developers the design and construction of proposed new streets within the plan area in conformance with the design standards contained in the Form-Based code. The following standards shall be followed:

- Specific right-of-way location of streets other than those shown on Map 20 of the ILUP shall be determined through the development review process.
- Continue enforcing Section 6.02.05 of the City's LDC (rights-of-way), which contains measures for the protection and use of rights-of-way, and consider the incorporation of more pedestrian-friendly standards in the Wekiva area form-based code.

Policy 20.28

Sites within the Wekiva Parkway Interchange Plan Area, as well as right-of-way areas, shall be subject to the vegetation protection and water conservation landscaping policies contained in the City's comprehensive plan. The City will include more restrictive vegetation protection standards in the Wekiva Parkway Interchange Form-Based Code to:

- Encourage transplanting and re-vegetation.
- Coordinate, on an as needed basis, with Orange County to update regulations for the protection of unique vegetative communities in both jurisdictions.
- Select and locate plants based on their ultimate growth.

Policy 20.29

In order to ensure that development within the mixed-use district creates a sense of community, the placement and orientation of buildings should be carefully planned. The following standards should be included in the form-based regulations:

- Primary building entrances shall orient toward the street, not to interior blocks or parking lots
- Freestanding single-use buildings should be avoided in all but the neighborhood character district, while mixed and interconnected buildings should be encouraged.
- Green areas or plazas may be used to create a prominent civic component to mixed-use areas. These green areas should be centrally located or placed in between the higher intensity uses.
- Standards for the design of gas stations, and other vehicular service uses, to ensure they fit into the desired pedestrian character. The Code will specify standards for building location, site layout, driveway location, signage and other design elements that will ensure compatibility with other proposed uses in the area.
- Building height regulations shall be established not to exceed the parameters listed for each character district in **Policy 20.30**.

Policy 20.30

Building heights shall be arranged so that the tallest buildings are located in proximity to the Kelly Park Interchange and Kelly Park Road itself between the two Village Center nodes. Building heights shall be stepped down/ reduced as development approaches the periphery of the Interchange Study Area and as development nears the rural lands outside the study area. The form-based code shall establish appropriate building heights for each character district and shall address reduced building heights in proximity to the edges of character districts and the study area itself in order to promote compatibility between districts and protection of the rural character of lands outside the study area. In no case shall building height exceed ten occupied floors within the Interchange Study Area without a Comprehensive Plan amendment.

Policy 20.31

The Wekiva Parkway Interchange Form-Based Code shall include standards for signage within the Wekiva Parkway Interchange Plan Area and shall have the purpose to maintain a pedestrian character within the village centers, but at the same time, allow visibility from the highway. Standards shall at minimum:

- Continue to require a sign master plan for all Mixed Use Developments, per LDC Section 2.02.20
- Ground signs shall not be allowed in the Core Area if buildings are located within 15 feet from the street right of way.
- Ground signs shall not exceed a maximum height of 12 feet. This maximum height may be further reduced in certain character districts.
- No billboards shall be allowed within the Wekiva Parkway Interchange Plan Area
- Building signs shall be designed to complement the architecture rather than obscure it.

PLANNING COMMISSION

OCTOBER 10, 2017

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Backup material for agenda item:

2. COMPREHENSIVE PLAN – LARGE SCALE – FUTURE LAND USE AMENDMENT – To Mixed Use Interchange (7.5 – 25 du/ac and/or Max. 1.0 FAR), for property owned by J.D. and Kathleen L. Horne Trust, and located on the southwest corner of Plymouth-Sorrento Road and West Kelly Park Road. (Parcel ID #: 13-20-27-0000-00-008)



**CITY OF APOPKA
PLANNING COMMISSION**

X PUBLIC HEARING
____ ANNEXATION
____ PLAT APPROVAL
____ OTHER:

DATE: October 10, 2017
FROM: Community Development
EXHIBITS: Land Use Report
Vicinity Map
Adjacent Zoning Map
Adjacent Uses Map
WPIVP¹ Map
WPIVP Character Districts
Comp Plan Objectives
JPA Amendment No. 2

SUBJECT: COMPREHENSIVE PLAN – LARGE SCALE - FUTURE LAND USE AMENDMENT – JD AND KATHLEEN L HORNE TRUST

PARCEL ID NUMBER: 13-20-27-0000-00-008

**Request: LARGE SCALE - FUTURE LAND USE AMENDMENT
FROM: “COUNTY” RURAL
TO: “CITY” MIXED USE INTERCHANGE (7.5 – 25 DU/AC AND/OR MAX 1.0 FAR)**

SUMMARY

OWNER: JD and Kathleen L Horne Trust
APPLICANT: Randy Hollihan, Brandon Partners
LOCATION: Southwest corner of Plymouth-Sorrento Road and West Kelly Park Road
EXISTING USE: Vacant\Single Family Home
CURRENT ZONING: “County” A-1 (ZIP); CURRENT FLUM DES.: “County” Rural
PROPOSED DEVELOPMENT: Commercial
PROPOSED ZONING: Mixed Interchange with a Village Center Overlay District
TRACT SIZE: 18.13 +/- acres
MAXIMUM ALLOWABLE DEVELOPMENT: EXISTING: 36 Residential Units
PROPOSED: Min 7.5 u/a Max 25 u/a (453 d\u) or 1.0 FAR (789,742 sq. ft.)

DISTRIBUTION:

Mayor Kilsheimer
Commissioners (4)
City Administrator Irby
Community Dev. Director

Finance Director
HR Director
IT Director
Police Chief

Public Ser. Director
City Clerk
Fire Chief
Recreation Director

¹ WPIVP – Wekiva Parkway Interchange Vision Plan

ADDITIONAL COMMENTS: Presently, the subject property does not have a “city” future land use designation or “city” zoning classification assigned. The applicant requests a future land use designation of “city” Mixed Use Interchange. Presently, the applicant proposes a commercial retail center that includes a grocery store.

Policy 20.9, Future Land Use Element of the Comprehensive Plan, requires that a Mixed Use Interchange future a land use designation must be assigned to the property.

The subject property is adjacent to the future Wekiva Parkway and the Wekiva Parkway/Kelly Park Road interchange, and is located within the Wekiva Parkway Interchange Vision Plan Area. Therefore, the property must comply with Objectives 18 – 20 and related policies within the Future Land Use Element of the Comprehensive Plan and the recently adopted Kelly Park Crossing Form-Based Code. The applicant’s request is consistent with the Mixed Use Interchange future land use designation.

COMPREHENSIVE PLAN COMPLIANCE: The proposed use of the property is compatible with the character of the surrounding area, is adjacent to the SR 429/Kelly Park Road interchange, and is consistent with the Mixed Use Interchange Land Use designation. City planning staff supports the FLUM amendment given the consistency with the Comprehensive Plan policies listed below and the intent of the Wekiva Parkway Interchange Vision Plan a (see Land Use Analysis below). Site development cannot exceed the intensity allowed by the Future Land Use policies.

Future Land Use Element

1. **Policy 3.1.r** The primary intent of the Mixed Use land use category is to allow a mixture of residential, office, commercial, industrial, recreation, institutional and public facilities uses to serve the residential and non-residential needs of special areas of the City. The mix of land uses may occur on a single parcel or multiple parcels ...

The designation of a mixed use category may occur only in certain areas of the city, including “land anticipated for inclusion within the Wekiva Parkway Interchange Land Use Plan...” These properties are within the 1-mile radius of the Wekiva Parkway Interchange depicted on the Wekiva Parkway Interchange Vision Plan Map located within the Future Land Use Element of the Apopka Comprehensive Plan.

2. **Policy 18.1** The City shall implement the Wekiva Parkway Interchange Vision Plan, which guides the location of a range of uses, such as residential, office, commercial, industrial, recreation, public and institutional, at various densities and intensities around the proposed interchange.

The proposed Mixed Use Future Land Use Designation allows for residential densities and non-residential uses and intensities to implement the Wekiva Parkway Interchange Vision Plan, consistent with Objective 18 and related policies.

3. **Policy 18.2** Prior to rezoning any property within a one-mile radius of the interchange Study Area, the City shall amend its LDC to incorporate development standards that will implement the Vision Plan.

This future land use amendment does not include a corresponding proposed zoning category because the City has yet to adopt development standards or form-based code consistent with this policy. Future densities/intensities and design character for the subject properties will be regulated at the time of rezoning once Wekiva Parkway Interchange Vision Plan design standards and form-based code are adopted.

4. **Policy 20.4** Prior to approving the first development plan with the Wekiva Parkway Interchange vision Plan Area, the City shall adopt the Wekiva Parkway Interchange Form-Based Cod establishing the design and development standards for the Wekiva Parkway Interchange Vision Plan Area.

The subject properties will be required to comply with the above policy should the development submit a development plan to ensure consistency with the Comprehensive Plan and Wekiva Parkway Interchange Vision Plan.

5. **Policy 20.9** Development within the Wekiva Parkway Interchange Plan Area shall be assigned a Mixed-Use Interchange future land use designation and shall accomplish an overall mix of residential and non-residential uses as outline in Policy 3.1.r. Assignment of the Mixed-Use Interchange Land Use future land use designation shall require an amendment to the Comprehensive Plan.

The applicant’s request for a Mixed Use future land use designation is consistent with this policy, as well as the intent of the Wekiva Parkway Interchange Vision Plan area, which intends to concentrate a mixture of land uses with varying densities and intensities within one mile of the Wekiva Parkway Interchange.

6. **Policy 20.3.** The annexation, land use change, and subsequent development of lands located within the Wekiva Parkway Interchange Plan Area for Apopka and the Wekiva Interchange Land Use Plan Overlay for the County shall be consistent with the adopted Interlocal Agreement between Orange County and the City of Apopka regarding Wekiva Interchange Land Use Plan Overlay.
7. **Objective 19 and 20, and their associated policies.** See objectives and policies within the supporting information.

Transportation Element

1. **Policy 4.2** The City of Apopka shall promote, through the implementation of programs such as mixed-use land development, projects that support reduced travel demand, short trip lengths and balanced trip demand.

The Mixed Use future land use designation allows for a mixture of land use types such as residential and non-residential, which promotes shorter trip lengths, concentrated development to reduce travel demand.

2. **Policy 3.1.r** The primary intent of the Mixed Use land use category is to allow a mixture of residential, office, commercial, industrial, recreation, institutional uses and public facilities uses...This mix of land uses may occur on a single parcel or multiple parcels in the form of: a permitted single use; a vertical combination of different permitted uses; or a horizontal mix of different permitted uses.
3. **Policy 4.2** The City of Apopka shall promote, through the implementation of programs such as mixed-use land development, projects that support reduced travel demand, shorter trip lengths and balanced trip demand.
4. **Objective 20 and associated Policies, Future Land Use Element.** Provided with the Supporting Information.

VISIONING AND SPECIAL STUDIES: The property is located within the boundaries of the Wekiva Parkway Interchange Vision Plan Area, making it subject to the Kelly Park Crossing Form-Based Code, Mixed- Use Interchange Zoning District and Village Center Overlay District. A copy of the Wekiva Parkway Interchange Vision Plan is provided with the support material.

SCHOOL CAPACITY REPORT: If residential development is proposed through a zoning or development application, an executed capacity enhancement agreement with Orange County Public Schools will be required prior to adoption of the future land use amendment.

ORANGE COUNTY NOTIFICATION: The JPA requires the City to notify the County 30 days before any public hearing or advisory board. The City properly notified Orange County on August 15, 2017. Notification has already occurred through the Second Amendment to the Joint Planning Agreement with Orange County government. The second amendment acknowledges that the City will assign a land use designation similar to the overlay district illustrated in the Wekiva Parkway Interchange Vision Plan.

PUBLIC HEARING SCHEDULE:

September 12, 2017 – Planning Commission (5:30 pm)
September 20, 2017 – City Council (7:00 pm) - 1st Reading & Transmittal

DULY ADVERTISED:

August 25, 2017 – Public Notice and Notification
September 29, 2017 – Public Notice and Notification
TBD – Ordinance Heading & Public Notice ¼ Page Ad w/Map

RECOMMENDED ACTION:

The **Development Review Committee** recommends approval to transmit a change in Future Land Use to Mixed Use Interchange for the property owned by JD and Kathleen L Horne Trust, subject to the information and findings in the staff report.

Recommended Motion: Find the Commercial Future Land Use Designation consistent with the Comprehensive Plan and recommend a change in Future Land Use Designation FROM “County” Rural to “City” Mixed Use Interchange for the properties owned by JD and Kathleen L Horne Trust subject to the information and findings in the staff report.

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

LAND USE REPORT

I. RELATIONSHIP TO ADJACENT PROPERTIES:

<i>Direction</i>	<i>Future Land Use</i>	<i>Zoning</i>	<i>Present Use</i>
North (County)	Rural	A-1 and A-2	Horticultural nursery and single family homes
East (City)	RVLS (0-2 du/10 ac)	A-1 (ZIP)	Single-family residential
South (County)	Rural	“County” A-1	Horticulture nursery (Peng Nursery)
West (County)	Rural	A-1 (ZIP)	S.R. 429 Tollway

The property has access from West Kelly Park Road and Plymouth-Sorrento Road.

II. LAND USE ANALYSIS

Analysis for the Future Land Use Designation was performed as part of the adopted Wekiva Parkway Interchange Vision Plan. This Vision Plan has been incorporated into the Comprehensive Plan.

Therefore, the proposed Mixed Use Interchange future land use designation is consistent with the general future land use character and long-range planning goals 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 and amended the JPA in October 19, 2010 to address the Wekiva Parkway Interchange Vision Plan. The subject property is consistent with the Vision Plan incorporated into Amendment 2 of the Wekiva Parkway Interchange Vision Plan.

Transportation: Road access to the site is from Kelly Park Road to the north and Plymouth-Sorrento Road to the east. In addition, the subject propriety abuts S.R. 429 interchange at Kelly Park Road, providing limited access highway access to and from the properties.

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 storm water 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 in the vicinity of this property.

Analysis of the character of the Property: The current use of the property is vacant. Analysis of the FLUM designation occurred as part of the Wekiva Parkway Interchange Vision Plan.

Analysis of the relationship of the amendment to the population projections: Based on the adoption of the JPA, the size of the property, and the proposed land use change, the amendment will increase the population by

as many as 1,205 people if developed as residential. The applicant proposes to develop the property as commercial retail. Land use analysis was conducted as part of the Wekiva Parkway Interchange Vision Plan.

CALCULATIONS:

ADOPTED: N/A x 2.659 p/h = N/A

PROPOSED: 453x 2.659 p/h = 1,205 persons

Housing Needs: This amendment is to change the future land use to a future land use designation that permits residential uses, and will increase the number of available housing units in the City of Apopka.

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: 101,528 GPD

3. Projected total demand under proposed designation: 212,218 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: 108,780 GPD

3. Projected total demand under proposed designation: 265,709 GPD

4. Capacity available: Yes

5. Projected LOS under existing designation: 54 77 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: 4 lbs./person/day
4. Projected LOS under proposed designation: 2 lbs./cap/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:
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

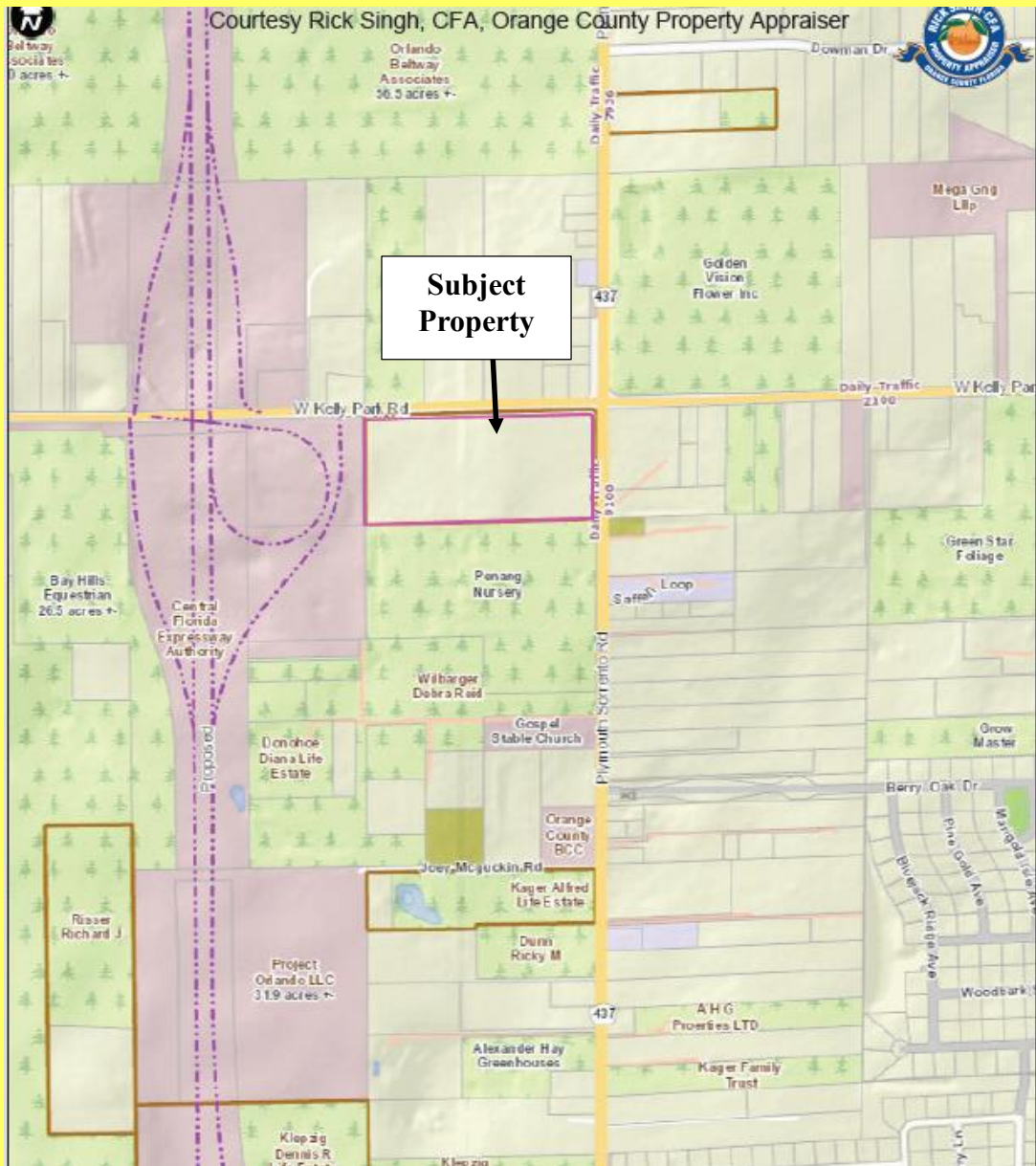
1. Facilities serving the site; LOS standard: City of Apopka Parks System; 3 AC/1000 capita
2. Projected facility under existing designation: 4.131 AC
3. Projected facility under proposed designation: 2.679 AC
4. Improvement/expansions already programmed or needed as a result of the proposed amendment:
None.

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

**JD and Kathleen L Horne Trust
Property Owner
18.13 +/- Acres
Proposed Large Scale Future Land Use Amendment:
From: No City FLUM assigned
To: Mixed Use Interchange
Parcel ID #: 13-20-27-0000-00-008**

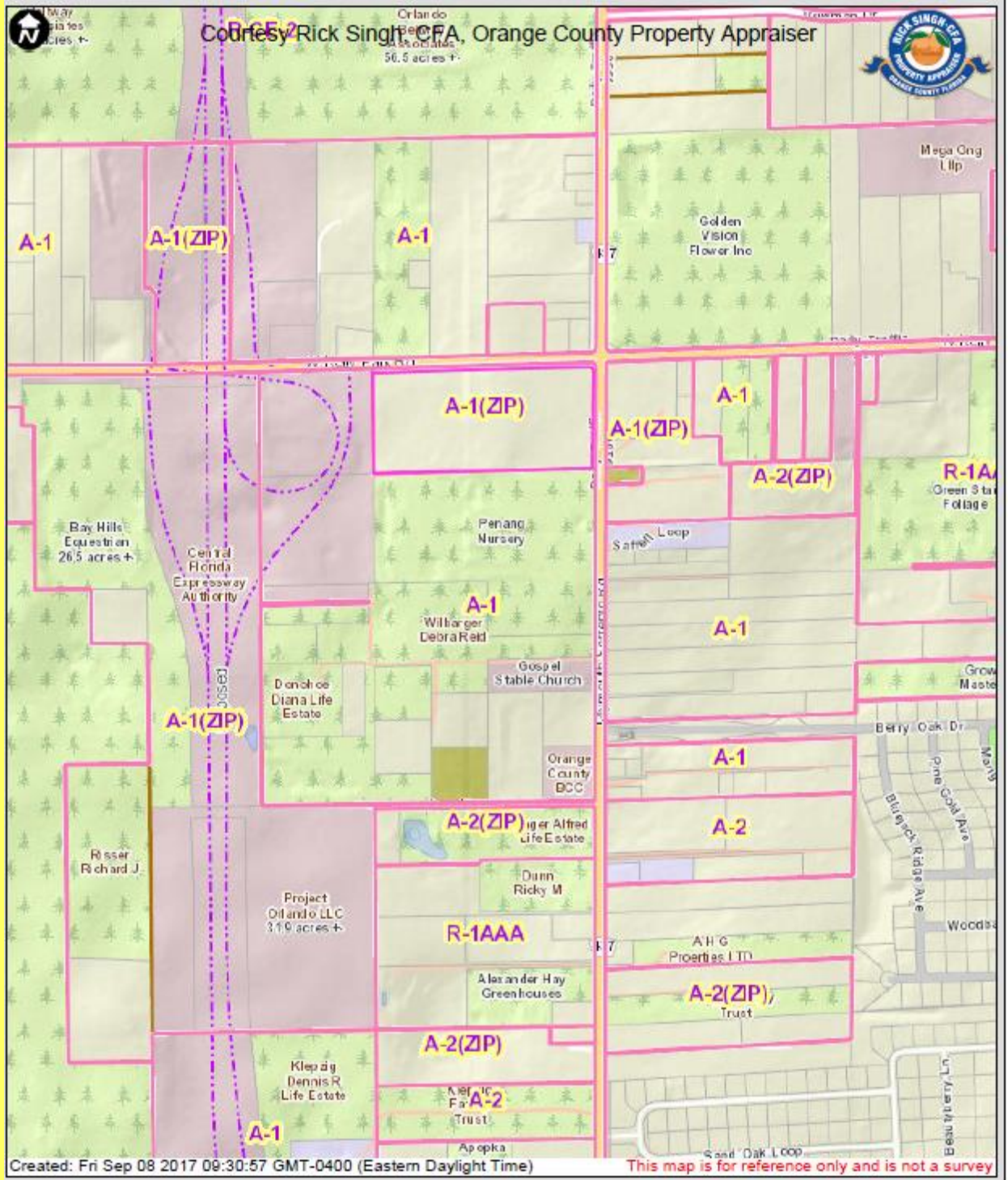


VICINITY MAP

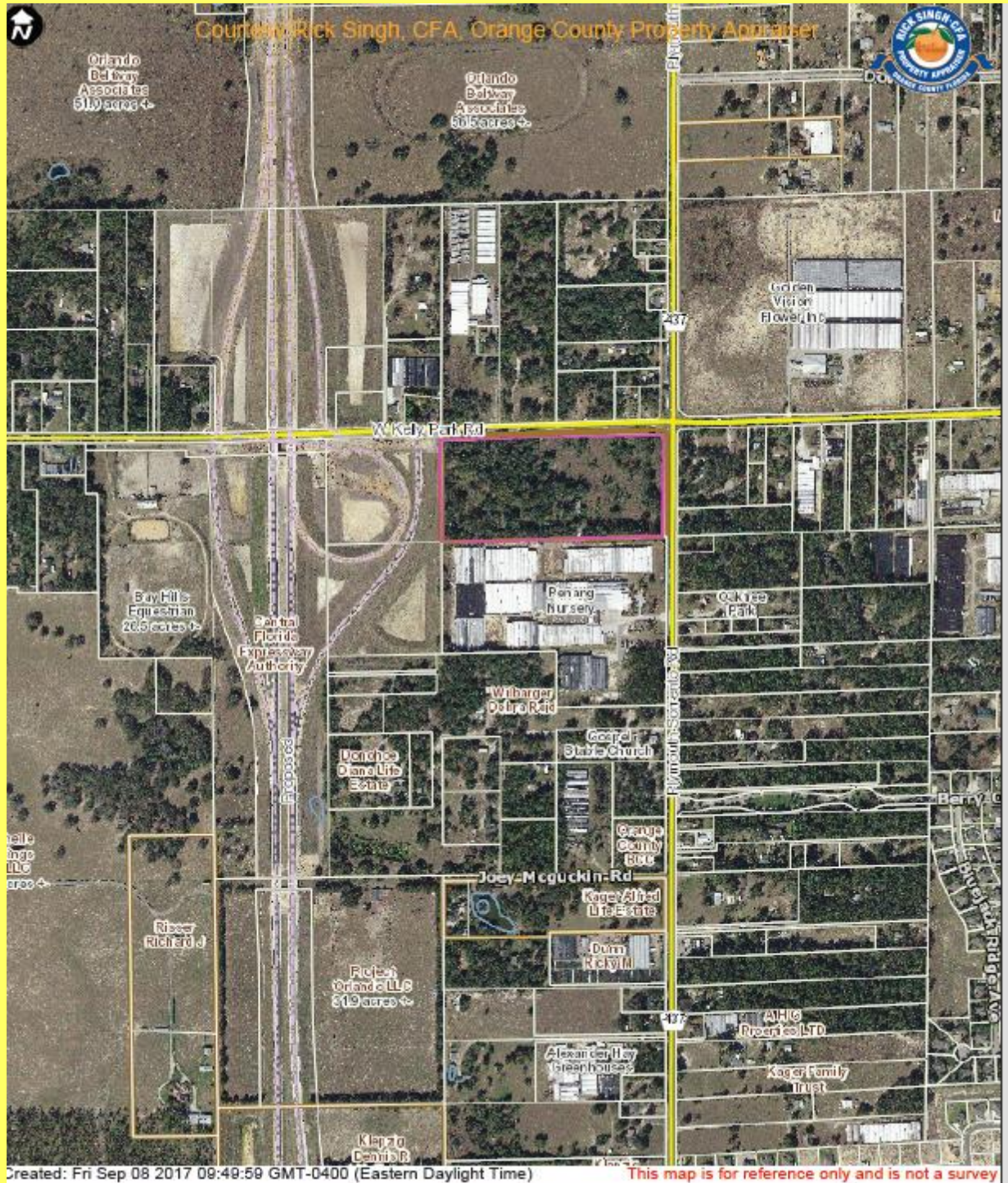




ADJACENT ZONING

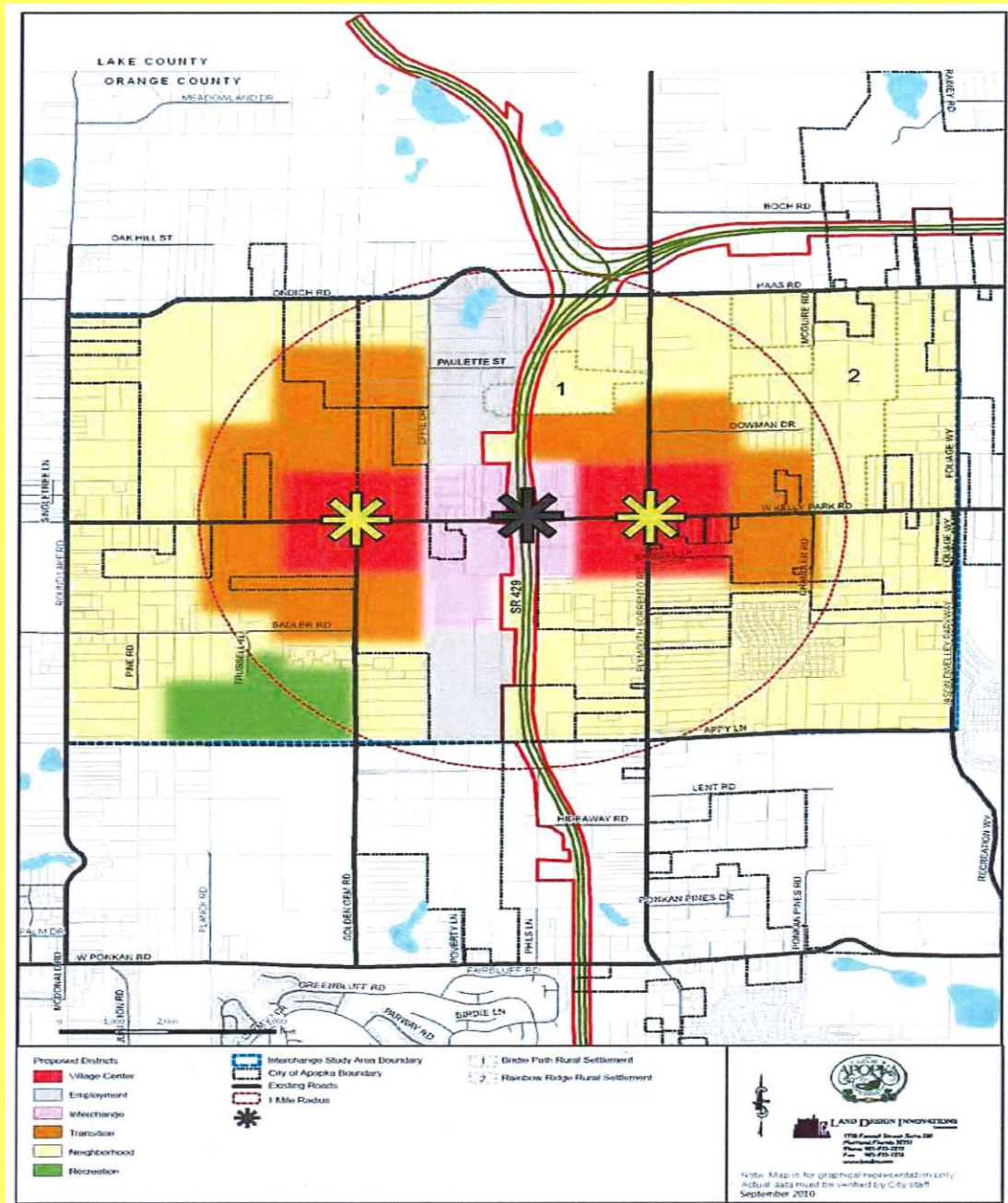


ADJACENT USES





Kelly Park Crossing Form-Based Code Area



construction, whereas larger pipes are constructed from ductile iron. Improvements to the distribution/transmission system have generally followed the recommendations outlined in the most recent master plan, with the timing of specific projects dependent on development patterns. **Map 10** shows the extent of the system within the interchange study area.

E. Public Schools

The area is currently served by Wolf Lake and Zellwood elementary schools, Wolf Lake Middle School and Apopka High School. According to the Orange County Public Schools (OCPS), all four schools are projected to be deficient by FY 2011-12. The OCPS current 10-year plan includes a relief elementary school for Wolf Lake and Zellwood, and a relief middle school for Wolf Lake. **Maps 11 to 13** show the attendance zones for these schools.

IV. Community Involvement

In conjunction with the County, the City conducted two public workshops to discuss the future growth around the proposed Wekiva Parkway Interchange. The first public workshop was conducted on February 25, 2010, and the second workshop was conducted on March 25, 2010. **Appendices B and C** contain the workshop summaries and the list of attendees. It should be noted that for the purpose of the Community Workshops an enlarged study area was reviewed, which included the area north of West Ponkan Road.

Additionally, the City held a public hearing before the City of Apopka Planning Commission on April 27, 2010 and the City Council on May 19, 2010.

V. Wekiva Parkway Interchange Vision Plan

The Wekiva Parkway will complete the outer beltway around Metro Orlando area. The completion of this outer ring, along with the proposed interchange, will result in added growth and development pressure within the Wekiva Study Area.

The Interchange Vision Plan was developed with a goal to accommodate new development that: (1) supports regional markets that depend on the Wekiva Parkway's function to move people and goods (light industry and warehousing, hotels/motels, restaurants, gas stations, truck stops, and convenience stores)¹; (2) is designed to complement the surrounding areas; and (3) manages and protects water and wildlife resources.

A. Land Use Vision

Even though the area is currently rural in character and the adopted land use categories for the area reinforce that character, the introduction of a highway interchange at Kelly Park Road will create development pressure in the area. The City, County and most area residents realize a need and have a desire for a plan for that future growth. The main goal of planning for growth is to situate it within an appropriate area around the interchange, and to allow sufficient density

¹ Guidelines for Preparing Comprehensive Plan Amendments for the Wekiva Study Area

and intensity to maximize sustainability and minimize environmental impacts on the Wekiva Study Area. The City also wants to take advantage of the opportunity this location provides to create a setting that will attract new quality employment to the area. The higher densities and intensities expected to accompany the interchange should transition into lower densities/intensities to ensure compatibility with the surrounding areas. Well thought-out, coordinated development is, therefore, a driving element of the interchange land use plan. Coordinated, transitional development at the interchange will protect meaningful tracts of connected open space, and preserve rural land outside of the interchange study area while allowing for carefully planned growth.

As shown on **Map 8**, potential Karst features are indicated proximate to the proposed interchange. For that reason, the vision plan proposes a measured approach to intensive development in the area immediately adjacent to the interchange, and instead create two nodes of development at the closest intersections to the parkway: Kelly Park Road/Golden Gem Road and Kelly Park Road/Plymouth Sorrento Road (see **Map 14**). The most dense and intense uses will be located within a 1/3-mile radius of the two proposed nodes. Between these nodes and the one-mile study area boundary, land uses will provide a transition to the existing lower densities, and less intense development character will be respected beyond the one-mile radius.

Map 15 shows the proposed interchange vision plan, which includes both City and unincorporated land. As shown on the map, the area within a 1-mile radius of the proposed interchange is proposed to be urban in character, with uses such as industrial, commercial, office, institutional/public, and medium and high-density residential uses. The highest intensity of use will be clustered around the two nodes as village centers. The area between the nodes and the one-mile radius will contain uses that will ensure the smooth transition to the less intense areas outside the one-mile radius.

The following is a description of the proposed character districts for the vision plan area.

1. Village Center (residential and commercial mix)

As noted above, the vision plan intends to concentrate the most intensive development within the two major intersection nodes. The type of development envisioned for these two nodes includes mixed-use buildings with retail uses on the ground floor and offices or residential spaces above. The Village Center character district will comprise approximately 5 to 15% of the area.

2. Edge Employment(employment uses)

Office uses may appear within the village center nodes as part of mixed-use buildings, or as stand-alone uses in the Edge Employment character district along the Wekiva Parkway. Other uses that would be appropriate for the Edge Employment area include industrial developments (clean industry), or large institutional uses (hospitals, educational facilities), which would provide much needed jobs in the area. Limited residential

will also be allowed. Both office and industrial uses will benefit from the visibility and access from the highway. Within the [EdgeEmployment](#) character district, greater attention will be applied to ensure protection of the potential Karst features and to allow for adequate setbacks from the highway. This area will not focus on the pedestrian environment as the village center, but would adopt a campus-like environment. Approximately 5 to 10% of the area is shown as [EdgeEmployment](#) on the vision plan map.

3. Interchange (highway-dependent uses)

The area between the proposed village centers and the parkway will be the most accessible to traffic exiting the highway. Therefore, the intended character for those areas will be a mix between Village Center and a more “suburban” type setting. It is expected that this is the area where gas stations would be located. There will be form-based standards adopted to ensure the transition from the fast-moving traffic in the highway to the more walkable environment expected to develop in the village centers. The Interchange character district will contain predominantly stand-alone uses (as opposed to mixed-use buildings) with less intensity of development than in the Village Center. [EdgeEmployment](#) character district type uses, including limited high density residential, may also occur in this character district. The area to be dedicated to Interchange uses comprises approximately 5 to 10% of the entire vision plan area.

4. Transitional (office, medium density residential uses)

Uses within the transitional areas will be regulated to minimize the impact of the most intensive areas (Village Center, [EdgeEmployment](#) and Interchange) on the existing lower density neighborhoods surrounding the study area. Medium densities in the form of town houses, apartments and condominiums, and office uses will be allowed within the Transitional district. The vision plan shows that approximately 10 to 20% of the total area will be dedicated to the Transitional character district. The expected density in the Transitional character district would accommodate between 5 to 15 dwelling units per acre depending on their location respective to neighborhood areas.

5. Neighborhood (residential)

The Neighborhood character district is intended to be primarily a single-family residential area. This district will have lower density residential than the Transitional district, allowing for a smooth transition into the existing lower density neighborhoods outside the 1-mile radius. The character of the area will be regulated through form-based standards to ensure that single-family homes are designed with front porches and that garages are located in the back with access from alleyways. The neighborhood area comprises over 50% of the vision plan area.

6. Recreation and Institutional

The Vision Plan shows an area as Recreation, consistent with the adopted Northwest Small Area Plan. This, however, does not mean that there will only be one area designated for recreation/open space. As properties develop (especially large tracts), the City will consider dedication of land for open space. Institutional uses (schools, churches, etc.) will also be defined as the area develops. It is anticipated that a minimum of 15% of the land within the area will eventually be used for open space/recreation purposes.

B. Vision Plan Holding Capacity

Based on the land uses and densities proposed in the vision plan, holding capacities were calculated to identify the amount of development that could potentially occur in the area. **Table 3** demonstrates that the vision plan area could accommodate approximately 15,873 residential units and 22,587,535 square feet of non-residential development.

Table 3: Vision Plan Holding Capacity

Proposed Land Use	Total Acres	% of Total	Max. Intensity (FAR)	Max. Density (UPA)	Density/ Intensity Factor	Total Dwelling Units	Non-Residential Square Feet
Village Center Core (assumes 1st floor non-resid. + resid above)	80	2.1	0.5	12	0.75	720	1,306,800
Village Center balance (assumes 1st floor non-resid. + resid above)	248	6.4	0.35	12	0.75	2,232	2,835,756
Interchange (assumes 10% residential)	175	4.5	1.0	15	0.70	184	4,811,875
Edge Employment (assumes 10% residential)	260	6.7	0.5	7.5	0.60	117	3,052,231
Transitional (assumes 70% resid.; 30% non)	581	14.9	1.0	15	0.85	5,185	6,453,276
Neighborhood (assumes 90% residential)	2,360	60.7	0.5	5	0.70	7,435	3,598,699
Parks/Recreation	121	3.1	0.2		0.50	0	528,897
Wekiva Parkway ROW	63	1.6					
TOTAL	3,889	100.0				15,873	22,587,535

Note: Acreages and yields are approximations only.

Based on the total acres of the area and the potential for residential and non-residential development noted above, an overall density of 4 du/ac and an overall FAR of 0.14 could be achieved.

factors are taken into account, that there is no increase in nitrate/nitrogen loading to groundwater and surface water.

Objective 18

The City shall implement the Wekiva Parkway Interchange Land Use Plan adopted on September 15, 2010, which addresses the requirements of Section 369.321(1) F.S. as it relates to coordinated planning within the Wekiva area.

Policy 18.1

The City shall implement the Wekiva Parkway Interchange Vision Plan, which guides the location of a range of uses, such as residential, office, commercial, industrial, recreation, public and institutional, at various densities and intensities around the proposed interchange.

Policy 18.2

Prior to rezoning any property within a one-mile radius of the interchange Study Area, the City shall amend its LDC to incorporate development standards that will implement the Vision Plan. These standards shall address creative planning solutions to protect environmentally sensitive lands, such as:

Open Space

Standards will be developed for appropriate percentages of open space for single parcels and/or for the entire Interchange Study Area.

Clustering:

Standards will be developed to allow multiple land owners to aggregate parcels for the purpose of calculating density/intensity and developing cohesive clusters of higher density/intensity in the area closest to the interchange and major intersections in the study area.

Transfer of Development Rights (TDR):

A TDR system shall be developed to allow land owners that have sensitive lands or lands farthest from the interchange, to sell density/intensity rights to owners of lands closest to the interchange. The vision plan will analyze the potential sending and receiving areas.

Form-Based Regulations:

Develop form-based regulations for the study area to ensure the Vision Plan is implemented.

Policy 18.3

The development standards within the Interchange Study Area shall be applied through a zoning overlay, or similar method, that encompasses the study area. Developer agreements may be required.

Policy 18.4

If a parcel is severed by the one-mile radius or is under common ownership, either the entire parcel will be included or excluded from the study area based upon the Vision Plan.

Policy 18.5

In the event that the Wekiva Parkway is not constructed, it is anticipated that the Wekiva Parkway Interchange Plan will be reevaluated and appropriate comprehensive plan amendments adopted to address then-existing development and future land use designations within the Wekiva Parkway Interchange Plan Area.

Policy 18.6

Before any development can occur within the Project Orlando LLC site (further identified as parcels 11-20-27-0000-00-003, 11-20-27-0000-00-013, 11-20-27-0000-00-036, 11-20-27-0000-00-042, 11-20-27-0000-00-057, 12-20-27-0000-00-060, 11-20-27-0000-00-030, 13-20-27-0000-00-023, 13-20-27-0000-00-005, 13-20-27-0000-00-061, 13-20-27-0000-00-026, 13-20-27-0000-00-032), the proposed development must be processed and approved as a Development of Regional Impact (DRI) as defined in Chapter 380.06, Florida Statutes and Chapter 28-24, Florida Administrative Code.

Policy 18.7

Public school capacities and facilities serving the Project Orlando site shall be addressed with the rezoning and DRI processes. No increase in density above the vested 67 dwelling units shall be permitted by the City until it is demonstrated that adequate public school facilities are available to meet the increased demand.

Policy 18.8

Prior to the completion of the interchange, but following the official designation of the interchange location by the Expressway Authority, a development program may be permitted by the City which shall not exceed 17,907 average daily vehicle trips external to the Project Orlando project, subject to rezoning and a traffic study.

(Revised - Ord. No. 2317, 10-02-2013)

Policy 18.9

A parcel assigned a land use designation during the 2010-1 or 2010-2 large-scale comprehensive plan amendment cycles, shall not be assigned a city residential zoning category or obtain a rezoning for residential uses until Orange County Public Schools has either issued a finding of school capacity or a school capacity enhancement agreement to the applicable property owner, excepting those parcels having a diminimus impact on public schools as defined in the Interlocal Agreement for Public School Facility Planning and Implementation of Concurrency.

Objective 19

New development in the City shall comply with "Smart Growth" principles that minimize the emission of greenhouse gases and reduce vehicle miles of travel as opposed to conventional development standards that encourage urban sprawl. The following policies shall be incorporated into the City's LDC prior to the next required Evaluation and Appraisal Report.

Policy 19.1

Development in the mixed-use categories, and where appropriate in other land use categories, shall provide pedestrian-friendly street design.

Policy 19.2

New development, as well as infill development where feasible, shall provide interconnected street grid networks to disperse traffic and encourage walkability. Developments may include a hierarchy of narrow streets, boulevards and alleys; high-quality pedestrian networks; designs that encourage a greater use of bicycles, rollerblades, scooters and walking as daily transportation; connectivity to public transit; and a land use mix that demonstrates reduced external trips by encouraging internal trips.

Policy 19.3

New infill development in the mixed-use categories shall provide shops, offices and homes within neighborhoods, including mixed uses in one structure, to offer opportunities to encourage walking and/or live and work environments.

Objective 20

Ensure development within the City of Apopka surrounding the Wekiva Parkway interchange will occur in a predictable, yet flexible manner consistent with the intent of the Wekiva Parkway and Protection Act, the community vision, and the City's economic development goals, and which will provide a balanced land use scenario that can accommodate economic and residential growth in the context of the environmental concerns identified within the Wekiva Parkway and Protection Act, and that can serve as the primary targeted area for greenfield development within the Wekiva Study Area.

Policy 20.1

The Wekiva Parkway Interchange Plan is composed of three elements: the *Wekiva Parkway Interchange Vision Plan*, the *Wekiva Parkway Interchange Land Use Plan*, and the *Wekiva Parkway Interchange Goal, Objectives, and Policies*. The *Wekiva Parkway Interchange Vision Plan*, adopted as part of the Future Land Use Overlay Series found in Appendix 1-2 of the Future Land Use Element, represents a conceptual scenario that demonstrates the intent of the Wekiva Parkway Interchange Plan and will guide the development of lands located within the Wekiva Parkway Interchange Vision Plan Area. The Wekiva Parkway Interchange Land Use Plan and the Wekiva Parkway Interchange Goal, Objectives, and Policies shall represent the regulatory elements of the Wekiva Parkway Interchange Plan. The land use configuration and distribution demonstrated on the Wekiva Parkway Interchange Vision Plan are intended to illustrate the potential application of the adopted Wekiva Parkway Interchange Vision Plan policies; however, the specific details for each development phase will be established through the approval of development plans consistent with the Wekiva Parkway Interchange Goal, Objectives & Policies, the Wekiva Parkway Interchange Land Use Plan, and the regulations established in the Wekiva Parkway Interchange Form-Based Code.

Policy 20.2

The Wekiva Parkway Interchange Vision Plan shall be applicable within Wekiva Parkway Interchange Vision Plan Area. The Wekiva Parkway Interchange Vision Plan Area is generally comprised of a one-mile radius emanating from the anticipated Wekiva Parkway Interchange. The exact configuration is based upon a logical, parcel-specific boundary consistent with the intent of capturing a one-mile radius.

Policy 20.3

The annexation, land use change, and subsequent development of lands located within the Wekiva Parkway Interchange Plan Area for Apopka and the Wekiva Interchange Land use Plan Overlay for the County shall be consistent with the adopted Interlocal Agreement between Orange County and the City of Apopka regarding Wekiva Interchange Land Use Plan Overlay.

Policy 20.4

Prior to approving the first development plan within the Wekiva Parkway Interchange Vision Plan Area, the City shall adopt the Wekiva Parkway Interchange Form-Based Code establishing the design and development standards for the Wekiva Parkway Interchange Vision Plan Area. The Wekiva Parkway Interchange Form-Based Code shall be based on the criteria contained within the Wekiva Parkway Interchange Goal, Objectives, and Policies.

Policy 20.5

The Wekiva Parkway Interchange Vision Plan identifies the approximate location of the character districts necessary to support the anticipated development program within the Wekiva Parkway Interchange Vision Plan Area. The location and/or boundaries of the character districts shown on the Vision Plan are illustrative only, and it is the intent of the City that locations and boundaries can be refined through an administrative review, except where other review and approval procedures are specified, in either the Comprehensive Plan or the Wekiva Parkway Interchange Form-Based Code. The specific boundaries and locations of character districts will be established through the approval of development plans, as established through the Wekiva Parkway Interchange Form-Based Code procedures.

Policy 20.6

Deviations in the area-wide densities and/or intensities established in the Wekiva Parkway Interchange Land Use Plan, or proposed design elements that are not consistent with the Wekiva Parkway Interchange Goal, Objectives, and Policies shall require a comprehensive plan amendment.

Policy 20.7

The Wekiva Parkway Interchange Form-Based Code shall include regulations governing the following community design elements for the Wekiva Parkway Interchange Plan area:

- An interconnected network of streets and paths designed to encourage pedestrian and bicycle travel, with traffic calming where appropriate;
- A complementary mix of land uses, including residential, employment, recreational, and civic;
- Appropriate densities and intensities of land uses within walking distance of transit stops; and
- Daily activities within walking distance of residences, public uses, streets and open spaces that are safe, comfortable and attractive for the pedestrian, with adjoining buildings open to the street and parking designed so as not to interfere with pedestrian and bicycle travel.

Policy 20.8

The Wekiva Parkway Interchange Form-Based Code shall include provisions requiring that the land uses incorporated into the Wekiva Interchange Vision and Land Use Plans are physically and functionally integrated, including a connected and continuous system of pedestrian facilities.

Policy 20.9

Development within the Wekiva Parkway Interchange Plan Area shall be assigned a Mixed-Use Interchange future land use designation and shall accomplish an overall mix of residential and non-residential uses as outlined in Policy 3.1.r. Assignment of the Mixed-Use Interchange Land Use future land use designation shall require an amendment to the Comprehensive Plan. This policy shall not be construed to remove any existing entitlements upon property within the Wekiva Parkway Interchange Plan Area, nor shall it prevent

development consistent with the existing future land use designations. Development occurring under the existing future land use designations shall comply with the design criteria included in the Wekiva Parkway Interchange Plan to the extent that the criteria does not conflict with the existing future land use designation.

Policy 20.10

The City shall ensure that areas of greatest density and intensity within the Wekiva Parkway Interchange Plan Area are located at and between the two major intersection nodes at Kelly Park Road/Golden Gem Road and Kelly Park Road/Plymouth-Sorrento Road, but not upon areas of Karst formations. The Wekiva Interchange Form-Based Code shall require a mix of uses consistent with Wekiva Interchange Plan and shall establish a system of transfer of development rights to encourage increased density and intensity within Wekiva Parkway Interchange Plan Area. Development at the outer edges of the mixed-use area shall maintain compatibility with the lands adjacent to the Wekiva Interchange Plan Area by reducing density and intensity or by providing substantial buffers, landscaping, height, and lighting controls. The City shall also allow transfer of development rights to maintain 20% open space in the overall Study Area. Densities and intensities allowed within the Wekiva Parkway Interchange Plan Area character districts shall be as shown on **Table 20.10**:

Table 20.10: Wekiva Parkway Interchange Character District Standards

Character District/ Purpose	Uses	Minimum/ Maximum Acreage*	Density (Units per Acre)	Intensity (FAR)	Open Space (min.)
Village Center (VC) Safe, vibrant and pedestrian-oriented mixed-use area. Each Village Center may include a Core of up to 40 acres each.	Residential, retail, commercial, office and entertainment uses. Horizontal mixed-uses shall be allowed, but vertically mixed-uses are preferred.	Min: 200 Max: 380 (40 acres max. of VC Core in each village)	Min: 7.5 Max: 25 District Average: 12	VC Core: Min: 0.3 Max: 1.0 Average: 0.5 Balance of VC: Min: 0.25 Max: 0.7 Average: 0.35	10% minimum in the form of public plazas and small park spaces that are urban in character.
Interchange Accommodate highway-oriented vehicular service uses and provide a transition between the fast traffic exiting the highway and the pedestrian Village Center.	Highway-oriented uses, such as automobile service & repair, retail, office, and limited high density residential.	Min: 175 Max: 380	Min: 7.5 Max: 15	Min: 0.1 Max: 1.0	15% minimum in the form of neighborhood parks and common areas
Employment (formerly Edge District) Accommodate corporate office development and foster the development of a campus-like corporate park.	Office, hospitality, clean industry, large institutional uses (hospitals, educational facilities), and large scale residential,	Min: 190 Max: 380	Min: 4 Max: 7.5	Min: 0.1 Max: 0.5	20% minimum in the form of large parks and interconnected wildlife corridors.

Character District/ Purpose	Uses	Minimum/ Maximum Acreage*	Density (Units per Acre)	Intensity (FAR)	Open Space (min.)
Transition Provide a transition between the high-density/intensity Village Core and the low-density/ intensity areas at the edge of the study area.	Single family home and single or multi-use office/medium-density residential	Min: 380 Max: 770	Min: 5 Max: 15	Min: 0.5 Max: 1.0	15% minimum in the form of neighborhood parks and larger common areas.
Neighborhood Preserve the existing low-density single-family residential neighborhoods and transition to the less intense uses just outside the study area.	Single-family homes and small scale support uses (schools, churches, day care facilities)	Min: 2,360 Max: 3,060	Min: 1 Max: 5	Min: .05 Max: 0.5	20% minimum in the form of large parks and interconnected wildlife corridors.

* Calculated based on the entire vision plan area acreage.

Policy 20.11

Maximum allowable development within the Wekiva Parkway Interchange Plan Area shall be allocated among land uses as follows:

Single Family: 7,500 units
Multi Family: 8,500 units
Commercial/Services: 22 million square feet

Policy 20.12

The character district regulations included in the Form-Based Code will ensure densities and intensities are allocated as noted in **Table 20.10** (see **Policy 20.10**). The TDR system will allow increased densities in the Core area (noted as bonus density on the table). The average density/intensity for individual districts and the entire mixed-use area shall not exceed the average allowed. The City shall establish a tracking system to ensure the densities/intensities are kept within the established limits. The tracker will also ensure the acreages of the character districts remain within the parameters set in **Policy 20.10**.

Policy 20.13

Development within the Wekiva Parkway Interchange Vision Plan Area shall be planned in a manner that maximizes internal circulation and does not cause the Florida Strategic Intermodal System (SIS) to exceed its adopted Level of Service Standard without appropriate mitigation.

Policy 20.14

The Wekiva Parkway Interchange Vision Plan Area shall include the following performance targets for transit, bicycle and pedestrian facilities as follows:

- 80% of all the bicycle and pedestrian facilities within the Plan Area shall function at LOS C or better;
- All parcels within ¼ mile of a transit stop should be serviced by pedestrian facilities operating at LOS C or better.

LOS standards shall be measured in accordance with the methodology established in the FDOT Multimodal

Transportation Districts and Area wide Quality of Service Handbook (Nov. 2003 or as revised). The City shall coordinate with LYNX and METROPLAN ORLANDO to apply the transit quality of service framework as found in the most recent edition of the Transit Capacity and Quality of Service Manual (TCQSM) and required as part of METROPLAN ORLANDO'S long-range transportation plan where feasible.

Policy 20.15

The City and applicants for development within the Wekiva Parkway Interchange Vision Plan Area shall incorporate transportation demand management strategies into the transportation planning process to alleviate congestion. A range of techniques will be considered, such as vanpool/ridesharing programs, parking management and pricing, transit vouchers, pre-tax incentives, telecommuting, flextime, and/or other appropriate trip reduction strategies.

Policy 20.16

Proposed development within the Wekiva Parkway Interchange Vision Plan Area shall contribute to providing a safe, convenient, comfortable and aesthetically pleasing transportation environment that promotes walking, cycling, and transit use. Appropriate improvements or enhancements to the multimodal network to incorporate into the Wekiva Parkway Interchange Form-Based Code shall include, but not be limited, to the following:

- Accommodations for pedestrian access and movement, including sidewalks, benches and clearly marked crossings;
- Accommodations for bicycles, including lockers, showers, and racks;
- Shared use paths in accordance with the FDOT Bicycle Facilities Planning and Design Guidelines Handbook;
- Accommodations for transfer of passengers at designated transit facilities;
- Preferential parking for rideshare participants;
- Access for motor vehicle passenger drop-offs and pick-ups at designated transit facilities and at commercial and office development sites; and/or
- Accommodation for the mobility impaired, including parking spaces, sidewalks and ramps for handicapped access.

Policy 20.17

Street cross-sections, design standards, and operational measures to ensure streets are safe and convenient for transit, automobile, truck, bicycle and pedestrian travel shall be incorporated into the Wekiva Parkway Interchange Form-Based Code. Strategies will include, but not be limited, to marked crosswalks, wider sidewalks, on-street parking, bus turnouts, traffic calming, raised medians or other appropriate safety enhancements that reduce hazardous conflicts between modes and that are consistent with the planned functions of the roadway.

Policy 20.18

The Wekiva Parkway Interchange Form-Based Code shall include standards for street intersections to facilitate pedestrian crossings.

Policy 20.19

Developments within the Wekiva Parkway Interchange Plan Area shall provide direct bicycle and pedestrian connections within and between residential areas and supporting community facilities and services, such as shopping areas, employment centers, transit stops, neighborhood parks, and schools. Standards and design criteria shall be established within the Wekiva Parkway Interchange Form-Based Code.

Policy 20.20

The City will include in the Wekiva Parkway Interchange Form-Based Code standards for roadways to be built/improved within the Wekiva Parkway Interchange Overlay District. The regulations will create a hierarchy of streets that equitably serve the needs of the pedestrian, the bicycle, public transit, and the automobile based on a grid network system of roadways. The City will support a multi-modal transportation environment that allows for various transit options.

Policy 20.21

Properties assigned the Mixed-Use Interchange future land use designation shall be rezoned to the Wekiva Parkway Interchange Mixed-Use Zoning District to be established in the Wekiva Parkway Interchange Form-Based Code.

Policy 20.22

The Wekiva Parkway Interchange Mixed-Use Zoning District shall establish a range of allowable lot types to ensure a mix of uses. The District shall also provide the form-based building requirements and range of allowable uses for each lot type. The lot type ranges will establish the development framework and pattern within which uses can locate.

Policy 20.23

Permitted land uses within the Wekiva Parkway Interchange Mixed-Use Zoning District shall be outlined in the Wekiva Parkway Interchange Form-Based Code, consistent with the Mixed-Use Interchange future land use designation and **Policy 20.10**. The Community Development Director shall have the authority to approve uses not listed there if the proposed use is compatible with the listed permitted uses and/or will generate or support the development of employment opportunities and/or an increased tax base.

Policy 20.24

Where feasible, developments within the Wekiva Parkway Interchange Plan Area shall maximize the preservation of open space and promote the clustering of uses to both preserve and enhance the natural environment and to maintain the rural character of areas outside of the Wekiva Parkway Interchange Plan Area. The amount of required open space shall vary by district, with the more intensive districts requiring less than 20% for urban plazas/ parks and the less intensive districts requiring more than 20% for passive/active parks and open space for areas. **Policy 20.10** establishes the minimum required open space per district.

Policy 20.25

The Wekiva Parkway Interchange Area Form-Based Code shall include the following provisions to promote efficient access to and through the area, and to protect the traffic flow along the Wekiva Parkway.

- Prohibit the vacation of rights-of-way to maintain the current grid system and facilitate its expansion;
- Require, as part of development approval, a spacing of 300 to 600 feet for local streets to create walkable

"city" blocks and maintain connectivity in the area and avoid the use of the highway for local traffic;

- Prohibit the use of cul-de-sacs and gated neighborhoods;
- Coordinate with the Expressway Authority to encourage the extension of local roads under the highway to maintain connectivity between the east and west sides;
- Limit the number of driveways along Kelly Park Road, Golden Gem and Plymouth Sorrento Road within the Plan Area, and encourage the use of shared driveways instead;
- Require compliance with Section 6.02.10 of the LDC, which requires a minimum distance separation between driveways and intersections;
- Require internal connectivity between sites, through joint-use driveways or alleys, to keep traffic off main roads;
- The Form-Based Code shall include standards for right-of-way width and cross section design based on street typology; and
- Provide pedestrian/bicycle connections at a maximum separation of 350 feet, through the use of mid-block paths or pedestrian shortcuts.

Policy 20.26

Large developments with 50,000 gross square feet or more and are adjacent to a major street, which is or may be used as a transit route, shall provide access for on-site public transit. The public transit stop shall including a bus pullout and shelter.

Policy 20.27

The City shall coordinate with developers the design and construction of proposed new streets within the plan area in conformance with the design standards contained in the Form-Based code. The following standards shall be followed:

- Specific right-of-way location of streets other than those shown on Map 20 of the ILUP shall be determined through the development review process.
- Continue enforcing Section 6.02.05 of the City's LDC (rights-of-way), which contains measures for the protection and use of rights-of-way, and consider the incorporation of more pedestrian-friendly standards in the Wekiva area form-based code.

Policy 20.28

Sites within the Wekiva Parkway Interchange Plan Area, as well as right-of-way areas, shall be subject to the vegetation protection and water conservation landscaping policies contained in the City's comprehensive plan. The City will include more restrictive vegetation protection standards in the Wekiva Parkway Interchange Form-Based Code to:

- Encourage transplanting and re-vegetation.
- Coordinate, on an as needed basis, with Orange County to update regulations for the protection of unique vegetative communities in both jurisdictions.
- Select and locate plants based on their ultimate growth.

Policy 20.29

In order to ensure that development within the mixed-use district creates a sense of community, the placement and orientation of buildings should be carefully planned. The following standards should be included in the form-based regulations:

- Primary building entrances shall orient toward the street, not to interior blocks or parking lots
- Freestanding single-use buildings should be avoided in all but the neighborhood character district, while mixed and interconnected buildings should be encouraged.
- Green areas or plazas may be used to create a prominent civic component to mixed-use areas. These green areas should be centrally located or placed in between the higher intensity uses.
- Standards for the design of gas stations, and other vehicular service uses, to ensure they fit into the desired pedestrian character. The Code will specify standards for building location, site layout, driveway location, signage and other design elements that will ensure compatibility with other proposed uses in the area.
- Building height regulations shall be established not to exceed the parameters listed for each character district in **Policy 20.30**.

Policy 20.30

Building heights shall be arranged so that the tallest buildings are located in proximity to the Kelly Park Interchange and Kelly Park Road itself between the two Village Center nodes. Building heights shall be stepped down/ reduced as development approaches the periphery of the Interchange Study Area and as development nears the rural lands outside the study area. The form-based code shall establish appropriate building heights for each character district and shall address reduced building heights in proximity to the edges of character districts and the study area itself in order to promote compatibility between districts and protection of the rural character of lands outside the study area. In no case shall building height exceed ten occupied floors within the Interchange Study Area without a Comprehensive Plan amendment.

Policy 20.31

The Wekiva Parkway Interchange Form-Based Code shall include standards for signage within the Wekiva Parkway Interchange Plan Area and shall have the purpose to maintain a pedestrian character within the village centers, but at the same time, allow visibility from the highway. Standards shall at minimum:

- Continue to require a sign master plan for all Mixed Use Developments, per LDC Section 2.02.20
- Ground signs shall not be allowed in the Core Area if buildings are located within 15 feet from the street right of way.
- Ground signs shall not exceed a maximum height of 12 feet. This maximum height may be further reduced in certain character districts.
- No billboards shall be allowed within the Wekiva Parkway Interchange Plan Area
- Building signs shall be designed to complement the architecture rather than obscure it.

Revised 9-7-10

**SECOND AMENDMENT TO
JOINT PLANNING AREA AGREEMENT
BETWEEN ORANGE COUNTY AND
THE CITY OF APOPKA**

THIS SECOND AMENDMENT TO JOINT PLANNING AREA AGREEMENT (Amendment) is made and entered into as of the ____ day of OCT 19 2010, 2010, by and between **ORANGE COUNTY, FLORIDA**, a political subdivision of the State of Florida (the County), and the **CITY OF APOPKA**, a Florida municipal corporation (the City).

RECITALS

WHEREAS, the Wekiva Parkway and Protection Act was enacted by the Florida Legislature in 2004, was amended in 2005, and is currently found at Part III, Chapter 369, Florida Statutes (specifically sections 369.314 – 369.324, Florida Statutes); and

WHEREAS, the Act requires those local governments hosting an interchange on the Wekiva Parkway to adopt amendments to their comprehensive plans within one year after the establishment of an interchange location to address issues relating to appropriate land uses, compatible development, secondary road access, access management, right of way protection, vegetation protection, water conserving landscape, and height and appearance of structures and signage; and

WHEREAS, the County and the City entered into a certain Settlement Interlocal Agreement between the City of Apopka and Orange County Florida, approved October 26, 2004, amended August 2, 2005 and on (insert this date) (hereafter “JPA”); and

WHEREAS, in the JPA the parties agreed, among other things, on a joint planning area boundary, a joint land use map, and the framework for establishing standards and requirements for the Wekiva Parkway interchange area; and

WHEREAS, the County and the City will share jurisdictional authority over the area within the Wekiva Parkway interchange and wish to commit to certain goals and objectives for that area in a separate Interlocal Agreement; and

WHEREAS, lands depicted within a one mile radius from the approved Wekiva Parkway interchange are included in this area and constitute the Study Area Boundary; and

WHEREAS, in order to accomplish the objectives of the Act and the Interlocal Agreement for the Study Area Boundary, the County and the City have determined that certain provisions of

the JPA, including Exhibit F as it pertains to the Study Area Boundary, are outdated or will become outdated by the adoption the Interlocal Agreement; and

WHEREAS, both the County and the City desire to amend the existing JPA to ensure consistency between the JPA and the Interlocal Agreement for the area described as the Study Area Boundary; and

WHEREAS, pursuant to Section 163.3171(3), Florida Statutes, this Amendment has been approved by the Orange County Board of County Commissioners and the Apopka City Council at advertised public hearings.

NOW THEREFORE, in consideration of the covenants made by each party to the other and of the mutual advantages to be realized by the parties hereto, the receipt and sufficiency of which is hereby acknowledged, the County and the City hereby agree as follows:

Section 1. Recitals. The above Recitals are true and correct and are incorporated herein by reference.

Section 2. Authority. This Amendment is entered into pursuant to (1) Chapters 125, 163 and 166, Florida Statutes, (2) the general authority of Section 163.01, Florida Statutes, relating to interlocal agreements, (3) the Charters of the County and City, and (4) the Joint Planning Area Agreement.

Section 3. Map Amendment.

“Exhibit F” to the JPA is hereby deleted and replaced with a new “Exhibit F”, which is attached hereto and incorporated herein by reference. For purposes of interpreting the JPA, the parties agree that the area described in “Exhibit F” is unaffected by this amendment except as to the Study Area Boundary, which is described in “Exhibit F1” hereto and the Interlocal Agreement.

“Exhibit F1”, is attached hereto and incorporated herein by reference, and describes the future land uses of those parcels located within the Study Area Boundary and agreed upon by the City and the County and is typified in Exhibit B to the Interlocal Agreement. The parties agree that, as to the parcels located in the Study Area Boundary, to the extent of any conflict between the JPA and the Interlocal Agreement, the Interlocal Agreement will control and shall supersede the JPA unless otherwise indicated in the Interlocal Agreement. (Exhibit “F1” hereto and Exhibit “B” to the Interlocal Agreement are identical exhibits.)

Section 4. Text Amendment. A new paragraph (4) is added to Subsection (c), "Small Area Study Areas" of Section 3, Joint Land Use Plan, to read as follows:

(4) Pursuant to the Interlocal Agreement approved by the parties the parties agree that, as to the parcels located in the Study Area Boundary and as described in "Exhibit F1" to the JPA, the terms of the Interlocal Agreement will control and that the Interlocal Agreement supersedes the JPA to the extent of any conflict between the Interlocal Agreement and the JPA, unless otherwise indicated in the Interlocal Agreement.

Section 5. Except as expressly set forth herein, all other provisions of the JPA, as amended, remain unchanged and in full force and effect.

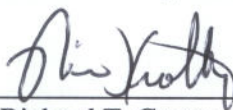
Section 6. Severability. Should any section, subsection, sentence, clause, phrase or provision of this Amendment is held invalid or unconstitutional by a court of competent jurisdiction such invalidity or unconstitutionality shall not be construed to render the remaining portions of this Amendment invalid or unconstitutional.

Section 7. Effective Date. This Second Amendment to the JPA shall become effective upon the date of approval by the Board of County Commissioners or the date of approval by the City Council, whichever date is later.

IN WITNESS WHEREOF, the County and City have executed this Second Amendment to the JPA on the dates inscribed below.

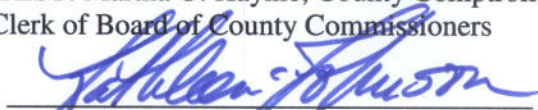


ORANGE COUNTY, FLORIDA
By: Board of County Commissioners

By: 
Richard T. Crotty
Orange County Mayor

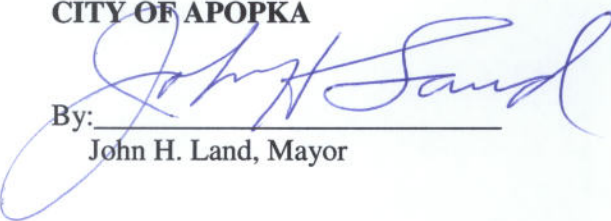
DATE: OCT 19 2010

ATTEST: Martha O. Haynie, County Comptroller
as Clerk of Board of County Commissioners


By: 
Deputy Clerk

Revised 9-7-10

CITY OF APOPKA


By: _____
John H. Land, Mayor

ATTEST: Janice G. Goebel
City Clerk

By: 
Date: 9-17-10

S:\Dcrosby\AGRMNT\Apopka\2d amend Apopka JPA D4

Exhibit 'F'

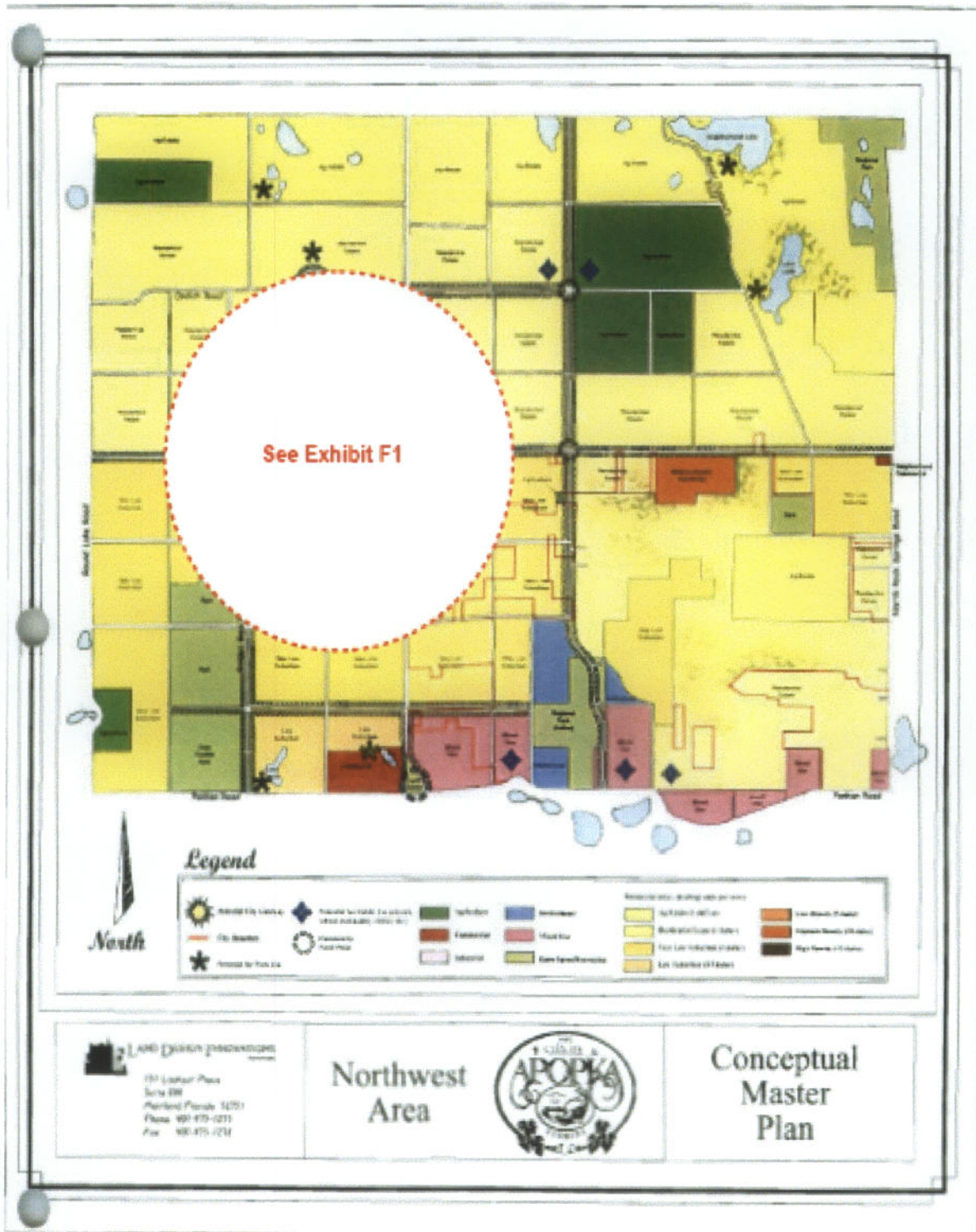
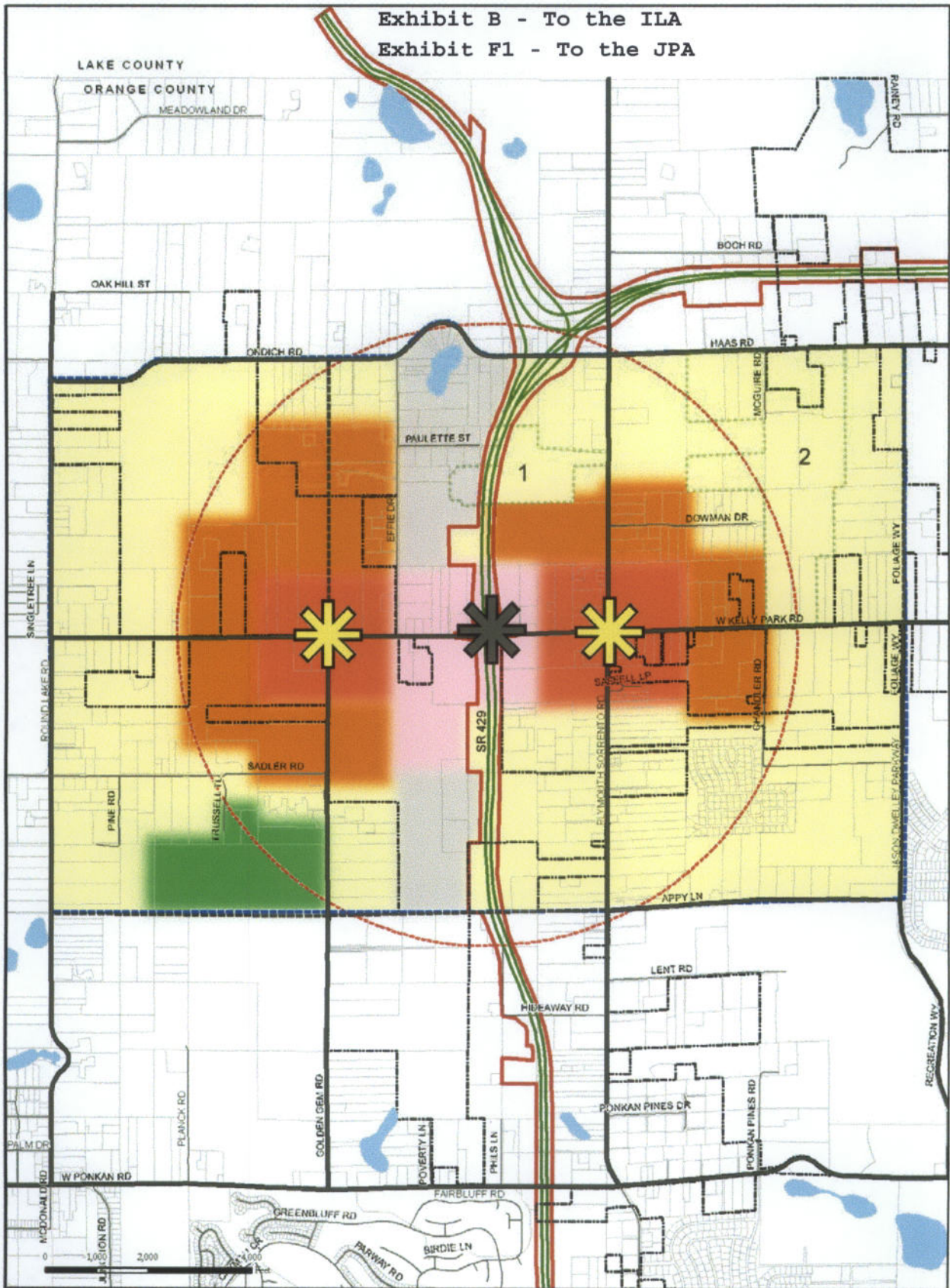


Exhibit B - To the ILA
 Exhibit F1 - To the JPA



<p>Proposed Districts</p> <ul style="list-style-type: none"> Village Center Employment Interchange Transition Neighborhood Recreation 	<ul style="list-style-type: none"> Interchange Study Area Boundary City of Apopka Boundary Existing Roads 1 Mile Radius * Interchange 	<ul style="list-style-type: none"> 1 Bridle Path Rural Settlement 2 Rainbow Ridge Rural Settlement
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LAND DESIGN INNOVATIONS
INCORPORATED

1718 Fernald Street, Suite 100
 Apopka, Florida 32711
 Phone 407-923-1213
 Fax 407-923-1218
www.landi.com

Note: Map is for graphical representation only
 Actual data must be verified by City staff.
 September 2010

PLANNING COMMISSION

OCTOBER 10, 2017

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Backup material for agenda item:

3. COMPREHENSIVE PLAN – LARGE SCALE – FUTURE LAND USE AMENDMENT – To Mixed Use Interchange (0 – 5 du/ac) for property owned by Sabbath Grace Fellowship, Inc. and located at 890 Johns Road. (Parcel ID #: 28-21-17-0000-00-014)



**CITY OF APOPKA
PLANNING COMMISSION**

- PUBLIC HEARING
- SITE PLAN
- SPECIAL REPORTS
- OTHER:

MEETING OF: October 10, 2017
 FROM: Community Development
 EXHIBITS: Land Use Report
 Vicinity Map
 Development Boundary Map
 Adjacent Zoning Map
 Adjacent Uses Map
 Existing Uses

SUBJECT: COMPREHENSIVE PLAN – LARGE SCALE – FUTURE LAND USE AMENDMENT – SABBATH GRACE FELLOWSHIP INC.

PARCEL ID #(S): 17-21-28-0000-00-014

**REQUEST: COMPREHENSIVE PLAN - LARGE SCALE - FUTURE LAND USE AMENDMENT
 FROM: INDUSTRIAL
 TO: MIXED USE (up to 15 DU/AC)**

SUMMARY:

OWNERS: Sabbath Grace Fellowship, Inc.
 APPLICANT: Royal Oak Homes, Inc.
 LOCATION: South of Johns Road, west of S.R. 451.
 EXISTING USE: Vacant
 DEVELOPMENT POTENTIAL: Single family homes
 CURRENT ZONING: I-1 Industrial
 PROPOSED ZONING: Planned Unit Development
 MAXIMUM ALLOWABLE DEVELOPMENT
 EXISTING: Vacant
 PROPOSED: up to 597 du (up to 15 du/ac)* See Additional Comments below.
 TRACT SIZE: 39.85 +/- acres

FUNDING SOURCE:

N/A

DISTRIBUTION

Mayor Kilsheimer
 Commissioners
 City Administrator
 Community Development Director

Finance Director
 HR Director
 IT Director
 Police Chief

Public Services Director
 Recreation Director
 City Clerk
 Fire Chief

ADDITIONAL COMMENTS:

The applicant proposes to combine the Sabbath Grace Fellowship Parcel with two other parcels, one owned by the City of Apopka and the other by James and Deborah Lyda. The proposed development boundary map is provided in the exhibits. Maximum proposed number of single family homes distributed over the three properties is 298 dwelling units.

The proposed Large Scale Future Land Use Amendment is being requested by the r/applicant, who has a contract with all three property owners to purchase the properties if entitlements are obtained (Future Land Use and Zoning). Pursuant to Florida law, properties ten acres or more are required to undergo review by State planning agencies. A request to assign a Future Land Use Designation of Mixed Use is compatible with the designations assigned to abutting properties. The FLUM application covers approximately 39.85 acres.

COMPREHENSIVE PLAN COMPLIANCE: The existing and proposed use of the property is consistent with the Mixed Use designation and the proposed Planned Unit Development zoning if single family development occurs as proposed by the applicant.

SCHOOL CAPACITY REPORT: As residential units for the entire project will not exceed the number of residential units that could yield from the City of Apopka and the Lyda properties, no net increase in residential units will be achieved over the combined three parcels. Therefore, school capacity enhancement determination is not necessary. However, school concurrency will be required at the time of the final development plan (i.e., construction plans and plat)

ORANGE COUNTY NOTIFICATION: The JPA requires the City to notify the County 30 days before any public hearing or advisory board. The City properly notified Orange County on August 15, 2017.

PUBLIC HEARING SCHEDULE:

September 12, 2017 - Planning Commission (5:30 pm)-cancelled
September 20, 2017 - City Council (7:00 pm) - 1st Reading & Transmittal
October 10, 2017 – Planning Commission

DULY ADVERTISED:

August 25, 2017 – Public Notice and Notification
September 29, 2017 – Public Notice and Notification
TBD – ¼ Page w/Map Ordinance Heading Ad

RECOMMENDATION ACTION:

The **Development Review Committee** finds the proposed amendment consistent with the Comprehensive Plan and compatible with the character of the surrounding area, and recommends transmittal of the change in Future Land Use from Industrial and Mixed Use for the property owned by Sabbath Faith Fellowship Inc.

Recommended Motion: Find the proposed amendment consistent with the Comprehensive Plan and compatible with the character of the surrounding area, and recommend transmittal of the Future Land Use Map designation from Industrial to Mixed Use to the Florida Department of Economic Opportunity.

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

LAND USE REPORT

I. RELATIONSHIP TO ADJACENT PROPERTIES:

<i>Direction</i>	<i>Future Land Use</i>	<i>Zoning</i>	<i>Present Use</i>
North (City)	Mixed Use\Industrial	Mixed-EC	Horticulture Nursery
East (City)	S.R. 451 Tollway\Industrial	I-1	S.R. 451 tollway
South (City)	Commercial	C-1	Vacant\wetlands\S.R. 451 stormwater pond
West (City)	Residential Low Density	PUD	Breckenridge Residential Community\ Single Family homes

II. LAND USE ANALYSIS

A change of Future Land Use from Industrial to Mixed Use (Residential) creates more compatibility with the Breckenridge residential community to the west and the Mixed Use assigned to the Lyda property to the north.

Therefore, staff supports the proposed future land use changes.

Other Information:

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 “North Central” 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 abuts the Breckenridge residential community to the west and S.R 451 to the east, and Mixed Use FLU designation to the north.

The proposed amendment is consistent with the Comprehensive Plan.

Analysis of the relationship of the amendment to the population projections: The proposed future land use designation for the Property is Mixed Use and the zoning is Planned Unit Development. No increase in residential Unit will occur based on the combined project bound

property and the Sabbath Grace Fellowship property. Therefore, no additional impacts on school or resident population is anticipated over and above that already planned within the Comprehensive Plan.

CALCULATIONS:

ADOPTED (City): 298 Single

PROPOSED (City designation): 298 single family homes

Housing Needs: This amendment, particularly if developed as a school site, 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 ten (10) acres or more in size. This site is greater than ten acres. A habitat study will 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 City of Apopka service area for potable water, reclaimed water and sanitary service.

Sanitary Sewer Analysis

1. Facilities serving the site; current LOS; and LOS standard: None ; 100 GPD/Capita;
100 GPD / Capita

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

2. Projected total demand under existing designation: 300 GPD
3. Projected total demand under proposed designation: 2,550 GPD
4. Capacity available: Yes
5. Projected LOS under existing designation: 100 GPD/Capita
6. Projected LOS under proposed designation: 5.1 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: City of Apopka ; 100 GPD/Capita;
100 GPD/Capita

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

2. Projected total demand under existing designation: 300 GPD
3. Projected total demand under proposed designation: 2,550 GPD
4. Capacity available: Yes
5. Projected LOS under existing designation: 100 GPD/Capita
6. Projected LOS under proposed designation: 5.1 GPD/Capita
7. Improved/expansions already program 91 r 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: 1.8 lbs./person/day
4. Projected LOS under proposed designation: 4.5 lbs./day/1000 sf
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): 9.353 MGD

Total design capacity of the water treatment plant(s): 33.696 MGD

Availability of distribution lines to serve the property: Yes

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

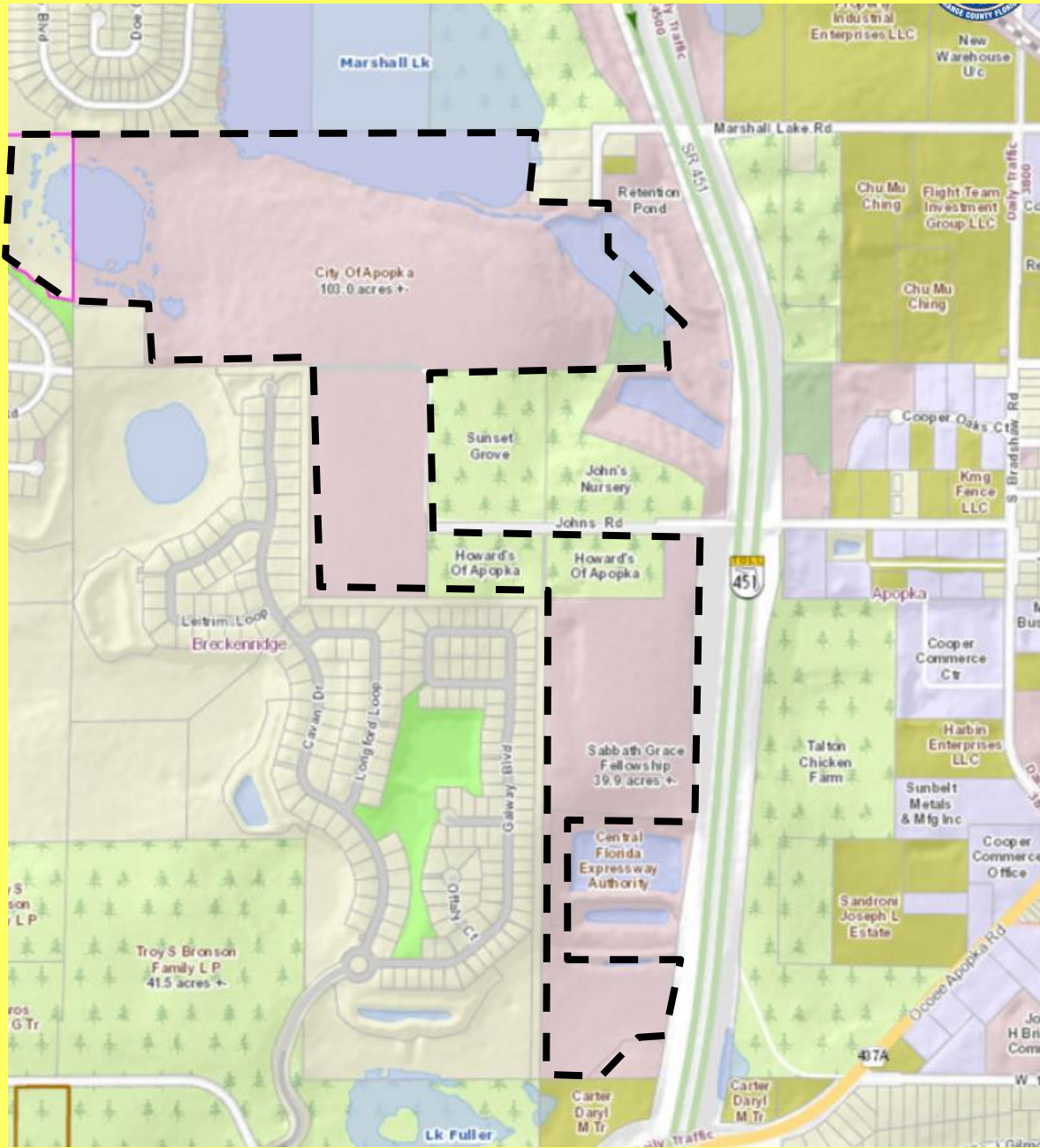
Drainage Analysis

1. Facilities serving the site: None
2. Projected LOS under existing designation: 25 year - 96 hour design storm
3. Projected LOS under proposed designation: 25 year - 96 hour design storm
4. Improvement/expansion: On-site retention/detention pond

Recreation - Not applicable.

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

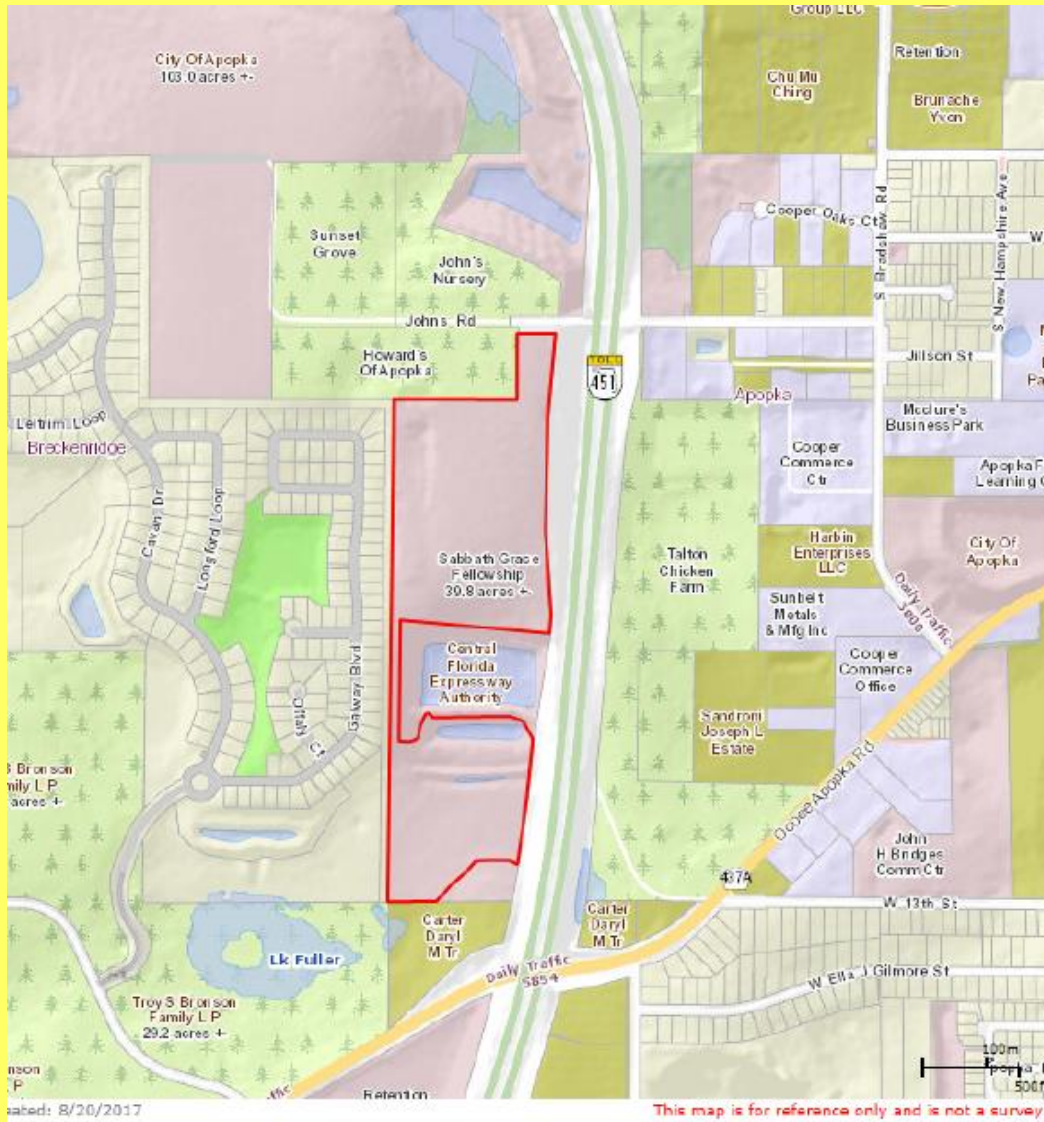
Proposed Development Project Boundary
(max. 298 single family homes within the development boundary)



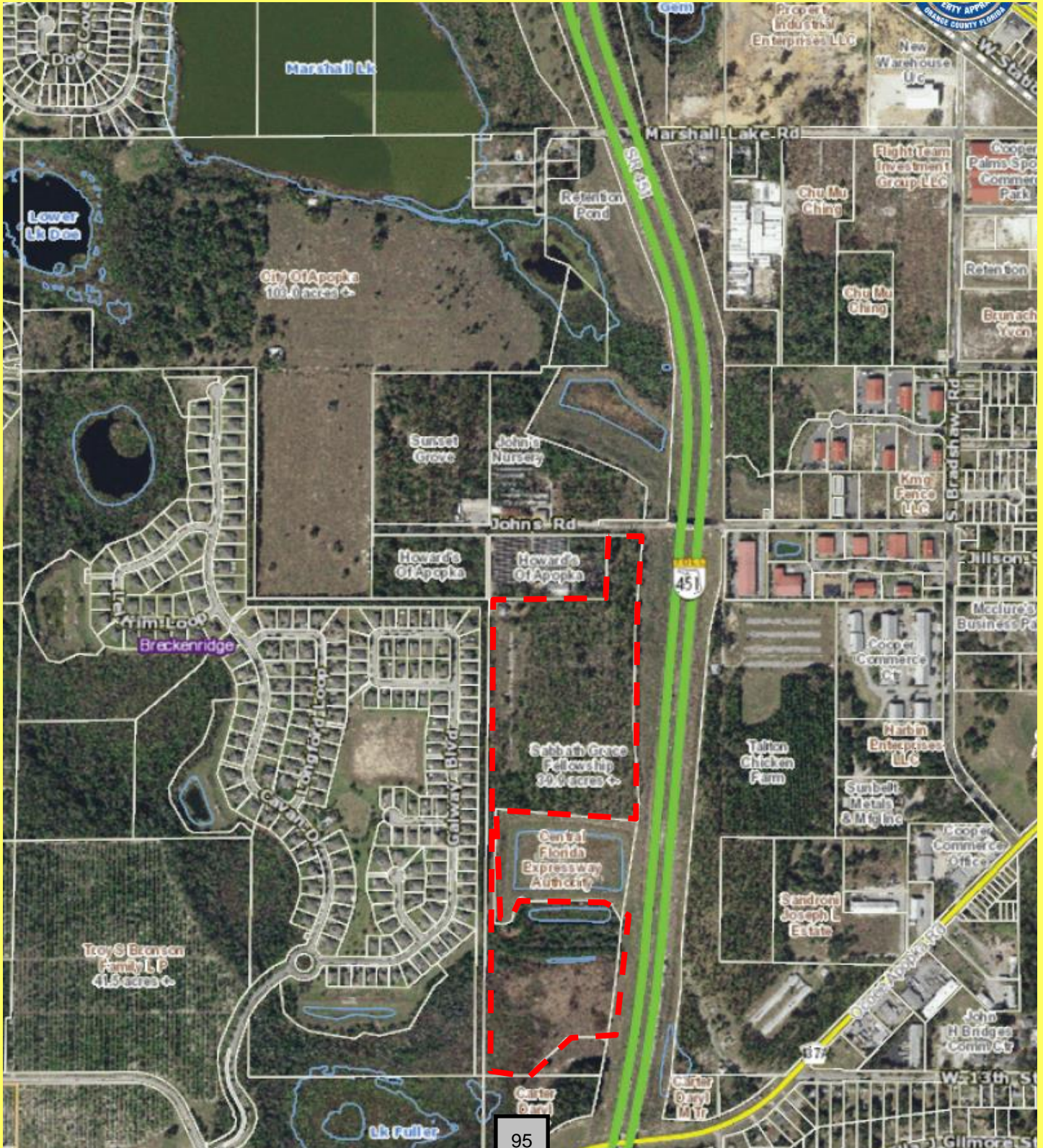


Sabbath Grace Fellowship Inc.
Proposed Large Scale Future Land Use Amendment:
From: Industrial
To: Mixed Use
Proposed Change of Zoning:
From: I - 1 Industrial
To: Planned Unit Development (single family residential)
Parcel ID #s: 17-21-28-0000-00-014

VICINITY MAP

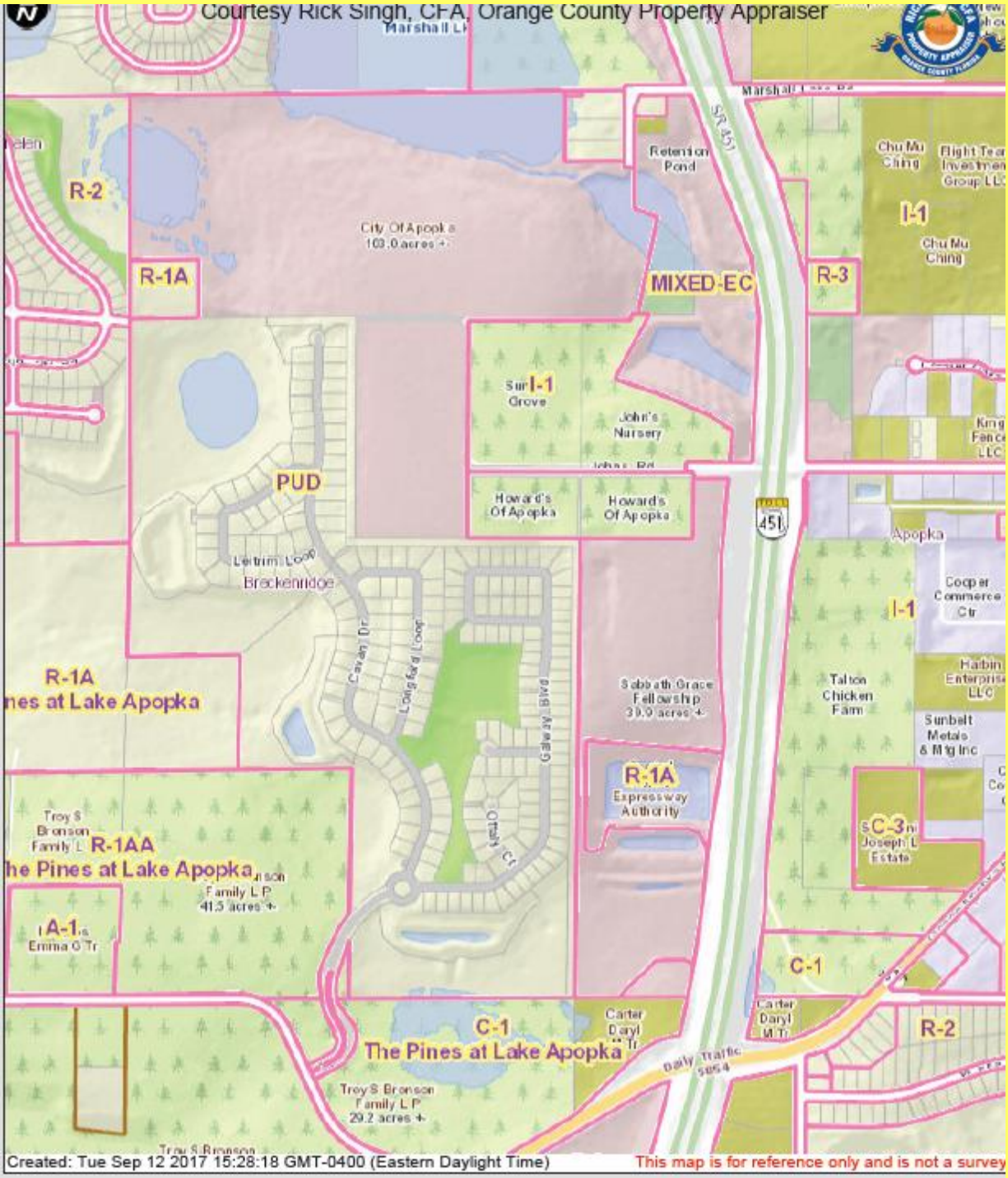


Existing and Adjacent Uses





ADJACENT ZONING MAP (1)





ADJACENT ZONING MAP (2)



PLANNING COMMISSION

OCTOBER 10, 2017

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Backup material for agenda item:

4. COMPREHENSIVE PLAN – LARGE SCALE – FUTURE LAND USE AMENDMENT – To Mixed Use Interchange (0 – 5 du/ac) for properties owned by Won Chul Lee (Parcel ID # 07-20-28-0000-00-011); and Bong Jin Choe, Soon Chong, Won Chul Lee, and Sea Myog (Parcel ID # 07-20-28-0000-00-048) located on the north side of West Kelly Park Road, west of Jason Dwelley Parkway.



**CITY OF APOPKA
PLANNING COMMISSION**

X PUBLIC HEARING
ANNEXATION
PLAT APPROVAL
OTHER:

DATE: October 10, 2017
FROM: Community Development
EXHIBITS: Land Use Report
Vicinity Map
Adjacent Zoning Map
Adjacent Uses Map
WPIVP¹ Map
WPIVP Character Districts
Comp Plan Objectives
JPA Amendment No. 2

SUBJECT: COMPREHENSIVE PLAN – LARGE SCALE - FUTURE LAND USE AMENDMENT –

PARCEL ID NUMBER: 07-20-28-0000-00-011; 07-20-28-0000-00-048

**Request: LARGE SCALE - FUTURE LAND USE AMENDMENT
FROM: “COUNTY” RURAL
TO: “CITY” MIXED USE INTERCHANGE (0 – 5 DU/AC)**

SUMMARY

OWNERS: Parcel ID #: 07-20-28-0000-00-011: Won Chul Lee
Parcel ID #: 07-20-28-0000-00-048: Bong Jin Choe; Soon Chong; Won Chul Lee; Sea Myog
(Hereinafter referred to as: Chul Lee et.al.)

APPLICANT: Jeff Pelock w\Revco Ventures

LOCATION: North side of West Kelly Park Road, west of Jason Dwelley Parkway

EXISTING USE: Horticultural nursery

CURRENT ZONING: “County” A-1 (ZIP)

PROPOSED DEVELOPMENT: Single family residential; Neighborhood Overlay District

PROPOSED ZONING: Mixed Interchange with a Neighborhood Residential Overlay District

TRACT SIZE: 39.48 +/- acres

MAXIMUM ALLOWABLE DEVELOPMENT: EXISTING: max. 78 units (up to 2 units per acre)
PROPOSED: max. 197 du (0 – 5 du/ac)

DISTRIBUTION:

Mayor Kilsheimer
Commissioners (4)
City Administrator Irby
Community Dev. Director

Finance Director
HR Director
IT Director
Police Chief

Public Ser. Director
City Clerk
Fire Chief
Recreation Director

¹ WPIVP – Wekiva Parkway Interchange Vision Plan

ADDITIONAL COMMENTS: Presently, the subject property does not have a “City” future land use designation or “City” zoning classification assigned. The applicant requests a future land use designation of “City” Mixed Use Interchange. Presently, the applicant proposes a residential subdivision consistent with the Neighborhood Overlay Zoning District, as defined in the Kelly Park Crossing Form-Based Code.

Policy 20.9, Future Land Use Element of the Comprehensive Plan, requires that a Mixed Use Interchange future land use designation must be assigned to the property.

The subject property straddles the one-mile radius from the Wekiva Parkway interchange at Kelly Park Road; and therefore eligible to be within the Kelly Park Crossing Form Based Code Area. The two parcels are located within the Wekiva Parkway Interchange Vision Plan Area. Therefore, the property must comply with Objectives 18 – 20 and related policies within the Future Land Use Element of the Comprehensive Plan and the recently adopted Kelly Park Crossing Form-Based Code. The applicant’s request is consistent with the Mixed Use Interchange future land use designation and the Overlay District covering the property within the Vision Plan.

COMPREHENSIVE PLAN COMPLIANCE: The proposed use of the property is compatible with the character of the surrounding area, is within one mile of the SR 429/Kelly Park Road interchange, and is consistent with the Mixed Use Interchange Land Use designation. City planning staff supports the FLUM amendment given the consistency with the Comprehensive Plan policies listed below and the intent of the Wekiva Parkway Interchange Vision Plan a (see Land Use Analysis below). Site development cannot exceed the intensity allowed by the Future Land Use policies.

Future Land Use Element

1. **Policy 3.1.r** The primary intent of the Mixed Use land use category is to allow a mixture of residential, office, commercial, industrial, recreation, institutional and public facilities uses to serve the residential and non-residential needs of special areas of the City. The mix of land uses may occur on a single parcel or multiple parcels ...

The designation of a mixed use category may occur only in certain areas of the city, including “land anticipated for inclusion within the Wekiva Parkway Interchange Land Use Plan...” These properties are within the 1-mile radius of the Wekiva Parkway Interchange depicted on the Wekiva Parkway Interchange Vision Plan Map located within the Future Land Use Element of the Apopka Comprehensive Plan.

2. **Policy 18.1** The City shall implement the Wekiva Parkway Interchange Vision Plan, which guides the location of a range of uses, such as residential, office, commercial, industrial, recreation, public and institutional, at various densities and intensities around the proposed interchange.

The proposed Mixed Use Future Land Use Designation allows for residential densities and non-residential uses and intensities to implement the Wekiva Parkway Interchange Vision Plan, consistent with Objective 18 and related policies.

3. **Policy 18.2** Prior to rezoning any property within a one-mile radius of the interchange Study Area, the City shall amend its LDC to incorporate development standards that will implement the Vision Plan.

This future land use amendment does not include a corresponding proposed zoning category because the City has yet to adopt development standards or form-based code consistent with this policy. Future densities/intensities and design character for the subject properties will be regulated at the time of rezoning once Wekiva Parkway Interchange Vision Plan design standards and form-based code are adopted.

4. **Policy 20.4** Prior to approving the first development plan with the Wekiva Parkway Interchange vision Plan Area, the City shall adopt the Wekiva Parkway Interchange Form-Based Cod establishing the design and development standards for the Wekiva Parkway Interchange Vision Plan Area.

The subject properties will be required to comply with the above policy should the development submit a development plan to ensure consistency with the Comprehensive Plan and Wekiva Parkway Interchange Vision Plan.

5. **Policy 20.9** Development within the Wekiva Parkway Interchange Plan Area shall be assigned a Mixed-Use Interchange future land use designation and shall accomplish an overall mix of residential and non-residential uses as outline in Policy 3.1.r. Assignment of the Mixed-Use Interchange Land Use future land use designation shall require an amendment to the Comprehensive Plan.

The applicant’s request for a Mixed Use future land use designation is consistent with this policy, as well as the intent of the Wekiva Parkway Interchange Vision Plan area, which intends to concentrate a mixture of land uses with varying densities and intensities within one mile of the Wekiva Parkway Interchange.

6. **Policy 20.3.** The annexation, land use change, and subsequent development of lands located within the Wekiva Parkway Interchange Plan Area for Apopka and the Wekiva Interchange Land Use Plan Overlay for the County shall be consistent with the adopted Interlocal Agreement between Orange County and the City of Apopka regarding Wekiva Interchange Land Use Plan Overlay.
7. **Objective 19 and 20, and their associated policies.** See objectives and policies within the supporting information.

Transportation Element

1. **Policy 4.2** The City of Apopka shall promote, through the implementation of programs such as mixed-use land development, projects that support reduced travel demand, short trip lengths and balanced trip demand.

The Mixed Use future land use designation allows for a mixture of land use types such as residential and non-residential, which promotes shorter trip lengths, concentrated development to reduce travel demand.

2. **Policy 3.1.r** The primary intent of the Mixed Use land use category is to allow a mixture of residential, office, commercial, industrial, recreation, institutional uses and public facilities uses...This mix of land uses may occur on a single parcel or multiple parcels in the form of: a permitted single use; a vertical combination of different permitted uses; or a horizontal mix of different permitted uses.
3. **Policy 4.2** The City of Apopka shall promote, through the implementation of programs such as mixed-use land development, projects that support reduced travel demand, shorter trip lengths and balanced trip demand.
4. **Objective 20 and associated Policies, Future Land Use Element.** Provided with the Supporting Information.

VISIONING AND SPECIAL STUDIES: The property is located within the boundaries of the Wekiva Parkway Interchange Vision Plan Area, making it subject to the Kelly Park Crossing Form-Based Code, Mixed- Use Interchange Zoning District and Neighborhood Overlay District. A copy of the Wekiva Parkway Interchange Vision Plan is provided with the support material.

SCHOOL CAPACITY REPORT: An executed capacity enhancement agreement with Orange County Public Schools will be required prior to adoption of the future land use amendment.

ORANGE COUNTY NOTIFICATION: The JPA requires the City to notify the County 30 days before any public hearing or advisory board. The City properly notified Orange County on August 15, 2017. Notification has already occurred through the Second Amendment to the Joint Planning Agreement with Orange County government. The second amendment acknowledges that the City will assign a land use designation similar to the overlay district illustrated in the Wekiva Parkway Interchange Vision Plan.

PUBLIC HEARING SCHEDULE:

September 12, 2017 – Planning Commission (5:30 pm)-- Cancelled
October 10, 2017 – Planning Commission (5:30 pm)
October 18, 2017 – City Council (7:00 pm) - 1st Reading & Transmittal

DULY ADVERTISED:

August 25, 2017 – Public Notice and Notification
September 29, 2017 – Public Notice and Notification
TBD – Ordinance Heading & Public Notice ¼ Page Ad w/Map

RECOMMENDED ACTION:

The **Development Review Committee** recommends approval to transmit a change in Future Land Use to Mixed Use Interchange for the property owned by Chul Lee et.al., subject to the information and findings in the staff report.

Recommended Motion: Find the Commercial Future Land Use Designation consistent with the Comprehensive Plan and recommend a change in Future Land Use Designation to Mixed Use Interchange for the properties owned by Chul Lee et. al. subject to the information and findings in the staff report.

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

LAND USE REPORT

I. RELATIONSHIP TO ADJACENT PROPERTIES:

<i>Direction</i>	<i>Future Land Use</i>	<i>Zoning</i>	<i>Present Use</i>
North (County)	Rural	A-1	Grazing\Agriculture
East (City) and (County)	Rural	A-1 (ZIP) and A-1	Horitculture Nursery
South (City)	Res. Very Low Suburban	R-1AAA	Horticulture nursery (Peng Nursery)
West (County)	Rural	A-1	Grazing\Agriculture

The property has access from West Kelly Park Road and Plymouth-Sorrento Road.

II. LAND USE ANALYSIS

Analysis for the Future Land Use Designation was performed as part of the adopted Wekiva Parkway Interchange Vision Plan. This Vision Plan has been incorporated into the Comprehensive Plan. The subject property straddles the one-mile radius from the interchange, and the property owner has selected to pull the entire property into the Kelly Park Crossing Form-Based Code Area (aka Wekiva Parkway Interchange Vision Plan Area).

Therefore, the proposed Mixed Use Interchange future land use designation is consistent with the general future land use character and long-range planning goals 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 and amended the JPA in October 19, 2010 to address the Wekiva Parkway Interchange Vision Plan. The subject property is consistent with the Vision Plan incorporated into Amendment 2 of the Wekiva Parkway Interchange Vision Plan.

Transportation: Road access to the site is from Kelly Park 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 storm water 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 in the vicinity of this property.

Analysis of the character of the Property: The current use of the property is vacant. Analysis of the FLUM designation occurred as part of the Wekiva Parkway Interchange Vision Plan.

Analysis of the relationship of the amendment to the population projections: Based on the adoption of the JPA, the size of the property, and the proposed land use change, the amendment will increase the population by as many as 525 residents. The applicant proposes to develop the property as single family residential.. Land use analysis was conducted as part of the Wekiva Parkway Interchange Vision Plan.

CALCULATIONS:

ADOPTED: x 2.659 p/h = N/A

PROPOSED: 197 x 2.659 p/h = 523 persons

Housing Needs: This amendment is to change the future land use to a future land use designation that permits residential uses, and will increase the number of available housing units in the City of Apopka.

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: 101,528 GPD

3. Projected total demand under proposed designation: 212,218 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: 108,780 GPD

3. Projected total demand under proposed designation: 265,709 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: 4 lbs./person/day
4. Projected LOS under proposed designation: 2 lbs./cap/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:
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: 4.131 AC
3. Projected facility under proposed designation: 2.679 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.

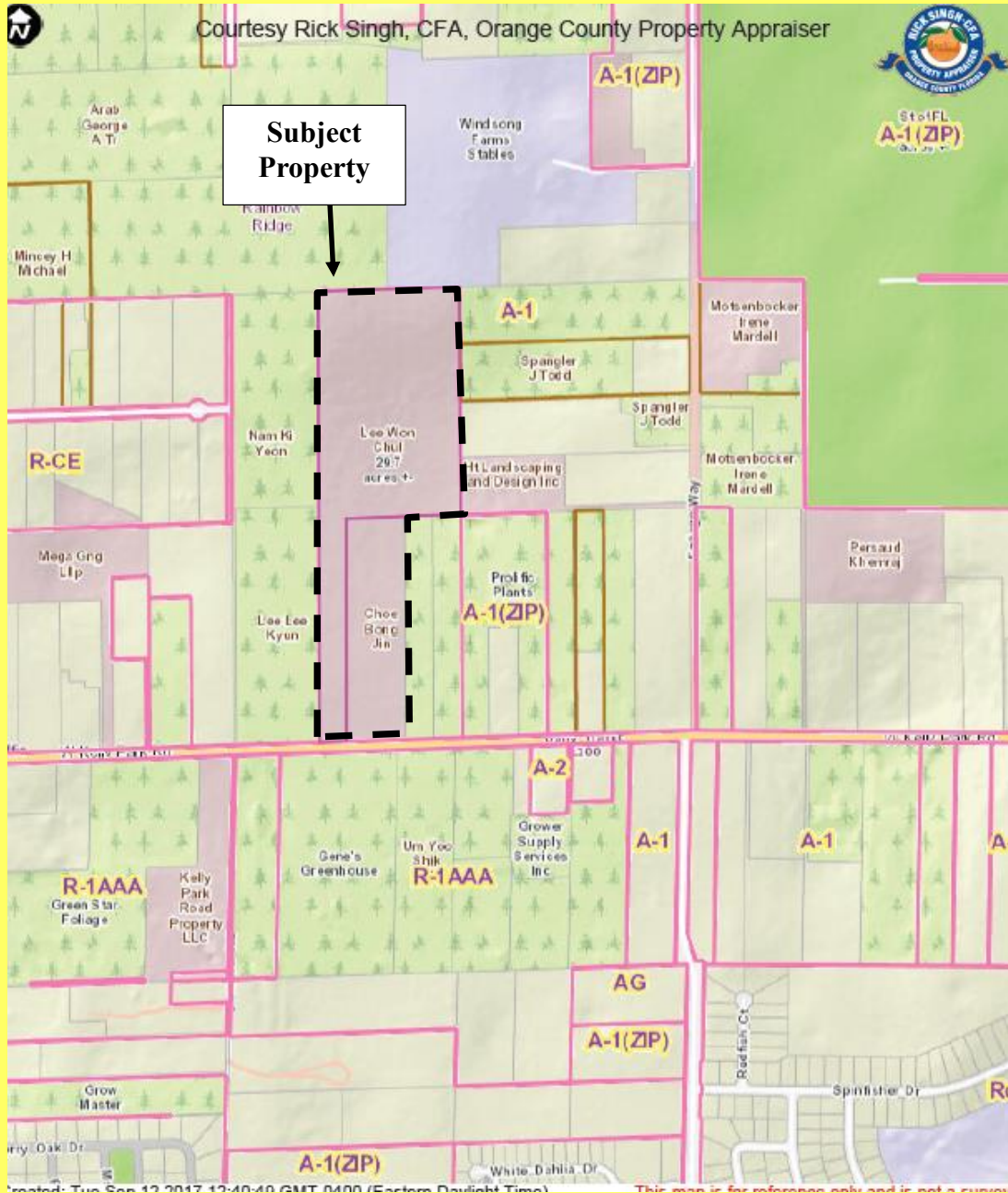
Chul Lee et. al.
Property Owners
39.48 +/- Acres
Proposed Large Scale Future Land Use Amendment:
From: No City FLUM assigned
To: Mixed Use Interchange
Parcel ID #: 07-20-28-0000-00-011; 07-20-28-0000-00-048



VICINITY MAP

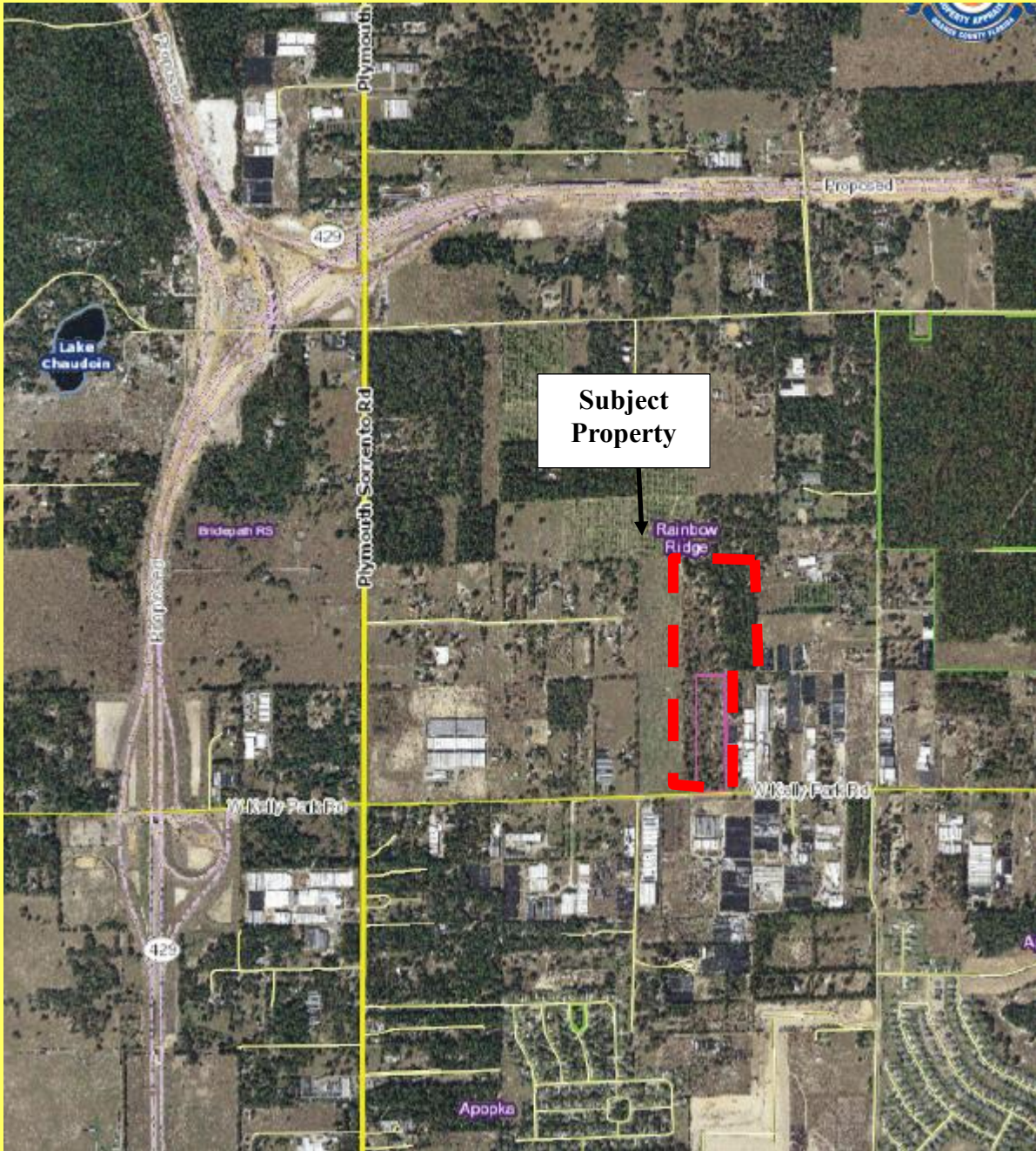


ADJACENT ZONING



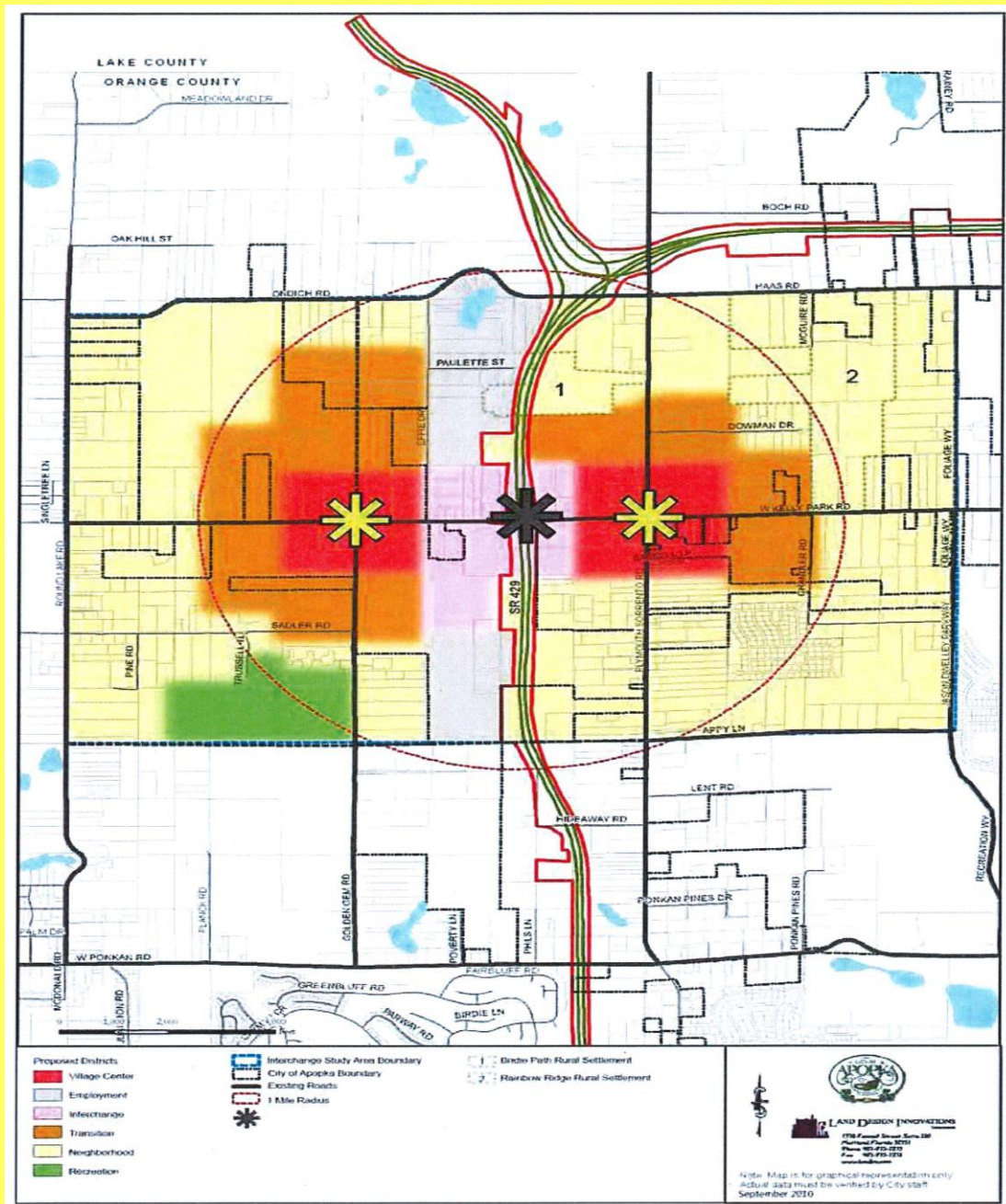


ADJACENT USES





Kelly Park Crossing Form-Based Code Area



construction, whereas larger pipes are constructed from ductile iron. Improvements to the distribution/transmission system have generally followed the recommendations outlined in the most recent master plan, with the timing of specific projects dependent on development patterns. **Map 10** shows the extent of the system within the interchange study area.

E. Public Schools

The area is currently served by Wolf Lake and Zellwood elementary schools, Wolf Lake Middle School and Apopka High School. According to the Orange County Public Schools (OCPS), all four schools are projected to be deficient by FY 2011-12. The OCPS current 10-year plan includes a relief elementary school for Wolf Lake and Zellwood, and a relief middle school for Wolf Lake. **Maps 11 to 13** show the attendance zones for these schools.

IV. Community Involvement

In conjunction with the County, the City conducted two public workshops to discuss the future growth around the proposed Wekiva Parkway Interchange. The first public workshop was conducted on February 25, 2010, and the second workshop was conducted on March 25, 2010. **Appendices B and C** contain the workshop summaries and the list of attendees. It should be noted that for the purpose of the Community Workshops an enlarged study area was reviewed, which included the area north of West Ponkan Road.

Additionally, the City held a public hearing before the City of Apopka Planning Commission on April 27, 2010 and the City Council on May 19, 2010.

V. Wekiva Parkway Interchange Vision Plan

The Wekiva Parkway will complete the outer beltway around Metro Orlando area. The completion of this outer ring, along with the proposed interchange, will result in added growth and development pressure within the Wekiva Study Area.

The Interchange Vision Plan was developed with a goal to accommodate new development that: (1) supports regional markets that depend on the Wekiva Parkway's function to move people and goods (light industry and warehousing, hotels/motels, restaurants, gas stations, truck stops, and convenience stores)¹; (2) is designed to complement the surrounding areas; and (3) manages and protects water and wildlife resources.

A. Land Use Vision

Even though the area is currently rural in character and the adopted land use categories for the area reinforce that character, the introduction of a highway interchange at Kelly Park Road will create development pressure in the area. The City, County and most area residents realize a need and have a desire for a plan for that future growth. The main goal of planning for growth is to situate it within an appropriate area around the interchange, and to allow sufficient density

¹ Guidelines for Preparing Comprehensive Plan Amendments for the Wekiva Study Area

and intensity to maximize sustainability and minimize environmental impacts on the Wekiva Study Area. The City also wants to take advantage of the opportunity this location provides to create a setting that will attract new quality employment to the area. The higher densities and intensities expected to accompany the interchange should transition into lower densities/intensities to ensure compatibility with the surrounding areas. Well thought-out, coordinated development is, therefore, a driving element of the interchange land use plan. Coordinated, transitional development at the interchange will protect meaningful tracts of connected open space, and preserve rural land outside of the interchange study area while allowing for carefully planned growth.

As shown on **Map 8**, potential Karst features are indicated proximate to the proposed interchange. For that reason, the vision plan proposes a measured approach to intensive development in the area immediately adjacent to the interchange, and instead create two nodes of development at the closest intersections to the parkway: Kelly Park Road/Golden Gem Road and Kelly Park Road/Plymouth Sorrento Road (see **Map 14**). The most dense and intense uses will be located within a 1/3-mile radius of the two proposed nodes. Between these nodes and the one-mile study area boundary, land uses will provide a transition to the existing lower densities, and less intense development character will be respected beyond the one-mile radius.

Map 15 shows the proposed interchange vision plan, which includes both City and unincorporated land. As shown on the map, the area within a 1-mile radius of the proposed interchange is proposed to be urban in character, with uses such as industrial, commercial, office, institutional/public, and medium and high-density residential uses. The highest intensity of use will be clustered around the two nodes as village centers. The area between the nodes and the one-mile radius will contain uses that will ensure the smooth transition to the less intense areas outside the one-mile radius.

The following is a description of the proposed character districts for the vision plan area.

1. Village Center (residential and commercial mix)

As noted above, the vision plan intends to concentrate the most intensive development within the two major intersection nodes. The type of development envisioned for these two nodes includes mixed-use buildings with retail uses on the ground floor and offices or residential spaces above. The Village Center character district will comprise approximately 5 to 15% of the area.

2. EdgeEmployment(employment uses)

Office uses may appear within the village center nodes as part of mixed-use buildings, or as stand-alone uses in the EdgeEmployment character district along the Wekiva Parkway. Other uses that would be appropriate for the EdgeEmployment area include industrial developments (clean industry), or large institutional uses (hospitals, educational facilities), which would provide much needed jobs in the area. Limited residential

will also be allowed. Both office and industrial uses will benefit from the visibility and access from the highway. Within the [EdgeEmployment](#) character district, greater attention will be applied to ensure protection of the potential Karst features and to allow for adequate setbacks from the highway. This area will not focus on the pedestrian environment as the village center, but would adopt a campus-like environment. Approximately 5 to 10% of the area is shown as [EdgeEmployment](#) on the vision plan map.

3. Interchange (highway-dependent uses)

The area between the proposed village centers and the parkway will be the most accessible to traffic exiting the highway. Therefore, the intended character for those areas will be a mix between Village Center and a more “suburban” type setting. It is expected that this is the area where gas stations would be located. There will be form-based standards adopted to ensure the transition from the fast-moving traffic in the highway to the more walkable environment expected to develop in the village centers. The Interchange character district will contain predominantly stand-alone uses (as opposed to mixed-use buildings) with less intensity of development than in the Village Center.

[EdgeEmployment](#) character district type uses, including limited high density residential, may also occur in this character district. The area to be dedicated to Interchange uses comprises approximately 5 to 10% of the entire vision plan area.

4. Transitional (office, medium density residential uses)

Uses within the transitional areas will be regulated to minimize the impact of the most intensive areas (Village Center, [EdgeEmployment](#) and Interchange) on the existing lower density neighborhoods surrounding the study area. Medium densities in the form of town houses, apartments and condominiums, and office uses will be allowed within the Transitional district. The vision plan shows that approximately 10 to 20% of the total area will be dedicated to the Transitional character district. The expected density in the Transitional character district would accommodate between 5 to 15 dwelling units per acre depending on their location respective to neighborhood areas.

5. Neighborhood (residential)

The Neighborhood character district is intended to be primarily a single-family residential area. This district will have lower density residential than the Transitional district, allowing for a smooth transition into the existing lower density neighborhoods outside the 1-mile radius. The character of the area will be regulated through form-based standards to ensure that single-family homes are designed with front porches and that garages are located in the back with access from alleyways. The neighborhood area comprises over 50% of the vision plan area.

6. Recreation and Institutional

The Vision Plan shows an area as Recreation, consistent with the adopted Northwest Small Area Plan. This, however, does not mean that there will only be one area designated for recreation/open space. As properties develop (especially large tracts), the City will consider dedication of land for open space. Institutional uses (schools, churches, etc.) will also be defined as the area develops. It is anticipated that a minimum of 15% of the land within the area will eventually be used for open space/recreation purposes.

B. Vision Plan Holding Capacity

Based on the land uses and densities proposed in the vision plan, holding capacities were calculated to identify the amount of development that could potentially occur in the area. **Table 3** demonstrates that the vision plan area could accommodate approximately 15,873 residential units and 22,587,535 square feet of non-residential development.

Table 3: Vision Plan Holding Capacity

Proposed Land Use	Total Acres	% of Total	Max. Intensity (FAR)	Max. Density (UPA)	Density/ Intensity Factor	Total Dwelling Units	Non-Residential Square Feet
Village Center Core (assumes 1st floor non-resid. + resid above)	80	2.1	0.5	12	0.75	720	1,306,800
Village Center balance (assumes 1st floor non-resid. + resid above)	248	6.4	0.35	12	0.75	2,232	2,835,756
Interchange (assumes 10% residential)	175	4.5	1.0	15	0.70	184	4,811,875
Edge Employment (assumes 10% residential)	260	6.7	0.5	7.5	0.60	117	3,052,231
Transitional (assumes 70% resid.; 30% non)	581	14.9	1.0	15	0.85	5,185	6,453,276
Neighborhood (assumes 90% residential)	2,360	60.7	0.5	5	0.70	7,435	3,598,699
Parks/Recreation	121	3.1	0.2		0.50	0	528,897
Wekiva Parkway ROW	63	1.6					
TOTAL	3,889	100.0				15,873	22,587,535

Note: Acreages and yields are approximations only.

Based on the total acres of the area and the potential for residential and non-residential development noted above, an overall density of 4 du/ac and an overall FAR of 0.14 could be achieved.

factors are taken into account, that there is no increase in nitrate/nitrogen loading to groundwater and surface water.

Objective 18

The City shall implement the Wekiva Parkway Interchange Land Use Plan adopted on September 15, 2010, which addresses the requirements of Section 369.321(1) F.S. as it relates to coordinated planning within the Wekiva area.

Policy 18.1

The City shall implement the Wekiva Parkway Interchange Vision Plan, which guides the location of a range of uses, such as residential, office, commercial, industrial, recreation, public and institutional, at various densities and intensities around the proposed interchange.

Policy 18.2

Prior to rezoning any property within a one-mile radius of the interchange Study Area, the City shall amend its LDC to incorporate development standards that will implement the Vision Plan. These standards shall address creative planning solutions to protect environmentally sensitive lands, such as:

Open Space

Standards will be developed for appropriate percentages of open space for single parcels and/or for the entire Interchange Study Area.

Clustering:

Standards will be developed to allow multiple land owners to aggregate parcels for the purpose of calculating density/intensity and developing cohesive clusters of higher density/intensity in the area closest to the interchange and major intersections in the study area.

Transfer of Development Rights (TDR):

A TDR system shall be developed to allow land owners that have sensitive lands or lands farthest from the interchange, to sell density/intensity rights to owners of lands closest to the interchange. The vision plan will analyze the potential sending and receiving areas.

Form-Based Regulations:

Develop form-based regulations for the study area to ensure the Vision Plan is implemented.

Policy 18.3

The development standards within the Interchange Study Area shall be applied through a zoning overlay, or similar method, that encompasses the study area. Developer agreements may be required.

Policy 18.4

If a parcel is severed by the one-mile radius or is under common ownership, either the entire parcel will be included or excluded from the study area based upon the Vision Plan.

Policy 18.5

In the event that the Wekiva Parkway is not constructed, it is anticipated that the Wekiva Parkway Interchange Plan will be reevaluated and appropriate comprehensive plan amendments adopted to address then-existing development and future land use designations within the Wekiva Parkway Interchange Plan Area.

Policy 18.6

Before any development can occur within the Project Orlando LLC site (further identified as parcels 11-20-27-0000-00-003, 11-20-27-0000-00-013, 11-20-27-0000-00-036, 11-20-27-0000-00-042, 11-20-27-0000-00-057, 12-20-27-0000-00-060, 11-20-27-0000-00-030, 13-20-27-0000-00-023, 13-20-27-0000-00-005, 13-20-27-0000-00-061, 13-20-27-0000-00-026, 13-20-27-0000-00-032), the proposed development must be processed and approved as a Development of Regional Impact (DRI) as defined in Chapter 380.06, Florida Statutes and Chapter 28-24, Florida Administrative Code.

Policy 18.7

Public school capacities and facilities serving the Project Orlando site shall be addressed with the rezoning and DRI processes. No increase in density above the vested 67 dwelling units shall be permitted by the City until it is demonstrated that adequate public school facilities are available to meet the increased demand.

Policy 18.8

Prior to the completion of the interchange, but following the official designation of the interchange location by the Expressway Authority, a development program may be permitted by the City which shall not exceed 17,907 average daily vehicle trips external to the Project Orlando project, subject to rezoning and a traffic study.

(Revised - Ord. No. 2317, 10-02-2013)

Policy 18.9

A parcel assigned a land use designation during the 2010-1 or 2010-2 large-scale comprehensive plan amendment cycles, shall not be assigned a city residential zoning category or obtain a rezoning for residential uses until Orange County Public Schools has either issued a finding of school capacity or a school capacity enhancement agreement to the applicable property owner, excepting those parcels having a diminimus impact on public schools as defined in the Interlocal Agreement for Public School Facility Planning and Implementation of Concurrency.

Objective 19

New development in the City shall comply with "Smart Growth" principles that minimize the emission of greenhouse gases and reduce vehicle miles of travel as opposed to conventional development standards that encourage urban sprawl. The following policies shall be incorporated into the City's LDC prior to the next required Evaluation and Appraisal Report.

Policy 19.1

Development in the mixed-use categories, and where appropriate in other land use categories, shall provide pedestrian-friendly street design.

Policy 19.2

New development, as well as infill development where feasible, shall provide interconnected street grid networks to disperse traffic and encourage walkability. Developments may include a hierarchy of narrow streets, boulevards and alleys; high-quality pedestrian networks; designs that encourage a greater use of bicycles, rollerblades, scooters and walking as daily transportation; connectivity to public transit; and a land use mix that demonstrates reduced external trips by encouraging internal trips.

Policy 19.3

New infill development in the mixed-use categories shall provide shops, offices and homes within neighborhoods, including mixed uses in one structure, to offer opportunities to encourage walking and/or live and work environments.

Objective 20

Ensure development within the City of Apopka surrounding the Wekiva Parkway interchange will occur in a predictable, yet flexible manner consistent with the intent of the Wekiva Parkway and Protection Act, the community vision, and the City's economic development goals, and which will provide a balanced land use scenario that can accommodate economic and residential growth in the context of the environmental concerns identified within the Wekiva Parkway and Protection Act, and that can serve as the primary targeted area for greenfield development within the Wekiva Study Area.

Policy 20.1

The Wekiva Parkway Interchange Plan is composed of three elements: the *Wekiva Parkway Interchange Vision Plan*, the *Wekiva Parkway Interchange Land Use Plan*, and the *Wekiva Parkway Interchange Goal, Objectives, and Policies*. The *Wekiva Parkway Interchange Vision Plan*, adopted as part of the Future Land Use Overlay Series found in Appendix 1-2 of the Future Land Use Element, represents a conceptual scenario that demonstrates the intent of the Wekiva Parkway Interchange Plan and will guide the development of lands located within the Wekiva Parkway Interchange Vision Plan Area. The *Wekiva Parkway Interchange Land Use Plan* and the *Wekiva Parkway Interchange Goal, Objectives, and Policies* shall represent the regulatory elements of the Wekiva Parkway Interchange Plan. The land use configuration and distribution demonstrated on the *Wekiva Parkway Interchange Vision Plan* are intended to illustrate the potential application of the adopted *Wekiva Parkway Interchange Vision Plan* policies; however, the specific details for each development phase will be established through the approval of development plans consistent with the *Wekiva Parkway Interchange Goal, Objectives & Policies*, the *Wekiva Parkway Interchange Land Use Plan*, and the regulations established in the *Wekiva Parkway Interchange Form-Based Code*.

Policy 20.2

The Wekiva Parkway Interchange Vision Plan shall be applicable within Wekiva Parkway Interchange Vision Plan Area. The Wekiva Parkway Interchange Vision Plan Area is generally comprised of a one-mile radius emanating from the anticipated Wekiva Parkway Interchange. The exact configuration is based upon a logical, parcel-specific boundary consistent with the intent of capturing a one-mile radius.

Policy 20.3

The annexation, land use change, and subsequent development of lands located within the Wekiva Parkway Interchange Plan Area for Apopka and the Wekiva Interchange Land use Plan Overlay for the County shall be consistent with the adopted Interlocal Agreement between Orange County and the City of Apopka regarding Wekiva Interchange Land Use Plan Overlay.

Policy 20.4

Prior to approving the first development plan within the Wekiva Parkway Interchange Vision Plan Area, the City shall adopt the Wekiva Parkway Interchange Form-Based Code establishing the design and development standards for the Wekiva Parkway Interchange Vision Plan Area. The Wekiva Parkway Interchange Form-Based Code shall be based on the criteria contained within the Wekiva Parkway Interchange Goal, Objectives, and Policies.

Policy 20.5

The Wekiva Parkway Interchange Vision Plan identifies the approximate location of the character districts necessary to support the anticipated development program within the Wekiva Parkway Interchange Vision Plan Area. The location and/or boundaries of the character districts shown on the Vision Plan are illustrative only, and it is the intent of the City that locations and boundaries can be refined through an administrative review, except where other review and approval procedures are specified, in either the Comprehensive Plan or the Wekiva Parkway Interchange Form-Based Code. The specific boundaries and locations of character districts will be established through the approval of development plans, as established through the Wekiva Parkway Interchange Form-Based Code procedures.

Policy 20.6

Deviations in the area-wide densities and/or intensities established in the Wekiva Parkway Interchange Land Use Plan, or proposed design elements that are not consistent with the Wekiva Parkway Interchange Goal, Objectives, and Policies shall require a comprehensive plan amendment.

Policy 20.7

The Wekiva Parkway Interchange Form-Based Code shall include regulations governing the following community design elements for the Wekiva Parkway Interchange Plan area:

- An interconnected network of streets and paths designed to encourage pedestrian and bicycle travel, with traffic calming where appropriate;
- A complementary mix of land uses, including residential, employment, recreational, and civic;
- Appropriate densities and intensities of land uses within walking distance of transit stops; and
- Daily activities within walking distance of residences, public uses, streets and open spaces that are safe, comfortable and attractive for the pedestrian, with adjoining buildings open to the street and parking designed so as not to interfere with pedestrian and bicycle travel.

Policy 20.8

The Wekiva Parkway Interchange Form-Based Code shall include provisions requiring that the land uses incorporated into the Wekiva Interchange Vision and Land Use Plans are physically and functionally integrated, including a connected and continuous system of pedestrian facilities.

Policy 20.9

Development within the Wekiva Parkway Interchange Plan Area shall be assigned a Mixed-Use Interchange future land use designation and shall accomplish an overall mix of residential and non-residential uses as outlined in Policy 3.1.r. Assignment of the Mixed-Use Interchange Land Use future land use designation shall require an amendment to the Comprehensive Plan. This policy shall not be construed to remove any existing entitlements upon property within the Wekiva Parkway Interchange Plan Area, nor shall it prevent

development consistent with the existing future land use designations. Development occurring under the existing future land use designations shall comply with the design criteria included in the Wekiva Parkway Interchange Plan to the extent that the criteria does not conflict with the existing future land use designation.

Policy 20.10

The City shall ensure that areas of greatest density and intensity within the Wekiva Parkway Interchange Plan Area are located at and between the two major intersection nodes at Kelly Park Road/Golden Gem Road and Kelly Park Road/Plymouth-Sorrento Road, but not upon areas of Karst formations. The Wekiva Interchange Form-Based Code shall require a mix of uses consistent with Wekiva Interchange Plan and shall establish a system of transfer of development rights to encourage increased density and intensity within Wekiva Parkway Interchange Plan Area. Development at the outer edges of the mixed-use area shall maintain compatibility with the lands adjacent to the Wekiva Interchange Plan Area by reducing density and intensity or by providing substantial buffers, landscaping, height, and lighting controls. The City shall also allow transfer of development rights to maintain 20% open space in the overall Study Area. Densities and intensities allowed within the Wekiva Parkway Interchange Plan Area character districts shall be as shown on **Table 20.10**:

Table 20.10: Wekiva Parkway Interchange Character District Standards

Character District/ Purpose	Uses	Minimum/ Maximum Acreage*	Density (Units per Acre)	Intensity (FAR)	Open Space (min.)
Village Center (VC) Safe, vibrant and pedestrian-oriented mixed-use area. Each Village Center may include a Core of up to 40 acres each.	Residential, retail, commercial, office and entertainment uses. Horizontal mixed-uses shall be allowed, but vertically mixed-uses are preferred.	Min: 200 Max: 380 (40 acres max. of VC Core in each village)	Min: 7.5 Max: 25 District Average: 12	VC Core: Min: 0.3 Max: 1.0 Average: 0.5 Balance of VC: Min: 0.25 Max: 0.7 Average: 0.35	10% minimum in the form of public plazas and small park spaces that are urban in character.
Interchange Accommodate highway-oriented vehicular service uses and provide a transition between the fast traffic exiting the highway and the pedestrian Village Center.	Highway-oriented uses, such as automobile service & repair, retail, office, and limited high density residential.	Min: 175 Max: 380	Min: 7.5 Max: 15	Min: 0.1 Max: 1.0	15% minimum in the form of neighborhood parks and common areas
Employment (formerly Edge District) Accommodate corporate office development and foster the development of a campus-like corporate park.	Office, hospitality, clean industry, large institutional uses (hospitals, educational facilities), and large scale residential,	Min: 190 Max: 380	Min: 4 Max: 7.5	Min: 0.1 Max: 0.5	20% minimum in the form of large parks and interconnected wildlife corridors.

Character District/ Purpose	Uses	Minimum/ Maximum Acreage*	Density (Units per Acre)	Intensity (FAR)	Open Space (min.)
Transition Provide a transition between the high-density/intensity Village Core and the low-density/ intensity areas at the edge of the study area.	Single family home and single or multi-use office/medium-density residential	Min: 380 Max: 770	Min: 5 Max: 15	Min: 0.5 Max: 1.0	15% minimum in the form of neighborhood parks and larger common areas.
Neighborhood Preserve the existing low-density single-family residential neighborhoods and transition to the less intense uses just outside the study area.	Single-family homes and small scale support uses (schools, churches, day care facilities)	Min: 2,360 Max: 3,060	Min: 1 Max: 5	Min: .05 Max: 0.5	20% minimum in the form of large parks and interconnected wildlife corridors.

* Calculated based on the entire vision plan area acreage.

Policy 20.11

Maximum allowable development within the Wekiva Parkway Interchange Plan Area shall be allocated among land uses as follows:

Single Family: 7,500 units
Multi Family: 8,500 units
Commercial/Services: 22 million square feet

Policy 20.12

The character district regulations included in the Form-Based Code will ensure densities and intensities are allocated as noted in **Table 20.10** (see **Policy 20.10**). The TDR system will allow increased densities in the Core area (noted as bonus density on the table). The average density/intensity for individual districts and the entire mixed-use area shall not exceed the average allowed. The City shall establish a tracking system to ensure the densities/intensities are kept within the established limits. The tracker will also ensure the acreages of the character districts remain within the parameters set in **Policy 20.10**.

Policy 20.13

Development within the Wekiva Parkway Interchange Vision Plan Area shall be planned in a manner that maximizes internal circulation and does not cause the Florida Strategic Intermodal System (SIS) to exceed its adopted Level of Service Standard without appropriate mitigation.

Policy 20.14

The Wekiva Parkway Interchange Vision Plan Area shall include the following performance targets for transit, bicycle and pedestrian facilities as follows:

- 80% of all the bicycle and pedestrian facilities within the Plan Area shall function at LOS C or better;
- All parcels within ¼ mile of a transit stop should be serviced by pedestrian facilities operating at LOS C or better.

LOS standards shall be measured in accordance with the methodology established in the FDOT Multimodal

Transportation Districts and Area wide Quality of Service Handbook (Nov. 2003 or as revised). The City shall coordinate with LYNX and METROPLAN ORLANDO to apply the transit quality of service framework as found in the most recent edition of the Transit Capacity and Quality of Service Manual (TCQSM) and required as part of METROPLAN ORLANDO'S long-range transportation plan where feasible.

Policy 20.15

The City and applicants for development within the Wekiva Parkway Interchange Vision Plan Area shall incorporate transportation demand management strategies into the transportation planning process to alleviate congestion. A range of techniques will be considered, such as vanpool/ridesharing programs, parking management and pricing, transit vouchers, pre-tax incentives, telecommuting, flextime, and/or other appropriate trip reduction strategies.

Policy 20.16

Proposed development within the Wekiva Parkway Interchange Vision Plan Area shall contribute to providing a safe, convenient, comfortable and aesthetically pleasing transportation environment that promotes walking, cycling, and transit use. Appropriate improvements or enhancements to the multimodal network to incorporate into the Wekiva Parkway Interchange Form-Based Code shall include, but not be limited, to the following:

- Accommodations for pedestrian access and movement, including sidewalks, benches and clearly marked crossings;
- Accommodations for bicycles, including lockers, showers, and racks;
- Shared use paths in accordance with the FDOT Bicycle Facilities Planning and Design Guidelines Handbook;
- Accommodations for transfer of passengers at designated transit facilities;
- Preferential parking for rideshare participants;
- Access for motor vehicle passenger drop-offs and pick-ups at designated transit facilities and at commercial and office development sites; and/or
- Accommodation for the mobility impaired, including parking spaces, sidewalks and ramps for handicapped access.

Policy 20.17

Street cross-sections, design standards, and operational measures to ensure streets are safe and convenient for transit, automobile, truck, bicycle and pedestrian travel shall be incorporated into the Wekiva Parkway Interchange Form-Based Code. Strategies will include, but not be limited, to marked crosswalks, wider sidewalks, on-street parking, bus turnouts, traffic calming, raised medians or other appropriate safety enhancements that reduce hazardous conflicts between modes and that are consistent with the planned functions of the roadway.

Policy 20.18

The Wekiva Parkway Interchange Form-Based Code shall include standards for street intersections to facilitate pedestrian crossings.

Policy 20.19

Developments within the Wekiva Parkway Interchange Plan Area shall provide direct bicycle and pedestrian connections within and between residential areas and supporting community facilities and services, such as shopping areas, employment centers, transit stops, neighborhood parks, and schools. Standards and design criteria shall be established within the Wekiva Parkway Interchange Form-Based Code.

Policy 20.20

The City will include in the Wekiva Parkway Interchange Form-Based Code standards for roadways to be built/improved within the Wekiva Parkway Interchange Overlay District. The regulations will create a hierarchy of streets that equitably serve the needs of the pedestrian, the bicycle, public transit, and the automobile based on a grid network system of roadways. The City will support a multi-modal transportation environment that allows for various transit options.

Policy 20.21

Properties assigned the Mixed-Use Interchange future land use designation shall be rezoned to the Wekiva Parkway Interchange Mixed-Use Zoning District to be established in the Wekiva Parkway Interchange Form-Based Code.

Policy 20.22

The Wekiva Parkway Interchange Mixed-Use Zoning District shall establish a range of allowable lot types to ensure a mix of uses. The District shall also provide the form-based building requirements and range of allowable uses for each lot type. The lot type ranges will establish the development framework and pattern within which uses can locate.

Policy 20.23

Permitted land uses within the Wekiva Parkway Interchange Mixed-Use Zoning District shall be outlined in the Wekiva Parkway Interchange Form-Based Code, consistent with the Mixed-Use Interchange future land use designation and **Policy 20.10**. The Community Development Director shall have the authority to approve uses not listed there if the proposed use is compatible with the listed permitted uses and/or will generate or support the development of employment opportunities and/or an increased tax base.

Policy 20.24

Where feasible, developments within the Wekiva Parkway Interchange Plan Area shall maximize the preservation of open space and promote the clustering of uses to both preserve and enhance the natural environment and to maintain the rural character of areas outside of the Wekiva Parkway Interchange Plan Area. The amount of required open space shall vary by district, with the more intensive districts requiring less than 20% for urban plazas/ parks and the less intensive districts requiring more than 20% for passive/active parks and open space for areas. **Policy 20.10** establishes the minimum required open space per district.

Policy 20.25

The Wekiva Parkway Interchange Area Form-Based Code shall include the following provisions to promote efficient access to and through the area, and to protect the traffic flow along the Wekiva Parkway.

- Prohibit the vacation of rights-of-way to maintain the current grid system and facilitate its expansion;
- Require, as part of development approval, a spacing of 300 to 600 feet for local streets to create walkable

"city" blocks and maintain connectivity in the area and avoid the use of the highway for local traffic;

- Prohibit the use of cul-de-sacs and gated neighborhoods;
- Coordinate with the Expressway Authority to encourage the extension of local roads under the highway to maintain connectivity between the east and west sides;
- Limit the number of driveways along Kelly Park Road, Golden Gem and Plymouth Sorrento Road within the Plan Area, and encourage the use of shared driveways instead;
- Require compliance with Section 6.02.10 of the LDC, which requires a minimum distance separation between driveways and intersections;
- Require internal connectivity between sites, through joint-use driveways or alleys, to keep traffic off main roads;
- The Form-Based Code shall include standards for right-of-way width and cross section design based on street typology; and
- Provide pedestrian/bicycle connections at a maximum separation of 350 feet, through the use of mid-block paths or pedestrian shortcuts.

Policy 20.26

Large developments with 50,000 gross square feet or more and are adjacent to a major street, which is or may be used as a transit route, shall provide access for on-site public transit. The public transit stop shall including a bus pullout and shelter.

Policy 20.27

The City shall coordinate with developers the design and construction of proposed new streets within the plan area in conformance with the design standards contained in the Form-Based code. The following standards shall be followed:

- Specific right-of-way location of streets other than those shown on Map 20 of the ILUP shall be determined through the development review process.
- Continue enforcing Section 6.02.05 of the City's LDC (rights-of-way), which contains measures for the protection and use of rights-of-way, and consider the incorporation of more pedestrian-friendly standards in the Wekiva area form-based code.

Policy 20.28

Sites within the Wekiva Parkway Interchange Plan Area, as well as right-of-way areas, shall be subject to the vegetation protection and water conservation landscaping policies contained in the City's comprehensive plan. The City will include more restrictive vegetation protection standards in the Wekiva Parkway Interchange Form-Based Code to:

- Encourage transplanting and re-vegetation.
- Coordinate, on an as needed basis, with Orange County to update regulations for the protection of unique vegetative communities in both jurisdictions.
- Select and locate plants based on their ultimate growth.

Policy 20.29

In order to ensure that development within the mixed-use district creates a sense of community, the placement and orientation of buildings should be carefully planned. The following standards should be included in the form-based regulations:

- Primary building entrances shall orient toward the street, not to interior blocks or parking lots
- Freestanding single-use buildings should be avoided in all but the neighborhood character district, while mixed and interconnected buildings should be encouraged.
- Green areas or plazas may be used to create a prominent civic component to mixed-use areas. These green areas should be centrally located or placed in between the higher intensity uses.
- Standards for the design of gas stations, and other vehicular service uses, to ensure they fit into the desired pedestrian character. The Code will specify standards for building location, site layout, driveway location, signage and other design elements that will ensure compatibility with other proposed uses in the area.
- Building height regulations shall be established not to exceed the parameters listed for each character district in **Policy 20.30**.

Policy 20.30

Building heights shall be arranged so that the tallest buildings are located in proximity to the Kelly Park Interchange and Kelly Park Road itself between the two Village Center nodes. Building heights shall be stepped down/ reduced as development approaches the periphery of the Interchange Study Area and as development nears the rural lands outside the study area. The form-based code shall establish appropriate building heights for each character district and shall address reduced building heights in proximity to the edges of character districts and the study area itself in order to promote compatibility between districts and protection of the rural character of lands outside the study area. In no case shall building height exceed ten occupied floors within the Interchange Study Area without a Comprehensive Plan amendment.

Policy 20.31

The Wekiva Parkway Interchange Form-Based Code shall include standards for signage within the Wekiva Parkway Interchange Plan Area and shall have the purpose to maintain a pedestrian character within the village centers, but at the same time, allow visibility from the highway. Standards shall at minimum:

- Continue to require a sign master plan for all Mixed Use Developments, per LDC Section 2.02.20
- Ground signs shall not be allowed in the Core Area if buildings are located within 15 feet from the street right of way.
- Ground signs shall not exceed a maximum height of 12 feet. This maximum height may be further reduced in certain character districts.
- No billboards shall be allowed within the Wekiva Parkway Interchange Plan Area
- Building signs shall be designed to complement the architecture rather than obscure it.

Revised 9-7-10

**SECOND AMENDMENT TO
JOINT PLANNING AREA AGREEMENT
BETWEEN ORANGE COUNTY AND
THE CITY OF APOPKA**

THIS SECOND AMENDMENT TO JOINT PLANNING AREA AGREEMENT (Amendment) is made and entered into as of the ____ day of OCT 19 2010, 2010, by and between **ORANGE COUNTY, FLORIDA**, a political subdivision of the State of Florida (the County), and the **CITY OF APOPKA**, a Florida municipal corporation (the City).

RECITALS

WHEREAS, the Wekiva Parkway and Protection Act was enacted by the Florida Legislature in 2004, was amended in 2005, and is currently found at Part III, Chapter 369, Florida Statutes (specifically sections 369.314 – 369.324, Florida Statutes); and

WHEREAS, the Act requires those local governments hosting an interchange on the Wekiva Parkway to adopt amendments to their comprehensive plans within one year after the establishment of an interchange location to address issues relating to appropriate land uses, compatible development, secondary road access, access management, right of way protection, vegetation protection, water conserving landscape, and height and appearance of structures and signage; and

WHEREAS, the County and the City entered into a certain Settlement Interlocal Agreement between the City of Apopka and Orange County Florida, approved October 26, 2004, amended August 2, 2005 and on (insert this date) (hereafter “JPA”); and

WHEREAS, in the JPA the parties agreed, among other things, on a joint planning area boundary, a joint land use map, and the framework for establishing standards and requirements for the Wekiva Parkway interchange area; and

WHEREAS, the County and the City will share jurisdictional authority over the area within the Wekiva Parkway interchange and wish to commit to certain goals and objectives for that area in a separate Interlocal Agreement; and

WHEREAS, lands depicted within a one mile radius from the approved Wekiva Parkway interchange are included in this area and constitute the Study Area Boundary; and

WHEREAS, in order to accomplish the objectives of the Act and the Interlocal Agreement for the Study Area Boundary, the County and the City have determined that certain provisions of

the JPA, including Exhibit F as it pertains to the Study Area Boundary, are outdated or will become outdated by the adoption the Interlocal Agreement; and

WHEREAS, both the County and the City desire to amend the existing JPA to ensure consistency between the JPA and the Interlocal Agreement for the area described as the Study Area Boundary; and

WHEREAS, pursuant to Section 163.3171(3), Florida Statutes, this Amendment has been approved by the Orange County Board of County Commissioners and the Apopka City Council at advertised public hearings.

NOW THEREFORE, in consideration of the covenants made by each party to the other and of the mutual advantages to be realized by the parties hereto, the receipt and sufficiency of which is hereby acknowledged, the County and the City hereby agree as follows:

Section 1. Recitals. The above Recitals are true and correct and are incorporated herein by reference.

Section 2. Authority. This Amendment is entered into pursuant to (1) Chapters 125, 163 and 166, Florida Statutes, (2) the general authority of Section 163.01, Florida Statutes, relating to interlocal agreements, (3) the Charters of the County and City, and (4) the Joint Planning Area Agreement.

Section 3. Map Amendment.

“Exhibit F” to the JPA is hereby deleted and replaced with a new “Exhibit F”, which is attached hereto and incorporated herein by reference. For purposes of interpreting the JPA, the parties agree that the area described in “Exhibit F” is unaffected by this amendment except as to the Study Area Boundary, which is described in “Exhibit F1” hereto and the Interlocal Agreement.

“Exhibit F1”, is attached hereto and incorporated herein by reference, and describes the future land uses of those parcels located within the Study Area Boundary and agreed upon by the City and the County and is typified in Exhibit B to the Interlocal Agreement. The parties agree that, as to the parcels located in the Study Area Boundary, to the extent of any conflict between the JPA and the Interlocal Agreement, the Interlocal Agreement will control and shall supersede the JPA unless otherwise indicated in the Interlocal Agreement. (Exhibit “F1” hereto and Exhibit “B” to the Interlocal Agreement are identical exhibits.)

Revised 9-7-10

Section 4. Text Amendment. A new paragraph (4) is added to Subsection (c), "Small Area Study Areas" of Section 3, Joint Land Use Plan, to read as follows:

(4) Pursuant to the Interlocal Agreement approved by the parties the parties agree that, as to the parcels located in the Study Area Boundary and as described in "Exhibit F1" to the JPA, the terms of the Interlocal Agreement will control and that the Interlocal Agreement supersedes the JPA to the extent of any conflict between the Interlocal Agreement and the JPA, unless otherwise indicated in the Interlocal Agreement.

Section 5. Except as expressly set forth herein, all other provisions of the JPA, as amended, remain unchanged and in full force and effect.

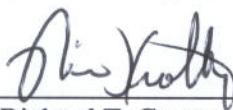
Section 6. Severability. Should any section, subsection, sentence, clause, phrase or provision of this Amendment is held invalid or unconstitutional by a court of competent jurisdiction such invalidity or unconstitutionality shall not be construed to render the remaining portions of this Amendment invalid or unconstitutional.

Section 7. Effective Date. This Second Amendment to the JPA shall become effective upon the date of approval by the Board of County Commissioners or the date of approval by the City Council, whichever date is later.

IN WITNESS WHEREOF, the County and City have executed this Second Amendment to the JPA on the dates inscribed below.

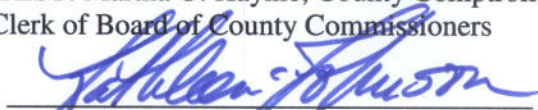


ORANGE COUNTY, FLORIDA
By: Board of County Commissioners

By: 
Richard T. Crotty
Orange County Mayor

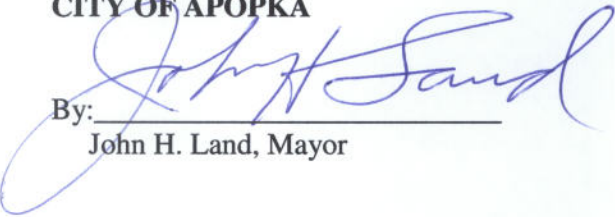
DATE: OCT 19 2010

ATTEST: Martha O. Haynie, County Comptroller
as Clerk of Board of County Commissioners


By: 
Deputy Clerk

Revised 9-7-10

CITY OF APOPKA


By: _____
John H. Land, Mayor

ATTEST: Janice G. Goebel
City Clerk

By: 
Date: 9-17-10

S:\Dcrosby\AGRMNT\Apopka\2d amend Apopka JPA D4

Exhibit 'F'

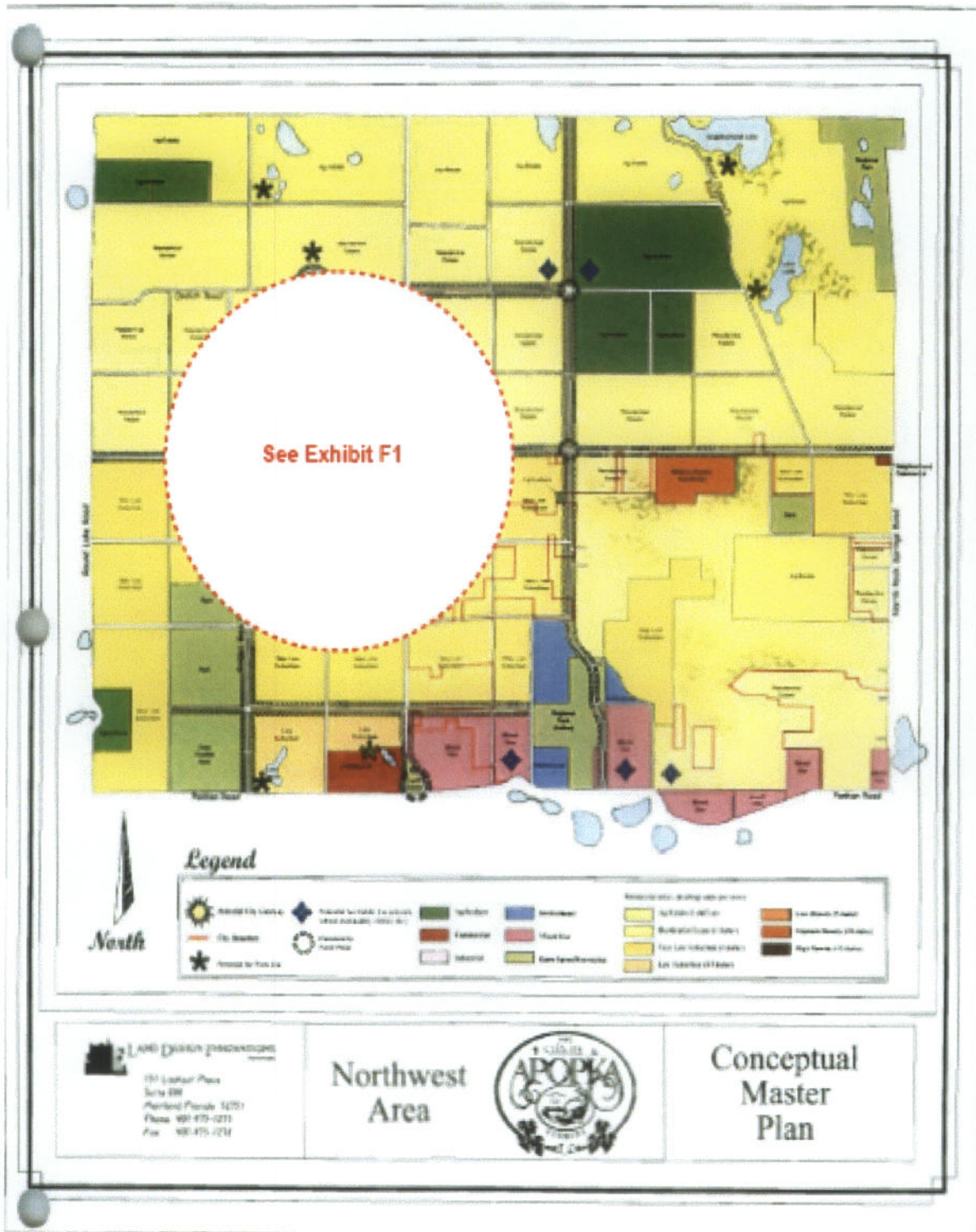
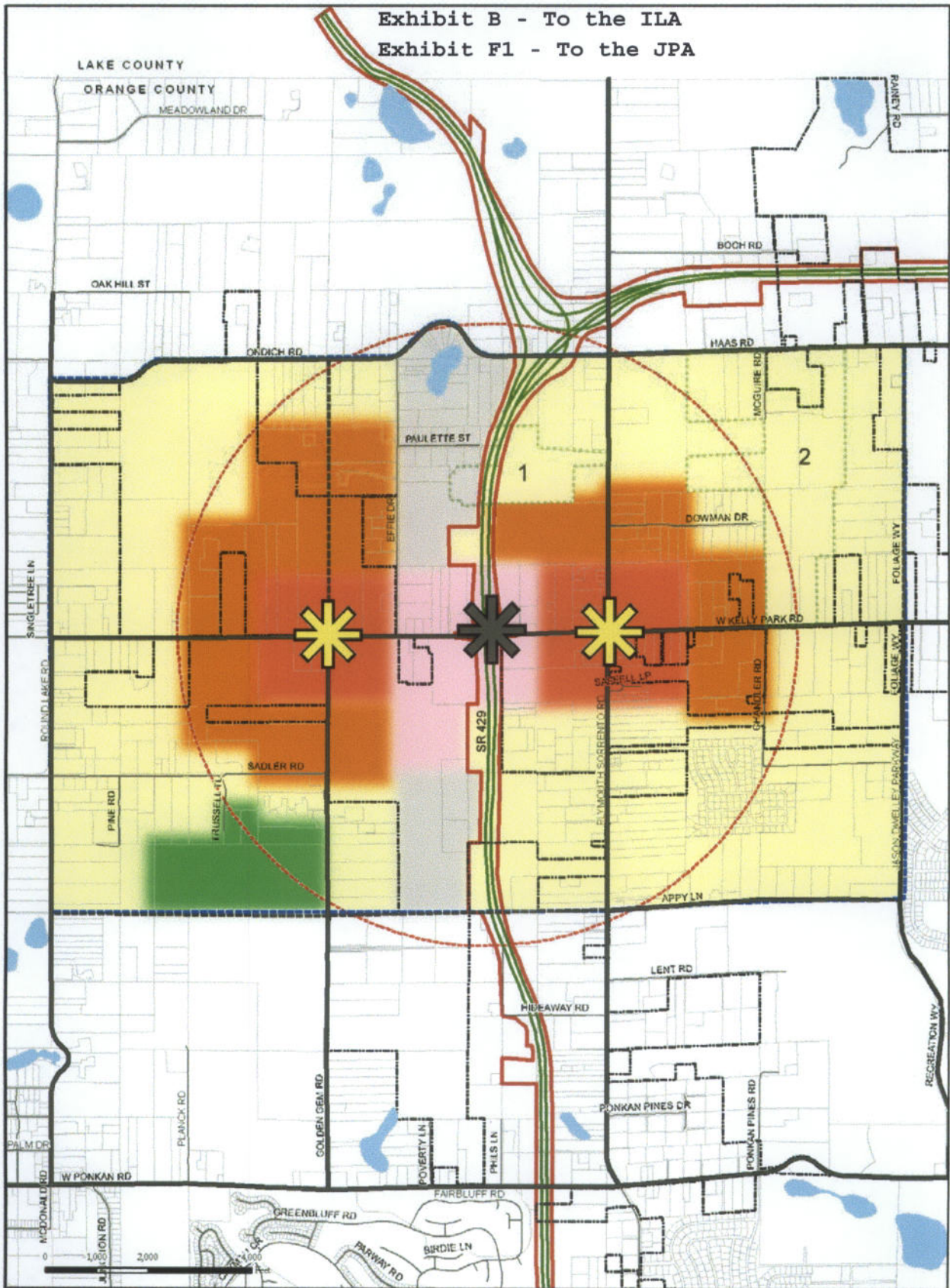


Exhibit B - To the ILA
 Exhibit F1 - To the JPA



<p>Proposed Districts</p> <ul style="list-style-type: none"> Village Center Employment Interchange Transition Neighborhood Recreation 	<ul style="list-style-type: none"> Interchange Study Area Boundary City of Apopka Boundary Existing Roads 1 Mile Radius * Interchange 	<ul style="list-style-type: none"> 1. Bridle Path Rural Settlement 2. Rainbow Ridge Rural Settlement
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LAND DESIGN INNOVATIONS
INCORPORATED

1718 Fernald Street, Suite 100
 Apopka, Florida 32711
 Phone: 407-923-1212
 Fax: 407-923-1218
 www.landi.com

Note: Map is for graphical representation only. Actual data must be verified by City staff. September 2010

PLANNING COMMISSION

OCTOBER 10, 2017

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Backup material for agenda item:

5. COMPREHENSIVE PLAN – LARGE SCALE – FUTURE LAND USE AMENDMENT – From “County” Low Density Residential (4 du/ac) to “City” Residential Medium Density (7.5 du/ac) for properties owned by Curtis and Karen Pumphrey, located at 251 West Lester Road (Parcel ID #: 28-20-28-0000-00-084); and A.D. Raulerson and A.D. Raulerson, Jr., located at 213 West Lester Road and 2122 Rock Springs Road (Parcel ID #s: 28-20-28-0000-00-040; 28-20-28-0000-00-077)
[NOTE: To be distributed on Monday, October 9, 2017]



**CITY OF APOPKA
PLANNING COMMISSION**

- PUBLIC HEARING
- SITE PLAN
- SPECIAL REPORTS
- OTHER:

MEETING OF: October 10, 2017
 FROM: Community Development
 EXHIBITS: Land Use Report
 Vicinity Map
 Future Land Use Map
 Adjacent Zoning Map
 Adjacent Uses Map
 Existing Uses

SUBJECT: COMPREHENSIVE PLAN – LARGE SCALE – FUTURE LAND USE AMENDMENT – A.D. RAULERSON, SR. & A.D. RAULERSON, JR; AND CURTIS & KAREN PUMPHREY

PARCEL ID #(S): 28-20-28-0000-00-084; 28-20-28-0000-00-040; 28-20-28-0000-00-077

REQUEST: COMPREHENSIVE PLAN - LARGE SCALE - FUTURE LAND USE AMENDMENT

**FROM: “COUNTY” LOW DENSITY RESIDENTIAL (0-4 DU/ AC)
 TO: “CITY” RESIDENTIAL MEDIUM LOW DESNTIY (0- 7.5 DU\AC)**

SUMMARY:

OWNERS: A.D. Raulerson and A.D. Raulerson, Jr, Curtis and Karen Pumphrey

APPLICANT: Apopka Development II, LLC, c/o Richard C. Wohlfarth, P.E.

LOCATION: North of Lester Road and west of Rock Springs Road

EXISTING USE: Pumphrey parcel – warehousing; Raulerson Parcels: warehousing and vacant land

DEVELOPMENT POTENTIAL: Residential development with either townhomes, 40’wide single-family lots, or a mixed use of both.

CURRENT ZONING: “County” A-1

PROPOSED ZONING: Planned Unit Development

MAXIMUM ALLOWABLE DEVELOPMENT UNDER FLUM\ZONING: EXISTING: 92 du\36 du
 PROPOSED: 172 du\zoning- based on lot size within PUD master plan

TRACT SIZE: 23.2 +/- acres

FUNDING SOURCE:

N/A

DISTRIBUTION

Mayor Kilsheimer
 Commissioners
 City Administrator
 Community Development Director

Finance Director
 HR Director
 IT Director
 Police Chief

Public Services Director
 Recreation Director
 City Clerk
 Fire Chief

ADDITIONAL COMMENTS: The applicant intends to use the subject properties for a residential community with single family homes on 40 foot wide lots, townhomes, or both. While the County zoning assigned to the property is A-1 (minimum half acre lots), the County Future Land Use Designation assigned to its in Low Density Residential, allowing up to four units per acre. A narrow strip of land within the Pumphrey parcel isolates a parcel that is not within the proposed project boundary. A solution will be addressed at the zoning application.

The subject properties were annexed into the City under Ordinance 2594 and 2595 on October 4, 2017. The proposed Large Scale Future Land Use Amendment is being requested by the owner/applicant. Pursuant to Florida law, properties ten acres or more are required to undergo review by State planning agencies.

A request to assign a Future Land Use Designation of Medium Low Density is compatible with the character of the existing land use to the south, and anticipated commercial development to the east

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). Based on the findings of the Land Use report, the proposed FLUM amendment is compatible with the surrounding and nearby land uses and the character of the general area.

COMPREHENSIVE PLAN COMPLIANCE: The existing and proposed use of the property is consistent with the Residential Medium Low Future Land Use Designation and anticipated future development of vacant properties within the nearby areas.

SCHOOL CAPACITY REPORT: School capacity determination must be completed with Orange County Public Schools prior to the adoption hearing for this Future Land Use Amendment application.

ORANGE COUNTY NOTIFICATION: The JPA requires the City to notify the County 30 days before any public hearing or advisory board. The City properly notified Orange County on September 22, 2017.

PUBLIC HEARING SCHEDULE:

October 10, 2017 - Planning Commission (5:30 pm)

November 1, 2017 - City Council (7:00 pm) - 1st Reading & Transmittal

DULY ADVERTISED:

November 1, 2017 – Public Notice and Notification

TBD – ¼ Page w/Map Ordinance Heading Ad

RECOMMENDATION ACTION:

The **Development Review Committee** finds the proposed amendment consistent with the Comprehensive Plan and compatible with the character of the surrounding area, and recommends transmittal of the change in Future Land Use from “County” Low Density Residential to Residential Medium Low Density for the properties owned by A.D. Raulerson and A.D. Raulerson, Jr, Curtis and Karen Pumphrey.

Recommended Motion: Find the proposed amendment consistent with the Comprehensive Plan and compatible with the character of the surrounding area, and recommend transmittal of the Future Land Use Map designation from “County” Low Density Residential to “City” Residential Medium Low Density to the Florida Department of Economic Opportunity.

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

LAND USE REPORT

I. RELATIONSHIP TO ADJACENT PROPERTIES:

<i>Direction</i>	<i>Future Land Use</i>	<i>Zoning</i>	<i>Present Use</i>
North (County)	“County” Low Density Residential	“County” R-1AA	Alexandria Place Residential Subdivision
East (County)	“County” Low Density Residential	“County” A-1	Vacant/single family homes
South (County)	“County” Low Medium Density Residential	“County” MHP	Mobile home park (RSPI MHC LLC)
West (City)	Residential Low (0-5 du\ac)and Residential Very Low Suburban (0-3.5 un\ac)	R-1 (ZIP); R-1A; “County” A-1	City stormwater pond; vacant land owned by RSPI MHC LLC

II. LAND USE ANALYSIS

The applicant intends to develop the property a single family residential subdivision with a minimum lot width of 40 feet, townhomes, or a combination of both. Predominant existing land uses and assigned zoning in the abutting and surrounding area are residential in nature, or transitioning to residential and commercial. A mobile home park is located on the south side of Lester Road, across from the subject site. The mobile home park owner, RSPI Mobile Home Corporation, also owns land abutting the east or near the west side of the subject site. Land to the east of the subject site is anticipated to develop as neighborhood commercial in the near future.

North: Abutting the subject property to the north is a single-family homes and horticultural nursery.

West: Properties to the west of the subject site have a future land use designation of Residential Low or Residential Low Density. Along Lester Road to the west the area is developing or transitioning from agriculture or large lot single family homes, to residential subdivisions.

East: To the east the property is currently vacant or developed as large lot single family homes. However, close to the intersection of Rock Springs Road and Lester Road, and with Neighborhood Commercial future land use designation assigned to properties along Rock Springs Road, land between the subject property and Rock Springs Road is anticipated to transition into neighborhood commercial or office uses in the near future.

South: A large mobile home park, Rock Springs and Palm Isle mobile home park, is located to the south and has a “County” Low Medium Density future land use designation and mobile home zoning.

West: Along Lester Road to the west, single family residential communities are under construction or are planned. Existing agriculture uses between Vick Road and Rock Springs Road along Lester Road, are anticipated to transition to residential single family neighborhoods in the near future.

The proposed future land use designation of “City” Medium Low Density Residential consistent with the surrounding future land use designations and anticipated future development in the surrounding area. Commercial and office development is anticipated to occur from the subject property eastward to Rock Springs Road. A trailer park occurs to the south. The Medium Low Density Residential FLUM designation serves a transition between commercial and office development to the east and single family residential uses to the west.

Therefore, staff supports the proposed future land use designation.

Other Information:

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 September 22, 2017.

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 has access to both Rock Springs Road and Lester Road. The site has relatively level surface grades, and has no wetlands or water features.

Analysis of the relationship of the amendment to the population projections: The proposed future land use designation for the subject site is Residential Medium Low (0 – 7.5 du/ac) and currently has a “County” Residential Low designation (0-4 du/ac). An increase of density by 3.5 residential units per acre will yield an additional population of 215 persons based on a site of 23.2 acres. Based on the housing element of the City's Comprehensive Plan, this amendment will increase the City's future population but a housing supply is needed to meet the growing population.

CALCULATIONS:

ADOPTED (City and County designations): 1 Unit(s) x 2.659 p/h = 3 persons

EXISTING (County designation): 4 du/ac x 23.2 ac = max. 92.8 units x 2.659 = 246 persons

PROPOSED (City designation): 7.5 du/ac x 23.2 ac = max 174 units x 2.659 = 462 person

Net Increase: + 214 persons

Housing Needs: This amendment, particularly if developed as a school site, will not negatively impact the housing needs as projected in the Comprehensive Plan. The amendment has the potential to create additional housing.

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 ten (10) acres or more in size. This site is greater than ten acres. A habitat study will 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. Access to the site occurs from Lester Road and from Rock Springs Road. The northern end of the West Orange multi-use trail stops near the intersection of Rock Springs Road and Lester Road. A city multi-use trail occurs at the intersection of Lester Road from Rock Springs Road to Vick Road.

Potable Water, Reclaimed Water & Sanitary Sewer Analysis: The subject property is located within the City of Apopka service area for potable water, reclaimed water and sanitary service.

Sanitary Sewer Analysis

1. Facilities serving the site; current LOS; and LOS standard: None ; 100 GPD/Capita;
100 GPD / Capita

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

2. Projected total demand under existing designation: 300 GPD
3. Projected total demand under proposed designation: 2,550 GPD
4. Capacity available: Yes
5. Projected LOS under existing designation: 100 GPD/Capita
6. Projected LOS under proposed designation: 5.1 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: City of Apopka ; 100 GPD/Capita;
100 GPD/Capita

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

2. Projected total demand under existing designation: 300 GPD
3. Projected total demand under proposed designation: 2,550 GPD
4. Capacity available: Yes
5. Projected LOS under existing designation: 100 GPD/Capita
6. Projected LOS under proposed designation: 5.1 GPD/Capita
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: 1.8 lbs./person/day
4. Projected LOS under proposed designation: 4.5 lbs./day/1000 sf
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): 9.353 MGD

Total design capacity of the water treatment plant(s): 33.696 MGD

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: 25 year - 96 hour design storm
3. Projected LOS under proposed designation: 25 year - 96 hour design storm
4. Improvement/expansion: On-site retention/detention pond

Recreation - Not applicable.

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

A. D. Raulerson Sr & A. D. Raulerson, Jr and Curtis & Karen Pumphrey
Property Owners
23.20 +/- Acres

Proposed Large Scale Future Land Use Amendment:
From: "County" Low Density Residential (0-4 du/10 ac)
To: "City" Medium Low Density (0-7.5 du/ac)

Parcel ID #s: 28-20-28-0000-00-084; 28-20-28-0000-00-040; 28-20-28-0000-00-077

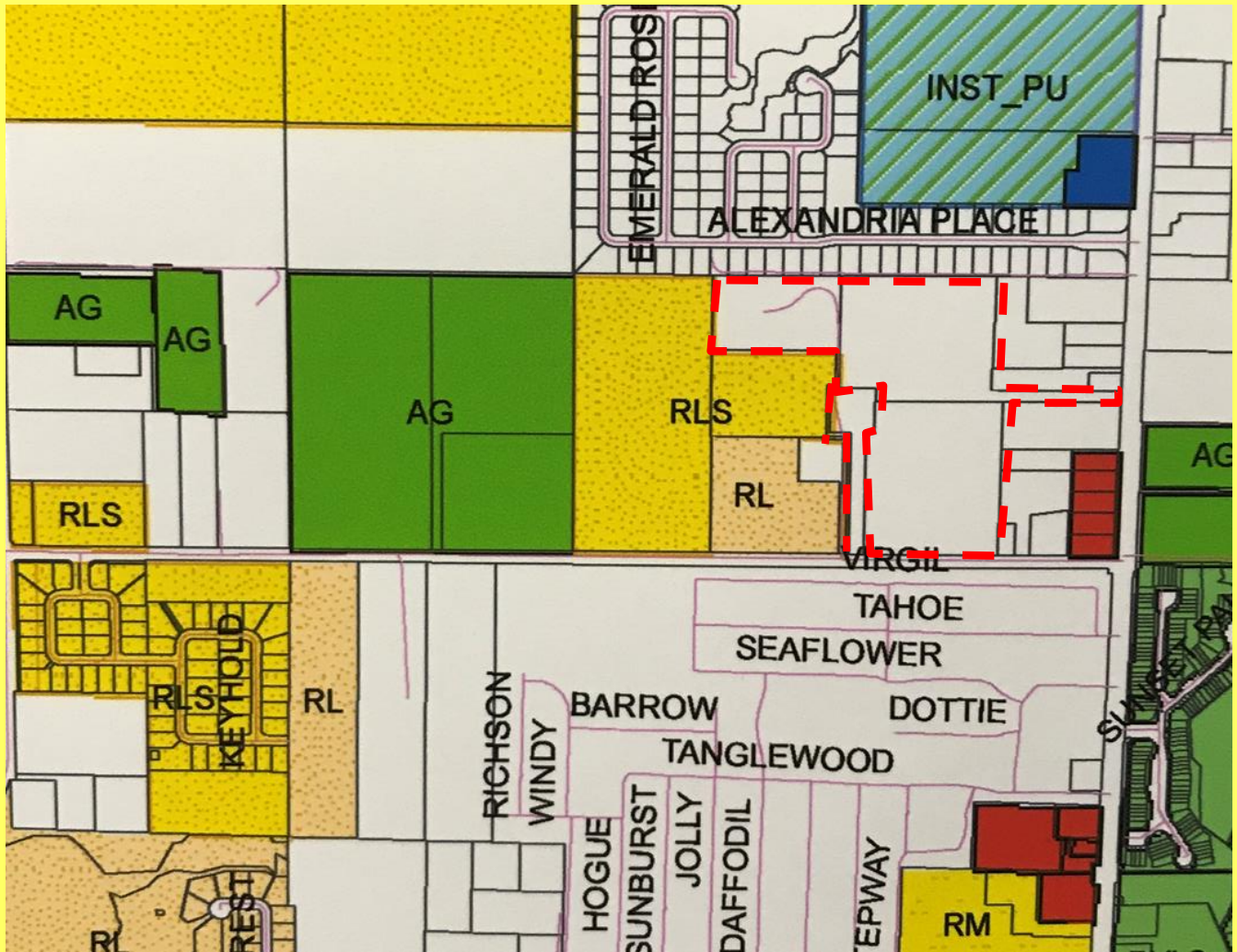


VICINITY MAP



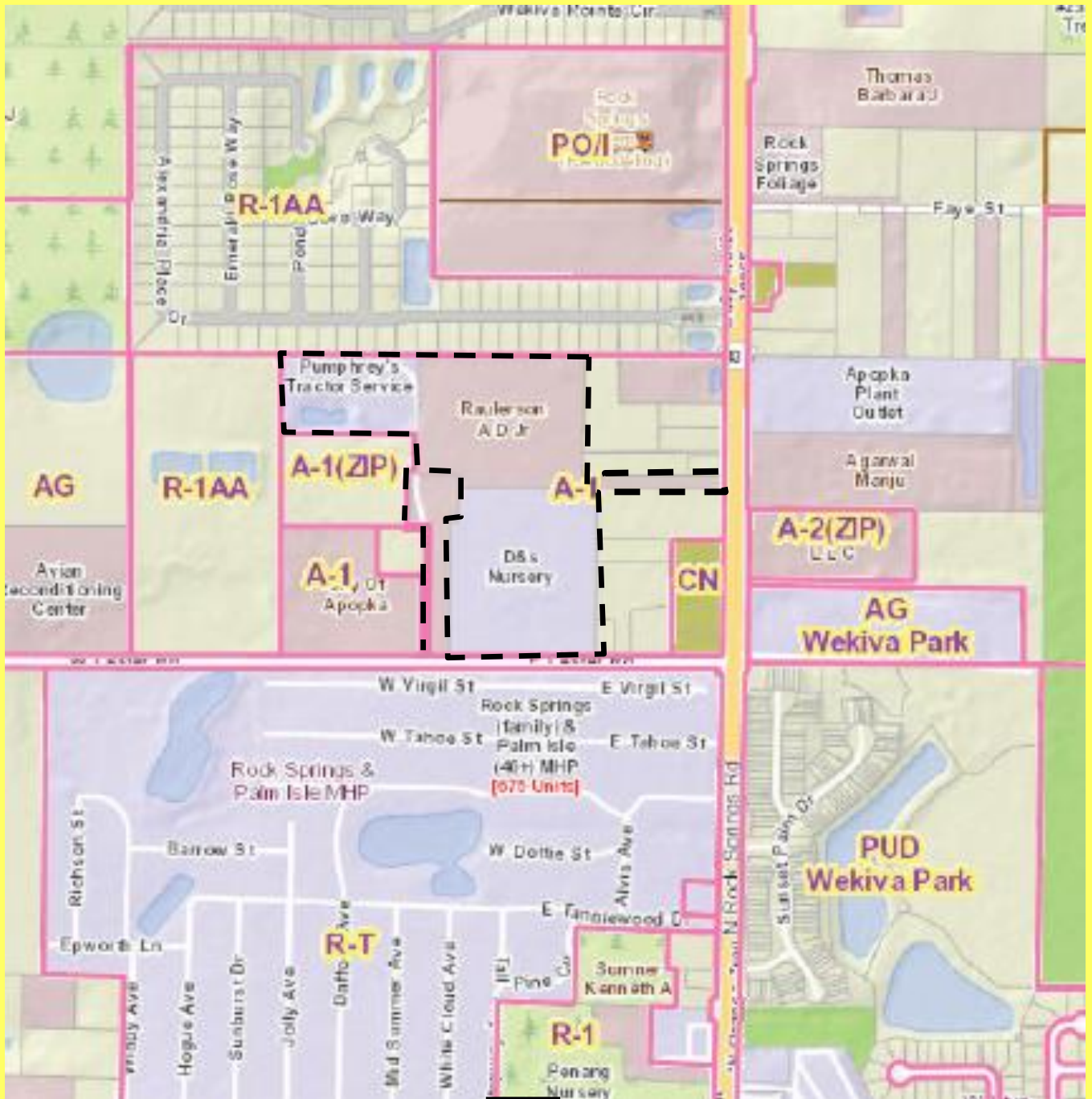


FUTURE LAND USE MAP



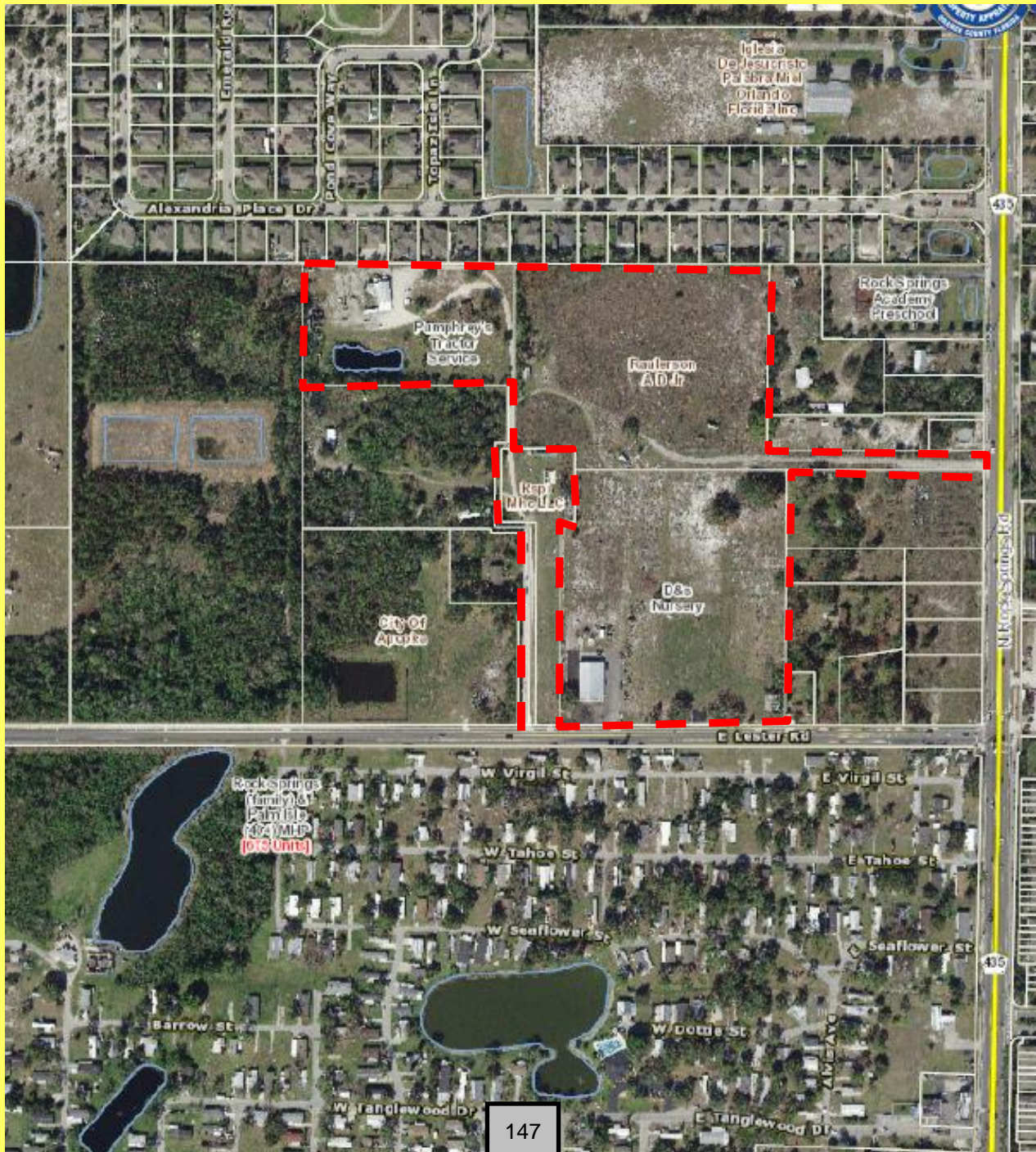


ADJACENT ZONING





ADJACENT USES AND EXISTING USES



PLANNING COMMISSION

OCTOBER 10, 2017

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Backup material for agenda item:

6. COMPREHENSIVE PLAN – LARGE SCALE – FUTURE LAND USE AMENDMENT – TGINF, LLC from Commercial to Residential Medium-Low Density (0 – 3.5 du/ac) for property located at 501 Old Dixie Highway. (Parcel ID No. 09-21-28-0000-00-006)
NOTE: To be distributed on Monday, October 9, 2017]



**CITY OF APOPKA
PLANNING COMMISSION**

- PUBLIC HEARING
- SITE PLAN
- SPECIAL REPORTS
- OTHER:

MEETING OF: October 10, 2017
 FROM: Community Development
 EXHIBITS: Land Use Report
 Vicinity Map
 Future Land Use Map
 Adjacent Zoning Map
 Adjacent Uses Map
 Existing Uses

SUBJECT: COMPREHENSIVE PLAN – LARGE SCALE – FUTURE LAND USE AMENDMENT – TGINF LLC PARCEL

PARCEL ID #(S): 09-21-28-0000-00-006

REQUEST: COMPREHENSIVE PLAN - LARGE SCALE - FUTURE LAND USE AMENDMENT

FROM: COMMERCIAL (0.25 far)
TO: RESIDENTIAL MEDIUM LOW DENSITY (0- 7.5 DU\AC)

SUMMARY:

OWNERS: TGINF LLC

APPLICANT: Old Dixie 15 LLC (Allan Goldberg)

LOCATION: 501 Old Dixie Highway

EXISTING USE: Vacant

DEVELOPMENT POTENTIAL: Townhomes (max 102 residential units)

CURRENT ZONING: C-1 Commercial

PROPOSED ZONING: R-3 Residential

MAXIMUM ALLOWABLE DEVELOPMENT UNDER FLUM\ZONING: EXISTING: Commercial floor area -- 149,193 sq. ft. (max.)
 PROPOSED: 102 townhomes (max.)

TRACT SIZE: +/- 15.8 acres\13.7 Developable

FUNDING SOURCE:

N/A

DISTRIBUTION

Mayor Kilsheimer
 Commissioners
 City Administrator
 Community Development Director

Finance Director
 HR Director
 IT Director
 Police Chief

Public Services Director
 Recreation Director
 City Clerk
 Fire Chief

PLANNING COMMISSION – OCTOBER 10, 2017
TGNIF PARCEL– LARGE SCALE FLUM AMENDMENT
PAGE 2

ADDITIONAL COMMENTS: The applicant intends to use the subject properties for a residential community with townhomes. Presently the subject property is assigned a Commercial future land use designation and a C-1 commercial zoning.

The proposed Large Scale Future Land Use Amendment is being requested by the owner/applicant. Pursuant to Florida law, properties ten acres or more are required to undergo review by State planning agencies.

A request to assign a Future Land Use Designation of Medium Low Density is as compatible or more compatible with the character of the existing land use to the west, north, and east. A public elementary school (Apopka Elementary) is situated to the west, and single family residential to the east and north. Commercial retail occurs to the south across Old Dixie Highway.

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). Based on the findings of the Land Use report, the proposed FLUM amendment is compatible with the surrounding and nearby land uses and the character of the general area.

COMPREHENSIVE PLAN COMPLIANCE: The existing and proposed use of the property is consistent with the Residential Medium Low Future Land Use Designation.

SCHOOL CAPACITY REPORT: School capacity determination must be completed with Orange County Public Schools prior to the adoption hearing for this Future Land Use Amendment application.

ORANGE COUNTY NOTIFICATION: The JPA requires the City to notify before any public hearing or advisory board. The City properly notified Orange County on September 25, 2017.

PUBLIC HEARING SCHEDULE:

October 10, 2017 - Planning Commission (5:30 pm)

November 1, 2017 - City Council (7:00 pm) - 1st Reading & Transmittal

DULY ADVERTISED:

September 29, 2017 – Public Notice and Notification

TBD – ¼ Page w/Map Ordinance Heading Ad

RECOMMENDATION ACTION:

The **Development Review Committee** finds the proposed amendment consistent with the Comprehensive Plan and compatible with the character of the surrounding area, and recommends transmittal of the change in Future Land Use from Commercial to Residential Medium Low Density for the property owned by TGNIF LLC

Recommended Motion: Find the proposed amendment consistent with the Comprehensive Plan and compatible with the character of the surrounding area, and recommend transmittal of the Future Land Use Map designation from Commercial to Residential Medium Low Density to the Florida Department of Economic Opportunity.

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

LAND USE REPORT

I. RELATIONSHIP TO ADJACENT PROPERTIES:

<i>Direction</i>	<i>Future Land Use</i>	<i>Zoning</i>	<i>Present Use</i>
North (City)	Residential Low Density (0-5 du/ac)	R-2	Single family homes; Clayton Estates
East (County)	“County” Low Medium Density Residential	“County” R-1	Single family homes
South (City and County)	Commercial	C-1 & C-2	Used car lots, vacant commercial
West (City and County)	“City” Institutional \Public and “County”	“City” PO\I and “County” R-2	Apopka Elementary School\single family homes

II. LAND USE ANALYSIS

The applicant intends to develop the property as townhome community. Predominant existing land uses and assigned zoning in the abutting and surrounding area are institutional, single family residential and commercial retail and commercial automotive.

North: Abutting the subject property to the north is the Clayton Estates single-family residential community. Typical lots therein are 70 feet wide and 7,700 sq. ft.

West: Apopka Elementary School borders to the east and a few single family homes at the southwest corner.

East: To the east the property is currently vacant single family lots and existing homes on 50 foot wide typical lots. An unpaved public right-of-way runs along the western property line – North Bradshaw Road.

South: Existing commercial businesses and vacant commercial are currently present. However, redevelopment of this commercial area is anticipated to occur with new commercial projects currently under review.

The proposed future land use designation of Medium Low Density Residential consistent with the surrounding future land use designations and anticipated future development in the surrounding area. Commercial and office development is anticipated to occur to the south. The proposed townhomes are a short walking distance to Apopka Elementary School for school-age children residing at the subject property in the future. Therefore, staff supports the proposed future land use designation.

Other Information:

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 September 25, 2017.

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

PLANNING COMMISSION – OCTOBER 10, 2017
TGNIF PARCEL– LARGE SCALE FLUM AMENDMENT
PAGE 4

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 is a potential karst feature on this property.

Analysis of the character of the Property: The property has access to Old Dixie Highway. A pond/wetland occurs on approximately 2.5 acres of the site. Wetland and upland buffer boundaries must be evaluated and identified as part of any development plan applications. Additional soil analysis may be necessary because of the potential presences of karst features at the subject site.

Analysis of the relationship of the amendment to the population projections: The proposed future land use designation for the subject site is Residential Medium Low (0 – 7.5 du/ac) and currently has a Commercial. A change to a residential land use of Medium Low Density will generate an estimated population increase up to 271 persons. Based on the housing element of the City's Comprehensive Plan, this amendment will increase the City's future population but a housing supply is needed to meet the growing population.

CALCULATIONS:

ADOPTED: Medium Low Density (7.5 du/ac) 102 Units x 2.659 p/h = 271 persons

EXISTING: Commercial – not applicable

PROPOSED: Medium Low Residential): 7.5 du/ac x 13.7 ac = max 102 units x 2.659 = 271 person

Net Increase: + 271 persons

Housing Needs: This amendment will not negatively impact the housing needs as projected in the Comprehensive Plan. The amendment will allow for additional housing to accommodate anticipated population growth projected by 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 ten (10) acres or more in size. This site is greater than ten acres. A habitat study will 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. Access to the site occurs from Old Dixie Highway.

Potable Water, Reclaimed Water & Sanitary Sewer Analysis: The subject property is located within the City of Apopka service area for potable water, reclaimed water and sanitary service.

Sanitary Sewer Analysis

1. Facilities serving the site; current LOS; and LOS standard: None ; 100 GPD/Capita;
100 GPD / Capita

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

2. Projected total demand under existing designation: 300 GPD
3. Projected total demand under proposed designation: 2,550 GPD
4. Capacity available: Yes

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TGNIF PARCEL– LARGE SCALE FLUM AMENDMENT
PAGE 5

5. Projected LOS under existing designation: 100 GPD/Capita
6. Projected LOS under proposed designation: 5.1 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: City of Apopka ; 100 GPD/Capita; 100 GPD/Capita

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

2. Projected total demand under existing designation: 300 GPD
3. Projected total demand under proposed designation: 2,550 GPD
4. Capacity available: Yes
5. Projected LOS under existing designation: 100 GPD/Capita
6. Projected LOS under proposed designation: 5.1 GPD/Capita
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: 1.8 lbs./person/day
4. Projected LOS under proposed designation: 4.5 lbs./day/1000 sf
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): 9.353 MGD

Total design capacity of the water treatment plant(s): 33.696 MGD

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: 25 year - 96 hour design storm
3. Projected LOS under proposed designation: 25 year - 96 hour design storm
4. Improvement/expansion: On-site retention/detention pond

Recreation - Not applicable.

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



TGNIF LLC, Property Owner
+/- 15.8 acres\13.7 Developable
Proposed Large Scale Future Land Use Amendment:
From: Commercial (.025 FAR max)
To: Medium Low Density (0-7.5 du/ac)
Parcel ID #: 09-21-28-0000-00-006

VICINITY MAP





FUTURE LAND USE MAP



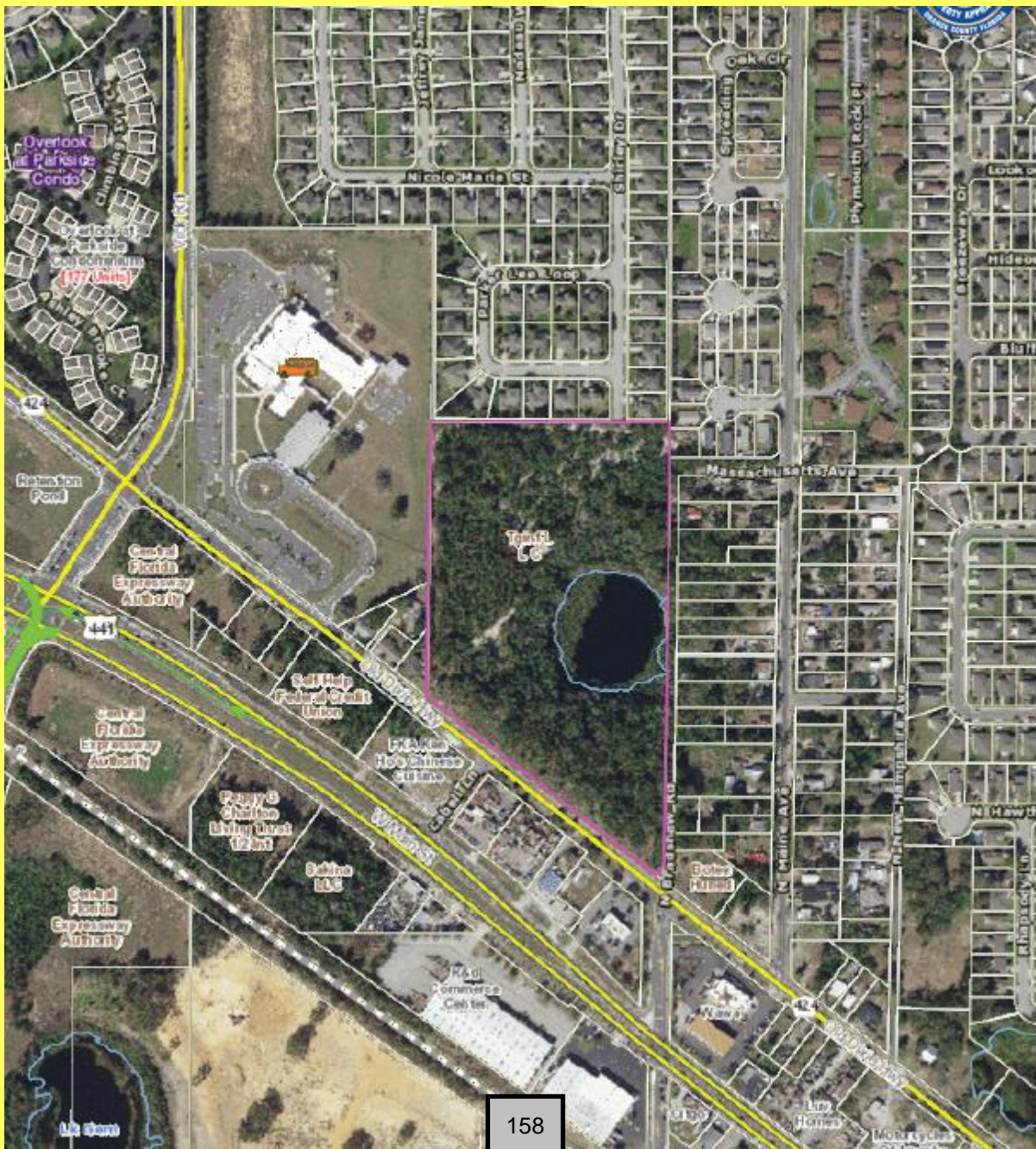


ADJACENT ZONING





ADJACENT USES AND EXISTING USES



PLANNING COMMISSION

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Backup material for agenda item:

7. CHANGE OF ZONING/MASTER PLAN AMENDMENT – Avian Pointe – Apopka Clear Lake Investments, LLC – From “City” Planned Unit Development (PUD) (89.47 AC) and “County” A-2 (ZIP) (5.29 AC) to “City” Planned Unit Development (PUD/R-3), for property located east of S.R. 429, south of Peterson Road, and north of Lust Road. (Parcel ID Nos. 07-21-28-0000-00-002 & 07-21-28-0000-00-023)
[NOTE: To be distributed on Monday, October 9, 2017]



CITY OF APOPKA
PLANNING COMMISSION

X PUBLIC HEARING
ANNEXATION
PLAT APPROVAL
OTHER:

DATE: October 10, 2017
FROM: Community Development
EXHIBITS: Land Use Report
Vicinity Map
Adjacent Zoning Map
Adjacent Uses Map
Ex. A - Adopted Master Plan
Ex. B - Amended Dev. Standards
Ex. C - Flex Use Description
Ex. D - Landscape Plan
Ex. E - Open Space & Rec Plan
Ex. F - Prototype Renderings

SUBJECT: AMENDMENT TO THE DEVELOPMENT STANDARDS FOR THE AVIAN POINTE PLANNED UNIT DEVELOPMENT ZONING AND MASTER PLAN TO ALLOW A MAXIMUM BUILDNG HEIGHT OF FIFTY FEET AND A MAXIMUM OF FOUR STORIES FOR MULIT-FAMILY BUILDNGS LOCATED WITHIN PHASE B-2 - AVIAN POINTE – APOPKA CLEAR LAKE INVESTMENTS, LLC

Parcel ID Numbers: 07-21-28-0000-00-002, 07-21-28-0000-00-015, & 07-21-28-0000-00-023

Request: AMEND THE DEVELOPMENT STANDARDS FOR THE AVIAN POINTE PLANNED UNIT DEVELOPMENT ZONING AND MASTER PLAN TO ALLOW A MAXIMUM BUILDNG HEIGHT OF 50-FEET AND A MAXIMUM OF FOUR STORIES FOR MULTI-FAMILY BUILDINGS LOCATED WITHIN PHASE B-2.

SUMMARY

OWNERS: Apopka Clear Lake Investments, LLC & Lust Grant\WD Long Family Farms
APPLICANT: Apopka Clear Lake Investments LLC, c/o Ken Stoltenberg
ENGINEER/PLANNER: Tannath Design, Inc.\Holly Swanson
LOCATION: East of S.R. 429, south of Peterson Road, and north of Lust Road
FLUM DESIGNATION: Residential Medium Density (90.7 ac) and Residential Low Density (30.3 ac)
EXISTING USE: Vacant Land
CURRENT ZONING: Planned Unit Development (PUD) and County A-2 (ZIP)
APPROVED DEVELOPMENT: Single Family Homes -- 58
Townhomes -- 216
Apartments -- 484
Community Park --
Flex Use Area – 6.09 acres; 100 bed boutique hotel, school. ALF, (Exhibit “C”)
PROPOSED ZONING: No change – Planned Unit Development (PUD/R-3). Amendment to Development Standards
TRACT SIZE: 125.27 +/- acres total project (Parcel B-2 – 39.83 acres)

DISTRIBUTION

Mayor Kilsheimer
Commissioners (4)
City Administrator Irby
Community Dev. Director

Finance Director
HR Director
IT Direc
Police C

Public Ser. Director
City Clerk
Fire Chief
Recreation Director

SUMMARY OF PROPOSED AMENDMENT:

Exhibit “B” Avian Pointe Master Plan Development Standards and Guidelines

BUILDING DESIGN/ARCHITECTURE

1. Townhomes: entrance to each unit must access a public sidewalk. Refer to landscape plans for proposed sidewalk locations.
2. Townhomes abutting a street shall have their main entry from that street. This applies to perimeter units on Parcels B-1 and B-3. Internal block units shall have their primary entrance off of the common greenspace with rear access from internal streets or alleys. Refer to enlarged landscape plans for graphic information.
3. Refer to parking notes above for single family home front entry garage requirements.
4. Standards for apartment mix are listed in tabular format on sheet za.02.
5. A minimum of one of the two required parking spaces occur within an enclosed garage space.
6. Single family residences shall have a minimum of two (2) enclosed garage spaces.
7. Maximum building height for multiple-family residential buildings constructed in the area defined as “Parcel B-2” is fifty (50) feet. Within Parcel “B-2” the maximum number of stories in a multi-family residential building is four (4).

Development Profile:

Total Residential Units	758 units		Min. Livable Area	
Single Family (70' width; 8,400 sq.ft. min.)	58 units	7.65%	1,700 sq. ft.	
Townhomes	216 units	28.50%	1,350 sq. ft.	
Apartments	484 units	63.85%	1-bedroom:	750 sq. ft.
			2-bedroom:	900 sq. ft.
			3-bedroom:	1,050 sq. ft.
Flex Use				
Public\private school; ALF\Senior housing; 100-bed boutique hotel	6.09 ac			
Community Park	10.36 ac			
Open Space	30%			
Park & Recreation	Each residential phase has its own park and recreation facility plan.			
Building Height				
Apartments	3 stories; 45 ft.; 4 stories; 50 ft.			
Townhomes	3 stories; 45 ft.			

SCHOOL CAPACITY REPORT: The proposed amendment does not increase the number of residential units.

PUBLIC HEARING SCHEDULE:

- October 10, 2017 – Planning Commission (5:30 pm)
 November 1, 2017 – City Council (1:30 pm) - 1st Reading
 November 15, 2017 – City Council (7:00 pm) – 2nd Reading

DULY ADVERTISED:

September 29, 2017– Public Notice and Notification
November 3, 2017– Ordinance Heading Ad

RECOMMENDED ACTION:

The **Development Review Committee** recommends to amend the development standards for the Avian Pointe Planned Unit Development zoning and master plan to allow a maximum building height of fifty feet and a maximum of four stories for phase b-2.

Planning Commission: recommend to amend the development standards for the Avian Pointe Planned Unit Development zoning and master plan to allow a maximum building height of fifty feet and a maximum of four stories for Phase B-2.

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.

Avian Pointe - Apopka Clear Lake Investments LLC
Existing Maximum Allowable Development: 665 SFR
Proposed Maximum Allowable Development: 58 SFR; 216 Townhomes; and 484 Apartment Units
Parcel ID #s: 07-21-28-0000-00-002, 07-21-28-0000-00-015, 07-21-28-0000-00-023
125.27 +/- Acres Combined

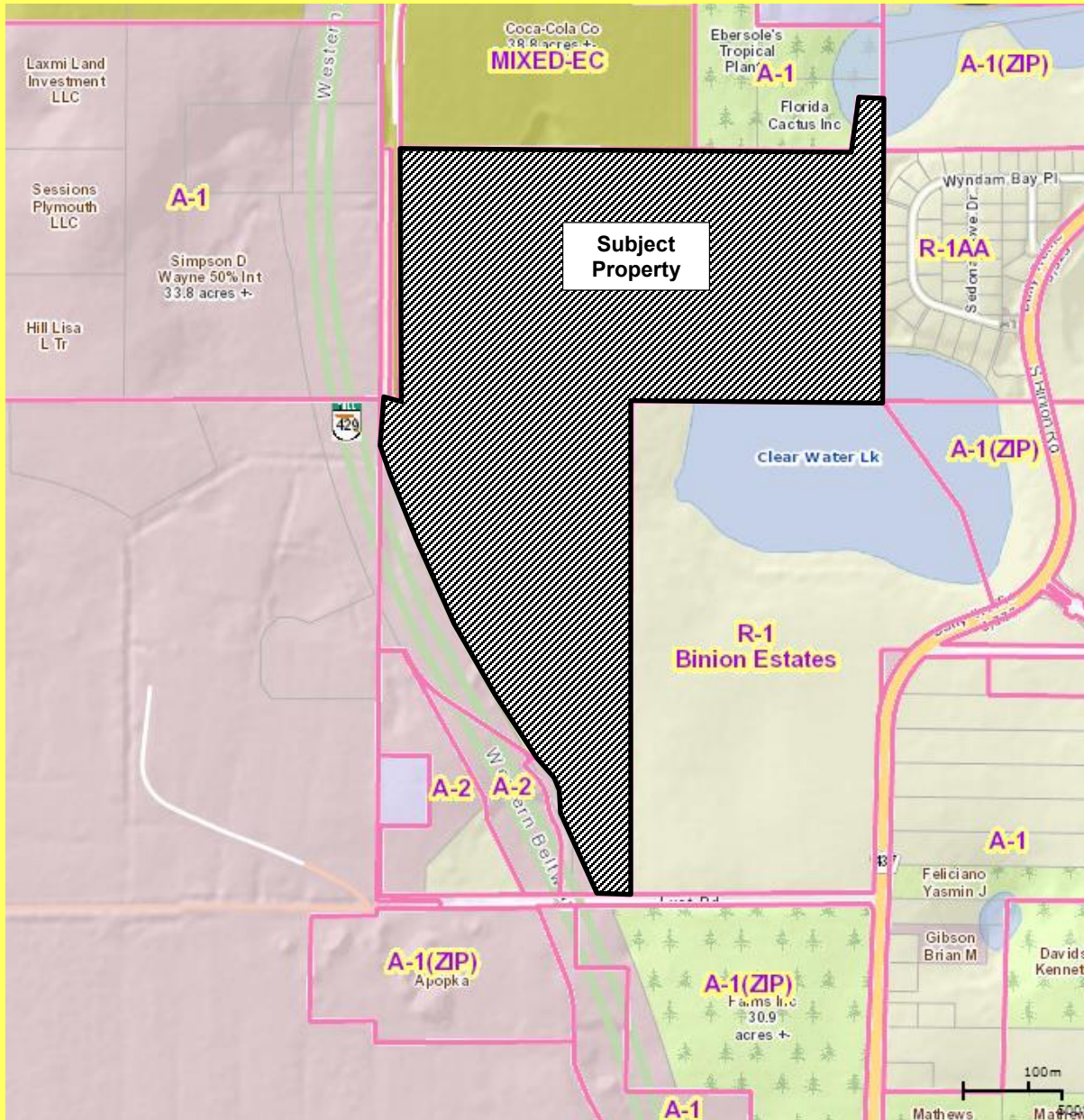


VICINITY MAP





ADJACENT ZONING





ADJACENT USES



AMENDED DEVELOPMENT SUMMARY

PARCEL A

NO CHANGE:	APPROVED:	PROPOSED:			
PARCEL ID NUMBER:	07-21-28-0000-00-015	ADDRESS: 230 SOUTH BINION ROAD, APOPKA, FL 32703	●	●	
OWNER:	WD LONG FARMS LLC	ADDRESS: 2649 LUST ROAD, APOPKA, FL 32703	●	●	
ACREAGE:	30.3 AC MOL		●	●	
ZONING:	PUD (RESIDENTIAL)		●	●	
LAND USE:	SINGLE FAMILY RESIDENTIAL		●	●	
NUMBER OF LOTS:	58		●	●	
DWELLING UNITS/ACRE:	2		●	●	
MINIMUM NET LIVING AREA:	1,700 SF PER DWELLING UNIT		●	●	
SETBACKS:	PER PREVIOUSLY APPROVED MASTER PLAN		●	●	
PARKING REQUIREMENTS:	2 ENCLOSED SPACES, 2 DRIVEWAY SPACES		●	●	
LANDSCAPE BUFFERS:	PER ALREADY APPROVED MASTER DEVELOPMENT AGREEMENT		●	●	
COMMON AREA:	PER ALREADY APPROVED MASTER DEVELOPMENT AGREEMENT		●	●	
RECREATION AREA:	PER ALREADY APPROVED MASTER DEVELOPMENT AGREEMENT		●	●	
DEVELOPMENT STANDARDS:	PER ALREADY APPROVED MASTER DEVELOPMENT AGREEMENT		●	●	
STREET STANDARDS:	PER ALREADY APPROVED MASTER DEVELOPMENT AGREEMENT		●	●	

PARCEL B (OVERALL)

PARCEL ID NUMBERS:	07-21-28-0000-00-002, 07-21-28-0000-00-023	ADDRESS: 2771 LUST ROAD, APOPKA, FL 32703	●	●	
OWNER:	APOPKA CLEAR LAKE INVESTMENTS, LLC	ADDRESS: 1810 W. KENNEDY BLVD., STE 232, TAMPA FL 33606	●	●	
ACREAGE:	95 AC MOL		●	●	
ZONING:	PUD (MIXED-USE)		●	●	
USE:	MIXED USE RESIDENTIAL, RECREATION & FLEX		●	●	
NUMBER OF PARCELS:	6		●	●	
LANDSCAPE BUFFERS:	PER ALREADY APPROVED MASTER DEVELOPMENT AGREEMENT		●	●	
COMMON AREA:	PER ALREADY APPROVED MASTER DEVELOPMENT AGREEMENT		●	●	MINOR CHANGES TO COMMON AREA
DEVELOPMENT STANDARDS:	PER ALREADY APPROVED MASTER DEVELOPMENT AGREEMENT		●	●	
STREET STANDARDS:	PER ALREADY APPROVED MASTER DEVELOPMENT AGREEMENT		●	●	MINOR CHANGES TO ROW LAYOUT

PARCEL B-1

ACREAGE:	12 AC MOL		●	●	ADDED .1 AC
LAND USE:	TOWNHOMES		●	●	
DWELLING UNITS/ACRE:	PER ALREADY APPROVED MASTER DEVELOPMENT AGREEMENT		●	●	
MINIMUM NET LIVING AREA:	PER ALREADY APPROVED MASTER DEVELOPMENT AGREEMENT		●	●	
SETBACKS:	PER ALREADY APPROVED MASTER DEVELOPMENT AGREEMENT		●	●	
PARKING REQUIREMENTS:	PER ALREADY APPROVED MASTER DEVELOPMENT AGREEMENT		●	●	
LANDSCAPE BUFFERS:	PER ALREADY APPROVED MASTER DEVELOPMENT AGREEMENT		●	●	
COMMON AREA:	PER ALREADY APPROVED MASTER DEVELOPMENT AGREEMENT		●	●	
RECREATION AREA:	PER ALREADY APPROVED MASTER DEVELOPMENT AGREEMENT		●	●	
DEVELOPMENT STANDARDS:	PER ALREADY APPROVED MASTER DEVELOPMENT AGREEMENT		●	●	
STREET STANDARDS:	PER ALREADY APPROVED MASTER DEVELOPMENT AGREEMENT		●	●	

PARCEL B-2

ACREAGE:	35.4 AC MOL		●	●	REMOVED 4.9 AC
LAND USE:	MULTI-FAMILY APARTMENTS		●	●	
DWELLING UNITS/ACRE:	PER ALREADY APPROVED MASTER DEVELOPMENT AGREEMENT		●	●	
MINIMUM NET LIVING AREA:	PER ALREADY APPROVED MASTER DEVELOPMENT AGREEMENT		●	●	
SETBACKS:	PER ALREADY APPROVED MASTER DEVELOPMENT AGREEMENT		●	●	
PARKING REQUIREMENTS:	PER ALREADY APPROVED MASTER DEVELOPMENT AGREEMENT		●	●	
LANDSCAPE BUFFERS:	PER ALREADY APPROVED MASTER DEVELOPMENT AGREEMENT		●	●	
COMMON AREA:	PER ALREADY APPROVED MASTER DEVELOPMENT AGREEMENT		●	●	
RECREATION AREA:	PER ALREADY APPROVED MASTER DEVELOPMENT AGREEMENT		●	●	
DEVELOPMENT STANDARDS:	PER ALREADY APPROVED MASTER DEVELOPMENT AGREEMENT		●	●	
STREET STANDARDS:	PER ALREADY APPROVED MASTER DEVELOPMENT AGREEMENT		●	●	MODIFIED INTERNAL STREET LAYOUT INCREASED # EXITS FROM 3 TO 4.

PARCEL B-3

ACREAGE:	12.3 AC MOL		●	●	REMOVED .7 AC
LAND USE:	TOWNHOMES		●	●	
DWELLING UNITS/ACRE:	PER ALREADY APPROVED MASTER DEVELOPMENT AGREEMENT		●	●	
MINIMUM NET LIVING AREA:	PER ALREADY APPROVED MASTER DEVELOPMENT AGREEMENT		●	●	
SETBACKS:	PER ALREADY APPROVED MASTER DEVELOPMENT AGREEMENT		●	●	
PARKING REQUIREMENTS:	PER ALREADY APPROVED MASTER DEVELOPMENT AGREEMENT		●	●	
LANDSCAPE BUFFERS:	PER ALREADY APPROVED MASTER DEVELOPMENT AGREEMENT		●	●	
COMMON AREA:	PER ALREADY APPROVED MASTER DEVELOPMENT AGREEMENT		●	●	
RECREATION AREA:	PER ALREADY APPROVED MASTER DEVELOPMENT AGREEMENT		●	●	
DEVELOPMENT STANDARDS:	PER ALREADY APPROVED MASTER DEVELOPMENT AGREEMENT		●	●	
STREET STANDARDS:	PER ALREADY APPROVED MASTER DEVELOPMENT AGREEMENT		●	●	

PARCEL B-4

ACREAGE:	12.2 AC MOL		●	●	ADDED 1.6 AC
LAND USE:	RECREATION		●	●	

PARCEL B-5

ACREAGE:	9.9 AC MOL		●	●	ADDED 4 AC
LAND USE:	FLEX - SCHOOL, COMMERCIAL, SENIOR HOUSING		●	●	

PARCEL B-6

ACREAGE:	2.90 AC MOL		●	●	
LAND USE:	FLEX - SCHOOL, COMMERCIAL, SENIOR HOUSING		●	●	

ROW

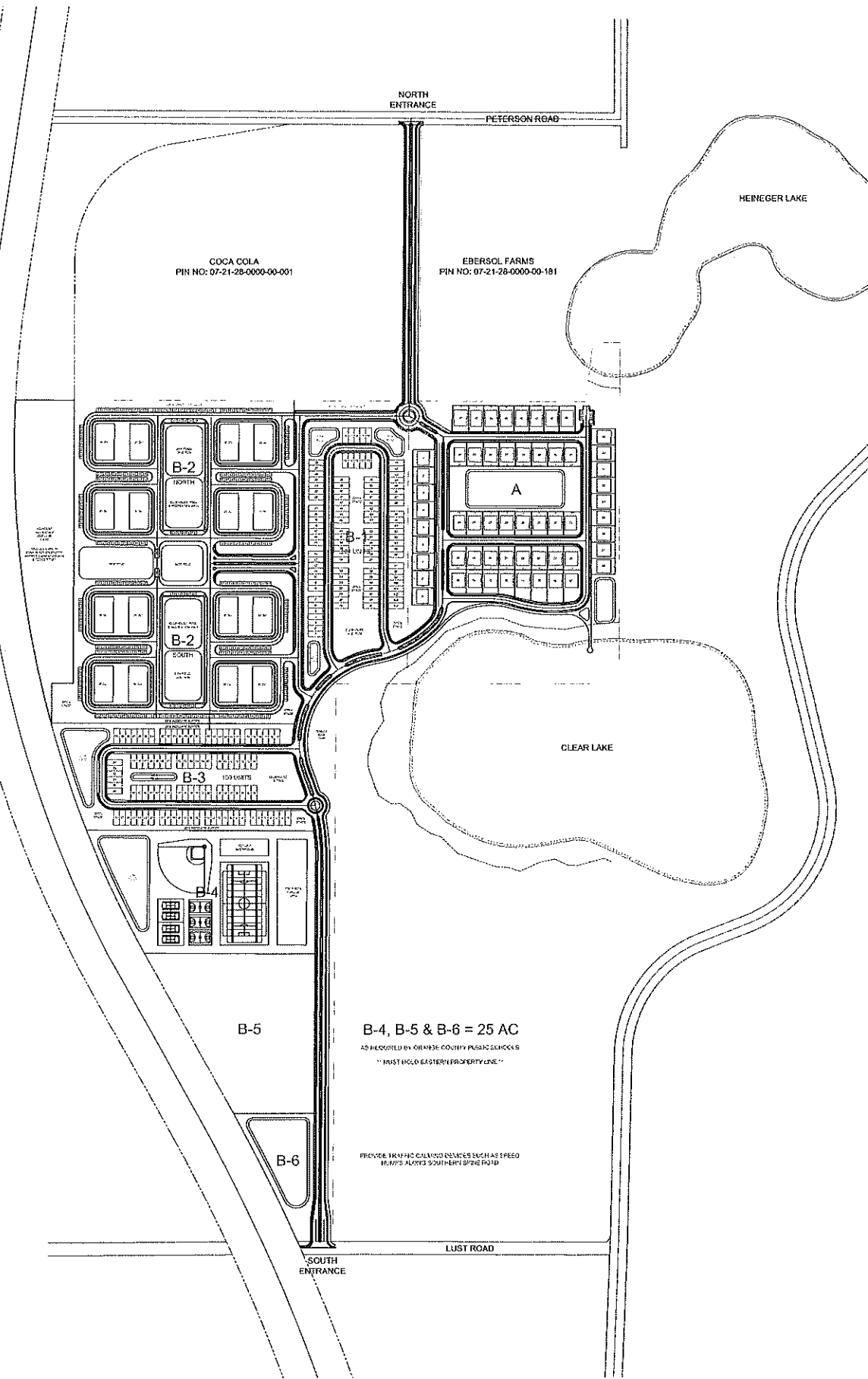
ACREAGE:	11.6 AC MOL		●	●	
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NOTES

- ALL MASTER PLAN MODIFICATIONS SHALL COMPLY WITH PREVIOUSLY APPROVED MASTER DEVELOPMENT AGREEMENT.
- RIGHT OF WAY & PRIVATE STREET DESIGNS INCLUDING STREET LIGHTING SHALL COMPLY WITH CITY OF APOPKA & FOOT STANDARDS.
- WASTE MANAGEMENT DESIGNS SHALL COMPLY WITH CITY OF APOPKA SANITATION DEPARTMENT STANDARDS.
- MAIL BOXES / KIOSKS SHALL COMPLY WITH CITY OF APOPKA & UNITED STATES POSTAL SERVICE STANDARDS.
- A PRELIMINARY SITE PLAN DRAWING PACKAGE SHALL BE COORDINATED WITH & SUBMITTED TO THE CITY OF APOPKA ENGINEER FOR REVIEW & APPROVAL PRIOR TO CONSTRUCTION.

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AMENDED MASTER PLAN



HOLLY SWANSON
ARCHITECT, AIA

6205 FLAMINGO DRIVE
APOLLO BEACH, FLORIDA
33572

813-260-4818

FL LICENSE NO. AR92665

CONSULTING ENGINEER:

LOCHRANE
ENGINEERING

201 S. BUMBY AVENUE
ORLANDO, FL
407-896-3317

PROJECT INFORMATION:

INSUBSTANTIAL ADMENDMENT TO
AVIAN POINTE MASTER PLAN

2771 LUST ROAD
APOPKA, FLORIDA

SCALE: 1" = 300'



ISSUE:

DATE:	REV:	DESCRIPTION:
10/14/16		SUBMITTAL
11/17/16	△	REVISED PLAN

PA.01

PROJECT NUMBER: 1400
DATE: 11/17/2016
DRAWN BY: HS

ORDINANCE NO. 2433

AN ORDINANCE OF THE CITY OF APOPKA, FLORIDA, CHANGING THE ZONING FROM "CITY" PLANNED UNIT DEVELOPMENT (89.7 +/- ACRES) AND "COUNTY" A-2 (5.4 +/- ACRES) TO "CITY" PLANNED UNIT DEVELOPMENT (PUD/R-3) AND OWNED BY APOPKA CLEAR LAKE INVESTMENTS, LLC; AND FROM "CITY" PLANNED UNIT DEVELOPMENT (30.34 +/- ACRES) TO "CITY" PLANNED UNIT DEVELOPMENT AND OWNED BY GRANT LUST, FOR CERTAIN REAL PROPERTY GENERALLY LOCATED EAST OF S.R. 429, SOUTH OF PETERSON ROAD, AND NORTH OF LUST ROAD, COMPRISING 125.74 +/- ACRES MORE OR LESS, PROVIDING FOR DIRECTIONS TO THE COMMUNITY DEVELOPMENT DIRECTOR, SEVERABILITY, CONFLICTS, AND AN EFFECTIVE DATE.

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

WHEREAS, the City of Apopka has requested a change in zoning on said property as identified in Section I of this ordinance; and

WHEREAS, the proposed Planned Unit Development (PUD/R-3) zoning has been found to be consistent with the City of Apopka Comprehensive Plan; and the City of Apopka Land Development Code.

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

Section I. That the zoning classification of the following described property be designated as Planned Unit Development (PUD/R-3), as defined in the Apopka Land Development Code, and with the following Avian Pointe Mixed Use Master Plan, as established in Exhibit "A" and subject to the following zoning provisions:

- A. The uses permitted within the Avian Pointe Mixed Use PUD district shall be: Parcel A, maximum of 58 single family homes; Parcel B-1, 114 townhomes; Parcel B-2, maximum of 484 apartment units; Parcel B-3, maximum of 102 townhomes; Parcel B-4, Shared Recreation Area; Parcel B-5, Flex Zoning District as defined in Exhibit "C"; and associated accessory uses or structures consistent with land use and development standards established for the R-3 zoning category except where otherwise addressed in this ordinance.
- B. Development of the property shall occur consistent with the Avian Pointe Mixed Use Master Plan as set forth in Exhibit "A," attached hereto and incorporated herein and with the development standards set forth within Exhibit "B," attached hereto and incorporated herein. If a development standard or zoning regulation is not addressed within Exhibit "B", development shall comply with the R-3 zoning standards set forth in the Land Development Code. Where any development standard conflicts between the Avian Pointe Mixed Use Master Plan and the Land Development Code, the Master Site Plan shall prevail. Any proposed revision to the Master Site Plan shall be evaluated and processed pursuant to Section 2.02.18.N. (Master plan revision), LDC.

- C. If a Preliminary Development Plan associated with the Avian Pointe PUD district has not been approved by the City within five (5) years after approval of these Master Plan provisions, the approval of the Master Site Plan provisions shall expire. At such time, the City Council may:
 - 1. Permit a single six-month extension for submittal of the required Preliminary Development Plan;
 - 2. Allow the PUD zoning designation to remain on the property pending resubmittal of new Master Site Plan provisions and any conditions of approval; or
 - 3. Rezone the property to a more appropriate zoning classification.
- D. The Avian Pointe PUD Master Plan development standards and guidelines shall apply to the development of the subject property:
 - 1. Development standards and Guidelines are established in Exhibit "B" of this Ordinance.
 - 2. Unless otherwise addressed within the PUD development standards and Master Plan, the R-3 zoning standards will apply to the subject property.

Section II. That the zoning classification of the following described property, being situated in the City of Apopka, Florida, is hereby Planned Unit Development (PUD/R-3), as defined in the Apopka Land Development Code.

Legal Description:

2995 Peterson Road: THE WEST ¼ OF THE SOUTHEAST ¼ OF THE NORTHWEST ¼ & THE SOUTHWEST ¼ OF THE NORTHWEST ¼ (LESS THE WEST 100 FEET) OF THE NORTHWEST ¼ OF THE SOUTHWEST ¼ & SOUTHWEST ¼ OF THE SOUTHWEST ¼ LYING EAST OF THE RAILROAD R/W (LESS THE SOUTH 750 FEET) & WEST 100 FEET VAC RAILROAD R/W IN NORTHWEST ¼ OF SOUTHWEST ¼ OF SEC & ALL TRIANGULAR PT LYING SOUTHWEST OF A LINE 25 FEET SOUTHEAST OF C/L RAILROAD R/W IN THE NORTHWEST ¼ OF THE SOUTHWEST ¼ OF SEC 07-21-28 (LESS COM THENCE SOUTHWEST CORNER OF SEC 7 PER HENRICH INC LAND SURVEYORS 11/9/73 & BOUNDARY SURVEY BY PEC FOR SJRWMD 8/1/98; THENCE RUN NORTH 00°23'15" EAST 1559.73 FEET TO POINT OF BEGINNING; THENCE CONTINUE NORTH 00°23'15" EAST 875.65 FEET TO A POINT ON A CURVE CONCAVE NORTHEASTERLY HAVING A RADIUS OF 4850 FEET A CENTER ANGLE OF 13°51'26" A CHORD BEARING OF SOUTH 22°13'04" EAST & AN ARC DISTANCE OF 1172.99 FEET; THENCE SOUTH 29°08'48" EAST 656.85 FEET TO A POINT ON A CURVE CONCAVE SOUTHWESTERLY HAVING A RADIUS OF 597.96 A CENTER ANGLE OF 02°06'24" A CHORD BEARING OF NORTH 55°30'56" WEST & AN ARC DISTANCE OF 21.99 FEET; THENCE NORTH 56°34'09" WEST 488.72 FEET TO A POINT ON A CURVE CONCAVE NORTHEASTERLY HAVING A RADIUS OF 548.70 FEET TO A CENTER ANGLE OF 34°20'30" A CHORD BEARING OF NORTH 39°23'54" WEST & AN ARC DISTANCE OF 328.88 FEET; THENCE NORTH 89°22'05" WEST 13.88 FEET TO A POINT ON A CURVE CONCAVE NORTHEASTERLY HAVING A RADIUS OF 5156 FEET A CENTER ANGLE OF

03°05'12" A CHORD BEARING OF NORTH 26°14'38" WEST & AN ARC DISTANCE OF 277.76 FEET TO THE POINT OF BEGINNING) & (LESS COMMENCE THENCE SOUTHWEST CORNER OF SEC 7 PER HENRICH INC LAND SURVEYORS 11/9/73 & BOUNDARY SURVEY BY PEC FOR SJRWMD 8/1/98; THENCE RUN NORTH 00°23'15" EAST 1312 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE NORTH 00°23'15" EAST 247.73 FEET TO A POINT ON A CURVE CONCAVE NORTHEASTERLY HAVING A RADIUS OF 5156 FEET A CENTER ANGLE OF 03°05'12" A CHORD BEARING OF SOUTH 26°14'38: EAST & AN ARC DISTANCE OF 277.76 FEET; THENCE NORTH 89°22'05" WEST 124.49 FEET TO THE POINT OF BEGINNING)

Parcel ID No. 07-21-28-0000-00-002

89.7 acres (+/-) "City" Planned Unit Development to "City" Planned Unit Development

230 S. Binion Road: THE SOUTHEAST ¼ OF THE NORTHWEST ¼ (LESS THE WEST ¼ THEREOF) AND BEGINNING AT THE SOUTHEAST CORNER OF THE NORTHEAST ¼ OF THE NORTHWEST ¼ RUN WEST 160 FEET, NORTH 7 DEGREES EAST 277.24 FEET, EAST 124.78 FEET, SOUTH 275 FEET TO THE POINT OF BEGINNING, SAID LAND LYING IN SECTION 7, TOWNSHIP 21 SOUTH, RANGE 28 EAST, ORANGE COUNTY, FLORIDA.

Parcel ID No. 07-21-28-0000-00-015

30.34 acres (+/-) "City" Planned Unit Development to "City" Planned Unit Development

2771 Lust Road: COMMENCE TO THE SOUTHEAST CORNER OF THE SOUTHWEST ¼ OF THE SOUTHWEST ¼ OF SECTION 07-21-28 RUN NORTH 30 FEET FOR THE POINT OF BEGINNING NORTH 89° WEST 295.64 FEET NORTH 00° EAST 274.53 FEET TO THE POC RUN NORTHWESTERLY ALONG CURVE CONCAVE TO THE SOUTHWEST 162.67 FEET TO THE PRC; RUN NORTHWESTERLY ALONG CURVE CONCAVE TO NE 95.21 FT TO PRC; RUN NORTHWESTERLY ALONG CURVE CONCAVE TO SOUTHWEST 182.36 FEET NORTH 32° EAST 60 FEET THEN EAST 516.82 FEET TO THE EAST LINE OF THE SOUTHWEST ¼ OF SOUTHWEST ¼ THENCE SOUTH ALONG SEC LINE 720 FEET TO THE POINT OF BEGINNING (LESS COM THE SOUTHWEST CORNER OF SEC 7 PER HENRICH INC LAND SURVEYORS 11/9/73 & BOUNDARY SURVEY BY PEC FOR SJRWMD 8/1/98; RUN NORTH 89°39'46" EAST 1018.42 FEET THENCE NORTH 00°53'03" EAST 30.01 FEET FOR THE POINT OF BEGINNING; THENCE CONTINUE NORTH 00°53'03" EAST 244.53 FEET TO A POINT ON A CURVE CONCAVE SOUTHWESTERLY HAVING A RADIUS OF 305 FEET FOR A CENTER ANGLE 08°30'19" A CHORD BEARING OF NORTH 03°22'06" WEST & AN ARC DISTANCE OF 45.28 FEET TO A POINT ON A CURVE CONCAVE SOUTHWESTERLY HAVING A RADIUS OF 8150 FEET ON A CENTER ANGLE OF 02°14'40" A CHORD BEARING OF SOUTH 25°11'59" EAST & AN ARC DISTANCE OF 319.25 FEET; THENCE SOUTH 89°39'46" WEST 137.04 FEET TO THE POINT OF BEGINNING)

Parcel ID No. 07-21-28-0000-00-023

5.29 acres (+/-) "County" A-2 to "City" Planned Unit Development

Combined total acreage: 125.74 acres (+/-)

Section III. Ordinance Number 1091, Binion Estates PUD, is hereby repealed and replaced by Ordinance Number 2433.

ORDINANCE NO. 2433

PAGE 4

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

Section V. That the Community Development Director, or the Director's designee, is hereby authorized to amend, alter, and implement the official zoning maps of the City of Apopka, Florida, to include said designation. The Community Development Director shall not accept an application for a development plan until such time the property owner addresses school capacity enhancement review with Orange County Public Schools.

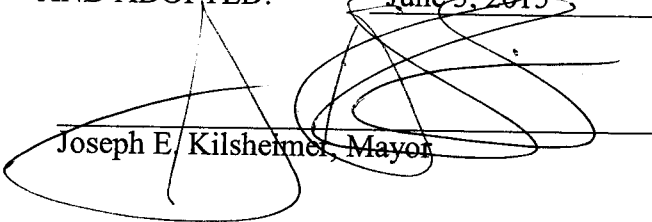
Section VI. That if any section or portion of a section or subsection of this Ordinance proves to be invalid, unlawful, or unconstitutional, it shall not be held to invalidate or impair the validity, force or effect of any other section or portion of section or subsection or part of this ordinance.

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

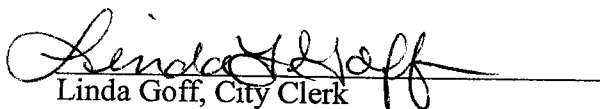
Section VIII. That this Ordinance shall take effect immediately.

READ FIRST TIME: May 20, 2015

READ SECOND TIME
AND ADOPTED: June 3, 2015


Joseph E. Kilshner, Mayor

ATTEST:


Linda Goff, City Clerk

DULY ADVERTISED:

April 24, 2015
May 22, 2015

GENERAL NOTES

- PROJECT SHALL COMPLY WITH THE FOLLOWING:
 - AMERICANS WITH DISABILITIES ACT
 - CITY OF APOPKA MUNICIPAL & LAND USE CODES, DESIGN GUIDELINES AND STANDARDS.
 - CITY OF APOPKA FIRE DEPARTMENT
 - FLORIDA FIRE MARSHAL
 - FLORIDA DEPARTMENT OF TRANSPORTATION
 - ST. JOHN'S WATER MANAGEMENT DISTRICT
- ON-SITE ROADS & DRAINAGE SYSTEM, INCLUDING THE RETENTION PONDS, WILL BE OWNED AND MAINTAINED BY THE PROPERTY OWNER WITH A MUNICIPAL SERVICE TAXING UNIT ESTABLISHED FOR STORMWATER SYSTEM FUNCTIONALITY. ROUTINE MAINTENANCE, INCLUDING MOWING SHALL BE THE RESPONSIBILITY OF THE PROPERTY OWNER.
- ALL STORMWATER PONDS SHALL BE DESIGNED IN ACCORDANCE WITH SJWMD & CITY OF APOPKA STANDARDS.
- BUFFER, LANDSCAPING, RECREATION AND COMMON AREAS WILL BE PRIVATELY OWNED AND MAINTAINED BY THE PROPERTY OWNER.
- BUFFERS - WHERE REQUIRED - WILL CONSIST OF LANDSCAPING, BERMS, APPROVED FENCING, EXISTING & NEW CITY-APPROVED TREES.
- PROJECT INFRASTRUCTURE WILL BE DEVELOPED IN ONE PHASE.
- UTILITIES SHALL BE PROVIDED BY THE CITY OF APOPKA.
- PROJECT SHALL COMPLY WITH CITY OF APOPKA DEVELOPMENT REQUIREMENTS PER MUNICIPAL CODE PART III ARTICLE II LAND USE: TYPE, DENSITY AND INTENSITY.
- STRUCTURES SHALL COMPLY WITH FLORIDA BUILDING CODE, CURRENT ENFORCED EDITION.
- ROADS AND PARKING AREAS SHALL COMPLY WITH FDOT DESIGN AND ENGINEERING REQUIREMENTS. R.O.W. PAVEMENT WORK MUST UTILIZE TYPE SP-8.5 ASPHALT.
- MASTER PLAN AS SHOWN IS CONCEPTUAL. ALL FEATURES NOTED HEREIN SHALL BE SUBJECT TO JURISDICTIONAL APPROVALS AND CIVIL ENGINEERING REFINEMENTS IN ACCORD WITH AGENCY REQUIREMENTS.
- LANDSCAPE & IRRIGATION PLANS SHALL BE DESIGNED IN ACCORDANCE WITH CITY ORDINANCE NO. 2069.
- A DEVELOPER AGREEMENT SHALL BE REQUIRED FOR OFF-SITE RIGHT OF WAY IMPROVEMENTS FROM THE NORTH ENTRANCE DRIVE TO THE INTERSECTION OF ORANGE AVENUE.

PROJECT

AVIAN POINTE CITY OF APOPKA, FLORIDA (FORMERLY KNOWN AS BINION ESTATES)

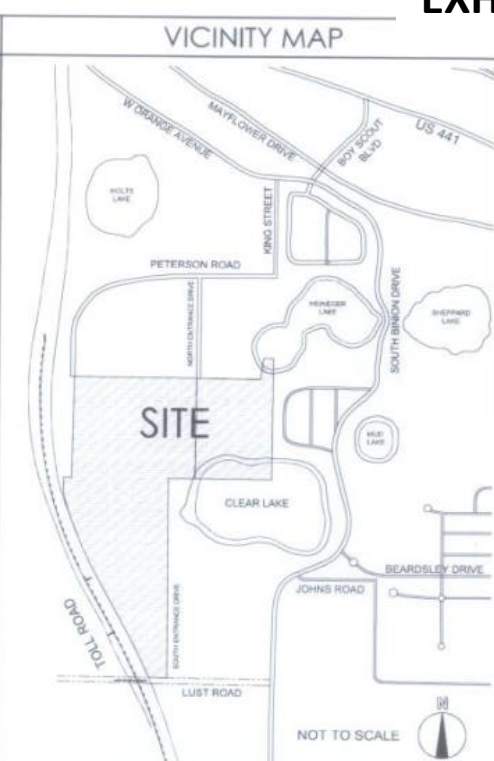
PUD ZONING AMENDMENT & MIXED USE MASTER PLAN

PARCEL I.D. NUMBERS
07-21-28-0000-00-015
07-21-28-0000-00-002
07-21-28-0000-00-023

SUBMITTED MAY 30, 2014

RESUBMITTALS:
1. JUNE 12, 2014 STAFF COMMENT RESPONSES & REVISIONS
2. APRIL 27, 2015 STAFF COMMENT RESPONSES & REVISIONS

RECEIVED
APR 27 2015
By



HOLLY SWANSON
ARCHITECT, AIA
6205 FLAMINGO DRIVE
APOLLO BEACH, FLORIDA
33572
813-465-1095

FL LICENSE NO. AR02665
CONSTRUCTION ENGINEER

ERIC J. HENDRA, P.E.
ENDRA & associates, inc.

PROJECT INFORMATION:
**AVIAN POINTE
(FORMERLY BINION ESTATES)
PUD ZONING AMENDMENT
(SINGLE FAMILY TO MIXED USE)**
2771 LUST ROAD
APOPKA, FLORIDA

LEGAL DESCRIPTION

PER CIVIL ENGINEER:
PARCEL ID NO. LUST GRANT (PARCEL A)
07-21-28-0000-00-015

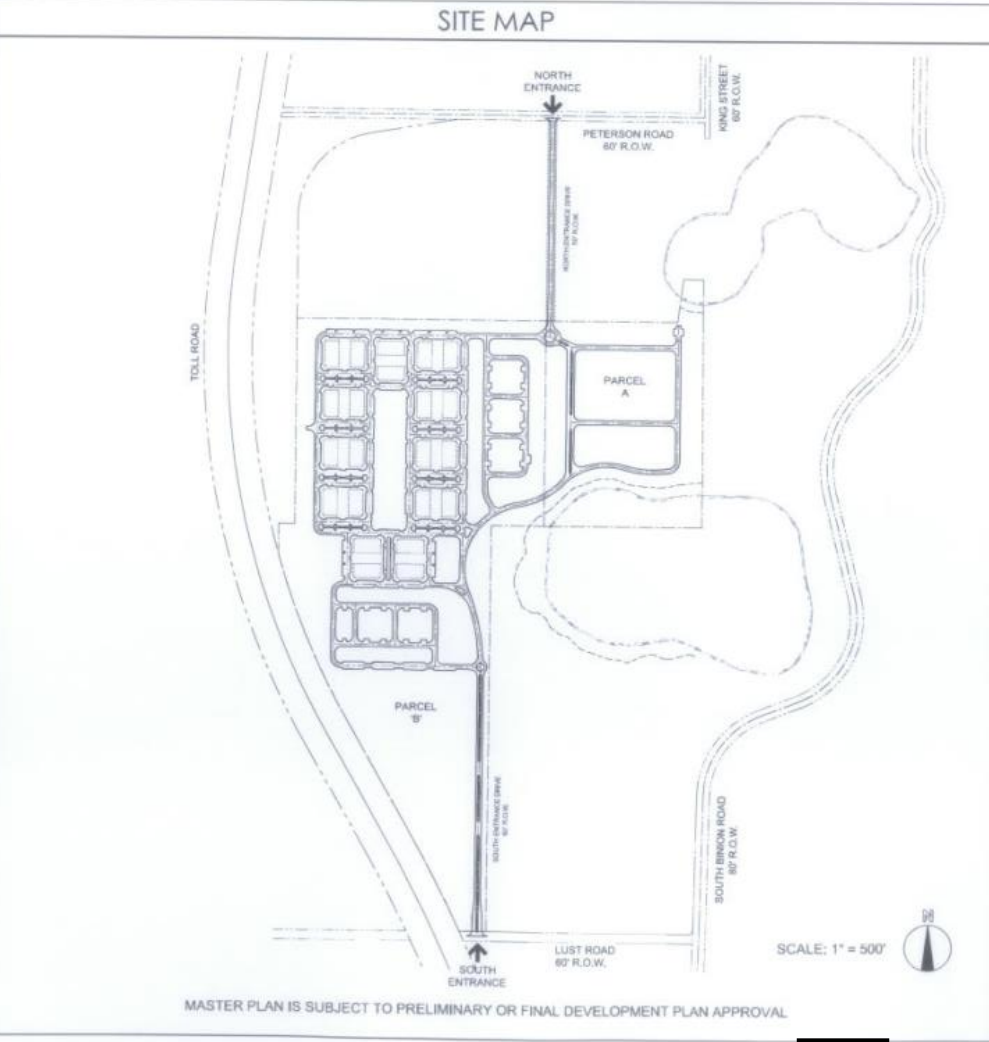
THE SOUTHEAST 1/4 OF NORTHWEST 1/4 (LESS THE WEST 1/4 THEREOF) AND BEGINNING AT THE SOUTHEAST CORNER OF THE NORTHEAST 1/4 OF THE NORTHWEST 1/4; RUN WEST 160 FEET; NORTH 7 DEGREES EAST 277.24 FEET; EAST 124.78 FEET; SOUTH 275 FEET TO THE POINT OF BEGINNING, ALL BEING SITUATED IN SECTION 07, TOWNSHIP 21 SOUTH, RANGE 28 EAST, ORANGE COUNTY, FLORIDA. CONTAINING 1,321,761 square feet, or 30.34 acres, more or less.

PARCEL I.D. NO. APOPKA CLEAR LAKE LLC (PARCEL B)
07-21-28-0000-00-002
07-21-28-0000-00-023

The West 1/2 of the Southwest 1/4 of Section 7, Township 21 South, Range 28 East, lying East of State Road 429; the Southwest 1/4 of the Northwest 1/4 of Section 7, Township 21 South, Range 28 East, less the West 100.00 feet thereof, and the West 1/2 of the Southwest 1/4 of the Northwest 1/4 of Section 7, Township 21 South, Range 28 East, all in Orange County, Florida.

BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:
COMMENCING at the Southeast corner of the Southwest 1/4 of Section 7, Township 21 South, Range 28 East, Orange County, Florida; thence run South 89°39'36" West, along the South line of the Southwest 1/4 of said Section 7, for a distance of 1320.05 feet to a point on the East line of the West 1/2 of the Southwest 1/4 of said Section 7; thence departing said South line, run North 00°22'30" East, along said East line, for a distance of 30.00 feet to a point on the North right of way line of Lust Road, as recorded in Deed Book 509, Page 564 of the Public Records of Orange County, Florida, said point also being the POINT OF BEGINNING; thence run South 89°39'36" West, along the said North right of way line, for a distance of 183.18 feet to a point on the Easterly limited access right of way line of State Road 429, as shown on Orlando-Orange County Expressway Authority Right of Way Map of Project Number 429-201, said point also being on a curve, concave Southwesterly, having a radius of 8150.00 feet, a chord bearing of North 28°36'44" West, and a chord distance of 720.85 feet; thence run Northwesterly along the arc of said curve, and said Easterly limited access right of way line through a central angle of 05°04'10" for an arc distance of 721.09 feet to the point of tangency; thence run North 29°08'49" West, along said Easterly limited access right of way line, for a distance of 768.04 feet to the point of curvature of a curve, concave Northeasterly, having a radius of 4850.00 feet, a chord bearing of North 22°13'22" West, and a chord distance of 1169.35 feet; thence run Northwesterly along the arc of said curve, and said Easterly limited access right of way line, through a central angle of 13°50'52" for an arc distance of 1172.20 feet to a point on the West line of the Southwest 1/4 of said Section 7; thence departing said curve, and said Easterly limited access right of way line, run North 00°23'17" East, along said West line, for a distance of 193.80 feet to the West 1/4 corner of said Section 7; thence departing said West line, run South 89°49'16" East, along the North line of the Southwest 1/4 of said Section 7, for a distance of 106.00 feet to a point on the Westerly line of the CSX railroad, as recorded in Deed Book 882, Page 129 of the aforesaid Public Records of Orange County, Florida; thence departing said North line, run North 00°11'33" East, along said West line, for a distance of 1313.29 feet to a point on the North line of the Southwest 1/4 of the Northwest 1/4 of said Section 7; thence departing said West line, run South 89°44'02" East, along said North line, for a distance of 1547.79 feet to a point on the East line of the West 1/2 of the Southwest 1/4 of the Northwest 1/4 of said Section 7; thence departing said North line, run South 00°18'38" West, along said East line, for a distance of 1310.94 feet to a point on the North line of the aforesaid Southwest 1/4 of Section 7; thence departing said East line, run North 89°49'16" West, along said North line, for a distance of 327.05 feet to a point on the aforesaid East line of the West 1/2 of the Southwest 1/4 of Section 7; thence departing said North line, run South 00°22'30" West, along said East line, for a distance of 2586.52 feet to the POINT OF BEGINNING.

Containing 4,155,511 square feet, or 95.40 acres, more or less.



PROJECT DATA

CITY OF APOPKA PROJECT NO.:	PENDING
PARCEL A	
PARCEL I.D. NUMBER:	07-21-28-0000-00-015
PARCEL ADDRESS:	230 SOUTH BINION ROAD APOPKA, FL 32703
GROSS LAND AREA:	25.7 ACRES
GROSS LAKE AREA:	4.7 ACRES
TOTAL GROSS AREA:	30.3 ACRES
CURRENT LAND USE:	LOW-RES. 0-5 D.U./AC
FUTURE LAND USE (FLU):	LOW-RES. 0-5 D.U./AC (NO CHANGE)
CURRENT ZONING:	PD R-1
PROPOSED ZONING:	PD R-1 (NO CHANGE)
REQUIRED LANDSCAPE BUFFER:	50' FM NHWL
REQUIRED WETLAND SETBACK:	30%
REQUIRED OPEN SPACE:	30%
REQUIRED RECREATION:	RECREATION AREAS SHALL COMPLY WITH O.C. 38-1253
ALLOWABLE D.U.:	151 SINGLE FAMILY HOMES
PROPOSED D.U.:	58 SINGLE FAMILY HOMES
BUILDING TYPE:	TYPE V, NON-SPRINKLERED
BUILDING HEIGHT:	MAX. 2 STORES, 35'
MIN. REQ'D NET LIVING AREA/D.U.:	1,700 SQ FT
SCHOOL AGE POPULATION:	24 CHILDREN (ESTIMATED) (PROJECTED AT 0.4X60)
REQUIRED PARKING:	2 SPACES/D.U.
MINIMUM LOT SIZE:	70' X 120', 8,400 SF
MINIMUM SETBACKS:	SEE SHEETS ZA.02A & ZA.12
PARCEL B	
PARCEL I.D. NUMBERS:	07-21-28-0000-00-002 07-21-28-0000-00-023
PARCEL ADDRESS:	2771 LUST ROAD APOPKA, FL
GROSS LAND AREA:	90.7 ACRES
CURRENT LAND USE:	LOW-RES. 0-5 D.U./AC
FUTURE LAND USE (FLU):	MED DENSITY, 0-12 D.U./AC
CURRENT ZONING:	PD R-1
PROPOSED ZONING:	PD MIXED USE
REQUIRED LANDSCAPE BUFFER:	25'
REQUIRED WETLAND SETBACK:	50' FM NHWL
REQUIRED OPEN SPACE:	30%
REQUIRED RECREATION:	RECREATION AREAS SHALL COMPLY WITH O.C. 38-1253
ALLOWABLE D.U.:	454 SINGLE FAMILY HOMES
PROPOSED D.U.:	102 TOWNHOMES 1,350 SF MINIMUM LIVING AREA
PARCEL B-1:	
	111 TOWNHOMES 1,350 SF MINIMUM LIVING AREA
PARCEL B-2:	
	484 UNITS 750 SF MINIMUM LIVING AREA
	40% 1 BR 40% 2 BR 20% 3 BR
PARCEL B-3:	
	102 TOWNHOMES 1,350 SF MINIMUM LIVING AREA
REQUIRED PARKING:	SEE SHEET ZA.02
BUILDING TYPE:	TYPE V, SPRINKLERED
BUILDING HEIGHT:	MAX. 3 STORES, 45'
SCHOOL AGE POPULATION:	281 CHILDREN (ESTIMATED) (PROJECTED AT 0.4X702)
REQUIRED SETBACKS:	SEE SHEET ZA.02A

PROJECT DIRECTORY

OWNER-APPLICANT:	LUST GRANT (PARCEL A) 140 LONG FAMILY FARMS LLC 2949 LUST ROAD APOPKA, FL 32703	APOPKA CLEAR LAKE INVESTMENTS, LLC (PARCEL B) 811 WEST BAY STREET, STE. 350 TAMPA, FLORIDA 33609
OWNER CONTACT:	KEN STOLTENBERG PH: 813-321-1984	
ARCHITECT:	HOLLY SWANSON 6205 FLAMINGO DRIVE APOLLO BEACH, FLORIDA 33572 PH: 813-465-1095	
CIVIL ENGINEER:	TANNATH DESIGN, INC. 2484 ROSE SPRING DRIVE ORLANDO, FLORIDA 32825 PH: 407-862-8878 CONTACT: BRYAN POTTS, P.E.	
SURVEYOR:	ALLEN & COMPANY INC. 16 EAST PLANT STREET WINTER GARDEN, FLORIDA 34787 PH: 407-654-5355 CONTACT: JAMES RICKMAN, PSM	
TRAFFIC ENGINEER:	LUKE TRANSPORTATION ENGINEERING CONSULTANTS 29 EAST PINE STREET ORLANDO, FLORIDA 32828 PH: 407-423-6055 CONTACT: JOE ROVIARO	

SHEET INDEX

ZA.00	COVER SHEET
ZA.01	AERIAL LAND USE PLAN, SOILS & TOPOGRAPHY
ZA.02	MASTER PLAN & DEVELOPMENT SUMMARY
ZA.02A	DEVELOPMENT STANDARDS & GUIDELINES
ZA.03	ENLARGED MASTER PLAN - SHEET 1 OF 2
ZA.04	ENLARGED MASTER PLAN - SHEET 2 OF 2
ZA.05	LANDSCAPE PLAN - SHEET 1 OF 2
ZA.06	LANDSCAPE PLAN - SHEET 2 OF 2
ZA.07	OPEN SPACE & RECREATION PLAN - SHEET 1 OF 2
ZA.08	OPEN SPACE & RECREATION PLAN - SHEET 2 OF 2
ZA.09	PROTOTYPE APARTMENT ELEVATIONS
ZA.10	PROTOTYPE APARTMENT ELEVATIONS
ZA.11	PROTOTYPE TOWNHOUSE ELEVATIONS

EXHIBITS:
SURVEY - LUST GRANT (PARCEL A) - SHEET 1 OF 1
SURVEY - APOPKA CLEAR LAKE LLC (PARCEL B) - SHEET 1 OF 3
SURVEY - APOPKA CLEAR LAKE LLC (PARCEL B) - SHEET 2 OF 3
SURVEY - APOPKA CLEAR LAKE LLC (PARCEL B) - SHEET 3 OF 3

ISSUE:

DATE	REV	DESCRIPTION
3/24/14		CITY REVIEW
3/25/14		CITY SUBMITTAL 1
5/30/14		CITY SUBMITTAL 2
6/12/14	1	REVISION 1
4/27/15	2	REVISION 2

SEAL:

SHEET NUMBER:
ZA.00

PROJECT NUMBER: 14-001
DATE: 4-27-15
DRAWN BY: HG

DEVELOPMENT SUMMARY

PARKING SUMMARY

PARCEL	USE	REQUIRED	PROVIDED	# ENCLOSED	OVERFLOW/GUEST
A	SINGLE FAMILY	2 PER UNIT	4 PER UNIT	2 PER UNIT	5
B-1	TOWNHOMES	2 PER UNIT	2 PER UNIT	1 PER UNIT	41
B-2	APARTMENTS*				
	1 BR**	2 PER UNIT	1.5 PER UNIT	0	0
	2 BR	2 PER UNIT	2 PER UNIT	0	0
	3 BR	2 PER UNIT	2 PER UNIT	0	0
B-3	TOWNHOMES	2 PER UNIT	2 PER UNIT	1 PER UNIT	28
B-4	COMMUNITY PARK	N/A	N/A	N/A	42
B-5	FLEX ZONE	PER LDC STANDARDS BY USE			

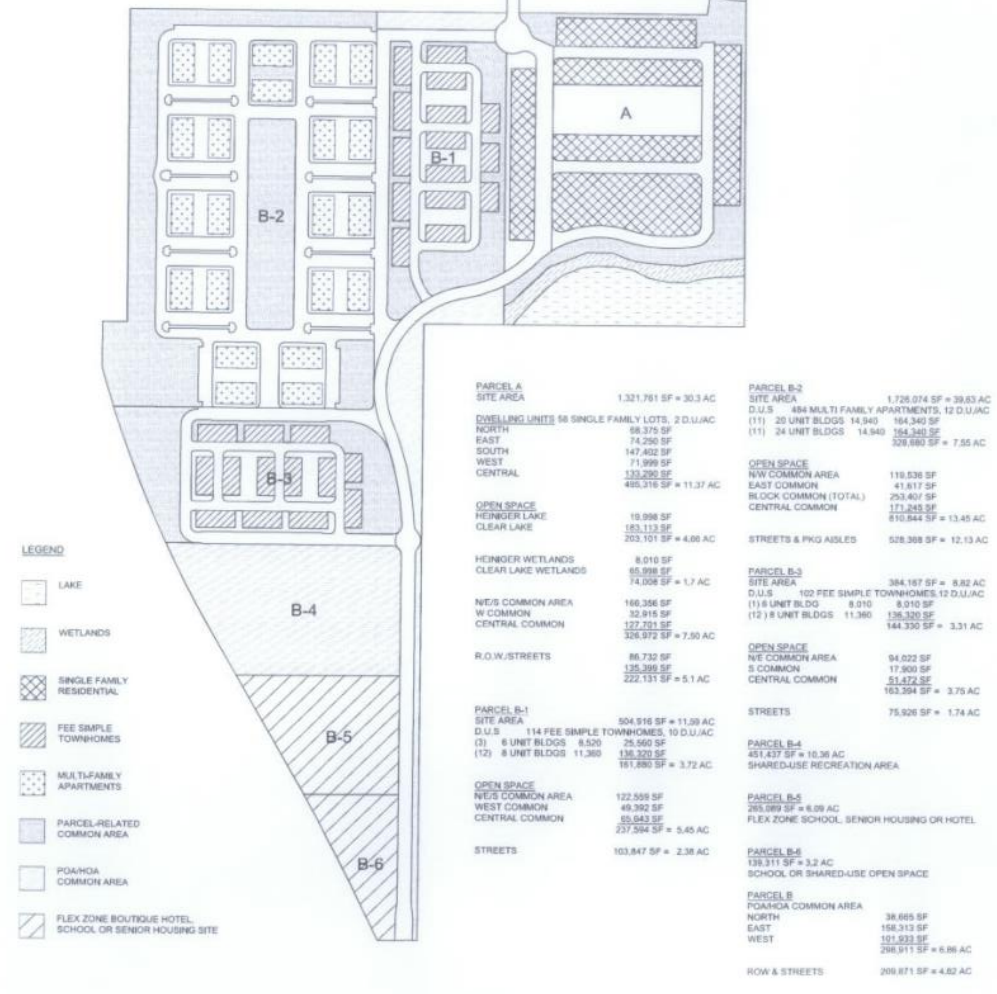
* ADDITIONAL SPACES PENDING PRELIMINARY SITE PLAN DESIGN
** VARIANCE REQUIRED

APARTMENT UNIT SUMMARY

UNIT TYPE	% OF UNITS	# OF UNITS	LIABLE SF/UNIT
1 BR	40%	194	750 SF MIN
2 BR	40%	194	900 SF MIN
3 BR	20%	96	1,050 SF MIN

* NO STUDIO APARTMENTS ALLOWED

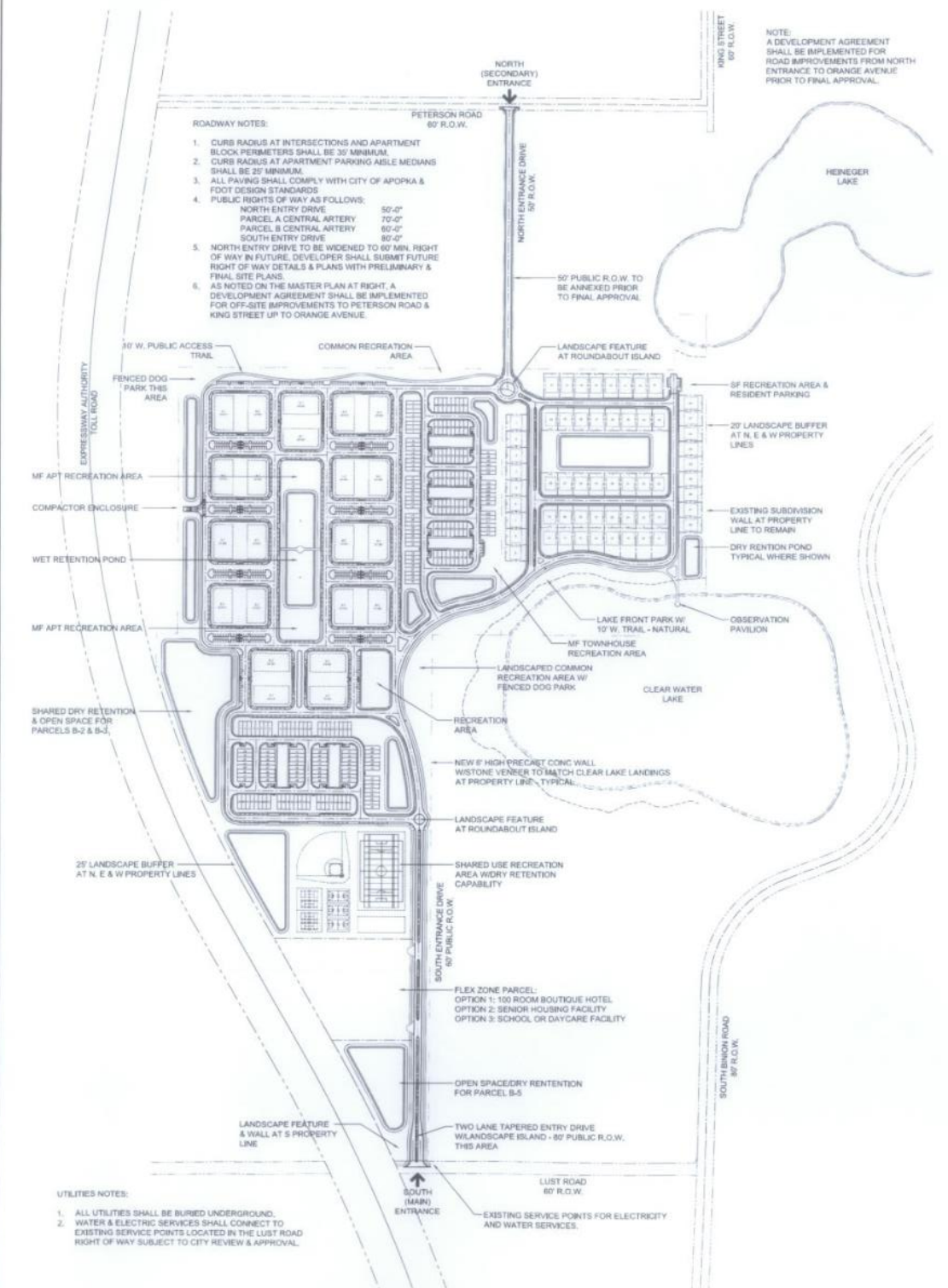
NOTES:
1. PHASING AS INDICATED BY LETTER/NUMBER DESIGNATIONS BELOW.
2. INFRASTRUCTURE SHALL BE IN PLACE PRIOR TO COMMENCEMENT WITH INITIAL DEVELOPMENT PHASE.
3. SEE SHEETS ZA.07 & ZA.08 FOR OPEN SPACE & RECREATION AREA CALCULATIONS.



PARCEL A SITE AREA 1,321,761 SF = 30.3 AC	PARCEL B-2 SITE AREA 1,726,074 SF = 39.63 AC
DWELLING UNITS: 58 SINGLE FAMILY LOTS, 2 D.U./AC	D.U.'S: 484 MULTI-FAMILY APARTMENTS, 12 D.U./AC
NORTH: 98,375 SF	(11) 20 UNIT BLDGS: 14,940
EAST: 74,250 SF	(11) 24 UNIT BLDGS: 14,940
SOUTH: 147,402 SF	164,340 SF
WEST: 71,999 SF	328,680 SF = 7.55 AC
CENTRAL: 132,290 SF	
485,316 SF = 11.37 AC	OPEN SPACE
	N/W COMMON AREA: 119,536 SF
OPEN SPACE	EAST COMMON: 41,817 SF
HEINIGER LAKE: 19,998 SF	BLOCK COMMON (TOTAL): 293,807 SF
CLEAR LAKE: 183,113 SF	CENTRAL COMMON: 171,245 SF
203,101 SF = 4.66 AC	810,844 SF = 13.45 AC
HEINIGER WETLANDS: 8,010 SF	STREETS & PKG ASBLES : 528,368 SF = 12.13 AC
CLEAR LAKE WETLANDS: 65,998 SF	
74,008 SF = 1.7 AC	PARCEL B-3 SITE AREA: 384,197 SF = 8.82 AC
N/E/S COMMON AREA: 186,356 SF	D.U.'S: 100 FEE SIMPLE TOWNHOMES, 12 D.U./AC
W COMMON: 32,918 SF	(1) 8 UNIT BLDG: 8,010
CENTRAL COMMON: 127,221 SF	(12) 8 UNIT BLDGS: 11,360
326,972 SF = 7.50 AC	136,370 SF
R.O.W./STREETS: 86,732 SF	144,330 SF = 3.31 AC
135,295 SF	OPEN SPACE
222,131 SF = 5.1 AC	N/E COMMON AREA: 94,822 SF
	S COMMON: 17,800 SF
PARCEL B-1 SITE AREA: 504,916 SF = 11.59 AC	CENTRAL COMMON: 51,472 SF
D.U.'S: 114 FEE SIMPLE TOWNHOMES, 10 D.U./AC	163,294 SF = 3.75 AC
(3) 8 UNIT BLDGS: 8,520	STREETS : 75,926 SF = 1.74 AC
(12) 8 UNIT BLDGS: 11,360	
136,320 SF	PARCEL B-4 451,437 SF = 10.36 AC
161,880 SF = 3.72 AC	SHARED-USE RECREATION AREA
OPEN SPACE	
N/E/S COMMON AREA: 122,559 SF	PARCEL B-5 265,089 SF = 6.09 AC
WEST COMMON: 49,392 SF	FLEX ZONE SCHOOL, SENIOR HOUSING OR HOTEL
CENTRAL COMMON: 55,943 SF	
237,594 SF = 5.45 AC	PARCEL B-6 123,311 SF = 2.8 AC
STREETS : 103,847 SF = 2.38 AC	SCHOOL OR SHARED-USE OPEN SPACE
	PARCEL B FOAKHA COMMON AREA: 38,665 SF
	NORTH: 156,313 SF
	EAST: 121,833 SF
	WEST: 296,911 SF = 6.86 AC
	ROW & STREETS : 208,871 SF = 4.82 AC

MASTER PLAN IS SUBJECT TO PRELIMINARY OR FINAL DEVELOPMENT PLAN APPROVAL

MASTER PLAN



- UTILITIES NOTES:
1. ALL UTILITIES SHALL BE BURIED UNDERGROUND.
2. WATER & ELECTRIC SERVICES SHALL CONNECT TO EXISTING SERVICE POINTS LOCATED IN THE LUST ROAD RIGHT OF WAY SUBJECT TO CITY REVIEW & APPROVAL.

MASTER PLAN IS SUBJECT TO PRELIMINARY OR FINAL DEVELOPMENT PLAN APPROVAL

HOLLY SWANSON
ARCHITECT, AIA
6205 FLAMINGO DRIVE
APOLLO BEACH, FLORIDA
33572
813-465-1095
FL LICENSE NO. AR92665
CONSULTING ENGINEER



AVIAN POINTE
(FORMERLY BINION ESTATES)
PUD ZONING AMENDMENT
(SINGLE FAMILY TO MIXED USE)

SCALE: 1" = 300'

ISSUE

DATE	REV.	DESCRIPTION
3/24/14		CITY REVIEW
3/26/14		CITY SUBMITTAL 1
3/30/14		CITY SUBMITTAL 2
6/12/14	△	REVISION 1
4/27/15	△	REVISION 2

SEAL:

SHEET NUMBER:
ZA.02

PROJECT NUMBER: 14-001
DATE: 4-27-15
DRAWN BY: HS

EXHIBIT "B"

Avian Pointe Master Plan Development Standards and Guidelines

Refer to developer agreement for additional project information regarding development standards and guidelines.

COMMUNITY DESIGN

1. Northern and southern entrance feature designs and landscaping will be provided at the preliminary development plan.
2. Postal Service:
 - a. Parcel A: Service shall be via individual mailboxes located in the landscape strip abutting the street. If any on-street parking is proposed within the Spine Road for Parcel A, a mail kiosk may be required at the time of the preliminary development plan.
 - b. Mailboxes shall be uniform in design & color and overseen by the homeowner's association.
 - c. Parcels B-1, B-2 & B3 shall have USPS/ADA approved mail kiosks as shown on the enlarged master plan. These kiosks shall be located on paved areas with sufficient maneuvering clearances and proper grading to accommodate both mail carriers and persons with disabilities. A letter from the Apopka USPS shall be required prior to approval of the preliminary development plan.
3. Public and private roads are called out on the enlarged master plan sheets. A list of potential street names is included in this document set. Final street names shall be submitted with the preliminary development plan.
4. Fenced dog parks: two (2) fenced dog parks are noted on the Master Plan. Delineated dog park plans shall be submitted with the preliminary development plan.
5. A list of potential 'village' or neighborhood names shall be included with the preliminary site plan. Each village will be named 'xxxx' at Avian Pointe.
6. Community signage will be uniform, developed, submitted and approved per City of Apopka signage standards at the preliminary site\subdivision plan.
7. Community street lighting will be uniform, selected, submitted and approved per City of Apopka street lighting standards at the preliminary site plan. Street light and pedestrian light poles shall be of a decorative type consistent with City's Development Design Guidelines.

PARKING

1. Parking standards set forth within Sheet ZA.02 for parking summary table, Master Plan.
2. On street parallel parking spaces shall be a minimum of 9' wide x 22' in length.
3. Head-in, 90° standard parking spaces shall be a minimum of 9' wide x 18' in length.
4. Head-in 90° standard parking spaces at Parcel B-2 parking aisles may be decreased to 9' wide x 16' deep to increase landscaped median per city of Apopka LDC.
5. Head-in 90° ADA parking spaces shall be a minimum of 12' wide x 19' long & meet both Florida building code and Federal ADA standards. A 5' wide accessible aisle shall be required at each ADA parking space. Each space shall be marked with the universal ADA symbol and be provided with appropriate signage in accordance with code requirements.
6. Compact spaces are not allowed.

7. Garage setbacks:

Parcel A: 30' minimum clear driveway depth to right of way sidewalk

Parcels B-1 & B-3: 20' min. clear driveway depth to right of way sidewalk.

8. Front entry garage minimum setback for single family homes is 30' per development design guidelines.
9. Garage setback for townhomes must be sufficient to accommodate a 20' long vehicle without extending over a sidewalk or street or alley.
10. Townhome driveways shall be separated by a landscape area to separate vehicles & define property boundaries.

BUILDING DESIGN/ARCHITECTURE

1. Townhomes : entrance to each unit must access a public sidewalk. Refer to landscape plans for proposed sidewalk locations.
2. Townhomes abutting a street shall have their main entry from that street. This applies to perimeter units on Parcels B-1 and B-3. Internal block units shall have their primary entrance off of the common greenspace with rear access from internal streets or alleys. Refer to enlarged landscape plans for graphic information.
3. Refer to parking notes above for single family home front entry garage requirements.
4. Standards for apartment mix are listed in tabular format on sheet za.02.
5. A minimum of one of the two required parking spaces occur within an enclosed garage space.
6. Single family residences shall have a minimum of two (2) enclosed garage spaces.

RECREATION

1. Parcel A: the edge of Heninger Lake shall be left undisturbed and vegetated. See notes on Sheet ZA.02 and ZA.03
2. Community Park (Parcel B-4): Community park shall be available to residents of all villages (A to B-6) to use, including any guest and/or residents at any hotel or living facility within Parcel B-5. Refer to Sheet enlarged plans for additional information (Sheet ZA.07 and ZA.08).
3. Development Agreement will include schedule for completion of parks and recreation facilities.

LANDSCAPE & BUFFER

1. A 6' high precast concrete wall with ledgestone finish shall be placed within the landscape buffer next to the Clear Lake landings subdivision. All perimeter property separation walls to match.
2. Final recreation plan for each residential village shall be provided at the preliminary development plan.

FIRE DEPARTMENT NOTES

1. All roadways, water line infrastructure and fire hydrants shall be in place before building construction may begin.
2. Fire hydrants must be within 500 feet of each ho

3. Fire hydrant shall be marked with a blue road reflector.
4. Fire lanes shall be provided for the multi residential buildings.
5. All multi residential town homes or apartments must be equipped with fire sprinkler systems, and fire alarm systems meeting Florida fire prevention code.
6. Fire department connections (FDC) for sprinkler systems must be remote from the buildings with fire lanes.
7. If the development is gated, the gate shall be equipped with an opti-com type signaling device that is compatible with City of Apopka emergency vehicles. It must also be equipped with a yelp siren activation and gate code requested by the Fire Department.
8. Connector road to the north all the way to W. Orange Avenue shall meet City of Apopka standards to allow safe travel for fire apparatus.

PUBLIC SERVICES DEPARTMENT NOTES

1. Roads, driveways & roundabouts shall follow FDOT standards.
2. Utilities shall be coordinated with and provided by the city of Apopka.
3. Sanitation service shall be coordinated with and provided by the City of Apopka.
4. Single family and townhome sanitation service shall be via individual unit curbside waste bins per city schedule.
5. Apartment sanitation service shall be via roll-off bins located within an enclosed compactor bay on site. Apartment maintenance staff shall be responsible for transportation of trash from the apartment buildings to the compactors and coordinating pick up with the city sanitation department.
6. No trees or shrubs shall be planted within the road right of ways with contain city-maintained potable water, reclaimed water, stormwater or sewer mains.
7. Landscape and irrigation design shall be in accordance with the City of Apopka Ordinance 2069, adopted May 21, 2008 which establishes waterwise landscape and irrigation standards.

BUILDING DESIGN/ARCHITECTURE

1. Village structures shall be complimentary to but distinct from adjacent villages.
2. Building facades shall be varied in depth with multiple pitched roof heights to provide visual interest. Flat and/or mansard roofs shall not be permitted.
3. Facade materials shall be varied and may consist of stucco, horizontal siding, stone and/or brick veneer.
4. Color palettes shall be complimentary to but distinct from adjacent villages. Field colors and trim shall be distinct from one another.
5. Residential units shall have a useable front porch accessible from the sidewalk. Upper units at the apartments shall also have porches and/or useable outdoor seating areas located along the upper floor verandas.
6. A community clubhouse and resort style pool shall be located in the single family and townhome villages.
7. Two community clubhouses and resort style pool shall be located in the apartment village.

- 8. Community clubhouses shall be equipped with restrooms, communal kitchens (indoor and/or outdoor), seating areas and exercise areas.
- 9. Community clubhouses shall be designed to accommodate persons with disabilities as required by the Florida building code and ADA, current enforced editions.
- 10. Access to community clubhouses shall be restricted to village residents and their guests.

BUILDING SETBACKS

1. SINGLE FAMILY RESIDENCES

FRONT YARD:	25' MINIMUM
SIDE YARD:	7.5' MINIMUM
REAR YARD:	20' MINIMUM
FRONT-FACING GARAGE:	30' MINIMUM

NOTES:

- Two story residences shall be set back an additional 2.5' from the side yard property lines.
- Front porches may encroach into the front yard setback no more than 5'.

2. TOWNHOMES

Front yard: 15' minimum, 17' to 20' shown on plan to public sidewalk where facing street

Front yard: 5' minimum to public sidewalk where facing central greenbelt face of bldg to face of bldg: 60' minimum where facing central greenbelt side yard between bldgs:20' minimum

Garage driveway: 20' minimum to public sidewalk\edge of right of way

NOTES:

- Townhomes abutting the single family residential village shall be setback a minimum of 30' from the property line separating the two villages.
- A 6' high precast concrete wall with stone veneer shall be located along that property line. Refer to master plan & landscape plan for location
- Front porches at townhomes may not encroach into the front yard setback.

3. APARTMENTS

Front yard: 12' MINIMUM TO PUBLIC SIDEWALK WHERE FACING STREET

Side yard: NOT APPLICABLE

Face of bldg to face of bldg: 60' MINIMUM, 70' SHOWN ON PLAN WHERE FACING central greenspace.

NOTES:

- Ground floor apartment units facing the street shall have usable front porches and entrances accessible from the public sidewalk.

- Units facing the central greenspace shall have usable porches accessible from common area walkways.
- Front porches at apartments may not encroach into the front yard setback or central greenspace setback.

LOT DIMENSIONS

1. SINGLE FAMILY RESIDENCES

INTERIOR LOTS: 70' X 120' (LIMITED TO 10% OF TOTAL LOTS)
75' X 110'
80' X 100'

CORNER LOTS: 75' X 110' MINIMUM

NOTES:

- Lot widths at internal blocks vary but must maintain minimum standards listed above.
- Lot configuration diagrams are located on Sheet ZA.12

2. TOWNHOMES

INTERIOR LOTS: 20' X 71' MINIMUM
END LOTS: 20'-4" WIDE X 71' DEEP TO ACCOMODATE END

WALL THICKNESS.

NOTES:

- Common areas abutting the townhome lots shall be the responsibility of and maintained by the Village H.O.A.

UNIT SIZES

1. SINGLE FAMILY RESIDENCES

1,700 minimum sf livable area
2 enclosed parking spaces

2. TOWNHOMES

1,350 minimum sf livable area
1 enclosed parking space

3. APARTMENTS

1 BR UNIT: 750 minimum SF livable area
2 BR UNIT: 900 minimum SF livable area
3 BR UNIT: 1,050 minimum SF livable area

NOTES:

- See Sheet ZA.02 for parking table
- A list of luxury apartment features is included in the developer agreement.

ADDITIONAL NOTES

1. All residential units shall comply with fair housing act accessibility standards.
2. A minimum of 5% of the apartment units shall be designed to comply with ADA standards.
3. All single family and townhome units shall have a fair housing act compliant bath or 1/2 bath located on the ground floor of the unit.
4. All residential units shall laundry facilities located within the livable area.
5. Bicycles and or personal items other than outdoor furnishings and plants shall not be stored on porches. Bicycle racks shall be provided at community clubhouses, recreation areas and each apartment block.
6. Single family waste bins shall be stored either within each unit's garage or behind an opaque screen wall or fence located within the sideyard setback
7. Townhome waste bins shall be stored within each unit's garage or behind an opaque screen wall or fence located within the rear yard setback.
8. Apartment buildings shall have common trash rooms located within each building. Property management shall be responsible for transporting trash from each building to the compactor enclosure shown on the plans.

COMMUNITY PARK GUIDELINES

1. Park facilities shall meet ADA accessibility requirements.
2. Restrooms shall be provided for park users.
3. On-street parking is provided for park users. Additional parking pending. Refer to developer agreement for additional information.
4. Bicycle racks shall be provided. Number and location(s) to be determined at preliminary development plan.
5. Drinking fountains shall be provided. Number and locations to be determined at preliminary development plan.
6. Recreation facilities shown on plans are conceptual final facilities to be determined at preliminary development plan.
7. All development residents shall have shared-use access to the community park including flex zone Parcel B-5.

FLEX ZONE PARCEL B-5

1. Refer to Exhibit "C" for permissible uses. Any additional uses within Flex Zon parcel B-5 must be approved through an amendment to the PUD ordinance.
2. Development standards to follow land development code.
3. Refer to adopting PUD zoning ordinance for additional information.

PROPOSED VILLAGE NAMES

- PARCEL A The Lakes at Avian Pointe
- PARCEL B-1 North Mews at Avian Pointe
- PARCEL B-2 The Commons at Avian Pointe
- PARCEL B-3 South Mews at Avian Pointe
- PARCEL B-4 Community park to be determined and submitted with preliminary development plan
- PARCEL B-5 FLEX ZONE To be determined and submitted with preliminary development plan

1. Village names listed above are preliminary & subject to change pending preliminary site plan submittal.
2. Street names are preliminary & subject to change pending orange county availability and preliminary site plan submittal.

PROPOSED VILLAGE NAMES

PARCEL A THE LAKES AT AVIAN POINTE
 PARCEL B-1 NORTH MEWS AT AVIAN POINTE
 PARCEL B-2 THE COMMONS AT AVIAN POINTE
 PARCEL B-3 SOUTH MEWS AT AVIAN POINTE
 PARCEL B-4 COMMUNITY PARK TO BE DETERMINED AND SUBMITTED WITH PRELIMINARY DEVELOPMENT PLAN
 PARCEL B-5 FLEX ZONE

PROPOSED STREET NAMES

Street Names	Available										Parcel	
	Y	N	Blvd	Drive	Alternate				Court	Place		Way
					V/N	V/N	V/N	V/N				
Avian Pointe Drive	?		Y	Y	Y	Y	Y	Y	Y	Y	Y	N/S ROW
Clear Water Drive	?		Y	Y	Y	Y	Y	Y	Y	Y	Y	A
Bass Road	?		Y	N	N	Y	Y	Y	Y	Y	Y	A
Bluegill Way	?		Y	Y	N	Y	Y	Y	Y	Y	Y	A
Avian Way	?		Y	Y	Y	Y	Y	Y	Y	Y	Y	B
Avian Terrace	?		Y	Y	Y	Y	Y	Y	Y	Y	Y	B
Gallinule Drive	?		Y	Y	Y	Y	Y	Y	Y	Y	Y	B
Aythya Way	?		Y	Y	Y	Y	Y	Y	Y	Y	Y	B-1
Arbuckle Court	?		Y	Y	Y	Y	Y	Y	Y	Y	Y	B-1
Harter Court	?		Y	N	Y	Y	Y	Y	Y	Y	Y	B-1
Blue Heron Way	?		Y	N	Y	Y	Y	Y	Y	Y	Y	B-2
East Commons Drive	?		Y	Y	Y	Y	Y	Y	Y	Y	Y	B-2
West Commons Drive	?		Y	Y	Y	Y	Y	Y	Y	Y	Y	B-2
Egret Drive	?		Y	Y	Y	Y	Y	Y	Y	Y	Y	B-3
Pheasant Court	?		Y	Y	Y	N	Y	Y	Y	Y	Y	B-3
Ardea Court	?		Y	Y	Y	Y	Y	Y	Y	Y	Y	B-3

All Street Names Deemed Available Per Orange County Master Street Address Guide As Of May 29, 2014
Orange County EMS Letter Pending

NOTES

1. VILLAGE NAMES LISTED ABOVE ARE PRELIMINARY & SUBJECT TO CHANGE PENDING PRELIMINARY SITE PLAN SUBMITTAL.
 2. STREET NAMES ARE PRELIMINARY & SUBJECT TO CHANGE PENDING ORANGE COUNTY AVAILABILITY & PRELIMINARY SITE PLAN SUBMITTAL.

DEVELOPMENT STANDARDS & GUIDELINES

BUILDING DESIGN/ARCHITECTURE

- VILLAGE STRUCTURES SHALL BE COMPLEMENTARY TO BUT DISTINCT FROM ADJACENT VILLAGES.
- BUILDING FACADES SHALL BE VARED IN DEPTH WITH MULTIPLE PITCHED ROOF HEIGHTS TO PROVIDE VISUAL INTEREST. FLAT AND/OR MANSARD ROOFS SHALL NOT BE PERMITTED.
- FACADE MATERIALS SHALL BE VARIED AND MAY CONSIST OF STUCCO, HORIZONTAL SIDING, STONE AND/OR BRICK VENEER.
- COLOR PALETTES SHALL BE COMPLEMENTARY TO BUT DISTINCT FROM ADJACENT VILLAGES. FIELD COLORS & TRIM SHALL BE DISTINCT FROM ONE ANOTHER.
- UNITS SHALL HAVE A USEABLE FRONT PORCH ACCESSIBLE FROM THE SIDEWALK. UPPER UNITS AT THE APARTMENTS SHALL ALSO HAVE PORCHES AND/OR USEABLE OUTDOOR SEATING AREAS LOCATED ALONG THE UPPER FLOOR VERANDAS.
- A COMMUNITY CLUBHOUSE AND RESORT STYLE POOL SHALL BE LOCATED IN THE SINGLE FAMILY AND TOWNHOME VILLAGES.
- TWO COMMUNITY CLUBHOUSES AND RESORT STYLE POOLS SHALL BE LOCATED IN THE APARTMENT VILLAGE.
- COMMUNITY CLUBHOUSES SHALL BE EQUIPPED WITH RESTROOMS, COMMUNAL KITCHENS (INDOOR AND/OR OUTDOOR), SEATING AREAS AND EXERCISE AREAS.
- COMMUNITY CLUBHOUSES SHALL BE DESIGNED TO ACCOMMODATE PERSONS WITH DISABILITIES AS REQUIRED BY THE FLORIDA BUILDING CODE AND ADA, CURRENT ENFORCED EDITIONS.
- ACCESS TO COMMUNITY CLUBHOUSES SHALL BE RESTRICTED TO VILLAGE RESIDENTS AND THEIR GUESTS.

BUILDING SETBACKS

- SINGLE FAMILY RESIDENCES**
 - FRONT YARD: 30' MINIMUM
 - SIDE YARD: 7.5' MINIMUM
 - REAR YARD: 30' MINIMUM
 - FRONT-FACING GARAGE: 30' MINIMUM

NOTES:

 - TWO STORY RESIDENCES SHALL BE SET BACK AN ADDITIONAL 2.5' FROM THE SIDE YARD PROPERTY LINES.
 - FRONT PORCHES MAY ENCROACH INTO THE FRONT YARD SETBACK NO MORE THAN 5'.
- TOWNHOMES**
 - FRONT YARD: 15' MINIMUM, 15' TO 20' SHOWN ON PLAN TO PUBLIC SIDEWALK WHERE FACING STREET
 - FRONT YARD: 5' MINIMUM TO PUBLIC SIDEWALK WHERE FACING CENTRAL GREENBELT
 - FACE OF BLDG TO FACE OF BLDG: 80' MINIMUM WHERE FACING CENTRAL GREENBELT
 - SIDE YARD BETWEEN BLDGS: 20' MINIMUM
 - GARAGE DRIVEWAY: 20' MINIMUM TO PUBLIC SIDEWALK/EDGE OF RIGHT OF WAY

NOTES:

 - TOWNHOMES ABUTTING THE SINGLE FAMILY RESIDENTIAL VILLAGE SHALL BE SETBACK A MINIMUM OF 30' FROM THE PROPERTY LINE SEPARATING THE TWO VILLAGES.
 - A 6" HIGH PRECAST CONCRETE WALL WITH STONE VENEER SHALL BE LOCATED ALONG THAT PROPERTY LINE. REFER TO MASTER PLAN & LANDSCAPE PLAN FOR LOCATION.
 - FRONT PORCHES AT TOWNHOMES MAY NOT ENCROACH INTO THE FRONT YARD SETBACK.
- APARTMENTS**
 - FRONT YARD: 12' MINIMUM TO PUBLIC SIDEWALK WHERE FACING STREET
 - SIDE YARD: NOT APPLICABLE
 - FACE OF BLDG TO FACE OF BLDG: 80' MINIMUM, 70' SHOWN ON PLAN WHERE FACING CENTRAL GREENSPACE

NOTES:

 - GROUND FLOOR APARTMENT UNITS FACING THE STREET SHALL HAVE USABLE FRONT PORCHES AND ENTRANCES ACCESSIBLE FROM THE PUBLIC SIDEWALK.
 - UNITS FACING THE CENTRAL GREENSPACE SHALL HAVE USABLE PORCHES ACCESSIBLE FROM COMMON AREA WALKWAYS.
 - FRONT PORCHES AT APARTMENTS MAY NOT ENCROACH INTO THE FRONT YARD SETBACK OR CENTRAL GREENSPACE SETBACK.

LOT DIMENSIONS

- SINGLE FAMILY RESIDENCES**
 - INTERIOR LOTS: 70' X 120' (LIMITED TO 10% OF TOTAL LOTS)
 - END LOTS: 75' X 110'
 - CORNER LOTS: 80' X 100'
 - CORNER LOTS: 75' X 110' MINIMUM

NOTES:

 - LOT WIDTHS AT INTERNAL BLOCKS VARY BUT MUST MAINTAIN MINIMUM STANDARDS LISTED ABOVE.
 - LOT CONFIGURATION DIAGRAMS ARE LOCATED ON SHEET ZA.12
- TOWNHOMES**
 - INTERIOR LOTS: 20' X 71' MINIMUM
 - END LOTS: 20'-4" WIDE X 71' DEEP TO ACCOMMODATE END WALL THICKNESS.

NOTES:

 - COMMON AREAS ABUTTING THE TOWNHOME LOTS SHALL BE THE RESPONSIBILITY OF AND MAINTAINED BY THE VILLAGE H.O.A.

UNIT SIZES

- SINGLE FAMILY RESIDENCES**
 - 1,700 MINIMUM SF LIVABLE AREA
 - 2 ENCLOSED PARKING SPACES
- TOWNHOMES**
 - 1,300 MINIMUM SF LIVABLE AREA
 - 1 ENCLOSED PARKING SPACE
- APARTMENTS**
 - 1 BR UNIT: 750 MINIMUM SF LIVABLE AREA
 - 2 BR UNIT: 900 MINIMUM SF LIVABLE AREA
 - 3 BR UNIT: 1,050 MINIMUM SF LIVABLE AREA

NOTES:

 - SEE SHEET ZA.02 FOR PARKING TABLE
 - A LIST OF LUXURY APARTMENT FEATURES IS INCLUDED IN THE DEVELOPER AGREEMENT EXHIBIT D FOR THIS PROJECT.

ADDITIONAL NOTES

- ALL RESIDENTIAL UNITS SHALL COMPLY WITH FAIR HOUSING ACT ACCESSIBILITY STANDARDS.
- A MINIMUM OF 5% OF THE APARTMENT UNITS SHALL BE DESIGNED TO COMPLY WITH ADA STANDARDS.
- ALL SINGLE FAMILY AND TOWNHOME UNITS SHALL HAVE A FAIR HOUSING ACT COMPLIANT BATH OR 1/2 BATH LOCATED ON THE GROUND FLOOR OF THE UNIT.
- ALL RESIDENTIAL UNITS SHALL LAUNDRY FACILITIES LOCATED WITHIN THE LIVABLE AREA.
- BICYCLES AND OR PERSONAL ITEMS OTHER THAN OUTDOOR FURNISHINGS AND PLANTS SHALL NOT BE STORED ON PORCHES. BICYCLE RACKS SHALL BE PROVIDED AT COMMUNITY CLUBHOUSES, RECREATION AREAS AND EACH APARTMENT BLOCK.
- SINGLE FAMILY WASTE BINS SHALL BE STORED EITHER WITHIN EACH UNIT'S GARAGE OR BEHIND AN OPAQUE SCREEN WALL OR FENCE LOCATED WITHIN THE SIDEYARD SETBACK.
- TOWNHOME WASTE BINS SHALL BE STORED WITHIN EACH UNIT'S GARAGE OR BEHIND AN OPAQUE SCREEN WALL OR FENCE LOCATED WITHIN THE REAR YARD SETBACK.
- APARTMENT BUILDINGS SHALL HAVE COMMON TRASH ROOMS LOCATED WITHIN EACH BUILDING. PROPERTY MANAGEMENT SHALL BE RESPONSIBLE FOR TRANSPORTING TRASH FROM EACH BUILDING TO THE COMPACTOR ENCLOSURE SHOWN ON THE PLANS.

COMMUNITY PARK GUIDELINES

- PARK FACILITIES SHALL MEET ADA ACCESSIBILITY REQUIREMENTS.
- RESTROOMS SHALL BE PROVIDED FOR PARK USERS.
- ON-STREET PARKING IS PROVIDED FOR PARK USERS. ADDITIONAL PARKING PENDING. REFER TO DEVELOPER AGREEMENT FOR ADDITIONAL INFORMATION.
- BICYCLE RACKS SHALL BE PROVIDED. NUMBER AND LOCATIONS TO BE DETERMINED AT PRELIMINARY DEVELOPMENT PLAN.
- DRINKING FOUNTAINS SHALL BE PROVIDED. NUMBER & LOCATIONS TO BE DETERMINED AT PRELIMINARY DEVELOPMENT PLAN.
- RECREATION FACILITIES SHOWN ON PLANS ARE CONCEPTUAL. FINAL FACILITIES TO BE DETERMINED AT PRELIMINARY DEVELOPMENT PLAN.
- ALL DEVELOPMENT RESIDENTS SHALL HAVE SHARED-USE ACCESS TO THE COMMUNITY PARK INCLUDING FLEX ZONE PARCEL B-5.

FLEX ZONE PARCEL B-5

- 3 OPTIONS PROVIDED:
 - OPTION 1: 100 ROOM BOUTIQUE HOTEL
 - OPTION 2: SENIOR HOUSING FACILITY
 - OPTION 3: SCHOOL/DAYCARE FACILITY
- DEVELOPMENT STANDARDS TO FOLLOW LAND DEVELOPMENT CODE.
- REFER TO DEVELOPER AGREEMENT FOR ADDITIONAL INFORMATION.

COMMUNITY DESIGN

- NORTHERN & SOUTHERN ENTRANCE FEATURE DESIGNS & LANDSCAPING WILL BE PROVIDED AT THE PRELIMINARY DEVELOPMENT PLAN.
- POSTAL SERVICE:
 - PARCEL A SERVICE SHALL BE VIA INDIVIDUAL MAILBOXES LOCATED IN THE LANDSCAPE STRIP ABUTTING THE STREET. MAILBOXES SHALL BE UNIFORM IN DESIGN & COLOR AND OVERSEEN BY THE HOMEOWNERS ASSOCIATION.
 - PARCELS B-1, B-2 & B-3 SHALL HAVE USPS/ADA APPROVED MAIL BOXES AS SHOWN ON THE ENLARGED MASTER PLAN. THESE BOXES SHALL BE LOCATED ON PAVED AREAS WITH SUFFICIENT MANUEVERING CLEARANCES & PROPER GRADIN TO ACCOMMODATE BOTH MAIL CARRIERS & PERSONS WITH DISABILITIES. A LETTER FROM THE APOPKA USPS SHALL BE REQUIRED PRIOR TO APPROVAL OF THE PRELIMINARY DEVELOPMENT PLAN.
- PUBLIC & PRIVATE ROADS ARE CALLED OUT ON THE ENLARGED MASTER PLAN SHEETS. A LIST OF POTENTIAL STREET NAMES IS INCLUDED IN THIS DOCUMENT SET. FINAL STREET NAMES SHALL BE SUBMITTED WITH THE PRELIMINARY DEVELOPMENT PLAN.
- FENCED DOG PARKS: (2) FENCED DOG PARKS ARE NOTED ON THE PLANS. ONE IS LOCATED AT THE NORTHWEST CORNER OF THE APARTMENT COMPLEX PARCEL. THE SECOND IS CALLED OUT WITHIN THE B PARCEL P.O.A. AREA ADJACENT TO THE NORTHWEST CORNER OF CLEAR LAKE COMMONS WITH NO ADJACENT RESIDENTIAL LOTS WITHIN THAT DEVELOPMENT. DELINEATED DOGPARK PLANS SHALL BE SUBMITTED WITH THE PRELIMINARY DEVELOPMENT PLAN.
- A LIST OF POTENTIAL VILLAGE OR NEIGHBORHOOD NAMES SHALL BE INCLUDED WITH THE PRELIMINARY SITE PLAN. EACH VILLAGE WILL BE NAMED "XXXX" AT AVIAN POINTE.
- COMMUNITY SIGNAGE WILL BE UNIFORM, DEVELOPED, SUBMITTED & APPROVED PER CITY OF APOPKA SIGNAGE STANDARDS AT THE PRELIMINARY SITE PLAN.
- COMMUNITY STREET LIGHTING WILL BE UNIFORM, SELECTED, SUBMITTED & APPROVED PER CITY OF APOPKA STREET LIGHTING STANDARDS AT THE PRELIMINARY SITE PLAN.

PARKING

- SEE SHEET ZA.02 FOR PARKING SUMMARY TABLE.
- ON STREET PARALLEL PARKING SPACES SHALL BE A MINIMUM OF 9' WIDE X 22' IN LENGTH.
- HEAD-IN 90° STANDARD PARKING SPACES SHALL BE A MINIMUM OF 9' WIDE X 18' IN LENGTH.
- HEAD-IN 90° STANDARD PARKING SPACES AT PARCEL B-2 PARKING AREAS MAY BE DECREASED TO 9' WIDE X 16' DEEP TO INCREASE LANDSCAPED MEDIAN PER CITY OF APOPKA LDC.
- HEAD-IN 90° ADA PARKING SPACES SHALL BE A MINIMUM OF 12' WIDE X 18' LONG & MEET BOTH FLORIDA BUILDING CODE & FEDERAL ADA STANDARDS. A 6" WIDE ACCESSIBLE SIDE ADA PARKING SPACE, EACH SPACE SHALL BE MARKED WITH THE UNIVERSAL ADA SYMBOL, & BE PROVIDED WITH APPROPRIATE SIGNAGE IN ACCORDANCE WITH CODE REQUIREMENTS.
- COMPACT SPACES ARE NOT ALLOWED.
- GARAGE SETBACKS:
 - PARCEL A: 30' MINIMUM CLEAR DRIVEWAY DEPTH TO RIGHT OF WAY SIDEWALK.
 - PARCELS B-1 & B-3: 20' MIN CLEAR DRIVEWAY DEPTH TO RIGHT OF WAY SIDEWALK.
- FRONT ENTRY GARAGE MINIMUM SETBACK FOR SINGLE FAMILY HOMES IS 30' PER DEVELOPMENT DESIGN GUIDELINES.
- GARAGE SETBACK FOR TOWNHOMES MUST BE SUFFICIENT TO ACCOMMODATE A 20' LONG VEHICLE, WITHOUT EXTENDING OVER A SIDEWALK OR STREETALLEY.
- TOWNHOME DRIVEWAYS SHALL BE SEPARATED BY A LANDSCAPE AREA TO SEPARATE VEHICLES & DEFINE PROPERTY BOUNDARIES.

BUILDING DESIGN/ARCHITECTURE

- TOWNHOMES: ENTRANCE TO EACH UNIT MUST ACCESS A SIDEWALK. REFER TO LANDSCAPE PLANS FOR PROPOSED SIDEWALK LOCATIONS.
- TOWNHOMES ABUTTING A STREET SHALL HAVE THEIR MAIN ENTRY FROM THAT STREET. THIS APPLIES TO PERIMETER UNITS ON PARCELS B-1 & B-3. INTERNAL BLOCK UNITS SHALL HAVE THEIR PRIMARY ENTRANCE OFF OF THE COMMON GREENSPACE WITH REAR ACCESS FROM INTERNAL STREET/ALLEYS. REFER TO ENLARGED LANDSCAPE PLANS FOR GRAPHIC INFORMATION.
- REFER TO PARKING NOTES ABOVE FOR SINGLE FAMILY HOME FRONT ENTRY GARAGE REQUIREMENTS.
- TOWNHOUSE & APARTMENT UNIT PRELIMINARY LAYOUTS & DIMENSIONS USED FOR THIS SUBMITTAL SHALL BE PROVIDED AS SUPPLEMENTAL DOCUMENTS AT TIME OF PUBLIC HEARING.
- STANDARDS FOR APARTMENT MEASUREMENTS ARE LISTED IN TABLE FORMAT ON SHEET ZA.02.
- TOWNHOMES SHALL HAVE A MINIMUM OF ONE ENCLOSED GARAGE SPACE.
- SINGLE FAMILY RESIDENCES SHALL HAVE A MINIMUM OF 2 ENCLOSED GARAGE SPACES.

RECREATION

- PARCEL A, THE EDGE OF HENRIDER LAKE SHALL BE LEFT UNDISTURBED & VEGETATED. SEE NOTES ON SHEET ZA.02 & ZA.03.
- COMMUNITY PARK (PARCEL B-4).
- COMMUNITY PARK SHALL BE AVAILABLE TO RESIDENTS OF ALL VILLAGES (A TO B-4) TO USE, INCLUDING ANY GUEST AND/OR RESIDENTS AT ANY HOTEL OR LIVING FACILITY WITHIN PARCEL B-5. SEE ENLARGED PLANS FOR ADDITIONAL INFORMATION.

LANDSCAPE & BUFFER

- A 6" HIGH PRECAST CONCRETE WALL WITH LEDGESTONE FINISH SHALL BE PLACED WITHIN THE LANDSCAPE BUFFER NEXT TO THE CLEAR LAKE LANDINGS SUBDIVISION. ALL PERIMETER PROPERTY SEPARATION WALLS TO MATCH.
- FINAL RECREATION PLAN FOR EACH RESIDENTIAL VILLAGE SHALL BE PROVIDED AT THE PRELIMINARY DEVELOPMENT PLAN.

FIRE DEPARTMENT NOTES

- All roadways, water line infrastructure and fire hydrants shall be in place before building construction may begin.
- Fire hydrants must be within 500 feet of each home.
- Fire hydrant shall be marked with a blue road reflector.
- Fire Lanes shall be provided for the multi residential buildings.
- All multi residential town homes or apartments must be equipped with fire sprinkler systems, and fire alarm systems meeting Florida Fire Prevention code.
- Fire Department Connections (FDC) for sprinkler systems must be remote from the buildings with fire lanes.
- If the development is gated, the gate shall be equipped with an Opti-Corn type signaling device that is compatible with City of Apopka emergency vehicles. It must also be equipped with a "help" siren activation and gate code requested by the Fire Department.
- Connector road to the north all the way to Orange Avenue shall meet City of Apopka standards to allow safe travel for fire apparatus.

PUBLIC SERVICES DEPARTMENT NOTES

- ROADS, DRIVEWAYS & ROUNDABOUTS SHALL FOLLOW FDOT STANDARDS.
- UTILITIES SHALL BE COORDINATED WITH AND PROVIDED BY THE CITY OF APOPKA.
- SANITATION SERVICE SHALL BE COORDINATED WITH AND PROVIDED BY THE CITY OF APOPKA.
- SINGLE FAMILY & TOWNHOME SANITATION SERVICE SHALL BE VIA INDIVIDUAL UNIT CURBSIDE WASTE BINS PER CITY SCHEDULE.
- APARTMENT SANITATION SERVICES SHALL BE VIA ROLL-OFF BINS LOCATED WITHIN AN ENCLOSED COMPACTOR BAY ON SITE. APARTMENT MAINTENANCE STAFF SHALL BE RESPONSIBLE FOR TRANSPORTATION OF TRASH FROM THE APARTMENT BUILDINGS TO THE COMPACTORS AND COORDINATING PICK UP WITH THE CITY SANITATION DEPARTMENT.
- NO TREES OR SHRUBS SHALL BE PLANTED WITHIN THE ROAD RIGHT OF WAYS WITH CONTAIN CITY-MAINTAINED POTABLE WATER, RECLAIMED WATER, STORMWATER OR SEWER MAINS.
- LANDSCAPE & IRRIGATION DESIGN SHALL BE IN ACCORDANCE WITH THE CITY OF APOPKA ORDINANCE 2069, ADOPTED MAY 21, 2008 WHICH ESTABLISHES WATERWISE LANDSCAPE & IRRIGATION STANDARDS.

NOTE:

- DEVELOPMENT STANDARDS TO FOLLOW LAND DEVELOPMENT CODE.
- REFER TO DEVELOPER AGREEMENT FOR ADDITIONAL PROJECT INFORMATION REGARDING DEVELOPMENT STANDARDS & GUIDELINES.

MASTER PLAN IS SUBJECT TO PRELIMINARY OR FINAL DEVELOPMENT PLAN APPROVAL

AVIAN POINTE
 (FORMERLY BINION ESTATES)
PUD ZONING AMENDMENT
 (SINGLE FAMILY TO MIXED USE)

2771 LUST ROAD
APOPKA, FLORIDA

ISSUE:

DATE	REV.	DESCRIPTION
3/24/14		CITY REVIEW
3/28/14		CITY SUBMETAL 1
5/30/14		CITY SUBMETAL 2
6/12/14	△	REVISION 1
4/27/15	△	REVISION 2

SHEET NUMBER:

ZA.02A

PROJECT NUMBER: 14001
 DATE: 4-27-15
 DRAWN BY: HS

HOLLY SWANSON
 ARCHITECT, AIA
 6205 FLAMINGO DRIVE
 APOLLO BEACH, FLORIDA
 33572
 813-465-1095

FL LICENSE NO. AR92665
 CONSULTING ENGINEER

ERIC J. HENDRA, P.E.

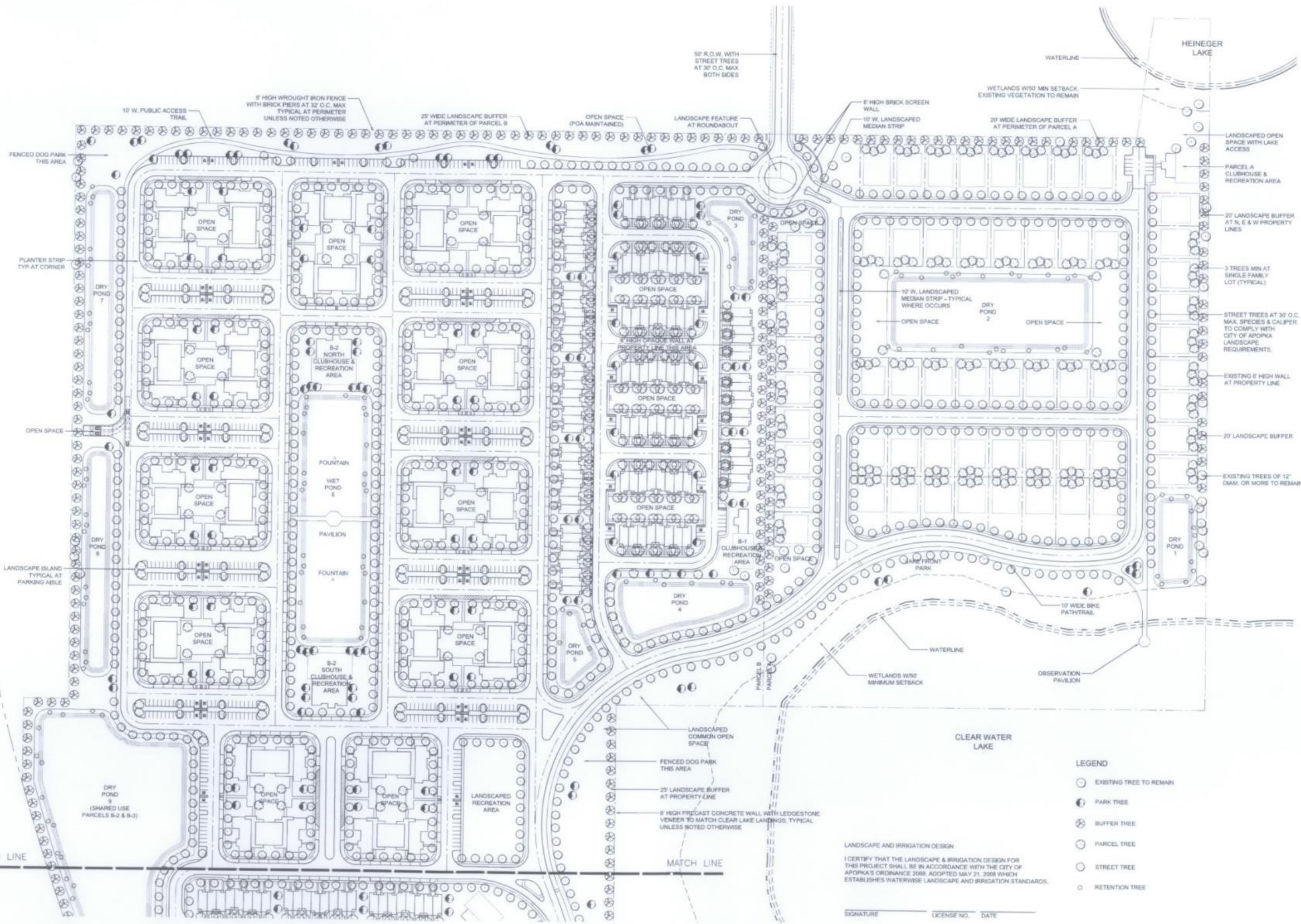
 PROJECT INFORMATION

EXHIBIT “C”

FLEX ZONE PERMITTED USES – PARCEL B-5

Flex Space Permitted Uses. The following land uses are permissible uses within the Flex Zone area (Phase B-5):

- a. Boutique Hotel. The Hotel shall not exceed 100 rooms and all rooms must have entry only through the interior of the hotel building. A restaurant is allowed at the hotel but must be interior to the hotel or connected by a covered walkway. Restaurant facilities must be managed or leased by the hotel owner. The boutique hotel shall demonstrate character and attributes common to the definition of such hotels and shall be furnished in a themed, stylish and/or aspirational manner.
- b. School. A public or private school serving school age children from grades kindergarten (including pre-school) to 12th grade. In the event that the Flex Space Phase is developed as a school use, the Master Association shall enter into a shared use agreement with the owner of the school property to enable the school to utilize a portion of the Recreational Area Phase during normal school hours.
- c. Day care, adult or child.
- d. Assisted Living Facility or Senior Housing.
- e. Residential. The City and the Developer agree that in the event nonresidential development does not occur on the Flex Space area, Developer shall be permitted to convert the flex space to develop up to a maximum of sixty (60) townhome units on the Flex Space area to the extent and limited to a maximum residential density of ten (10) units per acres for the entire area of the Avian Pointe Master Plan assigned a Residential Medium Density Future Land Use Designation and subject to compliance with all school concurrency requirements and the City’s Land Development Code. Conversion of the Flex Space area to residential townhomes shall not occur until after 650 residential units have been constructed within Avian Pointe or five (5) years from the completion of the Spine Road, whichever occurs first. Conversion may include residential apartments above first-floor professional or business office uses consistent with Section (f) below. Residential buildings within parcel B-5 nearest the Spine Road or the northern private road shall be have the front facade oriented to the street with the primary entrance connected to the street sidewalk and to the perimeter of the Parcel. Parking shall be located behind residential buildings screened from S.R. 429 or the PUD roads. Residential buildings nearest the Spine Road shall be limited to two stories and a height of thirty-five (35) feet.
- f. Vertical Mixed Use Buildings. Professional or business office on the first floor and apartments on the upper floors. A maximum of sixty (60) apartment units are allowed. A professional or business office unit shall not exceed 2,500 square feet.
- g. Any residential development within the Flex Use Area must satisfy any applicable school concurrency requirements prior to submittal of a preliminary or final development plan. Additional requirements may appear in the Avian Pointe PUD development agreement.



6205 FLAMINGO DRIVE
APOLLO BEACH, FLORIDA
33572

813-465-1095

FL LICENSE NO. AR92665

CONSULTING ENGINEER:

ERIC J. HENDRA, P.E.

ENDRA
& associates, inc.

PROJECT INFORMATION:

AVIAN POINTE
(FORMERLY BINION ESTATES)
PUD ZONING AMENDMENT
(SINGLE FAMILY TO MIXED USE)

2771 LUST ROAD
APOPKA, FLORIDA

SCALE: 1" = 100'

ISSUE:

DATE	REV.	DESCRIPTION
3/24/14		CITY REVIEW
3/28/14		CITY SUBMITAL 1
5/30/14		CITY SUBMITAL 2
6/12/14	▲	REVISION 1
4/27/15	▲	REVISION 2

SEAL:

SHEET NUMBER:

ZA.05

PROJECT NUMBER: 14-001
DATE: 4-27-15
DRAWN BY: HS

LANDSCAPE AND IRRIGATION DESIGN

I CERTIFY THAT THE LANDSCAPE & IRRIGATION DESIGN FOR THIS PROJECT SHALL BE IN ACCORDANCE WITH THE CITY OF APOPKA'S ORDINANCE 2008, ADOPTED MAY 21, 2008 WHICH ESTABLISHES WATERWISE LANDSCAPE AND IRRIGATION STANDARDS.

SIGNATURE _____ LICENSE NO. _____ DATE _____

MASTER PLAN IS SUBJECT TO PRELIMINARY OR FINAL DEVELOPMENT PLAN APPROVAL

LANDSCAPE PLAN - SHEET 2 OF 2

HOLLY SWANSON
ARCHITECT, AIA

6205 FLAMINGO DRIVE
APOLLO BEACH, FLORIDA
33572

813-465-1095

FL LICENSE NO. AR92665

CONSULTING ENGINEER:

ERIC J. HENDRA, P.E.



PROJECT INFORMATION:

AVIAN POINTE
(FORMERLY BINION ESTATES)
PUD ZONING AMENDMENT
(SINGLE FAMILY TO MIXED USE)

2771 LUST ROAD
APOPKA, FLORIDA

SCALE: 1" = 100'

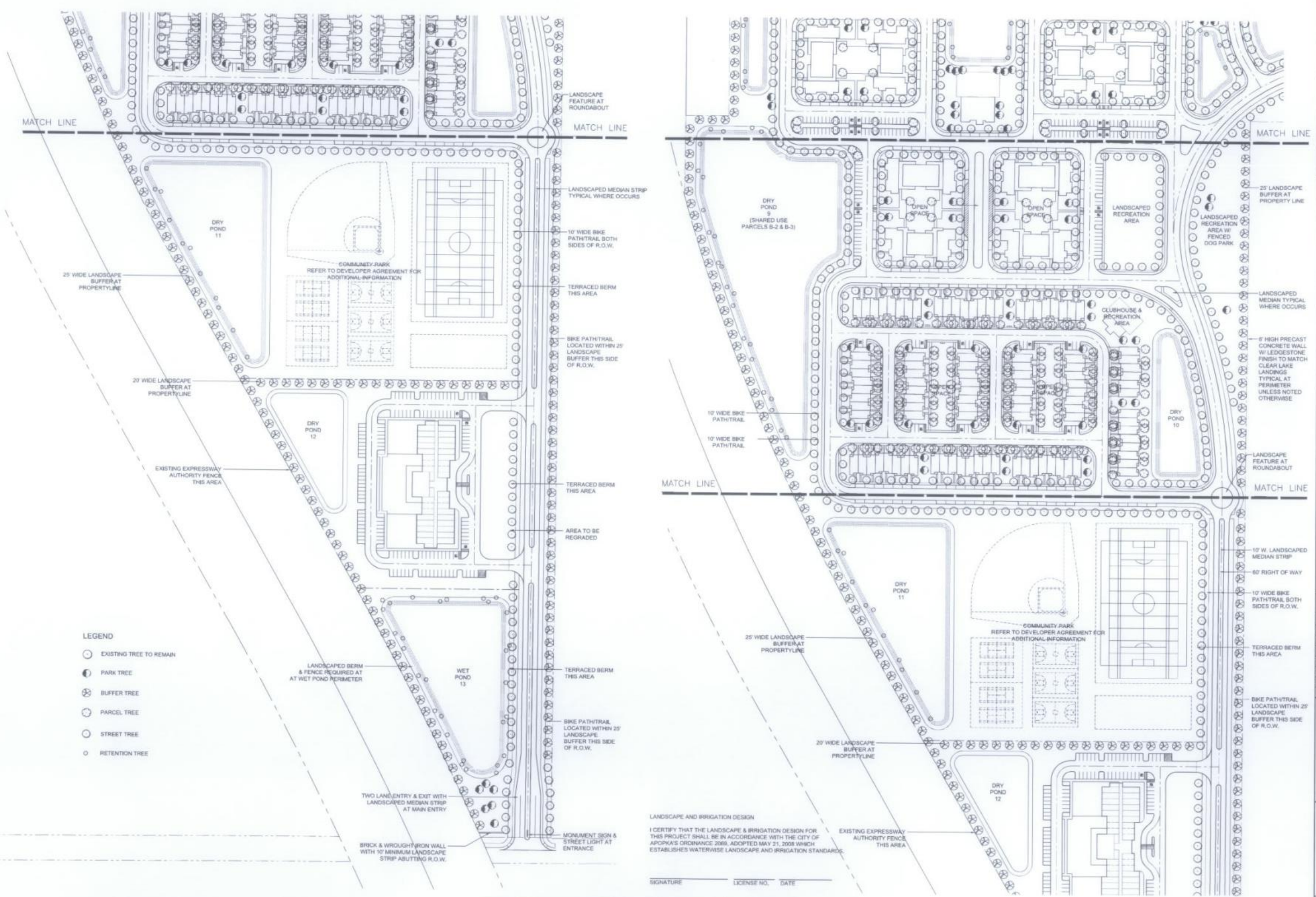
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3/24/14		CITY REVIEW
3/28/14		CITY SUBMETAL 1
5/30/14		CITY SUBMETAL 2
6/12/14	▲	REVISION 1
4/27/15	▲	REVISION 2

SEAL:

SHEET NUMBER:

ZA.06

PROJECT NUMBER: 14001
DATE: 4-27-15
DRAWN BY: HS



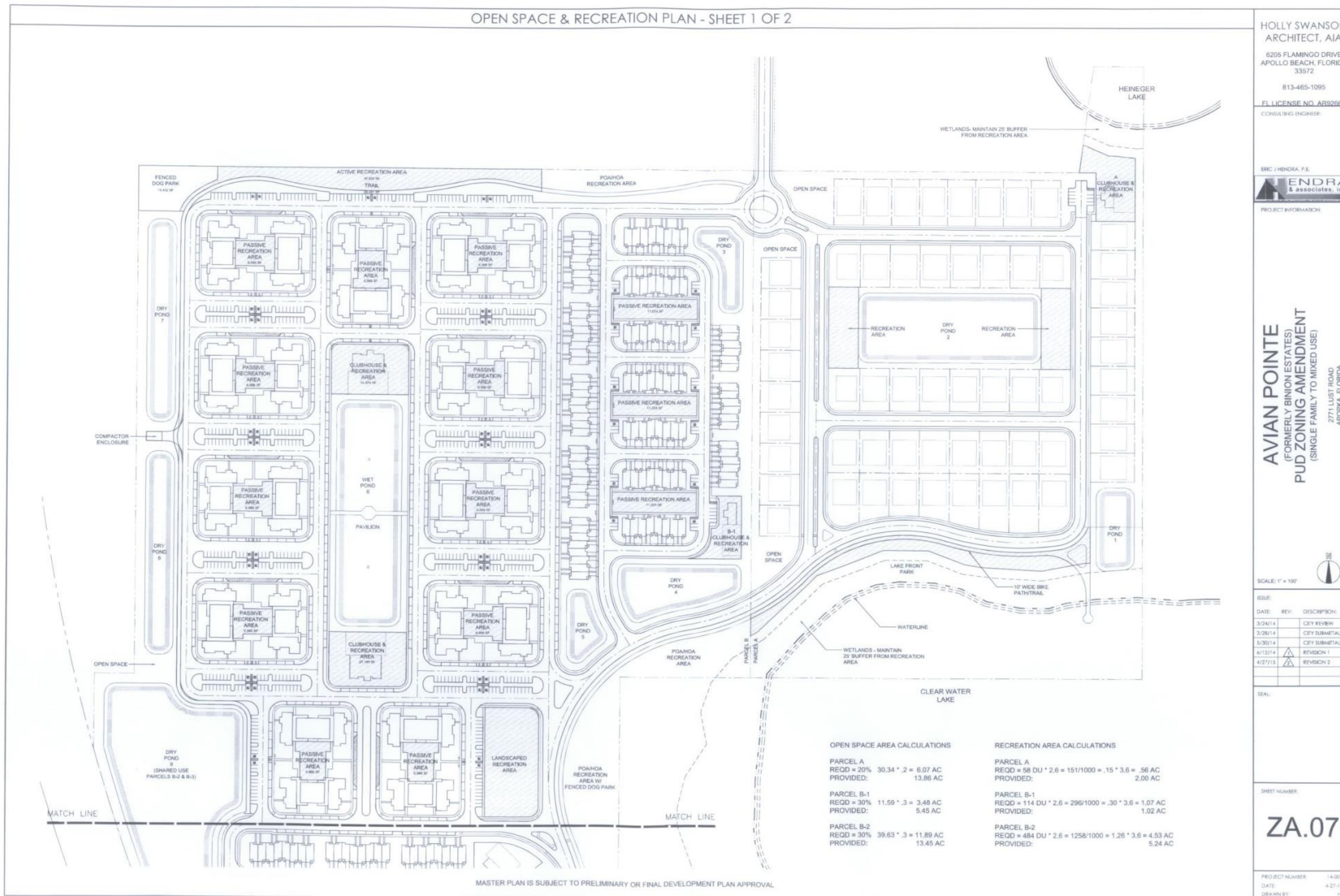
- LEGEND**
- EXISTING TREE TO REMAIN
 - PARK TREE
 - ⊗ BUFFER TREE
 - PARCEL TREE
 - STREET TREE
 - RETENTION TREE

LANDSCAPE AND IRRIGATION DESIGN
I CERTIFY THAT THE LANDSCAPE & IRRIGATION DESIGN FOR THIS PROJECT SHALL BE IN ACCORDANCE WITH THE CITY OF APOPKA'S ORDINANCE 2009, ADOPTED MAY 21, 2008 WHICH ESTABLISHES WATERWISE LANDSCAPE AND IRRIGATION STANDARDS.

SIGNATURE _____ LICENSE NO. _____ DATE _____

MASTER PLAN IS SUBJECT TO PRELIMINARY OR FINAL DEVELOPMENT PLAN APPROVAL

OPEN SPACE & RECREATION PLAN - SHEET 1 OF 2



OPEN SPACE AREA CALCULATIONS

PARCEL A	REQD = 20%	30.34 * .2 = 6.07 AC	PROVIDED: 13.86 AC
PARCEL B-1	REQD = 30%	11.59 * .3 = 3.48 AC	PROVIDED: 5.45 AC
PARCEL B-2	REQD = 30%	39.63 * .3 = 11.89 AC	PROVIDED: 13.45 AC

RECREATION AREA CALCULATIONS

PARCEL A	REQD = 58 DU * 2.6 = 151/1000 = .15 * 3.6 = .56 AC	PROVIDED: 2.00 AC
PARCEL B-1	REQD = 114 DU * 2.6 = 296/1000 = .30 * 3.6 = 1.07 AC	PROVIDED: 1.02 AC
PARCEL B-2	REQD = 484 DU * 2.6 = 1258/1000 = 1.26 * 3.6 = 4.53 AC	PROVIDED: 5.24 AC

MASTER PLAN IS SUBJECT TO PRELIMINARY OR FINAL DEVELOPMENT PLAN APPROVAL

HOLLY SWANSON
ARCHITECT, AIA
6205 FLAMINGO DRIVE
APOLLO BEACH, FLORIDA
33572
813-465-1095
FL LICENSE NO. AR92665
CONSULTING ENGINEER



PROJECT INFORMATION

AVIAN POINTE
(FORMERLY BINION ESTATES)
PUD ZONING AMENDMENT
(SINGLE FAMILY TO MIXED USE)
2771 LUST ROAD
APOPKA, FLORIDA

SCALE: 1" = 100'

DATE	REV.	DESCRIPTION
3/24/14		CITY REVIEW
3/28/14		CITY SUBMITAL 1
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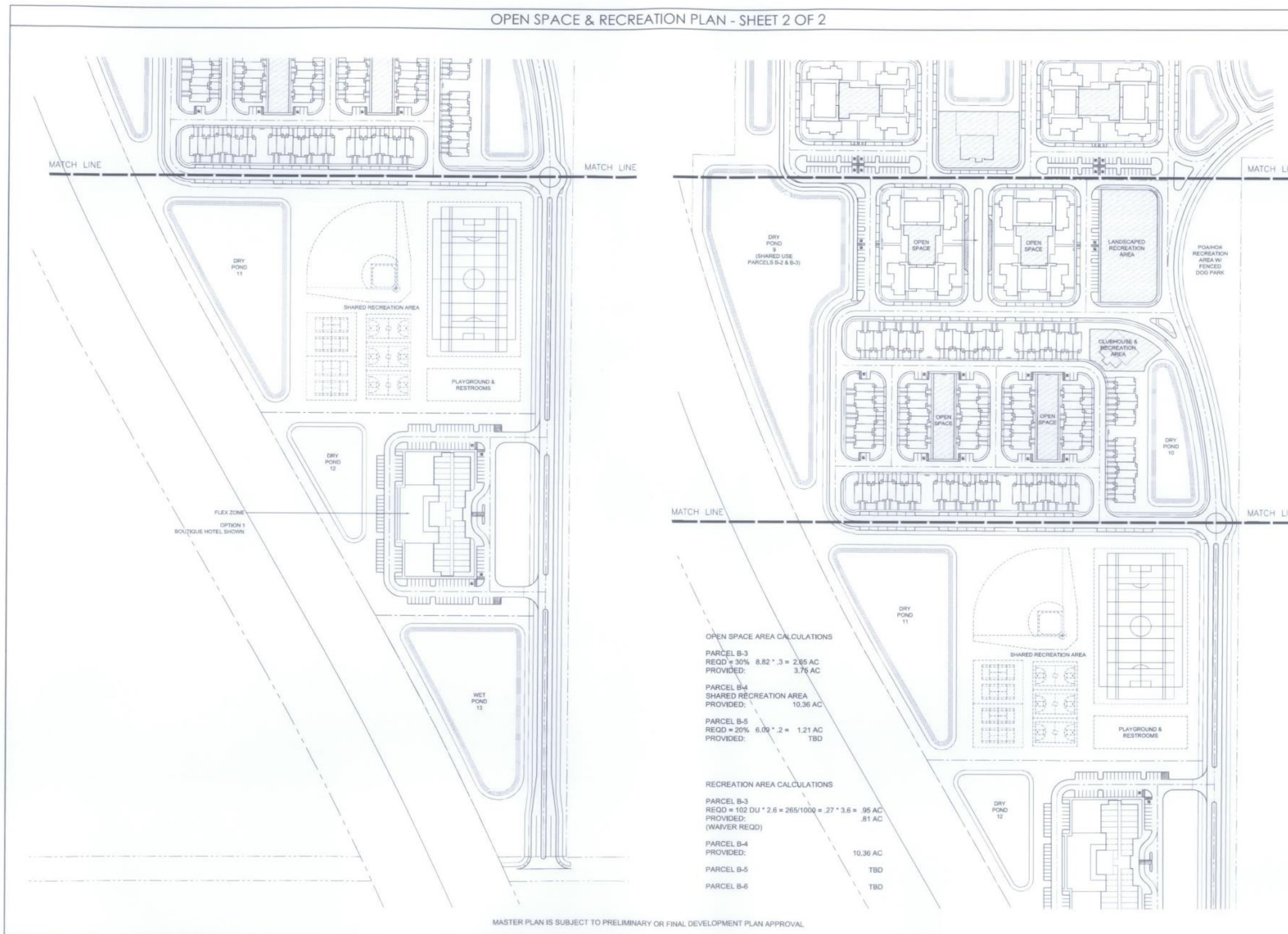
SEAL:

SHEET NUMBER:

ZA.07

PROJECT NUMBER: 14001
DATE: 4-27-15
DRAWN BY: HS

OPEN SPACE & RECREATION PLAN - SHEET 2 OF 2



OPEN SPACE AREA CALCULATIONS

PARCEL B-3
 REQD = 30% 8.82 * .3 = 2.65 AC
 PROVIDED: 3.76 AC

PARCEL B-4
 SHARED RECREATION AREA
 PROVIDED: 10.36 AC

PARCEL B-5
 REQD = 20% 6.09 * .2 = 1.21 AC
 PROVIDED: TBD

RECREATION AREA CALCULATIONS

PARCEL B-3
 REQD = 102 DU * 2.6 = 265/1000 = .27 * 3.6 = .95 AC
 PROVIDED: .81 AC
 (WAIVER REQD)

PARCEL B-4
 PROVIDED: 10.36 AC

PARCEL B-5
 PROVIDED: TBD

PARCEL B-6
 PROVIDED: TBD

MASTER PLAN IS SUBJECT TO PRELIMINARY OR FINAL DEVELOPMENT PLAN APPROVAL

HOLLY SWANSON
 ARCHITECT, AIA
 6205 FLAMINGO DRIVE
 APOLLO BEACH, FLORIDA
 33572
 813-465-1095
 FL LICENSE NO. AR92665
 CONSULTING ENGINEER

ERIC J. HENORA, P.E.
ENDRA
 & associates, inc.

PROJECT INFORMATION

AVIAN POINTE
 (FORMERLY BINION ESTATES)
 PUD ZONING AMENDMENT
 (SINGLE FAMILY TO MIXED USE)
 2771 LUST ROAD
 APOPKA, FLORIDA

SCALE: 1" = 100'

DATE	REV.	DESCRIPTION
3/24/14		CITY REVIEW
3/26/14		CITY SUBMITAL 1
5/30/14		CITY SUBMITAL 2
6/12/14	▲	REVISION 1
4/27/15	▲	REVISION 2

SEAL

SHEET NUMBER

ZA.08

PROJECT NUMBER: 14001
 DATE: 4-27-15
 DRAWN BY: HG

PROTOTYPE MULTI-FAMILY APARTMENT BUILDING ELEVATIONS



BLDG 'A2' FRONT ELEVATION



BLDG 'A1' FRONT ELEVATION



BLDG 'A2' REAR ELEVATION



BLDG 'A1' REAR ELEVATION

ELEVATIONS ARE PRELIMINARY & SUBJECT TO CHANGES PENDING ZONING AMENDMENT APPROVAL, ARCHITECTURAL & CIVIL ENGINEERING REFINEMENTS.

ELEVATIONS ARE PRELIMINARY & SUBJECT TO CHANGES PENDING ZONING AMENDMENT APPROVAL, ARCHITECTURAL & CIVIL ENGINEERING REFINEMENTS.

HOLLY SWANSON
ARCHITECT, AIA
6205 FLAMINGO DRIVE
APOLLO BEACH, FLORIDA
33572

813-465-1095

FL LICENSE NO. AB92665

CONSULTING ENGINEER:

ERIC J HENDRA, P.E.



PROJECT INFORMATION:

AVIAN POINTE
(FORMERLY BINION ESTATES)
PUD ZONING AMENDMENT
(SINGLE FAMILY TO MIXED USE)
2771 LUST ROAD
APOPKA, FLORIDA

SCALE: 1/16" = 1'-0"

ISSUE:

DATE	REV.	DESCRIPTION
3/24/14		CITY REVIEW
3/28/14		CITY SUBMITTAL 1
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4/27/15	△	REVISION 2

SEAL:

SHEET NUMBER:

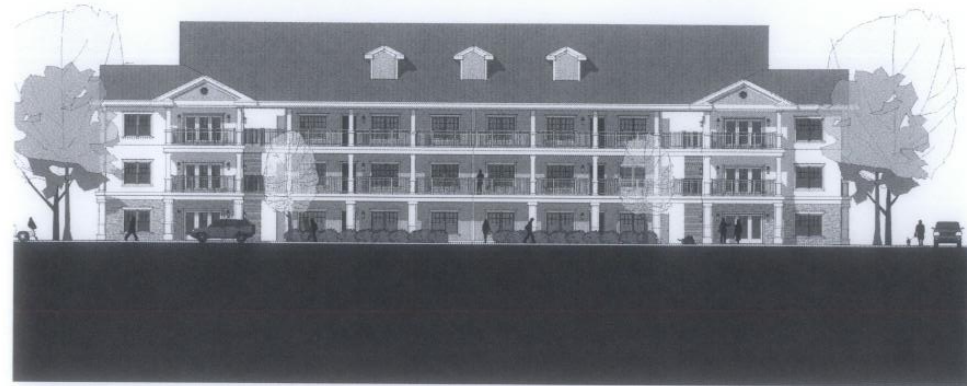
ZA.09

PROJECT NUMBER: 14-001

DATE: 4-27-15

DRAWN BY: HS

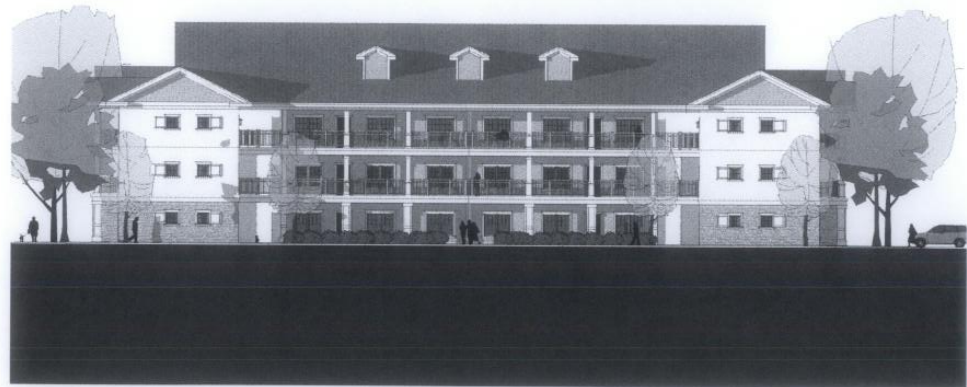
PROTOTYPE MULTI-FAMILY APARTMENT BUILDING ELEVATIONS



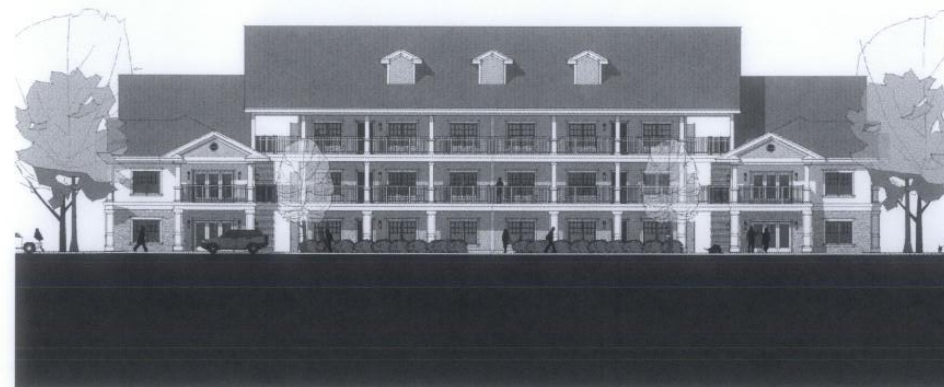
BLDG 'B2' FRONT ELEVATION



BLDG 'B1' FRONT ELEVATION



BLDG 'B2' REAR ELEVATION



BLDG 'B1' REAR ELEVATION

ELEVATIONS ARE PRELIMINARY & SUBJECT TO CHANGES PENDING ZONING AMENDMENT APPROVAL, ARCHITECTURAL & CIVIL ENGINEERING REFINEMENTS.

ELEVATIONS ARE PRELIMINARY & SUBJECT TO CHANGES PENDING ZONING AMENDMENT APPROVAL, ARCHITECTURAL & CIVIL ENGINEERING REFINEMENTS.

HOLLY SWANSON
ARCHITECT, AIA
6205 FLAMINGO DRIVE
APOLLO BEACH, FLORIDA
33572

813-465-1095

FL LICENSE NO. AR92865

CONSULTING ENGINEER:

ERIC J HENDRA, P.E.



PROJECT INFORMATION:

AVIAN POINTE
(FORMERLY BINION ESTATES)
PUD ZONING AMENDMENT
(SINGLE FAMILY TO MIXED USE)
2771 LUST ROAD
APOPKA, FLORIDA

SCALE: 1/16" = 1'-0"

ISSUE:

DATE REV. DESCRIPTION:

3/24/14 CITY REVIEW

3/28/14 CITY SUBMITTAL 1

5/30/14 CITY SUBMITTAL 2

6/12/14 REVISION 1

4/27/15 REVISION 2

SEAL:

SHEET NUMBER:

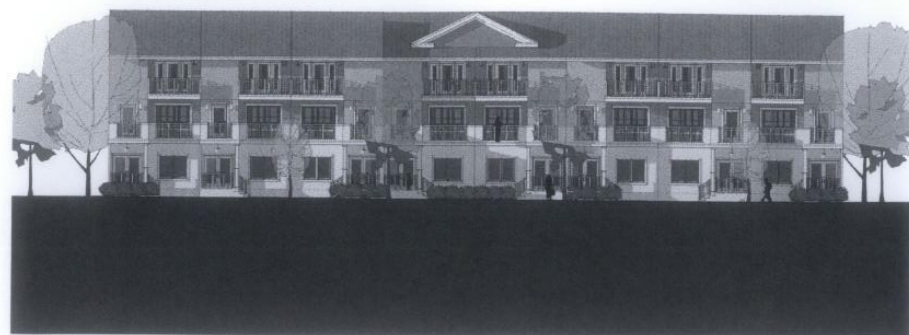
ZA.10

PROJECT NUMBER: 14-001

DATE: 4-27-15

DRAWN BY: HS

PROTOTYPE MULTI-FAMILY TOWNHOUSE ELEVATIONS



8 UNIT FRONT ELEVATION



6 UNIT FRONT ELEVATION



8 UNIT REAR ELEVATION



6 UNIT REAR ELEVATION



IMAGERY
LITTLE HARBOR, RUSKIN FL

ELEVATIONS ARE PRELIMINARY & SUBJECT TO CHANGES PENDING ZONING AMENDMENT APPROVAL, ARCHITECTURAL & ENGINEERING REFINEMENTS.

HOLLY SWANSON
ARCHITECT, AIA
6205 FLAMINGO DRIVE
APOLLO BEACH, FLORIDA
33572

813-465-1095

FL LICENSE NO. AR92665

CONSULTING ENGINEER:

ERIC J HENDRA, P.E.



PROJECT INFORMATION:

AVIAN POINTE
(FORMERLY BINION ESTATES)
PUD ZONING AMENDMENT
(SINGLE FAMILY TO MIXED USE)
2771 LUST ROAD
APOPKA, FLORIDA

SCALE: 1/16" = 1'-0"

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3/24/14		CITY REVIEW
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3/30/14		CITY SUBMITTAL 2
6/12/14	△	REVISION 1
4/27/15	△	REVISION 2

SEAL:

SHEET NUMBER:

ZA.11

PROJECT NUMBER: 14-001
DATE: 4-27-15
DRAWN BY: HS

PLANNING COMMISSION

OCTOBER 10, 2017

Page 189

Backup material for agenda item:

1. FINAL DEVELOPMENT PLAN – JOHN'S CORNER GROCERY STORE – Owned by Jun H. Kim and Yun D. Kim, property located at 41 E. Michael Gladden Boulevard. (Parcel ID #: 09-21-28-0196-80-511)



CITY OF APOPKA PLANNING COMMISSION

<input checked="" type="checkbox"/> PUBLIC HEARING	MEETING OF:	October 10, 2017
<input type="checkbox"/> ANNEXATION	FROM:	Community Development
<input type="checkbox"/> PLAT APPROVAL	EXHIBITS:	Vicinity/Aerial Maps
<input checked="" type="checkbox"/> OTHER: Final Development Plan		Final Dev. Plan

PROJECT: FINAL DEVELOPMENT PLAN\SITE PLAN – JOHN’S CORNER GROCERY STORE

REQUEST: RECOMMEND APPROVAL OF JOHN’S CORNER GROCERY STORE FINAL DEVELOPMENT PLAN (SITE PLAN)

SUMMARY:

OWNER: Jun H. Kim and Yun D. Kim

ENGINEER: Civil Corp Engineering, Inc.\Stephen Allen, P.E.

LOCATION: 41 E Michael Gladden Boulevard (generally located on the north side of E. Michael Gladden Boulevard, west of S Park Avenue)

PARCEL ID NUMBERS: 09-21-28-0196-80-511

LAND USE: Commercial

ZONING: C-1

EXISTING USE: Vacant

PROPOSED USE: Neighborhood Grocery Store

TRACT SIZE: .43 +/- acres

BUILDING SIZE: 2,400 S.F.

BUILDING HEIGHT: 22 feet

FLOOR AREA RATIO: 0.13

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	Recreation Director

RELATIONSHIP TO ADJACENT PROPERTIES:

<i>Direction</i>	<i>Future Land Use</i>	<i>Zoning</i>	<i>Present Use</i>
North (City/Co)	Residential Low	R-1	Single Family Residential
East (City)	Commercial	C-1	Single Family Residential
South (City)	Commercial	C-1	Vacant
West (County)	Commercial	C-1	Mini-Storage

ADDITIONAL COMMENTS: This request is for the Final Development Plan\Site Plan for John’s Corner Grocery Store located on the north side of Michael Gladden Boulevard, west of S. Park Avenue. The plan calls for a 2,400 square feet gross floor area grocery store. Per City Code, the site will have ten parking spaces plus one handicap parking space. A six-foot masonry wall will be placed at the rear of the site and along the eastern boundary as a buffer between this commercial use and surrounding residential uses.

PUBLIC HEARING SCHEDULE:

September 12, 2017 - Planning Commission (5:30 pm)
 October 4, 2017 - City Council (1:30 pm)

RECOMMENDED ACTION:

The **Development Review Committee** finds the Final Development Plan consistent with the Comprehensive Plan and Land Development Code and recommends approval of John’s Corner Grocery Store Final Development Plan, subject to the findings of this staff report.

Recommended Motion: Find the Final Development Plan consistent with the Comprehensive Plan and Land Development Code; and recommend approval of John’s Corner Grocery Store Final Development Plan.

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: John's Corner New Grocery Store
Owner/Applicant: Jun Kim and Yun Kim
Engineer: Civil Corp Engineering, Inc. – Stephen Allen, P.E.
Parcel I.D. No's: 09-21-28-0196-80-511
Location: 41 E Michael Gladden Blvd
Total Acres: 0.43 +/- Acres



VICINITY MAP



ZONING



AERIAL MAP



JOHN'S CORNER- GROCERY STORE FINAL DEVELOPMENT PLAN PROJECT # SPR 16-26C



PLAN SET INDEX

C-1	COVER SHEET
C-2	SURVEY (BY OTHERS)
C-3	DEMO & EROSION CONTROL PLAN
C-4	SITE PLAN
C-5	GRADING & DRAINAGE PLAN
C-6	UTILITY PLAN
C-7	DETAILS
C-8	DETAILS
C-9	DETAILS
C-10	DETAILS
C-11	TRUCK TURN PLAN
L-1	LANDSCAPE PLAN
L-2	IRRIGATION PLAN
L-3	TREE REMOVAL PLAN
E100	ELECTRICAL NOTES & SPECS
E200	SITE LIGHTING PLAN
E300	SITE LIGHTING PHOTOMETRIC PLAN
E400	SITE LIGHTING SPEC SHEETS
A100	ARCHITECTURAL SITE PLAN

LOCATION MAP



**41 E. MICHAEL GLADDEN BLVD
APOPKA, FL**

PREPARED FOR:
JWB ARCHITECTS
CONTACT: MITCH POWERS
2295 S. HIAWASSEE RD. STE 304
ORLANDO, FL 32835
PHONE: (407) 408-6481

PARCEL ID # 09-21-28-0196-80-511

PREPARED BY:



CIVILCORP ENGINEERING, INC.
CERTIFICATE OF AUTHORIZATION #29390
630 N. WYMORE RD. STE 310
MAITLAND, FL 32751
PHONE: (407) 516-0437

SITE DATA TABLE	
PARCEL ID NUMBER	09-21-28-0196-80-511
FUTURE LAND USE	MIXED USE
ZONING	C-1
ADJACENT LAND USE	MIXED USE
ADJACENT ZONING	N: C-1 S: C-1 E: C-1 W: UTILITY EASEMENT
ACREAGE/SQ. FT.	0.43/18,672
OVERLAY DISTRICT	CRA: YES CBD: YES
BUILDING HEIGHT	PROPOSED: MAX: 35'
FLOOR AREA RATIO	PROPOSED: 0.13 MAX: 3
BUILDING SETBACKS	PROPOSED & REQUIRED N: 30' S: 10' E: 10' W: 15'
OPEN SPACE	PROPOSED: 7,011 SF/0.161 ACRES
TREE BANK MITIGATION FEE	NO
VARIANCE REQUESTED	NO

NOTES

PROPERTY OWNER:
YUN AND JUN KIM
511 SPRING CLUB DR.
ALTAMONTE SPRINGS, FL

PARKING REQUIRED:
GROCERY STORE- 1SPACE PER 200 SQ. FT.

PARKING PROPOSED: 12 SPACES AND 1 HANDICAP SPACE

LEGAL DESCRIPTION

DESCRIPTION: THE WEST 100 FEET OF LOT 51, BLOCK H, THE TOWN OF APOPKA, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK A, PAGE 109, OF THE PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA.

PROJECT CONSULTANTS

CIVIL ENGINEERS
CIVILCORP ENGINEERING, INC.
630 N. WYMORE AVE. STE 310
MAITLAND, FL 32751
PHONE: (407) 516-0437

ARCHITECT
JWB ARCHITECTS
2295 S. HIAWASSEE RD. STE 304
ORLANDO, FL 32835
PHONE: (407) 408-6481

SURVEYORS
BOUNDARY AND MAPPING ASSOCIATES, INC.
109 W. ORANGE STREET
ALTAMONTE SPRINGS, FL
PHONE: (407) 696-1155

Revisions	Date	Description	By
1	09/05/17		

JWB ARCHITECTS	Project No.	129-014	Drawn By	CEF
	Scale	1:20	Date	12/27/2016



**JOHN'S CORNER GROCERY STORE
41 E. MICHAEL GLADDEN BLVD. APOPKA FL**

COVER SHEET

PROJECT NAME	SHEET NAME
	C-1

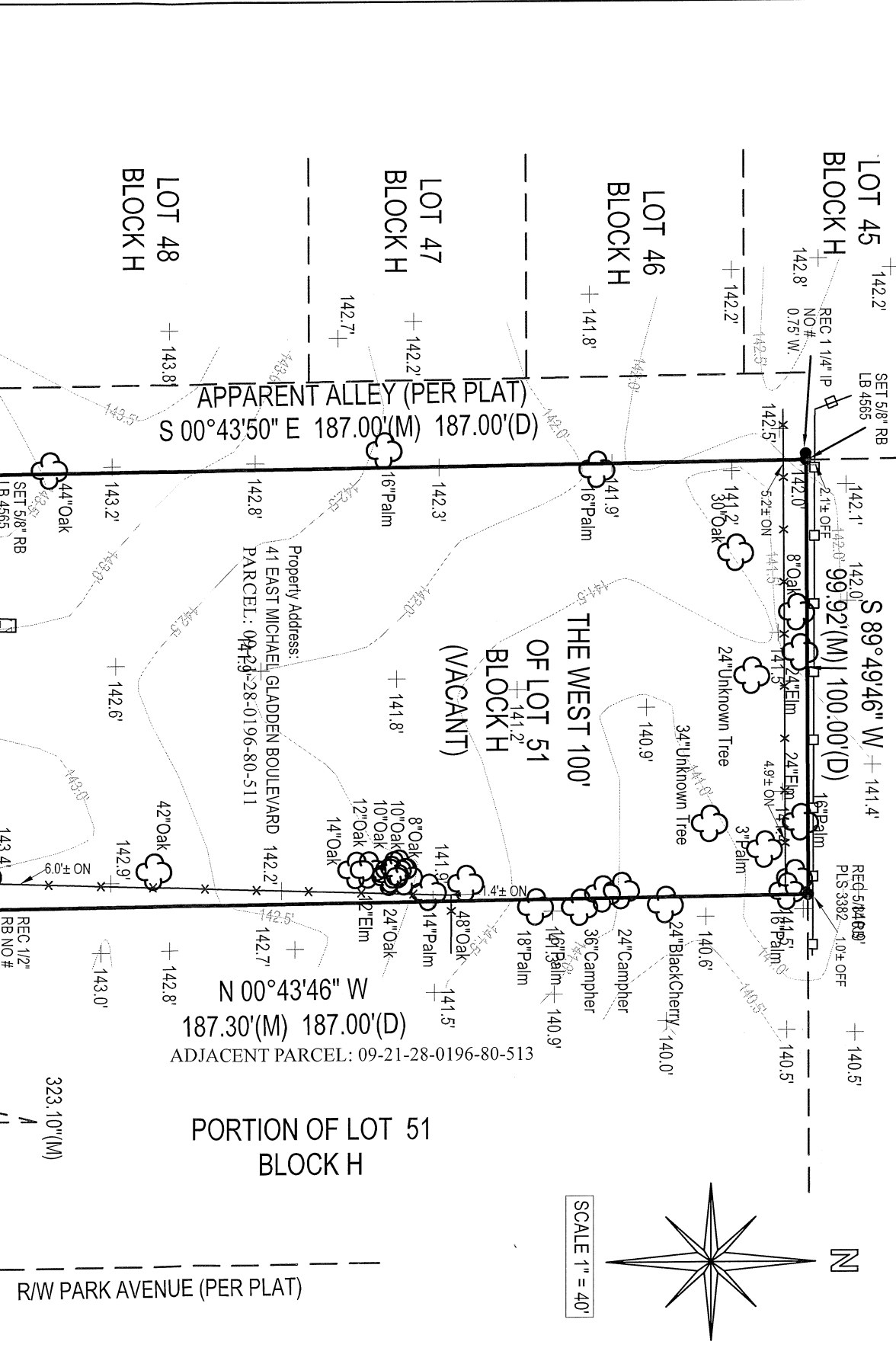
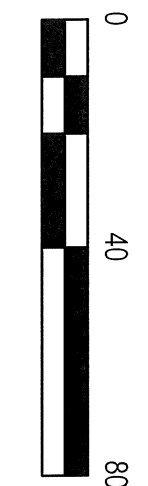
- NOTES:
1. THIS BOUNDARY SURVEY WAS PREPARED FROM TITLE OR OTHER INFORMATION FURNISHED TO THIS SURVEYOR. THERE MAY BE OTHER RESTRICTIONS RECORDED OR UNRECORDED EASEMENTS THAT AFFECT THIS PROPERTY PROPERTIES ARE SUBJECT TO ALL COVENANTS, RESTRICTIONS, EASEMENTS AND SETBACKS OF RECORD.
 2. NO UNDERGROUND IMPROVEMENTS HAVE BEEN LOCATED UNLESS OTHERWISE SHOWN. SEPTIC IF SHOWN IS +/- USED BY ANY OTHER ENTITY. SURVEYS ARE NOT TRANSFERABLE.
 3. DIMENSIONS SHOWN FOR THE LOCATION OF IMPROVEMENTS HEREON SHOULD NOT BE USED TO RECONSTRUCT BOUNDARY LINES. BOUNDARY BEARINGS AND DISTANCES ARE SHOWN AS PLATTED UNLESS DENOTED AS MEASURED.
 4. BEARINGS ARE BASED ON ASSUMED PLAT DATUM AND ON THE LINE SHOWN AS BASE BEARING (BB).
 5. PROPERTY HEREON LOCATED IN ZONE "X" PER F.I.R.M. MAP PANEL NO. 12095C 0120 F DATED 09-25-09.
 6. BUILDING LINES SHOWN, REPRESENT BUILDING WALLS. EAVES, IF ANY, NOT LOCATED OR SHOWN.

Boundary And Mapping Associates, Inc.
 109 WEST ORANGE STREET
 ALTAMONTE SPRINGS, FL.
 32714
 PH. (407) 696-1155

LAND SURVEYORS
 LB 4565

NOTE:
 NO BUILDING SETBACKS
 SHOWN UNLESS PROVIDED
 TO THIS SURVEYOR.

LOT 45
 BLOCK H
 REC 1 1/4" IP NO# 0.75' W.
 SET 5/8" RB LB 4565
 S 89°49'46" W + 141.4'
 99.92'(M) 100.00'(D)
 RECD 5/8" RB PLS 3382 1.0± OFF



LOT 48 BLOCK H + 143.81
 LOT 47 BLOCK H + 142.71
 LOT 46 BLOCK H + 141.8'
 LOT 49 BLOCK H + 140.5'
 APPARENT ALLEY (PER PLAT)
 S 00°43'50" E 187.00'(M) 187.00'(D)
 OF LOT 51 BLOCK H (VACANT)
 N 00°43'46" W 187.30'(M) 187.00'(D)
 ADJACENT PARCEL: 09-21-28-0196-80-513
 PROPERTY ADDRESS:
 41 EAST MICHAEL GLADDEN BOULEVARD 142.2'
 PARCEL: 09-21-28-0196-80-511
 C/L EAST MICHAEL GLADDEN BOULEVARD
 R/W PARK AVENUE (PER PLAT)

NOTES: TREE LOCATION
 SIZE +/- (as measured)
 42"Oak

Note:
 + 140.0' Denotes Spot Elevation
 Based on NAVD'88 Datum

DESCRIPTION: THE WEST 100 FEET OF LOT 51, BLOCK H, THE TOWN OF APOPKA, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK A, PAGE 109, OF THE PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA.

CERTIFIED TO:
 JUN H. KIM AND YUN D. KIM, husband and wife

ADD SPOT ELEVATIONS FIELD WORK: 11/06/16
 AD TREE LOCATION: 05/10/17

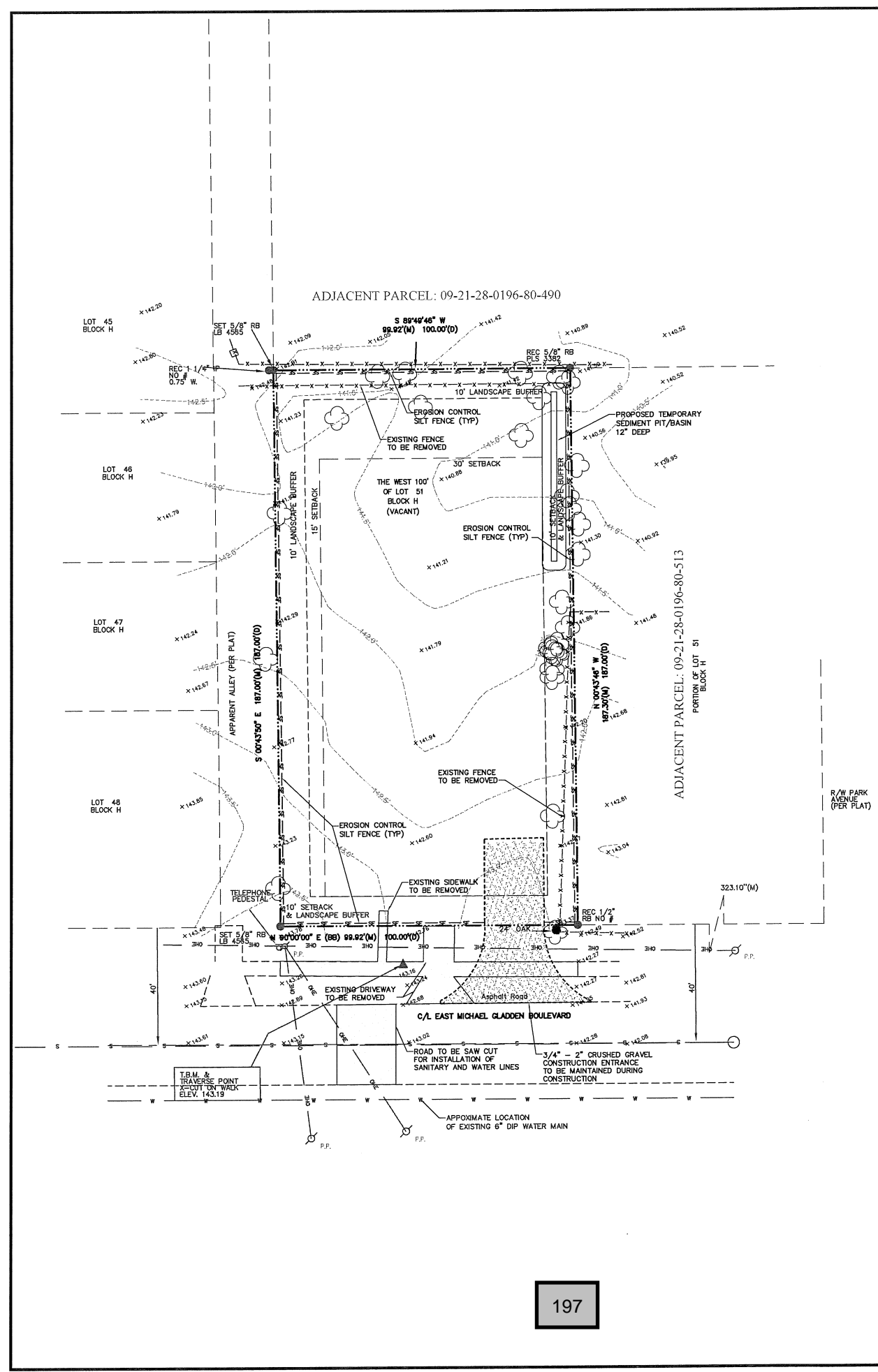
JOB NO.: 16-2358 T
 DATE: 09-22-16
 FIELD: 09-22-16
 SIGNED: 09-29-16
 DRAWN BY: RWJ
 P.C.: SM
 CHECKED BY: RWJ

LEGEND

REC. - RECOVERED	CONCRETE	PAVERS / BRICK
I.P. - IRON PIPE	PRG. POINT OF REVERSE CURVE	
I.C. - ILLIGIBLE CAP #	R.P. - RADIUS POINT	
C.M. - CONCRETE MONUMENT	R. - RADIUS	
RE - REBAR	L. - LENGTH OF ARC	
RAO. - RADIAL	S.E. - SIDEWALK EASEMENT	
N&D - NOT RADIAL	U.E. - UTILITY EASEMENT	
(P) - PER PLAT	D.E. - DRAINAGE EASEMENT	
(M) - AS MEASURED	L.E. - LANDSCAPE EASEMENT	
(D) - PER DESCRIPTION	P.P. - POOL EQUIPMENT	
O.L. - ON LINE	P.P. - POWER POLE	
P.C. - POINT OF CURVATURE	X - CHAIN LINK / WIRE FENCE	
P.T. - POINT OF TANGENCY	W - WOODEN FENCE	
R/W - RIGHT-OF-WAY	V - VINYL FENCE	
	A - ALUMINUM FENCE	

This is a digitally signed and sealed drawing of a boundary survey performed under the direction of the undersigned. Survey is authorized on or about the date of the survey shown hereon and certified only to those persons and/or entities listed hereon. The boundary survey meets the minimum technical standards as set forth by the Florida Board of Professional Surveyors and Mappers in Chapter 51-7, Florida Statutes, pursuant to section 472-027 Florida Statutes.

RODNEY W. JACKSON, PSM 6281



CONSTRUCTION SEQUENCE

1. INSTALL STABILIZED CONSTRUCTION ENTRANCE
2. INSTALL SILT FENCES (STAKED EVERY 100' MAX) AND SYNTHETIC BALES AS REQUIRED
3. STOCKPILE TOPSOIL IF REQUIRED
4. PERFORM PRELIMINARY GRADING ON SITE AS REQUIRED
5. STABILIZE DENUDED AREAS AND STOCKPILES AS SOON AS PRACTICAL
6. INSTALL STORM SEWER
7. CONSTRUCT BUILDING AND OTHER UNDERGROUND UTILITIES
8. INSTALL PAVEMENT AND CURBING
9. INSTALL LANDSCAPE AND SOD
10. REMOVE ACCUMULATED SEDIMENT FROM BASINS
11. WHEN ALL CONSTRUCTION ACTIVITY IS COMPLETE AND THE SITE IS STABILIZED, REMOVE ANY TEMPORARY BMP MEASURES.

SOIL TYPES

SEE GRADING PLAN

DEWATERING METHODS AND LOCATIONS

DEWATERING SHALL BE UTILIZED ONLY IF NECESSARY BY MEANS OF WELL POINT SYSTEM. DISCHARGE FROM THE WELL POINT SYSTEM SHALL BE DIRECTED TO THE PROPOSED DRAINAGE STRUCTURES. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS FOR WELL POINT SYSTEM PRIOR TO CONSTRUCTION.

EROSION TEMPORARY MEASURES (BMP'S)

1. SYNTHETIC BALE BARRIERS SHALL BE USED TO PROTECT PROPOSED INLETS PER DETAILS
2. FILTER FABRIC BARRIERS SHALL BE USED AT THE PERIMETER/LIMITS OF PROPOSED CONSTRUCTION TO PREVENT SEDIMENT FROM LEAVING THE PROJECT BOUNDARIES OR DISCHARGING INTO OFF-SITE DRAINAGE FACILITIES
3. STOCKPILING MATERIAL: NO EXCAVATED MATERIAL SHALL BE STOCKPILED IN SUCH A MANNER AS TO DIRECT RUNOFF DIRECTLY OFF THE PROJECT SITE INTO ANY ADJACENT WATER BODY OR STORMWATER COLLECTION FACILITY
4. INLET PROTECTION: INLETS AND CATCH BASINS WHICH DISCHARGE DIRECTLY OFF-SITE SHALL BE PROTECTED FROM SEDIMENT-LADEN STORM RUNOFF UNTIL THE COMPLETION OF ALL CONSTRUCTION OPERATIONS THAT MAY CONTRIBUTE SEDIMENT TO THE INLET TEMPORARY SEEDING AND MULCHING: AREAS OPENED BY CONSTRUCTION OPERATIONS AND THAT AREA NOT ANTICIPATED TO BE RE-EXCAVATED OR DRESSED AND RECEIVE FINAL GRASSING TREATMENT WITHIN 30 DAYS SHALL BE SEEDED WITH A QUICK GROWING GRASS SPECIES WHICH WILL PROVIDE AN EARLY COVER DURING THE SEASON IN WHICH IT IS PLANTED AND WILL NOT LATER COMPETE WITH THE PERMANENT GRASSING. SLOPES STEEPER THAN 6:1 THAT FALL WITHIN THE CATEGORY ESTABLISHED IN PARAGRAPH NUMBER 2 ABOVE SHALL ADDITIONALLY RECEIVE MULCHING OF APPROXIMATELY 2 INCHES LOOSE MEASURE OF MULCH MATERIAL CUT INTO THE SOIL OF SEEDING AREA ADEQUATE TO PREVENT MOVEMENT OF SEED AND MULCH
5. MAINTENANCE: ALL FEATURES OF THE PROJECT DESIGNED AND CONSTRUCTED TO PREVENT EROSION AND SEDIMENT CONTROL SHALL BE MAINTAINED DURING THE LIFE OF THE CONSTRUCTION SO AS TO FUNCTION AS THEY WERE ORIGINALLY DESIGNED AND CONSTRUCTED.

ADDITIONAL NOTES

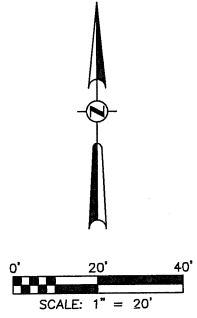
1. NON-STORMWATER DISCHARGES: IT IS EXPECTED THAT THE FOLLOWING NON-STORMWATER DISCHARGES WILL OCCUR FROM THE SITE DURING THE CONSTRUCTION PERIOD:
 - 1.1. PAVEMENT WASH WATERS (WHERE NO SPILLS OR LEAKS OF TOXIC OR HAZARDOUS MATERIALS HAVE OCCURRED).
 - 1.2. UNCONTAMINATED GROUNDWATER (FROM DEWATERING EXCAVATION). ALL NON-STORMWATER DISCHARGES WILL BE DIRECTED TO THE PROPOSED DRAINAGE STRUCTURES/SWALES.
2. CONTRACTOR IS RESPONSIBLE FOR INSTALLING ANY ADDITIONAL EROSION CONTROL IF IT BECOMES NECESSARY TO MEET THE STATE AND LOCAL STANDARDS.

INSPECTIONS

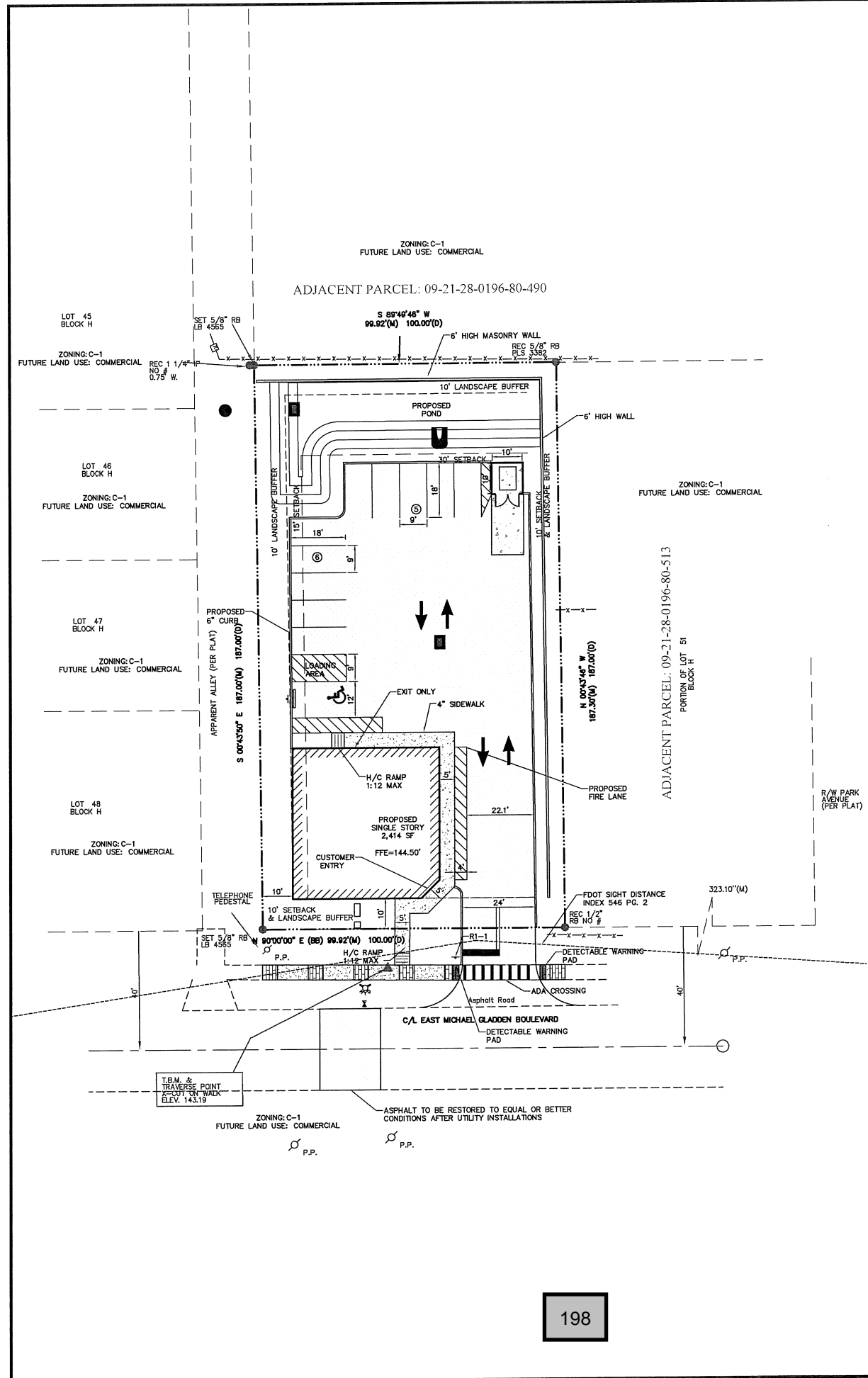
1. CONSTRUCTION SITE WILL BE INSPECTED FOR EROSION PROBLEMS DAILY AFTER EACH RAINFALL GREATER THAN 0.5 INCHES. A RAIN GAGE WILL BE ON SITE TO MEASURE THE RAINFALL AMOUNTS.
2. ALL CONTROL MEASURES WILL BE INSPECTED BY THE SUPERINTENDENT, THE PERSON RESPONSIBLE FOR THE DAY TO DAY SITE OPERATIONS OR SOMEONE APPOINTED BY THE SUPERINTENDENT AT LEAST ONCE AND FOLLOWING ANY STORM EVEN OF 0.25 INCHES OR GREATER.
3. ALL TURBIDITY CONTROL MEASURES WILL BE MAINTAINED IN GOOD WORKING ORDER; IF A REPAIR IS NECESSARY, IT WILL BE INITIATED WITHIN 24 HOURS.
4. BUILT UP SEDIMENT WILL BE REMOVED FROM THE SILT FENCE WHEN IT HAS REACHED ON-THIRD THE HEIGHT OF THE FENCE.
5. THE SILT FENCE WILL BE INSPECTED FOR DEPTH OF SEDIMENT, TEARS, TO SEE IF THE FABRIC IS SECURELY ATTACHED TO THE FENCE POSTS, AND TO SEE THAT THE FENCE POSTS ARE FIRMLY IN THE GROUND.
6. TEMPORARY AND PERMANENT SEEDING AND PLANTING WILL BE INSPECTED FOR BARE SPOTS, WASHOUTS, AND HEALTHY GROWTH.
7. A MAINTENANCE INSPECTION REPORT WILL BE MADE AFTER EACH INSPECTION. A COPY OF THE REPORT FORM TO BE COMPLETED CAN BE OBTAINED BY THE ENGINEER. THE REPORTS WILL BE KEPT ON SITE DURING CONSTRUCTION AND AVAILABLE UPON REQUEST TO THE OWNER, ENGINEER OR ANY FEDERAL, STATE OR LOCAL AGENCY APPROVING SEDIMENT AND EROSION CONTROL PLANS OR STORMWATER MANAGEMENT PLANS. THE REPORTS SHALL BE MADE AND RETAINED AS PART OF THE STORMWATER POLLUTION PREVENTION PLAN FOR AT LEAST TREE YEARS FROM THE DATE THAT THE SITE IS FINALLY STABILIZED AND THE NOTICE OF TERMINATION IS SUBMITTED. THE REPORTS SHALL IDENTIFY ANY INCIDENTS OF NON-COMPLIANCE.
8. PERSONNEL SELECTED FOR INSPECTION AND MAINTENANCE RESPONSIBILITIES WILL RECEIVE TRAINING FROM THE SITE SUPERINTENDENT. THEY WILL BE TRAINED IN ALL THE INSPECTION AND MAINTENANCE PRACTICES NECESSARY FOR KEEPING THE EROSION AND SEDIMENT CONTROLS USED ON-SITE IN GOOD WORKING ORDER AND FILLING OUT THE INSPECTION AND MAINTENANCE REPORTS.

PERMANENT EROSION CONTROL MEASURES (BMP'S)

1. PERMANENT SODDING: ALL AREAS WHICH HAVE BEEN DISTURBED BY CONSTRUCTION WILL, AT A MINIMUM, BE SODDED. THE SEEDING MIX MUST PROVIDE BOTH LONG-TERM VEGETATION AND RAPID GROWTH SEASONAL VEGETATION. SLOPES STEEPER THAN 4:1 SHALL BE SEED AND MULCHED OR SODDED.
2. MAINTENANCE OF STORMWATER MANAGEMENT SYSTEM: THE PERMITTED STORMWATER MANAGEMENT SYSTEM SHALL BE MAINTAINED, CLEANED AND INSPECTED IN ACCORDANCE WITH THE WATER MANAGEMENT DISTRICT PERMIT.

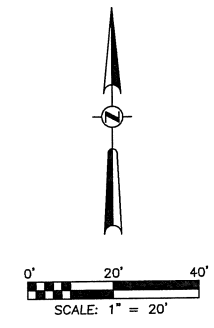


<table border="1"> <tr> <td>Revisions</td> <td>Project No. 129-014</td> <td>Drawn By CEF</td> </tr> <tr> <td></td> <td>Scale 1"=20'</td> <td>Date 12/27/16</td> </tr> </table>		Revisions	Project No. 129-014	Drawn By CEF		Scale 1"=20'	Date 12/27/16
Revisions	Project No. 129-014	Drawn By CEF					
	Scale 1"=20'	Date 12/27/16					
<p>JWB ARCHITECTS</p> <p>CivilCorp Engineering, Inc. 630 N Wynmore Rd, Ste 310 Maitland, FL 32751 Phone 407-516-0437 Certificate of Authorization No. 20990</p> <p>Stephen Allen, PE # 59894 FL Reg No. _____ Engineer</p>							
<p>JOHN'S CORNER 41 E. MICHAEL GLADDEN BLVD. APOPKA, FL</p>		<p>DEMO AND EROSION PLAN</p>					
PROJECT NAME	SHEET NO. C-3						
SHEET NAME							



SITE LEGEND

SITE BOUNDARY LINE	---
CENTER LINE OF ROAD	---
EASEMENT LINE	---
EXISTING EDGE OF PAVEMENT	---
PROPOSED 6", 3000 PSI CONCRETE	[Pattern]
PROPOSED 7", 4000 PSI CONCRETE	[Pattern]
SIDEWALK	S/W
LINEAR FEET	LF
SQUARE FEET	SF
HANDICAP PARKING	HC
HANDICAP TYPICAL	TYP
5' RADIUS	RS'
# PARKING SPACES	(⓪)



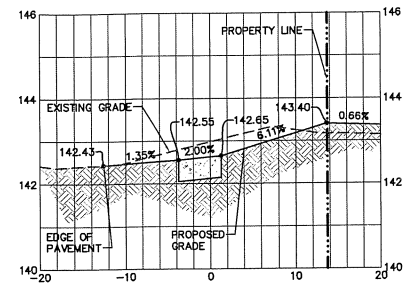
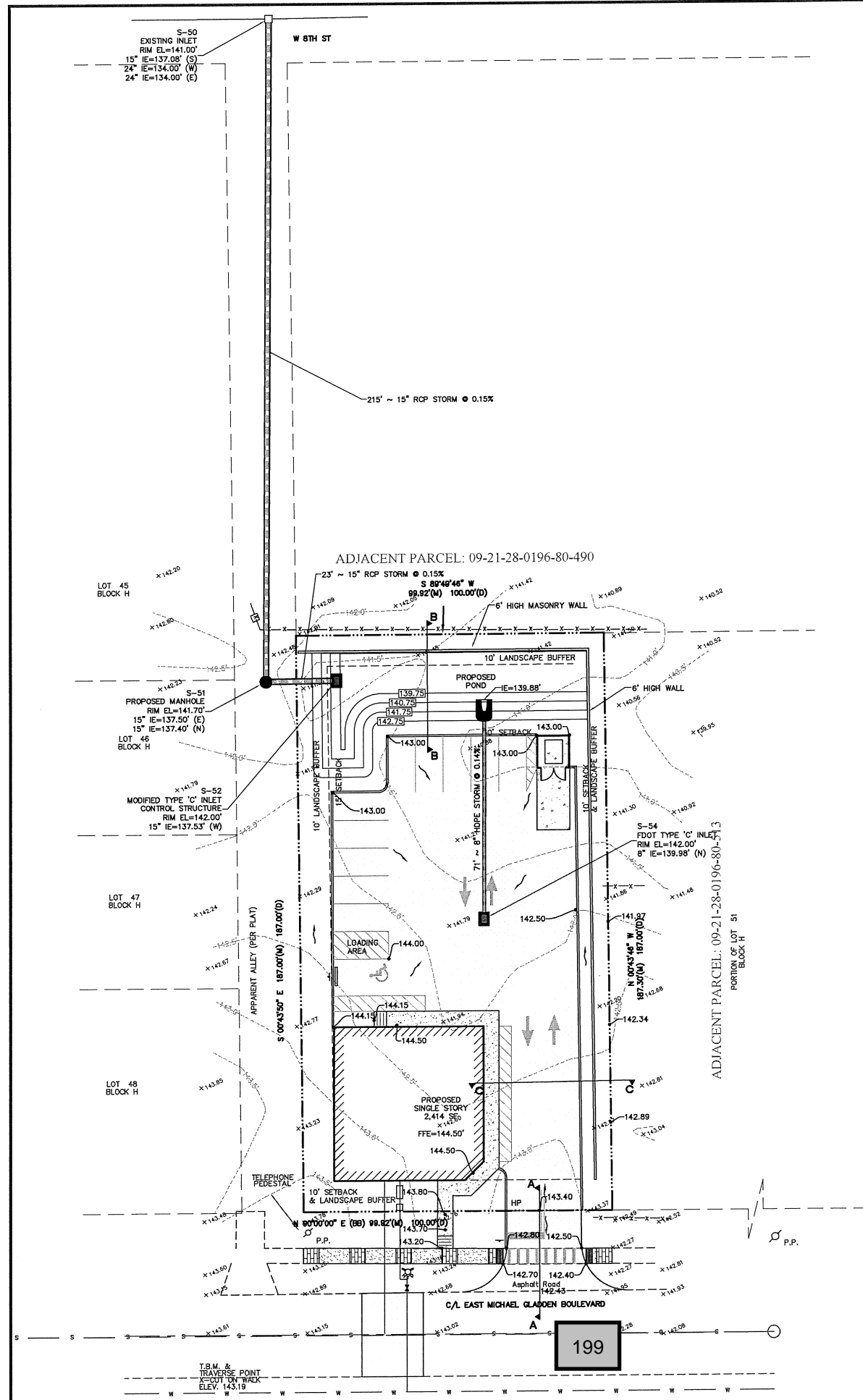
STRIPING NOTES

1. TYPICAL PARKING SPACE SHALL BE STRIPED WITH A 6" WHITE STRIPE.
2. SEE DETAILS FOR HANDICAP PARKING.
3. 30" HIGH INTENSITY STOP SIGNS AND WHITE, THERMOPLASTIC STOP BARS FOR THE DRIVEWAYS

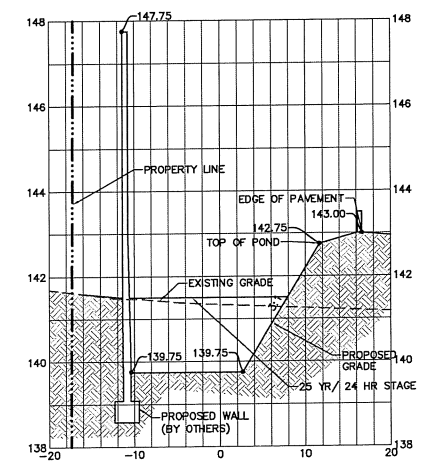
GENERAL NOTES

1. ALL CURB RADII TO BE 3' UNLESS OTHERWISE NOTED.
2. ALL CURB TO BE 6" VERTICAL CURBING.
3. ALL DIMENSIONS ARE MEASURED FROM FACE OF CURB.
4. ANY PAVEMENT WORK DONE IN THE ROW WILL NEED TO UTILIZE TYPE SP-9.5 ASPHALT MIX
5. BOTH BUILDING ENTRANCES ARE FOR CUSTOMER USE
6. BASE OF LAMP POSTS SHALL BE FLUSH TO THE GROUND. NO LAMP POST SHALL BE INSTALLED ON A BOLLARD OR SIMILAR STRUCTURE THAT EXTENDS ABOVE THE SURROUNDING GRADE. ADD NOTE: LIGHT POLE FOOTERS CANNOT BE EXPOSED ABOVE FINISH GRADE.
7. FAR=0.13
8. SIGNS SHALL BE PERMITTED THROUGH A SEPARATE SIGN PERMIT APPLICATION
9. A MONUMENT/GROUND SIGN IS NOT ALLOWED
10. ANY AREA DISTURBED DUE TO WORK PERFORMED IN THE ALLEY AND/OR 8TH ST. R/W SHALL BE RESTORED TO EXISTING OR BETTER CONDITION

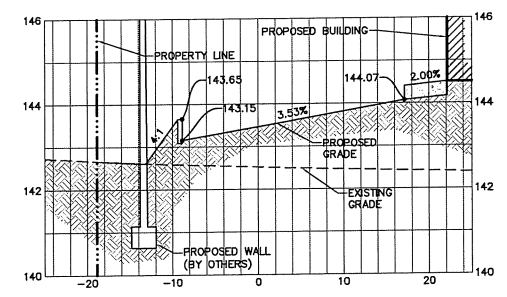
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		129-014	CEJ	12/27/16						
		Scale								
		1"=20'								
JWB ARCHITECTS		CivilCorp Engineering, Inc. 630 N. Wyndore Rd., Ste. 310 Maitland, FL 32751 Phone: 407-516-6437 Certificate of Authorization No. 29390 								
JOHN'S CORNER		SITE PLAN								
41 E. MICHAEL GLADDEN BLVD. APOPKA, FL										
PROJECT NAME										
SHEET NAME										
SHEET NO.										
C-4										



CROSS SECTION A-A
 HORZ: 1"=10'
 VERT: 1"=2'



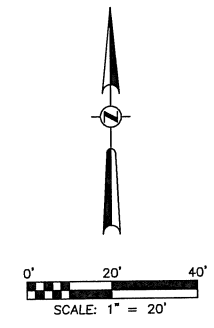
CROSS SECTION B-B
 HORZ: 1"=10'
 VERT: 1"=2'



CROSS SECTION C-C
 HORZ: 1"=10'
 VERT: 1"=2'

GRADING LEGEND

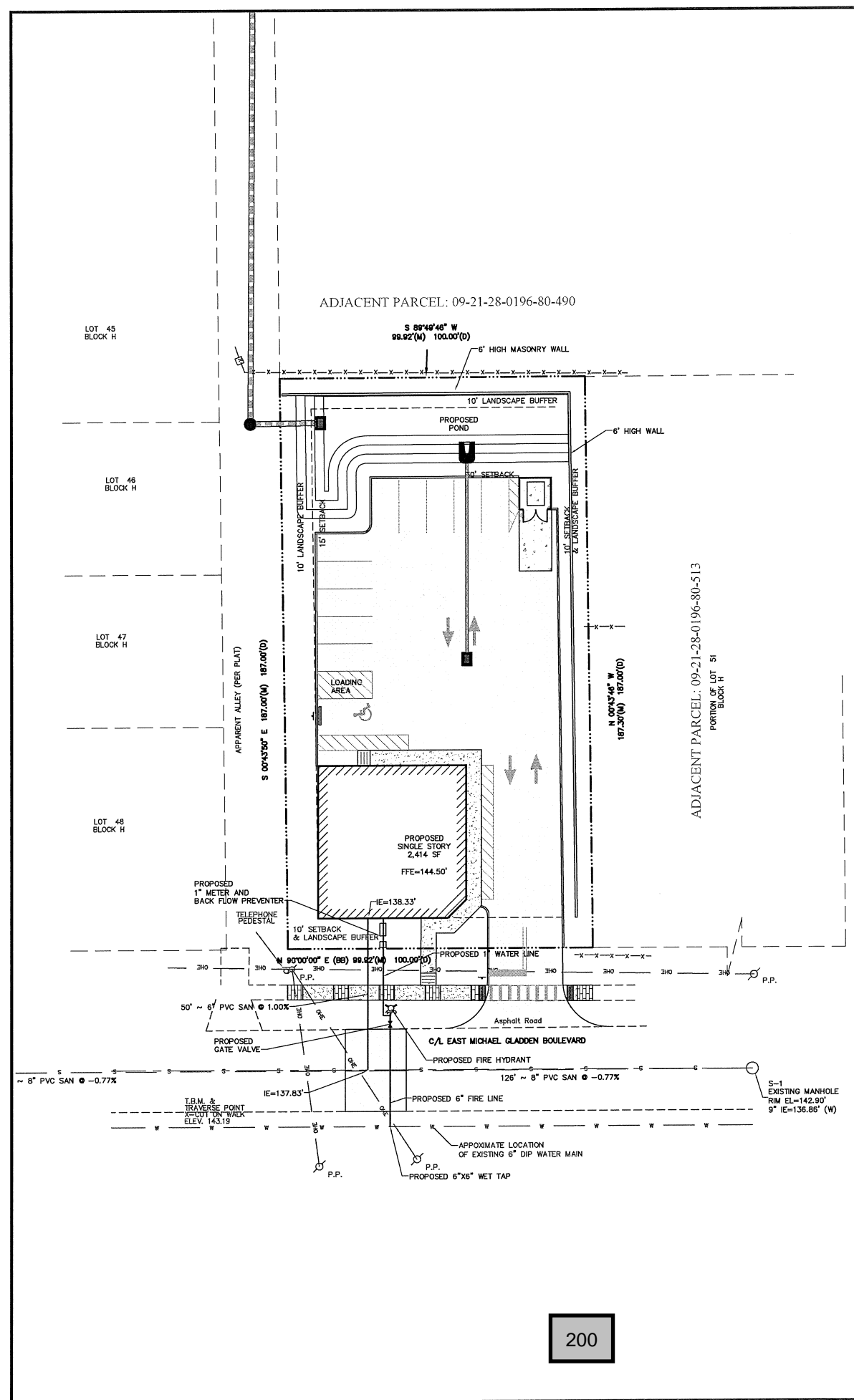
ELEVATION	EL
TYPICAL	TYP
CLEANOUT	CO
INVERT ELEVATION	IE
HANDICAP	HC
EXISTING ELEVATION	14.10
PROPOSED SPOT ELEVATION	14.10
DRAINAGE INLET	[Symbol]
MITERED END SECTION	[Symbol]
ELLIPTICAL REINFORCED CONCRETE PIPE	ERCP
REINFORCED CONCRETE PIPE	RCP
POLY VINYL CHLORIDE PIPE	PVC
FINISH FLOOR ELEVATION	FFE
SIDEWALK	S/W
BOTTOM OF CURB	BC
TOP OF CURB	TC
HIGH POINT	HP
PROPOSED SURFACE FLOW	[Symbol]



NOTES

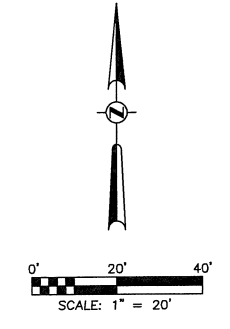
1. ANY PAVEMENT DONE IN THE CITY RIGHT OF WAY WILL NEED TO UTILIZE TYPE SP-9.5 ASPHALT MIX.

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<p>JWB ARCHITECTS</p>	<p>CivilCorp Engineering, Inc. 630 N. Wynone Rd., Ste 310 Maitland, FL 32751 Phone: 407-973-0000 Certificate of Authorization No. 29390</p>													
<p>JOHN'S CORNER 41 E. MICHAEL GLADDEN BLVD. APOPKA, FL</p>	<p>GRADING PLAN</p>													
<p>PROJECT NAME</p>	<p>SHEET NAME</p>													
<p>SHEET NO. C-5</p>														



UTILITY LEGEND

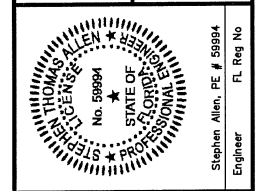
- EXISTING WATER MAIN
- EXISTING SANITARY MAIN
- EXISTING OVER HEAD WIRE
- EXISTING GATE VALVE
- EXISTING FIRE HYDRANT
- EXISTING WATER METER
- EXISTING SANITARY MANHOLE
- EXISTING SANITARY CLEANOUT
- SANITARY SEWER
- PROPOSED CLEANOUT - CO
- PROPOSED GATE VALVE - GV
- PROPOSED FIRE HYDRANT - FH
- PROPOSED WATER METER
- PROPOSED BACKFLOW PREVENTER
- WATER LINE
- REDUCED PRESSURE BACKFLOW PREVENTER
- DOUBLE DETECTOR CHECK VALVE ASSEMBLY



Revisions	Project No.	Drawn By	Date
1	129-014	CEF	12/27/16

JWB ARCHITECTS

CivilCorp Engineering, Inc.
 630 N Wynore Rd, Ste 310
 Maitland, FL 32751
 Phone 407-516-0437
 Certificate of Authorization No. 29390



JOHN'S CORNER
41 E. MICHAEL GLADDEN BLVD. APOPKA, FL

UTILITY PLAN

PROJECT NAME

SHEET NAME

SHEET NO.
C-6

GENERAL CONSTRUCTION NOTES

- 1. ALL ELEVATION REFER TO VERTICAL DATUM AS INDICATED ON THE SURVEY PROVIDED HEREIN.
- 2. LOCATIONS, ELEVATIONS, AND DIMENSIONS OF EXISTING UTILITIES, STRUCTURES, AND OTHER FEATURES ARE SHOWN ACCORDING TO THE BEST INFORMATION AVAILABLE AT THE TIME OF PREPARATION OF THESE PLANS. THE CONTRACTOR SHALL VERIFY THE LOCATIONS, ELEVATIONS, AND DIMENSIONS OF ALL EXISTING UTILITIES, STRUCTURES AND OTHER FEATURES AFFECTING THIS WORK PRIOR TO CONSTRUCTION, AND NOTIFY ENGINEER OF DISCREPANCIES.
- 3. THE CONTRACTOR SHALL EXERCISE EXTREME CAUTION IN AREAS OF BURIED UTILITIES, AND SHALL PROVIDE AT LEAST 48 HOURS NOTICE TO THE VARIOUS UTILITY COMPANIES, IN ORDER TO PERMIT MARKING THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES, IN ADVANCE OF CONSTRUCTION, BY CALLING "SUNSHINE" AT 1-800-432-4770. THE CONTRACTOR IS RESPONSIBLE FOR CONTACTING ALL UTILITIES NOT INCLUDED IN THE "SUNSHINE" PROGRAM.
- 4. THE CONTRACTOR IS RESPONSIBLE FOR REPAIRING ANY DAMAGE TO EXISTING FACILITIES, ABOVE OR BELOW GROUND, THAT MAY OCCUR AS A RESULT OF THE WORK PERFORMED BY THIS CONTRACTOR.
- 5. ALL UNDERGROUND UTILITIES MUST BE IN PLACE AND TESTED OR INSPECTED PRIOR TO PAVEMENT AND STRUCTURE CONSTRUCTION.
- 6. IT IS THE CONTRACTOR'S RESPONSIBILITY TO BECOME FAMILIAR WITH THE PERMIT AND INSPECTION REQUIREMENTS OF THE VARIOUS GOVERNMENTAL AGENCIES. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS PRIOR TO CONSTRUCTION, AND SCHEDULE INSPECTIONS ACCORDING TO AGENCY REQUIREMENTS AND CODES.
- 7. ALL SPECIFICATIONS AND DOCUMENTS REFERENCED BY THE PLANS AND PERMITS SHALL BE OF LATEST REVISIONS AND/OR LATEST EDITION.
- 8. ALL WORK BY CONTRACTOR/SUBCONTRACTOR SHALL COMPLY WITH THE REGULATIONS AND ORDINANCES OF THE VARIOUS GOVERNMENTAL AGENCIES HAVING JURISDICTION OVER THE WORK.
- 9. THE CONTRACTOR SHALL SUBMIT FOR APPROVAL TO THE OWNER'S ENGINEER, SHOP DRAWINGS ON ALL PROPOSED PRECAST AND MANUFACTURED STRUCTURES. FAILURE TO OBTAIN APPROVAL BEFORE INSTALLATION MAY RESULT IN REMOVAL AND REPLACEMENT AT THE CONTRACTOR'S EXPENSE. ALL SHOP DRAWINGS ARE TO BE REVIEWED AND APPROVED BY CONTRACTOR SIGNATURE PRIOR TO SUBMITTAL TO THE OWNER'S ENGINEER.
- 10. THE CONTRACTOR SHALL NOTIFY THE ENGINEER AND APPROPRIATE AGENCIES, AND PROVIDE THEM WITH ALL REQUIRED SHOP DRAWINGS, THE CONTRACTOR'S NAME, STARTING DATE, PROJECTED SCHEDULE, AND OTHER INFORMATION AS REQUIRED, AT LEAST TWO (2) WORKING DAYS PRIOR TO CONSTRUCTION. ANY WORK PERFORMED PRIOR TO NOTIFYING THE ENGINEER, OR WITHOUT AGENCY INSPECTOR PRESENT, MAY BE DEEMED NON-COMPLIANT AND WILL BE SUBJECT TO REMOVAL AND REPLACEMENT AT THE CONTRACTOR'S EXPENSE.
- 11. WORK PERFORMED UNDER THIS CONTRACT SHALL BE COORDINATED WITH OTHER WORK BEING PERFORMED ON SITE BY OTHER CONTRACTORS AND UTILITY COMPANIES. IT WILL BE NECESSARY FOR THE CONTRACTOR TO COORDINATE AND SCHEDULE HIS ACTIVITIES, WITH OTHER CONTRACTORS AND UTILITY COMPANIES.
- 12. BACKFILL MATERIAL SHALL BE COMPACTED AROUND PIPES IN 6" LAYERS UP TO A LEVEL OF AT LEAST ONE FOOT ABOVE THE TOP AND BELOW BOTTOM OF THE PIPE IN AREAS TO BE PAVED. BACKFILL SHALL BE COMPACTED TO 100% MAXIMUM DENSITY AS DETERMINED BY AASHTO T-99.
- 13. SITE WORK CONCRETE SHALL HAVE A COMPRESSIVE STRENGTH OF AT LEAST 4,000 P.S.I. IN 28 DAYS, UNLESS OTHERWISE NOTED.
- 14. CONCRETE REINFORCING SHALL CONFORM TO ASTM A615 GRADE OR BETTER, UNLESS OTHER WISE INDICATED ON STRUCTURE PLANS.
- 15. ALL PRIVATE AND PUBLIC PROPERTY AFFECTED BY THIS WORK SHALL BE RESTORED TO A CONDITION EQUAL TO OR BETTER THAN EXISTING CONDITIONS. ADDITIONAL COSTS SHALL BE COORDINATED BETWEEN CONTRACTOR AND VENDOR.
- 16. ALL DISTURBED AREAS WHICH ARE NOT TO BE SOODED, ARE TO BE SEEDED AND MULCHED TO FDOT STANDARDS, AND MAINTAINED UNTIL ACCEPTABLE TO THE REGULATORY AGENCY AND ENGINEER OF RECORD, HAVE BEEN OBTAINED. ANY WASHOUTS, REGRADING, RESEEDING, AND GRASSING WORK, AND OTHER EROSION WORK REQUIRED, WILL BE PERFORMED BY THE CONTRACTOR, UNTIL THE SYSTEM IS ACCEPTED, BY THE OWNER, REGULATORY AGENCY AND ENGINEER OF RECORD.
- 17. CHAPTER 77-153 OF THE FLORIDA STATUTES REQUIRES THAT AN EXCAVATOR NOTIFY ALL GAS UTILITIES A MINIMUM OF TWO (2) WORKING DAYS PRIOR TO EXCAVATING. THESE PLANS SHOW ONLY THE APPROXIMATE LOCATION OF GAS MAINS. AN ON-SITE INSPECTION BY THE RESPECTIVE GAS PERSONNEL, OF THE RESPECTIVE GAS COMPANY SHALL BE CALLED FOR BY THE CONTRACTOR TWO (2) WORKING DAYS BEFORE ENTERING A CONSTRUCTION AREA.
- 18. THE CONTRACTOR SHALL UTILIZE THE "DESIGN SURVEYOR" TO LOCATE AND FLAG ALL PROPERTY CORNERS PRIOR TO CONSTRUCTION AND FINAL ENGINEERING INSPECTION AND CERTIFICATION. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO HAVE PROPERTY CORNERS, WHICH HAVE BEEN LOST DURING CONSTRUCTION, REESTABLISHED BY A PROFESSIONAL LAND SURVEYOR, PREFERABLY THE "DESIGN SURVEYOR".
- 19. THE SOILS ENGINEER IS TO SUPPLY THE ENGINEER WITH A PHOTOCOPY OF ALL COMPACTION TESTS, AND ASPHALT RESULTS. THE SOILS ENGINEER IS TO CERTIFY TO THE ENGINEER OF RECORD, IN WRITING, THAT ALL TESTING REQUIREMENTS, REQUIRED BY THE OWNER, LOCAL REGULATORY AGENCY, AND THE FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT), FOR THE IMPROVEMENTS, AS REQUIRED BY THE SOILS REPORT, ENGINEERING CONSTRUCTION DRAWINGS AND PERMITS, HAVE BEEN SATISFIED.
- 20. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING APPLICABLE TESTING WITH THE SOILS ENGINEER. TESTS WILL BE REQUIRED PURSUANT WITH THE TESTING REQUIREMENTS AS SHOWN ON THE ENGINEERING CONSTRUCTION DRAWINGS AND IN THE SOILS REPORT. UPON COMPLETION OF THE WORK, THE SOILS ENGINEER IS TO SUBMIT CERTIFICATIONS TO THE OWNER'S ENGINEER, STATION THAT ALL REQUIREMENTS HAVE BEEN MET.
- 21. THE CONTRACTOR IS TO REVIEW THE DESIGN SOIL REPORTS AND BORINGS PRIOR TO BIDDING THE PROJECT AND PRIOR TO COMMENCING CONSTRUCTION.
- 22. THE 100% IRRIGATION SYSTEM SHALL BE DIFFERENTIATED FROM POTABLE WATER PIPING.
- 23. THE CONTRACTOR SHALL MAINTAIN A COPY OF THE APPROVED PLANS AND PERMITS AT THE CONSTRUCTION SITE, AT ALL TIMES.
- 24. THESE DRAWINGS DO NOT INCLUDE NECESSARY COMPONENTS FOR INSTRUCTION OF THE CONTRACTOR REGARDING CONSTRUCTION SAFETY. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR MEANS AND METHODS FOR CONSTRUCTION SITE SAFETY.
- 25. ALL SOODING, SEEDING AND MULCHING SHALL INCLUDE WATER AND FERTILIZATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THESE AREAS UNTIL THE PROJECT IS COMPLETED AND ACCEPTED BY OTHERS.

WORK IN FDOT RIGHTS-OF-WAY

- 1. ALL STRIPING SHALL BE THERMOPLASTIC AND SHALL MEET THE REQUIREMENTS OF FDOT SPECIFICATIONS AND SUPPLEMENTS.
- 2. REFLECTIVE PAVEMENT MARKERS SHALL MEET THE REQUIREMENTS OF FDOT SPECIFICATIONS AND SUPPLEMENTS.
- 3. ALL SIGNS WITHIN FDOT RIGHT-OF-WAY SHALL MEET THE REQUIREMENTS OF FDOT SPECIFICATION AND SUPPLEMENTS.
- 4. REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED IN ACCORDANCE WITH FDOT STANDARD INDEX NO. 1735Z.
- 5. STRIPING WITHIN FDOT RIGHT-OF-WAY SHALL BE PLACED IN ACCORDANCE WITH FDOT STANDARD INDEX NO. 1734E.
- 6. SIGNS WITHIN FDOT RIGHT-OF-WAY SHALL BE CONSTRUCTED IN ACCORDANCE WITH FDOT STANDARD INDEX NO. 11860 AND SHALL BE PLACED IN ACCORDANCE WITH FDOT STANDARD INDEX NO. 1730Z.
- 7. SIGNING AND STRIPING WITHIN FDOT RIGHT-OF-WAY SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
- 8. ALL WORK PERFORMED WITHIN THE FLORIDA DEPARTMENT OF TRANSPORTATION RIGHTS-OF-WAY SHALL CONFORM TO:
 - A. FLORIDA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE SPECIFICATION 2016 MANUAL.
 - B. FLORIDA DEPARTMENT OF TRANSPORTATION ROADWAY AND TRAFFIC DESIGN 2015 MANUAL (A.K.A STANDARD INDEX). COMPLIANCE WITH ALL APPLICABLE INDICES IS REQUIRED.

CLEARING AND EROSION CONTROL NOTES

- 1. PRIOR TO ANY SITE CLEARING, ALL TREES SHOWN TO REMAIN ON THE CONSTRUCTION PLANS SHALL BE PROTECTED IN ACCORDANCE WITH THE LOCAL REGULATORY AGENCY TREE ORDINANCE AND DETAILS CONTAINED IN THESE PLANS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN THESE TREES IN GOOD CONDITION. NO TREES SHOWN TO REMAIN SHALL BE REMOVED WITHOUT WRITTEN APPROVAL FROM THE OWNER.
- 2. THE CONTRACTOR IS TO PREPARE THE SITE PRIOR TO BEGINNING ACTUAL CONSTRUCTION IN ACCORDANCE WITH THE SOILS TESTING REPORT, COPIES OF THE SOILS REPORT AREA AVAILABLE THROUGH THE OWNER OR THE SOILS TESTING COMPANY. QUESTIONS REGARDING SITE PREPARATION REQUIREMENTS DESCRIBED IN THE SOILS REPORT ARE TO BE DIRECTED TO THE SOILS TESTING COMPANY.
- 3. THE CONTRACTOR SHALL CLEAR AND GRUB, ONLY THOSE PORTIONS OF THE SITE, NECESSARY FOR CONSTRUCTION. DISTURBED AREAS WILL BE SEEDED, MULCHED, OR PLANTED WITH OTHER APPROVED LANDSCAPE MATERIAL, IMMEDIATELY FOLLOWING CONSTRUCTION.
- 4. THE TOP 4" TO 6" OF GRASS REMOVED DURING CLEARING AND GRUBBING SHALL BE STOCKPILED AT A SITE DESIGNATED BY THE OWNER TO BE USED FOR LANDSCAPING PURPOSES, UNLESS OTHERWISE DIRECTED BY THE OWNER.
- 5. ALL CONSTRUCTION DEBRIS AND OTHER WASTE MATERIAL SHALL BE DISPOSED OF OFF-SITE IN ACCORDANCE WITH APPLICABLE REGULATIONS. ONLY "GRADING BY HAND" IS PERMITTED WITHIN THE CANOPY LINE OF TREES THAT ARE TO REMAIN.
- 6. THE CONTRACTOR IS TO OBTAIN ALL NECESSARY PERMITS FOR REMOVING ANY EXISTING STRUCTURES.
- 7. IT IS THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY ALL UTILITY COMPANIES TO DISCONNECT OR REMOVE THEIR FACILITIES PRIOR TO REMOVING OR DEMOLISHING ANY EXISTING STRUCTURES FROM THE SITE.
- 8. THE LOCATION OF ALL EXISTING UTILITIES SHOWN ON THE PLANS HAVE BEEN DETERMINED FROM THE BEST INFORMATION AVAILABLE AND ARE GIVEN FOR THE CONVENIENCE OF THE CONTRACTOR. THE ENGINEER ASSUMES NO RESPONSIBILITY FOR ACCURACY. PRIOR TO THE START OF ANY CONSTRUCTION ACTIVITY, IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE VARIOUS UTILITIES AND TO MAKE THE NECESSARY ARRANGEMENTS FOR ANY RELOCATIONS OF THESE UTILITIES WITH THE OWNER OF THE UTILITY. THE CONTRACTOR SHALL EXERCISE CAUTION WHEN CROSSING ANY UNDERGROUND UTILITY, WHETHER SHOWN ON THE PLANS OR LOCATED BY THE UTILITY COMPANY. ALL UTILITIES WHICH INTERFERE WITH THE PROPOSED CONSTRUCTION SHALL BE RELOCATED BY THE RESPECTIVE UTILITY COMPANIES, AND THE CONTRACTOR SHALL COOPERATE WITH THE UTILITY COMPANIES DURING RELOCATION OPERATIONS. ANY DELAY OR INCONVENIENCE CAUSED TO THE CONTRACTOR BY THE VARIOUS UTILITIES SHALL BE INCIDENTAL TO THE CONTRACT AND NO EXTRA COMPENSATION WILL BE ALLOWED.
- 9. THE CONTRACTOR WILL BE RESPONSIBLE FOR MAKING A VISUAL INSPECTION OF THE SITE AND WILL BE RESPONSIBLE FOR THE DEMOLITION AND REMOVAL OF ALL UNDERGROUND AND ABOVE GROUND STRUCTURES THAT WILL NOT BE INCORPORATED WITH THE NEW FACILITIES. SHOULD ANY DISCREPANCIES EXIST WITH THE PLANS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR CALLING THE OWNER AND REQUESTING A CLARIFICATION OF THE PLANS PRIOR TO DEMOLITION.
- 10. DURING CONSTRUCTION, ALL STORM SEWER INLETS IN THE VICINITY OF THE PROJECT SHALL BE PROTECTED BY SEDIMENT TRAPPS AND/OR SYNTHETIC BALES, SOO, STONE, ETC., WHICH SHALL BE MAINTAINED AND REPAIRED AS REQUIRED BY CONSTRUCTION PROGRESS.
- 11. ALL EROSION AND SILTATION CONTROL METHODS SHALL BE IMPLEMENTED PRIOR TO THE START OF CONSTRUCTION AND MAINTAINED UNTIL CONSTRUCTION IS COMPLETE.
- 12. WHEN CONSTRUCTION IS COMPLETED, THE RETENTION/DETENTION AREAS WILL BE RESHAPED, CLEANED OF SILT, MUD AND DEBRIS, AND RE-SOODED IN ACCORDANCE TO THE PLANS.
- 13. CONTRACTOR IS TO PROVIDE EROSION CONTROL/SEDIMENTATION BARRIER (SYNTHETIC BALES OR SILTATION CURTAIN) TO PREVENT SITUATION OF ADJACENT STREETS, STORM SEWERS, WATERWAYS, AND EXISTING ROADWAYS. IN ADDITION, THE CONTRACTOR SHALL PLACE STRAW, MULCH, OR OTHER SUITABLE MATERIAL ON THE GROUND IN AREAS WHERE CONSTRUCTION RELATED TRAFFIC IS TO ENTER AND EXIT THE SITE. IF, IN THE OPINION OF THE ENGINEER AND/OR LOCAL AUTHORITIES, EXCESSIVE QUANTITIES OF EARTH ARE TRANSPORTED OFF-SITE EITHER BY NATURAL DRAINAGE OR BY VEHICULAR TRAFFIC, THE CONTRACTOR IS TO REMOVE SAID EARTH TO THE SATISFACTION OF THE ENGINEER AND/OR AUTHORITIES.
- 14. IF WIND EROSION BECOMES SIGNIFICANT DURING CONSTRUCTION, THE CONTRACTOR SHALL STABILIZE THE AFFECTED AREA USING SPRINKLING, IRRIGATION, OR OTHER ACCEPTABLE METHODS.
- 15. THERE IS TO BE NO DISCHARGE (I.E. PUMPING, SHEET FLOW, SWALE, DITCH, ETC.) INTO EXISTING LAKE SYSTEM, WETLAND, OR RIVER, WITHOUT THE USE OF SETTLING PONDS. IF THE CONTRACTOR DESIRES TO DISCHARGE INTO THE EXISTING LAKE SYSTEM OR RIVER, A SETTLING POND PLAN MUST BE SUBMITTED AND APPROVED BY THE ENGINEER OF RECORD AND LOCAL REGULATORY AGENCY PRIOR TO CONSTRUCTION.

PAVING, GRADING AND DRAINAGE NOTES

- 1. ALL DELETERIOUS SUBSTANCE MATERIAL, (I.E. MUCH, PEAT, BURIED DEBRIS), IS TO BE EXCAVATED IN ACCORDANCE WITH THESE PLANS, OR AS DIRECTED BY THE OWNER'S ENGINEER, OR OWNER'S SOIL TESTING COMPANY. DELETERIOUS MATERIAL IS TO BE STOCKPILED OR REMOVED FROM THE SITE AS DIRECTED BY THE OWNER. EXCAVATED AREAS ARE TO BE BACKFILLED WITH APPROVED MATERIALS AND COMPACTED AS SHOWN ON THESE PLANS.
- 2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING EXCAVATIONS AGAINST COLLAPSE AND WILL PROVIDE BRACING, SHIELDING, OR SHORING, AS NECESSARY. TRENCHES SHALL BE KEPT DRY WHILE PIPE AND APPURTENANCES ARE BEING PLACED. DEWATERING SHALL BE USED AS REQUIRED.
- 3. IT MAY BE NECESSARY TO FIELD ADJUST PAVEMENT ELEVATIONS TO PRESERVE THE ROOT SYSTEMS OF TREES SHOWN TO BE SAVED. THE CONTRACTOR IS TO COORDINATE WITH OWNER'S ENGINEER PRIOR TO ANY ELEVATION CHANGES.
- 4. PRIOR TO CONSTRUCTION CONCRETE PAVEMENT, THE CONTRACTOR IS TO SUBMIT A PROPOSED JOINTING PATTERN TO THE OWNER'S ENGINEER FOR APPROVAL.
- 5. THE CONTRACTOR IS TO PROVIDE A 1" BITUMINOUS EXPANSION JOINT MATERIAL WITH SEALER, AT ABUTMENT OF CONCRETE AND ANY STRUCTURE.
- 6. ALL PAVEMENT MARKINGS SHALL BE MADE WITH TRAFFIC PAINT IN ACCORDANCE TO FDOT STANDARD SPECIFICATIONS 971-12 OR 971-13. PARKING STALL STRIPING TO BE 4" WIDE PAINTED WHITE STRIPES, UNLESS OTHERWISE SPECIFIED BY AGENCIES.
- 7. THE CONTRACTOR IS TO INSTALL EXTRA BASE MATERIAL WHEN THE DISTANCE BETWEEN THE PAVEMENT ELEVATION AND THE TOP OF THE PIPE OR BELL IS LESS THAN TWELVE (12) INCHES.
- 8. STANDARD INDICES REFER TO THE LATEST EDITION OF FDOT "ROADWAY AND TRAFFIC DESIGN STANDARDS".
- 9. ALL STORM SEWER PIPE SHALL BE REINFORCED CONCRETE CLASS IV (ASTM C-76) UNLESS OTHERWISE NOTED ON PLANS.
- 10. PVC STORM PIPE, 12" AND SMALLER SHALL CONFORM TO AWWA C-900, CLASS 150 STANDARDS, UNLESS OTHERWISE NOTED.
- 11. PIPE LENGTHS SHOWN ARE APPROXIMATE AND TO THE CENTER OF DRAINAGE STRUCTURES. PIPE LENGTH FOR MITERED END AND FLARED END SECTIONS ARE TO END OF PIPE.
- 12. ALL DRAINAGE STRUCTURE GRATES AND COVERS WITHIN TRAFFIC AREAS SHALL BE TRAFFIC RATED FOR AND CAPABLE OF WITHSTANDING H-20 LOADINGS.
- 13. THE CONTRACTOR IS TO SOO THE RETENTION/DETENTION POND AS INDICATED ON PLANS WITHIN ONE WEEK FOLLOWING CONSTRUCTION OF THE POND.
- 14. MATERIALS AND CONSTRUCTION METHODS FOR STREETS AND STORM DRAINAGE CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LOCAL REGULATORY AGENCY AND THE FLORIDA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, 1991, OR LATEST REVISION THEREOF AND SUPPLEMENTAL SPECIFICATIONS THERETO.
- 15. UNDERCUTTING AND/OR OVER EXCAVATING THE RETENTION/DETENTION AREAS WILL NOT BE ALLOWED.
- 16. THE CONTRACTOR SHALL PROVIDE CERTIFIED RECORD DRAWINGS, SIGNED AND SEALED BY A PROFESSIONAL LAND SURVEYOR. THE RECORD DRAWINGS SHALL SHOW FINAL GRADES, INVERTS, AND LOCATIONS OF ALL STORMWATER FACILITIES INCLUDING THE STORMWATER POND, DRAINAGE STRUCTURES, BERMS & SWALES. THE CONTRACTOR SHALL PROVIDE TEN COPIES OF THE CERTIFIED RECORD DRAWINGS TO THE ENGINEER FOR THE PURPOSE OF CERTIFYING THE STORMWATER MANAGEMENT SYSTEM.

PAVING, GRADING AND DRAINAGE TESTING AND INSPECTION REQUIREMENTS

- 1. THE STORM DRAINAGE PIPING AND FILTRATION SYSTEM SHALL BE SUBJECT TO A VISUAL INSPECTION BY THE OWNER'S ENGINEER PRIOR TO THE PLACEMENT OF BACKFILL. THE CONTRACTOR IS TO NOTIFY THE ENGINEER 48 HOURS IN ADVANCE TO SCHEDULE AN INSPECTION.
- 2. THE CONTRACTOR SHALL MAINTAIN THE STORM DRAINAGE SYSTEMS UNTIL FINAL ACCEPTANCE OF THE PROJECT.
- 3. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING THE APPLICABLE TESTING WITH THE SOILS ENGINEER. TESTS WILL BE REQUIRED PURSUANT WITH THE TESTING SCHEDULE FOUND IN THE ENGINEERING CONSTRUCTION DRAWINGS. UPON COMPLETION OF THE WORK, THE SOILS ENGINEER MUST SUBMIT CERTIFICATION TO THE OWNER'S ENGINEER STATING THAT ALL REQUIREMENTS HAVE BEEN MET.

WATER/SEWER CLEARANCE REQUIREMENTS

VERTICAL CLEARANCE AT CROSSINGS:
GRAVITY SEWERS OR FORCE MAINS CROSSING UNDER WATER MAINS SHALL BE LAID TO PROVIDE A MINIMUM VERTICAL DISTANCE OF 18 INCHES BETWEEN THE INVERT OF THE UPPER PIPE AND THE CROWN OF THE LOWER PIPE. THE CROSSING SHALL BE ARRANGED SO THAT THE SEWER JOINTS AND WATER JOINTS WILL BE EQUALLY SPACED FROM THE POINT OF CROSSING WITH NO LESS THAN 10 FEET BETWEEN ANY TWO JOINTS. WHERE THE MINIMUM 18 INCH SEPARATION CANNOT BE MAINTAINED, THE SEWER SHALL BE PLACED IN A SLEEVE OR ENCASED IN CONCRETE FOR 20 FEET CENTERED ON THE POINT OF CROSSING, WHERE THERE IS NO ALTERNATIVE TO SEWER PIPES CROSSING OVER WATER MAINS, THE PIPES SHALL BE CENTERED AT THE CROSSING AS INDICATED ABOVE, AND THE WATER MAIN SHALL BE PLACED IN A SLEEVE OR ENCASED IN CONCRETE FOR 20 FEET CENTERED ON THE POINT OF CROSSING. ADEQUATE STRUCTURAL SUPPORT SHALL BE PROVIDED FOR THE SEWER TO PREVENT DAMAGE TO THE WATER MAIN.

HORIZONTAL SEPARATION BETWEEN PARALLEL LINES:
GRAVITY SEWERS SHALL BE INSTALLED AT LEAST 10 FEET HORIZONTALLY FROM ANY EXISTING OR PROPOSED WATER MAIN. THE DISTANCE SHALL BE MEASURED EDGE TO EDGE. IN CASES WHERE IT IS NOT PRACTICAL TO MAINTAIN A 10 FOOT SEPARATION, THE WATER MAIN SHALL BE INSTALLED IN A SEPARATE TRENCH OR ON AN UNDISTURBED EARTH SHELF LOCATED ON ONE SIDE OF THE SEWER AND AT AN ELEVATION SO THAT THE BOTTOM OF THE WATER MAIN IS AT LEAST 18 INCHES ABOVE THE TOP OF THE SEWER, AND THE WATER AND SEWER JOINTS SHALL BE STAGGERED.

FORCE MAINS SHALL BE INSTALLED AT LEAST 10 FEET HORIZONTALLY FROM ANY EXISTING OR PROPOSED WATER MAIN.

SANITARY SEWER/RECLAIMED WATER AND POTABLE WATER/RECLAIMED WATER SEPARATIONS.

WHEN THE RECLAIMED WATER LINE IS TRANSPORTING WATER FOR PUBLIC ACCESS IRRIGATION:
MAXIMUM OBTAINABLE SEPARATION FOR RECLAIMED WATER LINES AND DOMESTIC WATER LINES SHALL BE MAINTAINED. A MINIMUM HORIZONTAL SEPARATION OF 5 FEET (CENTER TO CENTER) OR 3 FEET (OUTSIDE TO OUTSIDE) SHALL BE MAINTAINED BETWEEN RECLAIMED WATER LINES AND EITHER POTABLE WATER MAINS OR SEWAGE COLLECTION LINES. AN 18 INCH VERTICAL SEPARATION SHALL BE MAINTAINED AT CROSSINGS.

WHEN THE RECLAIMED WATER LINE IS TRANSPORTING WATER FOR NON-PUBLIC ACCESS IRRIGATION:
THE RECLAIMED WATER MAIN SHALL BE TREATED LIKE A SANITARY SEWER. A 10 FOOT HORIZONTAL AND 18 INCH VERTICAL SEPARATION SHALL BE MAINTAINED BETWEEN THE RECLAIMED WATER MAIN AND ALL EXISTING OR PROPOSED POTABLE WATER MAINS. NO MINIMUM SEPARATION IS REQUIRED BETWEEN THE RECLAIMED WATER MAIN AND SANITARY SEWERS, OTHER THAN THAT NECESSARY TO ENSURE STRUCTURAL INTEGRITY AND PROTECTION OF THE LINES THEMSELVES.

NOTE: WHEN IT IS IMPOSSIBLE TO OBTAIN PROPERTY HORIZONTAL AND VERTICAL SEPARATION AS STIPULATED ABOVE, THE DEPARTMENT OF ENVIRONMENTAL PROTECTION (DEP) MAY ALLOW DEVIATION ON A CASE-BY-CASE BASIS IF SUPPORTED BY DATA FROM THE DESIGN ENGINEER. APPROVAL FOR THE DEVIATION MUST BE OBTAINED PRIOR TO CONSTRUCTION.

WATER SYSTEM NOTES

- 1. ALL WATER MAINS SHALL HAVE A MINIMUM OF 36 INCHES OF COVER.
- 2. ALL WATER SYSTEM WORK SHALL CONFORM WITH LOCAL REGULATORY STANDARDS AND SPECIFICATIONS.
- 3. CONFLICTS BETWEEN WATER AND STORM OR SANITARY SEWER TO BE RESOLVED BY ADJUSTING THE WATER LINES AS NECESSARY.
- 4. ALL DUCTILE IRON PIPE SHALL BE CLASS 52 IN ACCORDANCE WITH ANSI A 21.55 (AWWA C 150) AND ANSI A 21.51 (AWWA C 151) AND PIPE SHALL RECEIVE EXTERIOR COATING IN ACCORDANCE WITH ANSI A 21.5, A 21.6, OR A 21.51 AND SHALL BE MORTAR LINED, STANDARD THICKNESS, AND BITUMINOUS SEALED IN ACCORDANCE WITH ANSI A (AWWA C 104-71).
- 5. ALL FITTINGS LARGER THAN 2" SHALL BE DUCTILE IRON CLASS 53 IN ACCORDANCE WITH AWWA C-110 WITH A PRESSURE RATING OF 350 PSI. JOINTS SHALL BE MECHANICAL JOINTS IN ACCORDANCE WITH AWWA C-111. FITTINGS SHALL BE CEMENT MORTAR LINED AND COATED IN ACCORDANCE WITH AWWA C-104.
- 6. THE CONTRACTOR IS TO INSTALL TEMPORARY BLO-OFFS AT THE END OF WATER SERVICE LATERALS TO ASSURE ADEQUATE FLUSHING AND DISINFECTION.
- 7. THRUST BLOCKING SHALL BE PROVIDED AT ALL FITTINGS AND HYDRANTS AS SHOWN ON DETAILS.
- 8. ALL PVC WATER MAINS 4" THROUGH 12" SHALL BE IN ACCORDANCE WITH AWWA C-900. PIPE SHALL BE CLASS 150 AND MEET THE REQUIREMENTS OF SDR 18 IN ACCORDANCE WITH ASTM D-2241.
- 9. WATER MAIN PIPE OF LESS THAN 4" SHALL BE PER ASTM D2241-89.
- 10. ALL FITTINGS 2" AND SMALLER SHALL BE SCHEDULE 40 PVC WITH SOLVENT WELDED SLEEVE TYPE JOINTS.
- 11. ALL GATE VALVES 2" OR LARGER SHALL BE RESILIENT SEAT OR RESILIENT WEDGE MEETING THE REQUIREMENTS OF AWWA C509.
- 12. ALL FIRE HYDRANTS SHALL MEET THE REQUIREMENTS OF AWWA C502 AND SHALL BE APPROVED BY THE LOCAL UTILITY AND FIRE MARSHAL.
- 13. MATERIALS AND CONSTRUCTION METHODS FOR WATER DISTRIBUTION SYSTEM SHALL BE IN ACCORDANCE WITH THE LOCAL REGULATORY AGENCY CODES, PLANS, AND SPECIFICATIONS FOR CONSTRUCTION, LATEST REVISION THEREOF, AND SUPPLEMENTAL SPECIFICATIONS THERETO. APPROVAL AND CONSTRUCTION OF ALL POTABLE WATER SERVICE MAIN EXTENSIONS AND CONNECTIONS MUST BE COORDINATED THROUGH THE LOCAL REGULATORY AGENCY.
- 14. THE CONTRACTOR SHALL PROVIDE CERTIFIED UTILITY RECORD DRAWINGS, SIGNED AND SEALED BY A PROFESSIONAL LAND SURVEYOR. THE RECORD DRAWINGS SHALL SHOW THE LOCATION ON ALL WATER MAINS AND SERVICES. THE CONTRACTOR SHALL PROVIDE TEN COPIES OF THE CERTIFIED RECORD DRAWINGS TO THE ENGINEER.

WATER SYSTEM TESTING AND INSPECTION REQUIREMENTS

- 1. ALL COMPONENTS OF THE WATER SYSTEM, INCLUDING FITTINGS, HYDRANTS, CONNECTIONS, AND VALVES SHALL REMAIN UNCOVERED UNTIL PROPERLY PRESSURE TESTED AND ACCEPTED BY THE OWNER'S ENGINEER. PRESSURE TESTS TO BE IN ACCORDANCE WITH WATER DEPARTMENT SPECIFICATIONS. CONTRACTOR TO NOTIFY OWNER'S ENGINEER AND WATER DEPARTMENT INSPECTORS 48 HOURS IN ADVANCE OF PERFORMING TESTS.
- 2. CONTRACTOR TO PERFORM CHLORINATION AND BACTERIOLOGICAL SAMPLING IN ACCORDANCE WITH ALL PERMIT REQUIREMENTS. BACTERIOLOGICAL SAMPLING SHALL BE BY THE LOCAL PUBLIC HEALTH UNIT AND/OR LOCAL UTILITY. CONTRACTOR SHALL OBTAIN CLEARANCE OF DOMESTIC WATER SYSTEM. COPIES OF ALL BACTERIOLOGICAL TESTS TO BE SUBMITTED TO OWNER'S ENGINEER.

SANITARY SEWER NOTES

- 1. ALL SANITARY SEWER MAINS & LATERALS SHALL HAVE A MINIMUM OF 36 INCHES OF COVER.
- 2. ALL SANITARY SEWER MAINS & SERVICE LATERALS SHALL BE CONSTRUCTED OF POLYVINYL CHLORIDE PIPE, SDR 35 OR AS OTHERWISE INDICATED ON THE CONSTRUCTION DRAWINGS.
- 3. ALL SANITARY SEWER WORK SHALL CONFORM WITH LOCAL REGULATORY STANDARDS AND SPECIFICATIONS.
- 4. PRIOR TO COMMENCING WORK WHICH REQUIRES CONNECTING NEW WORK TO EXISTING LINES OR APPURTENANCES, THE CONTRACTOR SHALL VERIFY LOCATION AND ELEVATION OF EXISTING CONNECTION POINT AND NOTIFY OWNER'S ENGINEER OF ANY CONFLICTS OR DISCREPANCIES.
- 5. PVC PIPE AND FITTINGS SHALL CONFORM TO ASTM SPECIFICATIONS DESIGNATION D-3034-77C, MA SDR 35. INSTALLATION OF SDR 35 PIPE SHALL BE IN STRICT ACCORDANCE WITH THE REQUIREMENTS OF ASTM SPECIFICATION SECTION D2321. ALL SANITARY SEWER PIPELINES SHALL BE SOLID GREEN IN COLOR.
- 7. ALL DUCTILE IRON PIPE SHALL BE CLASS 52 IN ACCORDANCE WITH ANSI A 21.50 (AWWA C 150) AND ANSI A21.51 (AWWA C 151). DUCTILE IRON PIPE SHALL RECEIVE INTERIOR AND EXTERIOR BITUMINOUS COATING IN ACCORDANCE WITH ANSI A 21.6, A 21.8, OR A 21.51.
- 8. ALL SANITARY SEWER GRAVITY MAINS OR SANITARY SEWER FORCEMAINS THAT REQUIRE DUCTILE IRON PIPE ARE TO BE POLYUNED OR EPOXY LINED.
- 9. ALL SANITARY SEWER COVERS SHALL BE TRAFFIC RATED FOR H-20 LEADING.
- 10. THE CONTRACTOR SHALL PROVIDE CERTIFIED UTILITY RECORD DRAWINGS, SIGNED AND SEALED BY A PROFESSIONAL LAND SURVEYOR. THE RECORD DRAWINGS SHALL SHOW FINAL GRADES AND LOCATIONS ON ALL SANITARY SEWER MAINS AND SERVICES. THE CONTRACTOR SHALL PROVIDE TEN COPIES OF THE CERTIFIED RECORD DRAWINGS TO THE ENGINEER.
- 11. ALL SANITARY FORCEMAINS AND GRAVITY MAINS SHALL BE SEPARATED A MINIMUM OF 10 FEET HORIZONTALLY AND 1.5 FEET VERTICALLY FROM ADJACENT WATER MAINS. WHEN THESE SEPARATION DISTANCES ARE NOT POSSIBLE, CONTRACTOR SHALL CONSULT ENGINEER AND AGENCY HAVING JURISDICTION FOR PIPE MATERIAL AND/OR ENCASEMENT ALTERNATIVES.

SANITARY SEWER TESTING AND INSPECTION REQUIREMENTS

- 1. ALL GRAVITY SEWER PIPING SHALL BE SUBJECT TO VISUAL INSPECTION BY THE OWNER'S ENGINEER. CONTRACTOR TO NOTIFY THE ENGINEER 48 HOURS IN ADVANCE TO SCHEDULE INSPECTION.
- 2. CONTRACTOR SHALL CONDUCT VIDEO CAMERA INSPECTION OF ALL GRAVITY SEWER PIPING AND PROVIDE ENGINEER WITH VIDEO TAPE OR DVD OF INSPECTION FOR VIEW AND APPROVAL.
- 3. THE CONTRACTOR SHALL PERFORM AN INFILTRATION/EXFILTRATION TEST ON ALL GRAVITY SEWERS IN ACCORDANCE WITH THE REGULATION AGENCY HAVING JURISDICTION. SAID TESTS ARE TO BE CERTIFYING BY THE ENGINEER OF RECORD AND SUBMITTED TO THE REGULATORY AGENCY FOR APPROVAL. COORDINATION AND NOTIFICATION OF ALL PARTIES IS THE CONTRACTOR'S RESPONSIBILITY.
- 4. ALL FORCE MAINS SHALL BE SUBJECT TO HYDROSTATIC PRESSURE TEST IN ACCORDANCE WITH THE REGULATORY AGENCY HAVING JURISDICTION. SAID TESTS ARE TO BE CERTIFIED BY THE ENGINEER OF RECORD AND SUBMITTED TO THE REGULATORY AGENCY FOR APPROVAL. COORDINATION AND NOTIFICATION OF ALL PARTIES IS THE CONTRACTOR'S RESPONSIBILITY.

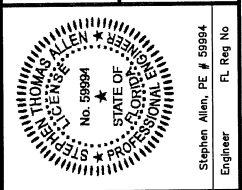
GENERAL SAFETY NOTES

- 1. DURING THE CONSTRUCTION AND/OR MAINTENANCE OF THIS PROJECT, ALL SAFETY REGULATIONS ARE TO BE ENFORCED BY THE CONTRACTOR. THE CONTRACTOR OR HIS REPRESENTATIVE SHALL BE RESPONSIBLE FOR THE CONTROL AND SAFETY OF THE TRAVELING PUBLIC AND THE SAFETY OF HIS PERSONNEL.
- 2. THE MINIMUM STANDARDS AS SET FORTH IN THE CURRENT EDITION OF THE STATE OF FLORIDA, MANUAL ON TRAFFIC CONTROL AND SAFE PRACTICES FOR STREET AND HIGHWAY CONSTRUCTION, MAINTENANCE AND UTILITY OPERATIONS SHALL BE FOLLOWED IN THE DESIGN APPLICATION, INSTALLATION, MAINTENANCE, AND REMOVAL OF THE TRAFFIC CONTROL DEVICES, WARNING DEVICES, AND BARRIERS NECESSARY TO PROTECT THE PUBLIC AND WORKMEN FROM HAZARDS WITHIN THE PROJECT LIMITS.
- 3. ALL TRAFFIC CONTROL MARKINGS AND DEVICES SHALL CONFORM TO THE PROVISIONS SET FORTH IN THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES PREPARED BY THE U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION.
- 4. LABOR SAFETY REGULATIONS SHALL CONFORM TO THE PROVISIONS SET FORTH BY OSHA IN THE FEDERAL REGISTER AND THE FLORIDA DEPARTMENT OF TRANSPORTATION REGULATIONS.
- 5. IT SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO COMPLY AND ENFORCE ALL APPLICABLE SAFETY REGULATIONS. THE ABOVE INFORMATION HAS BEEN PROVIDED FOR THE CONTRACTOR'S INFORMATION ONLY AND DOES NOT IMPLY THAT THE OWNER OR ENGINEER WILL INSPECT AND/OR ENFORCE SAFETY REGULATIONS.
- 6. ALL MAINTENANCE OF TRAFFIC SHALL ADHERE TO THE REQUIREMENTS OF THE DESIGN STANDARDS 600 INDEXES.

Revisions	Project No. 129-014	Drawn By STA	Date 12/27/2016
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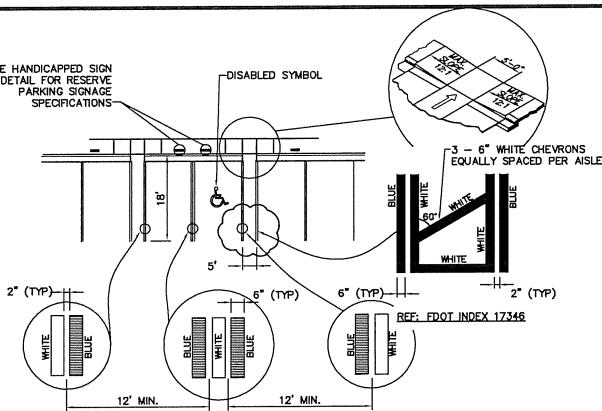
GENERAL CIVIL NOTES

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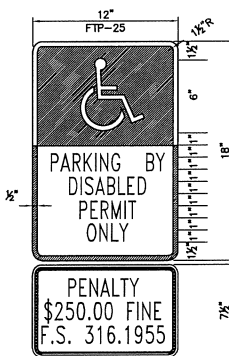
SHEET NAME

SHEET NO. C-7

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

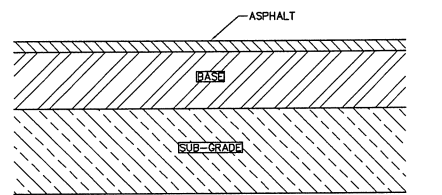


HANDICAPPED PARKING DETAIL



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

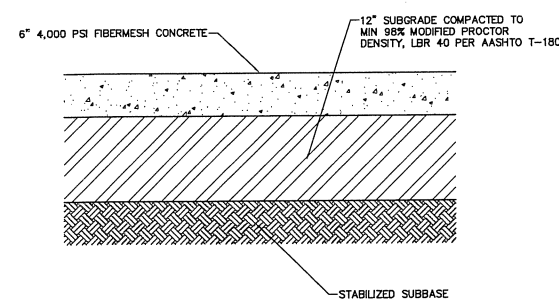
HANDICAPPED SIGN DETAIL



- | | | |
|----------|------|--|
| ASPHALT | 1.5" | TYPE SP-9.5 ASPHALTING CONCRETE SURFACE COURSE |
| BASE | 6" | GRADED AGGREGATE BASE (LIMEROCK OR CRUSHED CONCRETE MEETING FDOT SPECIFICATIONS) |
| SUB-BASE | 8" | NORMAL COMPACTED SUB-GRADE LBR 40 COMPACTED TO 98% AASHTO T-180 |

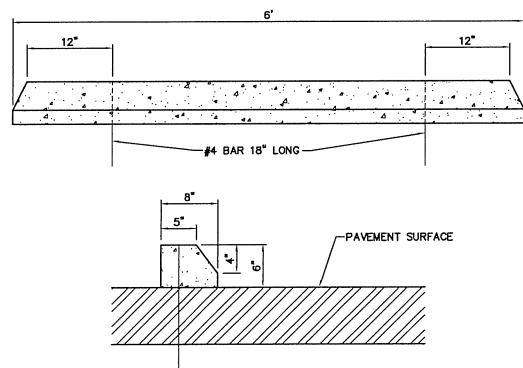
ASPHALT PAVEMENT SECTION

NTS



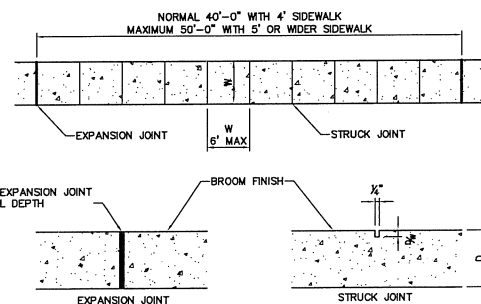
CONCRETE PAVEMENT SECTION (ONSITE)

NTS



PRECAST CONCRETE WHEEL STOP

NTS



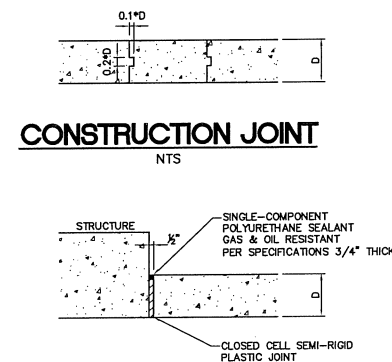
TYPICAL SIDEWALK

NTS

- NOTES:**
- SIDEWALK EXPANSION JOINTS TO BE AT ALL TIES TO CONCRETE OTHER THAN DRIVEWAYS. MAXIMUM SPACING SHALL BE 50'
 - EXPANSION JOINT MATERIAL SHALL BE ASPHALT FIBER IMPREGNATED PERFORMED JOINT FILLER, TO FILL DEPT OF CONCRETE.

202 AL CURB AND SIDEWALK

NTS

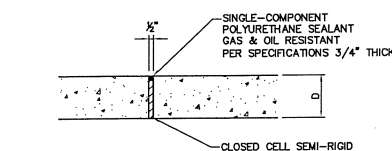


CONSTRUCTION JOINT

NTS

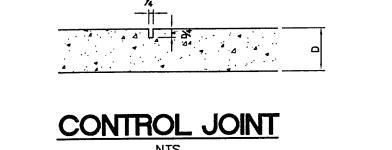
1/2" EXPANSION JOINT

NTS



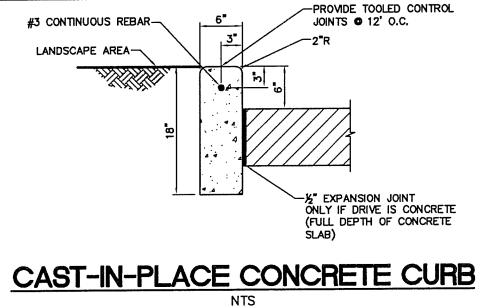
1/2" EXPANSION JOINT

NTS



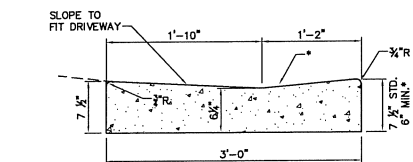
CONTROL JOINT

NTS



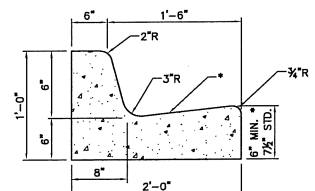
CAST-IN-PLACE CONCRETE CURB

NTS



FDOT DROP CURB

NTS



TYPE F CURB

NTS

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

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

Revisions	Project No. 129-014	Drawn By STA
	Scale NTS	Date 12/27/2016

JWB ARCHITECTS

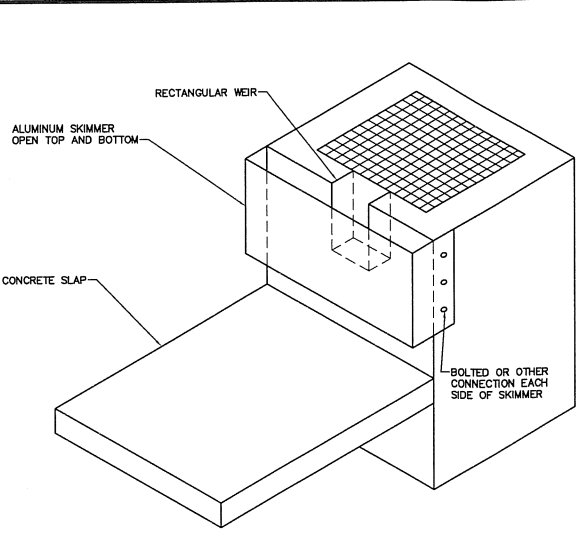
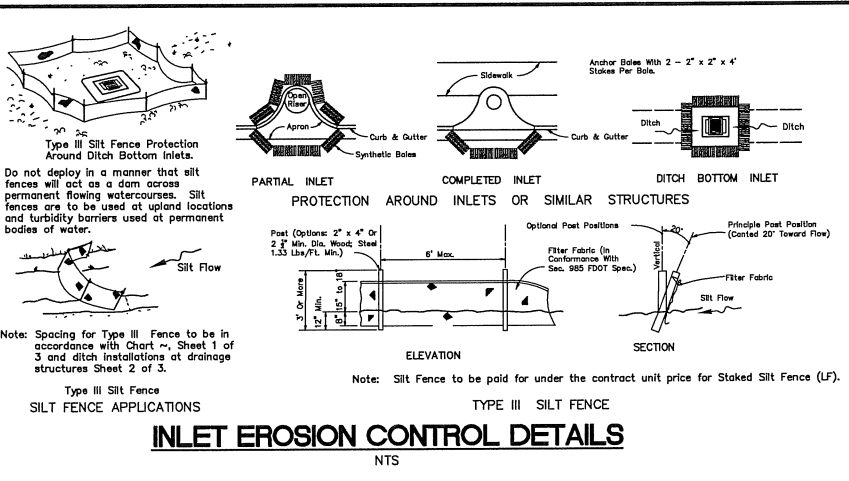
CivilCorp Engineering, Inc.
630 N. Wymore Rd. Ste 310
Maitland, FL 32751
Phone 407-256-4337
CivilCorp Engineering, Inc.
Certificate of Authorization No. 20390



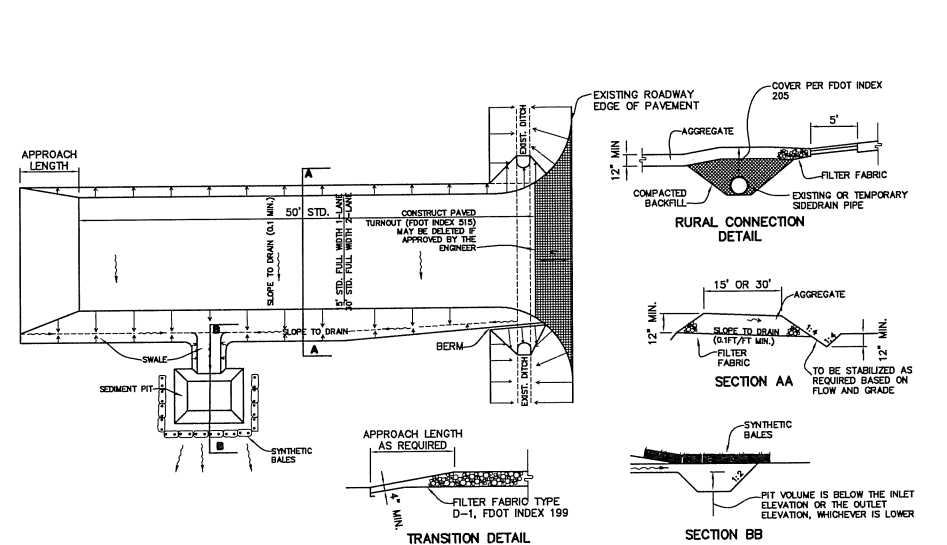
JOHNS CORNER GROCERY STORE
41 E. MICHAEL GLADDEN BLVD. APOKA, FL

DETAIL SHEET

PROJECT NAME	SHEET NAME
	SHEET NO. C-8

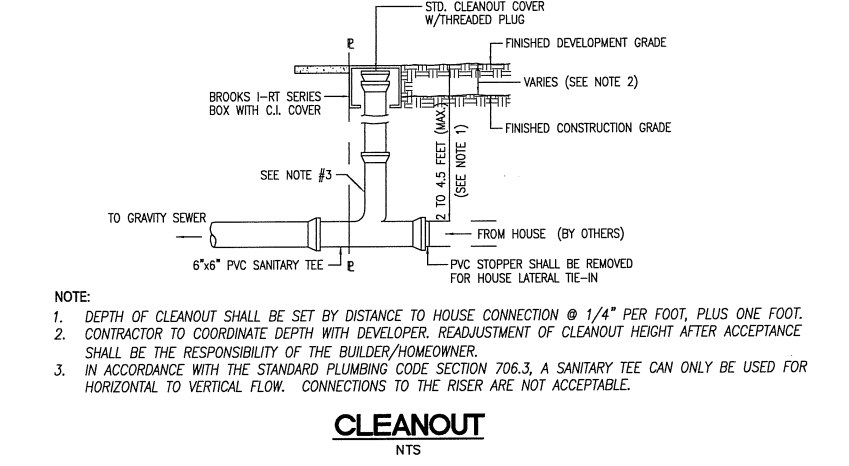


ITEM	ELEVATION	WIDTH	HEIGHT
GRATE	142.00	STANDARD	STANDARD
WEIR	141.28	12"	8.65"
SKIMMER	140.78	4'-5"	1.19"
OUTFALL PIPE	137.53	15"	15"
SLAB	139.75	5'x4.5'	6"

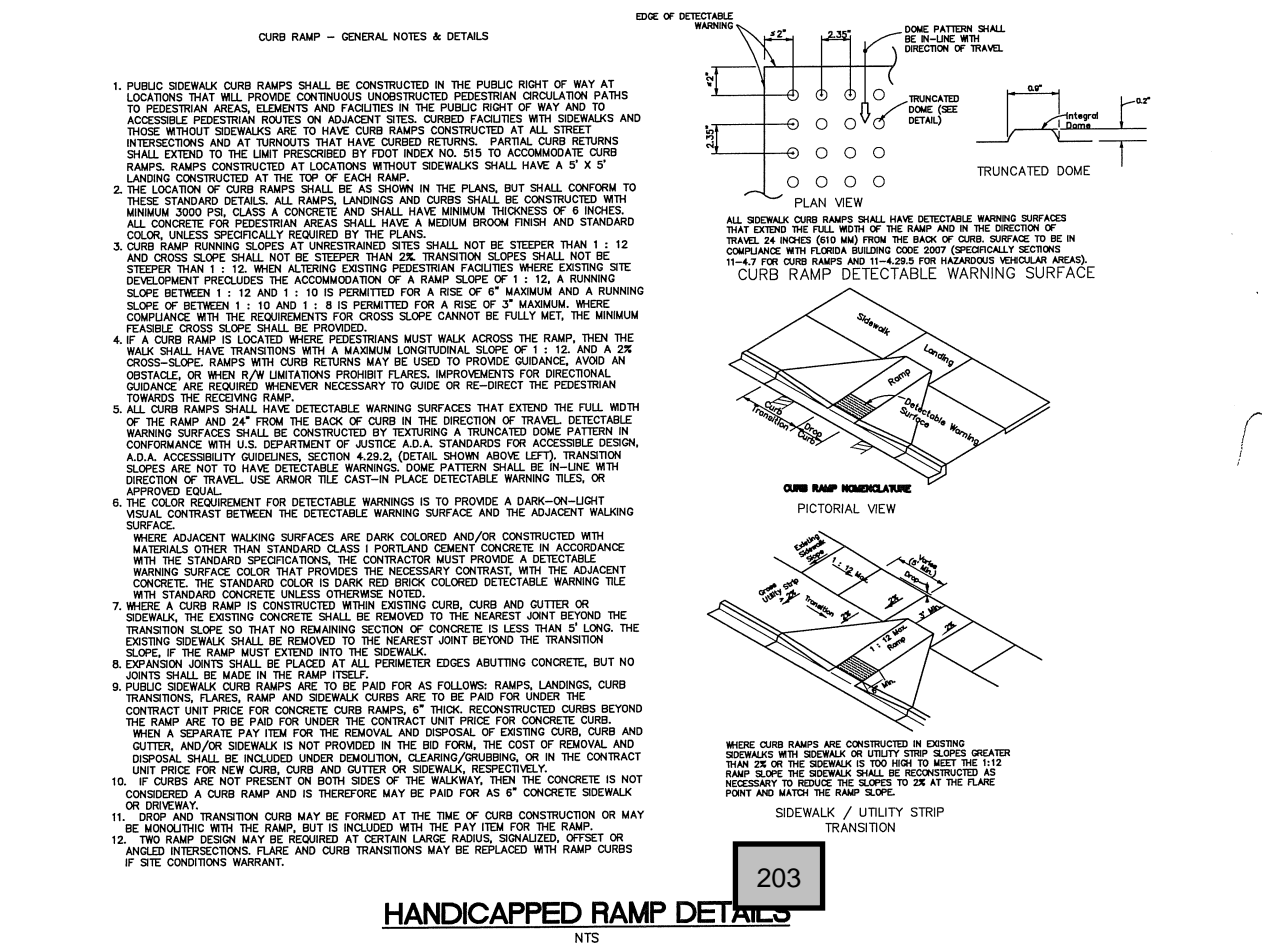


GENERAL NOTES:

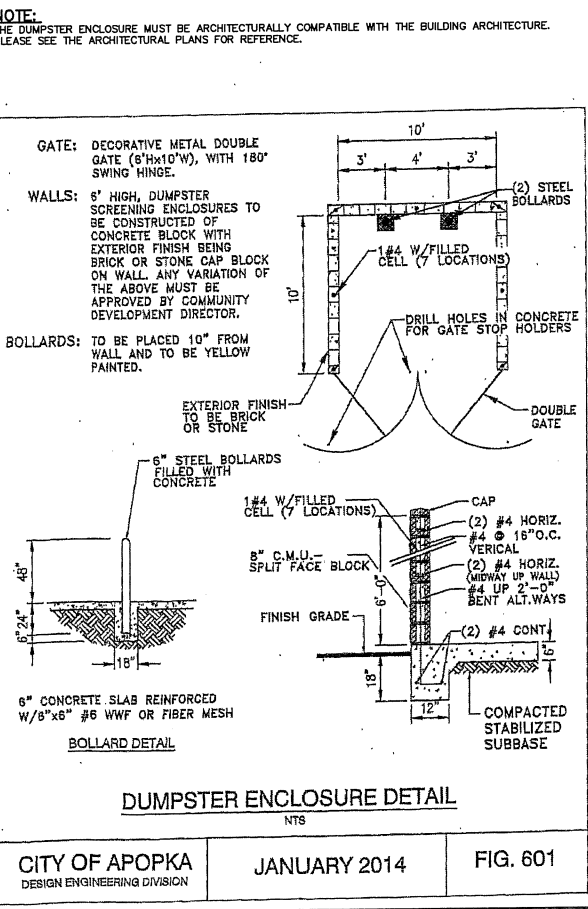
- A SOIL TRACKING PREVENTION DEVICE (STPD) SHALL BE CONSTRUCTED AT LOCATION DESIGNATED BY THE ENGINEER FOR POINTS OF EGRESS FROM UNSTABILIZED AREAS OF THE PROJECT TO PUBLIC ROADS WHERE OFF-SITE TRACKING OF MUD COULD OCCUR. TRAFFIC FROM UNSTABILIZED AREAS OF THE CONSTRUCTION PROJECT SHALL BE DIRECTED THRU A STPD. BARRIERS FLAGGING, OR OTHER POSITIVE MEANS SHALL BE USED AS REQUIRED TO LIMIT AND DIRECT VEHICULAR EGRESS ACROSS THE STPD.
- THE CONTRACTOR MAY PROPOSE AN ALTERNATIVE TO MINIMIZE OFF-SITE TRACKING OF SEDIMENT. THE ALTERNATIVE MUST BE REVIEWED AND APPROVED BY THE ENGINEER AND/OR LOCAL MUNICIPALITY PRIOR TO ITS USE.
- ALL MATERIAL SPILLED, DROPPED, OR TRACKED ONTO PUBLIC ROADS (INCLUDING THE STPD AGGREGATE AND CONSTRUCTION MUD) SHALL BE REMOVED DAILY, OR MORE FREQUENTLY IF SO DIRECTED BY THE ENGINEER AND/OR LOCAL MUNICIPALITY.
- AGGREGATES SHALL BE DESCRIBED IN SECTION 901 EXCLUDING 901-2.3. AGGREGATES SHALL BE FDOT INDEX #1. IF THIS SIZE IS NOT AVAILABLE, THE NEXT AVAILABLE SMALLER SIZE AGGREGATE MAY BE SUBSTITUTED WITH THE APPROVAL OF THE ENGINEER. SIZES CONTAINING EXCESSIVE SMALL AGGREGATE WILL TRACK OFF THE PROJECT AND ARE UNSUITABLE.
- THE SEDIMENT PIT SHOULD PROVIDE A RETENTION VOLUME OF 3600 CUBIC FEET/ACRE OF SURFACE AREA DRAINING TO THE PIT. WHEN THE STPD IS ISOLATED FROM OTHER DRAINAGE AREAS, THE FOLLOWING PIT VOLUMES WILL SATISFY THIS REQUIREMENT:
15' X 50' = 100 FT³ 30' X 50' = 200 FT³
- THE SWALE DITCH DRAINING THE STPD SHALL HAVE A 0.02% MINIMUM AND A 1.0% MAXIMUM GRADE ALONG THE STPD AND TO THE SEDIMENT PIT.
- MITERED END SECTIONS ARE NOT REQUIRED WHEN THE SIDEWALK PIPE SATISFIES THE CLEAR ZONE REQUIREMENTS.
- THE STPD SHALL BE MAINTAINED IN A CONDITION THAT WILL ALLOW IT TO PERFORM ITS FUNCTION. TO PREVENT OFF-SITE TRACKING, THE STPD SHALL BE RINSED (DAILY WHEN IN USE) TO MOVE ACCUMULATED MUD DOWNWARD THRU THE STONE. ADDITIONAL STABILIZATION OF THE VEHICULAR ROUTE LEADING TO THE STPD MAY BE REQUIRED TO LIMIT THE MUD TRACKED.
- THE NOMINAL SIZE OF A STANDARD STPD IS 15'X50' UNLESS OTHERWISE SHOWN IN THE PLANS. IF THE VOLUME OF ENTERING AND EXITING VEHICLES WARRANT, A 30' WIDE STPD MAY BE USED IF APPROVED BY THE ENGINEER. WHEN A DOUBLE WIDTH (30') STPD IS USED, THE PAY QUANTITY SHALL BE 2 FOR EACH LOCATION.



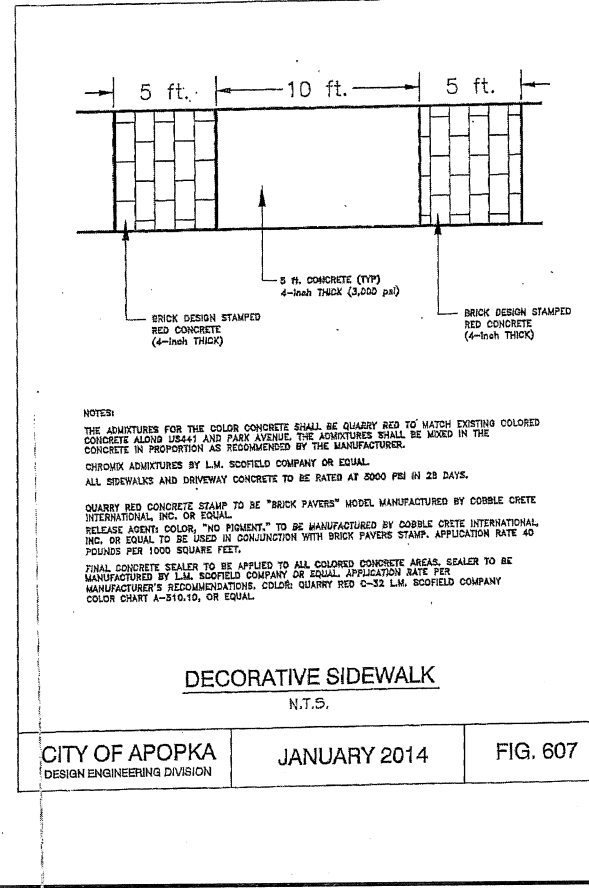
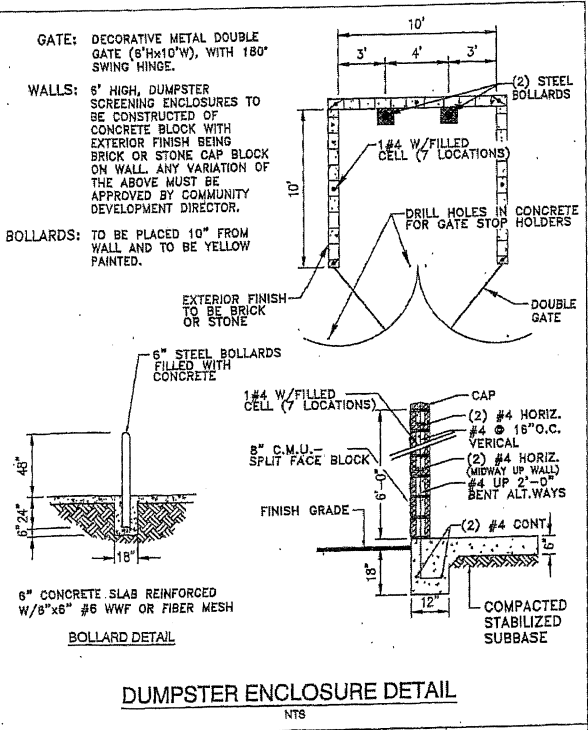
- NOTE:**
- DEPTH OF CLEANOUT SHALL BE SET BY HOUSE CONNECTION @ 1/4" PER FOOT, PLUS ONE FOOT.
 - CONTRACTOR TO COORDINATE DEPTH WITH DEVELOPER. READJUSTMENT OF CLEANOUT HEIGHT AFTER ACCEPTANCE SHALL BE THE RESPONSIBILITY OF THE BUILDER/HOMEOWNER.
 - IN ACCORDANCE WITH THE STANDARD PLUMBING CODE SECTION 706.3, A SANITARY TEE CAN ONLY BE USED FOR HORIZONTAL TO VERTICAL FLOW. CONNECTIONS TO THE RISER ARE NOT ACCEPTABLE.



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



NOTE:
THE DUMPSTER ENCLOSURE MUST BE ARCHITECTURALLY COMPATIBLE WITH THE BUILDING ARCHITECTURE. PLEASE SEE THE ARCHITECTURAL PLANS FOR REFERENCE.



JWB ARCHITECTS

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Indianapolis, IN 46215-6247
Certificate of Authorization No. 20390

Stephen Allen, PE # 59984
FL Reg No. _____
Engineer

Revisions

NO.	DATE	DESCRIPTION
1	10/27/17	REVISED PER CITY COMMENTS

Project No. 129-014
Scale NTS
Drawn By STA
Date 12/27/2016

PROJECT NAME
JOHNS CORNER GROCERY STORE
41 E. MICHAEL GLADDEN BLVD. APOPKA FL

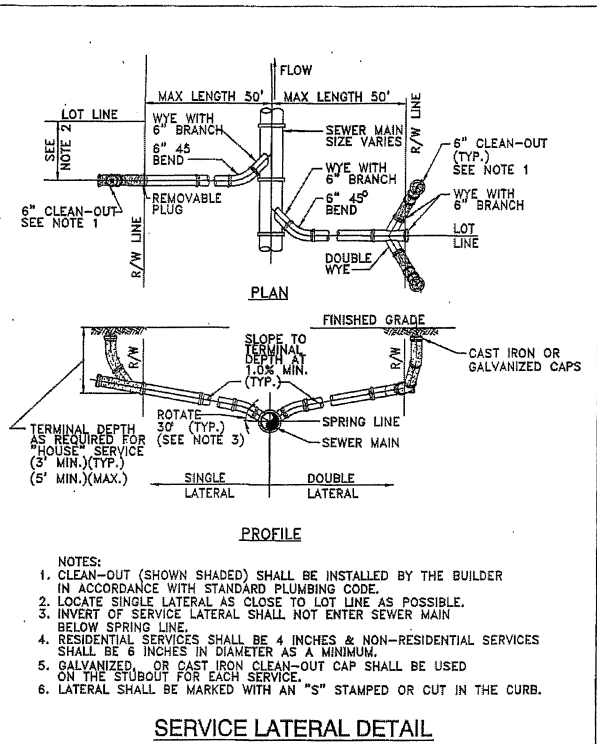
SHEET NAME
DETAIL SHEET

SHEET NO.
C-9

CITY OF APOPKA
DESIGN ENGINEERING DIVISION

JANUARY 2014

FIG. 607

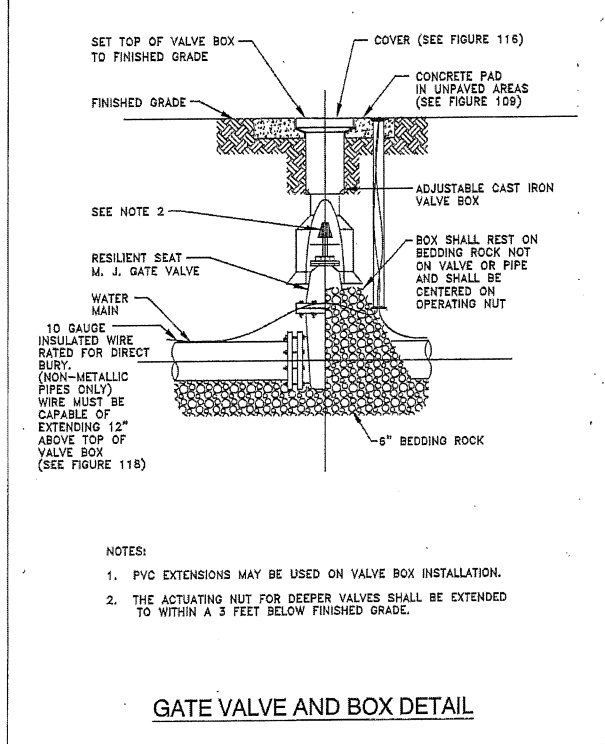


SERVICE LATERAL DETAIL

CITY OF APOPKA
DESIGN ENGINEERING DIVISION

JANUARY 2014

FIG. 204

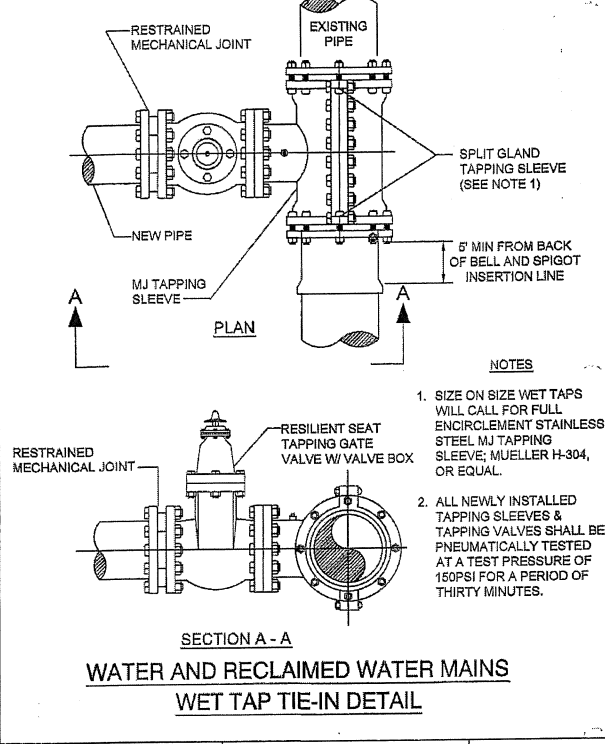


GATE VALVE AND BOX DETAIL

CITY OF APOPKA
DESIGN ENGINEERING DIVISION

JANUARY 2014

FIG. 400

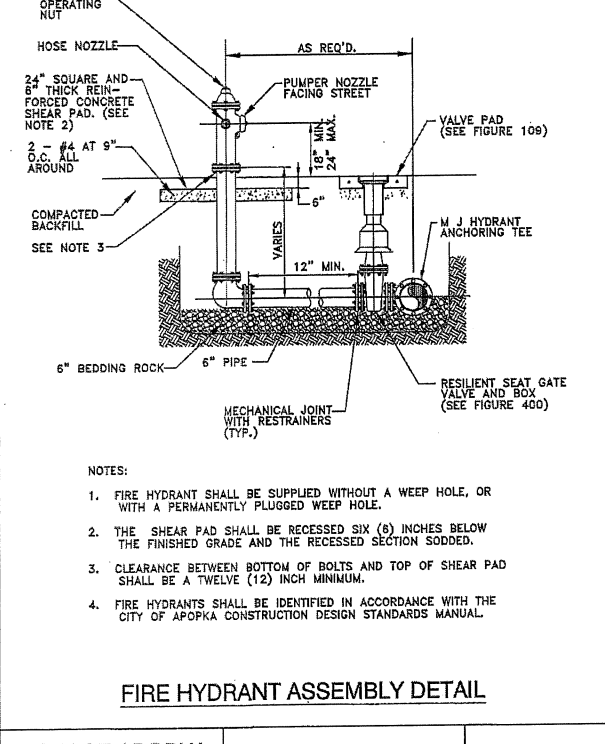


**WATER AND RECLAIMED WATER MAINS
WET TAP TIE-IN DETAIL**

CITY OF APOPKA
DESIGN ENGINEERING DIVISION

JANUARY 2014

FIG. 406

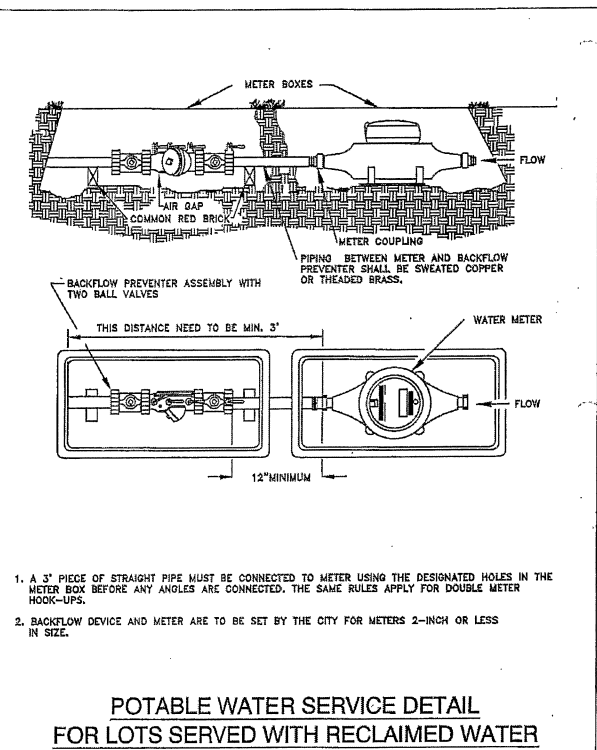


FIRE HYDRANT ASSEMBLY DETAIL

CITY OF APOPKA
DESIGN ENGINEERING DIVISION

JANUARY 2014

FIG. 402

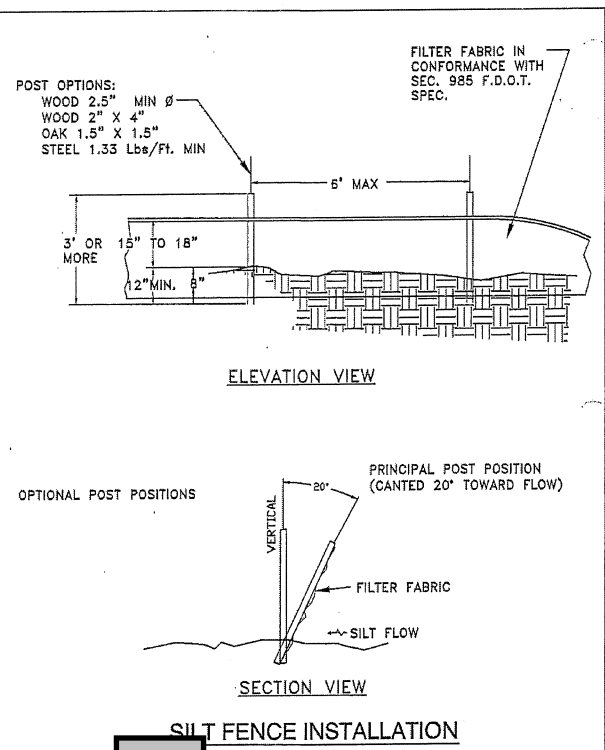


**POTABLE WATER SERVICE DETAIL
FOR LOTS SERVED WITH RECLAIMED WATER**

CITY OF APOPKA
DESIGN ENGINEERING DIVISION

JANUARY 2014

FIG. 505

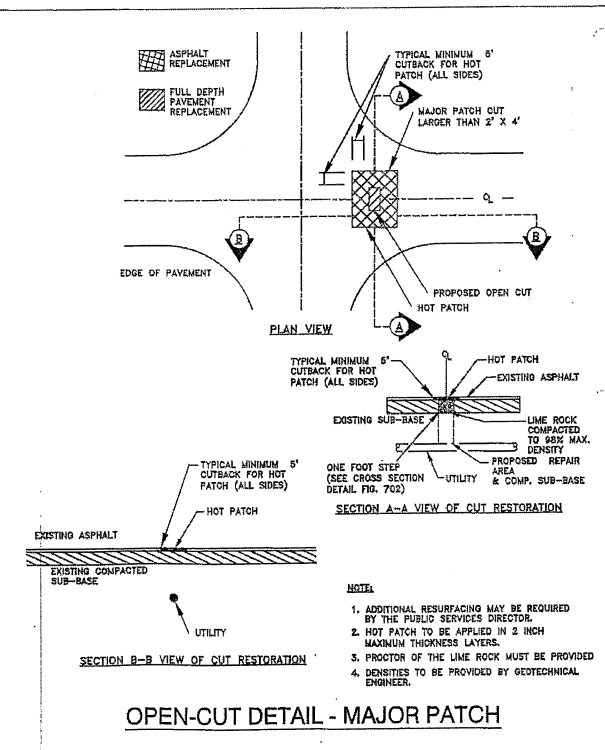


SILT FENCE INSTALLATION

CITY OF APOPKA
DESIGN ENGINEERING DIVISION

JANUARY 2014

FIG. 602

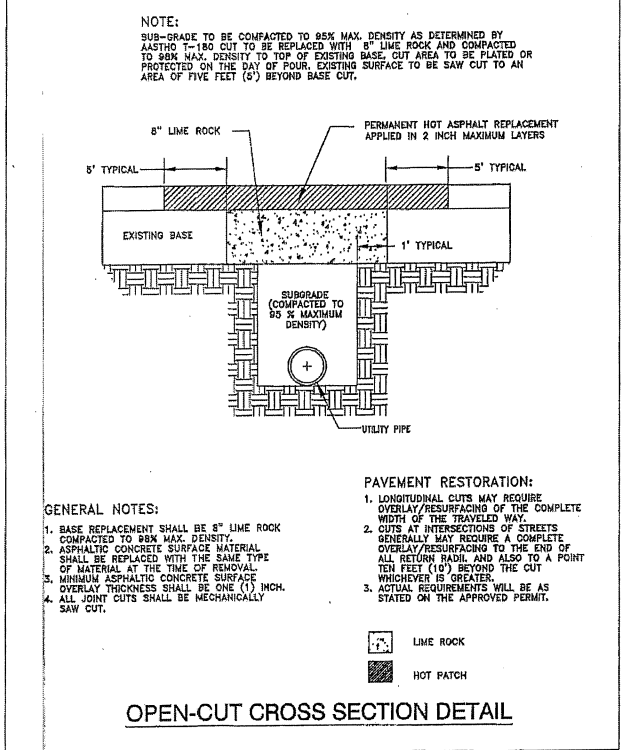


OPEN-CUT DETAIL - MAJOR PATCH

CITY OF APOPKA
DESIGN ENGINEERING DIVISION

JANUARY 2015

FIG. 701



OPEN-CUT CROSS SECTION DETAIL

CITY OF APOPKA
DESIGN ENGINEERING DIVISION

JANUARY 2015

FIG. 702

Revisions	Project No.	Scale
1	129-014	NTS
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Stephan Allen, P.E. # 59994
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Engineer

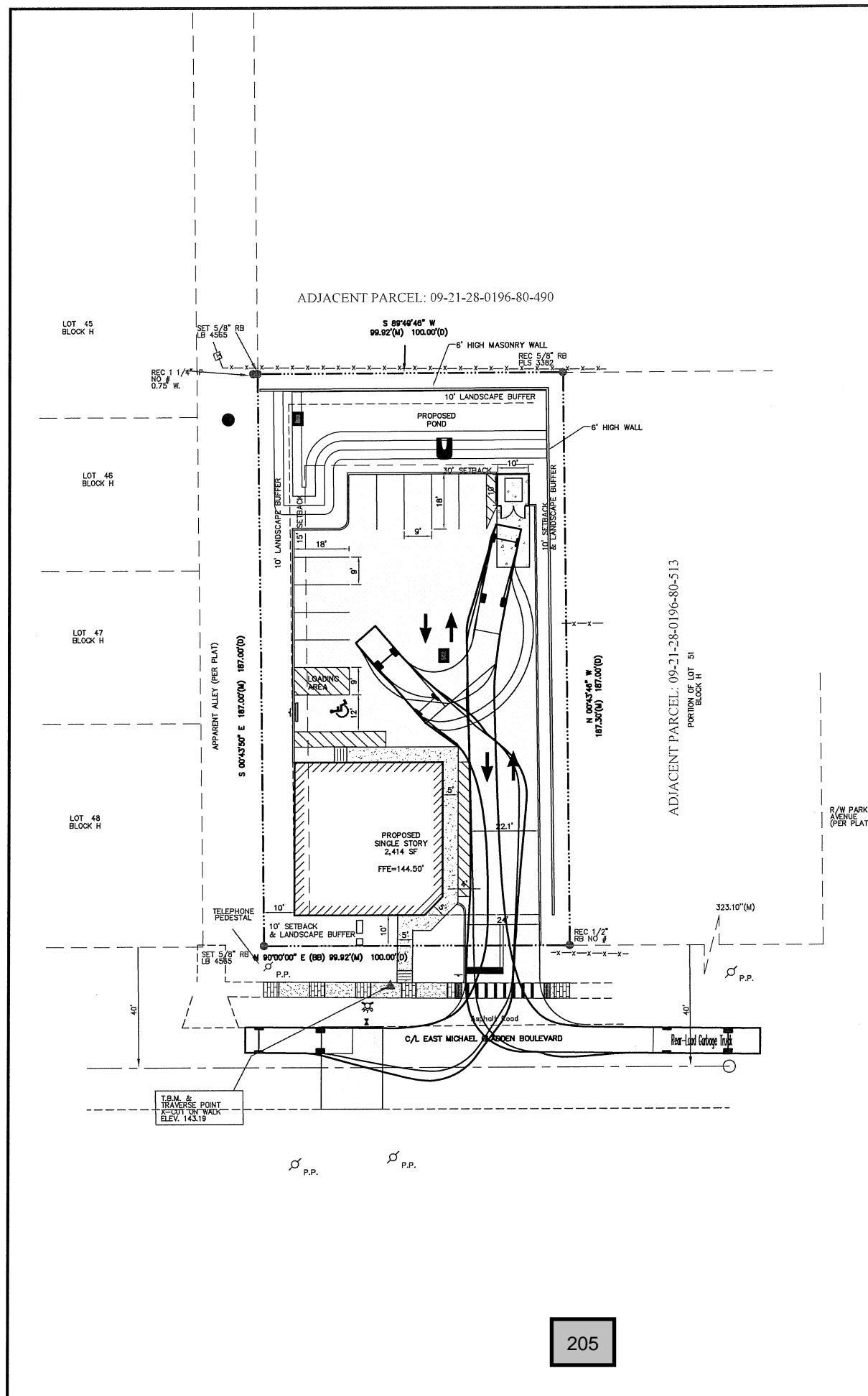
**JOHN CORNER GROCERY STORE
41 E. MICHAEL GLADDEN BLVD. APOPKA FL**

DETAIL SHEET

PROJECT NAME

SHEET NAME

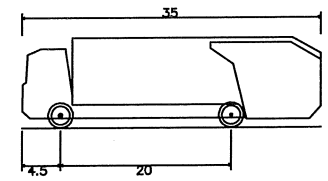
SHEET NO.
C-10



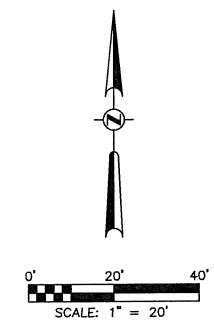
Vehicle Tracking v18.00 - Pool


Unit Name:	Rear-Load Garbage Truck Tractor
Type:	Tractor (with driver controlled steering)
Body style:	Refuse / Garbage Truck (Small)
Classification:	(Unspecified)
Source:	No data
Description:	No data
Notes:	No data
Datum:	Front Primary Axle
Front Axle(s):	1 Ackerman (axles fixed, wheels turn)
Primary Front Axle Offset:	0.000ft
Effective Front Axle Offset:	0.000ft (Auto Calculated)
Maximum Wheel Angle:	Unlimited
Status:	Active Non Self-Steered
Track Width:	8.375ft
Total Wheels:	2 (positioned at the ends of the axle)
Tire Width:	0.838ft (Auto Calculated - proportion of Track Width)
Tire Diameter:	2.931ft (Auto Calculated - proportion of Track Width)
Rear Axle(s):	1 Fixed
Primary Rear Axle Offset:	20.000ft (Innermost Axle behind Front Primary Axle)
Effective Rear Axle Offset:	20.000ft (Auto Calculated)
Maximum Wheel Angle:	Unlimited
Status:	Active Non Self-Steered
Track Width:	8.375ft
Total Wheels:	4 (positioned at the ends of the axle)
Tire Width:	0.838ft (Auto Calculated - proportion of Track Width)
Tire Diameter:	2.931ft (Auto Calculated - proportion of Track Width)
Steering:	Front Axle(s):
Min. Curb / Curb Turning Radius:	29.300ft (based upon active axles only)
Calculated Maximum Wheel Angle:	56.400deg
Lock-to-Lock Time (Fwd/Rev):	6.0sec / 6.0sec
Driver / Pilot:	Driver Offset Longitudinally: 0.422ft (in front of Front Primary Axle)
Driver / Pilot Offset Laterally:	-1.969ft (Right of Centerline)
Driver Height:	7.540ft (Above ground level)
Front Coupling:	None
Rear Coupling:	None
Body outline (plan):	Rectangle
Outline Type:	Offset (X,Y):
Length / Width:	35.000ft / 8.375ft

Every Effort Has Been Made To Ensure The Accuracy Of This Information
Please Check Data From Your Own Sources



Rear-Load Garbage Truck	35.000ft
Overall Length	8.375ft
Overall Width	10.546ft
Overall Body Height	1.000ft
Min Body Ground Clearance	8.375ft
Track Width	6.00s
Lock-to-lock time	29.300ft
Curb to Curb Turning Radius	



PROJECT NAME JOHN'S CORNER 41 E. MICHAEL GLADDEN BLVD. APOPKA, FL	SHEET NAME TRUCK TURN PLAN	SHEET NO. C-11	Revisions 1 08/04/17 1" data-bbox="885 55 940 250">	
			Project No. 129-014	Drawn By CEF
			Scale 1" = 20'	Date 12/27/16
JWB ARCHITECTS CivilCorp Engineering, Inc. 650 N Wymore Rd. Ste 310 Maitland, FL 32751 Phone 407-271-6643 Certificate of Authorization No. 29390				

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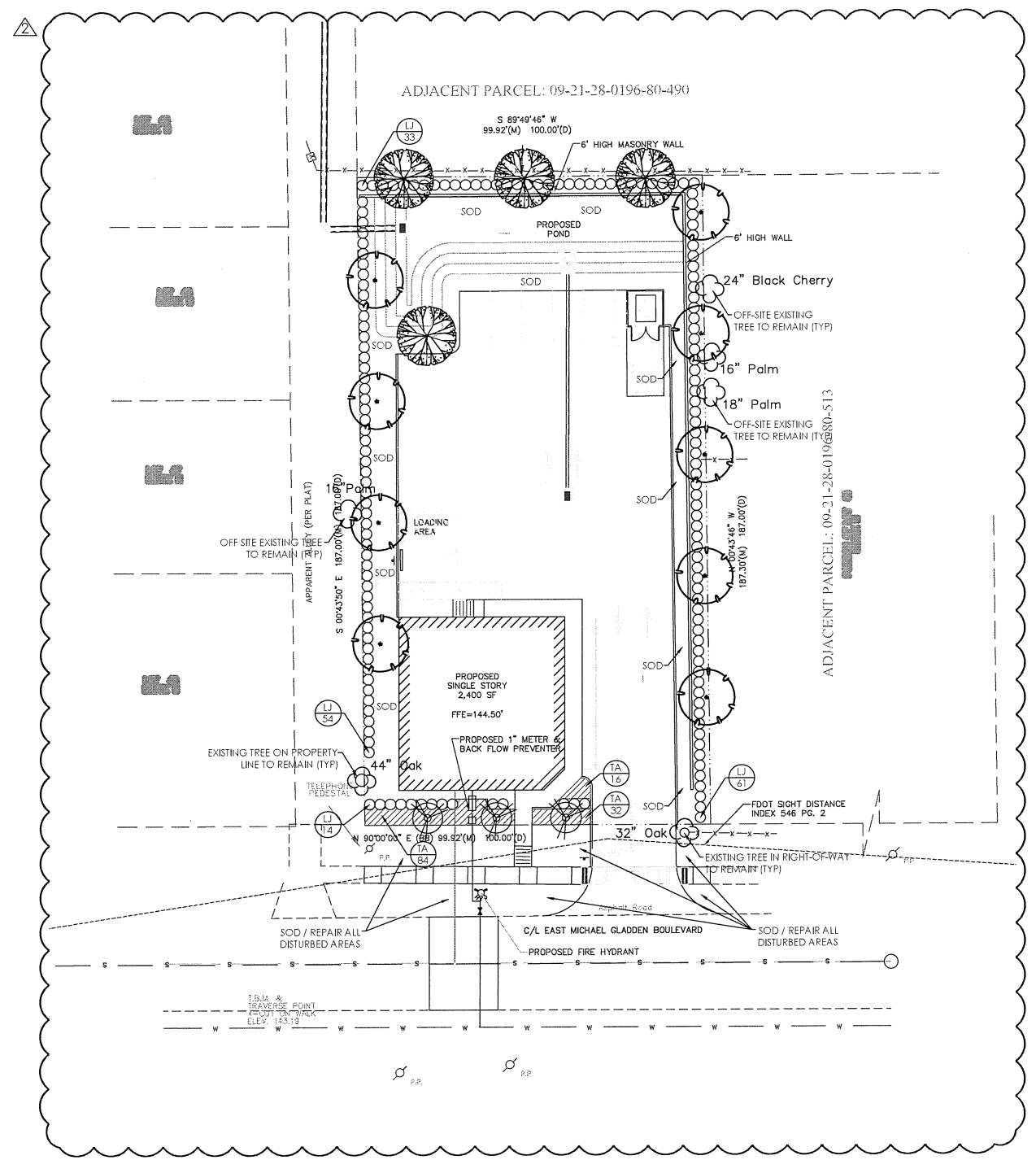


SCHWEIZER
BO JACK
LANDSCAPE
ARCHITECTURE

LANDSCAPE & IRRIGATION DESIGN
PO BOX 94883 • MIAMI, FLORIDA 33174 • PH. (407) 376-1423
LICENSE NO. LC2620487 • DESIGN@SCHWEIZERBOJACK.COM

JOHN'S CORNER
41 E. MICHAEL GLADDEN BLVD., CITY OF APOPKA, FL

8/14/17
6/29/17
1/17/17
DRAWN BY: KB
SHEET NUMBER
L-1



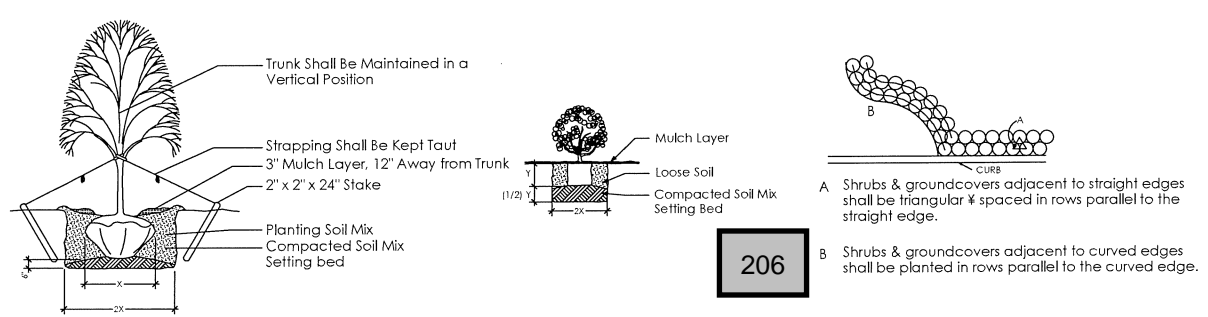
PLANT MATERIALS LEGEND

SYMBOL	KEY	QNTY.	COMMON/BOTANICAL NAME	SPECIFICATIONS/DESCRIPTION
	TD	4	Bald Cypress <i>Taxodium distichum</i>	3 1/2" DBH, 10' - 12' Ht., 100 Gal. or B&B
	AR	9	Red Maple <i>Acer rubrum</i>	2 1/2" DBH, 10' - 12' Ht., 100 Gal. or B&B
	LI	3	Crape Myrtle <i>Lagerstroemia indica</i>	2 1/2" Total DBH, Multi Trunk, 8' - 10" Ht., 65 Gal. or B&B
	LJ	162	Ligustrum Shrubs <i>Ligustrum japonicum</i>	3 Gal., 24" Ht., 36" O.C.
	TA	132	Asiatic Jasmine <i>Trachelospermum asiaticum 'Minima'</i>	1 Gal., Full, 18" O.C.
	SOD	TBD	Bahia Sod <i>Paspalum notatum</i>	Solid Sod, As Indicated On Plans
	MULCH	TBD	Pine Bark Mulch	3" Minimum Depth, All Planting Areas

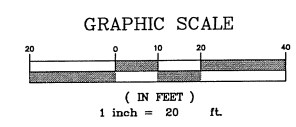
LANDSCAPE GENERAL NOTES

- The Landscape Contractor shall insure that this work does not interrupt established or projected drainage patterns. The Landscape Contractor shall insure adequate vertical drainage in all plant beds and planters. Vertical drilling through any compacted fill to native soil shall be accomplished to insure drainage.
- The Landscape Contractor shall be responsible for all materials and all work as called for on the landscape plans and in the landscape specifications. The list of plant quantities accompanying the plans shall be used as a guide only. Contractor shall verify all quantities and report any discrepancies at the time of bidding.
- All plant materials shall be graded Florida No. 1 or better, as outlined under Grades and Standards for Nursery Plants, Division of Plant Industry, State of Florida, unless otherwise noted.
- All plant beds and tree rings shall be top dressed with a 3" minimum depth of pine bark nuggets.
- The Landscape Contractor shall be wholly responsible for stability and plumb condition of all trees and shrubs. Staking of trees or shrubs, if desired or requested by the Landscape Architect or owner, shall be done utilizing a method agreed upon by the Landscape Architect.
- No fill material or use of heavy equipment around existing trees is allowed. Existing trees are to be protected by a wood barricade erected in compliance with local codes.
- The Landscape Contractor is responsible for testing project soils. The Landscape Contractor is to provide a certified soils report to the Owner and Landscape Architect. The Landscape Contractor shall verify that the soils on site are acceptable for proper growth of the proposed plant material. Should the Landscape Contractor find poor soil conditions, the Owner and Landscape Architect must be consulted prior to planting.
- All grades, dimensions and existing conditions shall be verified by the Contractor on site before construction begins. Any discrepancies shall be brought to the attention of the Landscape Architect.
- All proposed trees to be installed either entirely in or entirely out of planting beds. Planting bedlines are not to be obstructed; smooth and flowing.
- The Landscape Contractor shall review architectural/engineering plans to become thoroughly familiar with surface and subsurface utilities.
- The Landscape Contractor shall coordinate with the lighting and irrigation contractors regarding the timing of the installation of plant material.
- Every possible safeguard shall be taken to protect building surfaces, equipment and furnishings. Landscape Contractor shall be responsible for any damage or injury to person or property which may occur as a result of his negligence in the execution of work.

PLANTING DETAILS



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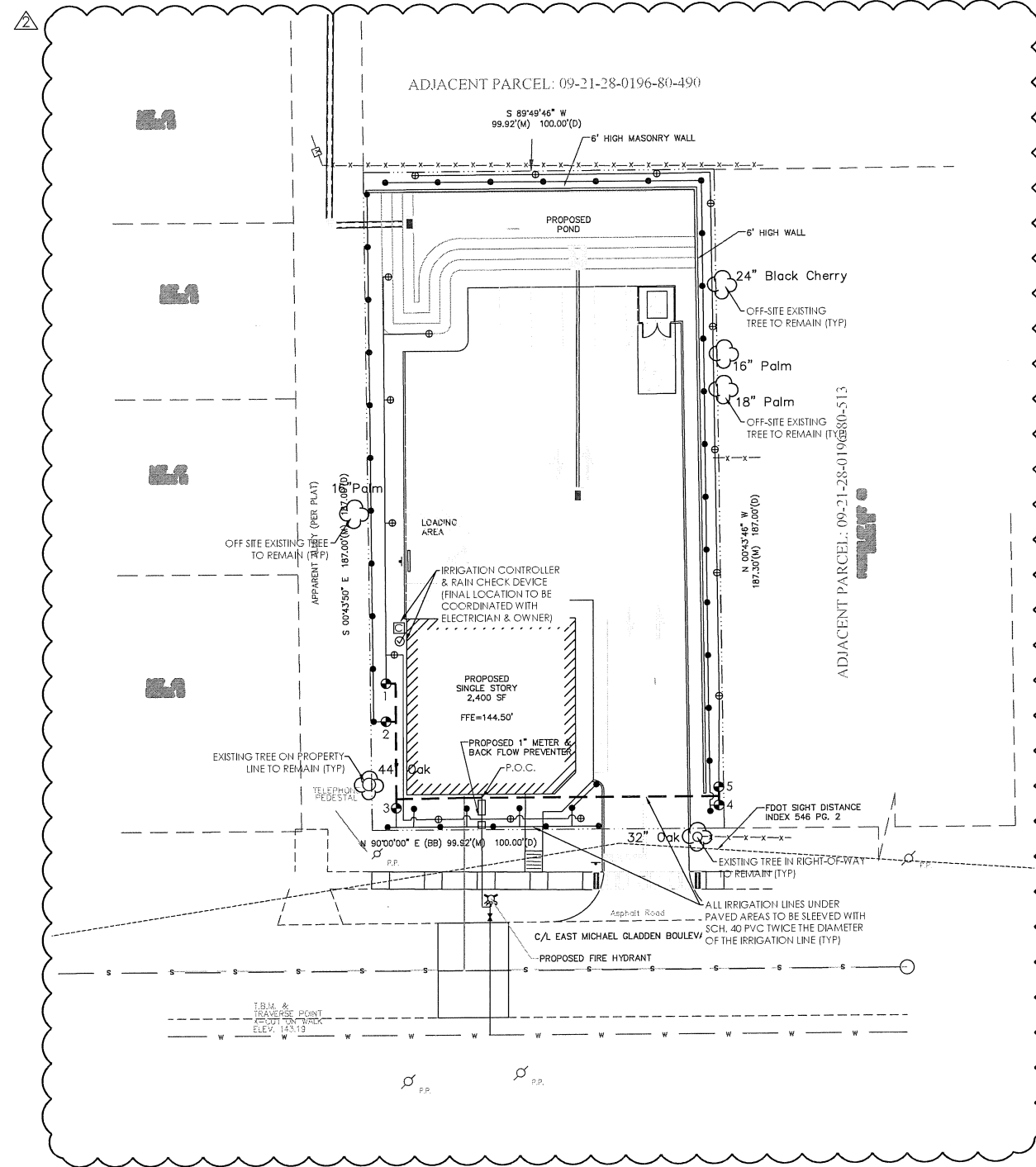
LANDSCAPE PLAN

LANDSCAPE & IRRIGATION DESIGN

I CERTIFY THAT THE LANDSCAPE AND IRRIGATION DESIGN FOR THIS PROJECT IS IN ACCORDANCE WITH THE CITY OF APOPKA'S ORDINANCE 2069 ADOPTED MAY 21, 2008 WHICH ESTABLISHES WATERWISE LANDSCAPE AND IRRIGATION STANDARDS.

SIGNATURE _____ REG. NO. _____ DATE _____

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IRRIGATION EQUIPMENT LEGEND

SYMBOL	SPECIFICATIONS/DESCRIPTION
P.O.C.	TAP INTO PROPOSED 1" POTABLE WATER LINE FOR IRRIGATION WATER SOURCE & INSTALL SEPARATE IRRIGATION SYSTEM BACKFLOW PREVENTER BEFORE IRRIGATION CONNECTION
⊗	HUNTER REMOTE RAIN CHECK DEVICE
☐	RAINBIRD ESP-LX 4 STATION IRRIGATION CONTROLLER
⊙	RAINBIRD 1" PGA SERIES ELECTRIC VALVE INSTALLED IN A 12" AMETEK VALVE BOX, LEVEL WITH GRADE
⊕	IRRITROL BUBBLERS (INSTALLED USING 1/2" FLEX PIPE WITH A MINIMUM OF 12" LENGTH)
●	RAINBIRD LOW-VOLUME 1812-PRS 12" POP-UP SPRAY HEADS
---	1 1/2" IRRIGATION MAINLINE (CLASS 200 PVC)
---	IRRIGATION LATERAL LINES (TO BE SIZED & INSTALLED BY THE IRRIGATION CONTRACTOR)

ADDITIONAL IRRIGATION NOTES:

- ALL IRRIGATION LINES UNDER PAVED AREAS TO BE SLEEVED WITH SCH. 40 SLEEVING SIZED AT LEAST (2) TIMES THE DIAMETER OF THE IRRIGATION LINE SIZE.
- AVOID CONFLICT WITH EXISTING AND PROPOSED UNDERGROUND UTILITIES DURING INSTALLATION OF PROPOSED IRRIGATION SYSTEM. FIELD ADJUST LAYOUT AS NECESSARY.

IRRIGATION GENERAL NOTES

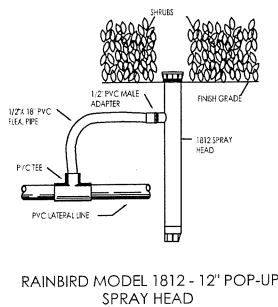
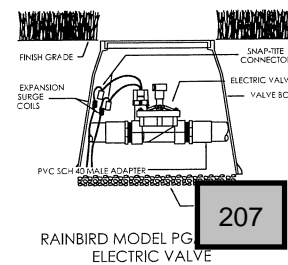
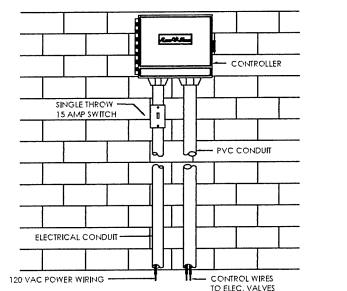
- THE IRRIGATION CONTRACTOR SHALL REFER TO THE LANDSCAPE PLAN WHEN TRENCHING TO LAY PIPE TO AVOID NEW AND EXISTING TREES AND LARGE SHRUBS.
- ALL WIRING FROM THE IRRIGATION CONTROLLER TO THE REMOTE CONTROL VALVES SHALL BE UF-14/1 DIRECT BURIAL CABLE. ALL WIRE SPLICES SHALL BE MADE IN VALVE BOXES ONLY USING RAINBIRD SNAP-TITE CONNECTORS AND SEALANT.
- UNLESS OTHERWISE INDICATED, PIPE TO A SINGLE SPRAY HEAD SHALL BE 1/2" PVC CL-315 PIPING.
- ALL MAINLINE PIPING SHALL BE BURIED TO HAVE A MINIMUM COVER OF 18 INCHES. ALL LATERAL PIPING DOWNSTREAM OF THE MAINLINE SHALL BE BURIED TO HAVE A MINIMUM COVER OF 12 INCHES.
- THE IRRIGATION CONTRACTOR SHALL COORDINATE WITH THE OWNER OR ARCHITECT ON THE EXACT LOCATION OF THE IRRIGATION CONTROLLER.
- THE IRRIGATION CONTRACTOR SHALL VERIFY ALL CONDITIONS AND DIMENSIONS SHOWN ON THE PLANS AT THE SITE PRIOR TO COMMENCEMENT OF WORK UNDER THIS CONTRACT.
- ALL IRRIGATION INSTALLATION SHALL CONFORM TO LOCAL CODES AND REGULATIONS.
- ALL PIPING ON THE PLANS IS DIAGRAMMATICALLY ROUTED FOR CLARITY AND SHALL BE ROUTED TO AVOID NEW AND EXISTING PLANTS. DESIGN MODIFICATIONS SHALL ONLY BE MADE AS NECESSARY TO MEET FIELD CONDITIONS AND ONLY UPON APPROVAL OF THE LANDSCAPE ARCHITECT.
- THE IRRIGATION CONTRACTOR SHALL BE RESPONSIBLE FOR THE FINAL ADJUSTMENT OF THE SPRINKLERS ARC AND RADIUS TO ASSURE 100 PERCENT COVERAGE.
- 115 VOLT, SINGLE PHASE ELECTRICAL POWER IS REQUIRED TO OPERATE THE IRRIGATION CONTROLLER. THE IRRIGATION CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING THE LOCATION OF THE POWER WITH THE OWNER OR OWNER'S REPRESENTATIVE. IT SHALL BE THE RESPONSIBILITY OF THE IRRIGATION CONTRACTOR TO SEE THAT THE CONTROLLER IS WIRED IN ACCORDANCE WITH ALL ELECTRICAL CODES BY A LICENSED ELECTRICIAN. ALL MATERIALS NECESSARY TO WIRE THE CONTROLLER SHALL BE FURNISHED BY THE IRRIGATION CONTRACTOR.
- THE IRRIGATION CONTRACTOR SHALL CHOOSE THE APPROPRIATE NOZZLES TO PROVIDE MAXIMUM COVERAGE.
- ALL LANDSCAPE IRRIGATION SYSTEMS SHALL BE LOW-VOLUME IRRIGATION SYSTEMS. A LOW-VOLUME IRRIGATION SYSTEM IS DESIGNED TO PROVIDE NO MORE THAN THE MINIMUM AMOUNT OF WATER REQUIRED BY ANY SPECIFIC LANDSCAPE MATERIAL TO ENSURE SURVIVAL OF THAT MATERIAL. SUCH A SYSTEM UTILIZES A COMBINATION OF SPRINKLER MECHANISMS AND ZONES TO ACCOMMODATE THE INDIVIDUAL IRRIGATION REQUIREMENTS OF EACH TYPE OF LANDSCAPE MATERIAL, INCLUDING TREES, SHRUBS, ORNAMENTALS AND TURF AREAS.
- ALL UNDERGROUND IRRIGATION SYSTEMS SHALL BE REGULATED BY AN AUTOMATIC TIMER OR CONTROLLER.
- THE DESIGN OF THE IRRIGATION SYSTEM SHALL INCLUDE SPRINKLER HEADS AND DEVICES APPROPRIATE FOR THE LANDSCAPE MATERIALS TO BE IRRIGATED.
- LOW TRAJECTORY HEADS OR LOW-VOLUME WATER DISTRIBUTING DEVICES SHALL BE USED TO IRRIGATE CONFINED AREAS IN ORDER TO PREVENT OVERSPRAY ONTO IMPERVIOUS AREAS.
- IRRIGATION SYSTEMS SHALL BE DESIGNED TO PLACE HIGH WATER DEMAND AREAS, SUCH AS LAWNS, ON SEPARATE ZONES FROM THOSE AREAS WITH REDUCED WATER REQUIREMENTS.
- AUTOMATICALLY CONTROLLED IRRIGATION SYSTEMS SHALL BE OPERATED BY AN IRRIGATION CONTROLLER THAT IS CAPABLE OF IRRIGATING HIGH REQUIREMENT AREAS.

IRRIGATION ZONE LEGEND

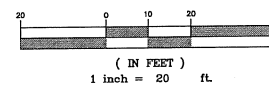
ZONE #	DESCRIPTION/USAGE
1	BUBBLER ZONE (TREES) WITH 5F-B NOZZLES / 12 GPM
2	SPRAY ZONE (SHRUBS) WITH 15-SST NOZZLES / 13.3 GPM
3	SPRAY ZONE (SHRUBS) WITH 15-SST NOZZLES / 12.1 GPM
4	SPRAY ZONE (SHRUBS) WITH 15-SST NOZZLES / 23 GPM
5	BUBBLER ZONE (TREES) WITH 5F-B NOZZLES / 12 GPM

IRRIGATION RISERS ARE NOT ALLOWED

IRRIGATION DETAILS



GRAPHIC SCALE



LANDSCAPE & IRRIGATION DESIGN

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SIGNATURE

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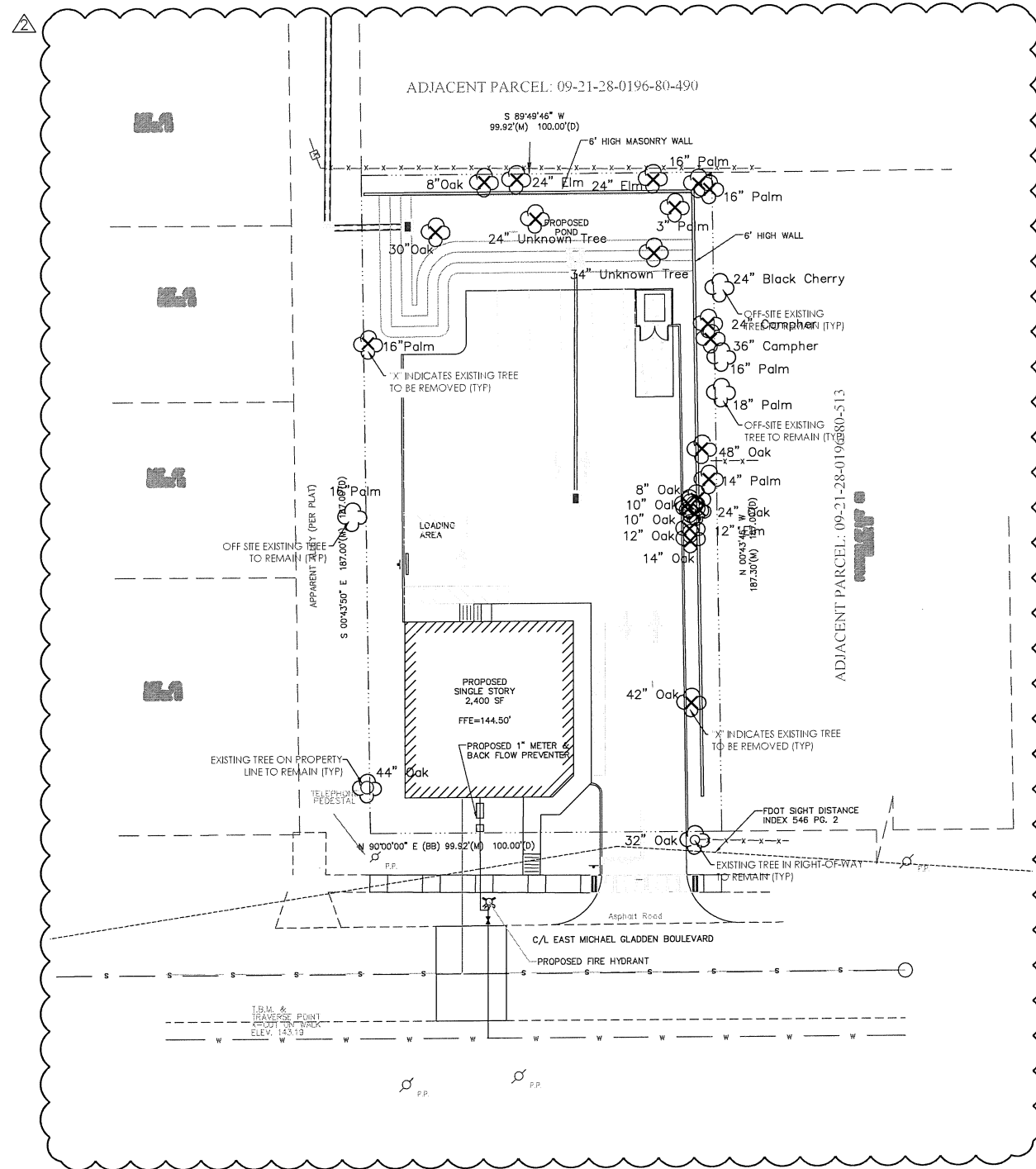
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SHEET NUMBER
L-2

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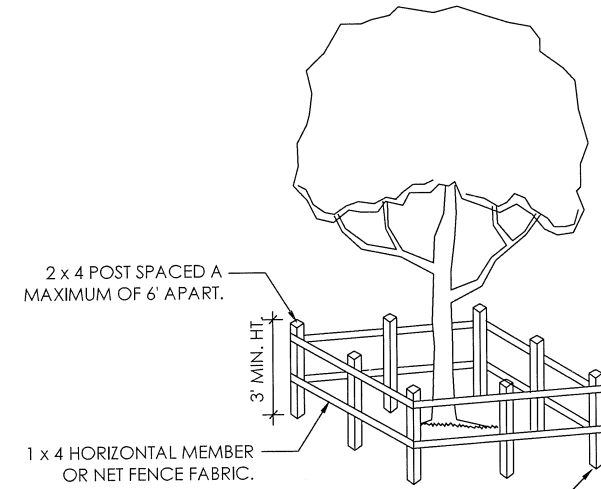


TREE PROTECTION NOTES

All protected tree shall have the trunk and roots protected by protective barriers erected prior to development activity in accordance with the following:

1. Protective barriers constructed of wood rails, chain link fabric or orange plastic safety netting shall be placed around the tree or trees to form a continuous barricade at least four feet high. Ideally such barriers will form a protection zone described by the drip line.
2. Signs or other markings shall be placed on all sides of the protective barrier to designate the protected area.
3. Protective barriers shall remain in place until landscape operations begin or until construction in the immediate area has been completed.
4. Trenching for underground utilities shall be prohibited inside the protective barriers. If underground utilities must be routed through the protected area, tunneling shall be required. All landscape preparation in these areas shall be conducted by hand or mechanical tunneling as needed.
5. No vehicles, equipment, materials or fill shall be placed within the protected area.

TREE PROTECTION DETAIL



PROTECTIVE BARRIERS SHALL BE PLACED AT POINTS NOT CLOSER THAN SIX (6) FEET FROM THE BASE OF THE TREE OR AT THE RADIUS OF THE DRIP-LINE OF THE PROTECTED TREE OR STAND OF TREES, WHICHEVER IS GREATER. EACH SECTION OF THE BARRIER SHALL BE CLEARLY VISIBLE (FLAGGED WITH BRIGHTLY COLORED PLASTIC TAPES OR OTHER MARKERS). NO ATTACHMENTS OR WIRES OTHER THAN THOSE OF A PROTECTIVE OR NON-DAMAGING NATURE SHALL BE ATTACHED TO ANY TREE.

TREE REMOVAL

- (2) 8" OAK
- (2) 10" OAK
- (1) 12" OAK
- (1) 12" ELM
- (1) 14" OAK
- (1) 24" OAK
- (2) 24" ELM
- (1) 30" OAK
- (1) 42" OAK
- (1) 48" OAK

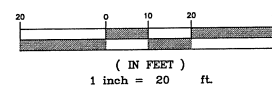
TOTAL EXISTING TREES TO BE REMOVED: 13 TREES (266")
 SPECIMEN TREES (≥24" DBH) REMOVED: 6 TREES (192")
 PROTECTED TREES (<24" DBH) REMOVED: 7 TREES (74")
 (NOTE: PALMS, CAMPHOR TREES, UNKNOWN/EXOTIC TREES & TREES UNDER 6" DBH NOT INCLUDED)

TREE PRESERVATION

- (1) 44" OAK

TOTAL EXISTING TREES TO BE PRESERVED: 1 TREE (44")
 SPECIMEN TREES (≥24" DBH) PRESERVED: 1 TREES (44")
 PROTECTED TREES (<24" DBH) REMOVED: 0 TREES (0")
 (NOTE: PALMS, CAMPHOR TREES, UNKNOWN/EXOTIC TREES & TREES UNDER 6" DBH NOT INCLUDED)

GRAPHIC SCALE



TREE REMOVAL PLAN

TREE REQUIREMENT (MAX. TREE STOCK CALCULATION)

TOTAL SITE AREA: 18,699 SQ. FT. (0.43 ACRES)
 TREES REQUIRED: 2.3 TREES (1 TREE/8,000 SQ. FT.)
 TREES PROVIDED: 17 TREES (1 EXISTING TREE + PROPOSED BUFFER TREES)

TREE CALCULATIONS (MAX. REPLACEMENT CALCULATION)

SPECIMEN:

TOTAL SITE AREA: 18,699 SQ. FT.
 LESS 6,000 SQ. FT.: 12,699 SQ. FT.
 DIVIDED BY 1,000: 12.69 TREES
 TIMES 5" DBH: 63.45 INCHES
 PLUS 30 INCHES: 94 INCHES MAX. SPECIMEN REPLACEMENT

NON-SPECIMEN:

TOTAL SITE AREA: 18,699 SQ. FT.
 LESS 6,000 SQ. FT.: 12,699 SQ. FT.
 DIVIDED BY 1,000: 12.69 TREES
 TIMES 3.5" DBH: 44.45 INCHES
 PLUS 21 INCHES: 66 INCHES MAX. NON-SPECIMEN REPLACEMENT

TOTAL MAX. REPLACEMENT REQUIRED: 160"

TREE REPLACEMENT (PROPOSED TREES)

4 BALD CYPRESS @ 3.5" DBH = 14"
 9 RED MAPLES @ 2.5" DBH = 22.5"
 3 CRAPE MYRTLES @ 2.5" DBH = 7.5"
 TOTAL PROPOSED TREES TO BE PLANTED: 16 TREES (44")

REMAINING INCHES TO BE MITIGATED: 116"
 (160" REQUIRED - 44" PROPOSED = 116")

PROPOSED TREE BANK PAYMENT (\$10/INCH): \$1,160.00

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41 E. MICHAEL GLADDEN BLVD., CITY OF APOPKA, FL

8/14/17
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 DRAWN BY: KB
 SHEET NUMBER
L-3

GENERAL NOTES:

1. ALL WORK SHALL COMPLY WITH CODES AND STANDARDS LISTED IN THE SPECIFICATIONS.
2. THE DRAWINGS ARE DIAGRAMATIC AND THE OMISSION OF AN ITEM NECESSARY FOR THE PROPER FUNCTIONING OF THE SYSTEM DOES NOT RELIEVE THE CONTRACTOR FROM FURNISHING AND INSTALLING THAT ITEM.
3. NOTIFY ARCHITECT/ ENGINEER OF ANY CONFLICTS PRIOR TO PURCHASING EQUIPMENT AND PRIOR TO CUTTING OPENING.
4. PRIOR TO BID, COORDINATE ALL ELECTRICAL WORK WITH MECHANICAL WORK AND OTHER TRADES. SEE SPECIFICATIONS FOR REQUIREMENTS.
5. CONTRACTOR SHALL NOT CONCEAL ANY WORK UNTIL INSPECTED BY ELECTRICAL INSPECTOR AND/OR ARCHITECT/ENGINEER. CONTRACTOR SHALL NOTIFY A/E OF A SCHEDULED INSPECTION TIME WITHIN 72 HOURS. CONTRACTORS SHALL NOT CONCEAL WORK UNTIL APPROVED.
6. ELECTRICAL CONTRACTOR SHALL COORDINATE WITH ARCHITECT AND GENERAL CONTRACTOR ON REQUIREMENTS FOR STRUCTURAL SUPPORT AND FRAMING FOR ALL ELECTRICAL EQUIPMENT AND SYSTEMS. GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AND VERIFYING STRUCTURAL SUPPORT AND FRAMING.
7. THE SIZE, LOCATION, WEIGHT, AND NEC ARTICLE 110/384 REQUIRED SERVICE CLEARANCES OF EQUIPMENT INSTALLED UNDER DIVISION 16 ELECTRICAL SHALL BE COORDINATED WITH ALL OTHER TRADES.
8. WHERE CROWDED LOCATIONS EXIST OR WHERE THERE IS A POSSIBILITY OF CONFLICT BETWEEN TRADES, CONTRACTOR SHALL MAKE COMPOSITE DRAWINGS SHOWING THE EXACT LOCATION OF DUCTS, CONDUIT AND EQUIPMENT. DRAWINGS SHALL BE BASED ON FIELD MEASUREMENTS AND, AFTER CONSULTATION AND AGREEMENT BETWEEN THE TRADES, SHALL BE APPROVED BY THE ARCHITECT BEFORE INSTALLATION OF THE WORK.
9. ELECTRICAL CONTRACTOR IS TO PROVIDE PULL STRINGS IN ALL EMPTY CONDUIT AND RACEWAYS WITH LABELING TAGS AT EACH END.
10. ALL RACEWAY TERMINATION'S SHALL HAVE BUSHINGS AND BE GROUNDED WHERE RACEWAY IS METAL.
11. ALL BARE METAL SURFACES SHALL BE PRIMED AND PAINTED TO PREVENT ANY RUST, INCLUDING BUT NOT LIMITED TO ANGLE FRAMING, EQUIPMENT SUPPORTS, MOUNTING HARDWARE, ETC.
12. DO NOT SCALE FROM THESE DRAWINGS. REFER TO ARCHITECTURAL PLANS FOR DIMENSIONS.
13. ALL RACEWAYS SHALL HAVE A GREEN GROUNDING CONDUCTOR.
14. ALL NEW BREAKERS IN EXISTING PANELS SHALL HAVE AN AIC RATING EQUAL TO OR GREATER THAN THE HIGHEST RATED BREAKER IN THAT PANEL.
15. CONTRACTOR SHALL FIRESTOP ALL NEW AND EXISTING ELECTRICAL PENETRATIONS IN FIRE RATED PARTITIONS (WALLS, FLOORS OR CEILINGS) WITH AN APPROVED FIRESTOP SYSTEM RATED FOR THE APPLICATION. FIRESTOP SYSTEM SHALL BE UL LISTED AND INSTALLED IN STRICT COMPLIANCE WITH THE MANUFACTURER'S INSTRUCTIONS.
16. EC SHALL FURNISH AND INSTALL EXPANSION JOINTS AT ALL LOCATIONS WHERE BUILDING EXPANSION JOINTS ARE USED.
17. COORDINATE ALL MECHANICAL LOADS, VOLTAGES AND LOCATIONS WITH MECHANICAL CONTRACTOR AND MAKE NECESSARY ADJUSTMENTS WITHOUT EXTRA CHARGES.
18. EC MAY INSTALL MULTIPLE CIRCUITS INDICATED ON PANEL SCHEDULE IN A SINGLE CONDUIT. EC SHALL BE RESPONSIBLE FOR VERIFYING CONDUIT FILL AND CONDUCTOR DERATING.
19. ALL POWER AND WIRING SHALL BE CONCEALED WHERE PRACTICAL. SURFACE MOUNTED RACEWAY SHALL BE WIREMOLD (OR EQUIVALENT) METALLIC SURFACE RACEWAY. CONTRACTOR SHALL PROVIDE AND INSTALL ALL RACEWAY, BOXES, AND FITTINGS REQUIRED FOR A COMPLETE INSTALLATION. CABLING IN NON-PUBLIC AREAS MAY BE IN EMT.
20. SURGE PROTECTION SHALL BE PROVIDED ON ALL CABLES ENTERING/ EXITING BUILDINGS THAT CONNECT TO ELECTRICAL EQUIPMENT.
21. ALL SITE EXCAVATION OR TRENCHING SHALL BE DONE BY HAND. ALL CONDUITS SHALL HAVE A MINIMUM BURIAL DEPTH OF 24".
22. NO SPLICES SHALL BE PERMITTED IN UNDERGROUND/ FLUSH IN-GRADE PULL BOXES WITHOUT PRIOR WRITTEN APPROVAL BY OWNER.
23. ANY REDUCTION IN CABLE SIZE TO FIT ON LUGS IS THE RESPONSIBILITY OF THE CONTRACTOR IF CALLED FOR ON THE DRAWINGS OR NOT.
24. ALL WIRE AND CONDUIT SIZES SHOWN ARE BASED ON THE LENGTH OF THE ASSUMED ROUTING OF THE WIRE AND CONDUIT AND VOLTAGE DROP COMPLIANCE. CONTRACTOR SHALL VERIFY THE WIRE AND CONDUIT SIZE BASED ON THE ACTUAL LENGTH OF THE ROUTE AND ADJUST AS REQUIRED MEETING ALL REQUIRED VOLTAGE DROPS.
25. THE CONTRACTOR MUST CONTACT THE POWER COMPANY IMMEDIATELY AFTER FINAL DOCUMENTS HAVE BEEN SUBMITTED TO OPEN UP A WORK ORDER. CONTRACTOR SHALL PROVIDE THE POWER COMPANY ENGINEER A SET OF ELECTRICAL DRAWINGS AND A COMPLETED LOAD CALCULATION SHEET. INFORMATION SHOWN ON DRAWINGS REGARDING THE POWER COMPANY TRANSFORMER, AIC RATINGS, CT CABINETS SERVICE DISCONNECTS ETC. ARE SUBJECT TO CHANGE BASED ON THE FINAL POWER COMPANY SERVICE DESIGN. CONTRACTOR SHALL ALLOW FOR THESE POSSIBLE CHANGES AND MAKE MODIFICATIONS AS REQUIRED BY THE POWER COMPANY FINAL DESIGN.

ELECTRICAL SPECIFICATIONS

SECTION 16010 – ELECTRICAL GENERAL PROVISIONS

1. ALL WORK AND EQUIPMENT SHALL BE IN COMPLIANCE WITH THE FOLLOWING CODES AND STANDARDS:
 - A. FLORIDA BUILDING CODE 2014, 5th EDITION
 - B. NFPA-70 NATIONAL ELECTRICAL CODE, 2011 EDITION
2. ALL MATERIALS SHALL BE NEW AND FREE FROM DEFECT, EXCEPT WHERE SPECIFICALLY NOTED ON THE PLANS TO BE RECONNECTED OR REUSED.
3. CONDUCT THE WORK ACCORDING TO OSHA AND NEC ARC FLASH REQUIREMENTS.
4. ALL SYSTEMS SHALL BE TESTED FOR PERFORMANCE VERIFICATION IN THE PRESENCE OF THE OWNER.

SECTION 16050 – ELECTRICAL BASIC MATERIALS AND METHODS

1. WIRE SHALL BE COPPER UNLESS NOTED OTHERWISE ON THE PLANS, HEAT AND MOISTURE RESISTANT, TYPE THWN WITH A 600 VOLT RATING.
2. PROVIDE WIRE TIES IN THE PANEL FOR THE GROUNDED AND UNGROUNDED WIRES OF MULTI-WIRE BRANCH CIRCUITS.



Owner
Jun Ho Kim

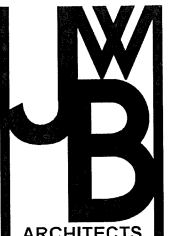
ELECTRICAL NOTES + SPECS

John's Corner Grocery Store
41 E. Michael C. Giddens Blvd.
Apopka, FL 32708

Architect of Record
John W. Dart - AIA/LEED

Date	Drawn By	Checked By
07/22/17	RR	JWB
Project No.		
16-098		
Sheet No.		

E100



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 2295 S. HIWASSEE RD.
 SUITE 304
 ORLANDO, FLORIDA 32835
 PH 407.298-5020
 FX 407.298-5030

Owner

Jun Ho Kim

SITE LIGHTING PLAN

John's Corner Grocery Store
 41 E. Michael Gladden Blvd.
 Apopka, FL 32708

Architect of Record
 John W. Burt - AF05883

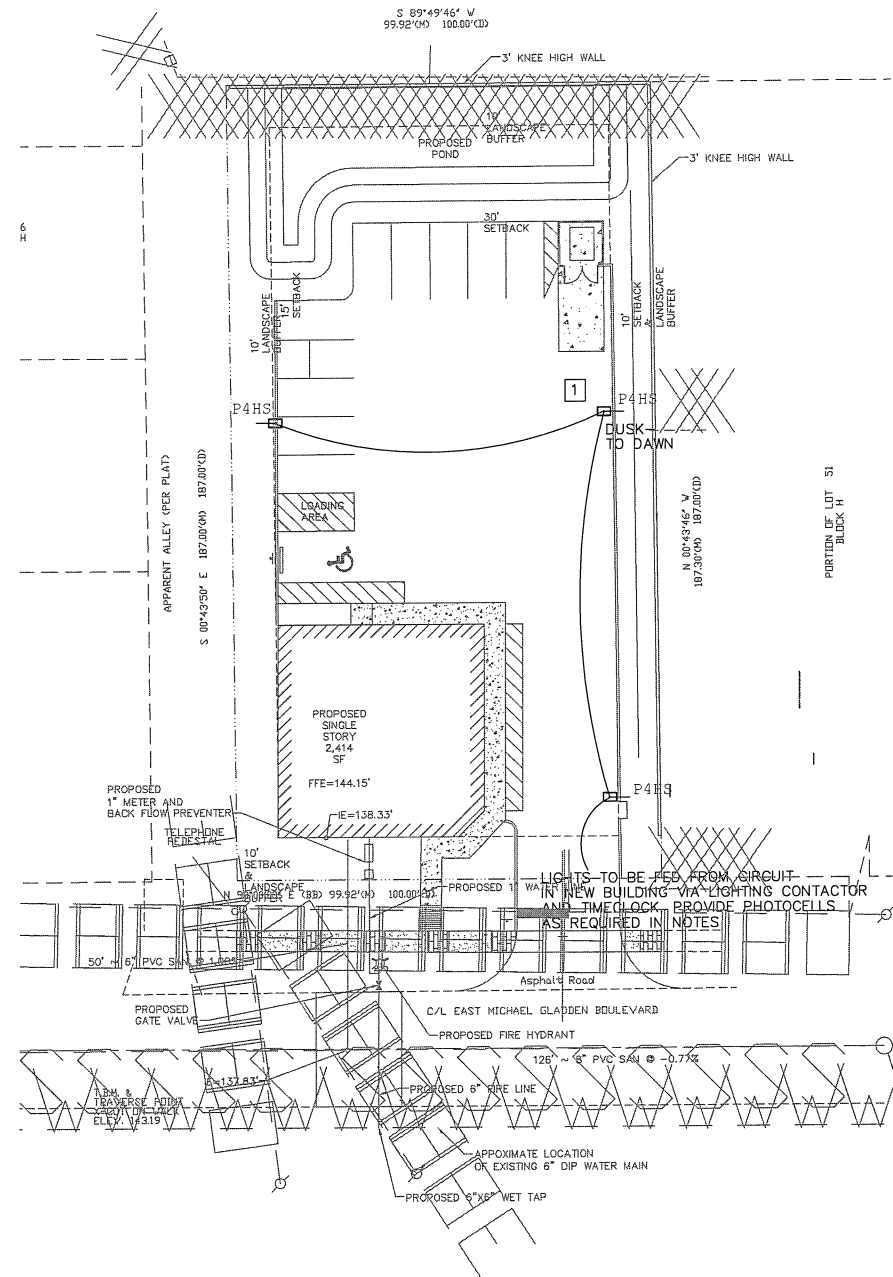
Revisions

Date	Drawn By	Checked By
07/22/17	RR	JWB

Project No.
16-096

Sheet No.

E200



GENERAL NOTES:

1. BASIS OF DESIGN IS A ALUMINUM DIRECT BURIAL POLE, 30' WITH MOUNTING HEIGHT OF 25'.
2. FIXTURES COLOR SHALL BE SELECTED BY ARCHITECT.
3. FIXTURES SHALL BE 120V, SINGLE PHASE.
4. WIRE SIZES SHOWN ARE FOR COPPER WIRE. VOLTAGE DROP HAS BEEN CALCULATED TO MEET NEC REQUIREMENTS OF 3% FOR BRANCH CIRCUITS BASED ON AN ASSUMED ROUTE. CONTRACTOR SHALL RECALCULATE THE VOLTAGE DROP BASED ON ACTUAL ROUTING AND ADJUST WIRE AND CONDUIT SIZES AS REQUIRED.
5. ALL FIXTURES MUST BE FULL CUTOFF. PROVIDE CUT OFF SHIELDS AS REQUIRED.

KEY NOTE:

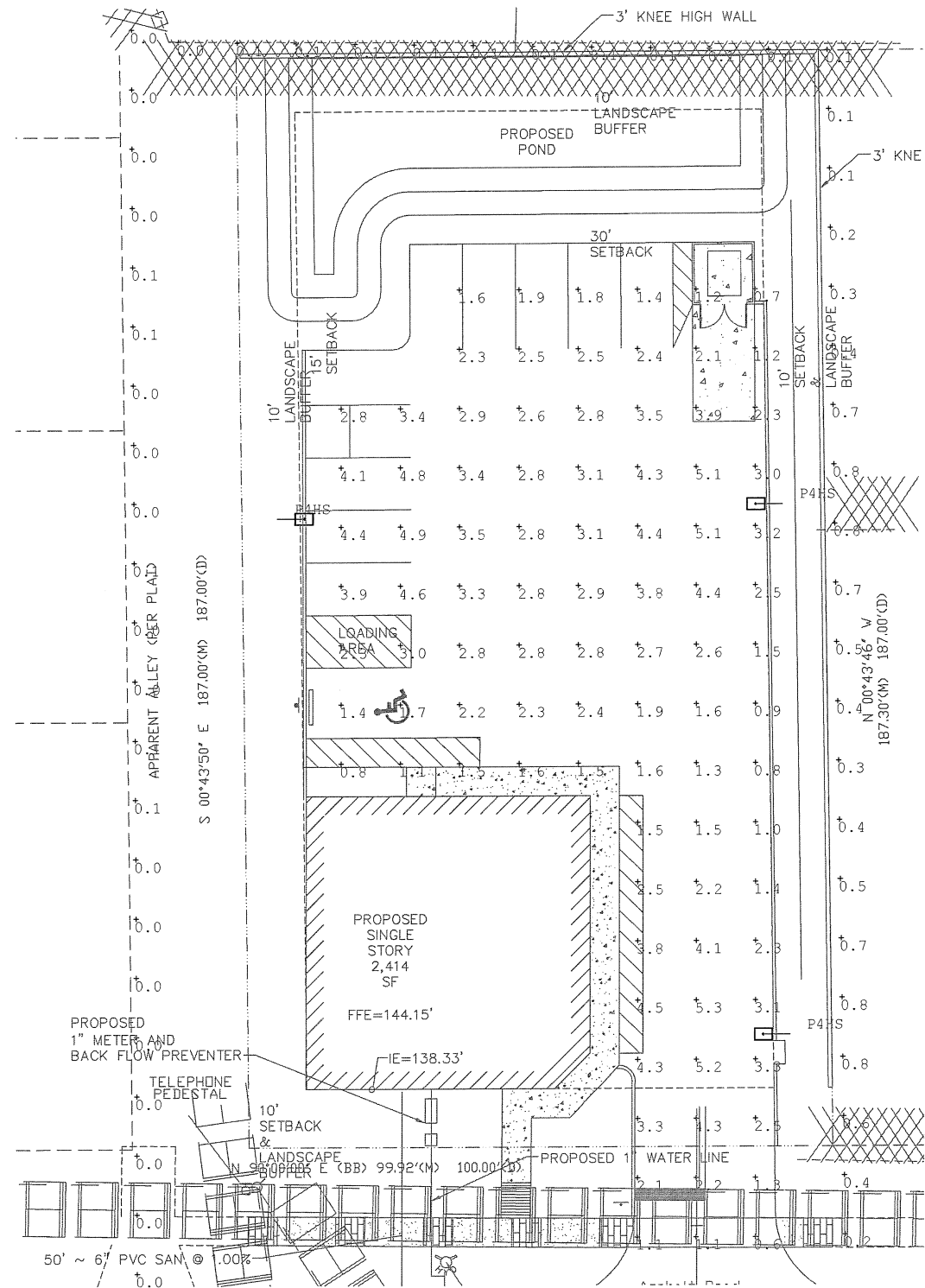
1. THIS FIXTURE IS TO REMAIN ON FROM DUSK UNTIL DAWN. FIXTURES NOT LABELED DUSK-TO-DAWN WILL SHUT OFF COMPLETELY AT THE CLOSE OF BUSINESS. THIS WILL PROVIDE THE 50% REDUCTION OF NORMAL ILLUMINATION LEVELS AS REQUIRED BY CODE.

LIGHTING CONTROL NOTES:

1. CONTRACTOR SHALL PROVIDE AND CONNECT PHOTOCELLS, LIGHTING CONTACTORS AND TIMECLOCKS REQUIRED TO DO THE FOLLOWING:
 - ALL FIXTURES TO TURN ON AT DUSK
 - WITHIN AN HOUR OF THE CLOSE OF BUSINESS, HALF OF THE LIGHTS ARE TO BE SHUT OFF WITH ONLY THOSE LABELED "DUSK-TO-DAWN" REMAINING ON UNTIL DAYLIGHT
 - AT DAYLIGHT, ALL FIXTURES SHALL TURN OFF



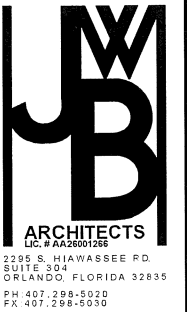
1 SITE LIGHTING PLAN
 E200 SCALE: 1" = 20'



Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
Property Line	Illuminance	Fc	0.22	0.8	0.0	N.A.	N.A.
Site Lighting	Illuminance	Fc	2.67	5.3	0.6	4.45	8.83

Luminaire Schedule								Lum. Watts	Arr. Watts	Total Watts
Symbol	Qty	Label	Arrangement	Total Lamp Lumens	LLF	Description				
□	3	P4HS	SINGLE	13495	0.900	ASL-A-24L-4K-210-4-EHS-DB - General Structures CPA-4-6018-25-EMB	169	169	507	

Please contact Glenn Krohn at WFLO for quotation assistance.
 glennk@wflorlando.com 407-310-2579



Owner
 Jun Ho Kim

SITE LIGHTING PHOTOMETRIC PLAN

John's Corner Grocery Store
 41 E. Michael Glendon Blvd.
 Apopka, FL 32703

Architect of Record
 John W. Durr - AFS0065

Revisions

Date	Drawn By	Checked By
07/22/17	RR	JWB

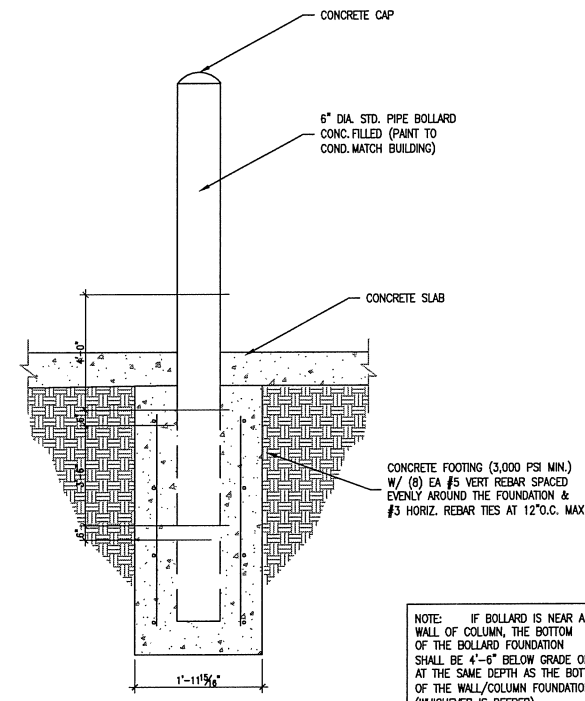
Project No.
 16-006

Sheet No.

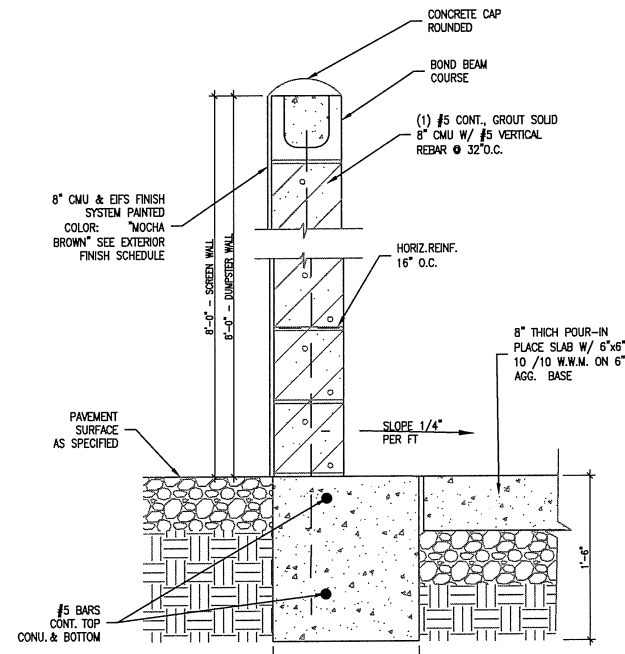
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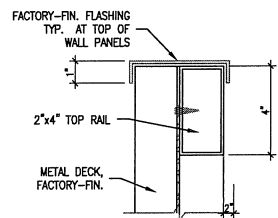
1
 E300
 SCALE: NOT TO SCALE



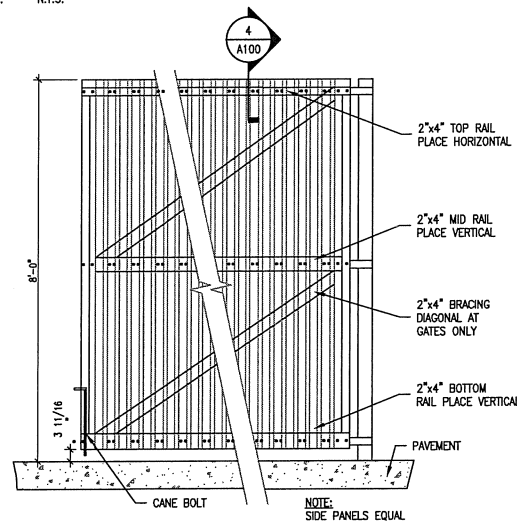
2 BOLLARD DETAIL
SCALE: N.T.S.



3 DUMPSTER AND SCREEN WALL SECTION
SCALE: N.T.S.

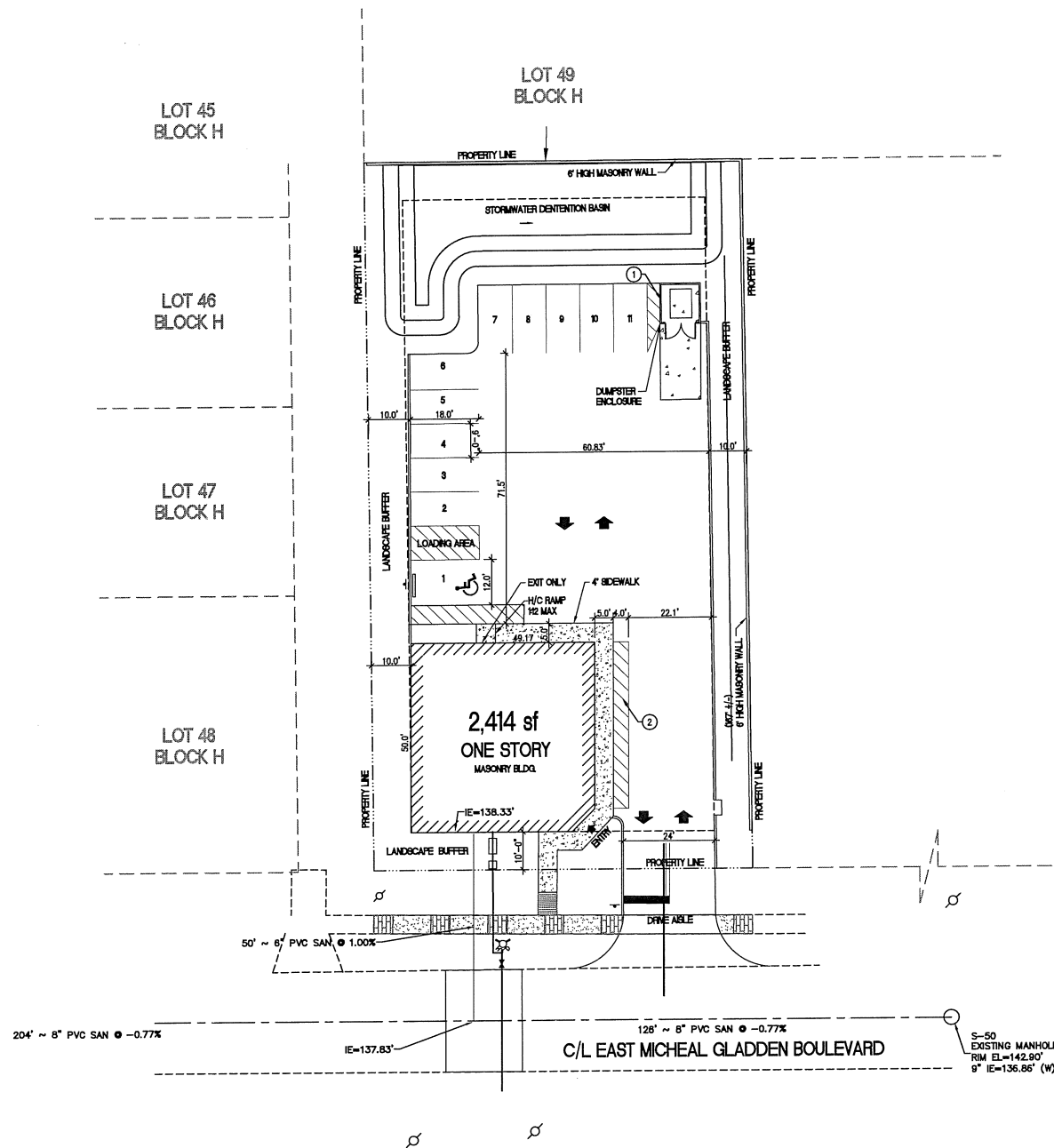


4 GATE FLASHING DETAIL
SCALE: N.T.S.



6 DUMPSTER ENCLOSURE GATE ELEVATION
SCALE: N.T.S.

213



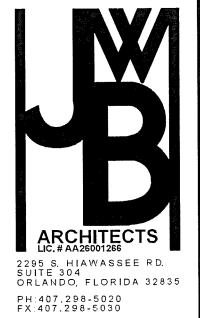
1 ARCHITECTURAL SITE PLAN
SCALE: 1" = 20'

LEGEND:

① DRAIN

SITE PLAN NOTES:

- ① DUMPSTER ENCLOSURE WALL TO MATCH BRICK USED ON BUILDING
- ② PROPOSED FIRE LANE



Owner:
Jun Ho Kim

ARCHITECTURAL SITE PLAN

John's Corner Grocery Store
41 E. Michael Gladden Blvd.
Apopka, FL 32703

Architect of Record
John W. Bart - Architects

Revisions		
Date	Drawn By	Checked By
07/22/17	RR	JWB
Project No.		
16-096		
Sheet No.		

A100





2296 S. HIAWASSEE RD.
SUITE 304
ORLANDO, FLORIDA 32835
PH: 407.298.5025
FX: 407.298.0330

Owner:
Jun Ho Kim

PROPOSED ELEVATIONS
John's Corner Grocery Store
 41 E. Michael Gladden Blvd.
 Apopka, FL 32703

Architect of Record
John W. Burt - AR90163

Date: 07/22/17
Drawn By: RR
Checked By: JWB

Project No.
16-099

Sheet No.
A301

KEYNOTES

DIVISION 1 - GENERAL REQUIREMENTS

1.1 THESE GENERAL KEYNOTES ARE ORGANIZED BASE UPON 16 DIVISIONS SET UP BY THE CONSTRUCTION SPECIFICATIONS INSTITUTE.

DIVISION 2 - SITEWORK

2.01 FINISH GRADE
2.02 TREATED COMPACTED FILL
2.03 CONCRETE WALKWAY, SLOPE 1/4"=1'-0" AWAY FROM BUILDING
2.04 1/2" EXPANSION JOINT

DIVISION 3 - CONCRETE

3.01 CONCRETE SLAB
3.02 CONCRETE FOOTING
3.03 #4 HORIZONTAL REBAR @ 2'-0" O.C.
3.04 (2) #4 CONT. HORIZ. REBAR
3.05 #5 VERT. REBAR @ 2'-0" O.C.
3.06 #5 VERT. REBAR @ 8'-0" O.C., MIN. 48" LAP SPLICE
3.07 10x10 WWF HOLD MESH 1-1/2" ABOVE GROUND
3.08 1/2"x8" ANCHOR BOLT
3.09 C.I.P. CONCRETE BEAM, SEE BEAM SCHEDULE FOR DESIGN.

DIVISION 4 - MASONRY

4.01 8X8X16 NORMAL WEIGHT C.M.U.
4.02 8X8X16 NORMAL WEIGHT C.M.U. BOND BEAM W/ (2) #5 CONT.
4.03 EXTRUDED PRECAST CONCRETE LINTEL
4.04 EXTRUDED PRECAST CONCRETE LINTEL
4.05 8X8X16 NORMAL WEIGHT C.M.U. BOND BEAM W/ (2) #5 CONT.
4.06 ADJUST HEIGHT TO MATCH BEARING HEIGHT
4.07 HORIZONTAL JOINT REINFORCEMENT @ 16" O.C. VERTICALLY.
4.08 8 X 90 DEG. STANDARD ACI HOOK
4.09 SPLIT FACE TEXTURED BLOCK
4.09 SMOOTH FACE BLOCK, SCORED JOINTS

DIVISION 5 - METALS AND FASTENERS

5.01 STEEL REINFORCING/BRACING
5.02 2"x2" CHANNEL, HOT DIPPED GALVANIZED, PAINTED.
5.03 6" C" CHANNEL, HOT DIPPED GALVANIZED, PAINTED.
5.04 W12X45 WIDE FLANGE BEAM, HOT DIPPED GALVANIZED, PAINTED.
5.05 (2) 5/8" X 7" EXP. ANCHOR @ 2'-0" O.C. STAGGERED
5.06 1-1/2" METAL DECK
5.07 NOT USED.
5.08 NOT USED.
5.09 POWDER ACTIVATED FASTENERS @ 2'-0" O.C. STAGGERED.
5.10 2-SHEET METAL SCREWS @ 2'-0" O.C. STAGGERED.
5.11 CONTINUOUS 3"x6" STEEL CHANNEL.

DIVISION 6 - WOOD AND PLASTICS

6.01 PRESSURE TREATED WOOD BLOCKING.
6.02 WOOD SHIMS
6.03 5/8" CDX PLYWOOD SHEATHING.
6.04 WOOD BLOCKING
6.05 3/4" HIGH HATS
6.07 PRESSURE TREATED 2X BLOCKING
6.08 5/8" DENSGLASS SHEATHING, TAPED AND SEALED.
6.09 PRE-ENGINEERED WOOD ROOF TRUSS SYSTEM. SEE TRUSS PLAN.
6.10 STAINED/SEALED NOM 6X6 WOOD COLUMN
6.11 STAINED/SEALED NOM 2X12 WOOD BEAM
6.12 STAINED/SEALED NOM 2X12 WOOD TRELIS JOISTS @16" O.C.
6.13 STAINED/SEALED NOM 2X4 WOOD TOP TRIM.
6.14 (2) 2X6 TREATED WOOD LEDGER BOARD.
6.15 (2) 5/8" X 7" EXP. ANCHOR @ 3'-0" O.C. STAGGERED
NOM. 2X6 STUD FRAMING @16" O.C.

DIVISION 7 - THERMAL AND MOISTURE PROTECTION

7.01 R-30 MIN. INSULATION BOARD.
7.02 R-19 MIN. INSULATION
7.03 ROCK WOOL SOUND BATS.
7.04 1-1/2" R-11 MIN. FOIL FACED RIGID INSULATION BOARD.
7.05 6 MIL POLYETHYLENE VAPOR BARRIER.
7.06 SEALANT
7.07 BACKER ROD
7.08 (PPS) PRECOMPRESSED FOAM SEALANT
7.09 3.1" ROOF INSULATION BOARD
7.10 TPO ROOFING SYSTEM
7.11 TAPERED INSULATION TO PROVIDE POSITIVE DRAINAGE
7.12 ROOFING CAULK
7.13 24 PREFINISHED ALUMINUM BREAKMETAL FASCIA
7.14 24 PREFINISHED ALUMINUM BREAKMETAL COPING WITH CONTINUOUS HOLD DOWN CLIPS
7.15 2 PIECE COUNTER FLASHING
7.16 ROLL APPLIED PERMA-BARRIER, OVER ENTIRE CMU EXTERIOR SURFACE.
7.17 ICE AND WATER SHIELD
7.18 PREFINISHED METAL COPING
7.19 NOT USED.
7.20 ASPHALT PAPER UNDERLAYMENT
7.21 24 PREFINISHED ALUMINUM BREAKMETAL FLASHING
7.22 1 1/2" FOIL FACED INSULATION BOARD, TAPED JTS. INSTALL FOIL FACE TOWARD EXTERIOR

DIVISION 8 - DOORS AND WINDOWS

8.01 PREHUNG H.M. DOOR W/ FRAME
8.02 NOT USED
8.03 WEATHERSTRIPPING
8.04 ALUMINUM THRESHOLD
8.05 CLEAR ANODIZED ALUMINUM PREFAB WINDOW.
8.06 ALUMINUM STOREFRONT FRAME
8.07 GLAZING, SEE ELEVATIONS FOR TYPE AND GLAZING SCHEDULE.
8.08 4" X 8" TALL STOREFRONT FRAME
8.09 STOREFRONT SILL WATER DAM
8.10 24 ALUMINUM BREAKMETAL FASCIA, MATCH STOREFRONT FINISH
8.11 CLEAR ANODIZED ALUMINUM STOREFRONT DOOR, MEDIUM STYLE.
8.12 CLEAR ANODIZED ALUMINUM SLIDING GLASS DOOR.

DIVISION 9 - FINISHES

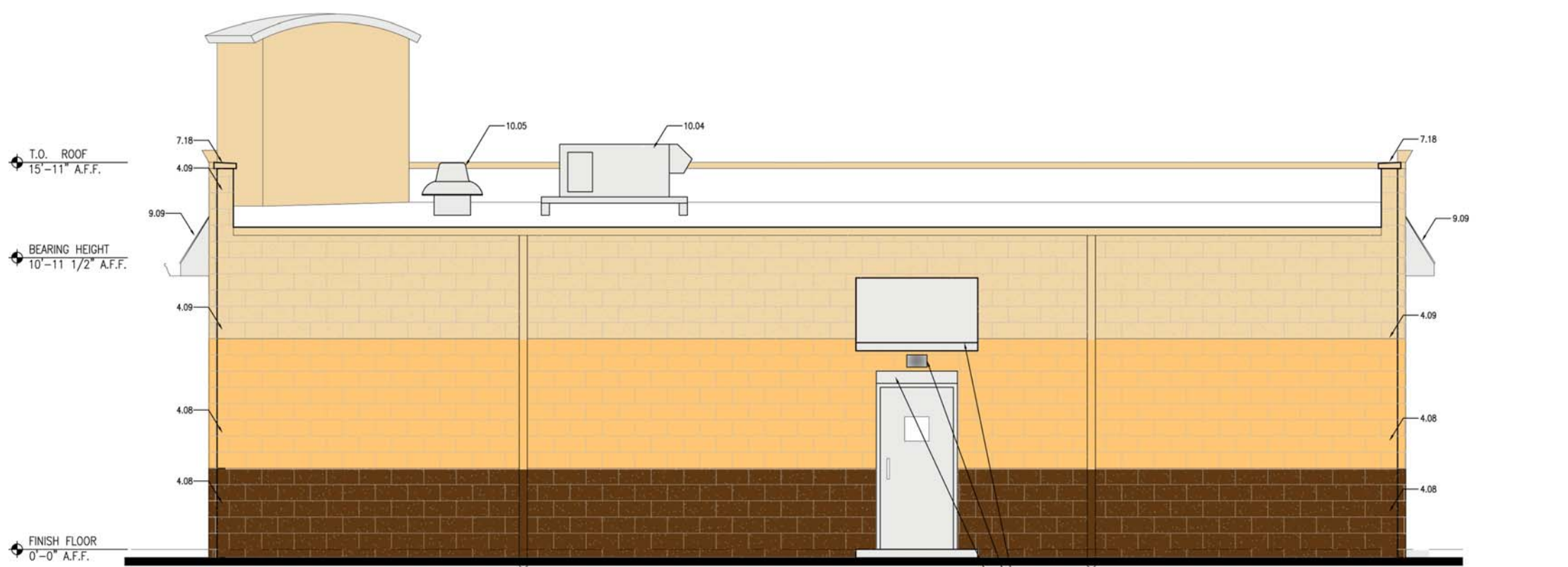
9.01 1/2" GYPSUM WALL BOARD, (GREEN BOARD IN WET AREAS).
9.02 PAINT TO MATCH BUILDING
9.03 2 1/2" 25 GAUGE METAL STUDS @ 2'-0" O.C.
9.04 3 1/2" 25 GAUGE METAL STUDS @ 2'-0" O.C.
9.05 5/8" GAUGE METAL STUDS @ 2'-0" O.C.
9.06 BUILT-UP METAL STUD HEADER
9.07 5/8" GYPSUM WALL BOARD, (GREEN BOARD IN WET AREAS)
9.08 5/8" TYPE X GYPSUM WALL BOARD.
9.09 STANDING SEAM METAL ROOF
9.10 SUSPENDED ACOUSTICAL CEILING.
9.11 CONTROL JOINT
9.12 STUCCO FINISH SYSTEM OVER LATH
9.13 PRE-MIXED STUCCO EDGE W/ DRIP
9.14 MIN 5/8" STUCCO SYSTEM OVER C.M.U., 7/8" OVER SHEATHING
9.15 1" STUCCO RAISED PROFILE
9.16 1" DEEP X 2" TALL RECESSED STUCCO REVEAL

DIVISION 10 - EQUIPMENT

10.01 CLEAR ANODIZED ALUMINUM SIGNAGE
10.02 LIGHTING FIXTURE, SEE ELECTRICAL
10.03 CANVAS AWNING
10.04 ROOF TOP UNIT, SEE MECHANICAL DRAWING.
10.05 EXHAUST FAN, SEE MECHANICAL DRAWING.
10.06 STEEL LADDER TO ROOF
10.07 OPERABLE SECURITY DOOR
10.08 ALUMINUM SIGNAGE FRAMED WITH BLACK OUT ACRYLIC GLAZING



1 SOUTH ELEVATION
A301 SCALE: 3/8" = 1'-0"



2 NORTH ELEVATION
A301 SCALE: 3/8" = 1'-0"



2295 S. HIAWASSEE RD.
SUITE 304
ORLANDO, FLORIDA 32835
PH: 407.298.5020
FX: 407.298.5030

Owner:
Jun Ho Kim

PROPOSED ELEVATIONS
John's Corner Grocery Store
41 E. Michael Gladden Blvd.
Apopka, FL 32703

Architect of Record
John W. Burt - AF00363

Revisions

Date: 07/22/17
Drawn By: RR
Checked By: JWB

Project No.
16-096

Sheet No.

A302

KEYNOTES

DIVISION 1 - GENERAL REQUIREMENTS

- 1.1 THESE GENERAL KEYNOTES ARE ORGANIZED BASE UPON 16 DIVISIONS SET UP BY THE CONSTRUCTION SPECIFICATIONS INSTITUTE.

DIVISION 2 - SITEWORK

- 2.01 FINISH GRADE
- 2.02 TREATED COMPACTED FILL
- 2.03 CONCRETE WALKWAY, SLOPE 1/4"=1'-0" AWAY FROM BUILDING
- 2.04 1/2" EXPANSION JOINT

DIVISION 3 - CONCRETE

- 3.01 CONCRETE SLAB
- 3.02 CONCRETE FOOTING
- 3.03 #4 HORIZONTAL REBAR @ 2'-0" O.C.
- 3.04 (2) #4 CONT. HORIZ. REBAR
- 3.05 #5 1" REBAR @ 2'-0" O.C.
- 3.06 #5 VERT. REBAR @ 8'-0" O.C. MIN 48" LAP SPLICE
- 3.07 10x10 WWF HOLD MESH 1-1/2" ABOVE GROUND
- 3.08 1/2"x8" ANCHOR BOLT
- 3.09 C.I.P. CONCRETE BEAM, SEE BEAM SCHEDULE FOR DESIGN.

DIVISION 4 - MASONRY

- 4.01 8X8X16 NORMAL WEIGHT C.M.U.
- 4.02 8X8X16 NORMAL WEIGHT C.M.U. BOND BEAM W/ (2) #5 CONT.
- 4.03 EXTRUDED PRECAST CONCRETE SILL
- 4.04 EXTRUDED PRECAST CONCRETE LINTEL
- 4.05 8X8X16 NORMAL WEIGHT C.M.U. BOND BEAM W/ (2) #5 CONT.
- 4.06 HORIZONTAL JOINT REINFORCEMENT @ 16" O.C. VERTICALLY, ADJUST HEIGHT TO MATCH BEARING HEIGHT
- 4.07 8 X 90 DEG. STANDARD ACI HOOK
- 4.08 SPLIT FACE TEXTURED BLOCK
- 4.09 SMOOTH FACE BLOCK, SCORED JOINTS

DIVISION 5 - METALS AND FASTENERS

- 5.01 STEEL REINFORCING/BRACING
- 5.02 4"x24" CHANNEL, HOT DIPPED GALVANIZED, PAINTED.
- 5.03 6" 1" CHANNEL, HOT DIPPED GALVANIZED, PAINTED.
- 5.04 W12X45 WIDE FLANGE BEAM, HOT DIPPED GALVANIZED, PAINTED.
- 5.05 (2) 5/8" X 7" EXP. ANCHOR @ 2'-0" O.C. STAGGERED
- 5.06 1-1/2" METAL DECK
- 5.07 NOT USED.
- 5.08 NOT USED.
- 5.09 2" POWDER ACTIVATED FASTENERS @ 2'-0" O.C. STAGGERED.
- 5.10 SHEET METAL SCREWS @ 2'-0" O.C. STAGGERED.
- 5.11 CONTINUOUS 3"x6" STEEL CHANNEL.

DIVISION 6 - WOOD AND ELASTICS

- 6.01 PRESSURE TREATED WOOD BLOCKING.
- 6.02 WOOD SHIMS.
- 6.03 5/8" CDX PLYWOOD SHEATHING.
- 6.04 WOOD BLOCKING.
- 6.05 3/4" HIGH HATS
- 6.06 PRESSURE TREATED 2X BLOCKING
- 6.07 5/8" BENSGLASS SHEATHING, TAPED AND SEALED.
- 6.08 PRE-ENGINEERED WOOD ROOF TRUSS SYSTEM, SEE TRUSS PLAN.
- 6.09 STAINED/SEALED NOM 6X6 WOOD COLUMN
- 6.10 STAINED/SEALED NOM 2X12 WOOD BEAM
- 6.11 STAINED/SEALED NOM 2X12 WOOD TRELIS JOISTS @16" O.C.
- 6.12 STAINED/SEALED NOM 2X4 WOOD TOP TRIM.
- 6.13 (2) 2X6 TREATED WOOD LEDGER BOARD
- 6.14 (2) 5/8" X 7" EXP. ANCHOR @ 3'-0" O.C. STAGGERED
- 6.15 NOM. 2X6 STUD FRAMING @16" O.C.

DIVISION 7 - THERMAL AND MOISTURE PROTECTION

- 7.01 R-30 MIN. INSULATION BOARD.
- 7.02 R-19 MIN. INSULATION.
- 7.03 ROCK WOOL SOUND BATT.
- 7.04 1-1/2" R-11 MIN. FOIL FACED RIGID INSULATION BOARD.
- 7.05 6 MIL. POLYETHYLENE VAPOR BARRIER.
- 7.06 SEALANT
- 7.07 BACKER ROD
- 7.08 (PFS) PRECOMPRESSED FOAM SEALANT
- 7.09 3.1" ROOF INSULATION BOARD
- 7.10 TPO ROOFING SYSTEM
- 7.11 TAPERED INSULATION TO PROVIDE POSITIVE DRAINAGE
- 7.12 ROOFING CANT
- 7.13 .24 PREFINISHED ALUMINUM BREAKMETAL FASCIA.
- 7.14 .24 PREFINISHED ALUMINUM BREAKMETAL COPING WITH CONTINUOUS HOLD DOWN CLIPS
- 7.15 2 PIECE COUNTER FLASHING
- 7.16 ROLL APPLIED PERMA-BARRIER, OVER ENTIRE CMU EXTERIOR SURFACE.
- 7.17 ICE AND WATER SHIELD
- 7.18 PREFINISHED METAL COPING
- 7.19 NOT USED
- 7.20 ASPHALT PAPER UNDERLAYMENT
- 7.21 .24 PREFINISHED ALUMINUM BREAKMETAL FLASHING
- 7.22 1 1/2" FOIL FACED INSULATION BOARD, TAPED JTS. INSTALL FOIL FACE TOWARD EXTERIOR

DIVISION 8 - DOORS AND WINDOWS

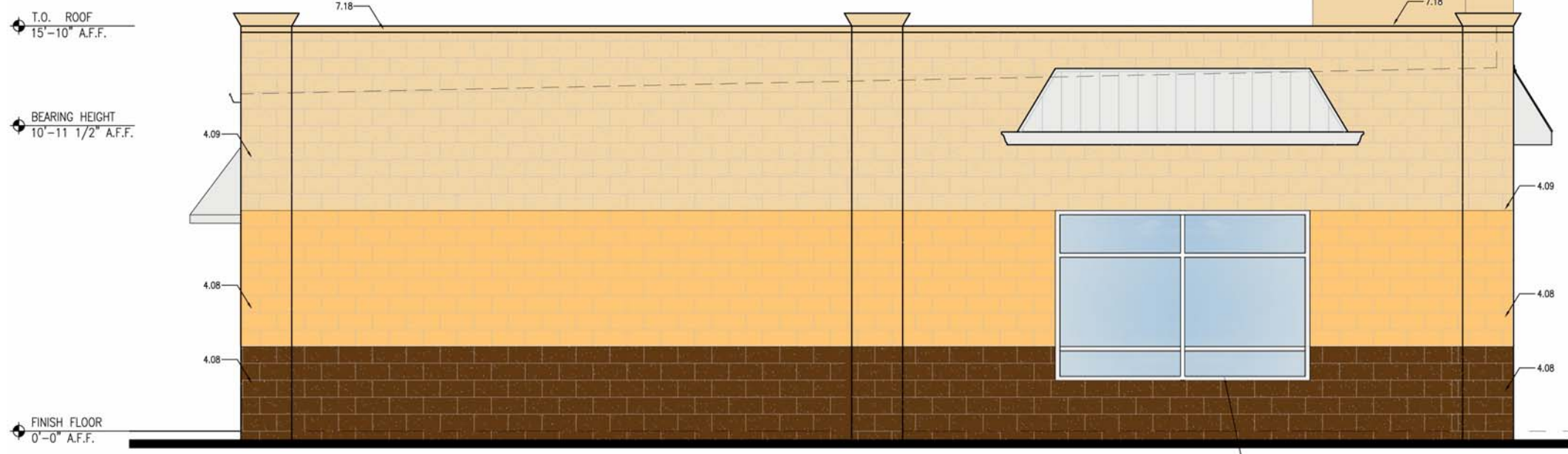
- 8.01 PREHUNG H.M. DOOR W/ FRAME
- 8.02 NOT USED
- 8.03 WEATHERSTRIPPING
- 8.04 ALUMINUM THRESHOLD
- 8.05 CLEAR ANODIZED ALUMINUM PREFAB WINDOW.
- 8.06 ALUMINUM STOREFRONT FRAME
- 8.07 GLAZING; SEE ELEVATIONS FOR TYPE AND GLAZING SCHEDULE.
- 8.08 4" X 8" TALL STOREFRONT FRAME
- 8.09 STOREFRONT SILL WATER DAM.
- 8.10 .24 ALUMINUM BREAKMETAL FASCIA, MATCH STOREFRONT FINISH
- 8.11 CLEAR ANODIZED ALUMINUM STOREFRONT DOOR, MEDIUM STYLE.
- 8.12 CLEAR ANODIZED ALUMINUM SLIDING GLASS DOOR.

DIVISION 9 - FINISHES

- 9.01 1/2" GYPSUM WALL BOARD. (GREEN BOARD IN WET AREAS).
- 9.02 PAINT TO MATCH BUILDING
- 9.03 2 1/2" 25 GAUGE METAL STUDS @ 2'-0" O.C.
- 9.04 3 1/2" 25 GAUGE METAL STUDS @ 2'-0" O.C.
- 9.05 3 1/2" 25 GAUGE METAL STUDS @ 2'-0" O.C.
- 9.06 BUILT-UP METAL STUD HEADER
- 9.07 5/8" GYPSUM WALL BOARD. (GREEN BOARD IN WET AREAS)
- 9.08 5/8" TYPE 'X' GYPSUM WALL BOARD.
- 9.09 STANDING SEAM METAL ROOF
- 9.10 SUSPENDED ACOUSTICAL CEILING.
- 9.11 CONTROL JOINT
- 9.12 STUCCO FINISH SYSTEM OVER LATH OVER ASPHALT IMPREGNATED PAPER PRE-MIXED STUCCO EDGE W/ DRIP
- 9.13 MIN 5/8" STUCCO SYSTEM OVER C.M.U., 7/8" OVER SHEATHING
- 9.15 1" STUCCO RAISED PROFILE
- 9.16 1" DEEP X 2" TALL RECESSED STUCCO REVEAL

DIVISION 10 - EQUIPMENT

- 10.01 CLEAR ANODIZED ALUMINUM SIGNAGE
- 10.02 LIGHTING FIXTURE, SEE ELECTRICAL
- 10.03 CANVAS AWNING
- 10.04 ROOF TOP UNIT, SEE MECHANICAL DRAWING.
- 10.05 EXHAUST FAN, SEE MECHANICAL DRAWING.
- 10.06 STEEL LADDER TO ROOF
- 10.07 OPERABLE SECURITY DOOR
- 10.08 ALUMINUM SIGNAGE FRAMED WITH BLACK OUT ACRYLIC GLAZING



1 WEST ELEVATION
SCALE: 3/8" = 1'-0"



2 EAST ELEVATION
SCALE: 3/8" = 1'-0"

