

AGENDA APOPKA COMMUNITY REDEVELOPMENT AGENCY WORKSHOP

**April 13, 2017 @ 3:00 PM - 5:00PM
City Hall Council Chamber
120 East Main Street – Apopka, Florida 32703**

CALL TO ORDER

DISCUSSION

This workshop gives the opportunity for the CRA to review and discuss any questions or concerns on the following agenda item(s):

1. Community Redevelopment Agency (CRA) Procedural Review provided by City Attorney, Cliff Shepard.
2. Community Redevelopment Plan update presented by John Jones, Project Manager with S&ME, Inc. (LittleJohn).
 - a. Community Redevelopment Plan Draft.

ADJOURNMENT

Workshop meetings are opportunities for City Council to discuss specific issues among themselves and with Staff in an open meeting and to provide policy guidance to staff on items which are not ready for official action. The public is always welcome to attend, and is welcome to provide comments regarding Workshop items to the Council and Staff outside a meeting. Public comment will not be heard during a Workshop meeting, but public comment on Workshop items are welcome at the very next regular City Council meeting following a Workshop meeting. [Resolution 2016-16: Public Participation Policy & Procedures]

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, not later than five (5) days prior to the proceeding.

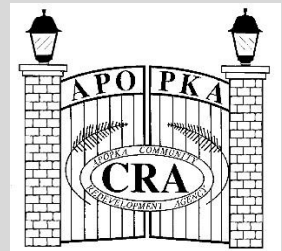
Backup material for agenda item:

2. Community Redevelopment Plan update presented by John Jones, Project Manager with S&ME, Inc. (LittleJohn).

COMMUNITY REDEVELOPMENT PLAN *DRAFT*



CITY OF APOPKA



March 2017

PREPARED BY:



ACKNOWLEDGEMENTS

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Chapter 1: Introduction

PURPOSE

The purpose of a Redevelopment Plan is to address changes in building stock, market conditions, demographics, technological advances and many other challenges. The hopeful outcome is improvement and maintenance of the quality of life for enjoyment of all residents, as well as vitality in the downtown that will spawn additional economic growth and increase property values. The Apopka Community Redevelopment Agency's Community Redevelopment Area (CRA) contains 1,014 parcels, which comprise a total parcel area of 485.9 acres. The CRA, including right-of-ways, covers an area of approximately 633 acres. This area encompasses the majority of downtown Apopka along U.S. 441 and extends from the S.R. 436/U.S. 441 intersection on the east to Hawthorne Avenue on the west, and from 11th Street on the south to Oak Street to the north. **Map 1** provides a graphic representation of the CRA boundary.

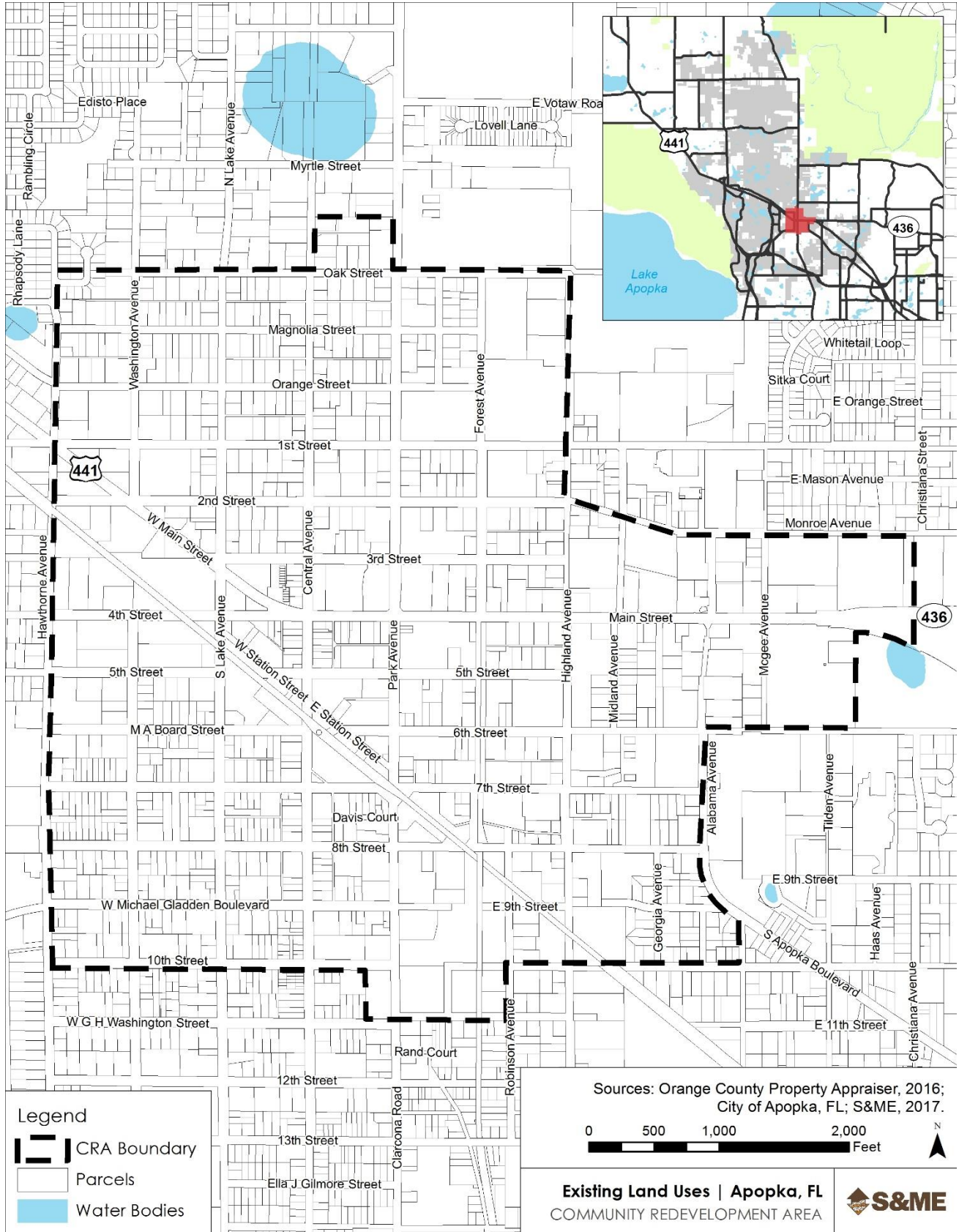
A Redevelopment Plan was originally adopted for Apopka in 1993 to document a strategy for the Community Redevelopment Agency that would facilitate a comprehensive and coordinated revitalization of the CRA. Subsequent to 1993, the City of Apopka has taken steps to implement the strategies and recommendations contained in the 1993 Redevelopment Plan. *This report is intended to replace the City of Apopka's 1993 Community Redevelopment Plan based on the updated information and public participation received at the community workshop; and presents recommendations and strategies to build upon the City's redevelopment accomplishment and achievements.*

Figure 1: City of Apopka City Hall



Source: Ebyabe, Wikimedia Commons, 2017.

Map 1: CRA Boundaries



Chapter 2: Existing Conditions

In order to prepare recommendations to improve the downtown, it is important to first analyze the current conditions and to evaluate the areas for opportunities and challenges. This section summarizes the existing conditions of the CRA area as of 2016, including land development patterns and regulations, vacancy opportunities, building ownership, infrastructure, demographics and urban form.

A. LAND USE

EXISTING USE

The predominant land uses, over 50% within the CRA consist of residential and commercial uses combined. Approximately one-third of the CRA acreage (33.7%) consists of residential uses. Of the residential acreage, single-family represents the vast majority, covering 28% of the CRA acreage and comprising the highest number of parcels at 456 parcels, or 45% of all CRA parcels. Commercial land uses cover 17.9% of the CRA acreage, comprising 18.1% of all CRA parcels, and are almost evenly distributed among retail, office, and other commercial services. Among the non-residential uses, excluding commercial land uses, government lands make up the majority, covering 13% of the CRA acreage and comprising 4.9% of all CRA parcels. Vacant lands account for the second highest number of parcels, at 18% of all CRA parcels, but only covering 13% of the CRA acreage. Map 2 shows the Existing Land Uses within the CRA and Table 1 describes its acreage and number of parcels.

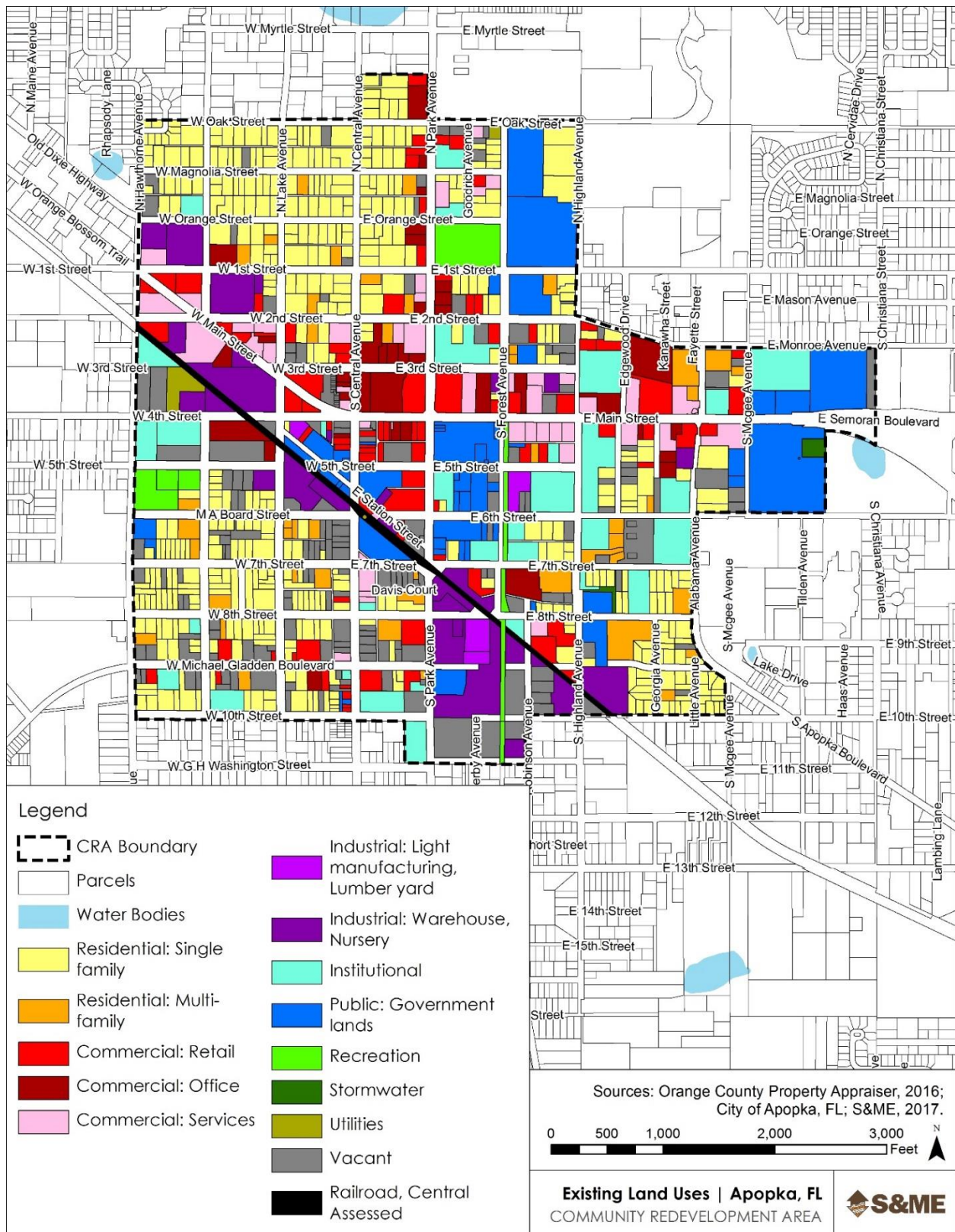
Table 1: Existing Land Uses

	Acreage	%	# of Parcels
Residential: Single family	136.2	28.0%	456
Residential: Multi-family	27.4	5.6%	57
Commercial: Retail	37.5	7.7%	88
Commercial: Office	24.5	5.0%	51
Commercial: Services	24.8	5.1%	45
Industrial: Light manufacturing, Lumber yard	3.8	0.8%	4
Industrial: Warehouse, Nursery	39.2	8.1%	29
Institutional	46.6	9.6%	33
Public: Government lands	61.5	12.7%	50
Recreation	11.8	2.4%	10
Stormwater	1.2	0.3%	2
Utilities	2.1	0.4%	4
Vacant	63.3	13.0%	183
Railroad, Central Assessed	6.2	1.3%	2
Total	485.9	100.0%	1,014

Sources: Orange County Property Appraiser; City of Apopka, FL; S&ME, 2017.

Notes: The total number of parcels are inconsistent with the corresponding figures from the Zoning and Existing Land Use tables due to unassigned parcels or overlapping parcels. The total number of parcels within the Apopka CRA is 1,014.

Map 2: Existing Land Uses



FUTURE LAND USE

The primary prescribed future land use designation for the parcels along Main Street (U.S. 441), South Central Avenue, and Michael Gladden Boulevard to Park Avenue is Commercial. The Commercial future land use designation extends one (1) to two (2) blocks on either side of U.S. 441 through downtown Apopka, transitioning outwards to Residential future land use designations. The Office designation is provided along northern Park Avenue near the Florida Hospital facility and around the City Hall complex. Areas allocated for Industrial use are located between Park Avenue and Highland Avenue from 7th Street to 11th Street. The Floor Area Ratio (FAR) for the Commercial, Office, and Industrial future land use designations are 0.25, 0.30, and 0.60, respectively.

The Commercial designation and the three residential designations combined are the predominant future land uses within the CRA. The Commercial designation covers 37.4% of the CRA acreage and is assigned to 372 parcels, or 37.2% of all CRA parcels. The three residential designations combined cover 36.5% of the CRA acreage and are assigned to 47.8% of all CRA parcels. Of the residential designations, the Low Density Residential future land use represents the majority, covering 28.8% of the CRA acreage and assigned to 39% of all the parcels within the CRA. The Low Density Residential future land use designation – allowing up to five dwelling units per acre – is mostly concentrated in the northwest, southeast, and southwest quadrants of the CRA. The Medium Density Residential future land use designation – allowing up to 10 units per acre – is found in the northeast quadrant behind the commercial corridor and in the southwest and southeast quadrants. There is only one parcel assigned a High Density Residential future land use designation – allowing up to 15 units per acre – designation, located southwest of the intersection of East 7th Street and South Highland Avenue.

The Parks/Recreation future land use designation is assigned to parcels near the northwest quadrant of the CRA and at the western edge of the CRA between 5th Street and M A Board Street. The facilities assigned to the Parks/Recreation designation are Alonzo Williams Park, the Fran Carlton Recreation Center, and the Kit Land Nelson Park.

The City's Comprehensive Plan established two overlay zones that benefit the CRA. The Central Business District Overlay – generally from 1st Street to the CRA boundaries on the south and Highland Avenue to Lake Avenue – is intended to encourage businesses, commerce, and convenience shopping consistent with the historical context of the Central Business District (CBD). The maximum FAR allowed within this overlay is 2.0 in the CBD and twice the allowable FAR of the underlying land use in the CRA. The CBD is located entirely within the CRA Overlay District.

The other overlay is the Community Redevelopment Area (CRA) Overlay District, which is intended to “encourage the development of residential and business and commerce uses consistent with the City's Community Redevelopment Plan”¹. The boundary of the CRA Overlay District is the same as the boundary for the CRA, as shown on Maps 1-4. The maximum FAR permitted for nonresidential uses is twice the permitted in the underlying land use designations. Residential densities are governed by the underlying land use category.

Map 3 shows the Future Land Uses within the CRA and **Table 2** describes its acreage and number of parcels.

¹ City of Apopka Comprehensive Plan, Future Land Use Element.

Table 2: Future Land Uses

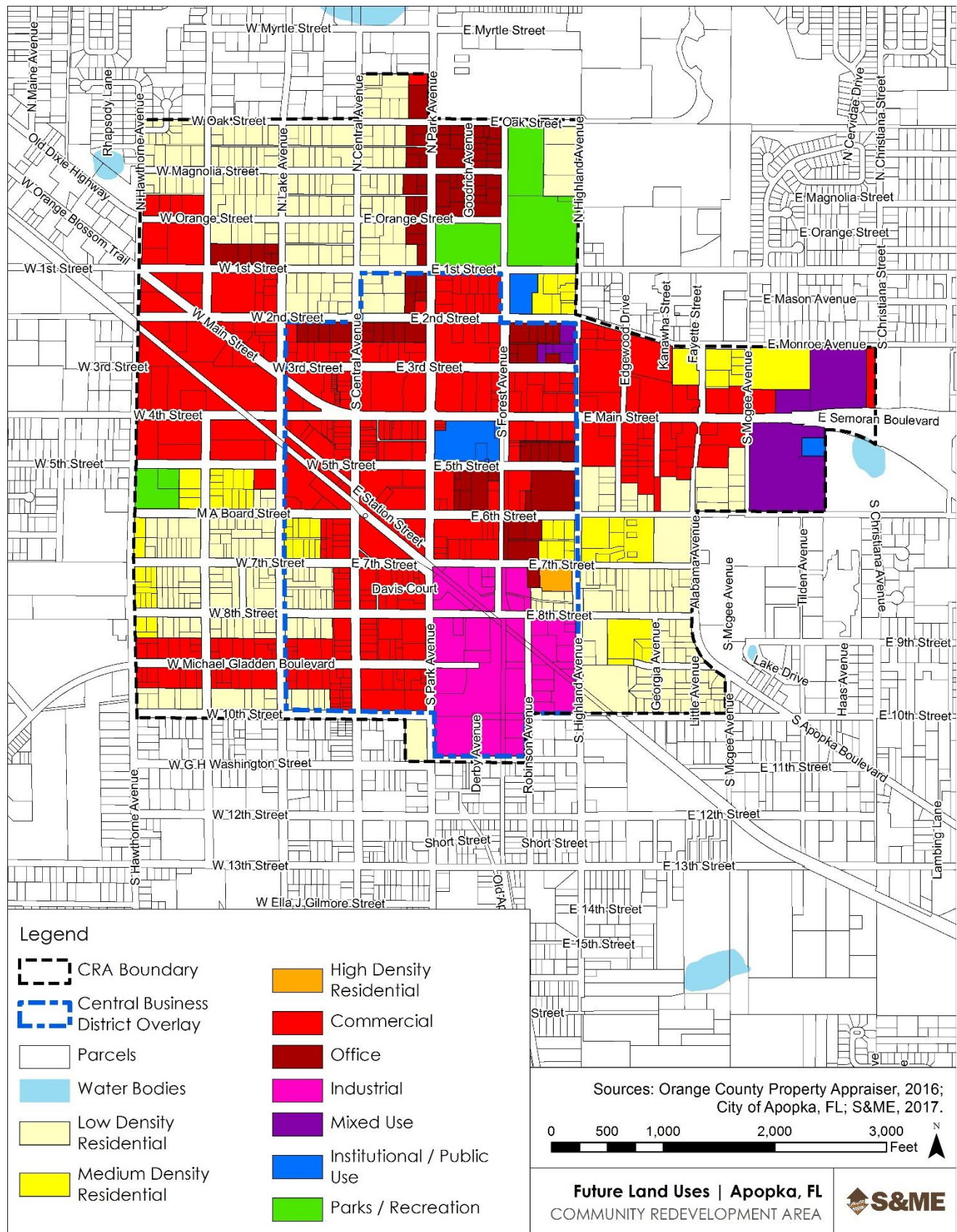
	Acreage	%	# of Parcels
Residential Low	138.3	28.8%	390
Residential Medium	35.3	7.4%	87
Residential High	1.4	0.3%	1
Commercial	179.4	37.4%	372
Office	37.8	7.9%	90
Industrial	37.6	7.8%	39
Mixed Use	21.0	4.4%	9
Institutional / Public Use	7.3	1.5%	6
Parks/Recreation	21.9	4.6%	5
Total	480.0	100.0%	999

Sources: Orange County Property Appraiser; City of Apopka, FL; S&ME, 2017.

Notes: The total number of parcels are inconsistent with the corresponding figures from the Zoning and Existing Land Use tables due to unassigned parcels or overlapping parcels. The total number of parcels within the Apopka CRA is 1,014.



Map 3: Adopted Future Land Uses



ZONING

Consistent with the Future Land Use Map of the City's Comprehensive Plan, the zoning map shows commercial zoning districts along Main Street, extending north and south along Central Avenue, and along Michael Gladden Boulevard to Park Avenue. The parcels along Main Street generally transition from a C-3 zoning district from the western edge of the CRA to a C-1 zoning district in the center and to a C-2 zoning district at the eastern edge. Parcels along Michael Gladden Boulevard to Park Avenue are zoned C-1. All three Commercial districts allow 0.25 Floor Area Ratio (FAR), or 2.0 FAR if located within the Central Business District Overlay district. For these zoning districts, the front setback requirement is fifty (50) feet from centerline of the road or ten feet from the property line, the corner setback is fifteen (15) feet, and the minimum rear setback is ten (10) feet or thirty (30) feet if adjacent to residential. Uses allowed in the various commercial zoning designations vary from single family to fruit packaging/processing plants. The commercial or office districts do not currently allow residential uses.

The PO/I (Professional Office/Institutional) zoning district is interspersed with the other districts but is mainly concentrated around the Florida Hospital area and the City Hall complex. This zoning designation allows medical and professional offices, medical clinics, hospitals, and pharmaceutical and medical retail sales. This district allows 0.30 FAR or 2.0 FAR when in the Central Business District Overlay district. The setback requirements are twenty-five (25) feet from the front and corner and ten (10) feet from the rear and side.

There is a large area of the I-1, Restricted Industrial zoning district on both sides of the railroad between Park Avenue and Highland Avenue. The I-1 zoning designation allows manufacturing, warehouses, machine shops, bottling plants, building material sales, automobile service stations & garages, new and used cars, motorcycles and boat sales. This district allows 0.60 FAR or 2.0 FAR when in the Central Business District overlay district. The setback requirements are twenty-five (25) feet from the front and corner, ten (10) from the side, and ten (10) feet or thirty (30) feet from the rear.

The residential and commercial zoning districts combined are the predominant zoning districts within the CRA. The residential zoning districts combined cover 38.3% of the CRA acreage and are assigned to 481 parcels within the CRA, or 48.5% of all parcels in the CRA. The commercial zoning districts combined cover 39.5% of the CRA acreage and comprise 37.1% of all parcels within the CRA. The zoning district that is most commonly assigned to parcels in the CRA is the C-1 zoning district, at 25.4% of all parcels in the CRA.

The maximum building height allowed in the CRA is 75 feet. **Map 4** shows the Zoning districts within the CRA and **Table 3** describes its acreage and number of parcels.



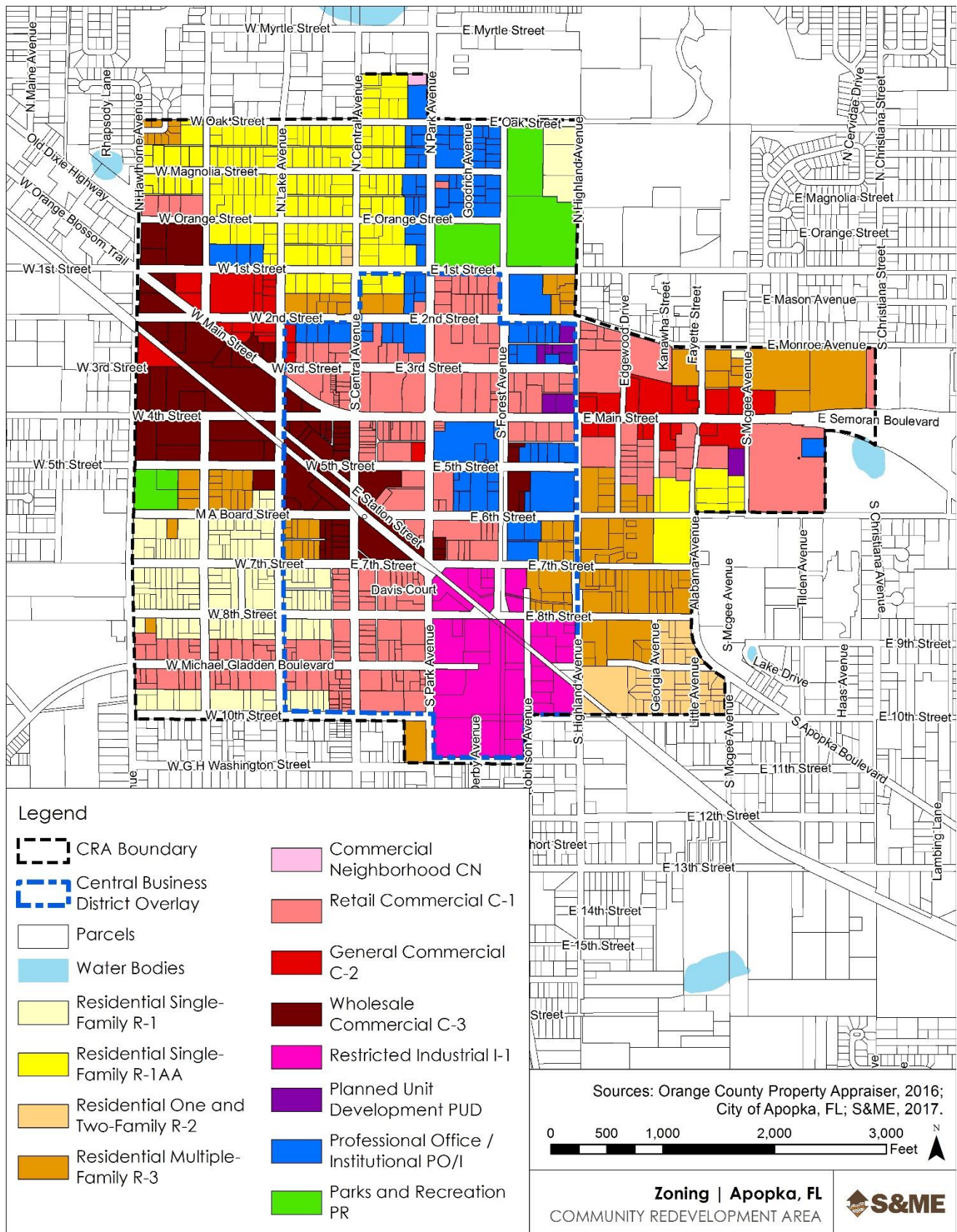
Table 3: Zoning Districts

	Acreage	%	# of Parcels
Residential Single-Family R-1	40.8	8.6%	136
Residential Single-Family R-1AA	63.1	13.2%	155
Residential One and Two-Family R-2	14.0	2.9%	46
Residential Multiple-Family R-3	64.7	13.6%	143
Commercial Neighborhood CN	0.4	0.1%	1
Retail Commercial C-1	110.9	23.3%	252
General Commercial C-2	23.8	5.0%	37
Wholesale Commercial C-3	52.9	11.1%	78
Restricted Industrial I-1	35.2	7.4%	36
Planned Unit Development PUD	3.6	0.8%	9
Professional Office / Institutional PO/I	45.1	9.5%	94
Parks and Recreation PR	21.7	4.6%	5
Total	476.2	100.0%	992

Sources: Orange County Property Appraiser; City of Apopka, FL; S&ME, 2017.

Notes: The total number of parcels are inconsistent with the corresponding figures from the Zoning and Existing Land Use tables due to unassigned parcels or overlapping parcels. The total number of parcels within the Apopka CRA is 1,014.

Map 4: Adopted Zoning



HISTORIC PROPERTIES

The City of Apopka conducted a historical resources survey in 1990. The survey, originally intended to cover the entire City, focused on the area generally included within the original City limits (Oak Street on the north, Hawthorne Avenue on the west, 10th Street on the south, and Hackney Avenue/Christina Avenue on the east). A total of 196 master site files were prepared. Six structures were determined to qualify for individual National Register status (in addition to the Waite-Davis house, which had already been listed). The survey also recommended studying the northern part of the survey area (Magnolia, Central Avenue and Orange Avenue) and the southern part (South Central and South Lake) for possible National Register District nomination.

Currently, the City of Apopka has one district listed on the National Register of Historic Places. It is the Ryan & Company Lumber Company located at 210 East 5th Street. Four individual buildings are also on the National Register of Historic Places:

- Carroll Building – 407-409 South Park Avenue
- Seaboard Airline Railway Depot – 36 East Station Street
- Mitchill-Tibbetts House – 21 East Orange Street
- Waite-Davis House – 5 South Central Avenue

Most of the historical resources in the City are concentrated in the CRA area. Properties that are fifty years and older meet the criteria for listing properties in the National Register of Historic Places. The majority of historic properties were built between 1940 and 1955. There are a number of structures built prior to 1920 within the CRA, including residential structures, institutional (churches), and a few commercial structures.

VACANT LOTS

Out of the 1,014 parcels in the CRA, approximately 183 parcels are vacant. This represents 18% of the total parcels in the CRA area and 13% of the total acreage. The vacant parcels are spread throughout the CRA with no particular concentration. The majority of the vacant parcels are assigned a future land use designation of Commercial, at 51.6% of all vacant parcels within CRA or 97 of all vacant parcels. The predominant zoning district assigned to vacant parcels is the C-1 zoning district, assigned to 36% of all vacant parcels within the CRA or 63 parcels.

AGE OF BUILDING STOCK

There are approximately 772 structures in the CRA. The 2016 Orange County Property Appraiser's parcel database includes information on when structures were built. Most of the buildings in the CRA were built during or prior to the 1960s and about 61% of all buildings are aged 50 years or more. The average age of all structures within the CRA is 56 years old. Average age of residential structures is 59 years old.

With most of the building stock exceeding an age of fifty years, it is important to address not only preservation issues but also physical conditions. Code enforcement standards need to be in place to prevent deterioration of historically significant structures and to take action when the structures reach a stage of deterioration.

The most current development and most modern buildings within the CRA are found along Main Street, and along 5th Street between Park and Highland Avenues. The newly constructed commercial properties, predominantly restaurants along Main Street and the newly built public facilities (City Hall expansion, fire station, and Fran Carlton Center) represent significant improvements to the overall building stock within the CRA.

LOT SIZES

Based on the information provided by the Orange County Property Appraiser's Office, most of the parcels, or approximately 42.7% are less than one-quarter acre. 47.9% are between one-quarter acre to 1 acre. The CRA

contains only one (1) parcel greater than 10 acres, at 11.4 acres. According to State Statutes 163.3187, the process for the adoption of small-scale comprehensive plan amendment applies to parcels with an area of 10 acres or less.

OWNERSHIP

The Orange County Property Appraiser's Office lists 1,014 parcels located within the CRA boundary; this accounts for approximately 485.9 acres. About 92.3% of the parcels with the CRA, or 936 parcels, are owned by persons whose tax address is located within the state of Florida. Out of all the parcels within the CRA, 70.2% have an Apopka tax address. Absentee property ownership is not seen as a primary contributor to a lack of economic vitality or activity within the CRA.

B. INFRASTRUCTURE AND PUBLIC SERVICES

The City of Apopka owns and operates various public service systems within and around the Apopka CRA area. These systems include transportation, stormwater, potable water, sanitary sewer and reclaimed water. Additionally, there are private utility systems within the CRA area, including electric power, communications, natural gas, and cable television. The following paragraphs provide a brief description of these systems.

TRAFFIC AND CIRCULATION

The traffic circulation within the CRA is most significantly affected by Main Street (U.S. 441/Orange Blossom Trail), which bisects the CRA. As of 2015, the segments of U.S. 441 passing through the CRA had an Average Annual Daily Traffic (AADT) volume of 40,393 trips on its eastern end and 42,627 trips on its western end. U.S. 441 is classified as a major arterial roadway with five lanes (two lanes in each direction with a central turn lane) through the majority of the CRA. The adopted level of service (LOS) for U.S. 441 is "D." Although the segments of U.S. 441 through the CRA currently operate below the adopted level of service volumes, the segments are operating near capacity. Over the last ten years, however, the traffic volumes have decreased. The projected LOS in 2030 – according to the City of Apopka 2030 Comprehensive Plan – is projected at "F" for the Central Avenue to Park Avenue segment and for the Park Avenue to Semoran Boulevard segment.

In addition to Main Street (U.S. 441/Orange Blossom Trail), the other primary east-west corridors through the CRA are: 1st Street, 2nd Street, Monroe Avenue, 6th Street, and 10th Street. Primary north-south connectors through the CRA include: Park Avenue, Central Avenue, Lake Avenue, South Highland Avenue and Alabama Avenue. **Map 5** shows the street network of the CRA. Information regarding the historic traffic levels is detailed in the **Table 4**. **Table 5** shows the number of lanes, traffic volumes, and the level of service of the major roads in the CRA.



Map 5: Transportation Network

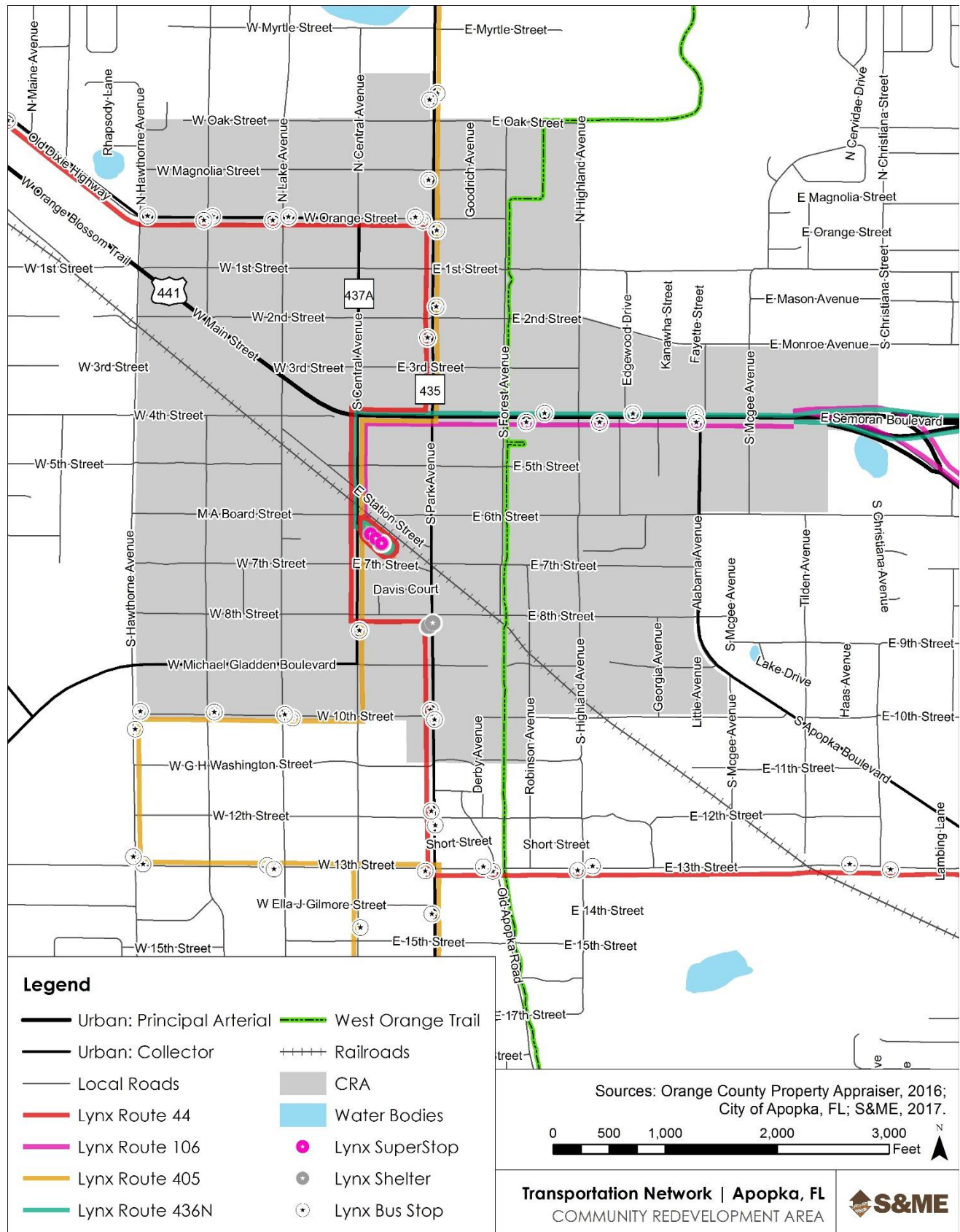


Table 4: Historic Traffic Volumes

Roadway Segment	2005 AADT	2006 AADT	2007 AADT	2008 AADT	2009 AADT	2010 AADT	2011 AADT	2012 AADT	2013 AADT	2014 AADT	2015 AADT	2005- 2015 Change
Main St (US 441/Orange Blossom Trail)												
Bradshaw Rd to Park Ave	44,948	42,783	42,997	42,329	36,711	-	-	-	40,293	40,247	40,393	-10%
Park Ave to Semoran Blvd	52,037	52,110	32,381	35,794	43,282	-	-	-	41,840	43,404	42,627	-18%
Park Avenue (CR 435)												
Martin Rd to US 441	24,648	22,210	23,990	24,036	22,742	23,512	22,448	22,266	21,326	22,851	22,067	-10%
US 441 to Cleveland St	9,703	9,992	9,152	9,697	9,794	8,461	8,529	8,938	9,035	9,453	10,547	8.7%
Central Ave (CR 437A)												
US 441 to M. Gladden Blvd	4,146	4,062	3,979	3,502	3,687	3,708	3,536	2,873	3,140	3,932	4,417	7%
Michael Gladden Blvd												
Bradshaw Rd to Central Ave	4,635	4,077	4,492	4,143	3,574	3,049	3,427	3,461	3,912	4,353	4,680	1%

Sources: 2015 Orange County Traffic Counts, Traffic Engineering Division, Orange County.



Table 5: 2015 Traffic Count Program

Roadway Segment	Count Location Number	No. of Lanes	AM Peak Hour Peak Direction		PM Peak Hour Peak Direction		Daily Volume	Adopted LOS	Capacity @ LOS	2030 Projected LOS
			NB/EB	SB/WB	NB/EB	SB/WB				
Main St (US 441/Orange Blossom Trail)										
Bradshaw Rd to Park Ave	5099	5 LD	1,252	1,607	1,607	1,455	40,801	D	43,400	D/F ¹
Park Ave to Semoran Blvd	5098	4 LD	1,722	1,538	1,303	1,521	42,205	D	43,400	F
Park Avenue (CR 435)										
Martin Rd to US 441	426	5 LD	630	1,005	1,098	1,005	21,849	E	35,700	B
US 441 to Cleveland St	328.1	2 L	326	372	464	391	10,443	E	16,900	F/D ²
Central Ave (CR 437A)										
US 441 to M. Gladden Blvd	7084	2 L	163	130	224	155	4,373	E	27,000	A
Michael Gladden Blvd										
Bradshaw Rd to Central Ave	7083	2 L	213	195	248	181	4,634	E	27,000	B

Sources: 2015 Orange County Traffic Counts, Traffic Engineering Division, Orange County. City of Apopka 2030 Comprehensive Plan, Transportation Element.

Notes:

¹The segments from Bradshaw Rd and Hawthorne Ave are projected to operate at an LOS of D in 2030. The segment from Central Ave to Park Ave is projected to operate at an LOS of F in 2030.

²The segment from US 441 to M. Gladden Blvd is projected to operate at an LOS of F in 2030. The segment from M. Gladden Blvd to Cleveland St is projected to operate at an LOS of D in 2030.

BIKE/TRAILS

The current bicycle facilities in the CRA consist of the West Orange Trail that runs north and south through the CRA along Forest Avenue, as shown on **Map 5**. The trail consists of two paved lanes – one in each direction – at a width of approximately 13 feet and includes a bridge over Main Street.

Figure 2: West Orange Trail over Main Street



Source: S&ME, 2017.

TRANSIT

The CRA area is served by LYNX transit routes 44, 106, 405, and 436N. The headways for these routes – the time that it takes for the next bus to make a circuit of its route – are 60 minutes for routes 44, and 405, 30 minutes for routes 106 and 436N, and 15 minutes during peak times for route 436N. **Map 5** details the existing bus routes, shelters, and stops that serve the CRA. The LYNX Super Stop, situated at the northeast corner of 7th Street and Central Avenue, provides reduced headways and increased transit opportunities to CRA residents and businesses.

POTABLE WATER

The City of Apopka owns and operates a potable water utility system within the CRA study area. The existing potable water system consists of a well-developed network of water mains distributed across the entire area. The existing water mains range in size from two inches (2") to sixteen inches (16") in diameter and serve both domestic and fire flow demands. Potable water service is currently available within a reasonable connection distance to all portions of the CRA study area.

SANITARY SEWER

The existing sanitary sewer system operated by the City within the Apopka CRA study area consists of a network of gravity sanitary sewer trunk lines, pump stations and pressurized force mains. The gravity sewers consist of pipes ranging in size from eight inches (8") to fifteen inches (15"). In addition, there are seven (7) existing wastewater pump stations within, or directly adjacent to, the CRA study area. Six (6) of these pump stations discharge into a common pressurized force main that eventually becomes an eighteen-inch (18") force main and exits the study area along the south CRA boundary.

RECLAIMED WATER

The City of Apopka also owns and operates a reclaimed water system that provides public access to treated effluent for irrigation purposes. Although the City's existing reclaimed water system does not extend into the CRA study area at the present time, it is directly adjacent to the study area at the northwest corner of the CRA boundary. In addition, there is an existing twenty-inch (20") reclaimed water main located within several blocks of the CRA along the west and south CRA boundaries.



ELECTRICITY/POWER LINES/NATURAL GAS

Like many urbanized areas, the CRA study area has highly visible utility poles and overhead transmission lines throughout the entire study area. The capacity and level of service for these facilities are established and accessed by the private utility companies. However, overhead utility lines are generally considered unsightly, and more recently communities have encouraged the placement of these utilities underground.

On Main Street (U.S. 441), the overhead utility and transmission lines are located on the north side of the road from Forest Avenue to Semoran Boulevard. Electric service to buildings, telephone and cable lines have been relocated underground along Main Street from Forest Avenue to Lake Avenue and throughout much of the CRA area.

The Lake Apopka Natural Gas District services to the Apopka CRA. The majority of the urban blocks within the CRA are served by natural gas mains.

STORMWATER SYSTEM

Stormwater conveyance and management throughout the study area on a regional basis is largely based on the overall topography of the area. Based on review of topographic maps, the overall ground elevation of the study area is generally highest along the west boundary of the study area and falls to the lowest elevations along the east boundary of the study area. Therefore, the general movement of surface water across the study area is from west to east. The high point for the study area is along Washington Avenue. From Washington Avenue, the ground generally falls to the west such that any properties west of Washington Avenue will drain toward the west. All other areas within the study area will drain easterly. Overall, the soils are relatively dry, moderately drained soils, and land surface is uniformly graded in the CRA with few natural depressional areas that collect surface water.

Other features within the study area, which may affect stormwater drainage and surface water conveyance, include the railroad grade and several ditches. The existing railroad grade provides a surface drainage divide in the southwestern portion of the study area. Any surface water west of the railroad grade will generally flow to the west, or flow southeasterly and eventually find its way to the depressional areas just south of the CRA along the south side of 10th Street. The one exception is a set of culverts in the vicinity of Forest Avenue that will allow conveyance of stormwater from a limited area on the south side of the railroad grade to the north side. From the culverts, water can drain into an existing historical drainage way that generally flows north and east and eventually discharges to the existing FDOT pond in the Townsend Plantation area along the south side of U.S. 441.

Except for several short remote segments of storm pipe and the Martin's Pond Improvement Project, the City's existing stormwater system infrastructure within the CRA study area mainly consists of a set of inlets and pipes along U.S. 441 and along Park Avenue north of U.S. 441. The system along U.S. 441 is split into two subsystems that take advantage of the natural high point in the vicinity of Washington Avenue. One system flows west from Washington Avenue along U.S. 441 and discharges into the pond located just north of Old Dixie Highway and west of Hawthorne. The second system starts near Lake Avenue and goes east along U.S. 441 and eventually discharges to FDOT's pond at the old Townsend Plantation site. These two systems collect the stormwater runoff from U.S. 441 and the immediately adjacent areas, and discharge the stormwater to the mentioned ponds for treatment.

As mentioned above, the City also has a stormwater collection and conveyance system along Park Avenue north of U.S. 441. This system collects stormwater runoff from Park Avenue and any tributary areas, and conveys the runoff north to Votaw Road, and then easterly along Votaw Road by way of a series of pipes to a City stormwater pond located north of Votaw Road a short distance from Park Avenue. This pond serves as a regional pond and treats all the water collected and conveyed by the Park Avenue system.

Many of the remaining streets in the CRA study area take advantage of the natural grade change within the City, and utilize curb and gutters for directing and conveying runoff. For instance, in the areas north of U.S.

441 and west of Park Avenue, the streets have curbs and gutters, and the gradients generally fall to the east. Therefore, most of the stormwater runoff from this area is directed to Park Avenue where it is collected and discharged at the City's pond along Votaw Road. For the area east of Park Avenue and north of U.S. 441, the curbs and gutters carry the runoff to the east toward the lower elevations in the vicinity of the Edgewood and Greenwood Cemeteries. From here, any accumulated stormwater finds its way to a drainage way that leads to the Lake McCoy basins.

For areas south of U.S. 441 and east of the railroad grade, stormwater runoff will generally flow east to the ponds at the old Townsend Plantation site, or end up in a historical drainage way that also flows to ponds at the old Townsend Plantation site, or will flow easterly and eventually into some depressional areas east of Alabama Avenue.

C. URBAN FORM

Block layout and site design can have a major impact on the appearance of the built environment. The way blocks are laid out affects the traffic and pedestrian flow through the downtown, and the way sites are designed can impact the appearance of the urban form and shape the character of the district. This section provides a description of the elements that are currently shaping the urban form in downtown Apopka building placement, building height, block continuity, signs and architecture.

BUILDING/PARKING PLACEMENT

Buildings are the most important component of the urban streetscape form. They set the mass, scale and tone of the built environment. The Main Street corridor in Apopka is lined up with mostly one-story and a few two-story buildings placed close to the street, some of them following the traditional commercial form of retail with display windows on the ground floor and residences or offices on the second floor.

Figure 3: Parking Placement Behind Buildings



Source: S&ME, 2017.

Most of the more recent construction has been single-use, stand-alone businesses (e.g. drug stores, restaurants, banks, etc.). Some of these sites were developed prior to the adoption of the citywide development design guidelines and have placed the buildings farther from the street, and added parking and/or driveways in front of the building. The placement of parking in front of the buildings is not conducive to pedestrian interaction between the public side-walk and the businesses along the corridor. Those businesses seem to be catering to the vehicular traffic rather than the pedestrians.

Since the development design guidelines were adopted in 2003, the buildings have been required to locate closer to the street with parking in the rear of the lot, and to be designed respecting the pedestrian scale. With the few new developments, it is already evident that the urban form has improved and a corridor image/character is starting to develop.

Along the secondary transportation corridors, the type of development gets less intensive as it starts blending into the residential and office areas. The Park Avenue corridor displays a number of homes that have been converted into offices, allowing more intense development, but preserving the scale and intensity of the residential structures.

Figure 4: Parking Placement and Building Frontage



S&ME, 2017.

BUILDING HEIGHT

One-story buildings dominate the urban form in downtown. Based on the width of the travel corridor (Main Street), the height of the one-story buildings does not provide sufficient vertical dimension to frame the street. Considering the width and function of Main Street, two story buildings should be encouraged to not only frame the street but also to give the architecture more presence in a heavily traffic-oriented corridor. The maximum height within the CRA is 75 feet.

BLOCK CONTINUITY

Some of the developments along Main Street provide vehicular access directly from Main Street and some even surround the buildings with parking and driveways. This configuration creates block/facade gaps along the street, which creates an unsafe and unfriendly environment for pedestrians.

BUILDING ARCHITECTURE

The various elements of a building's architectural makeup are important in putting together a complete composition. Elements such as materials, colors, surface details, texture, doors, windows and roof shape contribute to a well-designed architectural fabric. The City of Apopka Development Design Guidelines, adopted in 2003, provide standards and guidelines to ensure that new and redeveloped structures continue to add distinction to the architecture and form of the downtown and surrounding areas.

Figure 5: Building Frontage and Architecture



Source: S&ME, 2017.

PUBLIC/CIVIC SITES

There are a number of civic uses interspersed with the commercial buildings (City Hall, museum, churches, etc.) in the downtown. There are also several pocket parks in the area. Both the institutional and recreational uses are an asset to the area, not only in terms of activity, but also in the creation of a comfortable, attractive downtown. The parks provide appropriate breaks in the urban form, inviting people in as opposed to parking lots that break the continuity. The civic uses should continue to be designed and maintained as icons that stand out and serve as landmarks and meeting places with public plazas and urban green space. They should not try to follow the main-street commercial urban form or architecture.

Figure 6: Signage along Main Street

Source: S&ME, 2017.

SIGNS

Signs are an important element in creating an attractive, inviting urban form. The signs on the newest development sites create a barrier between the public pedestrian area and the businesses. The buildings are close enough to the street to attract vehicular traffic. Freestanding or sandwich board signs are permitted in accordance with City code.

D. STREETSCAPE

The City of Apopka and the Apopka CRA have installed a range of streetscape features throughout downtown Apopka and into the neighborhoods that are adjacent to the north and south edges of the central business district. The most recent streetscape improvements include the planting of palm trees at the intersection of SR 436/Main/441 and some additional streetscape upgrades along Main Street. These features may include: concrete sidewalks with decorative stamping or bricks; vintage- styled street lamps and a limited number of street trees. These streetscape elements are detailed below.

STREET TREES

Several types of street trees have been planted along Central Avenue: Washington Palms between 6th and 10th Streets; Palatka Hollies near the intersection with Main Street; and several young Elms between Main Street and Fifth Street. Street trees along Park Avenue include Palatka Hollies near the Main Street intersection, and mature tree canopy on the east end of the street. Along Main Street, there are Crepe Myrtles, Palatka Hollies and Magnolia trees planted on the street medians. Elm trees along Central Avenue and near Main Street are protected by metal tree guards and grates.

Figure 7: Street Trees and Landscaping

Source: S&ME, 2017.

secondary streets have five-foot (5) sidewalks on both sides of the street. The sidewalks have a rhythmic pattern of red, stamped concrete (brick pattern) and regular, broom- finish sections. The brick areas are approximately five feet (5') square and about ten feet (10') apart. A section of sidewalks, just north of the West Orange Trailhead on Forest Avenue, has a pattern of natural concrete and real bricks. Perhaps this was the genesis of the distinctive sidewalk pattern. Crosswalks are striped with white reflective paint.

The sidewalks on Central Avenue north of 3rd Street are regular broom-finished concrete and are present on both sides of the street. However, north of Orange Street, there is a sidewalk on the west side of the street only. Near the 5th Street intersection, the sidewalks widen to six feet (6'), seven feet (7') and fourteen feet (14') in different areas.

The area of 5th Street between Forest and Highland Avenues only has sidewalks on the south side of the street. They are regular broom-finished concrete sidewalks.

The existing width of sidewalks seems to serve pedestrians well. It is a good network of connections.

LANDSCAPING

With the exception of Main Street, the majority of the streets in the CRA have grassed landscape strips between the curb and the sidewalk. The width of the grass strips is consistently eight feet (8') along most of Central Avenue. The width on 5th Street varies from five feet (5') on the west end to over ten feet (10') on the east end. The section of 5th Street between Lake and Central Avenues does not have landscaping strips.

Several parts of Main Street have landscaped medians with raised curbs. There are landscaped “bump-outs” on parts of Central and Park Avenue wherever on-street parking is provided. Low hedges and shrub masses fill most of the landscape islands and medians, with Loropetalum and Dwarf Yaupon being the dominant shrubs.

SIDEWALKS

A majority of the primary and

Figure 8: Sidewalks and Street Lights

Source: S&ME, 2017.

LIGHTING

A majority of the streets have decorative street lights. Acorn-style luminaries have been used on Central Avenue. The lights on Central have metal posts, while the lights on Main Street have been replaced and spaced farther apart. Further spacing has been achieved in the residential areas, ranging between 130-160 feet.

The streetlights on Central Avenue end north of Orange Street. There are no decorative streetlights on 5th Street between Forest and Highland Avenues. A few conventional street lights illuminate these areas.

GATEWAYS

There is a small City of Apopka sign at the south end of Park Avenue. Two of the small circular gateway signs that were previously installed were removed by FDOT during the expansion and improvement of Main Street (U.S. 441) and have not been replaced. There have been no significant gateways constructed within the CRA.

WAYFINDING

Wayfinding signs are important to assist people with locating the CRA, parking, parks and civic open space, shopping, events, transit stops, and municipal buildings. A uniform, aesthetically pleasing series of wayfinding signs will enhance the enjoyment of those visiting the CRA.

E. DEMOGRAPHICS

In order to create a vibrant and diverse downtown, it is important to include, preserve and even expand the residential component of the CRA. This section describes the population and housing characteristics of the area as it was in 2016. The information described was obtained from the census bureau and ESRI Business Analyst Online.

POPULATION AND HOUSING

The population of the CRA was 2,259 as of 2016, approximately 4.7 percent of the total City population (47,826). The median age for population within the Apopka CRA in 2016 was similar to the City, at 33.4 versus 36.2, respectively. The CRA contained 878 dwelling units in 2016. The comparison of the average household size was also similar for 2016 between the CRA and the City, at 3.02 and 2.94, respectively.

Of the City's 17,966 dwelling units in 2016, 4.9 percent of them are located in the CRA. In 2016, 742 dwelling units were occupied within the CRA and 16,452 were occupied in the City, including the CRA. This represents a sharp contrast in the vacancy rate of 15.5% within the Apopka CRA versus 8.4% for the City.

HOUSING TENURE

The breakdown between owners and renters in the CRA differs from the breakdown city-wide. While 73.2 percent of the occupied units in the City as a whole are owner-occupied, only 48.8 percent of the occupied units

in the CRA are owner-occupied. 51.3 percent of the occupied units in the CRA are rental units, while 26.8 percent are renter-occupied in the City.

HOUSING AFFORDABILITY

HUD estimates that households are paying too high a percentage of their income for housing if the cost to gross income ratio is greater than thirty (30) percent. These households are considered “cost burdened.” According to estimates from the American Community Survey for 2015, 35.4% of households in Apopka were cost burdened. A greater percentage of households within the census tracts that cover the CRA – 177.03 and 176 – were cost burdened. Within Census Tract 177.03, 44% were cost burdened and within Census Tract 176, 35.9% were cost burdened. For households living in owner-occupied housing, the percentages for these census tracts and the City as a whole do not vary much. However, for renter-occupied housing, there’s a significant difference in the percentage of cost-burdened households. **Table 6** shows the percentage of households in the City of Apopka and within census tracts 177.03 and 176 that were cost burdened. **Map 5** shows the location of the census tracts covering the CRA.

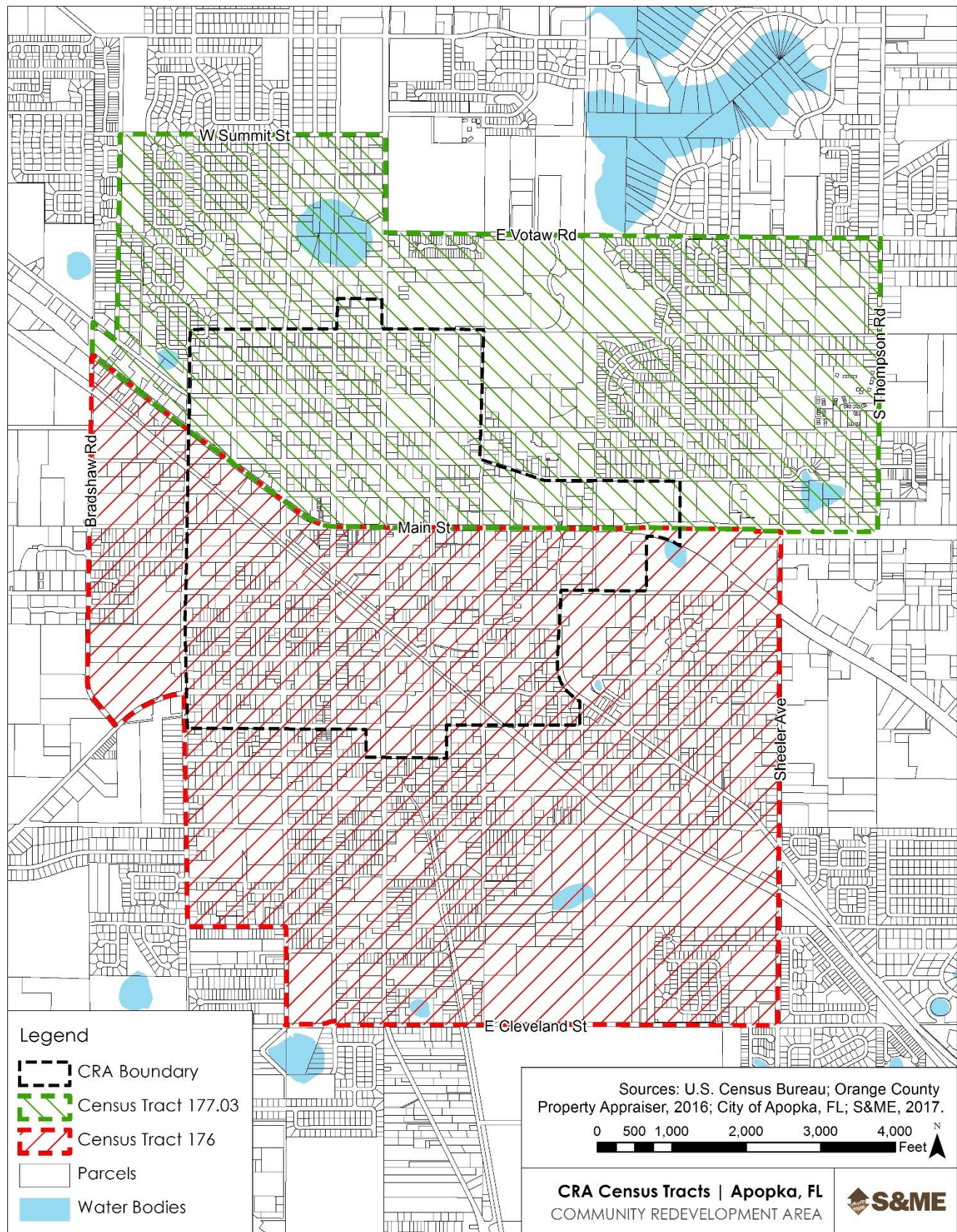
Table 6: Housing Affordability

	Households in 2015 spending 30% or more of their gross income on housing (%)		
	Occupied Housing Units	Owner-occupied Housing	Renter-occupied Housing
City of Apopka	35.4%	30.3%	51.3%
Census Tract 177.03	44.0%	32.3%	65.9%
Census Tract 176	35.9%	27.6%	43.4%

Source: U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates, 2015.



Map 6: CRA Census Tracts



SUBSTANDARD HOUSING

The census provides an indicator of housing condition by measuring certain "quality of housing" indicators, such as the lack of complete plumbing facilities, the lack of complete kitchen facilities, and overcrowding. Overcrowding is also an indicator of substandard housing. According to the U.S. Census Bureau, overcrowding exists if there is more than one occupant per room living in one dwelling unit. In making these computations, a "room" is defined as a living room, dining room, kitchen, bedroom, finished recreation room, or enclosed porch suitable for year round use. Excluded are bathrooms, open porches, balconies, halls and utility rooms. The percentage of occupied housing units that lacked complete plumbing and kitchen facilities in 2015 was lower within the census tracts that cover the CRA – shown in **Map 5** – than in the City of Apopka as a whole. Only Census Tract 176 presents an issue with overcrowding, where 7.3% of occupied housing units in 2015 had between 1 to 1.5 occupants per room compared to 1.8% in Census Tract 177.03 and 2.3% in the City as a whole. **Table 7** shows the percentages of occupied housing units within the census tracts covering the CRA and the City of Apopka that indicate substandard housing conditions.

Table 7: Substandard Housing

	Occupied Housing Units (%)		
	Census Tract 176	Census Tract 177.03	City of Apopka
Lacking complete plumbing facilities	0.5%	0.0%	0.6%
Lacking complete kitchen facilities	1.5%	0.0%	2.4%
Between 1 to 1.5 occupants per room	7.3%	1.8%	2.3%
More than 1.5 occupants per room	1.9%	0.6%	0.2%

Source: U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates, 2015.

INCOME

The median household income in 2016 was \$30,576 within the CRA and \$55,233 for the City. This represents a significant difference between the CRA and the City as a whole.

COMMUTE TO WORK

In 2015, about 43% of residents in the City of Apopka traveled up to 30 minutes of commute time to work. Almost half, or 49.3%, of residents in the City took 30 to 59 minutes to travel to work and only 7.4% traveled 1 hour or more. Compared to the City as a whole, the travel times for the census tracts covering the CRA – shown in **Map 5** – that show a significant difference are in the range of 1 hour or more of travel time. **Table 8** below shows the percentage of travel times to work by residents within the census tracts covering the CRA and for the City as a whole.



Table 8: Travel Time to Work

	Travel Time to Work (%)		
	Census Tract 176	Census Tract 177.03	City of Apopka
Up to 30 minutes	52.3%	40.8%	43.3%
30-59 minutes	34.4%	44.3%	49.3%
1 hour or more	13.4%	14.9%	7.4%

Source: U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates, 2015.

F. SOCIAL CONDITIONS

The Apopka CRA's southwest quadrant contains many of the environmental deficiencies contributing to an environment for criminal behavior that may discourage self-policing by both the residents and the community at large.

Crime occurs for various reasons, and the U.S. Department of Justice offers a few theoretical explanations for differing neighborhood crime levels. Social disorganization suggests that the ability of people to control criminal deviancy is impaired in a geographic area with constant residential turnover since social networks, informal neighbor porch gatherings, etc. cannot form. Related to a weak social network is the idea that if social efficacy is absent, whether it is from social disorganization or other reasons, crime in a neighborhood will rise. Social efficacy is the willingness of residents to intervene and self-patrol for the good of the area. Lastly, criminologists have established the broken windows theory for areas of crime concentration. This refers to the connection between well-maintained areas (tidy yards, operable windows, cars and clean-appearing buildings) and low crime rates. The connection is that the physical appearance of an area affects psychological behavior so that residents are more socially effective and engaged in crime prevention.

In general, the lack of utilities (central water and sewer) and public infrastructure (street lights, curbs and traffic-calming devices) in an area denotes a lack of public investment and may promote unsafe streets and neighborhoods.

Community Redevelopment Areas are frequently beset with crime, in addition to the physical aspects of blight and deterioration. For this reason, an increase in crime over a measured time period is an indicator of blight according to the Florida Statutes regulations for determining the extent of community redevelopment areas. Crime Prevention through Environmental Design (CPTED) is a community policing strategy that has established that there is a link between the care and transparency of geographic areas with crime rates.

Understanding some of the causes of crime and the principles of CPTED provide direction for the cures of the problem, environmental redesign and increased community policing.

Applying a CPTED model involves the systematic analysis of crime in a particular location and the application of the four (4) principles of territorial reinforcement, natural surveillance, natural access control, and management.

NATURAL SURVEILLANCE

A design concept directed primarily at keeping intruders easily observable. Promoted by features that maximize visibility of people, parking areas and building entrances: doors and windows that look out onto streets and parking areas; pedestrian -friendly sidewalks and streets; front porches; adequate night-time lighting.

TERRITORIAL REINFORCEMENT

Physical design can create or extend a sphere of influence. Users then develop a sense of territorial control while potential offenders, perceiving this control, are discouraged. Promoted by features that define property lines and distinguish private spaces from public spaces using landscape plantings, pavement designs, gateway treatments and “CPTED” fences.

NATURAL ACCESS CONTROL

Natural Access Control is a design concept directed primarily at decreasing crime opportunity by denying access to crime targets and creating in offenders a perception of risk. Gained by designing streets, sidewalks, building entrances and neighborhood gateways to clearly indicate public routes and discouraging access to private areas with structural elements.

MANAGEMENT

Management refers to the operation practices and techniques that minimize potential opportunities for crime or criminal activity rather than physical or design changes to a building. These techniques can involve hours of operations, location and storage of inventory, or the interior lighting of a facility.

Community policing does not have to mean increased police presence, which may not be an effective strategy, but rather, regular police-citizen dialog and police collaboration with other city agencies (parks, utilities and code enforcement).

Specific recommendations regarding proposed use of CPTED techniques are included in the Recommendations and Implementation sections of this report.

“The proper design and effective use of the built environment can lead to a reduction in the fear and incidence of crime and an improvement in the quality of life.”

Table 9 identifies applications of crime prevention by types of land uses.

Table 9: Crime Prevention Applications

	Natural Access Control	Natural Surveillance	Territorial Reinforcement	Management
Storefront	<p>Cash register should be located in front of store near main entrance.</p> <p>Public paths should be clearly marked.</p> <p>Signs should direct patrons to parking and entrances.</p> <p>There should be no easy access to the roof.</p> <p>Rear access to shops should be provided from rear parking lots.</p>	<p>Windows should face rear parking lots for increased visibility.</p> <p>Window signs should cover no more than 15 percent of windows.</p> <p>Interior shelving and displays should be no higher than five feet for increased visibility.</p> <p>Exterior of buildings should be well lit.</p> <p>Loading areas should not create hiding places.</p>	<p>Property boundaries, where possible, should be marked with hedges, low fences or gates.</p> <p>Private areas should be easily distinguishable from public areas.</p> <p>Shops should be identified by wall signs for those parking in the rear.</p> <p>Awnings should be installed over rear doors and windows.</p>	<p>Operating hours should coincide with those of other neighboring businesses.</p> <p>Pay phones should be call-out only and under surveillance at all times.</p> <p>Interior space should be well lit.</p>



	Natural Access Control	Natural Surveillance	Territorial Reinforcement	Management
		<p>Clear visibility should be maintained from. The store to the street, sidewalk, parking areas and passing vehicles.</p> <p>Retention area should be visible from the building or street – it should be a visual amenity, not hedged or fenced off.</p> <p>All entrances should be under visual surveillance or monitored electronically.</p>	<p>Parking area should be clearly visible from the building or street.</p>	
Offices	<p>Public entrances should be clearly defined by walkways and signage.</p> <p>Building entrances should be accentuated through architectural elements, lighting, landscaping and/or paving stones.</p>	<p>Restrooms should be observable from nearby offices.</p> <p>All exterior doors should be well lit.</p> <p>Hallways should be well lit.</p> <p>Dumpsters should not create blind spots or hiding areas.</p> <p>Windows and exterior doors should be visible from the street or by neighbors.</p> <p>All four facades should have windows.</p> <p>Parking spaces should be assigned to each employee and visitor.</p> <p>Parking areas should be visible from windows, side parking areas should be visible from the street.</p>	<p>Perimeters should be defined by landscaping or fencing.</p> <p>Fences should be designed to maintain visibility from street.</p> <p>Exterior private areas should be easily distinguishable from public areas.</p> <p>Security and/or reception area should be positioned to screen all entrances.</p>	-

	Natural Access Control	Natural Surveillance	Territorial Reinforcement	Management
		<p>Parking and entrances should be observable by as many people as possible.</p> <p>Parking area and walkways should be well lit.</p> <p>Dumpster should be clearly visible.</p> <p>Shrubbery should be kept under two feet in height for visibility.</p> <p>The lower branches of existing trees should be kept at least ten feet off the ground.</p> <p>Windows should not be obstructed with signs.</p> <p>Windows and doors should have views into hallways.</p>		
Residential Hardening Multi-family	<p>Balcony railings should never be a solid opaque material or more than 42 inches high.</p> <p>Entrances into parking lots should be defined by landscaping, architectural design, or monitored by a guard.</p> <p>Dead-end spaces should be blocked by a fence or gate.</p> <p>Common building entrances should have locks that automatically lock when the door closes.</p>	<p>Exterior doors should be visible from the street or by neighbors.</p> <p>All doors that open to the outside should be well lit.</p> <p>All four facades should have windows.</p> <p>Parking spaces should be assigned to each unit located adjacent to that unit, and not marked by unit numbers.</p> <p>Visitor parking should be designated.</p>	<p>Property lines should be defined by landscaping or post and pillar fencing.</p> <p>Low shrubbery and fencing should allow visibility from the street.</p> <p>Building entrances should be accentuated by architectural elements, lighting and/or landscaping.</p> <p>Door knobs should be 40 inches from window panes.</p> <p>All buildings and residential units should be clearly identified by street</p>	



	Natural Access Control	Natural Surveillance	Territorial Reinforcement	Management
	<p>Hallways should be well lit.</p> <p>No more than four apartments should share the same entrance.</p> <p>Elevators and stairwells should be centrally located.</p> <p>Access to the building should be limited to no more than two points.</p>	<p>Parking areas should be visible from windows and doors.</p> <p>Parking areas and pedestrian walkways should be well lit.</p> <p>Recreation areas should be visible from a multitude of windows and doors.</p> <p>Dumpsters should not create blind spots or hiding areas.</p> <p>Elevators and stairwells should be clearly visible from windows and doors.</p> <p>Shrubbery should be no more than three feet high for clear visibility.</p> <p>Buildings should be sited so that the windows and doors of one unit are visible from another.</p> <p>Stairwells should be well lit and open to view; not behind solid walls.</p>	<p>address numbers that are a minimum of five inches high, and well-lit at night.</p> <p>Common doorways should have windows and be key controlled by residents.</p> <p>Mailboxes should be located next to the appropriate residences.</p>	
Parking Areas	<p>Garages should be attended or monitored openly with cameras and some monitors indicated with signs.</p> <p>Pedestrian entrances should be adjacent to vehicle entrances.</p> <p>Stairwells should be visible without solid walls.</p> <p>Elevators should be close to the main entrance with the</p>	<p>All elevators should be monitored by cameras and sound, or utilize clear materials for the entire car.</p> <p>Retaining walls should be replaced with stretched cable railings for maximum visibility.</p>		<p>There should be no free access to adjacent building without direct monitoring.</p> <p>Public and private parking spaces should be designated.</p> <p>Hours of use should reflect that of local businesses, with secure closing during nonuse hours.</p>

	Natural Access Control	Natural Surveillance	Territorial Reinforcement	Management
	<p>entire interior of the elevator in view when the doors are open.</p> <p>There should be no permanent stop button installed in elevators.</p> <p>Ground floor should be design to provide a view of the garage using wire mesh or stretch cable.</p> <p>Access should be limited to no more than two designated, monitored entrances.</p>			

Source: CPTED, 2017, S&ME , 2017



Chapter 3: Market Observations

A. DEVELOPMENT TRENDS

There has been significant private investment and development along the Main Street (U.S. 441) corridor. This development has included uses such as fast-food restaurants (sit down), drug stores, gas stations and financial institutions. Rehabilitation and improvement of existing commercial development along U.S. 441 also reflects the use of the City's new design guidelines. This recent development and improvement of the facades of some of the existing businesses is modernizing the appearance of Apopka's Main Street and reflects increased private capital investment in the area.

Additional development has also occurred immediately adjacent to the Apopka CRA, with the expansion of Florida Hospital along north Park Avenue. Continued residential redevelopment is occurring within the neighborhoods located in the CRA. These improvements are characterized by repairs or renovations, not replacement, to previously existing structures. Continued residential development activity within the City limits outside of the CRA boundaries will provide additional demand for commercial and professional services within the downtown area. Demand for entertainment services will also increase as the surrounding City population increases.

B. RESIDENTIAL DEVELOPMENT

The only multi-family residential developments located within the Apopka CRA are Promise Land East with 24 units and Apopka Townhouse Villas with 30 units. Just outside the City limits off 13th Street and Washington Street, Habitat for Humanity is building two affordable housing subdivisions with 58 lots. There is continued reinvestment and redevelopment of existing single-family and multi-family units in the Apopka CRA area; however, most of the substantial residential development is occurring outside of the CRA boundaries.

The extension of the beltway north of US 441 to SR 46 will spur additional residential development including master planned communities around the Wekiva Parkway Interchange such as Kelly Park Crossing. The Metro Orlando Economic Development Commission reports (based on US Census Bureau data) that both multi-family and single family permitting have been increasing year over year since 2009, but the amount of permitting is still significantly less than the levels experienced prior to the Great Recession. Metro-Orlando trends have also seen a larger share of permitting for multi-family, although single family permitting is still dominant. In addition, Orlando home values have increased by more than 10 percent in December 2016.

The residential development growing to the northwest and southwest of the Apopka CRA core will act as a demand stimulus for additional commercial, retail and entertainment development within the downtown core areas.

C. BUSINESS COMPOSITION

Nonresidential development within the Apopka CRA is primarily located along Main Street (U.S. 441). Commercial development along that corridor includes fast-food franchises, retail stores and financial institutions. Additional development has occurred along Central Avenue at 5th Street, including the LYNX SuperStop and the VFW facility. Based on the 2016 Department of Revenue (DOR) Land Use Codes, the land acreage within the CRA can be grouped into the following types of businesses:

- 36.3 acres of retail;
- 5.1 acres of restaurants;
- 25.4 acres of offices;
- 9.5 acres of warehouses;
- 30.9 acres of institutional uses

Figure 9: Sidewalks and Street Lights

Source: S&ME, 2017.

13% of the total acreage within the CRA. The number of vacant parcels has increased from sixty-seven (67) in 1993 to one hundred forty-two (142) in 2004 and to 183 in 2016. This significant increase in vacant parcels within the CRA is partly due to the demolition of substandard structures. Vacant lots give an impression of disinvestment and blight but also present redevelopment opportunities that are available throughout the CRA area.

According to Colliers International and the Metro Orlando EDC, late 2016 vacancy rates for office are below 10 percent. As leasing rates for Class A office space continue to climb, tenants have shifted their focus to Class B office space. The EDC reports that the retail vacancy rate for northwest Orange County was 5.4% in the fourth quarter of 2016. These figures coupled with an unemployment rate of 4.4% in November 2016 indicate the potential for positive growth in these sectors for 2017. Additional economic stimulus could be provided by a potential federal infrastructure bill being discussed in Washington D.C.

D. VACANT PROPERTIES

As of 2016, vacant parcels represent 18% of the total parcels and

Chapter 4: Tax Increment Finance Revenue Estimates

A. PROPERTY VALUATION

At the time of the adoption of the 1993 Community Redevelopment Plan, the 1992 certified taxable value of the parcels contained within the CRA was \$55,015,108, which is known as the base year value. In 2003, the taxable value was \$83,468,566. This represented a growth of \$28,453,458 in taxable value over 10 years or, on average, approximately \$2,845,346 per year. The value of property located within the CRA that was not taxable in 1993 – public buildings, institutions or religious facilities – was \$27,704,122. In 2003, the nontaxable value was \$35,081,696. These increases in overall property valuations and decrease in the percentage of nontaxable property values, as a percentage of the overall tax base (33 percent in 1993 versus 29 percent in 2003), is indicative of the increased value of private sector investment that has taken place during those 10 years. The taxable value in the Apopka CRA in 2004 was \$85,599,283, an increase of over \$2,130,000 from 2003 values.

Property valuation has increased in excess of the values anticipated in the 1993 Community Redevelopment Plan. The 1993 plan listed the estimated CRA property value in 2004 as \$85,599,283. This substantial increase in actual overestimated taxable value reflects increased private sector investment. Increasing Tax Increment Financing (TIF) revenues over historic estimates will enable the Apopka CRA to possibly accelerate the implementation of identified projects, implement additional or new projects, or increase potential leveraged funds from alternate funding sources (bonds, grants and commercial paper).

The 2016 taxable valuation for the CRA was \$98,684,347. This represents a 79% increase over the base year and a 2.5% average annual rate of increase. This historical annual rate of increase represents a measure of the private sector investment in the CRA since 1993 that may be conservatively continued for the following years. The combined 2016 year contributions by the City and County were estimated at \$341,109. Based on the current valuation of the parcels located within the CRA and current City and County millage rates, and a 2.5% annual rate of increase, the anticipated tax increment revenue (TIF) estimates for 2024 is \$7,180,100. According to the establishing CRA documents, the CRA will sunset in 2024. However, the opportunity exists to extend the operational timeframe beyond that period. Accounting for the potential to extend the CRA's lifespan, **Table 10** shows the TIF projections out to 2040, which is estimated to generate a total of \$15,586,899 in TIF revenues.

Table 10: City of Apopka TIF Revenues and Projections

Year	Final Certification Taxable Value ¹	Increment at 100%	Increment at 95%	Apopka Millage Rate	Apopka Payment @ 95%	Orange Co. Millage Rate	Orange Co. Payment @ 95%
1992 ²	\$55,015,108	-	-	-	-	-	-
2016 ³	\$98,684,347	\$43,669,239	\$41,485,777	3.7876	\$157,132	4.4347	\$183,977
2017	\$101,151,456	\$46,136,348	\$43,829,530	3.7876	\$166,009	4.4347	\$194,371
2018	\$103,680,242	\$48,665,134	\$46,231,877	3.7876	\$175,108	4.4347	\$205,025
2019	\$106,272,248	\$51,257,140	\$48,694,283	3.7876	\$184,434	4.4347	\$215,945
2020	\$108,929,054	\$53,913,946	\$51,218,249	3.7876	\$193,994	4.4347	\$227,138
2021	\$111,652,281	\$56,637,173	\$53,805,314	3.7876	\$203,793	4.4347	\$238,610
2022	\$114,443,588	\$59,428,480	\$56,457,056	3.7876	\$213,837	4.4347	\$250,370
2023	\$117,304,677	\$62,289,569	\$59,175,091	3.7876	\$224,132	4.4347	\$262,424
2024 ⁴	\$120,237,294	\$65,222,186	\$61,961,077	3.7876	\$234,684	4.4347	\$274,779
2025	\$123,243,227	\$68,228,119	\$64,816,713	3.7876	\$245,500	4.4347	\$287,443
2026	\$126,324,307	\$71,309,199	\$67,743,739	3.7876	\$256,586	4.4347	\$300,423
2027	\$129,482,415	\$74,467,307	\$70,743,942	3.7876	\$267,950	4.4347	\$313,728
2028	\$132,719,475	\$77,704,367	\$73,819,149	3.7876	\$279,597	4.4347	\$327,366
2029	\$136,037,462	\$81,022,354	\$76,971,237	3.7876	\$291,536	4.4347	\$341,344
2030	\$139,438,399	\$84,423,291	\$80,202,126	3.7876	\$303,774	4.4347	\$355,672
2031	\$142,924,359	\$87,909,251	\$83,513,788	3.7876	\$316,317	4.4347	\$370,359
2032	\$146,497,468	\$91,482,360	\$86,908,242	3.7876	\$329,174	4.4347	\$385,412
2033	\$150,159,904	\$95,144,796	\$90,387,557	3.7876	\$342,352	4.4347	\$400,842
2034	\$153,913,902	\$98,898,794	\$93,953,854	3.7876	\$355,860	4.4347	\$416,657
2035	\$157,761,750	\$102,746,642	\$97,609,310	3.7876	\$369,705	4.4347	\$432,868
2036	\$161,705,793	\$106,690,685	\$101,356,151	3.7876	\$383,897	4.4347	\$449,484
2037	\$165,748,438	\$110,733,330	\$105,196,664	3.7876	\$398,443	4.4347	\$466,516
2038	\$169,892,149	\$114,877,041	\$109,133,189	3.7876	\$413,353	4.4347	\$483,973
2039	\$174,139,453	\$119,124,345	\$113,168,128	3.7876	\$428,636	4.4347	\$501,867
2040 ⁵	\$178,492,939	\$123,477,831	\$117,303,940	3.7876	\$444,300	4.4347	\$520,208
Total Apopka Payments					\$7,180,100		
Total Orange County Payments							\$8,406,799
TOTAL TIF PROJECTED REVENUES					\$15,586,899		

Sources: Orange County Property Appraiser; S&ME, 2017.

Notes:

¹ 2017 to 2040 values are based on a historical annual valuation increase averaged at 2.5% between 1992 and 2016.² Base year taxable value.³ Taxable value of all parcels within the CRA, based on 2016 parcel data from the Orange County Property Appraiser.⁴ CRA sunsets in 2024.⁵ CRA extension to 2040.

Chapter 5: Public Participation

A key component to creating effective redevelopment strategies is public participation and community input. On April 13, 2017, the City of Apopka and the Apopka Community Redevelopment Agency hosted a community workshop, facilitated by S&ME. The purpose of the workshop was to gather public input from residents, business owners, government agencies, and stakeholders in Apopka and to identify community issues, concerns, and potential projects for inclusion in the updated Redevelopment Plan. Workshop participants were introduced to the CRA's history, past and existing conditions, accomplishments. A proposed list of preliminary programs and projects was presented for discussion.

A hands-on table exercise followed where participants utilized base maps of the CRA area and engaged in discussions to list issues and concerns affecting the CRA, propose recommendations, programs and projects for the CRA. The CRA base maps were marked-up by workshop participants to record the locations of specific projects and areas of concern. Lastly, the participants prioritized the identified issues in order to indicate the predominant issues, concerns, and recommendations the Community Redevelopment Plan should focus on. Table X below provides a prioritized list of the issues, concerns, and recommendations identified by participants during the workshop. Table X below groups and prioritizes the public input received into common themes reflected throughout the Community Redevelopment Plan.

[Narrative on results to follow workshop...](#)

Chapter 6: General Recommendations

The purpose of this plan update was to revisit the vision adopted as part of the original redevelopment plan. This revisit and analysis has supplemented the widespread goals and objectives that were established in the original plan. The following Objectives and Strategies provide the underpinning guidance and parameters for future CRA projects and programming. The work of the CRA Plan shall only be carried out in a manner that is in accordance with and consistent with the intent of the CRA's Goals, Objectives and Strategies:

- Goal: To unify Apopka's physical form
 - Objective: To unify Apopka by enhancing and maintaining a consistent quality and "home town" appearance.
 - Administration Strategy – Update Design Guidelines for the CRA
 - Projects Strategy – Update the Comprehensive Plan and Land Development Codes, as needed.
 - Projects Strategy – Develop a land acquisition strategy and land lease strategy which enhances the downtown and effectuates this redevelopment plan
 - Infrastructure Strategy – Develop direction signage (wayfinding) and gateway features
 - Infrastructure Strategy – Continue to enhance the streetscape of CRA roadway
- Goal: To create a sense of vitality
 - Objective: Beautification.
 - Administration Strategy – Develop an awards program that recognizes beautification efforts
 - Economic Development Activities Strategy – Create a program which recognizes historical projects
 - Economic Development Activities Strategy – Create a Façade Improvement Grant Program
 - Infrastructure Strategy – Develop direction signage (wayfinding) and gateway features
 - Infrastructure Strategy – Continue to enhance the streetscape of CRA roadway
 - Objective: To advocate provisions for adequate housing in good condition and with complete facilities.
 - Projects Strategy – Update the historical survey
 - Economic Development Activities Strategy - Implement a residential renovations incentive program
 - Land Development Regulations – Evaluate and update for compatible residential development
 - Objective: To promote Public and Private Investment.
 - Projects Strategy – Update the Comprehensive Plan and Land Development Codes, as needed.



- Infrastructure Strategy – Develop master plans and programs for installation, replacement or upgrading of infrastructure such as roads, potable water, sanitary sewer, reclaimed water, electric, gas, and stormwater
 - Objective: To provide appropriate density supportive of redevelopment
 - Projects Strategy – Update the Comprehensive Plan and Land Development Codes, as needed.
 - Objective: To encourage Mixed Use Residential and Non-residential uses
 - Projects Strategy – Update the Comprehensive Plan and Land Development Codes, as needed.
- Goal: To promote the retention and growth of business and residential development
 - Objective: Advocate for the continuation of the CRA
 - Administration Strategy – Continue to advocate and lobby for legislative support of CRA's.
 - Objective: Recognize development and redevelopment efforts in the CRA
 - Administration Strategy – Develop an awards program which recognizes development and redevelopment efforts
 - Objective: Promote existing businesses within the CRA
 - Projects Strategy – Develop a business retention plan
 - Economic Development Activities Strategy – Create a marketing/promotions strategy
 - Economic Development Activities Strategy – continue community-based efforts with project support and contracting for events
- Goal: Protect Existing Resources and Increase Resources
 - Objective: Provide for infrastructure to support business and residential
 - Projects Strategy – Prepare a master parking plan to identify available and potential parking to support the CRA
 - Infrastructure Strategy – Prepare a plan and implementation program for the Fifth Street parking lot
 - Infrastructure Strategy – Prepare a master plan for the Station Street public space (Downtown Area Triangle).

Physical, social, and demographic conditions have changed since the creation of the original plan and so has the public perception and preferences. The first part of this report outlined those changes. This section outlines a series of realistic and financially feasible implementation tasks and strategies that will assist the City and private development to achieve the primary goals and objectives of the CRA. The following issues played an important role in the design of the proposed vision plan for the CRA:

- Outdated regulations that encourage single-use developments and stand-alone buildings
- Site size and the lack of adequate space to meet Code requirements (parking, stormwater, parking, etc.)
- Heavy traffic on U.S. 441, although the volumes have decreased over the last ten years.
- Historic character of the CRA/CBD

- The need to protect established residential neighborhoods from incompatible types of nonresidential uses
- The lack of pedestrian amenities
- The public desire to guide private development into creating a walkable and vibrant atmosphere
- Enhancement of the identity of the downtown
- Parking safety in downtown
- The need to retain existing and attract new businesses

The following sections detail the strategies enumerated above.

A. ADMINISTRATION

CRA LEGISLATIVE SUPPORT

The Community Redevelopment Agency supports the efforts to enhance and/or maintain the ability of CRA's to function as originally intended and in accordance with State law. Past and recent challenges to the CRA legislation as provided in Chapter 163, Part III, Florida Statutes, has been aimed at stripping CRA's from their ability to function as originally intended.

AWARD PROGRAM

Recognizing those businesses which have gone above and beyond the normal aspect of their actual business should be recognized. This recognition can be done through development an award or certificate program such as a "Golden Brick" award for outstanding redevelopment/renovation efforts; a "Community Contribution" award; a "Business or Economic Improvement Contribution" award; or, a Certificate of Appreciation. These awards could be applied to residential and non-residential projects.

DESIGN GUIDELINES UPDATE

With a new focus on mixed use, the City will need to revisit the adopted design guidelines to ensure consistency with the goals of this plan.

Although hampered by the Great Recession, the CRA area has started to show positive signs of redevelopment activity in the past few years. New buildings have been built consistent with the adopted design standards, existing sites have been improved, and public projects such as the West Orange Trail and bridge have brought positive changes to the area. However, new development has continued to follow the same suburban pattern of the seventies and eighties – self-contained developments with their own parking, buffers, stormwater and signage. The current City land use and Euclidian-type zoning regulations encourage the development of single uses in stand-alone buildings. If the CRA area is intended to become a vibrant area, housing a variety of uses and offering a wide range of housing opportunities, the regulations will need to be reviewed to address the issues outlined below.

The adopted development design guidelines have significantly improved the appearance of recent development within the CRA. However, the impact has not been very effective on the general urban form of the area. A form-based code is recommended to guide development into creating a more adequate urban form.

In addition, the City should consider going into a public-private partnership to develop a "model mixed-use project" - a pedestrian- oriented, mixed-use complex to grow from. Visibility and presence on US 441 is important but the focus of the project doesn't necessarily have to be on that road. It may be designed to be perpendicular to that street, drawing pedestrians into the areas behind the vehicular corridor.

Continued evaluation of opportunities to increase pedestrian amenities and features should be pursued by the CRA. The relocation of parking areas to the rear of buildings, improved landscaping, streetscape and improved pedestrian features coupled with the City's design guidelines will continue to improve the urban form



of the Apopka CRA. If a successful pedestrian core can be developed, it typically spawns development similar in appearance. Specific streetscape and traffic recommendations are discussed in detail in the following sections.

Provision for a safe and pleasant environment for pedestrians and bicycles must be provided and maintained. Good planning and design of businesses and facilities can help with this requirement. Crime Prevention through Environmental Design is defined as "the proper design and effective use of the built environment that can lead to a reduction in the fear and incidence of crime and an improvement in the quality of life." The goal of CPTED is to reduce opportunities for crime that may be inherent in the design of structures or in the design of neighborhoods.

CPTED principles can be applied easily and inexpensively to buildings or during remodeling, and have been implemented in communities across the nation. The results have been impressive; in some CPTED communities, criminal activity has decreased by as much as 40 percent. CPTED design eliminates or reduces criminal behavior and at the same time encourages people to "keep an eye out" for each other and creates an effective environment that results in a safer more livable community.

There are separate guidelines for each of the strategies listed below, which, as a homeowner, builder or remodeler, can be applied to reduce the fear and incidence of crime and improve the quality of life.

There are four overlapping CPTED strategies.

1. Natural Surveillance - A design concept directed primarily at keeping intruders easily observable. Promoted by features that maximize visibility of people, parking areas and building entrances: doors and windows that look out on to streets and parking areas; pedestrian-friendly sidewalks and streets; front porches; adequate nighttime lighting.

2. Territorial Reinforcement - Physical design can create or extend a sphere of influence. Users then develop a sense of territorial control while potential offenders, perceiving this control, are discouraged. Promoted by features that define property lines and distinguish private spaces from public spaces using landscape plantings, pavement designs, gateway treatments, and "CPTED" fences.

3. Natural Access Control - A design concept directed primarily at decreasing crime opportunity by denying access to crime targets and creating in offenders a perception of risk. Gained by designing streets, sidewalks, building entrances and neighborhood gateways to clearly indicate public routes and discouraging access to private areas with structural elements.

4. Target Hardening - Accomplished by features that prohibit entry or access: window locks dead bolts for doors, interior door hinges.

LAND USE

As mentioned previously, the City needs to consider establishing a form-based code for the downtown area, which could function parallel to the zoning code. Both the Future Land Use Map, and the zoning map and regulations should encourage, through development incentives or as a requirement, the appropriate mix of uses not just from parcel to parcel but also within single sites. A form-based code would take care of the creation of a mixed-use corridor while achieving the desired urban form. With a new focus on development type, rather than on separation of uses, the City will need to revisit Floor Area Ratios, setbacks, buffers, landscaping, densities and other dimensional requirements to ensure the success of these developments and the area as a whole.

The City should consider limiting or prohibiting new or expanded industrial uses in the downtown. The few industrial uses currently in the downtown may have been appropriate in the past, but with a focus on mixed commercial, office and residential uses, the industrial component needs to be minimized.

HEIGHT

The width of U.S. 441 and the need to frame the street may justify the increase of building height along this corridor. The maximum building height within the CRA is seventy-five (75) feet.

SETBACKS

Setbacks should be addressed based on urban form. A form-based code would determine building setbacks based on the use and location of a building within the district rather than based on the zoning classification.

DENSITY

The residential use component within the CRA will be very critical to maintain the vitality of the area. The zoning regulations need to be set up to address the combination of various types of uses on a single site. Density is a very sensitive issue because most people associate high density with depressed and congested areas, when in reality it can be designed minimizing the negative impacts. The City should reconsider current density caps to determine if they are adequate for the creation of a vibrant downtown. It is a well-known fact that the separation of uses and the density limits typical of Euclidian zoning codes have contributed to excessive consumption of land in America, and especially in Florida.

LOT SIZE

Another important consideration when trying to attract mixed-use development to the CRA is the adequacy of sites to accommodate the required facilities and improvements. As noted in the Existing Conditions section, most of the lots in the CRA are inadequate to fully satisfy the contemporary needs of commercial and office uses, or to accommodate mixed-use. The small size of some of the older lots in the CRA also preclude, or make more difficult, development and redevelopment activities. The City needs to prepare area- wide parking and stormwater plans to minimize the impact of parking lots and retention ponds on the urban form and walkability of the area (explained in more detail in the Infrastructure Section).

Similarly, the Apopka CRA should evaluate opportunities to land bank and to assemble sub-standard parcels into more easily developed parcels to encourage development and updating of the downtown. Parcels may be assembled or aggregated through purchase, the potential use of eminent domain, or through encouraging the private sector to assemble parcels. The CRA may wish to evaluate potential use of a 'self-assembly' incentive program by which the City/CRA may assist private property owners to assemble parcels into larger, more easily developed parcels. The incentives that may be provided by the City/ CRA to the private 'assembler' could include title research, mapping assistance, coordination with potential developers and surveying services. The assembler would be required to enter into a development agreement with the City/CRA that would outline the parcels being assembled and the assembler's intent to develop the property within 12 months.

HISTORIC PROPERTIES

The City should consider updating the survey of historic properties to identify structures that have become significant since the 1990 survey, and to prepare a list of those that would be eligible for becoming local or national historic landmarks.

CRA REPRESENTATION AND LEGISLATIVE SUPPORT

Representation for the CRA can be provided when and where needed for the promotion of events, projects, and uses within the CRA district.

B. PROJECTS*LAND ACQUISITION AND SELLING/LEASING OF PUBLIC LAND*

Current and new projects may require the acquisition of property. Potential projects which may require additional projects may include but are not limited to: parking (5th Street Parking Lot), infrastructure, streetscape,



trails, parks, incubator, etc. The CRA must also develop processes, standards, and controls for the selling or leasing of public lands.

UPDATE HISTORICAL SURVEY

The City of Apopka conducted a historical resources survey in 1990. Most of the historical resources in the City are concentrated in the CRA area. Since the survey is over 25 years old, it would seem appropriate to update it.

BUSINESS RETENTION PLAN

Small businesses sometimes lack information or financial resources needed to grow or sustain themselves. The CRA promotes small business growth and expansion by providing information on incentive programs, grants, loans, and property availability. The CRA should also coordinate with merchant associations and the Chamber of Commerce to ensure that small businesses have knowledge of and access to support services such as training and job recruitment.

It is important to determine if existing businesses are failing, and if so, for what reasons. It is important to analyze those reasons and be able to tailor programs to assist existing businesses in the CRA. This could also include a consumer survey and marketing analysis.

DOWNTOWN APOPKA TRIANGLE (DAT)

Develop the Downtown Apopka Triangle (DAT) – along Station Street between S Lake Avenue and S Central Avenue – as a main focal point of Downtown Apopka and as part of a newly established Station Street District that focuses on arts and culture, entertainment, mixed-uses, and a pedestrian-friendly environment. The DAT may be supported by a parking garage and a trolley system and has the potential to become a base for a farmer's market, community gardens, restaurants, and special events. A Station Street District master plan should be created to identify action steps and capital improvements.

C. ECONOMIC DEVELOPMENT ACTIVITIES

HISTORICAL PROPERTY RECOGNITION

Properties of local significance and national registry properties are a valuable asset to Apopka. Recognition of these properties may be accomplished in various ways such as the national registry (if eligible), community awards or presentations. A historical marker program can help identify historic properties and encourage their protection. Historical surveys are also a valuable means to document historical properties, and the CRA could support this process. The last historical survey was conducted in 1990. Historical property information may be made available through brochures, media special events, historical markers and education programs.

MARKETING/PROMOTIONS

The CRA shall work with the County and State agencies to provide sufficient funding for marketing including local and regional promotions. Special events and activities should be developed as part of a sound marketing and promotional strategy.

FAÇADE IMPROVEMENT GRANTS

Matching grants for facade improvements could be managed and/or funded by the CRA. Funds may be combined with other grants when possible. Adherence with proper building and zoning codes must be completed when and where required.

RESIDENTIAL RENOVATION INCENTIVE PROGRAM

The CRA should consider incentivizing the repair and renovation of residential structures through a grant program. There could be matching grants or vouchers for rehabilitation, exterior painting, and/or consulting services such as general contractors, structural engineers, or architects.

RESIDENTIAL UTILITY ASSISTANCE PROGRAM

A new single-family construction program of infill lots to assist with impact fees, helping to create affordable housing.

LAND DEVELOPMENT REGULATIONS

The City of Apopka should evaluate and update its Land Development Regulations to encourage the development of compatible residential uses within the CRA.

COMMUNITY BASED EFFORTS

This action item covers a number of areas which include the following:

- Support of community based organizations for the promotion of the CRA district.
- Involvement of the community during project development, depending on the project.
- Development of partnerships for landscaping and beautification projects. These can include painting programs, landscaping and lot clean up.

D. INFRASTRUCTURE

Infrastructure improvements are vital to supporting the public and private reinvestment efforts in a redevelopment area. Improvements to roadways, stormwater facilities, water systems, and sanitary sewer systems, as well as other neighborhood improvements and the relocation of overhead utility lines to underground are all designed to serve as a catalyst for community redevelopment.

Continued maintenance, replacement and upgrade of utilities will be needed in the future. The roads in the CRA are adequate, however future needs may require additional construction (crosswalks), maintenance (repaving and restriping), or traffic calming devices to help manage traffic and maintain pedestrian safety. Main Street was repaved in 2016. The provision in the CRA Plan for these items is needed to continue services in the CRA district.

DOWNTOWN APOPKA TRIANGLE (DAT) & STATION STREET DISTRICT

Implement the Station Street District master plan to direct the acquisition, funding, and capital improvements of projects. Local rights-of-way might be vacated to create a larger common space (approximately 3.5 acres of space). Fourth Street may be re-routed and the new configuration of common property would allow potentially for the provision of additional public parking. Station Street should be linked to the West Orange Trail through the downtown.

EAST 6TH STREET PROMENADE

According to the Grow Apopka Vision 2025 report, “the East 6th Street Promenade, which connects Martin’s Pond (City Center) to South Park Avenue, would potentially include narrowing roads, traffic calming, up-graded street lighting with banners, street furniture, and landscaping for shading. The Promenade would assist in connecting the Station Street project to the West Orange Trail.

5TH STREET PARKING LOT

The goals would be to open the Fifth Street parking to the public with the City acquiring private interests in the property. The lot would be resurfaced and landscaped. Before resurfacing, base and sub-base components could be installed which would permit structured parking the future. The parking lot would complement and support the Station Street project and its availability to the public would be provided as part of a wayfinding program.

GATEWAYS

Gateways serve as grand entrances to an area and create a sense of place and arrival. They can be as simple as a corner town clock or as elaborate as a drive-through archway. A change in pavement color and texture, as well as a change in landscaping will set gateways and key intersections apart. Vertical elements like tall palms or decorative columns energize a space and add dramatic interest.

The intersection of U.S. 441 and S.R. 436 holds great potential for making a memorable gateway. Large letters spelling "APOPKA" could be attached to the guardrails, similar to those found on the I-4 and Conroy Road overpass. The City name could be illuminated, as well as City and County Seals on the supports. The application guidelines and a Community Identification Structures and Landscape (CISL) booklet may be obtained from FDOT.

There is a small City of Apopka sign at the south end of Park Avenue. If this sign were larger and framed by attractive landscaping it would make a nice entrance feature. This sign could then be repeated at other entry points and become a recognized symbol of the Apopka CRA.

SIGNAGE

Signage helps provide people with a variety of information including the location of the downtown, parking, shopping, recreational uses (West Orange Trail), governmental (City Hall, Police, etc.), and even events within the CRA district. A coordinated and visually recognizable system of directional signage needs to be developed and used throughout the district to provide a sense of place and belonging within the district. Use of sign design, colors and location can aid in this type of system.

STREETSCAPES

One of the most effective means for unifying and improving the appearance of downtown is the use of streetscape improvements. Streetscape improvements include decorative street lighting, street furniture (benches, trash receptacles, bike racks), unified signage, sidewalk improvements, underground utilities, and landscaping, among others. The changes can often be dramatic; sending a message to the community that redevelopment has begun and will be successful. Streetscape enhancements also establish an overall design theme to guide other renovation efforts. Murals, public art, historic signs, and the use of brick pavers are other popular and effective aesthetic enhancements.

The various streetscape improvement projects should be planned and coordinated as part of a master plan. Accordingly, the CRA shall retain an urban planning/design firm to investigate options and prepare a Master Streetscape Plan.

E. BUSINESS SUPPORT

IMPACT FEE ASSISTANCE GRANT

Grants may be awarded based on investment in brick and mortar improvements or job creation. The grants would off-set all or a portion of the impact fee assessment. Also, assistance may be rendered by allowing a business/developer to pay the impact fees over an extended period of time with little or no interest.

COOPERATIVE ADVERTISING & PROMOTION

One possibility to promote the businesses within the CRA can be done through cooperative advertising. An organization can team with a sponsor or groups of businesses can pool their efforts and funds to produce advertising together, instead of separately. Visitors and Convention Bureau or Tourist Development Council, athletic and special event promoters, and the Economic Development Commission should all be sought as possible partners for various CRA related activities. Advertising shall be designed specifically to promote redevelopment activities within the CRA.

BUILDING CODE COMPLIANCE AND BUILDING FEE REFUND PROGRAMS

The CRA should investigate establishing funding for assisting businesses, homeowners, and developers with the cost of bringing buildings into compliance with current codes. The incentives would include off-setting all or a portion of the improvements to bring a building into compliance.

Assistance through refunding building permit fees should be investigated. In either case, standards and requirements should be established to implement these programs.

LOANS & GRANTS

CRA Loan Pool - Development of a local loan pool for the CRA district can be completed with the support of local banks. These funds would be sponsored and approved through each sponsoring bank for renovations. Loan pools can provide low interest funding for business redevelopment or improvements. Loan pools may be developed for commercial and housing use, depending on the direction from the CRA.

PUBLIC-PRIVATE PARTNERSHIPS (P3)

The City of Apopka shall examine opportunities for public-private partnerships to encourage the redevelopment of compatible residential and non-residential uses within the CRA.

FEDERAL AND STATE PROGRAMS

The City of Apopka and the CRA shall examine the opportunities to utilize existing state, regional, and federal regulatory and financial incentive programs, such as brownfield grant funding and state programs, to encourage redevelopment within the CRA.

Chapter 7: Conceptual Master Plan and Recommendations

Portions of three primary streets were targeted for streetscape analysis and recommendations. A section of Main Street (U.S. 441), Central Avenue and 5th Street were studied. The streetscape recommendations included in the following pages could be applied to other streets of similar widths and similar urban form.

A section of U.S. 441 was studied for a potential gateway from the west at Hawthorne Avenue. Central Avenue was studied from 7th Street to M.A. Board Street. The portion of 5th Street studied runs from Central Avenue to Park Avenue.

Two key intersections were also analyzed: Main Street and Central Avenue, and Central Avenue and 5th Street. Perspectives are included, which show conceptual recommendations for these two intersections. Plans and sections are included for the three portions of Main Street, Central Avenue and 5th Street. An alternative conceptual plan for the 5th Street and Central Avenue intersection is also presented to introduce the Downtown Apopka Triangle concept.

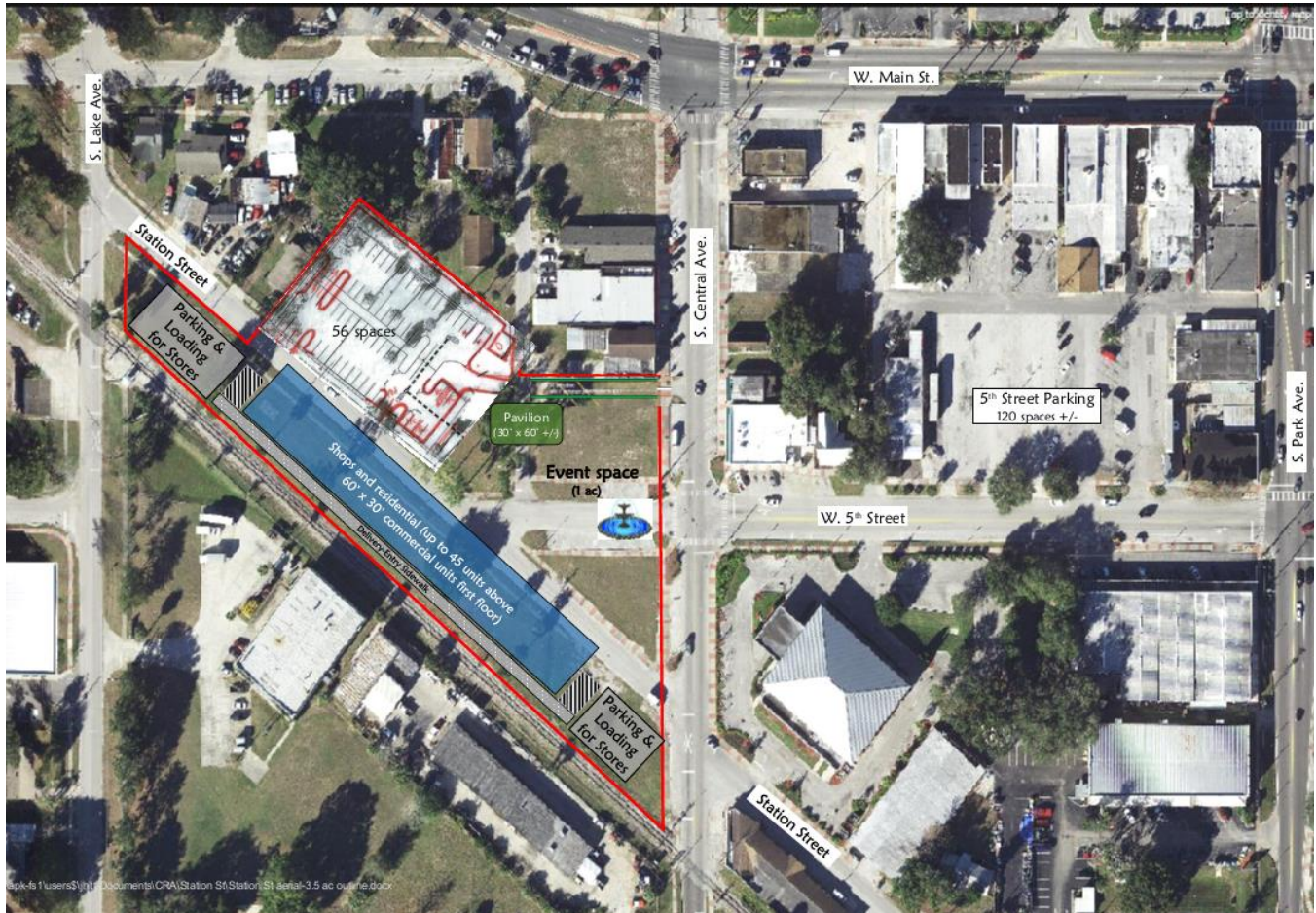


Figure 10: Main Street, 5th Street, and Central Avenue Redevelopment Concept Alternative



Sources: Land Design Innovations 2007; S&ME.

Figure 11: 5th Street and Central Avenue Redevelopment Concept Alternative (Downtown Apopka Triangle)



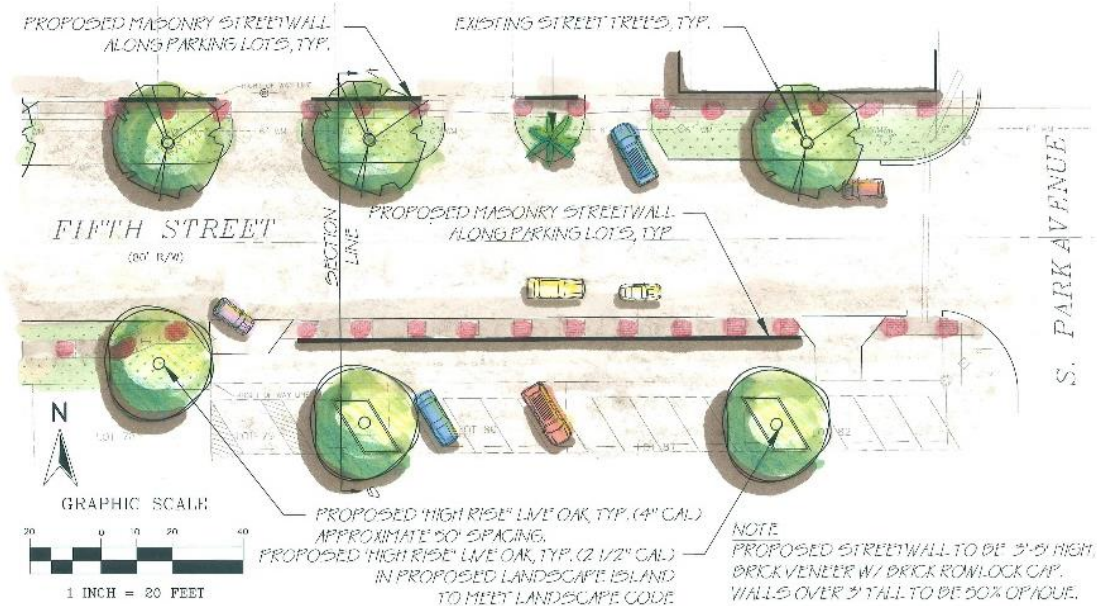
Source: City of Apopka, 2017.

Figure 12: Main Street and Hawthorne Avenue Streetscape



Sources: Land Design Innovations, 2007; S&ME, 2017.

Figure 13: 5th Street and Park Avenue Streetscape



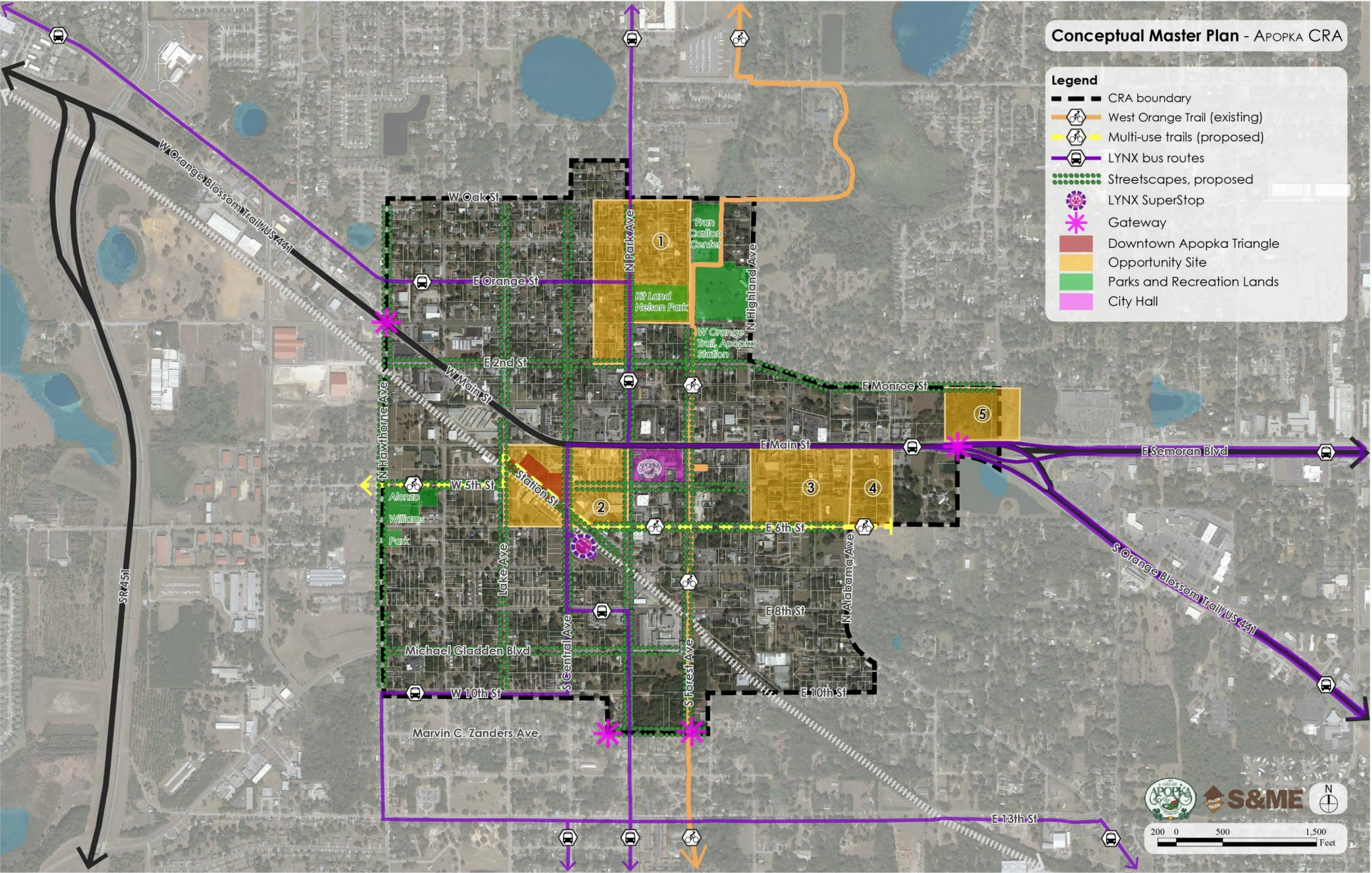
Sources: Land Design Innovations, 2007; S&ME, 2017.

NEIGHBORHOOD IMPACT STATEMENT

The proposed projects and programs are not anticipated to impact or require relocation of any low or moderate income housing areas within the CRA district. Each of the proposed projects, catalyst projects and other development within the CRA district will be evaluated for potential impacts upon the surrounding areas addressing traffic circulation, environmental impacts, availability of community facilities, effects on school populations and other potential impacts upon the physical and social quality of life during the planning and design phase of each project. Any potential negative impacts will be mitigated to the maximum extent possible.



Map 7: Conceptual Master Plan



OPPORTUNITY SITES

The Opportunity Sites, shown on the Conceptual Master Plan, present key, strategic areas within the Apopka CRA for redevelopment. The location, existing land uses, future land uses, and zoning designations of each site create unique opportunities for redevelopment into a wide range of uses, including mixed-uses, neighborhood residential uses, and supporting commercial uses. The Opportunity Sites 1 through 5 are described below in more detail.

OPPORTUNITY SITE 1

Opportunity Site 1 is located in the northern part of the CRA south of W Oak Street. The site is bound on the north by East Oak Street, Central Avenue to the west, W Orange Trail to the east, and E 2nd Street to the south. The site is comprised of 63 parcels, covering a total parcel area – excluding right-of-ways – of 27.65 acres. The site is bisected by Park Avenue, which connects to Main Street and runs adjacent to City Hall. Kit Land Nelson Park is located within the opportunity site and both the Fran Carlton Center and the West Orange Trail are located adjacent to the site's its eastern edge. The Florida Hospital Apopka is situated to the north of the opportunity site. Eight (8) parcels within the opportunity site are vacant and the majority of the surrounding existing and future land uses are Single Family Residential and Low Density Residential, respectively. These amenities and conditions make it an attractive site for redevelopment into office, multi-family, supporting retail, and mixed uses.

- Location: South of East Oak Street, North of E 2nd Street, West of W Orange Trail, and East of Central Avenue.
- Current Use: Single-family residential, multi-family residential, retail, office, other commercial services, institutional, recreation, utilities, and vacant lands.
- Zoning: Residential Single-Family R-1AA, Professional Office/Institutional PO/I, Retail Commercial C-1, and Parks and Recreation.
- Future Land Use: Low Density Residential, Office, Parks/Recreation.

OPPORTUNITY SITE 2

Opportunity Site 2 is located within the Downtown Development Overlay District on the south side of US 441 between East 6th Street and MA Board Street. The site is bound on the East by South Park Avenue (aka Clarcona Road) and on the West by Marvin C. Zanders Avenue. The overall 17.87 acre Opportunity site is comprised of 49 parcels and is bisected by CSX Rail line and includes the Apopka Community Center VFW Post and a wide range of retail and commercial services along US 441, South Park Avenue and Central Avenue. The center of this Opportunity Site is the site of the CRA's proposed Downtown Apopka Triangle mixed-use redevelopment project. The south end of this Opportunity Site fronts East 6th Street and will front the cross-town bicycle trail. This site would be an ideal location for a more urban development pattern mixed-use development with an increased intensity commercial development that would benefit from the site's central downtown location, proximity to the Downtown Apopka Triangle project, proximity to the Lynx Super Stop and location on the East 6th Street cross-town bicycle trail.

- Location: South of US 441 and North of East 6th Street bounded on the East by South Park Avenue (aka Clarcona Road) Avenue and on the West by Marvin C Zanders Avenue.
- Current Use: Single family residential, office, retail, vacant, public lands, institutional (Community Center VFW), industrial, railroad.
- Zoning: Retail Commercial C-1, General Commercial C-2, Wholesale Commercial C-3.
- Future Land Use: Commercial.



OPPORTUNITY SITE 3

Opportunity Site 3 is located on the south side of US 441 between East 6th Street and US 441 to the West of Opportunity Site #4 on the eastern side of Apopka adjacent to the Central Businesses District. This 16.67 acre site is comprised of 35 parcels and is bisected by Midland Avenue and partially bisected by Oakland Avenue. US 441 frontage is developed with a commercial and retail uses. The south end of this Opportunity Site fronts East 6th Street and will be the eastern terminus of a cross-town bicycle trail. This site would be an ideal potential location for a mixed-use planned development, neighborhood-scale commercial development and/or residential development that would benefit from the site's proximity to downtown and location on the East 6th Street cross-town bicycle trail.

- Location: South of US 441 and North of East 6th Street bounded on the East by Alabama Avenue and on the West by South Highland Avenue.
- Current Use: Single family residential, commercial, vacant, institutional (Church).
- Zoning: General Commercial C-2, Retail Commercial C-1, Residential Single Family R-1AA, Residential Multiple Family R-3.
- Future Land Use: Low Density Residential, Commercial.

OPPORTUNITY SITE 4

Opportunity Site 4 is located on the south side of US 441 between East 6th Street and US 441 on the eastern side of Apopka. This 7.68 acre site is comprised of 10 parcels. US 441 frontage is developed with a Burger King and a convenience store/gas station. 3 of the 10 parcels are vacant (1.57 acres), while the remaining 7 parcels (6.11 acres) are developed with single-family residential and the aforementioned commercial development along US 441 frontage. The south end of this Opportunity Site fronts East 6th Street and will be the eastern terminus of a cross-town bicycle trail providing quick access to the West Orange Trail. This site would be an ideal potential location for a mixed-use, neighborhood-scale commercial development and/or residential development that would benefit from the site's proximity to downtown and location on the East 6th Street cross-town bicycle trail.

- Location: South of US 441 and North of East 6th Street bounded on the East by South McGee Avenue and on the West by Alabama Avenue.
- Current Use: Single family residential, commercial, vacant.
- Zoning: General Commercial C-2, Retail Commercial C-1, Planned Unit Development PUD, Residential Single Family R-1AA.
- Future Land Use: Low Density Residential, Commercial.

OPPORTUNITY SITE 5

Opportunity Site 5 Opportunity Site #5 is located at the intersection of SR 436 and US 441 on the eastern gateway of Apopka. This 6.42 acre City-owned parcel is located on the City's main commercial corridor with over 40,000 daily traffic trips. This site would be an ideal potential location for a mixed-use development that would benefit from the site's street visibility high daily traffic volumes.

- Location: US 441 and SR 436.
- Current Use: Vacant.
- Zoning: Residential Multiple Family R-3, Retail Commercial C-1.
- Future Land Use: Mixed Use, Commercial.

Chapter 8: Implementation Plan

The following narrative tables outline a twenty-three year implementation strategy for this Redevelopment Plan.

Strategies, Action Items, Program, & Projects	Timeframe			
	Short	Medium	Long	Extended
	2017-2021	2022-2026	2027-2030	2031-2040
Administration				
Design Guidelines Update	✓			
Awards Program	✓	✓	✓	✓
CRA Legislative Support	✓	✓	✓	✓
Projects				
Parking Study	✓			
Land Acquisition for projects		✓	✓	✓
Business Retention Plan	✓			
Update Historical Survey	✓			
Downtown Apopka Triangle	✓			
Economic Development Activities				
Historical Projects Recognition	✓	✓	✓	✓
Marketing/Promotions	✓	✓	✓	✓
Community-based Efforts - Project support, contracting for events	✓	✓	✓	✓
Façade improvement Grants - P3 partnership program	✓	✓	✓	✓
Residential Renovation Incentive Program	✓	✓	✓	✓
Land Development Regulations	✓		✓	
Infrastructure				
Directional Signage and Gateways	✓			
Streetscape	✓	✓	✓	✓
Roads, Water, Sewer, Electrical	✓	✓	✓	✓
Fifth Street Parking Lot	✓	✓		
Station Street Public Space Master Planning (DAT)	✓	✓		
Business Support				
Impact Fee Assistance Grant	✓	✓	✓	✓
Co-op Advertising and Promotion	✓	✓	✓	✓
Building Code Compliance Grant	✓	✓	✓	✓
Building Fee Refund Program	✓	✓	✓	✓
Public-Private Partnerships (P3)	✓	✓	✓	✓
State, Regional, National Regulatory and Financial Incentives	✓	✓	✓	✓



Chapter 9: Consistency with Florida Statutes

The aforementioned projects, programs and implementation plan is consistent with applicable state laws (FS Chapter 163.362) regarding the contents of Community Redevelopment Plans. The Community Redevelopment Plan contains:

- Legal Description of the community redevelopment area (see Appendices).
- The approximate amount of open space and street layout (Chapter 7, Conceptual Master Plan and Recommendations; Chapter 2, Existing Conditions).
- Limitations on type, size, height, number and proposed use of buildings (Chapter 2, Existing Conditions)
- Approximate number of dwelling units (Chapter 2, Existing Conditions).
- Property intended for use as public parks, recreation areas, streets, public utilities and public improvements (Chapter 7, Conceptual Master Plan and Recommendations).
- Anticipated impact on residents (Chapter 7, Conceptual Master Plan and Recommendations).
- Identified publicly funded capital projects within CRA (Chapter 8, Implementation Plan).
- Adequate safeguards that the work of the redevelopment plan will be carried out pursuant to the plan (Chapter 5, General Recommendations).
- Provisions for retention of controls and the establishment of any restrictions or covenants running with the land or sold or leased for private use for such periods of time and under such conditions as the governing board deems necessary to effectuate the redevelopment purpose (Chapter 5, General Recommendations).
- Provides assurances that there will be replacement housing for the relocation of persons temporarily or permanently displaced from housing facilities within the community redevelopment area (Chapter 7, Conceptual Master Plan and Recommendations).

Appendix A: CRA Boundary Legal Description

**CITY OF APOPKA
COMMUNITY REDEVELOPMENT AREA**

DESCRIPTION

Beginning at the intersection of the Northerly Right-of-Way line of Tenth Street with the Easterly Right-of-Way line of Hawthorne Avenue; Run thence Northerly along said Easterly line to the Northerly Right-of-Way line of Ninth Street; Run thence Westerly at right angles from the Easterly line of Hawthorne Avenue to the Westerly Right-of-Way line of Hawthorne Avenue; Run thence Northerly along said Westerly line to the Southeast corner of lot 16, Block "B" of Bradshaw and Thompson's Addition to Apopka as recorded in Plat Book "B", page 25 of the Public Records of Orange County, Florida; Run thence Easterly at right angles to the Easterly Right-of-Way line of Hawthorne Avenue; Run thence Northerly along said Easterly line to the Southerly Right-of-Way line of Oak Street; Run thence Easterly along said southerly line to the Easterly Right-of-Way line of Central Avenue; Run thence Northerly along said Easterly line to the Northwest corner of Lot 95 of Lakeside Homes as recorded in Plat Book "B", page 69 of the Public Records of Orange County, Florida; Run thence Easterly along the northerly line of said Lot 95 and Lot 94 of said Plat and a projection Easterly thereof to the Easterly Right-of-Way line of Park Avenue; Run thence Southerly along said Easterly line to the Northerly Right-of-Way line of Oak Street; Run thence Easterly along said Northerly line to the West line of the East 1/2 of the Northwest 1/4 of Section 10, Township 21 South, Range 28 East, Orange County, Florida; Run thence Southerly along said West line and the Easterly Right-of-Way line of Highland Avenue to the Northerly Right-of-Way line of Monroe Avenue; Run thence Easterly along said Northerly line to the East line of the West 1/2 of the Southeast 1/4 of Section 10; Run thence Southerly along said East line to the Northerly Right-of-Way line of State Road (S.R.) 436; Run thence Westerly along said northerly line to the Northerly projection of the Westerly line of Lots 2 and 3 Block "B" of L.F. Tilden's Addition to Apopka City as recorded in Plat Book "A", page 140 of the Public Records of Orange County, Florida; Run thence Southerly along said Westerly line and a projection Northerly and Southerly thereof to the Southerly Right-of-Way line of Sixth Street; Run thence Westerly along said Southerly line to the Easterly Right-of-Way line of Alabama Street; Run thence Southerly and Easterly along said Easterly line to the Easterly Right-of-Way line of McGee Street; Run thence Southerly along said Easterly line to the Northerly Right-of-Way line of Tenth Street; Run thence Westerly along, said Northerly line and a line 30.00 feet Northerly, measured at right angles, from the South line of the North 1/2 of the Southwest 1/4 of Section 15, Township 21 South, Range 28 East, to the Westerly Right-of-Way line of Robinson Avenue; Run thence Southerly along said Westerly line to the Northerly Right-of-Way line of Eleventh Street; Run thence Westerly along said Northerly line to the Easterly Right-of-Way line of Park Avenue; Run Thence Southerly along said line to the Easterly projection of the Southerly line of lot 12 Block "J" of the Town of Apopka as recorded in Plat Book "A", page 109 of the Public Records of Orange County, Florida; Run thence Westerly along said projection and the Southerly line of said Lot 12 to the Westerly line of Lot 12; Run thence Northerly along said Westerly line and the Westerly line of Lot 6 Block "J" and a projection Northerly thereof to the Northerly Right-of-Way line of Tenth Street; Run thence Westerly along said Northerly line to the Point Of Beginning.

Containing 633 acres of land more or less.



Appendix B: Community Workshop

[COMMUNITY WORKSHOP DATA]



Appendix C: Establishing Documents

ORDINANCE NO. 783

AN ORDINANCE OF THE CITY OF APOPKA, FLORIDA, ESTABLISHING A COMMUNITY REDEVELOPMENT TRUST FUND; PROVIDING FOR THE ADMINISTRATION OF THE COMMUNITY REDEVELOPMENT TRUST FUND; ESTABLISHING THE BASE YEAR FOR DETERMINING ASSESSED VALUES OF PROPERTY IN THE COMMUNITY REDEVELOPMENT AREA FOR TAX INCREMENT PURPOSES; PROVIDING FOR ANNUAL APPROPRIATION OF THE TAX INCREMENT BY ALL TAXING AUTHORITIES IN THE COMMUNITY REDEVELOPMENT AREA; APPOINTING THE GOVERNING BODY OF THE COMMUNITY REDEVELOPMENT AGENCY AS THE TRUSTEE OF THE COMMUNITY REDEVELOPMENT TRUST FUND; PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, by Resolution No. 93-M-38 and Resolution No. 93-M-39 adopted by the Board of County Commissioners of Orange County, Florida (the "County Commission") on June 22, 1993, and by Resolution No. 9316 adopted by the City Council of the City of Apopka, Florida (the "City Council") on June 28, 1993, it was determined that one or more slum or blighted areas exist or areas which lack affordable housing exists within the City of Apopka, Florida (the "City"), and that rehabilitation, conservation, or redevelopment, or combination thereof, of such area or areas is necessary in the interest of the public health, safety, morals or welfare of the residents of the City and County; and

WHEREAS, by Resolution No. 9316 adopted by the City Council on June 28, 1993, the City Council created the Apopka Community Redevelopment Agency (the "Agency") and declared the City Council as the Agency pursuant to Section 163.356 and 163.357, Florida Statutes; and

WHEREAS, by Resolution No. 9316 adopted by the City Council on June 28, 1993, the City Council adopted the Apopka Community Redevelopment Plan (the "Plan") for the Community Redevelopment Area as fully described in the Resolution and in Exhibit A attached hereto and made a part hereof (the "Community Redevelopment Area"); and

WHEREAS, in order to plan and implement community redevelopment within the Community Redevelopment Area it is necessary that a Redevelopment Trust Fund be established and created for said area as provided for in Section 163.387, Florida Statutes (the "Act"); and

WHEREAS, notice to each taxing authority and public notice of the City's intention to adopt an ordinance creating a Redevelopment Trust Fund has been given, in accordance with Section 163.346 and 166.041(3), Florida Statutes.

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

SECTION 1. There is hereby established and created, in accordance with the provision of the Act, a Community Redevelopment Trust Fund (the "Fund") for the Community Redevelopment Area, which fund shall be utilized and expended for the purpose of and in accordance with the Plan, including any amendments or modifications thereto approved by the Community Redevelopment Agency including any "community redevelopment" (as that term is defined in Section 163.340, Florida Statutes) under this Plan.

SECTION 2. The moneys to be allocated to and deposited into the Fund shall be used to finance "community redevelopment" within the Community Redevelopment Area, which shall be appropriated when authorized by the Agency. The Agency shall utilize the funds and revenues paid into and earned by the Fund for community redevelopment purposes as provided in the Plan and as permitted by



ORDINANCE NO. 783

PAGE 2

law. The Fund shall exist for the duration of the "community redevelopment" undertaken by the Agency pursuant to the Plan and the extent permitted by the Act. Moneys shall be held in the Fund and the Fund shall be administered by the City for and on behalf of the Agency, and disbursed from the Fund as provided by the Act, this Ordinance or when authorized by the Agency.

SECTION 3. The money held in the Fund shall be continuously secured in the same manner as state and municipal deposits are authorized to be secured by the laws of the state of Florida. The Funds may be invested according to the Act and Florida Statutes. The cash required to be accounted for in the Trust Fund described in this Act may be deposited in a single bank account, provided that adequate accounting records are maintained to reflect and control the restricted allocation of cash on deposit therein for the various purposes of such funds and accounts as herein provided.

SECTION 4. There shall be paid into the Fund each year by each of the "taxing authorities" (as that term is defined in Section 163.340, Florida Statutes) levying ad valorem taxes within the Community Redevelopment Area, and shall be that amount equal to 95 percent of the incremental increase in ad valorem taxes levied each year by that taxing authority, as calculated in accordance with Section 5 of this Ordinance and the Act, based on the base year established in Section 4 of this Ordinance (such annual amount being hereafter referred to as the "tax increment").

SECTION 5. The most recently approved tax role prior to the effective date of this Ordinance used in connection with the taxation of real property in the Community Redevelopment Area shall be the real property assessment roll of Orange County, Florida, reflecting the valuation of real property for purposes of ad valorem taxation as of January 1, 1992 (the "base year value") and submitted to the Department of Revenue pursuant to Section 193.1142, Florida Statutes, and all deposits into the Fund shall be in the amount of tax increment calculated as provided in Section 5 hereof based upon increases in valuation of taxable real property from the base year value.

SECTION 6. The tax increment shall be determined annually by each taxing authority and shall be that amount equal to 95 percent of the difference between:

- (a) The amount of ad valorem taxes levied each year by all taxing authorities, exclusive of any amount from any debt service millage, on taxable real property located within the geographic boundaries of the Community Redevelopment Area; and
- (b) The amount of ad valorem taxes which would have been produced by the rate upon which the tax is levied each year by or all taxing authorities, upon the total of the assessed value of the taxable real property in the Community Redevelopment Area as shown upon the assessment roll used in connection with the taxation of such property by all taxing authorities, prior to the effective date of the Ordinance.

SECTION 7. All taxing authorities shall annually appropriate to and cause to be deposited in the Fund the tax increment determined pursuant to the Act and Section 5 of this Ordinance at the beginning of each fiscal year thereof as provided in the Act. The obligation of each taxing authority to annually appropriate the tax increment for deposit in the Fund shall commence immediately upon the effective date of this Ordinance and continue the extent permitted by the Act until all loans, advances and indebtedness, if any, and interest thereon, incurred by the Agency as a result of community redevelopment in the Community Redevelopment Area have been paid.

ORDINANCE NO. 783

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SECTION 8. The Fund shall be established and maintained as a separate trust fund by the City pursuant to the Act and this Ordinance, and other directives of the governing body of the Agency as may from time to time be adopted, whereby the Fund may be promptly and effectively administered and utilized by the Agency expeditiously and without undue delay for its statutory purpose pursuant to the Plan.

SECTION 9. The chief financial officer of the City of Apopka, Florida (the "Trustee"), on behalf of the City and the Agency, shall be the trustee of the Fund and shall be responsible for the receipt, custody, disbursement, accountability, management, investment, and proper application of all moneys paid into or expended from the Fund in accordance with Agency authorization and with state and local laws. Disbursement of moneys shall be made upon presentation of adequate supporting documentation in the reasonable opinion of the Trustee.

SECTION 10. Any and all ordinances or resolutions or parts of ordinances or resolutions in conflict herewith are hereby repealed.

SECTION 11. If any part of this Ordinance is held to be invalid or unenforceable for any reason, such holding shall not affect the validity or enforceability of the remainder of this Ordinance, which shall remain in full force and effect.

SECTION 12. The Clerk to the City Council is hereby authorized to send a certified copy of this Ordinance to each of the taxing authorities and to the Property Appraiser of Orange County, Florida.

SECTION 14. This Ordinance shall take effect immediately upon its approval and adoption by the Apopka City Council.

READ FIRST TIME: June 16, 1993

READ SECOND TIME

AND ADOPTED: June 28, 1993


John H. Land, Mayor

ATTEST:


~~Connie W. Major, City Clerk~~
Libby Tyler, Deputy City Clerk

APPROVED AS TO FORM:


Frank Kruppenbacher, Esq.,
City Attorney

DULY ADVERTISED FOR PUBLIC HEARING ON: June 18, 1993

CRAORD



Ordinance No. 783

EXHIBIT A**CITY OF APOPKA
COMMUNITY REDEVELOPMENT AREA****DESCRIPTION**

Beginning at the intersection of the Northerly Right-of-Way line of Tenth Street with the Easterly Right-of-Way line of Hawthorne Avenue; Run thence Northerly along said Easterly line to the Northerly Right-of-Way line of Ninth Street; Run thence Westerly at right angles from the Easterly line of Hawthorne Avenue to the Westerly Right-of-Way line of Hawthorne Avenue; Run thence Northerly along said Westerly line to the Southeast corner of lot 15, Block "B" of Bradshaw and Thompson's Addition to Apopka as recorded in Plat Book "B", page 25 of the Public Records of Orange County, Florida; Run thence Easterly at right angles to the Easterly Right-of-Way line of Hawthorne Avenue; Run thence Northerly along said Easterly line to the Southerly Right-of-Way line of Oak Street; Run thence Easterly along said southerly line to the Easterly Right-of-Way line of Central Avenue; Run thence Northerly along said Easterly line to the Northwest corner of Lot 95 of Lakeside Homes as recorded in Plat Book "B", page 69 of the Public Records of Orange County, Florida; Run thence Easterly along the northerly line of said Lot 95 and Lot 94 of said Plat and a projection Easterly thereof to the Easterly Right-of-Way line of Park Avenue; Run thence Southerly along said Easterly line to the Northerly Right-of-Way line of Oak Street; Run thence Easterly along said Northerly line to the West line of the East 1/2 of the Northwest 1/4 of Section 10, Township 21 South, Range 28 East, Orange County, Florida; Run thence Southerly along said West line and the Easterly Right-of-Way line of Highland Avenue to the Northerly Right-of-Way line of Monroe Avenue; Run thence Easterly along said Northerly line to the East line of the West 1/2 of the Southeast 1/4 of Section 10; Run thence Southerly along said East line to the Northerly Right-of-Way line of State Road (S.R.) 436; Run thence Westerly along said northerly line to the Northerly projection of the Westerly line of Lots 2 and 3 Block "B" of L.F. Tilden's Addition to Apopka City as recorded in Plat Book "A", page 140 of the Public Records of Orange County, Florida; Run thence Southerly along said Westerly line and a projection Northerly and Southerly thereof to the Southerly Right-of-Way line of Sixth Street; Run thence Westerly along said Southerly line to the Easterly Right-of-Way line of Alabama Street; Run thence Southerly and Easterly along said Easterly line to the Easterly Right-of-Way line of McGee Street; Run thence Southerly along said Easterly line to the Northerly Right-of-Way line of Tenth Street; Run thence Westerly along said Northerly line and a line 30.00 feet Northerly, measured at right angles, from the South line of the North 1/2 of the Southwest 1/4 of Section 15, Township 21 South, Range 28 East, to the Westerly Right-of-Way line of Robinson Avenue; Run thence Southerly along said Westerly line to the Northerly Right-of-Way line of Eleventh Street; Run thence Westerly along said Northerly line to the Easterly Right-of-Way line of Park Avenue; Run Thence Southerly along said line to the Easterly projection of the Southerly line of lot 12 Block "J" of the Town of Apopka as recorded in Plat Book "A", page 109 of the Public Records of Orange County, Florida; Run thence Westerly along said projection and the Southerly line of said Lot 12 to the Westerly line of Lot 12; Run thence Northerly along said Westerly line and the Westerly line of Lot 6 Block "J" and a projection Northerly thereof to the Northerly Right-of-Way line of Tenth Street; Run thence Westerly along said Northerly line to the Point Of Beginning.

Containing 633 acres of land more or less.



RESOLUTION NO. 9316

A RESOLUTION OF THE CITY OF APOPKA, FLORIDA, RELATING TO COMMUNITY REDEVELOPMENT; AFFIRMING THE FINDING THAT SLUM OR BLIGHTED AREAS EXIST, OR AREAS WHICH LACK AFFORDABLE HOUSING EXIST, IN THE CITY, AND DESIGNATING SUCH AREA APPROPRIATE FOR REDEVELOPMENT; FINDING THAT THE REHABILITATION, CONSERVATION OR REDEVELOPMENT OF SUCH AREA IS NECESSARY IN THE PUBLIC INTEREST; FINDING THAT THERE IS A NEED FOR A COMMUNITY REDEVELOPMENT AGENCY TO FUNCTION IN THE CITY, AND CREATING THE AGENCY; DECLARING THE CITY COUNCIL AS THE COMMUNITY REDEVELOPMENT AGENCY; ADOPTING A COMMUNITY REDEVELOPMENT PLAN FOR THE DESIGNATED AREA, AND AUTHORIZING AND DIRECTING THE COMMUNITY REDEVELOPMENT AGENCY TO IMPLEMENT THE PLAN; PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the Community redevelopment act of 1969 of Chapter 163, Part III, Florida Statutes, empowers counties and municipalities to undertake community redevelopment in order to eliminate, remedy or prevent slum and blighted areas and to provide affordable housing; and

WHEREAS, Orange County has adopted a home rule charter, the Orange County Commission delegated by Resolution No. 93-M-38 and Resolution No. 93-M-39, on June 22, 1993, the powers conferred upon the county to the City of Apopka, as provided for in Section 163.410, Florida Statutes; and

WHEREAS, notice to each taxing authority and public notice of the city's intention to adopt a resolution adopting the proposed Finding of Necessity study, creating a Community Redevelopment Agency and declaring the City Council as the Community Redevelopment Agency, has been given, as provided for in Section 163.346 and 166.041(3), Florida Statutes; and

WHEREAS, the City of Apopka has completed the "Finding of Necessity" study determining one or more blighted areas, or areas which lack affordable housing exist, and establishes the Community Redevelopment Area; and

WHEREAS, the City of Apopka has determined that there is a need for a Community Redevelopment Agency, and establishing the agency, and declaring the City Council as the Community Redevelopment Agency, as provided for in Sections 163.356 and 163.357, Florida Statutes; and

WHEREAS, a Community Redevelopment Plan has been completed, pursuant to Sections 163.360 and 163.362, Florida Statutes; and

WHEREAS, to the extent permitted by law, it is also the intent of the City of Apopka and Orange County that, for the purposes of determining the tax increment revenues to be deposited into a Community Redevelopment Trust Fund, the most recent assessment roll be used in connection with the taxation of the property, pursuant to Section 163.387, Florida Statutes.

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

Section 1: Authority. This resolution is adopted pursuant to the provisions of Chapter 163, Part III, Florida Statutes, and pursuant to the delegated authority contained in Resolution No. 93-M-38 and Resolution No. 93-M-39 adopted by the Board of County Commissioners of Orange County, Florida, on June 22, 1993.

RESOLUTION NO. 9316

PAGE 2

Section 2: Definitions. The definitions of terms contained in Section 163.340, Florida Statutes, are hereby adopted by reference whenever such terms are used in this resolution. The term "Redevelopment Area" means the area within the territorial boundaries of the City of Apopka, Florida (the "City"), as described in Exhibit A and as outlined on the map described as Exhibit B, both entitled "City of Apopka Community Redevelopment Area."

Section 3. Findings. It is hereby found and determined as follows:

A. The Redevelopment Area is a slum or blighted area which substantially impairs the sound growth of the city and is a threat to the public health, safety, morals and welfare of the residents of the city; and the existence of slum or blighted further creates an economic and social liability by hindering industrial, commercial, office, or residential development, reducing employment opportunity, retarding construction and improvement of housing accommodations, aggravating traffic problems, and substantially hampering the elimination of traffic hazards and the improvement of traffic facilities, causing an excessive proportion of public expenditure for crime prevention and other forms of public services, and depressing the tax base.

B. In the Redevelopment Area there exists a shortage of housing affordable to residents of low or moderate income, including the elderly.

C. A combination of rehabilitation, conservation and redevelopment of the Redevelopment Area is necessary in the interest of the public health, safety, morals and welfare of the residents of the city to eliminate, remedy and prevent conditions of slum and blight; and to provide affordable housing to residents of low or moderate income, including the elderly.

D. The findings of slum or blight, and shortage of affordable housing, in Paragraphs A and B above, are hereby adopted and supported by (1) the City of Apopka "Finding of Necessity" dated May, 1993, prepared by Glenn Acorn Associates Inc., a copy of which is on file in the office of the Clerk of the City of Apopka; (2) and such other evidence as presented at prior public hearings, work sessions and council meetings.

E. There exists a need for a Community Redevelopment Agency to function in the City to carry out the community redevelopment purposes provided for in Chapter 163, Part III, Florida Statutes.

F. Notice of the proposed adoption of this resolution has been published and mailed in accordance with Sections 163.346 and 166.041(3), Florida Statutes.

Section 4. Creation of Community Redevelopment Agency

A. There is hereby created a community redevelopment agency known as the "Apopka Community Redevelopment Agency", to function within the Redevelopment Area of the City.

B. The Apopka Community Redevelopment Agency shall consist of the Mayor and the four (4) council members of the city together with two (2) additional members, one (1) appointed by the Board of County Commissioners of Orange County, Florida, and one (1) appointed by the City Council of the City of Apopka, Florida.

C. The City Council of the City of Apopka hereby declares itself to be the Apopka Community Redevelopment Agency and shall, together with the members appointed by the City Council and the Board of County Commissioners of Orange County, Florida, act as the members of the Apopka Community Redevelopment Agency.



RESOLUTION NO. 9316

PAGE 3

D. The City Council finds and declares that the members of the Apopka Community Redevelopment Agency constitute the head of a legal entity, separate, distinct, and independent from the City Council of the City of Apopka.

E. The Mayor of the City shall serve as chairman of the Apopka Community Redevelopment Agency.

F. Subject to those prior approvals by the city required by Chapter 163, Part III, Florida Statutes, the City Council is hereby authorized to direct the Apopka Community Redevelopment Agency to exercise the redevelopment powers delegated to the city by the Board of County Commissioners of Orange County, Florida.

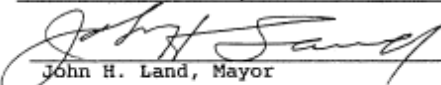
Section 5. Designation of Community Redevelopment Area. The Community Redevelopment Area is hereby designated as appropriate for community redevelopment, as provided for in Chapter 163, Part III, Florida Statutes.

Section 6. Community Redevelopment Plan. The Apopka Community Redevelopment Plan, dated June, 1993, prepared by Glenn Acomb Associates Inc., a copy of which is on file in the office of the City Clerk of the City of Apopka, is hereby adopted for the Community Redevelopment Area, pursuant to Chapter 163, Part III, Florida Statutes.

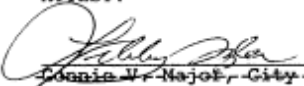
Section 7. Effective Date. This resolution shall take effect immediately upon its approval and adoption by the Apopka City Council.

ADOPTED at a regular meeting of the City Council of the City of Apopka, Florida, this 28th day of June, 1993.


ADOPTION: June 28, 1993


John H. Land, Mayor

ATTEST:


Connie V. Major, City Clerk
Libby Tyler, Deputy City Clerk

Approved as to form:


Frank Kruppenbacher, Esq.,
City Attorney

Duly Advertised on: June 18, 1993

CRARES1

EXHIBIT A

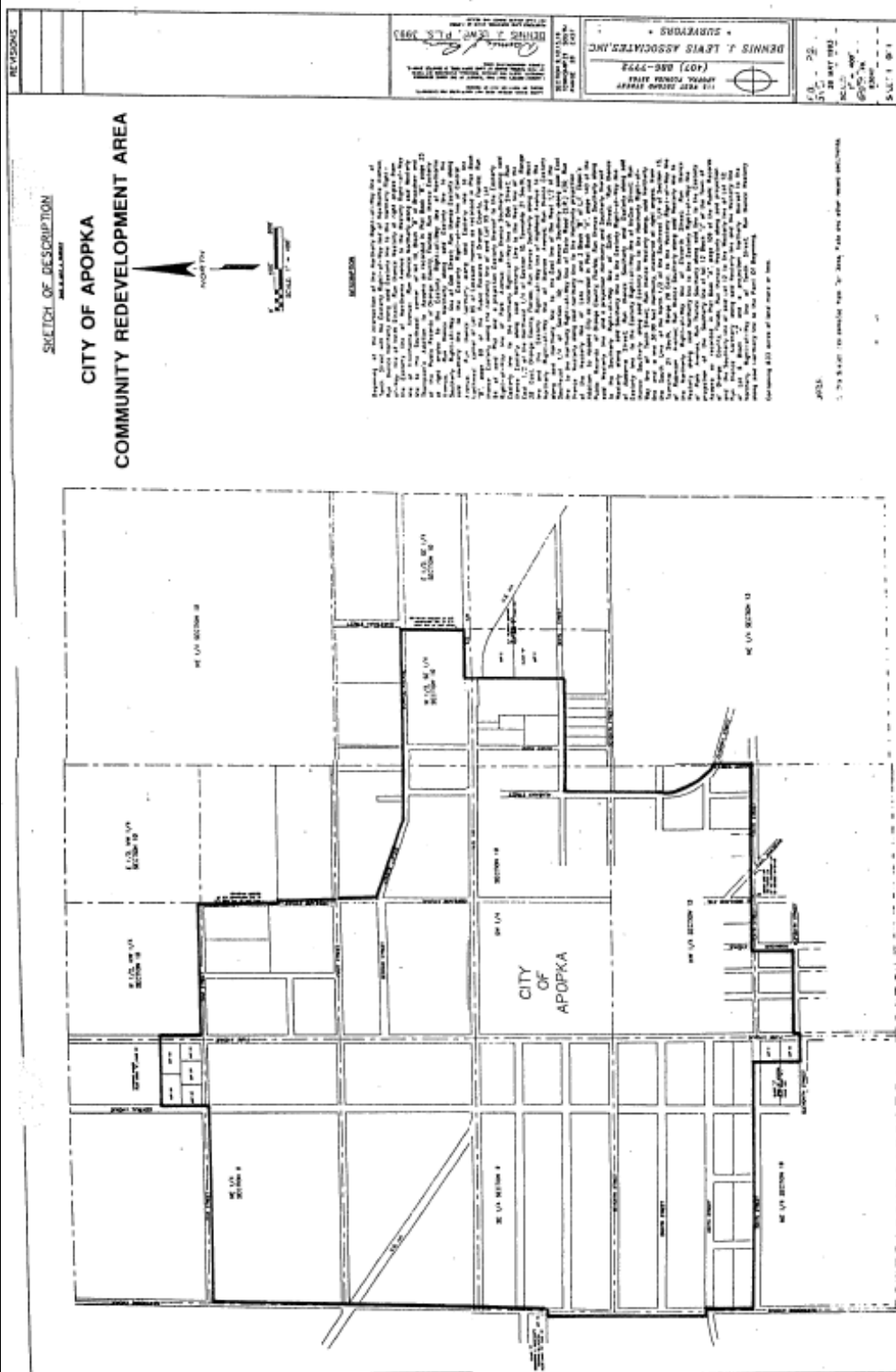
CITY OF APOPKA
COMMUNITY REDEVELOPMENT AREADESCRIPTION

Beginning at the intersection of the Northerly Right-of-Way line of Tenth Street with the Easterly Right-of-Way line of Hawthorne Avenue; Run thence Northerly along said Easterly line to the Northerly Right-of-Way line of Ninth Street; Run thence Westerly at right angles from the Easterly line of Hawthorne Avenue to the Westerly Right-of-Way line of Hawthorne Avenue; Run thence Northerly along said Westerly line to the Southeast corner of lot 16, Block "B" of Bradshaw and Thompson's Addition to Apopka as recorded in Plat Book "B", page 25 of the Public Records of Orange County, Florida; Run thence Easterly at right angles to the Easterly Right-of-Way line of Hawthorne Avenue; Run thence Northerly along said Easterly line to the Southerly Right-of-Way line of Oak Street; Run thence Easterly along said southerly line to the Easterly Right-of-Way line of Central Avenue; Run thence Northerly along said Easterly line to the Northwest corner of Lot 95 of Lakeside Homes as recorded in Plat Book "B", page 69 of the Public Records of Orange County, Florida; Run thence Easterly along the northerly line of said Lot 95 and Lot 94 of said Plat and a projection Easterly thereof to the Easterly Right-of-Way line of Park Avenue; Run thence Southerly along said Easterly line to the Northerly Right-of-Way line of Oak Street; Run thence Easterly along said Northerly line to the West line of the East 1/2 of the Northwest 1/4 of Section 10, Township 21 South, Range 28 East, Orange County, Florida; Run thence Southerly along said West line and the Easterly Right-of-Way line of Highland Avenue to the Northerly Right-of-Way line of Monroe Avenue; Run thence Easterly along said Northerly line to the East line of the West 1/2 of the Southeast 1/4 of Section 10; Run thence Southerly along said East line to the Northerly Right-of-Way line of State Road (S.R.) 436; Run thence Westerly along said northerly line to the Northerly projection of the Westerly line of Lots 2 and 3 Block "B" of L.F. Tilden's Addition to Apopka City as recorded in Plat Book "A", page 140 of the Public Records of Orange County, Florida; Run thence Southerly along said Westerly line and a projection Northerly and Southerly thereof to the Southerly Right-of-Way line of Sixth Street; Run thence Westerly along said Southerly line to the Easterly Right-of-Way line of Alabama Street; Run thence Southerly and Easterly along said Easterly line to the Easterly Right-of-Way line of McGee Street; Run thence Southerly along said Easterly line to the Northerly Right-of-Way line of Tenth Street; Run thence Westerly along, said Northerly line and a line 30.00 feet Northerly, measured at right angles, from the South Line of the North 1/2 of the Southwest 1/4 of Section 15, Township 21 South, Range 28 East, to the Westerly Right-of-Way line of Robinson Avenue; Run thence Southerly along said Westerly line to the Northerly Right-of-Way line of Eleventh Street; Run thence Westerly along said Northerly line to the Easterly Right-of-Way line of Park Avenue; Run Thence Southerly along said line to the Easterly projection of the Southerly line of lot 12 Block "J" of the Town of Apopka as recorded in Plat Book "A", page 109 of the Public Records of Orange County, Florida; Run thence Westerly along said projection and the Southerly line of said Lot 12 to the Westerly line of Lot 12; Run thence Northerly along said Westerly line and the Westerly line of Lot 6 Block "J" and a projection Northerly thereof to the Northerly Right-of-Way line of Tenth Street; Run thence Westerly along said Northerly line to the Point Of Beginning.

Containing 633 acres of land more or less.



EXHIBIT B



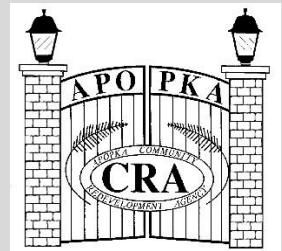
Backup material for agenda item:

3. Community Redevelopment Plan Draft.

COMMUNITY REDEVELOPMENT PLAN *DRAFT*



CITY OF APOPKA



March 2017

PREPARED BY:



ACKNOWLEDGEMENTS

Citizens of Apopka

City Council of Apopka

Joe Kilsheimer, Mayor

Billie Dean, Seat One Commissioner

Diane Velazquez, Seat Two Commissioner

Doug Bankson, Seat Three Commissioner

Kyle Becker, Seat Four Commissioner

City of Apopka, Administration Department

Glenn Irby, City Administrator

City of Apopka, Community Development Department

Jim Hitt, Director

David B. Moon, Planning Manager

City of Apopka, Public Services Department

R. Jay Davoll, P.E., Director

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Chapter 1: Introduction

PURPOSE

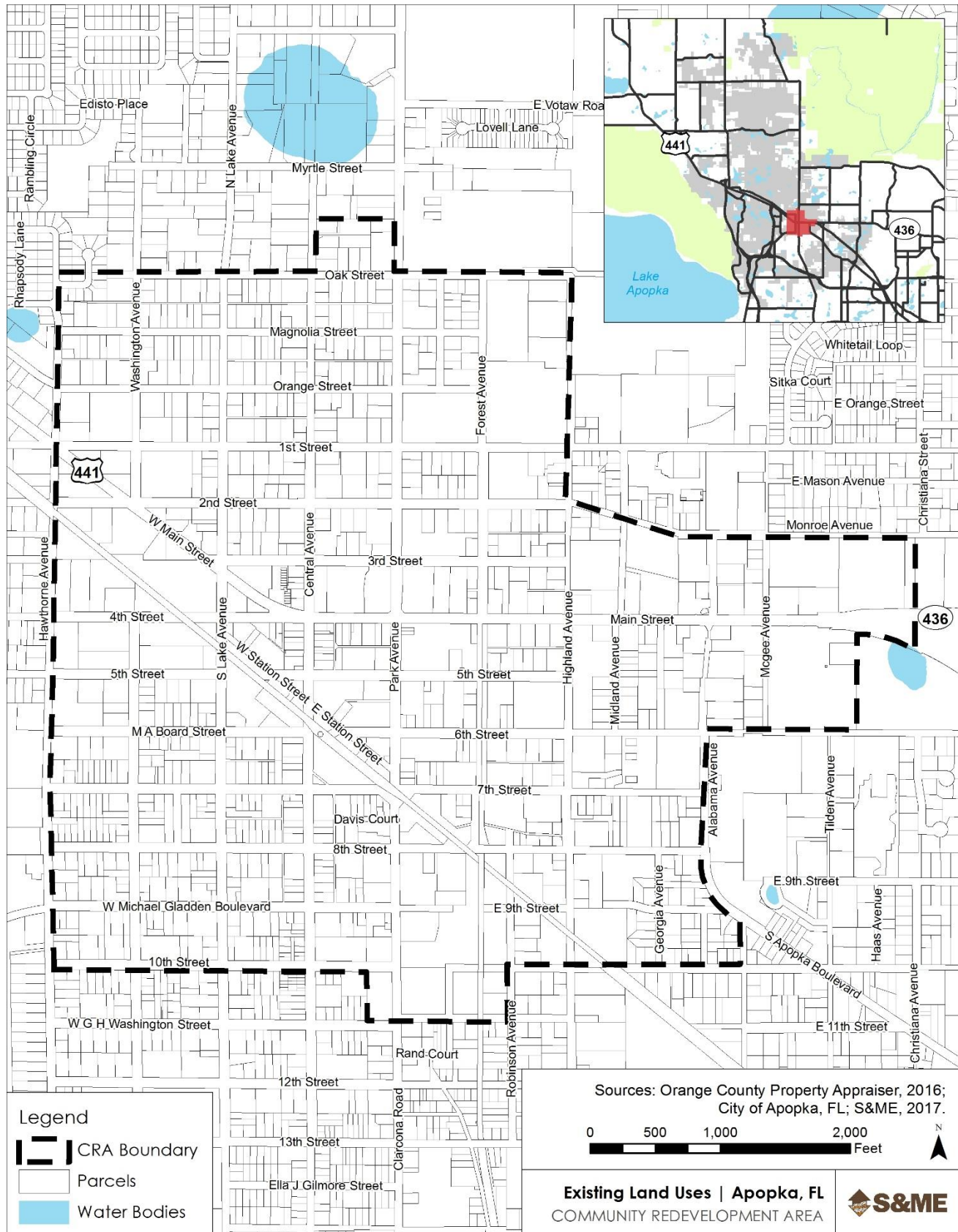
The purpose of a Redevelopment Plan is to address changes in building stock, market conditions, demographics, technological advances and many other challenges. The hopeful outcome is improvement and maintenance of the quality of life for enjoyment of all residents, as well as vitality in the downtown that will spawn additional economic growth and increase property values. The Apopka Community Redevelopment Agency's Community Redevelopment Area (CRA) contains 1,014 parcels, which comprise a total parcel area of 485.9 acres. The CRA, including right-of-ways, covers an area of approximately 633 acres. This area encompasses the majority of downtown Apopka along U.S. 441 and extends from the S.R. 436/U.S. 441 intersection on the east to Hawthorne Avenue on the west, and from 11th Street on the south to Oak Street to the north. **Map 1** provides a graphic representation of the CRA boundary.

A Redevelopment Plan was originally adopted for Apopka in 1993 to document a strategy for the Community Redevelopment Agency that would facilitate a comprehensive and coordinated revitalization of the CRA. Subsequent to 1993, the City of Apopka has taken steps to implement the strategies and recommendations contained in the 1993 Redevelopment Plan. *This report is intended to replace the City of Apopka's 1993 Community Redevelopment Plan based on the updated information and public participation received at the community workshop; and presents recommendations and strategies to build upon the City's redevelopment accomplishment and achievements.*

Figure 1: City of Apopka City Hall



Source: Ebyabe, Wikimedia Commons, 2017.

Map 1: CRA Boundaries

Chapter 2: Existing Conditions

In order to prepare recommendations to improve the downtown, it is important to first analyze the current conditions and to evaluate the areas for opportunities and challenges. This section summarizes the existing conditions of the CRA area as of 2016, including land development patterns and regulations, vacancy opportunities, building ownership, infrastructure, demographics and urban form.

A. LAND USE

EXISTING USE

The predominant land uses, over 50% within the CRA consist of residential and commercial uses combined. Approximately one-third of the CRA acreage (33.7%) consists of residential uses. Of the residential acreage, single-family represents the vast majority, covering 28% of the CRA acreage and comprising the highest number of parcels at 456 parcels, or 45% of all CRA parcels. Commercial land uses cover 17.9% of the CRA acreage, comprising 18.1% of all CRA parcels, and are almost evenly distributed among retail, office, and other commercial services. Among the non-residential uses, excluding commercial land uses, government lands make up the majority, covering 13% of the CRA acreage and comprising 4.9% of all CRA parcels. Vacant lands account for the second highest number of parcels, at 18% of all CRA parcels, but only covering 13% of the CRA acreage. Map 2 shows the Existing Land Uses within the CRA and Table 1 describes its acreage and number of parcels.

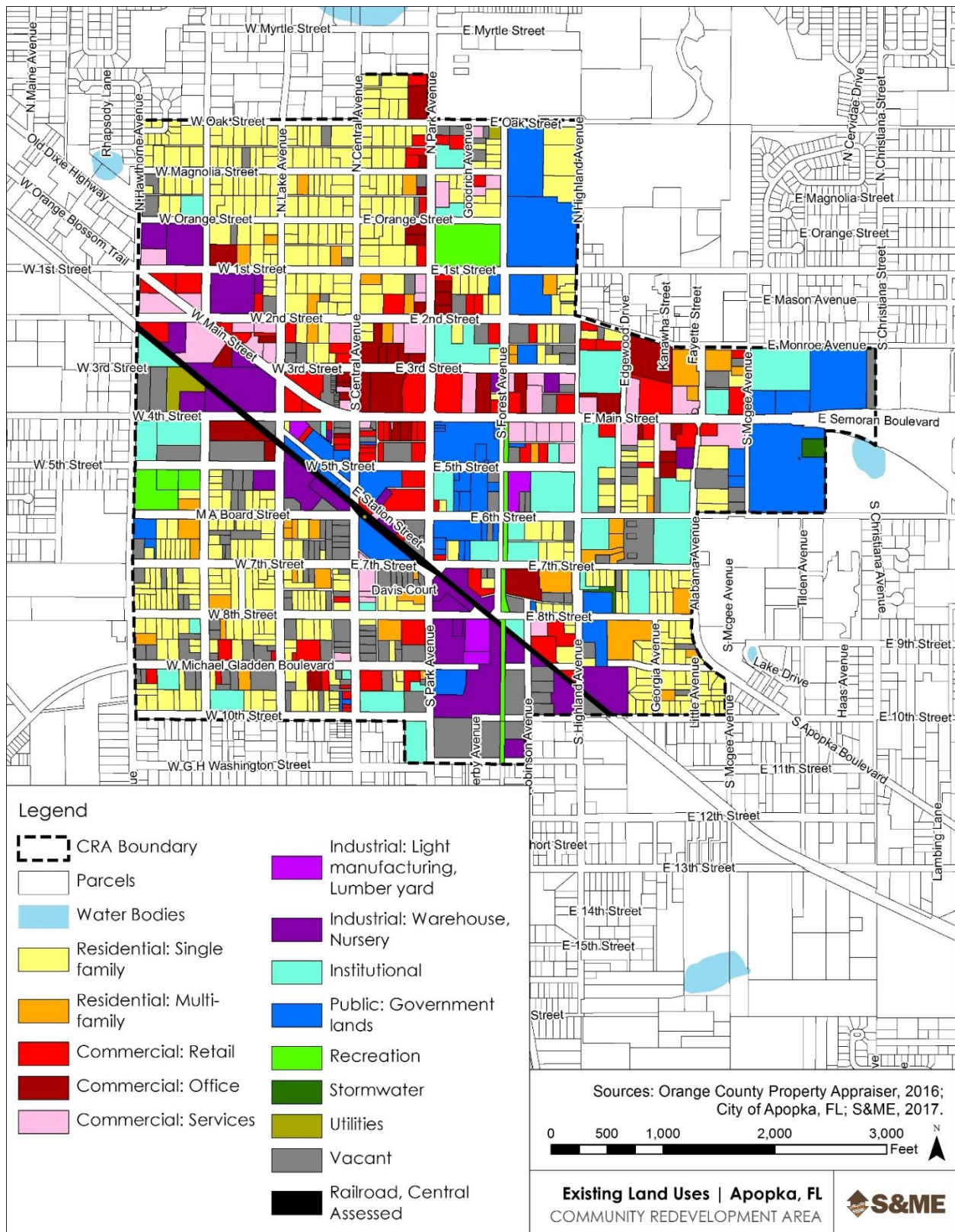
Table 1: Existing Land Uses

	Acreage	%	# of Parcels
Residential: Single family	136.2	28.0%	456
Residential: Multi-family	27.4	5.6%	57
Commercial: Retail	37.5	7.7%	88
Commercial: Office	24.5	5.0%	51
Commercial: Services	24.8	5.1%	45
Industrial: Light manufacturing, Lumber yard	3.8	0.8%	4
Industrial: Warehouse, Nursery	39.2	8.1%	29
Institutional	46.6	9.6%	33
Public: Government lands	61.5	12.7%	50
Recreation	11.8	2.4%	10
Stormwater	1.2	0.3%	2
Utilities	2.1	0.4%	4
Vacant	63.3	13.0%	183
Railroad, Central Assessed	6.2	1.3%	2
Total	485.9	100.0%	1,014

Sources: Orange County Property Appraiser; City of Apopka, FL; S&ME, 2017.

Notes: The total number of parcels are inconsistent with the corresponding figures from the Zoning and Existing Land Use tables due to unassigned parcels or overlapping parcels. The total number of parcels within the Apopka CRA is 1,014.

Map 2: Existing Land Uses



FUTURE LAND USE

The primary prescribed future land use designation for the parcels along Main Street (U.S. 441), South Central Avenue, and Michael Gladden Boulevard to Park Avenue is Commercial. The Commercial future land use designation extends one (1) to two (2) blocks on either side of U.S. 441 through downtown Apopka, transitioning outwards to Residential future land use designations. The Office designation is provided along northern Park Avenue near the Florida Hospital facility and around the City Hall complex. Areas allocated for Industrial use are located between Park Avenue and Highland Avenue from 7th Street to 11th Street. The Floor Area Ratio (FAR) for the Commercial, Office, and Industrial future land use designations are 0.25, 0.30, and 0.60, respectively.

The Commercial designation and the three residential designations combined are the predominant future land uses within the CRA. The Commercial designation covers 37.4% of the CRA acreage and is assigned to 372 parcels, or 37.2% of all CRA parcels. The three residential designations combined cover 36.5% of the CRA acreage and are assigned to 47.8% of all CRA parcels. Of the residential designations, the Low Density Residential future land use represents the majority, covering 28.8% of the CRA acreage and assigned to 39% of all the parcels within the CRA. The Low Density Residential future land use designation – allowing up to five dwelling units per acre – is mostly concentrated in the northwest, southeast, and southwest quadrants of the CRA. The Medium Density Residential future land use designation – allowing up to 10 units per acre – is found in the northeast quadrant behind the commercial corridor and in the southwest and southeast quadrants. There is only one parcel assigned a High Density Residential future land use designation – allowing up to 15 units per acre – designation, located southwest of the intersection of East 7th Street and South Highland Avenue.

The Parks/Recreation future land use designation is assigned to parcels near the northwest quadrant of the CRA and at the western edge of the CRA between 5th Street and M A Board Street. The facilities assigned to the Parks/Recreation designation are Alonzo Williams Park, the Fran Carlton Recreation Center, and the Kit Land Nelson Park.

The City's Comprehensive Plan established two overlay zones that benefit the CRA. The Central Business District Overlay – generally from 1st Street to the CRA boundaries on the south and Highland Avenue to Lake Avenue – is intended to encourage businesses, commerce, and convenience shopping consistent with the historical context of the Central Business District (CBD). The maximum FAR allowed within this overlay is 2.0 in the CBD and twice the allowable FAR of the underlying land use in the CRA. The CBD is located entirely within the CRA Overlay District.

The other overlay is the Community Redevelopment Area (CRA) Overlay District, which is intended to “encourage the development of residential and business and commerce uses consistent with the City's Community Redevelopment Plan”¹. The boundary of the CRA Overlay District is the same as the boundary for the CRA, as shown on Maps 1-4. The maximum FAR permitted for nonresidential uses is twice the permitted in the underlying land use designations. Residential densities are governed by the underlying land use category.

Map 3 shows the Future Land Uses within the CRA and **Table 2** describes its acreage and number of parcels.

¹ City of Apopka Comprehensive Plan, Future Land Use Element.

Table 2: Future Land Uses

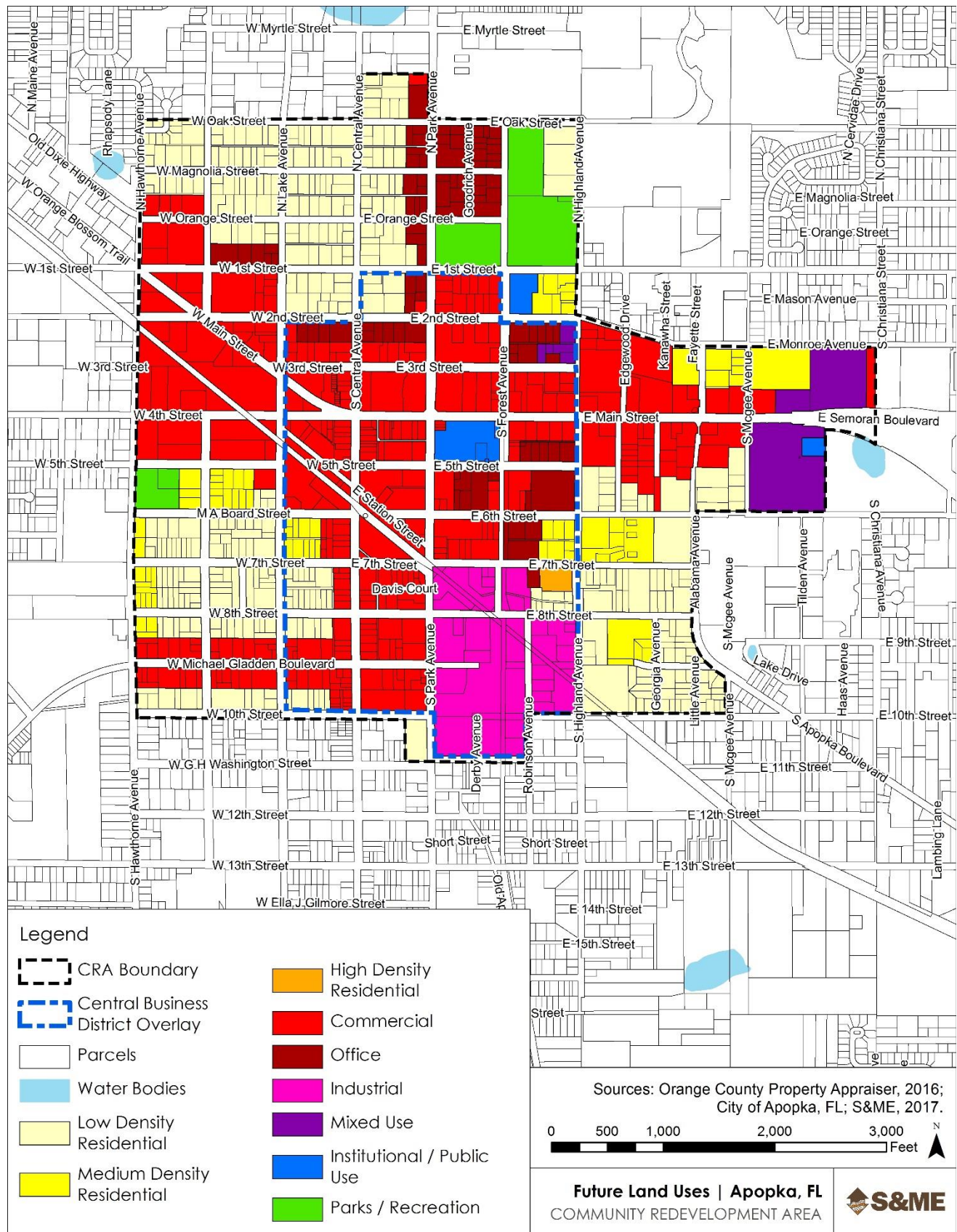
	Acreage	%	# of Parcels
Residential Low	138.3	28.8%	390
Residential Medium	35.3	7.4%	87
Residential High	1.4	0.3%	1
Commercial	179.4	37.4%	372
Office	37.8	7.9%	90
Industrial	37.6	7.8%	39
Mixed Use	21.0	4.4%	9
Institutional / Public Use	7.3	1.5%	6
Parks/Recreation	21.9	4.6%	5
Total	480.0	100.0%	999

Sources: Orange County Property Appraiser; City of Apopka, FL; S&ME, 2017.

Notes: The total number of parcels are inconsistent with the corresponding figures from the Zoning and Existing Land Use tables due to unassigned parcels or overlapping parcels. The total number of parcels within the Apopka CRA is 1,014.



Map 3: Adopted Future Land Uses



ZONING

Consistent with the Future Land Use Map of the City's Comprehensive Plan, the zoning map shows commercial zoning districts along Main Street, extending north and south along Central Avenue, and along Michael Gladden Boulevard to Park Avenue. The parcels along Main Street generally transition from a C-3 zoning district from the western edge of the CRA to a C-1 zoning district in the center and to a C-2 zoning district at the eastern edge. Parcels along Michael Gladden Boulevard to Park Avenue are zoned C-1. All three Commercial districts allow 0.25 Floor Area Ratio (FAR), or 2.0 FAR if located within the Central Business District Overlay district. For these zoning districts, the front setback requirement is fifty (50) feet from centerline of the road or ten feet from the property line, the corner setback is fifteen (15) feet, and the minimum rear setback is ten (10) feet or thirty (30) feet if adjacent to residential. Uses allowed in the various commercial zoning designations vary from single family to fruit packaging/processing plants. The commercial or office districts do not currently allow residential uses.

The PO/I (Professional Office/Institutional) zoning district is interspersed with the other districts but is mainly concentrated around the Florida Hospital area and the City Hall complex. This zoning designation allows medical and professional offices, medical clinics, hospitals, and pharmaceutical and medical retail sales. This district allows 0.30 FAR or 2.0 FAR when in the Central Business District Overlay district. The setback requirements are twenty-five (25) feet from the front and corner and ten (10) feet from the rear and side.

There is a large area of the I-1, Restricted Industrial zoning district on both sides of the railroad between Park Avenue and Highland Avenue. The I-1 zoning designation allows manufacturing, warehouses, machine shops, bottling plants, building material sales, automobile service stations & garages, new and used cars, motorcycles and boat sales. This district allows 0.60 FAR or 2.0 FAR when in the Central Business District overlay district. The setback requirements are twenty-five (25) feet from the front and corner, ten (10) from the side, and ten (10) feet or thirty (30) feet from the rear.

The residential and commercial zoning districts combined are the predominant zoning districts within the CRA. The residential zoning districts combined cover 38.3% of the CRA acreage and are assigned to 481 parcels within the CRA, or 48.5% of all parcels in the CRA. The commercial zoning districts combined cover 39.5% of the CRA acreage and comprise 37.1% of all parcels within the CRA. The zoning district that is most commonly assigned to parcels in the CRA is the C-1 zoning district, at 25.4% of all parcels in the CRA.

The maximum building height allowed in the CRA is 75 feet. **Map 4** shows the Zoning districts within the CRA and **Table 3** describes its acreage and number of parcels.



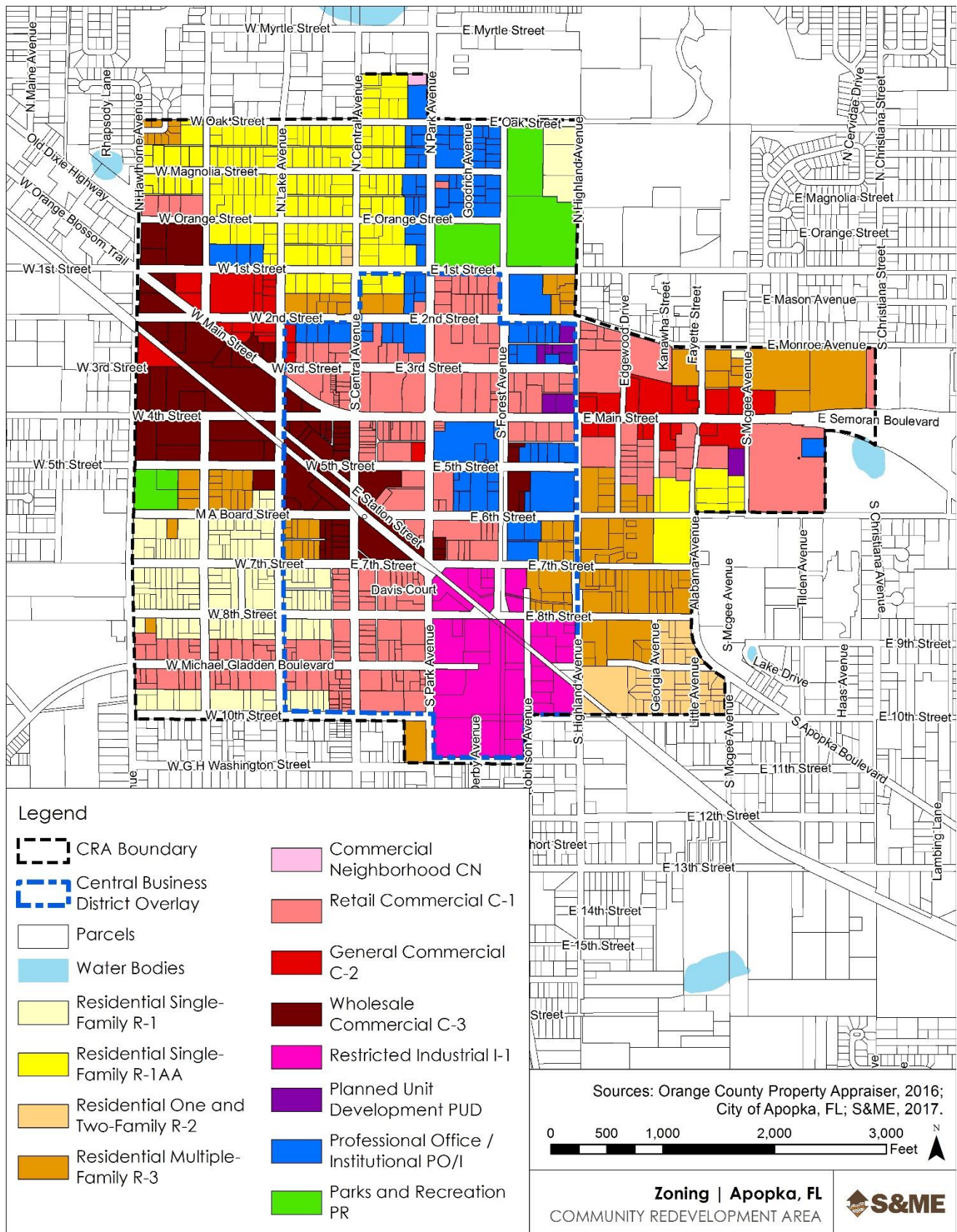
Table 3: Zoning Districts

	Acreage	%	# of Parcels
Residential Single-Family R-1	40.8	8.6%	136
Residential Single-Family R-1AA	63.1	13.2%	155
Residential One and Two-Family R-2	14.0	2.9%	46
Residential Multiple-Family R-3	64.7	13.6%	143
Commercial Neighborhood CN	0.4	0.1%	1
Retail Commercial C-1	110.9	23.3%	252
General Commercial C-2	23.8	5.0%	37
Wholesale Commercial C-3	52.9	11.1%	78
Restricted Industrial I-1	35.2	7.4%	36
Planned Unit Development PUD	3.6	0.8%	9
Professional Office / Institutional PO/I	45.1	9.5%	94
Parks and Recreation PR	21.7	4.6%	5
Total	476.2	100.0%	992

Sources: Orange County Property Appraiser; City of Apopka, FL; S&ME, 2017.

Notes: The total number of parcels are inconsistent with the corresponding figures from the Zoning and Existing Land Use tables due to unassigned parcels or overlapping parcels. The total number of parcels within the Apopka CRA is 1,014.

Map 4: Adopted Zoning



HISTORIC PROPERTIES

The City of Apopka conducted a historical resources survey in 1990. The survey, originally intended to cover the entire City, focused on the area generally included within the original City limits (Oak Street on the north, Hawthorne Avenue on the west, 10th Street on the south, and Hackney Avenue/Christina Avenue on the east). A total of 196 master site files were prepared. Six structures were determined to qualify for individual National Register status (in addition to the Waite-Davis house, which had already been listed). The survey also recommended studying the northern part of the survey area (Magnolia, Central Avenue and Orange Avenue) and the southern part (South Central and South Lake) for possible National Register District nomination.

Currently, the City of Apopka has one district listed on the National Register of Historic Places. It is the Ryan & Company Lumber Company located at 210 East 5th Street. Four individual buildings are also on the National Register of Historic Places:

- Carroll Building – 407-409 South Park Avenue
- Seaboard Airline Railway Depot – 36 East Station Street
- Mitchill-Tibbetts House – 21 East Orange Street
- Waite-Davis House – 5 South Central Avenue

Most of the historical resources in the City are concentrated in the CRA area. Properties that are fifty years and older meet the criteria for listing properties in the National Register of Historic Places. The majority of historic properties were built between 1940 and 1955. There are a number of structures built prior to 1920 within the CRA, including residential structures, institutional (churches), and a few commercial structures.

VACANT LOTS

Out of the 1,014 parcels in the CRA, approximately 183 parcels are vacant. This represents 18% of the total parcels in the CRA area and 13% of the total acreage. The vacant parcels are spread throughout the CRA with no particular concentration. The majority of the vacant parcels are assigned a future land use designation of Commercial, at 51.6% of all vacant parcels within CRA or 97 of all vacant parcels. The predominant zoning district assigned to vacant parcels is the C-1 zoning district, assigned to 36% of all vacant parcels within the CRA or 63 parcels.

AGE OF BUILDING STOCK

There are approximately 772 structures in the CRA. The 2016 Orange County Property Appraiser's parcel database includes information on when structures were built. Most of the buildings in the CRA were built during or prior to the 1960s and about 61% of all buildings are aged 50 years or more. The average age of all structures within the CRA is 56 years old. Average age of residential structures is 59 years old.

With most of the building stock exceeding an age of fifty years, it is important to address not only preservation issues but also physical conditions. Code enforcement standards need to be in place to prevent deterioration of historically significant structures and to take action when the structures reach a stage of deterioration.

The most current development and most modern buildings within the CRA are found along Main Street, and along 5th Street between Park and Highland Avenues. The newly constructed commercial properties, predominantly restaurants along Main Street and the newly built public facilities (City Hall expansion, fire station, and Fran Carlton Center) represent significant improvements to the overall building stock within the CRA.

LOT SIZES

Based on the information provided by the Orange County Property Appraiser's Office, most of the parcels, or approximately 42.7% are less than one-quarter acre. 47.9% are between one-quarter acre to 1 acre. The CRA

contains only one (1) parcel greater than 10 acres, at 11.4 acres. According to State Statutes 163.3187, the process for the adoption of small-scale comprehensive plan amendment applies to parcels with an area of 10 acres or less.

OWNERSHIP

The Orange County Property Appraiser's Office lists 1,014 parcels located within the CRA boundary; this accounts for approximately 485.9 acres. About 92.3% of the parcels with the CRA, or 936 parcels, are owned by persons whose tax address is located within the state of Florida. Out of all the parcels within the CRA, 70.2% have an Apopka tax address. Absentee property ownership is not seen as a primary contributor to a lack of economic vitality or activity within the CRA.

B. INFRASTRUCTURE AND PUBLIC SERVICES

The City of Apopka owns and operates various public service systems within and around the Apopka CRA area. These systems include transportation, stormwater, potable water, sanitary sewer and reclaimed water. Additionally, there are private utility systems within the CRA area, including electric power, communications, natural gas, and cable television. The following paragraphs provide a brief description of these systems.

TRAFFIC AND CIRCULATION

The traffic circulation within the CRA is most significantly affected by Main Street (U.S. 441/Orange Blossom Trail), which bisects the CRA. As of 2015, the segments of U.S. 441 passing through the CRA had an Average Annual Daily Traffic (AADT) volume of 40,393 trips on its eastern end and 42,627 trips on its western end. U.S. 441 is classified as a major arterial roadway with five lanes (two lanes in each direction with a central turn lane) through the majority of the CRA. The adopted level of service (LOS) for U.S. 441 is "D." Although the segments of U.S. 441 through the CRA currently operate below the adopted level of service volumes, the segments are operating near capacity. Over the last ten years, however, the traffic volumes have decreased. The projected LOS in 2030 – according to the City of Apopka 2030 Comprehensive Plan – is projected at "F" for the Central Avenue to Park Avenue segment and for the Park Avenue to Semoran Boulevard segment.

In addition to Main Street (U.S. 441/Orange Blossom Trail), the other primary east-west corridors through the CRA are: 1st Street, 2nd Street, Monroe Avenue, 6th Street, and 10th Street. Primary north-south connectors through the CRA include: Park Avenue, Central Avenue, Lake Avenue, South Highland Avenue and Alabama Avenue. **Map 5** shows the street network of the CRA. Information regarding the historic traffic levels is detailed in the **Table 4**. **Table 5** shows the number of lanes, traffic volumes, and the level of service of the major roads in the CRA.



Map 5: Transportation Network

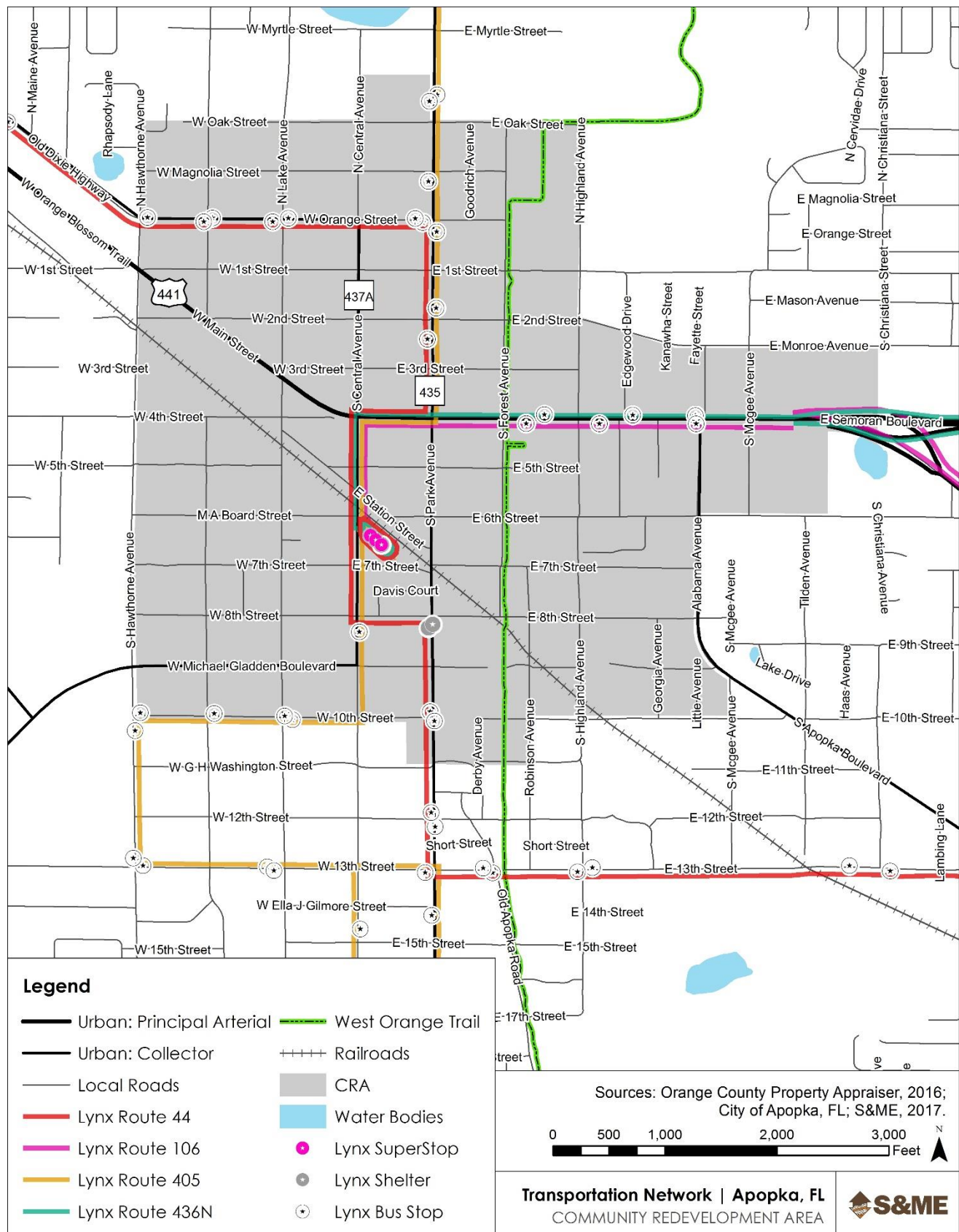


Table 4: Historic Traffic Volumes

Roadway Segment	2005 AADT	2006 AADT	2007 AADT	2008 AADT	2009 AADT	2010 AADT	2011 AADT	2012 AADT	2013 AADT	2014 AADT	2015 AADT	2005- 2015 Change
Main St (US 441/Orange Blossom Trail)												
Bradshaw Rd to Park Ave	44,948	42,783	42,997	42,329	36,711	-	-	-	40,293	40,247	40,393	-10%
Park Ave to Semoran Blvd	52,037	52,110	32,381	35,794	43,282	-	-	-	41,840	43,404	42,627	-18%
Park Avenue (CR 435)												
Martin Rd to US 441	24,648	22,210	23,990	24,036	22,742	23,512	22,448	22,266	21,326	22,851	22,067	-10%
US 441 to Cleveland St	9,703	9,992	9,152	9,697	9,794	8,461	8,529	8,938	9,035	9,453	10,547	8.7%
Central Ave (CR 437A)												
US 441 to M. Gladden Blvd	4,146	4,062	3,979	3,502	3,687	3,708	3,536	2,873	3,140	3,932	4,417	7%
Michael Gladden Blvd												
Bradshaw Rd to Central Ave	4,635	4,077	4,492	4,143	3,574	3,049	3,427	3,461	3,912	4,353	4,680	1%

Sources: 2015 Orange County Traffic Counts, Traffic Engineering Division, Orange County.



Table 5: 2015 Traffic Count Program

Roadway Segment	Count Location Number	No. of Lanes	AM Peak Hour Peak Direction		PM Peak Hour Peak Direction		Daily Volume	Adopted LOS	Capacity @ LOS	2030 Projected LOS
			NB/EB	SB/WB	NB/EB	SB/WB				
Main St (US 441/Orange Blossom Trail)										
Bradshaw Rd to Park Ave	5099	5 LD	1,252	1,607	1,607	1,455	40,801	D	43,400	D/F ¹
Park Ave to Semoran Blvd	5098	4 LD	1,722	1,538	1,303	1,521	42,205	D	43,400	F
Park Avenue (CR 435)										
Martin Rd to US 441	426	5 LD	630	1,005	1,098	1,005	21,849	E	35,700	B
US 441 to Cleveland St	328.1	2 L	326	372	464	391	10,443	E	16,900	F/D ²
Central Ave (CR 437A)										
US 441 to M. Gladden Blvd	7084	2 L	163	130	224	155	4,373	E	27,000	A
Michael Gladden Blvd										
Bradshaw Rd to Central Ave	7083	2 L	213	195	248	181	4,634	E	27,000	B

Sources: 2015 Orange County Traffic Counts, Traffic Engineering Division, Orange County. City of Apopka 2030 Comprehensive Plan, Transportation Element.

Notes:

¹The segments from Bradshaw Rd and Hawthorne Ave are projected to operate at an LOS of D in 2030. The segment from Central Ave to Park Ave is projected to operate at an LOS of F in 2030.

²The segment from US 441 to M. Gladden Blvd is projected to operate at an LOS of F in 2030. The segment from M. Gladden Blvd to Cleveland St is projected to operate at an LOS of D in 2030.

BIKE/TRAILS

The current bicycle facilities in the CRA consist of the West Orange Trail that runs north and south through the CRA along Forest Avenue, as shown on **Map 5**. The trail consists of two paved lanes – one in each direction – at a width of approximately 13 feet and includes a bridge over Main Street.

Figure 2: West Orange Trail over Main Street



Source: S&ME, 2017.

TRANSIT

The CRA area is served by LYNX transit routes 44, 106, 405, and 436N. The headways for these routes – the time that it takes for the next bus to make a circuit of its route – are 60 minutes for routes 44, and 405, 30 minutes for routes 106 and 436N, and 15 minutes during peak times for route 436N. **Map 5** details the existing bus routes, shelters, and stops that serve the CRA. The LYNX Super Stop, situated at the northeast corner of 7th Street and Central Avenue, provides reduced headways and increased transit opportunities to CRA residents and businesses.

POTABLE WATER

The City of Apopka owns and operates a potable water utility system within the CRA study area. The existing potable water system consists of a well-developed network of water mains distributed across the entire area. The existing water mains range in size from two inches (2") to sixteen inches (16") in diameter and serve both domestic and fire flow demands. Potable water service is currently available within a reasonable connection distance to all portions of the CRA study area.

SANITARY SEWER

The existing sanitary sewer system operated by the City within the Apopka CRA study area consists of a network of gravity sanitary sewer trunk lines, pump stations and pressurized force mains. The gravity sewers consist of pipes ranging in size from eight inches (8") to fifteen inches (15"). In addition, there are seven (7) existing wastewater pump stations within, or directly adjacent to, the CRA study area. Six (6) of these pump stations discharge into a common pressurized force main that eventually becomes an eighteen-inch (18") force main and exits the study area along the south CRA boundary.

RECLAIMED WATER

The City of Apopka also owns and operates a reclaimed water system that provides public access to treated effluent for irrigation purposes. Although the City's existing reclaimed water system does not extend into the CRA study area at the present time, it is directly adjacent to the study area at the northwest corner of the CRA boundary. In addition, there is an existing twenty-inch (20") reclaimed water main located within several blocks of the CRA along the west and south CRA boundaries.



ELECTRICITY/POWER LINES/NATURAL GAS

Like many urbanized areas, the CRA study area has highly visible utility poles and overhead transmission lines throughout the entire study area. The capacity and level of service for these facilities are established and accessed by the private utility companies. However, overhead utility lines are generally considered unsightly, and more recently communities have encouraged the placement of these utilities underground.

On Main Street (U.S. 441), the overhead utility and transmission lines are located on the north side of the road from Forest Avenue to Semoran Boulevard. Electric service to buildings, telephone and cable lines have been relocated underground along Main Street from Forest Avenue to Lake Avenue and throughout much of the CRA area.

The Lake Apopka Natural Gas District services to the Apopka CRA. The majority of the urban blocks within the CRA are served by natural gas mains.

STORMWATER SYSTEM

Stormwater conveyance and management throughout the study area on a regional basis is largely based on the overall topography of the area. Based on review of topographic maps, the overall ground elevation of the study area is generally highest along the west boundary of the study area and falls to the lowest elevations along the east boundary of the study area. Therefore, the general movement of surface water across the study area is from west to east. The high point for the study area is along Washington Avenue. From Washington Avenue, the ground generally falls to the west such that any properties west of Washington Avenue will drain toward the west. All other areas within the study area will drain easterly. Overall, the soils are relatively dry, moderately drained soils, and land surface is uniformly graded in the CRA with few natural depressional areas that collect surface water.

Other features within the study area, which may affect stormwater drainage and surface water conveyance, include the railroad grade and several ditches. The existing railroad grade provides a surface drainage divide in the southwestern portion of the study area. Any surface water west of the railroad grade will generally flow to the west, or flow southeasterly and eventually find its way to the depressional areas just south of the CRA along the south side of 10th Street. The one exception is a set of culverts in the vicinity of Forest Avenue that will allow conveyance of stormwater from a limited area on the south side of the railroad grade to the north side. From the culverts, water can drain into an existing historical drainage way that generally flows north and east and eventually discharges to the existing FDOT pond in the Townsend Plantation area along the south side of U.S. 441.

Except for several short remote segments of storm pipe and the Martin's Pond Improvement Project, the City's existing stormwater system infrastructure within the CRA study area mainly consists of a set of inlets and pipes along U.S. 441 and along Park Avenue north of U.S. 441. The system along U.S. 441 is split into two subsystems that take advantage of the natural high point in the vicinity of Washington Avenue. One system flows west from Washington Avenue along U.S. 441 and discharges into the pond located just north of Old Dixie Highway and west of Hawthorne. The second system starts near Lake Avenue and goes east along U.S. 441 and eventually discharges to FDOT's pond at the old Townsend Plantation site. These two systems collect the stormwater runoff from U.S. 441 and the immediately adjacent areas, and discharge the stormwater to the mentioned ponds for treatment.

As mentioned above, the City also has a stormwater collection and conveyance system along Park Avenue north of U.S. 441. This system collects stormwater runoff from Park Avenue and any tributary areas, and conveys the runoff north to Votaw Road, and then easterly along Votaw Road by way of a series of pipes to a City stormwater pond located north of Votaw Road a short distance from Park Avenue. This pond serves as a regional pond and treats all the water collected and conveyed by the Park Avenue system.

Many of the remaining streets in the CRA study area take advantage of the natural grade change within the City, and utilize curb and gutters for directing and conveying runoff. For instance, in the areas north of U.S.

441 and west of Park Avenue, the streets have curbs and gutters, and the gradients generally fall to the east. Therefore, most of the stormwater runoff from this area is directed to Park Avenue where it is collected and discharged at the City's pond along Votaw Road. For the area east of Park Avenue and north of U.S. 441, the curbs and gutters carry the runoff to the east toward the lower elevations in the vicinity of the Edgewood and Greenwood Cemeteries. From here, any accumulated stormwater finds its way to a drainage way that leads to the Lake McCoy basins.

For areas south of U.S. 441 and east of the railroad grade, stormwater runoff will generally flow east to the ponds at the old Townsend Plantation site, or end up in a historical drainage way that also flows to ponds at the old Townsend Plantation site, or will flow easterly and eventually into some depressional areas east of Alabama Avenue.

C. URBAN FORM

Block layout and site design can have a major impact on the appearance of the built environment. The way blocks are laid out affects the traffic and pedestrian flow through the downtown, and the way sites are designed can impact the appearance of the urban form and shape the character of the district. This section provides a description of the elements that are currently shaping the urban form in downtown Apopka building placement, building height, block continuity, signs and architecture.

BUILDING/PARKING PLACEMENT

Buildings are the most important component of the urban streetscape form. They set the mass, scale and tone of the built environment. The Main Street corridor in Apopka is lined up with mostly one-story and a few two-story buildings placed close to the street, some of them following the traditional commercial form of retail with display windows on the ground floor and residences or offices on the second floor.

Figure 3: Parking Placement Behind Buildings



Source: S&ME, 2017.

Most of the more recent construction has been single-use, stand-alone businesses (e.g. drug stores, restaurants, banks, etc.). Some of these sites were developed prior to the adoption of the citywide development design guidelines and have placed the buildings farther from the street, and added parking and/or driveways in front of the building. The placement of parking in front of the buildings is not conducive to pedestrian interaction between the public side-walk and the businesses along the corridor. Those businesses seem to be catering to the vehicular traffic rather than the pedestrians.

Since the development design guidelines were adopted in 2003, the buildings have been required to locate closer to the street with parking in the rear of the lot, and to be designed respecting the pedestrian scale. With the few new developments, it is already evident that the urban form has improved and a corridor image/character is starting to develop.

Along the secondary transportation corridors, the type of development gets less intensive as it starts blending into the residential and office areas. The Park Avenue corridor displays a number of homes that have been converted into offices, allowing more intense development, but preserving the scale and intensity of the residential structures.

Figure 4: Parking Placement and Building Frontage



S&ME, 2017.

BUILDING HEIGHT

One-story buildings dominate the urban form in downtown. Based on the width of the travel corridor (Main Street), the height of the one-story buildings does not provide sufficient vertical dimension to frame the street. Considering the width and function of Main Street, two story buildings should be encouraged to not only frame the street but also to give the architecture more presence in a heavily traffic-oriented corridor. The maximum height within the CRA is 75 feet.

BLOCK CONTINUITY

Some of the developments along Main Street provide vehicular access directly from Main Street and some even surround the buildings with parking and driveways. This configuration creates block/facade gaps along the street, which creates an unsafe and unfriendly environment for pedestrians.

BUILDING ARCHITECTURE

The various elements of a building's architectural makeup are important in putting together a complete composition. Elements such as materials, colors, surface details, texture, doors, windows and roof shape contribute to a well-designed architectural fabric. The City of Apopka Development Design Guidelines, adopted in 2003, provide standards and guidelines to ensure that new and redeveloped structures continue to add distinction to the architecture and form of the downtown and surrounding areas.

Figure 5: Building Frontage and Architecture



Source: S&ME, 2017.

PUBLIC/CIVIC SITES

There are a number of civic uses interspersed with the commercial buildings (City Hall, museum, churches, etc.) in the downtown. There are also several pocket parks in the area. Both the institutional and recreational uses are an asset to the area, not only in terms of activity, but also in the creation of a comfortable, attractive downtown. The parks provide appropriate breaks in the urban form, inviting people in as opposed to parking lots that break the continuity. The civic uses should continue to be designed and maintained as icons that stand out and serve as landmarks and meeting places with public plazas and urban green space. They should not try to follow the main-street commercial urban form or architecture.

Figure 6: Signage along Main Street

Source: S&ME, 2017.

SIGNS

Signs are an important element in creating an attractive, inviting urban form. The signs on the newest development sites create a barrier between the public pedestrian area and the businesses. The buildings are close enough to the street to attract vehicular traffic. Freestanding or sandwich board signs are permitted in accordance with City code.

D. STREETSCAPE

The City of Apopka and the Apopka CRA have installed a range of streetscape features throughout downtown Apopka and into the neighborhoods that are adjacent to the north and south edges of the central business district. The most recent streetscape improvements include the planting of palm trees at the intersection of SR 436/Main/441 and some additional streetscape upgrades along Main Street. These features may include: concrete sidewalks with decorative stamping or bricks; vintage- styled street lamps and a limited number of street trees. These streetscape elements are detailed below.

STREET TREES

Several types of street trees have been planted along Central Avenue: Washington Palms between 6th and 10th Streets; Palatka Hollies near the intersection with Main Street; and several young Elms between Main Street and Fifth Street. Street trees along Park Avenue include Palatka Hollies near the Main Street intersection, and mature tree canopy on the east end of the street. Along Main Street, there are Crepe Myrtles, Palatka Hollies and Magnolia trees planted on the street medians. Elm trees along Central Avenue and near Main Street are protected by metal tree guards and grates.

Figure 7: Street Trees and Landscaping

Source: S&ME, 2017.

secondary streets have five-foot (5) sidewalks on both sides of the street. The sidewalks have a rhythmic pattern of red, stamped concrete (brick pattern) and regular, broom- finish sections. The brick areas are approximately five feet (5') square and about ten feet (10') apart. A section of sidewalks, just north of the West Orange Trailhead on Forest Avenue, has a pattern of natural concrete and real bricks. Perhaps this was the genesis of the distinctive sidewalk pattern. Crosswalks are striped with white reflective paint.

The sidewalks on Central Avenue north of 3rd Street are regular broom-finished concrete and are present on both sides of the street. However, north of Orange Street, there is a sidewalk on the west side of the street only. Near the 5th Street intersection, the sidewalks widen to six feet (6'), seven feet (7') and fourteen feet (14') in different areas.

The area of 5th Street between Forest and Highland Avenues only has sidewalks on the south side of the street. They are regular broom-finished concrete sidewalks.

The existing width of sidewalks seems to serve pedestrians well. It is a good network of connections.

LANDSCAPING

With the exception of Main Street, the majority of the streets in the CRA have grassed landscape strips between the curb and the sidewalk. The width of the grass strips is consistently eight feet (8') along most of Central Avenue. The width on 5th Street varies from five feet (5') on the west end to over ten feet (10') on the east end. The section of 5th Street between Lake and Central Avenues does not have landscaping strips.

Several parts of Main Street have landscaped medians with raised curbs. There are landscaped “bump-outs” on parts of Central and Park Avenue wherever on-street parking is provided. Low hedges and shrub masses fill most of the landscape islands and medians, with Loropetalum and Dwarf Yaupon being the dominant shrubs.

SIDEWALKS

A majority of the primary and

Figure 8: Sidewalks and Street Lights

Source: S&ME, 2017.

LIGHTING

A majority of the streets have decorative street lights. Acorn-style luminaries have been used on Central Avenue. The lights on Central have metal posts, while the lights on Main Street have been replaced and spaced farther apart. Further spacing has been achieved in the residential areas, ranging between 130-160 feet.

The streetlights on Central Avenue end north of Orange Street. There are no decorative streetlights on 5th Street between Forest and Highland Avenues. A few conventional street lights illuminate these areas.

GATEWAYS

There is a small City of Apopka sign at the south end of Park Avenue. Two of the small circular gateway signs that were previously installed were removed by FDOT during the expansion and improvement of Main Street (U.S. 441) and have not been replaced. There have been no significant gateways constructed within the CRA.

WAYFINDING

Wayfinding signs are important to assist people with locating the CRA, parking, parks and civic open space, shopping, events, transit stops, and municipal buildings. A uniform, aesthetically pleasing series of wayfinding signs will enhance the enjoyment of those visiting the CRA.

E. DEMOGRAPHICS

In order to create a vibrant and diverse downtown, it is important to include, preserve and even expand the residential component of the CRA. This section describes the population and housing characteristics of the area as it was in 2016. The information described was obtained from the census bureau and ESRI Business Analyst Online.

POPULATION AND HOUSING

The population of the CRA was 2,259 as of 2016, approximately 4.7 percent of the total City population (47,826). The median age for population within the Apopka CRA in 2016 was similar to the City, at 33.4 versus 36.2, respectively. The CRA contained 878 dwelling units in 2016. The comparison of the average household size was also similar for 2016 between the CRA and the City, at 3.02 and 2.94, respectively.

Of the City's 17,966 dwelling units in 2016, 4.9 percent of them are located in the CRA. In 2016, 742 dwelling units were occupied within the CRA and 16,452 were occupied in the City, including the CRA. This represents a sharp contrast in the vacancy rate of 15.5% within the Apopka CRA versus 8.4% for the City.

HOUSING TENURE

The breakdown between owners and renters in the CRA differs from the breakdown city-wide. While 73.2 percent of the occupied units in the City as a whole are owner-occupied, only 48.8 percent of the occupied units

in the CRA are owner-occupied. 51.3 percent of the occupied units in the CRA are rental units, while 26.8 percent are renter-occupied in the City.

HOUSING AFFORDABILITY

HUD estimates that households are paying too high a percentage of their income for housing if the cost to gross income ratio is greater than thirty (30) percent. These households are considered “cost burdened.” According to estimates from the American Community Survey for 2015, 35.4% of households in Apopka were cost burdened. A greater percentage of households within the census tracts that cover the CRA – 177.03 and 176 – were cost burdened. Within Census Tract 177.03, 44% were cost burdened and within Census Tract 176, 35.9% were cost burdened. For households living in owner-occupied housing, the percentages for these census tracts and the City as a whole do not vary much. However, for renter-occupied housing, there’s a significant difference in the percentage of cost-burdened households. **Table 6** shows the percentage of households in the City of Apopka and within census tracts 177.03 and 176 that were cost burdened. **Map 5** shows the location of the census tracts covering the CRA.

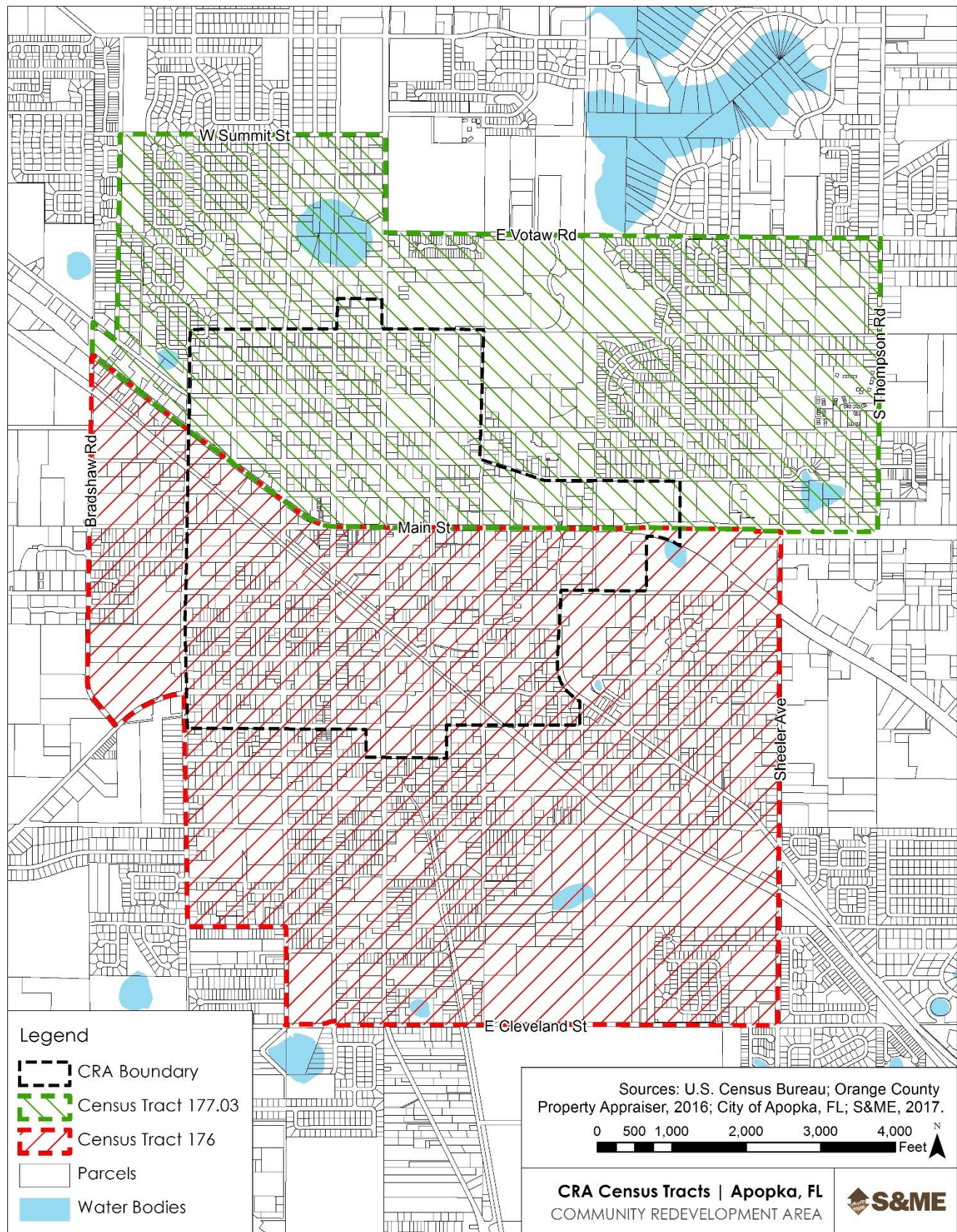
Table 6: Housing Affordability

	Households in 2015 spending 30% or more of their gross income on housing (%)		
	Occupied Housing Units	Owner-occupied Housing	Renter-occupied Housing
City of Apopka	35.4%	30.3%	51.3%
Census Tract 177.03	44.0%	32.3%	65.9%
Census Tract 176	35.9%	27.6%	43.4%

Source: U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates, 2015.



Map 6: CRA Census Tracts



SUBSTANDARD HOUSING

The census provides an indicator of housing condition by measuring certain "quality of housing" indicators, such as the lack of complete plumbing facilities, the lack of complete kitchen facilities, and overcrowding. Overcrowding is also an indicator of substandard housing. According to the U.S. Census Bureau, overcrowding exists if there is more than one occupant per room living in one dwelling unit. In making these computations, a "room" is defined as a living room, dining room, kitchen, bedroom, finished recreation room, or enclosed porch suitable for year round use. Excluded are bathrooms, open porches, balconies, halls and utility rooms. The percentage of occupied housing units that lacked complete plumbing and kitchen facilities in 2015 was lower within the census tracts that cover the CRA – shown in **Map 5** – than in the City of Apopka as a whole. Only Census Tract 176 presents an issue with overcrowding, where 7.3% of occupied housing units in 2015 had between 1 to 1.5 occupants per room compared to 1.8% in Census Tract 177.03 and 2.3% in the City as a whole. **Table 7** shows the percentages of occupied housing units within the census tracts covering the CRA and the City of Apopka that indicate substandard housing conditions.

Table 7: Substandard Housing

	Occupied Housing Units (%)		
	Census Tract 176	Census Tract 177.03	City of Apopka
Lacking complete plumbing facilities	0.5%	0.0%	0.6%
Lacking complete kitchen facilities	1.5%	0.0%	2.4%
Between 1 to 1.5 occupants per room	7.3%	1.8%	2.3%
More than 1.5 occupants per room	1.9%	0.6%	0.2%

Source: U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates, 2015.

INCOME

The median household income in 2016 was \$30,576 within the CRA and \$55,233 for the City. This represents a significant difference between the CRA and the City as a whole.

COMMUTE TO WORK

In 2015, about 43% of residents in the City of Apopka traveled up to 30 minutes of commute time to work. Almost half, or 49.3%, of residents in the City took 30 to 59 minutes to travel to work and only 7.4% traveled 1 hour or more. Compared to the City as a whole, the travel times for the census tracts covering the CRA – shown in **Map 5** – that show a significant difference are in the range of 1 hour or more of travel time. **Table 8** below shows the percentage of travel times to work by residents within the census tracts covering the CRA and for the City as a whole.



Table 8: Travel Time to Work

	Travel Time to Work (%)		
	Census Tract 176	Census Tract 177.03	City of Apopka
Up to 30 minutes	52.3%	40.8%	43.3%
30-59 minutes	34.4%	44.3%	49.3%
1 hour or more	13.4%	14.9%	7.4%

Source: U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates, 2015.

F. SOCIAL CONDITIONS

The Apopka CRA's southwest quadrant contains many of the environmental deficiencies contributing to an environment for criminal behavior that may discourage self-policing by both the residents and the community at large.

Crime occurs for various reasons, and the U.S. Department of Justice offers a few theoretical explanations for differing neighborhood crime levels. Social disorganization suggests that the ability of people to control criminal deviancy is impaired in a geographic area with constant residential turnover since social networks, informal neighbor porch gatherings, etc. cannot form. Related to a weak social network is the idea that if social efficacy is absent, whether it is from social disorganization or other reasons, crime in a neighborhood will rise. Social efficacy is the willingness of residents to intervene and self-patrol for the good of the area. Lastly, criminologists have established the broken windows theory for areas of crime concentration. This refers to the connection between well-maintained areas (tidy yards, operable windows, cars and clean-appearing buildings) and low crime rates. The connection is that the physical appearance of an area affects psychological behavior so that residents are more socially effective and engaged in crime prevention.

In general, the lack of utilities (central water and sewer) and public infrastructure (street lights, curbs and traffic-calming devices) in an area denotes a lack of public investment and may promote unsafe streets and neighborhoods.

Community Redevelopment Areas are frequently beset with crime, in addition to the physical aspects of blight and deterioration. For this reason, an increase in crime over a measured time period is an indicator of blight according to the Florida Statutes regulations for determining the extent of community redevelopment areas. Crime Prevention through Environmental Design (CPTED) is a community policing strategy that has established that there is a link between the care and transparency of geographic areas with crime rates.

Understanding some of the causes of crime and the principles of CPTED provide direction for the cures of the problem, environmental redesign and increased community policing.

Applying a CPTED model involves the systematic analysis of crime in a particular location and the application of the four (4) principles of territorial reinforcement, natural surveillance, natural access control, and management.

NATURAL SURVEILLANCE

A design concept directed primarily at keeping intruders easily observable. Promoted by features that maximize visibility of people, parking areas and building entrances: doors and windows that look out onto streets and parking areas; pedestrian -friendly sidewalks and streets; front porches; adequate night-time lighting.

TERRITORIAL REINFORCEMENT

Physical design can create or extend a sphere of influence. Users then develop a sense of territorial control while potential offenders, perceiving this control, are discouraged. Promoted by features that define property lines and distinguish private spaces from public spaces using landscape plantings, pavement designs, gateway treatments and “CPTED” fences.

NATURAL ACCESS CONTROL

Natural Access Control is a design concept directed primarily at decreasing crime opportunity by denying access to crime targets and creating in offenders a perception of risk. Gained by designing streets, sidewalks, building entrances and neighborhood gateways to clearly indicate public routes and discouraging access to private areas with structural elements.

MANAGEMENT

Management refers to the operation practices and techniques that minimize potential opportunities for crime or criminal activity rather than physical or design changes to a building. These techniques can involve hours of operations, location and storage of inventory, or the interior lighting of a facility.

Community policing does not have to mean increased police presence, which may not be an effective strategy, but rather, regular police-citizen dialog and police collaboration with other city agencies (parks, utilities and code enforcement).

Specific recommendations regarding proposed use of CPTED techniques are included in the Recommendations and Implementation sections of this report.

“The proper design and effective use of the built environment can lead to a reduction in the fear and incidence of crime and an improvement in the quality of life.”

Table 9 identifies applications of crime prevention by types of land uses.

Table 9: Crime Prevention Applications

	Natural Access Control	Natural Surveillance	Territorial Reinforcement	Management
Storefront	<p>Cash register should be located in front of store near main entrance.</p> <p>Public paths should be clearly marked.</p> <p>Signs should direct patrons to parking and entrances.</p> <p>There should be no easy access to the roof.</p> <p>Rear access to shops should be provided from rear parking lots.</p>	<p>Windows should face rear parking lots for increased visibility.</p> <p>Window signs should cover no more than 15 percent of windows.</p> <p>Interior shelving and displays should be no higher than five feet for increased visibility.</p> <p>Exterior of buildings should be well lit.</p> <p>Loading areas should not create hiding places.</p>	<p>Property boundaries, where possible, should be marked with hedges, low fences or gates.</p> <p>Private areas should be easily distinguishable from public areas.</p> <p>Shops should be identified by wall signs for those parking in the rear.</p> <p>Awnings should be installed over rear doors and windows.</p>	<p>Operating hours should coincide with those of other neighboring businesses.</p> <p>Pay phones should be call-out only and under surveillance at all times.</p> <p>Interior space should be well lit.</p>



	Natural Access Control	Natural Surveillance	Territorial Reinforcement	Management
		<p>Clear visibility should be maintained from. The store to the street, sidewalk, parking areas and passing vehicles.</p> <p>Retention area should be visible from the building or street – it should be a visual amenity, not hedged or fenced off.</p> <p>All entrances should be under visual surveillance or monitored electronically.</p>	<p>Parking area should be clearly visible from the building or street.</p>	
Offices	<p>Public entrances should be clearly defined by walkways and signage.</p> <p>Building entrances should be accentuated through architectural elements, lighting, landscaping and/or paving stones.</p>	<p>Restrooms should be observable from nearby offices.</p> <p>All exterior doors should be well lit.</p> <p>Hallways should be well lit.</p> <p>Dumpsters should not create blind spots or hiding areas.</p> <p>Windows and exterior doors should be visible from the street or by neighbors.</p> <p>All four facades should have windows.</p> <p>Parking spaces should be assigned to each employee and visitor.</p> <p>Parking areas should be visible from windows, side parking areas should be visible from the street.</p>	<p>Perimeters should be defined by landscaping or fencing.</p> <p>Fences should be designed to maintain visibility from street.</p> <p>Exterior private areas should be easily distinguishable from public areas.</p> <p>Security and/or reception area should be positioned to screen all entrances.</p>	-

	Natural Access Control	Natural Surveillance	Territorial Reinforcement	Management
		<p>Parking and entrances should be observable by as many people as possible.</p> <p>Parking area and walkways should be well lit.</p> <p>Dumpster should be clearly visible.</p> <p>Shrubbery should be kept under two feet in height for visibility.</p> <p>The lower branches of existing trees should be kept at least ten feet off the ground.</p> <p>Windows should not be obstructed with signs.</p> <p>Windows and doors should have views into hallways.</p>		
Residential Hardening Multi-family	<p>Balcony railings should never be a solid opaque material or more than 42 inches high.</p> <p>Entrances into parking lots should be defined by landscaping, architectural design, or monitored by a guard.</p> <p>Dead-end spaces should be blocked by a fence or gate.</p> <p>Common building entrances should have locks that automatically lock when the door closes.</p>	<p>Exterior doors should be visible from the street or by neighbors.</p> <p>All doors that open to the outside should be well lit.</p> <p>All four facades should have windows.</p> <p>Parking spaces should be assigned to each unit located adjacent to that unit, and not marked by unit numbers.</p> <p>Visitor parking should be designated.</p>	<p>Property lines should be defined by landscaping or post and pillar fencing.</p> <p>Low shrubbery and fencing should allow visibility from the street.</p> <p>Building entrances should be accentuated by architectural elements, lighting and/or landscaping.</p> <p>Door knobs should be 40 inches from window panes.</p> <p>All buildings and residential units should be clearly identified by street</p>	



	Natural Access Control	Natural Surveillance	Territorial Reinforcement	Management
	<p>Hallways should be well lit.</p> <p>No more than four apartments should share the same entrance.</p> <p>Elevators and stairwells should be centrally located.</p> <p>Access to the building should be limited to no more than two points.</p>	<p>Parking areas should be visible from windows and doors.</p> <p>Parking areas and pedestrian walkways should be well lit.</p> <p>Recreation areas should be visible from a multitude of windows and doors.</p> <p>Dumpsters should not create blind spots or hiding areas.</p> <p>Elevators and stairwells should be clearly visible from windows and doors.</p> <p>Shrubbery should be no more than three feet high for clear visibility.</p> <p>Buildings should be sited so that the windows and doors of one unit are visible from another.</p> <p>Stairwells should be well lit and open to view; not behind solid walls.</p>	<p>address numbers that are a minimum of five inches high, and well-lit at night.</p> <p>Common doorways should have windows and be key controlled by residents.</p> <p>Mailboxes should be located next to the appropriate residences.</p>	
Parking Areas	<p>Garages should be attended or monitored openly with cameras and some monitors indicated with signs.</p> <p>Pedestrian entrances should be adjacent to vehicle entrances.</p> <p>Stairwells should be visible without solid walls.</p> <p>Elevators should be close to the main entrance with the</p>	<p>All elevators should be monitored by cameras and sound, or utilize clear materials for the entire car.</p> <p>Retaining walls should be replaced with stretched cable railings for maximum visibility.</p>		<p>There should be no free access to adjacent building without direct monitoring.</p> <p>Public and private parking spaces should be designated.</p> <p>Hours of use should reflect that of local businesses, with secure closing during nonuse hours.</p>

	Natural Access Control	Natural Surveillance	Territorial Reinforcement	Management
	<p>entire interior of the elevator in view when the doors are open.</p> <p>There should be no permanent stop button installed in elevators.</p> <p>Ground floor should be design to provide a view of the garage using wire mesh or stretch cable.</p> <p>Access should be limited to no more than two designated, monitored entrances.</p>			

Source: CPTED, 2017, S&ME , 2017



Chapter 3: Market Observations

A. DEVELOPMENT TRENDS

There has been significant private investment and development along the Main Street (U.S. 441) corridor. This development has included uses such as fast-food restaurants (sit down), drug stores, gas stations and financial institutions. Rehabilitation and improvement of existing commercial development along U.S. 441 also reflects the use of the City's new design guidelines. This recent development and improvement of the facades of some of the existing businesses is modernizing the appearance of Apopka's Main Street and reflects increased private capital investment in the area.

Additional development has also occurred immediately adjacent to the Apopka CRA, with the expansion of Florida Hospital along north Park Avenue. Continued residential redevelopment is occurring within the neighborhoods located in the CRA. These improvements are characterized by repairs or renovations, not replacement, to previously existing structures. Continued residential development activity within the City limits outside of the CRA boundaries will provide additional demand for commercial and professional services within the downtown area. Demand for entertainment services will also increase as the surrounding City population increases.

B. RESIDENTIAL DEVELOPMENT

The only multi-family residential developments located within the Apopka CRA are Promise Land East with 24 units and Apopka Townhouse Villas with 30 units. Just outside the City limits off 13th Street and Washington Street, Habitat for Humanity is building two affordable housing subdivisions with 58 lots. There is continued reinvestment and redevelopment of existing single-family and multi-family units in the Apopka CRA area; however, most of the substantial residential development is occurring outside of the CRA boundaries.

The extension of the beltway north of US 441 to SR 46 will spur additional residential development including master planned communities around the Wekiva Parkway Interchange such as Kelly Park Crossing. The Metro Orlando Economic Development Commission reports (based on US Census Bureau data) that both multi-family and single family permitting have been increasing year over year since 2009, but the amount of permitting is still significantly less than the levels experienced prior to the Great Recession. Metro-Orlando trends have also seen a larger share of permitting for multi-family, although single family permitting is still dominant. In addition, Orlando home values have increased by more than 10 percent in December 2016.

The residential development growing to the northwest and southwest of the Apopka CRA core will act as a demand stimulus for additional commercial, retail and entertainment development within the downtown core areas.

C. BUSINESS COMPOSITION

Nonresidential development within the Apopka CRA is primarily located along Main Street (U.S. 441). Commercial development along that corridor includes fast-food franchises, retail stores and financial institutions. Additional development has occurred along Central Avenue at 5th Street, including the LYNX SuperStop and the VFW facility. Based on the 2016 Department of Revenue (DOR) Land Use Codes, the land acreage within the CRA can be grouped into the following types of businesses:

- 36.3 acres of retail;
- 5.1 acres of restaurants;
- 25.4 acres of offices;
- 9.5 acres of warehouses;
- 30.9 acres of institutional uses

Figure 9: Sidewalks and Street Lights

Source: S&ME, 2017.

13% of the total acreage within the CRA. The number of vacant parcels has increased from sixty-seven (67) in 1993 to one hundred forty-two (142) in 2004 and to 183 in 2016. This significant increase in vacant parcels within the CRA is partly due to the demolition of substandard structures. Vacant lots give an impression of disinvestment and blight but also present redevelopment opportunities that are available throughout the CRA area.

According to Colliers International and the Metro Orlando EDC, late 2016 vacancy rates for office are below 10 percent. As leasing rates for Class A office space continue to climb, tenants have shifted their focus to Class B office space. The EDC reports that the retail vacancy rate for northwest Orange County was 5.4% in the fourth quarter of 2016. These figures coupled with an unemployment rate of 4.4% in November 2016 indicate the potential for positive growth in these sectors for 2017. Additional economic stimulus could be provided by a potential federal infrastructure bill being discussed in Washington D.C.

D. VACANT PROPERTIES

As of 2016, vacant parcels represent 18% of the total parcels and

Chapter 4: Tax Increment Finance Revenue Estimates

A. PROPERTY VALUATION

At the time of the adoption of the 1993 Community Redevelopment Plan, the 1992 certified taxable value of the parcels contained within the CRA was \$55,015,108, which is known as the base year value. In 2003, the taxable value was \$83,468,566. This represented a growth of \$28,453,458 in taxable value over 10 years or, on average, approximately \$2,845,346 per year. The value of property located within the CRA that was not taxable in 1993 – public buildings, institutions or religious facilities – was \$27,704,122. In 2003, the nontaxable value was \$35,081,696. These increases in overall property valuations and decrease in the percentage of nontaxable property values, as a percentage of the overall tax base (33 percent in 1993 versus 29 percent in 2003), is indicative of the increased value of private sector investment that has taken place during those 10 years. The taxable value in the Apopka CRA in 2004 was \$85,599,283, an increase of over \$2,130,000 from 2003 values.

Property valuation has increased in excess of the values anticipated in the 1993 Community Redevelopment Plan. The 1993 plan listed the estimated CRA property value in 2004 as \$85,599,283. This substantial increase in actual overestimated taxable value reflects increased private sector investment. Increasing Tax Increment Financing (TIF) revenues over historic estimates will enable the Apopka CRA to possibly accelerate the implementation of identified projects, implement additional or new projects, or increase potential leveraged funds from alternate funding sources (bonds, grants and commercial paper).

The 2016 taxable valuation for the CRA was \$98,684,347. This represents a 79% increase over the base year and a 2.5% average annual rate of increase. This historical annual rate of increase represents a measure of the private sector investment in the CRA since 1993 that may be conservatively continued for the following years. The combined 2016 year contributions by the City and County were estimated at \$341,109. Based on the current valuation of the parcels located within the CRA and current City and County millage rates, and a 2.5% annual rate of increase, the anticipated tax increment revenue (TIF) estimates for 2024 is \$7,180,100. According to the establishing CRA documents, the CRA will sunset in 2024. However, the opportunity exists to extend the operational timeframe beyond that period. Accounting for the potential to extend the CRA's lifespan, **Table 10** shows the TIF projections out to 2040, which is estimated to generate a total of \$15,586,899 in TIF revenues.

Table 10: City of Apopka TIF Revenues and Projections

Year	Final Certification Taxable Value ¹	Increment at 100%	Increment at 95%	Apopka Millage Rate	Apopka Payment @ 95%	Orange Co. Millage Rate	Orange Co. Payment @ 95%
1992 ²	\$55,015,108	-	-	-	-	-	-
2016 ³	\$98,684,347	\$43,669,239	\$41,485,777	3.7876	\$157,132	4.4347	\$183,977
2017	\$101,151,456	\$46,136,348	\$43,829,530	3.7876	\$166,009	4.4347	\$194,371
2018	\$103,680,242	\$48,665,134	\$46,231,877	3.7876	\$175,108	4.4347	\$205,025
2019	\$106,272,248	\$51,257,140	\$48,694,283	3.7876	\$184,434	4.4347	\$215,945
2020	\$108,929,054	\$53,913,946	\$51,218,249	3.7876	\$193,994	4.4347	\$227,138
2021	\$111,652,281	\$56,637,173	\$53,805,314	3.7876	\$203,793	4.4347	\$238,610
2022	\$114,443,588	\$59,428,480	\$56,457,056	3.7876	\$213,837	4.4347	\$250,370
2023	\$117,304,677	\$62,289,569	\$59,175,091	3.7876	\$224,132	4.4347	\$262,424
2024 ⁴	\$120,237,294	\$65,222,186	\$61,961,077	3.7876	\$234,684	4.4347	\$274,779
2025	\$123,243,227	\$68,228,119	\$64,816,713	3.7876	\$245,500	4.4347	\$287,443
2026	\$126,324,307	\$71,309,199	\$67,743,739	3.7876	\$256,586	4.4347	\$300,423
2027	\$129,482,415	\$74,467,307	\$70,743,942	3.7876	\$267,950	4.4347	\$313,728
2028	\$132,719,475	\$77,704,367	\$73,819,149	3.7876	\$279,597	4.4347	\$327,366
2029	\$136,037,462	\$81,022,354	\$76,971,237	3.7876	\$291,536	4.4347	\$341,344
2030	\$139,438,399	\$84,423,291	\$80,202,126	3.7876	\$303,774	4.4347	\$355,672
2031	\$142,924,359	\$87,909,251	\$83,513,788	3.7876	\$316,317	4.4347	\$370,359
2032	\$146,497,468	\$91,482,360	\$86,908,242	3.7876	\$329,174	4.4347	\$385,412
2033	\$150,159,904	\$95,144,796	\$90,387,557	3.7876	\$342,352	4.4347	\$400,842
2034	\$153,913,902	\$98,898,794	\$93,953,854	3.7876	\$355,860	4.4347	\$416,657
2035	\$157,761,750	\$102,746,642	\$97,609,310	3.7876	\$369,705	4.4347	\$432,868
2036	\$161,705,793	\$106,690,685	\$101,356,151	3.7876	\$383,897	4.4347	\$449,484
2037	\$165,748,438	\$110,733,330	\$105,196,664	3.7876	\$398,443	4.4347	\$466,516
2038	\$169,892,149	\$114,877,041	\$109,133,189	3.7876	\$413,353	4.4347	\$483,973
2039	\$174,139,453	\$119,124,345	\$113,168,128	3.7876	\$428,636	4.4347	\$501,867
2040 ⁵	\$178,492,939	\$123,477,831	\$117,303,940	3.7876	\$444,300	4.4347	\$520,208
Total Apopka Payments					\$7,180,100		
Total Orange County Payments							\$8,406,799
TOTAL TIF PROJECTED REVENUES					\$15,586,899		

Sources: Orange County Property Appraiser; S&ME, 2017.

Notes:

¹ 2017 to 2040 values are based on a historical annual valuation increase averaged at 2.5% between 1992 and 2016.

² Base year taxable value.

³ Taxable value of all parcels within the CRA, based on 2016 parcel data from the Orange County Property Appraiser.

⁴ CRA sunsets in 2024.

⁵ CRA extension to 2040.



Chapter 5: Public Participation

A key component to creating effective redevelopment strategies is public participation and community input. On April 13, 2017, the City of Apopka and the Apopka Community Redevelopment Agency hosted a community workshop, facilitated by S&ME. The purpose of the workshop was to gather public input from residents, business owners, government agencies, and stakeholders in Apopka and to identify community issues, concerns, and potential projects for inclusion in the updated Redevelopment Plan. Workshop participants were introduced to the CRA's history, past and existing conditions, accomplishments. A proposed list of preliminary programs and projects was presented for discussion.

A hands-on table exercise followed where participants utilized base maps of the CRA area and engaged in discussions to list issues and concerns affecting the CRA, propose recommendations, programs and projects for the CRA. The CRA base maps were marked-up by workshop participants to record the locations of specific projects and areas of concern. Lastly, the participants prioritized the identified issues in order to indicate the predominant issues, concerns, and recommendations the Community Redevelopment Plan should focus on. Table X below provides a prioritized list of the issues, concerns, and recommendations identified by participants during the workshop. Table X below groups and prioritizes the public input received into common themes reflected throughout the Community Redevelopment Plan.

[Narrative on results to follow workshop...](#)

Chapter 6: General Recommendations

The purpose of this plan update was to revisit the vision adopted as part of the original redevelopment plan. This revisit and analysis has supplemented the widespread goals and objectives that were established in the original plan. The following Objectives and Strategies provide the underpinning guidance and parameters for future CRA projects and programming. The work of the CRA Plan shall only be carried out in a manner that is in accordance with and consistent with the intent of the CRA's Goals, Objectives and Strategies:

- Goal: To unify Apopka's physical form
 - Objective: To unify Apopka by enhancing and maintaining a consistent quality and "home town" appearance.
 - Administration Strategy – Update Design Guidelines for the CRA
 - Projects Strategy – Update the Comprehensive Plan and Land Development Codes, as needed.
 - Projects Strategy – Develop a land acquisition strategy and land lease strategy which enhances the downtown and effectuates this redevelopment plan
 - Infrastructure Strategy – Develop direction signage (wayfinding) and gateway features
 - Infrastructure Strategy – Continue to enhance the streetscape of CRA roadway
- Goal: To create a sense of vitality
 - Objective: Beautification.
 - Administration Strategy – Develop an awards program that recognizes beautification efforts
 - Economic Development Activities Strategy – Create a program which recognizes historical projects
 - Economic Development Activities Strategy – Create a Façade Improvement Grant Program
 - Infrastructure Strategy – Develop direction signage (wayfinding) and gateway features
 - Infrastructure Strategy – Continue to enhance the streetscape of CRA roadway
 - Objective: To advocate provisions for adequate housing in good condition and with complete facilities.
 - Projects Strategy – Update the historical survey
 - Economic Development Activities Strategy - Implement a residential renovations incentive program
 - Land Development Regulations – Evaluate and update for compatible residential development
 - Objective: To promote Public and Private Investment.
 - Projects Strategy – Update the Comprehensive Plan and Land Development Codes, as needed.



- Infrastructure Strategy – Develop master plans and programs for installation, replacement or upgrading of infrastructure such as roads, potable water, sanitary sewer, reclaimed water, electric, gas, and stormwater
 - Objective: To provide appropriate density supportive of redevelopment
 - Projects Strategy – Update the Comprehensive Plan and Land Development Codes, as needed.
 - Objective: To encourage Mixed Use Residential and Non-residential uses
 - Projects Strategy – Update the Comprehensive Plan and Land Development Codes, as needed.
- Goal: To promote the retention and growth of business and residential development
 - Objective: Advocate for the continuation of the CRA
 - Administration Strategy – Continue to advocate and lobby for legislative support of CRA's.
 - Objective: Recognize development and redevelopment efforts in the CRA
 - Administration Strategy – Develop an awards program which recognizes development and redevelopment efforts
 - Objective: Promote existing businesses within the CRA
 - Projects Strategy – Develop a business retention plan
 - Economic Development Activities Strategy – Create a marketing/promotions strategy
 - Economic Development Activities Strategy – continue community-based efforts with project support and contracting for events
- Goal: Protect Existing Resources and Increase Resources
 - Objective: Provide for infrastructure to support business and residential
 - Projects Strategy – Prepare a master parking plan to identify available and potential parking to support the CRA
 - Infrastructure Strategy – Prepare a plan and implementation program for the Fifth Street parking lot
 - Infrastructure Strategy – Prepare a master plan for the Station Street public space (Downtown Area Triangle).

Physical, social, and demographic conditions have changed since the creation of the original plan and so has the public perception and preferences. The first part of this report outlined those changes. This section outlines a series of realistic and financially feasible implementation tasks and strategies that will assist the City and private development to achieve the primary goals and objectives of the CRA. The following issues played an important role in the design of the proposed vision plan for the CRA:

- Outdated regulations that encourage single-use developments and stand-alone buildings
- Site size and the lack of adequate space to meet Code requirements (parking, stormwater, parking, etc.)
- Heavy traffic on U.S. 441, although the volumes have decreased over the last ten years.
- Historic character of the CRA/CBD

- The need to protect established residential neighborhoods from incompatible types of nonresidential uses
- The lack of pedestrian amenities
- The public desire to guide private development into creating a walkable and vibrant atmosphere
- Enhancement of the identity of the downtown
- Parking safety in downtown
- The need to retain existing and attract new businesses

The following sections detail the strategies enumerated above.

A. ADMINISTRATION

CRA LEGISLATIVE SUPPORT

The Community Redevelopment Agency supports the efforts to enhance and/or maintain the ability of CRA's to function as originally intended and in accordance with State law. Past and recent challenges to the CRA legislation as provided in Chapter 163, Part III, Florida Statutes, has been aimed at stripping CRA's from their ability to function as originally intended.

AWARD PROGRAM

Recognizing those businesses which have gone above and beyond the normal aspect of their actual business should be recognized. This recognition can be done through development an award or certificate program such as a "Golden Brick" award for outstanding redevelopment/renovation efforts; a "Community Contribution" award; a "Business or Economic Improvement Contribution" award; or, a Certificate of Appreciation. These awards could be applied to residential and non-residential projects.

DESIGN GUIDELINES UPDATE

With a new focus on mixed use, the City will need to revisit the adopted design guidelines to ensure consistency with the goals of this plan.

Although hampered by the Great Recession, the CRA area has started to show positive signs of redevelopment activity in the past few years. New buildings have been built consistent with the adopted design standards, existing sites have been improved, and public projects such as the West Orange Trail and bridge have brought positive changes to the area. However, new development has continued to follow the same suburban pattern of the seventies and eighties – self-contained developments with their own parking, buffers, stormwater and signage. The current City land use and Euclidian-type zoning regulations encourage the development of single uses in stand-alone buildings. If the CRA area is intended to become a vibrant area, housing a variety of uses and offering a wide range of housing opportunities, the regulations will need to be reviewed to address the issues outlined below.

The adopted development design guidelines have significantly improved the appearance of recent development within the CRA. However, the impact has not been very effective on the general urban form of the area. A form-based code is recommended to guide development into creating a more adequate urban form.

In addition, the City should consider going into a public-private partnership to develop a "model mixed-use project" - a pedestrian- oriented, mixed-use complex to grow from. Visibility and presence on US 441 is important but the focus of the project doesn't necessarily have to be on that road. It may be designed to be perpendicular to that street, drawing pedestrians into the areas behind the vehicular corridor.

Continued evaluation of opportunities to increase pedestrian amenities and features should be pursued by the CRA. The relocation of parking areas to the rear of buildings, improved landscaping, streetscape and improved pedestrian features coupled with the City's design guidelines will continue to improve the urban form



of the Apopka CRA. If a successful pedestrian core can be developed, it typically spawns development similar in appearance. Specific streetscape and traffic recommendations are discussed in detail in the following sections.

Provision for a safe and pleasant environment for pedestrians and bicycles must be provided and maintained. Good planning and design of businesses and facilities can help with this requirement. Crime Prevention through Environmental Design is defined as "the proper design and effective use of the built environment that can lead to a reduction in the fear and incidence of crime and an improvement in the quality of life." The goal of CPTED is to reduce opportunities for crime that may be inherent in the design of structures or in the design of neighborhoods.

CPTED principles can be applied easily and inexpensively to buildings or during remodeling, and have been implemented in communities across the nation. The results have been impressive; in some CPTED communities, criminal activity has decreased by as much as 40 percent. CPTED design eliminates or reduces criminal behavior and at the same time encourages people to "keep an eye out" for each other and creates an effective environment that results in a safer more livable community.

There are separate guidelines for each of the strategies listed below, which, as a homeowner, builder or remodeler, can be applied to reduce the fear and incidence of crime and improve the quality of life.

There are four overlapping CPTED strategies.

1. Natural Surveillance - A design concept directed primarily at keeping intruders easily observable. Promoted by features that maximize visibility of people, parking areas and building entrances: doors and windows that look out on to streets and parking areas; pedestrian-friendly sidewalks and streets; front porches; adequate nighttime lighting.

2. Territorial Reinforcement - Physical design can create or extend a sphere of influence. Users then develop a sense of territorial control while potential offenders, perceiving this control, are discouraged. Promoted by features that define property lines and distinguish private spaces from public spaces using landscape plantings, pavement designs, gateway treatments, and "CPTED" fences.

3. Natural Access Control - A design concept directed primarily at decreasing crime opportunity by denying access to crime targets and creating in offenders a perception of risk. Gained by designing streets, sidewalks, building entrances and neighborhood gateways to clearly indicate public routes and discouraging access to private areas with structural elements.

4. Target Hardening - Accomplished by features that prohibit entry or access: window locks dead bolts for doors, interior door hinges.

LAND USE

As mentioned previously, the City needs to consider establishing a form-based code for the downtown area, which could function parallel to the zoning code. Both the Future Land Use Map, and the zoning map and regulations should encourage, through development incentives or as a requirement, the appropriate mix of uses not just from parcel to parcel but also within single sites. A form-based code would take care of the creation of a mixed-use corridor while achieving the desired urban form. With a new focus on development type, rather than on separation of uses, the City will need to revisit Floor Area Ratios, setbacks, buffers, landscaping, densities and other dimensional requirements to ensure the success of these developments and the area as a whole.

The City should consider limiting or prohibiting new or expanded industrial uses in the downtown. The few industrial uses currently in the downtown may have been appropriate in the past, but with a focus on mixed commercial, office and residential uses, the industrial component needs to be minimized.

HEIGHT

The width of U.S. 441 and the need to frame the street may justify the increase of building height along this corridor. The maximum building height within the CRA is seventy-five (75) feet.

SETBACKS

Setbacks should be addressed based on urban form. A form-based code would determine building setbacks based on the use and location of a building within the district rather than based on the zoning classification.

DENSITY

The residential use component within the CRA will be very critical to maintain the vitality of the area. The zoning regulations need to be set up to address the combination of various types of uses on a single site. Density is a very sensitive issue because most people associate high density with depressed and congested areas, when in reality it can be designed minimizing the negative impacts. The City should reconsider current density caps to determine if they are adequate for the creation of a vibrant downtown. It is a well-known fact that the separation of uses and the density limits typical of Euclidian zoning codes have contributed to excessive consumption of land in America, and especially in Florida.

LOT SIZE

Another important consideration when trying to attract mixed-use development to the CRA is the adequacy of sites to accommodate the required facilities and improvements. As noted in the Existing Conditions section, most of the lots in the CRA are inadequate to fully satisfy the contemporary needs of commercial and office uses, or to accommodate mixed-use. The small size of some of the older lots in the CRA also preclude, or make more difficult, development and redevelopment activities. The City needs to prepare area- wide parking and stormwater plans to minimize the impact of parking lots and retention ponds on the urban form and walkability of the area (explained in more detail in the Infrastructure Section).

Similarly, the Apopka CRA should evaluate opportunities to land bank and to assemble sub-standard parcels into more easily developed parcels to encourage development and updating of the downtown. Parcels may be assembled or aggregated through purchase, the potential use of eminent domain, or through encouraging the private sector to assemble parcels. The CRA may wish to evaluate potential use of a 'self-assembly' incentive program by which the City/CRA may assist private property owners to assemble parcels into larger, more easily developed parcels. The incentives that may be provided by the City/ CRA to the private 'assembler' could include title research, mapping assistance, coordination with potential developers and surveying services. The assembler would be required to enter into a development agreement with the City/CRA that would outline the parcels being assembled and the assembler's intent to develop the property within 12 months.

HISTORIC PROPERTIES

The City should consider updating the survey of historic properties to identify structures that have become significant since the 1990 survey, and to prepare a list of those that would be eligible for becoming local or national historic landmarks.

CRA REPRESENTATION AND LEGISLATIVE SUPPORT

Representation for the CRA can be provided when and where needed for the promotion of events, projects, and uses within the CRA district.

B. PROJECTS*LAND ACQUISITION AND SELLING/LEASING OF PUBLIC LAND*

Current and new projects may require the acquisition of property. Potential projects which may require additional projects may include but are not limited to: parking (5th Street Parking Lot), infrastructure, streetscape,



trails, parks, incubator, etc. The CRA must also develop processes, standards, and controls for the selling or leasing of public lands.

UPDATE HISTORICAL SURVEY

The City of Apopka conducted a historical resources survey in 1990. Most of the historical resources in the City are concentrated in the CRA area. Since the survey is over 25 years old, it would seem appropriate to update it.

BUSINESS RETENTION PLAN

Small businesses sometimes lack information or financial resources needed to grow or sustain themselves. The CRA promotes small business growth and expansion by providing information on incentive programs, grants, loans, and property availability. The CRA should also coordinate with merchant associations and the Chamber of Commerce to ensure that small businesses have knowledge of and access to support services such as training and job recruitment.

It is important to determine if existing businesses are failing, and if so, for what reasons. It is important to analyze those reasons and be able to tailor programs to assist existing businesses in the CRA. This could also include a consumer survey and marketing analysis.

DOWNTOWN APOPKA TRIANGLE (DAT)

Develop the Downtown Apopka Triangle (DAT) – along Station Street between S Lake Avenue and S Central Avenue – as a main focal point of Downtown Apopka and as part of a newly established Station Street District that focuses on arts and culture, entertainment, mixed-uses, and a pedestrian-friendly environment. The DAT may be supported by a parking garage and a trolley system and has the potential to become a base for a farmer's market, community gardens, restaurants, and special events. A Station Street District master plan should be created to identify action steps and capital improvements.

C. ECONOMIC DEVELOPMENT ACTIVITIES

HISTORICAL PROPERTY RECOGNITION

Properties of local significance and national registry properties are a valuable asset to Apopka. Recognition of these properties may be accomplished in various ways such as the national registry (if eligible), community awards or presentations. A historical marker program can help identify historic properties and encourage their protection. Historical surveys are also a valuable means to document historical properties, and the CRA could support this process. The last historical survey was conducted in 1990. Historical property information may be made available through brochures, media special events, historical markers and education programs.

MARKETING/PROMOTIONS

The CRA shall work with the County and State agencies to provide sufficient funding for marketing including local and regional promotions. Special events and activities should be developed as part of a sound marketing and promotional strategy.

FAÇADE IMPROVEMENT GRANTS

Matching grants for facade improvements could be managed and/or funded by the CRA. Funds may be combined with other grants when possible. Adherence with proper building and zoning codes must be completed when and where required.

RESIDENTIAL RENOVATION INCENTIVE PROGRAM

The CRA should consider incentivizing the repair and renovation of residential structures through a grant program. There could be matching grants or vouchers for rehabilitation, exterior painting, and/or consulting services such as general contractors, structural engineers, or architects.

RESIDENTIAL UTILITY ASSISTANCE PROGRAM

A new single-family construction program of infill lots to assist with impact fees, helping to create affordable housing.

LAND DEVELOPMENT REGULATIONS

The City of Apopka should evaluate and update its Land Development Regulations to encourage the development of compatible residential uses within the CRA.

COMMUNITY BASED EFFORTS

This action item covers a number of areas which include the following:

- Support of community based organizations for the promotion of the CRA district.
- Involvement of the community during project development, depending on the project.
- Development of partnerships for landscaping and beautification projects. These can include painting programs, landscaping and lot clean up.

D. INFRASTRUCTURE

Infrastructure improvements are vital to supporting the public and private reinvestment efforts in a redevelopment area. Improvements to roadways, stormwater facilities, water systems, and sanitary sewer systems, as well as other neighborhood improvements and the relocation of overhead utility lines to underground are all designed to serve as a catalyst for community redevelopment.

Continued maintenance, replacement and upgrade of utilities will be needed in the future. The roads in the CRA are adequate, however future needs may require additional construction (crosswalks), maintenance (repaving and restriping), or traffic calming devices to help manage traffic and maintain pedestrian safety. Main Street was repaved in 2016. The provision in the CRA Plan for these items is needed to continue services in the CRA district.

DOWNTOWN APOPKA TRIANGLE (DAT) & STATION STREET DISTRICT

Implement the Station Street District master plan to direct the acquisition, funding, and capital improvements of projects. Local rights-of-way might be vacated to create a larger common space (approximately 3.5 acres of space). Fourth Street may be re-routed and the new configuration of common property would allow potentially for the provision of additional public parking. Station Street should be linked to the West Orange Trail through the downtown.

EAST 6TH STREET PROMENADE

According to the Grow Apopka Vision 2025 report, “the East 6th Street Promenade, which connects Martin’s Pond (City Center) to South Park Avenue, would potentially include narrowing roads, traffic calming, up-graded street lighting with banners, street furniture, and landscaping for shading. The Promenade would assist in connecting the Station Street project to the West Orange Trail.

5TH STREET PARKING LOT

The goals would be to open the Fifth Street parking to the public with the City acquiring private interests in the property. The lot would be resurfaced and landscaped. Before resurfacing, base and sub-base components could be installed which would permit structured parking the future. The parking lot would complement and support the Station Street project and its availability to the public would be provided as part of a wayfinding program.

GATEWAYS

Gateways serve as grand entrances to an area and create a sense of place and arrival. They can be as simple as a corner town clock or as elaborate as a drive-through archway. A change in pavement color and texture, as well as a change in landscaping will set gateways and key intersections apart. Vertical elements like tall palms or decorative columns energize a space and add dramatic interest.

The intersection of U.S. 441 and S.R. 436 holds great potential for making a memorable gateway. Large letters spelling "APOPKA" could be attached to the guardrails, similar to those found on the I-4 and Conroy Road overpass. The City name could be illuminated, as well as City and County Seals on the supports. The application guidelines and a Community Identification Structures and Landscape (CISL) booklet may be obtained from FDOT.

There is a small City of Apopka sign at the south end of Park Avenue. If this sign were larger and framed by attractive landscaping it would make a nice entrance feature. This sign could then be repeated at other entry points and become a recognized symbol of the Apopka CRA.

SIGNAGE

Signage helps provide people with a variety of information including the location of the downtown, parking, shopping, recreational uses (West Orange Trail), governmental (City Hall, Police, etc.), and even events within the CRA district. A coordinated and visually recognizable system of directional signage needs to be developed and used throughout the district to provide a sense of place and belonging within the district. Use of sign design, colors and location can aid in this type of system.

STREETSCAPES

One of the most effective means for unifying and improving the appearance of downtown is the use of streetscape improvements. Streetscape improvements include decorative street lighting, street furniture (benches, trash receptacles, bike racks), unified signage, sidewalk improvements, underground utilities, and landscaping, among others. The changes can often be dramatic; sending a message to the community that redevelopment has begun and will be successful. Streetscape enhancements also establish an overall design theme to guide other renovation efforts. Murals, public art, historic signs, and the use of brick pavers are other popular and effective aesthetic enhancements.

The various streetscape improvement projects should be planned and coordinated as part of a master plan. Accordingly, the CRA shall retain an urban planning/design firm to investigate options and prepare a Master Streetscape Plan.

E. BUSINESS SUPPORT

IMPACT FEE ASSISTANCE GRANT

Grants may be awarded based on investment in brick and mortar improvements or job creation. The grants would off-set all or a portion of the impact fee assessment. Also, assistance may be rendered by allowing a business/developer to pay the impact fees over an extended period of time with little or no interest.

COOPERATIVE ADVERTISING & PROMOTION

One possibility to promote the businesses within the CRA can be done through cooperative advertising. An organization can team with a sponsor or groups of businesses can pool their efforts and funds to produce advertising together, instead of separately. Visitors and Convention Bureau or Tourist Development Council, athletic and special event promoters, and the Economic Development Commission should all be sought as possible partners for various CRA related activities. Advertising shall be designed specifically to promote redevelopment activities within the CRA.

BUILDING CODE COMPLIANCE AND BUILDING FEE REFUND PROGRAMS

The CRA should investigate establishing funding for assisting businesses, homeowners, and developers with the cost of bringing buildings into compliance with current codes. The incentives would include off-setting all or a portion of the improvements to bring a building into compliance.

Assistance through refunding building permit fees should be investigated. In either case, standards and requirements should be established to implement these programs.

LOANS & GRANTS

CRA Loan Pool - Development of a local loan pool for the CRA district can be completed with the support of local banks. These funds would be sponsored and approved through each sponsoring bank for renovations. Loan pools can provide low interest funding for business redevelopment or improvements. Loan pools may be developed for commercial and housing use, depending on the direction from the CRA.

PUBLIC-PRIVATE PARTNERSHIPS (P3)

The City of Apopka shall examine opportunities for public-private partnerships to encourage the redevelopment of compatible residential and non-residential uses within the CRA.

FEDERAL AND STATE PROGRAMS

The City of Apopka and the CRA shall examine the opportunities to utilize existing state, regional, and federal regulatory and financial incentive programs, such as brownfield grant funding and state programs, to encourage redevelopment within the CRA.

Chapter 7: Conceptual Master Plan and Recommendations

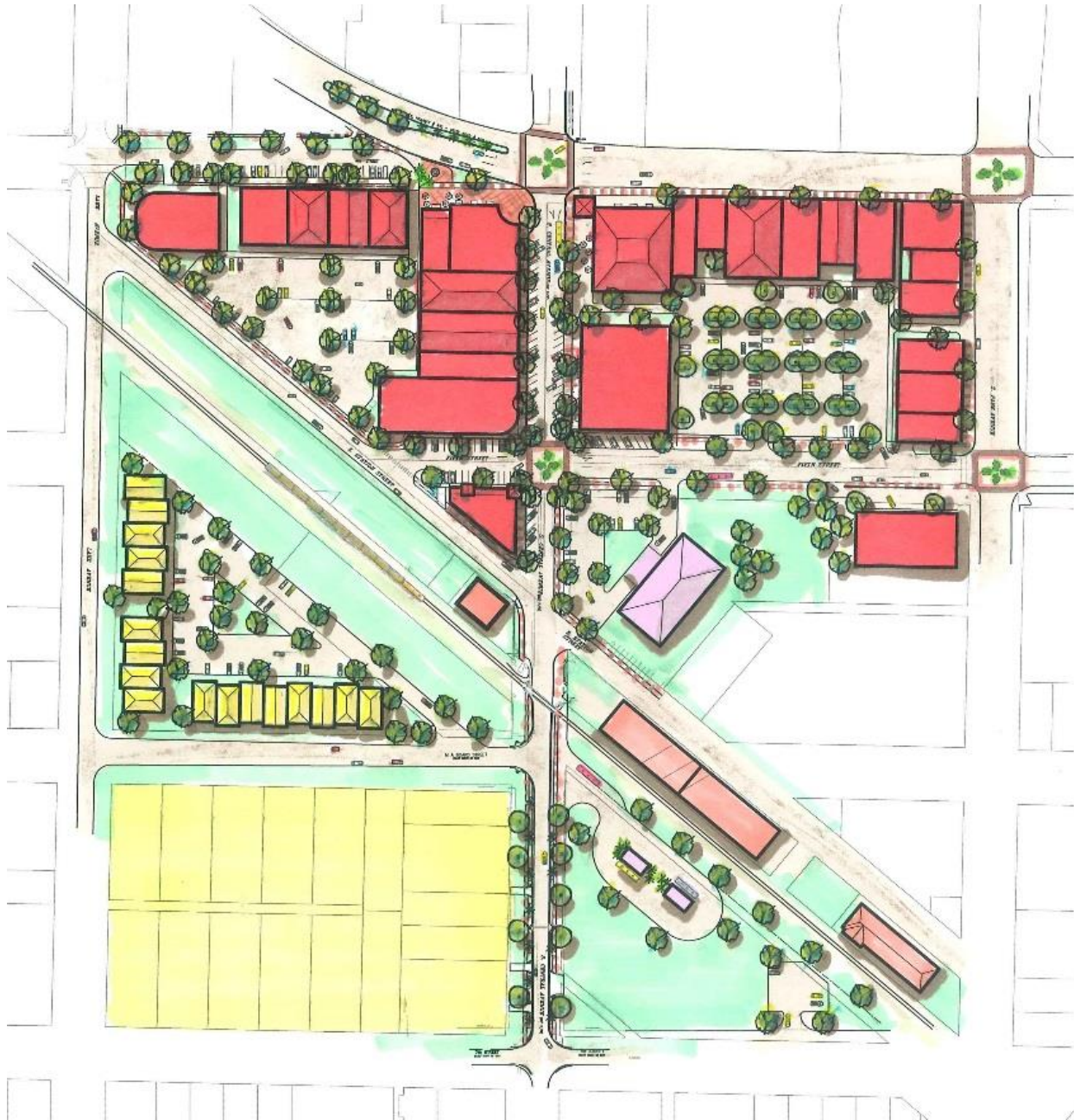
Portions of three primary streets were targeted for streetscape analysis and recommendations. A section of Main Street (U.S. 441), Central Avenue and 5th Street were studied. The streetscape recommendations included in the following pages could be applied to other streets of similar widths and similar urban form.

A section of U.S. 441 was studied for a potential gateway from the west at Hawthorne Avenue. Central Avenue was studied from 7th Street to M.A. Board Street. The portion of 5th Street studied runs from Central Avenue to Park Avenue.

Two key intersections were also analyzed: Main Street and Central Avenue, and Central Avenue and 5th Street. Perspectives are included, which show conceptual recommendations for these two intersections. Plans and sections are included for the three portions of Main Street, Central Avenue and 5th Street. An alternative conceptual plan for the 5th Street and Central Avenue intersection is also presented to introduce the Downtown Apopka Triangle concept.

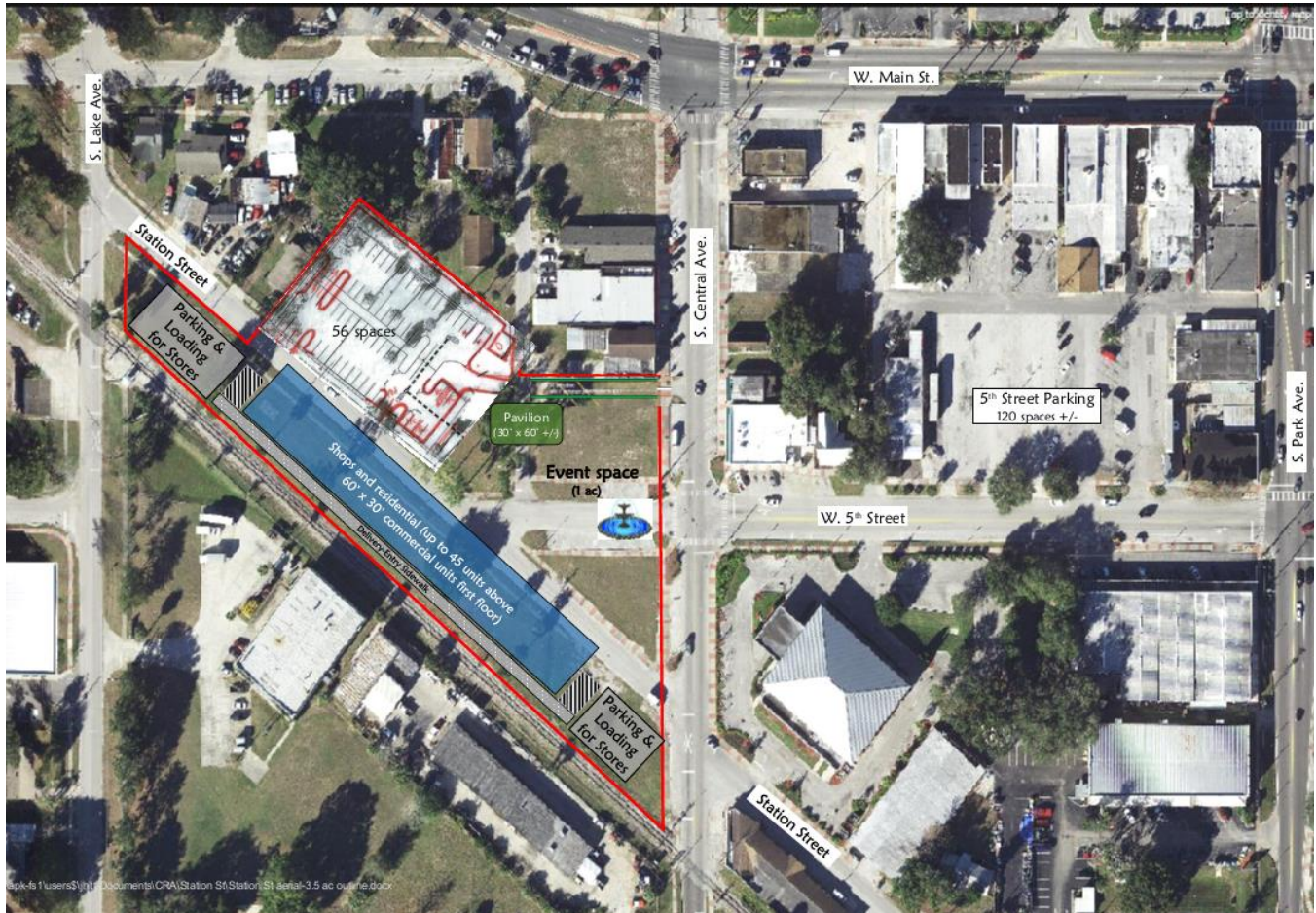


Figure 10: Main Street, 5th Street, and Central Avenue Redevelopment Concept Alternative



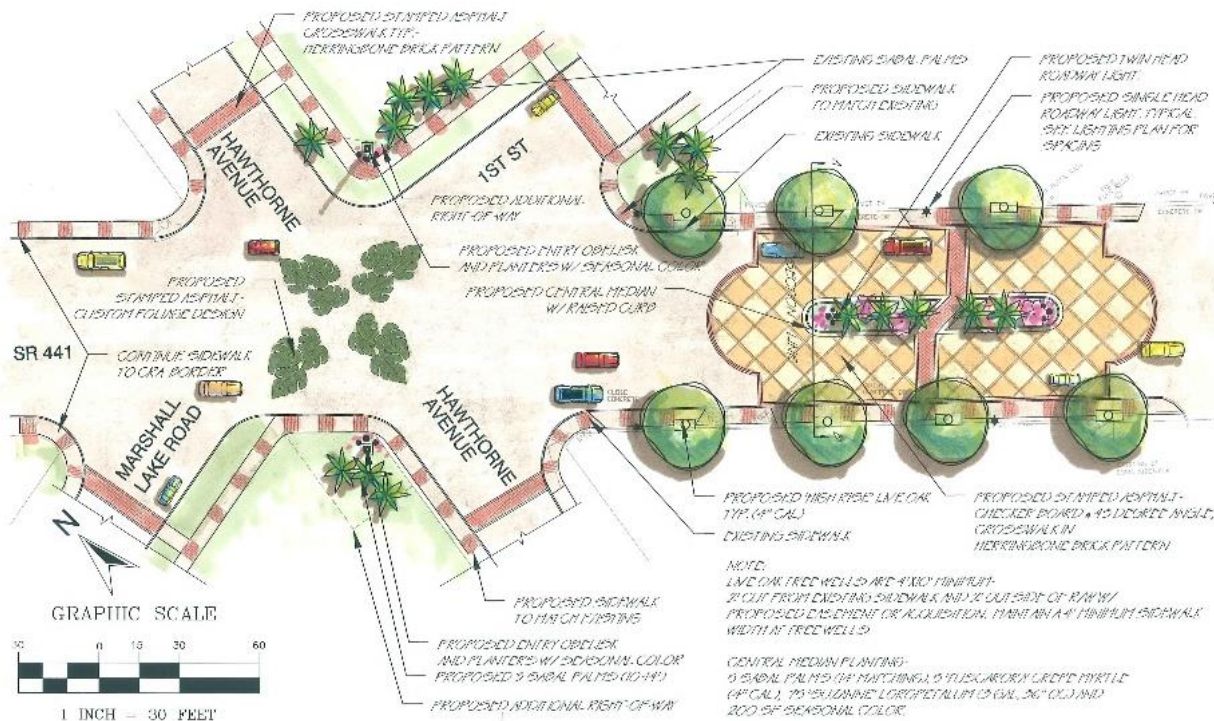
Sources: Land Design Innovations 2007; S&ME.

Figure 11: 5th Street and Central Avenue Redevelopment Concept Alternative (Downtown Apopka Triangle)



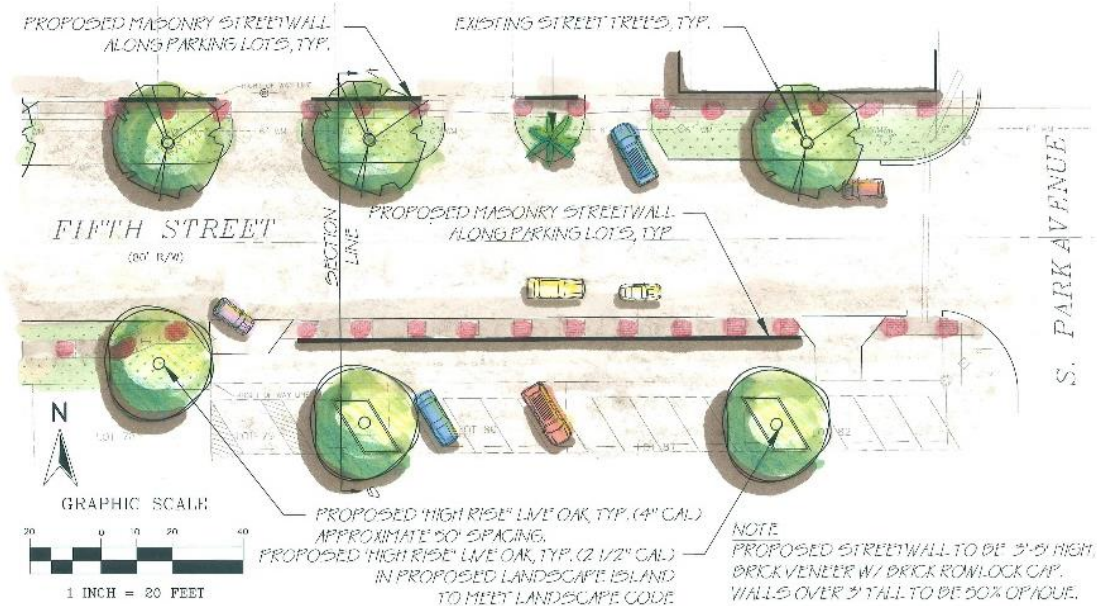
Source: City of Apopka, 2017.

Figure 12: Main Street and Hawthorne Avenue Streetscape



Sources: Land Design Innovations, 2007; S&ME, 2017.

Figure 13: 5th Street and Park Avenue Streetscape



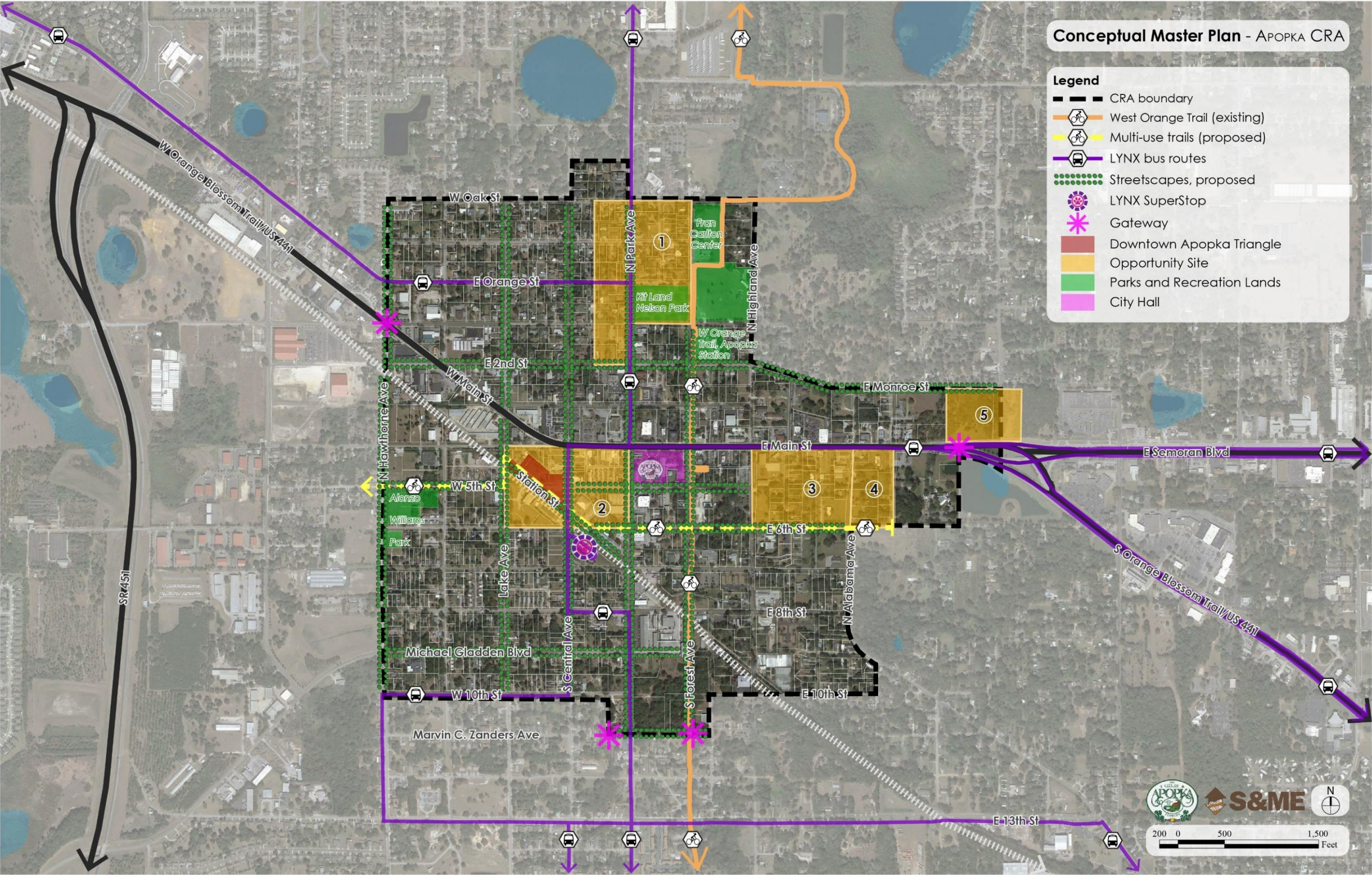
Sources: Land Design Innovations, 2007; S&ME, 2017.

NEIGHBORHOOD IMPACT STATEMENT

The proposed projects and programs are not anticipated to impact or require relocation of any low or moderate income housing areas within the CRA district. Each of the proposed projects, catalyst projects and other development within the CRA district will be evaluated for potential impacts upon the surrounding areas addressing traffic circulation, environmental impacts, availability of community facilities, effects on school populations and other potential impacts upon the physical and social quality of life during the planning and design phase of each project. Any potential negative impacts will be mitigated to the maximum extent possible.



Map 7: Conceptual Master Plan



OPPORTUNITY SITES

The Opportunity Sites, shown on the Conceptual Master Plan, present key, strategic areas within the Apopka CRA for redevelopment. The location, existing land uses, future land uses, and zoning designations of each site create unique opportunities for redevelopment into a wide range of uses, including mixed-uses, neighborhood residential uses, and supporting commercial uses. The Opportunity Sites 1 through 5 are described below in more detail.

OPPORTUNITY SITE 1

Opportunity Site 1 is located in the northern part of the CRA south of W Oak Street. The site is bound on the north by East Oak Street, Central Avenue to the west, W Orange Trail to the east, and E 2nd Street to the south. The site is comprised of 63 parcels, covering a total parcel area – excluding right-of-ways – of 27.65 acres. The site is bisected by Park Avenue, which connects to Main Street and runs adjacent to City Hall. Kit Land Nelson Park is located within the opportunity site and both the Fran Carlton Center and the West Orange Trail are located adjacent to the site's its eastern edge. The Florida Hospital Apopka is situated to the north of the opportunity site. Eight (8) parcels within the opportunity site are vacant and the majority of the surrounding existing and future land uses are Single Family Residential and Low Density Residential, respectively. These amenities and conditions make it an attractive site for redevelopment into office, multi-family, supporting retail, and mixed uses.

- Location: South of East Oak Street, North of E 2nd Street, West of W Orange Trail, and East of Central Avenue.
- Current Use: Single-family residential, multi-family residential, retail, office, other commercial services, institutional, recreation, utilities, and vacant lands.
- Zoning: Residential Single-Family R-1AA, Professional Office/Institutional PO/I, Retail Commercial C-1, and Parks and Recreation.
- Future Land Use: Low Density Residential, Office, Parks/Recreation.

OPPORTUNITY SITE 2

Opportunity Site 2 is located within the Downtown Development Overlay District on the south side of US 441 between East 6th Street and MA Board Street. The site is bound on the East by South Park Avenue (aka Clarcona Road) and on the West by Marvin C. Zanders Avenue. The overall 17.87 acre Opportunity site is comprised of 49 parcels and is bisected by CSX Rail line and includes the Apopka Community Center VFW Post and a wide range of retail and commercial services along US 441, South Park Avenue and Central Avenue. The center of this Opportunity Site is the site of the CRA's proposed Downtown Apopka Triangle mixed-use redevelopment project. The south end of this Opportunity Site fronts East 6th Street and will front the cross-town bicycle trail. This site would be an ideal location for a more urban development pattern mixed-use development with an increased intensity commercial development that would benefit from the site's central downtown location, proximity to the Downtown Apopka Triangle project, proximity to the Lynx Super Stop and location on the East 6th Street cross-town bicycle trail.

- Location: South of US 441 and North of East 6th Street bounded on the East by South Park Avenue (aka Clarcona Road) Avenue and on the West by Marvin C Zanders Avenue.
- Current Use: Single family residential, office, retail, vacant, public lands, institutional (Community Center VFW), industrial, railroad.
- Zoning: Retail Commercial C-1, General Commercial C-2, Wholesale Commercial C-3.
- Future Land Use: Commercial.



OPPORTUNITY SITE 3

Opportunity Site 3 is located on the south side of US 441 between East 6th Street and US 441 to the West of Opportunity Site #4 on the eastern side of Apopka adjacent to the Central Businesses District. This 16.67 acre site is comprised of 35 parcels and is bisected by Midland Avenue and partially bisected by Oakland Avenue. US 441 frontage is developed with a commercial and retail uses. The south end of this Opportunity Site fronts East 6th Street and will be the eastern terminus of a cross-town bicycle trail. This site would be an ideal potential location for a mixed-use planned development, neighborhood-scale commercial development and/or residential development that would benefit from the site's proximity to downtown and location on the East 6th Street cross-town bicycle trail.

- Location: South of US 441 and North of East 6th Street bounded on the East by Alabama Avenue and on the West by South Highland Avenue.
- Current Use: Single family residential, commercial, vacant, institutional (Church).
- Zoning: General Commercial C-2, Retail Commercial C-1, Residential Single Family R-1AA, Residential Multiple Family R-3.
- Future Land Use: Low Density Residential, Commercial.

OPPORTUNITY SITE 4

Opportunity Site 4 is located on the south side of US 441 between East 6th Street and US 441 on the eastern side of Apopka. This 7.68 acre site is comprised of 10 parcels. US 441 frontage is developed with a Burger King and a convenience store/gas station. 3 of the 10 parcels are vacant (1.57 acres), while the remaining 7 parcels (6.11 acres) are developed with single-family residential and the aforementioned commercial development along US 441 frontage. The south end of this Opportunity Site fronts East 6th Street and will be the eastern terminus of a cross-town bicycle trail providing quick access to the West Orange Trail. This site would be an ideal potential location for a mixed-use, neighborhood-scale commercial development and/or residential development that would benefit from the site's proximity to downtown and location on the East 6th Street cross-town bicycle trail.

- Location: South of US 441 and North of East 6th Street bounded on the East by South McGee Avenue and on the West by Alabama Avenue.
- Current Use: Single family residential, commercial, vacant.
- Zoning: General Commercial C-2, Retail Commercial C-1, Planned Unit Development PUD, Residential Single Family R-1AA.
- Future Land Use: Low Density Residential, Commercial.

OPPORTUNITY SITE 5

Opportunity Site 5 Opportunity Site #5 is located at the intersection of SR 436 and US 441 on the eastern gateway of Apopka. This 6.42 acre City-owned parcel is located on the City's main commercial corridor with over 40,000 daily traffic trips. This site would be an ideal potential location for a mixed-use development that would benefit from the site's street visibility high daily traffic volumes.

- Location: US 441 and SR 436.
- Current Use: Vacant.
- Zoning: Residential Multiple Family R-3, Retail Commercial C-1.
- Future Land Use: Mixed Use, Commercial.

Chapter 8: Implementation Plan

The following narrative tables outline a twenty-three year implementation strategy for this Redevelopment Plan.

Strategies, Action Items, Program, & Projects	Timeframe			
	Short	Medium	Long	Extended
	2017-2021	2022-2026	2027-2030	2031-2040
Administration				
Design Guidelines Update	✓			
Awards Program	✓	✓	✓	✓
CRA Legislative Support	✓	✓	✓	✓
Projects				
Parking Study	✓			
Land Acquisition for projects		✓	✓	✓
Business Retention Plan	✓			
Update Historical Survey	✓			
Downtown Apopka Triangle	✓			
Economic Development Activities				
Historical Projects Recognition	✓	✓	✓	✓
Marketing/Promotions	✓	✓	✓	✓
Community-based Efforts - Project support, contracting for events	✓	✓	✓	✓
Façade improvement Grants - P3 partnership program	✓	✓	✓	✓
Residential Renovation Incentive Program	✓	✓	✓	✓
Land Development Regulations	✓		✓	
Infrastructure				
Directional Signage and Gateways	✓			
Streetscape	✓	✓	✓	✓
Roads, Water, Sewer, Electrical	✓	✓	✓	✓
Fifth Street Parking Lot	✓	✓		
Station Street Public Space Master Planning (DAT)	✓	✓		
Business Support				
Impact Fee Assistance Grant	✓	✓	✓	✓
Co-op Advertising and Promotion	✓	✓	✓	✓
Building Code Compliance Grant	✓	✓	✓	✓
Building Fee Refund Program	✓	✓	✓	✓
Public-Private Partnerships (P3)	✓	✓	✓	✓
State, Regional, National Regulatory and Financial Incentives	✓	✓	✓	✓



Chapter 9: Consistency with Florida Statutes

The aforementioned projects, programs and implementation plan is consistent with applicable state laws (FS Chapter 163.362) regarding the contents of Community Redevelopment Plans. The Community Redevelopment Plan contains:

- Legal Description of the community redevelopment area (see Appendices).
- The approximate amount of open space and street layout (Chapter 7, Conceptual Master Plan and Recommendations; Chapter 2, Existing Conditions).
- Limitations on type, size, height, number and proposed use of buildings (Chapter 2, Existing Conditions)
- Approximate number of dwelling units (Chapter 2, Existing Conditions).
- Property intended for use as public parks, recreation areas, streets, public utilities and public improvements (Chapter 7, Conceptual Master Plan and Recommendations).
- Anticipated impact on residents (Chapter 7, Conceptual Master Plan and Recommendations).
- Identified publicly funded capital projects within CRA (Chapter 8, Implementation Plan).
- Adequate safeguards that the work of the redevelopment plan will be carried out pursuant to the plan (Chapter 5, General Recommendations).
- Provisions for retention of controls and the establishment of any restrictions or covenants running with the land or sold or leased for private use for such periods of time and under such conditions as the governing board deems necessary to effectuate the redevelopment purpose (Chapter 5, General Recommendations).
- Provides assurances that there will be replacement housing for the relocation of persons temporarily or permanently displaced from housing facilities within the community redevelopment area (Chapter 7, Conceptual Master Plan and Recommendations).

Appendix A: CRA Boundary Legal Description

**CITY OF APOPKA
COMMUNITY REDEVELOPMENT AREA**

DESCRIPTION

Beginning at the intersection of the Northerly Right-of-Way line of Tenth Street with the Easterly Right-of-Way line of Hawthorne Avenue; Run thence Northerly along said Easterly line to the Northerly Right-of-Way line of Ninth Street; Run thence Westerly at right angles from the Easterly line of Hawthorne Avenue to the Westerly Right-of-Way line of Hawthorne Avenue; Run thence Northerly along said Westerly line to the Southeast corner of lot 16, Block "B" of Bradshaw and Thompson's Addition to Apopka as recorded in Plat Book "B", page 25 of the Public Records of Orange County, Florida; Run thence Easterly at right angles to the Easterly Right-of-Way line of Hawthorne Avenue; Run thence Northerly along said Easterly line to the Southerly Right-of-Way line of Oak Street; Run thence Easterly along said southerly line to the Easterly Right-of-Way line of Central Avenue; Run thence Northerly along said Easterly line to the Northwest corner of Lot 95 of Lakeside Homes as recorded in Plat Book "B", page 69 of the Public Records of Orange County, Florida; Run thence Easterly along the northerly line of said Lot 95 and Lot 94 of said Plat and a projection Easterly thereof to the Easterly Right-of-Way line of Park Avenue; Run thence Southerly along said Easterly line to the Northerly Right-of-Way line of Oak Street; Run thence Easterly along said Northerly line to the West line of the East 1/2 of the Northwest 1/4 of Section 10, Township 21 South, Range 28 East, Orange County, Florida; Run thence Southerly along said West line and the Easterly Right-of-Way line of Highland Avenue to the Northerly Right-of-Way line of Monroe Avenue; Run thence Easterly along said Northerly line to the East line of the West 1/2 of the Southeast 1/4 of Section 10; Run thence Southerly along said East line to the Northerly Right-of-Way line of State Road (S.R.) 436; Run thence Westerly along said northerly line to the Northerly projection of the Westerly line of Lots 2 and 3 Block "B" of L.F. Tilden's Addition to Apopka City as recorded in Plat Book "A", page 140 of the Public Records of Orange County, Florida; Run thence Southerly along said Westerly line and a projection Northerly and Southerly thereof to the Southerly Right-of-Way line of Sixth Street; Run thence Westerly along said Southerly line to the Easterly Right-of-Way line of Alabama Street; Run thence Southerly and Easterly along said Easterly line to the Easterly Right-of-Way line of McGee Street; Run thence Southerly along said Easterly line to the Northerly Right-of-Way line of Tenth Street; Run thence Westerly along, said Northerly line and a line 30.00 feet Northerly, measured at right angles, from the South line of the North 1/2 of the Southwest 1/4 of Section 15, Township 21 South, Range 28 East, to the Westerly Right-of-Way line of Robinson Avenue; Run thence Southerly along said Westerly line to the Northerly Right-of-Way line of Eleventh Street; Run thence Westerly along said Northerly line to the Easterly Right-of-Way line of Park Avenue; Run Thence Southerly along said line to the Easterly projection of the Southerly line of lot 12 Block "J" of the Town of Apopka as recorded in Plat Book "A", page 109 of the Public Records of Orange County, Florida; Run thence Westerly along said projection and the Southerly line of said Lot 12 to the Westerly line of Lot 12; Run thence Northerly along said Westerly line and the Westerly line of Lot 6 Block "J" and a projection Northerly thereof to the Northerly Right-of-Way line of Tenth Street; Run thence Westerly along said Northerly line to the Point Of Beginning.

Containing 633 acres of land more or less.



Appendix B: Community Workshop

[COMMUNITY WORKSHOP DATA]



Appendix C: Establishing Documents

ORDINANCE NO. 783

AN ORDINANCE OF THE CITY OF APOPKA, FLORIDA, ESTABLISHING A COMMUNITY REDEVELOPMENT TRUST FUND; PROVIDING FOR THE ADMINISTRATION OF THE COMMUNITY REDEVELOPMENT TRUST FUND; ESTABLISHING THE BASE YEAR FOR DETERMINING ASSESSED VALUES OF PROPERTY IN THE COMMUNITY REDEVELOPMENT AREA FOR TAX INCREMENT PURPOSES; PROVIDING FOR ANNUAL APPROPRIATION OF THE TAX INCREMENT BY ALL TAXING AUTHORITIES IN THE COMMUNITY REDEVELOPMENT AREA; APPOINTING THE GOVERNING BODY OF THE COMMUNITY REDEVELOPMENT AGENCY AS THE TRUSTEE OF THE COMMUNITY REDEVELOPMENT TRUST FUND; PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, by Resolution No. 93-M-38 and Resolution No. 93-M-39 adopted by the Board of County Commissioners of Orange County, Florida (the "County Commission") on June 22, 1993, and by Resolution No. 9316 adopted by the City Council of the City of Apopka, Florida (the "City Council") on June 28, 1993, it was determined that one or more slum or blighted areas exist or areas which lack affordable housing exists within the City of Apopka, Florida (the "City"), and that rehabilitation, conservation, or redevelopment, or combination thereof, of such area or areas is necessary in the interest of the public health, safety, morals or welfare of the residents of the City and County; and

WHEREAS, by Resolution No. 9316 adopted by the City Council on June 28, 1993, the City Council created the Apopka Community Redevelopment Agency (the "Agency") and declared the City Council as the Agency pursuant to Section 163.356 and 163.357, Florida Statutes; and

WHEREAS, by Resolution No. 9316 adopted by the City Council on June 28, 1993, the City Council adopted the Apopka Community Redevelopment Plan (the "Plan") for the Community Redevelopment Area as fully described in the Resolution and in Exhibit A attached hereto and made a part hereof (the "Community Redevelopment Area"); and

WHEREAS, in order to plan and implement community redevelopment within the Community Redevelopment Area it is necessary that a Redevelopment Trust Fund be established and created for said area as provided for in Section 163.387, Florida Statutes (the "Act"); and

WHEREAS, notice to each taxing authority and public notice of the City's intention to adopt an ordinance creating a Redevelopment Trust Fund has been given, in accordance with Section 163.346 and 166.041(3), Florida Statutes.

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

SECTION 1. There is hereby established and created, in accordance with the provision of the Act, a Community Redevelopment Trust Fund (the "Fund") for the Community Redevelopment Area, which fund shall be utilized and expended for the purpose of and in accordance with the Plan, including any amendments or modifications thereto approved by the Community Redevelopment Agency including any "community redevelopment" (as that term is defined in Section 163.340, Florida Statutes) under this Plan.

SECTION 2. The moneys to be allocated to and deposited into the Fund shall be used to finance "community redevelopment" within the Community Redevelopment Area, which shall be appropriated when authorized by the Agency. The Agency shall utilize the funds and revenues paid into and earned by the Fund for community redevelopment purposes as provided in the Plan and as permitted by



ORDINANCE NO. 783

PAGE 2

law. The Fund shall exist for the duration of the "community redevelopment" undertaken by the Agency pursuant to the Plan and the extent permitted by the Act. Moneys shall be held in the Fund and the Fund shall be administered by the City for and on behalf of the Agency, and disbursed from the Fund as provided by the Act, this Ordinance or when authorized by the Agency.

SECTION 3. The money held in the Fund shall be continuously secured in the same manner as state and municipal deposits are authorized to be secured by the laws of the state of Florida. The Funds may be invested according to the Act and Florida Statutes. The cash required to be accounted for in the Trust Fund described in this Act may be deposited in a single bank account, provided that adequate accounting records are maintained to reflect and control the restricted allocation of cash on deposit therein for the various purposes of such funds and accounts as herein provided.

SECTION 4. There shall be paid into the Fund each year by each of the "taxing authorities" (as that term is defined in Section 163.340, Florida Statutes) levying ad valorem taxes within the Community Redevelopment Area, and shall be that amount equal to 95 percent of the incremental increase in ad valorem taxes levied each year by that taxing authority, as calculated in accordance with Section 5 of this Ordinance and the Act, based on the base year established in Section 4 of this Ordinance (such annual amount being hereafter referred to as the "tax increment").

SECTION 5. The most recently approved tax role prior to the effective date of this Ordinance used in connection with the taxation of real property in the Community Redevelopment Area shall be the real property assessment roll of Orange County, Florida, reflecting the valuation of real property for purposes of ad valorem taxation as of January 1, 1992 (the "base year value") and submitted to the Department of Revenue pursuant to Section 193.1142, Florida Statutes, and all deposits into the Fund shall be in the amount of tax increment calculated as provided in Section 5 hereof based upon increases in valuation of taxable real property from the base year value.

SECTION 6. The tax increment shall be determined annually by each taxing authority and shall be that amount equal to 95 percent of the difference between:

- (a) The amount of ad valorem taxes levied each year by all taxing authorities, exclusive of any amount from any debt service millage, on taxable real property located within the geographic boundaries of the Community Redevelopment Area; and
- (b) The amount of ad valorem taxes which would have been produced by the rate upon which the tax is levied each year by or all taxing authorities, upon the total of the assessed value of the taxable real property in the Community Redevelopment Area as shown upon the assessment roll used in connection with the taxation of such property by all taxing authorities, prior to the effective date of the Ordinance.

SECTION 7. All taxing authorities shall annually appropriate to and cause to be deposited in the Fund the tax increment determined pursuant to the Act and Section 5 of this Ordinance at the beginning of each fiscal year thereof as provided in the Act. The obligation of each taxing authority to annually appropriate the tax increment for deposit in the Fund shall commence immediately upon the effective date of this Ordinance and continue the extent permitted by the Act until all loans, advances and indebtedness, if any, and interest thereon, incurred by the Agency as a result of community redevelopment in the Community Redevelopment Area have been paid.

ORDINANCE NO. 783

PAGE 3

SECTION 8. The Fund shall be established and maintained as a separate trust fund by the City pursuant to the Act and this Ordinance, and other directives of the governing body of the Agency as may from time to time be adopted, whereby the Fund may be promptly and effectively administered and utilized by the Agency expeditiously and without undue delay for its statutory purpose pursuant to the Plan.

SECTION 9. The chief financial officer of the City of Apopka, Florida (the "Trustee"), on behalf of the City and the Agency, shall be the trustee of the Fund and shall be responsible for the receipt, custody, disbursement, accountability, management, investment, and proper application of all moneys paid into or expended from the Fund in accordance with Agency authorization and with state and local laws. Disbursement of moneys shall be made upon presentation of adequate supporting documentation in the reasonable opinion of the Trustee.

SECTION 10. Any and all ordinances or resolutions or parts of ordinances or resolutions in conflict herewith are hereby repealed.

SECTION 11. If any part of this Ordinance is held to be invalid or unenforceable for any reason, such holding shall not affect the validity or enforceability of the remainder of this Ordinance, which shall remain in full force and effect.

SECTION 12. The Clerk to the City Council is hereby authorized to send a certified copy of this Ordinance to each of the taxing authorities and to the Property Appraiser of Orange County, Florida.

SECTION 14. This Ordinance shall take effect immediately upon its approval and adoption by the Apopka City Council.

READ FIRST TIME: June 16, 1993

READ SECOND TIME

AND ADOPTED: June 28, 1993


John H. Land, Mayor

ATTEST:


~~Connie W. Major, City Clerk~~
Libby Tyler, Deputy City Clerk

APPROVED AS TO FORM:


Frank Kruppenbacher, Esq.,
City Attorney

DULY ADVERTISED FOR PUBLIC HEARING ON: June 18, 1993

CRAORD



Ordinance No. 783

EXHIBIT A**CITY OF APOPKA
COMMUNITY REDEVELOPMENT AREA****DESCRIPTION**

Beginning at the intersection of the Northerly Right-of-Way line of Tenth Street with the Easterly Right-of-Way line of Hawthorne Avenue; Run thence Northerly along said Easterly line to the Northerly Right-of-Way line of Ninth Street; Run thence Westerly at right angles from the Easterly line of Hawthorne Avenue to the Westerly Right-of-Way line of Hawthorne Avenue; Run thence Northerly along said Westerly line to the Southeast corner of lot 15, Block "B" of Bradshaw and Thompson's Addition to Apopka as recorded in Plat Book "B", page 25 of the Public Records of Orange County, Florida; Run thence Easterly at right angles to the Easterly Right-of-Way line of Hawthorne Avenue; Run thence Northerly along said Easterly line to the Southerly Right-of-Way line of Oak Street; Run thence Easterly along said southerly line to the Easterly Right-of-Way line of Central Avenue; Run thence Northerly along said Easterly line to the Northwest corner of Lot 95 of Lakeside Homes as recorded in Plat Book "B", page 69 of the Public Records of Orange County, Florida; Run thence Easterly along the northerly line of said Lot 95 and Lot 94 of said Plat and a projection Easterly thereof to the Easterly Right-of-Way line of Park Avenue; Run thence Southerly along said Easterly line to the Northerly Right-of-Way line of Oak Street; Run thence Easterly along said Northerly line to the West line of the East 1/2 of the Northwest 1/4 of Section 10, Township 21 South, Range 28 East, Orange County, Florida; Run thence Southerly along said West line and the Easterly Right-of-Way line of Highland Avenue to the Northerly Right-of-Way line of Monroe Avenue; Run thence Easterly along said Northerly line to the East line of the West 1/2 of the Southeast 1/4 of Section 10; Run thence Southerly along said East line to the Northerly Right-of-Way line of State Road (S.R.) 436; Run thence Westerly along said northerly line to the Northerly projection of the Westerly line of Lots 2 and 3 Block "B" of L.F. Tilden's Addition to Apopka City as recorded in Plat Book "A", page 140 of the Public Records of Orange County, Florida; Run thence Southerly along said Westerly line and a projection Northerly and Southerly thereof to the Southerly Right-of-Way line of Sixth Street; Run thence Westerly along said Southerly line to the Easterly Right-of-Way line of Alabama Street; Run thence Southerly and Easterly along said Easterly line to the Easterly Right-of-Way line of McGee Street; Run thence Southerly along said Easterly line to the Northerly Right-of-Way line of Tenth Street; Run thence Westerly along said Northerly line and a line 30.00 feet Northerly, measured at right angles, from the South Line of the North 1/2 of the Southwest 1/4 of Section 15, Township 21 South, Range 28 East, to the Westerly Right-of-Way line of Robinson Avenue; Run thence Southerly along said Westerly line to the Northerly Right-of-Way line of Eleventh Street; Run thence Westerly along said Northerly line to the Easterly Right-of-Way line of Park Avenue; Run Thence Southerly along said line to the Easterly projection of the Southerly line of lot 12 Block "J" of the Town of Apopka as recorded in Plat Book "A", page 109 of the Public Records of Orange County, Florida; Run thence Westerly along said projection and the Southerly line of said Lot 12 to the Westerly line of Lot 12; Run thence Northerly along said Westerly line and the Westerly line of Lot 6 Block "J" and a projection Northerly thereof to the Northerly Right-of-Way line of Tenth Street; Run thence Westerly along said Northerly line to the Point Of Beginning.

Containing 633 acres of land more or less.

RESOLUTION NO. 9316

A RESOLUTION OF THE CITY OF APOPKA, FLORIDA, RELATING TO COMMUNITY REDEVELOPMENT; AFFIRMING THE FINDING THAT SLUM OR BLIGHTED AREAS EXIST, OR AREAS WHICH LACK AFFORDABLE HOUSING EXIST, IN THE CITY, AND DESIGNATING SUCH AREA APPROPRIATE FOR REDEVELOPMENT; FINDING THAT THE REHABILITATION, CONSERVATION OR REDEVELOPMENT OF SUCH AREA IS NECESSARY IN THE PUBLIC INTEREST; FINDING THAT THERE IS A NEED FOR A COMMUNITY REDEVELOPMENT AGENCY TO FUNCTION IN THE CITY, AND CREATING THE AGENCY; DECLARING THE CITY COUNCIL AS THE COMMUNITY REDEVELOPMENT AGENCY; ADOPTING A COMMUNITY REDEVELOPMENT PLAN FOR THE DESIGNATED AREA, AND AUTHORIZING AND DIRECTING THE COMMUNITY REDEVELOPMENT AGENCY TO IMPLEMENT THE PLAN; PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the Community redevelopment act of 1969 of Chapter 163, Part III, Florida Statutes, empowers counties and municipalities to undertake community redevelopment in order to eliminate, remedy or prevent slum and blighted areas and to provide affordable housing; and

WHEREAS, Orange County has adopted a home rule charter, the Orange County Commission delegated by Resolution No. 93-M-38 and Resolution No. 93-M-39, on June 22, 1993, the powers conferred upon the county to the City of Apopka, as provided for in Section 163.410, Florida Statutes; and

WHEREAS, notice to each taxing authority and public notice of the city's intention to adopt a resolution adopting the proposed Finding of Necessity study, creating a Community Redevelopment Agency and declaring the City Council as the Community Redevelopment Agency, has been given, as provided for in Section 163.346 and 166.041(3), Florida Statutes; and

WHEREAS, the City of Apopka has completed the "Finding of Necessity" study determining one or more blighted areas, or areas which lack affordable housing exist, and establishes the Community Redevelopment Area; and

WHEREAS, the City of Apopka has determined that there is a need for a Community Redevelopment Agency, and establishing the agency, and declaring the City Council as the Community Redevelopment Agency, as provided for in Sections 163.356 and 163.357, Florida Statutes; and

WHEREAS, a Community Redevelopment Plan has been completed, pursuant to Sections 163.360 and 163.362, Florida Statutes; and

WHEREAS, to the extent permitted by law, it is also the intent of the City of Apopka and Orange County that, for the purposes of determining the tax increment revenues to be deposited into a Community Redevelopment Trust Fund, the most recent assessment roll be used in connection with the taxation of the property, pursuant to Section 163.387, Florida Statutes.

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

Section 1: Authority. This resolution is adopted pursuant to the provisions of Chapter 163, Part III, Florida Statutes, and pursuant to the delegated authority contained in Resolution No. 93-M-38 and Resolution No. 93-M-39 adopted by the Board of County Commissioners of Orange County, Florida, on June 22, 1993.

RESOLUTION NO. 9316

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Section 2: Definitions. The definitions of terms contained in Section 163.340, Florida Statutes, are hereby adopted by reference whenever such terms are used in this resolution. The term "Redevelopment Area" means the area within the territorial boundaries of the City of Apopka, Florida (the "City"), as described in Exhibit A and as outlined on the map described as Exhibit B, both entitled "City of Apopka Community Redevelopment Area."

Section 3. Findings. It is hereby found and determined as follows:

A. The Redevelopment Area is a slum or blighted area which substantially impairs the sound growth of the city and is a threat to the public health, safety, morals and welfare of the residents of the city; and the existence of slum or blighted further creates an economic and social liability by hindering industrial, commercial, office, or residential development, reducing employment opportunity, retarding construction and improvement of housing accommodations, aggravating traffic problems, and substantially hampering the elimination of traffic hazards and the improvement of traffic facilities, causing an excessive proportion of public expenditure for crime prevention and other forms of public services, and depressing the tax base.

B. In the Redevelopment Area there exists a shortage of housing affordable to residents of low or moderate income, including the elderly.

C. A combination of rehabilitation, conservation and redevelopment of the Redevelopment Area is necessary in the interest of the public health, safety, morals and welfare of the residents of the city to eliminate, remedy and prevent conditions of slum and blight; and to provide affordable housing to residents of low or moderate income, including the elderly.

D. The findings of slum or blight, and shortage of affordable housing, in Paragraphs A and B above, are hereby adopted and supported by (1) the City of Apopka "Finding of Necessity" dated May, 1993, prepared by Glenn Acomb Associates Inc., a copy of which is on file in the office of the Clerk of the City of Apopka; (2) and such other evidence as presented at prior public hearings, work sessions and council meetings.

E. There exists a need for a Community Redevelopment Agency to function in the City to carry out the community redevelopment purposes provided for in Chapter 163, Part III, Florida Statutes.

F. Notice of the proposed adoption of this resolution has been published and mailed in accordance with Sections 163.346 and 166.041(3), Florida Statutes.

Section 4. Creation of Community Redevelopment Agency

A. There is hereby created a community redevelopment agency known as the "Apopka Community Redevelopment Agency", to function within the Redevelopment Area of the City.

B. The Apopka Community Redevelopment Agency shall consist of the Mayor and the four (4) council members of the city together with two (2) additional members, one (1) appointed by the Board of County Commissioners of Orange County, Florida, and one (1) appointed by the City Council of the City of Apopka, Florida.

C. The City Council of the City of Apopka hereby declares itself to be the Apopka Community Redevelopment Agency and shall, together with the members appointed by the City Council and the Board of County Commissioners of Orange County, Florida, act as the members of the Apopka Community Redevelopment Agency.



RESOLUTION NO. 9316

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D. The City Council finds and declares that the members of the Apopka Community Redevelopment Agency constitute the head of a legal entity, separate, distinct, and independent from the City Council of the City of Apopka.

E. The Mayor of the City shall serve as chairman of the Apopka Community Redevelopment Agency.

F. Subject to those prior approvals by the city required by Chapter 163, Part III, Florida Statutes, the City Council is hereby authorized to direct the Apopka Community Redevelopment Agency to exercise the redevelopment powers delegated to the city by the Board of County Commissioners of Orange County, Florida.

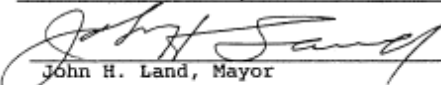
Section 5. Designation of Community Redevelopment Area. The Community Redevelopment Area is hereby designated as appropriate for community redevelopment, as provided for in Chapter 163, Part III, Florida Statutes.

Section 6. Community Redevelopment Plan. The Apopka Community Redevelopment Plan, dated June, 1993, prepared by Glenn Acomb Associates Inc., a copy of which is on file in the office of the City Clerk of the City of Apopka, is hereby adopted for the Community Redevelopment Area, pursuant to Chapter 163, Part III, Florida Statutes.

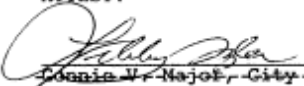
Section 7. Effective Date. This resolution shall take effect immediately upon its approval and adoption by the Apopka City Council.

ADOPTED at a regular meeting of the City Council of the City of Apopka, Florida, this 28th day of June, 1993.


ADOPTION: June 28, 1993


John H. Land, Mayor

ATTEST:


Connie V. Major, City Clerk
Libby Tyler, Deputy City Clerk

Approved as to form:


Frank Kruppenbacher, Esq.,
City Attorney

Duly Advertised on: June 18, 1993

CRARES1

EXHIBIT A

CITY OF APOPKA
COMMUNITY REDEVELOPMENT AREADESCRIPTION

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Containing 633 acres of land more or less.



EXHIBIT B

[illegible]