



WEKIVA PARKWAY INTERCHANGE PLAN

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Wekiva Parkway Interchange Plan

I. Introduction

The Wekiva Parkway and Protection Act was enacted in 2004 by the Florida Legislature to implement the findings and recommendations of the Wekiva River Basin Coordinating Committee. The Act authorizes building the Wekiva Parkway and requires local governments within the Wekiva Parkway Study Area to adopt certain amendments to their comprehensive plans including:

- Interchange land use plans, if the Wekiva Parkway is planned for their jurisdiction (s.369.321(1), F.S.);
- Comprehensive plan amendments to implement master stormwater management plan (s.369.321(2), F.S.);
- Land use strategies to optimize open space and promote patterns of development that protect most effective recharge areas, karst features and sensitive natural habitats (s.369.321(3), F.S.);
- Water supply facility work plans (s.369.321(4), F.S.);
- Master stormwater management plan (s.369.319, F.S.); and
- Wastewater facility plan for joint planning areas and utility service areas where central wastewater systems are not readily available (s. 369.320, F.S.)

The proposed Wekiva Parkway, an extension of State Road 429 (Daniel Webster Western Beltway), will complete the beltway around northwest metropolitan Orlando (see Map 1). The parkway will provide an alternative to Interstate 4, and relieve US Highway 441 and other area roads of traffic congestion stemming from intensifying growth and travel between Lake, Orange and Seminole Counties.

The City of Apopka (City) and Orange County (County) will be hosting a parkway interchange at West Kelly Park Road. Therefore, per Section 369.321 (1), F. S., both jurisdictions are required to prepare a Wekiva Interchange Land Use Plan within 1 year after the establishment of the interchange location. Although the Orlando-Orange County Expressway Authority has not *officially* established the interchange location, both the City and the County have agreed to this location.

The City and the County have been coordinating the preparation of their respective land use plans and have conducted joint workshops to obtain public participation.

As required by Section 369.321(1), F. S. this interchange land use plan addresses:

- Appropriate land uses and compatible development;
- Secondary road access;
- Access management;
- Right-of-way protection;
- Vegetation protection and water conserving landscaping; and
- The height and appearance of structures and signage.

II. Wekiva Parkway Interchange Study Area

Section 369.321, F. S., does not specify the extent of land to be encompassed in the land use plan. However, the Florida Department of Community Affairs (DCA) published the “Guidelines for Preparing Comprehensive Plan Amendments for the Wekiva Study Area” in 2005, which recommend a one-half (1/2) mile radius of the area surrounding the interchange. Transportation Element Policy 7.6 of the City’s Comprehensive Plan states that the City will “adopt an interchange plan for all properties within a one mile radius of the proposed interchange.” In keeping with Policy 7.6, the study area has been established to include the properties between Round Lake Road on the west and Foliage Way on the east, and Ondich and Haas Road on the north, and Appy Lane on the south (see **Map 2**). The study area includes land both within the City limits and in unincorporated Orange County, and is within the Wekiva River Study Area but outside the Wekiva River Protection Area (see **Map 3**)

III. Existing Conditions Analysis

To prepare the land use plan, analyses were conducted of the existing use of the land, the most effective recharge areas, potential karst features, the location of sensitive natural habitats, the current roadway network, and the existing utilities within the interchange study area.

A. Land Use

1. Existing Land Use

The study area includes approximately 3,889 acres, including lands within the city limits of Apopka (38%) and unincorporated Orange County (62%). As shown in **Table 1** and **Map 4**, the predominant land uses in the study area are agriculture (45%), low-density single family residential (28%), and vacant (22%). Commercial and industrial land uses account for less than 2%. The land dedicated for public use and recreation/open space accounts for approximately 3% percent of the total land.

There are two rural County settlements within the study area: Bridle Path on the west side of Plymouth Sorrento Road, just north of Kelly Park Road, and Rainbow Ridge, on the north side of Kelly Park Road, east of Plymouth Sorrento. Both settlements are currently designated as Rural Settlement on the County’s Future Land Use Map. The Bridle Path settlement will be bisected by the proposed Wekiva Parkway, greatly impacting the west portion of the area. It is the intent of this interchange plan to maintain the low density character of both rural settlements.

Table 1: Existing Land Use

Existing Land Use	City of Apopka		Orange County		Total	
	Acres	%	Acres	%	Acres	%
Agriculture	908	60.7	838	34.9	1,746	44.8
Single Family	219	14.6	885	36.8	1,104	28.3
Multi Family	0	0.0	8	0.3	8	0.2
Commercial/Office	0	0.0	19	0.8	19	0.5
Industrial	2	0.1	27	1.1	29	0.7

Existing Land Use	City of Apopka		Orange County		Total	
	Acres	%	Acres	%	Acres	%
Public	0	0.0	96	4.0	96	2.5
Recreation/Open Space	28	1.8	4	0.2	32	0.8
Vacant	337	22.6	514	21.8	851	22.1
ROW	1	0.1	3	0.1	5	0.1
Total	1,495	100%	2,395	100%	3,889	100%

2. Future Land Use

The future land use designations in the study area portion within the Apopka city limits include Very Low-Density Residential and a large portion of recently annexed land that still carries an Orange County Future Land Use Designation. The majority of the land within unincorporated Orange County is designated Rural and Rural Settlement (see **Table 2**). **Map 5** shows the future land use designations in the study area. It should be noted that, in conjunction with the EAR-based amendments, the City of Apopka has submitted a series of land use map amendments to the State earlier this year reflecting new future land use categories on those annexed properties. Given that those amendments have not been finalized, the map shows the classification those lands had prior to annexation.

Table 2: Future Land Use

Future Land Use	Acres	Percentage
"County" Rural Settlement	280	7.2
"County" Rural	3,103	79.8
"City" Agricultural	7	0.2
"City" Residential Estate	5	0.1
"City" Rural Settlement	11	0.3
"City" Very Low Density Suburban	474	12.2
Water	9	0.2
Total	3,889	100.0%

Proposed City land use designations for several sites shown above as having a County designation were submitted to the State in February 2010.

3. Joint Planning Area – Orange County/City of Apopka

The City and the County entered into a Joint Planning Area Agreement (JPA) on October 26, 2004. The agreement addresses joint land use planning, site development standards, annexations, the elimination of enclaves, the conflict resolution process, notification, and issues relating to South Apopka’s redevelopment. The JPA also addresses the

protection of the Wekiva River, along with open space, buffers and density requirements for development in the northern area of the City.

Exhibit F of the JPA Agreement shows the Northwest Area Conceptual Master Plan, which was a product of the Northwest Area Study, completed in 2000, prior to the proposed alignment of the SR 429 extension. The Northwest Area Study notes, “The expressway [Wekiva Parkway] extension will have a strong influence on development patterns and the master plan *will need to be re-evaluated* after a more specific alignment is agreed upon.” It was understood by both the City and DCA that a more detailed study would be needed to assess the impact of the interchange. This interchange plan addresses that mandate and the JPA provisions that limit the density and uses in that area (Section 3(d)(2)(B), JPA Agreement).

Map 6 shows the locations of the proposed parkway and interchange as an overlay to the Northwest Area Plan.

B. Natural Features

Most of the interchange study area consists of non-forested upland with a few pockets of forested upland and a small natural lake, Lake Chaudoin.

1. Soils

Map 7 shows the types of soils present in the study area. According to U.S. Soil Conservation data, the majority of the soils in the study area are Candler, Tavares, and St. Lucie, all of which are considered to be Type “A” soils. Per Section 11.3.1 of the St. Johns River Water Management District Applicant’s Handbook, soils determined by the U.S. Soil Conservation Service to be Type “A” Hydrologic Soils are considered the most effective recharge areas.

2. Sensitive Natural Habitats

Sensitive natural habitats within the interchange study area include Longleaf Pine, Sand Hill, Sand Pine, and Xeric Oak Scrub. There are no sensitive natural habitats within the 1-mile interchange radius area; there are a few small pockets of sensitive habitat area located just outside the 1-mile interchange radius area (see **Map 7**).

3. Karst Features

Karst topography is a landscape created by groundwater dissolving sedimentary rock such as limestone. Potential karst features in the study area, shown in **Map 8**, were identified by the Florida Geological Survey based on the locations of topographic depressions determined through GIS data. There are a number of potential karst features within the study area along the eastern and western edge of the proposed SR 429 Extension north of Kelly Park Road, and extending southwest of the proposed interchange to approximately the 1-mile interchange radius boundary. These depressions represent “potential” karst features, and

further site-specific information will need to be gathered prior to development using geophysical surveys to determine if the depressions are actual karst features. There are also a few areas categorized as wetlands within the study area that occur in the same location as potential karst features.

C. Transportation

A fairly well established roadway grid pattern currently exists in the interchange study area. The study area is served by Plymouth-Sorrento Road, a minor arterial, as well as several collector roads, including West Kelly Park Road and West Ponkan Road running east-west, and Round Lake Road, Foliage Way, and Plymouth Sorrento Road running north-south and extending across the County boundary. These are all two-lane roads. Plymouth-Sorrento Road, West Ponkan Road, Round Lake Road and West Kelly Park Road are under County jurisdiction, while Foliage Way is under City jurisdiction. There are also a few internal roads: Ondich Road, Effie Drive, and Paulette Street in the northwest area; Haas Road, Dowman Drive, and Mcguire Road in the northeast section; Golden Gem Road and Sadler Road in the southwest area; and Chandler Road, Joey McGuckin Road and Appy Lane in the southeast area. **Map 9** shows the existing roadways within the study area. None of the roads in the area are currently operating over capacity.

The EAR-based amendments recommended the widening of Plymouth Sorrento Road to four (4) lanes from U.S. 441 to Kelly Park Road to address growth in the area. The County's plan, however, does not have this improvement planned or programmed.

D. Utilities

1. Potable Water System

Existing major backbone potable water mains within the interchange study area include a 16-inch water main along Foliage Way between Ponkan Road and Kelley Park Road, and a segment of 16-inch water main along Kelley Park Road from Foliage Way to Plymouth-Sorrento Road.

2. Sanitary Sewer System

The existing sanitary sewer facilities within the study area include a 12-inch force main along Foliage Way from Kelley Park Road to Ponkan Road, and a 12-inch force main along Ponkan Road from Ponkan Summit Drive to beyond Foliage Way towards the east.

3. Reclaimed Water

The City currently provides reclaimed water for both commercial and residential consumption. The current reclaimed water distribution system, not including on-site piping at the pump stations, consists of pipes ranging in diameter from 4-inch to 30-inches. Generally, pipes 12-inches in diameter and smaller are of polyvinyl chloride (PVC)

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

E. Public Schools

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

IV. Community Involvement

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

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

V. Wekiva Parkway Interchange Vision Plan

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

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

A. Land Use Vision

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

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

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

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

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

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

1. Village Center (residential and commercial mix)

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

2. Employment(employment uses)

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

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

3. Interchange (highway-dependent uses)

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

4. Transitional (office, medium density residential uses)

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

5. Neighborhood (residential)

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

6. Recreation and Institutional

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

B. Vision Plan Holding Capacity

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

Table 3: Vision Plan Holding Capacity

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

Note: Acreages and yields are approximations only.

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

C. Impact of Vision Plan on Public Facilities and Services

1. Transportation

The careful planning of the location, design, and operation of driveways, median openings, and arterial and secondary roads is essential for traffic control and to ensure safety in the area. Equally important is the provision of an adequate pedestrian circulation system. Public transit, bikeways and sidewalks, as well as a pedestrian friendly public realm can ensure the success of the area. The plan implementation section contains detailed improvements that will be needed in the area to achieve a balanced transportation system.

2. Potable Water

The following table (**Table 4**) provides a summary of the anticipated water demands associated with the future development of the Wekiva Parkway Interchange Plan. The total average daily water demand associated with the future interchange study area development is 7.851 mgd, while the maximum day demand is 19.627 mgd.

Table 4: Potable Water Demand Projections for Vision Plan

Development Type	Quantity	Unit Demand (gpd) ⁽¹⁾	Average Day Demand (mgd)	Maximum Day Demand (mgd) ⁽²⁾
Residential	15,873 units	210	3.333	8.334
Commercial	22,587,535 sq. ft.	0.2/ft	4.518	11.294
Totals			7.851	19.627

(1) City of Apopka unit demand (LOS)

(2) City of Apopka uses 2.5 for MDD to ADD ratio

3. Sanitary Sewer System

The following table (**Table 5**) provides a summary of the anticipated wastewater flows associated with the future development in the interchange plan study area. The total average daily flow associated with the vision plan is 6.499 mgd.

Table 5: Wastewater Flow Projections for Study Area

Development Type	Quantity	Unit Demand (gpd) ⁽¹⁾	Average Day Demand (mgd)
Residential	15,873 units	196	3.111
Commercial	22,587,535 sq. ft.	0.15/ft	3.388
Totals			6.499

(1) City of Apopka unit demand (LOS)

4. Stormwater

The City will require developers to develop a stormwater master plan to allow for off-site storage of runoff from parcels within the Village Center district to allow for clustering of development in these zones. Parcels within the Employment and Neighborhood districts will be required to provide on-site stormwater collection and detention.

5. Public Schools

Orange County Public Schools has specific requirements based on population for determining the need within an area to develop sites for public schools. As phasing begins in the interchange area and projected population growth triggers the need for a school, private developers will be required to meet the demands of Orange County Public Schools to address school concurrency. The anticipated student impacts based on projected increases in residential population in the interchange study area are illustrated in **Tables 6 and 7.**

Table 6: Anticipated Student Impact

Grade Level	Dwelling Units	Student Generation Rate	Anticipated New Students by Facility Type
SINGLE-FAMILY DWELLING UNITS			
Elementary	7,435	0.225	1,673
Middle	7,435	0.109	810
High	7,435	0.134	996
MULTI-FAMILY DWELLING UNITS			
Elementary	8,438	0.140	1,181
Middle	8,438	0.056	473
High	8,438	0.067	565

Table 7: Demand for Schools

Grade Level	Demand	Average Number Students	Anticipated New Schools
Elementary	2,854	830.00	3.44
Middle	1,283	1,215.00	1.06
High	1,562	2,776.00	0.56

Source: Orange County Public Schools Student Generation Rate Methodology

VI. Wekiva Parkway Interchange Land Use Plan

The following sections explain the recommended land use strategies and the development standards for land within Wekiva Parkway interchange study area. Major

plan implementation tools include the City's Comprehensive Plan and the proposed Wekiva Parkway Interchange Form-Based Code.

A. Land Use

The vision plan presented in the previous section shows a sustainable development scenario for the interchange area. Rather than creating specific land use classifications that may encourage total separation of uses, the City is proposing to use the **Mixed-Use - Interchange** Future Land Use designation to implement the vision plan while maintaining necessary flexibility. The City, however, is not proposing to change any land use categories for unincorporated land until such a time as those properties are annexed into the city limits. Similarly, not all lands shown as Neighborhood on the vision plan are being reclassified to Mixed-Use- Interchange. Those properties will retain their current land use classification and may later on apply for Mixed-Use-Interchange designation. Therefore, the overall effects of these proposed land use changes will not cause substantial deviations from any infrastructure needs in the immediate future. As the City and County expect the gradual annexation of these sites into the city limits, the vision plan shows City Future Land Use categories that will be applied following annexation. As noted in the County's comprehensive plan, "It is not the County's intent to preserve all agricultural lands in perpetuity. The intent, however, is to maintain rural lands until adequate levels of services and facilities are available to accommodate urban development."

The purpose of the Mixed-Use Future Land Use designation is to allow for a mix of uses to serve the residential and non-residential needs of specific areas of the City. The intensity of development for the mixed-use designations is set by Future Land Use Element Policy 3.1.r of the adopted comprehensive plan. This policy will be amended to set the maximum densities and intensities for a new designation: Mixed-Use – Interchange. Objective 18 of the Future Land Use Element (proposed as part of the EAR-based amendments) outlines the requirements for implementing the mixed-use category in the Wekiva Interchange area.

In conjunction with the vision plan, the proposed land use category will direct growth in the area. As stipulated in Objective 18, the City will be using a system of transfer of development rights (TDR) to allow the clustering/ concentration of density in certain areas.

B. Holding Capacity Analysis Based on Land Use Plan

In order to implement the vision plan using the Mixed-Use Interchange future land use category, as explained above, only 26 sites (within the city limits) would require a future land use map amendment at this time. **Map 16** shows the current future land use classification on those sites. **Map 17** shows the same properties with the proposed Mixed-Use - Interchange land use designation. **Appendix E** includes detailed maps for each property. **Map 18** shows the citywide future land use map with those 26 sites incorporated as Mixed-Use - Interchange.

Whenever a jurisdiction amends the future land use map, the maximum holding capacity based on that new land use category is calculated to determine future utility needs. **Table 8** shows the current designation of those properties, the proposed designation submitted in conjunction with the EAR-based amendments this year (transmitted in February 2010)² if applicable, and the proposed use based on the vision plan. Based on those calculations, the 26 parcels proposed for land use map amendment could potentially accommodate an additional 2,533 residential units, and 2,438,084 sq. ft of non-residential development in 252 acres.

² The adoption of the EAR-based amendments and the interchange plan amendments will be coordinated, and the EAR-based Amendment Objections, Recommendations, and Comments Report was considered in the preparation of this amendment.

Table 8: Holding Capacity Analysis of Subject Sites

ID	Name	Size	Current Adopted Land Use	Max Units Allowed	Proposed EAR-Based	Proposed Vision Plan	Density	Intensity	Proposed Max Allowed*	
									DU	Sq. Ft.
1	A K NURSERY II INC	0.37	RVLS	1	RVLS	Transitional	15	1	4	4,110
2	A K NURSERY II INC	9.91	RVLS	10	RVLS	Transitional	15	1	104	110,078
3	BAE SUNG OK	4.83	RE	5	RE	Transitional	15	1	51	53,651
4	BARNES J GLENN	23.83	RVLS	48	RVLS	Transitional	15	1	250	264,699
5	CASTELLI PATRICIA A	4.85	RVLS	10	RVLS	Transitional	15	1	51	53,873
6	CONFIDENTIAL	2.56	R	1	RS	Transitional	15	1	27	28,436
7	CORNELL HAL D	10.02	R	2	RS	Neighborhood	5		50	
8	CORNELL HAL D	4.98	R	1	RS	Neighborhood	5		25	
9	CRISTAN PROPERTIES INC	40.74	R	5	RS	Neighborhood	5		204	
10	CRUZADA CAYETANO R	19.92	R	2	RS	Neighborhood	5		100	
11	DE VERVILLE KATHLEEN G	2.57	R	1	RVLS	Village Core	12	0.5	31	41,981
12	FRAZIER WILLIAM LIFE EST	5	RVLS	10	RVLS	Transitional	15	1	75	55,539
13	GRIMM BARRY	17.02	R	2	RS	Balance of Village Center	25	1	426	556,043
14	GRIMM BARRY	2	R	1	RS	Balance of Village Center	25	1	50	65,340
15	KERLIN MICHAEL J	6.34	RVLS	14	RVLS	Transitional	15	1	67	70,423
16	KERLIN MICHAEL J	6.22	RVLS	14	RVLS	Transitional	15	1	65	69,091

									Proposed Max Allowed*	
17	MIDWEST ENTERPRISES	0.49	R	1	RVLS	Village Core	12	0.5	6	8,004
18	MIDWEST ENTERPRISES	4.48	R	1	RVLS	Village Core	12	0.5	54	73,181
19	MIDWEST ENTERPRISES	0.57	R	1	RVLS	Village Core	12	0.5	7	9,311
20	PROJECT ORLANDO LLC	5.09	R	1	RVLS	Village Core	12	0.5	46	83,145
21	RABOUD RONALD J	6.04	R	1	RS	Transitional	15	1	63	67,091
22	RABOUD RONALD J	19.88	R	2	RS	Transitional	15	1	209	220,823
23	RUSSELL PETER TR	2.47	RVLS	6	RVLS	Transitional	15	1	26	27,436
24	SKH GROUP INC	16.79	R	2	RS	Transitional	15	1	176	186,500
25	SWARTZ THOMPSON 1/3 INT	14.98	R	2	RS	Transitional	15	1	157.29	166,395
26	ALWAYS GROWING TREES, INC.	20.07	R		RS	Transitional	15	1	211	222,934
	Total Acres	252		144					2,533	2,438,084

* Calculated based on maximum density/intensity allowed from **Table 3**.

CITY

RS - Rural Settlement (1 du/ac)
RVLS - Residential Very Low Suburban (0-2 du/ac)

COUNTY

R - Rural (1 du/10 ac/Agricultural)
RE - Residential Estates (0-1 du/ac)

C. Land Use Need

The City’s comprehensive plan (2010 EAR-based amendments) projected approximately 125,000 residents by 2030. Based on that projection, the Housing Element showed a housing need of about 43,171 new units between 2008 and 2030. Current developable vacant land (3,475 acres) within the City could accommodate approximately 10,316 dwelling units, resulting in a deficit of about 30,000 units. As noted above, the proposed land use map amendments will result in just 2,533 additional dwelling units. To make up for the differences in demand and supply, additional annexations are anticipated to occur over time and more rapidly after construction of the interchange.

D. Planning Timeframe

The planning timeframe for the vision plan shown on **Map 15** goes beyond the typical 20-year comprehensive plan time frame. At present, the Orlando-Orange County Expressway Authority has started the Project, Development, and Environment (PD&E) phase. The construction of the expressway is anticipated to begin by 2014. Therefore, the build out of the area will be beyond a 10-year timeframe. The land use plan has a planning timeframe of 20 years, 2030.

E. Utilities

1. Water Demand Projections and Future Improvements

As noted in the previous section, the water demand for the entire study area based on the vision plan is 1.020 mgd average daily water demand (maximum day demand is 2.549 mgd). The immediate need based on the future land use map amendments processed in conjunction with this plan is shown in **Table 9**.

Table 9: Potable Water Demand Projections for City of Apopka

Development Type	Potential Development	Unit Demand (gpd) ⁽¹⁾	Average Day Demand (mgd)	Maximum Day Demand (mgd) ⁽²⁾
Residential	2,533 units	210	0.532	1.330
Commercial	2,438,084 sq. ft.	0.2/ft	0.488	1.219
Totals			1.020	2.549

(1) City of Apopka unit demand (LOS)

(2) City of Apopka uses 2.5 for MDD to ADD ratio

The City has not scheduled/programmed the financing of improvements at this time. **Map 19** and **Table 10** show the improvements that will be needed to serve the interchange area based on the vision plan. A water main network is proposed to meet the future development demand within the study area. The proposed water main extensions are consistent with the City of Apopka’s current water system master plan. These backbone water mains would be constructed along the major arterial roadways. Smaller secondary water mains to service specific

portions of future developments would be required as well. However, until detailed planning of development clusters has been completed, it is not yet possible to identify these smaller secondary water mains.

Table 10: Proposed Water Main Improvements

Water Main Segment Location	Pipe Size (inch)	Pipe Length (feet)
Haas Road, Mt. Plymouth Road to Round Lake Road	12	22,708
Haas Road, from Plymouth-Sorrento Road to Foliage Way	12	5,600
Ponkan Road, from Round Lake Road to Foliage Way	12	9,100
Kelley Park Road, Golden Gem Road to Round Lake Road	16	4,035
Kelley Park Road, Plymouth-Sorrento Road to Golden Gem Road	12	6,672
Round Lake Road, from Ponkan Road to Ondich Road	12	15,800
Golden Gem Road and Effie Drive, from Ponkan Road to Ondich Road	12	15,800
Plymouth Sorrento Rd WM, Ponkan Road. to Kelly Park Road.	12	10,500
Plymouth-Sorrento Road, from Kelly Park Road to Ondich Road	12	5,300
Foliage Way, from Kelly Park Road to Haas Road	12	15,800

2. Sanitary Sewer Demand Projections and Future Improvements

As noted in the previous section, the anticipated wastewater flows associated with the entire study area based on the vision plan is 0.862 mgd. The immediate need based on the future land use map amendments processed in conjunction with this plan is shown in **Table 11**.

Table 11: Wastewater Flow Projections for City of Apopka

Development Type	Potential Development	Unit Demand (gpd) (1)	Average Day Demand (mgd)
Residential	2,533 units	196	0.496
Commercial	2,438,084 sq. ft.	0.15/ft	0.366
Totals			0.862

(1) City of Apopka unit demand (LOS)

Proposed sanitary sewer system improvements include a network of pump stations and forcemains to meet the future development needs within the interchange study. The proposed master pump stations and force mains are listed in **Table 12** and shown in **Map 19**. These proposed master pump stations and forcemains are consistent with the City’s current wastewater system master plan. The pump stations and forcemains are located along roadway corridors, which will ultimately be part of the interchange area roadway network. Gravity sewer lines, smaller secondary pump stations, and force mains to service specific portions of future developments will be required as well. However, until detailed planning of future development clusters has been completed, it is

not possible to identify these gravity sewers and smaller secondary pump stations and force mains. These facilities will be identified once more detailed development planning is completed.

Table 12: Proposed Sanitary Sewer System Improvements

Pump Station or Force Main Segment	Force Main Size (inch)	Pipe Length (feet)
Round Lake Road, Pump Station #30 to from U.S. 441	10"	15,720
Golden Gem Road, from Pump Station #29 to Ponkan Road	12"	11,640
Plymouth Sorrento Rd.,Ponkan Road to Yothers Road.,	12"	5,840
Plymouth Rd, Ponkan Road to Kelly Park Road	12"	1,095
Ponkan Road, between Junction Road and Golden Gem Road	6"	3,840
Ponkan Road, between Golden Gem Road and east side of Zellwood Station	12"	3,960
East side of Zellwood Station, from Ponkan Road to Yothers Road	12"	5,280
Yothers Road, from Zellwood Station site to Plymouth-Sorrento Road	12"	2,040
Kelly Park Road, from Pump Station #22 to Plymouth-Sorrento Road	8"	1,440
From Pump Station #28 to Plymouth-Sorrento Road	6"	1,800
Kelly park Road, from east of Plymouth-Sorrento Road to Foliage Way	6"	4,080
From Pump Station 17 to Foliage Way	6"	3,840
Pump Station #7	na	na
Pump Station #17	na	na
Pump Station #22	na	na
Pump Station #26	na	na
Pump Station #27	na	na
Pump Station #28	na	na
Pump Station #29	na	na
Pump Station #30	na	na

F. Transportation

In 2009, the Florida Legislature passed Senate Bill 360 designating the City of Apopka, among other jurisdictions, as a Dense Urban Land Area (DULA). Recognizing that minimum acceptable level of service standards may not always be attainable in dense urban areas and requiring roadways to meet these standards may add to urban sprawl, DULAs are now exempt from transportation concurrency.

The City is committed to promoting development patterns and transportation design that improve connectivity, favor alternative modes such as transit and cycling, and improve walkability. This commitment extends to the interchange study area. It might at first appear that concepts such as higher residential densities and a mixture of land uses would worsen, not improve, traffic

congestion. However, studies indicate that residents of higher density urban areas take fewer automobile trips and make more than twice the number of pedestrian and transit trips when compared to the national average. Land use effects on travel behavior tend to be cumulative. As an area becomes more urbanized (denser, more mixed, less parking), automobile ownership and use decline and more travel takes place by walking, cycling and public transit.

New roadways in the area will be designed to include pedestrian and bicycle lanes/paths, on-street parking when appropriate, medians and pedestrian-friendly crosswalks. Providing efficient connections between different transportation modes is key to achieving a functioning multimodal system.

Because the County has jurisdictional and maintenance responsibility for most roads in the study area, there will need to be substantial coordination between the two jurisdictions. The City coordinates counts and levels of service with the County on an annual basis. The City regularly checks available trips and participates in Orange County planning studies on roads within the City of Apopka's travel area. Utilizing available traffic counts allows the City to be current with the County.

As noted previously, the City qualifies as a DULA and is therefore exempt from transportation concurrency. The County has not expressed a desire to do the same. In any event, the City will continue to coordinate transportation needs and demand with the County.

Map 20 shows the proposed roadway improvements within the study area. The current roadway network in the study area generally follows a grid pattern. Any future developments would be encouraged to continue the grid form when proposing new roads to improve traffic flow and connectivity in the study area. The City of Apopka will require that new development seek to create a balanced transportation system that invites pedestrians, bicyclists, and transit riders, as well as motor vehicles, and design a system of connections to maximize choices for all modes of travel. This will be accomplished by orienting pedestrian access to transit centers and future transit routes; locating parking to the side or behind developments to provide pedestrian access to building entrances and walkways to the street; and providing clearly delineated routes through parking lots to safely accommodate pedestrian and bicycle circulation. **Map 21** shows the current public transit routes within the City of Apopka.

The future transportation network in the study area will consist of a hierarchy of streets that equitably serve the needs of the pedestrian, the bicycle, public transit, and the automobile. Major thoroughfare roads within the interchange area include existing and proposed four-lane and two-lane collectors. Kelly Park Road, Round Lake Road, Golden Gem Road, West Ponkan Road, and Plymouth Sorrento Road are anticipated four-lane major collectors, while Foliage Way, Ondich Road, Haas Road, and Appy Lane will be two-lane minor collector roads. Local streets will complete the next level in the roadway hierarchy and further reinforce the gridded system.

Several road extensions will also be necessary. Appy Lane should be extended to the east and west so that it connects Round Lake Road and Foliage Way. Golden Gem Road should be extended north to Ondich Road, and several other smaller roads should be extended to complete the desired grid form. **Map 20** shows the existing and proposed roadway network.

The City will coordinate with the County for the design and construction of roads in the area. Current standards for minimum right-of-way width requirements for road construction shall continue to be enforced:

- Major collector street: 80 feet (closed drainage).
- Minor collector street: 60 feet (closed drainage).
- Local street: 50 feet (closed drainage).
- Alleys: 20 feet.

Where roadway construction, improvement, or reconstruction is required to serve the needs of the proposed development, future rights-of-way shall be dedicated for future use. Section 6.02.05 of the City of Apopka Code of Ordinances further outlines measures for the protection and use of rights-of-way.

As mentioned previously, not all improvements will be necessary during the next 10 years. Therefore, the City will continue to monitor growth and incorporate transportation improvements into its Capital Improvements Element (CIE) as needed.

Section 369.321(1), F.S., requires local governments to address secondary road access and access management and right of way protection in conjunction with the Wekiva Parkway Interchange Plan. The following sections address these topics.

1. Access Management/Secondary Road Access

The Center of Transportation Research at the University of Central Florida outlines several tools to control access to and protect the flow of arterial roads. Some of these strategies include constructing alternate access roads to limit direct access from properties to arterials, planning for a network of streets to increase connectivity and to discourage the use of the highway for local traffic, and connecting parking lots and driveways with secondary roads to limit traffic on arterials. There are no proposed arterial roads within the study area. However, it is important to ensure collectors function adequately. Driveway standards for collector roads shall be as follows:

- Encourage the development of service/access alleys.
- Limit driveway access to one per site.
- Continue encouraging the sharing of driveways and parking by adjacent uses.
- Continue enforcing the driveway separation standards contained in Section 6.02.00 of the City's land development code.

2. Right-of-Way Protection

The preservation, protection, or acquisition of rights-of-way and corridors is necessary to implement coordinated land use and transportation planning, to provide for future planned growth, and to ensure that the transportation system is adequate to meet future needs. The Center for Urban Transportation Research provides several options for right-of-way protection that can be utilized in the interchange study area plan. Some of these measures include:

- Adoption of a major thoroughfare ordinance that identifies the right-of-way widths for each roadway. The City already has standards for right-of-way width (see Section 6.02.05, LDC).
- Adoption of a right-of-way protection ordinance to protect rights-of-way necessary to develop the roadway network shown in **Map 20**, the Transportation Network Map. The City does not have such an ordinance, but will use the implementation of this land use plan to ensure the preservation of the major road rights-of-way.
- Provision of mitigation measures designed to preclude the taking of private property unless fair compensation for the taking is provided. This will be addressed on a case-by-case basis.
- Adoption of a right-of-way reservation ordinance.

At the time when construction of the Wekiva Parkway Interchange begins, the City of Apopka shall evaluate the relevance of each of these measures to determine which are appropriate for the interchange study area.

G. School Needs

The City of Apopka and Orange County Public Schools (OCPS) entered into a Memorandum of Understanding to address increased student projection demand for the properties around the interchange study area. This memorandum acknowledges that there is no pending application for residential development upon these properties, that future development of these properties will require a rezoning or some further development approval, and that the owners of the property will work to address the impacts of such residential development on local schools at such time. A copy of this memorandum is located in **Appendix D**.

H. Vegetation Protection and Water Conservation Landscaping

The guidelines for interchange land use plans recommend inclusion of appropriate standards for vegetation protection and water conservation to protect the character of sensitive natural habitats, and surface and groundwater resources within the Wekiva Parkway interchange study area.

1. Recommended Vegetation Protection Practices

The City's Comprehensive Plan includes policies for vegetation protection. These guidelines shall be applied to both the areas within

road right-of-ways, as well as the interchange study area. The City's policies include:

- Adoption of regulations that set minimum standards for preservation of native vegetation.
- Prohibition of the clearing of native vegetation within the 100-year floodplain unless replanting shall be at a one to one ratio and clearing is necessary to provide compensating storage.
- Promotion of the preservation of native vegetation removed during land clearing and utilize this resource for transplanting and re-vegetation.
- Coordination on an as needed basis with Orange County to update regulations for the protection of unique vegetative communities in both jurisdictions.

In addition to the City's existing vegetation protection policies, the City will explore other resources for recommended vegetation protection practices. Florida Department of Transportation has developed the Florida Highway Landscape Guide to provide information on appropriate placement and selection of native and drought-tolerant trees and plants. Some of the strategies are noted below.

- Maintain as much of the natural landscape as possible.
- Plant native and drought tolerant trees, shrubs and ground coverings.
- Choose hardy plant species for stormwater retention areas.
- Select and locate plants based on their ultimate growth.

The University of Florida, Institute of Food and Agricultural Sciences (UF/IFAS) maintains Florida-Friendly Plant Database. The database may be accessed on-line at: www.floridayards.org/fyplants/index.php.

At the time when construction of the Wekiva Parkway Interchange begins, the City's landscaping regulations shall be compared with the above-mentioned resources to see whether any changes would be needed in the City's land development code.

2. Recommended Water Conservation Practices

Development within the interchange study area shall follow the City's water usage reduction policies. The outlined water conservation practices shall apply to both the areas within road right-of-ways, as well as the interchange study area. The City's policies include:

- Cooperation with St. Johns River Water Management District (SJRWMD) to educate and notify City water customers of water restrictions imposed during SJRWMD declared water shortages. The City shall notify SJRWMD of any known violations of water restrictions.
- Enforcement of state laws requiring low volume plumbing fixtures for new construction through building permits.

- Required use of native drought resistant plants to meet 75% of City landscaping projects
- Xeric plant materials and appropriate irrigation to support the low water use by xeric plant materials shall be encouraged to meet 50% of proposed landscaping requirements.
- Implementation of the Water Conservation Plan.
- Updating of the master plan for the reclaimed water distribution system every five (5) years.
- Required construction of dual water systems in future developments, which have access to reclaimed water.

In addition, the SJRWMD is preparing a landscape water conservation ordinance. The ordinance include guidelines that focus on issues that affect water use and include provisions for landscapes; irrigation systems; licensing and certifications for design, installation and maintenance professionals; site design standards; and inspection and enforcement. When construction of the Wekiva Parkway Interchange begins, the City shall compare these guidelines with the existing water conservation regulations in the City's land development code to determine whether changes are needed.

I. Preservation and Conservation/Open Space

Areas of preserved open space for passive or active recreation should be included in the mixed-use areas. Open space areas provide a buffer between the less intense areas at the edges of the study area and the density and intensity of the interchange area. Open space areas within the vision plan area should increase in size and quantity as land uses transition out from the intersection nodes. Clustering of development at the intersection nodes will allow for more open space land at the edges of the vision plan. Open space within the Village Center character district will be in the form of public plazas and small park spaces that are urban in character. In the Transitional character district, the open space areas will be more substantial and may include neighborhood parks and larger common areas. Open space areas in Employment and Neighborhood character districts will be large parks and interconnected wildlife corridors.

J. Transfer of Development Rights

Transfer of development rights (TDR) are a type of zoning ordinance that allows owners of property zoned for low-density development or conservation use to sell development rights to other property owners. The development rights purchased permit the landowners to develop their parcels at higher densities than otherwise. The system is designed to provide for low-density uses, such as conservation, without unduly penalizing some landowners. The monetary value of transferable development rights is determined between buyer and seller.

The City will develop a TDR system within the Wekiva Interchange Form-Based Code to allow landowners that have sensitive lands or lands farthest from the interchange, to sell density/intensity rights to owners of lands closest to the

interchange allowing them to exceed maximum density/ intensity noted in Policy 3.1.r. The City will analyze the potential sending and receiving areas.

K. Performance Standards

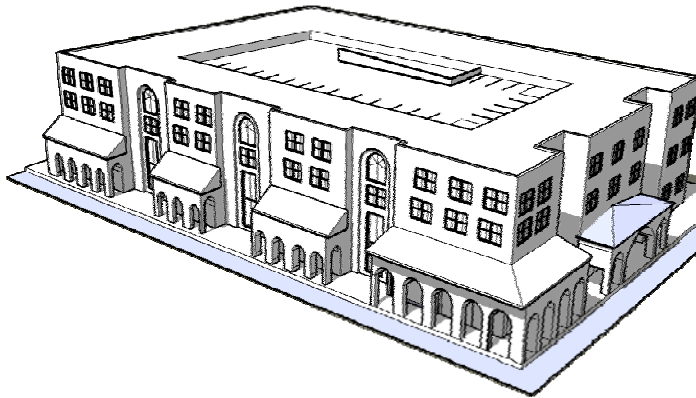
Section 369.321(1), F. S., requires jurisdictions to address the appearance of structures and signage. In conjunction with changes in land use categories, the City is adopting objectives and policies addressing use, density/intensity and open space requirements for the Wekiva Parkway interchange study area to protect the character of sensitive natural habitats, and surface and groundwater resources. In addition, the City will adopt a detailed Wekiva Parking Interchange form-based code to ensure proper implementation of the vision and land use plans. The standards are specific to the interchange area and are not intended for mixed-use districts in other areas of the City or the County. No development shall be allowed in the Wekiva Interchange study area prior to the codification of the performance-based standards, including the form-based code, in the City's Land Development Code.

1. Character Districts

The intent of the Wekiva Parkway Interchange Plan is to direct areas of greatest density and intensity the two major intersection nodes at Kelly Park Road/Golden Gem Road and Kelly Park Road/Plymouth-Sorrento Road. To assist in the realization of that intent, the City has developed a series of Comprehensive Plan policies (presented later in this study) and intends to adopt a Wekiva Interchange Form-Based Code. Both the Comprehensive Plan policies and the Wekiva Parkway Interchange Form-Based Code will require a mix of uses consistent with the interchange study area vision plan. The character of the land uses in the study area shall transition to less density and intensity as development moves away from the intersection nodes.

The following discussion describes the character districts established by the vision plan. The vision plan is intended to be conceptual and, as such, interpretations of character district boundaries will need to be made by the City at the time of zoning map amendments or development approvals. For instance, the allowable use for parcels split between two use zones will be determined based on administrative interpretation and those parcels will be either wholly included in one of the zones or divided and included in each of the two zones.

Village Center (commercial and high density residential)



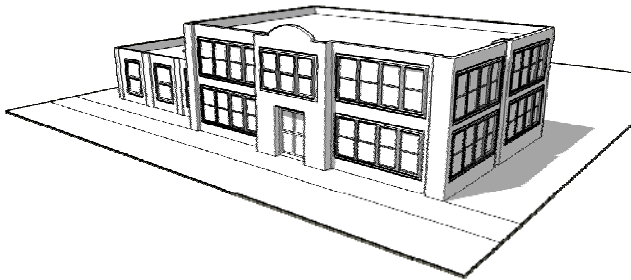
Location: See Map 15
Intensity: VC Core: 0.3 to 1.0 with average of 0.5 Balance of VC: 0.25 to 0.7 with average of 0.35
Density: 7.5 to 25 units per acre with a district average of 12
Open Space: 10% minimum in form of public plaza and small urban park

The primary intent of this zone is to create a safe, vibrant and pedestrian-oriented Village Center that can support a variety of residential, retail, commercial, office and entertainment uses. This is the most intensely occupied zone within the interchange study area, with buildings that create a continuous street façade. The Village Center will be the heart of the interchange study area and shall reflect a Traditional Neighborhood Design. Ground-floor commercial uses will be required in this area as they contribute positively to a pedestrian-friendly environment. Parking shall be located in the interior of the block and may be supplemented with on-street parking, where appropriate. Horizontal mixed-uses shall be allowed, but vertically mixed-uses are preferred. Stand alone commercial or residential buildings shall be discouraged, unless they are designed to “fit” the urban form as depicted above. Open space within the Village Center character district shall be provided in the form of public plazas and small park spaces that are urban in character. A stormwater master plan will accommodate storage of stormwater runoff from parcels to allow for higher densities and intensities of uses.

Examples of Village Center Buildings:



Employment (employment uses)



Location: See Map 15
Intensity: 0.1 to 0.5 FAR
Density: 4 to 7.5 units per acre
Open Space: 20% plaza, passive park, open space or common area

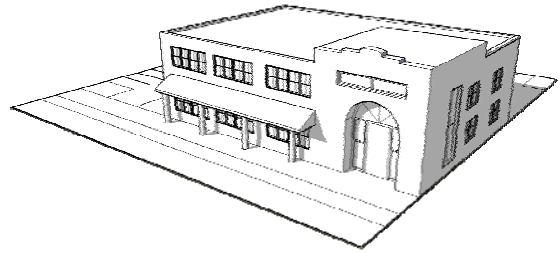
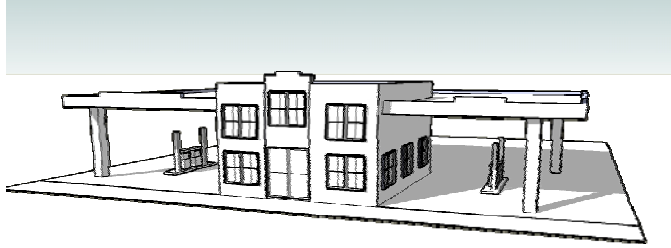
There are two types of office sites in the study area: those closer to the proposed parkway with the Interchange character district, and those in the Transitional character district between the Village Center and the Neighborhood character district. The building form will vary depending on location. The office sites along the proposed Wekiva Parkway are intended to attract larger corporate office development and foster the development of a campus-like corporate park (offering protection of karst features). Potential users include corporate offices, hotels, higher-density residential, and support uses that benefit from the close proximity to, and high visibility from, S.R. 429.

Industrial uses within the Employment character district should be located along the proposed expressway. Uses in these areas shall be less dense and intense. Transfer of development rights will be allowed to preserve large areas of conservation and open space land in these areas, while allowing for increased development capacities closer to the intersection nodes.

Examples of Industrial & Office Buildings:



Interchange (highway-dependent uses)



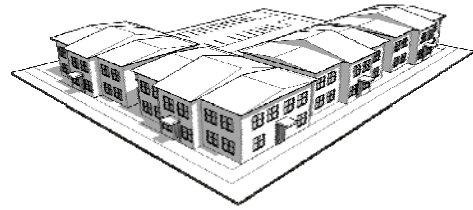
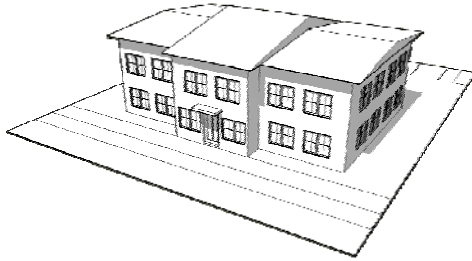
The Interchange character district will contain stand-alone uses (as opposed to mixed-use buildings) with less intensity of development than in the Village Center. One intent of this character district is to accommodate those uses that are needed near a highway, such as a gas stations. This area will have a mix between Village Center and a more “suburban” type setting.

Location: See Map 15
Intensity: 0.1 to 1.0 FAR
Density: 7.5 to 15 units per acre
Open Space: 15% plaza, passive park, open space or common area

Examples of Highway-Dependent Uses:



Transitional (office & medium density residential)



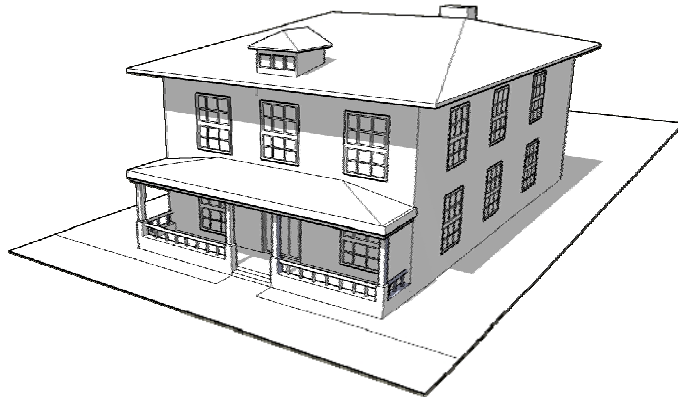
Medium-density residential uses should be located outside of the most intense nodes and provide a transition between the high-density, high intensity uses within the study area and the low-density, low intensity areas at the edge of the study area. The sites serving as transitional uses will mainly be comprised of single or multi-use office/residential buildings. As with the buildings in the Village Center, buildings here will respect pedestrian functions and scale.

Location: See Map 15
Intensity: 0.5 to 1.0 FAR
Density: 5 to 15 units per acre
Open Space: 15% plaza, passive park, open space or common area

Examples of Medium Density Residential & Office Buildings:



Neighborhood



Location: See Map 15
Floor Area Ratio: .05 to 0.5 maximum
DU/Acre: 1 to 5 maximum
Recreation (passive or active): 20% passive park/open space/common area

The purpose of the Neighborhood character district is to preserve the existing low-density single-family residential neighborhood and transition to the less intense uses around the study area.

Low-density residential areas should not be located within the most intense node areas. Any low-density residential areas should be buffered from high-intensity uses such as retail/commercial, office or industrial by medium or high-density residential areas or open space.

Examples of Low-Density Residential:



2. Site/Building Design Standards:

In order to ensure that development within the mixed-use district creates a sense of community, the placement and orientation of buildings should be carefully planned. Public facilities and civic spaces, for example, should be readily visible from the public right-of-way, and within easy access for the public. The following standards should be included in the form-based regulations:

- The primary ground floor of commercial building entrances shall orient toward plazas, parks, or pedestrian-oriented streets, not to interior blocks or parking lots.
- Freestanding buildings should be avoided, while mixed and interconnected buildings should be encouraged.
- Green areas or plazas may be used to create a prominent civic component to mixed-use areas. These green areas should be centrally located or placed in between the higher intensity uses.

The first use that typically appears when an interchange is built is a gas station. Gas/ service stations are not deemed to be a pedestrian friendly use, and therefore have been avoided in Traditional Neighborhood Design developments. However, it remains a needed use within the interchange area. The City will develop design criteria to ensure these uses fit into the desired character. The Code will specify locations, site layout, driveway standards, signage and other design elements that will ensure compatibility with other proposed uses in the area.

3. Building Height:

The City of Apopka Land Development Code currently allows a maximum height of 35 feet for buildings in the mixed-use land use categories and encourages compatibility with adjacent areas through “stepping down” of building heights and establishing transitional land uses. In the Downtown Development Overlay Zoning District, the maximum height allowed for commercial and non-residential uses is 100 feet; for multi-family uses, the maximum allowed height is 75 feet. Similar design guidelines for each character district will be included within the form-based code.

4. Signage

The City of Apopka will consider the aesthetic value of commercial development in the interchange study area and adopt signage standards within the Wekiva Interchange Form-Based Code that compliment the Wekiva Parkway Interchange Vision Plan. The main premise when developing sign standards will be the need to maintain a pedestrian character within the Village Centers, but at the same time, allow visibility from the highway. Uses immediately adjacent to the parkway will, through building and site design, appeal to and attract highway travelers. Signs alone shall not be used for that purpose.

The City of Apopka land development code requires a signage master plan for all mixed-use developments. Section 2.02.20, Mixed-Use District, recommends that signage standards within the mixed-use zone should be in accordance with Article VIII of the code, with the few exceptions listed in the mixed-use district standards. Ground signs in the mixed-use area should be pedestrian in scale and should not exceed 12 feet in height. A maximum of two building signs are allowed per building and should fit with the character of the area.

5. Street Hierarchy and Roadway Design:

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

VII. Comprehensive Plan Goals, Objectives and Policies

The City has coordinated the preparation of this interchange land use plan with the County. It is the intent of both the City and the County to adopt their own Interchange Plans prior to December 2010. The City's Interchange Plan will establish a mixed-use/employment center at the proposed interchange location of the State Road 429 Extension (Wekiva Parkway) and Kelly Park Road. The main tools to be used for the implementation of the vision plan are the City's Comprehensive Plan, and the Wekiva Parkway Interchange Form-Based Code.

As part of the Wekiva Parkway Interchange Plan, new language will be added to the City's comprehensive plan. On February 3, 2010, the City transmitted its EAR-based amendments to DCA for review. Some of the policies included within the amendment cycle addressed this interchange plan. The adoption of this amendment will be coordinated with the adoption of the EAR-based amendments to ensure consistency.

A. Future Land Use Element/Mixed-Use Category:

One policy revision included within the EAR-based amendment packet addressed Policy 3.1.r – the Mixed-Use future land use category. In response to the issues raised in the Objections, Recommendations, and Comments Report for that amendment and the findings of this study, Policy 3.1.r is proposed to be revised as follows:

NOTE: Black text represents previously submitted language (either as part of the EAR-based amendments or the Wekiva Parkway Interchange Plan); blue text with double underline represents new additions adopted as part of this response; and red with double strike-through represents deletions.:

Policy 3.1.r

Mixed-Use

The primary intent of the Mixed Use land use category is to allow a mixture of residential, office, commercial, industrial, recreation, institutional uses and public facilities uses to serve the residential and non-residential needs of special areas of the City. This mix of land uses may occur on a single parcel or multiple parcels in the form of: a permitted single use; a vertical combination of different permitted uses; or a horizontal mix of different permitted uses. The intensity of development within the mixed-use land use categories will vary depending on location and surrounding uses. Transit-oriented design elements shall be encouraged to promote multiple modes of transportation in the mixed use categories.

The Land Development Code will establish zoning districts and/or zoning overlay areas with standards that define the appropriate location for various intensities/densities. The following maximum gross intensity/density standards shall not be exceeded.

Table 1

	Community Center	Employment Center	Central Business District	Interchange (3)
USES ALLOWED (1)				-
Residential	50% max.	30% max.	50% max.	<u>75% max</u>
Commercial	60% max.	40% max.	60% max.	<u>30% max.</u>
Office/Medical	50% max.	90% max.	70% max.	
Light Industrial	0	20%	10% max.	
Recreation (Passive or Active)	20% min.	15% min.	15% min.	<u>1520% min.</u>
Institutional/Public/Civic	50% max.	40% max.	50% max.	<u>40% max.</u>
DEVELOPMENT STANDARDS				-
FAR (2) Min.	0.25	0.25	0.25	<u>(see Note 3)</u>
Max.	0.6	1	2	<u>1</u>
Density Max.	10	15	15	<u>25</u>

NOTES:

- (1) See LDC for definitions of Residential, Commercial, Office, Light Industrial, etc.
- (2) Calculated per individual site or in the case of mixed use by development site.
- (3) Use percentages to be calculated based on the entire Wekiva Parkway Interchange Vision Plan Area. See Policies 20.7 and 20.8 for densities/intensities by character district.

The percentages noted above shall be calculated based on the size of the entire mixed use area and not by site. Types of uses will be allocated on a first come first served basis. Prior to December 2010, the City will develop a tracker to ensure the percentages are not exceeded. As part of the EAR process, the City will assess the percentages in all mixed-use areas and determine if changes are necessary.

Designation of a Mixed-Use Category

In order to encourage innovative land use techniques, creative urban design, environmental protection and the use of sustainable development principles and practices, designation of new mixed-use categories on the FLUM shall only be allowed for land located within the following areas:

1. Areas within the Expressway, Plymouth, West, and Northwest small area plans as shown on their respective master plans;
2. The CRA Overlay District depicted on the adopted FLUM;
3. Land anticipated for inclusion within the Wekiva Parkway Interchange Land Use Plan to be adopted by December 2010; and
4. Areas that have been subject to a *Small Area Study*.

B. Future Land Use Element/Other Policies:

Other proposed comprehensive plan objectives and policies intended to implement the Wekiva Parkway Interchange Plan are as follows:

FUTURE LAND USE ELEMENT**Objective 20**

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

Policy 20.21

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

Policy 20.21

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

Policy 20.3

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

[Orange County and the City of Apopka regarding Wekiva Interchange Land Use Plan Overlay.](#)

Policy 20.4

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

Policy 20.5

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

[Policy 20.6](#)

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

Policy 20.7

The Wekiva Parkway Interchange Form-Based Code shall [include](#) ~~establish~~ regulations governing the following community design elements for the Wekiva Parkway Interchange Plan [area](#):

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

Policy 20.~~6~~8

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

Policy 20.~~7~~9

Development within the Wekiva Parkway Interchange Plan Area shall be assigned a Mixed-Use Interchange future land use designation and shall accomplish an overall mix of residential and non-residential uses as outlined in Policy 3.1.r. Assignment of the Mixed-Use Interchange Land Use future land use designation shall require an amendment to the Comprehensive Plan. This policy shall not be construed to remove any existing entitlements upon property within the Wekiva Parkway Interchange Plan Area, nor shall it prevent development consistent with the existing future land use designations. Development occurring under the existing future land use designations shall comply with the design criteria included in the Wekiva Parkway Interchange Plan to the extent that the criteria does not conflict with the existing future land use designation.

Policy 20.~~8~~10

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

Table 20.10: Wekiva Parkway Interchange Character District Standards

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

<u>Character District/ Purpose</u>	<u>Uses</u>	<u>Minimum/ Maximum Acreage*</u>	<u>Density (Units per Acre)</u>	<u>Intensity (FAR)</u>	<u>Open Space (min.)</u>
<u>Transition</u> Provide a transition between the high-density/intensity Village Core and the low-density/intensity areas at the edge of the study area.	<u>Single family home and single or multi-use office/medium-density residential</u>	<u>Min: 380</u> <u>Max: 770</u>	<u>Min: 5</u> <u>Max: 15</u>	<u>Min: 0.5</u> <u>Max: 1.0</u>	<u>15% minimum in the form of neighborhood parks and larger common areas.</u>
<u>Neighborhood</u> Preserve the existing low-density single-family residential neighborhoods and transition to the less intense uses just outside the study area.	<u>Single-family homes and small scale support uses (schools, churches, day care facilities)</u>	<u>Min: 2,360</u> <u>Max: 3,060</u>	<u>Min: 1</u> <u>Max: 5</u>	<u>Min: 0.05</u> <u>Max: 0.5</u>	<u>20% minimum in the form of large parks and interconnected wildlife corridors.</u>

* Calculated based on the entire vision plan area acreage.

~~o Village Center:~~

- ~~* Density: 7.5 to 25 du/acre maximum; with an average of 12 du/acre~~
- ~~* Floor Area Ratio:~~
 - ~~• Village Center Core (40 acres in each Village) 0.3 to 1.0 maximum, with an average of 0.5~~
 - ~~• Balance of Village Center 0.25 to 0.7 with an average of 0.35~~
- ~~* Open Space: 10%. Open space will be in the form of public plazas and small park spaces that are urban in character. A stormwater master plan will accommodate storage of stormwater runoff from parcels to allow for higher densities and intensities of uses.~~

~~o Edge:~~

- ~~* Density: 7.5 du/acre maximum~~
- ~~* Floor Area Ratio: 0.5 maximum~~
- ~~* Open Space: 20%. Open space areas will be large parks and interconnected wildlife corridors. Parcels will be required to provide on site stormwater collection and detention.~~

~~o Interchange:~~

- ~~* Density: 15 du/acre maximum~~
- ~~* Floor Area Ratio: 1.0 maximum~~
- ~~* Open Space: 15%. Open space areas will be substantial and may include neighborhood parks and larger common areas. A stormwater master plan will accommodate storage of stormwater runoff from parcels to allow for higher densities and intensities of uses.~~

~~o Transitional:~~

- ~~* Density: 5 to 15 du/acre maximum~~
- ~~* Floor Area Ratio: 1.0 maximum~~
- ~~* Open Space: 15%. Open space areas will be substantial and may include neighborhood parks and larger common areas. A stormwater master plan will accommodate storage of stormwater runoff from parcels to allow for higher densities and intensities of uses.~~

~~o Neighborhood~~

- ~~* Density: 5 du/acre maximum~~
- ~~* Floor Area Ratio: 0.5 maximum~~
- ~~* Open Space: 20%. Open space areas will be large parks and interconnected wildlife corridors. Parcels will be required to provide on site stormwater collection and detention.~~

Policy 20.911

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

Single Family: 7,500 units

Multi Family: 8,500 units

Commercial/Services: 22 million square feet

Policy 20.12

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

Policy 20.1013

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

Policy 20.1114

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

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

LOS standards shall be measured in accordance with the methodology established in the FDOT Multimodal Transportation Districts and Area wide Quality of Service Handbook (Nov. 2003 or as revised). The City

shall coordinate with LYNX and METROPLAN ORLANDO to apply the transit quality of service framework as found in the most recent edition of the Transit Capacity and Quality of Service Manual (TCQSM) and required as part of METROPLAN ORLANDO'S long-range transportation plan where feasible.

Policy 20.1215

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

Policy 20.1316

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

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

Policy 20.1417

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

hazardous conflicts between modes and that are consistent with the planned functions of the roadway.

Policy 20.~~15~~18

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

Policy 20.~~16~~19

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

Policy 20. 20

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

Policy 20.~~17~~21

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

Policy 20.~~18~~22

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

Policy 20.~~19~~23

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

Policy 20.2024

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

Policy 20.2225

The Wekiva Parkway Interchange Area Form-Based Code shall include the following provisions ~~In order to adequately manage access, the Wekiva Parkway Interchange Form Based Code will include provisions that~~ to promote the efficient use of access to and through the area, and to protect the traffic flow of the along the Wekiva Parkway. ~~Possible provisions include:~~

- Prohibit the vacation of rights-of-way to maintain the current grid system and facilitate its expansion;
- Require, as part of development approval, a spacing of 300 to 600 feet for local streets to create walkable "city" blocks and maintain connectivity in the area and avoid the use of the highway for local traffic;
- Prohibit the use of cul-de-sacs and gated neighborhoods;
- Coordinate with the Expressway Authority to encourage the extension of local roads under the highway to maintain connectivity between the east and west sides;
- ~~Requiring developers to set aside necessary right-of-way for access management in order to obtain development approval;~~
- Limiting the number of driveways along Kelly Park Road, Golden Gem and Plymouth Sorrento Road within the Plan Area, and encouraging the use of shared use-of driveways instead;
- ~~Increasing minimum lot sizes;~~
- Require compliance with Section 6.02.10 of the LDC, which requires a minimum distance separation between driveways ~~locating driveways away from interchanges~~ and intersections;
- ~~Planning for a network of streets to discourage the use of the highway for local traffic; and~~
- Require internal connectivity between sites, through joint-use driveways or alleys, Connecting parking lots and driveways with secondary roads ~~to keep traffic off arterials~~ main roads;

- The Form-Based Code shall include standards for right-of-way width and cross section design based on street typology; and
- Provide pedestrian/bicycle connections at a maximum separation of 350 feet, through the use of mid-block paths or pedestrian shortcuts.

Policy 20.26

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

Policy 20.27

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

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

Policy 20.28

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

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

Policy 20.29

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

- Primary building entrances shall orient toward the street, not to interior blocks or parking lots

- Freestanding single-use buildings should be avoided in all but the neighborhood character district, while mixed and interconnected buildings should be encouraged.
- Green areas or plazas may be used to create a prominent civic component to mixed-use areas. These green areas should be centrally located or placed in between the higher intensity uses.
- Standards for the design of gas stations, and other vehicular service uses, to ensure they fit into the desired pedestrian character. The Code will specify standards for building location, site layout, driveway location, signage and other design elements that will ensure compatibility with other proposed uses in the area.
- Building height regulations shall be established not to exceed the parameters listed for each character district in **Table 20.10** (see **Policy 20.10**).

Policy 20.30

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

Policy 20.~~21~~31

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

- Continue to require a sign master plan for all Mixed Use Developments, per LDC Section 2.02.20
- Ground signs shall not be allowed in the Core Area if buildings are located within 15 feet from the street right of way.

- Ground signs shall not exceed a maximum height of 12 feet. This maximum height may be further reduced in certain character districts.
- No billboards shall be allowed within the Wekiva Parkway Interchange Plan Area
- Building signs shall be designed to complement the architecture rather than obscure it.

Capital Improvements Element

Policy 5.4

The City of Apopka will utilize the following list of proposed improvements within the Wekiva Parkway Interchange Vision Plan as a working list for the 5-Year and 10-Year Capital Improvement Schedule for when future development occurs within this area.

Proposed Water Main Improvements

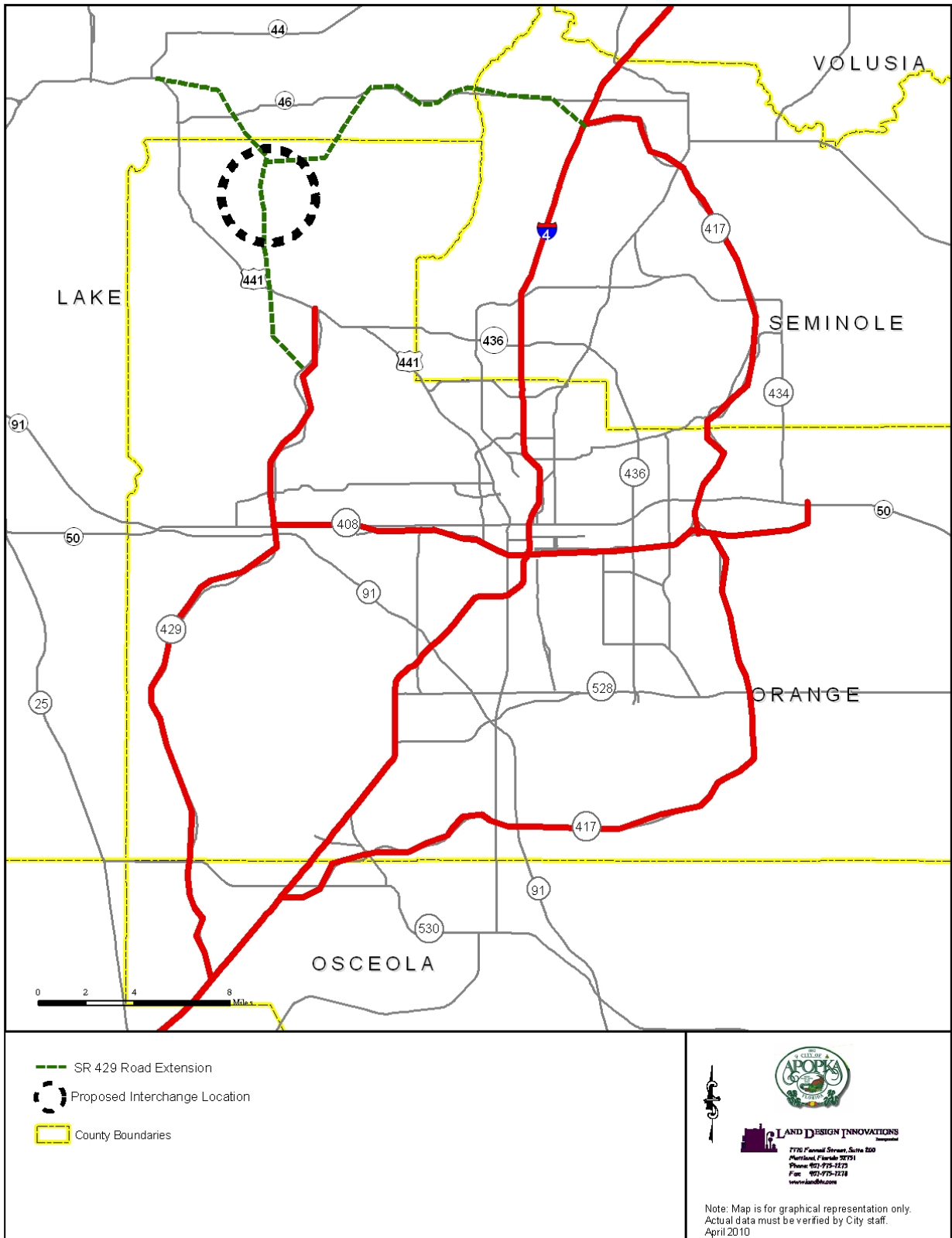
- Haas Road, from Plymouth-Sorrento Road to Foliage Way
- Ponkan Road, from Round Lake Road to Foliage Way
- Round Lake Road, from Ponkan Road to Ondich Road
- Golden Gem Road and Effie Drive, from Ponkan Road to Ondich Road
- Plymouth-Sorrento Road, from Kelly Park Road to Ondich Road
- Foliage Way, from Kelly Park Road to Haas Road

Proposed Sanitary Sewer System Improvements

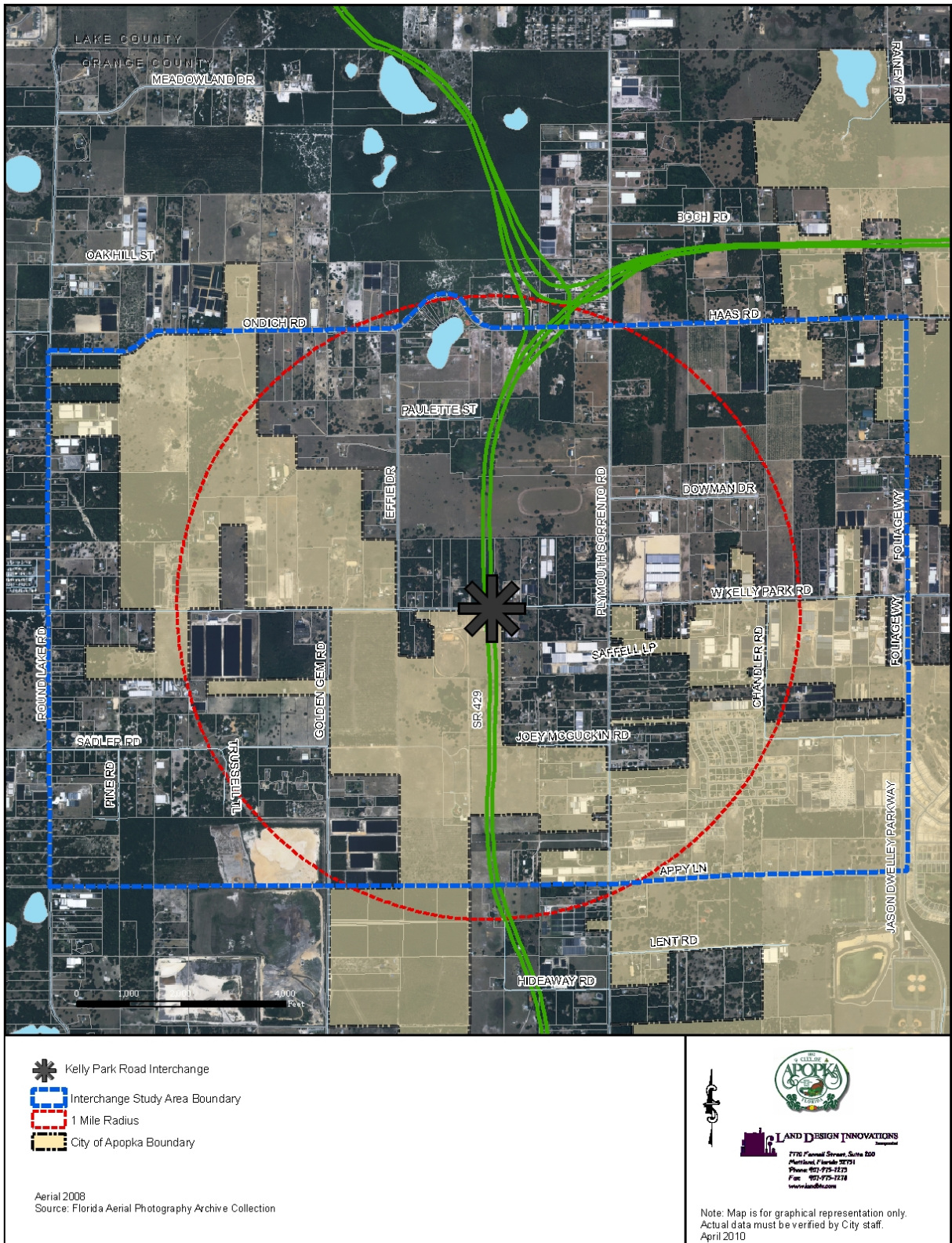
- Round Lake Road, Pump Station #30 to from U.S. 441
- Golden Gem Road, from Pump Station #29 to Ponkan Road
- Ponkan Road, between Junction Road and Golden Gem Road
- Ponkan Road, between Golden Gem Road and east side of Zellwood Station
- East side of Zellwood Station, from Ponkan Road to Yothers Road
- Yothers Road, from Zellwood Station site to Plymouth-Sorrento Road
- Kelly Park Road, from Pump Station #22 to Plymouth-Sorrento Road
- From Pump Station #28 to Plymouth-Sorrento Road
- Kelly park Road, from east of Plymouth-Sorrento Road to Foliage Way
- From Pump Station 17 to Foliage Way

VIII. Appendix A – Maps

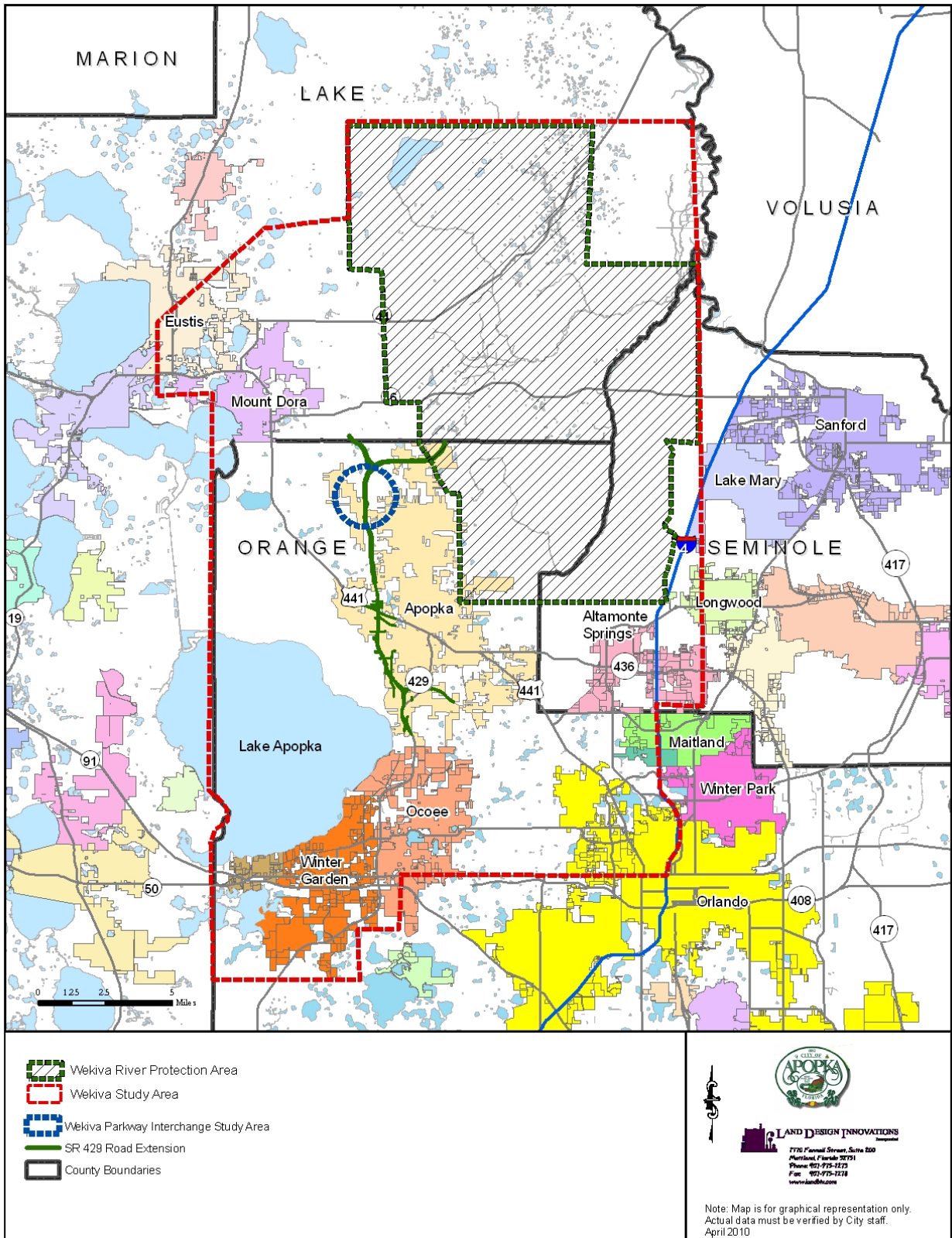
Map 1: Metropolitan Orlando Beltway



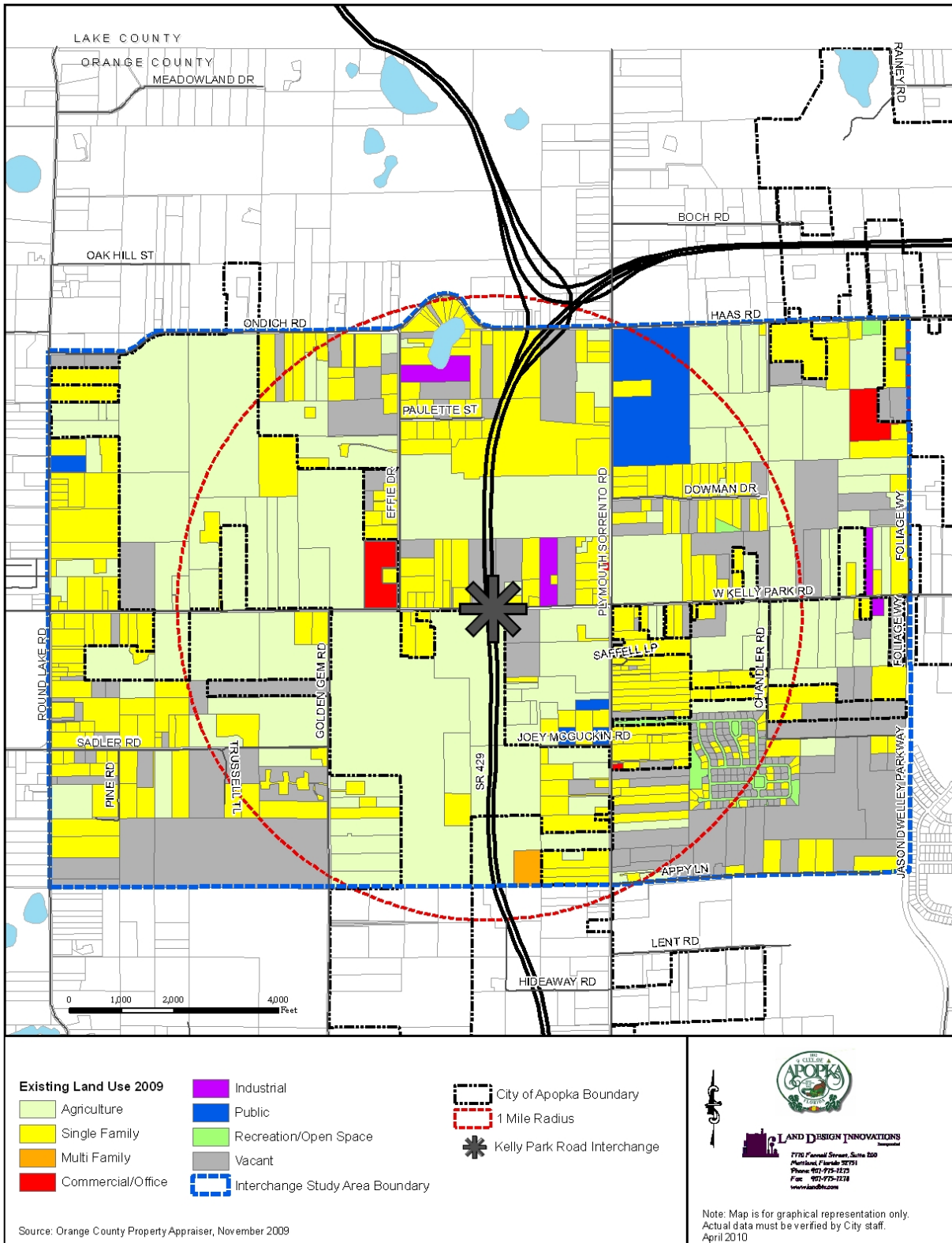
Map 2: Wekiva Parkway Interchange Study Area



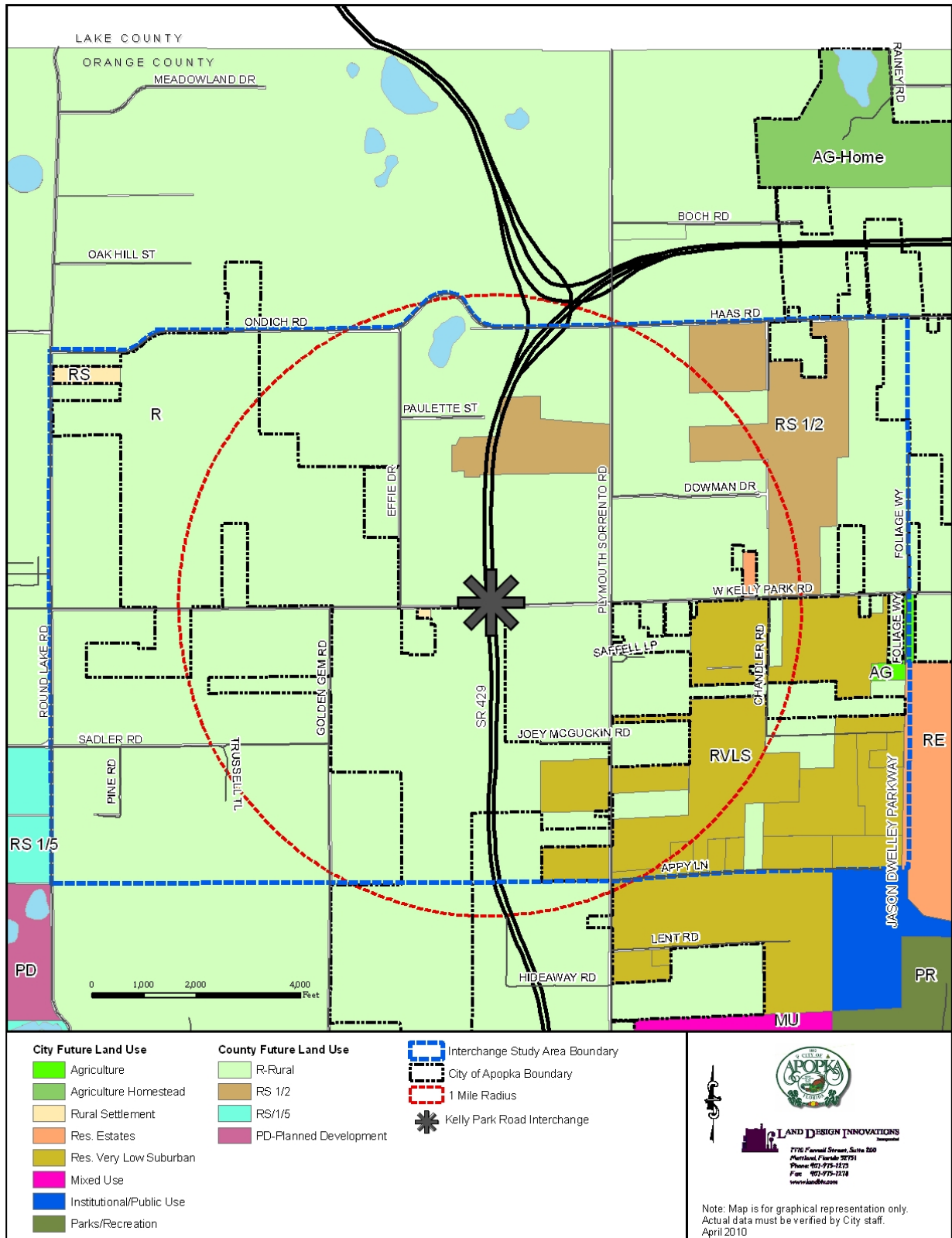
Map 3: Wekiva River Protection Area and Wekiva Study Area



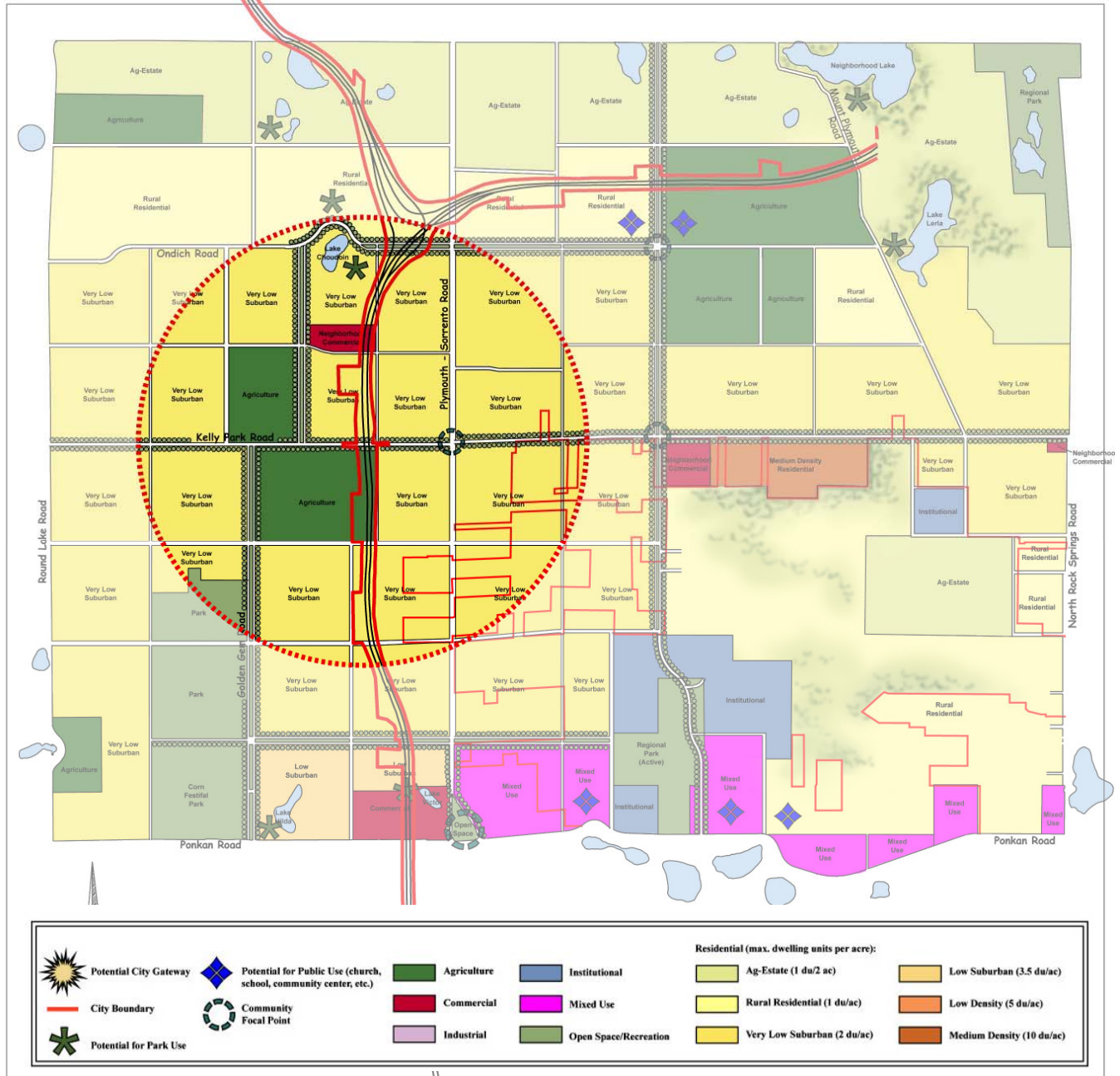
Map 4: Existing Land Use



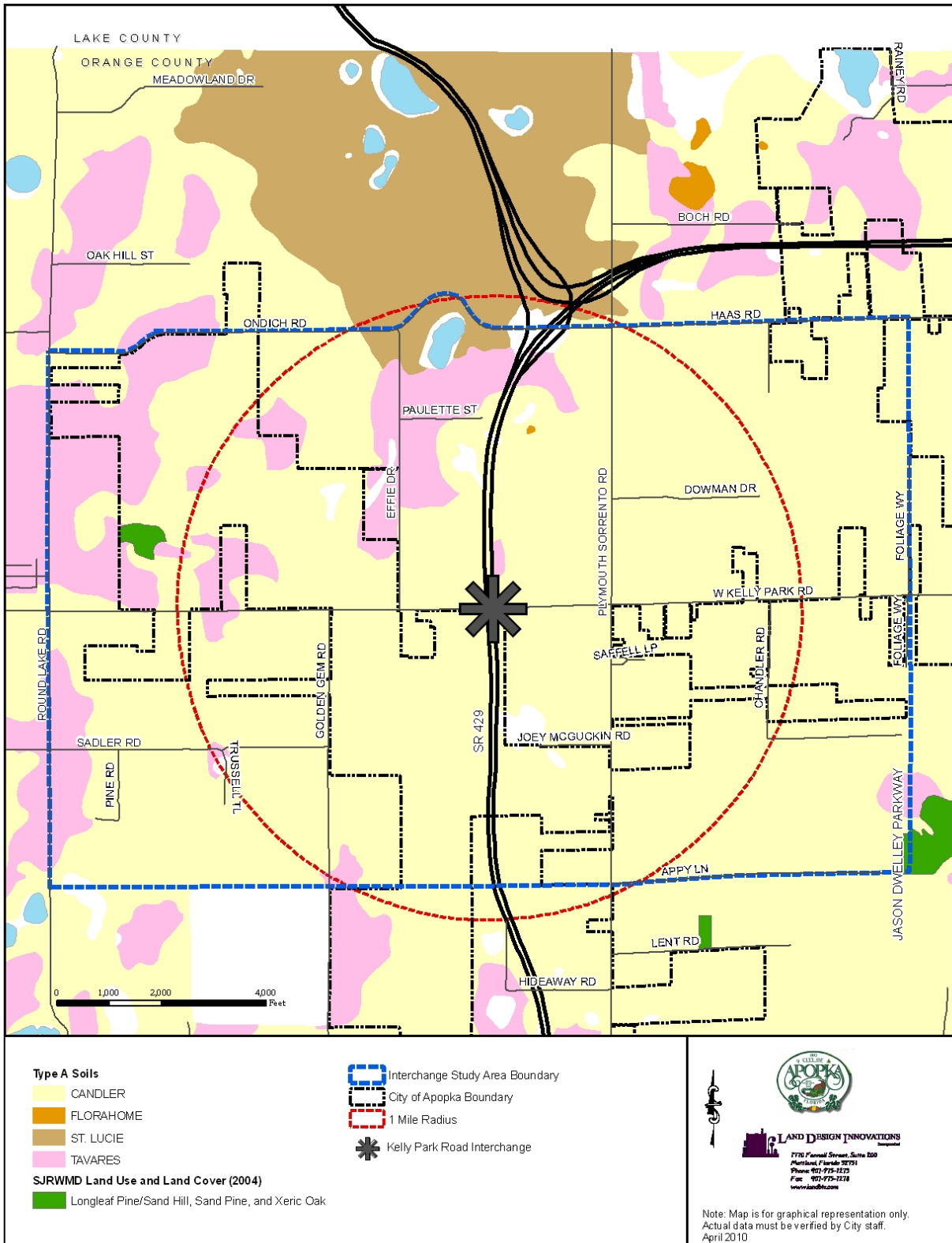
Map 5: Adopted Future Land Use Map



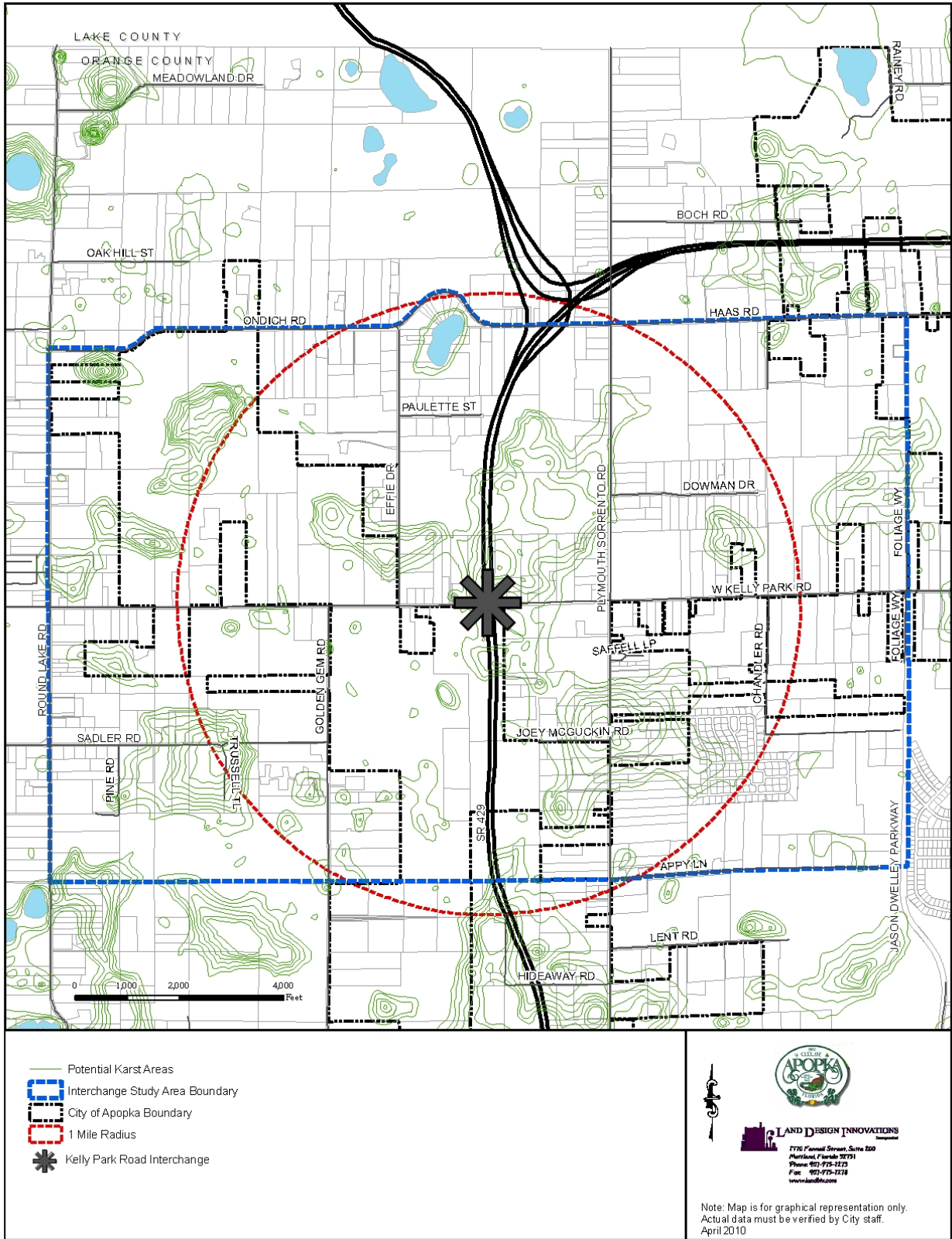
Map 6: Northwest Small Area Plan



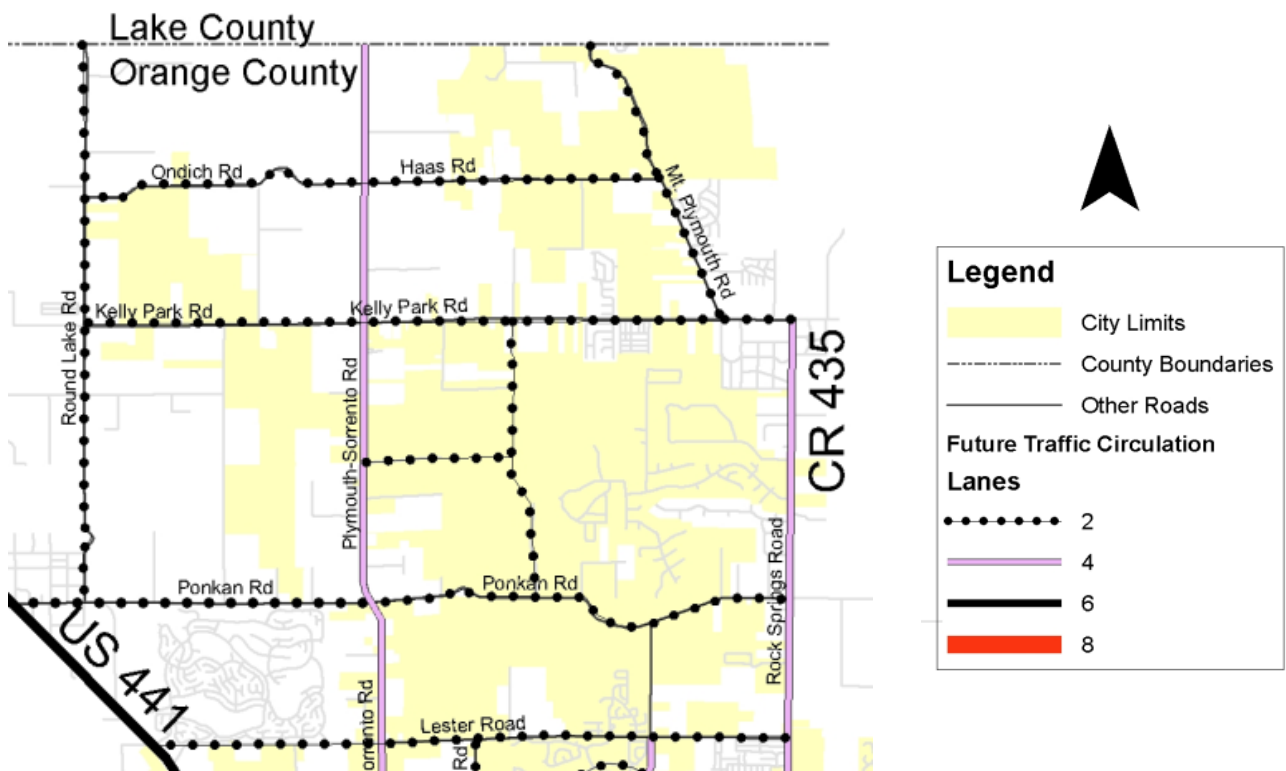
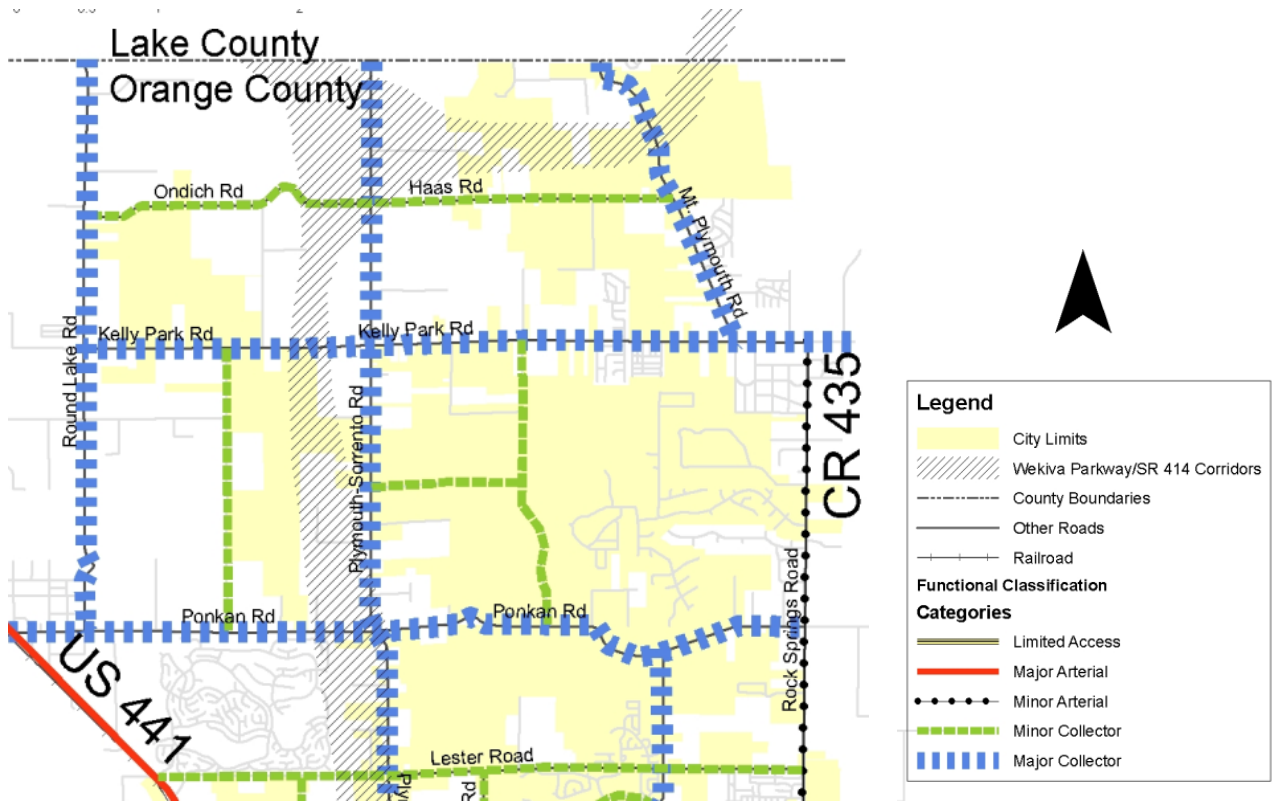
Map 7: Soils and Sensitive Natural Habitats



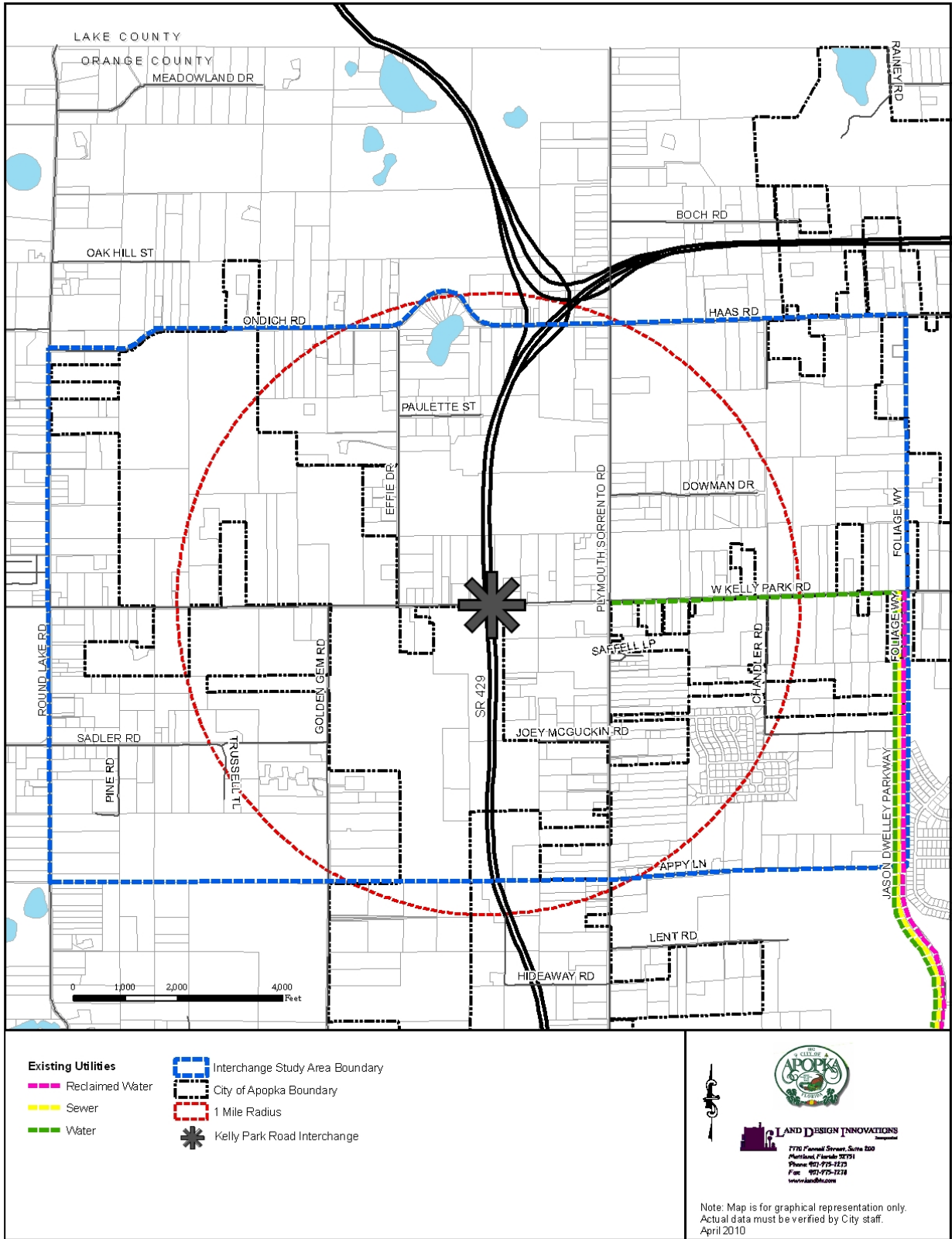
Map 8: Karst Features Map



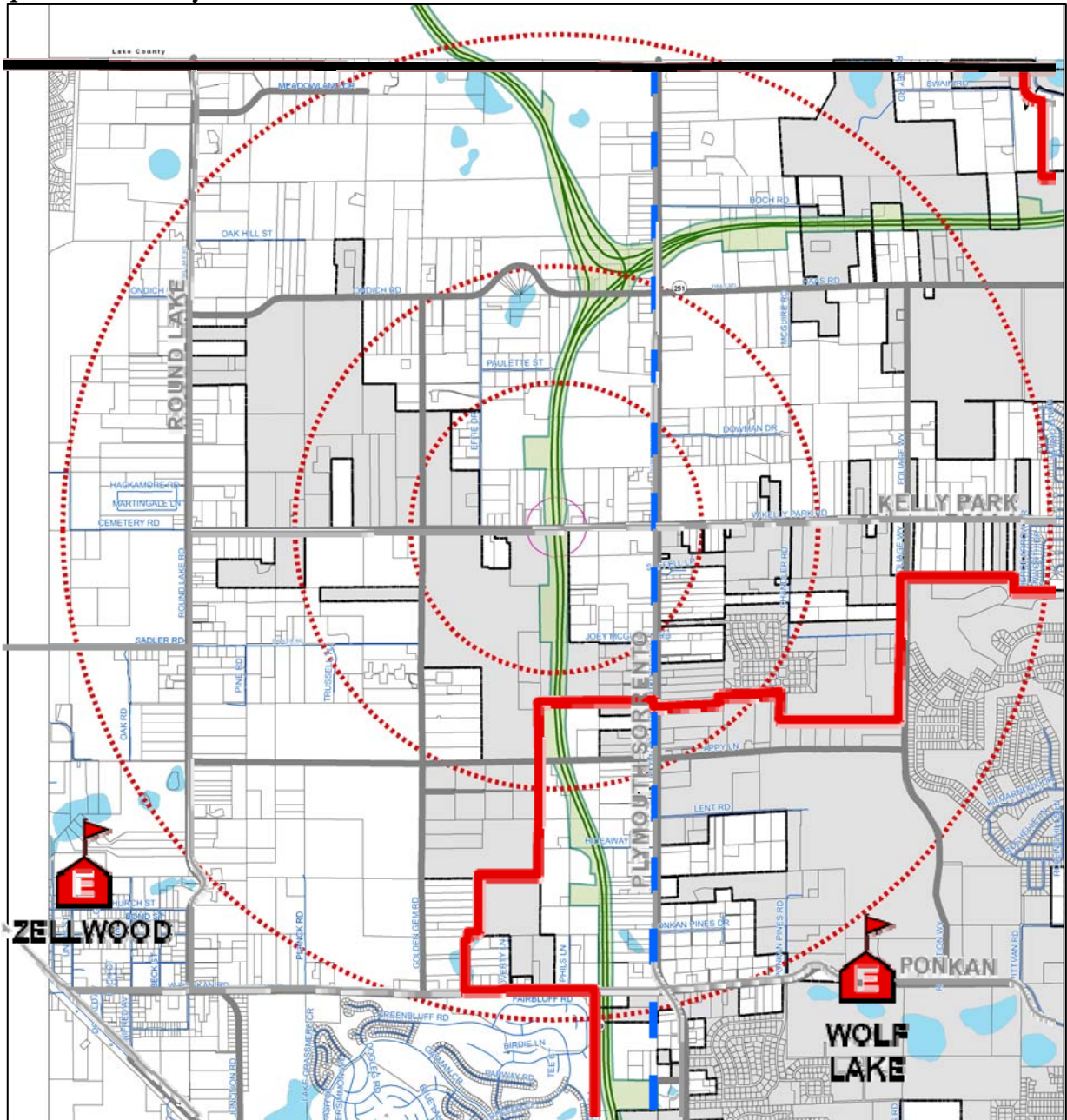
Map 9: Transportation Facilities



Map 10: Existing Utilities

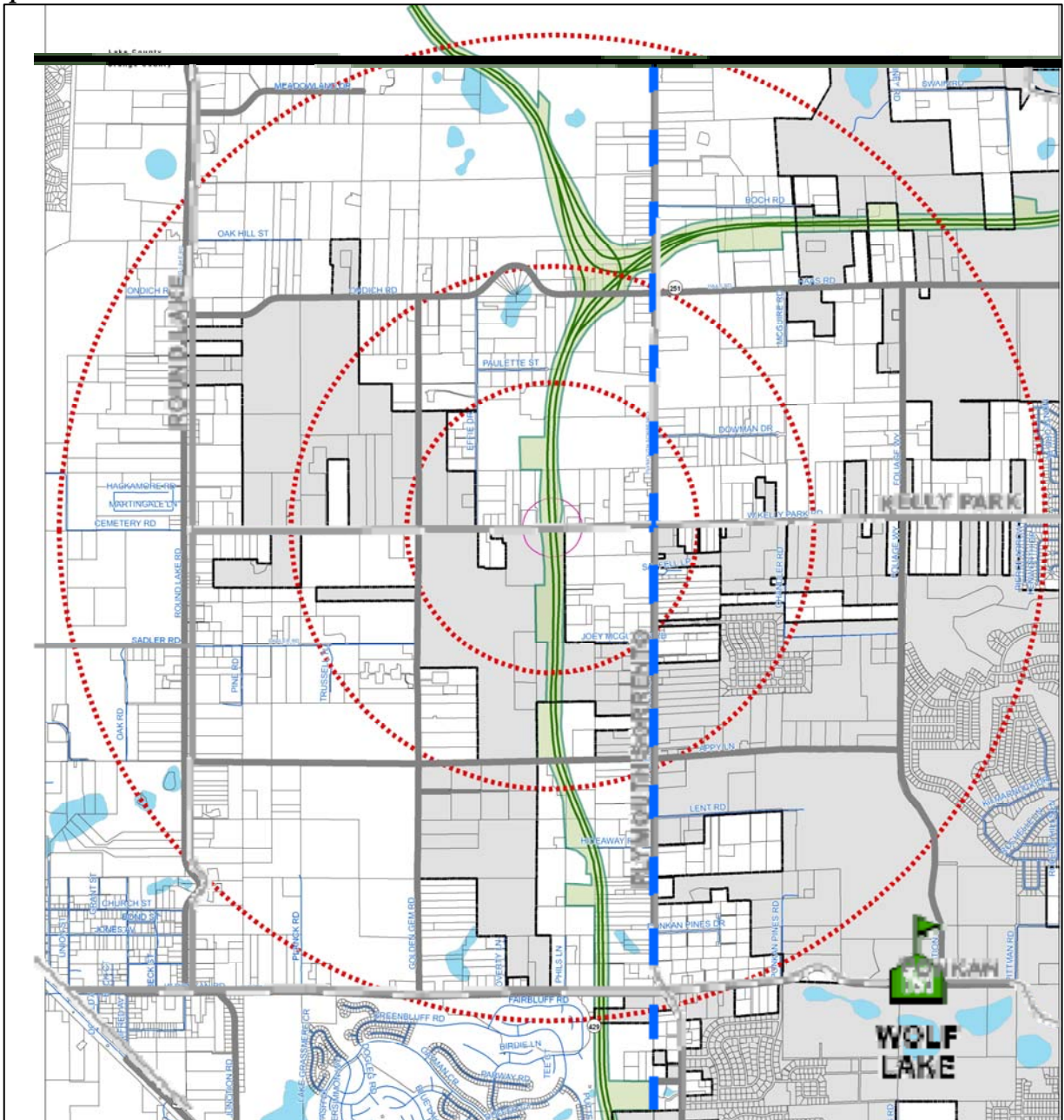


Map 11: Elementary School Attendance Zones



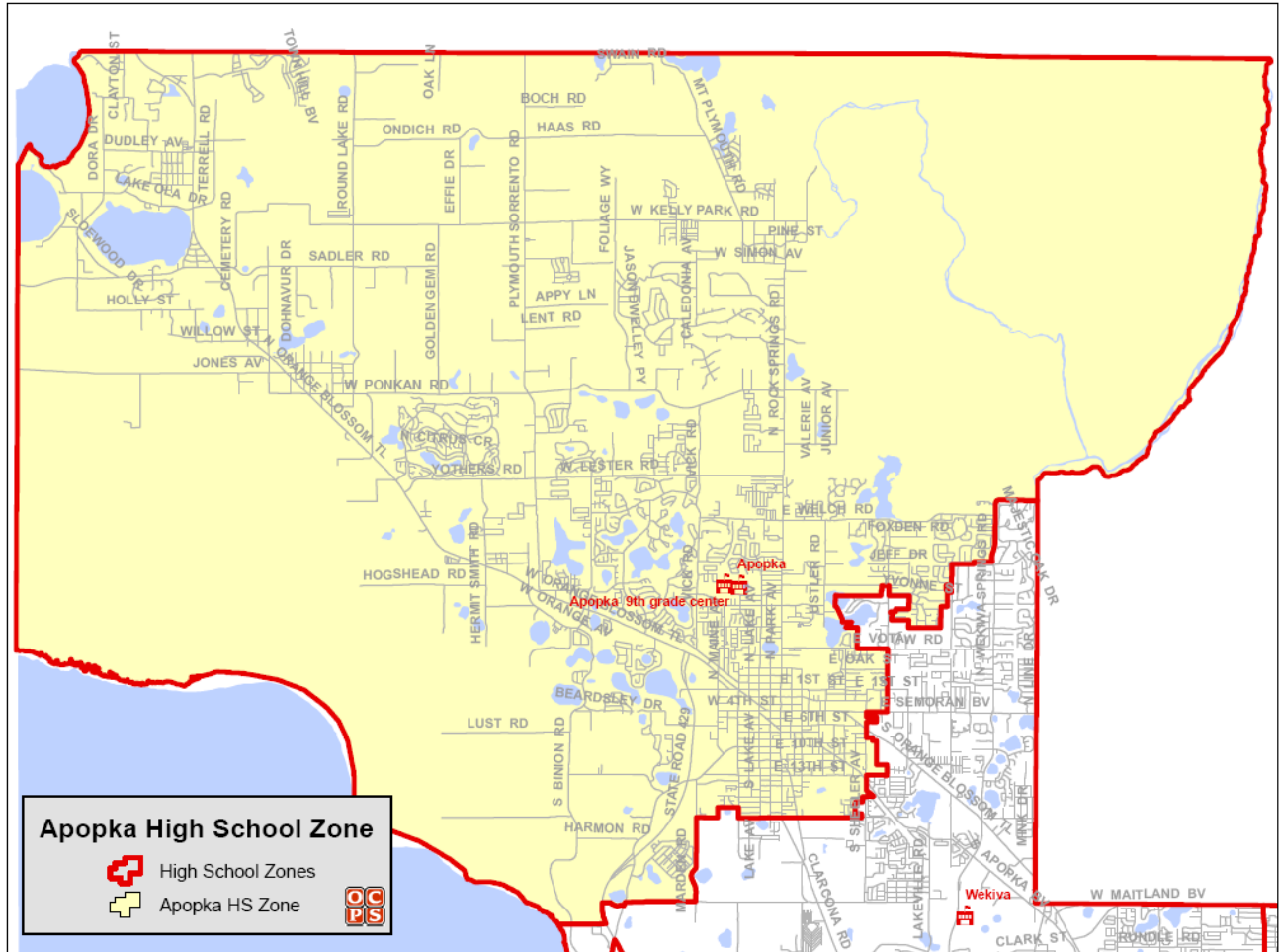
Source: Orange County Public Schools.

Map 12: Middle School Attendance Zones



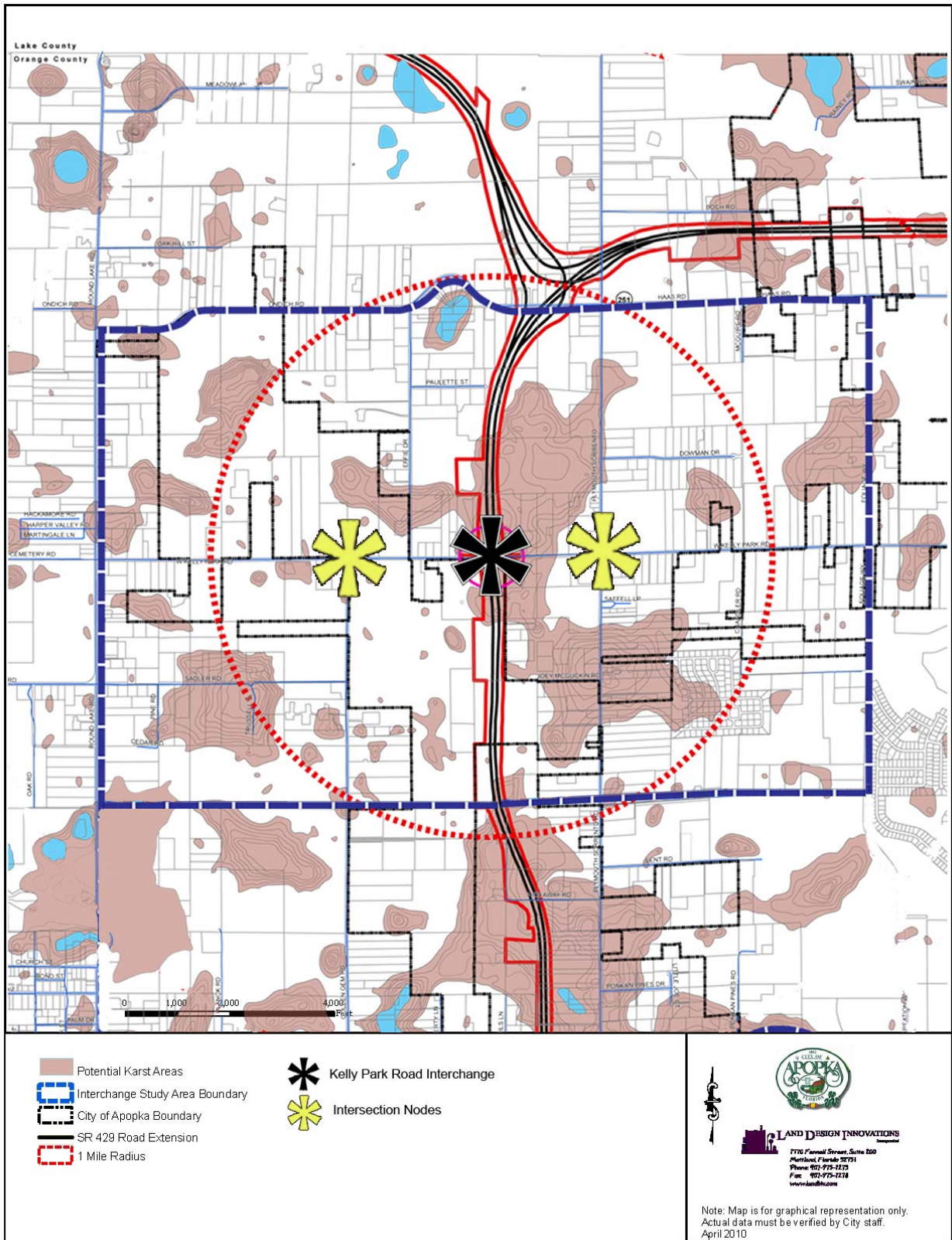
Source: Orange County Public Schools.

Map 13: Apopka High School Attendance Zone

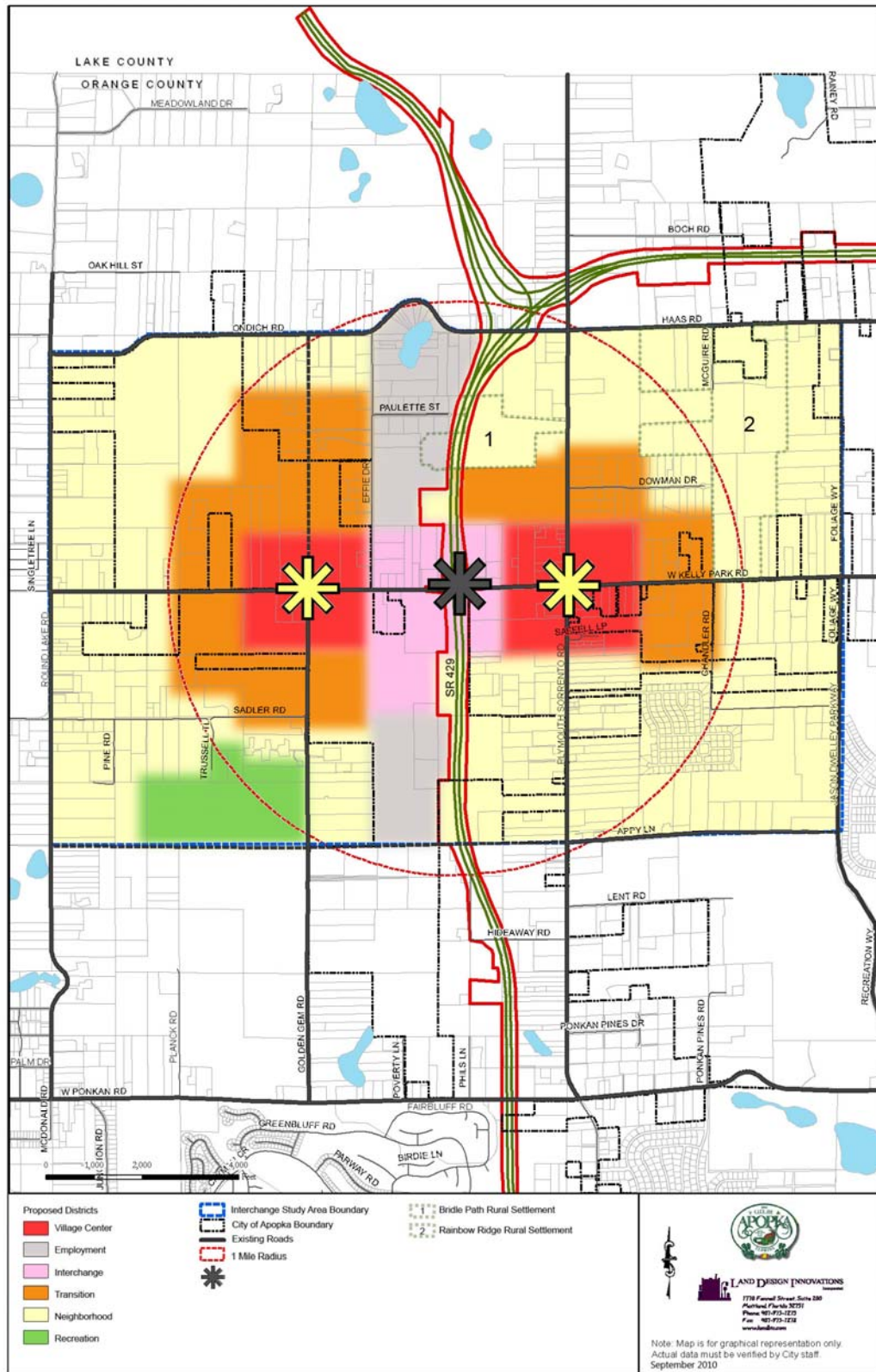


Source: Orange County Public Schools.

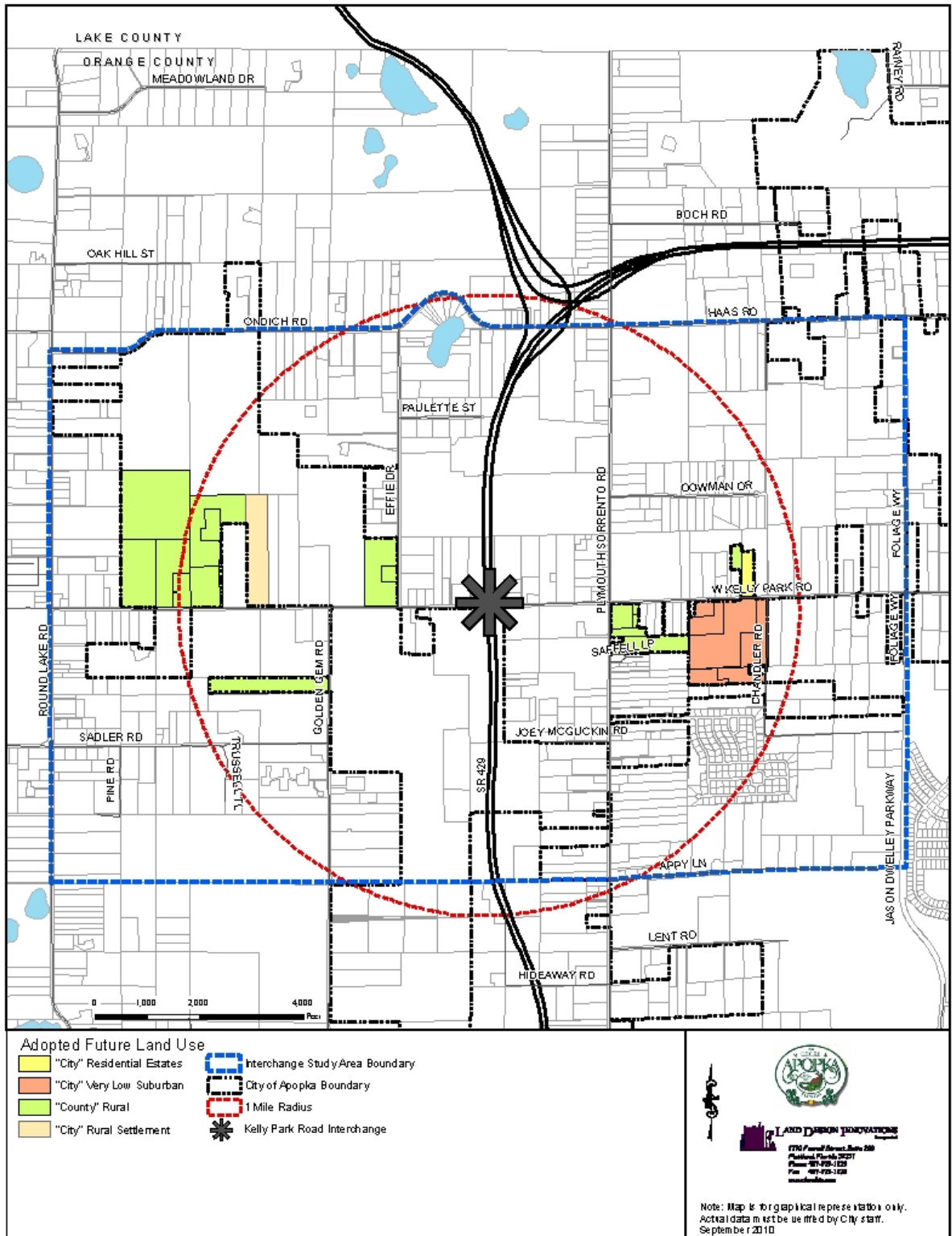
Map 14: Karst Features with Development Nodes Map



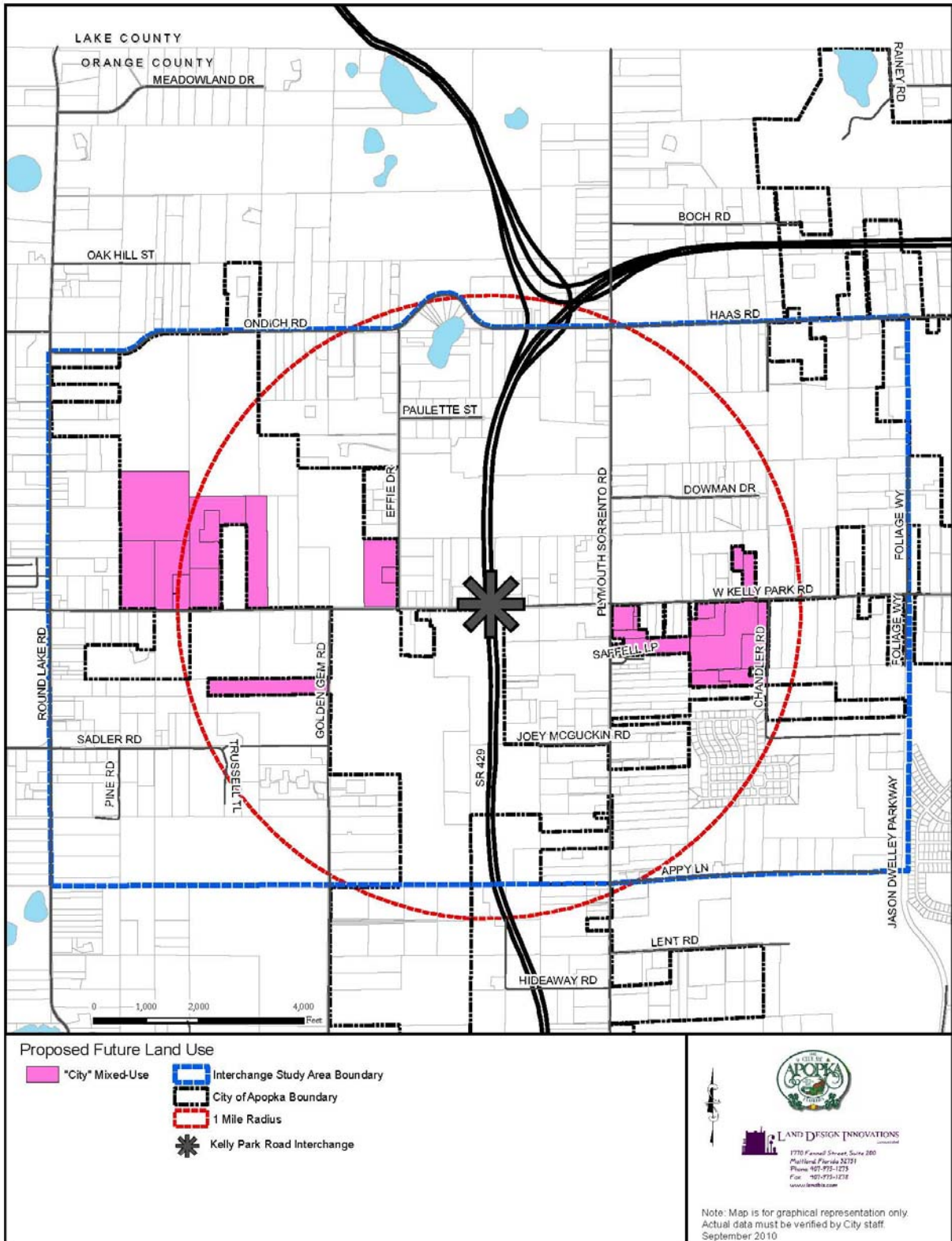
Map 15: Wekiva Parkway Interchange Vision Plan



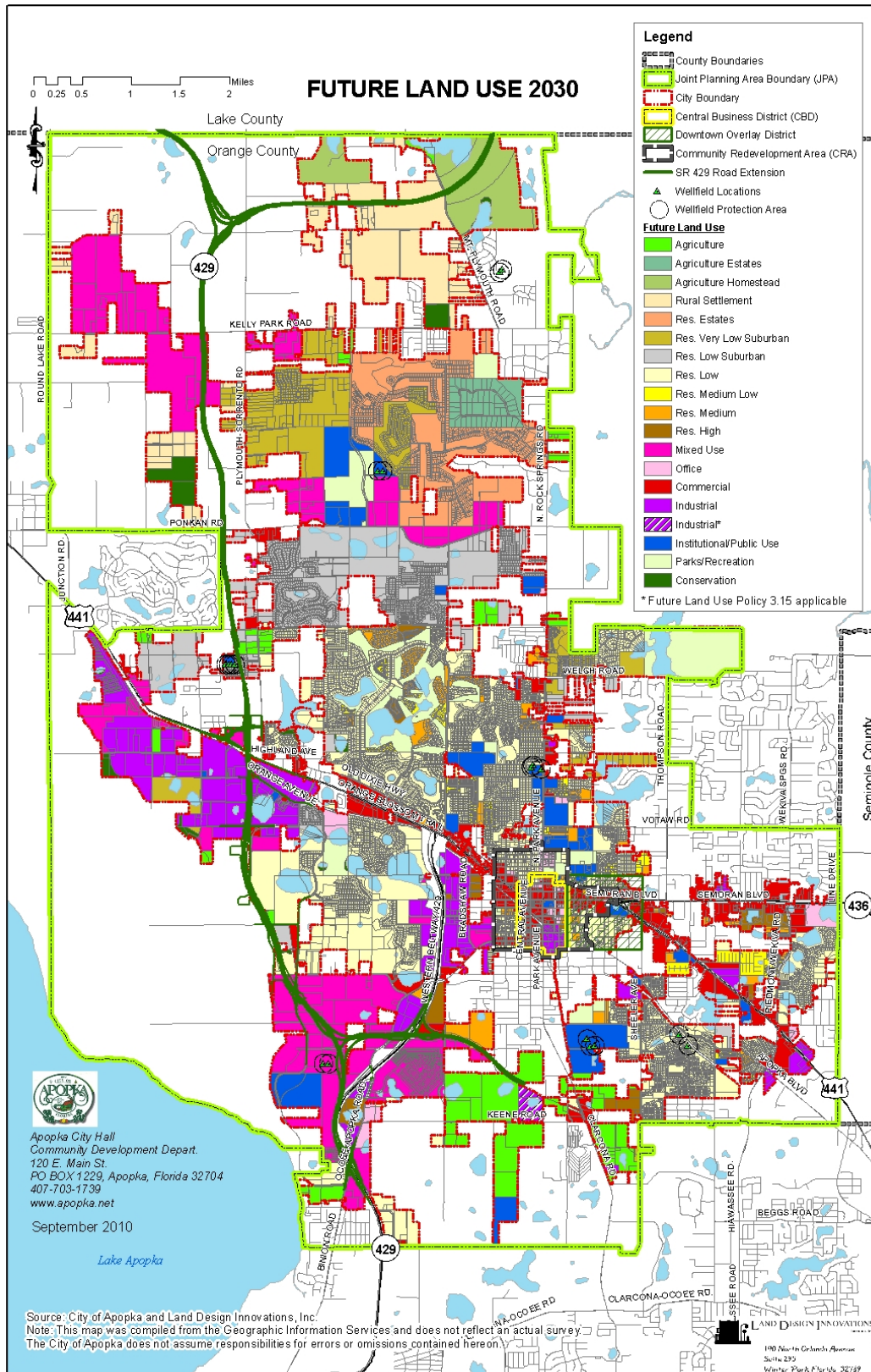
Map 16: Adopted Future Land Use – Proposed for Change



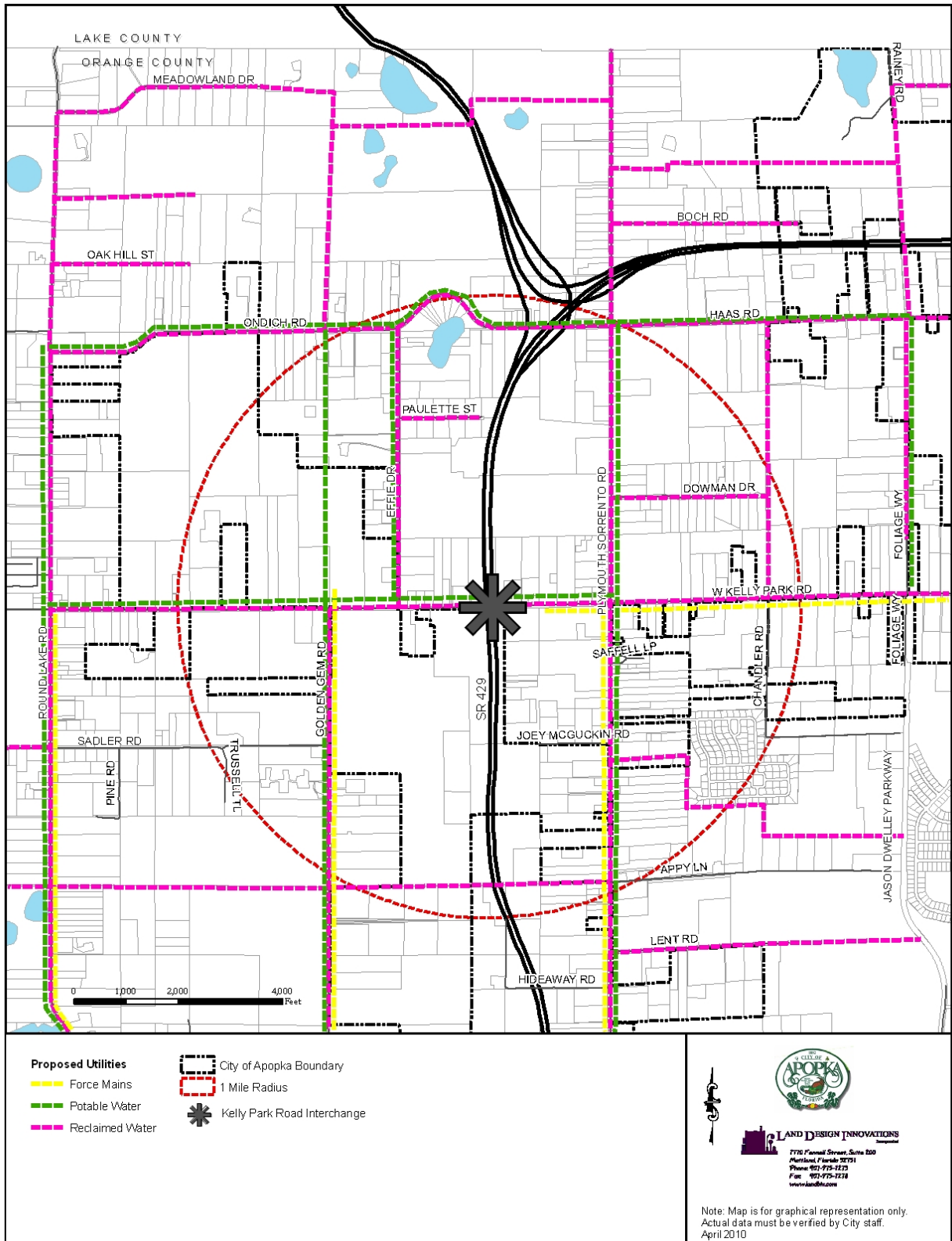
Map 17: Proposed Future Land Use Amendment Sites



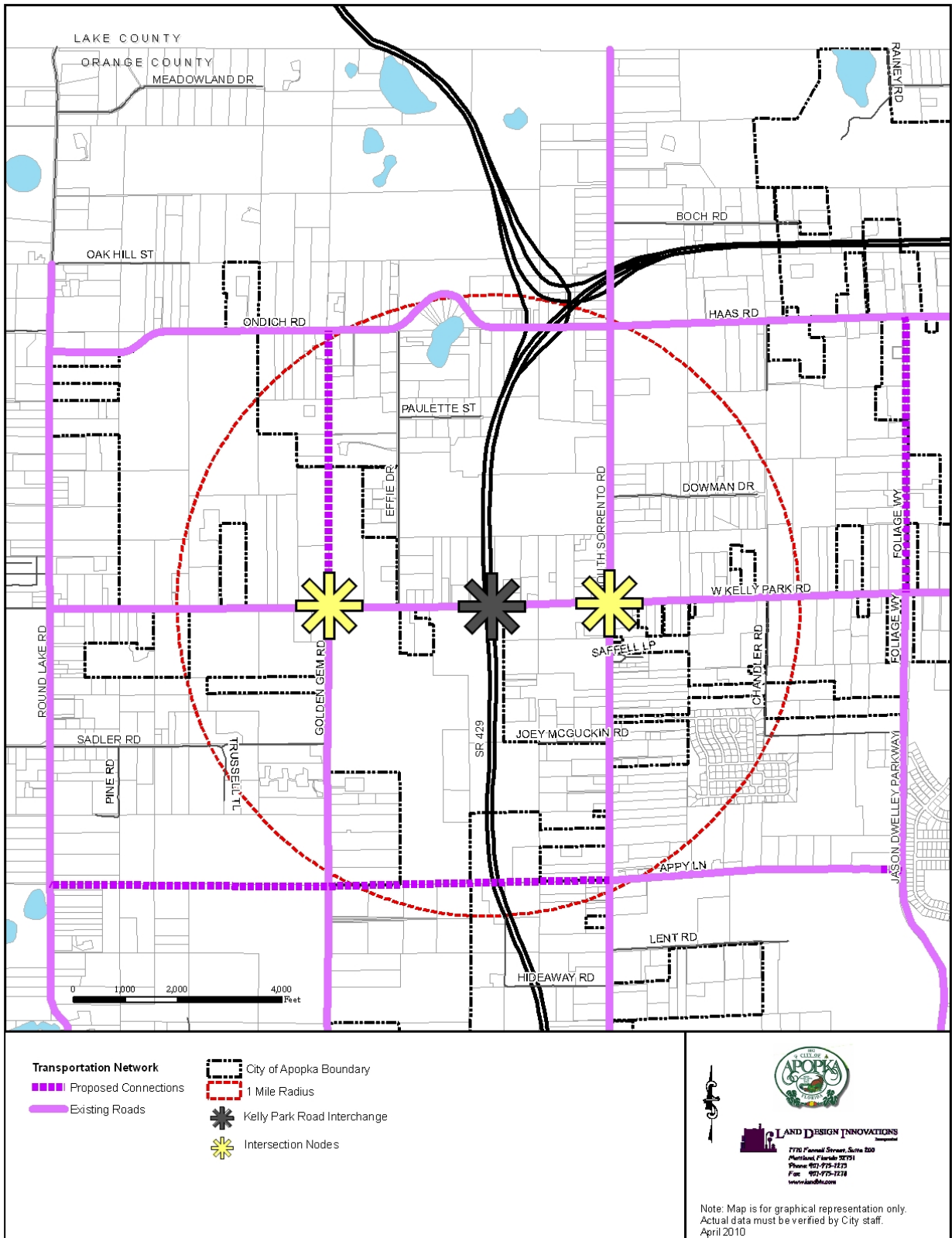
Map 18: Future Land Use Map - Citywide



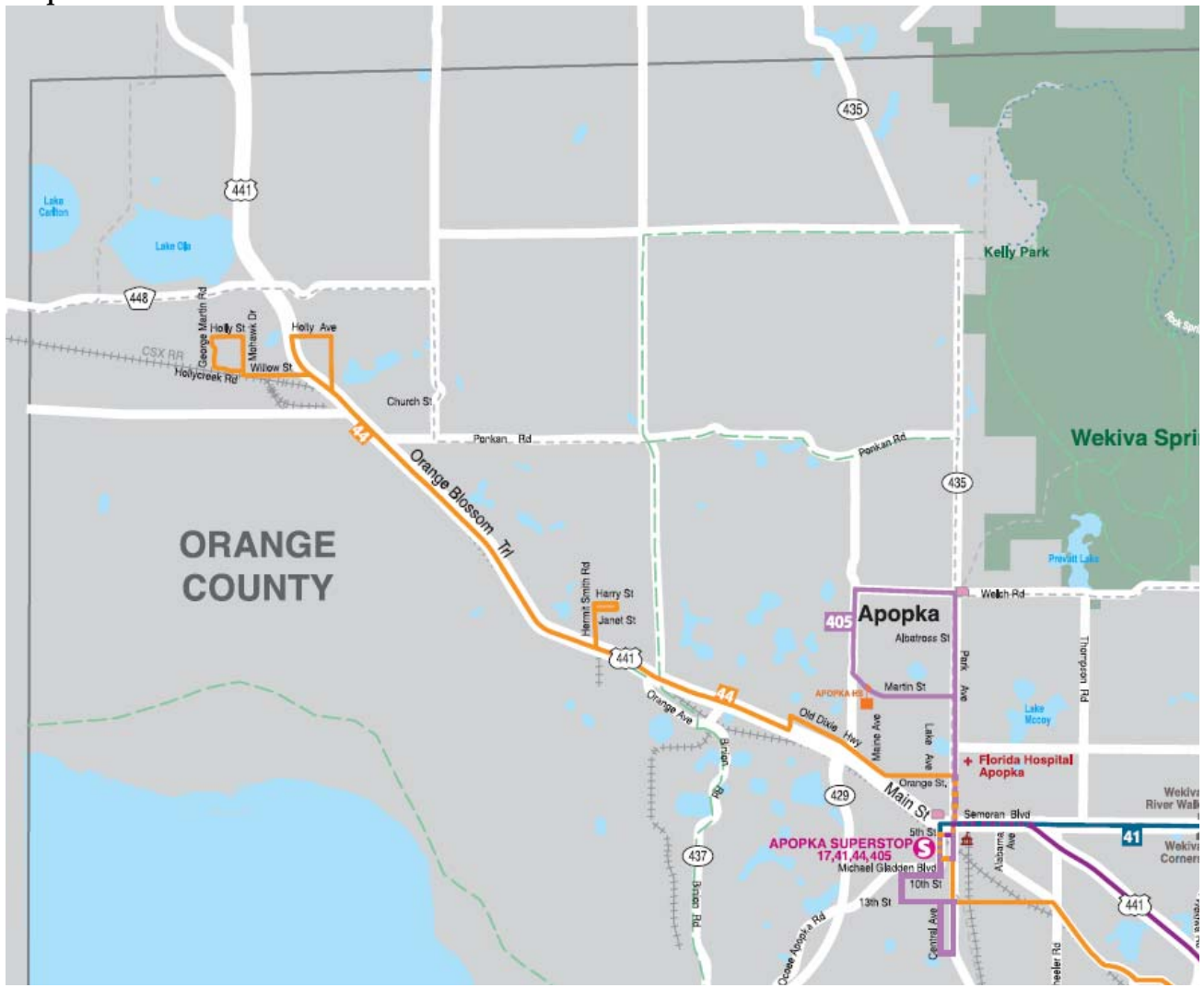
Map 19: Proposed Utilities



Map 20: Proposed Transportation Network



Map 21: Public Transit



Source: LYNX website, April 2010

IX. Appendix B – Public Workshop #1

The City of Apopka, in conjunction with Orange County, conducted a workshop on February 25, 2010 to discuss the future growth around the proposed Wekiva Parkway Interchange.

Attendance:

A total of 103 residents and business owners attended the meeting (see **Appendix B-1**). Additionally, two City Commissioners (Marilyn McQueen and Kathy Till) and one County Commissioner (Fred Brummer) attended the workshop.

Presentation:

LDI showed a PowerPoint presentation that included three major parts:

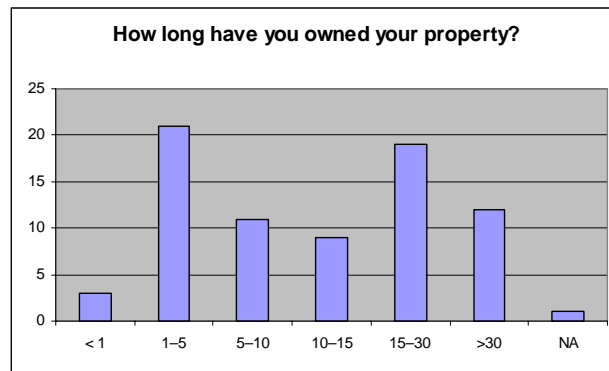
- **Introductions:** Ms. Crowe introduced all staff members present and, through key pad polling, inquired about the ownership status of those in attendance.
- **Case Studies:** Ms. Crowe showed examples of interchange areas in the Central Florida area.
- **Smart Growth:** Ms. Crowe explained the basic components of smart growth.
- **Instructions:** Ms. Crowe went over the instructions for the small group discussion.

Key Pad Polling:

The following are the results of the key pad polling:

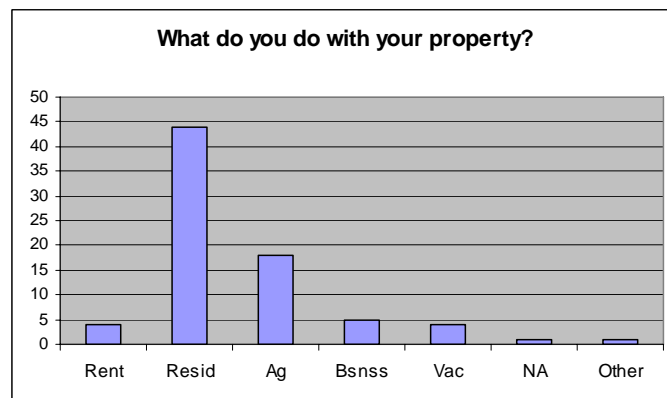
1) How long have you owned your property? (multiple choice)

Ownership	Responses	Percent
< 1	3	3.95%
1-5	21	27.63%
5-10	11	14.47%
10-15	9	11.84%
15-30	19	25.00%
>30	12	15.79%
NA	1	1.32%
Totals	76	100.00%



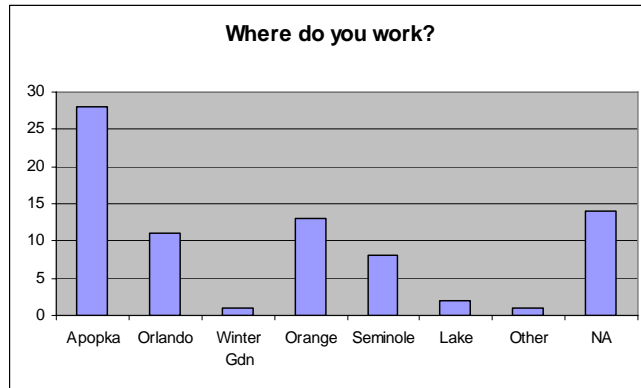
2) What do you do with your property?

Activity	Responses	Percent
Rent	4	5.19%
Residential	44	57.14%
Agriculture	18	23.38%
Business	5	6.49%
Vacant	4	5.19%
NA	1	1.30%
Other	1	1.30%
Totals	77	100.00%



3) Where do you work?

Work	Responses	Percent
Apopka	28	35.90%
Orlando	11	14.10%
Winter Gdn	1	1.28%
Orange	13	16.67%
Seminole	8	10.26%
Lake	2	2.56%
Other	1	1.28%
NA	14	17.95%
Totals	78	100.00%



Public Input:

The group was divided into smaller groups to work on base maps and depict the preferred land use scenarios for the area. Each table had a table facilitator (staff from the City, the County and LDI). The most common suggestions received included:

- Most want to plan for organized growth in the area. Only one group depicted no change and keeping rural/ agriculture character.
- Contain more intensive uses within the 1 mile boundary.
- Use concept of Village Center (most maps show on West side).
- Retail was envisioned by most on both sides of the Parkway.
- Two groups expressed a desire to keep industrial uses out of the area.
- Plan for Parks and Trails.
- Preserve certain residential areas.

Comment Forms:

Attendees were encouraged to use comment forms to submit additional comments. Approximately 25 attendees filled out comment forms.

Appendix B-1 – Public Workshop #1 Roster

Name	Address	City/State/Zip	Phone Number	E-mail
RANDI MORRIS Loretha-Sutherland	256 KENNEDY PARK 6330 Plymouth-Sorrento Rd	LAKE WOOD, FL 32714 Apopka FL 32712	407-5493565 407-886-2925	Rmorris13@CFE.com LNS-OAS@afl.net
Tim Palmer	1400 Summit Town	Dr Lakota		
MIN SUY CHA Tolly Daver	4068 Plymouth-Sorrento Rd 3311	Apopka FL 32712 Apopka FL 32712	407-886-1115 407-886-4530	
Jean Kubacka	437 W.O.B.T.	Apopka FL 32712	407-886-2777	Apopka-CADBY
Jennifer Shalton	2087 Hous Rd	Apopka FL 32712	407-884-492	JESPER@AFL.Org
Maureen Ariles Marilyn Taylor-McQueen CINDI CIOCI	5273 Pen-Sorrento Rd. 20 E Main St 5150 PHILS LANE AP	Apopka FL 32712 Apopka FL 32712 Apopka FL 32712	407-886-6077 407-582-4418 407-889-0859	
MARK FARRAR Vitor Ramos	2243 Milkyway Parkway Apopka Ridge	Apopka FL 32712 Apopka - FL	407-886-0045	CIOCI4JUSTICE@gmail.com

City of Apopka / Orange County Wekiva Parkway Interchange Plan Workshop
 WORKSHOP ROSTER Thursday, February 25, 2010

Name	Address	City/State/Zip	Phone Number	E-mail
JAN GOEBEL	120 E MAIN ST	APOPKA FL 32703	407-703-1704	1goebel@apopka.net
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Warren Wubke	2020 H225 Rd	Apopka 32712	407-292-2835	wubke@sl.rr.com
Richard Beckner	1502 Golden Pine Ct	Apopka 32712	407-889-0160	dick.beckner@sun.com
Amber Mowrey	5102 Plymouth Sorrento Rd	Apopka 32712	321-228-4108	Neverforever@msn.com
Chris Gauthier	439 W. ORT	Apopka 32712	407-889-2227	PRINCE@apopka.net
David + Jean Fimmel	3536 Ondich Rd	Apopka 32712	407-544-4144	D.Jimm@apopka.net
Niles Kunkel	P.O. Box 494	FL 32768	407 880-3221	
Seth Kunkel	3590 W Kelly Park	Apopka 32712	321-277-3769	silwight2000@gmail.com
Andi Wolf	4829 W Kelly Park	Apopka 32712	407-889-0936	
Brandon Frankford	3215 Pulte St	Apopka 32712	321-402-5547	bfrankf@bellsouth.com
Rob Brown	2490 Parkview Summit Dr	Apopka 32712	407 814 8702	robbrun@att.net
Willie Paul + the Schieffs	3443 Pawlette St.	Apopka 32712	407-889-6954	gatorknights@aol.com
STEVE HENDRICKSON	3210 LITTLE JOE CT	APOPKA 32712	407-889-7875	svh321@aol.com
KURT LIEBKNECHT	3066 ONDICH RD	APOPKA 32712	407-889-6292	
ALAN BIRD	2144 HIDDEN PINE LN	APOPKA 32712	407-889-0101	A.A.J@RINDCONNECTIONS.COM
Tom Shifon	4505 KOLB CIRCLE	APPKA 32702	384-2438	ts@apopka.net
Jose Cantero	2179 CLAPPER TRAIL	APOPKA FL 32703	407 239-4565	josepic64@aol.com
Bill Falman JR	4322 PLYMOUTH SORRENTO RD	Apopka FL 32712		
BILL FELMAN SR	4326 PLYMOUTH SORRENTO RD	APPKA FL 32712		
John JREJ	748 E. CLEVELAND	APOPKA/FL 32704	407-703-1731	JREJ@apopka.net
Stella Barnes	33505 Lake Shore Dr	Tarakes FL 32718	407-948268	
KATHY LILL	1208 EAROL HWY	APPKA FL 32712	407-484-3597	kathy@dataol.com
DeL Nixon	302 JAMES LANE	FL 32712	407-886-6661	
Joe + Cheryl Kibbeimer	2377 Honor Again Rd	Apopka FL 32712	407-884-7098	joe@jkeansukibbeimer.com
Ed Frey	1344 Start Pkwy	Lake Mary 32746	407-660-8881	del@jkeansukibbeimer.com
R. Karpale	311 LARUE RD.	LANEMARY 32746	321-703-4784	
Hatim Haroon	Harbor Ridge	APPKA	407-256-7227	h(t)-gunit@hatim.com
Jay Krueger	P.O. Box 1708	Sorrento	407-454-1597	

**City of Apopka / Orange County Wekiva Parkway Interchange Plan Workshop
WORKSHOP ROSTER Thursday, February 25, 2010**

Name	Address	City/State/Zip	Phone Number	E-mail
JASON + KAREN ANGELO	3537 KOLB PK RD	Apopka FL 32712	407 819 1907	ce@chymonsteel.com
Charles Chapman	3212 Keely A Rd	Apopka FL 32712		
Theresa Shuman	33336 ROUND LK	FL 32712		
JAMES WELBORN	4338 Ondich Rd. A	Apopka	407 523 394	jwelborn@fl.ir.com
FISH CARTER	4152 Ondich Rd	Apopka FL	407 889 7349	
Michael D Brum	2800 Breezy Meadows Rd	Apopka FL 32712	407-608-3762	mbrey@ctins.com
Jennifer M Brax	"	"	"	jmbretobrey@jeh.com
Neil Underkietz	5750 Effie Dr.	Apopka FL 32712	407-889-5750	lindamk5750@jaboo.com
JONATHAN FRENK	654 ZACHARY DR	Apopka, FL 32712	407-283-7365	jonathankfrank@emberginc.com
JAY DAVOL	CITY OF APOPKA STAFF		407-703-1718	JDAVOLL@APOPKA.NET
Jeff Wolch	5474 Effie Drive	Apopka FL 32712	407-875-3400	jwolch@citivare.com
Nancy Tom Leonard	3339 Little Sect.	Apopka FL 32712	407-886-2147	
Jeff Karas	2001 Breezy Meadows	Apopka FL 32712		
Karen Eckley	1040-25 hank trail	Apopka FL 32712		
CHRISTOPHER				
BRANDY LEMBLER	2630 GEMMAE LP	APOPKA 32712	407-660-0082	blemder@x.in.fl.com
BRADY KAROSM	3412 QUOCH RD	APOPKA 32712	407-877-0152	brad@renew.com
JIM DOMBROWSKI	1656 STEFAN COLON	APOPKA		
TOM LO	PENANG N. HIGHWAY PLANNET SERVICES	APOPKA	407 886-2322	Tom@PenangServices.com
Carol + Thomas	4951 W KELLY PK RD		407 886 6330	
Shirley Hollingsworth	6962 Lt Okie Dr	TAMPAH	407 461 6881	shirleyhollingsworth@aol.com
Jennifer Rivers	3011 Plamck Rd	Zephyrwood	407-886-8655	jqetan@col.com
MAX RIVERS	"	"	"	"
William Goff	4355 Golden Gate Rd	Apopka	407-880-702	billandmartha71@gmail.com
JACK CAVEY	PO Box 1085	Plymouth FL	407 883 319	
ED ELKES	3611 THOMPSON RD	LAKEMARY, FL 32746	407-333-3336	ELKES@MAPORNET.COM
KARISAR ELKES	3611 THOMPSON RD	LAKEMARY, FL 32746	407 333 3336	SHEKES@CFL-KK.COM
DON + DONETTE FINEY	3525 Kelly Park Rd	APOPKA, FL 32712	407-765-6547	OKbic61@aol.com
DAVID RAAS	2351 Ponkan Rd	APOPKA, FL 32712	407 844 4559	David@resdille.com
Richard Fisser	3616 W Kelly Park Rd	Apopka 32712	407 886 4696	

City of Apopka / Orange County Wekiva Parkway Interchange Plan Workshop
 WORKSHOP ROSTER Thursday, February 25, 2010

Name	Address	City/State/Zip	Phone Number	E-mail
Ellis L Hall	3715 HIDAWAY RD	Apopka FL 32715	407-894-7729	
Michelle Gomez	3025 Isabela Park Rd	Apopka FL	407-497-4646	michi915@yahoo.com
Virginia Merton	2014 Breezewood Rd	Apopka FL	407-703-5552	
Bob Zielinski	2807 Pankow Drive Dr	Apopka FL	407-884-7317	
Vickie-Mike Tyszko	3001 W Kelly Park	Apopka, FL	407-814-8818	BK117R1@APL.COM
Clark Spink	Cidway Apopka		(407) 703-1734	CSpink01@apokanet
Arienne Engell	3515 Pauline St	Apopka, FL	3310890454	adrienne.engell@apokanet.com
Phyllis Olinstead	1431 Rock Springs Rd	Apopka FL	954-559-0192	phyllis.e.olinstead.com
PANNEY WEST	3060 Hurwitz-Corwano	Apopka FL	407-290-6674	
C. M. Cuzco	4119 Kammick	IN P-FL	407-1681-4660	ChristyCuzco@aol.com
Cindy Blackwood	3435 Ondricka	Apopka	407-889-8916	Cindyandcasy@aol.com
Stacie Mercedes	3903 Ondricka	Appl	321-276-4824	stmerceds@hotmail.com
Stacy Holmes	5807 Sound Lake Rd	APK	407	JFH@JKA.com
CHUCK PINKERS	926 PEE SPRING CT	APPOKA	352-598-7697	chuckp@gea.fm.in.vt.net
Hanson Bucklew	6974 Lake Oka Dr.	TANSEMO FL	352-383-6397	hanson@gea.fm.in.vt.net
Lianne Yuen	3366 Kelly Park Rd	Apopka 32712	407-620-4011	lyy@outfl.edu
Marsha Hoff	4355 Golden Elm Rd	Apopka 32712	407-886-7081	hoffmar@outfl.edu
Joyce Craven	3827 HIDAWAY RD	APOPKA 32712	407-884-3791	
David Ray Buchan	3317 Pankow Rd	Apopka 32712	407-886-8877	buchanray@aol.com
Nathaniel Nixon	302 W James Ave	Apopka 32712	407-886-6660	nwelly@earthlink.net
Nguyen Wiseman	7114 MIRA HTG	Orlando 32835	407-843-7070	nwiseman@realitycapitl.com
Sally Stamer	6330 Plymouth Square	Apopka, FL 32712		
Juan Tapan	2717 Breezy Meadow Rd	Apopka FL 32712	407-703-4827	

X. Appendix C - Public Workshop #2

The City of Apopka, in conjunction with Orange County, conducted a second workshop on March 25, 2010 to continue the discussion regarding the future growth around the proposed Wekiva Parkway Interchange.

Attendance:

A total of 75 residents and business owners attended the meeting (see **Appendix C-1**). Additionally, one County Commissioner (Fred Brummer) and a County Planning Commissioner (Marvin Barrett) attended the workshop.

Presentation:

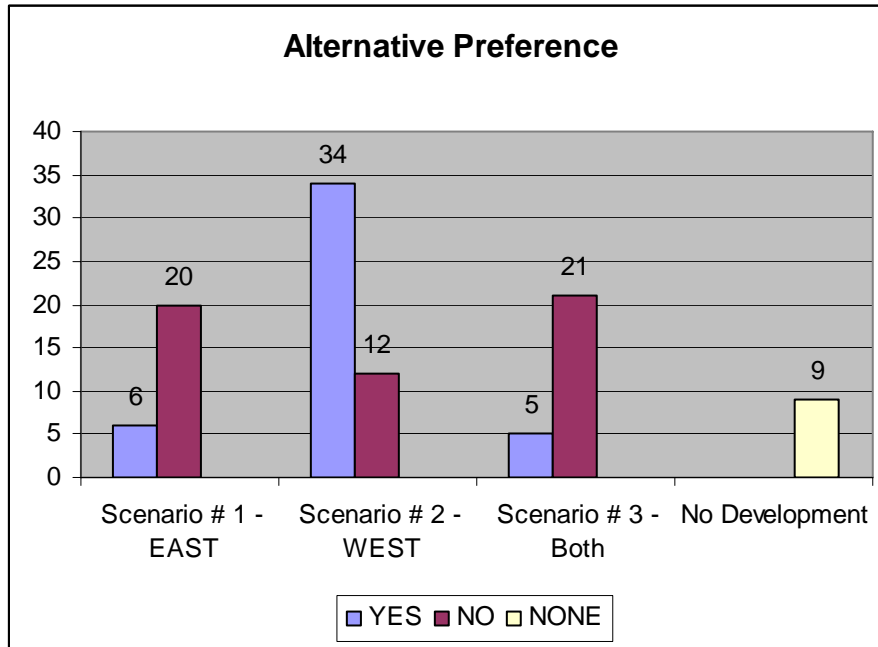
LDI showed a PowerPoint presentation that included five major parts:

- **Purpose:** Ms. Crowe introduced all staff members and public officials present, and explained the purpose of the second workshop.
- **Workshop #1 Summary:** Ms. Crowe summarized the comments received during the first workshop, held in February.
- **Alternative Scenarios:** Ms. Crowe noted that most groups recommended using the Village Center concept to manage future growth around the proposed interchange. She then showed three alternatives (based on the location of the Village Center – east, west, or both sides) and asked the public to note their preference using a comment form. Some comment forms were collected after the meeting, and attendees were offered additional subsequent submission options through fax, mail or e-mail.
- **Report Outline:** Ms. Crowe went over the required contents of the Wekiva Parkway Interchange Master Plan report.
- **Questions/Comments:** Ms. Crowe entertained questions from the public.

Alternative Scenarios:

The following are the results of the alternative scenarios polling:

- 54 Responses were received on Alternative Scenario Comment Sheets. Twenty (20) of the responses were received from participants at the Workshop, and the remainder returned through mail or fax.
- Responses ranged from participants picking several alternatives to choosing none on a single comment card.
- The following bar graph shows the majority of respondents preferred Scenario #2 with development happening on the West side of the Interchange (34 yes responses). Nine people also responded that they would prefer no development at all within the area. One Comment Sheet stated that they were for development but did not choose a preferred alternative.



Appendix C-1 – Public Workshop #2 Roster

City of Apopka / Orange County Wekiva Parkway Interchange Plan Workshop WORKSHOP ROSTER Thursday, March 25, 2010					
	Name	Address	City/Zip	Phone Number	E-mail
1	Chris Goethick	6520 Bay Dr.	Mt. Dora 32827	407-886-2727	news@apopkech.com
2	Sharon Barnett	5057 Palm Dr	Zellwood	407-886-4640	mbk0008@aol.com
3	Marvin Barrett	PO Box 194	"	7	.com
4	Mark R. Mendoza	4716 Kelly Park Rd.	Apopka FL 32712	407-884-8300	
5	HOWARD WASHINGTON	4389 MARIGOLD ISLE AVENUE	APOPKA 32712	407-884-0357	HOWARDH2006@YAHOO.COM
6	PAUL MCENROE				
7	Jose Cantero	12601 CR. 545	WINTER GARDEN, FL	34787 (407) 239-4565	josepic4@aol.com
8	JUANITANA FRENK	654 ZACHARY DE APOPKA	Apopka 32712	407-883-7365	juanithanfrank@earthlink.net
9	STEPHEN FERAN	1113 Crown Isle Cir	Apopka 32712		frappes@yahoo.com
10	Richard Belschner	1802 Goldenline Ct	Apopka FL 32712	407-471-8111	dick.belschner@sim.com
11	Willie E. Paulette Schulte	3443 Paulette St	Apopka FL 32712	407-886-6954	goderking@ntc@aol.com
12	CHARLES L-FIE	1101 AUGUSTA WAY	MAITO FL 32714	407 620278	LFIE@AVIDS.MVS
13	JOAN HOLMES				
14	Fred Brummel	205 S Rosalind	Orlando	407-636-7354	
15	SARA LARGANI	POB 1133 Apopka	FL 32704		SARA.LARGANI@g-mail.com
16	ELEASE DOUTNER	POB 137	Zellwood 32758	407-888-0931	
17	Christie M. Coughlin	4579 Kawalls Ln	W.P. FL 32792	407/681-4666	
18	Henry Baker	1060 Tuffles Ct	Apk 32712	407 703-4800	
19	STEVE BLANTON	7206 LAKE OLA DR	(FL 615) 32777	(407) 970-9295	SBLANTON@CEL.NA.COM
20	CANDI OUEL	3150 Phil Lane	Apopka 32710	407-889-0897	cicelyjustice@gmail.com

City of Apopka / Orange County Wekiva Parkway Interchange Plan Workshop
 WORKSHOP ROSTER Thursday, March 25, 2010

	Name	Address	City/Zip	Phone Number	E-mail
1	PAUL LAZARUS	6102 Round Lake	Apopka	407 886 6549	dlazarus@earthlink.net
2	JAN BOEDEL - CITY CLERK	CITY OF APOPKA			
3	Niles Mahaffey	PO Box 444	Apv	407 8803021	
4	Elton Clark	PO Box 1265	Apv	407 882 2782	
5	Mickie Mendoza	4716 Kelly Pk Rd	Apopka		VICKIEMENTJAO4.com
6	Clark Sprinkel	City of Apopka			
7	Wes Bentley	12125 Benion Rd.	Apopka 32703	407-886-1122	
8	Jodi + Tim Heeke	4208 Round Lake Rd	Apopka 32712	407-880-4534	jheeke@ch.rr.com
9	BRIAN SAUNDERS	OC PUBLIC WORKS		4078868022	BRIAN.SAUNDERS@OCFLA.GOV
10	WAYNE ANDERSON	1066 Shimmering Sand	OCOE 32761	407 292 9712	
11	LINDA ANDERSON	" "	"	"	
12	Gina Herron	409 SPARKANE	APOPKA	4078812023	Gina.Herron@nationaltruss.com
13	Neeta Patel	5600 EFFIE DR	APOPKA	407 552 5762 ext 207	
14	WINTHIA STARK	" "	"		
15	Beth Myers	2620 Plyford Rd	32712	407 889 487	
16	Carl Deann	" "	32751	407	
17	Florian L. Lord	3047 Plymouth Oaks Rd Apopka, FL	32712	407-880-0485	
18	William Duff	4355 Gallop from PA	32712	407-880-7021	
19	Heather Baker	1060 Truffels Ct	32712		heather@heatherbakergroup.com
20					

City of Apopka / Orange County Wekiva Parkway Interchange Plan Workshop
WORKSHOP ROSTER Thursday, March 25, 2010

	Name	Address	City/Zip	Phone Number	E-mail
1	MIKE MUSILO	3001 KELLY PARK CITY OF APOPKA - STAFF	32712	388-4130	
2	JAY DANOLL				
3	Key Malave -	520 S. Magnolia Av.	ORL, FL 32801	407-843-5120	rmalave@b8a-civil.com
4	Jeff Welch	5474 Effie Drive	APOPKA 32712	407-875-340	JURELHA CIVIL RECOVER-LAW.CO.M
5	Charles R Chapman	3321 W. Kelly Park Rd	Apopka 32712	407 619 1907	cc@chapman502chicks.com
6	DAVID + JEAN ENNELL	3536 Oldrich Rd	32712	407 440 5050	dJ ENNELL@aol.com
7	RICHARD FRAZIER	4648 Chandler Rd	Ap 32712	407 886 0421	
8	Mary Johnson	3603 Golden Gate Rd	32712	321-436-3134	Eishaddai Farms@hotmail.com
9	Chris Johnson	" "	" "	321-439-3956	" "
10	Mary Johnson	5831 Cooper Lane 10A	32798	407 886 4096	
11	Adrienne Engeli	3515 Powlite St	Apopka 32712	321 689 0454	adrienne_engeli@gmail.com
12	JEFF KARAY	2803 Macey Meadows	Apopka 32712		
13	Tammy Yuen	3306 Kelly Pt Rd.	Apopka 32712		jay4@ufl.edu
14	Dea Helbert	5500 Round Lake Rd	Apopka 32712		www.sas-catering.com
15	Suzanne Nered	3203 Ditch Rd	" "	321 274 4324	themercedsch@hotmail.com
16	ANNA	1605 Tanagerville Rd	Orlando	32765	
17	Christie Bled	PO Box 22	Tangerine FL	32777	Kittybreds@hotmail.com
18					
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**City of Apopka / Orange County Wekiva Parkway Interchange Plan Workshop
WORKSHOP ROSTER Thursday, March 25, 2010**

	Name	Address	City/Zip	Phone Number	E-mail
1	Bobt Lois Brown	6014 Plymouth Sorrento Rd	Apopka 32712	407-880-3083	
2	TAMARA SOUTHWELL	3125 ONDICHKID	" "	407 889 0059	RAVELL-ROD11@AOL.COM @DYNATEC.COM
3	Becky Wade	5119 Mt. Plymouth Rd	Apopka 32712	401-889-4306	Becky.wade.123@hotmail.com
4	Tom Stogomas	401 W. Kelly Park Rd	Apopka 32712	352 208 3850	fjstet38@gmail.com
5	ANNETTE ELKEN PECK	1980 LAKE FRANCIS DR	APOPKA 32712	407-886-7573	KUP@THEPECK.NET.COM
6	Michelle Cormac	3025 W. Kelly Park Rd	Apopka 32712	407-497-4046	mich875@worldnet.att.net
7	CHUCK & TAM PHILLIPS	926 RIDGE SPRING CT	APOPKA 32712	407-880-7474	chuck@6e.net
8	MICHAEL TIMSKER NAW	3013 KELLY PARK RD	APOPKA 32712	407 884 9864	MJ.MILK12@CS.LC.M
9	DAVID MARE M. IAN	3405 Roundtable	Zellwood 32758	407 358 9697	Smokand55@yahoo.com
10	Kent Greer	4622 Kelly Park Ln	Apopka 32712	407 342 2784	DrKent6@6mail.com
11	VERBELE NIELSEN SWANSON	201 N. PARK AVE	APOPKA 32703	407 887-1001	VERBELE.NIELSEN-SWANSON@FLHOSP.ORG
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City of Apopka / Orange County Wekiva Parkway Interchange Plan Workshop
WORKSHOP ROSTER Thursday, March 25, 2010

	Name	Address	City/Zip	Phone Number	E-mail
1	MATTHEW WEST	1349 S. INT'L PKWY SUITE 2441	LAKE MARY, FL	407-660-8831	matw@wekiva.org.com
2	<i>Robertson</i>	3537 Kelly Park Rd	Apopka FL		
3	Richard & Shirley Risse	3620 Kelly Park Rd	Apopka	407-886-4096	shirleyr@apok.com
4	Michelle Vaitich	Orlando	Orlando	407-690-5000	
5	Leah Blanchard	5385 Round Lake Rd	Apopka, FL	407-242-8937	ABSOLUTEMAGE Hughes, net
6	Bill Blanchard	"	"	"	
7	De Kishemer	2377 Home Agan Rd	Apopka, FL 32710		jd@jkkconsultingllc.com
8	ARANA NUTTER	2523 W. Kelly Park	Apopka FL 32712	407-886-0238	JIFFYHORSE@AOL.COM
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City of Apopka / Orange County Wekiva Parkway Interchange Plan Workshop WORKSHOP ROSTER Thursday, March 25, 2010					
	Name	Address	City/Zip	Phone Number	E-mail
1	Joe Scarpine	5378 Round Lk Rd	Apopka 32712	407-889-7701	j.scarpine@mindspring.ca
2	Rob Brown	2490 Poncha Summit	Apopka 32712	407-841-8702	
3	Rosa Lee Ondich	3811 Laughlin Rd. 32798	2211wood 32798	407-886-8023	rondich@gmail.com
4	Brandon Frankfield	3515 Paulette St	Apopka 32712	321 402 8897	bfrankfield@gmail.com
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**City of Apopka / Orange County Wekiva Parkway Interchange Plan Workshop
WORKSHOP ROSTER Thursday, March 25, 2010**

	Name	Address	City/Zip	Phone Number	E-mail
1	Tom Ricketts	P.O. Box 580	Apopka 32704	407-886-2777	
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**City of Apopka / Orange County Wekiva Parkway Interchange Plan Workshop
WORKSHOP ROSTER Thursday, March 25, 2010**

	Name	Address	City/Zip	Phone Number	E-mail
1	James Welborn	4338 Ondich Rd.	Apopka 37204	352-394-6666	delbora@e-fl.com
2	William Colborne	3509 Kelly Road	Apopka 32712	407-222-9233	
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XI. Appendix D- City of Apopka/Orange County Proposed Public Schools Memorandum of Understanding

This document prepared by:
Tyrone K. Smith, MPA.
445 W. Amelia Street
Orlando, Florida 32801

MEMORANDUM OF UNDERSTANDING

THIS MEMORANDUM OF UNDERSTANDING is made and entered into by and among the **Orange County School Board**, a corporate body existing under the constitution and laws of the State of Florida, whose address is 445 West Amelia Avenue, Orlando, Florida 32801 (hereinafter, "OCSB"), and the **City of Apopka** a municipal corporation existing under the laws of the State of Florida and whose address is 120 East Main Street, Apopka Florida 32703 (hereinafter, the "City").

WITNESSETH:

WHEREAS, the City has annexed various properties (Exhibit A) into the City limits (hereinafter, the "Properties"); and

WHEREAS, the City seeks to change the land use designations of the Properties from the Orange County land use designations to the appropriate City land use designations; and

WHEREAS, the City land use designations allow for residential zoning districts to be established in the future upon the Properties with potentially higher residential densities; and

WHEREAS, OCSB wishes to memorialize the obligations existing upon the City, per State laws and local agreement, to work with OCSB to ensure that the impact of any future residential development on the Properties is mitigated,

NOW THEREFORE, OCSB and the City hereby acknowledge and declare the following:

1. The City represents that there are no currently pending applications for residential development upon the Properties..
2. The City acknowledges that any future development of the Properties will require a rezoning or some further development approval of the Properties.
3. The City understands and anticipates that any development application, including without limitation a rezoning or other development application, which would allow development of more than a "*de minimus*" (as that term is defined in the 2008 Amended Interlocal Agreement for Public School Facility Planning and Implementation of Concurrency dated December 4, 2008, executed by the parties hereto) number of residential units on the Properties shall require the City and the developer to work with the OCSB to address the

impacts of such residential development on local schools.

4. The City acknowledges that it will provide notification from City staff to OCSB staff of any development application submitted for the Properties, pursuant to the 2008 Amended Interlocal Agreement for Public School Facility Planning and Implementation of Concurrency dated December 4, 2008 (the "Interlocal Agreement").
5. The City & OCSB acknowledge that the Interlocal Agreement includes certain requirements for analysis and mitigation of impacts related to proposed comprehensive plan amendments involving increases in residential density. The parties affirms and acknowledges that this Agreement is not intended to be contrary to the terms of the Interlocal Agreement. Each party hereto affirms and acknowledges that through the execution of this Agreement by the other party, neither party is in any way in default of the Interlocal Agreement.
6. The City understands that School Concurrency Management is effective. Execution of this Memorandum of Understanding does not exempt or vest the Properties from School Concurrency Management.
7. The City understands that OCSB intends to record this Memorandum of Understanding in the Official Records of Orange County and that this Memorandum of Understanding will run with the Properties.
8. This Agreement is intended to inure to the exclusive benefit of the signatories and any benefit to third parties is neither expressly nor implicitly created herein.

Any notices which may be permitted or required hereunder shall be in writing and shall be deemed to have been duly given as of the date and time the same are received at the addressee's address whether same are personally delivered, transmitted electronically mailed by United States Postal Service, postage prepaid by registered or certified mail, return receipt requested, delivered by Federal Express or other overnight delivery service from which a receipt may be obtained, and addressed as follows:

School Board:	The School Board of Orange County, Florida 445 West Amelia Street Orlando, FL 32801 Attn: Superintendent Telephone: (407) 317-3202 (for verification of telecopy only) Telecopier: (407) 317-3401
With a copy to:	Office of Planning & Governmental Relations Orange County Public Schools 445 W. Amelia Street, 3 rd Floor Orlando, FL 32801 Attn: Senior Manager-Planning Telephone: (407) 317-3974 (for verification of telecopy only) Telecopier (407) 317-3263
City:	City of Apopka, Florida 120 East Main Street, Apopka, Florida 32703

Attn: Chief Administrative Officer
Telephone: (407) 703-1750 (for verification of telecopy only)
Telecopier: (407) 703-1848

With a copy to:

City of Apopka Community Development Department
120 East Main Street, 2nd Floor
Apopka, Florida 32703
Attn: Community Development Director
Telephone: (407)703-1739 (for verification of telecopy only)
Telecopier: (407)703-1791

Or to such other address as any party hereto shall from time to time designate to the other party by notice in writing as herein provided.

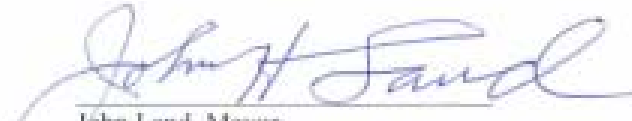
[SIGNATURES ON NEXT PAGE]

IN WITNESS WHEREOF, the City and the OCSB have hereunto caused these presents to be executed the days and year indicated below:

CITY OF APOPKA, FLORIDA

Attest:

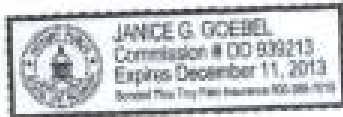

Janice Goebel, City Clerk


John Land, Mayor

STATE OF FLORIDA)
COUNTY OF ORANGE)

APPROVED BY APOPKA CITY COUNCIL
ON May 19, 2010

The foregoing instrument was acknowledged before me this 28th day of May, 2010, by JOHN H. LAND, as MAYOR of the City of Apopka, on behalf of said municipality. He/She is personally known to me or has produced _____ as identification.




Signature of Notary Public

JANICE G. GOEBEL
Printed Name of Notary Public

Notary Public, State of Florida

Commission No.: DD 939213
My Commission Expires: 12-11-2013

APPROVED AS TO FORM AND LEGALITY
for the use and reliance of the
City of Apopka, Florida, only.

6/22, 2010


City Attorney

[Orange County School Board Signature Page for Memorandum of Understanding]

WITNESSES: THE SCHOOL BOARD OF ORANGE
COUNTY, FLORIDA, a body corporate Existing under the Constitution and laws of the State of
Florida

By: _____
Joie Cadle, Chairman

Attest: _____
Ronald Blocker, as its Secretary and Superintendent

Date: _____

Date: _____

Approved as to Form and Legality By General
Counsel to the School Board of Orange
County, Florida exclusively for its use and
reliance

Frank Kruppenbacher
General Counsel

Date: _____

STATE OF FLORIDA)
COUNTY OF ORANGE)

The foregoing instrument was acknowledged before me this ____ day of _____, 2010, by **Jole Cadle**, as Chairman of THE SCHOOL BOARD OF ORANGE COUNTY, FLORIDA, a body corporate existing under the Constitution and laws of the State of Florida. She is personally known to me or has produced a driver's license as identification.

Notary Public

(NOTARY SEAL)

Print or Type Name Serial Number: My Commission Expires:

STATE OF FLORIDA)
COUNTY OF ORANGE)

The foregoing instrument was acknowledged before me this ____ day of _____, 2010 by **Ronald Blocker**, as Superintendent of THE SCHOOL BOARD OF ORANGE COUNTY, FLORIDA, a body corporate existing under the Constitution and laws of the State of Florida. He is personally known to me or has produced a driver's license as identification.

Notary Public

(NOTARY SEAL)

Print or Type Name Serial Number: My Commission Expires:

Exhibit "A"
List of Annexed Properties

ID	Name	Size	Section	Township	Range	Subdivision	Block	Lot
1	Billy E. Fleming	18.17	02	20	27	0000	00	006, 036
2	Cristan Properties, Inc.	40.74	11	20	27	0000	00	008
3	Project Orlando, LLC	75.9	11	20	27	0000	00	003
4	Hal D. Cornell Jr., Jerome L. Hutching & Thompson Swartz	30.18	11	20	27	0000	00	012, 050, 6135-00-012
5	Ronald J. & Lisa A. Raboud	25.73	11	20	27	6135	00	010, 013
6	Always Growing Trees, Inc.	20.07	11	20	27	0000	00	054
7	Ward Family Partners, Ltd.	61	12	20	27	0000	00	060
8	Barry Grimm	19.02	12	20	27	0000	00	014, 092
9	Kenneth W. & Harvey L. Morris	29.57	06	20	28	0000	00	028, 030, 044, 062
10	Jung Lee	10.53	06	20	28	0000	00	036
11	T O Mahaffey Jr.	32.52	06	20	28	0000	00	015, 059
12	Manuel Diaz	19.98	07	20	28	0000	00	053
13	Nancy B. & R. A. Foster	12.44	07	20	28	0000	00	026, 027
14	Scott S. & Nancy R. Hines	9.15	07	20	28	0000	00	028, 056
15	James F., Jaqueline E. & Linda D. King	18.5	05	20	28	0000	00	004, 018, 030, 038
16	William A. Fellingham	1.21	05	20	28	0000	00	020
17	Mary E. Shannon	15.61	05	20	28	0000	00	022, 041
18	TIITF	14.1	05	20	28	0476	00	040, 037
19	TIITF	22.06	05	20	28	0476	00	010, 091
20	Patricia Bartlet	3.69	05	20	28	0476	00	090
21	St. John's River Water Management District, Orange County BCC	83.08	04	20	28	0000	00	005
22	TIITF	183.5	04	20	28	0000	00	007
23	St. John's River Water Management District, Orange County BCC	232.99	04	20	28	0000	00	004
24	Board of TR of the Internal Improvement Trust of the State of Fl	6.3	04	20	28	0000	00	006
25	JJL Properties, Inc.	7.14	05	20	28	0476	00	180
26	TIITF	192.1	08	20	28	0000	00	047
27	TIITF	152.57	08	20	28	0000	00	013
28	Orange County BCC	40	08	20	28	0000	00	007
29	David & Sue Hill	4.33	09	20	28	0000	00	009, 015
30	DRK, Inc.	4.05	09	20	28	0000	00	013

Exhibit "A"
List of Annexed Properties

ID	Name	Size	Section	Township	Range	Subdivision	Block	Lot
31	J & L Gardenias	1.99	09	20	28	0000	00	025
32	J & L Gardenias	13.21	09	20	28	0000	00	004, 011
33	Ricky T. & Karen L. Nelson	7.28	09	20	28	7608	00	040
34	Robert T. & Joyce A. Ayers	9.88	09	20	28	7608	00	050
35	Romeo Flaquer	19.8	09	20	28	7608	00	121, 131, 132
36	Jared D. Dickey	0.92	09	20	28	7608	00	122
37	Paul & Gloria Hampton	9.9	09	20	28	7608	00	270
38	Rochelle Holdings XIII, LLC	204.98	13	20	27	0000	00	023
39	Richard J. & Shirley R. Risser	20.39	13	20	27	0000	00	026, 061
40	Cantero Holdings, LLC	81.97	24	20	27	0000	00	097, 098, 100, 101, 102, 103, 104, 105
43	Kager Life Estate	9.67	13	20	27	0000	00	002, 063
44	Private Resident	2.43	07	20	28	0000	00	064
45	A.K. Nursery	8.12	18	20	28	0000	00	036, 122
46	Richard & Monica Poorbaugh	14.63	07	20	28	0000	00	008, 041
47	Phillip O. Whigham	1.83	18	20	28	0000	00	086
48	Lee Kyun & Myung Ja Lee	6.06	08	20	28	0000	00	037
49	Donald S. Smithers	6.14	17	20	28	0000	00	018
50	James & Barbara Iardi	9.79	16	20	28	0000	00	003, 032
51	Larry P. & Therese A. Smyntek	9.8	16	20	28	0000	00	004
52	Roy Jr. & Patricia A. Valdez	9.41	13	20	27	0000	00	035
53	James C. Jr. & Arlyce E. Andrews	5.57	18	20	28	0000	00	100
54	Angela & Lazaro Rodriguez	5.56	18	20	28	0000	00	020
55	George A. & Moana B. Hinde	5.56	18	20	28	0000	00	029
56	Project Orlando, LLC	10.01	18	20	28	0000	00	046, 047
57	Hang Ju & Yuon Chon	4.77	18	20	28	0000	00	040
58	Rock Springs Ridge, Ltd.	10.58	18	20	28	0000	00	055, 132
59	Horacio & Anita Servin	10.54	18	20	28	0000	00	057
60	Phillip A. & Peggy A. Dionne	5.06	18	20	28	0000	00	053 (South 1/2)
61	Christopher C. Johnson	10	24	20	27	0000	00	099
62	Terry L. Dale	10	24	20	27	0000	00	108
63	Project Orlando, LLC	23.43	24	20	27	0000	00	005, 076
64	New Rochelle Holding, LLC	2.23	24	20	27	0000	00	012

Exhibit "A"
List of Annexed Properties

ID	Name	Size	Section	Township	Range	Subdivision	Block	Lot
70	Miller Investent & Property Management, Inc.	8.38	28	20	28	0000	00	045
71	Pamela R. Garn	0.5	30	20	28	0484	00	103
72	Florence Matcovich Life Estate	0.5	30	20	28	0484	00	104
73	Terrance T. & Carolyn M. Rogers	0.5	30	20	28	0484	00	105
74	David W. Waters	4.34	36	20	27	0000	00	059
75	Walter & Kristin Svenson	0.55	36	20	27	0000	00	106
76	John W. & Grace D. Johnson	2.52	36	20	27	0000	00	051
77	City of Apopka	10.07	36	20	27	0000	00	102
78	Reinaldo Rivera & Linda Garcia	2.21	06	21	28	7172	15	141
79	Rock Springs Estates, LLC	14.4	33	20	28	0000	00	015
80	Jesus & Irene Arredondo	5.5	28	20	28	0000	00	039
81	Edgell, LLC	4.95	27	20	28	0000	00	081
83	Norman E. Sawyer	0.52	33	20	28	0000	00	053
84	William D. Long and Frank D. Scott	1.52	35	20	27	0000	00	046
85	Orange Blossom RV Resort, LLC	10.38	36	20	27	0000	00	020
86	Dora Landscaping Company	1.66	02	21	27	0000	00	011
87	RRP Properties, LLC	5.29	01	21	27	0000	00	028
88	Eagles Landing at Ocoee, Inc.	3.33	12	21	27	0000	00	021
89	AH2 Group, LLC	0.09	06	21	28	7177	00	090 (partial)
90	Small Bay Partners, LLC	0.13	06	21	28	7177	00	111 (partial)
91	Land Trust Service Corp. Trust	0.3	06	21	28	4744	00	140
92	RR Tropical Investments Group IV, Inc.	10.25	07	21	28	0000	00	031
94	Teresita Robb	5	14	21	28	0000	00	005
95	Leonard H. Bass	0.34	11	21	28	2840	00	230
96	Jon A. & Terrie Diesbourg	1.06	12	21	28	6896	00	181
97	Philip R. & Diana L. Barnett	0.62	18	21	28	0000	00	053
98	Khawaja Masood & Asad Faruqui	2.34	15	21	28	0000	00	095, 096
99	New Covenant Perfecting Ministries, Inc.	6.69	15	21	28	0000	00	113
100	Americao & Theresa Fascetti	5.65	13	21	28	5300	01	120
101	Jeff P. & Joeseeph E. Ball	6.23	13	21	28	0000	00	030
102	David L. Potopas	1.71	24	21	28	0000	00	033
103	Ralph M. Yacobian	33.71	20	21	28	0000	00	007
104	Francis X. Jr. & Cathy C. Heidrich	21.59	20	21	28	0000	00	009

Exhibit "A"
List of Annexed Properties

ID	Name	Size	Section	Township	Range	Subdivision	Block	Lot
105	David F. & Michelle P. Leon	17.85	19	21	28	0000	00	005
106	James S. & Barbara Iardi	5.53	20	21	28	0000	00	027
107	James S. & Barbara Iardi	4.37	20	21	28	0000	00	027
108	Beverly Safier	1.07	22	21	28	0000	00	190
109	HCH Development, LLC	1.18	22	21	28	0000	00	068 (partial)
110	Cayetano R. & Cristeta M. Cruzada	19.93	11	20	27	0000	00	011
111	Joeseeph D. III & Donna L. Cox	8.11	05	20	28	0000	00	032
112	William M. Duval Trust	2.59	24	20	27	0000	00	109
113	Reginald & Barbara Stonecypher	2.48	30	20	28	0637	00	050
116	Rock Springs Ridge, Ltd.	0.45	18	20	28	0000	00	059 (partial)
119	List Plymouth, LLC	3.95	06	21	28	7172	01	381
120	C & G at Sandpiper, Inc.	59.12	03	21	28	0000	00	015, 022, 023, 046, 047, 072, 073, 119
121	John & Grace Johnson	0.15	36	20	27	0000	00	107
122	SKH Group, Inc.	16.79	14	20	27	0000	00	024
123	Kent & Annie Greer	39.14	14	20	27	0000	00	005, 021, 084
124	Sun Ovation Land Development, LLC	2.86	06	21	28	7172	02	013, 014
125	Jacob & Roberta Wright	3.2	07	21	28	0000	00	025
126	Timothy Strickland	19.79	02	21	27	0000	00	003
127	Duane & Tesha Daniels	7.32	06	21	28	0000	00	005, 059, 060
128	Carter Land Development, LLC	1	06	21	28	7180	01	100
129	David Camacho	0.19	18	21	28	0000	00	070
130	Brewster & Sharon Bray	0.46	04	21	28	4836	00	672
131	Joseph & Anne Canavan	0.72	04	21	28	4836	00	701
132	Rowland, Newman & Crane	1.11	09	21	28	5900	05	010, 030, 160
133	Amy Pyle	4.82	07	21	28	0000	00	017
134	Daniel Sanders & Florence Sheppard	4.77	29	20	28	0000	00	034
135	Timothy & Diane Blalock	2.33	30	20	28	0484	00	163
136	Ester Boyd	0.24	09	21	28	7552	01	100
137	Kathleen De Verville	2.58	18	20	28	0000	00	010
138	Project Orlando, LLC	5.09	18	20	28	0000	00	065
139	Michael & Gloria Kerlin	14.52	18	20	28	0000	00	003, 011, 128
140	Midwest Enterprises & Development, LLC	5.55	18	20	28	0000	00	101, 107, 120
141	Kenney Murray	0.58	13	21	28	0550	00	150

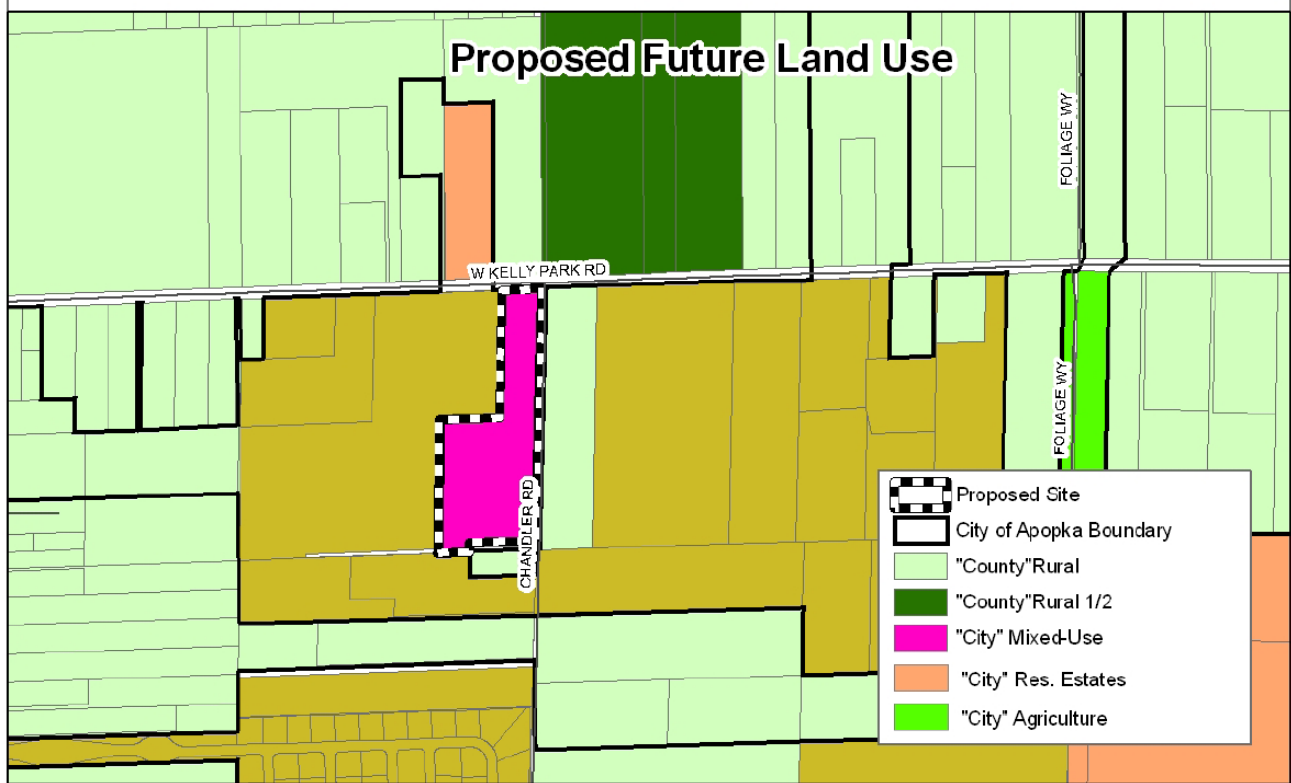
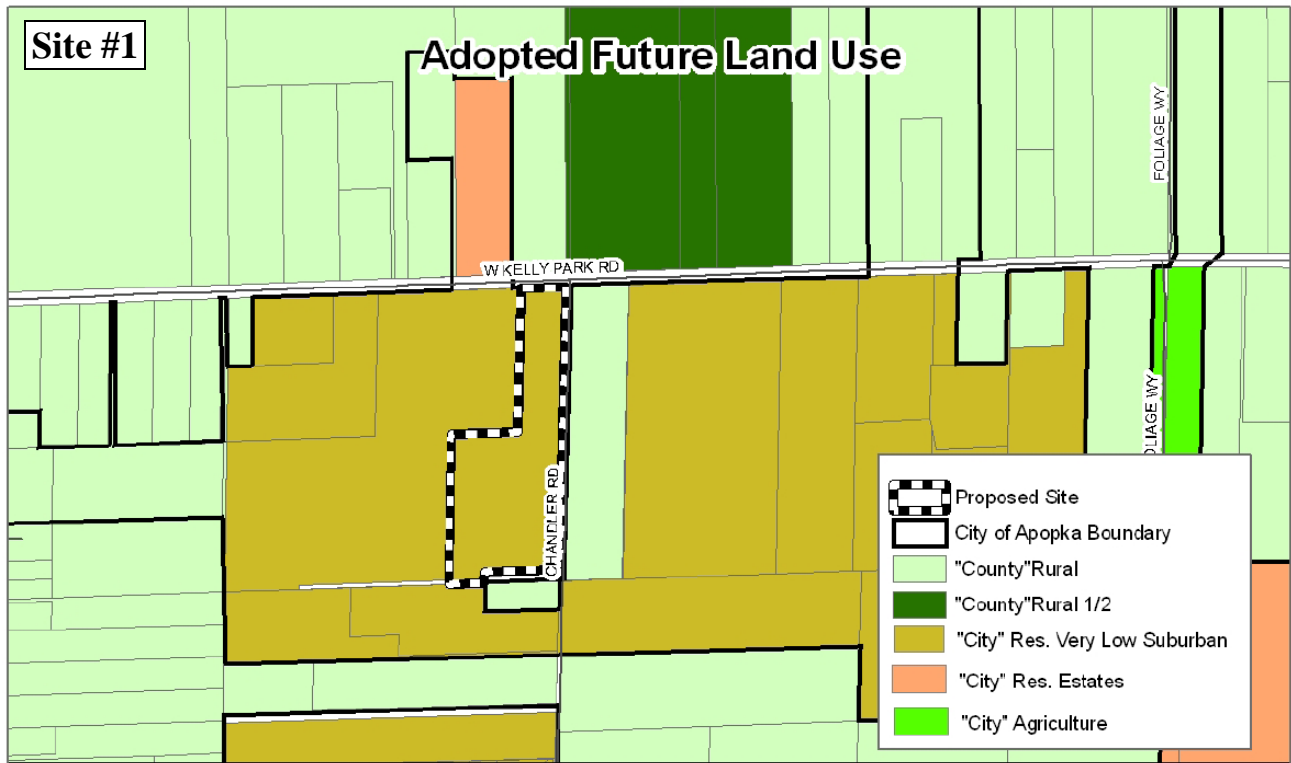
Exhibit "A"
List of Annexed Properties

ID	Name	Size	Section	Township	Range	Subdivision	Block	Lot
142	Brian David Anderson & Christian A. Anderson	3.16	10	21	28	8652	10	011
143	Darren & Rhonda Paulk	0.09	15	21	28	7048	01	240
144	D. Arthur & Louise Mullin Yergey	50.7	21	21	28	0000	00	024, 025
145	Ponkin Road Property, LLC	18.07	25	20	27	0000	00	003, 030, 30-20-28-0000-00-005
146	John E. & Elizabeth A. Long	1.47	13	21	28	0548	00	102
147	Stelly-Hoven, Inc.	9	22	21	28	0000	00	066
148	John E. Peine	5.67	23	21	28	0000	00	032, 033, 081
149	Chester S. & Barbara H. Peckett, Peckett Family Trust	19.8	11	20	27	0000	00	032, 043, 031, 052
151	Renuka D. Prasad	3.35	01	21	27	0000	00	037
152	Vanessa Torres & Rusty Sierra	0.38	03	21	28	0000	00	077
153	Helen Ann Beam Trust	16.34	03	21	28	0000	00	026
154	Roy Lee McCray	0.17	09	21	28	0197	10	042
155	Jimmy D. Howard Sr. & Frances M. Howard	0.77	09	21	28	0197	10	049
156	Randall T. Hase	0.44	02	21	28	8308	00	097
157	Donald K. Peck	0.73	02	21	28	8308	00	044
158	Madline Bucci & Vincent Collins	1.08	13	21	28	0548	00	081
159	Rockwood Groves, Inc.	243.65	05	20	28	0000	00	006
160	Antonio & Eva Arias	3.31	30	21	28	0152	00	122
161	Project Orlando, LLC	101.21	13	20	27	0000	00	005, 032
162	Nelson Apopka, Ltd.	41.2	22	21	28	0000	00	079, 081, 082, 105, 109, 122
163	Emerson Point Associates	35.51	17	21	28	0000	00	029 (partial)
164	City of Apopka	102.78	24	20	27	0000	00	003, 017
165	Robin D. Kirkland	4.23	09	20	28	0000	00	028
166	ST II LLC	29.22	11	20	27	0000	00	042, 057
167	Lincoln Corn Farms I, LLC	95.33	11	20	27	0000	00	013
168	Project Orlando, LLC	20.37	11	20	27	0000	00	036
169	Project Orlando, LLC	15.56	11	20	27	0000	00	030
A	City of Apopka	7.84	10	21	28	0	0	063 & 066
B	City of Apopka	11.31	10	21	28	8652	0	20

Exhibit "A"
List of Annexed Properties

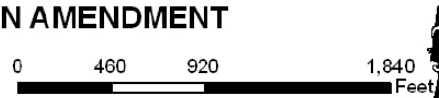
ID	Name	Size	Section	Township	Range	Subdivision	Block	Lot
C	City of Apopka	12.81	15	21	28	0	0	001 & 6756-00-191
D	Little Brownie Properties, Inc.	16.72	15	21	28	0	0	077 & 078
E	George A. Swanson Estate	30.23	24	21	28	0	0	002, 049 & 083
F	Bae Sung Ok	4.83	07	20	28	0000	00	047
G	Barnes J Glenn	23.83	18	20	28	0000	00	016
H	Frazier William Life Est.	5	18	20	28	0000	00	027
I	Russell Peter Tr	2.47	18	20	28	0000	00	002

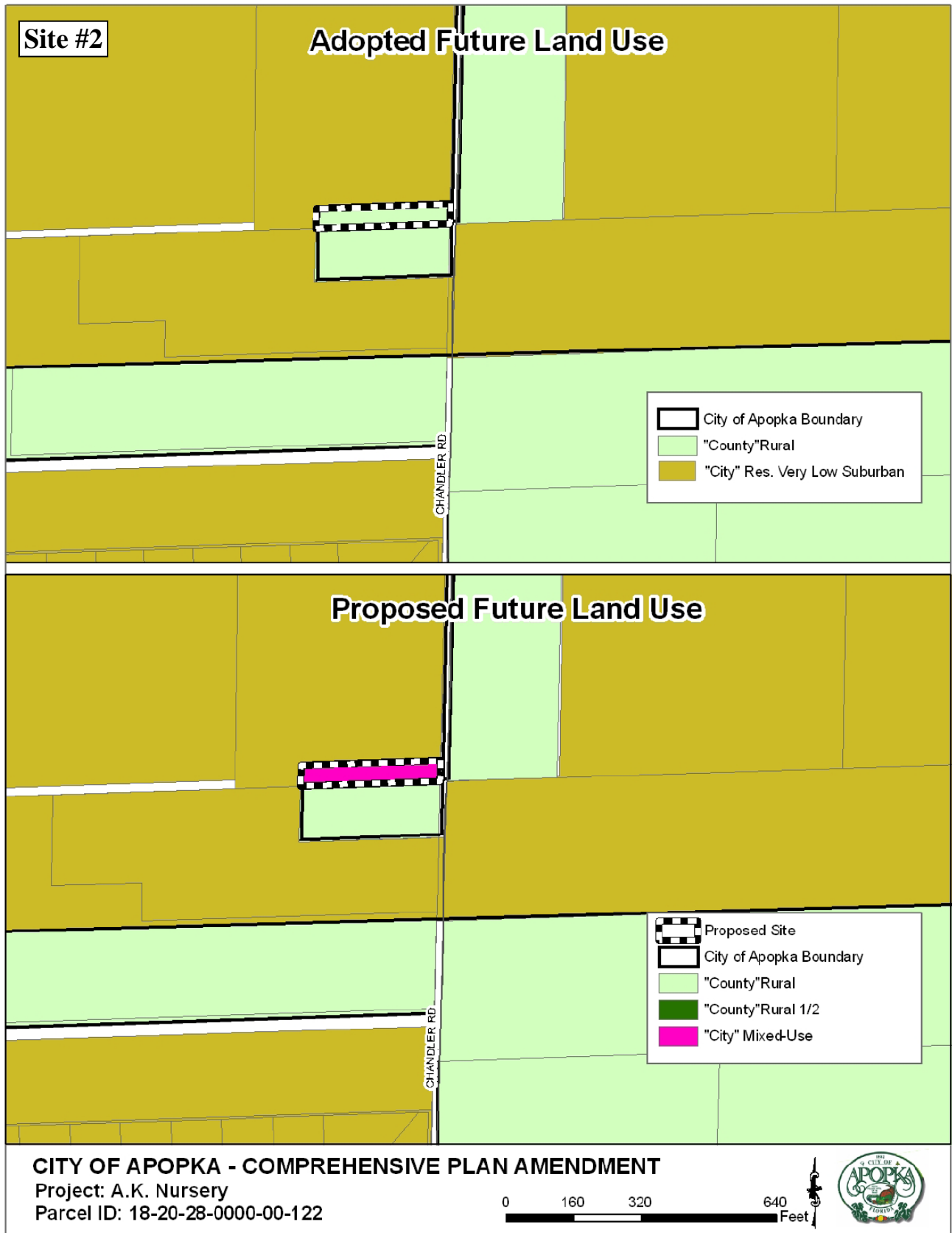
XII. Appendix E- Land Use Maps for Subject Sites

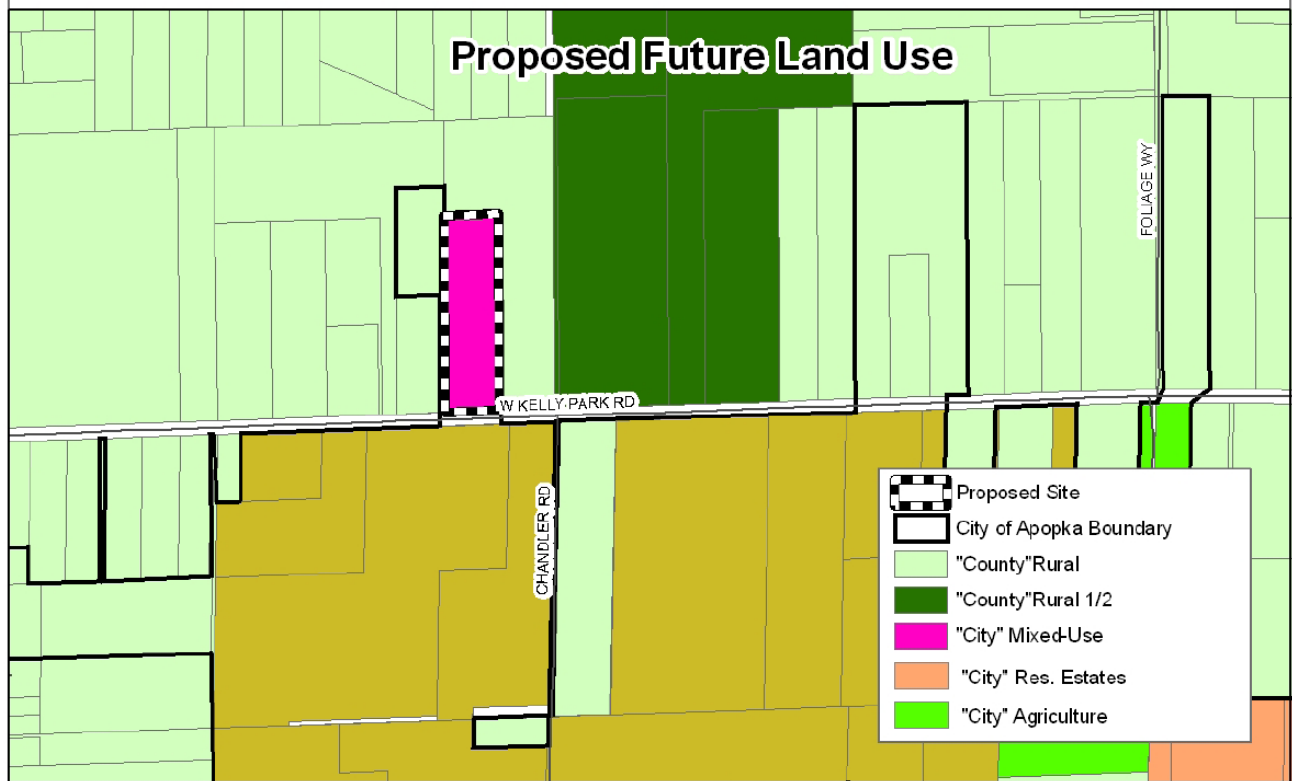
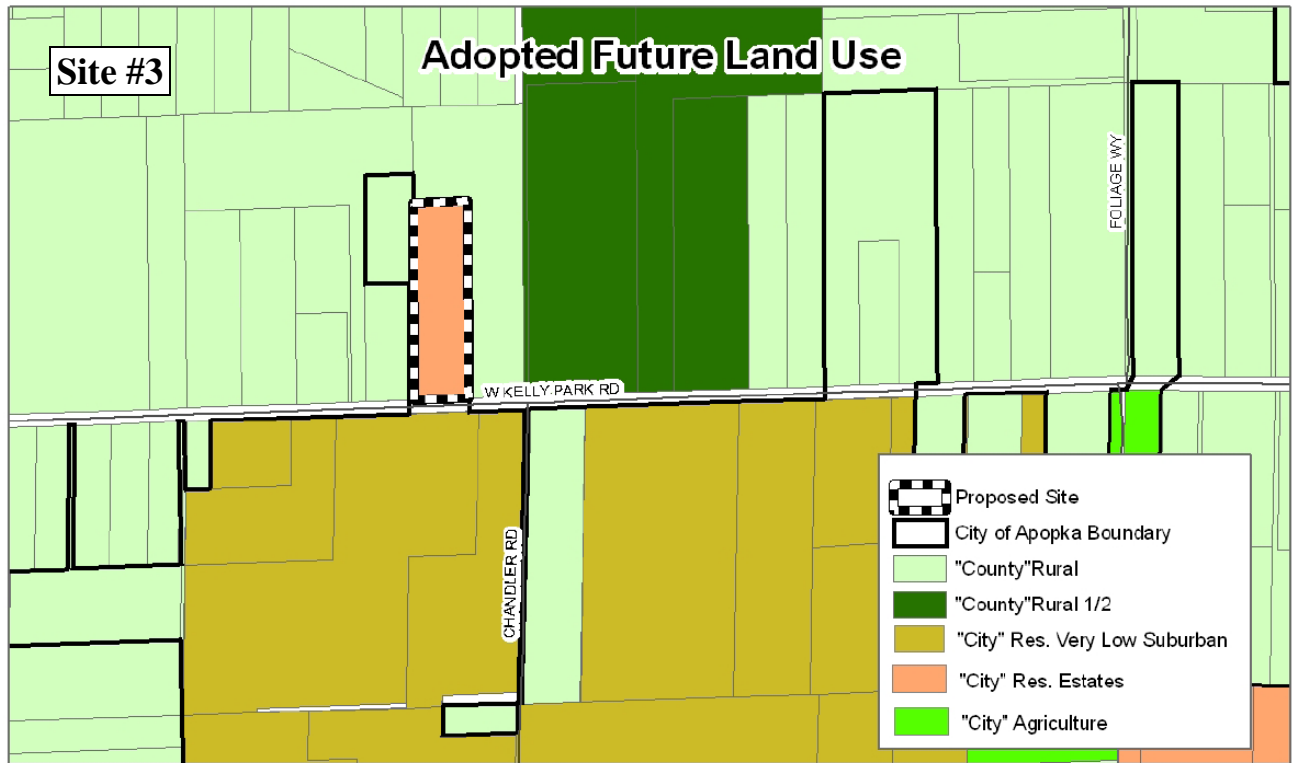


CITY OF AOPKA - COMPREHENSIVE PLAN AMENDMENT

Project: A K Nursery II INC
Parcel ID: 18-20-28-0000-00-001



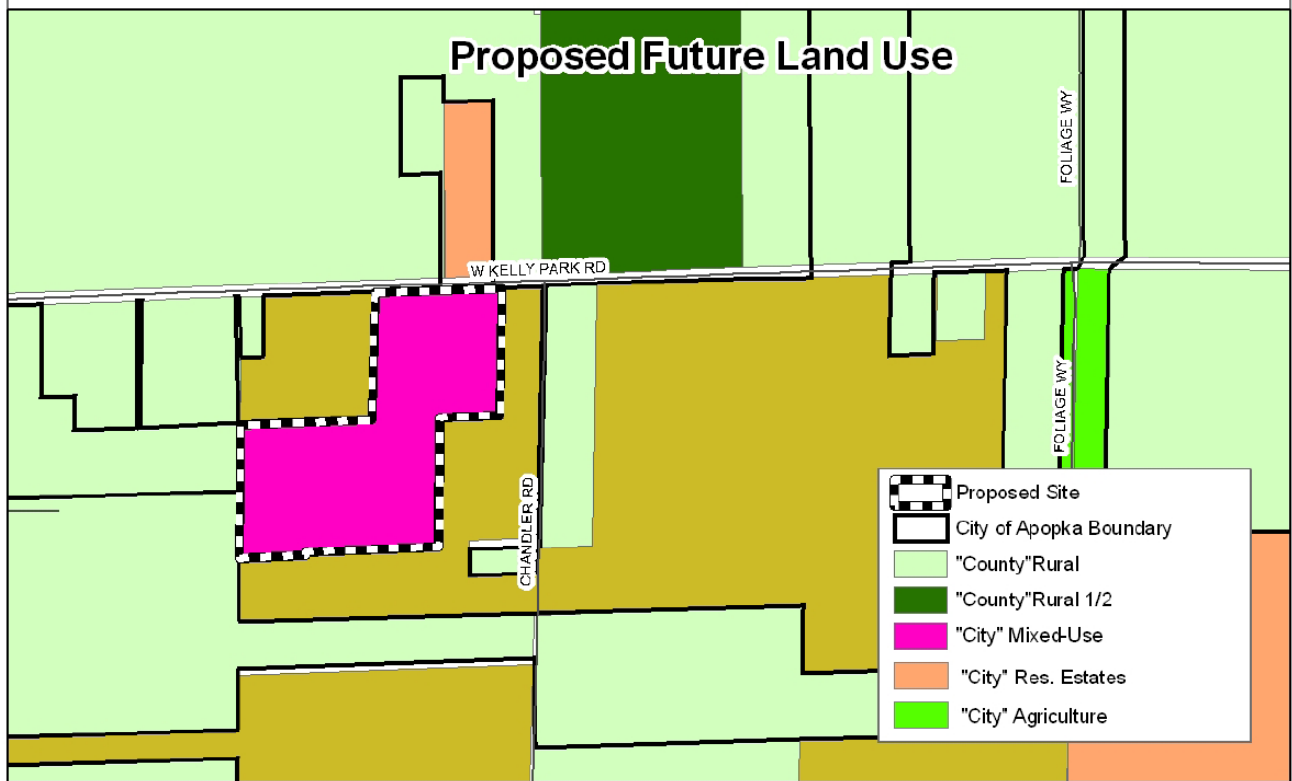
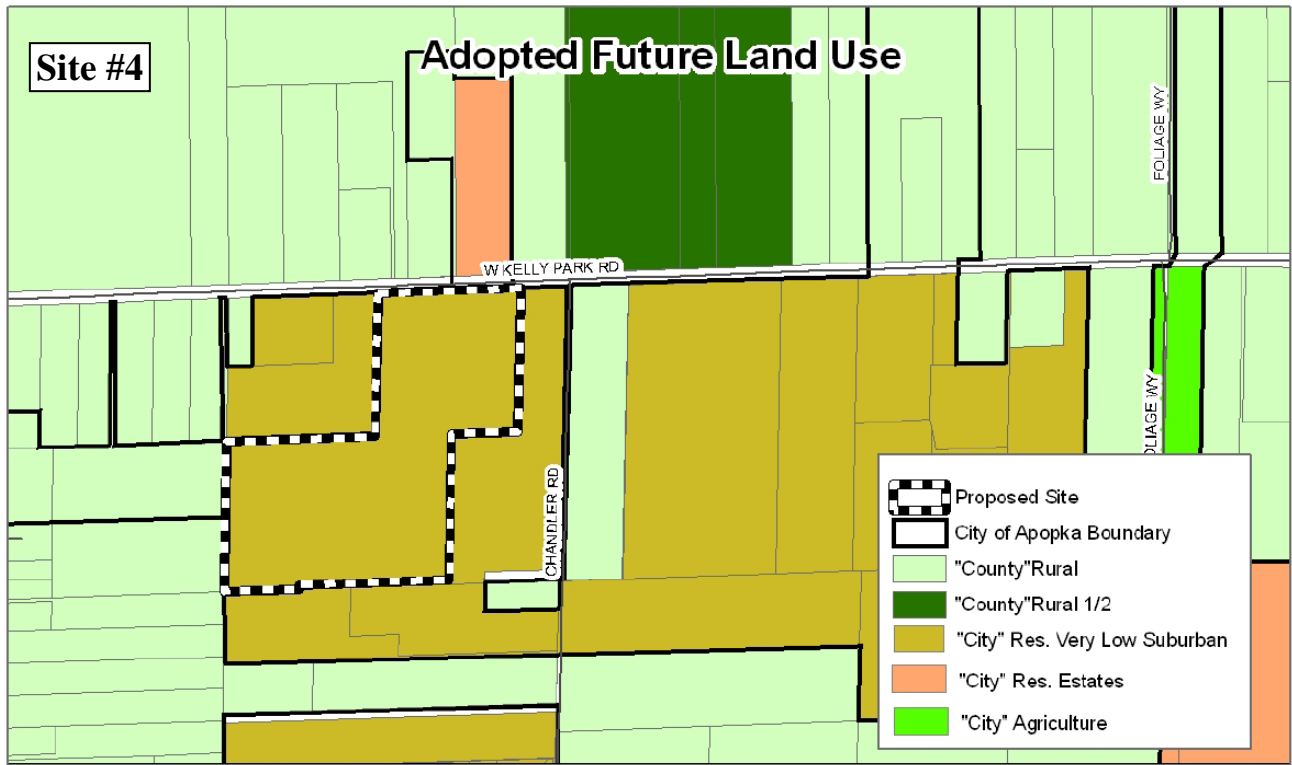




CITY OF AOPKA - COMPREHENSIVE PLAN AMENDMENT

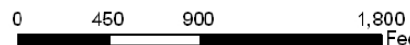
Project: Bae Sung OK and Choi Jung, Woo and Hee
 Parcel ID: 07-20-28-0000-00-047

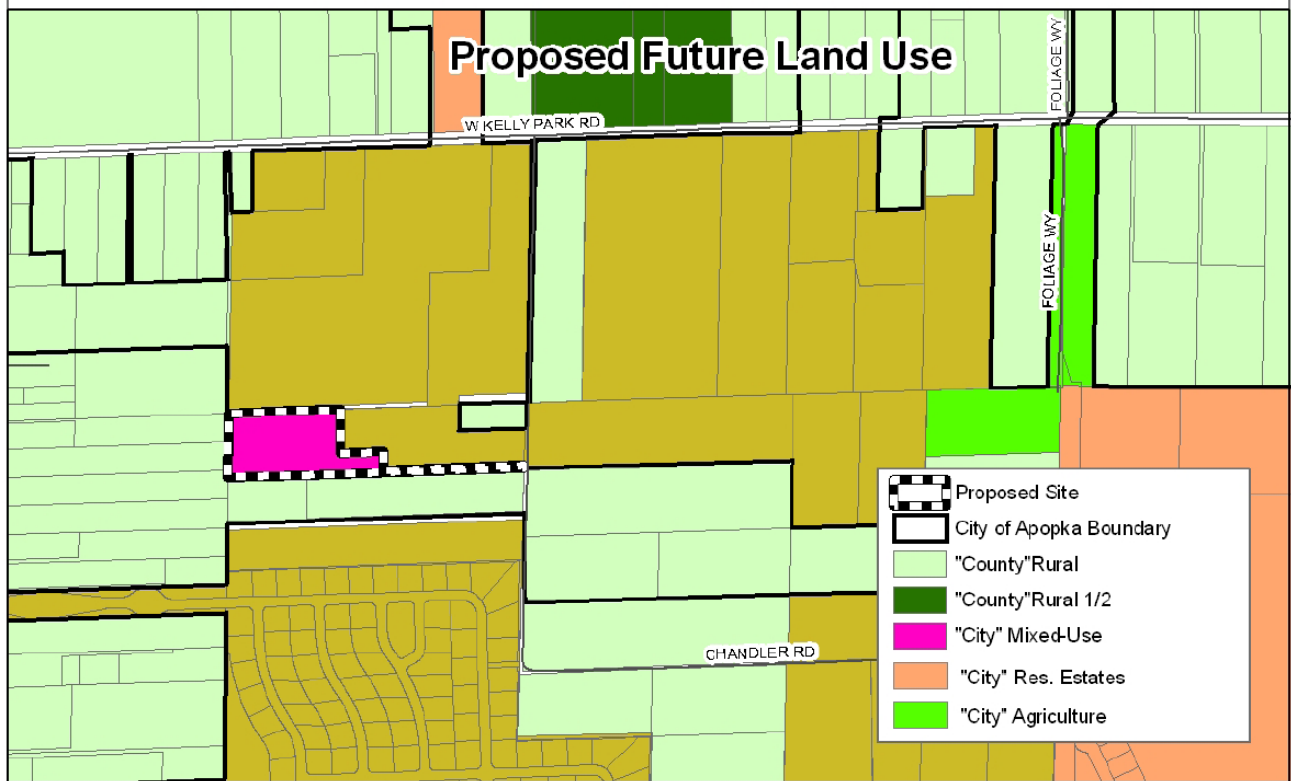
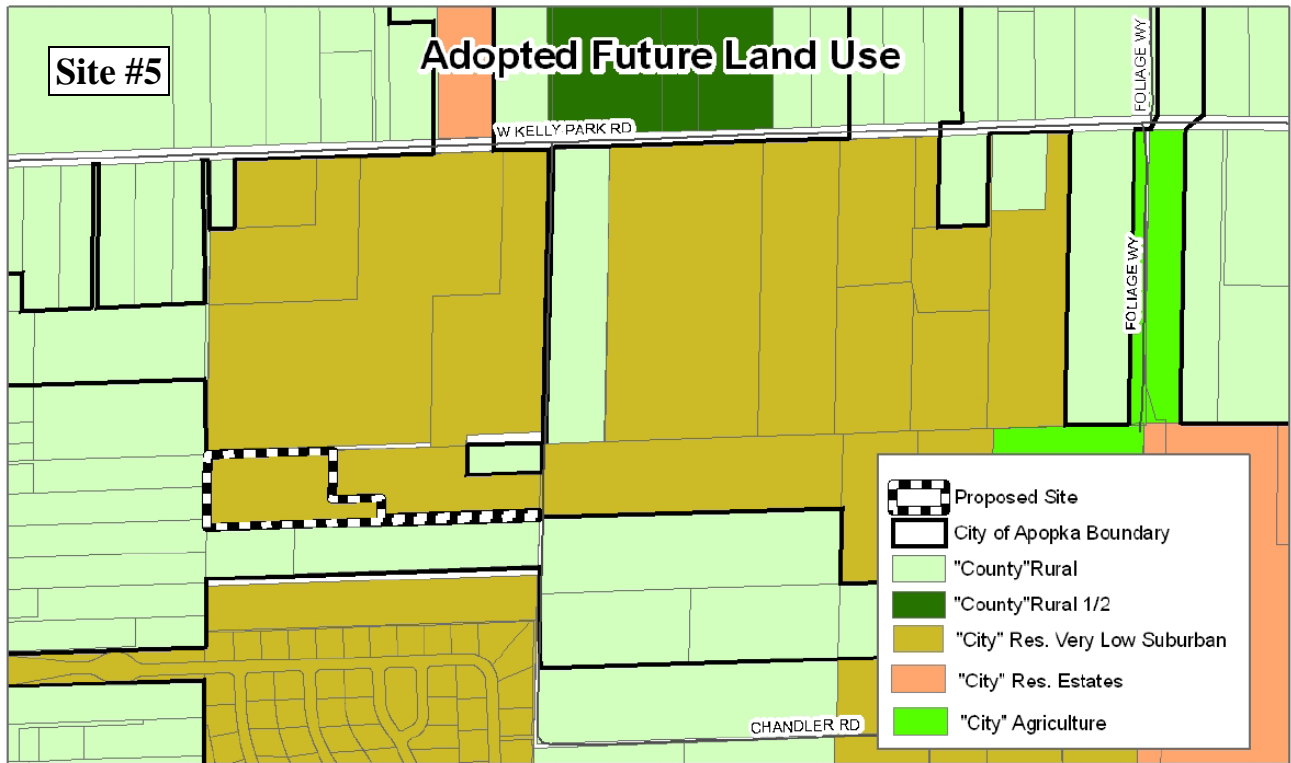




CITY OF AOPKA - COMPREHENSIVE PLAN AMENDMENT

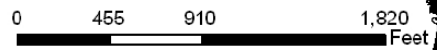
Project: Barnes J Glenn and Deborah G
Parcel ID: 18-20-28-0000-00-016

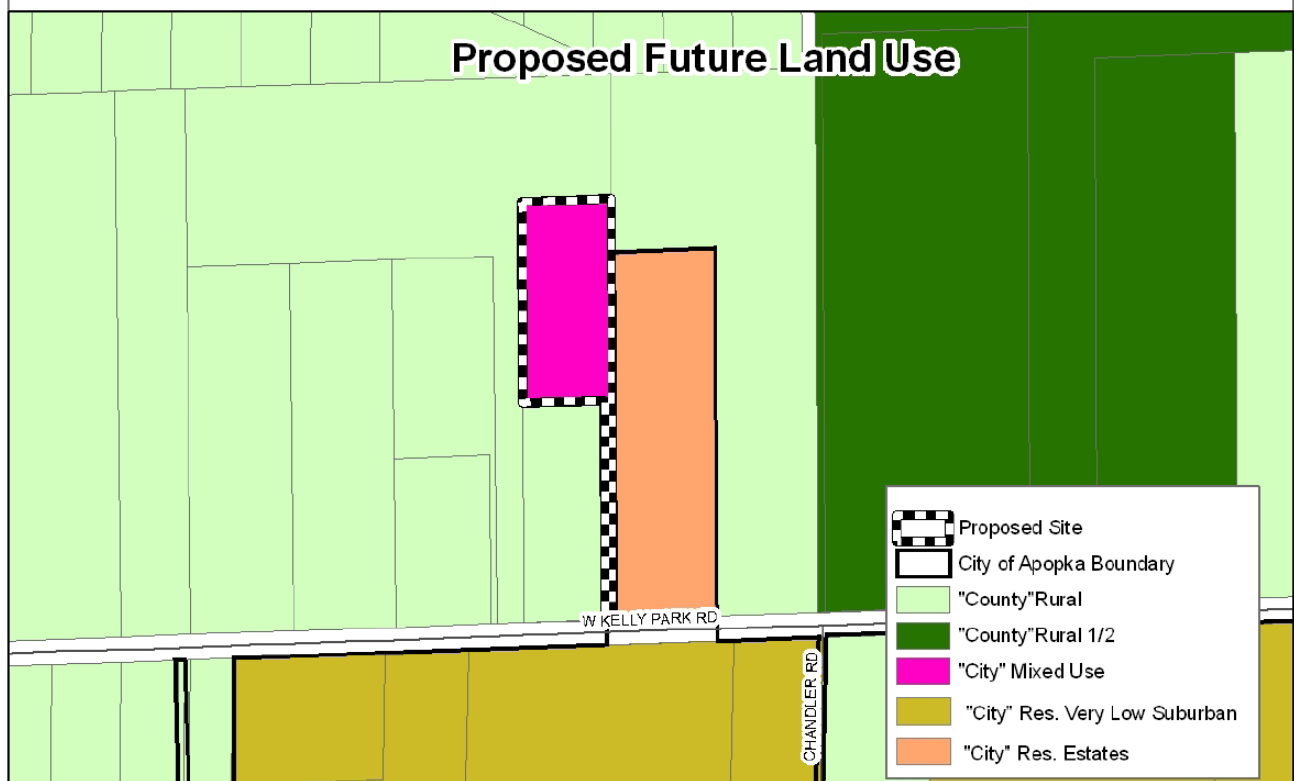
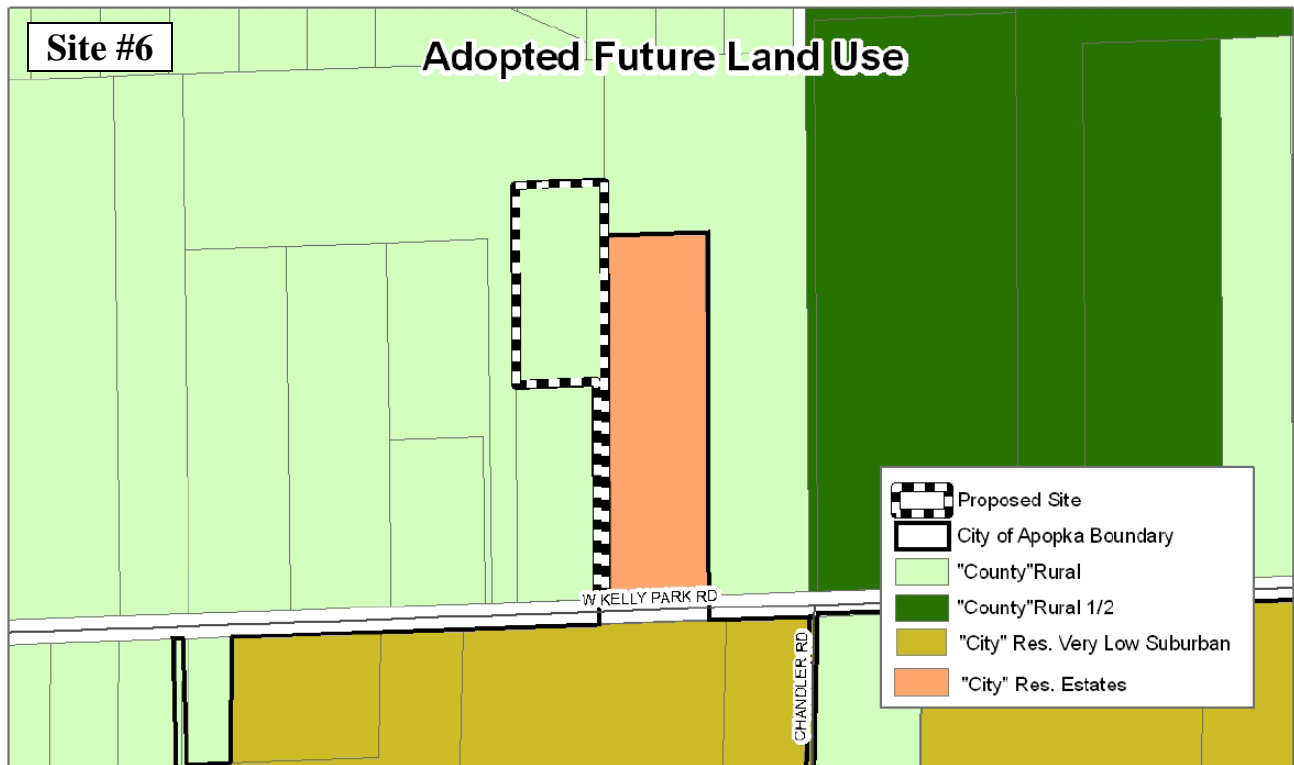




CITY OF AOPKA - COMPREHENSIVE PLAN AMENDMENT

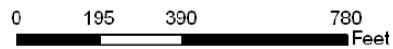
Project: Castelli Patricia A and Harry D
Parcel ID: 18-20-28-0000-00-123

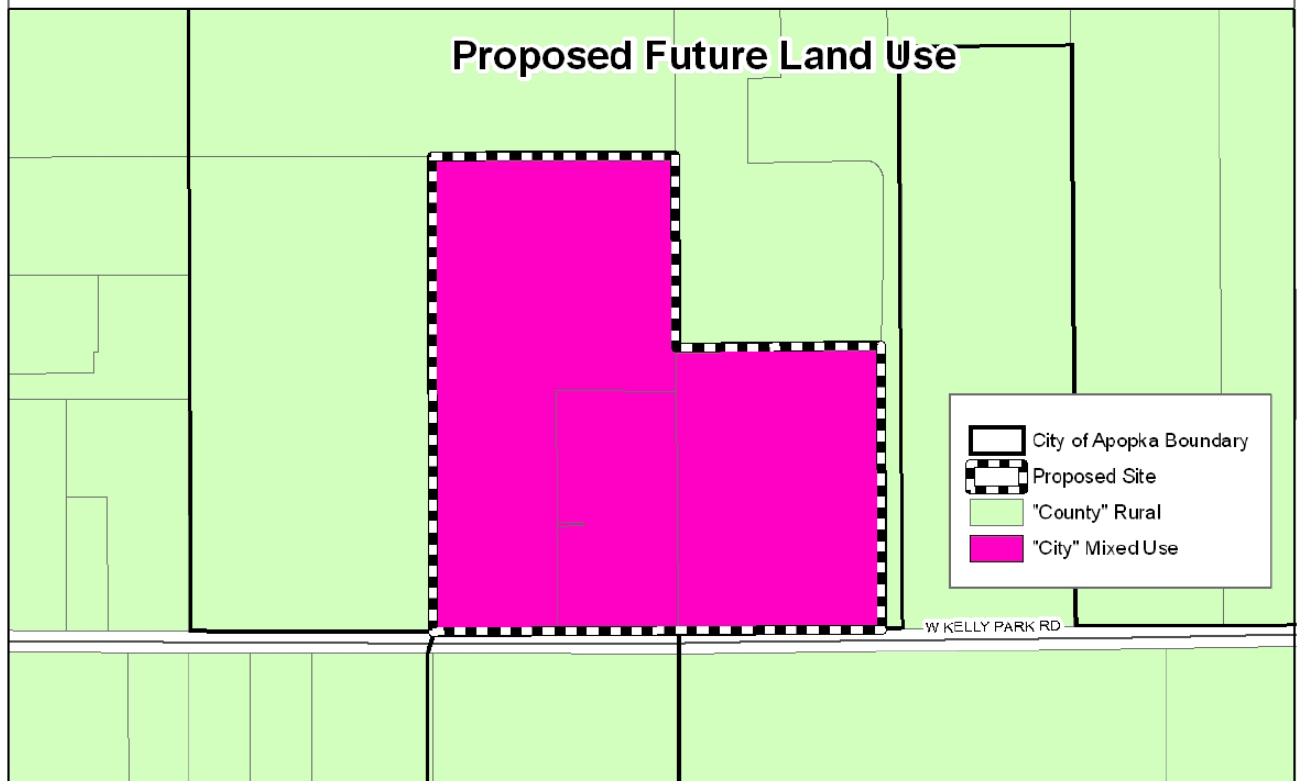
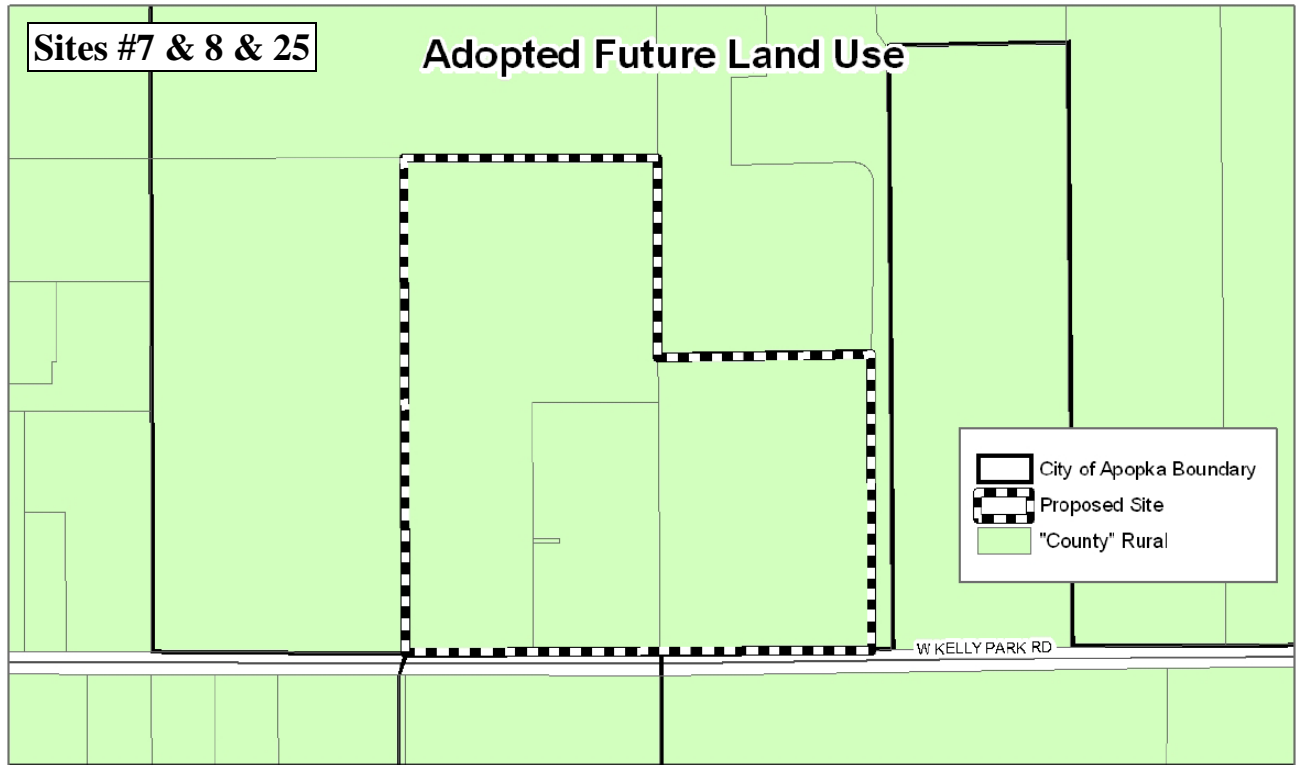




CITY OF AOPKA - COMPREHENSIVE PLAN AMENDMENT

Project: Private Resident
Parcel ID: 07-20-28-0000-00-064





CITY OF AOPKA - COMPREHENSIVE PLAN AMENDMENT

Project: Hal D. Cornell Jr., Jerome L. Hutching & Thompson Swartz

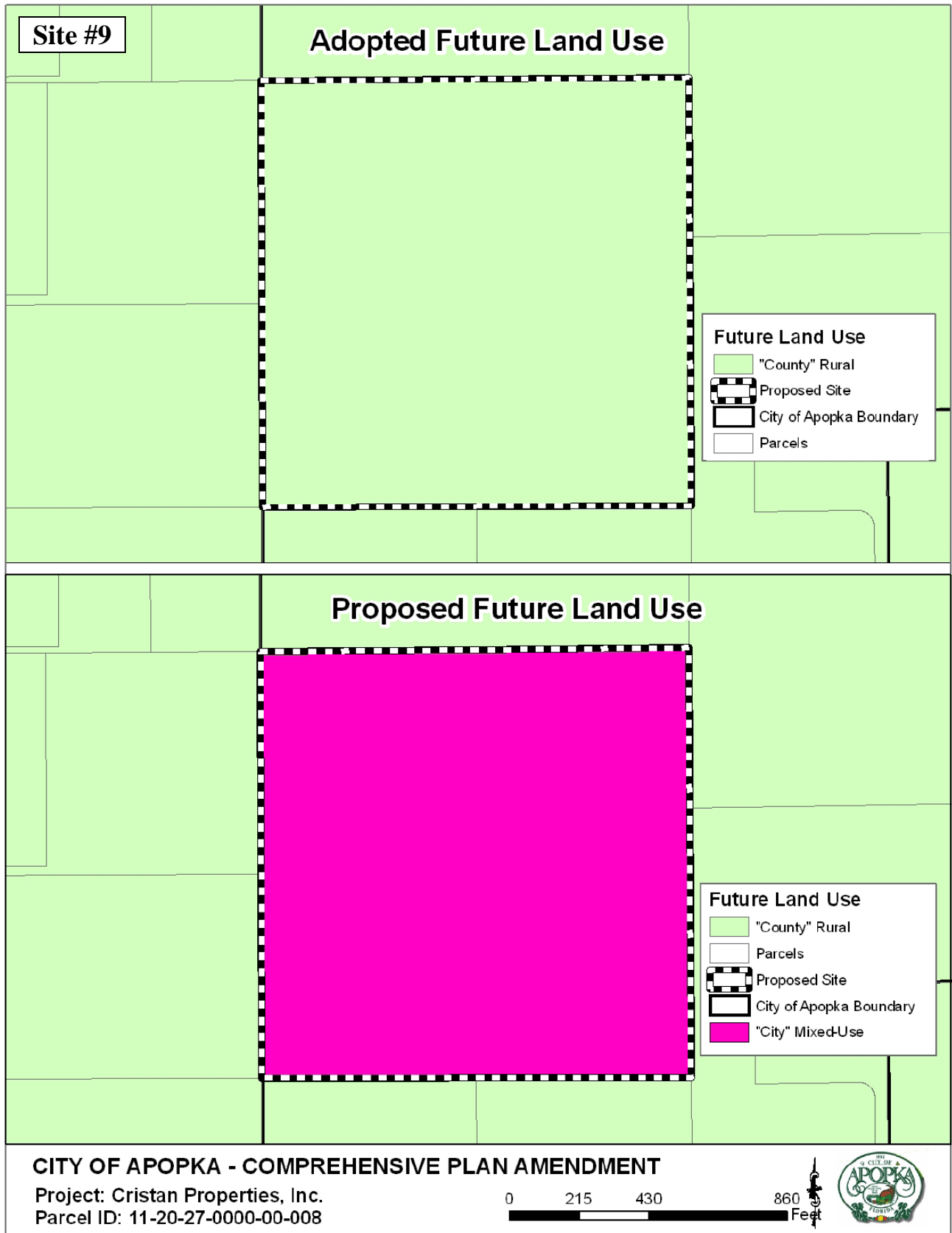
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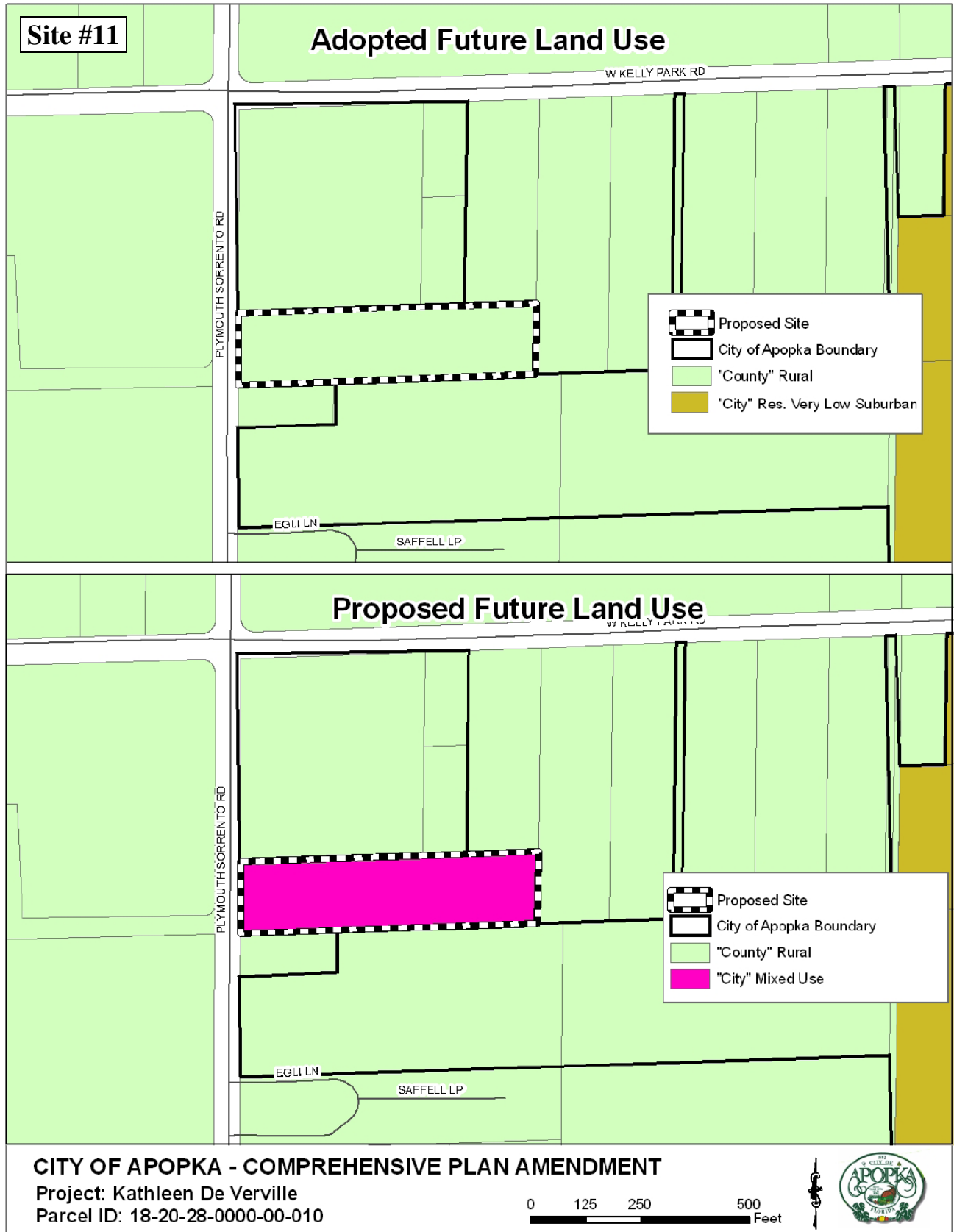
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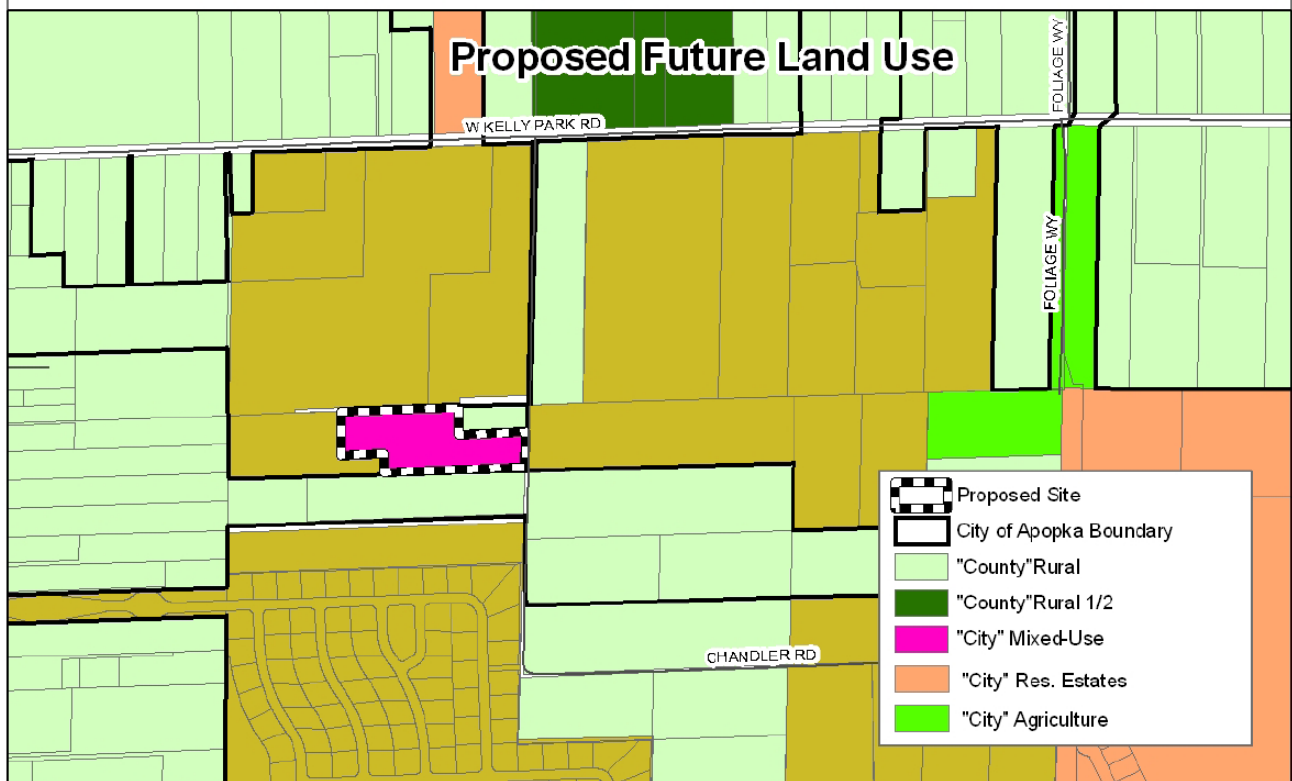
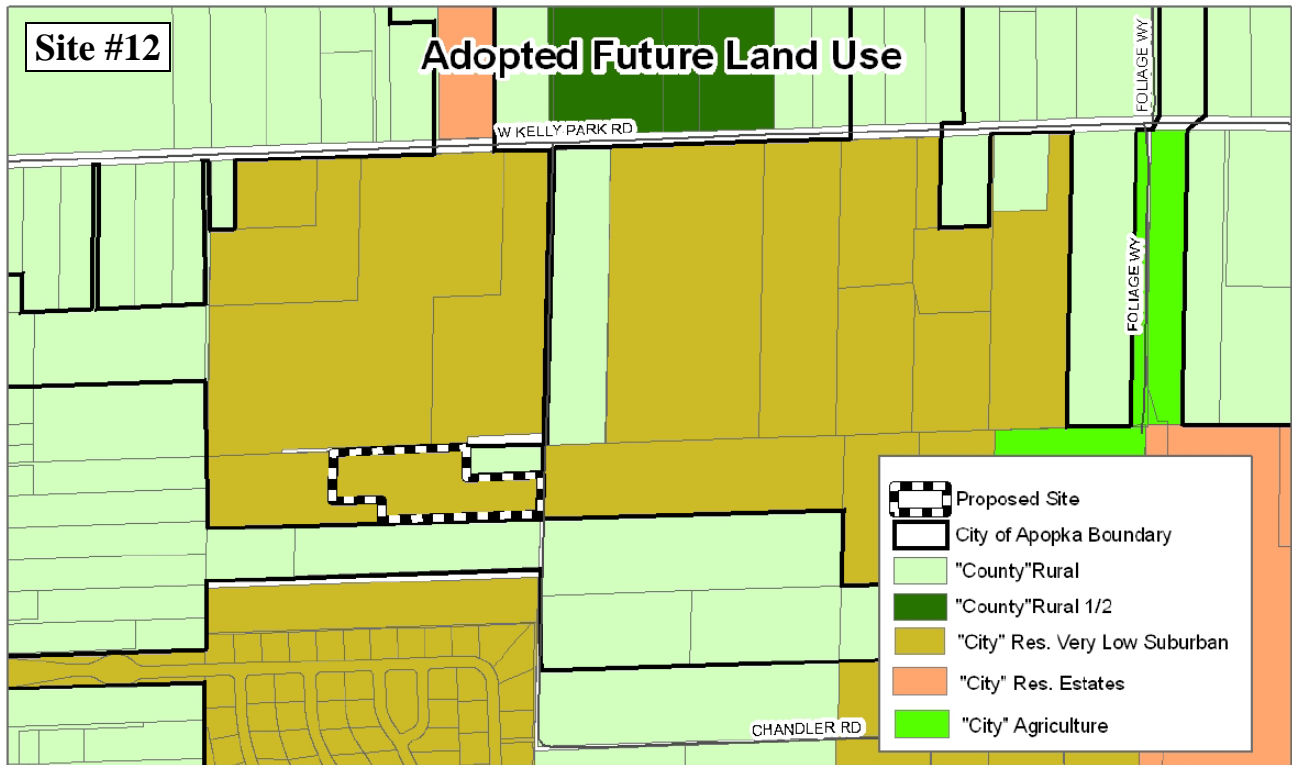
780

Feet



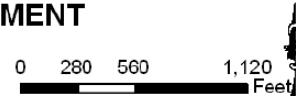


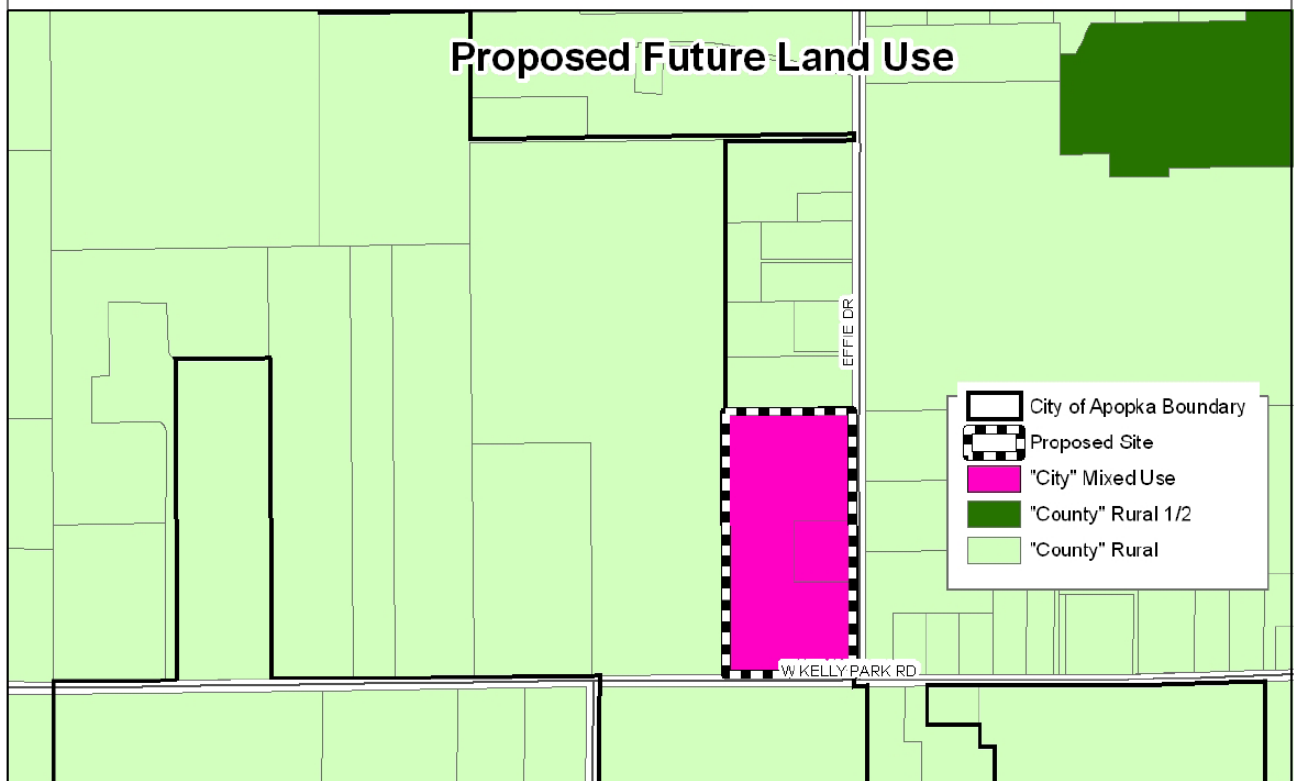
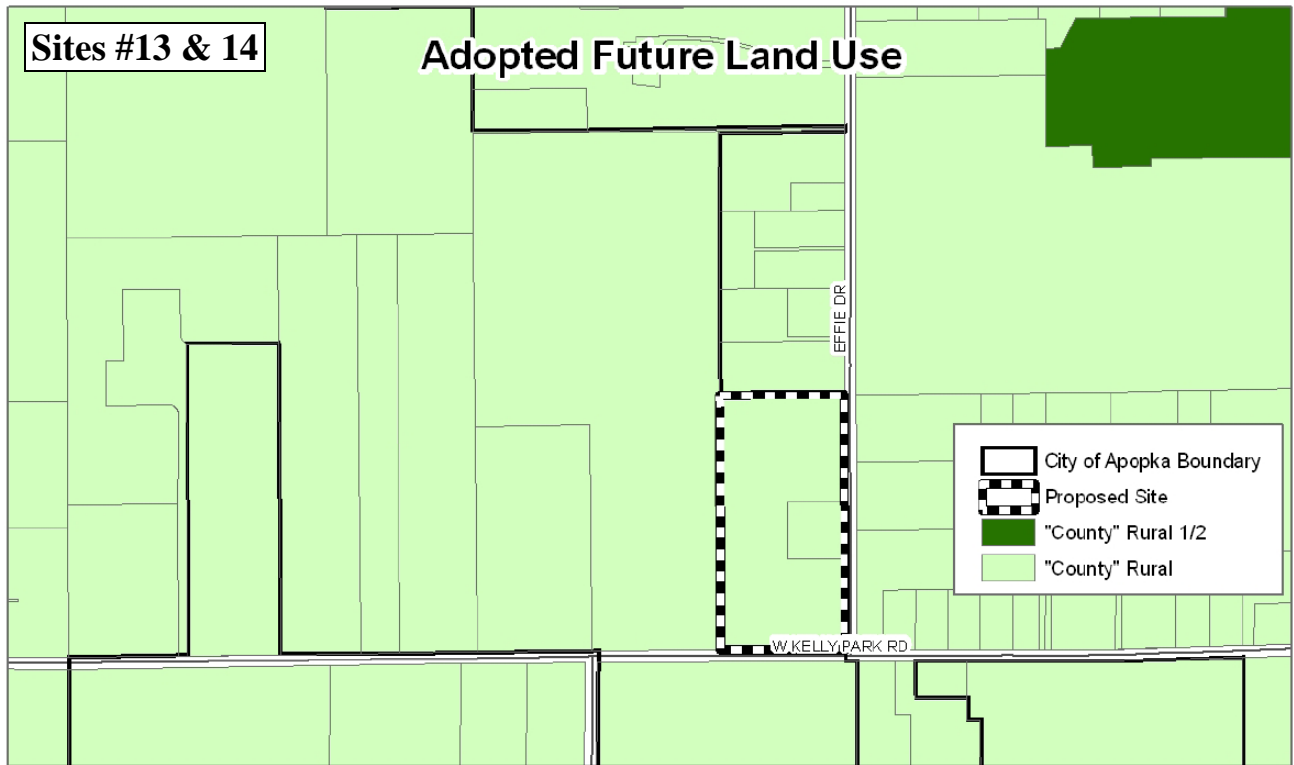




CITY OF AOPKA - COMPREHENSIVE PLAN AMENDMENT

Project: Frazier William Life Estate and Shirley Life Estate
Parcel ID: 18-20-28-0000-00-027

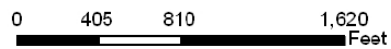


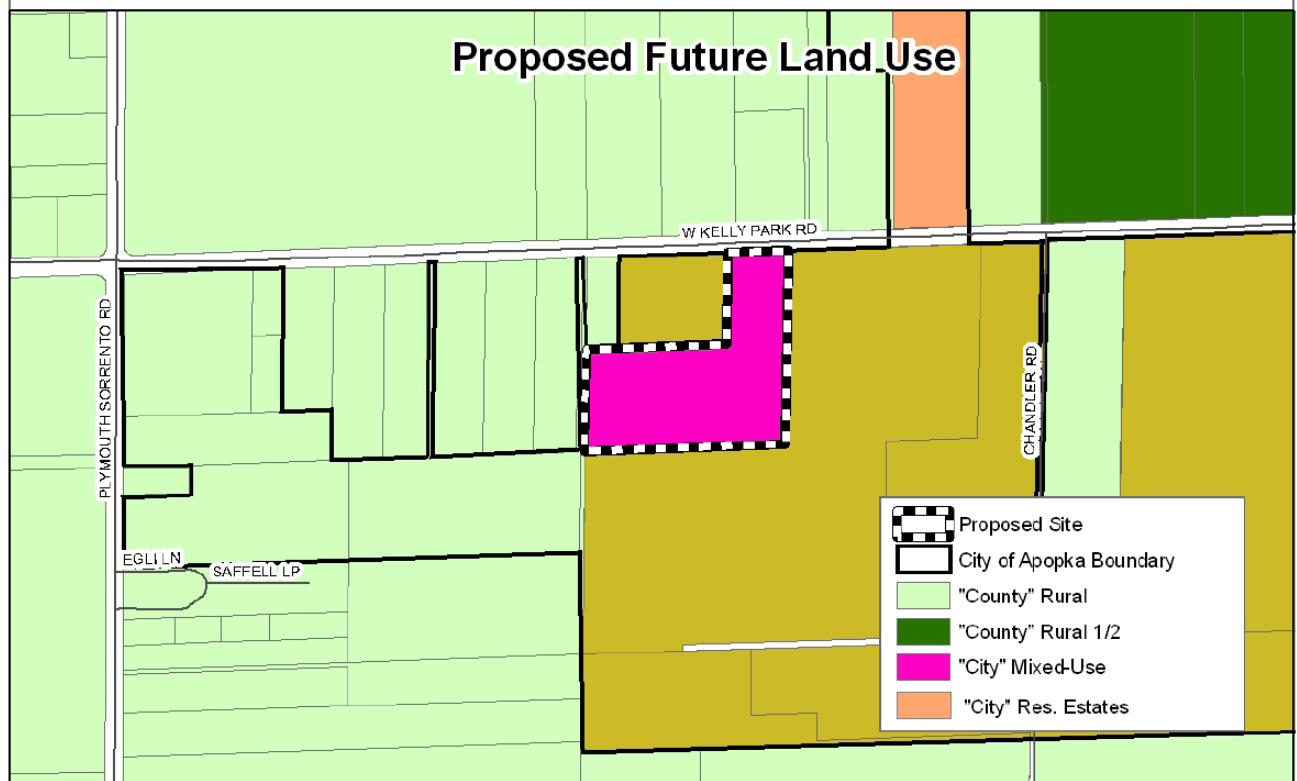
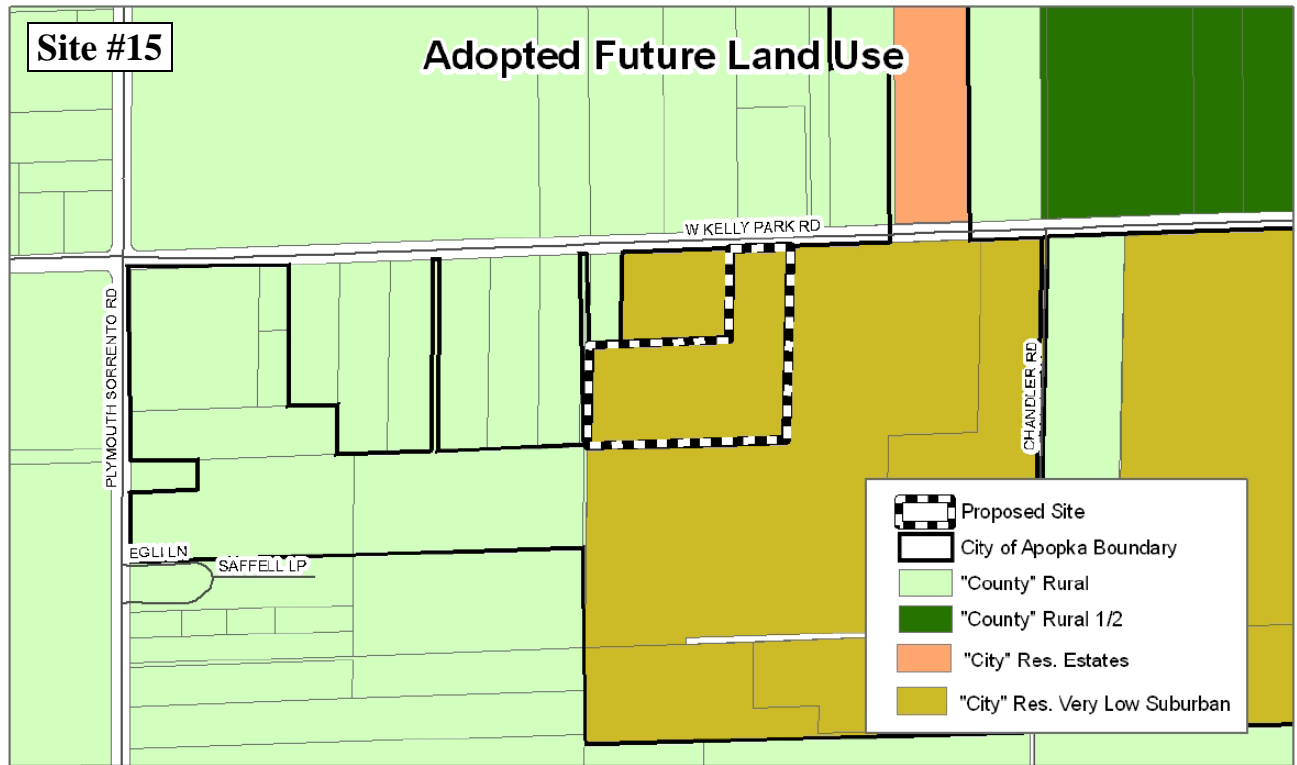


CITY OF AOPKA - COMPREHENSIVE PLAN AMENDMENT

Project: Barry Grimm

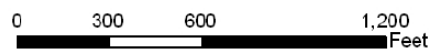
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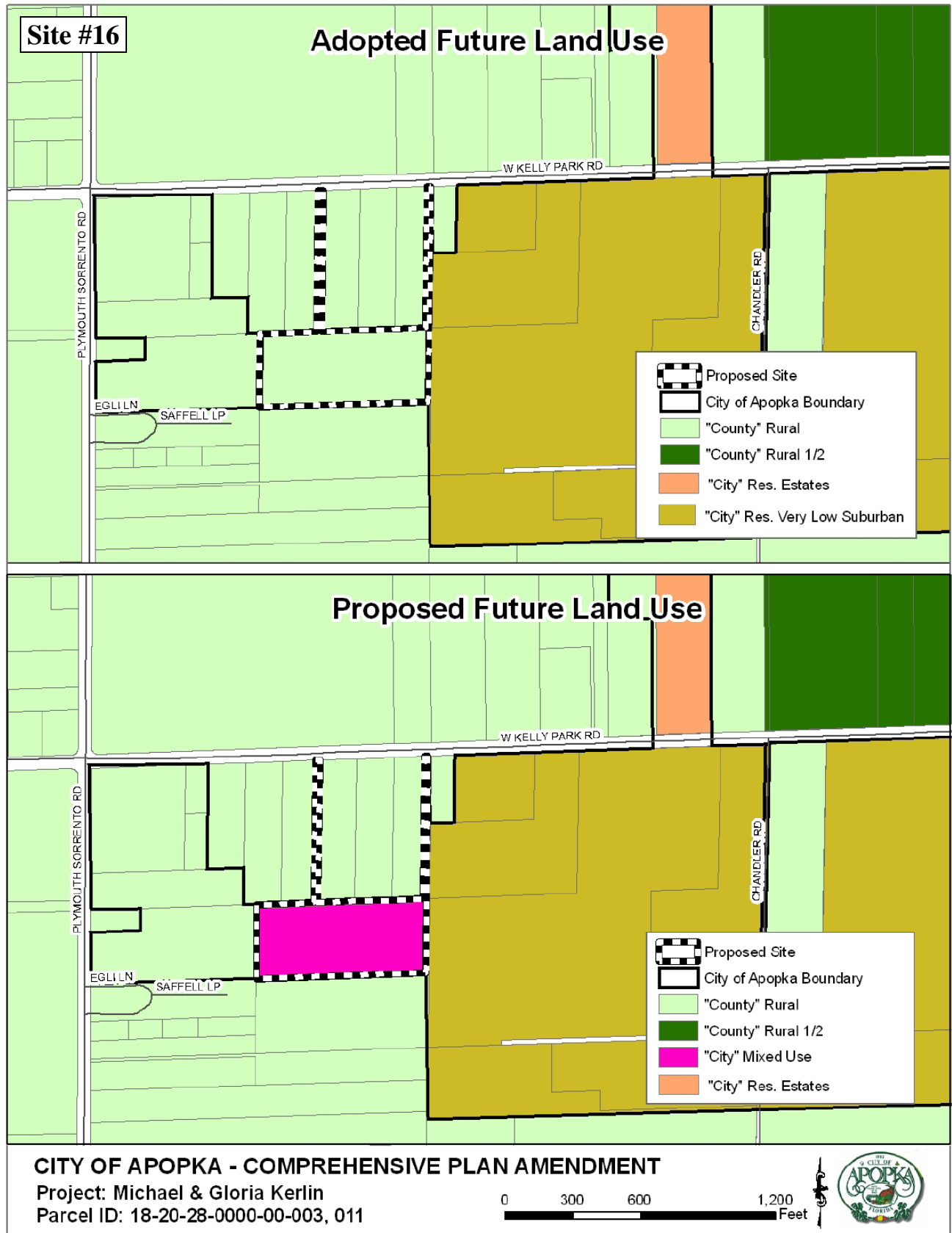


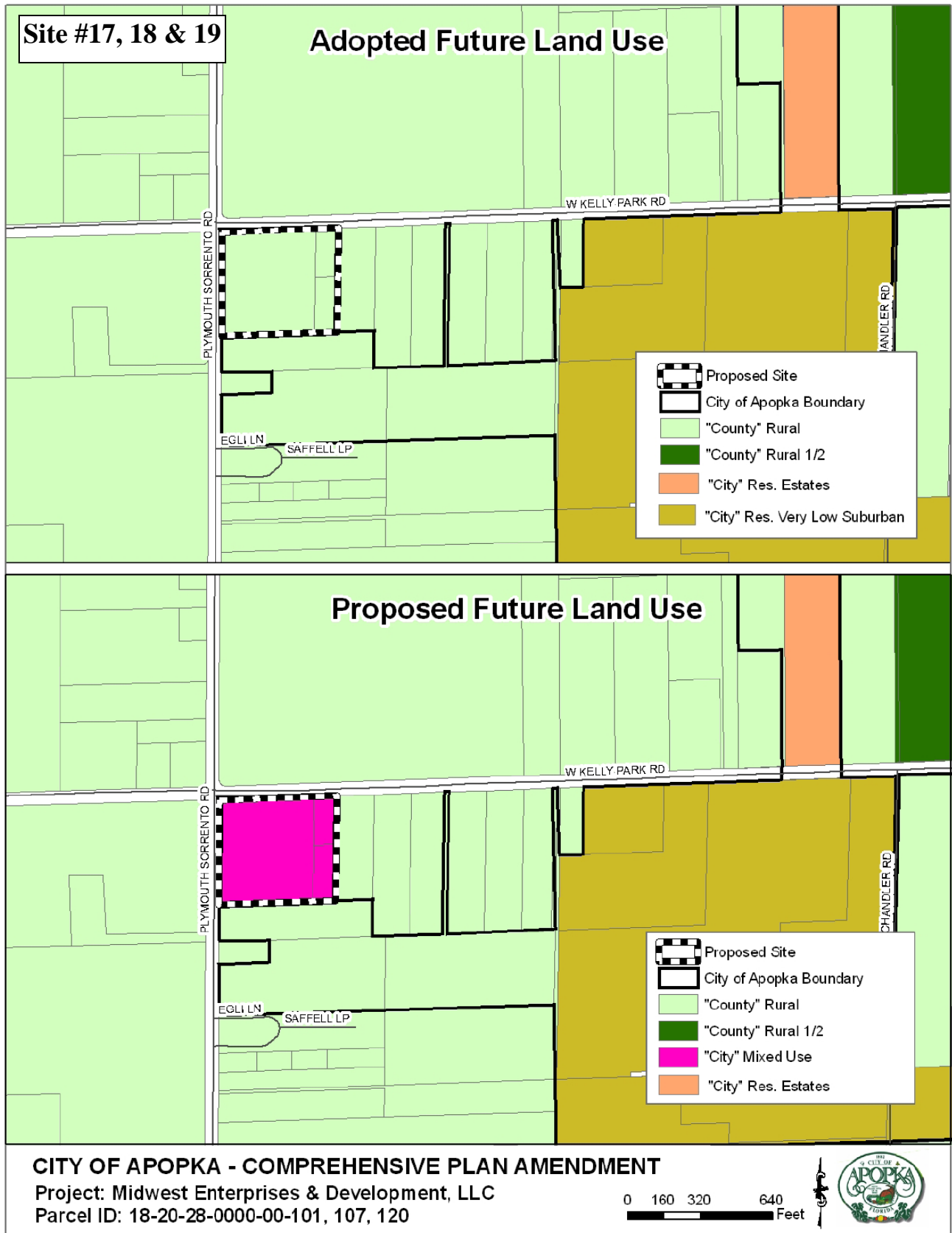


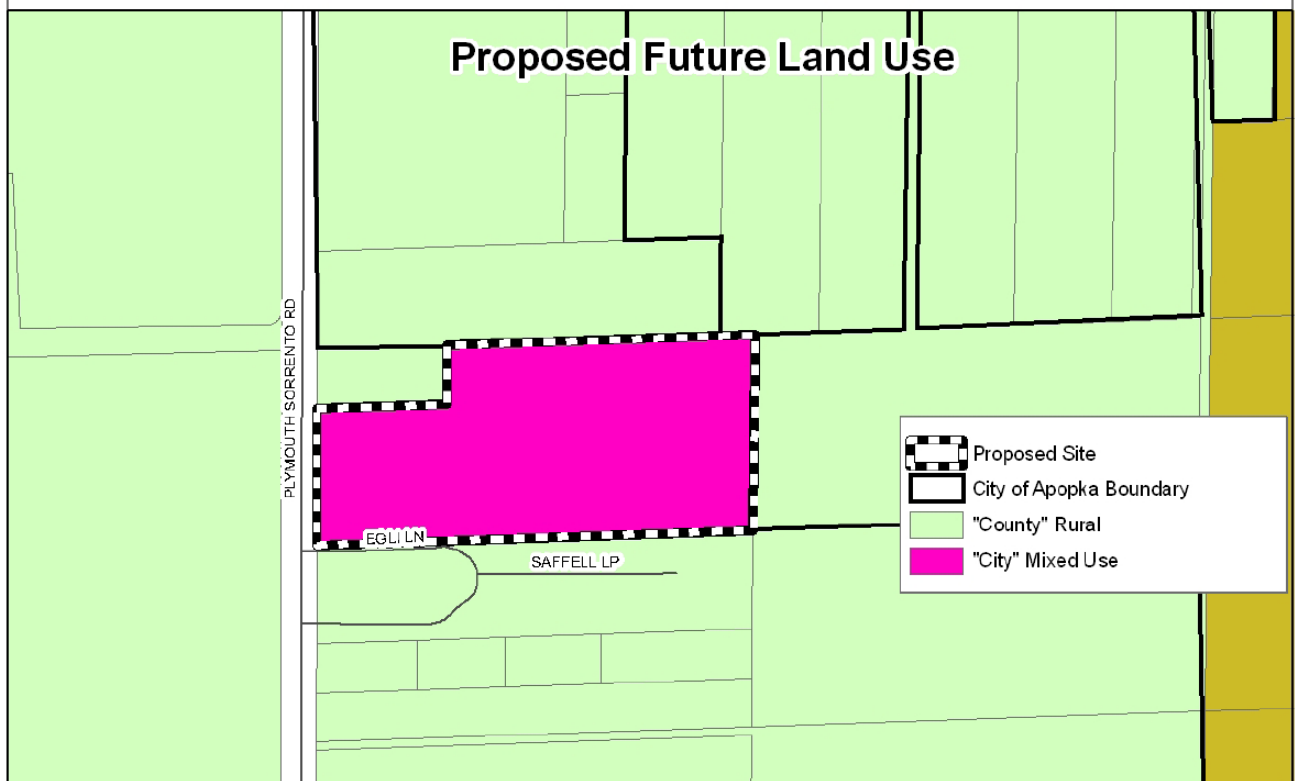
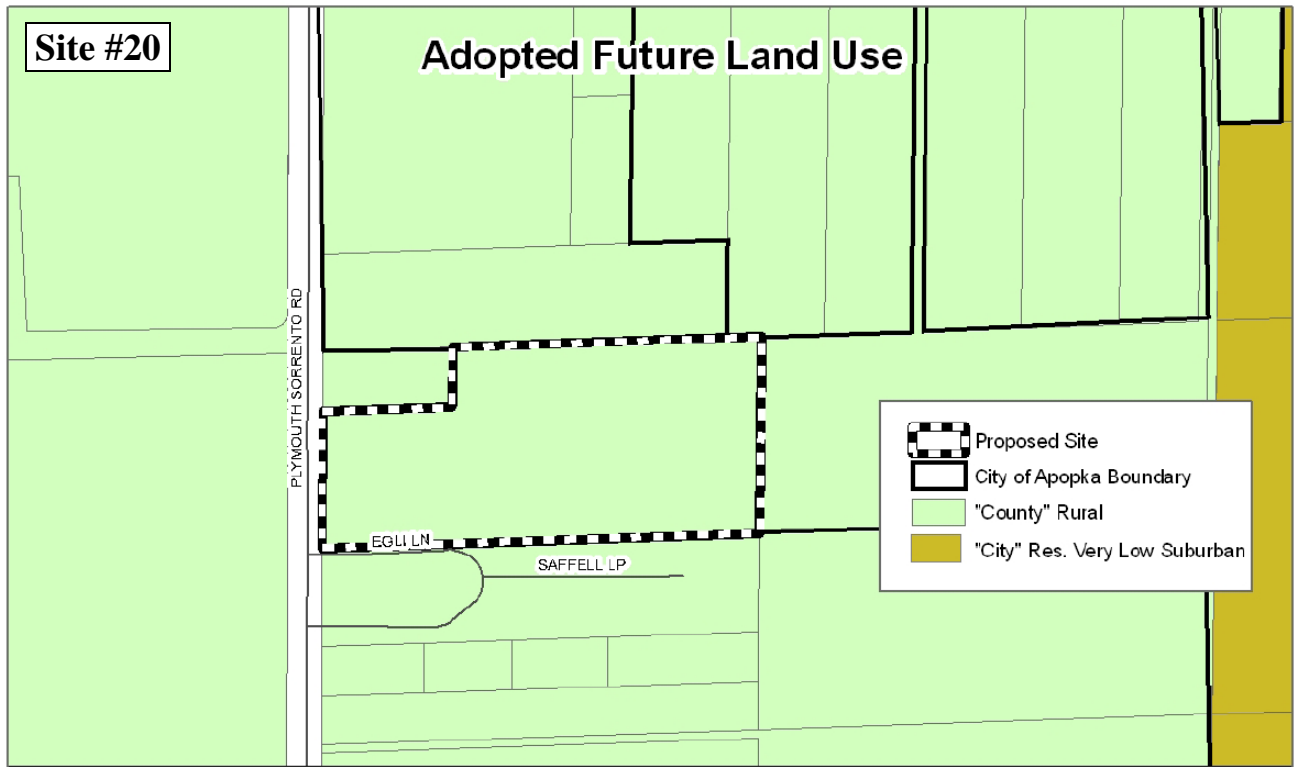
CITY OF AOPKA - COMPREHENSIVE PLAN AMENDMENT

Project: Kerlin Michael J
Parcel ID: 18-20-28-0000-00-128



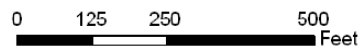


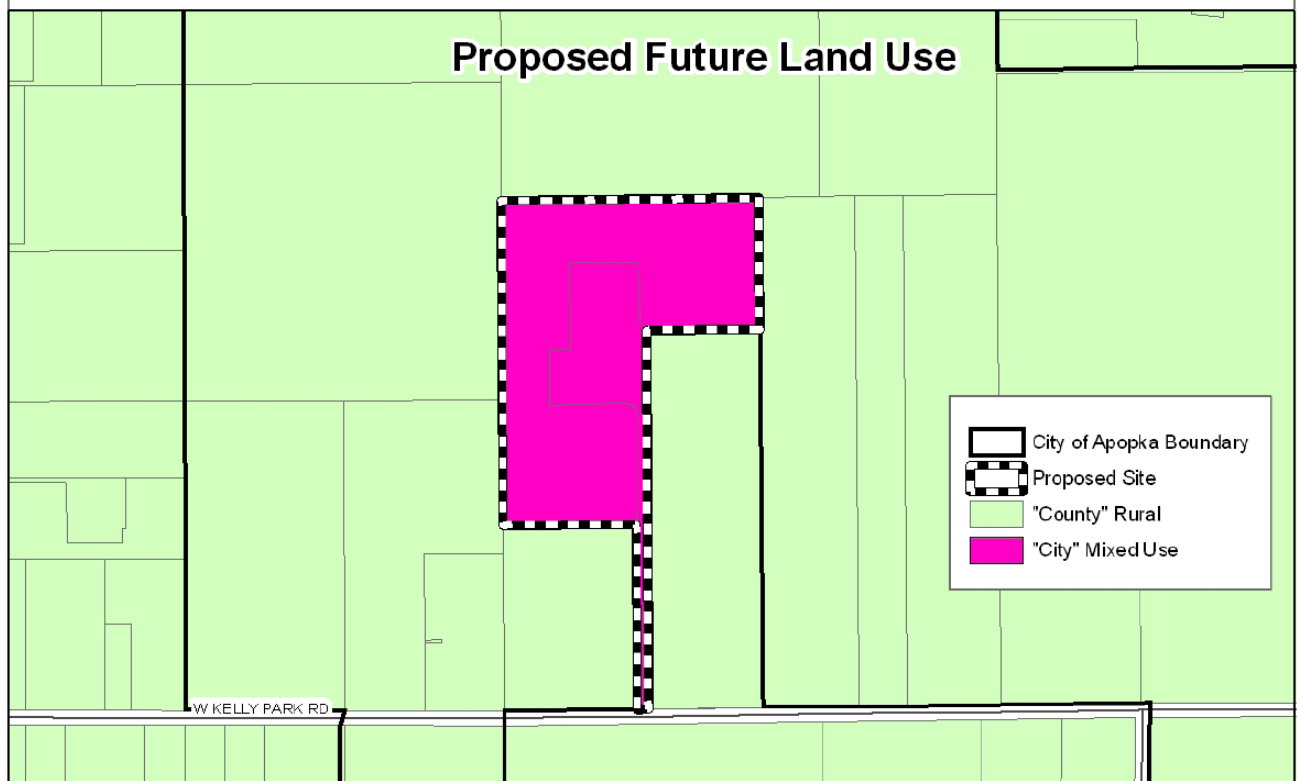
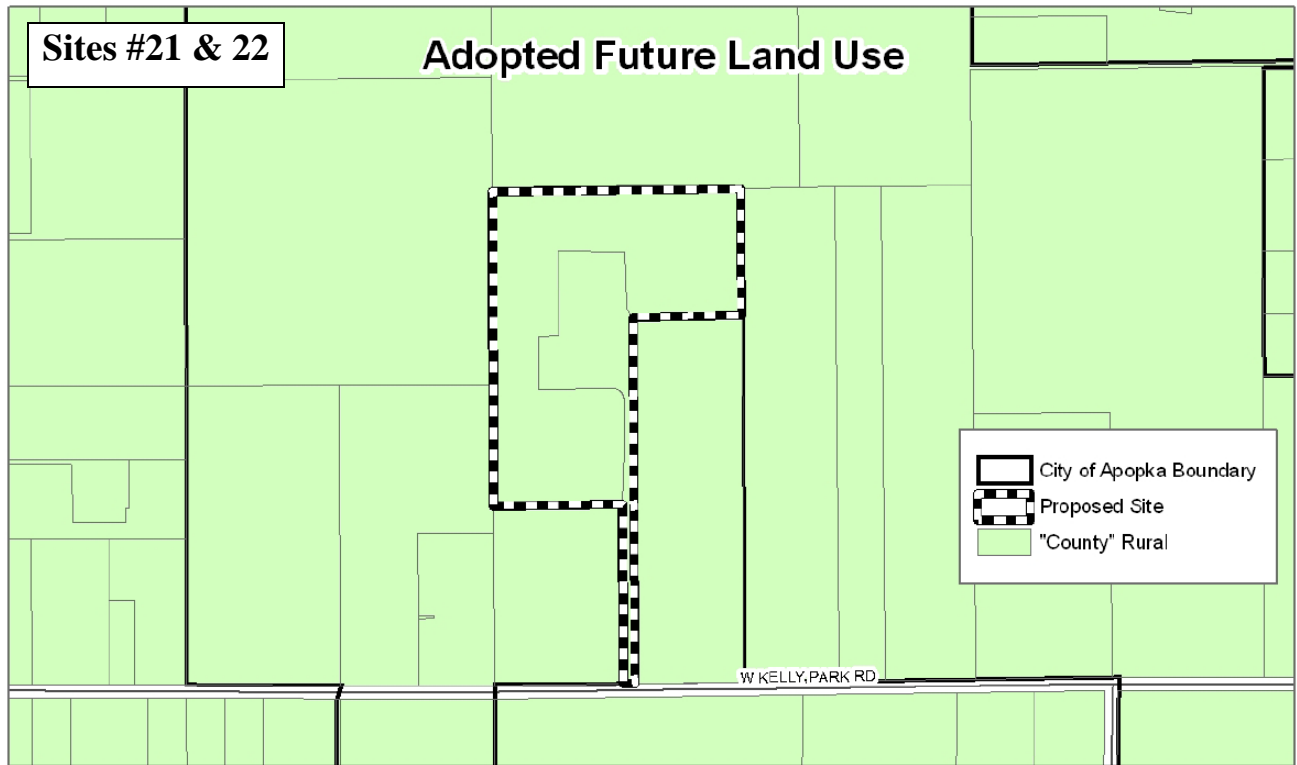




CITY OF AOPKA - COMPREHENSIVE PLAN AMENDMENT

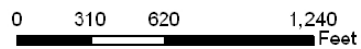
Project: Project Orlando, LLC
Parcel ID: 18-20-28-0000-00-065

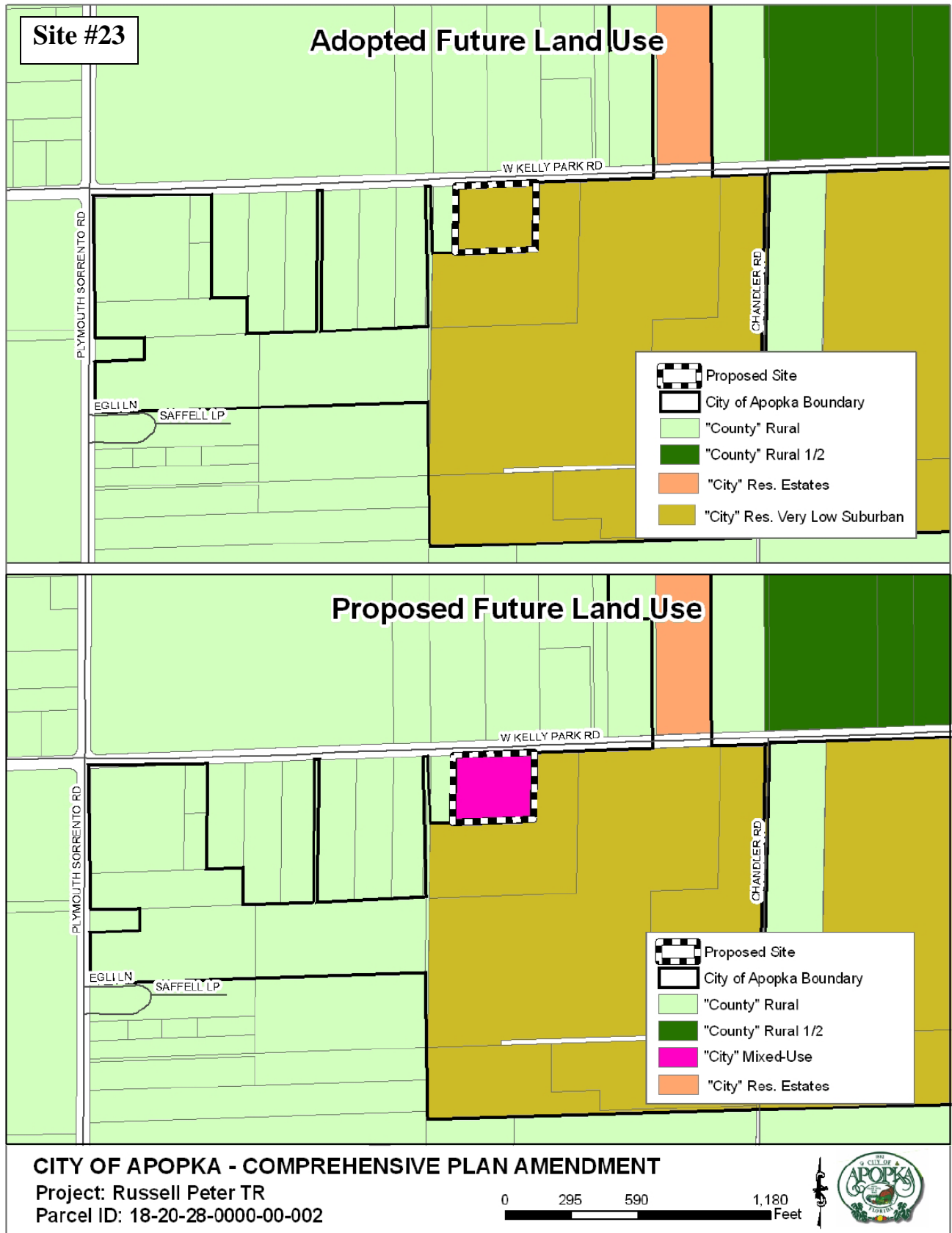


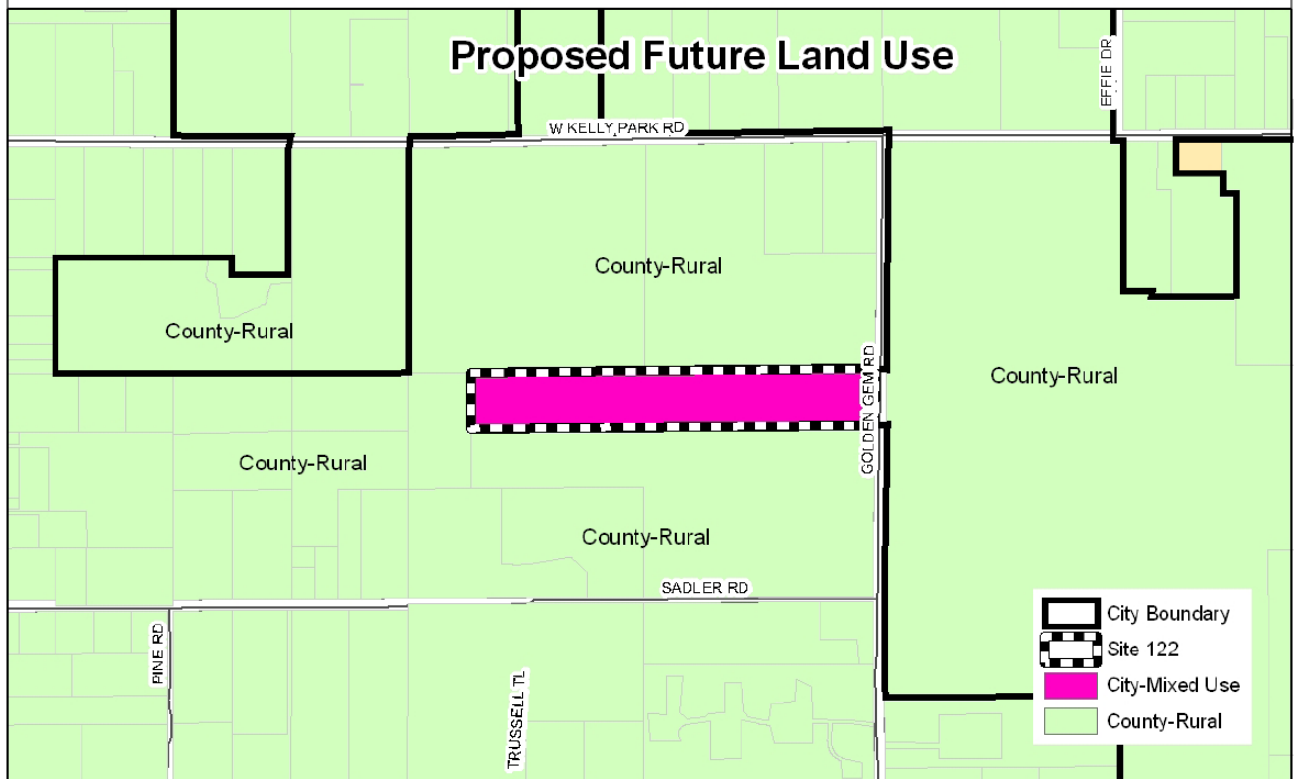
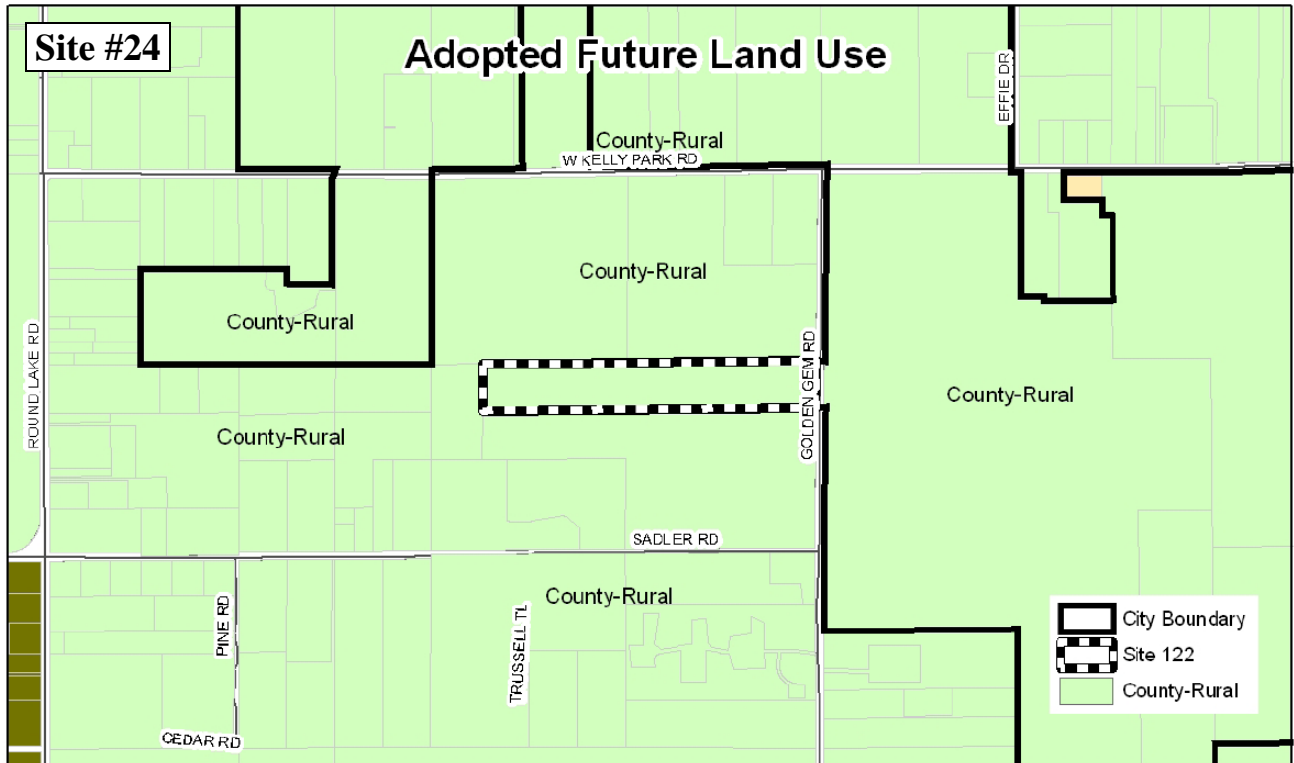


CITY OF AOPKA - COMPREHENSIVE PLAN AMENDMENT

Project: Ronald J. & Lisa A. Raboud
Parcel ID: 11-20-27-6135-00-010, 013

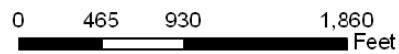


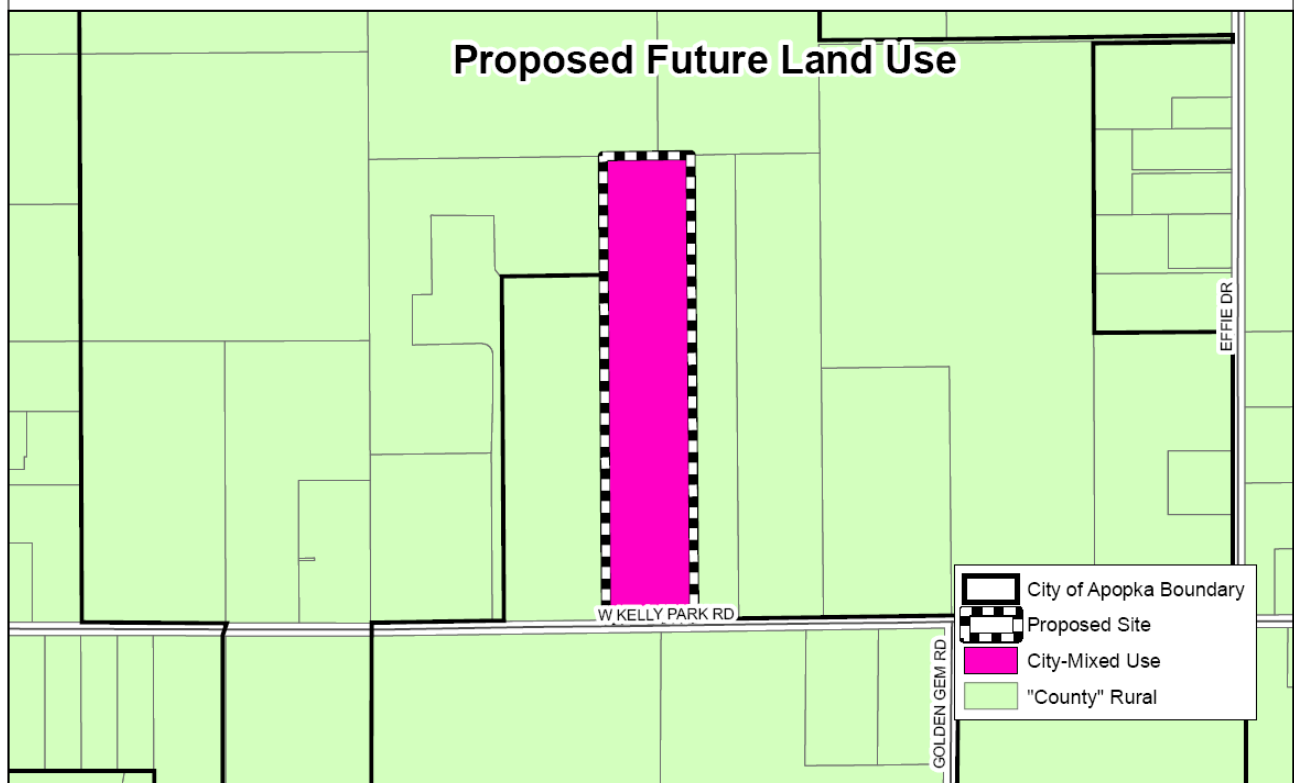
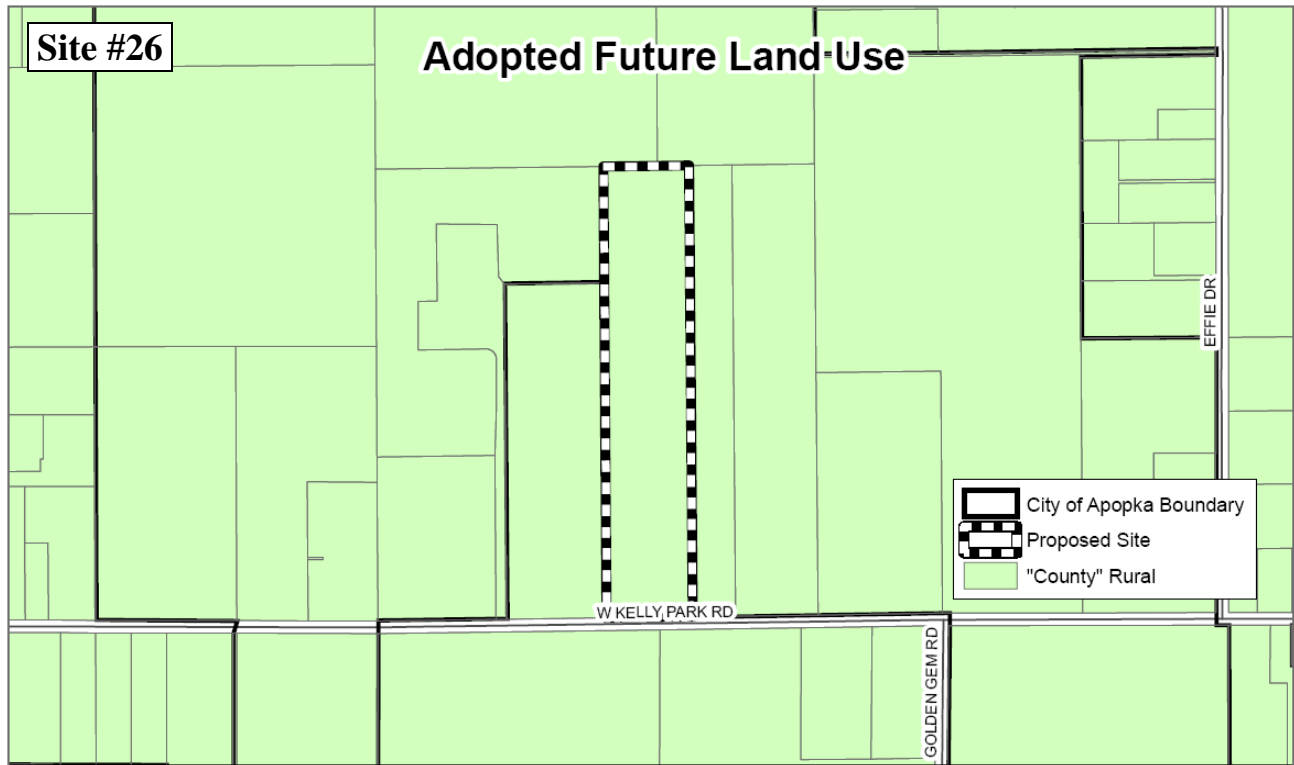




CITY OF AOPKA - COMPREHENSIVE PLAN AMENDMENT

Project: SKH Group, Inc.
Parcel ID: 14-20-27-0000-00-024





CITY OF AOPKA - COMPREHENSIVE PLAN AMENDMENT

Project: Always Growing Trees, Inc.
Parcel ID: 11-20-27-0000-00-054

