



230 North Tubb Street
P.O. Box 98
Oakland, Florida 34760
407- 656-1117 (voice)

**TOWN COMMISSION WORK SESSION AGENDA
IN-PERSON AND REMOTE ELECTRONIC ATTENDANCE**

**APRIL 26, 2022 – 6:00 P.M.
OAKLAND MEETING HALL
221 N. ARRINGTON STREET, OAKLAND, FL 34760
(Details to join meeting through Zoom or offer public comment virtually are at bottom of agenda)**

PLEASE NOTE: All hearings are open to the public however attendance inside the Oakland Meeting Hall may be limited to accommodate social distancing. Any person needing special accommodations to attend a public hearing must contact Elise Hui, Town Clerk, at 407-656-1117 x2110, at least 24 hours before the meeting.

- 1. **CALL TO ORDER:**
- 2. **ROLL CALL:** Town Clerk
- 3. **NEW BUSINESS:**

Multiple Housing Development Discussion

PLEASE NOTE: This meeting will be held as an in-person meeting and attendees may also attend virtually through the Zoom Platform. Instructions below will allow you to join the meeting virtually:

Topic: April 26th Town Commission Hybrid Work Session and Regular Meeting (In-person and Zoom)
Time: April 26, 2022, 06:00 PM Eastern Time (US and Canada)

Join Zoom Meeting
<https://us02web.zoom.us/j/82797729600>
Meeting ID: 827 9772 9600
Passcode: 3MvkD6

One tap mobile
+19292056099,,82797729600#,,,,*754553# US (New York)

Dial by your location
+1 929 205 6099 US (New York)
Meeting ID: 827 9772 9600
Passcode: 754553

DATE: April 26, 2022
TO: Town Commission
FROM: Jay Marder, AICP, Planning & Zoning Director
SUBJECT: Temporary Multifamily Development Moratorium

INTRODUCTION

On March 13, 2018 the Town Commission approved Ordinance No. 2018-05, a multiple family development moratorium ordinance. That moratorium applied to new building/architectural review and new site plan/subdivision review for multiple family development. It exempted processes involving annexation, comprehensive plan amendment and rezoning. It was extended another 6 months through September of 2018. During that time the Town adopted its new zoning code and architectural design guidelines.

Why Another Multifamily Moratorium? The Avenues at Oakland, the 342 unit recently completed apartment community on Oakland Avenue, created a strong negative reaction by Oakland residents. The four-story buildings appear out of scale and out of place. The community's negative reaction influenced the Town's reaction to pending multiple family rezonings, resulting in denials and withdrawals. More analysis of The Avenues and other multiple family proposals is provided herein.

2022. On February 22, 2022, the Town adopted the Temporary Multiple Family Moratorium, Ordinance No. 2021-28. Highlights follow:

1. Establishes a temporary moratorium for 180 days from adoption on February 22, 2022 (ends August 22, 2022);
2. Prohibits the acceptance and processing of all new multiple family-related applications.

Ongoing steps since adoption include:

- Determine the Town's preferences regarding multiple family housing, specifically rental housing. Evaluate opportunities and other circumstances that may facilitate or discourage specific types of rental housing.
- Involve the Appearance Review Board, the Planning and Zoning Board and the Town Commission in discussions of this issue.
- On March 15, 2022 the P&Z and ARB met jointly. Separately, each board then met to discuss follow-up, the ARB on April 5 and the P&Z on April 19. Their general comments are provided further herein.
- Based on the Town leadership's preferences, review the Housing Element and Future Land Use Element of the Comprehensive Plan, goals, objectives and policies, to determine potential modifications.
- Similar to the above, review the Land Development Code/Zoning Code for multi family development to determine if changes are needed. New and additional standards may need to be drafted by Town staff which will require adequate time to formulate such changes and to place the changes before the Town Commission.

Desired Result of Moratorium. In summary and as intended, the moratorium creates a pause in multiple family development. It is providing helping the Town understand how we got to this point, and allowing us to make sure that we have the right standards, tools and policies moving forward, identifying what may need to be changed/added/modified to move forward.

The Issue of the Town's Character -- What is the Town's Character? Residents refer to the Town of Oakland's character, sometimes referring to as its "Mayberry feel." Rural. Unpaved dirt lanes. The

importance of maintaining the Town's character. One concept of the town's character is esoteric and regards its people, their cultural background, their relationships to one another or neighborliness, diversity, ethnic and socio-economic characteristics. Another concept of character regards physical characteristics such as scale height, architecture, landscape, and the like.

TOWN PLANS AS BACKGROUND

The Town's Plans include:

- The Comprehensive Plan, As Revised 2021
- The Opportunity Guide Brochure, Circa 2013/14
- The Mobility Management Master Plan, 2017/18
- The Revised Zoning Code 2018
- The Complete Streets Plan for Tubb Street and Oakland Avenue

The Comprehensive Plan, Future Land Use Element. Relative multiple family development, the Town's Mixed Use Activity Center land use designation was revised to permit residential use, and in particular to accommodate the then-proposed Longleaf development (aka Oakland Preserve) which changed Commercial designation to allow single family, attached single family (townhomes) and multiple family homes. The Longleaf developments are shown herein on the Ongoing/Planned Development Map #'s 6 and 10. The 2016 Plan Amendment provided for up to 50 dwelling units per acre which was later lowered to 25 units per acre in 2019.

Housing Element, Comprehensive Plan. The Town's Comprehensive Plan was drafted in 2007, 15 years ago. In 2005 the average value of a house in Oakland was \$289,000 compared to \$152,000 in Orange County.

Affordable housing may be classified as housing that does not require more than 30 percent of a household's income. As the average price of a home in the Town of Oakland is nearly \$300,000, this means that in order to spend less than a third of a person's income and live in the Town of Oakland, a household would have to have an annual household income of well over \$100,000.

Per the 2020 Census median household income in Oakland is \$110,118 compared to \$59,227 for Orange County. Census data is attached.

The trends identified in the Housing Element have continued. Oakland is an expensive place to own or rent a house compared to the rest of Orange County. There's not much affordable housing. While the Town has revised its zoning code, there are no incentives or encouragements to provide affordable housing.

Part of an anti-rental-apartment discussion in Oakland includes the idea of maintaining the Town's "character," by preserving it as a single family, home-ownership community. In fact, per the 2020 Census, almost a quarter (24.2%) of the 1,339 homes are rentals which is similar to way it was when the Housing Element was drafted in 2007. Census rental information follows:

Financial Characteristics

\$1,798 +/- \$138

Median Gross Rent in Oakland town, Florida

\$1,238 +/- \$7

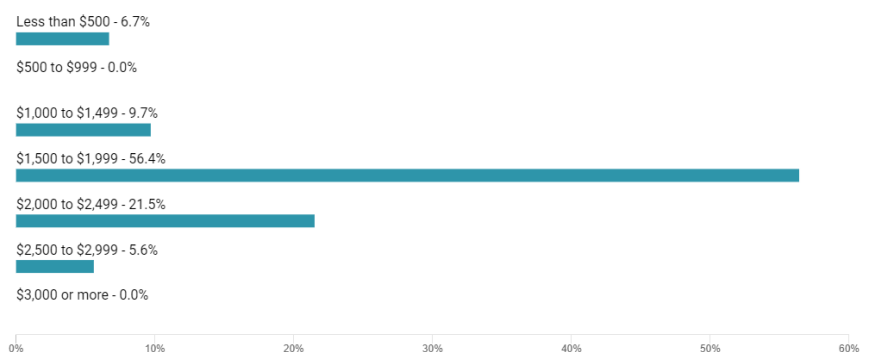
Median Gross Rent in Florida

Table:
DP04

Table Survey/Program:
2019 American Community Survey 5-Year Estimates

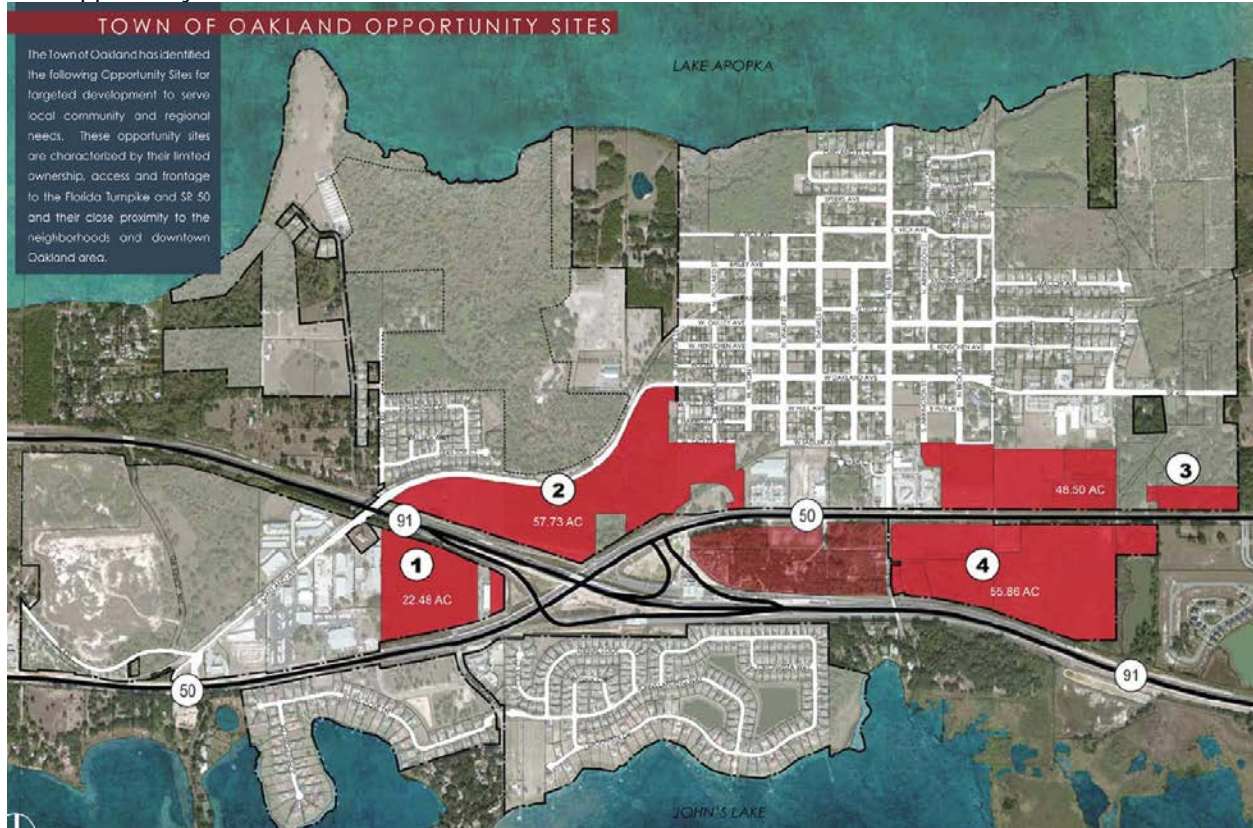
Occupied Units Paying Rent in Oakland town, Florida

VIEW OPTIONS ▾



Rental rates for The Avenue at Oakland are in the \$2,000 range which closely aligns with the Census data, notwithstanding that The Avenue was completed in 2021. A copy of selected Avenue rental rates by number of bedrooms and floor plans is attached.

Opportunity Guide Brochure. Remembered by many, the 2014 collaborative visioning process resulted in a far-reaching scenario for future development. Four “Opportunity Sites” were identified in the SR 50/Colonial Drive corridor for mixed use business/industrial development and high density residential. Opportunity Site No. 2 encompassed the entire Oakland Preserve/Longleaf site which includes The Avenue apartments. The Opportunity Sites are shown below.



Mobility Master Plan. Funded through Metroplan Orlando, the Town's Mobility Master Management Plan provides an excellent big-picture transportation concept for Oakland. Simply put, the Plan extends the original grid street system to match the original Town of Oakland Plat, providing for the traditional neighborhood block pattern that facilitates livability and multi-modal, non-vehicular transportation. The main portion of the Town is shown below. This street pattern has become the national model for new neighborhoods.



Oakland Avenue and Tubb Street Complete Street Project

The Town's latest plans provide the next step in livability and sustainability, a design program for the Town's two most important streets, Oakland Avenue and Tubb Street. With streetscape enhancements focus on the intersection of Oakland and Tubb with a phased total of \$12M. The below concept depicts the Oakland Avenue and Tubb Street intersection.

Understanding the Street | Initial Ideas



Oakland Avenue and Tubb Street | Complete Street

Infrastructure and Quality Growth and Development

In about 2013/14 the Town realized that quality development requires both central services of water and sewer. The Town has had central water for at least 75 years. As part of the rapidly expanding Orlando Urban Area, plus an environmentally sensitive designation in the Wekiva River Basin Protection Area encouraged the Town to take definitive action. Since about 2016/17 the Town of Oakland has experienced a growth spurt that began with the first small lot single family home subdivision, Meritage Home's Oakland Trails subdivision on the Town's west side. This and other new development could only happen with the Town's commitment to central wastewater facilities through its interlocal agreement with the City of Clermont. The first major sewer lift station was built near the Killarney Trailhead and the Lake County line. At this writing, the sanitary sewer system has essentially spanned the entire town with Lift Station No. 6 being built on Catherine Ross Road on the Town's east side plus another Life Station No. 7 being planned in the Briley Farms area. In addition to developer driven partnerships, the Town has obtained significant grants from the state and regional environmental agencies. A summary of the Town's financial commitment to its potable water and wastewater facilities is attached as the 2019 Legislative Program. The total commitment is about \$10M. Plus another \$2M successful state commitment for a water re-use system.

Overall Residential Development Patterns and Trends in Town of Oakland

Recognizing that the purpose of this report is to specifically focus on multiple family/apartment development, the overall development pattern for residential and nonresidential/commercial development must be considered.

The Town's blueprint for development, the Comprehensive Plan, provides the basic framework. Business and multiple family development along Colonial Drive/State Road 50 with single family residential and neighborhood commercial off the major collectors, Oakland Avenue and Tubb Street. Other Town Plans support, reinforce and amplify the Comprehensive Plan. The Master Mobility Management Plan encourages expanding the Town's traditional grid street pattern to provide interconnection for vehicles, pedestrians, bicycles and golf carts with future business and activity areas along SR 50. Design Districts incorporated into the Town's Zoning Regulations establish traditional building styles and architectural

massing within the context of specific locations of each Design District. The Town's Design Pattern for multiple family buildings is discussed further in this report.

The Proposed, Approved and Unapproved Development Map, below, depicts various development projects, that are variously approved, unapproved and/or completed.

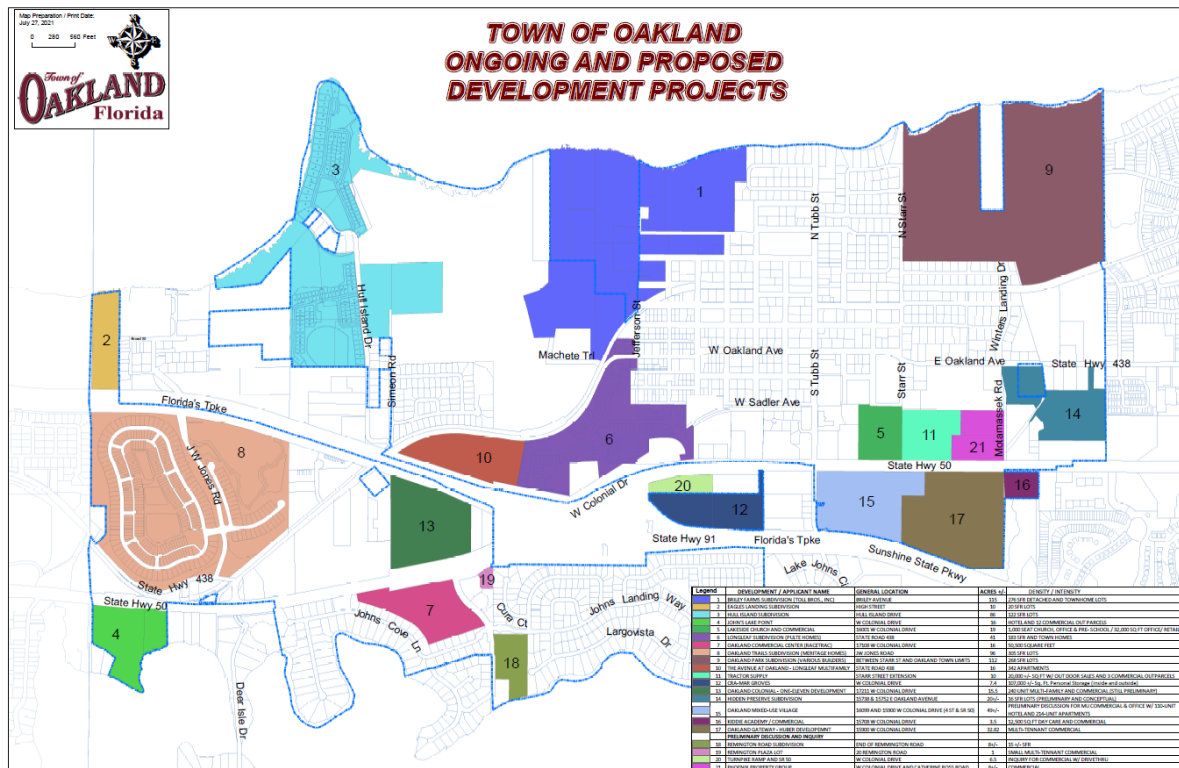


Figure 1 Oakland Planned Development Map

Residential Development Trends

Single Family Homes. Until recently the Town of Oakland was exclusively a single family residential community. In the last five years more single family homes have been developed including Oakland Trails with 305 units, Longleaf (Oakland Preserve) with 100 detached units plus 83 “attached” units (townhouses). Up to 265 units are under development in Oakland Park. Hull Island has 155 units (both phases). About 160-170 units are being planned for the Briley Farms tract. 44 are being planned in The Grove (Hidden Preserve) (Map #14). These new single family developments add up to upwards of 1,120 units.

Multiple Family Development. There are no pending or proposed multiple family housing developments at this writing. However, several apartment projects, one built, and three proposed are noted as follows:

1. **The Avenue.** Oakland’s single multiple family development, The Avenues (Map #10) includes 342 apartments. As the current focal point of Town residents’ negativity towards multifamily housing, the following analysis is provided:
 - a. **No Design Guidelines.** When initially proposed in 2016, the Town’s Gateway Corridor Regulations were in effect and did not provide requirements for multiple family development. A discussion of the Town’s current town-wide Design Guidelines for new multiple family housing is included further in this report.
 - b. **Height and Buffering.** When the apartments were initially proposed, considerable attention and concern involved building height, principally regarding how the effect of 4 story buildings would affect the Trailside Station subdivision immediately to the north of the site. A diagram (attached) showed that the proposed buildings would be over 200 feet from the nearest single family home. The distance includes the on-side building setback, the right-

of-way of CR 438/Oakland Avenue, the West Orange Trail right-of-way, and rear setbacks of the homes. See attached "Height Illustration Per Developer's Project Presentation".

- c. Scale. 342 units is a typical apartment project size that is considered too big, at least for Oakland. While the project was not regulated by design guidelines, Town staff's input significantly modified nearly every detail except the number of units.
 - i. A proposed "wall of building" was mitigated whereby one long building wall that included the clubhouse plus two large apartment wings was revised to become three separate buildings. This diminished a walled effect as well as allowing better air circulation. The Town's design guidelines would not allow such large building footprints.
 - ii. In order to provide variety additional two story buildings with parking and upstairs dwellings were added as suggested by Town staff.
- d. Senior Living. The Development Agreement includes provisions for senior housing; this component appeared to start out seriously; the project architect prepared façade renderings which were revised per staff comments for the senior housing building. The Town had an expectation that the senior component would be included although it was technically not required per the Development Agreement. Prior to finalizing the project plan the Developer stated that senior housing was not feasible because: 1) there was no market for additional senior housing units in the area "per a market study", federal financing would require completely separate management and financials for the senior component which raises costs/diminishes efficiencies to operate the project, plus any amenities for seniors such as pool and clubhouse would need to be separate and dedicated to the seniors, i.e., no sharing with the significant overall project amenities. The lack of a senior component clearly disappointed. The developer did show how the units would be accessible, not just by elevators but also through wide hallways and a few other features.
- e. Tree Preservation
 - i. Oakland Avenue and the Turnpike: The original Turnpike's plans proposed to eliminate almost all of the large oak trees on the south side of Oakland Avenue/CR 438 in order to move the road over to the south and thus provide for a seamless bridge replacement over the Turnpike to accommodate additional Turnpike lanes. The Town staff objected to that and those trees now provide and maintain a major portion of the attractive visual character of Oakland Avenue in front of The Avenue.
 - ii. The Project's East Side: Staff insisted that additional trees be planted along Oakland Avenue which was done towards the end of construction.
 - iii. Longleaf Neighbors: Staff worked with the contractor and the neighbors to add significant landscape and trees to mitigate the perception of viewing Longleaf homes from the Avenue apartments facing east. Large ligustrums and magnolias were planted with special attention given to the difficult-to-plant graveled drainage area within the walled area.
 - iv. Longleaf Neighbors: The entire east side of landscape shrubs was replaced in order to plant a much faster growing variety of hedge.
 - v. Trees Removed – Due to lightning damage and decline, several large oaks that had been carefully and expensively preserved on the east side of the site unfortunately had to be removed.
- f. Traffic. Several residents questioned how the site would be accessed from SR 50, assuming that would be the case. The site was never proposed to access SR 50. The

2016 Traffic Impact Analysis provided a “warrant” or requirement for construction of the west-bound turn lane.

- g. Sidewalks on Oakland Avenue: The Town required the contractor to replace a stretch of newly constructed 5-foot sidewalk with a proper 6-foot sidewalk.
 - h. Architecture: Significant modifications were insisted upon by the Town’s Designer. The project received approval by the Appearance Review Board, Planning and Zoning Board and the Town Commission:
 - i. The 4 story buildings required a “layer cake” horizontal building fenestration approach similar to traditional old Florida grand hotels as opposed to the typical vertical, “try to look like a house” typical of many typical apartments. This was quite involved in terms of the differentiation between floors and especially the top floor and roof fenestration. Multiple iterations were required.
 - ii. Windows and balconies were modified significantly to fit within the traditional look desired by the Town. Again, multiple iterations were necessary.
 - iii. The buildings color palette also took a number of iterations in order to insure a more traditional character. Developer initially preferred dark colors.
 - iv. Tall architectural parapets were significantly lowered to decrease building height and reduce massing.
2. Johns Lake. Johns Lake Pointe (Map #4) was originally proposed by LIV Development in 2018 as an exclusively multiple family project with 242 dwelling units. The associated comprehensive plan amendment was adopted on first reading by the Town Commission; it was transmitted, reviewed and approved by the state land planning agency, then withdrawn by LIV prior to second reading and adoption based on strong neighborhood opposition. Under new ownership the site was expanded through annexation, adding the old mansion/house, and was subsequently rezoned as Johns Lake Pointe PD, Planned Development in 2020 with a 195-bed assisted or independent living facility (instead of apartments) plus SR 50 commercial lots and single family lakeside lots. Per the current owner Marriott Hotels appears to be pursuing a 120 room hotel in 2022. That would require a modification to the PD Master Plan and Development Agreement.
 3. Oakland Colonial PD, (Map #13), a mixed residential/commercial PD proposal with 242 apartments held a public meeting with generally negative feedback by attendees. The project was withdrawn by OneElevenResidential in 2021 after a draft staff recommendation of denial was circulated prior to the Planning and Zoning Board’s public hearing. That site, owned by the McPherson Trust, remains zoned PD, Planned Development with a PD master plan approved in 2014 for big box retail, convenience store/gas station and a 150 room hotel.
 4. Oakland Mixed-Use Village (Map #15) was proposed in 2020-21 for 220 apartments plus commercial fronting State Road 50/Colonial Drive. The project was withdrawn by the applicant after the Planning and Zoning Board recommended denial to the Town Commission.

To summarize, the three above-mentioned unrealized apartment projects appeared compatible within their respective neighborhoods and generally well located within the SR 50 Urban Corridor Design District, shown below.

Commercial/Nonresidential

Beginning in the eastern SR 50 Urban Corridor, Kiddie Academy (Map #16-approved) and Oakland Gateway (#17-approved) are progressing through the development process. Kiddie Academy is in the construction phase at this writing. Further westerly the Oakland Mixed Use Village PD (Map #15) was withdrawn, as noted above but also had significant mixed commercial proposed between Gateway and 4th Street. Further west, Secure Storage (Map #15) was recently approved for warehouse/storage by the Town Commission at 164,000 square feet. Map #20 (not yet annexed, HQ Properties) represents the final

anticipated Urban Corridor commercial site east of the SR 50/Turnpike Interchange on the south side of the road.

As an overall observation the development map shows the Town as literally “all planned out”. Most significant vacant lands are committed to residential and commercial development. Commercial along the relatively narrow West Colonial Drive Urban Corridor; two as yet unrealized apartment communities within the Urban Corridor; and well-planned single family residential subdivisions throughout the rest of the Town. Strong planning tools are already in place including Design Districts and Guidelines insure traditional architectural forms plus a Mobility Master Plan enforces the Town’s traditional grid development pattern while preventing unconnected strip commercial.

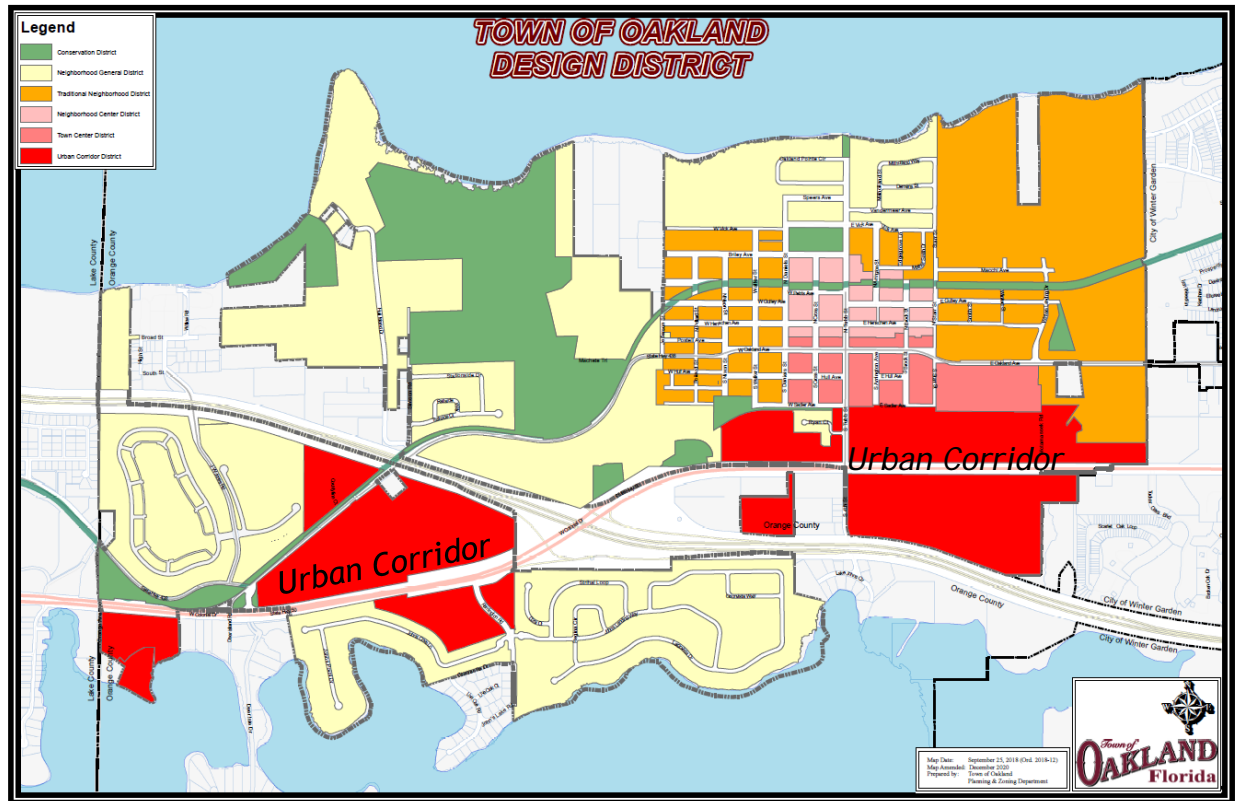


Figure 5 Oakland Design District Map

The Avenue (in Oakland Preserve, #10) is the first and only multiple family development in Oakland with 342 dwelling units. The Avenue was approved prior to adoption of Design Guidelines in 2018.

It would be difficult to find more ideal locations for multiple family developments within the Town of Oakland than those already proposed. They directly access Colonial Drive with easy access to the Turnpike Interchange.

Nearby Multiple Family/Apartments and Restrictions

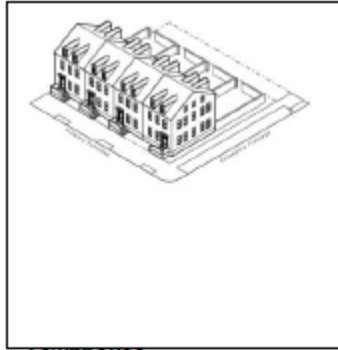
According to Winter Gardens planning staff, the City of Winter Garden concerns about multiple family development has led to certain additional restrictions and standards for such development as follows:

1. **Building Code Modification:** Requires that the first floor be cement block or steel frame construction. This modification raises the cost of the project and may cause the developer to keep the units instead of flipping them as so many do. The Avenue was sold in December 2021.
2. **Elevators:** Required in WG.
3. **Zoning:** There are no available lands zoned for apartments; an overlay zone permits apartments to be requested through the PD, Planned Development process of rezoning. PD zoning allows restrictions, conditions and stipulations to be added to a given project.

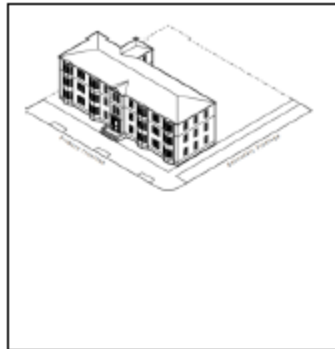
Meanwhile, Ocoee has over 700 apartments under construction.

Town of Oakland's Design District Specifications for Multiple Family Development

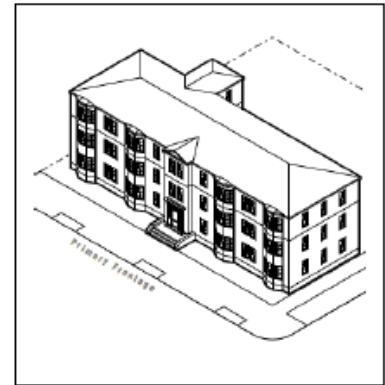
Several years after the Avenue was approved, in 2018 the Town adopted design guidelines that are incorporated into the Zoning Code. Specific prototype standards are in place for every type of development including multiple family. Excerpts of apartment and other multiple story building specifications are excerpted below:



| Townhouse | | |
|--------------------------|--|-----------------|
| BUILDING FORM | | |
| | MIN | MAX |
| Building Width | 16 ft | 36 |
| Building Depth | | 48 ft |
| Total Stories | 2 stories | 2 ½ stories(1) |
| First Floor Height | 9 ft | 12 ft |
| Upper Floor Height | 9 ft | 12 ft |
| First Floor Elevation | 2 ft | |
| FENESTRATION | | |
| First Floor Fenestration | 20% | |
| Upper Floor Fenestration | 20% | |
| STANDARDS | | |
| 1. | NC and TC max stories shall not exceed 2 1/2 | |
| 2. | Units shall have a diversity of widths per building. | |
| 3. | Town Center is permitted to have 7 units, Neighborhood center permitted 5 units | |
| 4. | At least one side must attach to a townhouse of live/work flex. | |
| 5. | End units massing & roof forms are to be articulated (28' max length) on side street. | |



| Small Apartment Building | | |
|---------------------------------|---|-------------|
| BUILDING FORM | | |
| | MIN | MAX |
| Building Width | | 60 ft |
| Building Length | | 75 ft |
| Total Stories | | 2 ½ stories |
| First Floor Height | 9 ft | 15 ft |
| Upper Floor Height | 9 ft | 12 ft |
| First Floor Elevation | 2 ft | |
| FENESTRATION | | |
| First Floor Fenestration | 20 | % |
| Upper Floor Fenestration | 20 | % |
| STANDARDS | | |
| 1. | Maximum stories permitted in the Town Center is 2 stories . | |



| Apartment Building | | |
|---------------------------|--|---------------|
| BUILDING FORM | | |
| | MIN | MAX |
| Building Footprint | | 12,000 sq.ft |
| Building Depth | | 180 ft |
| Total Stories | | 4 stories (1) |
| First Floor Height | 9 ft | 15 ft |
| Upper Floor Height | 9 ft | 12 ft |
| First Floor Elevation | 2 ft | |
| FENESTRATION | | |
| First Floor Fenestration | 20% | |
| Upper Floor Fenestration | 20% | |
| STANDARDS | | |
| 1. | An applicant may apply to increase the height to an additional two stories as through the ARB, PB, and Town Commission when additional design is applied, per the Urban Design Manual. | |
| 2. | Stairs must be integrated into the building design and completely enclosed. | |



| Store/House | | |
|--------------------------|----------|-------------------|
| BUILDING FORM | | |
| | MIN | MAX |
| Building Width | | 36 ft |
| Building Depth | | 55 ft |
| Total Stories | | 2 1/2 stories (1) |
| First Floor Height | 12 ft | 14 ft |
| Upper Floor Height | 9 ft | ?? |
| First Floor Elevation | 0 ft | |
| FENESTRATION | | |
| Storefront | Required | |
| First Floor Fenestration | 20% | |
| Upper Floor Fenestration | 20% | |
| STANDARDS | | |

1. Maximum stories in the neighborhood center is 2.
2. Storefront fenestration is required on the first floor façade of the primary frontage.
3. A porch or gallery may be built on the third story of a primary frontage provided there is not a porch or gallery directly below it on both the first and second floors.

| Live/work flex | | |
|--------------------------|-----------|---------------|
| BUILDING FORM | | |
| | MIN | MAX |
| Building Width | 18 ft | 30 ft |
| Building Depth | | 60 ft |
| Total Stories | 2 stories | 3 stories (1) |
| First Floor Height | 9 ft | 14 ft |
| Upper Floor Height | 9 ft | 12 ft |
| First Floor Elevation | 0 ft | |
| FENESTRATION | | |
| Storefront | Optional | |
| First Floor Fenestration | 60% | |
| Upper Floor Fenestration | 20% | |
| STANDARDS | | |

1. Maximum stories permitted in the Town Center is 2 stories .
2. Fenestration minimum may be reduced if the first floor is residential.
3. At least one side must attach to a townhouse of live/work flex.

It should be noted again that the proposals that came after The Avenue's 342 unit approval were much smaller, in the 200's units. They met the Town's design guidelines in terms of massing, scale and site plan design requirements. They were directly accessible from SR 50 which is consistent with the Town's plans since 2014.

Summary of Background Information

In summary, the Town's plans, policies and zoning/design requirements now provide for a reasonable range of housing types, including single and significantly more restrictive multiple family housing standards. Commercial, industrial and multiple family uses are anticipated to be located in the relatively narrow State 4-26-2022 TC Work Session Packet

Road 50 Urban Corridor that abuts the Turnpike in several locations. Single family neighborhoods are located primarily off arterial and major collector roadways. The relatively recent addition of central wastewater services via interlocal agreement with the City of Clermont has strengthened the Town's ability to insure quality development at a significantly higher intensity than prior to 2016.

Prior to 2016 all development was on septic tanks with central potable water. Large residential lots were necessary to accommodate septic tanks. Since 2016, major potable water and the addition of sanitary sewer infrastructure have expanded across the Town enabling higher intensity development. Small lot residential has become the norm. All new development is on central water and sewer.

SO NOW WHAT? OPPORTUNITIES, INCENTIVES, RESTRICTIONS AND PREFERENCES

With almost a quarter of the Town as rentals in 2020, it's hard to pin down exactly how rentals, apartments or otherwise, would change the "character" of the Town. Is there a difference between renters and owners? One's own socio-economic circumstances change over time. A personal question: How many times have you been a renter? Owner? For example, in 47 years in Florida, I've owned 4 residences and rented 6 apartments (OK, 2 condo's, 1 duplex, 3 actual apartments). Who hasn't rented at some point in their lifetimes. With today's lifestyles and generally accepted deficit in available housing, more families are renting. In general, rentals are hard to find, especially affordable ones. There are long waiting lists at Section 8/subsidized housing in Winter Garden. But that's not what we're looking at in Oakland which is an upper-income community (Median income of \$112,000 per 2020 Census, attached) with expensive, premium homes. M/I Homes financing information is also attached. The apartments that have been proposed in the recent past in Oakland are clearly geared to higher income persons and families. See the attached typical rent ranges for The Avenue.

This is not to say that the small Town of Oakland has any responsibility to accommodate people who move into our popular state -- "Florida has seen an influx of new residents even during the pandemic." (see attached article, Orlando Sentinel). In 2020, 167% more people were moving into the state than moving out. In 2021 another 43% came. In 2021 Orlando experienced 244 move-ins for every 100 move-outs.

YIMBY. We've all heard the term "NIMBY" or "not in my back yard." The the new movement is "YIMBY" for "yes in my back yard." This national "movement" has spread to Orlando and been noted in the Orlando Sentinel as an advocacy group in favor of increased density, affordability, diversity, for housing. The movement is just now becoming significant among conservatives in Canada but not among conservatives in the US. Others say the YIMBY approach is not the answer to housing affordability. See YIMBY Movement Articles/Excerpts attached hereto.

Restaurants. Meanwhile, a frequent question Oakland residents is, "When will we have a place to go eat that's in the Town!?! Where's the restaurants, and we don't mean fast foods like Winter Garden and Clermont; we want a couple of nice, sit-down restaurants. With white table cloths. One would be a good start. And who hasn't heard the question, "Where's my pub?" The Town recently amended the commercial zoning districts to make it less restrictive to establish a restaurant with alcoholic beverages, removing the buffer from religious institutions, schools and parks while maintaining special exception approval for full liquor-without-food establishments, i.e., bars.

Roof-tops. Some pro-apartment advocates say that more residential roof-tops are needed before restaurants and other commercial development will come. Responding to the Town's discussion, the recent proposal known as Oakland Mixed-Use Village at 4th Street and SR50 (Map # 15), offered two SR-50-fronting commercial buildings to be constructed along with the 200+ apartments. The project was withdrawn after a negative P&Z recommendation.

Incentives. Can the Town incentivize through stipulation that an apartment approval be predicated upon commercial building, much less a specific tenant? Could such a condition be stipulated in the development agreement? For example, could the Oakland Mixed-Use Village Planned Development reapply and be

reasonably assured if they were to agree to build an Applebee's? Has that ever been done? Is it lawful? Would it need to be a policy in the Comprehensive Plan?

Stipulations. Should the Town further restrict multiple family housing by increasing costs and quality. As noted above, Winter Garden now requires that the first floor be of block rather than the stick-built like the majority complexes. They also now require elevators. In truth, apartments without elevators are substandard; they not accessible and undesirable. Zoning wise, almost all development in the Town of Oakland has required PD, Planned Development rezoning approval or some other special exception approval that allows the Town to attach stipulations and conditions.

Prohibition. Should or could the Town simply prohibit multiple family development? Prohibition would discourage the generally beneficial aspects of a diversified housing mix. There are only 2 or maybe 3 sites available for an apartment development. The Orlando Apartment Association compiled a Multifamily Market Report for Oakland that projects about 70 rental units being absorbed for the next several years, what could amount to a new apartment development every three to five years.

CONCLUSIONS

Housing is a complex subject. This report provides information in an attempt to explain current conditions, primarily related to multiple family housing in the Town of Oakland. As with such information and data, interpretation can lead in various directions, depending upon preferences and direction that are up to the Town's leadership and ultimately the Town Commission.

As noted, thus far, the Planning and Zoning Board and the Appearance Review Board have met twice to discuss this subject. While no formal vote has taken place, the following is noted:

- Multiple family/apartment housing has a place in Oakland. In general, the Town's existing policies are sound in terms of location in the SR 50 Corridor with mixed commercial and other nonresidential uses.
- The specifics and criteria for multiple family housing should be reviewed carefully to insure that future development meets the Town's Zoning Code and design criteria. While there was no consensus regarding any additional stipulations or criteria, the board members were open to additional requirements.
- The Planning and Zoning Board strongly advocates for limiting multiple family housing on the west side of the Turnpike/SR50 Interchange and specifically not allow such housing in the 4th Street area between SR 50 and the Turnpike.

Code Refinement Suggestions. Additionally, staff has identified several enhancements to the Town's development code and development processes that can be incorporated as appropriate:

- The Planned Development (PD) zoning process and how and when the Design Districts apply needs to be clarified including which standards might be modified or enhanced when using the PD process.
- Determine if any additional building types should be developed. Currently there are 2 Building Types for apartments, a Small Apartment Building, and an Apartment Building.
- Review whether additional standards on the number of apartment buildings per complex, additional apartment building types can be used in an overall development, based on acreage, and the requirement to provide commercial uses and/or integrate uses in buildings (vertical vs. horizontal).
- Create an overall guideline for apartment communities vs. apartment buildings, that will provide a distinction on small apartment sites vs larger apartment style development.
 - Ensure that the Design Code requirements are being met, especially:
 - Overall block structure, creating blocks like traditional grid street neighborhoods
 - Pedestrian circulation
 - Building types (building footprints/square footage per building)
 - Building frontages
 - Location of Parking

- Checklists – create special checklist for apartment and potentially other building types to ensure that each design element is complied with.
- Design Manual – The Design Manual is a supplement to the Zoning Code and was adopted by resolution. It can be added to or modified more freely than the Zoning Code itself. There should be additional details specific to multiple family building types.
- Review the application and application review process to ensure future applicants and Town reviewers follow the Design Guidelines.

Staff remains open to additional ideas and suggestions.

Attachments:

(List of) Selected Development Projects in Oakland, December 2021
Site 2 of Opportunity Brochure, 2014
Town of Oakland's 2019 Legislative Program (Utilities)
The Avenue - Height Illustration Per Developer's Project Presentation, 2016
The Avenue on Oakland Apartments Floor Plans and Rental Rates, Website: December 2021
Hull Island at Oakland, M/I Homes, Website: December 2021
Orlando Sentinel Article about in migration, January 2022
2020 US Census Housing and Income Data
Apartment Association of Greater Orlando Data, 2022 by Costar
YIMBY Articles/Excerpts

DEVELOPMENT PROJECTS IN OAKLAND, FLORIDA

DECEMBER 2021

| MAP # | DEVELOPMENT | GENERAL LOCATION | ACRES | UNITS | SQ.FT. | USE/DESCRIPTION |
|---------------|---|---|-------|-------|---------|--|
| 1 | BRILEY FARMS | BRILEY AVENUE | 115 | 155 | | SFR (SINGLE FAMILY RESIDENTIAL) |
| 2 | APOPKA SOUND | HIGH STREET | 10 | 19 | | SFR |
| 3 | HULL ISLAND SUBDIVISION | HULL ISLAND DRIVE | 86 | 143 | | SFR |
| 4 | JOHN'S LAKE POINT | W COLONIAL DRIVE | 16 | 8 | 34,500 | 159 BED ILF/ALF, COMMERCIAL; WITHDRAWN 242 APTS. |
| 5 | LAKESIDE CHURCH AND COMMERCIAL | 16001 W COLONIAL DRIVE | 19 | | 32,000 | 1,000 SEAT CHURCH, OFFICE & PRE-SCHOOL, 2 COMMERCIAL PARCELS |
| 6 | LONGLEAF SUBDIVISION (PULTE HOMES) | STATE ROAD 438 | 41 | 183 | | SFR AND TH |
| 7 | OAKLAND COMMERCIAL CENTER (RACETRAC) | 17108 W COLONIAL DRIVE | 16 | | 50,500 | COMMERCIAL |
| 8 | OAKLAND TRAILS SUBDIVISION (MERITAGE HOMES) | JW JONES ROAD | 96 | 305 | | SFR |
| 9 | OAKLAND PARK SUBDIVISION | BETWEEN STARR ST AND OAKLAND TOWN LIMITS | 112 | 268 | | SFR |
| 10 | THE AVENUE AT OAKLAND | STATE ROAD 438 | 16 | 342 | | APARTMENTS |
| 11 | TRACTOR SUPPLY | STARR STREET EXTENSION | 10 | | 20,000 | TSC PLUS 1 COMMERCIAL OUTPARCEL |
| 12 | SECURE STORAGE | W COLONIAL DRIVE | 14 | | 164,000 | STORAGE |
| 13 | McPHERSON TRUST | 17211 W COLONIAL DRIVE | 23 | | 250,000 | COMMERCIAL PD; WITHDRAWN 240 APTS. |
| 14 | THE GROVE AT OAKLAND | 15738 & 15752 E OAKLAND AVENUE | 19 | 44 | | SFR |
| 15 | OAKLAND MIXED-USE VILLAGE | 16099 AND 15900 W COLONIAL DRIVE (4 ST & SR 50) | 49 | | | WITHDRAWN: 220 APTS, 34,500 SQ.FT. |
| 16 | KIDDIE ACADEMY / COMMERCIAL | 15708 W COLONIAL DRIVE | 4 | | 24,000 | 12,500 SQ FT DAY CARE AND COMMERCIAL |
| 17 | OAKLAND GATEWAY - HUBER DEVELOPEMNT | 15900 W COLONIAL DRIVE | 33 | | 29,000 | MULTI-TENANT COMMERCIAL |
| | PRELIMINARY DISCUSSION/INQUIRY | | | | | |
| 18 | REMINGTON ROAD SUBDIVISION | END OF REMMINGTON ROAD | 8 | 18 | | UNDER PRELIMINARY REVIEW |
| 19 | REMINGTON PLAZA LOT | 20 REMINGTON ROAD | 1 | | | 1 MULTI-TENANT COMMERCIAL BUILDING |
| 20 | TURNPIKE RAMP AND SR 50 | W COLONIAL DRIVE | 7 | | | INQUIRY FOR COMMERCIAL W/ DRIVETHRU |
| 21 | PHOENIX PROPERTY GROUP | W COLONIAL DRIVE AND CATHERINE ROSS ROAD | 8 | | | COMMERCIAL PARCELS |
| TOTALS | | | 703 | 1,485 | 604,000 | |

Opportunity Site No. 2

OPPORTUNITY SITE TWO

Opportunity Site Two is located north of the intersections of the Florida Turnpike and S.R. 50 in the Town's Gateway Overlay District. The 58 acre site is characterized by a high and dry topography and is zoned Commercial with a Future Land Use Map designation of Commercial. Existing adjacent uses include single family residential development to the North-west and North-east and the Florida Turnpike to the South-west and West Colonial Drive (S.R. 50) to the South-east. The site is bounded by Scenic and Historic West Oakland Avenue (and the West Orange Trail) on the North, the Florida Turnpike on the South-west, West Colonial Drive (S.R. 50) on the South-east and residential development on its East border. This site has a single owner (FDOT) and has been identified on their surplus lands list, which can facilitate development. This opportunity site is an ideal location for development of office, multifamily residential, and senior assisted living facilities. The close proximity of established Oakland neighborhoods, the West Orange Trail, and the Oakland Nature Preserve provide a valuable adjacencies. Visibility of Opportunity Site #2 from the Florida Turnpike by over 34,000 vehicles per day makes this site ideal for regional professional service and office facilities that benefit from high-visibility and accessibility. The proximity to the Town's environmental assets also presents unique opportunities. Town of Oakland Business Assistance programming that is available for this opportunity site includes: Oakland Impact Fee Assistance program and the Oakland Permit Assistance and Expedited Permitting services.





THE OAKLAND/ SOUTH LAKE APOPKA INITIATIVE

SUMMARY

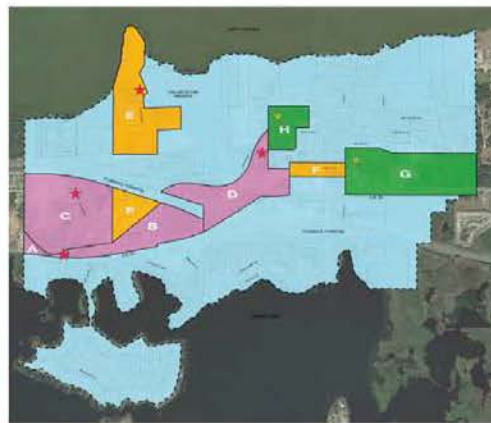
Continued Legislative assistance to the Town of Oakland's Sewer Initiative is critical to successfully protecting an important Springshed, and several impaired water bodies in this area of the State. Although unavoidable in some cases, elimination, or reduction, of septic systems is vital to the health and safety of our precious environment, and to the people of Florida. Previous assistance is also playing a significant role in "jump starting" economic development, housing starts and job creation at this hitherto undiscovered crossroads of a major highway system. Equally important, the Initiative is creating a new source of alternative, or reclaimed, water to be used for irrigation purposes in the region.

If Legislative assistance is received, it will once again be leveraged with our local resources, and allow us to continue with this important, and regional, sanitary sewer initiative.

BENEFITS

- Enables the creation of 5,174 jobs.
- Increases property values and helps balance tax base.
- Allows higher sales tax revenues for local/state agencies.
- Protects the Gourd Neck Spring Watershed.
- Reduces nutrient loading within Lake Apopka and John's Lake basins.
- Provides a source of reclaimed water for Clermont.
- Shifts the responsibility for wastewater maintenance from individual residents to the town.
- Complements \$180 million spent on North Shore of Lake Apopka.
- Is supported by the local community.
- Virtually eliminates, or minimizes, the potential for additional septic systems in Oakland.

THE TOWN OF OAKLAND IS REQUESTING \$2 MILLION TO ACCELERATE THE CURRENT DESIGN AND CONSTRUCTION OF A SANITARY SEWER COLLECTION SYSTEM THAT WILL PROTECT GOULD NECK SPRING AND LAKE APOPKA. CREATE AN ALTERNATIVE WATER SOURCE, GENERATE ECONOMIC DEVELOPMENT AND ENABLE THE CREATION OF 5,174 JOBS



| TITLE | TOWN | PUBLIC/PRIVATE PARTNERSHIP | STATE | TOTAL | STATUS |
|--|--------------------|----------------------------|----------------------|---------------------|--------------------|
| Masterplan Development | \$550,000 | \$0 | \$0 | \$550,000 | Completed |
| Force Main to Clermont | \$227,249 | \$139,872 | \$0 | \$366,121 | Completed |
| Phase A - Master Lift Station and Force Main | \$550,000 | \$0 | FY 14-15 \$250,000 | \$800,000 | Completed |
| Phase B - Gravity Main Extension to Turnpike | \$200,000 | \$0 | FY 16-17 \$1,000,000 | \$1,200,000 | Completed |
| Gravity Main Extension to Turnpike (Additional Appropriation) | \$0 | \$0 | FY 18-19 \$100,000 | \$100,000 | Completed |
| Phase C - Lift Station / Force Main (Oakland Trails) | \$0 | \$500,000 | \$0 | \$500,000 | Completed |
| Phase D - Under Turnpike and subdivision improvements (Longleaf at Oakland) | \$487,000 | \$1,021,500 | \$0 | \$1,508,500 | Completed |
| Phase E - Hull Island Extension (Hull Island at Oakland) | \$0 | \$825,000 | \$0 | \$825,000 | Under Construction |
| Phase F - Sadler Extension to Tubb Street and West Oakland Ave. Extension | \$150,000 | \$0 | FY 17-18 \$1,000,000 | \$1,150,000 | Ready to Bid |
| Subtotal Previous Projects* | \$2,164,249 | \$2,485,372 | \$2,350,000 | \$6,999,621 | |
| Phase G - W. Sadler Ave. Extension to Motomassek Rd. (ROW, Design, Construction) | \$200,000 | \$400,000 | Request \$1,250,000 | \$1,850,000 | FY 19 -20 |
| Phase H - North Extension to Railroad Ave. (Design & Construction) | \$50,000 | \$500,000 | Request \$750,000 | \$1,300,000 | FY 19 -20 |
| Subtotal of FY Year 2019-2020 Projects** | \$250,000 | \$900,000 | \$2,000,000 | \$3,150,000 | |
| Grand Total | \$2,414,249 | \$3,385,372 | \$4,350,000 | \$10,149,621 | |

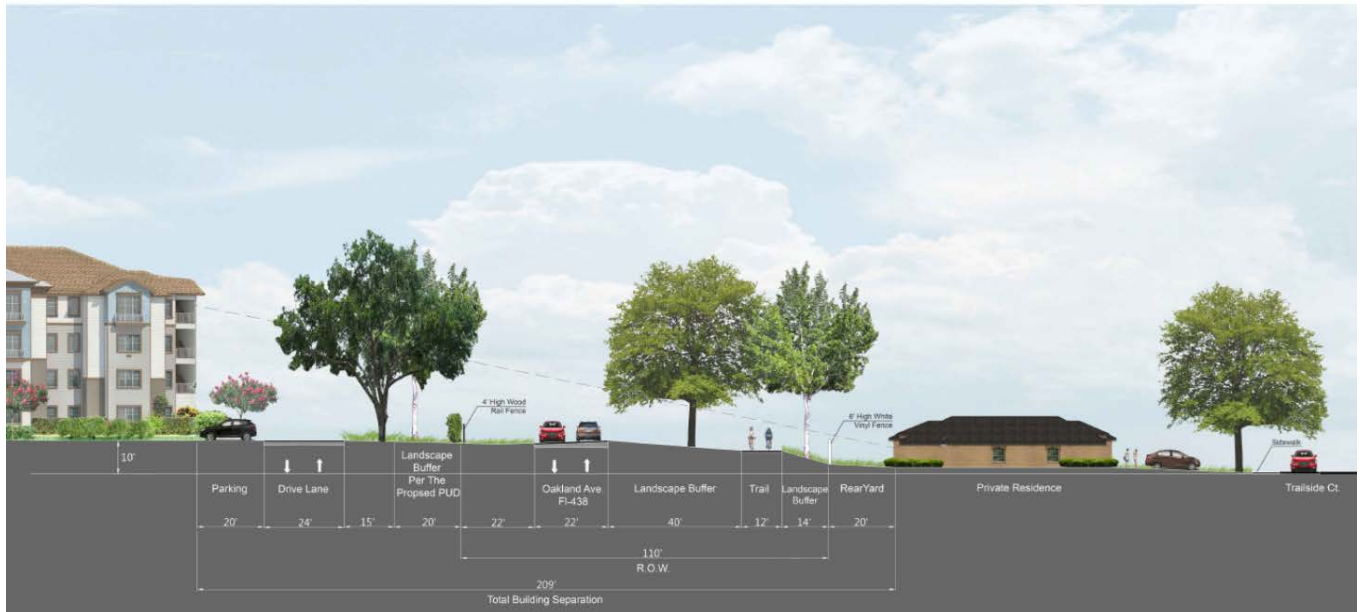
*The work has been completed or is under construction through Town, Private and State legislative appropriation.

**It is our intent to request \$2.0 million from the State this year matched by Town & Private sources.

The Avenues Rezoning Illustration




Height Illustration Per
Developer's Project Presentation

Multi-Family / Oakland Ave / Trailside Station Cross Section with Line of Sight



The Avenue on Oakland Apartments
 Floor Plans and Rental Rates
 Dated Website: December 2021

1 BEDROOM | MOVE IN



| | | | |
|--|--|--|--|
| <p>A (Siena Carria... 1 BED 1 BATH</p>  <p>\$1925 1060 SF</p> | <p>A1 (Palm) 1 BED 1 BATH</p>  <p>\$1610 791 SF</p> | <p>A2 (Arbor) 1 BED 1 BATH</p>  <p>\$1585 900 SF</p> | <p>A3 (Newton) 1 BED 1 BATH</p>  <p>\$1660 889 SF</p> |
| <p>A4 (Cypress) 1 BED 1 BATH</p>  <p>\$1650 976 SF</p> | <p>A5 (Acacia) 1 BED 1 BATH</p>  <p>\$1725 1089 SF</p> | | |

[ps://www.liveavenueoakland.com](http://www.liveavenueoakland.com)

Floor Plans



- S STUDIO | 1 BEDROOM | 2 BEDROOM | 3 BEDROOM

Featured Plans

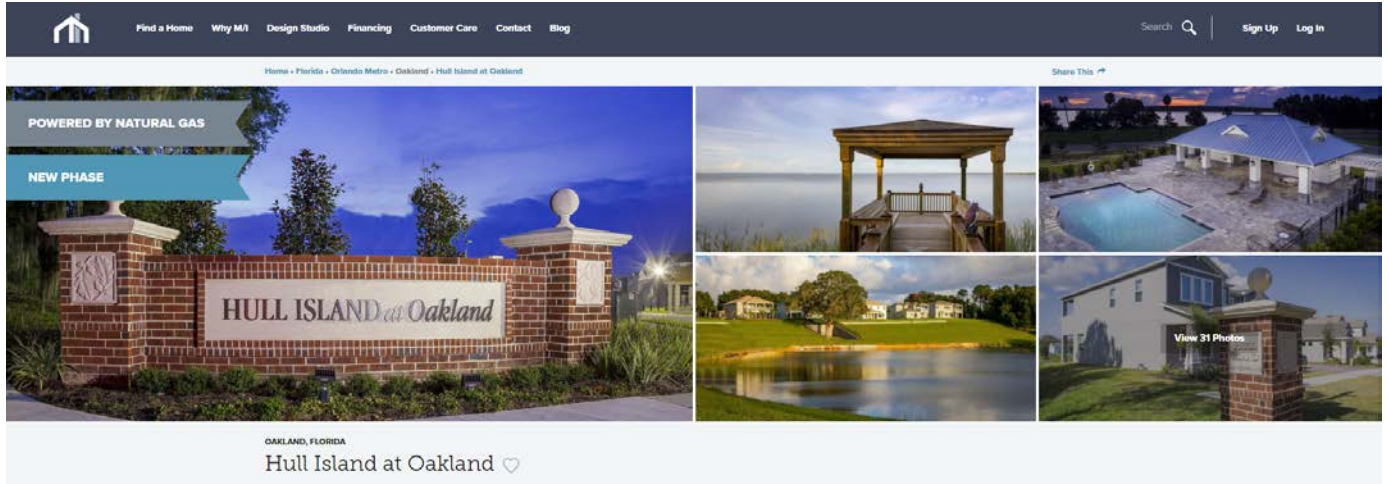
| | | | |
|--|--|--|--|
| <p>B1 (Willow) 2 BED 2 BATH</p>  <p>\$1955+ 1136 SF</p> | <p>B2 (Sycamore) 2 BED 2 BATH</p>  <p>\$1950+ 1291 SF</p> | <p>B3 (Alder) 2 BED 2 BATH</p>  <p>\$2000+ 1291 SF</p> | <p>B4 (Harris) 2 BED 2 BATH</p>  <p>\$2155+ 1508 SF</p> |
|--|--|--|--|

Floor Plans

- 3 BEDROOM | MOVE IN

| | |
|---|--|
| <p>C1 (Tucker) 3 BED 2 BATH</p>  <p>\$2500 1786 SF</p> | <p>C2 (Hamilton) 3 BED 2 BATH</p>  <p>\$2700 1786 SF</p> |
|---|--|

Hull Island at Oakland M/I Homes Website December 2021



Single Family Homes in Oakland, Florida
790 Hull Island Drive, Oakland, Florida 34787

Priced from: **\$441,990**
[Estimate Your Monthly Payment](#)

SALE PRICE \$441,000

DOWN PAYMENT 0% | \$0

INTEREST RATE 4.250%

MORTGAGE TYPE
30 Year Fixed

ANNUAL PROPERTY TAX RATE 0.000%

ANNUAL INSURANCE \$0

Have questions?
Contact the at M/I Financial, LLC - Orlando M/I Financial team at (407) 531-5200
License #: MLDB 291
NMLS ID: 372661



| | |
|------------------------------|-------------------|
| ● Principal & Interest | \$2,169.00 |
| ● Est. Real Estate Tax | (not specified) |
| ● Est. Homeowner's Insurance | (not specified) |
| ● Est. Mortgage Insurance | \$154.00 |
| Monthly Payment Total | \$2,323.00 |

[Get a personalized quote](#)

Results received from this calculator are designed for comparative purposes only, and accuracy is not guaranteed. M/I Financial, LLC does not guarantee the accuracy of any information available on this site and is not responsible for any errors, omissions, or misrepresentations. [View Terms and Conditions of Use.](#) This calculator does not have the ability to pre-qualify you for any loan program. Qualification for loan programs may require additional information such as credit scores and cash reserves which are not gathered in this calculator. Information such as interest rates and pricing are subject to change at any time and without notice. Additional fees such as HOA dues and property taxes are not included in calculations. All information such as interest rates, insurance, PMI payments, etc. are estimated and should be used for comparison only. M/I Financial, LLC, and M/I Homes does not guarantee any of the information obtained by this calculator. NMLS ID: 50684
(View all Branch NMLS IDs)

Orlando Sentinel Article about In and Out Migration

10 Orlando Sentinel | Section 1 | Thursday, January 27, 2022

Florida ranked among most popular states for move-ins during pandemic, survey says

By Garfield Hyton
Orlando Sentinel

Florida has seen an influx of new residents even during the pandemic.

In 2020, 167% more people were moving into the state than those moving out, according to the moveBuddha 2021 Migration Report.

In 2021, inbound moves jumped another 43%, meaning that for every 100 move-outs, 210 moves

were coming into the state, according to the survey.

State-by-state data showed 13 Florida cities in the top 25 for migration growth in 2020 and 2021.

Cities within the state were some of the fastest-growing when it comes to net migration, as nearly 2 million more people than initially projected retired from the workforce.

Within the state, retirement mecca The Villages ranked the highest nation-

ally with the second most significant growth, followed by Fort Myers at fourth, Naples at 11th, Tampa at 17th and Port St. Lucie at 21st.

Also, Orlando saw a continuing upward trend of people moving into the city, according to the survey.

In 2020, for every 204 moves into the city there were 100 move-outs. In 2021, the number jumped to 244 move-ins for every 100 move-outs.

Census Data for Income, Poverty and Renter Occupied Housing

Income and Poverty

Income and Earnings

\$110,118 +/- \$11,486

Median Household Income in Oakland town, Florida

\$59,227 +/- \$443

Median Household Income in Florida

Table:
S1901

Table Survey/Program:
2019 American Community Survey 5-Year Estimates

Owner/Renter (Householder) Characteri...

11.9% +/- 6.0%

Moved 2017 or Later Into Occupied Housing Unit in Oakland town, Florida

31.3% +/- 0.3%

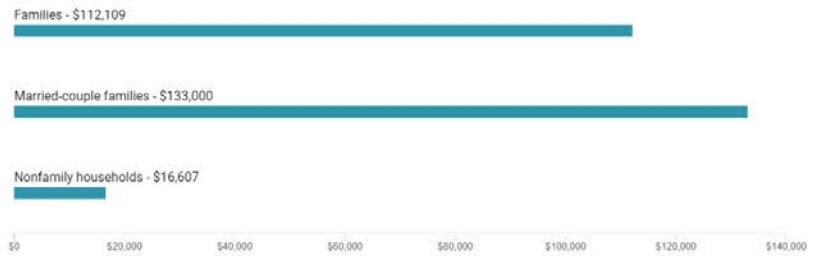
Moved 2017 or Later Into Occupied Housing Unit in Florida

Table:
S2502

Table Survey/Program:
2019 American Community Survey 5-Year Estimates

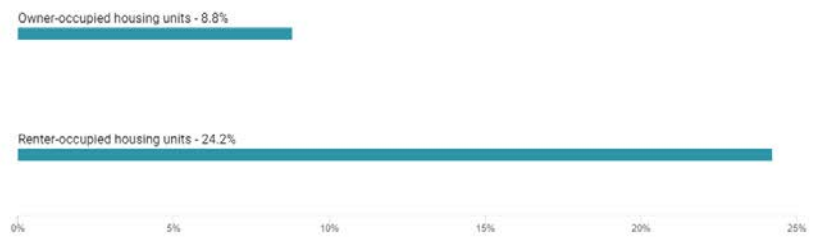
Median Income by Types of Families in Oakland town, Florida

VIEW OPTIONS



Moved 2017 or Later Into Occupied Housing Unit by Type of Units in Oakland town, Florida

VIEW OPTIONS





Multifamily Market Report

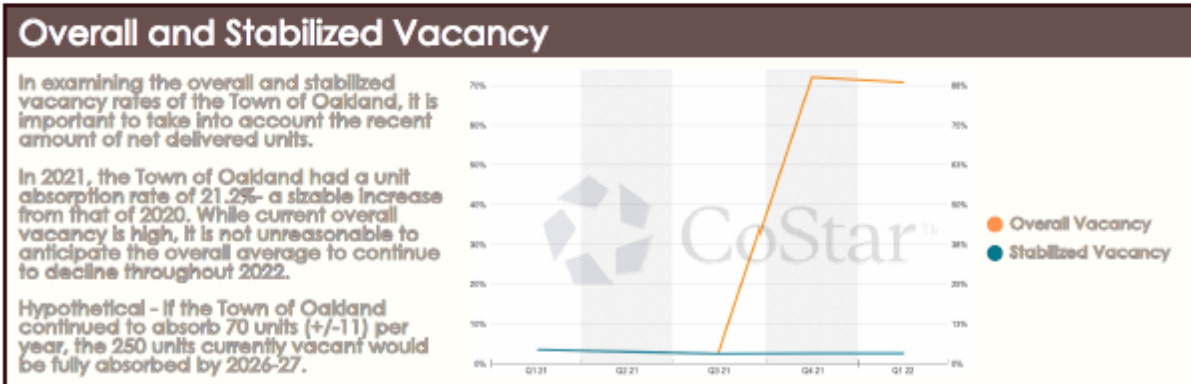
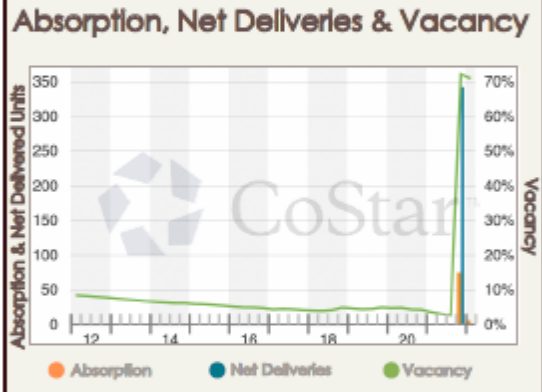
Town of Oakland



| Availability | |
|-------------------------------------|-----------------|
| Inventory Units | 373 units |
| Vacancy | Q1 2022 Q4 2021 |
| Typical Occupancy Range - 78% - 97% | 69% 4% |
| Unit Absorption (12 MO) | 79 units |

| Market Effective Rent | |
|---------------------------|-----------|
| • Studio | - \$1,544 |
| • One Bedroom Apartment | - \$1615 |
| • Two Bedroom Apartment | - \$1,967 |
| • Three Bedroom Apartment | - \$2,553 |

| Demand | |
|-----------------------------------|-----------|
| 12 MO Absorption of Inventory (%) | 21.2% ↑ |
| Median Household Income | \$110,000 |
| Annual Rent Growth | 2.7% ↑ |



This report was prepared for the Town of Oakland, Florida by The Apartment Association of Greater Orlando (AAGO) using, in part, data from CoStar. Unless otherwise noted, the data reflected above is current as of January 17, 2022.



YIMBY Movement Articles/Excerpts

LOCAL NEWS
 Nadeen Yanes, Reporter
 Published: July 22, 2021, 6:53 PM
 Updated: July 22, 2021, 7:08 PM
 Tags: BoomTown, Orange County, Affordable Housing

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How Orlando Yes in My Backyard is fighting for more housing in Central Florida

Group is fighting against NIMBYism

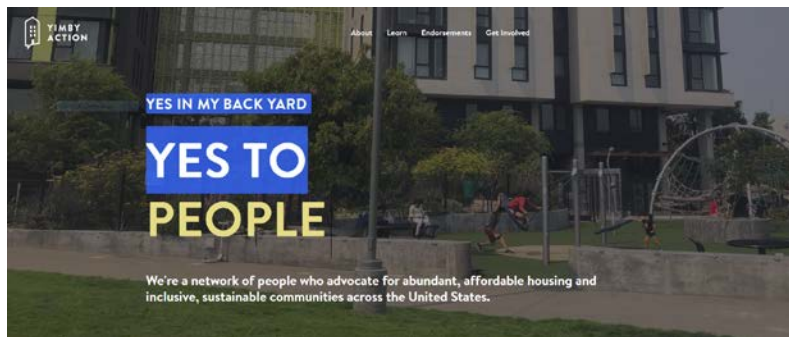


There is a new group in town ready to fight for more housing in Central Florida -- Orlando YIMBY: Yes, in My Backyard.

ORLANDO, Fla. -- There's a new group in town ready to fight for more housing in Central Florida -- Orlando YIMBY: Yes in My Backyard.

The new chapter of the national organization, **YIMBY Action**, hopes to combat what many city and county

RELATED STORIES
 Broker says housing supply is slim as 2,000 Disney employees plan to move to [Image]



U.S.

Yimby Movement Goes Mainstream in Response to High Housing Costs

'Yes in my backyard' activists in states such as California try to persuade Democrats that more construction is the best solution for homelessness and lack of affordable housing

[Social share icons]



With the average 30-year mortgage rate rising to 5%, home ownership may now be out of reach for millions more Americans. WSJ's Dion Rabouin explains the impact for potential buyers, sellers and the housing market. Illustration: Adele Morgan

By [Christine Mai-Duc](#) [Follow](#)
 Updated Apr. 20, 2022 12:49 am ET

NEWS | ECONOMY & LABOR

YIMBY Movement Is Not the Answer to Housing Crisis, Grassroots Activists Say