GROWTH MANAGEMENT
Legislative Updates & Innovations

The DRI Process and Concurrency are gone. How Osceola County Transformed its Local Government Approval Processes.

August 2, 2018

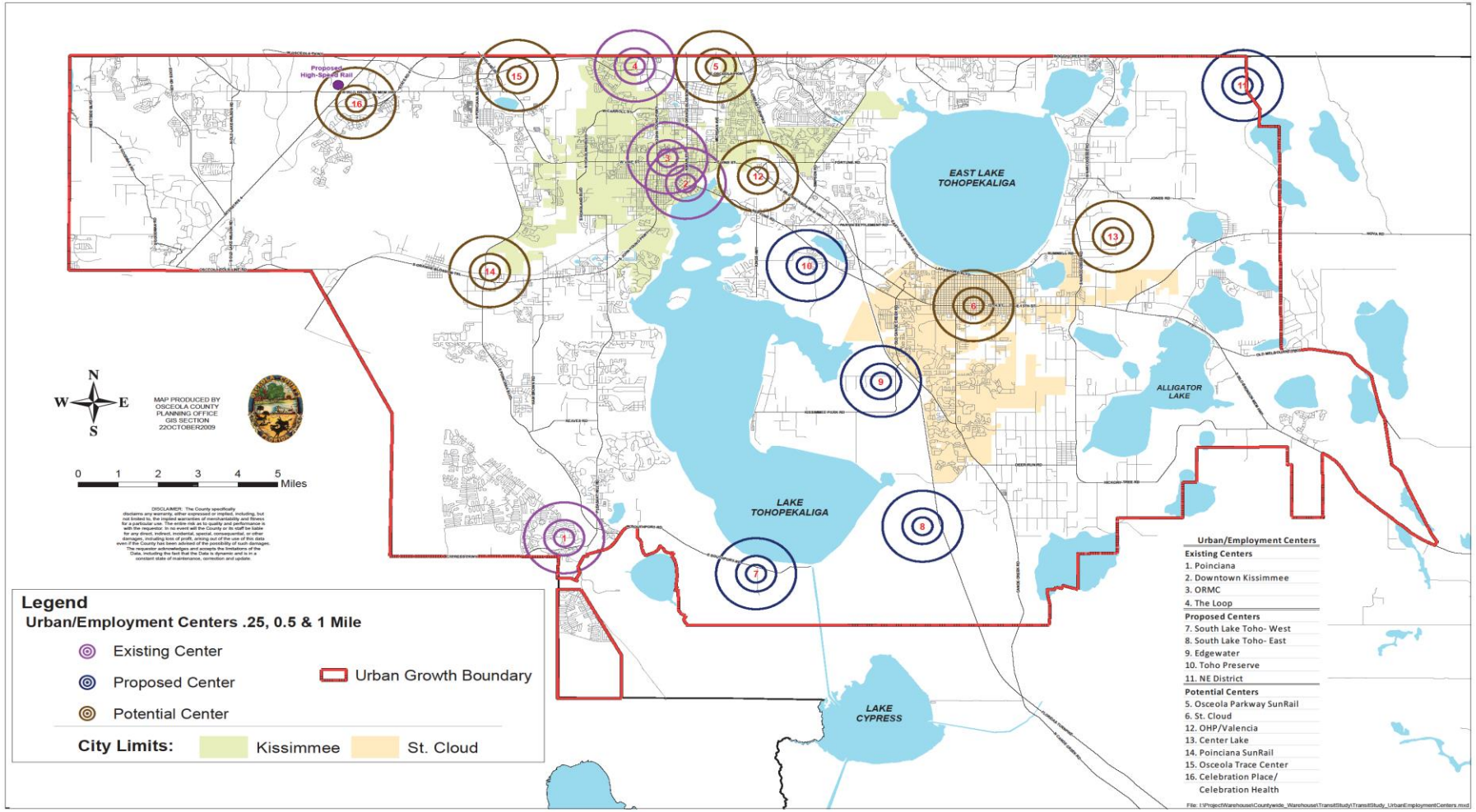
Kerry Godwin, AICP

Director of Planning & Design

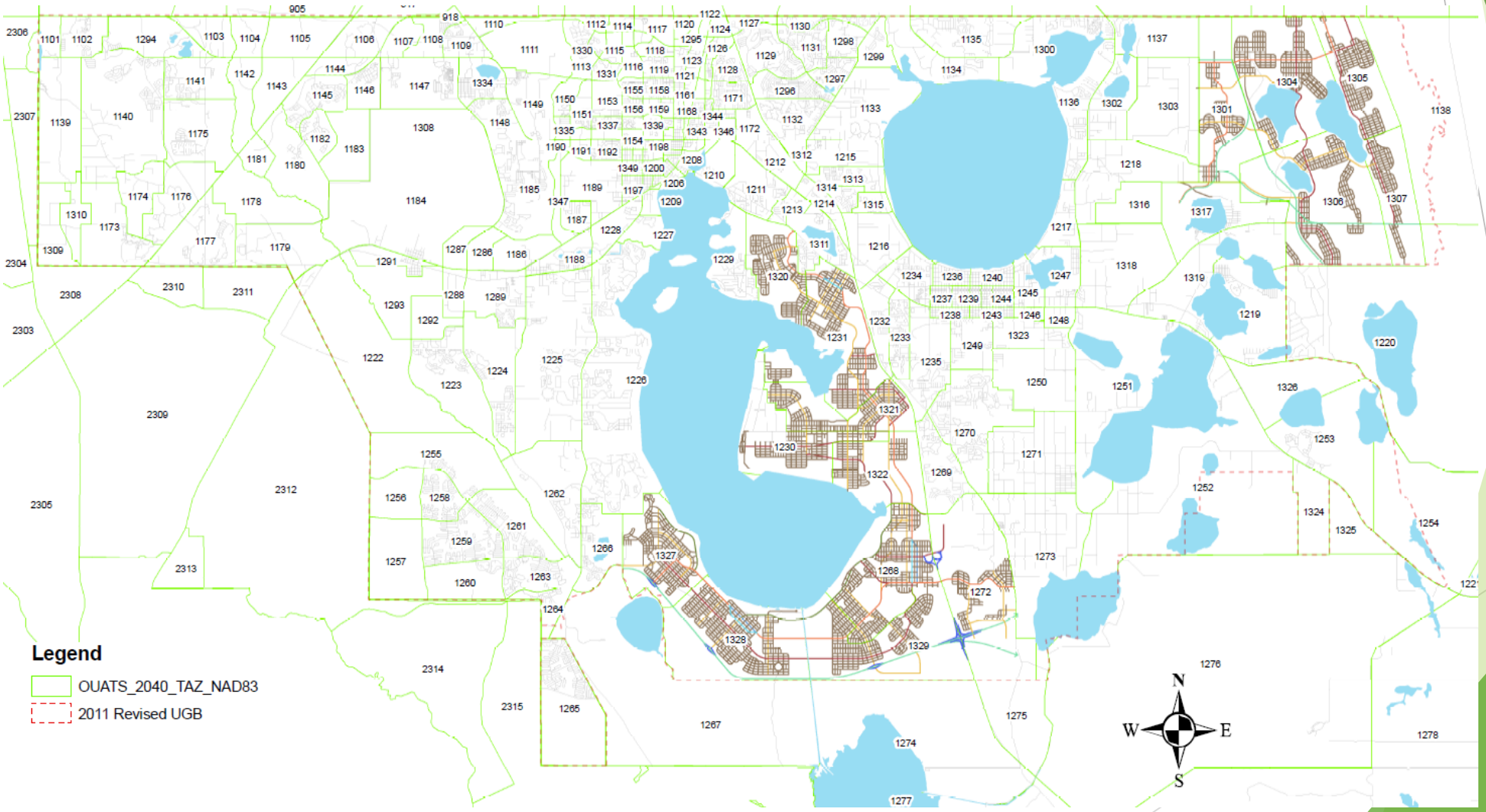
Osceola County, FL

Cluster Development Study - May 2009

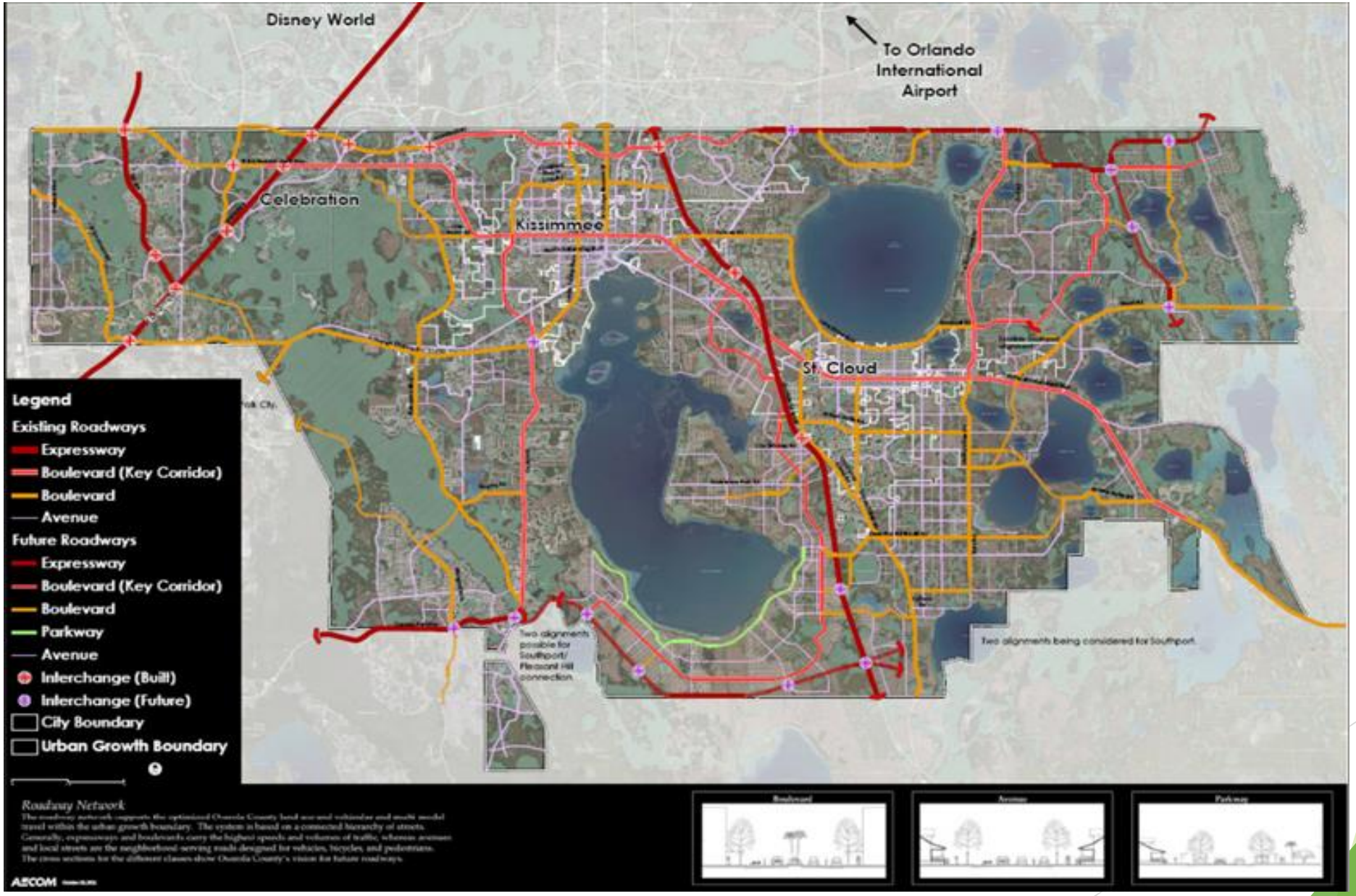
Map A: Urban/Employment Centers



Update Transportation Analysis Zones (TAZ) October 2009



Transportation Vision: Roadway Framework



Transportation Funding Study August 2011

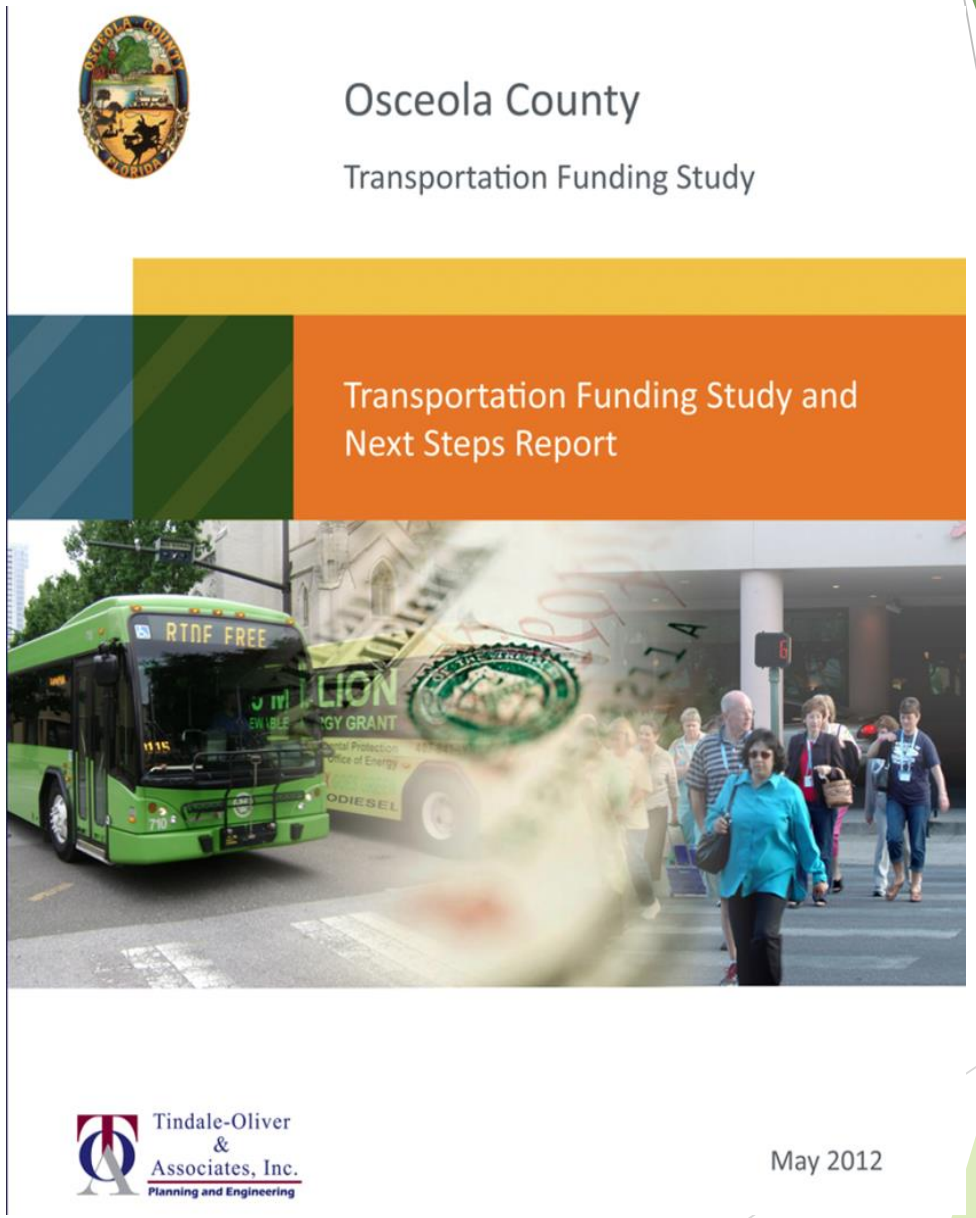
Transportation Network Costs

Capital & Operations & Maintenance

1. Roadways
2. Transit
3. Bicycles/Pedestrian/Trails

Revenues

1. Ad Valorem
2. Gas Tax
3. Sales Tax
4. User Fees



Repeal of Impact Fee Ordinance

September 2012

Reviewed the unintended consequences of the existing policies:

- Incentivized Residential Development with similar fees
- Penalized Small Businesses/Start-Ups
- Lost more jobs to the region
- As very little Impact Fee revenue was being generated, it did not affect the overall roadway projects

ORDINANCE NO. 12-31

AN ORDINANCE OF THE OSCEOLA COUNTY BOARD OF COUNTY COMMISSIONERS RELATING TO ROAD IMPACT FEES; PROVIDING LEGISLATIVE FINDINGS; REPEALING ROAD IMPACT FEES; PROVIDING FOR DISPOSITION OF THE ROAD IMPACT FEE FUND BALANCES; PROVIDING FOR CONTINUATION OF CURRENT AGREEMENTS; PROVIDING FOR SEVERABILITY; PROVIDING FOR CONFLICTS; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the Board of County Commissioners of Osceola County (the "Board") has enacted Chapter 17, Article II, Division 2, of the Osceola County Code (the "Road Impact Fee Code") imposing "Road Impact Fees" to generate funds for County Road Projects necessary to alleviate traffic generated by new growth; and

WHEREAS, on January 10, 2011, the Board enacted Ordinance No. 11-02, establishing a moratorium on Road Impact Fees for nonresidential construction, and on July 11, 2011, enacted Ordinance No. 11-18, establishing a moratorium on Road Impact Fees for residential construction; and

WHEREAS, the Board directed staff to evaluate the existing Road Impact Fee program and to prepare a new long term approach to fund a sustainable transportation program; and

WHEREAS, on January 9, 2012, the Board enacted Ordinance No. 12-01, extending the Road Impact Fee moratorium to September 30, 2012; and

WHEREAS, the Board has received regular updates from staff and outside consultants on the Road Impact Fee program, and work is underway to create a new county-wide transportation network, to analyze the capital improvement program and requirements for providing for the future transportation network, as well as alternative funding options; and

WHEREAS, the alternate funding source which will replace impact fees as the funding mechanism for the County's transportation system is currently scheduled to be implemented on or before October 1, 2012; and

WHEREAS, the Board of County Commissioners of Osceola County, Florida, desires to repeal the Road Impact Fee Code in favor of the new long term approach to funding a sustainable transportation program; and

HB 7207 (2011) Established favorable language for Mobility Fees

- Established Mobility Plans and associated Mobility Fees as a principle means:
  - Equitably mitigate its transportation impact
  - Fund multimodal improvements.
- The intent of the Mobility Fee is to:
  - Streamline
  - Simplify
  - Allow greater flexibility

New Dedicated Funding Mechanisms (#1) November 2012

New Growth Properties contribute 33%

Other Properties contribute 18.2%

Osceola County

Implementation Support for Transportation Funding

Tax Increment Revenue Calculations

Final Summary Memorandum

Tindale-Oliver & Associates, Inc.
Planning and Engineering

July 2012

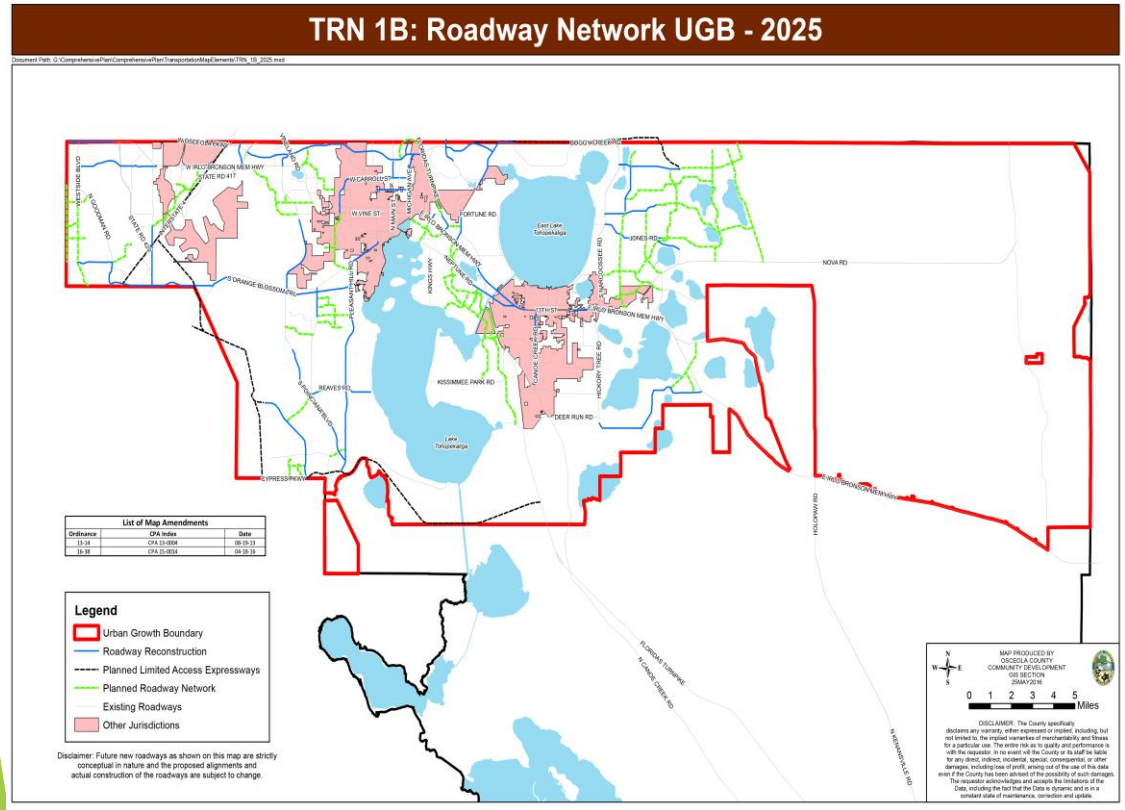
ORDINANCE 12-40

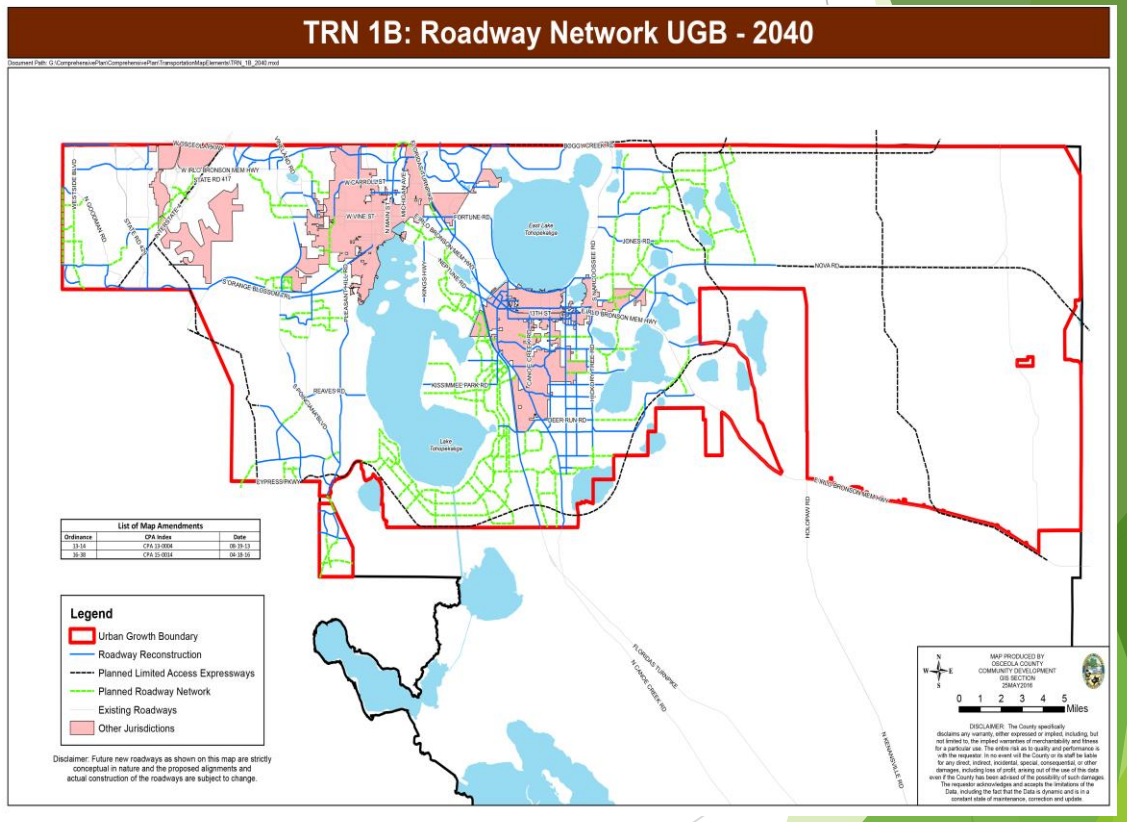
AN ORDINANCE OF OSCEOLA COUNTY, FLORIDA, PROVIDING FOR PUBLIC SAFETY AND ECONOMIC DEVELOPMENT; AUTHORIZING THE URBAN GROWTH TRANSPORTATION SYSTEM; PROVIDING FOR BOUNDARIES OF THE URBAN GROWTH TRANSPORTATION SYSTEM; AUTHORIZING DEDICATED REVENUE FOR THE URBAN GROWTH TRANSPORTATION SYSTEM; ESTABLISHING THE URBAN GROWTH TRANSPORTATION SYSTEM TRUST FUND AND THE PURPOSES THEREOF; PROVIDING FOR THE FUNDING OF THE TRUST FUND FROM TAX INCREMENT REVENUES OF DIFFERENT AMOUNTS BASED ON THE CLASSIFICATION OF PROPERTY WITHIN THE URBAN GROWTH TRANSPORTATION SYSTEM; PROVIDING FOR INFRASTRUCTURE AND MAINTENANCE PLANS AND MODIFICATIONS THERETO; PROVIDING FOR THE INCURRENCE OF INDEBTEDNESS OF, OR THE ISSUANCE OF REVENUE BONDS BY, THE COUNTY IN ORDER TO FINANCE SYSTEM PROJECTS, BOTH PUBLIC AND PRIVATE, SUCH INDEBTEDNESS OR REVENUE BONDS TO BE SECURED BY PROJECT REVENUES, PRIVATE PAYMENTS, TAX INCREMENT REVENUES OR OTHER AVAILABLE NON-AD VALOREM REVENUES OF THE COUNTY; EXEMPTING OSCEOLA COUNTY'S SHARE OF THE TAX INCREMENT CONTRIBUTED TO THE CITY OF KISSIMMEE'S DOWNTOWN CRA FROM THE EFFECT OF

Transportation Element – 2025 & 2040
August 2013

Worked with DEO for Extended Time Frame for Map Series to match MetroPlan Planning Horizon

Introduced New Roadway Types of Multimodal Corridor, Boulevards, Avenues, Roadways





Transportation Ad Hoc Committee completes Funding Recommendations
May 2012 - 2014

- Mobility Fee Study
- Move forward with referendum on implementation of Charter County Surtax (Delayed)
- Work with Cities of Kissimmee and St. Cloud on partnership agreements
- Establish non-partisan oversight board to insure that tax payer dollars are not wasted (Delayed)
- Establish transportation funding education program for citizens (Website)
- 2nd Option Fuel Tax

Second Local Option Fuel Tax (#2) March 2015

ORDINANCE NO. 2015-20

An Ordinance of Osceola County, Florida to Levy the Second Local Option Fuel Tax Authorized by Section 336.025(1)(b) Florida Statutes; Providing for Distribution Among the County and All Eligible Municipalities within the County; Providing for Limitation of Use; Providing for Severability; Providing for Conflicts; Providing for Effective Dates.

WHEREAS, the Osceola County Board of County Commissioners ("Board") previously adopted Ordinance Nos. 83-4, 85-10, 86-7, and 09-08 levying and extending the local option fuel tax authorized by Section 336.025(1)(a), Florida Statutes, applicable to every gallon of motor fuel and diesel fuel sold in Osceola County (the "County") and taxed under the provisions of Part I (motor fuel) or Part II (diesel fuel) of Chapter 206, Florida Statutes (the "First Local Option Gas Tax"); and

WHEREAS, the Board also has authority to levy, by a majority plus one vote, a second local option fuel tax pursuant to Section 336.025(1)(b), Florida Statutes, on every gallon of motor fuel sold in the County and taxed under the provisions of Part I (motor fuel) of Chapter 206, Florida Statutes (the "Second Local Option Gas Tax"); and

WHEREAS, the Board wishes to levy the full five cents of the Second Local Option Gas Tax in addition to the First Local Option Gas Tax and all other motor fuel and diesel fuel taxes currently levied within the County;

NOW THEREFORE, BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF OSCEOLA COUNTY, FLORIDA:

SECTION 1. LEVY OF SECOND LOCAL OPTION GAS TAX. There is hereby levied a five cent Second Local Option Gas Tax on every gallon of motor fuel sold in the County and taxed under the provisions of Part I (motor fuel) of Chapter 206, Florida Statutes.

SECTION 2. NOTICE TO DEPARTMENT OF REVENUE. The Clerk to the Board shall provide certified copies of this ordinance and any interlocal agreement described in Section 3 hereof to the Florida Department of Revenue prior to October 1, 2015.

SECTION 3. DISTRIBUTION. Proceeds of the Second Local Option Gas Tax shall be distributed among the County and eligible municipalities based on the transportation expenditures of each for the immediately preceding five fiscal years, as a proportion of the total of such expenditures for the County and all municipalities within the County pursuant to Section 336.025(4), Florida Statutes, unless an interlocal agreement with one or more municipalities representing a majority of the population of the incorporated area within the County is established prior to June 1, 2015 or June 1 of any subsequent year that includes a distribution formula for dividing the entire proceeds of the tax among the County government and all eligible municipalities within the county. Upon execution of any such interlocal agreement, the Clerk to the Board shall provide a copy to the Department of Revenue prior to the next October 1 and the distribution shall be in accordance with the interlocal agreement beginning on the next January 1.

SECTION 4. SEVERABILITY. It is declared to be the intent of the Board that if any section, subsection, sentence, clause or provision of this Ordinance be held invalid by a court of competent jurisdiction, it shall in no way affect the validity of the remaining portions of this Ordinance.

SECTION 5. CONFLICT. Any ordinance, resolution, or part thereof, in conflict with this Ordinance, or any part hereof, is hereby repealed to the extent of such conflict.

SECTION 6. EFFECTIVE DATES. A certified copy of this ordinance shall be filed in the Department of State by the Clerk of the Board of County Commissioners within ten days after enactment. This ordinance shall take effect immediately upon filing with the Florida Department of State. The Second Local Option Gas Tax shall become effective on January 1, 2016.

DULY ENACTED by a majority plus one vote of the membership of the Board this 9th of March, 2015.

OSCEOLA COUNTY, FLORIDA

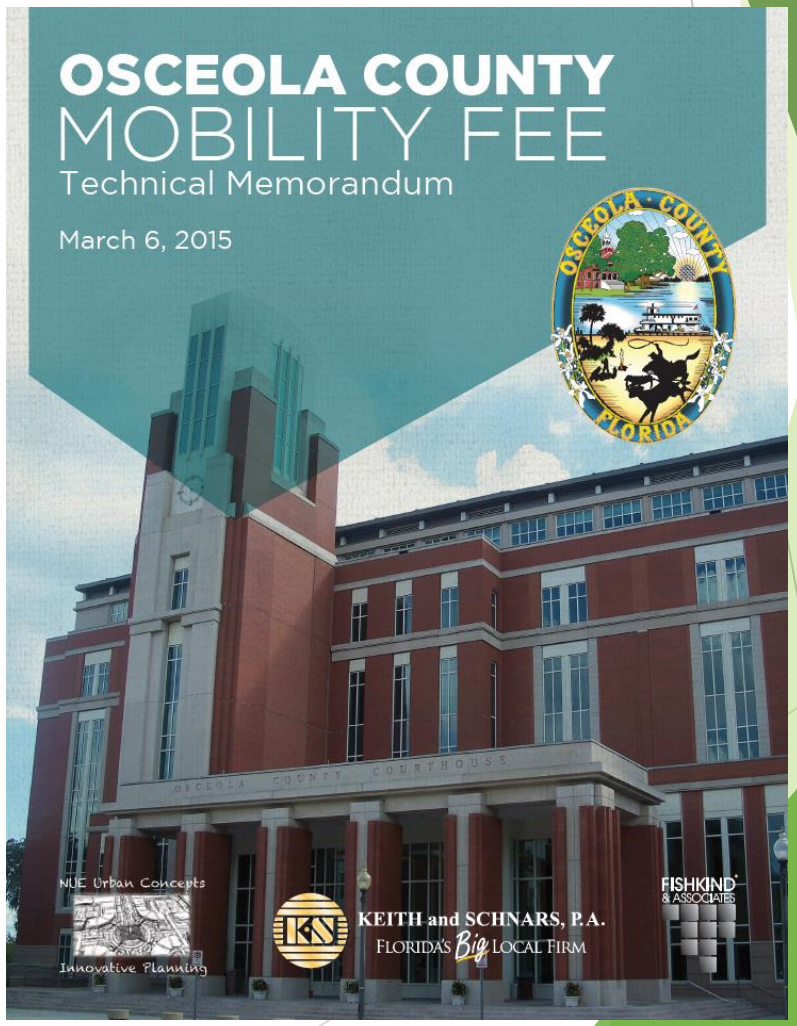
By: _____
Chairman/Vice Chairman
Board of County Commissioners

ATTEST:

_____
Clerk/Deputy Clerk to the Board
(SEAL)

Mobility Fee Adopted (#3)

- March 16, 2015 - Mobility Fee Ordinance Adopted
- October 1, 2015 – Reduced Rate Fee Effective
- January 1, 2016 – Full Rate Fee Effective
- June 20, 2016 – Amended Mobility Fee Ordinance
  - Included Corporate Headquarters
- January 2017 – doubled Mobility fees
  - Tied Annually to CPI for increase/decrease
  - Policy changes credit for new capacity only



Policy 1.2.3: Monitoring and evaluation. The County shall comply with statutory requirements for comprehensive plans by preparing a multimodal system table which documents and tracks the degree to which adopted transportation policies are being implemented year over year. Such annual reporting may include the following multimodal system variables:

- Automobiles:
  - Roadway lane-miles, Existing system, Added miles since annual update, Progress on adopted mobility indicators
- Public Transportation:
  - Route-miles of service provided, Existing system, Added since last annual update, Progress on adopted mobility indicators
- Bicycle/Pedestrian:
  - Miles of sidewalk, Added since last annual update, Bicycle lane-miles and paths, ▫ Added since last annual update, Progress on adopted mobility indicators

Osceola County Comprehensive Plan

TRANSPORTATION ELEMENT

Last amended January 2018

Capital Improvements Projects

COUNTY WORK PROGRAM PRIORITIZATION			
Project Name:	Narcoossee Area Roadway Study		
CIP #:	16077		
		East	**West**
Mobility Fee District		**East**	
% of Project eligible for Mobility Fee		**100%**	
		YES	**NO**
Is the demand for the transportation facility resonably attributed to new development in the mobility fee district from which the mobility fees have been collected.		**YES**	
The proposed facility has not been proposed to overcome an existing deficiency in the transportation system, as confirmed in the adopted Mobility Fee Study		**YES**	
Location:	Four roadways in Narcoossee Area		
Description:	Study	**AVAILABLE POINTS**	**TOTAL POINTS**
Type:	Roadway		
SubType:	Reconstruction		
	TOTAL SCORE	**100**	**47**
	TECHNICAL INDICATORS	**80**	**38**
	SPECIAL CONSIDERATIONS	**20**	**9**
TECHNICAL INDICATORS		**80**	**38**
CONNECTIVITY		**10**	**6**
Infill Connector – completes a route and provides connectivity between links		**5**	**3**
	Major reduction in travel time / route length	5	
	Moderate reduction in travel time / route length	3	3
	Minor reduction in travel time / route length	1	
Multi-Jurisdictional – project moves through multiple jurisdictions (future annexations ca		**5**	**3**
	Three Jurisdictions – All three jurisdictions	5	
	Two Jurisdictions	3	3
	One Jurisdiction – One of Osc. Co/Kissimmee/St. Cloud	1	
SCHEDULING		**20**	**16**
Continuation of Phase – This project is a continuation of an existing phase (i.e. design, PD		**4**	
Available External Funding		**16**	**16**
	Greater than 75% of project cost	16	
	Between 75% and 50% of project cost	12	
	Between 50% and 25% of project cost	8	
	Less than 25% of project cost	4	
Source and schedule of External Funds:			
OPERATIONS		**10**	**0**
Congestion		**10**	**0**
	Existing V/C >1.4	10	
	Existing V/C >1.2	8	
	Existing V/C >1.0	6	
	Existing V/C >0.8	3	

MULTI-MODAL	**15**	**12**
Serves Multiple Modes of Transportation (Pedestrian, Bicycle, Local Transit, SunRail)	**10**	**10**
Serves >3 Modes	10	10
Serves 3 Modes	8	
Serves 1 or 2 Modes	6	
Population Served by Transit	**2**	**1**
High Density	2	
Medium Density	1	1
Target Location- promotes facility or service to a targeted location	**3**	**1**
3 Target Locations	3	
2 Target Locations	2	
1 Target Location	1	1
SAFETY	**10**	**4**
Safe Routes to Schools – Increases safety near schools (within 2 miles)	**4**	**4**
Crash Reduction – Scope of work is anticipated to reduce crashes	**6**	**0**
Very High Crash Rate (R) > 1.3	6	
High Crash Rate 1.0<R<1.3	4	
Moderate Crash Rate 0.8<R<1.0	2	
ROAD CONDITION	**15**	**0**
Pavement Condition Index	**8**	**0**
Very Poor, 0<PCI<34	8	
Poor, 35<PCI<49	6	
Fair, 50<PCI<67	4	
Good, 68<PCI<81	2	
Bridge / Culvert Condition	**7**	**0**
Sufficiency Rating < 50	7	
Sufficiency Rating between 50 and 80	3	
SPECIAL CONSIDERATIONS	**20**	**9**
FUTURE GROWTH	**5**	**3**
Future Population Density Predictions (based on TAZ values)	**5**	**3**
High Density	5	
Medium Density	3	3
Low Density	1	
CURRENT DEMOGRAPHIC CONDITIONS	**4**	**0**
Number of Employees Served By New Facility	**4**	**0**
>100 Employees	4	
>50 Employees	3	
>25 Employees	1	
ENVIRONMENTAL CONDITIONS	**6**	**6**
Infill or Re-development	**6**	**6**
OTHER CONSIDERATIONS	**5**	**0**
Miscellaneous benefits or drawbacks. Negative points can be assigned due to temporary conflicts or other project specific considerations.	**5**	
Description:		

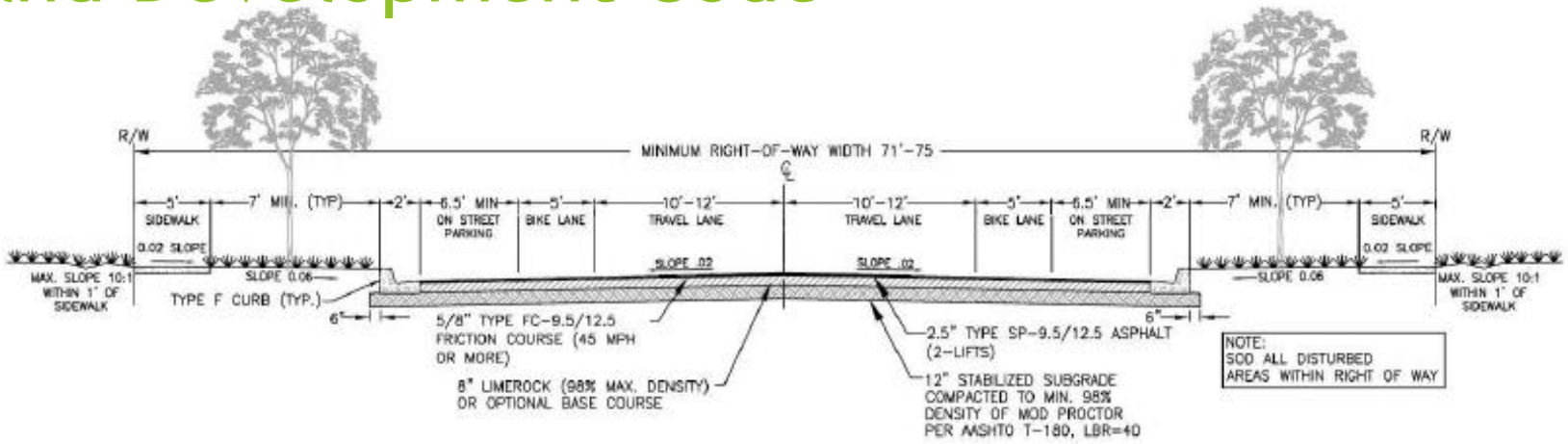
Annual Reports – Capital Improvements Element

Table 2. Mobility Indicators[1]

Area	Measurements	2009 Baseline Threshold	2014	2009-2014 Increase
County	Employee/Acre	0.09	0.10	2%
	Population/Acre	0.39	0.42	8%
	Jobs/Housing Ratio	0.55	0.55	0%
Inside UGB	Employee/Acre	0.36	0.37	2%
	Population/Acre	1.50	1.63	8%
	Jobs/Housing Ratio	0.55	0.55	0%
Outside UGB	Employee/Acre	0.001	0.001	5%
	Population/Acre	0.006	0.007	7%
	Jobs/Housing Ratio	0.352	0.351	0%
Celebration	Employee/Acre	0.85	1.19	41%
	Population/Acre	1.88	2.52	34%
	Jobs/Housing Ratio	0.95	1.30	37%
Harmony	Employee/Acre	0.02	0.03	8%
	Population/Acre	0.10	0.14	33%
	Jobs/Housing Ratio	0.53	0.15	-72%
Poinciana	Employee/Acre	0.24	0.33	38%
	Population/Acre	1.84	2.38	30%
	Jobs/Housing Ratio	0.35	0.48	38%
Mixed Use 1	Employee/Acre	0.01	0.01	0%
	Population/Acre	0.17	0.19	11%
	Jobs/Housing Ratio	0.10	0.10	-1%
Mixed Use 2	Employee/Acre	0.02	0.02	0%
	Population/Acre	0.10	0.09	-7%
	Jobs/Housing Ratio	0.46	0.45	-1%
Mixed Use 3	Employee/Acre	0.00	0.00	0%
	Population/Acre	0.01	0.01	0%
	Jobs/Housing Ratio	0.00	0.00	0%
Mixed Use 4	Employee/Acre	0.001	0.001	0%
	Population/Acre	0.005	0.007	38%
	Jobs/Housing Ratio	0.26	0.26	0%
Mixed Use 5	Employee/Acre	0.04	0.04	0%
	Population/Acre	0.24	0.24	-2%
	Jobs/Housing Ratio	0.41	0.41	0%
Mixed Use 6	Employee/Acre	0.02	0.02	0%
	Population/Acre	0.05	0.06	7%
	Jobs/Housing Ratio	0.87	0.86	-1%
Centerlake	Employee/Acre	0.00	0.00	0%
	Population/Acre	0.21	0.23	10%
	Jobs/Housing Ratio	0.00	0.00	0%
Mixed Use 8	Employee/Acre	0.00	0.00	0%
	Population/Acre	0.00	0.00	0%
	Jobs/Housing Ratio	0.00	0.00	0%
Mixed Use 9	Employee/Acre	0.0003	0.0003	-2%
	Population/Acre	0.11	0.28	149%
	Jobs/Housing Ratio	0.005	0.002	-55%
Mixed Use 10	Employee/Acre	0.04	0.04	0%
	Population/Acre	0.52	0.64	24%
	Jobs/Housing Ratio	0.17	0.14	-19%

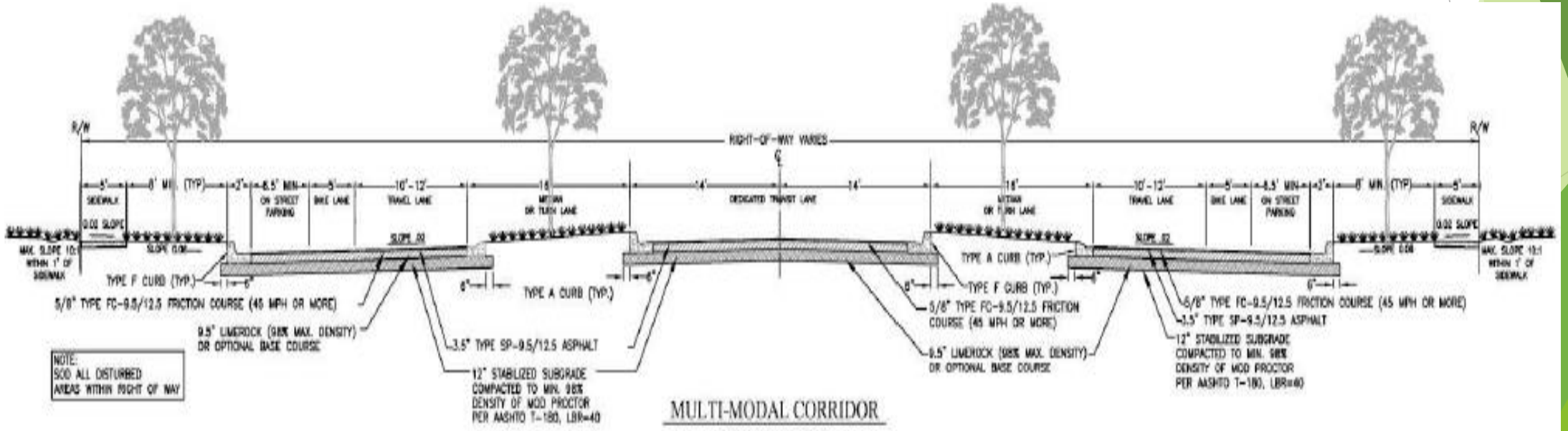
- **Mobility Indicators**
- The County shall use the following indicators of community mobility to evaluate, measure, and monitor the functional effectiveness of the transportation network annually.

Land Development Code



2-LANE AVENUE WITH ON-STREET PARKING

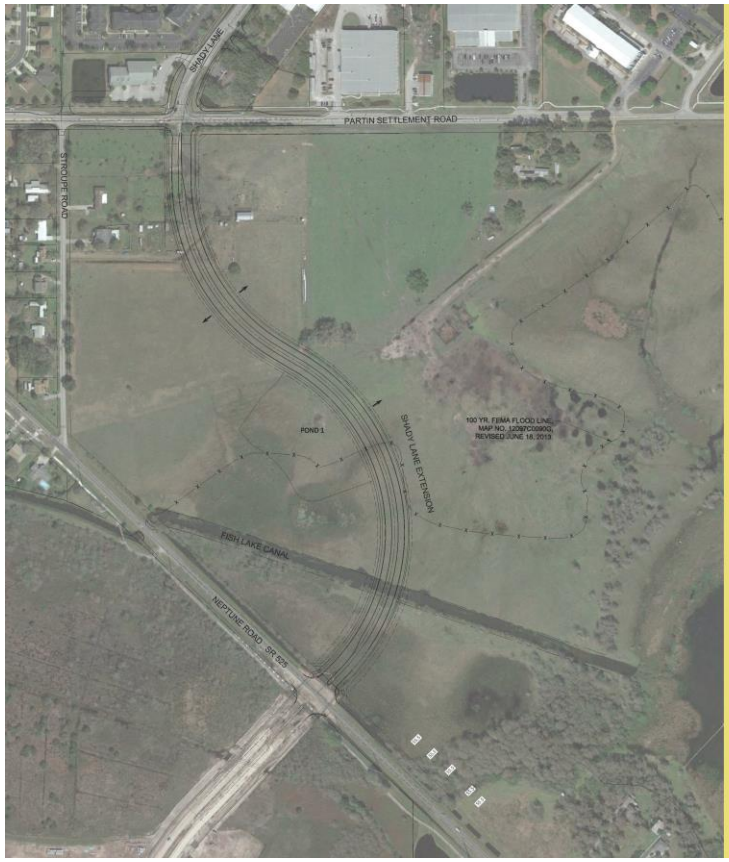
(PER LDC 4.7.1C)



MULTI-MODAL CORRIDOR

(PER LDC 4.7.1.B.4)

Results of Roadway Connection & Connectivity



Your Mobility Fee Dollars at Work!

CROSS PRAIRIE PARKWAY EXTENSION

Est. 2015 Town of Kindred

To The Turnpike

Construction Begin - Fall 2016
Completion - Spring 2018

County meets DRI Exemption November 2013

November 8, 2013

Mr. Mike McDaniel
Comprehensive Planning Manager
Florida Department of Economic Opportunity
Caldwell Building 107 E. Madison Street
Tallahassee, Florida 32399

Re: Florida Statutes 2013, 380.06 (29) (c) 1. And 380.06 (29) (c) 3.

Dear Mr. McDaniel:

This letter is offered as a courtesy to your Office to detail Osceola County's qualifications for exemptions applicable for Dense Urban Land Areas (DULA). The County qualifies under Florida Statutes, Section 380.06 (29) (c) sub 1 & sub 3, which states in pertinent part;

2013 Florida Statutes
380.06 Developments of Regional Impact.
(29) EXEMPTIONS FOR DENSE URBAN LAND AREAS.
(c) If a county that does not qualify as a dense urban land area designates any of the following areas in its comprehensive plan, any proposed development within the designated area is exempt from the development-of-regional-impact process:

1. **Urban infill as defined in s. 163.3164**
2. **Urban infill and redevelopment under s. 163.2517; or**
3. **Urban Service areas as defined in s. 163.3163**

2013 Florida Statutes
163.3164 Community Planning Act; definitions. –As used in this act:
(50) "Urban service area" means areas identified in the comprehensive plan where public facilities and services, including but not limited to, central water and sewer capacity and roads, are already in place or are identified in the comprehensive plan as urban service areas, regardless of local government limitation.

Osceola County has established an Urban Growth Boundary within our Comprehensive Plan (Objective 1.1-Future Land Use Element). Further Policy 1.1.1 and 1.1.2 identify additional characteristics of the UGB that mark this area as having infrastructure already in place or to be in place within the planning horizon of the Comprehensive Plan. These Policies and Objective meet the requirements of F.S. 380.06(29) (c) 1 & 3. In addition, F.S. 163.3164 (50) provides the necessary definitional identification to show the UGB as an established Urban Service Area.

DEPARTMENT OF COMMUNITY DEVELOPMENT

Dave Tomek
Administrator

Joe Johnston
Deputy Administrator

Robert Deatherage
Building Official

Mary Beth Salisbury
Community Resources Director

Ken Brown
Customer Care Director

Mahmoud Najda P.E.
Development Review Director

Gary Pearce
Facilities & Event Services Director

Kerry Godwin
Planning & Zoning Director

Osceola County

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Rick Scott
GOVERNOR

DEO
FLORIDA DEPARTMENT of ECONOMIC OPPORTUNITY

Jesse Panuccio
EXECUTIVE DIRECTOR

November 7, 2014

Kerry Godwin
Director, Planning and Zoning
Osceola County
1 Courthouse Square
Suite 1100
Kissimmee, Florida 34741

Dear Mr. ~~Godwin~~ Kerry:

Recently the County requested the Department confirm the County's interpretation that the Urban Growth Boundary (UGB) adopted in the Comprehensive Plan functions as an urban service area as defined in Section 163.3164(50), Florida Statutes (F.S.), thus exempting developments within it from development of regional impact (DRI) process pursuant to 380.06(29)(c)3., F.S. The Department concurs with the County that the UGB functions as an urban service area and that this area is exempt from DRI review.

Sincerely,

Ana Richmond, Chief
Bureau of Community Planning

AR/

Enclosure: Osceola County Letter Dated November 8, 2013

cc: Hugh Harling, PE, Executive Director, East Central Florida Regional Planning Council
Nancy Linnan, Esq., Carlton Fields Jorden Burt (via email)

Developments of Regional Impact

28 DRIs & 2 DCIs: 30

2012: -1 Abandonment

2013: -1 Rescission

-1 Expiration

2014: -3 Rescission

-1 Expiration

2015: -1 Rescission

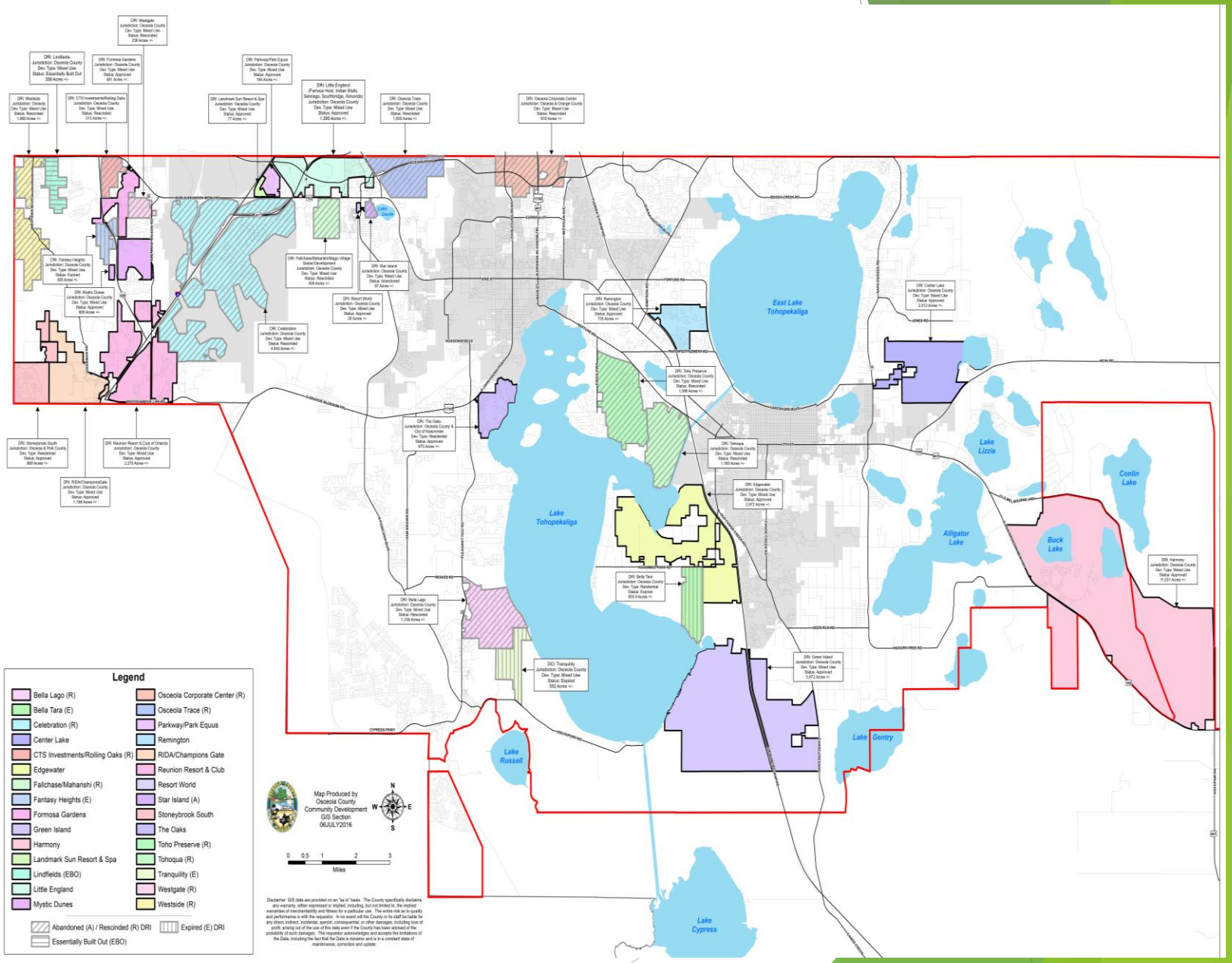
-1 Essentially B/O

2016: -5 Rescission

2017: -2 Pending

2018 -1 Pending

Remaining DRIs: 16 (13)



How is it working so far?

- Customer Service is Priority #1
- Revamped for expedited reviews and processing for Comprehensive Plan, Zoning and Land Development Applications
- Revamped transportation funding to take place through three revenue sources: dedicated ad valorem tax, mobility fee and additional gas tax
- Strong Liaison through land development working group
- Expedited construction of multimodal transportation network with private land development (Orange Avenue, Cross Prairie Parkway, Story Lakes Boulevard, Westside Boulevards)
- 7 Developer Agreements for roadway construction in advance of Mobility Fees
- Estimated $21M of early roadway construction

Community Coordination Goals

- Active involvement by Elected Officials in Regional Transportation Committees
- Active involvement of County Staff in MetroPlan Committees
- Established a City/County Pre-Technical Advisory Committee (monthly)
- School District Technical Working Group (staff - monthly)
- School District Policy meeting (monthly – Director levels)
- City/County Planning meeting (monthly – Director levels)
- Outreach to environmental community (communication before processing)
- Outreach to FDOT (communication before processing)
- Outreach to DEO (communication before processing)

Consultants

AECOM

FISHKIND & ASSOCIATES

gai consultants

A GAI COMPANY
Real Estate RESEARCH
CONSULTANTS

KEITH and SCHNARS, P.A.
ENGINEERS, PLANNERS, SURVEYORS

Kimley»Horn

LOGAN SIMPSON
ENVIRONMENTAL PLANNING & LANDSCAPE ARCHITECTURE

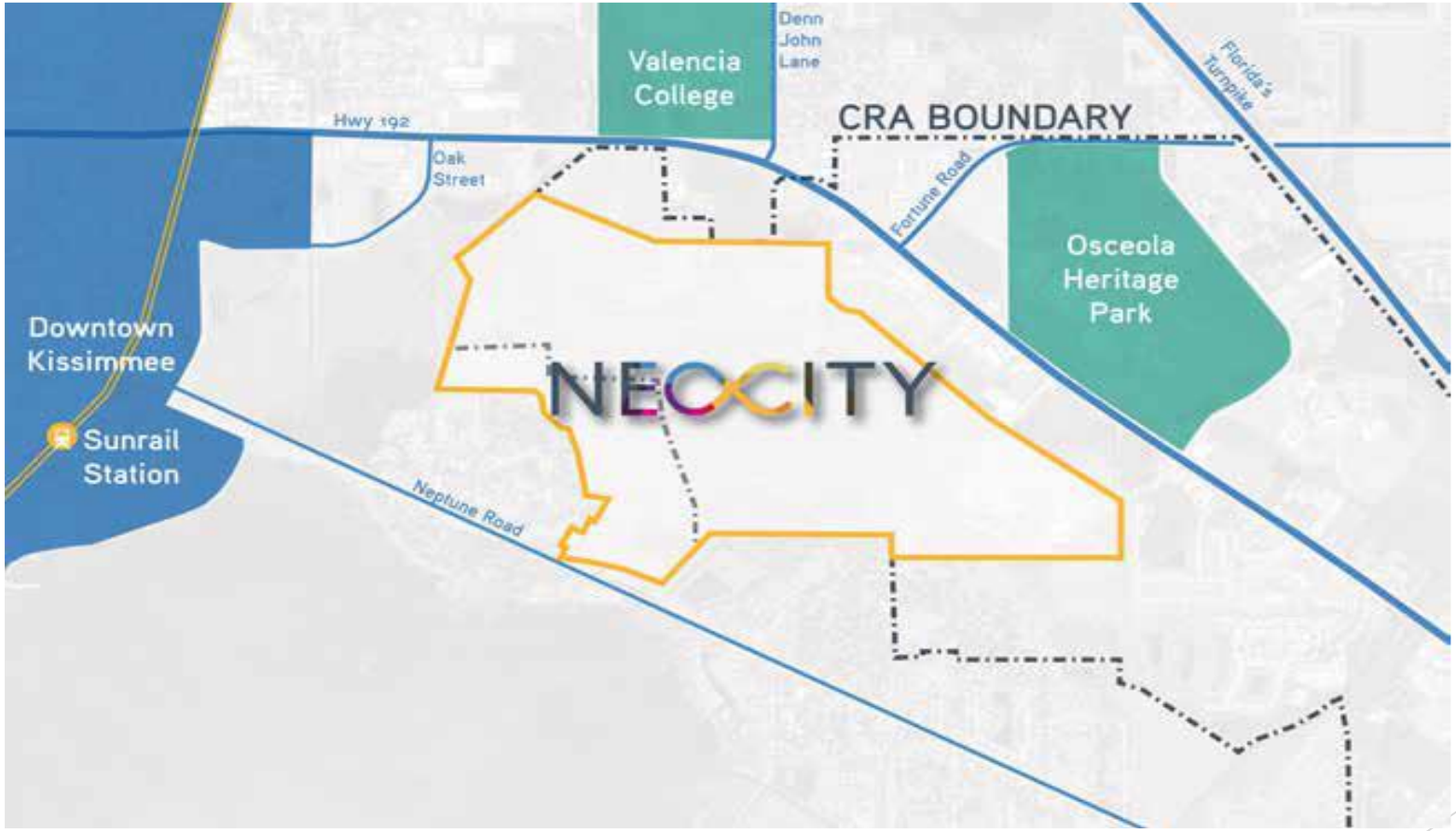
NUE URBAN CONCEPTS
Creatively Integrating Mobility & Land Use

Tindale Oliver
planning | design | engineering

vhb

NEOCITY

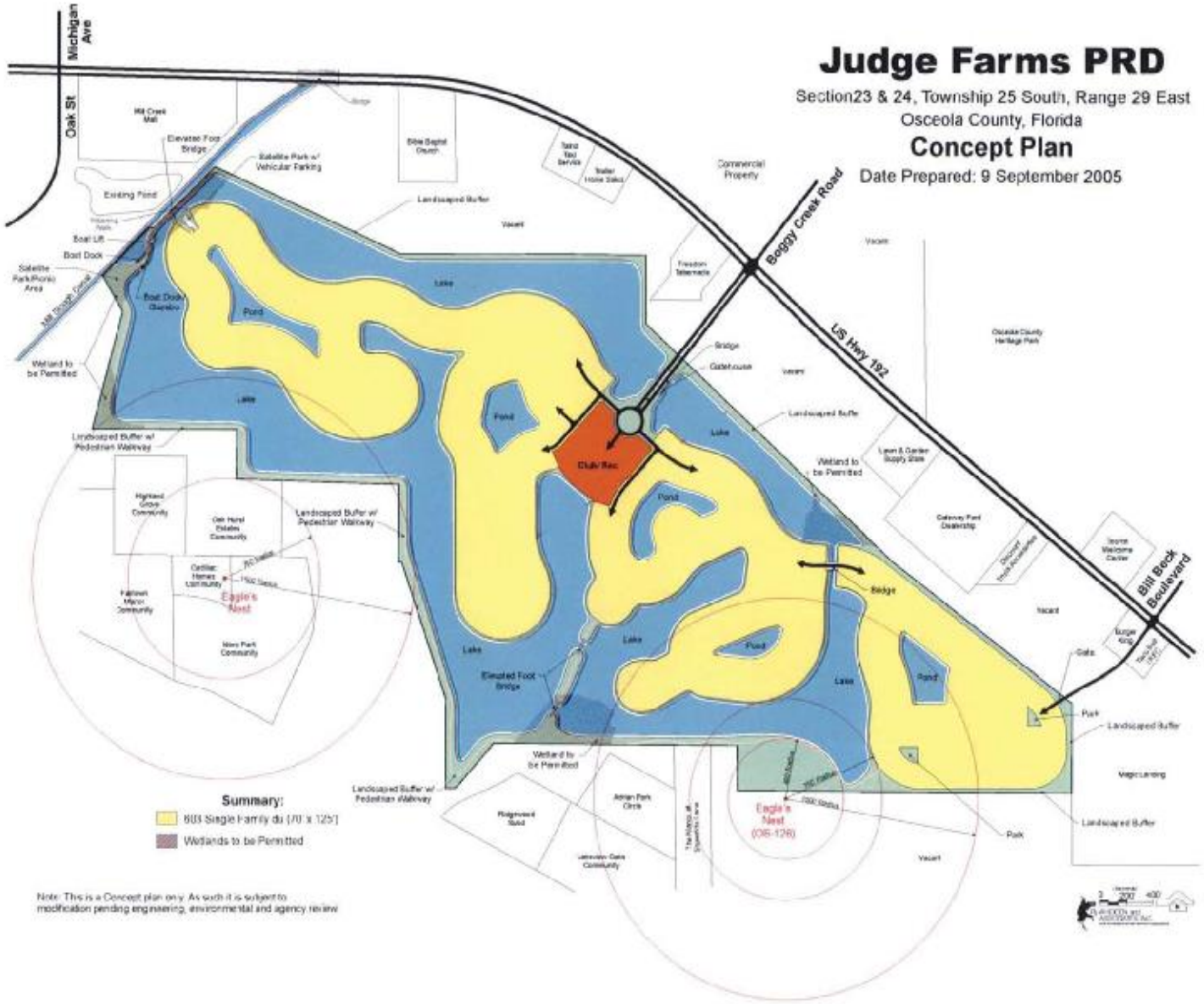
ideate > create > innovate without limits



Strategic Initiative: Transition from single family development, another bedroom community, to an economic generator.

2005 – Conceptual Design of Residential Development

- 400 Acres
- 603 Single Family Lots
- 1.5 Units per Gross Acre

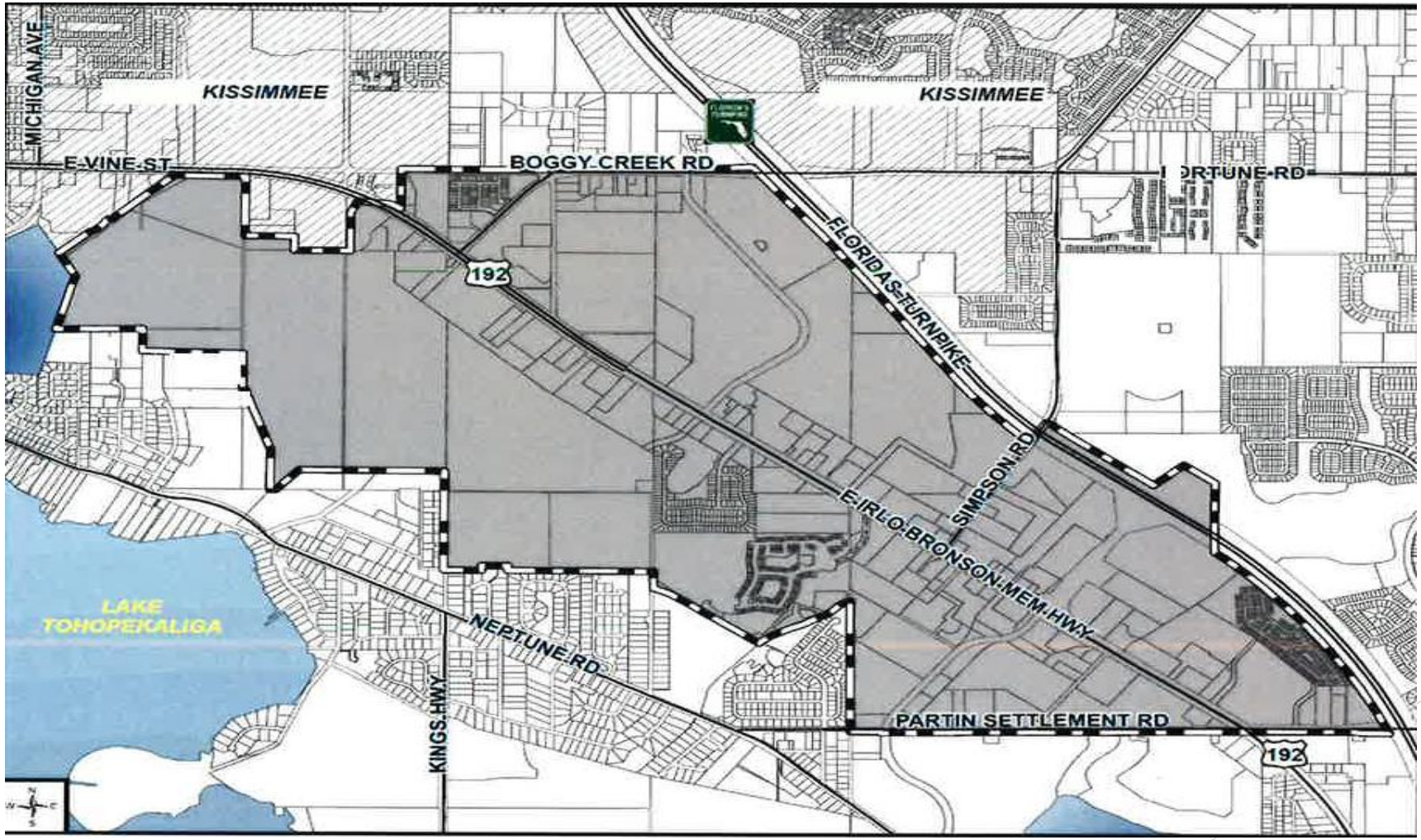


East 192
Community Redevelopment Area (CRA)

- January 09, 2012 - Finding of Necessity (Resolution #12-004R).
- April 09, 2012 – Establish the boundary and governing body (Resolution #12-025R).
- June 18, 2012 – Approve the Redevelopment Plan (Resolution #12-044R).
- June 18, 2012 – Create the Trust Fund (Ordinance #12-15).
- February 11, 2013 – First Annual Report.

East 192 CRA

Approximately 1,854 Acres



Economic Commercial (EC) Zoning Designation

- 10/15/2012 – Land Development Code was revised to add EC Designation and was adopted by the Board
- The Employment Commercial District is intended as the most intense commercial district within the County and is anticipated to implement the Urban commercial sub-category of the Comprehensive Plan.
- Maximum FAR at 2.5. Minimum density at 10 units/acre. No building setbacks or building height restrictions.
- Uses include multifamily residential, offices and professional services, retail sales and services, restaurants, hotels, experimental labs and renewable energy creation/manufacturing, research.

County Purchases property called Judge Farms to be renamed NeoCity

First Parcel of 165 Acres

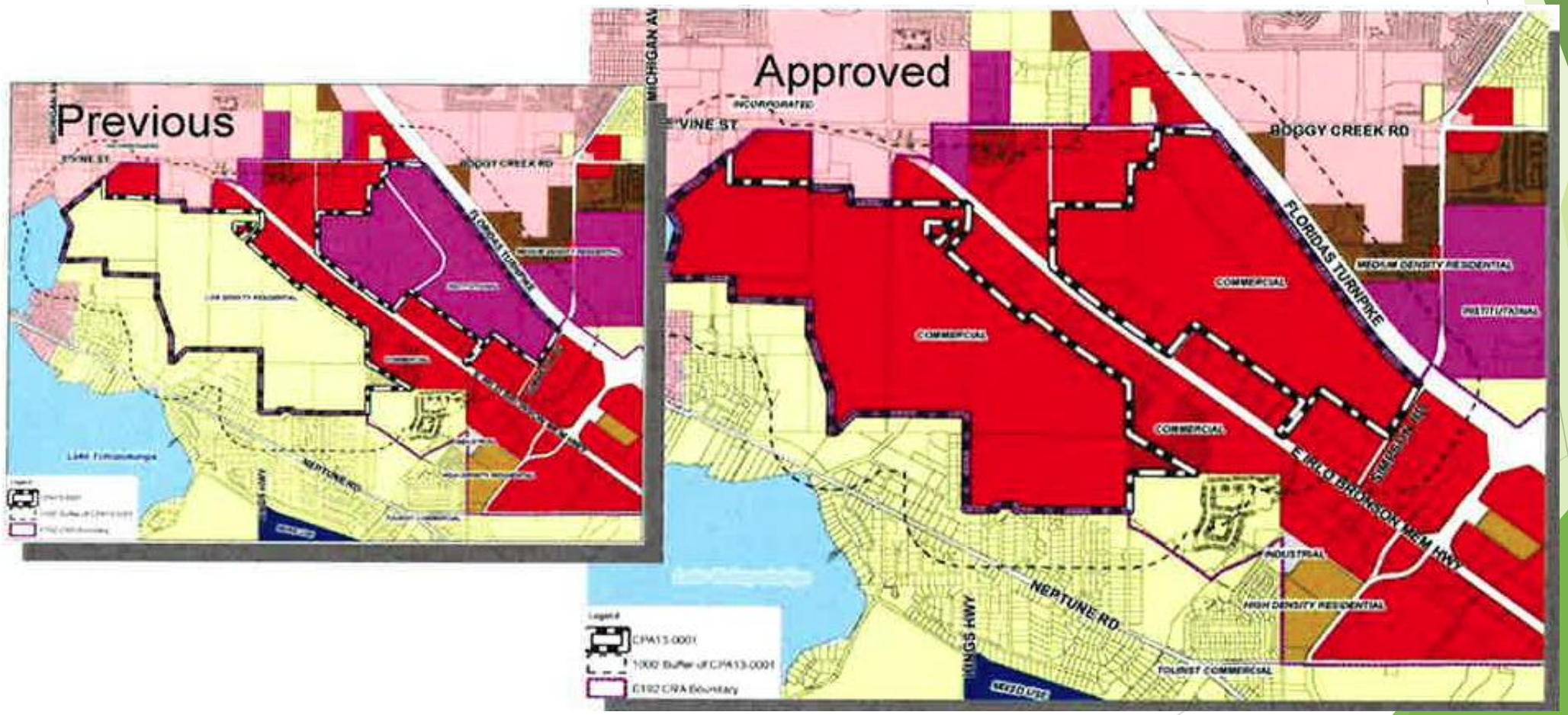
- 7/16/2012 – approved by Board
- 12/5/2012 – deed recorded

Second Parcel of 231 Acres

- 5/13/2013 – approved by Board
- 6/17/2013 – deed recorded

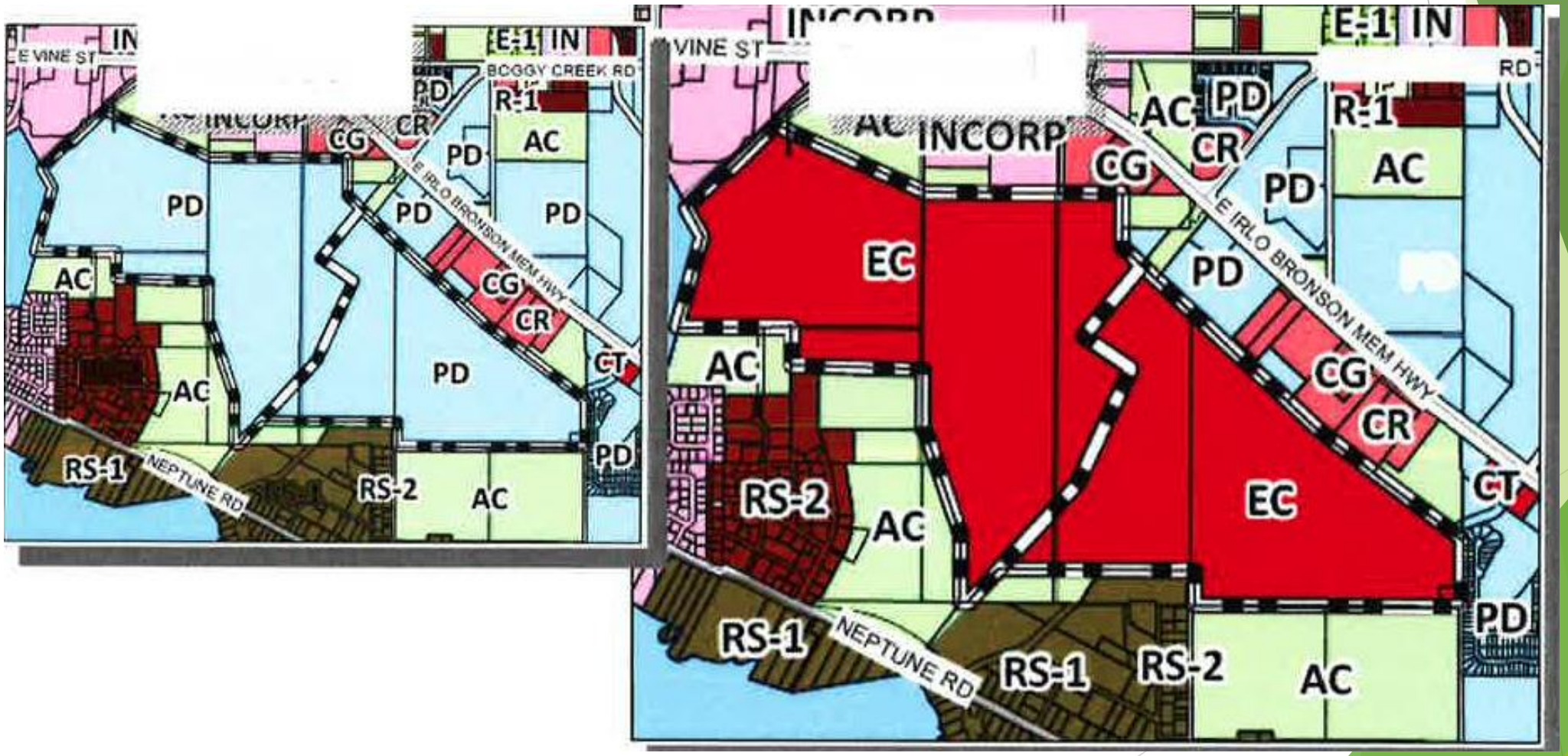
East 192 CRA: Repositioned for Economic Redevelopment.

Future Land Use Map Amendment CPA13-0001
02/25/2013 – Transmittal Hearing.
05/20/2013 – Adoption Hearing.
Approximately 834 Acres



East 192 CRA: Repositioned for Economic Redevelopment.

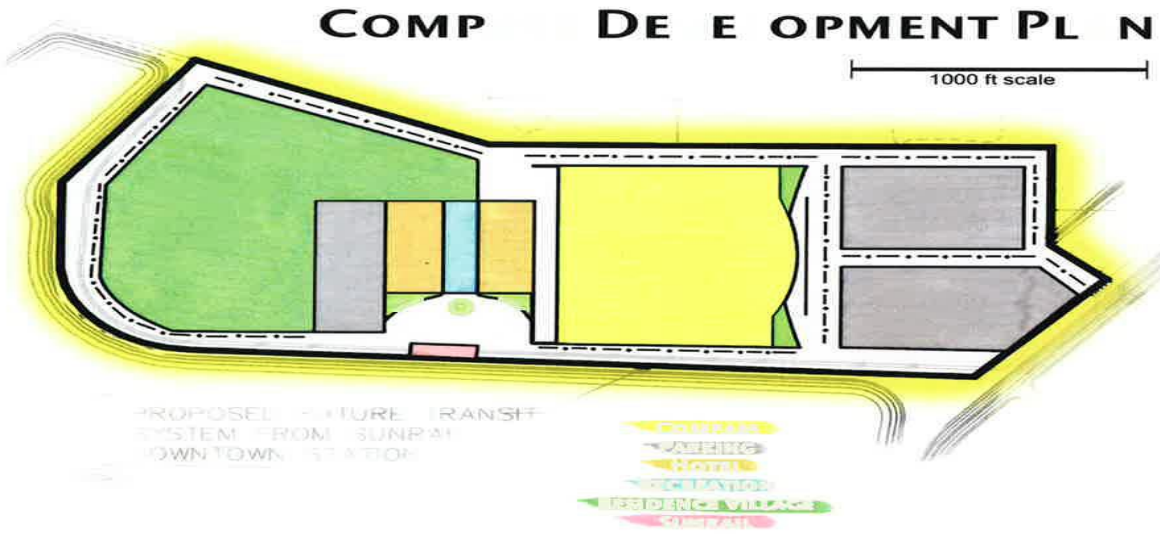
Zoning Map Amendment ZMA13-0001
05/20/2013 Adopted.
Approximately 400 Acres

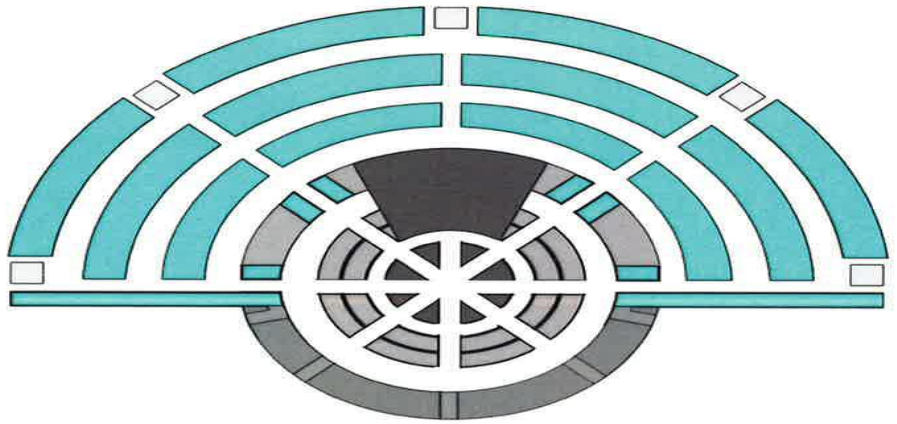


Compass Project in Osceola County 12/10/2012 presented to Board and selected for Memo of Understanding

Development Program:

- 1.5 million square feet wholesale and retail indoor mall featuring manufacturers from throughout the world
- Targeting vendors from:
  - Asia
  - South America
- 1st facility in the United States where consumers and wholesalers can purchase products directly from manufacturers.
- The permanent venue will be open 365 days a year.
- In addition to the retail/wholesale/meeting space, the project will also include:
  - A 500 room hotel
  - A 728 unit high density residential development





Osceola County Spring Training Complex Spring/Summer 2013 – Presented to the Board of County Commission.

Development Program:

Anticipated Completion: January 2015

Stadium Capacity: 9,000

Site Area: 105 Acres (144 Ac. for Two Teams)

Clubhouse Area: 66,321 SF

One Team

2 Major League Practice Fields

4 Minor League Practice Fields (Quad)

4 Extra Amateur Fields
(Future Minor League Quad)

2 Half Fields, 1 Agility Field, 24 Covered Batting Cages, 24 Pitching Mounds

Parking

NeoCity as a concept:

New Initiative to explore more in-depth economic development as job creator.
Staff requested to develop Master Plan for innovative research and development park.

This engagement provides for planning and design services for the Judge Farm Technology, Research and Mixed Use Development.

On May 9, 2016 the Board approved the original Agreement with Perkins+Will.

- A solicitation was issued on November 1, 2015, with a due date of December 15, 2015.
- The project was advertised in the legal notices section of the Orlando Sentinel on November 1, 2015 and in the Osceola News Gazette on November 5, 2015.
- This project was uploaded for broadcast into the Osceola County VendorLink bid notification system, from which a total of 1,564 notifications were sent, resulting in a total of 93 plan holders downloading the solicitation documents.
- The legal advertising and the uploading into VendorLink resulted in a total of eight responses received by the due date and time, with no submittals from Osceola County vendors.
- The Evaluation Committee recommended Perkins + Will of Austin, Texas as the best suited to provide the required services.

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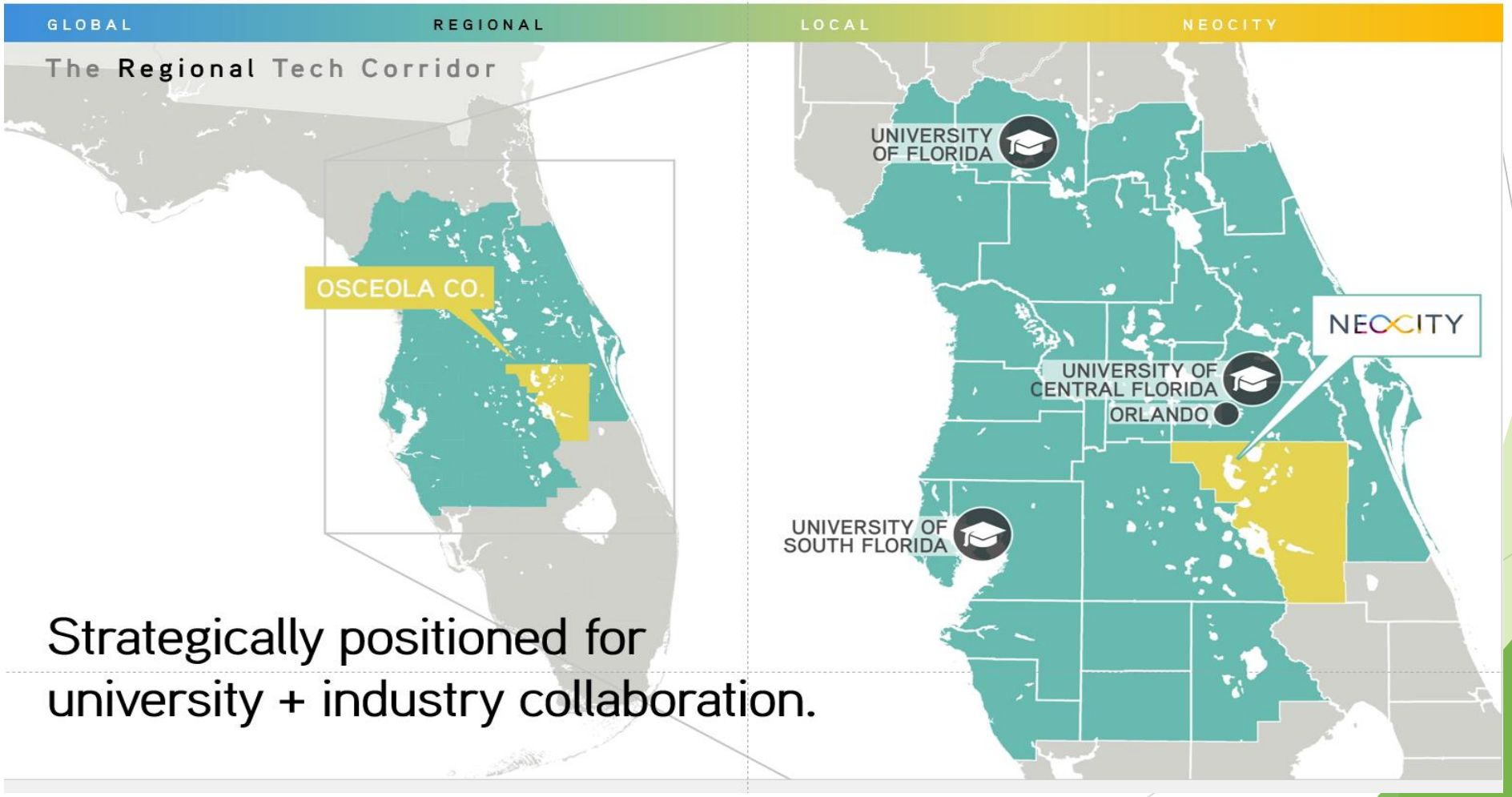

Strategically positioned for university + industry collaboration.

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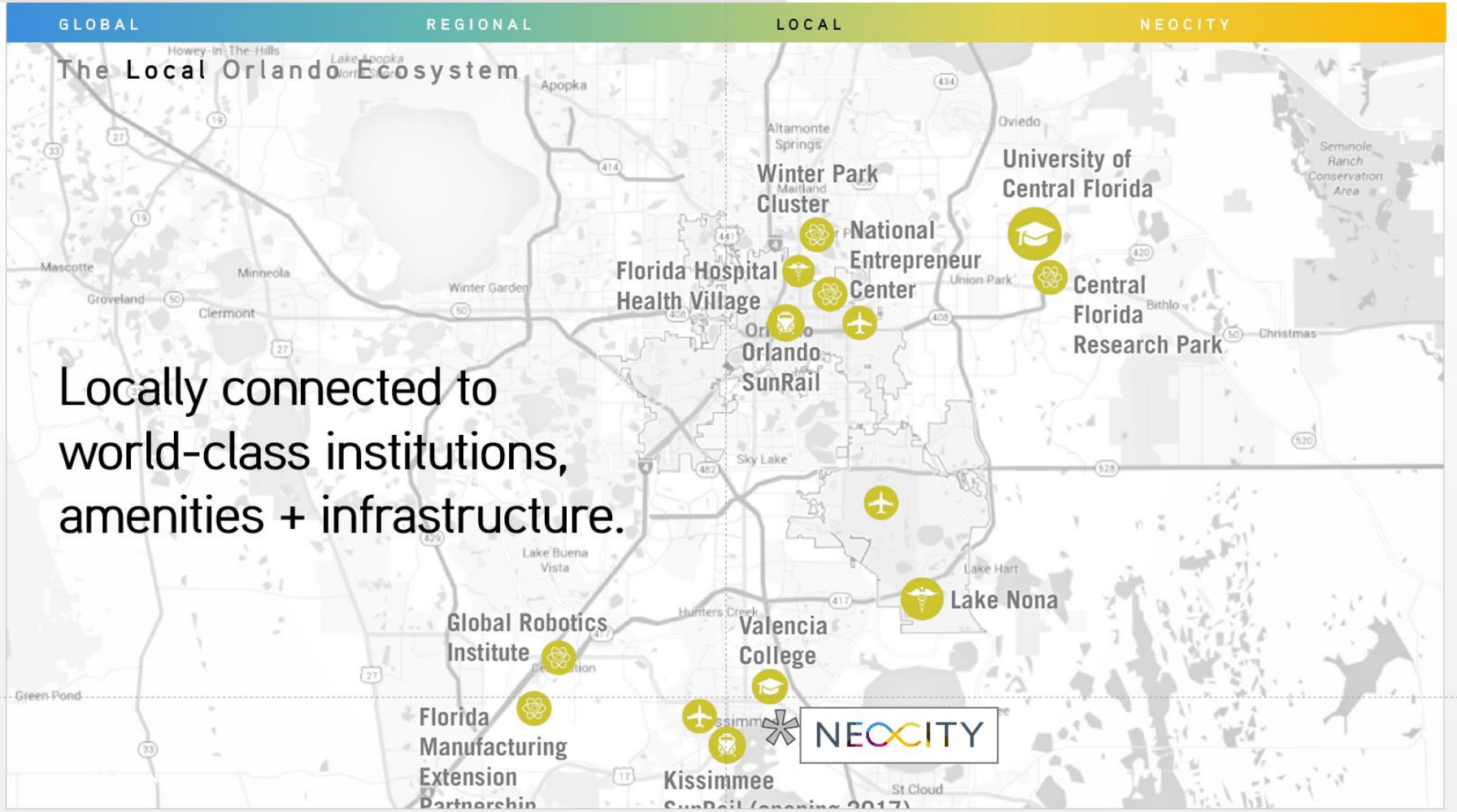

Locally connected to world-class institutions, amenities + infrastructure.

Phase 1. Immerse: Complete Existing Site Analysis, design an Initial Framework Concept Plan, create high-level Design Guidelines.

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Phase 1 Charrette

- 06/01 – 03/2103
- 3 days.
- 30 meetings.
- Over 8 outside agencies.
- Over 200 participants in the meetings

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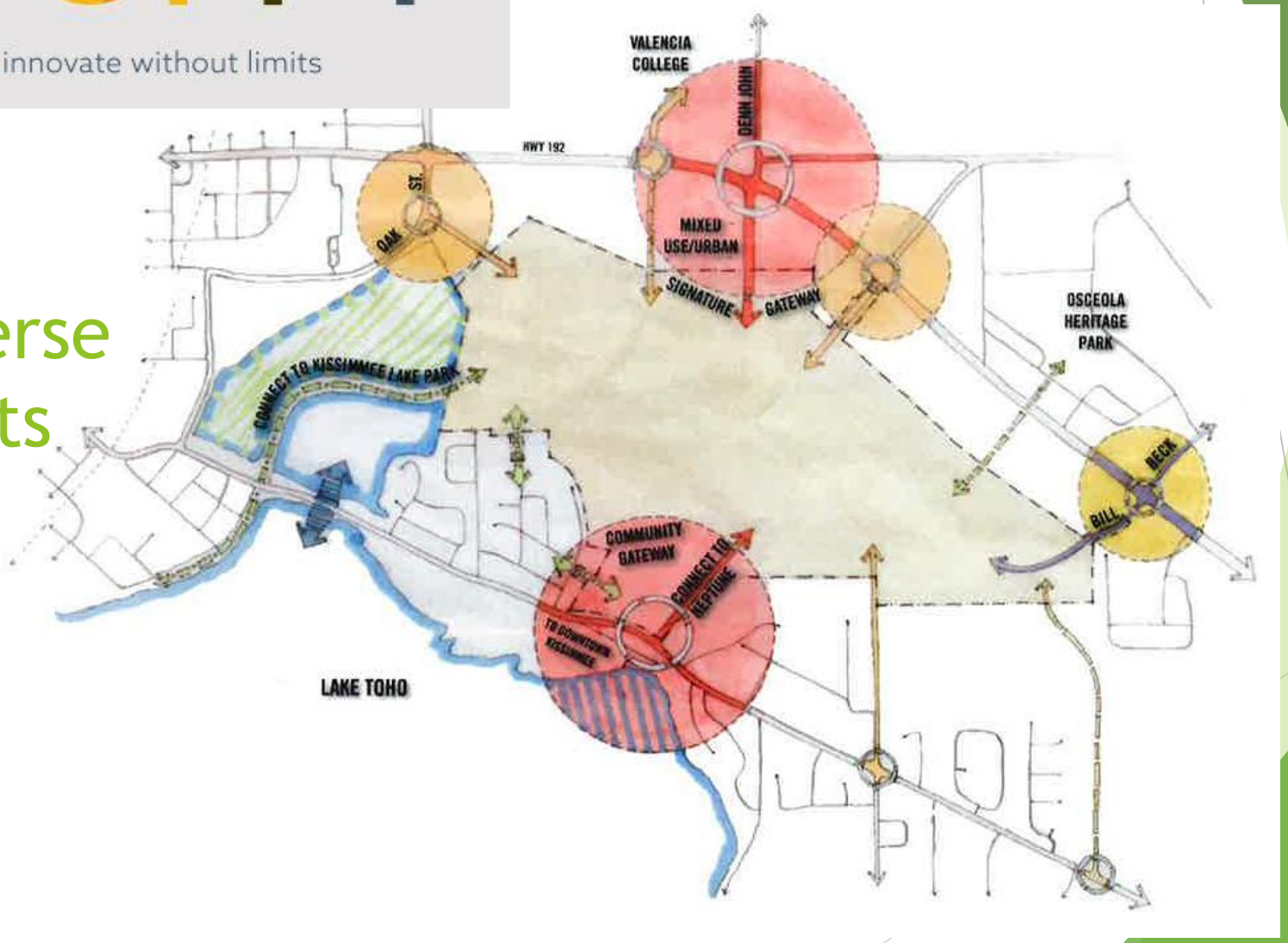
Phase 1. Immerse - First Concepts



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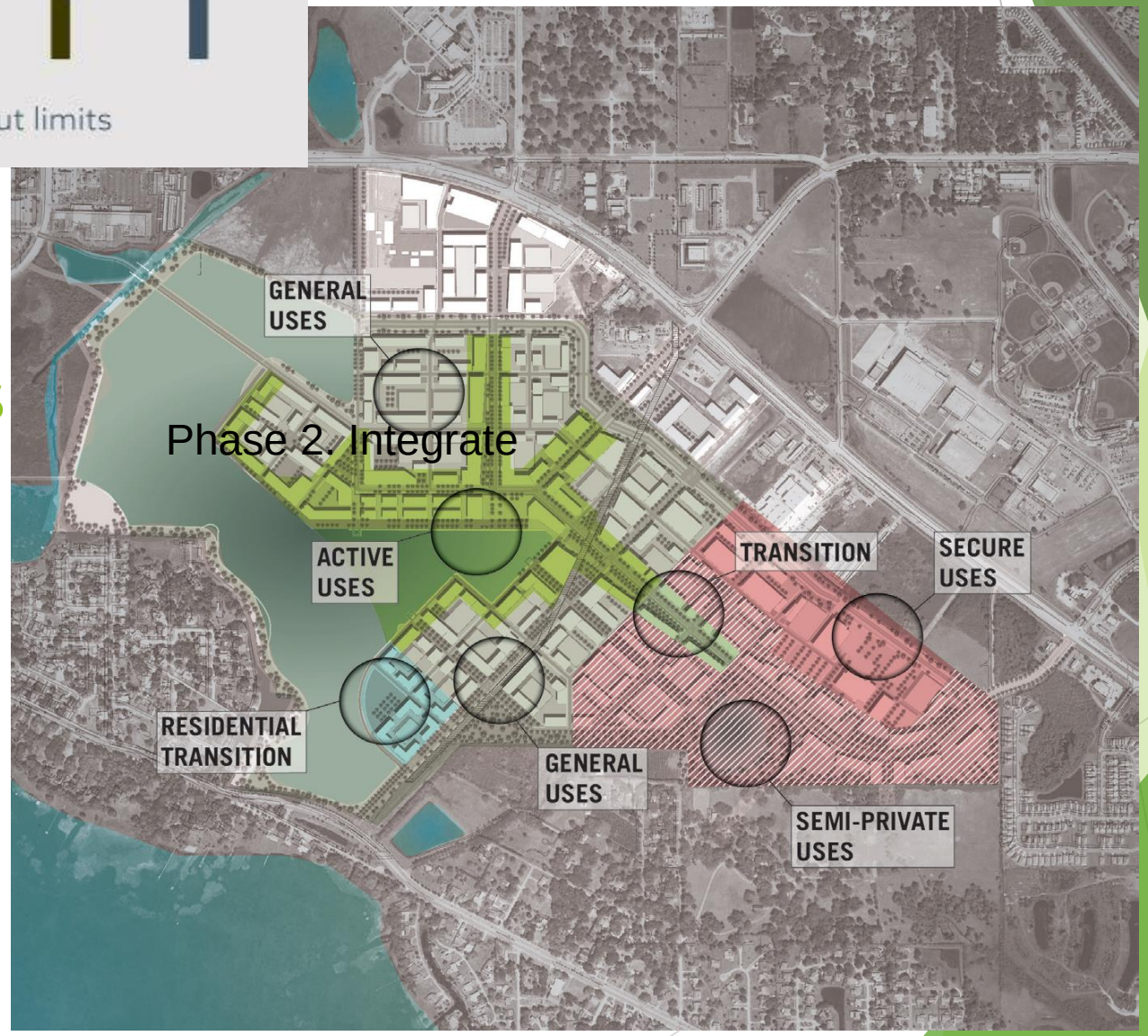
Phase 2. Integrate: Continue Master Plan Development, address Market Identification, provide Situational Assessment.



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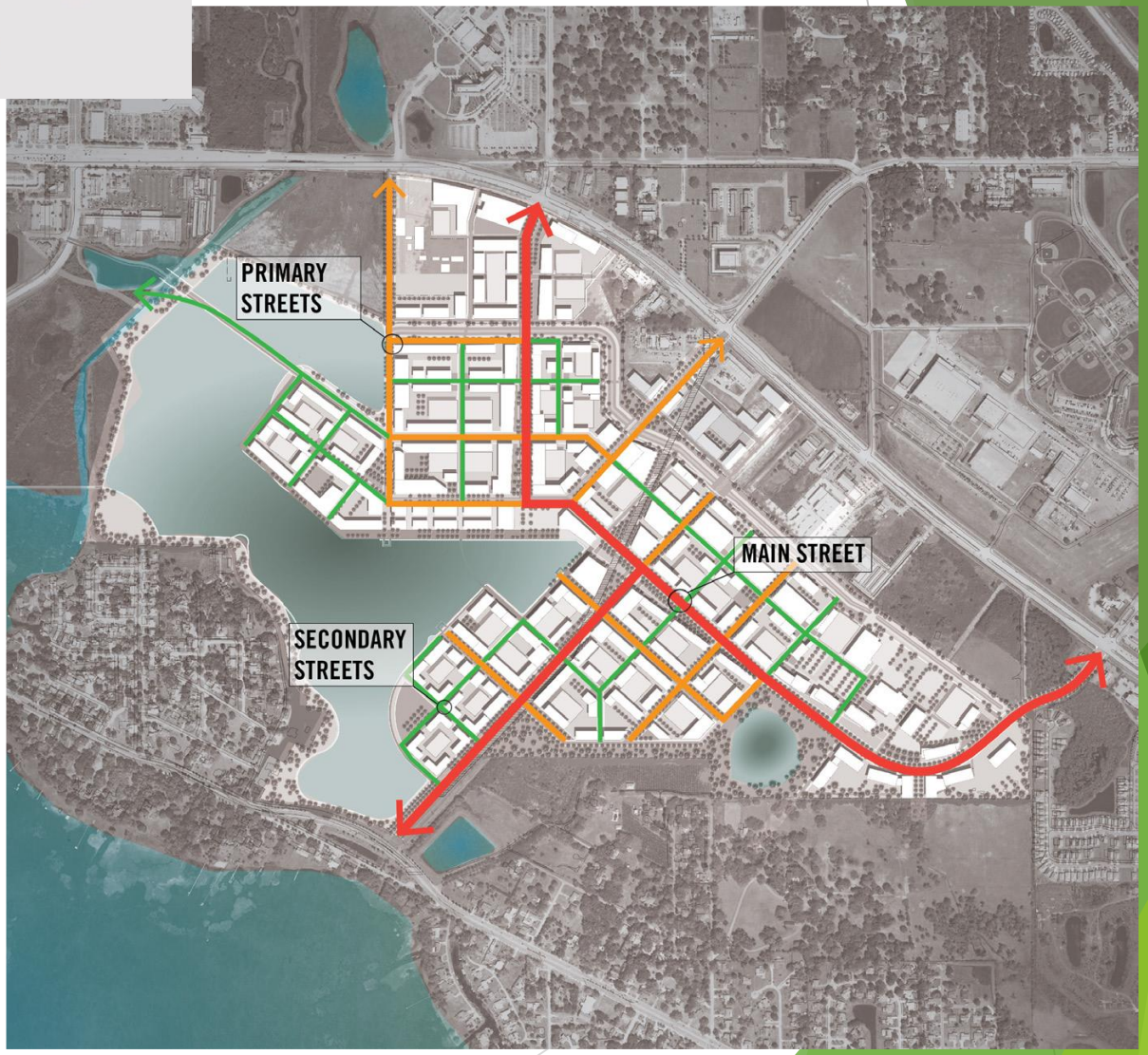
Phase 2. Integrate

Phase 2 Charrette

- 09/20 – 21/2016
- Two days.
- 19 meetings.
- Over 4 outside agencies and adjacent property owners
- Over 120 participants in the meetings.



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Phase 3. Innovate:

Provide Additional detail for the Master Plan, Draft Master Plan presentation, Draft Market Positioning Report with specific recommendations to be integrated.

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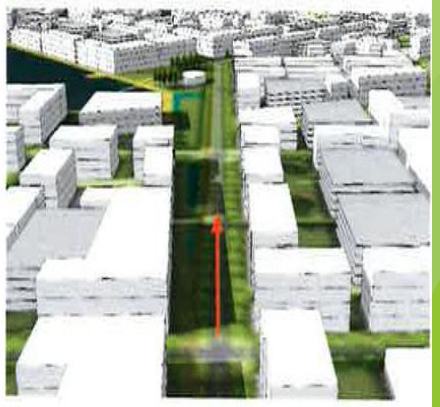
Phase 3. Innovate
Phase 3 Charrette

- Two Days of Meetings
- 12/13/2016 – 14/2016
- 15 meetings.
- Over 6 outside agencies and adjacent property owners.
- Over 115 participants in the meetings.



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Phase 4. Initiate:

Finalizing the Master Plan & Design, Delivering Market and Financial Model, and provide Implementation Scenarios.

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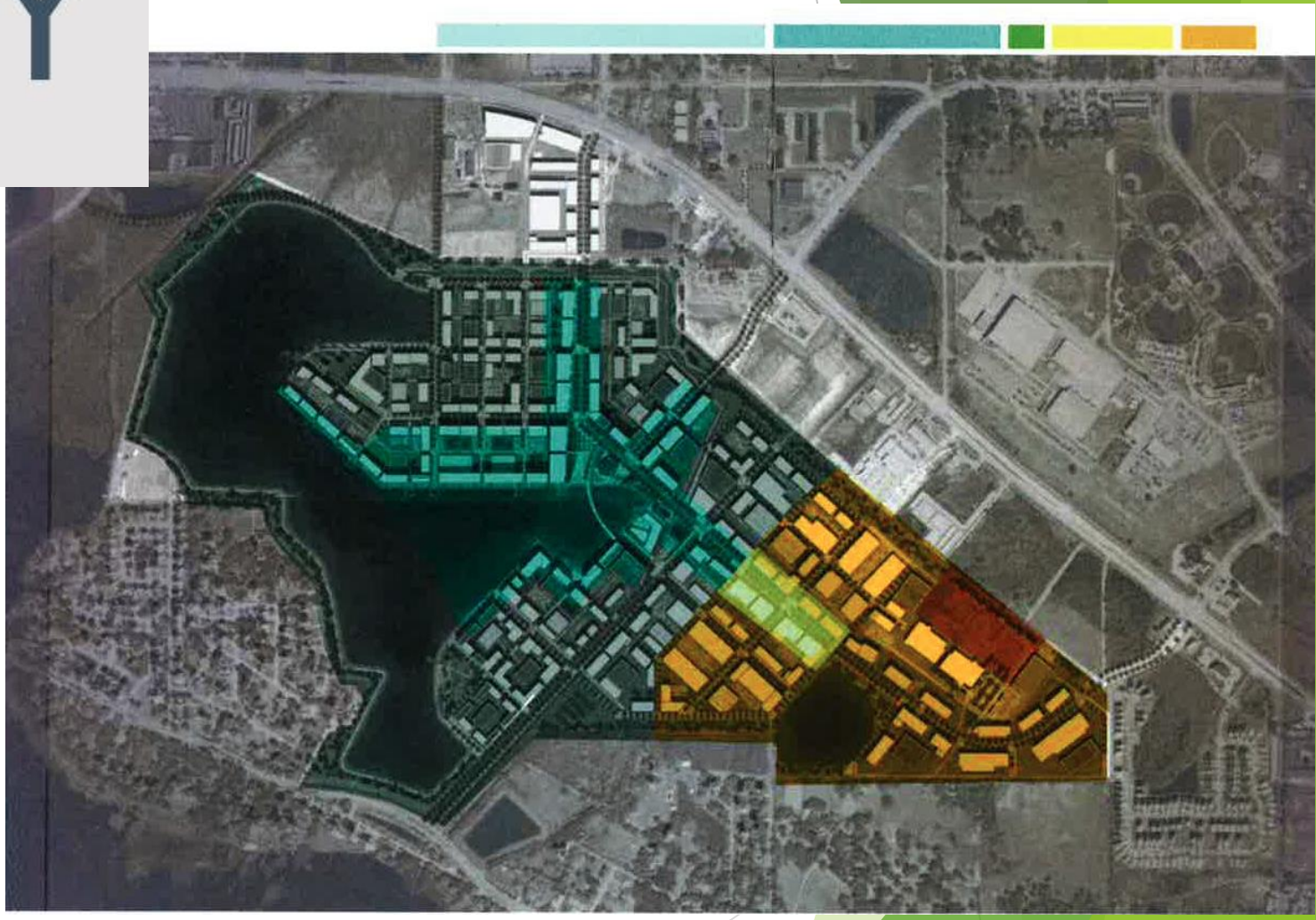
Phase 4. Initiate

Charrette 4

- 03/21 – 22/2013
- Two Days of meetings
- 16 meetings.
- Over 6 outside agencies and adjacent property owners.
- Over 90 participants in the meetings.



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Phase 4 Initiate

Design buildout of predominately office versus predominantly industrial.

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Phase 4. Initiate: Final Master Plan

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ECONOMIC IMPACT OF NEOCITY

NeoCity has the potential to spur major job creation for Osceola County, not only in terms of research and development and tech-related fields, but also in supporting sectors. NeoCity seeks to leverage workforce development strategies and capitalize on investment to create jobs and wealth for Osceola County residents.

The economic impact potential was estimated using two different scenarios (office-weighted and industrial-weighted) to identify the potential development yield to form a diverse and vibrant new district based on a range of future development possibilities.

Office-Weighted Scenario

- Residential
- Civic Use
- Office
- General Research (High Bay)
- Large Format Flex Space
- High Tech Scale Up
- Parking

Scenario 1: Office-weighted scenario

Long-Term Total Economic Output*

$25.3 Billion to $28.8 Billion

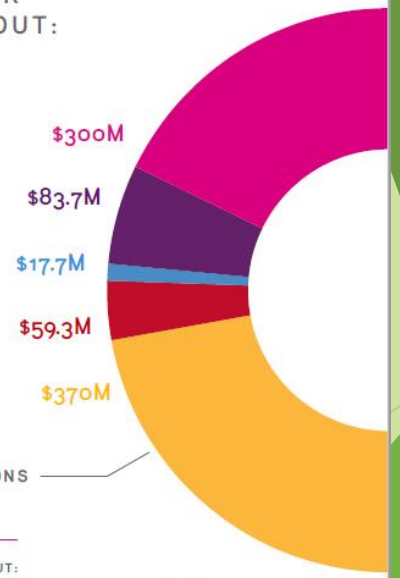
POTENTIAL JOBS + LABOR INCOME AT FULL BUILD-OUT:

DIRECT
Jobs: 26,900 - 34,300
Labor Incomes: $4.6Bn - $4.7Bn

INDIRECT
Jobs: 40,700 - 45,300
Labor Incomes: $2.2Bn - $2.4Bn

INDUCED
Jobs: 45,700 - 48,100
Labor Incomes: $2.0Bn - $2.1Bn

At full 50-year build-out NeoCity has the potential to become Osceola County's largest tax payer based on total taxable value of property.



PREDICTED TAX REVENUE ALLOCATIONS
AT FULL BUILD OUT

TAXABLE VALUE OF PROPERTY AT FULL BUILD-OUT:
$1.5 BILLION TO $2.1 BILLION

50 YEAR TOTAL CUMULATIVE TAX REVENUE:
$781 MILLION TO $831 MILLION

*The Economic Impact Assessment for NeoCity covered near-term (10-year), medium-term (25-year), and long-term (50-year) time frames. Assessments at these ranges are based on assumptions for the future of the district and economic growth, but are useful in creating an understanding of the potential of NeoCity to contribute to the local economy if developed according to the Master Plan.

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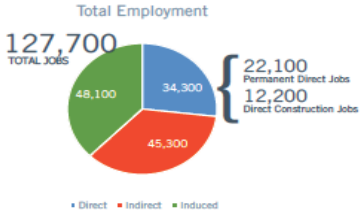
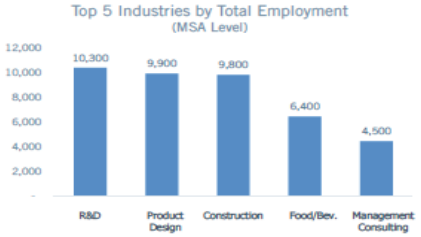
ECONOMIC IMPACT: OFFICE WEIGHTED SCENARIO

OFFICE WEIGHTED SCENARIO
Total Economic Impact

Building Square Footage by Category	
Building Type	Square feet
Commercial	**8.5M**
Office	7.2M
General Research & Office	698K
Civic Use	315K
Retail	319K
Industrial	**691K**
Large Format Flex	461K
High Tech Scale-Up	230K
Residential	**1.7M**
Total	**10.9M**

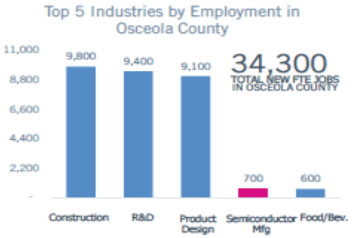
OFFICE WEIGHTED SCENARIO
Employment Impact

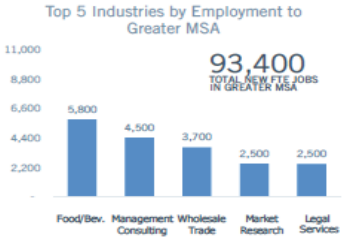




- 35% of direct FTE jobs in Osceola County are due to construction
- 65% of direct FTE jobs created by NeoCity in Osceola County are due to operations

OFFICE WEIGHTED SCENARIO
Employment Impact





2,005 direct FTE jobs created in entirely new advanced manufacturing sectors

*Highlighted sectors indicate new industry to Osceola County

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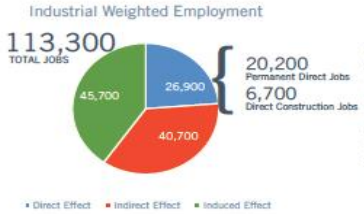
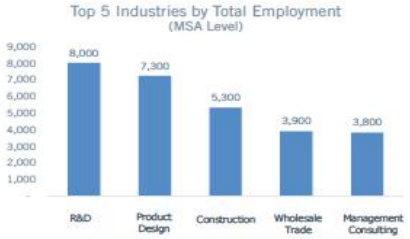
ECONOMIC IMPACT: INDUSTRIAL WEIGHTED SCENARIO

INDUSTRIAL WEIGHTED SCENARIO
Total Economic Impact

Building Square Footage by Category	
Building Type	Square feet
Commercial	**7.1M**
Office	5.2M
General Research & Office	1.5M
Civic Use	256K
Retail	252K
Industrial	**2.2M**
Large Format Flex	1.8M
High Tech Scale-Up	456K
Residential	545K
Total	**9.9M**

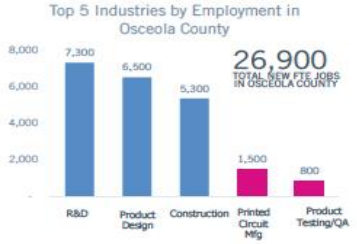
INDUSTRIAL WEIGHTED SCENARIO
Employment Impact

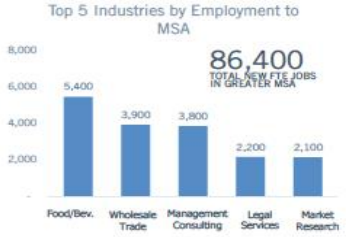




- 25% of direct FTE jobs in Osceola County are due to construction
- 75% of direct FTE jobs created by NeoCity in Osceola County are due to operations

INDUSTRIAL WEIGHTED SCENARIO
Employment Impact





5,100 direct FTE jobs created in entirely new advanced manufacturing sectors

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CLEMSON UNIVERSITY ICAR, SOUTH CAROLINA

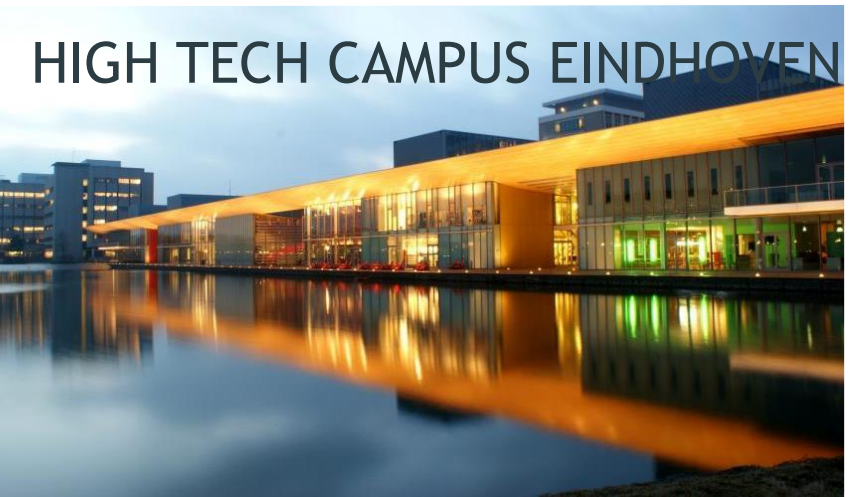
THE SANDIA SCIENCE & TECHNOLOGY PARK, NM

RENSSELAER POLYTECHNIC INSTITUTE, NY

ALBANY NANOTECHNOLOGY, NY

CEA - LETI, FRANCE

FRAUNHOFER INSTITUTES, GERMANY


HIGH TECH CAMPUS EINDHOVEN

INNOVATIONLAB, GERMANY

IMEC, BELGIUM

STAFF IS AVAILABLE FOR QUESTIONS

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