

Board of County Commissioners

Innovation Way Work Session

September 18, 2012





- Background/Land Use
- Transportation
- Utilities
- Implementation
- Regional Development
- Next Steps

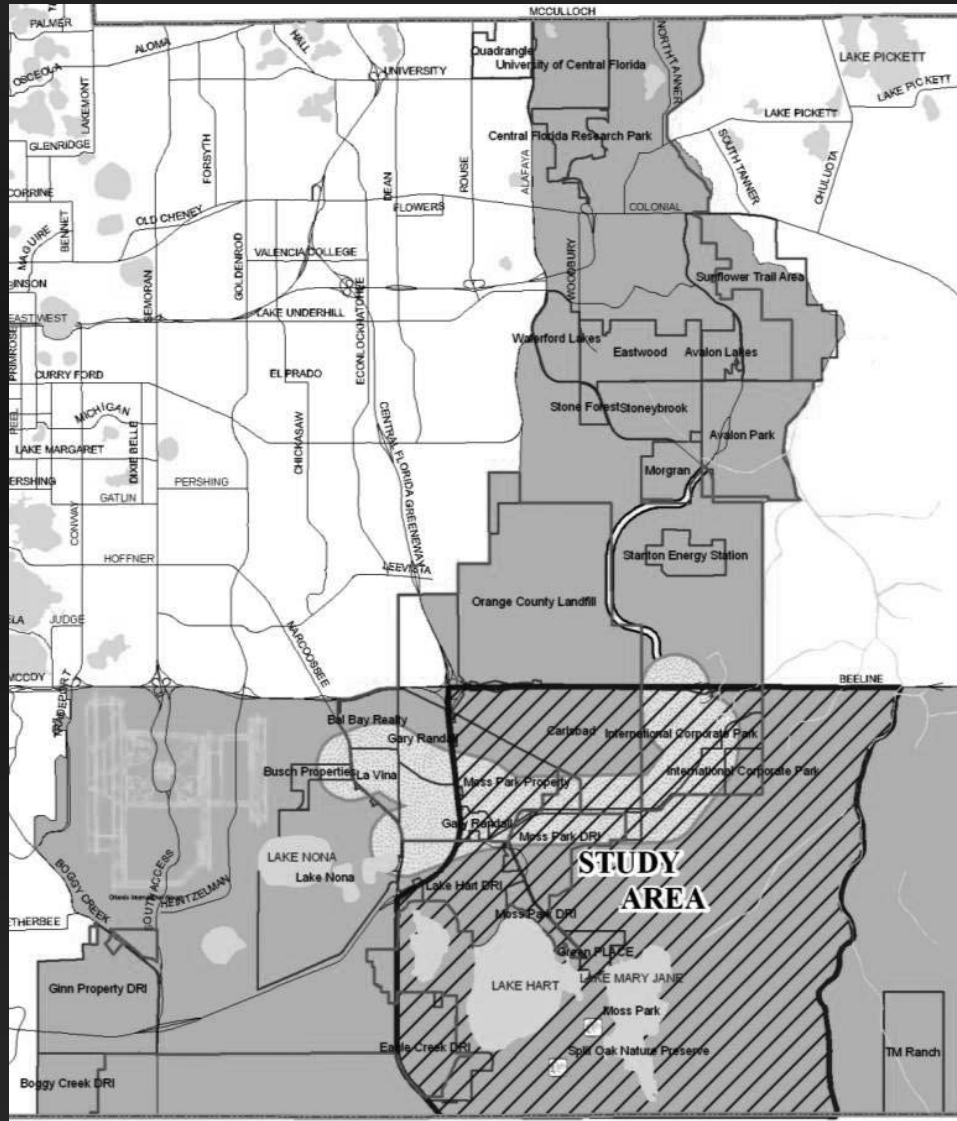


- **Background/Land Use**
- Transportation
- Utilities
- Implementation
- Regional Development
- Next Steps

[illegible]



Study Area





Comprehensive Plan Policies

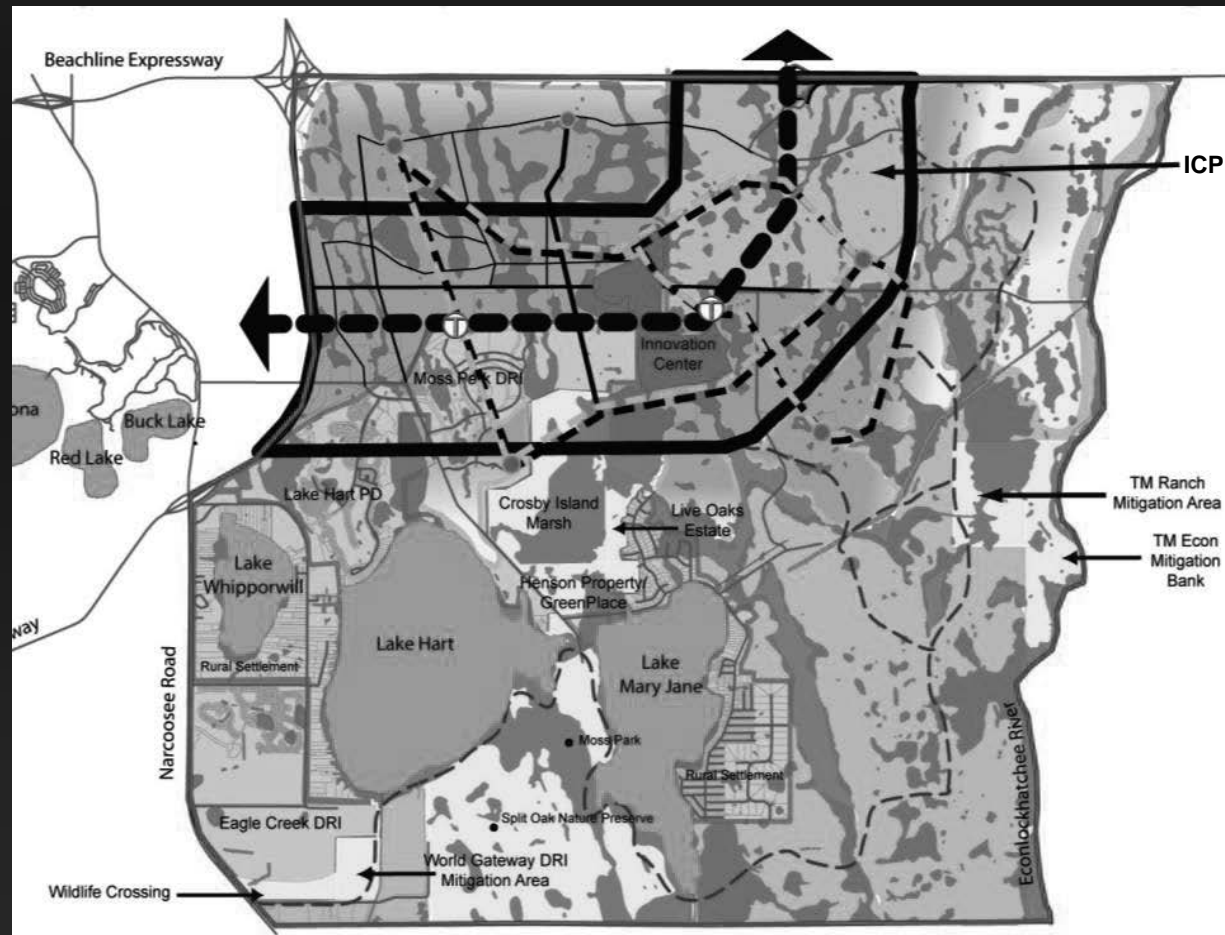
- Overlay
- Guiding principles
 - Economic development
 - Environmental protection
 - Urban form
 - Jobs-housing balance
 - Multi-modal transportation
- Became effective in 2008





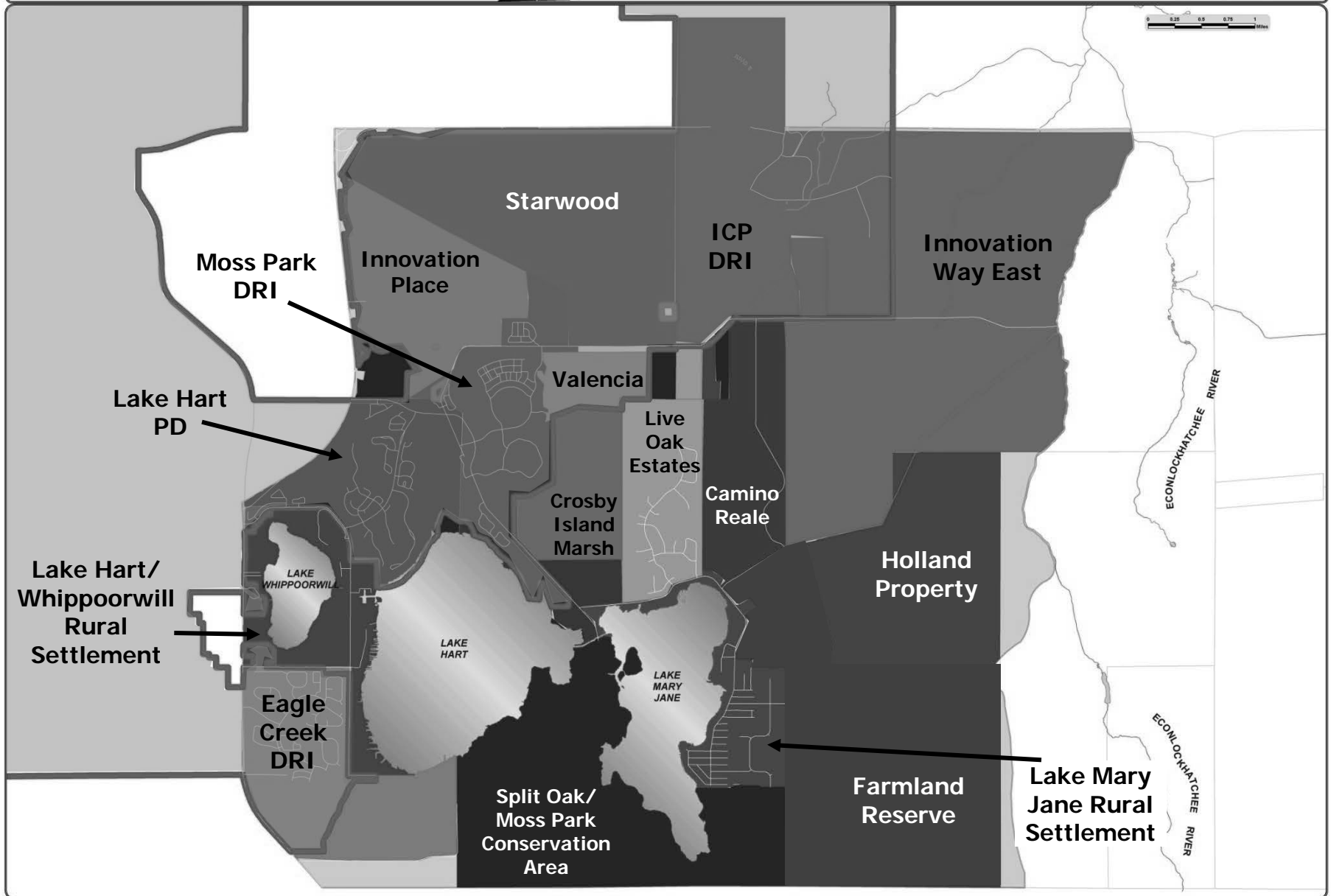
Innovation Way Overlay

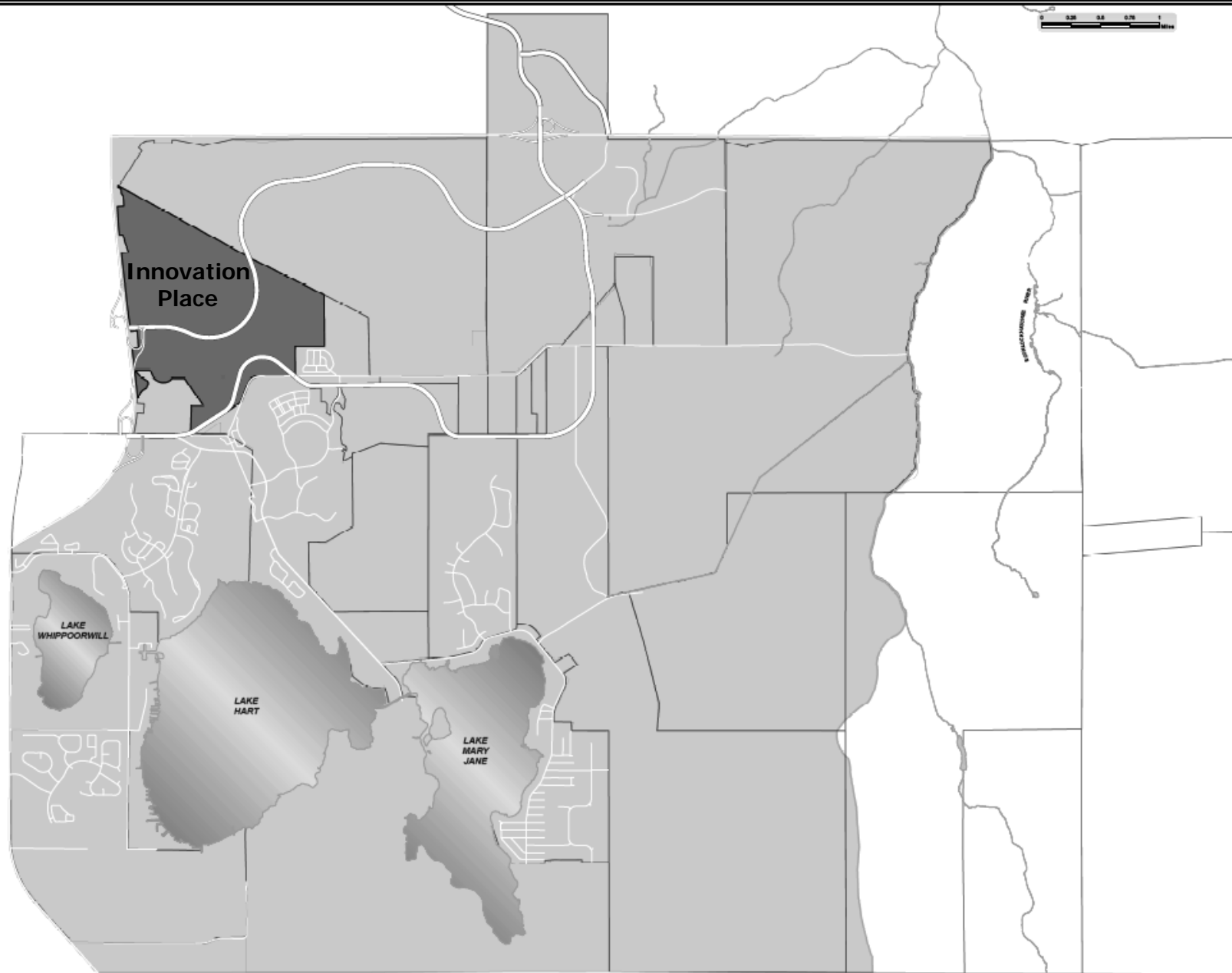
- Development concentrated in and near the corridor
- Away from environmentally sensitive lands
- Development pattern offers opportunity for multi-modal transportation





Land Use = Area Properties

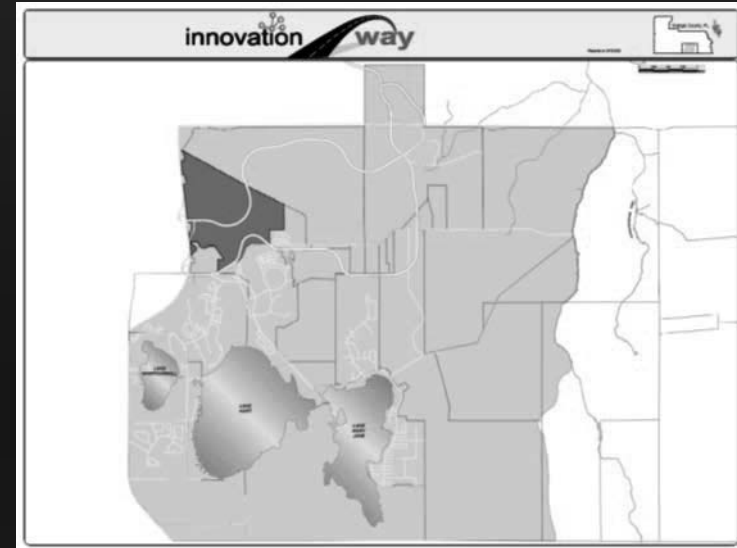


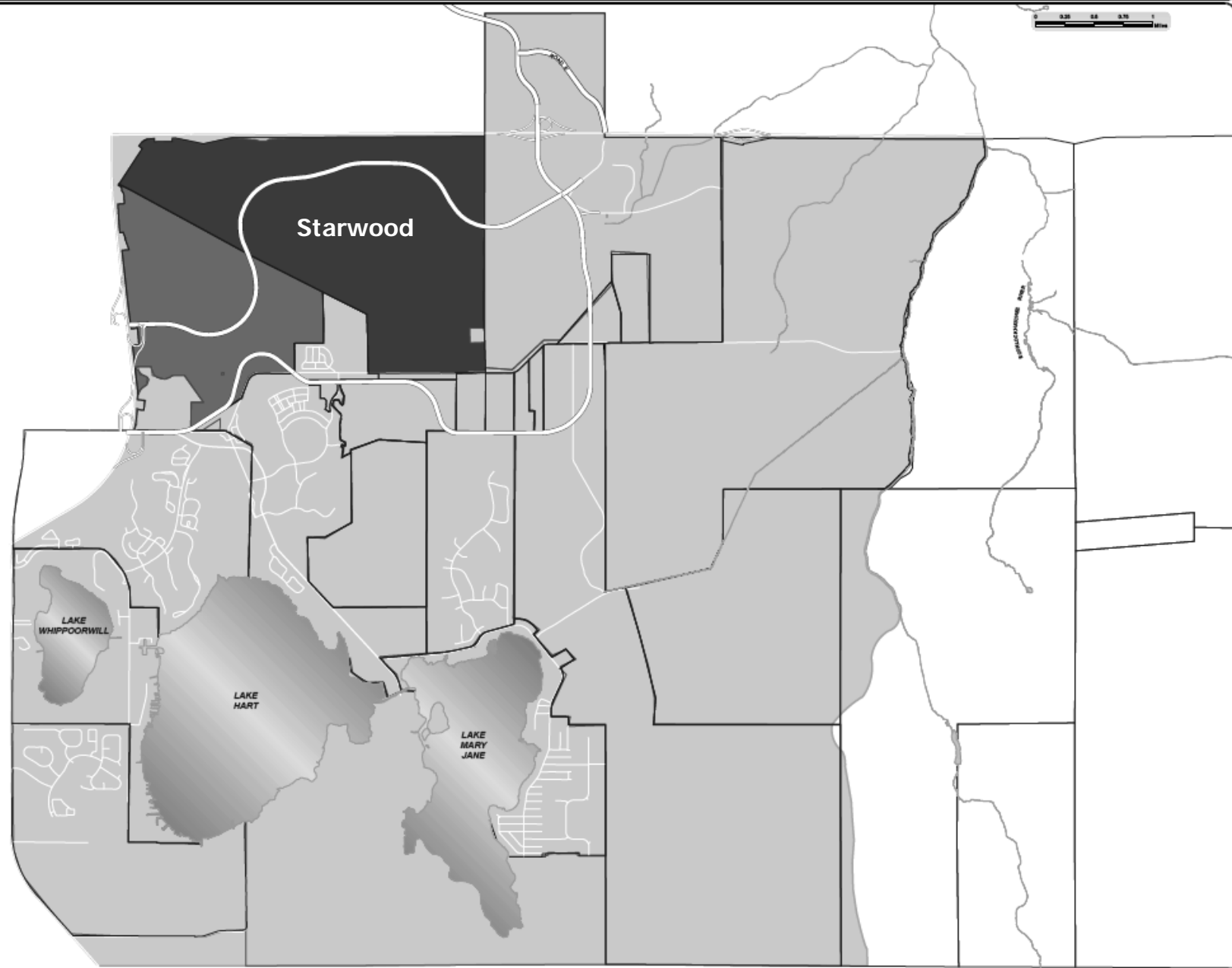




Innovation Place

- Development program
 - 5,500 dwelling units
 - 1.2 million square feet retail
 - 2.3 million square feet office
 - 200 hotel rooms
- Status
 - DRI, Comprehensive Plan amendment and PD zoning approved in 2007
 - Included in the Urban Service Area

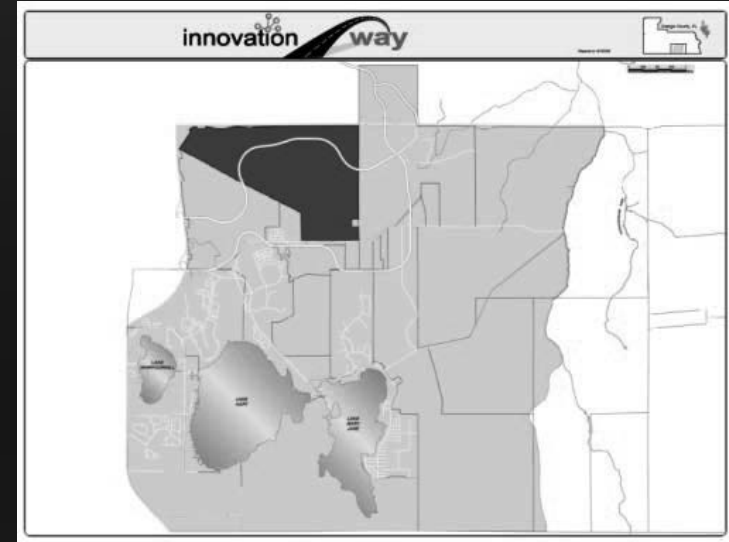




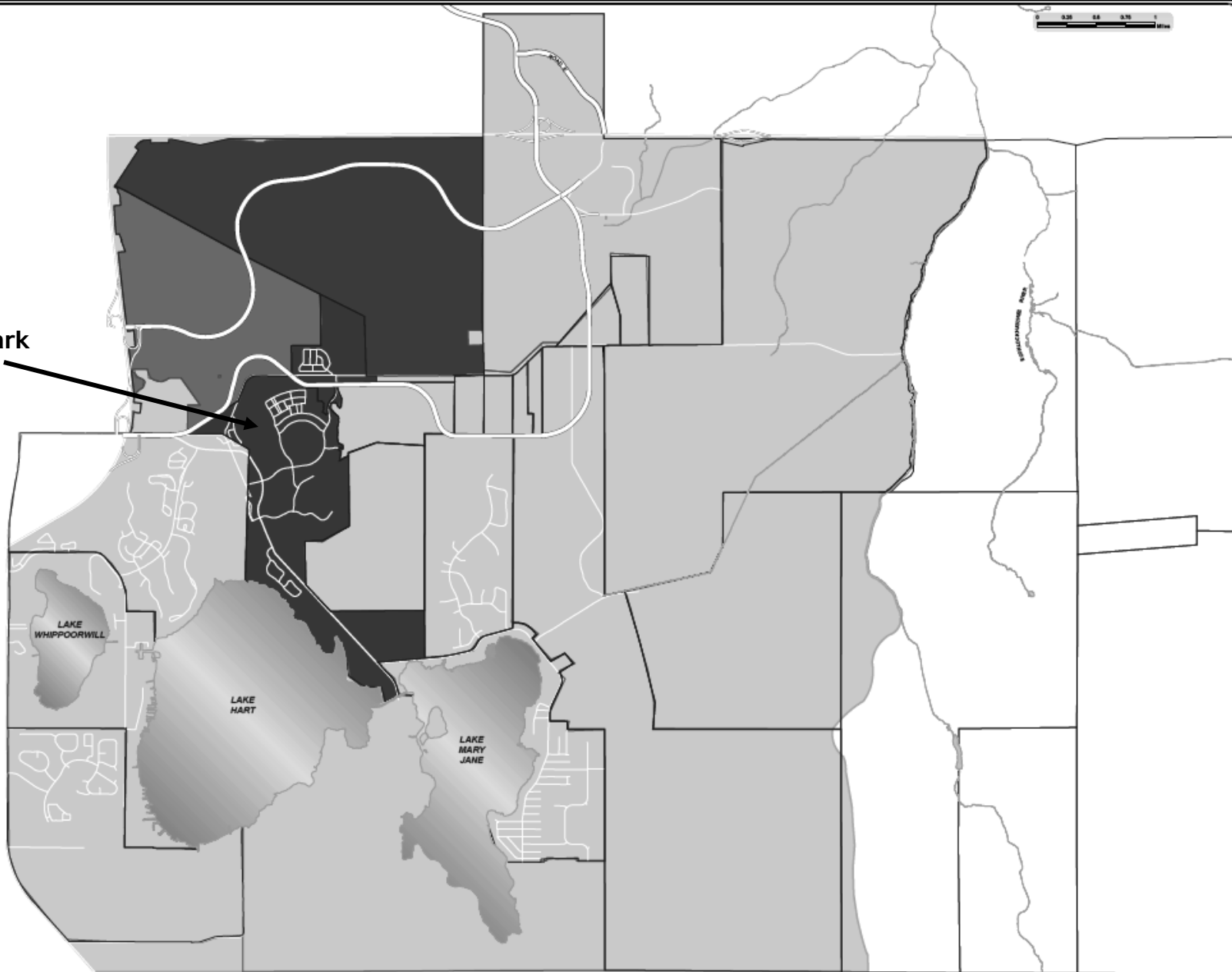


Starwood

- Development program
 - 9,000 dwelling units
 - 1.5 million square feet retail
 - 2.2 million square feet office
 - 3.6 million square feet industrial
 - 500 hotel rooms
- Status
 - Comprehensive Plan amendment approved in 2008
 - Included in the Urban Service Area



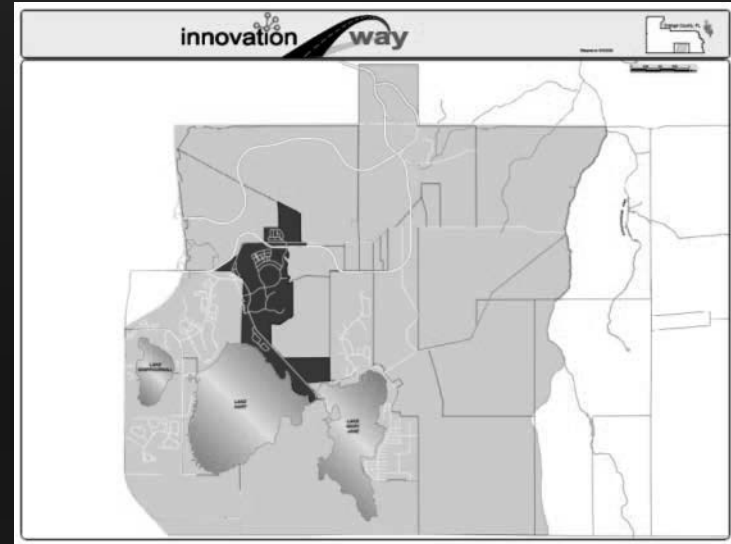
Moss Park
DRI

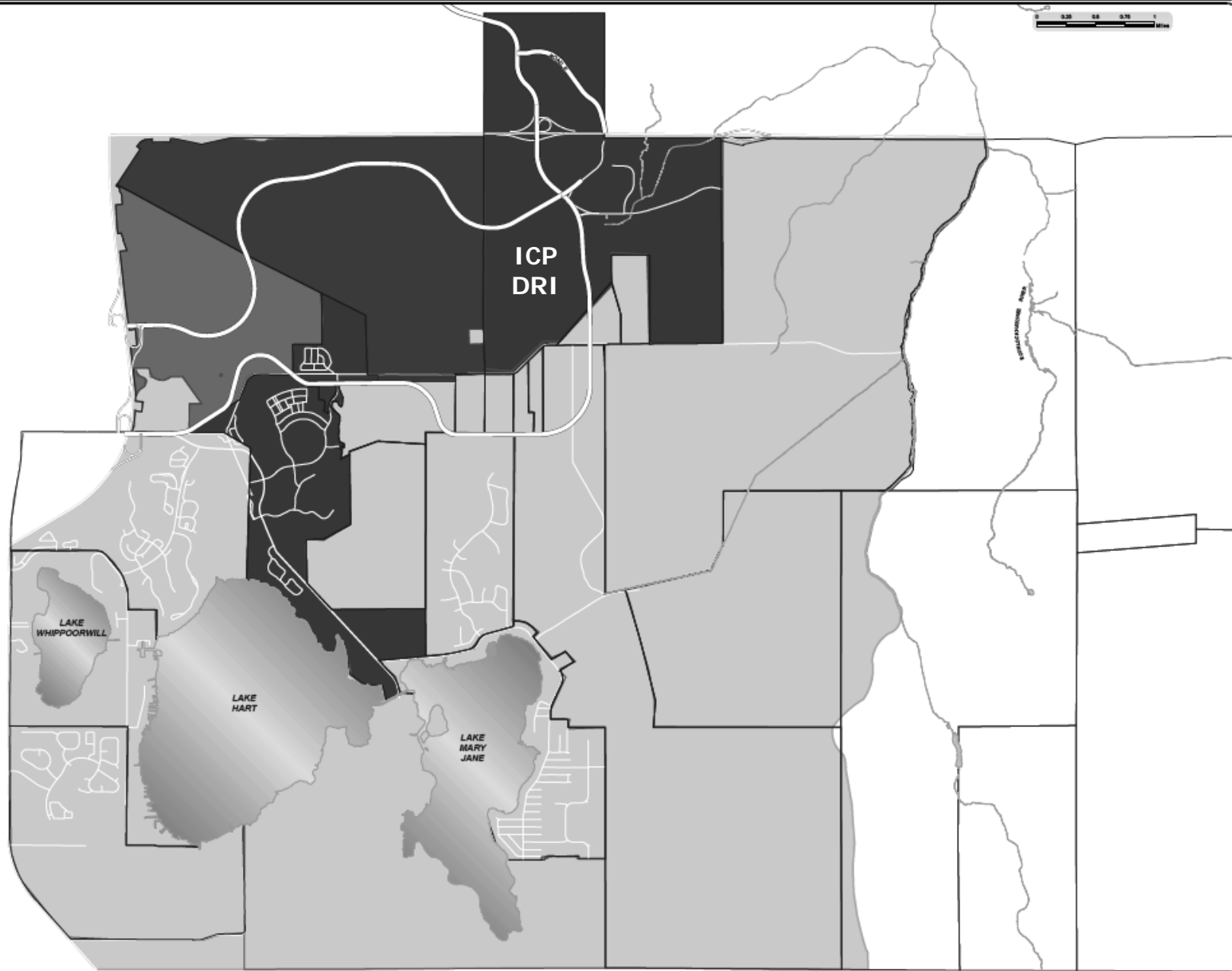




Moss Park

- Development program
 - 2,650 dwelling units
 - 150,000 square feet retail
 - 1.1 million square feet office
 - 250,000 square feet industrial
 - 1,100 hotel rooms
- Status
 - DRI DO, PD approved in 2000, DO amended in 2003
 - Estimated 750 housing units built

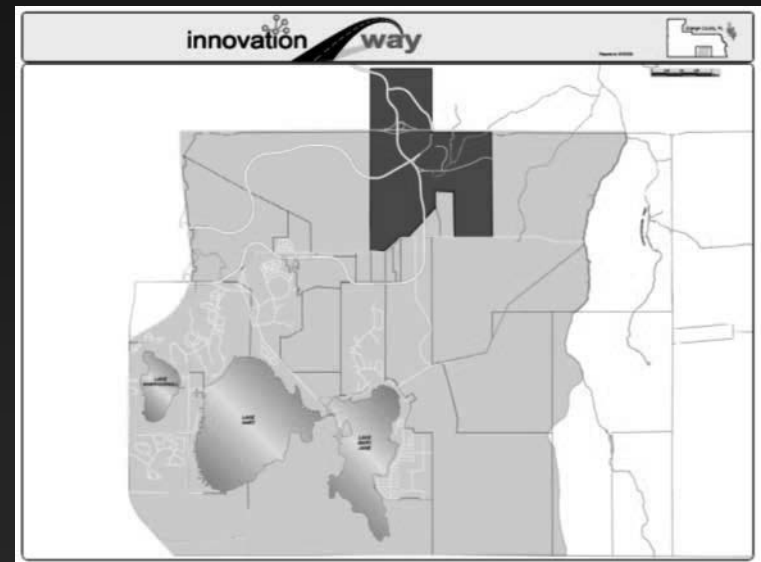






International Corporate Park

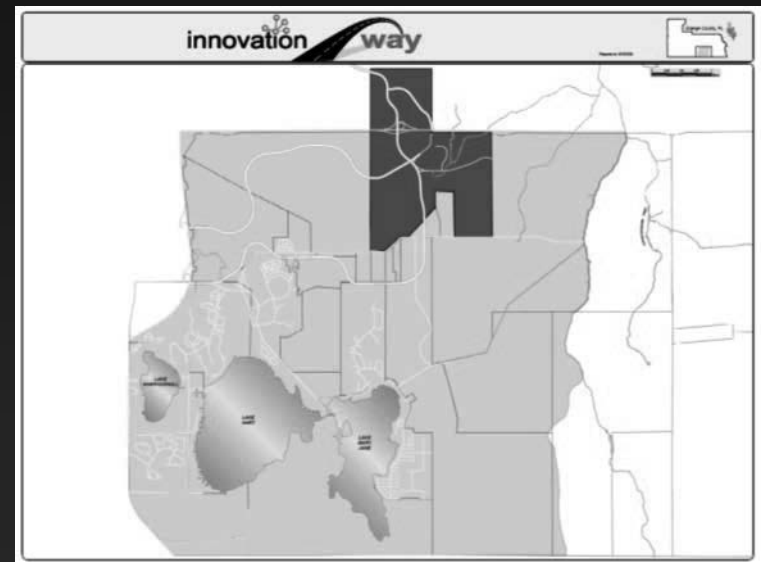
- Development program (current)
 - 240,500 square feet retail
 - 20.5 million square feet office and industrial
 - 321 hotel rooms
- Status
 - DRI DO approved in 1986, amended in 2002
 - Included in Urban Service Area

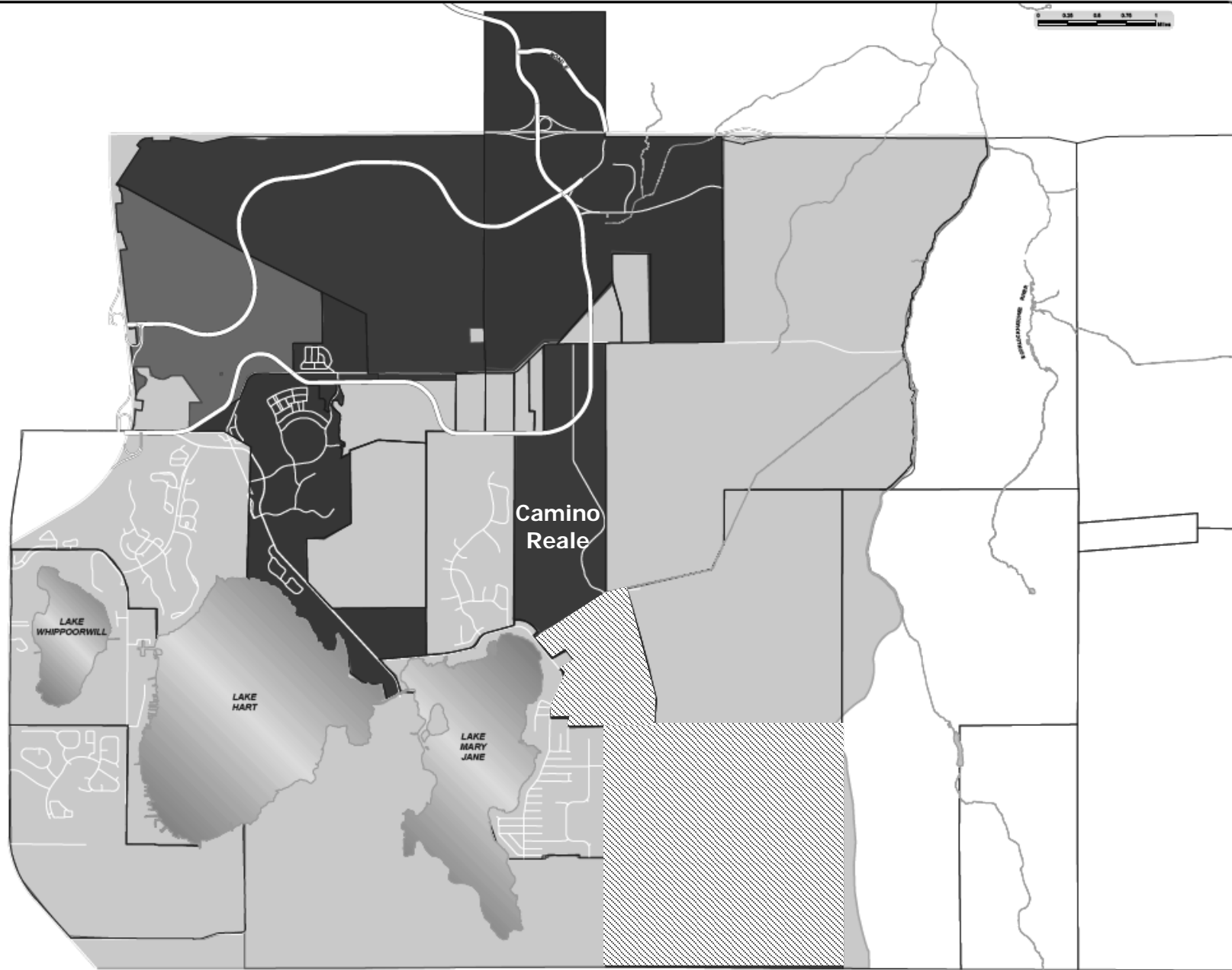




International Corporate Park

- Development program (proposed)
 - 3,440 dwelling units
 - 1 million square feet retail
 - 2.4 million square feet office
 - 3.5 million square feet research park
 - 4.9 million square feet industrial
 - 320 hotel rooms
- Status: NOPC pending

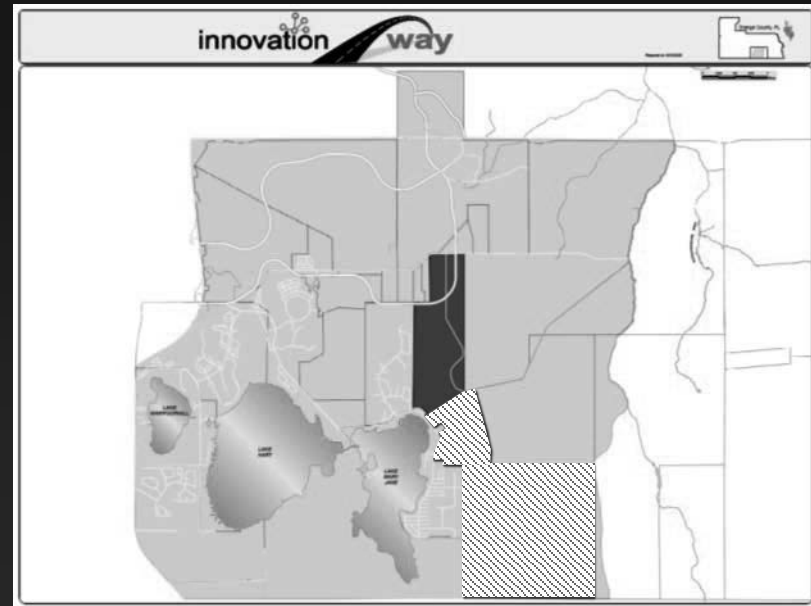


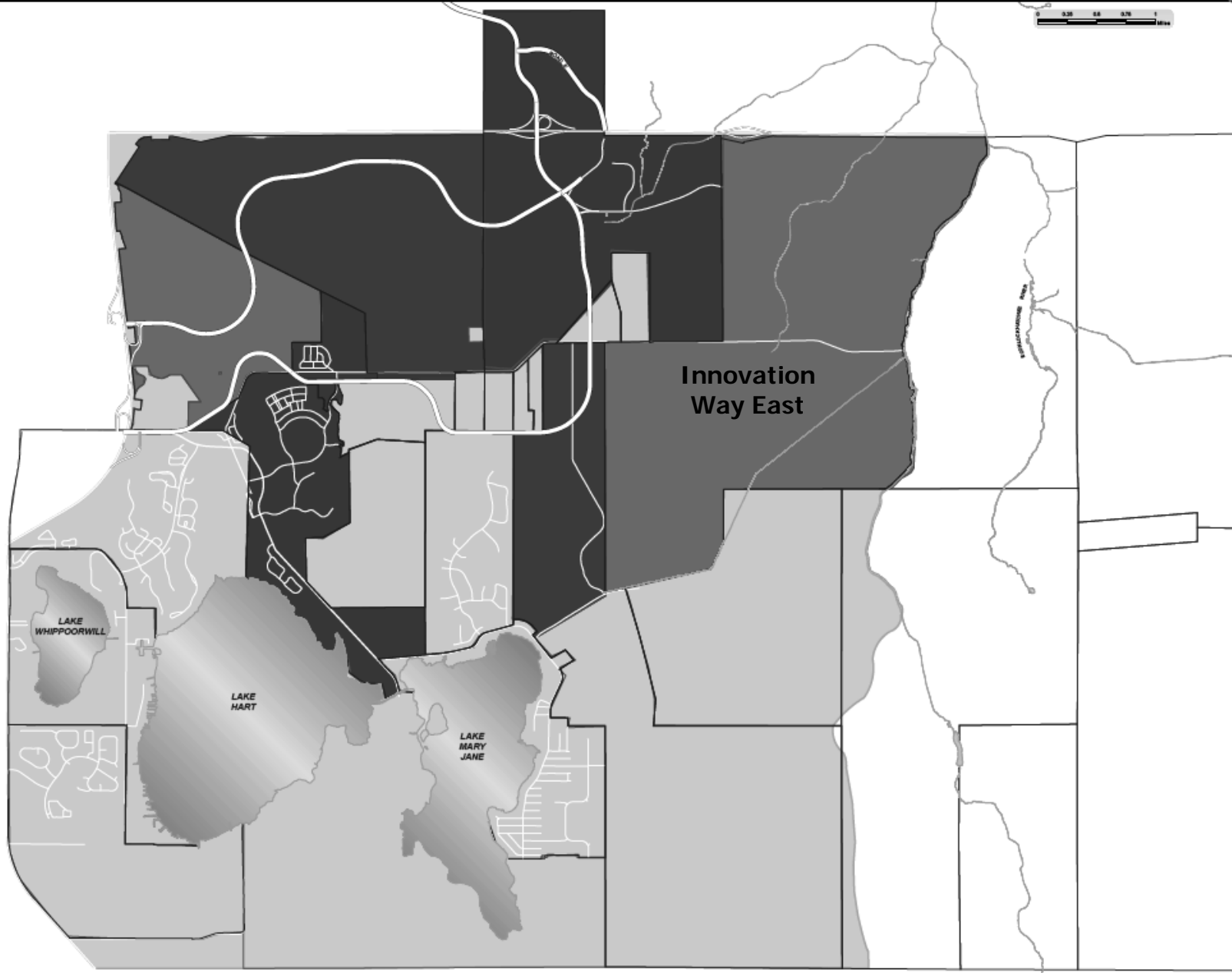




Camino Reale

- Development program
 - 4,000 dwelling units
 - 305,000 square feet retail
 - 428,000 square feet office
- Status
 - Comprehensive Plan amendment withdrawn June 2010

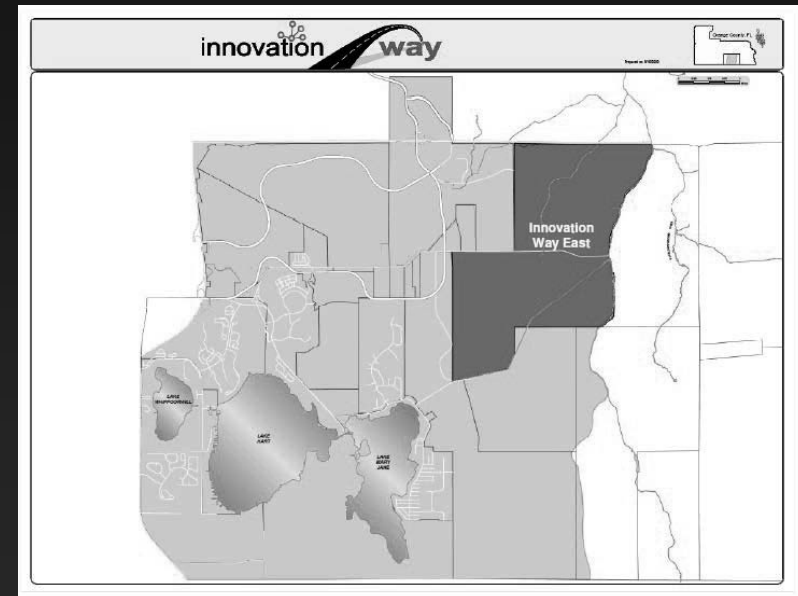






Innovation Way East

- Development program
 - 6,340 dwelling units
 - 515,000 square feet retail
 - 640,000 square feet office
 - 750,000 square feet industrial
 - 150 hotel rooms
- Status
 - Comprehensive Plan amendment denied June 2010



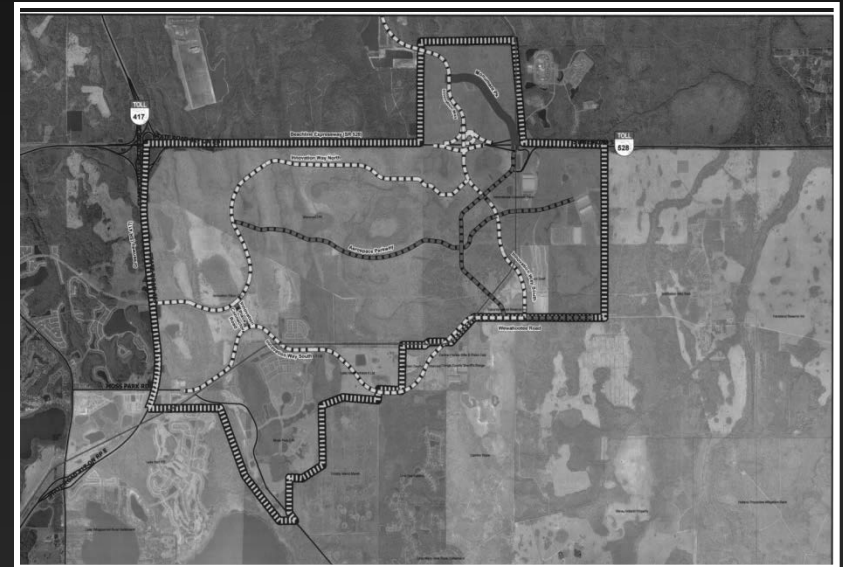


- Background/Land Use
- **Transportation**
- Utilities
- Implementation
- Regional Development
- Next Steps



Multi-Modal Transportation District (MMTD)

- Approved 2009 / effective 2011
- Policies and map adopted in Transportation Element
- Includes portions of Innovation Way Study Area
- Does not include Innovation Way East or Camino Reale
- Integrates land use and transportation planning
- Exempt from concurrency





MMTD Implementation

- Policies require multimodal network with enhanced transit features
- New *Quality of Service* measures for bicycles, pedestrians, and transit
- Requires more transportation infrastructure than traditionally provided
- Relies on extensive public-private partnerships for funding





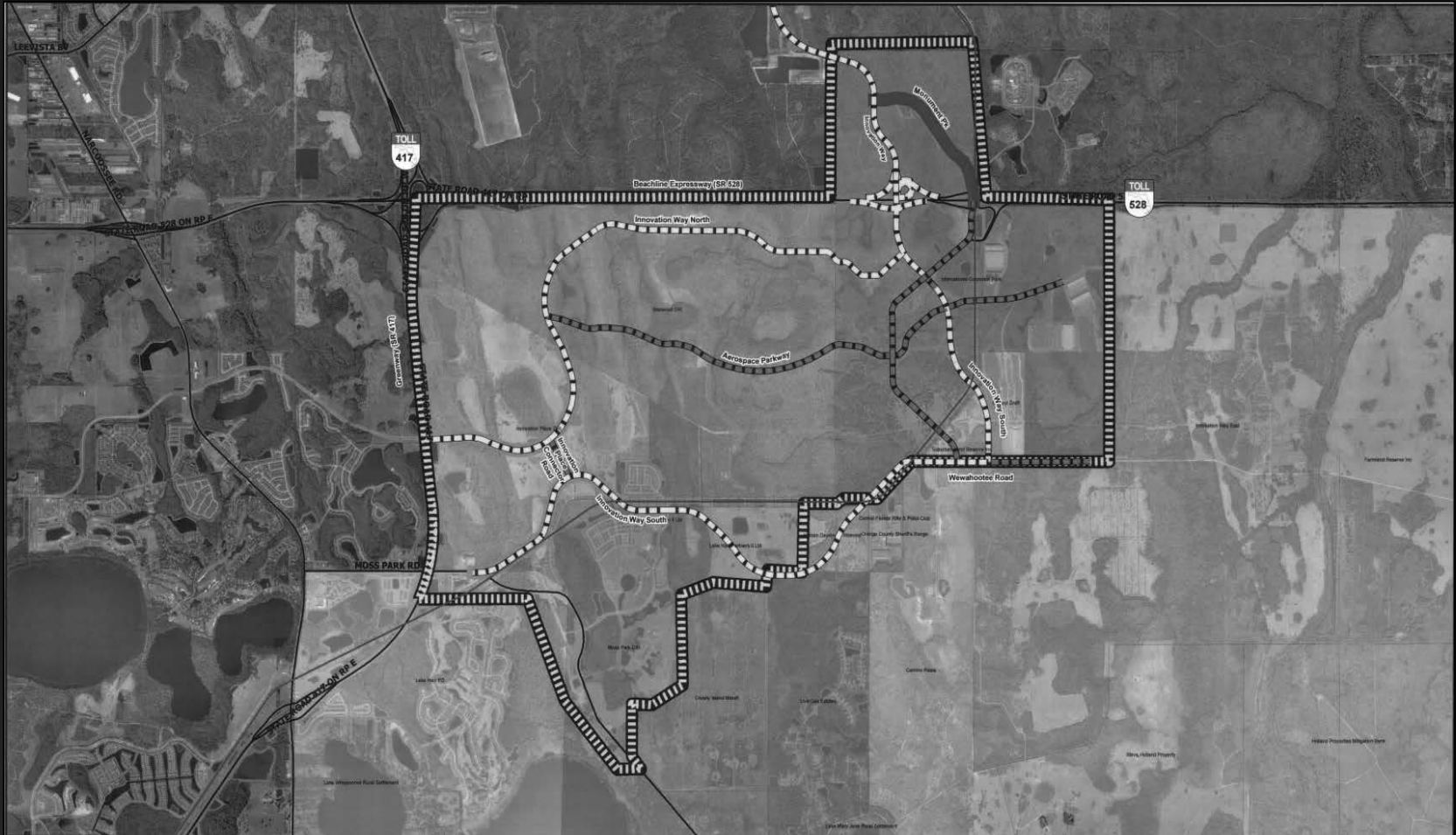
MMTD Implementation

- Have not reached consensus for funding transportation improvements with property owners
- Differences in network assumptions (road and transit)
- Public/private partnership is essential
- Discussions with property owner representatives are ongoing



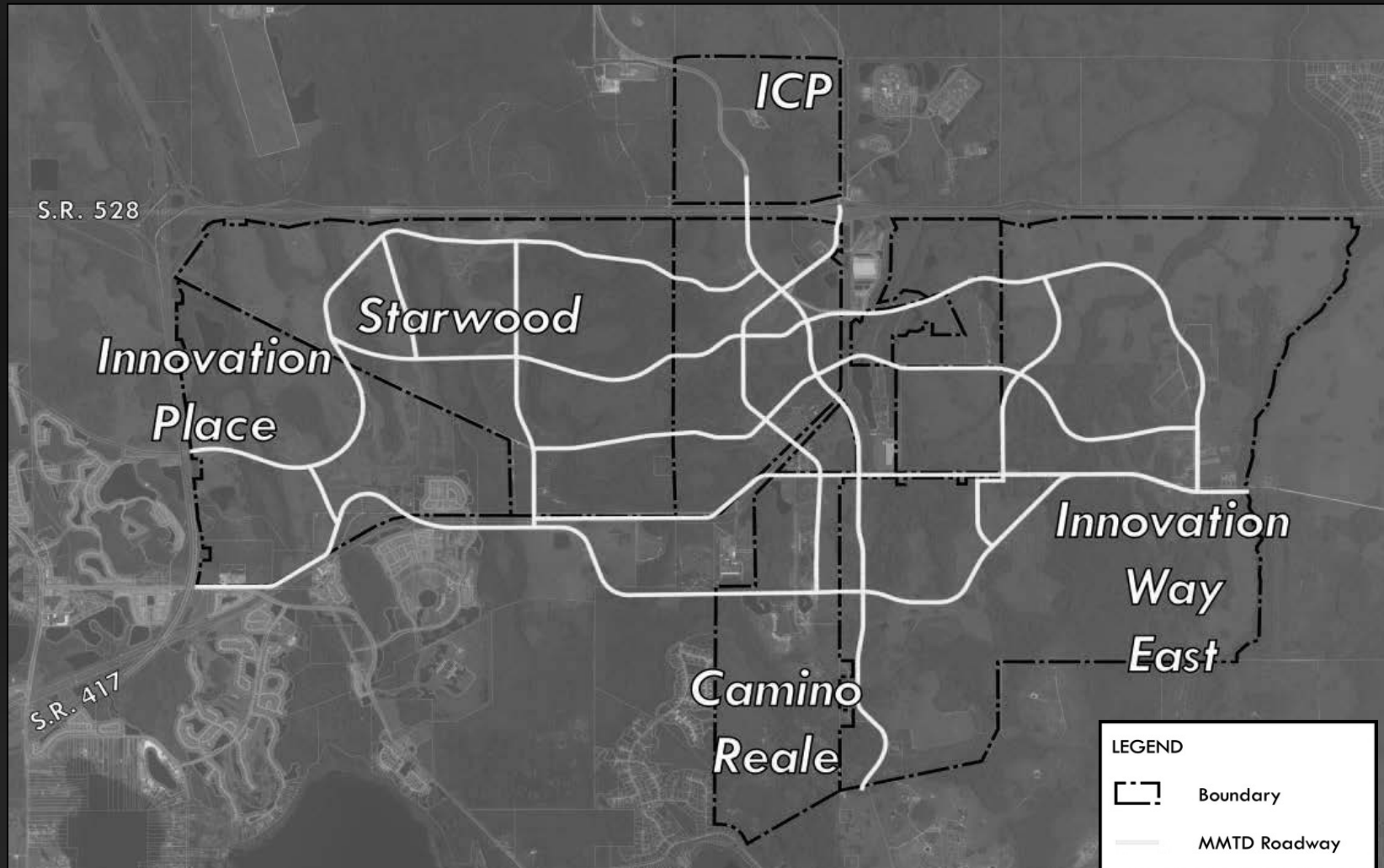


Conceptual MMTD Primary Road Network



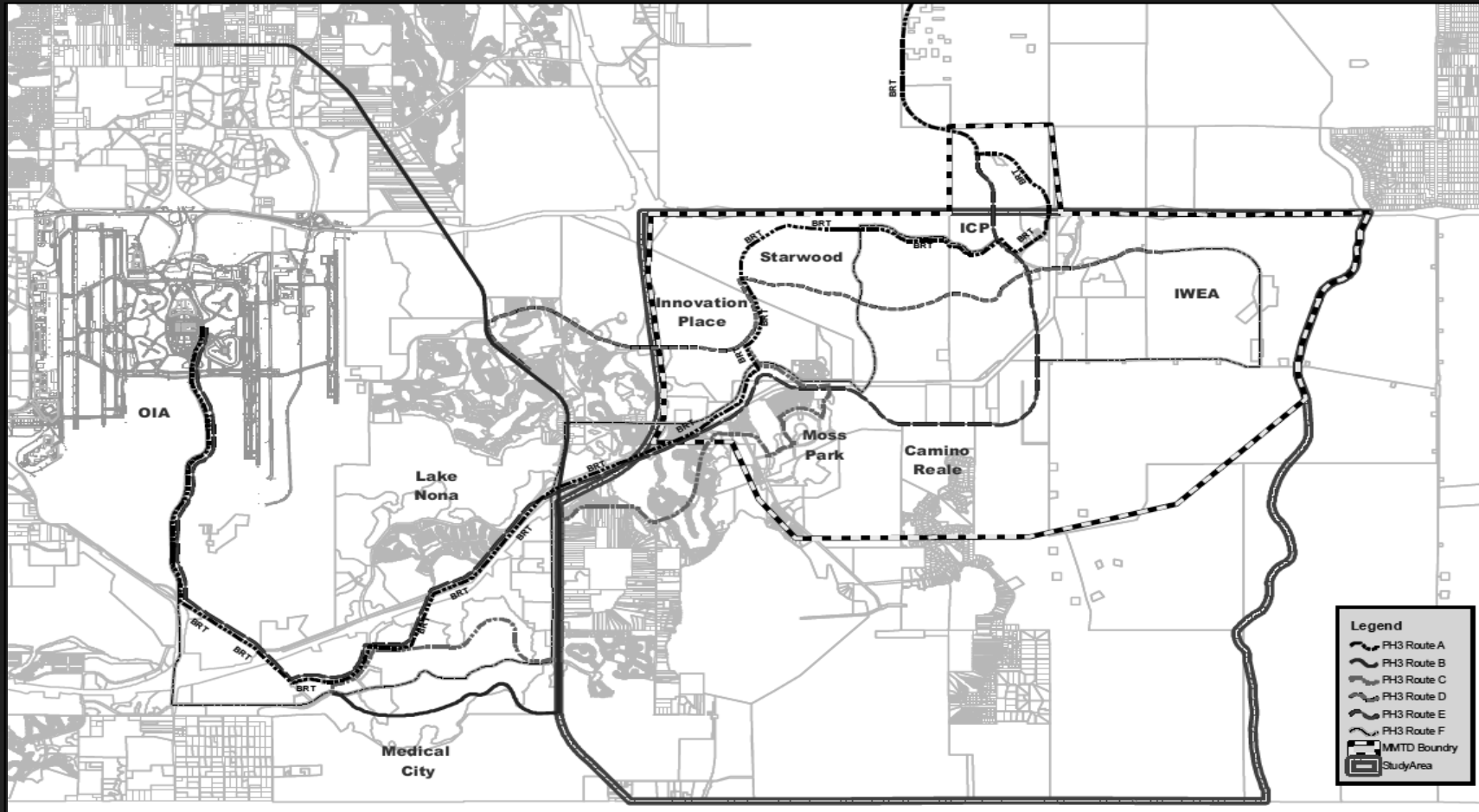


Developers' Road Network Concept



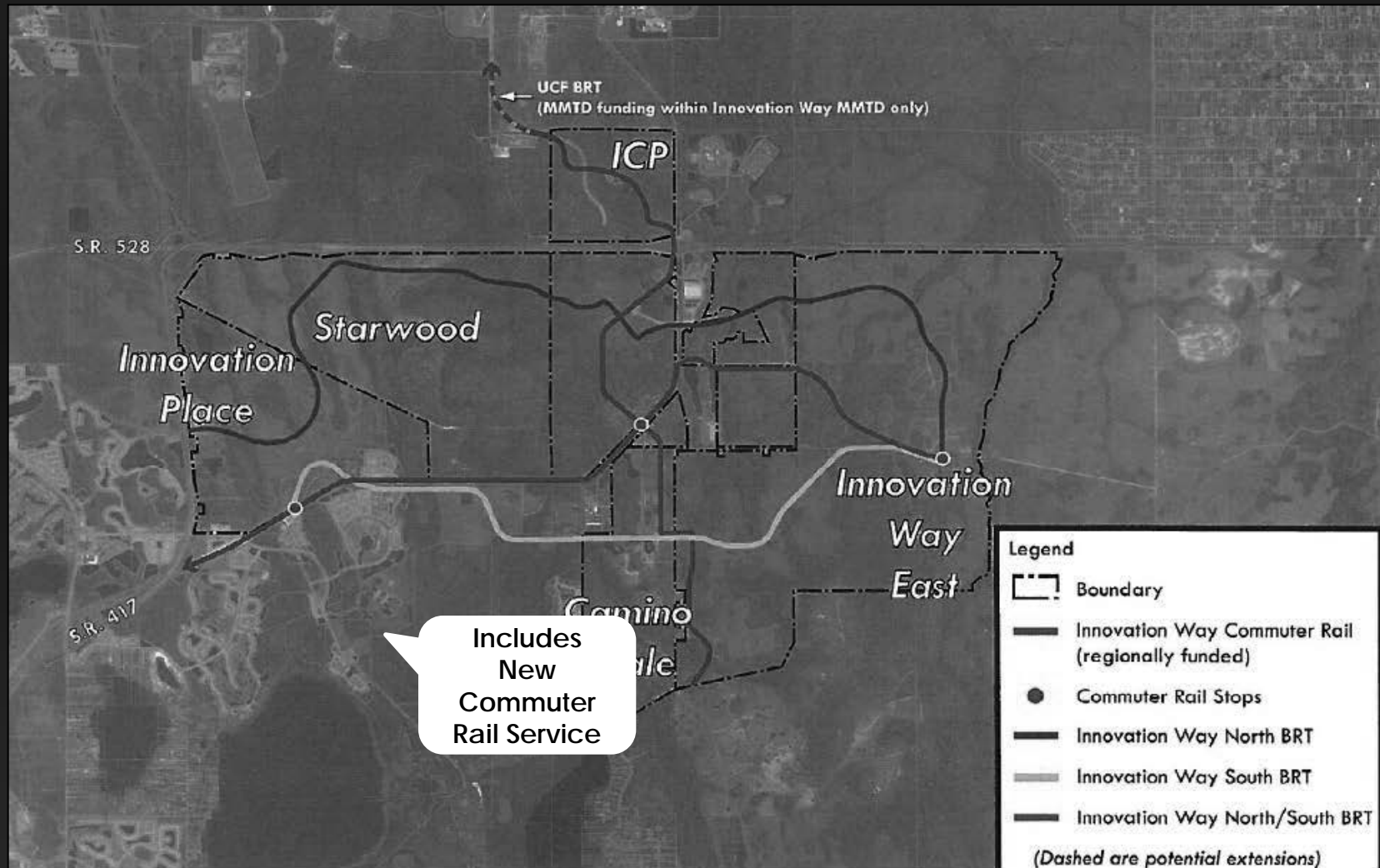


Conceptual Transit Network





Developers' Transit Network Concept





MMTD Implementation

Differences in Scenarios

County	Property Owners
Commuter rail not in County scenario	Regional cost sharing of commuter rail transit costs
County assumes bus transit costs are MMTD-funded	Regional cost sharing of bus transit costs
Standard bus service	Bus rapid transit
50% of impact fees for roads	60% of impact fees for roads
No IWE or Camino Reale road costs	Includes IWE and Camino Reale road costs
Sub-regional roads not impact fee funded	Sub-regional roads receive impact fee funding



Funding Model – County

Roads

- Impact fee revenues (dedication 50% of impact fees)
- ICP Interchange (separate agreement)
- Roadway funding needs – \$121.94 Million
- Costs for primary roadways only

Transit

- Tax increment (may be used to cover road shortfall)
- Federal funds
- Assessments
- Farebox revenues
- Transit funding generated – \$149.30 Million

Total funds: \$271.24 Million



Differences in Funding Models

Summary

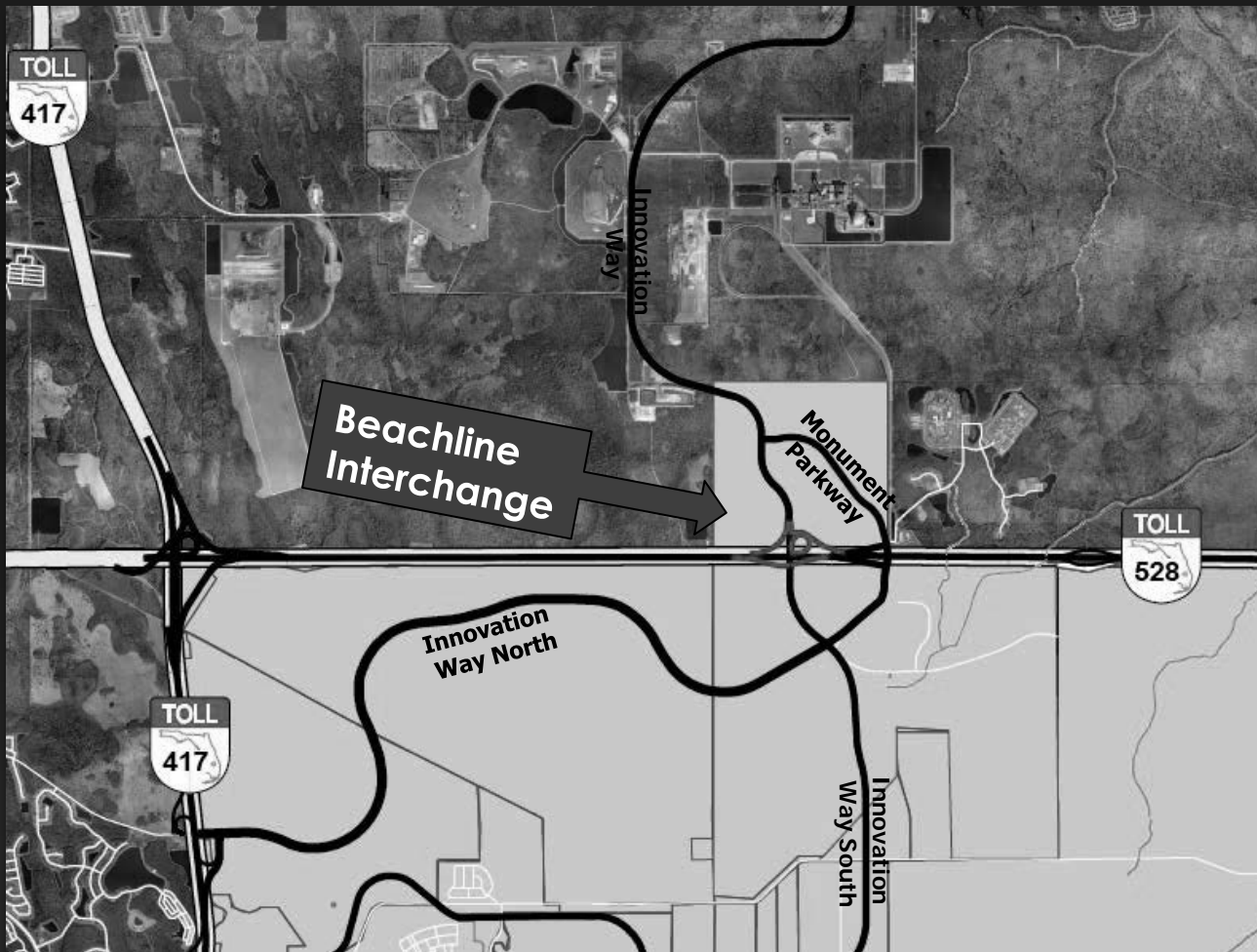
Issue	County	Developers
Impact fee credits	50%	60%
Roadway funding	\$121.94 M	\$276.83 M
Roadway network	Primary roads only	Includes sub-regional roads
Tax increment		May be used to cover road shortfall
Assessments	Yes	No
Transit funding	\$149.3 Million	\$163.27 Million
Total funding	\$271.24 Million	\$440.1 Million

Difference in funding: \$168.86 Million

Transportation – Interchange Agreement



- Draft three-party agreement
- Orange County, OCEA, and Suburban Land Reserve





Innovation Way/Beachline Interchange Agreement

- Approved by BCC March 2006
- OOCEA to bid and construct and remove existing interchange and maintain new interchange constructed
- 2010 – Roadway Agreement Committee completed re-negotiated terms for interchange (not submitted to BCC)
- Contribution: OC \$6.5M, OOCEA \$12M, SLR \$12.5M
- SLR to contribute all ROW at no cost
- OOCEA to bid and construct



Osceola Parkway

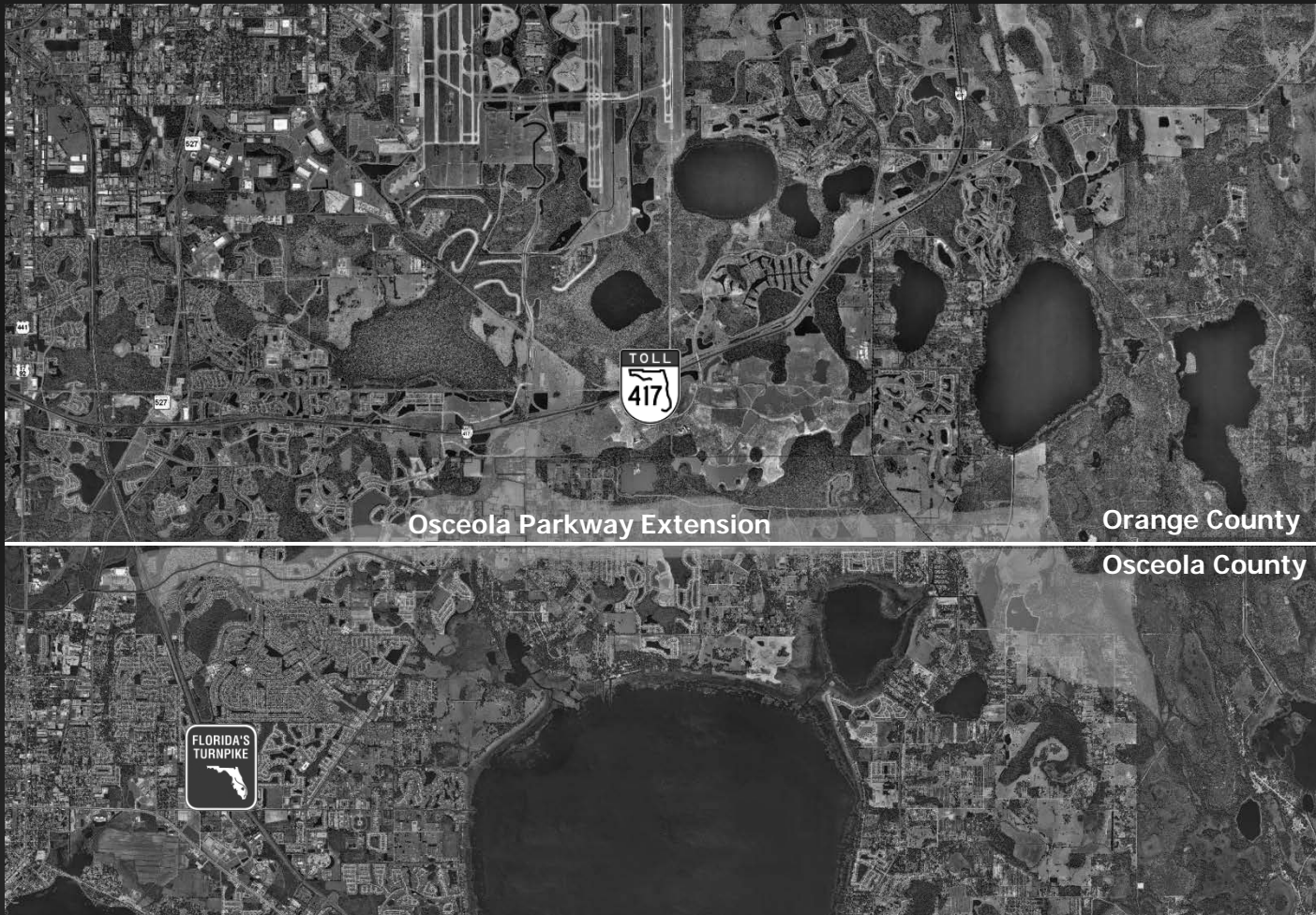
- Osceola Expressway Authority (OCX) initiating PD&E in partnership with Turnpike Enterprise
- Proposed limited access toll facility
- Portions of east-west study corridor are within Orange
- Study includes Boggy Creek Extension to SR 417 Interchange entirely within Orange County

Transportation – Osceola Parkway



Osceola Parkway

- PD&E underway (Turnpike and OCX)





SR 417 Southern Extension



Presentation Outline



- Background/Land Use
- Transportation
- **Utilities**
- Implementation
- Regional Development
- Next Steps



- St. Johns River/Taylor Creek Reservoir project
- Capital Improvement Projects



Project

- Source identified by SJRWMD to meet Orange County's growth in ESA
- Required in both SJRWMD and SFWMD Consumptive Use Permits (CUPs)
- Regional project
 - Preliminary design started in 2005
 - \$5M

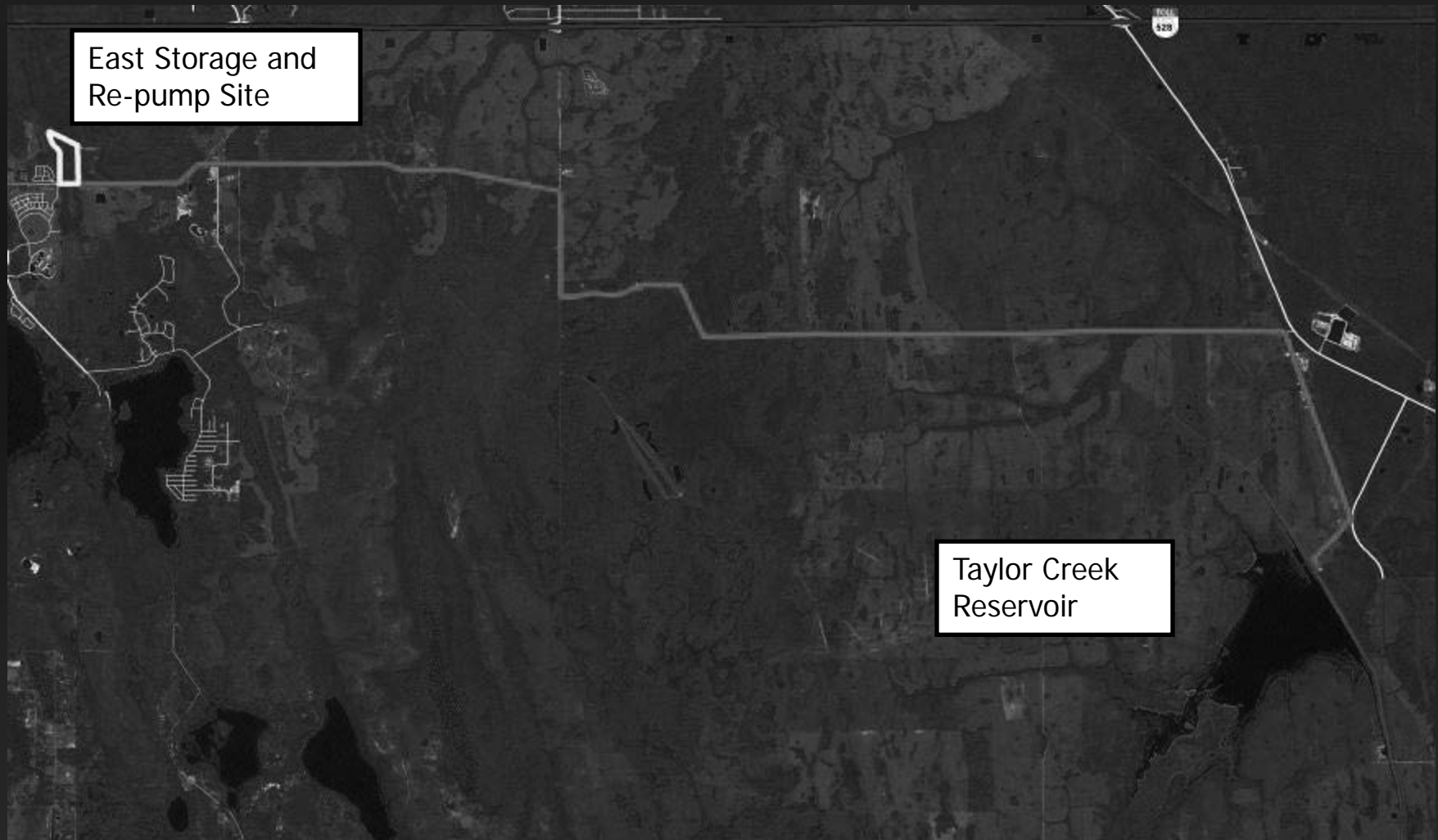


Project

- Over 20-mile corridor needed
 - Mostly Deseret Ranch property
- Re-pump site already purchased
 - Located on Wewahoottee Road



St. Johns River/Taylor Creek Reservoir Project





Status

- Orange County's CUP on hold
- Project currently in mediation



Capital Improvement Projects



Lee Vista Boulevard to Innovation Way
Water Main and Forcemain Project

East Service Area
Potable Water and Reclaimed Water
Storage and Repump Facility Project

Presentation Outline



- Background/Land Use
- Transportation
- Utilities
- **Implementation**
- Regional Development
- Next Steps



Implementing Innovation Way

- ✓ Jobs-housing linkage
- ✓ Environmental protection

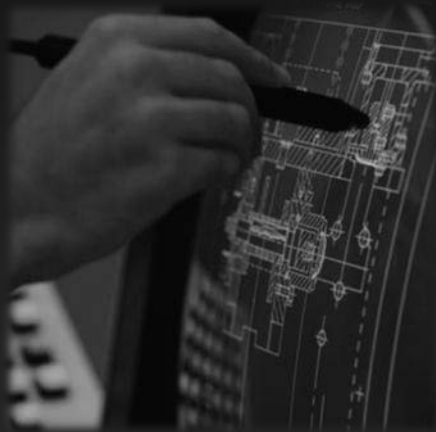
Land development code

Economic development



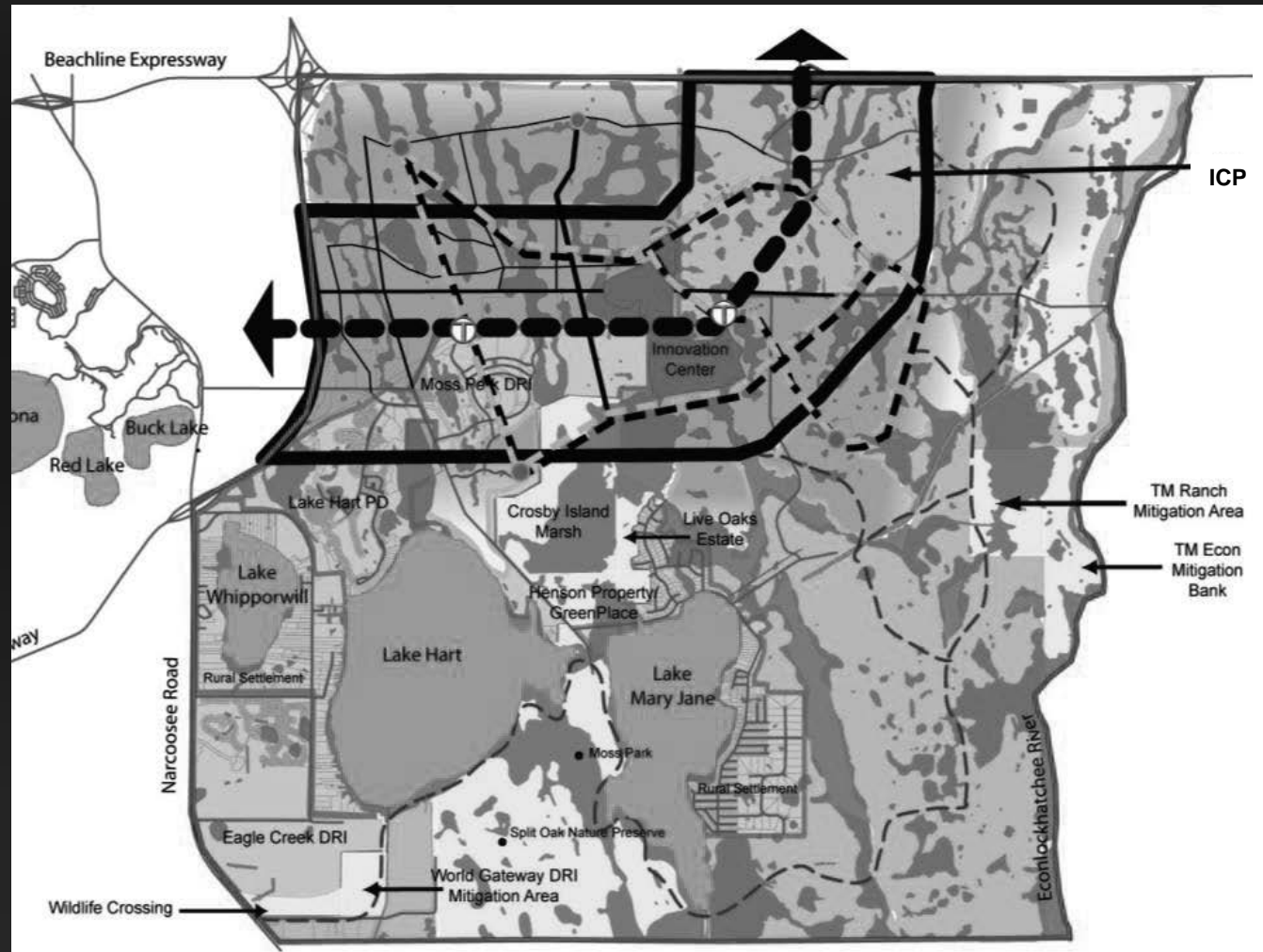
Jobs-Housing Linkage Program

- Link residential construction to job creation
- Set aside land for high tech/high value uses for at least 30 years





Linkage program area





Acreage set aside

Development	Acres set aside
Innovation Place (as adopted)	253
Starwood (as adopted)	289
ICP (as proposed)	279
Camino Reale (as proposed)	80
Innovation Way East (as proposed)	79
Total	980

Status: code adopted April 2010



Environmental Land Stewardship Program

- Provide additional buffers along Econ River
- Provide crossings for wildlife and water conveyance
- Create or enhance wildlife corridors
- Protect habitat on environmentally sensitive lands





Environmental Land Stewardship Program

- Requirements
 - At PD-LUP: preliminary identification of lands
 - At DP/PSP: specific identification of lands
 - At platting: lands conveyed
- Land Management
 - Management plan required prior to plat (approved by EPD)





Environmental Land Stewardship Program

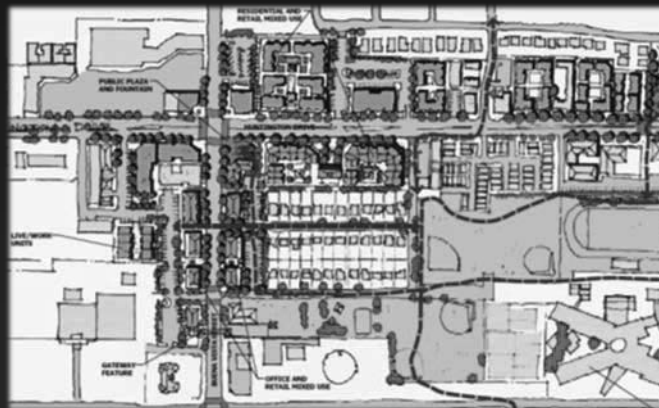
- Status
 - Comprehensive Plan amendments adopted October 2009
 - Map adopted into Comprehensive Plan
 - Code adopted April 2010





Urban Form

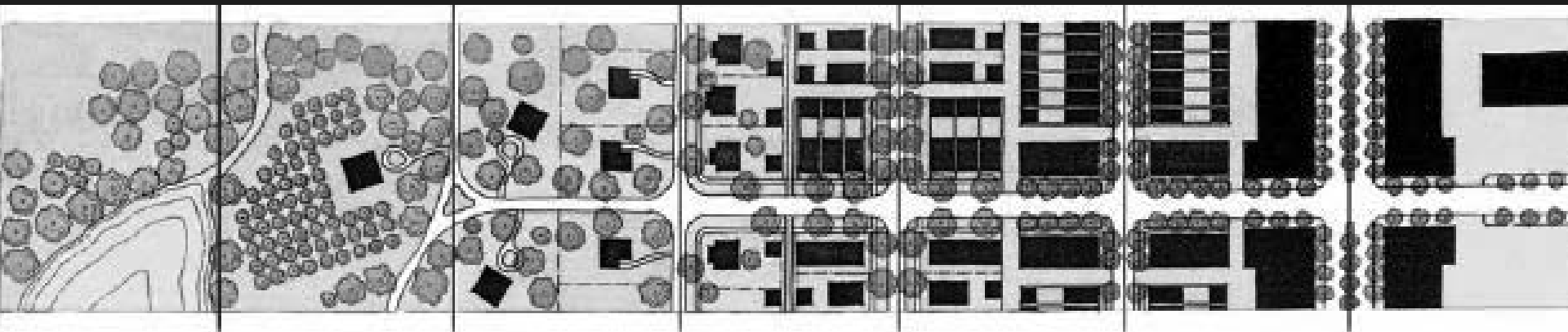
- High tech centers
- Mixed use villages
- Neighborhoods
- Transit accessible





Innovation Way Code

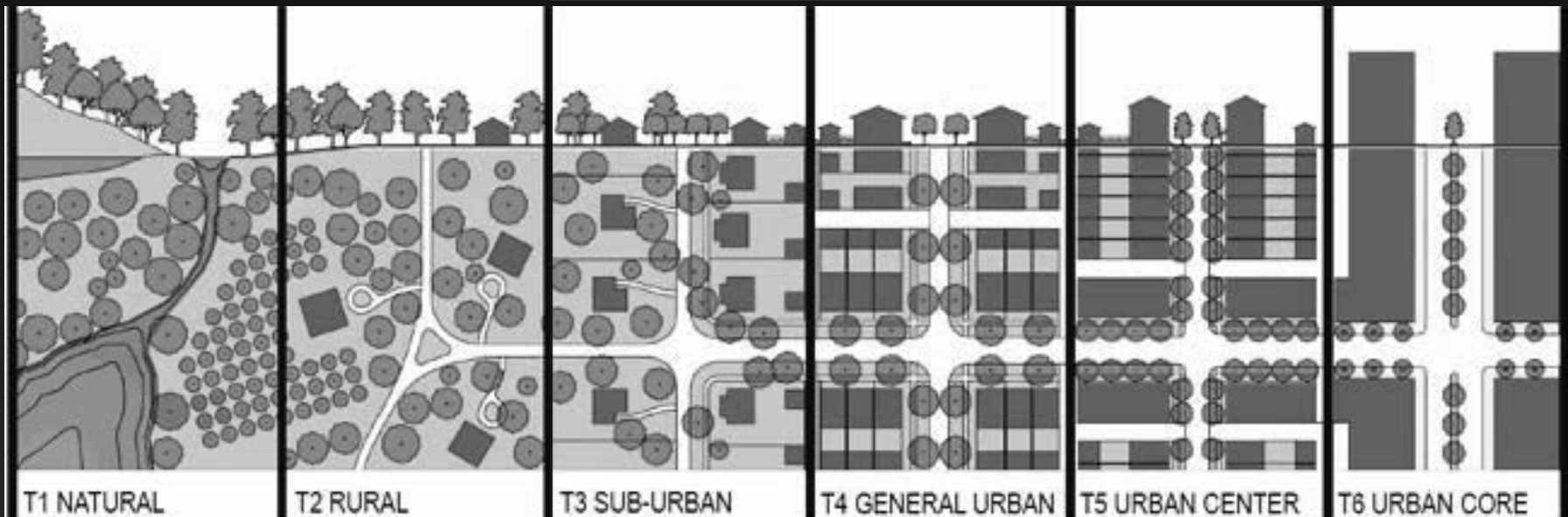
- Based on mixed-use and TOD concepts to create complete neighborhoods
- Will implement the urban form for Innovation Way





Development standards based on districts

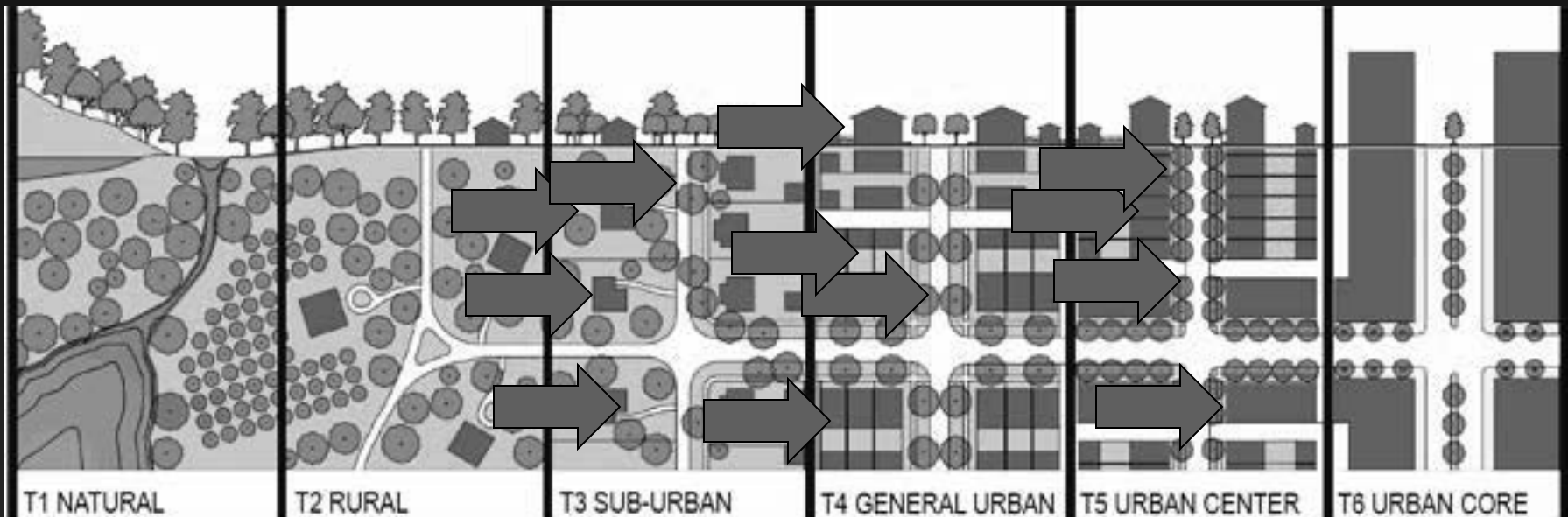
- Mixed use areas
 - High tech employment centers
 - Activity centers of various sizes (regional, community, neighborhood)





Development standards based on districts

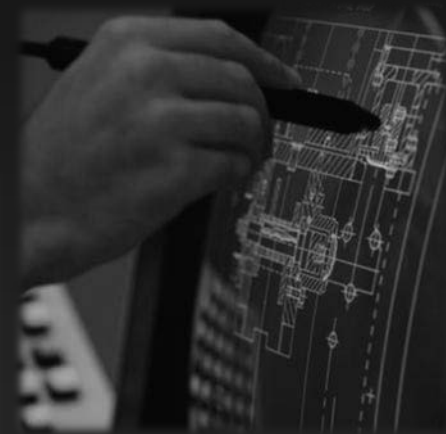
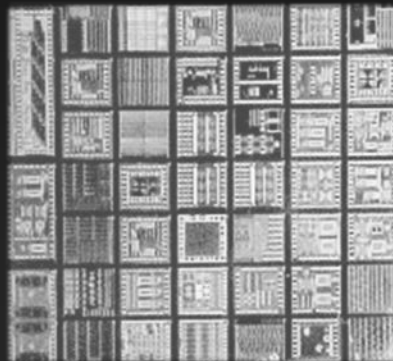
- Uses
- Street / sidewalks
- Buildings
- Setbacks/parking





Economic development – policy requirements

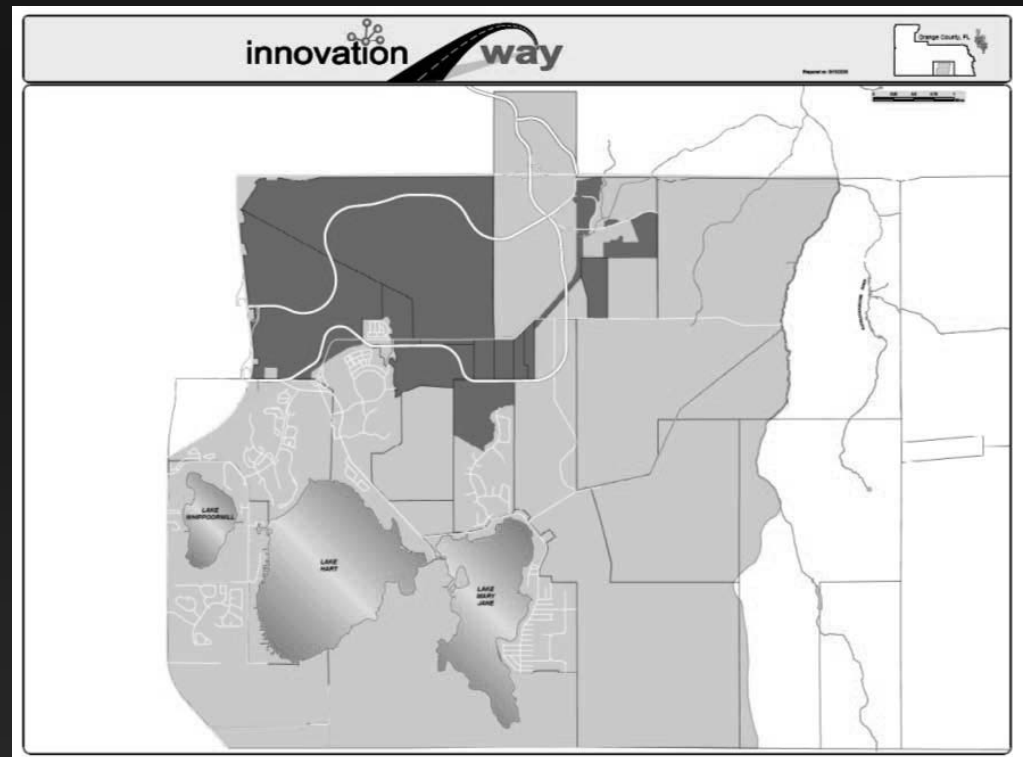
- Diversify the economy through development of the Innovation Way High Tech Corridor
- Provide incentives for high-tech jobs
- Expedite development review





Brownfield designation

- Innovation Way ROCC
- Addresses potential concerns from Pine Castle Jeep Range
- Provides benefits for development



Presentation Outline



- Background/Land Use
- Transportation
- Utilities
- Implementation
- **Regional Development**
- Next Steps

**SE Orange/
NE Osceola Area**



Starwood

ICP

Innovation
Place

Moss
Park

6 miles

Lake
Hart

Eagle
Creek

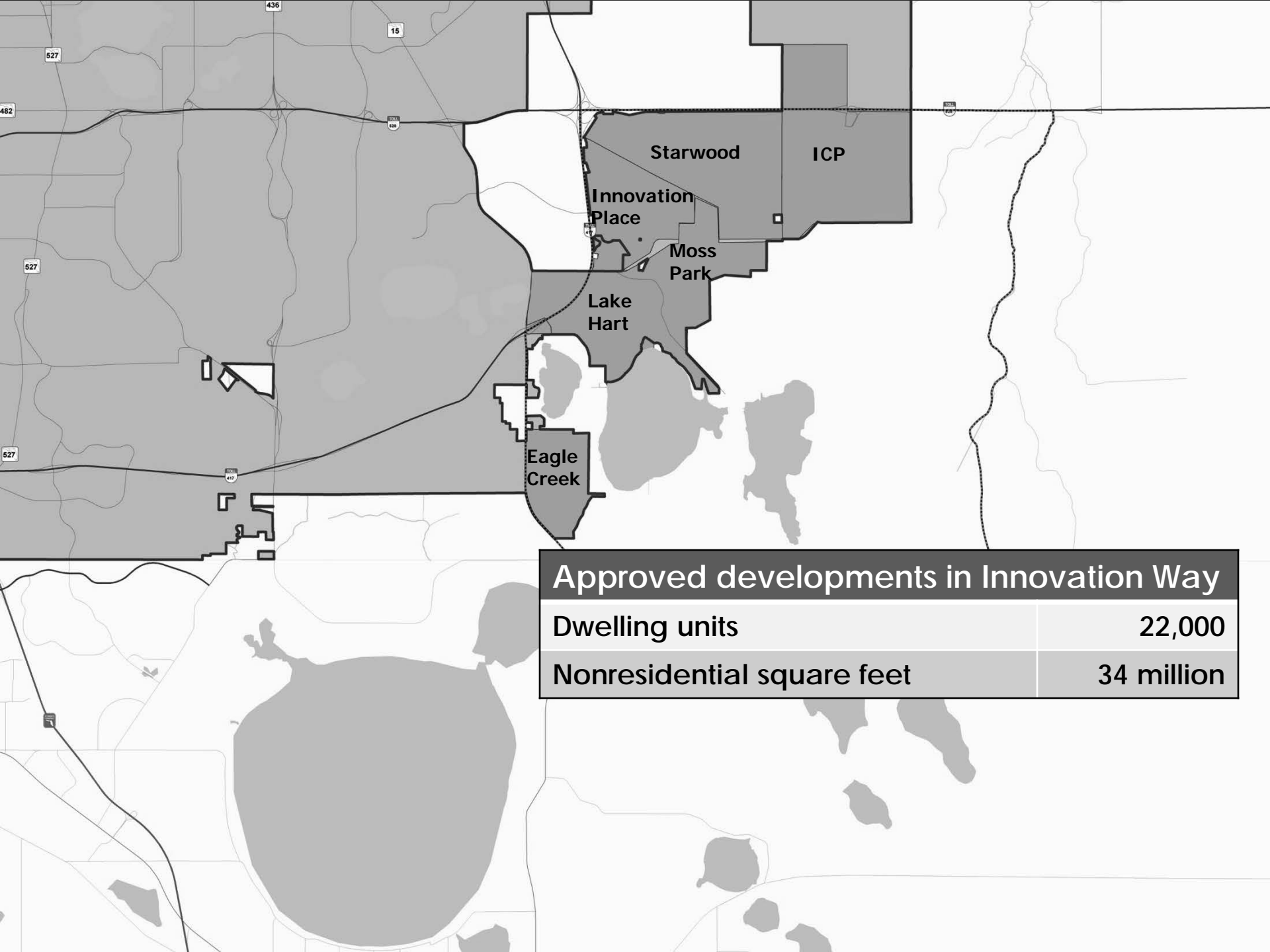
Lake
Nona

Poitras

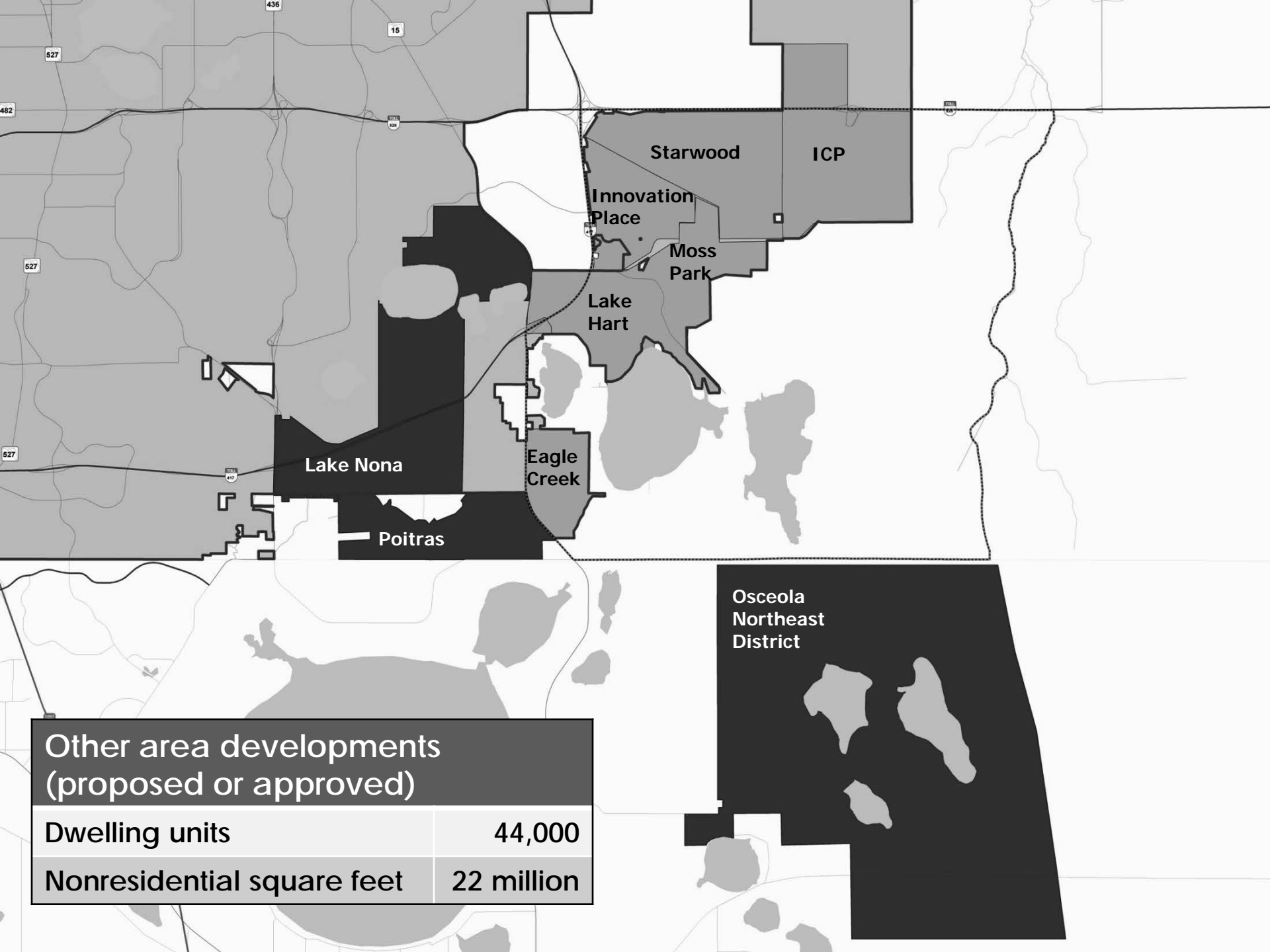
Osceola Parkway Extension Corridor

7 miles

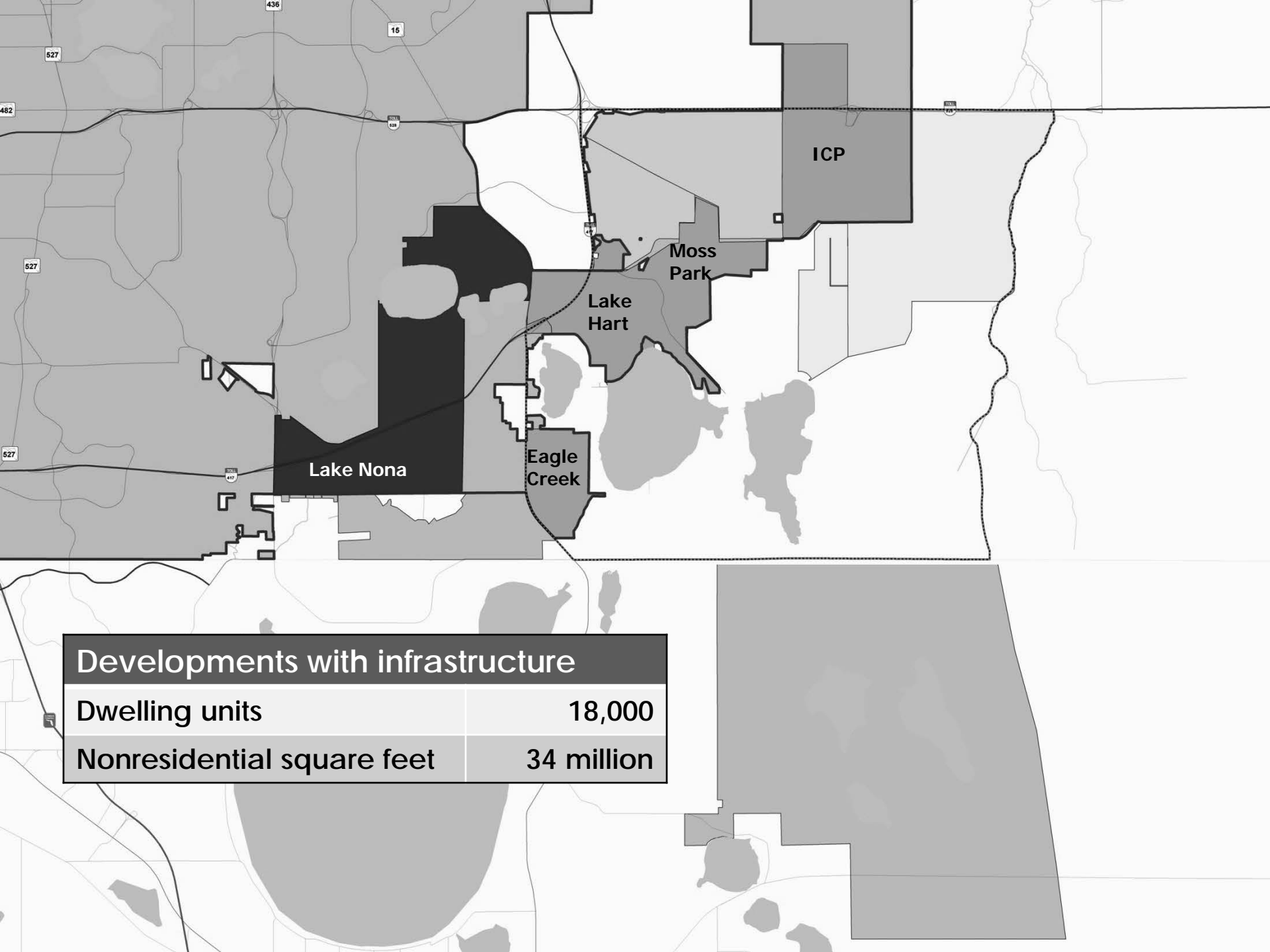
Northeast
District



Approved developments in Innovation Way	
Dwelling units	22,000
Nonresidential square feet	34 million

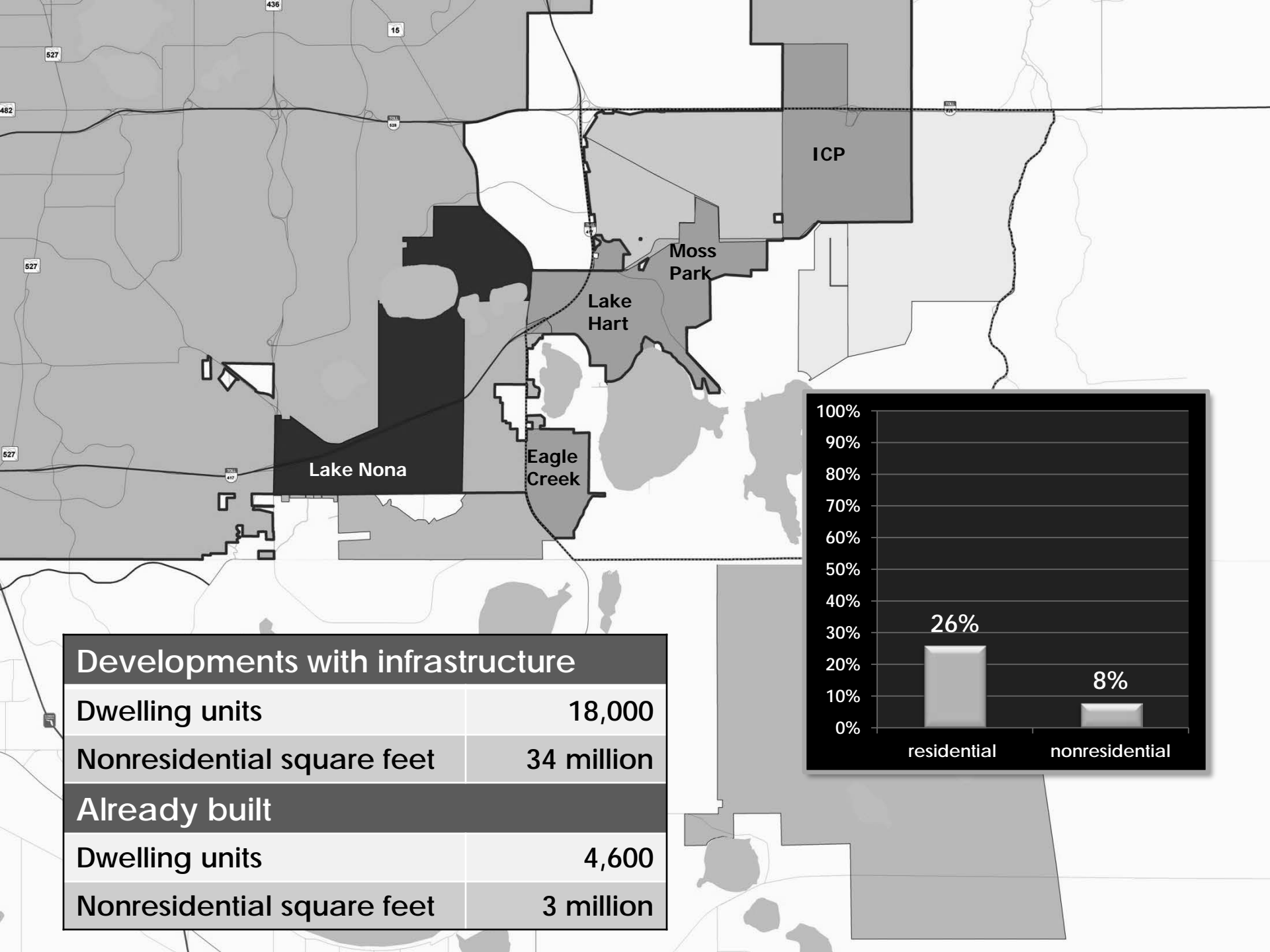


Other area developments (proposed or approved)	
Dwelling units	44,000
Nonresidential square feet	22 million



Developments with infrastructure

Dwelling units	18,000
Nonresidential square feet	34 million

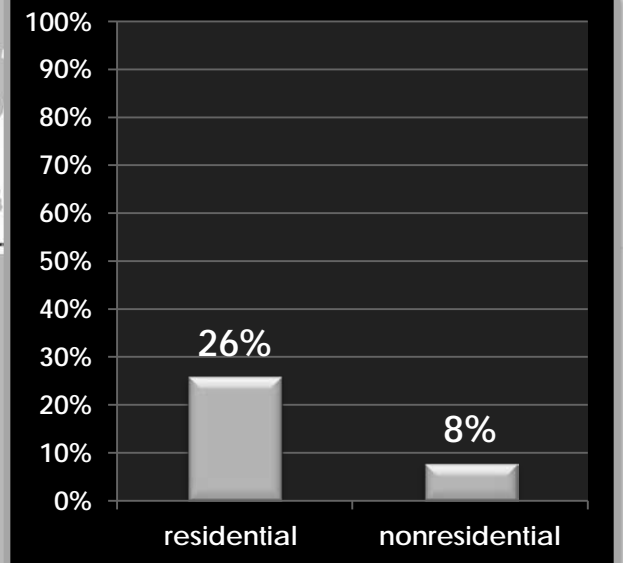


Developments with infrastructure

Dwelling units	18,000
Nonresidential square feet	34 million

Already built

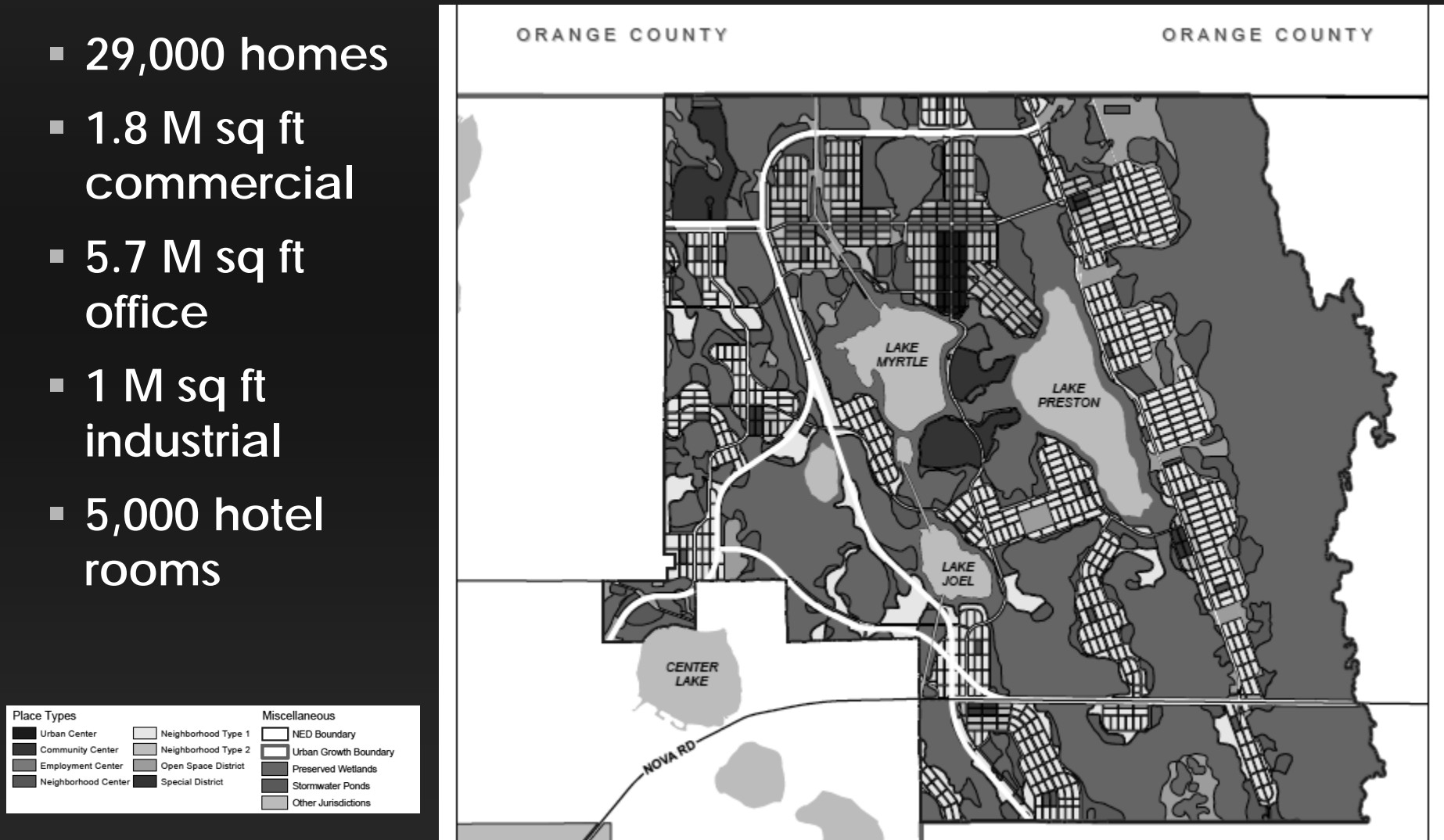
Dwelling units	4,600
Nonresidential square feet	3 million





Northeast District – Development Program

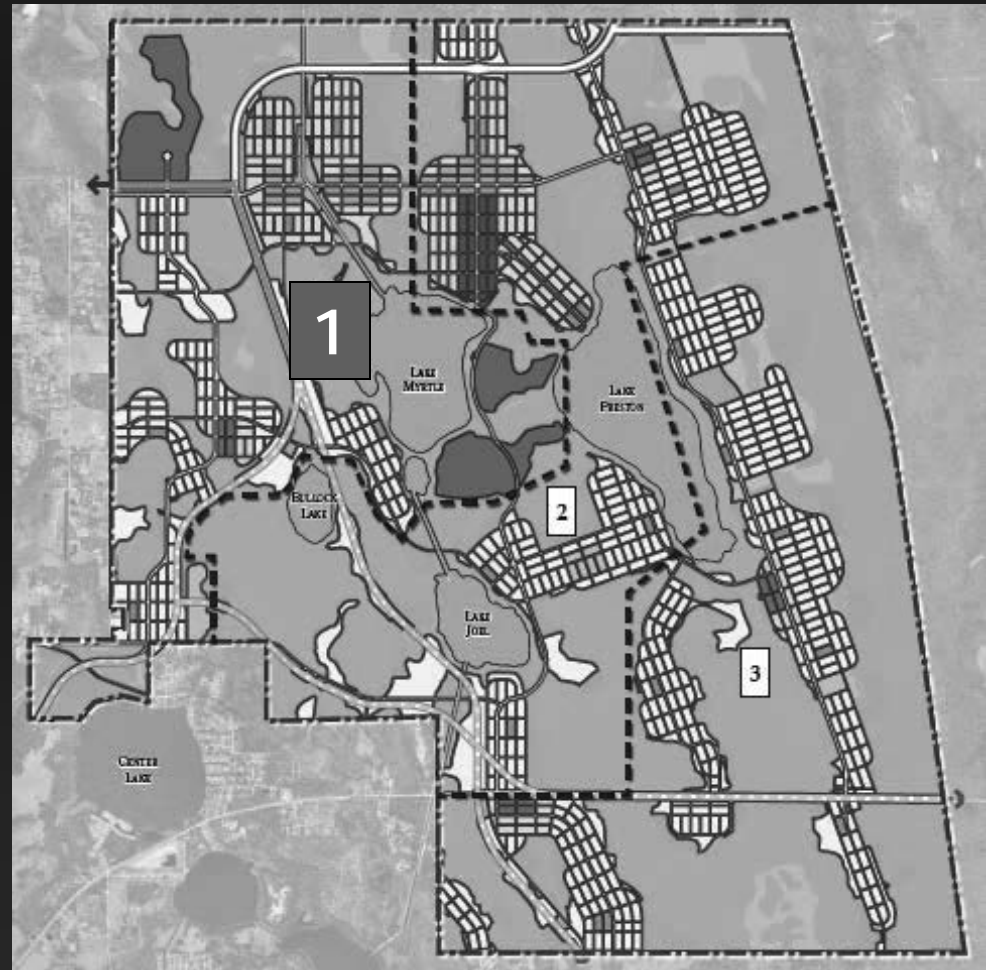
- 29,000 homes
- 1.8 M sq ft commercial
- 5.7 M sq ft office
- 1 M sq ft industrial
- 5,000 hotel rooms





Northeast District – Staging

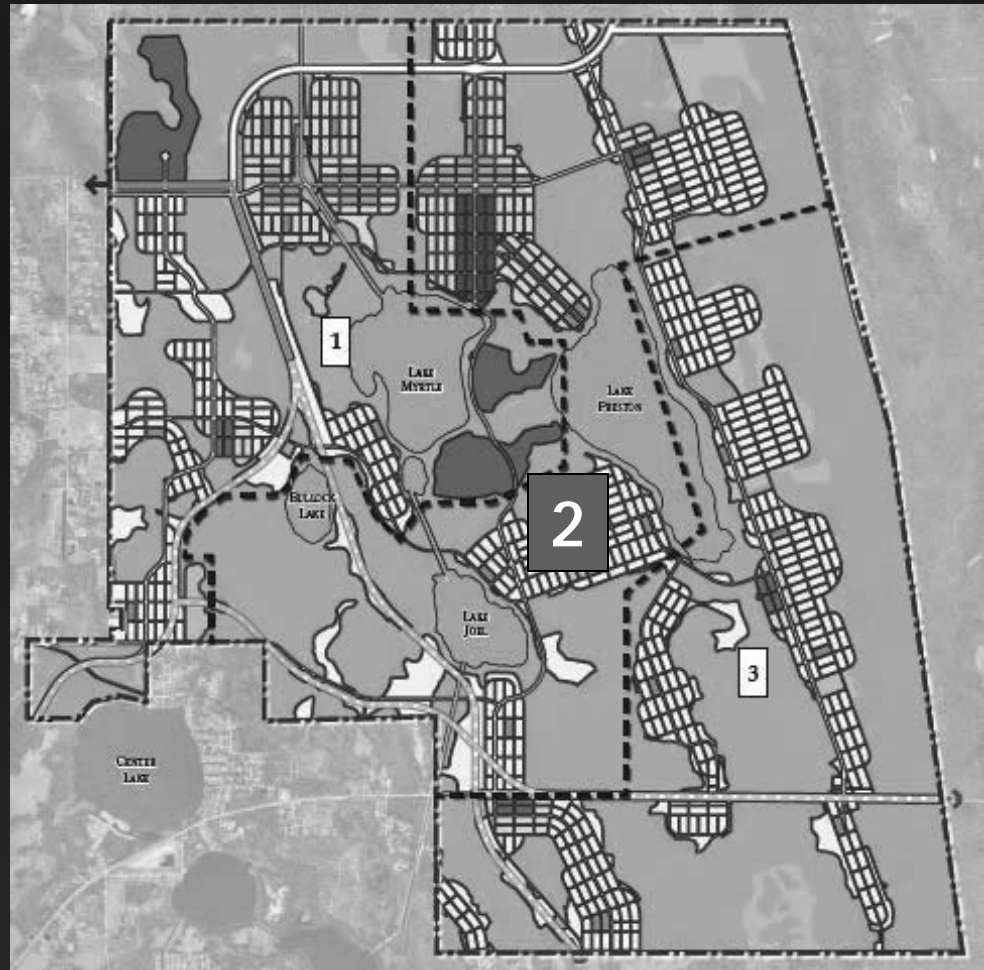
- Staging Area 1
- Development may proceed consistent with the Northeast District Conceptual Master Plan





Northeast District – three staging areas

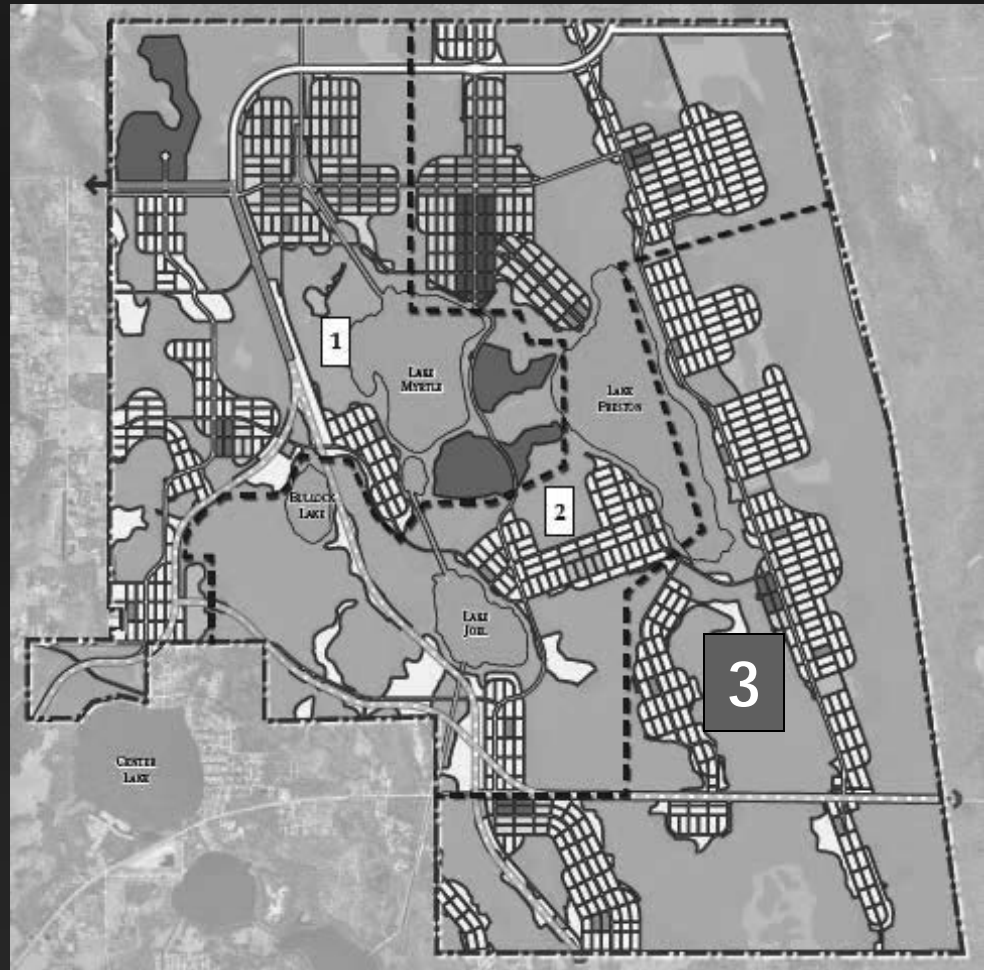
- Staging Area 2
- Development may proceed when the following has occurred:
 - 4,000 jobs have been created and 7,000 dwelling units constructed in Staging Area 1; and
 - Osceola Parkway Extension or Southport Connector is under construction





Northeast District – three staging areas

- Staging Area 3
- Development may proceed when the following has occurred:
 - 14,000 cumulative jobs and 14,000 dwelling units in Areas 1 and 2; and
 - Osceola Parkway Extension has been completed and Southport Connector is under construction (or vice versa)





Regional Development – Summary

Development	Residential units	Non- residential square feet (in millions)
Approved in Innovation Way	22,000	33.2
Lake Nona and Poitras	14,900	13.7
Osceola Northeast District	29,230	8.5
IWE and Camino Reale	10,000	3.9
Total (approved and proposed)	76,000	59.3

Presentation Outline



- Background/Land Use
- Transportation
- Utilities
- Implementation
- Regional Development
- **Next Steps**



Next Steps

- Land Use
 - Adopt Innovation Way code
- Transportation
 - MMTD – funding
 - Interchange agreement
- Water
 - Work with Deseret Ranch on Taylor Creek issue
 - Provide for long-term water needs
- Economic development
 - Website, branding, marketing, incentives

Board of County Commissioners

Innovation Way

September 18, 2012

