

Summary of Questions and Answers: BCC Workshop Dec 6 2016 Connected City

1. What are the impacts on the County by giving mobility fee credits to developers?

CIP impacts are not relevant since CIP budgets already save and commit short term revenues for the CIP; Since mobility fee credits for CC will occur much later after all conditions have been met, the planned roads in the 2040 LRTP cost affordable study will be affected by the reduction of mobility fees credited.

Staff Analysis methodology

- The LRTP Cost Affordable Map 2040 was studied since it presents all future roads needed in 2030-2040 that are not yet funded and dependent upon East District mobility fees for funding;
- Estimated CC Entitled Properties 2040 credits (not just Metro) = \$ 93 million (costs less cash for non-creditable external roads, admin, and transit fees) for primary roads once all requirements are met (SRSA, gigabit infra, neighborhood vehicle lanes, USA and permits in place, etc.)
- Credits are less than 10% of the overall budget for LRTP 2040.
- Clinton Rd is paid by FDOT (\$50 Million). Since credits can only be spent in East District, the net amount impacted from the 2040 LRTP is actually \$ 43 million;
- Criteria for selecting roads that could be delayed were identified:
 - Must be at least equal to the \$ 43 million in net credits issued for CC Entitled Properties
 - Roads identified for delays must not function as access to Employment Centers
 - Roads identified for delays should function as predominately residential (since Mobility fee credits are used as incentives for Employment Generating uses)
 - Roads must be selected from LRTP roads planned beyond 2031-2040
 - Credits and roads costs are all in 2015 dollars to compare apples to apples

Here are the identified road segments meeting the criteria:

Road	Segment	Cost \$ 2015	Construction Date		
				Existing Use	Future Land Use
Morningside Dr	US 301 to CR 41 (Ft King)	\$ 8,543,945	2031-2040	Residential 1du/10acre	RES-6
Hills County Line	Meadowpt Blvd to US 301 (Gall Blvd)	\$ 36,915,136	2031-2040	Residential 3du/acre	RES-3
23 rd Street	Otis Allen to CR 54	\$ 13,442,893	2031-2040	Residential 1du/5acre	RES-1, RES-6 & RES-9

Conclusion: segments of 23rd street, Morningside Drive and County Line road can be delayed after 2040 to make up the loss of mobility fees. (\$ 8.5 + 36.9 + 13.4 = 58.8 million > \$ 43 Million needed).

2. Are any Internal local roads being credited?

No, because as a result of the macro CC Transportation Analysis, staff required Metro to redesign roads to function regionally with EW and NS flows and adding needed parallel relievers, given the expected capacity needs of the I-75 interchanges and population forecasts. Here is an example of the revisions required between the existing entitled Mirada plan vs what we required in CC for the revised road network that must be built in Mirada to provide regional capacity:

Mirada existing entitlements	Mirada Proposed CCMPUD
Loop Road (Clinton to Clinton)	Mirada Blvd (Clinton to Curley) new interconnect
West Road (Loop to dead end)	Road B (Mirada to Boyette) new interconnect
South Road (Loop to Tyndale)	Road I (Mirada to Tyndale) minor adjustment
East Road (Loop to Curley)	Road H (Mirada to Curley) minor adjustment
	Kenton (Mirada to Boyette) new interconnect
	Road G (Mirada to Clinton & 53) new interconnect

The Primary Alphabet roads were designed to ensure regional needs. **There will be local roads but none will get credited** (even though they will have gigabit infrastructure in place as well).

The cost of the first two lanes are being credited (similar to VOPH) because we are receiving a lot more benefits and surcharges: Primary roads function as regional roads (and necessary parallel relievers), gigabit infrastructure in the roadways, Service Ready Site Acres for industrial and office employment, and alternative Neighborhood Vehicle lanes and pathways (which reduce traffic on local roads).

3. What is the County getting in exchange for these mobility fee credits?

In exchange for \$ 93 million in mobility fee credits issued (not taking into account the \$ 50 million benefit from FDOT for Clinton Avenue) paid by builders at the building permit stage after ALL requirements are met, the County is receiving the following:

Net County fiscal benefits to General Fund – estimates **range from \$ 272,373,608** (source Heather Grimes) to \$ 484,600,000 (source WTL+a) ; **The General Fund surplus is estimated from \$ 5.4 million** to \$ 9.7 million average per year for 50 years. In addition this yields 65,000 jobs with an economic impact of **\$ 8.9 billion** (2065) (Source WTL+a)

A regional road network (worth \$ 171 million) benefiting all residents of the County and additional **External roads (worth another \$ 50 million);**

Fiber Connectivity (worth \$102 million) in roadways to lot lines that provides gigabit internet service to be in place up to and inside individual homes and businesses (and **another \$2 million for WIFI in parks**); Developer is also providing lines up to the house and inside the homes/businesses conduit boxes.

Neighborhood vehicle paths (worth \$ 40 million) that reduce traffic on road network, offer residents alternative choices to get to schools, parks, shops and employment centers as well as sidewalks and bike paths; Environmental benefits include cleaner air, less fuel consumption requirements);

Service Ready Sites to capture 7.2 million square feet (worth \$ 25 million) of industrial and office employment. Reserved entitlements and prepared land with mass grading permits and infrastructure (roads, water, sewer, reclaimed water and fiber) in place in marketable locations to capture Tampa's growth and National high tech companies needing to relocate where there is 10 gigabit infrastructure already in place and ready to go;

Smart City infrastructure in homes and businesses (worth \$ 40 million) includes Smart boxes, charging stations, solar powered shingles, etc. upgrading the bar for development in Pasco County product lines.

An Innovation Enterprise Fund that CC Entitled Developers **must pay (worth \$5.5 million)** + liberal home occupation opportunities to help young Pasco County entrepreneurs **create start ups** so they can stay in Pasco County and grow into our Service Ready sites.

Additional Development Review Fees (worth \$ 6.4 million less expenses) for our staff to expedite an incremental approval process and cover expenses of long term planning efforts for the 7800 acres.

School surcharges (worth \$ 11 million) to cover additional needs over the normal impact fees charged for land and facilities. Now high tech equipment needs can be met to upgrade programs at schools

Public Safety Vision Zero high tech tools (worth \$ 15.5 million) that reduce traffic fatalities (and the opportunity to test and reproduce this on US 19 later)

The CCMC will be monitoring traffic in selected areas to ensure V/C ratios are less than 1.2 and can stop future development (even though entitled) until mobility fees are increased or capacity improvements are committed to produce acceptable conditions.

The first autonomous vehicles in place (worth \$ 3.4 million) in the region.

A planned community over 50 years because long term plans will be adopted (**predictability** benefits all parties);

More local involvement in site plan approvals -The opportunity to reduce State oversight (more efficient) and a local CCMC that acts as the DRC/LPA for recommendations to the BCC on future modifications to CC documents and day to day operations;

A strong message to the development community that Pasco County is pro-business and customer friendly embracing the technological changes required for future businesses and residents;

4. What do CC Entitled Developers receive?

- Entitlements to 2050
- No need for a macro transportation (timing and phasing) analysis since Master Roadway Plan is completed (as well as the CC Conceptual Utility Plan for utility requirements)
- CC expedited Review process based on incremental approvals timed with the sequence of construction allowing the start of construction more rapidly (saving months)

5. What makes CC Service Ready Site Acres different from the commercial Pad Ready site incentives we have in place today?

CC Service ready sites are:

- sites that are upland (no wetlands) acres that are adjacent to and connected to roadways with gigabit fiber optic lines in the roadways in place;
- Minimum 4 acres but size depends on CC MPUD requirements
- Reserved for Offices and Industrial (expanded list of employment generating uses) but also include primary targeted industries as well as restricted support activities)
- Sites have local and State mass grading permits in place
- Sites have utility connections and Utility Service Agreements in place

The Pad Ready Site Program will continue to be available and promoted because they are geared towards specific users with slightly different requirements:

Pad Ready sites:

- Reserved for Class A Office or Industrial primary targeted industries
- Minimum 10-25 acres cleared and grubbed; 80-200 acre park footprint
- All infrastructure installed to property boundary or engineered, approved zoning, site design, land use issues resolved;
- Fill subgrade in place

CC Service ready sites (for high tech users that need gigabit infrastructure) have additional benefits:

- are more adaptable to customer needs because lot sizes (= function of square footage) are able to be changed quickly and Zoning is flexible in CC;
- **Development is allowed under a CC Expedited review** which allows construction to start in increments thus saving months of review time and developer expense.
- **Gigabit infrastructure in adjacent roadways are required**

6. Are we creating a level playing field for:

a. Those property owners who live inside CC borders and don't want to opt in ?

A level playing field for all parties is ensured. Staff created an overlay zone that offers a **choice** for all property owners within the CC borders as an option; Any option on your property creates additional value to your property since it allows additional development opportunities (even if you choose not to exercise it within 50 year time frame). This way **all** owners can receive some benefit. Even if they do nothing, they will have this option over the next 50 years and still receive an increase in property value.

Those who choose not to “Opt in” to CC can continue to develop their property under existing zoning regulations in place today, and follow the same procedures through the LPA/DRC and BCC for their approvals using the existing Pasco County Land Development Code and Highway Vision Plan. Because the CC Transportation Study was a macro analysis of needed regional roads and capacity for the entire CC area due to the I-75 interchanges at full build out, the CC primary roads were incorporated into the County Highway Vision Plan; The CC Conceptual Utilities Plan also serves the full development infrastructure needs so all parties are ensured adequate capacity is available. All those who do not Opt in have to follow these macro plans to ensure adequate infrastructure is in place. They will not be penalized nor have to subsidize any CC Entitled Property.

Staff has always wanted to encourage all property owners within CC to Opt in, and to Opt in voluntarily once they understand the benefits of Opting in. It must always be voluntary for a level playing field.

b. Those property owners who live outside of CC who want to Opt in ?

A level playing field for these parties has always been desired and communicated by staff as well.

The first step for anyone to Opt In is to obtain a rezoning to CC MPUD. All rezonings must go through the same process as everyone else – LPA/DRC recommendation and BCC approval. **Therefore the ultimate decision to allow a level playing field for all parties will always be in the hands of the LPA/DRC and BCC.** Staff has required a number of obligations (many, but not all are listed below) that all CC Entitled Property Owners must carry in order to receive all of the benefits to ensure a level playing field:

<u>Obligations (partial list)</u>	<u>Benefits</u>
Additional Dev. Review Fee (surcharge)	Expedited Review Process
SRSA Employment Uses Reserved	Flexible Zoning
SRSA Infrastructure Construction	Innovative CC LDC regulations
SRSA Dev. Permitting	Exempt from Timing/Phasing Study
Transportation Dev. Fee (surcharge)	Transportation Mobility Fee Credits (with conditions)
School Dev. Fee (surcharge)	Liberal LDC Home Occupation rules (help start ups)
Smart Gigabit Dev. Fee (surcharge)	
Innovation Fund Fee (surcharge)	

Roadway Construction to Intersections
Gigabit Fiber Connectivity in Roadways
Alternative Transportation Network
Transit Corridor and Autonomous Transit
Public Safety (Vision Zero) costs
Mobility Fee Credits must stay within CC
Participate in Traffic Monitoring Program
External Roadway Improvements

To obtain a level playing field for this group outside of CC, they must adhere to the same rules imposed on those who Opted in to CC. If the same rules apply then Staff would certainly recommend anyone outside of CC to be allowed to Opt In because at the end of the day we have an imbalance of residential properties and few job generating sites. Offering the same incentives, conditions and rules to others is a win win situation for everyone, especially the County. There would be no reason not to extend this to others willing parties.

Staff's intention from day one has always been to create a pilot project that when proven successful would be extended across the County **for all parties**. The result would completely raise the quality of our future physical development, speed up our review processes, and make Pasco County more competitive than other counties in attracting national and international high tech companies to start up or relocate here.

7. **What are the impacts to the Schools ?**

- Financial Plan budgets 6 elementary school parcels, 3 K-8 parcels, 3 high school parcels.
- Additional \$ 11 Million in new surcharges to be used for land, facilities **or equipment as the School Board deems needed** (standard school impact fees are still required);
- 1 voting seat on the CCMC for the School Superintendent or designee
- Colocation of parks to reduce acreage needs
- Opportunity to capture CC Smart gigabit innovation funds for educational purposes
- Added educational opportunities and market value due to gigabit connections
- The Private Partner is interested in an agreement with the PCSB to developer-fund a new prototype K-8 school capitalizing on gigabit technology in return for the County issuing school land and facilities impact fees. Such a groundbreaking endeavor would allow the PCSB to afford an extraordinary educational facility immediately and not be forced to wait for the lagging funding that plagues our educational system at the present time.

8. What would development look like if CC and its rules were not approved ?

- There would be very little change in the makeup of land uses in this County.
- The County would lose the opportunity to have sites that are reserved and ready for 7.2 million square feet of Office and Industrial Uses with gigabit infrastructure in place at a prime location with two interchanges;
- Continued Residential development would continue to eat up our land and thus **exacerbate the revenue imbalances** as a result of servicing residential over industrial and office. Our identity as just a commuting bedroom community would continue.
- Metro would likely develop existing entitlements and lose the opportunity to bring in new high tech users to Pasco County because it could not meet their customer needs.
- The new Comp Plan and flexible innovative CC Land Development Code would not be implemented or significantly revised if desired;
- The County will be sending a very strong message outside that we don't adapt to new market technological demands and are not easy to do business here; We would have failed our private public partnership.
- We have not maximized the value of having two interchanges on I-75
- The opportunity to be a High Tech corridor pilot project removing State oversight would be lost or given to other counties in Florida.

9. Is it feasible for office and industrial users to want to be in this location given the Tampa market?

The Tampa market is constrained by lack of available developable sites giving Pasco County a distinct advantage due to its available greenfield opportunities and direct proximity to I-75 interchanges. The growth of business centers have already started pushing north along the I-75 corridor. Ex urban centers (business centers about 50 miles from downtown centers) have already emerged under the same conditions in major cities.

If Pasco County is able to put the infrastructure in place, the CC corridor can feasibly be the next ex-urban business center given its proximity and accessibility to Tampa. With Florida's population growth, Tampa's strength, CC location and infrastructure in place, and political will and determination that this is a priority, we can capture the growth from Tampa as well as national high tech firms seeking less expensive relocation sites. This is feasible with the resources we have in place if there are partners who can build the infrastructure that businesses need.