

THE GOVERNOR'S JOB GROWTH GRANT JOINT APPLICATION

TRANSIT-ORIENTED REGIONAL PROJECTS

FOR ECONOMIC DEVELOPMENT
OPPORTUNITIES

SEPTEMBER 2017

EAST CENTRAL FLORIDA REGIONAL PLANNING COUNCIL | ORANGE COUNTY | MAITLAND | LAKE MARY | SANFORD | DEBARY



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**TRANSIT ORIENTED REGIONAL PROJECTS
FOR ECONOMIC DEVELOPMENT OPPORTUNITIES
Application for the Governor's Job Growth Grant**

Subject: Joint Application for Governors Job Growth Grant (Central Florida SunRail Station Areas)

The cities of Debary, Lake Mary, Maitland, and Orange and Seminole Counties, in coordination with the East Central Florida Regional Planning Council (ECFRPC), are requesting a total of \$8.215 million from the Governor's Job Growth Grant to fund Transit Oriented Development (TOD) infrastructure projects around their respective SunRail Stations. Although matching funds are not required, some of the total project costs exceed the requested funding amounts, and will be funded by the local governments. All projects will be completed within three years. For a synopsis of each local government's project(s), please see the attached Project Matrix.

Since 2008, Central Florida local governments have been "setting the table" or putting the pieces in place to encourage investment around the SunRail stations. A consortium of these local governments, spearhead by the ECFRPC, received grant funding from the U.S. Department of Housing and Urban Development (HUD) in 2012 to create station area master and infrastructure plans, designate new land uses and analyze housing affordability around these stations. These plans recommended strategic investment in master stormwater systems, street, roadway and aesthetic enhancements required to realize private investment, job growth and housing production. Construction of the proposed grant projects will improve the station area potential for achieving increased densities and intensities resulting in walkable communities and a thriving multi-destination rail network. The entire Central Florida region and State benefit as station areas become denser and more diverse, substantiating service upgrades and extended hours for nights and weekends, thereby making usage of the line convenient for shift workers at hospitals, laboratories and manufacturing plants. Living, working and recreating near transit is especially attractive to millennials, seniors and families who want transportation options. The proposed projects are aligned with the following Central Florida Rail priorities:

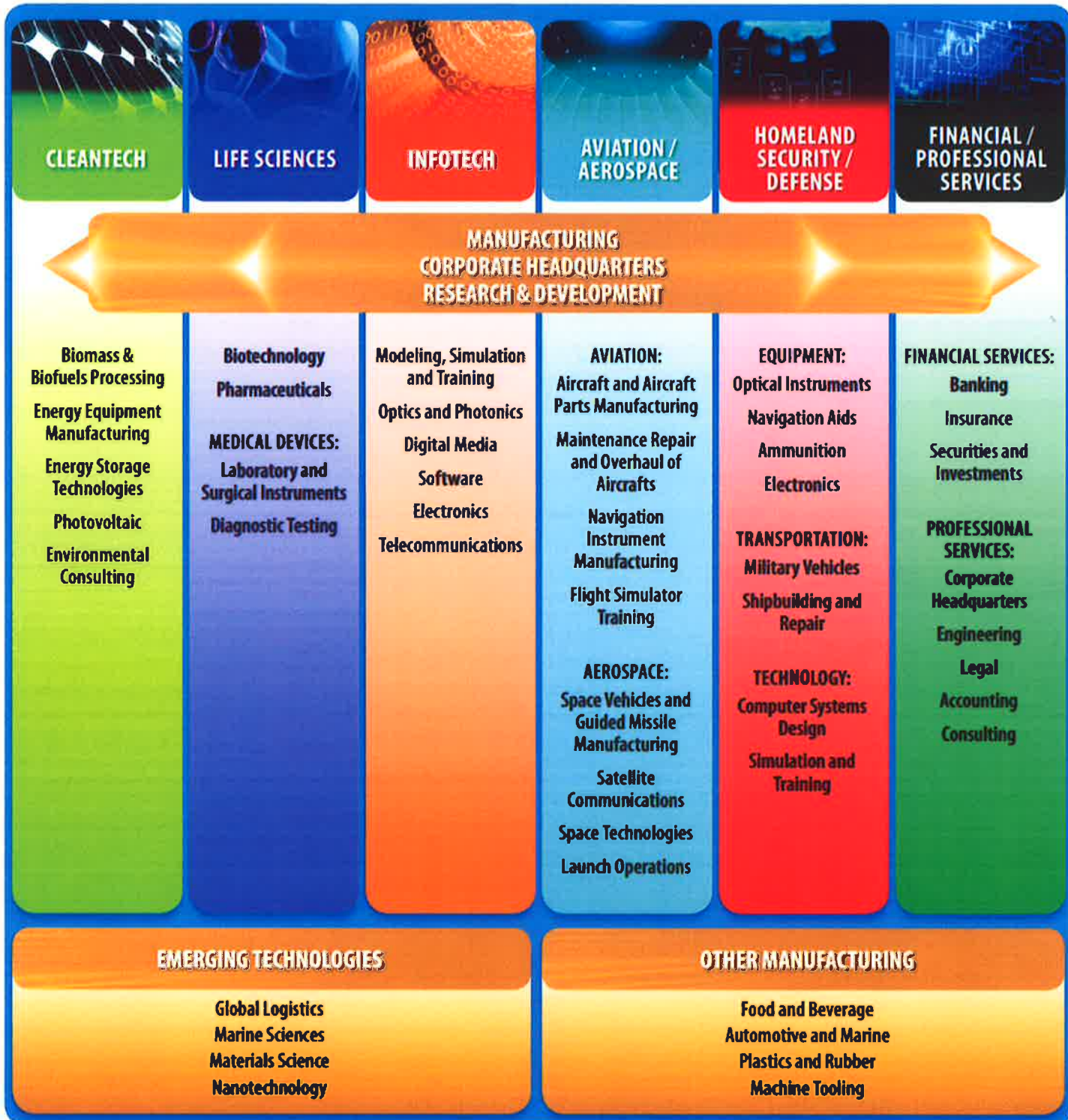
- Alleviate congestion
- Increase affordable access to jobs
- Improves pedestrian safety and mobility

The overarching goal of the proposed projects is to develop underlying infrastructure to attract investment, increase job production and retention, and increase property values. The projects add value to the SunRail system and contribute to the return on investment that Central Florida has made to mass transit for its citizens, workers and visitors.

Local Government	Contact	Number	Email	Station	Project Name and describe	Project Limits	Cost	Request Amount	Contribution	Time frame for Construction
Orange County	Karen McGuire	407-836-5615	Karen.McGuire@ocfl.net	Pine Castle/Sand Lake Road	Green Master Stormwater Infrastructure	Orange Avenue from Sand Lake Road to Nela Avenue	\$5.94 Million	\$2 million	\$3.94 Million	36 months
City of DeBary	Roger VanAuker	386-668-2040 ext 306	rvanauker@debary.org	DeBary	DeBary TOD master storm water system	North west quadrant of DeBary TOD	\$2.64 Million	\$2.24 Million	\$400,000	18 -24 months completed
Seminole County	Angela M. Cardona	407-665-5661	acardona02@seminolecounty.fl	Sanford	W Airport Blvd Sidewalk project*	Bungalow Blvd to SR 46	\$1.2 Million	\$1.2 Million		June 2018- March 19
City of Maitland	Rick Lemke,	407-539-6216	rlemke@itsmymaitland.com	Maitland	Gamewell Stormwater Infrastructure	Gamewell Avenue from E. Lake Sybelia to Greenwood	\$500,000	\$500,000		6 months
City of Maitland	Rick Lemke	407-539-6216	rlemke@itsmymaitland.com	Maitland	Marion Way Sidewalk Extension	Marion Way from Gamewell to Maitland Avenue	\$65,000	\$65,000		6-12 months
City of Maitland	Rick Lemke	407-539-6216	rlemke@itsmymaitland.com	Maitland	Sybelia Sidewalk Extension	E. Sybelia Ave. from Gamewell to US 17-92	\$50,000	\$50,000		6-12
City of Lake Mary	Stephen Noto	407-585-1440	snoto@lakemaryfl.com	Lake Mary	Stair-Step Parks/TOD Infrastructure System	E. Crystal Lake Ave. to Grandbend Ave.	\$3.7 Million	\$2 Million	\$1.7 Million	Approximately 24-36 months
East Central Florida Regional Planning Council	Fred Milch	407-245-0300 Ex. 315	FMilch@ecfrpc.org	N/A	Consortium Project Administration		\$160,000	\$160,000		36 months
Project Total							\$14.255 Million	\$8,215,000	\$6.04 Million	



QUALIFIED TARGETED INDUSTRIES FOR INCENTIVES

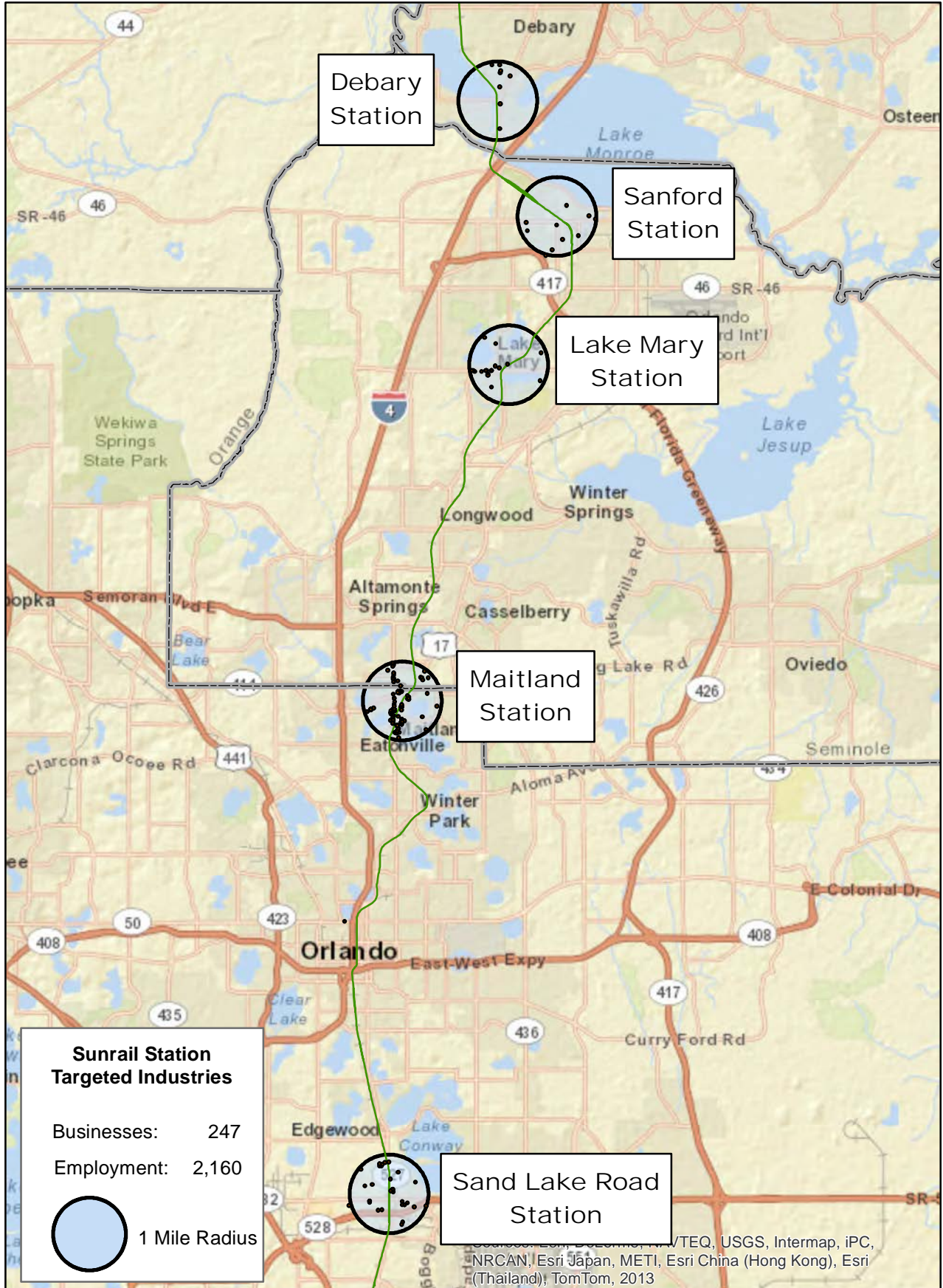


Businesses able to locate in other states and serving multi-state and/or international markets are targeted. Call Centers and Shared Service Centers may qualify for incentives if certain economic criteria are met. Retail activities, utilities, mining and other extraction or processing businesses, and activities regulated by the Division of Hotels and Restaurants of the Department of Business and Professional Regulation are statutorily excluded from consideration. All projects are evaluated on an individual basis and therefore operating in a target industry does not automatically indicate eligibility.

For additional information about Florida's business advantages, please visit Enterprise Florida's website at www.eflorida.com or call 407.956.5600.

Florida Job Growth Grant Fund

Businesses in a Targeted Industry
Located within 1 Mile of Selected SunRail Commuter Rail Stations



Source: InfoGroup



***Summary Table of the Five Station's TOD Impact Study Results**
New jobs produced by 2028

TARGET INDUSTRIES

Station Areas	Permanent Jobs by 2028	Total Direct, Indirect and Induced Earning/Employment from Permanent Jobs in Study Area	**Production 8%	**Knowledge-based 21% (Science, Technology)	**Educational and Medical 33%	Other 3%	Target Totals
Sand Lake Road	3,580	8,600	688	1806	2838	258	3890
Maitland	860	2,000	160	420	660	60	1300
Lake Mary	140	320	26	67	106	10	209
Sanford/Seminole	2,150	5,200	416	1092	1716	1560	4784
Debary	2,000	5,200	416	1092	1716	1560	4784
Total	8,470	21,320	1705	4477	7035	211	13,428

*Florida Department of Transportation Central Florida Commuter Rail Transit Projects
 Economic and Fiscal Impact Analysis of Future Station Transit Oriented Development Summary Reports
 Revised January 2009

For the following Stations:

Sand Lake Road Station

Maitland

Lake Mary

Sanford

Debary

**US BEA RIMS II direct effect multipliers were used to complete calculations

Applied percentages of target industries are based on current job splits of all jobs within 1-mile of current station areas.

Employers were identified by NAICS codes.

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ORANGE COUNTY

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Florida Job Growth Grant Fund Public Infrastructure Grant Proposal

Proposal Instructions: The Florida Job Growth Grant Fund Proposal (this document) must be completed by the governmental entity applying for the grant and signed by either the chief elected official, the administrator for the governmental entity or their designee. Please read the proposal carefully as some questions may require a separate narrative to be completed.

Governmental Entity Information

Name of Governmental Entity: Orange County Government

Government Federal Employer Identification Number: [REDACTED]

Contact Information:

Primary Contact Name: Karen McGuire

Title: Principal Planner

Mailing Address: 201. S. Rosalind Avenue
Orlando, Florida

Phone Number: 407-836-5615

Email: Karen.McGuire@ocfl.net

Public Infrastructure Grant Eligibility

Pursuant to section 288.101, F.S., the Florida Job Growth Grant Fund was created to promote economic opportunity by improving public infrastructure and enhancing workforce training. Eligible governmental entities that wish to access this grant fund must submit public infrastructure proposals that:

- Promote economic recovery in specific regions of the state, economic diversification or economic enhancement in a targeted industry. (View Florida's [Targeted Industries here.](#))
- Are not for the exclusive benefit of any single company, corporation or business entity.
- Are for infrastructure that is owned by the public and is for public use or predominately benefits the public.



1. Program Requirements:

Each proposal must include the following information describing how the project satisfies eligibility requirements listed on page 1.

- A. Provide the title and a detailed description of the public infrastructure improvements.

Pine Castle Green Infrastructure Project. This project would provide green master stormwater infrastructure for the Sand Lake Road/Pine Castle Station Area. This will lay the groundwork for increased job growth and redevelopment.

- B. Is this infrastructure owned by the public?

Yes No

- C. Is this infrastructure for public use or does it predominately benefit the public?

Yes No

- D. Will the public infrastructure improvements be for the exclusive benefit of any single company, corporation or business entity?

Yes No

- E. Provide a detailed explanation of how the public infrastructure improvements will connect to a broader economic development vision for the community and benefit additional current or future businesses.

Please see the general APPENDIX 1. E at end of all applications



F. Provide a detailed description of, and quantitative evidence demonstrating, how the proposed public infrastructure project will promote:

- Economic recovery in specific regions of the state;
- Economic diversification; or
- Economic enhancement of a Targeted Industry (View Florida's [Targeted Industries here.](#))
 - As part of this response, describe how the project will promote specific job growth. Include a description of the number of jobs that will be retained or created, the average wages of such jobs, and in which industry(ies) the jobs will be created using the North American Industry Classification System ([NAICS](#)) codes. Where applicable, you may list specific businesses that will retain or grow jobs or make capital investment.
 - Further, include the economic impact on the community, region, or state and the associated metrics used to measure the success of the proposed project.

The Fiscal and Economic Impact (FEI) Analysis of Future Station Transit Oriented Development commissioned by the Florida Department of Transportation in 2009 found that by full build-out, projected 2028, development surrounding the station can generate 3660 permanent jobs. Full development will not occur around the station without the infrastructure investment by the County. Please see the attached Fiscal Impact Analysis Completed in 2009.

A more recent assessment of the property value impacts of Sun Rail was completed in 2016. This assessment along with the 2009 (FEI) Analysis can be used as a baseline measuring success of the station areas investments in the future.

The economic impact of the identified investments along the corridor can be measured by, three metrics. 1) Increase in property values in the the surrounding area 2) increase in the number of jobs overall and increase in number of jobs in the target industries within 1-mile of the station area 3) Increase in ridership at individual stations



2. Additional Information:

A. Is this project an expansion of an existing infrastructure project?

Yes No

B. Provide the proposed commencement date and number of days required to complete construction of the public infrastructure project.

June 2018

C. What is the location of the public infrastructure? (Provide the road number, if applicable.)

S.R. 527 (Orange Ave.) from Sand Lake Road to Lancaster Road

D. Who is responsible for maintenance and upkeep? (Indicate if more than one are applicable.)

Federal State County City Other _____

E. What permits are necessary for the public infrastructure project?

South Florida and St. John's Water Management Districts, Utilities

F. Detail whether required permits have been secured, and if not, detail the timeline for securing these permits. Additionally, if any required permits are local permits, will these permits be prioritized?

Permits will be obtained at 90% design.

G. What is the future land use and zoning designation on the proposed site of the infrastructure improvements, and will the improvements conform to those uses?

Orange County submitted a Future Land Use Map amendment to the Department of Economic Opportunity changing the Future land uses to permit form-based land development standards in order to increase densities and intensities along the corridor. Please see Appendix included in this application for the Old Future Land Use Map and Current Map.



H. Will an amendment to the local comprehensive plan or a development order be required on the site of the proposed project or on adjacent property to accommodate the infrastructure and potential current or future job creation opportunities? If yes, please detail the timeline.

Yes No

The County is in the process of amending the Comprehensive Plan the Future Land Use designations around the Station Area.

I. Is the project ready to commence upon grant fund approval and contract execution? If no, please explain.

Yes No

Our Conceptual Master Plan which will bring us to 30% design will be finished by May/June of 2018. After approval and securing contracts the County will be ready.

J. Does this project have a local match amount?

Yes No

If yes, please describe the entity providing the match and the amount.
Approximately \$4million will come from County funds.

K. Provide any additional information or attachments to be considered for this proposal.

Please see appendices for Land Use Maps.



3. Program Budget

Estimated Costs and Sources of Funding: Include all applicable public infrastructure costs and other funding sources available to support the proposal.

A. Public Infrastructure Project Costs:

Construction	\$ 3,940,000		
Reconstruction	\$		
Design & Engineering	\$ 788,000		
Land Acquisition	\$ 1,212,000		
Land Improvement	\$		
Other	\$	Please Specify:	_____
Total Project Costs	\$ 5,940,000		

B. Other Public Infrastructure Project Funding Sources:

City/County	\$ 3,940,000		
Private Sources	\$		
Other (grants, etc.)	\$	Please Specify:	_____
Total Other Funding	\$		

Total Amount Requested **\$ 2,000,000**

Note: The total amount requested must equal the difference between the public infrastructure project costs in 3.A. and the other public infrastructure project funding sources in 3.B.

C. Provide a detailed budget narrative, including the timing and steps necessary to obtain the funding and any other pertinent budget-related information.

Once the grant is secured it will be about five to six (5-6) months to solicitation and selection based on a Request for Proposal for Design Engineering services. The design and construction bid package preparation will take about twelve (12) months. Permitting will be secured at 90% plans completion. Grant funding will be used for the design phase and acquisition of right-of-way (from willing sellers). Bidding and award will take five (5) months. The timeline from the Notice to Proceed of construction to final walk through inspection will take twelve to eighteen (12-18) months. Final payment is expected one (1) month after the final walk through inspection. The total project time line is 36-43 months.



4. Approvals and Authority

A. If the governmental entity is awarded grant funds based on this proposal, what approvals must be obtained before it can execute a grant agreement with the Florida Department of Economic Opportunity (e.g., approval of a board, commission or council)?

Orange County Board of County Commissioners.

B. If approval of a board, commission, council or other group is needed prior to execution of an agreement between the governmental entity and the Florida Department of Economic Opportunity:

i. Provide the schedule of upcoming meetings for the group for a period of at least six months.

The Board typically meets twice a month on Tuesdays with some exceptions.

ii. State whether that group can hold special meetings, and if so, upon how many days' notice.

The BCC does not typically hold special meetings for this purpose.

C. Attach evidence that the undersigned has all necessary authority to execute this proposal on behalf of the governmental entity. This evidence may take a variety of forms, including but not limited to: a delegation of authority, citation to relevant laws or codes, policy documents, etc.



I, the undersigned, do hereby certify that I have express authority to sign this proposal on behalf of the above-described governmental entity.

Name of Governmental Entity: Orange County Board of County Commissioners

Name and Title of Authorized Representative: Ajit Lalchandani

Representative Signature: Print, sign, scan and attach with form submission.

Signature Date: 11.20.17 *Ajit Lalchandani*

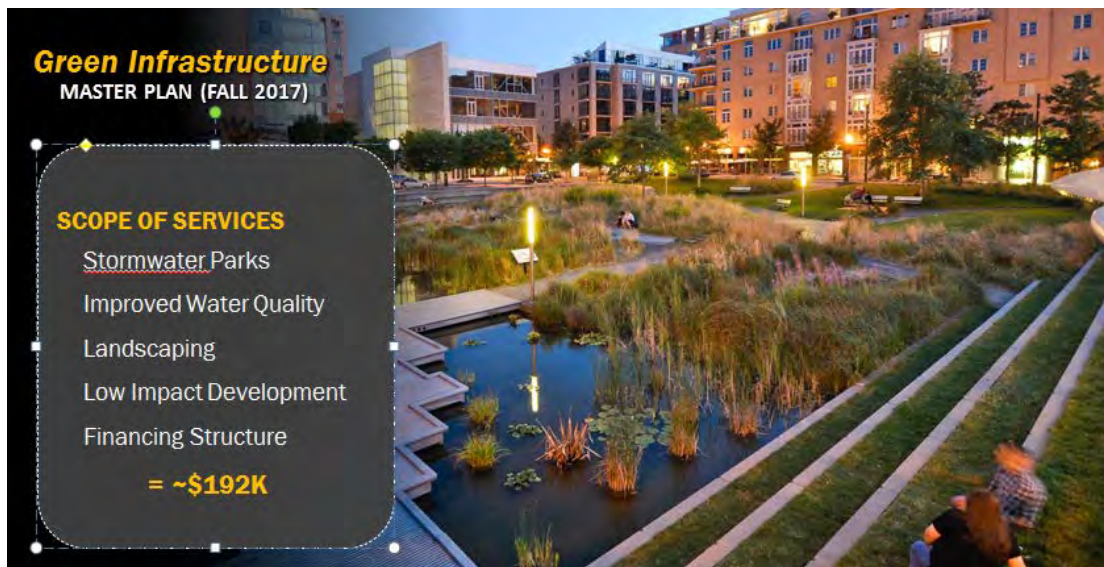
Past Sand Lake Road/Pine Castle Station Area Efforts

Over the past 9 years, Orange County staff has been working with its partners on the following actions to “set the table” for Transit Oriented Development

- Orange Avenue Multi-modal Improvements (Design) Priority #3 on MetroPlan MPO list (2017)
- Currently, Pine Castle is the “pilot area” for the transect-based new Orange Code. Expected adoption is early 2018
- The Gondola 18-acre mixed-use PD located east of station is scheduled for construction 2018
- Brownfield designation for the commercial and industrial properties within The Urban Infill and Redevelopment Area (2018)
- Pine Castle Safe Neighborhoods Plan adopted (2016)

Pine Castle Urban Infill and Redevelopment Plan Completed (2016)

- RFP for a Master Stormwater Plan – November 2017

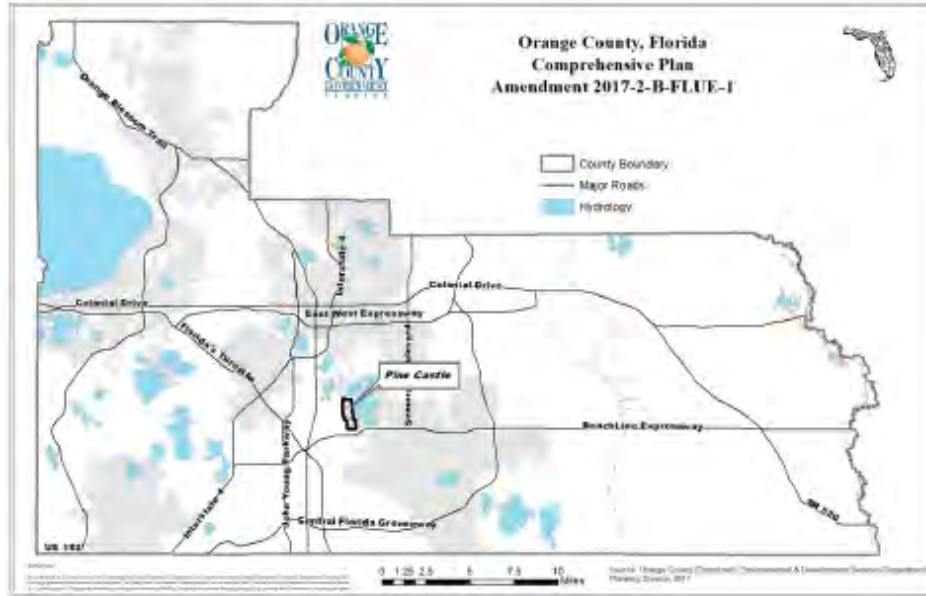


FACTS

- Pine Castle (Sand Lake Station) has 2nd highest volume on SunRail line (2016)
- 1859 employees work at industries and businesses within ½ mile of station

ADDITIONALLY

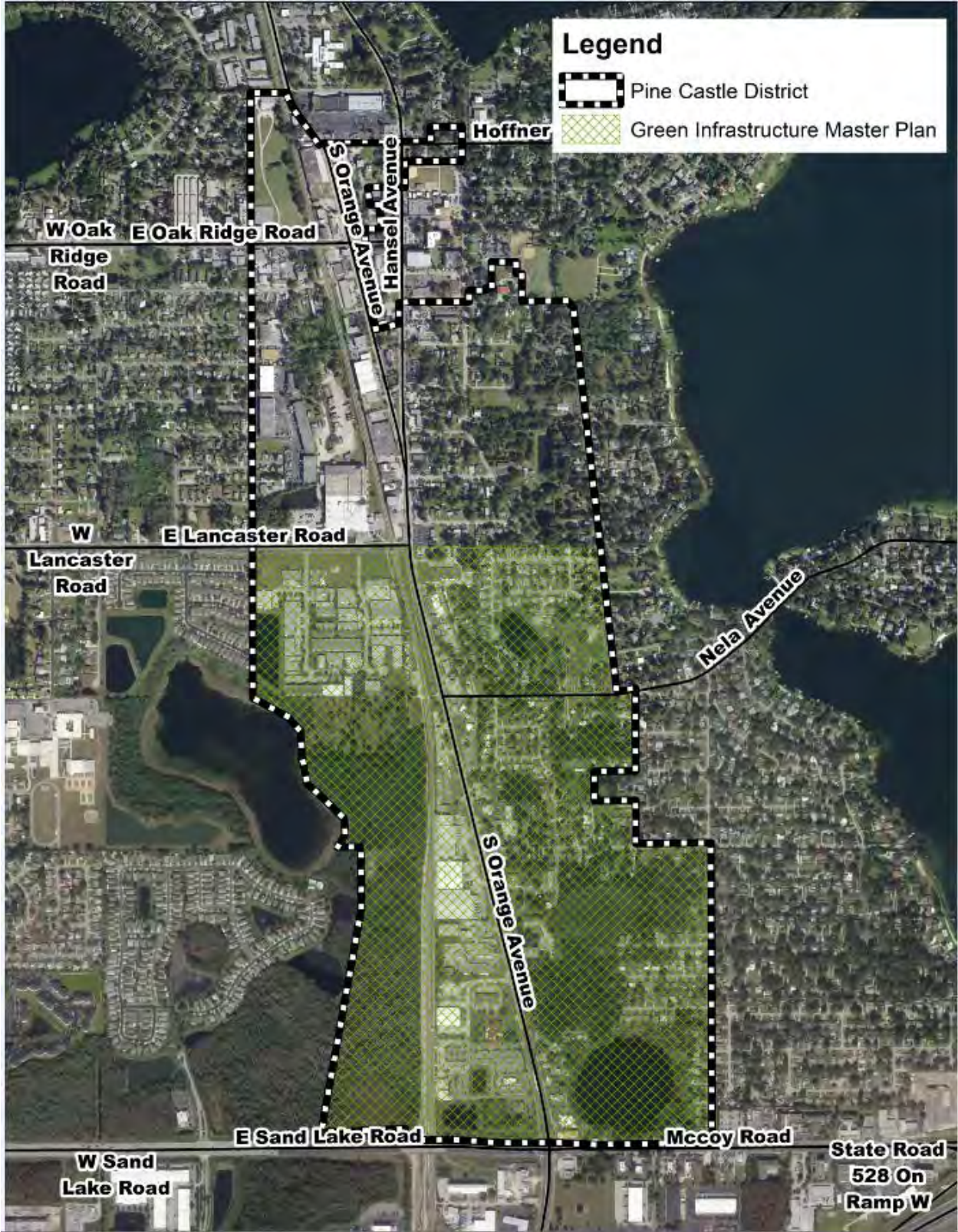
- Six-acre station site could be redeveloped in future with mix-use development. Green stormwater park and structured parking
- The Station could be a future hub between east-west rail from the airport to the attractions (TBD)



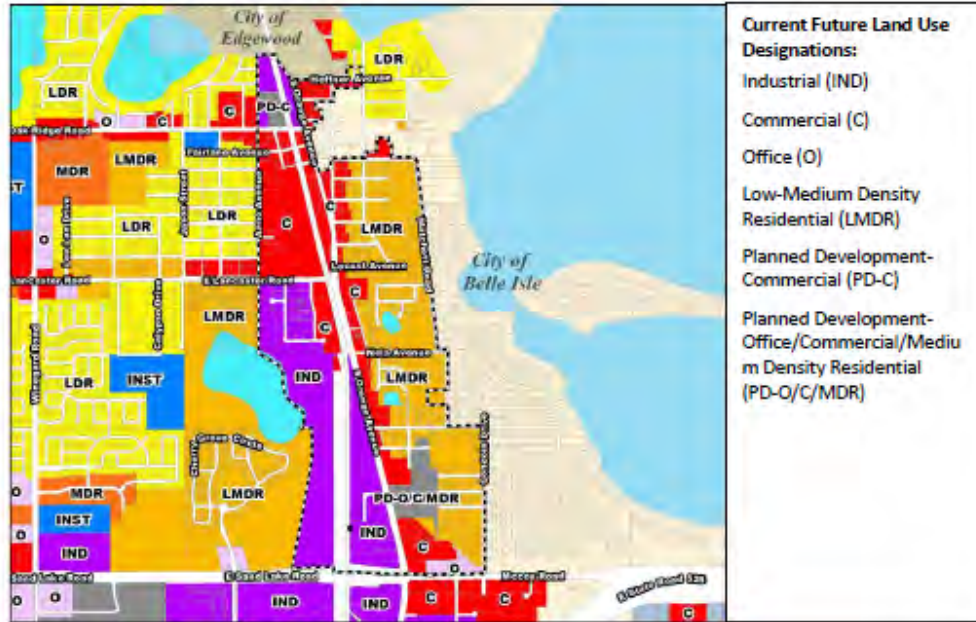
Schedule and outcome of public meetings and hearings:		Project/Legal Notice Information
Report/Public Hearing	Outcome	Title: Amendment 2017-2-B-FLUE-1
✓ Community Meeting held June 14, 2017; 44 attendees. See public notification map for notice area	Neutral	Request: Text and map amendments to the Future Land Use Element to establish guiding policies for the Urban Center concept and create the Mixed-Use (MU), Urban Neighborhood (UN), and Suburban Neighborhood (SN) Future Land Use designations
✓ Staff Report	Recommend Transmittal	
✓ LPA Transmittal June 15, 2017	Recommend Transmittal (8-0)	
BCC Transmittal	July 11, 2017	
State Agency Comments	August 2017	
LPA Adoption	October 19, 2017	
BCC Adoption	November 14, 2017	Revisions: FLU1.1.4(B), FLU8.1.1 Creation: OBJ FLU3.3, Policies FLU3.3.1-FLU3.3.7 and Map 24 of the Future Land Use Map Series

Staff Recommendation

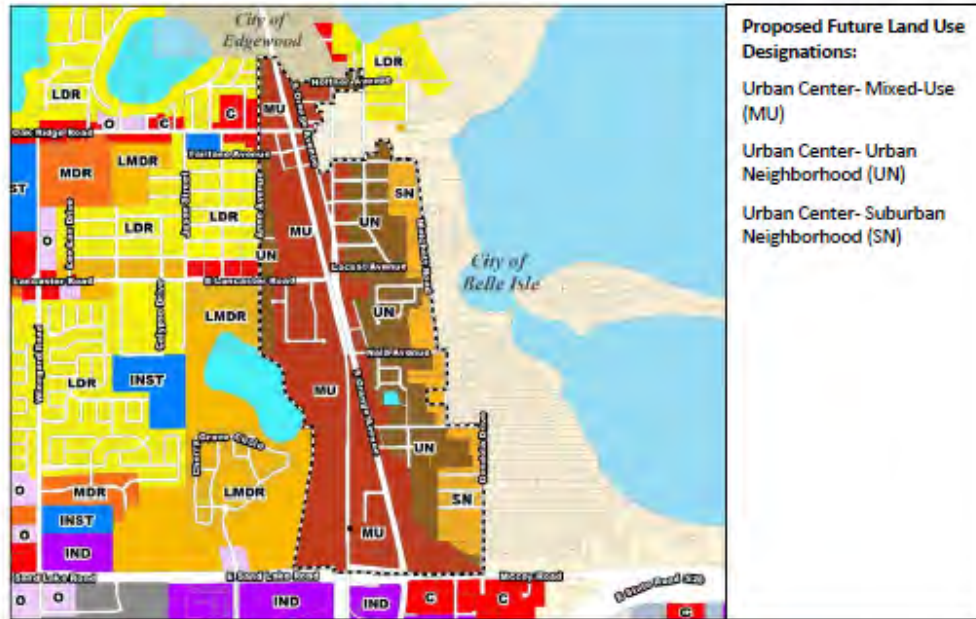
Make a finding of consistency with the Comprehensive Plan, determine that the proposed text and map amendments are in compliance, and TRANSMIT the proposed amendment 2017-2-B-FLUE-1, amending the Future Land Use Element Goal 3 and creating Objective FLU3.3 and associated policies related to the establishment of the Urban Center designation and associated future land uses.



FUTURE LAND USE - CURRENT



FUTURE LAND USE - AS PROPOSED

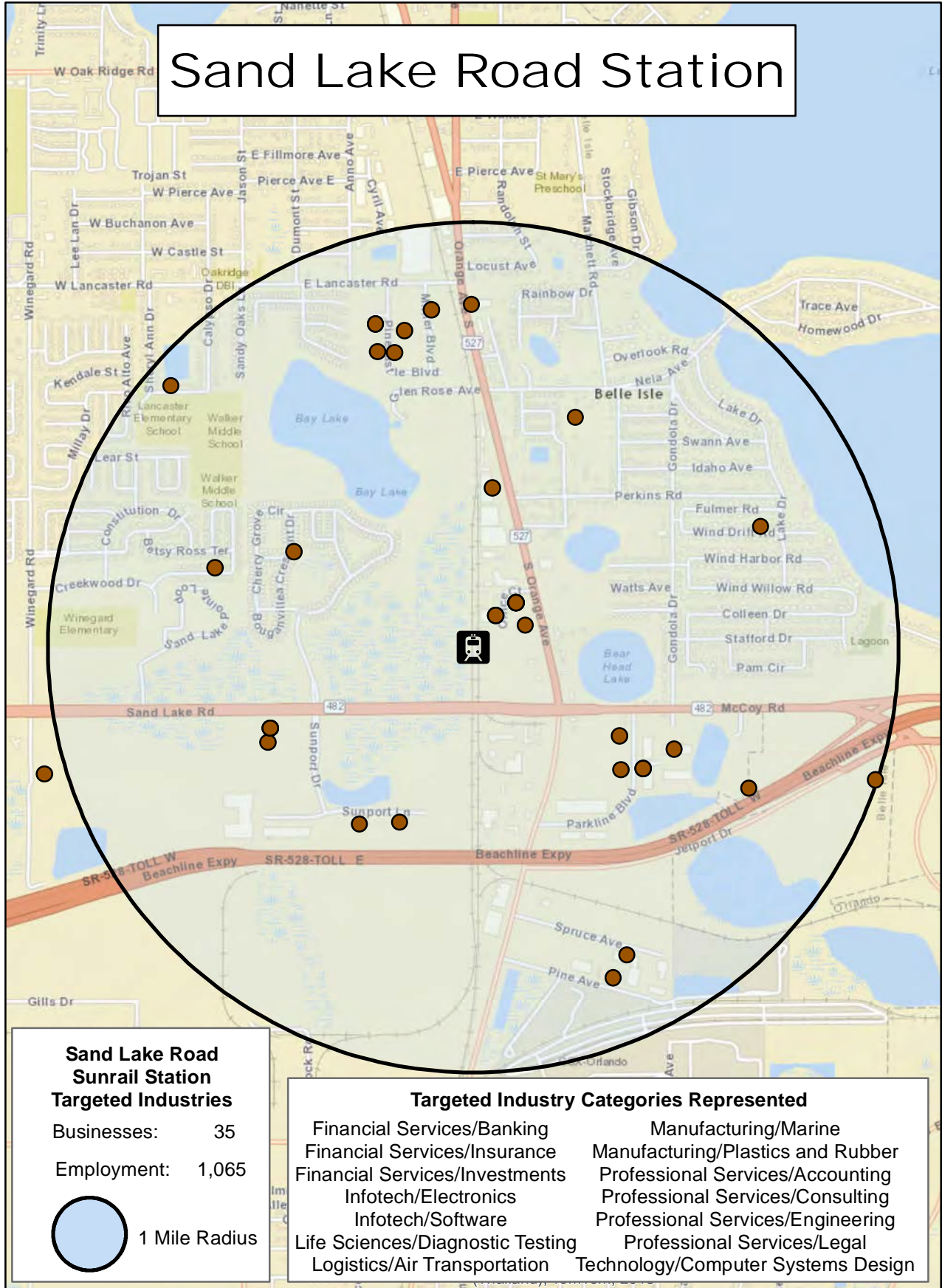


Florida Job Growth Grant Fund

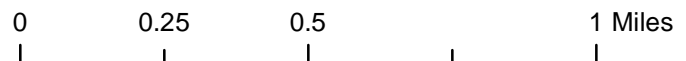
Businesses in a Targeted Industry

Located within 1 Mile of Selected SunRail Commuter Rail Stations

Sand Lake Road Station



Source: InfoGroup



Sand Lake Road Station
Targeted Industry Companies within One Mile of SunRail Station

Company Name	Address	City	State	ZIP Code	ZIP Four	Primary NAICS	Primary NAICS Description	Location Employee Size Actual	Targeted Industry Category
A R R C Solutions Corp	1334 Spruce Ave	Orlando	FL	32824	7950	511210	Software Publishers	12	INFOTECH/SOFTWARE
Apaco Electronics	6433 Pinecastle Blvd # 2	Orlando	FL	32809	6677	423690	Other Electronic Parts & Equipment Merchant Whlsrs	5	INFOTECH/ELECTRONICS
Applied Environmental Health	1743 Wind Drift Rd	Belle Isle	FL	32809	6840	541612	Human Resources Consulting Services	4	PROFESSIONAL SERVICES/CONSULTING
Ardaman & Assoc Inc	8008 S Orange Ave	Orlando	FL	32809	6729	541330	Engineering Services	150	PROFESSIONAL SERVICES/ENGINEERING
Bailes Development LLP	6432 Pinecastle Blvd	Pine Castle	FL	32809	6691	541110	Offices Of Lawyers	4	PROFESSIONAL SERVICES/LEGAL
Bob Dinger Sales Inc	408 Bif Ct	Orlando	FL	32809	6668	424990	Other Misc Nondurable Goods Merchant Wholesalers	6	OTHER MANUFACTURING
Central Transportation Inc	8000 S Orange Ave # 210	Orlando	FL	32809	6748	524210	Insurance Agencies & Brokerages	3	FINANCIAL SERVICES/INSURANCE
Century Security & Events	6421 Pinecastle Blvd # 1	Orlando	FL	32809	6696	541618	Other Management Consulting Services	6	PROFESSIONAL SERVICES/CONSULTING
Certified Network Assoc	229 Amidon Ln	Orlando	FL	32809	6512	541512	Computer Systems Design Services	2	TECHNOLOGY/COMPUTER SYSTEMS DESIGN
CKS Packaging Inc	7400 S Orange Ave	Orlando	FL	32809	6057	326199	All Other Plastics Product Manufacturing	70	OTHER MANUFACTURING/PLASTICS AND RUBBER
Control Center Inc	300 Sunport Ln # 100	Orlando	FL	32809	8121	541330	Engineering Services	45	PROFESSIONAL SERVICES/ENGINEERING
Convergint Technologies LLC	8351 Parkline Blvd # 400	Orlando	FL	32809	7883	541618	Other Management Consulting Services	6	PROFESSIONAL SERVICES/CONSULTING
Event Technology LLC	1629 Prime Ct # 100	Orlando	FL	32809	7410	541618	Other Management Consulting Services	35	PROFESSIONAL SERVICES/CONSULTING
Evolve Media Group	236 Outlook Point Dr # 800	Orlando	FL	32809	7255	541690	Other Scientific & Technical Consulting Services	5	PROFESSIONAL SERVICES/CONSULTING
Far Out Solutions LLC	8000 S Orange Ave # 103	Orlando	FL	32809	6747	541511	Custom Computer Programming Services	1	INFOTECH/SOFTWARE
Fca Us LLC	8351 Parkline Blvd # 500	Orlando	FL	32809	7882	541612	Human Resources Consulting Services	5	PROFESSIONAL SERVICES/CONSULTING
Ferrate Treatment Tech LLC	404 Sunport Ln # 550	Orlando	FL	32809	8115	541330	Engineering Services	10	PROFESSIONAL SERVICES/ENGINEERING
Florida State University CU	6621 S Orange Ave	Orlando	FL	32809	6077	522130	Credit Unions	10	FINANCIAL SERVICES/BANKING
G R L Engineers Inc	8000 S Orange Ave # 225	Orlando	FL	32809	6730	541330	Engineering Services	6	PROFESSIONAL SERVICES/ENGINEERING
Hawk Aviation SVC Inc	1341 Pine Ave	Orlando	FL	32824	7939	488190	Other Support Activities For-Air Transportation	7	LOGISTICS/AIR TRANSPORTATION
Intrieve Inc-Orlando	8010 Sunport Dr	Orlando	FL	32809	8112	541612	Human Resources Consulting Services	5	PROFESSIONAL SERVICES/CONSULTING
Livingtree Financial Group	8022 Office Ct	Orlando	FL	32809	6767	523930	Investment Advice	8	FINANCIAL SERVICES/SECURITIES AND INVESTMENTS
Mccoys Federal Credit Union	1900 Mccoys Rd	Orlando	FL	32809	7896	522130	Credit Unions	105	FINANCIAL SERVICES/BANKING
National Certified Testing Lab	8350 Parkline Blvd # 12	Orlando	FL	32809	8122	541380	Testing Laboratories	6	LIFE SCIENCES
New Edge Networks	8248 Parkline Blvd	Orlando	FL	32809	7838	541512	Computer Systems Design Services	2	TECHNOLOGY/COMPUTER SYSTEMS DESIGN
Pan AM Diagnostic Of Orlando	6421 Milner Blvd # 1	Orlando	FL	32809	3204	621512	Diagnostic Imaging Centers	2	LIFE SCIENCES/DIAGNOSTIC TESTING
Quality Marketing & Promotions	8000 S Orange Ave # 101	Orlando	FL	32809	6747	541613	Marketing Consulting Services	10	PROFESSIONAL SERVICES/CONSULTING
Regal Marine Industries Inc	2300 Jetport Dr	Orlando	FL	32809	7895	336612	Boat Building	500	OTHER MANUFACTURING/MARINE
Resaleworld.Com Inc	8034 Sunport Dr	Orlando	FL	32809	8105	511210	Software Publishers	12	INFOTECH/SOFTWARE
Sea Creations Inc	408 Bif Ct	Orlando	FL	32809	6668	424990	Other Misc Nondurable Goods Merchant Wholesalers	4	OTHER MANUFACTURING
Sweet Sadie Computer Repair	8022 Office Ct	Orlando	FL	32809	6767	541511	Custom Computer Programming Services	6	INFOTECH/SOFTWARE
T Rexx Techs Inc	405 Declaration Dr	Orlando	FL	32809	7201	541611	Administrative & General Mgmt Consulting Services	1	PROFESSIONAL SERVICES/CONSULTING
Tax & Accounting Solutions	8010 Sunport Dr # 120	Orlando	FL	32809	7898	541211	Offices Of Certified Public Accountants	3	PROFESSIONAL SERVICES/ACCOUNTING
Test America Analytical Testng	8010 Sunport Dr # 116	Orlando	FL	32809	7897	541380	Testing Laboratories	9	LIFE SCIENCES
Versatile Photography By Mike	7216 Matchett Rd	Orlando	FL	32809	6040	541922	Commercial Photography	2	PROFESSIONAL SERVICES
Vietnamese Language Svc	6657 Bouganvillea Crescent Dr	Orlando	FL	32809	6621	541990	All Other Professional, Scientific/Technical Svcs	2	PROFESSIONAL SERVICES

**Florida Department of Transportation
Central Florida Commuter Rail Transit Project**

**Economic and Fiscal Impact
Analysis of Future Station
Transit Oriented Development**

Sand Lake Road Station
Orange County, Florida

Summary Report
Revised January 2009

Florida Department of Transportation
Central Florida Commuter Rail Transit (CFCRT)

**Economic and Fiscal Impact Analysis of Future Station
Transit Oriented Development (TOD)**

Sand Lake Road Station

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1 Executive Summary - Sand Lake Road TOD Impact

Background

The 61.5 mile, 17 station Central Florida Commuter Rail Transit (CFCRT) project will provide the opportunity not only to move people more efficiently, but also to build new, walkable, transit oriented communities around selected stations, as well as strengthen existing communities around others.

In order to coordinate land use and transportation, FDOT reached out in November 2006, to agencies, major stakeholders and jurisdictions along the proposed project corridor. One part of the process involved holding a series of charrettes with local stakeholders. The sketch-level Transit Oriented Development (TOD) concepts developed for each of the 17 stations, and other charrette results, were compiled in FDOT's Transit Oriented Development Workshop Sketchbook, (Summer 2007) and in the Supplemental Land Use Document (September 2007), submitted in support of the New Starts application for the Initial Operating Segment (IOS) of the Central Florida Commuter Rail Transit project.

Overview: Fiscal and Economic Impacts of Potential Future TOD - Sand Lake Road Station

The purpose of this study is to provide a high-level analysis of economic impacts that could potentially accrue as a result of the construction of 17 Transit Oriented Development stations within the communities along the Central Florida Commuter Rail Transit alignment.

A four-part analysis was conducted to determine the fiscal and economic impacts of the potential future TOD around the proposed Sand Lake Road Station in Orange County. The analysis was on the future development potential spread across 400 land parcels totaling 400 acres within ½ mile radius of the station and includes:

- Potential future property values within the study area.
- Potential number of permanent jobs within the proposed future development.
- Potential numbers of direct, indirect, and induced jobs and earnings created in the area during construction. (Direct spending represents the immediate project construction expenditures. Indirect impacts represent the economic impacts resulting when construction companies purchase materials, supplies and services from other firms. Induced impacts reflect the benefits to retailing and other businesses when construction workers spend their earnings in the study area.)
- Potential direct, indirect, and induced employment and earnings created in Seminole, Orange, Volusia, and Osceola counties from permanent jobs. These earnings and jobs reflect an increase in economic activity and overall wealth in the area from the new permanent jobs (retail and commercial).

In order to find approximate potential land and building values for the future Sand Lake Road station area development, an existing comparable TOD community was used as a proxy: Colonial Town Park located in Seminole County, Florida. We believe the characteristics of this development are comparable with the future potential land uses for the Sand Lake Road station area community, and therefore serve as a good benchmark for this study. All dollar values in the report are presented in real \$2008 unless otherwise noted.

Potential future property values

Using the comparable development in Seminole County, Florida to serve as a “prototype” for this study, the potential value of the study area development at TOD build-out was estimated. With construction of the rail line, appropriate land use policies and resumed economic growth, total parcel value could reach \$974 million¹ in 2028, with \$16.1 million in tax revenues in that year. This compares to a total parcel value forecast of \$194² million in 2028 and tax revenues of \$3.2 million, under the no-TOD scenario.

Potential direct, indirect and induced jobs and earnings from construction

The construction of future development, at the indicative scale and type for the study area, will inevitably have an impact on the local economy due to an increase in demand for labor, and an increase in spending on supplies and materials. The US BEA RIMS II multipliers were applied to predict direct, indirect, and induced jobs and earnings within Orange and three neighboring counties: Seminole, Volusia, and Osceola, during the construction lifetime. The analysis forecasts that future TOD could contribute up to \$411 million in household earnings and 10,100 person-year jobs to the study area over the construction period.

Potential permanent jobs and economic impacts

Finally, considering increased commercial density within the study area, an estimate was made of potential permanent jobs expected within the future TOD. With the addition of new office and retail space to the existing parcels in study area, the TOD could attract up to 3,600 permanent jobs within ½ mile of the station. In addition, these new jobs and earnings will have impacts on the local economy, similar to those previously described for construction. Using US BEA RIMS II multipliers, an estimate was made of future direct, indirect, and induced permanent jobs and earnings from the new development. The future development’s permanent economic impacts could include up to \$228 million in annual earnings to the surrounding counties and up to 8,600 permanent jobs.

Exhibit 1 shows a summary of the study results. Methodology for each calculation, and a more detailed analysis of the results are included in the subsequent sections of this report.

Exhibit 1: Summary Table of Sand Lake Road TOD Impact Study Results

Sand Lake Road Station <i>Orange County</i>	
Future Study Area Property Value Potential (M \$2008)	\$974
Added Property Tax Collections 2028 (M \$2008)	\$12.9
Direct, Indirect, Induced Employment (Construction Jobs)	10,100
Earnings in Construction Sector (M \$2008)	\$411
Potential Permanent Jobs Created	3,600
Direct, Indirect, Induced Employment (From Perm. Jobs)	8,600
Direct, Indirect, Induced Earnings (From Perm. Jobs in M \$2008)	\$228

¹ 2008 dollars. Assumes a real annual growth in property value of 2%

² 2008 dollars. Assumes a real annual growth in property value of 2%

2 Study Overview

A four-part analysis was conducted to determine the fiscal and economic impacts of potential transit-oriented development in Orange County, Florida. Impacts include future tax revenues from property in the new development within ½ mile of the proposed station, employment and earnings, as well as induced and indirect employment and earnings and the economic impacts of this ½ mile area on Orange and its neighboring counties, including Orange, Osceola, and Volusia. Exhibit 2 shows the general location of the proposed CFCRT station and the study area parcels, with the ½ and ¼ mile radii from the station.

Exhibit 2: Map of Sand Lake TOD Impact Study Area



The four-part analysis can be summarized as follows:

- Determination of potential property values under the TOD and no-TOD scenarios (and corresponding property taxes).
- RIMS II analysis of potential regional jobs and earnings created during the construction of the future TOD. This analysis estimates the total impact of additional construction spending on the Orange County study area, including direct construction. Induced and indirect employment and earnings result when businesses supply goods and services to support construction, and also when construction workers spend on retail goods, services, and other consumption items. (RIMS II analysis employs RIMS II multipliers, which are generated by the U.S. Bureau of Economic Analysis from an input output economic model created specifically for the study area.)
- Potential permanent jobs attracted to the study area by future commercial development.
- RIMS II analysis of additional regional jobs and earnings created as a result of the increase in permanent employment.

A summary of the study assumptions is included at the end of this report.

3 Fiscal Analysis of Property Tax Revenues

3.1 Methodology

The following steps were taken to evaluate future property values and taxes for the Sand Lake Road TOD study area in Orange County:

- 1) Determine current property taxes and tax rates for study area;
- 2) Find predicted real growth rate in property value for Orange County;
- 3) Determine potential future value of study area parcels (and corresponding taxes);
- 4) Forecast baseline property value (no-TOD scenario) and compare to future property value (TOD scenario) over the next twenty years.

The four assessments and findings are summarized on the following page.

3.1.1 Determination of Study Area Current Property Taxes and Tax Rates

With data available from the Orange Tax Roll Archive (from the County's Property Appraiser's website)³, a determination was made of the total taxes collected from current development on the study area's parcels in 2007. In order to perform this analysis, the database was queried for a number of the parcels in the study area and recorded the total assessed value in 2007, taxes paid, and the corresponding tax percentage paid on property value was recorded. The data was used to find an average percentage of assessed value paid in property tax. This data is presented in Exhibit 3 below.

Exhibit 3: Property Tax Summary for Orange County, 2008

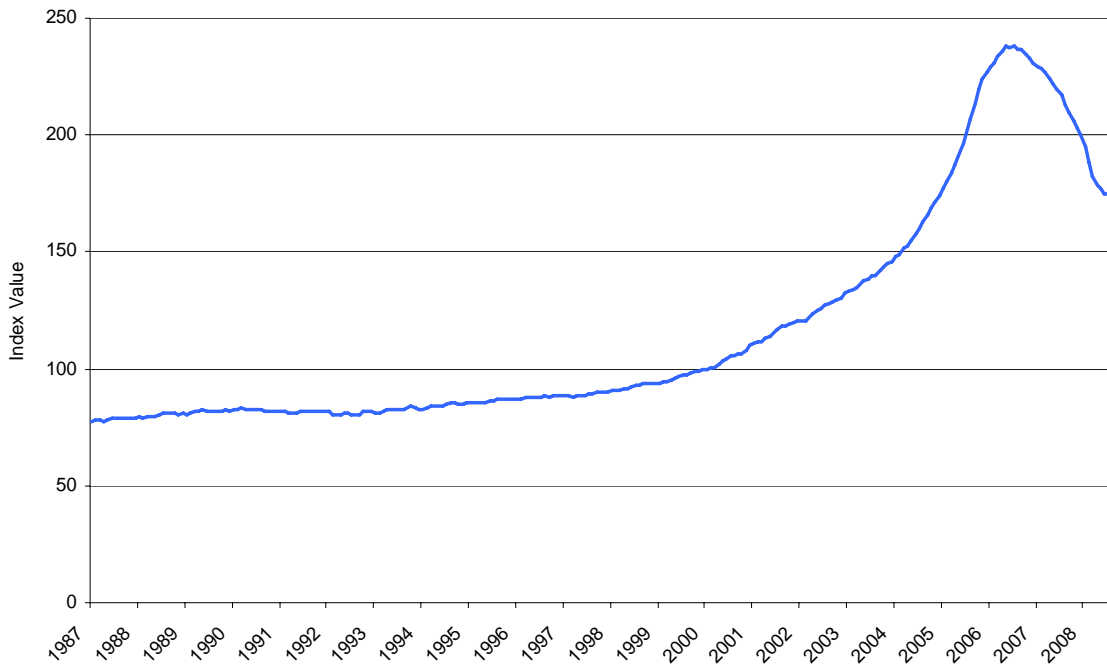
Total Assessed Value	Taxes Paid	Average Percent of Assessed Value Paid in Taxes
130,000,000	2,150,000	1.65%

3.1.2 Predicting the Real Growth Rate in Property Value for Orange County

Until recently, property values in Florida have grown at a relatively constant annual rate. As shown in Exhibit 4 on the following page, real property values in Tampa, Florida were increasing steadily until 2001, at which time growth in property value began to increase at an extremely high rate. Associating most of this growth with the recent real estate 'bubble', the Case-Shiller Home Price Index⁴ change from 1987 to 2000 was chosen as a proxy for home value growth in Central Florida. The results of a compound annual growth calculation using the index data give a 1987 to 2000 CAGR of 2%, which was applied to baseline development as well as new construction in the analysis.

³ http://www.ocpaf.org/searches/parcel_form.html

⁴ http://www2.standardandpoors.com/portal/site/sp/en/us/page.topic/indices_csmahp/2,3,4,0,0,0,0,0,0,1,1,0,0,0,0,0.html

Exhibit 4: Case-Shiller Home Price Index (Tampa, FL)

3.1.3 Determination of Future Parcel Value with TOD

The potential future TOD in the study area will be entirely different in character as well as density from the parcel area that currently exists. While most of the land is currently zoned as residential, it is under-utilized compared to its potential at full development.

To achieve transit supportive density, most of the future TOD parcels would allow for mixed-use and mixed development, as well as higher population density. A future TOD scenario within a ½ mile radius of the station could potentially include:

- 3,800 residential dwellings (Approximately 3.8 million square feet);
- 2.07 million square feet of commercial/office space;
- 343,000 square feet of retail space; and
- Plaza and open space.

Considering the consequential policy, regulatory, and other development issues, an 85% efficiency rate was assumed on the TOD build-out scenario. In other words, this analysis assumes that only 85% of the future TOD scenario described above would be implemented.

To predict future parcel value for improved property within the TOD study area, an existing similar development was utilized as a prototype to determine potential future parcel value (including the value of the underlying land as well as built improvements). Colonial Town Park, in Seminole County, FL, is a relatively new development with similar characteristics to the potential Sand Lake Road TOD. Property value data for Colonial Town Park is used as a proxy for possible future property values in this study area.

Averages were developed from the data per gross square foot (GSF) for commercial, retail, and industrial development, and per dwelling unit for residential development. These unit value estimates were then applied to the TOD development program to estimate future increases in

assessed values within the study area. This approach overcomes the lack of representative financial data for the development study area.

The relevant characteristics of Colonial Town Park are described below:

- Average size of residential dwelling unit: 1000 square feet;
- Value of improved residential property: \$88 per GSF;
- Value of improved Commercial/ Office property: \$116 per GSF; and
- Value of improved Retail property: \$197 per GSF.

As described above, these assumptions were applied to generate potential property value in the study area.

3.1.4 Forecast Baseline and Future Development Property Value (with and without TOD) Over the Analysis Period

With or without future TOD development, the parcel value in the study area is expected to experience a real increase in value over time. Using a baseline growth in property value of 2% the "baseline" forecast property value is calculated per year over the next 20 years (Exhibit 5).

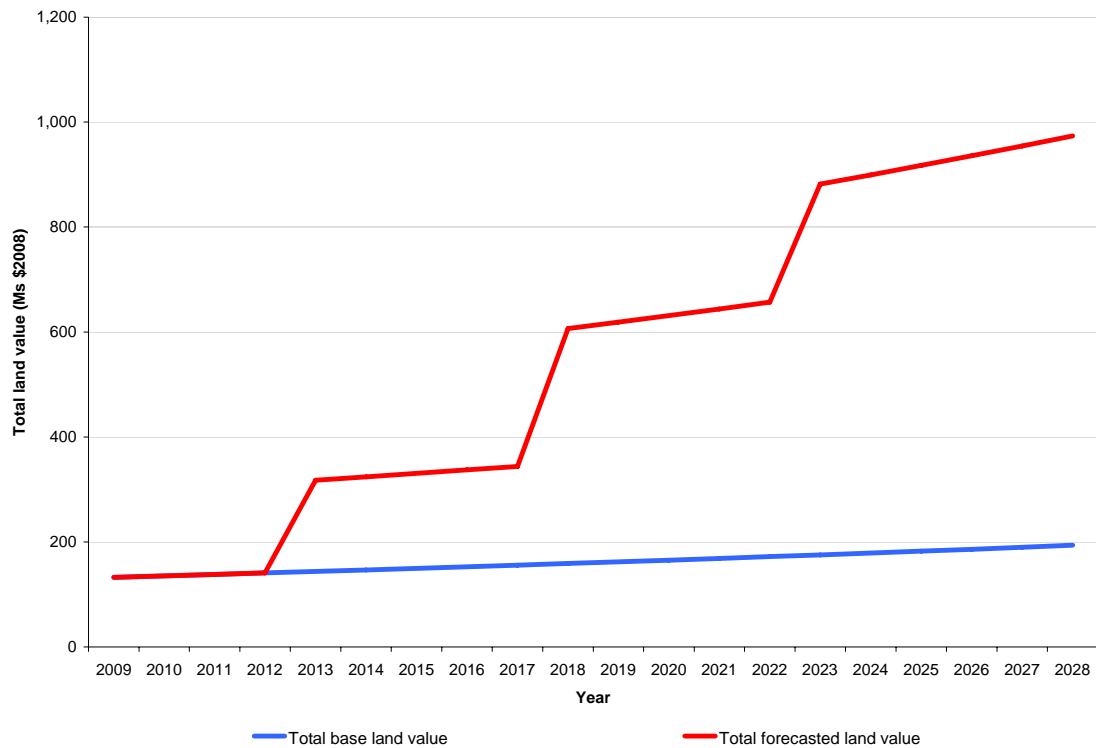
The potential property value was estimated for a TOD build-out scenario within the study area, using the land use and cost assumptions summarized in Section 3.1.3. As future development would occur in phases, the following was assumed:

- Phase 1: 30% of future development (on-line in 2013)
- Phase 2: 40% of future development (on-line in 2018)
- Phase 3: 30% of future development (on-line in 2023)

As property value in the area will experience a real increase over time (in addition to the value generated from future development), the same annual percentage increase in property value (2%) is applied to the TOD study area as is applied to the study area without TOD.

3.2 Results of Potential Future Property Value Analysis

Using the methods and assumptions described above, the analysis suggests a future parcel value of \$974 million in 2028 for the proposed development. Exhibit 5 on the following page shows the baseline property value forecast and the build scenario potential property value over time.

Exhibit 5: Total Parcel Value for Base Case and Development Scenarios (M \$2008)

As shown in the preceding figure, the potential TOD would add significant value to property in the study area, with parcel value about 5 times higher than the base-year value by year 2028.

Exhibit 6 shows the amount of property tax for both the baseline no-build scenario and for the proposed development at four different time periods in the analysis (assuming property tax rates remain constant over the forecast period at approximately 1.65% of assessed parcel value). As construction of the potential development is completed and the different phases come on-line, the difference between the baseline scenario and the build scenario becomes greater.

Exhibit 6: Potential Property Taxes for Baseline and Future Development Scenarios for Select Years (M \$2008)

Year	2013	2018	2023	2028
Baseline Property Taxes (M \$2008)	2.4	2.6	2.9	3.2
Potential Property Taxes (M \$2008)	5.2	10.0	14.6	16.1

4 Economic Impact Analysis

4.1 Construction Related Economic Impacts

4.1.1 Methodology

To perform this analysis, the following steps were taken:

- Estimate total construction cost for the future TOD.
- Perform RIMS II analysis to determine regional impacts in earnings and employment for the study area over the period of TOD construction.

The assessments and results are summarized below.

4.1.2 Estimated Total Construction Costs

To provide an estimate of construction costs for the entire future development, RSMeans 'CostWorks' Software was used. The software provided the following results for construction costs in the Orlando area:

- Cost per square foot of residential construction: \$124
- Cost per square foot of commercial construction: \$115

The above estimates are representative of the cost to construct the proposed buildings only, and would likely increase with the inclusion of land acquisition, public infrastructure, and other fringe development costs. Because the inclusion of any additional items would vary the per-square foot costs greatly, the basic costs were utilized for structures in order to provide a baseline estimate of total potential TOD construction costs.

Exhibit 7 summarizes future construction costs by study area development type.

Exhibit 7: Summary of Construction Costs for Development Area

Land Use	Cost per Sq. ft of Construction	Total Cost (M \$2008)
Residential	123	393
Commercial/Office	115	202
Retail	115	34
Total Construction Cost		\$629

This total construction cost estimate of \$629 million is used for the RIMS II Economic Analysis described in Section 4.1.3.

4.1.3 RIMS II Economic Impact Analysis

The total future TOD construction cost estimated in Section 4.1.2 represents total spending on construction within the study area. The amount of \$629 million includes spending on materials and supplies (such as wood, concrete, and tools), labor (for construction workers, managers, and engineers), and the leasing of heavy equipment and machinery.

Direct spending on construction materials and supplies, as well as construction employment and associated wages paid to construction laborers, together generate multiple rounds of spending which ripple throughout the economy. For example, when contractors purchase cement from

local suppliers, those suppliers must in turn purchase raw materials, transportation services, accounting services, etc. The cement suppliers also pay their own workers, who (like the construction workers) purchase goods and services within the local economy. Such multiple rounds of “inter-industry” purchases (including household spending by wage earners) result in total economic activity which is a multiple of the direct, first round of spending. These multiplier effects, which are mathematically derived from an input-output (IO) model, are the basis for the regional economic multipliers used in this analysis.

In order to estimate the total direct, indirect, and induced earnings and employment, US Bureau of Economic Analysis (BEA) RIMS II input-output multipliers (final demand multipliers) have been applied to the direct construction cost, which represents the increase in final demand in the construction sector. The results of the analysis are summarized in Exhibit 8.

Exhibit 8: RIMS II Results - Total Direct, Indirect, and Induced Earnings / Employment from Construction

Project Cost (increase in final demand to the construction sector)	Total Regional Impacts	
629 (M \$2008)	Earnings (M \$2008) 411	Employment (jobs) 10,100

Direct employment refers to jobs created to construct the development, including construction workers and related support professions (e.g. engineers). Similarly, direct earnings include the earnings from jobs needed to construct the development. Indirect effects capture the “backward” linkages from the economic activity created by the project directly. For example, the construction of a large development creates employment in the residential construction, heavy construction equipment, manufacturing, and concrete industries. Induced effects include jobs and earnings derived from the “forward” spending of households, resulting from their increased earnings. For example, construction workers building the development will use their additional earnings to purchase food, clothing, insurance, and other items. This spending creates jobs and earnings in many sectors across the economy. The analysis of additional employment (which, for construction, would be measured in terms of person years of employment) assumes that there is sufficient capacity in the labor force to absorb additional employment (or additional hours of work).

It is important to note that the results of this phase of the analysis are not permanent jobs or earnings; they are temporary additions to the economy during the construction period.

4.2 Impact of Permanent Jobs Captured in the Area

4.2.1 Permanent Jobs Created

In addition to jobs created during construction, the development would attract a significant number of permanent jobs once completed. The addition of retail and office space will create many employment opportunities throughout the surrounding area. Using industry averages, the development could potentially employ 140 individuals within the study area (1/2 mile radius of the new station). Exhibit 9 on the following page shows the break-down of the expected employment per square foot of development space, and the corresponding number of permanent jobs created.

Exhibit 9: Permanent Jobs in Study Area

Land Use	Employees / Sq. ft	Total Jobs
Commercial/Office Space	525 ⁵	3,350
Retail	1,250 ⁶	230
Total		3,580

4.2.2 Economic Impact of Permanent Jobs

The permanent jobs described in Section 4.2.1 will have an economic impact on the surrounding region, similar to that from construction jobs. Since these jobs are permanent, so will be the economic impacts that result from this increased employment. Using the average hourly wages across all industries for Florida in 2007, as given by the Bureau of Labor Statistics, the total direct, indirect, and induced earnings and employment from new permanent jobs were calculated. The US BEA RIMS II direct effect multipliers were used to complete the calculations. See Exhibit 10 for the results of the analysis.

Exhibit 10: RIMS II Results - Total Direct, Indirect, and Induced Earnings / Employment from Permanent Jobs in Study Area

Type of Space	Regional Impacts	
	Earnings (M \$2008)	Employment (jobs)
Commercial/Office Space	211	8,220
Retail	17	380
Total	228	8,600

An increase in permanent jobs within the study area would create an increase in employment in other sectors (and a corresponding increase in earnings) when the newly employed individuals spend their earnings in the area.

⁵ Energy Information Administration. 2003. "Total and Means of Floorspace, Number of Workers, and Hours of Operation for Non-Mall Buildings, 2003".

http://www.eia.doe.gov/emeu/cbecs/cbecs2003/detailed_tables_2003/2003set1/2003html/b1.html

⁶ IBID

**Florida Department of Transportation
Central Florida Commuter Rail Transit (CFCRT)**

**Economic and Fiscal Impact Analysis of Future Station
Transit Oriented Development (TOD)**

Study Assumptions

1. The build-out values of future TOD developments were estimated using the following proxy developments or methods (methods/developments vary by TOD county location):
 - a. Winter Park Station – Recent average sales prices of commercial and residential property in Winter Park, Florida
 - b. Orange County Stations – The Plaza mixed use complex - South Orange Avenue, Orlando Florida
 - c. Osceola County, Volusia County, and Seminole County Stations – Colonial Town Park mixed use development - Lake Mary, Florida
2. The following phasing for development construction in all stations is assumed:
 - a. Phase 1: 30% of future development (on-line in 2013)
 - b. Phase 2: 40% of future development (on-line in 2018)
 - c. Phase 3: 30% of future development (on-line in 2023)
3. The construction cost per square foot of residential and commercial construction was obtained from the RS Means 'CostWorks' Software database. Costs include structure only and do not represent the full cost of construction including machinery rental, fit-out, etc. Values used were:
 - a. Cost per square foot of residential construction: \$124
 - b. Cost per square foot of commercial and retail construction: \$115
4. Senior cost estimators at PB reviewed these values and confirmed they are reasonable assumptions. Due to the downturn in the national and global economy, construction costs will likely increase very slowly, if at all, for the duration of the economic slowdown.
5. The size of an average residential dwelling unit was approximated at 1,000 GSF⁷. As building codes tend to impose upper limits on the size of a residential dwelling unit, a dwelling unit much less than 1,000 square feet as is viewed to be economically untenable. Larger units are possible, but on average, the 1,000 GSF is viewed as reasonable and reflective of local development and planning conditions. This is consistent with consumer preferences for smaller housing choices, including apartments, townhomes, lofts, and live-work units, for a third of the overall housing demand, reported by Re Connecting America's Center for Transit Oriented Development.
6. US Bureau of Economic Analysis (BEA) RIMS II Multipliers were used to forecast additional employment and wage earnings from indirect and induced economic impacts.

⁷ An evaluation of Colonial Town Park residential units (used as a prototype development for this study) showed the size of a residential unit ranged from 500-1500 square feet. The average size for a residential unit (which ranged from a studio to a 2 bedroom/2 bathroom with a garage) was 1000 square feet as calculated by PB.

7. Nominal wage rates, property value growth rates, and ad valorem tax rates were assumed to remain constant over the study period.
8. Sufficient capacity is present in the labor force in order to absorb additional employment attracted by the development.
9. Property values for build and no-build scenario parcels grow at 2% (in real terms) per year independent of changes in value from development. This number is derived from an analysis of compound annual growth in real property value in Tampa from 1987 through 2001. Tampa data were used instead of County data, because the latter extended back only through 1995, a period reflecting excessive and unrepresentative property value appreciation, including the effects of the housing bubble. Given the downturn in the market, PB viewed the average County growth rates to be too high to forecast long-term growth in the future.
10. An 85% efficiency rate was applied to the TOD build-out scenario.
11. An analysis period of 20 years (2009-2028) was used for benefit calculations.
12. TOD properties are sold immediately as construction for each phase finishes.

THE GOVERNOR'S JOB GROWTH GRANT JOINT APPLICATION

CITY OF MAITLAND

FOR ECONOMIC DEVELOPMENT
OPPORTUNITIES

EAST CENTRAL FLORIDA REGIONAL PLANNING COUNCIL | ORANGE COUNTY | MAITLAND | LAKE MARY | SANFORD | DEBARY





Florida Job Growth Grant Fund Public Infrastructure Grant Proposal

Proposal Instructions: The Florida Job Growth Grant Fund Proposal (this document) must be completed by the governmental entity applying for the grant and signed by either the chief elected official, the administrator for the governmental entity or their designee. Please read the proposal carefully as some questions may require a separate narrative to be completed.

Governmental Entity Information

Name of Governmental Entity: City of Maitland

Government Federal Employer Identification Number: [REDACTED]

Contact Information:

Primary Contact Name: Rick Lemke, P.E.

Title: Public Works Director

Mailing Address: 1776 Independence Lane
Maitland, FL 32751

Phone Number: (407) 539-6216

Email: rlemke@itsmymaitland.com

Public Infrastructure Grant Eligibility

Pursuant to section 288.101, F.S., the Florida Job Growth Grant Fund was created to promote economic opportunity by improving public infrastructure and enhancing workforce training. Eligible governmental entities that wish to access this grant fund must submit public infrastructure proposals that:

- Promote economic recovery in specific regions of the state, economic diversification or economic enhancement in a targeted industry. (View Florida's [Targeted Industries here.](#))
- Are not for the exclusive benefit of any single company, corporation or business entity.
- Are for infrastructure that is owned by the public and is for public use or predominately benefits the public.



1. Program Requirements:

Each proposal must include the following information describing how the project satisfies eligibility requirements listed on page 1.

- A. Provide the title and a detailed description of the public infrastructure improvements.

Marion Way Sidewalk Extension. Installation of sidewalk from Gamewell to Maitland Avenue. This project will complete pedestrian accessibility to the Sunrail Station from Maitland Avenue.

- B. Is this infrastructure owned by the public?

Yes No

- C. Is this infrastructure for public use or does it predominately benefit the public?

Yes No

- D. Will the public infrastructure improvements be for the exclusive benefit of any single company, corporation or business entity?

Yes No

- E. Provide a detailed explanation of how the public infrastructure improvements will connect to a broader economic development vision for the community and benefit additional current or future businesses.

This project will complete pedestrian accessibility to the Sunrail Station from Maitland Avenue. The proposed project is anticipated to increase ridership among Sunrail users to local and regional economic destinations throughout Central Florida.



F. Provide a detailed description of, and quantitative evidence demonstrating, how the proposed public infrastructure project will promote:

- Economic recovery in specific regions of the state;
- Economic diversification; or
- Economic enhancement of a Targeted Industry (View Florida's [Targeted Industries here.](#))
 - As part of this response, describe how the project will promote specific job growth. Include a description of the number of jobs that will be retained or created, the average wages of such jobs, and in which industry(ies) the jobs will be created using the North American Industry Classification System ([NAICS](#)) codes. Where applicable, you may list specific businesses that will retain or grow jobs or make capital investment.
 - Further, include the economic impact on the community, region, or state and the associated metrics used to measure the success of the proposed project.

The proposed project will increase the property values of area properties and provide accessibility for residents and businesses to connect to multi-modal facilities (i.e. Sunrail). This will alleviate traffic and promote economic growth and prosperity throughout the region.

If additional space is needed, attach a word document with your entire answer.



2. Additional Information:

A. Is this project an expansion of an existing infrastructure project?

Yes No

B. Provide the proposed commencement date and number of days required to complete construction of the public infrastructure project.

Anticipated commencement Spring 2018 with a 180 day construction duration.

C. What is the location of the public infrastructure? (Provide the road number, if applicable.)

Marion Way from Gamewell to Maitland Avenue.

D. Who is responsible for maintenance and upkeep? (Indicate if more than one are applicable.)

Federal State County City Other _____

E. What permits are necessary for the public infrastructure project?

If additional space is needed, attach a word document with your entire answer.

F. Detail whether required permits have been secured, and if not, detail the timeline for securing these permits. Additionally, if any required permits are local permits, will these permits be prioritized?

None needed

G. What is the future land use and zoning designation on the proposed site of the infrastructure improvements, and will the improvements conform to those uses?

Future Land Use is Low Density Residential (LDR) and Zoning is Residential (R-3 and RS-4) and PD (institutional use). Improvements are consistent with the City's Land Use and Zoning districts.



H. Will an amendment to the local comprehensive plan or a development order be required on the site of the proposed project or on adjacent property to accommodate the infrastructure and potential current or future job creation opportunities? If yes, please detail the timeline.

Yes No

If additional space is needed, attach a word document with your entire answer.

I. Is the project ready to commence upon grant fund approval and contract execution? If no, please explain.

Yes No

If additional space is needed, attach a word document with your entire answer.

J. Does this project have a local match amount?

Yes No

If yes, please describe the entity providing the match and the amount.

Project has matching funding in the City's CIP in FY2018.

K. Provide any additional information or attachments to be considered for this proposal.

If additional space is needed, attach a word document with your entire answer.



3. Program Budget

Estimated Costs and Sources of Funding: Include all applicable public infrastructure costs and other funding sources available to support the proposal.

A. Public Infrastructure Project Costs:

Construction	\$ 65,000		
Reconstruction	\$ 0		
Design & Engineering	\$ 0		
Land Acquisition	\$ 0		
Land Improvement	\$ 0		
Other	\$ 10,000	Please Specify:	Engineering
Total Project Costs	\$ 75,000		

B. Other Public Infrastructure Project Funding Sources:

City/County	\$ 0		
Private Sources	\$ 0		
Other (grants, etc.)	\$ 0	Please Specify:	
Total Other Funding	\$		
Total Amount Requested	\$ 75,000		

Note: The total amount requested must equal the difference between the public infrastructure project costs in 3.A. and the other public infrastructure project funding sources in 3.B.

C. Provide a detailed budget narrative, including the timing and steps necessary to obtain the funding and any other pertinent budget-related information.

The project is tentatively funding the the City's FY2018 CIP.



4. Approvals and Authority

- A. If the governmental entity is awarded grant funds based on this proposal, what approvals must be obtained before it can execute a grant agreement with the Florida Department of Economic Opportunity (e.g., approval of a board, commission or council)?

City Council approval

- B. If approval of a board, commission, council or other group is needed prior to execution of an agreement between the governmental entity and the Florida Department of Economic Opportunity:

- i. Provide the schedule of upcoming meetings for the group for a period of at least six months.

City Council meeting are held the first and third Monday of every month.

- ii. State whether that group can hold special meetings, and if so, upon how many days' notice.

n/a


- C. Attach evidence that the undersigned has all necessary authority to execute this proposal on behalf of the governmental entity. This evidence may take a variety of forms, including but not limited to: a delegation of authority, citation to relevant laws or codes, policy documents, etc.



I, the undersigned, do hereby certify that I have express authority to sign this proposal on behalf of the above-described governmental entity.

Name of Governmental Entity: City of Maitland

Name and Title of Authorized Representative: Rick Lemke, P.E.

Representative Signature: Print, sign, scan and attach with form submission. 

Signature Date: 8-23-17



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Government Federal Employer Identification Number: ██████████

Contact Information:

Primary Contact Name: Rick Lemke, P.E.

Title: Public Works Director

Mailing Address: 1776 Independence Lane
Maitland, FL 32751

Phone Number: (407) 539-6216

Email: rlmke@itsmymaitland.com

Public Infrastructure Grant Eligibility

Pursuant to section 288.101, F.S., the Florida Job Growth Grant Fund was created to promote economic opportunity by improving public infrastructure and enhancing workforce training. Eligible governmental entities that wish to access this grant fund must submit public infrastructure proposals that:

- Promote economic recovery in specific regions of the state, economic diversification or economic enhancement in a targeted industry. (View Florida's [Targeted Industries here.](#))
- Are not for the exclusive benefit of any single company, corporation or business entity.
- Are for infrastructure that is owned by the public and is for public use or predominately benefits the public.



1. Program Requirements:

Each proposal must include the following information describing how the project satisfies eligibility requirements listed on page 1.

- A. Provide the title and a detailed description of the public infrastructure improvements.

Gamewell Avenue Stormwater Improvement. Final design and construction of a stormwater drainage system to alleviate localized flooding of public right-of-way and private property.

- B. Is this infrastructure owned by the public?

Yes No

- C. Is this infrastructure for public use or does it predominately benefit the public?

Yes No

- D. Will the public infrastructure improvements be for the exclusive benefit of any single company, corporation or business entity?

Yes No

- E. Provide a detailed explanation of how the public infrastructure improvements will connect to a broader economic development vision for the community and benefit additional current or future businesses.
-



F. Provide a detailed description of, and quantitative evidence demonstrating, how the proposed public infrastructure project will promote:

- Economic recovery in specific regions of the state;
- Economic diversification; or
- Economic enhancement of a Targeted Industry (View Florida's [Targeted Industries here.](#))
 - As part of this response, describe how the project will promote specific job growth. Include a description of the number of jobs that will be retained or created, the average wages of such jobs, and in which industry(ies) the jobs will be created using the North American Industry Classification System (NAICS) codes. Where applicable, you may list specific businesses that will retain or grow jobs or make capital investment.
 - Further, include the economic impact on the community, region, or state and the associated metrics used to measure the success of the proposed project.

The proposed project will increased the property values of area properties and provide for opportunities to redevelop to maximize economic impact on the area. Failure to alleviate the current drainage issues can discourage redevelopment and investment in our neighborhood and region.

If additional space is needed, attach a word document with your entire answer.



2. Additional Information:

A. Is this project an expansion of an existing infrastructure project?

Yes No

B. Provide the proposed commencement date and number of days required to complete construction of the public infrastructure project.

Anticipated commencement Spring 2018 with a 180 day construction duration.

C. What is the location of the public infrastructure? (Provide the road number, if applicable.)

Gamewell Avenue from E. Lake Sybelia to Greenwood Avenue.

D. Who is responsible for maintenance and upkeep? (Indicate if more than one are applicable.)

Federal State County City Other _____

E. What permits are necessary for the public infrastructure project?

St. Johns permit.

F. Detail whether required permits have been secured, and if not, detail the timeline for securing these permits. Additionally, if any required permits are local permits, will these permits be prioritized?

No permits have been secured at this time. We anticipate the ability to obtain permits in the first quarter of 2018. No local permitting will be required.

G. What is the future land use and zoning designation on the proposed site of the infrastructure improvements, and will the improvements conform to those uses?

Future Land Use is Low Density Residential (LDR) and Zoning is Residential (R-3). Improvements are consistent with the City's Land Use and Zoning districts.



H. Will an amendment to the local comprehensive plan or a development order be required on the site of the proposed project or on adjacent property to accommodate the infrastructure and potential current or future job creation opportunities? If yes, please detail the timeline.

Yes No

If additional space is needed, attach a word document with your entire answer.

I. Is the project ready to commence upon grant fund approval and contract execution? If no, please explain.

Yes No

If additional space is needed, attach a word document with your entire answer.

J. Does this project have a local match amount?

Yes No

If yes, please describe the entity providing the match and the amount.

Project has matching funding in the City's CIP in FY2021. Should the grant be awarded, the City will advance the project.

K. Provide any additional information or attachments to be considered for this proposal.

If additional space is needed, attach a word document with your entire answer.



3. Program Budget

Estimated Costs and Sources of Funding: Include all applicable public infrastructure costs and other funding sources available to support the proposal.

A. Public Infrastructure Project Costs:

Construction	\$ 400,000.00		
Reconstruction	\$ 0		
Design & Engineering	\$ 40,000.00		
Land Acquisition	\$ 0		
Land Improvement	\$ 0		
Other	\$ 60,000.00	Please Specify:	inspection
Total Project Costs	\$ 500,000.00		

B. Other Public Infrastructure Project Funding Sources:

City/County	\$ 0		
Private Sources	\$ 0		
Other (grants, etc.)	\$ 0	Please Specify:	_____
Total Other Funding	\$		
Total Amount Requested	\$ 500,000.00		

Note: The total amount requested must equal the difference between the public infrastructure project costs in 3.A. and the other public infrastructure project funding sources in 3.B.

C. Provide a detailed budget narrative, including the timing and steps necessary to obtain the funding and any other pertinent budget-related information.

The project is tentatively funding the the City's FY2021 CIP. Grant approval would allow the City to advance the project.



4. Approvals and Authority

- A. If the governmental entity is awarded grant funds based on this proposal, what approvals must be obtained before it can execute a grant agreement with the Florida Department of Economic Opportunity (e.g., approval of a board, commission or council)?

City Council approval

- B. If approval of a board, commission, council or other group is needed prior to execution of an agreement between the governmental entity and the Florida Department of Economic Opportunity:

- i. Provide the schedule of upcoming meetings for the group for a period of at least six months.

City Council meeting are held the first and third Monday of every month.

- ii. State whether that group can hold special meetings, and if so, upon how many days' notice.

n/a


- C. Attach evidence that the undersigned has all necessary authority to execute this proposal on behalf of the governmental entity. This evidence may take a variety of forms, including but not limited to: a delegation of authority, citation to relevant laws or codes, policy documents, etc.



I, the undersigned, do hereby certify that I have express authority to sign this proposal on behalf of the above-described governmental entity.

Name of Governmental Entity: City of Maitland

Name and Title of Authorized Representative: Rick Lemke, P.E.

Representative Signature: Print, sign, scan and attach with form submission. 

Signature Date: 8-23-17



Florida Job Growth Grant Fund Public Infrastructure Grant Proposal

Proposal Instructions: The Florida Job Growth Grant Fund Proposal (this document) must be completed by the governmental entity applying for the grant and signed by either the chief elected official, the administrator for the governmental entity or their designee. Please read the proposal carefully as some questions may require a separate narrative to be completed.

Governmental Entity Information

Name of Governmental Entity: City of Maitland

Government Federal Employer Identification Number: ██████████

Contact Information:

Primary Contact Name: Rick Lemke, P.E.

Title: Public Works Director

Mailing Address: 1776 Independence Lane
Maitland, FL 32751

Phone Number: (407) 539-6216

Email: rlemke@itsmymaitland.com

Public Infrastructure Grant Eligibility

Pursuant to section 288.101, F.S., the Florida Job Growth Grant Fund was created to promote economic opportunity by improving public infrastructure and enhancing workforce training. Eligible governmental entities that wish to access this grant fund must submit public infrastructure proposals that:

- Promote economic recovery in specific regions of the state, economic diversification or economic enhancement in a targeted industry. (View Florida's [Targeted Industries here.](#))
- Are not for the exclusive benefit of any single company, corporation or business entity.
- Are for infrastructure that is owned by the public and is for public use or predominately benefits the public.



1. Program Requirements:

Each proposal must include the following information describing how the project satisfies eligibility requirements listed on page 1.

- A. Provide the title and a detailed description of the public infrastructure improvements.

Sybelia Sidewalk Extension. Installation of sidewalk from Gamewell to U.S. 17/92. This project will enhance pedestrian accessibility from surrounding neighborhoods to or commercial centers along U.S. 17/92.

- B. Is this infrastructure owned by the public?

Yes No

- C. Is this infrastructure for public use or does it predominately benefit the public?

Yes No

- D. Will the public infrastructure improvements be for the exclusive benefit of any single company, corporation or business entity?

Yes No

- E. Provide a detailed explanation of how the public infrastructure improvements will connect to a broader economic development vision for the community and benefit additional current or future businesses.

his project will enhance pedestrian accessibility from surrounding neighborhoods to or commercial centers along U.S. 17/92 and provide safe pedestrian access across existing railroad tracks.



F. Provide a detailed description of, and quantitative evidence demonstrating, how the proposed public infrastructure project will promote:

- Economic recovery in specific regions of the state;
- Economic diversification; or
- Economic enhancement of a Targeted Industry (View Florida's [Targeted Industries here.](#))
 - As part of this response, describe how the project will promote specific job growth. Include a description of the number of jobs that will be retained or created, the average wages of such jobs, and in which industry(ies) the jobs will be created using the North American Industry Classification System ([NAICS](#)) codes. Where applicable, you may list specific businesses that will retain or grow jobs or make capital investment.
 - Further, include the economic impact on the community, region, or state and the associated metrics used to measure the success of the proposed project.

The proposed project will increase the property values of area properties and provide accessibility for residents and businesses to connect to commercial centers along major retail and office corridors. The sidewalk will also provide safe access across an existing railroad.

If additional space is needed, attach a word document with your entire answer.



2. Additional Information:

A. Is this project an expansion of an existing infrastructure project?

Yes No

B. Provide the proposed commencement date and number of days required to complete construction of the public infrastructure project.

Anticipated commencement Summer 2018 with a 180 day construction duration.

C. What is the location of the public infrastructure? (Provide the road number, if applicable.)

Gamewell to U.S. 17/92.

D. Who is responsible for maintenance and upkeep? (Indicate if more than one are applicable.)

Federal State County City Other _____

E. What permits are necessary for the public infrastructure project?

If additional space is needed, attach a word document with your entire answer.

F. Detail whether required permits have been secured, and if not, detail the timeline for securing these permits. Additionally, if any required permits are local permits, will these permits be prioritized?

DOT right-of-Way permit. Permits have not been secured. The City anticipates applying for said permits upon grant approval. No local permits are required.

G. What is the future land use and zoning designation on the proposed site of the infrastructure improvements, and will the improvements conform to those uses?

Future Land Use is Low to Medium Density Residential (LMDR) and Professional Office (PO) and Zoning is Residential (RG-1) and General Commercial (GC). Improvements are consistent with the City's Land Use and Zoning districts.



H. Will an amendment to the local comprehensive plan or a development order be required on the site of the proposed project or on adjacent property to accommodate the infrastructure and potential current or future job creation opportunities? If yes, please detail the timeline.

Yes No

If additional space is needed, attach a word document with your entire answer.

I. Is the project ready to commence upon grant fund approval and contract execution? If no, please explain.

Yes No

If additional space is needed, attach a word document with your entire answer.

J. Does this project have a local match amount?

Yes No

If yes, please describe the entity providing the match and the amount.

If additional space is needed, attach a word document with your entire answer.

K. Provide any additional information or attachments to be considered for this proposal.

If additional space is needed, attach a word document with your entire answer.



3. Program Budget

Estimated Costs and Sources of Funding: Include all applicable public infrastructure costs and other funding sources available to support the proposal.

A. Public Infrastructure Project Costs:

Construction	\$ 40,000		
Reconstruction	\$ 0		
Design & Engineering	\$ 10,000		
Land Acquisition	\$ 0		
Land Improvement	\$ 0		
Other	\$ _____	Please Specify:	_____
Total Project Costs	\$ 50,000		

B. Other Public Infrastructure Project Funding Sources:

City/County	\$ 0		
Private Sources	\$ 0		
Other (grants, etc.)	\$ 0	Please Specify:	_____
Total Other Funding	\$ _____		
Total Amount Requested	\$ 50,000		

Note: The total amount requested must equal the difference between the public infrastructure project costs in 3.A. and the other public infrastructure project funding sources in 3.B.

C. Provide a detailed budget narrative, including the timing and steps necessary to obtain the funding and any other pertinent budget-related information.

The project is currently unfunded.



4. Approvals and Authority

- A. If the governmental entity is awarded grant funds based on this proposal, what approvals must be obtained before it can execute a grant agreement with the Florida Department of Economic Opportunity (e.g., approval of a board, commission or council)?

City Council approval

- B. If approval of a board, commission, council or other group is needed prior to execution of an agreement between the governmental entity and the Florida Department of Economic Opportunity:

- i. Provide the schedule of upcoming meetings for the group for a period of at least six months.

City Council meeting are held the first and third Monday of every month.

- ii. State whether that group can hold special meetings, and if so, upon how many days' notice.

n/a

- C. Attach evidence that the undersigned has all necessary authority to execute this proposal on behalf of the governmental entity. This evidence may take a variety of forms, including but not limited to: a delegation of authority, citation to relevant laws or codes, policy documents, etc.



I, the undersigned, do hereby certify that I have express authority to sign this proposal on behalf of the above-described governmental entity.

Name of Governmental Entity: City of Maitland

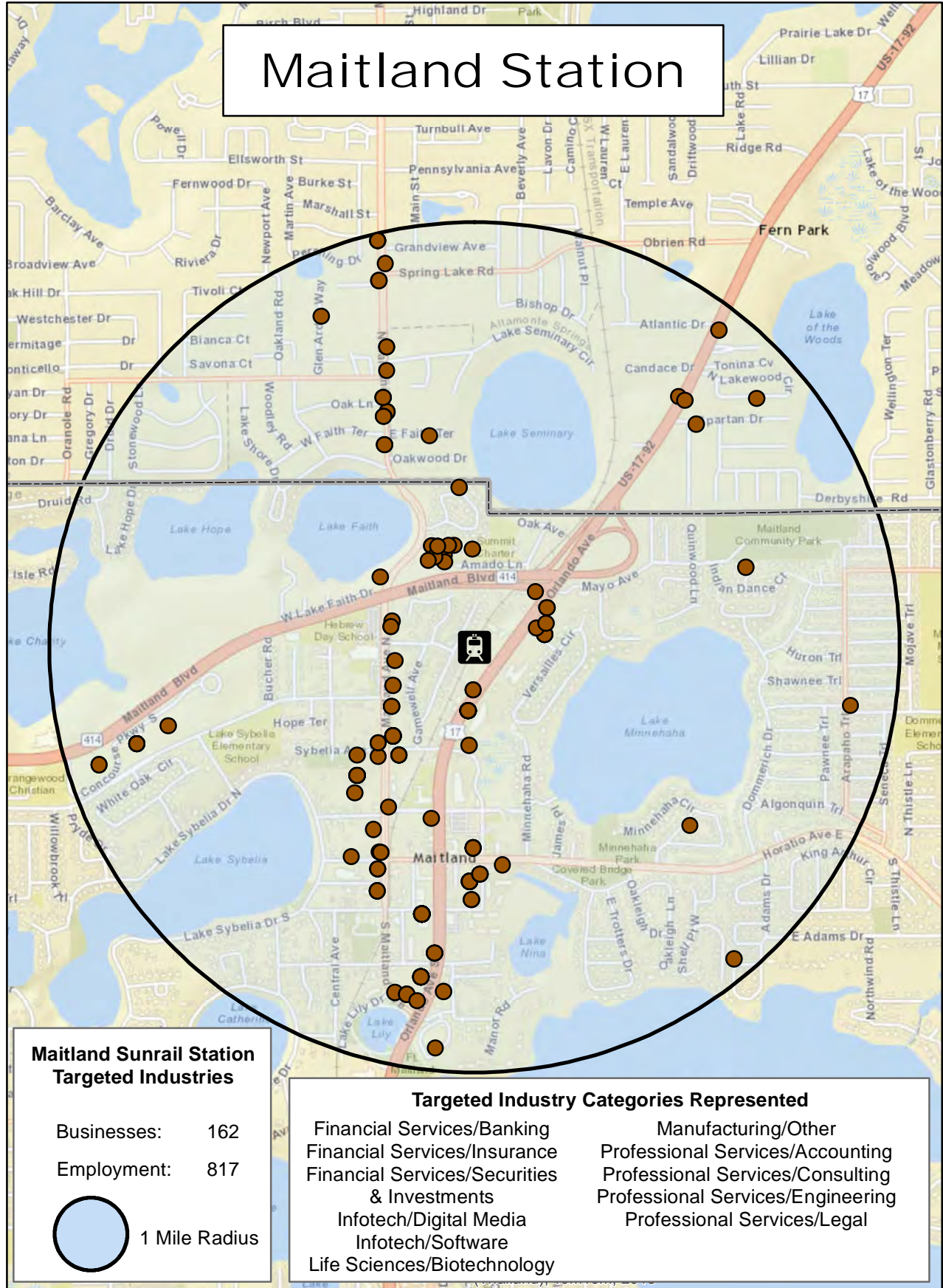
Name and Title of Authorized Representative: Rick Lemke, P.E.

Representative Signature: Print, sign, scan and attach with form submission

Signature Date: 8-23-17

Florida Job Growth Grant Fund

Businesses in a Targeted Industry
 Located within 1 Mile of Selected SunRail Commuter Rail Stations



Maitland Station
Targeted Industry Companies within One Mile of SunRail Station

Company Name	Address	City	State	ZIP Code	ZIP Four	Primary NAICS	Primary NAICS Description	Location Employee Size Actual	Targeted Industry Category
A & N Title Inc	500 N Maitland Ave # 111	Maitland	FL	32751	4440	524127	Direct Title Insurance Carriers	2	FINANCIAL SERVICES/INSURANCE
Accurate Advisory Group	674 Maitland Ave	Altamonte Spgs	FL	32701	6862	541614	Process, Physical Distr/Logistics Consulting Svcs	3	PROFESSIONAL SERVICES/CONSULTING
Advantage Insurance & Fncl Svc	PO Box 940576	Maitland	FL	32794	576	524210	Insurance Agencies & Brokerages	3	FINANCIAL SERVICES/INSURANCE
Alexander Financial Group	541 S Orlando Ave # 206	Maitland	FL	32751	5669	524210	Insurance Agencies & Brokerages	7	FINANCIAL SERVICES/INSURANCE
All Life Needs Insurance	674 Maitland Ave	Altamonte Spgs	FL	32701	6862	524210	Insurance Agencies & Brokerages	4	FINANCIAL SERVICES/INSURANCE
Allstate Insurance	668 N Orlando Ave # 1009	Maitland	FL	32751	4460	524210	Insurance Agencies & Brokerages	3	FINANCIAL SERVICES/INSURANCE
AM Comp		Maitland	FL	32751		524210	Insurance Agencies & Brokerages	3	FINANCIAL SERVICES/INSURANCE
Amber Jade F Johnson Pa	471 N Maitland Ave	Maitland	FL	32751	4725	541110	Offices Of Lawyers	2	PROFESSIONAL SERVICES/LEGAL
Ameri Path	1101 N Maitland Ave	Maitland	FL	32751	4346	621511	Medical Laboratories	3	LIFE SCIENCES
Ann Marie Giordano-Gilden Pa	151 Lookout Pl # 110	Maitland	FL	32751	8403	541110	Offices Of Lawyers	1	PROFESSIONAL SERVICES/LEGAL
Avmed Health Plan	541 S Orlando Ave # 205	Maitland	FL	32751	5669	524210	Insurance Agencies & Brokerages	3	FINANCIAL SERVICES/INSURANCE
Aya Associates Of Florida	331 N Maitland Ave # D8	Maitland	FL	32751	4755	511210	Software Publishers	16	INFOTECH/SOFTWARE
Bailey & Fisher	875 Concourse Pkwy S # 195	Maitland	FL	32751	6147	541110	Offices Of Lawyers	10	PROFESSIONAL SERVICES/LEGAL
Bailey Zobel Pielcher	610 S Maitland Ave	Maitland	FL	32751	5624	541110	Offices Of Lawyers	2	PROFESSIONAL SERVICES/LEGAL
Barry Kalmanson Esq	500 N Maitland Ave # 305	Maitland	FL	32751	4463	541110	Offices Of Lawyers	4	PROFESSIONAL SERVICES/LEGAL
Bb & T J Rolfe Davis Ins Agcy	850 Concourse Pkwy S # 200	Maitland	FL	32751	6145	524210	Insurance Agencies & Brokerages	2	FINANCIAL SERVICES/INSURANCE
Bedford Capital Southeast LLC	431 E Horatio Ave # 310	Maitland	FL	32751	4560	541219	Other Accounting Services	5	PROFESSIONAL SERVICES/ACCOUNTING
Benefits Division Inc	125 S Swoope Ave # 210	Maitland	FL	32751	5784	541612	Human Resources Consulting Services	5	PROFESSIONAL SERVICES/CONSULTING
Benjamin H Moore P A	720 N Maitland Ave	Maitland	FL	32751	8439	541211	Offices Of Certified Public Accountants	2	PROFESSIONAL SERVICES/ACCOUNTING
BFG Communication	225 S Swoope Ave # 201	Maitland	FL	32751	5786	541613	Marketing Consulting Services	6	PROFESSIONAL SERVICES/CONSULTING
Bichler Kelley Oliver & Longo	541 S Orlando Ave # 310	Maitland	FL	32751	5669	541110	Offices Of Lawyers	20	PROFESSIONAL SERVICES/LEGAL
Bimbo Bakeries USA	9400 S US Highway 17/92	Maitland	FL	32751	3352	311811	Retail Bakeries	3	OTHER MANUFACTURING
Blake, Thomas CPA	668 N Orlando Ave # 1022	Maitland	FL	32751	4459	541211	Offices Of Certified Public Accountants	2	PROFESSIONAL SERVICES/ACCOUNTING
Bob Kimbrel Insurance	682 Maitland Ave	Altamonte Spgs	FL	32701	6862	524210	Insurance Agencies & Brokerages	4	FINANCIAL SERVICES/INSURANCE
Bowen Miclette & Britt Of Fl	1020 N Orlando Ave # 200	Maitland	FL	32751	4514	524210	Insurance Agencies & Brokerages	80	FINANCIAL SERVICES/INSURANCE
Boyd Environmental Engineering	166 Lookout Pl	Maitland	FL	32751	4496	541330	Engineering Services	2	PROFESSIONAL SERVICES/ENGINEERING
Brietz Accounting Svc	807 Glen Arden Way	Altamonte Spgs	FL	32701	6817	541219	Other Accounting Services	2	PROFESSIONAL SERVICES/ACCOUNTING
Brightwater Capital LLC	850 Concourse Pkwy S # 120	Maitland	FL	32751	6144	523910	Miscellaneous Intermediation	3	FINANCIAL SERVICES
Brockman Insurance Group	721 Maitland Ave	Altamonte Spgs	FL	32701	6835	524210	Insurance Agencies & Brokerages	3	FINANCIAL SERVICES/INSURANCE
Brown, Kenneth D Agt	PO Box 948117	Maitland	FL	32794	8117	524210	Insurance Agencies & Brokerages	2	FINANCIAL SERVICES/INSURANCE
Bruce H Kauffman Pa	1750 N Maitland Ave	Maitland	FL	32751	3353	541110	Offices Of Lawyers	5	PROFESSIONAL SERVICES/LEGAL
Bryan Stewart-Ameriprise Fncl	217 S Swoope Ave	Maitland	FL	32751	5717	523930	Investment Advice	1	FINANCIAL SERVICES/INVESTMENTS
Burg Photographix Inc	932 N Maitland Ave	Maitland	FL	32751	4498	541922	Commercial Photography	2	PROFESSIONAL SERVICES
Businesssuccesstrainingwww Bus	465 S Orlando Ave # 123	Maitland	FL	32751	5654	541612	Human Resources Consulting Services	11	PROFESSIONAL SERVICES/CONSULTING
CARINSURANCE.COM	1535 N Maitland Ave	Maitland	FL	32751	3317	524210	Insurance Agencies & Brokerages	3	FINANCIAL SERVICES/INSURANCE
Central Fl Engrng Conslns LLC	500 N Maitland Ave # 102	Maitland	FL	32751	4440	541330	Engineering Services	2	PROFESSIONAL SERVICES/ENGINEERING
Central Floridia Group Svc	520 Versailles Dr 210	Maitland	FL	32751		541990	All Other Professional, Scientific/Technical Svcs	2	PROFESSIONAL SERVICES
Central Voice Inc	525 Sybelia Pkwy # 318	Maitland	FL	32751	4522	423420	Office Equipment Merchant Wholesalers	1	PROFESSIONAL SERVICES/ACCOUNTING
Chase	431 E Horatio Ave # 100	Maitland	FL	32751	4560	523930	Investment Advice	5	FINANCIAL SERVICES/INVESTMENTS
Civil Site Engineering	1645 N Maitland Ave	Maitland	FL	32751	3319	541330	Engineering Services	5	PROFESSIONAL SERVICES/ENGINEERING
Claims Management Svc	1660 N Maitland Ave	Maitland	FL	32751	3320	524291	Claims Adjusting	10	FINANCIAL SERVICES/INSURANCE
Clayton, Craig R CPA	668 N Orlando Ave # 1013	Maitland	FL	32751	4459	541211	Offices Of Certified Public Accountants	2	PROFESSIONAL SERVICES/ACCOUNTING
Consulate Hq Fl	800 Concourse Pkwy S # 200	Maitland	FL	32751	6148	541690	Other Scientific & Technical Consulting Services	5	PROFESSIONAL SERVICES/CONSULTING
Cramer & Rauegger Inc	800 N Maitland Ave # 204	Maitland	FL	32751	4499	525990	Other Financial Vehicles	6	FINANCIAL SERVICES/INSURANCE
CRS Hotels	237 Lookout Pl	Maitland	FL	32751	8433	541990	All Other Professional, Scientific/Technical Svcs	1	PROFESSIONAL SERVICES
Elite Financial Partners	630 S Maitland Ave # 210	Maitland	FL	32751	5624	523930	Investment Advice	5	FINANCIAL SERVICES/INVESTMENTS
Envirometrics Consulting Group	465 S Orlando Ave # 210	Maitland	FL	32751	5654	541614	Process, Physical Distr/Logistics Consulting Svcs	1	PROFESSIONAL SERVICES/CONSULTING
Envoy Mortgage	670 N Orlando Ave # 202	Maitland	FL	32751	4465	523930	Investment Advice	3	FINANCIAL SERVICES/INVESTMENTS
Estate Planning-Legacy Law Ctr	159 Lookout Pl # 101	Maitland	FL	32751	4466	541110	Offices Of Lawyers	10	PROFESSIONAL SERVICES/LEGAL
Fairway Financial LLC	529 Versailles Dr # 205	Maitland	FL	32751	4590	523930	Investment Advice	4	FINANCIAL SERVICES/INVESTMENTS
Felsing LLC	630 S Maitland Ave # 120	Maitland	FL	32751	5624	541219	Other Accounting Services	6	PROFESSIONAL SERVICES/ACCOUNTING
Ferguson R Mark Insurance	674 Maitland Ave	Altamonte Spgs	FL	32701	6862	524210	Insurance Agencies & Brokerages	4	FINANCIAL SERVICES/INSURANCE
Financial Harvest LLC	511 N Maitland Ave	Maitland	FL	32751	4421	523930	Investment Advice	4	FINANCIAL SERVICES/INVESTMENTS
Finnigan Law Firm Pa	1700 N Maitland Ave	Maitland	FL	32751	3321	541110	Offices Of Lawyers	2	PROFESSIONAL SERVICES/LEGAL
Floridia Financial Strategies	698 N Maitland Ave	Maitland	FL	32751	4407	523930	Investment Advice	4	FINANCIAL SERVICES/INVESTMENTS
Francoeur Law Firm	425 W Colonial Dr	Maitland	FL	32751		541110	Offices Of Lawyers	1	PROFESSIONAL SERVICES/LEGAL
Frederick C Barnes Pa	500 N Maitland Ave # 305	Maitland	FL	32751	4463	541110	Offices Of Lawyers	2	PROFESSIONAL SERVICES/LEGAL
G Charles Wohlust Law Office	341 N Maitland Ave # 346	Maitland	FL	32751	4782	541110	Offices Of Lawyers	3	PROFESSIONAL SERVICES/LEGAL

Maitland Station
Targeted Industry Companies within One Mile of SunRail Station

Company Name	Address	City	State	ZIP Code	ZIP Four	Primary NAICS	Primary NAICS Description	Location Employee Size Actual	Targeted Industry Category
Garfinke Trial Group	300 N Maitland Ave	Maitland	FL	32751	4724	541110	Offices Of Lawyers	2	PROFESSIONAL SERVICES/LEGAL
Gary R Dorst Pa	1590 N Maitland Ave	Maitland	FL	32751	3320	541110	Offices Of Lawyers	2	PROFESSIONAL SERVICES/LEGAL
Gentile Investments Inc	611 S Orlando Ave	Maitland	FL	32751	5611	523910	Miscellaneous Intermediation	3	FINANCIAL SERVICES
Glass, William Agt	850 Concourse Pkwy S # 200	Maitland	FL	32751	6145	524210	Insurance Agencies & Brokerages	2	FINANCIAL SERVICES/INSURANCE
Grushka Financial Svc	235 S Maitland Ave # 206	Maitland	FL	32751	5638	524210	Insurance Agencies & Brokerages	2	FINANCIAL SERVICES/INSURANCE
Guida, Frank J CPA	500 N Maitland Ave # 215	Maitland	FL	32751	4462	541211	Offices Of Certified Public Accountants	2	PROFESSIONAL SERVICES/ACCOUNTING
Gulf State Credit Union	9405 S US Highway 17/92	Maitland	FL	32751	3364	522130	Credit Unions	17	FINANCIAL SERVICES/BANKING
Gulfstream Tax Group	125 S Swoope Ave	Maitland	FL	32751	5784	541219	Other Accounting Services	1	PROFESSIONAL SERVICES/ACCOUNTING
Gun Slingers Pawn Inc	8915 S US Highway 17/92	Maitland	FL	32751	3347	522298	All Other Nondepository Credit Intermediation	2	FINANCIAL SERVICES/BANKING
Hal Roen Pa	159 Lookout Pl # 202	Maitland	FL	32751	4466	541110	Offices Of Lawyers	3	PROFESSIONAL SERVICES/LEGAL
Healthmarkets Insurance-Carmen	151 N Maitland Ave # 941541	Maitland	FL	32794	2558	524210	Insurance Agencies & Brokerages	3	FINANCIAL SERVICES/INSURANCE
Hyperion Global Wealth Mgmt	225 S Swoope Ave # 104	Maitland	FL	32751	5786	523930	Investment Advice	2	FINANCIAL SERVICES/INVESTMENTS
ICC Thermal Mapping	600 S Orlando Ave	Maitland	FL	32751	5660	541380	Testing Laboratories	5	LIFE SCIENCES
Informa Software	631 N Wymore Rd # 150	Maitland	FL	32751		511210	Software Publishers	12	INFOTECH/SOFTWARE
Ingrande, Jessica H Agt	850 Concourse Pkwy S # 200	Maitland	FL	32751	6145	524210	Insurance Agencies & Brokerages	2	FINANCIAL SERVICES/INSURANCE
Insurance Programs Of Amer Inc	151 Lookout Pl # 110	Maitland	FL	32751	8403	524210	Insurance Agencies & Brokerages	5	FINANCIAL SERVICES/INSURANCE
Internet Depot	711 N Orlando Ave	Maitland	FL	32751	4403	518210	Data Processing, Hosting & Related Services	2	INFOTECH/DIGITAL MEDIA
J Rolfe Davis Insurance Agency	850 Concourse Pkwy S # 200	Maitland	FL	32751	6145	524210	Insurance Agencies & Brokerages	2	FINANCIAL SERVICES/INSURANCE
James Panico Pa	111 S Maitland Ave # 100	Maitland	FL	32751	5628	541110	Offices Of Lawyers	2	PROFESSIONAL SERVICES/LEGAL
Jennifer Jacob Law Office LLC	1555 N Maitland Ave	Maitland	FL	32751	3325	541110	Offices Of Lawyers	3	PROFESSIONAL SERVICES/LEGAL
John S Schoene Pa	341 N Maitland Ave # 260	Maitland	FL	32751	4782	541110	Offices Of Lawyers	2	PROFESSIONAL SERVICES/LEGAL
Jones Financial Svc	341 N Maitland Ave # 360	Maitland	FL	32751	4708	523930	Investment Advice	4	FINANCIAL SERVICES/INVESTMENTS
K & K Insurance Group Inc		Maitland	FL	32751		524210	Insurance Agencies & Brokerages	40	FINANCIAL SERVICES/INSURANCE
Kal Adjusting I LLC	235 S Maitland Ave # 201	Maitland	FL	32751	5638	524291	Claims Adjusting	9	FINANCIAL SERVICES/INSURANCE
KANE & Koltun Attorneys At Law	150 Spartan Dr # 100	Maitland	FL	32751	3463	541110	Offices Of Lawyers	4	PROFESSIONAL SERVICES/LEGAL
Keith Altizer & Co P A Cpa's	431 E Horatio Ave # 300	Maitland	FL	32751	4531	541211	Offices Of Certified Public Accountants	16	PROFESSIONAL SERVICES/ACCOUNTING
Keith Svendby LLC	500 N Maitland Ave # 300	Maitland	FL	32751	4463	523930	Investment Advice	3	FINANCIAL SERVICES/INVESTMENTS
Kutner, Steven R	260 Lookout Pl # 205	Maitland	FL	32751	4485	541110	Offices Of Lawyers	2	PROFESSIONAL SERVICES/LEGAL
Langston Hess & Moyles	111 S Maitland Ave # 101	Maitland	FL	32751	5628	541110	Offices Of Lawyers	2	PROFESSIONAL SERVICES/LEGAL
Laughna Consulting		Maitland	FL	32751		541612	Human Resources Consulting Services	4	PROFESSIONAL SERVICES/CONSULTING
Lee Jay Colling & Assoc Pa	529 Versailles Dr # 103	Maitland	FL	32751	4589	541110	Offices Of Lawyers	3	PROFESSIONAL SERVICES/LEGAL
Lemastus Mcdonough	850 Concourse Pkwy S	Maitland	FL	32751	6145	541219	Other Accounting Services	3	PROFESSIONAL SERVICES/ACCOUNTING
Level 3 Communications	380 North Lake Destiny Rd	Maitland	FL	32751		517919	All Other Telecommunications	10	INFOTECH/TELECOMMUNICATIONS
Lieben Marketing Svc Inc	1741 Choctaw Trl	Maitland	FL	32751	3867	524210	Insurance Agencies & Brokerages	3	FINANCIAL SERVICES/INSURANCE
Linda J Barnby P A	1681 N Maitland Ave	Maitland	FL	32751	3319	541110	Offices Of Lawyers	2	PROFESSIONAL SERVICES/LEGAL
Louise B Zeuli Pa	850 Concourse Pkwy S	Maitland	FL	32751	6145	541110	Offices Of Lawyers	2	PROFESSIONAL SERVICES/LEGAL
M & M Insurers	670 N Orlando Ave	Maitland	FL	32751	4481	524210	Insurance Agencies & Brokerages	2	FINANCIAL SERVICES/INSURANCE
Madden Morrhead & Glunt	431 E Horatio Ave # 260	Maitland	FL	32751	7327	541330	Engineering Services	12	PROFESSIONAL SERVICES/ENGINEERING
Mark A Cornelius Law Office Pa	800 Maitland Ave	Altamonte Spgs	FL	32701	6837	541110	Offices Of Lawyers	2	PROFESSIONAL SERVICES/LEGAL
Marla Lambert-Ameriprise Fncl	217 S Swoope Ave	Maitland	FL	32751	5717	523930	Investment Advice	1	FINANCIAL SERVICES/INVESTMENTS
Mathias & Co	431 E Horatio Ave # 210	Maitland	FL	32751	4560	524291	Claims Adjusting	5	FINANCIAL SERVICES/INSURANCE
Matthew A Balady Insurance	469 S Orlando Ave	Maitland	FL	32751	5654	524210	Insurance Agencies & Brokerages	5	FINANCIAL SERVICES/INSURANCE
Mcgraw & Tattersall Pa	668 N Orlando Ave # 1007	Maitland	FL	32751	4460	541211	Offices Of Certified Public Accountants	2	PROFESSIONAL SERVICES/ACCOUNTING
Mellich-Blenden Engineering	500 N Maitland Ave # 304	Maitland	FL	32751	4463	541330	Engineering Services	2	PROFESSIONAL SERVICES/ENGINEERING
Merrimac	1020 N Orlando Ave # 200	Maitland	FL	32751	4514	524210	Insurance Agencies & Brokerages	6	FINANCIAL SERVICES/INSURANCE
Messina Insurance Inc	125 S Swoope Ave # 103	Maitland	FL	32751	5784	524210	Insurance Agencies & Brokerages	2	FINANCIAL SERVICES/INSURANCE
Mestdagh & Wall P A	541 S Orlando Ave # 203	Maitland	FL	32751	5669	541110	Offices Of Lawyers	4	PROFESSIONAL SERVICES/LEGAL
Michaels Allan President-Title	341 N Maitland Ave	Maitland	FL	32751	4783	524210	Insurance Agencies & Brokerages	1	FINANCIAL SERVICES/INSURANCE
Midwest Insurance Svc	158 Lookout Pl # 201	Maitland	FL	32751	4411	524210	Insurance Agencies & Brokerages	10	FINANCIAL SERVICES/INSURANCE
Money Concepts	100 E Sybelia Ave # 110	Maitland	FL	32751	4741	523930	Investment Advice	1	FINANCIAL SERVICES/INVESTMENTS
Ohab & Co	100 E Sybelia Ave # 130	Maitland	FL	32751	4773	541211	Offices Of Certified Public Accountants	5	PROFESSIONAL SERVICES/ACCOUNTING
Open Mri Of Orlando Inc	668 N Orlando Ave # 1005	Maitland	FL	32751	4480	621512	Diagnostic Imaging Centers	10	LIFE SCIENCES/DIAGNOSTIC TESTING
Orlando Investment Partners	125 S Swoope Ave # 201b	Maitland	FL	32751	5784	523930	Investment Advice	1	FINANCIAL SERVICES/INVESTMENTS
Parks Defilippo & Assoc	203 Lookout Pl	Maitland	FL	32751	8400	541211	Offices Of Certified Public Accountants	10	PROFESSIONAL SERVICES/ACCOUNTING
Pascale, Alan Agt	541 S Orlando Ave # 209	Maitland	FL	32751	5669	524210	Insurance Agencies & Brokerages	2	FINANCIAL SERVICES/INSURANCE
Philip A Carlin & Assoc Inc	215 S Swoope Ave	Maitland	FL	32751	5717	541211	Offices Of Certified Public Accountants	2	PROFESSIONAL SERVICES/ACCOUNTING
Physician's E D Ctr	100 E Sybelia Ave # 217	Maitland	FL	32751	4757	541614	Process, Physical Distr/Logistics Consulting Svcs	5	PROFESSIONAL SERVICES/CONSULTING
Pierre Louise Vladimyr PLLC	PO Box 941600	Maitland	FL	32794	1600	541211	Offices Of Certified Public Accountants	2	PROFESSIONAL SERVICES/ACCOUNTING

Maitland Station

Targeted Industry Companies within One Mile of SunRail Station

Company Name	Address	City	State	ZIP Code	ZIP Four	Primary NAICS	Primary NAICS Description	Location Employee Size Actual	Targeted Industry Category
Piton Environmental LLC	107 Whitecaps Cir	Maitland	FL	32751	5851	541714	Research-Devmnt In Biotechnology (Except Nanobio)	10	LIFE SCIENCES/BIO TECHNOLOGY
Ponall Law	253 N Orlando Ave	Maitland	FL	32751	5511	541110	Offices Of Lawyers	2	PROFESSIONAL SERVICES/LEGAL
Primequest Wealth Management	800 Maitland Ave	Altamonte Spgs	FL	32701	6837	523930	Investment Advice	3	FINANCIAL SERVICES/INVESTMENTS
Public Resources Mgmt Grp Inc	341 N Maitland Ave # 300	Maitland	FL	32751	4761	541330	Engineering Services	16	PROFESSIONAL SERVICES/ENGINEERING
Purcell, Don CPA	850 Concourse Pkwy S	Maitland	FL	32751	6145	541211	Offices Of Certified Public Accountants	2	PROFESSIONAL SERVICES/ACCOUNTING
R G C Marketing LLC	110 Kyle Dr	Maitland	FL	32751	4537	541618	Other Management Consulting Services	2	PROFESSIONAL SERVICES/CONSULTING
Ray Throne Clu Chfc	529 Versailles Dr # 102	Maitland	FL	32751	4589	523930	Investment Advice	2	FINANCIAL SERVICES/INVESTMENTS
Raymond James	541 S Orlando Ave # 209	Maitland	FL	32751	5669	523930	Investment Advice	3	FINANCIAL SERVICES/INVESTMENTS
Road Runner-High Speed Online		Maitland	FL	32751		518210	Data Processing, Hosting & Related Services	6	INFOTECH/DIGITAL MEDIA
S & S Brokerage Svc	825 Suwanee Ct	Maitland	FL	32751	4582	524210	Insurance Agencies & Brokerages	2	FINANCIAL SERVICES/INSURANCE
S 2I Inc	531 Versailles Dr # 202	Maitland	FL	32751	7301	541330	Engineering Services	10	PROFESSIONAL SERVICES/ENGINEERING
S K Consortium Inc	1053 N Orlando Ave # 3	Maitland	FL	32751	4470	541330	Engineering Services	6	PROFESSIONAL SERVICES/ENGINEERING
Sage Point Financial	220 Lookout Pl # 200	Maitland	FL	32751	8408	523120	Securities Brokerage	5	FINANCIAL SERVICES/SECURITIES AND INVESTMENTS
Shader, Gary E	1750 N Maitland Ave	Maitland	FL	32751	3353	541110	Offices Of Lawyers	2	PROFESSIONAL SERVICES/LEGAL
Shafe Group	154 S Lakewood Cir	Maitland	FL	32751	3443	523930	Investment Advice	1	FINANCIAL SERVICES/INVESTMENTS
Sigman Family Law	940 N Maitland Ave	Maitland	FL	32751	4429	541110	Offices Of Lawyers	2	PROFESSIONAL SERVICES/LEGAL
Simigon Inc	111 S Maitland Ave # 200	Maitland	FL	32751	5637	511210	Software Publishers	12	INFOTECH/SOFTWARE
Simon Law Group	540 E Horatio Ave # 225	Maitland	FL	32751	7300	541110	Offices Of Lawyers	4	PROFESSIONAL SERVICES/LEGAL
Six Degrees Mktng Insights	630 Maitland	Maitland	FL	32751		541613	Marketing Consulting Services	6	PROFESSIONAL SERVICES/CONSULTING
SMW Geosciences Inc	668 N Orlando Ave # 1009a	Maitland	FL	32751	4460	541690	Other Scientific & Technical Consulting Services	5	PROFESSIONAL SERVICES/CONSULTING
Solomon F Schick & Assoc Inc	175 Lookout Pl # 101	Maitland	FL	32751	8434	524210	Insurance Agencies & Brokerages	4	FINANCIAL SERVICES/INSURANCE
Spangler, Mark	1051 Maitland Center Commons B	Maitland	FL	32751		541110	Offices Of Lawyers	2	PROFESSIONAL SERVICES/LEGAL
Stanford, Jerry L CPA	932 N Maitland Ave # B	Maitland	FL	32751	4498	541211	Offices Of Certified Public Accountants	2	PROFESSIONAL SERVICES/ACCOUNTING
Stewardship Matters Inc	511 N Maitland Ave	Maitland	FL	32751	4421	523930	Investment Advice	2	FINANCIAL SERVICES/INVESTMENTS
Stirling Cooke East Coast Inc	100 E Sybelia Ave	Maitland	FL	32751	4763	524210	Insurance Agencies & Brokerages	3	FINANCIAL SERVICES/INSURANCE
Storage Group	668 N Orlando Ave # 210	Maitland	FL	32751	4459	541613	Marketing Consulting Services	10	PROFESSIONAL SERVICES/CONSULTING
Strategic Financial Group		Maitland	FL	32751		523930	Investment Advice	4	FINANCIAL SERVICES/INVESTMENTS
Superslow ZONE LLC	221 W Horatio Ave	Maitland	FL	32751	5531	541714	Research-Devmnt In Biotechnology (Except Nanobio)	10	LIFE SCIENCES/BIO TECHNOLOGY
Taylor Lombardi Hall & Wydra	875 Concourse Pkwy S # 100	Maitland	FL	32751	6147	541211	Offices Of Certified Public Accountants	2	PROFESSIONAL SERVICES/ACCOUNTING
Thomas, Don CPA	668 N Orlando Ave # 211	Maitland	FL	32751	4459	541211	Offices Of Certified Public Accountants	2	PROFESSIONAL SERVICES/ACCOUNTING
Timothy David Law Offices	100 E Faith Ter	Maitland	FL	32751	3302	541110	Offices Of Lawyers	3	PROFESSIONAL SERVICES/LEGAL
Tony Blankenship Insurance	1555 N Maitland Ave	Maitland	FL	32751	3325	524210	Insurance Agencies & Brokerages	4	FINANCIAL SERVICES/INSURANCE
Top Computers Inc	1535 N Maitland Ave	Maitland	FL	32751	3317	541511	Custom Computer Programming Services	1	INFOTECH/SOFTWARE
Total Fleet Solutions	123 Stone Hill Dr	Maitland	FL	32751	8416	541614	Process, Physical Distr/Logistics Consulting Svcs	6	PROFESSIONAL SERVICES/CONSULTING
Traffic Planning & Design Inc	535 Versailles Dr # 200	Maitland	FL	32751	7305	541690	Other Scientific & Technical Consulting Services	5	PROFESSIONAL SERVICES/CONSULTING
Trevisani Law Group PLLC	159 Lookout Pl # 201	Maitland	FL	32751	4466	541110	Offices Of Lawyers	4	PROFESSIONAL SERVICES/LEGAL
Tropical Business Integrators	125 S Swoope Ave	Maitland	FL	32751	5784	541511	Custom Computer Programming Services	6	INFOTECH/SOFTWARE
W B Jordan Investments Inc	245 Quayside Cir	Maitland	FL	32751	5795	523910	Miscellaneous Intermediation	1	FINANCIAL SERVICES
Watermark International Inc		Maitland	FL	32751		541614	Process, Physical Distr/Logistics Consulting Svcs	3	PROFESSIONAL SERVICES/CONSULTING
Wealth-Bus Planning Group	125 S Swoope Ave # 109	Maitland	FL	32751	5784	523930	Investment Advice	5	FINANCIAL SERVICES/INVESTMENTS
Weinstein, Alan S CPA	500 N Maitland Ave # 308	Maitland	FL	32751	4463	541211	Offices Of Certified Public Accountants	2	PROFESSIONAL SERVICES/ACCOUNTING
Weinstein, Bernard M CPA	235 S Maitland Ave # 110	Maitland	FL	32751	5629	541211	Offices Of Certified Public Accountants	2	PROFESSIONAL SERVICES/ACCOUNTING
Weiss Legal Group PA	698 N Maitland Ave	Maitland	FL	32751	4407	541110	Offices Of Lawyers	8	PROFESSIONAL SERVICES/LEGAL
Wilkins Jr, Robert C	341 N Maitland Ave # 346	Maitland	FL	32751	4782	541110	Offices Of Lawyers	2	PROFESSIONAL SERVICES/LEGAL
Wilson Mccoy P A	711 N Orlando Ave # 202	Maitland	FL	32751	4403	541110	Offices Of Lawyers	1	PROFESSIONAL SERVICES/LEGAL
Windstream Communications	380 North Lake Destiny Rd	Maitland	FL	32751		518210	Data Processing, Hosting & Related Services	20	INFOTECH/DIGITAL MEDIA
Zonal Hospitality Systems Inc	206 W Sybelia Ave	Maitland	FL	32751	4739	423420	Office Equipment Merchant Wholesalers	10	PROFESSIONAL SERVICES/ACCOUNTING

**Florida Department of Transportation
Central Florida Commuter Rail Transit Project**

**Economic and Fiscal Impact
Analysis of Future Station
Transit Oriented Development**

Maitland Station
Orange County, Florida

Summary Report
Revised January 2009

Florida Department of Transportation
Central Florida Commuter Rail Transit (CFCRT)

**Economic and Fiscal Impact Analysis of Future Station
Transit Oriented Development (TOD)**

Maitland Station

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1 Executive Summary - Maitland TOD Impact

Background

The 61.5 mile, 17 station Central Florida Commuter Rail Transit (CFCRT) project will provide the opportunity not only to move people more efficiently, but also to build new, walkable, transit-oriented communities around selected stations, as well as strengthen existing communities around others.

In order to coordinate land use and transportation, FDOT reached out in November 2006, to agencies, major stakeholders and jurisdictions along the proposed project corridor. One part of the process involved holding a series of charrettes with local stakeholders. The sketch-level Transit Oriented Development (TOD) concepts developed for each of the 17 stations, and other charrette results, were compiled in FDOT's Transit Oriented Development Workshop Sketchbook, (Summer 2007) and in the Supplemental Land Use Document (September 2007), submitted in support of the New Starts application for the Initial Operating Segment (IOS) of the Central Florida Commuter Rail Transit project.

Overview: Fiscal and Economic Impacts of Potential Future TOD - Maitland Station

The purpose of this study is to provide a high-level analysis of economic impacts that could potentially accrue as a result of the construction of 17 Transit Oriented Development around stations within the communities along the Central Florida Commuter Rail Transit alignment.

A four-part analysis was conducted to determine the fiscal and economic impacts of the potential future TOD around the proposed Maitland Station in Orange County. The analysis was conducted on the future development potential spread across 200 land parcels totaling 340 acres within ½ mile radius of the station and includes:

- Potential future property values within the study area;
- Potential number of permanent jobs within the proposed future development.
- Potential numbers of direct, indirect, and induced jobs and earnings created in the area during construction. (Direct spending represents the immediate project construction expenditures. Indirect impacts represent the economic impacts resulting when construction companies purchase materials, supplies and services from other firms. Induced impacts reflect the benefits to retailing and other businesses when construction workers spend their earnings in the study area.)
- Potential direct, indirect, and induced employment and earnings created in Osceola, Orange, Volusia, and Seminole counties from permanent jobs. These earnings and jobs reflect an increase in economic activity and overall wealth in the area from the new permanent jobs (retail and commercial).

In order to find approximate potential land and building values for the potential Maitland station area development, an existing comparable development was used as a proxy; Colonial Town Park located in Seminole County, Florida. We believe the characteristics of this development are comparable with the future potential land uses for the Maitland station area community, and therefore serve as a good benchmark for this study. All dollar values in the report are presented in real \$2008 unless otherwise noted.

Potential future property values

Using the comparable development in Seminole County, Florida to serve as a "prototype" for this study, the potential value of the study area development at TOD build-out was estimated. With

construction of the rail line, appropriate land use policies and resumes economic growth, total parcel value could reach \$535 million¹ in 2028, with \$9 million in tax revenues in that year. This compares to a total parcel value forecast of \$356² million in 2028 and tax revenues of \$6 million, under the no-TOD scenario. For Seminole County, property values would be \$10 million in 2028, with \$155 thousand in tax revenues that year. The Seminole parcel value is assumed to be the same under the no-build scenario, since no change in land use will be taking place in that portion of the study area. Totaling the forecasted parcel values for both counties brings the future forecasted parcel value in the Maitland Station area to \$545 million in 2028.

Potential direct, indirect and induced jobs and earnings from construction

The construction of future development, at the indicative scale and type for the study area, will inevitably have an impact on the local economy due to an increase in demand for labor, and an increase in spending on supplies and materials. The US BEA RIMS II multipliers were applied to predict direct, indirect, and induced jobs and earnings within the study area and two neighboring counties: Volusia and Osceola, during the construction lifetime. The analysis forecasts that future TOD could contribute up to \$95 million in household earnings and 2,300 person-year jobs to the study area over the construction period.

Potential permanent jobs and economic impacts

Finally, considering increased commercial density within the study area, an estimate was made of potential permanent jobs expected within the future TOD. With the addition of new office and retail space to the existing parcels in study area, the TOD could attract up to 860 permanent jobs within ½ mile of the station. In addition, these new jobs and earnings will have impacts on the local economy, similar to those previously described for construction. Using US BEA RIMS II multipliers, an estimate was made of future direct, indirect, and induced permanent jobs and earnings from the new development. The future development's permanent economic impacts could include up to \$55 million in annual earnings to the surrounding counties and up to 2,000 permanent jobs.

Exhibit 1 shows a summary of the study results. Methodology for each calculation, and a more detailed analysis of the results are included in the subsequent sections of this report.

Exhibit 1: Summary Table of Maitland TOD Impact Study Results

Maitland Station <i>Seminole / Orange County</i>	
Future Study Area Property Value Potential (M \$2008)	\$545
Added Property Tax Collections 2028 (M \$2008)	\$3
Direct, Indirect, Induced Employment (Construction Jobs)	2,300
Earnings in Construction Sector (M \$2008)	\$95
Potential Permanent Jobs Created	\$860
Direct, Indirect, Induced Employment (From Perm. Jobs)	2,000
Direct, Indirect, Induced Earnings (From Perm. Jobs in M \$2008)	\$55

¹ 2008 dollars. Assumes a real annual growth in property value of 2%

² 2008 dollars. Assumes a real annual growth in property value of 2%

2 Study Overview

A four-part analysis was conducted to determine the fiscal and economic impacts of potential transit-oriented development in Seminole / Orange County, Florida. Impacts include future tax revenues from property in the new development within ½ mile of the proposed station, employment and earnings, as well as induced and indirect employment and earnings and the economic impacts of this ½ mile area on the study area and its neighboring counties, including Osceola and Volusia. Exhibit 2 shows the general location of the proposed CFCRT station and the study area parcels, with the ½ and ¼ mile radii from the station.

Exhibit 2: Map of Maitland Station TOD Impact Study Area

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The four-part analysis can be summarized as follows:

- Determination of potential property values under the TOD and no-TOD scenarios (and corresponding property taxes).
- RIMS II analysis of potential regional jobs and earnings created during the construction of the future TOD. This analysis estimates the total impact of additional construction spending on the Seminole / Orange County study area, including direct construction. Induced and indirect employment and earnings result when businesses supply goods and services to support construction, and also when construction workers spend on retail goods, services, and other consumption items. (RIMS II analysis employs RIMS II multipliers, which are generated by the U.S. Bureau of Economic Analysis from an input output economic model created specifically for the study area.)
- Potential permanent jobs attracted to the study area by future commercial development.
- RIMS II analysis of additional predicted regional jobs and earnings created as a result of the increase in permanent employment.

Since there will be no new construction happening in the Seminole County portion of the study area, most exhibits refer only to impacts brought about by new development in Orange County, unless otherwise noted.

A summary of the study assumptions is included at the end of this report.

3 Fiscal Analysis of Property Tax Revenues

3.1 Methodology

The following steps were taken to evaluate future property values and taxes for the Maitland TOD study area in Seminole/Orange County:

- 1) Determine current property taxes and tax rates for study area;
- 2) Find predicted real growth rate in property value for Seminole / Orange County;
- 3) Determine potential future value of study area parcels (and corresponding taxes);
- 4) Forecast baseline property value (no-TOD scenario) and compare to future property value (TOD scenario) over the next twenty years.

The four assessments and findings are summarized on the following page.

3.1.1 Determination of Study Area Current Property Taxes and Tax Rates

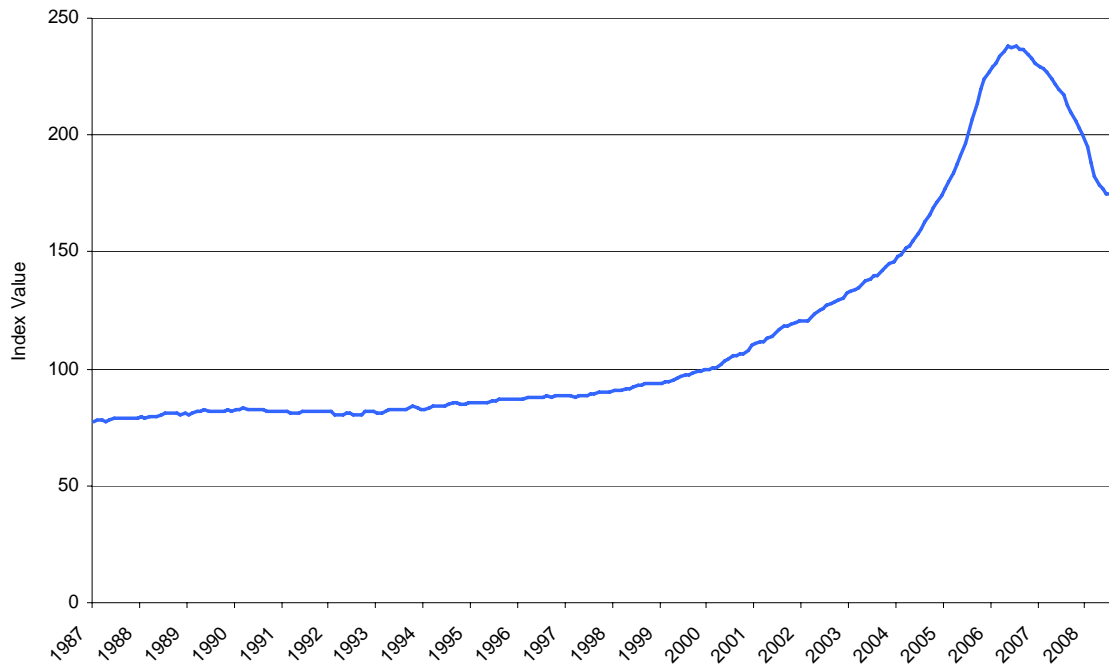
With data available from the Seminole / Orange County Tax Roll Archives (from the Seminole / Orange County Tax Collectors' websites), a determination was made of the total taxes collected from current development on the study area's parcels in 2007. In order to perform this analysis, the database was queried for each of the parcels in the study area and the total assessed value in 2007, taxes paid, and the corresponding tax percentage paid on property value was recorded. This data is presented in Exhibit 3 below.

Exhibit 3: Property Tax Summary for Seminole / Orange County, 2008

County	Total Assessed Value	Taxes Paid	Average Percent of Assessed Value Paid in Taxes
Seminole	\$6,000,000	\$105,000	%1.62
Orange	\$240,000,000	\$4,000,000	%1.65

3.1.2 Predicting the Real Growth Rate in Property Value for Orange County / Seminole County

Until recently, property values in Florida have grown at a relatively constant annual rate. As shown in Exhibit 4 on the following page, real property values in Tampa, Florida were increasing steadily until 2001, at which time growth in property value began to increase at an extremely high rate. Associating most of this growth with the recent real estate 'bubble', the Case-Shiller Home Price Index³ change from 1987 to 2000 was chosen as a proxy for home value growth in Central Florida. The results of a compound annual growth calculation using the index data give a 1987 to 2000 CAGR of 2%, which was applied to baseline development as well as new construction in the analysis.

Exhibit 4: Case-Shiller Home Price Index (Tampa, FL)

3.1.3 Determination of Future Parcel Value with TOD

The potential future TOD in the study area will be entirely different in character as well as density from the parcel area that currently exists. While most of the land is currently zoned as residential, it is under-utilized compared to its potential at full development.

To achieve transit supportive density, most of the future TOD parcels would allow for mixed-use and mixed development, as well as higher population density. A future TOD scenario within a ½ mile radius of the station could potentially include:

- 830 residential dwellings (Approximately 830,000 square feet);
- 500,000 square feet of commercial/office space;
- 95,000 square feet of retail space; and
- Plaza and open space.

Considering the consequential policy, regulatory, and other development issues, an 85% efficiency rate was assumed on the TOD build-out scenario. In other words, this analysis assumes that only 85% of the future TOD scenario described above would be implemented.

To predict future parcel value for improved property within the TOD study area, an existing similar development was utilized as a prototype to determine potential future parcel value (including the value of the underlying land as well as built improvements). Colonial Town Park, in Seminole County, FL, is a relatively new development with similar characteristics to the potential Maitland TOD. Property value data for Colonial Town Park is used as a proxy for possible future property values in the TOD study area.

Averages were developed from the data per gross square foot (GSF) for commercial, retail, and industrial development, and per dwelling unit for residential development. These unit value estimates were then applied to the TOD development program to estimate future increases in

assessed values within the study area. This approach overcomes the lack of representative financial data for the development study area.

The relevant characteristics of Colonial Town Park are described below:

- Average size of residential dwelling unit: 1,000 square feet;
- Value of improved residential property: \$88 per GSF;
- Value of improved Commercial/ Office property: \$116 per GSF; and
- Value of improved Retail property: \$197 per GSF.

As described above, these assumptions were applied to generate potential property value in the study area.

3.1.4 Forecast Baseline and Future Development Property Value (with and without TOD) Over the Analysis Period

With or without future TOD development, the parcel value in the study area is expected to experience a real increase in value over time. Using a baseline growth in property value of 2% the "baseline" forecast property value is calculated per year over the next 20 years (Exhibit 5).

The potential property value was estimated for a TOD build-out scenario within the study area, using the land use and cost assumptions summarized in Section 3.1.2. As future development would occur in phases, the following was assumed:

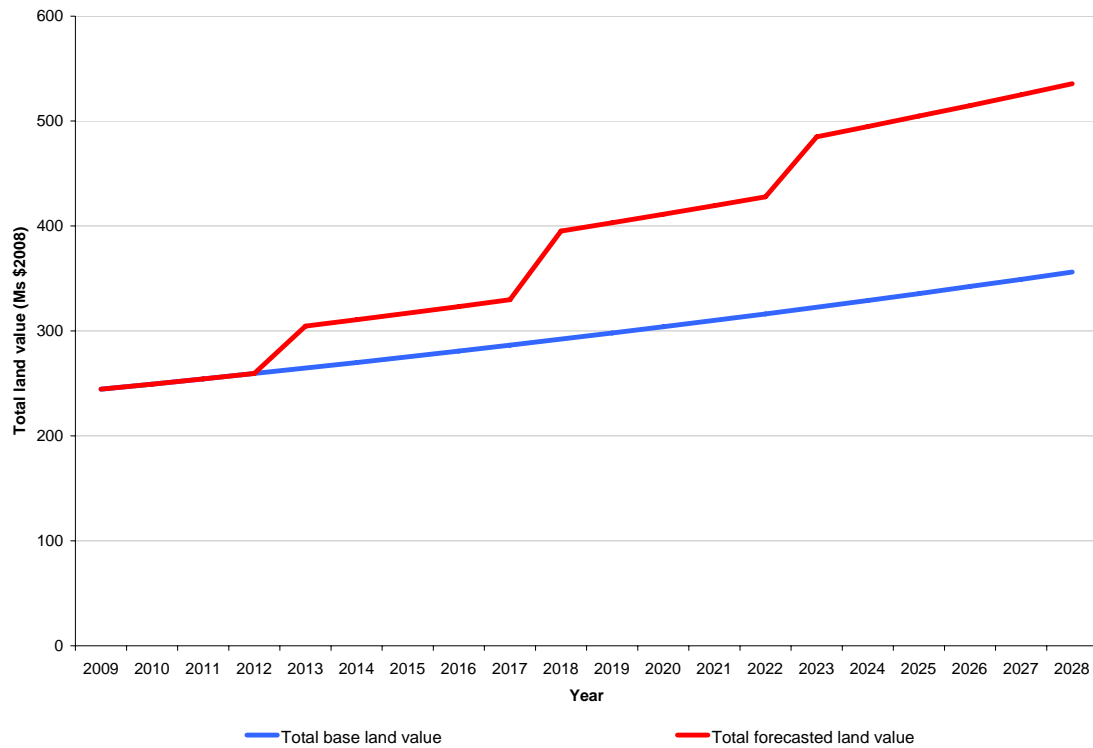
- Phase 1: 30% of future development (on-line in 2013)
- Phase 2: 40% of future development (on-line in 2018)
- Phase 3: 30% of future development (on-line in 2023)

As property value in the area will experience a real increase over time (in addition to the value generated from future development), the same annual percentage increase in property value (2%) is applied to the TOD study area as is applied to the study area without TOD.

3.2 Results of Potential Future Property Value Analysis

Using the methods and assumptions described above, the analysis suggests a future parcel value of \$545 million in 2028 for the proposed development. Exhibit 5, on the following page, shows the baseline property value forecast and the build scenario potential property value over time.

Exhibit 5: Total Parcel Value for Base Case and Development Scenarios (M \$2008)



As shown in the preceding figure, the potential TOD would add significant value to property in the study area, with parcel value about 50% higher than the base-year value by year 2028.

Exhibit 6 shows the amount of property tax for both the baseline no-build scenario and for the proposed development at four different time periods in the analysis (assuming property tax rates remain constant over the forecast period at approximately 1.79% of assessed parcel value). As construction of the potential development is completed and the different phases come on-line, the difference between the baseline scenario and the build scenario becomes greater.

Exhibit 6: Potential Property Taxes for Baseline and Future Development Scenarios for Select Years (M \$2008)

Year	2013	2018	2023	2028
Baseline Property Taxes (Combined) (M \$2008)	5	5	5	6
Potential Property Taxes (Orange) (M \$2008)	5	7	8	9
Potential Property Taxes (Seminole) (M \$2008)	.12	.13	.14	.15

4 Economic Impact Analysis

4.1 Construction Related Economic Impacts

4.1.1 Methodology

To perform this analysis, the following steps were taken:

- Estimate total construction cost for the future TOD.
- Perform RIMS II analysis to determine regional impacts in earnings and employment for the study area over the period of TOD construction.

The assessments and results are summarized below.

4.1.2 Estimated Total Construction Costs

To provide an estimate of construction costs for the entire future development, RSMeans 'CostWorks' Software was used. The software provided the following results for construction costs in the Orlando area:

- Cost per square foot of residential construction: \$124
- Cost per square foot of commercial construction: \$115

The above estimates are representative of the cost to construct the proposed buildings only, and would likely increase with the inclusion of land acquisition, public infrastructure, and other fringe development costs. Because the inclusion of any additional items would vary the per-square foot costs greatly, the basic costs were utilized for structures in order to provide a baseline estimate of total potential TOD construction costs.

Exhibit 7 summarizes future construction costs by study area development type. Though the study area straddles both Orange and Seminole counties, new construction is assumed to occur only in the Orange County portion of the study area. Therefore this table is not split to include construction in both Orange and Seminole counties.

Exhibit 7: Summary of Construction Costs for Development Area

Land Use	Cost per Sq. ft of Construction	Total Cost (M \$2008)
Residential	123	87
Commercial/Office	115	48
Retail	115	9
Total Construction Cost		\$145

This total construction cost estimate of \$145 million is used for the RIMS II Economic Analysis described in Section 4.1.3.

4.1.3 RIMS II Economic Impact Analysis

The total future TOD construction cost estimated in Section 4.1.2 represents total spending on construction within the study area. The amount of \$145 million includes spending on materials and supplies (such as wood, concrete, and tools), labor (for construction workers, managers, and engineers), and the leasing of heavy equipment and machinery.

Direct spending on construction materials and supplies, as well as construction employment and associated wages paid to construction laborers, together generate multiple rounds of spending which ripple throughout the economy. For example, when contractors purchase cement from local suppliers, those suppliers must in turn purchase raw materials, transportation services, accounting services, etc. The cement suppliers also pay their own workers, who (like the construction workers) purchase goods and services within the local economy. Such multiple rounds of “inter-industry” purchases (including household spending by wage earners) result in total economic activity which is a multiple of the direct, first round of spending. These multiplier effects, which are mathematically derived from an input-output (IO) model, are the basis for the regional economic multipliers used in this analysis.

In order to estimate the total direct, indirect, and induced earnings and employment, US Bureau of Economic Analysis (BEA) RIMS II input-output multipliers (final demand multipliers) have been applied to the direct construction cost, which represents the increase in final demand in the construction sector. The results of the analysis are summarized in Exhibit 8.

Exhibit 8: RIMS II Results - Total Direct, Indirect, and Induced Earnings / Employment from Construction

Project Cost (increase in final demand to the construction sector)	Total Regional Impacts	
145 (M \$2008)	Earnings (M \$2008)	Employment (jobs)
	95	2,300

Direct employment refers to jobs created to construct the development, including construction workers and related support professions (e.g. engineers). Similarly, direct earnings include the earnings from jobs needed to construct the development. Indirect effects capture the “backward” linkages from the economic activity created by the project directly. For example, the construction of a large development creates employment in the residential construction, heavy construction equipment, manufacturing, and concrete industries. Induced effects include jobs and earnings derived from the “forward” spending of households, resulting from their increased earnings. For example, construction workers building the development will use their additional earnings to purchase food, clothing, insurance, and other items. This spending creates jobs and earnings in many sectors across the economy. The analysis of additional employment (which, for construction, would be measured in terms of person years of employment) assumes that there is sufficient capacity in the labor force to absorb additional employment (or additional hours of work).

It is important to note that the results of this phase of the analysis are not permanent jobs or earnings; they are temporary additions to the economy during the construction period.

4.2 Impact of Permanent Jobs Captured in the Area

4.2.1 Permanent Jobs Created

In addition to jobs created during construction, the development would attract a significant number of permanent jobs once completed. The addition of retail and office space will create many employment opportunities throughout the surrounding area. Using industry averages, the development could potentially employ 865 individuals within the study area (1/2 mile radius of the new station). Exhibit 9 on the following page shows the break-down of the expected employment per square foot of development space, and the corresponding number of permanent jobs created.

Exhibit 9: Permanent Jobs in Study Area

Land Use	Employees / Sq. ft	Total Jobs
Commercial/Office Space	525 ⁴	800
Retail	1,250 ⁵	65
Total		865

4.2.2 Economic Impact of Permanent Jobs

The permanent jobs described in Section 4.2.1 will have an economic impact on the surrounding region, similar to that from construction jobs. Since these jobs are permanent, so will be the economic impacts that result from this increased employment. Using the average hourly wages across all industries for Florida in 2007, as given by the Bureau of Labor Statistics, the total direct, indirect, and induced earnings and employment from new permanent jobs were calculated. The US BEA RIMS II direct effect multipliers were used to complete the calculations. See Exhibit 10 for the results of the analysis.

Exhibit 10: RIMS II Results - Total Direct, Indirect, and Induced Earnings / Employment from Permanent Jobs in Study Area

Type of Space	Regional Impacts	
	Earnings (M \$2008)	Employment (jobs)
Commercial/Office Space	50	1,900
Retail	5	100
Total	\$55	2,000

An increase in permanent jobs within the study area would create an increase in employment in other sectors (and a corresponding increase in earnings) when the newly employed individuals spend their earnings in the area.

⁴ Energy Information Administration. 2003. "Total and Means of Floorspace, Number of Workers, and Hours of Operation for Non-Mall Buildings, 2003".

http://www.eia.doe.gov/emeu/cbecs/cbecs2003/detailed_tables_2003/2003set1/2003html/b1.html

⁵ IBID

**Florida Department of Transportation
Central Florida Commuter Rail Transit (CFCRT)**

**Economic and Fiscal Impact Analysis of Future Station
Transit Oriented Development (TOD)**

Study Assumptions

1. The build-out values of future TOD developments were estimated using the following proxy developments or methods (methods/developments vary by TOD county location):
 - a. Winter Park Station – Recent average sales prices of commercial and residential property in Winter Park, Florida
 - b. Orange County Stations – The Plaza mixed use complex - South Orange Avenue, Orlando Florida
 - c. Osceola County, Volusia County, and Seminole County Stations – Colonial Town Park mixed use development - Lake Mary, Florida
2. The following phasing for development construction in all stations is assumed:
 - a. Phase 1: 30% of future development (on-line in 2013)
 - b. Phase 2: 40% of future development (on-line in 2018)
 - c. Phase 3: 30% of future development (on-line in 2023)
3. The construction cost per square foot of residential and commercial construction was obtained from the RS Means 'CostWorks' Software database. Costs include structure only and do not represent the full cost of construction including machinery rental, fit-out, etc. Values used were:
 - a. Cost per square foot of residential construction: \$124
 - b. Cost per square foot of commercial and retail construction: \$115
4. Senior cost estimators at PB reviewed these values and confirmed they are reasonable assumptions. Due to the downturn in the national and global economy, construction costs will likely increase very slowly, if at all, for the duration of the economic slowdown.
5. The size of an average residential dwelling unit was approximated at 1,000 GSF⁶. As building codes tend to impose upper limits on the size of a residential dwelling unit, a dwelling unit much less than 1,000 square feet as is viewed to be economically untenable. Larger units are possible, but on average, the 1,000 GSF is viewed as reasonable and reflective of local development and planning conditions. This is consistent with consumer preferences for smaller housing choices, including apartments, townhomes, lofts, and live-work units, for a third of the overall housing demand, reported by Reconnecting America's Center for Transit Oriented Development.
6. US Bureau of Economic Analysis (BEA) RIMS II Multipliers were used to forecast additional employment and wage earnings from indirect and induced economic impacts

⁶ An evaluation of Colonial Town Park residential units (used as a prototype development for this study) showed the size of a residential unit ranged from 500-1500 square feet. The average size for a residential unit (which ranged from a studio to a 2 bedroom/2 bathroom with a garage) was 1000 square feet as calculated by PB.

7. Nominal wage rates, property value growth rates, and ad valorem tax rates were assumed to remain constant over the study period
8. Sufficient capacity is present in the labor force in order to absorb additional employment attracted by the development
9. Property values for build and no-build scenario parcels grow at 2% (in real terms) per year independent of changes in value from development. This number is derived from an analysis of compound annual growth in real property value in Tampa from 1987 through 2001. Tampa data were used instead of County data, because the latter extended back only through 1995, a period reflecting excessive and unrepresentative property value appreciation, including the effects of the housing bubble. Given the downturn in the market, PB viewed the average County growth rates to be too high to forecast long-term growth in the future.
10. An 85% efficiency rate was applied to the TOD build-out scenario
11. An analysis period of 20 years (2009-2028) was used for benefit calculations
12. TOD properties are sold immediately as construction for each phase finishes

THE GOVERNOR'S JOB GROWTH GRANT JOINT APPLICATION

CITY OF LAKE MARY

FOR ECONOMIC DEVELOPMENT
OPPORTUNITIES

EAST CENTRAL FLORIDA REGIONAL PLANNING COUNCIL | ORANGE COUNTY | MAITLAND | LAKE MARY | SANFORD | DEBARY





Florida Job Growth Grant Fund Public Infrastructure Grant Proposal

Proposal Instructions: The Florida Job Growth Grant Fund Proposal (this document) must be completed by the governmental entity applying for the grant and signed by either the chief elected official, the administrator for the governmental entity or their designee. Please read the proposal carefully as some questions may require a separate narrative to be completed.

Governmental Entity Information

Name of Governmental Entity: City of Lake Mary

Government Federal Employer Identification Number: [REDACTED]

Contact Information:

Primary Contact Name: Jackie Sova

Title: City Manager

Mailing Address: 100 N. Country Club Rd.
Lake Mary, FL 32746

Phone Number: 407-585-1419

Email: jsova@lakemaryfl.com

Public Infrastructure Grant Eligibility

Pursuant to section 288.101, F.S., the Florida Job Growth Grant Fund was created to promote economic opportunity by improving public infrastructure and enhancing workforce training. Eligible governmental entities that wish to access this grant fund must submit public infrastructure proposals that:

- Promote economic recovery in specific regions of the state, economic diversification or economic enhancement in a targeted industry. (View Florida's [Targeted Industries here.](#))
- Are not for the exclusive benefit of any single company, corporation or business entity.
- Are for infrastructure that is owned by the public and is for public use or predominately benefits the public.



1. Program Requirements:

Each proposal must include the following information describing how the project satisfies eligibility requirements listed on page 1.

- A. Provide the title and a detailed description of the public infrastructure improvements.

Stair-Step Parks Transit Oriented Development (TOD) Infrastructure System. See Attachment 1.A for more detail.

-
- B. Is this infrastructure owned by the public?

Yes No

- C. Is this infrastructure for public use or does it predominately benefit the public?

Yes No

- D. Will the public infrastructure improvements be for the exclusive benefit of any single company, corporation or business entity?

Yes No

- E. Provide a detailed explanation of how the public infrastructure improvements will connect to a broader economic development vision for the community and benefit additional current or future businesses.

Please see Appendix 1.E for general answer for all applications



F. Provide a detailed description of, and quantitative evidence demonstrating, how the proposed public infrastructure project will promote:

- Economic recovery in specific regions of the state;
- Economic diversification; or
- Economic enhancement of a Targeted Industry (View Florida's [Targeted Industries here.](#))
 - As part of this response, describe how the project will promote specific job growth. Include a description of the number of jobs that will be retained or created, the average wages of such jobs, and in which industry(ies) the jobs will be created using the North American Industry Classification System ([NAICS](#)) codes. Where applicable, you may list specific businesses that will retain or grow jobs or make capital investment.
 - Further, include the economic impact on the community, region, or state and the associated metrics used to measure the success of the proposed project.

Please see the following Lake Mary Economic and Fiscal Impact Analysis of Future Station Transit Oriented Development Revised 2009.



2. Additional Information:

- A. Is this project an expansion of an existing infrastructure project?
 Yes No

- B. Provide the proposed commencement date and number of days required to complete construction of the public infrastructure project.
Spring 2018 commencement ; 90 days for design; 120 days for construction.

- C. What is the location of the public infrastructure? (Provide the road number, if applicable.)
See Attachment 1.A for maps.

- D. Who is responsible for maintenance and upkeep? (Indicate if more than one are applicable.)
 Federal State County City Other _____

- E. What permits are necessary for the public infrastructure project?
City Building Permits. SJRWMD Permit.

- F. Detail whether required permits have been secured, and if not, detail the timeline for securing these permits. Additionally, if any required permits are local permits, will these permits be prioritized?

No permits have been secured at this time. Upon approval of funding, staff will immediately coordinate with the relevant agencies to obtain any and all required permitting documents prior to commencing construction.

- G. What is the future land use and zoning designation on the proposed site of the infrastructure improvements, and will the improvements conform to those uses?

The Future Land Use designation of all of the impacted properties is DDD, Downtown Development District. The Zoning designation of all the impacted properties is DC, Downtown Centre. The proposed improvements conform to both the Future Land Use and Zoning designations.



H. Will an amendment to the local comprehensive plan or a development order be required on the site of the proposed project or on adjacent property to accommodate the infrastructure and potential current or future job creation opportunities? If yes, please detail the timeline.

Yes No

No amendment is required.

I. Is the project ready to commence upon grant fund approval and contract execution? If no, please explain.

Yes No

Yes.

J. Does this project have a local match amount?

Yes No

If yes, please describe the entity providing the match and the amount.

No new local match; however the City spent \$88,865.15 on the original design documents in 2008.

K. Provide any additional information or attachments to be considered for this proposal.

All additional documentation has been referenced and is attached.



3. Program Budget

Estimated Costs and Sources of Funding: Include all applicable public infrastructure costs and other funding sources available to support the proposal.

A. Public Infrastructure Project Costs:

Construction	<u>\$ 2,755,097.50</u>		
Reconstruction	<u>\$ 0</u>		
Design & Engineering	<u>\$ 100,000.00</u>		
Land Acquisition	<u>\$ 0</u>		
Land Improvement	<u>\$ 334,155.00</u>		
Other	<u>\$ 617,878.50</u>	Please Specify:	<u>Contingency</u>
Total Project Costs	<u>\$ 3,707,271.00</u>		

B. Other Public Infrastructure Project Funding Sources:

City/County	<u>\$ 1,707,271.00</u>		
Private Sources	<u>\$ 0</u>		
Other (grants, etc.)	<u>\$ 0</u>	Please Specify:	<u>_____</u>
Total Other Funding	<u>\$ 1,707,271.00</u>		
Total Amount Requested	<u>\$ 2,000,000.00</u>		

Note: The total amount requested must equal the difference between the public infrastructure project costs in 3.A. and the other public infrastructure project funding sources in 3.B.

C. Provide a detailed budget narrative, including the timing and steps necessary to obtain the funding and any other pertinent budget-related information.

The November 2008 conceptual cost estimate is attached. This cost estimate would be refined by completing 100% engineering documents to not exceed the funding amount received via the grant. As previously mentioned, design and budget refinement would take up to 90 days, and construction would take up to 120 days. The project would hold to function and form with regard to park space, pedestrian connectivity, and drainage conveyance while reducing some of the more aesthetic items such as fountains, trellis structures, and the like, through value engineering.



4. Approvals and Authority

- A. If the governmental entity is awarded grant funds based on this proposal, what approvals must be obtained before it can execute a grant agreement with the Florida Department of Economic Opportunity (e.g., approval of a board, commission or council)?

Final design approval by the City of Lake Mary City Commission.

- B. If approval of a board, commission, council or other group is needed prior to execution of an agreement between the governmental entity and the Florida Department of Economic Opportunity:

- i. Provide the schedule of upcoming meetings for the group for a period of at least six months.

City Commission meets on the 1st and 3rd Thursday of every month.

- ii. State whether that group can hold special meetings, and if so, upon how many days' notice.

Yes, typically with 2-4 weeks notice.

- C. Attach evidence that the undersigned has all necessary authority to execute this proposal on behalf of the governmental entity. This evidence may take a variety of forms, including but not limited to: a delegation of authority, citation to relevant laws or codes, policy documents, etc.



I, the undersigned, do hereby certify that I have express authority to sign this proposal on behalf of the above-described governmental entity.

Name of Governmental Entity: City of Lake Mary

Name and Title of Authorized Representative: Jackie Sova, City Manager

Representative Signature: *Jackie B. Sova*

Signature Date: 8/23/17

ATTACHMENT 1.A

HISTORY OF THE STAIRSTEP PARKS

According to Margaret Sprout Green's book "Lake Mary's Beginnings", in 1916 the plat of Modern Woodmen's Winter Homes was created by Mr. A.E. Sjoblom. The name of the area was later changed to Crystal Lake Winter Homes, which made up the heart of Lake Mary. The area not only consisted of 33-foot wide lots, but also a park configuration which included a diagonal open space area stretching from the corner of Lakeview Avenue and the ACL Railroad to the corner of Fourth Street and Alma Avenue.

Crystal Lakes Winter Homes Plat



On June 26, 1978, the City of Lake Mary applied to the Seminole County Board of County Commissioners (SCBCC), for a County Deed giving to the City of Lake Mary park properties located within the City of Lake Mary. The SCBCC agreed to give a County Deed to the City for the sum of one dollar for the property for to be used as public parks.

VISION

In the early 1990's, the City of Lake Mary conducted studies in order to address the redevelopment of the City's Downtown area. One study indicated support to develop an identifiable downtown center; while another study indicated that a Village Center concept was the preferred strategy for the Downtown and that there was support for redevelopment.

As a result of these studies the following vision statement was adopted through the Downtown Development Advisory Committee (DDAC) to guide the city in its downtown redevelopment effort:

“To create a downtown area that is an asset to the Lake Mary community. A place that serves multiple purposes; someplace to work, recreate, shop and eat. A place that serves the local community. The downtown should tie together community assets such as the recreational complex, the elementary school, the community service buildings, and the residential and commercial areas. Downtown Lake Mary should have an appealing and friendly atmosphere by maintaining the City's natural settings, incorporating the local parks and creating a pedestrian friendly place to live work or visit.”

CURRENT DAY – GRANT REQUEST

The title of the requested public infrastructure improvement project is the Star-Step Parks Transit Oriented Development (TOD) Infrastructure System (collectively the “TOD Infrastructure System”). Since the City’s adoption of its first Downtown Master Plan in 2001, significant progress has been made in regards to “brick and mortar” construction and infrastructure improvements. From 2001 until 2017, 200 residential units have been constructed, and roughly 76,000 sq. ft. of office and commercial space has been built or entitled. In addition, the City expanded its sewer system west of the railroad tracks that split the Downtown to assist in redevelopment efforts in the newly expanded East Downtown. The speed at which these projects were completed is directly related to SunRail, the regions commuter rail system. In fact, without SunRail, it is arguable that the 200 residential units may not have been constructed.

The City anticipates another 200-300 residential units and roughly 50,000-70,000 sq. ft. of office and commercial space to be built over the next 5-7 years. As a result, the City’s existing infrastructure within the Downtown may not be at appropriate levels to handle the open space and stormwater demands of such construction impacts. This highlights the importance of the TOD Infrastructure System. It has been conceptually designed to act as park and open space for use by the public, as well as a stormwater runoff system to assist with the continuing redevelopment efforts within the Downtown, and to allow for flexibility in Public-Private-Partnerships between the City and potential developers.

The TOD Infrastructure System will produce a substantial economic development benefit for both the city and region. For the city, the system will enable development to occur at a density and intensity typical of TOD. As a commuter rail system, SunRail is intended to transport commuters to their place of work or other final destination. Since the system will set the stage for additional growth, within walking distance of the SunRail Station, we anticipate a strong positive effect on ridership. For the region, the project will create additional opportunity for workers to access the region’s labor market via close and ready access to commuter rail.

Within the Metro-Orlando Region, Lake Mary is considered a major employment center. Most of these jobs are housed in office buildings that are physically located in close proximity to Interstate-4. The TOD Infrastructure System will support the development of a separate employment center within the City. More specifically, the project will permit the Downtown area to develop with job generating land uses. Economic Development inquiries have already surfaced regarding this matter. Foreign companies interested in building within the U.S. have inquired about build-to-suit office space next to SunRail. The TOD Infrastructure System will maximize the development potential of the land resource adjacent to Lake Mary's SunRail Station. Additionally, parking needs are expected to be reduced due to proximity to SunRail. Taken together, we believe the project will enable the development of office space for companies that understand the power of commuter rail to transport their employees.

Funding received for this project would not only be used for construction purposes, but also to refine the original project scope and create final design documents. A full conceptual design study was completed and paid for by the City in 2008 for \$88,865.15.00. The conceptual cost estimate for construction is \$3,707,271.00. If approved, the City would value engineer the project to meet the parameters of the funding from this grant.

The graphic below shows conceptual design and the general location of the TOD Infrastructure System. Also included is the City's Downtown Master Plan (DMP), as well as the TOD Master Vision Plan (MVP). Both the DMP and MVP documents show the TOD Infrastructure Project.



STAIRSTEP PARK CONCEPT

CITY OF LAKE MARY
 PEDESTRIAN CONNECTION, OPEN SPACE AND DRAINAGE STUDY

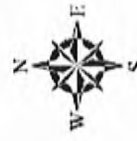




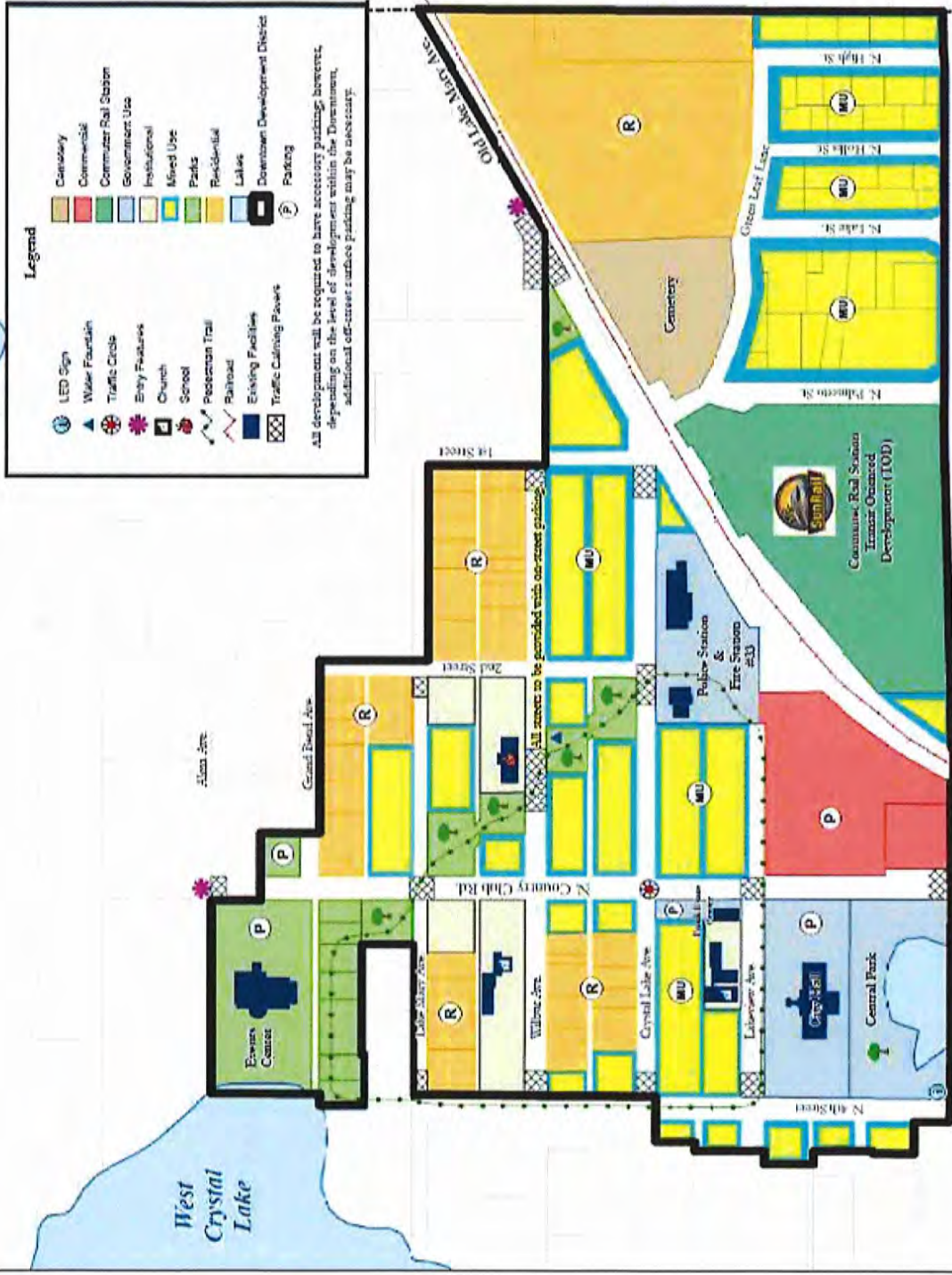
City of Lake Mary

Downtown Master Plan

Location Map



Prepared by: City of Lake Mary
Community Development
Department



W. Lake Mary Blvd.

Master Vision Plan B

6

MASTER VISION PLAN B



Full TOD Option

- 1 Commercial Mixed-Use
- 2 Mixed-Use Commercial Residential
- 3 Village Lofts
- 4 Live-Work Homes
- 5 Lake Mary Institute Strategic Partnership
- 6 Parking Garage
- 7 Lake Mary Police Station
- 8 Lake Mary Fire Station
- 9 Aquatic and Multi-Arts Multi-Use Community Center
- 10 Lake Mary City Hall
- 11 Religious
- 12 Residential
- 13 Lake Mary Cemetery
- 14 History Center
- 15 Amphitheater
- 16 Commuter Rail Station
- Modified



City of Lake Mary
 Downtown Design Standards
 100% Draft Document 12-15-09
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423 south keller road, suite 300
orlando, fl 32801-6132

407.422.1449 (office)
407.875.0851 (fax)
www.hhidesign.com

CONCEPTUAL COST ESTIMATE

Name of Project: Lake Mary Stairstep Park - Preferred Concept
Project #: 2819.1
Date: November 17, 2008
Prepared By: JRM

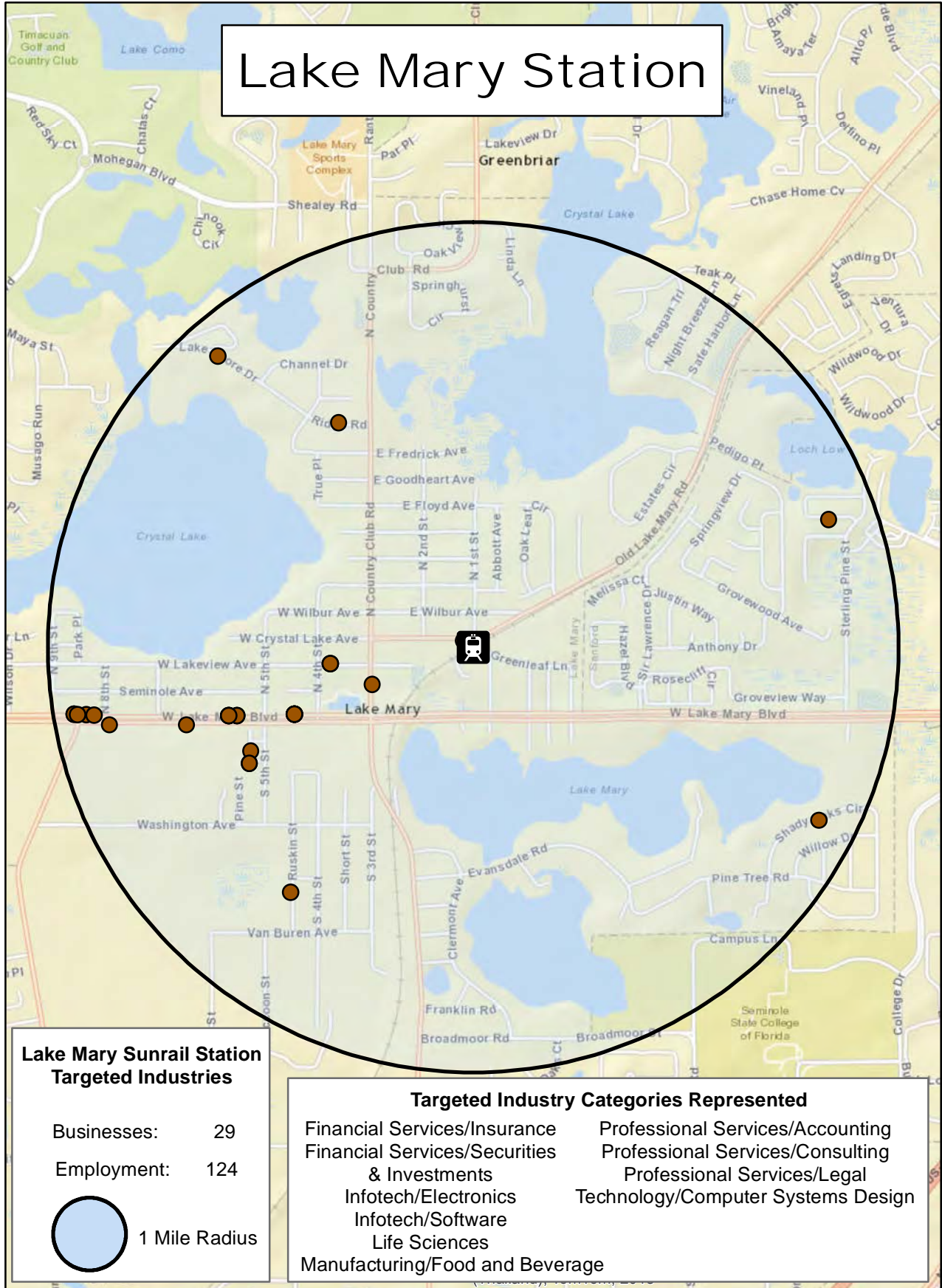
ITEM	QTY	Units	Unit Cost	Subtotal Cost	Notes
1 Demolition / Earthwork					
Demolition	1	LS	\$25,000.00	\$25,000.00	
Earthwork	12870	CY	\$6.50	\$83,655.00	Dispose off-site
2 Utilities					
Manholes	12	EA	\$3,000.00	\$36,000.00	
Piping	930	LF	\$200.00	\$186,000.00	
Water / Drink.Ftn	1	EA	\$3,500.00	\$3,500.00	
3 Architectural Amenities					
Bell Tower	1	EA	\$750,000.00		Optional
Bandshell	1	EA	\$45,000.00	\$45,000.00	
Historical Monument	3	LS	\$75,000.00	\$225,000.00	
4 Hardscape					
Concrete pathways	29945	SF	\$5.50	\$164,697.50	
Special Pavements-Ped.	9400	SF	\$9.50	\$89,300.00	Not incl walks at C.L. Ave
Special Pavements-Veh.	3260	SF	\$24.00	\$78,240.00	
Special Pavements-Stone	5100	SF	\$15.00	\$76,500.00	
Boardwalk overlook	1900	SF	\$105.00	\$199,500.00	
Retain. wall at boardwalk	110	LF	\$175.00	\$19,250.00	
Pergola at Park 5	550	SF	\$150.00	\$82,500.00	
Steps	36	LFN	\$75.00	\$2,700.00	
Walls-Brick	2505	LF	\$145.00	\$363,225.00	2.5' Hgt.
Fencing / guardrail	2105	LF	\$50.00	\$105,250.00	
Playground-surface	11075	SF	\$5.00	\$55,375.00	Eng. Mulch
Playground equipment	1	LS	\$95,000.00	\$95,000.00	Some reuse assumed
Seatwalls	200	LF	\$240.00	\$48,000.00	
Parking Spaces	23	Spes	\$2,500.00	\$57,500.00	
5 Public Art					
Art	3	Allow.	\$125,000.00	\$375,000.00	allowance
6 Lighting					
Area lighting	42	EA	\$4,500.00	\$189,000.00	
Landscape Lighting	25	EA	\$1,200.00	\$30,000.00	
Signage Lighting	10	EA	\$1,200.00	\$12,000.00	
7 Landscaping					
Shade Trees	90	EA	\$450.00	\$40,500.00	
Flowering Trees	35	EA	\$275.00	\$9,625.00	
Palms	50	EA	\$200.00	\$10,000.00	
Specialty Palms	2	EA	\$4,500.00	\$9,000.00	

	Shrubs	26000	SF	\$3.00	\$78,000.00	Incl irrigation
	Accents	65	EA	\$55.00	\$3,575.00	
	Sod	130000	SF	\$1.00	\$130,000.00	
	8 Furnishings					
	Benches	40	EA	\$1,800.00	\$72,000.00	
	Bike Racks	5	EA	\$2,200.00	\$11,000.00	
	Tables /Chairs (4-top)	32	EA	\$1,400.00	\$44,800.00	
	Tables /Chairs (2-top)	24	EA	\$1,050.00	\$25,200.00	
	Trash receptables	10	EA	\$850.00	\$8,500.00	
	Subtotal				\$3,089,392.50	
	Contingency(20%)				\$617,878.50	
	Grand Total				\$3,707,271.00	
	Note: Bell tower has been excluded from total cost..					

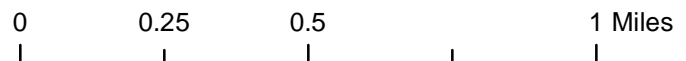
Florida Job Growth Grant Fund

Businesses in a Targeted Industry

Located within 1 Mile of Selected SunRail Commuter Rail Stations



Source: InfoGroup



Lake Mary Station
Targeted Industry Companies within One Mile of SunRail Station

Company Name	Address	City	State	ZIP Code	ZIP Four	Primary NAICS	Primary NAICS Description	Location Employee Size Actual	Targeted Industry Category
3 C Studios	106 Ridge Rd	Lake Mary	FL	32746	2712	541512	Computer Systems Design Services	7	TECHNOLOGY/COMPUTER SYSTEMS DESIGN
Brightway Insurance	3005 W Lake Mary Blvd # 111	Lake Mary	FL	32746	6001	524210	Insurance Agencies & Brokerages	3	FINANCIAL SERVICES/INSURANCE
Carli Insurance Agency	2680 W Lake Mary Blvd	Lake Mary	FL	32746	3524	524210	Insurance Agencies & Brokerages	4	FINANCIAL SERVICES/INSURANCE
Central Fl Handpiece Repair	271 Lakeshore Dr	Lake Mary	FL	32746	2713	811219	Other Electronic & Precision Equip Repair & Maint	2	INFOTECH/ELECTRONICS
Chez Jacqueline	101 N Country Club Rd # 126	Lake Mary	FL	32746	3249	311811	Retail Bakeries	2	OTHER MANUFACTURING/FOOD AND BEVERAGE
Coury Law Firm	2692 W Lake Mary Blvd # 1010	Lake Mary	FL	32746	3535	541110	Offices Of Lawyers	8	PROFESSIONAL SERVICES/LEGAL
Electric Data Systems	2500 W Lake Mary Blvd # 206	Lake Mary	FL	32746	3501	541511	Custom Computer Programming Services	15	INFOTECH/SOFTWARE
Fairwinds Credit Union	2879 W Lake Mary Blvd	Lake Mary	FL	32746	3598	522130	Credit Unions	10	FINANCIAL SERVICES/BANKING
Florida Auto Insurance	153 Parliament Loop # 1021	Lake Mary	FL	32746	3579	524210	Insurance Agencies & Brokerages	4	FINANCIAL SERVICES/INSURANCE
Floralid Healthcare Plan	2500 W Lake Mary Blvd	Lake Mary	FL	32746	3501	524210	Insurance Agencies & Brokerages	4	FINANCIAL SERVICES/INSURANCE
Haft, Arthur	2500 W Lake Mary Blvd # 212	Lake Mary	FL	32746	3501	541110	Offices Of Lawyers	2	PROFESSIONAL SERVICES/LEGAL
J Curtis & Assoc Inc	2768 W Lake Mary Blvd	Lake Mary	FL	32746	3524	524210	Insurance Agencies & Brokerages	5	FINANCIAL SERVICES/INSURANCE
Lab Corp	142 Parliament Loop # 1000	Lake Mary	FL	32746	3562	621511	Medical Laboratories	3	LIFE SCIENCES
Law Office Of Mandy Pavlakos	142 W Lakeview Ave # 2090	Lake Mary	FL	32746	2920	541110	Offices Of Lawyers	2	PROFESSIONAL SERVICES/LEGAL
Loe, Brian R	3074 W Lake Mary Blvd # 136	Lake Mary	FL	32746	6749	541110	Offices Of Lawyers	2	PROFESSIONAL SERVICES/LEGAL
Loyer, Sylvia	3092 W Lake Mary Blvd	Lake Mary	FL	32746	6024	525990	Other Financial Vehicles	3	FINANCIAL SERVICES/SECURITIES AND INVESTMENTS
Mclean Insurance Group	3070 W Lake Mary Blvd # 124	Lake Mary	FL	32746	6092	524210	Insurance Agencies & Brokerages	9	FINANCIAL SERVICES/INSURANCE
Monts Law	2500 W Lake Mary Blvd # 108	Lake Mary	FL	32746	3501	541110	Offices Of Lawyers	3	PROFESSIONAL SERVICES/LEGAL
National Pain Institute	2692 W Lake Mary Blvd # 1000	Lake Mary	FL	32746	3535	621511	Medical Laboratories	6	LIFE SCIENCES
Optima	222 Ruskin St	Lake Mary	FL	32746	3514	541614	Process, Physical Distr/Logistics Consulting Svcs	3	PROFESSIONAL SERVICES/CONSULTING
Professional Aquatic Svc Inc	212 Shady Oaks Cir	Lake Mary	FL	32746	3684	541990	All Other Professional, Scientific/Technical Svcs	2	PROFESSIONAL SERVICES
Proforma A & G Marketing Group	142 W Lakeview Ave	Lake Mary	FL	32746	2908	541613	Marketing Consulting Services	2	PROFESSIONAL SERVICES/CONSULTING
Quest Diagnostics	2500 W Lake Mary Blvd # 108	Lake Mary	FL	32746	3501	621511	Medical Laboratories	5	LIFE SCIENCES
Santoro Insurance Co	3092 W Lake Mary Blvd	Lake Mary	FL	32746	6024	524210	Insurance Agencies & Brokerages	2	FINANCIAL SERVICES/INSURANCE
Seminole Moneytree Inc	2882 W Lake Mary Blvd	Lake Mary	FL	32746	3524	541614	Process, Physical Distr/Logistics Consulting Svcs	12	PROFESSIONAL SERVICES/CONSULTING
Sheila Mahan Co	187 E Crystal Lake Ave # 20	Lake Mary	FL	32746	3207	541614	Process, Physical Distr/Logistics Consulting Svcs	1	PROFESSIONAL SERVICES/CONSULTING
Taylor, Paula CPA	3098 W Lake Mary Blvd	Lake Mary	FL	32746	6742	541211	Offices Of Certified Public Accountants	2	PROFESSIONAL SERVICES/ACCOUNTING
Wilder Accounting & Tax Svc	153 Parliament Loop # 1021	Lake Mary	FL	32746	3579	541211	Offices Of Certified Public Accountants	1	PROFESSIONAL SERVICES/ACCOUNTING

**Florida Department of Transportation
Central Florida Commuter Rail Transit Project**

**Economic and Fiscal Impact
Analysis of Future Station
Transit Oriented Development**

Lake Mary Station
Seminole County, Florida

Summary Report
Revised January 2009

Florida Department of Transportation
Central Florida Commuter Rail Transit (CFCRT)

**Economic and Fiscal Impact Analysis of Future Station
Transit Oriented Development (TOD)**

Lake Mary Station

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1 Executive Summary - Lake Mary TOD Impact

Background

The 61.5 mile, 17 station Central Florida Commuter Rail Transit (CFCRT) project will provide the opportunity not only to move people more efficiently, but also to build new, walkable, transit oriented communities around selected stations, as well as strengthen existing communities around others.

In order to coordinate land use and transportation, FDOT reached out in November 2006, to agencies, major stakeholders and jurisdictions along the proposed project corridor. One part of the process involved holding a series of charrettes with local stakeholders. The sketch-level Transit Oriented Development (TOD) concepts developed for each of the 17 stations, and other charrette results were compiled in FDOT's Transit Oriented Development Workshop Sketchbook, (Summer 2007) and in the Supplemental Land Use Document (September 2007), submitted in support of the New Starts application for the Initial Operating Segment (IOS) of the Central Florida Commuter Rail Transit project.

Overview: Fiscal and Economic Impacts of Potential Future TOD - Lake Mary Station

The purpose of this study is to provide a high-level analysis of economic impacts that could potentially accrue as a result of the construction of 17 Transit Oriented Development stations within the communities along the Central Florida Commuter Rail Transit alignment.

A four-part analysis was conducted to determine the fiscal and economic impacts of the potential future TOD around the proposed Lake Mary Station in Seminole County. The analysis was conducted on the future development spread across 200 land parcels totaling 400 acres within ½ mile radius of the station and includes:

- Potential future property values within the study area.
- Potential number of permanent jobs within the proposed future development.
- Potential numbers of direct, indirect, and induced jobs and earnings created in the area during construction. (Direct spending represents the immediate project construction expenditures. Indirect impacts represent the economic impacts resulting when construction companies purchase materials, supplies and services from other firms. Induced impacts reflect the benefits to retailing and other businesses when construction workers spend their earnings in the study area.)
- Potential direct, indirect, and induced employment and earnings created in Seminole, Orange, Volusia, and Osceola counties from permanent jobs. These earnings and jobs reflect an increase in economic activity and overall wealth in the area from the new permanent jobs (retail and commercial).

In order to find approximate potential land and building values for the future Lake Mary station area TOD, an existing comparable TOD community was used as a proxy: Colonial Town Park located in Seminole County, Florida. The characteristics of this development are comparable with the future land uses for the Lake Mary station area community, and therefore serve as a good benchmark for this study. All dollar values in the report are presented in real \$2008 unless otherwise noted.

Potential future property values

Using the comparable development in Seminole County, Florida to serve as a "prototype" for this study, the potential value of the study area development at TOD build-out was estimated. With

construction of the rail line, appropriate land use policies and resumed economic growth, total parcel value could reach \$250 million¹ in 2028, with \$4 million in tax revenues in that year. This compares to a total parcel value forecast of \$200² million in 2028 and tax revenues of \$3 million, under the no-TOD scenario.

Potential direct, indirect and induced jobs and earnings from construction

The construction of future development, at the indicative scale and type for the study area, will inevitably have an impact on the local economy due to an increase in demand for labor, and an increase in spending on supplies and materials. The US BEA RIMS II multipliers were applied to predict direct, indirect, and induced jobs and earnings within Seminole and three neighboring counties: Orange, Volusia, and Osceola, during the construction lifetime. The analysis forecasts that future TOD could contribute up to \$28 million in household earnings and 700 person-year jobs to the study area over the construction period.

Potential permanent jobs and economic impacts

Assuming increased commercial density within the study area, an estimate was made of potential permanent jobs expected within the future TOD. With the addition of future new office and retail space to the study area, the TOD could attract up to 140 permanent jobs within ½ mile of the station. In addition, these new jobs and earnings will have impacts on the local economy, similar to those previously described for construction. Using US BEA RIMS II multipliers, an estimate was made of future direct, indirect, and induced permanent jobs and earnings from the new development. The future development's permanent economic impacts could include up to \$9 million in annual earnings to the surrounding counties and up to 320 permanent jobs.

Exhibit 1 shows a summary of the study results. Methodology for each calculation and a more detailed analysis of the results are included in the subsequent sections of this report.

Exhibit 1: Summary Table of Lake Mary TOD Impact Study Results

Lake Mary Station <i>Seminole County</i>	
Future Study Area Property Value Potential (M \$2008)	\$250
Added Property Tax Collections 2028 (M \$2008)	\$1
Direct, Indirect, Induced Employment (Construction Jobs)	700
Earnings in Construction Sector (M \$2008)	\$28
Potential Permanent Jobs Created	140
Direct, Indirect, Induced Employment (From Perm. Jobs)	320
Direct, Indirect, Induced Earnings (From Perm. Jobs in M \$2008)	\$9

¹ 2008 dollars. Assumes a real annual growth in property value of 2%

² 2008 dollars. Assumes a real annual growth in property value of 2%

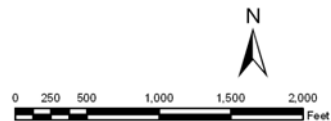
2 Study Overview

A four-part analysis was conducted to determine the fiscal and economic impacts of potential transit-oriented development around the Lake Mary Station in Seminole County, Florida. Impacts include future potential tax revenues from property in the new development within ½ mile of the proposed station, employment and earnings, as well as induced and indirect employment and earnings and the economic impacts of this ½ mile area on Seminole and its neighboring counties, including Orange, Osceola, and Volusia. Exhibit 2 shows the general location of the proposed CFCRT station, and the study area parcels, with the ½ and ¼ mile radii from the station.

Exhibit 2: Map of Lake Mary Station TOD Impact Study Area



- Legend**
-  Stations
 -  1/4-Mile Parcels
 -  1/2-Mile Parcels
 -  1/4 Mile - 5 Minute Walk
 -  1/2 Mile - 10 Minute Walk



The four-part analysis can be summarized as follows:

- Determination of potential property values under the TOD and no-TOD scenarios (and corresponding property taxes).
- RIMS II analysis of potential regional jobs and earnings created during the construction of the future TOD. This analysis estimates the total impact of additional construction spending on the Seminole County study area, including direct construction. Induced and indirect employment and earnings result when businesses supply goods and services to support construction, and also when construction workers spend on retail goods, services, and other consumption items. (RIMS II analysis employs RIMS II multipliers, which are generated by the U.S. Bureau of Economic Analysis from an input output economic model created specifically for the study area.)
- Potential permanent jobs attracted to the study area by future commercial development.
- RIMS II analysis of additional regional jobs and earnings created as a result of the increase in permanent employment.

A summary of the study assumptions is included at the end of this report.

3 Fiscal Analysis of Property Tax Revenues

3.1 Methodology

The following steps were taken to evaluate future potential property values and taxes for the Lake Mary TOD study area in Seminole County:

- 1) Determine current property taxes and tax rates for study area;
- 2) Find predicted real growth rate in property value for Seminole County;
- 3) Determine potential future value of study area parcels (and corresponding taxes);
- 4) Forecast baseline property value (no-TOD scenario) and compare to future property value (TOD scenario) over the next twenty years.

The four assessments and findings are summarized on the following page.

3.1.1 Determination of Study Area Current Property Taxes and Tax Rates

With data available from the Seminole Tax Roll Archive (from the County's Property Appraiser's website)³, a determination was made of the total taxes collected from current development on the study area's parcels in 2007. In order to perform this analysis, the database was queried for a number of the parcels in the study area and recorded the total assessed value in 2007, taxes paid, and the corresponding tax percentage paid on property value was recorded. The data was used to find an average percentage of assessed value paid in property tax. This data is presented in Exhibit 3 below.

Exhibit 3: Property Tax Summary for Seminole County, 2008

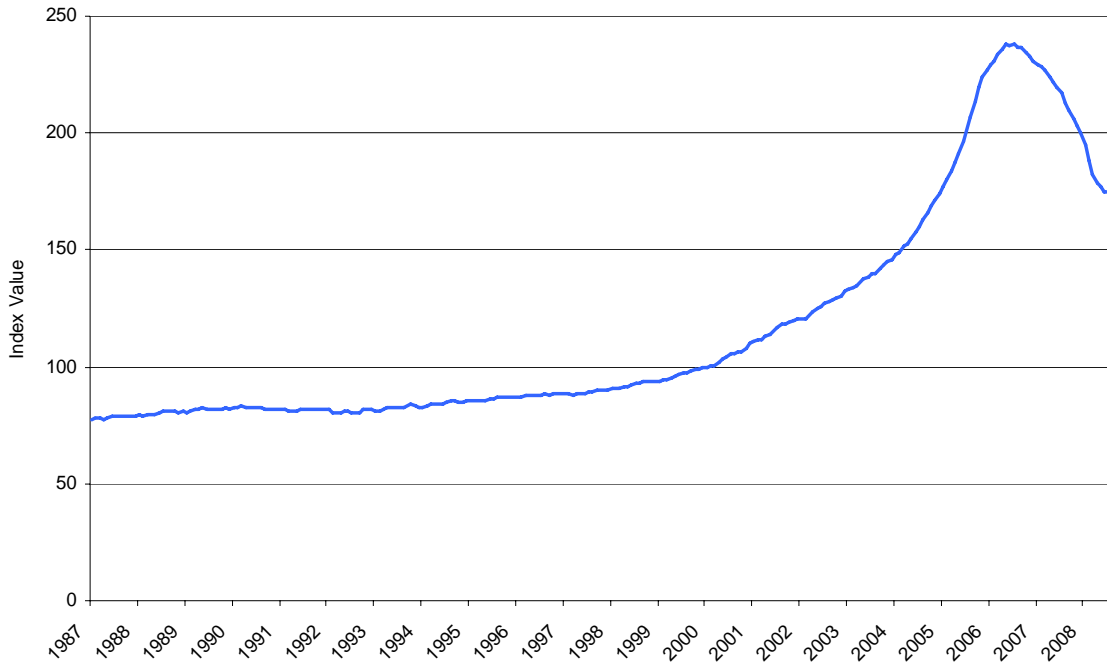
Total Assessed Value	Taxes Paid	Average Percent of Assessed Value Paid in Taxes
135,000,000	2,190,000	1.62%

3.1.2 Predicting the Real Growth Rate in Property Value for Seminole County

Until recently, property values in Florida have grown at a relatively constant annual rate. As shown in Exhibit 4 on the following page, real property values in Tampa, Florida were increasing steadily until 2001, at which time growth in property value began to increase at an extremely high rate. Associating most of this growth with the recent real estate 'bubble', the Case-Shiller Home Price Index⁴ change from 1987 to 2000 was chosen as a proxy for home value growth in Central Florida. The results of a compound annual growth calculation using the index data give a 1987 to 2000 CAGR of 2%, which was applied to baseline development as well as new construction in the analysis.

³ <http://www.seminoletax.org/dev/PropPay.asp>

⁴ http://www2.standardandpoors.com/portal/site/sp/en/us/page.topic/indices_csmahp/2,3,4,0,0,0,0,0,0,1,1,0,0,0,0,0.html

Exhibit 4: Case-Shiller Home Price Index (Tampa, FL)

3.1.3 Determination of Future Parcel Value with TOD

The potential future TOD in the study area will be entirely different in character as well as density from the parcel area that currently exists. While most of the land is currently zoned as residential, it is under-utilized compared to its potential at full development.

To achieve transit supportive density, most of the future TOD parcels would allow for mixed-use and mixed development, as well as higher population density. A future TOD scenario within a ½ mile radius of the station could potentially include:

- 315 residential dwellings (Approximately 315,000 square feet);
- 70,000 square feet of commercial/office space;
- 30,000 square feet of retail space; and
- Plaza and open space.

Considering the consequential policy, regulatory, and other development issues, an 85% efficiency rate was assumed on the TOD build-out scenario. In other words, this analysis assumes that only 85% of the future TOD scenario described above would be implemented.

To predict future parcel value for improved property within the TOD study area, an existing similar development was utilized as a prototype to determine potential future parcel value (including the value of the underlying land as well as built improvements). Colonial Town Park, in Seminole County, FL, is a relatively new development with similar characteristics to the potential Lake Mary TOD. Property value data for Colonial Town Park is used as a proxy for possible future property values in this study area.

Averages were developed from the data per gross square foot (GSF) for commercial, retail, and industrial development, and per dwelling unit for residential development. These unit value estimates were then applied to the TOD development program to estimate future increases in

assessed values within the study area. This approach overcomes the lack of representative financial data for the development study area.

The relevant characteristics of Colonial Town Park are described below:

- Average size of residential dwelling unit: 1000 square feet;
- Value of improved residential property: \$88 per GSF;
- Value of improved Commercial/ Office property: \$116 per GSF; and
- Value of improved Retail property: \$197 per GSF.

As described above, these assumptions were applied to generate potential property value in the study area.

3.1.4 Forecast Baseline and Future Development Property Value (with and without TOD) Over the Analysis Period

With or without future TOD development, the parcel value in the study area is expected to experience a real increase in value over time. Using a baseline growth in property value of 2% the "baseline" forecast property value is calculated per year over the next 20 years (Exhibit 5).

The potential property value was estimated for a TOD build-out scenario within the study area, using the land use and cost assumptions summarized in Section 3.1.2. As future development would occur in phases, the following was assumed:

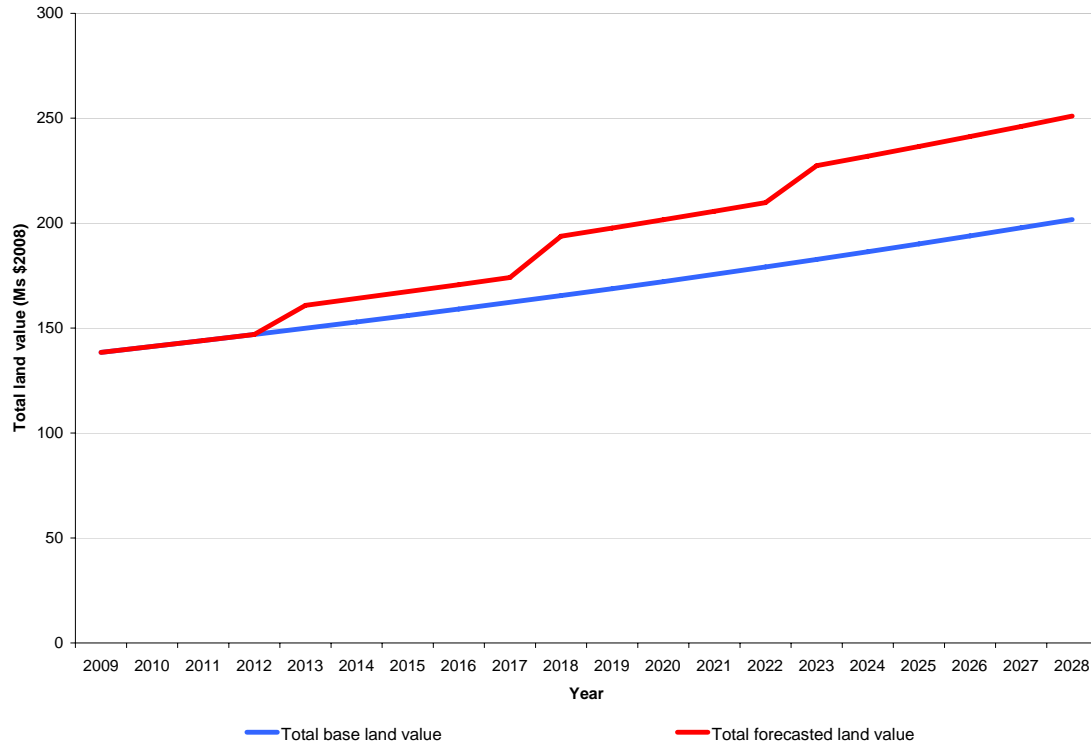
- Phase 1: 30% of future development (on-line in 2013)
- Phase 2: 40% of future development (on-line in 2018)
- Phase 3: 30% of future development (on-line in 2023)

As property value in the area will experience a real increase over time (in addition to the value generated from future development), the same annual percentage increase in property value (2%) is applied to the TOD study area as is applied to the study area without TOD.

3.2 Results of Potential Future Property Value Analysis

Using the methods and assumptions described above, the analysis suggests a future parcel value of \$250 million in 2028 for the proposed development. Exhibit 5 on the following page shows the baseline property value forecast and the build scenario potential property value forecast over time.

Exhibit 5: Total Parcel Value for Base Case and Development Scenarios (M \$2008)



As shown in the preceding figure, the potential TOD would add significant value to property in the study area, with parcel value about 25% higher than the base-year value by year 2028.

Exhibit 6 shows the amount of property tax for both the baseline no-build scenario and for the proposed development at four different time periods in the analysis (assuming property tax rates remain constant over the forecast period at approximately 1.62% of assessed parcel value). As construction of the potential development is completed and the different phases come on-line, the difference between the baseline scenario and the build scenario becomes greater.

Exhibit 6: Forecasted Property Taxes for Baseline and Future Development Scenarios for Select Years (M \$2008)

Year	2013	2018	2023	2028
Baseline Property Taxes (M \$2008)	2.4	2.7	3.0	3.3
Potential Property Taxes (M \$2008)	2.6	3.1	3.7	4.1

4 Economic Impact Analysis

4.1 Construction Related Economic Impacts

4.1.1 Methodology

To perform this analysis, the following steps were taken:

- Estimate total construction cost for the future TOD.
- Perform RIMS II analysis to determine regional impacts in earnings and employment for the study area over the period of TOD construction.

The assessments and results are summarized below.

4.1.2 Estimated Total Construction Costs

To provide an estimate of construction costs for the entire future development, RSMeans 'CostWorks' Software was used. The software provided the following results for construction costs in the Orlando area:

- Cost per square foot of residential construction: \$124
- Cost per square foot of commercial construction: \$115

The above estimates are representative of the cost to construct the proposed buildings only, and would likely increase with the inclusion of land acquisition, public infrastructure, and other fringe development costs. Because the inclusion of any additional items would vary the per-square foot costs greatly, the basic costs were utilized for structures in order to provide a baseline estimate of total potential TOD construction costs.

Exhibit 7 summarizes future construction costs by study area development type.

Exhibit 7: Summary of Construction Costs for Development Area

Land Use	Cost per Sq. ft of Construction	Total Cost (M \$2008)
Residential	123	33
Commercial/Office	115	7
Retail	115	3
Total Construction Cost		43

This total construction cost estimate of \$43 million is used for the RIMS II Economic Analysis described in Section 4.1.3.

4.1.3 RIMS II Economic Impact Analysis

The total future TOD construction cost estimated in Section 4.1.2 represents total spending on construction within the study area. The amount of \$43 million includes spending on materials and supplies (such as wood, concrete, and tools), labor (for construction workers, managers, and engineers), and the leasing of heavy equipment and machinery.

Direct spending on construction materials and supplies, as well as construction employment and associated wages paid to construction laborers, together generate multiple rounds of spending which ripple throughout the economy. For example, when contractors purchase cement from

local suppliers, those suppliers must in turn purchase raw materials, transportation services, accounting services, etc. The cement suppliers also pay their own workers, who (like the construction workers) purchase goods and services within the local economy. Such multiple rounds of “inter-industry” purchases (including household spending by wage earners) result in total economic activity which is a multiple of the direct, first round of spending. These multiplier effects, which are mathematically derived from an input-output (IO) model, are the basis for the regional economic multipliers used in this analysis.

In order to estimate the total direct, indirect, and induced earnings and employment, US Bureau of Economic Analysis (BEA) RIMS II input-output multipliers (final demand multipliers) have been applied to the direct construction cost, which represents the increase in final demand in the construction sector. The results of the analysis are summarized in Exhibit 8.

Exhibit 8: RIMS II Results - Total Direct, Indirect, and Induced Earnings / Employment from Construction

Project Cost (increase in final demand to the construction sector)	Total Regional Impacts	
43 (M \$2008)	Earnings (M \$2008) 28	Employment (jobs) 700

Direct employment refers to jobs created to construct the development, including construction workers and related support professions (e.g. engineers). Similarly, direct earnings include the earnings from jobs needed to construct the development. Indirect effects capture the “backward” linkages from the economic activity created by the project directly. For example, the construction of a large development creates employment in the residential construction, heavy construction equipment, manufacturing, and concrete industries. Induced effects include jobs and earnings derived from the “forward” spending of households, resulting from their increased earnings. For example, construction workers building the development will use their additional earnings to purchase food, clothing, insurance, and other items. This spending creates jobs and earnings in many sectors across the economy. The analysis of additional employment (which, for construction, would be measured in terms of person years of employment) assumes that there is sufficient capacity in the labor force to absorb additional employment (or additional hours of work).

It is important to note that the results of this phase of the analysis are not permanent jobs or earnings; they are temporary additions to the economy during the construction period.

4.2 Impact of Permanent Jobs Captured in the Area

4.2.1 Permanent Jobs Created

In addition to jobs created during construction, the development would attract a significant number of permanent jobs once completed. The addition of retail and office space will create many employment opportunities throughout the surrounding area. Using industry averages, future TOD could potentially employ 140 individuals within the study area (1/2 mile radius of the new station). Exhibit 9 on the following page shows the break-down of the expected employment per square foot of development space, and the corresponding number of permanent jobs created.

Exhibit 9: Permanent Jobs in Study Area

Land Use	Employees / Sq. ft	Total Jobs
Commercial/Office Space	525 ⁵	120
Retail	1,250 ⁶	20
Total		140

4.2.2 Economic Impact of Permanent Jobs

The permanent jobs described in Section 4.2.1 will have an economic impact on the surrounding region, similar to that from construction jobs. Since these jobs are permanent, so will be the economic impacts that result from this increased employment. Using the average hourly wages across all industries for Florida in 2007, as given by the Bureau of Labor Statistics, the total direct, indirect, and induced earnings and employment from new permanent jobs were calculated. The US BEA RIMS II direct effect multipliers were used to complete the calculations. See Exhibit 10 for the results of the analysis.

Exhibit 10: RIMS II Results - Total Direct, Indirect, and Induced Earnings / Employment from Permanent Jobs in Study Area

Type of Space	Regional Impacts	
	Earnings (M \$2008)	Employment (jobs)
Commercial/Office Space	7	290
Retail	2	30
Total	9	320

An increase in permanent jobs within the study area would create an increase in employment in other sectors (and a corresponding increase in earnings) when the newly employed individuals spend their earnings in the area.

⁵ Energy Information Administration. 2003. "Total and Means of Floorspace, Number of Workers, and Hours of Operation for Non-Mall Buildings, 2003".

http://www.eia.doe.gov/emeu/cbecs/cbecs2003/detailed_tables_2003/2003set1/2003html/b1.html

⁶ IBID

**Florida Department of Transportation
Central Florida Commuter Rail Transit (CFCRT)**

**Economic and Fiscal Impact Analysis of Future Station
Transit Oriented Development (TOD)**

Study Assumptions

1. The build-out values of future TOD developments were estimated using the following proxy developments or methods (methods/developments vary by TOD county location):
 - a. Winter Park Station – Recent average sales prices of commercial and residential property in Winter Park, Florida
 - b. Orange County Stations – The Plaza mixed use complex - South Orange Avenue, Orlando Florida
 - c. Osceola County, Volusia County, and Seminole County Stations – Colonial Town Park mixed use development - Lake Mary, Florida
2. The following phasing for development construction in all stations is assumed:
 - a. Phase 1: 30% of future development (on-line in 2013)
 - b. Phase 2: 40% of future development (on-line in 2018)
 - c. Phase 3: 30% of future development (on-line in 2023)
3. The construction cost per square foot of residential and commercial construction was obtained from the RS Means 'CostWorks' Software database. Costs include structure only and do not represent the full cost of construction including machinery rental, fit-out, etc. Values used were:
 - a. Cost per square foot of residential construction: \$124
 - b. Cost per square foot of commercial and retail construction: \$115
4. Senior cost estimators at PB reviewed these values and confirmed they are reasonable assumptions. Due to the downturn in the national and global economy, construction costs will likely increase very slowly, if at all, for the duration of the economic slowdown.
5. The size of an average residential dwelling unit was approximated at 1,000 GSF⁷. As building codes tend to impose upper limits on the size of a residential dwelling unit, a dwelling unit much less than 1,000 square feet as is viewed to be economically untenable. Larger units are possible, but on average, the 1,000 GSF is viewed as reasonable and reflective of local development and planning conditions. This is consistent with consumer preferences for smaller housing choices, including apartments, townhomes, lofts, and live-work units, for a third of the overall housing demand, reported by Reconnecting America's Center for Transit Oriented Development.
6. US Bureau of Economic Analysis (BEA) RIMS II Multipliers were used to forecast additional employment and wage earnings from indirect and induced economic impacts.

⁷ An evaluation of Colonial Town Park residential units (used as a prototype development for this study) showed the size of a residential unit ranged from 500-1500 square feet. The average size for a residential unit (which ranged from a studio to a 2 bedroom/2 bathroom with a garage) was 1000 square feet as calculated by PB.

7. Nominal wage rates, property value growth rates, and ad valorem tax rates were assumed to remain constant over the study period.
8. Sufficient capacity is present in the labor force in order to absorb additional employment attracted by the development.
9. Property values for build and no-build scenario parcels grow at 2% (in real terms) per year independent of changes in value from development. This number is derived from an analysis of compound annual growth in real property value in Tampa from 1987 through 2001. Tampa data were used instead of County data, because the latter extended back only through 1995, a period reflecting excessive and unrepresentative property value appreciation, including the effects of the housing bubble. Given the downturn in the market, PB viewed the average County growth rates to be too high to forecast long-term growth in the future.
10. An 85% efficiency rate was applied to the TOD build-out scenario.
11. An analysis period of 20 years (2009-2028) was used for benefit calculations.
12. TOD properties are sold immediately as construction for each phase finishes.

THE GOVERNOR'S JOB GROWTH GRANT JOINT APPLICATION

SEMINOLE COUNTY

FOR ECONOMIC DEVELOPMENT
OPPORTUNITIES

EAST CENTRAL FLORIDA REGIONAL PLANNING COUNCIL | ORANGE COUNTY | MAITLAND | LAKE MARY | SANFORD | DEBARY





**Florida Job Growth Grant Fund
Public Infrastructure Grant Proposal**

Proposal Instructions: The Florida Job Growth Grant Fund Proposal (this document) must be completed by the governmental entity applying for the grant and signed by either the chief elected official, the administrator for the governmental entity or their designee. Please read the proposal carefully as some questions may require a separate narrative to be completed.

Governmental Entity Information

Name of Governmental Entity: SEMINOLE COUNTY

Government Federal Employer Identification Number: [REDACTED]

Contact Information:

Primary Contact Name: Angela M Cardona

Title: Professional Engineer

Mailing Address: 100 East 1st Street
Sanford, Florida 32771

Phone Number: 407-665-5661

Email: acardona02@seminolecountyfl.gov

Public Infrastructure Grant Eligibility

Pursuant to section 288.101, F.S., the Florida Job Growth Grant Fund was created to promote economic opportunity by improving public infrastructure and enhancing workforce training. Eligible governmental entities that wish to access this grant fund must submit public infrastructure proposals that:

- Promote economic recovery in specific regions of the state, economic diversification or economic enhancement in a targeted industry. (View Florida's [Targeted Industries here.](#))
- Are not for the exclusive benefit of any single company, corporation or business entity.
- Are for infrastructure that is owned by the public and is for public use or predominately benefits the public.



1. Program Requirements:

Each proposal must include the following information describing how the project satisfies eligibility requirements listed on page 1.

A. Provide the title and a detailed description of the public infrastructure improvements.

See Appendix A

B. Is this infrastructure owned by the public?

Yes No

C. Is this infrastructure for public use or does it predominately benefit the public?

Yes No

D. Will the public infrastructure improvements be for the exclusive benefit of any single company, corporation or business entity?

Yes No

E. Provide a detailed explanation of how the public infrastructure improvements will connect to a broader economic development vision for the community and benefit additional current or future businesses.

Completed by Orange County



F. Provide a detailed description of, and quantitative evidence demonstrating, how the proposed public infrastructure project will promote:

- Economic recovery in specific regions of the state;
- Economic diversification; or
- Economic enhancement of a Targeted Industry (View Florida's [Targeted Industries here.](#))
 - As part of this response, describe how the project will promote specific job growth. Include a description of the number of jobs that will be retained or created, the average wages of such jobs, and in which industry(ies) the jobs will be created using the North American Industry Classification System ([NAICS](#)) codes. Where applicable, you may list specific businesses that will retain or grow jobs or make capital investment.
 - Further, include the economic impact on the community, region, or state and the associated metrics used to measure the success of the proposed project.

Completed by Orange County.

If additional space is needed, attach a word document with your entire answer.



2. Additional Information:

A. Is this project an expansion of an existing infrastructure project?

Yes No

B. Provide the proposed commencement date and number of days required to complete construction of the public infrastructure project.

Expected commencement date is Oct 2018. 270 days to complete construction.

C. What is the location of the public infrastructure? (Provide the road number, if applicable.)

West airport Blvd, Country Club Rd and Southwest Road

D. Who is responsible for maintenance and upkeep? (Indicate if more than one are applicable.)

Federal State County City Other _____

E. What permits are necessary for the public infrastructure project?

SJRWMD Permit

F. Detail whether required permits have been secured, and if not, detail the timeline for securing these permits. Additionally, if any required permits are local permits, will these permits be prioritized?

Request for SJRWMD permit was submitted on 8/14/17.

G. What is the future land use and zoning designation on the proposed site of the infrastructure improvements, and will the improvements conform to those uses?

Majority of the project is a current M-1 (industrial) zoning and Future Land Use Higher Intensity Planned Development - Target Industry (HIPTI). Approximately 1/4 of the project (from Country Club Road to Truman Blvd.) is currently a R-1 (Single Family Dwelling) and the future land use is Low Density Residential (LDR). See Attached Map.



H. Will an amendment to the local comprehensive plan or a development order be required on the site of the proposed project or on adjacent property to accommodate the infrastructure and potential current or future job creation opportunities? If yes, please detail the timeline.

Yes No

If additional space is needed, attach a word document with your entire answer.

I. Is the project ready to commence upon grant fund approval and contract execution? If no, please explain.

Yes No

If additional space is needed, attach a word document with your entire answer.

J. Does this project have a local match amount?

Yes No

If yes, please describe the entity providing the match and the amount.

County will fund the design and Right of Way cost & will contribute 25% of construction.

K. Provide any additional information or attachments to be considered for this proposal.

If additional space is needed, attach a word document with your entire answer.



3. Program Budget

Estimated Costs and Sources of Funding: Include all applicable public infrastructure costs and other funding sources available to support the proposal.

A. Public Infrastructure Project Costs:

Construction	\$ 1,250,000.00		
Reconstruction	\$		
Design & Engineering	\$ 150,000.00		
Land Acquisition	\$ 450,000.00		
Land Improvement	\$		
Other	\$	Please Specify:	_____
Total Project Costs	\$ 1,850,000.00		

B. Other Public Infrastructure Project Funding Sources:

City/County	\$ 912,500.00		
Private Sources	\$		
Other (grants, etc.)	\$	Please Specify:	_____
Total Other Funding	\$ 912,500.00		
Total Amount Requested	\$ 937,500.00		

Note: The total amount requested must equal the difference between the public infrastructure project costs in 3.A. and the other public infrastructure project funding sources in 3.B.

C. Provide a detailed budget narrative, including the timing and steps necessary to obtain the funding and any other pertinent budget-related information.

Current Fiscal Year a a budget amount for \$290,000.00. FY 17/18 Budget has a proposed amount of \$680,000 in addition to the current Budget. The FY 17/18 Public Works Capital Budget is set to be approved at the 2nd Budget Public Hearing which will be held on 9/26/17 at 7:30 P.M. (the remaining budget left will be for any change order that may occur).



4. Approvals and Authority

- A. If the governmental entity is awarded grant funds based on this proposal, what approvals must be obtained before it can execute a grant agreement with the Florida Department of Economic Opportunity (e.g., approval of a board, commission or council)?

An executed agreement must first be approved by the Seminole County Board of County Commissioners.

- B. If approval of a board, commission, council or other group is needed prior to execution of an agreement between the governmental entity and the Florida Department of Economic Opportunity:

- i. Provide the schedule of upcoming meetings for the group for a period of at least six months.

If additional space is needed, attach a word document with your entire answer.

- ii. State whether that group can hold special meetings, and if so, upon how many days' notice.

See section 4A.

- C. Attach evidence that the undersigned has all necessary authority to execute this proposal on behalf of the governmental entity. This evidence may take a variety of forms, including but not limited to: a delegation of authority, citation to relevant laws or codes, policy documents, etc.



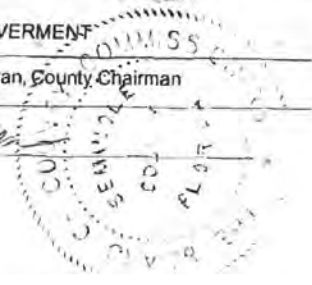
I, the undersigned, do hereby certify that I have express authority to sign this proposal on behalf of the above-described governmental entity.

Name of Governmental Entity: SEMINOLE COUNTY GOVERNMENT

Name and Title of Authorized Representative: John Horan, County Chairman

Representative Signature: *John Horan*

Signature Date: 11/14/17



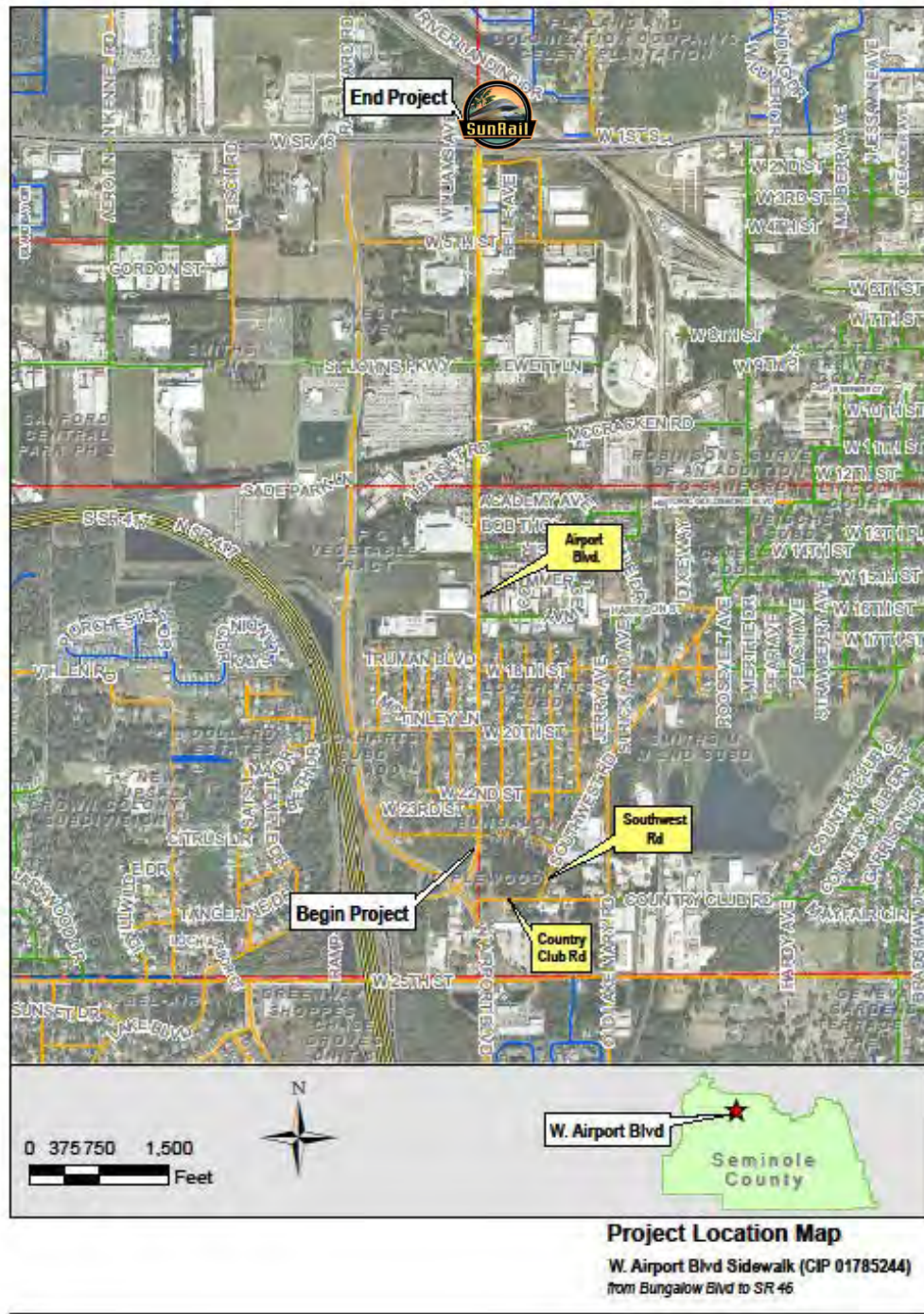
Appendix

1A. PROJECT DESCRIPTION

The overall project addresses the need for pedestrian safety and multi-modal connections between neighborhoods, schools, mixed use centers and transit facilities. The primary project objective is to provide continuous sidewalk along west side of W. Airport Boulevard, north side of Country Club Rd and east side of Southwest Rd. by connecting existing segments of sidewalk with new sidewalk. Additional improvements include addressing safety concerns for steep slopes along roadside ditches. Drainage activities include the retrofit and relocation of existing ditches and storm drain systems that will be impacted by the addition of sidewalk.

This project is located in northern Seminole County (Section 35, Township 19S, Range 30E), between Country Club Rd and SR 46A. Surrounding land uses include residential and industrial. The total project area limits of construction is 1.82 acres. Refer to Figure 1 for the Project Location Map.

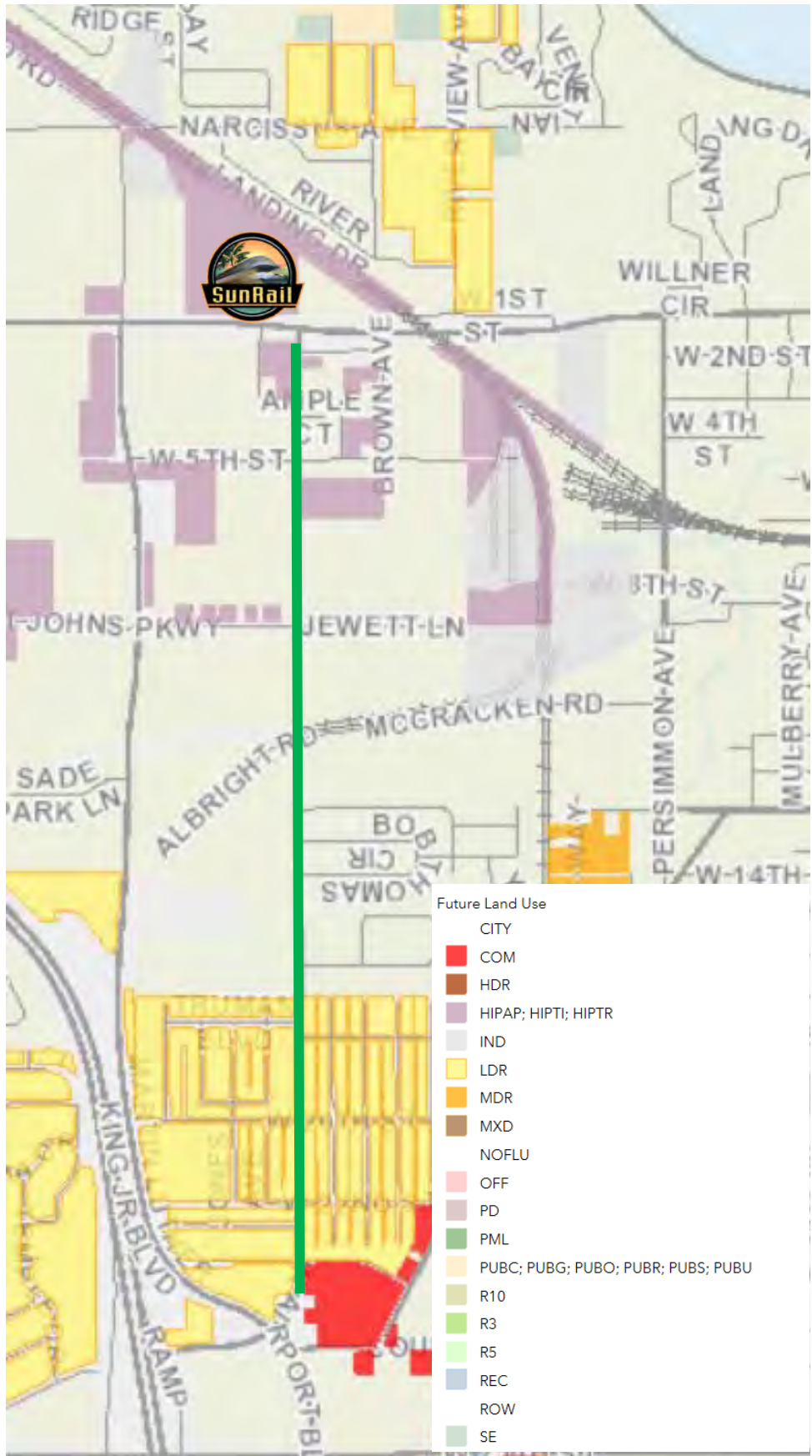
Figure 1. Project Location Map



1F. INDUSTRIES PRESENT IN THE CORRIDOR

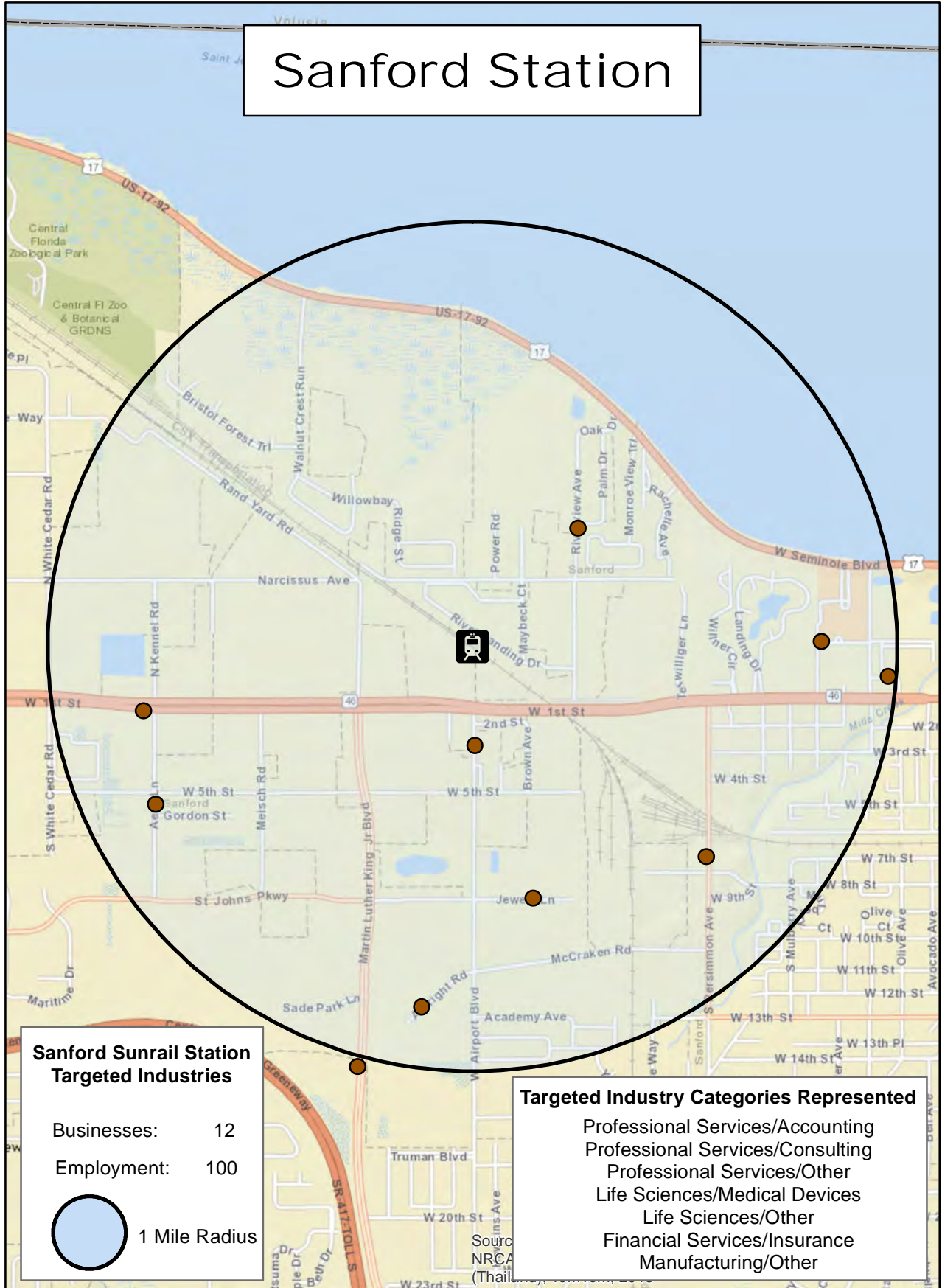
Number	Name	Type
1	MCT Transportation	Provides Refrigeration and dry transportation services for a wide range of temperature sensitive and general commodities
2	American Builders Supply	It is building material supplier that manufactures, distributes and installs: millwork, windows, components and lumber to both single family as well as multi-family home builders in the state of Florida.
3	Owens Distribution	Local, chemical service and dish-machine sales and rental company for commercial laundry, dishwashing and housekeeping applications, while striving to promote green and environmentally-friendly business practices.
4	Coast Pump and Water Technologies	It is the premier water system
5	MC2 Inc.	Specializes in facility automation, with extensive experience in Direct Digital Controls, Energy Management, Fire Alarm, Access Control, CCTV, Lighting Control, HVAC, and industrial process applications. Specializes in facility automation, with extensive experience in Direct Digital Controls, Energy Management, Fire Alarm, Access Control, CCTV, Lighting Control, HVAC, and industrial process applications.
6	IBA Molecular	It is a world-class nuclear medicine solutions provider.

2G. LAND USE MAP



Florida Job Growth Grant Fund

Businesses in a Targeted Industry
Located within 1 Mile of Selected SunRail Commuter Rail Stations



Source: InfoGroup



Sanford Station

Targeted Industry Companies within One Mile of SunRail Station

Company Name	Address	City	State	ZIP Code	ZIP Four	Primary NAICS	Primary NAICS Description	Location Employee Size Actual	Targeted Industry Category
Active Pain & Injury Inc	1403 Medical Plaza Dr # 109	Sanford	FL	32771	1085	621511	Medical Laboratories	2	LIFE SCIENCES
Centerstate Appraisals	470 Palm Dr	Sanford	FL	32771	9502	541990	All Other Professional, Scientific/Technical Svcs	3	PROFESSIONAL SERVICES
Crankshaft Rebuilders Inc	1200 Albright Rd	Sanford	FL	32771	1670	336390	Other Motor Vehicle Parts Manufacturing	30	OTHER MANUFACTURING/AUTOMOTIVE
Critical Disposables Inc	700 Martin Luther King Jr Blvd	Sanford	FL	32771	9531	339112	Surgical & Medical Instrument Manufacturing	18	LIFE SCIENCES/MEDICAL DEVICES/SURGICAL INSTRUMENTS
Geneva Food Products	2664 Jewett Ln	Sanford	FL	32771	1678	311999	All Other Miscellaneous Food Manufacturing	12	OTHER MANUFACTURING/FOOD AND BEVERAGE
Ignite Fitness Staffing	107 Pine Isle Dr	Sanford	FL	32773	7435	541612	Human Resources Consulting Services	5	PROFESSIONAL SERVICES/CONSULTING
L & P Logistics	600 S Persimmon Ave	Sanford	FL	32771	2385	541611	Administrative & General Mgmt Consulting Services	3	PROFESSIONAL SERVICES/CONSULTING
M Stewart & Co	570 Lexington Green Ln	Sanford	FL	32771	1026	541211	Offices Of Certified Public Accountants	6	PROFESSIONAL SERVICES/ACCOUNTING
Riese, Jean CPA	2920 W Airport Blvd # 111	Sanford	FL	32771	4818	541211	Offices Of Certified Public Accountants	2	PROFESSIONAL SERVICES/ACCOUNTING
Stanley Insurances	451 Riverview Ave	Sanford	FL	32771	9576	524210	Insurance Agencies & Brokerages	1	FINANCIAL SERVICES/INSURANCE
Trademark Metals Recycling LLC	3301 W State Road 46	Sanford	FL	32771	8848	423930	Recyclable Material Merchant Wholesalers	15	CLEAN TECH/SUSTAINABLE BUILDING PRODUCTS
Wiginton Fire Protctn Engrng	699 Aero Ln	Sanford	FL	32771	6699	541613	Marketing Consulting Services	3	PROFESSIONAL SERVICES/CONSULTING

Florida Department of Transportation
Central Florida Commuter Rail Transit Project

Economic and Fiscal Impact Analysis of Future Station Transit Oriented Development

Sanford Station
Seminole County, Florida

Summary Report
Revised January 2009

**Florida Department of Transportation
Central Florida Commuter Rail Transit (CFCRT)**

**Economic and Fiscal Impact Analysis of Future Station
Transit Oriented Development (TOD)**

Sanford Station

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1 Executive Summary - Sanford TOD Impact

Background

The 61.5 mile, 17 station Central Florida Commuter Rail Transit (CFCRT) project will provide the opportunity not only to move people more efficiently, but also to build new, walkable, transit oriented communities around selected stations, as well as strengthen existing communities around others.

In order to coordinate land use and transportation, FDOT reached out in November 2006, to agencies, major stakeholders and jurisdictions along the proposed project corridor. One part of the process involved holding a series of charrettes with local stakeholders. The sketch-level Transit Oriented Development (TOD) concepts developed for each of the 17 stations, and other charrette results were compiled in FDOT's Transit Oriented Development Workshop Sketchbook, (Summer 2007) and in the Supplemental Land Use Document (September 2007), submitted in support of the New Starts application for the Initial Operating Segment (IOS) of the Central Florida Commuter Rail Transit project.

Overview: Fiscal and Economic Impacts of Potential Future TOD - Sanford Station

The purpose of this study is to provide a high-level analysis of economic impacts that could potentially accrue as a result of the construction of 17 Transit Oriented Development stations within the communities along the Central Florida Commuter Rail Transit alignment.

A four-part analysis was conducted to determine the fiscal and economic impacts of the potential future TOD around the proposed Sanford Station in Seminole County. The analysis was conducted on the future development potential spread across 425 land parcels totaling 574 acres within ½ mile radius of the station and includes:

- Potential future property values within the study area.
- Potential number of permanent jobs within the proposed future development.
- Potential numbers of direct, indirect, and induced jobs and earnings created in the area during construction. (Direct spending represents the immediate project construction expenditures. Indirect impacts represent the economic impacts resulting when construction companies purchase materials, supplies and services from other firms. Induced impacts reflect the benefits to retailing and other businesses when construction workers spend their earnings in the study area).
- Potential direct, indirect, and induced employment and earnings created in Seminole, Orange, Volusia, and Osceola counties from permanent jobs. These earnings and jobs reflect an increase in economic activity and overall wealth in the area from the new permanent jobs (retail and commercial).

In order to find approximate potential land and building values for the proposed Sanford station area development, an existing comparable TOD community was used as a proxy: Colonial Town Park located in Seminole County, Florida. The characteristics of this development are comparable with the future land uses proposed for the Sanford station area community, and therefore serve as a good benchmark for this study. All dollar values in the report are presented in real \$2008 unless otherwise noted.

Potential future property values

Using the comparable development in Seminole County, Florida to serve as a "prototype" for this study, the potential value of the study area development at TOD build-out was estimated. With

construction of the rail line, appropriate land use policies and resumed economic growth, total parcel value could reach \$906 million¹ in 2028, with \$15² million in tax revenues in that year. This compares to a total parcel value forecast of \$185³ million in 2028 and tax revenues of \$3 million⁴, under the no-TOD scenario.

Potential direct, indirect and induced jobs and earnings from construction

The construction of future development, at the indicative scale and type for the Sanford study area, will inevitably have an impact on the local economy due to an increase in demand for labor, and an increase in spending on supplies and materials. The US BEA RIMS II multipliers were applied to predict direct, indirect, and induced jobs and earnings within Seminole and three neighboring counties: Orange, Volusia, and Osceola, during the construction lifetime. The analysis forecasts that future TOD could contribute up to \$430 million in household earnings and 10,600 person-year jobs to the study area over the construction period.

Potential permanent jobs and economic impacts

Finally, considering increased commercial density within the study area, an estimate was made of potential permanent jobs within the future TOD. With the addition of new office and retail space to the existing parcels in study area, the TOD could attract up to 2,150 permanent jobs within ½ mile of the station. In addition, these new jobs and earnings will have impacts on the local economy, similar to those previously described for construction. Using US BEA RIMS II multipliers, an estimate was made of future direct, indirect, and induced permanent jobs and earnings from the new development. The future development's permanent economic impacts could include up to \$137 million in annual earnings to the surrounding counties and up to 5,200 permanent jobs.

Exhibit 1 shows a summary of the Sanford TOD Impact Study results. Methodology for each calculation and a more detailed analysis of the results are included in the subsequent sections of this report.

Exhibit 1: Summary Table of Sanford Station TOD Impact Study Results

Sanford Station <i>Seminole County</i>	
Future Study Area Property Value Potential (M \$2008)	\$906
Added Property Tax Collections 2028 (M \$2008)	\$12
Direct, Indirect, Induced Employment (Construction Jobs)	10,500
Earnings in Construction Sector (M \$2008)	\$430
Potential Permanent Jobs Created	2,150
Direct, Indirect, Induced Employment (From Perm. Jobs)	5,200
Direct, Indirect, Induced Earnings (From Perm. Jobs in M \$2008)	\$137

¹ 2008 dollars. Assumes a real annual growth in property value of 2%

² Does not include water/garbage tax

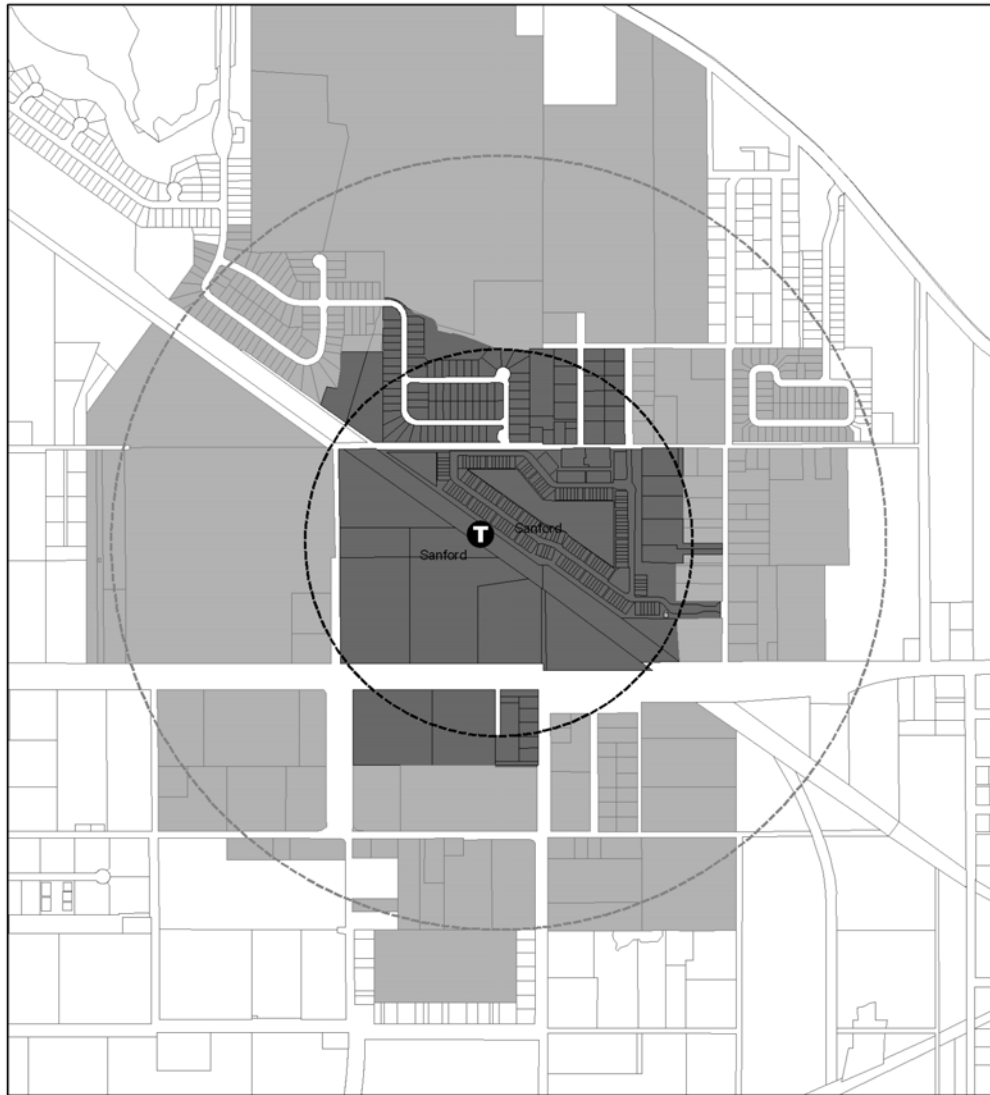
³ 2008 dollars. Assumes a real annual growth in property value of 2%

⁴ Does not include water/garbage tax






2 Study Overview

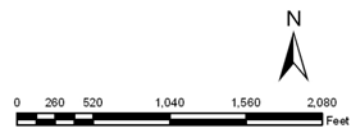
A four-part analysis was conducted to determine the fiscal and economic impacts of potential transit-oriented development in Seminole County, Florida. Impacts include future tax revenues from property in the new development within 1/2 mile of the proposed station, and the economic impacts of this 1/2 mile area on Seminole and its neighboring counties, including Orange, Osceola, and Volusia. Exhibit 2 shows the general location of the proposed CFCRT station, and the study area parcels, with the 1/4 and 1/2 mile radii from the station.

Exhibit 2: Map of Sanford Station TOD Impact Study Area



Legend

-  Stations
-  1/4 Mile - 5 Minute Walk
-  1/2 Mile - 10 Minute Walk
-  1/4-Mile Parcels
-  1/2-Mile Parcels



The four-part analysis can be summarized as follows:

- Determination of potential property values under the build and no-build scenarios (and corresponding property taxes).
- RIMS II analysis of potential regional jobs and earnings created during the construction of the future TOD. This analysis estimates the total impact of additional construction spending on the Seminole County study area, including direct construction employment and earnings, as well as induced and indirect employment and earnings. Induced and indirect employment and earnings result when businesses supply goods and services to support construction, and also when construction workers spend on retail goods, services, and other consumption items. (RIMS II analysis employs RIMS II multipliers, which are generated by the U.S. Bureau of Economic Analysis from an input output economic model created specifically for the study area).
- Potential permanent jobs attracted to the study area by future commercial development.
- RIMS II analysis of additional predicted regional jobs and earnings created as a result of the increase in permanent employment.

A summary of the study assumptions is included at the end of this report.

3 Fiscal Analysis of Property Tax Revenue

3.1 Methodology

The following steps were taken to evaluate future property values and taxes for the Sanford TOD study area in Seminole County:

- 1) Determine current property taxes and tax rates for study area;
- 2) Find predicted real growth rate in property value for Seminole County;
- 3) Determine potential future value of study area parcels (and corresponding taxes);
- 4) Forecast baseline property value (no-build scenario) and compare to future property value (build scenario) over the next twenty years.

The four assessments and findings are summarized below:

3.1.1 Determination of Study Area Current Property Taxes and Tax Rates

With data available from the Seminole Tax Roll Archive (from the County's Property Appraiser's website)⁵, a determination was made of the total taxes collected from current development on the study area's parcels in 2007. In order to perform this analysis, the database was queried for a number of the parcels in the study area and the total assessed value in 2007, taxes paid, and the corresponding tax percentage paid on property value was recorded. The data was used to find an average percentage of assessed value paid in property tax. This data is presented in Exhibit 3 below.

Exhibit 3: Property Tax Summary for Seminole County, 2007

Total Assessed Value	Taxes Paid	Average Percent of Assessed Value Paid in Taxes ⁶
124,000,000	2,000,000	%1.62

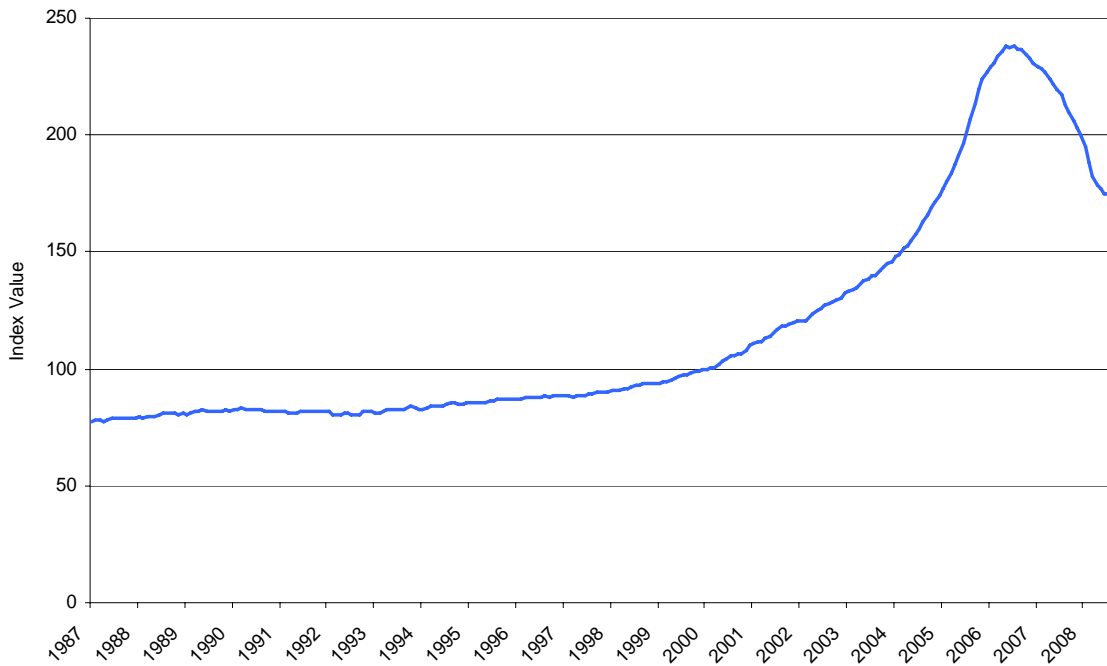
3.1.2 Predicting the Real Growth Rate in Property Value for Seminole County

Until recently, property values in Florida have grown at a relatively constant annual rate. As shown in Exhibit 4 on the following page, real property values in Tampa, Florida were increasing steadily until 2001, at which time growth in property value began to increase at an extremely high rate. Associating most of this growth with the recent real estate 'bubble', the Case-Shiller Home Price Index⁷ change from 1987 to 2000 was chosen as a proxy for home value growth in Central Florida. The results of a compound annual growth calculation using the index data give a 1987 to 2000 CAGR of 2%, which was applied to baseline development as well as new construction in the analysis.

⁵ <http://www.seminoletax.org/dev/PropPay.asp>

⁶ Percentage does not include stormwater, garbage

⁷ http://www2.standardandpoors.com/portal/site/sp/en/us/page.topic.indices_csmahp/2,3,4,0,0,0,0,0,0,1,1,0,0,0,0,0.html

Exhibit 4: Case-Shiller Home Price Index (Tampa, FL)

3.1.3 Determination of Future Parcel Value with TOD

The potential future TOD in Seminole County will be entirely different in character as well as density from the study area that currently exists. While most of the land is currently zoned as residential, it is under-utilized compared to its potential at full development.

To achieve transit supportive density, most of the study area parcels would allow for mixed-use and mixed development, as well as higher population density. A future TOD scenario within a ½ mile radius of the station could potentially include:

- 4,950 residential dwellings (Approximately 5 million square feet);
- 1,251,000 square feet of commercial/office space;
- 180,000 square feet of retail space; and
- Plaza and open space.

Considering the consequential policy, regulatory, and other development issues, an 85% efficiency rate was assumed on the TOD build-out scenario. In other words, this analysis assumes that only 85% of the future TOD scenario described above would be implemented.

To predict future parcel value for improved property within the TOD study area, an existing similar development was utilized as a prototype to determine potential future parcel value (including the value of the underlying land as well as built improvements). Colonial Town Park, (in Seminole County), is a relatively new development with similar characteristics to the future potential TOD in Sanford. Property value data for Colonial Town Park is used as a proxy for possible future property values in this study area.

Averages were developed from the data per gross square foot (GSF) for commercial, retail, and industrial development, and per dwelling unit for residential development. These unit value estimates were then applied to the TOD development program to estimate future increases in

assessed values within the study area. This approach overcomes the lack of representative financial data for the development study area.

The relevant characteristics of Colonial Town Park are described below:

- Average size of residential dwelling unit: 1000 square feet;
- Value of improved residential property: \$88 per GSF;
- Value of improved Commercial/ Office property: \$116 per GSF; and
- Value of improved Retail property: \$197 per GSF.

As described above, these assumptions were applied to generate potential property value in the study area.

3.1.4 Forecast Baseline and Future Development Property Value (with and without TOD) Over the Analysis Period

With or without future TOD development, the parcel value in the study area is expected to experience a real increase in value over time. Using a baseline growth in property value of 2% the "baseline" forecast property value is calculated per year over the next 20 years (Exhibit 5).

The future potential property value was estimated for a TOD build-out scenario within the study area, using the land use and cost assumptions summarized in Section 0. As future development would occur in phases, the following was assumed:

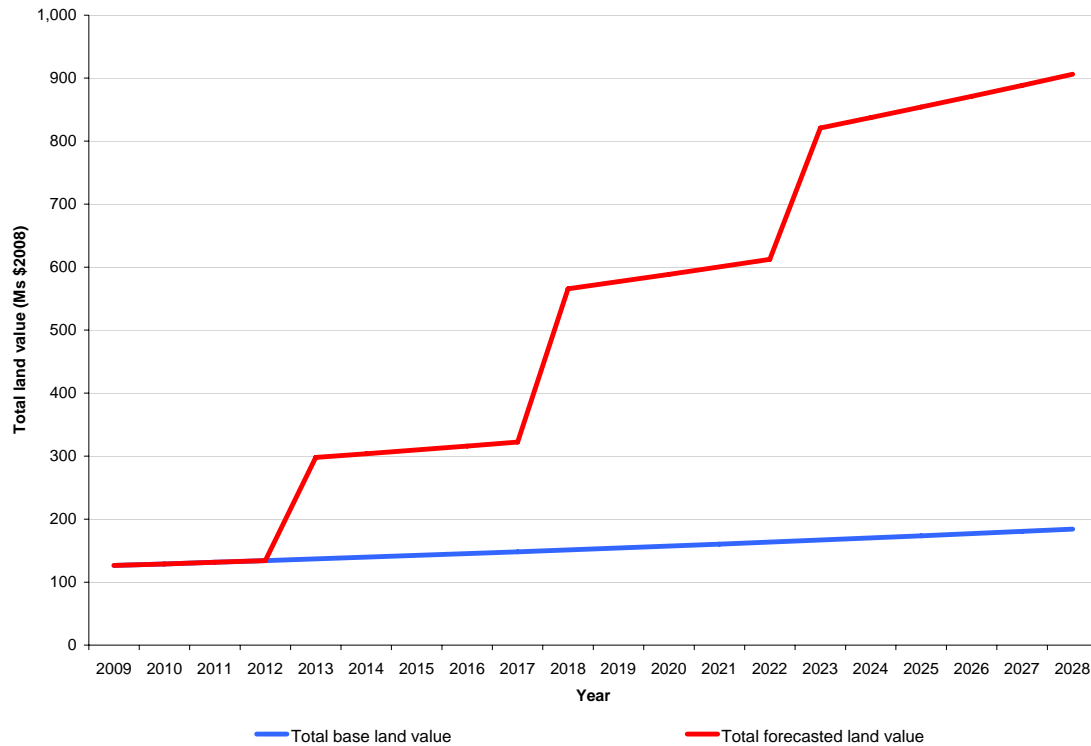
- Phase 1: 30% of future development (on-line in 2013)
- Phase 2: 40% of future development (on-line in 2018)
- Phase 3: 30% of future development (on-line in 2023)

As property value in the area will experience a real increase over time (in addition to the value generated from future development), the same annual percentage increase in property value (2%) is applied to the TOD study area as is applied to the study area without TOD.

3.2 Results of Potential Future Property Value Analysis

Using the methods and assumptions described above, the analysis suggests a future parcel value of \$780 million in 2028 for the proposed development. Exhibit 5 on the following page shows the baseline property value forecast and the build scenario potential property value over time.

Exhibit 5: Total Parcel Value for Base Case and Development Scenarios (M \$2008)



As shown in the preceding figure, the potential TOD would add significant value to property in the study area, with parcel value about 4 times the base-year value by year 2028.

Exhibit 6 shows the amount of property tax for both the baseline no-build scenario and for the proposed development at four different time periods in the analysis (assuming property tax rates remain constant over the forecast period at approximately 1.62% of assessed parcel value). As construction of the potential development is completed and the different phases come on-line, the difference between the baseline scenario and the build scenario becomes greater.

Exhibit 6: Potential Property Taxes for Baseline and Future Development Scenarios for Select Years (000's \$2008)⁸

Year	2013	2018	2023	2028
Baseline Property Taxes (M \$2008)	2.2	2.4	2.7	3.0
Potential Property Taxes (M \$2008)	4.8	9.2	13.3	14.7

⁸ Taxes do not include stormwater/sewer/garbage

4 Economic Impact Analysis

4.1 Construction Related Economic Impacts

4.1.1 Methodology

To perform this analysis, the following steps were taken:

- Estimate total construction cost for the future TOD.
- Perform RIMS II analysis to determine regional impacts in earnings and employment for the study area over the period of TOD construction.

The assessments and results are summarized below.

4.1.2 Estimated Total Construction Costs

To provide an estimate of construction costs for the entire future development, RSMeans 'CostWorks' Software was used. The software provided the following results for construction costs in the Orlando area:

- Cost per square foot of residential construction: \$124
- Cost per square foot of commercial construction: \$115

The above estimates are representative of the cost to construct the proposed buildings only, and would likely increase with the inclusion of land acquisition, public infrastructure, and other fringe development costs. Because the inclusion of any additional items would vary the per-square foot costs greatly, the basic costs were utilized for structures in order to provide a baseline estimate of total potential TOD construction costs.

Exhibit 7 summarizes future construction costs by study area development type.

Exhibit 7: Summary of Construction Costs for Development Area

Land Use	Cost per Sq. ft of Construction	Total Cost (M \$2008)
Residential	123	518
Commercial/Office	115	122
Retail	115	18
Total Construction Cost		\$660

This total construction cost estimate of \$660 million is used for the RIMS II Economic Analysis described in Section 0.

4.1.3 RIMS II Economic Impact Analysis

The total future TOD construction cost estimated in Section 0 represents total spending on construction within the study area. The amount of \$660 million includes spending on materials and supplies (such as wood, concrete, and tools), labor (for construction workers, managers, and engineers), and the leasing of heavy equipment and machinery.

Direct spending on construction materials and supplies, as well as construction employment and associated wages paid to construction laborers, together generate multiple rounds of spending which ripple throughout the economy. For example, when contractors purchase cement from

local suppliers, those suppliers must in turn purchase raw materials, transportation services, accounting services, etc. The cement suppliers also pay their own workers, who (like the construction workers) purchase goods and services within the local economy. Such multiple rounds of “inter-industry” purchases (including household spending by wage earners) result in total economic activity which is a multiple of the direct, first round of spending. These multiplier effects, which are mathematically derived from an input-output (IO) model, are the basis for the regional economic multipliers used in this analysis.

In order to estimate the total direct, indirect, and induced earnings and employment, US Bureau of Economic Analysis (BEA) RIMS II input-output multipliers (final demand multipliers) have been applied to the direct construction cost, which represents the increase in final demand in the construction sector. The results of the analysis are summarized in Exhibit 8.

Exhibit 8: RIMS II Results - Total Direct, Indirect, and Induced Earnings / Employment from Construction

Project Cost (increase in final demand to the construction sector)	Total Regional Impacts	
660 (M \$2008)	Earnings (M \$2008) 430	Employment (jobs) 10,600

Direct employment refers to jobs created to construct the development, including construction workers and related support professions (e.g. engineers). Similarly, direct earnings include the earnings from jobs needed to construct the development. Indirect effects capture the “backward” linkages from the economic activity created by the project directly. For example, the construction of a large development creates employment in the residential construction, heavy construction equipment, manufacturing, and concrete industries. Induced effects include jobs and earnings derived from the “forward” spending of households, resulting from their increased earnings. For example, construction workers building the development will use their additional earnings to purchase food, clothing, insurance, and other items. This spending creates jobs and earnings in many sectors across the economy. The analysis of additional employment (which, for construction, would be measured in terms of person years of employment) assumes that there is sufficient capacity in the labor force to absorb additional employment (or additional hours of work).

It is important to note that the results of this phase of the analysis are not permanent jobs or earnings; they are temporary additions to the economy during the construction period.

4.2 Impact of Permanent Jobs Captured in the Area

4.2.1 Permanent Jobs Created

In addition to jobs created during construction, the future development would attract a significant number of permanent jobs once completed. The addition of retail, office, and light industrial space will create many employment opportunities throughout the surrounding area. Using industry averages, the development could potentially employ 2,150 individuals within the study area (1/2 mile radius of the new station). Exhibit 9 on the following page shows the breakdown of the expected employment per square foot of development space, and the corresponding number of permanent jobs created.

Exhibit 9: Permanent Jobs in Sanford TOD Study Area

Land Use	Employees / Sq. ft	Total Jobs
Commercial/Office Space	525 ⁹	2,025
Retail	1,250 ¹⁰	120
Total		2,150

4.2.2 Economic Impact of Permanent Jobs

The permanent jobs described in Section 0 will have an economic impact on the surrounding region, similar to that from construction jobs. Since these jobs are permanent, so will be the economic impacts that result from this increased employment. Using the average hourly wages across all industries for Florida in 2007, as given by the Bureau of Labor Statistics, the total direct, indirect, and induced earnings and employment from new permanent jobs were calculated. The US BEA RIMS II direct effect multipliers were used to complete our calculations. See Exhibit 10 for the results of the analysis.

Exhibit 10: RIMS II Results - Total Direct, Indirect, and Induced Earnings / Employment from Permanent Jobs in Sanford Study Area

Type of Space	Regional Impacts	
	Earnings (M \$2008)	Employment (jobs)
Commercial/Office Space	128	5,000
Retail	9	200
Total	137	5,200

An increase in permanent jobs within the study area would create an increase in employment in other sectors (and a corresponding increase in earnings) when the newly employed individuals spend their earnings in the area.

⁹ Energy Information Administration. 2003. "Total and Means of Floorspace, Number of Workers, and Hours of Operation for Non-Mall Buildings, 2003".

http://www.eia.doe.gov/emeu/cbecs/cbecs2003/detailed_tables_2003/2003set1/2003html/b1.html

¹⁰ IBID

Florida Department of Transportation Central Florida Commuter Rail Transit (CFCRT)

Economic and Fiscal Impact Analysis of Future Station Transit Oriented Development (TOD)

Study Assumptions

1. The build-out values of future TOD developments were estimated using the following proxy developments or methods (methods/developments vary by TOD county location):
 - a. Winter Park Station – Recent average sales prices of commercial and residential property in Winter Park, Florida
 - b. Orange County Stations – The Plaza mixed use complex - South Orange Avenue, Orlando Florida
 - c. Osceola County, Volusia County, and Seminole County Stations – Colonial Town Park mixed use development - Lake Mary, Florida

2. The following phasing for development construction in all stations is assumed:
 - a. Phase 1: 30% of future development (on-line in 2013)
 - b. Phase 2: 40% of future development (on-line in 2018)
 - c. Phase 3: 30% of future development (on-line in 2023)

3. The construction cost per square foot of residential and commercial construction was obtained from the RS Means 'CostWorks' Software database. Costs include structure only and do not represent the full cost of construction including machinery rental, fit-out, etc. Values used were:
 - a. Cost per square foot of residential construction: \$124
 - b. Cost per square foot of commercial and retail construction: \$115
4. Senior cost estimators at PB reviewed these values and confirmed they are reasonable assumptions. Due to the downturn in the national and global economy, construction costs will likely increase very slowly, if at all, for the duration of the economic slowdown.

5. The size of an average residential dwelling unit was approximated at 1,000 GSF¹¹. As building codes tend to impose upper limits on the size of a residential dwelling unit, a dwelling unit much less than 1,000 square feet as is viewed to be economically untenable. Larger units are possible, but on average, the 1,000 GSF is viewed as reasonable and reflective of local development and planning conditions. This is consistent with consumer preferences for smaller housing choices, including apartments, townhomes, lofts, and live-work units, for a third of the overall housing demand, reported by Re Connecting America's Center for Transit Oriented Development.

6. US Bureau of Economic Analysis (BEA) RIMS II Multipliers were used to forecast additional employment and wage earnings from indirect and induced economic impacts.

¹¹ An evaluation of Colonial Town Park residential units (used as a prototype development for this study) showed the size of a residential unit ranged from 500-1500 square feet. The average size for a residential unit (which ranged from a studio to a 2 bedroom/2 bathroom with a garage) was 1000 square feet as calculated by PB.

7. Nominal wage rates, property value growth rates, and ad valorem tax rates were assumed to remain constant over the study period.
8. Sufficient capacity is present in the labor force in order to absorb additional employment attracted by the development.
9. Property values for build and no-build scenario parcels grow at 2% (in real terms) per year independent of changes in value from development. This number is derived from an analysis of compound annual growth in real property value in Tampa from 1987 through 2001. Tampa data were used instead of County data, because the latter extended back only through 1995, a period reflecting excessive and unrepresentative property value appreciation, including the effects of the housing bubble. Given the downturn in the market, PB viewed the average County growth rates to be too high to forecast long-term growth in the future.
10. An 85% efficiency rate was applied to the TOD build-out scenario.
11. An analysis period of 20 years (2009-2028) was used for benefit calculations.
12. TOD properties are sold immediately as construction for each phase finishes.

THE GOVERNOR'S JOB GROWTH GRANT JOINT APPLICATION

CITY OF DEBARY

FOR ECONOMIC DEVELOPMENT
OPPORTUNITIES

EAST CENTRAL FLORIDA REGIONAL PLANNING COUNCIL | ORANGE COUNTY | MAITLAND | LAKE MARY | SANFORD | DEBARY





**Florida Job Growth Grant Fund
Public Infrastructure Grant Proposal**

Proposal Instructions: The Florida Job Growth Grant Fund Proposal (this document) must be completed by the governmental entity applying for the grant and signed by either the chief elected official, the administrator for the governmental entity or their designee. Please read the proposal carefully as some questions may require a separate narrative to be completed.

Governmental Entity Information

Name of Governmental Entity: City of DeBary

Government Federal Employer Identification Number [REDACTED]

Contact Information:

Primary Contact Name: Roger Van Auker

Title: TOD Marketing Director & Economic Development Manager

Mailing Address: 16 Colomba Rd
DeBary, FL 32713

Phone Number: 386-668-2040

Email: rvanauker@debary.org

Public Infrastructure Grant Eligibility

Pursuant to section 288.101, F.S., the Florida Job Growth Grant Fund was created to promote economic opportunity by improving public infrastructure and enhancing workforce training. Eligible governmental entities that wish to access this grant fund must submit public infrastructure proposals that:

- Promote economic recovery in specific regions of the state, economic diversification or economic enhancement in a targeted industry. (View Florida's [Targeted Industries here.](#))
- Are not for the exclusive benefit of any single company, corporation or business entity.
- Are for infrastructure that is owned by the public and is for public use or predominately benefits the public.



1. Program Requirements:

Each proposal must include the following information describing how the project satisfies eligibility requirements listed on page 1.

- A. Provide the title and a detailed description of the public infrastructure improvements.

Master stormwater systems to serve 30 plus acres of commercial development within DeBary's Transit Oriented Development District SunRail station area

- B. Is this infrastructure owned by the public? Yes No

- C. Is this infrastructure for public use or does it predominately benefit the public? Yes No

- D. Will the public infrastructure improvements be for the exclusive benefit of any single company, corporation or business entity? Yes No

- E. Provide a detailed explanation of how the public infrastructure improvements will connect to a broader economic development vision for the community and benefit additional current or future businesses.

See attachment labeled 1-E

1-E

In 2010, the East Central Florida Sustainable Communities Consortium (a partnership between the Regional Planning Council and 26 agencies and local governments) was awarded \$2.4 million from the Department of Housing and Urban Development to plan for sustainable transit oriented development around future SunRail Stations.

The sustainable community funding supports detailed station area planning for six out of 12 Phase I SunRail Stations, including DeBary, affordable housing assessments for all 12 Phase I stations, and regional collaborations to share best practices and to guide future transit planning in East Central Florida.

The purpose of the DeBary SunRail Station Economic Strategic Plan is to serve as a blueprint for long term development of the City's TOD area.

In May 2014, the DeBary Sun Rail Station Area Economic Development Strategic Plan was presented to City leaders for acceptance and implementation.

The City of DeBary has taken steps towards the advancement of this strategic plan such as, but not limited to:

- a. Hire an economic development practitioner to implement the recommendations of the study and to market the development of the TOD area.
- b. Amend land development codes as recommended in study, specifically for TOD area.
- c. Amend future land use policy and map as recommended by study for TOD area.
- d. Preparation of private/public partnership opportunities.
- e. Invest in real estate purchases for assemblage and infrastructure needs.
- f. Partner with Volusia County to expand water and sewer infrastructure.
- g. Rezone area parcels to best fit highest and best use for TOD area development.

The study, in preparation for the Strategic Plan for the TOD area, emphasized the importance of having adequate infrastructure in place to secure the development of corporate headquarters, employment centers in our TOD area.

The award of this grant request will enable the City to construct critical stormwater infrastructure to serve employment center sites within walking distance to the SunRail Commuter Rail platform.



F. Provide a detailed description of, and quantitative evidence demonstrating, how the proposed public infrastructure project will promote:

- Economic recovery in specific regions of the state;
- Economic diversification; or
- Economic enhancement of a Targeted Industry (View Florida's [Targeted Industries here.](#))
 - As part of this response, describe how the project will promote specific job growth. Include a description of the number of jobs that will be retained or created, the average wages of such jobs, and in which industry(ies) the jobs will be created using the North American Industry Classification System (NAICS) codes. Where applicable, you may list specific businesses that will retain or grow jobs or make capital investment.
 - Further, include the economic impact on the community, region, or state and the associated metrics used to measure the success of the proposed project.

The proposed master stormwater system will activate for development 30 plus acres of currently vacant land and a vacated mobile home community lying less than 1/4 mile from the DeBary SunRail Commuter Station. The activation of these lands will promote high intensity/density development and jobs to this current undeveloped land.

The construction of a master stormwater system will enable the City to market the 30 acres to site selectors for a large variety of Infotech, Financial/Professional Services and Corporate Headquarters all within walking distance to the commuter rail.

This infrastructure may also enable us to place a Marine science company to partner with SB522 for springs clean up initiatives.

This development will have a positive impact regionally by providing the opportunity to develop employment centers that can utilize the SunRail Commuter train and therefore lessen the burden on City, County and State road infrastructure.



2. Additional Information:

A. Is this project an expansion of an existing infrastructure project?

Yes No

B. Provide the proposed commencement date and number of days required to complete construction of the public infrastructure project.

Estimated construction start date would be July 2018

C. What is the location of the public infrastructure? (Provide the road number, if applicable.)

546 & 548 South Shell Road

D. Who is responsible for maintenance and upkeep? (Indicate if more than one are applicable.)

Federal State County City Other City/Private

E. What permits are necessary for the public infrastructure project?

City site plan and construction plan approval and SJRWMD permit

F. Detail whether required permits have been secured, and if not, detail the timeline for securing these permits. Additionally, if any required permits are local permits, will these permits be prioritized?

Permits have not been secured yet, all permits to be obtained in 180 -210 days from award local city permit will be prioritized.

G. What is the future land use and zoning designation on the proposed site of the infrastructure improvements, and will the improvements conform to those uses?

The City has been proactive with the State and local entitlements and has created a special TOD Overlay District and Regulating plan that encourages the mixed use developments, increased intensities and densities that will promote the desired growth of businesses and residential communities around the SunRail Commuter Rail. Future land use is South East Mixed Use Area and the Zoning is TOD Overlay District.



H. Will an amendment to the local comprehensive plan or a development order be required on the site of the proposed project or on adjacent property to accommodate the infrastructure and potential current or future job creation opportunities? If yes, please detail the timeline.

Yes No

The comprehensive plan has already been amended to accommodate the proposed growth

I. Is the project ready to commence upon grant fund approval and contract execution? If no, please explain.

Yes No

Upon securing necessary permits

J. Does this project have a local match amount?

Yes No

If yes, please describe the entity providing the match and the amount.

If additional space is needed, attach a word document with your entire answer.

K. Provide any additional information or attachments to be considered for this proposal.

If additional space is needed, attach a word document with your entire answer.



3. Program Budget

Estimated Costs and Sources of Funding: Include all applicable public infrastructure costs and other funding sources available to support the proposal.

A. Public Infrastructure Project Costs:

Construction	\$ 1,500,000.00		
Reconstruction	\$		
Design & Engineering	\$ 250,000.00		
Land Acquisition	\$ 600,000.00		
Land Improvement	\$		
Other	\$ 290,000.00	Please Specify:	<u>Geotech/survey</u>
Total Project Costs	\$ 2,640,000.00		

B. Other Public Infrastructure Project Funding Sources:

City/County	\$ 400,000.00		
Private Sources	\$		
Other (grants, etc.)	\$	Please Specify:	_____
Total Other Funding	\$		
Total Amount Requested	\$ 2,240,000.00		

Note: The total amount requested must equal the difference between the public infrastructure project costs in 3.A. and the other public infrastructure project funding sources in 3.B.

C. Provide a detailed budget narrative, including the timing and steps necessary to obtain the funding and any other pertinent budget-related information.

See Attachment labeled 3 -C

3-C

Budget Narrative

Construct a 4.5 acre stormwater retention pond to facilitate the site readiness of employment centers to be located within 1/4- to 1/3-mile of the SunRail Commuter Rail platform at the DeBary Station.

City owns 3.3 acres of land to be used for stormwater pond	
Acquisition of 1.2 acres to complete system	\$ 200,000
Upon grant award	
Timing	
Phase I acquisition of 1.2 acres	3 months
Design, engineering and permitting is required	
SJRWMD permits and ACOE permits required	
Civil engineering and permit fees	\$ 250,000
Timing	
Phase II launch geotech planning, design and engineering	6 months
Geotechnical services and survey layout and construction	\$ 290,000
Timing	
Phase III Construction	5 – 6 months
Clearing, grading, excavation, earthwork and mobilization outfall control structures, sodding/seeding	<u>\$ 1,500,000</u>
Total Project Amount	\$ 2,240,000
Total Project Timeline	15 – 16 Months



4. Approvals and Authority

- A. If the governmental entity is awarded grant funds based on this proposal, what approvals must be obtained before it can execute a grant agreement with the Florida Department of Economic Opportunity (e.g., approval of a board, commission or council)?

This would be approved by a City Council vote

- B. If approval of a board, commission, council or other group is needed prior to execution of an agreement between the governmental entity and the Florida Department of Economic Opportunity:

- i. Provide the schedule of upcoming meetings for the group for a period of at least six months.

Council meets the first Wednesday of each month, plus regularly for special mtg

- ii. State whether that group can hold special meetings, and if so, upon how many days' notice.

Yes Special meetings are routinely held, not more than 7 day notice

- C. Attach evidence that the undersigned has all necessary authority to execute this proposal on behalf of the governmental entity. This evidence may take a variety of forms, including but not limited to: a delegation of authority, citation to relevant laws or codes, policy documents, etc.



I, the undersigned, do hereby certify that I have express authority to sign this proposal on behalf of the above-described governmental entity.

Name of Governmental Entity: City of DeBary

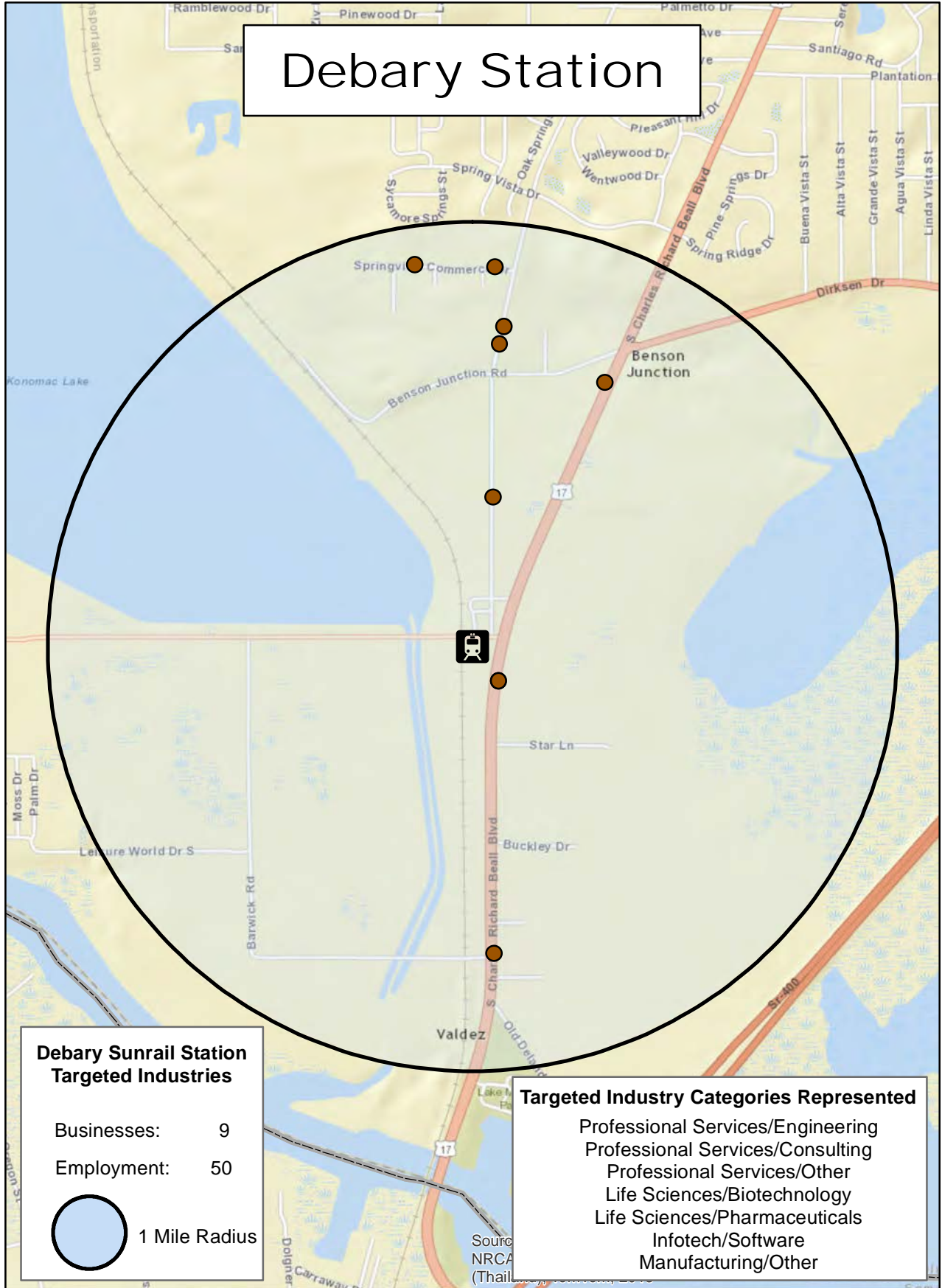
Name and Title of Authorized Representative: City Manager Ron McLemore

Representative Signature: *Ronald W. McLemore*

Signature Date: 8-23-17

Florida Job Growth Grant Fund

Businesses in a Targeted Industry
Located within 1 Mile of Selected SunRail Commuter Rail Stations



Debary Station

Targeted Industry Companies within One Mile of SunRail Station

Company Name	Address	City	State	ZIP Code	ZIP Four	Primary NAICS	Primary NAICS Description	Location Employee Size Actual	Targeted Industry Category
Advanced Power Tech LLC	637 S Charles Richard Beall Bl	Debary	FL	32713	9797	541330	Engineering Services	7	PROFESSIONAL SERVICES/ENGINEERING
Alpha Environmental Svc	513 S Shell Rd	Debary	FL	32713	9776	541714	Research-Devmnt In Biotechnology (Except Nanobio)	4	LIFE SCIENCES/BIOTECHNOLOGY
Blue Moon Svc LLC	485 S Shell Rd # 5b	Debary	FL	32713	1830	541990	All Other Professional, Scientific/Technical Svcs	1	PROFESSIONAL SERVICES
Florida Public Utilities Co	450 S Beall Blvd	Debary	FL	32713	9703	541618	Other Management Consulting Services	25	PROFESSIONAL SERVICES/CONSULTING
George F Young	885 S Charles Richard Beall Bl	Debary	FL	32713	9716	541330	Engineering Services	2	PROFESSIONAL SERVICES/ENGINEERING
Graphic Source	637 S Charles Richard Beall #3	Debary	FL	32713	9797	541511	Custom Computer Programming Services	1	INFOTECH/SOFTWARE
Hydra Service	250 Springview Commerce # 200	Debary	FL	32713	4851	541990	All Other Professional, Scientific/Technical Svcs	1	PROFESSIONAL SERVICES
Luv Pharmacal Inc	210 Springview Commerce Dr	Debary	FL	32713	4845	424210	Drugs & Druggists' Sundries Merchant Wholesalers	5	LIFE SCIENCES/PHARMACEUTICALS
Mr Fire Safety	475 S Shell Rd # 1c	Debary	FL	32713	1827	311811	Retail Bakeries	4	OTHER MANUFACTURING/FOOD AND BEVERAGE

**Florida Department of Transportation
Central Florida Commuter Rail Transit Project**

**Economic and Fiscal Impact
Analysis of Future Station
Transit Oriented Development**

DeBary Station
Volusia County, Florida

Summary Report
Revised January 2009

Florida Department of Transportation
Central Florida Commuter Rail Transit (CFCRT)

**Economic and Fiscal Impact Analysis of Future Station
Transit Oriented Development (TOD)**

DeBary Station

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1 Executive Summary - DeBary TOD Impact

Background

The 61.5 mile, 17 station Central Florida Commuter Rail Transit (CFCRT) project will provide the opportunity not only to move people more efficiently, but also to build new, walkable, transit oriented communities around selected stations, as well as strengthen existing communities around others.

In order to coordinate land use and transportation, FDOT reached out in November 2006, to agencies, major stakeholders and jurisdictions along the proposed project corridor. One part of the process involved holding a series of charrettes with local stakeholders. The sketch-level Transit Oriented Development (TOD) concepts developed for each of the 17 stations, and other charrette results, were compiled in FDOT's Transit Oriented Development Workshop Sketchbook, (Summer 2007) and in the Supplemental Land Use Document (September 2007), submitted in support of the New Starts application for the Initial Operating Segment (IOS) of the Central Florida Commuter Rail Transit project.

Overview: Fiscal and Economic Impacts of Potential Future TOD - DeBary Station

The purpose of this study is to provide a high-level analysis of economic impacts that could potentially accrue as a result of the construction of 17 Transit Oriented Development stations within the communities along the Central Florida Commuter Rail Transit alignment.

A four-part analysis was conducted to determine the fiscal and economic impacts of the potential future TOD around the proposed DeBary Station in Volusia County. The analysis was conducted on the future potential development spread across 98 land parcels totaling 537 acres, within ½ mile radius of the station and includes:

- Potential future property values within the study area.
- Potential number of permanent jobs within the proposed future development.
- Potential numbers of direct, indirect, and induced jobs and earnings created in the area during construction. (Direct spending represents the immediate project construction expenditures. Indirect impacts represent the economic impacts resulting when construction companies purchase materials, supplies and services from other firms. Induced impacts reflect the benefits to retailing and other businesses when construction workers spend their earnings in the study area.)
- Potential direct, indirect, and induced employment and earnings created in Volusia, Orange, Seminole, and Osceola counties from permanent jobs. These earnings and jobs reflect an increase in economic activity and overall wealth in the area from the new permanent jobs (retail, commercial, and light industrial).

In order to find approximate potential land and building values for the potential DeBary station area development, an existing comparable TOD community was used as a proxy: Colonial Town Park located in Seminole County, Florida. The characteristics of this development are comparable with the future land uses for the DeBary station area community, and therefore serve as a good benchmark for this study. All dollar values in the report are presented in real \$2008 unless otherwise noted.

Potential future property values

Using the comparable development in Seminole County, Florida to serve as a “prototype” for this study, the potential value of the study area development at TOD build-out was estimated. With construction of the rail line, appropriate land use policies and resumed economic growth, total parcel value could reach \$475 million¹ in 2028, with \$8² million in tax revenues in that year. This compares to a total parcel value forecast of \$22³ million in 2028 and tax revenues of \$400,000⁴, under the no-TOD scenario.

Potential direct, indirect and induced jobs and earnings from construction

The construction of future development, at the indicative scale and type for the study area, will inevitably have an impact on the local economy due to an increase in demand for labor, and an increase in spending on supplies and materials. The US BEA RIMS II multipliers were applied to predict direct, indirect, and induced jobs and earnings within Volusia and three neighboring counties: Orange, Seminole, and Osceola, during the construction lifetime. The analysis forecasts that future TOD could contribute up to \$252 million in household earnings and 6,200 person-year jobs to the study area over the construction period.

Potential permanent jobs and economic impacts

Finally, considering increased commercial density within the study area, an estimate was made of potential permanent jobs within the future TOD. With the addition of new office, retail, and light industrial space to the existing parcels in study area, the TOD could attract up to 2,000 permanent jobs within ½ mile of the station. In addition, these new jobs and earnings will have impacts on the local economy, similar to those previously described for construction. Using US BEA RIMS II multipliers, an estimate was made of future direct, indirect, and induced permanent jobs and earnings from the new development. The future development’s permanent economic impacts could include up to \$150 million in annual earnings to the surrounding counties and up to 5,200 permanent jobs.

Exhibit 1 shows a summary of the study results. Methodology for each calculation and a more detailed analysis of the results are included in the subsequent sections of this report.

Exhibit 1: Summary Table of De Bary Station TOD Impact Study Results

DeBary Station <i>Volusia County</i>	
Future Study Area Property Value Potential (M \$2008)	\$475
Added Property Tax Collections 2028 (M \$2008)	\$8
Direct, Indirect, Induced Employment (Construction Jobs)	6,200
Earnings in Construction Sector (M \$2008)	\$252
Potential Permanent Jobs Created	2,000
Direct, Indirect, Induced Employment (From Perm. Jobs)	5,200
Direct, Indirect, Induced Earnings (From Perm. Jobs in M \$2008)	\$150

¹ 2008 dollars. Assumes a real annual growth in property value of 2%

² Does not include water/ garbage tax

³ 2008 dollars. Assumes a real annual growth in property value of 2%

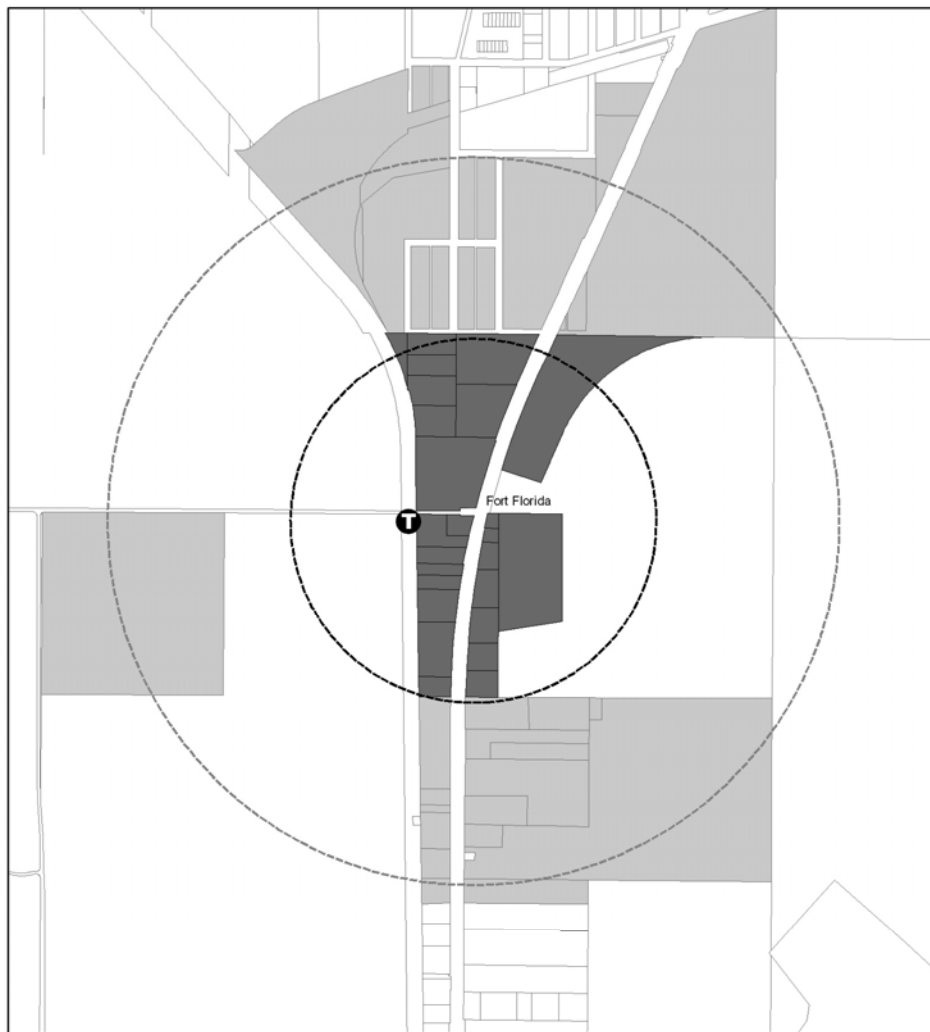
⁴ Does not include water/ garbage tax

2 Study Overview

A four-part analysis was conducted to determine the fiscal and economic impacts of potential transit-oriented development around DeBary station in Volusia County, Florida. Impacts include future tax revenues from property in the new development within 1/2 mile of the proposed station, and the economic impacts of this 1/2 mile area on Volusia and its neighboring counties, including Orange, Osceola, and Seminole.

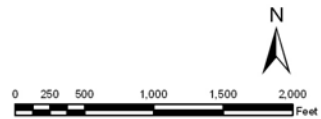
Exhibit 2 shows the general location of the proposed CFCRT station, and the study area parcels, within the 1/2 and 1/4 mile radii from the station.

Exhibit 2: Map of DeBary Station TOD Impact Study Area



Legend

- Stations
- 1/4 Mile - 5 Minute Walk
- 1/2 Mile - 10 Minute Walk
- 1/4-Mile Parcels
- 1/2-Mile Parcels



The four-part analysis can be summarized as follows:

- Determination of potential property values under the build and no-build scenarios (and corresponding property taxes).
- RIMS II analysis of potential regional jobs and earnings created during the construction of the future TOD. This analysis estimates the total impact of additional construction spending on the Volusia County study area, including direct construction employment and earnings, as well as induced and indirect employment and earnings. Induced and indirect employment and earnings result when businesses supply goods and services to support construction, and also when construction workers spend on retail goods, services, and other consumption items. (RIMS II analysis employs RIMS II multipliers, which are generated by the U.S. Bureau of Economic Analysis from an input output economic model created specifically for the study area.)
- Potential permanent jobs attracted to the study area by future commercial development.
- RIMS II analysis of additional regional jobs and earnings created as a result of the increase in permanent employment.

A summary of the study assumptions is included at the end of this report.

3 Fiscal Analysis of Property Tax Revenues

3.1 Methodology

The following steps were taken to evaluate future property values and taxes for the DeBary TOD study area in Volusia County:

- 1) Determine current property taxes and tax rates for study area;
- 2) Find predicted real growth rate in property value for Volusia County;
- 3) Determine potential future value of study area parcels (and corresponding taxes);
- 4) Forecast baseline property value (no-build scenario) and compare to future property value (build scenario) over the next twenty years.

The four assessments and findings are summarized below.

3.1.1 Determination of Study Area Current Property Taxes and Tax Rates

With data available from the Volusia Tax Roll Archive (from the County's Property Appraiser's website), a determination was made of the total taxes collected from current development on the study area's parcels in 2007. In order to perform this analysis, the database was queried for each of the parcels in the study area and recorded the total taxable value in 2007, taxes paid, and the corresponding tax percentage paid on property value was recorded. This data is presented in Exhibit 3 below.

Exhibit 3: Property Tax Summary for Volusia County, 2007

Total Taxable Value (\$2007)	Taxes Paid (\$2007)	Average Percent of Just Value Paid in Taxes (\$2007) ⁵
14,200,000	242,000	%1.65

The property taxes shown above are aggregated figures which include county, municipal, and local special purpose taxes. Exhibit 4 on the following page shows the disaggregated property taxes collected on the parcels in the study area in 2007.

⁵ Percentage does not include stormwater, garbage

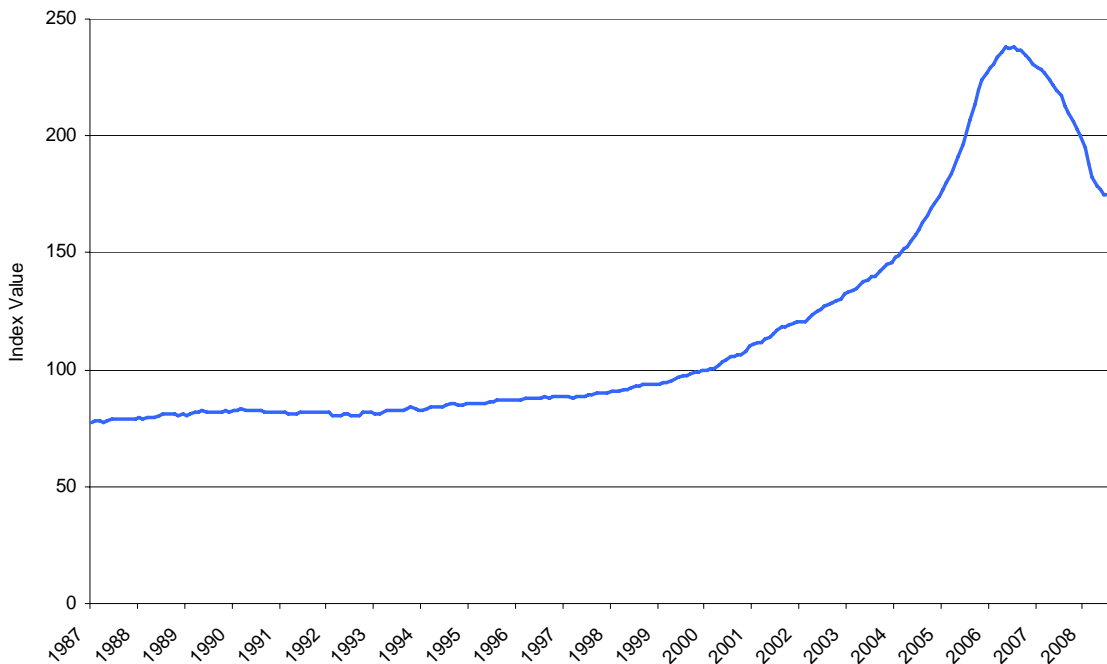
Exhibit 4: Disaggregated Taxes for Parcel Study Area (\$2007)

Tax Item	Percent of Total Taxes	Total Paid
DeBary	15.6	37,000
Florida Inland Navigation Special Taxing District	0.2	495
General Fund	26.3	62,000
St. John's River Water Management District	2.5	5,940
Volusia Echo	1.1	2,600
West Volusia Hospital Tax Authority	7.7	18,100
Volusia Forever	0.6	1,390
Volusia Forever I&S	0.6	1,300
Local Req Eff Tax	45.4	107,000
DeBary Stormwater	Varies	6,640
Total Taxes Paid (\$2007)		242,000

3.1.2 Predicting the Real Growth Rate in Property Value for Volusia County

Until recently, property values in Florida have grown at a relatively constant annual rate. As shown in Exhibit 5 on the following page, real property values in Tampa, Florida were increasing steadily until 2001, at which time growth in property value began to increase at an extremely high rate. Associating most of this growth with the recent real estate 'bubble', the Case-Shiller Home Price Index⁶ change from 1987 to 2000 was chosen as a proxy for home value growth in Central Florida. The results of a compound annual growth calculation using the index data give a 1987 to 2000 CAGR of 2%, which was applied to baseline development as well as new construction in the analysis.

⁶http://www2.standardandpoors.com/portal/site/sp/en/us/page.topic/indices_csmahp/2,3,4,0,0,0,0,0,1,1,0,0,0,0,0.html

Exhibit 5: Case-Shiller Home Price Index (Tampa, FL)**3.1.3 Determination of Future Parcel Value with TOD**

The potential future TOD in Volusia County will be entirely different in character as well as density from the parcel area that currently exists. While most of the land is currently zoned as commercial, most of it is vacant or under-utilized. In addition, there is presently a significant amount of land used for agricultural purposes and existing mobile homes in the area.

To achieve transit supportive density, most of the study area parcels would allow for mixed-use and mixed development, as well as higher population density. A future TOD scenario within a ½ mile radius of the station could potentially include:

- 2,500 residential dwellings (Approximately 2.5 million square feet);
- 500,000 square feet of commercial/office space;
- 500,000 square feet of light industrial space;
- 150,000 square feet of retail space;
- One hotel with 200 rooms; and
- Plaza and open space.

Considering the consequential policy, regulatory, and other development issues, an 85% efficiency rate was assumed on the TOD build-out scenario. In other words, this analysis assumes that only 85% of the future TOD scenario described above would be implemented.

To predict future parcel value for improved property within the TOD study area, an existing similar development was utilized as a prototype to determine potential future parcel value (including the value of the underlying land as well as built improvements). Colonial Town Park (in Seminole County) is a relatively new development with similar characteristics to the future potential TOD in Volusia. Property value data for Colonial Town Park is used as a proxy for possible future property values in the TOD study area in Volusia.

Averages were developed from the data per gross square foot (GSF) for commercial, retail, and industrial development, and per dwelling unit for residential development. These unit value estimates were then applied to the TOD development program to estimate future increases in assessed values within the study area. This approach overcomes the lack of representative financial data for the development study area.

The relevant characteristics of Colonial Town Park are described below:

- Average size of residential dwelling unit: 1000 square feet;
- Value of improved residential property: \$88 per GSF;
- Value of improved Commercial/ Office property: \$116 per GSF;
- Value of improved Retail property: \$197 per GSF;
- Value of improved light industrial space: \$116 per GSF (same as commercial); and
- Value of hotel: \$112 per GSF.

As described above, these assumptions were applied to generate potential property value in the study area.

3.1.4 Forecast Baseline and Future Development Property Value (with and without TOD) Over the Analysis Period

With or without future TOD development, the parcel value in the study area is expected to experience a real increase in value over time. Using a baseline growth in property value of 2% the "baseline" forecast property value is calculated per year over the next 20 years (Exhibit 6).

The potential property value was forecasted for a TOD build-out scenario within the study area, using the land use and cost assumptions summarized in Section 3.1.3. As future development would occur in phases, the following was assumed:

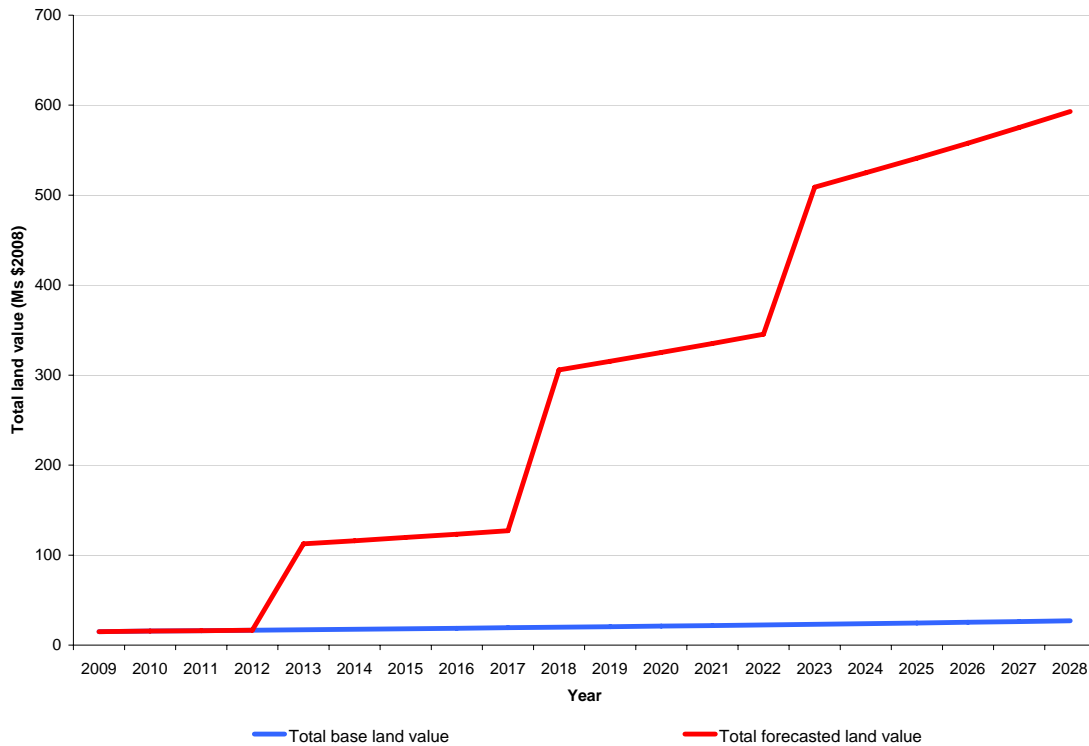
- Phase 1: 30% of future development (on-line in 2013)
- Phase 2: 40% of future development (on-line in 2018)
- Phase 3: 30% of future development (on-line in 2023)

As property value in the area will experience a real increase over time (in addition to the value generated from future development), the same annual percentage increase in property value (2%) is applied to the TOD study area as is applied to the study area without TOD.

3.2 Results of Potential Future Property Value Analysis

Using the methods and assumptions described above, the analysis suggests a future parcel value of \$475 million in 2028 for the proposed development. Exhibit 6 on the following page shows the baseline property value forecast and the build scenario potential property value over time.

Exhibit 6: Total Parcel Value for Base Case and Development Scenarios (M \$2008)



As shown in the preceding figure, the potential TOD would add significant value to property in the study area, with parcel value about 22 times the base-year value by year 2028.

Exhibit 7 shows the amount of property tax for both the baseline no-build scenario and for the proposed development at four different time periods in the analysis (assuming property tax rates remain constant over the forecast period at approximately 1.65% of assessed parcel value). As construction of the potential development is completed and the different phases come on-line, the difference between the baseline scenario and the build scenario becomes greater.

Exhibit 7: Property Taxes for Baseline and Future Development Scenarios for Select Years (000's \$2008)⁷

Year	2013	2018	2023	2028
Baseline Property Taxes (000's \$2008)	.2	.3	.3	.4
Potential Property Taxes (000's \$2008)	1.8	4.5	7	8

⁷ Taxes do not include stormwater/sewer/garbage

4 Economic Impact Analysis

4.1 Construction Related Economic Impacts

4.1.1 Methodology

To perform this analysis, the following steps were taken:

- Estimate total construction cost for the future TOD.
- Perform RIMS II analysis to determine regional impacts in earnings and employment for the study area over the period of TOD construction.

The assessments and results are summarized below.

4.1.2 Estimated Total Construction Costs

To provide an estimate of construction costs for the entire future development, RSMeans 'CostWorks' Software was used. The software provided the following results for construction costs in the Orlando area:

- Cost per square foot of residential construction: \$124
- Cost per square foot of commercial construction: \$115

The above estimates are representative of the cost to construct the future buildings only, and would likely increase with the inclusion of land acquisition, public infrastructure, and other fringe development costs. Because the inclusion of any additional items would vary the per-square foot costs greatly, the basic costs were utilized for structures in order to provide a baseline estimate of total potential TOD construction costs.

Exhibit 8 summarizes the assumed future construction costs by study area development type.

Exhibit 8: Summary of Construction Costs for Development Area

Land Use	Cost per Sq. ft of Construction	Total Cost (M \$2008)
Residential	123	261
Commercial/Office	115	49
Retail	115	15
Industrial	115	49
Hotel	115	12
Total Construction Cost		385

This total construction cost estimate of \$385 million is used for the RIMS II Economic Analysis described below.

4.1.3 RIMS II Economic Impact Analysis

The total future TOD construction cost estimated in Section 4.1.2 represents total spending on construction within the study area. The amount of \$385 million includes spending on materials and supplies (such as wood, concrete, and tools), labor (for construction workers, managers, and engineers), and the leasing of heavy equipment and machinery.

Direct spending on construction materials and supplies, as well as construction employment and associated wages paid to construction laborers, together generate multiple rounds of spending which ripple throughout the economy. For example, when contractors purchase cement from local suppliers, those suppliers must in turn purchase raw materials, transportation services, accounting services, etc. The cement suppliers also pay their own workers, who (like the construction workers) purchase goods and services within the local economy. Such multiple rounds of “inter-industry” purchases (including household spending by wage earners) result in total economic activity which is a multiple of the direct, first round of spending. These multiplier effects, which are mathematically derived from an input-output (IO) model, are the basis for the regional economic multipliers used in this analysis.

In order to estimate the total direct, indirect, and induced earnings and employment, US Bureau of Economic Analysis (BEA) RIMS II input-output multipliers (final demand multipliers) have been applied to the direct construction cost, which represents the increase in final demand in the construction sector. The results of the analysis are summarized in Exhibit 9.

Exhibit 9: RIMS II Results - Total Direct, Indirect, and Induced Earnings / Employment from Construction

Project Cost (increase in final demand to the construction sector)	Total Regional Impacts	
385 million (\$2008)	Earnings (M \$2008) 252	Employment (jobs) 6,200

Direct employment refers to jobs created to construct the development, including construction workers and related support professions (e.g. engineers). Similarly, direct earnings include the earnings from jobs needed to construct the development. Indirect effects capture the “backward” linkages from the economic activity created by the project directly. For example, the construction of a large development creates employment in the residential construction, heavy construction equipment, manufacturing, and concrete industries. Induced effects include jobs and earnings derived from the “forward” spending of households, resulting from their increased earnings. For example, construction workers building the development will use their additional earnings to purchase food, clothing, insurance, and other items. This spending creates jobs and earnings in many sectors across the economy. The analysis of additional employment (which, for construction, would be measured in terms of person years of employment) assumes that there is sufficient capacity in the labor force to absorb additional employment (or additional hours of work).

It is important to note that the results of this phase of the analysis are not permanent jobs or earnings; they are temporary additions to the economy during the construction period.

4.2 Impact of Permanent Jobs Captured in the Area

4.2.1 Permanent Jobs Created

In addition to jobs created during construction, the development would attract a significant number of permanent jobs once completed. The addition of retail, office, and light industrial space will create many employment opportunities throughout the surrounding area. Using industry averages, the development could potentially employ 2,000 individuals within the study area (1/2 mile radius of the new station). Exhibit 10 on the following page shows the break-

down of the expected employment per square foot of development space, and the corresponding number of permanent jobs created.

Exhibit 10: Permanent Jobs in Study Area

Land Use	Employees / Sq. ft	Employees/room (Hotel)	Total Jobs
Commercial/Office Space	525 ⁸	-	810
Retail	1,250 ⁹	-	100
Light Industrial	525 ¹⁰	-	810
Hotel	-	2 ¹¹	340
Total			2,000

4.2.2 Economic Impact of Permanent Jobs

The permanent jobs described in Section 4.2.1 will have an economic impact on the surrounding region, similar to that from construction jobs. Since these jobs are permanent, so will be the economic impacts that result from this increased employment. Using the average hourly wages across all industries for Florida in 2007, as given by the Bureau of Labor Statistics, the total direct, indirect, and induced earnings and employment from new permanent jobs were calculated. The US BEA RIMS II direct effect multipliers were used to complete the calculations. See Exhibit 11 for the results of the analysis.

Exhibit 11: RIMS II Results - Total Direct, Indirect, and Induced Earnings / Employment from Permanent Jobs in Study Area

Type of Space	Regional Impacts	
	Earnings (M \$2008)	Employment (jobs)
Commercial/Office Space	51	2,000
Retail	6.4	170
Light Industrial	51	2,600
Hotel	23	550
Total	150	5,200

An increase in permanent jobs within the study area would create an increase in employment in other sectors (and a corresponding increase in earnings) when the newly employed individuals spend their earnings in the area.

⁸ Energy Information Administration. 2003. "Total and Means of Floorspace, Number of Workers, and Hours of Operation for Non-Mall Buildings, 2003".

http://www.eia.doe.gov/emeu/cbecs/cbecs2003/detailed_tables_2003/2003set1/2003html/b1.html

⁹ IBID

¹⁰ Energy Information Administration. 2003. "Total and Means of Floorspace, Number of Workers, and Hours of Operation for Non-Mall Buildings, 2003".

http://www.eia.doe.gov/emeu/cbecs/cbecs2003/detailed_tables_2003/2003set1/2003html/b1.html

¹¹ Industry consultation

Florida Department of Transportation Central Florida Commuter Rail Transit (CFCRT)

Economic and Fiscal Impact Analysis of Future Station Transit Oriented Development (TOD)

Study Assumptions

1. The build-out values of future TOD developments were estimated using the following proxy developments or methods (methods/developments vary by TOD county location):
 - a. Winter Park Station – Recent average sales prices of commercial and residential property in Winter Park, Florida
 - b. Orange County Stations – The Plaza mixed use complex - South Orange Avenue, Orlando Florida
 - c. Osceola County, Volusia County, and Seminole County Stations – Colonial Town Park mixed use development - Lake Mary, Florida
2. The following phasing for development construction in all stations is assumed:
 - a. Phase 1: 30% of future development (on-line in 2013)
 - b. Phase 2: 40% of future development (on-line in 2018)
 - c. Phase 3: 30% of future development (on-line in 2023)
3. The construction cost per square foot of residential and commercial construction was obtained from the RS Means 'CostWorks' Software database. Costs include structure only and do not represent the full cost of construction including machinery rental, fit-out, etc. Values used were:
 - a. Cost per square foot of residential construction: \$124
 - b. Cost per square foot of commercial and retail construction: \$115
4. Senior cost estimators at PB reviewed these values and confirmed they are reasonable assumptions. Due to the downturn in the national and global economy, construction costs will likely increase very slowly, if at all, for the duration of the economic slowdown.
5. The size of an average residential dwelling unit was approximated at 1,000 GSF¹². As building codes tend to impose upper limits on the size of a residential dwelling unit, a dwelling unit much less than 1,000 square feet as is viewed to be economically untenable. Larger units are possible, but on average, the 1,000 GSF is viewed as reasonable and reflective of local development and planning conditions. This is consistent with consumer preferences for smaller housing choices, including apartments, townhomes, lofts, and live-work units, for a third of the overall housing demand, reported by Reconnecting America's Center for Transit Oriented Development.
6. US Bureau of Economic Analysis (BEA) RIMS II Multipliers were used to forecast additional employment and wage earnings from indirect and induced economic impacts.

¹² An evaluation of Colonial Town Park residential units (used as a prototype development for this study) showed the size of a residential unit ranged from 500-1500 square feet. The average size for a residential unit (which ranged from a studio to a 2 bedroom/2 bathroom with a garage) was 1000 square feet as calculated by PB.

7. Nominal wage rates, property value growth rates, and ad valorem tax rates were assumed to remain constant over the study period.
8. Sufficient capacity is present in the labor force in order to absorb additional employment attracted by the development.
9. Property values for build and no-build scenario parcels grow at 2% (in real terms) per year independent of changes in value from development. This number is derived from an analysis of compound annual growth in real property value in Tampa from 1987 through 2001. Tampa data were used instead of County data, because the latter extended back only through 1995, a period reflecting excessive and unrepresentative property value appreciation, including the effects of the housing bubble. Given the downturn in the market, PB viewed the average County growth rates to be too high to forecast long-term growth in the future.
10. An 85% efficiency rate was applied to the TOD build-out scenario.
11. An analysis period of 20 years (2009-2028) was used for benefit calculations.
12. TOD properties are sold immediately as construction for each phase finishes.

THE GOVERNOR'S JOB GROWTH GRANT JOINT APPLICATION

EAST CENTRAL FLORIDA REGIONAL PLANNING COUNCIL

FOR ECONOMIC DEVELOPMENT OPPORTUNITIES

EAST CENTRAL FLORIDA REGIONAL PLANNING COUNCIL | ORANGE COUNTY | MAITLAND | LAKE MARY | SANFORD | DEBARY



EAST CENTRAL FLORIDA REGIONAL PLANNING COUNCIL

The role of the East Central Florida Regional Planning Council (ECFRPC) in the Transit Oriented Regional Projects for Economic Development Opportunities would primarily consist of the coordination and continuation of regionalism relating to economic growth around the Central Florida SunRail stations. The ECFRPC will act as the Department of Economic Opportunity's liaison to ensure that all partners are complying with the requirements of the Job Growth Grant and verifying that the plans and/ or improvements are being implemented. And finally, The ECFRPC will act as a monitoring entity to track the impact of the grant funds investment by monitoring and tracking 1) job growth 2) type of industries investing 3) Increase in property values 4) wage rates. These statistics will be published annually. Grant recipients will be required to submit status reports on a quarterly basis.

In the primary role, we would convene two types working group meetings throughout the grant period and write a report on best practices and lessons learned from the process as it relates to each recipient. The first group would pertain to transit oriented development as an economic catalyst and the second would relate to the job opportunities created with the funding from the DEO grant. Meetings would occur on a rotating quarterly basis (four (4) meetings per year per group). The focus of the group would be to share experiences and discuss what best practices would pertain to each group.

The Florida Chamber Foundation's six pillars would be used as the basis for discussions and recommendations.

- 1) Talent Supply and Education
- 2) Innovation and Economic Development
- 3) Infrastructure and Growth Leadership
- 4) Business Climate and Competitiveness
- 5) Civic and Governance Systems, and
- 6) Quality of Life and Quality Places

Each facet of the pillars would be considered fully within each group. A web-site pertaining to the grant would be initiated and all documents and support information along with the status of the projects would be posted.

Two public engagement meetings would be held in each jurisdiction to ensure that the public is involved and aware of each project's purpose and how it will enhance economic development in the area.

Working on the project would be Fred Milch as lead planner with Luis Nieves-Ruiz as economic planner. Mr. Milch has experience with SunRail as lead for the \$2.4 million HUD Sustainable Communities Grant and is intimately familiar with the stations and the benefits of regional transit in the marketplace. Mr. Nieves-Ruiz has worked on economic projects in Central Florida with Orange County and with the ECFRPC and is an expert on job creation, health and economic development.

Proposed Budget for ECFRPC Role

Event	Events/Actions	Estimated Costs
Promote Regionalism		
Reporting on Compliance with Grant	Quarterly reporting to DEO, compiling sub-recipient reports	12 reports 35 hours each 480 hours @\$110=\$46,200
Track impacts of grant funds for 1. Job growth 2. Type of Industry 3. Increase in property values 4. Wage rates	One report at end of each year period for three years. Three reports total with final summary in year three.	100 hours for first two reports each and 180 for final report 380hours @110= \$41,800
Meeting for Transit Oriented Development	Two meetings per year for a total of Six	40 hours per meeting for preparation, coordination and reporting for six meetings @110=\$26,400
Meetings for Job Opportunities Created	Two meetings per year for a total of Six	40 hours per meeting for preparation, coordination and reporting for six meetings @110=\$26,400
Final Summary Report	Overall summary of grant requirements, successes and failures and lessons learned	140 hours @\$110 = \$15,400
Materials	Software, supplies	\$3,800
Estimated total		160,000



**Florida Job Growth Grant Fund
Public Infrastructure Grant Proposal**

Proposal Instructions: The Florida Job Growth Grant Fund Proposal (this document) must be completed by the governmental entity applying for the grant and signed by either the chief elected official, the administrator for the governmental entity or their designee. Please read the proposal carefully as some questions may require a separate narrative to be completed.

Governmental Entity Information

Name of Governmental Entity: East Central Florida Regional Planning Council

Government Federal Employer Identification Number: _____

Contact Information:

Primary Contact Name: Fred Milch

Title: Project Review Coordinator

Mailing Address: 455 N. Garland Avenue, Fourth Floor
Orlando, Florida 32801

Phone Number: 407-245-0300

Email: fmilch@ecfrpc.org

Public Infrastructure Grant Eligibility

Pursuant to section 288.101, F.S., the Florida Job Growth Grant Fund was created to promote economic opportunity by improving public infrastructure and enhancing workforce training. Eligible governmental entities that wish to access this grant fund must submit public infrastructure proposals that:

- Promote economic recovery in specific regions of the state, economic diversification or economic enhancement in a targeted industry. (View Florida's [Targeted Industries here.](#))
- Are not for the exclusive benefit of any single company, corporation or business entity.
- Are for infrastructure that is owned by the public and is for public use or predominately benefits the public.



1. Program Requirements:

Each proposal must include the following information describing how the project satisfies eligibility requirements listed on page 1.

A. Provide the title and a detailed description of the public infrastructure improvements.

Will work with local governments to coordinate project completion efforts, and to monitor and track 1) job growth 2) industry investment 3) increase in property values 4) wage rates as a result of the project implementation in the station areas.

B. Is this infrastructure owned by the public?

Yes No

C. Is this infrastructure for public use or does it predominately benefit the public?

Yes No

D. Will the public infrastructure improvements be for the exclusive benefit of any single company, corporation or business entity?

Yes No

E. Provide a detailed explanation of how the public infrastructure improvements will connect to a broader economic development vision for the community and benefit additional current or future businesses.

Please see APPENDIX 1. E



F. Provide a detailed description of, and quantitative evidence demonstrating, how the proposed public infrastructure project will promote:

- Economic recovery in specific regions of the state;
- Economic diversification; or
- Economic enhancement of a Targeted Industry (View Florida's [Targeted Industries here.](#))
 - As part of this response, describe how the project will promote specific job growth. Include a description of the number of jobs that will be retained or created, the average wages of such jobs, and in which industry(ies) the jobs will be created using the North American Industry Classification System ([NAICS](#)) codes. Where applicable, you may list specific businesses that will retain or grow jobs or make capital investment.
 - Further, include the economic impact on the community, region, or state and the associated metrics used to measure the success of the proposed project.

Please see the Florida Department of Transportation's Economic Impact Analysis completed for each station in 2009.

The economic impact of the identified investments along the corridor can be measured by, four metrics. 1) Increase in property values in the the surrounding area 2) increase in the number of jobs overall and increase in number of jobs in the target industries within 1-mile of the station area 3) Increase in wage rates 4) Increase in ridership at individual stations

Please see Appendix 1.F for a description of the economic impact on the station, Commuter Rail Line and the region and state.



2. Additional Information:

A. Is this project an expansion of an existing infrastructure project?

Yes No

B. Provide the proposed commencement date and number of days required to complete construction of the public infrastructure project.

Will begin monitoring at the on-set of grant award and continue for three years.

C. What is the location of the public infrastructure? (Provide the road number, if applicable.)

Please see attached applicatons

D. Who is responsible for maintenance and upkeep? (Indicate if more than one are applicable.)

Federal State County City Other _____

E. What permits are necessary for the public infrastructure project?

Please see attached application

F. Detail whether required permits have been secured, and if not, detail the timeline for securing these permits. Additionally, if any required permits are local permits, will these permits be prioritized?

See attached applications

G. What is the future land use and zoning designation on the proposed site of the infrastructure improvements, and will the improvements conform to those uses?

Please see attached applications



H. Will an amendment to the local comprehensive plan or a development order be required on the site of the proposed project or on adjacent property to accommodate the infrastructure and potential current or future job creation opportunities? If yes, please detail the timeline.

Yes No

Please see attached applications.

I. Is the project ready to commence upon grant fund approval and contract execution? If no, please explain.

Yes No

We will begin coordination at upon receipt of grant award letter.

J. Does this project have a local match amount?

Yes No

If yes, please describe the entity providing the match and the amount.

K. Provide any additional information or attachments to be considered for this proposal.



3. Program Budget

Estimated Costs and Sources of Funding: Include all applicable public infrastructure costs and other funding sources available to support the proposal.

A. Public Infrastructure Project Costs:

Construction	\$ _____	
Reconstruction	\$ _____	
Design & Engineering	\$ _____	
Land Acquisition	\$ _____	
Land Improvement	\$ _____	
Other	\$ 160,000	Please Specify: _____
Total Project Costs	\$ 160,000	

B. Other Public Infrastructure Project Funding Sources:

City/County	\$ _____	
Private Sources	\$ _____	
Other (grants, etc.)	\$ _____	Please Specify: _____
Total Other Funding	\$ _____	
Total Amount Requested	\$ 160,000	

Note: The total amount requested must equal the difference between the public infrastructure project costs in 3.A. and the other public infrastructure project funding sources in 3.B.

C. Provide a detailed budget narrative, including the timing and steps necessary to obtain the funding and any other pertinent budget-related information.

Once grant award is received the Council will convene a meeting with all recipients to gather schedules and milestones. Details regarding quarterly reporting will be detailed. A quarterly report will be submitted to the Department of Economic Opportunity. The annual report will be compiled by the Council and will be approved by the consortium members. The Council will send the annual report to the Department of Economic Opportunity and will post a link to the report on the Council website. Working group meetings will be held regarding job opportunities and Transit Oriented Development. A detailed report will summarize findings and lessons learned at the end of three years.



4. Approvals and Authority

- A. If the governmental entity is awarded grant funds based on this proposal, what approvals must be obtained before it can execute a grant agreement with the Florida Department of Economic Opportunity (e.g., approval of a board, commission or council)?

The Council includes representatives from eight counties and three League of Cities as well as governor appointees and ex-officio members. Receipt of the grant will be announced at the Council meeting.

- B. If approval of a board, commission, council or other group is needed prior to execution of an agreement between the governmental entity and the Florida Department of Economic Opportunity:

- i. Provide the schedule of upcoming meetings for the group for a period of at least six months.

N/A

- ii. State whether that group can hold special meetings, and if so, upon how many days' notice.

N/A

- C. Attach evidence that the undersigned has all necessary authority to execute this proposal on behalf of the governmental entity. This evidence may take a variety of forms, including but not limited to: a delegation of authority, citation to relevant laws or codes, policy documents, etc.



I, the undersigned, do hereby certify that I have express authority to sign this proposal on behalf of the above-described governmental entity.

Name of Governmental Entity: East Central Florida Regional Planning Council

Name and Title of Authorized Representative: Hugh W. Harling

Representative Signature: 

Signature Date: 10/30/17



East Central Florida Regional Planning Council

309 Cranes Roost Blvd. Suite 2000, Altamonte Springs, FL 32701
Phone 407.262.7772 • Fax 407.262.7788 • www.ecfrpc.org

Hugh W. Harling, Jr. P.E.
Executive Director

Resolution

05-2014

**Executive Director Signatory Authority
By the East Central Florida Regional Planning Council (ECFRPC)**

WHEREAS, *the Council employs the Executive Director to administer the day-to-day operations of the Council and to carry out the policies set forth by the Council; and*

WHEREAS, *it has been the Council's practice that the Executive Director sign all revenue generating contracts, grants, agreements, or similar instruments, except where the funding entity required Executive Board action and the chair's signature; and*

WHEREAS, *it is the Council's desire to develop mechanisms which enhance the agency's financial well-being, while simultaneously being responsive to the efficiency desires of our financial partners,*

NOW, THEREFORE, BE IT RESOLVED

The Council hereby authorizes, consistent with agency practice, the Executive Director to execute on behalf of the Council, all bank account signature cards, resolutions, contracts, grants and agreements for the Council.

Attest:

EAST CENTRAL FLORIDA
REGIONAL PLANNING COUNCIL:

Chuck Nelson
Chair, ECFRPC

Hugh W. Harling, Jr.
Executive Director

Executive Committee

Chair
Chuck Nelson
County Commissioner
Brevard County

Vice Chair
Welton Cadwell
County Commissioner
Lake County

Secretary
Leigh Matusick
City Commissioner
Volusia County League
of Cities

Treasurer
Lee Constantine
County Commissioner
Seminole County

Member at Large

APPENDIX

TRANSIT-ORIENTED REGIONAL PROJECTS

FOR ECONOMIC DEVELOPMENT OPPORTUNITIES

EAST CENTRAL FLORIDA REGIONAL PLANNING COUNCIL | ORANGE COUNTY | MAITLAND | LAKE MARY | SANFORD | DEBARY



1. E. Provide a detailed explanation of how the public infrastructure improvement will connect to a broader economic development vision for the community and benefit additional current or future businesses.

Central Florida has made substantial strategic investments in the 62-mile 17-Station SunRail Commuter Rail line, which began service in May 2014. The Florida Department of Transportation (FDOT) has agreed to convey the SunRail Commuter Rail to the Central Florida Commuter Rail Commission in 2021, at which time the operation, maintenance and management of the stations will be turned over to the local governments. Farebox revenues historically provide only one third of the funds required for operations; therefore, achieving return on investment is a priority. Local governments can optimize “value capture” from an increase in the property values surrounding the stations with the appropriate land use regulations and peripheral infrastructure investments, such as master stormwater planning, sidewalks, and structured parking. The requested \$8.215 million for infrastructure improvements around the five SunRail Station Areas contributes to the overall economic health and development potential of the stations, the line and the region as a whole by making lasting public investments that set the stage for station area development.

While there has been much analysis of densities and property value increases around station areas involving residential development, an employer’s proximity to transit can also play an important role in the economic return of station area investment. According to a study prepared by the Center for Transit Oriented Development (CTOD) on “Transit Oriented Development and Employment,” employment spreading from downtown to the suburban fringes and scattered suburban locations has led to more than \$100 billion in lost time and fuel every year. This “employment sprawl” can lead to increased infrastructure costs, loss of open space and increased average distance between homes and jobs.

An employer’s decision to relocate, remain, or invest proximate to transit makes sense for a variety of reasons. Transit appeals to workers across a range of incomes, including low income workers cut off from expanding auto-oriented suburban employment centers because they do not own cars, with few transit options to get to low density job centers, but also to middle income workers living in the suburbs who own cars affected by the high cost of driving to work desiring more affordable lifestyles. Further, surveys reveal that workers of the Millennial Generation in knowledge-based fields (science, technology, and industry) prefer using transit and living and working in pedestrian-friendly, dense urban environments.

In 2011, CTOD commissioned a second study: “Transit and Regional Economic Development,” which found some industry sectors have a greater propensity to locate near transit, with the government sector having the greatest affinity for transit locations of any industry sector analyzed. Data collected in 2008, from 34 regions with fixed guideway systems in the U.S. revealed that 42 percent of all public sector jobs were located in transit zones. Firms in knowledge-based industries were also more likely to be attracted to transit-rich areas, with 36 percent of jobs in professional, scientific, and technical services located within a half-mile of a transit station. The study also found that transit system size is a critical factor driving the share of employment located near transit. Regions having the highest number of stations within its transit system had the highest share of jobs accessible by transit. In areas with fixed guideway transit systems, businesses benefit from both the densities around the stations as well as agglomeration or geographical proximity to other similar or complementary businesses. Manufacturers who typically seek out lower land prices on the outskirts of cities can benefit from agglomeration and labor pools as well, making stations located further away from the Orlando Central Business District also viable for locating investment.

Therefore, the proposed infrastructure investment will serve to influence employers' decisions to locate, remain or invest in station areas within the SunRail system. Station areas provide the best scenario for higher densities and frequent service that can attract and retain business, provide workforce housing opportunities, and preserve sensitive lands. However, the SunRail station areas vary in their preparedness for new development and will need varying levels of infrastructure investment to attract private investment. The station areas nearest the Orlando Central Business District already have established employment bases with downtown businesses and hospitals to the north and south and a mostly complete infrastructure system. More outlying station areas, however, need additional public investment to bring their preparedness for development up to a similar level.

Development density around each station will improve the overall vitality of the SunRail line. For premium transit to function optimally, shorter headways with night and weekend service are essential, which can most often be justified by higher ridership accompanying station area buildout. The infrastructure investment proposed with this grant application will support a higher development density around five SunRail station areas and create the capacity and opportunities for increased use of the entire SunRail system.