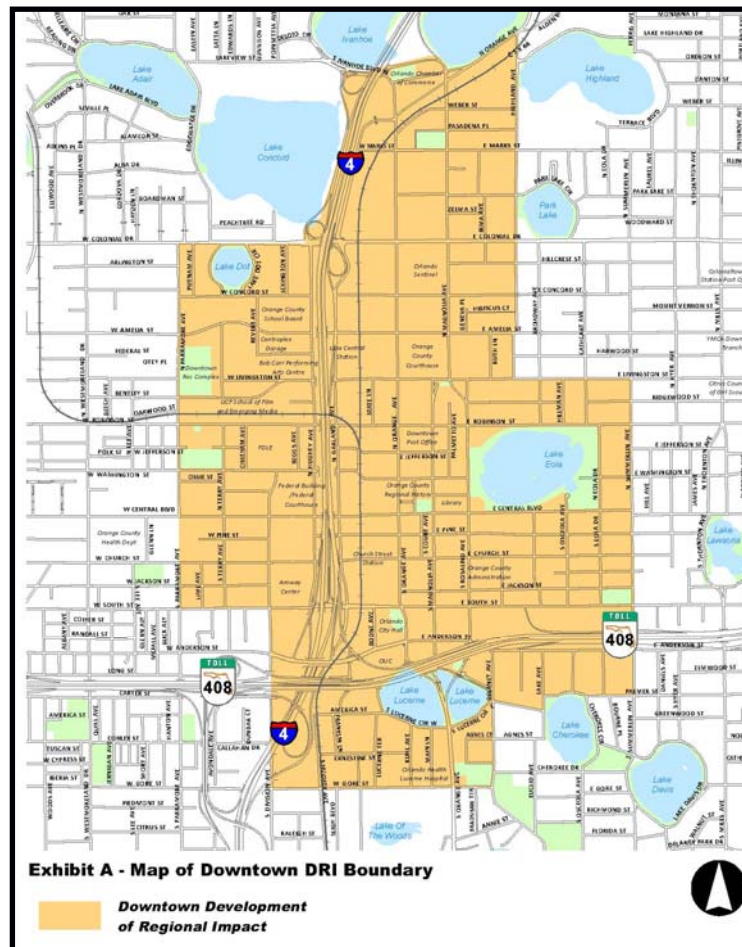


**April 17, 2018
Staff Report to the
Municipal Planning Board**

**CASE #DRI2018-10000
and #GMP2018-10004
Item #4**

DOWNTOWN AREA-WIDE DRI RESCISSION AND GMP FUTURE LAND USE POLICY AMENDMENTS



Location Map

Subject Site

SUMMARY

<p>Owner Multiple Property Owners</p> <p>Applicant Thomas Chatmon Jr., Executive Director— Downtown Development Board</p> <p>Project Planner Paul S. Lewis, FAICP Chief Planning Manager</p> <p>Updated: April 9, 2018</p>	<p>Property Location: Generally located south of Lake Ivanhoe, north of Gore Avenue, east of Parramore Avenue and South Division Avenue, and west of North Summerlin Avenue and Highland Avenue (±1,185 acres, Districts 3, 4, and 5).</p> <p>Applicant's Request: Rescind the Downtown Area-Wide Development of Regional Impact (DRI) Development Order, and amend the GMP Future Land Use Element including:</p> <ol style="list-style-type: none"> 1. Amend Future Land Use Policy 1.1.6. 2. Amend Future Land Use Policy 2.1.6. 3. Amend Future Land Use Objective 5.2. 4. Amend Future Land Use Policy 5.2.1. 5. Amend Future Land Use Policy 5.2.2. 6. Add new Future Land Use Figure LU-2E "Downtown School Concurrency Exemption Area". 	<p>Staff's Recommendation: Approval of the request, subject to the conditions in this report.</p> <p>Public Comment In addition to the legally required ad in the newspaper of record, the Downtown Development Board/Community Redevelopment Agency Advisory Board were briefed on the proposal on March 28, 2018 and comments were received. A Frequently Asked Questions (FAQ) document was published on the DDB website on April 6, 2018. Further, on April 9, 2018, an email was sent to a comprehensive list of development stakeholders which explained the proposed amendments. As of the published date of this report, staff has not received any comments from the public concerning this request.</p>
--	---	---

Project Analysis

Project Description

The Downtown DRI Development Order was originally approved in 1990 (recorded in 1992), and has been amended three times (in 1994, 2000, and 2013). The applicant has requested that the city process two simultaneous and related actions: 1) to rescind the Downtown Area-Wide DRI Development Order consistent with Section 380.115(b), Florida Statutes; and 2) to amend the GMP Future Land Use Element to clarify references to the Downtown DRI, the Capital Improvements Element, and to address issues related to vesting for school concurrency.

Recent changes in Florida's DRI laws, including the Community Renewal Act (Chapter 2009-96) and the Community Planning Act (Chapter 2011-139), have essentially eliminated DRI requirements for areas designated as "Dense Urban Land Areas" or "DULAs". The city of Orlando, in its entirety, qualifies as a DULA (it has been on the State's list of local governments qualifying as Dense Urban Land Areas since June 14, 2017). As a result, no new DRIs have been established in the city. Further, several DRI Development Orders have been rescinded since that time including Orlando Health, Beltway Commerce Center, Orlando Corporate Center, and MetroWest. In addition, the LeeVista DRI is currently undergoing the rescission process.

The proposed rescission of the Downtown DRI is being processed at this time for the following reasons:

1. Rescinding the Downtown DRI would enable the city to expeditiously respond to significant economic development opportunities, such as the recent Amazon HQ2 effort, by not being limited to a specific development program and phasing schedule.
2. Florida law states that a Master Developer must have completed all mitigation tasks specified in the DRI concurrent with the current phase of said DRI. We are now in Phase 1b of the Downtown DRI, and there are no further mitigation tasks remaining in the current phase.
3. Consistent with the intent of the Community Renewal Act and the Community Planning Act, staff believes that the city is fully capable of planning for and implementing plans and projects within our downtown without the need for state and regional review. The proposed rescission will remove unnecessary and outdated regulatory requirements, and will not adversely impact property rights. Each property within the Downtown DRI area will be governed by the GMP, individual Future Land Use Map designations and Zoning Map classifications, as well as the requirements and entitlements specified in the Land Development Code.

DRI Analysis

Section 380.115(b), Florida Statutes

According to Section 380.115(b) of the Florida Statutes, *"If requested by the developer or landowner, the development of regional impact development order shall be rescinded by the local government having jurisdiction upon a showing that all required mitigation related to the amount of development that existed on the date of rescission has been completed or will be completed under an existing permit or equivalent authorization issued by a governmental agency as defined in s. 380.031(6), if such permit or authorization is subject to enforcement through administrative or judicial remedies."*

Growth Management Plan Future Land Use Policy 1.3.6

According to Future Land Use Policy 1.3.6, for applicants wishing to rescind an adopted development of regional impact (DRI) development order consistent with state statutes, the following criteria shall apply:

1. The applicant shall demonstrate that all mitigation related to the amount of development that exists on the date of the rescission has been completed consistent with section 380.115(b), Florida Statutes.
2. If the remaining development program exceeds 120% of DRI thresholds, an application for a local development order may be required pursuant to Policy 1.3.5. If required, the local development order shall be approved prior to, or concurrent with, the rescission of the DRI development order.
3. If a local development order is not required, the City shall have the right to require planned development (PD) zoning if no alternative zoning is determined to be sufficient to address site development, phasing or the adequate provision of public facilities. The PD zoning application shall be reviewed according to the procedures identified in the Land Development Code (LDC). Regional coordination is not required. If the City does not require PD zoning, the proposed development must meet the standard development review procedures identified in the LDC.

The applicant has submitted a request to rescind the Downtown DRI. The Downtown DRI Biennial Report for the August 27, 2015 to August 26, 2017 reporting period, details the required mitigation up to the current DRI phase which has been completed. This document has been included in the staff report as "Exhibit A".

DRI Analysis (Continued)

Remaining DRI Development Program Capacity and Phasing Schedule

In determining whether a DRI Development Order may be rescinded, Florida Statutes requires that the applicable jurisdiction analyze the remaining development program of the project and phasing, as well as present a finding that the applicable mitigation associated with the current phase of the project has been completed.

According to the latest Downtown DRI Biennial Report for the reporting period of August 27, 2015 to August 26, 2017, shows that the Downtown DRI Development Program had the following remaining capacity (i.e., balance):

- Office 4,483,017 square feet
- Commercial 1,203,123 square feet
- Hotel 1,481 rooms
- Public 931,709 square feet
- Industrial -205,310 square feet*
- Residential 5,468 units
- Hospital 84,940 square feet

* Note: The original Development Order called for the demolition of approximately 675,200 square feet of previously developed industrial uses, with the assumption that those uses would make way for redevelopment projects more in keeping with a city center. Over the course of the Downtown DRI's existence, 469,890 square feet of industrial space was demolished, leaving a current DRI balance of -205,310 square feet.

Section 380.0651, F.S., provides thresholds to be used for determining if a project will be considered a DRI-level project. For multi-use developments, such determination must be based on the sum of the percentages of the appropriate thresholds (with the exception of industrial and hotel uses which have been excluded by statute). As the Downtown DRI is located within a designated Regional Activity Center (see Future Land Use Figure LU-2D—Regional Activity Centers), which allows for increased DRI thresholds for certain uses (100% increase within multiuse developments), the applicable DRI threshold for office is 600,000 square feet, retail is 800,000 square feet, and residential is 6,000 dwelling units. For the remaining development in the Downtown DRI, office therefore accounts for 747.2%, retail accounts for 150.4%, and residential is 91.1% of the applicable land use threshold. The sum is 988.7%, which exceeds the 120% of multiuse DRI threshold.

While the remaining development program exceeds 120% of the multiuse DRI threshold, staff has determined that a local development order is not necessary. Currently, all properties within the Downtown DRI have either Planned Development (PD) or conventional zoning which adhere to the development standards of the GMP and Land Development Code as it pertains to FAR, setbacks, building height, ISR, etc. Staff has determined that the future land use designations and zoning that exists for each property within the Downtown DRI project area is sufficient to address development standards, so therefore, a local development order for these properties is not needed.

The Downtown DRI has the following phasing schedule, which contains both a time component and a vehicle trip generation component:

Downtown DRI Phasing Schedule

	Phase Timing	Average Daily Trips Per Phase	Cumulative Average Daily Trips
Phase 1a	Complete	35,758	35,758
Phase 1b	September 7, 2020	35,731	71,489
Phase 2	September 7, 2024	33,415	104,904
Phase 3	September 7, 2028	36,105	141,009
Phase 4	September 7, 2031	37,783	178,792

The phase time component shown above takes into account a number of Executive Order extensions as summarized in the Biennial Report. According to the data and analysis found in the Biennial Report, there were 68,795 cumulative trips generated as of August 26, 2017, which places the Downtown DRI in Phase 1b both in terms of ADT as well as timing. The city has completed all required mitigation for Phase 1b.

This application for DRI rescission of the Downtown DRI satisfies Section 380.115(b), Florida Statutes.

GMP Analysis

Proposed GMP Amendments

Staff has reviewed the Future Land Use Policy Document to identify and revise objectives, policies and figures that either reference the Downtown DRI or address the issues of concurrency, and particularly vesting for school concurrency. The proposed changes shown below are necessary to fully address the rescission of the Downtown DRI. The most significant changes include the creation of new Figure LU-2E—Downtown School Concurrency Exemption Area, and changes to Future Land Use Policy 5.2.2 to address vesting for school concurrency.

- Policy 1.1.6 The Official Future Land Use Map Series shall include the following maps:
- Future Land Use Element Figure LU-2 “Future Land Use Map”
 - Future Land Use Element Figure LU-2B.1 “Aircraft Noise Control Zones”
 - Future Land Use Element Figure LU-2B.2 “FAA Part 77 Height Contours”
 - Future Land Use Element Figure LU-2B.3 “Orlando International Airport & Orlando Executive Airport – Airport Zoning & Educational Facilities”
 - Future Land Use Element Figure LU-2B.4 “Airport Hazards – Proximity to Landfills”
 - Future Land Use Element Figure LU-2D “Regional Activity Centers”
 - Future Land Use Element Figure LU-2E “Downtown School Concurrency Exemption Area”
 - Future Land Use Element Figure LU-2F “Street-Level Commercial Use Areas”
 - Transportation Element Figure TE-3 “Transportation Mobility Areas for the Transportation Concurrency Exception Area”
 - Conservation Element Figure C-5 “Urban Area Lakes”
 - Conservation Element Figure C-6 “Urban Area Wetlands”
 - Conservation Element Figure C-9 “Floodplains”
 - Conservation Element Figure C-12 “General Soil Associations”
 - Potable Water Element Figure PW-2 “Potable Water Facilities”
 - Wastewater Element Figure WW-28 “Wekiva Waste Water Service Area”
- Policy 2.1.6 Because the Downtown Community Redevelopment Area, Downtown Activity Center, Metropolitan Activity Centers, Urban Activity Centers, and the Southeast Orlando Sector Plan Town Center are intended for very high intensity development, they shall be considered areas highly suitable for increased threshold intensity, and may be designated Regional Activity Centers, as allowed under the provisions of Florida Statutes dealing with Developments of Regional Impact. Downtown, Metropolitan and Urban Activity Centers are depicted on the Official Future Land Use Map. The Southeast Orlando Sector Plan Town Center is depicted on Future Land Use Figure LU-2A. ~~The adopted Downtown Community Redevelopment Area boundary is depicted on Future Land Use Figure LU-2E.~~ Designated Regional Activity Centers are depicted on Figure LU-2D.
- Objective 5.2 Throughout the planning period, the City of Orlando shall provide for all required infrastructure improvements in accordance with ~~the time schedule established in the Downtown DRI, as may be amended or otherwise affected by changes to Florida law~~ the Capital Improvements Element and the Downtown Community Redevelopment Area Plan.

GMP Analysis (Continued)

Proposed GMP Amendments (Continued)

Policy 5.2.1 The City shall use the Capital Improvements Element, and specifically the adopted five-year capital improvements schedule shown in Figure CI-14, as well as the Downtown Development of Regional Impact (DRI) Development Order and the Downtown Community Redevelopment Area Plan, and its subsequent amendments, as the principal guides to help prioritize infrastructure improvements in the Downtown area. The City may also consider other Downtown related plans (such as the Downtown Transportation Plan), reports/analyses and urban design documents to help guide infrastructure improvements and spending.

Policy 5.2.2. ~~The City shall develop public infrastructure consistent with the adopted Downtown Transportation Plan~~ Simultaneously with the rescission of the Downtown Orlando Area-Wide Development of Regional Impact (DRI) Development Order, and consistent with Section 18.2(j) of the First Amended and Restated Interlocal Agreement for Public School Facility Planning and Implementation of Concurrency (Interlocal Agreement; dated March 9, 2011), all development within the area depicted on Figure LU-2E – Downtown School Concurrency Exemption Area, shall be exempt from school concurrency. Any residential units in excess of the 11,397 previously vested units minus those already built (5,260 unbuilt units as of March 11, 2018), may be subject to both school capacity and school concurrency, if applicable, according to the process described in the aforementioned Interlocal Agreement, as amended.

Each property within this area will be governed by the Growth Management Plan, Future Land Use Map designations and Zoning classifications, as well as the requirements and entitlements specified in the Land Development Code, including the Concurrency Management System. Assignment of concurrency to individual projects will be executed through the Concurrency Management process.

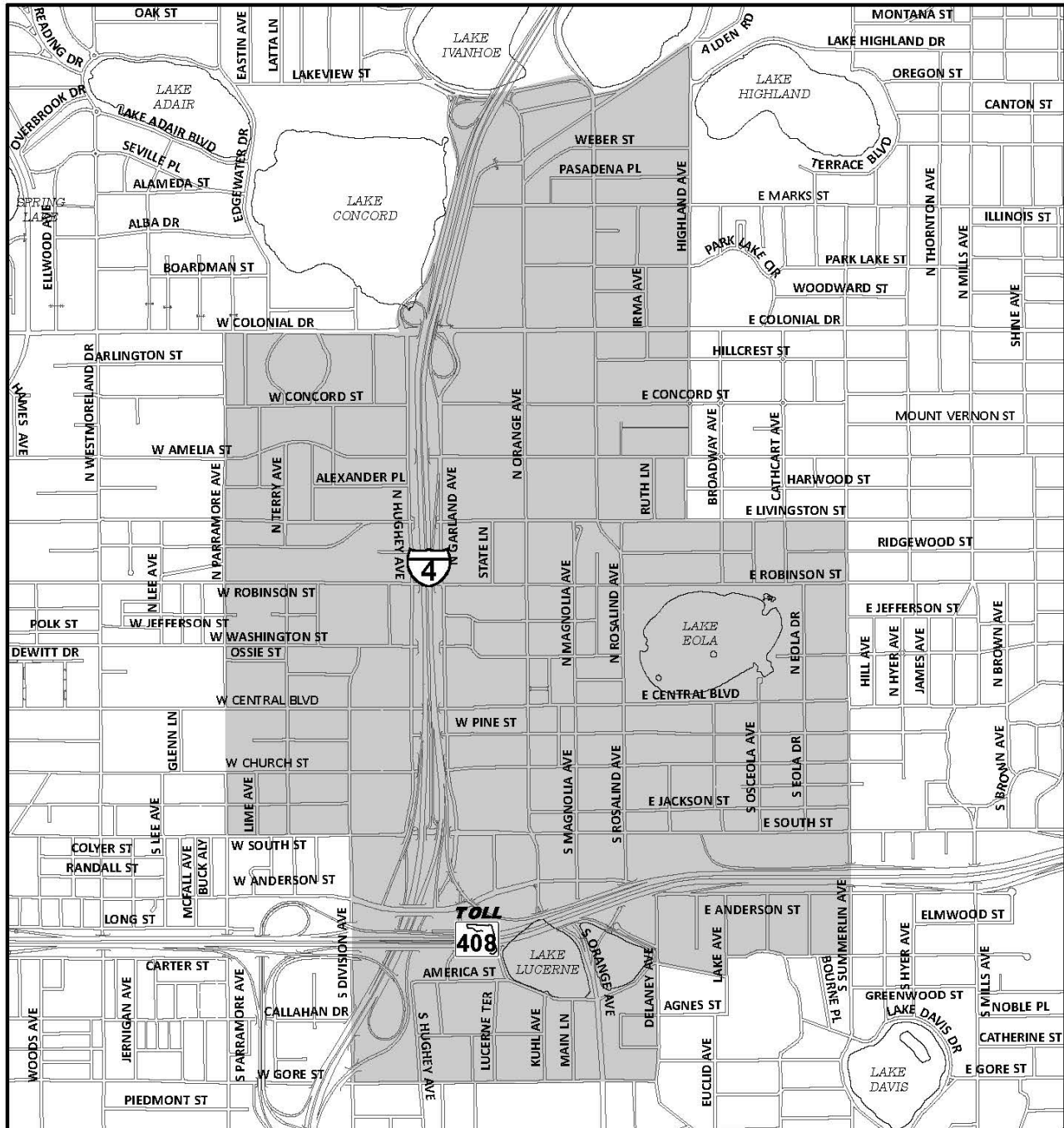
The City must maintain a tracking system that will be provided to Orange County Public Schools upon request. The tracking system must include a careful running tally of the concurrency-exempt units that are demolished over time, returning the demolished units to the aggregate pool of concurrency-exempt units available for development.

Nothing in this policy exempts residential developers from their responsibility and obligations in relation to school capacity and/or school impact fees.

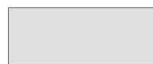
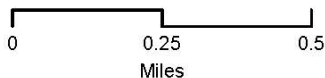
Proposed Figure LU-2E

**Figure
LU-2E**

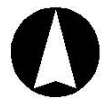
Downtown School Concurrency Exemption Area



LEGEND



**Downtown School Concurrency
Exemption Area**



City of Orlando, Economic Development Department
City Planning Division, March 2018

Findings

Subject to the conditions contained herein, the proposal is consistent with the requirements for approval of DRI rescission application contained in Section 65.255 of the Land Development Code (LDC):

1. The proposed amendment is consistent with Chapters 163, 187, and 380, Florida Statutes.
2. The proposed amendment is consistent with the East Central Florida Strategic Regional Policy Plan and the recommendations of the East Central Florida Regional Planning Council.
3. The proposed DRI rescission is consistent with the objectives and policies of the City's adopted Growth Management Plan (GMP); particularly, Future Land Use Policy 1.3.6.
4. The proposed amendment is consistent with the purpose and intent of the requirements of the Land Development Code.
5. The proposed amendment is compatible with the surrounding development and neighborhood pattern.
6. The proposal will not result in demands on public facilities and services that exceed the capacity of such facilities and services since it is subject to Chapter 59 of the City Code, the Concurrency Management Ordinance.

Staff recommends approval of the Downtown DRI rescission subject to the findings and conditions below:

Conditions of Approval

City Planning

The future land use designations and zoning classifications that exist for each property within the Downtown DRI project area are sufficient to address development standards, therefore a local development order for the property is not needed. If individual projects proposed after the rescission are phased or meets the threshold for Master Plan review as stated in LDC Section 65.331, it must comply with the LDC Chapter 65 Part 2H.

Transportation

The Transportation Department concurs with the submitted draft rescission language that states that all Transportation mitigation required for the current level of development has been completed or equivalent or greater value mitigation strategies have been completed instead. Land within the DRI can be developed or redeveloped under normal City processes without detrimental impacts to the area's transportation networks. As such, the Transportation Department has no objections to and supports the rescission of the Downtown DRI.

Contact Information

City Planning

For questions regarding City Planning plan review, please contact Paul Lewis at 407.246.3358 or paul.lewis@cityoforlando.net.

Transportation

For questions regarding Transportation Planning plan review, please contact John Rhoades at 407.246.2293 or john.rhoades@cityoforlando.net

Review/Approval Process—Next Steps

1. City Council approves the MPB minutes.
2. City Council—1st Reading of the GMP Amendment
3. City Council—2nd Reading of the GMP Amendment
4. City Council—Hearing for DRI Rescission (simultaneous with 2nd Reading of GMP amendment)
5. Staff forwards DRI rescission package to State Planning Agency (FDEO).



November 9, 2017

Dear Sirs:

The following is a complete copy of the Downtown DRI Status Report for the period of August 27, 2015 to August 26, 2017 transmitted to the following parties:

Mr. Ray Eubanks, Plan Processing Administrator
State Land Planning Agency
Caldwell Building
107 East Madison – MSC 160
Tallahassee, Florida 32399

Mr. Hugh Harling, Executive Director
East Central Florida Regional Planning Council
Lynx Building, 455 North Garland Avenue, 4th Floor
Orlando, Florida 32801

Paul Lewis, FAICP, Chief Planning Manager
City of Orlando
City Planning Division
400 South Orange Avenue, 6th Floor
Orlando, Florida 32802-4990

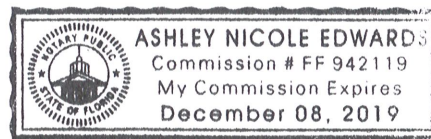
Copies transmitted on the above date. If you have any questions, please contact Paul Lewis at (407) 246-3358 or paul.lewis@cityoforlando.net

Sincerely,

Thomas Chatmon Jr.
Executive Director

Sworn to Subscribed before me

This 9 day of November 2017



Notary Public, State of Florida
My Commission Expires: 12/8/2019

**CITY OF ORLANDO DOWNTOWN
DEVELOPMENT OF REGIONAL IMPACT
BIENNIAL STATUS REPORT**

For the reporting period of
August 27, 2015 to August 26, 2017

Paul S. Lewis, FAICP
Chief Planning Manager, City Planning Division
City of Orlando Economic Development Department
Paul.Lewis@cityoforlando.net

Prepared for the
Orlando Downtown Development Board
Orlando City Hall – 6th Floor
400 South Orange Avenue
P.O. Box 4990
Orlando, Florida 32802-4990

Transmitted to:

Mr. Ray Eubanks, Plan Processing Administrator
State Land Planning Agency
Caldwell Building
107 East Madison – MSC 160
Tallahassee, Florida 32399

Mr. Hugh Harling, Executive Director
East Central Florida Regional Planning Council
Lynx Building, 455 North Garland Avenue, 4th Floor
Orlando, Florida 32801

City of Orlando
400 South Orange Avenue
Orlando, Florida 32802-4990

November 9, 2017

CITY OF ORLANDO DOWNTOWN DEVELOPMENT OF REGIONAL IMPACT BIENNIAL REPORT

Subsection 380.06(18), Florida Statutes, F.S. requires the developer of an approved Development of Regional Impact (DRI) to submit a biennial status report to the Florida Department of Economic Opportunity, all affected permit agencies, the appropriate regional planning agency, and the local government within which the development is located. The City of Orlando Downtown DRI is an area-wide DRI, with the City of Orlando's Downtown Development Board acting as the "developer" with the responsibility for preparing and submitting the biennial status report.

The following is a summary of development and related activity in Downtown Orlando for the August 27, 2015 to August 26, 2017 reporting period. Information on the efforts of the City, Downtown Development Board and other related organizations to meet the requirements set forth in the City of Orlando's Downtown DRI Development Order are herein provided. Many different organizations have contributed information in the following response. Each participating organization is managed independently and time frames for reporting information may vary. In all cases, information is the most current available. This report is being submitted in the form required by the State and the East Central Florida Regional Planning Council.

Table of Contents

Response to Standard Form Questions		Page #
Narrative Response to Standard Form Questions 1 – 10		4
 Exhibits		
Exhibit “A”	Copy of Notice of DRI Development Order Extensions	8
Exhibit “B”	Not Applicable	17
Exhibit “C-1”	Summary Table of Demolition Activity	18
Exhibit “C-2”	Summary Table of New Development Activity	19
Exhibit “C-3A”	Summary Table of Anticipated Development Activity	20
Exhibit “C-3B”	Map of Current and Proposed Developments	21
Exhibit “C-4”	Summary Table of Downtown DRI Development Program	22
Exhibit “D”	Response to Specific Requirements of the Development Order	28

RESPONSE TO STANDARD FORM QUESTIONS 1-10

1. Requirement:

Describe any changes made in the proposed plan of development phasing, or in the representations contained in the Application for Development Approval since the Development of Regional Impact received approval. Note any actions (substantial deviation determinations) taken by local government to address these changes.

Developer's Response:

The City of Orlando Downtown Development Board (DDB) did not initiate any changes in development phasing with the exception of the allowable Development Order extension(s) pursuant to Section 252.363, Florida Statutes and recent 2015, 2016 and 2017 Executive Orders. Please see Exhibit A for a copy of the June 23, 2017 letter from the DDB summarizing the extensions to the Phase Ib, II, III, and IV build-out dates, as well as the City of Orlando's acknowledgement. The letters were previously provided to the Department of Economic Opportunity – Bureau of Community Planning and the East Central Florida Regional Planning Council. The result is that each of the applicable phase dates have been extended by a total of 375 days plus 24 months, as follows: Phase 1b from August 28, 2017 to September 7, 2020, Phase II from August 28, 2021 to September 7, 2024, Phase III from August 28, 2025 to September 7, 2028, and Phase IV from August 28, 2028 to September 7, 2031.

There have been no changes in the representations of the Application for Development Approval been made as of August 26, 2017. No substantial deviation determinations were requested during the August 27, 2015 to August 26, 2017 reporting period.

2. Requirement:

Has there been a change in local government jurisdiction for any portion of the development since the development order was issued? If so, has the annexing local government adopted a new Development of Regional Impact development order for the project? Provide a copy of the order adopted by the annexing local government.

Developer's Response:

No, there have been no changes in local government jurisdiction since the development order was issued nor are any anticipated during the life of the development order.

3. Requirement:

Provide copies of any revised master plans, incremental site plans, etc., not previously submitted.

Developer's Response:

Specific parcel master plans for individual sites within the Downtown DRI area are available in the City of Orlando Economic Development Department – City Planning Division and Office of Permitting Services. Additional information pertaining to current

plans and projects within the DT DRI area are described in the response to Requirement #4 below.

Exhibit B – not applicable.

4. Requirement:

Provide a summary comparison of development activity proposed and actually conducted for the reporting year as well as a cumulative total of development proposed and actually conducted to date.

Developer's Response:

Exhibit "C" summarizes both proposed and built development activity for the August 27, 2015 to August 26, 2017 reporting period, based on detailed information contained in the City's Land Use Database (CLUDB) and the City's DRI Tracking System. Exhibit "C" also provides the cumulative total development built since DRI inception, as well as provides the City's projections for future development within the Downtown DRI area based on currently known projects. It is noted that those anticipated projects may be impacted by market conditions and are therefore subject to change.

Exhibit "C-1" provides a summary of demolition activity in the Downtown DRI area from August 27, 2015 through August 26, 2017 by traffic analysis zone, parcel and address. During that time period, a total of one (1) single family unit and ten (10) multi-family residential units (11 units total), 38,589 office square feet, 40,678 retail/commercial square feet, 9,000 industrial square feet, and 195,984 public/recreational/institutional (PRI) square feet were demolished (inclusive of the former Orlando Police Department headquarters building).

Exhibit "C-2" provides a summary of new development activity in the Downtown DRI area from August 27, 2015 through August 26, 2017 again by traffic analysis zone, parcel and address. The total amount of new development during the reporting period equaled and 1,050 multi-family residential units, 12,708 office square feet, and 48,625 retail/commercial square feet. The existing PRI square footage inventory amount decreased by 25,423 square feet due to the Samsara adaptive reuse project, which resulted in the conversion of an historic church into five (5) residential units (three of which received Certificates of Occupancy during the reporting period); as well as the conversion of a portion of the former Valencia College building on South Orange Avenue into a Walgreens.

Total net development activity (new development minus demolitions) within the Downtown DRI area during the two (2) year reporting period equaled +1,039 residential units, -25,881 office square feet, +7,947 retail/commercial square feet, -9,000 industrial square feet, and -221,407 PRI square feet. Major projects completed during the reporting period included 315 W Concord affordable housing project, as well as The Sevens, Crescent Central Station – Phase 1, and 420 E Church Street mixed use projects.

Exhibit “C-3A” provides a summary of anticipated development within the Downtown DRI by individual project, including the projected amount of development for each of the seven land use categories provided for in the Downtown DRI development order (residential, office, retail/commercial, hotel, industrial, hospital, and PRI). The total amount of anticipated net development activity (new development minus anticipated demolitions associated with redevelopment) between August 27, 2017 and the DRI’s current 2031 build-out date equals 4,220 residential units, 1,976,644 square feet of office space, 420,631 square feet of retail/commercial space, 1,037 hotel rooms, and 754,233 square feet of public/recreational/institutional space. During that same time period, the City of Orlando anticipates a continued reduction in industrial square footage.

Major Downtown projects anticipated during the next few years include Central Station (Phases 1A and 2), Tremont Tower, Modera Central, Downtown Sports & Entertainment District, and Creative Village PD development areas (inclusive of the University of Central Florida/Valencia College Downtown Campus), all of which are closely associated with Orlando’s Downtown SunRail Stations.

Exhibit “C-3B” provides a general map of current and proposed developments within the Downtown DRI area corresponding to the projects listed on Exhibit “C-3A”.

Exhibit “C-4” summarizes the Downtown DRI Development Program historical balances from DRI inception and for each reporting period thereafter, the current development program balance, and the projected 2031-buildout balance based on the anticipated net new development described in Exhibit “C-3A”. It is noted that the projected balance is subject to change due to variable market conditions, but it does represent the City of Orlando’s current best estimate of future growth and development.

5. Requirement:

Have any undeveloped tracts of land in the DRI area (other than single family lots) been sold to a separate entity or developer? If so identify tract, its size and the buyer. Provide maps that show the tracts involved.

Developer’s Response:

According to Rule 9J-2.025(7)(I), Florida Administrative Code, this information is not required for an Areawide or Downtown DRI.

6. Requirement:

Describe any lands purchased or optioned adjacent to the original development of Regional Impact Site subsequent to issuance of the development order. Identify such land, its size, and intended use on a site plan and map.

Developer’s Response:

According to Rule 9J-2.025(7)(I), Florida Administrative Code, this information is not required for an Areawide or Downtown DRI.

7. Requirement:

List any substantial local, state and federal permits that have been obtained, applied for, or denied during this reporting period. Specify the agency, type of permit, and duty for each.

Developer's Response:

According to Rule 9J-2.025(7)(I), Florida Administrative Code, this information is not required for an Areawide or Downtown DRI.

8. Requirement:

Provide a list specifying each development order condition and each developer commitment as contained in the ADA and state how and when each condition or commitment has been complied with during the annual reporting period.

Developer's Response:

Please refer to Exhibit "D" for responses to specific requirements of the development order.

9. Requirement:

Provide any information that is specifically required by the development order to be included in the report.

Developer's Response:

Please refer to Exhibit "D" for information that is specifically required by the development order.

10. Requirement:

Provide a statement that all persons have been sent copies of the annual report in conformance with Subsections 380.06 (15) and (18) F.S.

Developer's Response:

See cover sheet for list of notarized transmittals.

Person completing the questionnaire: Paul S. Lewis, FAICP

Title: Chief Planning Manager, Economic Development Department – City Planning Division

Representing: Orlando Downtown Development Board

Exhibit “A”

**Notice of DRI Development Order Extension(s), Pursuant to Section 252.363,
Florida Statutes and Recent 2015, 2016, and 2017 Executive Orders**



June 23, 2017

Mr. Dean J. Grandin, Jr., AICP
City Planning Division Manager
City Hall, 6th Floor
400 South Orange Avenue
Orlando, FL 32802-4990

Re: Downtown Orlando Area-Wide DRI – Notice of DRI Development Order Extension(s), Pursuant to Section 252.363, Florida Statutes and Recent 2016 and 2017 Executive Orders

Dear Mr. Grandin:

This letter notifies the City of the Downtown Development Board's intent, as the Master Developer, to extend the Phase Ib, II, III and IV build-out dates of the Downtown Orlando Area-Wide Development of Regional Impact (DRI) with all related mitigation and associated development approvals. The Downtown Orlando Area-Wide DRI is located in the City of Orlando, Orange County, Florida ("Project").

Section 252.363(1)(a), Florida Statutes, provides the following:

"The declaration of a state of emergency by the Governor tolls the period remaining to exercise the rights under a permit or other authorization for the duration of the emergency declaration. Further, the emergency declaration extends the period remaining to exercise the rights under a permit or other authorization for 6 months in addition to the tolled period...."

This tolling, or extension of permit expirations applies to development orders issued by a local government, building permits, certain permits issued by the Department of Environmental Protection or a water management district, and Development of Regional Impact buildout dates.

On November 11, 2015, the Downtown Development Board notified the City of its intent to exercise the Tropical Storm Erika Extension associated with Executive Order 15-173. The notification was received and acknowledged by the City of Orlando within the required timeframe (within 90 days after termination of the emergency order; in that case, by January 25, 2016). The 60-day plus 6-month extension resulted in revised dates as shown in the chart below:

Downtown Development Board • Community Redevelopment Agency
City Hall • 400 S. Orange Ave, 6th Floor • P.O. Box 4990 • Orlando, FL 32802-4990
p:407.246.2555 • f:407.246.3359
www.downtownorlando.com

Phase	Phase Timing Prior to the Tropical Storm Erika Extension (Executive Order 15-173)	Phase Timing After Tropical Storm Erika Extension of the Approvals (Executive Order 15-173; 60-day plus 6-month extension; requested on 11/11/2015 and acknowledged by City on 11/12/2015)
Ia	Complete	Complete
Ib	December 30, 2016	August 28, 2017
II	December 30, 2020	August 28, 2021
III	December 30, 2024	August 28, 2025
IV	December 30, 2027	August 28, 2028

In order to take advantage of available permit extensions, the Master Developer (or permit holder) must notify the issuer of the development order or permit of the intent to exercise the tolling and extension within 90 days after the expiration of the order declaring the emergency. The notification must be in writing and must identify the specific permit or other authorization qualifying under the extension. This letter constitutes the required notification of the intent to exercise the extensions of the Approvals available under the following Executive Orders.

Executive Order	Date Issued	Expiration Date	Apply By Date	Total Extension Available ¹
16-149 Zika	6/23/16	8/22/16	7/10/17	60 days + 6 months
16-193 Zika Ext. 1	8/19/16	10/18/16	7/10/17 ²	57 days
16-230 Matthew	10/3/16	12/2/16	6/25/17	45 days + 6 months
16-233 Zika Ext. 2	10/18/16	12/17/16	7/10/17 ³	15 days
16-274 Matthew Ext.	12/1/16	1/30/17	6/25/17 ⁴	44 days
16-288 Zika Ext. 3	12/15/16	2/14/17	7/10/17 ⁵	15 days
17-16 Matthew Ext. 2	1/26/17	3/27/17	6/25/17 ⁶	41 days
17-43 Zika Ext. 4	2/10/17	4/11/17	7/10/17 ⁷	15 days
17-115 Zika Ext. 5	4/10/17	6/9/17	9/7/17 ⁸	59 days
17-120 Wildfires	4/11/17	6/10/17	9/8/17	1 day + 6 months
17-146 Opioid Epidemic	5/3/17	7/2/17	9/30/17	22 days plus 6 months
	6/23/17	7/2/17		Total: 375 days + 24 months

1. Each of these calculations has been reduced by the number of days the state of emergency overlaps with the prior state of emergency.

Downtown Development Board • Community Redevelopment Agency
City Hall • 400 S. Orange Ave, 6th Floor • P.O. Box 4990 • Orlando, FL 32802-4990
p:407.246.2555 • f:407.246.3359
www.downtownorlando.com

2. Executive Order 16-193 simply extended the existing Zika Executive Order (16-149), so an additional 6 months is not available.
3. Executive Order 16-233 is the second extension of the original Zika Executive Order (16-149); it extends the expiration date by another 60 days, but an additional 6 months is not available.
4. Executive Order 16-274 simply extends the expiration date of the original hurricane Matthew Executive Order (16-230); therefore, an additional 6 months is not available.
5. Executive Order 16-288 further extends the existing Zika Executive Orders (16-149, 16-193, and 16-233), so an additional 6 months is not available.
6. Executive Order 17-16 extends the existing Matthew Executive Orders (16-230 and 16-274), so an additional 6 months is not available; this Executive Order also extends the "Apply by Date" for all Matthew Executive Orders to June 25, 2017.
7. Executive Order 17-43 is the fourth extension to the Zika Executive Orders (16-149, 16-193, 16-233, and 16-288), so an additional 6 months is not available and this Executive Order extends the "Apply by Date" for all Zika Executive Orders to July 10, 2017.
8. Executive Order 17-115 is the fifth extension to the Zika Executive Orders (16-149, 16-193, 16-233, 16-288 and 17-43), so an additional 6 months is not available.

An executive order permit extension is typically for a period of eight months beyond the current expiration date (60 days plus 6 months). However, because of the volume of executive orders that the Governor has issued in the last year, it is our understanding that the City of Orlando has taken the position that the length of time available for permit extensions must be reduced by the number of days that states of emergency overlap.

Based on the proceeding information, the extensions are summarized below:

Phase	Phase Timing Prior to the Tropical Storm Erika Extension (Executive Order 15-173)	Phase Timing After Tropical Storm Erika Extension of the Approvals (Executive Order 15-173; 60-day plus 6-month extension; requested on 11/11/2015 and acknowledged by City on 11/12/2015)	Phase Timing After the Following Extension of the Approvals (Executive Orders 16-149, 16-193, 16-230, 16-233, 16-274, 16-288, 17-16, 17-43, 17-115, 17-120, and 17-146; 375 days + 24 months; requested on June 23, 2017)
Ia	Complete	Complete	Complete
Ib	December 30, 2016	August 28, 2017	September 7, 2020
II	December 30, 2020	August 28, 2021	September 7, 2024
III	December 30, 2024	August 28, 2025	September 7, 2028
IV	December 30, 2027	August 28, 2028	September 7, 2031

No changes to the "per phase" or "cumulative" average daily trip (ADT) totals specified in the DRI Development Order are being made. The Master Developer anticipates development proceeding consistent with the revised phasing schedule.

The foregoing notification constitutes implementation of the tolling and extension of all applicable phase dates, build-out dates, concurrency dates, and commencement and

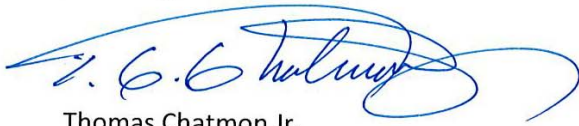
Downtown Development Board • Community Redevelopment Agency
City Hall • 400 S. Orange Ave, 6th Floor • P.O. Box 4990 • Orlando, FL 32802-4990
p:407.246.2555 • f:407.246.3359
www.downtownorlando.com

completion dates for required mitigation in accordance with the terms and conditions of the referenced Approvals. Please acknowledge and make appropriate notations in your records regarding these extensions, upon which the Master Developer under the foregoing Approvals are relying in continuing to complete the permitted project.

The Florida Department of Economic Opportunity (FDEO), Bureau of Community Planning, and the East Central Florida Regional Planning Council (ECFRPC) have also been copied on this correspondence.

Thank you for your attention in this matter. If you would like any additional information, please contact Paul S. Lewis, FAICP, at (407) 246-3358 or paul.lewis@cityoforlando.net.

Sincerely,

A handwritten signature in blue ink, appearing to read "T. Chatmon Jr.", with a large, stylized flourish extending from the end of the signature.

Thomas Chatmon Jr.
Executive Director

cc: Mr. Ray Eubanks, FDEO
Mr. Fred Milch, ECFRPC

Downtown Development Board • Community Redevelopment Agency
City Hall • 400 S. Orange Ave, 6th Floor • P.O. Box 4990 • Orlando, FL 32802-4990
p:407.246.2555 • f:407.246.3359
www.downtownorlando.com



June 25, 2017

Mr. Thomas Chatmon, Executive Director
Downtown Development Board/Community Redevelopment Agency
City Hall, 6th Floor
400 South Orange Avenue
Orlando, FL 32802-4990

Re: Downtown Orlando Area-Wide DRI – Acknowledgement of Notice of DRI Development Orlando Extension

Dear Thomas:

On June 23, 2017, the City Planning Division received your notice of intent to exercise the various emergency declaration phase and build-out date extensions associated with Executive Orders 16-149, 16-193, 16-230, 16-233, 16-274, 16-288, 17-16, 17-43, 17-115, 17-120, and 17-146 for the Downtown Orlando Area-Wide DRI, pursuant to Section 252.363, Florida Statutes. While an executive order permit extension is typically for a period of 60 days plus 6 months, the City has taken the position that the length of time available for permit extensions must be reduced by the number of days that states of emergency overlap. This position was deemed necessary due to the volume of executive orders that the Governor has issued in the last year.

Based on the calculations presented in your letter, and our review of same, the Downtown Orlando Area-Wide DRI's phase dates and built-out date are extended by a total of 375 days plus 24 months, as follows: Phase Ib from August 28, 2017 to September 7, 2020; Phase II from August 28, 2021 to September 7, 2024; Phase III from August 28, 2025 to September 7, 2028; and Phase IV from August 28, 2028 to September 7, 2031. Your notice is hereby acknowledged and approved.

If you have any questions, please contact Paul Lewis, Chief Planning Manager, at 407-246-3358 or at paul.lewis@cityoforlando.net.

Sincerely,

A handwritten signature in blue ink, appearing to read "Dean Grandin, Jr.", written over a light blue circular stamp.

Dean Grandin, Jr., AICP
Planning Division Manager

file

ECONOMIC DEVELOPMENT • CITY PLANNING DIVISION
Orlando City Hall • 400 South Orange Avenue • Sixth Floor
PO Box 4990 • Orlando, FL 32802-4990
P 407.246.2269 • F 407.246.2895 • cityoforlando.net/city-planning



November 11, 2015

Mr. Dean J. Grandin, Jr., AICP
City Planning Division Manager
City Hall, 6th Floor
400 South Orange Avenue
Orlando, FL 32802-4990

**Re: Downtown Orlando Area-Wide DRI – Notice of DRI Development Order Extension,
Pursuant to Section 252.363, Florida Statutes and Tropical Storm Erika
Emergency Declaration**

Dear Mr. Grandin:

This letter notifies the City of the Downtown Development Board's intent, as the Master Developer, to extend the Phase Ib, II, III and IV build-out dates of the Downtown Orlando Area-Wide Development of Regional Impact (DRI) with all related mitigation and associated development approvals. The Downtown Orlando Area-Wide DRI is located in the City of Orlando, Orange County, Florida ("Project").

On August 28, 2015, by virtue of Executive Order 15-173, Governor Scott declared a state of emergency for the entire State of Florida for sixty (60) days due to Tropical Storm Erika (please see attached).

Section 252.363, Florida Statutes, provides that a declaration of state of emergency by the Governor tolls specified permits and authorizations, including local development orders, building permits, certain water management district permits, DRI build out dates, and all mitigation commencement and completion dates for phased projects (collectively, the "Approvals"), for the duration of the emergency declaration plus an additional six (6) months. Notification of the intent to exercise the extension must be made by the applicant to the issuing agency within ninety (90) days after termination of the emergency order, or in this case, by January 25, 2016.

This letter constitutes the required notification of the intent to exercise the Tropical Storm Erika extension of the Approvals. The 60-day plus 6-month extension, as applied to the current phase dates, results in revised dates as shown in the chart below:

Phase	Phase Timing Prior to the Tropical Storm Erika Extension	New Phase Timing Consistent with Tropical Storm Erika Extension of the Approvals (60 day plus 6-month extension)
Ia	Complete	Complete
Ib	December 30, 2016	August 28, 2017
II	December 30, 2020	August 28, 2021
III	December 30, 2024	August 28, 2025
IV	December 30, 2027	August 28, 2028

Downtown Development Board • Community Redevelopment Agency
201120 • 400 S. Orange Ave. 6th Floor • P.O. Box 4990 • Orlando, FL 32802-4990
P: 407 • 241-5555 • F: 407 • 246-3400
www.downtownorlando.com

No changes to the "per phase" or "cumulative" average daily trip (ADT) totals specified in the DRI Development Order are being made. The Master Developer anticipates development proceeding consistent with the revised phasing schedule.

The foregoing notification constitutes implementation of the tolling and extension of all applicable phase dates, build-out dates, concurrency dates, and commencement and completion dates for required mitigation in accordance with the terms and conditions of the referenced Approvals. Please acknowledge and make appropriate notations in your records regarding these extensions, upon which the Master Developer under the foregoing Approvals are relying in continuing to complete the permitted project.

The Florida Department of Economic Opportunity (FDEO), Bureau of Community Planning, and the East Central Florida Regional Planning Council (ECFRPC) have also been copied on this correspondence.

Thank you for your attention in this matter. If you would like any additional information, please contact Paul Lewis at (407) 246-3358 or paul.lewis@cityoforlando.net.

Sincerely,

A handwritten signature in blue ink, appearing to read "T. Chatmon Jr.", with a stylized flourish at the end.

Thomas Chatmon Jr.
Executive Director

cc: Mr. Ray Eubanks, FDEO
Mr. Fred Milch, ECFRPC
Ms. Stacey Adams, City of Orlando

Attachments:

- Executive Order 15-173



CITY OF ORLANDO

November 12, 2015

Mr. Thomas Chatmon, Executive Director
Downtown Development Board/Community Redevelopment Agency
City Hall, 6th Floor
400 South Orange Avenue
Orlando, FL 32802-4990

Re: Downtown Orlando Area-Wide DRI – Acknowledgement of Notice of DRI Development
Orlando Extension

Dear Thomas:

On November 11, 2015, the City Planning Division received your notice of intent to exercise the Tropical Storm Erika Emergency Declaration phase date extension for the Downtown Orlando Area-Wide DRI, pursuant to Section 252.363, Florida Statutes. The extension of the approvals would extend each of the individual phase dates 60-days plus 6 months as follows: Phase Ib from December 30, 2016 to August 28, 2017; Phase II from December 30, 2020 to August 28, 2021; Phase III from December 30, 2024 to August 28, 2025; and Phase IV from December 30, 2027 to August 28, 2028. Your notice is here hereby acknowledged and approved.

If you have any questions, please contact Paul Lewis, Chief Planning Manager, at 407-246-3358 or at paul.lewis@cityoforlando.net.

Sincerely,

A handwritten signature in blue ink, appearing to read "Dean Grandin, Jr.".

Dean Grandin, Jr., AICP
Planning Division Manager

file

CITY OF ORLANDO • CITY PLANNING DIVISION
400 SOUTH ORANGE AVENUE – 6TH FLOOR • PO BOX 4990 • ORLANDO, FLORIDA 32802-4990
PHONE 407-246-2269 • FAX 407-246-2895 • <http://www.cityoforlando.net>

Exhibit “B” – Not Applicable

Exhibit “C-1” – Demolition Activity in the Downtown DRI Area

Exhibit C-1: Demolition Activity in the Downtown DRI Area - August 27, 2015 through August 26, 2017

2030 TZ	Permit #	Parcel ID#	Address	Office	Commercial	Hotel	PRI	Indust	SF Units	MF Units	Hospital
595	DEM2017-00025	23-22-29-1300-00-980	225 E Marks St						1		
596	DEM2016-00133	25-22-29-2072-00-010	744 Highland Ave	2004							
596	DEM2016-00134	25-22-29-2072-00-020	738 Highland Ave	2062							
706	DEM2016-00068	26-22-29-8692-00-028	523 W Robinson St					9,000			
706	DEM2017-00018	26-22-29-0000-00-007	363 N Parramore Ave				5,008				
707	DEM2017-00070	26-22-29-1849-02-000	648 Bentley St				12,168				
707	DEM2016-00074	26-22-29-3804-01-010	548 W Washington St	336						4	
708	DEM2016-00053	26-22-29-6732-05-010	150 S Hughey Ave		15,126		178,808				
709	DEM2016-00108	26-22-29-6716-15-021	305 S Parramore Ave	1,498							
713	DEM2016-00193	26-22-29-8292-02-040	336 N Orange Ave	5,000							
719	DEM2016-00099	25-22-29-8216-00-010	45 W Robinson St	2,474							
721	DEM2016-00164	35-22-29-5590-00-010	168 E Central Blvd		25,552						
721	DEM2017-00062	35-22-29-2036-00-331	80 S Lucerne Cr W	12,252							
728	DEM2015-00166	25-22-29-0920-00-121	55 W Gore St	9,940							
739	DEM2015-00170	25-22-29-9320-02-070	210 E Colonial Dr	3,023						4	
739	DEM2015-00171	25-22-29-9320-02-060	500 E Church St							2	
			506 E Church St								
				38,589	40,678	0	195,984	9,000	1	10	0

Sources: City of Orlando Economic Development Department - City Planning Division, August 27, 2017.

Exhibit "C-2" – New Development Activity in the Downtown DRI Area

Exhibit C-2: Development Activity in the Downtown DRI Area - August 27, 2015 through August 26, 2017

2030 T2	Permit #	Parcel Number	Address	Office	Commercial	Hotel	PRI	Indust	SF Units	MF Units	Hospital	Project Name/Comments
595	BLD2015-05817	23-22-29-2552-00-171	1000 N Magnolia Ave	-4,243	4,243							Conversion of portion of building from Office to Retail (business called Interior Renovations)
596	BLD2015-01431	23-22-29-5640-03-100	800 N Orange Ave	16,951								800 N Orange Office - see Shell Permit BLD2013-05921
596	BLD2014-05121	23-22-29-7939-01-000	777 N Orange Ave		8,088					333		The Sevens
705	BLD2014-02700	26-22-29-5070-02-000	315 W Concord St							109		315 W Concord (aka Lexington/Concord) Crescent Central Station (includes a 411-space integrated parking garage)
713	BLD2013-06810	26-22-29-1229-02-000	480 N Orange Ave		14,644					279		Change in use from collage/PRI to retail for Walgreens
717	BLD2016-06342	26-22-29-7352-38-011	190 S Orange Ave		7,651		-7,651					Sansara. Conversion of church into 5 townhome units.
737	BLD2014-00453	25-22-29-0047-02-000	603 Ridgewood St				-17,772			1		Sansara - 2nd unit
737	BLD2014-00455	25-22-29-0047-04-000	607 Ridgewood St							1		Sansara - 3rd unit
737	BLD2014-00457	25-22-29-0047-05-000	609 Ridgewood St							299		420 E Church St Mixed Use Building
739	BLD2013-09803	25-22-29-0033-01-000	420 E Church St		13,999					1		The Brownstones - Townhomes
739	BLD2014-06088	25-22-29-0969-00-180	617 E Jackson St							1		The Brownstones - Townhomes
739	BLD2014-06090	25-22-29-0969-00-170	623 E Jackson St							1		The Brownstones - Townhomes
739	BLD2014-06091	25-22-29-0969-00-160	629 E Jackson St							1		The Brownstones - Townhomes
739	BLD2014-06092	25-22-29-0969-00-150	635 E Jackson St							1		The Brownstones - Townhomes
739	BLD2014-06093	25-22-29-0969-00-140	641 E Jackson St							1		The Brownstones - Townhomes
739	BLD2014-06094	25-22-29-0969-00-130	647 E Jackson St							1		The Brownstones - Townhomes
739	BLD2014-06095	25-22-29-0969-00-120	653 E Jackson St							1		The Brownstones - Townhomes
739	BLD2014-06096	25-22-29-0969-00-110	659 E Jackson St							1		The Brownstones - Townhomes
739	BLD2014-06097	25-22-29-0969-00-100	665 E Jackson St							1		The Brownstones - Townhomes
739	BLD2014-06098	25-22-29-0969-00-090	671 E Jackson St							1		The Brownstones - Townhomes
739	BLD2014-06101	25-22-29-0969-00-060	234 S Summerlin Ave							1		The Brownstones - Townhomes
739	BLD2014-06105	25-22-29-0969-00-020	218 S Summerlin Ave							1		The Brownstones - Townhomes
739	BLD2014-06099	25-22-29-0969-00-070	248 S Summerlin Ave							1		The Brownstones - Townhomes
739	BLD2014-06100	25-22-29-0969-00-070	240 S Summerlin Ave							1		The Brownstones - Townhomes
739	BLD2014-06102	25-22-29-0969-00-050	228 S Summerlin Ave							1		The Brownstones - Townhomes
739	BLD2014-06104	25-22-29-0969-00-030	220 S Summerlin Ave							1		The Brownstones - Townhomes
739	BLD2014-06106	25-22-29-0969-00-010	216 S Summerlin Ave							1		The Brownstones - Townhomes
739	BLD2014-06103	25-22-29-0969-00-040	222 S Summerlin Ave							1		The Brownstones - Townhomes
739	BLD2014-06112	25-22-29-0969-00-190	636 Mariposa St							1		The Brownstones - Townhomes
739	BLD2014-06114	25-22-29-0969-00-210	628 Mariposa St							1		The Brownstones - Townhomes
739	BLD2014-06111	25-22-29-0969-00-280	658 Mariposa St							1		The Brownstones - Townhomes
739	BLD2014-06108	25-22-29-0969-00-250	646 Mariposa St							1		The Brownstones - Townhomes
739	BLD2014-06107	25-22-29-0969-00-240	642 Mariposa St							1		The Brownstones - Townhomes
739	BLD2014-06109	25-22-29-0969-00-260	650 Mariposa St							1		The Brownstones - Townhomes
739	BLD2014-06115	25-22-29-0969-00-220	624 Mariposa St							1		The Brownstones - Townhomes
739	BLD2014-06116	25-22-29-0969-00-230	620 Mariposa St							1		The Brownstones - Townhomes
Total New Development				12,708	48,625	0	-25,423	0	0	1,050	0	
Demolitions				-38,589	-40,678	0	-195,984	-9,000	-1	-10	0	
Net Development Activity				-25,881	7,947	0	-221,407	-9,000	-1	1,040	0	
Total Res.										1,039		

Sources: City of Orlando Economic Development Department - City Planning Division, August 27, 2017.

Exhibit "C-3A" – Anticipated Development Activity in the Downtown DRI Area

Exhibit C-3A: Anticipated Downtown DRI Development Through 2031 (Updated through 8/26/2017)

Project #	Project	Address	2030 YZ	Residential	Office	Commercial	Hotel	Industrial	Hospital	PRI
1	Gateway Center (Vested - Opted In to DT DRI)	988 Legion Pl	595		233,000	6,000				
2	Park Lake PD	208-218 Park Lake St.	596	21						
3	Marks St. Townhomes PD	110-114 E. Marks St.	596	10						
4	Creative Village PD (Balance of Program)	Multiple	705/706	1,118	1,189,500	138,000	200			274,000
4	<i>Ariella Court At Creative Village</i>	Multiple	706	256	10,500					
4	<i>UCF Dr. Phillips Academic Commons</i>	Multiple	706							148,000
4	<i>Student Housing at Creative Village</i>	Multiple	706	126		12,000				103,000
5	Corinthian Place PD (aka Terrace at Federal Square)	507 Grove Park Dr	707	43	0	6,671				
6	Downtown Sports & Entertainment District - Phase 1	Multiple	708		122,000	44,200				
6	Downtown Sports & Entertainment District - Phase 2a	Multiple	708			26,000	250			40,000
6	Downtown Sports & Entertainment District - Phase 2b	Multiple	708	250		8,000				
7	Tribune Sentinel Master Plan	Multiple	712							
8	Central Station Phase 1A	400 N Orange Ave	713		77,325	15,675	126			
8	Central Station Phase 2	400 N Orange Ave	713		167,360					
9	Ace Cafe Orlando PD (Awaiting Final C of O)	100 W Livingston	713			44,300		-33,821		
10	Orlando Central	110 W Jefferson St	714	450		13,464				
11	Gambria Suites Downtown	170 E Washington St	716				155			
12	Tremont Tower	225 S Garland Ave	717		206,600	8,200	180			
13	Modera Central	150 E Central Blvd	719	394		26,500				
14	Crescent Lucerne PD Amendment	830 Main Lane	721	376		31,000				
15	Westminster Tower	80 S Lucerne Cir	721	84	7,880					49,000
16	Lake Eola Heights Townhomes PD	115 E Concord St	728	12						
17	112 E. Concord Residential Restoration	112 E Concord St	728	2	-4,842					
18	Rosalind Development North PD	122 E Livingston St	729	22		1,500				
19	Trinity Lutheran Church Expansion	123 E. Livingston St	729	120						46,411
20	217 Eola PD (Urban Innovations International)	217 Eola Dr	730	49						
21	Dr. Phillips Center for the Performing Arts - Phase 2	455 S Orange Ave	732							140,000
22	Magnolia Hotel PD	500 S Magnolia Ave	732				126			
23	331 Cathcart Ave (Church to Townhome Conversion)	331 Cathcart Ave	737	2						
	Orlando Lutheran Towers Mixed Use PD (Phase A - OLT PD)									
24	Amendment - Citi Tower	115 Lake Avenue	739	233		22,300				
25	Eola & Church PD - Phase 2 (South Tower)	205 S Eola Dr	739	70		7,040				
26	520 E Church Street PD - Phase 1 (North; replaces previously approved Thornton Commons PD)	520 E Church St	739	363		2,940				
	520 E Church Street PD - Phase 2 (South; replaces previously approved Thornton Commons PD)									
26		550 Mariposa St	739	223		6,841				
Total Anticipated Development				4,224	2,009,323	420,631	1,037	-33,821	0	800,411
Associated Demolitions				-4	-32,679	0	0	0	0	-46,178
Net Anticipated Development				4,220	1,976,644	420,631	1,037	-33,821	0	754,233

Includes known projects/cases through August 2017 CVDR and August 2017 MPB.

Sources: City of Orlando Economic Development Department - City Planning Division, August 27, 2017.

Exhibit “C-3B” – Map of Current & Proposed Developments

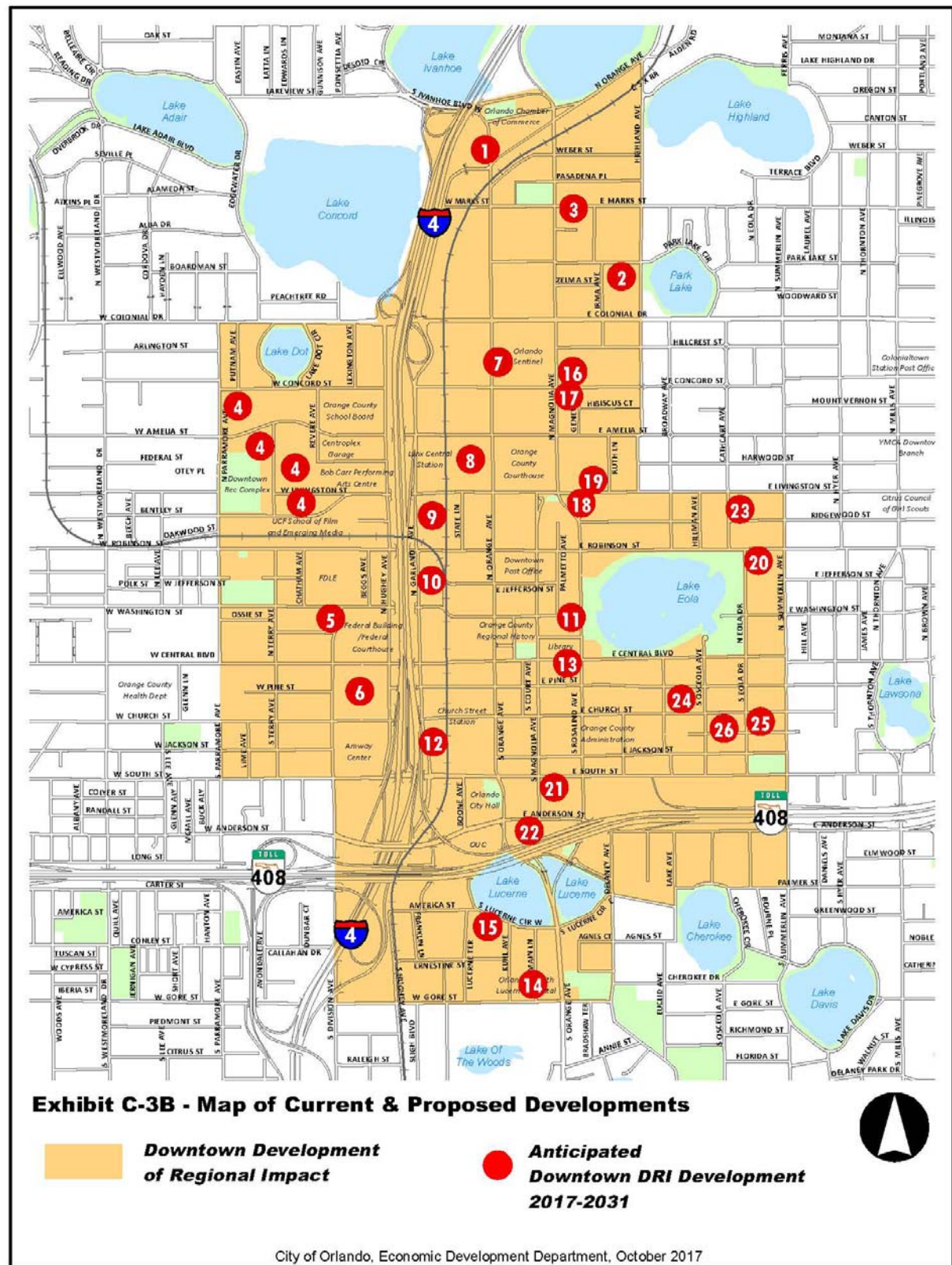


Exhibit "C-4" – Downtown DRI Development Program Summary

Exhibit C-4: DOWNTOWN DRI DEVELOPMENT PROGRAM SUMMARY

DOWNTOWN DRI DEVELOPMENT PROGRAM - HISTORICAL BALANCE

	DRI DO Base Allowable Development	Unbuilt Development - PreExisting DRI D.O.'s*	Total Allowable Development Within DT DRI Area	Unit Type	Net Development 8/1992-8/20/2000	DRI Development "Balance" as of August 20, 2000
Office	8,082,100	2,264,938	10,347,038	Sq.Ft.	752,382	9,594,656
Commercial	1,078,000	257,724	1,335,724	Sq.Ft.	-18,923	1,354,647
Hotel	1,155	950	2,105	Rooms	417	1,688
Public	2,003,000	15,150	2,018,150	Sq.Ft.	67,995	1,950,155
Industrial	-675,200	0	-675,200	Sq.Ft.	-13,836	-661,364
Residential	687	60	747	Dwelling Units	668	79
Hospital	175,000	0	175,000	Sq.Ft.	101,000	74,000

	DRI Development "Balance" as of August 20, 2000	Conversion Factor/Unit Substitution ⁽¹⁾	Amount Converted (Conversion Date: August 20, 2000)	DRI Development "Balance" After Conversion as of August 20, 2000	Net Development 8/21/2000 to 8/20/2003	DRI Development "Balance" as of August 20, 2003
Office	9,594,656	1000 sqft office = 336	395,833	9,198,823	221,846	8,976,977
Commercial	1,354,647	sqft commercial	No Conversion	1,354,647	40,274	1,314,373
Hotel	1,688	1000 sqft office = 1.8 hotel rooms	No Conversion	1,688	200	1,488
Public	1,950,155	1000 sqft office = 467 sqft PRI	No Conversion	1,950,155	12,404	1,937,751
Industrial	-661,364			-661,364	-21,300	-640,064
Residential	79	1000 sqft office = 2.4 units	950	1,029	923	106
Hospital	74,000			74,000	0	74,000

(1) ITE, 4th Edition

Exhibit "C-4" – Downtown DRI Development Program Summary (continued)

Exhibit C-4: DOWNTOWN DRI DEVELOPMENT PROGRAM SUMMARY (Continued)

DOWNTOWN DRI DEVELOPMENT PROGRAM - HISTORICAL BALANCE (Continued)

	DRI Development "Balance" as of August 20, 2003	Conversion Factor/Unit Substitution	Amount Converted (Conversion Date: August 20, 2003)	DRI Development "Balance" After Conversion as of August 20, 2003	Net Development 8/21/2003 to 8/20/2004	DRI Development "Balance" as of August 20, 2004
Office	8,976,977	1000 sqft office = 336 sqft commercial	1,041,667	7,935,310	-10,139	7,945,449
Commercial	1,314,373	1000 sqft office = 1.8 hotel rooms	No Conversion	1,314,373	-3,280	1,317,653
Hotel	1,488	1000 sqft office = 467 saft PRI	No Conversion	1,488	-250	1,738
Public	1,937,751	1000 sqft office = 2.4 units	No Conversion	1,937,751	3,028	1,934,723
Industrial	-640,064			-640,064	-30,761	-609,303
Residential	106		2,500	2,606	-29	2,635
Hospital	74,000			74,000	0	74,000

	DRI Development "Balance" as of August 20, 2004	Conversion Factor/Unit Substitution	Amount Converted (Conversion Date: August 20, 2004)	DRI Development "Balance" After Conversion as of August 20, 2004	Net Development 8/21/2004 to 8/20/2005	DRI Development "Balance" as of August 20, 2005
Office	7,945,449	1000 sqft office = 336 sqft commercial	250,000	7,695,449	-24,404	7,719,853
Commercial	1,317,653	1000 sqft office = 1.8 hotel rooms	No Conversion	1,317,653	-82,789	1,400,442
Hotel	1,738	1000 sqft office = 467 saft PRI	No Conversion	1,738	0	1,738
Public	1,934,723	1000 sqft office = 2.4 units	No Conversion	1,934,723	22,630	1,912,093
Industrial	-609,303		600	-609,303	-157,726	-451,577
Residential	2,635			3,235	87	3,148
Hospital	74,000			74,000	0	74,000

Exhibit "C-4" – Downtown DRI Development Program Summary (continued)

Exhibit C-4: DOWNTOWN DRI DEVELOPMENT PROGRAM SUMMARY (Continued)

DOWNTOWN DRI DEVELOPMENT PROGRAM - HISTORICAL BALANCE (Continued)

	DRI Development "Balance" as of August 20, 2005	Conversion Factor/Unit Substitution	Amount Converted (Conversion Date: August 20, 2005)	DRI Development "Balance" After Conversion as of August 20, 2005	Net Development 8/21/05 to 8/20/2006	DRI Development "Balance" as of August 20, 2006
Office	7,719,853	1000 sqft office = 336 sqft commercial	1,500,000	6,219,853	241,436	5,978,417
Commercial	1,400,442	1000 sqft office = 1.8 hotel rooms	No Conversion	1,400,442	-38,525	1,438,967
Hotel	1,738	1000 sqft office = 467 sqft PRI	No Conversion	1,738	0	1,738
Public	1,912,093	1000 sqft office = 2.4 units	No Conversion	1,912,093	138,710	1,773,383
Industrial	-451,577			-451,577	-18,000	-433,577
Residential	3,148		3,600	6,748	199	6,549
Hospital	74,000			74,000	0	74,000

	DRI Development "Balance" as of August 20, 2006	Conversion Factor/Unit Substitution	Amount Converted (Conversion Date: January 6, 2006)	DRI Development "Balance" After Conversion as of January 6, 2006	Net Development 8/21/06 to 8/20/2007	DRI Development "Balance" as of August 20, 2007
Office	5,978,417	1000 sqft office = 336 sqft commercial	1,250,000	4,728,417	478,928	4,249,489
Commercial	1,438,967	1000 sqft office = 1.8 hotel rooms	No Conversion	1,438,967	112,092	1,326,875
Hotel	1,738	1000 sqft office = 467 sqft PRI	No Conversion	1,738	0	1,738
Public	1,773,383	1000 sqft office = 2.4 units	No Conversion	1,773,383	357,524	1,415,859
Industrial	-433,577			-433,577	-11,575	-422,002
Residential	6,549		3,000	9,549	279	9,270
Hospital	74,000			74,000	0	74,000

Exhibit "C-4" – Downtown DRI Development Program Summary (continued)

Exhibit C-4: DOWNTOWN DRI DEVELOPMENT PROGRAM SUMMARY (Continued)

DOWNTOWN DRI DEVELOPMENT PROGRAM - HISTORICAL BALANCE (Continued)

	DRI Development "Balance" as of August 20, 2007	Conversion Factor/Unit Substitution	Amount Converted	DRI Development "Balance" After Conversion as of August 20, 2007	Net Development 8/21/07 to 8/20/2009	DRI Development "Balance" as of August 20, 2009
Office	4,249,489	1000 sqft office = 336 sqft commercial	0	4,249,489	211,528	4,037,961
Commercial	1,326,875	1000 sqft office = 1.8 hotel rooms	No Conversion	1,326,875	31,784	1,295,091
Hotel	1,738	1000 sqft office = 467 saft PRI	No Conversion	1,738	0	1,738
Public	1,415,859		No Conversion	1,415,859	-49,600	1,465,459
Industrial	-422,002			-422,002	-171,277	-250,725
Residential	9,270	1000 sqft office = 2.4 units	0	9,270	1,429	7,841
Hospital	74,000			74,000	-10,940	84,940

	DRI Development "Balance" as of August 20, 2009	Conversion Factor/Unit Substitution	Amount Converted	DRI Development "Balance" After Conversion as of August 20, 2009	Net Development 8/21/09 to 8/20/2011	DRI Development "Balance" as of August 20, 2011
Office	4,037,961	1000 sqft office = 336 sqft commercial	0	4,037,961	-95,676	4,133,637
Commercial	1,295,091	1000 sqft office = 1.8 hotel rooms	No Conversion	1,295,091	57,561	1,237,530
Hotel	1,738	1000 sqft office = 467 saft PRI	No Conversion	1,738	0	1,738
Public	1,465,459		No Conversion	1,465,459	527,249	938,210
Industrial	-250,725			-250,725	0	-250,725
Residential	7,841	1000 sqft office = 2.4 units	0	7,841	400	7,441
Hospital	84,940			84,940	0	84,940

Exhibit "C-4" – Downtown DRI Development Program Summary (continued)

Exhibit C-4: DOWNTOWN DRI DEVELOPMENT PROGRAM SUMMARY (Continued)

DOWNTOWN DRI DEVELOPMENT PROGRAM - HISTORICAL BALANCE (Continued)

	DRI Development "Balance" as of August 20, 2011	Conversion Factor/Unit Substitution	Amount Converted	DRI Development "Balance" After Conversion as of August 20, 2011	Net Development 8/21/11 to 8/26/2013	DRI Development "Balance" as of August 26, 2013
Office	4,133,637	1000 sqft office = 336 sqft commercial	0	4,133,637	-30,376	4,164,013
Commercial	1,237,530	1000 sqft office = 1.8 hotel rooms	No Conversion	1,237,530	736	1,236,794
Hotel	1,738	1000 sqft office = 467 saft PRI	No Conversion	1,738	0	1,738
Public	938,210	1000 sqft office = 2.4 units	No Conversion	938,210	24,777	913,433
Industrial	-250,725			-250,725	-8,341	-242,384
Residential	7,441		0	7,441	303	7,138
Hospital	84,940			84,940	0	84,940

	DRI Development "Balance" as of August 26, 2013	Conversion Factor/Unit Substitution	Amount Converted (Hospital to Office - December 23, 2014)	DRI Development "Balance" After Conversion as of August 26, 2015	Net Development 8/27/13 to 8/26/2015	DRI Development "Balance" as of August 26, 2015
Office	4,164,013	1000 sqft office = 336 sqft commercial	284,346	4,448,359	-8,777	4,457,136
Commercial	1,236,794	1000 sqft office = 1.8 hotel rooms	No Conversion	1,236,794	25,724	1,211,070
Hotel	1,738	1000 sqft office = 467 saft PRI	No Conversion	1,738	257	1,481
Public	913,433	1000 sqft office = 2.4 units	No Conversion	913,433	203,131	710,302
Industrial	-242,384			-242,384	-28,074	-214,310
Residential	7,138		0	7,138	631	6,507
Hospital	84,940		139,046	-54,106	-139,046	84,940

Exhibit "C-4" – Downtown DRI Development Program Summary (continued)

Exhibit C-4: DOWNTOWN DRI DEVELOPMENT PROGRAM SUMMARY (Continued)

DOWNTOWN DRI DEVELOPMENT PROGRAM - CURRENT BALANCE

	DRI Development "Balance" as of August 26, 2013	Conversion Factor/Unit Substitution	Amount Converted	DRI Development "Balance" After Conversion as of August 26, 2015	Net Development 8/27/2015 to 8/26/2017	DRI Development "Balance" as of August 26, 2017
Office	4,457,136	1000 sqft office = 336 sqft commercial		4,457,136	-25,881	4,483,017
Commercial	1,211,070	1000 sqft office = 1.8 hotel rooms	No Conversion	1,211,070	7,947	1,203,123
Hotel	1,481	1000 sqft office = 467 sqft PRI	No Conversion	1,481	0	1,481
Public	710,302		No Conversion	710,302	-221,407	931,709
Industrial	-214,310			-214,310	-9,000	-205,310
Residential	6,507	1000 sqft office = 2.4 units	0	6,507	1,039	5,468
Hospital	84,940			84,940	0	84,940

DOWNTOWN DRI DEVELOPMENT PROGRAM - CURRENT AND PROJECTED 2031 BALANCE

	DRI Development "Balance" as of August 26, 2017	Conversion Factor/Unit Substitution	Amount Converted	DRI Development "Balance" After Conversion as of August 26, 2017	Projected DRI Development between August 2017 and 2031	Projected DRI Development "Balance" in 2031
Office	4,483,017	2.4 units = 1000 sqft office		4,483,017	1,976,644	2,506,373
Commercial	1,203,123	1000 sqft office = 336 sqft commercial	No Conversion	1,203,123	420,631	782,492
Hotel	1,481	1000 sqft office = 1.8 hotel rooms	No Conversion	1,481	1,037	444
Public	931,709	1000 sqft office = 467 sqft PRI	No Conversion	931,709	754,233	177,476
Industrial	-205,310			-205,310	-33,821	-171,489
Residential	5,468	1000 sqft office = 2.4 units	0	5,468	4,220	1,248
Hospital	84,940			84,940	0	84,940

Prepared by City of Orlando Economic Development Department, City Planning Division, August 27, 2017.

Exhibit “D” – Response to the Specific Requirements of the Development Order

1.0 GENERAL CONDITIONS

- 1.1 *The CBD and the Total Allowable Development shall be developed in accordance with the information, data and plans contained in the ADA, unless otherwise directed by the conditions specified herein.*

Status: The City acknowledges the condition. Since adoption of the Downtown DRI, development within the Downtown DRI area has been consistent with the ADA/DRI and the City’s Growth Management Plan.

- 1.2 *For the effective period of this Development Order, the CBD shall not be subject to down-zoning, unit density reduction or intensity reduction, unless the City can demonstrate that substantial changes in the conditions underlying the approval of this Development Order have occurred or that the change is clearly established by the City to be essential to the public health, safety or welfare.*

Status: The City acknowledges the condition. Since adoption of the Downtown DRI, no such actions have been requested.

- 1.3 *This Development Order effective date shall be extended from December 30, 2015, to December 30, 2027, consistent with the following extensions: 3 years as provided by HB1375 (2007); 4 years as provided by HB 7207 (the 2011 Community Planning Act); and 5 years as provided by the provisions of Chapter 380.06(19)(b)2 which state that the extension of the buildout of an areawide development of regional impact by more than 5 years but less than 10 years is presumed not to create a substantial deviation. The original DRI effective date and buildout date was extended by 4 years, 364 days as part of Amendment #1 and thus the 5 additional years is being added to the original non-substantial extension in order to take full advantage of said extension and to recognize the unique nature of the Downtown Orlando areawide DRI. The effective period may again be extended by the City upon a showing of good cause consistent with Florida Statute. The buildout date shall also be extended from December 30, 2015, to December 30, 2027. The phasing dates referenced in the ADA shall be extended commensurate with the modifications made to the Development Order. The time period set forth in this paragraph shall be tolled during the time period during which there is a building permit moratorium imposed by the City or any other governmental agency having the authority to impose such moratorium.*

Status: The City acknowledges the condition. This condition was amended as part of the Third Amendment to the Development Order for the City of Orlando Downtown DRI, adopted August 26, 2013, to memorialize previous build-out date extensions, and

to further extend the build-out date and associated phase dates out to December 30, 2027.

As noted in response to Standard Form Question #1 on page 4 of this Report, the City of Orlando Downtown Development Board (DDB) utilized the exception of the allowable Development Order extension(s) pursuant to Section 252.363, Florida Statutes and recent 2015, 2016 and 2017 Executive Orders. Please see Exhibit A for a copy of the June 23, 2017 letter from the DDB summarizing the extensions to the Phase Ib, II, III, and IV build-out dates, as well as the City of Orlando's acknowledgement. The result is that each of the applicable phase dates have been extended by a total of 375 days plus 24 months, as follows: Phase 1b from August 28, 2017 to September 7, 2020, Phase II from August 28, 2021 to September 7, 2024, Phase III from August 28, 2025 to September 7, 2028, and Phase IV from August 28, 2028 to September 7, 2031.

- 1.4 *Unless specifically directed otherwise by the terms and conditions of the development order, all authorized development shall proceed only if the public facilities and services necessary to meet the need generated by the development are available concurrent with the demand and at least the minimum established service levels, except as otherwise provided for in these conditions.*

Status: The City acknowledges the condition. There has been no change from the previous status report. All development within the Downtown DRI area is reviewed in conformance with the City's Concurrency Management System which ensures that adequate capacity exists at the time of development.

2.0 LAND USE CONDITIONS

- 2.1 *All property within the CBD and the Downtown DRI shall be subject to the City's Growth Management Plan and City Land Development Code requirements as may be amended from time to time.*

Status: The City acknowledges the condition. There has been no change from the prior report. Since inception, all development has been conducted in conformance with the GMP and LDC.

- 2.2 *No property owner within the CBD shall commence any development on such property until the owner received an Individual Development Approval in accordance with the provisions set out in this Development Order and the City of Orlando's Land Development Code (LDC). For the purposes of the Development Order, the term "Individual Development Approval" shall mean a development approval issued by the City authorizing a developer to carry out development authorized by this Development Order. An Individual Development Approval shall represent an allocation by the City to a developer of a portion of the Total Allowable Development permitted hereunder. For*

the purpose of this Development Order, the term “development” shall have the same meaning and definition as in Section 380.04 Florida Statutes; and the term “developer” shall mean any person or entity, either public or private, receiving an Individual Development Approval permitting development hereunder.

Applications for an Individual Development Approval shall be reviewed and approved in accordance with the procedures set forth in the Land Development Code to be enacted by the City simultaneously with the adoption of this Development Order. Such ordinance shall provide, among other things, the procedures by which an application for Individual Development Approval shall be reviewed and approved, the requirements for such applications and the time frames within which an Individual Development Approval must be used by the developer, and the fee schedule for applications for an Individual Development Approval. Subject to compliance with all other terms and conditions of this Development Order, including the requirements of the City’s Growth Management Plan and Land Development Code, upon receipt and approval of a satisfactory application for Individual Development Approval, the City shall issue a certificate authorizing the developer to apply for building permit under applicable provisions of the City Code.

Status: The City acknowledges the condition. There has been no change from the prior status report. It is noted that an ordinance establishing the IDA procedure was approved concurrently with the Development Order and then subsequently incorporated into the Land Development Code (see LDC Sec. 65.530). The City also utilizes the procedures described in LDC Chapter 59 – Concurrency Management.

- 2.3 *Simultaneously with the adoption of this Development Order, the City shall enact an ordinance which shall provide for an application fee, surcharge to a building permit or other charges levying developers a proportionate share of the costs attributable to the preparation of the ADA and the issuance of this Development Order, as well as the future cost of reviewing applications for Individual Development Approval, monitoring compliance with this Development Order, and any other costs reasonably related to the administration and implementation of this Development Order.*

Status: The City acknowledges the condition. There has been no change from the previous status report. It is noted that the City of Orlando has adopted appropriate mechanisms to ensure that costs associated with the administration and implementation of this Development Order are covered. Funding sources include general fund, capital improvement fund, CRA, and developer contributions.

- 2.4 *The development rights reserved in the Individual Development Approval shall remain in full force and effect so long as a building permit for the entire approved development is issued within twelve (12) months after issuance of the certificate of Individual Development Approval; provided, however, upon good cause shown and upon payment of appropriate fees and charges the City may provide for a longer*

permit term for phased projects or otherwise as may be provided in the ordinance to be adopted. If a building permit issued pursuant to an Individual Development Approval shall expire or be cancelled under the applicable provisions of the City's codes and ordinances, the Individual Development Approval shall expire simultaneously therewith.

Status: The City acknowledges the condition. There has been no change from the prior status report. When issued, IDAs conform to the above specified requirement as well as the City's related LDC procedures (specified in Chapters 59 and 65) including the Concurrency Management System.

- 2.5 *Development shall be permitted consistent with land use designations on Map H as depicted on Exhibit "A" (Downtown Area Future Land Use Map). When the designation on Map H conflicts with the currently applicable Growth Management Plan future land use designation(s) and policy(ies), the Growth Management Plan designation(s) and policy(ies) shall prevail.*

Status: The City acknowledges the condition. This condition was amended as part of the Third Amendment to the Development Order for the City of Orlando Downtown DRI, adopted August 26, 2013. A new Map H based on the City's Future Land Use Map was adopted. All development in the Downtown DRI area complies with this condition.

3.0 HISTORIC AND ARCHAEOLOGICAL SITES

- 3.1 *Within 18 months of the execution of this Development Order for the Downtown DRI, an update of the City's previously prepared historic resource survey shall be conducted, with special attention given to structures 40 or more years old for their historic significance. Such structures which meet the criteria for historic landmark designation shall be identified as provided in the applicable City Code. The update methodology shall be compatible with the approaches contained in applicable guidelines and standards issued by the U.S. Department of the Interior and Florida Division of Historic Resources (FDHR). The City shall complete Florida Master Site File structure forms for identified properties and provide a copy of those forms to the FDHR. However, completion of such forms shall in no way be considered the designation of such structures as historic resources for purposes of City land development regulations or for determinations of consistency of development orders within the City's Comprehensive Plan.*

Status: The City acknowledges the condition. There has been no change from the prior status report. The required survey was completed in December 1991 as indicated in the status report for the August 21, 1992 to August 20, 1995 time period. It should also be noted that Growth Management Plan – Historic Preservation Element Figure HP-2 depicts local historic buildings within the Downtown area and was last amended in February 2017.

- 3.2 *For proposed development activities which may pose possible adverse effects on significant historic properties, defined herein as those listed or eligible for listing in the National Register of Historic Places or which have received historic landmark designation from the City as set forth in section 3.1 above, the developer shall consult with the City of Orlando Historic Preservation Board in an effort to identify alternatives to avoid or effectively mitigate any identified adverse impacts. For cases of potentially unavoidable impacts on significant historic properties, the development must demonstrate that no feasible and prudent alternative exists regarding proposed development-related activities which, if implemented, would adversely affect significant historical or archeological resources. Upon such demonstration, the developer shall prepare a plan for appropriate mitigation of the project-related adverse impacts, with mitigation actions being agreed to and formalized in a Memorandum of Agreement between the City and the developer, with the Memorandum of Agreement being implemented prior to the issuance of demolition or development permits by the City. Input from the FDHR will be sought on such determinations in the development and implementation of such agreements.*

Status: The City acknowledges the condition. There has been no change from the prior status report. It is noted that the City's Historic Preservation Board and Downtown Development Board have consistently proven their commitment to historic preservation in Downtown Orlando.

- 3.3 *Project personnel on any construction project (public or private) in the CBD shall be notified, through posted advisories or other methods, of the potential for historic or archeological artifact discoveries on the site and the requirement to report suspected findings to the project manager. In the event of discovery of artifacts of historical or archeological significance during project construction, the developer shall stop construction at the site of discovery and notify the City of Orlando and the Division of Historical Resources of the Florida Department of State. From the date of notification, construction shall be suspended with a 20 foot radius or buffer zone of the site of discovery for a period of up to 30 days for a site inspection by a professional archeologist retained by the developer and the results conveyed to the reviewing agencies and up to an additional 90 days to allow evaluation of the site.*

Status: The City acknowledges the condition. Archaeology and historic preservation notification requirements have been written by the City of Orlando's Historic Preservation Officer, and made part of the application for development project review within the Downtown Development Board (DDB) district boundaries. It is noted that all development within the DDB boundaries, with the exception of single family residences, is currently reviewed by the DDB's Appearance Review Board.

- 3.4 *Any construction project in the CBD area involving the demolition/removal of buildings, paved surfaces or ground alterations, the removal or all parking lot slabs, building foundations, and other project-related land clearing or ground disturbing activities on*

the project site shall be monitored at the time of excavation by a professional archaeologist. The foregoing requirement shall not apply to any construction projects which are used for single family residential purposes as of the date of this Development Order and shall continue with such use after the construction project is complete.

Status: The City acknowledges the condition. The City of Orlando's Historic Preservation Officer has written archaeology and historic preservation reporting and monitoring requirements which have been made part of the application for development project review within the Downtown Development Board (DDB) district boundaries. All development within the DDB boundaries, with the exception of single family residences, is reviewed by the DDB's Appearance Review Board.

- 3.5 *All development in historic districts (including locally designated landmarks) shall require full compliance with the review and approval procedures of the Historic Preservation Board of the City of Orlando and all City ordinances.*

Status: The City acknowledges the condition. There has been no change from the prior status report. For cross-reference purposes, it is noted that the Downtown, Lake Eola, and Lake Cherokee/Copeland Historic Districts are depicted in the GMP Historic Preservation Element – Figures HP-1A, HP-1B, and HP-1C, while associated Figure HP-2 depicts historic properties within the Downtown area. The GMP Historic Preservation Element provides specific goals, objectives and policies regulating development within the City's historic districts and in relation to historic landmark properties, while various chapters of the City's LDC (including Chapters 58, 62 and 65) provide specific regulations related to such areas and properties.

- 3.6 *No approval for removal or destruction of any building landmarked as historically significant under the applicable ordinances and regulations of the City shall be granted unless a Certificate of Appropriateness is issued in accordance with Sections 62.200 through 62.201 of the Land Development Code of the City.*

Status: The City acknowledges the condition. There has been no change from the prior status report. This condition was amended as part of the Third Amendment to the Development Order for the City of Orlando Downtown DRI, adopted August 26, 2013, to provide the correct citation of LDC section numbers.

4.0 NATURAL RESOURCE CONDITIONS

- 4.1 *Within five years of the effective date of this Development Order the City shall prepare an air quality assessment plan to provide for a wintertime portable monitoring program that will enable the assessment of carbon monoxide levels and the identification of CO "hot spots" at least along the SR 50 corridor from US 17-92 to US 441. Monitoring locations and other program parameters shall be reviewable by the ECFRPC and Orange County Environmental Protection Department (OCEP) and*

approvable by FDER. Monitoring shall occur for a ten week period within the months of November through February and shall continue according to a schedule specified in the assessment plan that will allow a current assessment of problem areas through complete implementation of the development plan. Monitoring shall be repeated at least annually for any monitoring locations that continue to show standard exceedances. Results of the monitoring program shall be assessed by the City and submitted to the FDER, OCEP and ECFRPC as part of the annual report for this project. Assessments shall be prepared within sixty days of completion of the monitoring period. Should violation of any applicable ambient air quality standard be noted, the City shall, within six months of the violation, prepare an abatement plan to include highway improvements, traffic system management or other measures that, as demonstrated through modeling, will effectively assure compliance with the applicable standard. Exceedances of any standard as recorded by the monitoring, required by this section, shall be reported to the FDER and OCEP within fourteen days of the occurrence.

Status: The City acknowledges the condition. There has been no change from the previous status report.

- 4.2 As a result of the portable monitoring program specified above, should violations of applicable ambient air quality standards be recorded and commitments for implementing the approved abatement plan have not been made within twelve months of the violation, or approval of the abatement program, whichever is later, to bring air quality levels back into compliance, then the following shall occur:
- a. Additional building permits for new construction that creates a net increase in traffic shall not be issued for any project in the City of Orlando that will contribute more than 1,000 average daily or 100 average peak hour net trips to that intersection most closely adjacent to the receptor showing the violation; and
 - b. Additional building permits for new construction that creates a new increase in traffic shall not be issued for any project involving land within the Downtown DRI area that is within one-quarter mile (1,320 ft.) of the receptor showing the violation.

These restrictions may be removed at at time when:

- a. Commitments are made for roadway improvements or transportation system management measures that satisfy the abatement plan requirements of the preceding condition; or
- b. Additional monitoring demonstrates to the satisfaction of the FDER that additional violations are unlikely; or
- c. If by using methodology satisfactory to the ECFRPC, it can be demonstrated that violations are caused by sources originating outside the Downtown DRI area not be approved downtown development, then 4.2 a, and b. above shall be waived.

The determination of excludable exceedances and other modeling parameters shall be the responsibility of the Department of Environmental Regulation, Bureau of Air Quality using all applicable guidelines and standards.

Status: The City acknowledges the condition. There has been no change from the previous status report.

- 4.3 *The owners of stormwater treatment facilities on individual sites in the DRI area will be required to undertake one of the following actions, at the sole discretion of the City, to correct or mitigate any degradation if such facilities are found to adversely impact water quality and/or conditions in receiving water bodies as a result of improper functioning, lack of maintenance, or other factor:*
- a. Repair of facilities to proper operating conditions and pollutant removal capabilities;*
 - b. Incorporate additional water quality treatment and/or water management methods into the project's surface drainage system; or*
 - c. If on-site conditions are such that it is impractical or unfeasible to rehabilitate or make construction modifications to the facilities, then the owner shall be required to contribute funds to the City in an amount equal to the project's "fair share" cost of pollution abatement facilities provided and maintained by the City in the storm sewer conveyance system, where practical, or elsewhere to offset or mitigate the pollution and/or volumetric impacts of the project's stormwater runoff.*

Status: The City acknowledges the condition. There has been no change from the previous status report.

5.0 PUBLIC SAFETY CONDITIONS

- 5.1 *Prior to commencement of construction activity in the CBD, the City and the recipient of any Individual Development Approval shall reach an agreement regarding traffic control and security for construction materials movement, including (but not limited to) oversized trucks and loads, convoys, extended concrete pours, etc. and the costs for these services shall be the responsibility of the developer. Construction traffic shall not be routed through any residential neighborhood.*

Status: The City acknowledges the condition. There has been no change from the prior status report. Such requirements are managed on a routine basis.

- 5.2 *In the event that a county wide fair share school impact fee or other public infrastructure funding mechanism is implemented in the City or the County, development authorized by this Development Order for which Individual Development Approvals are granted after the effective date of the impact fee or impact mitigation program shall be subject to such fee or program.*

Status: The City acknowledges the condition. The City collects school impact fees from residential developers in the Downtown DRI area and provides the proceeds directly to OCPS on a routine basis.

- 5.3 *The recipient of an Individual Development Approval shall provide the City Fire and Police Chiefs a complete set of building plans and floor plans reduced to a size usable in a police vehicle or command post for all structures (one set of each model type).*

Status: The City acknowledges the condition. There has been no change from the prior status report. Please note that all individual project developers in the Downtown DRI area are required to provide such information through the normal permitting process and at the specific request of the applicable Chief.

- 5.4 *The City has a responsibility to maintain the City's public safety communications system. If and when the City demonstrates that radio transmitters, receivers, antennas, and/or microwave dishes should be located on a project site in order to facilitate the operation of the City's public safety communications system, the recipient of an Individual Development Approval agrees to negotiate in good faith with the City, so the City may obtain space for radio transmitters and receivers to be installed in the penthouse or on the roof thereof or on the mechanical room roof; antennas to be located within the façade of the building or on the roof and/or microwave dishes on the roof in a location and design that is mutually acceptable to the City and the building owner. Access to electricity (including auxiliary electrical power and telephone radio control lines) shall be provided in the penthouse or roof mechanical room on a wall in a designated area. Further, any radio/microwave transmitter or receiver equipment and antennas to be installed or used by others must be jointly approved by the Orlando Police and Fire Chiefs.*

Status: The City acknowledges the condition. There has been no change from the prior status report. It should be noted that the Police and Fire Departments are participating members of the City's Technical Review Committee which reviews projects within the Downtown DRI area. Such communications facilities are routinely required with new projects as part of individual project review.

- 5.5 *All distribution piping systems for a project shall be designed to provide adequate pressures and volumes for fire protection in accordance with state, federal, and local insurance codes, and within acceptable standards of good engineering practices. Booster pumps shall be installed to augment pressure from the City system and to provide adequate pressure to meet the fire flow requirements for the upper floors of any structure. The distribution system shall be tested after installation and any required adjustments shall be made to ensure proper functioning of the system.*

Status: The City acknowledges the condition. There has been no change from the prior status report. It is noted that fire protection systems are installed and inspected

per all applicable federal, state, and local codes. Further, the City has received an ISO rating of 1, which demonstrates excellent conformance to the applicable standards for fire protection.

- 5.6 *Potable water shall be provided by the Orlando Utilities Commission in accordance with its applicable policies.*

Status: The City acknowledges the condition. There has been no change from the prior status report. A detailed summary of current and projected potable water capacity in the Downtown DRI area and the City is provided in the response to Condition 6.5 below.

- 5.7 *Sanitary sewer service shall be provided by the City in accordance with Chapter 30 of the City Code and the City Sewer Service Policy and other applicable regulations.*

Status: The City acknowledges the condition. There has been no change from the prior status report. A detailed summary of current and projected potable water capacity in the Downtown DRI area and the City is provided in the response to Condition 6.5 below.

- 5.8 *All construction shall be in accordance with the standards defined in the City of Orlando Building Code and Building Security Code, and any applicable state or federal laws relating to building and construction activities.*

Status: The City acknowledges the condition. There has been no change from the prior status report. The City's Building Inspectors ensure compliance with all applicable building codes for projects within the Downtown DRI area.

- 5.9 *The final site and building design plans for individual developments within the CBD shall encourage the incorporation of energy conservation measures and shall be in compliance with the Florida Thermal Efficiency Code Part VII, Chapter 553, Florida Statutes.*

Status: The City acknowledges the condition. There has been no change from the prior status report. It should be noted that the City of Orlando has adopted energy conservation goals, objectives and policies. Those goals, objectives and policies may be referenced in the GMP Conservation Element, Goal 2, Objective 2.1 and Policies 2.1.1 through 2.1.8, as well as Objective 2.2 and Policies 2.2.1 through 2.2.8.

The full text of the GMP energy conservation goals, objectives and policies may be found at the following website:

<http://www.cityoforlando.net/city-planning/comprehensive-plan/>

In addition, the City has adopted a Community Action Plan and Municipal Action Plan which contain goals related to energy conservation for buildings. This information can be found at the following website:

<http://www.cityoforlando.net/greenworks/>

- 5.10 *The City shall maintain an active recreation and open space program within the CBD. Such program shall include, but not be limited to, Eola Park, Beth Johnson Park, Orlando Arena, Bob Carr Auditorium, public tennis facilities, Wall Street Plaza, and other planned features including City Commons and the Courthouse Mall.*

Status: The City acknowledges the condition. The City recognizes that open space is an integral component of any well designed urban place.

- 5.11 *The City shall develop a comprehensive pedestrian plan to facilitate the safe and efficient movement of pedestrians. Areas to be considered would include but not be limited to:*

- a. integrated skywalk systems;*
- b. easy pedestrian movements to and from municipal parking areas and transit areas; and*
- c. intersection improvements to assist pedestrians.*

The City shall also maintain and expand, where appropriate, its Streetscape program involving wider sidewalks (where appropriate) and installation of shade trees and other features to enhance pedestrian access and use in the CBD.

Status: The City acknowledges the condition. The City of Orlando considers pedestrian system planning to be an ongoing process. As noted in the 2009-2011 status report, the consulting firm of HDR prepared the Downtown Orlando Transportation Plan in November 2006. As part of that plan, a pedestrian walking audit was performed. That information and analysis was used to prepare the Bicycle and Pedestrian component of the Transportation Plan. The objective of the Bicycle and Pedestrian component of the Transportation Plan is to provide a network for bicyclists and pedestrians that is secure, convenient, efficient, comfortable and welcoming. The plan emphasizes the implementation of “complete streets” that balance safety, convenience, and mobility for all road users. To accomplish this, the plan includes general recommendations and specific projects to make the streets more pedestrian friendly in order to capture more walking trips and decrease reliance on the automobile. The City continues implementation of the Downtown Orlando Transportation Plan and specifically the pedestrian and streetscape components.

It should also be noted that a detailed Walk Audit for the Parramore neighborhood was conducted as part of the Parramore Comprehensive Neighborhood Plan approved by the Orlando City Council on January 26, 2015. The information contained in this report has been and will continue to be utilized to improve pedestrian systems in the

western portion of the Downtown DRI area. The Walk Audit Report, Appendix D of the Parramore Plan, and can be found here:

<http://www.cityoforlando.net/city-planning/plans-and-studies/parramore-comprehensive-neighborhood-plan/>

6.0 TRANSPORTATION CONDITIONS

- 6.1 *For the purpose of the transportation recommendations, the Orlando Downtown DRI shall be divided into the following phases, based upon average daily trip generation:*

	<u>Phase Timing</u>	<u>Per Phase</u>	<u>Cumulative</u>
Phase Ia	Complete	35,758	35,758
Phase Ib	December 30, 2016	35,731	71,489
Phase II	December 30, 2020	33,415	104,904
Phase III	December 30, 2024	36,105	141,009
Phase IV	December 30, 2027	37,783	178,792

Status: Based on the updated Downtown DRI Development Program and revised phase dates discussed previously, the City's Transportation Planning Division has calculated current trip generation (as of August 26, 2017) and forecast the Year 2022 (5 years out) and Year 2031 (buildout) cumulative trip generation. Please refer to Exhibit "D-1.1" for the current and projected average daily trip generation balances based on the original DRI. Refer to Exhibit "D-1.2" for current and projected trip status – average daily trip generation evaluation based on original DRI rates.

Based on this analysis, there were 68,795 cumulative trips generated as of August 26, 2015, which places the DRI in Phase Ib both in terms of ADT as well as timing (the Phase Ib phase range was extended to September 7, 2020 as described previously in the response to Standard Form Question #1 and Exhibit A of this Report). The increase in cumulative trips from the previous status report (up from 64,162 on August 26, 2015) is largely the result of redevelopment efforts in the downtown (inclusive of both demolition activity and new development). Additional projected trip generation of 73,469 ADT is based on approved developments and other anticipated developments through build-out in 2031 (see Exhibits C-3A and C-3B for a list and map of those projects). Therefore, the cumulative trip generation projection through 2031 would be 142,264 ADT. It should be noted that the projected cumulative trip generation is subject to change based on market conditions.

EXHIBIT D-1.1
DOWNTOWN ORLANDO DRI - 2017 BIENNIAL STATUS REPORT
DAILY TRIP CAPACITY BANK BALANCES BASED ON:
THIRD AMENDMENT TO DEVELOPMENT ORDER FOR THE DOWNTOWN ORLANDO DRI

NOTES:
(*) Initial reduction of 675,200 Square Feet of Industrial uses not considered in trip generation.
(**) ITE 4th Edition Daily Trip Rates based on Original DRI Development Order.
Numbers in parentheses are negative values.
Prepared by the City of Orlando's Economic Development and Transportation Departments, Rev. September 7, 2017.

Exhibit "D-1.2" – Downtown DRI Development Program – Current and Projected Trip Status – Average Daily Trip Generation Evaluation

EXHIBIT D-1.2 DOWNTOWN DRI DEVELOPMENT PROGRAM - 2017 BIENNIAL STATUS REPORT CURRENT AND PROJECTED DAILY TRIPS DAILY TRIP CAPACITY BANK BALANCES BASED ON: THIRD AMENDMENT TO DEVELOPMENT ORDER FOR THE DOWNTOWN ORLANDO DRI

PHASES	CUMULATIVE PHASE LIMITS BASED ON DAILY TRIP GENERATION			
	Ia	Ib	II	III
	0 to 35,758	35,759 to 71,489	71,490 to 104,904	104,905 to 141,009
As of August 26, 2017:		68,795 (Phase Ib)		141,010 to 178,792
Interpolated by 2022:			95,034 (Phase II)	
Current + Potential by 2031:				142,264 (Phase II)

Land Uses	Total Allowable Downtown DRI Development	Total Allowable DRI Daily Trips	DRI Daily Trips Used up to August 26, 2017	DRI Daily Trips Balance (Allowable minus Used up to August 26, 2017)	Projected DRI Development Activity from August 2017 through 2031	Potential Daily Trips to be Used by Projected DRI Development Activity through 2031
Office	10,347,038 Sq.Ft.	84,432 Trips	(13,960) Trips	70,472 Trips	1,976,644 Sq.Ft.	(16,129) Trips
Commercial	1,335,724 Sq.Ft.	52,091 Trips	(5,171) Trips	46,920 Trips	420,631 Sq.Ft.	(16,404) Trips
Hotel	2,105 Rooms	18,322 Trips	(5,431) Trips	12,891 Trips	1,037 Rooms	(9,026) Trips
Public	2,018,150 Sq.Ft.	16,468 Trips	(8,865) Trips	7,603 Trips	754,233 Sq.Ft.	(6,155) Trips
Industrial	-675,200 Sq.Ft. (*)					
Residential	747 Units	4,559 Trips	(36,185) Trips	(31,626) Trips	4,220 Units	(25,755) Trips
Hospital	175,000 Sq.Ft.	2,920 Trips	817 Trips	3,737 Trips	0 Sq.Ft.	0 Trips
TOTAL		178,792 Trips	(68,795) Trips	109,997 Trips		(73,469) Trips

(*) Reduction of 675,200 Square Feet of Industrial uses not considered in trip generation.

- Numbers in parenthesis are subtractions.

Prepared by the City of Orlando's Economic Development and Transportation Departments, September 7, 2017.

- 6.2 *Prior to the initiation of each phase or subphase as identified in the preceding paragraph, the City of Orlando shall conduct a monitoring/modeling program. Said program shall ascertain the Level of Service (LOS) on facilities where the Downtown DRI is estimated to contribute an amount of traffic greater than or equal to ten percent of the Level of Service (LOS) "C" service volume. The methodology of the program shall be agreed upon by the East Central Florida Regional Planning Council, Orange County, the Florida Department of Transportation, Tri-County Transit, and the City of Orlando. A list of the facilities to be monitored/modeled include (based upon ten (10) percent significance), but shall not be limited to, the following:*

Roadway Segment

<i>I-4</i>	<i>Maitland Boulevard to 33rd Street</i>
<i>East-West Expressway</i>	<i>Conway Road to Rosalind Avenue Tampa Avenue to Mercy Drive</i>
<i>SR 50/Colonial Drive</i>	<i>SR 436 to Pine Hills Road</i>
<i>US 441</i>	<i>All American Blvd to Silver Star Road Anderson St. to Americana Blvd</i>
<i>US 17-92/Mills Avenue</i>	<i>Fairbanks Avenue to E/W Expressway</i>
<i>Orange Avenue</i>	<i>Mills Avenue to Clay Street Princeton Street to Virginia Drive Gore Street to Hoffner Avenue</i>
<i>Magnolia Avenue/Rosalind Avenue One-Way</i>	<i>Orange Avenue to SR 50</i>
<i>Old Winter Garden Road</i>	<i>US 441 to Kirkman Road</i>
<i>Curry Ford Road</i>	<i>Conway Road to SR 436</i>
<i>Edgewater Drive</i>	<i>Princeton Street to SR 50</i>
<i>Division Street</i>	<i>Central Boulevard to Michigan Street</i>
<i>Anderson Street</i>	<i>Orange Blossom Trail to Mills Avenue</i>
<i>South Street</i>	<i>Parramore Avenue to Mills Avenue</i>
<i>Central Boulevard</i>	<i>Orange Blossom Trail to Mills Avenue</i>
<i>Robinson Street</i>	<i>Orange Blossom Trail to Mills Avenue</i>
<i>Garland Street</i>	<i>Church Street to Orange Avenue</i>
<i>Hughey Avenue</i>	<i>SR 50 to Church Street</i>
<i>Gore Street</i>	<i>Parramore Street to Orange Avenue</i>

<i>Amelia Street</i>	<i>Orange Blossom Trail to Mills Avenue</i>
<i>Crystal Lake Drive</i>	<i>Robinson Street to Curry Ford Road</i>
<i>Lake Underhill Road</i>	<i>Conway Road to SR 436</i>
<i>Livingston Street</i>	<i>Parramore Avenue to Mills Avenue</i>
<i>Church Street</i>	<i>Orange Blossom Trail to Rosalind Avenue</i>
<i>Magnolia Avenue</i>	<i>Livingston Street to Church Street</i>
<i>Marks Street</i>	<i>Orange Avenue to Mills Avenue</i>
<i>Highland Avenue</i>	<i>Livingston Street to Orange Avenue</i>
<i>Summerlin Avenue</i>	<i>Marks Street to Anderson Street</i>
<i>Parramore Avenue</i>	<i>SR 50 to Gore Street</i>

Status: The City acknowledges the condition. As described in previous status reports, the required monitoring and modeling has been completed. The Downtown DRI area is currently in Phase 1b and Modeling and Monitoring was included in the data collection step of the Downtown Transportation Plan, which was initiated in 2004 and completed in 2006. It is anticipated that a new Modeling and Monitoring exercise, or an update to the Downtown Transportation Plan, may be necessary within the next 2-3 years based on projected growth.

- 6.3 *A second monitoring program shall be required biannually and shall be performed by the City of Orlando, or the Downtown Development Board. This monitoring program shall evaluate the effectiveness of alternate transportation systems serving the CBD. This monitoring shall evaluate the performance levels of modes of transportation other than the single occupant vehicle. Progress shall be compared to those levels planned in the ADA submission and an evaluation made as to the state of the City's efforts to promote these alternate modes. Progress for the previous two years shall be documented to include ridership levels, route changes or alterations, ridesharing participation, physical improvement construction, park-and-ride lot sites and other efforts which implement movement into and around the CBD.*

Status: The City acknowledges this condition. This condition was amended as part of the Third Amendment to the Development Order for the City of Orlando Downtown DRI, adopted August 26, 2013, to remove reference to a Transportation Management Association. The Transportation Management Association (TMA) lacked the necessary support and participation from downtown Orlando employers and is no longer in service. However, consistent with the Growth Management Plan, the Development Review Impact and Development Order process, the City of Orlando practices many of

the Transportation Demand Management (TDM) strategies from the TMA; as well as requiring them to be incorporated into new development.

The various strategies include encouraging telecommuting, 50% fare discount for employees on bus passes, bicycle parking, ridesharing, shower facilities, transit shelter construction, bikeway construction, transit bays, preferential parking for carpool or vanpool employees, compressed work weeks, flexible or staggered work hours. LYNX provides ridematching, ridesharing, and vanpools; all with a guaranteed ride home program, in addition to fixed route service and developing Park-n-Ride locations.

Consistent with the Growth Management Plan and the Downtown Transportation Plan, the City has actively promoted the use of alternative modes of transportation by:

- Supporting SunRail Commuter Rail, which began operations in 2014 (Downtown Orlando has two SunRail commuter rail stations).
- Expanding the Downtown Bus Rapid Transit System (Lymmo) to include an east-west route connecting the Parramore and Thornton Park neighborhoods (Grapefruit Line opened in 2014).
- Expanding the original Lymmo BRT system Orange Line to provide loop service to Uptown (opened in 2015).
- Expanding the Lymmo BRT Lime Line, to provide service to the Creative Village and UCF/Valencia Downtown Campus (opened in 2017).
- Initiating a car-sharing service which provides organized short-term hourly/daily vehicle access at key activity centers (originally began operations in 2013; currently changing vendors).
- Instituting a Bike Sharing service in Downtown Orlando known as Juice Bike Share (opened in 2015). The system has 20 stations in Downtown and has expanded to a total of 37 stations, including Baldwin Park.
- Implementing changes to Chapter 61 of the City's Land Development Code (LDC) to include more comprehensive requirements for bicycle parking.

- 6.4 *The City shall require individual developers to conduct a traffic analysis study of the development is expected to generate at least 100 peak hour or 1,000 daily trip ends. Said study shall be similar to that required in the standard DRI/ADA format question. The exact scope of the study and the improvements required for development approval shall be in the form determined by the City. A copy of all analyses for the review period and the transportation related requirements shall be forwarded to the ECFRPC attached to the required biennial report.*

Status: During the reporting period, the City required traffic studies for several projects requesting approval through the Municipal Planning Board. Copies of these reports are kept on-file within the Transportation Planning Division's library and are available for review upon request.

- 6.5 *The Downtown Development Board and the City of Orlando shall develop a system of infrastructure capacity banks for the purpose of allocating transportation, and sewer and water capacity to developers. Each sub-area shall be allocated capacity credits for an infrastructure improvements serving the central development area and the capacity banks shall be debited when building permits are issued according to the demand, measured in trips or gallons per day, as appropriate, that the development is expected to place on the systems. No building permits shall be issued unless adequate capacity is available in all applicable infrastructure accounts.*

A development in any one sub-area shall debit each back according to the amount of demand which utilizes capacity allotted to the sub-area. Water and sewer demands in on sub-area may be debited to capacities available in other sub-areas as a means of providing bonuses to development which especially advance the planning goals of the host sub-area.

The City and Downtown Development Board may implement its own system for the allocation of capacity so long as commitments are made by developers to utilize allocated capacities within a reasonable time period to avoid speculation and so long as the other intents and purposes of this Development Order are not compromised. A summary statement of capacity banks shall be included in each biennial report.

Status: The City of Orlando created its Concurrency Management System (CMS) in 1991. The CMS ensures complete integration of the GMP Capital Improvements Element, Chapter 59 – Concurrency Management of the Land Development Code, and the City’s Permitting System. All development in the Downtown Orlando area must be accomplished in conformance with the CMS and this Development Order in relation to infrastructure capacity.

Section 59.702 of the City’s Concurrency Management regulations (Chapter 59 of the City Code) requires the City to prepare an annual Capacity Availability Report (CAR) which summarizes the impact that development has had on public services and facilities including roadways, mass transit, wastewater, potable water, solid waste, parks, stormwater and schools. The CAR also evaluates the impact that existing and new development has had on adopted level of service (LOS) standards and shows the amount of capacity available for future growth. The following summarizes the CAR infrastructure capacity analysis and findings for the three services specified in DRI Condition 6.5 (transportation, sewer/wastewater, and potable water).

Transportation – Please refer to the City’s response to Condition 6.2 above and Exhibits “D-1.1” and “D-1.2” for the current and projected status of the average daily trip generation and allocations within the Downtown DRI area for both the August 27, 2015 to August 26, 2017 status report period and for future projected growth through the Downtown DRI build-out date of 2031.

Recent amendments to Chapter 163, F.S., allowed the City of Orlando to designate its entire jurisdiction as a Transportation Concurrency Exception Area (TCEA). The City adopted GMP policies that expanded the TCEA on November 1, 2010. Particularly, Transportation Element Policy 1.8.2 established the TCEA as the corporate limits of the City of Orlando as of July 7, 2010, including the Downtown DRI area. Inside the TCEA, developers with projects that generate more than 1,000 trips per day are required to submit a neighborhood transportation study. In general, the results of the study help the City determine which types of improvements, if any, are needed in the immediate area. New development is expected to mitigate its impact on the road network. Mitigation may include adding turn lanes, traffic signals, or improving on-site circulation. In some cases, where roadway facilities are constrained or do not need improvements, mitigation may include improvements to other transportation modes, such as providing bus shelters, crosswalks, sidewalks, bike lanes, right-of-way dedication for a multi-use trail, or contributions to the transit agency.

Wastewater – The City of Orlando’s Wastewater Division operates three wastewater treatment facilities: Iron Bridge, Water Conserv I, and Water Conserv II. The Downtown DRI area is served by both the Iron Bridge and Conserv II wastewater treatment facilities. Please refer to Exhibit “D-2” for a map depicting these wastewater plant service areas. The City has adopted wastewater Level of Service (LOS) standards for various land uses. For each land use shown below, the LOS requires the City to provide capacity at its treatment plants equal to gallons of flow per increment of development per day.

Single Family	250 g/du/ac
Multi-Family	190 g/du/d
Office	0.08 g/sqft/d
Commercial	0.09 g/sqft/d
Industrial	0.12 g/sqft/d
Lodging	119 g/rm/d
Government	0.08 g/sqft/d
Hospital	0.08 g/sqft/d

The City monitors level of service by the availability of treatment capacity, measured in millions gallons per day (MGD). The City measures the actual average flow to each treatment plant annually. The following table summarizes that data, and demonstrates that surplus wastewater capacity was available at each wastewater treatment facility as of June 30, 2017.

Wastewater Capacity Availability (Million Gallons Per Day)

July 1, 2016 through June 30, 2017

<i>Facility</i>	<i>Capacity</i>	<i>Capacity Used (12 month average)</i>	<i>Capacity Available</i>
Conserv I	7.500	4.789	2.711
Conserv II	21.00	14.126	6.874
Iron Bridge	40.000	20.428	19.572

*Excerpt from: City of Orlando Capacity Availability Report, August 1, 2017**Source: Technical Support Section, Water Reclamation Division*

The City's GMP Wastewater Element includes projected wastewater flows by treatment plant in five year increments proceeding through 2030. Those projections were created by using the adopted LOS standards as multipliers for the City's projected growth (including the growth anticipated in the Downtown DRI area) shown by land use in the GMP and latest Growth Projections Report.

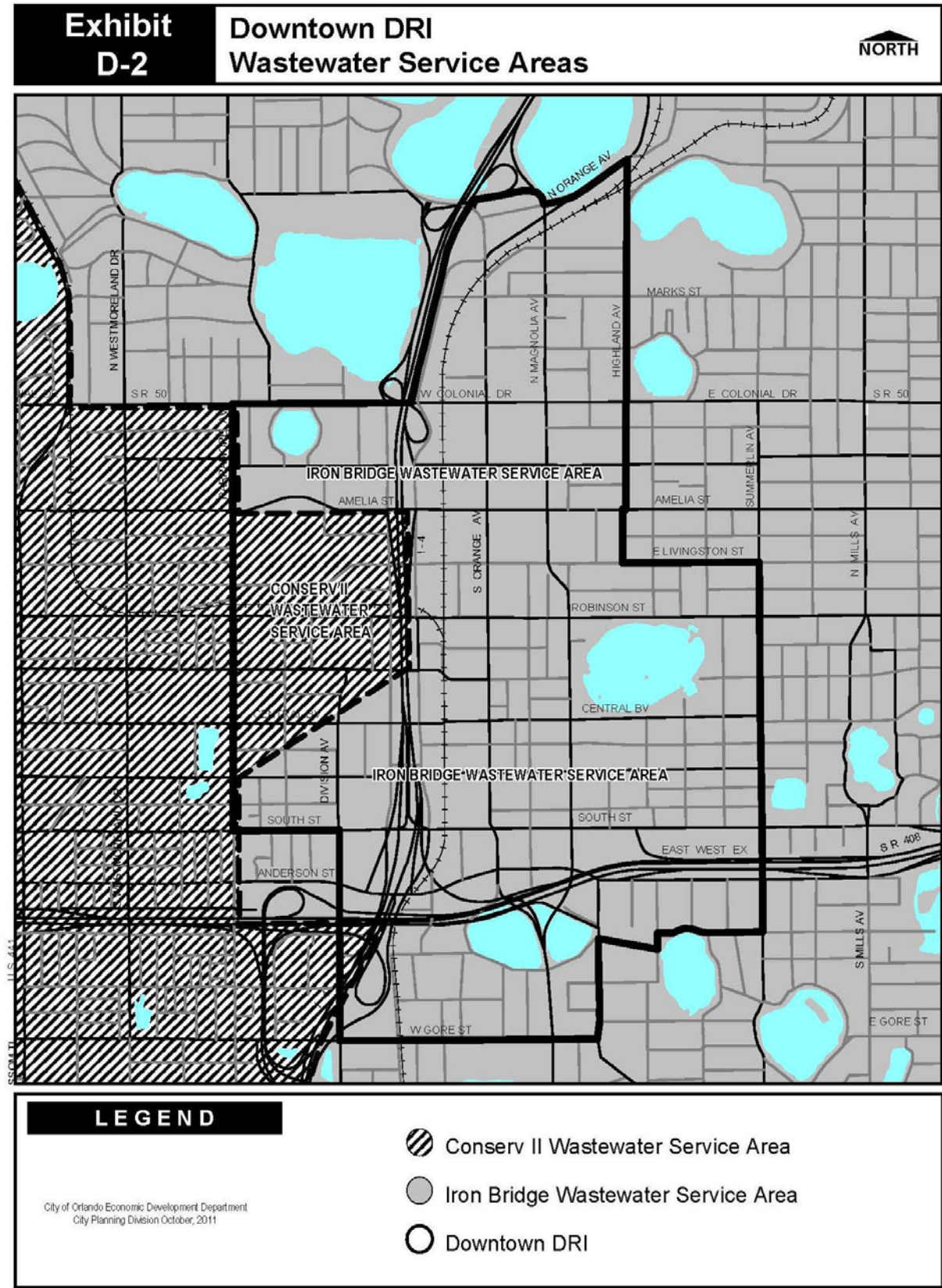
The City's allocated treatment plant capacity, as shown in GMP Wastewater Support Document Figure WW-13, is 52.16 MGD. This capacity is projected to remain the same for the 2018-2022 time period. The 2017 demand is the actual reported demand as shown in the table above. The 2018-2022 demand projections were calculated using the City's growth projections and level of service standards.

Projected Wastewater Capacity Availability (Million Gallons Per Day)

	Reported	Projected Annual Increases				
	2017	2018	2019	2020	2021	2022
City-wide Capacity (MGD)	52.16	0	0	0	0	0
City-wide Demand (MGD)	39.34	0.61	0.61	0.61	0.55	0.55
Surplus (MGD)	12.82	12.21	11.60	10.99	10.44	9.89

As shown in the table above, a surplus is expected to remain through 2022. Furthermore, the City's wastewater system includes interconnected pipes that allow the City to re-route flows to different treatment plans as needed. Re-routing of sewage from Water Conserv I and Water Conserv II to the available surplus in Iron Bridge will alleviate any potential deficits through 2022. No additional capacity is needed over the five year period, therefore the City's capital improvement projects will focus on adding sewer service for new development (funded by the developer), and maintenance of existing facilities.

Exhibit “D-2” – Downtown DRI Wastewater Service Area Map



Potable Water – Orlando Utilities Commission (OUC) provides potable water to the City from 11 treatment plants through an interconnected system. Service is therefore measured on a system-wide basis. The City has adopted potable water Level of Service (LOS) standards for various land uses. For each land use shown below, the LOS requires the City (through OUC, the City's water provider) to provide potable water equal to gallons of water per increment of development per day. In areas where reclaimed water is available for irrigation, the level of service for single family homes is lower, because demand for potable water is less.

<u>Land Use</u>	<u>LOS Without Reclaimed Water</u>	<u>LOS With Reclaimed Water</u>
Single-Family	325 g/du/d	160 g/du/d
Multi-Family	200 g/du/d	200 g/du/d
Hotel	187 g/rm/d	187 g/rm/d
Commercial	0.13 g/sqft/d	0.13 g/sqft/d
Office	0.15 g/sqft/d	0.15 g/sqft/d
Industrial	0.22 g/sqft/d	0.22 g/sqft/d
Government	0.15 g/sqft/d	0.15 g/sqft/d
Hospital	0.22 g/sqft/d	0.22 g/sqft/d

The level of service (LOS) is monitored by the availability of potable water, measured in million gallons per day (MGD). The physical capacity of the plants is 121.18 MGD, however, OUC is limited by its Consumptive Use Permit (CUP) to a smaller annual average withdrawal. The CUP allowed for annual increases through 2016, after which additional water demand must be met by water supplied from alternative sources. The following table shows 33.23 MGD of permitted surplus water capacity as of July 1, 2017.

Potable Water Capacity Availability (Millions Gallons per Day)

July 1, 2016 through June 30, 2017

	<i>Capacity</i>	<i>Used</i>	<i>Available</i>
System Wide	121.18	87.95	33.23
2017 CUP Allowance	109.20	87.95	21.25

Source: Orlando Utilities Commission. NOTE: Rated capacity based on average day demand. System wide capacity includes areas outside the City due to interconnected system.

For future potable water needs, OUC projects demand system-wide and by planning area. The figure below provides five year capacity and demand projections for the entire OUC service area (inclusive of the Downtown DRI area). The 2017 data is the actual reported demand provided by OUC as shown above, while the 2018 to 2022 demand projections show the annual incremental increase in demand as calculated from total projected demand shown in the GMP Potable Water Support Document

Figure PW-17. The 2018-2022 capacity projections show the maximum additional amount of daily withdrawals permitted by OUC's Consumptive Use Permit.

Projected Potable Water Capacity Availability (Millions Gallons per Day)

	Reported	Projected Annual Increases				
	2017	2018	2019	2020	2021	2022
Service Area Capacity (MGD)	109.2	0.6	0	0	0	0
Service Area Demand (MGD)	87.95	0.86	0.86	0.86	0.91	0.91
Surplus (MGD)	21.25	20.39	19.53	18.67	17.76	16.85

As shown in the table above, a surplus is expected to remain through 2022. No new physical capacity for potable groundwater is needed in the City or Downtown DRI area.

- 6.6 *Throughout each phase of this Development Order, the City shall require site and building design for new development to be coordinated with public transit, bicycle, and pedestrian systems. Requirements may include, but not be limited to, pedestrian access to transit vehicles, transit vehicle access to buildings, bus pull-offs, transfer centers, shelters, bicycle facilities and increased sidewalk widths where appropriate. The City shall require developments to provide the following, if applicable:*
- a. Full accommodations for pedestrian access and movement.*
 - b. Full accommodations for bicycles, including lockers and racks.*
 - c. Well-designed accommodations for transfer of passengers at designated transit facilities.*
 - d. Well-designed accommodations for motor vehicle passenger drop-offs and pick-ups at designated transit facilities and at commercial, office and mixed use development sites.*
 - e. Full accommodation for the mobility impaired, including parking spaces, sidewalks and ramps for handicapped access.*
 - f. Weather protection at transit stops.*

Throughout each phase of the Development Order, the City of Orlando and the Downtown Development Board shall implement Intelligent Transportation Systems (ITS) for Downtown Orlando to encourage the most efficient use of its transportation infrastructure where appropriate. The City shall continuously review the Downtown street network to identify cost effective intersection, signalization, parking, way-finding, and other traffic improvement programs to enhance traffic movement and safety.

Prior to commencement of Phase II of the Downtown DRI, (greater than 71,489 ADT), a monitoring and modeling study or an update to the 2006 Downtown Orlando Transportation Plan shall be conducted in order to confirm the needed improvements from the 2006 Downtown Orlando Transportation Plan. The following roadway, intersection or signalization improvements shall be completed:

- a. At the intersection of Colonial Drive (S.R. 50) and Magnolia Avenue, a second eastbound left turn lane shall be added on Colonial Drive.*
- b. At the intersection of Colonial Drive (S.R. 50) and Orange Avenue, a second westbound left turn lane shall be added on Colonial Drive.*
- c. Alden Road shall be realigned and improved.*
- d. Carter Street and Long Street shall be extended from Terry Avenue to Division Avenue and shall operate as a one-way pair.*
- e. Boone Avenue shall be extended and realigned with Lucerne Terrace from Anderson Street to Gore Street.*
- f. Magnolia Avenue shall be extended from Anderson Street to North Lucerne Circle.*
- g. Terry Avenue shall be extended north from Robinson Street to Colonial Drive (S.R. 50).*
- h. Terry Avenue shall be extended south from Anderson Street to Gore Street consistent with the Florida Department of Transportation's Ultimate I-4 schedule which may coincide with Phase II or later phases."*

Status: This condition was amended as part of the Third Amendment to the Development Order for the City of Orlando Downtown DRI, adopted August 26, 2013, to delete previous Phase 1a conditions that were no longer relevant and to add requirements for site and building design to be coordinated with public transit, bicycle and pedestrian systems throughout the life of the DRI.

As noted previously, the Downtown DRI is currently in Phase 1B. The land use forecasts reflected in the Downtown DRI and GMP were used to prepare future projections of traffic and travel patterns in the 2006 Downtown Transportation Plan.

The transportation improvements from the Orange County Courthouse traffic study have been implemented, including the Amelia Street widening.

The City of Orlando Public Works Department improved Summerlin Avenue to a wider cross-section between Anderson Street and South Street. Traffic capacity on Summerlin Avenue was also increased through improvements to the intersections.

Rosalind Avenue is currently a northbound, one-way facility, connecting with Orange Avenue at its southern terminus and transitioning into Magnolia Avenue at its northern terminus. Magnolia Avenue has been tailored to a more efficient multimodal corridor between Livingston Street and the vicinity of the East-West Expressway with the addition of exclusive transit-only lanes along the corridor.

The Downtown Transportation Plan recommends restricting on-street parking on Colonial Drive between Orange Avenue and Magnolia as part of a strategy to improve intersection capacities. Intersection capacity improvements at Orange Blossom Trail, Edgewater Drive, Garland Avenue, Magnolia Avenue, Highland Avenue and Summerlin Avenue along Colonial Drive are also recommended.

The revised Development Order language also calls for the City and Downtown Development Board to implement Intelligent Transportation Systems (ITS) for Downtown Orlando which has been implemented. Finally, the condition contains revised transportation improvements to be made prior to commencement of Phase II of the Downtown DRI. These revisions are based on the 2006 Downtown Transportation Plan as well as Lymmo Extension alternatives studies.

Per the request of the Florida Department of Transportation in the review of the recently adopted DO amendment, language was added stating that a monitoring and modeling study or an update to the 2006 Downtown Orlando Transportation Plan will be conducted in order to confirm needed improvements prior to commencement of Phase II of the Downtown DRI.

- 6.7 *Prior to the commencement of Phase III of the Downtown DRI (greater than 104,904 ADT), the City of Orlando and the Downtown Development Board shall conduct an analysis to reevaluate and determine what roadway improvements are necessary for the remaining phase traffic. It is recognized that to specify roadway improvements at this date may result in requirements which may or may not be needed. A refinement of needs to be determined in the future would result in a better allocation of capital to address then current and projected needs. The results of the analysis shall be presented to the ECFRPC, the FDOT, MPB and the DEO. Roadway transit improvements or TSM measures shall be included and funding committed to these improvements/measures as to the applicable phase for which it is required which will result in no further degradation of adverse service levels resulting from the Downtown DRI trips, otherwise, no further development shall occur under the DRI.*

Status: This condition was amended as part of the Third Amendment to the Development Order for the City of Orlando Downtown DRI, adopted August 26, 2013, to reflect a higher ADT figure. Status not available until Phase III is triggered.

- 6.8 *Prior to the completion of Phase I (or as otherwise provided below) the following transit conditions shall be satisfied.*
- a. *Consistent with the City's GMP Transportation and Capital Improvement Elements, the Downtown Orlando Community Redevelopment Area (CRA) Plan and the Downtown Transportation Plan, the City shall continue to operate a Downtown circulator transit service (LYMMO) which provides a combination of short pedestrian trip length and high frequency transit service to afford accessibility*

through the Downtown core. The Downtown circulator transit service shall continue to serve parking facilities and employment centers located within Downtown and shall strive to maintain a minimum headway of five minutes during peak hours. The system shall interconnect parking garages, employment, other transit modes (SunRail and Lynx Central Station) and important civic uses within the northern, central and southern areas of Downtown. Further, the City shall expand its existing downtown transit system to include a comprehensive internal network consisting of modified and enhanced LYMMO routes and garages, downtown circulators and linkage with an expanded regional system with the ultimate goal of connecting Downtown with the Orlando Health DRI and Florida Hospital DRI employment centers via circulator transit service as resources permit. The City shall work with the local transit provider, as well as other governmental agencies, to ensure that sufficient transit vehicles operate so as to provide adequate capacity with sufficient headways to promote use of the system.

Status: This condition was amended as part of the Third Amendment to the Development Order for the City of Orlando Downtown DRI, adopted August 26, 2013. The Downtown Transportation Plan recommended that each transportation project be categorized as Phase 1 (near-term 1-5 years), Phase 2 (mid-term 5-10 years) and Phase 3 (long-term 10-20 years). This categorization provides for a general flow of project interdependencies and coordination with other transportation needs and provides a development schedule for when projects are needed. As development occurs, each project should be reviewed for early deployment or modification to respond to the specific needs of development growth and/or updated agency plans. The key ongoing transit/TSM related projects identified in the plan include:

Phase 1:

- East-West Loop – Fixed route transit circulator running clockwise on Central Boulevard and Church Street between the Thornton Park and Parramore neighborhoods (completed – operations began in 2014).
- Parramore/Creative Village BRT - Fixed route transit circulator connecting Creative Village and employment centers in the Parramore neighborhood (completed – operations began in 2017).
- Citrus Bowl (Camping World Stadium) Garage – General location for remote public parking, joint use development, multi-modal operations center.
- Orlando Urban Trail – Multi-use recreation trail connects from Dinky Line Trail to Parramore Avenue (engineering work is currently underway).
- Commuter Rail – 55-mile service from Deland to Poinciana with four planned stops within Study Area (SunRail began operations in 2014).

Phase 2:

- ITS Way-Finding and Smart Parking – Dynamic variable message signs direct drivers from entry points to available parking spaces in real-time.

Phase 3:

- North BRT Loop – Fixed route transit interlined with the existing LYMMO route to serve Florida Hospital, College Park, and North Mills Avenue. A partial extension of the Lymmo BRT system to the north on the Orange Avenue corridor began operations in 2015. This system serves Commuter Rail.
- South BRT Loop - Fixed route transit interlined with the Existing LYMMO route to serve Orlando Health Campus, SoDo, and the area near the intersection of Orange Avenue and Michigan Street. Extends to south on Orange Avenue corridor. This system would also serve Commuter Rail.
- Uptown Garage – General location for remote public parking, joint use development multi-modal center.

All Phases:

- Primary & Secondary Pedestrian Corridors – All developed roadways within ¼ mile walk of transit corridors complete with wide sidewalks, shade trees, awnings, building transparency, aesthetics and safety enhancements.

The Downtown parking ordinance (Chapter 61 of the LDC) was originally adopted by City Council in 1991 and was amended in 2011 following recommendations from the Downtown Transportation Plan.

- 6.9 *Prior to the completion of Phase II, the following transit conditions shall be satisfied:*
- a. The City shall work with the Florida Department of Transportation, MetroPlan Orlando, Orange County, and the Central Florida Regional Transportation Authority (dba LNYX) in the planning and construction of SunRail (commuter rail), including the development of two stations within the Downtown Orlando CBD.*
 - b. The City shall protect designated transit right-of-way corridors from encroaching development by reserving right-of-way within its jurisdiction and establishing procedures for preservation of the transit rights-of-way.*
 - c. The City shall coordinate the implementation of transit strategies along the designated corridors with appropriate government entities, including the promotion of financial partnerships needed for the construction of the transit systems.*

Status: This condition was amended as part of the Third Amendment to the Development Order for the City of Orlando Downtown DRI, adopted August 26, 2013, to reference the City's different partners in the development of the SunRail system.

The Commuter Rail Project (SunRail) exists along the CSX rail corridor. The Florida Department of Transportation's local partners in Orange, Volusia, Seminole and Osceola counties, and the City of Orlando, unanimously approved local funding and operating agreements for the proposed Central Florida Commuter Rail project on July 31, 2007, allowing FDOT to move forward with design, engineering and right-of-way

acquisition for the project, and set the stage for final federal approval for a full funding agreement.

On November 30, 2007, FDOT and CSX Transportation signed agreements to bring Commuter Rail to Central Florida, from Deland in Volusia County to Poinciana in Osceola County. The agreements provide for state purchase of 61.5 miles of track in Central Florida, detail operating and management agreements. The Department also signed “Letters of Understanding” with bus providers LYNX and VOTRAN to supplement the Commuter Rail project.

Phase 1 of the SunRail system began operation in the 2nd quarter of 2014.

- 6.10 *The following transit goals for work or work-related business trips shall be established and achieved in the phases as described below. Achievement of the goals shall be determined in the context of the monitoring program in Section 6.3 as required herein:*

Phase 1 goals – 2.6% of the transit mode share to the CBD in terms of average weekday person trips.

Phase II goals – 3.7% of the transit mode share to the CBD in terms of average weekday person trips.

Phase III goals – 3.8% of the transit mode share to the CBD in terms of average weekday person trips.

Phase IV goals –

- a. 4.0% of the transit mode share to the CBD in terms of average weekday person trips.*
- b. Prior to any phase IV construction, one of the following must be programmed for implementation prior to the completion of phase IV which will lessen peak hour impact to I-4:*
 - 1. Exclusive Managed Lanes which are physically separated by either permanent or moveable barriers and strictly enforced during peak hours; or*
 - 2. Fixed guideway transit into the CBD.*

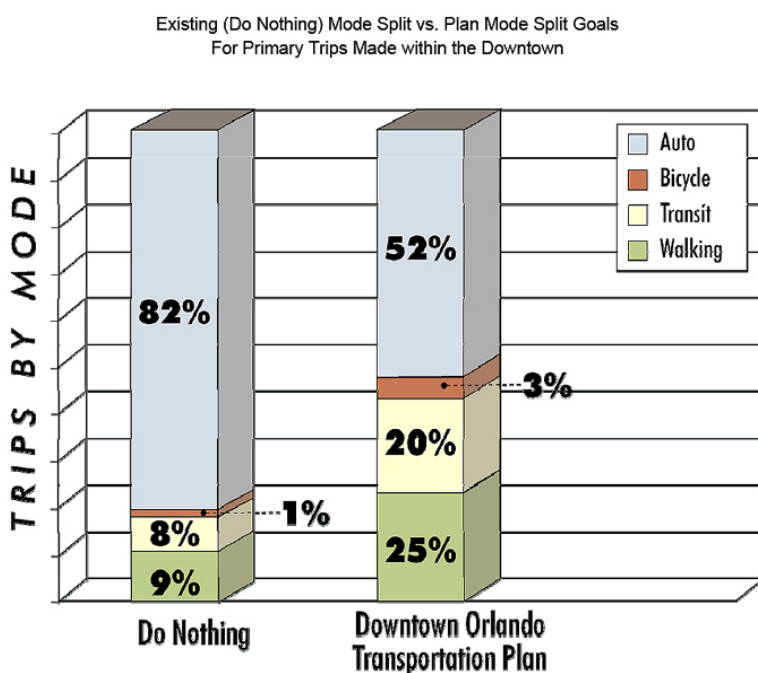
If substantial progress toward the achievement of these goals is not accomplished (80% of the mode share goals), then the following condition shall be attached to monitoring conditions in Sections 6.7 and 6.8:

Should levels of service on roadways with significant amounts of Downtown DRI traffic operate below the then current acceptable LOS, then development shall cease until either transit ridership is increased or roadway improvements are made so as to fully accommodate the DRI’s fair share of achieving adequate roadway service levels.

Status: This condition was amended as part of the Third Amendment to the Development Order for the City of Orlando Downtown DRI, adopted August 26, 2013, to clarify that the City’s transit goals are for work or work-related business trips and to modify/increase the goals for Phases II through IV.

Currently, the Downtown DRI is in the last portions of Phase 1 (Phase 1b). The 2006 Downtown Orlando Transportation Plan included surveys of Downtown residents, employees and visitors to gauge issues regarding traffic, parking, and transit. The actual transit share (prior to Phase II) in the Downtown Orlando Transportation Plan for work/work related business trips was 3.7% and 3.9% for visitors. Therefore, prior transit mode share goals have been exceeded in 2006 and the next phases of the Downtown DRI will reflect higher transit mode shares, consistent with those actual updated figures (between 3.7% and 4.0%).

As reported in the 2011-2013 biennial report, a survey of current Downtown residents, conducted for the Downtown Transportation Plan, found that less than 10% of all primary trips made within the Downtown were made as pedestrians and that the majority were made by driving. The existing network or roadways within Downtown cannot accommodate the current rate of growth and increase automobile usage within a concept of service levels only for automobiles. The plan strives to bring a better balance among the modes by reinforcing livable community principles in creating walkable streets, accommodating bicycles on roads, trails and with bicycle parking, and by making transit convenient, attractive and accessible. The graph below compares existing modal usage for trips made within the Downtown versus the modal usage expected to be achieved by the implementation of the Downtown Transportation Plan:



FDOT is currently working on transforming Interstate 4 for the benefit of Central Florida commuters, tourists and freight operators (work began in the 3rd quarter of 2015). Construction projects will add lanes, expand access to the interstate, include Exclusive Managed Lanes and improve major interchanges across the I-4 corridor to eventually make the Ultimate I-4 Plan a reality.

Per the request of the Florida Department of Transportation in their review of the recently adopted DO amendment, the condition retains the Phase 1 goal for the purpose of benchmarking.

6.11 *As part of the overall Downtown DRI, the following goals should be pursued:*

<u>Phase</u>	<u>Downtown DRI Overall Peak Hour Traffic Reduction Goals</u>
II	10% of peak hour volume
III	More than 10% of peak hour volume
IV	More than 15% of peak hour volume

The impacts of these traffic reduction goals shall be defined and further evaluated for Phase 2 and beyond, and a methodology for measuring goal compliance shall be developed as part of the Phase 2 monitoring and modeling study or update to the Downtown Orlando Transportation Plan.

Status: This condition was amended as part of the Third Amendment to the Development Order for the City of Orlando Downtown DRI, adopted August 26, 2013, to clarify the City’s overall peak hour traffic reduction goals to make them more realistic.

Ridesharing and flexible working hours are the most effective strategies to reduce peak hour traffic in Downtown Orlando. The City encourages flexible working hours for his employees and for all proposed office developments in Downtown during the development review process. Flex-time incentives are part of the transportation conditions checklist discussed during methodology meetings at the Technical Review Committee (TRC) for new Downtown office developments.

In addition, FDOT currently has a “Share a Ride” program to work with employers and employees to find a safe, reliable and economical way to take care of the daily commute. The City launched its first Car Share program in 2013, and its first Bike Share program (Orange Bike Share) in 2015. LYNX offers bus pass programs, vanpools, carpools -- even advice on telecommuting -- that can reduce the stress and cost of getting to work or school. If the employee is a registered member of a LYNX Vanpool, Carpool or Bus Pass program and the employer enrolls in the LYNX Guaranteed Ride

Home, employees qualify for free cab service home when emergencies or unscheduled overtime work disrupts the working day.

Per the request of the Florida Department of Transportation in their review of the Downtown DRI DO amendment adopted in 2013, language was added to this condition requiring that the traffic reduction goals be better defined and further evaluated for Phase 2 and beyond, and that a methodology for measuring goal compliance be developed as part of the Phase 2 monitoring and modeling study or update to the Downtown Orlando Transportation Plan.

6.12 *RESERVED.*

Status: This condition was deleted as part of the Third Amendment to the Development Order for the City of Orlando Downtown DRI, adopted August 26, 2013.

6.13 *Neighborhood traffic management techniques should be investigated and implemented if consensus with the impacted neighborhood community can be reached, to reduce non-localized traffic spill-over into adjacent neighborhoods. The goal is to improve and maintain environmental conditions for residents and pedestrians, reduce noise, vibration and pollution, improve the appearance and encourage the maintenance, vitality and stability of neighborhoods.*

Status: This condition was amended as part of the Third Amendment to the Development Order for the City of Orlando Downtown DRI, adopted August 26, 2013, to provide for increased public input in relation to the implementation of potential neighborhood traffic management techniques. It should be noted that the City has been implementing neighborhood traffic management techniques in Downtown Orlando to reduce traffic intrusion into adjacent neighborhoods as part of the development review process as appropriate.

6.14 *The City of Orlando and the Downtown Development Board shall ensure that roadway, transit and parking improvements programmed in the City's Transportation and Capital Improvement Elements/Capital Improvements Plan include effective strategies for encouraging carpooling or vanpooling in order to spread the peak hour effects of commuter traffic.*

Status: This condition was amended as part of the Third Amendment to the Development Order for the City of Orlando Downtown DRI, adopted August 26, 2013, to remove reference to a TMO, a comprehensive park and ride program, and funding and establishment of parking lots.

The Downtown Transportation Plan includes a comprehensive phased parking management plan to implement parking availability in the Downtown area. The parking management strategies include pricing and regulatory policies to prioritize

short-term parking in the core and long term parking near outlying premium transit service; expansion of the “Park Smart” brand identity towards a parking information program that integrates advanced parking information technology, directing motorists to available parking; maximize short-term use of on-street parking through increased enforcement and design options to improve supply and efficiency; shared parking implementation through the development approval process; establishment of appropriate maximum parking standards; and enhance capacity of existing parking facilities by increasing the supply of two-wheeled vehicles spaces.

The Downtown Transportation Plan recommended that parking management be categorized in phases to provide for a development schedule for when spaces are needed. As development occurs, each project will be reviewed to respond to the specific parking needs. It was determined that this DRI condition should be removed because it is fully addressed in the Downtown Transportation Plan.

MONITORING PROCEDURES

According to the adopted Downtown DRI Development Order (Section IV), the City is required to monitor the allocation of Total Allowable Development prior to or concurrently with the issuance of a building permit of any development within the Central Business District (CBD).

Exhibits C-1 through C-4 of this Report summarize the development activity that has occurred in the Downtown DRI area (the CBD) during the August 27, 2015 to August 26, 2017 time period. This summary includes demolitions, building additions, and new development and redevelopment activity. Projected development has also been included.

It should be noted that all development projects are required to go through the City’s Concurrency Management System, as enunciated in Chapter 59 of the City’s Land Development Code (as adopted in 1991).

REPORTING REQUIREMENTS

According to the adopted Downtown DRI Development Order (Section V), the City is required to submit a Biennial Report on or before each anniversary date of this Development Order (as amended). Therefore, the next biennial report will cover the time period from August 27, 2017 to August 26, 2019.