

MXD 5&6
Stakeholder Kickoff Meeting
February 12, 2020
Meeting Summary

Introduction

The initial meeting for the Mixed Use District (MXD) 5&6 plan was held Wednesday, February 12, 2020. Commissioner Hawkins welcomed the community members and introduced staff.

Background

Jeff Jones provided background information on the County's Comp Plan and Mixed Use Districts, and consultant John Adams presented information on Mixed Use Districts 5 and 6, including the process for completing a Conceptual Master Plan for the area.

This area was designated Mixed Use District in 2010. The process being initiated tonight does not set the land use designation for this area – instead, it implement that designation by creating a Conceptual Master Plan (CMP). The CMP will lay out how the area will develop, addressing five key elements: neighborhoods, public facilities, mobility, community centers, and open space. The Plan also will include goals and policies to guide the development. Generally, these policies are used to guide the day-to-day decision making of elected officials and administrative staff, and dictate the specific planning documents, permits and funding strategies that must be put into place prior to development.

There are three other MXDs in the County, Northeast District, East of Toho, and South Lake Toho, each of which has a CMP. Development has only recently started in the Northeast District and East of Toho, and the South Lake Toho district has not seen any development activity. These plans establish *how* development will occur, but the market will dictate *when* development will occur.

Question and Discussion

- Q. A population of 600,000 by 2040 was referenced – where did that number come from?
- A. The number comes from the University of Florida Bureau of Economic and Business Research (BEBR), Population Studies Program (<https://www.bebr.ufl.edu/population>). The medium projection for Osceola County for 2040 is 602,200.
- Q. Why is new development required to have water and sewer, instead of large lot development (5-20 acre lots) on well and septic?
- A. Development within the Urban Growth Boundary (UGB) is required to be served by central water and sewer. Development outside the UGB cannot be served by central water and sewer, so it can have well and septic.
- Q. How will the County handle this growth – water, schools, roads?
- A. This process involves planning for an area that is already designated for growth. This allows us to pre-plan for water, schools, roads, housing, etc.

- Q. How does this affect the use of my property?
- A. Existing residents can stay and continue their existing use for as long as they like. New development has to be done in compliance with the Conceptual Master Plan (CMP).
- Q. Our schools are already overcrowded, roads are congested – how can we accommodate more development?
- A. All aspects of community will be planned as part of this effort, and funding is a part of that planning. With respect to roads, Transportation Planning staff will be invited to speak at a future meeting about plans for road improvements.
- Q. What do the residential numbers in the Power Point presentation mean in terms of houses and apartments?
- A. SFR refers to single family residential, and MFR refers to multi-family residential. In the MXDs, all attached housing (including duplexes and townhomes) are considered multi-family.
- Q. The South Lake Toho and East of Toho MXDs have a combined 60,000 jobs – what are those going to be?
- A. The planning process provides spaces for employment-based uses, but the types of jobs will be dictated by the market. The County has an economic development program that provides incentives for higher wage jobs.
- Q. Is the expressway alignment finalized? If it goes through a house, how long will it be before the Expressway Authority takes the house?
- A. Right now the road is just a line on a map – it could change numerous times before the alignment is set. In future workshops, we will talk about whether the community wants the expressway where it is or somewhere else. The Expressway Authority will set final alignment, and once that is complete, the PDE (Project Development and Environment) study will take two to three years. A PD&E Study is conducted to determine the location and conceptual design of feasible build alternatives for roadway improvements and their social, economic and environmental effects.
- Q. Why does the map show a road going through a wetland?
- A. The road is conceptual – it has to be permitted through the permitting process. Roads can be built through wetlands in certain circumstances, but mitigation is expensive so it may be rerouted.
- Q. Are there places to look at to get an idea of the vision of MXDs?
- A. Avalon Park and Baldwin Park in Orange County and Celebration in Osceola County provide examples of the development pattern envisioned for MXDs.
- Q. Are we planning to protect Lake Toho? Is that being looked at?
- A. Yes, but not through MXD, through the Comprehensive Plan and Land Development Code. Both the East of Toho and South Lake Toho CMPs have policies setting up the Lake Toho Protection Area, which requires a 500-foot average buffer to the lake. The community will have the opportunity to put similar protections in place for MXDs 5 and 6.
- Q. Will this plan increase my property value, and will I be taxed out of my property?
- A. The property appraiser controls that – assessed value will not go up until new development is completed. Additionally, Save Our Homes limits annual increases in assessed value of homesteaded (owner-occupied) property to 3% or the change in the Consumer Price Index, whichever is lower.

- Q. Why is there no money for local roads but there is for the Expressway?
- A. The funding sources are different. Expressway Authority funding comes from tolls. The County's transportation funding comes primarily from mobility fees, which are transportation impact fees assessed at building permit.
- Q. Why are developers being given impact fee credits? Why can they use those credits to develop in other locations?
- A. The County is legally required to provide impact fee credits if a developer contribution is greater in value than the applicable impact fee – in other words, if a developer builds a four-lane road when their impact requires only a two-lane road, impact fee credits must be provided to compensate the developer for the cost of the additional two lanes. The law also requires that impact fee credits to be transferable within the same impact fee zone.

Next Steps

Workshop participants requested that neighboring property owners be invited to the next workshop. Staff indicated that a web page would be created for MXD5&6, where they will post meeting presentations and summaries, as well as schedules for upcoming meetings.

Participants requested that future meetings be held closer to the area, and suggested that Mondays and Tuesdays would work well.