Infrastructure Master Plan
Creative Village
Orlando, Florida

GAI Project Number: A161193.00

April 3, 2017, revised June 12, 2018
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1.0 Introduction

Creative Village is a Planned Development and redevelopment site located in the City of Orlando in the vicinity of the former Amway Arena. The site is approximately 68 acres and is generally bound by N. Parramore Avenue to the west, W. Concord Street and Lake Dot to the north, N. Hughey Avenue to the east and the CSX railroad tracks to the south. Please refer to the location map and Creative Village Phasing Map in Appendix A.

The future build out of Creative Village will include a mix of uses including office/creative space, educational facilities, student housing, multifamily housing, hotel, retail/commercial space, public space/parks and infrastructure.

The former Amway Arena was an 18,000+ seat venue surrounded by surface parking and the Centroplex Parking Garage. As such, significant transportation and utility infrastructure exists, including a generous road network, electrical capacity, water, sewer, stormwater, gas and telecom. Additionally, as detailed below, over $20 million of infrastructure work and related investments has been put in place at Creative Village. Portions of the existing infrastructure will most likely need to be relocated to accommodate the Creative Village master plan. Some work may be needed to redistribute the existing services to the multiple vertical individual development parcels within Creative Village.

1.1 Purpose of the Infrastructure Master Plan

The Infrastructure Master Plan for Creative Village will serve as a supplement to the Master Development Agreement between the City and the Master Developer, Creative Village Development, LLC (“Master Developer” or “CVD”). The purpose of the document is to provide infrastructure development guidance to the Master Developer, City and prospective individual parcel developers as they study and undertake future vertical development of specific parcels at Creative Village.

The Infrastructure Master Plan is dated June 12, 2018 and is based on the best available information and projections at the time of issuance. This plan is meant to establish a framework for infrastructure development and may change over time as development occurs.

Development within Creative Village is governed by the Creative Village Planned Development (PD) Zoning Ordinance, Creative Village Streetscape Guidelines and related documents. The following topics will be addressed in this document:

- Roads/Sidewalks/Street Lighting
- Other Transportation Infrastructure
- Drainage and Stormwater Management
- Wastewater/Sanitary Sewer
- Potable Water
- Buried Electric
- Natural Gas
- Third Party Infrastructure (soft utilities)
- Parks and Open Space
- Public Improvements
- Impact Fees
The original CVD response to the City’s Solicitation for Proposals for Creative Village was based on leveraging Federal grants and other sources to fund infrastructure development. At the time of the City Solicitation (2010), the commercial real estate market was extremely depressed. There was little to no private development, commercial banks were not lending for new construction, and public funding mechanisms (e.g., CDDs) were not viable. The most prudent strategy for the City of Orlando to monetize this 68-acre tract of land was to enter into a long-term public/private partnership with CVD to pursue Federal grant money and other sources for infrastructure to enhance the underlying land value and make the site more ready for development. CVD and the City were successful in obtaining a $16 million TIGER II grant for expansion of LYNX Bus Rapid Transit Service and the reconstruction of W. Livingston Street and new N. Terry Avenue (“Parramore BRT” or “BRT”), which forms the “backbone” of Creative Village and opened up several individual vertical development parcels for development. CVD also participated in a grant application that provided the design funding for the new segment of W. Livingston Street between new N. Terry Avenue and existing N. Parramore Avenue. This same grant also sourced funding to update the Parramore Comprehensive Neighborhood Plan for the surrounding community. The total infrastructure and related investment in Creative Village, including grant funding, is over $20 million. As master developer, CVD has managed and coordinated all master development activities, including master planning, establishing zoning and streetscape guidelines, conceptual engineering, branding, securing the UCF / Valencia Downtown Campus, working with community stakeholders, etc., all of which add to the value of the land.

Availability of Federal grants has changed since 2010 and limited grant funding is currently available for infrastructure. However, the new and existing infrastructure combined with the strengthening of the commercial real estate market, the notable growth in Downtown Orlando (significant residential development, Community Venues, SunRail, a Major League Soccer stadium, and the commitment by UCF and Valencia for a 7,700 student downtown campus, etc.) and other factors have all increased the value of the underlying land. The combination of these influences make the more traditional private “pay as you go” development model economically feasible so the City can achieve the land sale revenue anticipated under the original development model without additional grant funding. The balance of the infrastructure can be built in phases by CVD and/or the individual parcel developers as development occurs. CVD and the City will continue to seek grants as they become available to enhance the value of the land and to fund specific initiatives (e.g., public spaces), but the majority of the appropriate infrastructure is anticipated to be developed by individual parcel developers as part of adjacent or appurtenant vertical development.

This Infrastructure Master Plan is to serve as a guide and a master planning document, and does not relieve individual parcel developers from doing their own due diligence and providing engineered designs for associated improvements pursuant to the Creative Village Development Review Committee (CVDRC) approval process. CVDRC approval is required for all individual development parcels at Creative Village. This Infrastructure Master Plan document will assist the City, CVD and individual parcel developers in understanding the overall inventory and general/conceptual plans for infrastructure and utilities at Creative Village.

This Infrastructure Master Plan does not address parking. Mobility, including parking, is addressed in a separate Mobility Plan.

There is potential for environmental remediation within the project site. This Infrastructure Master Plan does not address environmental conditions or remediation, if any and/or if necessary. Individual parcel developers will need to conduct their own environmental analysis to determine any required remediation and work directly with the City and other jurisdictions having authority (JHA), such as Florida Department of Environmental Protection, to ensure a consistent, comprehensive remediation approach across all individual development parcels at Creative Village.
As of the date of this Infrastructure Master Plan, the Master Developer has secured a Point of Determination (“POD”) on all Phase I parcels, including A, B, C, D, E, F, G, H, I, J, K, L, M, N, P, U, X, X-1, Central Park and UCF. The POD confirms there are sufficient improvements in place and these parcels are ready for development. This Infrastructure Master Plan incorporates all parcels at Creative Village, including Phase I and future development phases, and is based on the best available information regarding future densities and intensities. To ensure adequate long-term capacity, this Infrastructure Master Plan will be updated as each new phase of vertical development is approved through the Point of Determination process to ensure the program and capacities assumed in this report are sufficient. The Infrastructure Master Plan will be updated after the Point of Determination is received, but before any vertical development projects are reviewed by the CVDRC.

### 1.2 Project Stakeholders

Creative Village is a public/private partnership between the City of Orlando (City) and the Master Developer, Creative Village Development, LLC (CVD), which is a joint venture between Banc of America Community Development Corporation (BACDC) and a local team led by Ustler Development, Inc.

The project includes the University of Central Florida downtown campus, in partnership with Valencia College.

Other stakeholders include utility providers, individual parcel developers as specific development parcels are acquired for vertical development, future tenants and the surrounding community.

### 2.0 Infrastructure

#### 2.1 Roads/Sidewalks/Street Lighting

Creative Village is an urban infill location with a significant amount of existing road, sidewalk, street lighting and streetscape infrastructure existing. Going forward, new road construction and related improvements to include sidewalks, street lighting, and streetscape elements will be constructed as each parcel is vertically developed. In essence, the development that occurs first chronologically will be responsible for constructing appropriate roadways and related improvements to adequately service the particular parcel, if any, to meet the City and Creative Village standards. Individual parcel developers are responsible for roads and streetscape improvements that are adjacent or appurtenant to their property such as sidewalks, street trees, street furniture, related utilities, etc. and any adjacent or related off-site improvements needed to ensure the Creative Village site functions adequately during interim phases of development.

As part of the Parramore BRT project, significant portions of West Livingston Street and North Terry Avenue have been constructed and are essentially complete. These roads are to be preserved, or if necessary, replaced in kind due to construction activities or damage. Streetscape treatments that are incomplete will need to be completed as part of adjacent vertical development.

Parcels fronting on other existing City roads (e.g., Amelia Street) will be responsible to upgrade the existing streetscape to Creative Village Streetscape Standards if such standards are not in place as of the time of vertical development. The following table represents potential roadway segments and the corresponding individual development parcel(s) responsible for new construction. The first individual development parcel that “triggers” the roadway segment is responsible for providing design and construction documents for the affected roadways and streetscape, and building the entire segment. All roadway improvements are subject to review and permitting through the City, and shall adhere to
the Creative Village Streetscape Guidelines. The financial responsibility to design and build the roadway segments is addressed in Section 4.1.

Table 1
New Roadway Segments

<table>
<thead>
<tr>
<th>Segment ID</th>
<th>Roadway Segment</th>
<th>Responsible Parcel(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Putnam (W. Concord to W. Amelia)</td>
<td>Parcels N, P; Parcels O, Q</td>
</tr>
<tr>
<td>2</td>
<td>Putnam (W. Amelia to Federal)</td>
<td>Parcel M; Parcel L</td>
</tr>
<tr>
<td>3</td>
<td>Federal (N. Parramore to Putnam)</td>
<td>Parcels I, K; Parcel L</td>
</tr>
<tr>
<td>4</td>
<td>Federal (Putnam to N. Terry)</td>
<td>Parcel J; Parcel M</td>
</tr>
<tr>
<td>5</td>
<td>N. Terry (W. Concord to W. Amelia)</td>
<td>Parcels O, Q; Parcels R, S</td>
</tr>
<tr>
<td>6</td>
<td>Chatham (W. Concord to W. Amelia)</td>
<td>Parcels R, S; Parcels T, T-1</td>
</tr>
<tr>
<td>7</td>
<td>Chatham (W. Amelia to Federal)</td>
<td>Parcel U</td>
</tr>
<tr>
<td>8</td>
<td>Chatham (Federal to W. Livingston)</td>
<td>Parcels X, X-1; Parcel H</td>
</tr>
<tr>
<td>9</td>
<td>Federal (Chatham to Ronald Blocker)</td>
<td>Parcel U; Parcels X, X-1</td>
</tr>
<tr>
<td>10</td>
<td>Terry (former Bentley to railroad tracks)</td>
<td>UCF</td>
</tr>
</tbody>
</table>

A parcel map with roadway names is included in Appendix A. Note that roadway names are subject to change. Please refer to Section 4.1 regarding cost sharing agreements, which will include roadway construction.

There is a stub-out for an intersection along N. Terry Avenue, just south of W. Amelia Street. When the Parramore BRT was designed the Creative Village PD and master plan contemplated "straightening" the W. Amelia Street curve so the BRT project stubbed-out the intersection to accommodate the future W. Amelia Street alignment. The Creative Village PD and master plan have subsequently been revised to maintain the current W. Amelia Street alignment so the developer(s) of Parcel M and Central Park will need to address this situation as necessary.

### 2.2 Other Transportation Infrastructure

Other transportation infrastructure will be constructed as part of Creative Village. Such improvements may include, but are not limited to, bus stops and traffic signals/mast arms. The individual parcel developers will be responsible for the improvements within the roadway segments that are adjacent or appurtenant to their project. The financial responsibility to design, permit and build other transportation infrastructure is addressed in Section 4.1.

### 2.3 Drainage and Stormwater Management

#### 2.3.1 Drainage/Stormwater
Creative Village is an area of urban infill redevelopment and significant existing drainage infrastructure is in place throughout. Refer to the Existing Stormwater Map in Appendix A-5. Generally speaking, the City Streets and Stormwater Division has stated that the existing stormwater infrastructure is available and adequate for vertical development. It will be the individual parcel developers’ responsibility to demolish out-of-use facilities. There are some exceptions to this existing base condition as discussed in this Section or will be addressed during site permitting.

Existing stormwater facilities are located throughout the project area. The main trunk line is a 108” RCP pipe segment that runs north-south from the southern portion of Block E/F/G through Block H and the Central Park, through Block R/S, and finally discharges into Lake Dot. There are also existing stormwater systems in the N. Parramore Avenue, Concord Street and N. Hughey Avenue Rights-of-way that connect into this 108” pipe. The 108” pipe will remain. Any vertical development over the pipe will take appropriate measures to protect the existing pipe or relocate service to another location. Development that may impact this stormwater pipe must be coordinated with the City and approved by the City Engineer. As noted on the Creative Village – Phase 1 Plat, Note #6:

Development on Lots 5 and 7 will impact a 108” City stormwater pipe that lies beneath the Lots. The developer of any said Lots must coordinate development with the City and must accommodate and provide protections for the stormwater pipe. Such protections for the pipe will include, though not exclusively, construction and development conditions imposed by the City as well as the establishment of an easement adequate to allow operation and maintenance of the stormwater pipe. The developer of any said Lots and any subsequent owner thereof, takes the Lots subject to the City’s stormwater pipe and agrees that the easement referenced above will provide that the developer release the City from any liability or damage arising from construction, maintenance of operation of developer’s improvements in the vicinity of the pipe including, though not exclusively, any liability or damage arising from failure of the pipe.

As part of the recent BRT project, new drainage systems were installed in W. Livingston Street and N. Terry Avenue. The W. Livingston Street system goes from the N. Terry Avenue intersection to just west of Block Z. The N. Terry Avenue system goes from just north of Bentley Street to just south of W. Amelia Street. W. Amelia Street also has an existing drainage system. All of the proposed blocks and individual development parcels within Creative Village contain existing stormwater infrastructure; however, such infrastructure may have to be either relocated or removed to allow for the vertical development of each parcel. Upstream/downstream drainage must be considered as individual parcels are developed. Infrastructure will be provided by vertical developers on a project by project basis and should be designed/sized to reasonably accommodate future surrounding development.

Drainage improvements within the road Right-of-Way will be constructed consistent with the corresponding roadway segment per section 2.1. Refer to the Proposed Storm Sewer Exhibit in Appendix A for potential stormwater locations. Engineering design and construction documents should be provided by the individual vertical development projects. The financial responsibility to relocate and/or improve existing drainage facilities is addressed in Section 4.1.

### 2.3.2 Stormwater Management

Per the PD Zoning Ordinance for Creative Village, the master stormwater system for Creative Village has been designed to accommodate 0.95 ISR (impervious surface ratio) for the
property and shall be calculated on a project wide basis (includes all of Creative Village), for the purpose of meeting treatment volume requirements. The majority of pervious area shall be provided in the parks. As projects are developed, plans for each individual development parcel shall identify the amount of pervious surface that is to remain, and must provide a cumulative total for all previously approved plans.

Due to the existing stormwater infrastructure and large drainage basin area, generally speaking, all discharges from the proposed Creative Village development can be accommodated in the existing system; however, each project is responsible to provide stormwater attenuation to pre-development discharge rates prior to discharge to the offsite stormwater conveyance system, and pollution abatement as required by the St. Johns River Water Management District (SJRWMD) and/or the City for new and redeveloped impervious areas. For clarification, the pollution abatement only applies to private development projects. All public areas, including rights-of-way, parks and open space will continue to be treated within the Lake Dot stormwater treatment system. Drainage infrastructure serving new roadway improvements shall include best management practices to remove macro debris and floatables prior to discharge downstream.

Should above-ground stormwater facilities be implemented, they will be considered amenities and shall be designed to reduce or eliminate the need for gravel, fencing, and steep slopes.

Each project will be responsible for other agency permitting, including but not limited to, SJRWMD and Florida Department of Environmental Projection, as applicable. Engineering design and construction documents are to be provided by the individual vertical development projects.

2.4 Wastewater/Sanitary Sewer

The Creative Village PD is mainly within the service basin of City of Orlando Lift Station No. 115, which is located at the northeast corner of the intersection of Concord Street and N. Parramore Avenue at the northwest corner of the project area. In addition, the developer of Parcels N and P is building a new lift station at the southwest corner of Amelia Street and Putnam Avenue. The lift station will provide additional capacity for Parcels N and P and the surrounding Creative Village development. The new lift station and the existing Lift Station No. 115, located at the northeast corner of Concord Street and Parramore Avenue, have sufficient capacity to serve the conceptual development program associated with the Phase I POD parcels. Significant existing sanitary sewer infrastructure is located throughout the project area and may be subject to upgrade, relocation, abandonment, and/or removal. Refer to the Existing Wastewater Exhibit in Appendix A.

While existing infrastructure can be found in the various Rights-of-Way, there are some sewer mains that are located within individual development parcels. The City Wastewater Division has expressed that these sewer mains must be relocated in order to allow for vertical development. It is the individual parcel developer’s responsibility to relocate the sanitary sewer mains during vertical development of the individual development parcel. Examples of this situation are in Parcels M, N, P, O, and Q. In no case shall development cut off service to an existing wastewater customer. Provisions shall be made to continue service during and after construction. Temporary or interim service conditions will be considered on a project by project basis.

New infrastructure has been installed as part of the Parramore BRT project the W. Livingston extension. Any other necessary wastewater infrastructure that exceeds existing or to-be-constructed infrastructure will be the responsibility of individual parcel developers on a project by project basis, and designed/ sized to reasonably accommodate future development.
Based on the assumed development program provided by the Master Developer, GAI has prepared wastewater calculations to estimate average daily flows for Creative Village. Refer to the table in Appendix B. This data was used to prepare a Schematic Wastewater Improvements Exhibit in Appendix A. Note that offsite capacity was not considered in this evaluation. It was assumed that systems in N. Hughey Avenue are sufficient to handle the proposed development program as shown in the exhibit. The Infrastructure Master Plan shows parcels R, S, T and T-1 draining north to Concord and into Lift Station No. 115. These parcels are not part of the Phase I POD and will likely not be developed for several years. When these parcels are developed, the existing infrastructure in Concord will need to be considered.

Wastewater improvements in road Right-of-Way should be constructed consistent with the corresponding roadway segment per Section 2.1, unless these improvements are required sooner to maintain service to upstream development. Engineering design and construction documents are to be provided by the individual vertical development projects, and shall conform to the City of Orlando Engineering Standards Manual. The financial responsibility to design and build wastewater infrastructure is addressed in Section 4.1.

2.5 Potable Water

Potable water in Creative Village is provided by Orlando Utilities Commission (OUC). There is significant existing potable water infrastructure in the project area, including 8” ductile iron water mains within the Rights-of-Way of N. Parramore Avenue, Concord Street, Ronald Blocker Avenue and Alexander Place, and a 12” ductile iron water main within W. Amelia Street. New infrastructure was installed as part of the BRT project including 12” ductile iron water mains within W. Livingston Street and N. Terry Avenue. Water service is planned to be extended to N. Parramore Avenue as part of the W. Livingston extension project. There are also stub outs at Federal Street (West) and just South of W. Amelia Street (North, East, and West).

Additional potable water infrastructure is required to complete looping to adequately serve the development for domestic and fire flow demands. Such work requires a coordinated effort with OUC to identify infrastructure needs and responsibility for costs/construction. Each vertical development project will be responsible for extending service to its site and providing fire hydrants as needed to meet fire flow requirements.

All proposed projects are subject to OUC and City of Orlando Fire Marshal review, and potential FDEP permitting. Potable water improvements within road Right-of-Ways should be constructed consistent with the corresponding roadway segment per section 2.1. Refer to the Proposed Potable Water Exhibit in Appendix A for potential water main locations. Engineering design and construction documents are to be provided by the individual projects. The financial responsibility to design and build water infrastructure is addressed in Section 4.1.

2.6 Buried Electric

OUC has significant existing and recently installed buried electric infrastructure to serve Creative Village. Proposed facilities are included in the W. Livingston extension project and along W. Amelia Street. Areas of development that contain existing infrastructure to be removed or relocated must coordinate with OUC in order to maintain power services to existing customers.

Additional buried electric infrastructure is required to adequately serve the development. Each vertical development project will require a coordinated effort with OUC to identify infrastructure needs and
responsibility of costs/construction. Each project will be responsible for extending service to its site in coordination with OUC.

Buried electric improvements in road Right-of-Way will be constructed with the corresponding roadway segment per section 2.1. The financial responsibility to design and build electric infrastructure is addressed in Section 4.1. Engineering design and construction documents should be provided by the individual vertical development projects, and are subject to OUC review and approval.

### 2.7 Natural Gas

Natural gas in Creative Village is provided by TECO Peoples Gas. Existing infrastructure within the project area may require relocation in order to accommodate development of individual development parcels. Refer to the Existing Natural Gas Exhibit in Appendix A. Potential areas of gas main relocation include Parcels E, F, G, H, R, S, T, T-1, V, and Y. Parcel U may consider relocation of the existing 6” steel gas main in Ronald Blocker Ave. in order to develop over the Right-of-Way.

Natural gas service is not being master planned and therefore must be addressed on a parcel by parcel basis in coordination between the individual parcel developers and TECO.

### 2.8 Third Party Infrastructure

Third party infrastructure providers were identified in the project area, per Sunshine One include, but are not limited to, the following:

- Century Link
- Charter Communications (Formerly Brighthouse Networks)
- AT&T

The third party utilities have chosen not to actively participate in the Infrastructure Master Plan process. However, the parcels slated for near term vertical development are able to be adequately serviced based on improvements installed with the Parramore BRT project and proposed for the W. Livingston extension. Individual vertical development projects are responsible for obtaining service from third party utilities.

Other third party infrastructure such as DAS Nodes are subject to Utility Provider, City of Orlando and CVD review, and shall conform to those respective standards.

### 2.9 Parks and Open Space

The Creative Village PD requires parks and open space to be provided. Parks are a shared amenity to Creative Village parcels, and will be addressed by a separate Parks Plan, which will address location, size and conceptual plans for each space, funding and phasing.

### 2.10 Public Improvements

The Infrastructure Master Plan provides a general overview of existing and future infrastructure improvements associated with individual development parcels at Creative Village. This document is not all-inclusive, and other public or infrastructure improvements may be required as part of the vertical development of an individual parcel. Examples include corner clips or other customary easements that serve a public benefit, or public art requirements of the PD as identified in the Public Art Guidelines.
Additional public or infrastructure improvements will be identified during the CVDRC review and approval process through the City of Orlando.

### 2.11 Impact Fees

Vertical development of individual parcels within Creative Village is subject to applicable impact fees per city code. It is up to the individual parcel developer to quantify the applicable impact fees and other charges in coordination with the City of Orlando, Orange County, OUC (Orlando Utilities Commission) and the Master Developer. On February 7, 2011, the City and CVD, as the Master Developer of the Creative Village, established a Transportation Impact Fee Credit Account for the Creative Village. The transportation and other impact fee credits are associated with the Parramore BRT grant infrastructure work, demolition of the former Amway Arena and other existing uses, and are managed by the City and Master Developer together. Individual parcel developers should consult with the City's Impact Fee Coordinator and the Master Developer regarding available impact fee credits and applicable incentive programs. The assignment or use of available impact fee credits will be determined by the City and Master Developer and will be documented in the development agreements for individual parcels.

Individual parcel developers should budget the full amount for municipal impact/connection/capacity fees (e.g., transportation, water, sewer, utilities, park, schools, etc.) and not make any assumptions about available credits or waivers.

The following represents the types of infrastructure permitting fees to expect when undertaking vertical development of an individual parcel in Creative Village:

- Creative Village DRC Application Fee
- Master Sign Plan Fee if applicable
- City Plat or Replat Application Fee
- Lot Split Fee
- Orange County Official Records Recording Fee
- City Sewer Benefit Fee
- City Sewer Lateral Construction Fee
- OUC Water SDC Fee
- OUC Electric Connection Fee
- City Concurrency Encumbrance Letter Fee
- City Transportation Impact Fee (TIF)
- City Park & Recreation Impact Fee
- OCPS School Concurrency Application Fee (Assumes no capacity issue)
- OCPS School Impact Fees
- Permit/Other Fees:
  - City Early Start Site Permit if applicable
  - City Electrical Permit Fee
  - City Electrical - Low Volt/Pool
  - City Mechanical Permit Fee
  - City Plumbing/Gas Permit Fee
  - City Fire Permit Fee
- City Address Fee
- City Driveway Fee
- City Sidewalk Fee
- City ROW Permit Fee
- City MOT Fee
- City Fire Hydrant Flow Test
- St. Johns WMD Permit Fee
- FDEP- Water Application Fee
- FDEP- Sewer Application Fee
- NPDES NOI Permit Fee
- 3rd Party Utility Fees
- Concurrency Surcharge Fee
- Public/Private Improvement Fee
- Recalc--Comm. Permit Fee-LDC 2
- Recalc--Comm. Permit Fee-FBC 2
- Recalc--Commercial Permit Fee
- Recalc--Commercial Permit Fee
- Administrative Inspection Fund-State
- Administrative Inspection Fund-City
- DCA-OTF Surcharge-State
- DCA-OTF Surcharge-City

The above list serves as a guide as of the date of this Infrastructure Master Plan. Each individual parcel developer should consult with their engineer, contractor, consultants and/or JHA for verification of applicable fees.

For the purpose of the Infrastructure Master Plan, industry standard and commercially reasonable assumptions were applied to anticipated utility and infrastructure needs at Creative Village based on the conceptual development program. This information was used to establish a general framework for the infrastructure locations and utility sizing. Individual parcel developers may prepare an independent analysis for utilities, such as water usage, sewer flows or stormwater drainage, based on their specific program for vertical development to determine appropriate fees and assessments. As Creative Village evolves and is built out, the City and Master Developer will work collaboratively to accurately model the utilities and infrastructure based on actual usage.

### 3.0 Design, Permits, and Approvals

#### 3.1 General

Vertical developers are responsible for engineering design, plans, and permitting for their respective projects. This Infrastructure Master Plan is a high level description of requirements as of the date of this report and does not include detailed engineering analysis or design.

Permitting through City of Orlando and other regulatory agencies is the responsibility of each individual parcel developer. Permits anticipated may include, but are not limited to, the following:
Sustainability is an important component of the Creative Village redevelopment. The overall master development is registered as a LEED-ND. Any individual parcel developer developing horizontal infrastructure in public Rights-of-Way is required to provide a LEED-ND checklist that shows credits and best practices during the CVDRC review so the City and Master Developer can track sustainable initiatives. Projects should be designed to encourage recycling. As of the date of this report, the City of Orlando is evaluating implementation of a commercial recycling program. Individual parcel developers should research the applicable requirements and incorporate them into their project. Please note that neither Creative Village, nor the individual vertical development projects, are required to seek or obtain LEED certification; however, all projects are encouraged to implement best practices for sustainability.

4.0 Creative Village Infrastructure Cost Sharing

4.1 Development Agreements

Creative Village constitutes a public/private partnership to develop a true “live, work, learn and play” urban district in Orlando. As such, project stakeholders including the City of Orlando, Master Developer, and individual parcel developers will enter into a development agreement(s) to document rights, responsibilities and obligations for specific vertical development projects, including, but not limited to, the applicable public and infrastructure aspects of development. The agreements will be put in place as necessary and as individual development parcels are vertically developed over time. Such agreements are likely to be specified as part of the CVDRC approval, land sales contract, approval of specific projects by the Master Developer or other similar process.

Individual parcel developers are required to design and construct the infrastructure that is adjacent and appurtenant to their specific development parcel. The general intent and approach at Creative Village is that significant infrastructure (new and existing) is in place and future infrastructure required as part of the vertical development projects should not be more costly than the standard impact fees, and agreements will be structured so the cost of the infrastructure improvements made by individual parcel developers will be offset with impact fee credits, as appropriate.

As each individual parcel developer brings forward a project for a specific parcel, this Infrastructure Master Plan will guide the improvements required to be constructed as part of the vertical development project. The first parcel to “trigger” the necessary improvements may be responsible for building all of the improvements (e.g., an entire block of roadway with utilities). If the cost of a required improvement benefitting multiple Creative Village parcels is greater than the amount of available impact fee credits, the City, CVD and the individual parcel developer can address such cost via the development agreements for individual parcels and/or a cost sharing agreement. This sharing agreement will be incorporated into the individual development parcel development agreement and will
consider existing capacity from off-site uses, the specific impact of the vertical development project and future affects of proposed projects within Creative Village that will benefit from the improvements.

5.0 Summary

In summary, this Infrastructure Master Plan was created as a guide for Creative Village as future build-out occurs over time. It documents the mechanics of how the necessary new infrastructure will be constructed in an orderly and logical fashion concurrent with individual vertical development projects. It also provides guidance on the overall inventory, master planning and vision for the infrastructure. The conceptual utility plans can be found in Appendix A. This document is a guide and starting point; however, each individual parcel developer should perform independent due diligence with certified professionals and in coordination with the City and Master Developer.

6.0 Contact Information for City of Orlando and Master Developer

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Creative Village - Project Manager
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Exhibit A-2 Creative Village Phase 1 POD Map

LEGEND

- Creative Village Phase I Parcels
- Creative Village Phase I Related Land – Central Park and UCF
- Infrastructure in Place or Planned – may need to enhanced to bring up to CV Streetscape Guidelines
- Infrastructure to be Built Concurrent with Private Development

POD Map provided for illustrative purposes only. Map not to scale.

May 10, 2016
Exhibit A-3 Creative Village Phasing Map

**Infrastructure Legend**
- Infrastructure in Place or Planned – may need to enhanced to bring up to CV Streetscape Guidelines
- Infrastructure to be Built Concurrent with Adjacent Development

**Parcel Legend**
- UCF / Valencia Campus: A, B, C, D, E, F, G and UCF
- Phase I CVD Mixed-Income Housing Parcels: L, N, P
- Phase I CVD Private Development Concurrent w/ UCF Downtown: I, J, K, M
- Currently Excluded Parcels: V, Y, Y-1, Z
- Phase I Available for Qualified Third Party Purchase: H, U, X, X-1
- Future Phases: O, Q, R, S, T, T-1 (could be offered for sale at “future” pricing)
- Future Parcel: Outside of CV Footprint
- Central Park – Constructed in Stages

Central Park – Constructed in Stages

February 25, 2018 update
APPENDIX B
Calculations
Project Wastewater Flow by Phase


<table>
<thead>
<tr>
<th>Use/Type</th>
<th>Estimated Flow Used for Pipe Sizing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Educational</td>
<td>82,890 GPD</td>
</tr>
<tr>
<td>Office</td>
<td>9,600 GPD</td>
</tr>
<tr>
<td>Multi-Family</td>
<td>293,550 GPD</td>
</tr>
<tr>
<td>Student Housing</td>
<td>51,000 GPD</td>
</tr>
<tr>
<td>Ground Floor Commercial</td>
<td>7,200 GPD</td>
</tr>
</tbody>
</table>

Total Estimated Flow for Phase I: 444,240 GPD

Future Phases (O, Q, R, S, T, T-1, V, Y and Z)

<table>
<thead>
<tr>
<th>Use/Type</th>
<th>Estimated Flow Used for Pipe Sizing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Office</td>
<td>44,800 GPD</td>
</tr>
<tr>
<td>Multi-Family</td>
<td>142,500 GPD</td>
</tr>
<tr>
<td>Hotel</td>
<td>15,750 GPD</td>
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<tr>
<td>Ground Floor Commercial</td>
<td>4,950 GPD</td>
</tr>
</tbody>
</table>

Total Estimated Flow for Future Phases: 208,000 GPD

Total Estimated Flow for Creative Village: 652,240 GPD

For the purpose of the Infrastructure Master Plan, industry standard and commercially reasonable assumptions were applied to anticipated utility and infrastructure needs at Creative Village based on the conceptual development program. This information was used to establish a general framework for the infrastructure locations and utility sizing. Individual parcel developers may prepare an independent analysis for utilities, such as water usage, sewer flows or stormwater drainage, based on their specific program for vertical development to determine appropriate fees and assessments. As Creative Village evolves and is built out, the City and Master Developer will work collaboratively to accurately model the utilities and infrastructure based on actual usage.