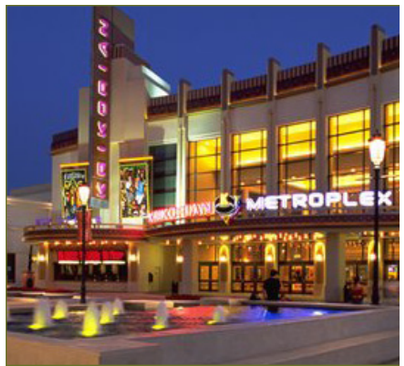
Osceola County
South Lake Toho
Conceptual Master Plan

A Component of the Osceola County Comprehensive Plan 2025



Transmittal Draft, 21 December 2009

CHAPTER 3.
THE MASTER PLAN

3.1 Introduction

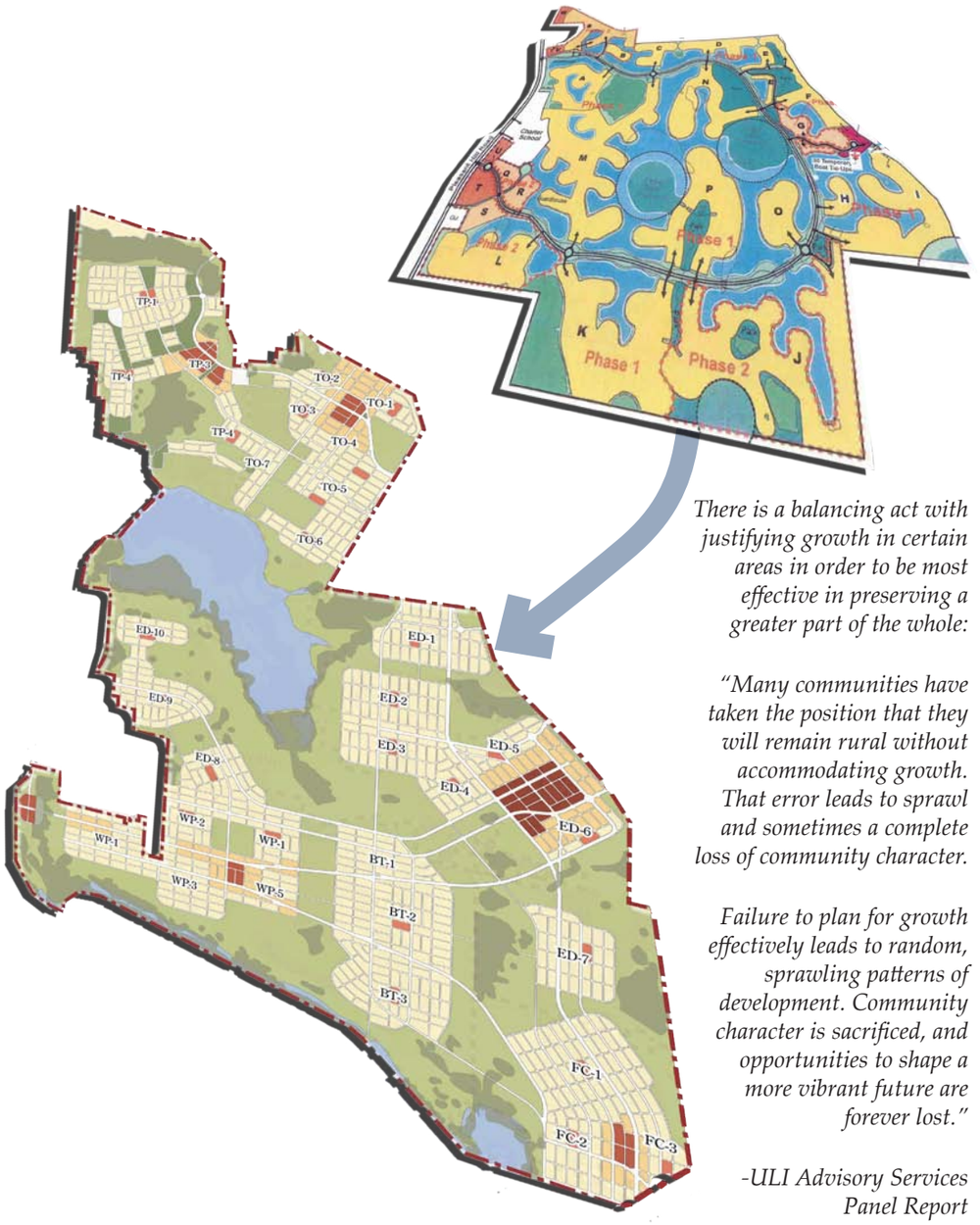
Purpose of the Conceptual Master Plan

The South Lake Toho CMP provides policy guidance on the future development of the County's Mixed Use Districts 3, 4 and a portion of Mixed Use District 5. Combined, these areas comprise approximately 16,350 acres of undeveloped land south of Lake Tohopekaliga (Toho), from Canoe Creek Road at the East to the unincorporated town of Poinciana near the western boundary, and south to the Urban Growth Boundary (UGB).

Two policies within the Comprehensive Plan 2025 define the primary planning principles guiding development of the Master Plan:

> *"**Policy 1.3.11: Mixed Use FLUM designation defined. Mixed Use.** This future land use category is the only urban land use allowed within the Urban Expansion Area of the UGB. It is intended to promote a balanced mix of activities, residences, shops, schools, workplaces, parks, etc. It allows residential uses with densities ranging from 5 dwelling units per acre up to 25 dwelling units per acre. It also allows for non-residential uses with intensities ranging from .35 FAR to 2.5 FAR. The development opportunities afforded by the mixed use category's wide range of densities and intensities are a part of an integrated development strategy and cannot be severed from the category's design and diversity policies.*
>
> ***Policy 1.3.12: Mixed Use Design Characteristics.** To provide an orderly framework for public and private development decisions, development activity within Mixed Use category shall support and further the design characteristics outlined below:*
>
> *Neighborhoods form the basic building block for development, characterized by a mix of residential housing types distributed on a well-connected street system where the majority of housing is within a reasonable walking distance (defined as approximately ½ mile) of a neighborhood center.*
>
> *Neighborhood and other centers provide a public/civic focal point to neighborhoods through a combination of appropriately scaled retail/office uses and schools, parks, and community centers to include places of worship.*
>
> *Within neighborhoods a range of housing types are accommodated supporting a broad range of family sizes and incomes.*
>
> *The street pattern is a network of interconnected streets that supports the needs*

Osceola's Master Plans: Changing the Way Communities are Built



There is a balancing act with justifying growth in certain areas in order to be most effective in preserving a greater part of the whole:

"Many communities have taken the position that they will remain rural without accommodating growth. That error leads to sprawl and sometimes a complete loss of community character.

Failure to plan for growth effectively leads to random, sprawling patterns of development. Community character is sacrificed, and opportunities to shape a more vibrant future are forever lost."

-ULI Advisory Services Panel Report

of all users, including pedestrians, bicyclists and motor vehicles, offers multiple routes to a destination, and reduces reliance on arterial roadways.

The primary priority is creation of a safe, comfortable, and attractive pedestrian environment that emphasizes accessibility; vehicle mobility is secondary.

A pedestrian environment is formed through provision of sidewalks, street trees and on-street parking capable of providing a distinct separation between pedestrians and traffic; an inviting public space is created by streets, sidewalks and buildings, which are arranged in such a way that they are unbroken by surface parking lots; a safe and attractive setting is created with adequate lighting and signage which has a pedestrian orientation.

Neighborhoods and other centers are designed with pedestrian scale blocks having standard dimensions capable of accommodating different types of uses and enable over time the site to evolve to other uses."

Each Mixed Use District's Conceptual Master Plan will guide development through the principles of smart growth. The district provides the opportunity for Osceola County to grow in an economically sustainable manner, leaving a legacy that will be enjoyed by those who live and visit the South Lake Toho area.

Principles of Smart Growth:

- Create a range of housing opportunities and choices
- Create walkable neighborhoods
- Encourage community and stakeholder collaboration
- Foster distinctive, attractive communities with a strong sense of place
- Make development decisions predictable, fair and cost effective
- Ensure a mix of land uses
- Preserve open space, farmland, natural beauty and critical environmental areas
- Provide a variety of transportation choices
- Take advantage of compact building design
- Provide a sustainable balance of jobs and housing

Public Involvement

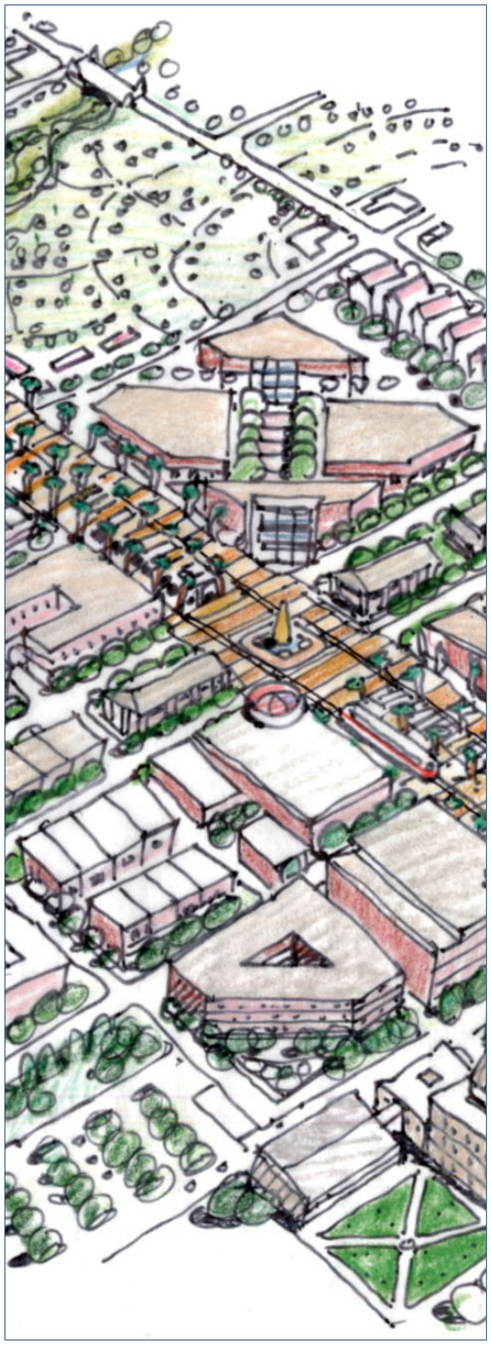
The public involvement process began in 2005 with the development of the Osceola County Comprehensive Plan 2025. Although the public involvement was completed as part of the Comprehensive Plan process, key activities were held to refine the detail of the Conceptual Master Plans. Public involvement activities included stakeholder interviews, website updates, Stakeholder Working Group (SWG) meetings and public hearings. A key component of the CMP process was the SWG, which was comprised of over fifty agency officials, community leaders and property owners that would be affected by the development of the South Lake Toho planning area, or had an expertise specific to resources found within the planning area. Representatives from environmental groups to Florida's Turnpike engaged in a dynamic process to fulfill the goal of the County's Comprehensive Plan. The SWG's role was to provide information and feedback to the County and consultant team, helping to inform planning decisions. A complete list of SG participants can be found in Technical Appendix 07, *Public Involvement Summary*.

Stakeholder Working Group

John Adams, Green Island DRI Representative
Jeffrey Collins, USACE
Noranne Downs, FDOT
James L. Ely, Florida's Turnpike
Keith Fisher, Disney Wilderness Preserve
Vivian Garfein, Florida DEP
Tom Genovese, SFWMD
David Grovdahl, METROPLAN ORLANDO
Dan Lackey, Property Owner Representative
Phil Laurien, ECFRPC
Charles Lee, Florida Audubon Society
Gary Lee, Property Owner, Southport Ranches
Bob Nanni, Osceola County School District
Larry Rosen, Kissimmee Valley Audubon Society
Mike Snyder, OOCEA
Paul Souza, FFWCC
James Stansbury, Florida DCA
Pat Steed, CFRPC
Todd P. Swingle, City of St. Cloud
Walt Thompson, The Nature Conservancy
Stan Touchstone, Canoe Creek Community
Linda Watson, LYNX
Brian Wheeler, Toho Water Authority

Additional Attendees

Kurt Ardaman, Property Owner Representative
Raymond Ashe, Imran Ghani, Alice Gilmartin, Brian Hutt, Henry Pinton, Florida's Turnpike Enterprise
Jim Bauknight, Phil Crogan, Bob Fitton, Marjorie Fitton, Canoe Creek Community
Christine Carlson & Larry Pearson, SFWMD
Tim Coughlin & Joe Walsh, FFWCC
Chris Crowe, School District of Osceola County
Lance Decuir, Gene Ferguson, Susan Sadighi, Brian Stanger & Jon Weiss, FDOT
Kelly Duggar, Florida DCA
Eleanor Foerste & Jessica Sullivan, UF/IFAS Osceola County Extension
Shawn Hindle, Julie Kendig Schrader, Scot Leftwich, Mike Roberts, Lew Snyder, Reggie Tisdale & Bob Whidden, Green Island DRI Representatives
Doug Jamison, Rik Smith & Sherry Zielonka, LYNX
Karol A. Graham, Kissimmee Valley Audubon
Maria Grulich, Osceola County
Dave Herbster, Florida DEP
Charles Kelso & Heather Tipton, USFWS
Steve Lau, FFWCC
Tara McCur & Fred Milch, ECFRPC
Nanette Moroni, School Board of Osceola County
David Nelson, , Property Owner Representative
Keith Ray, D.R. Horton
Brian W. Sodt, CFRPC
Vince Stevens, METROPLAN ORLANDO



3.2 Illustrative Vision

Leading the Way for Smart Growth

The South Lake Toho planning area, along with the County's other Mixed Use Districts, has tremendous potential to lead the County and the Central Florida region in smart growth. The Master Plan is evidence that sustainability measures such as public transit; natural resource protection; a balance of jobs and housing; and pedestrian oriented neighborhoods and centers can be successfully integrated.

This chapter illustrates how Osceola County envisions the South Lake Toho planning area's physical development. Map 3.2-1, *Illustrative Vision Map* portrays build-out of the South Lake Toho planning area, based on the County's economic development objectives, underlying mixed use planning principles and a series of "Big Ideas" generated by the Stakeholder Working Group.

Five planning frameworks are described, which form the greater foundation for the area. Environmental, Mobility, Centers, Neighborhoods and Public Facilities Frameworks organize the big ideas for optimal sustainability, and work together to achieve the goals of the Comprehensive Plan. Core concepts and opportunities are also described, as they provided the inspiration and vision for the South Lake Toho Plan. Regulatory Elements are the Plan's basic requirements that must be put into place in order to achieve the goals of the Conceptual Master Plan, and include the fine-grain network, framework streets and place types.

Map 3.2-1. Illustrative Vision Map

Place Types
- Urban Center
- Community Center
- Neighborhood Center
- Neighborhood Type 1
- Neighborhood Type 2
- Employment Center
- Special District
- Open Space District

Miscellaneous
- Roadways
- Preserved Wetlands
- Stormwater Ponds

0 1,320' 2,640' 5,280'

Smart Growth & Sustainability Indicators

Following the Principles of Smart Growth outlined earlier, indicators at the community-wide level determine that the South Lake Toho Conceptual Master Plan meets the definition of a smart growth community: environmentally, socially, and economically. These principles require that the community preserve critical environmental areas, balance jobs and housing, build centers of concentrated mixed uses, create walkable neighborhoods, and enhance mobility and circulation. Found in the following tables are twelve community-wide indicators that illustrate this plan's key features.

The South Lake Toho Conceptual Master Plan is a new model for Osceola County; the ideas behind the planning concepts are bold, innovative, and creative. Concepts put forth in this master plan will lead to increased economic vitality, stronger social fabric, and seamless integration of the natural environment within the planning area. Such a model will not only mark Osceola County as forward-thinking now, it will preserve it as an outstanding place to live far into the future.

Smart growth and sustainability are broadly-defined terms. Put simply, a sustainable community is one that provides opportunities for residents to work and play near their homes, and emphasizes environmental health and great design. Additionally, such communities have distinctive character, a sense of vibrancy, and thriving natural systems.

Environmental Indicators

#1: Amount of Open Space
- Over 51% of the site (8,300 acres) in the Open Space District

#2: Types of Protected Land
- 1,200 – Acre Disney Wilderness Preserve / Reedy Creek Drainage Expansion
- 1,200 – Acre Lake Toho Shoreline Regional Park
- 1,200 – Acre Lake Toho Drainage Basin & Wildlife Corridor Preservation
- 1,200 – Acre Central Southport Canal Floodplain/ Wetland Preservation

#3: Critical Habitat Protection
- 1,200 Acres of Snail Kite Habitat and Bald Eagle, Snail Kite and Caracara Nest Buffer Preservation

#4: Major Emphasis on Restoration
- 1,200 – Acre Disney Wilderness Preserve / Reedy Creek Drainage Expansion
- 1,200 – Acre Central Southport Canal Floodplain/ Wetland Preservation

#5: Green Design
- Green Infrastructure Best Management Practices
- LEED-ND Design Principles

Social Indicators

#1: Smart Growth Neighborhoods

- 2 Urban Centers, 10 Community Centers, and 33 Neighborhood Centers
- Compact, walkable neighborhoods based on 800 – 1,200 units each
- Diversified housing; a range of density of multi-family & single-family neighborhoods
- 12 Elementary Schools, 3 Middle Schools, and 3 High Schools within walking distance of neighborhoods

#2: Access to Transit

- 41,200 new jobs within walking distance to regional transit connections
- Light rail service central to the planning area with connections to Kissimmee, St. Cloud, and the Orlando Metro Area
- Bus rapid transit service provides connections throughout the area
- Local bus service provides additional options

#3: Access to Parks & Trails

- Over 1,000 acres of public parks & gardens, recreational fields, playgrounds and passive open space
- Over 20 miles of on and off-street trails

Economic Indicators

#1: Jobs/ Housing Balance

- Proposed jobs to housing ratio is 1 to 1, increasing the County's overall jobs/ housing ratio of 0.2 to 1

#2: Job Creation

- 41,200 employees

#3: Centers

- 33 Neighborhood & 10 Community Centers provides neighborhood and community services within walking distance of the majority of residences
- Two Urban Centers provide regional services in proximity to all neighborhoods
- Over 4 million square feet of retail and over 9 million square feet of office/ industrial

#4: Economic Clusters/ Branding

- Film & Entertainment
- Tourism & Recreation
- Specialized Manufacturing & Distribution
- Distribution & Supply

Development Frameworks

Environmental Framework

In planning, it is most logical to consider an area's natural systems first in order to understand what is essential to the functionality of that system, and what may be considered amenities that contribute to an area's character and overall quality of life. For the South Lake Toho planning area, there is no shortage of natural amenities. Its rural, lake-edge setting is home to a wealth of resources, some of which are rare and emblematic of central Florida and Osceola County.

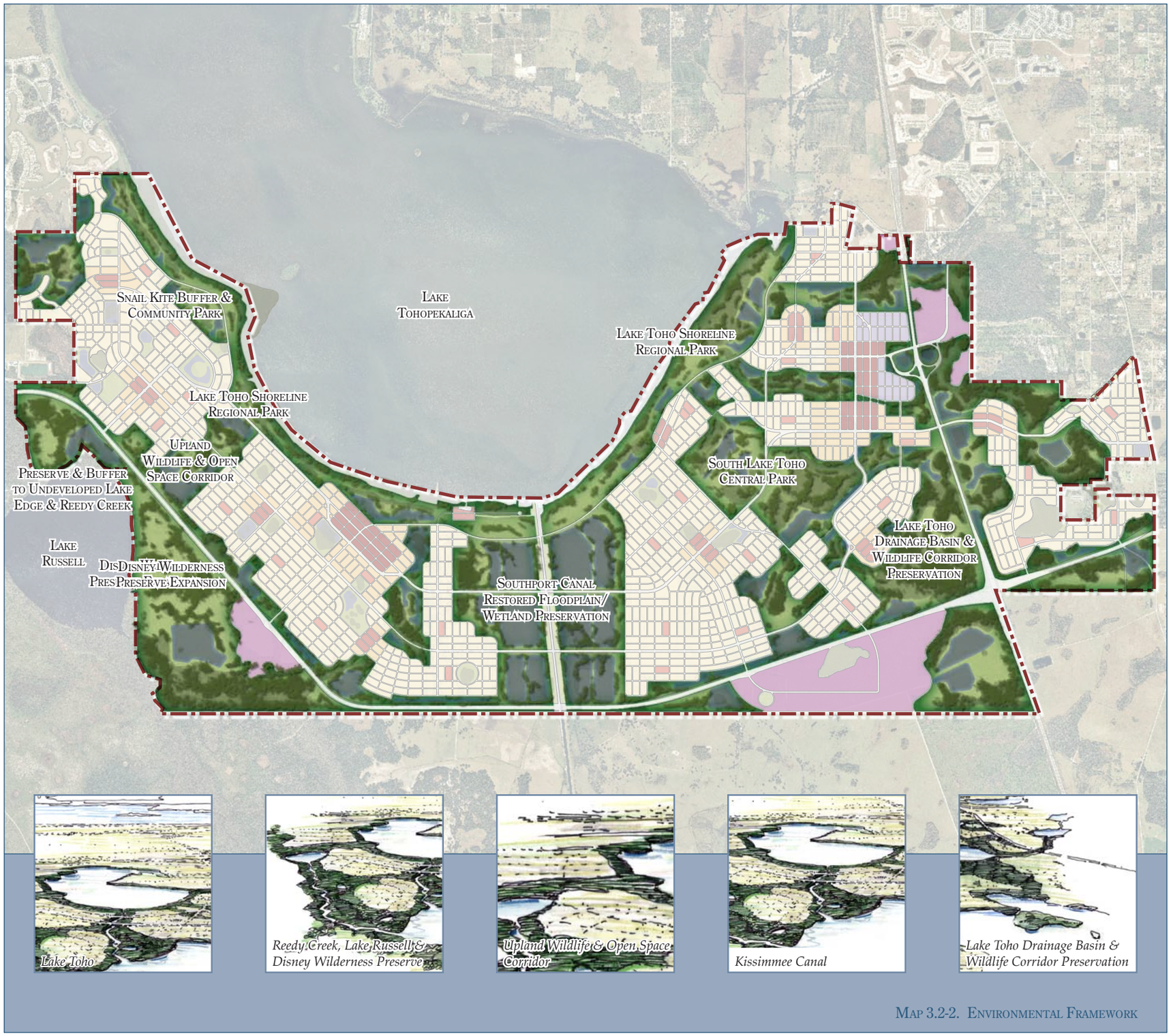
The environmental framework has been designed to complement the broader natural landscape, including topographic, hydrologic, native plant community and wildlife uses and patterns while minimizing fragmentation of significant environmental features. The overall goal for the environmental framework is to integrate resource preservation, open space, and water management into a unified blue-green framework for neighborhoods. The Open Space District shall include significant natural resources, habitat protection areas, parks, open space, and civic uses such as community gardens, local food production, nature centers, stormwater management facilities, and water reservoirs.

Natural Resources & Habitat Protection Areas

The Plan builds on the recommendations of the Lake Toho Environmental Working Group. A series of systems running north-south through the area form the foundation for hydrology and habitat connectivity. The westernmost, **Reedy Creek Drainage**, stems from the **Disney Wilderness Preserve** and the pristine **Lake Russell**, one of the last undeveloped lakes found in central Florida. Consisting of interconnected wetlands, this system spans the distance between Lake Russell and the southwestern edge of Lake Toho. Crested caracara, gopher tortoise, wood stork, bald eagle, and snail kite are all known to utilize this expanse. A **new upland wildlife and open space corridor** connects the expanded Disney Wilderness Preserve with Lake Toho.

Lake Toho itself is considered an ecosystem of regional importance. The Lake is one of the few areas found in Florida that serves as habitat for the Everglade snail kite, a raptor-like bird that feeds almost entirely on apple snails. Having once inhabited most of the state, Lake Toho is now one of the only nesting habitats for snail kites. Lake Toho also provides habitat for a variety of other wildlife species, including American alligators, bald eagles, and largemouth bass. A new open space edge ranging from several hundred to several thousand feet protects this critical resource.

The central drainage found within the South Lake Toho planning area is the **Southport Canal**. Managed by the South Florida Water Management District, the canal serves an important purpose in controlling the floodwaters of Lake Toho. Ecologically, the canal and its surrounding floodplain are also instrumental to regional environmental health. This area is part of the northernmost



Map 3.2-2. Environmental Framework

section of the Florida Everglades ecosystem, to which it is connected through a series of conservation lands to the south, including Kissimmee Chain of Lakes and Lake Okeechobee. The functionality of the hydrologic resources flowing through this area helps filter and offset stormwater events, protecting the systems downstream from nutrient loading and other pollutants.

Following the eastern edge of the planning area is the **Lake Toho drainage basin and wildlife corridor preservation**. This area is comprised of large, contiguous patches of forested wetlands and cypress swamplands – irreplaceable resources that provide unique habitat to a variety of wildlife and plant species. This drainage forms a connection between Lake Toho and several other conservation areas to the south and east.

Regional/ Community Parks & Open Space

The amount of open space within the planning area surpasses most sustainable communities, with over 51% of the planning area within the Open Space District. At this scale, open space is the central organizing feature of the vision. Its distribution throughout the planning area organizes and helps site the different place types, while contributing to their livability by accommodating both active and passive uses.

Active land uses are generally associated with civic and public benefit activities, such as playgrounds, picnic areas, recreational sports fields, and multi-use paths. Active open space areas are intended to be enjoyed by the community not just as a visual amenity, but as a place to gather and recreate.

Passive open space areas are more natural in character and have a more prominent role in the community's ecological sustainability and stormwater management. A range of management activities may occur in passive open space areas, from habitat restoration to agriculture and ranching. Passive open space areas may also include greenways, trails, large areas for unstructured recreation, and sites for environmental education or interpretation.

Lake Toho Shoreline Regional Park is a 1200-acre, resource-based park along the entire length of the south shore of Lake Toho. While serving as a buffer for the Lake itself, the Park will also incorporate opportunities for passive recreational uses such as hiking and bird watching along educational and interpretational trails and boardwalks. The Park will serve the entire South Lake Toho area, as well as existing and future residents generally located within a 30-minute driving distance. In addition to passive activities, a larger, active park will be located at the confluence of the Southport Canal and Lake Toho, with additional active and passive uses such as picnicking, boating, fishing, swimming and camping. Through a lock system at the Lake edge, a regional blueway system would be created, offering an exciting resource for avid kayakers and canoers in the area.

The three community parks, Lake Toho Central Community Park, the Northwest Community Park, and the Southwest

Community Park range between 30 and 250 acres, and are located central to neighborhoods on each side of the Southport Canal. With service radii of two (2) miles, and served by transit connections, all parks are easily accessible by the majority of South Lake Toho residents. The 250-acre **South Lake Toho Central Community Park** is situated between the East Urban Center and an additional Community Center, with a high density of residents living at its edges. The Park will provide civic activities to the community, such as arboreta, museums and amphitheaters, and will also include passive and active recreational opportunities such as playground areas, open or free play areas, sports fields, courts, fitness trails, swimming pools, and landscaping. The 90-acre **Northwest Community Park** will focus on offering educational and interpretive facilities for learning about and observing Lake Toho's snail kite population and other environmental resources. The 30-acre **Southwest Community Park** will offer active sports fields and playgrounds.

Civic Uses

Civic and public buildings may be placed within open space areas, but within the context of the surrounding landscape features.

Stormwater Management

As further described in Technical Appendix 03, *Utilities Analysis*, the stormwater management system, consisting of wet detention ponds and providing water quality treatment, stormwater attenuation, and floodplain compensation will be located entirely within the Open Space District. While wetlands will also be used for stormwater attenuation and floodplain compensation, no untreated stormwater will be directly discharged into wetlands or lakes. Providing attenuation volumes within the wetland will aid in hydrating the wetland and its associated plant life. Best management practices shall be utilized throughout the stormwater management system, including stormwater wetlands, dry retention ponds, exfiltration systems, and treatment swales.

Table 3.2-1. General Requirements for Regional & Community Parks

Park	Acreage	Service Radius	Total # of Parks	Siting Requirements	Access Requirements
Regional Park	100 acres or more	4 miles	1	Linear park extending the length of the south shoreline of Lake Toho, easily accessible to the majority of neighborhoods	Bounded by Toho Parkway, with access points at strategic locations along the park, transit stops along the parkway, with regional connections at the West Urban Center; multi-use trail access throughout
Community Park	20 – 250 acres	2 miles	8	Central to larger neighborhood areas (i.e., at least one east and one west of the central open space corridor)	Transit stops at each park; Vehicular access from neighborhood streets and/or framework streets; multi-use trail access

Best Management Practices:

Wetland Protection: Wetland encroachments shall be permitted if consistent with the requirements of the South Florida Water Management District and the U.S. Army Corps of Engineers, as applicable.

Species Protection: Endangered and threatened species shall be afforded protection based on the regulatory requirements of the U.S. Fish and Wildlife Service, the Florida Fish and Wildlife Commission and the Florida Department of Environmental Protection.

Stormwater Management : Stormwater best management practices (BMPs) shall be utilized throughout. These BMPs include, but are not limited to, stormwater wetlands, dry retention ponds, exfiltration systems, and treatment swales.

Fine Grain Network

A grid network forms the foundation for compact development and allows people to move about efficiently, thus reducing a community's overall environmental footprint. A recent book published by the Urban Land Institute with Fehr & Peers, Growing Cooler (2008), offers the following statistics:

The general research consensus is that compact, walkable development can reduce Vehicle Miles Traveled (VMT) by an average of 30%.

Compact development could by itself reduce total transportation-related CO2 from expected trends by 7-12% by 2050.

Mobility Framework

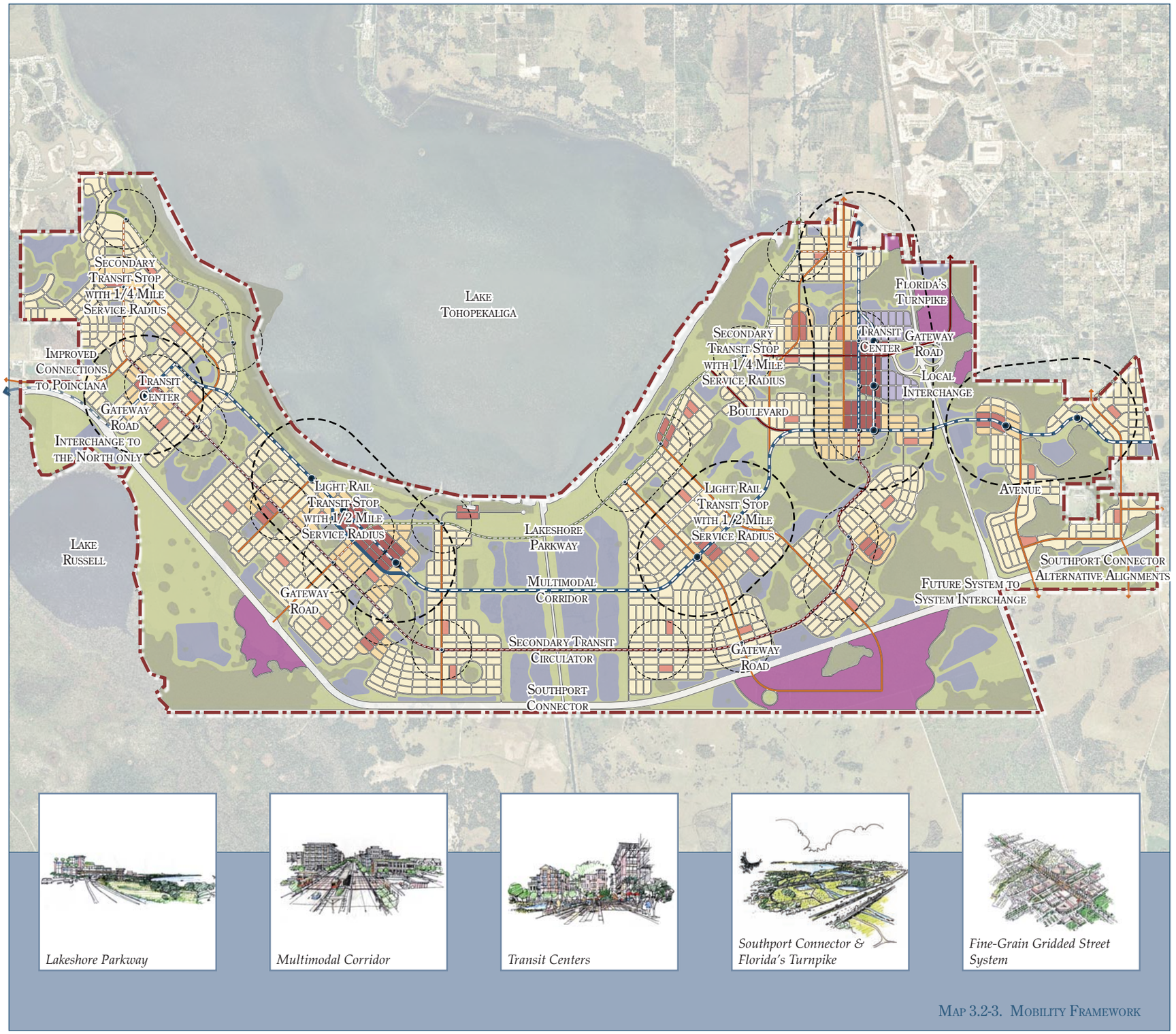
In terms of a community's environmental footprint, the transportation network transcends almost all other elements of the built environment, and has profound influence on how a community interacts. A narrow, efficient street pattern encourages residents to walk, bike and ride transit, consequently fostering stronger social bonds with other members of their community. From a purely qualitative perspective, a vibrant place is more readily associated in neighborhoods with smaller lots and a tight street network than in a suburban development with loosely meandering roads and widely spaced homes.

Traditionally, conventional suburban road networks are completely auto-oriented with little connectivity between neighborhoods and extended communities. These road networks lack character, are prone to congestion, and ultimately violate the goals of the Comprehensive Plan 2025.

South Lake Toho's fine grain network focuses first on designing a more walkable community, and then adds in a fine grain network of two-lane streets. These streets can be fronted by buildings, in order to create a more walkable environment, and are easier to build at a pedestrian scale. From a transportation connectivity standpoint, this network contains more overall carrying capacity than the traditional arterial network, and provides more direct routes, as well as redundancy and resiliency between separate streets. Multimodal options, such as transit routes and bike lanes are incorporated into framework streets, providing continuous connections through South Lake Toho to surrounding areas. Neighborhoods and Centers are then oriented around these transit and transportation nodes, building well-balanced communities throughout the planning area.

Table 3.2-2. General Requirements for Transit Facilities

Transit Type	Transit Stop Spacing	Service Radius	Siting Requirements
Light Rail (Multimodal Corridor)	1 mile	½ mile	Centrally located throughout the planning area with Transit Centers located at the East Urban Center, and the West Community Center
Bus Rapid Transit (Secondary Circulator)	½ mile	¼ mile	Service routes parallel to the Multimodal Corridor, operating in a circular route throughout the community



Map 3.2-3. Mobility Framework

Why So Much Emphasis on the Block and the Fine Grain Network?

Why is there such emphasis on the block and fine grain network in the South Lake Toho Conceptual Master Plan? To understand it, you must look back in history. The building blocks of our communities are premised on the street system. Buildings, densities and land uses will change with time, while street patterns are more likely to be in place for centuries. Examples include the great European cities built on grid patterns used by the Romans, the cherished patterns of many historic downtowns, and the neighborhoods of Celebration, Baldwin Park and Winter Park. The block and fine grain network have a profound role in determining whether an area develops as a walkable, urban community or suburbia. The fine grain network of the South Lake Toho planning area is meant to be an immersive environment; maximizing the convenience and comfort of walking; making public spaces lively with activity; and creating and supporting a wide diversity of living environments.

Transit System

The multimodal corridor is focused on access to key destinations, such as the Urban Centers, and is surrounded by enough density to reach a critical mass for ridership. Given these parameters, a multimodal corridor stretches through the central portion of the planning area (see Map 3.2-3, *Mobility Framework*), connecting Poinciana to the East of Lake Toho planning area and Kissimmee. The multimodal corridor is the backbone for the subsequent transportation system, which will maximize pedestrian, transit, and vehicular efficiency. The multimodal corridor will be designed and constructed with an envelope for two dedicated transit lanes that can accommodate transit systems, such as bus rapid transit (BRT) or light rail transit (LRT). It is anticipated that the improvement of these lanes will likely occur in later phases of development.

The alignment and design of the multimodal corridors and dedicated transit lanes through the centers will be refined as framework plans for the centers are developed. The framework plans will need to balance pedestrian safety and street livability with estimated traffic levels. Either transit lanes may be separated from those multimodal corridor sections where traffic levels are high or those sections will require designs where pedestrians accessing transit can do so conveniently and safely.

To ensure proper operations along the multimodal corridor, stops will be spaced approximately one half to two miles apart. The corridor will be designed and constructed to extend transit beyond the East of Lake Toho planning area to provide regional connectivity via transit, and will connect directly to the South Lake Toho planning area, as well as to the Northeast District planning area.

Streetcars and buses operating in street traffic will operate along boulevards and avenues, with routes feeding into the BRT/LRT stops. These feeder routes will stop in or near neighborhood centers, providing an opportunity for nearly all households in the planning area to be within a five to ten minute walk of access to transit.

Fine-Grain System

The South Lake Toho planning area will have an interconnected street network consisting of framework streets and local streets. Framework streets, which include multimodal corridors, boulevards, avenues and parkways form the larger grid allowing for multiple travel paths between neighborhoods and centers. This larger grid helps disperse traffic so that volumes are lower on any given street section than they would be otherwise.

Local streets also interconnect to provide a network of smaller grids. The Master Plan illustrates a block and street pattern, which may be refined within a Concept Plan to further achieve smart growth objectives.

Regional Facilities

Regional access to the area is provided by the existing **Florida's Turnpike**, as well as the future **Southport Connector**. The Southport Connector is located at the southern edge of the planning area so as not to compromise the walkability of the street network, but to also limit future growth outside of the Urban Growth Boundary. This right-of-way should be protected, deeded and constructed per Map 3.4-2, *Framework Streets Map*, and designed to meet requirements contained in the *Southport Connector Study*. The Southport Connector should be developed with smokewise-design and eco-sensitive elements, in order to retain the Disney Wilderness Preserve's ability to continue controlled burns on their property, as well as allow for wildlife crossings between the Preserve and Lake Toho. In addition to the system-to-system interchange located at Florida's Turnpike, there will be three additional interchanges along the Southport Connector, serving the larger Community and Urban Centers, as well as the two southern Special Districts. The two western interchanges will have access ramps to the north area only, essentially containing growth within the Urban Growth Boundary.

Bicycle & Pedestrian Connections

The framework road cross sections are designed to safely accommodate pedestrian and bicycle travel. The sections include sidewalks on both sides of the roadway and most sections include bike lanes. Local street networks are designed to foster safe pedestrian and bike travel. There are a number of opportunities for off road, inter-neighborhood multi-use trails in the planning area. A trail system will not only provide enjoyable access among neighborhoods, but will provide access to natural areas, including the Lake Toho and parks.

Table 3.2-3. General Requirements for Transportation Facilities

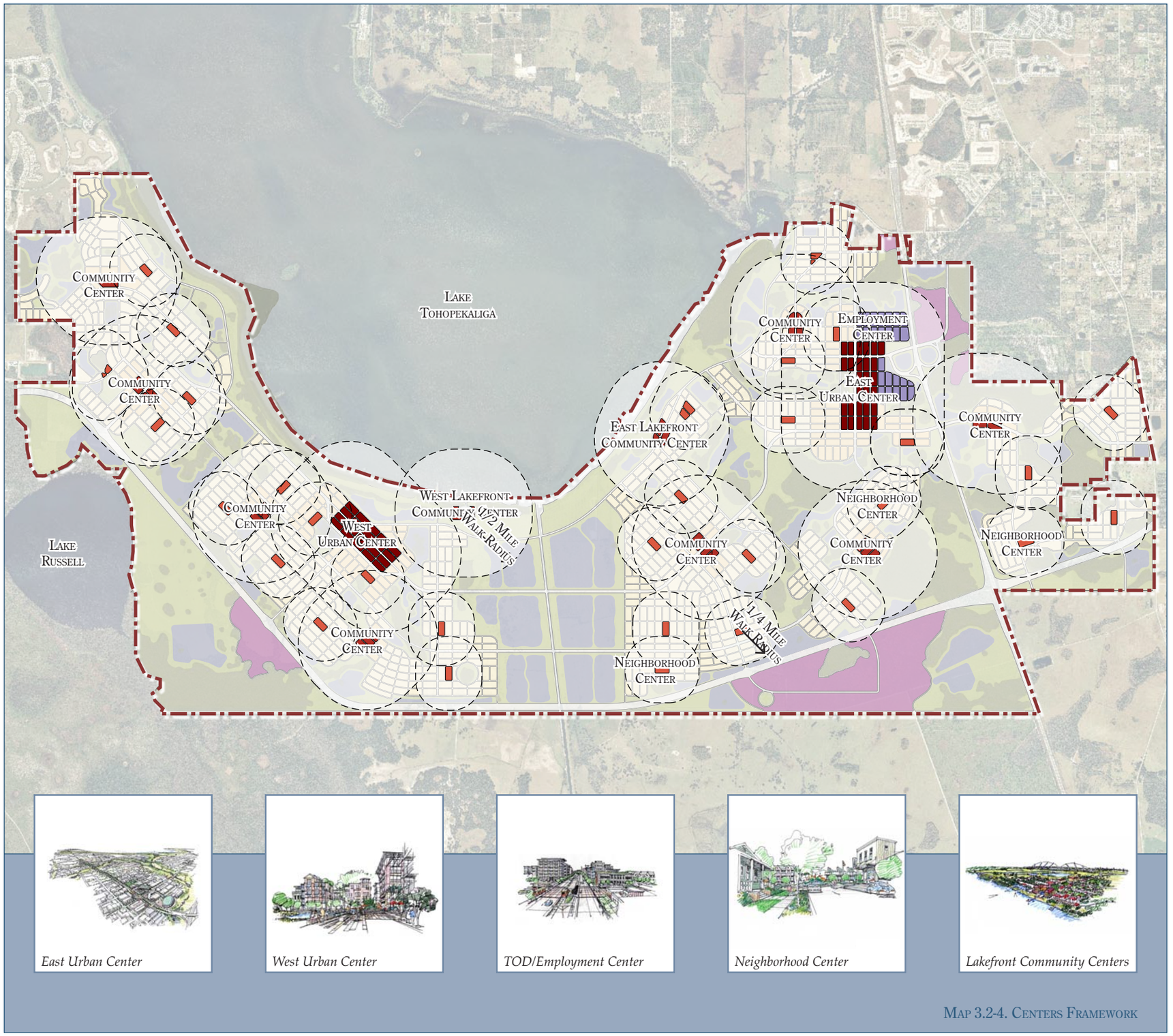
Facility	Spacing	Right-of-Way Width	Purpose	Highlights
Regional Facility	N/A	300 feet	Regional expressway access Required component of the Comprehensive Plan 2025	Southport Connector will incorporate smoke-wise design and eco-sensitive elements; Includes dedicated ROW or shared lanes for future regional transit
Framework Streets	½ mile to 1 mile apart	Approximately 70 - 130 feet	Continuous connections throughout the planning area	On-street defined bike lanes, with on-street parallel parking where appropriate and planting areas; multimodal framework streets have dedicated transit lanes
Local Streets	On an approximate 330′ x 660′ grid	50 - 59 feet	Local neighborhood streets	Integrated bike traffic, some with on-street parallel parking
Multi-Use Trails	N/A	Eight (8) feet to twelve (12) feet	Off-street connections; recreational trails	Off-street trail systems connecting neighborhoods, centers, schools and parks

Centers Framework

The South Lake Toho Conceptual Master Plan has the potential to significantly contribute to the economic vibrancy of the County and the region. Developing complementary urban and employment centers to Kissimmee and St. Cloud strengthens the County's overall tax base. Community and Neighborhood Centers served by neighborhood-oriented local businesses, such as grocery stores and doctors' offices, can promote a strong employment base and diversity of jobs.

Centers provide places for residents to shop, work, go to school, and gather. For the South Lake Toho Conceptual Master Plan, a hierarchy of centers reinforces the transit framework and grid, and promotes the development of distinct neighborhoods and districts within the community.

All Centers are served by the highly connected street network, including transit connections to surrounding neighborhoods and open space. Designs should allow for a smooth transition between differing intensities and land uses without the need for physical buffers, but with distinguishable boundaries identified by building type and placement. All principal buildings shall be oriented to the lot frontage, with parking garages, surface parking spaces and accessory buildings and structures placed between the rear of the principal building and the rear lot, building or development site line. Identical buildings of the same architectural style shall not be built immediately adjacent to each other, and massing and key architectural elements should vary per building. Buildings should be regularly spaced and built to the back edge of the sidewalk with minimal spacing between.



Map 3.2-4. Centers Framework

Urban Centers

Urban Centers are the regional economic engines of the area. Located adjacent to framework streets, they contain a diverse mix of commercial, office, residential, and civic uses. They are the most intensely developed areas within the South Lake Toho planning area, although still pedestrian-friendly in structure and character. The **East Urban Center** will serve as the gateway to the South Lake Toho area, and develop as the business hub of the region, complemented by the **West Urban Center** focusing on art, culture and education.

Urban Centers serve communities across the county as well those living within a 5- to 10-minute walk. The most intense urban facilities are generally placed within boundaries approximately one-quarter of a mile in diameter. Commercial space should be centrally located, stimulating other uses at the core. Different uses should be spatially related in order to help create positive energy amongst them (i.e. locate hotel accommodations adjacent to restaurants and other entertainment features). Commercial, office, residential, and civic buildings are generally built to the back edge of the sidewalk with minimal spacing between buildings.

Urban Centers are served by a local street network, regional framework streets and multimodal corridors capable of efficiently moving employees, shoppers and visitors into and out of the area via transit. While vehicular and transit uses share right-of ways outside Urban Centers, they are split into two separate roadways within the Urban Center, allowing increased pedestrian access, while still carrying high levels of traffic through the area. The network is designed to accommodate multiple modes of transportation including bicycles, transit and pedestrians. Vehicular access to individual buildings is provided by side streets, alleys or service lanes, and parking is primarily located on-street or within structures.

Effective design of internal circulation for vehicles is important to draw vehicular users to the Urban Center, and to provide well-served parking for the uses. Service and delivery access must be carefully planned to avoid creating unsightly structures, such as loading ramps, visible to the majority of users. Attractive streetscapes with high-visibility pedestrian crossings are crucial to the viability of an Urban Center. Further detail is provided in the transportation cross sections contained in the Smart Code for Mixed Use Districts. Special consideration and attention should be placed on the size and type of street trees, design and placement of furnishings, overall width of streets, width and material of sidewalks, the character and placement of public art and water features, as well as the placement and style of lighting, signage and

way-finding features. Signage shall be used to create a consistent theme throughout the Urban Center as well as establish a strong identity and brand. Signage is also important as a tool to provide orientation for the users. Tenant signage is important for marketing and attracting users, but should be consistent so as to not overwhelm the Center's atmosphere.

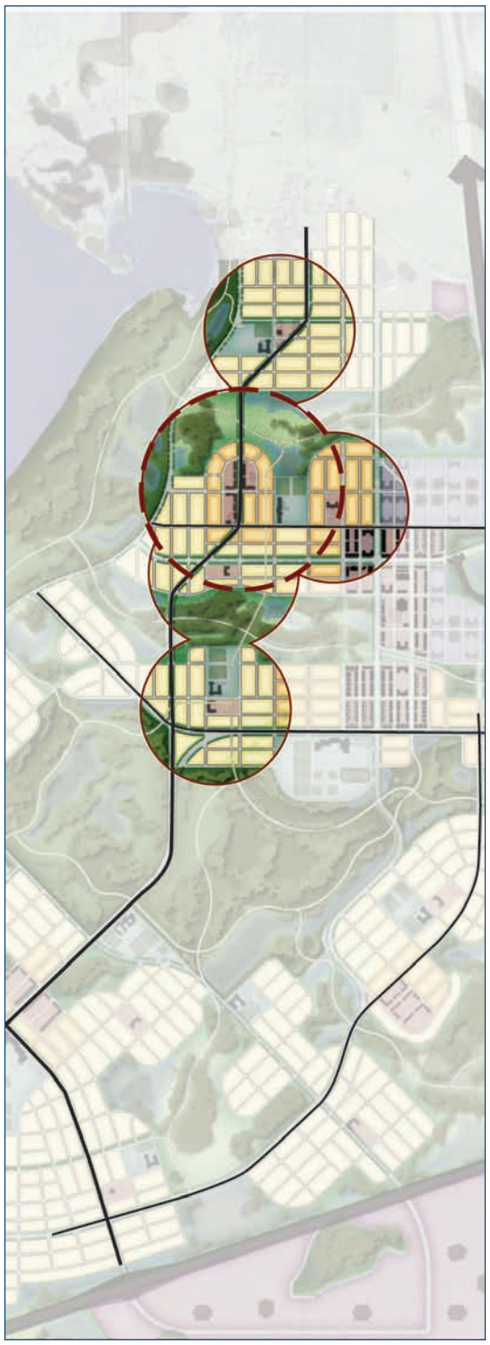
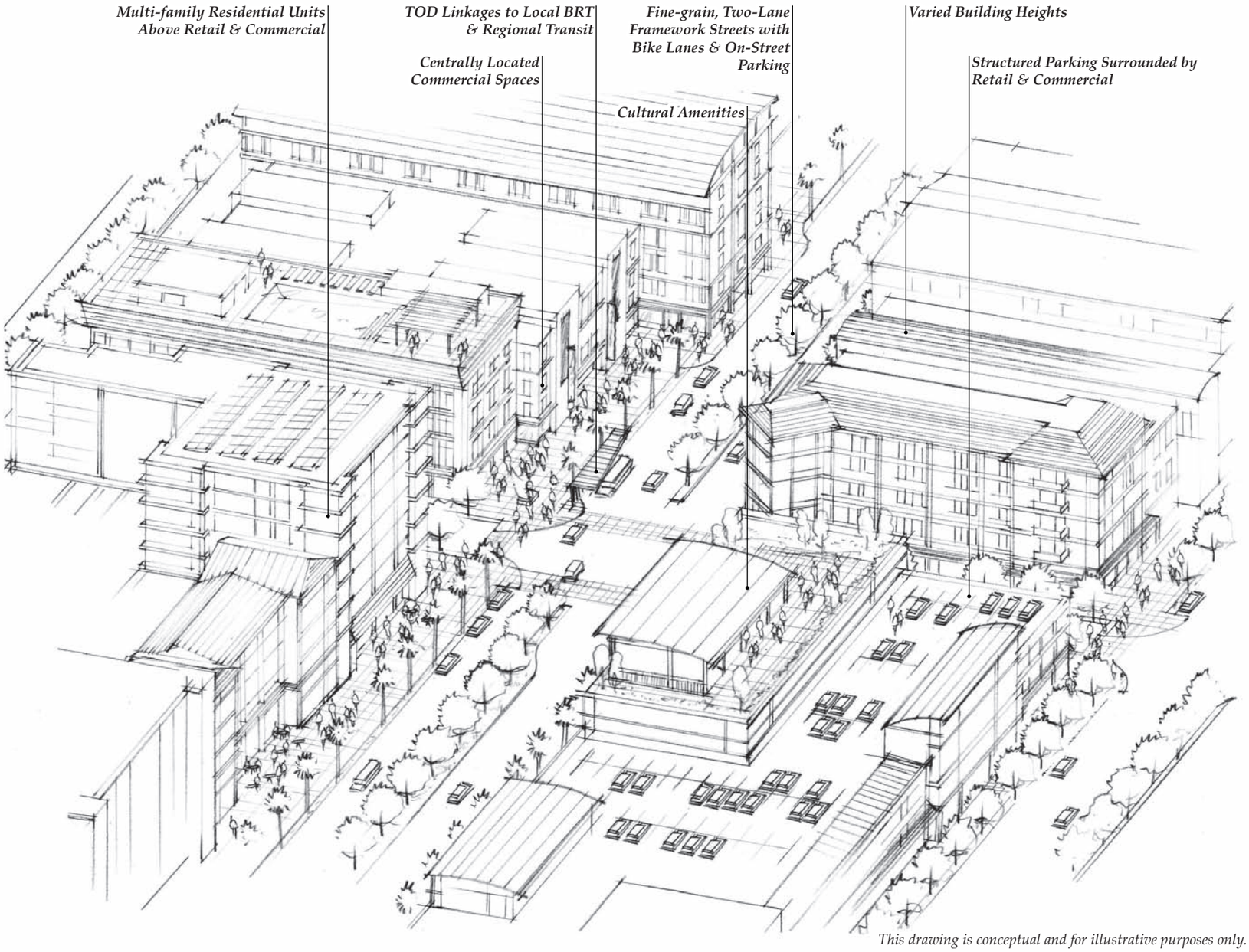


Table 3.2-4a. Suggested Land Uses for Urban Centers

Category	Land Uses
Residential Uses	Attached Residential Units, Live-Work Units, Group Housing
Neighborhood to Regional Scale Commercial Uses	Regional Commercial
Recreation, Entertainment & Visitor Services	Community Buildings, Convention Facilities, Hotels, Stadiums, Arenas
Medical, Health & Personal Care Related Services	Athletic Clubs, Health and Fitness Clubs, Spas, Medical/ Specialty Hospitals Labs and Offices
Business, Vehicular, Financial & Personal Services	Transit Stations, Professional and Technical Services
Civic	Religious Facilities, Government Facilities, Museums, Art Galleries, Libraries, Colleges and Universities

Table 3.2-4b. General Requirements for Urban Centers

Requirement	Minimum	Maximum
Place Type Size	As per Map 3.4-3, *Place Type Map*	N/A
Place Type Spacing	Four (4) mile radius	N/A
Street Access	Adjacent to two (2) or more framework streets Near a regional facility	
Planned Transit Services	Transit Center with local and regional connections	N/A
Principle Building Heights	Two (2) stories	Unlimited
Lot/ Building Development Site Width	Fifteen(15) foot width; depth N/A	Length or width of block; depth N/A
Floor Area Ratio	1.0	Unlimited
Residential Density	Five (5) units per net acre	Unlimited



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URBAN CENTER

Character Recommendations

Map Key

East Urban Center

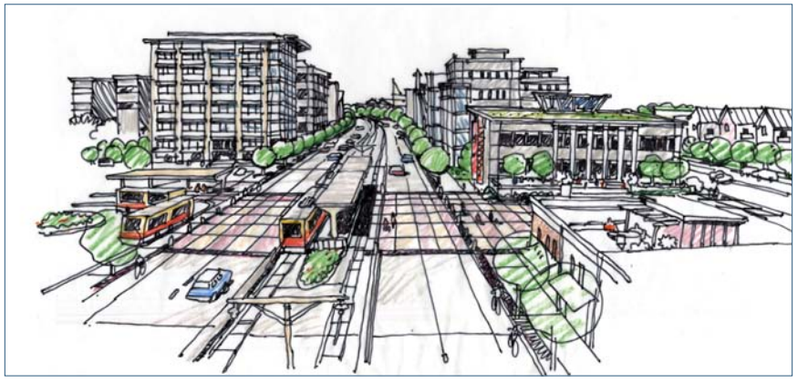
The East Urban Center functions as the gateway to both the South Lake Toho and East of Lake Toho areas. It is located within close proximity to the Southport Connector, and has direct access to Florida's Turnpike. It serves as the primary Urban Center for St. Cloud and the region, offering a location for international headquarters and regional offices, as well as a variety of other uses including retail, office and residential. The East Urban Center includes a multimodal transit station with access to Bus Rapid Transit, transit to the Orlando International Airport, Orlando shuttle, local bus system, and eventually the light rail. Land uses in this area transition from high density at the core to low density at the edge of development, with the highest density surrounding the main civic plaza at the center of development. A key feature of the East Urban Center is the main multimodal corridor. Other amenities in this area include access to the adjacent "Central Park" and a trail and greenways to the South Lake Toho Regional Park.

West Urban Center

The West Urban Center is a compact, walkable, mixed use area with strong connections to Lake Toho. The area will serve as the western gateway to the South Lake Toho planning area from Poinciana, and will complement the East Urban Center by focusing on quality of life amenities such as a strong arts and music scene. This Urban Center will have direct access to the West Lakefront Community Center, marina and beachfront park. Recommended character and land use would be developed around regional headquarters and local offices, a university, museums, cultural and art centers, food and wine festivals and music events, and medical centers and associated facilities. This area has a strong educational component, providing a new research campus annexes to universities in the area. Classes offered on this campus will focus on local ecology and other environmental sciences. Students will have direct access to the restored floodplain along the Southport Canal, preserved snail kite habitat beside Lake Toho, upland habitat areas between Lake Toho and Lake Russell, and preserved habitat associated with the expanded Disney Wilderness Preserve.

Character Recommendations

Map Key



Community Centers

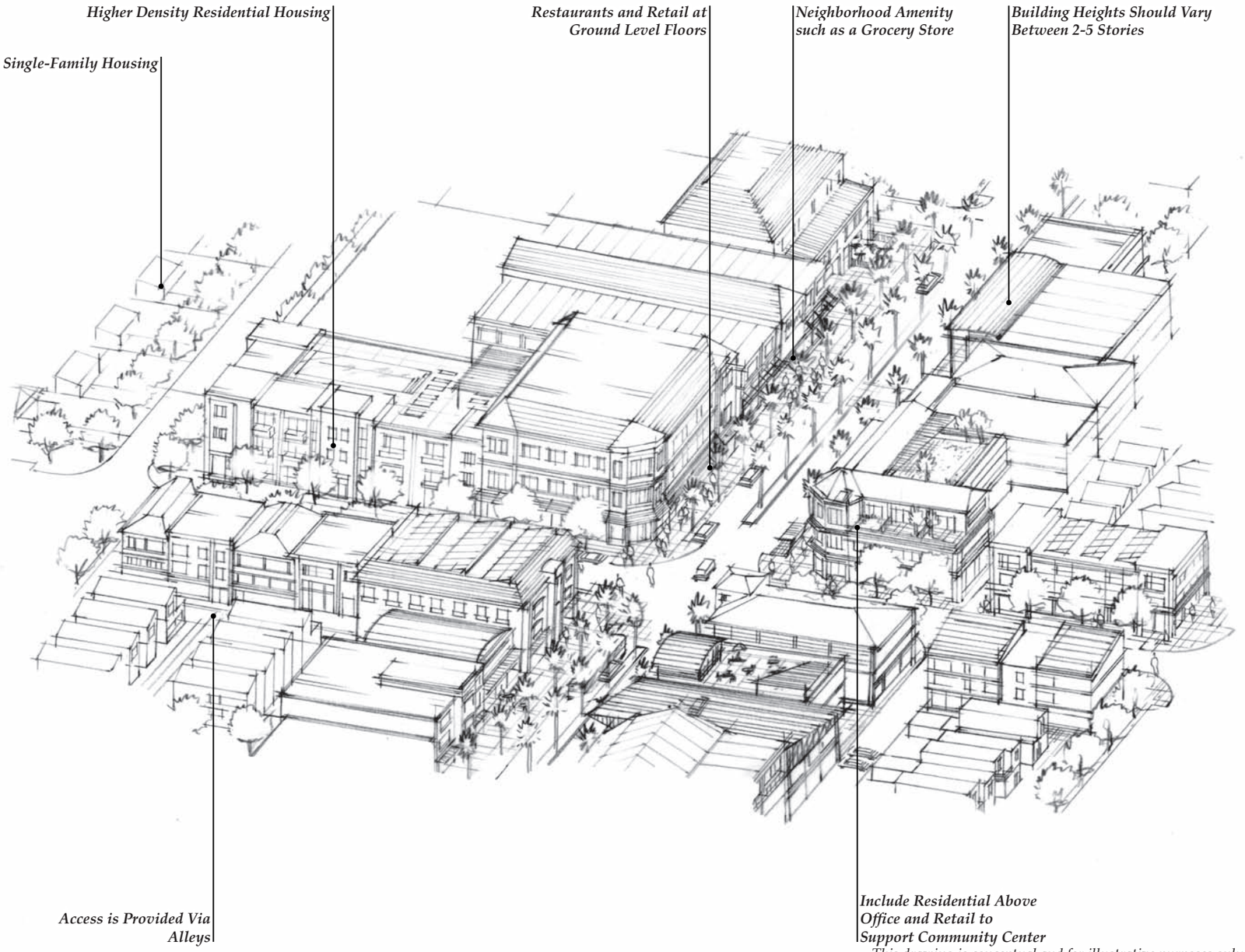
Community Centers are pedestrian friendly areas, generally located at transit stations or intersections of prominent framework streets. They contain commercial, office and civic uses, anchored by a grocery store, and other local shopping amenities with attached residential uses in mixed use buildings. Considerably smaller than Urban Centers, Community Centers serve residents within a 5-minute drive or a 5 to 10-minute walk in adjacent neighborhoods. Access is provided from alleys and side streets. Shared access is used to avoid multiple curb cuts and pedestrian, bicyclist, and vehicular conflict points.

Table 3.2-5a. Suggested Land Uses for Community Centers

Category	Land Uses
Residential	Residential Attached & Detached, Live-Work Dwellings, Bed and Breakfasts, Assisted Living Facilities
Neighborhood to Regional Scale Commercial	General Retail, Office, Restaurant
Recreation, Entertainment & Visitor Services	Community Centers, Swimming Pools, Hotels, Ice or Roller Skating Rinks and Bowling Alleys, Mini Golf Courses, Bed and Breakfasts, Active and Passive Parks and Open Space, Theatres, Playhouses and Tourist Attractions
Medical, Health &Personal Care Related Services	Athletic Clubs, Health and Fitness Centers, Spas, Funeral Homes, Medical Offices, Labs, Nursing Homes, Surgical Centers, Veterinary Offices and Clinics
Business, Vehicular. Financial & Personal Services	Alteration, Repair and Tailoring of Clothing, Auto or Boat Care Centers, Auto Services, Auto or Boat Rental, Banks, Business Services, Dry Cleaning and Clothes Laundering Services, Equipment Repair, Hair/Nails/Body, Printing and Photo Services, Professional and Technical Services
Civic	Religious Facilities, Government Facilities, Museums, Art Galleries, Libraries, Schools and Universities

Table 3.2-5b. General Requirements for Community Centers

Requirement	Minimum	Maximum
Place Type Size	Four (4) acres	Forty (40) acres
Place Type Spacing	One and a half (1.5) mile radius	
Planned Transit Services	Local transit service	
Principal Building Height	Two (2) stories	Five (5) stories
Accessory Building Height	One (1) story	Two (2) stories
Lot/ Building/ Development Site Width & Depth	Fifteen (15) foot width, N/A depth	Length or width of the block, N/A depth
Floor Area Ratio	0.5	2.0
Residential Density	Five (5) units per net acre	Twenty-five (25) units per net acre



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COMMUNITY CENTER

Character Recommendations

Map Key

Two Lakefront Community Centers *provide access to Lake Toho, which is already world-renowned for competitive angling. Major bass fishing tournaments draw sportsmen and fans to the Lake; however, they must look elsewhere in the Orlando area for accommodations, restaurants and entertainment. Building upon the existing marina at the southern tip of Lake Toho, a new* **West Lakefront Community Center** *would provide a new resort community tailored to those looking for quality services and diverse recreational opportunities. The Community Center would include an expanded marina and resort hotel, as well as connections to a "blue-way" (paddle trail for kayaks and canoes), and a system of raised boardwalks and trails that connect communities. A complementary* **East Lakefront Community Center** *would include a new interior marina access with a canal from Lake Toho.*

These new mixed use communities rely on areas of activity served by transit and provide a range of employment, retail and entertainment opportunities. Components of these unique Lakefront Community Centers may include community plazas, amphitheaters, a wide range of land uses and employment opportunities, as well as access points for passive enjoyment of Lake Toho.

East Lakeside Community Center

Situated on an interior marina and connected by a canal, the water-based East Lakeside Community Center offers a variety of recreational and employment opportunities. The area is located within minutes of the East Urban Center and offers waterfront living and amenities for the population, all focused on lake views. Within the Community Center is the area's new marina, located approximately 1,000 feet offshore in order to preserve the water quality associated with Lake Toho. It is linked to the Lake by a canal passageway, guiding boats inland to the main core of the area. This canal-based marina utilizes boat ramps and lifts to transport boats inland to dock.

Some features of the marina include a variety of urban public spaces, higher density residential units along the waterfront, waterfront restaurants, bars and hotels, and multi-use trails and boardwalks along the canal allowing pedestrians to navigate smoothly to and from the marina. Bridges serve as neighborhood gateways and main focal points with distinctive architectural design. Commercial uses are integrated with civic plazas and amphitheaters. Multi-family residential units front the canal system with "boat-in garage" amenities.

Character Recommendations

West Lakefront Community Center

As the only commercial center with direct lake access, the West Lakefront Community Center will be a destination for both tourists and locals. Strategically located within one mile of the West Urban Center, this smaller scale hamlet will be the planning area's weekend retreat, regional getaway, national vacation spot and international destination. The area will be anchored by a traditional American Main Street bordered by small two- to three-story commercial uses including locally-based retail boutiques, restaurants, bars and hotels. Small businesses could be located above these shops, and adjacent to Main Street. The Main Street will include distinctive streetscape elements such as plazas, art, benches, lighting, street trees and small urban parks, all focused around a unified design theme and color palette based on lakeside and seaside towns. Located on Main Street, above the shops, and on adjacent streets will be traditional residential uses of single family and townhouses that represent towns up and down the east coast, utilizing second and third story decks and patios to serve as lake overlooks. The Main Street should terminate in a boutique hotel that overlooks the Lake and Regional Park. Waterfront commercial uses will transition from Main Street into the marina and lakeside community park.

The character of the area should be consistent with classic American beach and lakefront towns while still supportive of large international events such as bass fishing. Future bass fishing tournaments will utilize the marina and the Regional Park beach to launch boats (slips for over 50 boats). A new plaza and podium area will be used for award ceremonies. Amenities will include local hotels and amenitized camping and RV sites for fishing teams and visitors in the large community park. Attendance at key bass fishing events could exceed 100,000 visitors who will stay in the various hotels on site, within the planning area and throughout the County. Additional special events focused around the regional park, lakeside pavilions and amphitheater, such as food and wine festivals and music events, could be held throughout the year.

Visitors will make use of the marina, community park, eco-tourism amenities and access to over 1,000 acres of natural habitat associated with the Southport Canal restoration and another 1,200 acres associated with the Lake Toho Shoreline Regional Park. Access to restored areas along the Southport Canal will increase the length of stay of visitors. Visitors will be able to paddle, sail, fish, bike, hike or even camp in this area. New regional stormwater retention is provided in this area along with bioswales and infiltration ponds. These regional features will be created in a way that mimics a series of small lakes and ponds. Visitors will be able to experience wildlife and bird-watching unsurpassed in this area of Florida through a series of hiking trails and paddle ways.

Map Key

Neighborhood Centers

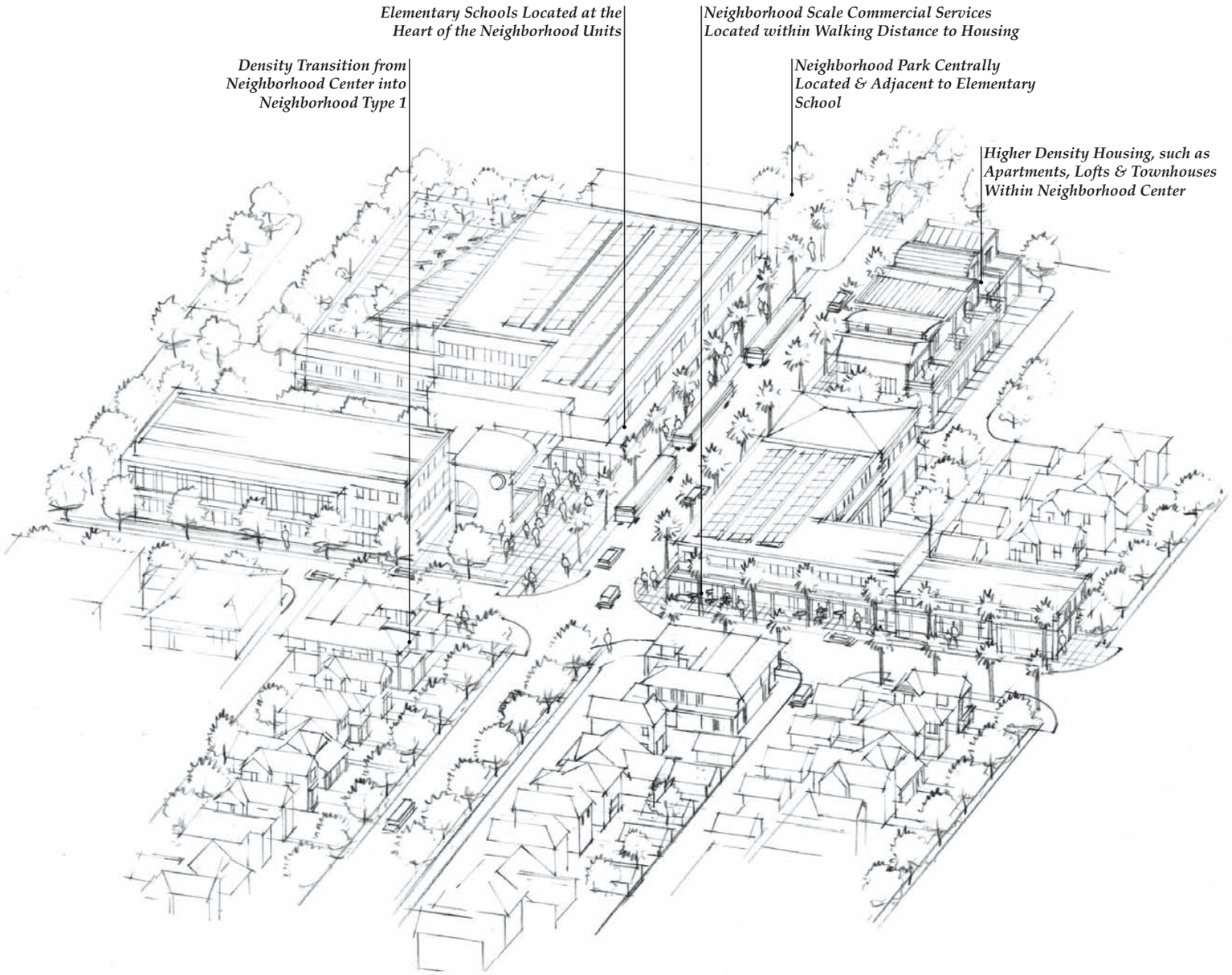
Neighborhood Centers are an intrinsic part of neighborhoods and generally located towards the geographic center of a neighborhood. These centers provide needed neighborhood-serving, convenience retail, personal, business, professional and public services. Uses fit the size, scale and intensity of the neighborhood setting and may include, restaurants, hair salons, libraries, schools, recreation centers, police and fire stations, emergency services, offices, and neighborhood corner stores. Residential units could be provided above these ground-level services. At a minimum, some type of civic use is present, such as a Neighborhood Park, plaza, square or green. By providing a focal point for local activity, a Neighborhood Center helps define the neighborhood as a specific place.

Table 3.2-6a. Suggested Land Uses for Neighborhood Centers

Category	Land Uses
Residential	Residential Attached & Detached, Live/ Work Dwellings, Bed and Breakfasts, Assisted Living Facilities
Neighborhood to Regional Scale Commercial	General Retail and Commercial Services without Gas Pumps or Drive-Through
Recreation, Entertainment & Visitor Services	Community Centers, Swimming Pools, Active and Passive Parks and Open Space
Medical, Health & Personal Care Related Services	Medical, Dental, and Related Services, Child or Adult Care
Business, Vehicular. Financial & Personal Services	Auto Services, Business Services, Dry Cleaning and Clothes Laundering Services, Hair/Nails/Body, Printing and Photo Services, Professional and Technical Services
Civic	Religious Facilities, Pre-School, Kindergarten and Elementary Schools

Table 3.2-6b. General Requirements for Neighborhood Centers

Requirement	Minimum	Maximum
Place Type Size	N/A	Five (5) acres (per commercial project)
Planned Transit Services	Local and regional connections	N/A
Principal Building Height	One (1) story	Three (3) stories
Accessory Building Height	One (1) story	Two (2) stories
Lot/ Building/ Development Site Width & Depth	Fifteen (15) feet; depth N/A	Length or width of the block; depth N/A
Floor Area Ratio	0	1.0
Residential Density	Five (5) units per net acre	Fifteen (15) units per net acre



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NEIGHBORHOOD CENTER

Employment Centers

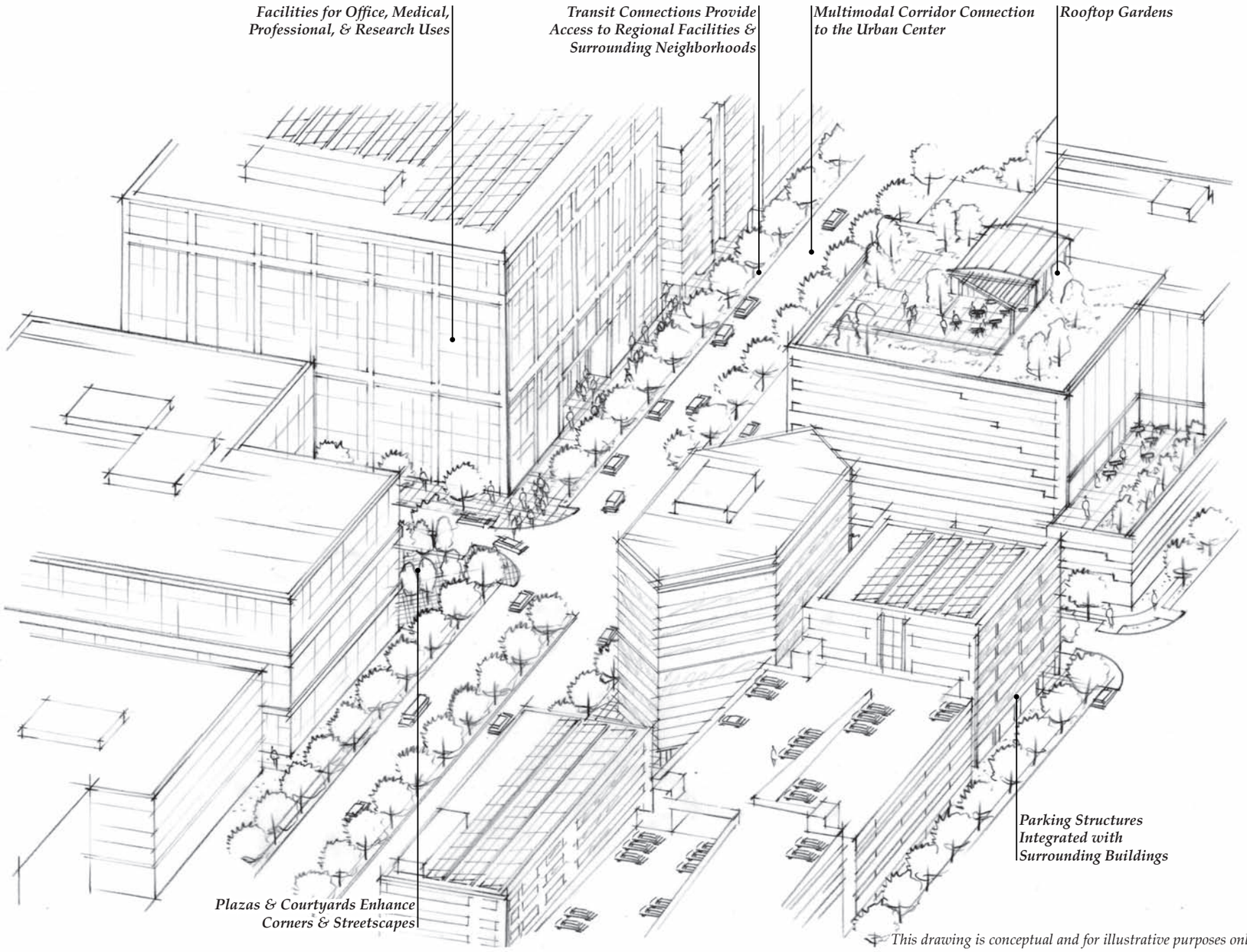
Employment Centers are located adjacent to Urban Centers and provide intense workplaces for Osceola County residents along with economic benefits in terms of high-wage jobs and increased tax base. Industries and businesses targeted by the County are preferred, and can include research firms, national headquarters, medical offices, hospitals and other professional offices. Additional uses include ancillary retail intended to serve the needs of employees, workforce housing, secondary educational facilities including colleges and universities, and light industrial uses.

Table 3.2-7a. Suggested Land Uses for Employment Centers

Category	Land Uses
Residential	Attached Residential, Live Work Dwellings
Neighborhood to Regional Scale Commercial Uses	Convenience Goods, Restaurants, Pharmacies
Recreation, Entertainment & Visitor Services	Hotels, Active and Passive Parks and Open Space, Stadiums, Arenas
Medical, Health & Personal Care Related Services	Medical/ Specialty Hospitals and Related Office Based Services, Labs and Testing Facilities, Veterinary Offices and Clinics
Business, Vehicular, Financial & Personal Services	Banks, Business Services, Professional and Technical Services
Low & High Impact Manufacturing, Warehousing & Energy Production	Commercial Wholesale, Manufacturing, Personal Storage Facilities, Printing & Publishing, Research & Development, Small and Large Scale General Warehousing, Solar, Wind and Other Forms of Energy Generation Facilities
Civic	Government Facilities, Colleges & Universities, Vocational & Technical Schools
Agriculture, Resource Extraction & Public Works	Utility Plants, Processing, Generation, or Transmission

Table 3.2-7b. General Requirements for Employment Centers

Requirement	Minimum	Maximum
Place Type Size	Twenty (20) acres	N/A
Transit Services	Transit Center with local and regional connections	N/A
Principal Building Height	One (1) story	Five (5) stories
Lot/ Building/ Development Site Width & Depth	Fifteen(15) feet; depth N/A	Length or width of a block; depth N/A
Floor Area Ratio	1.0	2.5
Residential Density	Five (5) units per net acre	Unlimited



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EMPLOYMENT CENTER

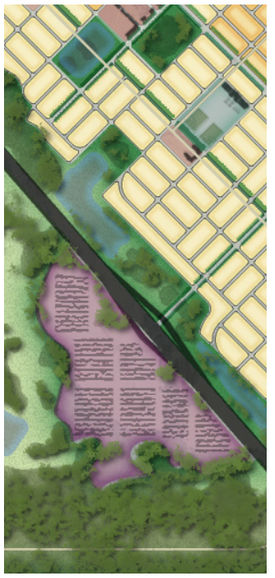
Special Districts

Special Districts are intended to serve two purposes. First, Special Districts provide a place within the planning area for land uses that provide an essential function but are incompatible with the surrounding urban form, either through their operations or space needs. These are typically of a use which cannot fit into, or should not be mixed with other types of development in an urban setting, such as industrial operations, distribution centers, production facilities, and major public utilities. Secondly, Special Districts provide a dedicated form-based area type with standards adapted to their individual form. The South Lake Toho planning area includes three Special Districts.

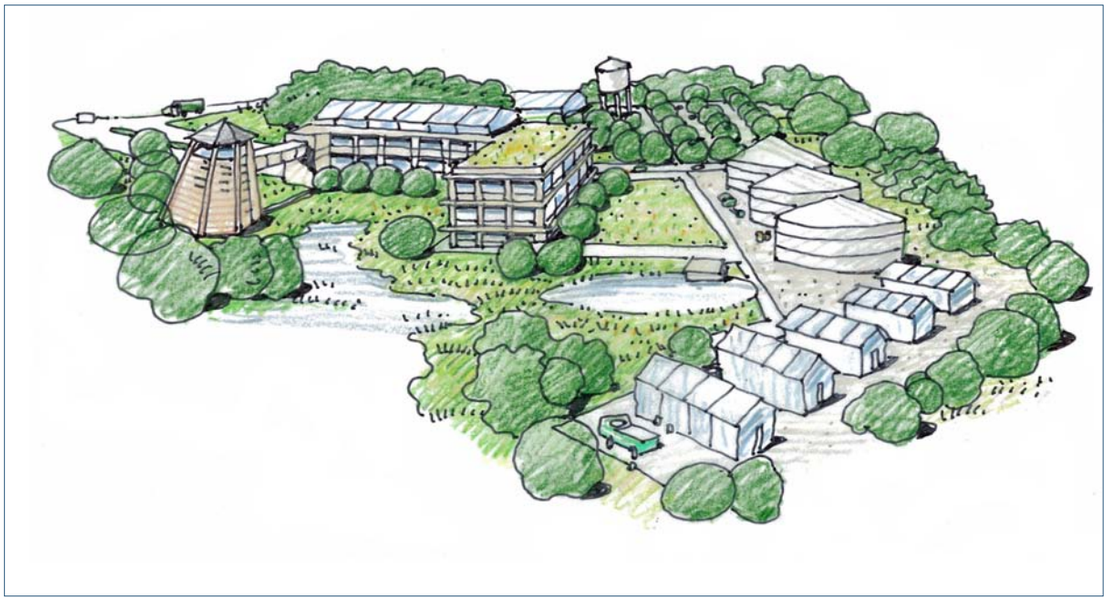
Character Recommendations

Special District 1 – Sustainable Enterprise Zone

The first Special District is located in the western part of the South Lake Toho area, just south of the West Urban Center. It is designed as a Sustainable Enterprise Zone, including a variety of sustainable industries focused on energy production or sustainable industries. Facilities provided in this Special District could harvest the region's abundant sunlight with solar technologies, supplying additional energy for the surrounding area. This Special District also creates a strong connection to the Disney Wilderness Preserve with design qualities that complement the Preserve and its land restoration process. Character for the Sustainable Enterprise Zone should focus on renewable energy facilities, sustainable industries, research facilities, interpretation and civic uses, and discourage traditional office, commercial and industry.



Map Key



Character Recommendations

Map Key

Special District 2 – Distribution Center

The second Special District is located in the southeastern part of the South Lake Toho planning area, with good connections to both the Southport Connector and Florida's Turnpike. This Special District serves as the main distribution center for the region, supplying a variety of goods and wholesale products. Due to the size and facilities provided within the Distribution Center, it is strategically located outside, yet still close to residential areas. Character for the Distribution Center should focus on automobile-oriented office, employment and industrial uses with high quality design, and discourage big-box commercial and heavy industry.

Special District 3 – Technology Center

The third Special District is located directly across the Florida's Turnpike from the East Urban Center and functions as the Technology Center for the region. In order to reduce environmental impacts, employment and light industrial uses are concentrated in this Special District with dedicated infrastructure to support its businesses. It offers larger business and industrial facilities that do not fit the footprint of the urban centers. It incorporates a range of businesses focused on new technologies and economics, developed in a campus-like setting. The Technology Center will develop around high-tech industry that requires larger properties, open space buffers and secure perimeters, but will discourage big-box commercial and heavy industry uses.

Character Recommendations

Map Key

How to Calculate Density as Defined in the Conceptual Master Plan

Net density for residential use is defined as the ratio of the total number of residential units to the developable land area occupied by the residential use. The developable land area consists of the land available for development only, excluding all land set aside for recreation and open space; stormwater management and flood control systems; rights-of-way; natural water bodies and wetlands. Net densities shall be calculated as average densities across a neighborhood.

Neighborhoods Framework

Residential Neighborhoods

Other than the Open Space District, Residential Neighborhoods form the predominate place type within the South Lake Toho planning area. These neighborhoods feature a carefully integrated mixture of attached and detached housing within walking distance of Neighborhood and Community Centers. A highly connected street system with transit facilities, bike lanes, bike routes, and pedestrian-friendly sidewalks contribute to its multimodal character. The neighborhoods are also planned to provide a wide range of housing choices.

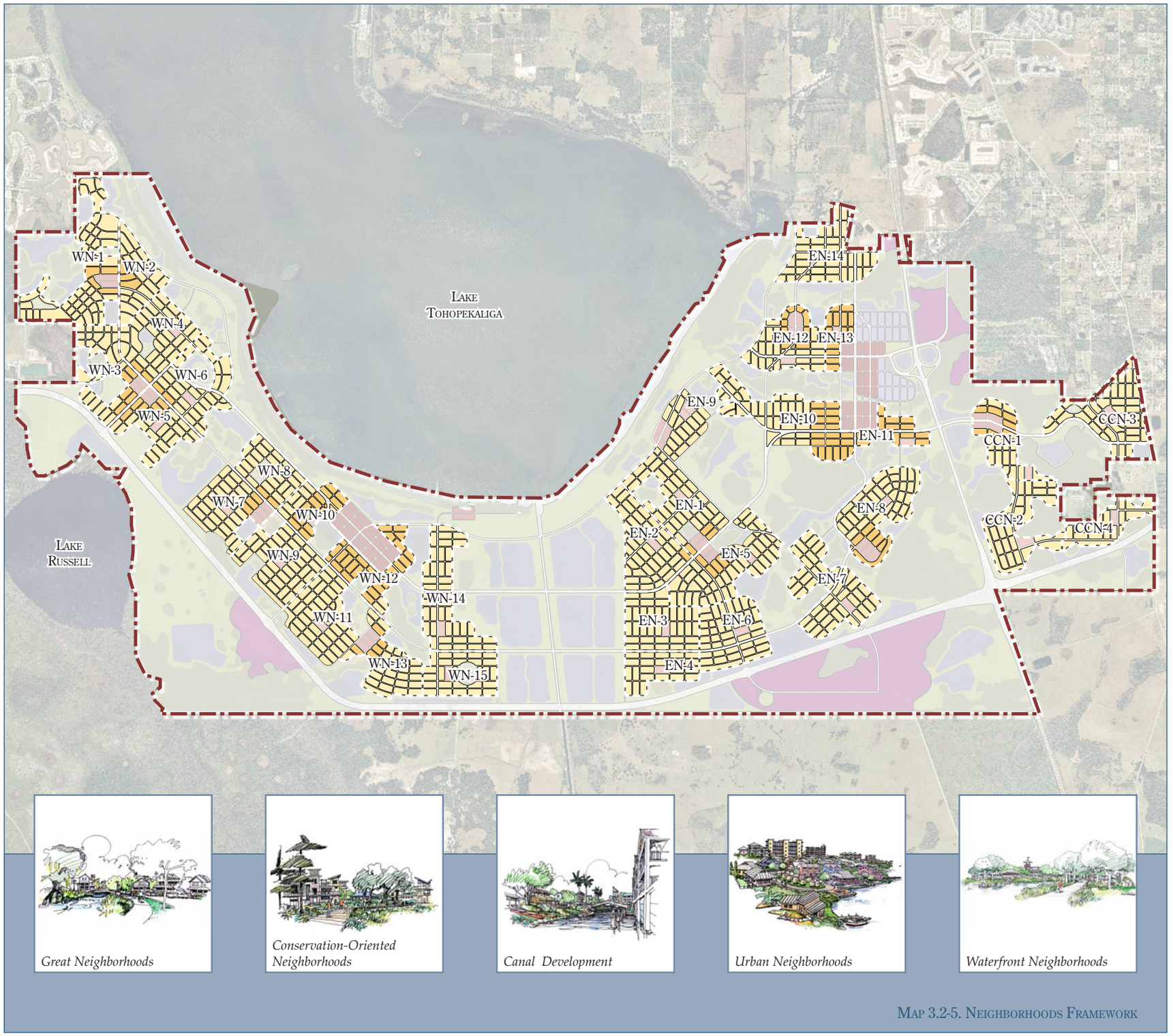
Great neighborhoods are the embodiment of smart growth. These are places of community pride, strong social fabric, and identifiable qualities found in traditional, grid-based neighborhoods of the past. Design of great new neighborhoods requires the integration of certain architectural elements and sustainability measures, such as a highly walkable network of streets and access to transit connections. Neighborhood amenities include community gardens, pocket parks, multi-purpose trails and civic plazas; a variety of housing options from single-family homes to high density live-work units that promote a balanced community; siting of neighborhood-serving restaurants and retail at the center of the community; and inclusion of landscaping policies to reduce water usage and mimic native habitats.

Neighborhood Parks

Neighborhood Parks are "walk to" parks that are generally located along streets where people may walk or bicycle without encountering heavy traffic. A neighborhood park size usually ranges from two (2) to ten (10) acres, with an optimal size of five acres. Typical facilities provided include playgrounds; open play areas and landscaping. Each neighborhood is required to include at least one (1) acre of civic space per 250 dwelling units. In addition, all dwelling units shall be within a 5-minute walk of a civic space. Neighborhood Centers could serve as the Neighborhood Park space.

Table 3.2-8. General Requirements for Neighborhood Parks

Requirement	Minimum	Maximum
Park Size	Two (2) acres	Ten (10) acres
Level of Service	One (1) acre per 250 dwelling units	N/A
Service Radius (Catchment Area)	N/A	One-half (1/2) mile radius
Access	Centrally located within neighborhood	N/A
Suggested Activities	Playgrounds, open play areas	



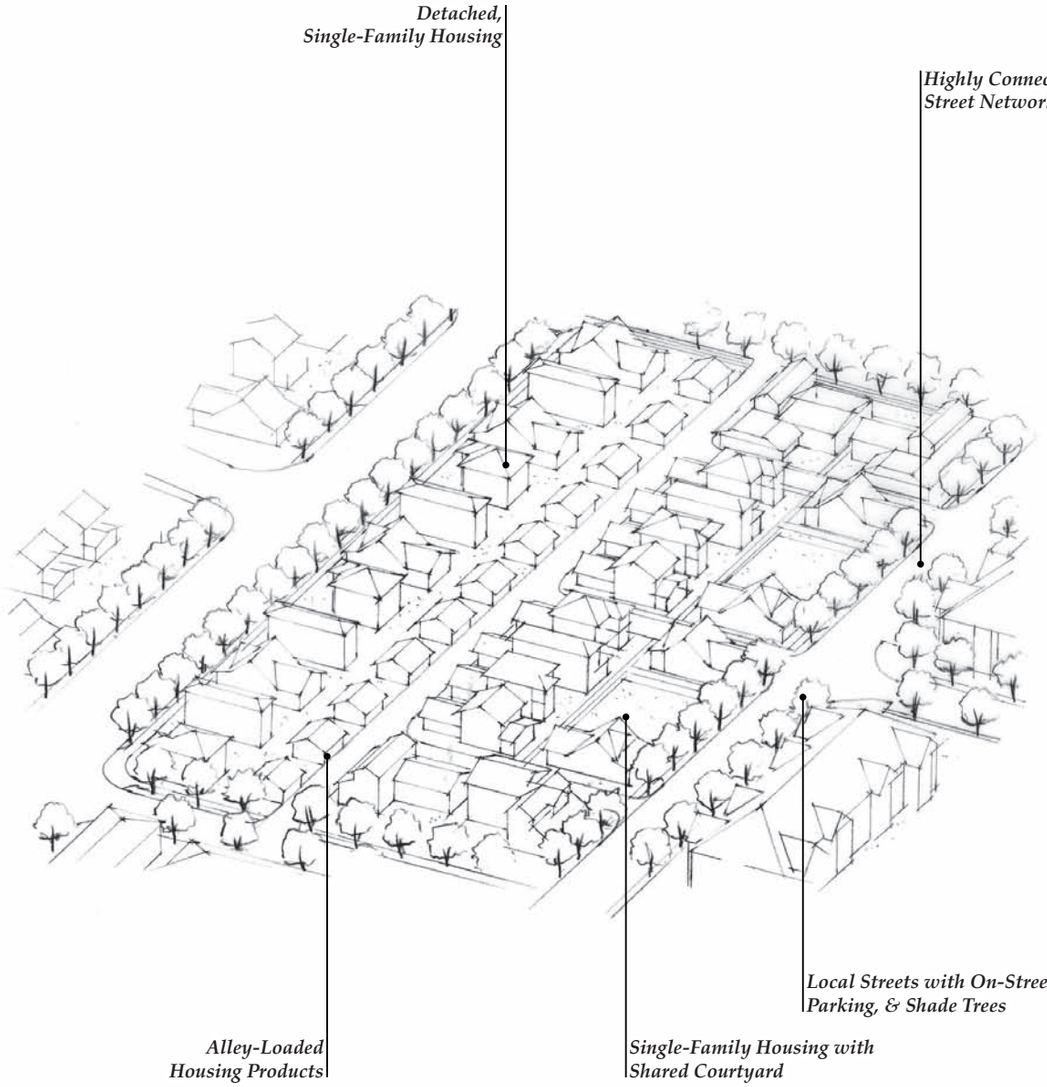
Map 3.2-5. Neighborhoods Framework

Table 3.2-9a. Suggested Land Uses for Neighborhood Type 1

Category	Land Uses
Residential	Residential Attached & Detached, Bed & Breakfasts, Live/Work Dwellings
Neighborhood to Regional Scale Commercial	Restaurants without drive-through
Recreation, Entertainment & Visitor Services	Active and Passive Parks and Open Space
Civic	Pre-School, Kindergarten and Elementary Schools

Table 3.2-9b. General Requirements for Neighborhood Type I

Requirement	Minimum	Maximum
Neighborhood Size	800 units	1,200 units
Planned Transit Services	Local connections at 1/2 mile spacing	N/A
Building Height		
Principle Buildings	One (1) story	Three (3) stories
Accessory Buildings	One (1) story	Two (2) stories
Mix of Residential Units		
Residential Detached	50%	N/A
Residential Attached (Up to 6 Du/Ac.)	N/A	40%
Residential Attached (6 - 12 Du/Ac.)	Not Permitted	
Residential Attached (< than 12 Du/Ac.)	Not Permitted	
Live-Work Dwellings (Up to four units per site)	N/A	10%
Live-Work Dwellings (More than four units per site)	Not Permitted	
Lot/ Building Site Width	Fifteen (15) feet	One hundred (100) feet
Lot/ Building Lot Depth	Eighty (80) feet	N/A
Floor Area Ratio	0	0.7
Residential Density	Five (5) units per net acre	Twenty-five (25) units per net acre



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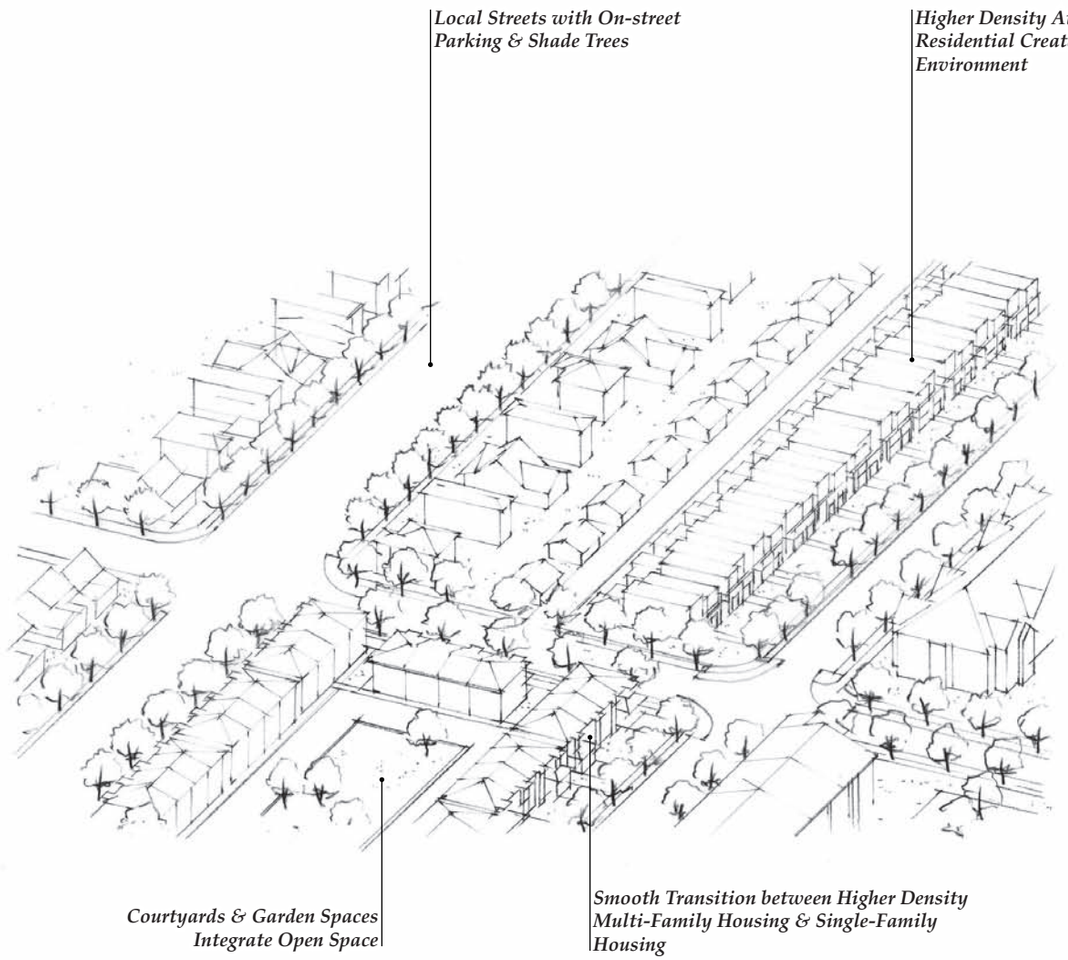
Neighborhood Type 1

Table 3.2-10a. Suggested Land Uses for Neighborhood Type 2

Category	Land Uses
Residential	Residential Attached & Detached, Bed & Breakfasts, Assisted Living Facilities, Live/Work Dwellings
Neighborhood to Regional Scale Commercial	Restaurants without drive-through, Specialty Food Sales
Recreation, Entertainment & Visitor Services	Active and Passive Parks and Open Space
Business, Vehicular, Financial & Personal Services	Alteration, Repair, and Tailoring of Clothing, Hair/Nails/ Body, Professional and Technical
Civic	Religious Facilities, Pre-School, Kindergarten, Elementary, Middle, and High Schools

Table 3.2-10b. General Requirements for Neighborhood Type 2

Requirement	Minimum	Maximum
Neighborhood Size	800 units	1,200 units
Planned Transit Services	Local connections at 1/2 mile spacing	1/4 mile
Building Heights		
Principle Buildings	One (1) story	Three (3) stories
Accessory Buildings	One (1) story	Two (2) stories
Mix of Residential Uses		
Residential Detached	20%	N/A
Residential Attached (Up to 6 Du/Ac.)	15%	N/A
Residential Attached (6 - 12 Du/Ac.)	N/A	30%
Residential Attached (< than 12 Du/Ac.)	N/A	30%
Live-Work Dwellings (Up to four units per site)	N/A	5%
Live-Work Dwellings (More than four units per site)	N/A	5%
Lot/ Building/ Site Width	Fifteen (15) feet	Length or width of the block
Lot/ Building/ Site Depth	N/A	N/A
Floor Area Ratio	N/A	1.0
Residential Density	Five (5) units per net acre	Twenty-five (25) units per net acre



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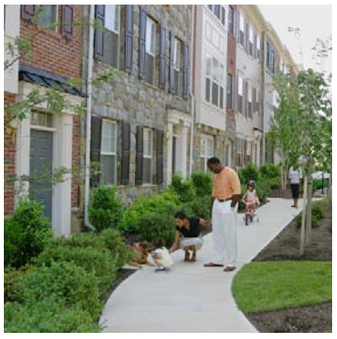
Neighborhood Type 2

Character Recommendations

Map Key



Neighborhood Type 1

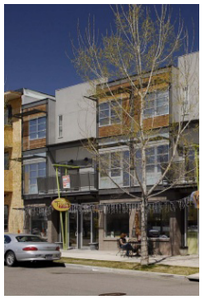
Neighborhood Type 1 represents the most predominant place type within the South Lake Toho planning area. It features a carefully integrated mixture of 800 to 1200 housing units located within a 5- to 10-minute walk of neighborhood-scaled commercial, civic or open space uses. The mix of housing types is oriented more to detached than attached units, and some limited corner commercial and service uses would be permitted. It also features highly-connected street systems with alleys, sidewalks, bikeways and transit facilities that contribute to the multimodal character.

These neighborhoods could include an undisturbed natural edge, green building technologies, utilization of boardwalks that connect the neighborhood and provide opportunities for recreation and education, and extensive use of best management practices. LEED Neighborhood Design principles as well as carbon and energy conservation practices could apply to these areas

Character Recommendations

Neighborhood Type 2

Neighborhood Type 2 is focused on providing a transition to Urban and Community Centers. They feature a carefully integrated mixture of traditional neighborhoods with attached and detached units, mixed use developments, schools, parks, recreation centers, and small scale commercial, located within a 5- to 10-minute walk of Community or Urban Centers. The mix of housing types is oriented more towards attached units than detached, and limited corner commercial and service uses are permitted. It also features highly-connected street systems with transit facilities, bike lanes, bike routes, and pedestrian-friendly sidewalks that contribute to the multimodal character.



Map Key

Public Services Framework

Schools

Educational facilities are an integral part of the South Lake Toho planning area vision, providing an opportunity to strengthen its sense of identity and coherence. School facilities should be located in areas and designed in configurations that reinforce their relationship with the community and their place in the neighborhood. This can be accomplished in several ways, including but not limited to:

- Collocation with Centers
- Collocation with Neighborhood or Community Parks, or recreational facilities
- Core facilities that are shared with the public during non-school hours, such as libraries, athletic facilities, cafeterias, etc.
- Walkability and bikability for many of the students served – especially at the elementary school level
- Relationship to transit
- Unique architectural design
- Building placement relative to the street

Osceola County continues to coordinate with the Osceola County School District in providing adequate facilities to meet the existing and planned capacity needs of public educational facilities. With the new development proposed in the South Lake Toho planning area, this coordination is essential in providing sufficient facilities to serve the community.

Schools are permitted within all place types in the South Lake Toho planning area except for Employment Centers, which are more non-residential in nature, and the Open Space District. The Kissimmee/ Osceola County Chamber of Commerce is working with the Osceola County Growth Management Task Force and the Osceola County School District to evaluate new urban school prototypes. The desired result is to develop innovative design guidelines for school sites, including site sizes, student capacities and building forms that are more appropriate to the higher density walkable neighborhoods that are envisioned within the County's Mixed Use Districts.

Utilities & Infrastructure

Utilities and infrastructure are an essential part of the South Lake Toho community. Osceola County will continue to coordinate with all infrastructure providers, such as Toho Water Authority and the City of St. Cloud, in providing adequate facilities to meet the existing and planned capacity of the community. With the new development proposed in the South Lake Toho planning area, this coordination is vital in providing sufficient facilities to serve the community.

Table 3.2-11. General Requirements for Schools

School	Acreage Required	Number of Students per School	Total Number of Schools	Siting Requirements	Access Requirements
Elementary School	15 Acres (10 Acres if collocated with usable Open Space, and/or Neighborhood Centers)	600	12	Central to every 2-3 Neighborhoods Within or adjacent to Neighborhood Centers	Multi-use trail access Vehicular access from neighborhood streets only
Middle School	20 Acres	1300	3	Central to large residential areas (i.e., one east and one west of the central open space corridor, and one east of the Turnpike) Adjacent to Neighborhood Centers and Community Centers Proximity to transit service	Multi-use trail access Vehicular access from neighborhood streets and/or framework streets
High School	50 Acres	1700	3	Within proximity to Urban Centers or large Community Centers Served by transit station(s)	Multi-use trail access Vehicular access from framework streets only Transit access

Map 3.2-6. Public Facilities Framework

3.3 Proposed Development Program

Place Types Program

Map 3.3-1, *Development Program Map*, visually describes the spatial arrangement of place types and their relationship to the transportation system. It was created for the South Lake Toho planning area through the Stakeholder Working Group process. Allocation of the 16,350 acres is shown by place type in Table 3.3-1, *Desired Development Program at Build-Out*.

The following narrative describes a possible development program based on the place types shown; however, actual development may differ in order to respond to actual market and other conditions.

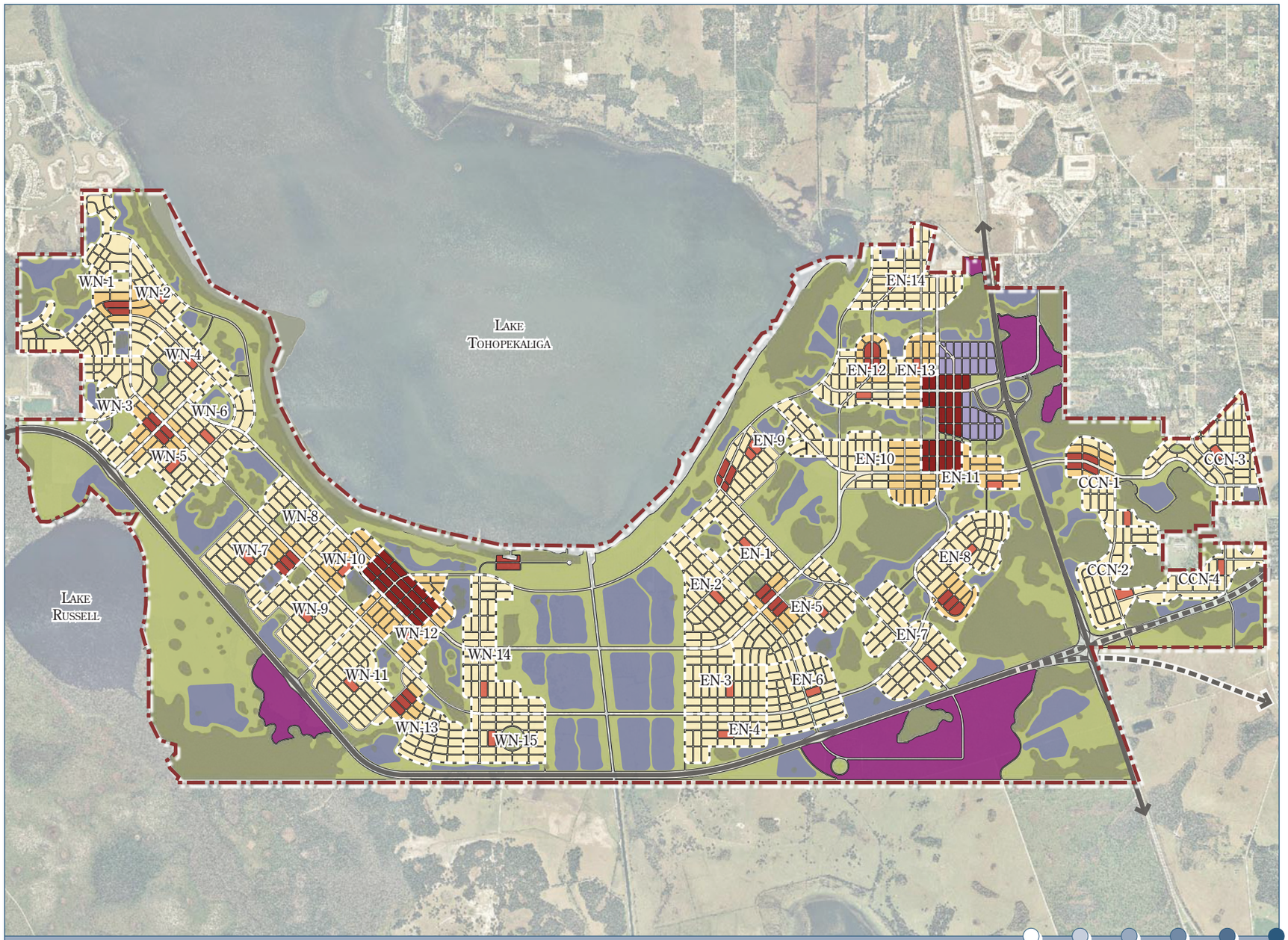
Open Space District

Almost half of the South Lake Toho planning area acreage will form the Open Space District; creating a green edge to this area of the County; buffering the Disney Wilderness Preserve, Lake Toho, and the Lake Toho drainage basin and wildlife corridor preservation; and establishing an internal parks and recreation network within residential neighborhoods.

The Open Space District is anticipated to consist of 8,380 acres of the most sensitive lands; 51% of the overall Master Plan area. Four protected systems of over 1,000 acres each form the heart of this place type. Included is the 1,200-acre expansion of the

Table 3.3-1. Desired Development Program at Build-Out

Place Type	Acres
Urban Center	170
Community Center	150
Neighborhood Center	170
Employment Center	320
Special District	740
Neighborhood Type 1	3,300
Neighborhood Type 2	520
Open Space District	8,400
Additional Land Uses	
Schools	390
Infrastructure/ ROW's	2,210
Southport Connector ROW	800
Total	16,350



Map 3.3-1. Development Program Map

Disney Wildlife Preserve, protecting the Reedy Creek Drainage and Lake Russell. The 1,200 acres of preserved wildlife habitat along the southeast edge of the Master Plan area would protect the Lake Toho drainage basin. A 1,200-acre central wetland and floodplain preservation and stormwater retention area will protect the headwaters of the Everglades and recreate historic flood plain areas. In addition, a new 1,200-acre Lake Toho Shoreline Regional Park & Preserve will create a permanent edge of preserved wetlands and uplands adjacent to Lake Toho. Three new Community Parks; the 660-acre Central Park, the 90-acre Lake Edge Environmental Park, and the 30-acre West Community Park, contribute an additional 780 acres of active open space. The remaining 2,800 acres within the Open Space District would include stormwater ponds, open space connections and trail systems.

Centers & Special Districts

Urban Centers

Two Urban Centers, located east and west of the Southport Canal, form the regional employment cores for the new community. Collectively, these Urban Centers are envisioned to include a mix of buildings of various heights, containing retail, service, office, institutional and residential uses, and have been designed to serve as home to over 17,000 employees and over 4,000 multi-family households.

Community Centers

Ten neighborhood-serving Community Centers complement the design of the South Lake Toho planning area, each designed to contain locally-serving retail, service, office, and residential uses. These Community Centers are anticipated to total over 1 million square feet of commercial, over 1 million square feet of office and 1,800 residential units.

Neighborhood Centers

The South Lake Toho planning area includes a series of smaller Neighborhood Centers which form the heart of each neighborhood, providing neighborhood services such as, recreation centers, parks, plazas, civic services, corner store retail and restaurants. While Neighborhood Centers nearly always contain some type of recreational or park space, their composition will vary throughout the planning area, at times containing civic buildings, and at other times containing neighborhood retail, service or office uses. Each Neighborhood Center will help contribute to the unique nature of its neighborhood.

Employment Center & Special Districts

The Employment Center supports the East Urban Center by providing additional office space, along with supporting retail and service uses, that are anticipated to accommodate over 3,000 employees and over 850 households.

Table 3.3-2. Development Program by Urban Center

Urban Center	Detached & Attached Units	Commercial (SF)	Office (SF)	Industrial (SF)	Civic (SF)
East Urban Center	2,600	1,380,000	1,580,000	0	140,000
West Urban Center	1,900	820,000	1,140,000	0	110,000
Total	4,500	2,200,000	2,720,000	0	250,000

Table 3.3-3. Development Program by Community Center

Community Center	Detached & Attached Units	Commercial (SF)	Office (SF)	Industrial (SF)	Civic (SF)
Community Center 1	160	80,000	110,000	0	20,000
Community Center 2	200	110,000	150,000	0	20,000
Community Center 3	160	90,000	120,000	0	20,000
Community Center 4	170	90,000	130,000	0	20,000
Community Center 5	210	120,000	160,000	0	20,000
Community Center 6	170	90,000	130,000	0	20,000
Community Center 7	220	120,000	160,000	0	20,000
Community Center 8	210	110,000	160,000	0	20,000
Lakeside Hamlet	140	110,000	130,000	0	10,000
Marina	160	130,000	150,000	0	10,000
Total	1,800	1,050,000	1,400,000	0	180,000

Targeted industries, such as specialized manufacturing and distribution industries, are envisioned within the Special Districts identified east of the Turnpike interchange and southwest of the system-to-system interchange with the Southport Connector. The northeast Special District could provide an additional 180,000 square feet of commercial, 140,000 square feet of office space, 500,000 square feet of industrial and/or research office space, and 1,800 employees. The southern Special District is envisioned to supply 280,000 square feet of commercial, 440,000 square feet of office space, 2.8 million square feet of industrial and/or research office space, and 6,500 employees.

An additional Special District north of the Disney Wildlife Preserve could support 780,000 square feet of sustainable energy production and industry.

Neighborhoods

Overview

A variety of amenitized residential neighborhoods are planned to accommodate over 40,000 households, and are intended to provide for the needs of a diverse population. In order for the South Lake Toho planning area to be a complete community, the housing types contained in its neighborhoods should include a variety of housing types.

A Neighborhood typically contains between 800 and 1,200 dwelling units within a 10-minute walk of a Neighborhood Center in order to support a critical mass of walk-to destinations. A breakdown of each of the 33 neighborhoods is shown in Table 3.3-5., *Residential Development Program by Neighborhood*, and relates to the neighborhood boundaries shown on Map 3.3-1, *Development Program Map*.

Table 3.3-4. Development Program by Employment Center & Special District

Employment Center & Special District	Detached & Attached Units	Commercial (SF)	Office (SF)	Industrial (SF)	Civic (SF)
Employment Center	850	410,000	410,000	160,000	200,000
Northeast Special District	0	180,000	140,000	500,000	0
Southern Special District	0	280,000	440,000	2,800,000	0
Disney Preserve Special District	0	0	0	780,000	0
Total	850	870,000	990,000	4,240,000	200,000

Table 3.3-5. Residential Development Program by Neighborhood

Neighborhood	Single-Family Units (Detached)	Multi-Family Units (Attached)	Total Dwelling Units	Total Population
Toho West Neighborhoods				
WN – 1	1,043	633	1676	3,757
WN – 2	511	353	864	1,918
WN – 3	546	398	944	2,087
WN – 4	612	356	968	2,177
WN – 5	437	339	776	1,707
WN – 6	649	375	1024	2,304
WN – 7	579	389	968	2,153
WN – 8	270	190	460	1,019
WN – 9	733	395	1128	2,551
WN – 10	328	552	880	1,817
WN – 11	822	442	1264	2,859
WN – 12	351	745	1096	2,222
WN – 13	495	409	904	1,979
WN – 14	770	414	1184	2,678
WN – 15	536	288	824	1,863
Toho West Total	**8,682**	**6,278**	**14,960**	**33,093**

Table 3.3-5. Residential Development Program by Neighborhood

Neighborhood	Single-Family Units (Detached)	Multi-Family Units (Attached)	Total Dwelling Units	Total Population
Toho East Neighborhoods				
EN – 1	756	484	1240	2,768
EN – 2	806	434	1240	2,804
EN – 3	780	420	1200	2,714
EN – 4	489	263	752	1,701
EN – 5	744	400	1144	2,587
EN – 6	505	375	880	1,942
EN – 7	827	445	1272	2,877
EN – 8	730	510	1240	2,751
EN – 9	523	353	876	1,948
EN – 10	448	384	832	1,816
EN – 11	274	638	912	1,836
EN – 12	524	476	1000	2,172
EN – 13	220	512	732	1,474
EN – 14	733	395	1128	2,551
Toho East Total	**8,358**	**6,090**	**14,448**	**31,941**
Canoe Creek Neighborhoods				
CCN – 1	499	269	768	1,737
CCN – 2	608	328	936	2,117
CCN – 3	575	465	1040	2,280
CCN – 4	473	255	728	1,646
Canoe Creek Total	**2,156**	**1,316**	**3,472**	**7,780**
Total	**19,196**	**13,684**	**32,880**	**72,813**

Neighborhood Type 1

Neighborhood Type 1 is located throughout South Lake Toho, forming the majority of the developed place types within the planning area. As previously described in Section 3.2, *Illustrative Vision*, Neighborhood Type 1 is oriented toward detached housing, with attached housing playing a subordinate role. Nonetheless, a diversity of residential products is anticipated within the attached and detached housing category.

Neighborhood Type 2

Neighborhood Type 2 forms a higher density residential core surrounding the retail and employment hubs at Community, Employment and Urban Centers. As previously described in Section 3.2, *Illustrative Vision*, Neighborhood Type 2 is intended for the majority of housing to be attached, resulting in a higher density than Neighborhood Type 1. The higher densities, when located adjacent to the Community and Urban Centers, help to deliver the ridership necessary for a viable transit system.

Table 3.3-6. Development Program Summary at Build-out

Place Type	Single-Family Units (Detached)	Multi-Family Units (Attached)	Commercial (SF)	Office (SF)	Industrial (SF)	Civic (SF)	Hotel (Rooms)
Urban Centers	0	4,500	2,200,000	2,720,000	0	250,000	1,800
Community Centers	0	1,800	1,050,000	1,400,000	0	180,000	1,300
Neighborhood Centers	0	0	0	0	0	2,040,000	0
Neighborhood Type 1	17,300	9,300	0	0	0	0	0
Neighborhood Type 2	1,900	4,400	0	0	0	0	0
Employment Centers	0	850	410,000	410,000	160,000	200,000	300
Special Districts	0	0	460,000	580,000	4,080,000	0	200
Total	**19,200**	**20,850**	**4,120,000**	**5,110,000**	**4,240,000**	**2,424,5000**	**3,600**

3.4 Regulatory Elements

Overview

Regulatory Elements are core concepts of the Master Plan that must be successfully achieved in order to implement the Comprehensive Plan's mixed use policies. They include the Fine Grain Network, Framework Streets, and Place Types.

Fine Grain Network

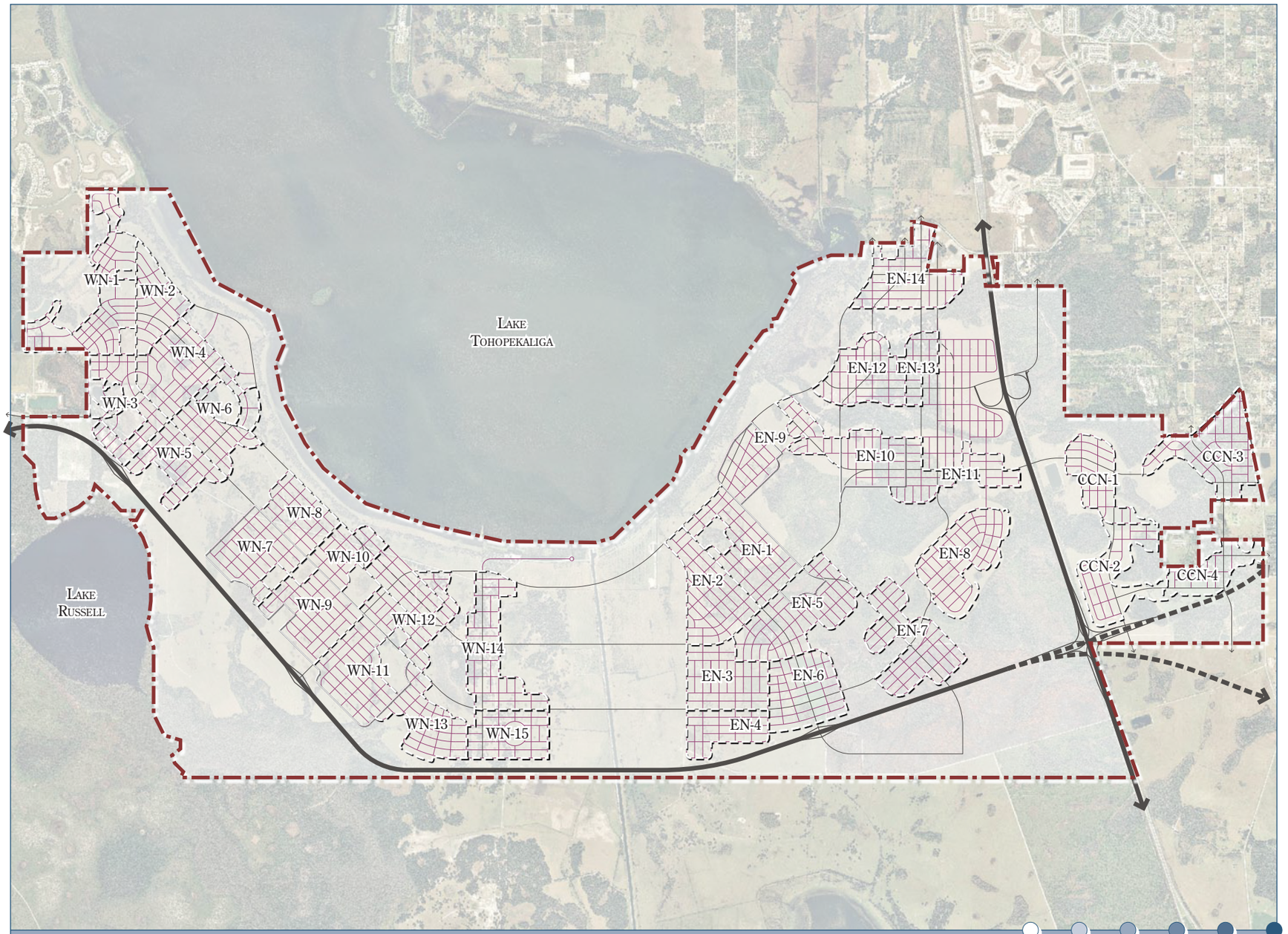
The fine grain network establishes the background matrix for South Lake Toho's built environment. It is the fundamental design element that distinguishes an urban area from the suburbs by creating a different spatial structure within which place types and supporting services and facilities can locate and function. It is analyzed through connectivity based on implementing the typical five-acre block system and the associated cross sections as described in Map 3.4-1, *Fine Grain Network Map*, Table 3.4-1, *Neighborhood Connectivity Evaluation*, and Figures 3.4-1 through 3.4-4, *Street Cross Sections*.

Connectivity refers to the number of alternative travel routes between any two locations. In traditional suburban road patterns, the shortest route will usually be very circuitous, from cul-de-sac, to collector, to arterial, with few alternative routes available. In a highly connected grid, a number of alternative routes will be available, including a number of direct routes.

To ensure connectivity, all submitted plans, except those related specifically to Special Districts, will demonstrate consistency with the fine grain network as conceptually presented on the Map 3.4-1, *Fine Grain Network Map*. Variations within the grid shall be allowed based upon the following three factors:

- There should be at least 100 local street intersections per square mile or the value depicted in Table 3.4-1, *Neighborhood Connectivity Evaluation*,
- A through-street should be present every 600 feet minimum, on average, and
- At least 50% of dwelling units and non-residential buildings should be within a 1/2 mile of a planned transit stop.

Adherence to these connectivity standards will reduce vehicle trips and miles traveled. The grid also will reduce the risk of obesity, heart disease, and hypertension by encouraging daily physical activity associated with walking and bicycling.



Map 3.4-1. Fine Grain Network Map

Place Types

- Urban Center
- Community Center
- Neighborhood Center
- Neighborhood Type 1
- Neighborhood Type 2
- Employment Center
- Special District
- Open Space District

Network System

- Fine Grain Network
- Framework Streets
- Southport Connector Expressway
- Southport Connector Alternatives

Miscellaneous

- Roadways
- Preserved Wetlands
- Stormwater Ponds
- Neighborhood Boundaries
- TP-6 Neighborhood Labels (Corresponds to the Development Program)

Table 3.4-1. Neighborhood Connectivity Evaluation

Neighborhood	Total # of Intersections	# Intersections/ Square Mile	Distance to Transit Stop
Neighborhood WN – 1	86	195	1/2 Mile
Neighborhood WN – 2	41	203	1/2 Mile
Neighborhood WN – 3	66	228	1/2 Mile
Neighborhood WN – 4	59	194	1/2 Mile
Neighborhood WN – 5	48	224	1/2 Mile
Neighborhood WN – 6	65	205	1/2 Mile
Neighborhood WN – 7	51	187	1/2 Mile
Neighborhood WN – 8	39	193	1/2 Mile
Neighborhood WN – 9	58	196	1/2 Mile
Neighborhood WN – 10	53	227	1/2 Mile
Neighborhood WN – 11	64	167	1/2 Mile
Neighborhood WN – 12	52	243	1/2 Mile
Neighborhood WN – 13	51	237	1/2 Mile
Neighborhood WN – 14	65	202	1/2 Mile
Neighborhood WN – 15	46	203	1/2 Mile

Table 3.4-1. Neighborhood Connectivity Evaluation

Neighborhood	Total # of Intersections	# Intersections/ Square Mile	Distance to Transit Stop
Neighborhood EN – 1	67	175	1/2 Mile
Neighborhood EN – 2	69	217	1/2 Mile
Neighborhood EN – 3	57	200	1/2 Mile
Neighborhood EN – 4	36	201	1/2 Mile
Neighborhood EN – 5	89	213	1/2 Mile
Neighborhood EN – 6	54	202	1/2 Mile
Neighborhood EN – 7	69	203	1/2 Mile
Neighborhood EN – 8	71	237	1/2 Mile
Neighborhood EN – 9	76	215	1/2 Mile
Neighborhood EN – 10	42	207	1/2 Mile
Neighborhood EN – 11	49	242	1/2 Mile
Neighborhood EN – 12	69	255	1/2 Mile
Neighborhood EN – 13	28	264	1/2 Mile
Neighborhood EN – 14	75	237	1/2 Mile
Neighborhood CCN - 1	41	204	1/2 Mile
Neighborhood CCN - 2	31	218	1/2 Mile
Neighborhood CCN - 3	83	237	1/2 Mile
Neighborhood CCN - 4	33	385	1/2 Mile

Framework Streets & Regional Facilities

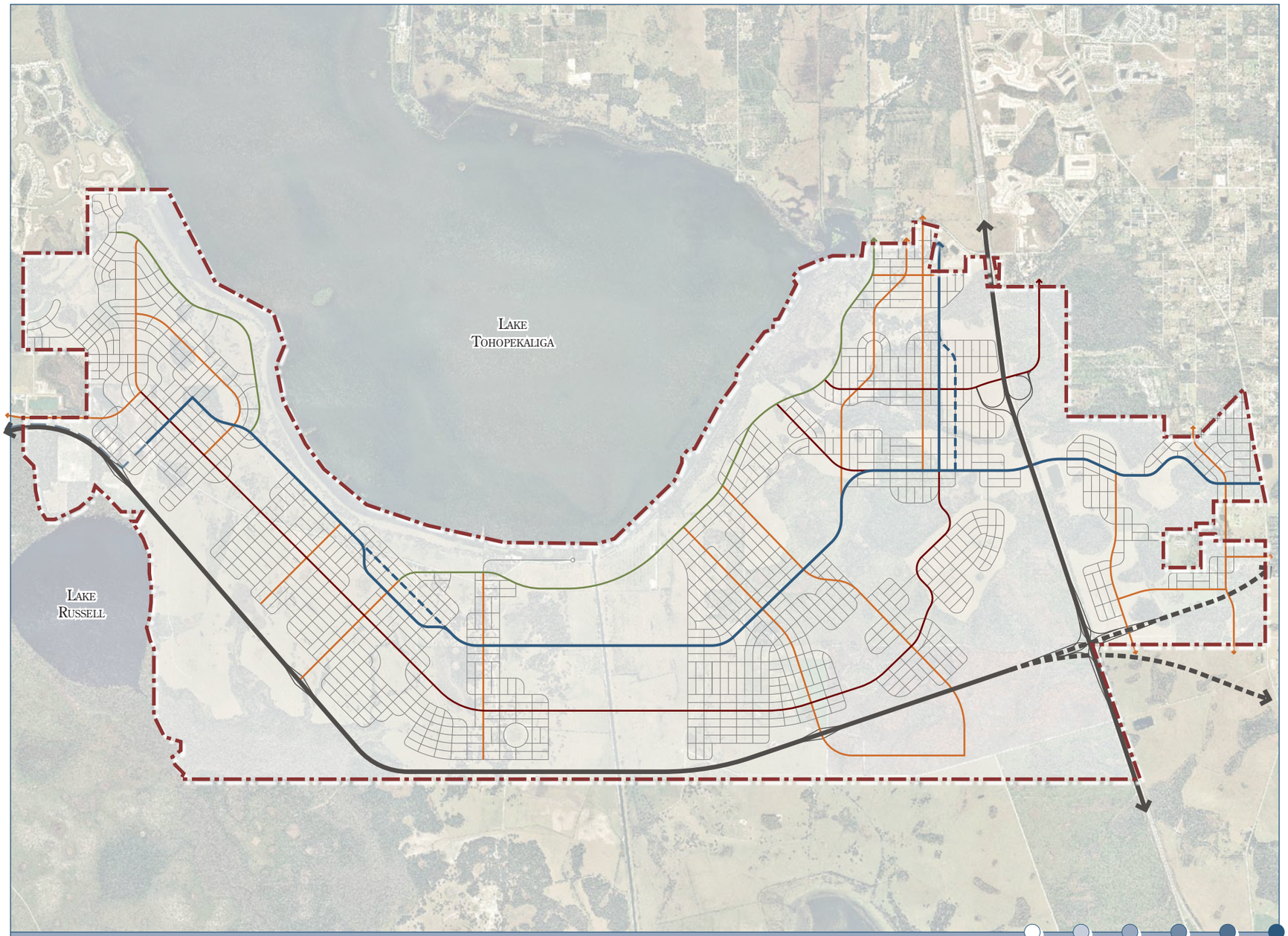
Framework Streets

The Framework Streets, a key part of the transportation network, include those street types that function within the fine grain network, facilitate movement between place types, and include major transit corridors. They will be regulated by Map 3.4-2, *Framework Streets Map*, as well as by Figures 3.4-1 through 3.4-4, *Framework Streets Standards*, depicted on the following pages.

Development plans should implement the Framework Streets in the approximate locations outlined in Map 3.4-2, *Framework Streets Map*, in order to achieve the overall connectivity not only within the South Lake Toho planning area, but also between the planning area and other regionally-serving roadways.

Regional Facilities

The Southport Connector, a future limited-access expressway envisioned by the Comprehensive Plan 2025, is intended to be located along the southern edge of the South Lake Toho planning area, with a right-of-way width of approximately three hundred (300) feet. The potential alignment of this expressway has been studied by both Osceola County and by the Orlando-Orange County Expressway Authority. The Osceola County Study includes two options for the expressway route at the eastern edge of the planning area, one of which leaves the planning area in a northeast direction, and one leaving the planning area in a southeast direction. Both of these potential alignments for the Southport Connector are shown in Map 3.4-2, *Framework Streets Map*, but are also subject to further engineering studies and design. Landowners are to convey the right-of-way for the expressway and all associated local and system-to-system interchanges to the County or to the transportation authority responsible for construction of the Southport Connector.



Map 3.4-2. Framework Streets Map

Place Types

- Urban Center
- Community Center
- Neighborhood Center
- Neighborhood Type 1
- Neighborhood Type 2
- Employment Center
- Special District
- Open Space District

Framework Streets

- Multimodal Corridor
- Multimodal Corridor (Transit Only)
- Boulevard
- Avenue
- Parkway
- Future Connections

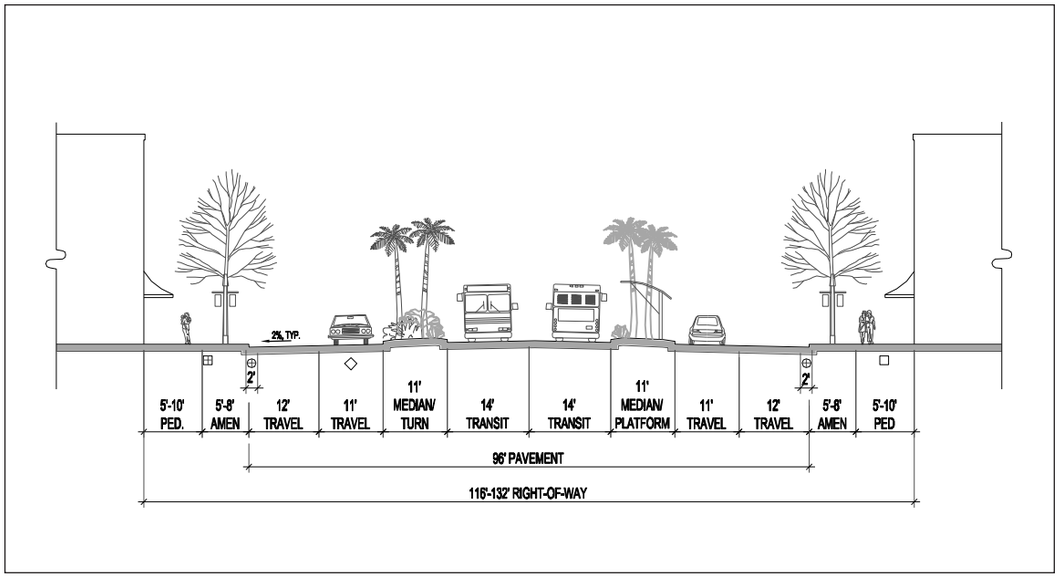
Miscellaneous

- Local Streets
- Southport Connector
- Preserved Wetlands
- Stormwater Ponds

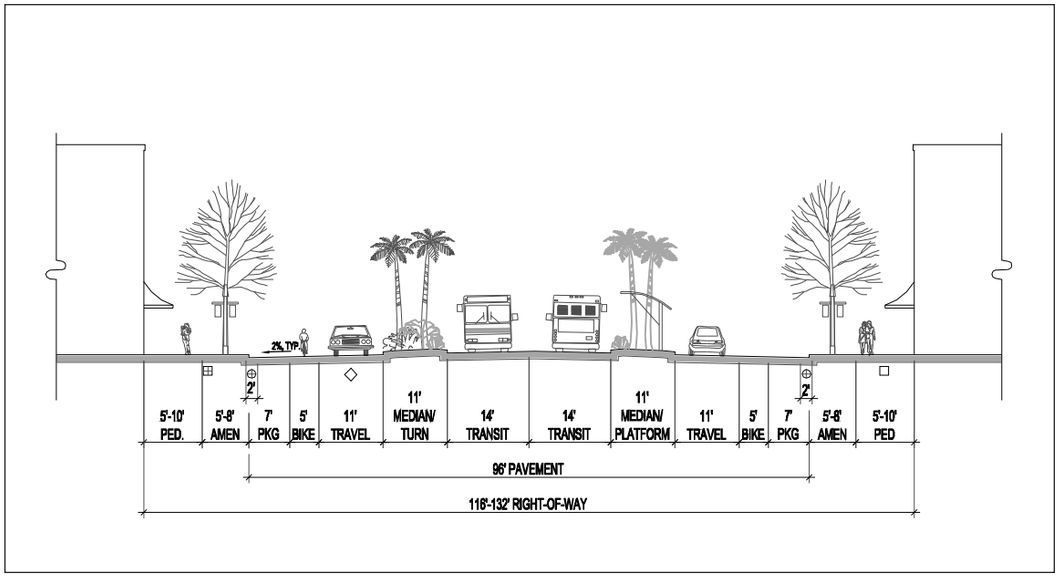
0 1,320' 2,640' 5,280'

FIGURE 3.4-1. FRAMEWORK STREETS STANDARDS: MULTIMODAL CORRIDOR.

Multimodal Corridors are functionally classified as major thoroughfares/ arterials and are the principal organizing element of a Conceptual Master Plan. These corridors contain facilities for pedestrian, bicycle, automobile and fixed-guideway transit services, and connect the urban centers with other centers within Osceola County and the region.



CROSS-SECTION ALTERNATIVE 1



CROSS-SECTION ALTERNATIVE 2

UTILITY PLACEMENT KEY

⊕ Stormwater	□ Reuse Water	⊠ Gas
⊞ Potable Water	◇ Sanitary Sewer	Electric/ Cable

SCALE

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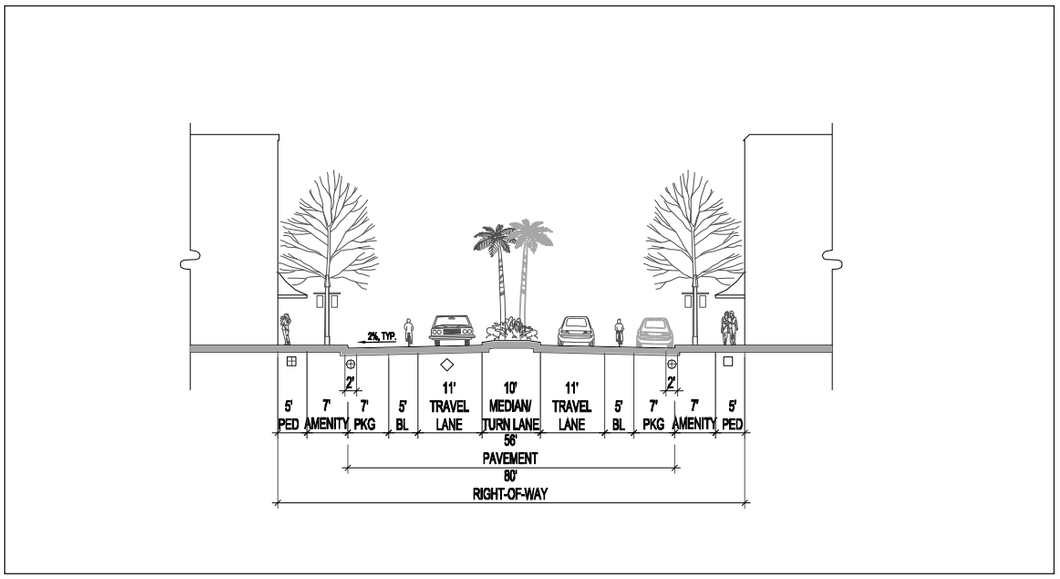

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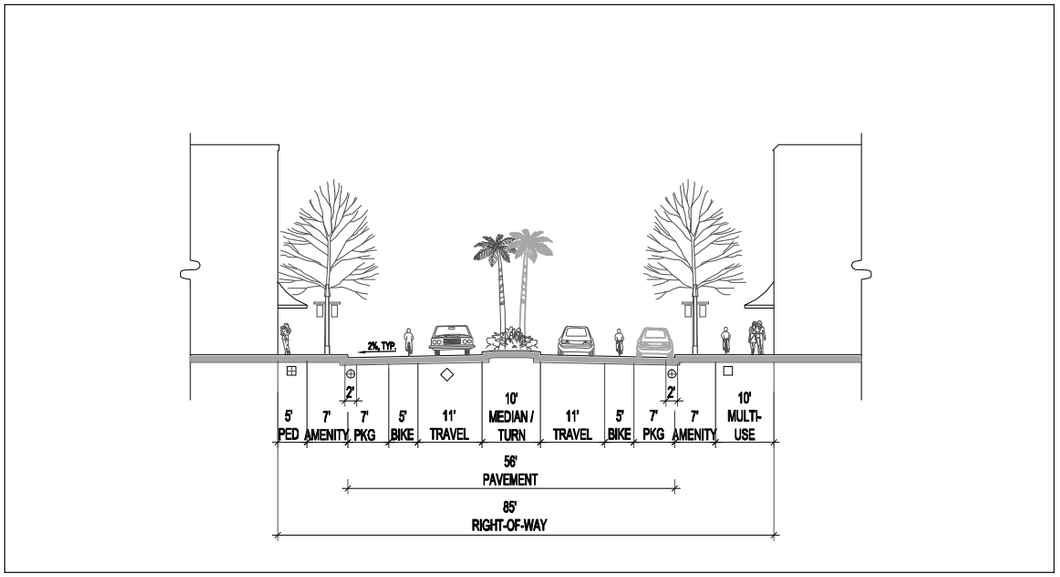


CROSS-SECTION ALTERNATIVE 2

UTILITY PLACEMENT KEY

⊕ Stormwater	□ Reuse Water	⊠ Gas
⊞ Potable Water	◇ Sanitary Sewer	Electric/ Cable

SCALE

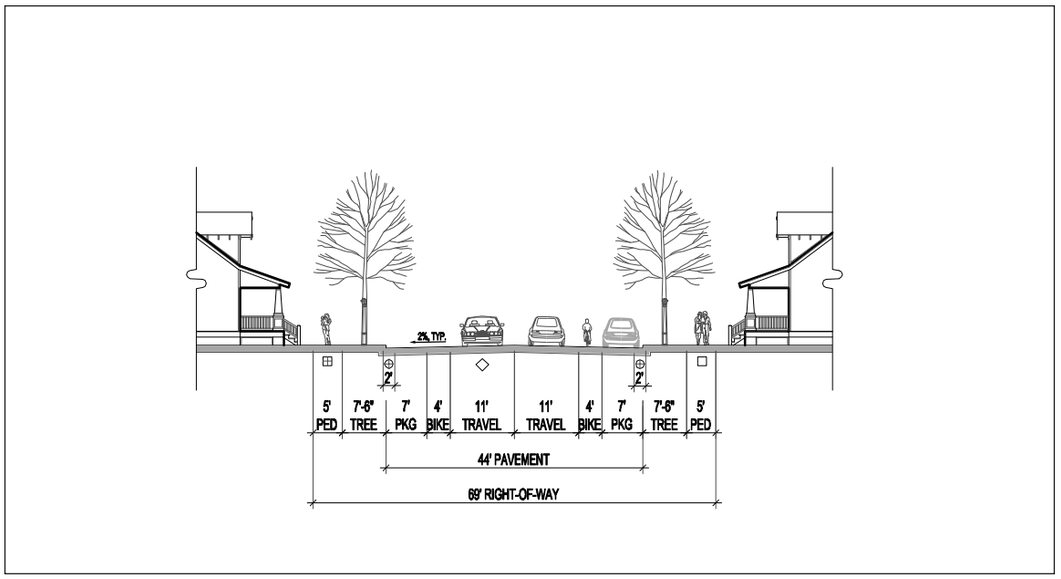
0 7.5' 15' 30'

FIGURE 3.4-2. FRAMEWORK STREETS STANDARDS: BOULEVARD.

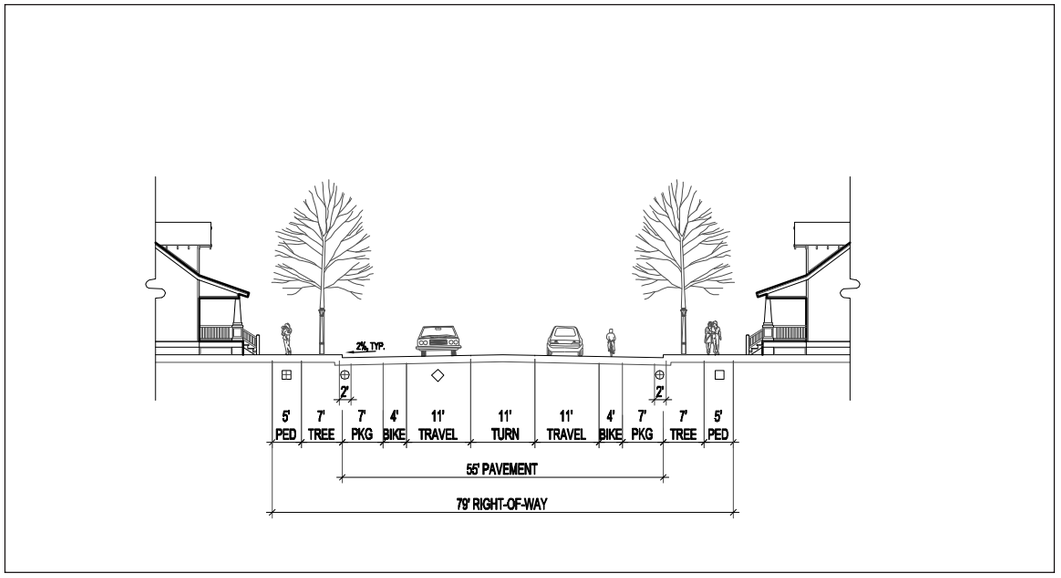
Boulevards are functionally classified as minor thoroughfares and are an organizational element of the fine grain network. Generally oriented east and west, and perpendicular to Avenues, Boulevards support the Multimodal Corridors, define the neighborhoods and connect Community Centers.

FIGURE 3.4-3. FRAMEWORK STREETS STANDARDS: AVENUE.

Avenues are functionally classified as minor thoroughfares and are an organizational element of the fine grain network. Generally oriented north and south, and perpendicular to Boulevards, Avenues provide the principal connections to the Southport Connector and Toho Parkway.



CROSS-SECTION ALTERNATIVE 1



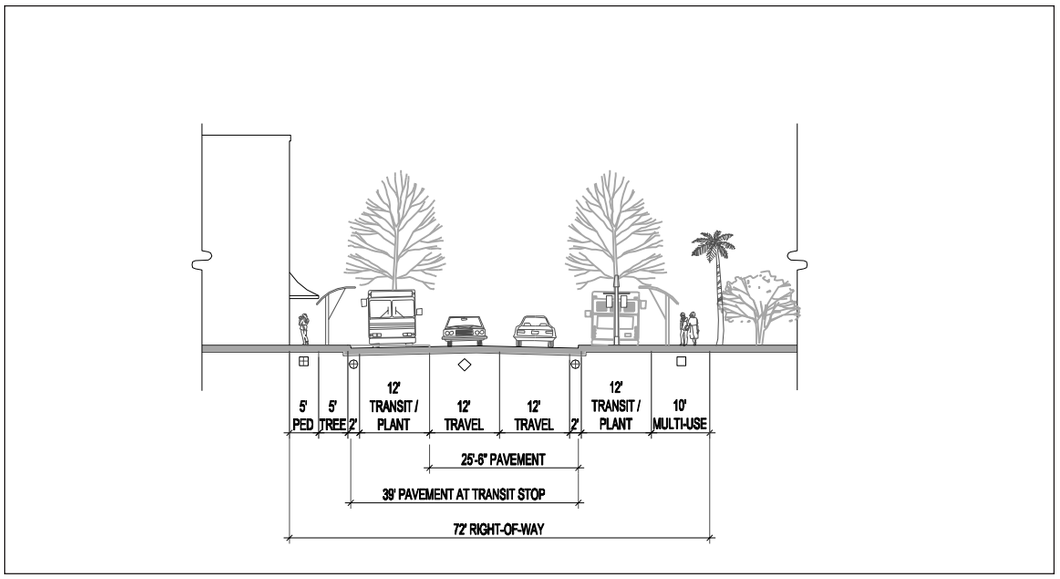
CROSS-SECTION ALTERNATIVE 2

UTILITY PLACEMENT KEY

⊕ Stormwater	□ Reuse Water	⊠ Gas
⊞ Potable Water	◇ Sanitary Sewer	Electric/ Cable

SCALE

0 7.5' 15' 30'



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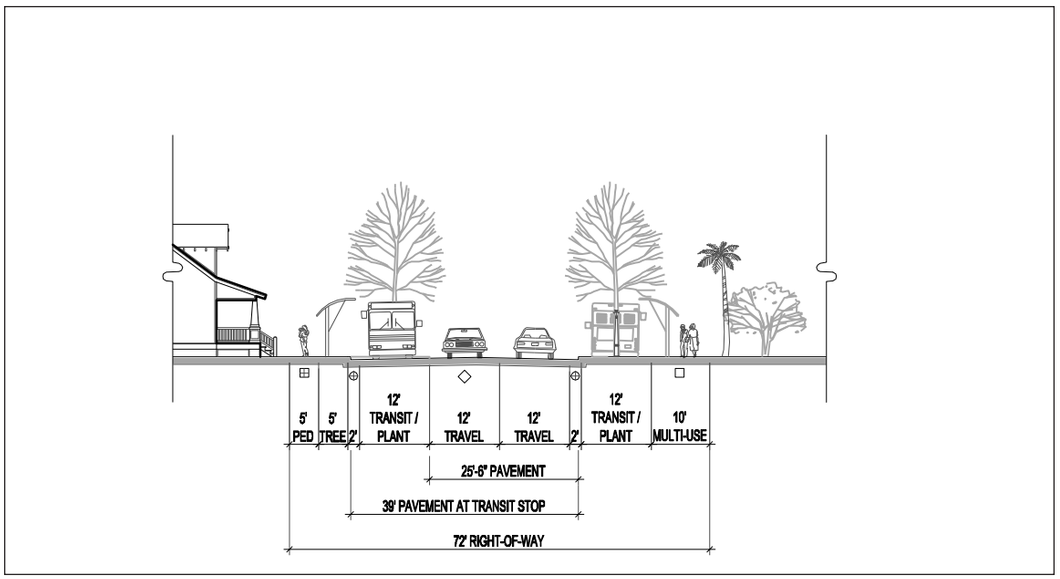


CROSS-SECTION ALTERNATIVE 2

UTILITY PLACEMENT KEY

⊕ Stormwater	□ Reuse Water	⊠ Gas
⊞ Potable Water	◇ Sanitary Sewer	Electric/ Cable

SCALE

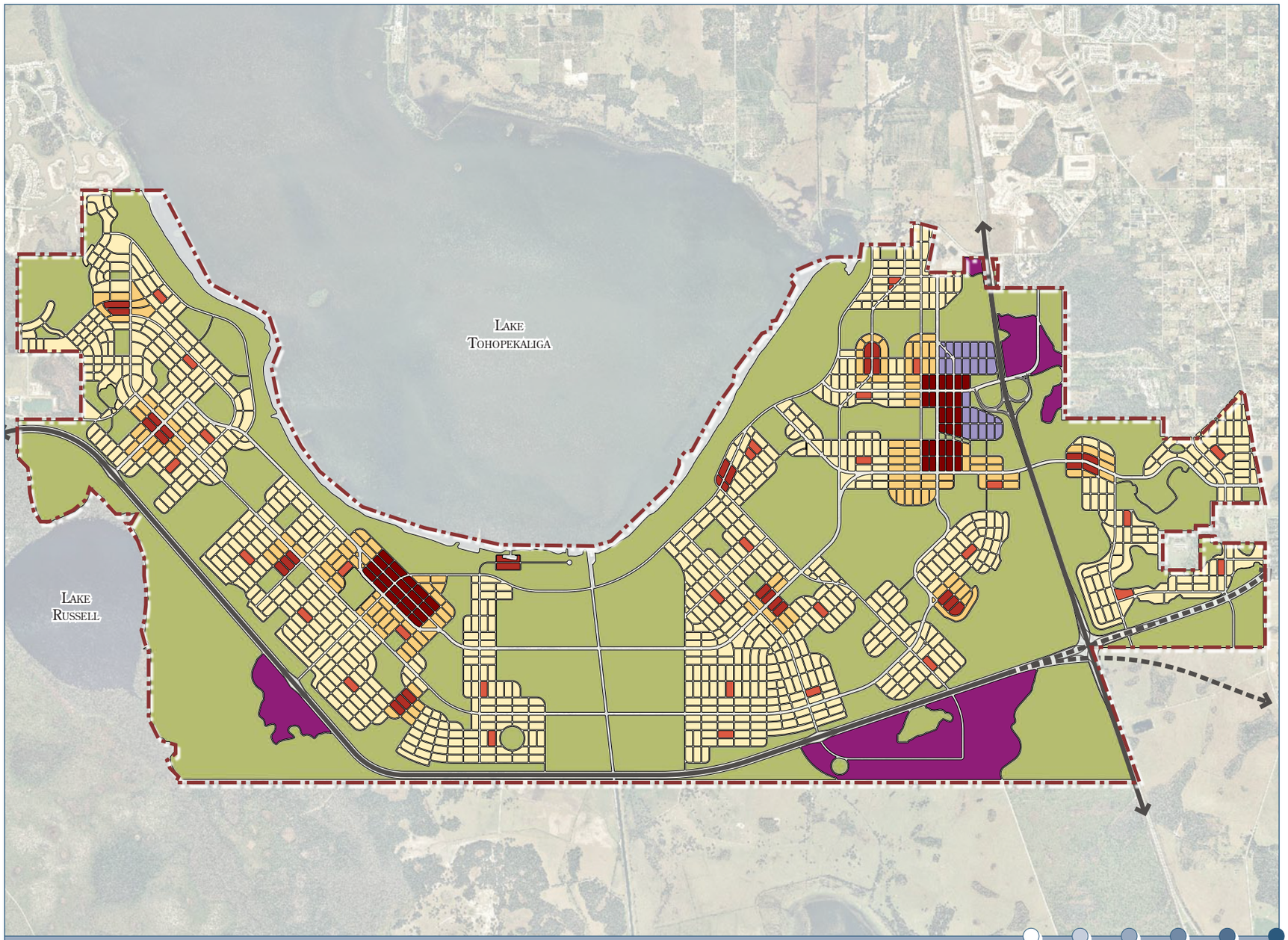
0 7.5' 15' 30'

FIGURE 3.4-4. FRAMEWORK STREETS STANDARDS: PARKWAY.

Parkways are functionally classified as special thoroughfares and consist of two types. These types are Transit and Scenic, and vary in cross section based on the inclusion of a dedicated transit facility.

Place Types

Place types are to be implemented as described throughout Chapter 3, *The Master Plan*, and in the Smart Code for Mixed Use Districts. The eight place types include Urban Center, Community Centers, Neighborhood Centers, Employment Centers, Special Districts, Neighborhood Types 1 and 2, and the Open Space District. The location and size of each place type should honor the general intent of Map 3.4-3, *Place Types Map*. As further described in Section 3.5, *Goals, Objectives & Policies*, the map does not preclude the re-orientation of place types or the fine grain network, as long as intended uses, connectivity, and general size and locations are respected.



Map 3.4-3. Place Types Map

Place Types

- Urban Center
- Community Center
- Neighborhood Center
- Neighborhood Type 1
- Neighborhood Type 2
- Employment Center
- Special District
- Open Space District

Miscellaneous

- Roadways
- Open Water

0 1,320' 2,640' 5,280'

3.5 Goals, Objectives & Policies

Goal 1. Achieving Smart Growth.

The goal of the South Lake Toho Conceptual Master Plan is to balance social, environmental and economic sustainability to form enduring places for people to live and thrive. This goal can be achieved by using long-range, large-scale planning to accommodate sustainable economic development and contribute to a sound tax base; alleviate the pressure for urban sprawl; and reduce vehicle miles traveled by linking road and transit networks.

The plan also will provide a variety of housing options; protect environmentally sensitive lands, wildlife corridors and upland habitat; and create a strong sense of place through street layout, open space arrangements, streetscape appearance, and linkage of neighborhoods to commercial services and jobs.

Objective 1.1. ***Development Framework.*** Ensure that build out of the South Lake Toho planning area occurs in a predictable, yet flexible manner consistent with the vision and intent of the County's Mixed Use District policies and the South Lake Toho Conceptual Master Plan.

Policy 1.1-1. ***Applicability.*** The South Lake Toho planning area consists of the land area depicted on Future Land Use Map 2 (FLUM2) of the Comprehensive Plan and Map 3.3-1 – the Development Program Map – of the South Lake Toho Conceptual Master Plan.

Policy 1.1-2. ***Conceptual Master Plan.*** The South Lake Toho Conceptual Master Plan, as developed through the efforts of the South Lake Toho Stakeholder Group, shall serve to guide future growth and development within the South Lake Toho planning area.

Policy 1.1-3. ***Build-Out Scenario.*** The South Lake Toho Conceptual Master Plan presents a build-out scenario, as required by Future Land Use Element (FLUE) Policy 1.1.10. The build-out scenario, shown below, replaces the development program for Mixed Use Districts 3 and 4 previously adopted by FLUE Policy 1.1.9.

South Lake Toho Buildout Scenario:

- Employment – 41,200 Employees
- SFD – 19,200 DUs
- MFU – 20,850 DUs
- Commercial/Office/Industrial – 13,470,000 square feet
- Institutional/Civic - 2,670,000 square feet
- Hotel – 3,600 rooms

Policy 1.1-4. ***Function.*** The South Lake Toho Conceptual Master Plan represents one approach for achieving the desired Buildout Scenario for South Lake Toho consistent with the mixed-use policies outlined in FLUE policies 1.3.11 – 1.3.13. As provided in FLUE Policy 1.1.12, an alternate conceptual master plan may be prepared for the South Lake Toho area and proffered to the Osceola County Board of County Commissioners for consideration. Approval of an alternate conceptual master plan is dependent upon a showing that the proposal supports and furthers the Buildout Scenario and desired urban form outlined in the FLUE's mixed-use policies.

Policy 1.1-5. ***Concurrent Rezoning of Lands.*** Concurrent with Conceptual Master Plan adoption, the County shall rezone all lands within the South Lake Toho Conceptual Master Plan Area to the Mixed Use District classification described in the SmartCode for Mixed Use Districts.

Policy 1.1-6. ***Interim Use of Land.*** Approved land uses existing at the time of adoption of the Conceptual Master Plan and Mixed Use Zoning District for the South Lake Toho Conceptual Master Plan area shall be allowed to continue until such time the site occupied by the particular use is developed or redeveloped consistent with the Conceptual Master Plan and the Mixed Use Zoning District. Both existing and new agricultural uses shall be deemed to be an allowable interim land use for all areas within the South Lake Toho prior to their development in accordance with the Conceptual Master Plan.

Policy 1.1-7. ***Framework Street Impact Fees.*** In recognition that the County is promoting Smart Growth communities, and smart growth principles are intended to reduce vehicular trips both within and external to Mixed Use Districts, the County considers the framework streets illustrated on Map 3.4.2 to be impact fee creditable. By December 2010, the County shall complete a study to determine the extent of the impact fee credits. At the next annual update of the Impact Fee Ordinance following the study's completion, the Ordinance shall be amended to incorporate the study results and authorize impact fee credits as determined appropriate by the study.

Policy 1.1-8. ***Evolution of Development Patterns.*** Uses, densities and intensities within blocks shall be allowed to change over time in order for the development program outlined in Tables 3.3.1 – 3.3.6 of the Conceptual Master Plan to be realized.

Objective 1.2. ***Implementing the South Lake Toho Conceptual Master Plan.*** Establish a review and approval process designed to facilitate development of South Lake Toho consistent with the County's mixed use policies and the South Lake Toho Conceptual Master Plan.

Policy 1.2-1. ***Safe Harbor Provision.*** Maps 3.4.1, 3.4.2, and 3.4.3 of the South Lake Toho Conceptual Master Plan illustrate the structural elements that support the South Lake Toho Development Program. Consistent application of the framework elements provides a "safe harbor" for applicants. "Safe Harbor"

entitles the applicant to a ministerial approval of Concept Plans and the associated Development Plans which are prepared consistent with the framework elements and UGB staging as demonstrated on Maps 3.4.1, 3.4.2, and 3.4.3. The Safe Harbor provision recognizes that the scale of the maps; their conceptual nature using best available information; permitting and engineering considerations; and existing land uses and plats may necessitate one or more adjustments to the structural elements as they are applied to specific sites. Any adjustments made shall be the minimum required to address the condition or circumstance necessitating a change.

Policy 1.2-2. ***Concept Plan and Site Development Plans.*** The SmartCode for Mixed Use Districts shall include provisions for preparation, review and approval of a Concept Plan and Site Development Plans, the two types of plans required to implement Conceptual Master Plans.

The Concept Plan shall designate place types, mixture of uses, and their densities and intensities for a phase or portion of the area encompassed by the Conceptual Master Plan. The Concept Plan shall outline regional connections, internal connectivity, road network, transit, parks, trails, schools, major infrastructure and other civic amenities. The Site Development Plans shall apply design and development criteria to a phase or portion of an area encompassed within an approved Concept Plan. As described in the SmartCode for Mixed Use Districts, each Site Development Plan shall provide a greater amount of specificity to the street types, place types and block design, phasing, diversity of residential product type, drainage, utility calculations, civic areas, parks and landscape design.

Concept Plans and Site Development Plans shall be reviewed and approved as outlined in the SmartCode for Mixed Use Districts. The SmartCode shall stipulate that no development will be authorized by the County except in conformance with an approved Concept Plan and Site Development Plan.

Policy 1.2-3. ***Applicant-Initiated Adjustments.*** Adjustments may be proffered by an applicant in addition to those provided for under the Safe Harbor provision. The adjustments may include refinements to the location, size and boundaries of place types, the fine-grained network and framework streets. Adjustments to the Conceptual Master Plan for a project site shall become final through approval of Concept Plans or Site Development Plans, as required by the SmartCode for Mixed Use Districts.

Policy 1.2-4. ***Review.*** Approval of applicant-initiated adjustments shall be based upon a demonstration by the applicant of the following:

- The requested change is consistent with the FLUE mixed-use policies;
- The requested change supports and furthers an area's livability as a pedestrian-oriented, mixed-use community;
- The requested change contributes to the County's desire for a balance and mix of uses, as represented in the development program described in Tables 3.3.1 – 3.3.6 of the Conceptual Master Plan;
- The requested change will not interfere with adjacent or neighboring property owners' ability to qualify for the Safe Harbor provision.

Policy 1.2-5. ***Relationship to Other Comprehensive Plan Policies.*** Where the South Lake Toho Conceptual Master Plan prescribes requirements or standards different than those contained in the Osceola County Comprehensive Plan, the Conceptual Master Plan shall control. Otherwise, all policies within the Comprehensive Plan shall apply to the South Lake Toho Conceptual Master Plan Area.