# Northeast District Element

Adopted by the Osceola County Board of County Commissioners
August 16, 2010

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GOAL 1: ACHIEVING SMART GROWTH
The goal of the Northeast District Conceptual Master Plan is to create a regional employment center that can position the County to successfully participate in the expanding regional high-tech economy and can help diversify the local economy to include a growing number of high-wage, high-value jobs. 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 buildout of the Northeast District 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 Northeast District Conceptual Master Plan.

Policy 1.1.1: Applicability.
The Northeast District planning area consists of the land area depicted on Future Land Use Map 2 (FLU 2) of the Comprehensive Plan as Mixed Use District 8 and part of Mixed Use District 7 and NED Map 1 – Development Program Map – of the Northeast District Conceptual Master Plan.

Policy 1.1.2: Conceptual Master Plan.
The Northeast District Conceptual Master Plan, as developed through the efforts of the Northeast District Stakeholder Group, consists of a regulatory element and a data and analysis element, and shall serve to guide future growth and development within the Northeast District planning area. The regulatory element of the Northeast District Conceptual Master Plan consists of the Northeast District Element, NED Maps 1-6, and NED Tables 1-6.

Policy 1.1.3: Buildout Scenario.
The Northeast District Conceptual Master Plan presents a buildout scenario, as required by Future Land Use Element (FLUE) Policy 1.1.10. The buildout scenario, shown below, replaces the development program for Mixed Use District 8 previously adopted by FLUE Policy 1.1.9.

Northeast District Buildout Scenario:
- Employment – 44,130
- Residential – 29,320 dwelling units
- Commercial/Office/Industrial – 8,540,000 sq. feet
- Institutional/Civic – 1,995,000 sq. feet*
- Hotel – 5,000 rooms
*The building area listed for Institutional/Civic use does not include public primary and secondary schools.

**Policy 1.1.4: Function.**
The Northeast District Conceptual Master Plan represents one approach for achieving the envisioned buildout scenario for the Northeast District consistent with the mixed-use policies outlined in FLUE Policies 1.3.11 – 1.3.13. As provided in FLUE Policy 1.1.11, an alternate conceptual master plan may be prepared for the District 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 the policies of the Mixed Use District land use category.

**Policy 1.1.5: Concurrent Rezoning of Lands.**
The County shall adopt a SmartCode for Mixed Use Districts, which shall create a Mixed Use District zoning classification and establish form based development guidelines for Mixed Use Districts. Concurrent with SmartCode adoption, the County shall rezone all lands within the Northeast District Conceptual Master Plan Area to the Mixed Use District classification.

**Policy 1.1.6: Interim Use of Land.**
Legal land uses existing at the time of adoption of the Conceptual Master Plan for the Northeast District 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 Northeast District 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 NED Map 3, to be impact fee creditable. Prior to the issuance of any impact fee credits, 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 buildout scenario outlined in Policy 1.1.3 to be realized.

**Objective 1.2: Implementing the Northeast District Conceptual Master Plan**
Establish a review and approval process designed to facilitate development of the Northeast District consistent with the County’s mixed use policies and the Conceptual Master Plan.
**Policy 1.2.1: Safe Harbor Provision.**
NED Maps 2, 3, and 4 of the Northeast District Conceptual Master Plan illustrate the structural elements that support the Northeast District Development Program. Consistent application of the structural elements provides a “Safe Harbor” for applicants. “Safe Harbor” entitles the applicant to a ministerial approval of Concept Plans which are prepared consistent with the structural elements as illustrated on NED Maps 2, 3, and 4, and staging as demonstrated on NED Map 5. 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. Adjustments made under the Safe Harbor Provision 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, framework streets and the distribution of the buildout program described in Tables 1 – 6. 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:

1. The requested change is consistent with the FLUE mixed-use policies;
2. The requested change supports an area’s livability as a pedestrian-oriented, mixed-use community;
3. The requested change contributes to the County’s desire for a balance and mix of uses, as represented in the buildout scenario described in Policy 1.1.3;
4. The requested change will not interfere with adjacent or neighboring property owners’ ability to qualify for the Safe Harbor provision without their consent.

**Policy 1.2.5: Relationship to Other Comprehensive Plan Policies.**
Where the Northeast District 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 Northeast District Conceptual Master Plan Area.

**Objective 1.3: Northeast District Boundary Expansion**
Provide sufficient land area to create major employment opportunities and communities attractive to the high-tech industry in a location that allows the County to fully participate in the bio-tech/high-tech economic cluster emerging in the southeast quadrant of the Orlando metropolitan area.

**Policy 1.3.1: Urban Growth Boundary.**
The County’s Urban Growth Boundary (UGB) is modified to include all of the property encompassed within the Northeast District Conceptual Master Plan.

**Policy 1.3.2: Staging Development.**
Development within the Northeast District planning area shall occur in an organized manner based upon the creation of jobs, efficient use of land, and investments in transportation infrastructure, rather than specific time periods. The staging strategy for the Northeast District is illustrated on NED Map 5.

**Policy 1.3.3: Staging Area 1.**
Staging Area 1 is a reconfiguration of the acreage previously approved for Mixed Use District 8. Development may occur within this area consistent with the Comprehensive Plan’s Mixed Use policies, Northeast District Conceptual Master Plan, and all other applicable Comprehensive Plan policies.

**Policy 1.3.4: Staging Area 2.**
Development may proceed when the following activities have occurred:
- 4,000 jobs have been created in Staging Area 1; and
- 7,000 dwelling units have been constructed in Staging Area 1; and
- The Osceola Parkway Extension is under construction from its current terminus at Boggy Creek Road to the location depicted in the Northeast Conceptual Master Plan; or
- Southport Connector is under construction from US 192 to the location depicted in the Northeast District Conceptual Master Plan.

The above criteria shall not preclude an applicant from submitting development applications including, but not limited to, Application for Development Approval / Development of Regional Impact, Concept Plan and/or Site Development Plan for approval by Osceola County; nor shall it
preclude an applicant from constructing infrastructure improvements; however, building permits shall not be approved by Osceola County until the listed criteria have been met.

**Policy 1.3.5: Staging Area 3.**

Development may proceed when the following activities have occurred:

- 14,000 cumulative jobs have been created in Staging Areas 1 and 2; and
- 14,000 cumulative dwelling units have been constructed in Staging Areas 1 and 2; and
- The Osceola Parkway Extension into the Northeast District has been completed and the Southport Connector is secured and committed or vice versa.

The above criteria shall not preclude an applicant from submitting development applications including, but not limited to, Application for Development Approval / Development of Regional Impact, Concept Plan and/or Site Development Plan for approval by Osceola County; nor shall it preclude an applicant from constructing infrastructure improvements; however, building permits shall not be approved by Osceola County until the listed criteria have been met.

**Policy 1.3.6: Modification of Staging Area Boundaries.**

The boundaries of Staging Area 1, Staging Area 2, and Staging Area 3 may be shifted within the interior of the Northeast District provided that the sum of the land area within each of the three boundaries is not increased and the following conditions are met:

- The proposed modification furthers the economic and urban development strategies included within the Northeast District Conceptual Master Plan and the County’s Mixed Use District Policies;
- The proposed modification would represent a logical extension of services;
- Adequate public facilities to support the proposed development within the proposed modification area are available, or will be available at the time development of the expansion area is to occur, consistent with the County’s concurrency requirements;
- The proposed modification will accommodate new job growth or the facilities and amenities necessary to attract and retain major new employers within the Northeast District;
- The proposed modification would not divide a Concept Plan.

**Policy 1.3.7: Density Calculations.**

Within the Northeast District, 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 for roadways, transit and trails, natural water bodies and wetlands.

**Objective 1.4: Multimodal Transportation District**

Establish a Multimodal Transportation District (MMTD) for the purpose of promoting transit, walking, and bicycling, and reducing dependence on the automobile within the Northeast District planning area.
Policy 1.4.1: Required Design Elements.
The Northeast District MMTD boundaries shall be coterminous with the Northeast District planning area. It shall incorporate the following community design elements, as required in 163.3180(15) (a-d), Florida Statutes:

1. An interconnected network of streets and paths designed to encourage walking and bicycle use, with traffic calming where desirable;
2. A complementary mix and range of land uses, including residential, employment, educational, recreational and cultural;
3. Appropriate densities and intensities of land uses within walking distance of transit stops; and
4. Daily activities within walking distance of residences, public uses, streets and open spaces that are safe, comfortable and attractive for the pedestrian, with adjoining buildings open to the street and parking designed so as not to interfere with pedestrian and bicycle travel.

Policy 1.4.2: Development Standards.
Prior to approving the first Concept Plan within the Northeast District MMTD, the County shall adopt the requisite design and development standards within the SmartCode.

Policy 1.4.3: Organization of Land Uses.
The Northeast District MMTD will provide for an appropriate density, intensity and mix of land uses to support multimodal transportation as follows:

1. The Central Core Area shall extend ¼ mile walking distance from a passenger station, rail station, and/or transit superstop, and shall contain the highest densities and intensities of land use in the MMTD, and be located along a framework street at key crossings of perpendicular routes or on one side of a framework street along roadway facilities parallel or perpendicular to the framework street.
2. Medium-Density Areas surrounding the Central Core Area shall extend between ¼ and ½ mile walking distance from a passenger station, rail station, and/or transit superstop, and shall be an area in which densities and intensities may decline but shall remain sufficient to support transit use.

Policy 1.4.4: Densities.
The overall minimum and maximum densities and intensities of development within the Northeast District MMTD shall be as set forth in the following table, unless otherwise set forth in an approved Development Order or Concept Plan:
### Table 1.3.6: Minimum Density Requirements

<table>
<thead>
<tr>
<th>Area</th>
<th>Urban Center</th>
<th>Employment Center</th>
<th>Community Center</th>
<th>Neighborhood 1</th>
<th>Neighborhood 2</th>
</tr>
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<tr>
<td>Before Transit</td>
<td></td>
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<tr>
<td>Central Core (1/4 Mile)</td>
<td>16</td>
<td>0.6</td>
<td>16</td>
<td>0.6</td>
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<tr>
<td>Surrounding Area (1/4 - 1/2 Mile)</td>
<td>12</td>
<td>0.4</td>
<td>12</td>
<td>0.4</td>
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<td>After Transit</td>
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<tr>
<td>Central Core (1/4 Mile)</td>
<td>20</td>
<td>1</td>
<td>20</td>
<td>1</td>
<td>15</td>
</tr>
<tr>
<td>Surrounding Area (1/4 - 1/2 Mile)</td>
<td>16</td>
<td>0.75</td>
<td>16</td>
<td>0.75</td>
<td>12</td>
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*For the purposes of the Northeast District MMTD, there shall be no minimum density or intensity for Neighborhood Centers.

*All densities are net as defined Policy 1.3.7.
**“After Transit” minimum densities and intensities shall apply only at such time that rail transit or bus rapid transit, with headways less than or equal to twenty minutes, serving the Central Core and Medium Density Areas has been secured and committed. Prior to such time, the minimum densities and intensities shall be as indicated in the “Before Transit” Table.

**Policy 1.4.5: Appropriate Land Uses.

The Northeast District MMTD shall ensure that the land uses incorporated into the Conceptual Master Plan are physically and functionally integrated, including a connected and continuous system of pedestrian facilities.

**Policy 1.4.6: Mixture of Land Uses.

The Northeast District shall accomplish an overall mix of residential and non-residential uses as outlined in the Conceptual Master Plan and implementing policies and regulations.

**Policy 1.4.7: Relationship to Major Thoroughfares.

The Northeast District MMTD shall be planned in a manner that maximizes internal circulation and does not cause the Florida Strategic Intermodal System (SIS) to exceed its adopted Level of Service Standard without appropriate mitigation.

**Policy 1.4.8: Transportation Quality/Level of Service (LOS).

1. The following minimum quality/level of service standards (LOS) for transit, bicycle, and pedestrian facilities and roadways shall apply in the Northeast District MMTD. LOS shall be measured in accordance with the methodology established in the FDOT Multimodal Transportation Districts and Areawide Quality of Service Handbook (Nov. 2003 or as revised).
2. Osceola County shall coordinate with LYNX and METROPLAN ORLANDO to apply the transit quality of service framework as found in the most recent edition of the *Transit Capacity and Quality of Service Manual* (TCQSM) and required as part of METROPLAN ORLANDO’S long-range transportation plan.

3. The Northeast District MMTD shall include the following performance targets for transit, bicycle and pedestrian facilities, and roadways within a MMTD as follows:
   a. 80% of all the bicycle and pedestrian facilities within the MMTD network shall function at LOS C or better;
   b. All parcels within ¼ mile of a transit stop should be serviced by pedestrian facilities operating at LOS C or better; and
   b. 80% of the employees and dwelling units in the District will have convenient access to transit.

**Policy 1.4.9: Transportation Concurrency.**
Transportation concurrency in the Northeast District MMTD shall be evaluated based upon the financially feasible long-range capital improvements plan and program for the MMTD, without regard to the period of time between development or redevelopment and the scheduled construction of the capital improvements.

**Policy 1.4.10: Vehicle Trip Reduction/Transportation Demand Management.**
The Northeast District MMTD shall incorporate transportation demand management strategies into its transportation planning process to alleviate congestion. A range of techniques will be considered, such as vanpool/ridesharing programs, parking management and pricing, transit vouchers, pre-tax incentives, telecommuting, flextime, and/or other appropriate trip reduction strategies.

**Policy 1.4.11: Intergovernmental Coordination.**
Osceola County shall coordinate with the Florida Department of Transportation, METROPLAN ORLANDO, LYNX and other affected agencies and jurisdictions to implement Northeast District Conceptual Master Plan as a means for promoting transportation choice.

**Policy 1.4.12: Consideration for Demographics.**
Special consideration shall be given to areas within the Northeast District with concentrations of students, seniors, low-income families or others that are more dependent on modes other than the automobile to provide safe and accessible travel alternatives.
Policy 1.4.13: Contributions to Multimodal Network. Proposed development within the Northeast District MMTD shall contribute to providing a safe, convenient, comfortable and aesthetically pleasing transportation environment that promotes walking, cycling, and transit use. Appropriate improvements or enhancements to the multimodal network may include but are not limited to the following:

1. Accommodations for pedestrian access and movement, including sidewalks, benches and clearly marked crossings;
2. Accommodations for bicycles, including lockers, showers, and racks;
3. Connections between the MMTD and the regional bicycle/pedestrian network if applicable;
4. Shared use paths in accordance with the FDOT Bicycle Facilities Planning and Design Guidelines Handbook;
5. Accommodations for transfer of passengers at designated transit facilities;
6. Preferential parking for rideshare participants;
7. Access for motor vehicle passenger drop-offs and pick-ups at designated transit facilities and at commercial and office development sites; and/or
8. Accommodation for the mobility impaired, including parking spaces, sidewalks and ramps for handicapped access.

Policy 1.4.14: Multimodal Street Design and Operation. Osceola County shall establish within the SmartCode for the Mixed Use Districts multimodal street cross-sections, design standards, and operational measures (e.g. pre-emptive signals, dedicated bus lanes, etc.) to ensure streets are safe and convenient for transit, automobile, truck, bicycle and pedestrian travel. Strategies may include but are not limited to marked crosswalks, wider sidewalks, on-street parking, bus turnouts, traffic calming, raised medians or other appropriate safety enhancements that reduce hazardous conflicts between modes and that are consistent with the planned functions of the roadway.

Policy 1.4.15: Street Function and Type. The type of street in the Northeast District MMTD shall vary and be appropriate to the street function and expected users. Street types are described below:

1. Regional roadways:
   a. Regional roadway alignments will generally follow alignments on the Conceptual Master Plan. Adjustments to the alignments by subsequent planning efforts will be made in a way that supports and furthers the long-term viability of centers and neighborhoods.
   b. Interchange locations will be in general accordance with Conceptual Master Plan to assure proper access to MMTD properties.
   c. Concept and Development Plans will refine/protect regional roadway corridors and interchanges as identified on the Conceptual Master Plan.
   d. Funding for regional facilities will be determined through detailed studies.
2. Regional fixed guideway transit:
   a. Such facilities will be planned, designed and constructed in the corridors generally depicted in the Conceptual Master Plan, and are intended to connect the Northeast District to Innovation Way, Medical City, Orlando International Airport, Kissimmee, St. Cloud and other existing or future Urban Centers.
Modifications to alignments and station locations by subsequent planning efforts will be made in a way that supports and furthers the long-term viability of centers and neighborhoods.

b. Concept and Site Development Plans will refine/protect regional transit corridors and organize development intensities around proposed transit station areas and transit superstop areas following accepted TOD principles and guidelines, with allowances for evolution of densities over time in accordance with market demand.

c. Alternatives analysis (AA) studies for regional transit will be conducted by either Osceola County or another lead agency when development levels indicate that transit is feasible. AA studies will determine the preferred alignment, technology and funding strategy, including both capital and operating costs.

3. Framework roadway facilities:

a. The location of framework streets is defined by the Conceptual Master Plan. Adjustments to the alignments by subsequent planning efforts may be made in order to support and further the viability of the District’s centers and neighborhoods.

b. Concept and Development Plans will refine/protect framework roadway corridors as identified on the Conceptual Master Plan.

c. Framework streets shall function as complete streets. They shall be designed and constructed to enable multiple users – pedestrians, bicyclists, motorists and transit riders of all ages and abilities – to safely and conveniently move along and across the District’s thoroughfares.

d. The construction of framework streets will generally follow the alignments illustrated on NED Map 3 and shall include the infrastructure needed for them to function as complete streets.

e. Framework streets are part of the community design elements that will allow the Northeast District to function as a walkable, transit-ready urban area. As such, construction of framework streets shall be timed to coincide with the transportation needs created by the neighborhoods and centers they are designed to serve, consistent with the Staging sequence depicted on NED Map 5.

f. The developer shall be responsible for funding the construction of all framework streets. Pursuant to Policy 1.1.7, framework streets are considered to be impact fee creditable.

4. Framework and local transit:

a. Framework and local transit facilities will be designed to provide access among centers and neighborhoods and to provide feeder service to regional transit.

b. The County will work with the property owner to establish a streetcar system capable of connecting neighborhoods with community centers and urban/employment centers.

c. The County will work with LYNX to prioritize funding and implementation of service to the Northeast District.

d. Local transit shall become operational commensurate with the demand for service along individual lines and routes associated with each of the framework streets.
Policy 1.4.16: *Street Intersections.*
The SmartCode for Mixed Use Districts shall include standards for street intersections to facilitate pedestrian crossings.

Policy 1.4.17: *Street Network and Connectivity.*
The Northeast District MMTD shall provide a dense, interconnected network of local and framework streets as illustrated in the Northeast District Conceptual Master Plan and in accordance with the following:

1. The street network shall be comprised of a system of interconnected and direct routes with a connectivity index to be established within the SmartCode for Mixed Use Districts.
2. The Northeast District MMTD shall be subject to a maximum block length, to be established in the SmartCode for Mixed Use Districts, to advance connectivity as development occurs.
3. The local street circulation pattern shall maximize access to individual lots and activity center destinations (e.g. schools, commercial areas, parks). At the same time, the circulation pattern shall manage traffic in residential areas through design and traffic calming techniques. (e.g. chicanes, speed tables, raised intersections, on-street parking, etc.)

Policy 1.4.18: *Internal Connectivity.*
To provide continuous circulation systems for pedestrians, bicyclists and automobiles, unconnected streets (e.g. cul-de-sacs, T-turnarounds and dead ends), and block lengths greater than the maximum shall be discouraged. In places where an unconnected street cannot be avoided, pedestrian and bicycle connectivity shall be provided when feasible.

Policy 1.4.19: *Reserved.*

Policy 1.4.20: *Bicycle/Pedestrian Network and Connectivity.*
The Northeast District MMTD shall provide direct bicycle and pedestrian connections within and between residential areas and supporting community facilities and services, such as shopping areas, employment centers, transit stops, neighborhood parks, and schools. Standards and design criteria shall be established within the SmartCode for Mixed Use Districts.

Policy 1.4.21: *Sidewalks and Pedestrian Facilities.*
New development within the Northeast District MMTD shall provide complete streets that include safe and convenient pedestrian facilities that are reasonably free from hazards and adequately separated from streets that carry high levels of automobile traffic, and provide a reasonable and direct route of travel between destinations. Standards for pedestrian facilities shall be established in the SmartCode for Mixed Use Districts.

Policy 1.4.22: *Bicycle Facilities.*
The Northeast District MMTD shall contain a network of bicycle facilities to provide safe and convenient movement for bicyclists that are reasonably free from hazard, are adequately separated from streets that carry high levels of automobile traffic, and provide reasonable and direct routes of travel between destinations throughout the MMTD. The bicycle facilities may
consist of bicycle lanes, signed routes along the street network, and off-street shared use paths, as may be established in the SmartCode for Mixed Use Districts. Bicycle lanes shall be provided on all framework streets within the MMTD in accordance with the FDOT Bicycle Facilities Planning and Design Guidelines.

Policy 1.4.23: Bicycle Parking.
The SmartCode for Mixed Use Districts shall establish standards for bicycle parking facilities. These standards shall address, among other things, the location, number, and configuration of the bicycle parking facilities. Vehicle parking space credit may be given for the provision of bicycle parking.

Policy 1.4.24: Consideration for Schools.
Osceola County shall give special consideration in its SmartCode for Mixed Use Districts to schools and their multimodal needs to provide a safe, accessible environment for students by giving high priority to bicycle and pedestrian facilities within a two-mile radius of all schools.

Policy 1.4.25: School Infrastructure.
The infrastructure necessary to support schools shall include the means to assure safe access to schools such as sidewalks, bicycle paths, turn lanes, and signalization.

Policy 1.4.26: Access to Parks, Recreation and Open Space.
To advance connectivity and allow access for the entire community, the SmartCode for Mixed Use Districts shall include standards and criteria for public access to parks, recreation areas, conservation areas, natural areas, lakes and general open space.

Policy 1.4.27: Transit.
The County shall work with LYNX to help ensure that the Northeast District MMTD is well-connected via transit to major trip generators and attractors both inside and outside of the MMTD, to ensure that transit stops and waiting areas are safe and comfortable, and to enhance intermodal connections.
1. Identified needs shall be reflected in the LYNX Transit Development Plan (TDP) and/or the Osceola County capital improvements program, and funding identified for improvements that increase the availability, speed, frequency, duration and reliability of transit serving the MMTD.
2. The County shall coordinate with LYNX regarding the provision of transit stations, superstops, and other facilities for the transfer of passengers to and from the MMTD via the regional transit system.
3. The County shall coordinate with LYNX regarding the provision of benches, signage, lights, and covered or enclosed waiting areas for transit stations and/or superstops within the MMTD.
4. The County shall coordinate with LYNX regarding the provision of bicycle parking at transit stations and superstops and bicycle racks on buses as a means to interface bicycle travel with public transit.
Policy 1.4.28: Bicycle and Pedestrian Access to Transit Stops.
The SmartCode for Mixed Use Districts shall include standards and criteria to ensure that walks to/from transit stops and buildings shall be made short, comfortable, and safe, and that the bicycle network and transit network shall interconnect to increase the transit network travel shed.

Policy 1.4.29: Parking Management.
Parking shall be limited to discourage single-occupant vehicle commuting and reinforce non-auto modes, but not so limited as to adversely impact the viability and vitality of the MMTD. Emphasis shall be on short-term parking (e.g. parking duration limits, time-of-day limits, restricted parking zones) over long-term parking in commercial areas.

Policy 1.4.30: Limits on Parking.
Off-street parking areas shall be limited in size and scale through strategies established in the SmartCode for Mixed Use Districts, such as shared parking, parking credits, and maximum parking limits.

Policy 1.4.31: Public Parking.
Publicly available surface and structured parking within the Northeast District MMTD may be planned, designed, and constructed to provide needed parking in locations that do not disrupt pedestrian circulation and allow for higher building intensity near transit stations.

1. Public parking sites will be determined during the development of the Concept Plan or Site Development Plan according to the following criteria:
   a. Surface lots and structures will be located in proximity to the buildings served.
   b. Surface lots will not exceed a block within the Concept Plan.
   c. Surface lots will be located so as to allow for the conversion to structured parking.
2. Available public parking may be allocated to a use to meet minimum parking requirements. Priorities for public parking allocations will be given to properties in the Central Core Area.

Policy 1.4.32: Shared Parking.
The SmartCode for Mixed Use Districts shall include standards and criteria for shared parking where it can be demonstrated that the demand for parking of combined uses can be satisfied with shared and jointly accessible off-street parking.

Policy 1.4.33: Parking Credits.
New development may be eligible for parking credits in exchange for transit facility placement, bicycle facilities, a portion of the on-street spaces abutting the property, allocated public parking spaces, and/or monetary contribution toward public parking. The standards and criteria for parking credits shall be established in the SmartCode for Mixed Use Districts.

Policy 1.4.34: Amount of Off-Street Parking.
Maximum allowances for off-street parking spaces shall be established in the SmartCode for Mixed Use Districts for land uses within the MMTD and reviewed periodically as conditions change to ensure they continue to adequately address parking needs and the availability of transit or other non-auto modes.
Policy 1.4.35: Location and Design of Off-Street Parking.
Off-street parking and maneuvering areas shall be located and designed in a manner that supports and does not conflict with pedestrian activity.

Policy 1.4.36: Structured Parking.
The standards for structured parking shall be established in the SmartCode for Mixed Use Districts and may address ground floor uses, vehicle access, design elements, and locational criteria.

Policy 1.4.37: Funding of Capital Improvements.
A financially feasible long-range capital improvements plan and program for the MMTD is required for the interconnected network of streets, paths, bicycle, pedestrian and transit systems that will reduce reliance on automobiles for access and internal circulation.

Potential funding sources for improvements include the following:
- Community Development District(s)
- Road Impact Fees
- Developer Contributions
- Municipal Service Taxing Unit / Municipal Service Benefit Unit
- Available State or Federal Highway or Transit Funds
- Tax Increment Financing

The capital improvements will put in place the major roadway network (framework streets), which are designed with bicycle lanes and sidewalks. The multimodal boulevards are also designed with dedicated transit lanes. The capital improvements on the schedule will therefore provide for overall connectivity for pedestrians, cyclists, and transit riders in the MMTD.

Policy 1.4.38: MMTD Financial Feasibility and Monitoring.
Prior to or concurrent with approval of a Concept Plan prepared pursuant to NED Policy 1.1.2, a financially feasible long-range capital improvements program (CIP) shall be developed and approved for at least the area contained within the Concept Plan. Upon approval of the CIP, Osceola County shall amend its adopted Capital Improvements Element (CIE) to include the CIP’s required capital improvements and their proposed funding sources. As part of the CIE’s required updates, the CIP shall be reviewed annually to ensure MMTD level of service standards are achieved and maintained by the end of the development timeframe and the proposed improvements necessary for achieving and maintaining the level of service standards are financially feasible.

Policy 1.4.39: Future Activities and Agreements.
1. Upon adoption of the Northeast District Conceptual Master Plan (NED CMP), the landowner, or its successors and assigns will initiate and co-create the Northeast District Strategic Economic Plan with Osceola County and provide funds for the County’s use for employee salaries, consulting fees, or technical assistance related to the County’s participation in creating such Plan.
2. Following DCA’s finding of compliance for, and the resolution of all appeals/intervener objections to, the NED CMP, Osceola County and the landowner or its successors and
assigns will prepare an agreement or agreements to be executed coincident with the County’s adoption of the first DRI Development Order for the NED, which agreement or agreements will provide for:

a. Funds to Osceola County for pursuing economic development opportunities in the Northeast District identified in the Northeast District Strategic Economic Plan.

b. Funds for job training in fields that are transferable to targeted industries identifies in the Northeast District Strategic Economic Plan.

c. Land and partial funding for creation of a business incubator in the Northeast District focusing on start-up enterprises related to targeted industries identified in the Northeast District Strategic Economic Plan.

Objective 1.5: Environmental Resource Management

Ensure that viable environmental communities are sustained during and after development, protect major wetland systems, and promote wildlife movement.

Policy 1.5.1: Econlockhatchee Swamp Protection Zone.

A protection zone is hereby established to enhance the protection of the Econlockhatchee (Econ) Swamp provided by Conservation Policy 1.4.12. This protection includes an area that is two hundred and fifty (250) feet landward as measured from the western edge of the wetlands comprising the Econ Swamp, except where additional areas are determined to be essential for protection of listed wildlife species based on existing published wildlife guidelines. Within the protection zone, development shall be limited to preserved or restored uplands; created forested or herbaceous wetlands; stormwater attenuation areas when sufficient uplands are retained in the protection zone to ensure wildlife movement and habitat, as determined in consultation with the water management district and Florida Fish and Wildlife Conservation Commission (and then only when designed as created forested or herbaceous wetlands); mitigation activities when approved by a regulatory agency; passive recreation; walking trails; and other resource-based uses that are compatible with the protection of the Econ Swamp. Consistent with Conservation Policy 1.4.12, unless otherwise expressly allowed by Policies 1.5.1 through 1.5.23, in no case shall development be permitted within fifty (50) feet from the western edge of the wetlands comprising the Econ Swamp.

Policy 1.5.2: Econlockhatchee Swamp Preservation Area.

The wetlands within the Econlockhatchee Swamp, and fully isolated uplands within such wetlands, shall be designated the Econlockhatchee Swamp Preservation Area as shown on NED Map 6, and shall be preserved in perpetuity by a conservation easement consistent with Section 704.06,F.S. The conservation easement shall be granted to the County and one or more of the St. Johns River or South Florida Water Management Districts, Department of Environmental Protection, Florida Fish and Wildlife Conservation Commission, or U.S. Fish and Wildlife Service in a manner that also serves as mitigation for wetland or other impacts or species relocation, but in no event shall the conservation easement be granted later than commencement of actual physical development in the uplands east of Lake Preston and its connected wetlands and west of the Econlockhatchee Swamp Protection Zone. Any upland within the Preservation Area shall qualify as a sending area for transferable development rights pursuant to FLUE Objective 3.1. The conservation easement shall also allow in wetlands, consistent with Section 704.06(3),F.S., passive recreation facilities, such as elevated boardwalks and observation decks,
permitted by the St. Johns River Water Management District, the South Florida Water Management District or other resource protection agencies.

**Policy 1.5.3: Transportation/Utility Corridors.**
Consistent with Section 704.06(11), F.S., two east-west transportation/utility corridors shall be reserved by the conservation easement protecting the Econlockhatchee Swamp Preservation Area and shall be allowed within the Econlockhatchee Swamp Protection Zone. Each corridor shall be restricted to rights of way for one or more transportation facilities as defined in Section 334.03, F.S., and telecommunications lines, electrical transmission and distribution lines, pipelines for liquefied or gaseous substances, and other compatible linear infrastructure. The County deems these transportation/utility corridors to be in the public interest in order to promote and facilitate a connected network of multi-modal transportation facilities and utilities to serve local and regional needs in the future. The southern corridor shall include the right of way for Nova Road. The northern corridor shall be located in the area bounded on the north by the Osceola-Orange County line and on the south by an east-west line from the northern edge of Lake Preston. To the maximum extent feasible, transportation facilities and compatible linear infrastructure shall be co-located. In consultation with the Florida Fish and Wildlife Conservation Commission, rights of way for such facilities shall minimize impacts to wetlands and wildlife habitat and shall make adequate provision for the protection of wildlife movement. The right of way for a new or expanded transportation facility in a corridor shall be established only after amendment of the Transportation Element map series pursuant to law.

**Policy 1.5.4: Habitat Management Plans.**
Upland or wetland habitats preserved by a conservation easement shall be subject to a habitat management plan for the purpose of wildlife preservation and the maintenance of native species diversity. Prior to actual physical development in the Northeast District, the habitat management plan must be reviewed and approved by Osceola County, the Florida Fish and Wildlife Conservation Commission, and the applicable water management district, but the plan may become operational by phase. The habitat management plan may be used to mitigate impacts to listed wildlife species and their habitat elsewhere in the Northeast District. It shall be the responsibility of the landowner, successors in interest, or the grantee of a conservation easement, whether a public entity, private entity, or private property owners’ association, to manage the preservation area consistent with the approved management plan.

**Policy 1.5.5: Wildlife Data.**
An applicant for Concept Plan approval within the Northeast District shall compile and submit baseline data consistent with guidelines for any state or federally listed wildlife or plant species, based on Florida Fish and Wildlife Conservation Commission and U.S. Fish and Wildlife Service survey methodologies and casual observation of non-listed wildlife and plant species. The purpose of the baseline data is to recognize the cumulative effects that development within the Northeast District is having on species diversity and habitat over time.

**Policy 1.5.6: Wetlands and Floodplains.**
Development shall minimize encroachment into the 100-year floodplain and wetland/habitat areas by ensuring that public and private roads are sited to avoid crossing of floodplains and wetlands, or require that such crossings are sited at the narrowest point of a floodplain or wetland.
system for continuity of a corridor. No net floodplain encroachment (fill) shall be permitted within the 100-Year Floodplain of the Econ Swamp (as adopted by FEMA).

**Policy 1.5.7: Site Development Standards.**
Osceola County and the landowner will collaborate with the Florida Fish and Wildlife Conservation Commission to prepare site development standards that promote preservation of wildlife during development and promote the provision of usable habitat post-development. Site development standards shall include but are not limited to monitoring, low-voltage lighting, berms, and fencing. Post-development measures may include, but are not limited to, published guidelines and conservation measures for listed species, planting of native vegetation, low-voltage lighting, berms, fencing and controlled burns.

**Policy 1.5.8: Wildlife Crossings.**
Osceola County and the landowner will collaborate with the Florida Fish and Wildlife Conservation Commission, the U.S. Fish and Wildlife Service, the Florida Department of Transportation and applicable expressway authorities to establish standards and locations for wildlife crossings on public roads that cross wetlands and other potential wildlife corridors. To facilitate these wildlife crossings, Osceola County shall require appropriately sized crossings and fencing to direct species to the crossings.

**Policy 1.5.9: Econ River Water Quality.**
Osceola County will continue to coordinate with the water management districts on all development approvals in the Northeast District to ensure the continued protection of the water quality standards of the Econlockhatchee Swamp as an Outstanding Florida Water.

**Policy 1.5.10: Native Vegetation.**
To promote wildlife usage within protected wildlife corridors, non-native landscape species shall be prohibited within these corridors, with the exception of turf grasses used as a road or yard stabilizer. Osceola County shall ensure that landscaping guidelines for property in the Northeast District prohibit vegetation identified on the Florida Exotic Pest Plant Council’s List of Invasive Plant Species.

**Policy 1.5.11: Preservation Areas.**
In an effort to minimize the spread of invasive exotic plants into existing preservation areas, such as the TM Econ Mitigation Bank and Split Oak Forest Mitigation Park, as well as the Econ Swamp, Osceola County shall require a 550 foot zone in which non-native landscape species (excluding turf grasses) are not allowed. The limited use of turf grasses as a road or yard stabilizer will be allowed on a case-by-case basis. Property owners should be notified of prescribed burning conditions and encouraged to make structures “firewise.”

**Policy 1.5.12: Water Conservation.**
Osceola County shall develop education programs and requirements for the Northeast District that encourage xeric and waterwise landscaping and other water conservation measures. The County will, through the implementation of the SmartCode, minimize the amount of impervious surface area for development in the Northeast District.
Policy 1.5.13: Buffers for Conservation Areas and Wildlife Corridor.
A buffer of 250 feet shall be provided on the northern boundary of the Northeast District adjacent to designated conservation areas in Orange County for the purpose of compatibility with Orange County’s Environmental Land Stewardship Program, and may be used for preserved or restored uplands, created forested or herbaceous wetlands, mitigation activities when approved by a regulatory agency; passive recreation, walking trails and other resource-based uses.

Policy 1.5.14: Protection of natural resources.
Osceola County shall protect its natural resources in the Northeast District through adoption of land development regulations that promote the preservation or conservation of environmentally sensitive lands to include habitats containing listed animal and plant species. Natural resource protection shall be achieved through mechanisms such as stricter buffer requirements, lower allowable densities in environmentally sensitive areas, open space preservation requirements, removal of exotic plant and animal species, fire management, maintenance of greenways and habitat corridors, preservation of native vegetation, control of hydrological characteristics, and through use of clustering or density transfers to help minimize the effect of development.

Policy 1.5.15: Prescribed and controlled burning.
The County shall promote and encourage the use of prescribed and controlled burning to maintain the health and diversity of fire-dependent ecosystems to private and public lands.

Policy 1.5.16: Safe development line defined.
The County establishes the safe development line for all lakes at an elevation of one foot above the highest elevation of the regulated high pool state means high water level or ordinary high water level.

Policy 1.5.17: Non-water dependent structures.
Osceola County prohibits construction of non-water dependent structures lakeward of safe development lines as established by the County. The County shall continue to coordinate with state and federal agencies to insure proper consideration of this policy given for any alteration activities proposed along surface waters.

Policy 1.5.18: Classification of wetlands within the Northeast District.
For the purpose of identifying the types, values, functions, sizes, conditions and locations of wetlands within the Northeast District, the County shall use the applicable qualitative and quantitative assessment methods of the Uniform Mitigation Assessment Method (UMAM) as set out in Chapter 62-345, F.A.C.

1. Category I wetlands shall mean those wetlands that score at .65 or above utilizing UMAM.
2. Category II wetlands shall mean those wetlands that score between .4 and .64 utilizing the UMAM.
3. Category III wetlands shall mean those wetlands that score below .4 utilizing the UMAM.
Policy 1.5.19: Public education about wetland regulations.
Osceola County shall work cooperatively with federal and state regulatory agencies to educate the public and enforce federal, state and county wetland regulations.

Policy 1.5.20: Ecological Evaluation (EE) of wetlands.
Osceola County shall ensure that the structure and function of wetlands are preserved by requiring an Ecological Evaluation (EE) to be conducted for sites proposed for development. Osceola County shall establish the development threshold that triggers the need for an EE based upon size, amount, and use, and will also define its content, which shall include both qualitative and quantitative assessments. At a minimum, the EE shall address these topics:

1. General site description
2. Habitat descriptions (using FLUCFCS)
3. Onsite soil types
4. Protected species observed and potentially on-site
5. Detailed description of any onsite wetlands
6. Environmental regulatory analysis
7. Other constraints
8. Summary/conclusions
9. Location, soil, habitat/wetlands and protected species exhibit graphics

Policy 1.5.21: Wetland protection standards within Northeast District.
Within the Northeast District the following wetland protection standards shall apply:
1. The County shall limit the removal, alteration, or encroachment within Category I wetlands to only those cases where it is in the public’s interest or no other feasible or practical alternatives exist that will permit a reasonable use of the land. Maximizing protection, preservation, and continuing viability of these wetlands shall be the principal consideration for determining the amount and the section of a wetland allowed to be removed, altered or encroached upon.
2. Removal, encroachment, or alteration may be allowed in Category II wetlands where it is in the public’s interest or no other feasible or practical alternatives exist that will permit a reasonable use of the land, or for the purpose of increasing connectivity between neighborhoods. The value of enhanced neighborhood or community connectivity will be balanced against the value of the wetlands.
3. Removal, encroachment, or alternation of Category III wetlands is presumed to be allowed unless removal, encroachment, or alteration is determined to be contrary to the public interest.

Policy 1.5.22: Wetland preservation.
Except for specific encroachments consistent with Policy 1.5.21, wetlands within the Northeast District shall be made subject to a conservation easement granted to the County and one or more of the St. Johns River or South Florida Water Management Districts, Department of Environmental Protection, Florida Fish and Wildlife Conservation Commission, or U.S. Fish and Wildlife Service in a manner that also serves as mitigation for wetland or other impacts or species relocation, but in no event shall the conservation easement be granted later than commencement of actual physical development in the phase in which the conservation easement is to be located. The conservation easement area shall allow passive recreation facilities.
consistent with Section 704.06.F.S., and shall be subject to a habitat management plan as required by Policy 1.5.4.

**Policy 1.5.23: Mandatory setbacks around wetlands.**
Osceola County shall require mandatory setbacks around wetlands. The required setbacks shall remain in native vegetation with impervious surfaces limited to only that allowed in Conservation Element Policy 1.4.14. The mandatory setbacks are as follows:
1. A minimum of a 50-foot setback for Category I wetlands.
2. An average of a 50-foot setback with a minimum of 25 feet at any given location for Category II wetlands.
3. An average of 25-foot setback with a minimum of 15 feet at any given location for Category III wetlands.

**Policy 1.5.24: Mitigation of impacts to wetlands.**
Adverse impacts to wetlands shall be mitigated and the appropriate amount of mitigation necessary to offset that loss shall be determined using the Uniform Mitigation Assessment Method as described in Chapter 62-345, FAC.

**Policy 1.5.25: Reclaimed water in new development in the Northeast District.**
The County shall require the use of reclaimed water and/or other non-potable sources of water for all new development in the Northeast District, as availability is determined by service providers and based on the same criteria applied to new development elsewhere in the County.

**Policy 1.5.26: Development adjacent to Econlockhatchee Swamp Protection Zone.**
Notwithstanding anything to the contrary in NED Policies 1.1.4, 1.2.1, and 1.2.3, development in the uplands east of Lake Preston and its connected wetlands and west of the Econlockhatchee Swamp Protection Zone shall not exceed 5,957 residential units, 210,000 GSF of retail, 120,000 GSF of office and 411,000 GSF of civic uses. Such development shall be located consistent with the locations identified on NED Map 1 – NED Map 6.

**Policy 1.5.27: Development Tables.**
The following tables shall guide the planning and development within the Northeast District and the MMTD:
### Table 1. Desired Development Program at Buildout

<table>
<thead>
<tr>
<th>Place Type</th>
<th>Acres</th>
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<tr>
<td>Urban Center</td>
<td>80</td>
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<tr>
<td>Community Center</td>
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<tr>
<td>Neighborhood Center</td>
<td>90</td>
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<tr>
<td>Employment Center</td>
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<tr>
<td>Special District</td>
<td>420</td>
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<tr>
<td>Neighborhood Type 1</td>
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<td>Neighborhood Type 2</td>
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<td>Open Space District</td>
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**Additional Land Uses**

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<tr>
<td>Schools</td>
<td>250</td>
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<tr>
<td>Infrastructure/ ROW’s</td>
<td>1,100</td>
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<tr>
<td>Southport Connector &amp; Osceola Parkway ROW’s</td>
<td>440</td>
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<td>Total</td>
<td>19,140</td>
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### Table 2. Development Program by Urban Center

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<thead>
<tr>
<th>Place Type</th>
<th>Detached &amp; Attached Units (SF)</th>
<th>Commercial (SF)</th>
<th>Office (SF)</th>
<th>Industrial (SF)</th>
<th>Civic (SF)</th>
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<tr>
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<td>2,300</td>
<td>790,000</td>
<td>1,700,000</td>
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<td>110,000</td>
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<tr>
<td>Total</td>
<td>2,300</td>
<td>790,000</td>
<td>1,700,000</td>
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<td>110,000</td>
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Table 3. Development Program by Community Center

<table>
<thead>
<tr>
<th>Place Type</th>
<th>Detached &amp; Attached Units</th>
<th>Commercial (SF)</th>
<th>Office (SF)</th>
<th>Industrial (SF)</th>
<th>Civic (SF)</th>
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<tr>
<td>Community Center 1</td>
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<td>90,000</td>
<td>50,000</td>
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<td>460,000</td>
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Table 4. Development Program by Employment Center & Special District

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<th>Place Type</th>
<th>Detached &amp; Attached Units</th>
<th>Commercial (SF)</th>
<th>Office (SF)</th>
<th>Industrial (SF)</th>
<th>Civic (SF)</th>
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<tr>
<td>Employment Center</td>
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<td>Central Special Districts</td>
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Table 5. Residential Development Program by Neighborhood

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<tr>
<th>Neighborhood</th>
<th>Detached Units</th>
<th>Attached Units</th>
<th>Total Dwelling Units</th>
<th>Total Population</th>
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<td><strong>East Neighborhoods</strong></td>
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<td></td>
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<tr>
<td>EN – 1</td>
<td>380</td>
<td>90</td>
<td>470</td>
<td>1,220</td>
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<tr>
<td>EN – 2</td>
<td>570</td>
<td>80</td>
<td>650</td>
<td>1,666</td>
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<td>EN – 3</td>
<td>560</td>
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<td>EN – 4</td>
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<td><strong>Central Neighborhoods</strong></td>
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Place Types
- Urban Center
- Community Center
- Employment Center
- Neighborhood Center

Neighborhood Type 1
Neighborhood Type 2
Open Space District
Special District

Miscellaneous
- NED Boundary
- Urban Growth Boundary
- Preserved Wetlands
- Stormwater Ponds
- Other Jurisdictions

List of Map Amendments

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

Miscellaneous
- NED Boundary
- Urban Growth Boundary
- Other Jurisdictions

Staging
- Staging Areas
- Staging Phases
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Legends:
- **NED Boundary**
- **Econlockhatchee Preservation Area**
- **Urban Growth Boundary**
- **Other Jurisdictions**

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