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FUTURE LAND USE

Kissimmee 2040 Comprehensive Plan

Future Land Use

prepared for

City of Kissimmee

prepared by

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COMMUNITY PROFILE

Located on the northern shore of Lake Tohopekaliga, the City of Kissimmee has a long and colorful history as one of central Florida's earlier communities. The City's founders and original businesses were focused and oriented primarily toward ranching and citrus production. These industries utilized the Lake and its associated dredged canals to ship goods as far south as Fort Myers, and also took advantage of the City's central location and rail facilities to send cattle and citrus throughout the state. Although these industries have declined in material importance in recent years, the pride of their historical significance is showcased in the character of the City's downtown.

The influx of new residents, coinciding largely with the birth of the Orlando region as a tourist destination, led to the development of Vine Street as a major tourist thoroughfare. It also led to the establishment of a large seasonal population in residential areas throughout the City, and in nearby portions of unincorporated Osceola County.

A common characteristic of many of the older, more established neighborhoods are the stately trees that provide shade to residents. Newer sections of the City are characterized by a more suburban development pattern and wide, high-speed roadways. This development pattern served to disconnect City neighborhoods from each other, and the people who live in them.

In the midst of that development boom, and an associated disinvestment in older portions of the City, initiatives were established to reverse the trend of outward expansion and strip commercial development at the expense of the historic core. In 1992, the City founded a Community Redevelopment Agency (CRA) to support the businesses and neighborhoods that compose the historic downtown. The downtown is the City's major employment center, which will continue to grow as infill and redevelopment efforts spur additional investments in business opportunities.

Downtown Kissimmee's position as a transportation hub did not end with the passing of the steamship and rail era. The development associated with the post-war housing boom, which introduced suburban land use patterns and wide roadway corridors, began a transition into a more diversified and mixed use land use pattern and an associated multimodal transportation network throughout the City.

The City also recognizes the need for better connections between land use and transportation, and has for more than a decade worked to transform its auto-centric, suburban development pattern. The Kissimmee Intermodal Center's location in the heart of downtown will support transit-oriented development associated with the regional SunRail station, which will link the downtown to the two planned stations just north and just south of the City, as well as the entire region.

The City is seeing the fruit of its change in vision through the redevelopment of major parcels along the lakefront. The Lakefront Park is beloved by many residents and is the focus of community activities and

events. Creating more housing and additional non-residential uses to downtown has occurred near the Kissimmee Intermodal Center. Along the lakefront new apartments, townhouses, a hotel, retail space, and parking structures are proposed.

The City is engaged in redeveloping the automobile-oriented Vine Street corridor as a mixed-use and multimodal-supportive area and has created a second CRA here. Implementation of this initiative is ongoing, and closely tied to redevelopment efforts downtown and other portions of the City. The Vine Street Vision was followed by the adoption of a Multimodal Transportation District (MMTD) for the area encompassing not only the CRA and the majority of the Vine Street corridor, but also the Kissimmee Gateway Airport and residential neighborhoods just north of Vine Street.

The MMTD includes sections of the City with the greatest potential for redevelopment to support transit, and other mobility options. The designation also requires the incorporation of multimodal transportation improvements and urban and site design characteristics into development and redevelopment projects. These improvements will provide a better connection between land use and transportation, which will in turn improve energy efficiency by encouraging transit use, and walking and bicycling, and support the increases in land use densities and intensities that accompany redevelopment efforts in the City's existing centers.

The City has chosen to implement throughout the City programs and policies that guide the MMTD. This initiative is a response to the City's statutorily-designated status as a "dense urban land area," which requires the City to compose a Citywide mobility plan that addresses how the City intends to reduce vehicle miles traveled, and increase mobility and accessibility. The City's visionary approach to transportation and land use planning provides a springboard to more effectively change residents' travel patterns and behaviors.

In addition to, and associated with, the opportunities listed above, the City engages in targeted economic development and redevelopment strategies to promote local economic engines. These include the Kissimmee Gateway Airport, the Osceola Regional Medical Center and Florida Hospital Kissimmee - two anchors of the City' Medical Arts District, Valencia Community College, and the County's governmental and judicial operations. These business types and their ancillary uses are built on location-based industries that can weather economic changes and offer an employment opportunities for residents. The City also works with Osceola County on nearby economic opportunities such as NeoCity, a 500-acre master-planned technology district.

The City of Kissimmee is home to a host of recreational and cultural facilities, adding to the overall quality of life for residents. The wealth of historic amenities and recent focus on redevelopment activities does not overshadow important environmental amenities, including Lake Tohopekaliga and Shingle Creek. The Lake has long been a prime bass-fishing lake, and Shingle Creek is the principal outflow from the headwaters of the Everglades, north of the City in Orange County. The value of these resources is

both economic, via eco-tourism dollars, and intrinsic, through ecosystem health and viability. Continued protection of these, and the City's other natural and cultural resources, is paramount and the City has worked hard, in coordination with Osceola County on the purchase of land to expand the Shingle Creek regional park and trail.

This Comprehensive Plan guides land use and development patterns and objectives, and steers the City toward its intended vision. This vision now more clearly enumerates enhancing local quality of life through redevelopment and the creation of a more transit-oriented, pedestrian-friendly and sustainable mixed use community, and improving local employment opportunities through increased economic development and investment. The vision also includes maintaining the health of local ecosystems and natural resources, and ensuring adequate levels of public facilities and infrastructure.

GOALS, OBJECTIVES, AND POLICIES

This section stipulates goals, objectives, and implementing policies for the Future Land Use Element pursuant to §163.3177(6)(a), Florida Statutes.

GOAL 1.1: LAND USE AND COMMUNITY CHARACTER.

Ensure that the character and location of land uses is efficient, incorporates best management practices, principles of resource conservation and compact development, promotes orderly land use transitions and human-scaled growth, and minimizes threats to health, safety, and welfare that may be associated with incompatible land uses, environmental degradation, hazards, and nuisances.

OBJECTIVE 1.1.1: PLAN AND DESIGN FOR RESIDENTIAL QUALITY.

Sufficient space shall be provided for residential development and required community facilities to adequately meet the housing needs of the present and expected future population. Residential development shall be planned and designed to create and perpetuate stable residential and mixed-use neighborhoods for all income levels.

POLICY 1.1.1.1: PROVIDE ACCESS TO GOODS AND SERVICES AND PROTECT RESIDENTIAL AREAS FROM THE ADVERSE IMPACTS OF TRANSITION IN LAND USE.

Stable residential areas and projected future residential areas as delineated on the Land Use Map shall be protected from encroachment by incompatible development. This policy does not preclude necessary community facilities from locating within established residential areas when such activities satisfy established criteria of this plan and the City's Land Development Code.

Land development regulations shall continue to incorporate standards and/or review criteria for mandating retention of open space and for regulating landscaping, building design, including setbacks, building placement on site, and building orientation. These provisions shall be directed toward protecting privacy, as well as to light, air and open space. Other reasonable design principles shall continue to be included in the Land Development Code in order to alleviate adverse impacts of potentially incompatible land uses.

POLICY 1.1.1.2: PROMOTE ORDERLY LAND USE TRANSITION.

Where it is not feasible to separate residential from nonresidential land uses, in those areas where separation is desired, buffering shall be required to promote a smooth land use transition. Buffering may include landscape cover; walls or fences aesthetically designed for screening purposes; and open space systems with dense native vegetation and tree canopy; and/or a transitional use between incompatible uses. There shall be buffering and

convenient pedestrian access between multiple family residential uses, mixed-uses, and non-residential uses.

POLICY 1.1.1.3: PROMOTE ORDERLY TRANSITION IN RESIDENTIAL DENSITIES.

Highest residential densities (densities greater than 12 units per acre) shall continue to be allocated to sites accessible to arterial or collector streets, or accessible to identified transit routes and facilities, and shall be located adjacent to existing development with the same or less land use density or intensity. Residential densities shall be allocated in a manner compatible with available public services, natural features, and existing and anticipated future development.

OBJECTIVE 1.1.2: COMMERCIAL DEVELOPMENT.

Commercial development shall be comprised of a wide range of business uses. The allocation of land and public facility resources shall consider the location and space requirements of commercial activities, and potential fiscal, environmental, and socioeconomic impacts on the City as a result of distribution within their market area.

POLICY 1.1.2.1: GENERAL PATTERN OF COMMERCIAL LAND USE.

In order to promote efficient use of the multimodal transportation system, achieve orderly development and redevelopment activity, and minimize adverse impact on neighborhood and environmental quality, commercial development shall strategically locate in areas having characteristics suitable for specific land, site, public facilities and market location requirements of their respective commercial uses.

POLICY 1.1.2.2: PROVIDE FOR COMMERCIAL OFFICE DEVELOPMENT.

Office development shall be encouraged to locate on accessible sites near major thoroughfares, and/or transit routes and facilities. Office development may serve as a transitional use separating more intensive commercial uses from neighborhood-oriented residential development. In addition, office uses may be compatible with a mix of land uses, including multiple family residential units and/or institutional uses where the sites are of sufficient size to accommodate land development requirements and appropriate landscape, screening and buffering, as enumerated in the Land Development Code.

POLICY 1.1.2.3: ACCOMMODATE DIVERSE COMMERCIAL USES.

The City shall maintain various commercial zoning districts and development standards in the Land Development Code to assure the availability of varied activities, including but not limited to: professional and business offices, limited commercial activities, and general retail sales and services. The allocation of commercial uses shall recognize that respective commercial activities frequently have different site, spatial, and market area characteristics

and generate significantly different impacts. The commercial future land use designations on the Future Land Use Map shall ensure land area sufficient for accommodating diverse commercial uses in a manner consistent with: 1) the needs of the applicant and adjacent land owners; 2) available public facilities; 3) fiscal capacity of the City; and 4) any applicable land, water, or other natural resource constraints.

OBJECTIVE 1.1.3: PLANNING FOR INDUSTRIAL DEVELOPMENT.

Sufficient land shall be maintained to accommodate and support industrial development in specific areas of the City.

POLICY 1.1.3.1: GENERAL CONSIDERATIONS FOR LOCATING INDUSTRIAL DEVELOPMENT.

The allocation of land resources for industrial development shall reflect the location, public facilities, and space requirements of industrial activities and potential fiscal, environmental, and socioeconomic impacts on the City.

POLICY 1.1.3.2: GENERAL PATTERN OF INDUSTRIAL LAND USE.

Major centers for industrial activity include the airport and airport environs within the southwest quadrant of the City; the northeast quadrant of the City adjacent to the SunRail tracks where industrial development already exists; the northwest quadrant of the City adjacent to John Young Parkway and Thacker Avenue north of Carroll Street; and within newly annexed areas suitable for industrial development. A high priority shall be directed toward full utilization and development of lands designated for industrial development proximal to the Kissimmee Gateway Airport, except where such utilization and development would not comply with floodplain management policies and other environmental protection requirements.

POLICY 1.1.3.3: PURSUE SELECTIVE INDUSTRIAL EXPANSION.

The City shall pursue a strategy of selective expansion of its industrial base, in accordance with the objectives and policies contained in the Economic Development Element, and other elements of this Plan. The City shall encourage industries that contribute optimally to the City's economy and that of the Central Florida region.

POLICY 1.1.3.4: PURSUE NUISANCE ABATEMENT STANDARDS AND CRITERIA.

The City shall prevent nuisance impacts frequently associated with industrial activities by maintaining performance standards for managing emission of noise, air pollutants, odor, vibration, fire or explosive hazard, and glare.

POLICY 1.1.3.5: DISCOURAGE INCOMPATIBLE LAND USES.

The City shall discourage non-industrial land uses, such as churches and schools, in industrial areas to preserve industrial lands for employment-focused uses.

OBJECTIVE 1.1.4: ACCOMMODATE INSTITUTIONAL FACILITIES AND PUBLIC SERVICES.

The City shall assure that needed public services and facilities are developed concurrent with new development, including the use of adequate facilities requirements within the City's Land Development Code. In addition, the City shall use the capital improvement program and budget process to pursue advance acquisition of land required to provide recreation, conservation, and related public benefits.

POLICY 1.1.4.1: COORDINATE PUBLIC AND PRIVATE INVESTMENTS IN LAND IMPROVEMENTS.

The location, scale, timing, and design of necessary public services and semi-public uses shall be closely coordinated with development activities in order to promote improvements in delivery of requisite services.

POLICY 1.1.4.2: DESIGN AND CONSTRUCTION OF PUBLIC AND SEMI-PUBLIC SERVICES.

The City shall maintain and enforce appropriate standards and specifications for the design and construction of public and semi-public facilities and services in order to promote cost effectiveness and quality control consistent with all applicable federal, state, regional, and local standards.

POLICY 1.1.4.3: PROVISION OF OFF-SITE IMPROVEMENTS.

All new development shall provide necessary off-site improvements or equitable contributions in lieu thereof required as part of a development application pursuant to the Comprehensive Plan or any other requirement of the Code of Ordinances, as exists or as may hereinafter be amended.

OBJECTIVE 1.1.5: PROMOTE INNOVATIVE LAND USE STRATEGIES AND URBAN DESIGN PRINCIPLES, AND RESOURCE CONSERVATION.

The City shall continue to seek and implement innovative ways to promote and enhance land use and transportation connectivity while conserving natural resources through compact development patterns. Areas of particular focus for the City include major activity centers such as the Downtown Community Redevelopment Area, including the City's Central Business District (CBD), the Vine Street Corridor Community Redevelopment Area, the Medical Arts District, the Lake Tohopekaliga Waterfront, and the whole of the Multimodal Transportation District.

POLICY 1.1.5.1: COMMUNITY AND THE URBAN ENVIRONMENT.

The City shall continue to emphasize and enforce the principles of human-scaled, walkable neighborhoods and environments through the continued enforcement of the Land Development Code, specifically the adopted design manuals and standards associated with specific districts in the City.

POLICY 1.1.5.2: PROMOTE THE COMMUNITY REDEVELOPMENT AGENCY AREAS.

The City, in partnership with private and public organizations and area residents, shall promote the continued revitalization of the Community Redevelopment Areas as an important location for commercial, residential, governmental, cultural, and recreational activities through continued implementation of the goals and objectives outlined in the Community Redevelopment Agencies' *Redevelopment Plans*.

POLICY 1.1.5.3: IMPLEMENTATION OF DESIGNATED OVERLAY DISTRICTS.

The City shall continue to implement the designated overlay districts through the Land Development Code. These overlay districts include the Conservation Overlay District, Downtown Community Redevelopment Area, Historic Preservation Overlay (HPO), Downtown Community Redevelopment Agency Area Bed and Breakfast Overlay (CRABBO), Medical Arts District, Short-Term Rental Overlay (STRO) District, and the Vine Street Community Redevelopment Area. Other overlay districts may be identified and added to the City's Zoning Map, and will also be implemented through the Land Development Code.

POLICY 1.1.5.4: COMMUNITY APPEARANCE AND THE NATURAL ENVIRONMENT.

Special emphasis shall be placed on preserving and/or improving the character of major natural features, including the Lake Tohopekaliga shoreline, Mill Slough, and Shingle Creek which serve as focal points and amenities for City residents and visitors.

Scenic vistas, especially along Lake Tohopekaliga, Mill Slough Park, Shingle Creek, or other similar aesthetic corridors, shall be enhanced by the preservation of open spaces.

POLICY 1.1.5.5: EFFICIENT USE OF RESOURCES.

The efficient use of natural resources, including energy supplies, shall be accomplished through the application of compact development patterns, energy-efficient building and site design, the application of mixed land uses, and support of multimodal transportation options.

POLICY 1.1.5.6: RESTRICTION OF LAND USES TO PROTECT WETLANDS AND WATER QUALITY AND QUANTITY.

The City will continue to protect water quality through the restriction of land use activities that may adversely affect wetlands and the quality and quantity of water sources, including natural groundwater recharge areas, wellhead protection areas, and surface waters.

POLICY 1.1.5.7: LAND USE COORDINATION.

The City shall coordinate its future land uses with natural systems, (including topography, soil conditions, vegetation, potable water wellfields, and other environmentally sensitive land and water resources) through the continued implementation of the City's adopted Land Development Regulations. Land use shall also be predicated on availability of infrastructure and service systems required to support land use activities.

POLICY 1.1.5.8: DENSITY AND INTENSITY PROXIMAL TO TRANSIT.

The City shall encourage a mix of land uses, and increases in land use density and intensity to support transit use in the vicinity of rail transit and premium transit stations and stops. These transit-oriented development (TOD) areas include lands near the Kissimmee Intermodal Center, in the Vine Street Corridor Community Redevelopment Agency Area, and near planned SunRail stations.

POLICY 1.1.5.9: LAND USES PROXIMAL TO INTERMODAL CENTER AND TRANSIT STATION AREAS.

The City shall limit the types of land uses within a half-mile of the downtown Intermodal Center, and future premium transit station areas, in order to encourage a more walkable and connected, transit-oriented environment. Uses that shall be limited and/or excluded include automobile-oriented businesses, such as auto dealerships and repair shops, and drive-through businesses. Intense industrial business activities, particularly those with daytime freight traffic, shall also be limited and/or excluded.

POLICY 1.1.5.10: LAND DEVELOPMENT CODE PERFORMANCE STANDARDS.

The Land Development Code shall maintain performance standards that, at a minimum:

- Provide criteria for protecting wetlands;
- Establish open space requirements;
- Provide criteria for protection of potable water wellfields;

- Provide criteria for drainage and stormwater management and requirements for stormwater management plans associated with development and redevelopment projects;
- Incorporate criteria for requiring off-street parking and managing internal traffic circulation, as well as access to and egress from the street system;
- Mandate availability of requisite services and infrastructure;
- Stipulate criteria for perimeter screening and buffering land uses and facilities that may otherwise adversely impact development of adjacent land uses;
- Establish standards for erosion and sedimentation control;
- Address historically significant properties meriting protection; and
- Provide criteria for reduction of Vehicle Miles Traveled (VMT).

OBJECTIVE 1.1.6: PROMOTE A MULTIMODAL-SUPPORTIVE LAND DEVELOPMENT PATTERN TO INCREASE MOBILITY WITHIN THE CITY.

Policies and standards regarding the arrangement, density/intensity, and design of land uses in the City shall continue to complement the development of a multimodal transportation system and shall be implemented through the Land Development Code.

POLICY 1.1.6.1: ENABLE MIXED-USE, TRANSIT-ORIENTED DEVELOPMENT PATTERN WITHIN THE MULTIMODAL TRANSPORTATION DISTRICT (MMTD).

Land use plans within the Multimodal Transportation District (MMTD), particularly the Downtown Community Redevelopment Area, the Medical Arts District, the Vine Street Corridor Community Redevelopment Area, and along Lakeshore Boulevard, shall be designed to enable multi-story, mixed-use development and redevelopment. These locations are on or adjacent to existing or proposed transit routes and have significant potential to support transit-oriented development and non-motorized modes of transportation.

POLICY 1.1.6.2: REQUIRE PEDESTRIAN-ORIENTED SITE DESIGN.

Commercial, mixed-use, and multiple family residential developments throughout the City shall be required to locate on-site parking as unobtrusively to pedestrian access as possible. Except for cases of hardship where site conditions do not allow this standard to be met, surface parking shall not be located between buildings and sidewalks along public rights of way. Buildings within the MMTD shall be located adjacent to the public sidewalk to provide direct access between the public sidewalk and building entrances. Land development

regulations shall ensure that setbacks, buffer requirements, parking standards, and other associated regulations are consistent with this policy.

POLICY 1.1.6.3: REQUIRE PEDESTRIAN-ORIENTED BUILDING DESIGN WITHIN THE MULTIMODAL TRANSPORTATION DISTRICT (MMTD).

In the MMTD, the primary building entrance for commercial, mixed-use, and multiple family buildings shall be oriented towards the principal pedestrian access way, typically the public sidewalk or an interior sidewalk where the majority of pedestrian traffic is expected internal to the site. Additional entrances may be permitted that orient towards on-site parking. Buildings shall be designed so that transparency, articulation, alcoves, awnings, and other architectural features break up facades with features that are of visual interest to the pedestrian and reduce the perceived scale of large buildings. A minimum transparency percentage for ground floor non-residential uses shall be required, as will a maximum number of consecutive linear feet of façade that will be allowed to remain unadorned/unarticulated.

POLICY 1.1.6.4: REQUIRE ON-SITE MULTIMODAL TRANSPORTATION INFRASTRUCTURE WITHIN THE MULTIMODAL TRANSPORTATION DISTRICT (MMTD).

Internal sidewalks shall be required to provide connections from public sidewalks to building entrances, parking areas, and to adjacent developments. Crosswalks shall be provided where sidewalks intersect with internal streets or parking aisles. Developers shall be required to provide bicycle parking on-site, located conveniently to building entrances. Transit shelters or other transit infrastructure may be required on-site where sufficient public right-of-way is not available to adequately meet the needs of the transit system. Streetscaping shall be required along sidewalks adjacent to public or private streets, consisting of shade trees, pedestrian-scaled lighting, benches, and other pedestrian-oriented amenities where appropriate.

POLICY 1.1.6.5: ENCOURAGE VERTICAL MIXED USE BUILDINGS WITHIN THE MULTIMODAL TRANSPORTATION DISTRICT (MMTD).

Within the Multimodal Transportation District (MMTD), particularly the Downtown Community Redevelopment Area, the Vine Street Corridor Community Redevelopment Area, and along Lakeshore Boulevard, locations on or adjacent to existing or proposed transit routes should be designed to encourage vertical mixed-use development and redevelopment. These areas have significant potential to support transit-oriented development and non-motorized modes of transportation. Other locations within the MMTD also should be encouraged to develop or redevelop as vertical mixed use. Vertical mixed-use buildings combine different uses in the same building. To enable multi-story mixed use

development, lower floors should have more public uses with more private uses on the upper level floors.

POLICY 1.1.6.6: ENCOURAGE HORIZONTAL MIXED USE BLOCKS WITHIN MIXED-USE DISTRICTS.

In mixed use land use districts outside the MMTD, sites shall be designed to enable vertical or horizontal mixed-use development and redevelopment. Horizontal mixed-use combines single-use buildings on distinct parcels within a development and in close proximity.

OBJECTIVE 1.1.7: PROTECTION OF HISTORIC RESOURCES.

The City shall ensure protection of historic resources through the continued use of various regulations, through intergovernmental coordination, and encouragement of private sector involvement.

POLICY 1.1.7.1: PROGRAMMING FOR HISTORIC SITES.

The City shall continue to enforce the Historic Preservation Ordinance, and to coordinate with the State in developing appropriate programs for preserving and enhancing sites of historical significance.

POLICY 1.1.7.2: PREVENTING ADVERSE IMPACT OF DEVELOPMENT ON HISTORIC SITES.

The City shall continue to enforce historic preservation land development regulations to help avoid adverse impacts to historic sites.

OBJECTIVE 1.1.8: INTERGOVERNMENTAL COORDINATION.

The City shall coordinate land and water resource management issues with other applicable public agencies at all levels of government pursuant to the Intergovernmental Coordination Element.

POLICY 1.1.8.1: IMPLEMENTING INTERGOVERNMENTAL COORDINATION.

The City shall require that development applications be coordinated, as appropriate, with Osceola County, the School District of Osceola County, other special districts, the East Central Florida Regional Planning Council, the South Florida Water Management District, as well as applicable State and Federal agencies prior to issuance of a development order or permit.

POLICY 1.1.8.2: TOHOPEKALIGA WATER AUTHORITY COORDINATION

The City shall coordinate with TWA regarding future land use decisions, future population, and the corresponding need for additional potable water.

OBJECTIVE 1.1.9: CONTINUING LAND USE PROGRAMS.

The City shall implement land use goals and objectives by carrying out a continuing program of land use activities below cited.

POLICY 1.1.9.1: LAND USE INFORMATION SYSTEM.

The City shall maintain and periodically update the land use information system, integration of the Tax Appraiser property files, City Planning Department field data, Building and Zoning Department permit files, engineering base maps and all other relevant land use data files.

POLICY 1.1.9.2: LAND USE TRENDS.

The City shall monitor and evaluate population and land use trends, including update of the Growth Allocation Model (GAM).

POLICY 1.1.9.3: ADMINISTER LAND USE CONTROLS.

The City shall administer adopted land use controls, including the zoning ordinance, subdivision regulations, building regulations, housing code, water and wastewater codes, traffic regulations and regulations governing streets and sidewalks.

POLICY 1.1.9.4: MANAGE CURRENT DEVELOPMENTAL IMPACTS.

The City shall evaluate and manage impacts of proposed development pursuant to existing ordinances, including, but not limited to, public facilities, natural environment and impact on stable residential neighborhoods.

POLICY 1.1.9.5: URBAN DESIGN AND COMMUNITY APPEARANCE.

Good principles of urban design shall be applied through site plan review procedures in order to enhance general community appearance as well as to preserve and enhance open space and landscape. This program shall assist in protecting major natural and man-made resources within the City, including such scenic natural resources as Lake Tohopekaliga, Shingle Creek, Mill Slough Park, as well as developing residential neighborhoods and centers of commercial or institutional activity.

POLICY 1.1.9.6: SPECIAL LAND USE STUDIES.

In order to maintain land use policies responsive to changing conditions, problems, and issues, the City shall undertake special studies as needed to develop specific local strategies for resolving unanticipated land use problems and issues, including systems for managing locally unpopular land uses.

OBJECTIVE 1.1.10: DESIGNATING LAND USES FOR PARCELS ANNEXED TO THE CITY.

The City shall consider areas within one and one-half miles of the City limits as potential annexation areas. The City will work with Osceola County to achieve appropriate land use and public facilities planning for areas that may become part of the City.

POLICY 1.1.10.1 COUNTY AND CITY COORDINATED PLANNING.

The City will coordinate with Osceola County in land use and infrastructure planning for unincorporated areas within one and one-half miles of the City limits.

POLICY 1.1.10.2: JOINT PLANNING AGREEMENT.

The City should investigate entering into a Joint Planning Interlocal Agreement with Osceola County regarding a possible joint planning area.

POLICY 1.1.10.3: ANNEXATION STUDIES.

The City will prepare an annexation study prior to any involuntary annexations. This study shall further evaluate the suitability of the areas for annexation in accordance with State law and shall include consideration of: (a) the ability of the City to provide the areas with the types and levels of service necessary to support urban development, (b) City population and land use growth projections, (c) the environmental sensitivity of the areas, and (d) the ability to comply with Comprehensive Plan policies.

POLICY 1.1.10.4: INFILL AND REDEVELOPMENT.

The City shall encourage orderly and efficient development and annexation of parcels, particularly through development of “infill” properties, the redevelopment of parcels within the MMTD and parcels south of the Orange County line between John Young Parkway and Florida’s Turnpike.

POLICY 1.1.10.5: OSCEOLA COUNTY AND CITY OF KISSIMMEE LAND USE CONVERSIONS.

Upon annexation, land annexed into the City will be given an appropriate and compatible land use designation in one of the following ways:

1. If at the time of annexation, the City determines that the existing Osceola county Future Land Use Map designation is the most appropriate designation for the property, and will achieve the City's planning objectives for the area, the property will be given a City Future Land Use Map designation as indicated in the conversion table below.

County Future Land Use Designation	City Future Land Use Designation
Rural/Agricultural	Single Family Low Density (SF-LDR)
Rural Enclave	Single Family Low Density (SF-LDR)
Low Density Residential	Single Family Low Density (SF-LDR)
Medium Density Residential	Single Family Low Density (SF-LDR), Multiple Family Medium Density (MF-MDR), or Mixed-Use (MU).
High Density Residential	Multiple Family Medium Density (MF-MDR), or Mixed-Use (MU)
Office	Commercial General (CG), or Office-Residential (OR), or Mixed-Use (MU)
Neighborhood Commercial	Commercial General (CG), or Office-Residential (OR), or Mixed-Use (MU)
Community Commercial	Commercial General (CG), or Mixed-Use (MU)
Urban Commercial	Commercial General (CG), or Mixed-Use (MU)
Employment Commercial	Commercial General (CG)
Tourist Commercial	Commercial General (CG), or Mixed-Use (MU)
Industrial	Industrial Business (IN)
Conservation	Recreation (REC), or Conservation (CONS)
Institutional	Institutional (INST) or Recreation (REC)
Natural Resource Utilization	Utilities (UT)

Additionally, all areas within the 100 year flood plain shall also be included under the Conservation Overlay District regardless of the Osceola County Future Land Use Map designation prior to annexation.

2. If at the time of annexation, the City determines that the existing Osceola County Future Land Use Map designation is not the most appropriate designation for the property, the property will be given a City land use designation in accordance with the land use plan amendment process as defined by Chapter 163 of the Florida Statutes and City codes and policies.

POLICY 1.1.10.6: PUBLIC FACILITIES AND MAINTENANCE RESPONSIBILITIES.

The City shall coordinate with Osceola County, and any other applicable entities, for the transfer of public facilities and their maintenance activities from within unincorporated Osceola County to the City of Kissimmee upon annexation.

POLICY 1.1.10.7: LEVEL OF SERVICE STANDARDS.

Prior to the annexation of any land, the City shall demonstrate that public facilities and services shall be available consistent with the City’s adopted level of service standards. If

the subject parcels, upon annexation, are found to create deficiencies in public facilities or services, a financially feasible plan demonstrating how the deficiency will be eliminated through the inclusion of projects in the Capital Improvement Element's Five-Year Schedule of Capital Improvements shall be produced and incorporated into the Comprehensive Plan.

GOAL 1.2: MAINTAIN FUTURE LAND USE MAP.

Continue to maintain and manage a Future Land Use Map. The Future Land Use Map series (2040) is supported by the comprehensive plan data inventory and analysis and the comprehensive plan evaluation and appraisal report (2017).

The Future Land Use Map series shall include areas for the following uses:

Residential	Non-Residential	Mixed-Use
Single Family Low Density	Office-Residential	Downtown
Single Family Medium Density	Commercial General	Vine Street
Mobile Home Medium Density	Airport Expansion	Tapestry
Multiple Family Medium Density	Industrial Business	Flora Ridge
Multiple Family High Density	Institutional	
	Utilities	
	Recreation	
	Conservation	

Nothing in this section shall preclude necessary community facilities, such as public school facilities, and including electrical distribution substations, from locating within any future land use designation when such activity satisfies established criteria of this plan and the City's code of ordinances.

OBJECTIVE 1.2.1: RESIDENTIAL LAND.

The City shall maintain residential density based on the following considerations: past and projected future population and housing trends and characteristics; provision and maintenance of quality residential environments; protection of environmentally fragile natural systems; the need to plan for smooth transition in residential densities; and provision and maintenance of suitable transportation opportunities and multiple-family improvements.

POLICY 1.2.1.1: DENSITY DEFINED.

Maximum gross residential density shall be determined by dividing the "maximum allowable units" by the "gross land area" (i.e., dwelling units/gross land area). All residential densities denoted on the Future Land Use Map stipulate the maximum gross densities permitted for development on the land. These maximum residential densities are displayed below:

Residential	Residential Density (Gross Units per Gross Acre)
Single Family Low Density Residential (SF-LDR)	0-6 units/acre
Single Family Medium Density Residential (SF-MDR)	7-9 units/acre
Multiple Family Medium Density Residential (MF-MDR)	10-20 units/acre
Mobile Home Medium Density Residential (MH-MDR)	up to 10 units/acre
Multiple Family High Density Residential (MF-HDR)	21-25 units/acre

Gross land area shall be defined as those contiguous land areas under common ownership proposed for residential development. In cases where residential land abuts waters of the State, the boundary shall be delineated pursuant to Chapter 403, F.S., and Chapters 17.04 and 17.12, F.A.C. No density credit shall be granted for waters of the State. In cases where land area includes floodplains, wetlands, or other environmentally fragile lands, the land development regulations may provide performance standards and/or criteria which shall further restrict the character of land for which gross density credit may be granted. The intent is to allocate density credits only to those lands which are buildable pursuant to urban design criteria. These criteria shall be incorporated within the land development regulations.

Density is expressed in terms of a range up to a specified maximum. Where so stated as a range, the maximum density is not guaranteed by right. The Land Development Code shall assure that specific density assigned to new development is compatible and consistent with established development patterns and provides equitable use of the land.

POLICY 1.2.1.2: SINGLE FAMILY LOW DENSITY RESIDENTIAL (SF-LDR).

Areas delineated on the Future Land Use Map for single family low density residential uses shall accommodate single family detached dwelling units with a maximum density of up to six dwelling units per acre. Specific densities will be determined by such factors as natural features of the land, density and/or intensity of developed and/or undeveloped land surrounding development, level of accessibility, housing supply and demand, adequacy of public facilities, and other factors which may be identified in the land development regulations. Supportive community facilities and accessory land uses may be located within areas designated for single family low density residential uses. The low density designation is intended to protect the quality and character of existing and stable single family detached low density residential neighborhoods.

When agricultural areas are annexed into the City and given the SF-LDR land use designation, agricultural uses may continue, subject to zoning regulations described in the Land Development Code.

POLICY 1.2.1.3: MEDIUM DENSITY RESIDENTIAL (MDR).

New development in areas delineated on the Future Land Use Map for medium density residential uses shall be developed and/or maintained as residential neighborhoods. The medium density designation is intended to ensure sufficient land area for developments of medium density, and an adequate supply of existing and/or projected public facilities for the area. Supportive community facilities and accessory land uses may be located within areas designated MDR.

Review of specific densities of developments shall be directed toward preserving stability of established residential areas. Sites for medium density residential developments should be located so they provide a smooth transition between lower density residential areas, and mixed-use areas or those developed and/or designated for more intense uses.

- Single Family Medium Density Residential (SF-MDR). This designation is intended to accommodate single family detached or attached dwelling units with a maximum density of between seven and nine units per acre. Within this land use designation, attached single family structures are defined as duplex and triplex structures only, with the following exception: multiple family structures and rooming houses existing within these designated areas prior to the enactment of the Comprehensive Plan shall be allowed to remain as conforming conditional uses.
- The designation SF-MDR is particularly appropriate for redevelopment areas having relatively small platted lots; areas with natural constraints that make higher densities inappropriate; and sites serving as a transition between two or more areas accommodating potentially incompatible development. Areas delineated on the Future Land Use Map with the Office-Residential (OR) future land use designation shall follow the density requirements set forth for SF-MDR, if residential is the proposed use.
- Mobile Home Medium Density Residential (MH-MDR). This designation is intended to accommodate mobile home developments within the City. The density of mobile home development shall not exceed 10 units per acre.
- Multiple Family Medium Density Residential (MF-MDR). This designation is intended to accommodate multiple family structures with a density of 10-20 units per acre. Lesser densities may be allowed in order to protect environmentally sensitive lands or to achieve greater consistency with surrounding land uses, including mixed-uses.

POLICY 1.2.1.4: MULTIPLE FAMILY HIGH DENSITY RESIDENTIAL (MF-HDR).

High density residential uses in the City shall range from 21-25 units per acre. The high density future land use designation is intended to provide multiple family residential

development at higher densities that shall be adequately supported by public services and facilities, and maintain compatibility with the surrounding area. Lesser densities may be allowed in order to protect environmentally sensitive lands or to achieve greater consistency with surrounding land uses.

Specific areas designated for high density development shall be adjacent to existing or anticipated major thoroughfares and/or transit routes and facilities, and shall be supported by the requisite utilities. In addition, these areas generally shall be highly accessible to commercial services, and may be located adjacent to mixed-use areas. Specific density of future development proposals within these areas shall provide smooth transitions in residential density, preserve stability of established neighborhood areas, and shall include sufficient open space, parking, and landscaping to reinforce goals and objectives for quality living areas.

OBJECTIVE 1.2.2: NON-RESIDENTIAL AND MIXED-USE LAND USES.

The City shall provide and maintain non-residential and mixed-use future land use categories in proportion, and with identified intensities and mixes of uses, to satisfy the commercial and office, industrial, institutional, utility, recreation, and conservation needs of residents and visitors. These future land uses shall be identified on the Future Land Use Map.

POLICY 1.2.2.1: NON-RESIDENTIAL INTENSITY.

The City shall measure non-residential development and redevelopment project intensities using Floor Area Ratio (FAR). FAR shall be expressed as the result of the total square feet of structural development, excluding structured parking and surface parking areas, divided by the gross area of the development or redevelopment site, in square feet.

Non-residential maximum intensities are displayed in the table below:

Non-Residential	Intensity, Floor Area Ratio (FAR)
Office Residential (OR)#	1.0
Commercial General (CG)	2.5
Institutional (INST)	2.0
Industrial Business (IN)	0.5
Airport Expansion (AE)	0.5
Recreation (REC)	0.2
Conservation (CONS)	0.0
Utilities (UT)	0.75

#Office-Residential may have up to 9 residential units per acre when used as a residential use.

POLICY 1.2.2.2: MIXED-USE LAND USES AND MIX PERCENTAGES.

Mixed-Use future land use categories shall be composed of varying percentages of residential and non-residential land uses. Non-residential uses may include combinations of commercial, office, industrial, institutional, utility, recreation, and conservation, depending on the character of the district or sub-area, and compatibility of uses as described in this Comprehensive Plan, and the Land Development Code. Objectives 1.2.9 and 1.2.10 provide more details.

POLICY 1.2.2.3: PROTECTION OF STABLE RESIDENTIAL NEIGHBORHOODS.

The City shall discourage the mixture of residential and non-residential future land uses in stable residential neighborhoods, and where uses and associated densities and intensities are incompatible. Compatibility shall be guided by policies contained in this Plan, and the Land Development Code.

OBJECTIVE 1.2.3: MAINTAINING COMMERCIAL LAND USES.

The Future Land Use Map shall identify and maintain commercial land for Office-Residential development and Commercial General development.

POLICY 1.2.3.1: OFFICE-RESIDENTIAL (OR).

Office-Residential is a land use designation designed to accommodate both professional offices and residential uses, and is generally located on the outer fringe of an existing residential area. Development and redevelopment projects within this future land use designation may be built with an intensity of up to 1.0 FAR when used for non-residential uses, or up to 9 dwelling units per acre when used as a residential use.

This future land use designation expressly excludes general retail sales and services, warehousing, and outside storage. Furthermore, this policy designation is intended for sites that:

- Have accessibility to major thoroughfares and/or transit routes and facilities;
- Have potential to be served by a full complement of urban services;
- Contain sufficient land area to accommodate good urban design principles;
- Accommodate only residential uses and professional office buildings, including financial institutions, medical facilities, and allied services as regulated in the Land Development Code;

- In some cases, these sites may be appropriate for an Office land use designation, but due to their location, they may not be suitable for residential uses; and
- Frequently serve as a transition area that buffers residential uses located in one area from a nearby area that accommodates uses of a higher intensity.

This designation is intended primarily for areas where a mixture of residential and office uses are appropriate. However, in some areas with the Office-Residential designation, proposed office uses may require a special review process in order to maintain the stability and character of the surrounding residential area.

Areas delineated on the Future Land Use Map for Office-Residential uses shall follow the density requirements set forth in the Single Family Medium Density Residential (SF-MDR) category if residential is the proposed use.

POLICY 1.2.3.2: COMMERCIAL GENERAL (CG).

The Commercial General (CG) areas are designated on the Future Land Use Map for purposes of accommodating office uses and general retail sales and services. Development and redevelopment projects within this future land use designation may be built with an intensity of up to 2.5 FAR. The Commercial General land use designation is intended to include the hub of retail sales and services within the downtown business district as well as highly accessible areas adjacent to major thoroughfares and transit facilities, that possess necessary location, site, and market requirements. This future land use designation shall be implemented through the City's Land Development Code.

This area is not intended to accommodate manufacturing, processing, or assembly of goods, sales and service of heavy commercial vehicle and equipment, or related services or maintenance activities; warehousing; uses requiring extensive outside storage; or other activities which may generate nuisance impacts, including glare, smoke or other air pollutants, noise, vibration or major fire hazards.

Criteria for considering residential uses in areas with a Commercial General designation shall be outlined in the Land Development Code. Short term rental and time-share dwellings are considered residential uses.

OBJECTIVE 1.2.4: MAINTAINING INDUSTRIAL LAND USES.

The Future Land Use Map shall maintain land resources for existing and anticipated future industrial needs and requisite support services, and shall not be located in areas designated for residential development.

POLICY 1.2.4.1: INDUSTRIAL LAND USE DESIGNATIONS.

The allocation of land use designations should provide a high priority to industry's frequent need for strategically located lands which are accessible by air, rail and major transportation thoroughfares, as well as labor markets and necessary urban services. The industrial land use designations are intended to provide strategically located sites principally within the airport environs, adjacent to the SunRail tracks in areas where industrial development already exists, developing areas along John Young Parkway and Thacker Avenue north of Carroll Street, and within newly annexed areas suitable for industrial development due to consistency with the objectives and policies of this element.

POLICY 1.2.4.2: AIRPORT EXPANSION LAND USE DESIGNATION (AE).

The Airport Expansion (AE) land use designation is intended to accommodate activities predominantly connected with typical industrial uses, low-intensity commercial uses, and supporting non-industrial uses and activities related to the Kissimmee Gateway Airport. Development and redevelopment projects within this future land use designation may be built with an intensity of up to 0.50 FAR. This designation shall continue to be applied to all lands comprising the Kissimmee Gateway Airport and to nearby areas appropriate for industrial uses.

The Land Development Code shall continue to establish the permitted uses and applicable restrictions which shall be applied to areas with the Airport Expansion (AE) land use designation. The Kissimmee Gateway Airport Master Plan and the FAA Regulations shall govern placement and specifications of structures where applicable.

POLICY 1.2.4.3: INDUSTRIAL BUSINESS LAND USE DESIGNATION (IN).

The Industrial Business (IN) land use designation is intended to accommodate a mixture of typical industrial uses and more intense non-industrial uses. Development and redevelopment projects within this future land use designation may be built with an intensity of up to 0.50 FAR. This designation shall be applied to areas appropriate for typical industrial uses or mixed-use development consisting of light-industrial uses and compatible commercial uses. The Land Development Code shall establish the specific permitted uses and applicable restrictions which shall be applied to areas with the Industrial Business land use designation.

OBJECTIVE 1.2.5: MANAGING AIRPORT LANDS.

The Future Land Use Map shall allocate land resources for the safe and efficient operation of aircraft and aviation-related activities and industry on airport lands. The City shall ensure that resources are appropriately allocated through the City's Aviation Regulations, Land Development Code, land use management policies and other activities.

POLICY 1.2.5.1: CITY'S ECONOMIC BASE.

The City's land use policy shall foster use of Kissimmee Gateway Airport lands in a manner that contributes to the development of the City's economic base through selective pursuit of industry consistent with this Chapter and Chapter 10: Economic Development Element.

POLICY 1.2.5.2: SAFE OPERATION OF AIRCRAFT.

The City shall assure safe operation of aircraft through:

- Efficient use of air space in relation to the Kissimmee Gateway Airport and surrounding airports and airways.
- Maintenance and improvement of the aircraft operational ground environment.
- Maintaining the FAA approved Master Plan for the Kissimmee Gateway Airport.

POLICY 1.2.5.3: COMPATIBILITY WITH THE ENVIRONMENT.

The City shall ensure compatible land uses and development activities within the designated flight paths and noise contours identified in the Kissimmee Gateway Airport Master Plan. Activities may include:

- Implementation of land development regulations pertaining to the airport that protects operationally sensitive areas and reduces noise impact near the airport;
- Preserving the ecologically unique areas on airport property;
- Encouraging aviation activity compatible with nearby neighborhood and community needs and characteristics; and
- Supporting changes in land use designations on parcels near the airport only if they are compatible with aviation activity.

POLICY 1.2.5.4: FINANCIAL INDEPENDENCE OF THE AIRPORT.

The City shall promote continued financial independence of the Kissimmee Gateway Airport through:

- Preparing periodic updates to the Kissimmee Gateway Airport Master Plan in order to maximize land resources within the constraints imposed by changing conditions; markets for land, goods and services; and constraints imposed by other goals, objectives and policies of the City.

- Development of a long-range capital improvements program consistent with financial capacity.
- Development of an operations and maintenance program compatible with financial resources.

OBJECTIVE 1.2.6: MAINTAINING INSTITUTIONAL SERVICES.

The Future Land Use Map shall maintain land resources for institutional facilities and services. The sites shall be compatible with adjacent land uses to the greatest practical extent. The sites shall also fulfill the unique site location requirements included in respective functional plans and shall be responsive to the needs identified in related demographic and supportive needs analysis.

POLICY 1.2.6.1: INSTITUTIONAL LAND USE DESIGNATION (INST).

The Institutional (INST) land use designation is intended to accommodate existing public and semi-public services including: governmental administration buildings; educational institutions; hospital facilities and supportive health care units; arts and cultural or civic facilities; essential public services and facilities (excluding major utilities); and other similar activities. Development and redevelopment projects within this future land use designation may be built with an intensity of up to 2.0 FAR. The Land Development Code shall implement specific development considerations for this future land use designation.

Land uses such as places of worship, cultural or civic centers, and other similar public or private not-for-profit uses may be included within this land use designation.

POLICY 1.2.6.2: PUBLIC SCHOOL FACILITIES.

Public schools (kindergarten through high school) are considered an allowable use in areas with the following future land use designations: institutional (INST), single family low density residential (SF-LDR), single family medium density residential (SF-MDR), multiple family medium density residential (MF-MDR), multiple family high density residential (MF-HDR), office-residential (OR), commercial general (CG), industrial business (IN), and Mixed-Use categories (MU-D, MU-V) subject to Land Development Code restrictions in the mixed-use categories.

OBJECTIVE 1.2.7: MAINTAINING LAND FOR ESSENTIAL UTILITIES.

The Future Land Use Map shall maintain land resources for essential utilities required to support urban development. These lands shall satisfy the unique location requirements of the respective essential service system.

POLICY 1.2.7.1: UTILITY (UT) LAND USE DESIGNATION.

The Utility land use designation is intended to accommodate necessary major public or semi-public utility plant operations and related facilities required to service urban development. Development and redevelopment projects within this future land use designation may be built with an intensity of up to 0.75 FAR. Plants and facilities for which this designation is reserved include: potable water treatment plants, pumping facilities, and water wells; wastewater treatment plants and lift stations; and the Kissimmee Utility Authority electric power generating plant facilities.

POLICY 1.2.7.2: ELECTRICAL DISTRIBUTION SUBSTATION LOCATIONS.

The City shall permit the siting of electrical distribution substations in all future land use categories, except Conservation (CONS), provided all related development standards contained in the Land Development Code are followed.

OBJECTIVE 1.2.8: MAINTAINING RECREATION AND CONSERVATION LAND USES DESIGNATIONS.

The Recreation and Conservation designations have been established to direct the preservation of major open spaces and recreation areas, including golf courses, parks, recreation areas, as well as environmentally sensitive areas such as Lake Tohopekaliga, Shingle Creek, Mill Slough, and major natural systems the City has committed to retain, preserve, and/or conserve as essential systems, excepting approved limited/passive uses as established in the land development regulations.

POLICY 1.2.8.1: RECREATION LAND USE DESIGNATION (REC).

Lands designated for Recreation (REC) shall be consistent with the Recreation and Open Space Element as well as the Conservation Element, as applicable. Projects within this future land use designation may be built to a maximum intensity of 0.2 FAR. Designation of areas for Recreation shall reflect actions taken to implement the goals, objectives and policies of the Recreation and Open Space Element and/or the Land Use Element.

POLICY 1.2.8.2: CONSERVATION LAND USE DESIGNATION (CONS).

Lands designated for Conservation (CONS) are those lands that, because of their environmental quality or sensitivity, are intended for protection and are not intended for development activities, and therefore have no allowable FAR. These lands may include wetlands, wildlife habitats, and/or watershed protection areas.

The CONS designation shall be applied to portions of major natural resource areas and environmentally sensitive corridors which the City deems appropriate and feasible to protect in order to help implement natural resource conservation goals, objectives, and policies

stipulated in the Comprehensive Plan. The designation shall be primarily assigned to publicly owned and restricted privately owned properties.

Where the designation is applied, the City shall adopt appropriate programs, policies, and/or ordinances for managing implementation of the Comprehensive Plan policies applicable to the designation.

OBJECTIVE 1.2.9: MIXED-USE LAND USE DESIGNATIONS.

The City shall promote land use concepts that allow for a mix of compatible uses within specifically identified areas, in order to enhance the pedestrian-oriented urban design and site design characteristics of the City's infill and redevelopment vision. This connection of residential and non-residential uses shall place origins and destinations more closely together to create a more compact and walkable urban environment.

POLICY 1.2.9.1: APPLICATION OF MIXED-USE FUTURE LAND USES.

The City shall consider the application of mixed-use future land use categories in districts, areas, or neighborhoods so as to create more livable, and pedestrian-oriented urban spaces.

POLICY 1.2.9.2: MIXED-USE – DOWNTOWN (MU-D) DESIGNATION.

The intent of the Downtown Community Redevelopment Area is to restore the historic center of Kissimmee. The Community Redevelopment Agency's *Downtown Kissimmee Community Redevelopment Area Plan Update (September, 2012)* provides for development and redevelopment plans in that core area. The Downtown Mixed-Use (MU-D) designation on the Future Land Use Map is intended to mirror the sub-areas outlined in the *Strategic Investment Map* in the *Downtown Kissimmee Community Redevelopment Area Plan Update (September, 2012)*. The Downtown area is an activity hub anchored by government centers, retail and business districts, and quiet residential streets with restored structures. The City shall apply mixed-use future land use categories to the Downtown in sub-areas to achieve a greater specificity of redevelopment character commensurate with the adopted *Downtown Kissimmee Community Redevelopment Area Plan Update (September, 2012)*.

- MU-D: Low Density Residential – This sub-area is primarily residential in character, and is generally intended to remain so. The mix of uses in this sub-area shall be 85-95 percent residential, and 5-15 percent non-residential, with a maximum project density and intensity of up to 20 du/ac and up to 3.0 FAR. Established and stable residential neighborhoods within this sub-area shall be retained and preserved to the maximum extent feasible.

- MU-D: Moderate Density Residential – This sub-area is primarily residential in character, and is generally intended to remain so. The mix of uses in this sub-area shall be 80-95 percent residential, and 5-20 percent non-residential, with a maximum project density and intensity of up to 20 du/ac and up to 3.0 FAR. Established and stable residential neighborhoods within this sub-area shall be retained and preserved to the maximum extent feasible.
- MU-D: Downtown Transit Station Area – This sub-area shall continue to reflect both the commercial core and existing governmental and support business character, while also providing residential uses. The mix of uses in this sub-area shall be 40-60 percent residential, and 40-60 percent non-residential, with a maximum project density and intensity of up to 40 du/ac and up to 7.0 FAR.
- MU-D: Medical Campus Area – This sub-area is centered on the hospital and medical uses area, and shall include residential uses to provide housing for area employees. The mix of uses in this sub-area shall be 5-25 percent residential, and 75-95 percent non-residential, with a maximum project density and intensity of up to 40 du/ac and up to 6.0 FAR.
- MU-D: Commercial Corridor Main Street Area – This sub-area serves as the main entrance from Vine Street to the downtown, and historic commercial core. The mix of uses in this sub-area shall be 20-40 percent residential, and 60-80 percent non-residential, with a maximum project density and intensity of up to 30 du/ac and up to 4.0 FAR.
- MU-D: Commercial Corridor Vine Street/John Young Parkway Adjacent Area – The sub-area mix of uses shall be 0-15 percent residential, and 85-100 percent non-residential, with a maximum project density and intensity of up to 40 du/ac and up to 5.0 FAR.
- MU-D: Government District Area – This sub-area consists predominantly of government offices, commercial uses, and some residential. The sub-area mix of uses shall be 5-15 percent residential and 85-95 percent non-residential with a maximum project density and intensity of up to 30 du/ac and up to 4.0 FAR.
- MU-D: Lake Toho Waterfront Area – This sub-area consists primarily of wetland habitat in the Oak Street Extension Preserve Area, and is intended to remain so, in conjunction with the existing low density residential uses and the City's Lakefront Park. The sub-area mix of uses shall be 5-15 percent residential, and 85-95 percent non-residential, with a maximum project density and intensity of 1 unit per 5 acres and up to 0.2 FAR.

POLICY 1.2.9.3: MIXED-USE – VINE STREET OVERLAY DISTRICT (MU-V) DESIGNATION.

The Vine Street Mixed-Use (MU-V) is designated on the Future Land Use Map, and is intended to transform existing strip-style, highway commercial development into a connected series of mixed-use, urban scale neighborhoods and villages connected to downtown and other community focal points. This vision is predicated on implementing the City's adopted multimodal transportation strategy, which for the Vine Street Corridor Community Redevelopment Agency Area promotes walking, biking, shorter auto trips, and the provision of various forms of transit. This vision is focused on several community design and economic development goals, including:

- Compact, high density, mixed-use urban-style development patterns that promote walkable, pedestrian-friendly public spaces;
- Diverse housing options, retail and light industrial/flex office space and professional offices;
- Enhanced mobility for pedestrians, bicyclists, automobile drivers, and transit riders through improved street network and multimodal connectivity;
- Strong urban design technique and streetscape features focused on the principles of placemaking and livability;
- Development pattern in support of premium transit service (i.e. bus rapid transit, bus circulators and connections to commuter rail) through a strong mixture of land uses and densities; and
- Series of cohesive, unique villages and neighborhoods transitioning to neighborhoods and districts adjacent to development, instead of a linear, auto dominated corridor.

The MU-V future land use category shall occur within the designated Vine Street District, and shall be composed of an overall mix of 50 percent residential uses and 50 percent non-residential uses. The maximum development density and intensity that may be applied at the project level shall be 40 du/ac and up to 6.0 FAR, and shall be implemented through the adopted *Vine Street Community Redevelopment Agency Master Plan*

POLICY 1.2.9.4: MONITOR DEVELOPMENT ACTIVITY AND MAINTAIN DATABASE.

The City shall monitor and record all development within the MU-V future land use category, as well as within each subcategory of MU-D, in order to track the use composition within each. The information within this database shall be compiled consistent with Policy 2.1.2.3 of the Transportation Element and shall inform decisions regarding development approvals

that may be inconsistent with the intended composition of residential and non-residential uses within each district.

Future Land Use Designation	Mix of Uses (Applied at Sub-Area Level)	Targeted Minimum Development Intensity (Applied at Sub-Area Level)	Projected Maximum Development Intensity (Applied at Sub-Area Level)	Maximum Development Intensity (Applied at Project Level)
Mixed-Use – Downtown (MU-D)				
MU-D: Low Density Residential	85-95 percent residential 5-15 percent non-residential	6 du/acre 0.15 FAR	15 du/ac 1.5 FAR	Up to 20 du/acre Up to 3.0 FAR
MU-D: Moderate Density Residential	80-95 percent residential 5-20 percent non-residential	9 du/acre 0.15 FAR	15 du/ac 1.5 FAR	Up to 20 du/acre Up to 3.0 FAR
MU-D: Downtown Transit Station Area	40-60 percent residential 40-60 percent non-residential	6 du/ac 0.25 FAR	20 du/ac 2.5 FAR	Up to 40 du/ac Up to 7.0 FAR
MU-D: Medical Campus Area	5-25 percent residential 75-95 percent non-residential	9 du/acre 0.15 FAR	12 du/ac 3.0 FAR	Up to 40 du/acre Up to 6.0 FAR
MU-D: Commercial Corridor Main Street	20-40 percent residential 60-80 percent non-residential	0 du/acre 0.5 FAR	12 du/ac 2.0 FAR	Up to 30 du/acre Up to 4.0 FAR
MU-D: Commercial Corridor Vine Street/John Young Parkway Adjacent	0-15 percent residential 85-100 percent non-residential	0 du/acre 0.5 FAR	12 du/ac 2.0 FAR	Up to 40 du/acre Up to 5.0 FAR
MU-D: Government District	5-15 percent residential 85-95 percent non-residential	0 du/acre 0.5 FAR	12 du/ac 2.0 FAR	Up to 30 du/ac Up to 4.0 FAR
MU-D: Lake Toho Waterfront Area	5-15 percent residential 85-95 percent non-residential	0 du/acre 0.0 FAR	1 unit/10 ac 0.1 FAR	1 unit/5 acre Up to 0.2 FAR
Mixed-Use – Vine Street (MU-V)				
MU-V	50 percent residential 50 percent non-residential	6 du/ac 1.25 FAR	9 du/ac 2.0 FAR	Up to 40 du/acre Up to 6.0 FAR

The mix percentages above shall be applied on a district-wide or sub-area-wide basis. The non-residential percentages of the districts and sub-areas shall include plazas and other

urban-style open spaces, natural open spaces required as part of the Land Development Code, and stormwater facilities, such as ponds, but shall not include transportation rights-of-way.

The development densities and intensities are based on FAR calculation methods for residential density and non-residential intensity identified in Policy 1.2.2.1. The minimum development intensities, by district or sub-area, ensure a minimum threshold of development to support the City's connected, transit- and pedestrian-oriented, vision of mixed-use centers and corridors. Intensity calculations shall include all uses, residential and non-residential, when determining FAR.

OBJECTIVE 1.2.10: MIXED-USES AND PLANNED UNIT DEVELOPMENTS.

The City shall continue to promote innovative development concepts including mixed-use developments guided by a single development master plan.

POLICY 1.2.10.1: MIXED-USE (MU) FUTURE LAND USE DESIGNATION.

In the interest of maintaining the flexibility to change the allocation of uses within a development in response to changes in market demand over time, and to support infill or redevelopment the Mixed-Use (MU) land use designation shall provide development flexibility and a mix of land uses within a Planned Unit Development (PUD) zoning District. The zoning amendment application shall be approved within one year of the approval of the MU land use designation.

In order to utilize the MU land use designation, a parcel or development site must meet any of the following criteria:

1. It must be assigned an approved PUD zoning district; or
2. It must be a proposed development planned to have PUD zoning, and in this case the PUD zoning may be adopted concurrently with the MU land use designation, or the PUD zoning can be adopted later.

In any case, the PUD zoning must be adopted within one year of the effective date of the ordinance adopting the MU land use designation for the property. The adopting ordinance shall indicate that the MU designation will not be effective until the effective date of the PUD zoning District for the property. If PUD zoning is not adopted for the proposed development within one year of the effective date of the ordinance adopting the MU land use designation, the City shall initiate amendments to the Comprehensive Plan (using the process identified in Chapter 163 of the Florida Statutes) to revert the MU land use designation for the property to its prior future land use designation, and

would delete the policy in Objective 1.2.10 that specifies the approved uses and other characteristics of the development. The Land Development Code may provide for one six-month extension of this deadline; or

3. It must be assigned to a parcel or to a development site not already designated a MU-D or MU-V future land use designation, but may be applied to any size parcel large enough to accommodate more than one type of use in a manner consistent with surrounding land uses and development patterns.

In either case, the approved or proposed uses, residential densities, and non-residential development intensities must be compatible with existing and anticipated future land uses surrounding the proposed development, according to the policies of the Future Land Use Element. In no case shall the density of the residential portion of the development exceed 40 units per acre or the maximum intensity, including the residential portion of the development, exceed 6.0 FAR.

Both a Future Land Use Map amendment and a comprehensive plan text amendment shall be required to establish a MU land use designation. If the proposed comprehensive plan amendments are adopted, the Future Land Use Map shall be amended to show a MU future land use designation for the area subject to the map amendment. Also, a new policy shall be added to the Future Land Use Element under Objective 1.2.10: Mixed-Uses and Planned Unit Developments. The new policy shall provide a general description of the development and a listing of approved uses. The policy shall also specify the number of approved residential units by type, and the number of acres approved for each non-residential use in the development (including maximum allowable impervious surface coverage). That new policy shall regulate the use of land on the parcel or development site, with the Land Development Code and any specific ordinances, agreements and plans.

Once a MU land use designation has been established for an area, any future change to the development plan that changes the approved uses and/or increases the densities or intensities of the approved uses shall require a comprehensive plan amendment. Any other future change to the development plan that would cause public facilities impacts greater than the impacts anticipated when the MU land use designation was established shall also require a comprehensive plan amendment.

POLICY 1.2.10.2: RESERVED.

POLICY 1.2.10.3: TAPESTRY (FORMERLY BRONSON) (MU-T) LAND USE DESIGNATION.

This policy establishes a Mixed-Use (MU) land use designation for the Tapestry Planned Unit Development. The Tapestry property consists of approximately 567.96 acres, approximately 40.97 acres of which are wetlands. The property will be developed for mixed-use purposes which may include residential uses (such as single-family detached, single-family attached, condominium, short-term rental, multi-family or age restricted housing uses), commercial uses or parks and recreational uses. The site is bisected by Carroll Street and generally bordered by Shingle Creek to the west and by Dyer Boulevard and Thacker Avenue to the east. Development of the Tapestry property will adhere to the following policies:

1. A maximum of 2,910 residential units will be built upon the property consisting of single-family detached/single-family attached/condominium/short-term rental/ multi-family or age-restricted units resulting in a maximum average of approximately 5.52 dwelling units per acre density on the entire site if all such residential units are developed.
2. A maximum of sixty (60) acres of the property may be developed for commercial uses but such commercial uses shall not exceed six hundred thousand (600,000) square feet. Such commercial acreage may be located on the south side of Carroll Street near either or both of the intersections of (i) Carroll Street and Thacker Avenue or (ii) Carroll Street and Dyer Boulevard and may include acreage located west of the Dyer Boulevard extension, north of Donegan Avenue and southeast of Carroll Street. The commercial property will provide for commercial uses that are consistent with those listed in the PUD. The commercial property will serve the daily needs of the properties within the Tapestry development and the surrounding communities. The maximum allowable impervious surface area of all property used for commercial purposes shall be 80%.
3. A minimum of 40.97 acres of the property will be preserved as wetlands.
4. Anything that is not specified in this policy shall be governed by the City of Kissimmee Comprehensive Plan and the Land Development Code.

POLICY 1.2.10.4: FLORA RIDGE (MU-FR) LAND USE DESIGNATION.

This policy establishes a Mixed-Use designation for the Flora Ridge Development (Flora Ridge). The Flora Ridge property consists of 1,134 +/- acres; approximately 70+/- acres are wetlands. The property will be developed for mixed-use purposes, which may include residential uses (single-family detached, single family attached, multiple family), commercial uses (retail, office, and hotel), industrial park, public school facility, and wetland preservation. The property shall provide the following:

1. A maximum 1,532,870 gross square feet of retail space.
2. A maximum of 760,000 gross square feet of office space.
3. A maximum of 420,000 gross square feet of industrial/business park space.
4. A maximum of 675 hotel rooms.
5. A maximum of 1,574 single-family units.
6. A maximum of 2,525 multiple family units.
7. The maximum allowable impervious surface area of all property used for non-residential purposes shall be 80%.
8. Approximately 29 acres shall be provided for a school.
9. Approximately 70 acres of wetlands will be preserved.
10. Approximately 75 acres will remain in open space.
11. Anything that is not specified in this policy shall be governed by the City of Kissimmee Land Development Code and the Comprehensive Plan.

OBJECTIVE 1.2.11: MULTIMODAL TRANSPORTATION DISTRICT (MMTD).

The City shall require a mix of land uses with densities and intensities necessary to support a pedestrian-oriented urban landscape, and which is intended to promote and support the use of multiple modes of transportation, particularly within the City's Multimodal Transportation District.

POLICY 1.2.11.1: MINIMUM DENSITY AND INTENSITY IN MULTIMODAL TRANSPORTATION DISTRICT.

The Multimodal Transportation District (MMTD) shall be displayed on the Future Land Use Map, but shall not affect underlying future land use categories. Within the MMTD, future development in the central transit areas within ½ mile of the Vine Street centerline and within a ½ mile radius of the Kissimmee Intermodal Center shall have densities and intensities to support transit-oriented development. These shall be consistent with the underlying MU-V and MU-D mixed-use future land use categories.

POLICY 1.2.11.2: MIX OF USES IN MULTIMODAL TRANSPORTATION DISTRICT.

In order to provide a balance of complementary land uses, the following mix of uses shall serve as a guideline for future development within the MMTD. Future development shall either consist of mixed-uses on-site, or a single use that is complementary to and directly

connected to uses within a ¼-mile radius. Mixed-Uses shall consist of residential, retail, office, educational, recreational, civic, and cultural uses. These standards shall be applied in additional areas beyond those specified in this policy where transit service is provided or planned and mixed-use, transit-oriented development will be appropriately consistent with adjacent, existing uses.

The land use type indicated in each row of the table should comprise a percentage greater than the minimum and less than the maximum for the total land in the MMTD.

Use	Minimum	Maximum
Residential	20%	50%
Commercial Retail	10%	30%
Commercial Office	0%	30%
Civic	5%	20%
Educational	0%	15%

POLICY 1.2.11.3: URBAN DESIGN CHARACTERISTICS IN MULTIMODAL TRANSPORTATION DISTRICT.

In accordance with Objective 1.1.6 of this Element, and Chapter 2: Transportation Element, the City shall ensure development and redevelopment within the Multimodal Transportation District adhere to the standards established for pedestrian-oriented building and site design, which shall be implemented through the Land Development Code.

OBJECTIVE 1.2.12: CONTINUING EVALUATION OF FUTURE LAND USE ELEMENT EFFECTIVENESS.

The City shall use the following policies as criteria in evaluating the effectiveness of the Future Land Use Element and Future Land Use Map.

POLICY 1.2.12.1: REVIEW THE IMPACT OF CHANGE INDICATORS ON LAND USE.

Trends in the magnitude, distribution and characteristics of the City’s population and land uses shall serve as indicators of possible changes in land use needs. The policy implications of changing trends in land use characteristics shall be evaluated on a continuing basis. Land use policy shall be refined as needed in order to remain responsive to evolving problems and issues.

POLICY 1.2.12.2: SCHEDULE, BUDGET AND IMPLEMENT PROGRAMMED ACTIVITIES.

The timely scheduling, programming, budgeting and implementation of programmed land use activities identified in the Future Land Use Element shall be evidence of the City's

effectiveness in applying a systematic program for implementing adopted land use goals, objectives and policies.

POLICY 1.2.12.3: COORDINATE WITH PUBLIC AND PRIVATE SECTORS.

While implementing and evaluating the Future Land Use Element, the City shall maintain a process of intergovernmental coordination, as well as coordination with private sector groups interested in land use policy and programs. The effectiveness of this approach shall be evaluated by the success of coordination mechanisms in resolving land use problems and issues.

POLICY 1.2.12.4: ACHIEVE EFFECTIVE RESOLUTION OF LAND USE GOALS, OBJECTIVES AND POLICIES.

The effectiveness of the Future Land Use Element shall be measured by the City's success in achieving land use goals, objectives and policies. This process shall include continuing citizen participation.

MAPS

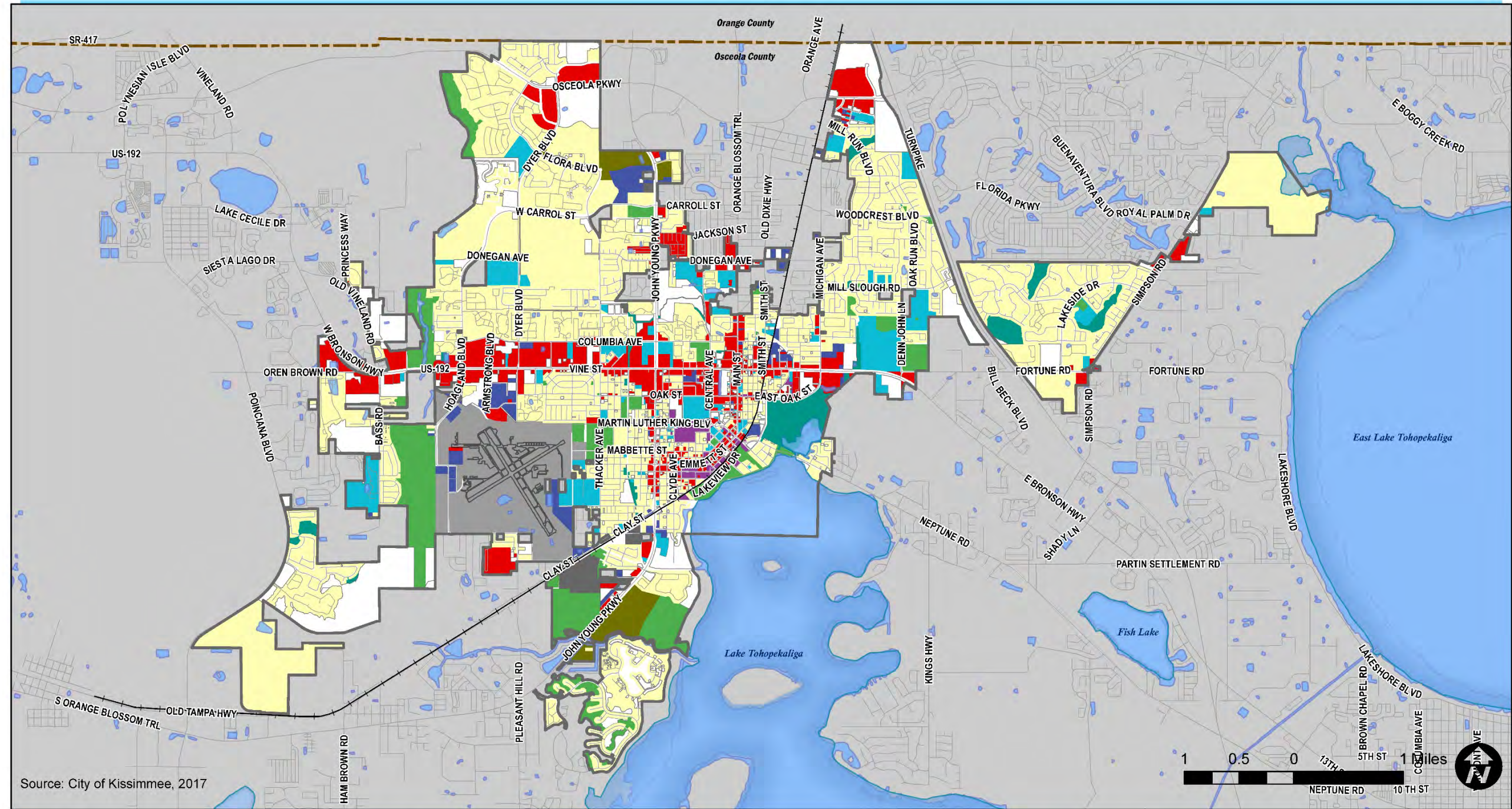
Existing Land Use

2040 Future Land Use

2040 Major District Boundaries

Historic District and Structures

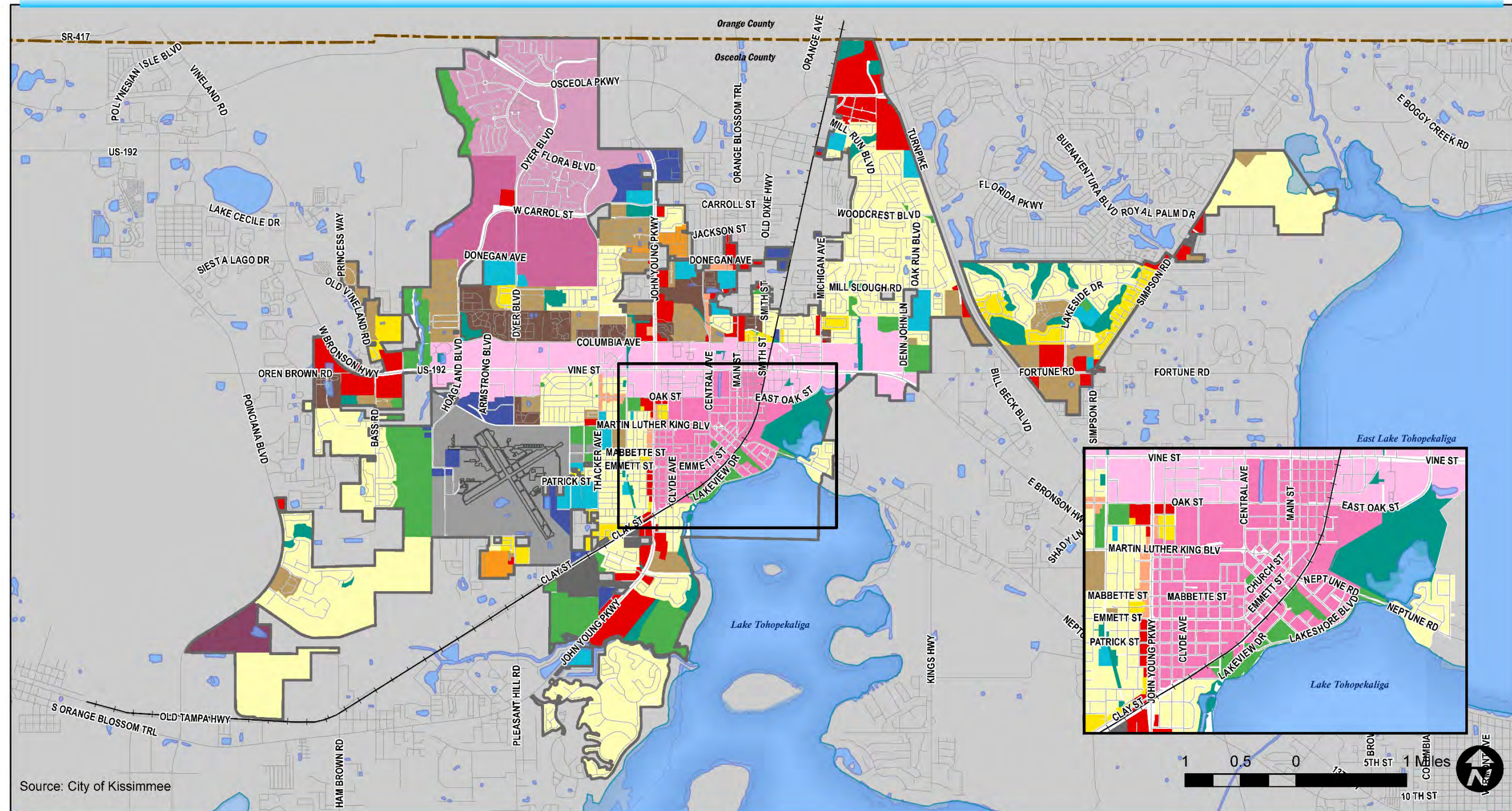
Figure 1-1: Existing Land Use



Source: City of Kissimmee, 2017

- | | | | | |
|---------------------|---------------|-------------------|--------------|--------------------|
| City Limits | Residential | Industrial | Recreation | Public/Semi-Public |
| County Boundary | Commercial | Airport Expansion | Conservation | Vacant |
| Unincorporated Area | Institutional | Utility | Agricultural | |

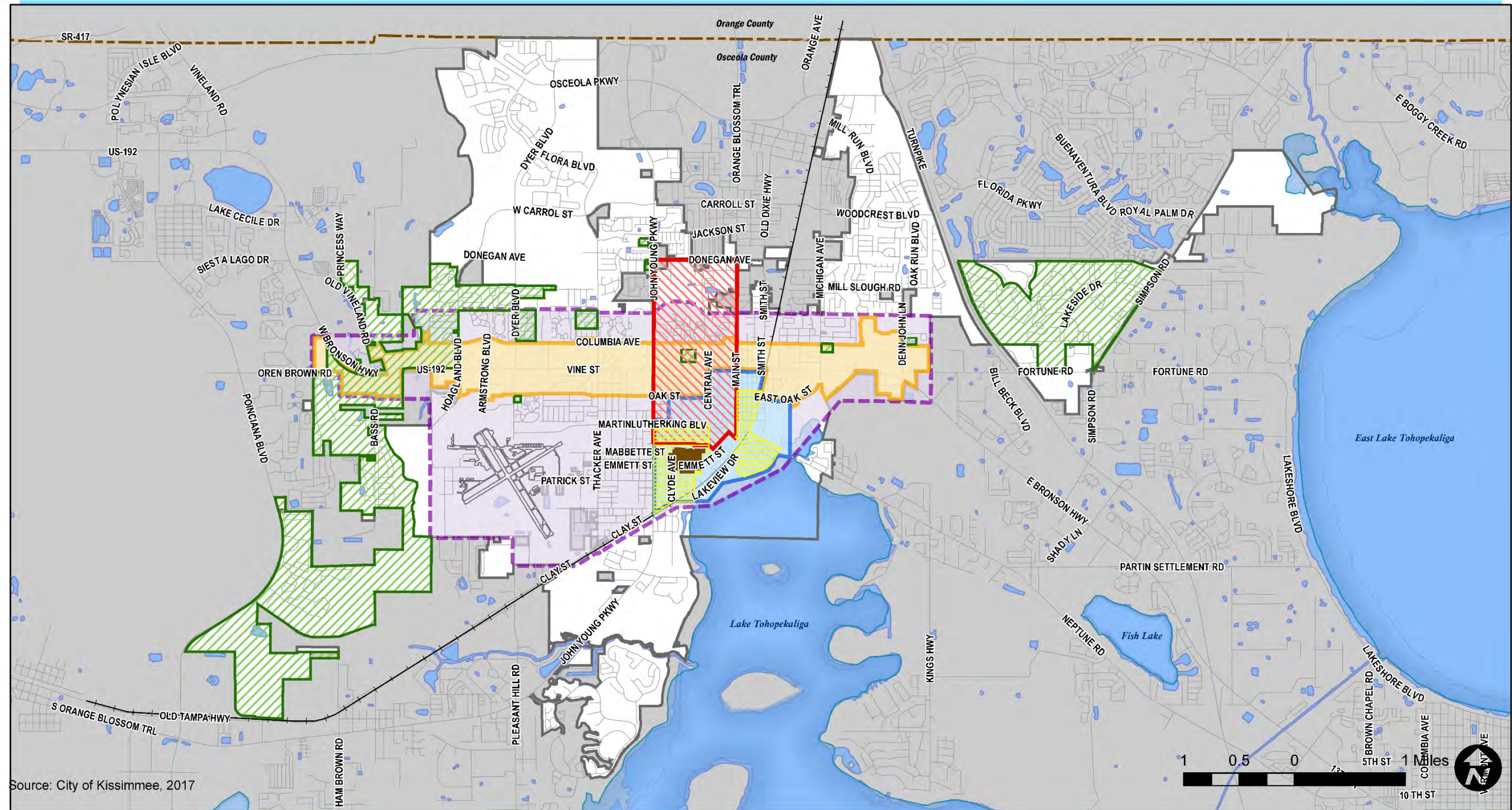
Figure 1-2: 2040 Future Land Use



Source: City of Kissimmee

- | | | | | |
|---------------------|---|---------------------|--------------------------|---------------------|
| City Limits | SF-LDR (Single Family Low Density Residential) | MU-D (Downtown) | OR (Office Residential) | UT (Utilities) |
| County Boundary | SF-MDR (Single Family Medium Density Residential) | MU-V (Vine Street) | CG (Commercial General) | CONS (Conservation) |
| Unincorporated Area | MH-MDR (Mobile Home Medium Density Residential) | MU-FR (Flora Ridge) | INST (Institutional) | REC (Recreation) |
| | MF-MDR (Multiple Family Medium Density Residential) | MU-T (Tapestry) | IN (Industrial Business) | |
| | MF-HDR (Multiple Family High Density Residential) | MU-FB (Frank Brown) | AE (Airport Expansion) | |

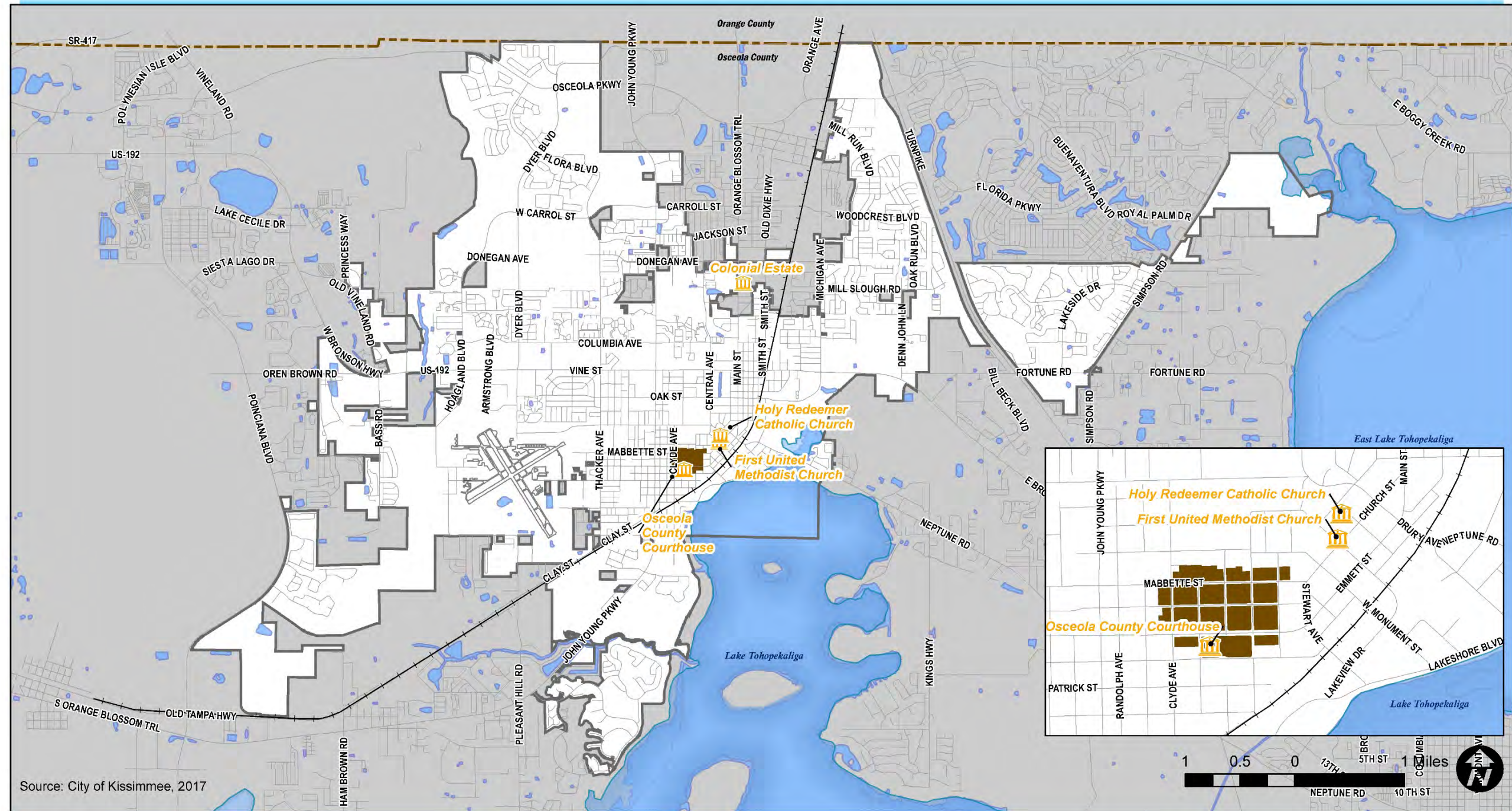
Figure 1-3: 2040 Major District Boundaries



Source: City of Kissimmee, 2017

- | | | |
|--|---|---|
|  Historic District |  Downtown Community Redevelopment Area (CRA) |  City Limits |
|  Medical Arts District |  Vine Street Community Redevelopment Area (CRA) |  County Boundary |
|  Short Term Rental Overlay |  Downtown Community Redevelopment Area Bed and Breakfast Overlay |  Unincorporated Area |
|  Multimodal Transportation District | | |

Figure 1-4: Historic District and Structures



Source: City of Kissimmee, 2017

- Historic Structures
- City Limits
- Unincorporated Area
- Historic District
- County Boundary



2

TRANSPORTATION

Goals, Objectives, and Policies

Kissimmee 2040 Comprehensive Plan

Transportation Goals, Objectives, and Policies

prepared for

City of Kissimmee

prepared by

Cambridge Systematics, Inc.
2101 West Commercial Boulevard, Suite 3200
Fort Lauderdale, FL 33309

date

**Adopted November 20, 2018; DRC#18-057; DEO#18-1ER
Amended December 7, 2021; DRC#21-097; DEO Amendment No. 21-02ESR**

Cover photo source: City of Kissimmee Public Information Office

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EXECUTIVE SUMMARY

INTRODUCTION

The City of Kissimmee desires to implement a Transportation Element that will enhance economic opportunity through greater accessibility and add to the City’s quality of life and uniqueness for both residents and visitors alike. While once focused primarily on serving the needs of the automobile, the City has shifted its way of thinking about transportation and land use by adopting a Multimodal Transportation District covering a majority of the City in 2008. This approach addresses future transportation through development of a connected multimodal transportation network as an efficient way to increase mobility and accessibility while also linking economic development, quality of life and preservation of the natural environment.

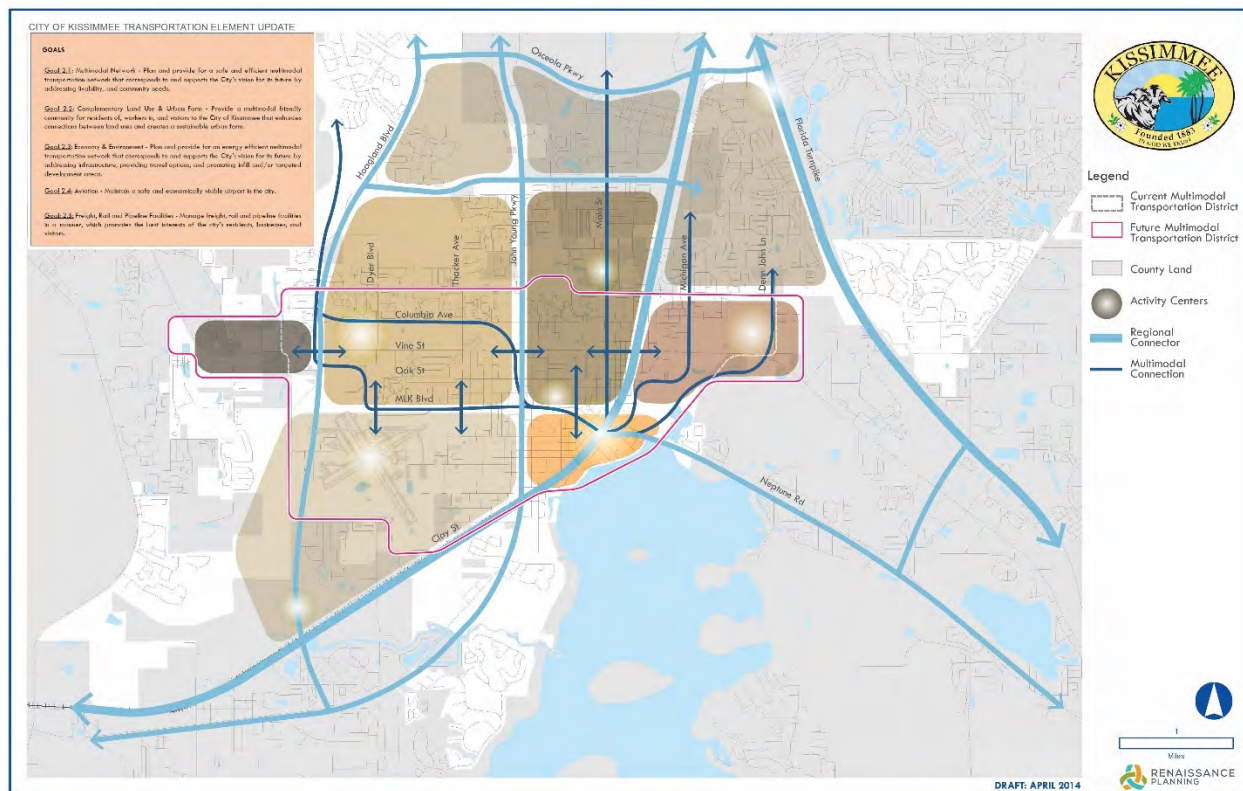
There are several, overlapping regulatory boundaries – the Multimodal Transportation District, the Vine Street Community Redevelopment Area, the Downtown Community Redevelopment Agency (CRA) and the Vine Street Overlay Districts – each of which has their own distinct set of strategies to support desired redevelopment and create better accessibility and mobility. The updated Transportation Element extends these same multimodal strategies and roadway typologies citywide to better connect people who live, work and play in the City of Kissimmee. One of the ways the City will be able to create complete streets, or streets that accommodate the needs of all users, is by preserving right-of-way along key transportation corridors throughout the City. And while the City recognizes that all modes should be accommodated to some degree, there are distinct areas within the City that are more appropriate for different mode types based on the surrounding area context.



THE VISION

The strategic vision for the City of Kissimmee is to extend the multimodal goals and objectives citywide to create and maintain an economically healthy and energy efficient multimodal transportation network. This Transportation Element seeks to link the City's eight activity centers through a combination of regional and multimodal connections. The expansion of multimodal transportation strategies citywide creates the opportunity to develop complete streets criteria to address various design considerations when accommodating multiple modes of transportation based on the surrounding area's context and anticipated future development patterns over the next 25 years.

Figure 2-1: Kissimmee Transportation Vision



The Transportation Element incorporates a mobility framework and corresponding streetscape plan that define a hierarchy of street networks reflecting functional transportation needs (such as regional mobility or local trip-making) and built environment. This hierarchy of streets further orient each street type towards either motorized or non-motorized mobility. The two are not mutually exclusive, but there are specific strategies and cross sections that respond to the prioritized mode(s) by varying the target speed, sizing the sidewalks, adding transit treatments, modifying lane widths, and improving signage and lighting.

Street typologies reflecting that hierarchy include A Streets (high regional auto and truck mobility), B Streets (local auto and truck mobility, high multimodal accessibility) and C Streets (high local accessibility). From this point forward, all new roadways will be classified at time of dedication.

GOALS, OBJECTIVES, AND POLICIES

The City's Transportation Element Goals, Objectives, and Policies were revised to expand the multimodal transportation approach citywide. By defining goals and measurable objectives, and linking those with key economic development strategies and multimodal performance measures, the City will be able to monitor and enhance the quality of service for the various mode types including walking, biking, riding transit, and driving.



The revised Goals, Objectives, and Policies include some key changes, including placing more emphasis on complementary land use and urban form as well as the relationship between transportation, economy and energy. The City of Kissimmee's Comprehensive Plan establishes the linkage between land use and transit as well as policies that support mixed-use land uses and the supporting of different density thresholds, where appropriate. However, the Transportation Element expands upon the connections between transportation, economy and energy by emphasizing the link between land uses and transportation as well as the linkage between housing and transportation. Additionally, the Transportation Element articulates the importance of preserving mobility on A-Streets for all mode types despite the primarily automobile-oriented nature of these types of streets.

The Economy and Environment section of the Transportation Element aims to plan and provide an energy efficient multimodal transportation network citywide. Objectives and policies stress incorporating green infrastructure, when possible, into site planning for multimodal facilities and promoting human-scale developments that encourage walking, biking and riding transit. Additionally, the City is supporting a multimodal environment by promoting infill and targeted development areas in the City, including the Kissimmee/Osceola County Enterprise Zone.

DATA INVENTORY & ANALYSIS

The Data Inventory and Analysis includes an examination of the existing and future transportation needs of the City of Kissimmee, both motorized and non-motorized. The City recognizes the importance of having an integrated transportation system that emphasizes different mode(s) depending on the specific location within the City.

The multimodal emphasis of the Transportation Element is intended to give people more transportation choices and to lower the percentages of those who drive alone. Kissimmee has been working to transform its downtown into the main transportation hub area of the City with the LYNX Kissimmee Intermodal Center Transportation (KITC) station located at Neptune Road and Pleasant Street.



The station now realigns several of the LYNX buses that used to make transfers at the Osceola Square Mall to downtown. The station also serves customers of SunRail, Amtrak and the planned US 192 Bus Rapid Transit line.

The City of Kissimmee's bicycle and pedestrian networks are continually being improved and expanded upon to provide better accessibility and quality of service to both residents and visitors. The majority of roadways in the City contain sidewalks and many incorporate bicycle facilities. Additionally, there are several on- and off-street bicycle facilities that are either existing, funded, or planned for construction.

The roadway network and connectivity varies throughout the City. In areas such as downtown, there are higher levels of connectivity due to the grid street patterns with small blocks; however, the City's more recently developed areas streets are less interconnected and often feature cul-de-sac street patterns that emphasize privacy over connectivity. The City's hierarchy of streets, based on land use and modal emphasis, as well as future right-of-way reservations throughout the City helps prioritize existing and future multimodal planning goals.

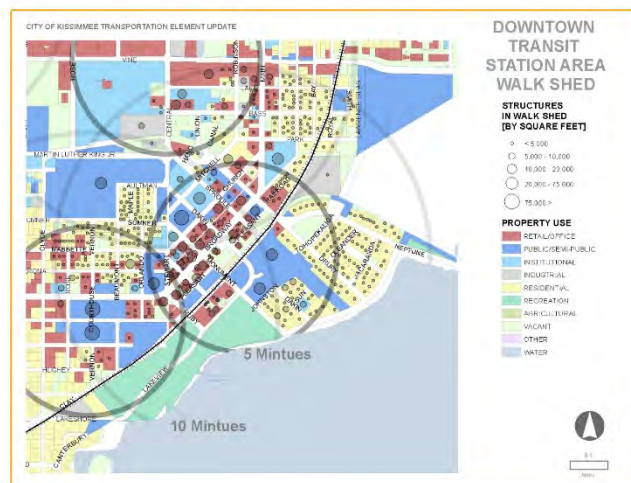
ACCESS MANAGEMENT PLAN

Access management is the control of vehicular ingress to and egress from the roadway and adjacent land development. The purpose of access management is to provide for orderly access and traffic flow while maintaining safety for all roadway users. The Transportation Element's Access Management Plan develops planning level recommendations for the implementation of access management techniques based upon the Florida Department of Transportation's (FDOT) Access Management Standards, Chapter 14-97, Florida Statutes. The City of Kissimmee has applied those standards to identify "A" Streets, which are primarily auto-oriented but with multimodal features to accommodate other modes, but the Chapter 14-97 rules apply to all city-maintained roadways. Access management strategy corridors ("A" Streets) include:

- US 192 (Vine Street)
- US 441 (Main Street/Orange Blossom Trail) – North of US 192
- John Young Parkway
- Osceola Parkway
- Poinciana Boulevard

STATION AREA PARKING

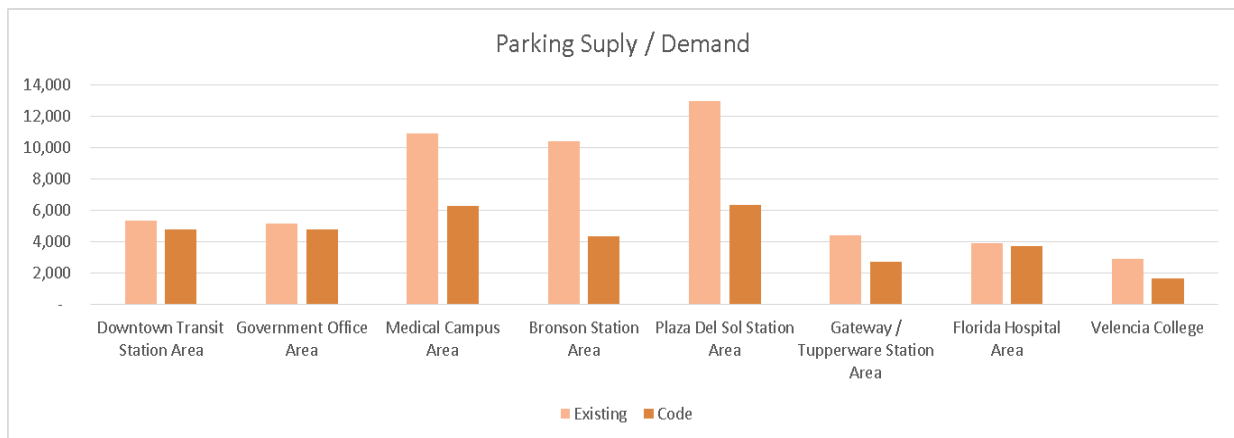
The Transportation Element Update includes a review and analysis of existing parking supply as well as future parking needs based on the Land Development Code. As part of the City's multimodal approach to transportation, eight locations that have transit station / stop areas associated with Future SunRail expansion, Planned US 192 Bus Rapid Transit (BRT) and/or the City of Kissimmee Circulator were evaluated to determine where there may be a potential need for additional parking. These Station / Stop area locations are:



- i. Downtown Transit Station Area
- ii. Government Office Area
- iii. Medical Campus Area
- iv. Bronson Station Area
- v. Plaza Del Sol Station Area
- vi. Gateway Tupperware Station Area
- vii. Florida Hospital Area
- viii. Valencia College Area

Currently, the City has sufficient parking with the combination of both public and private parking to support the existing land uses in each of the Station / Stop areas. Additionally, the Downtown SunRail Intermodal Station’s planned public parking facilities will bring the existing parking spaces above future demand. However, the City is working towards creating Transit Oriented Development parking parameters in the Station / Stop areas that could greatly reduce the demand for parking. This could allow for the establishment of parking maximums rather than minimums and further enhance the multimodal objectives of the City.

Figure 2-2: Parking Supply/Demand



MOBILITY VISION

VISION STATEMENT

To develop and maintain a highly connected multimodal network that provides mobility and accessibility for all users.

GOALS

Goal 2.1: Multimodal Network - Plan and provide for a safe and efficient multimodal transportation network that corresponds to and supports the City's vision for its future by addressing livability, and community needs.

Goal 2.2: Complementary Land Use & Urban Form - Provide a multimodal friendly community for residents of, workers in, and visitors to the City of Kissimmee that enhances connections between land uses and creates a sustainable urban form.

Goal 2.3: Economy & Environment - Plan and provide for an energy efficient multimodal transportation network that corresponds to and supports the City's vision for its future by addressing infrastructure, providing travel options, and promoting infill and/or targeted development areas.

Goal 2.4: Aviation - Continue to maintain a safe and economically viable airport in the city.

Goal: 2.5: Freight, Rail and Pipeline Facilities - Continue to manage freight, rail and pipeline facilities in a manner, which promotes the best interests of the city's residents, businesses, and visitors.

VISION

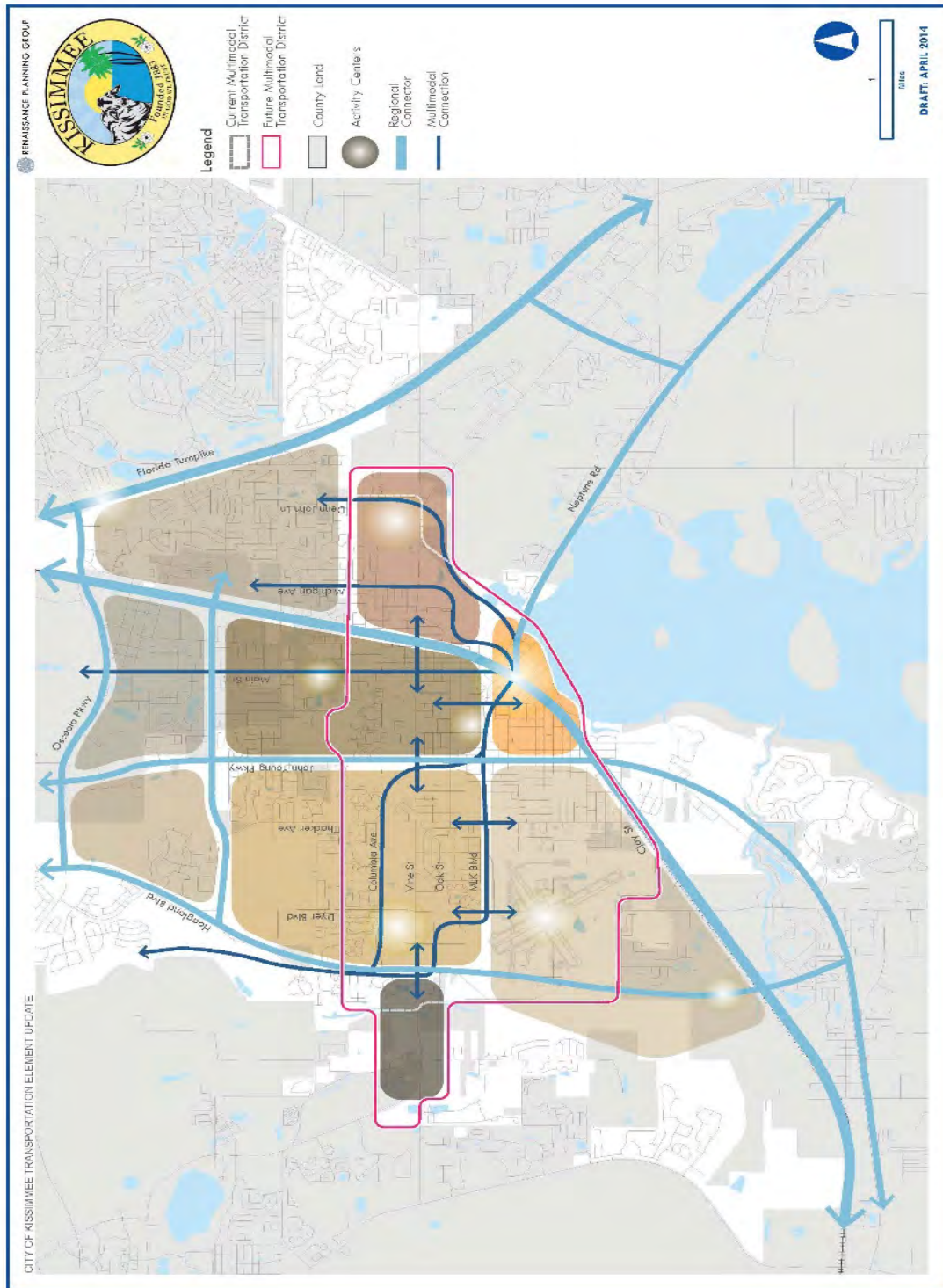
Transportation plays an important role today and in the future, affecting the quality of life and economic vitality of the City of Kissimmee. The strategic vision for the City of Kissimmee is to extend the multimodal framework citywide, connecting people to destinations supporting economic development and redevelopment initiatives, as well as to link freight and goods to and from the



City. This Transportation Element seeks to tie together the City's eight activity centers through a combination of regional and multimodal connections comprised of several features, including streets, sidewalks, bicycle facilities, trails and transit. The expansion of multimodal transportation strategies citywide creates the opportunity to develop complete streets criteria to address various design considerations when accommodating multiple modes of transportation based on the surrounding context and anticipated future development patterns, and will assist the City in preparation for growth and redevelopment for the next 25 years.

Figure 2-1 presents the City's Transportation Vision map, identifying critical connections that are needed to link residential and commercial areas through a robust network of regional and local multimodal facilities and design treatments.

Figure 2-3: City of Kissimmee Transportation Vision



The Transportation Element incorporates a mobility framework and corresponding streetscape plan that define a hierarchy of street networks reflecting functional transportation needs (such as regional mobility or local trip-making) and the built environment. This hierarchy of streets

further orients each street type toward either regional mobility or local accessibility. The two are not mutually exclusive, but there are specific strategies and cross sections that respond to the modes by varying the target speed, sizing the sidewalks, adding transit treatments, modifying lane widths, and improving signage and lighting.

Street typologies reflecting that hierarchy include A Streets (high regional auto and truck mobility), B Streets (local auto and truck mobility, high multimodal accessibility) and C Streets (high local accessibility). New roadways will be classified at time of dedication. The following pages present the organization and typical section illustrations of the street hierarchy and guidance for streetscape design.

STREET TYPOLOGY GUIDANCE

Table 2-1: Street Typology Guidance

Streets Criteria	A Streets			B Streets		C Streets
	Vine Street / US 192	John Young Parkway	90 - 100' Right-of-Way	70 - 80' Right-of-Way	60 - 70' Right-of-Way	50' Right-of-Way
TRAVELWAY						
Desired Operating Speed	45	45	35	35	30	25
Number of Lanes (bidirectional)	4 - 6	4 - 6	2 - 4	2 - 4	2 - 4	2
Optimum Lane Width	10 - 12 ft.	10 - 12 ft.	10 - 12 ft.	10 - 11 ft.	10 - 11 ft.	10 - 11 ft.
On-Street Parking Width	Not recommended	Not recommended	Not recommended	Optional/7 - 8 ft.	Optional/7 - 8 ft.	Optional/7 - 8 ft.
On-Street Bike Lane Width	Not recommended	Not recommended	5 - 8 ft.	5 - 8 ft.	5 - 8 ft.	Sharrow
Median	16 ft.	16 ft.	Optional/10 - 16 ft.	Optional/10 - 16 ft.	Optional/10 - 16 ft.	N/A
Access Management	See Access Management			Context Sensitive Engineering Manual		
ROADSIDE						
Optimum Sidewalk Through Zone	12 - 20 ft.	12 - 20 ft.	5 - 20 ft.	5 - 10 ft.	5 - 9 ft.	5 - 10 ft.
Optimum Sidewalk Amenity / Landscaped Buffer	<i>Sidewalk through zone includes only the clear pedestrian travel way</i>					
	1 - 5 ft. tree well	1 - 5 ft. tree well	5 - 8 ft. tree well or 2 - 10 ft. planting strip	5 - 8 ft. tree well or 2 - 12 ft. planting strip	2 - 8 ft. planting strip	2 - 8 ft. planting strip
	<i>Sidewalk amenity includes the roadway edge zone and furnishings and planting strip</i>					
Sidewalk Amenity (Treatments and Spacing)	Highest quality treatments and closest possible	Highest quality treatments and closest possible	Standard quality treatments and optimum spacing	Standard quality treatments and optimum spacing	Highest quality treatments and closest possible	Highest quality treatments and closest possible
Street Lighting	Standard scale fixtures	Standard scale fixtures	Standard scale fixtures	Standard scale fixtures	Pedestrian scale fixtures	Pedestrian scale fixtures
Stormwater Management	Stormwater ponds	Stormwater ponds	Stormwater ponds	Stormwater ponds	Stormwater ponds	Bio-swales
Transit Facilities (Bus Pull-outs/Lanes and Stops)	BRT Station Areas / local bus stops every 2 blocks	Stops every 2 blocks	Pull- out bays / stops every 2 blocks	Pull- out bays / stops every 2 blocks	Stops every 2 blocks	Not Recommended
INTERSECTIONS						
Optimum Crosswalk Spacing	At intersections	At intersections	At intersections	At intersections	At intersections	600 ft.
Curb Radii	20 - 30 ft.	20 - 30 ft.	20 - 30 ft.	15 - 25 ft.	15 - 25 ft.	15 - 20 ft.

TYPICAL SECTIONS

Figure 2-4: Typical "A" Street (Vine Street (192)/John Young Parkway) Section

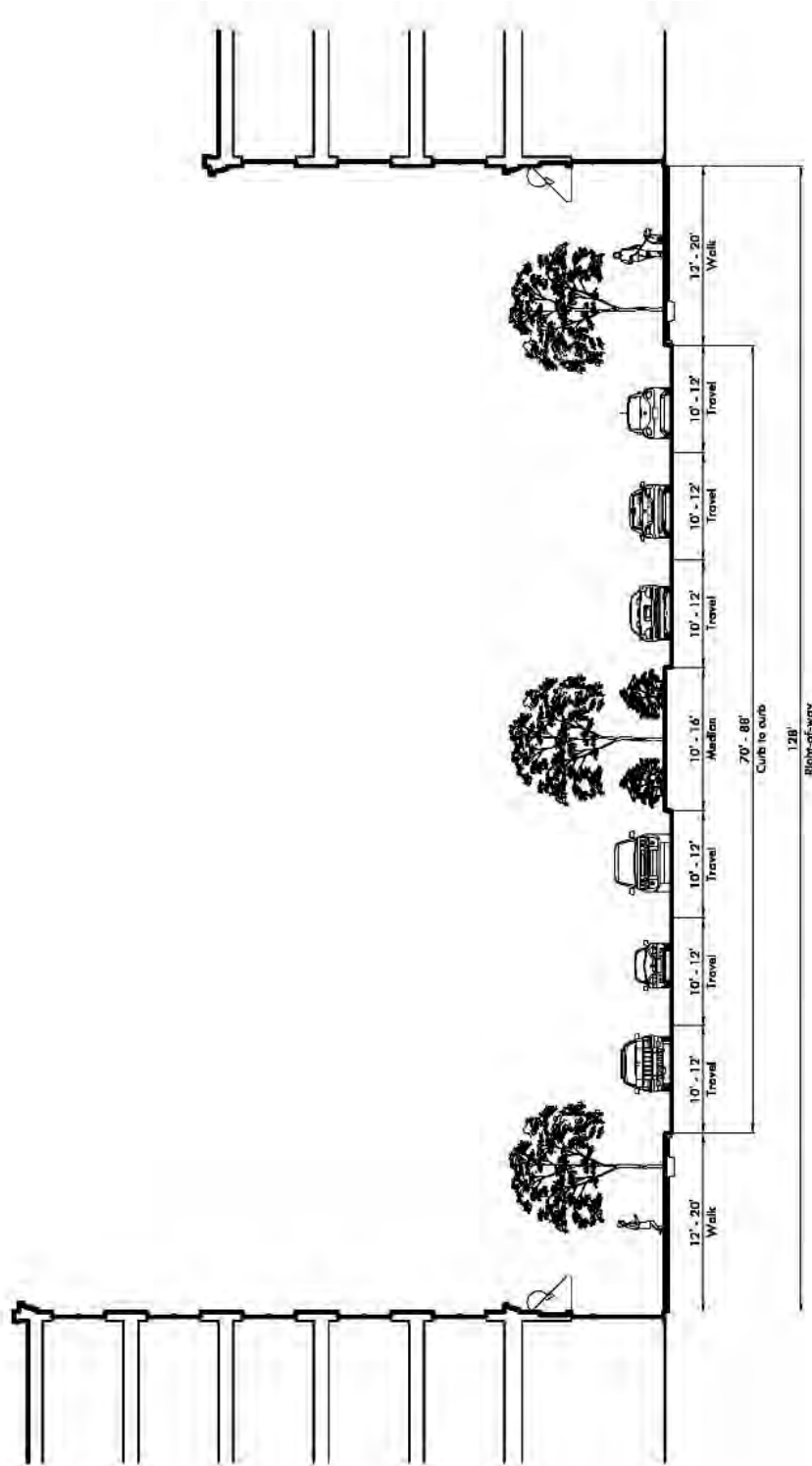


Figure 2-5: Typical “A” Street with 90’-100’ Right-of-Way Section

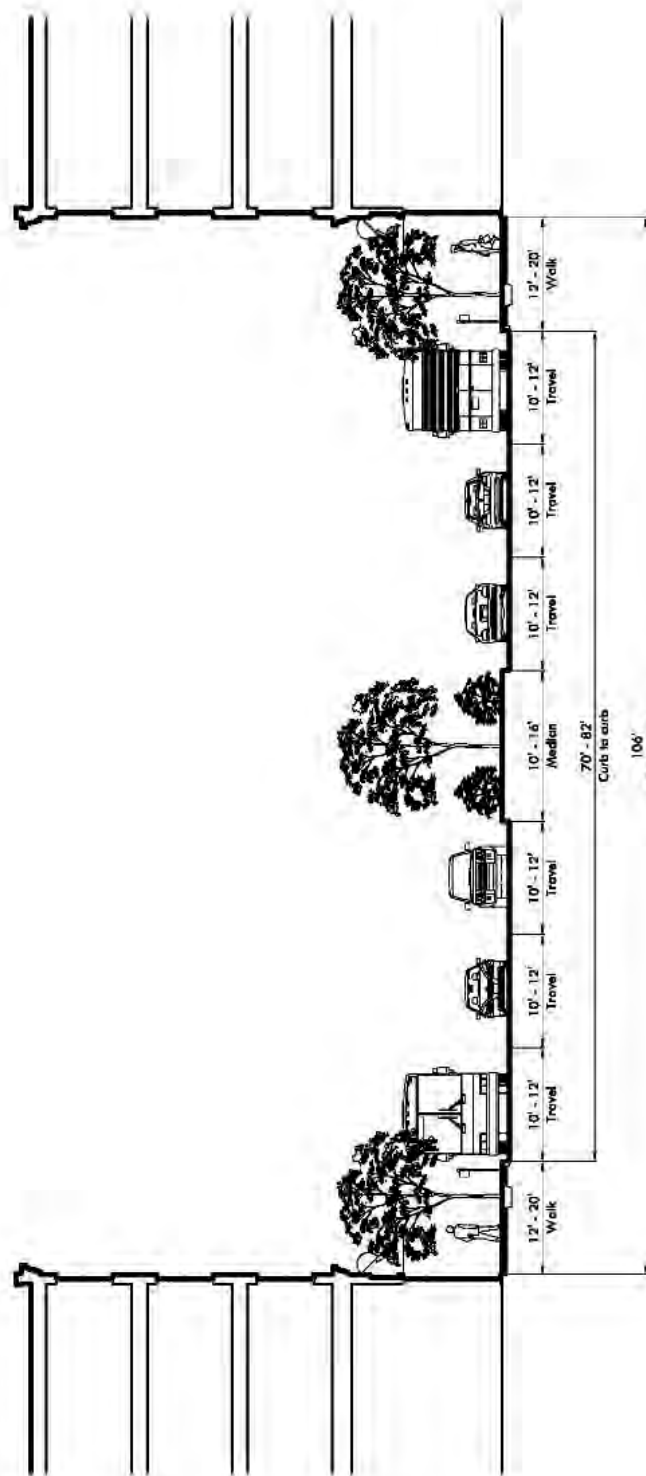


Figure 2-6: Typical "A" Street with 90'-100' Right-of-Way Section

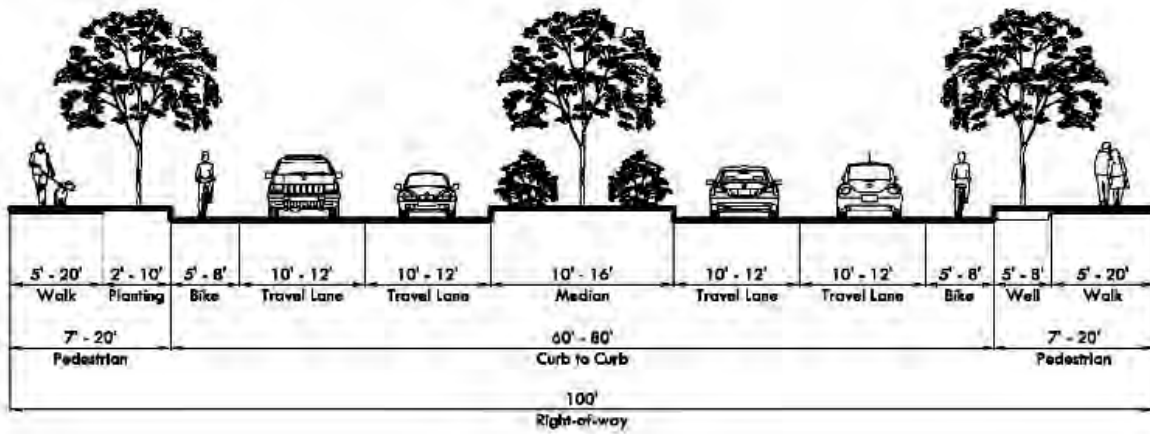


Figure 2-7: Typical "A" Street with 90'-100' Right-of-Way Section

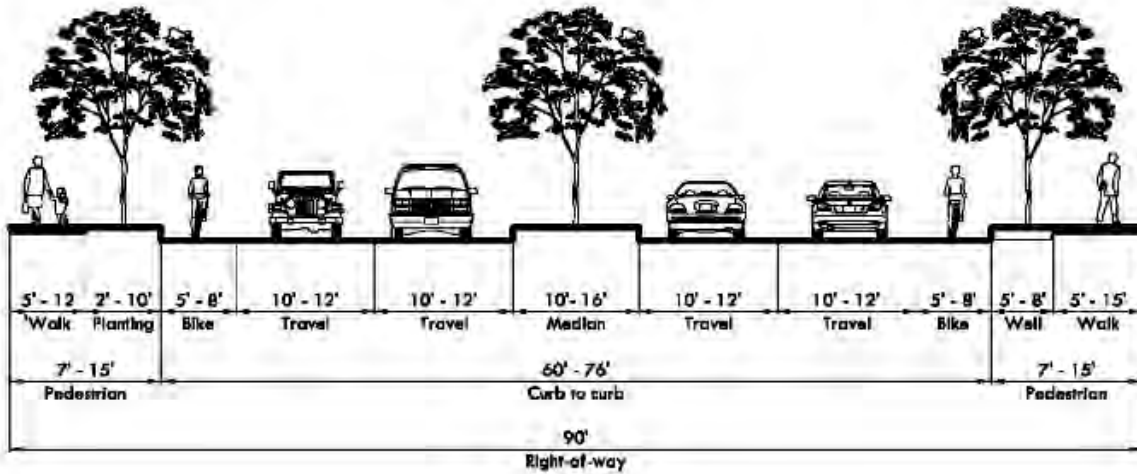


Figure 2-8: Typical "A" Street with 80'-90' Right-of-Way Section

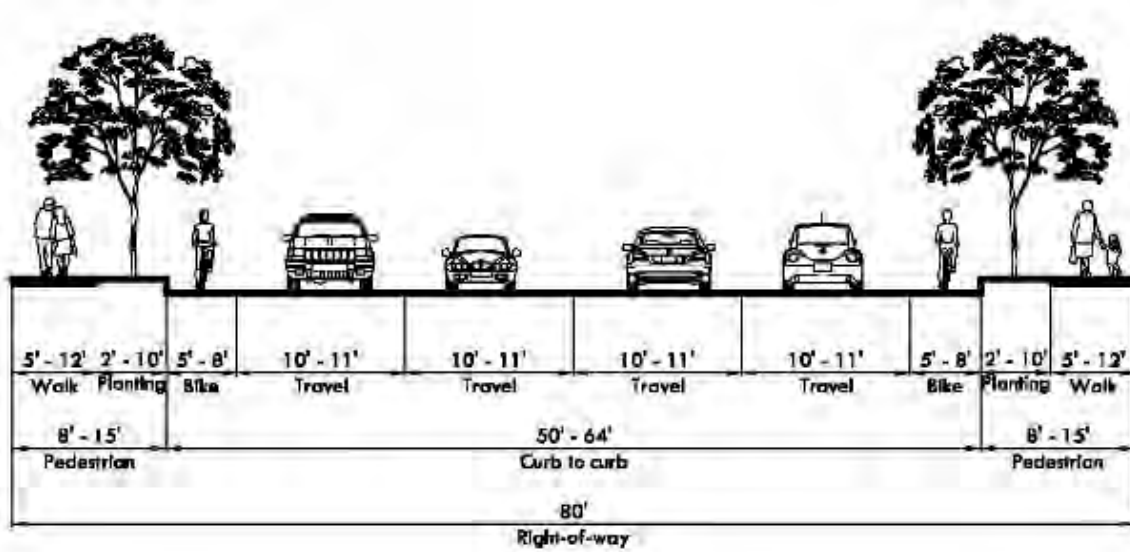


Figure 2-9: Typical "B" Street with 70'-80' Right-of-Way Section

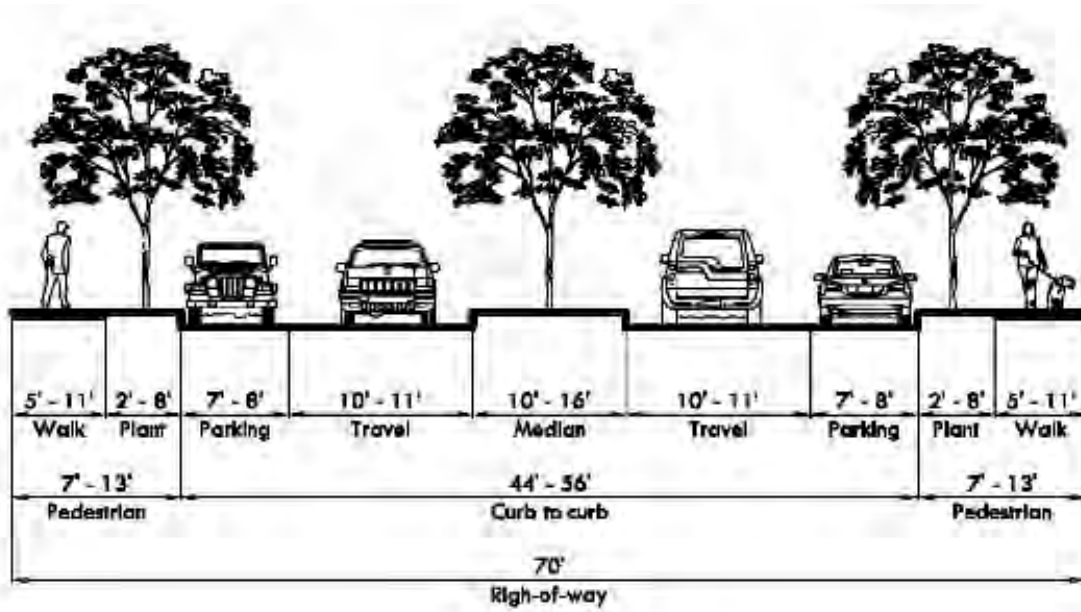


Figure 2-10: Typical “B” Street with 60’-70’ Right-of-Way Section

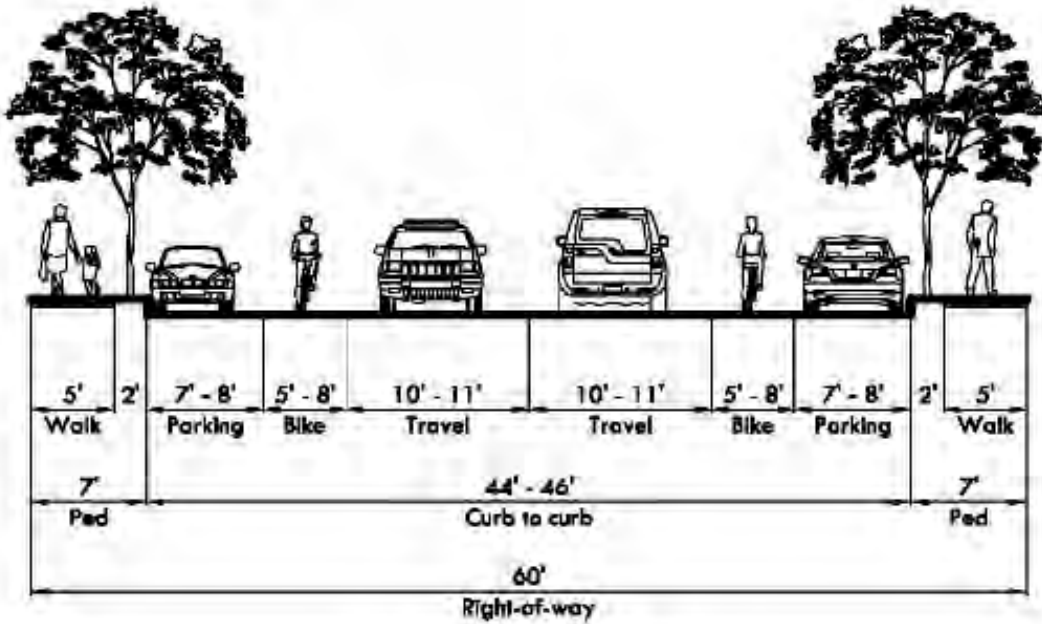
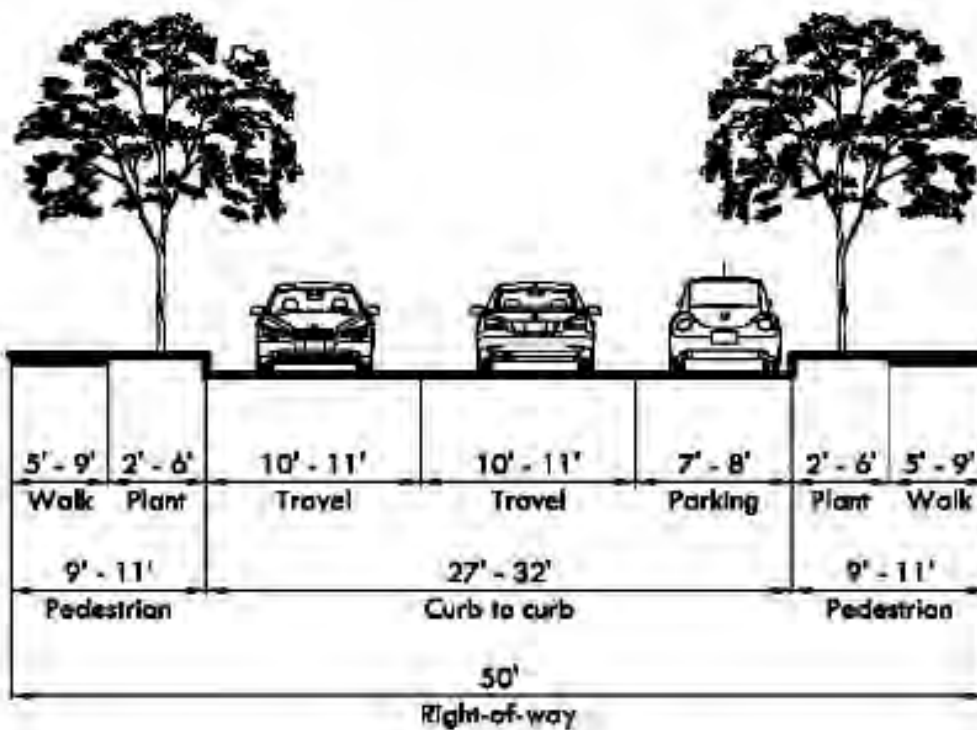


Figure 2-11: Typical “C” Street with 50’ Right-of-Way Section



GOALS, OBJECTIVES, AND POLICIES

This section stipulates goals, objectives and implementing policies for the Transportation Element pursuant to §163.3177(6)(b) Florida Statutes.

GOAL 2.1: MULTIMODAL NETWORK.

Plan and provide for a safe and efficient multimodal transportation network that corresponds to and supports the City's vision for its future by addressing livability, and community needs.

OBJECTIVE 2.1.1: SAFE TRANSPORTATION SYSTEM.

The City shall continue to establish a safe multimodal transportation network through development and implementation of level or quality of service (QOS) standards for all modes and providing associated improvement, urban design and funding strategies.

POLICY 2.1.1.1: CITYWIDE STANDARDS

The City shall maintain multimodal standards to address its designation as a Dense Urban Land Area and Multimodal Transportation District.

POLICY 2.1.1.2: COMPLETE STREETS TO PROMOTE PUBLIC HEALTH AND ACTIVE MOBILITY.

The City shall continue to promote the development of an integrated Complete Streets network through the inclusion of public transit, bicycle, and pedestrian facilities for people of all ages and abilities to promote public health and active mobility.

POLICY 2.1.1.3: STREET TYPOLOGIES.

The City shall maintain a distinct hierarchy of three street types within the City. These street typologies include:

- 'A' streets are vehicular emphasis streets with a regional mobility focus
- 'B' streets are pedestrian and bicycle emphasis streets that support major local destinations
- 'C' streets are residential and non-residential streets with lower speeds that provide local access

POLICY 2.1.1.4: REDUCE FATALITIES, INJURIES AND CRASHES.

The City shall adopt a policy supporting a fatality-free transportation system through combining design, engineering, enforcement, and education initiatives to promote a safe multimodal network.

OBJECTIVE 2.1.2: EFFICIENT MULTIMODAL NETWORK.

The City shall continue to maintain a Multimodal Transportation District (MMTD) that is designed to enhance quality of service for all modes of transportation.

POLICY 2.1.2.1: MULTIMODAL TRANSPORTATION DISTRICT.

Pursuant to F.S. 163.3177(6)(a) the MMTD will be maintained within the boundaries indicated on the Future Land Use Map District Boundaries map. Within the MMTD, transportation issues shall be mitigated by:

- Designing development to safely promote an increase in walking, biking, and transit use while reducing vehicle trip lengths and vehicle miles of travel.
- Contributing towards the achievement of the multimodal quality of service standards through completion or contribution towards multimodal transportation improvements, payment of the transportation mobility fee, or similar contributions that shall be proportionate to a development's transportation impact.

POLICY 2.1.2.2: QUALITY OF SERVICE STANDARDS.

Within the MMTD, the City shall meet the quality of service standards for pedestrian and cycling facilities as well as for transit facilities. The City shall also continue to pursue strategies to preserve vehicular mobility on major thoroughfares, with emphasis on Statewide Intermodal System (SIS) and regionally significant roadways. Any proposed development with a traffic impact on a deficient facility (as established by the monitoring report in Policy 2.1.2.4) that fails to meet the quality of service standards shall be required to mitigate such impacts through appropriate roadway or multimodal mitigation strategies or by paying proportionate share fees toward the achievement of these strategies.

Outside of the MMTD, the City adopts a LOS D standard for the peak hour for major thoroughfares (arterials and collectors).

POLICY 2.1.2.3: MMTD STREET TYPOLOGIES.

The City shall maintain a distinct hierarchy of three street types within the MMTD. These street typologies include:

'A' streets are vehicular emphasis streets with a regional mobility focus

'B' streets are pedestrian and bicycle emphasis streets that support major local destinations

'C' streets are residential and non-residential streets with lower speeds that provide local access

OBJECTIVE 2.1.3: ACCESS TO DESTINATIONS

The City shall maintain a transportation network that provides access to major local destinations and employers throughout the City.

POLICY 2.1.3.1: CONVENIENT TRANSPORTATION NETWORK.

Strategies to enhance access to destinations shall include the development of multimodal infrastructure, including a circulator, and increasing connectivity through the development of parallel and alternate routes.

POLICY 2.1.3.2: BICYCLE AND PEDESTRIAN FACILITY IMPROVEMENTS NEAR TRANSIT.

The City shall continue to promote the improvement and expansion of bicycle and pedestrian facilities citywide, focusing on improved access in the MMTD and near transit corridors and stations.

OBJECTIVE 2.1.4: ADA AND TRANSPORTATION DISADVANTAGED.

The City shall increase mobility for the transportation disadvantaged who reside, work, and/or visit the City of Kissimmee in accordance with the most recent Americans with Disabilities Act Title II Regulations, and City of Kissimmee Land Development Code.

POLICY 2.1.4.1: PROMOTE COORDINATED SERVICE APPROACH.

The City should encourage development of a coordinated paratransit service approach to providing transportation for the elderly and handicapped in Kissimmee by working with LYNX, Osceola County, and social service providers.

OBJECTIVE 2.1.5: ENCOURAGE THE DEVELOPMENT OF RAIL AND PREMIUM TRANSIT SERVICE

The City shall continue to work with other regional public agencies to promote the development of regional and intercity rail and premium transit service to and through Kissimmee.

POLICY 2.1.5.1: PROMOTE METROPOLITAN AREA PASSENGER RAIL AND PREMIUM TRANSIT CONNECTIONS.

The City shall continue to coordinate with Osceola County, LYNX, MetroPlan Orlando and other public agencies in the region to implement passenger rail service (SunRail) from the Kissimmee Intermodal Transportation Center (KITC) to Orlando and other regional activity centers, with premium, feeder bus service to provide local connections within the City to the Multimodal Center.

POLICY 2.1.5.2: PROMOTE CONTINUED INTERCITY SERVICE.

The City shall continue to coordinate with Amtrak to maintain, if not increase, the level of intercity train service provided through Kissimmee, and provide adequate intercity train station facilities. The City shall also promote regional efforts to develop a cross-state, high speed passenger rail connection between major nearby municipalities that connects with a downtown multimodal station.

OBJECTIVE 2.1.6: STRENGTHEN INTER-AGENCY PARTNERSHIPS TO IMPLEMENT MULTIMODAL NETWORK IMPROVEMENTS

The City of Kissimmee shall continue to coordinate multimodal transportation planning and improvements with other governmental agencies including but not limited to the Florida Department of Transportation (FDOT), Osceola County, MetroPlan Orlando, Orange County, the Central Florida Expressway Authority, LYNX, and the East Central Florida Regional Planning Council to achieve planned improvements to transportation facilities and services.

POLICY 2.1.6.1: IMPLEMENTING TRANSPORTATION PLANNING AND COORDINATION.

The City shall continue to review present and future transportation plans and programs of the FDOT, Osceola County, the Osceola County Expressway Authority, MetroPlan Orlando, Orange County, the Central Florida Expressway Authority, LYNX, and the East Central Florida Regional Planning Council to maintain compatibility with the City's vision for future development as outlined in the Comprehensive Plan and to ensure the City's Comprehensive Plan is consistent with regional plans.

OBJECTIVE 2.1.7: PROGRAMMING MULTIMODAL TRANSPORTATION IMPROVEMENTS

The City shall develop and maintain an implementation program for multimodal transportation infrastructure and services within the City of Kissimmee and surrounding areas with available financial resources.

POLICY 2.1.7.1: IMPROVEMENT PROGRAM.

The City of Kissimmee shall annually update the Five Year Capital Program in conjunction with FDOT's Five Year Work Program and MetroPlan Orlando's Transportation Improvement Program Update. Transportation projects programmed by Osceola County, FDOT, Central Florida Expressway Authority, MetroPlan Orlando, and LYNX will be identified. Top priority mobility projects shall be incorporated in the Five Year Schedule of Capital Improvements and annual budget accordingly.

POLICY 2.1.7.2: FUNDING SOURCES.

Funding sources for transportation projects shall be reviewed annually with available funding projected for future years and allocated to projects in accordance with the

Comprehensive Plan, Five-Year Schedule of Capital Improvements, and annual budget. New funding sources for City transportation projects including but not limited to, taxing strategies, special bonding, and utility assessments, shall be explored. The mobility fee structure shall continue to be maintained to address multimodal operations throughout the City.

GOAL 2.2: COMPLEMENTARY LAND USE & URBAN FORM

Provide a multimodal friendly community for residents of, workers in, and visitors to the City of Kissimmee that enhances connections between land uses and creates a sustainable urban form.

OBJECTIVE 2.2.1: LINKING LAND USE AND TRANSPORTATION

The City shall work to integrate bicycle, pedestrian, and transit facility improvements into site developments and roadway projects in the City of Kissimmee to better connect land uses with multiple modes of transportation.

POLICY 2.2.1.1: ENCOURAGE BICYCLE AND PEDESTRIAN FRIENDLY DESIGN.

The City shall continue to promote walking and the use of bicycles by encouraging bicycle and pedestrian-friendly design in new developments, including redevelopment projects to the extent feasible, and the provision of support facilities such as benches, bicycle facilities, bicycle lockers, and showers.

POLICY 2.2.1.2: PRESERVATION OF EXISTING STREET CONNECTIVITY.

The City shall ensure that street connectivity is not lost over time by prohibiting street vacations for public and private development uses. In cases of true hardship, street vacations will be permitted only when the proposed new development will provide new street connection elsewhere that will result in no loss of street connectivity City-wide.

OBJECTIVE 2.2.2: LINKING HOUSING AND TRANSPORTATION

The City of Kissimmee shall continue to encourage multiple modes of transportation to and from residential land uses by enhancing mobility in communities and improving accessibility to uses and services.

POLICY 2.2.2.1: TRANSIT AND DENSITY.

The City shall continue to encourage land uses that support transit as established in the Future Land Use Element.

POLICY 2.2.2.2: ENCOURAGE LAND USE DEVELOPMENT PATTERNS THAT SUPPORT MULTIPLE MODES OF TRANSPORTATION.

The City shall continue to support mixed-use development and redevelopment options in the MMTD by encouraging relevant policies in the Future Land Use Element.

POLICY 2.2.2.3: DENSITY SUPPORT.

Transportation infrastructure and services shall support residential, non-residential, and mixed use land uses.

OBJECTIVE 2.2.3: PRESERVING MOBILITY ON A STREETS.

The City shall preserve mobility on A-Streets for all modes of transportation including vehicles, transit, as well as non-motorized forms of transportation.

POLICY 2.2.3.1: ACCESS MANAGEMENT.

The City of Kissimmee shall continue to follow access management guidance as established in the Administrative Rule 14-97 section of the FDOT Access Management Handbook, and the Access Management section of this Transportation Element.

OBJECTIVE 2.2.4: PRESERVATION OF RIGHT-OF-WAY TO IMPLEMENT MULTIMODAL NETWORK

The City of Kissimmee shall continue to protect existing and future right-of-way needs by requiring all proposed developments to reserve or dedicate right-of-way to maintain an interconnected roadway system for multiple modes of transportation.

POLICY 2.2.4.1: TRAFFIC CIRCULATION MAP.

The City of Kissimmee hereby adopts the City of Kissimmee 2040 Number of Lanes Map as the future roadway network map. The Existing Roadway Classification Map shall establish the functional classification of the roadways within the City.

POLICY 2.2.4.2: STANDARDS OF FUTURE ROAD RIGHT-OF-WAY ACQUISITION.

The City of Kissimmee hereby maintains the minimum standards for road right-of way (ROW) as identified in the ROW Reservation Map. Right-of-way width may vary on existing roadways in accordance with a completed right-of-way needs assessment.

POLICY 2.2.4.3: MANDATORY RIGHT-OF-WAY DEDICATION/TRANSPORTATION FEES.

The City of Kissimmee shall maintain a program for mandatory dedication of right-of-way and implementation of transportation mobility fees. As a condition of development approval associated with plats, replats, planned unit developments, or site plans, ROW or mobility fees shall be provided to improve the multimodal network. The purpose and intent of such

a program shall be to assure that: 1) adequate rights-of-way and necessary improvements are dedicated and developed concurrent with the impacts of new development, and 2) the cost of such improvements shall be borne by the developer generating the need for the facilities.

POLICY 2.2.4.4: PEDESTRIAN AND BICYCLE WAYS – NEW CONSTRUCTION.

Sidewalks, bicycle lanes and/or shared-use paths shall be required on both sides of the street with the dedicated non-pavement, right-of-way within the City boundaries for any new road construction, road widening, or resurfacing, unless a suitable alternative can be provided.

POLICY 2.2.4.5: PEDESTRIAN AND BICYCLE WAYS – EXISTING ROADWAYS

The City shall continue to prioritize projects that install sidewalks, accommodate bicycle facilities, and shared-use paths within the non-pavement right-of-way portions of existing collectors and higher classified roadways within the MMTD and within two miles of schools. The City shall continue to preserve existing bicycle facilities and/or shared use paths whenever a roadway is scheduled for widening.

POLICY 2.2.4.6: PEDESTRIAN AND BICYCLE WAYS – GAP INFILL

The City shall continue to prioritize projects that fill in gaps in sidewalks, bicycle lanes, and/or shared use paths where the facilities are not continuous on existing roadways.

GOAL 2.3: ECONOMY AND ENVIRONMENT

Plan and provide for an energy efficient multimodal transportation network that corresponds to and supports the City’s vision for its future by addressing infrastructure, providing travel options, and promoting infill and/or targeted development areas.

OBJECTIVE 2.3.1: GREEN INFRASTRUCTURE – NEW MULTIMODAL FACILITIES CONSTRUCTION

The City shall continue to require all new multimodal facilities to incorporate green infrastructure where physically and financially feasible.

POLICY 2.3.1.1: GREEN INFRASTRUCTURE DESIGN.

The City shall promote site planning and design for multimodal facilities which utilize an energy efficient design as established in the Conservation Element.

OBJECTIVE 2.3.2: COMMUNITY INFRASTRUCTURE TO ENABLE COMPACT DEVELOPMENT PATTERNS

The City shall continue to pursue compact development patterns that are designed to encourage pedestrian, bicycle, and transit travel throughout the community as established in the Future Land Use Element.

POLICY 2.3.2.1: COMPACT DEVELOPMENTS.

Developments within the City shall emphasize human-scaled development as established in the Future Land Use Element. Strategies to promote human-scale development may include smaller block sizes, mixed use land uses, and higher densities. Additionally, development patterns should be supportive of premium transit service (i.e. bus rapid transit, bus circulators, and connections to commuter rail).

POLICY 2.3.2.2: INTEGRATE TRANSIT IMPROVEMENTS INTO SITE DEVELOPMENTS AND ROADWAY PROJECTS.

The City shall identify appropriate transit facility improvements, such as passenger waiting area pads, shelter pads, and bus turnout bays to be incorporated into site development and roadway projects, and provide appropriate standards for site/civil engineers to design such improvements.

OBJECTIVE 2.3.3: ESTABLISH TRANSPORTATION DEMAND MANAGEMENT PROGRAMS TO ENHANCE TRAVEL OPTIONS

The City shall coordinate with Central Florida Regional Transportation Authority (LYNX) to develop Transportation Demand Management Programs that identify potential strategies to be applied by the public and private sectors to reduce auto travel in the City, and promote transit usage or travel by non-motorized means.

POLICY 2.3.3.1: COMMUNITY MARKETING PROGRAM.

The City should continue to coordinate with the Central Florida Regional Transportation Authority (LYNX) to design and implement a marketing and community relations program aimed at increasing transit usage or travel by non-motorized means by residents of the City.

POLICY 2.3.3.2: REGIONAL TRANSPORTATION MANAGEMENT.

The City of Kissimmee shall continue to work in coordination with MetroPlan Orlando and associated counties to develop one Transportation Management Center network to cohesively manage travel in the region.

OBJECTIVE 2.3.4: ECONOMIC ADVANTAGE FOR INFILL AND TARGETED DEVELOPMENT AREAS.

The City of Kissimmee shall promote infill and targeted development areas in the City to encourage development that is supportive of the City's multimodal environment.

POLICY 2.3.4.1: TARGETED INDUSTRIES.

The City of Kissimmee shall encourage companies listed in their targeted industries categories per Policy 10.2.1.1 to locate within the City.

POLICY 2.3.4.2: ACTIVITY CENTERS.

The City shall encourage development in key activity centers per Policies 10.2.2.1 – 10.2.2.4.

POLICY 2.3.4.3: MULTIMODAL TRANSPORTATION INFRASTRUCTURE.

Multimodal transportation infrastructure shall be implemented where necessary to support economic development per Policies 10.3.1.1 – 10.3.1.3.

GOAL 2.4: AVIATION

Continue to maintain a safe and economically viable airport in the city.

OBJECTIVE 2.4.1: COMPATIBILITY WITH PLANNING DOCUMENTS AND LAND USE STANDARDS TO PRESERVE AIRPORT FACILITIES

The City shall continue to maintain land use standards to address protection of the Kissimmee Gateway Airport from encroachment of incompatible land uses and assure that any expansion of the Kissimmee Gateway Airport or airport related uses are compatible with the City Comprehensive Plan, the Kissimmee Gateway Airport Master Plan, and the Kissimmee Gateway Airport Economic Development Study. The City shall make the most efficient use of their authority by cooperating with other localities through interlocal agreements related to airport regulations and surrounding land use compatibility.

POLICY 2.4.1.1: EVALUATE SURROUNDING LAND USES.

The City shall continue to review all proposed development applications to ensure the development is appropriate given the distance from and proximity to the airport. The City shall periodically evaluate its Kissimmee Gateway Airport Economic Development Study for compliance with state statutes.

POLICY 2.4.1.2: CONSISTENCY OF IMPROVEMENTS WITH OTHER PLANS.

The City shall continue to support airport improvement proposals that are consistent with the City's Comprehensive Plan and the Kissimmee Gateway Airport Master Plan.

OBJECTIVE 2.4.2: ADEQUATE TRANSPORTATION AND UTILITY CONNECTIONS

The City shall provide adequate transportation and utility connections to meet the airport's future needs.

POLICY 2.4.2.1: COORDINATION WITH TRANSPORTATION ELEMENT OF CITY COMPREHENSIVE PLAN.

Improvements to the roadway, pedestrian, bicycle, and transit networks needed to improve access to Kissimmee Gateway Airport shall be consistent with the Airport Master Plan and included in the City's Comprehensive Plan.

POLICY 2.4.2.2: COORDINATE WITH LYNX FOR REGIONAL TRANSIT ACCESS.

The City shall continue to coordinate with LYNX and other relevant governmental agencies to provide transit access to the Kissimmee Gateway Airport that meets the needs of employees, residents, and visitors.

POLICY 2.4.2.3: COORDINATE UTILITY IMPROVEMENTS WITH AIRPORT DEVELOPMENT.

Suitable water, wastewater, and other utility improvements shall be provided in conjunction with airport development.

GOAL: 2.5: FREIGHT RAIL AND PIPELINE FACILITIES

Continue to manage freight rail and pipeline facilities in a manner, which promotes the best interests of the city's residents, businesses, and visitors.

OBJECTIVE 2.5.1: ADJUST FREIGHT RAIL SERVICE

The City shall continue to promote efforts to make adjustments to freight rail operations in the Kissimmee area, by providing for safer operations, improving service to local businesses, and using the existing mainline corridor primarily for future passenger rail service.

POLICY 2.5.1.1: REALIGN FREIGHT SERVICE.

The City shall continue to maintain the dual supporting services of FDOT freight operations to areas with a greater potential to benefit from freight services and shall support the utilization of rail facilities for passenger service and local freight service.

POLICY 2.5.1.2: PROVIDE SAFE RAILROAD/HIGHWAY GRADE CROSSINGS.

The City will continue to coordinate with FDOT to identify railroad/highway grade crossings in the City in need of improvement, particularly increased crossing protection. Any opportunities for closed and new crossings will also be identified. Additionally, the City of Kissimmee shall require “quiet zones” per the Florida Railroad Administration Train Horn Rule where deemed necessary, appropriate and financially feasible.

OBJECTIVE 2.5.2: PIPELINE FACILITIES

New pipeline facilities shall be developed and maintained through Kissimmee in the most cost-effective and safe manner, with minimal disruption to neighborhoods, businesses, the environment, and in a manner that is aesthetically pleasing.

POLICY 2.5.2.1: CONSOLIDATION OF FACILITIES.

The City shall encourage the development of new, underground pipeline facilities in existing pipeline corridors, with these facilities suitably protected from adjacent land uses.

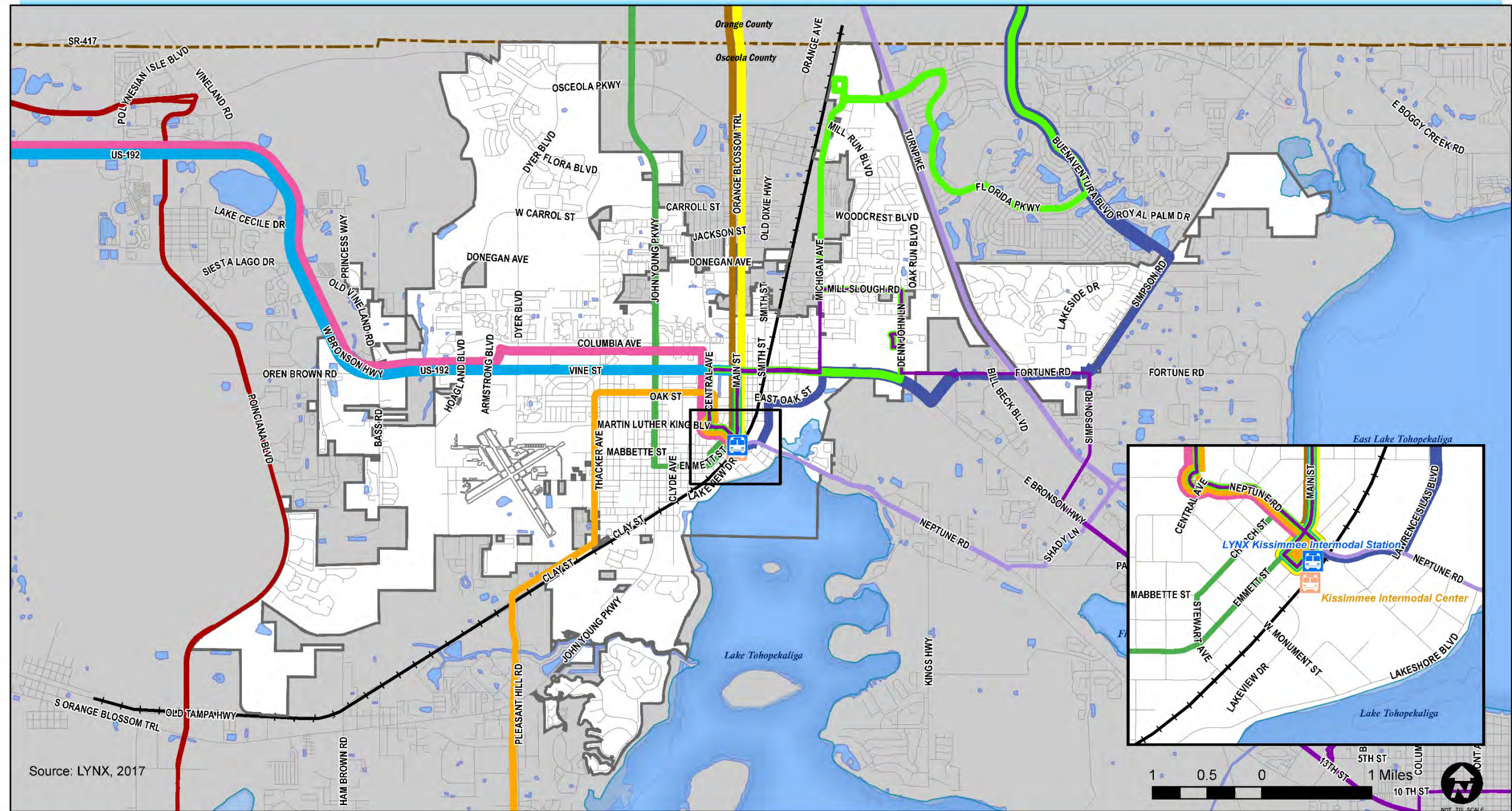
POLICY 2.5.2.2: PROTECT PIPELINE CORRIDORS.

The City shall protect pipeline facilities from the encroachment of new incompatible land uses through implementation of the Future Land Use Element.

MAPS

- Existing Public Transportation
- Existing and 2040 Pedestrian and Bicycle Facilities
- 2040 Street Types
- Existing Roadway Classification
- Existing Number of Lanes
- 2040 Right of Way Reservation
- Existing Evacuation Routes
- Strategic Intermodal System Facilities
- Existing Level of Service
- 2040 Public Transportation
- 2040 Level of Service
- 2040 Number of Lanes

Figure 2-12: Existing Public Transportation

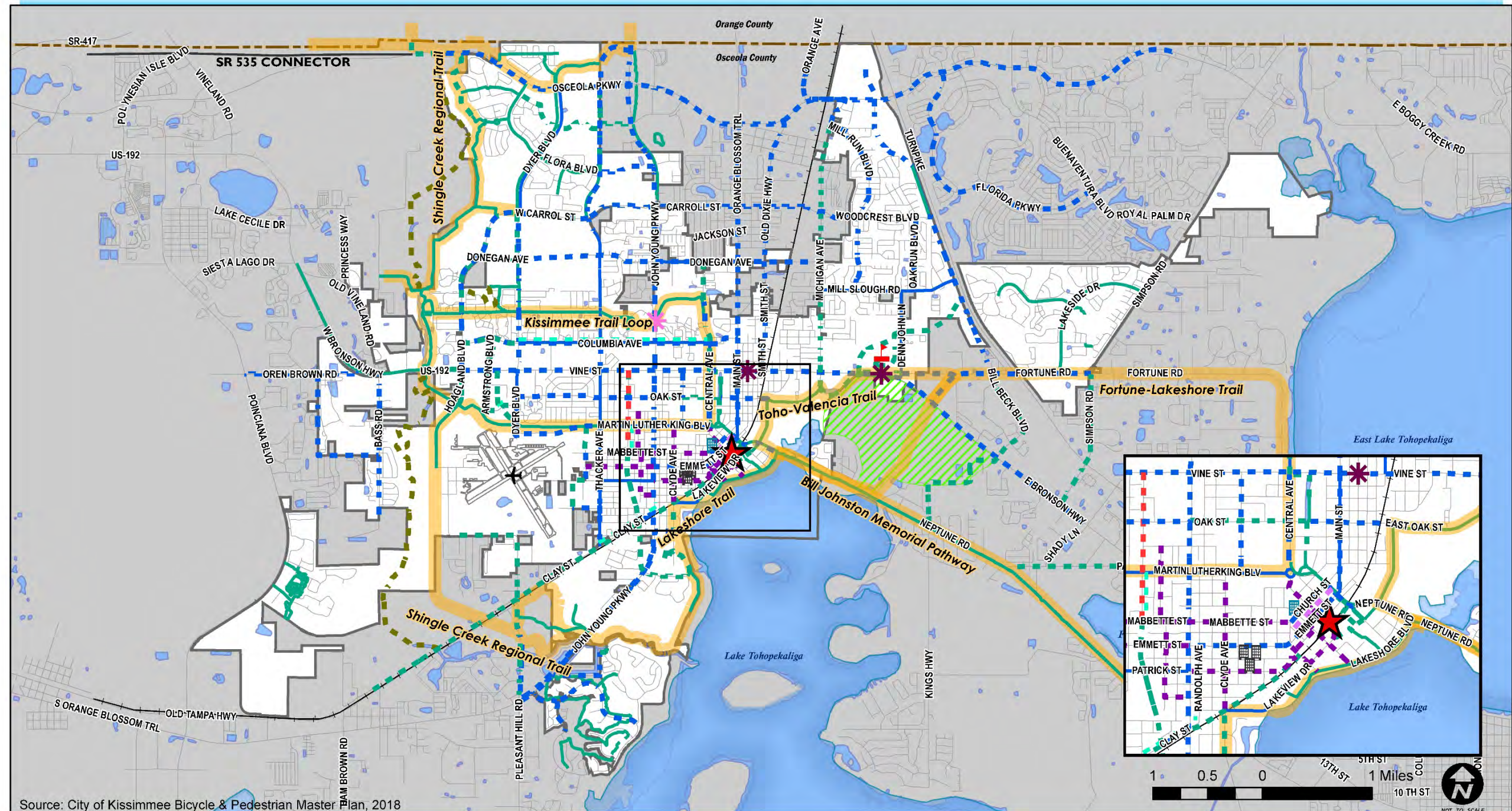


Source: LYNX, 2017

2016 LYNX Bus Network

- | | | | | |
|----|-----|-----|------------------------|---------------------|
| 10 | 56 | 306 | Super Stop | City Limits |
| 18 | 57 | 407 | SIS Passenger Terminal | County Boundary |
| 26 | 108 | 441 | Railroad | Unincorporated Area |
| 55 | 208 | | | |

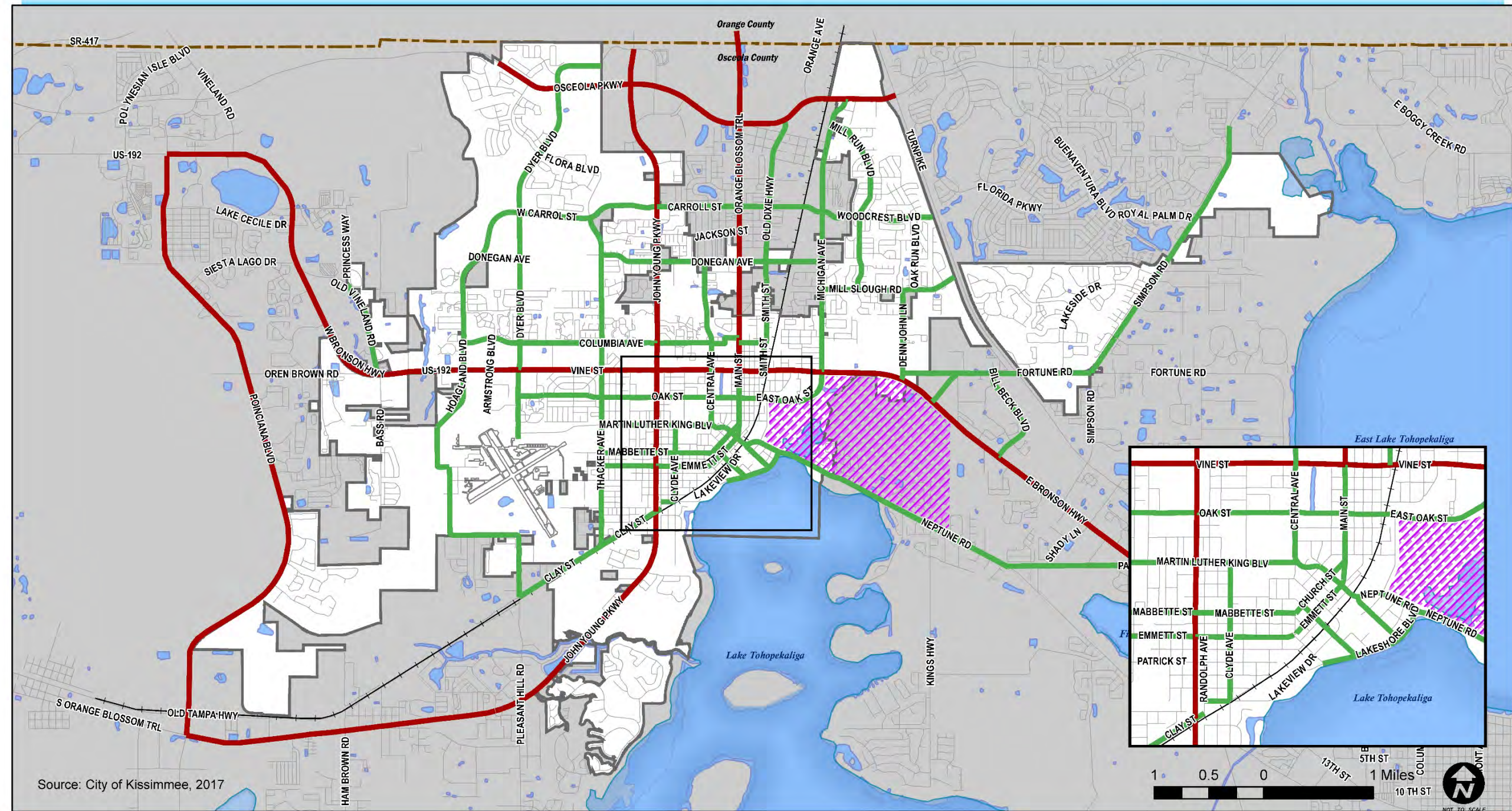
Figure 2-13: Existing and 2040 Pedestrian and Bicycle Facilities



Source: City of Kissimmee Bicycle & Pedestrian Master Plan, 2018

- | | | | | | |
|----------------------------|----------------------------|--------------|----------------------------|------------------------------|---------------------|
| Existing Facilities | Proposed Facilities | Nature Trail | Toho-Tech Trail Network | Kissimmee Intermodal Station | City Hall |
| On Street | City Hall Healthy Trail | On Street | Regional Trail Links | Kissimmee Gateway Airport | City Limits |
| Off Street | SR 535 Connector | Sharrows | Existing Pedestrian Bridge | Valencia College | County Boundary |
| Alleyways | Off Street | Off Street | Proposed Pedestrian Bridge | County Admin/Courthouse | Unincorporated Area |
| Bicycle Boulevard | Sidewalks | | | | |

Figure 2-14: 2040 Street Types

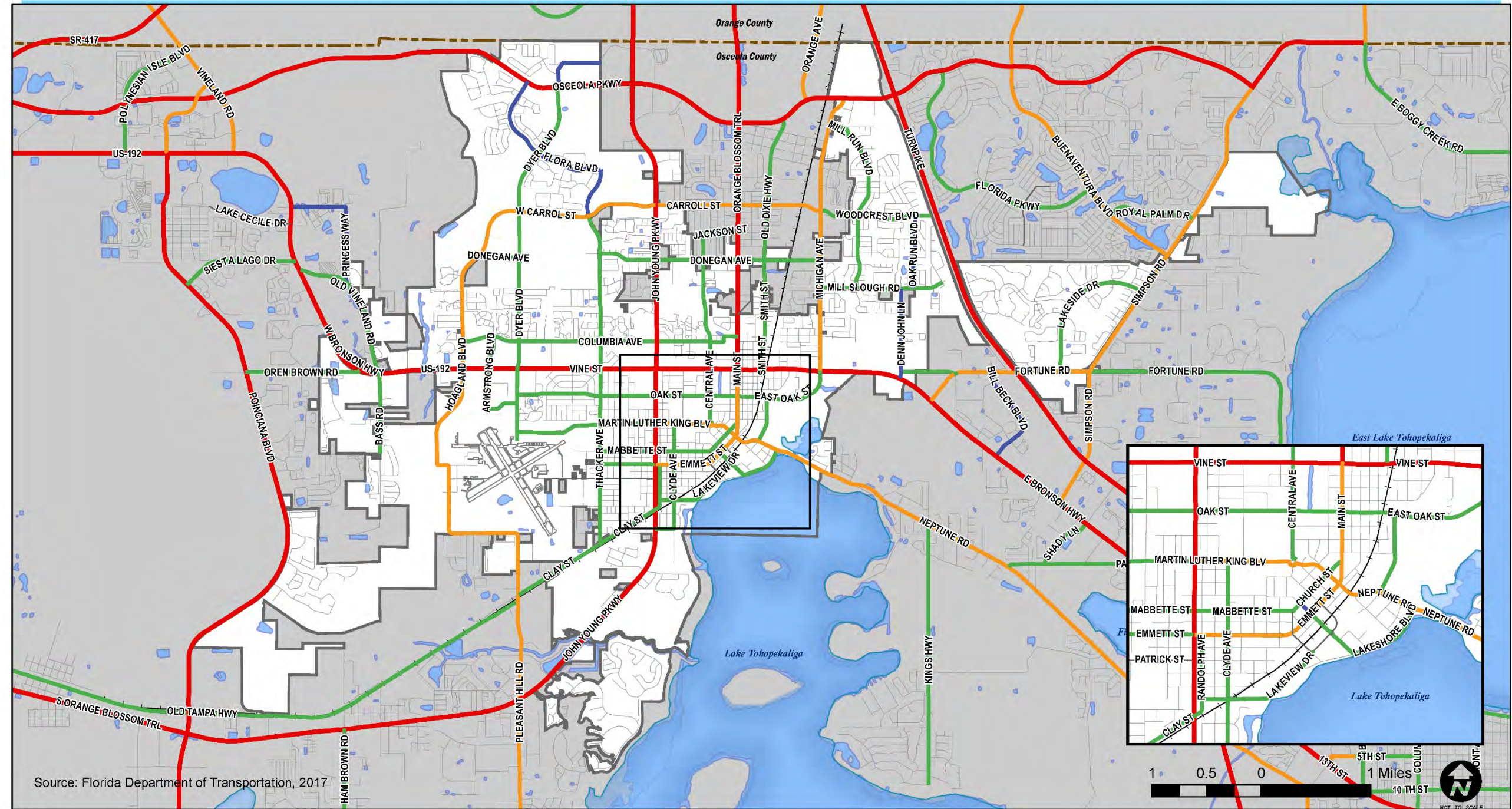


Source: City of Kissimmee, 2017

Street Types

- A
- B
- - - - Future A
- - - - Future B
- Future Multimodal Network Connections
- City Limits
- County Boundary
- Unincorporated Area

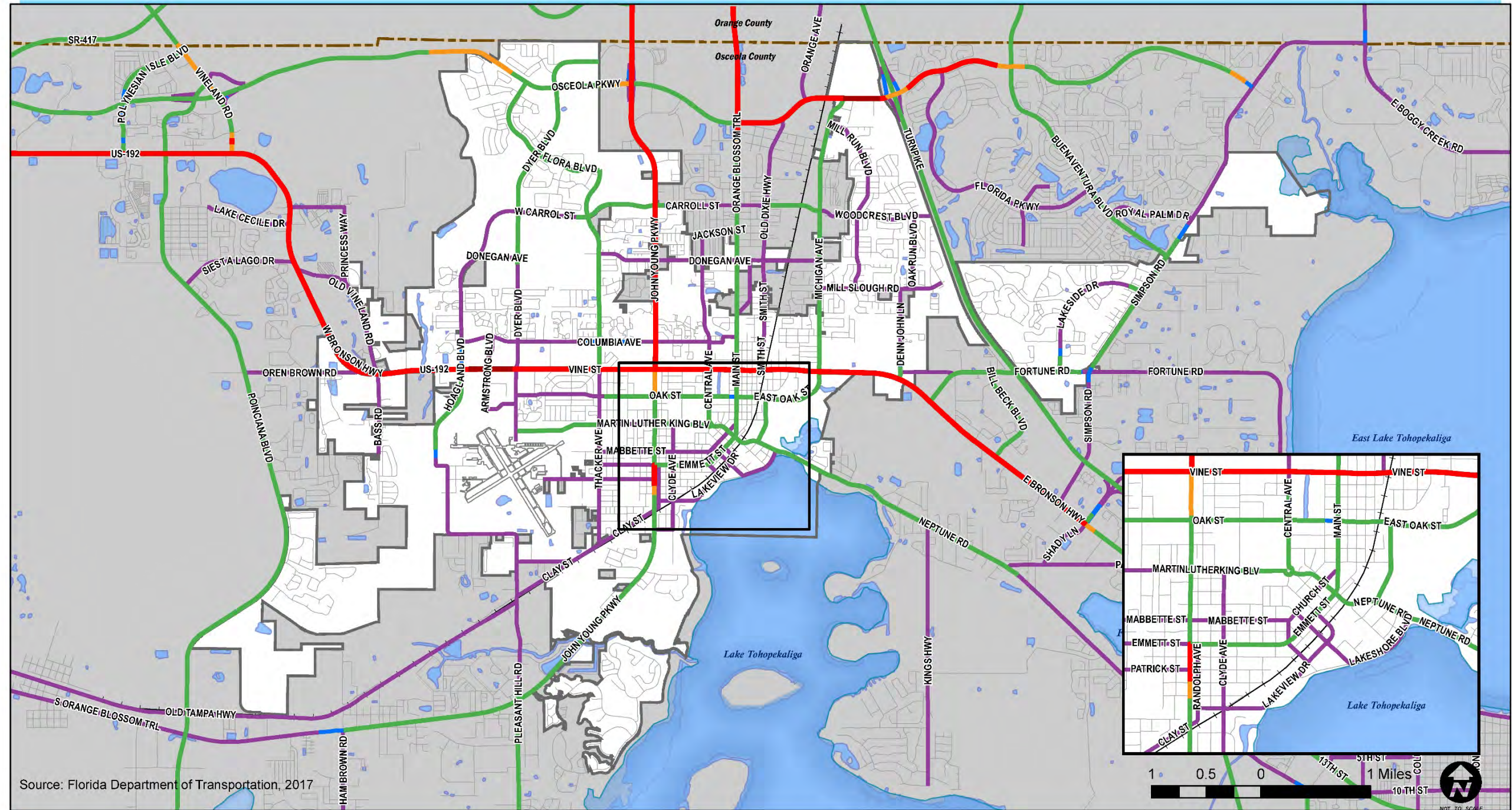
Figure 2-15: Existing Roadway Classification



Source: Florida Department of Transportation, 2017

- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local Road
- City Limits
- County Boundary
- Unincorporated Area

Figure 2-16: Existing Number of Lanes

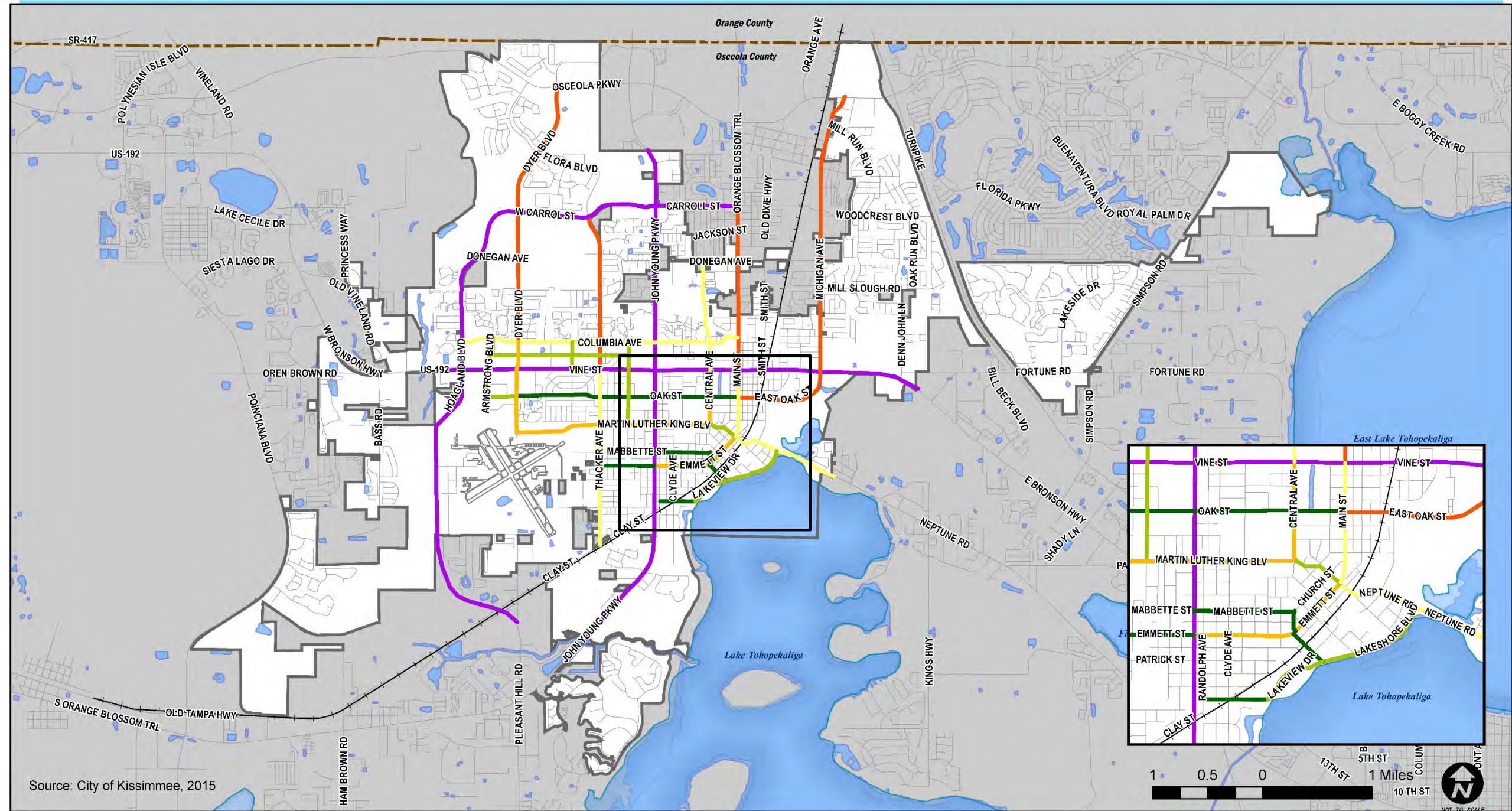


Source: Florida Department of Transportation, 2017

Number of Lanes

1 - 2	3	4	5	6	7	<div style="border: 1px solid black; width: 20px; height: 10px; margin-bottom: 5px;"></div> City Limits
						County Boundary
						Unincorporated Area

Figure 2-17: 2040 Right of Way Reservation

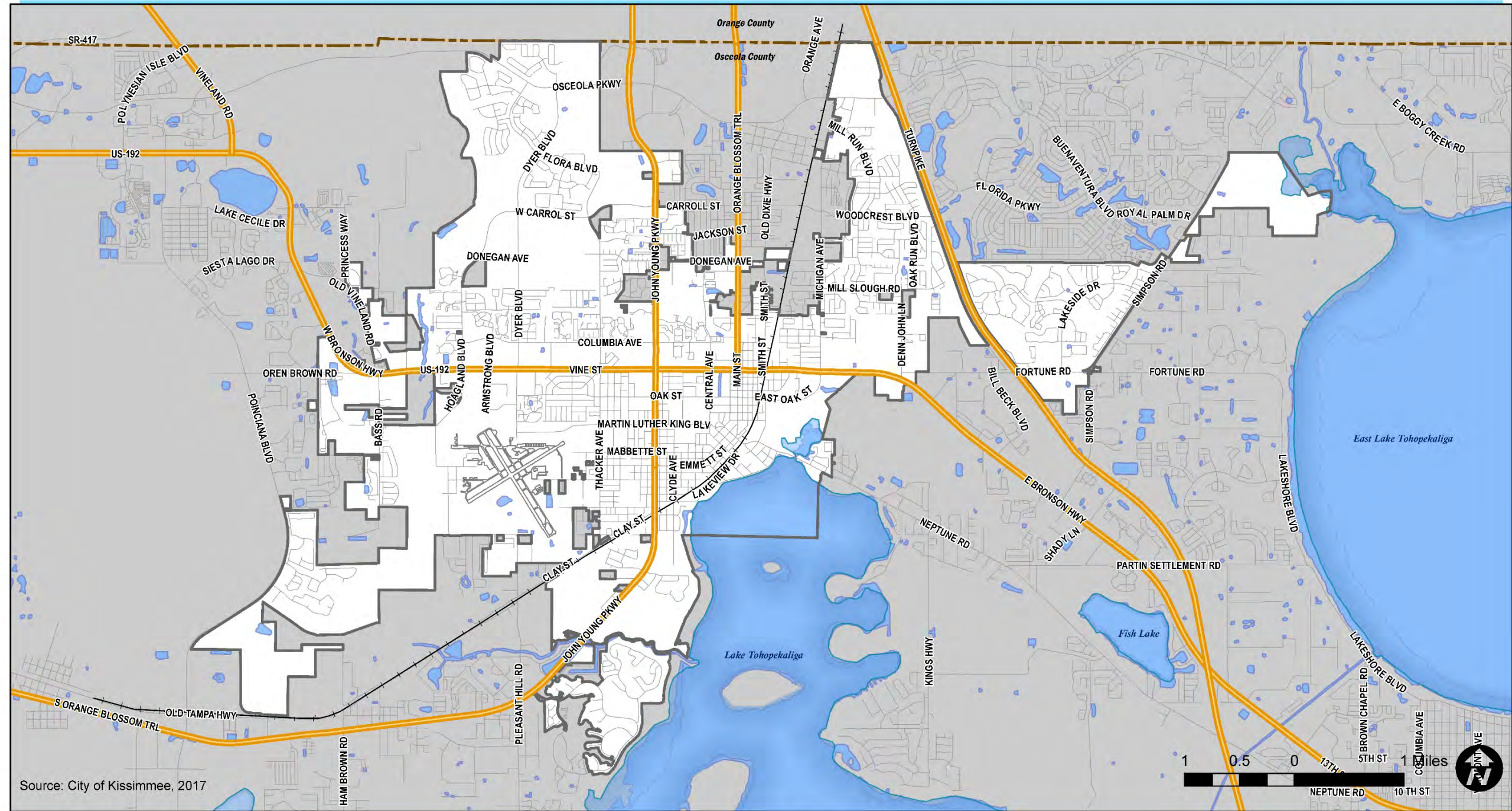


Source: City of Kissimmee, 2015

Right of Way Reservation

- | | | | | | |
|--|----------|--|-------|--|---------------------|
| | 50'; 60' | | 90' | | City Limits |
| | 70' | | 100' | | County Boundary |
| | 80' | | +100' | | Unincorporated Area |

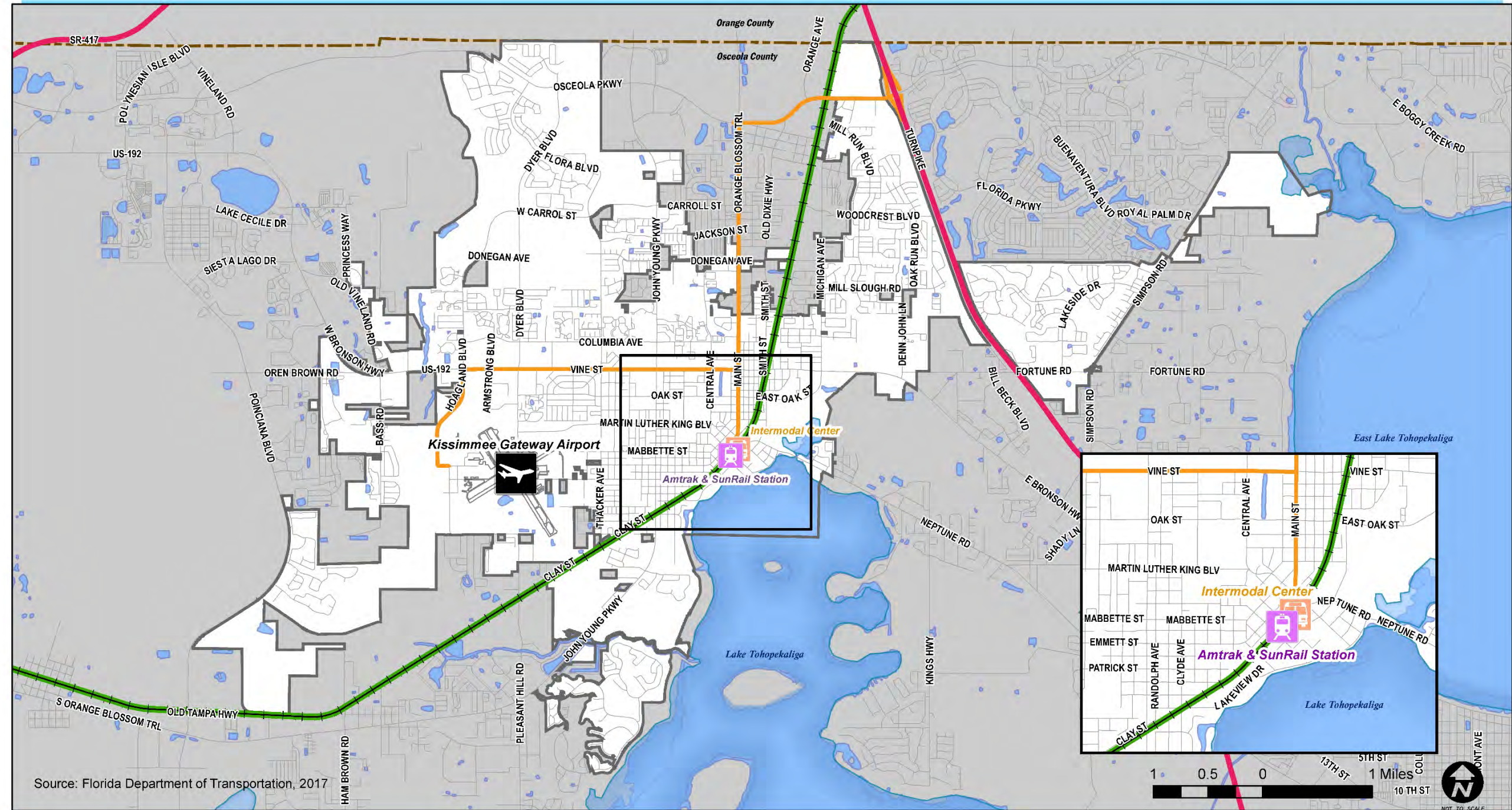
Figure 2-18: Existing Evacuation Routes



Source: City of Kissimmee, 2017

- Evacuation Routes
- City Limits
- County Boundary
- Unincorporated Area

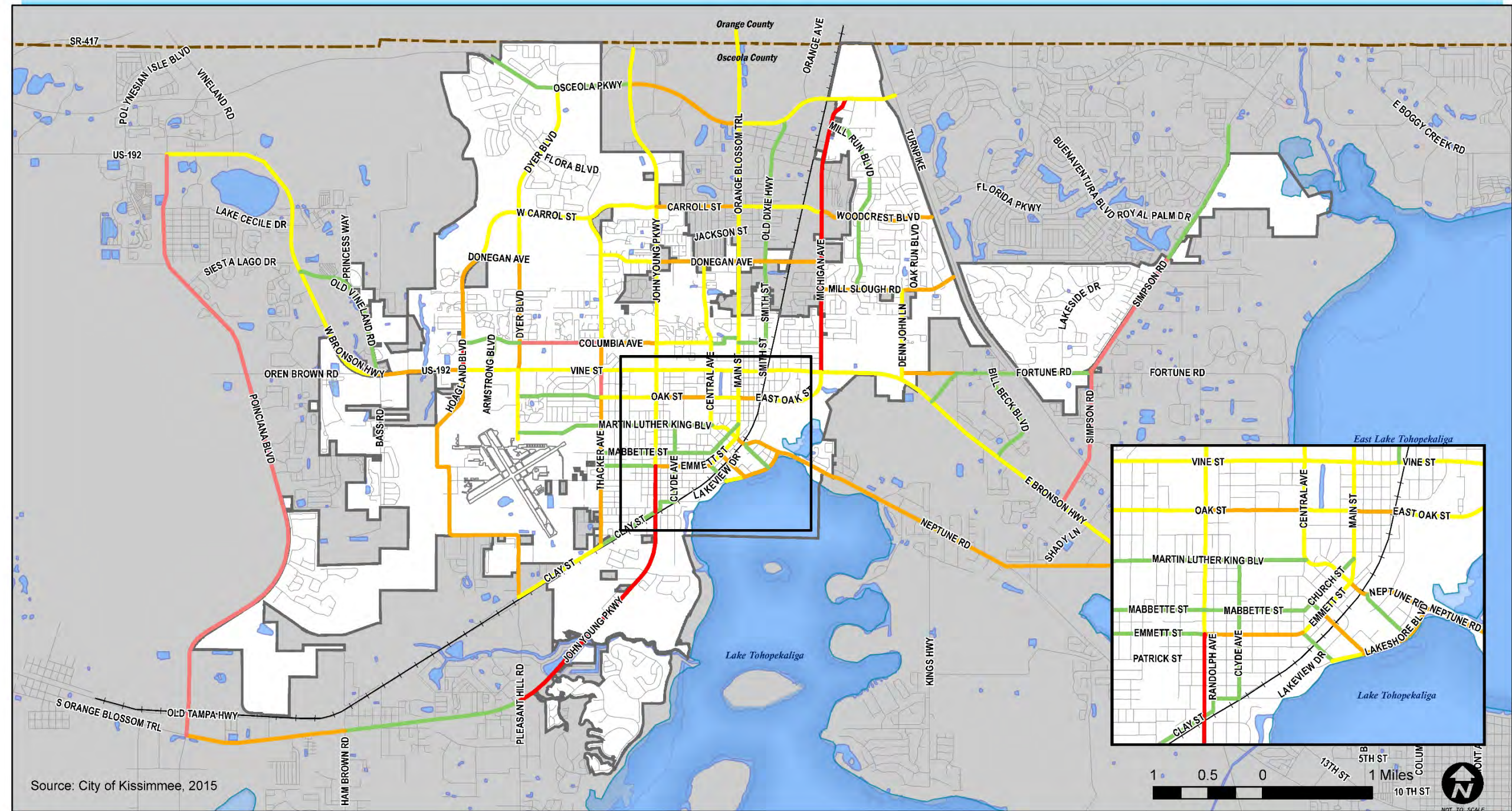
Figure 2-19: Strategic Intermodal System Facilities



Source: Florida Department of Transportation, 2017

-  SIS General Aviation Reliever Airport
-  Amtrak & SunRail Station
-  Intermodal Center
-  SIS Corridor
-  SIS Connector
-  SIS Rail
-  City Limits
-  County Boundary
-  Unincorporated Area

Figure 2-20: Existing Level of Service

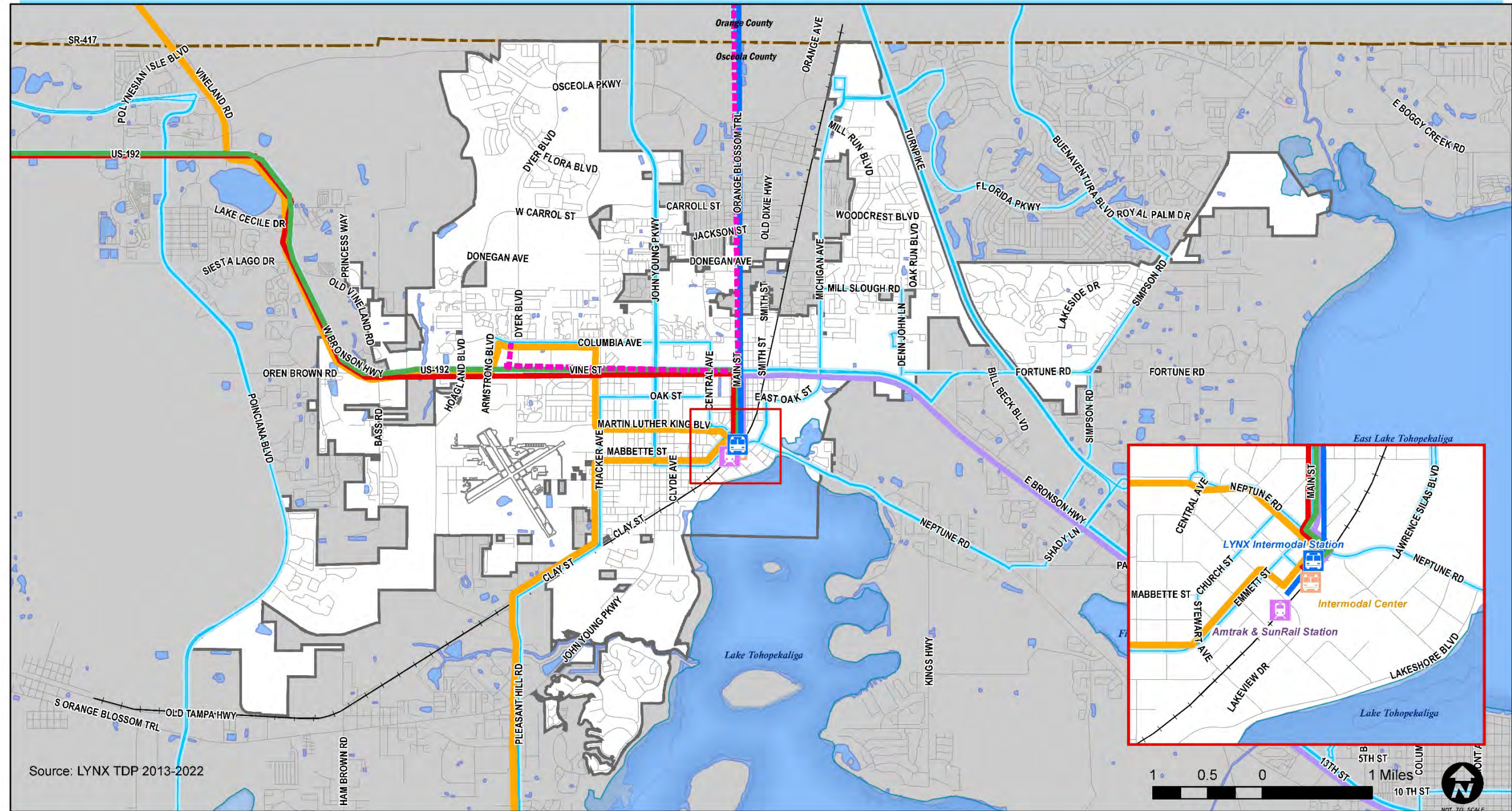


Source: City of Kissimmee, 2015

Level of Service

- B
- C
- D
- E
- F
- City Limits
- County Boundary
- Unincorporated Area

Figure 2-21: 2040 Public Transportation

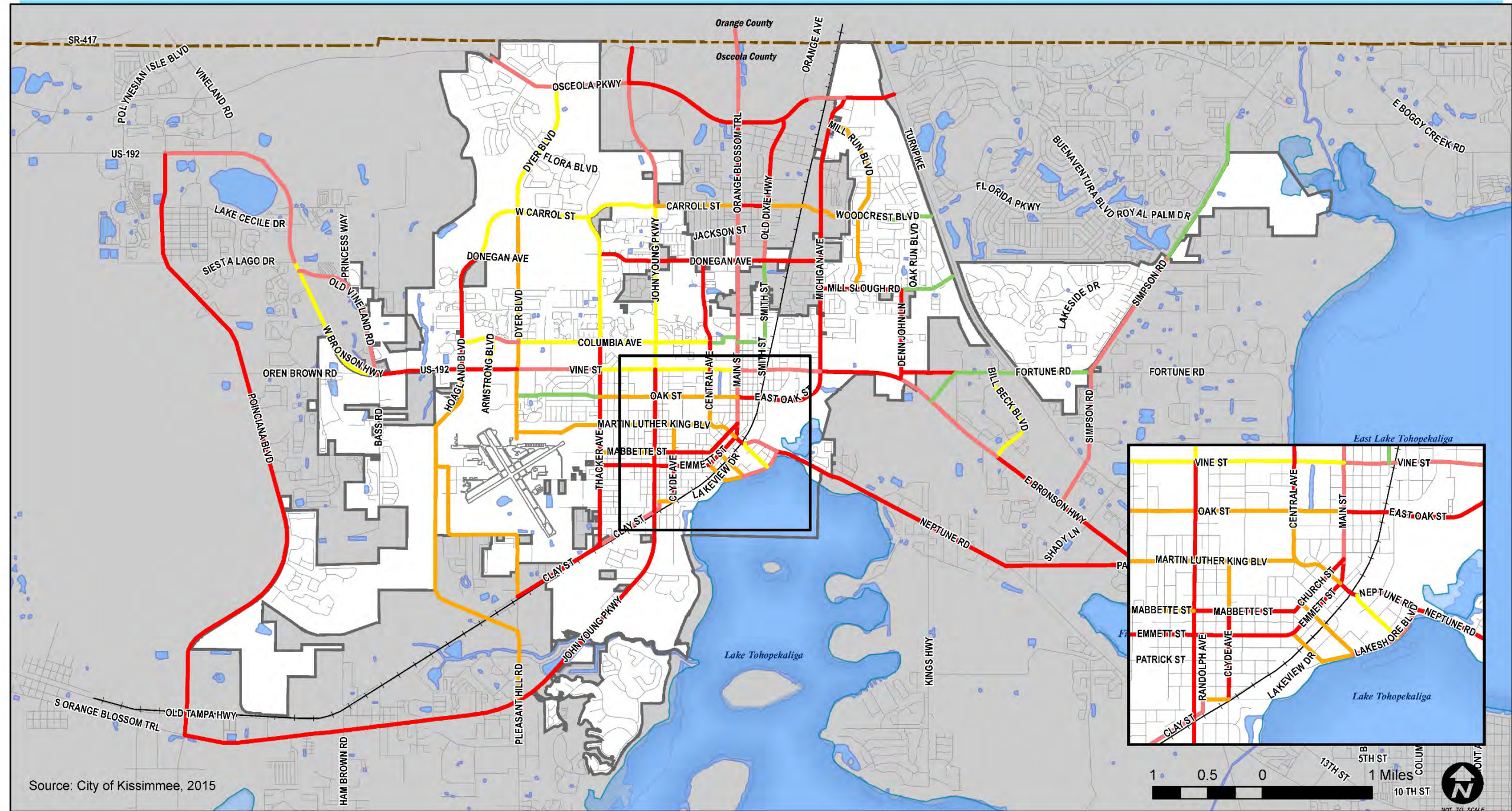


Source: LYNX TDP 2013-2022

Future LYNX Bus Network

- | | | | | | | | |
|--|--------------------------|--|---------------------------------------|--|---------------------------------------|--|---------------------|
| | Lynx Intermodal Station | | BRT, Florida Mall to Kissimmee | | Express, Kissimmee to St Cloud | | City Limits |
| | Amtrak & SunRail Station | | Express, S. Orange Ave./Florida Mall | | Express, Lake County to Kissimmee BRT | | County Boundary |
| | Intermodal Center | | Express, Disney to Kissimmee FastLink | | Fixed, Pleasant Hill Rd./Poinciana | | Unincorporated Area |
| | | | Existing LYNX Bus Network | | | | |

Figure 2-22: 2040 Level of Service



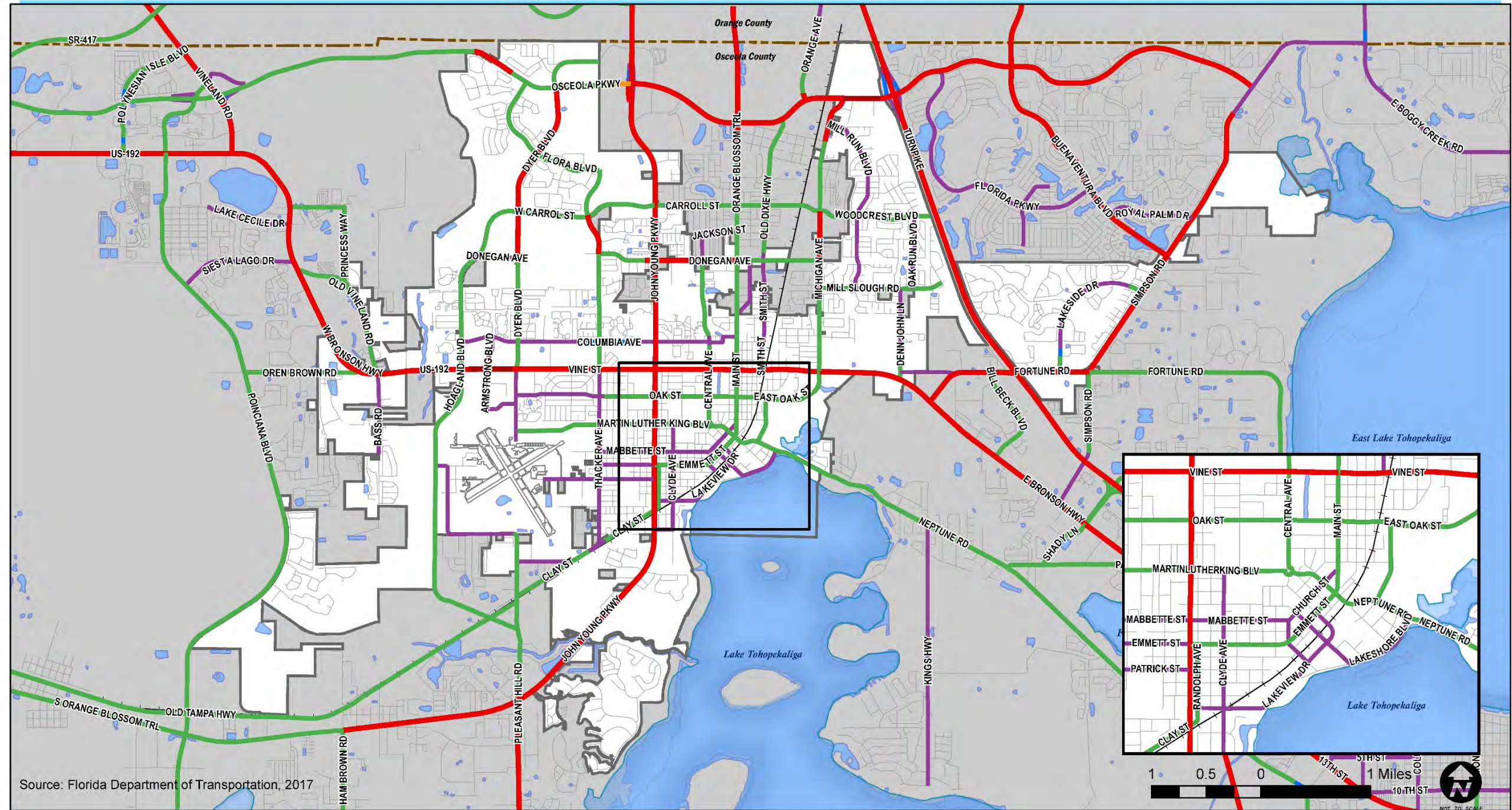
Level of Service

-
 B
 E
 City Limits

-
 C
 F
 County Boundary

-
 D
 Unincorporated Area

Figure 2-23: 2040 Number of Lanes



Source: Florida Department of Transportation, 2017





3 HOUSING

Kissimmee 2040 Comprehensive Plan

Housing

prepared for

City of Kissimmee

prepared by

Cambridge Systematics, Inc.
2101 West Commercial Boulevard, Suite 3200
Fort Lauderdale, FL 33309

date

November 2018

Cover photo source: City of Kissimmee Public Information Office

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GOALS, OBJECTIVES, AND POLICIES

This section stipulated goals, objectives, and implementing policies for the Housing Element pursuant to §163.3177 (6) (f), Florida Statutes.

GOAL 3.1 PROVIDE SAFE, AFFORDABLE AND ENERGY EFFICIENT HOUSING FOR THE CITY'S RESIDENTS.

Allocate land area for accommodating a supply of housing responsive to the diverse housing needs of the existing and projected future city population and assist the private sector in providing affordable quality housing in neighborhoods protected from incompatible uses, located in proximity to employment and commercial services, and served by adequate public facilities.

OBJECTIVE 3.1.1: PROMOTE AFFORDABLE QUALITY HOUSING.

The City shall promote the development and adequate maintenance of affordable housing that provides quality living conditions for current and future residents of the City of Kissimmee.

POLICY 3.1.1.1: ENSURE ADEQUATE ACREAGE AND ALLOW REDEVELOPMENT TO MEET PROJECTED DEMAND.

The City's Future Land Use Map shall continue to designate adequate acreage for a variety of housing types to meet the projected housing need and desired product type and continue to support additional housing through redevelopment.

POLICY 3.1.1.2: PROVIDE TECHNICAL ASSISTANCE, INFORMATION AND REFERRAL SERVICES.

The City should provide technical assistance, information and referral services to the private sector in order to maintain a housing production capacity sufficient to meet the projected housing market demand. The City shall continue to advance fair housing and elimination of discrimination in housing.

POLICY 3.1.1.3: ENCOURAGE EFFICIENT HOUSING DELIVERY.

The City shall promote the reduction in home construction costs by eliminating unnecessary regulatory practices that add to the cost of housing. In addition, the City shall coordinate with relevant departments and agencies regarding the timely extension of water and wastewater services as well as utilities and road improvements to developing or redeveloping residential areas in need of infrastructure to support new housing or neighborhood revitalization.



POLICY 3.1.1.4: SUPPORT AFFORDABLE HOUSING PROGRAMS AND EFFORTS.

The City of Kissimmee shall continue to coordinate with the Osceola County Housing Office on housing programs including the State Housing Initiative Partnership, Section 8 Housing Assistance program, the Down Payment Assistance program and other State and federal housing grant programs that become available. The City shall continue to participate in seek State and federal programs that provide funding for affordable housing. The City shall continue cooperating with Osceola County, Florida's Department of Economic Opportunity, the Florida Housing Finance Corporation, and the Department of Housing and Urban Development in furthering housing opportunities for low and moderate income residents within the urban area.

POLICY 3.1.1.5: PROVIDE REGULATIONS THAT PROMOTE A VARIETY OF HOUSING TYPES.

The City shall periodically review the Land Development Code and assess the successes or failures in allowing for the development and retaining of a variety of housing product types and levels of affordability to meet the needs of residents, including low and moderate income households. Any barriers to the development of affordable housing should be removed.

POLICY 3.1.1.6: PROMOTE WORKFORCE HOUSING.

The City shall periodically review the Land Development Code and determine appropriate incentives to promote the development of affordable workforce housing. Incentives may include increased density and development rights, expedited review and/or financial incentives (in the form of reduced fees).

POLICY 3.1.1.7: PROMOTE "GREEN" AFFORDABLE HOUSING.

The City shall promote and support the development of affordable housing that uses green and sustainable development practices to both increase the supply of affordable housing and reduce greenhouse gas emissions.

POLICY 3.1.1.8: MOBILE HOME FUTURE LAND USE REQUIREMENTS.

Mobile homes will continue to be accommodated in the existing mobile home parks and developers will continue to have the opportunity to develop mobile homes in low density areas in accordance with land development regulations.

POLICY 3.1.1.9: ADDRESS CURRENT AND FUTURE AFFORDABLE HOUSING SHORTAGE.

The City will protect its current housing units, work to keep units affordable, and continue policies and identify funding opportunities for the development of additional subsidized units. The City will continue to identify and implement programs and funding that support homeownership and rental assistance.



OBJECTIVE 3.1.2: STRIVE TO ACHIEVE A HOUSING STOCK FREE OF SUBSTANDARD UNITS.

The City shall undertake programs in concert with the State and Federal governments to eliminate substandard housing conditions as below directed.

POLICY 3.1.2.1: PROMOTE MAINTENANCE OF HOUSING STOCK AND NEIGHBORHOOD CONSERVATION.

The City of Kissimmee shall continue to enforce the City's building, housing, plumbing, energy, electrical, and other construction codes in order to promote maintenance of standard housing, promote and increase energy efficiency, and to achieve necessary corrective action where noncompliance exist or come into existence in the future.

POLICY 3.1.2.2: ELIMINATION OF SUBSTANDARD HOUSING CONDITIONS.

The City shall continuously coordinate with the State and Federal government in order to obtain available funding and resources required to improve substandard housing conditions.

POLICY 3.1.2.3: ADDRESS SUBSTANDARD HOUSING THROUGH THE LAND DEVELOPMENT CODE AND CODE ENFORCEMENT.

The City shall continue to refine the land development regulations in order to create incentives that encourage and facilitate redevelopment in areas with a relatively high concentration of substandard housing. The City shall continuously enforce the City's adopted building and housing codes in order to protect and preserve the structural integrity and aesthetics of the City's housing stock. The City shall contact owners of substandard housing units in order to communicate necessary corrective actions and assist by informing owners of available federal, state and local housing assistance programs.

POLICY 3.1.2.4: PROMOTE HOUSING REHABILITATION AND REDUCE UNSAFE HOUSING CONDITIONS.

The City of Kissimmee shall continuously coordinate with the State and Federal governments and the private sector in the encouragement of the use of available rehabilitation funds for the improvement of substandard housing or demolition if necessary.

POLICY 3.1.2.5: INCREASE COORDINATION EFFORTS TO ADDRESS SUBSTANDARD HOUSING.

City code enforcement shall continue to coordinate with agencies responsible for housing assistance programs to more efficiently address substandard housing and the needs of residents.



POLICY 3.1.2.6: SUPPORT HOMEOWNER ASSISTANCE THROUGH NON-PROFIT ORGANIZATIONS.

The City should make information available to residents which identify non-profit organizations that provide assistance on a range of housing issues, including homeownership education, avoiding foreclosure, and financial assistance opportunities.

POLICY 3.1.2.7: SPECIAL HOUSING STUDIES.

In order to maintain housing policies responsive to changing conditions, problems, and issues, the City shall undertake special housing studies as needed to develop specific local strategies for resolving unanticipated housing problems and issues.

POLICY 3.1.2.8: CONTINUING HOUSING DATA MAINTENANCE.

The City shall update its Consolidated Plan every 5 years, as required for Community Development Block Grant (CDBG) funding.

OBJECTIVE 3.1.3: INFILL AND REDEVELOPMENT EFFORTS.

The City of Kissimmee shall continue to promote infill and redevelopment in appropriate areas of the City, particularly in the Downtown and Vine Street Community Redevelopment Areas.

POLICY 3.1.3.1: CREATE FULLY INTEGRATED NEIGHBORHOODS.

The City shall promote redevelopment projects that incorporate a mixture of housing types and affordability levels to provide an adequate supply of housing desirable and affordable to residents, allows for aging in place, and incorporates schools, parks, neighborhood commercial uses, employment opportunities and other neighborhood-oriented features.

POLICY 3.1.3.2: CONTINUE TO SUPPORT THE COMMUNITY REDEVELOPMENT AGENCY.

The City shall continue to explore methods of supporting residential redevelopment that will benefit the historic downtown and Vine Street corridor.

OBJECTIVE 3.1.4: PROVIDE OPPORTUNITIES FOR GROUP HOMES AND FOSTER CARE FACILITIES.

The City of Kissimmee shall continue to promote licensed housing opportunities to meet the unique housing needs of the elderly, dependent children, and physically and mentally handicapped and the developmentally disabled.

POLICY 3.1.4.1: POLICIES FOR FOSTER CARE FACILITIES.

To advance the provision of foster care facilities within the City of Kissimmee, single family foster care homes shall continue to be allowed in all residential zoning districts classified in the Zoning Code.



POLICY 3.1.4.2: POLICIES FOR GROUP HOMES.

Group homes shall be allowed in multiple family zoning districts providing they meet land development code performance standards. In addition, such facilities shall be regulated in order to control their magnitude and distribution and to assure locations accessible to public and private services generally required by group home residents.

OBJECTIVE 3.1.5: PRESERVE HISTORICALLY SIGNIFICANT HOUSING.

The City shall promote the preservation and protection of housing resources identified as historically significant, especially those located in areas designated as historic districts.

POLICY 3.1.5.1: PROMOTE IDENTIFICATION OF THE CITY'S HISTORICALLY SIGNIFICANT HOUSING RESOURCES.

The City of Kissimmee shall encourage the continued identification, protection, analysis, and explanation of the City's historical resources. Such efforts shall include determination of their worth and vulnerability, as well as implementation of preservation management policies as such resources are identified.

POLICY 3.1.5.2: STANDARDS TO ENSURE PRESERVATION.

The City shall continue to maintain historic preservation regulations to help avoid adverse impacts to historic sites, including residential structures. Conversion to non-residential uses, such as offices, shall be discouraged when historic residential structures can be saved and rehabilitated for continuing residential use.

POLICY 3.1.5.3: REHABILITATION AND ADAPTIVE RE-USE OF HISTORICALLY SIGNIFICANT HOUSING.

The City shall support the rehabilitation and adaptive re-use of historically significant housing and link the private sector with potential sources of technical assistance and funding for rehabilitation and adaptive re-use of historically significant housing resources.

POLICY 3.1.5.4: GRANTS FOR PRESERVING HISTORICALLY SIGNIFICANT HOUSING.

The City shall assist property owners of historically significant housing in applying for available State and federal assistance programs.

POLICY 3.1.5.5: ASSIST OSCEOLA COUNTY HISTORICAL SOCIETY.

The City shall continue to assist the Osceola County Historical Society in its efforts to provide public information, education, and technical assistance relating to historic preservation programs.



POLICY 3.1.5.6: MAINTAIN CERTIFIED LOCAL GOVERNMENT STATUS.

The City shall maintain Certified Local Government status through the Florida Department of State and U.S. Department of Interior to continue preservation efforts.

POLICY 3.1.5.7: HISTORIC OVERLAY DISTRICTS.

The City shall continue to use the Land Development Code and the Historic Preservation Board (HPB) to implement and maintain the historic overlay district designations.

OBJECTIVE 3.1.6: RELOCATION HOUSING.

Uniform and equitable treatment of persons and businesses displaced by State and local government programs shall be provided consistent with § 421.55, F.S.

POLICY 3.1.6.1: PROVIDE ALTERNATIVE HOUSING SITES FOR DISPLACED STRUCTURES AND RESIDENTS THEREOF.

The City shall coordinate with the private sector in assuring that alternative sites, in comparable housing facilities are available to persons displaced through public action prior to their displacement.

OBJECTIVE 3.1.7: CONSERVE NEIGHBORHOOD QUALITY.

The useful life of the existing housing stock shall be conserved through effective implementation of laws, ordinances, and programs directed toward preserving neighborhood quality, including conservation of natural resources, maintenance of community facilities, and code enforcement activities.

POLICY 3.1.7.1: PLAN SUPPORTIVE FACILITIES AND SERVICES NECESSARY FOR QUALITY RESIDENTIAL NEIGHBORHOODS AND REDEVELOPMENT EFFORTS.

The City of Kissimmee shall continue to coordinate with Osceola County, the State of Florida and the private sector in planning systems for delivery of public facilities and services supportive to a quality residential environment. The City shall pursue funding to improve conditions within targeted redevelopment areas. Redevelopment of needed neighborhood facilities, services and infrastructure should be identified and pursued. The City shall continue to coordinate with Florida's Department of Economic Opportunity, the Department of Housing, and other appropriate agencies in order to achieve available technical and financial assistance for neighborhood improvement needs.

POLICY 3.1.7.2: MINIMIZE POTENTIAL BLIGHTING INFLUENCES.

Potential blighting influences within neighborhoods shall be minimized by promoting use of best management principles and practices of land use planning, urban design and landscaping in development and site plan review. For instance, adverse impacts of land



use transition shall be minimized by managing the location as well as the density or intensity of mixed or conflicting residential and non-residential uses and by requiring adequate screening, landscaping, and other design features which promote land use compatibility and appropriate land use transition without jeopardizing neighborhood connectivity.

POLICY 3.1.7.3: COORDINATE PUBLIC/PRIVATE PARTNERSHIPS.

In addressing housing issues requiring unique partnerships involving the public and private sector, the City of Kissimmee shall continue to promote effective communication and innovative approaches to housing and neighborhood improvements that foster mutual benefits for the public and private sectors, improve efficiency, and expand the capacity of the housing delivery system.

POLICY 3.1.7.4: COORDINATION WITH THE ECONOMIC DEVELOPMENT AGENCY.

Departments responsible for setting housing policy and for development review shall coordinate with appropriate economic development agencies to ensure that new housing will satisfy demands associated and consistent with economic development strategies.

POLICY 3.1.7.5: PROMOTE NEIGHBORHOOD PLANNING.

The City should continue to work with neighborhood representatives to promote public involvement and participation in neighborhood and citywide planning activities. The City should also support neighborhoods in the identification of goals and strategies, and in the creation of neighborhood plans that complement the overall goals, objectives, and policies of the City's Comprehensive Plan, and the Future Land Use Map.

OBJECTIVE 3.1.8: PROMOTE ENERGY EFFICIENCY IN HOUSING.

The City shall implement programs and the following policies to promote energy efficiency and reduce greenhouse gas emissions.

POLICY 3.1.8.1: IMPLEMENT STRATEGIES FOR ENERGY EFFICIENT HOUSING.

The City will encourage the construction of energy efficiency housing to lower greenhouse gas emissions and further protect against impacts to the natural environment. Innovative regulations will be explored for inclusion in the Land Development Code and the City shall encourage new housing to meet the Leadership in Energy and Environmental Design (LEED) rating system, the Florida Green Building Coalition standards, or other nationally recognized green building rating system.



POLICY 3.1.8.2: EDUCATE RESIDENTS ON ENERGY REDUCTION STRATEGIES.

The City shall continue to make educational materials available to residents that identify and encourage measures residents can take to lower energy consumption.

POLICY 3.1.8.3: PROMOTE FLORIDA NATIVE LANDSCAPING.

The City shall continue to make educational materials available, and encourage residents to use Florida native plants appropriate for Central Florida and reduce demand for irrigation and routine maintenance.



4 PUBLIC FACILITIES

Kissimmee 2040 Comprehensive Plan

Public Facilities

prepared for

City of Kissimmee

prepared by

Cambridge Systematics, Inc.
2101 West Commercial Boulevard, Suite 3200
Fort Lauderdale, FL 33309

date

November 2018

Cover photo source: City of Kissimmee Public Information Office

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GOALS, OBJECTIVES, AND POLICIES

This section stipulates goals, objectives, and implementing policies for the Public Facilities Element pursuant to §163.3177(6)(c), Florida Statutes.

CHAPTER 4A: POTABLE WATER SUB-ELEMENT

GOAL 4.1: PROTECTION OF THE POTABLE WATER SUPPLY.

The City of Kissimmee shall work with Tohopekaliga Water Authority (TWA) and the South Florida Water Management District (SFWMD) to ensure the protection of the potable water supply and delivery of safe and adequate potable water service. The City will ensure the service is managed in a cost effective manner to accommodate existing and future development.

OBJECTIVE 4.1.1: WATER QUALITY.

The City shall coordinate with the Tohopekaliga Water Authority (TWA), the provider of the City's water supply and responsible party managing the city's water supply, and shall cooperate with the Environmental Protection Agency (EPA) and the Florida Department of Environmental Protection (FDEP) in concert with the South Florida Water Management District to ensure all applicable water quality standards are met.

POLICY 4.1.1.1: WELLHEAD PROTECTION AREA.

The City adopted wellhead protection regulations in the Land Development Code (LDC) for existing and future major public wellheads. The City shall revise these regulations for consistency, if the Tohopekaliga Water Authority (TWA) or the SFWMD establish their own standards.

POLICY 4.1.1.2: INDUSTRIAL AND INTENSIVE COMMERCIAL USES WITHIN WELLHEAD PROTECTION AREA (WPA).

The City shall prohibit the Industrial Future Land Use Map designations and intensive commercial uses, as well as hazardous waste storage sites, solid waste disposal sites, and single-lined petroleum storage tanks, within the wellhead protection area.

POLICY 4.1.1.3: POTABLE WATER TREATMENT PLANTS.

The City shall assist FDEP in the review of potable water treatment plants. No new potable water treatment plants shall be allowed unless all applicable sections of the Florida Administrative Code (F.A.C.) governing such plants are met. Connections to existing potable water treatment plants not in compliance with applicable F.A.C. regulations shall also not be allowed. Such systems shall also comply with the pertinent rules and regulations



of any water supplier that may have jurisdiction. Land use impacts arising from the permitting of new potable water treatment plants, as well as expansions of existing plants, shall be consistent with the applicable provisions of this Plan prior to issuance of a development permit.

OBJECTIVE 4.1.2: COORDINATION OF POTABLE WATER FACILITIES AND ADEQUATE SUPPLY.

The City shall coordinate with the Tohopekaliga Water Authority (TWA), the sole supplier of central water systems within the City's jurisdictional boundaries, to ensure that the adopted potable water level of service standards will be met.

POLICY 4.1.2.1: LEVEL OF SERVICE (LOS) STANDARDS.

The areas of the City served by central potable water facilities shall meet the levels of service standards for potable water supply as specified in Chapter 8: Capital Improvement Element Policy 8.1.4.1.

POLICY 4.1.2.2: WATER SUPPLY CONCURRENCY.

Prior to the issuance of a development permit, the City shall consult with the Tohopekaliga Water Authority (TWA) to determine whether adequate water supplies to serve the proposed development or redevelopment project will be available no later than the issuance of a certificate of occupancy, or its functional equivalent.

POLICY 4.1.2.3: CENTRAL WATER SYSTEMS WITHIN THE CITY LIMITS.

The City shall require new development within the City limits to connect to central potable water systems. Existing development within the City that is not connected to a central potable water system must do so within one year of service becoming available. The City shall define availability as the physical presence of potable water facilities and infrastructure adjacent to subject property.

POLICY 4.1.2.4: EXISTING CUSTOMERS OF PRIVATE WATER SYSTEMS.

Existing customers of private water systems shall be connected to public central systems if the existing system falls into non-compliance with FDEP regulations, and/or the existing system is required to connect by consent order.

POLICY 4.1.2.5: NEW POTABLE WATER TREATMENT PLANTS.

New potable water treatment plants, as well as expansions of existing plants, shall be consistent with the Future Land Use Element (FLUE).

POLICY 4.1.2.6: CENTRAL POTABLE WATER SYSTEMS.

Consistent with the FLUE, the extension of central potable water systems shall be prohibited, unless the City determines that this service is needed for one of the following reasons:

1. A public health hazard exists for existing development, and extension will not serve as the basis for new development; or
2. When the facilities are extended to protect environmentally sensitive areas from impacts resulting from existing development.

POLICY 4.1.2.7: NON-POTABLE WATER USES.

The City will continue to coordinate with and support utility providers and governmental entities in requiring all new development to connect non-potable water uses, such as for irrigation, to available non-potable water systems, such as reuse systems.

POLICY 4.1.2.8: DUAL TRANSMISSION AND DISTRIBUTION LINES.

The City shall continue to coordinate with and support the Tohopekaliga Water Authority (TWA) in requiring new developments to install dual transmission and distribution lines to serve those developments where non-potable water is available or expected to be available.

POLICY 4.1.2.9: STORMWATER AS NON-POTABLE WATER SOURCE.

The City will continue to investigate the feasibility of stormwater as a non-potable water source when new stormwater management systems are permitted, and the City will coordinate with the utility providers and governmental entities in implementing feasible projects.

POLICY 4.1.2.10: ALTERNATIVE WATER SUPPLIES.

The City will coordinate with and support utility providers and the South Florida Water Management District in developing alternative water supplies, by providing incentives, and permitting assistance.

OBJECTIVE 4.1.3: WATER CONSERVATION.

The City shall annually review its Comprehensive Plan policies and Land Development Code regulations to address the conservation of water supplies and aim to reduce water demands by 5 percent proportionately in relation to growth by the year 2025.



POLICY 4.1.3.1: WATER SUPPLY CONSERVATION TECHNIQUES AND PROGRAMS.

Water supplies within the City's jurisdictional limits shall be conserved through the implementation of water conservation techniques and programs. Such techniques and programs should include, but are not limited to the following:

1. The City shall require the installation of water conserving plumbing fixtures in new or renovated construction.
2. The City shall continue to promote the efficient use of potable water and non-potable water in irrigation and landscaping practices through regulations in the Land Development Code.
3. The City will coordinate with the Osceola County Soil and Water Conservation District, the County Extension Office and the South Florida Water Management District to educate the public on the importance of water conservation and strategies for conserving water.
4. The City shall coordinate with the Tohopekaliga Water Authority (TWA) to promote the use of water conserving techniques, including through the use of a progressive rate structure.
5. The City shall cooperate with emergency water conservation measures of the South Florida Water Management District, and the Tohopekaliga Water Authority.
6. The City shall use Florida Water Star program criteria for the construction of new single-family residences.
7. Through the land development code, the City shall continue to place restrictions on irrigation during periods of time of critical concern that are consistent with 40E-24 of the Florida Administrative Code.

OBJECTIVE 4.1.4: COORDINATION WITH WATER SUPPLIER.

The City shall coordinate with the Tohopekaliga Water Authority (TWA) and South Florida Water Management District (SFWMD) to conserve and manage potable water resources, and maximize the use of existing facilities throughout its jurisdiction. The City shall meet this objective in order to discourage urban sprawl.

POLICY 4.1.4.1: WATER SUPPLIERS; AUTHORITY OF FDEP.

The planning of potable water facilities within the City shall be pursuant to the ordinances and rules of the City, created pursuant to Section 125.01 and Chapter 153, F.S., and as

they may be, from time to time, amended, supplemented or otherwise modified. The City shall coordinate such efforts with the Tohopekaliga Water Authority (TWA). Neither revisions to the enabling legislation of the TWA, nor mechanisms implemented by the City, shall conflict with the exclusive authority of the FDEP and the South Florida Water Management District (SFWMD) to regulate the consumptive use of water as provided under Chapter 373, F.S.

POLICY 4.1.4.2: WATER SUPPLIER MASTER PLAN.

The City, in concert with Osceola County, shall coordinate with the SFWMD in the maintenance of the Regional Water Supply Plan 2015 and shall support the following:

1. Identify the sustainable quantities of traditional groundwater sources available for water supplies that can be used without causing harm to the water resources and associated natural systems.
2. Identify water conservation and alternative water supply development options to meet reasonable-beneficial water demands that are in excess of the sustainable yield of traditional groundwater sources.
3. Protect and enhance the environment, including the natural resource areas and systems identified by the Districts as well as any federal, state, and locally identified natural resource areas.
4. Provide information to support local government comprehensive plans.
5. Achieve compatibility and integration with other state and federal regional resource initiatives.
6. Establish consistent regulatory programs to accomplish the above.

POLICY 4.1.4.3: WATER SYSTEM FACILITY CONSTRUCTION.

The construction of water system facilities and associated infrastructure within the City, except for facilities which serve only the agricultural needs of the property on which the system is located, shall be regulated by the City.

POLICY 4.1.4.4: POTABLE WATER FACILITY EVALUATION CRITERIA.

The City shall examine the capital improvement projects proposed by the Tohopekaliga Water Authority (TWA) in their Capital Budget, and shall provide input regarding project ranking, based on the following priority level guidelines:

1. "Level 1": Whether the project is needed to:



- a. Protect public health, safety, and environmentally sensitive natural resources.
 - b. Fulfill the City's legal commitment to provide facilities and services.
 - c. Preserve or achieve full use of existing facilities.
2. "Level 2": Whether the project accomplishes the following:
 - a. Increases efficiency of existing facilities.
 - b. Prevents or reduces future improvement costs.
 - c. Provides service to developed areas lacking full services or promotes in-fill development.
 3. "Level 3": Whether the project:
 - a. Represents a logical extension of facilities and services in a manner consistent with Future Land Use Element goals, objectives and policies, including the Future Land Use Map.

POLICY 4.1.4.5: WATER MANAGEMENT DISTRICT PERMITS REQUIRED.

Construction of any water system facility, including any extraction mechanisms shall require the issuance of all required permits including any required consumptive use permit (CUP) from the South Florida Water Management District pursuant to Chapter 373, F.S. The City's approval shall be conditioned upon issuance of such permits prior to the commencement of construction.

OBJECTIVE 4.1.5: REGIONAL COORDINATION OF WATER RESOURCES.

The City shall be proactive in regional water resources planning efforts, through enhanced coordination with adjacent jurisdictions, the Tohopekaliga Water Authority (TWA), the South Florida Water Management District, and all water supply coordinating entities.

POLICY 4.1.5.1: DIMINUTION OR DEPLETION OF ESSENTIAL WATER SOURCES.

Consistent with applicable State law and rules, any land use posing a threat to the City's long-term natural resource base through the diminution, contamination, or depletion of essential water resources shall not be permitted. "Diminution" and "depletion" shall not include the diminution or depletion of water resources due to the consumptive use of water.

POLICY 4.1.5.2: POTABLE WATER DEMAND MAY NOT EXCEED CONSUMPTIVE USE PERMIT (CUP).

The City, through direct coordination with the Tohopekaliga Water Authority (TWA), as well as the FDEP, and the South Florida Water Management District, shall ensure potable water demands caused by development do not exceed the consumptive use permits (CUP) held by TWA.

POLICY 4.1.5.3: ALTERNATIVE WATER SOURCES.

The City shall, with the Tohopekaliga Water Authority (TWA), coordinate with the South Florida Water Management District to find alternative sources of potable water.

POLICY 4.1.5.4: LEVEL OF SERVICE (LOS) STANDARDS MAINTAINED.

In order to adequately serve the existing and future population, the City shall proactively work with the Tohopekaliga Water Authority (TWA) and the South Florida Water Management District to ensure adopted level of standards are met and any identified facility deficiencies are corrected.

OBJECTIVE 4.1.6: TEN YEAR WATER SUPPLY FACILITIES WORK PLAN.

The City shall maintain a Water Supply Facilities Work Plan (Work Plan) for water supply projects within 18 months of the regional water supply Master Plan update.

POLICY 4.1.6.1: WORK PLAN INCORPORATED INTO COMPREHENSIVE PLAN.

The Work Plan, included in the Capital Improvement Plan of the Capital Improvement Element, shall provide projects identified by the City, and through coordination with the Tohopekaliga Water Authority (TWA) and the South Florida Water Management District, that are required to provide adequate potable water supplies to meet existing and future demand. These tables will be updated annually to reflect the adopted capital improvements programs of the TWA.

POLICY 4.1.6.2: AGENCY COOPERATION TO MAINTAIN WORK PLAN.

Maintaining and amending the Work Plan shall be a cooperative effort between the City, the Tohopekaliga Water Authority (TWA), and the South Florida Water Management District.

POLICY 4.1.6.3: CONSISTENCY WITH REGIONAL PLANS.

The Work Plan shall be consistent with the most current Regional Water Supply Plan of the South Florida Water Management District.



POLICY 4.1.6.4: COORDINATION OF FUTURE UPDATES TO WORK PLAN.

The updates to the Work Plan shall be consistent with the most current water supply plans of the Tohopekaliga Water Authority (TWA).

POLICY 4.1.6.5: UPDATES BASED ON LEVEL OF SERVICE STANDARDS.

The updates to the Work Plan shall evaluate resources based upon the potable water levels of service (LOS) standards established in the Capital Improvements Element.

POLICY 4.1.6.6: UPDATES TO ADDRESS WATER SUPPLY, CONSERVATION AND REUSE.

The updates to the Work Plan shall identify feasible traditional and alternative water supply sources, including water conservation and reuse that are being utilized to meet existing and projected water demands.

POLICY 4.1.6.7: WORK PLAN IS BASIS FOR PRIORITIZATION OF FUTURE SYSTEM IMPROVEMENTS.

The Work Plan shall be used to prioritize and coordinate the expansion and improvement of facilities used to withdraw, transmit, treat, store, and distribute potable water to meet current and future needs within the City.

CHAPTER 4B: WASTEWATER SUB-ELEMENT

GOAL 4.2 WASTEWATER FACILITIES.

Ensure an effective system of wastewater facilities to promote the health, safety, and welfare of City residents and the natural environment in a manner that protects investments in existing facilities, promotes orderly, compact growth, and meets existing and projected demand.

OBJECTIVE 4.2.1 ENSURE WASTEWATER CAPACITY.

The City of Kissimmee shall adopt procedures to require that at the time a development permit is issued, adequate facility capacity is available or will be available when needed to serve the development.

POLICY 4.2.1.1 LEVEL OF SERVICE STANDARDS.

The level of service standards as established in Chapter 8: Capital Improvement Element Policy 8.1.4.1 for wastewater facilities within the City shall be used as the basis for determining availability of facility capacity and demand generated by a development;

POLICY 4.2.1.2: COMPLIANCE WITH LEVEL OF SERVICE STANDARDS.

The City shall coordinate with the Tohopekaliga Water Authority (TWA) regarding improvements for replacement, expansion or increase in capacity of facilities so that demand is compatible with the adopted level of service standards for the facilities. Issuance of development orders and permits shall be conditioned upon the submission of plans that are in compliance with the City's level of service standards. Prior to issuance of development orders or permits the project shall provide the City copies of all applicable Federal, State, and local permits for wastewater facilities.

POLICY 4.2.1.3: COORDINATION OF INFORMATION.

The City of Kissimmee shall coordinate with the Tohopekaliga Water Authority (TWA) to develop procedures for updating facility demand and capacity information and the preparation of an annual summary of capacity and demand

POLICY 4.2.1.4: COORDINATE LAND USE IMPACTING WASTEWATER SYSTEMS.

Realizing the substantial impacts of the location and timing of development as well as the density or intensity of specific land use activities on urban service delivery systems, the City of Kissimmee shall coordinate land uses with the County and the Tohopekaliga Water Authority (TWA) in order to effectively monitor water consumption for wastewater uses pursuant to the terms of the water and wastewater Interlocal Agreement established between Osceola County, the City of Kissimmee, Orange County, and TWA in November 2004.

POLICY 4.2.1.5: WASTEWATER SERVICE AREAS.

Provision of centralized wastewater service shall be provided to the urban service area within the City's jurisdictional area as provided by the Tohopekaliga Water Authority (TWA).

POLICY 4.2.1.6: EXPANSION OF WASTEWATER TREATMENT FACILITIES.

The City of Kissimmee shall coordinate with the Tohopekaliga Water Authority (TWA) regarding expansion of the capacity of its wastewater treatment facilities.

POLICY 4.2.1.7: MANDATORY CONNECTION.

All new development within the City's limits will be required to connect to central wastewater facilities.

OBJECTIVE 4.2.2: MAINTAINING A SCHEDULE OF WASTEWATER CAPITAL IMPROVEMENTS.

The City shall coordinate with the Tohopekaliga Water Authority (TWA) to maintain a five-year schedule of capital improvements for public facilities, specifically wastewater facilities.



POLICY 4.2.2.1: CAPITAL IMPROVEMENT SCHEDULE.

The City Commission shall coordinate with the Tohopekaliga Water Authority (TWA) to include an annual evaluation of capital improvement projects proposed for inclusion in the five-year schedule of capital improvements.

POLICY 4.2.2.2: WASTEWATER FACILITY EVALUATION CRITERIA.

The City shall examine the capital improvement projects proposed by the Tohopekaliga Water Authority (TWA), and shall provide input regarding project ranking, based on the following priority level guidelines:

1. "Level 1": Whether the project is needed to:
 - a. Protect public health, safety, and environmentally sensitive natural resources.
 - b. Fulfill the City's legal commitment to provide facilities and services.
 - c. Preserve or achieve full use of existing facilities.
2. "Level 2": Whether the project accomplishes the following:
 - a. Increases efficiency of existing facilities.
 - b. Prevents or reduces future improvement costs.
 - c. Provides service to developed areas lacking full services or promotes in-fill development.
3. "Level 3": Whether the project:
 - a. Represents a logical extension of facilities and services in a manner consistent with Future Land Use Element goals, objectives and policies, including the Future Land Use Map.

OBJECTIVE 4.2.3: ON-SITE WASTEWATER TREATMENT SYSTEMS.

Where central wastewater system facilities are not available, the City shall permit a private wastewater disposal system pursuant to conditions stipulated in §10-5-54, Code of Ordinances, as hereafter may be amended. The City shall coordinate with the County Health Department and the Florida Department of Health programs to assist in implementation of State regulations imposing mandated standards for inspections, operation, and maintenance of on-site wastewater treatment systems.

POLICY 4.2.3.1: USE OF ON-SITE WASTEWATER TREATMENT SYSTEMS.

Private, on-site treatment and disposal systems shall, at a minimum, meet the requirements set forth by the Department of Health in Chapter 64E-6, Florida Administrative Code, as amended. When central wastewater becomes available, connection is required by ordinance.

POLICY 4.2.3.2: CONDITIONS GOVERNING DEVELOPMENT ORDERS OR PERMITS.

Issuance of development orders or permits shall be conditional upon demonstrated compliance with applicable Federal, State, and local regulations governing on-site wastewater treatment systems.

CHAPTER 4C: AQUIFER RECHARGE SUB-ELEMENT

GOAL 4.3: PROTECT FUNCTIONS OF GROUNDWATER AQUIFER RECHARGE AREAS.

The functions of natural groundwater aquifer recharge areas and natural drainage features within the City, including their water quality and water quantity, shall be protected and maintained.

OBJECTIVE 4.3.1: COORDINATE EFFORTS TO PROTECT AQUIFER RECHARGE AREAS.

The City shall cooperate and coordinate with Osceola County, the Tohopekaliga Water Authority (TWA), the City of St. Cloud, the Reedy Creek Improvement District, and the South Florida Water Management District, to ensure proper maintenance of aquifer recharge area functions and to determine whether new protection programs or additional coordination is needed to achieve aquifer protection objectives.

POLICY 4.3.1.1: PROTECT SURFICIAL AQUIFER RECHARGE AREAS AND GROUNDWATER QUALITY.

The City currently has no “prime” surficial aquifer recharge areas identified by the South Florida Water Management District. The City shall assist in protecting groundwater from point and non-point pollution sources. Similarly, the City shall promote the conservation and efficient use of water as it travels through groundwater systems, and shall promote maintenance of adequate supplies of high quality groundwater.

POLICY 4.3.1.2: COORDINATE GROUNDWATER MONITORING.

The City shall assist the State and South Florida Water Management District in managing water quality by assisting in preventing the discharge of inadequately treated wastewater and poor quality stormwater into public water bodies and aquifer recharge areas, and shall provide best available data to the South Florida Water Management District, and the Florida Department of Environmental Protection, to ensure that groundwater resources



are monitored for point and nonpoint source pollution affecting the Floridan, and Surficial aquifers.

POLICY 4.3.1.3: DEEP AQUIFER WATER CONSERVATION.

In order to protect the quality and quantity of deep aquifer water resources, the City shall coordinate with the Tohopekaliga Water Authority (TWA), and the South Florida Water Management District and other applicable regulatory agencies in identifying free flowing artesian aquifer wells and in requiring corrective measures, including capping, plugging, or installing regulatory devices that control the discharge of water from the deep aquifer.

POLICY 4.3.1.4: RETAIN STORMWATER RUN-OFF TO MAXIMIZE AQUIFER RECHARGE.

The City shall continue to enforce stormwater management regulations requiring retention of stormwater run-off to maximize groundwater recharge.

POLICY 4.3.1.5: COORDINATE WITH OTHER RECHARGE PROTECTION PROGRAMS.

The City will coordinate with local, state, and federal agencies to achieve regional aquifer recharge protection objectives, especially protection of prime recharge areas located in northwest Osceola County.

POLICY 4.3.1.6: FDEP GROUNDWATER CONTAMINATION LIST.

The City shall coordinate with Osceola County and the Tohopekaliga Water Authority (TWA) to monitor the Florida Department of Environmental Protection (FDEP) Site Investigation Section list for groundwater contamination possibilities, and will work cooperatively with FDEP to resolve any conditions impacting groundwater supplies regarding potential sites.

OBJECTIVE 4.3.2: PLANNING FOR THE PROTECTION OF AQUIFER RECHARGE AREAS.

To meet current and future demands for potable water resources and to protect natural resources, the City shall cooperate with other governmental agencies, especially the South Florida Water Management District (SFWMD), to ensure existing and projected development do not adversely affect groundwater resources.

POLICY 4.3.2.1: AQUIFER RECHARGE PROTECTION MEASURES.

Recognizing that aquifer recharge areas, groundwater resources, wellhead protection areas, and that lakes, rivers, creeks, and wetlands within the City are interconnected systems vital to the protection of water resources, aquifer recharge protection measures for “high” recharge areas, if identified, shall be consistent with the Conservation and Future Land Use Elements, as well as this element of the Comprehensive Plan.

POLICY 4.3.2.2: AQUIFER RECHARGE PROTECTION MECHANISMS.

The City may use open space designations, land acquisition strategies, planned development zoning districts, conservation easements, or cooperative management agreements to protect identified aquifer recharge areas.

POLICY 4.3.2.3: HAZARDOUS WASTE STORAGE FACILITIES.

The City shall regulate the location of hazardous waste storage facilities, petroleum storage tanks, or any other adverse land use within “high” aquifer recharge areas, if identified, through the Land Development Code.

CHAPTER 4D: STORMWATER MANAGEMENT SUB-ELEMENT

GOAL 4.4: STORMWATER MANAGEMENT FACILITIES.

Ensure the provision of a system of stormwater management facilities in a manner that protects persons and property from flooding, prevents negative impacts to the surficial groundwater aquifer, and safeguards surface waters against the degradation of water quality, to promote the health, safety, and welfare of City residents and the natural environment.

OBJECTIVE 4.4.1: STORMWATER CAPACITY AND QUALITY.

The City of Kissimmee shall maintain regulations for the adequate provision of stormwater facilities needed to serve existing and proposed development.

POLICY 4.4.1.1: LEVEL OF SERVICE STANDARDS.

The level of service standards established in Capital Improvements Element Policy 8.1.4.1 shall be used as the basis for determining the availability of facility capacity and the demand generated by a development prior to the issuance of a development permit.

POLICY 4.4.1.2: STORMWATER QUALITY.

All stormwater discharge within the City shall meet all State water quality standards, including those contained in Chapter 62-25, Florida Administrative Code, as well as any Total Maximum Daily Load thresholds that may be established for Lake Tohopekaliga, Shingle Creek, Mill Slough, or other surface waterbodies located within the City.

POLICY 4.4.1.3: ANNUAL REPORT OF FACILITY PERFORMANCE.

The City of Kissimmee shall compile data regarding existing stormwater facilities and/or management areas in the City, annually, and shall provide this data to Osceola County for coordination activities.



OBJECTIVE 4.4.2: STORMWATER MANAGEMENT IMPROVEMENTS.

The City shall identify and implement stormwater management projects and programs necessary to meet existing needs and projected demands.

POLICY 4.4.2.1: CAPITAL IMPROVEMENT SCHEDULE.

The City Commission shall annually evaluate and rank capital improvement projects proposed for inclusion in the five-year schedule of capital improvement needs.

POLICY 4.4.2.2: STORMWATER FACILITY EVALUATION CRITERIA.

Proposed capital improvement projects shall be evaluated and ranked according to the following priority level guidelines:

1. "Level 1": Whether the project is needed to:
 - a. Protect public health, safety, and environmentally sensitive natural resources.
 - b. Fulfill the City's legal commitment to provide facilities and services.
 - c. Preserve or achieve full use of existing facilities.
2. "Level 2": Whether the project accomplishes the following:
 - a. Increases efficiency of existing facilities.
 - b. Prevents or reduces future improvement costs.
 - c. Provides service to developed areas lacking full services or promotes in-fill development.
3. "Level 3": Whether the project:
 - a. Represents a logical extension of facilities and services in a manner consistent with Future Land Use Element goals, objectives and policies, including the Future Land Use Map.

POLICY 4.4.2.3: CENTRALIZED STORMWATER MASTER PLANS.

The City shall encourage the creation, implementation, and maintenance of central stormwater facility master plans in order to encourage development and redevelopment activities within designated areas. These areas shall include, at a minimum, the Community Redevelopment Area (CRA) District, and the Vine Street Corridor.

POLICY 4.4.2.4: STORMWATER UTILITY FUND.

The City shall fund projects to mitigate identified deficiencies through the Stormwater Utility, while impacts associated with new development or redevelopment projects must be mitigated by the developer in accordance with adopted level of service standards and/or central master plans. Eligible projects shall include the production of centralized stormwater master plans.

POLICY 4.4.2.5: ADDITIONS OF STORMWATER MANAGEMENT FACILITY PROJECT APPROVALS.

All required federal, State, and County permits shall be obtained before the City undertakes or authorizes contractors to undertake construction and/or operation of facilities.

OBJECTIVE 4.4.3: PROTECT NATURAL DRAINAGE FEATURES.

The City shall manage and coordinate its stormwater review and implementation process to meet existing and future needs, while protecting the quality and functions of natural drainage features and surface waterbodies.

POLICY 4.4.3.1: NATURAL STORAGE CAPACITY OF WATERSHEDS.

The City shall:

- Promote the ecological, biological, and hydrological role of surface waters in aquifer recharge and in supporting surface vegetation.
- Manage the location, design and intensity of urban development in order to foster continuance of natural hydrological processes, including preserving recharge areas, promoting on-site retention of surface waters and natural return of surface water into the soil.
- Require the integration of natural storage areas and natural drainage courses into water management plans for new development.
- Require that applicants for new development consider use of isolated wetlands for flood attenuation as may be appropriate in the design of drainage and surface water management plans.

POLICY 4.4.3.2: MAINTAIN REGULATIONS FOR LAND AND WATER MANAGEMENT.

The City of Kissimmee shall promote both land and water management programs and practices which retard runoff and enhance percolation in order to increase the quantity and protect the quality of ground and surface water. Land use controls, such as subdivision regulations, zoning, including site plan review and performance criteria, and special erosion control, landscape and flood management requirements shall



be maintained in the Land Development Code and periodically updated based on improved knowledge of problems, issues, and best management practices and low impact development techniques.

POLICY 4.4.3.3: PURSUE THE DEVELOPMENT OF ADEQUATE OFF-SITE SURFACE WATER MANAGEMENT FACILITIES.

The City shall manage stormwater based on watershed management plans. Implementing strategies shall provide a basis for evaluating the performance of existing off-site drainage facilities, identifying existing and potential future problems or issues, and funding necessary structural and non-structural system improvements for effective surface water management.

POLICY 4.4.3.4: COORDINATE WATERSHED MANAGEMENT PLANS AND POLICIES WITH APPROPRIATE PUBLIC AGENCIES.

The City shall assure coordination of watershed management plans and policies with appropriate local, regional, state and federal agencies, including Osceola County, the South Florida Water Management District, the East Central Florida Regional Planning Council, the Florida Department of Environmental Protection, the Agricultural Extension Service, the United States Army Corps of Engineers, and other appropriate agencies.

POLICY 4.4.3.5: BUFFER ZONE REQUIREMENTS.

The City shall continue to include buffer zone requirements for wetland areas in the Land Development Code, and be consistent with the Conservation Element of this Comprehensive Plan. Wetland buffer distances shall be at least 50 feet. There shall be no development within the Floodway as established by FEMA, except for minor improvements such as boat docks, where certification and supporting technical documents provided by a registered professional engineer demonstrate that the encroachment shall not result in any increase in flood levels during occurrence of the base flood discharge.

POLICY 4.4.3.6: MANAGING LAND USE IN THE FLOODPLAIN.

The City shall continue to retain stormwater management and floodplain regulations that shall address necessary restrictions on encroachment, alteration, and compatible use of the 100-year floodplain and major drainage corridors, including Shingle Creek, and Mill Slough.

POLICY 4.4.3.7: PROMOTION OF LOW-IMPACT DEVELOPMENT TECHNIQUES.

The City shall encourage the use of low-impact development techniques for all land development and redevelopment projects. Low-impact development involves structural and non-structural techniques designed to mimic natural stormwater flows and improve

stormwater runoff quality. Techniques may include green roofs, rain gardens, constructed wetlands, infiltration swales, and open space conservation.

POLICY 4.4.3.8: INSPECTION AND MAINTENANCE OF DRAINAGE SYSTEMS.

As part of the master stormwater drainage implementation program, the City shall ensure that major drainage systems receive periodic inspections, including appropriate maintenance activities at least once a year.

POLICY 4.4.3.9: NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES).

The City of Kissimmee shall maintain its stormwater control measures in accordance with regulations and requirements associated with the National Pollution Discharge Elimination System (NPDES) permit, and shall renew the permit as required by federal regulations.

POLICY 4.4.3.10: PUBLIC EDUCATION.

The City shall provide information, as feasible, to educate the public in the importance of minimizing pollution to the City's stormwater management systems. The programs may include: newsletters, website updates, community meetings, charrettes, public hearings and other public information, community visioning, commissions and standing advisory committees, stormwater task forces or other special committees.

CHAPTER 4E: SOLID WASTE SUB-ELEMENT

GOAL 4.5: SOLID WASTE FACILITIES.

Ensure availability of needed solid waste facilities in a manner that protects investments in existing facilities and promotes orderly, compact growth, and meets existing and projected demand.

OBJECTIVE 4.5.1: ENSURE CAPACITY TO MEET PROJECTED DEMAND.

The City of Kissimmee shall maintain procedures to require adequate facility capacity is available, or will be available, when needed to meet projected demand. In the case of individual development projects, capacity shall be available to serve the development, at the time a development permit is issued.

POLICY 4.5.1.1: LEVEL OF SERVICE STANDARDS.

Solid water generation rates identified in Capital Improvements Element Policy 8.1.4.1 shall serve as the City's level of service standards for solid waste facilities. These figures shall be used as the basis for determining the availability of solid waste facility capacity, and they only include the portion of the waste stream that is not diverted for recycling purposes.



POLICY 4.5.1.2: COMPLIANCE WITH LEVEL OF SERVICE STANDARDS.

Issuance of development orders and permits within the City shall be conditioned upon the submission of plans which are in compliance with the City's level of service standards. The City shall continue to include an adequate facilities requirement as part of the Land Development Code.

POLICY 4.5.1.3: STUDY LEVEL OF SERVICE STANDARD.

The City shall coordinate with Osceola County to develop a level of service standard that reflects available capacity.

POLICY 4.5.1.4: REDUCTION OF SOLID WASTE VOLUMES.

The City shall work with Osceola County and other organizations to reduce the volume of solid waste through recycling activities, educational efforts and programs, and by assisting in the maintenance of drop-off collection sites in the County.

POLICY 4.5.1.5: DEVELOPMENT OF NEW FACILITIES.

The City shall assist Osceola County in planning for the timely provision of needed solid waste facilities in accordance with applicable regulations.

OBJECTIVE 4.5.2.: COORDINATION ACTIVITIES.

The City shall assure that deficiencies in solid waste facilities are avoided through coordination with Osceola County's solid waste management program.

POLICY 4.5.2.1: GENERAL INTERGOVERNMENTAL COORDINATION.

The City shall cooperate with County officials and technicians on a Joint Committee or through other appropriate mediums in order to address county-wide or regional approaches for achieving access to resource recovery facilities or other alternatives to conventional landfill operations. Other specific issues which shall be addressed in coordination with Osceola County include:

- Enhancing solid waste collection and transfer operations;
- Management strategies for implementing recycling efforts;
- Curbing illegal dumping of solid waste as well as disposal activities which adversely impact natural systems;
- Developing improved information dissemination regarding hazardous waste generators;
- Determining feasibility of hazardous waste storage/transfer facilities;

- Improving management of the collection and disposal of hazardous waste;
- Drafting policy for appropriate regulatory measures governing solid waste and hazardous waste including identification of long term operating costs and capital improvement needs associated with various policy options.

POLICY 4.5.2.2: INFORMATION COORDINATION.

The City of Kissimmee shall coordinate with the County, and with franchised waste collection operators within the City regarding demand and capacity information, and shall prepare annual summaries of capacity and demand information for solid waste collection and disposal activities.

POLICY 4.5.2.3: COORDINATE WITH OSCEOLA COUNTY SOLID WASTE AND HAZARDOUS WASTE PLANNING EFFORTS.

The City shall offer assistance to Osceola County as the County assesses and plans for solid waste and hazardous waste management in a manner consistent with the provisions of §403.7265, F.S.

POLICY 4.5.2.4: EDUCATIONAL OUTREACH.

The City shall coordinate with Osceola County in the distribution of educational materials to the public concerning the proper storage, handling, collection, transport, and disposal of waste oil, batteries and household chemical waste.

OBJECTIVE 4.5.3: FINANCIAL FEASIBILITY.

The City shall provide financial resources to support solid waste operations and will include these expenditures in the Five-Year Schedule of Capital Improvements of the Capital Improvements Element.

POLICY 4.5.3.1: CAPITAL IMPROVEMENTS.

Capital improvements for solid waste disposal shall be identified and prioritized on an annual basis within the Capital Improvements Element.

POLICY 4.5.3.2: SOLID WASTE FACILITIES.

Construction and operation of solid waste facilities will be funded with revenue sources that may include user fees, improvement fees, impact fees, franchise fees, bonds and grant from state and federal programs, and other identified fees.

POLICY 4.5.3.3: RATE SCHEDULE.

The City shall maintain a solid waste rate schedule that will provide sufficient funds to adequately serve both residents and businesses.



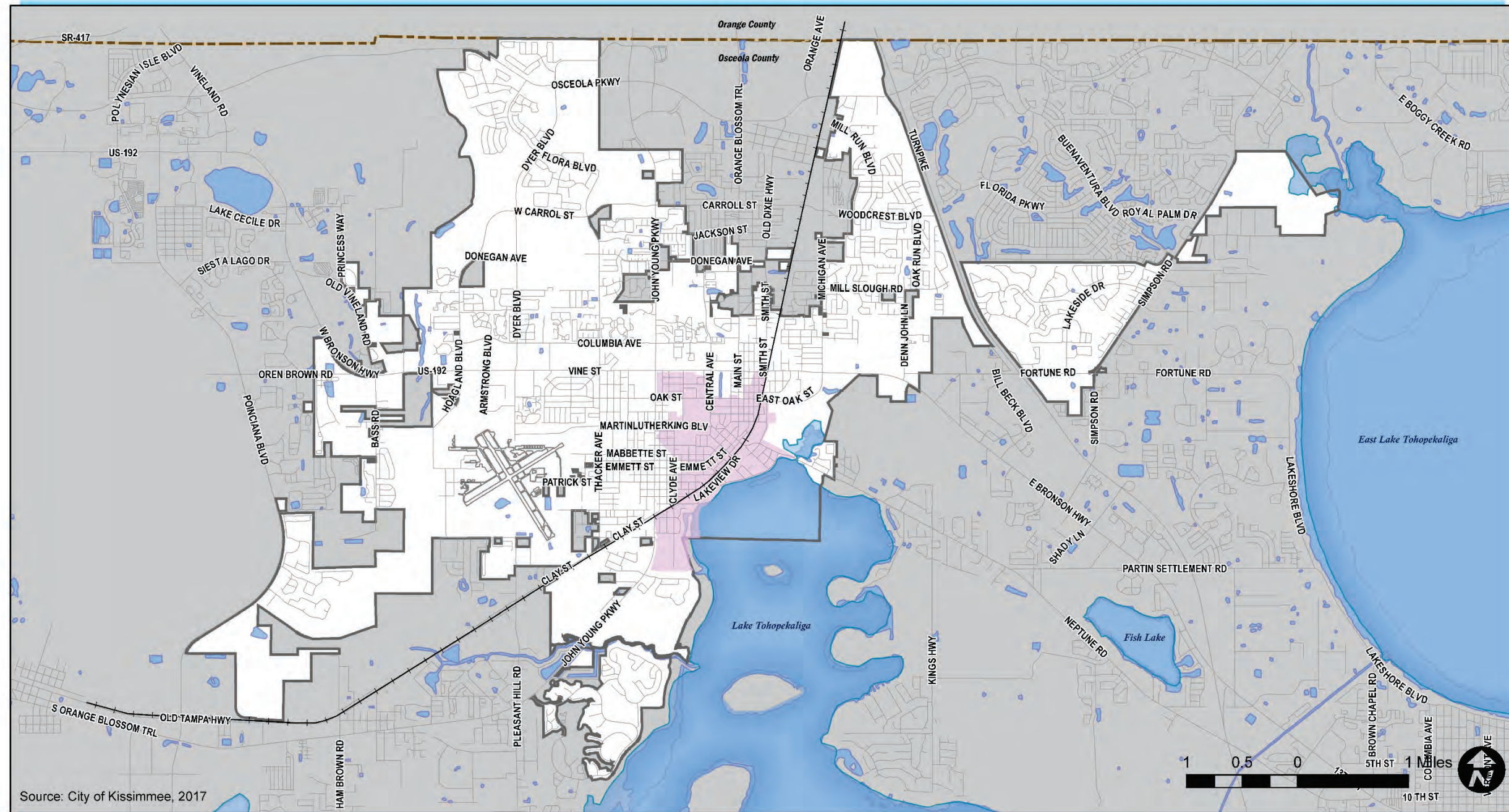
POLICY 4.5.3.4: ANNUAL REVIEW OF RATE SCHEDULE.

The City shall review the solid waste rate schedule annually, during the budget adoption process, and amend the rates as needed to fund solid waste operations.

MAPS

2040 Stormwater Master Plan Area

Figure 4-1: 2040 Stormwater Master Plan Area



- Stormwater Master Plan Area
- City Limits
- County Boundary
- Unincorporated Area





5 CONSERVATION

Kissimmee

2040 Comprehensive Plan

Conservation

prepared for

City of Kissimmee

prepared by

Cambridge Systematics, Inc.
2101 West Commercial Boulevard, Suite 3200
Fort Lauderdale, FL 33309

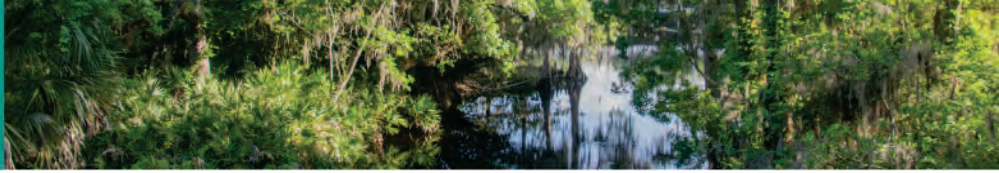
date

November 2018

Cover photo source: City of Kissimmee Public Information Office

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GOALS, OBJECTIVES, AND POLICIES

This section stipulates goals, objectives, and implementing policies for the Conservation Element pursuant to §163.3177(6)(d), Florida Statutes.

GOAL 5.1: CONSERVATION.

Conserve, protect, and appropriately manage the natural resources within the corporate limits of the City in order to enhance the quality of natural systems, including Lake Tohopekaliga, Shingle Creek, and Mill Slough, as well as associated floodplains, wetlands, flora, and fauna, the surficial and Floridian aquifers, and other natural resources, as below directed.

OBJECTIVE 5.1.1: PROTECT AIR QUALITY.

The City shall meet or exceed the minimum air quality standards established by the Florida Department of Environmental Protection (FDEP).

POLICY 5.1.1.1: AIR POLLUTION AND LAND USE REGULATIONS.

The City shall continue to protect against loss of air quality by maintaining land use controls that promote only activities compatible with existing land uses and natural systems and prohibit activities that generate air pollutants and other adverse impacts. The City's Land Development Code shall continue to require that air pollutants (smoke, certain greenhouse gases, particulate matter, odor, and toxic matter) comply with FDEP standards.

POLICY 5.1.1.2: AIR POLLUTION MONITORING PROCEDURES.

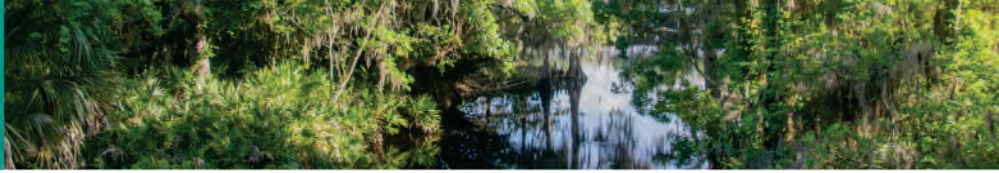
The City shall continue to work with FDEP, MetroPlan Orlando, and other organizations to improve air quality in the region.

POLICY 5.1.1.3: COMBAT EROSION AND GENERATION OF DUST PARTICLES.

Land Development regulations shall maintain performance standards that combat erosion and generation of fugitive dust particles. The regulations shall require that measures be taken on building sites or cleared areas which assure that exposed, destabilized, or other altered soil is expeditiously covered with an acceptable erosion control material, per construction and development best management practices.

OBJECTIVE 5.1.2: WATER QUALITY.

The water quality regulations established by the South Florida Water Management District (SFWMD) shall be enforced by the City, in order to protect the quality of current and projected



future water sources and surface water run-off. The City shall maintain water quality regulations in accordance with Chapter 4A: Potable Water Sub-Element of the Public Facilities Element.

POLICY 5.1.2.1: PROTECTION OF CLASS III WATER BODIES.

Class III Waters are waterbodies that currently support recreation and foster the maintenance of fish and aquatic wildlife. All lakes and major tributaries within the City of Kissimmee, including Lake Tohopekaliga, Shingle Creek, and Mill Slough, are Class III waters. These waters shall be protected by maintaining the following provisions in the City's land development regulations:

1. Dredging activities shall be limited to Florida Department of Environmental Protection (FDEP) approved dredging.
2. Ensure water quality by coordinating with the FDEP and the SFWMD in maintaining records of stormwater management practices, usage, construction and maintenance costs, and any required monitoring of selected stormwater management facilities. The City shall notify the appropriate agency with jurisdiction as potential issues or problems are identified by the City.
3. Limit the use of Class III waters to water dependent activities that are not contrary to the public interest and satisfy a community need.
4. Where modification of grassbeds is permitted the City shall assure that:
 - a. A determination of overriding public interest has been demonstrated by the applicant prior to modification of grassbeds.
 - b. Project run-off, including nitrogen, phosphorous, and other nutrients, shall be controlled to prevent an increase in water turbidity, decrease in fish or aquatic wildlife propagation, or other degradation of water quality.
 - c. Projects damaging grassbeds during construction shall incorporate mitigative techniques that re-establish conditions favorable to natural regeneration of the grassbeds.
 - d. Special attention shall be given to stipulations cited in (1) through (3) above during the development review process. The City shall coordinate closely with State and federal agencies during the permitting processes to insure that the intent of these policies is carried out.

POLICY 5.1.2.2: COORDINATION WITH WATER RESOURCE AGENCIES.

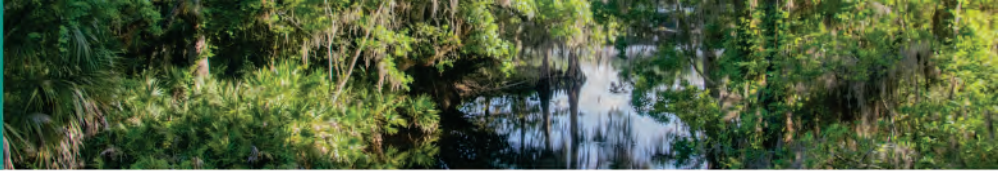
The City of Kissimmee shall continue to coordinate with appropriate agencies to protect the quality of the City's water resources, including:

1. The City of Kissimmee shall continue to cooperate with the Florida Fish and Wildlife Conservation Commission's (FFWCC) Lake Tohopekaliga fisheries management efforts, which includes a lake restoration program. The restoration program involves periodic drawdowns of lake waters for removal of organic sediment.
2. The City of Kissimmee shall continue to cooperate with the U.S. Army Corps of Engineers which serves as the lead agency in an ongoing water quality enhancement program impacting Shingle Creek.
3. The City of Kissimmee shall continue to promote land acquisition programs to purchase property rights in the vicinity of portions of Shingle Creek, and Reedy Creek within and nearby Kissimmee for the purpose of conserving and protecting environmentally sensitive lands. Purchase of this property is intended to enhance floodplain protection, water management, water supply, and water resource protection efforts, while allowing for appropriate recreation and open space uses.
4. The City shall also continue to coordinate with the East Central Florida Regional Planning Council (ECFRPC) and the FDEP in matters regarding documentation of:
 - a. Stormwater best management practices;
 - b. Stormwater facility construction and maintenance costs; and
 - c. Monitoring of selected stormwater management facilities.
5. The City shall continue to coordinate with the ECFRPC, FDEP, the SFWMD and other entities to educate the general public on the nonpoint source pollution problems and available stormwater management practices to abate nonpoint source impacts on water quality.

POLICY 5.1.2.3: REGULATE AGRICULTURAL ACTIVITIES TO PRESERVE WATER QUALITY.

The City shall continue to ensure that any agricultural activities shall:

1. Not be conducted adjacent to existing waterways and surface water management activities and shall comply with all applicable policies of the FDEP, SFWMD, and other agencies having appropriate jurisdiction as well as State laws;
2. Maintain natural drainage patterns;



- a. Promote the use of alternative surface water supplies for irrigation purposes;
- b. Prohibit the expansion of agricultural activities into wetland areas; and
- c. Use best management principles and practices in order to reduce pesticide and fertilizer run-off, prevent soil erosion, and preserve water quality.

POLICY 5.1.2.4: REGULATE WASTEWATER TREATMENT DISCHARGE TO PRESERVE WATER QUALITY.

The City shall continue to implement the following performance standards in order to protect water quality:

1. All new residential subdivisions as well as multiple family and non-residential development within the City of Kissimmee shall be required to connect to the public wastewater system pursuant to Chapter 10-5 of the Code of Kissimmee.
2. In areas where developments cannot be connected to the public wastewater system, private wastewater disposal systems are acceptable as interim measures providing such facilities are approved by the City Water Resources Director's office. Notwithstanding, all private wastewater disposal systems shall be designed to facilitate mandatory hookups to the public wastewater system when the public system becomes available.
3. The City of Kissimmee shall promote application of innovative concepts in wastewater collection and disposal including wastewater reuse through such programs as use of "graywater" for spray irrigation and other non-potable uses.

POLICY 5.1.2.5: SHORELINE PRESERVATION.

The City shall continue to require that all new development preserve native vegetation and re-vegetate areas of the shorelines of Lake Tohopekaliga, Shingle Creek, Mill Slough, and the City Ditch, where erosive tendencies are present, with native species to reduce erosion.

POLICY 5.1.2.6: SHORELINE SETBACKS.

In addition, the City of Kissimmee shall continue to protect the floodplain of Shingle Creek, the East and West City Ditch, and Mill Slough by requiring that any development maintain a minimum 150 foot setback from the edge of these riparian and drainage waterbodies. The City Engineer shall maintain authority to require greater setback for purposes of protecting floodplains and other environmentally sensitive areas which require a greater setback for purposes of floodplain protection and preservation.

POLICY 5.1.2.7: PROTECT SURFICIAL AQUIFER RECHARGE AREAS.

The City of Kissimmee shall continue to require the incorporation of open space and/or pervious surfaces in order to preserve the quality of water resources within the surficial aquifer.

POLICY 5.1.2.8: WELLFIELD PROTECTION.

The City shall continue to enforce the city's wellfield protection ordinance, as amended from time to time, to prevent future intrusion of groundwater contaminants into the Floridian Aquifer wellfield areas, create buffer zones around wellfields, and controlling land uses around wells.

POLICY 5.1.2.9: LOW-IMPACT DEVELOPMENT TECHNIQUES.

The City shall continue to encourage the use of low-impact development techniques for on-site stormwater quality improvements for all land development and redevelopment projects.

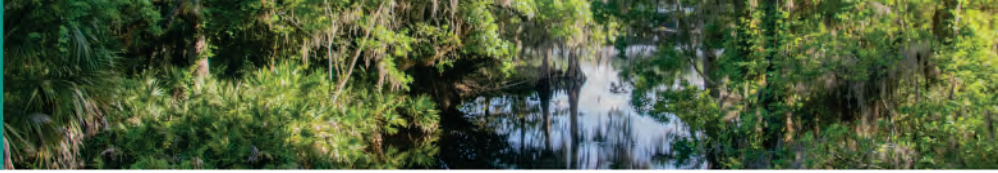
OBJECTIVE 5.1.3: WATER QUANTITY.

The City shall continue to maintain its adopted level of service standard in order to conserve the availability of current and future water sources.

POLICY 5.1.3.1: CONSERVATION OF POTABLE WATER SUPPLY.

In order to conserve the potable water supply and to achieve a reduction in the current rates of water consumption, the City shall continue to enforce the following performance standards:

1. Where non-potable alternative sources of irrigation water are available, potable water supplies may not be used to meet irrigation needs.
2. Encourage adherence to water saving plumbing fixtures in all new construction or renovations. Also, the City of Kissimmee shall conserve water supply through use of a leak detection program designed to curtail wasteful loss of potable water resources.
3. In order to reduce demand for irrigation water, new development shall employ and/or preserve native vegetation, or use other drought resistant plants for landscaping to the greatest practicable extent. Native Florida plants shall be promoted where possible. Where a non-potable water source is available for irrigation, more highly water dependent vegetation may be used.



POLICY 5.1.3.2: DEEP AQUIFER WATER CONSERVATION.

In order to protect the quantity of the Floridan aquifer, the City shall continue to coordinate with the SFWMD and other applicable regulatory agencies in identifying free flowing deep aquifer wells and in requiring corrective measures which control the discharge of water from deep aquifer.

POLICY 5.1.3.3: FUTURE WATER DEMAND.

The City's 10-Year Water Supply Facilities Work Plan shall be reviewed and updated as needed to correspond with the Regional Water Supply Plan, dated 2015. The City's 10-Year Water Supply Facilities Work Plan shall include a minimum 10-year planning period to ensure potable water demands are considered, and groundwater quantity is adequate, to support projected demand. The City shall coordinate with TWA regarding the anticipated water demand and available supply.

POLICY 5.1.3.4: EMERGENCY CONSERVATION OF WATER SOURCES.

The City shall continue to coordinate with the SFWMD in implementing emergency water conservation measures based on the SFWMD plans for management of the region's water resources.

OBJECTIVE 5.1.4: MAINTENANCE OF FLOODPLAIN.

The City shall continue to preserve floodways and prohibit their reduction in the available storage to the floodplain in order to protect and maintain their flood-carrying and flood storage capacity.

POLICY 5.1.4.1: ENFORCE POLICIES TO MAINTAIN FLOODPLAIN.

The City shall continue to provide that flood control measures for new development minimize fill within the 100-year floodplain. All development within the floodplain shall be consistent with all federal, state and local rules.

POLICY 5.1.4.2: MINIMIZE FLOOD DAMAGE.

The City's stormwater management and flood protection policies and regulations shall maintain consistency with program policies of the Federal Insurance Administration. The City shall continue to monitor new cost effective programs for minimizing flood damage. Such programs may include modification in construction setback requirements or other site design techniques, as well as upgrade building and construction techniques to protect against flood hazards.

OBJECTIVE 5.1.5: PROTECT AND PRESERVE WETLANDS.

The City's wetlands shall continue to be protected and preserved from physical and hydrologic alterations.

POLICY 5.1.5.1: WETLAND DEVELOPMENT RESTRICTIONS.

Wetlands (i.e., wetlands shall include hydric soils and wetland species identified by the Florida Department of Environmental Protection (FDEP)) shall be protected from physical or hydrologic alterations in order to maintain natural functions. Development in designated wetlands shall be limited to passive recreation, open space, restricted accessway, bird sanctuary, natural stormwater retention/detention and natural preserve, in accordance with the City's Conservation Overlay regulations in the Land Development Code. At a minimum, encroachment into a designated wetland shall be limited by the 50 foot wetland buffer, and shall be mitigated in accordance with current South Florida Water Management District and FDEP policy.

POLICY 5.1.5.2: LITTORAL ZONES.

A vegetated littoral zone shall be established around functional wetlands occurring on all property, excluding beaches, seawalled areas, and navigation areas.

OBJECTIVE 5.1.6: COMBAT SOIL EROSION.

Continue to reduce the incidence of soil erosion caused by land clearing, breaches in stabilized shorelines, and lands having exposed soil without vegetative cover by utilizing best management practices identified by the Florida Department of Environmental Protection.

POLICY 5.1.6.1: IMPLEMENTING EROSION CONTROL.

The City shall continue to specify appropriate measures to be taken during land clearing and building operations to assure that exposed, de-stabilized or otherwise altered soil is expeditiously covered with an acceptable erosion control material. These provisions shall be applicable to the act of subdividing and installation of related improvements as well as during the development review process including the period during which improvements are being undertaken. Tree protection and erosion control measures shall be applicable to all clearing and grading activities and shall include specifications for managing vegetation and re-vegetation.

OBJECTIVE 5.1.7: PREVENTING POTENTIAL ADVERSE IMPACTS OF FUTURE MINING AND EXCAVATION ACTIVITIES.

No mining activities shall be permitted within the City of Kissimmee due to the presence of natural systems that would potentially receive irretrievable losses from the impacts of such operations.



POLICY 5.1.7.1: PROHIBITION AGAINST MINING ACTIVITIES.

Land development regulations shall prohibit mining activities based on the irretrievable losses which such intense activities may potentially impose on the City's ecosystem

POLICY 5.1.7.2: RECLAMATION ACTIVITIES.

The City shall require that mining sites, including borrow pits, located within unincorporated Osceola County undergo reclamation as a condition of voluntary annexation. The procedures and specifications for achieving such reclamation shall continue to be included in the land development regulations.

OBJECTIVE 5.1.8: PROTECT NATIVE VEGETATION.

The City shall continue to protect and retain native vegetation, including hardwood swamps and freshwater marshes, particularly the hardwood hammock community and wetlands along the shoreline of Lake Tohopekaliga, Shingle Creek, Mill Slough, and the City Ditch.

POLICY 5.1.8.1: IMPLEMENTING PROTECTION OF VEGETATIVE COMMUNITIES.

The City shall continue to maintain tree protection and land clearing regulations, as well as landscape regulations and shoreline protection rules, which shall be used in managing and protecting the impacts of development on hardwood swamps and freshwater marshes. The regulations shall mandate fair and equitable restoration and/or compensatory mitigative measures in order to compensate for loss of vegetation and to enhance stabilization of fragile slopes and/or shorelines.

OBJECTIVE 5.1.9: PROTECTING FISHERIES, WILDLIFE AND WILDLIFE HABITATS AND OTHER ENVIRONMENTALLY SENSITIVE AREAS.

The City shall continue to coordinate with Osceola County, the South Florida Water Management District (SFWMD), and the State in protecting fisheries, wildlife, and wildlife habitat.

POLICY 5.1.9.1: MANAGE THE IMPACTS OF DEVELOPMENT ON FISHERIES.

The City of Kissimmee shall continue to coordinate with the SFWMD, the Florida Fish and Wildlife Conservation Commission, and the Florida Department of Environmental Protection, as appropriate, in reviewing the implications of development proposals, including proposed subdivisions and site plan review petitions. Such coordination shall be designed to assist in identifying potential adverse impacts of proposed development on fisheries. The City shall continue to enforce performance standards that are designed to preserve the water quality within Lake Tohopekaliga, and which protect aquatic grassbeds and in order to preserve aquatic habitats and fisheries.

POLICY 5.1.9.2: PROTECT WILDLIFE AND WILDLIFE HABITATS.

The City shall continue to enforce provisions that restrict development activities known to adversely impact endangered, threatened, or rare wildlife and wildlife habitats as well as wildlife and wildlife habitats of special concern. The City shall continue to further protect wildlife and wildlife habitats by use of conservation easements.

POLICY 5.1.9.3: DESIGNATION OF NATURAL RESERVATIONS.

Natural reservations shall be designated as Conservation land uses on the Future Land Use Map.

OBJECTIVE 5.1.10: HAZARDOUS WASTE MANAGEMENT.

The City of Kissimmee shall continue to coordinate with Osceola County as well as appropriate Federal, State and regional agencies for managing hazardous waste.

POLICY 5.1.10.1: MANAGING HAZARDOUS WASTE.

The City shall adhere to the provisions set forth in the Resource Conservation and Recovery Act (RCRA) (U.S. Congress, 1976) and its amendments in order to protect potable water supplies, environmentally sensitive soils, native vegetation, and air quality from the harmful effects of hazardous wastes. The City shall continue to work with the County and appropriate State and regional agencies in identifying industries which use hazardous materials or generate hazardous wastes.

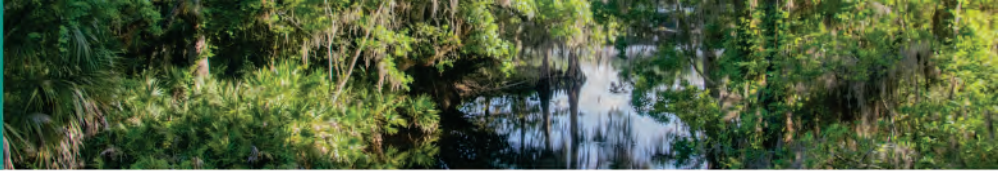
OBJECTIVE 5.1.11: ENCOURAGE THE CONSERVATION AND APPROPRIATE USE OF ENERGY.

The City of Kissimmee shall continue to monitor state-of-the-art concepts for managing energy resource conservation and reducing greenhouse gas emissions. Consider application of those concepts that have been demonstrated to be successful and cost effective in resolving development and conservation issues.

POLICY 5.1.11.1: ENERGY SUPPLY.

Promote an adequate, flexible, reliable, economical and environmentally sound future supply of energy. The City of Kissimmee shall continue to:

- Assist in developing and improving the availability of accurate cost-effective information concerning energy supplies available to the region and County.
- Assist in promoting diversification of energy sources by encouraging a safe and orderly transition from diminishing petroleum resources to alternative, and/or cleaner burning energy technologies as they become available.



- Promote orderly transition from present non-renewable fuels to renewable energy sources and consumption patterns.
- Work with the State, East Central Florida Regional Planning Council (ECFRPC) and Osceola County to promote use of demonstrated cost efficient energy technology employing resource recovery systems and recycling efforts which reduce greenhouse gas emissions and total energy use, reducing depletion of natural resources.

POLICY 5.1.11.2: USE OF ENERGY.

The City shall continue to:

- Consider the effectiveness of total energy use by promoting practices that are cost effective and less energy-intensive.
- Promote practices that ensure that each form of energy is used to do work for which it is best suited
- Recognize the energy services provided by natural features of the environment, including landscape, sun and wind, and promote site development and resource management that complements or substitutes for energy-intensive technologies.
- Encourage citizens to undertake individual and group actions to conserve energy and other resources and assist in providing knowledge of techniques for achieving this objective.

POLICY 5.1.11.3: MANAGEMENT OF ENERGY SUPPLIES AND USE.

The City shall continue to:

- Promote management of energy supplies and use which is consistent with environmental quality, health, safety, social, and economic well-being of the public.
- Minimize the emission of greenhouse gases by encouraging the appropriate use of energy.
- Recognize and assist in meeting the minimum energy needs of the City.
- Assist in minimizing the environmental, economic, and social impacts of future energy and energy-related facilities within the City.

POLICY 5.1.11.4: ENERGY EFFICIENT LAND DEVELOPMENT.

The City shall continue to:

- Encourage energy efficient land development.
- Promote management and development of physical, natural, economic, and human resources in ways that avoid unnecessary long- term energy-intensive investments.
- Recognize the relative energy dependency of commercial and industrial land uses and consider energy dependency in any policy pertaining to new industry promotion strategies or policy concerning maintenance or expansion of existing industry or commerce.
- Encourage land use patterns that by location, scale, and design minimize long-term energy commitments to construction, operation, maintenance, and replacement.
- Encourage natural resource conservation and use in ways that are consistent with sound energy management principles.

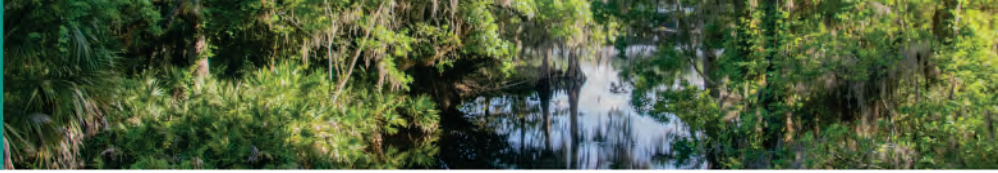
POLICY 5.1.11.5: ENERGY EFFICIENT LAND USE AND TRANSPORTATION.

The City shall continue to implement and enhance multimodal transportation networks through the Multimodal Transportation District, the citywide Transportation Concurrency Exception Area, and the land use plans and policies encouraging mixed-use, pedestrian-oriented development, with higher densities and intensities at locations served by transit, or transit-supportive areas, to conserve energy use and reduce greenhouse gas emissions.

POLICY 5.1.11.6: COORDINATION OF ENERGY MANAGEMENT.

The City shall continue to:

- Coordinate energy management with concerned entities within the public and private sectors.
- Coordinate formulation of energy related decisions with concerned federal, state, regional, and County agencies as well as with concerned private entities.
- Work with these agencies and entities in order to maximize awareness of energy related problems, and issues, alternative techniques for resolving energy related problems and issues, and to identify future areas where joint efforts may enhance mutual goals and objectives.



POLICY 5.1.11.7: ENERGY EFFICIENCY IN PLANS.

The City shall continue to:

- Encourage land use, transportation systems, and urban design that minimizes energy consumption and maximizes effectiveness of energy consumed.
- Reduce travel demands by locating major traffic generators on accessible sites situated along major corridors near potential users.
- Promote a systematic approach to the development of pedestrian, bicycle path, and transit networks by the public and private sectors in order to improve energy efficient transportation links between major activity areas such as residential neighborhoods, employment centers, shopping areas, parks, and schools.

POLICY 5.1.11.8: ENERGY EFFICIENT DESIGN.

The City shall continue to:

- Promote site planning and design which reduces demand for artificial heating, cooling, ventilation and lighting.
- Design factors include building design, siting and orientation that effectively utilize natural solar resources, wind conditions, tree canopy, and plant material to reduce the effects of exposure to extreme weather conditions.

Energy efficient construction shall be promoted through enforcement of the building and energy codes, through application of new and proven energy-efficient technology and through cooperative efforts with building trades, design professionals, building officials, and county, regional and state agencies concerned with energy conservation.

POLICY 5.1.11.9: ENERGY CONSERVATION IN BUILDING AND CONSTRUCTION.

The City shall continue to enforce energy efficient building codes and promote efficient energy conservation in building heating and cooling systems. The City should promote training workshops in energy efficiency in construction and continue to foster cooperative relationships between building trades, architects, engineers and building officials.

POLICY 5.1.11.10: MONITORING NEW ENERGY CONSERVATION TECHNIQUES.

The City shall continue to monitor and evaluate new cost effective techniques for managing land development, energy conservation, and greenhouse gas emissions. The City shall coordinate these reviews with the State and the ECFRPC. These review efforts shall consider innovation in analysis of energy supplies; alternative energy

sources; energy consumption patterns; cost implications; and energy related impacts of utilities including the electrical utility, water and wastewater systems, and solid waste disposal. Energy use in housing, transportation, industry and commerce shall be monitored and evaluated on a continuing basis using available analytical techniques. Analytical findings shall be used to formulate public policy directed toward needed corrective energy conservation measures.

POLICY 5.1.11.11: MUNICIPAL ENERGY-EFFICIENCY.

The City shall continue to lead by example and incorporate energy-efficient designs and strategies in municipal buildings and facilities in order to encourage the construction, and retrofiting, of energy-efficient structures in the City.

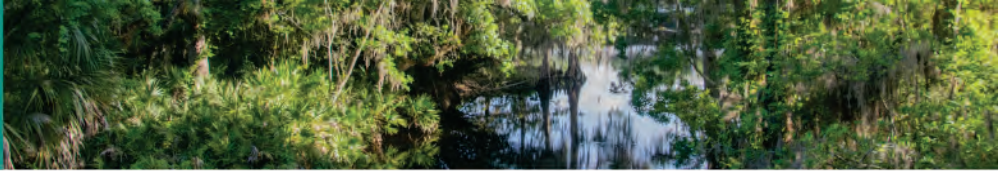
OBJECTIVE 5.1.12: INTERGOVERNMENTAL COORDINATION FOR MANAGING CONSERVATION ACTIVITIES.

The City shall maintain an intergovernmental coordination mechanism to manage natural resources and assist in implementing appropriate laws, ordinances, and plans of existing State, regional and local agencies sharing responsibilities for managing natural resources within the City.

POLICY 5.1.12.1: IMPLEMENTING POLICIES FOR INTERGOVERNMENTAL COORDINATION IN MANAGING CONSERVATION ACTIVITIES.

The City of Kissimmee shall continue to coordinate with Osceola County and appropriate regional, State, and federal agencies in managing conservation resources. Management activities shall include, but not be limited to the following:

1. The City shall coordinate the following conservation resource management issues with Osceola County and other public entities as needed:
 - a. Participate in County forums and in technical review activities concerning emergency preparedness, directed toward issues including update of the Peacetime Emergency Preparedness Plan.
 - b. Participate in technical review concerning water quality, floodplain management, and surface water management, and fish and wildlife, vegetative communities, especially issues impacting major environmentally sensitive resources such as Lake Tohopekaliga, Shingle Creek, and Mill Slough. The activities shall also be coordinated with State and regional entities having appropriate jurisdictional interests.
 - c. Public access issues be coordinated with Osceola County, including issues surrounding maintenance and improvements.



2. Major issues to be coordinated with the Florida Department of Environmental Protection (FDEP) and the South Florida Water Management District (SFWMD) as may be appropriate in managing the following activities:
 - a. The City shall coordinate all development and resource conservation measures impacting Lake Tohopekaliga with the Florida Fish and Wildlife Conservation Commission and FDEP, as well as other applicable public agencies. These activities shall include, but not be limited to, review of proposed development potentially impacting natural resources, including development petitions for docks, shoreline stabilization, dredging, or other alteration of natural resources under the State's jurisdiction.
 - b. The City shall coordinate with technical staff within the SFWMD, and FDEP, in order to assure implementation of sound principles and practices of conservation resource management during the development review process as well as in the formulation of policies impacting coastal resource management.
 - c. The City shall coordinate with the SFWMD as well as other appropriate State agencies in matters surrounding stormwater management, floodplain protection, drainage, water quality and quantity, and consumptive use permitting.

MAPS

Wetlands and Water Bodies

Wells Area

Flood Plains

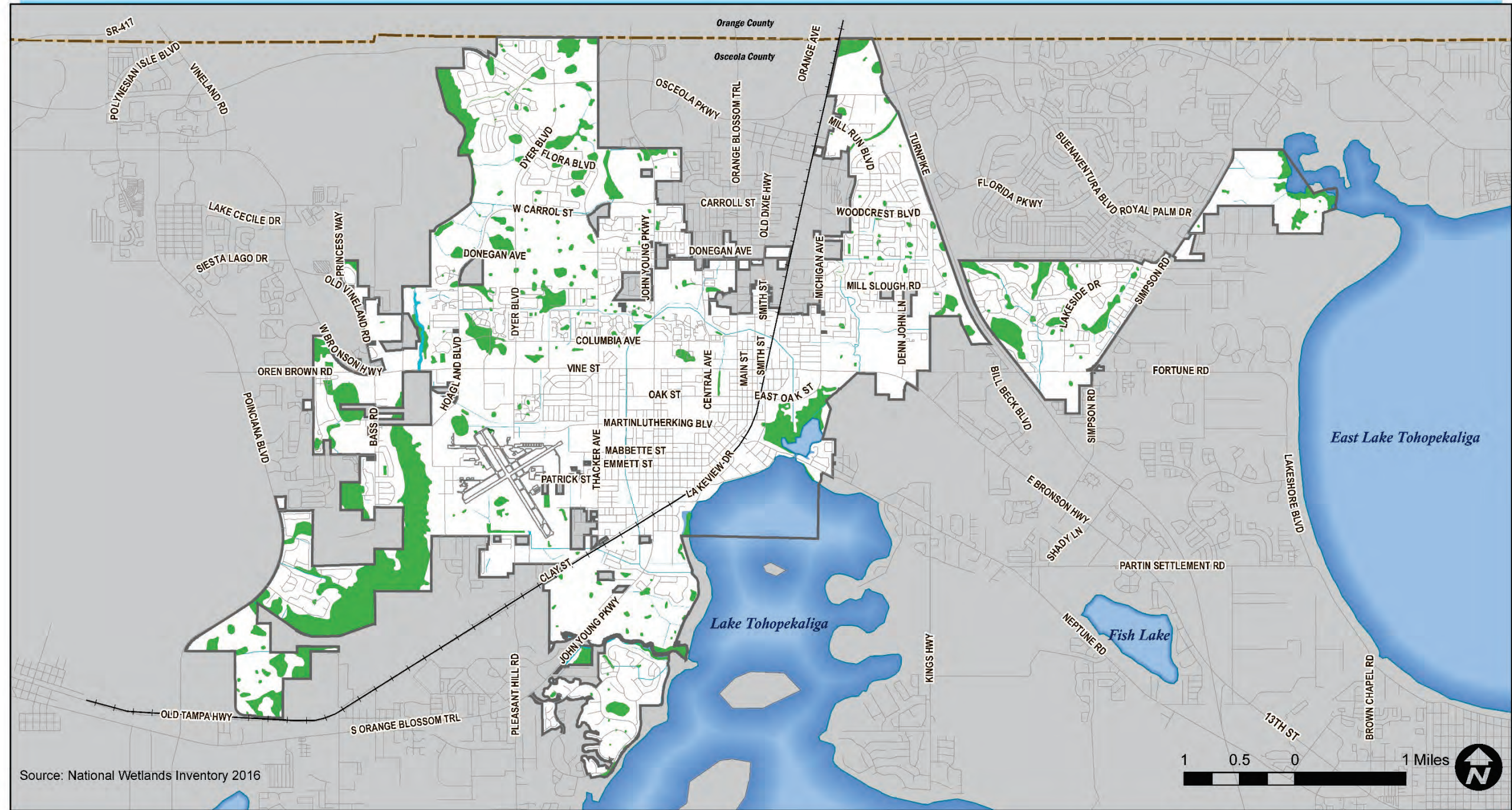
Soil Types

Topography

Vegetative Cover

Rare Species Habitat Map

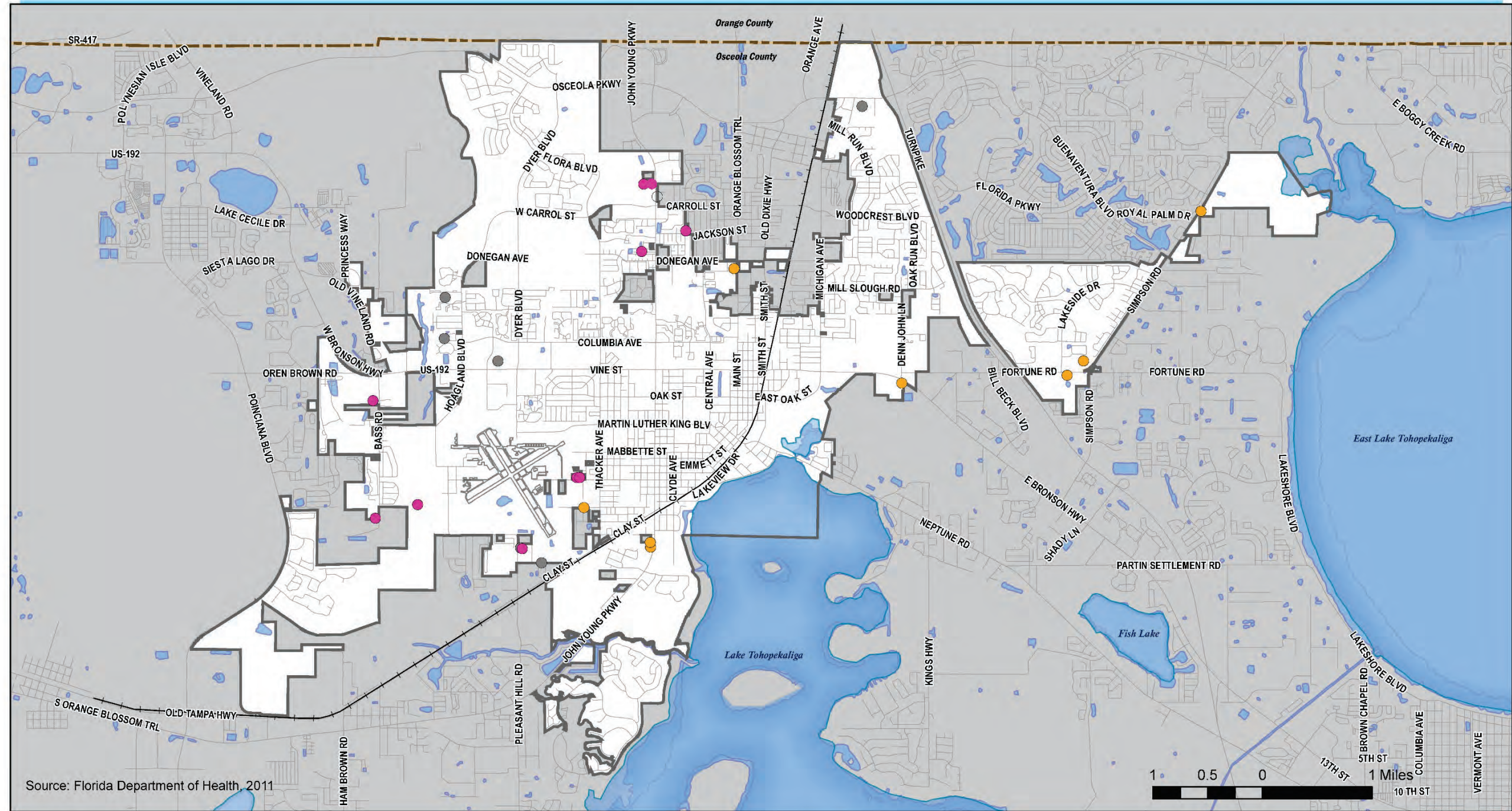
Figure 5-1: Wetlands and Water Bodies Map



Source: National Wetlands Inventory 2016

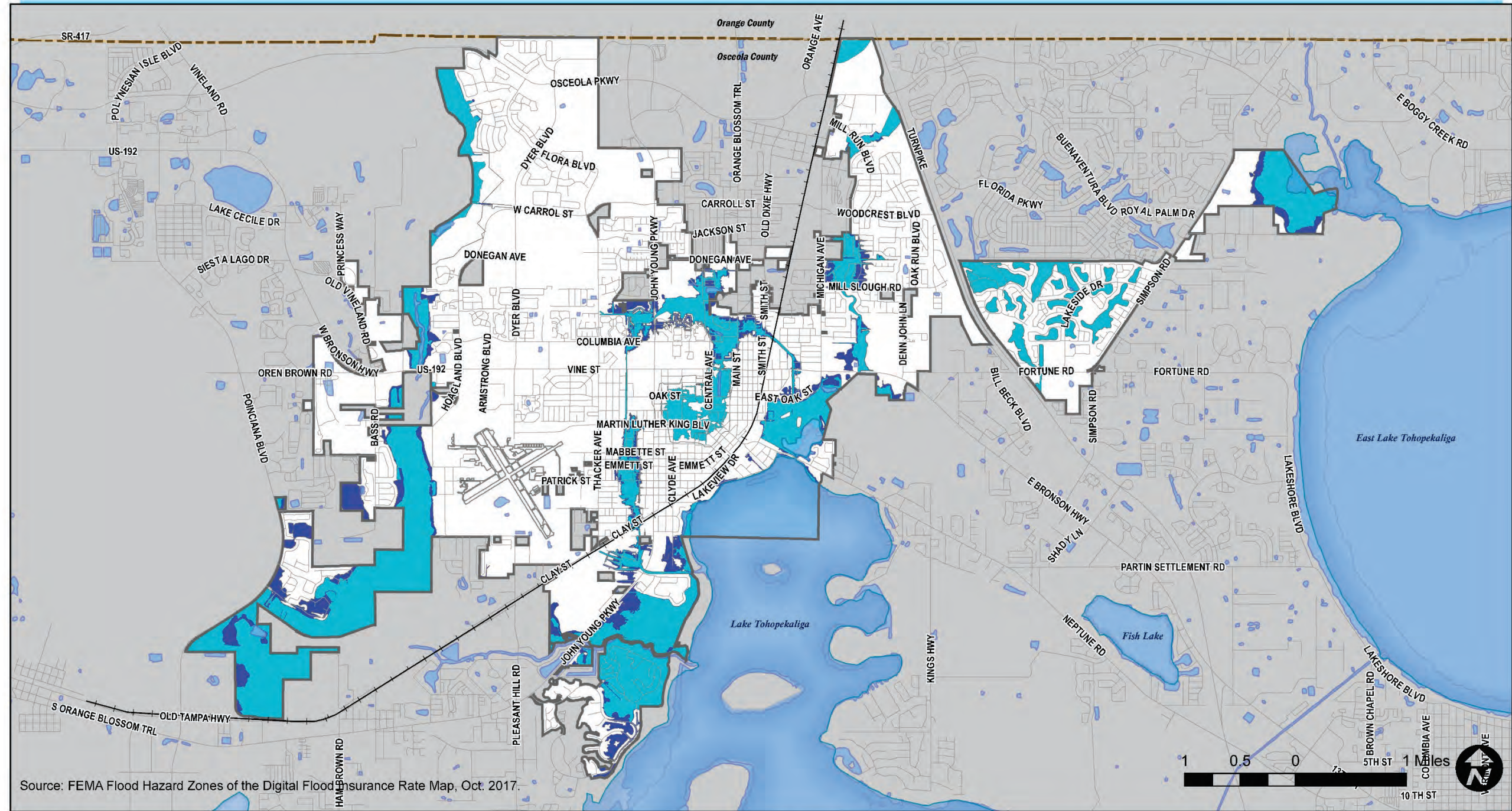
- Rivers & Creeks
- Palustrine Wetlands
- Lakes
- City Limits
- County Boundary
- Unincorporated Area

Figure 5-2: Wells Area Map



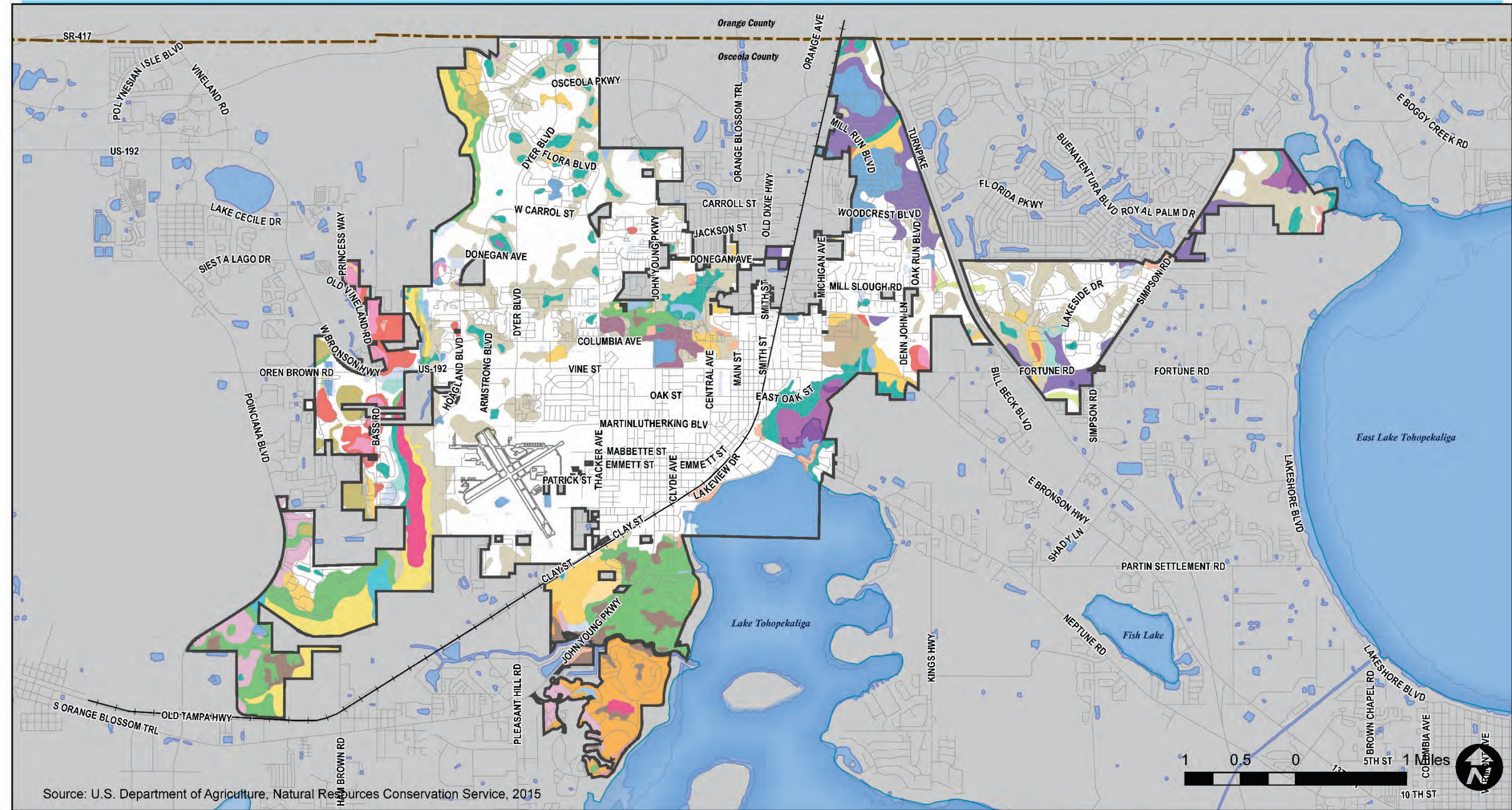
- Private Well
- Public Well
- Irrigation Well
- City Limits
- County Boundary
- Unincorporated Area

Figure 5-3: Flood Plains Map



- | | | |
|---------------------|---------------------|-------------|
| FLOODPLAIN | | City Limits |
| 100-YEAR FLOODPLAIN | County Boundary | |
| 500-YEAR FLOODPLAIN | Lake | |
| OUTSIDE FLOODPLAIN | Unincorporated Area | |

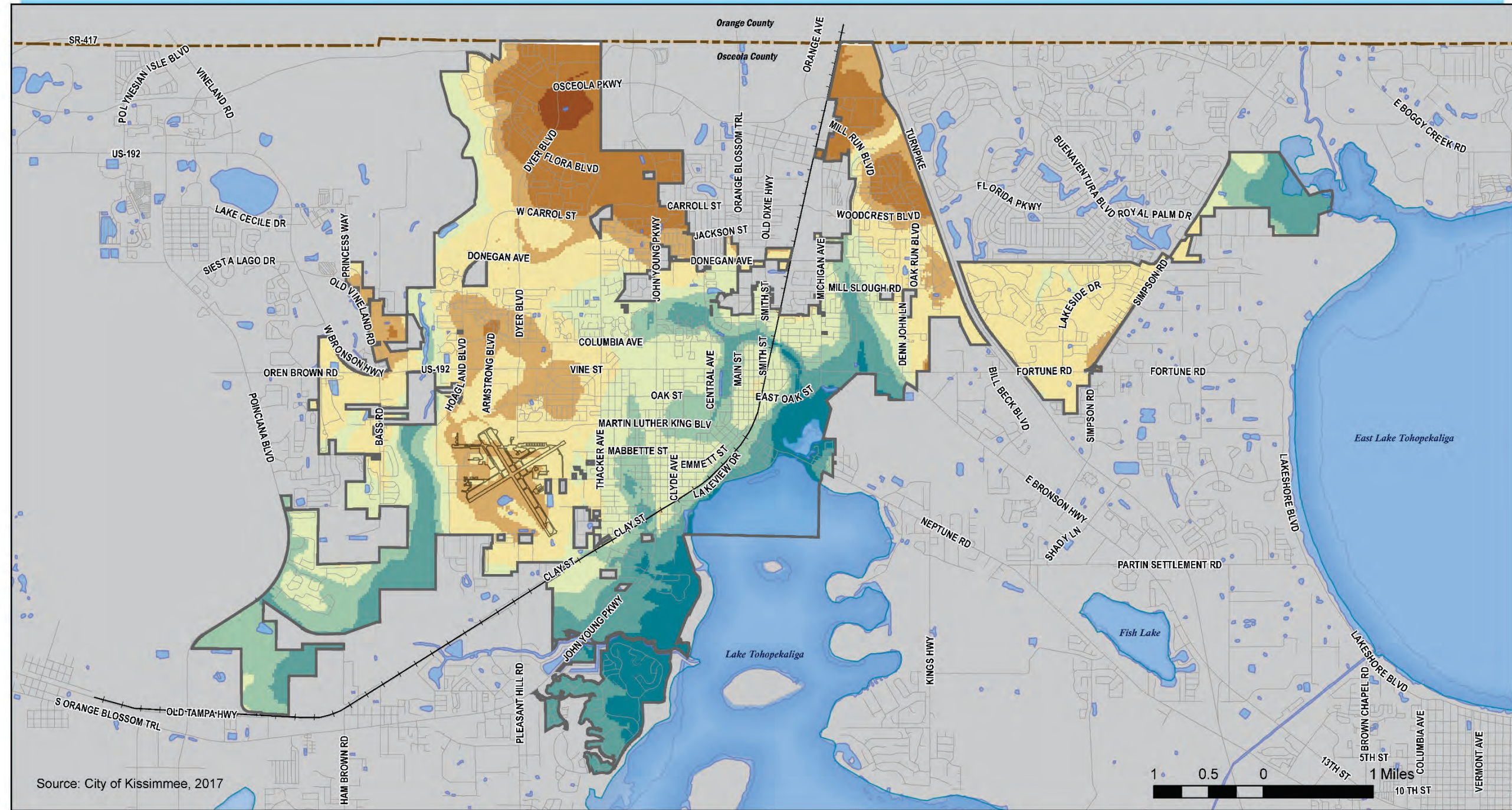
Figure 5-4: Soil Types Map



City Limits	ADAMSVILLE	FLORIDANA	KALIGA	ONA	SAMSULA	WINDER
County Boundary	ADAMSVILLE VARIANT	GENTRY	LOKOSEE	PLACID	SMYRNA	WATER
	ARENDS	HOLOPAW	MYAKKA	PLACID VARIANT	TAVARES	Unincorporated Area
	BASINGER	HONTOON	NARCOOSSEE	POMELLO	WABASSO	
	DELRAY	IMMOKALEE	NITTAW	RIVIERA	WAUCHULA	

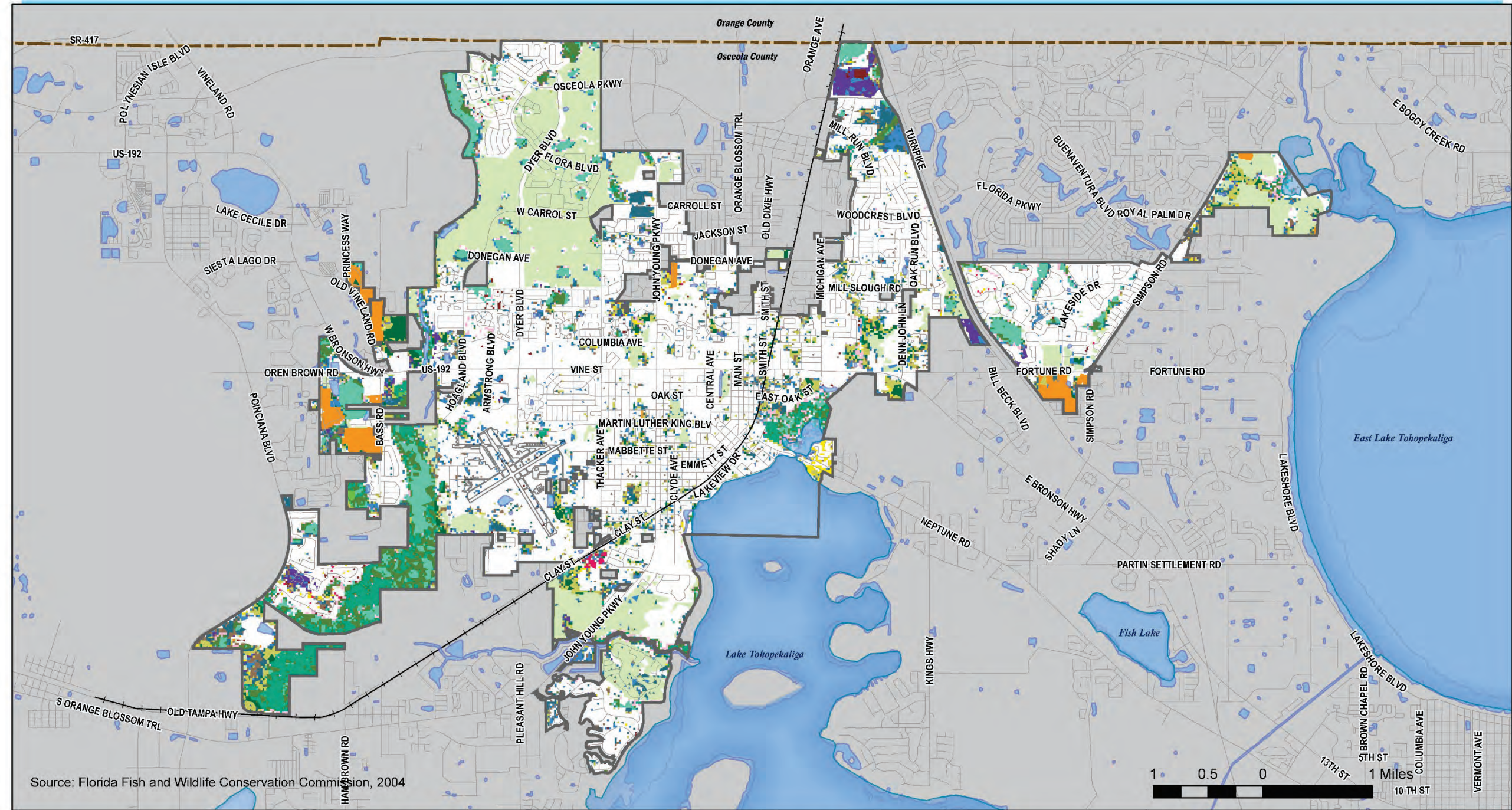


Figure 5-5: Topography Map



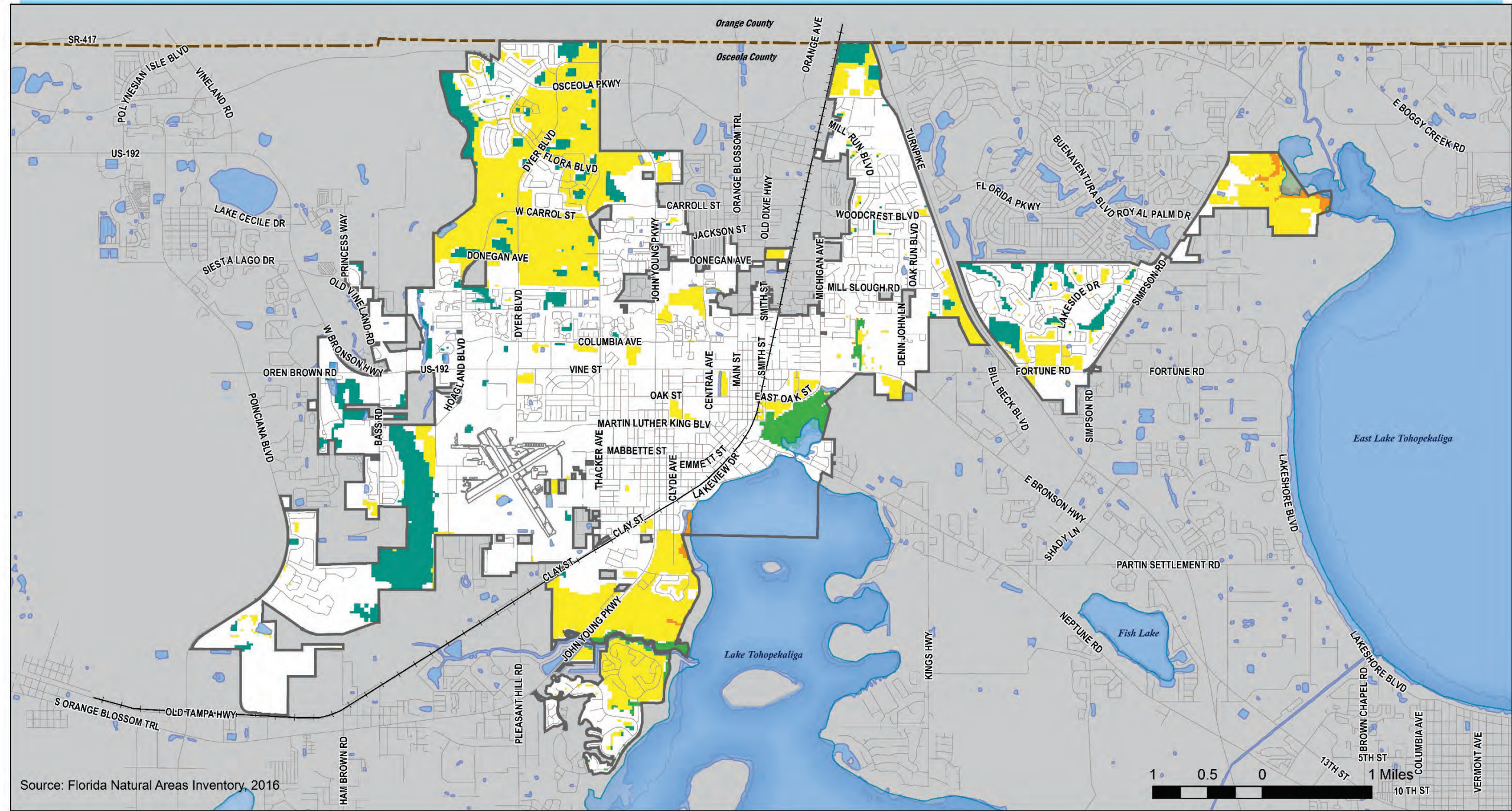
Elevation (ft.)		
49 - 55	71 - 75	City Limits
56 - 60	76 - 80	County Boundary
61 - 65	81 - 85	Unincorporated Area
66 - 70	86 - 90	Lake

Figure 5-6: Vegetative Cover Map



- | | | | | |
|--------------------|-------------------------------|-----------------------------|---------------------|-----------------------------|
| Bare soil/Clearcut | Dry Prairies | Improved Pasture | Pinelands | Unimproved/Woodland Pasture |
| Bay Swamp | Grassland | Mixed Hardwood-Pine Forests | Row/Field Crops | City Limits |
| Citrus | Hardwood Hammocks and Forests | Mixed Wetland Forest | Shrub Swamp | County Boundary |
| Cypress Swamp | Hardwood Swamp | Other Agriculture | Shrub and Brushland | Unincorporated Area |

Figure 5-7: Rare Species Habitat Map



**Rare Species Habitat Conservation Priorities
(Priority 1 - highest, Priority 6 - lowest)**

- Priority 3
- Priority 5
- City Limits
- Unincorporated Area
- Priority 4
- Priority 6
- County Boundary



6 RECREATION & OPEN SPACE

Kissimmee 2040 Comprehensive Plan

Recreation & Open Space

prepared for

City of Kissimmee

prepared by

Cambridge Systematics, Inc.
2101 West Commercial Boulevard, Suite 3200
Fort Lauderdale, FL 33309

date

November 2018

Cover photo source: City of Kissimmee Public Information Office



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GOALS, OBJECTIVES, AND POLICIES

This section stipulates goals, objectives, and implementing policies for the Recreation and Open Space Element pursuant to §163.3177(6) (e), Florida Statutes.

GOAL 6.1: PROVIDE ADEQUATE RECREATION AND OPEN SPACE.

Ensure provision of a comprehensive system of recreation facilities and open space sites that meet the needs of existing and projected user groups within the City.

OBJECTIVE 6.1.1: SYSTEM OF PARKS AND RECREATION.

The system of parks and recreation facilities shall continue to be improved and maintained over time in order to meet the needs of the existing and projected future population, including recreational and open space outside of the City of Kissimmee limits in unincorporated Osceola County but proximal to the City.

POLICY 6.1.1.1: LEVEL OF SERVICE STANDARDS FOR PARKS AND RECREATION FACILITIES.

The City of Kissimmee shall continue to maintain a minimum level of service standard of 5 acres per 1000 total residents. This standard shall be used as level of service criteria in reviewing proposals for development orders or permits. When possible, the City shall go beyond this standard and attain a higher level of service for its parks and recreation facilities.

POLICY 6.1.1.2: BALANCE OF PARK TYPES.

The City will continue to provide a balance of recreational facilities and parks to meet the recreational needs of its existing and future residents including neighborhood, community, regional, and special use park types, as well as large urban parks.

POLICY 6.1.1.3: DISTRIBUTION OF PARK TYPES.

The City shall continue to strive to locate new neighborhood, community, and special use parks and recreation facilities in areas and neighborhoods with the least access to existing parks and recreation facilities, in order to create an equitable distribution of parks throughout the City. Access to different park types shall be based on a comparison of the approximate travel distances on the transportation network anticipated for each park type to the maximum recommended travel distances for each park type. Recreational and open space areas should adjust with changing community preferences and may include passive and active uses such as urban plazas, place-making mini-parks, cultural facilities, and dog parks or skate parks.



POLICY 6.1.1.4: PLANNED CAPITAL IMPROVEMENTS TO MEET RECREATION FACILITY DEMANDS.

The Capital Improvements Element shall include scheduled funding for recreational facilities needed to meet deficiencies, and satisfy an equitable distribution of park types.

POLICY 6.1.1.5: RECREATION IMPACT FEES FOR RECREATION IMPROVEMENTS.

The City shall continue to enforce the mandatory recreation impact fee on all residential dwellings in order to ensure that new development provides for recreational demands generated by respective developments.

POLICY 6.1.1.6: FUTURE RECREATIONAL CAPITAL IMPROVEMENT.

If in the future the City identifies recreational improvements for which public funds are needed, as opposed to developer-financed improvements, the City shall schedule and incorporate such capital projects in the Capital Improvements Element.

POLICY 6.1.1.7: MAINTENANCE OF RECREATION LAND AND FACILITIES.

The City shall maintain existing and future recreational land and facilities through the City's general fund, recreation impact fees, and Capital Improvements budget for the materials, staffing, and equipment necessary to maintain those recreational lands. Recreational lands shall continue a regular schedule of maintenance by City employees to ensure that safety and aesthetic value is retained at all public parks, open space, and recreational facilities and properties throughout the City.

OBJECTIVE 6.1.2: PROTECT RECREATION FACILITIES AND PARKS.

The City shall continue to protect lands designated as recreation on the Future Land Use Map from incompatible land uses, and such designated lands shall remain functionally intact.

POLICY 6.1.2.1: PROTECTION FROM INCOMPATIBLE LAND USES.

The City shall continue to protect all lands designated "Recreation" on the Future Land Use Map from incompatible land uses by reviewing all development plans within a 300 foot radius from all public park and recreation facility properties. Signage will be placed designating "public park" at all properties designated as public parks, recreation facilities, and/or open space to ensure that these properties remain functionally intact.

POLICY 6.1.2.2: GRANTSMANSHIP FOR PASSIVE RECREATION FACILITY AND OPEN SPACE CONSERVATION.

The City of Kissimmee shall continue to pursue recreation and open space grant funds from available state and federal programs in order to implement recreation, open space, and



conservation goals, objectives, and policies maintaining in perpetuity a linear open space system for recreation along Shingle Creek.

POLICY 6.1.2.3: JOINT CITY - COUNTY SHINGLE CREEK CORRIDOR CONSERVATION AND RECREATION PROJECT.

The City shall continue to leverage funding and expand partnerships to enhance and maintain the Shingle Creek Regional Multiuse Trail and the Shingle Creek Regional Park which connect City and unincorporated County lands adjacent to environmentally fragile and scenic segments of Shingle Creek.

POLICY 6.1.2.4: OPEN SPACE IN DEVELOPMENTS WITH RESIDENTIAL USES.

The City shall continue to protect open space systems in single family and multi-family residential developments, and all mixed use projects with residential components outside of the Multimodal Transportation District by enforcing the provisions in the Land Development Code regarding open spaces in residential developments. These shall include requiring that acreage equal to at least 25 percent of the buildable acreage be devoted to open space. Of this requirement, the City shall continue to require acreage equal to at least 3 percent of the buildable acreage for active recreation, but shall not require acreage equal to more than 6 percent of the building acreage for passive recreation. Of the total open space requirement, the City shall continue to require acreage equal to at least 15 percent of the buildable acreage for passive recreation.

OBJECTIVE 6.1.3: ACCESS TO RECREATION FACILITIES.

All public recreational parks and facilities shall have operational automobile, bicycle and pedestrian access as deemed appropriate by the City Commission. Accessibility shall be based upon the size, scale, facilities and programming present at the facility.

POLICY 6.1.3.1: RIGHT-OF-WAY IMPROVEMENTS.

The City shall continue to provide maintenance of recreation facility right-of-ways by qualified staff and by utilizing proper equipment. Landscaping and live plants will be properly maintained. Structures will be inspected and repaired when damage is noticed.

POLICY 6.1.3.2: DESIGN OF ACCESS FACILITIES.

All new or redeveloped public parks and facilities shall be designed and constructed with accessways that are compatible with the character and quality of on-site natural resources, and are compatible with the Americans with Disabilities Act.



POLICY 6.1.3.3: PARKING AREAS AND BICYCLE ACCOMMODATIONS.

The City shall continue to provide vehicular parking spaces and/or bicycle racks or lockers at recreational sites where needed and deemed feasible, and to meet multimodal transportation initiatives in the City.

POLICY 6.1.3.4: FACILITIES FOR HANDICAPPED AND ELDERLY.

The City shall continue to assure that future recreation areas and facilities are accessible to the disabled and the elderly.

OBJECTIVE 6.1.4: ACCESS TO LAKE TOHOPEKALIGA AND TRIBUTARIES.

The City of Kissimmee shall continue to provide and maintain access points to Lake Tohopekaliga, which serves as an entry point to portions of tributaries such as the southern part of Shingle Creek.

POLICY 6.1.4.1: REQUIRE THE AVAILABILITY AND MAINTENANCE OF BOAT RAMPS.

The City shall assure access to Lake Tohopekaliga, and Shingle Creek, by continuing to provide and maintain the existing seven boat ramps at Lakefront Park. Through an agreement with Florida Fish and Wildlife Conservation Commission, the City must keep the boat ramps and facilities open for public use, maintained in accordance with all applicable health and safety standards and kept in good repair to prevent undue deterioration and provide for public use (Paragraph 3 of Agreement #88139). Access to Shingle Creek is via Lake Tohopekaliga.

POLICY 6.1.4.2: PUBLIC ACCESS

The City will continue to actively manage Lake Tohopekaliga's natural areas to provide a safe and welcome area for the public.

OBJECTIVE 6.1.5: PUBLIC AND PRIVATE COORDINATION IN PLANNING FOR RECREATION IMPROVEMENTS.

The City shall continue to coordinate planning for recreation improvements with each level of government, including Osceola County, the Osceola County School Board, the State of Florida, community organizations, and the private sector in order to promote recreational opportunities in a cost effective manner. The City is not responsible for deficiencies in unincorporated Osceola County.

POLICY 6.1.5.1: JOINT FACILITIES USE AND PLANNING.

The City shall continue to honor the Intergovernmental Recreational Facilities Agreement with the Osceola County School Board, and all other similar interlocal agreements governing co-location and joint-use of recreation facilities. The City has amended this agreement whereby both parties agree to improve existing school recreation sites so that



these areas may also serve as neighborhood or community parks. Improvements should concentrate on adding facilities that are shown to be deficient. The City and School Board shall also jointly devise plans for developing recreational areas of future school sites to neighborhood and community park standards in accordance with the Interlocal Planning Coordination Agreement between the City and the School Board.

POLICY 6.1.5.2: CITY-COUNTY COORDINATION OF RECREATIONAL LEVELS OF SERVICE.

The City shall continue to coordinate its level of service standards for parks with those of Osceola County in close proximity to the City. Upon annexation, any deficit in park land acreage caused by the annexation shall be corrected by the City in order to meet the adopted recreation level of service standard.

POLICY 6.1.5.3: COORDINATE WITH THE PRIVATE SECTOR.

The City shall continue to coordinate with the private sector as well as existing and future businesses located within the City to develop additional mechanisms for accommodating future recreation land and facility needs.

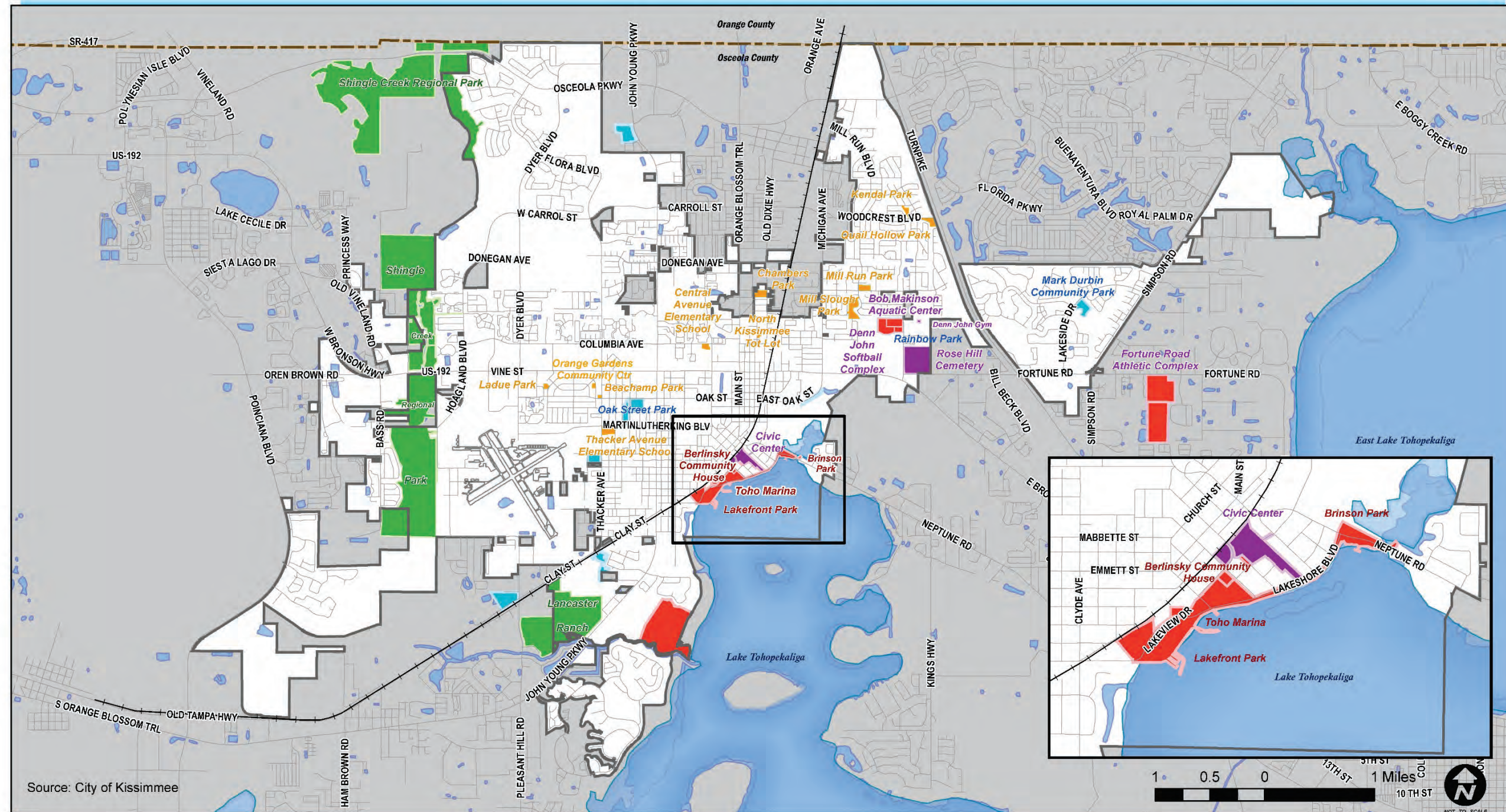


MAPS

Existing Recreation Facilities



Figure 6-1: Existing Recreation Facilities Map



Source: City of Kissimmee

Park Type

- Regional
- Neighborhood
- City Limits
- Large Urban
- Special Use
- County Boundary
- Community
- Unincorporated Area





7 INTERGOVERNMENTAL COORDINATION

Kissimmee

2040 Comprehensive Plan

Intergovernmental Coordination

prepared for

City of Kissimmee

prepared by

Cambridge Systematics, Inc.

2101 West Commercial Boulevard, Suite 3200
Fort Lauderdale, FL 33309

date

November 2018

Cover photo source: City of Kissimmee Public Information Office

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GOALS, OBJECTIVES, AND POLICIES

This section stipulates goals, objectives, and implementing policies for the Intergovernmental Coordination Element pursuant to §163.3177(6)(h), Florida Statutes.

GOAL 7.1 PROVIDE MECHANISMS FOR IMPROVED INTERGOVERNMENTAL COORDINATION

The City shall undertake actions necessary to establish governmental relationships designed to maintain and improve the coordination of public and private entities involved in development activities, growth management, and resource conservation.

OBJECTIVE 7.1.1 PROCESS FOR INTERGOVERNMENTAL COORDINATION.

Systematically coordinate the development and implementation of the City's Comprehensive Plan with the plans and programs of Osceola County, the School District of Osceola County, MetroPlan Orlando, LYNX, and other federal, state, regional, local, and non-governmental entities through formal and informal means.

POLICY 7.1.1.1: RESPONSIBLE ENTITY FOR INTERGOVERNMENTAL COORDINATION.

The City Commission shall continue to be responsible for ensuring an effective intergovernmental coordination program for the City, including maintenance of a Comprehensive Plan consistent with the State Comprehensive Plan and East Central Florida Regional Planning Council Regional Policy Plan. The City Manager or his designated representative shall represent the City in coordinating matters of common interest on technical coordination committees. These forums shall be used to prevent or eliminate duplication of governmental activities.

POLICY 7.1.1.2: COORDINATION WITH ADJACENT JURISDICTIONS.

The City will continue to assist Osceola County and Orange County with coordinated planning for unincorporated areas within one and one-half miles of the City limits. The City shall consider compatibility with adopted land use plans of adjacent local governments and will request copies of proposed amendments within this area for the City's review to promote consistency with the City's adopted Plan.

POLICY 7.1.1.3: COORDINATION OF GROWTH MANAGEMENT ISSUES.

The City shall continue to pursue resolution of growth management issues with impacts transcending the City's political jurisdiction, by participating on ad hoc technical coordination committees, through joint technical analysis of mutual problems and issues, and through structures for conflict resolution that are designed to further the goals,



objectives, policies, and adopted levels of service. Issues to be pursued include, but are not limited to the following:

1. *Land Use Planning Within and Adjacent to the Unincorporated Urban Area.* The City shall coordinate with Osceola County in managing land uses within unincorporated Osceola County's urban growth boundary. The City's ability to coordinate adopted City and County levels of service would be adversely impacted by independently derived land use policies within the urban planning area.
2. Therefore, the City shall continue to coordinate with the County in drafting interlocal agreements which provide a management framework for a variety of growth management issues within the County's urban growth boundary.
3. *Urban Area Water and Wastewater Services.* The Toho Water Authority (TWA) shall continue to coordinate and manage issues surrounding delivery of potable water and wastewater services within the City of Kissimmee and the unincorporated urban area established pursuant to Ch. 180 F.S. Various interlocal agreements between the City and Osceola and Orange counties, the Reedy Creek Improvement District, Celebration Community Development District, TWA, the City of St. Cloud, and Orange-Osceola Utilities as may be hereafter amended, shall continue to serve as medium for resolving issues surrounding levels of service, rate structures, and related issues.
4. The City of Kissimmee shall periodically update its Water Supply Facilities Work Plan (Work Plan) outlined in Chapter 4A: Potable Water Sub-Element of the Public Facilities Element to be consistent with the most recent Kissimmee Basin Water Supply Plan Update from the South Florida Water Management District (SFWMD), and consistent with policies in the Public Facilities Element. Maintaining and amending the Work Plan shall be a cooperative effort between TWA and the SFWMD.
5. *Solid Waste Disposal.* The City shall continue to coordinate with Osceola County's solid waste management program, privately contracted waste haulers, and in accordance with Chapter 4E: Solid Waste Sub-Element of the Public Facilities Element.
6. *Transportation.* The City shall continue to coordinate area-wide transportation issues with Osceola County, Orange County, the Orlando Urban Area Metropolitan Planning Organization (MPO) aka MetroPlan Orlando, the Central Florida Regional Transportation Authority aka LYNX, the Florida DOT, and any other entities providing transportation facilities and service within the City, in accordance with the goals, objectives and policies of Chapter 2: Transportation Element.

7. *Surface Water and Stormwater Management.* The City shall continue to coordinate resolution of water management issues transcending local jurisdictional boundaries with the South Florida Water Management District, the Tohopekaliga Water Authority (TWA), as well as through joint City-County review of land use policy and development proposals having potential impacts on stormwater and surface water management. Issues surrounding potential impacts of existing and proposed development on water quality and quantity, particularly on Lake Tohopekaliga, Mill Slough and Shingle Creek, shall be addressed.
8. *Housing.* The City shall continue to coordinate with the Department of Housing and Urban Development, the Florida Housing Finance Corporation, and other state and federal housing entities in order to achieve assistance through available housing and neighborhood infrastructure improvement programs, including but not limited to the Community Development Block Grant Program.
9. *Recreation & Open Space Systems and Joint Use of Public School Parks.* The City shall continue to work with the School District of Osceola County, Osceola County, the State Department of Environmental Protection, the South Florida Water Management District and other appropriate entities to further implement the goals, objectives and policies of the Conservation Element and the Recreation and Open Space Element.
10. *Disaster Preparedness.* The City shall continue to coordinate with the East Central Florida Regional Planning Council, the Osceola County Public Safety Department and other governmental entities as appropriate in maintaining and updating plans and policies for emergency preparedness in order to protect public and private property and human lives from the effects of natural disaster.
11. *Population Projections.* The City shall coordinate with Osceola County, the City of St. Cloud, MetroPlan, the South Florida Water Management District, the East Central Florida Planning Council, Tohopekaliga Water Authority, and the Osceola County School Board in developing population projections for the purposes of decision-making and for planning future public facility needs.
12. *School Siting.* The City shall coordinate with the Osceola County School Board with regards to the siting of schools and school facilities, and the planning and development of new schools in accordance with Chapter 1: Future Land Use Element.
13. *Siting of Facilities with Countywide Significance.* The City shall continue to coordinate with Osceola County and other governmental entities in addressing issues related to the siting of facilities with countywide significance (including locally unwanted land



uses). The City shall accomplish this coordination through informal ad hoc technical committees, interlocal agreements, or joint planning agreements or a combination of all three approaches.

POLICY 7.1.1.4: TOHOPEKALIGA WATER AUTHORITY INTERLOCAL AGREEMENT.

The City of Kissimmee and Osceola County entered into an Interlocal Agreement relating to the establishment of the Tohopekaliga Water Authority (TWA), dated March 1, 2003, in order to develop a cooperative approach to provide water and wastewater services and facilities to the City and the County. This Interlocal Agreement creates the mechanisms by which the City, County, and TWA will implement the program set forth in the Ten-Year Water Supply Facilities Work Plan to ensure established levels of service are achieved and maintained for water and wastewater services. The City will continue to work with TWA to implement this agreement to provide water and wastewater services to the City.

POLICY 7.1.1.5: CITY PARTICIPATION ON THE TOHOPEKALIGA WATER AUTHORITY BOARD OF SUPERVISORS.

The City shall continue to appoint representatives to the Tohopekaliga Water Authority Board of Supervisors.

POLICY 7.1.1.6: COORDINATION WITH REGIONAL WATER RESOURCES PLANNING EFFORTS.

The City shall be proactive in regional water resources planning efforts through enhanced coordination with adjacent jurisdictions, water providers, and regional water management districts as provided for in Chapter 4A: Potable Water Sub-Element of the Public Facilities Element of the City's Comprehensive Plan.

OBJECTIVE 7.1.2: CONFLICT RESOLUTION.

The City shall coordinate with other public entities for resolving conflicts among Osceola County, the City of St. Cloud, the School District of Osceola County, and other special purpose districts or entities that provide services but do not have regulatory authority over the use of land.

POLICY 7.1.2.1: INFORMAL MEDIATION PROCESS.

The City and Osceola County shall work to establish an informal mediation process for solving intergovernmental coordination problems in a timely manner among local governments and other units of local governments providing services, or those entities without regulatory authority over the use of land.

POLICY 7.1.2.2: COORDINATION WITH THE EAST CENTRAL FLORIDA REGIONAL PLANNING COUNCIL.

Where the City is unable to resolve intergovernmental conflicts through local and/or informal conflict resolution media, or due to the lack of a formalized conflict resolution agreement, the City Commission shall determine if it is appropriate for the respective issue to be mediated through the East Central Florida Regional Planning Council or another independent mediation group as may be agreed upon by the parties in conflict. The City shall not waive any rights under the provisions of Chapter 164, Florida Statutes, or its successor provision.

OBJECTIVE 7.1.3: INFRASTRUCTURE SYSTEMS AND LEVEL OF SERVICE STANDARDS.

The City shall continue to coordinate opportunities and challenges regarding achievement and maintenance of quality and level of service standards for existing and proposed public facilities within the City and adjacent unincorporated areas inside the City's expansion area. These infrastructure opportunities and challenges shall be coordinated with all State, regional, or local agencies, or private entities with responsibility in achieving Level of Service Standards and having existing or proposed future responsibility for the operation and maintenance of such facilities. The objective shall be achieved through the following policies and through participation by the City on various technical committees involved in such issues.

POLICY 7.1.3.1: COORDINATE REGIONAL/SUB-REGIONAL INFRASTRUCTURE ISSUES.

The City shall consider entering into cooperative agreements with adjacent municipalities and counties where such agreements are operationally, fiscally, or environmentally beneficial. The City will continue to work with Osceola County, the School District of Osceola County, and the City of St. Cloud through a Technical Working Group (TWG) in addressing issues surrounding regional or sub-regional infrastructure systems. Issues that shall be coordinated include, but shall not be limited to, water supply planning; wastewater and potable water systems improvements; maintenance of the fire prevention and emergency medical service; improvements to State Roads and County Roads; solid waste and hazardous waste disposal; stormwater and surface water management issues; and planning for projected parks and recreational facilities. The City shall continue to pursue innovative organizational structures that promote cost effective regional or sub-regional perspectives in meeting needs that transcend the boundaries of the City.

POLICY 7.1.3.2: COOPERATION WITH THE EAST CENTRAL FLORIDA REGIONAL PLANNING COUNCIL AND METROPLAN ORLANDO.

The City shall continue to cooperate with the East Central Florida Regional Planning Council (ECFRPC) and MetroPlan Orlando in the review of regional policies and standards requiring coordination with local governments to ensure consistency among



local, county, regional and state plans and policies. Foremost, among such issues shall be assessment of standards for adequate levels of service for regional transportation facilities. However, the City of Kissimmee shall coordinate with the ECFRPC in all matters of regional significance in which the ECFRPC desires City input, including but not limited to, comprehensive plan reviews, and intergovernmental coordination reviews of projects with regional significance.

POLICY 7.1.3.3: CAPITAL IMPROVEMENT PROGRAM COORDINATION.

During preparation of the annual capital improvements program, the City shall evaluate all applicable State, regional, and local programs proposed for funding in order to promote consistency with the Comprehensive Plan. Analysis of alternative improvement programs shall include consideration of cost effectiveness and operational efficiency in order to promote efficiency and economy in governments as mandated in the State Plan.

OBJECTIVE 7.1.4: MULTI-JURISDICTIONAL ENVIRONMENTAL ISSUES.

The City shall continue to coordinate with Osceola County, Orange County, the South Florida Water Management District, the East Central Florida Regional Planning Council, State and federal agencies having related jurisdictional responsibilities, and other organizations as appropriate to ensure consistent and coordinated management of environmental systems transcending jurisdictional boundaries.

POLICY 7.1.4.1: LIAISON WITH PERMITTING AGENCIES.

The City should continue to maintain formal liaisons with County, State, and federal agencies that have permitting responsibility within the City of Kissimmee.

POLICY 7.1.4.2: MANAGEMENT OF LAKE TOHOPEKALIGA, SHINGLE CREEK AND MILL SLOUGH.

The City shall continue to participate with Osceola County, the South Florida Water Management District, the State Department of Environmental Protection, and other environmental protection entities in resolving issues surrounding enhanced water quality, including, but not limited to, assessing development impacts and resource conservation implications. Water quality and quantity measures adopted by the SFWMD will be enforced by the City.

OBJECTIVE 7.1.5: DATA BASE MANAGEMENT AND COORDINATION.

The City shall maintain an appropriate data base in order to further the goals, objectives, and policies of the Comprehensive Plan.

POLICY 7.1.5.1: GENERATE NECESSARY DATA.

The City shall predicate growth management policies and land development strategies upon quantifiable data, where appropriate, that are generally consistent with recognized area-wide projections and forecasts. Where inconsistencies may be identified at a future point in time, the City shall coordinate respective technical issues at the staff level. In conflicts are not thereby resolved, the City shall use conflict resolution media for the purposes of achieving reconciliation.

POLICY 7.1.5.2: CONSIDERATION OF AREAWIDE DATA RESOURCES.

The City shall collect and analyze data developed by Osceola County, Osceola County School Board, and other public entities providing services but not having regulatory authority over the use of land.

OBJECTIVE 7.1.6: JOINT PLANNING AREAS.

The City will consider entering into a Joint Planning Agreement (JPA) with Osceola County to address items of mutual interest including the protocols for annexing land into the City, and for the joint review of comprehensive plan amendments, rezonings, and other changes to land uses that may affect both jurisdictions.

POLICY 7.1.6.1: ANNEXATION CRITERIA.

Any joint planning area (JPA) agreement entered into between the City and County shall contain specific criteria for the annexation of land. Criteria could include but not be limited to the timing of annexations; coordination of land use designations; the timing of infrastructure improvements such as transportation, water, wastewater, drainage, recreation, and public safety facilities, and other issues determined to be important within the JPA.

POLICY 7.1.6.2: COORDINATION OF FUTURE LAND USES.

When the City annexes lands within a joint planning area (JPA), future land use designations shall be consistent with Objective 1.1.10 of the Future Land Use Element. Additionally, the JPA may provide additional guidance regarding the timing and joint review of proposed future land use designation amendments.

POLICY 7.1.6.3: COORDINATION OF LAND DEVELOPMENT PROPOSALS.

A joint planning area (JPA) agreement shall provide the City and County with the opportunity to review development proposals within the JPA with regard to comprehensive plan consistency impacts on urban services, and other issues that may impact the interests of either the City or the County.



POLICY 7.1.6.4: CONFLICT RESOLUTION.

A joint planning area (JPA) agreement shall include provisions for resolving conflicts over development proposals within the JPA. The City will, to the extent practicable, time actions so as to maximize intergovernmental coordination, communication, and provision of public facilities.

OBJECTIVE 7.1.7: TEN YEAR WATER SUPPLY FACILITIES WORK PLAN.

The City shall periodically update its Ten Year Water Supply Facilities Work Plan consistent with the South Florida Water Management District regional water supply plan, and consistent with policies in Chapter 4: Public Facilities Element.

POLICY 7.1.7.1: AGENCY COOPERATION TO MAINTAIN WORK PLAN.

Maintaining and amending the Water Supply Facilities Work Plan shall be a cooperative effort between the City, Tohopekaliga Water Authority (TWA), and the South Florida Water Management District.

POLICY 7.1.7.2: CONSISTENCY WITH REGIONAL PLANS.

The Water Supply Facilities Work Plan shall be consistent with the most recently adopted Kissimmee Basin Regional Water Supply Plan Update from the South Florida Water Management District.



8 CAPITAL IMPROVEMENTS

GOALS, OBJECTIVES, AND POLICIES

Kissimmee 2040 Comprehensive Plan

*Capital Improvements
Goals, Objectives, and Policies*

prepared for

City of Kissimmee

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date

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GOALS, OBJECTIVES, AND POLICIES

This section stipulates goals, objectives, and implementing policies for the Capital Improvements Element pursuant to §163.3177(5)(c), Florida Statutes.

GOAL 8.1 MANAGEMENT OF CAPITAL IMPROVEMENTS.

The City shall undertake actions necessary to adequately provide needed public facilities within the City's jurisdiction in a manner which protects investments and existing facilities, maximizes the use of existing facilities, and promotes orderly compact growth.

OBJECTIVE 8.1.1 RATIONALE FOR CAPITAL IMPROVEMENTS.

Capital improvements will be provided for purposes of correcting existing deficiencies, accommodating desired future growth, and replacing worn-out or obsolete facilities, as indicated in the five-year schedule of improvements contained within this Element.

POLICY 8.1.1.1: INTENT OF CAPITAL IMPROVEMENT ELEMENT.

The City is committed to growth management which incorporates appropriate fiscal management practices and procedures. The City shall consider the use of all legal and equitable fiscal management techniques to achieve delivery of public services and facilities needed by existing and anticipated future populations. The capital improvement program presented herein identifies capital improvements needed by the existing population to satisfy levels of service standards incorporated within this Comprehensive Plan. The City shall consider performance standards as well as legal and equitable fees, where appropriate, to ensure that new developments provide in advance of development a sufficient level of public facilities and services (or fees in lieu thereof) in order to cover the costs of needed facilities and services, the demands for which are specifically attributable to such new development.

The element shall provide a basis for estimating fiscal impacts required by capital improvements included in the Comprehensive Plan. The capital improvements program and budgeting process provides an on-going process for continued planning and review of the City's capital outlays, including their location, timing, estimated cost, relative priority, and potential funding sources. The capital improvement program and budget process is an advisory planning function. Capital outlays are fixed only by the City Commission.

POLICY 8.1.1.2: CAPITAL IMPROVEMENT PROGRAM.

The term "capital improvement" project, as used in the Comprehensive Plan, is defined as a project that is self-contained and that will usually be constructed or purchased as a unit. Capital improvements generally include only those items constructed or purchased that have a useful life extending beyond a ten-year period following their acquisition, and usually involve a cost in excess of \$10,000 or involve the acquisition or disposal of land regardless of cost. Minor recurring annual expense items, including routine maintenance and repairs, are excluded. All projects that are to be financed from bond funds are included. Similarly, preliminary engineering studies for public facilities such as the design improvements to the transportation, water, wastewater, and drainage systems are generally itemized as capital expenditure items due to their significant cost and their impact on the capital improvement program.

The capital improvement program and budget is concerned with the assessment of need, assignment of priorities, and efficient allocation of City's existing and potential fiscal resources for major community improvements or acquisitions over a five to ten year period. The fundamental purposes of the capital programming process are as follows:

- To consolidate and coordinate all the various departmental requests by taxing district with the hope of reducing delays and coordinating individual improvement programs.
- To establish a system of procedures and priorities by which each proposal can be evaluated in terms of public need, long range development plans, and short and long-term fiscal management impacts.
- To schedule future capital outlay projects pursuant to identified needs and priorities.
- To set forth a financing program that identifies potential funding sources, including but not limited to ad valorem taxes/general obligation bonds; user fees/revenue of excise tax bonds; grant programs; equitable contributions or exactments; as well as performance standards and other components which may be used as a fiscal strategy for obtaining needed capital improvements in developing areas.
- To coordinate joint projects involving participation by one or more local governments, as well as regional, state, or federal agencies.

POLICY 8.1.1.3: CAPITAL IMPROVEMENT PROGRAM AND BUDGET AS A PLAN IMPLEMENTATION DEVICE.

The capital improvements program shall be used for achieving orderly urban growth and development. By providing a planned and reasonably reliable schedule of public projects, the capital improvement program and budget shall provide a guide for both public and private capital investment decisions influencing community development patterns. The capital improvement programming and budgeting process is a primary tool for closely coordinating land use planning and fiscal management required to successfully carry out the Comprehensive Plan.

POLICY 8.1.1.4: AVAILABILITY AND SCHEDULING OF CAPITAL IMPROVEMENTS.

The City shall include within the five-year schedule of capital improvements all capital improvements which are identified in any of the respective elements of the City's Comprehensive Plan. Capital improvements with an estimated cost of more than \$10,000 shall be included in the five-year capital budget and annual budget. The budgets shall be prepared by the City Manager and adopted by the City Commission. Also, the capital improvement program and budget process shall be used to plan for needed infrastructure improvements to serve developments for which development orders were issued prior to plan adoption.

POLICY 8.1.1.5: PRIORITIES IN ALLOCATING CAPITAL IMPROVEMENTS.

In allocating priorities for scheduling and funding capital improvements needs, the City shall assign highest priority to capital improvement projects in the five-year schedule of improvements which are designed to correct existing deficiencies.

POLICY 8.1.1.6: CITY MANAGER TO DRAFT AND RANK CAPITAL IMPROVEMENTS PRIORITIES.

The City Manager shall have the authority and responsibility to evaluate and recommend a rank order of priority for each capital improvement which is proposed for inclusion in the five-year schedule of capital improvements. The City Commission shall review and retain its authority to adopt the recommendations of the City Manager with or without modifications in the proposed five-year schedule of improvements.

POLICY 8.1.1.7: CAPITAL IMPROVEMENT PROJECT EVALUATION CRITERIA.

Proposed capital improvement projects shall be evaluated and ranked according to the following priority level guidelines:

1. Level 1: Whether the project is needed to:

- a. Protect public health and safety.
 - b. Fulfill the City's legal commitment to provide facilities and services.
 - c. Preserve or achieve full use of existing facilities.
2. Level 2: Whether the project accomplishes the following:
- a. Increases efficiency of existing facilities.
 - b. Prevents or reduces future improvement costs.
 - c. Provides service to developed areas lacking full service or promotes in-fill development.
3. Level 3: Whether the project:
- a. Represents a logical extension of facilities and services in a manner consistent with Future Land Use Element goals, objectives and policies, including the Future Land Use Map.

OBJECTIVE 8.1.2: FUTURE DEVELOPMENTS TO BEAR COSTS OF THEIR RESPECTIVE INFRASTRUCTURE IMPACTS.

Future development shall bear a proportionate cost for facility improvements necessitated by the development in order to maintain adopted levels of service (LOS) standards.

POLICY 8.1.2.1: FUNDING TRANSPORTATION IMPACTS GENERATED BY NEW DEVELOPMENT.

The City shall maintain the mobility fee program to address the improvement of all modes of transportation, including pedestrian, cycling, transit, and roadway improvements throughout the City. The funding mechanism used by the City shall base the fees on a proportionate share funding methodology to ensure that required mitigation is proportionate to the development's transportation impact and will be used to finance multimodal projects that will allow the City to achieve the quality of service standards indicated in the Transportation Element.

POLICY 8.1.2.2: RECREATION IMPACT FEES.

The City shall continue to enforce the City's recreation impact fee which shall require that new development pay pro-rata for recreational land and facility needs generated by the respective developments.

POLICY 8.1.2.3: FUNDING WATER AND WASTEWATER IMPACTS GENERATED BY NEW DEVELOPMENT.

The Toho Water Authority assesses new development for water and wastewater facility improvements necessitated by the respective development. The land development regulations shall incorporate performance criteria assuring that all new development provide water and wastewater improvements meeting adopted levels of service standards.

POLICY 8.1.2.4: FUNDING STORMWATER MANAGEMENT IMPROVEMENTS.

The City shall continue to require new development to pay its fair share of the costs associated with stormwater management for their development, whether through the installation of improvements or other means. However, development in the following described downtown area may be exempted from this requirement:

All of Blocks 10 through 14, Blocks 17 through 21 and Block 26 and the abutting streets, avenues and alleys thereof, according to the South Florida Railroad Company's Plat of the Town of Kissimmee City, Osceola County, Florida. Also Lot 4 of Block A, and all of Lots 2 and 3 of Block I of W.A. Patrick's Addition to Kissimmee City, Osceola County, Florida, and all of Johnston's and Prevatt's Subdivisions of Lots 1 and 4 of Block I of said W.A. Patrick's Addition, and abutting streets, avenues and alleys thereto.

OBJECTIVE 8.1.3: FISCAL RESOURCE MANAGEMENT.

The City shall manage fiscal resources to ensure provisions of needed capital improvements for previously issued development orders and for future development and redevelopment.

POLICY 8.1.3.1: AVAILABILITY OF ADEQUATE PUBLIC FACILITIES.

The City shall include an adequate facilities requirement as part of the land development regulations.

The adequate facilities ordinance shall mandate that future applications for development shall comply with the levels of services for the water and wastewater systems, solid waste system, stormwater management, recreation, and the transportation systems. Prior to issuing a building permit the City shall render a finding that the proposed development shall be served with each of the above cited facilities with a level of service at least equal to the level of service stipulated in Policy 8.1.4.1 of this element.

POLICY 8.1.3.2: LIMITATION ON INDEBTEDNESS.

In providing general fund capital improvements, the City shall limit the maximum of outstanding general obligation indebtedness to no greater than (20%) percent of the property tax base. The City shall also restrict the issuance of revenue bonds to 1.25 times the revenue bond debt.

POLICY 8.1.3.3: CAPITAL IMPROVEMENTS PROGRAM.

The City shall prepare and adopt a five-year capital budget and annual budget as part of its budgeting process.

POLICY 8.1.3.4: FISCAL COORDINATION.

The City shall coordinate with Osceola County, and the City of St. Cloud to develop a financially feasible work program as provided in local ordinances.

POLICY 8.1.3.5: FUNDING EXISTING TRANSPORTATION SYSTEM DEFICIENCIES.

Road improvements required to correct existing deficiencies in current levels of service are identified in the *Existing Level of Service Map* in the Transportation Element. Pedestrian, bicycle, and transit improvements required to meet adopted Multimodal Quality of Service Standards stipulated in Policy 8.1.4.1 of the Element. The City shall consider financing these improvements through:

- tax increment financing;
- special assessments;
- local option gas tax;
- revenue sharing funds;
- Community Development Block Grant funds;
- other measures which may be made available in the future through State and federal categorical grants; or
- all other available techniques.

POLICY 8.1.3.6: FUNDING EXISTING STORMWATER MANAGEMENT SYSTEM DEFICIENCIES.

Existing deficiencies in the stormwater management system shall be alleviated by scheduled improvements funded through the sales tax funds or other revenues.

POLICY 8.1.3.7: GRANTSMANSHIP.

The City shall pursue available grants such as the Community Development Block Grant Fund; public facility revolving loan programs administered through the Department of Environmental Protection; the Florida Forever property acquisition program; and other public or private grantsmanship programs in order to finance the provisions of needed capital improvements.

OBJECTIVE 8.1.4: MANAGEMENT OF DEVELOPMENT ORDERS AND PERMITS.

Decisions regarding the issuance of development orders, building permits, certificates of occupancy, and other applicable permits shall be consistent with goals, objectives, and policies of the respective Comprehensive Plan elements, the City's adopted Land Development Code, the requirements for adequate public facilities meeting stated levels of service criteria.

POLICY 8.1.4.1: LEVEL OF SERVICE STANDARDS.

The City shall use the following LOS standards in reviewing the impacts of new development and redevelopment upon public facilities.

1. Potable Water and Wastewater Consumption and Generation Rates are provided as the established LOS for these public facilities and are reflected below.

Table 8-1: LOS Potable Water and Wastewater

Type of Establishment	Gallons Per Day (GPD)	
	Water	Wastewater
Commercial		
Minimum commercial	300	300
Barbershops and beauty shops (per work station)	100	100
Dentist offices (includes orthodontists and oral surgeons)	250	250
Per doctor/dentist or hygienist if no dentist present (dental office utilizing water conservation system)	250	250
Per nurse/technician/administrative	20	20
Lab and testing areas per square foot	0.2	0.2
Doctor Office (Includes Medical Clinics)		
Per doctor	250	250
Per nurse/technician/administrative	20	20
Lab and testing areas per square foot	0.2	0.2
Food Service Operations		
(1) Ordinary restaurant (per seat)		
(a) 3 meal periods/day	30	30
(b) 2 meal periods/day	25	25
(c) 1 meal period/day	15	15
(2) Restaurant- freeway, highway commercial or tourist commercial type zoning (per seat)		
(a) 3 meal periods/day	50	50
(b) 2 meal periods/day	30	30
(c) 1 meal period/day	20	20
(3) Franchise fast food restaurants (per seat) (exclusive of fried chicken franchises)	30	30
(4) Franchise fried chicken eat-in/take-out (per seat)	40	40
(5) 24-hour restaurant (per seat added to (1)-(4))	10	10
(6) Sandwich shop (combination dine-in/carry-out) (excludes fried and grilled foods) Same as ordinary restaurant	Same as ordinary restaurant	
(7) Pizza carry-out/delivery (only) (excludes restaurants with seating)	300	300
(8) Bar and cocktail lounge (per seat)	10	10
(9) Drive-in restaurant (per space)	10	10
(10) Carry-out or drive thru restaurant service (excludes restaurants with seating)		
(a) Minimum	300	300
(b) Per square foot	0.5	0.5
As addition to ordinary restaurant (per square foot)	0.5	0.5

Type of Establishment	Gallons Per Day (GPD)	
	Water	Wastewater
(11) Dinner theater per seat per show (exclusive of any ancillary services such as retail, animal care, etc)	10	10
(12) Ice cream shop, donut shop, bakery shop (note: food not made on site, stores restricted solely to retail sale of food specialty and no meals served)		
(a) Minimum	300	300
(b) Per square foot of floor space	0.25	0.25
(13) Food specialty shops such as bakery shops and donuts shops, which produce products on site. (note: restricted to retail sales, no wholesale services and no meals served)		
(a) Minimum	300	300
(b) Per square foot of floor space	0.5	0.5
(14) Catering operations: to be evaluated individually depending on specific operations		
Hotels and Motels		
(1) Ordinary motel or hotel sleeps maximum of four per room	120	135
(2) Suite motel or hotel		
Room occupancy maximum 5-6 (per room)	180	202.2
Room occupancy maximum 7-8 (per room)	240	270
Room occupancy exceeds 8, additional (per occupant)	28	310.5
Additional for kitchenettes (per room)	40	45
Additional for refrigerator and hot plates (per room)	16	18
(3) Meeting and/or banquet rooms per seat	4	40.5
Note: Motel/hotel facilities such as cocktail lounges, shops, offices, recreational facilities, etc. which are not for the exclusive use of the guests will be assessed separately in accordance with this section		
Laundries, Self-Service		
Per machine (regular)	300	300
Per machine (50 lbs. or greater)	400	400
Note: Flow may be calculated by providing manufacturer's specifications on water use/load and substantiated documentation on loads/machine/day		
Laundries, Commercial		
Minimum per machine	400	400
Note: Flow will be calculated based on manufacturer's specifications on water use/load and documented on loads/machine/day		
Office buildings (per 100 square feet)	15	15
Retail Sales general exclusive of food services, laundries, and other commercial services outlined herein		
For a single business:		
(1) 0-50,000 square feet square feet- per square foot	0.1	0.1

Type of Establishment	Gallons Per Day (GPD)	
	Water	Wastewater
(2) 50,001-100,000 square feet- per square foot	0.075	0.075
(3) greater than 100,000 square feet per square foot	0.05	0.05
Service Stations		
(1) Fuel and oil sales only		
Per plumbing fixture for human waste	150	150
Per employee	20	20
(2) Maintenance facilities (add on to fuel and oil sales)		
Per service bay	100	100
Per employee	20	20
Shopping Centers, see retail		
Stadiums, race tracks, ball parks (per seat)	4	40.5
Stores, see retail		
Theatres		
Indoor, auditoriums (per seat)	4	40.5
Outdoor, drive-ins (per space)	4	40.5
Travel Trailer/Recreational Vehicle Parks		
(1) Spaces without water and sewer hookup (per space)	50	50
(2) Spaces with water and sewer hookups (per space)	100	100
Industrial		
Factories, exclusive of industrial or process wastewater		
(1) Per employee per shift	20	20
Add for showers	15	15
Add for cafeteria	5	5
(2) Industrial waste shall be calculated as to quantity and strength by the developer's engineer and submitted for approval		
(3) Light industrial/retail centers- same as general retail		
(4) Warehouses- per sanitary plumbing fixture (toilet, urinal shower, etc.)	150	150
Institutional		
Churches		
Sanctuary (per seat)	20.4	20.7
Note: administration offices, daycare facilities, schools, etc. will be assessed separately		
Hospitals		
Rooms (per bed)	150	150
Food service (per seat)	30	30

Type of Establishment	Gallons Per Day (GPD)	
	Water	Wastewater
Outpatient and administrative services (per square foot of floor space)	0.2	0.2
Nursing, Rest Homes, Care Facilities		
Per patient/resident	100	100
Per staff member per shift	20	20
Public Institutions (Correctional Facilities)		
Per patient/inmate	100	100
Per staff member per shift	20	20
Schools (per student)		
Day-type	40.8	50.4
Boarding-type	100	100
Swimming and bathing facilities, public (per person)	10	10
Residential		
Residences		
(1) Single family- detached	255	276
(2) Attached: multifamily, apartment and single family residential duplex, triplex, quadruplex, etc., (per unit, per bedroom)		
1st bedroom	127.5	138
After 1st bedroom	64	69
(3) Mobile home doublewide (per unit)	255	276
(4) Mobile home single-wide (per unit)	191	207
(5) Retirement community- restricted qualified housing for older person under Department of Housing and Urban Development rules	153	166
Note: In residential units of less than three bedrooms a den will be counted as a bedroom		
Potable water pressure shall be provided at no less than 40 pounds per square inch at property lines		

The areas of the City served by central potable water facilities shall meet the following levels of service standards for potable water supply:

Potable Water and Wastewater Supply Standards (gallons per day - gpd)		Tohopekaliga Water Authority
Residential	96 gpd per capita	
Hotel/Motel	120 gpd per room	
Commercial	0.1 gpd per gross square foot of floor area	
Public or Private Schools	4.8 gpd per student	
Operational Standard		
All Land Use Types	98% of the maximum permitted capacity and minimum 20 PSI pressure will be maintained during fire flow conditions	

2. Solid Waste:

- a. 5.1 pounds per person per day

3. Stormwater Management:

- a. The following level of service standards are hereby adopted, and shall be used as the basis for determining the availability of facility capacity and the demand generated by a development prior to the issuance of a development permit:
 - i. Limit the allowable stormwater peak discharge detained from a site to be developed or altered to the pre-development or pre-alteration peak discharge for the ten-year frequency, 72-hour duration storm. Retention/detention ponds, for all sites greater than ten acres total area, shall have a minimum of one foot freeboard.
 - ii. Limit velocities in any new system to a maximum of 3 feet/second or less for the ten-year storm.
 - iii. Roadway stormwater management system shall be designed for the ten-year storm event, utilizing the Florida Department of Transportation Rainfall Intensity Curves.
 - iv. The design storm frequency to be utilized for the design of pavement stormwater management shall be the ten-year.

- v. Water Quality - Wet detention for the first inch of runoff or the total runoff of 2.5 inches times the percent of imperviousness, whichever is greater. Reductions in the above volumes of 25% and 50% for dry detention and retention respectively can be applied when conditions permit. Industrial zoned projects shall provide at least 1/2 inch dry detention or retention pretreatment as part of the required retention/ detention.
- vi. Incorporate a floodplain management standard which requires that no net reduction occurs in flood storage (e.g., 100-year flood) for any development within the impacted area.
- vii. The Land Development Code shall continue to include mandatory retention and/or detention of stormwater discharge from developed or altered sites, per Chapter 62-25, Florida Administrative Code.

4. Recreation Standards for Space Needs:

- a. 5 acres per 1,000 residents

5. Transportation Standards:

The City of Kissimmee hereby adopts LOS D for the peak hour for major thoroughfares (arterials and collectors), except those major thoroughfares located in the Multimodal Transportation District (MMTD). LOS E is hereby adopted for the peak hour for major thoroughfares within the MMTD. Objective 2.1.2 of the Transportation Element identifies mobility strategies for implementation if a roadway fails to meet the adopted quality of service standard.

a. Citywide Requirements

The following standards shall be applied on a citywide basis:

- i. Provide for the continuation and expansion, where feasible, of the street grid to promote connectivity, improve pedestrian conditions and increase access to transit.
- ii. Inside the MMTD, roadway expansions to add lanes shall be supported only if pedestrian and bicycle, facilities are part of the improvement or new lanes will be dedicated for transit service. City reviews of roadway expansions to add lanes for areas outside the MMTD also shall consider pedestrian, bicycle, and pedestrian enhancements.

- iii. Enhance pedestrian, bicycle, and transit conditions, using a “complete streets” approach to site design and development.
 - “Complete Streets” are designed to enable safe access for all users including pedestrians, bicyclists, transit riders, and motorists of all ages and abilities.
- iv. Eliminate gaps in the pedestrian/sidewalk system to facilitate access to services and facilities.
- v. Implement traffic study procedures for proposed development outside the MMTD that address the needs of a multimodal transportation system. The required traffic study methodologies and development review shall at a minimum evaluate:
 - the need for road or intersection improvements;
 - access to existing or proposed transit services, including the provision of on-site transit infrastructure;
 - the need for pedestrian or bicycle network improvements;
 - pedestrian and bicycle cross access between sites;
 - the need for “complete street” treatment; and
 - the potential for access to the Shingle Creek trail.
- vi. All new development, consisting of residential and non-residential, must include sidewalks on both sides of local, collector and arterial streets. All new development adjacent to a bicycle route identified in the City of Kissimmee Bicycle and Pedestrian Master Plan shall be required to provide bikeways which tie into the bicycle lane network.
- vii. The City shall identify funding sources for any bicycle and pedestrian projects within the Five-Year Schedule of Capital Improvements. Projects may include those identified in the City of Kissimmee Bicycle and Pedestrian Master Plan, and may be funded with developer contributions. The City shall annually assess progress toward the construction of bicycle and pedestrian improvements.
- viii. The City shall review and update the Land Development Code to include recommendations identified in the City of Kissimmee Bicycle and Pedestrian Master Plan.
- ix. The City shall continue to coordinate with Lynx, the Florida Department of Transportation (FDOT), and Osceola County to add additional transit service and improve service to achieve a citywide QOS D along the transit network.

b. Areas Within One-Half Mile of Existing and Proposed SunRail Transit Stations

The following standards will be applied to areas within one-half mile of an existing or proposed SunRail transit station (excluding the Multimodal Center which is subject to MMTD policies):

- i. The City will coordinate with Osceola County, Lynx, Florida Department of Transportation (FDOT), and other agencies on the location and development of SunRail stations to support the investment in transit infrastructure.
- ii. The City will develop a forum for station-area planning and integrating land use and transportation planning to improve mobility and foster community involvement in the location and design of stations.
- iii. The City shall adopt urban form standards in the Land Development Code to define development patterns that promote pedestrian and transit activities and create a more walkable environment in proximity to the station. Items to be addressed include the placement and design of parking; safe, comfortable and convenient pedestrian access to the station; balance and proximity of uses; and safe and protected bicycle parking.

c. Areas Within One-Quarter Mile of Existing and Proposed LYNX Routes

The City shall establish the following types of standards in the Land Development Code to be applied to areas within one-quarter mile of existing and planned Lynx routes:

- i. Require new development, including redevelopment, to provide direct and convenient pedestrian and bicycle access to sidewalks and bus stops and provide marked crossings from the stop or sidewalk to the building's front door.
- ii. Require an adequate number of appropriately designed bicycle facilities on site and at bus stops.
- iii. Work with developers or community groups to provide and maintain bus stop shelters with seating, lighting, and transit service information.

d. Public Transportation Quality of Service Standard

The City of Kissimmee hereby adopts a transit quality of service standard within the MMTD. Achieving this improved quality of service is highly dependent on coordination with Lynx, the Florida Department of

Transportation (FDOT), and other external agencies and the ability to secure funding for capital and operational improvements. The current Quality of Service (QOS) is D-. Improvements such as the SunRail commuter rail service, downtown Multimodal Center, and local circulator service have been completed in furtherance of the goal to improve the QOS. Via additional improvements, such as the development of a transit service in the US 192/Vine Street corridor and construction of supportive transit infrastructure, there is the potential to improve the QOS of the transit network to a C standard by 2030 and a B standard by 2040. Transit supportive land use strategies, particularly downtown and along the Vine Street corridor, also contribute to achieving these standards.

e. Bicycle and Pedestrian Quality of Service Standard

The City of Kissimmee adopts pedestrian and bicycle quality of service standards within the MMTD. Through public and private investments, the City shall improve the Quality of Service of the pedestrian and cycling networks to a C standard by 2030 and a B standard by 2040. The current QOS is D+ and D for pedestrian and cycling networks, respectively.

POLICY 8.1.4.2: ADEQUATE FACILITIES ORDINANCE.

The City shall issue no development order for new development which would be inconsistent with Objective 8.1.4. The City shall continue to include an adequate facilities requirement as part of the Land Development Code. The adequate facilities ordinance shall mandate that future applications for development shall comply with the levels of service for the water and wastewater systems, solid waste system, stormwater, recreation, and the multimodal transportation system. Prior to issuing a certificate of concurrency the City shall render a finding that the proposed development shall be served with each of the above cited facilities with a level of service at least equal to that level of service stipulated in Policy 8.1.4.1 of this element. Any required improvements shall be in place in a manner consistent with Objective 8.1.4 of this element.

POLICY 8.1.4.3: EVALUATION CRITERIA FOR CAPITAL IMPROVEMENT PLAN AMENDMENTS.

Proposed Capital Improvement Plan amendments and requests for new development or redevelopment shall be evaluated according to the following guidelines:

1. Does the proposed action contribute to any condition of public hazard;

2. Does the proposed action exacerbate any existing condition of public facility capacity deficits, as described in the Transportation, Public Facilities, and/or Recreation and Open Space Elements;
3. Does the proposed action generate public facility demands that may be accommodated by capacity increases planned in the Five-Year Schedule of Capital Improvements;
4. Does the proposed action conform with the future land uses designated on the Future Land Use map within the Future Land Use Element;
5. Does the proposed action comply with and accommodate public facility demands based on the adopted level of service standards contained herein;
6. If the proposed action requires that any public facilities be provided by the City, the applicant shall demonstrate that funds shall be available; acceptable to the City; and no project requiring City expenditure for a capital improvement shall be approved by the City unless the City Commission approves the funding for the subject property prior to the project approval.
7. Does the proposed action impact facility plans of any State agencies or facility plans of the South Florida Water Management District.

OBJECTIVE 8.1.5: COORDINATE LAND USE AND CAPITAL IMPROVEMENT PLAN.

For capital improvements the City is committed to provide the necessary public facilities and services in accordance with the Five-Year Capital Improvement Plan. The City will satisfy the concurrency requirements by complying with the standards established in this plan. This objective shall be implemented by the following policies:

POLICY 8.1.5.1: CAPITAL IMPROVEMENT ELEMENT.

The capital improvement element and the Five-Year Schedule of Capital Improvements are financially feasible and will be reviewed on an annual basis.

POLICY 8.1.5.2: FIVE-YEAR SCHEDULE OF CAPITAL IMPROVEMENTS.

The five-year schedule of capital improvements includes both necessary facilities to maintain the adopted level of service standards to serve the new development and the necessary facilities required to eliminate the portion of existing (LOS) standards. The Five-Year Schedule of Capital Improvements also includes the estimated year(s) of funding and the funding source. Review will occur on an annual basis.

POLICY 8.1.5.3: FUNDING SYSTEM.

The funding system is realistic, financially feasible, and based on currently available revenue sources which are adequate to fund the public facilities required to serve the development authorized by the development order and development permit and that the required public facilities will be provided by the capital improvement program or by the developer. Review will occur on an annual basis.

POLICY 8.1.5.4: IMPLEMENT PLAN.

The City of Kissimmee shall implement this plan and other local development regulations, in conjunction with the Land Development Code. The City will ensure that development orders and permits are issued in a manner that will assure that the necessary public facilities and services will be available to accommodate the impact of that development.

POLICY 8.1.5.5: AVAILABILITY OF SERVICES OR FACILITIES.

In determining the availability of services or facilities, a developer may propose, and the City may approve, developments in stages or phases so that facilities and services needed for each phase will be available in accordance with the standards required by this Comprehensive Plan. Procedures for development phasing will be included in the Land Development Code.

OBJECTIVE 8.1.6: MONITORING AND EVALUATING THE CAPITAL IMPROVEMENTS ELEMENT.

The Capital Improvements Element shall be reviewed on an annual basis in order to ensure the required fiscal resources are available to provide adequate public facilities needed to support future land uses consistent with adopted level of service standards. This annual review shall be the responsibility of the City Manager. Findings and recommendations of the City Manager shall be considered by the City Commission at a public meeting. At such time, the City Commission shall take action as it deems necessary in order to refine/update the Capital Improvements Element.

POLICY 8.1.6.1: CAPITAL IMPROVEMENTS ELEMENT EVALUATION.

The monitoring and evaluation procedure shall incorporate the following considerations:

- a. Data Update and Refinements. Determine if any corrections, updates, and/or modifications should be undertaken, such considerations shall include, but not necessarily be limited to, the following:

- Estimated costs
 - Revenue sources
 - Recently constructed capital improvements
 - Dedications
 - Scheduled dates of improvements projects
- b. Consistency Review. Determine whether changes to the Capital Improvements Element are necessary in order to maintain consistency with other elements of the Comprehensive Plan.
 - c. Implications of Scheduled Master Plans. The five-year schedule of improvements shall be updated as necessary in order to reflect new projects identified in the proposed improvement plans for stormwater management and transportation improvements.
 - d. Priority of Scheduled Improvements. The cited improvement plans for transportation and stormwater management shall assess existing deficiencies and recommend a schedule of priorities for public improvements.
 - e. Capital Improvement Evaluation Criteria. Annually, the City Manager or their designated representative shall review the criteria used to evaluate capital improvement projects in order to insure the projects are ranked in their appropriate order of priority, and incorporate any needed changes in order to upgrade and facilitate the evaluation process.
 - f. Level of Service Standards. Annually, the City Manager shall evaluate the City's effectiveness in maintaining the adopted level of service standards and recommend any needed action to address problem areas.
 - g. County, State and Regional Improvement Programs. The City Manager shall annually review the effectiveness of program coordination in resolving multi- jurisdictional issues surrounding the plans and programs of County, State and Regional agencies, as well as private entities that provide public services within the City's jurisdiction. For instance, consider the effectiveness of intergovernmental coordination surrounding improvements along County and State roadways, progress in extending improvements to water and wastewater service areas within the

unincorporated area, and other similar infrastructure improvements needed.

- h. Private Sector Improvements, Dedications, or Fees In-Lieu Thereof. The City Manager shall evaluate the effectiveness of provisions requiring mandatory dedications or fees in lieu thereof, as well as progress toward incorporating other programs for assessing new development a pro-rata share of the improvement costs generated by the respective developments.
- i. Impact of Other Jurisdictions in Maintaining Level of Service Standards. The City Manager shall evaluate the level of service implications of extended central water and wastewater service within unincorporated areas, area-wide transportation improvements and stormwater management improvements, as well as area wide solid waste system improvements which may be required to maintain levels of service standards.
- j. Outstanding Indebtedness. Annually the City Manager shall prepare a report on outstanding indebtedness which shall be included in the annual budget presentations to the City Commission.
- k. Grantsmanship. The City Manager shall evaluate efforts made to secure available grants or private funds in order to finance the provision of capital improvements.
- l. Fiscal Management. The City Manager shall evaluate the City's progress in finding effective funding mechanisms for promoting road and stormwater management improvements as well as other capital improvement needs identified in the scheduled stormwater management, transportation, water, and wastewater improvement plans.
- m. Evaluated Criteria. The City Manager shall annually investigate the applicability and utility of criteria used to evaluate plan amendments as well as requests for new development/redevelopment.
- n. Update Schedule of Improvements. The City Manager shall review the City's success in implementing the five-year capital improvement program and refine the schedule to include any new projects required to support any development on an annual basis.

GOAL 8.2 IDENTIFICATION OF CAPITAL IMPROVEMENTS.

The five-year schedule of capital improvements contains the projects necessary to achieve the goals, objectives and policies of this Comprehensive Plan.

OBJECTIVE 8.2.1: MAINTAINING ADOPTED LEVEL OF SERVICE STANDARDS.

Projects identified in the Five-Year Schedule of Capital Improvements shall be used to maintain adopted level of service standards in order to meet the adopted Goals, Objectives, and Policies of this Comprehensive Plan.

POLICY 8.2.1.1: FIVE YEAR SCHEDULE OF IMPROVEMENTS

Table 8-2 "Five Year Schedule of Capital Improvements", contained herein, establishes the estimated project cost, and potential revenue sources for each of the Capital Improvement needs identified within the respective Comprehensive Plan elements. These programs are scheduled in order to ensure that the goals, objectives, and policies established in the Capital Improvements Element shall be met.

POLICY 8.2.1.2: AMENDING FIVE-YEAR SCHEDULE OF IMPROVEMENTS

A plan amendment shall be required in order to eliminate, defer, or delay the construction of any facility or service included in Table 8-2 which is needed to maintain the adopted level of service standard. Additional capital projects are identified in the following tables:

- Table 8-3: Tohopekaliga Water Authority Water Impact Projects
- Table 8-4: FDOT Funded Projects
- Table 8-5: MMTD Long-Term Capital Improvements FY 2013-2025: Bicycle, Pedestrian, Transit

Table 8-2: Five-Year Schedule of Capital Improvements

Department	Division/ Funding Source	Project Title	FY 2020 - 2021	FY 2021-2022	FY 2022-2023	FY 2023-2024	FY 2024-2025	TOTAL
Transportation								
Public Works & Engineering	Traffic Operations – Gas Tax	Traffic Signal – Thacker/Patrick	\$0	\$500,000	\$0	\$0	\$0	\$500,000
Public Works & Engineering	Traffic Operations – Sales Tax	Traffic Signal – Oak/Thacker	\$0	\$0	\$0	\$500,000	\$0	\$500,000
Public Works & Engineering	Road Improvements – Gas Tax	Neighborhood Street Light Infill Program	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$50,000
Public Works & Engineering	Road Improvements – Gas Tax	Neptune Road Median Improvements	\$450,000	\$0	\$0	\$0	\$0	\$450,000
Public Works & Engineering	Road Improvements – Gas Tax	West Oak Street Improvement at John Young Parkway Construction	\$0	\$150,000	\$0	\$0	\$0	\$150,000
Public Works & Engineering	Road Improvements – Gas Tax	Intelligent Transportation System	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$250,000
Public Works & Engineering	Road Improvements – Gas Tax	Denn John Lane Improvements	\$300,000	\$0	\$0	\$0	\$0	\$300,000

Department	Division/ Funding Source	Project Title	FY 2020 - 2021	FY 2021-2022	FY 2022-2023	FY 2023-2024	FY 2024-2025	TOTAL
Public Works & Engineering	Engineering – Sales Tax	Neighborhood Improvement Program	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$250,000
Public Works & Engineering	Mobility Fee	Hoagland Boulevard: US 192/Carroll Street	\$2,500,000	\$0	\$0	\$0	\$0	\$2,500,000
Public Works & Engineering	Mobility Fee	Dyer/Ballpark Road Traffic Signal	\$0	\$300,000	\$0	\$0	\$0	\$300,000
<i>Sub-Totals</i>			<i>\$3,360,000</i>	<i>\$1,060,000</i>	<i>\$110,000</i>	<i>\$610,000</i>	<i>\$110,000</i>	<i>\$5,250,000</i>
Stormwater Management								
CRA-Vine Street		Beautification and Storm Water Project	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$2,500,000
<i>Sub-Totals</i>			<i>\$500,000</i>	<i>\$500,000</i>	<i>\$500,000</i>	<i>\$500,000</i>	<i>\$500,000</i>	<i>\$2,500,000</i>
Parks and Recreation								
Parks and Recreation	Parks	Fortune Road Pond Aeration	\$0	\$0	\$0	\$8,000	\$0	\$8,000
Parks and Recreation	Parks	Basketball Court Resurface	\$0	\$39,000	\$0	\$0	\$39,000	\$78,000
Parks and Recreation	Parks	Tennis Court Resurface	\$0	\$0	\$58,000	\$0	\$0	\$58,000
Parks and Recreation	Parks	Sidewalk Replacement	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$25,000
Parks and Recreation	Parks	Hockey Rink Boards	\$30,000	\$0	\$0	\$0	\$0	\$30,000

Department	Division/ Funding Source	Project Title	FY 2020 - 2021	FY 2021-2022	FY 2022-2023	FY 2023-2024	FY 2024-2025	TOTAL
Parks and Recreation	Parks	Baseball Dugout Canopy	\$0	\$0	\$40,000	\$0	\$0	\$40,000
Parks and Recreation	Parks	Oak Street Tennis Windscreens	\$7,000	\$0	\$0	\$0	\$0	\$7,000
Parks and Recreation	Parks	Softball Fence Windscreen	\$13,000	\$0	\$6,500	\$0	\$0	\$19,500
Parks and Recreation	Parks	Light Tower	\$0	\$15,000	\$0	\$0	\$0	\$15,000
Parks and Recreation	Parks	Splash Pad Resurface	\$48,000	\$0	\$0	\$0	\$0	\$48,000
Parks and Recreation	Parks	Backstop/Fence Repair	\$0	\$0	\$150,000	\$125,000	\$0	\$275,000
Parks and Recreation	Parks	Court Fencing/Safety Net	\$0	\$0	\$0	\$50,000	\$0	\$50,000
Parks and Recreation	Parks	Basketball Court Fencing	\$0	\$0	\$0	\$0	\$30,000	\$30,000
Parks and Recreation	Aquatics	Main Drain	\$0	\$2,500	\$0	\$0	\$0	\$2,500
Parks and Recreation	Aquatics	Funbrella Canopy Set	\$0	\$0	\$4,600	\$0	\$0	\$4,600
Parks and Recreation	Aquatics	Gel Coat Slide	\$0	\$0	\$20,000	\$0	\$0	\$20,000
Parks and Recreation	Aquatics	Slide Railings/Platform	\$18,000	\$0	\$0	\$0	\$0	\$0
Parks and Recreation	Aquatics	Safety Surface	\$0	\$6,000	\$0	\$0	\$0	\$0

Department	Division/ Funding Source	Project Title	FY 2020 - 2021	FY 2021-2022	FY 2022-2023	FY 2023-2024	FY 2024-2025	TOTAL
Recreation		Floor						
Parks and Recreation	Recreation and Leisure Services	Fortune Road Shade Structure	\$0	\$0	\$38,000	\$0	\$0	\$38,000
Parks and Recreation	Events and Venues	Fitness Room Remodel	\$0	\$0	\$12,000	\$0	\$0	\$0
Parks and Recreation	Administration – Sales Tax	Lancaster Ranch Park	\$0	\$0	\$1,000,000	\$3,000,000	\$4,500,000	\$8,500,000
Parks and Recreation	Administration – Sales Tax	Overlook for Bike Trail/Bird Watch	\$0	\$0	\$0	\$200,000	\$0	\$200,000
Parks and Recreation	Administration – Sales Tax	Mark Durbin Recreation Center	\$0	\$0	\$200,000	\$2,000,000	\$0	\$2,200,000
Parks and Recreation	Administration – Sales Tax	Breakwater Improvements	\$0	\$150,000	\$150,000	\$0	\$0	\$300,000
Parks and Recreation	Administration – Sales Tax	Pavilion	\$0	\$40,000	\$50,000	\$0	\$0	\$90,000
Parks and Recreation	Administration – Sales Tax	Berlinsky Community House	\$2,000,000	\$0	\$0	\$0	\$0	\$2,000,000
Parks and Recreation	Recreation Impact	Shingle Creek Regional Trail – Land Acquisition	\$150,000	\$150,000	\$100,000	\$0	\$0	\$400,000
Parks and Recreation	Recreation Impact	Shingle Creek Regional Trail – Construction	\$100,000	\$100,000	\$100,000	\$0	\$0	\$400,000
Parks and Recreation	Recreation Impact	Lakeside Park Tot Lot	\$0	\$0	\$0	\$50,000	\$0	\$50,000

Department	Division/ Funding Source	Project Title	FY 2020 - 2021	FY 2021-2022	FY 2022-2023	FY 2023-2024	FY 2024-2025	TOTAL
Parks and Recreation	Recreation Impact	Mill Slough Playground	\$0	\$20,000	\$0	\$0	\$0	\$20,000
Parks and Recreation	Recreation Impact	Lancaster Ranch Park	\$0	\$0	\$0	\$500,000	\$0	\$500,000
Parks and Recreation	Recreation Impact	Fortune Road Bleachers Shade Canopy	\$0	\$0	\$150,000	\$0	\$0	\$150,000
Parks and Recreation	Recreation Impact	Mark Durbin Park Skate Ramp	\$0	\$0	\$75,000	\$0	\$0	\$75,000
<i>Sub-Totals</i>			<i>\$2,371,000</i>	<i>\$527,500</i>	<i>\$2,159,100</i>	<i>\$5,938,000</i>	<i>\$4,574,000</i>	<i>\$15,633,600</i>
Sanitation								
Public Works & Engineering	Stormwater Engineering	Baffle Box	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000	\$300,000
Public Works & Engineering	Stormwater Engineering	Master Stormwater Model	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$750,000
Public Works & Engineering	Stormwater Engineering	Hill Street Phase 3 Drainage Project	\$0	\$500,000	\$0	\$0	\$0	\$500,000
Public Works & Engineering	Stormwater Engineering	Woodside Drainage	\$350,000	\$0	\$0	\$0	\$0	\$350,000
Public Works & Engineering	Stormwater Engineering	Stormwater System Improvement	\$0	\$150,000	\$150,000	\$150,000	\$150,000	\$600,000
<i>Sub-Totals</i>			<i>\$560,000</i>	<i>\$860,000</i>	<i>\$360,000</i>	<i>\$360,000</i>	<i>\$360,000</i>	<i>\$2,500,000</i>
Facilities Maintenance								

Department	Division/ Funding Source	Project Title	FY 2020 - 2021	FY 2021-2022	FY 2022-2023	FY 2023-2024	FY 2024-2025	TOTAL
Public Works & Engineering	Facilities Maintenance	Chambers Park Air Conditioning	\$45,000	\$0	\$0	\$0	\$0	\$45,000
Public Works & Engineering	Facilities Maintenance	Roof Replacement	\$80,000	\$0	\$0	\$0	\$0	\$80,000
Public Works & Engineering	Facilities Maintenance	Civic Center Concession Plumbing	\$0	\$0	\$0	\$25,000	\$0	\$25,000
Public Works & Engineering	Facilities Maintenance	Civic Center Tile Replacement	\$20,000	\$0	\$0	\$0	\$0	\$20,000
Public Works & Engineering	Facilities Maintenance	Bob Makinson Aquatic Center Parking Lot Resurface	\$0	\$0	\$30,000	\$0	\$0	\$30,000
Public Works & Engineering	Facilities Maintenance	Civic Center Water Fountain	\$2,500	\$0	\$0	\$0	\$0	\$2,500
Public Works & Engineering	Facilities Maintenance	Oak Street Parking Lot Resurface	\$20,000	\$0	\$0	\$0	\$0	\$20,000
Public Works & Engineering	Facilities Maintenance	Oak Street Flooring	\$68,300	\$0	\$0	\$0	\$0	\$68,300
Public Works & Engineering	Facilities Maintenance	Chambers Park Parking Lot Surface	\$0	\$10,000	\$0	\$0	\$0	\$10,000
Public Works & Engineering	Facilities Maintenance	Chambers Park Water Fountain	\$2,500	\$0	\$0	\$0	\$0	\$2,500
Public Works	Facilities	Fortune Road	\$10,000	\$0	\$0	\$0	\$0	\$10,000

Department & Engineering	Division/ Funding Source	Project Title	FY 2020 - 2021	FY 2021-2022	FY 2022-2023	FY 2023-2024	FY 2024-2025	TOTAL
	Maintenance	Water Fountain						
Public Works & Engineering	Facilities Maintenance – Sales Tax	Rose Hill Cemetery Parking/Road Improvements	\$112,100	\$0	\$0	\$0	\$0	\$112,100
Public Works & Engineering	Facilities Maintenance – Sales Tax	Facilities ADA Compliance	\$600,000	\$0	\$0	\$0	\$0	\$600,000
<i>Sub-Totals</i>			<i>\$960,400</i>	<i>\$10,000</i>	<i>\$30,000</i>	<i>\$25,000</i>	<i>\$0</i>	<i>\$1,025,400</i>
Airport								
Airport	Airport	Comprehensive Airfield Security - Construction Phase II FDOT	\$475,504	\$0	\$0	\$0	\$0	\$475,504
Airport	Airport	Comprehensive Airfield Security - Construction Phase II Airport	\$118,900	\$0	\$0	\$0	\$0	\$118,900
Airport	Airport	Foreign Object Damage Sweeper Airport	\$0	\$20,000	\$0	\$0	\$0	\$20,000
Airport	Airport	Secondary Weather Station - FDOT	\$128,000	\$0	\$0	\$0	\$0	\$128,000

Department	Division/ Funding Source	Project Title	FY 2020 - 2021	FY 2021-2022	FY 2022-2023	FY 2023-2024	FY 2024-2025	TOTAL
Airport	Airport	Secondary Weather Station - Airport	\$32,000	\$0	\$0	\$0	\$0	\$32,000
<i>Sub-Totals</i>			<i>\$754,404</i>	<i>\$20,000</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	<i>\$774,404</i>
TOTAL CITY-FUNDED CAPITAL PROJECTS			\$8,505,804	\$2,977,500	\$3,159,100	\$7,433,000	\$5,544,000	\$27,683,404

Source: City of Kissimmee FY 2020-2021 to FY 2024-2025 Five Year Approved Capital Budget.

Table 8-3: Tohopekaliga Capital Improvements Plan

Projects	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Total
Asset Management Program (AMP)						
Force Main Air Release Valve Maintenance Program	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$500,000
Mystic Dunes Directional Bore	\$0	\$500,000	\$0	\$0	\$0	\$500,000
Large Meters	\$120,000	\$120,000	\$100,000	\$100,000	\$100,000	\$540,000
Roofing Replacement (Multiple Locations)	\$265,000	\$0	\$150,000	\$0	\$150,000	\$565,000
New Water Services & Taps	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$625,000
Lift Station Rehab - Toho 111	\$125,000	\$125,000	\$125,000	\$180,000	\$125,000	\$680,000
Force Main Air Release Valve Maintenance Program	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$750,000
Potable Service Connections - Toho III	\$0	\$0	\$700,000	\$0	\$350,000	\$1,050,000
Potable Service Connections - Toho I	\$570,000	\$570,000	\$0	\$0	\$0	\$1,140,000
Cross Connection Control Backflow Units	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$1,250,000
Potable Service Connections - Toho IV	\$0	\$0	\$700,000	\$350,000	\$350,000	\$1,400,000
Lift Station Rehab - Toho IV	\$375,000	\$420,000	\$250,000	\$250,000	\$250,000	\$1,545,000
Galvanized WM - Intercession City -South US 1792	\$0	\$0	\$2,204,000	\$0	\$0	\$2,204,000
Lift Station Rehab - Toho I	\$680,000	\$500,000	\$625,000	\$500,000	\$500,000	\$2,805,000
Organization Replacement Vehicles	\$585,000	\$2,210,000	\$1,680,000	\$1,850,000	\$1,545,000	\$7,870,000
<i>Sub-Totals</i>	<i>\$3,345,000</i>	<i>\$5,070,000</i>	<i>\$7,159,000</i>	<i>\$3,855,000</i>	<i>3,995,000</i>	<i>\$24,424,000</i>
AM-WIFIA						
Collection System Lining & Sealing	\$115,000	\$115,000	\$115,000	\$115,000	\$115,000	\$575,000
Sewer Rehab - Hill Street	\$748,000	\$0	\$0	\$0	\$0	\$748,000
Collection System Lining & Sealing	\$365,000	\$365,000	\$365,000	\$365,000	\$365,000	\$1,825,000
1/1 Rehab - Toho III	\$600,000	\$600,000	\$600,000	\$600,000	\$400,000	\$2,800,000
Force Main Rehab Program	\$4,089,000	\$1,500,000	\$1,500,000	\$500,000	\$500,000	\$8,089,000

Projects	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Total
1/1 Rehab - Toho IV	\$2,750,000	\$2,750,000	\$2,750,000	\$2,750,000	\$1,750,000	\$12,750,000
Deep Manhole Inspection & Rehab	\$2,840,000	\$4,260,000	\$4,260,000	\$1,420,000	\$1,420,000	\$14,200,000
I/I Rehab - Toho I	\$2,750,000	\$4,750,000	\$3,750,000	\$3,750,000	\$2,450,000	\$17,450,000
<i>Sub-Totals</i>	\$14,257,000	\$14,340,000	\$13,340,000	\$9,500,000	\$7,000,000	\$58,437,000
<u>Alternative Water Supply (AWS) Projects</u>						
Gravity Sewer Installation - Oakhurst-Judge Farms Project	\$0	\$1,540,000	\$0	\$0	\$0	\$1,540,000
Toho/Poinciana Additional Connection Hoagland Blvd 16" WM E	\$540,000	\$2,700,000	\$0	\$0	\$0	\$3,240,000
Water Supply - Short to Intermediate Term	\$50,000	\$2,857,000	\$0	\$0	\$2,000,000	\$4,907,000
Cypress Lake Potable Water Trans Phase 1- Water Wheeling	\$0	\$0	\$0	\$1,900,000	\$9,460,000	\$11,360,000
Indirect Potable Reuse - 160 Acre Site AWS Project	\$2,815,000	\$17,080,000	\$4,160,000	\$0	\$0	\$24,055,000
Cypress Lake 15 MGD AWS Wells-AWS WTP & Associated Pipeline	\$0	\$0	\$0	\$2,700,000	\$22,400,000	\$25,100,000
Judge Farms Reservoir & Impoundment	\$6,531,000	\$13,856,000	\$8,789,000	\$12,000,000	\$0	\$41,176,000
<i>Sub-Totals</i>	\$9,936,000	\$38,033,000	\$12,949,000	\$16,600,000	\$33,860,000	\$111,378,000
<u>IT & AMI Infrastructure Projects</u>						
Hydroguard Meters	\$100,000	\$105,000	\$111,000	\$118,000	\$126,000	\$560,000
Hyper-Converged Infrastructure	\$0	\$0	\$200,000	\$200,000	\$200,000	\$600,000
Customer Service Aclara One/ACE	\$128,000	\$165,000	\$205,000	\$250,000	\$266,000	\$1,014,000
A.I. Call Center Technology Project	\$250,000	\$412,000	\$424,000	\$437,000	\$449,000	\$1,972,000
Remote Disconnect Meters	\$0	\$500,000	\$500,000	\$500,000	\$500,000	\$2,000,000
MTU Upgrade	\$1,074,000	\$1,074,000	\$1,074,000	\$1,046,000	\$809,000	\$5,077,000
Small Meters	\$1,835,000	\$1,910,000	\$2,070,000	\$2,129,000	\$2,260,000	\$10,141,000
New Small Water Meters	\$2,479,000	\$2,581,000	\$2,712,000	\$2,874,000	\$3,051,000	\$13,697,000

Projects	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Total
<i>Sub-Totals</i>	\$5,866,000	\$6,747,000	\$7,233,000	\$7,554,000	\$7,661,000	\$35,061,000
Line Improvements & Extensions						
Water System Interconnection II Utilities & TWA WTPs Upgrades	\$0	\$0	\$0	\$0	\$500,000	\$500,000
30" WM Ext – Simpson Rd – Fortune Rd Intersection	\$0	\$0	\$0	\$2,000,000	\$0	\$2,000,000
Poinciana Area Exp – Village 7, Neighborhood 2 – Utilities Construction	\$3,037,000	\$0	\$0	\$0	\$0	
Westside 24" WM Ext, Stoneybrook New Booster Station & Upsizing	\$2,175,000	\$1,565,000	\$0	\$0	\$0	\$3,740,000
24" Water Main Ext – Fells Cove – Cyrils Dr	\$3,900,000	\$0	\$0	\$0	\$0	\$3,900,000
FM & RM Extension – NeoCity Offsite	\$0	\$0	\$10,918,000	\$0	\$0	\$10,918,000
<i>Sub-Totals</i>	\$9,112,000	\$1,565,000	\$10,918,000	\$2,000,000	\$500,000	\$24,095,000
Plant Reinvestment or Expansion						
Stationary Emergency Generators or Bypass Pumps - Toho IV	\$125,000	\$125,000	\$125,000	\$0	\$0	\$375,000
RAW Water Main Relocation -SW WTP	\$500,000	\$0	\$0	\$0	\$0	\$500,000
Warehouse Automation & Expansion	\$0	\$250,000	\$250,000	\$0	\$0	\$500,000
Wetlands Effluent Line	\$0	\$500,000	\$0	\$0	\$0	\$500,000
Odor Control Bio-Filter - LS 86	\$585,000	\$0	\$0	\$0	\$0	\$585,000
Aerostrip Diffusers – North Treatment Basin	\$600,000	\$0	\$0	\$0	\$0	\$600,000
Aerostrip Diffusers – South Treatment Basin	\$0	\$0	\$0	\$0	\$600,000	\$600,000
Generator #3	\$0	\$700,000	\$0	\$0	\$0	\$700,000
Diffuser Replacement – West Aeration Basin	\$0	\$0	\$1,190,000	\$0	\$0	\$1,190,000
Parkway WTP High Service Pump Upgrade	\$1,252,000	\$0	\$0	\$0	\$0	\$1,252,000
Sand Filters Replacement – PW WRF	\$1,308,400	\$0	\$0	\$0	\$0	\$1,308,400
Sand Filter Conversion – Disk Filters	\$0	\$0	\$1,530,000	\$0	\$0	\$1,530,000

Projects	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Total
Lake Marion Expansion to 6 MGD	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000
South Bermuda Expansion to 21 MGD	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000
GST & Reuse Pumping Sandhill & SBWRF	\$0	\$0	\$0	\$0	\$2,400,000	\$2,400,000
GS, FM, WM, RM, & Lift Station Upsizing	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$2,500,000
Security Infrastructure	\$175,000	\$140,000	\$60,000	\$275,000	\$2,000,000	\$2,650,000
Harmony WRF Reuse GST & HSPs	\$0	\$0	\$400,000	\$3,850,000	\$0	\$4,250,000
Well 3, Raw WM & Additional GST - SW WTP	\$1,100,000	\$4,401,000	\$0	\$0	\$0	\$5,501,000
Facilities Master Plan Implementation	\$0	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$10,000,000
South Bermuda WRF Expansion to 16 MGD	\$500,000	\$14,900,000	\$0	\$0	\$0	\$15,400,000
Expansion - SH WRF	\$19,262,000	\$2,432,000	\$0	\$0	\$0	\$21,694,000
Biosolids Dewatering & Processing	\$850,000	\$8,000,000	\$7,500,000	\$7,500,000	\$0	\$23,850,000
Process Upgrade & Expansion - Harmony WTP	\$750,000	\$4,500,000	\$0	\$750,000	\$25,000,000	\$31,000,000
Camelot WRF Expansion & Effluent Storage	\$2,500,000	\$12,000,000	\$8,000,000	\$17,000,000	\$0	\$39,500,000
<i>Sub-Totals</i>	<i>\$30,007,400</i>	<i>\$50,948,000</i>	<i>\$22,055,000</i>	<i>\$32,375,000</i>	<i>\$37,000,000</i>	<i>\$172,385,400</i>
Road Projects						
West Oak St & John Young Pkwy Intersection - City	\$0	\$60,000	\$190,000	\$0	\$0	\$250,000
WM & SM Rehab - US192 & Hoagland Blvd Intersection - FOOT	\$51,000	\$207,000	\$0	\$0	\$0	\$258,000
OBT Resurfacing - us 192 to Old Dixie Hwy - FOOT	\$101,000	\$202,000	\$0	\$0	\$0	\$303,000
Intersection Improvements - Donegan Ave & Smith St - County	\$338,000	\$0	\$0	\$0	\$0	\$338,000
WM Rehab - Florida Turnpike - US 192- Osceola Pkwy- FOOT	\$88,000	\$0	\$352,000	\$0	\$0	\$440,000
14 Osceola/Polk Line Rd - Osc Pkwy - FOOT	\$0	\$0	\$0	\$0	\$577,000	\$577,000
Carroll St -John Young Pkwy to Michigan Ave - County	\$0	\$672,000	\$0	\$0	\$0	\$672,000

Projects	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Total
SR 600 - Pleasant Hill Road to Portage Street - FOOT	\$0	\$0	\$0	\$765,000	\$0	\$765,000
<i>Sub-Total</i>	<i>\$578,000</i>	<i>\$1,141,000</i>	<i>\$542,000</i>	<i>\$765,000</i>	<i>\$577,000</i>	<i>\$3,603,000</i>
TOTAL PROJECTS	\$73,101,400	\$117,844,000	\$74,196,000	\$72,649,000	\$90,593,000	\$428,383,400

Source: Toho Water Authority Capital Budget, Fiscal Year 2021.

Table 8-4: FDOT Funded Projects

Item Number	Type of Work	Project Title	FY 2022-2023	FY 2023-2024	FY 2024-2025	FY 2025-2026	FY 2026-2027	TOTAL
244383-1	Routine Maintenance	City of Kissimmee MOA	\$118,000	\$118,000	\$118,000	\$118,000	\$118,000	\$590,000
443548-1	Safety Project	Fortune Rd & Simpson Rd Intersection Improvement Project	\$0	\$4,490,553	\$0	\$0	\$0	\$4,490,553
437472-1	Corridor/SubArea Planning	Downtown Kissimmee Corridor Study (Various Roadways)	\$0	\$1,430,000	\$0	\$0	\$0	\$1,430,000
437932-1	Corridor/SubArea Planning	Central Avenue from Dakin Ave @ Church St to W. Donegan Ave	\$0	\$0	\$0	\$1,125,000	\$0	\$1,125,000
438445-1	Aviation Capacity Project	Osceola-Kissimmee Airport Master Plan Update	\$0	\$32,000	\$0	\$0	\$0	\$32,000
438446-1	Aviation Capacity Project	Osceola-Kissimmee Extend Runway 6 & Taxiway "B"	\$0	\$0	\$480,000	\$240,000	\$0	\$720,000
442488-1	Aviation Preservation Project	Osceola-Kissimmee Gateway Airfield Improvements	\$120,000	\$0	\$0	\$0	\$0	\$120,000
440781-1	Aviation Preservation Project	Osceola-Kissimmee Gateway Maintenance Facility	\$0	\$0	\$500,000	\$1,000,000	\$2,000,000	\$3,500,000
438444-1	Aviation Preservation Project	Osceola-Kissimmee Rehabilitate Taxiway	\$240,000	\$240,000	\$0	\$0	\$0	\$480,000

Item Number	Type of Work	Project Title	FY 2022-2023	FY 2023-2024	FY 2024-2025	FY 2025-2026	FY 2026-2027	TOTAL
431556-1	Aviation Preservation Project	Osceola-Kissimmee Runway Improvements	\$0	\$0	\$0	\$216,000	\$0	\$216,000
438441-2	Aviation Preservation Project	Osceola-Kissimmee Taxiway "E" Expansion	\$400,000	\$0	\$0	\$0	\$0	\$400,000
442334-1	Bike Path/Trail	Shingle Creek Trail Phase 2A from John Young Pkwy to Pleasant Hill Rd	\$0	\$2,743,943	\$0	\$0	\$0	\$2,743,943
445709-1	Safety Project	SR 500/ US 192 (E. Bronson HWY) from Florida Ave to Michigan Ave	\$0	\$1,462,710	\$0	\$0	\$0	\$1,462,710
418403-6	Intersection Improvement	SR 600 (17/92) John Young Pkwy at Pleasant Hill Rd	\$0	\$0	\$0	\$7,303,897	\$0	\$7,303,897
418403-3	Add Lanes & Reconstruct	SR 600 (17/92) from Pleasant Hill Rd to Portage St	\$0	\$0	\$0	\$0	\$1,203,963	\$1,203,963
437451-1	Add Left Turn Lane(s)	US 192 at Hoagland Blvd	\$41,040	\$0	\$0	\$0	\$0	\$41,040
434916-1	Intersection Improvement	West Oak Street Intersection Improvements at John Young Pkwy	\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000
TOTAL FDOT-FUNDED CAPITAL PROJECTS			\$2,419,040	\$10,517,206	\$1,098,000	\$10,002,897	\$3,321,963	\$27,359,106

Source: FDOT Florida's Adopted Five Year Work Program, July 1, 2021.

Table 8-5: FDOT Funded Bicycle, Pedestrian, and Transit Projects

Project Type	Location	From	To	Length	Cost Estimate
Bicycle	Kissimmee/St. Cloud Trail	Neptune Rd.	E. Lake Short Blvd.	0.12	\$3,780,000
Bicycle	Shingle Creek Phase 2A	Trail	John Young Pkwy. Pleasant Hill Rd.	0.46	\$2,964,000
Bicycle & Pedestrian	Central Ave. Bike & Ped	Martin Luther King, Jr. Blvd.	Donegan Ave.	1.50	\$7,125,000
Bicycle & Pedestrian	Shingle Creek Phase 2B South	Trail		N/A	\$7,782,168
Bicycle & Pedestrian	Shingle Creek Phase 2C North	Trail		N/A	\$8,000,000
Bicycle & Pedestrian	Shingle Creek Phase 2D North	Trail		N/A	\$10,599,768
Bicycle & Pedestrian	Toho Valencia Bridge	Trail	US 192 South side of US 192	0.13	\$10,290,190
Bicycle & Pedestrian	Emory Canal South	Trail	John Young Pkwy. Shingle Creek Trail	0.40	\$200,000
	<i>Total</i>				<i>\$50,741,126</i>
Transit	Hoagland Blvd.	John Young Pkwy.	Donegan Ave.	1.00	\$5,836,000
	Osceola Co./Kissimmee	Pleasant Hill Rd.	Portage St.	2.36	\$46,100,000
	<i>Total</i>				<i>\$51,936,000</i>

Source: MetroPlan Orlando's Adopted Transportation Improvement Program & Prioritized Project List, July 7, 2021.



10 ECONOMIC DEVELOPMENT

Kissimmee

2040 Comprehensive Plan

Economic Development

prepared for

City of Kissimmee

prepared by

Cambridge Systematics, Inc.
2101 West Commercial Boulevard, Suite 3200
Fort Lauderdale, FL 33309

date

November 2018

Cover photo source: Paul Bowen

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GOALS, OBJECTIVES, AND POLICIES

This section stipulates goals, objectives, and implementing policies for this optional local government comprehensive plan element, pursuant to §163.3177(7)(j), Florida Statutes.

GOAL 10.1: IMPLEMENT ECONOMIC DEVELOPMENT RESOURCES.

Develop strategies to implement economic development activities within the City.

OBJECTIVE 10.1.1: ECONOMIC DEVELOPMENT DIVISION.

Maintain the City's economic development division, which works with local and regional organizations to promote business recruitment and retention in the City.

POLICY 10.1.1.1: ECONOMIC DEVELOPMENT FUND.

Refine funding mechanism and establish an Economic Development Fund Policy, to advance the interests of retaining and recruiting businesses or targeted industries.

POLICY 10.1.1.2: ECONOMIC INCENTIVES.

Create and maintain guidelines for development and redevelopment incentives, which are flexible and can be modified as the economy dictates, to retain and recruit businesses and targeted industries.

POLICY 10.1.1.3: ECONOMIC DEVELOPMENT MARKETING.

Publicize, promote, and market the City's assets, as well as the beneficial impacts of business investments within the City.

POLICY 10.1.1.4: BUSINESS RETENTION AND EXPANSION.

Promote retention and expansion of existing businesses.

GOAL 10.2: INCREASE ECONOMIC OPPORTUNITIES.

Cultivate Kissimmee's economy to provide more workforce opportunities for residents, sustainable services to the local market, and stable revenue sources for local businesses

OBJECTIVE 10.2.1: DIVERSIFY KISSIMMEE ECONOMY.

Target market sectors that are currently underrepresented in the Kissimmee economy.

POLICY 10.2.1.1: TARGET INDUSTRIES AND BUSINESSES.

Maintain and periodically revise a list of industries and businesses to be targeted for participation in the local business market.



POLICY 10.2.1.2: CAPITALIZE ON EXISTING ASSETS.

Capitalize on existing physical and community assets that have the potential to generate diversified economic development opportunities within the City.

OBJECTIVE 10.2.2: DEVELOP ACTIVITY CENTERS.

Pursue development of key activity centers within the City to accommodate economic growth and diversification.

POLICY 10.2.2.1: DOWNTOWN KISSIMMEE.

Revitalize and expand the economic, cultural and residential climate of Downtown Kissimmee.

POLICY 10.2.2.2: VINE STREET CORRIDOR.

Revitalize the Vine Street Corridor with higher density, mixed use, and transit-supportive development and redevelopment.

POLICY 10.2.2.3: KISSIMMEE GATEWAY AIRPORT.

Expand business and industrial development opportunities within, and around, the Kissimmee Gateway Airport.

POLICY 10.2.2.4: FOSTER AND FACILITATE NEW WORKFORCE CLUSTERS.

Continue networking opportunities to attract new corporate citizens into the City of Kissimmee and assist them during the transitional process.

GOAL 10.3: INFRASTRUCTURE IMPROVEMENTS.

Implement physical improvements and service enhancements necessary to support economic development within the City.

OBJECTIVE 10.3.1: TRANSPORTATION NETWORK.

Ensure the City's transportation network is sufficient to accommodate redevelopment and economic development activities.

POLICY 10.3.1.1: ENHANCEMENTS TO SUPPORT CURRENT AND FUTURE ACTIVITY CENTERS.

Provide multimodal transportation enhancements to support current and forthcoming land development and redevelopment projects within the City.

POLICY 10.3.1.2: COORDINATION WITH LOCAL AND REGIONAL TRANSPORTATION AND PLANNING ORGANIZATIONS.

Ensure the City's transportation infrastructure needs are included in MetroPlan, LYNX, FDOT and any other transportation organization's plans, work programs, and budgets.

POLICY 10.3.1.3: MULTIMODAL TRANSPORTATION AND FUNDING OPTIONS.

Continue support of network connectivity and accessibility, including the use of alternative modes of transportation to supplement automobile-based transportation, to ensure the efficient movement of employees and goods, as well as support efforts to create permanent funding sources for the respective modal systems.

OBJECTIVE 10.3.2: UTILITY NETWORK.

Ensure utility connections and supplies are sufficient to support redevelopment and economic development initiatives.

POLICY 10.3.2.1: COORDINATED UTILITY PLANNING.

Coordinate infrastructure planning with utility providers including the Toho Water Authority (TWA), Kissimmee Utility Authority (KUA), and any other future utility providers.

POLICY 10.3.2.2: UTILITY END USER.

Work with utility providers to facilitate the communication of the utility needs within business corridors, for current and future business entities.

OBJECTIVE 10.3.3: COORDINATE PLANNING AND ECONOMIC DEVELOPMENT.

Coordinate planning and growth management initiatives with the City's economic development and redevelopment strategies.

POLICY 10.3.3.1: SIMPLIFY PERMITTING PROCEDURES.

Revise the City's regulatory processes to support economic development activities, particularly for identified and targeted market sectors.

POLICY 10.3.3.2: EXTERNAL ENTITY COORDINATION AND INVOLVEMENT.

Coordinate planning initiatives and regulatory processes with external partners and programs to ensure maximum dissemination of information for maximum economic benefit.

POLICY 10.3.3.3: HOUSING STOCK.

Diversify and improve the City's housing stock to provide sufficient residential opportunities for particular market sectors, including executive level housing, as the market dictates.



11

PROPERTY RIGHTS

Kissimmee 2040 Comprehensive Plan

Property Rights

date

December 7, 2021; DRC#21-097; DEO Amendment No.21-02(ESR)

Cover photo source: City of Kissimmee Public Information Office



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GOALS, OBJECTIVES, AND POLICIES

This section stipulates goals, objectives, and implementing policies for the Property Rights pursuant to §163.3177(6)(i), Florida Statutes.

GOAL 1.1: PROPERTY RIGHTS

Ensure that the City of Kissimmee remains consistent with Florida State Statutes and regulations and that private property rights are considered in local decision-making.

OBJECTIVE 1.1.1: PROPERTY RIGHT PROTECTION

In accordance with the legislative intent expressed in F.S. 163.3161(10) and 187.101(3) that the City of Kissimmee shall respect judicially acknowledged and constitutionally protected private property rights.

POLICY 1.1.1.1: PROPERTY OWNER INTERESTS

The right of a property owner to physically possess and control their interests in the property, including easements, leases, or mineral rights.

POLICY 1.1.1.2: RIGHT TO USE AND DEVELOP PROPERTY

The right of a property owner to use, maintain, develop, and improve their property for personal use or for the use of any other person, subject to State law and local ordinances.

POLICY 1.1.1.3: PROPERTY OWNER EXCLUSION

The right of the property owner to privacy and to exclude others from the property to protect the owner's possessions and property.

POLICY 1.1.1.4: SALE OR GIFTING OF PROPERTY

The right of a property owner to dispose of his or her property through sale or gift.