



# SHINGLE CREEK REGIONAL PARK

MANAGEMENT PLAN UPDATE | OCTOBER 1, 2012

**AECOM**









# Contents

INTRODUCTION

TASK SUMMARY

THE NORTHERN EXPERIENCE

Steffee Landing Hub

Steffee Landing

Babb Landing

THE SOUTHERN EXPERIENCE

Marsh Landing

STANDARD SITE FURNISHINGS

PHASING AND IMPLEMENTATION



# Introduction

Stretching from the Orange County line to Lake Tohopekaliga (Toho), Shingle Creek Regional Park is the premier Osceola County park protecting the precious ecological, historical, and recreational jewel of Shingle Creek. One of the most northern tributary headwaters to the Everglades, Shingle Creek is an accessible, high-quality stream surrounded by a variety of undisturbed historic Florida ecosystems including live oak hammocks, mesic pine flatwoods, scrubby flatwoods, and floodplain forests. In addition, a variety of historic sites and cultural landscapes dating back to before the early pioneer days occur near its banks. Like many areas in Central Florida, this corridor has been under intense development pressure over the last 30 years, threatening its ecological and historical integrity.

Since 1989, Osceola County has partnered with a variety of state agencies and non-profit organizations, including the South Florida Water Management District (SFWMD), the State of Florida Department of Environmental Protection's Greenways and Trails Division, the City of Kissimmee, and the Osceola County Historical Society. These agencies and organizations have recognized the significance of this corridor and have worked collaboratively to preserve the ecological and historical character of the Shingle Creek Corridor, resulting in the formation of Shingle Creek Regional Park. These efforts have included a variety of strategic land and water quality preservation plans, fee simple and easement acquisitions, road mitigation projects, evaluations of Development of Regional Impact, and passive recreation projects.

In 2007, Osceola County in partnership with the City of Kissimmee took an important step in preserving the ecological, historical, and recreational integrity of the corridor through the development of a vision for the corridor. With assistance from AECOM (formerly Glatting Jackson), the partners defined a vision for the corridor that has served to tie all the ecological, historical, and recreational efforts and initiatives into one comprehensive and holistic vision, which became memorialized in the 2007 Shingle Creek Regional Park Conceptual Master Plan (Figure 1).

Based on boundaries for lands that had been identified for acquisition in the State Save Our Rivers program, the 2007 Shingle Creek Regional Park Conceptual Master Plan identified a vision for the corridor to provide a variety of unique, State Park caliber, passive, resource-based recreational experiences and opportunities. To that end, the master plan established a resource management framework and an access/recreation framework that identified specific and strategic action items, many of which have been implemented by Osceola County and its partners since 2007. These have included the acquisition and improvements to key parcels such as the Steffee Landing, Steffee Homestead, the Marsh Landing Property, and the implementation of a Welcome Center at the former Roadhouse Grill site along US Highway 192. The following describes an update to the master plan and associated management plan for Shingle Creek Regional Park to refine site design elements that implement the vision first identified in the 2007 Plan.



Since the development of the 2007 Shingle Creek Regional Conceptual Master Plan, Osceola County and its partners have implemented many of the initiatives identified in the plan. One of these initiatives was the development of the Steffee Landing property into a public park that provides canoe and kayak access to Shingle Creek.





# 2007 Shingle Creek Regional Park Master Plan

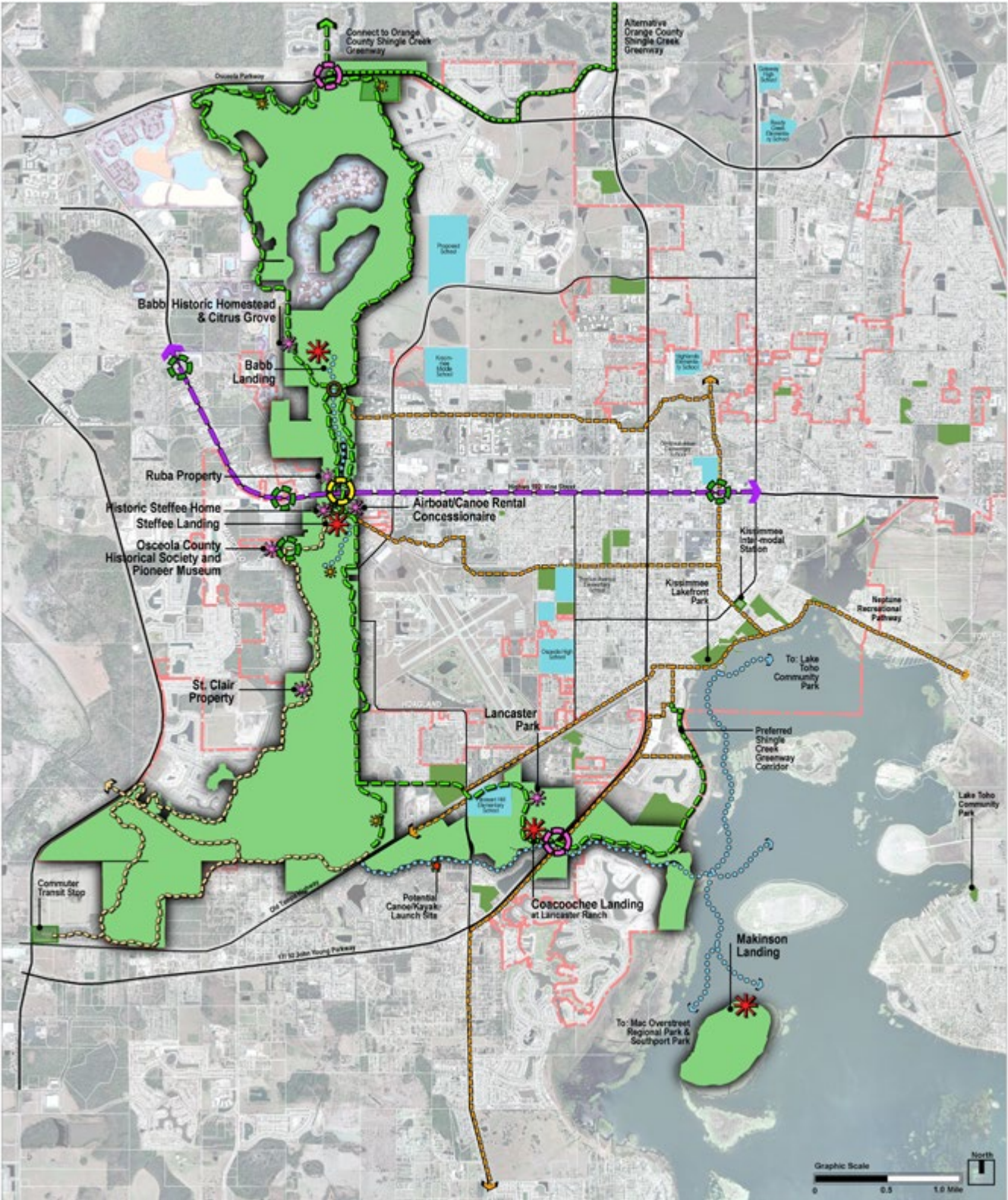


Figure 1 - Shingle Creek Regional Park Conceptual Master Plan



# Task Summary



Land conservation acquisitions over the past years have protected significant areas of bottomland hardwood forests, pine flatwoods, scrub, and other parcels. These parcels are significant for water quality and wildlife corridor protection in the Creek. The County is also actively restoring lands from improved pastures to the historical natural habitats in acquired parcels.

## Update to the Shingle Creek Regional Park Management Plan

Since the completion of the 2007 Shingle Creek Regional Park Conceptual Master Plan, changes in the corridor have included property acquisitions, site improvements to provide passive and active recreation facilities, and ecological restoration efforts, all within a challenging budgetary environment. The purpose of this plan is to update the Shingle Creek Regional Park Management Plan to reflect these changes within the Regional Park and provide implementation plans with refined site plans and associated improvements that provide context for budgetary considerations. This update also seeks to establish a refined conceptual vision for the corridor and for specific sites. Specific elements addressed in this update include:

- A refined experiential vision for the:
  - Northern Shingle Creek Corridor
  - Southern Shingle Creek Corridor
- Conceptual Park Master Plans for:
  - Steffee Landing Hub
  - Steffee Landing
  - Babb Landing with connections to the adjacent Ruba Parcel
  - Marsh Landing

## A Refined Experiential Vision

**Figure 2** illustrates a refined experiential vision for the entire Shingle Creek Regional Park. This vision captures the two distinct resource-based experiences defined by ecological, historical, educational, and recreational features provided by the Regional Park. The 2012 Update organizes these into two experiences - the Northern Experience and the Southern Experience. The following pages provide an explanation of these two experiences while also documenting conceptual master plans for several key parcels located within each section that will provide the County and its partners with an implementation plan for the next five years.



# Shingle Creek Regional Park | The Overall Experience

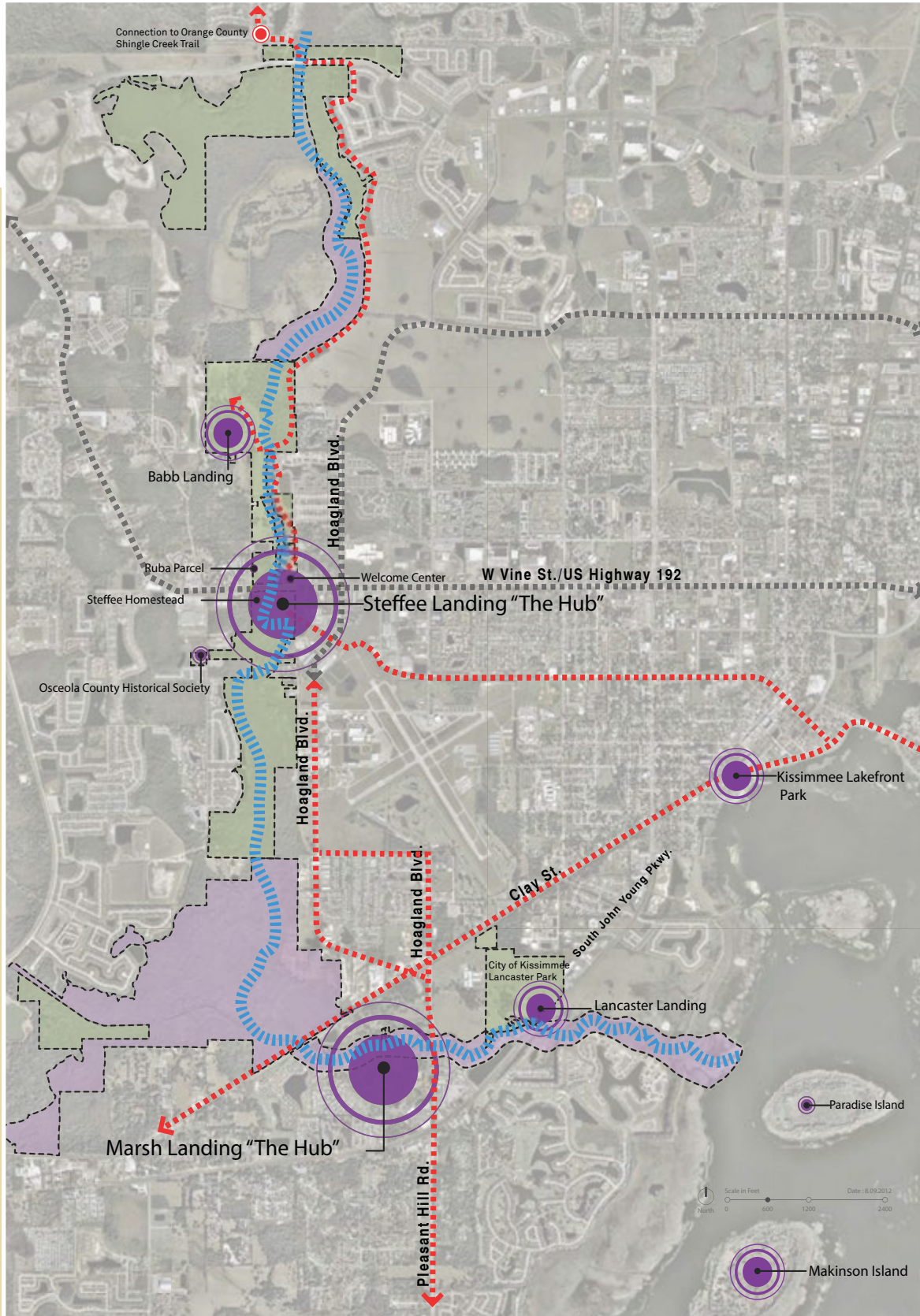


Figure 2 - Refined vision for the Shingle Creek Regional Park









# The Northern Experience

STEFFEE LANDING HUB  
STEFFEE LANDING  
BABB LANDING  
RUBA PARCEL



# The Northern Experience

The Northern Experience is made up of individual parcels that provide visitors with the opportunity to enjoy a variety of passive, resource-based experiences that draw upon the historical and ecological significance of the corridor for educational, recreational, and social purposes. These sites include:

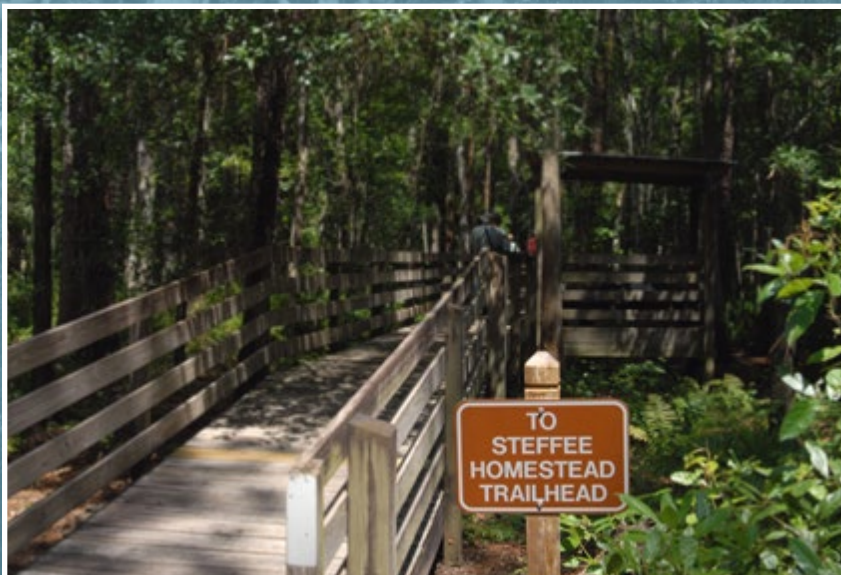
- Steffee Landing
- Steffee Homestead
- Welcome Center and History Museum (Welcome Center)
- Babb Landing
- Ruba Parcel

Starting in the Shingle Creek Regional Park entrance at Steffee Landing, the Northern Experience draws upon water-based uses provided by Shingle Creek and a land-based network of multi-purpose paths and hiking trails to unify the recreational opportunities provided by individual sites. This network of trails and Shingle Creek blueway will provide visitors with opportunities to walk, hike, jog, bike, and canoe/kayak from site to site. The Northern Experience is bisected by US Highway 192, which has close to 60,000 average daily automobile trips traversing through the Northern Experience. The visibility and exposure of the Northern Experience is significant along US Highway 192 for residents and visitors alike.

Unique to the Northern Experience in the Shingle Creek Regional Park are Osceola County historical sites that provide visitors with a glimpse of what life along the Shingle Creek Corridor was like during Osceola County's early pioneer days. Babb Landing is the proposed home for the Osceola County Historical Society Pioneer Park that will contain various historic structures from around the County dating back to the 1890s. The Steffee Homestead and the Steffee Home, both of which were homes of one of the area's first pioneer families, provide a unique historical node near US 192. The Osceola County Historical Society, located southwest from the Steffee Landing, contains the current location for the Pioneer Village and Museum where visitors can see and experience "various late 19th century structures that depict life when citrus was king, Crackers ruled the scrub, and everyone lived simply off the land and their ingenuity" (Osceola County Historical Society:

<http://osceolahistory.com/> ). These three sites provide visitors with a unique historical and cultural experience grounded in ecology, culture, and recreation unlike any other experience in Osceola County.

The following pages provide an overview of proposed improvements to key sites in the Northern Experience described through an experiential narrative. These sites are the Steffee Landing Hub, Steffee Landing, and Babb Landing with associated connections to the Ruba Parcel.



Steffee Homestead Trailhead

Unique to the Northern Experience is the presence of various historic structures and sites dating back to the early pioneer days of the Shingle Creek. These sites provide visitors with a glimpse of pioneer life along Shingle Creek within the context of passive resource-based recreational facilities that provide opportunities to walk, jog, bike, canoe and picnic.



Steffee Home



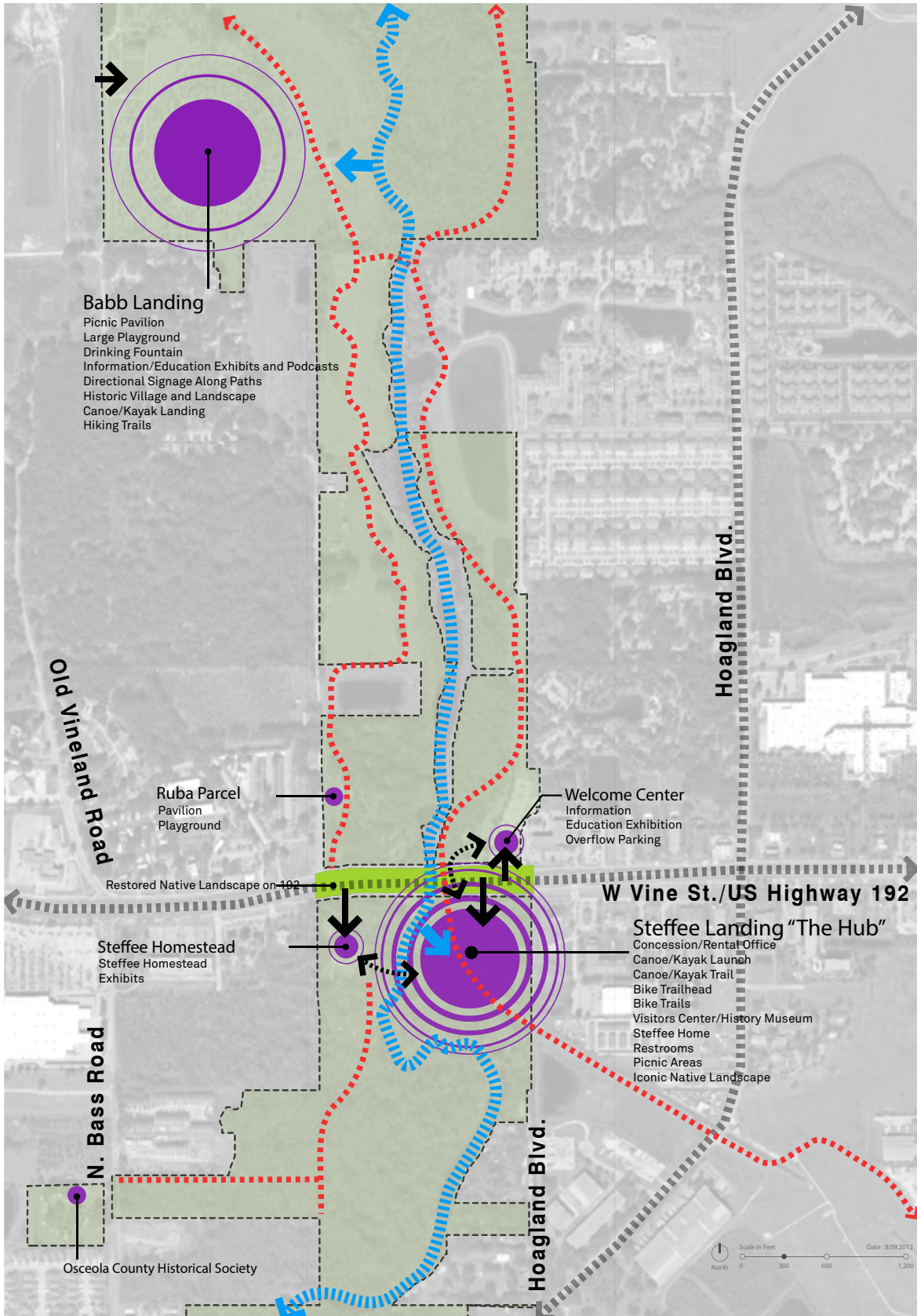


Figure 3 - The Northern Experience



# The Northern Experience | Steffee Hub

## Gateway into the Northern Experience

The Northern Experience will begin at US Highway 192, where the character of the road is proposed to change from commercial corridor character to a natural old-Florida character with native vegetation and vernacular fencing to let drivers know they have entered a unique setting. Visitors will easily spot the new Shingle Creek Regional Park sign and entrance. The Steffee Hub will provide an hour to full-day experience for visitors including picnicking, perusing the exhibits at the Welcome Center, walks to the Steffee Homestead, and canoeing, kayaking and biking from the Steffee Landing.

The following documents the proposed improvements depicted on Figure 4, which will unify Steffee Landing, Steffee Homestead, and the Welcome Center:

### Facilities and Infrastructure Improvements

1. **Multi-Purpose Bike Trail** - An extension of the current bike trail will extend from the current terminus north of the US 192 underpass to Babb Landing.
2. **Soil Cement Trail** - Trails that are 6' to 8' wide connecting the various elements of the hub will be constructed using pervious soil cement.
3. **Pavilion** - A park-standard 10' x 20' pavilion will provide visitors picnicking or bank fishing along Shingle Creek with shelter.
4. **Picnic Area** - The area north of the bike trail will be planted with



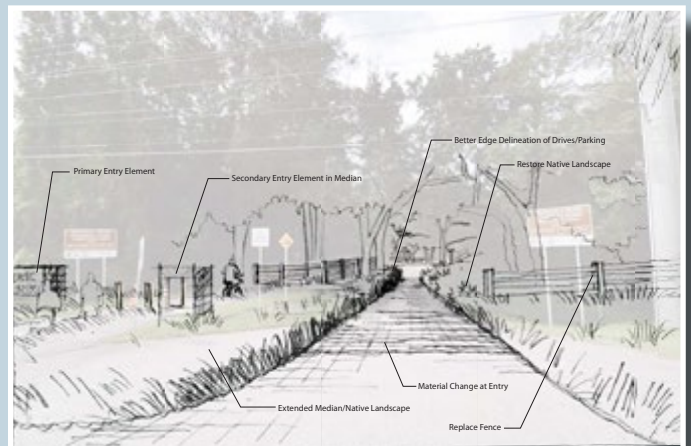
Steeffee Landing Entry

native grasses, wildflowers, and shrubs to restore the habitat connections, improve aesthetics, and provide a unique setting on Shingle Creek for picnicking.

5. **Overflow Parking** - Extra parking spaces will be provided for the Welcome Center.
6. **Concrete Trail Connection to Welcome Center** - An 8' - 10' walk will connect the multi-purpose bike trail to the Welcome Center.
7. **"Entering Shingle Creek Regional Park" Signs** - Wood, old Florida style vernacular signs will announce the arrival to Shingle Creek Regional Park.
8. **Improved Steffee Landing Entrance** - Restored old Florida, natural character landscaping with native vegetation, wooden three rail fencing, and Shingle Creek Regional Park signs will be highlighted.
9. **Steeffee Homestead Bridge** - A wood-based bridge reminiscent of old railroad bridges will span Shingle Creek to provide pedestrian connections between Steffee Landing and the Steffee Homestead and expand the experience provided at the Steffee Landing

### Natural Improvements

1. **Native Plantings** - Native wildflowers, grasses, and shrubs will be planted north of US Highway 192 to provide a consistent native aesthetic between the Welcome Center and US Highway 192 and between the parking lot and the bike trail.
2. **Naturalized US 192 Landscape** - Native plantings will replace the existing US Highway 192 commercial landscape character to show the unique character of the park to drivers.



Steeffee Landing Entry Drive





Figure 4 - Steffee Hub Conceptual Master Plan



# The Northern Experience | Steffee Landing

## Northern Experience Primary Entrance

Visitors will primarily begin the Northern Experience of Shingle Creek Regional Park at the Steffee Landing. Visitors will be able to spend an hour or a full day engaged in activities, including:

- Walk under US 192 to the Welcome Center to learn about the history, habitat and significance of Shingle Creek;
- Walk across the bridge over Shingle Creek for a tour of the Steffee Homestead;
- Rent a canoe or kayak for a self-directed or guided tour north to Babb Landing, and/or south along Shingle Creek (and back)
- Rent bicycles
- Make reservations for overnight camping on Makinson Island (via tours from Marsh Landing to the south)

Proposed enhancements to Steffee Landing shown on Figure 5 will provide visitors with various passive, resource-based activities. The following provides an overview of the improvements proposed for the site:

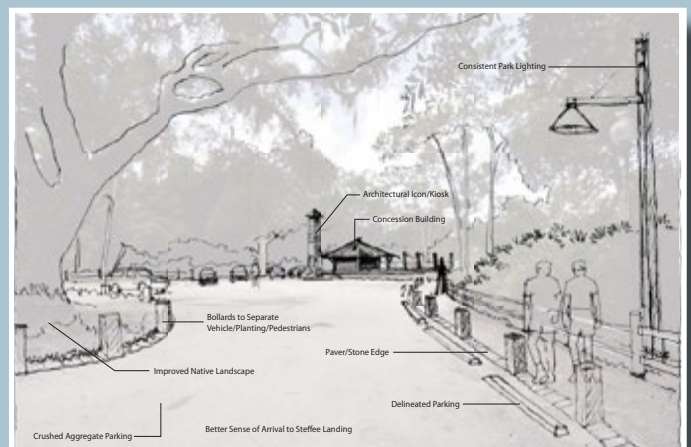
### Facilities and Infrastructure Improvements:

1. **Steeffee Landing Entrance Signs** - Provide a State Park quality entry sign to designate the Steffee Landing entrance as the primary entrance into the Shingle Creek Regional Park.
2. **New Trail Connection** - Construct a boardwalk to provide bike trail users direct access to the concession building.
3. **Improved Parking with Defined Parking Spaces** - Delineate clear parking spaces using bollards, paver/stone edges, or parking stops and apply a consistent surface of crushed aggregate except for a vegetated median to protect live oaks in the central portion of the parking lot, and install directional signs to guide traffic flow.
4. **Shingle Creek Regional Park Kiosk** - Construct a vertical architectural element that will include a Shingle Creek Regional Park map to orient visitors to key areas in the site and the park.
5. **Future Concession Building** - Construct a building that draws upon the architectural characteristics of the Steffee Home that includes a concession shop, storage facilities, and restroom facilities.
6. **Steeffee Homestead Bridge** - Install a wood-based bridge reminiscent of old railroad bridges spanning Shingle Creek to provide pedestrian connections between Steffee Landing and the Steffee Homestead.
7. **Picnic Area** - Place picnic tables under trees along Shingle Creek.
8. **Move Existing Well House** - Reduce well house size to minimize its visibility from US 192 and evaluate long-term relocation to remove the building from the canoe/kayak activity zone.

9. **Canoe/Kayak Launch** - Maintain grass bank to provide a shallowly sloped launch zone for canoes and kayaks provided by the concessionaire and/or brought to the site by the public.
10. **Island Boardwalk** - Span Shingle Creek with a short wooden boardwalk between the island and main portions of Steffee Landing to provide access to a new picnic area.
11. **New Floating Dock** - Remove the existing floating docks around the island and replace with a short floating dock to provide a fishing platform and canoe landing facility.
12. **Soil Cement Trail** - Provide a 6' - 8' wide trail pervious trails for visitor access.
13. **Existing Structure Removal** - Remove the existing white storage building to open views to the creek and new bridge connection to the Steffee Homestead.

### Natural Improvements:

1. **Native Understory Plantings** - Install native vegetations to minimize maintenance and provide an old Florida aesthetic.
2. **Fishing Bank** - Maintain a small grassed bank on the west bank of Shingle Creek accessible from Steffee Homestead to provide a bank-fishing opportunity, while the remainder of the bank currently in sod will be planted with native grasses and wildflowers.
3. **Native Grass** - Plant native grasses to reduce maintenance of existing lawn and enhance old Florida aesthetic of the site.



Steeffee Landing Parking | Concession View



# Shingle Creek Regional Park | Steffee Landing Detail Conceptual Plan



**Potential Revenue Generation**

- Canoe, kayak, and bike rentals
- Concession store with box lunches, Shingle Creek Regional Park souvenirs, hiking, paddling, biking, and camping supplies
- Concessionaire lease

Figure 5 - Steffee Landing Detail Conceptual Plan



# The Northern Experience | Babb Landing

## An Old Florida Experience

A short paddle or bike ride north from the Steffee Landing is Babb Landing. Visitors arriving via Shingle Creek will be able to pull their kayaks or canoes on the grassy bank, and walk or bike the trails to explore the site. Near the landing site is the "Thanksgiving Tree" where visitors can enjoy their boxed lunch under the shade of the grand oak. Further up the trail is the relocated Osceola County Historical Village, where docents provide guided tours. A variety of restored Florida landscapes will provide visitors with a sense of natural old Florida. Additionally, native seed source areas are proposed throughout the site, enabling the County to grow native plants and sell seeds or plants for revenue generation.

As shown on Figure 6, the proposed site improvements include various ecosystem restorations and additional amenities, which are described as follows:

### Facilities and Infrastructure Improvements:

- 1. Osceola Pioneer Park - Primary Buildings, Cow Camp, and Homestead** (by others)
- 2. New Playground + Family Pavilion** - Place a new playground comprised of natural materials next to a new park-standard pavilion to provide play and picnic areas and shade for families to expand on the existing play area.
- 3. Screened Pavilion** - Place a large (20' x 40') screened pavilion to provide a unique setting for special events such as corporate retreats, team training facilities, or wedding receptions.



Naturalistic Playground Option

- 4. Overflow Parking** - Install native plantings for consistent natural entry aesthetics, continue access from the internal site roads, and formalize parking spaces by the placement of car stops over a maintained grass base.
- 5. Soil Cement Trail** - Maintain the existing soil cement trails.
- 6. Canoe/Kayak Launch** - Maintain a grassed bank on Shingle Creek to provide a sheltered landing location for canoeists and kayakers.
- 7. New Shingle Creek Bridge Crossing (with Bike Trail)** - The bike trail will cross Shingle Creek to provide connections south to the Steffee Landing Hub, north to future trail extensions, and the main entrance to the Babb Parcel.
- 8. Gateway Entry** - Install a small sign consistent with other park entrances at the entrance.

### Natural Improvements:

- 1. Canopy Plantings** - Plant native canopy as small seedlings to provide future canopy cover within pasture areas.
- 2. Pecan Grove** - Plant specimen pecans to re-build the pecan grove around the existing historical structures.
- 3. Citrus Grove** - Plant a demonstration citrus grove.
- 4. Restored Wetlands** - Plant cypress trees and limited wetland herbaceous species to restore wetland canopy and diversity.
- 5. Oak Grove** - Plant groves of small 6 to 12 oak trees in clusters to provide future shade opportunities along the trails.
- 6. Stormwater Plantings** - Replace sod with native grasses tolerant of occasional inundation in the existing dry detention stormwater facilities to provide a more natural aesthetic.
- 7. Upland Restoration** - Apply herbicide to remove existing non-native species followed by seeding with native grasses and wildflower species and plantings of native shrubs and longleaf pine trees to restore pine flatwoods systems to the site.
- 8. Native Seed Source** - Use site preparation techniques to eradicate existing pasture grasses similar to upland restoration areas and then seed the site with native grasses and wildflower species
- 9. Thanksgiving Tree** - A specimen live oak that provides shade and a unique setting that has been used for a unique Thanksgiving dinner setting by families in the area.



# Shingle Creek Regional Park | Babb Landing Conceptual Plan



Figure 6 - Babb Landing Conceptual Master Plan



# The Northern Experience | Ruba Parcel

## AN EXTENSION OF THE BABB LANDING EXPERIENCE

A short bike ride south from Babb Landing is the Ruba Parcel. The City of Kissimmee is constructing a playground on this parcel. Proposed enhancements on the southern end of Babb Landing will enable visitors to bike, hike, or jog from Babb Landing to the playground on Ruba and ultimately to US 192. An important long-term improvement is the re-grading of the existing Florida Department of Transportation (FDOT) retention pond to provide sculpted banks, littoral zones, and other opportunities intended to transform this engineered facility into an aesthetic, ecological, and social amenity consistent with the surrounding Regional Park. Figure 7 illustrates the proposed enhancements to the site, which are described as follows:

### Built Improvements:

- 1. Regraded FDOT Pond** - As part of a long-term plan, the pond will be re-sculpted to soften the existing rectangular shape and added additional littoral planting zones.
- 2. Soil Cement Trail** - The soil cement trail currently terminating at the FDOT pond will be extended around the west side of the pond to connect to the playground being constructed on the Ruba Parcel.
- 3. Three Rail Fencing** - New fencing will be provided on the western property boundary and to replace the current chain

link fence around the FDOT pond with a park-standard three rail fence to provide consistency in fencing with other portions of the park.

- 4. Gateway Entry** - A small sign consistent with other park entrances will be installed at gated entrance.

### Natural Improvements:

- 1. Native Seed Source** - Site preparation will be used to eradicate existing pasture grasses and the site will be seeded with native grasses and wildflower species that, upon maturity, could be used to generate seed that could be sold to native nurseries or used by the County.
- 2. Oak Grove** - Groves of small 6 to 12 oak trees will be planted in clusters to provide future shade opportunities along the trails.
- 3. Canopy Planting** - Canopy upland species such as longleaf pine and slash pine will be planted as small seedlings to provide future canopy cover within historical pasture areas.
- 4. Littoral Plantings** - Cypress trees and wetland herbaceous species will be planted along the banks of the FDOT pond to provide additional wildlife habitat and improve aesthetics of the pond.



Existing Florida Department of Transportation Pond



# Shingle Creek Regional Park | Babb Landing - Ruba Connection Conceptual Plan



Figure 7 - South Babb Landing and Connections to Ruba Parcel Conceptual Plan









# The Southern Experience

MARSH LANDING



# The Southern Experience

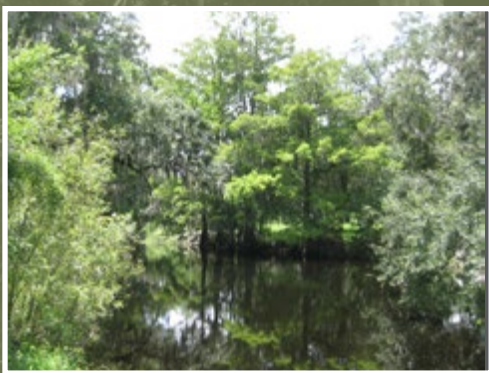
The Southern Experience is focused on the blueway connections provided by Shingle Creek between a hub at Marsh Landing and Lake Tohopekaliga. The Southern Experience will also provide users with water-based access on Shingle Creek to Lancaster Landing (a City owned park parcel downstream from Marsh Landing), the Kissimmee Lakefront Park, Paradise Island, and Makinson Island. The activities in the Southern Experience primarily revolve around boating, either through non-motorized canoes and kayaks or electric or power boats. Future connections north to Steffee Landing when access becomes available through currently non-navigable portions of the Shingle Creek channel will provide additional unique canoeing and kayaking opportunities.

Unique to the Southern Experience is the combined presence of Shingle Creek and Lake Tohopekaliga. Shingle Creek empties into Lake Tohopekaliga providing visitors with a variety of canoe/kayak experiences ranging from a calm paddle surrounded by majestic, old Florida oak, cypress, and pine tree canopies to more strenuous, open-water paddling experiences. Lake Tohopekaliga also provides visitors with a variety of unique amenities accessible by canoe/kayak including an over-night camping experiences in Makinson Island.

The following pages provide an overview of proposed enhancements to a key site, in the Southern Experience, known as Marsh Landing, that was recently acquired by Osceola County.



Marsh Landing Boat Basin



Southern Experience of Shingle Creek

Unique to the Southern Experience is the combination of Shingle Creek and Lake Tohopekaliga. These two water bodies provide users with a variety of experiences ranging from calm paddle surrounded by majestic, old Florida oak, cypress, and pine tree canopies to more strenuous, open-water paddling experiences.



Lake Tohopekaliga Experience



# Shingle Creek Regional Park | Southern Experience

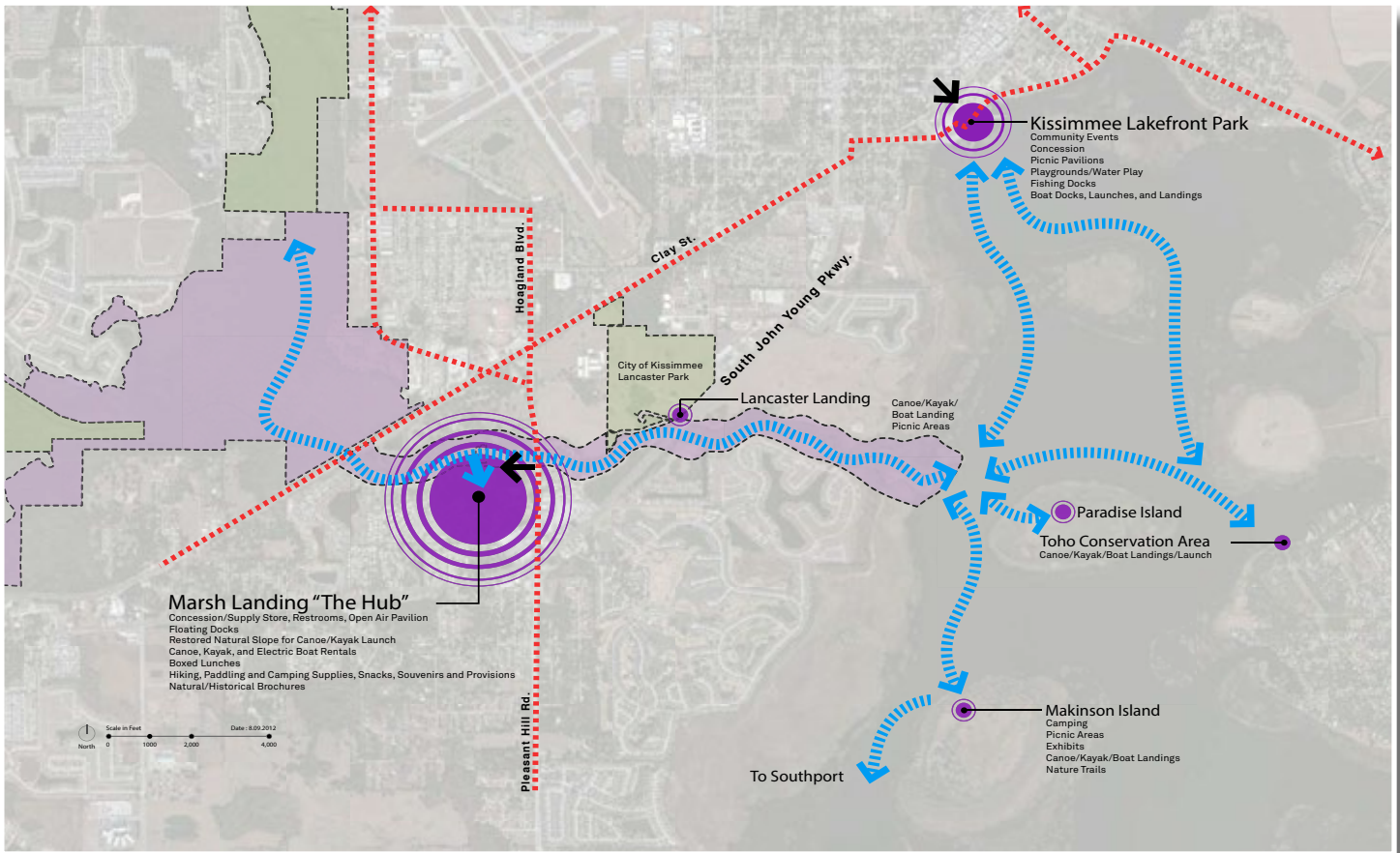


Figure 8 - The Southern Experience



Marsh Landing Open Air Pavilion



Marsh Landing House and Boat Basin

Prior to acquisition by the County, Marsh Landing was a private marina serving boaters on Shingle Creek and Lake Toho. Facilities included a house, several storage sheds, a restroom, RV camping locations, a boat launch, and open sided shelters over docks on both sides of a boat basin. Following acquisition, the docks and shelter on the east side of the basin were removed.



# Southern Experience | Marsh Landing

## The Hub of the Southern Experience

Located at the end of Marsh Road is the hub for the Southern Experience, a parcel known as Marsh Landing. As visitors enter the site, they will be greeted with native vegetation and wooden three-rail fencing consistent with other parcel entries in the Regional Park. Visitors will have the opportunity to launch canoes they have brought into the boat basin or rent kayak or canoes from the concessionaire in the new open air concessionaire building, which has been modified and re-purposed from the existing house. An open lawn area across the boat basin will provide a staging area for a variety of uses, including for campers traveling to and from Makinson Island. As depicted on Figure 9, the improvements for the site are described as follows:

### Built Improvements:

- 1. Gateway Entry** - Install a small sign consistent with other park entrances at the eastern entrance.
- 2. Parking** - Improve the parking area to define specific spaces for vehicles (no trailer parking provided), provide fencing around the margin, and provide native landscape plantings to maintain the natural aesthetic of the overall regional park.
- 3. Gate Access** - Control access with gates located at both entrances to the parking lot and a third at the maintenance drive entrance.
- 4. Fencing** - Install three rail fences consistent with park standards along the eastern side of the boat basin to provide separation between park users and the steep sides of the boat basin and at the property boundary.
- 5. Storage Buildings and Restrooms** - Maintain the existing storage buildings and upgrade the existing restrooms.
- 6. Picnic Area** - Place picnic tables under trees by the boat basin.
- 7. Canoe/Kayak Launch** - Construct a new canoe and kayak launch at the south end of the boat basin to provide access points for canoes and kayaks, but will not include access for additional boat launches.
- 8. ADA Accessible Dock** - Install a new dock along the eastern side of the canoe/kayak launch to provide ADA access to the water.
- 9. Improved Dock Shelter** - Rehabilitate the existing dock roof to continue to shade the docks.
- 10. Floating Docks** - Remove existing fixed docks and install new aluminum floating docks to provide easier access to the water.



- 11. Patios** - Place a wooden deck over existing concrete to surround the new concession building and transition to paver-based patios along the waters edge and on the eastern side of the boat basin.
- 12. Open Concession Building** - Re-purpose the existing house to provide large open air building with small enclosed central space for storage and concession use.
- 13. Wooden Bridge** - Connect the concession building to the east side of the boat basin using a small wooden bridge to provide a complete walking loop on the property.
- 14. Maintenance Drive and West Entrance** - Construct a new exit drive on the west side of the parking area and connect north to a gravel maintenance drive to the new concession building.

### Natural Improvements -

- 1. Native Landscaping** - Install native plantings at the entrance and along the property boundaries to increase diversity and provide a natural aesthetic.
- 2. Multi-purpose Lawn Space** - Bordered by native understory and canopy plantings, the open lawn space will be available for multiple purpose recreation activities, including staging activities for campers heading to Makinson Island.
- 3. Restored Bank Edge** - Plant cypress trees and other native vegetation along the creek bank, especially in the restored area currently occupied by the site's boat ramp.



# Shingle Creek Regional Park | Marsh Landing Conceptual Plan



Figure 9 - Marsh Landing Conceptual Plan



A wooden signpost stands in front of a weathered wooden barn. The signpost is made of a vertical wooden post with a decorative top. A horizontal wooden beam is attached to the post, and a wooden sign with a jagged, leaf-like edge hangs from it. The sign is painted with the words 'CITRUS', 'STORAGE BARN', and '1915' in white, block letters. The barn behind it has horizontal wooden siding and a dark interior. Green foliage is visible in the upper left corner, and the ground is covered with grass and weeds.

CITRUS  
STORAGE BARN  
1915





Standard Site  
Furnishings



# Standard Site Furnishings

The natural and historical resources of the Shingle Creek Regional Park are highlighted, accessed, and protected through recreational improvements, site furnishings, and fencing. The consistent application of features that occur throughout Shingle Creek Regional Park as well as other County facilities is desired to minimize maintenance costs and maintain a consistent design aesthetic. Similarly, consistent sign usage is useful to brand the wayfinding and entry signs for separate parcels within the Park. The following images document typical furnishings and signs for Shingle Creek Regional Park.



Three Rail Wooden Fence for Non-Historical Areas



Split Rail Wooden Fence for Historical Areas



Typical Picnic Table



Typical Park Standard Pavilion



Typical Bench





Typical Soil Cement Trail



Typical Educational Kiosk



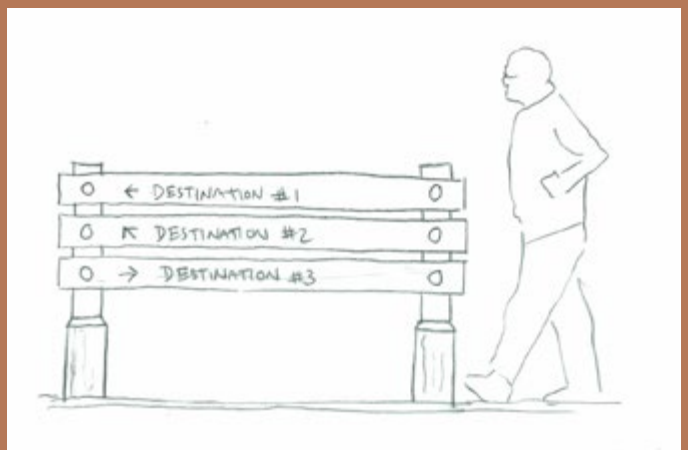
Typical Boardwalk



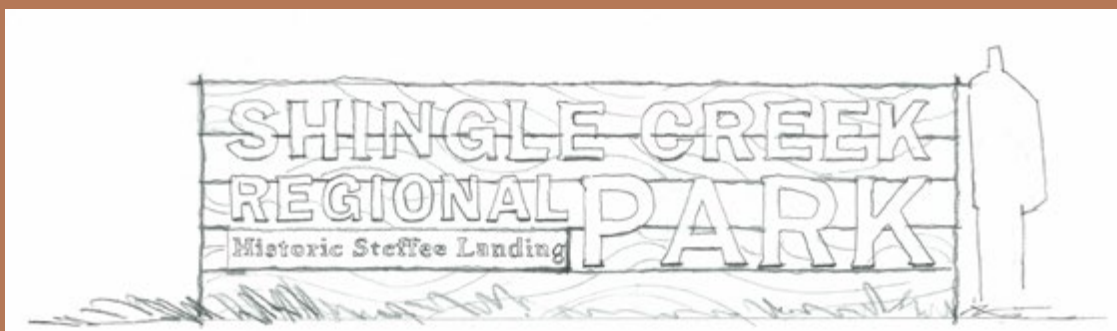
Desired Condition for Upland Restoration Areas



Typical Entry Sign for Park Parcels



Typical Directional Signs



Primary Entry Sign on US 192 for Shingle Creek Regional Park









## Phasing and Implementation



# Phasing and Implementation

Table 1. Cost Estimate Summary

Item No.	Item	Cost Estimates
<b>Steffee Hub</b>		<b>\$1,013,020</b>
1.	Demolition	\$14,400
2.	Trail Improvements	\$109,700
3.	Bridge Crossings (Steffee Homestead and Island Bridges)	\$58,700
4.	Floating Dock	\$24,300
5.	Buildings (includes Concession Building, Pavilion, and Pump House Reconfiguration)	\$413,000
6.	Parking Improvements	\$59,950
7.	Furnishings	\$25,154
8.	Signage	\$79,000
9.	Landscape Improvements	\$81,625
10.	Mobilization/General Conditions/Bonds/Contingency (17%)	\$147,191
<b>Babb Landing</b>		<b>\$507,159</b>
1.	Demolition	\$12,000
2.	Trail Improvements	\$32,400
3.	Buildings (includes Family Pavilion and Screened Pavilion)	\$60,000
6.	Parking Improvements	\$48,720
7.	Furnishings	\$7,175
8.	Playground	\$75,000
9.	Landscape Improvements (including Irrigation)	\$195,874
10.	Mobilization/General Conditions/Bonds/Contingency (17%)	\$75,990
<b>Marsh Landing</b>		<b>\$885,031</b>
1.	Demolition	\$6,450
2.	Road and Soil Stabilization (includes Surface for Canoe / Kayak Launch)	\$19,750
3.	Riverwall Rehabilitation (includes Wooden Deck and Paver Patio Installation over Wall)	\$88,400
4.	Buildings	\$359,000
5.	Bridge Crossing	\$11,250
6.	Parking Improvements	\$16,875
7.	Furnishings	\$177,550
8.	Signage	\$15,000
9.	Landscape Improvements (including Irrigation)	\$30,900
10.	Mobilization/General Conditions/Bonds/Contingency (22%)	\$159,856
<b>Site Plan Total</b>		<b>\$2,405,210</b>
<b>Additional Identified Improvements</b>		<b>\$601,063</b>
1.	US 192 Naturalized Landscape (includes Mobilization/General Conditions/Bonds/Contingency)	\$181,559
2.	Clearing Shingle Creek between Steffee Landing and Marsh Landing (cost provided by County)	\$70,000
3.	Re-graded FDOT Pond (includes Mobilization/General Conditions/Bonds/Contingency)	\$349,504

## COST ESTIMATES

Capital cost estimates were prepared for the improvements identified in each of the site plans, including the Steffee Hub, Babb Landing, and Marsh Landing. The cost estimate for the Steffee Hub included estimates for improvements identified for Steffee Landing and the area between the Welcome Center and Shingle Creek north of US 192. The cost estimate for Babb Landing included estimates for improvements on the Babb Landing and the trail connections to the Ruba parcel. A cost estimate for re-grading the FDOT pond south of the Babb parcel was included as an optional item within the Babb Landing cost estimate. Costs for the extension of the multi-purpose bike trail from Steffee Landing to Babb Landing were not included in these estimates as funding for this improvement is being done separately. A cost estimate for landscape improvements to convert the US 192 landscape to a natural vegetation aesthetic within the boundaries of the Park was prepared as a separate estimate as it is anticipated this will be implemented with partners outside of the park improvement budgets. A copy of the worksheet for each of these cost estimates that provides additional information on assumptions used in the estimate is provided in the Appendix. A summary of the cost estimate is provided in Table 1.

## PROPOSED PHASING

During the plan development phase of the project, the County identified general budgetary considerations and goals for implementation for the improvements identified for each parcel. These goals included preparing the Steffee Hub for increased visitor use following the opening of the Welcome Center, opening Marsh Landing to the public, and addressing habitat management issues for Babb Landing in the near term. Additionally, the County identified that the phasing and implementation evaluation should consider options to implement at least some improvements at all of the identified planning areas in a given year, where feasible and consistent with visitor use needs.

AECOM has no control over the cost of labor, materials, or equipment, the Contractor's method of determining prices or competitive bidding or market conditions. Therefore, the firm's statements of probable construction costs provided for herein are made either on the basis of experience and represent our best judgement as Landscape Architects familiar with the construction industry or based on costs per unit provided by the County for specified improvements. The firm cannot and does not guarantee that proposals, bids, or the construction cost will not vary from our statements of probable costs. If the County wishes greater assurances as to the construction cost, we recommend the employment of an independent cost estimator.



Based on these criteria and the estimates of costs associated with the proposed improvements, a proposed phasing and implementation plan was developed to complete the improvements identified in the conceptual plans within a 3 year period. Actual implementation will be dependent upon funding availability and may need to vary based on site conditions or requirements. As such, the phasing was noted by general years (i.e. Year 1, Year 2, etc.) rather than specific dates. The proposed phasing plan is identified in Table 2.

This plan includes the optional FDOT pond re-configuration however it does not include the US 192 naturalized landscape improvements. In addition, the clearing of the Shingle Creek channel between Steffee Landing and Marsh Landing is not included in the phasing plan. The County is identifying specific budgets for this activity and it is dependent upon receipt of a public use easement or other appropriate access agreement for the portions of the channel in privately held lands. As described above, the Northern and Southern Experiences are sufficiently sized and varied to provide user activity without the connection. Establishment of active user groups in these areas, especially visitors looking for more casual engagements with Shingle Creek than the longer connection will provide, will likely generate much of the activity at the Park and allow for the establishment of the concessionaire. Once the channel is opened in future years, the concessionaire may provide the longer trip as an option for hardy adventurers.

Table 2. Proposed Phasing and Implementation Plan

Year	Site	Activities	Annual Cost Estimate
Year 1	Steffee Landing	Remove the white building and reconfigure the pump house; Install the Island bridge and floating dock; Complete the parking improvements and native vegetation installations south of US 192	\$1,083,020
		Install the Steffee Homestead Bridge and construct concrete and soil cement trails	
		Construct the concession building	
		Furnish the concession building and complete paver patios/trails	
		Creek cleanup/debris removal	
		Install pavilion and native understory north of US 192 and install the park kiosk in the Landing	
Year 2	Marsh Landing	Complete the parking improvements and fencing; Install an entry sign and associated landscape native vegetation; Construct the canoe and kayak launch on the boat basin with the ADA accessible dock	\$885,031
		Re-purpose house to concession building, repair river wall, and install the wooden deck and paver patios	
		Furnish patios and concession building and build the wooden bridge	
		Rehabilitate the dock shelter and install floating docks to complete Marsh Landing improvements	
Year 3	Babb Landing	Install the family pavilion and entry signs; Complete the upland restoration and citrus grove and pecan grove plantings	\$507,159
		Prepare and plant the native seed source and oak groves and add picnic tables	
		Furnish benches and trash receptacles for trails	
		Restore wetlands, install upland restoration plantings, and construct the overflow parking area	
			Install the playground, screened pavilion, stormwater plantings, and pine/shrub plantings; Construct the trail reconfiguration and fencing around the FDOT pond to connect to the Ruba parcel and install the littoral and canopy plantings
	DOT Pond	Pond reconfiguration	\$349,504

\*Estimates per year based on items specified in AECOM cost estimates and include 17% (Steffee Hub/Babb Landing) or 22% (Marsh Landing) Mobilization/General Conditions/Bond/Contingency



## LAND ACQUISITION CRITERIA

The 2007 Park Master Plan included additional lands not currently under public ownership that will contribute to the long-term function of the park. Although the parcels currently owned provide significant unique experiences, the County has continued to opportunistically evaluate additional opportunities to protect Shingle Creek and contribute to the user experience of the Park. Any acquisition efforts are not included in the cost estimates associated with this management plan update. However, this plan does provide the following initial set of priorities to assist in evaluating potential acquisitions or easements that will contribute to plan implementation.

### Acquisition Types

- Fee Simple Acquisition
- Conservation Easements
- Viewshed Easements
- Public Use and Management Easements

### Acquisition Priorities

- Secure public access/management rights between Steffee Landing and Marsh Landing
- Close gaps in ownership / access between the Northern Experience and the County line
- Maintain viewsheds from Shingle Creek in the Southern Experience
- Opportunistically acquire rights to flood prone properties near Marsh Landing

Parcels that assist in meeting the identified acquisition priorities were evaluated for approximate acreage and appraised value per acre using the Osceola County Property Appraiser website in September 2012. Appraiser information may not represent final acreage size or acquisition costs as the appraised value for taxes conducted by the Property Appraiser for some parcels, including existing conservation lands, may reflect limited to no taxable appraised value due to State regulations. The acquisition costs are not included in the implementation schedule above, but would be addressed separately from park improvements.

- *Shingle Creek Access / Management Connection Parcels* (A, C, G, H, and J) provide important connections along Shingle Creek for water based recreation and Creek management.

- *Potential Park Expansion Parcels* (B, L, M, O) occur adjacent to Shingle Creek or other conservation lands and represent large blocks of contiguous land.
- *Creek Buffer / Trail Connections* (D and E) are corridors that would provide future bike trail connections.
- *Mitigation Bank* (I) surrounds area J and consists of a proposed wetlands mitigation bank.
- *Viewshed / Floodplain Protection* (K, N, P) include parcels within the floodplain that could expand the Marsh Landing / Southern Experience.

**A** : 3 Parcels - 19.5 acres; \$108,000/acre

**B** : 6 parcels - 580 acres; \$60,000/acre

**C** : 2 parcels - 66 acres; \$20,000/acre

**D** : 1 parcel - 100 foot wide by 5000 feet long or 11 acres; \$30,000/acre

**E** : 1 parcel - 2.75 acres; \$75,000/acre

**F** : 9 parcels - 9.5 acres; \$65,000/acre

**G** : 1 parcel - 8 acres; \$14,000/acre

**H** : 1 parcel - 41 acres; \$100/acre (Submerged Lands on appraisers website)

**I** : Multiple parcels >650 acres in size - \$500/acre

**J** : 200 foot wide corridor centered on Creek or 31 acres; \$500/acre

**K** : 10 parcels along Marsh Road - 9 acres; \$120,000

**L** : 1 parcel - 60 acres; \$20,000/acre

**M** : 1 parcel - 54 acres (includes portions of N); \$20,000/acre

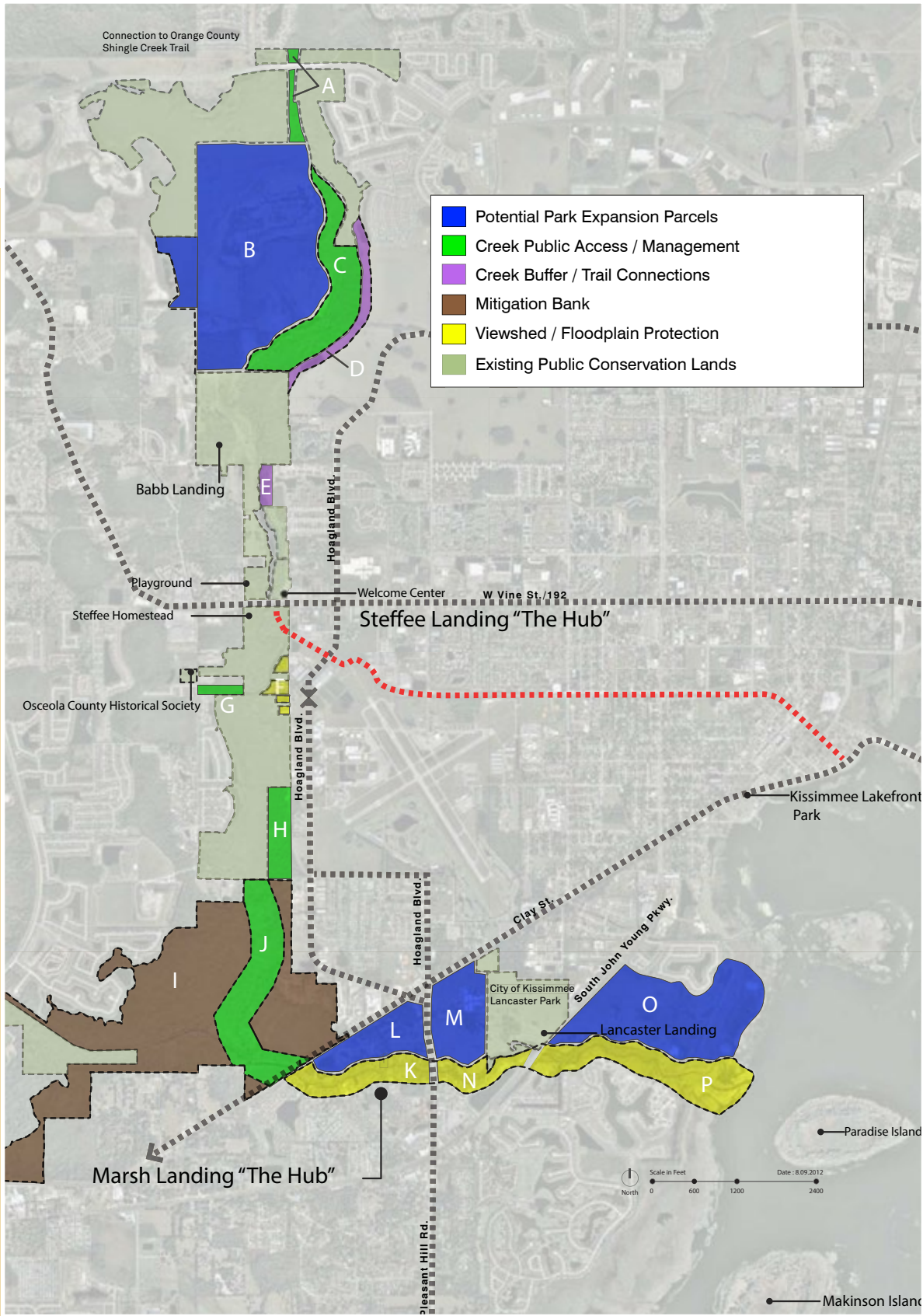
**N** : Multiple parcels - 250 wide corridor centered on Creek or 20 acres; \$20,000/acre

**O** : 1 Owner - 110 acres (includes portions of P); \$20,000/acre

**P** : Multiple parcels - 550 foot wide corridor centered on Creek or 60 acres; \$20,000



# Shingle Creek Regional Park | Acquisition Review











# Appendix





**PROJECT NAME:** Osceola County Shingle Creek Steffee Landing Hub  
**AECOM PROJECT NO.:** 60269460  
**DATE:** 2012.09.07  
**PROJECT PHASE:** Concept Plan

**STATEMENT OF PROBABLE COST**  
 Page 1 of 1

Item No.	Item	Quantity	Unit	Price	Subtotal	Description
<b>A Demolition</b>						<b>\$14,400</b>
1.	Clearing and Grubbing	2	AC	\$3,000.00	\$6,000	
2.	Remove White Storage Building (Cost/sf provided by County)	1,400	SF	\$6.00	\$8,400	removal of building, slab, and concrete apron
<b>B Trail Improvements</b>						<b>\$109,700</b>
1.	Soil Cement (cost/SF based on County provided in-house installation cost)	7,100	SF	\$6.00	\$42,600	Trail from Homestead to creek (6' x 520), Restroom to Island bridge (12' x 160'); Concession to Bridge to Homestead (12' x 170 )
2.	Concrete Trail	5,400	SF	\$4.50	\$24,300	12' Wide (170' for Welcome Center/bike path connection and 280' from Concession to boardwalk)
3.	Pavers	1,300	SF	\$6.00	\$7,800	walk from home to concession; plaza by concession
4.	Boardwalk Trail	700	SF	\$50.00	\$35,000	12' Wide
<b>C Bridge Crossing and Dock</b>						<b>\$83,000</b>
1.	Bridge Crossing to Shingle Creek Island	150	SF	\$50.00	\$7,500	8' Wide Wood Bridge
2.	Bridge Crossing to Historic Steffee Homestead	640	SF	\$80.00	\$51,200	8' wide x 80 foot long span
3.	Floating Dock	270	SF	\$90.00	\$24,300	10 x 27' Aluminum Dock
<b>D Buildings</b>						<b>\$413,000</b>
1.	Pavilions	1	EA	\$10,000.00	\$10,000	10 x 20
2.	Future Concession Building with Restrooms	2,000	SF	\$200.00	\$400,000	
3.	Pump House reconfiguration	120	SF	\$25.00	\$3,000	
<b>E Parking</b>						<b>\$59,950</b>
1.	Improved Parking Area	16,400	SF	\$3.50	\$57,400	Gravel
2.	Parking Stops (cost/unit provided by County)	34	EA	\$75.00	\$2,550	
<b>F Furnishings</b>						<b>\$25,154</b>
1.	Movable Tables and Chairs	5	EA	\$1,700.00	\$8,500	1 table and 4 movable chairs
2.	Benches (cost/unit provided by County)	5	EA	\$450.00	\$2,250	Assumes \$335/bench with allowance for freight
3.	Trash Receptacles (cost/unit provided by County)	15	EA	\$175.00	\$2,625	Assumes drum top (\$94) and drum (\$18) with allowance for freight
4.	Picnic Tables (cost/unit provided by County)	10	EA	\$400.00	\$4,000	Assumes \$294/unit plus allowance for freight
5.	Wooden Fence - 3 Rail (N of US 192) (cost/ft provided by County)	250	LF	\$7.50	\$1,875	Wooden Three Rail Fence - (N of US 192 along Welcome Center Edge to where bike trail runs next to lot)
6.	Wooden Fence - Split Rail (S of US 192) (cost/ft provided by County)	720	LF	\$8.20	\$5,904	Split rail fence - S of US 192 west and east of bridge along ROW; entry into Steffee, areas around refined parking
<b>G Signage</b>						<b>\$79,000</b>
1.	Steeffee Landing Entrance Sign	1	EA	\$20,000.00	\$20,000	
2.	Shingle Creek Regional Park Median Signs	6	EA	\$4,000.00	\$24,000	
3.	Shingle Creek Regional Park Kiosk	1	EA	\$25,000.00	\$25,000	Iconic kiosk with vertical element
4.	Signage + Wayfinding	1	LS	\$10,000.00	\$10,000	Allowance
<b>H Landscape (Steeffee Landing + Area to the north of Highway 192)</b>						<b>\$81,625</b>
1.	Native Grasses	27,500	SF	\$0.75	\$20,625	1 gal grasses at 3' OC (\$28,000/ac)
2.	Native Understory Plantings	40,000	SF	\$1.00	\$40,000	1 gal herbaceous at 4' OC; 1 gal shrubs at 6' OC
3.	Landscaped Native Plantings	14,000	SF	\$1.50	\$21,000	1 gal herbaceous at 3' OC; 1 gal shrubs at 6' OC; 35'OC trees (15 gal)
<b>I Irrigation</b>						<b>\$0</b>
1.	Permanent Irrigation		SF	\$1.00		
<b>SUBTOTAL</b>					<b>\$865,829</b>	
<b>Mobilization/General Conditions/Bonds (7%)</b>					<b>\$60,608</b>	
<b>Contingency (10%)</b>					<b>\$86,583</b>	
<b>GRAND TOTAL</b>					<b>\$1,013,020</b>	

AECOM has no control over the cost of labor, materials, or equipment, the Contractor's method of determining prices or competitive bidding or market conditions. Therefore, the firm's statements of probable construction costs provided for herein are made on the basis of experience and represent our best judgment as Landscape Architects familiar with the construction industry. The firm cannot and does not guarantee that proposals, bids, or the construction cost will not vary from our statements of probable costs. If the Owner wishes greater assurances as to the construction cost, we recommend the employment of an independent cost estimator.





PROJECT NAME: Osceola County Shingle Creek Babb Landing  
 AECOM PROJECT NO.: 60269460  
 DATE: 2012.09.07  
 PROJECT PHASE: Concept Plan

STATEMENT OF PROBABLE COST  
 Page 1 of 1

Item No.	Item	Quantity	Unit	Price	Subtotal	Description
<b>A Demolition</b>						
1.	Clearing and Grubbing	4	AC	\$3,000.00	\$12,000	miscellaneous for playground/parking/stormwater/trail installation
<b>B Trail</b>						
1.	Soil Cement (cost/SF based on County provided in-house installation cost)	5,400	SF	\$6.00	\$32,400	6' wide path; approximately 900 feet from end of current path to Ruba playground
<b>C Buildings</b>						
1.	Family Pavilion	1	EA	\$10,000.00	\$10,000	10 x 20 covered pavilion by playground
2.	Optional Screened Pavilion	1	EA	\$50,000.00	\$50,000	20 x 40 screened pavilion
<b>D Parking</b>						
1.	Clearing and minor grass replacement	1	AC	\$3,000.00	\$3,000	
2.	Wooden Fence - Split Rail (cost/ft provided by County)	850	LF	\$8.20	\$6,970	Split rail (2 rail) fence
3.	Wooden Fence - 3 Rail (cost/ft provided by County)	1,700	LF	\$7.50	\$12,750	wooden three rail fence along FDOT pond
4.	Car stops	100	EA	\$75.00	\$7,500	for the overflow parking
5.	Native plantings	8,500	SF	\$1.00	\$8,500	10 ft wide by 850 (next to fence)
6.	Entry Sign	2	EA	\$5,000.00	\$10,000	one at Babb Landing parking area; on at Ruba
<b>E Furnishings</b>						
1.	Benches (cost/unit provided by County) (5 in main portion of Babb, 4 along trails to Ruba)	9	EA	\$450.00	\$4,050	Assumes \$335/bench with allowance for freight
2.	Trash Receptacles (cost/unit provided by County) (7 in main portion of Babb, 4 along trails to Ruba)	11	EA	\$175.00	\$1,925	Assumes drum top (\$94) and drum (\$18) with allowance for freight
3.	Picnic Tables (cost/unit provided by County)	3	EA	\$400.00	\$1,200	Assumes \$294/unit plus allowance for freight
<b>F Playground</b>						
1.	Playground	1	EA	\$75,000.00	\$75,000	Naturalistic playground
<b>G Landscape</b>						
1.	Canopy Planting	225	EA	\$150.00	\$33,750	One 20 Gallon Tree (@23 trees/ac)
2.	Restored Wetlands	5.1	AC	\$1,000.00	\$5,100	60- 3 gal pond cypress trees per acre (30' OC)
3.	Upland Restoration	16.0	AC	\$2,500.00	\$40,000	includes herbicide application; native seeding (per methodology similar to The Natives); 10 longleaf pine trees/acre BR plantings
4.	Upland Restoration Oaks	25	EA	\$150.00	\$3,750	20 Gallon
5.	Pine/ Shrub Plantings	1	AC	\$18,000.00	\$18,000	1,400 shrubs at 6' OC (1-gal serenoa, 1-gal vax myrs, 1 gal fetterbush, 1-gal itea); 35 longleaf pine (3-gal)
6.	Native Seed Source	7.0	AC	\$2,500.00	\$17,500	includes herbicide application; native seeding
7.	Pecan Grove	9	EA	\$36.00	\$324	7 gallon. (Alternate 14'-15' specimen - \$300 each)
8.	Citrus Grove	230	EA	\$195.00	\$44,850	15 gallon. (Alternate 30 gallon = \$450)
9.	Oak Grove	60	EA	\$150.00	\$9,000	20 Gallon
10.	Littoral plantings in FDOT pond	0.8	AC	\$8,500.00	\$6,800	60 cypress (3-gal) trees/ac; 3'OC herbaceous BR plantings
11.	Stormwater Pond plantings	28,000	SF	\$0.60	\$16,800	Spartina, maidencane, Fakahatchee grass at 3' OC (1 gal)
<b>H Irrigation</b>						
1.	Citrus Tree Irrigation	230	EA	\$10.00	\$2,300	
<b>SUBTOTAL</b>					<b>\$433,469</b>	
<b>Mobilization/General Conditions/Bonds (7%)</b>					<b>\$30,343</b>	
<b>Contingency (10%)</b>					<b>\$43,347</b>	
<b>BABB LANDING TOTAL</b>					<b>\$507,159</b>	
<b>H. Optional Grading</b>						
	Regraded FDOT Pond	17,200	CY	\$16.00	\$275,200	Assumes an 8' depth and 7:1 slopes beyond littoral shelf
<b>Mobilization/General Conditions/Bonds (7%)</b>					<b>\$19,264</b>	
<b>Contingency (20%)</b>					<b>\$55,040</b>	
<b>POND REGRADING SUBTOTAL</b>					<b>\$349,504</b>	
<b>GRAND TOTAL (INCLUDING OPTIONAL GRADING)</b>					<b>\$856,663</b>	

AECOM has no control over the cost of labor, materials, or equipment, the Contractor's method of determining prices or competitive bidding or market conditions. Therefore, the firm's statements of probable construction costs provided for herein are made on the basis of experience and represent our best judgment as Landscape Architects familiar with the construction industry. The firm cannot and does not guarantee that proposals, bids, or the construction cost will not vary from our statements of probable costs. If the Owner wishes greater assurances as to the construction cost, we recommend the employment of an independent cost estimator.





PROJECT NAME: Osceola County Shingle Creek Marsh Landing  
 AECOM PROJECT NO.: 60269460  
 DATE: 2012.09.07  
 PROJECT PHASE: Concept Plan

STATEMENT OF PROBABLE COST  
 Page 1 of 1

Item No.	Item	Quantity	Unit	Price	Subtotal	Description
<b>A Demolition</b>						<b>\$6,450</b>
1.	Clearing and Grubbing	1.0	AC	\$3,000.00	\$3,000	miscellaneous
2.	Remove Wooden Docks	7	EA	\$300.00	\$2,100	25'x4' Wooden Docks @ \$3/SF
3.	Remove River Wall	30	LF	\$45.00	\$1,350	
<b>B Road and Soil Stabilization</b>						<b>\$19,750</b>
1.	Gravel Service Road	3,500	SF	\$3.50	\$12,250	
2.	Canoe Kayak Launch Surface	1,000	SF	\$7.50	\$7,500	Soil stabilization with grading
<b>C River Wall</b>						<b>\$88,400</b>
1.	River Wall Improvements	130	LF	\$250.00	\$32,500	\$250 / LF for 6-8' tall river wall
2.	Wooden Deck	950	SF	\$50.00	\$47,500	
3.	Pavers	1,400	SF	\$6.00	\$8,400	
<b>E Buildings</b>						<b>\$359,000</b>
1.	Repurposed House to Open Concession Building	900	SF	\$150.00	\$135,000	
2.	Improved Dock Shelter	5,600	SF	\$40.00	\$224,000	assumes existing footings reused; existing utilities reinstalled
<b>F Bridge Crossing</b>						<b>\$11,250</b>
1.	Wooden Bridge	150	SF	\$75.00	\$11,250	dist
<b>G Parking</b>						<b>\$16,875</b>
1.	Improved Parking Area (cost/SF provided by County)	7,800	SF	\$2.00	\$15,600	Aggregate Parking
2.	Parking Stops (cost/unit provided by County)	17	EA	\$75.00	\$1,275	
<b>H Furnishings</b>						<b>\$177,550</b>
1.	Movable Tables and Chairs	3	EA	\$1,700.00	\$5,100	1 table and 4 movable chairs
2.	Benches (cost/unit provided by County)	4	EA	\$450.00	\$1,800	Assumes \$335/bench with allowance for freight
3.	Trash Receptacles (cost/unit provided by County)	7	EA	\$175.00	\$1,225	Assumes drum top (\$94) and drum (\$18) with allowance for freight
4.	Picnic Tables (cost/unit provided by County)	3	EA	\$400.00	\$1,200	Assumes \$294/unit plus allowance for freight
5.	Wooden Fence - 3 Rail (cost/ft provided by County)	510	LF	\$7.50	\$3,825	Wooden Three Rail Fence
6.	Swing Gate	3	EA	\$800.00	\$2,400	14' Swing Gate
7.	Floating Docks	8	EA	\$16,200.00	\$129,600	30' x 6' @ \$90 SF for Aluminium Floating Dock
8.	ADA Accessible Dock	360	SF	\$90.00	\$32,400	60' x 6' @ \$90 SF for Aluminium Floating Dock
<b>I Signage</b>						<b>\$15,000</b>
1.	Entry Sign	1	EA	\$5,000.00	\$5,000	
2.	Signage + Wayfinding	1	LS	\$10,000.00	\$10,000	Allowance
<b>J Landscape</b>						<b>\$30,900</b>
1.	Canopy Trees	26	EA	\$150.00	\$3,900	20 Gallon
2.	Landscape Native Plantings	27,000	SF	\$1.00	\$27,000	Assumes 17 pine/ac (3-gal); 3' OC for herbaceous species (1-gal); 8' OC for shrub species (1-gal)
<b>K Irrigation</b>						<b>\$260</b>
1.	Permanent Irrigation		SF	\$1.00		
2.	Tree Irrigation	26	EA	\$10.00	\$260	
<b>SUBTOTAL</b>					<b>\$725,435</b>	
<b>Mobilization/General Conditions/Bonds (7%)</b>					<b>\$50,780</b>	
<b>Contingency (15%)</b>					<b>\$108,815</b>	
<b>GRAND TOTAL</b>					<b>\$885,031</b>	

AECOM has no control over the cost of labor, materials, or equipment, the Contractor's method of determining prices or competitive bidding or market conditions. Therefore, the firm's statements of probable construction costs provided for herein are made on the basis of experience and represent our best judgment as Landscape Architects familiar with the construction industry. The firm cannot and does not guarantee that proposals, bids, or the construction cost will not vary from our statements of probable costs. If the Owner wishes greater assurances as to the construction cost, we recommend the employment of an independent cost estimator.



**PROJECT NAME:** Osceola County Shingle Creek US 192 Native Landscape  
**AECOM PROJECT NO.:** 60269460  
**DATE:** 2012.09.07  
**PROJECT PHASE:** Concept Plan

Item No.	Item	Quantity	Unit	Price	Subtotal	Description
<b>J</b>	<b>Landscape (Highway 192)</b>				<b>\$142,960</b>	
1.	Clearing and Grubbing	0.7	AC	\$3,000.00	\$2,100	
2.	Canopy Trees	26	EA	\$150.00	\$3,900	20 Gallon Tree on road sides
3.	Native Grasses	14,700	SF	\$2.50	\$36,750	Highway 192 Side Plantings + Bridge Squares
4.	Native Understory Plantings	15,500	SF	\$4.50	\$69,750	Median
5.	Permanent Irrigation	30,200	SF	\$1.00	\$30,200	Median
6.	Tree Irrigation	26	SF	\$10.00	\$260	Median
	<b>Mobilization/General Conditions/Bonds (7%)</b>				<b>\$10,007</b>	
	<b>Contingency (20%)</b>				<b>\$28,592</b>	
	<b>PROGRAM TOTAL</b>				<b>\$181,559</b>	

AECOM has no control over the cost of labor, materials, or equipment, the Contractor's method of determining prices or competitive bidding or market conditions. Therefore, the firm's statements of probable construction costs provided for herein are made on the basis of experience and represent our best judgment as Landscape Architects familiar with the construction industry. The firm cannot and does not guarantee that proposals, bids, or the construction cost will not vary from our statements of probable costs. If the Owner wishes greater assurances as to the construction cost, we recommend the employment of an independent cost estimator.

Native Understory Plantings could consist of grasses (Sand cordgrass (*Spartina bakeri*), Muhly grass (*Muhlenbergia capillaris*), wiregrass (*Aristida stricta*), lovegrass (*Eragrostis* sp.)) or native wildflowers









Page Intentionally Left Blank.



# 2012 SHINGLE CREEK REGIONAL PARK MANAGEMENT PLAN UPDATE

## NORTHERN EXPERIENCE

SINCE the completion of the 2007 Shingle Creek Regional Park Conceptual Master Plan, changes in the corridor have included property acquisitions, site improvements to provide passive and active recreation facilities, and ecological restoration efforts, all within a challenging budgetary environment. This update of the Shingle Creek Regional Park Management Plan reflects these changes and provides implementation plans with refined site plans and associated improvements that provide context for budgetary considerations. This update also seeks to establish a refined conceptual vision for the corridor and for specific sites. Specific elements addressed in this update include:

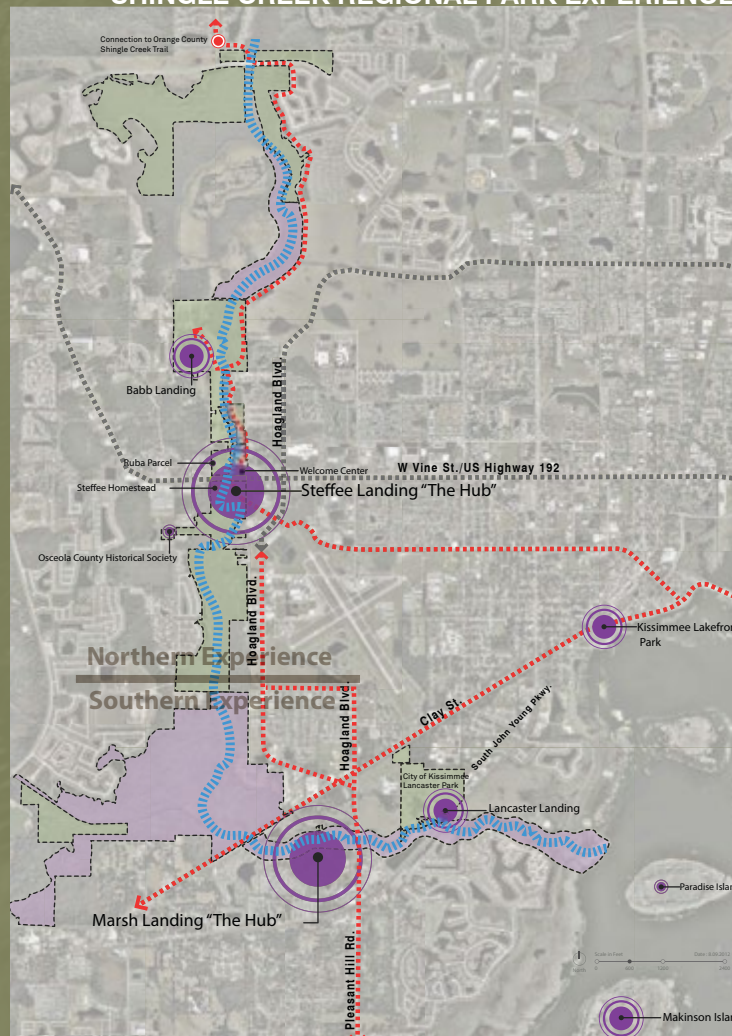
### A refined experiential vision for the:

- Northern Shingle Creek Corridor
- Southern Shingle Creek Corridor

### Conceptual park master plans for:

- Steffee Landing Hub
- Steffee Landing
- Babb Landing with connections to the adjacent Ruba Parcel
- Marsh Landing

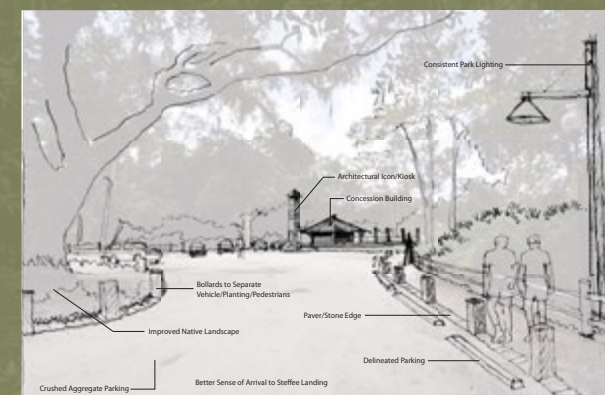
### SHINGLE CREEK REGIONAL PARK EXPERIENCE



### STEFFEE HUB CONCEPTUAL MASTER PLAN

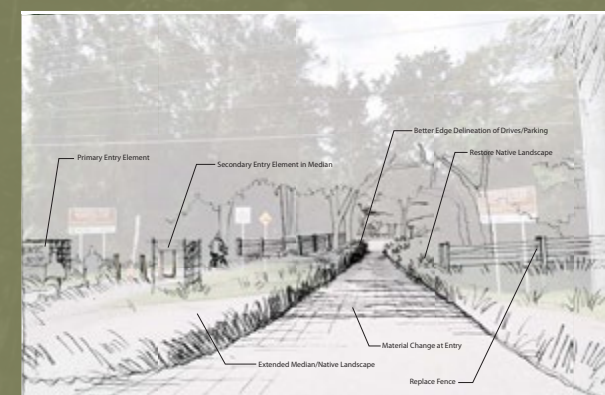


Proposed US Highway 192 character approaching Steffee landing with natural landscape comprised of pine trees, cabbage palms, and wiregrass, split rail fencing, and Shingle Creek Regional Park signs designed in an old Florida style vernacular.



Proposed enhancements to Steffee Landing include clearly delineated parking and pedestrian areas using bollards, paver/ stone edges, and parking stops in an Old Florida style vernacular; a consistent surface of crushed aggregate; Consistent park lighting in an Old Florida style vernacular; Native understory landscaping including cabbage palms and wiregrass; and an iconic architectural kiosk adjacent to a concession building designed in an Old Florida Cracker vernacular style.

### STEFFEE LANDING CONCEPTUAL MASTER PLAN



Steffee Landing entrance restored to a natural character with native shrubs, grasses, and wildflowers, a defined drive aisle with a stabilized surface, vegetation separating the drive aisle from the bike path, split rail fencing, and Shingle Creek Regional Park signs designed in an old Florida style vernacular.

### BABB LANDING CONCEPTUAL MASTER PLAN



### BABB LANDING SOUTH - RUBA CONNECTION





# 2012 SHINGLE CREEK REGIONAL PARK MANAGEMENT PLAN UPDATE

## SOUTHERN EXPERIENCE

SINCE the completion of the 2007 Shingle Creek Regional Park Conceptual Master Plan, changes in the corridor have included property acquisitions, site improvements to provide passive and active recreation facilities, and ecological restoration efforts, all within a challenging budgetary environment. This update of the Shingle Creek Regional Park Management Plan reflects these changes and provides implementation plans with refined site plans and associated improvements that provide context for budgetary considerations. This update also seeks to establish a refined conceptual vision for the corridor and for specific sites. Specific elements addressed in this update include:

**A refined experiential vision for the:**  
Northern Shingle Creek Corridor  
Southern Shingle Creek Corridor

**Conceptual park master plans for:**  
Steeffie Landing Hub  
Steeffie Landing  
Babb Landing with connections to the adjacent Ruba Parcel  
Marsh Landing

### MARSH LANDING CONCEPTUAL MASTER PLAN

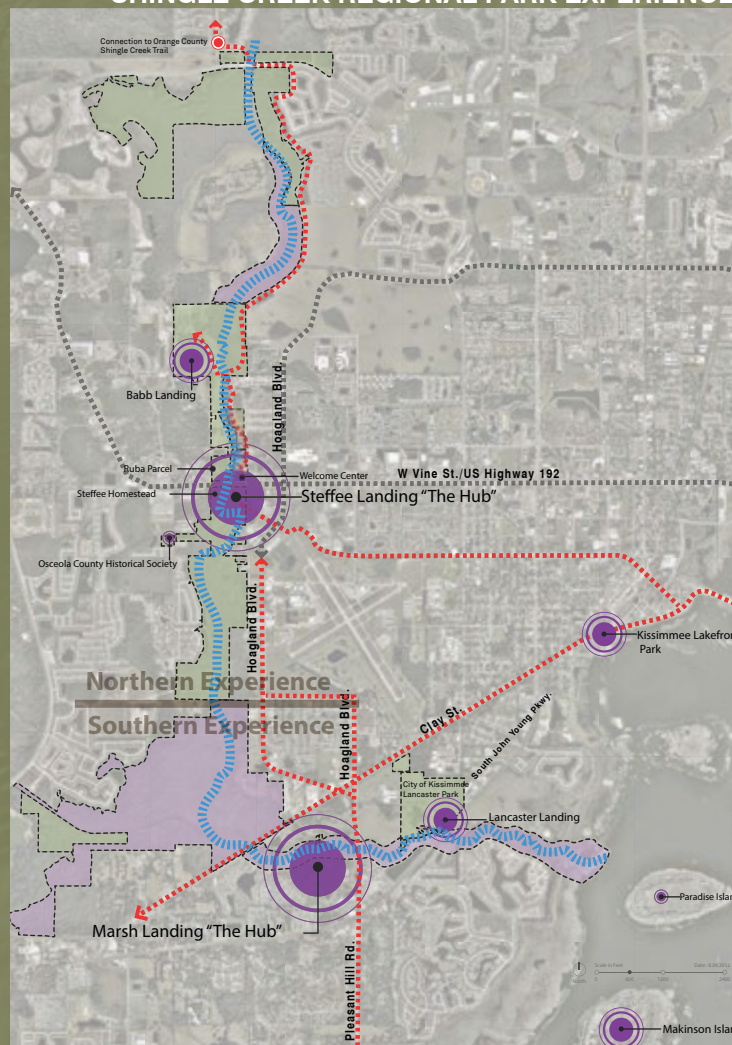


Existing house at Marsh Landing converted to a concession/supply store, restrooms, open air pavilion and 3-sided (270 degree view) patio perched over the edge of Shingle Creek.



Existing boat basin preserved and fenced for safety. Existing boat shelter restored with new floating docks installed for electric boats and canoe/ kayaks.

### SHINGLE CREEK REGIONAL PARK EXPERIENCE





# 2012 SHINGLE CREEK REGIONAL PARK MANAGEMENT PLAN UPDATE

## IMPLEMENTATION PHASES + DESIGN STANDARDS

### IMPLEMENTATION SCHEDULE

**YEAR ONE**

**\$1,083,020**

#### Steffee Landing:

- Demolition
- Island connection and furnishing, parking improvements and native plantings
- Steffee Homestead Bridge and trails
- Concession building and furnishings
- Pavilion and native understory north of US 192 and park kiosk
- Creek clearing/debris removal

**YEAR TWO**

**\$885,031**

#### Marsh Landing:

- Parking and fencing, entry signs, native landscape plantings, and canoe/kayak launch with ADA dock
- Concession building, riverwall repair, and deck/patio
- Furnishings and wooden bridge
- Dock shelter and floating docks

**YEAR THREE**

**\$856,663**

#### Babb Landing:

- Entry signs, pavilion, upland restoration, citrus and pecan grove plantings
- Native see source and oak groves, Furnishings for trails
- Wetland and upland restoration and overflow parking
- Playground, screened pavilion, stormwater and canopy plantings, trail re-configuration and fencing

#### DOT Pond:

- Pond re-configuration

### DESIGN STANDARDS



### ACQUISITION CRITERIA AND EVALUATION

The County and its partners continue to evaluate acquisition of fee simple ownership or easements that facilitate this vision. This plan identifies acquisition types and an initial set of priorities to guide the evaluation of potential acquisitions and easements.

#### Acquisition Types

- Fee Simple Acquisition
- Conservation Easements
- Viewshed Easements
- Public Use and Management Easements

#### Acquisition Priorities

- Secure public access/management rights between Steffee Landing and Marsh Landing
- Close gaps in ownership / access between the Northern Experience and the County line
- Maintain viewsheds from Shingle Creek in the Southern Experience
- Opportunistically acquire rights to flood prone properties near Marsh Landing

Shingle Creek Access / Management Connection Parcels (A, C, G, H, and J) provide important

connections along Shingle Creek for water based recreation and Creek management.

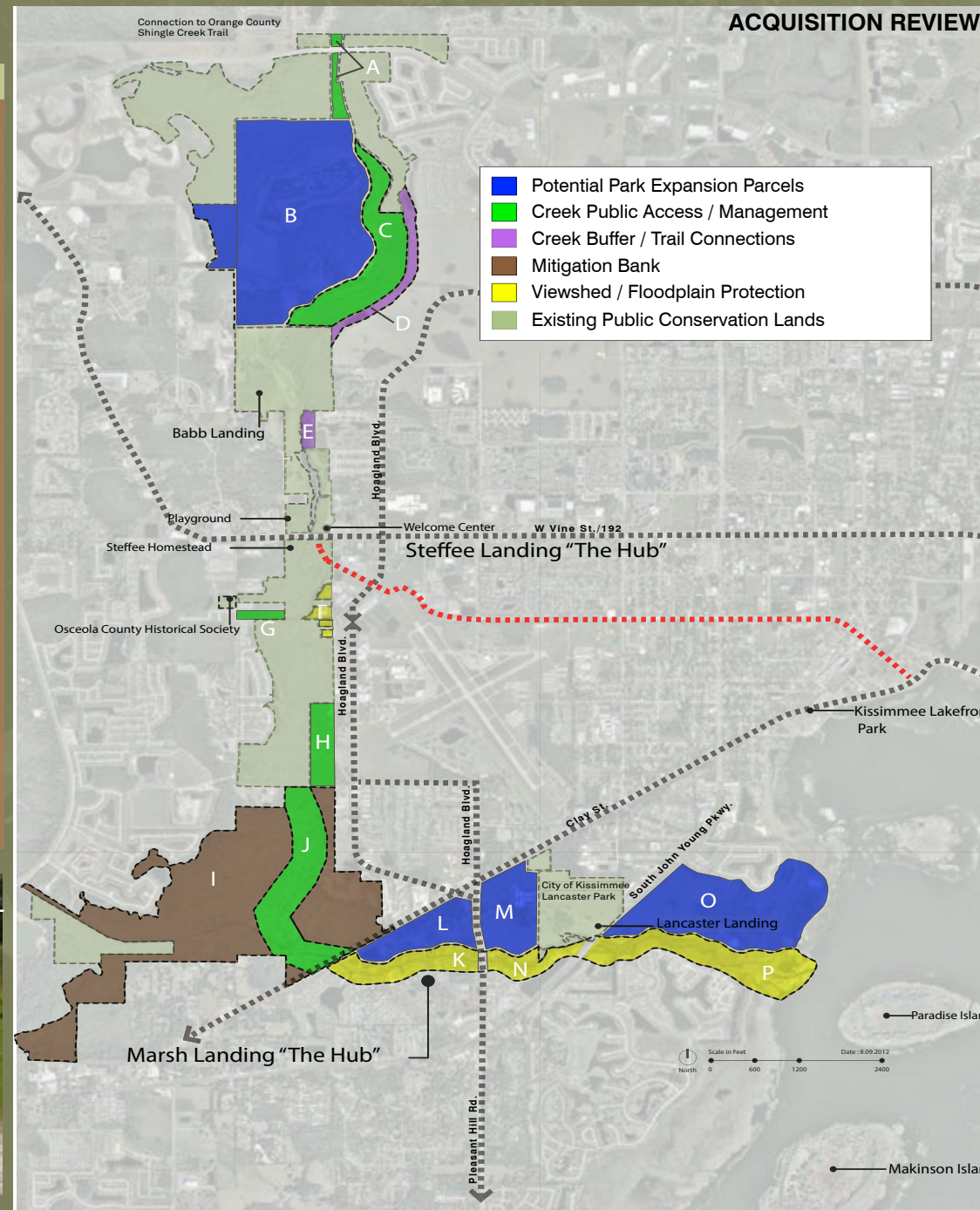
Potential Park Expansion Parcels (B, L, M, O) occur adjacent to Shingle Creek or other conservation lands and represent large blocks of contiguous land.

Creek Buffer / Trail Connections (D and E) are corridors that would provide future bike trail connections.

Mitigation Bank (I) surrounds area J and consists of a proposed wetlands mitigation bank.

Viewshed / Floodplain Protection (K, N, P) include parcels within the floodplain that could expand the Marsh Landing / Southern Experience.

More than 40 parcels and/or ownerships were identified that will assist in meeting these objectives. Sizes range from individual housing lots in the floodplain to larger tracts of land covering more than 500 acres. Property Appraiser appraised value per acre ranges from \$100 to \$500 per acre for wetland parcels to \$20,000/acre in the Southern Experience to \$60,000-\$120,000/acre in the Northern Experience.







## ACKNOWLEDGEMENTS

### OSCEOLA COUNTY

DAVE TOMEK  
MARY BETH SALISBURY  
ROBERT MINDICK  
SHERRY BURROUGHS

GROWTH MANAGEMENT ADMINISTRATOR  
COMMUNITY RESOURCES DIRECTOR  
PUBLIC LANDS MANAGER  
NATURAL RESOURCES MANAGER

Contact: Robert Mindick - [rmin2@osceola.org](mailto:rmin2@osceola.org)

### AECOM TECHNICAL SERVICES, INC.

JAY EXUM, PH.D.  
DAVID BARTH, ASLA, AICP, CPRP  
RANDY MEJEUR, M.S.  
CARLOS PEREZ  
KODY SMITH

PRINCIPAL  
PRINCIPAL PARK PLANNER  
PROJECT MANAGER  
PARK PLANNER  
PARK PLANNER

#### CORPORATE OFFICES

##### Los Angeles (Worldwide Headquarters)

555 South Flower Street  
Suite 3700  
Los Angeles, CA 90071-2300  
United States  
T +1 213 593 8000  
F +1 213 593 8730

##### New York

605 Third Avenue  
New York, NY 10158  
United States  
T +1 212 973 2900

#### LOCAL OFFICE

##### Orlando

150 N. Orange Avenue  
Suite 200  
Orlando, FL 32801  
United States  
T +1 407 843 6552  
F +1 407 839 1789

[info@aecom.com](mailto:info@aecom.com)

Contact: Randy Mejeur - [randy.mejeur@aecom.com](mailto:randy.mejeur@aecom.com)