

APPENDIX 2.131

SECTION 2.131-A -- ADOPTED SELECTED-AREA PLANS

GOAL 2.131-A: I-4/NE PARKWAY SELECTED-AREA PLAN - is a vision based developed from area property owners around 1990. This vision leads to the creation of the Polk Commerce Centre Community Redevelopment Area (CRA) and the Polk Commerce Centre Development of Regional Impact. The objective of this planning effort is to provide an area of mixed uses where people can live, work, and play.

OBJECTIVE 2.131-A: I-4/NE PARKWAY SELECTED-AREA PLAN -- Development within the I-4/NE Parkway Selected-Area Plan (SAP) shall occur in accordance with the set of Future Land Use designations and development parameters that enhance the quality of life for residents of unincorporated Polk County and surrounding cities. All development shall comply with the policies stated within this section in addition to all other policies within the Future Land Use Element and other elements incorporated within the Polk County Comprehensive Plan not in conflict with these policies.

POLICY 2.131-A1: DESIGNATION AND MAPPING – The I-4/NE Parkway SAP is established as designated on the Future Land Use Map Series. Land-use categories shall be designated on the I-4/NE Parkway SAP Map which is included as part of the Future Land Use Map Series.

POLICY 2.131-A2: LAND-USE CATEGORIES -- The following land-use categories shall apply:

- a. Activity Centers
 - 1. Tourist Activity Centers (TCCX)
 - 2. Interchange Activity Centers (IACX)
- b. Linear Commercial Corridors (existing)
- c. Industrial Park and Business Park Center (BPCX)
- d. Recreation and Open Space (ROSX)
- e. Preservation (PRESVX)
- f. Residential
 - 1. Residential-Low (RLX)
 - 2. Residential-Medium (RMX)
 - 3. Residential-High (RHX)
- g. Preservation (PRESVX)

POLICY 2.131-A3: DEVELOPMENT CRITERIA -- Development shall be permitted within this SAP as specified within this Section 2.131-A.

- a. **POLK COMMERCE CENTRE DEVELOPMENT OF REGIONAL IMPACT (DRI)** – The DRI was approved for Phase I development in 2013 as follows: RL 376 units; RM 1060 units; RH 624 units; and BPC 861,880 square feet. In the MUX area the uses approved are RL 236 units; RH 50 units; Retail 17,969 square feet; and BPC 84,092 square feet. In the IACX area the uses approved are 294 units; Retail 106,692 square feet; and BPC 281,679 square feet. Therefore, development within the DRI and SAP is limited to the development impacts from Phase I including the total Annual Average Daily Trips (AADT) of 41,832 and shall comply with the conditions in the Development Order. Based on school impact, initial residential development shall be limited to the number of units that will generate no more than 171 elementary school students until such time that there is adequate capacity in the zoned schools per the Educational Facilities Element and the LDC. Prior to this level of development, Polk County shall coordinate with the Polk County School Board to develop a strategy to ensure adequate school facilities are provided to serve Phase I of the DRI. This strategy shall incorporate school concurrency monitoring as part of the DRI Bi-annual Report. Phase II development may be permitted after completing appropriate DRI amendments pursuant to Section 380.06 Florida Statutes and any corresponding amendments to the I-4 NE/Parkway SAP, which shall include a facility impact analysis that identifies the cumulative impact on public facilities, including schools.

- b. **BASIC LAND-USE CATEGORIES** -- Development shall be permitted for the following land-use categories as specified by the policies applicable to the corresponding land-use categories as listed elsewhere in this Element:
 1. Linear Commercial Corridors
 2. Residential-Low
 3. Residential-Medium
 4. Residential-High

- c. **MODIFIED LAND-USE CATEGORIES** -- Due to the specific characteristics of this SAP, development shall be more specifically defined and may vary from those allowed under the general provisions of that land-use category. Development within the following land-use categories shall be permitted as specifies within this section:
 1. Tourist Commercial Center
 2. Business Park Center
 3. Recreation and Open Space
 4. Mixed Use
 5. Interchange Activity Center

6. Preservation

- d. **SPECIAL-PROVISION AREAS** -- Due to the specific characteristics of this selected area, the uses permitted in land-use classifications shall be more specifically defined and may vary from those allowed under the general provisions of that land use, as defined within the following special categories:
1. Special-Provision Area I-a (SPA I-a)
 2. Special-Provision Area I-b (SPA I-b)
 3. Special-Provision Area II (SPA II)
 4. Special-Provision Area III (SPA III)

POLICY 2.131-A4: Land within "modified land-use categories", as enumerated in Policy 2.131-A3 shall be developed in accordance with the following criteria:

- a. **TOURIST COMMERCIAL CENTER** -- Areas designated Tourist Commercial Center (TCC) within this SAP are grounds and facilities primarily oriented toward providing services for the Interstate Traveler. In addition to these policies, the policies under Objective 2.110-I shall apply to TCCX within this SAP. The following uses shall be prohibited:
- Campgrounds
 - Recreational vehicle parks
 - Fish camps
 - Regional malls
 - Theme parks
- b. **BUSINESS PARK CENTER (BPCX)** -- The following provisions shall apply to BPCX within this SAP and alter policies under Objective 2.113-B as specified below:
1. **CHARACTERISTICS**: The purpose of BPCX within this SAP is intended for a mixture of uses including professional office, limited amount light industrial, research and development, light assembly, commercial and retail, and multi-family uses. The office and light industrial uses shall have operational characteristics that have limited or no off-site impacts with regards to noise, particulate matter, vibrations, odor, fumes, glare, and fire hazard. BPC areas may be comprised of a single or mixed uses of manufacturing, assembly, fabrication, packaging, storage, distribution, and other activities for industrial purposes; may be permitted per the Land Development code and this SAP. The minimum population support and service area radius shall be taken into consideration when increasing the size of this designation in the SAP as well as establishing any new locations of BPCX. The usable area, Gross Leasable Area, Minimum Population Support, Service-Area Radius, and typical leading tenants as listed in Policy 2.113-B1 shall apply to the BPCX areas within this SAP.
 2. **LOCATION CRITERIA** – An internal local service road that is not used for residential traffic and intersects with a collector or arterial road can also be used to meet Policy 2.113-B3., c. New BPCX or expansions of existing BPCX will be evaluated based on the direct connections to collector and arterial roads that limit routing of traffic through mostly

residential areas where the mixing of BPCX and residential traffic does not currently exist.

3. DEVELOPMENT CRITERIA:

- i. Development within BPCX shall have frontage on, or direct access to, an arterial or collector roadway, or a frontage road or service drive which directly serves an arterial roadway. Business-Park Centers shall incorporate the use of frontage roads or shared ingress/egress facilities wherever practical.
 - ii. Retail sale of goods manufactured or assembled on the site of a business located within the BPCX is allowed without needing to exchange land uses per the Exchange Matrix of the Development Order for the Polk Commerce Centre DRI provided the operation is incidental and subordinate to the primary BPCX manufacturing activity conducted on site and does not exceed eight percent (8%) of the total floor area or 15,000 square feet, whichever is the lesser.
 - iii. Commercial activities may be permitted within the BPCX designation for no more than 15% of total developable area which shall be the group of contiguous parcels designated as BPCX not bisected by collector or arterial roads or any physical natural barriers.
 - iv. New residential development within the BPCX shall be limited to Medium Density and High Density Residential (with proper buffering) limited to 20% of the BPCX designation.
 - v. All research and development, light-industrial, and distribution activities shall be conducted within enclosed structures with the exception of loading and unloading of transport and distribution vehicles.
 - vi. Floor Area Ratios are as defined per policy 2.131-A10.
 - vii. Outdoor storage shall be prohibited forward of the building's main façade. All development shall incorporate safe pedestrian oriented and multi-modal design to allow access from surrounding parking areas and adjacent parcels per the requirements of the Land Development Code.
 - viii All development shall provide adequate access and amenities to support existing and the potential for future mass transit per the requirements of the Land Development Code.
- c. RECREATION AND OPEN SPACE -- Areas designated as Recreation and Open Space (ROS) within this SAP are areas permitted by Section 2.117 and to help the Sport Park near Lake Myrtle.
- d. MIXED USE (MUX) – The Mixed Use land use district is intended to promote well planned development of areas suited to a combination of non-residential and residential uses. This land use was created due to its location within the Polk Commerce Centre DRI. These uses are developed together or in phases in a manner that allows interaction and interconnectivity between the uses and allows each use to support the other use. It is intended that MUX includes relatively large, contiguous land areas that can be developed according to a unified plan in a high-quality,

master-planned setting rather than on a parcel by parcel or lot by lot basis. The uses and standards for MUX are intended to promote flexibility and innovative design and enhance the environmental quality and attractiveness of the area and protect the public health and safety. The following criteria are established to create and maintain developments with a compatible mix of uses.

1. DESIGNATION AND MAPPING – The MUX is established on the I-4/NE Parkway SAP Future Land Use Map.
2. GENERAL CHARACTERISTICS – Development within the MUX in this SAP is intended to provide a mix of at least two or more land uses including, but not limited to office, a variety of commercial, warehouse/distribution, institutional, and residential (single and multi-family) uses. Mixed uses shall be accomplished horizontally, with different uses in separate buildings; and/or vertically, with different uses within the same building. The MU District is intended to permit new or innovative concepts in land utilization not permitted by other land use districts.
3. LOCATION CRITERIA – The MUX shall be located as shown on the Future Land Use Map Series. New MUX designations shall not be permitted as the other areas of the SAP are more suited to the current land use. Expansions of the MUX may be permitted according to the following:
 - i. The expansion area shall have direct access to a collector or arterial road. Frontage on a collector may be considered necessary depending on what kind of property or development the expansion is connected to; and
 - ii. The expansion is needed to ensure that two or more uses are developed with the required development standards as listed in this SAP.
4. SITE PLAN REVIEW– To insure compatibility between uses and consistency with the Comprehensive Plan and Land Development Code, a site plan for developments within the Mixed Use district must be approved by the Development Review Committee in accordance with procedures established in the Land Development Code.
5. DEVELOPMENT CRITERIA:
 - i. Access to individual parcels within the master project or master parcel as part of an overall project, either requested for approval at one time or over a cumulative basis, shall be by an internal road system, frontage roads, cross-access easements, shared ingress/egress access easements, or some combination of these, off of a main access to a collector or arterial road.
 - ii. Different uses shall incorporate the use of shared ingress/egress facilities even if on the same parcel.
 - iii. Parking shall be provided to meet the needs of the uses in an efficient manner that best suits the community collectively through optional methods such as shared parking and permeable surface parking per the requirements of the Land Development Code.

- iv. Structured parking is not required; however, if a developer chooses to construct structured parking, it shall incorporate the following per the requirements of the Land Development Code:
 - a). All structured parking shall be architecturally integrated or designed with an architectural theme similar to the main building.
 - b). Structured parking, starting on the first floor, may include retail, office, personal, and professional uses.
 - v. Internal traffic circulation patterns shall facilitate the safe movement of vehicular, bicycle, and pedestrian traffic.
 - vi. All development shall incorporate pedestrian oriented design by providing on-site pedestrian pathway connections to allow safe access from all surrounding parking areas and any adjacent residential uses where appropriate.
 - vii. All development shall provide adequate access and amenities for mass-transit services per the requirements of the Land Development Code.
 - viii. All residential uses including Low Density, Medium Density, and High Density (single family detached, single family attached and multifamily) are allowed uses within the MU designation consistent with the permitting and conditions of the Land Development Code.
 - ix. Light industrial uses which include at least 50% office space, assemble products, or conduct research and development, but do not manufacture any products are intended to be a primary use in MU.
 - x. The Floor Area Ratio shall be as listed in Policy 2.131-A10.
- e. INTERCHANGE ACTIVITY CENTER (IACX) - The IACX is a special category of activity center that has been created to address the unique opportunities associated with land development at the Pace Road and Polk Parkway Interchange because this is a gateway into Polk County, Lakeland, Auburndale, and Polk City and within the Polk Commerce Centre DRI. This Interchange Activity Center is intended to delineate a coordinated development area which, due to proximity to and/or direct access to the Polk Parkway and impact on surrounding uses, can achieve a high intensity of development activity necessitating the need for coordinated access, signage and other special development controls consistent with the Special Provision Area -II (SPA-II- see Policy 2.131-A5, c). The Polk Commerce Centre DRI anticipates another interchange south along the Parkway, however, this interchange has not been properly analyzed and not included in any capital improvement programs. Therefore, this area is to remain as BPC within the SPA III.
1. DESIGNATION AND MAPPING – Interchange Activity Centers “X” are established as designated on the Future Land Use Map Series for this SAP.

2. **GENERAL CHARACTERISTICS:** - Development in the IAC caters to regional business and tourist travelers, employees and students at the USF campus, and includes lodging and eating establishments. However, an Interchange Activity Center may also be oriented toward a single tourist or other retail destination, an office or office park or employment center, High Density Residential, or some other activity appropriate to an interchange location. Residential uses located above the first floor of non-residential uses shall not count against the residential limitation within the DRI as long as the transportation and school impacts are not increased from the overall IAC transportation impact analyzed as part of the DRI.
3. **LOCATION CRITERIA:** There is one IACX in this SAP which is the intersection of the Polk Parkway and Pace Road. The IACX is intended to be located at intersections with the Polk Parkway. If an IACX location is requested, the text of this SAP shall be updated to ensure the policies that apply to the IACX are appropriate to each location of the IACX.
4. **DEVELOPMENT CRITERIA:** Development within the IACX shall conform to the following:
 - i. The architectural design of the buildings shall be consistent throughout the IACX land use as this is considered a gateway into not only Polk County, but also Lakeland, Auburndale, and Polk City. The Land Development Code shall set standards for architectural designs.
 - ii. Loading docks, utility facilities, car washes and storage areas shall not be visible from any abutting rights-of-way.
 - iii. Pace Road shall be lined with pedestrian-oriented features which are constructed in a uniform arrangement.
 - iv. Pedestrian walkways shall be integrated into every development including appropriate pedestrian shelters or awnings.
 - v. Coordinated signage and access shall be required and further defined per the Land Development Code.
 - vi. Prohibited uses shall include free standing liquor stores, adult entertainment uses, used motor vehicle sales, motor vehicle rentals, boat sales and rentals, heavy truck and equipment rental and sales, motor vehicle repair, mobile home or RV sales, outdoor retail sales of new and used merchandise
 - vii. Access to individual parcels within a master development shall be by an internal road system, frontage roads, cross-access easements, shared ingress/egress access easements, or some combination of these.
 - vii. Interior traffic-circulation patterns shall facilitate the safe movement of vehicular, bicycle, and pedestrian traffic.
- f. **PRESERVATION (PRESVX)** – The wetland and other similar features are designated as Preservation “X” (PRESVX) on the Future Land Use Map series for this SAP. They are depicted

in their general terms. The size can be adjusted by no more than 10% if associated with a jurisdictional wetland survey and this shall not permit any increase in development without proceeding through any required Comprehensive Plan amendments or DRI amendments.

POLICY 2.131-A5: Land within "special-provision areas" as enumerated in Policy 2.131-A3 shall be developed in accordance with the following criteria:

- a. SPECIAL-PROVISION AREA I-a -- In addition to the other applicable provisions, Special Provision Area I-a shall be governed by the following provisions:
 1. DESIGNATION AND MAPPING -- The Special Provision Area I-a (SPA I-a) is established as designated on the I-4/NE Parkway SAP map. This area is located on the north side of CR 559-A and extends north to a depth of approximately five hundred feet. It also extends north to Interstate 4 between Mt. Olive Road on the west and an existing wetland on the east.
 2. PURPOSE -- The purpose of this area is to establish an "intensive-use mitigation area" as defined by Section 2.112 to lessen the impact of the proposed Business Park area on the residential area located on the southern side of CR 559-A.
 3. DESIGN -- Architectural and site design shall be consistent with the following:
 - i. All buildings within SPA I-a shall be restricted to a two-story height limitation, designed to achieve an office-front appearance, and shall have front pedestrian entrances.
 - ii Truck bay facilities shall be permitted only at the rear of buildings.
 - iii All access from CR 559-A to this SPA shall be via five shared ingress/egress points. Three of these driveways shall be on the east/west straight section of existing CR 559-A and the remaining two drives shall provide access to the properties located on the north/south leg connecting with Mt. Olive Road. Vehicular access to individual lots shall not be permitted via CR 559-A by other than these shared driveways. A variance to this may be granted by the Planning Commission via a Planned Development per the requirements of the land Development Code.
 - iv To promote a more pleasing streetscape and to further assist in the transition from non-residential uses to residential uses, setbacks of no less than 35 feet shall be maintained for all street frontages, and variations in individual building setbacks, of no less than five feet, shall be required on that portion of CR 559-A which is straight for distances greater than 1000 feet. The minimum-setback area shall be landscaped in accordance with the land Development Code and parking areas shall not be allowed to intrude into these setback areas.
 - v. An SAP site plan showing the overall setback plan and driveway access points shall be required prior to the issuance of development orders. An architectural elevation plan shall be required in the initial design stages for any primary building to be located within this SPA.

4. Development within this SAP shall only be permitted when the cost and timing of necessary improvements to CR 559-A have been agreed to by the land owner (or designee) and the County or capacity including safety improvements are available as determined through the appropriate Traffic Study as required per the Land Development Code.
- b. SPECIAL-PROVISION AREA I-b -- In addition to the other applicable provisions, Special Provision Area I-b shall be governed by the following provisions:
1. DESIGNATION AND MAPPING -- The Special Provision Area I-b (SPA I-b) is established as designated on the I-4/NE Parkway SAP map. This area is located on the north side of CR 559-A, behind area I-a and extends north to Interstate 4.
 2. PURPOSE -- The purpose of this SPA is to allow Business Park development to occur while protecting the visual integrity of I-4 which is subject to unusual impacts due to extreme topographical variations in this area. Modification to the requirements for SPA I-b in this section will be considered by the County provided the visual integrity of the design is maintained.
 3. All outside storage of materials, products, and production equipment, shall be prohibited.
 4. Development within this SAP shall only be permitted when the cost and timing of necessary improvements to CR 559-A have been agreed to by the land owner (or designee) and the County or capacity including safety improvements are available as determined through the appropriate Traffic Study as required per the Land Development Code.
- c. SPECIAL-PROVISION AREA II -- In addition to the other applicable provisions, Special Provision Area II shall be governed by the following provisions:
1. DESIGNATION AND MAPPING -- The Special Provision Area II (SPA II) is established as designated on the I-4/NE Parkway SAP map. This area is located along Pace road and at the intersection of Pace Road with the Polk Parkway.
 2. PURPOSE -- At the time this SAP was first adopted in 1991, it was the purpose of this SPA to restrict development in the vicinity of an existing eagle's nest so that construction and future land-use activities disturb the site as minimally as possible while still realizing appropriate development potential. To accomplish this purpose, development shall be limited to low-impact uses until such time as the nest has abandoned. Uses shall be more restrictive than those allowed by the Business Park Center land-use provisions of Policy 2.131-A4.b until such time as the nest has been abandoned or development is outside of bald-eagle nesting zones.
- d. SPECIAL-PROVISION AREA III -- In addition to the other applicable provisions, Special Provision Area III shall be governed by the following provisions:
1. DESIGNATION AND MAPPING -- The Special Provision Area III (SPA III) is established as designated on the I-4/NE Parkway SAP map. SAP III is located at a potential intersection of the Polk Parkway. The specific boundaries of this SAP are not delineated so as to allow for flexibility in its development. It is shown on the Future Land Use map for this SAP in its

general location. However, this SAP should develop so that a majority of the SPA is located symmetrically around the intersection and, generally, it shall not extend more than 2000 feet from the where the centerlines intersect.

2. **PURPOSE** -- It is the specific intent of this SAP to cluster commercial uses, if chosen to be developed by the property owners, at appropriate locations. This area is intended to serve as a commercial node in which to concentrate those commercial uses normally allowed throughout areas designated as Business Park in accordance with Section 2.110-G. These commercial uses shall be permitted per the regulations in the Land Development code at the time an intersection with the Polk parkway is programmed within the first three years of the FDOT's work program
3. **PERMITTED USES** -- Uses permitted include:
 - All uses permitted within an Interchange Activity Center as specified in this SAP; and
 - All uses permitted within a Business Park Center (BPC) as specified in Section 2.110-G and this SAP.

POLICY 2.131-A6: BUFFERING -- Buffering shall be required to lessen the impact between residential and non-residential uses. This buffering shall a physical barrier of such design so as to lessen visual and sound impacts which may adversely affect the residential area. This buffer may take the form of a wall, solid fence, berm, or densely placed plant material, or any combination of these. Future development regulations may further define buffer requirements.

POLICY 2.131-A7: LANDSCAPING -- Special landscaping standards shall apply to all public right-of-ways requiring landscape buffers and private lands used for buffering and parking as required pursuant to the Land Development Code.

POLICY 2.131-A8: SIGNAGE -- Signage will be more restrictive than typical standards for Polk County.

- a. In addition to "a." above, SPA's I-a, I-b, and II shall generally use visually pleasing, lower and smaller signs to compliment the overall selected-area site and building design.
- b. The construction of any billboards along the Polk County Parkway and new billboards along Interstate 4 shall be specifically prohibited except for temporary billboards advertising the availability of industrial and commercial space located within the SAP for the respective property(ies).
- c. Future development regulations may further define signage limitations.

POLICY 2.131-A9: ROADWAY DESIGN AND MULTI MODAL COLLECTOR ROADWAYS -- Improvements to existing roadways and the construction of new roadways shall increase travel efficiency and enhance public safety. Proposed roadway network within this SAP are depicted on the SAP FLUM in terms of their general location as dashed lines. Their final placement may deviate somewhat from these general locations without the necessity of processing a Comprehensive Plan Amendment (CPA) provided that the access and capacity provided by that transportation corridor are generally maintained. The following provisions shall apply:

- a. Roadway projects for, arterial or collector roads shall be funded consistent with the Polk County Capital Improvement Program.
- b. Right-of-way shall be provided at time of development to the County to implement the collector roadways proposed on the I-4 NE SAP FLUM and consistent with the Land Development Code.
- c. The right-of-way provided shall incorporate bike lanes, sidewalks, and shall be a minimum of 80 foot right of way for an urban section collector.
- d. Construction of appropriate bike and pedestrian facilities shall be provided in accordance with the Land Development Code to connect the Auburndale TECO Trail to Tenroc Fish Management Area on using Braddock Road.
- e. Sidewalks, bike lanes or appropriate paved shoulder, or multi use trails shall be required along the multi-modal collector road system. Their placement shall be in accordance with the Land Development Code.
- f. a minimum 35'-wide landscape/buffer area shall be provided on the North side of CR 559-A in SPA I-a. This landscape/buffer area shall be landscaped with trees and shrubs to achieve a 25% coverage after one year of planting and shall conform to the landscape requirements pursuant to Policy 2.131-A5.a.4. A cross section of the referenced design standards is depicted in the Future Map Series.
- g. Provided that acquisition of right-of-way is obtained on the South side of CR 559-A, adjacent to SPA I-a, landscaping shall be provided within a 10'-wide buffer. The developer shall plant trees at a ratio of one tree for every 40 linear feet of right-of-way frontage .
- h. Buffer areas do not include any of the street right-of-way and no landscaping shall occur within the right-of-way.
- i. County Road 559-A shall be improved in order to prevent traffic causing the operational conditions to deteriorate below an County-wide adopted level-of-service standards, to provide a additional buffer feature between residential and non-residential areas, and to provide an attractive major transportation corridor for the northern part of the SAP.
 - 1. This improvement shall include a 120' foot-wide right-of-way containing a 50' foot-wide landscaped median. The 120' foot-wide right-of-way shall extend from the park entrance at S.R. 559 through the site to the western boundary at SR 33. The 50' foot-wide landscaped median will apply to the portion of this road between S.R. 559 and a point approximately 7,500 feet to the west of the Polk County Parkway interchange. Road improvements may be done in phases.
 - 2. Rights-of-way dedication from adjacent parcels, and road improvements shall be required at the time of development approval for that parcel. Improvements may be done in phases. Improvements shall also be made to provide safe and efficient access onto C.R 559-A.

3. Neither improvements to, nor right-of-way acquisition for, CR 559-A shall be the responsibility of the County. However, the County is not prohibited from participating in either of these activities.
- j. The following road segments shall be considered as limited-access roads and shall be constructed so that distances between access points are no closer than 300 feet and average no less than 400 feet:
 1. CR 559-A from S.R. 559 to S.R. 33 (access also limited by Policy 2.131-A5.a.4.c)
 2. Gapway Road extension to CR 559-A
 3. Road AA as designated on the SAP map
 4. Mount Olive Road

POLICY 2.131-A10: PERFORMANCE STANDARDS -- Impervious Surface Ratio (ISR), Density and Floor Area Ratio (FAR), and Bonus Point Schedule shall apply according to the following:

- a. The ISRs for all land use categories are specified in the Land Development Code;
- b. The maximum densities for RLX, RMX, and RHX are established within appropriate policies as part of the Future Land Use Element. The maximum non residential Floor Area Ratios (FAR) for non residential land use designations are according to the table below for those land uses within this SAP and the Polk Commerce Centre DRI. The land uses within this SAP and outside the DRI shall comply with the development standards in Policy 2.109-A1.

The lowest number in the table for each Future Land Use designation is the maximum FAR permitted without providing additional quality development components as specified in the Land Development Code. However, FARs up to the highest number shown in the table for each Future Land use designation may be achieved through implementing quality development standards and/or a Planned Development (PD) pursuant to the Land Development Code and staying consistent with the overall traffic generation analyzed through the Polk Commerce Centre DRI. FAR may be limited in SPA II due to an Eagle’s Nest as dependent on state a federal law.

	Future Land Use Designations			
	TCCX	BPCX	IACX	MUX
FAR	0.35 – 0.75	0.75 – 1.50	0.35 – 0.75	0.75 – 1.50

- c. As established in the Land Development Code, alternative Densities and higher FARs will be given to development that provides for several of the following items at levels above the minimum requirements established in the Comprehensive Plan and Land Development Code. The method for achieving the maximum densities and higher FARs shall be as established in the Land Development Code:
 1. Public infrastructure and service such as dedication of public safety sites, installation of sidewalks, and dedication of right-of-way;

2. Special design features such as internal street lighting, vertical and mixed use development, varying lot sizes, incorporating neo-traditional or village elements such as recessed garages, and providing landscaped areas above the requirement;
3. Alternative transportation options such as vehicular and pedestrian interconnectivity, bus stops, demonstrated internal capture of vehicular trips, curb and gutter, providing connector roads from one public road to another, pedestrian connections between residential and commercial centers;
4. Internal recreation facilities, and vehicular or pedestrian connections to public recreation within or adjacent to the SAP and to educational and other community facilities;
5. Increased protection for wetlands, wildlife habitat and upland vegetative communities, and open space;
6. Preservation or conservation easements for native plant and animal communities;
7. Provision of services and commercial areas within walking distance of the residential areas;
8. Provision of affordable or workforce housing;
9. Use of green building elements in building construction; and
10. Other criteria, as defined in the Land Development Code, which might enhance the quality of development, the quality of life for the community, and the protection of unique historical or environmental features that may occur in the area.

Transit Supportive Development Area Density and Intensity - For those areas of the County located within the I-4/NE Parkway SAP and that are in the Transit Supportive Development Areas (TSDA), if there is a conflict between the density or intensity incentives established in the TSDA or the Transit Corridors and Centers Overlay (TCCO) and the densities and intensities established within the I-4/NE Parkway SAP, the densities and intensities in Policy 2.104-A7 for the TSDA or TSDA with the TCCO shall take precedence. However, where the development criteria established within this SAP are more stringent than the development criteria found within the TSDA or TSDA with the TCCO, the development criteria for this SAP shall take precedence.

POLICY 2.131-A11: WATER AND SEWER SERVICES -- Water and sewer services are to be provided by the City of Auburndale or the City of Polk City due to the fact that these Cities have designated this SAP as being within their Utility Service Area and connection to water and sewer shall be required per the Transit Supportive Development Area (TSDA) and the Urban Growth Area (UGA) policies.

POLICY 2.131-A12: PARKING-LOT REQUIREMENTS FOR POTENTIAL LAND-USE CONVERSIONS

All uses shall incorporate parking lot requirements consistent pursuant to the Land Development code.

POLICY 2.131-A13: ROADWAY LOCATIONS -- Future roadways within the I-4/NE Parkway SAP are depicted on the SAP map in terms of their general location. Their final placement may deviate somewhat from these general locations without the necessity of processing a Comprehensive Plan Amendment (CPA) provided that the transportation service provided by that transportation corridor is generally maintained.

POLICY 2.131-A14: BALD EAGLE NESTING ZONES -- Bald eagle nesting zones are not designated on the SAP map. However, the following policies -- based on the United States Fish and Wildlife Service's Management Guidelines for the Bald Eagle in the Southeast Region apply to all nests, whether active or inactive, unless such inactive nest has been specifically declassified by the US Fish and Wildlife:

- a. Primary Zone -- A zone extending a radius distance of 750 feet from the nesting tree. Activity, including the clearing of land, shall be prohibited within this zone, except for the continuance of an existing bona fide agricultural use, or as provided in Section c. below.
- b. Secondary Zone -- A zone, lying outside of the Primary Zone, extending a radius distance of 1500 feet from the nesting tree. Development within this zone shall be discouraged through the provision of transfer of development rights to contiguous property through the use of a Planned Unit Development or other similar plan implementation technique. Generally, development within this zone should be limited to very low density residential development or other similar low-impact land use.
- c. While these policies are designed to protect the bald eagle some flexibility may be available under federal guidelines and may be considered by the Board of County Commissioners on a case by case basis. Any action by the Board of County Commissioners to relax these standards, through the issuance of a Special Use Permit, shall only be taken after consultation with the Florida Game and Fresh-Water Fish Commission. Particular attention shall be taken to preventing human disturbance during the eagles nesting season -- generally from October 1st to May 15th.

POLICY 2.131-A15: TIMING OF DEVELOPMENT -- Development of non-residential land uses adjacent to, and dependant on, the development of the Polk County Parkway shall be permitted only in conjunction with the construction of the Parkway, or if the construction for the interchanges or any widening are within the Polk Commerce Centre Community Redevelopment Plan (CRA), is within five years of the County's Capital Improvement Plan, or some other similar funding consistent with the Comprehensive Plan, Land Development Code, and as approved by the County.

POLICY 2.131-A16: DEVELOPMENT REVIEW -- All development within the I-4/NE Parkway SAP shall be reviewed and receive approval through the County's development review procedures for conformance with County development regulations, the Comprehensive Plan, and the land Development code.

POLICY 2.131-A17: DEVELOPMENT REGULATIONS -- Development regulations to further develop and refine the development criteria for the I-4/NE Parkway SAP shall be developed, as a part of the Land Development Code adopted by the County in accordance with Section 163.3202(1), FS. These regulations may also address areas not covered, and impose greater restrictions than are specified, within Section 2.131-A.

OBJECTIVE 2.131-AB: RECREATION OPPROTUNITIES WITHIN AND SURROUNDING AREA AND THIS SAP – The Cities of Auburndale and Lakeland, the County, and the Southwest Florida Water Management District along with area property owners have worked to create a system of passive and active recreational opportunities. This includes the new County Sports Park that is within the City of Auburndale, the Auburndale TECO Trail, and the Tenoroc Perserve. Development within the I-4/NE Parkway Selected-Area Plan (SAP) shall occur to provide appropriate connections to these facilities as well as develop compatible uses near and adjacent to these facilities.

Policy 2.131-AB: Auburndale TECO Trail – The Land Development Code will include opportunities to encourage participation in providing recreational amenities associated with the Trail.

Revision History Section 2.131-A I-4 SAP	
GOAL 2.131-A	CPA 09DRI-02 (Ord.10-033) 6/16/10
OBJECTIVE 2.131-A	CPA 09DRI-02 (Ord.10-033) 6/16/10
POLICY 2.131-A1	CPA 11B-06 (Ord. 11-038) 12/8/11;
POLICY 2.131-A2	CPA 09DRI-02 (Ord.10-033) 6/16/10; CPA 07DRI-01 (Ord. 07-066) 10/31/07
POLICY 2.131-A3	CPA 09DRI-02 (Ord.10-033) 6/16/10
POLICY 2.131-A4	CPA 09DRI-02 (Ord.10-033) 6/16/10; CPA 07DRI-01 (Ord. 07-066) 10/31/07
POLICY 2.131-A5	CPA 09DRI-02 (Ord.10-033) 6/16/10; CPA 07DRI-01 (Ord. 07-066) 10/31/07
POLICY 2.131-A6	CPA 07DRI-01 (Ord. 07-066) 10/31/07
POLICY 2.131-A7	CPA 07DRI-01 (Ord. 07-066) 10/31/07
POLICY 2.131-A8	CPA 07DRI-01 (Ord. 07-066) 10/31/07
POLICY 2.131-A9	CPA 09DRI-02 (Ord.10-033) 6/16/10; CPA 07DRI-01 (Ord. 07-066) 10/31/07
POLICY 2.131-A10	CPA 10B-01 (Ord. 10-039) 8/4/10; CPA 09DRI-02 (Ord. 10-033) 6/16/10; CPA 07DRI-01 (Ord. 07-066) 10/31/07
POLICY 2.131-A11	CPA-10B-01 (Ord. 10-039) 8/4/10; CPA 09DRI-02 (Ord. 10-033) 6/16/10; CPA 07DRI-01 (Ord. 07-066) 10/31/07
POLICY 2.131-A12	CPA 07DRI-01 (Ord. 07-066) 10/31/07
POLICY 2.131-A15	CPA 07DRI-01 (Ord. 07-066) 10/31/07
POLICY 2.131-A16	CPA 09DRI-02 (Ord. 10-033) 6/16/10
POLICY 2.131-A17	CPA 07DRI-01 (Ord. 07-066) 10/31/07; CPA 02A-01 (Ord. 02-38) 7/10/02
OBJECTIVE 2.131-AB	CPA 09DRI-02 (Ord. 10-033) 6/16/10
Policy 2.131-AB	CPA 09DRI-02 (Ord. 10-033) 6/16/10