

## APPENDIX 2.131

### SECTION 2.131- T GATEWAY SELECTED AREA PLAN

#### Introduction

This Selected Area Plan (SAP) is generally depicted as US Highway 27 being the eastern boundary, Alturas-Babson Park Cutoff Road and Sand Lake Road as the southern boundary, the City Limits of Bartow and Gerber Dairy Road as the western boundary, and Eagle Lake Loop Road, Eloise Loop Road, and Thompson Nursery Road as the northern boundary.

This SAP is a proactive approach in planning for future growth anticipated to occur within this area. Some of the economic drivers that are anticipated to spur ancillary development include: the CSX Intermodal Logistics Center, the Clear Springs Sector Plan, the Polk State Corporate College, the Lake Wales Municipal Airport, and the Lake Wales Longleaf Business Park. In addition, this SAP is designed to help protect the valuable environmental resources of the area such as the Peace Creek Drainage Canal, identified wetland boundary areas, and endangered wildlife and other ecological communities, and encourage future growth to occur in a manner in which the character of rural/agricultural communities is not lost.

The Gateway SAP is different from prior adopted SAP's in that in its inception phase, it does not involve changes to the Future Land Use designations, and it contains a Vision Map for the area. The Vision Map is a tool that helps depict the general location of future growth based on identified issues of concern that were received from comments and feedback gathered from the public, the Gateway SAS Focus Group, and other governmental agencies; and recommendations that came out of the Gateway Selected Area Study process. The Gateway SAP Vision Map identifies urban and rural areas; it identifies general locations of future urban centers, employment centers, and transit hubs; it identifies future roadway systems needed for future growth; and it identifies environmentally sensitive areas. Although the Vision Map is not a Future Land Use (FLU) Map and is conceptual in nature, it should be taken under consideration when determining the compatibility of proposed changes to the land use designations within the SAP boundary. In addition, the establishment of this SAP is the first step of the implementation of the study process. This SAP is anticipated to be amended not only by private property owners, but also local government to further implement the vision.

#### **Gateway SAP Goal:**

**The goal of the Gateway SAP is to promote economic development opportunities; centralize urban development patterns in key areas where infrastructure and urban services are available (or planned); encourage transit supportive development patterns that will be key to the economic vitality of this area; to provide a balance between preserving the rural/agrarian character of the area and providing for future areas of urban growth; and to help protect/restore some of the area's most unique environmental features. The SAP is divided into sections that address the basic vision principles, goals, objectives, and policies in the area of Land Use, Economic Development, Transportation, Rural Development, Environmental Preservation, Sustainability, and Intergovernmental Coordination.**

## **Gateway SAP Vision - Basic Principles**

### **Land Use**

- Encourage appropriate compatible land use designations that prove to help stimulate economic development opportunities and job creation within the SAP boundary.
- Provide for a Transfer of Development Rights System (or functional equivalent) to be implemented throughout the SAP boundary. This system should identify the confines of sending and receiving areas as well as provide options for a wetland mitigation banking system.
- Provide a mix of rural development options that encourage clustering of uses and services; offer flexible lot sizes that foster conservation planning principles; and encourage the protection of agricultural lands and environmentally sensitive areas through prescriptive entitlements.
- Implement sustainable development practices to support the preservation and restoration of natural systems while achieving the maximum density allowed in the A/RR land use district; and support the implementation of conservation planning principles including the set-aside of land with natural resources and the clustering of housing units and services in rural areas.
- Develop a strategy for establishing new Rural Cluster Centers (RCC) to include the conveyance of conservation easements to preserve/restore natural systems; require the connectivity between new residential development and existing development; and strengthen the role to be served by RCC's in providing goods and services for rural communities as part of a sustainable development strategy.
- Require or incentivize motorized and non-motorized connections to Rural Cluster Centers.

### **Economic Development**

- Encourage appropriate land use designations that include prescriptive entitlements supporting jobs in the County's identified seven cluster targets. These targeted cluster areas include: Logistics and Chain Supply Management; Research and Engineering Services; Agriculture and Agribusiness; Financial Services; Business Services; Life Sciences and Medical Services; and Construction and Real Estate.
- Consider developing Foreign Trade Zones and Enterprise Zones.
- Pursue an overall strategy that will help fund the infrastructure/urban services needed to support and sustain economic development in this area. This strategy should help insure that the funds collected for improvements stay within the SAP boundary.
- Develop a transit and roadway network to effectively access employment centers and the regional roadway system through the use of transit hubs and alternative roadways.
- Pursue economic development opportunities related to logistics and supply chain management. Explore opportunities to create a synergy between the CSX ILC, Lake Wales Airport, Bartow Airport and PSC Corporate College.

- Incentivize manufacturing land uses and activities that provide value-add products for rail trips originating at the CSX Rail Terminal Facility (return trip for rail cars bringing products into the ILC).
- Establish uniform or compatible architectural design standards for Industrial, Business Park Center, Office Center, and Employment Center land uses within the Gateway SAP boundary.

## **Transportation**

- Encourage alternative North/South and East/West facilities to help protect the future efficiency of the State Road 60 corridor while supporting urban growth and sustaining the future economic vitality of this area.
- Promote an efficient multi-modal transportation system that encourages: an investment strategy to help sustain existing transportation infrastructure as well as help fund future needs within the SAP boundary; “Transit Oriented Design” techniques needed to help support economic development throughout the SAP boundary; safe pedestrian/bicycle access to and from employment centers, public facilities, and residential neighborhoods; and the protection of State Road 60 as an efficient congestion free corridor.
- Encourage safe pedestrian access along local and collector roadways and a linked system of safe pedestrian and bikeway trails throughout the SAP boundary.
- Expand Mass Transit infrastructure and services throughout the SAP boundary needed to help support the economic development and the area’s workforce.
- Encourage safe and efficient access/connections to identified economic cluster targets and Urban Centers (such as, but not limited to, the Wahneta area, the Lake Wales Airport, and the CSX ILC).
- Encourage the protection and efficiency of local roads by limiting access of thru truck traffic based on weight limits. This should include identifying key local roads that would restrict through-truck traffic (ex. Old Bartow-Lake Wales Road).
- Prioritize Regional Transportation Improvements that serve the movement of freight and improve collector road access to the regional road network.
- Invest in corridor alignment studies to identify the location of future collector roads to improve access to existing and future land uses.
- Require applicants to dedicate rights-of-way (ROW) and/or construct new collector roads to accommodate project-related traffic.
- Invest/Provide a multi-modal typical roadway section on CR 655 (Rifle Range Road) to improve pedestrian and bicycle safety.
- Provide motorized and non-motorized access to existing and future activity centers, schools, and employment centers.
- Develop and implement an investment strategy to fund future transportation infrastructure including a proposed multi-use trail network (part of green infrastructure).

- Require or incentivize developments to provide access to the Multi-Use Trail Network and Transit Hubs.

### **Environmental Preservation**

- Preserve and protect unique environmental features that are located throughout the SAP boundary such as the Peace Creek Drainage Canal, significant wetland boundaries, agricultural lands, and other endangered species/habitat areas.
- Encourage the protection/restoration efforts of the Peace Creek Drainage Canal with the use of incentives and/or exploring public and private funding options or mechanisms.
- Encourage the protection of significant wetland areas through Intergovernmental Coordination and the development of a wetland mitigation system. This wetland mitigation system should be geared at benefiting the area within the Gateway SAP boundary, and may require identifying significant wetland boundary receiving areas and incentives to help foster its success.
- Consider the creation of a regional water storage system throughout the SAP boundary in conjunction with the Peace Creek Watershed Water Sustainability Plan. Incentives for increased density/intensity could be granted to those who participate. A regional water storage system with strategic receiving locations may be more beneficial than individual storage ponds located on properties at the time of development.
- Capitalize upon recreational opportunities by outlining and supporting a series of nature water parks connected by greenways or trails, while improving the water storage capacity of the Peace Creek floodplain. Require or incentivize the provision of multi-use trail access as part of this nature water park system.
- Provide opportunities for off-site wetlands mitigation consistent with the Peace Creek restoration efforts.
- Coordinate with the Florida Department of Transportation (FDOT) regarding potential environmental impacts associated with the proposed Central Polk Parkway to explore mitigation options that support local efforts to preserve or restore area natural systems.
- Support the implementation of the Peace Creek Watershed Water Sustainability Plan.

### **Sustainability**

- Encourage emergency respondents such as Fire Services, Sheriff Services, and Emergency Medical Services to be strategically located throughout the area so that response times are faster and more efficient.
- Consider locating additional middle schools, high schools, and a public library within the Gateway SAP boundary.
- Encourage the use of timing policies to ensure that urban development occurs where infrastructure and urban services are available (or planned to be available as part of a CIP) and can function at sufficient levels to support existing and proposed development.
- Encourage the vitality of existing rural communities through design strategies and by promoting opportunities for economic development.

## Long-Term Vision

Intergovernmental coordination is envisioned as a key component in the successful implementation of this SAP. Although the policies within this SAP are only enforceable within unincorporated Polk County's jurisdiction, the cooperation of neighboring governmental agencies that have jurisdictions within portions of the SAP boundary is warranted. The following objectives and policies are intended to promote cooperation between the County and other governmental agencies in order to help bring the vision for this area to fruition.

### **OBJECTIVE 2.131-TA: Develop a shared long-term vision for land use and desired development patterns, environmental resources, and community infrastructure within the Gateway Study Area.**

**POLICY 2.131-TA1: VISION IMPLEMENTATION** – Polk County shall partner with the cities of Bartow, Eagle Lake, Lake Wales and Winter Haven (hereinafter referred as the “area cities”) to develop and implement a shared vision for the Gateway Area. These efforts may include the preparation and implementation of the following:

- a. a sustainable land use strategy that provides a mix of development options that complement efforts to protect and enhance natural resources and quality of life;
- b. a long-term strategy for the provision of community infrastructure and services including public safety services, roads, transit, sidewalks, multi-use trails, parks and recreation opportunities, and natural areas and open space.
- c. common land use designations and regulations;
- d. economic development strategies; and
- e. a Joint Planning Area Agreement(s).

**POLICY 2.131-TA2: GATEWAY VISION MAP** – The Gateway Vision Map as depicted in the Future Land Use Map Series is incorporated as part of the Plan to serve as a guide for the consideration of land use strategies, the efficient provision of infrastructure, and the conservation of natural resources. The vision map, in and of itself, should not be the sole determining factor for approving or denying Future Land Use changes within the SAP boundary.

**POLICY 2.131-TA3: BASIC PRINCIPLES** – Polk County shall work with area cities to implement the Basic Principles as necessary and desired in the form of common land use policies, designations or regulations.

**POLICY 2.131-TA4: OVERLAY DISTRICTS** – The County shall seek to create objectives and policies that are consistent with the County's overlay districts located within the SAP boundary. Examples of such overlay districts include, but are not limited to: the Wahneta Neighborhood Plan; the Sidewalk overlay; the Development Areas overlay; and the Integrated Habitat Network overlay.

## Land Use

The compatibility of land uses within this area was a major issue of concern during the Gateway SAS process. The assignment of Future Land Use designations should be carefully considered with the overall vision of this area. The following policies seek to provide for the continued viability of agriculture and rural communities while promoting compatible land use designations that support diverse economic development opportunities.

**OBJECTIVE 2.131-TB: Polk County shall designate and establish Future Land Use categories and development criteria that are specific to this SAP.**

POLICY 2.131-TB1: DESIGNATION AND MAPPING - The Gateway Selected Area Plan is established as designated on the Future Land Use Map Series. Land use categories shall be designated on the Future Land Use Map Series and the Gateway Selected Area Plan Map which is included as part of the Map Series.

POLICY 2.131-TB2: LAND USE CATEGORIES ESTABLISHED AND GENERAL DEVELOPMENT CRITERIA - All Future Land Use districts and development shall be permitted as specified by the applicable policies in the general land use and Future Land Use elements of the Comprehensive Plan, unless otherwise specified in the Gateway Selected Area Plan within the Comprehensive Plan. These land uses include:

- a. Activity Centers
  1. Rural-Cluster Centers
  2. Convenience Centers
  3. Neighborhood Activity Centers
  4. Community Activity Centers
  5. Regional Activity Centers
  6. High Impact Centers
  7. Tourism Commercial Centers
- b. Linear Commercial Corridor
- c. Commercial Enclave
- d. Industrial/Business Park Center/Office Center
  1. Industrial
  2. Business Park Center
  3. Office Center

- 4. Employment Center
- e. Leisure/Recreation
- f. Institutional
- g. Recreation and Open Space
- h. Preservation Areas
- i. Residential
  - 1. Urban
    - a) Residential Suburban
    - b) Residential Low
    - c) Residential Medium
    - d) Residential High
  - 2. Rural
    - a) Agricultural/Residential Rural
    - b) Rural Cluster Center-Residential
- j. Phosphate Mining

**POLICY 2.131-TB3: MODIFIED LAND USE DESIGNATIONS** – On or before March 1<sup>st</sup> of 2015, the County shall create a descriptive list of modified Future Land Use designations that further promote the vision of this SAP.

### **Economic Development**

Agriculture and agribusiness have historically been recognized as major contributors to this area's economy; however, employment in the County has experienced a shift from these traditional industry jobs to higher skilled service industries. The following objectives and policies (in conjunction with other sections of this SAP) seek to promote the creation of quality jobs for current and future populations; maintain local economic stability; and build a diverse economic and employment base while recognizing the importance of agriculture and agribusiness within the SAP boundary.

**OBJECTIVE 2.131-TC:** The County shall encourage the designation and mapping of appropriate Future Land Use (FLU) districts that support the creation of jobs in the County's identified cluster targets. These targeted cluster areas include: Logistics and

**Chain Supply Management; Research and Engineering Services; Agriculture and Agribusiness; Financial Services; Business Services; Life Sciences and Medical Services; and Construction and Real Estate.**

POLICY 2.131-TC1: SUPPORTIVE LAND USES – Polk County shall partner with area cities to modify current land use categories and designations as necessary to provide a mix of land uses that support economic development within the targeted industries.

**OBJECTIVE 2.131-TD: The County shall seek a variety of methods to finance needed improvements to infrastructure and services throughout the SAP boundary that will help support and sustain economic development.**

POLICY 2.131-TD1: COMMUNITY INVESTMENT STRATEGY – Polk County shall partner with area cities to identify and implement opportunities to fund investments in community infrastructure and services. These strategies may include, but are not limited to, the following:

- a. the creation of a benefit district that directs taxes, fees and developer contributions collected within the area towards needed improvements;
- b. the creation of an Enterprise Zone or Foreign Trade Zone;
- c. a Brownfield area designation(s); or
- d. joint application for discretionary grants.

**OBJECTIVE 2.131-TE: The County shall promote the retention and expansion of existing businesses and promote the diversification of the area’s economic base.**

POLICY 2.131-TE1: The expansion and/or redevelopment of non-conforming development (existing prior to the adoption of this SAP) within the SAP boundary shall be required to adhere to buffering and architectural design standards of its current (or in some cases its adjacent) FLU designation. The intent of this policy is to ensure that such businesses continue to be a vital component of the areas economic base while becoming compatible with the SAP vision.

### **Multi-Modal Transportation System**

In order to sustain existing development and accommodate future growth, multi-modal transportation system is needed to provide adequate mobility and access to employment centers and residential areas. State Road 60, County Road 655 (Rifle Range Road), County Road 653, and County Road 655A (Alturas Road North) form the existing highway network. Additional roadway capacity, to include widened and new roads, is needed to serve the forecasted travel demand. This SAP also seeks to focus on additional elements of multi-modal transportation systems including transit service development, improved access to transit, connectivity between land uses and the development of a multi-use trail network.

**OBJECTIVE 2.131-TF: Provide a safe, efficient transportation system that ensures adequate mobility for the movement of people and freight, expands travel options, improves user access and supports economic development.**

**POLICY 2.131-TF1: MOBILITY STRATEGY** – Polk County shall partner with area cities on or before March 1<sup>st</sup>, 2015 to develop a mobility strategy that includes measures to:

- a. Minimize traffic congestion on State Road 60 and preserve its ability to serve regional through-traffic as a Strategic Intermodal Facility;
- b. Provide additional arterial road capacity;
- c. Provide a roadway grid system that improves land access including collector road(s) parallel to State Road 60;
- d. Expand transit services and access to service;
- e. Construct multi-use trails; and
- f. Provide “Complete Streets” to ensure safe access and travel for roadway users – pedestrians, bicyclists, motorists and transit riders of all ages and abilities.

**POLICY 2.131-TF2: ADEQUATE TRANSPORTATION INFRASTRUCTURE** – Polk County shall work with area cities to incorporate a long-term approach in providing adequate transportation infrastructure as part of the mobility strategy prepared pursuant to Policy 2.131-TF1. This approach should support both job creation and the development of a multi-modal transportation system.

**POLICY 2.131-TF3: PRIORITY AND TIMING OF CAPACITY ROAD IMPROVEMENTS** – The mobility strategy shall include a prioritized list of capacity road projects, as well as, milestones for the completion of these projects or project phases in relation to future growth and development.

**POLICY 2.131-TF4: NEW COLLECTOR ROADS** – Polk County shall work with area cities to identify the location of future collector roads to form a roadway grid system and maximize land access consistent with the Gateway Vision. As necessary and feasible, these efforts shall include the programming of corridor alignment studies.

**POLICY 2.131-TF5: ROAD RIGHT-OF-WAY** – Polk County shall work with area cities to implement common requirements and procedures to obtain the right-of-way needed to implement the roadway improvements identified as part of the Gateway Vision. New development and redevelopment located along existing or proposed collector or arterial roads shall be required to dedicate the appropriate right-of-way needed for roadway improvements.

**POLICY 2.131-TF6:** Polk County shall work with area cities to establish Transit Corridors and Centers consistent with the TPO 2060 Transportation Vision Plan and the Gateway Vision. These corridors and centers shall provide a framework for land use policies and mobility strategies that improve access to existing and future transit services and promote compact, mixed-use development.

**POLICY 2.131-TF7:** Polk County shall encourage area cities to amend their land use policies and regulations to incorporate provisions of Section 2.124-I Transit Corridors and Centers Overlay as applicable.

POLICY 2.131-TF8: Polk County shall work with area cities to develop and adopt “Complete Street” principles in the construction, maintenance and reconstruction of arterial and collector roads within the study area to ensure safe access and travel for roadway users – pedestrians, bicyclists, motorists and transit riders of all ages and abilities.

POLICY 2.131-TF9: By 2012, Polk County shall evaluate CR 655 (Rifle Range Road) using “Complete Street” principles to identify candidate improvements for future programming.

POLICY 2.131-TF10: All new development and redevelopment located along local and collector roads shall be required to include facilities for pedestrian, bicycle, and mass transit access at the time of development. Such improvements, at a minimum, shall include sidewalks, dedicating the appropriate right-of-way for bicycle lanes, and providing right of way or stops or shelters for mass transit in accordance with the Land Development Code. The dedication of mass transit facilities may be provided in lieu of the right of way if approved by the provider of the services.

### **Rural Development:**

This SAP recognizes the importance of agriculture and rural communities and seeks to provide for their continued protection through the use of innovative design, incentives, and other planning strategies. The following objectives and policies provide for rural development guidance.

**OBJECTIVE 2.131-TG: This SAP shall be required to provide for a mix of rural development options that seek to preserve the rural character of existing rural communities as well as protect the unique environmental features of this area.**

POLICY 2.131-TG1: The County shall seek innovative ways to address urban and rural compatibility by including within the Land Development Code development standards for buffering, setbacks, lot sizes, parking, internal road design, and other design criteria, especially in areas where infrastructure/services exist to support future urban development.

At a minimum, development shall incorporate natural features (rolling hills, meadows, canals, wetland areas, etc.), conservation easements, farming/agricultural areas, or existing forested areas as buffers; alternative parking strategies (such as shared parking, the use of alternative paving materials, or a reduction in the number of required spaces); tailored setbacks to address the protection of natural features/agricultural uses; and flexible design standards for internal roadways (such as varying roadway widths and/or the use of safe structural materials in order to protect recharge to the aquifer and maintain the rural character).

POLICY 2.131-TG2: The designation and mapping of Future Land Use designations that allow for urban densities/intensities within primarily rural areas outside of the vision for future urban areas should only be considered if existing urban service facilities (such as schools, parks, and public safety services) and infrastructure (potable water/wastewater facilities; transportation roadway system) are adequate and currently available.

POLICY 2.131-TG3: In an effort to encourage the protection of agricultural lands and environmentally sensitive lands in rural areas, new development in Rural Cluster Center’s (RCC), Rural Cluster Center-Residential (RCC-R), Rural Residential Development’s (RRD), and

Rural Mix Use Development's (RMD) shall be developed in a manner that supports conservation planning principles and may receive incentives for developing as such. The County shall create additional development criteria, bonus points, and incentives, to be implemented by the Land Development Code, for RCC, RCC-R, RRD, and RMD developments within the Gateway SAP boundary.

**POLICY 2.131-TG4:** The County shall implement development standards as adopted in the Land Development Code that supports and incentivizes rural conservation planning principles within the Gateway SAP. These incentives shall include:

- a. the creation of a density incentive system that encourages the preservation of agricultural and environmentally sensitive lands. Bonus density incentive will be given for developments that provide two or more of the following items at levels above the minimum requirements established in the Comprehensive Plan and Land Development Code:
  1. Special design features that configure development around existing landscapes or environmentally sensitive areas
  2. Developments that reserve more than 50% of the property for open space
  3. Increased protection of wetlands, wildlife habitat, and upland vegetative communities
  4. Developments that contain a variety of housing types such as the combination of market rate housing with affordable and/or workforce housing; and/or the combination of single-family units and multi-family units.
- b. expedited permitting review;
- c. reduced impact fees for developments that possess workforce, affordable, or farmworker housing components; and/or
- d. community recognition awards.

### **Environmental Preservation**

The environmental analysis conducted as part of the Gateway SAS process revealed that there are a vast number of environmental features unique to this area such as the Peace Creek Drainage Canal; significant wetland boundaries; the geography of the area which contains rolling hills and scenic viewsheds; it's an important area of recharge to the aquifer; and the area has a high number of endemic species. The following objectives and policies are guides to help future development protect/preserve environmentally sensitive areas within the SAP boundary.

**OBJECTIVE 2.131-TH:** All new development and redevelopment shall be sensitive to the unique upland wildlife habitat within the Gateway SAP boundary; and shall seek to exceed applicable policies within the County's Conservation Element.

POLICY 2.131-TH1: New road rights-of way shall be routed to avoid traversing significant upland wildlife habitat, unless there is no feasible alternative and the roadway design incorporates design features for the safe passage of wildlife.

POLICY 2.131-TH2: Improvements to existing roads (i.e., road reconstruction or widening) within upland significant wildlife habitat shall incorporate design features for the safe passage of wildlife.

**OBJECTIVE 2.131-TI**: All land alteration activities shall be sensitive to the unique natural resources within the Gateway SAP and shall permit development in a manner which maintains and/or improves recharge to the aquifer.

POLICY 2.131-TI1: Land alteration activity that destroys, reduces, impairs, or otherwise adversely impacts a wetland or natural body of water, shall be prohibited, unless there is no recourse in order to allow reasonable use of the land.

POLICY 2.131-TI2: Building setbacks shall be a minimum of 50 feet from environmentally sensitive areas. Wider setbacks in accordance with the criteria established for the Gateway SAP in the Land Development Code may be required by the County depending on the environmental sensitivity of the area and the intensity of the development proposed adjacent to the area. For example, a 200-foot wide or wider setback may be required for a large excavation proposed adjacent to a wetland in order to prevent dewatering of the wetland at the time of development review.

**OBJECTIVE 2.131-TJ**: Polk County shall coordinate with area cities to develop and implement the Water Resources Sustainability Plan for the Peace Creek Watershed.

POLICY 2.131-TJ1: IMPLEMENTATION STRATEGY – Polk County shall partner with area cities to develop an implementation strategy for the Water Resources Sustainability Plan that includes development incentives and actions supporting the creation of:

- a. a regional water storage system equivalent to or greater than the current water storage capacity;
- b. series of nature water parks connected by greenways or trails; and
- c. opportunities for off-site wetlands mitigation consistent with the Peace Creek restoration efforts.

POLICY 2.131-TJ2: CENTRAL POLK PARKWAY – Polk County shall coordinate with the Florida Department of Transportation to identify opportunities for any environmental mitigation associated with the future construction of the Central Polk Parkway to contribute to Peace Creek restoration efforts.

POLICY 2.131-TJ3: The County shall implement mechanisms to preserve environmentally sensitive lands through acquisition and/or conservation easements as adopted in the Land Development Code.

## **Sustainability**

In a sustainable community, resource consumption is balanced by resources assimilated by the ecosystem. The sustainability of a community is largely determined by the web of resources providing its food, fiber, water, and energy needs and by the ability of natural systems to process its wastes. A community is often thought of as unsustainable if it consumes resources faster than they can be renewed, produces more wastes than natural systems can process or, relies upon distant sources for its basic needs. The Gateway SAS process identified that in order for the area to remain sustainable for future generations to come, development will have to occur in a way that does not compromise those generations through the depletion of resources. The following policies are intended to promote sustainable development throughout the SAP boundary.

**OBJECTIVE 2.131-TK: The County shall seek to ensure that future development within this SAP occurs in a manner that promotes the efficient use of land , infrastructure, services, and other natural resources.**

POLICY 2.131-TK1: TIMING AND LOCATION OF GROWTH – All new development/redevelopment within the Gateway SAP shall adhere to all applicable policies located within the Future Land Use Element’s General Section: 2.102 of the Polk County Comprehensive Plan.

POLICY 2.131-TK2: PUBLIC SAFETY – When considering the establishment of new development in primarily rural areas, the following public safety services should exist or be planned for as part of the County’s CIP:

- a. An operating Full time/volunteer Fire station within a five mile radius of proposed development.
- b. An operating Emergency Medical Service station within a five mile radius of proposed development.
- c. A police substation within a five mile radius of proposed development with a minimum of two deputies per 1000 population on patrol at all times.

This policy, in and of itself, should not preclude development from occurring in rural areas, but should be taken into consideration when evaluating the timing and appropriateness of establishing new development in areas with limited services/infrastructure.

POLICY 2.131-TK3: The County shall seek to locate a future Police substation, Fire station, and EMS station within the Alturas Rural Cluster Center whether through public or private initiatives.

POLICY 2.131-TK4: POTABLE WATER AND WASTEWATER FACILITIES - Polk County shall continue the efforts outlined within the County’s Water Supply Plan and will coordinate with adjoining providers to help meet the demands of future development within the Gateway SAP.

POLICY 2.131-TK5: SCHOOL FACILITIES – The County shall continue its coordination efforts with the Polk County School Board in implementing comprehensive school siting

practices. In an innovative effort to provide for the efficient use of space, infrastructure, and services, urban design standards (ex. less acreage, vertical construction, the use of joint facilities, etc.) should be applied to school design when possible. Such designs should be consistent with the Department of Education's (DOE) Florida Safe School Design criteria.

POLICY 2.131-TK6: GREEN BUILDING – Polk County shall include incentives, to be provided in the Land Development Code and may change over time as determined by the Board of County Commissioners, that incorporate regionally and nationally recognized building standards and certification programs as the basis for the incentives. This may include standards or certifications established by U.S. Green Building Council, the National Association of Home Builders, or the Florida Green Building Coalition. These incentives will reflect the reduced impact of sustainable development practices on the natural and built environment. These incentives may include, but not be limited to, the following:

- a. Expedited permit reviews;
- b. Reduced Impact or permitting fees; and
- c. Community Recognition and Awards

### **Implementation**

**OBJECTIVE 2.131-TL: Polk County shall implement the objectives and policies of the Gateway SAP through appropriate techniques and mechanisms. Polk County shall implement adopted objectives and policies by: designating responsible County agencies or departments to execute appropriate strategies and programs; adopting and enforcing applicable development regulations; evaluating all development proposals for conformance to policies and compliance with regulations; and considering all objectives and policies when making growth management decisions.**