

## **APPENDIX 2.131**

### **SECTION 2.131-C NORTH US 27 SELECTED-AREA PLAN**

This Selected-Area Plan is adopted in recognition that this area of Polk County; bounded on the east by Osceola County, on the north by Lake County, the west by the core area of the Green Swamp Area of Critical State Concern and the south by County Road 54; will over the next twenty years experience a high degree of urbanization. This urbanization will be caused by numerous external factors, most of which are occurring in surrounding Lake, Orange, and Osceola Counties. (See the land-use support document for details.) This Selected-Area Plan is a proactive response to these forces. It represents a private-public initiative to shape this development into an organized and well-planned urban area.

**VISION -- BASIC PRINCIPLES** - A "Basic Principles" section has been included to serve as guiding principles to convey the concept and intent of the objective and policies of the North US 27 Selected-Area Plan. It contains fundamental principles as follows:

- a. An efficient and highly desirable urban growth pattern requires a balance of residential and nonresidential uses, a range of housing opportunities, and short trips between housing, employment, and shopping.
- b. For areas remote from the US 27/192 interchange, which is suitable for a Regional Activity Center (RAC), the best way to achieve an efficient and highly desirable urban growth pattern is through the establishment of two central town centers and activity center area surrounded by traditional neighborhood villages.
- c. The town center and activity centers serves as the social, commercial, cultural, educational, and civic center of the entire area. It's location is central to the neighborhoods.
- d. Other areas have been designated for professional office use and unique locations at collector roads that intersect with US Highway 27 for activity center developments that compliment town centers.
- e. Traditional neighborhood villages and activity centers share the following conventions:
  1. The village or activity center is limited in size with a distinct boundary edge.
  2. Residences, shops, workplaces, and civic buildings are located in the neighborhood -- all within close proximity to each other.
  3. A hierarchy of streets to serve the needs of the pedestrian and the automobile equitably.
  4. Physically defined squares and parks to provide places for informal social activity and recreation.
  5. Private buildings form a clear edge, delineating the public street space and the block interior.
  6. Civic buildings and squares reinforce the identity of the village, becoming symbols of community identity and providing places of purposeful assembly for social, cultural, and religious activities.

- f. Traditional neighborhood villages pursue certain social objectives:
  1. By bringing within walking distance most of the activities of daily living, including dwelling, shopping and working, the elderly and the young gain independence of movement.
  2. By reducing the number and length of automobile trips, traffic congestion is minimized and road construction is limited. By organizing, appropriate building densities, public transit becomes a viable alternative to the automobile.
  3. By providing defined public spaces such as streets and squares, citizens come to know each other and to watch over their collective security.
  4. By providing a full range of housing types and workplaces, age and economic class are integrated and the bonds of an authentic community are formed.
  5. By providing suitable civic buildings, democratic initiatives are encouraged and the balanced evolution of society is secured.
  6. By providing for higher development densities, market conditions will change to enable these objectives to occur.
- g. Environmentally sensitive development is an enhancement to the quality of life. Provisions for Green Swamp protection, aquifer protection, and reforestation are important components to this plan.
- h. Transportation efficiency is a desirable goal. This plan recognizes US 27 as the primary inter-regional traffic arterial and the need for alternative North/South facilities to support urban growth.

**GOAL 2.131-C: To develop an environmentally sensitive plan which encourages a high quality living environment through an efficient urban-growth pattern based on a balance of employment activities, residential and nonresidential uses, a range of housing opportunities, and short vehicle trips between housing, employment, and shopping in harmony with the special factors of the Green Swamp.**

**OBJECTIVE 2.131-C: US 27 Selected-Area Plan -- Development within the North US 27 Selected-Area Plan (SAP) shall occur in accordance 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. Where there is a conflict in policy or standards, the more stringent standard shall apply.**

**POLICY 2.131-C1: DESIGNATION AND MAPPING --** The North US 27 Selected-Area Plan is established as designated on the Future Land Use Map Series. Land use categories shall be designated on the US 27 Selected-Area Plan Map which is included as part of the Future Land Use Map Series.

**POLICY 2.131-C2: LAND-USE CATEGORIES ESTABLISHED --** The Following land-use categories shall apply:

- a. Town Center (TC)

- b. Regional Activity Centers (RAC)
- c. Neighborhood Activity Center (NAC)
- d. Recreation Open Space (ROS)
- e. Residential Low (RLX), minimum 30 percent set-aside of parcel as open space unless the lots are within a master planned residential community that maintains 30% set-aside for open space
- f. Residential Medium (RMX), minimum 30 percent set-aside of parcel as open space unless the lots are within a master planned residential community that maintains an overall 30% set-aside for open space
- g. Residential High (RHX), minimum 30% percent set-aside as open space
- h. Leisure/Recreation (L/RX)
- i. Institutional (INST)
- j. Professional Institutional (PIX)
- k. Office Center (OCX)

POLICY 2.131-C3 GENERAL DEVELOPMENT CRITERIA - Development shall be permitted within this SAP as follows:

- a. BASIC LAND-USE CATEGORIES -- Development shall be permitted for the following land-use categories as specified by the applicable policies in the general land-use element section of the Comprehensive Plan:
  - 1. Recreation and Open Space
  - 2. Institutional
- b. 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 within the Plan. Development within the following land-use categories shall be permitted as specified within this section:
  - 1. Residential-Low (RLX)
  - 2. Residential-Medium (RMX) -- When and if conditions warrant, a land use plan amendment could be sought in accordance with County policies to convert some or all of adjacent land to an appropriate commercial land use. A marketing study would be required as part of the data and analysis to support the change. In the interim, the land would be designated residential medium.

3. Residential-High (RHX) – This classification is the same as defined in Section 2.120-E of this Plan, except that the minimum and maximum residential density shall be according to the North US 27 SAP density schedule as established by Policy 2.131.C7 of this SAP and per the requirements of the Land Development Code.
  4. Leisure/Recreation (L/RX)
  5. Professional Institutional (PIX)
  6. Office Center (OCX)
  7. Neighborhood Activity Center (NACX)
- c. MODIFIED SPECIAL USES -- Special uses within the SAP shall be governed as follows:
1. The following special uses shall be permitted pursuant to the general provisions in Section 2.125 pertaining to these uses:
    - (a) Utilities
    - (b) Community Facilities
    - (c) Non-certified Electric-Power Generation Facilities
  2. Isolated Convenience Stores, adult uses/nude dancing, and mining shall be prohibited within the SAP.
  3. Policies governing residentially based, mixed-use Developments shall be modified in accordance with Policy 2.131-C5(a).
  4. Recreation and Open Space shall also be considered a special use within the SAP in accordance with Policy 2.131-D1.
  5. Multi-family on the east side of US 27 and the Non-Green Swamp portion of the US 27 SAP.
- d. BASIC OVERLAY DISTRICTS AND AREAS -- Development limitations and resource protection rules shall be applied as specified by the applicable policies in the Future Land Use Element of the Comprehensive Plan Sections 2.122, 2.123, and 2.124.
- e. SPECIAL-PROVISION AREA -- 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 a land use classification, and/or basic overlay district, as defined within the following special categories:
1. Town Center (TC)
  2. Green Swamp Protection Area (GSPA)

### 3. Greenway Corridor

- f. OTHER USES -- Uses not specifically permitted or prohibited under the general provisions of the Basic Land-Use Categories or Modified Land-Use Categories of this SAP may only be permitted upon approval by the Board of County Commissioners when it is determined that the proposed use can be developed in accordance with the policies contained within this SAP and all other policies within the Polk County Plan not in conflict with these policies.
- g. Transit Supportive Development Area Density and Intensity - For those areas of the County located within the US 27 SAP and that are in the Transit Supportive Development Areas (TSDA), if there is a conflict between the density or intensity incentives established in Policy 2.104-A7 for the TSDA or the Transit Corridors and Centers Overlay (TCCO) and the densities and intensities established within the US 27 SAP, the densities and intensities of 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-C4: MODIFIED LAND-USE CATEGORIES Land within "modified land-use categories", as enumerated in Policy 2.131-C3 shall be developed in accordance with the following criteria:

The maximum Impervious Surface Ratios (ISR) for all land use categories outside the Green Swamp Area of Critical State Concern (GSACSC ) are specified in the Land Development Code. Those properties in the GSACSC, shall meet the requirements established by the Critical Area Resource Management Plan (CARMP) policy 2.132-B10 d., of this plan.

For properties within the Transit Supportive Development Area, higher densities and intensities can be achieved in accordance with the criteria established in Policy 2.104-A7.

- a. LEISURE/RECREATION (L/RX) - The areas designated L/RX within this SAP are primarily oriented toward providing recreational-related services for highway travelers and Polk County tourists. The following provisions shall apply:
  - 1. DESIGNATION AND MAPPING - The L/RX area is established as designated on the US 27 SAP - 2020 Future Land Use Map. It is located in the northern most sections of planning area.
  - 2. PURPOSE -- The purpose of this district is to encourage the creation of carefully planned and designed projects which serve the needs of tourist and highway travelers.
  - 3. PERMITTED USES - The following uses shall be specifically permitted:
    - (a) Motels/Hotels
    - (b) Convenience stores, including pump islands for gasoline sales
    - (c) Carwash facilities

- (d) Service stations
- (e) Restaurants
- (f) Uses as designated within policies and regulations pertaining to CC, NAC, and CAC Activity Centers to include: offices, banks, and retail establishments
- (g) Time-Share Residential Units
- (h) Commercial recreation activities such as miniature golf
- (i) golf courses
- (j) commercial camp grounds, and
- (k) recreational-vehicle (RV) parks.

4. PROHIBITED USES - The following uses shall be specifically prohibited: Fish camps

5. INTENSITY - The maximum floor area ratio shall be 0.35.

b. REGIONAL ACTIVITY CENTER (RAC) In addition to the other applicable provisions, the RAC shall be governed by the following provisions:

1. DESIGNATION AND MAPPING - One RAC is established as designated on the US 27 SAP Future Land Use Map. This area is located in the southeast and southwest corners of the intersection of US 27 and US 192.
2. PURPOSE -- It is the purpose of this RAC to encourage short-term and long-term development of this vital area for business uses, commercial, and employee housing.
3. PERMITTED USES - The following uses shall be permitted:

All uses permitted in the RAC including the uses listed in Section 2.110-F, and the following:

- research and development facilities;
- helicopter landing facilities;
- motel/hotel;
- convenience stores, including pump islands for gasoline sales;
- service stations;
- retail commercial uses;
- other similar and compatible uses as approved by the Land Development Director or his/her designee.

4. DEVELOPMENT GUIDELINES - All development activity shall be coordinated so as to maximize the use of frontage roads to connect US 27 with US 192. Frontage roads may include interconnecting spine roads that can be phased with the development. Access other than through

frontage roads requires a project traffic report to analyze the extra access needs. Pedestrian intermodal access shall be provided between different uses.

5. PROHIBITED USES - The following uses shall be specifically prohibited:

- outdoor storage forward of the rear building line.

- c. RESIDENTIAL-LOW (RLX) - This classification is the same as defined in Section 2.120-C, except higher densities (up to a maximum of 8 du/ac) may be achieved through greater development standards, the transfer of development rights, or a combination of both; and multi-family is allowed.
- d. RESIDENTIAL-MEDIUM (RMX) -- This classification is the same as defined in Section 2.120-D, higher densities (up to a maximum of 15 du/ac) may be achieved through greater development standards, the transfer of development rights, or a combination of both.
- e. RESIDENTIAL-HIGH (RHX) – The Residential High land use district is intended to provide areas for high density residential and mixed-use residential within highly concentrated urban areas. The Residential High (RHX) land use district as it appears in the US 27 SAP functions as a transitional land use district from the primarily residential land uses contained in the Residential Low (RLX) and Residential Medium (RMX) land use districts to the highly concentrated residential, civic, office, retail and commercial land uses found within the Regional Activity Center (RACX) and Town Center (TCX) land use districts. The RHX land use district provides opportunities for high density residential to complement and support the office, civic, commercial and retail uses contained within the TCX and RACX. Providing high density residential adjacent to TCX and RACX uses results in an increased internal capture rate that in-turn reduces vehicular trips on the surrounding roadway network. Also, there is a potential for increased pedestrian activities and compulsory interconnectivity as an outcome of providing such uses in proximity to one another.

1. DESIGNATION AND MAPPING – Residential High is designated on the Future Land Use Map and specifically within the boundaries of the North US 27 Selected Area Plan.

2. CHARACTERISTICS - The features and development which characterize the Residential High district are high density residential uses within multi-story, multi-unit buildings. Single-family detached dwelling units, duplexes or triplexes are prohibited within the RHX. In addition, a limited amount of commercial, office, and civic land uses, not to exceed the intensity of a CC or NAC (Objective 2.110-C and 2.110-D), may be allowed in mixed-use structures as part of a Residentially Based, Mixed-Use Developments. Residentially Based Mixed Use Developments shall not be limited by the minimum acreage and location of non-residential development per policy 2.131-C5. Non-residential uses shall be specific to providing convenience and services directly to the high density residential uses within the RHX. The non-residential uses shall not be of the same intensity allowed within the TCX and RACX. The development scale is urban in character with a limited service radius and concentrated market area. All development activity shall be coordinated so as to maximize the proximity of Town Center and RACX land uses.

3. PERMITTED USES - The following uses shall be permitted:

All uses permitted in the RHX including the uses listed in Section 2.120-E4.

4. DEVELOPMENT GUIDELINES:

- (a) Usable Area: Minimum 5 acres.
- (b) When an RHX district is contiguous to a TCX and/or RACX district AND all contiguous parcels meet the density bonus criteria listed in Section 2.131.C8, the overall density for all of the contiguous parcels shall not be less than 15 units/ac nor exceed 25 units/ac.
- (c) Location of residential units above non-residential uses shall be encouraged by not considering such units, up to a maximum of 150 units, against the maximum residential percentages and densities.

f. PROFESSIONAL INSTITUTIONAL (PIX) - The Professional Institutional land use district is intended to function as an Activity Center. The purpose and intent of the Professional Institutional Land Use District is to provide areas for the establishment of office uses and retail related support uses. The Professional Institutional Land Use District is intended to serve surrounding neighborhoods with professional medical, financial, educational, legal, government, property management and other similar professional office uses. The Professional Institutional Land Use District is also intended to accommodate limited retail operations which complement the primary office uses of the district. Attached residential dwellings, intended to complement primary professional office uses within the Professional Institutional district are declared to be consistent with the District's purpose and intent. Residential units shall be permitted with mixed-use structures provided that office or retail occupies the majority of the first floor.

- 1. DESIGNATION AND MAPPING - Professional Institutional is designated on the Future Land Use Map and specifically within the boundaries of the North US 27 Selected Area Plan.
- 2. CHARACTERISTICS - The features and development which characterize the Professional Institutional district are professional office uses; limited support retail; and attached residential development to complement professional office functions. The development scale is neighborhood in scope and character with a limited service radius and concentrated market area. The general (approximate) characteristics of the Professional Institutional district are as follows:

- (a) Usable Area: 10 acres to 40 acres
- (b) Gross Leasable Area (GLA): More than 3,000 square feet
- (c) Minimum Population Support: 2,500 people
- (d) Market-Area Radius: 2 miles
- (e) Location Standards: The Professional Institutional district shall be oriented towards surrounding residential neighborhoods and not towards regional markets. A PI district shall have frontage on two collector roadways or intersection of an arterial and collector road. If the PIX is located on the west side of US 27, the PIX can be located adjacent to an arterial roadway without an intersecting collector road as long as the district is able to achieve direct access to the connector roadway system as contemplated by Objectives 2.131-G, L and N.

(f) Typical Uses: The primary uses within the district are office-based service and professional establishments that specifically include medical offices and clinics, financial institutions, educational institutions, legal offices, publishing centers, government offices, and real estate-related offices. Not more than twenty-five (25) percent of the district may be used for secondary retail-type uses that complement office establishments. Attached residential units are also typical uses within the district.

3. DEVELOPMENT CRITERIA - Development within the Professional Institutional district shall be according to the following criteria:

- (a) Non-residential Floor Area Ratio (FAR) shall not exceed 0.70;
- (b) Residential densities shall not exceed 10 dwelling units per gross acre.
- (c) Lands shall only be divided as part of a master subdivision plan and all individual lots shall be accessible via internal local roadways;
- (d) No direct access to US Highway 27 shall be permitted for either driveway connections or parking areas located within the district except at full median openings along US 27 that complement access to the connector roadways identified by this SAP;
- (e) All developments shall provide on-site pedestrian pathways connections to provide access from all parking areas and abutting residential development where appropriate, to the primary uses of the district;
- (f) Non-residential building entrances shall be oriented towards abutting rights-of-way in order to create a village like appearance along primary streets; furthermore, no more than two rows of parking shall be placed forward of the front building facade.
- (g) Off street parking areas for non-residential uses shall be designed to complement the building facade and emphasize the building appearance and relationship to abutting rights-of-way;
- (h) Single occupancy, detached residential dwellings and duplexes are prohibited in the Professional Institutional district;
- (i) Time-share and short-term rental units shall include a management office on the same site as the individual units;
- (j) Loading docks, drive-thru facilities, utility facilities, and storage areas shall be designed to minimize their visibility from abutting collector and/or arterial rights-of-way without diminishing their utility of intended function.

g. OFFICE CENTER (OCX) — Polk County shall provide for needs of residents of the US 27 SAP through:

- (a) the designation and mapping of OCX on the Future Land Use Map Series; and

(b) the establishment of criteria applicable to the location and development of land within OCX.

1. DESIGNATION AND MAPPING — Office Centers shall be located throughout US 27 SAP as designated on the Future Land Use Map Series as “Office Centers ” (OCX).

In addition to other applicable provisions, the following shall apply:

2. CHARACTERISTICS — Office Centers are intended to accommodate the office needs of the community they serve. They generally contain lawyer, real estate, engineering, and other professional services/offices. Medical offices and support offices are also allowable in this category.

(a) Gross Leasable Area (GLA): more than 3,000 square feet

(b) Separation from other OCX districts: 1 mile

(c) Other Typical Uses: The primary uses within the OCX district are, office-based service and professional office establishments that specifically include accounting firms, architects, personal services, medical offices/clinics, dental offices, veterinary services, financial institutions, educational institutions, legal offices, printing/copying services, publishing centers, government offices and real estate related offices. Residential units located above the office and retail are also typical uses and are encouraged within the OCX district. Live-work units shall also be encouraged.

3. DEVELOPMENT CRITERIA — Development within an OCX shall conform to the following criteria:

(a) Non-residential Floor-Area-Ratio (FAR) shall not exceed 0.75. Residential uses located over non-residential uses shall not count towards the FAR;

(b) Residential densities shall be based on the total square footage of any proposed development. One dwelling units per 1,000 square feet of gross floor area of office or retail uses.

(d) A minimum 50 % of the square footage of the total FAR in any OCX district shall be for office uses;

(e) Retail uses that complement office center establishments, within an OCX shall not exceed 15 % of the total acreage of the OCX. If residential uses are located over non-residential uses, an additional 5 % of retail uses shall be permitted;

(f) Prohibited uses: Convenience stores, Gas Stations, Fast-food Establishments w/ Drive-thru/Drive-in, Non-phosphate mining, Truck Stops, Class III Utilities;

(g) Residential uses shall be located over non-residential uses;

- (h) Live-work units shall be encouraged within the OCX. Live-work units shall not count towards the allowed 15% of retail uses or overall density. Live-work units shall not exceed more than 15% of the total OCX acreage;
- (i) Detached residential dwellings and duplexes are prohibited in the OCX district; and
- (j) Development in OCX shall have frontage on, or direct access to, a collector or arterial roadway, or a frontage road or service drive which directly serves these roadways. Development within OCX shall incorporate the use of frontage roads or shared ingress/egress facilities wherever practical;
- (k) OCX expansions, new locations for OCX and development within OCX may front on or be accessed via local roads if the subject parcel(s) is within a one half mile of a collector or arterial road;
- (l) Adequate parking shall be provided to meet the demands of the uses, and interior traffic-circulation patterns shall facilitate the safe movement of vehicular, bicycle, and pedestrian traffic. Shared parking facilities shall be encouraged between office and retail uses;
- (m) Buffering shall be provided where the effects of lighting, noise, and other such factors would adversely affect adjacent land uses. Parking lots, loading areas, dumpsters, utilities and air conditioning units, signage, etc. are examples of facilities which may require additional buffering provisions;
- (n) Lands shall only be divided as part of a master subdivision plan and all individual lots shall be accessible via internal local roadways;
- (o) No direct access to US Highway 27 shall be permitted for either driveway connections or parking areas located within the district;
- (p) All developments shall provide on-site pedestrian pathways connections to provide access from all parking areas and abutting residential development where appropriate, to the primary uses of the district;
- (q) Non-residential building entrances shall be oriented towards abutting rights-of-way in order to create a village like appearance along primary streets; furthermore, no more than two rows of parking shall be placed forward of the front building façade;
- (r) Off street parking areas for non-residential uses shall be designed to complement the building facade and emphasize the building appearance and relationship to abutting rights-of-way; and
- (s) Loading docks, utility facilities, and storage areas shall be designed to minimize their visibility from abutting collector and/or arterial rights-of-way without diminishing their utility of intended function.

4. ADJACENT DEVELOPMENT — Subject to the criteria and requirements of Section 2.125-C relating to Transitional Areas, development adjacent to an OCX may include the following uses: Office, Residential, Institutional, and Recreation and Open Space.

- h. Neighborhood Activity Center (NACX) – In addition to the other applicable provisions in this SAP and the Future Land Use Element, the location criteria has been amended as follows:
  - a. Neighborhood Activity Centers shall have direct frontage on US Highway 27 and
  - b. The required separation distance to other Neighborhood Activity Centers, LCC, CE and other Activity Centers may be reduced if the proposed Neighborhood Activity Center market radius, minimum population support is over 10,000 people.

POLICY 2.131-C5: MODIFIED SPECIAL USES -- Modified Special Uses shall include Residentially Based, Mixed-Use Developments and Recreation and Open Space as enumerated in Policy 2.131-C3 and shall be developed in accordance with the following criteria:

- a. RESIDENTIALLY BASED, MIXED-USE DEVELOPMENTS -- For this SAP, Residentially Based, Mixed-Use developments shall be referred to as "villages" as defined in the glossary and shall meet the requirements of Section 2.125-H (Residentially Based, Mixed-use Developments) and the following provisions:
  - 1. RESIDENTIALLY BASED, MIXED-USE "VILLAGE" -- This special use shall be permitted in the Residential Low, Residential Medium, and Residential High land use. It is encouraged in the SAP by offering the developer the following incentives:
    - (a) commercial uses at the center of the village,
    - (b) narrower streets and street rights-of-way throughout the village, and
    - (c) higher densities.
  - 2. Minimum-Acreage Requirement -- A minimum of 40 acres, singly or jointly owned under one village master plan, are required in order to establish a Residentially Based, Mixed-Use Development. This acreage requirement is amended by Policy 2.131-C4 for RHX land Use, which allows for Residentially Based Mixed Use Developments per the vision of this Selected Area Plan with respect to intensity and density.
  - 3. Non-Residential Uses Permitted -- The village shall allow the location of commercial uses provided that specific design criteria are met. The Commercial uses allowed shall be restricted to those that fit the size, scale, and intensity of the village setting.
    - (a) *Deleted but 1, 2, 3, and 4 below were not deleted. (CPA 16B-09, Ord. 16-020)*
      - (1) The personal service shop -- hairstyling, tailoring, shoe repair, and dry cleaning.

- (2) General retail of a small scale such as bakeries, hardware stores, convenience stores excluding gasoline services.
- (3) Business or professional offices -- real estate, insurance, travel agency, medical, dental, and veterinary offices, banks and other financial institutions.
- (4) Similar land uses to those listed above as deemed appropriate by the Planning Commission.

(b) Encouraged quasi-commercial, civic, and institutional uses:

- (1) Studios for art, dance, music, and photography
- (2) churches and day-care centers
- (3) neighborhood libraries and post offices
- (4) a village common
- (5) Similar land uses to those listed above as deemed appropriate by the Planning Commission.

4. Design Standards Required -- In order to qualify as a village the following standards shall be met:

- (a) The development must be residentially based, and the design, configuration, and mix of uses shall emphasize a pedestrian-oriented environment. The village center should be within comfortable walking distance for a majority of the village residents (one-third mile).
- (b) The street pattern shall resemble a grid, allowing, where possible, connections to adjacent properties.
- (c) Commercial uses within the village center shall be encouraged to include second-story apartments.
- (d) Village developments shall reserve sites in the village center and street vistas for churches, public buildings, parks, and natural features.
- (e) Village developments shall contain a village common or park/plaza to serve as a "public-activity" center.
- (f) Polk County shall adopt as part of its Land Development Code, additional standards for "village" developments.

- b. RECREATION AND OPEN SPACE -- In addition to the specific Recreation and Open Space land depicted on the SAP land-use map, Recreation and Open Space (ROS) is treated as a special use in order that a linked park and open-space system can be created. Its central purpose is to tie all the villages, the town center, and activity centers together through a network of bikeways and pedestrian

walkways. It will also provide open space, recreation space, and special ambience to this part of Polk County by ensuring that the natural amenity is preserved, enhanced, and made useable for the natural and man-made environment. In order to achieve the open-space provisions, all new development shall be required to meet the recreation and open-space development provisions set forth in Policy 2.131-D1.

**POLICY 2.131-C6: SPECIAL PROVISION AREAS** - Land within "Special Provision Areas" as enumerated in Policy 2.131-C3 shall be developed in accordance with the following criteria:

- a. **TOWN CENTER (TC)** -- In addition to the other applicable provisions, the TC shall be governed by the following provisions:
  1. **DESIGNATION AND MAPPING** -- The TC is established as designated on the US 27 SAP map. The TC is located at Sand Mine Road and US 27. This TC should develop in a manner which will focus density and intensities typically found in an urban core.
  2. **PURPOSE** -- It is the specific intent of this TC to cluster commercial, other non-residential, and multi-family uses as appropriate to create "Town Centers" for the entire SAP area. These areas are intended to serve as a commercial node of concentrated uses, central to residents and tourists, and provide short- and long-term accommodation of, and encouragement to, development related to Walt Disney World.

The primary purpose for the TC is to serve as the focal point for the area encompassing multiple uses and activities. The TC will serve as the primary core and will compliment the activities and uses proposed for the SAP. The TC will be an employment center and a location for major retail, commercial, and hotel opportunities. The TC will be the hub for cultural, educational, and civic activities. The TC should be unique in its diversity of uses set in an environment designed around the pedestrian, as opposed to the automobile. Greater attention will be given to providing an environment where it is more convenient and pleasant to walk or bicycle, than drive, between activities.

The TC future land use designation is a mixed use district that carries with it development rights of both ten dwelling units per acre (10 du/ac) and a commercial floor-area-ratio of 30% (0.35 FAR).

3. **DEVELOPMENT REVIEW CRITERIA** - In addition to the typical review standards, development projects within the TC shall be based on a consistent architectural, streetscape, local road, and bicycle network scheme developed through an urban-design component. The urban design component may be developed by the Property Owners Association, Polk County, or the individual developer, consistent with the Traditional Neighborhood Design section of Polk County's Land Development Code.
4. **GUIDELINES FOR COORDINATED DEVELOPMENT OF TC's** - Polk County shall encourage and promote a harmonious scale and character according to the following guidelines:
  - (a) **Guideline I** - The TC shall be the focus of commercial, civic, social, and residential functions.

**CRITERIA:**

- (1) Develop a retail strategy that caters to the demographics of the potential residential and tourist population.
  - (2) Develop a program and development plan to strategically locate cultural and governmental facilities within the Town Center Area.
  - (3) Establish a development program for the location of higher-level educational facilities within the TC.
- (b) Guideline II -- The TC shall become integral to the community for which it serves.

**CRITERIA:**

- (1) Develop a road system which connects the TC roads directly with roads leading into the adjacent residential areas.
  - (2) Incorporate the TC into an overall community pedestrian and bicycle system.
  - (3) Develop a streetscape design that is consistent with the entire community.
  - (4) Incorporate landmarks and focal points into the TC which visually connect to the residential areas.
  - (5) Emphasize formal design approaches, using grid street alignment, with views terminated by focal points.
- (c) Guideline III -- Encourage and promote the most diverse mix of uses, as well as the highest intensities and densities, to be located within the TC.

**CRITERIA:**

- (1) Provide for mixed-use development and a variety of housing types and densities.
- (2) Designate different areas within the TC for different types of retail.
- (3) Encourage vendors in appropriate retail locations.
- (4) Residential development within the TC shall be encouraged to integrate with other uses such as retail and office development.
- (5) Establish flexible parking regulations to encourage mixed-use development and minimize impervious surfaces in the TC.

- (d) Guideline IV -- Create a sense of public identity by defining and placing public spaces and facilities in the TC.

**CRITERIA:**

- (1) Encourage private development to incorporate public spaces that will reinforce an open-space network and enhance the pedestrian environment.
  - (2) Develop architectural characteristics for all civic and private buildings to maintain a low-scale pedestrian-friendly environment.
  - (3) A public open-space network shall be developed throughout the TC to tie into the adjacent residential areas.
  - (4) Landscape-design standards shall be developed for all rights of way, parking area, plazas, and public open space to integrate them with each other and strengthen the overall image of the TC.
- (e) Guideline V -- Develop a transportation system that provides balanced vehicular, bicycle, and pedestrian access into, and within, the TC.

**CRITERIA:**

- (1) Encourage the development of a circulator system to connect the TC to the adjacent residential areas.
  - (2) All new development shall provide facilities for bicycle access.
  - (3) Pedestrian crossings on all major roads shall be clearly identified.
  - (4) Alternative parking approaches shall be utilized to calm traffic flow and foster street-oriented commercial activities including street vendors.
  - (5) Parking ratios shall be developed based on shared parking supply.
  - (6) The location and need for structured parking shall be established in conjunction with the phased build-out of the TC.
  - (7) A system of pedestrian walkways shall be defined in conjunction with the street-classification system.
  - (8) The ambience of the pedestrian environment shall be enhanced with an extensive streetscape program.
- (f) Guideline VI -- The TC shall have a unified scale, character, and image.

**CRITERIA:**

- (1) Create design standards which establish the scale, mass, and forms of development throughout various areas of the TC.
- (2) Establish a design review process to make decisions on all development and determine its impact on adjacent properties.
- (3) Develop architectural themes and character for different areas within the TC which will vary scale and mass according to location and use.
- (4) Bonuses and incentives which will result in higher densities shall be incorporated in the land development regulations.
- (5) Develop a hierarchy of streets based on pedestrian usage and criteria for adjacent building design.
- (6) Provide a complete palette of street furnishings to enhance the walking experience. Such furnishings shall include benches, trash receptacles, bus shelters, information kiosks, telephone stands, and appropriately scaled lighting.

5. PERMITTED USES - Uses permitted include:

- (a) All uses permitted within a Neighborhood Activity Center (NAC) as specified in Policy 2.110-D1; and
- (b) All commercial uses permitted within the Tourist Commercial Center (TCC) as specified in Objective 2.110-I.
- (c) Special Residential in accordance with Section 2.125-F of the Comprehensive Plan and consistent with the TC Guidelines.

b. GREEN SWAMP PROTECTION AREA (GSPA) -- In addition to the other applicable provisions, land within the Green Swamp Protection Area shall be developed in accordance with the following criteria:

1. DESIGNATION AND MAPPING -- The GSPA is established as designated on the US 27 SAP map. The GSPA includes all land west of US 27 within the boundaries of the Green Swamp Area of Critical State Concern.
2. PURPOSE -- It is the specific intent of this GSPA to allow environmentally responsible development to occur provided that the integrity of the Green Swamp is preserved and the high-recharge nature of the land is protected.
3. GSPA CONSIDERATIONS -- The designated area currently consists of citrus groves and pasture lands on high sandy soils. Soils maps indicate this area to be a high-recharge area for the Floridan Aquifer.

4. **DEVELOPMENT CRITERIA** - Development within the North U.S. 27 SAP shall adhere to the requirements for limited impervious surface cover and wetland protection as required by the Green Swamp Area of Critical State Concern Resource Management Plan. However, densities and intensities may be greater when consistent with the Basic Principals, Guidelines, policies and objectives of the SAP.
- c. **GREENWAY CORRIDOR** - The Greenway Corridor on the Future Land Use Map indicates land within the US 27 SAP and within the Ridge SPA bordering the CORE area of the Green Swamp Area of Critical State Concern as a Greenway Corridor, and as further defined in this section, shall be developed pursuant to the following:
1. **PURPOSE** -- The Greenway Corridor is intended to become a linear, meandering preservation/conservation and wildlife corridor bordering the Green Swamp CORE and Ridge Special Protection Area. This area will serve as a buffer with no development permitted within this area. This buffer area shall connect to the Greenway Corridor that is required as part of the US 27 SAP and shall remain undisturbed except for the accommodation of pedestrian/bicycle traffic, underground utilities, and limited access. This corridor shall be a minimum of 50 feet wide on each side of the jurisdictional wetland boundary.
  2. **IMPLEMENTATION METHODS** -- The Greenway Corridor shall be created as follows:
    - (a) New development and redevelopment bordering the jurisdictional wetlands of the Green Swamp shall designate 50 feet east of the jurisdictional wetland boundary and 50 feet west of the jurisdictional wetland boundary as a conservation easement for the Greenway Corridor.
    - (b) Developments located along the Greenway Corridor shall be required to locate other recreation amenities and stormwater retention areas adjacent to the corridor in order to further enhance it. All retention areas shall be designed in a manner that minimizes disturbance to the land.

Policy 2.131-

**C7: DENSITY SCHEDULE** - Through the Polk County Land Development Code, a density bonus system shall be developed to be used in the North US 27 Selected Area to encourage development designs consistent with the intent of the plan. Within the Center and Core of the Transit Corridor and Center Overlay (TCCO), the base density for RLX shall be 4 dwelling units per acre (4 du/ac) with the base density for RMX established at 6 dwelling units per acre (6 du/ac) and the base density for RHX established at 15 dwelling units per acre (15 du/ac). Densities outside the Center and Core of the TCCO may only occur below the base through the density bonus system within the Land Development Code.

Based on the density bonus system development within RLX can receive up to 8 dwelling units per acre (8 du/ac) while development within RMX can receive up to 15 dwelling units per acre (15 du/ac) development within RHX that meets the density bonus criteria and the development criteria identified in Policy 2.131-C4(e)(4)(a-b) can receive up to 25 dwelling units per acre (25 du/ac). Development within RHX that meets the density bonus criteria but does not meet the development criteria identified in Policy 2.131-C4(e)(4)(a-b) can receive up to 20 dwelling units per acre (20 du/ac). Lands within the TC designation are entitled to 10 units per acre and 0.35 non-residential floor to area ratio by right. Higher

densities may be achieved through a density bonus system provided in the Land Development Code not to exceed 25 dwelling units per acre (25 du./ac.).

For properties within the Transit Supportive Development Area, higher densities and intensities can be achieved in accordance with the criteria established in Policy 2.104-A7

Policy 2.131-C8: DENSITY BONUS CRITERIA B Greater densities shall be granted to applicants for development approval that incorporates resource protection, recreation, and innovative design techniques into the development plan along with the provision of public infrastructure dedication and improvements to enable better growth management throughout the SAP. The following items are to be specifically targeted through land development code regulations:

<b>US 27 Density Bonus Point Criteria</b>
<b>RESOURCE PROTECTION</b>
Wetland Buffers: Greater density should be awarded to developments that leave the upland areas around wetlands undisturbed.
Upland Conservation: Greater density should be awarded to developments that conserve upland area for the restoration of protected species habitat.
Xeriscaping: Greater density should be awarded to developments that incorporate drought tolerant indigenous plants into a majority of the landscape.
Preservation or restoration of natural vegetation: Where natural vegetation is kept or restored to its original state greater development density should be awarded.
Maintain Original Hydrologic Pattern: Where a development does not disturb the existing slopes and drainage patterns, greater development density should be awarded.
<b>RECREATION</b>
Where community recreation facilities are provided within a development, greater development density should be awarded. These include, but are not limited to pools, athletic courts or ballfields, tot lots, clubhouses, golf courses, horseback riding stables, and passive recreation facilities. Such facilities should be centrally located within the development. If public recreation facilities are located nearby, greater densities should be granted for developments that provide sidewalks connecting to them.
<b>INNOVATIVE DESIGN</b>
The Planning Commission should be allowed to grant greater densities to projects that incorporate innovative, unique, and more aesthetically pleasing designs into the development plans such as decorative streetlights, canopy trees in common areas, vertical development, mixed use buildings, lot size and width variations, traffic calming devices on local roads, shared alleys, rear entrances, common parking, zero lot line or cluster development, landscaping of storm water ponds and external walls, and decorative connections between different land use activities.
<b>INFRASTRUCTURE AND SERVICES</b>
Greater density should be awarded to developments that donate useable land for public services such as public safety facilities, schools, and parks.
Greater density should be awarded to developments that extend sidewalks beyond their collector and/or arterial road frontage or incorporate internal sidewalks into the development plan.

<b>US 27 Density Bonus Point Criteria</b>
Greater density should be awarded to developments that dedicate Right of Way for Planned Connectors such as the Green Swamp Parkway and its collector road connections to U.S. Highway 27.
<b>TRANSPORTATION</b>
Greater density should be awarded to developments that provide access to more than one collector road or better (includes Green Swamp Parkway)
Greater density should be awarded to developments that provide vehicle or pedestrian interconnectivity (direct links to adjoining developments and properties), especially those that connect different land use activities.
Greater density should be awarded to developments that promote internal capture (mixtures of uses that prevent potential automobile traffic from exiting the site or entering collector or arterial roads)
<b>PROXIMITY AND TRANSITION TO COMPLIMENTARY LAND USES</b>
Greater density should be awarded to developments that provide an urban environment (compact building design that supports a mix of uses and within a close proximity that supports pedestrian accessibility) that discourages a suburban pattern of development and provides for an appropriate residential to non-residential mix.
Greater density should be awarded to developments that provide a significant physical and functional integration of project components, including uninterrupted pedestrian connections (mixture of residential and non-residential uses that support the commercial viability of the area, pedestrian connectivity, shared parking and consolidation of trips).
Greater density should be awarded to developments that provide an appropriate transition of density/intensity between different land uses and districts (a density pattern that transitions from primarily high intensity commercial and high density residential to low intensity commercial and low density residential).

**POLICY 2.131-C9: TRANSFER OF DEVELOPMENT RIGHTS** B Excess density credit, earned above actual constructed density<sup>1</sup>, may be transferred off-site throughout the SAP so long as the gross density of the receiving area does not exceed the maximum permitted density within the district. To receive density transfers, a minimum number of bonus points are required of the receiving development. Town Center (TC) is a mixed-use district that has both a density by right as well as a floor-area-ratio, both of which can be transferred. A minimum of 20 points is required of the receiving development for the transfer of FAR.

**OBJECTIVE 2.131-D: Within the north US 27 selected area, a linked recreation-and-open-space system shall be established as development occurs.**

**POLICY 2.131-D1: LINKED RECREATION-AND-OPEN-SPACE (ROS) SYSTEM** - The ROS system shall be governed by the following provisions:

- a. DESCRIPTION: The linked open-space system shall be comprised of:

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<sup>1</sup> Actual constructed density must be above the density permitted by right to qualify for TDRs.

1. existing designated ROS land uses within the Selected Area, and
  2. land dedicated for the linked open-space system by individual land owners/developers.
- b. **PURPOSE** -- The ROS is intended to provide open space, recreation space and special ambience to this part of Polk County by ensuring that the natural amenity is preserved, enhanced, and made useable for the natural and man-made environment.
- c. **LEVEL OF SERVICE STANDARD** -- A higher LOS than is adopted county-wide shall be applicable to the US 27 SAP. This standard shall be six (6) acres per 1,000 people until such time as the county-wide standard surpasses this level -- at which time the higher standard shall apply.
- d. **POLK COUNTY COMMITMENTS** -- Polk County shall commit to holding land put into the system in its undeveloped state until such time as funding mechanisms are established to pay for the improvement and maintenance of the system. This can be accomplished comprehensively through the establishment of an area-wide funding mechanism or at the individual village level -- provided a village-based system is established.
- e. **DEVELOPMENT STANDARDS** -- All new development shall be required to meet the Level-of-Service standard as follows:
1. All development shall contribute to the creation of a park system which includes:
    - (a) 330 acres of community and regional parks at-build-out, and
    - (b) linked open-space system consisting of a connected bikeway/pedestrian trail system to connect residential areas to each other and to the overall park system.
  2. Fifty percent (50%) of Park and Recreation space requirements shall be provided within specific developments and related specifically to that development, i.e. small neighborhood tot lots, village commons, upland linear connectors, access through or adjacent to private golf courses, etc. The linkage shall be made possible by inclusion of a pedestrian path or sidewalk. However, exceptions may be necessary when it is demonstrated by the developer that linkage is not possible.
  3. **Developer Credits:** Developer credits shall be provided for ROS land in accordance with the following provisions, if and only if the developer has first agreed to layout the development in a grid pattern pursuant to the appropriate criteria:
    - (a) North US 27 SAP impact fee credits, excluding county-wide park impact fees, shall be given for upland open space reserved for a village common, and land set aside for the Greenway Corridors. These credits shall be on a dollar-for-dollar basis with improvement cost and land cost being calculated toward determining impact-fee credits.
    - (b) Commercial use bonuses pursuant to (a)(3)(c) shall also be granted for creation of a village common, and

- (c) Additional commercial-use bonuses shall be available, up to 10,000 sq. feet, if appropriate land acreage adjacent to the village common is reserved for a church or public facility, and is offered at a sale price 30 percent below market value.

**OBJECTIVE 2.131-E: Development within the North US 27 corridor shall conform to special buffering and landscape criteria to help ensure reforestation.**

**POLICY 2.131-E1: PARKING LOT LANDSCAPING STANDARDS** - Parking lots shall be landscaped pursuant to the following provisions:

- a. Parking lots shall be required to landscape the parking lot so no less than 50% of the parking lot is underneath a canopy at tree maturity.
- b. Minimum Landscaped Area -- A minimum area of not less than 5% of the total off-street parking area shall be devoted to landscaping.
- c. Location -- Not more than 20% of the parking area landscaping requirement may be provided adjacent to the building it is intended to serve. All other landscaping shall be provided in the form of interior islands, divider medians, and perimeter landscape strips. Landscaped areas shall be located in such a manner as to divide and breakup the expanse of paving and to guide traffic flow. Landscape islands and divider medians shall measure not less than five (5) feet in width. At least one (1) tree shall be provided in each landscaped area. The remainder of the area shall be landscaped using grass, ground cover, mulch, shrubs, trees, or other landscaping material excluding sand or pavement. All landscaped areas shall avoid overhang encroachment with curb stops or bumpers. If curbing is used abutting landscaped areas, it shall be perforated to permit drainage where necessary.
- d. Required Landscaping Adjacent to Public ROWs -- Where a paved off-street parking area is abutting a public right-of-way (ROW), landscaping shall be provided between the off-street parking area and the right-of-way in accordance with the following:
  - 1. A landscaped strip of land, a minimum of five (5) feet in width, shall extend along the length of the boundary between the parking area and the abutting right-of-way, except at point of access. This landscaped strip shall contain at least one (1) drought resistant, native to the ridge, tree for each 75 lineal feet, or fraction thereof. Trees may be planted separately or in clusters.
  - 2. The required landscaped strip shall contain a hedge, wall, fence, berm, or other opaque screen, a minimum of three (3)-feet high, but not more than six (6)-feet high attained within one year of installation. If non-living barriers are used, one (1) shrub or vine shall be planted along the street side for each 15 lineal feet of screen. The remainder of the landscaped strip shall be landscaped with grass, ground cover, or other appropriate landscaped treatment.
  - 3. Planting of trees within utility easement or that may effect an existing overhead power line shall be permitted upon the submittal of proof that all utility providers using the easement approve of the landscape plan. The proof must be submitted with the landscape plan.

**POLICY 2.131-E2: XERISCAPE** -- Xeriscape is a set of landscape design and maintenance principles which promote good horticultural practice and the economic and efficient use of water. The term

Xeriscape is the registered trademark of the National Xeriscape Council and means water-conserving, drought-tolerant landscaping or simply the use of appropriate plant materials that do not require special attention and which require little supplemental water to grow properly. Xeriscape designs do not resemble desert landscapes, but reflect the lush traditional appearance of Florida gardens. Because water restrictions have become a common occurrence in Central Florida, water-conserving-landscape standards shall be developed for the north US 27 corridor.

**POLICY 2.131-E3: ROADWAY LANDSCAPE DESIGN** -- Roadway Landscape Design shall conform to the following:

- a. A 25'-wide landscape/buffer area shall be provided on both sides of all arterial and collector roads. This landscape/buffer area shall be landscaped with trees and shrubs to achieve a 25% coverage after one year of planting. Landscape/Buffer areas are in addition to the street right-of-way.
- b. Landscaping shall be encouraged within road rights-of-way, but must be based on a plan approved by the County.
- c. Developers of properties shall plant Live Oak trees along collector and arterial roadways at a ratio of one tree for every 40 linear feet of right-of-way frontage.
- d. A site plan showing the easement landscape plan, other trees, plants, and driveway access points, shall be required prior to the approval of subdivision pre-construction plans or tentative level PUD approval, or their functional equivalent.

**POLICY 2.131-E4: TREE PLANTING REQUIREMENTS** - Tree planting shall conform to the following:

- a. Minimum Number of Trees Required -- The minimum number of trees, exclusive of buffers, to be planted or preserved upon each lot is as follows:
  1. Residential Low (RLX) -- 1 tree shall be planted or preserved for every 5,000 square feet of developable residential lot, or fraction thereof. The maximum number of trees required to be planted or preserved shall be eight (8).
  2. Residential Medium (RMX) -- 8 trees per gross developable acre shall be planted or preserved.
  3. Residential High (RHX) -- 6 trees per gross developable acres shall be planted or preserved.
  4. Town Center (TC) -- 6 trees per gross developable acre shall be planted or preserved.
  5. Leisure/Recreation (L/RX) -- 4 trees per gross developable acre shall be planted or preserved.
  6. The following types of trees are prohibited:
    - a. Australian Pine (casuarina species)
    - b. Cajeput or Punk Tree (melaleuca quinquenervia)

- c. Chinaberry (melia azedarch)
- d. Ear Tree (Enterlobium cyclocarpum)
- e. Eucalyptus species
- f. Brazilian Pepper (schinus terebinthi folius)
- g. Paper Mulberry (broussonetia papyrifera)
- h. Silk Oak (grevilla robusta)

It shall be the responsibility of the property owners to maintain approved landscaping and provide replacement for dead plant material.

**OBJECTIVE 2.131-F:** *[Deleted by CPA-2001B-09 (Ord. 01-101); Adopted by BoCC 19 DEC 2001]*

**OBJECTIVE 2.131-G:** **The County shall optimize the capacity of US 27 as the primary transportation roadway.**

**POLICY 2.131-G1:** New development and redevelopment shall increase internal-capture rate to reduce external trips by focusing compatible land uses which provide a full range of activities, thereby reducing external trips.

**POLICY 2.131-G2:** All new development and redevelopment shall provide and build pedestrian/bike connections between adjacent parcels and roadway connections between adjacent parcels and to proposed arterial and collector roads. If the proposed development is adjacent to an approved development with connections, the proposed development must be designed to connect to the previously approved development. If conditions warrant, the County shall require:

- a. Service Roads
- b. Internal roadways
- c. External connections to east/Osceola County

**POLICY 2.131-G3:** Roadway Design for Landscape shall utilize the following options/considerations:

- a. Urban sections with curb and gutter for 200 feet from intersections in all directions
- b. Other roadways (internal)
  - 1. Landscaping
  - 2. Water Feature

3. Visual Termini

4. Emphasize scale of landscape to scale of location based on intensity of activity center.

**POLICY 2.131-G4: TRANSPORTATION IMPROVEMENTS** -- Future roadways within the North US 27 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 provide by that transportation corridor is generally maintained.

- a. Improvements to, and rights-of-way acquisition for, arterial roadways shall be funded consistent with the Polk County Capital Improvement Program that shall identify revenue sources for these projects.
- b. The arterial roads shall be considered controlled-access roads and shall be constructed so that distances between access points are no closer than 300 feet.
- c. Arterial and collector roads built by Developers on part of their projects shall conform to the adopted road plan for the North US 27 SAP. Polk County shall amend the following transportation maps in the Comprehensive Plan Map Series to reflect the designed road plan for the US 27 SAP:
  - 1. Lakeland and Winter Haven Urbanized Areas/Small Urban Areas (Figure GF-3.214-3),
  - 2. 2020 Future Roadway Laneage (Figure GF-3.214-4), and
  - 3. 2020 Future Roadway Functional Classification (Figure GF-3.214-5).

**POLICY 2.131-G5: RIGHT OF WAY WIDTH** -- The rights of way shall have the following widths:

Arterial: 120 feet  
 Collectors: 80 feet or 60 feet where designed and built with urban standards (curb and gutter)

**POLICY 2.131-G6: CURB CUTS AND JOINT ACCESS** -- The following curb cut and joint access criteria shall be implemented on the following roadways:

a. Curb Cuts

US 27 Median Opening (full access)	2640' o.c.
Median Opening (directional).....	1320' o.c.
Curb Cuts Right in/Right out .....	660' o.c.
Major Arterial Streets - 4 Lane Divider	
Median Opening.....	600' o.c.
Curb Cuts .....	300' o.c.

Major Collectors

Curb Cuts ..... 200' o.c.

- b. Unified Access and Joint-Use Driveways
  - 1. Unified Access and Circulation -- All development shall be designed to incorporate unified access and circulation in accordance with the requirements described below.
  - 2. Joint Use Driveways -- The County shall require the establishment of a joint-use driveway serving two abutting building sites, with cross-access easements provided in accordance with the criteria below.
- c. Cross-Access Corridors -- The County shall designate cross-access corridors on properties adjacent to roadways. Such designation may be made in connection with the approval of any subdivision or site plan with the affected area, or as part of an overall planning program.
- d. Design of Cross-Access Corridors -- Cross-access corridors shall be designed to provide unified access and circulation among parcels on each block of the thoroughfare, in order to assist in local traffic movement. Each corridor should be designed to include the following elements:
  - 1. A continuous linear travel corridor extending the entire length of the block that it serves, or at least 500 feet linear frontage along the thoroughfare, and having a design speed of 10 mph. Final design of the facility shall be approved by the County Engineer.
  - 2. Sufficient width to accommodate two-way travel aisles designed to accommodate automobiles, service vehicles, and loading vehicles.
  - 3. Stub-outs and other design features which make it visually obvious that the abutting properties may be tied in to provide cross-access, shall be constructed at the time of development.
  - 4. Linkage to other cross-access corridors in the area.
- e. Easements Required to be Dedicated -- Where a cross-access corridor is designated by the County, no subdivision plat, site plan or other development shall be approved unless the property owner shall grant an easement, running with the land, allowing general cross-access to and from the other properties in the affected area. Such easement shall be recorded in the public records of Polk County and shall constitute a covenant running with the land.
- f. Coordinated or Joint Parking Design -- Wherever a cross-access corridor has been designated, the business sites with the affected area shall be so designed as to provide for mutually coordinated or joint parking, access and circulation systems, and shall include stub-outs and other design features as necessary to make it visually obvious that the abutting properties may be tied in to create a unified system.

- g. Development Prior to Abutting Use -- In the event that the building site is developed prior to an abutting property, it shall be designed to ensure that its parking, access, and circulation may be easily tied in to create a unified system at a later date.
- h. Existing Abutting Uses -- In the event that the building site abuts an existing developed property, it shall be so designed as to tie into the abutting parking, access and circulation to create a unified system unless the Land Development Director finds that this would be impractical.

POLICY 2.131-G7: The County shall prepare a pedestrian/bikeway-system plan as a component of the Recreation and Open Space plan. The plan shall include guidelines for the location and type of improvements. The County shall encourage developers to provide for pedestrian/bikeway systems in all development.

POLICY 2.131-G8: Sand Mine Road shall be utilized as an urban collector road, and as a primary access point to US Highway 27. The use of this road shall not be restricted for any purpose including, but not limited to, agricultural, industrial, mining, commercial, or residential traffic.

**OBJECTIVE 2.131-H: Signage requirements shall be more restrictive than typical standards for Polk County.**

POLICY 2.131-H1: The SAP shall generally use visually pleasing, lower height, and smaller signs to compliment the overall-selected-area site and building design.

POLICY 2.131-H2: The construction of billboards along the arterial roadways shall be specifically prohibited, except for temporary billboards advertising the availability of commercial space located within the SAP for the respective property(ies).

**OBJECTIVE 2.131-I: All new development and redevelopment shall be sensitive to the unique upland wildlife habitat within the North US 27 Corridor.**

POLICY 2.131-I1: New road rights-of way shall be routed to avoid traversing significant upland wildlife habitat, unless there is no feasible and prudent alternative and the roadway design incorporates design features for the safe passage of wildlife.

POLICY 2.131-I2: 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-J: New development shall continue the protection of native-plant communities within the North US 27 Corridor by developing policies within the Comprehensive Plan or Land Development Code by December 1994.**

POLICY 2.131-J1: The developer shall design and locate proposed improvements to minimize the removal of native plant community vegetation. However, it is not the intent of this provision to preclude the reasonable use of a lot or parcel of land consistent with the Land Development Code.

POLICY 2.131-J2: Reforestation shall be encouraged to enhance current wildlife areas and improve water quality within, and adjacent to, the Green Swamp.

**OBJECTIVE 2.131-K: All land alteration activities shall be sensitive to the unique natural resources within the North US 27 Corridor and shall permit development in a manner which maintains and/or improves recharge to the aquifer.**

POLICY 2.131-K1: 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-K2: Building setbacks shall be 50 feet from environmentally sensitive areas. Wider setbacks 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.

POLICY 2.131-K3: No filling, excavating, or placement of permanent structures or other impervious surfaces shall be allowed within setbacks required in Policy 2.131-K2 except for the installation of a sprinkler system, utility line, or landscaping; or except as specially approved by the County for the construction of a road essential for access, construction of a stormwater retention or detention basin or stormwater conveyance, construction of a boardwalk or their stilted structure, grade finishing to provide a gradual slope between the setback line and the environmentally sensitive area, or the limited use of pervious paving material.

POLICY 2.131-K4: No underground petroleum storage tanks shall be allowed within the North US 27 SAP, unless the tanks are double walled and provide for monitoring of the interstitial space between the two tanks.

**OBJECTIVE 2.131-L: CONNECTOR ROADWAYS - it shall be the responsibility of all new development to provide connection to neighboring developments or connect to alternate collector roads connecting to other development without accessing U.S. 27.**

POLICY 2.131-L1:

- a. As of January 1, 1994, the County shall limit the total number of platted residential lots within the SAP to 550 until funding mechanisms are implemented for these public improvements.
- b. Developments that deed road rights-of-way to the County for proposed new arterial and/or collector roads, shall be allowed to develop even if the development exceeds the lot cap. The lots within the development will count towards the cap.
- c. The right-of-way of a collector road parallel to and on the west side of US 27 has mostly been donated north of Poitras One Road where the majority of the parcels along the corridor have dedicated all or half of the required right-of-way that is needed to help establish a parallel corridor and maintain the Level of Service on US 27. Prior to development of property along this collector road corridor, any remaining right-of-way associated with the development shall be donated prior to issuance of a building permit.

**OBJECTIVE 2.131-M: Polk County shall address the impacts of development proposed in the local Comprehensive Plan upon development in adjacent jurisdictions, the region, and the state.**

POLICY 2.131-M1: Polk County shall approach adjacent county governments to negotiate interlocal agreements for planning review of all development proposals in adjacent counties within one mile of their respective borders of any development that will impact another county. The agreements, shall require staff cooperation at the technical and administrative levels to review the relationship of proposed development to the existing comprehensive plans, address impacts of development, and to achieve compatibility with the comprehensive plans of the respective jurisdictions plan amendments, the Land Development Code, and infrastructure management. Nothing in this review shall result in a delay in the hearing process.

POLICY 2.131-M2: Polk County shall coordinate with the Florida Game and Freshwater Fish Commission and the U.S. Fish and Wildlife Service to prevent loss of endangered or threatened species.

POLICY 2.131-M3: Using data from the state and federal agencies, Polk County shall establish and maintain an inventory of areas supporting endangered or threatened plants or wildlife species.

POLICY 2.131-M4: Polk County shall cooperate with adjacent local governments to identify unique vegetative communities located within more than one jurisdiction, and to plan for the appropriate use and protection of those areas.

POLICY 2.131-M5: Polk County shall coordinate with the TPO to continue implementing the Transportation Master Plan for the North US 27 area.

**OBJECTIVE 2.131-N: The North US 27 Selected-Area Plan shall identify the necessary capital improvements to support the proposed development, and shall identify funding sources.**

POLICY 2.131-N1: CAPITAL IMPROVEMENTS: The following capital improvements are projected for the North US 27 SAP:

	5-YEARS	20-YEARS	BUILD OUT	TOTAL
Schools:				
Elementary	1	2	1	4
Middle	1	1	0	2
High	0	1	0	1
Regional Parks (acres)	30	100	200	330
EMS	0	1	0	1
Fire Station	0	1	1	2

COLLECTOR ROADS		LENGTH	IMPROVEMENT
Arterial #1: Originally the east branch of the Green Swamp Parkway		7.5 miles	New 2-4 lanes
	<u>Segment A</u> : west from U.S. Hwy. 27 on Dean Still Road to the proposed Green Swamp Parkway		
	<u>Segment B<sup>2</sup></u> : north from Dean Still Road, along the proposed path to Poitras Road #1		
	<u>Segment C</u> : east on Poitras Road #1 to U.S. Hwy. 27		
SAND MINE ROAD		1.42 miles	New 2-4 lanes
	<u>Segment A</u> : west from U.S. Hwy. 27 on Sand Mine Road to the proposed Green Swamp Parkway		
	<u>Segment B</u> : east from U.S. Hwy 27 (extension of Sand Mine Road to the east) to County Line Road #1		
North Connector		Approx. 1.5 miles	New 2-4 lanes
	<u>Segment A</u> : north from Poitras Road #1 (proposed Green Swamp Parkway) to the Polo Park Boulevard		

INTERSECTIONS	IMPROVEMENT
Poitras Roads #1 & U.S. Hwy. 27	Signal & Turn Lane(s)
Sand Mine Road #1 & U.S. Hwy. 27	Signal & Turn Lane(s)
Section Line Road & U.S. Hwy. 27	Signal & Turn Lane(s)
Central Grove Road & U.S. Hwy. 27	Signal & Turn Lane(s)
Tri-County Road #1 & U.S. Hwy. 27	Signal & Turn Lane(s)
Tri-County Road #2 & U.S. Hwy. 27	Signal & Turn Lane(s)

- a. All capital improvements, including right-of-way acquisition, shall be financed substantially from development within the North US 27 SAP either through impact fees or other appropriate funding strategy such as the establishment of a Municipal Service Benefit Unit or a Community Development District.

<sup>2</sup>Once the Green Swamp Parkway reaches the Town Center (TC) land use district at Sand Mine Road, a grid plan roadway network forms with multiple routes connecting throughout the district to Jacks Road. These multiple connectors shall be classified as Local Commercial roads and designed to an urban standard.

- b. Impact fees proposed for the US 27 SAP shall be in addition to other fees which may be relevant to meet county-wide needs. It is not the intent of this SAP to create excessive impact fees for this area so as to eliminate the competitive advantage of locating in Polk County rather than neighboring counties.
- c. Means of providing for impact-fee credits for contributions made in lieu of fees for school sites, parks, land for government buildings, and other facilities provided by developers or property owners shall be established. Credits and timing of payment, if required, shall be negotiated and established in a development agreement.
- d. Actual development shall be monitored to assure that fees levied remain sufficient to support the necessary infrastructure and, if necessary, be adjusted relative to real demand.
- e. The construction of schools requires special attention. Their development could be expedited by the imposition of county-wide impact fees and is recommended. Donation of sites, with public-facility impact-fee credits being given, is encouraged. Polk County shall adopt a school-site dedication ordinance for the US 27 SAP, in conjunction with the School Board, and the CR 54 Property Owners Association no later than December 31, 1994.
- f. The County shall consider the establishment of a separate transportation impact-fee zone for the US 27 SAP. At least 80 percent of these transportation impact fees shall be applied to transportation projects within the US 27 SAP.
- g. Roads that principally benefit site-specific development shall be the responsibility of the land owner or developer, as shall relevant off-site transportation improvements. Rights-of-way and improvement costs associated 100% with a development shall not offset impact fees, if imposed. Rights-of-way costs and construction costs deemed necessary to satisfy "area-wide" transportation needs shall offset impact fees, if imposed.
- h. Full-cost recovery for the operation and maintenance of water and sewer systems is necessary. Future connection and monthly use charges shall reflect these total costs.
- i. More flexible revenue sources may be developed to complement other capital resources. These revenue sources could be pledged as revenue streams to support bonded indebtedness for selected capital projects.

<b>Revision History Section 2.131-C North US 27 SAP</b>	
SECTION 2.131-C	<b>CPA 14C-04 (Ord. 14-050); CPA 01B-09 (Ord. 01-101) 12/19/01; CPA 01A-10 (Ord. 01-44) 11 JUL 2001</b>
OBJECTIVE 2.131-C	<b>CPA 01B-09 (Ord. 01-101) 12/19/01</b>
POLICY 2.131-C1	<b>CPA 01B-09 (Ord. 01-101) 12/19/01</b>
POLICY 2.131-C2	<b>CPA 16B-09 (Ord. 16-020) 4/19/16; CPA 14C-04 (Ord. 14-050); CPA 07B-17 (Ord. 07-091) 12/19/07; CPA 07B-07 (Ord. 07-087) 12/19/07; CPA 03B-04 (Ord.03-99) 12/17/03; CPA 01A-10 (Ord. 01-44) 11 JUL 2001; CPA 96B-15 (Ord.96-81) 12/19/96</b>
POLICY 2.131-C3	<b>CPA 15D-02 (Ord 15-063) 10/06/15; CPA 14C-04 (Ord. 14-050); CPA 10B-03 (Ord. 10-042) 9/1/10; CPA 10B-01 (Ord. 10-039) 8/4/10; CPA 07B-11 (Ord. 07-091) 12/19/07; CPA 07B-07 (Ord. 07-087) 12/19/07; CPA 03B-04 (Ord.03-99) 12/17/03; CPA 99A-02 (Ord. 99-19) 5/25/99</b>
POLICY 2.131-C4	<b>CPA 16B-09 (Ord. 16-020) 4/19/16; CPA 14C-04 (Ord. 14-050); CPA 10B-01</b>

<b>Revision History Section 2.131-C North US 27 SAP</b>	
	(Ord. 10-039) 8/4/10; <b>CPA 10A-07</b> (Ord. 10-023) 6/2/10; <b>CPA 08B-06</b> (Ord. 08-071) 12/5/08; <b>CPA 07B-07</b> (Ord. 07-087) 12/19/07; <b>CPA 03B-04</b> (Ord. 03-99) 12/17/03; <b>CPA 01B-09</b> (Ord. 01-101) 12/19/01 <b>CPA 01A-10</b> (Ord. 01-44) 7/11/01; <b>CPA 99B-33</b> (Ord. 99-81) 12/15/99; <b>CPA 99A-02</b> (Ord. 99-19) 5/25/99; <b>CPA 95A-18</b> (Ord. 95-46) 10/17/95
POLICY 2.131-C5	<b>CPA 16B-09 (Ord. 16-020) 4/19/16; CPA 08B-06</b> (Ord. 08-071) 12/3/08; <b>CPA 02A-01</b> (Ord. 02-38) 7/10/02; <b>CPA 01B-09</b> (Ord. 01-101) 12/19/01
POLICY 2.131-C6	<b>CPA 02B-13</b> (Ord. 02-104) 12/18/02; <b>CPA 02A-01</b> (Ord. 02-38) 7/10/02; <b>CPA 01B-09</b> (Ord. 01-101) 12/19/01; <b>CPA 00A-13</b> (Ord. 00-43) 20 JUN 2000
Policy 2.131-C7	<b>CPA 15D-02 (Ord 15-063) 10/06/15; CPA 10B-01</b> (Ord. 10-039) 8/4/10; <b>CPA 07B-11</b> (Ord. 07-091) 12/19/07; <b>CPA 01B-09</b> (Ord. 01-101) 12/19/01
Policy 2.131-C8	<b>CPA 07B-11</b> (Ord. 07-091) 12/19/07; <b>CPA 01B-09</b> (Ord. 01-101) 12/19/01
POLICY 2.131-C9	<b>CPA 01B-09</b> (Ord. 01-101) 12/19/01
POLICY 2.131-D1	<b>CPA 06B-02</b> (Ord. 06-85) 12/6/06; <b>CPA 01B-09</b> (Ord. 01-101) 12/19/01
OBJECTIVE 2.131-E	<b>CPA 01B-09</b> (Ord. 01-101) 12/19/01
POLICY 2.131-E1	<b>CPA 01B-09</b> (Ord. 01-101) 12/19/01
POLICY 2.131-E2	<b>CPA 01B-09</b> (Ord. 01-101) 12/19/01
POLICY 2.131-E3	<b>CPA 01B-09</b> (Ord. 01-101) 12/19/01
POLICY 2.131-E4	<b>CPA 07B-11</b> (Ord. 07-091) 12/19/07; <b>CPA 01B-09</b> (Ord. 01-101) 12/19/01
OBJECTIVE 2.131-F	<b>CPA 01B-09</b> (Ord. 01-101) 12/19/01
POLICY 2.131-G2	<b>CPA 01B-09</b> (Ord. 01-101) 12/19/01
POLICY 2.131-G4	<b>CPA 01B-09</b> (Ord. 01-101) 12/19/01; <b>CPA 99B-33</b> (Ord. 99-81) 12/15/99; <b>CPA 99B-32</b> (Ord. 99-80) 12/15/99;
POLICY 2.131-G5	<b>CPA 01B-09</b> (Ord. 01-101) 12/19/01
POLICY 2.131-G6	<b>CPA 01B-09</b> (Ord. 01-101) 12/19/01
POLICY 2.131-G7	<b>CPA 01B-09</b> (Ord. 01-101) 12/19/01
POLICY 2.131-G8	<b>CPA 01B-09</b> (Ord. 01-101) 12/19/01
POLICY 2.131-H1	<b>CPA 01B-09</b> (Ord. 01-101) 12/19/01
POLICY 2.131-H2	<b>CPA 01B-09</b> (Ord. 01-101) 12/19/01
OBJECTIVE 2.131-I	<b>CPA 01B-09</b> (Ord. 01-101) 12/19/01
OBJECTIVE 2.131-J	<b>CPA 02A-01</b> (Ord. 02-38) 7/10/02
POLICY 2.131-J1	<b>CPA 01B-09</b> (Ord. 01-101) 12/19/01
POLICY 2.131-J2	<b>CPA 01B-09</b> (Ord. 01-101) 12/19/01
OBJECTIVE 2.131-K	<b>CPA 01B-09</b> (Ord. 01-101) 12/19/01
POLICY 2.131-K1	<b>CPA 01B-09</b> (Ord. 01-101) 12/19/01
POLICY 2.131-K2	<b>CPA 96B-15</b> (Ord. 96-81) 12/19/96
POLICY 2.131-K3	<b>CPA 01B-09</b> (Ord. 01-101) 12/19/01; <b>CPA 96B-15</b> (Ord. 96-81) 12/19/96
POLICY 2.131-K4	<b>CPA 01B-09</b> (Ord. 01-101) 12/19/01
OBJECTIVE 2.131-L	<b>CPA 01B-09</b> (Ord. 01-101) 12/19/01
POLICY 2.131-L1	<b>CPA 10A-07</b> (Ord. 10-023) 6/2/10; <b>CPA 01B-09</b> (Ord. 01-101) 12/19/01
OBJECTIVE 2.131-M	<b>CPA 01B-09</b> (Ord. 01-101) 12/19/01
POLICY 2.131-M1	<b>CPA 02A-01</b> (Ord. 02-38) 7/10/02; <b>CPA 01B-09</b> (Ord. 01-101) 12/19/01
POLICY 2.131-M5	<b>CPA 99B-32</b> (Ord. 99-80) 12/15/99
OBJECTIVE 2.131-N	<b>CPA 01B-09</b> (Ord. 01-101) 12/19/01; <b>CPA 96A-09</b> (Ord. 96-53) 12/3/96
POLICY 2.131-N1	<b>CPA 01B-09</b> (Ord. 01-101) 12/19/01
POLICY 2.131-C4	<b>CPA 12E-02 (Ord 12-038)</b>
POLICY 2.131-G6	<b>CPA 12E-02 (Ord 12-038)</b>