

## **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. The designation and mapping of Future Land Use categories may be approved on land(s) within the boundary of this SAP if the Board of County Commissioners find that a proposed request (primarily):

1. meets the purpose, applicable characteristics, location criteria, and expansion criteria (if applicable) of the proposed designation;
2. provides evidence that the subject site can be designed to meet applicable development criteria of the proposed designation;
3. is of a size/scale that is compatible with surrounding communities and surrounding land use designations as not to create unduly offsite impacts and degrade the character of those surrounding communities;
4. can be adequately buffered from adjacent uses via distance separation, vegetative berms, and/or by limiting the size/scale of the proposed request in an effort to mitigate potential offsite impacts; and

5. is of a substantiated economic value to maintaining the area's economic base.

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: GATEWAY SAP MODIFIED LAND USE CATEGORIES - Due to the specific characteristics of this SAP, modified Future Land Use designations shall be specifically defined in terms of their purpose, characteristics, mapping and location criteria, and development standards. These standards may vary from those allowed under the general provisions of that land use category within the Comprehensive Plan. The following Future Land Use designations are identified as modified land use categories within this SAP:

**COMMERCIAL ENCLAVE (CEX)**

POLICY 2.131-TB4(a): COMMERCIAL ENCLAVE PURPOSE - The purpose of the Commercial Enclave (CEX) designation is to recognize small concentrations or nodes of historical non-residential uses located outside of an Activity Center or Linear Commercial Corridor. Development and/or redevelopment within this designation should be consistent with the overall goal of the Polk County Comprehensive Plan and the vision, objectives, and goals of the Gateway Selected Area Plan. The establishment of new CEX designations (or expansions thereof) may be evaluated with consideration given to preserving non-conforming uses that have a history of providing a positive, non-threatening impact to surrounding communities in terms of economics, public safety, and compatibility with the character of surrounding communities. The following policies shall apply to the Commercial Enclave (CEX) land use designations within the Gateway Selected Area Plan boundary.

POLICY 2.131-TB4(b): COMMERCIAL ENCLAVE CHARACTERISTICS – Commercial Enclaves are characterized as small concentrations (or nodes) of historical non-residential uses with low development intensity. These enclaves may be the result of past approvals by the County; an attempt to recognize non-conforming uses (that have existed in harmony and in good

standing with the surrounding community) with a more appropriate land use designation; or an effort to revitalize economic development through redevelopment and/or expansion. The general characteristics of the CEX designation are identified in Table 2.131.T1.

POLICY 2.131-TB4(c): COMMERCIAL ENCLAVE LOCATION CRITERIA – Commercial Enclaves shall be located with consideration being given to maximizing access to the arterial and collector roadway systems. Commercial Enclaves shall be located according to the following:

1. Be located along an arterial or collector roadway;
2. Be located on a local roadway if within a ¼ mile of an intersecting arterial or collector roadway within the TSDA, UGA, or RDA only;
3. The total acreage of Commercial Enclave districts within a one mile radius of a proposed site shall not exceed ten (10) acres unless one of the following can be met:
  - a. the total land area of the existing CEX districts within a one mile radius are 60 percent (60%) developed; or
  - b. the remaining undeveloped acreage of the CEX districts within a one mile radius are owned by a single interest, or have final development approval (ex. CU, PD, or Level 2 Review approval).
4. The CE designation may be expanded to a property (and/or parcel) that is adjacent to an existing CE designation if direct access to an arterial or collector roadway exists; and the subject site must be evaluated based upon its history of providing a positive, non-threatening impact to surrounding communities.

POLICY 2.131-TB4(d): COMMERCIAL ENCLAVE DEVELOPMENT CRITERIA – The establishment of development regulations and the implementation of such regulations within the Commercial Enclave (CEX) areas of this SAP shall be by the County’s Land Development Code; however, such development regulations shall seek to:

1. Encourage Commercial Enclave development to have direct frontage on (or direct access via a frontage road or service drive to) an arterial or collector roadway. CEX developments may contain ingress or egress access to local roadways (via an approved waiver) if the proposed site is located within a ¼ mile of an intersecting arterial or collector roadway within the TSDA, UGA, or RDA.
2. Require internal access to neighboring non-residential parcels along State Road 60 via an internal road system, frontage roads, cross-access easements, shared access easements, or some combination thereof.
3. Allow for flexible parking strategies to meet the needs of proposed CEX uses in an efficient manner that best suits the surrounding community and CEX district

collectively. Shared parking and permeable surface parking designs are strongly encouraged.

4. Allow for a maximum Floor Area Ratio (F.A.R.) for non-residential development to range between 35% and 150% of the gross site area. F.A.R. limits should be scaled depending upon the applicable development area (ex. RDA, SDA, UGA, or TSDA).
5. Allow for a maximum Impervious Surface Ratio (I.S.R.) not to exceed 70% of the gross site area. Permeable surface materials are strongly encouraged as part of site plan design in an effort to reduce potential environmental impacts. I.S.R. limits should be scaled depending upon the applicable development area.
6. Require buffering, setbacks, height requirements, and performance standards to help alleviate potential issues of incompatibility.

### **OFFICE CENTER (OCX)**

**POLICY 2.131-TB5(a): OFFICE CENTER PURPOSE** - The purpose of the Office Center (OCX) land use designation is to provide for areas of small and large professional office development with limited ancillary uses. Small scale designations of OCX are less than 10 acres in size and are compatible to neighboring urban residential land uses (RLX, RMX, and RHX) because they often accommodate the office needs of the residential population and communities they serve. Small scale OCX designations can also be transitional areas found on the fringes of Activity Centers near the nodes of major intersections. Large scale designations of OCX, which are 10 acres or more, may locate in areas where there is a regional market and a regional transportation network system in place to help facilitate such large scale development.

**POLICY 2.131-TB5(b): OFFICE CENTER CHARACTERISTICS** –The scale of development within any given OCX designation should be consistent with the surrounding community and development area in which it is located. The general characteristics of the OCX designation are identified in Table 2.131.T1.

**POLICY 2.131-TB5(c): OFFICE CENTER LOCATION CRITERIA** – Office Centers shall be located with consideration being given to maximizing access to the arterial and collector roadway systems. Office Centers shall be located according to the following:

1. Be located along an arterial or collector roadway;
2. Be located on a local roadway (via an approved waiver) if within a ¼ mile of an intersecting arterial or collector roadway within the TSDA or UGA only;
3. The total acreage of Office Center districts within a two mile radius of a proposed site shall not exceed twenty (20) acres unless one of the following can be met:

- a. The total land area of the existing OCX districts within a two mile radius are 60 percent (60%) developed; or
- b. The remaining undeveloped acreage of the OCX districts within a two mile radius are owned by a single interest, or have final development approval (ex. CU, PD, or Level 2 Review approval); or
- c. The proposed request is a large scale request involving 10 or more acres (such a request must include an approved Activity Center Plan).

POLICY 2.131-TB5(d): OFFICE CENTER DEVELOPMENT CRITERIA - The establishment of development regulations and the implementation of such regulations within the Office Center (OCX) areas of this SAP shall be by the County's Land Development Code; however, such development regulations shall seek to:

- 1. Encourage office center development to have direct frontage on (or direct access via a frontage road or service drive to) an arterial or collector roadway. OCX developments may contain ingress/egress access on local roadways (via an approved waiver) if the proposed site is located within a ¼ mile of an intersecting arterial or collector roadway within the TSDA or UGA only.
- 2. Require internal access to neighboring non-residential parcels via an internal road system, frontage roads, cross-access easements, shared access easements, or some combination.
- 3. Allow for flexible parking strategies to meet the needs of proposed OCX uses in an efficient manner that best suits the surrounding community and OCX district collectively. Shared parking and permeable surface parking designs are strongly encouraged.
- 4. Allow for a maximum Floor Area Ratio (F.A.R.) for non-residential development to range between 35% and 150% of the gross site area. F.A.R. limits should be scaled depending upon the applicable development area (ex. RDA, SDA, UGA, or TSDA).
- 5. Allow for a maximum Impervious Surface Ratio (I.S.R.) not to exceed 70% of the gross site area. Permeable surface materials are strongly encouraged as part of site plan design in an effort to reduce potential environmental impacts. I.S.R. limits should be scaled depending upon the applicable development area.
- 6. Limit retail uses within an OCX district to ten (10) percent of the total land area of a proposed development.
- 7. Require buffering, setbacks, height requirements, and performance standards to help alleviate potential issues of incompatibility.

## **INSTITUTIONAL (INSTX)**

**POLICY 2.131-TB6(a): INSTITUTIONAL PURPOSE** - The purpose of the Institutional (INSTX) Future Land Use designation of this SAP is to provide for the placement of community facilities and utility structures needed to help complement and sustain the area's neighborhoods, communities, and businesses. Such uses may include public and/or private service structures or facilities with minimal external impacts. This designation can also be limited in intensity based upon the surrounding area and a substantiated demonstration of need.

**POLICY 2.131-TB6(b): INSTITUTIONAL CHARACTERISTICS** – The Institutional designation is typically characterized as small concentrations of community facilities or utility services; however, there are instances where large tracts of land may be designated INSTX to facilitate uses such as, but not limited to, schools (K-12 and colleges/universities), large religious facilities (such as mega-churches), utility service structures (such as Class I-III utilities or solar/power generation facilities), and Solid Waste Management facilities that require large tracts of land. The general characteristics of the INSTX designation are identified in Table 2.131.T1.

**POLICY 2.131-TB6(c): INSTITUTIONAL LOCATION CRITERIA** – The following factors shall be taken into consideration when determining the appropriate location for INSTX areas:

1. Requests for the INSTX designation on areas greater than 10 acres shall only be located on properties that have direct ingress and egress onto arterial or collector roadways.
2. A minimum population support of 1,000 persons located within a 2 mile radius of a proposed INSTX site shall be demonstrated.
3. Plans of the Polk County School Board as well as other governmental agencies with jurisdiction in Polk County shall be taken into consideration when determining the appropriate location of an INSTX designation;
4. INSTX designations intended to be used for the purpose of providing Solid Waste Management Facilities shall not be located within 1,000 feet of the Peace Creek Drainage Canal or other environmentally sensitive areas identified within this SAP.

**POLICY 2.131-TB6(d): INSTITUTIONAL DEVELOPMENT CRITERIA** - The establishment of development regulations and the implementation of such regulations within the Institutional (INSTX) areas of this SAP shall be by the County's Land Development Code; however, such development regulations shall seek to:

1. Encourage internal access to neighboring INSTX parcels (as well as to adjacent non-residential parcels) via an internal road system, frontage roads, cross-access easements, shared access easements, or some combination.

2. Allow for flexible parking strategies to meet the needs of proposed INSTX uses in an efficient manner that best suits the community and INSTX district collectively. Shared parking and permeable surface parking designs are strongly encouraged.
3. Encourage interior traffic-circulation patterns that facilitate the safe movement of vehicular, bicycle, and pedestrian traffic. Encourage the incorporation of “complete street” design for pedestrian safety.
4. Encourage large institutional areas to locate intense uses near the center of the property and less intensive uses near the fringes of the property.
5. Allow for a maximum Floor Area Ratio (F.A.R.) for non-residential development to range between 50% and 150% of the gross site area. F.A.R. limits should be scaled depending upon the applicable development area (ex. RDA, UGA, SDA, or TSDA).
6. Allow for a maximum Impervious Surface Ratio (I.S.R.) not to exceed 70% of the gross site area. Permeable surface materials are strongly encouraged as part of site plan design in an effort to reduce potential environmental impacts. I.S.R. limits should be scaled depending upon the applicable development area.
7. Require buffering, setbacks, height requirements, and performance standards to help alleviate potential issues of incompatibility.
8. Allow for accessory retail uses by limiting such uses to 15% of the gross area of the INSTX site designation.
9. Allow for multi-family development not to exceed a density of 15 units per acre. Such development shall only be established: (1) to meet the housing needs of students and faculty members of nearby educational institutions; or (2) as an approved affordable housing or workforce housing development project.

### **EMPLOYMENT CENTER (ECX)**

**POLICY 2.131-TB7(a): EMPLOYMENT CENTER PURPOSE** - The purpose of the Employment Center designation is to cater to those economic drivers that exhibit a high potential to create and sustain economic growth within the boundaries of this Selected Area Plan. Special consideration for the establishment of new Employment Center designations shall be given to those who exhibit a substantiated demonstrated need (via a business plan or other forms of marketing analysis) with an accompanying Activity Center Plan.

**POLICY 2.131-TB7(b): EMPLOYMENT CENTER CHARACTERISTICS** - The Employment Center land use designation is intended to be one of the major generators of employment within this SAP. The ECX district will generally contain uses that are geared towards high-skill, high-wage employment, as well as, auxiliary facilities needed to help support the continuation of successful businesses. The ECX designation is generally intended for light assembly,

manufacturing and distribution facilities, office and research parks, low impact commercial, and other business uses that will help create employment opportunities for Polk County and the surrounding area. The County's Land Development Code shall contain a complete list of uses permitted and/or conditioned within this district. The ECX district is not to exceed a total of 200 acres within the boundaries of this SAP unless:

1. 75% of the existing designated ECX lands are developed or contain approved development plans; or
2. The remaining undeveloped ECX lands are controlled by a single interest.

General characteristics of the ECX designation are identified in Table 2.131.T1.

POLICY 2.131-TB7(c): EMPLOYMENT CENTER LOCATION CRITERIA - Employment Centers shall be located with consideration being given to maximizing access to the arterial and collector roadway systems. Employment Centers shall:

1. Be primarily located on an arterial road;
2. Be located on a collector road if the proposed site is within 3 miles of an intersecting arterial road;
3. Be located on a local commercial road or private road if the road has full median access onto an arterial road, or collector road that is within three (3) miles of an intersecting arterial road. All roads must have a structural integrity and design characteristics suitable for commercial truck traffic.

POLICY 2.131-TB7(d): EMPLOYMENT CENTER DEVELOPMENT CRITERIA - The establishment of development regulations and the implementation of such regulations within the Employment Center (ECX) areas of this SAP shall be by the County's Land Development Code; however, such development regulations shall seek to:

1. Require internal access to neighboring ECX parcels (as well as to adjacent non-residential parcels) via an internal road system, frontage roads, cross-access easements, shared access easements, or some combination.
2. Allow for flexible parking strategies to meet the needs of proposed ECX uses in an efficient manner that best suits the community and ECX district collectively. Shared parking and permeable surface parking designs are strongly encouraged.
3. Encourage interior traffic-circulation patterns that facilitate the safe movement of vehicular, bicycle, and pedestrian traffic.
4. Allow for a maximum Floor Area Ratio (F.A.R.) for non-residential development to range between 50% and 150% of the gross site area. FAR limits should be

scaled depending upon the applicable development area (ex. RDA, UGA, SDA, or TSDA).

5. Allow for a maximum Impervious Surface Ratio (I.S.R.) not to exceed 70% of the gross site area. Permeable surface materials are strongly encouraged as part of site plan design in an effort to reduce potential environmental impacts. I.S.R. limits should be scaled depending upon the applicable development area.
6. Require buffering, setbacks, height requirements, and performance standards to help alleviate potential issues of incompatibility.
7. Encourage retail uses and ancillary uses by limiting such uses to 20% of the total gross area of the entire ECX district cluster or parcel (whichever is stipulated by the Activity Center Plan). Retail establishments that are incorporated within the design of an office or mixed-use building shall not be limited to the 20% criteria, but rather the total F.A.R. allowed by the proposed project.
8. Encourage the incorporation of “Complete Street” design for pedestrian safety.
9. Allow for residential uses not to exceed a density of 20 units per acre, and be limited to 25% of the total gross ECX district cluster or parcel (whichever is stipulated by the Activity Center Plan).
10. Encourage the clustering of residential uses above non-residential uses within the Transit Centers overlay. Such residential units shall not be limited to 25% of the total gross ECX district cluster, but rather the FAR of limit of the district.
11. General manufacturing uses shall only be allowed within enclosed structures.
12. Encourage the expedited review of warehouses that are an ancillary use to office parks.

### **HIGH IMPACT COMMERCIAL (HICX)**

**POLICY 2.131-TB8(a): HIGH IMPACT COMMERCIAL PURPOSE** - The purpose of the High Impact Commercial Center land use designation is to cluster large-scale commercial uses. Because of the intensity and unique aspects of potential uses, this designation is anticipated to have a measurable adverse impact upon adjacent and nearby properties in terms of traffic generation and noise.

**POLICY 2.131-TB8(b): HIGH IMPACT COMMERCIAL CHARACTERISTICS** –The establishment of new HICX designations shall include an Activity Center Plan and a minimum acreage requirement of 40 acres to help provide adequate separation and buffering from adjacent properties. The minimum acreage requirement does not pertain to expansions of existing HICX districts. The general characteristics of the HICX designation are identified in Table 2.131.T1.

POLICY 2.131-TB8(c): HIGH IMPACT COMMERCIAL LOCATION CRITERIA – High Impact Commercial Centers shall be located with consideration being given to maximizing access to arterial roadway systems. This designation shall be created as cluster and not expanded along an arterial roadway in a linear manner. High Impact Commercial Center designations shall:

1. Only be located along an arterial roadway or frontage road (or service road) which directly serves an arterial road;
2. Only be located within the TSDA, UGA, or SDA; and
3. Only be located in an area where there is a minimum population support of 20,000 persons within a ten (10) mile radius of a proposed HICX site.

POLICY 2.131-TB8(d): HIGH IMPACT COMMERCIAL DEVELOPMENT CRITERIA - The establishment of development regulations and the implementation of such regulations within the High Impact Commercial Center (HICX) areas of this SAP shall be by the County's Land Development Code; however, such development regulations shall seek to:

1. Require internal access to neighboring HICX parcels (as well as to adjacent non-residential parcels) via an internal road system, frontage roads, cross-access easements, shared access easements, or some combination.
2. Allow for flexible parking strategies to meet the needs of proposed HICX uses in an efficient manner that best suits the community and HICX district collectively. Shared parking and permeable surface parking designs are strongly encouraged.
3. Encourage interior traffic-circulation patterns that facilitate the safe movement of vehicular, bicycle, and pedestrian traffic.
4. Allow for a maximum Floor Area Ratio (F.A.R.) for non-residential development to range between 60% and 150% of the gross site area. FAR limits should be scaled depending upon the applicable development area (ex. SDA, UGA, or TSDA).
5. Allow for a maximum Impervious Surface Ratio (I.S.R.) not to exceed 70% of the gross site area. Permeable surface materials are strongly encouraged as part of site plan design in an effort to reduce potential environmental impacts. I.S.R. limits should be scaled depending upon the applicable development area.
6. Require buffering, setback, and height limitation requirements to help offset the effects of lighting, noise, odors, and other such factors that would adversely impact adjacent properties.

## **INDUSTRIAL (INDX)**

**POLICY 2.131-TB9(a): INDUSTRIAL PURPOSE** - The purpose of the Industrial (INDX) land use designation is to provide for major large-scale industrial uses that may emit a high level of noise, dust, odor, vibrations, and other pollutants. These uses may also produce a significant amount of truck traffic. The INDX land use designation requires a significant separation from developed residential, schools, agricultural, or other sensitive uses. New industrial designations within this SAP should only be considered for the expansion of existing INDX areas or for major industrial activities encompassing a multitude of proposed industrial uses. Such requests should include consideration from the County's Central Florida Economic Development Council. This designation shall also ensure that the appearance of new and/or redeveloped industrial buildings and lands are of a high aesthetic quality as not to degrade the character of surrounding communities and vision of this SAP. Claimed mapping errors for the Industrial designation prior to the date of this ordinance shall not be considered.

**POLICY 2.131-TB9(b): INDUSTRIAL CHARACTERISTICS** - The establishment of new INDX designations shall include an Activity Center Plan that focuses on: shared ingress/egress, interconnectivity, traffic circulation, and parking. New INDX designations shall include a minimum of 40 acres to help provide adequate separation and buffering of future INDX uses from adjacent properties, as well as, to allow for the expansion of future INDX uses on the site. The minimum acreage requirement does not pertain to expansions of existing INDX designations; however, Small Scale Map Amendments requesting the INDX designation (which are not expansions of existing INDX clusters) shall be prohibited. The general characteristics of the INDX designation are identified in Table 2.131.T1.

**POLICY 2.131-TB9(c): INDUSTRIAL LOCATION CRITERIA** – Industrial designations shall be located with consideration given to maximizing the efficient movement of goods/services along arterial/collector roadways while creating the least intrusion upon schools, residential neighborhoods, and agricultural areas within this SAP.

New Industrial designations (and/or expansions thereof) shall:

1. Be located a significant distance (defined in these instances as 1000 feet) from developed and/or planned schools (K-12) and residential areas that are developed and/or planned;
2. Have a minimum population support of 10,000 persons within a five (5) mile radius of the proposed site;
3. Have direct access to State Road 60, US Highway 27, or Alturas Babson Park Cutoff Road; or on a collector roadway if the collector roadway intersects one of the above listed roadways within two (2) miles (traveling distance) of the proposed INDX property; or be allowed on a local commercial roadway that adjoins INDX properties with direct access to one of the roadways listed above.

POLICY 2.131-TB9(d): INDUSTRIAL DEVELOPMENT CRITERIA – The establishment of development regulations and the implementation of such regulations within the Industrial (INDX) designations of this SAP shall be by the County’s Land Development Code; however, such development regulations shall seek to:

1. Direct access of new Industrial districts to State Road 60, US Highway 27, and/or Alturas Babson Park Cutoff Road. INDX properties/uses that are located on collector roadways within 2 miles of intersecting one of the above listed roadways may also be permitted.
2. Encourage interconnectivity and cross-access within INDX districts and adjacent non-residential designations.
3. Encourage flexible parking requirements based upon site specific uses. Parking areas should be primarily located to the rear or internal to proposed development. Shared parking, permeable parking surfaces, and other environmentally friendly techniques are strongly encouraged.
4. Encourage outdoor storage uses and areas to maintain a neat uniform appearance.
5. Allow for a maximum Floor Area Ratio (F.A.R.) for non-residential development to range between 35% and 150% of the gross site area. F.A.R. limits should be scaled depending upon the applicable development area (ex. RDA, SDA, UGA, or TSDA).
6. Accessory Retail uses shall not exceed 15% of the F.A.R. allowed for the proposed development within the INDX district unless such development is incorporated within an office building or building proposed for multiple uses. In this instance, the total allowable F.A.R may be achieved, but not exceeded.
7. Allow for a maximum Impervious Surface Ratio (I.S.R) not to exceed 70% of the gross site area. Permeable surface materials are strongly encouraged as part of site plan design in an effort to reduce potential environmental impacts. I.S.R. limits should be scaled depending upon the applicable development area.
8. Require buffering, setback, and height limitation requirements to help offset the effects of lighting, noise, odors, and other such factors that would adversely impact adjacent properties.

## **BUSINESS PARK CENTER (BPCX)**

**POLICY 2.131-TB10(a): BUSINESS PARK CENTER PURPOSE** – The purpose of the Business Park Center (BPCX) land use designation within this SAP is to provide for the establishment of businesses that promote employment opportunities in both high-wage and high-skilled jobs. Special consideration shall be given to those businesses that are consistent with the County’s targeted cluster areas (See Objective 2.131-TC). This designation will primarily conduct land use activities entirely within enclosed structures and will encourage development criteria that creates a functional, aesthetically pleasing, and pedestrian friendly atmosphere for businesses and surrounding communities.

**POLICY 2.131-TB10(b): BUSINESS PARK CENTER CHARACTERISTICS** – Business Park Center land use designations should be clustered and/or adjacent to like uses/designations. The establishment of new Business Park Center designations (clusters) shall include an Activity Center Plan (ACP) that focuses on: shared ingress/egress and parking, interconnectivity, efficient traffic circulation, and a marketing and/or branding plan to promote/attract business development. The amount of undeveloped BPCX lands within the SAP boundary should also be considered when evaluating the appropriateness of creating new BPCX designations or expansions thereof.

This SAP shall not exceed one thousand acres of BPCX within its boundary. BPCX designations mapped after the creation of this ordinance that remain undeveloped for a time period of ten (10) years, after its adoption, shall be re-evaluated and re-mapped to its prior (or more appropriate) Future Land Use designation if determined by the County’s Office of Planning and Development Director to be appropriate for the successful implementation of the goals and visioning principles of this SAP.

The minimum acreage requirement for establishing a new BPCX cluster is 20 acres. Expansions of existing BPCX designations shall not include a minimum acreage requirement; however, it shall include an Activity Center Plan (when absent) or provide updates to an existing ACP. The general characteristics of the BPCX designation are identified in Table 2.131.T1.

**POLICY 2.131-TB10(c): BUSINESS PARK CENTER LOCATION CRITERIA** – Business Park Centers shall be located with consideration being given to maximizing access to the SAP’s arterial roadway systems. Business Park Center designations shall:

1. Be located, at the greatest extent possible, near existing BPCX and INDX areas;
2. Be located along (with direct access to) an arterial roadway; or
3. Be located along a collector roadway that intersects an arterial road if the subject site is located within 3 miles of the intersecting arterial-collector roadway; or
4. Be located along a local commercial road, frontage road, or private road that has full median access onto an arterial roadway;

5. Be located in an area where there is a substantiated minimum population support of 10,000 persons within a five (5) mile radius of a proposed BPCX site;

POLICY 2.131-TB10(d): BUSINESS PARK CENTER DEVELOPMENT CRITERIA – The establishment of development regulations and the implementation of such regulations within the Business Park Center (BPCX) land use designations of this SAP shall be by the County’s Land Development Code; however, such development regulations shall seek to:

1. Direct primary access of new BPCX developments to arterial or collector roadways; or local commercial or private roads that have full median access onto to an arterial roadway and do not traverse thru or serve existing residential traffic from surrounding areas.
2. Encourage interconnectivity and cross-access within BPCX clusters and adjacent non-residential designations. The overall design of the BPCX cluster should include both an internal and external pedestrian network and Transit Oriented Design (TOD) features.
3. Encourage flexible parking requirements based upon site specific uses. Parking areas should be primarily located to the rear or internal of proposed development. Shared parking, permeable parking surfaces, and other environmentally friendly techniques are strongly encouraged.
4. Limit outdoor storage areas and encourage such uses to maintain a neat uniform appearance. All outdoor storage areas should be screened from view with the exception of stacked freight storage containers. Outdoor stacking of freight storage containers beyond the limits of the crane span shall be a maximum of three (3) containers high with no materials being stacked over thirty-five (35) feet in height. Containers should be clustered to the greatest extent feasible.
5. Allow for a maximum Floor Area Ratio (F.A.R.) for non-residential development to range between 35% and 150% of the gross site area. F.A.R. limits should be scaled depending upon the applicable development area (ex. RDA, SDA, UGA, or TSDA). Retail commercial uses shall not exceed 15% of the F.A.R. allowed for the proposed development within the BPCX district.
6. Allow for a maximum Impervious Surface Ratio (I.S.R.) not to exceed 70% of the gross site area. Permeable surface materials are strongly encouraged as part of site plan design in an effort to reduce potential environmental impacts. I.S.R. limits should be scaled depending upon the applicable development area.
7. Manufacturing uses shall only be allowed within enclosed structures.

8. Accessory Commercial uses shall not exceed 15% of the F.A.R. allowed for the proposed development within the BPCX district unless such development is incorporated within an office building or building proposed for multiple uses. In this instance, the total allowable F.A.R may be achieved, but not exceeded.
9. Require buffering, setback, and height limitations to help offset the effects of lighting, noise, odors, and other such factors that would adversely impact adjacent properties.

### **RURAL CLUSTER CENTER (RCCX)**

**POLICY 2.131-TB11(a): RURAL CLUSTER CENTER PURPOSE** - The purpose of the Rural Cluster Center (RCCX) land use designation is to provide a centralized node of rural uses that will accommodate the needs of nearby rural residents, while allowing for non-traditional development options to help stimulate the rural economy.

**POLICY 2.131-TB11(b): RURAL CLUSTER CENTER CHARACTERISTICS** - The Rural Cluster Center designation is an Activity Center and is also intended to recognize, reserve, and protect the location of rural residential development and/or neighborhoods. The general characteristics of the RCCX land use designation are identified in Table 2.131.T1.

**POLICY 2.131-TB11(c): RURAL CLUSTER CENTER LOCATION CRITERIA** – The establishment of new RCCX designations shall adhere to the following location criteria:

1. New RCCX designations (clusters) and expansions shall only be allowed within the Rural Development Area (RDA).
2. New RCCX designations shall be located at the intersection of arterial roads, collector roads, local commercial roads, or a combination thereof. Expansions shall be adjacent to existing RCCX designations.
3. No Level-of-Service (LOS) standard deficiency may exist on the link of roadway directly accessed by the proposed RCCX site. If such a deficiency does exist but is identified to be improved as part of the County's (or other municipalities) Community Investment Program (CIP), then the LOS standard (in and of itself) shall not deter the establishment of an RCCX designation.
4. There shall be a two mile (2) separation distance (traveling on public roads) between the center of an RCCX cluster and the center of an NACX, CACX, RACX, or other RCCX cluster. This separation rule shall not include those listed Activity Centers that are proven to be 75% developed (which also includes the existence of development approvals), or instances where the remaining undeveloped parcel(s) involved is (are) owned by a single controlling interest.

5. A minimum population support of 1,000 persons within a two (2) mile radius of the proposed RCCX site shall be taken into consideration when determining the appropriateness of designating and mapping RCCX sites. Data sources may include existing or projected population data and analysis gathered from the U.S. Census Bureau, the Bureau of Economic and Business Research, the County's Transportation Planning Organization (TPO), Claritas Reports, or other reputable sources approved by the County's Development Review Committee.

**POLICY 2.131-TB11(d): RURAL CLUSTER CENTER DEVELOPMENT CRITERIA** – The establishment of development regulations and the implementation of such regulations within the Rural Cluster Center (RCCX) areas of this SAP shall be by the County's Land Development Code; however, such development regulations shall seek to:

1. Limit residential development to a density of two (2) units per acre unless residential development is proposed as part of a mixed-use structure. The residential density achieved by these mixed-use structures shall not exceed a maximum density of four (4) units per acre. Achievement of this density shall be determined by the Land Development Code and based upon the rural character of the district.
2. Allow for a maximum Floor Area Ratio (F.A.R.) for non-residential development of 60% of the gross site area.
3. Allow for a maximum Impervious Surface Ratio (I.S.R.) not to exceed 50% of the gross site area. Permeable surface materials are strongly encouraged as part of site plan design in an effort to reduce potential environmental impacts.
4. Require buffering, setbacks, height requirements, and performance standards to help alleviate potential issues of incompatibility.

### **CONVENIENCE CENTER (CCX)**

**POLICY 2.131-TB12(a): CONVENIENCE CENTER PURPOSE** – The purpose of the Convenience Center land use designation is to provide for small centralized nodes of commercial development that will facilitate consumer needs at a scale and intensity reflective of surrounding residential developments. Since this designation requires a minimum population support of 1,000 persons per two (2) mile market area radius, it is anticipated to be compatible with all surrounding residential land use designations if located at the intersection of arterial and collector roadways.

**POLICY 2.131-TB12(b): CONVENIENCE CENTER CHARACTERISTICS, LOCATION CRITERIA, AND EXPANSION CRITERIA** – The general characteristics of the CCX land use designation are identified in Table 2.131.T1. The Location Criteria and Expansion Criteria shall be the same as established within the general policies of the Comprehensive Plan for the Convenience Center Future Land Use designation.

POLICY 2.131-TB12(c): CONVENIENCE CENTER DEVELOPMENT CRITERIA - The establishment of development regulations and the implementation of such regulations within the Convenience Center (CCX) areas of this SAP shall be by the County's Land Development Code; however, such development regulations shall seek to:

1. Allow for flexible parking strategies to meet the needs of proposed CCX uses in an efficient manner that best suits the community and CCX district collectively. Shared parking and permeable surface parking designs are strongly encouraged.
2. Require Interior traffic-circulation patterns that facilitate the safe movement of automobile, bicycle, and pedestrian traffic.
3. Require decorative building facades and Transit Oriented Design (TOD) techniques to help create a sense of place and character for the node.
4. Allow for a maximum Floor Area Ratio (F.A.R.) for non-residential development to range between 35% and 150% of the gross site area. FAR limits should be scaled depending upon the applicable development area (ex. UEA, SDA, UGA, or TSDA).
5. Allow for a maximum Impervious Surface Ratio (I.S.R.) not to exceed 70% of the gross site area. Permeable surface materials are strongly encouraged as part of site plan design in an effort to reduce potential environmental impacts. I.S.R. limits should be scaled depending upon the applicable development area.
6. Require buffering, setbacks, height requirements, and performance standards to help alleviate potential issues of incompatibility.

**NEIGHBORHOOD ACTIVITY CENTER (NACX)**

POLICY 2.131-TB13(a): NEIGHBORHOOD ACTIVITY CENTER PURPOSE – The purpose of the Neighborhood Activity Center land use designation is to provide for areas of land that will facilitate a mix of consumer needs at a scale and intensity reflective of surrounding neighborhoods. Since this designation requires a minimum population support of 5,000 persons per 1 ½ mile market area radius, it is anticipated to be compatible with all surrounding residential land use designations if located at the intersection of arterial and collector roadways.

POLICY 2.131-TB13(b): NEIGHBORHOOD ACTIVITY CENTER CHARACTERISTICS, LOCATION CRITERIA, AND EXPANSION CRITERIA - The general characteristics of the NACX land use designation are identified in Table 2.131.T1. The Location Criteria and Expansion Criteria shall be the same as established within the general policies of the Comprehensive Plan for the Neighborhood Activity Center Future Land Use designation.

**POLICY 2.131-TB13(c): NEIGHBORHOOD ACTIVITY CENTER DEVELOPMENT CRITERIA** - The establishment of development regulations and the implementation of such regulations within the Neighborhood Activity Center (NACX) areas of this SAP shall be by the County's Land Development Code; however, such development regulations shall seek to:

1. Allow for flexible parking strategies to meet the needs of proposed NACX uses in an efficient manner that best suits the community and NACX district collectively. Shared parking and permeable surface parking designs are strongly encouraged.
2. Require Interior traffic-circulation patterns that facilitate the safe movement of automobile, bicycle, and pedestrian traffic.
3. Require decorative building facades and Transit Oriented Design (TOD) techniques to help create a sense of place and character for the node.
4. Allow for a maximum Floor Area Ratio (F.A.R.) for non-residential development to range between 35% and 150% of the gross site area. FAR limits should be scaled depending upon the applicable development area (ex. UEA, SDA, UGA, or TSDA).
5. Allow for a maximum Impervious Surface Ratio (I.S.R.) not to exceed 70% of the gross site area. Permeable surface materials are strongly encouraged as part of site plan design in an effort to reduce potential environmental impacts. I.S.R. limits should be scaled depending upon the applicable development area.
6. Allow for residential uses not exceed a maximum density of ten (10) units per acre. Such residential units shall only be permitted as part of mixed-use project in which the units are located above non-residential NACX uses.
7. Require buffering, setbacks, height requirements, and performance standards to help alleviate potential issues of incompatibility.

**COMMUNITY ACTIVITY CENTER (CACX)**

**POLICY 2.131-TB14(a): COMMUNITY ACTIVITY CENTER PURPOSE** – The purpose of the Community Activity Center land use designation is to provide for areas of land (of moderate size) that will facilitate a mix of consumer needs at a scale and intensity reflective of surrounding communities. Since this designation requires a minimum population support of 20,000 persons per two (2) mile market area radius, it is anticipated to be compatible with all surrounding residential land use designations if located at the intersection of arterial and collector roadways.

**POLICY 2.131-TB14(b): COMMUNITY ACTIVITY CENTER CHARACTERISTICS, LOCATION CRITERIA, AND EXPANSION CRITERIA** - The general characteristics of the CACX land use designation are identified in Table 2.131.T1. The Location Criteria and Expansion Criteria shall be the same as established within the general policies of the Comprehensive Plan for the Community Activity Center Future Land Use designation.

**POLICY 2.131-TB14(c): COMMUNITY ACTIVITY CENTER DEVELOPMENT CRITERIA -**

The establishment of development regulations and the implementation of such regulations within the Community Activity Center (CACX) areas of this SAP shall be by the County's Land Development Code; however, such development regulations shall seek to:

1. Allow for flexible parking strategies to meet the needs of proposed CACX uses in an efficient manner that best suits the community and CACX district collectively. Shared parking and permeable surface parking designs are strongly encouraged.
2. Require interior traffic-circulation patterns that facilitate the safe movement of automobile, bicycle, and pedestrian traffic.
3. Require decorative building facades and Transit Oriented Design (TOD) techniques to help create a sense of place and character for the node.
4. Allow for a maximum Floor Area Ratio (F.A.R.) for non-residential development to range between 35% and 150% of the gross site area. FAR limits should be scaled depending upon the applicable development area (ex. UEA, SDA, UGA, or TSDA).
5. Allow for a maximum Impervious Surface Ratio (I.S.R.) not to exceed 70% of the gross site area. Permeable surface materials are strongly encouraged as part of site plan design in an effort to reduce potential environmental impacts. I.S.R. limits should be scaled depending upon the applicable development area.
6. Allow for residential uses not exceed a maximum density of twenty-five (25) units per acre. Such residential uses shall not exceed 30% of the project's gross developable area unless designed as part of mixed-use project in which the units are located above non-residential CACX uses.
7. Require buffering, setbacks, height requirements, and performance standards to help alleviate potential issues of incompatibility.

**REGIONAL ACTIVITY CENTER (RACX)**

**POLICY 2.131-TB15(a): REGIONAL ACTIVITY CENTER PURPOSE** – The purpose of the Regional Activity Center land use designation is to provide for large areas of land that can facilitate a mix of consumer needs on a regional scale.

**POLICY 2.131-TB15(b): REGIONAL ACTIVITY CENTER CHARACTERISTICS, LOCATION CRITERIA, AND EXPANSION CRITERIA** - The general characteristics of the RACX land use designation are identified in Table 2.131.T1. The Location Criteria and Expansion Criteria shall be the same as established within the general policies of the Comprehensive Plan for the Regional Activity Center Future Land Use designation.

**POLICY 2.131-TB15(c): REGIONAL ACTIVITY CENTER DEVELOPMENT CRITERIA -**

The establishment of development regulations and the implementation of such regulations within the Regional Activity Center (RACX) areas of this SAP shall be by the County's Land Development Code; however, such development regulations shall seek to:

1. Allow for flexible parking strategies to meet the needs of proposed RACX uses in an efficient manner that best suits the community and RACX district collectively. Shared parking and permeable surface parking designs are strongly encouraged.
2. Require Interior traffic-circulation patterns that facilitate the safe movement of automobile, bicycle, and pedestrian traffic.
3. Require decorative building facades and Transit Oriented Design (TOD) techniques to help create a sense of place and character for the node.
4. Allow for a maximum Floor Area Ratio (F.A.R.) for non-residential development to range between 70% and 150% of the gross site area. FAR limits should be scaled depending upon the applicable development area (ex. SDA, UGA, or TSDA).
5. Allow for a maximum Impervious Surface Ratio (I.S.R.) not to exceed 70% of the gross site area. Permeable surface materials are strongly encouraged as part of site plan design in an effort to reduce potential environmental impacts. I.S.R. limits should be scaled depending upon the applicable development area.
6. Allow for residential uses not exceed a maximum density of twenty-five (25) units per acre. Such residential uses shall not exceed 30% of the project's gross developable area unless designed as part of mixed-use project in which the units are located above non-residential RACX uses.
7. Require buffering, setbacks, height requirements, and performance standards to help alleviate potential issues of incompatibility.

**LINEAR COMMERCIAL CORRIDOR (LCCX)**

**POLICY 2.131-TB16(a): LINEAR COMMERCIAL CORRIDOR PURPOSE** – The primary purpose of the Linear Commercial Corridor land use designation is to acknowledge historical linear commercial corridor development patterns that exist along major arterial or collector roadways. These existing uses have a history of contributing to the economic base of the area and the preservation of surrounding communities. Although these corridors are no longer consistent with the County's current growth pattern of locating commercial centers at key nodal locations, they are an attempt to recognize and preserve the economic functionality of such uses at their existing location. The establishment of new LCCX districts shall be prohibited regardless of mapping errors made during the original mapping process.

POLICY 2.131-TB16(b): LINEAR COMMERCIAL CORRIDOR CHARACTERISTICS - The general characteristics of the LCCX designation are identified in Table 2.131.T1.

POLICY 2.131-TB16(c): LINEAR COMMERCIAL CORRIDOR LOCATION CRITERIA – The Linear Commercial Corridor designation shall only be given to those properties/parcels that have primary access on arterial or collector roadways.

POLICY 2.131-TB16(d): LINEAR COMMERCIAL CORRIDOR EXPANSION CRITERIA - Expansion of existing LCCX designations shall only be for the purposes of recognizing expansions of existing LCCX uses as infill development. The establishment of new LCCX districts shall be prohibited regardless of mapping errors made during the original mapping process.

POLICY 2.131-TB16(e): LINEAR COMMERCIAL CORRIDOR DEVELOPMENT CRITERIA - The establishment of development regulations and the implementation of such regulations within the Linear Commercial Corridor (LCCX) areas of this SAP shall be by the County's Land Development Code; however, such development regulations shall seek to:

1. Allow for flexible parking strategies to meet the needs of proposed LCCX uses in an efficient manner that best suits the community and LCCX district collectively. Shared parking and permeable surface parking designs are strongly encouraged.
2. Require Interior traffic-circulation patterns that facilitate the safe movement of automobile, bicycle, and pedestrian traffic.
3. Require decorative building facades and Transit Oriented Design (TOD) techniques to help create a sense of place and character for the node.
4. Allow for a maximum Floor Area Ratio (F.A.R.) for non-residential development not to exceed 35% of the gross site area.
5. Allow for a maximum Impervious Surface Ratio (I.S.R.) not to exceed 70% of the gross site area. Permeable surface materials are strongly encouraged as part of site plan design in an effort to reduce potential environmental impacts. I.S.R. limits should be scaled depending upon the applicable development area.
6. Require buffering, setbacks, height requirements, and performance standards to help alleviate potential issues of incompatibility.

**Table 2.131.T1**

<b>Summary of Characteristics for Gateway SAP FLU Designations</b>					
<b>FLU Designation</b>	<b>*Usable Area</b>	<b>Gross Leasable Area</b>	<b>Minimum Population Support Market Area Radius</b>		<b>General Uses*</b>
CEX	10 Acres or Less	0.35 to 1.50 FAR	1,000 persons	2 miles	Commercial, Retail, Offices, Medical Facilities, Personal Services, Community Facilities, Light Manufacturing, Recreational, Schools, Utilities, Agricultural Support, and Agricultural Uses.
OCX	20 Acres or Less	0.35 to 1.50 FAR	2,500 persons	2 miles	Office and Office Parks, Medical Facilities, Personal Services, Community Facilities, Recreational, Retail, Schools, Utilities, and Agricultural Uses.
INSTX	Based on Demonstrated Need	0.50 to 1.50 FAR	1,000 persons	2 miles	Community Facilities, Utilities, Retail, Residential, Offices, Medical Facilities, Personal Services, Recreational, Schools, and Agricultural Uses.
ECX	80 Acres or Less	0.50 to 1.50 FAR 10 to 20 units per Acre	5,000 persons	5 miles	Logistics and Supply Chain Management, Research and Development, Engineering and High Tech Industries, Personal Services, Retail, Restaurants, Offices, Residential, Community Facilities, Utilities, Manufacturing, and Agricultural Uses.
HICX	Minimum of 40 Acres up to a Max. of 80 Acres	0.60 to 1.50 FAR	20,000 persons	10 miles	Warehousing, Commercial, Retail, Office, Personal Services, Community Facilities, Recreational, Schools, Utilities, and Agricultural Uses.
INDX	Minimum of 40 Acres up to a Max. of 100 Acres	0.35 to 1.50 FAR	10,000 persons	5 miles	Manufacturing, Warehousing, Commercial, Retail, Office, Personal Services, Community Facilities, Recreational, Schools, Utilities, Agriculture Support, and Agricultural Uses.
BPCX	Minimum of 20 Acres; Max. of 1000 acres within the SAP	0.35 to 1.50 FAR	10,000 persons	5 miles	Manufacturing, Warehousing, Commercial, Retail, Office, Personal Services, Community Facilities, Recreational, Schools, Utilities, Agriculture Support, and Agricultural Uses.
RCC-X	250 Acres or Less	0.30 to 0.60 FAR 2 units per Acre	1,000 persons	2 miles	Commercial, Community Facilities, Office, Personal Services, Recreational, Retail, Restaurants, Residential, Schools, Utilities, and Agricultural Uses.
CCX	10 Acres or Less	0.35 to 1.50 FAR	1,000 persons	2 miles	Commercial, Retail, Offices, Medical Facilities, Personal Services, Community Facilities, Recreational, Schools, Utilities, Agricultural Support, and Agricultural Uses.

\*Note: The “general uses” identified for FLU designations is an attempt to define the land use category in terms of uses included as required by Florida Statutes 163.3177(6)(a)(1.). A detailed breakdown of the types of retail, community facilities, residential (etc.) uses permitted, conditioned, and/or prohibited, as well as the scaling of F.A.R. limits based upon respective development areas shall be identified and regulated via the County’s Land Development Code. The “usable area” refers to the maximum acreage that can be achieved per cluster of a designation, including expansions thereof. The HICX, INDX, and BPCX designations have minimum acreage requirements for new designations. These minimum acreage requirements do not apply to expansions of existing clusters; however, the maximums per cluster may not be exceeded.

**Table 2.131.T1 (continued)**

Summary of Characteristics for Gateway SAP FLU Designations					
FLU Designation	Usable Area	Gross Leasable Area	Minimum Population Support Market Area Radius		General Uses*
NACX	20 Acres or Less	0.35 to 1.50 FAR Up to 10 units per Acre	5,000 persons	1 ½ miles	Commercial, Retail, Offices, Medical Facilities, Personal Services, Community Facilities, Recreational, Residential, Schools, Utilities, Agricultural Support, and Agricultural Uses.
CACX	60 Acres or Less	0.35 to 1.50 FAR Up to 25 units per Acre	20,000 persons	2 miles	Commercial, Retail, Offices, Medical Facilities, Personal Services, Community Facilities, Recreational, Residential, Schools, Utilities, Agricultural Support, and Agricultural Uses.
RACX	60 Acres or More	0.50 to 1.50 FAR Up to 25 units per Acre	150,000 persons	20 miles	Commercial, Retail, Offices, Medical Facilities, Personal Services, Community Facilities, Recreational, Residential, Schools, Utilities, Agricultural Support, and Agricultural Uses.
LCCX	N/A	0.35 FAR	N/A	N/A	Warehousing, Commercial, Retail, Office, Personal Services, Community Facilities, Recreational, Schools, Utilities, Agriculture Support, and Agricultural Uses.
RLX	N/A	Up to 5 units per Acre 0.25 FAR	N/A	N/A	Residential, Community Facilities, Utilities, and Agriculture.
RMX	N/A	Up to 7 units per Acre 0.25 FAR	N/A	N/A	Residential, Community Facilities, Utilities, and Agriculture.
RHX	N/A	Up to 15 units per Acre 0.25 FAR	N/A	N/A	Residential, Community Facilities, Retail, Utilities, and Agriculture.
L/RX	N/A	Up to 10 units per Acre 0.25 FAR	N/A	N/A	Commercial, Office, Personal Services, Community Facilities, Recreational, Retail, Residential, Utilities, Agriculture Support, and Agricultural Uses.
ROSX	N/A	0.25 FAR	N/A	N/A	Commercial, Community Facilities, Office, Personal Services, Recreational, Retail, Schools, Utilities, and Agricultural Uses.
PRESVX	N/A	0.0001 FAR	N/A	N/A	Community Facilities, Recreation, Utilities, and Agricultural Uses.

*\*Note: The “general uses” identified for FLU designations is an attempt to define the land use category in terms of uses included as required by Florida Statutes 163.3177(6)(a)(1.). A detailed breakdown of the types of retail, community facilities, residential (etc.) uses permitted, conditioned, and/or prohibited, as well as the scaling of F.A.R. limits based upon respective development areas shall be identified and regulated via the County’s Land Development Code. The “usable area” refers to the maximum acreage that can be achieved per cluster of a designation, including expansions thereof. The HICX, INDX, and BPCX designations have minimum acreage requirements for new designations. These minimum acreage requirements do not apply to expansions of existing clusters; however, the maximums per cluster may not be exceeded.*

## **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.**

**Revision History Section 2.131-T Gateway Selected Area Plan**

<b>POLICY 2.131-TB1</b>	<b>CPA 15A-02 (Ord. 16-004) 2/16/2016</b>
<b>POLICY 2.131-TB3</b>	<b>CPA 15A-02 (Ord. 16-004) 2/16/2016</b>
<b>POLICY 2.131-TB4(a)</b>	<b>CPA 15A-02 (Ord. 16-004) 2/16/2016</b>
<b>POLICY 2.131-TB4(b)</b>	<b>CPA 15A-02 (Ord. 16-004) 2/16/2016</b>
<b>POLICY 2.131-TB4(c)</b>	<b>CPA 15A-02 (Ord. 16-004) 2/16/2016</b>
<b>POLICY 2.131-TB4(d)</b>	<b>CPA 15A-02 (Ord. 16-004) 2/16/2016</b>
<b>POLICY 2.131-TB5(a)</b>	<b>CPA 15A-02 (Ord. 16-004) 2/16/2016</b>
<b>POLICY 2.131-TB5(b)</b>	<b>CPA 15A-02 (Ord. 16-004) 2/16/2016</b>
<b>POLICY 2.131-TB5(c)</b>	<b>CPA 15A-02 (Ord. 16-004) 2/16/2016</b>
<b>POLICY 2.131-TB(d)</b>	<b>CPA 15A-02 (Ord. 16-004) 2/16/2016</b>
<b>POLICY 2.131-TB6(a)</b>	<b>CPA 15A-02 (Ord. 16-004) 2/16/2016</b>
<b>POLICY 2.131-TB6(b)</b>	<b>CPA 15A-02 (Ord. 16-004) 2/16/2016</b>
<b>POLICY 2.131-TB6(c)</b>	<b>CPA 15A-02 (Ord. 16-004) 2/16/2016</b>
<b>POLICY 2.131-TB6(d)</b>	<b>CPA 15A-02 (Ord. 16-004) 2/16/2016</b>
<b>POLICY 2.131-TB7(a)</b>	<b>CPA 15A-02 (Ord. 16-004) 2/16/2016</b>
<b>POLICY 2.131-TB7(b)</b>	<b>CPA 15A-02 (Ord. 16-004) 2/16/2016</b>
<b>POLICY 2.131-TB7(c)</b>	<b>CPA 15A-02 (Ord. 16-004) 2/16/2016</b>
<b>POLICY 2.131-TB7(d)</b>	<b>CPA 15A-02 (Ord. 16-004) 2/16/2016</b>
<b>POLICY 2.131-TB8(a)</b>	<b>CPA 15A-02 (Ord. 16-004) 2/16/2016</b>
<b>POLICY 2.131-TB8(b)</b>	<b>CPA 15A-02 (Ord. 16-004) 2/16/2016</b>
<b>POLICY 2.131-TB8(c)</b>	<b>CPA 15A-02 (Ord. 16-004) 2/16/2016</b>
<b>POLICY 2.131-TB8(d)</b>	<b>CPA 15A-02 (Ord. 16-004) 2/16/2016</b>

POLICY 2.131-TB9(a)	CPA 15A-02 (Ord. 16-004) 2/16/2016
POLICY 2.131-TB9(b)	CPA 15A-02 (Ord. 16-004) 2/16/2016
POLICY 2.131-TB9(c)	CPA 15A-02 (Ord. 16-004) 2/16/2016
POLICY 2.131-TB9(d)	CPA 15A-02 (Ord. 16-004) 2/16/2016
POLICY 2.131-TB10(a)	CPA 15A-02 (Ord. 16-004) 2/16/2016
POLICY 2.131-TB10(b)	CPA 15A-02 (Ord. 16-004) 2/16/2016
POLICY 2.131-TB10(c)	CPA 15A-02 (Ord. 16-004) 2/16/2016
POLICY 2.131-TB10(d)	CPA 15A-02 (Ord. 16-004) 2/16/2016
POLICY 2.131-TB11(a)	CPA 15A-02 (Ord. 16-004) 2/16/2016
POLICY 2.131-TB11(b)	CPA 15A-02 (Ord. 16-004) 2/16/2016
POLICY 2.131-TB11(c)	CPA 15A-02 (Ord. 16-004) 2/16/2016
POLICY 2.131-TB11(d)	CPA 15A-02 (Ord. 16-004) 2/16/2016
POLICY 2.131-TB12(a)	CPA 15A-02 (Ord. 16-004) 2/16/2016
POLICY 2.131-TB12(b)	CPA 15A-02 (Ord. 16-004) 2/16/2016
POLICY 2.131-TB12(c)	CPA 15A-02 (Ord. 16-004) 2/16/2016
POLICY 2.131-TB13(a)	CPA 15A-02 (Ord. 16-004) 2/16/2016
POLICY 2.131-TB13(b)	CPA 15A-02 (Ord. 16-004) 2/16/2016
POLICY 2.131-TB13(c)	CPA 15A-02 (Ord. 16-004) 2/16/2016
POLICY 2.131-TB14(a)	CPA 15A-02 (Ord. 16-004) 2/16/2016
POLICY 2.131-TB14(b)	CPA 15A-02 (Ord. 16-004) 2/16/2016
POLICY 2.131-TB14(c)	CPA 15A-02 (Ord. 16-004) 2/16/2016
POLICY 2.131-TB15(a)	CPA 15A-02 (Ord. 16-004) 2/16/2016
POLICY 2.131-TB15(b)	CPA 15A-02 (Ord. 16-004) 2/16/2016
POLICY 2.131-TB15(c)	CPA 15A-02 (Ord. 16-004) 2/16/2016

<b>POLICY 2.131-TB16(a)</b>	<b>CPA 15A-02 (Ord. 16-004) 2/16/2016</b>
<b>POLICY 2.131-TB16(b)</b>	<b>CPA 15A-02 (Ord. 16-004) 2/16/2016</b>
<b>POLICY 2.131-TB16(c)</b>	<b>CPA 15A-02 (Ord. 16-004) 2/16/2016</b>
<b>POLICY 2.131-TB16(d)</b>	<b>CPA 15A-02 (Ord. 16-004) 2/16/2016</b>
<b>POLICY 2.131-TB16(e)</b>	<b>CPA 15A-02 (Ord. 16-004) 2/16/2016</b>
<b>Table 2.131.T1</b>	<b>CPA 15A-02 (Ord. 16-004) 2/16/2016</b>