

APPENDIX 2.131

SECTION 2.131-B RONALD REAGAN PARKWAY SELECTED AREA PLAN

Introduction

The area that is described within the Ronald Reagan Parkway Selected Area Plan (f.k.a. County Road 54/Loughman Selected Area Plan) was included as part of a strategic planning effort over 10 years ago in order to ensure the region would be developed in a rational, functional, efficient, and well-designed manner. Over the years, the area has rapidly suburbanized with a predominance of master planned communities. A significant amount of homes function as time share or short-term rental units for vacationers from outside the area. The housing stock is of a higher density relative to the rest of the County. However, commercial development has not occurred at a rate sufficient to support the steadily accelerating residential growth, leaving the area under served by retail and service development. The area also includes an abundance of preservation lands that have been set aside to remain in their natural state.

The original vision for this area emphasized a Town Center on Lake Wilson Road that could function as the social, entertainment and retail node for the area. Over the years, a mix of apartments, a number of single-family subdivisions, and only one commercial structure has been assembled along Lake Wilson Road clouding the original vision for a Town Center. Today, market constraints and regional positioning have combined to raise serious questions about the commercial viability of the Town Center. Therefore, the former Town Center has been divided into standard land uses, Community Activity Center and Residential Medium, to reflected the predicted development pattern consistent with current market forces and existing development.

The former CR 54/Loughman plan envisioned a large commercial and retail center at US Highway 27 and Interstate 4. This area was originally intended to attract a premier regional mall as the western edge of the Orlando Metropolitan area continued to suburbanize. In recent years, a heavy equipment auction settled on a sloped parcel adjacent to the freeway and consumed much of the viable commercial land. Other commercial land remains vacant near the intersection of US Highway 27 and the Ronald Reagan Parkway.

In January 2003, the Polk County Planning Division embarked on a Selected Area Study in order to evaluate the Plan=s implementation, development trends, and appropriateness and success of the Plan=s original community vision. During this evaluation, the Planning Division created a steering committee that included residents, developers, land owners, investors, realtors and land planners. Together the steering committee agreed to update the original plan to reflect a modern vision for the future.

Individual, separate communities were identified and established within the committee in order to recognize the uniqueness, development styles, and housing preferences of the residents and landowners on a micro community level. Each subcommittee developed a future vision unique to a geographic area. Each overlay district committee identified a common goal with subsequent smaller goals for neighborhoods that contribute to an overall community. The overlay districts shall be as follows:

1. Western Overlay District - This overlay district included land within the Selected Area Plan that

is located northwest of Interstate-4 and in the vicinity of US Highway 27 and Dunson Road.

2. Central Overlay District - This overlay district included land within the Selected Area Plan that is located eastward of Interstate - 4 along the Ronald Reagan Parkway and westward of Old Lake Wilson Road.
3. Loughman Overlay District - This overlay district included land within the Selected Area Plan that is located within and around the Loughman Community and specifically situated between Old Lake Wilson Road and US Highway 17/92. It also included land eastward of US Highway 17/92 and north of the Ronald Reagan Parkway. The Selected Area Study identified the need for a Loughman Historic District Redevelopment Plan. To date, no such plan has been composed and the original Loughman Area has seen little changes. Several developments have gained preliminary approvals in the general vicinity that may have a positive effect on the future revitalization of this community.
4. Providence Overlay District - This overlay district included land within the Selected Area Plan that is located eastward of US Highway 17/92 and south of the Ronald Reagan Parkway and primarily the Providence (f.k.a. Oak Hills Estates Development of Regional Impact)

GOAL 2.131.B.1 - FUTURE VISION

The Ronald Reagan Parkway/ Loughman Selected Area Plan Vision is to create a series of urban communities and neighborhoods interspersed within the natural environment while creating commerce nodes and villages to foster community interaction and public gathering spaces. The vicinity is envisioned to pose a wide residential spectrum, commercial centers, corporate centers and natural preserves arranged in a manner to ensure an environmental, economic, and socially sustainable community.

GOAL 2.131-B.2 - SELECTED AREA PLAN GOALS

The Ronald Reagan SAP is envisioned to develop as a more urban community relative to the rest of Polk County. Studies have shown that this community serves three main residential markets; Orlando Metro Area Commuter, Extended Stay Tourist, and Empty Nesters. Retail and employment uses must be granted flexibility to meet the needs of these three different markets. Within the selected area plan there is a mix of regional retail, regional employment centers, and residential neighborhoods that form an interconnected hierarchy of streets, public spaces and vistas. The following are specific goals for the types of development within the SAP:

- A. Light Industrial and Warehousing - The future vision for the area does not include an increase in light industrial uses, warehousing or other structures that rely on semi-truck traffic. The vision does include modest expansions of the existing establishments located on the west side of US Highway 27. General building design standards to prevent unsightly metal or solid block masonry buildings are envisioned to maintain the integrity light industrial uses. Over time there will be an evolution from a warehousing to more light industrial and assembly uses that will provide more local employment opportunities to meet demand of future populations that will come from an increase in the amount of

permanent residential habitation in the future. This premise assumes that warehousing is a beginning that leads to distribution and assembly operations and later to regional headquartering of larger corporations and more employment opportunities.

- B. Office - A corporate multi-use office park is envisioned at the Ronald Reagan Parkway and Champions Gate Boulevard intersection and extending southward along the Dunson Road extension and Interstate-4. The office park, in conjunction with its retail and convention facility components, contributes to a diverse employment base in the immediate area. This office park is intended to be accessed primarily from internal boulevards rather than individual driveways along the Ronald Reagan Parkway. Buildings are envisioned to be situated uniformly along the boulevards and include similar architectural styles so as to result in a cohesive streetscape.
- C. The anticipated increase in long-term residential housing growth will generate a need for medical and professional office uses throughout the area. Several locations along Ronald Reagan Parkway and the other collector roads are appropriate for low impact office developments.
- D. U.S. Highway 27 Retail - A regional shopping center is envisioned on the large commercial tract located east of US Highway 27, north of Dunson Road, south of the Ronald Reagan Parkway and immediately adjacent to the West Haven neighborhood. The development is envisioned to be designed as a traditional village center bound by a cohesive architectural-style. This village center is expected to include a road network that would interconnect surrounding neighborhoods and create a southern extension of Loma Del Sol Drive to connect with Dunson Road. Commercial buildings within the village center should be oriented towards residential neighborhoods and should include outdoor gathering spaces such as squares, plazas or parks.
- E. Highway/ Community Retail Mix - A community shopping destination is envisioned near the southeast corner of Interstate-4 and County Road 532. It's proximity to multiple communities will enable it to support retail establishments that serve a larger community market such as furniture stores, discount centers, restaurants, hotel/motel, gasoline stations, and professional offices. This area is also envisioned to include attached residential and multi-family complexes to surround and complement the retail centers. The district is specifically envisioned to be functional and include interconnections with neighboring districts. Commercial development in this area should interface with the surrounding residential developments (both single and multi- family) that will utilize this area for their primary form of commerce more than the traveling consumers.
- F. Community Retail - Shopping centers are envisioned at and near the intersection of US Highway 17/92 and the Ronald Reagan Parkway. The land is envisioned to serve larger populations outside the planning area since the site is located along a major transportation corridor. Development upon these parcels will also accommodate major retailers and other Abig-box@ developments such as furniture stores, houseware dealers, discount centers, and office suppliers. Retail is envisioned to include grocery stores, restaurants, financial institutions, drug stores and other establishments to meet the weekly needs for the community residents. Shopping center design will be of high quality and include an outdoor plaza, attractive building facades, pedestrian amenities and screened service bays. Offices will complement development in this area. Building scale and design will be consistent and harmonious with surrounding structures.
- G. Neighborhood Retail - Modestly-sized shopping centers are envisioned in several areas

interspersed within residential neighborhoods in order to meet daily retail needs. These neighborhood retail centers are intended to include grocery stores, restaurants, dry cleaning, offices and apartments. The design and scale of neighborhood retail shall be in character with surrounding residential and be located at primary neighborhood entrances. These areas shall be easily accessible to pedestrian and bicycle traffic. Neighborhood retail is envisioned at Old Lake Wilson Road and CR 532, and at Ronald Reagan Parkway and Heritage Pass.

- H. Multi-family Residential - As part of promoting a more urban environment, multi-family development is essential. Multi-family developments should be sustainable and promote a more pedestrian behavior by providing ample amenities to residents and directly connecting to commercial development nearby. Multi-family developments should also incorporate low scale commercial facilities within them to complement the urban living environment for their residents as well as form a transition to adjacent or nearby commercial areas and reduce the need for vehicle travel between uses.
- I. Residential - Future neighborhoods are envisioned to be incorporated into the existing community by providing similar design features. Community walls and entrance features are expected to match adjacent neighborhoods and continue to create a uniform street appearance along principal travel routes. Neighborhoods will include internal recreational amenities such as parks, playgrounds, nature trails, and community swimming pools. Future neighborhoods shall be designed with interconnected street patterns and direct pedestrian connections to allow for residents to traverse between communities with ease, safety, and comfort.
- J. Live-Work Residential - It is anticipated that the percentage of commuter residents in this area will increase. The proliferation of long-term residents is vital to the sustainability and stability of the area, specifically the economy and property values. Therefore, it is imperative that greater accommodation be made for residents who choose to conduct business at their residence to reduce their amount of commuting as well as bring more commerce to Polk County. It is envisioned that residential developments will designate more areas and design more residences to enable this land use activity. In addition, greater latitude should be given to isolated properties along collector roads to develop live-work units through minimized or expedited permitting.
- K. Small-Scale Multifamily Residential - The future vision for the SAP includes the promotion townhouse-style developments in single-family districts. Attached residential developments shall be planned in areas that can accommodate higher densities such as activity nodes near retail, adjacent to a parks, and near the community entrances. Townhouse-style development adjacent to single-family will act as a transition from retail and apartment development.
- L. Historic Neighborhoods - It is envisioned that the original residential neighborhood found within the historic Loughman area be a catalyst for redevelopment and property reinvestment. The vision for this area includes promoting the diversity in homesites and housing structures. Standards for lot size, building envelope and structure type is to remain flexible for the neighborhoods between the Old Lake Wilson Road and US Highway 17/92 as a means to provide incentives for reinvestment.
- M. Services - The future vision is to provide sound and efficient public services maintained at a pace equal to existing and new development. Water supplies and pressure should function at sufficient

levels to accommodate development. Emergency response such as from police, fire and emergency management services is envisioned to be fast and efficient to reduce and eliminate crime and death. A library and middle school is also envisioned in this area possibly on Dunson Road, adjacent to Ridgeview Global Studies Academy or in historic Loughman.

- N. Parks - The future vision includes an abundance of parks and open space facilities present in neighborhoods and commercial districts. The vision includes natural conservation areas with paths and trails to maintain ecological biodiversification and to offer public access to the beauty of this area. A centrally-located public park is envisioned for the area around the existing elementary school (Ridgeview Global Studies Academy) as are future schools churches, and community centers to allow for public congregation and social activities. Future shopping centers are hoped to include outdoor plazas and squares to allow for social interaction and eating. A community park can be built in the area around a man-made water body located on the west side of Lake Wilson Road and just south of CR 532. The existing community park in the center of Loughman in envisioned to be renovated, improved, and integrated into the surrounding community. A centrally-located park is envisioned for the area around Lake Gain and should serve as the community focal point.

Objective 2.131-B.2.1 - Future Land Use Districts

Ronald Reagan Selected Area Plan (SAP) establishes modified future land use districts that include urban uses and urban design aspects that more specifically target the positive market forces attracting development to the area. These vary from those allowed under the general provisions for each specific land use category in with the Comprehensive Plan because of the differences in development styles and urban perspective that this area of the County embodies. Where plan language is in conflict between the standards and characteristics of this Selected Area Plan and other areas of the Comprehensive Plan the provisions of this Selected Area Plan shall apply.

POLICY 2.131-B.2.A1 - FUTURE LAND USE DISTRICTS ESTABLISHED

The following future land use districts with subsequent land development intensities shall be established within the Ronald Reagan Selected Area Plan and activity centers (i.e., RACX, CACX, NACX, CCX, and TCCX) in the Ridge SPA shall be located at the intersection of arterials and collectors.

| LAND USE | MAXIMUM FAR | MAXIMUM PLANNED DEVELOPMENT FAR ¹ | DENSITY (min/max) By Right | MAXIMUM PLANNED DEVELOPMENT DENSITY |
|--|-------------|--|-------------------------------|-------------------------------------|
| 1. Business Park Center (BPCX) | 0.75 | 1.50 | 0 | n/a |
| 2. Industrial (INDX) | 0.75 | 1.50 | 0 | n/a |
| 3. Employment Center (ECX) | 0.80 | 1.25 | 10/15 du/a | 20 du/a |
| 4. Regional Activity Center (RACX) | 0.40 | 1.25 | 15/25 du/a | 25 du/a |
| 5. Community Activity Center (CACX) | 0.40 | 1.00 | 15/25 du/a | 25 du/a |
| 6. Neighborhood Activity Center (NACX) | 0.25 | 0.35 | 5/10 du/a ² | n/a |
| 7. Convenience Center (CCX) | 0.25 | 0.30 | 5/10 du/a ² | n/a |
| 8. Office Center (CCX) | 0.30 | 0.40 | 5/10 du/a ² | n/a |
| 9. Residential Medium (RMX) | 0.30 | n/a | 6/15 du/a ³ | 20 du/a |
| 10. Residential Low (RLX) | 0.25 | n/a | 3/5 du/a ³ | 8 du/a |
| 11. Institutional (INSTX) | 0.40 | n/a | 15 du/a | 15 du/a |
| 12. Preservation (PRESVX) | 0.0001 | n/a | 0 du/a | n/a |
| 13. Recreation/ Open Space (ROSX) | 0.40 | n/a | 0 du/a | n/a |
| 14. Town Center (TCX) | 0.50 | 0.50 | 15/25 du/ac | n/a |

Notes: FAR = Floor Area Ratio
Density is based on acres above the 100 year flood prone area

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

Transit Supportive Development Area Density and Intensity – for those areas of the County located within the Ronald Reagan Parkway SAP and that are in the Transit Supportive Development Areas (TSDA), if there is a conflict between the density or intensity incentives established in Policy 2.104-

¹ FAR may be increased for projects which obtain approval via a Planned Development

² Only when accessory to commercial or office

³ In the RMX and RLX land use designations, the minimum density will only be required within the Center and Core of the Transit Center and Corridors overlay. Outside these areas, lower densities can be achieved in compliance with the requirements of the Land Development Code.

A7 for the TSDA or the Transit Corridors and Centers Overlay (TCCO) and the densities and intensities within the Ronald Reagan parkway SAP, the densities and intensities of the TSDA or TSDA with the TCCO shall take precedence. However, where the development criteria established within this SAP are more stringent than the development criteria found within the TSDA or TSDA with TCCO, the development criteria for this SAP shall take precedence.

POLICY 2.131-B.2.A2 - BUSINESS PARK CENTER (BPCX)

- (a) DESCRIPTION - Areas designated as Business-Park Center within this SAP may contain a combination of uses consisting of office and light industrial which have operational characteristics that limit or create no off-site impacts with regard to noise, particulate matter, vibrations, odor, fumes, glare, and fire hazard. BPC areas may be comprised of a single or mixed uses of light manufacturing, assembly, fabrication, packaging, storage, distribution, and other activities for industrial purposes.
- (b) DESIGNATION AND MAPPING -- One Business Park Center district is located on the west side of US Highway 27 in the state designated Green Swamp Area of Critical State Concern (ACSC). Because of the Green Swamp Area of Critical State Concern designation, this business park is further regulated in Appendix 2.132 of the Comprehensive Plan. The other district of Business Park Center is located between US Highway 17/92 and the railroad corridor in the southeast area of the SAP. Business Park Center is prohibited on the Ronald Reagan Parkway and CR 532.
- (c) PURPOSE -- The purpose of the BPCX district is the development of carefully planned projects that have direct access to arterial roads and exposure to Interstate 4. BPCX districts shall incorporate a mix of compatible uses with attention given to open-space preservation, landscaping, and employment opportunities.
- (d) DEVELOPMENT STANDARDS
 - (i) PERMITTED USES -- Business Park Center of the SAP shall permit the uses that are permitted in Section 2.113-B of the comprehensive plan with the following exception: multi-family development shall be permitted as a conditional use in areas where the BPC abuts residential communities and would result in a more compatible¹ land use than light industrial or office development.
 - (ii) DEVELOPMENT GUIDELINES B Development within the Business Park Center district shall be consistent with the following:
 - (e) outdoor storage and assembly areas shall not be permitted forward of the front building facade;
 - (f) outdoor storage, assembly areas, commercial vehicle parking, loading and unloading shall

¹ Similar intensity and scale with regard to off-site impacts and visual performance.

not be conducted in areas that directly abut single-family and townhouse-style development.

- (g) building facades that are oriented to US Highway 27 or US Highway 17/92 shall include architectural relief or details to eliminate the potential of large blank walls as seen by passer-by traffic.

POLICY 2.131-B.2.1.A3 - INDUSTRIAL (INDX)

The characteristics of the Industrial future land use district shall be in conformance with Policies 2.113-A1-5 of the Comprehensive Plan with the following exceptions:

- (a) New development conducting external activities beyond loading and unloading shall be screened from off site view; and,
- (b) Expansion of the district or the creation of a new district shall not be eligible for a Small Scale Map Amendment.

POLICY 2.131-B.2.1.A4 - EMPLOYMENT CENTER (ECX)

- (a) DESCRIPTION - Areas designated as Employment Center within this SAP may contain a combination of uses that contribute to the economic sustainability of the area such as: office, flex-space development, corporate parks, convention centers, and accessory retail services. The EC district is also intended to support apartment-style multi-family to place housing nearby to employment functions. The EC districts may be comprised of single or mixed uses of office and research operations but specifically prohibit single-use warehousing and distribution operations that solely rely on semi-truck traffic for daily operations. Employment Centers are intended to complement other retail-based activity centers and serve as a transition between differing land use districts.
- (b) PURPOSE -- The purpose of the Employment Center district is to facilitate the development of office-based employment areas with complementing housing for employees and business visitors. The ECX district also provide limited retail sales and restaurant functions in order to cater to office workers and residents. The ECX is intended to be a large single district within the SAP, and not located in small, isolated areas.
- (c) DESIGNATION AND MAPPING -- The ECX district shall be depicted and designated on the Future Land Use Map. The ECX district shall be mapped and designated adjacent to other activity center developments and along principal roadways. The primary ECX is located adjacent to Champions Gate resort and may be expanded farther south along the Dunson Road extension and Interstate-4.
- (d) DEVELOPMENT STANDARDS - Development standards shall be established in order to facilitate appropriate development within the Employment Center district that is specific and consistent with the ideas expressed in the future vision.
 - (i) PERMITTED USES -- The following uses shall be allowed:

- a. office operations;
 - b. flex space buildings with a minimum of 15% of building area developed as office or retail store front and the remainder being storage for large retail items, product assembly or light fabrication;
 - c. research and development establishments that resemble office buildings;
 - d. retail sales and services that accommodate typical office functions;
 - e. restaurants that include indoor, sit-down service;
 - f. financial institutions;
 - g. apartment and townhouse-style resort and corporate housing developments when limited to 50% of the entire district unless incorporated in a vertical mixed-use building;
 - h. technical or trade schools, colleges, and conference centers;
 - i. extended stay lodging facilities;
 - j. convention centers, recreational facilities, or assembly halls; and,
 - k. other similar and compatible uses as approved by the Land Development Director or his designee.
- (ii) DEVELOPMENT GUIDELINES B Development within the Employment Center district shall be consistent with the following:
- a. lands shall only be divided as part of a master subdivision plan and lots shall be accessible via internal local roadways;
 - b. parcels shall not obtain direct driveway and parking access onto Ronald Reagan Parkway (CR 54) unless parcels are in excess of 200 feet in frontage width;
 - c. development shall include internal pedestrian pathways along roadways and drives, between buildings and to adjacent residential areas;
 - d. buildings entrances shall be oriented towards abutting rights-of-way and non-residential buildings shall be construction with uniform structural setbacks with other properties within the same subdivision;
 - e. parking lots for non-residential uses shall not be permitted forward of the building front facade in order to emphasize the building appearance and its relationship to abutting rights-of-way, however, on-street parking shall not be applicable to this standard;

- f. building facades shall include architectural interest and not constructed of entirely blank walls and/or metal siding;
- g. residential structures shall be apartment or townhouse style structures;
- h. time share, extended stay lodging, and other short term rental units shall include a centralized management office on the same site as the individual units;
- i. loading docks, utility facilities, and storage areas shall not be oriented or visible from any abutting rights-of-way.

POLICY 2.131-B.2.1.A5 - REGIONAL ACTIVITY CENTER (RACX)

- (a) **PURPOSE** - It is the purpose of this RACX to encourage short-term and long-term development of this vital area for business uses, highway commercial, and employee housing. The district is intended to develop as a shopping center village with retail tenants to serve a regional market, but also to provide goods and services that address even broader markets and act as an attractor to commerce in the area. Development is intended to appear unified in design and individual phases planned as part of a comprehensive site design. The district is not intended to develop with isolated stand-alone buildings. The district shall support home interior, furniture, clothing and electronics department stores in addition to full service restaurants and indoor entertainment establishments. The district shall also include businesses that sell atypical items that apply to interstate and international markets.
- (b) **DESIGNATION AND MAPPING** - One RACX is established as designated on the selected area plan Future Land Use Map. This area is located along US 27 north of Interstate 4. New, separate RACX districts shall not be permitted within the SAP; whereas, expansions of the existing district may be warranted by demonstrated market demands.
- (c) **DEVELOPMENT STANDARDS** - Development standards shall be established in order to facilitate appropriate development within the Regional Activity Center that is specific and consistent with the ideas expressed in the future vision for the district.
 - (i) **PERMITTED USES** - The following uses shall be permitted: All uses permitted in the RACX including the uses listed in Section 2.110-F, and the following: research and development facilities; motel/hotel; convenience stores, including pump islands for gasoline sales; service stations; retail commercial uses; auctions; industrial uses which include at least 50% office space and do no outdoor manufacturing, but assemble products and conduct research and development; or other similar and compatible uses as approved by the Land Development Director or his designee.
 - (ii) **PROHIBITED USES** - The following uses shall be specifically prohibited: outdoor storage of raw materials forward of the rear building line; vehicle sales north of Dunson Road; and pawn stores.
 - (iii) **DEVELOPMENT GUIDELINES**

- a. Development within the Regional Activity Center district shall be consistent with the following:
- b. lands shall only be divided as part of a master subdivision plan and lots shall be accessible via internal local roadways;
- c. development shall include internal pedestrian pathways along roadways and drives, between buildings and to adjacent residential areas;
- d. developments shall provide internal roadways that contribute to a local roadway system (Loma Del Sol Drive Extension) between Ronald Reagan Parkway and Dunson Road as generally depicted on the future land use map; such roadway shall be designed to allow a connection to Buckingham Drive;
- e. surface parking lots shall be minimized for areas located between buildings facades and the Loma Del Sol Drive extension;
- f. buildings facades shall be oriented towards abutting rights-of-way with special consideration given to Ronald Reagan Parkway, Dunson Road and the Loma Del Sol Drive extension;
- g. all retail goods and services buildings including offices shall provide arcades or awnings for at least 75% of the front facade to ensure pedestrian shelter and comfort;
- h. shopping centers that provide over 85,000 square feet of total tenant space shall provide an outdoor plaza for pedestrian congregation of not less than 2,500 square feet;
- i. residential structures shall be apartment or townhouse style structures;
- j. loading docks, utility facilities, car washes and storage areas shall not be oriented or visible from any abutting rights-of-way.

POLICY 2.131-B.2.1.A6 - COMMUNITY ACTIVITY CENTER (CACX)

- (a) DESCRIPTION - The Community Activity Center (CACX) located at the intersection of Ronald Reagan Parkway (CR54) and US Highway 17/92 shall support a Community Retail Village for the Loughman Community. The Community Activity Center (CACX) located at Lake Wilson Road and CR 532 that extends to Interstate-4 shall support a mixture of Community Retail, Highway Retail, and interface with multi-family developments adjoining and nearby. The CACX districts are intended to support a mixed-use shopping that includes major anchors and subsequent specially shops. The CACX is intended to serve as the community focal area and include site and building designs that reinforce the community's traditional character.
- (b) DESIGNATION AND MAPPING B Two CACX districts are established and designated on

the selected area plan Future Land Use Map. One district is located at the intersection of the Ronald Reagan Parkway and US Highway 17/92. The other is located at Lake Wilson Road and CR 532 that extends to Interstate-4

- (c) **DEVELOPMENT STANDARDS B** Development standards shall be established in order to facilitate appropriate development within the Community Activity Center that is specific and consistent with the ideas expressed in the future vision for the district.
- (i) **PERMITTED USES B** The Community Activity Center district shall permit retail and service, restaurant, indoor entertainment, bars/taverns, cinemas, attached-residential, office, hotel/motel, gasoline sales and social establishments.
- (ii) **PROHIBITED USES B** The following uses shall be specifically prohibited: warehousing, manufacturing, outdoor storage forward of the front building line; single-family detached dwellings, mobile home sales; heavy equipment sales; vehicle sales; vehicle repair; adult uses; and pawn stores.
- (iii) **DEVELOPMENT GUIDELINES B** Development within the Community Activity Center district shall be consistent with the following:
- a. a defined local street system shall be established and specifically arranged as a modified grid pattern. New roadways shall be linked to abutting residential neighborhoods;
 - b. development shall include internal pedestrian pathways along roadways and drives, between buildings and to adjacent residential areas;
 - c. all buildings shall provide arcades or awnings for at least 80% of the front facade to ensure pedestrian shelter and comfort;
 - d. building facades shall include architectural interest and not constructed of entirely blank walls and/or metal siding;
 - e. residential development shall be apartment-style or townhouse-style and specifically integrated into retail portions of the CACX district;
 - f. residential developments that contain short-term rental or time-share units shall contain an on-site management office for check and security purposes;
 - g. loading docks, utility facilities, car washes and storage areas shall not be oriented or visible from any abutting rights-of-way or residential developments;
 - h. US Highway 17/92 and the Ronald Reagan Parkway shall be lined with a pedestrian-oriented buildings or outbuildings which are constructed in a uniform arrangement. Parking shall be screened of any views as seen from the Ronald Reagan Parkway. Shopping centers shall use out parcels as a means to reach this standard;

- i. signs shall be monument-style or building-mounted; pole signs shall be specifically prohibited.

POLICY 2.131-B.2.1.A7 - NEIGHBORHOOD ACTIVITY CENTER (NACX)

- (a) DESCRIPTION - The Neighborhood Activity Center district is intended to accommodate a grocery or drug store anchor and small retail and entertainment establishments that are oriented to surrounding residential neighborhoods, office communities, and vacation-home developments. The Neighborhood Activity Center is intended to serve populations of the immediate neighborhood and are envisioned to be of appropriate scale to blend with surrounding buildings. Low scale commercial land uses in need of large amounts of space are prohibited.
- (b) DESIGNATION AND MAPPING -- The Neighborhood Activity Center designation may be given to individual properties that are located within Planned Developments and have been given a commercial designation on development plans when it is determined to be in harmony with the surrounding neighborhood. NACXs may also be established at intersections where there is at least a two mile separation from other NACX districts.
- (c) DEVELOPMENT STANDARDS
 - (i) PERMITTED USES B The following uses shall be allowed: retail establishments, restaurants, offices, churches, attached residential, hotel/motel and bars/pubs.
 - (ii) PROHIBITED USES B The following uses shall be specifically prohibited: truck stops, large-scale gasoline stations, mini-storage warehouses, vehicle repair, vehicle sales, pawn shops, adult uses, and tattoo parlors.
 - (iii) Carwash facilities shall not be oriented towards and adjacent right-of-way;
 - (iv) Building facades shall be oriented to all abutting rights-of-way.
 - (v) Building facades shall include architectural interest and not constructed of entirely blank walls and/or metal siding;
 - (vi) development shall include internal pedestrian pathways along roadways and drives, between buildings and to adjacent residential areas;

POLICY 2.131-B.2.1.A8 - CONVENIENCE CENTER (CCX)

The characteristics of the Convenience Center future land use district shall be in conformance with Policies 2.110-C1-4 of the Comprehensive Plan with the following exceptions:

- (a) The one mile minimum separation requirement in Policy 2.110-C3 applies only to other Convenience Center districts and not to higher level activity center districts;
- (b) Residential Uses are permitted when combined with commercial or office and are developed at a minimum of five units per acre to a maximum of ten units per acre; and,

- (c) Off-street parking is to be minimized and placed to the rear of the front building lines whenever practicable.
- (d) Building facades shall include architectural interest and not constructed of entirely blank walls and/or metal siding;
- (e) Development shall include internal pedestrian pathways along roadways and drives, between buildings and to adjacent residential areas;

POLICY 2.131-B.2.1.A9 - OFFICE CENTER (OCX)

- (a) DESCRIPTION - The Office Center district is intended to accommodate medical and professional offices with a low scale design that is consistent with the residential character of nearby neighborhoods.
- (b) DESIGNATION AND MAPPING -- The Office Center designations may be given to individual properties that are located within Planned Developments or on individual outparcels separated from platted developments along Ronald Reagan Parkway. Office Center districts shall have frontage on urban collector roads or at intersection of collector and local roads.
- (c) DEVELOPMENT STANDARDS B The characteristics of the Office Center future land use district shall be in conformance with Policies 2.110-G1-4 of the Comprehensive Plan with the following exceptions:
 - (i) Parking may be shared or utilize on-street parking if available;
 - (ii) The maximum floor area ratio (FAR) may be 0.40 through a planned development process; and,
 - (iii) Residential development may be allowed through a mixed use planned development at a minimum of five dwelling units per acre and a maximum of ten dwelling units per acre.
 - (iv) Planned Development approval is not required for all uses.
 - (v) Development shall include internal pedestrian pathways along roadways and drives, between buildings and to adjacent residential and commercial areas.

POLICY 2.131-B.2.1.A10 - RESIDENTIAL MEDIUM (RMX)

- (a) PURPOSE - The purpose of the Residential Medium District is to accommodate multi-family residential developments adjacent to activity centers, schools, public institutions, and retail centers in order to create an active urban environment. The Residential Medium district is created for the purpose of accommodating apartments, townhouses and small-lot houses in areas between activity centers and low density residential neighborhoods.

- (b) DESIGNATION AND MAPPING - The Residential Medium district shall be established and designated on the selected area plan Future Land Use Map. This district shall be located adjacent to mixed use activity centers and where external land uses and infrastructure is not conducive to single family suburban style development.
- (c) DEVELOPMENT STANDARDS - Development standards shall be established in order to facilitate appropriate development within the Residential Medium district that is specific and consistent with the ideas expressed in the future vision.
 - (i) Developments shall be designed for self sustainability with regard to recreation facilities and cultural facilities;
 - (ii) Developments shall incorporate or connect to retail commercial and service facilities.
 - (iii) PERMITTED USES - This classification is the same as defined in Section 2.120-D, except:
 - a. Maximum density shall be 15 dwelling units per acre and that the minimum residential density within the Center and Core of the Transit Corridor and Center Overlay (TCCO), shall be six dwelling units per acre (6 DU/AC). Densities outside the Center and Core of the TCCO may only occur below the base through the density bonus system in compliance with requirements of the Land Development Code.
 - b. Live-work units and recreational uses are encouraged, but shall be limited to units with at-grade access.
 - c. Accessory retail establishments may be developed within residential developments with respect to their size, not to exceed 20,000 square feet.
 - (iv) all developments shall provide internal pedestrian pathways along roadways, between buildings and to adjacent commercial areas;
 - (v) developments and neighborhoods that contain short-term rental or time-share units shall provide for an on-site management company with security provisions.

POLICY 2.131-B.2.1.A11 - RESIDENTIAL LOW (RLX)

- (a) PURPOSE - It is the purpose of the Residential Low district to protect existing and promote future urban single-family residential subdivisions and townhouse style development. The district is intended to include a harmonious development pattern that is dominated by houses on small lots and open space tracts. The purpose of the district is not to support apartment-style or commercial style development.
- (b) DESIGNATION AND MAPPING - The Residential Low district shall be established and designated on the selected area plan Future Land Use Map. This district shall be located within developed single-family neighborhoods that include lot sizes that are generally

associated with single-family development.

- (c) **DEVELOPMENT STANDARDS** - Development standards shall be established in order to facilitate appropriate development within the Residential Low district that is specific and consistent with the ideas expressed in the future vision.
 - (i) **PERMITTED USES** - This classification is the same as defined in Section 2.120-C, except the minimum residential density within the Center and Core of the Transit Corridor and Center Overlay (TCCO), shall be three dwelling units per acre (3 DU/AC) and outside the Center and Core of the TCCO may only occur below this base through the density bonus system in compliance with requirements of the Land Development Code. The maximum density is eight dwelling units per acre (8 DU/AC). Single-family houses shall be the predominate building type within the RL district. Townhouse-style development shall be permitted adjacent to an activity center, school, park (in excess of one acre), collector and arterial roadways, and in instances where such building will act as a transitional use to single-family. Apartment-style development shall be permitted only when adjacent to activity centers or external land uses and infrastructure is not conducive to single family development.
 - (ii) Development within the Residential Low district shall be consistent with the following:
 - a. lands shall only be divided as part of a master subdivision plan and lots shall be accessible via internal local roadways;
 - b. new neighborhoods shall provide for vehicular and pedestrian cross access to adjacent residential neighborhoods;
 - c. developments and neighborhoods that contain short-term rental or time-share units shall provide for an on-site management company with security provisions.
 - (iii) The primary focus of development design shall be home placement, protecting views and providing adequate recreational amenities. Lot sizes, lot lines, and setbacks shall be the least important factor in development design.
 - (iv) Development shall include internal pedestrian pathways along roadways and streets and connect internally to adjacent residential and commercial districts;

POLICY 2.131-B.2.1.A12 - INSTITUTIONAL (INSTX)

- (a) **DESCRIPTION** - The Institutional district is intended to accommodate schools, parks, community centers and modestly-sized government institutions. The institutional district is also intended to cluster multiple public institutions together in order to function as a unified campus that is directly accessible to surrounding neighborhoods.
- (b) **DESIGNATION AND MAPPING** -- The primary Institutional district shall be located on Dunson Road. Two other isolated Institutional districts are located along Ronald Reagan Parkway in order to recognize the fire station and an electrical substation. New isolated

Institutional districts shall only be permitted when recognizing existing public facilities such as utilities, schools or public safety facilities.

- (c) PURPOSE -- The purpose of the Institutional district is to guide future schools, community centers, and recreational development to areas that are central to residential neighborhoods. Additionally, the purpose of the Institutional district is to predetermine sites for future school development.
- (d) DEVELOPMENT STANDARDS
 - (i) PERMITTED USES -- The following uses shall be allowed: schools, colleges, housing that is accessory to an educational institution, community centers, libraries, parks, and modestly-sized government facilities.
 - (ii) PROHIBITED USES -- The following uses shall be specifically prohibited: power plants, jails, and drug treatment centers.
 - (iii) schools shall be designed to be integrated into surrounding residential neighborhoods;
 - (iv) school buildings shall not contain entirely blank facades for the portions that face any abutting roadway;
 - (v) parking areas shall be minimized between the building facade and any abutting roadway in order to orient buildings towards streets.
 - (vi) all developments shall provide internal pedestrian pathways along roadways, between buildings and to adjacent residential and commercial areas;

POLICY 2.131-B.2.1.A13 - PRESERVATION (PRESVX)

The characteristics of the Preservation future land use district shall be in conformance with Section 2.118 of the Comprehensive Plan.

- (a) DESIGNATION AND MAPPING -- All wetland areas deemed under the jurisdiction of the Army Corps of Engineers, Florida Department of Environmental Protection or the Water Management District (South or Southwest Florida) shall be designated PRESVX regardless of their appearance on the generalized Future Land Use Map.
- (b) PURPOSE -- The purpose of the preservation district is to offset and mitigate the impact upon the regional environmental system that is anticipated to result from the urbanization of the area.
- (c) DEVELOPMENT STANDARDS
 - (i) PERMITTED USES -- The following uses shall be allowed:
 - a. access to the site where other alternatives do not exist;

- b. internal traffic or pedestrian circulation, where other alternatives do not exist, or for purposes of public safety;
- c. utility transmission and collection lines;
- d. passive recreation facilities; and,
- e. pre-treated storm-water management.

(ii) PROHIBITED USES -- All uses not listed as permitted.

POLICY 2.131-B.2.1.A14 - RECREATION/ OPEN SPACE (ROSX)

The characteristics of the Recreation/ Open Space future land use district shall be in conformance with Section 2.117 of the Comprehensive Plan. Open space or recreation parcels within platted residential subdivisions are considered to be under the ROS designation.

POLICY 2.131-B.2.1.A15: TOWN-CENTER (TCX) -- Land within the Special Town Center Area shall be developed in accordance with the following criteria:

- (a) DESIGNATION AND MAPPING -- One TCX is established as designated on the Ronald Reagan Parkway SAP map. This TC should develop in a manner which will focus density and intensities typically found in an urban core.

PURPOSE -- It is the specific intent of this TCX to cluster commercial uses as appropriate to create a "Town Center" for the entire SAP area. This area is intended to serve as a commercial node of concentrated uses which are focused on man-made lakes, central to residents and tourists, and provide short and long-term accommodation of, and encouragement to, development related to Walt Disney World, Interstate 4, the Inter-county Beltway and a burgeoning system of arterial streets.

- (b) The primary purpose of the TCX is to serve as the focal center for the area. It will encompass multiple uses and activities. The TCX will serve as the primary core and will complement the activities and uses proposed for the SAP. The TCX will be an employment center and a location for major retail, commercial, and hotel opportunities. The TCX will be the SAP hub for cultural, educational, and civic activities. The TCX should be unique in its diversity of uses set in an environment designed around the pedestrian as opposed to the automobile. Greater attention will be given to providing an environment where it is more convenient and pleasant to walk or bicycle than drive between activities.
- (c) DEVELOPMENT REVIEW CRITERIA -- In addition to the typical review standards, development projects within the TCX shall be evaluated on the following factors:
 - (i) Consistency of the architectural, streetscape, local road, pedestrian and bicycle network scheme with overall TCX guidelines.
 - (ii) the integration of pedestrian walkways;

- (iii) establishment of a street grid system; and
 - (iv) residential development pursuant to lot configuration guidelines.
- (d) **GUIDELINES FOR COORDINATED DEVELOPMENT OF TCX** -- Polk County shall encourage and promote a harmonious scale and character, according to the following guidelines:
- (i) Guideline I -- The TCX shall be the focus of commercial, civic, social, and residential functions.
 - (ii) Guideline II -- The TCX shall become integral to the community for which it serves.

IMPLEMENTATION STRATEGIES:

- a. New development shall contain road networks which connects the TCX directly with roads leading into the adjacent residential areas.
 - b. New development shall contain pedestrian and bicycle systems which connect to the SAP linked open space system.
 - c. New development shall consider the incorporation landmarks and focal points into the TCX which visually connect to the residential areas.
 - d. New developments shall be evaluated for design components that emphasize formal design approaches, using grid street alignment, with views terminated by focal points.
- (iii) Guideline III -- Encourage and promote a diverse mix of uses, as well as the highest intensities and densities in the SAP to be located within the TCX.

IMPLEMENTATION STRATEGY: Polk County shall adopt, as part of its **Land Development Code**, a Traditional Neighborhood/Town Center which shall contain but not be limited to the following concepts: flexible land use districts to provide for mixed-use village and town center development, a variety of housing types and densities, provisions to allow street vendors in appropriate retail locations, buildings which combine residential and commercial/office uses, and flexible parking regulations to encourage mixed-use development.

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

IMPLEMENTATION STRATEGIES:

- a. New development shall consider the incorporation of public spaces that will reinforce the planned open-space network and enhance the pedestrian environment.

- b. Develop a consistent architectural theme for all civic and private buildings and maintain a pedestrian scale, friendly environment.
 - c. As part of the ROS master plan for the SAP, a public open space network shall be developed throughout the TCX to tie into the adjacent residential areas.
 - d. As part of the Traditional Neighborhood/Town Center Ordinance, landscape design standards shall be developed for all rights of way, parking area, plazas and public open space to integrate them with each other and strengthen the overall image of the TCX.
- (v) Guideline V -- Develop a transportation system which provides balanced vehicular, bicycle, and pedestrian access into and within the TCX.

IMPLEMENTATION STRATEGIES:

- a. New development shall be evaluated for its local road network as a circulator system to connect the TCX to the adjacent residential areas. Good local road networks shall contain a hierarchy of streets based on pedestrian usage.
 - b. All new development shall provide facilities for bicycle access.
 - c. Pedestrian crossings on all major roads shall be clearly identified.
 - d. Alternative parking approaches shall be utilized to improve traffic flow and foster street-oriented commercial activities including street vendors pursuant to the Traditional Neighborhood/Town Center Ordinance.
 - e. Parking ratios shall be developed based on shared parking supply by non-competing uses.
 - f. The location and need for structured parking shall be established in conjunction with the phased build-out of the TCX.
 - g. A system of pedestrian walkways shall be defined in conjunction with the street classification system.
 - h. The ambience of the pedestrian environment shall be enhanced with an extensive streetscape program.
- (vi) Guideline VI -- The TCX shall have a unified scale, character, and image.

IMPLEMENTATION STRATEGIES:

- a. Proposed developments shall contain architectural themes and character for different areas within the TCX which will vary scale and mass according to location and use.

- b. The CR 54 Property Owners Association shall facilitate the long term provision of a complete palette of street furnishings to enhance the walking experience. Such furnishings shall include benches, trash receptacles, bus shelters, information kiosks, telephone stands, and appropriately scaled lighting.
 - c. Special sign districts shall be considered by the CR 54 Property Owners Association to reinforce the identity of certain streets and set a design theme for all signs within the TCX.
- (e) PERMITTED USES -- Uses permitted in the TCX include:
- (i) All uses permitted within a Neighborhood Activity Center (NACX), as specified in Section 2.110-D;
 - (ii) All uses permitted in the Regional Activity Center (RACX), as specified in Section 2.110-F & Policy 2.131-B.2.1.A5;
 - (iii) Residential Special as specified in Section 2.125-F.
- (f) PROHIBITED USES -- The following uses shall be specifically prohibited:
- (i) Campgrounds
 - (ii) Recreational vehicle parks
 - (iii) Fish camps

GOAL 2.131.B.3 - TRANSPORTATION FUTURE VISION

To accommodate the urban densities and intensities intended for this planning area, a network of collector roads is needed to provide multiple routes to the major transportation corridors that connect this area with the Orlando Metropolitan Area. Ronald Reagan Parkway (CR54), US Highway 27, Lake Wilson Road, and U.S. Highway 17/92 alone cannot provide the needed capacity in the long run. Parallel routes must be created to divert traffic seeking a multitude of destinations. Employment, retail, and residential development must be interconnected to mitigate the burden of growth upon this area.

GOAL 2.131.B.4 - ROADWAY NETWORK

The Ronald Reagan Parkway/ Loughman Selected Area Plan shall have a dynamic and interconnected network of collector and arterial roads to increase travel efficiency and enhance public safety. The following describes the individual links in this road network:

- A. Dunson Road Extension - A future route to be extended from Dunson Road northeastward to Ronald Reagan Parkway is envisioned to connect Champions Gate Boulevard to US Highway 27. The road extension will also allow for a Buckingham Place connection and create interconnected neighborhoods with access to the Ridgeview Global Studies Academy. The road extension is also contributes to maintaining adequate traffic capacity on US Highway 27 and Ronald Reagan Parkway.

- B. Loma Del Sol Drive Extension - A new local roadway is envisioned to extend from the intersection of Ronald Reagan Parkway at the Loma Del Sol entrance southward to Dunson Road. This new roadway provides a connection to Buckingham Place and residential neighborhoods to the east. This roadway will also improve traffic circulation by reducing vehicle trips on the Ronald Reagan Parkway and US Highway 27 for routine visits to Ridgeview Global Studies Academy and adjoining neighborhoods. Additionally, this roadway will provide access to a future retail village that is anticipated to occur between Ronald Reagan Parkway and Dunson Road.
- C. Ronald Reagan Parkway - The future vision for Ronald Reagan Parkway includes a four-lane divided highway. Landscaped medians with uniform tree planting and wide sidewalks lining each side of the roadway, shaded with canopy trees, is desired for the design so that the roadway is comparable to the design CR 532 in Osceola County. This roadway improvement will have a significant impact upon exiting development along the corridor and change the style of new development as well. Land uses have been altered to react to impending transformation of this roadway corridor. Land development code requirements will be modified to accommodate the transition of land uses as well.
- D. Heritage Pass - The future vision for Heritage Pass includes a two-lane roadway with landscaped medians near major intersections. Wide sidewalks shall line each side of the roadway and be shaded with canopy trees. The roadways shall be neighborhood in scale and support on-street parking when adjacent to retail and attached residential. The roadway shall serve as a community connection between County Road 532 and the Ronald Reagan Parkway.
- E. Lake Wilson Road - The future vision for Lake Wilson Road includes a four-lane roadway with landscaped medians near major intersections. Wide sidewalks shall line each side of the roadway and be shaded with canopy trees. The roadway shall be neighborhood in scale and may support on-street parking when adjacent to retail and attached residential. The roadway shall serve as a community connection between County Road 532 and the Ronald Reagan Parkway.
- F. Oakmont Avenue - Oakmont Avenue is envisioned to become a two-lane roadway linking the Ronald Reagan Parkway to future extensions of an east-west connector to the south. The avenue shall include sidewalks along each side of the roadway and be shaded with live oak trees planted in the abutting landscape buffer.
- G. East-West Connector - A new roadway is envisioned to serve as an east-west connection between US Highway 27 and US Highway 17/92. The roadway is intended to be a two-lane undivided and built to resemble a rural section.
- H. US Highway 17/92 - The future vision of US Highway 17/92 includes a four-lane divided roadway with landscaped medians near major intersections. Wide sidewalks shall line each side of the roadway and be shaded with canopy trees from landscaping provided within developments in the vicinity directly around the intersection with the Ronald Reagan Parkway. The other sections of the roadway are envisioned to include a separate, paved multi-modal trail to parallel the vehicular travel lanes. Native trees and plant material shall be installed between the multi-modal trail and the travel lanes. Access to the highway is envisioned to be restricted to roadways with few exceptions for individual driveways. Finally, it is envisioned that the roadway be renamed in order to create a community identity other than a regional numbered highway.

- I. Old Davenport Road (CR 547) - The future vision for Old Davenport road includes a two-lane roadway that resembles a country drive. The roadway is envisioned to remain as a rural section. The existing tree canopy is envisioned to be preserved in order to reinforce a rural character.
- J. Old School House Road - The future vision for Old School House road includes a two-lane roadway that resembles a country drive. The roadway shall be paved concurrent with development that surrounds it.
- K. Parker Highway (a.k.a. Poinciana Parkway) B The future vision for the planning area shall include the construction of Parker Highway, an arterial road between US 17/92 and the Polk County/Osceola County Line. This roadway is part of the larger regional road that extends in a southeasterly direction to Marigold Avenue in Osceola County and provides improved access to Poinciana. Parker Highway is planned as an ultimate six-lane facility, but it may be stage-constructed as a two-lane or four-lane facility
- L. Providence Boulevard - The future vision for the Providence DRI includes a new boulevard to be referred to as Providence Boulevard. This boulevard shall be built eastward from its beginning at US Highway 17/92 and just north of the Loughman Oaks Elementary School. The boulevard shall ultimately be a four lane, divided roadway with a center landscaped median. Individual neighborhoods shall be sited along side this new roadway.

Objective 2.131-B.4.A - Dunson Road

Polk County shall ensure that Dunson Road is expanded to link the Ronald Reagan Parkway to US Highway 27.

POLICY 2.131-B.4.A1 - DUNSON ROAD DESIGN

Dunson Road shall be designed as a two-lane, collector roadway that includes sidewalks and bicycle lanes along each side of the pavement. Such roadway shall align with Champions Gate Boulevard at its intersection with the Ronald Reagan Parkway.

POLICY 2.131-B.4.A2 - DUNSON ROAD ALIGNMENT

The Dunson Road extension shall be depicted on the County Future Land Use Map. Such alignment may vary contingent on wetlands and site constraints. Developments that abut this alignment shall include site design to allow for this roadway extension.

Objective 2.131-B.4.B - Loma Del Sol Drive Extension

Polk County shall ensure that Loma Del Sol Drive be expanded to link the Ronald Reagan Parkway to Dunson Road.

POLICY 2.131-B.4.B1 - LOMA DEL SOL DRIVE EXTENSION DESIGN

Loma Del Sol Drive shall be designed as a two-lane roadway that includes sidewalks and bicycle lanes along each side of the pavement. This roadway may function as a Amain street@ design for retail development within the adjacent Regional Activity Center and may include on-street parking.

Such roadway shall align with the existing Loma Del Sol Drive at its intersection with the Ronald Reagan Parkway.

POLICY 2.131-B.4.B2 - LOMA DEL SOL DRIVE EXTENSION ALIGNMENT

The Loma Del Sol Drive extension shall be depicted on the County Future Land Use Map. Such alignment may vary contingent on site constraints and environmental features. Developments that abut this alignment shall include site design to allow for this roadway extension and shall specifically allow for a connection to Buckingham Drive.

Objective 2.131-B.4.C - Ronald Reagan Parkway

Polk County shall ensure that the Ronald Reagan Parkway is a four-lane divided roadway and include pedestrian and bicycle facilities.

POLICY 2.131-B.4.C1 - RONALD REAGAN PARKWAY DESIGN

Ronald Reagan Parkway shall be designed as a four-lane, divided collector roadway that includes sidewalks and bicycle lanes along each side of the pavement. Canopy trees shall line each side of the right-of-way as to ensure a wooded community appearance. Street lighting shall be appropriate for the surrounding community; whereas, large highway lighting should not be used.

Objective 2.131-B.4.D - Heritage Pass

Polk County shall ensure that Heritage Pass be expanded to link the Ronald Reagan Parkway to CR 532 to become a publicly-maintained north-south connector.

POLICY 2.131-B.4.D1 - HERITAGE PASS DESIGN

Heritage Pass shall be designed to be at least a two-lane roadway that includes sidewalks and bicycle lanes along each side of the pavement and specifically built as an urban section. The roadway should function as a Amain street@ design for retail development within the adjacent Community Activity Center and may include on-street parking.

POLICY 2.131-B.4.D2 - HERITAGE PASS ALIGNMENT

The Heritage Pass extension shall be depicted on the County Future Land Use Map. Such alignment may vary contingent on site constraints and environmental features. Developments that abut this alignment shall include site design to allow for this roadway extension and shall specifically allow for a connection to CR 532.

Objective 2.131-B.4.E - Lake Wilson Road

Lake Wilson Road shall become a premier gateway roadway connection between the Ronald Reagan Parkway and CR 532. Lake Wilson Road shall become the gateway into the Town Center and include pedestrian infrastructure and aesthetic treatments.

POLICY 2.131-B.4.E1 - LAKE WILSON ROAD DESIGN

Lake Wilson Road shall be designed to be a four-lane, divided roadway that includes sidewalks and bicycle lanes along each side of the pavement and specifically built as an urban section. The roadway shall include a center median that is landscaped with canopy trees and ground cover. The roadway shall be designed as a Agateway@ to Polk County in a manner so as not to distinguish a difference between CR 532 in Osceola County including buried power lines and landscaping.

Objective 2.131-B.4.F - Oakmont Avenue

Oakmont Avenue shall be created as a north-south roadway leading south from the Ronald Reagan Parkway to the East-West Connector.

POLICY 2.131-B.4.F1 - OAKMONT AVENUE DESIGN

Oakmont Avenue shall be designed to be at least a two-lane roadway that includes sidewalks and bicycle lanes along side of the pavement. The avenue shall be an urban section for the portions near the Ronald Reagan Parkway; whereas, the roadway shall be come a rural section in the areas further to the south.

POLICY 2.131-B.4.F2 - OAKMONT AVENUE ALIGNMENT

The Oakmont Avenue alignment shall be depicted on the County Future Land Use Map. Such alignment may vary contingent on site constraints and environmental features. Developments that abut this alignment shall include site design to allow for this roadway extension and shall specifically allow for a connection to a future east-west connector to the south.

Objective 2.131-B.4.G - North Ridge Parkway

Polk County shall ensure the creation of an North Ridge Parkway to link US Highway 17/92 to US Highway 27 with an alignment south of the Ronald Reagan Parkway.

POLICY 2.131-B.4.G1 - NORTH RIDGE PARKWAY DESIGN

The North Ridge Parkway shall have urban, suburban and rural sections and be designed as at least a two-lane, collector roadway that includes sidewalks and bicycle lanes along each side of the pavement.

POLICY 2.131-B.4.G2 - NORTH RIDGE PARKWAY CONNECTOR ALIGNMENT

The North Ridge Parkway alignment shall be depicted on the County Future Land Use Map and shall specifically link US Highway 27 to US Highway 17/92. Such alignment may vary contingent on site constraints and environmental features. Developments that abut this alignment shall include site design to allow for this roadway extension. Accommodation shall be made for the connection of Oakmont Avenue.

Objective 2.131-B.4.H - US Highway 17/92

Polk County shall ensure that US Highway 17/92 is a four-lane divided roadway that includes pedestrian and bicycle facilities; while contributing to the Loughman community character.

POLICY 2.131-B.4.H1 - US HIGHWAY 17/92 DESIGN

US Highway 17/92 shall be designed to be a four-lane roadway that includes sidewalks and bicycle lanes along each side of the pavement and specifically built as an urban section for the portions around the Ronald Reagan Parkway. The roadway should function as a Amain street@ design for retail development within the adjacent Community Activity Center. The remainder roadway sections shall resemble a rural highway and specifically include a separate paved multi-modal path to parallel vehicular travel lanes. Native trees and plant material shall be installed between the multi-modal trail and the travel lanes. Access to the highway is envisioned to be restricted to roadways with few exceptions for individual driveways.

POLICY 2.131-B.4.H2 - US HIGHWAY 17/92 PROPER NAME

Polk County shall ensure that US Highway 17/92 be given a proper road name in order to reinforce an identity for the Loughman community.

POLICY 2.131-B.4.H3 - US HIGHWAY 17/92 INTERGOVERNMENTAL COORDINATION

Polk County shall coordinate with the Florida Department of Transportation in order to ensure that improvements to US Highway 17/92 are in keeping with the goals and intent of the Loughman Overlay District.

GOAL 2.131.B.5 - INTERCONNECTED ROADWAY AND PEDESTRIAN NETWORK

Completion of the Roadway Network called for in GOAL 2.131.B.4. is vital to meeting the infrastructure demands of the land uses provided in the SAP. Creating alternative routes alone will not maintain a desired level of service on all of the roadways in the planning area. Development must be internally connected to reduce potential local vehicle trips and pedestrian movement needs to be promoted throughout. Where practicable vehicle connections should be planned and implemented between developments. If vehicle connections cannot be accommodated pedestrian access shall be the minimum.

Objective 2.131-B.5.A Roadway Network Completion

The roadway network plan shall be completed by 2015 or the County shall reassess future land use designations and implement modifications.

POLICY 2.131-B5.1.A: TRANSPORTATION IMPROVEMENTS

Future roadways within the Ronald Reagan Selected Area Plan are depicted on the Future Land Use Map in terms of their general location. Their final placement may deviate somewhat from these general locations without the necessity of processing a Comprehensive Plan Amendment (CPA) provided that the transportation service provide by that transportation corridor is generally maintained.

- (a) Right-of-way dedications from project parcels, and road improvements shall be required at the time of development approval for that parcel. Improvements may be done in phases. Compensation for those additional improvements and right-of-way not attributed to impacts of the project shall be compensated through other funding mechanisms.
- (b) Roads built by Developers on part of their projects shall conform to the Plan and shall include sidewalks.
- (c) Rights-of-way for designated roads shall be established in the Land Development Code.
- (d) New developments shall be designed so that internal roads provide for connections with adjacent properties.
- (e) Within developments that have a grid system, streets will be designed to be as narrow as possible, without compromising auto safety and access to public service vehicles. The following schedule shall be used as a guide:

| TYPE OF ROADWAY | ROW | TRAFFIC LANES | FRONT SETBACK | MIN. SIDEWALK WIDTH | MIN. PLANTER WIDTH | SIDE W/PARALLEL PARKING |
|------------------------------|----------|----------------|------------------------|---------------------|--------------------|-------------------------------|
| <u>RESIDENTIAL STREETS</u> | | | | | | |
| Residential Alley | 14' | 2 | 5' | N/A | ¹ | N/A |
| Parkside Neighborhood street | 24'-32' | 2 | 15' | 4'-5' | 5' | ² |
| Frontage Road | 24'-32' | 2 | 15' | 4'-5' | 5' ³ | 1 ⁶ |
| Minor Neighborhood St. | 24'-32' | 2 | 15' | 4'-5' | 5' | 2 ⁶ |
| Neighborhood Collector | 30'-38' | 2 | 7' or 15' ⁴ | 4'-5' | 5' | 2 ⁶ |
| Mid-Block Green | 46' min. | 2 one-way loop | 15' | 4'-5' | 5' & 10' min. | 2 |
| Neighborhood Boulevard | 56' min | 2 | 15' | 4'-5' | 8' ⁵ | 2 ⁹ & ⁶ |
| <u>COMMERCIAL STREETS</u> | | | | | | |
| Commercial Main Street | 34' | 2 | 10' | 15' | 8' ⁶ | 2 ⁶ |
| Commercial Street | 36' | 2 | 10' | 15' | 6' | 2 |
| Collector | 58' | 4 | 20' | 6' Bike (opt.) | 7' | N/A |
| Arterial | 112' | 6 | 20' | 6' Bike (opt.) | 7' | N/A |

GOAL 2.131.B.6 - SUSTAINABILITY

The Ronald Reagan Selected Area Plan shall strive to be civically and environmentally sustainable and concurrent with planned as well as existing infrastructure.

¹ 5' planter within rear yard setback.

² See CR 54/ Loughman Development Handbook.

³ Tree wells at 40' on-center in parking areas.

⁴ 7' setback at side yard.

⁵ Parallel parking and planter share same 7 foot width of ROW and alternative.

Objective 2.131-B.6.A - Retail Development and Area Marketing

Polk County will attract quality investors to construct a premier shopping center development within all Activity Center districts as described as part of the Selected Area Plan Goals. Polk County shall pursue such private investors as part of its economic development activities and marketing program.

POLICY 2.131-B.6.A1 - DEVELOPMENT STANDARDS

Polk County shall consider the description, purpose, and development standards for all Activity Center future land use districts when soliciting private investors so that final developments are in harmony with the goals of the Selected Area Plan.

POLICY 2.131-B.6.A2 - PUBLIC FACILITIES IN RACX

Polk County shall not consider the placement of any sizable public facility (greater than two acres) within the Regional Activity Center in order to conserve all viable land for retail and shopping center development.

POLICY 2.131-B.6.A3 - PUBLIC FACILITIES IN CACX

Polk County shall only consider the placement of a governmental institution such as a library, a school or a sheriff substation within the Community Activity Center in order to conserve all viable land for retail and residential development. Polk County shall ensure all site design and buildings are consistent with the provisions of the Community Activity District. Such designs shall be integrated into the overall community.

POLICY 2.131-B.6.A4 - PUBLIC FACILITIES IN NACX

Polk County shall not consider the placement of any sizable public facility (greater than two acres) within the Neighborhood Activity Center district in order to conserve all viable land for retail and shopping center development.

Objective 2.131-B.6.B - Office Development and Area Marketing

Polk County will attract quality investors to construct office developments within the Business Park Center, Employment Center and Office Center districts. Polk County shall pursue such private investors as part of its economic development activities and marketing.

POLICY 2.131-B.6.B1 - DEVELOPMENT STANDARDS

Polk County shall consider the description, purpose, and development standards for the Employment Center future land use district when soliciting private investors so that final developments are in harmony with the goals of the Selected Area Plan.

Objective 2.131-B.6.C - Warehousing and Light Industrial Development

Polk County will attract quality investors to ultimately build out the existing Business Park Center District located westward of US Highway 27 as described as part of the Selected Area Plan goals. Polk County shall pursue such private investors as part of its economic development activities and marketing.

POLICY 2.131-B.6.C1 - BUSINESS PARK CENTER

Polk County shall not designate any land eastward of US Highway 27 as Industrial or Business Park Center in order to prevent warehousing and manufacturing development from occurring near residential and retail communities.

Objective 2.131-B.6.E - Parks and Recreation Facilities

It is imperative that recreational opportunities be available to meet the demand required of urban development. The planning area began with a significant deficit of recreation facilities. As new development occurs, it is vital that the deficit not worsen. It is desired that the minimum level of service standard for recreational facilities (6.95 acres/ 1000 population) be reached within ten years. However, the general public cannot bear the entire burden. Development must meet a portion of the local need.

POLICY 2.131-B.6.E1-LEVEL-OF-SERVICE (LOS) STANDARD

The minimum standard shall be 6.95 acres per 1000 population. Fifty percent (50%) of park-and recreation space requirements shall be provided within each residential development and related specifically to that development. Each dwelling unit shall be within 1/4 mile of park or recreation facility within the residential development. The following types of land shall be allowed to meet the park-and recreation space requirements:

- (a) Right-of-way over-sizing with accommodation for pedestrian sidewalks, bicycle pathways and pocket parks.
- (b) stormwater retention/detention provided it is designed in an aesthetically pleasing manner that creates a sense of place and opportunities for community gatherings and includes a pedestrian/bicycle path that is connected to a linked system;
- (c) passive recreation areas; and
- (d) active recreation areas.

POLICY 2.131-B.6.E2 - SCHOOL AND PARK JOINT USE

Polk County Parks Division shall pursue a joint use park facility within the Polk County School Board at the existing elementary school or at any future school within the planning area.

POLICY 2.131-B.6.E3 - CONNECTION TO PUBLIC PARKS

Development that is within walking distance shall provide for logical pedestrian and bicycle pathways to public parks. Such pathways shall be short in distance and provide for safe travel from moving motor vehicles.

POLICY 2.131-B.6.E4 - PARK DESIGN

Any future public park shall be developed in a manner that is visually apparent from roadways. Such parks shall be visually welcoming as to minimize large fencing that is out of scale with surrounding neighborhoods. At a minimum public parks shall include, shelter, canopy trees, water fountains and playground equipment.

Objective 2.131-B.6.F - Public Safety

In order to provide adequate public safety services concurrent with development permitted in this plan, a Sheriff's precinct, an additional full-time professional fire station and EMS facility will be needed. By 2015, there shall be:

1. A minimum of two deputies per 1000 population on patrol at all times within boundaries of the plan and a precinct within a five mile radius and seven mile driving distance of all development occurring in the planning area.
2. One full-time fire station within a three mile radius and five mile driving distance of all development occurring in the planning area.
3. One EMS station within a five mile radius and seven mile driving distance of all development occurring in the planning area.

Objective 2.131-B.6.E - Pedestrian Facilities and Greenways

In order to ensure adequate safety for the non-motorized public in an area developed to an urban intensity, it is imperative that stabilized pedestrian facilities are provided internally and externally in all development to create an efficient, effective and safe circulation throughout the plan's area. A comprehensive non-motorized travel network shall be established by 2010 and completed upon full buildout of the developable area.

POLICY 2.131-B.6.E1 - SIDEWALKS REQUIRED:

All development shall include an internal pedestrian network into that links directly to adjacent development and to existing or planned external pedestrian facilities.

Objective 2.131-B.6.F - Potable Water Facilities

The Ronald Reagan Parkway SAP lies within a larger utility service area known as the Northeast Regional Utility Service Area (NERUSA). The Water Plan for the NERUSA involves new water production wells, conversions of existing agricultural wells to potable water use, and new and upgraded water treatment facilities. Also, the plan includes the incorporation of interconnect

agreements between the County and both the Toho Water Authority in Osceola County and the City of Haines City.

The land uses proposed within Ronald Reagan SAP have the potential to demand 22,250,000 gallons per day (GPD) at full buildout under the most extreme case. As of March of 2004 the NERUSA had a permitted capacity of 8,361,367 GPD. By 2010, the NERUSA will have a permitted capacity of 18,834,041 GPD in accordance with Objective 4.206 Capital Improvements Plan (CIP).

POLICY 2.131-B.6.F1 - WATER FACILITY PLANNING

Polk County shall plan five years in advance to seek new water production wells, conversions of existing agricultural wells to potable water use, new and upgraded water treatment facilities and interconnect agreements with adjoining potable water providers to meet the demands of development within the Ronald Reagan Parkway SAP.

Objective 2.131-B.6.G - Wastewater Facilities

The Ronald Reagan Parkway SAP lies within a larger utility service area known as the Northeast Regional Utility Service Area (NERUSA). Presently, wastewater collected in the NERUSA is treated at three (3) wastewater treatment facilities; the Northeast Regional Wastewater Treatment Facility (near I-4 and US 27), the Polo Park Wastewater Treatment Facility (near US 192 and US 27) and the Oak Hills Wastewater Treatment Facility (near CR 54 and US 17/92). Under the currently funded Capital Improvements Program, the Polo Park Wastewater Treatment Facility will be taken offline by the end of February 2005, and all of the wastewater flow from the plant will be pumped (via a new lift station) to the Northeast Regional Wastewater Treatment Facility. The design for the lift station is completed and will be bid within the next month. The force main between the proposed lift station and the Northeast Regional Wastewater Treatment Facility is presently under construction. Currently the wastewater flows to the Polo Park facility average approximately 450,000 gallons per day. Once diverted to the Northeast Wastewater Treatment Facility, this volume will immediately become available as re-use.

The Oak Hills Wastewater Treatment Facility will be taken offline by the end of December 2005, and all of the wastewater flow from the plant will be pumped (via a new lift station) to the Northeast Regional Wastewater Treatment Facility. The lift station and force main between the Oak Hills Wastewater Treatment Facility and Northeast Regional Wastewater Treatment Facilities are presently under design. Currently the wastewater flows to the Oak Hills Wastewater Treatment Facility average approximately 130,000 gallons per day. Once diverted to the Northeast Wastewater Treatment Facility, this volume also will immediately become available as re-use.

The Polk County Board of County Commissioners on March 17, 2004, authorized changes in the County's re-use program to further encourage the use of this type of water. The Board of County Commissioners authorized:

- removal of some irrigation restrictions for re-use water in NERUSA;

- Polk County Utilities to contract plumbing services to connect customers to the re-use delivery system and allow the customers to re-pay the connection costs back over a 12-month period on their utility bill; and
- Reduced the re-use water rates by approximately 80 %.

As a result of these changes, Polk County Utilities has implemented an aggressive public education program, particularly to those users north of Interstate 4, where the re-use water main has been constructed and is operable.

Currently, the Northeast Regional Wastewater Treatment Facility is averaging approximately 908,000 gallons of re-use water daily. The connection rates are averaging 1.3 users per day.

POLICY 2.131-B.6.G1 -WASTEWATER FACILITY PLANNING

Polk County shall plan five years in advance to seek new and upgraded wastewater treatment facilities and interconnect agreements with adjoining wastewater providers to meet the demands of development within the Ronald Reagan Parkway SAP.

POLICY 2.131-B.6.G2 -WASTEWATER RE-USE FACILITY PLANNING

Polk County shall plan five years in advance to seek new and upgraded wastewater re-use facilities to meet the demands of development within the Ronald Reagan Parkway SAP and minimize over use of the groundwater aquifers.

Objective 2.131-B.6.H - Public School Facilities

The land uses proposed within Ronald Reagan SAP have the potential to demand facilities to serve over 17,000 students Kindergarten through 12th grade at full buildout under the most extreme case. By the year 2010, two new elementary schools and one middle school will be needed in the area to serve the projected permanent residential development. By 2015 a new high school will be needed.

POLICY 2.131-B.6.H1 - INNOVATIVE SCHOOL SITING

The County Commissioners and School Board shall continue to implement comprehensive school siting practices. In an effort to provide an efficient public educational services, urban standards shall be applied to school siting and design such as reduced land, vertical construction, and joint use facilities with both public agencies and private organizations.

POLICY 2.131-B.6.H2 -EDUCATIONAL FACILITY PLANNING

Polk County shall plan five years in advance to seek potential sites, joint ventures, and interlocal agreements with land developers, private school organizations, and the Osceola County School Board as well as the Polk County School Board to meet the demands of development within the Ronald Reagan Parkway SAP.

GOAL 2.131.B.7 - LANDSCAPING, REFORESTATION AND ECOLOGICAL

PROTECTION

It is essential when creating an urban environment to replenish and protect the natural landscape. The benefits are: reduction of ambient temperatures, creation a more drought tolerant environment, mitigation of the hardscape of urban areas, restoration of wildlife habitat, reduction of noise pollution, and the reduction of light pollution. It is also vital that wetland areas be protected as the uplands are developed. The Ronald Reagan selected Area Plan shall be both ecologically sustainable as well civically sustainable.

Objective 2.131.B.7.A

As development matures (within the 20 year planning period) parking lots and pedestrian ways shall be become predominantly (greater than 50%) shaded. All streets shall be lined with canopy trees and collector roads shall be lined with landscaped buffers.

POLICY 2.131-B.7.A1: PARKING LOT LANDSCAPING STANDARDS

Parking lots shall be landscaped pursuant to the following provisions:

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

of installation. If non-living barriers are used, one shrub or vine shall be planted along the street side for each 15 lineal feet of screen. The remainder of the landscaped strip shall be landscaped with grass, ground cover, or other appropriate landscaped treatment.

- (iii) Planting of trees within 30 feet of the vertical plane of an existing power line shall conform to the guidelines contained in the technical appendix.

POLICY 2.131-B.7.A2 ROADWAY LANDSCAPE DESIGN

Roadway Landscape Design shall conform to the following:

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

POLICY 2.131-B.7.A3 CANOPY TREE PLANTING REQUIREMENTS:

Tree Species shall be a mixture of deciduous and non-deciduous trees and the minimum number of canopy trees, exclusive of buffers, to be planted or preserved upon each lot is as follows.

- (a) Residential Low (RLX) -- 1 tree shall be planted or preserved for every 5,000 square feet of developable residential land area or fraction thereof, up to a maximum of 8 trees.
- (b) Residential Medium (RMX) and Residential High (RHX) -- 8 trees per gross developable acre shall be planted or preserved.
- (c) Activity Centers (RACX, CACX, NACX, CCX, OCX, and ECX) and Institutional (INSTX) -- 6 trees per gross developable acre shall be planted or preserved.
- (d) Industrial (INDX), Business Park Center (BPCX) -- 4 trees per gross developable acre shall be planted or preserved.

POLICY 2.131-B.7.A4 GREEN SWAMP GREENWAY CORRIDOR:

The Greenway Corridor on the Future Land Use Map indicates land within the Ronald Reagan Boulevard SAP and within the Ridge SPA bordering the CORE area of the Green Swamp Area of

Critical State Concern as a Greenway Corridor, and as further defined in this section, shall be developed pursuant to the following:

- (a) **PURPOSE** -- The Greenway Corridor is intended to become a linear, meandering preservation/conservation and wildlife corridor bordering the Green Swamp CORE and Ridge Special Protection Area. This area will serve as a buffer with no development permitted within this area. This buffer area shall connect to the Greenway Corridor that is required as part of the Ronald Reagan Boulevard SAP and shall remain undisturbed except for the accommodation of pedestrian/bicycle traffic, underground utilities, and limited access. This corridor shall be a minimum of 50 feet wide on each side of the jurisdictional wetland boundary.
- (b) **IMPLEMENTATION METHODS** -- The Greenway Corridor shall be created as follows:
 - (i) New development and redevelopment bordering the jurisdictional wetlands of the Green Swamp shall designate 50 feet east of the jurisdictional wetland boundary and 50 feet west of the jurisdictional wetland boundary as a conservation easement for the Greenway Corridor.
 - (ii) Developments located along the Greenway Corridor shall be required to locate other recreation amenities and stormwater retention areas adjacent to the corridor in order to further enhance it. All retention areas shall be designed in a manner that minimizes disturbance to the land.

GOAL 2.131.B.8 - VISUAL BLIGHT

The Ronald Reagan Selected Area Plan covers one of the main gateways to Polk County. It is imperative economic development and civic pride that the County promote a positive impression upon visitors entering and leaving the County. Therefore, the county shall limit and discourage visual blight including, but not limited to, signage, distressed properties, and unappealing views.

Objective 2.131.B.8.A

By 2012 there shall be no off-premises signs (billboards) within the boundaries of the Ronald Reagan Parkway Selected Area Plan.

POLICY 2.131-B.8.A1 SIGNAGE

Signage shall be more restrictive than typical standards for Polk County.

- (a) The SAP shall use visually pleasing, lower height and smaller signs to compliment the overall selected-area site and building design. Flapping flags, blinking lights, and portable signs shall be prohibited.
- (b) The construction of billboards along the arterial roadways and new billboards along Interstate 4 shall be specifically prohibited except for temporary billboards advertising the availability of industrial and commercial space located within the SAP for the respective

property(ies).

- (c) It shall be the responsibility of the CR 54 Property Owners, in conjunction with the Polk County Division of Planning, to develop signage standards by January 1, 1992 to be incorporated into the County's signage ordinance, or includes signage provisions within its development regulations, which includes special signage regulations specifically applicable to this SAP.
- (d) Signage shall conform to the guidelines contained in the CR 54/Loughman Development Handbook pursuant to Policy 2.131-B21.

| Revision History Section 2.131-B Ronald Reagan Parkway SAP | |
|---|---|
| APPENDIX 2.131 | CPA 05A-10 (Ord. 05-039) 7/13/05 |
| POLICY 2.131 B.2.1.A1 | CPA 15D-02 (Ord 15-063) 10/6/15; CPA 10B-01 (Ord. 10-039) 8/4/10 |
| POLICY 2.131-B.2.A1 | CPA 16B-09 (Ord. 16-020) 4/19/2016; CPA 15B-04 (Ord 15-032) 6/2/15 |
| POLICY 2.131 B.2.1.A5 | CPA-10B-09 (Ord. 10-050) 8/4/10 |
| POLICY 2.131 B.2.1.A15 | CPA 02A-01 (Ord. 02 38) 7/10/02 |
| POLICY 2.131 B.7.A2 | CPA 00B-16 (Ord. 00 99) 12/19/00 |
| Policy 2.131-B.2.A1 | CPA 15B-04 (Ord. 15-032) 6/2/15 |
| POLICY 2.131-B.2.1.A4 | CPA 12E-02 (Ord. 12-038) |
| POLICY 2.131-B.2.1.A10 | CPA 15D-02 (Ord. 15-063) 10/6/15 |
| POLICY 2.131-B.2.1.A11 | CPA 15D-02 (Ord. 15-063) 10/6/15 |