

APPENDIX 2.131

SECTION 2.131-R US HIGHWAY 98 SELECTED AREA PLAN

This Selected Area Plan (SAP) is generally bounded on the north by the city limits of Lakeland, on the east by Lake Hancock, on the south by the city limits of Bartow and on the west by various parcel boundaries. This SAP is adopted in recognition that this area of Polk County is anticipated to:

- * continue to grow in population and development;
- * experience higher traffic volumes on US Highway 98;
- * maintain an identity separate from the Cities of Lakeland and Bartow; and
- * obtain more urban services such as centralized water and sewer;
- * be affected by higher water levels within Lake Hancock which may affect existing floodplains and wetlands.

In the future, parts of this SAP may be annexed into the Cities of Lakeland or Bartow. The SAP provides a transition for these areas if annexation does occur. The SAP also represents an initiative to maintain, and where appropriate, improve the character of Highland City as a distinct neighborhood with traditional features, and provides a means to incorporate the planned improvements to US Highway 98 in this area.

VISION - BASIC PRINCIPLES

The "Basic Principles" section is included to serve as framework to convey the concept and intent of the objectives and policies of the US Highway 98 Selected Area Plan (SAP). It contains fundamental principles based on Land Use, Intergovernmental Cooperation, Environment and Recreation, and Transportation, as follows:

Land Use

- * Encourage an efficient and desirable urban-growth pattern by establishing interconnected land use districts that allow for a balance of residential and nonresidential uses, a range of housing opportunities, short vehicle trips between housing, employment, and shopping.
- * Enhance the sense of place and viability of the Highland City community by protecting the existing neighborhood, encourage economic development, and promote civic spaces.
- * Improve the sense of place for the Eaton Park community by protecting the existing neighborhood through limiting the intrusion of incompatible land uses, and encouraging economic redevelopment.
- * Provide for a range of uses related to research based industries compatible to career paths offered by the University of South Florida, Polk Community College, Florida Southern College, Travis Vocational Technical School, and other educational facilities in the surrounding area.

- * Encourage uses that are complimentary to the function of the cities of Bartow and Lakeland as centers of social, commercial, cultural, educational, and civic activities.
- * Emphasize existing communities as activity centers to serve the residents of the area.

Intergovernmental Cooperation

- * Continue cooperative planning efforts with the cities of Lakeland and Bartow to improve the quality of life for the residents.
- * Coordinate with the cities of Lakeland and Bartow to develop policies and standards for those areas of the SAP that are expected to be annexed by each city which may include the adoption of Joint Planning Area Agreements

Environment and Recreation

- * Recognize the environmental importance of Lake Hancock, public lands, and other natural systems as contributors to quality of life standards.
- * Protect the function of the Ft. Fraser Trail as a multi-modal corridor and recreational trail.
- * Promote a linked recreation system by encouraging an area-wide pedestrian and bikeway system within rights-of-way of collector and arterial roads with links to public lands, natural systems within and adjacent to the SAP, and to the Ft. Fraser Trail.

Transportation

- * Enhance the intersection of the Polk Parkway and US Highway 98 as a significant entrance into Polk County and the city of Lakeland
- * Recognize US Highway 98 as the primary transportation corridor and address the need for an alternative north/south and east/west collector roadway network to provide more opportunities for motorists and pedestrians.
- * Protect US Highway 98 as a Transportation Corridor as agreed to in the Memorandum of Understanding between the cities of Lakeland and Bartow, Polk County, and the Florida Department of Transportation.
- * Promote a mix of residential and non-residential uses, along with interconnectivity between neighborhoods, educational facilities, and commercial districts to support a more efficient transportation pattern in the area as well as help maintain the level of service on US Highway 98.
- * Implement tools that provide safe and efficient movement of vehicular and pedestrian traffic within Multi-use transportation corridors.
- * Expand mass transit infrastructure throughout SAP.

GOAL 2.131-R:

To encourage environmentally sensitive and efficient development patterns along the US Highway 98 corridor based on a balance of uses compatible with the expansion of the cities of Lakeland and Bartow which promotes maximum utilization of existing and anticipated infrastructure.

OBJECTIVE 2.131-RA:

Polk County shall designate and establish Future Land Use categories and development criteria that are specific to this Selected Area Plan (SAP).

POLICY 2.131-RA1: DESIGNATION AND MAPPING

The US Highway 98 SAP is established as designated on the Future Land Use Map Series. Land use categories shall be designated on the Future Land Use Map Series and the US Highway 98 Selected Area Plan Map which is included as part of the Map Series.

POLICY 2.131-RA2: LAND USE CATEGORIES ESTABLISHED

The following land use categories shall apply:

A. Residential

1. Agricultural/Rural Residential (A/RR);
2. Residential Suburban (RS);
3. Residential Low (RL);
4. Residential Medium (RM); and
5. Residential High (RH)

B. Activity Centers

1. Neighborhood Activity Center (NAC);
2. Town Center (TC);
3. Office Center (OC); and
4. Employment Center (EC);

C. Non-Residential

1. Linear Commercial Corridor (LCC);
2. Recreation and Open Space (ROS);

3. Preservation (PRESV);
4. Business Park Center (BPC);
5. Leisure Recreation (L/R);
6. Industrial (IND);
7. Institutional (INST);
8. Commercial Enclave (CE)

POLICY 2.131-RA3: GENERAL DEVELOPMENT CRITERIA

Development shall be permitted within this SAP as follows:

- A. BASIC LAND USE CATEGORIES - Development shall be permitted for the following overlay districts based on the land use categories assigned to the parcel and as specified by the applicable policies in the general land use element section of the Comprehensive Plan:
 1. Recreation and Open Space (ROSX);
 2. Leisure Recreation (L/RX);
 3. Agricultural/Rural Residential (A/RRX);
 4. Institutional (INSTX); and
 5. Residential Suburban (RSX)
- B. MODIFIED LAND USE CATEGORIES - Due to the specific characteristics of this SAP, development shall be more specifically defined and may vary from those allowed under the general provisions of that land use category within the Comprehensive Plan. Development within the following land use categories shall be permitted as specified within this section:
 1. Neighborhood Activity Center (NACX);
 2. Linear Commercial Corridor (LCCX);
 3. Commercial Enclave (CEX);
 4. Business Park Center (BPCX)
 5. Industrial (IND);
 6. Employment Center (ECX);
 7. Office Center (OCX);
 8. Town Center (TCX);

9. Residential Low (RLX);
 10. Residential High (RHX);
 11. Residential Medium (RMX);
 12. Preservation (PRESVX).
- C. RESIDENTIAL USES IN NON-RESIDENTIAL LAND USE DESIGNATIONS Residential development is permitted in accordance with the regulations in the Land Development Code for this SAP in the Employment Center (ECX), and Town Center (TCX) Future Land Use designations. The following Future Land Use designations allow residential only as an accessory use in mixed use buildings pursuant to the Land Development Code; Neighborhood Activity Center (NACX), Linear Commercial Corridor (LCCX), Commercial Enclave (CEX), and Business Park Center (BPCX).
- D. ARCHAEOLOGICAL SITES -The study document identified some archaeological sites within the SAP based on the Florida Master Site file. Land development regulations shall be adopted to ensure the protection and preservation of archaeological sites in addition to state and federal regulations.
- E. OTHER USES - Uses not specifically permitted or prohibited under the general provisions of the Basic Land Use Categories or Modified Land Use Categories of this SAP may only be permitted upon approval by the Board of County Commissioners when it is determined that the proposed use can be developed in accordance with the provisions of this SAP.
- F. COORDINATION WITH MUNICIPALITIES - Development review will be coordinated with the planning staff of the cities of Bartow and Lakeland if the project is within the utility service area of either city. The County will implement and update, as needed, the interlocal agreement with the city of Lakeland for those areas within the city's service area, and pursue approval and implementation of a similar interlocal agreement with the city of Bartow.
- G. CONNECTION BETWEEN DEVELOPMENTS - Interconnectivity between developments is encouraged as defined by the Land Development Code for this SAP.
- H. PEDESTRIAN, SIDEWALK, BIKEWAY AND TRAIL FACILITIES - A sidewalk and trail system shall be required as part of development plans to provide safe pedestrian and bicycle access throughout the SAP in accordance with the Land Development Code and consistent with the Polk TPO 2025 Long Range Plan, as amended. The standards within the Land Development Code shall include guidelines for the location and type of improvements.
- I. IMPERVIOUS SURFACE RATIO (ISR) - The ISRs for all land use categories are specified in the Land Development Code.
- J. DENSITY AND FAR SCHEDULE - This criteria defines the general ranges for the density and FAR requirements and the Land Development Code for this SAP provides more specificity:

1. DENSITY - The maximum density for RLX is established at up to and included six dwelling units per acre (6 du/ac). The minimum density for RMX is established at five dwelling units per acre (5 du/ac) and the maximum density is ten dwelling units per acre (10 du/ac). The minimum density for RHX is established at eight dwelling units per acre (8 du/ac) and the maximum is established at 15 dwelling units per acre (15 du/ac). The densities and types of units specifically allowed within RLX, RMX, and RHX shall be permitted as defined in the Land Development Code through a bonus point schedule and planned development requirement. The permitted density for A/RRX and RSX is the same as contained in the Future Land Use Element.

2. NON-RESIDENTIAL FLOOR AREA RATIOS - The maximum FAR ranges for non-residential land use designations are according to the table below. The lowest number in the table for each Future Land Use designation is the maximum FAR permitted. However, FARs up to the highest shown in the table, for each Future Land Use designation, may be achieved through bonus points and/or a Planned Development (PD) pursuant to the Land Development Code. FAR standards will not apply to residential development.

Future Land Use Designations

	CEX	LCCX	NACX	ECX	INSTX	INDX	BPCX	TCX	LRX	OCX	ccx
FAR	.30-.75	.35-.75	.35-.70	.70-1.50	.50-1.00	.65-1.50	.60-1.50	.50-1.0	.50-1.0	.35-.70	.25-.65

For those areas of the County located within the US Highway 98 SAP and that are in the Transit Supportive Development Areas (TSDA), if there is a conflict between the density or intensity incentives established in the TSDA or the Transit Corridors and Centers Overlay (TCCO) and the densities and intensities established within the US Highway 98 SAP, the densities and intensities established in Policy 2.104-A7 for the TSDA or TSDA with the TCCO shall take precedence. However, where the development criteria established within this SAP are more stringent than the development criteria found within the TSDA or TSDA with the TCCO, the development criteria for this SAP shall take precedence.

3. BONUS POINT SCHEDULE - As established in the Land Development Code, within the Density and FAR Bonus Schedule, bonus points will be given for development that provides one or more of the following items at levels above the minimum requirements established in the Comprehensive Plan and Land Development:
 - (a) Public infrastructure and service such as dedication of public safety sites, installation of sidewalks, and dedication of right-of-way;
 - (b) Special design features such as internal street lighting, vertical and mixed use development, varying lot sizes, incorporating neo-traditional or village elements such as recessed garages, and providing landscaped areas above the requirement;
 - (c) Alternative transportation options such as vehicular and pedestrian interconnectivity, bus stops, demonstrated internal capture of vehicular trips, curb

and gutter, providing connector roads from one public road to another, pedestrian connections between residential and commercial centers;

- (d) Internal recreation facilities, and connection to public recreation, educational and other community facilities via sidewalks;
- (e) Increased protection for wetlands, wildlife habitat and upland vegetative communities, and open space;
- (f) Preservation or conservation easements for native plant and animal communities;
- (g) Provision of services and commercial areas within walking distance of the residential areas;
- (h) Provision of affordable housing; and
- (i) Other criteria, as defined in the Land Development Code, which might enhance the quality of development, the quality of life for the community, and the protection of unique historical or environmental features that may occur in the area.

The applicant will be required to provide points from at least three different bonus categories before an increase (or decrease), is permitted.

POLICY 2.131-RA4: DEVELOPMENT CRITERIA FOR MODIFIED LAND USE CATEGORIES

Land within "modified land-use categories", as enumerated in Policy 2.131- RA2 shall be developed in accordance with the following criteria:

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

- A. NEIGHBORHOOD ACTIVITY CENTER (NACX) - In addition to applicable provisions in the Future Land Use Element of this plan, the following provisions apply:
 - 1. Residential development is not permitted as a primary use, but is permitted above commercial development as an accessory use for up to four stories of residential over non-residential uses (office and commercial).
 - 2. Development within this land use designation shall incorporate safe pedestrian oriented design to allow access from the adjacent parcels.
 - 3. All development shall provide adequate access and amenities to support mass-transit services.
- B. LINEAR COMMERCIAL CORRIDOR (LCCX) - In addition to applicable provisions in the Future Land Use Element of this plan, the LCC shall be governed by the following provisions:

1. PERMITTED USES -All uses permitted in the LCC as described in the Future Land Use Element of the Comprehensive Plan and the following:
 - (a) New development in infill areas shall be limited to office, professional and retail uses.
 - (b) Residential development is not permitted as a primary use, but is permitted above commercial development in a mixed-use building as an accessory use for up to two stories of residential over non-residential uses (office and commercial).
 - (c) Non-conforming uses cannot be intensified.
 - (d) Mixed use buildings are permitted uses.
2. New development and redevelopment within this land use designation shall incorporate safe pedestrian oriented design to allow access from the surrounding parcels.
3. All development shall provide adequate access and amenities to support mass-transit services.

C. COMMERCIAL ENCLAVE (CEX) - In addition to applicable provisions in the Future Land Use Element of this plan, the following provisions apply:

1. Residential development is not permitted as a primary use, but is permitted above commercial development as an accessory use for up to a total of one story of residential over one story of commercial development (total of 2 story mixed-use building).
2. New development and redevelopment within this land use designation shall incorporate safe pedestrian oriented design to allow access from the surrounding parking area and adjacent parcels.
3. All development shall provide adequate access and amenities to support mass-transit services.

D. BUSINESS PARK CENTERS (BPCX) - In addition to applicable provisions in the Future Land Use Element of this plan, the following provisions apply:

1. The BPCX shall be prohibited from having outdoor storage forward of the building=s main facade, unless screened from off-site view.
2. Development within this land use designation shall incorporate safe pedestrian oriented design to allow access from the surrounding parking area and adjacent parcels.
3. All development shall provide adequate access and amenities to support mass-transit services.
4. Buffering and screening standards shall be required as specified in the Land Development Code and when adjacent to property designated with a residential Future Land Use designation or adjacent to existing residential.

- E. INDUSTRIAL (INDX) - In addition to applicable provisions in the Future Land Use Element of this plan, the following provisions apply:
1. All development shall provide adequate access and amenities to support mass-transit services.
 2. Buffering and screening standards shall be required as specified in the Land Development Code and when adjacent to property designated with a residential Future Land Use designation or adjacent to existing residential.
- F. EMPLOYMENT CENTER (ECX) - The Employment Center is an Activity Center designed to allow light assembly, office and research parks, low impact commercial, and other business uses to serve southeastern Lakeland and northwestern Bartow populations, as well as the educational campuses of the University of South Florida, Polk Community College, and Travis Vocational Technical Center.
1. DESIGNATION AND MAPPING - The Employment Center is designated on the Future Land Use Map Series as "Employment Center X" (ECX).
 2. GENERAL CHARACTERISTICS - The ECX in this SAP is intended to accommodate the employment and functional needs of the college and vocational school campuses and the residents living within the area between the Cities of Bartow and Lakeland along the US Highway 98 corridor. The ECX will generally contain uses that will generate employment as well as support facilities for the users and employees of the area. General (approximate) characteristics of the Employment Center Xs are:
 - (a) Gross Leasable Area (GLA): 100,000-500,000 square feet, on average
 - (b) Minimum Population Support: 20,000,
 - (c) Market Area Radius: 3+ miles,
 - (d) Typical Tenants: Services to the universities and colleges, bookstores, offices, light assembly, warehousing, distribution centers, research firms, development firms, medical clinics, convenience stores, restaurants, professional offices, financial institutions, recreational uses, communication facilities, High-Density Residential, hotel/motel, and uses that support or directly relate to the college campuses and the development of a research park, including personal services.
 3. DEVELOPMENT CRITERIA - Development within an ECX shall conform to the following criteria:
 - (a) Access to parcels shall be by an internal road system, frontage roads, cross-access easements, shared ingress/egress access easements, or some combination of these. New individual driveways accessing US Highway 98 will be permitted in compliance with FDOT requirements for this facility (US Highway 98 CAMP).

- (b) Different uses shall incorporate the use of shared ingress/egress facilities consistent with this SAP.
- (c) Parking shall be provided to meet the needs of the uses in an efficient manner that best suits the community collectively through optional methods such as shared parking and permeable surface parking design.
- (d) Interior traffic-circulation patterns shall facilitate the safe movement of vehicular, bicycle, and pedestrian traffic.
- (e) Buffering that meets the County development standards as set forth in the land development code shall be provided where effects of lighting, noise, odors, and other such factors would adversely impact adjacent land uses.
- (f) Light industrial uses which include at least 50% office space, assemble products, and conduct research and development, but do not manufacture any products shall be permitted without a Local Planning Agency review.
- (g) The maximum FAR shall be 0.70. Higher FARs will be allowed through bonus points per the Land Development Code for a total of 1.5.
- (h) Commercial and personal services are limited to 30 percent of the ECX district. The maximum floor area ratio for commercial uses shall be 0.60 but higher FARs may be allowed for a total of 75 percent with bonus points.
- (i) All development shall provide adequate access and amenities for mass-transit services.
- (j) Development within this land use designation shall incorporate pedestrian oriented design to allow safe access from the surrounding parking area and adjacent residential.
- (k) Residential uses shall be limited to High-Density Residential as a primary use up to 25 percent of the ECX district. Location of residential units above non-residential uses shall be encouraged by not considering such units against the maximum residential percentages and densities if the residential is an accessory use.
- (l) Warehouse uses which include at least 50 percent office space or office is the principal use shall be permitted without a Local Planning Agency review.

G. OFFICE CENTERS - The Office Center is an Activity Center designed to allow professional offices and support uses to serve southeastern Lakeland and northwestern Bartow populations.

1. DESIGNATION AND MAPPING - Office Centers are designated on the Future Land Use Map Series as "Office Centers" (OCX) for this SAP.

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

Usable Area	10 acres or less on average
Gross Leasable Area (GLA)	1,000 to 30,000 square feet
Minimum Population Support	2,500 people
Service-Area Radius	2 miles or more
Typical Leading Tenant	Professional offices
Other Typical Tenants	Medical offices, delis, cafes

3. LOCATION CRITERIA - Office Centers shall be located in accordance with Policy 2.113-C3, with consideration being given to regional and local transportation issues and preferably on a fixed-route mass-transit line or within walking distance of the transit line.

4. DEVELOPMENT CRITERIA - Development within an Office Center shall conform to the following criteria:

- (a) Office Centers shall have frontage on, or direct access to, a collector or arterial roadway, or a frontage road or service drive which directly serves a collector or arterial roadway. Office Centers shall incorporate the use of frontage roads or shared ingress/egress facilities wherever practical. The requirements of Policy 2.113-C4, b shall also apply.
- (b) Adequate parking shall be provided to meet the demands of the uses, and interior traffic-circulation patterns shall facilitate the safe movement of vehicular, bicycle, and pedestrian traffic.
- (c) Buffering shall be provided where the effects of lighting, noise, and other such factors would adversely affect adjacent land uses. Parking lots, loading areas, dumpsters, utilities and air conditioning units, signage, etc. are examples of facilities which may require special buffering provisions.
- (d) Retail and commercial activities to support activity within an Office Center shall not exceed ten (10) percent of the total area of the Office Center and shall be limited to specialized retail stores as the OC is meant for professional employment.
- (e) The maximum floor area ratio for commercial activities shall not exceed 0.10 FAR.

H. TOWN CENTER - The Town Center is the primary cultural and entertainment district for the overall community especially for Highland City. It is not intended for any other town Centers to be located within this SAP.

1. DESIGNATION AND MAPPING - Town Centers are established as designated on the Future Land Use Map Series as ATown Center@ (TCX) for this SAP.

2. GENERAL CHARACTERISTICS - The Town Center will include dining, cafes, bars and pubs, retail, boutiques, music venues, professional office, and multi-family residential. The Town Center shall include a community focus such as a park, plaza, or lakefront. The Town Center will exist and grow as a mixed-use area along specific urban design guidelines. The district is envisioned to be designed as a harmonious grouping of buildings that include cohesive architecture, and pedestrian spaces.
3. DEVELOPMENT GUIDELINES - Development within the Town Center shall conform to the following criteria:
 - (a) development proposals of ten acres or more shall provide a central focal feature such as a park or square;
 - (b) residential development shall be apartment-style or townhouse-style;
 - (c) loading docks, utility facilities, car washes, and storage areas shall not be visible from any abutting rights-of-way;
 - (d) parking lots shall be specifically prohibited between the building and US Highway 98;
 - (e) US Highway 98 shall be lined with pedestrian-oriented features which are constructed in a uniform arrangement.
 - (f) signs shall be monument-style or building-mounted; pole signs shall be specifically prohibited.
 - (g) Developments shall have a consistent streetscape style;
 - (h) Pedestrian walkways shall be integrated into every development including appropriate pedestrian shelters or awnings;
 - (i) Residential uses shall be limited at Special Residential densities as a primary use up to 25 percent of the TCX district. Location of residential units above non-residential uses shall be encouraged by not considering such units against the maximum residential percentages and densities if the residential is an accessory use.

I. ALL RESIDENTIAL FUTURE LAND USE DESIGNATIONS - In addition to applicable provisions in the Future Land Use Element of this plan, the following provisions apply:

1. Densities shall be as specified in Policy 2.131-RA3, J.
2. All development shall provide adequate access and amenities to support mass-transit services.
3. Residential uses shall only have direct access to the internal street system.

4. Different uses within the residential area shall incorporate the use of shared ingress/egress facilities wherever practical.
5. Parking shall be provided to meet the needs of the uses in an efficient manner that best suits the community through optional methods such as shared parking and permeable surface parking design.
6. Interior traffic-circulation patterns shall facilitate the safe movement of vehicular, bicycle, and pedestrian traffic.
7. Buffering of higher density residential from lower density residential shall be provided where there are adverse effects from lighting, noise, odors, and other factors. Parking lots, loading areas, dumpsters, utilities and air conditioning units, signage, etc. are examples of facilities which may require special buffering provisions.

J. PRESERVATION (PRESVX) - Preservation Area Established: Banana Lake is part of the SWIM Restoration Program. It is the intent of this SAP to protect Banana Lake. Therefore the jurisdictional area around Banana Lake and along the Banana Creek Canal, as well as some of the surrounding area, shall be mapped and designated as Preservation on the Future Land Map series for this SAP.

POLICY 2.131-RA5: SPECIAL USES

Modified Special Uses shall include and shall be developed in accordance with the following criteria:

A. RESIDENTIALLY-BASED MIXED USE DEVELOPMENT (RBMD) -

1. The development shall provide a mix of residential and non-residential uses that will serve the immediate needs of residential uses within the development and the immediate vicinity; this shall be permitted within the Residential Low (RLX), Residential Medium (RMX), and Residential High (RHX), Residential Suburban.
2. All development shall provide for integration of pedestrian access, parks, internal traffic, and interconnection of subdivisions in the design of combined residential and non-residential uses.
3. Non-residential development is not restricted to specific locations within the development to provide flexibility on access, connectivity design, and other site-specific development characteristics.
4. The non-residential portion of the development must meet the minimum population support, market area radius, and spacing criteria for the type of activity center that it most closely represents but in no instances shall non-residential uses exceed the size and function of a Neighborhood Activity Center.
5. Commercial areas of an RBMD shall provide public access to the adjacent area.

6. Adequate buffering shall be required where the non-residential uses abut residential uses.
7. Additional standards may apply per the Land Development Code.

POLICY 2.131-RA6: IMPLEMENTATION AND INTERNAL CONFLICTS

Development within the US Highway 98 Selected Area Plan (SAP) shall occur in accordance with the policies stated within this section in addition to all other policies within the Future Land Use Element and other elements of the Polk County Comprehensive Plan not in conflict with these policies. Where there is a conflict in policy or standards, the provisions of this SAP shall apply.

OBJECTIVE 2.131-RB:

Within the US Highway 98 SAP, recreation and open space areas shall be enhanced and expanded as development occurs to meet the needs within the area.

POLICY 2.131-RB1: RECREATION SYSTEM

Recreation and Open Space system shall be established as development occurs, governed by the following provisions:

- A. **DESIGNATION AND MAPPING** - Recreation and Open Space (ROS) sites shall be designated in the Future Land Use Map.
- B. **PURPOSE** - Recreation and open space is intended to provide open space, recreation space, and connecting greenways, which will ensure preservation, enhancement, and usefulness of the natural and man-made environment and connect recreation facilities through bike lanes, sidewalks, greenways or other methods as established by the Land Development Code.
- C. **LEVEL OF SERVICE STANDARD** - The County-wide adopted LOS of 6.95 acres per 1,000 people for Recreation and Open Space (ROS), in accordance with Policy 3.502-E2 of this Plan, shall be applied to the US Highway 98 SAP.
- D. **DEVELOPMENT STANDARDS** - All new development and redevelopment shall be required to meet the Level-of-Service standard to contribute to the creation of a park system which includes:
 1. Improving existing recreational facilities and adding public areas to achieve the needed acreage of community and regional parks at-build-out;
 2. Connecting proposed development with the Ft. Fraser Trail within the US Highway 98 SAP;
 3. Designating ten (10) percent open space for each development as defined in the Land Development Code.
 4. Providing areas for greenways based on the PolkGreen District; and

5. Creating safe pedestrian/bikeway connections from all new development and redevelopment to existing and proposed parks, schools, trails, environmental lands, and other community facilities.
6. The County, through the Housing and Neighborhood Division, Neighborhood Revitalization Office, and the Leisure Services Division shall work to identify funding sources and available properties in the Lake Littleton area and in other central parts of the Eaton Park community as well as in Highland City by 2010, to provide additional park or other common recreation areas to be enjoyed by the community as identified in County approved plans.

POLICY 2.131-RB2: FT. FRASER TRAIL

The Ft. Fraser Trail is designated as ROS on the FLUM. Uses consistent with and expected within the Ft. Fraser Trail Master Plan shall be permitted and may include the following:

- A. Multi-modal transportation facilities such as public transit routes, pedestrian, bicycle, equestrian, and similar facilities;
- B. Trail head facilities consistent with the Ft. Fraser Trail Master Plan;
- C. Other uses deemed appropriate by the Florida Department of Transportation, the Polk Transportation Planning Organization Director or his designee, and the Polk County Planning Division Director or his designee.
- D. Any expansions of the PCC/USF and Travis Vocational campuses shall incorporate at a minimum safe pedestrian interconnection to each campus, the Ft. Fraser Trail and other community service features, and adjoining parcels.

POLICY 2.131-RB3: WETLANDS/FLOODPLAINS

In addition to the other policies within this Comprehensive Plan, the wetlands between SR 540 and Maine Street on the east side of Reynolds Road shall be protected by incorporating the wetlands into a system of recreation or open space.

OBJECTIVE 2.131-RC:

Development within the SAP shall conform to special buffering and landscape criteria to reduce potential incompatibility between land uses, negative visual impacts of development, and to help ensure reforestation in areas adjacent to the Ft. Fraser Trail, Lake Hancock, and Circle Bar AB@ Reserve.

POLICY 2.131-RC1: BUFFERING

Buffering and screening shall be required according to criteria of the Land Development Code.

POLICY 2.131-RC2: PARKING LOT LANDSCAPING STANDARDS

Parking lots shall be landscaped in accordance with the criteria established by the Land

Development Code.

POLICY 2.131-RC3: WATER CONSERVATION

Development shall be required to incorporate water conservation features into the landscape and building design to the greatest extent practicable and consistent with the Land Development Code requirements.

POLICY 2.131-RC4: ROADWAY LANDSCAPE DESIGN

Landscaping along roadways shall be required to establish a visually appealing appearance that enhances development along collector and arterial roads within the US Highway 98 SAP, in accordance with the criteria established by the Land Development Code and the design requirements of the FDOT.

POLICY 2.131-RC5: TREE PLANTING REQUIREMENTS

Tree preservation and planting in residential lots, and common areas both for residential and non-residential development, shall be encouraged to preserve a natural appearance that enhances the development, in accordance with the criteria established by the Land Development Code.

OBJECTIVE 2.131-RD:

New development shall provide open space for the protection of native-plant communities within the US Highway 98 Corridor.

POLICY 2.131-RD1: REMOVAL OF VEGETATIVE COMMUNITIES

The developer shall design and locate proposed improvements to minimize the removal of native vegetative communities. However, it is not the intent of this provision to preclude the reasonable use of a lot or parcel of land consistent with the Comprehensive Plan and Land Development Code. For parcels containing significant native plant communities, the County shall identify these on the Resource Protection Maps and work with land owners to purchase them for preservation.

POLICY 2.131-RD2: REFORESTATION

Reforestation shall be encouraged to enhance current wildlife areas and improve water quality within, and adjacent to, Banana Lake, Banana Creek, Lake Hancock, and Saddle Creek and within the US Highway 98 SAP.

OBJECTIVE 2.131-RE:

Off-Premise and On-Premise Signage requirements shall be more restrictive than typical standards for Polk County.

POLICY 2.131-RE1: SIGNS

All signs within this SAP shall conform to the standards within the Polk County Land Development Code in addition to the policies within this SAP.

POLICY 2.131-RE2: ON-SITE SIGNS

The SAP shall generally use visually pleasing, lower height, and smaller signs to compliment the overall-selected-area site and building design. Flapping flags, banners, blinking lights, signs affixed to fencing or poles, and portable signs shall be prohibited.

POLICY 2.131-RE3: OFF-SITE SIGNS (BILLBOARDS)

The construction of any new billboards may only be permitted along US 98 and no other roadway within this SAP. The billboards shall maintain at least a minimum of 1000 feet separation in any direction and shall have appropriate buffering in accordance with the Land Development Code.

OBJECTIVE 2.131-RF:

The County shall optimize the capacity of US Highway 98 as the primary north-south transportation corridor.

POLICY 2.131-RF1: ACCESS ALONG US HIGHWAY 98

Access to new development or redevelopment along US Highway 98 shall comply with the US Highway 98 CAMP.

POLICY 2.131-RF2: INTERNAL -CAPTURE

New development and redevelopment is encouraged to increase internal-capture rate to reduce external trips by focusing compatible land uses, which provide a full range of activities.

POLICY 2.131-RF3: CONNECTION BETWEEN DEVELOPMENTS

Interconnection of non-residential areas of mixed-use development with adjacent parcels will be required. In addition, development along existing and proposed arterial, collector, and local roads shall be required to provide connections to adjacent parcels consistent with the US Highway 98 Corridor Access Management Plan in accordance with the following:

- A. Service Roads;
- B. Conveyance of right of way;
- C. Internal roadways/frontage roads;
- D. Road connections that may extend beyond the SAP;
- E. Shared ingress/egress access; and
- F. Cross-access easements.

POLICY 2.131-RF4: US 98 ACCESS AND JOINT ACCESSES

Access to US Highway 98 and the use of joint access shall be required to meet standards established in the Land Development Code. This shall include the use of joint access easements, standards for lot frontage along US Highway 98, standards for design of the joint access and design of parking with joint access, standards for using joint access abutting vacant and developed uses.

POLICY 2.131-RG5: MULTI-MODAL COLLECTOR ROAD SYSTEM

Proposed roadway network within the US Highway 98 SAP are depicted on the SAP FLUM 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 access and capacity provided by that transportation corridor are generally maintained and consistent with the US Highway 98 CAMP.

- A. Roadway projects for, arterial or collector roads shall be funded consistent with the Polk unty Capital Improvement Program.
- B. Right-of-way shall be provided at time of development to the County to implement the collector roadways proposed on the US Highway 98 SAP FLUM and consistent with the Land Development Code.
- C. The right-of-way provided shall incorporate bike lanes, sidewalks, and shall be a minimum of 80 foot right-of-way for an urban section collector.
- D. Connections of proposed development with Lake Hancock and Clubhouse Roads shall be required to create a local and collector roadway network within the SPA.
- E. Sidewalks, bike lanes or appropriate paved shoulder, or multi-use trails shall be required along the multi-modal collector road system. Their placement shall be in accordance with the Land Development Code.

POLICY 2.131-RG6: DEVELOPMENT NORTH OF CR 540A

All new development and redevelopment fronting US Highway 98 shall provide:

- A. Access to adjoining parcels - This is to ensure that all parcels have access to a full median opening via cross access corridors/easements or shared ingress/egress accesses as established by the US Highway 98 CAMP. Frontage, parallel (back) road, or a side street or other service roads may be used to meet this requirement. A cross access corridor/easement agreement, or a shared ingress/egress access easement agreement, or any other shared access method as approved by the Planning Division Director or his designee shall be completed to ensure access. Such easement agreements shall be recorded in the public records of Polk County and shall constitute a covenant running with the land. As established by the Land Development Code for this SAP, and requirements for the US Highway 98 Corridor Access Management Plan as approved by the Florida Department of Transportation. Temporary right-in/right-out access to US Highway 98 may be granted.

POLICY 2.131-RG7: DEVELOPMENT SOUTH OF CR 540A

All new development and redevelopment fronting US Highway 98 shall provide access via a frontage, parallel (back) road, or a side street or other service road on both sides of US Highway 98 south of County Road 540A. This is to ensure that all parcels have access to a full median opening as established by the US Highway 98 CAMP.

POLICY 2.131-RG8: MASS-TRANSIT FACILITIES

The County shall encourage mass-transit facilities consistent with the plans of the Polk Transportation Planning Organization and the Transportation Element of Comprehensive Plan.

OBJECTIVE 2.131-RH:

The County shall optimize the capacity of CR 540-A and US Highway 98 as the primary east-west and north-south transportation corridor by implementing the Technical Memorandum on Travel Conditions in the Vicinity of Crews Lake Drive (Technical Memorandum) dated July 11, 2003.

POLICY 2.131-RH1: EAST-WEST COLLECTOR ROAD

Developers of lands within this SAP shall construct and donate right-of-way to connect E.F. Griffin Road to US 98 based on the road alignment and intent within the Technical Memorandum.

Revision History Section 2.131-R US 98 SAP	
POLICY 2.131-RA3	CPA 10B-01 (Ord. 10-039) 8/4/10
POLICY 2.131-RA4	CPA 16B-09 (Ord. 16-020) 4/19/2016; CPA 12A-03 (Ord. 12-018) 6/5/12; CPA 10B-01 (Ord. 10-039) 8/4/10
POLICY 2.131-RA5	CPA 08A-09 (Ord. 08-028) 6/18/08
POLICY 2.131-RB1	CPA 10B-03 (Ord. 10-042) 9/1/10