

Section 401.01 I-4 / NE Parkway Plan Districts

A. Purpose and Intent (Revised 10/06/10 – Ord. 10-070)

The I-4/NE Parkway plan districts implement the I-4/NE Parkway Selected Area Plan (SAP) of the Polk County Comprehensive Plan. Development within the I-4/NE Parkway plan districts shall comply with all land use requirements and development standards contained in the I-4/NE Parkway Selected Area Plan (SAP) in Section 2.131-A of the Polk County Comprehensive Plan as well as conditions in the Polk Commerce Centre Development of Regional Impact Development Order for those areas of this SAP that are within the DRI.

B. Applicability

This Section applies to development within the I-4 / NE Parkway plan districts, the boundaries of which are shown on the FLUMS.

C. Use Table

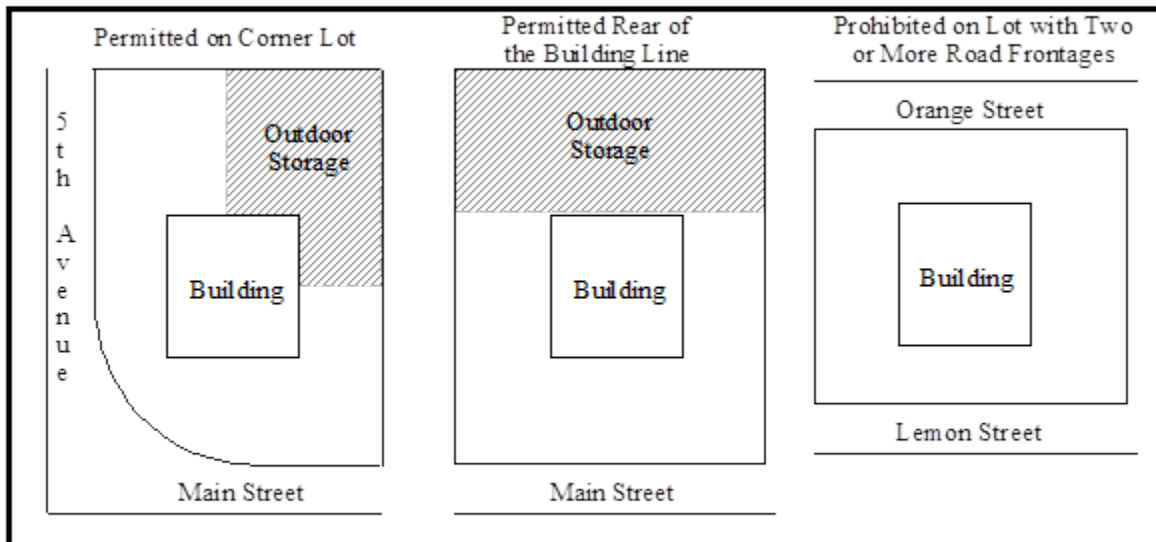
The land use categories and uses allowable in these districts are shown in Table 4.1. Land use categories and uses not shown are prohibited. Land uses shown with a C1, C2, C3 or C4 shall comply with applicable Criteria for Conditional Uses in Chapter 3.

D. Density and Dimensional Regulations and Performance Standards (Revised 11/4/14 – Ord. 11-066; 10/06/10 – Ord. 10-070)

1. CR 559-A Improvements - Development along and accessing CR 559-A within this SAP shall only be permitted when the cost and timing of necessary improvements to CR 559-A have been agreed to by the landowner (or designee) and the County.
2. Outdoor Storage - Outdoor storage is only permitted as an accessory use in the LCCX and BPC-2X districts. Outdoor storage areas shall comply with the following:
 - a. Be located behind the rear building line and adequately buffered from users of the Polk Parkway and adjacent residents;
 - b. All outdoor storage shall be at a minimum of 50 feet from any side lot line, and a minimum of 25 feet from the rear lot line;
 - c. All speakers shall be setback 100 feet from any adjacent or adjoining residential use or residential land use district; and
 - d. All speakers shall be directed away from any adjacent or adjoining

residential use or residential land use district.

Figure 401.01 a Outdoor Storage - Permitted and prohibited storage areas



3. Recreation and Open Space - The amount of recreation and open space area required is shown in Table 4.1. b and c. In addition to the other standards in this Code, the following shall apply:
 - a. Open Space – For the purpose of this SAP, opens space may consist of the following:
 - i. Retention ponds meeting the following design requirements;
 - (a) Resemble natural land/water body features;
 - (b) Landscaped in accordance with the planting requirements of a Type A Buffer. These landscape requirements may include plant clustering or alternative planting schemes approved by the Development Review Committee; and,
 - (c) Include pedestrian trail(s) paved or unpaved, benches or gazebo and fountain(s), or picnic pavilions with amenities;
 - ii. Wildlife habitat, native plant communities including wooded areas and wetlands that remain in a natural state and platted as such in perpetuity; and
 - iii. Upland areas or open field(s).
 - iv. For all residential developments, open space areas shall be designated within separate tracts and made accessible to all of the residents of the development.

- b. Passive recreation – These areas may be used to meet the Open Space requirement under the following conditions:
 - i Passive recreation such as parks or pedestrian paths shall be incorporated into the open space plan; and,
 - ii The recreation areas shall be linked via greenways/trails, wetlands, floodplains, or other natural areas within and adjacent to the development.
 - c. The recreation and open space areas shall be linked to any proposed internal pedestrian network within the development; and,
 - d. Recreation areas shall be accessible to all residents within residential development.
 - e. Bona-fide agricultural uses, Family Farms, Family Homestead, and Lots of Record are exempt from this Section
4. SPA I-a Performance Standards – All development within SPA I-a shall conform to the following:
- a. Buildings within SPA I-a shall not exceed two stories in height and shall be designed to achieve an office front appearance and front pedestrian entrances.
 - b. Truck bay facilities shall be permitted only at the rear of buildings.
 - c. All access from CR 559-A to this SPA shall be via five shared ingress/egress points. Three of these driveways shall be on the east/west straight section of existing CR 559-A and the remaining two drives shall provide access to the properties located on the north/south leg connecting with Mt. Olive Road. Vehicular access to individual lots shall not be permitted via CR 559-A by other than these shared driveways.
 - d. To promote a more pleasing streetscape and to further assist in the transition from non-residential uses to residential uses, setbacks of no less than 35 feet shall be maintained for all street frontages. Variations in individual building setbacks, of no less than five feet, shall be required on that portion of CR 559-A which is straight for distances greater than 1,000 feet. The minimum setback area shall be landscaped in accordance with the Comprehensive Plan and this Code. Parking areas shall not be allowed to intrude into setback areas.
 - e. An SAP site plan showing the overall setback plan and driveway access points shall be required prior to the issuance of development orders. An architectural elevation plan shall be required in the initial design stages for any primary building to be located within this SPA.

5. SPA II - The original purpose of the SPA II was to not only realize the development potential of this intersection but also protect an existing eagle's nest that was identified when this SAP was created in the early 1990s. Therefore, prior to the approval of any development, the applicants for land development shall confirm whether the eagle's nest has been abandoned, reused or relocated and develop the property according to state and regional regulations. It is the purpose of the SPA II to restrict development in the vicinity of an existing eagle's nest so that construction and future land use activities disturb the site as minimally as possible while still realizing appropriate development potential. Until such time as the nest is abandoned, the purpose of this SPA II has expanded to encourage a higher quality for development along the Pace Road corridor. Pace Road is a gateway into the SAP, and the Cities of Lakeland, Auburndale, Polk City and Lake Alfred. The activities associated with this corridor support a nearby college/university. To accomplish these purposes, development shall be limited to those uses outlined in the SAP.
6. SPA III - The Special Provision Area III (SPA III) is established as designated on the I-4/NE Parkway SAP map. SPA III is located at the intersection of the Parkway and a future unapproved extension of Gapway Road. The specific boundary of this SPA is not delineated to allow for flexibility; however, it is intended that a majority of the SPA be located symmetrically around the intersection and, generally, not extend more than 2,000 feet from where the centerlines intersect.
7. Signs - Signs shall be in accordance with the following:
 - a. Signs in Special Provision Areas I-a, I-b and II shall complement the overall selected area site and building design. Said sign in SPA I-1 and I-b shall be no taller than the height of the primary structure on the site and shall be limited to one hundred square feet in cumulative sign area. The setback shall be in accordance with Chapter 7 of this Code. Variances to this sign section may be granted according to Chapter 9 of the LDC.
 - b. The construction of any off-premise signs shall be in accordance with Chapter 7 Section 760 N and Chapter 9 Section 931 of this Code.
 - c. Buildings in the IACX shall comply with the CAC standards in Chapter 7. Commercial and business park uses in MUX shall be consistent with BPCX standards in Chapter 7. Residential uses in MUX shall be consistent with the respective Future Land Use designation with which the proposed density is most consistent as stated in Chapter 7. Variances may be granted as permitted in Chapter 7 and 9 of the LDC.
8. Roadway Construction Buffers - Roadway construction and design shall be in accordance with the following:
 - a. A landscape/buffer area of a minimum of 35 feet in width shall be provided on the north side of CR 559-A in SPA I-a and shall conform to

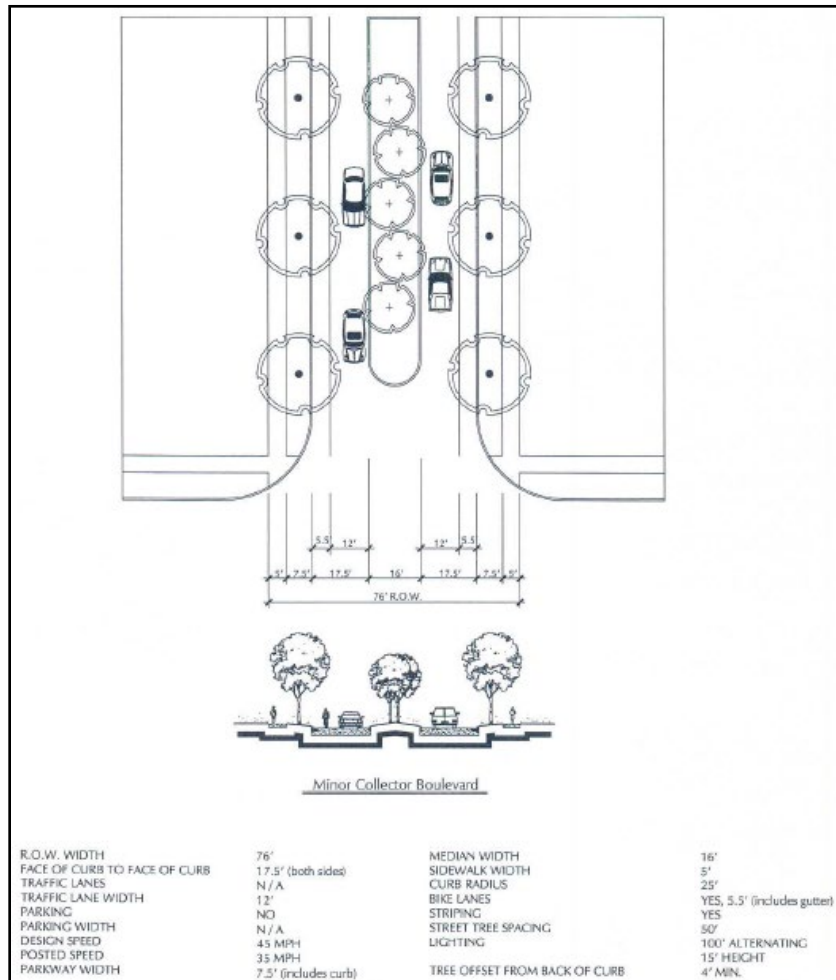
the specifications of a Type “A” Buffer per Section 720.

- b. Provided that acquisition of right-of-way is obtained on the south side of CR 559-A, adjacent to SPA I-a, landscaping shall be provided within a buffer ten feet in width buffer conforming to the specifications of a Type “B” Buffer, Section 720.
 - c. Buffer areas shall not include any right-of-way.
 - d. An alternate roadway and buffering plan may be approved through a variance per a Planned Development or waiver when the alternate buffering is designed to help soften the impact of the non-residential buildings from the residential uses to the south, as well as to maintain driver safety on CR 559-A, in accordance with standards in Section 931 and 932, respectively.
9. Multi-modal Collector Roadway System – This roadway system is based on state and regional plans for this area as well as the Polk Commerce Centre Community Redevelopment Area (CRA) Redevelopment Plan, as amended. This system is shown on the SAP FLUM map as dashed lines and also includes 1) all roads that will intersect with the proposed roads and Berkley Road and/or the Polk Parkway, and 2) Berkley Road, CR 559-A, Pace Road, and Braddock Road.
- a. Prior to Level 2 Review approval or at time of Level 5 Review approval, right-of-way shall be dedicated for the Multi-Modal Collector Road System designated on the FLUM for this SAP by all development, adjacent to the roadways or accessing the roadways, and shall comply with all standards as listed within relevant Sections of the LDC.
 - b. At a minimum, sidewalks shall be required per Chapter 7, and along both sides of the Multi Modal Collector Road system as designated on the SAP FLUM and DRI master development plan (MAP H) consistent with the requirements in Chapter 7. Bike lanes, or appropriate paved shoulders, shall also be required along both sides of the Multi Modal Collector Road system as designated on the SAP FLUM and on the DRI master plan (Map H).
 - c. The right-of-way for the roadways listed in this Section shall be a minimum of 80 feet and may be required to be 120 feet as determined during the Level 2 Review process. The purpose of this right-of-way is to ensure a complete street system that includes sidewalks and pavement for bike lanes or the appropriate pavement width for a bike lane on both sides and be consistent with the Cities of Lakeland, Auburndale, and Polk City roadway designs and needs.
 - d. At a minimum, sidewalks shall be constructed on at least one side of local roads intersecting these roadways.
 - e. Multi use facilities may be used in lieu of bike lanes, or appropriate paved

shoulders, and sidewalks in accordance with local and state standards.

- f. Mt. Olive Road Extension, the north/south road on the east side of the Polk Parkway, is required per the Polk Commerce Centre Development of Regional Impact (DRI) Development Order. The figure below is the design of the roadway anticipated by the City of Lakeland to be constructed within the Williams DRI. The design of the Mt. Olive Road Extension shall be based on input from the cities of Lakeland, Polk City, Auburndale, and Lake Alfred and shall meet the requirements of this Section.

Figure 401.01 b Example roadway design for Mt. Olive Road



- g. Alternative to the items above may be proposed through a PD or in accordance with standards in Section 931 and 932 respectively, of this LDC. The technical standards are not intended to be waived but altered based on property hardships.

- 10. Stormwater Facilities - Stormwater facilities may be used in the following manner:

- a. The facilities may be included in the required open space only if the facilities are designed to resemble natural features and are buffered similar to the plantings of a Type A Buffer which may be clustered around the pond and landscaped with species native to this area of Polk County. The final plantings may vary from the Type A Buffer listed in Chapter 7 with approval from the Development Review Committee. See below for examples of undesirable and desirable designs that are to be used as a guide.
- b. The facilities may be constructed in a different land use than the principal use(s) as long as it is available for joint use by nearby uses and consistent with the Polk Commerce Centre DRI if applicable. An easement granting this right shall be created and granted at the time of Level 2 Review approval.

Figure 401.01 c



- 11. Architectural Building Design – The first property to be developed in the BPCX, along Pace Road, IACX, and the MUX shall be required to submit architectural renderings of all buildings for review by the Polk Commerce Centre Community Redevelopment Agency (CRA). The architectural style and design of all subsequent buildings shall be based on this first approval. It is anticipated that the buildings will be compatible in design to the University of South Florida PolyTechnic (USFP) Campus. Staff shall work with the developer to develop a set of parameters that other property owners throughout the CRA shall use for subsequent building construction. It may be necessary for County staff to

establish other building design standards for review and approval by the CRA after the first site is reviewed by the CRA and may require an amendment to this SAP. The following pictures are provided as examples in addition to and until such time as the final design of the USFP is completed and started construction.



- 12. Auburndale TECO Trail – All new development or expansions of existing development, except bona fide agricultural uses, Family Homesteads, Family Farms, and Lots of Record, on parcels adjacent to the Auburndale TECO Trail shall comply with the following:
 - a. All new development or 50% expansions (of the gross floor area of all buildings) of existing development on parcels adjacent to the Trail shall plant a Type A Buffer and maintain buffering in accordance with the planting requirements of this Section and Chapter 7. The plantings and design shall be consistent with that of the Trail.
 - b. All outdoor storage for non-residential uses shall be setback 100 et and screened from the trail property line.
 - c. Any use, structure, or equipment that generates noise above 65 decibels, vibrations, or noxious odors shall be setback 100 feet from the trail right-of-way and screened from offsite view.

- 13. Trail Connection through Braddock Road – Developments that provide a pedestrian connection consistent with the needs of the City of Auburndale between the current end of Braddock Road and Tenoroc shall be permitted the maximum FAR without requiring a Planned Development or additional development requirements.

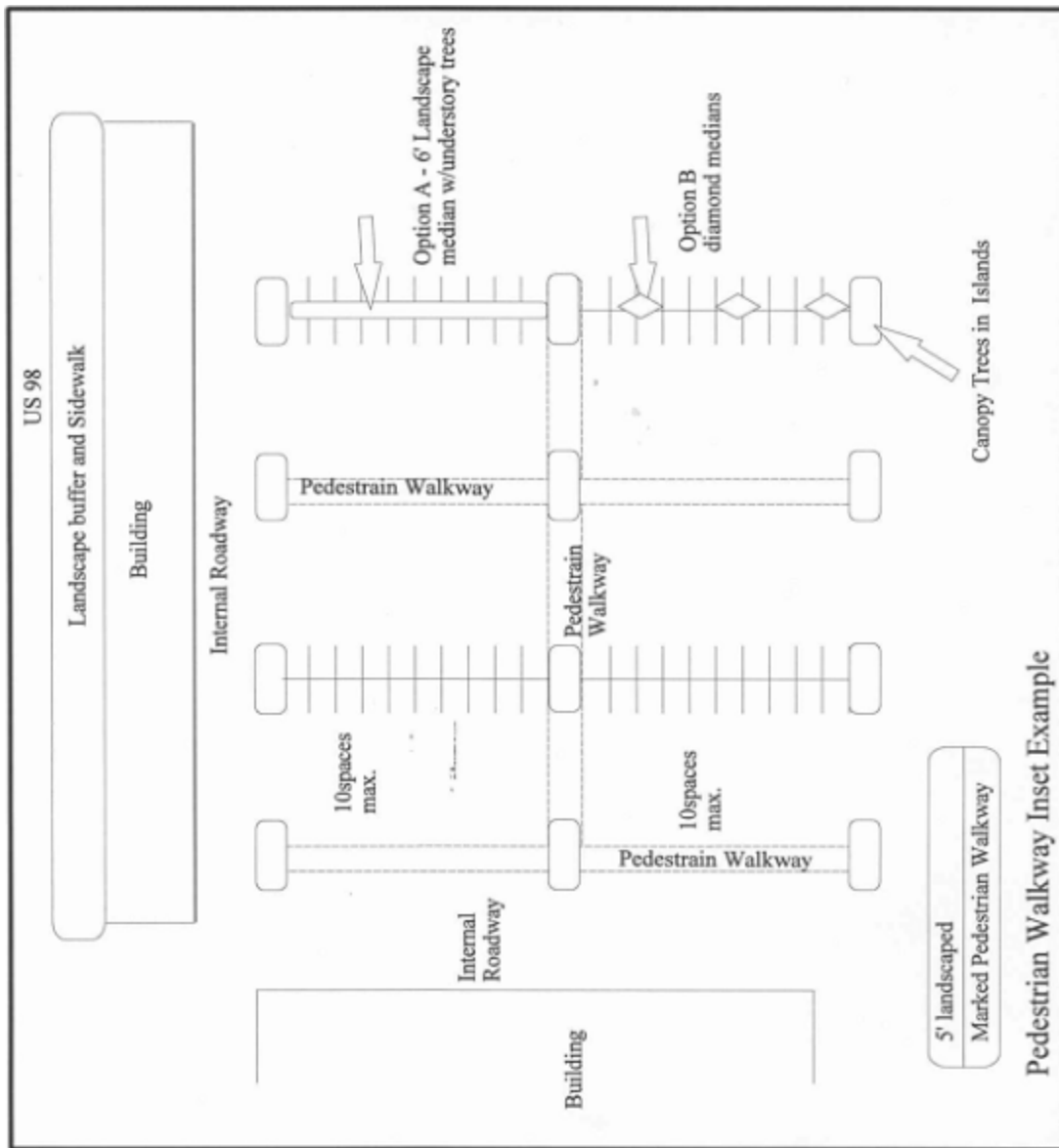
- 14. Landscape Buffers - A five foot landscaped buffer consistent with the plantings of a Type B Buffer, in accordance to Section 720 of the LDC, shall be required between all non-residential developments as follows:

- a. Where a proposed non-residential use abuts an existing non-residential use, half the required plantings and width of a Type B Buffer, in accordance to Section 720 of the LDC, shall be required, unless the existing use has an equivalent full Type B Buffer than the Type B Buffer shall not be required;
 - b. Where the proposed non-residential use abuts a non-residential designated parcel, that is vacant and without approved development plans from the County, the proposed use shall provide the equivalent of half of the required plantings and width of the Type B Buffer, in accordance to Section 720 of the LDC and the abutting parcel when developed will provide half of the required plantings and width of a Type B Buffer, in accordance to Section 720 of the LDC so that between the two uses will be a full Type B Buffer with half of the plantings and width on each lot;
 - c. If the abutting non-residential use, whether it is an existing use or has received development approval from the County, has a clustered landscaped buffer, the abutting use shall cluster the landscaped buffer on center between the proposed or existing clustered landscaping. The proposed non-residential use in this situation, cannot apply for a waiver from the required landscaping;
 - d. The plantings of the required landscape buffer between non-residential uses may be clustered, provided the separation between clusters is no greater than 30 feet;
 - e. No more than 50% of the required plantings shall be of any one sub-species;
 - f. Half of the required understory tree and shrub plantings from the Type B Buffer between non-residential uses may be transferred from the perimeter landscape to the surrounding building(s) for the development;
 - g. Where the buildings abut each other so that there is no vehicle use area between the buildings and utilize shared parking areas, a landscape buffer shall not be required to separate the two uses; and,
 - h. All landscaped buffers, including those within the building setbacks, may be counted toward the required Open Space for non-residential development.
 - i. Alternatives to the items above may be proposed through a waiver in accordance with the standards in section 932 of the LDC. The standards are not to be waived but altered based on property hardships so that quality landscaping is provided for non residential uses.
15. Parking Areas - All non-residential development, multi-family, and townhouse developments shall comply with the following:

- a. 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 alternative pavement consistent with Appendix A of this Code.
- b. Structured parking (otherwise known as parking garages) is not required; however, if a developer chooses to create structured parking, it shall incorporate the following:
 - i All structured parking shall be architecturally integrated or designed with an architectural theme similar to the main building(s);
 - ii Structured parking, starting on the first floor, may include retail, office, personal service and professional uses.
- c. All parking lot landscaping and buffer requirements shall meet the requirements of this Section in addition to the requirements of Section 720 of this Code. Where conflicts occur, the more restrictive shall apply.
 - i Xeriscape landscaping and native plant materials are encouraged to be incorporated into the parking lot landscaping.
 - ii No more than 50 percent of the required plantings shall be of any one species.
 - iii The minimum landscaping for each lot shall be provided within the interior of a required paved off-street parking area as follows;
 - (a) Each aisle of parking spaces shall be terminated by landscaped islands which measure not less than nine feet in width, as measured from the face of curb to face of curb, and not less than 18 feet in length, At least one canopy tree shall be planted in each terminal island;
 - (b) Mandatory terminal islands shall be surrounded with an continuous raised curb;
 - (c) Landscaped divider medians may be used to meet interior landscape requirements. If divider medians are used, they shall form a continuous landscaped strip between abutting rows of parking spaces. The minimum width of divided medians shall be a minimum six foot wide, as measured from the face of curb to face of curb. One under story tree shall be planted for each 30 linear feet of divided median, or fraction thereof. Trees in a divided median may be planted individually or in clusters. The maximum spacing between clusters shall be 60 feet.

- (d) A minimum six foot wide divider median, as measured from face of curb to face of curb, shall be required every fourth bay of parking as shown in Figure C. A minimum of one understory tree shall be planted for each 30 linear feet of divider median. An alternative option, three diamond shaped islands may be substituted for the continuous six foot wide divider median, as shown in Figure C.
 - (e) Optional interior islands and divider medians shall be protected by curbing or wheel stops; and,
 - (f) Each parking bay shall have no more than ten continuous parking spaces unbroken by a landscape island that shall be the width of a parking space, as measured from face of curb to face of curb.
- d. Landscape areas shall be located in such a manner as to divide and break up the expanse of paving and to guide traffic flow.
 - e. A Type A Buffer 15 feet in width shall be required between all frontage roads and parking lots in accordance with Section 720 of this Code.
 - f. For required landscaping where off-street parking abuts public right-of-way: A landscape strip of land shall be provided consistent with this Section and Section 720 of this Code, with at least one drought resistant, Florida native tree for each 75 linear feet, or fraction thereof shall be planted. Trees may be planted separately or in clusters.
 - g. No landscaping shall be provided in the right-of-way unless the County or FDOT gives the owner approval to do so. In addition, a completed agreement as to who will maintain the landscaping within the right-of-way shall be submitted prior to Level 2 Review approval.
 - h. Alternatives to the above items may be proposed through a PD or waiver in accordance with the standards in Section 931 and 932 respectively of this Code for the intention of addressing hardship issues rather than granting exemptions to these requirements.

Figure 401.01 d



E. Mixed Use-X Performance Standards (Revised 10/06/10 – Ord. 10-070)

In order to develop the Mixed Use-X in accordance with the intent outlined in the Polk County Comprehensive Plan, the following performance standards shall apply. Said standards are in addition to those outlined in this Section, which apply to the entire SAP.

1. The architectural, streetscape, local road, pedestrian and bicycle network scheme for all public and private improvements shall be consistent with the architectural design standards established by the Polk Commerce Centre CRA.
2. Buildings shall be consistent with the style designed according to Section D. 11, above.

3. Development plans shall provide a mix of at least two land uses including but not limited to residential (single and multi-family), institutional, office, commercial, warehouse/distribution, and light industrial. A mix of uses may be accomplished horizontally, within separate buildings; and/or vertically, with different uses within the same building.
4. Development density and intensity within the Mixed Use-X district shall meet the standards set forth in Table 4.2 of this Section.
5. Uses within the MU district shall be linked to one another by a system of roadways and pedestrian walkways.
6. All developments shall provide on-site safe pedestrian pathway connections from all parking areas and abutting residential development where appropriate.
7. There shall be at least one main collector roadway that provides access to all property within this district consistent with the requirements listed in Section 401.01. D. 9. and the roadway design for the Mt. Olive Road Extension as shown 401.01. D. 9. This collector roadway shall provide at least one main connection to the parcel to the north for vehicular access to Pace Road and at least one main connection to the parcels to the south for vehicular access to Braddock Road.
8. Access to individual and/or uses as part of an overall project, either requested for approval at one time or over a cumulative basis, shall be by an internal road system, frontage roads, cross-access easements, shared ingress/egress access easements, or some combination of these, off of a main access to a collector or arterial road.
9. Different uses shall incorporate the use of shared ingress/egress facilities even if on the same parcel or multiple parcels.
10. 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. Shared parking areas include off site and/or on site of parking areas for the joint use by more than one non residential and/or residential uses. To determine the best means for the parking area, the applicant shall submit the appropriate documentation consistent with Section 710, B, to ensure peak demand is addressed as well as provide any sharing agreements between property owners necessary for the long term use of the parking areas.
11. A transit stop shall be incorporated into the development every ¼ mile along an internal collector roadway. This shall include but not be limited to a bench, signage, and pedestrian cover at the discretion or approval of the Transit Director.
12. Any uses that manufacture products shall only be permitted if conducted within wholly enclosed buildings.
13. Any loading docks, utility facilities, and storage areas abutting rights-of-way shall be buffered from off-site view with landscape material.

14. Signs within the MUX shall conform to the following:
 - a. All signs shall be based on the standards for the CAC in Chapter 7 for non residential uses. Signs for residential uses within MUX shall be based on standards for the corresponding residential land use district with which the proposed density matches. All master developments, as required per this section and Polk 2.131-A4, d of the Comprehensive Plan, shall include a master sign plan;
 - b. All signs and lighting of signs shall be consistent with architecture of the buildings; and
 - c. Signs shall be monument-style or building-mounted only; freestanding pole signs shall be specifically prohibited,
15. The FAR and ISR for commercial shall be consistent with NAC in Table 2.2 of this Code.
16. The FAR and ISR for BPC type uses shall be consistent with the BPC land Use District in Table 2.2 of this Code.
17. The minimum lot sizes for Low Density Residential, Medium Density Residential, and High Density Residential shall meet the requirements in Table 2.2 for Residential Low, Residential Medium, and Residential High respectively.

F. *Interchange Activity Center Performance Standards (Revised 10/06/10 – Ord. 10-070)*

In order to develop the IACX in accordance with the intent outlined in the Polk County Comprehensive Plan, the following performance standards shall apply. These standards are in addition to those outlined in this Section, which apply to the entire SAP.

1. The architectural, signage, streetscape, local road, pedestrian and bicycle network scheme for all public and private improvements shall be consistent and approved by the Polk Commerce Centre CRA with the first development application so that it can be used as a guide for all subsequent development.
2. Cross access easements shall be required to ensure safe access management on the accessed collector road.
3. Conditional use approval shall not be approved without first considering the concerns of the nearby jurisdictions of Lakeland, Polk City, and Auburndale.
4. Items 5 through 13 under MUX above shall apply for IACX. To ensure efficient use of building area, shared parking between uses
5. Signage shall be consistent with CAC as listed in Chapter 7 of this Code.

G. Conditional Uses(Revised 11/4/14 – Ord. 14-066; 10/6/10 – Ord. 1070; 2/3/10 – Ord. 10-007; 04/09/08 – Ord. 08-007)

In addition to the requirements listed in Chapter 3, Section 303, the following standards shall apply to the listed conditional uses):

1. Multi-Family - Multifamily development within the BPC-1X and BPC-2X shall be limited to 20 percent of the district rather than as permitted in Chapter 3. All multifamily proposals shall be reviewed as part of a Planned Development.
2. Hotels/Motels – Hotels and motels within the BPC-1X and BPC-2X districts shall be limited to the 15 % percentage cap for retail uses within BPCX;
3. Light Assembly – The standards for this use shall be those as Manufacturing.
4. Manufacturing – The following standards shall apply:
 - a. No outdoor storage of any materials shall be permitted;
 - b. There shall be no external activity beyond loading and unloading of materials to and from an enclosed structure; and,
 - c. A buffer equal to a Type “C” buffer in accordance with Section 720 shall be provided between a residential use and any structure requiring loading and loading of commercial vehicle(s).
5. Motor Freight Terminals – The following standards shall apply:
 - a. There shall be no loading or unloading forward of the front building line or within 50 feet of adjacent property with a residential use or residential Future Land Use designation;
 - b. A Type “C” buffer 25 feet in width shall be required adjacent to or adjoining a residential district or a school;
 - c. A Type “C” buffer 5 feet in width shall be required adjacent to or adjoining non-residential use or district;
 - d. No vehicle parking, gasoline sales, fuel storage or truck servicing activities are allowed within 65 feet of the property line that abuts any residential district or a school regardless if the use or district is across a roadway;
 - e. All outdoor storage shall be screened from offsite view and shall be setback 50 feet from any adjacent property with a residential structure, residential land use designation or school.
6. Offices and Office Parks – The following standards shall apply:
 - a. Offices shall not exceed 15 percent of the total developable areas of the

subject TCCX district. The total developed areas shall be calculated based on the inclusion of all existing uses in the subject land use district and those with approved and valid site plans, construction plans and plats. The applicant must demonstrate that the development does not exceed this 15 percent maximum;

- b. All offices shall have vehicular and pedestrian interconnectivity. Development shall stub out for future vehicular and pedestrian connection.
 - c. Internal sidewalks shall be provide between offices and associated parking lots to meet pedestrian access of all offices within the office park; and
 - d. At a minimum, a Type “A” buffer shall be required along the entire perimeter of the office park.
7. Recreation and Amusement, General – In addition to the standards in Chapter 3, the following shall apply:
- a. All uses within the RMX and RHX Future Land Use district shall be complimentary to the Lake Myrtle Community Park. Dormitories for students of and using the facility may be permitted within the RMX and RHX Future Land Use district consistent with the densities of that district;
 - b. Limitations on hours of operation may be conditioned when the use is adjacent to developed residential areas;
 - c. Additional buffering may be needed when adjacent to developed residential areas;
 - d. Access through the Lake Myrtle Community Park shall be explored to limit traffic on local residential roads. Depending on the nature of the local road, traffic from this recreation use may be prohibited from using the local road.
8. Retail – In addition to the standards listed in this Chapter and Chapter 3, retail uses shall not exceed 15% of the contiguous BPCX district. This shall also include hotel and motel uses.
9. Warehouse and/or distribution facilities – The conditions for Motor Freight Terminals shall apply.
10. Wholesale, enclosed – The conditions for manufacturing shall apply.

Section 401.01.01 Use Table for Interstate 4 Selected Area Plan Land Use Districts

The permitted and conditional uses for the standard land use districts for this SAP are prescribed in Table 4.1.c. *Use Table for Interstate 4 Selected Land Use Districts: (Revised 10/06/10 – Ord. 10-070)*

A. *Prohibited Uses (Revised 10/06/10 – Ord. 10-070)*

The use of land or structures not expressly listed in the Use Tables for this SAP or within this SAP as permitted or conditional are prohibited.

B. *Other Regulations*

Uses listed as permitted may be established only after meeting all applicable regulations of Polk County and other governmental agencies.

C. *Conditional Uses*

Uses listed as conditional may be established only after compliance with the specific conditions and procedures outlined in Chapter 3, Conditional Uses, and all applicable codes of Polk County and other governmental agencies.

C1 Conditional uses which are reviewed at the staff level through an existing permit procedure. The review process is outlined in Section 904, Level 1 Reviews.

C2 Conditional uses which are reviewed by the staff but involve multiple issues or departments. The review process is outlined in Section 905, Level 2 Reviews, and involves review of a site plan by the Development Review Committee.

C3 Conditional uses which are reviewed by the staff but involve multiple issues and potential off-site impacts. The review process is prescribed in Section 906, Level 3 Reviews, and includes a site plan submittal for review by the Development Review Committee (DRC) and a public hearing before the Planning Commission (PC).

C4 Conditional uses which involve multiple issues and potential significant off-site impacts. These uses are reviewed by the DRC and include public hearings before the Planning Commission and BOCC. The procedure for this review is prescribed in Section 907, Level 4 Reviews.

D. *Accessory and Temporary Uses (Revised 10/06/10 – Ord. 10-070)*

Accessory and Temporary Uses are defined in Chapter 10 and regulated in Chapter 2 of this Code.

E. *Infill and Compatibility*

All uses are subject to Infill and Compatibility requirements outlined in Sections 220 and 221.

F. *Density and Dimensional Regulations (Revised 10/06/10 – Ord. 10-070)*

The dimensional regulations for structures that are to be placed within the land use districts of this SAP are prescribed in Table 4.1.a and b. Variances to the regulations within this table may be requested pursuant to Chapter 9 except for the maximums of the Floor Area Ratios (FAR) and densities as these are set within the Comprehensive Plan for this SAP. Height limitations may be approved over that set forth in Table 4.2.a as listed in the footnotes. This may require additional approval of the Joint Airport Zoning Board.

Achieving maximum densities and FAR shall be based on meeting the Tiered requirements for the desired intensity. There are three successive Tiers (levels) of development requirements. Participation in a higher Tier requires compliance with all the standards of the preceding Tiers. The higher intensities are granted upon the completion of a Level 2 Review process after the applicant illustrates that all requirements for the proposed Tier have been met. Incentive bonuses expire with the expiration of the Level 2 plans. Alternatives to addressing the specific requirements of the Tiers to achieve the higher densities and intensities may be granted through the approval of a Planned Development per the requirements of the relevant sections of the LDC.

The requirements and the higher intensities are based on the following:

1. Tier 1 – meeting all relevant requirements of this Code and SAP;
2. Tier 2 – meeting all relevant requirements of this Code, SAP and the following:
 - a. Internal street lighting designed to minimize off site glare consistent with Figure 401.01.01 a below;
 - b. Walls consistent with Figure 401.01.01b below;
 - c. Sidewalks on all roadways within and adjacent to the development;
 - d. Increasing required open space by five percent (5 %); and
 - e. Recessed garages for residential uses.
3. Tier 3 - meeting all of Tier 1 and 2 and the following:
 - a. Construction of the proposed Multi Modal Collector Road System that is adjacent to or through a project;
 - b. Mixed use building for projects including both residential and non residential;

- c. Use of green building practices for 75 percent (75%) of all buildings and 75% of the property such as but limited to the use of solar energy for hot water heaters, use of solar energy for electricity, insulation that meets green building standards, use of 100% LED lighting, Low Impact Design, or items supported by the United State Green Building Coalition and the Florida Green Building Coalition Green Building Designation Standard;
- d. No disturbance of any on-site wetlands, which shall be included in an easement that provides for the perpetual protection of the wetlands as well as other on-site natural resources.

Figure 401.01.01 a



Figure 401.01.01 b



4. Non-residential development Floor Area Ratio (FAR) Range Table - The maximum FAR ranges for non-residential land use designations are provided in Table 4.1a below. These FARs may be achieved by incorporating the development requirements as listed in 401.01.01, F. Variances to the requirements listed in the Tiers shall require the approval of a Planned Development through a Level 3 Review. The FAR in BPCX and MUX is for non-residential uses. The FAR for commercial uses within the BPCX and the MUX shall use those within the IACX. Variances to the requirements listed in the Tiers shall require the approval of a Planned Development through a Level 3 Review.

**Table 4.1 a (Revised 10/06/10 – Ord. 10-070)
Non-Residential Future Land Use Designations**

	TCCX	BPCX	IACX	MUX
Tier 1	0.35	0.75	0.35	0.75
Tier 2	0.36 – 0.50	0.76 - 1.00	0.36 – 0.50	0.76 - 1.00
Tier 3	0.50 - 0.75	1.01 - 1.50	0.50 - 0.75	1.01 - 1.50

5. Residential Development - The I-4 NE/Parkway Selected Area Plan is planned for compact, efficient growth. In order to determine how to achieve a certain density, refer to Table 4.1b. This table indicates those densities that may be achieved by implementing the Tiers as described above. The lot sizes and unit types shall be consistent with other relevant chapters of this LDC. Residential density increases in the MUX, IACX, and BPCX shall be consistent with the residential Future Land Use district which closely matches the allowable densities in MUX, IACX, and BPCX. Variances to the requirements listed in the Tiers shall require the

approval of a Planned Development through a Level 3 Review.

**Table 4.1 b Residential Land Use Districts
(Maximum Density - du/ac)**

Density (du/ac)	RL-1X	RL-2X	RL-3X	RL-4X	Density (du/ac)	RMX(3)	RHX(3)
#1	Tier 1	Tier 1	Tier 2	Tier 3	> 5 - 8	Tier 3	Tier 2
> 1 - 2	Tier 2	Tier 1	Tier 2	Tier 2	> 8 - 10	Tier 3 and PD per Chapter 4	Tier 1
> 2 - 3	Tier 3	Tier 2	Tier 1	Tier 1	> 10 - 12		Tier 3
> 3 - 4	Tier 3 and PD per Chapter 3	Tier 3	Tier 2	Tier 2	> 12 - 15		Tier 3 and PD per Chapter 3
> 4 - 5	Tier 3 and PD per Chapter 3	Tier 3 and PD per Chapter 3	Tier 3	Tier 3			

(Revised 10/06/10 – Ord. 10-070)

Table 4.1c Use Table for Interstate 4 Selected Area Plan Land Use District (For this table's revision history, see last row in table)

	RL-1X	RL-2X	RL-3X	RL-4X	RMX	RHX	LCCX	TCCX	CACX	BPC-1 X	BPC-2 X	IACX	INSTX	MUX	ROSX	PRES V
RESIDENTIAL USES																
Duplex, Two-Family Attached			C3	C3	P	P								C2		
Group Home, Small (6 or less residents)	C1	C1	C1	C1	C1	C1										
Group Home, Large (7-14 residents)					C1	C1										
Group Living Facility (15 or more residents)	C3	C3	C3	C3	C3	C2							C2			
Mobile Home Park & Subdivision	C4	C4	C4	C4	C3	C3										
Mobile Homes, Individual	C1	C1	C1	C1	C1	C1										
Multi-Family	C3	C3	C3	C3	P	P	C3	C2	C3	C3	C3		C3	C2		
Short-Term Rental Unit	C3	C3	C3	C3	C3	C3		P								
Single-Family Detached Home & Subdivision	P	P	P	P	P	C2								C2		
MIXED USES																
Planned Development	C3	C3	C3	C3	C3	C3	C3	C3	C3	C3	C3	C3	C3	C3	C3	C3
Transitional Area Development	C3	C3	C3	C3	C3	C3										
ALL OTHER USES																
Adult Day Care Center (7 or more clients)	C3	C3	C3	C3	C3	C2							C2			
Agricultural Support, On-site	C3				P	P	P	P	P	P	P	P	P	P	P	
Alcohol Package Sales							C1	C1	C1	C1	C1	C1				
Assembly, Light										C1	C1			C1		
Bars, Lounges and Taverns							C3	C1	C1	C1	C1	C1				
Bed & Breakfast	C3	C3	C3	C3	C2	C2										
Cemeteries							C3						C2	C3		
Childcare Center	C3	C3	C3	C3	C3	C3	P	P	P	C1	C1		P	C1		
Clinics and Medical Offices							P	P	P				P	C2		
Commercial Vehicle Parking							C2	C2	C2	C2	P	P		C3		

	RL-1X	RL-2X	RL-3X	RL-4X	RMX	RHX	LCCX	TCCX	CACX	BPC-1 X	BPC-2 X	IACX	INSTX	MUX	ROSX	PRES V
Communication Towers, Guyed and Lattice									C3	C3	C2	C2	C2	C2	C3	C3
Communication Towers, Monopole							C3	C2	C3	C2	C2	C2	C2	C2	C3	C3
Community Center	C3	C3	C3	C3	C3	C3	C2	C2	C2	C2	C2	C2	C2	C2	C2	
Correctional Facility													C4	C2		
Cultural Facilities	C3	C3	C3	C3	C3	C3	P	P	P	C2	C2	P	C2	P	C2	
Emergency Shelter, Small (6 or less residents)	C1	C1	C1	C1	C1	C1										
Emergency Shelter, Medium (7-14 residents)					C1	C1										
Emergency Shelter, large (15 or more residents)	C3	C3	C3	C3	C3	C2							C2			
Financial Institution							C2	P	P	C2	C2	C2		C2		
Financial Institution, Drive-thru							C2	P	P	C2	C2	C2		C2		
Funeral Home and Related							C2		C2					C3		
Gas Station							C2	P	P	C1	C1	C1	C3	C1		
Golf Course	C1	C1	C1	C1	C1	C3		C1					C1	C3	C1	C2
Hazardous Waste Transfer, Storage																
Heavy Machinery Equipment Sales and Services							C2				C3	P				
Heliports							C3	C3	C3	C3	C3	C3	C3	C3		
Helistops	C3	C3	C3	C3	C3	C3	C2	C2	C2	C2	C2	C2	C2	C2	C2	
Hospitals							P		P				P	C2		
Hotels and Motels							C2	P	P	C2	C2	C2		C2		
Kennels, Boarding							C2	C1	C1							
Lime Stabilization Facility							C3			C3	C3	C3	C3			
Livestock Sale, Auction	C1						C2									

	RL-1X	RL-2X	RL-3X	RL-4X	RMX	RHX	LCCX	TCCX	CACX	BPC-1 X	BPC-2 X	IACX	INSTX	MUX	ROSX	PRES V
Lodges and Retreats, Private							P	P					P	C2		
Manufacturing, Explosives/Volatile Materials																
Manufacturing, General							C2									
Manufacturing, Light							C2			C2	P			C2		
Marinas and Related Facilities							C1	C1	C1							
Medical Marijuana Dispensaries							C2	C2	C2	C2	C2	C2		C2		
Mining, Non Phosphate	C3	C3	C3	C3	C3	C3	C3	C3	C3	C3	C3		C3		C3	
Motor Freight Terminal							C3				C3			C2		
Nightclubs and Dance Halls							C3	C1	C3			C2				
Nurseries and Greenhouses	C1						P	P	P					C2		
Nursing Home					C2	C2	C2		C2				C2	C3		
Office							P	P	P	P	P	C1	C2	P		
Outdoor Concert Venue								C3							C2	
Personal Services							P	P	P	P	P	P		P		
Power Plants, Non-Certified, high																
Power Plants, Non-Certified, low										C4	C4		C4			
Printing and Publishing							C2			P	P	P		P		
Railroad Yards																
Recreation Passive	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	P C1	C1	C1	C1
Recreation, High Intensity	C3	C3	C3	C3	C3	C3	C2	C1					C1	C1	C1	C3
Recreation, Low Intensity	C2	C2	C2	C2	C2	C2							C2		C2	C3
Recreation and Amusement, General							P	C2	C2			C2		C2		
Recreation and Amusement, Intensive							C3	C3				C2				
Recreation, Vehicle Oriented	C3	C3	C3	C3	C3	C3		C2					C1		C1	
Religious Institution	C3	C3	C3	C3	C3	C3	P	P	P	C2	C2	P	P	P	C2	

	RL-1X	RL-2X	RL-3X	RL-4X	RMX	RHX	LCCX	TCCX	CACX	BPC-1 X	BPC-2 X	IACX	INSTX	MUX	ROSX	PRES V
Religious Institutional Campgrounds															C3	
Research and Development							C2			P	P			P		
Residential Treatment Facility							C4		C4				C4			
Restaurant, Drive-thru/Drive-in							C2	C2	C2	C2	C2	C2		C2		
Restaurant, Sit-down/Take-out								P	P	C2	C2	C2		P		
Retail, Less than 5,000 square feet							P	P	P	C2	C2	P		P		
Retail, 5,000 - 34,999 square feet							P	P	P	C2	C2	C2		P		
Retail, 35,000 to 64,999 square feet							C2	C2	P	C2	C2	C2		C2		
Retail, More than 65,000 square feet							C3	C3	P	C3	C3	C2		C3		
Retail, Outdoor Sales/Display							C2	C3	C3		P	C2		C2		
Riding Academies	C3														C1	
Salvage Yard												C3				
School, Elementary	C2	C2	C2	C2	C2	C2								C2		
School, Middle	C2	C2	C2	C2	C2	C2								C2		
School, High	C3	C3	C3	C3	C2	C2								C2		
School, Leisure/Special Interest	C3	C3	C3	C3	C3	C3	C2	P	P	C2	C2	P	P	C2	P	
School, Technical/Vocational/Trade & Training							C3	C2	C2	C2	C2	P	P	P		
School, university/College					C3	C3	C2							C2		
Self-Storage Facility							C2				C2	C2		C2		
Solar Electric-Power Generation Facility										C2	C2		C2			
Studio, Production							P			P	P	P	P	P		
Transit, Commercial							C3				P			P		

	RL-1X	RL-2X	RL-3X	RL-4X	RMX	RHX	LCCX	TCCX	CACX	BPC-1 X	BPC-2 X	IACX	INSTX	MUX	ROSX	PRES V
Transit Facility							P	P	P	P	P	P	P	P		
Utilities, Class I	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Utilities, Class II	C1	C1	C1	C1	C3	C3	P	P	P	P	P	P	P	P	P	
Utilities, Class III	C3	C3	C3	C3	C3	C3	C3	C3	C3	C3	C3	C3	C3	C3	C3	
Vehicle Repair, Auto Body							C3				P					
Vehicle Recovery Service/Agency							C2				C2					
Vehicle Service, Mechanical							C2	P	P		P					
Veterinary Services							P	P	P						C2	
Warehousing/Distribution, up to 50,000 s.f.							C2			C1	C1	C1			C1	
Warehousing/Distribution, up to 50,001 to 100,000 s.f.							C2			C2	C2	C2			C2	
Warehousing/Distribution, up to 100,001 to 250,000 s.f.							C2			C3	C3	C3			C3	
Warehousing/Distribution, up to 250,001 and over s.f.							C2			C4	C4	C4			C4	
Water Ski Schools							C3	C3	C3	C3	C3		C3		C3	

Revised 05/01/18 – Ord. 18-025; 11/21/17 – Ord. 17-066; 7/11/17 – Ord. 17-036; 4/19/16 – Ord 16-022; 11/4/14 – Ord. 14-066; 8/5/14 – Ord. 14-045; 10/02/12 – Ord. 12-030; 12/6/11 – Ord. 11-033; 12/06/11 – Ord. 11-032; 6/28/11 – Ord. 11-008; 10/6/10 – Ord. 10-070; 2/3/10 – Ord. 10-007; 12/01/09 – Ord. 09-073; 09/16/09 – Ord. 09-60; 9/02/09 – Ord. 09-055; 07/22/09 – Ord. 09-047; 11/12/08 – Ord. 08-056; 04/09/08 – Ord. 08-007; 10/23/02 Ord. 02-68; 2/11/02 - Ord. 02-04; 12/29/01 - Ord. 01-92; 7/25/01 - Ord. 01-57; 01/03/05 - Ord. 04-80

Table 4.2a Dimensional Regulations for the I-4 NE/Parkway Selected Area Plan

	SPA I-a	SPA I-b	SPA II	RL-1X	RL-2X	RL-3X	RL-4X	RMX	RHX	MUX	IACX	CACX	BPC-1X	BPC 2X	
DENSITY AND FAR															
RESIDENTIAL GROSS DENSITY DU/ACRE MAXIMUM/MINIMUM	N/A	N/A	N/A	1 du/ac N/A	2 du/ac N/A	3 du/ac N/A	4 du/ac N/A	10 du/ac N/A	15 du/ac NA	0 – 15 du/ac	10 du/ac 15 du/ac	25 du/ac	5 du/ac 15 du/ac	5 du/ac 15 du/ac	
MIN. RESIDENTIAL LOT AREA 1	See Table 2.2 for the respective Future Land Use designation	See Table 2.2 for the respective Future Land Use designation	See Table 2.2 for the respective Future Land Use designation	See Table 2.2 for the respective Future Land Use designation	See Table 2.2 for the respective Future Land Use designation	See Table 2.2 for the respective Future Land Use designation	See Table 2.2 for the respective Future Land Use designation	See Table 2.2 for the respective Future Land Use designation	See Table 2.2 for the respective Future Land Use designation	See Table 2.2 for the respective Future Land Use designation	See Section 401.01, D, E	N/A	N/a	N/A	N/A
MAX. NON-RESIDENTIAL FAR (see Section 401.01.01 F)	0.50	0.70	0.40	0.25	0.25	0.25	0.25	0.25	0.25	0.75 – 1.50 and see Section 401.01, E	0.35 – 0.75 and see Section 401.01, F	0.30	0.75 – 1.50	0.75 – 1.50	
MAX. NON-RESIDENTIAL IMPERVIOUS SURFACE RATIO	0.80	0.85	0.75	0.65	0.65	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	
OPEN SPACE PERCENTAGE OF TOTAL SITE	15%	15%	15%	10%	10%	10%	10%	15%	20%	15%	15%	15%	15%	15%	
MINIMUM SETBACKS FROM ROAD RIGHTS-OF-WAY/CENTER LINE 2,3,4															
LIMITED ACCESS	100'/NA	100'/NA	100'/NA	100'/NA	100'/NA	100'/NA	100'/NA	100'/NA	100'/NA	100'/NA	100'/NA	100 / NA	100'/NA	100'/NA	
PRINCIPAL ARTERIAL	65'/125'	65'/125'	65'/125'	65'/125'	65'/125'	65'/125'	65'/125'	65'/125'	65'/125'	65'/125'	65'/125'	65 / 125	65'/125'	65'/125'	
MINOR ARTERIAL	50'/90'	50'/90'	50'/90'	50'/90'	50'/90'	50'/90'	50'/90'	50'/90'	50'/90'	50'/90'	50'/90'	50 / 90	50'/90'	50'/90'	
URBAN COLLECTOR	35'/65'	35'/65'	35'/65'	35'/65'	35'/65'	35'/65'	35'/65'	35'/65'	35'/65'	35'/65'	35'/65'	35 / 65	35'/65'	35'/65'	
RURAL MAJOR COLLECTOR	35 / 65	35 / 65	35 / 65	35 / 65	35 / 65	35 / 95	35 / 95	35 / 65	35 / 65	35 / 65	35 / 65	35 / 65	35 / 65	35 / 65	

¹ All development is subject to Section 610 Setbacks from lakes and surface waters.

² Front, exterior side, and exterior rear setbacks for principal and accessory structures shall be determined by the distance from the road right of way (R/W). Setbacks from private roads shall be calculated in the same manner or from the edge of pavement, whichever is greater. All linear dimensions are given in feet. All setbacks are to be measured perpendicular to the building at its closest point (including but not limited to walls, eaves, balconies, car ports, and awnings) to the appropriate point depending on if the setback is a right of way setback, side or rear setbacks. See Chapter 10 for definitions.

³ All residential garage entrances for vehicles shall be setback a minimum of 20 feet from the property line or right of way easement.

⁴ The Building Official may approve a reduction in the required setbacks of up to ten percent (10%) of the requirement through a Level 1 Review process.

	SPA I-a	SPA I-b	SPA II	RL-1X	RL-2X	RL-3X	RL-4X	RMX	RHX	MUX	IACX	CACX	BPC-1X	BPC 2X
RURAL MINOR COLLECTOR	35 / 65	35 / 65	35 / 65	35 / 65	35 / 65	35 / 65	35 / 65	35 / 65	35 / 65	35 / 65	35 / 65	35 / 65	35 / 65	35 / 65
LOCAL, 60' R/W, or greater	25 / 55	25 / 55	20 / 50	15 / 45	15 / 45	15 / 45	15 / 45	15 / 45	15 / 45	15 / 45	30 / 60	30 / 60	30 / 60	30 / 60
LOCAL, 41- 60' R/W	25 / 50	25 / 50	20 / 45	15 / 40	15 / 40	15 / 40	15 / 40	15 / 40	15 / 40	15 / 40	30 / 60	30 / 60	30 / 60	30 / 60
LOCAL, 40' R/W	25 / 45	25 / 45	20 / 40	15 / 35	15 / 35	15 / 35	15 / 35	15 / 35	15 / 35	15 / 35	30 / 55	30 / 55	30 / 55	30 / 55
MINIMUM SETBACKS (Principal Structure / Accessory Structures) ⁵														
INTERIOR SIDE ^{1,3,6,7,8,12}	15 / 10	15 / 10	10 / 5	7 / 5	7 / 5	7 / 5	7 / 5	7 / 5	7 / 5	15 / 10	15 / 10	15 / 15	15 / 15	15 / 15
INTERIOR REAR ^{1,3,4,7,9,12}	20 / 10	20 / 10	15 / 10	10 / 10	10 / 5	10 / 5	10 / 5	10 / 5	10 / 5	15 / 15	15 / 15	15 / 15	15 / 15	15 / 15
MAX. STRUCTURE HEIGHT (ft) ^{5,10,11,12,13,14}	50	50	50	50	50	50	50	50	75	N/A	N/A	75'	N/A	N/a

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⁵ On structures greater than 50 feet in height the building setbacks shall be increased by one-half of one foot for each one foot of height over 50 feet. Setbacks can be reduced as part of a master development plan.

⁶ All development is subject to Section 220 Compatibility.

⁷ All structures shall comply with Section 214 Distance between Buildings

⁸ Townhouses, Duplexes and single family attached units intended to be subdivided and sold as individual units shall have no setback from the common wall between units.

⁹ Minimum interior side setbacks for non residential uses which adjoin non residential districts may utilize a zero setback in accordance with the provisions in Section 755, provided that side adjoins a non residential district.

¹⁰ Residential structures exceeding 35 feet in height, setbacks shall be increased by one half of one foot for each one foot of height over 35 feet.

¹¹ Chimneys, smoke stacks, communication towers, and Religious Institution symbols, including but not limited to: minarets, prayer towers, steeples, crosses, menorahs, Stars of David, and bell towers are exempt from the structure height limitations.

¹² All structures are subject to compliance with the Polk County Airport Zoning Regulations, adopted and administered by the Joint Airport Zoning Board (JAZB).

¹³ Recreational lighting, seating, press boxes, and other similar appurtenances are excluded from height restrictions when approved through a Level 3 Conditional Use process.

¹⁴ Height limitation variances may be approved per the requirements of Chapter 9.

Table 4.2b Dimensional Regulations for the I-4 NE/Parkway Selected Area Plan

	INST-1X and INST-2X	LCCX	TCCX	RO SX	PRESVX
DENSITY AND FAR					
RESIDENTIAL GROSS DENSITY DU/ACRE MAXIMUM/MINIMUM	N/A	N/A	N/A	N/A	N/A
MIN. RESIDENTIAL LOT AREA ¹	N/A	N/A	N/A	N/A	N/A
MAX. NON-RESIDENTIAL FAR (see Section 401.01.01 F)	0.25	0.35	0.35 - 0.75 and see Section 401.01, E	0.10	0.00005
MAX. NON-RESIDENTIAL IMPERVIOUS SURFACE RATIO	0.70	0.70	0.70	0.20	0.0001
OPEN SPACE PERCENTAGE OF TOTAL SITE	15%	15%	15%	N/A	N/A
MINIMUM SETBACKS FROM ROAD RIGHTS-OF- WAY/CENTER LINE ^{2,3,4}					
LIMITED ACCESS	100 / NA	100 / NA	100 / NA	100 / NA	100 / NA
PRINCIPAL ARTERIAL	65 / 125	65 / 125	65 / 125	65 / 125	65 / 125
MINOR ARTERIAL	50 / 90	50 / 90	50 / 90	50 / 90	50 / 90
URBAN COLLECTOR	35 / 65	35 / 65	35 / 65	35 / 65	35 / 65
RURAL MAJOR COLLECTOR	35 / 65	35 / 65	35 / 65	35 / 65	35 / 65
RURAL MINOR COLLECTOR	35 / 65	35 / 65	35 / 65	35 / 65	35 / 65
LOCAL, 60' R/W, or greater	30 / 60	30 / 60	30 / 60	30 / 60	25 / 55
LOCAL, 41- 60' R/W	30 / 60	30 / 60	30 / 60	30 / 60	25 / 50
LOCAL, 40' R/W	30 / 55	30 / 55	30 / 55	30 / 55	25 / 45

¹ All development is subject to Section 610 Setbacks from lakes and surface waters.

² Front, exterior side, and exterior rear setbacks for principal and accessory structures shall be determined by the distance from the road right of way (R/W). Setbacks from private roads shall be calculated in the same manner or from the edge of pavement, whichever is greater. All linear dimensions are given in feet. All setbacks are to be measured perpendicular to the building at its closest point (including but not limited to walls, eaves, balconies, car ports, and awnings) to the appropriate point depending on if the setback is a right of way setback, side or rear setbacks. See Chapter 10 for definitions.

³ All residential garage entrances for vehicles shall be setback a minimum of 20 feet from the property line or right of way easement.

⁴ The Building Official may approve a reduction in the required setbacks of up to ten percent (10%) of the requirement through a Level 1 Review process.

	INST-1X and INST-2X	LCCX	TCCX	RO SX	PRESVX
MINIMUM SETBACKS (Principal Structure / Accessory Structures) ⁵					
INTERIOR SIDE ^{1, 3, 4, 6, 7, 8}	15 / 15	15 / 15	15 / 15	15 / 15	15 / 15
INTERIOR REAR ^{1, 3, 4, 6, 7, 9,}	15 / 15	15 / 15	15 / 15	15 / 15	30 / 10
MAX. STRUCTURE HEIGHT (ft) ^{5, 10, 11, 12, 13, 14}	50	35	00	25 ⁽¹⁹⁾	25

⁵ On structures greater than 50 feet in height the building setbacks shall be increased by one-half of one foot for each one foot of height over 50 feet. Setbacks can be reduced as part of a master development plan.

⁶ All development is subject to Section 220 Compatibility.

⁷ All structures shall comply with Section 214 Distance between Buildings.

⁸ Townhouses, Duplexes and single family attached units intended to be subdivided and sold as individual units shall have no setback from the common wall between units.

⁹ Minimum interior side setbacks for non residential uses which adjoin non residential districts may utilize a zero setback in accordance with the provisions in Section 755, provided that side adjoins a non residential district.

¹⁰ Residential structures exceeding 35 feet in height, setbacks shall be increased by one half of one foot for each one foot of height over 35 feet.

¹¹ Chimneys, smoke stacks, communication towers, and Religious Institution symbols, including but not limited to: minarets, prayer towers, steeples, crosses, menorahs, Stars of David, and bell towers are exempt from the structure height limitations.

¹² All structures are subject to compliance with the Polk County Airport Zoning Regulations, adopted and administered by the Joint Airport Zoning Board (JAZB).

¹³ Recreational lighting, seating, press boxes, and other similar appurtenances are excluded from height restrictions when approved through a Level 3 Conditional Use process.

¹⁴ Height limitation variances may be approved per the requirements of Chapter 9.

