

PROPOSED TEXT AMENDMENT TO NORTH RIDGE
SELECTED AREA PLAN

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COMPREHENSIVE PLAN AMENDMENT

PROPOSED TEXT AMENDMENT TO NORTH RIDGE SELECTED AREA PLAN

I. SUMMARY/INTRODUCTION

The applicant, Circus Inn, Inc., seeks the approval of a text amendment to the Polk County Comprehensive Plan. The text amendment is to Policy 2.131-Q4M.c (a) in the North Ridge Selected Area Plan (the “Policy”). This policy addresses access onto US 27 for parcels designated Employment Center (ECX) future land use designation only. The relevant portion of the existing policy is included below with the key language in **BOLD** text:

- c. 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. **No new individual driveways shall be permitted to access US 27.**

The applicant is seeking to delete this last sentence which is only found in the development criteria for the ECX future land use designation. There are few properties along the US 27 corridor designated ECX.

II. PROJECT BACKGROUND

The applicant owns a 56.71 acre parcel located on the westside of US Highway 27 at Holly Hill Grove Road 1 in Davenport (Polk County), Florida. The property is identified by the Polk County Property Appraiser as Parcel ID 272-630-0000000-120-10. A portion of the property is subject to a future land use map amendment in this amendment cycle. The amendment is seeking a re-designation of 30 acres from Professional Institutional (PIX) to Employment Center (ECX). The parcel currently has two future land use designations and this amendment will ensure that the entire parcel is designated ECX. The amendment also facilitates the ability to develop the property as commercial since the PIX land use has a cap of 65,000 square feet for commercial buildings. Other than this land use cap there is no significant difference between the PIX and ECX land uses.

The applicant has had numerous meetings with Planning staff in advance of this submittal. As part of these meetings staff raised a concern regarding direct access US 27 and the ECX access restrictions in Policy 2.131-Q4M.c (a). The plan amendments (both the map and text amendments) are needed to facilitate potential commercial development on the property. The plan amendment is supported by a market study

that demonstrates a significant need for commercial development in this area to support the residential development that has already been approved for this portion of the County as well as Haines City to the south.

III. SUPPORTING ANALYSIS

The applicant is seeking the following revisions to Policy 2.1.31-Q4M.c.(a):

c. 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. No new individual driveways shall be permitted to access US 27.
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The proposed text amendment resolves the transportation issue related to the proposed future land use map amendment by deleting the prohibition on new individual driveways as further explained below.

The existing policy prohibits new “individual” driveways onto US 27 and requires access to parcels through an internal road system, frontage roads, cross-access easements, shared ingress/egress access easements or some combination of these. The County interprets this policy to prohibit all new access to US 27 which is more restrictive than FDOT access management requirements.

This policy is intended to restrict access onto US 27 in order to encourage US 27 to retain a free flow of traffic. However, the limited application of this policy, the contradiction with FDOT access management, and the vague and unclear language interferes with the effectiveness of this policy in application.

This policy severely impacts parcels designated ECX, but it does not apply to any other parcels or land uses along the US 27 corridor, limiting any effective application and prejudicing parcels designated ECX. The policy contradicts FDOT access management regulations, possibly creating a conflict with FDOT permitting. And the policy is also vague and unclear as currently drafted, because only “individual driveways” are prohibited. There are two reasonable interpretations of the policy:

- 1. That all driveway access is prohibited; or
- 2. That driveway access is prohibited except for access to “internal road system, frontage roads, cross-access easements, shared ingress/egress access easements, or some combination of these.”

Limited Application – The Policy is not a corridor-wide restriction and does NOT apply to the following:

Table 1: Planning Areas With US 27 New Driveway Prohibition

Planning Areas	US 27 Driveway Prohibition
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Parcels outside of the North Ridge Selected Area Plan	NO
Tourist Commercial Center	NO
Regional Activity Center	NO
Community Activity Center	NO
Linear Commercial Corridor	NO
Business Park Center	NO
Neighborhood Activity Center	NO
Convenience Center	NO
Linear Commercial Corridor	NO
Business Park Center	NO
Industrial	NO
Institutional	NO
Commercial Enclave	NO
Professional Institutional	NO if part of a Planned Development
Employment Center	YES

As identified in Table 1 above, no other land use category is prohibited from adding new individual driveways to US 27. Only ECX has this prohibition. However, the North Ridge Plan has no planning criteria or access standard to justify the ECX driveway prohibition. Development authorized in ECX does not result in more impacts or require more driveway connections than any of these other land uses. The ECX floor area ratio is the same or less than other intensity standards for non-residential land use categories.

In application, this ECX access restriction only impacts eight undeveloped parcels along the US 27 corridor which are clustered into two general areas. Both of these areas are analyzed below.

ECX AREA 1: Area 1 is the subject parcel and the parcel immediately north of Holly Hill Grove Road 2. This area totals approximately 64 acres. The parcels are currently vacant/undeveloped. These parcels are adjacent to Holly Hill Grove Road 1 and 2 which connect to FDC Grove Road which is a parallel roadway to US 27 and provides relief to this corridor.

ECX AREA 2: Area 2 is immediately south of the Regional Activity Center at the I-4 interchange to Crescent Road. For the western side of US 27 only two parcels are designated ECX. One parcel contains an electric substation. The undeveloped parcel has frontage onto Minute Maid Ramp Road 2 which connects to FDC Grove Road. The eastern side of US 27 is mostly developed north of Citrus Ridge Road. South of Citrus Ridge Road is undeveloped to Crescent Road. There are four parcels that have frontage onto US 27 in this area.

Consistency Analysis of Driveway Policy Language – As discussed above, the ECX individual driveway prohibition language is arbitrary since it only applies to the ECX future land use category and there is no planning basis for this restriction.

Additionally, the restriction is not needed and conflicts with other Polk County access standards regarding US 27 access. These standards as discussed below.

STANDARD 1 – POLK COUNTY REQUIRES ALL US 27 ACCESS VIA FRONTAGE ROAD, PARALLEL ROAD OR SIDE STREET

Driving US 27 it is clear that the County is controlling access onto US 27 by requiring access or frontage roads or using side streets where available. This standard is established in Policy 2.131-W3 which states the following:

POLICY 2.131-W3: All new development and redevelopment fronting US 27 shall provide access via a frontage, parallel (back) road, or a side street. A cross access 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 required. Such easement agreements shall be recorded as in the public records of Polk County and shall constitute a covenant running with the land. As established by the Land Development Code, temporary right-in/right-out access may be granted.

All land use categories, except for ECX, must meet this standard which does not contain the vague “no new individual driveway” language. This adopted policy is the standard in the County and negates the need for the ECX driveway prohibition which is clearly duplicative of the ECX policy and because of its limited application, is not necessary.

STANDARD 2: UNIFIED ACCESS AND JOINT-USE DRIVEWAYS AND RELIANCE ON FDOT STANDARDS

Unlike Policy 2.131-Q4M.c.(a) which restricts “new individual driveways”, Policy 2.131-W6 states that curb cuts must be consistent with FDOT requirements. The Policy also states that unified and joint access driveways are required for projects. Once again this policy does not include the no new driveway prohibition. Policy 2.131-W6 is included below:

POLICY 2.131-W6: CURB CUTS AND JOINT ACCESS - The following curb cut and joint access criteria shall be implemented along US 27, US 17/92, and collector roadways consistent with the following:

- A. Curb Cuts - Curb cuts for US 27 and US 17/92 shall be consistent with the requirements established by the Florida Department of Transportation.
- B. Unified Access and Joint-Use Driveways -
 - 1. Unified Access and Circulation - All development shall be designed to incorporate unified access and circulation in accordance with the requirements described below.
 - 2. Joint Use Driveways - The County shall require the establishment of a joint-use driveway serving abutting building sites, with cross-access easements.

STANDARD 3: RELIANCE ON FDOT APPROVAL

In addition to the two comprehensive plan policies identified above, the Polk County Land Development Code, which implements the County’s Plan, also provides guidance on how access is to be protected along US 27. Section 401.06 states that only one driveway along US 27 is permitted every 1,320 feet unless authorized in writing by FDOT. Thus, the County Code establishes a general access distance restriction but defers to FDOT for the final decision.

Inconsistency with FDOT Access Management – The ECX access policy presents a situation that may run in conflict with FDOT access management policy. FDOT retains jurisdiction to approve driveway permits to US Highway 27. It is possible, if not likely, that FDOT could approve a driveway permit from US 27 to an ECX parcel that the County would consider an “individual driveway.” This conflict can be resolved by encouraging new driveway access to internal road systems, frontage roads, cross-access easements, or shared ingress/egress access easements per Policy 2.131-W3.

IV. IMPACT OF TEXT AMENDMENT

If the text amendment is adopted, then additional “new individual driveways” would be permitted for the eight parcels designated ECX that have frontage onto US 27. Table 2

below identifies all of the remaining vacant parcels with frontage on US 27 that are designated ECX.

Table 2: Vacant Parcels Designated ECX with US 27 Frontage

PARCEL	ACREAGE
27-26-19-704500-010090	8.45
27-26-20-705500-030162	2.08
27-26-20-705500-030170	7.10
27-26-20-705500-030320	4.91
27-26-20-705500-040010	2.91
27-26-20-705500-040140	12.52
27-26-19-705000-020250	8.38
SUBTOTAL	46.35 ACRES
27-26-30-000000-012010 [PROPOSED FLUM AMENDMENT PARCEL]	56.71 (if amendment is approved; currently 26.71 acres are designated ECX)
TOTAL (with FLUM amendment)	103.06 ACRES

As shown above, if this text amendment is approved then there are eight parcels (including the proposed FLUM amendment) that would be able to have direct access onto US 27 assuming all of the other conditions were met. The proposed plan amendment makes up 55% of the total vacant property designated ECX with US 27 road frontage. Once this property is developed there will only be 45% of the vacant property remaining. In addition, all of these parcels are concentrated into two specific areas on the US 27 corridor as previously discussed.

The vast majority of the vacant property on the US 27 corridor within the North Ridge Special Area Plan is not designated ECX. Unlike ECX lands, these vacant parcels are permitted new individual driveways onto US 27. Analyzing the US 27 corridor within the North Ridge Plan boundary, there are approximately 270 acres of vacant land designated for non-residential development which compose approximately 30 parcels on the corridor. These parcels are not different from the ECX parcels other than the land use designation. As shown in Table 3 below, if the intent is to prohibit new driveways onto US 27 to protect the roadway then the ECX prohibition has limited impact but disproportionately burdens those properties.

Table 3: Comparison of Vacant Parcels on US 27 Corridor / Non-Residential

Category	Parcels	Percentage in Corridor	Acres	Percentage In Corridor
ECX	8	21%	103*	28%
Non-ECX	30	79%	270	72%
Total	38	100%	373	100%

* Includes proposed future land use map amendment

V. CONSISTENCY ANALYSIS

As explained in this analysis, Polk County has clear standards for how access is restricted onto US 27. The County requires joint driveways and the use of access roads and other strategies to minimize new driveways. The County also restricts driveways by a specified distance of 1,320 feet in its land development code but defers to the FDOT to waive this standard. This makes sense because FDOT is the permitting agency for this roadway and has to issue new driveway permits. All of these standards apply to ECX designated lands as well as a special prohibition on new individual driveways. As this analysis has shown, there is no planning rationale in the comprehensive plan to explain why this one land use category should have a different access standard. The following consistency analysis analyzes the applicable North Ridge policies based on the understanding that all other future land use categories have no new driveway restriction and there is no identified planning reason for ECX to have a driveway prohibition.

The following is an analysis of the consistency of the proposed text amendments with the North Ridge Selected Area Plan policies:

SECTION 2.131-Q NORTH RIDGE SELECTED AREA PLAN.

This Selected-Area Plan is adopted in recognition that this area of Polk County; bounded on the east by the Providence Development and land to the south, on the north by the CR 54/Loughman SAP, on the west by the Core area of the Green Swamp Area of Critical State Concern and on the south by the City of Haines City; is expected to experience a high degree of development over the next twenty years. This urbanization will be caused by numerous external factors, most of which are occurring in adjacent Osceola and Orange Counties. This Selected Area Plan is a proactive response to these forces. It represents an initiative to shape this development into an organized and well-planned urban area.

VISION BASIC PRINCIPLES

The "Basic Principles" section has been included to serve as guiding principles to convey the concept and intent of the objectives and policies of the North Ridge Selected Area Plan. It contains fourteen fundamental principles as follows:

1. An efficient and highly desirable urban growth pattern requires a balance of residential and nonresidential uses, a range of housing opportunities, and short trips between housing, employment, and shopping.

CONSISTENCY: THIS TEXT AMENDMENT WITH THE ACCOMPANYING FUTURE LAND USE MAP AMENDMENT IS INTENDED TO PROVIDE NEEDED COMMERCIAL DEVELOPMENT ON THIS PORTION OF THE COUNTY. TO DATE, SIGNIFICANT RESIDENTIAL DEVELOPMENT HAS BEEN APPROVED AND THIS AMENDMENT IS INTENDED TO PROVIDE COMMERCIAL TO SUPPORT THIS GROWING RESIDENTIAL POPULATION. THIS CAN HELP REDUCE TRIP LENGTHS AND PROVIDE EMPLOYMENT FOR NEARBY RESIDENTS.

THE PROPOSED TEXT AMENDMENT IS NEEDED TO PROVIDE ASSURANCE THAT ADEQUATE ACCESS WILL BE AVAILABLE COMMENSURATE TO THE LEVEL OF DEVELOPMENT PROPOSED.

2. The best way to achieve an efficient and highly desirable urban growth pattern in this area is through the interconnection of urban nodes, tourist activities, and medical and commercial centers.

CONSISTENCY: THE PROPOSED TEXT AND FLUM AMENDMENT FURTHERS THIS GOAL BY BALANCING RESIDENTIAL, COMMERCIAL AND EMPLOYMENT. THE COUNTY HAS ALREADY APPROVED SIGNIFICANT RESIDENTIAL DEVELOPMENT. THIS AMENDMENT IS PROVIDING COMMERCIAL DEVELOPMENT TO SUPPORT THIS POPULATION.

COMMERCIAL DEVELOPMENT CAN NOT OCCUR WITHOUT ASSURING ADEQUATE ROADWAY CONNECTIONS. THIS AMENDMENT REMOVES AN ARBITRARY ACCESS STANDARD AND ENSURES THAT THE PROJECT WILL BE REVIEWED CONSISTENT WITH ALL OTHER COMMERCIAL PROJECTS IN THE COUNTY NOT DESIGNATED ECX.

3. The existing cities serve as the social, commercial, cultural, educational, and civic centers of the entire area. Their urban services and location are responsive to the needs of the neighborhoods.

CONSISTENCY: THE PROPOSED TEXT AND FLUM AMENDMENT FURTHERS THIS GOAL BY ENSURING THE FULL RANGE OF NEEDED LAND USES ARE PROVIDED. COMMERCIAL DEVELOPMENT HAS SPECIAL ACCESS NEEDS AND THIS AMENDMENT ENSURES THAT COMMERCIAL DEVELOPMENT CAN OCCUR IN THIS AREA.

4. The I-4 US 27 intersection, as a major access to the area, will allow regional-type activities to develop in the adjacent area.
5. The existing medical facilities will serve as attractors for other medical services and office centers.
6. Tourist commercial uses, mixed with regional-type activities are better served in the vicinity of the intersection of I-4 and US 27 and at the terminus of the Ernie Caldwell Boulevard.
7. Neighborhood and community activity centers are needed to help serve not only the visitors but also the permanent residents to the area.
8. Environmentally sensitive development is an enhancement to the quality of life. Provisions for Green Swamp protection, aquifer protection, and reforestation are important components to this plan.

CONSISTENCY: THIS TEXT AMENDMENT AND THE FLUM AMENDMENT FURTHERS THIS GOAL BY ENCOURAGING DEVELOPMENT ON SUITABLE LAND FOR DEVELOPMENT. THE TEXT AMENDMENT DOES NOT ENCOURAGE DEVELOPMENT IN UNSUITABLE AREAS.

9. Transportation efficiency is a desirable goal. This plan recognizes US 27 as the primary transportation corridor and the need for alternative North/South and East/West facilities to support urban growth.

CONSISTENCY: AS IDENTIFIED IN THIS ANALYSIS, POLK COUNTY HAS CLEAR DEVELOPMENT STANDARDS FOR PROTECTING THE EFFICIENCY OF THE US 27 CORRIDOR. THOSE STANDARDS APPLY THROUGH OUT THE CORRIDOR AND THEY ALLOW NEW CONNECTIONS WHEN DEVELOPMENT PLANS MEET THE COUNTY'S STANDARDS. HOWEVER, THE PROHIBITION ON NEW DRIVEWAYS DOES NOT FURTHER A CLEAR STANDARD AND IS INCONSISTENT WITH THE OVERALL COMPREHENSIVE PLAN AND LAND DEVELOPMENT CODE. THIS AMENDMENT REMOVES THAT INCONSISTENCY. FINALLY, REMOVING THIS INCONSISTENCY DOES NOT JEOPARDIZE THE EFFICIENCY OF THE US 27.

10. Multi-use transportation corridors and access management are key implementation tools to providing a safe and efficient movement of vehicular traffic.

CONSISTENCY: THIS AMENDMENT REMOVES AN INTERNAL INCONSISTENCY IN THE COMPREHENSIVE PLAN AND AN ARBITRARY STANDARD THAT SEVERELY IMPACTS PROPERTIES DESIGNATED ECX. THIS AMENDMENT ENSURES THAT ECX DESIGNATED PROPERTY ARE TREATED THE SAME AS ALL OTHER PROPERTIES AND THE ACCESS MANAGEMENT STANDARDS APPLIED TO THEM.

11. This SAP has an important rural and agricultural component that needs to encourage agricultural activities and protection of these elements.
12. Mixing residential and non-residential uses along with interconnectivity between neighborhoods and commercial districts will support a more efficient transportation pattern in the area as well as help maintain the level of service on US 27.

CONSISTENCY: THIS AMENDMENT WILL RESULT IN A MORE MIXED USE DEVELOPMENT PATTERN FOR THIS PORTION OF THE COUNTY BY PROVIDING COMMERCIAL AND RESIDENTIAL IN CLOSE PROXIMITY. PROVIDING THIS COMMERCIAL REQUIRES CONNECTIVITY TO US 27. HOWEVER, THIS SUPPORTING ANALYSIS DEMONSTRATES THAT THERE ARE SUITABLE ALTERNATIVES TO ENSURE NEEDED INTERCONNECTIVITY AND REMOVING THE ACCESS PROHIBITION FOR ECX ENSURES THAT ECX PROPERTY HAS THE SAME CONNECTIVITY REQUIREMENTS OF ALL OF FUTURE LAND USES.

13. Mixed use developments that can provide a diverse mix of residential and non-residential uses are preferred within the SAP.
14. Provide a linked system of recreation by the establishment of an area-wide pedestrian and bikeway trail within rights-of-way and on sidewalks of collector and arterial roads with links to the Green Swamp.
15. This SAP area contains regionally important commercial sand resources. These raw materials are essential for future development in several central Florida Counties. Development standards must maximize long-term extraction of sand resources, and promote compatibility with adjoining uses, and promote and guide future conversion to developable land.

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

CONSISTENCY: THIS AMENDMENT SEEKS TO PROVIDE A BALANCE OF RESIDENTIAL AND NON-RESIDENTIAL USES. THE PROPOSED TEXT AMENDMENT REMOVES BARRIERS TO HAVING NEEDED COMMERCIAL DEVELOPMENT IN THIS PORTION OF THE COUNTY.

OBJECTIVE 2.131-Q: North Ridge Selected-Area Plan - Development within the North Ridge Selected Area Plan (SAP) shall occur in accordance with the policies stated within this section in addition to all other policies within the Future Land Use Element and other elements incorporated within the Polk County Comprehensive Plan not in conflict with these policies. Where there is a conflict in policy or standards, the more stringent standard shall apply.

POLICY 2.131-Q1: DESIGNATION AND MAPPING - The North Ridge Selected Area Plan 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 North Ridge Selected Area Plan Map which is included as part of the Future Land Use Map Series.

POLICY 2.131-Q4: MODIFIED LAND USE CATEGORIES - Land within "modified land-use categories", as enumerated in Policy 2.131-Q2 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.

M. EMPLOYMENT CENTER (ECX) - The Employment Center is an Activity Center designated only within the County's Selected Area Plans (SAP). It is designed to allow office parks, light assembly, commercial, and other business uses to serve the needs of the growing population in the northeast area of the County.

- a. **DESIGNATION AND MAPPING** - The Employment Center is designated on the Future Land Use Map Series as "Employment Center X" (ECX).
- b. **CHARACTERISTICS** - The ECX in this SAP is intended to accommodate the employment and functional needs of the urbanizing northeast area of the County. The ECX will generally contain office and support facilities, college and university uses, commercial, light assembly, and limited warehousing uses. General (approximate) characteristics of the Employment Center Xs are:
 - (a) Minimum Population Support: 20,000,
 - (b) Market Area Radius: 3+ miles,
 - (c) Typical Tenants: Office Parks, colleges and universities, research parks, services to offices, light assembly, distribution centers, research firms, development firms, convenience stores, restaurants, professional offices, financial institutions, recreational uses, communication facilities, medium density residential development, hotels and uses that support or directly relate to the college campuses and the development of a research park, including small-scale retail stores and other commercial uses.
- c. **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. No new individual driveways shall be permitted to access US 27.

CONSISTENCY: THIS AMENDMENT WILL REMOVE THE "NO NEW INDIVIDUAL DRIVEWAY" PROHIBITION. THE AMENDMENT WILL FURTHER THE STATED GOALS OF THE EMPLOYMENT CENTER BY PROVIDING COMMERCIAL DEVELOPMENT "TO SERVE THE NEEDS OF THE GROWING POPULATION". THE AMENDMENT REMOVES THE BARRIERS TO THIS NEEDED COMMERCIAL DEVELOPMENT.

- (b) Different uses shall incorporate the use of shared ingress/egress facilities wherever practical.
- (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 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 adopted code shall be provided where effects of lighting, noise, odors, and other such factors would adversely impact adjacent land uses.
- (f) Residential development, as a primary use will be permitted in up to 15% of the ECX designation at Medium and High Densities. Location of residential units above non-residential shall be encouraged by not considering such units against the maximum residential densities. Residential development in excess of the 15% ECX designation may be permitted through a Planned Development. Alternatively, residential development may exceed the 15% ECX designation and be permitted a maximum density of 25 dwelling units per acre through a technical review performed by the Development Review Committee if the development provides parallel connector(s) between two or more roads intersecting with US 27 that connect residential and commercial development along the US 27 corridor, consistent with Policy 2.131-W4.
- (g) Industrial uses which include at least fifty percent (50%) office space, assemble products, and conduct research and development, but do not manufacture any products.
- (h) The FAR shall be 0.70. Higher FARs will be allowed through bonus points per the Land Development Code for a total of 2.0.
- (i) Retail and commercial uses are limited to 30 percent of the ECX district. A higher percentage of the limited 30 percent of retail and commercial uses shall be permitted through a Planned Development. The maximum floor area ratio for commercial uses shall be 1.0.
- (j) All development, when it is feasible, shall take advantage of any mass-transit facilities.

OBJECTIVE 2.131-W: The County shall optimize the capacity of US 27 and US 17/92 as the primary transportation roadways. (Section revised by CPA-2003A-04) July 9, 2003)

POLICY 2.131-W1: Access to new development or redevelopment will comply with FDOT access management guidelines for the US 27 transportation corridor.

CONSISTENCY: THE APPLICANT UNDERSTANDS THAT FDOT MUST APPROVE DRIVEWAY PERMITS IN ORDER TO HAVE US 27 ACCESS. THE AMENDMENT ELIMINATES POTENTIAL INCONSISTENCIES BETWEEN FDOT ACCESS STANDARDS AND THE ECX ACCESS CRITERIA.

POLICY 2.131-W2: 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, thereby reducing external trips.

CONSISTENCY: THE PROPOSED AMENDMENT (TEXT AND MAP) WILL CREATE NEEDED COMMERCIAL DEVELOPMENT WHICH WILL SERVE TO REDUCE TRIP LENGTHS AND TO PROTECT CAPACITY ON THE COUNTY'S ROADWAYS AND ENCOURAGE OTHER MODES OF TRANSPORTATION.

POLICY 2.131-W3: All new development and redevelopment fronting US 27 shall provide access via a frontage, parallel (back) road, or a side street. A cross access 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 required. Such easement agreements shall be recorded as in the public records of Polk County and

shall constitute a covenant running with the land. As established by the Land Development Code, temporary right-in/right-out access may be granted.

CONSISTENCY: THE APPLICANT RECOGNIZES THIS REQUIREMENT WHICH APPLIES TO ALL DEVELOPMENT AND IS NOT AN PROHIBITION TO ECX PROPERTY ONLY. THE AMENDMENT ELIMINATES POTENTIAL INCONSISTENCIES BETWEEN FDOT ACCESS STANDARDS AND THE ECX ACCESS CRITERIA.

POLICY 2.131-W6: CURB CUTS AND JOINT ACCESS - The following curb cut and joint access criteria shall be implemented along US 27, US 17/92, and collector roadways consistent with the following:

- A. Curb Cuts - Curb cuts for US 27 and US 17/92 shall be consistent with the requirements established by the Florida Department of Transportation.

CONSISTENCY: THE APPLICANT RECOGNIZES THIS REQUIREMENT.

- B. Unified Access and Joint-Use Driveways -

1. Unified Access and Circulation - All development shall be designed to incorporate unified access and circulation in accordance with the requirements described below.
2. Joint Use Driveways - The County shall require the establishment of a joint-use driveway serving abutting building sites, with cross-access easements.

- C. Cross-Access Corridors - The County shall designate cross-access corridors on properties adjacent to roadways. Such designation may be made in connection with the approval of any subdivision or site plan within the affected area, or as part of an overall planning program.

- D. Design of Cross-Access Corridors - Cross-access corridors shall be designed to provide unified access and circulation among parcels on each block of the thoroughfare, in order to assist in local traffic movement. Each corridor should be designed to include the following elements:

1. A continuous linear travel corridor extending the entire length of the block which it serves, or approximately 1,000 feet parallel to the thoroughfare and having a design speed of 10 mph. Final design of the facility shall be approved by the County Engineer.
2. Sufficient width to accommodate two-way travel aisles designed to accommodate automobiles, service vehicles, and loading vehicles.
3. Stub-outs and other design features which make it visually obvious that the abutting properties may be tied in to provide cross-access, shall be constructed at the time of development.
4. Linkage to other cross-access corridors in the area.

- E. Easements Required to be Dedicated - Where a cross-access corridor is designated by the County, no subdivision plat, site plan or other development shall be approved unless the property owner shall grant an easement, running with the land, allowing general cross-access to and from the other properties in the affected area. Such easement shall be recorded in the public records of Polk County and shall constitute a covenant running with the land.

- F. Coordinated or Joint Parking Design - Wherever a cross-access corridor has been designated, the business sites within the affected area shall be so designed as to provide for mutually coordinated or joint access and circulation systems, and shall include stub-outs and other design features as necessary to make it visually obvious that the abutting properties may be tied in to create a unified system.

- G. Development Prior to Abutting Use - In the event that the building site is developed prior to an abutting property, it shall be designed to ensure that its parking, access, and circulation may be easily connected to create a unified system at a later date.
- H. Existing Abutting Uses - In the event that the building site abuts an existing developed property, it shall be so designed as to connect to the abutting parking, access and circulation to create a unified system unless the County Engineer finds that this would be impractical.