

The following information is an excerpt from the Lakeland Comprehensive Plan: 2010-2020, Future Land Use Element. Additional information may be found within the Comprehensive Plan, including information regarding the Central City Transit Supportive Area.

GOALS, OBJECTIVES AND POLICIES

Objective 3: As part of the future land use map series, delineate Transit-Oriented Corridors (TOC) Overlay to address existing and planned key fixed transit routes and to promote a wide range of uses within ¼ mile of these key transit corridors and ½ mile from transit activity centers including passenger rail stations. Create incentives and minimum requirements for new or re-development projects within these corridors.

Policy 3A: Transit-Oriented Corridors shall encourage a mix of complimentary land uses with medium to high residential densities along key designated existing or planned fixed route transit corridors. All new or redevelopment within a TOC shall be designed with pedestrian, bike and transit friendly site design. The City shall promote the following land uses in vertical or horizontal mixes within a TOC:

- Non-residential future land uses with residential uses above the first floor where appropriate, including Activity Center uses.
- Public & Institutional, PI Uses, including but not limited to government, place of worship, community, educational, daycare, recreational &/or medical/clinic uses;
- Residential Medium (RM) & Residential High (RH) uses;
- Recreational and open/green space appropriate for an urban setting.

Policy 3B: Minimum densities of new residential subdivisions and multi-family residential development within residential land use designations and located in the TOC shall be 7 du/acre within the 1/8 mile TOC buffer area and 5 du/acre within the ¼ mile TOC buffer area. Minimum densities are not intended for infill development within primarily single family neighborhoods nor do they apply to platted subdivisions. Maximum residential densities within such land use designations shall be allowed up to 22 dwelling units per acre within 1/8 mile of the TOC and 16 du/acre within ¼ mile of the TOC. Maximum densities are not guaranteed; they may be limited by site features, land use compatibility issues including those relating to scale and mass, other requirements of this Plan and/or other City regulations. To qualify for the density increase, transit service must be operational within the designated corridor or have committed funding in the first 3 years of an adopted CIP or work program. Corridor depth shall be approximate and measured from centerline of the applicable roadways. TOC density increases shall not apply to any Conservation or Preservation land use areas or in the Green Swamp Area of Critical State Concern. Owners with parcels that are located partially within a TOC and/or its density buffer area shall be subject to a determination by the Community Development Director or

his designee as to whether a majority of the developable parcel (excludes jurisdictional wetlands) is located within the corridor(s) in which case the entire developable parcel may be deemed within the applicable corridor(s).

Policy 3C: Wherever possible the City's TOCs shall align and connect with the Polk County Transit Corridors & Centers Overlay.

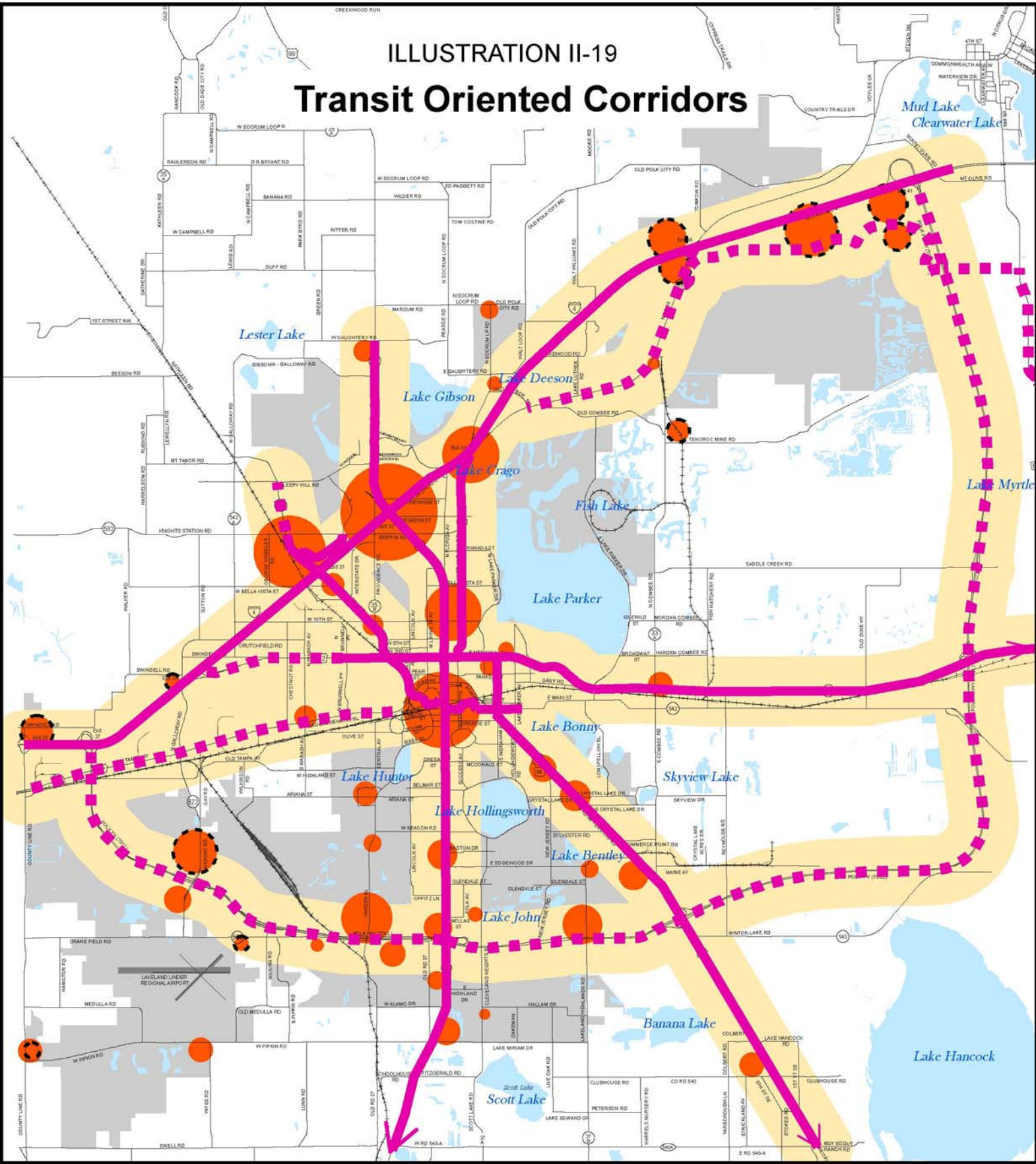
Policy 3D: The City shall adopt and implement *Land Development Regulations* that include elements of a form-based code which emphasizes design standards including maximum building setbacks, open/green space requirements, street shading treatments, maximum block lengths, relationship of development to the street, and provisions that require "complete streets" and inter-modal connectivity as based upon the adopted roadway typologies in the Transportation Element of this Plan. Within the TOCs, compatibility of land uses shall be ensured primarily through appropriate building and site design standards which reflect a transit-oriented, urban form as well as other limits which may need to be imposed such as transitioning of building mass and/or density/intensity of uses or other limits as appropriately applied through zoning and/or development plan review.

Policy 3E: All new and redevelopment within the TOC shall be designed with primary focus on safe, attractive and functional access for the pedestrian, with secondary focus on the vehicle. This primary focus shall be reinforced by the City's land development and building regulations which address urban form, energy efficiency and transportation including: flexible parking and parking maximums, limited driveway cuts, cross/shared access, green spaces, setbacks, block length, sun/rain pedestrian protection treatments, and bicycle and transit facilities.

Policy 3F: Geographically variable impact fees shall also be considered as a means to encourage redevelopment and infill. Impact fee ordinance changes may include offering a discount for redevelopment in the Central City TSA outside of the Core Improvement Area and/or a discount in the Transit Oriented Corridors where a mix of uses is proposed in new or re-development.

Policy 3G: Where a new passenger rail service station stop is located within the City, a small area land use plan shall be required for an area approximately ½ mile or more around the proposed station site. The plan shall address the proposed mix of uses needed, expected maximum and minimum densities/intensities, parking areas and/or associated off-site park and ride or transfer facilities, general range of scale/mass of buildings, compatibility with surrounding uses, any required public services or infrastructure improvements, and connectivity with other modes of transportation including bus, bike and pedestrian modes. Development plans shall reflect a transit oriented, pedestrian friendly design. At least one noticed workshop is recommended for general public and surrounding landowner input; the final plan shall require City Commission approval.

Transit Oriented Corridors



Source: Lakeland Community Development Department

Transit Oriented Corridors

- Transit Oriented Corridors
- Long Term Potential Transit Oriented Corridors

Activity Centers

- Current
- Future
- DULA Area

1/4 Mile Buffer (to each side)

