

EAGLE LAKE COMMUNITY REDEVELOPMENT AREA

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**UPDATE PREPARED BY:
THE CENTRAL FLORIDA REGIONAL PLANNING COUNCIL**

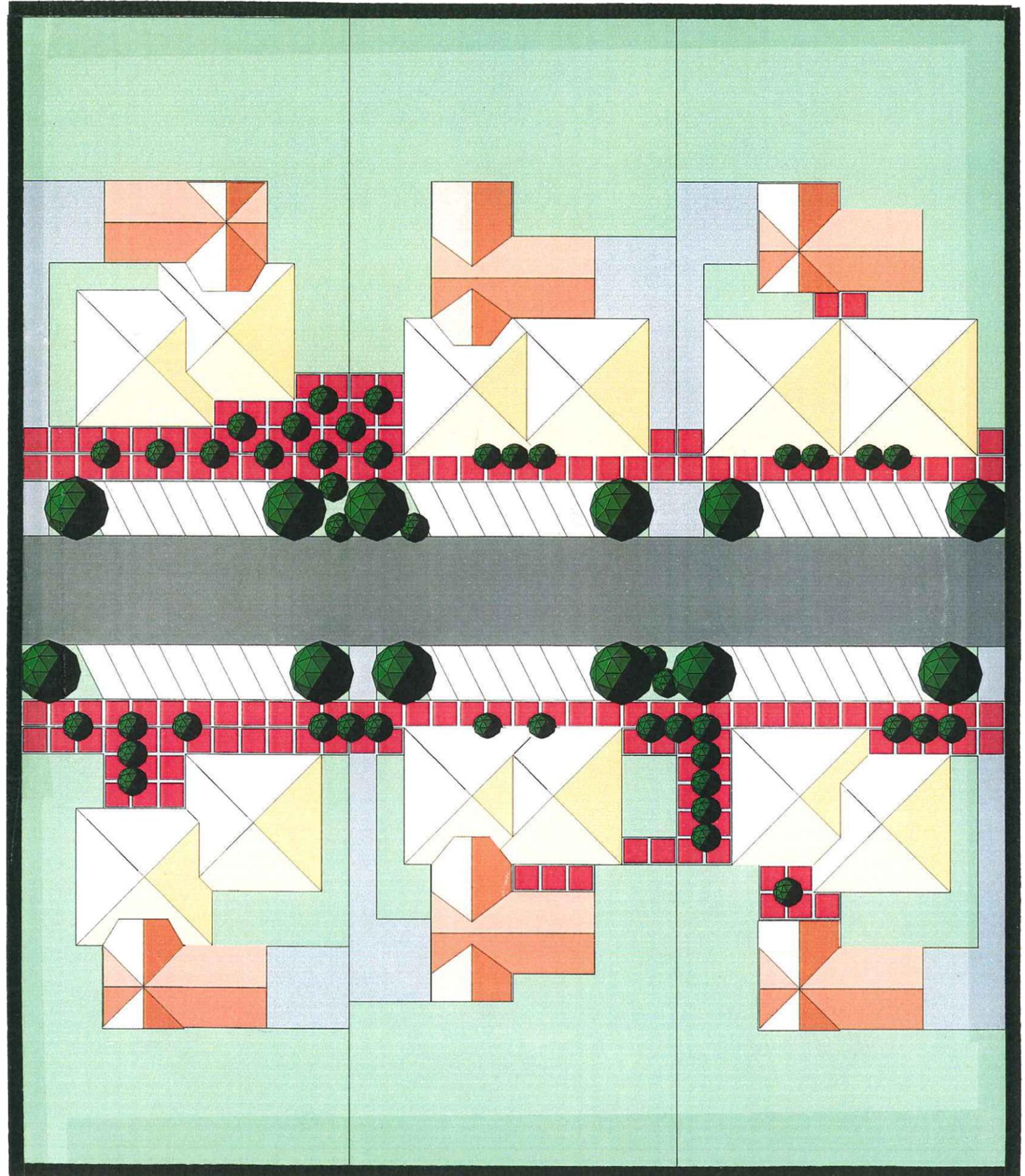


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**CITY OF EAGLE LAKE
COMMUNITY REDEVELOPMENT DISTRICT**

EXECUTIVE SUMMARY

BACKGROUND

The City of Eagle Lake initiated a process to investigate the establishment of a Community Redevelopment Agency. The goal is to stimulate economic development in appropriate commercial development corridors within designated areas of the City. This economic growth will improve the tax base and provide the necessary commercial development and retail facilities to serve the needs of the residents.

The first part of the process was preparation of the *Community Redevelopment Area Study for the City of Eagle Lake*.

The second part, which is represented by this report, is the definition of the proposed area, an analysis of existing conditions, conceptual development planning and implementation strategies.

SECTION 1-DEFINING THE DISTRICT

The *Community Redevelopment Area Study for the City of Eagle Lake* presented the basis for establishment of a CRA and included proposed boundaries based upon input from the City and consideration of existing land use, zoning, and tax base.

In this report, a more detailed analysis of the land use and zoning issues including property ownership and other factors was undertaken. The recommended CRA District boundaries included in this report are the result of this analysis.

SECTION 2-EXISTING CONDITIONS

In addition to defining the CRA District, existing conditions were studied in the preparation of development and planning concepts for consideration by the City.

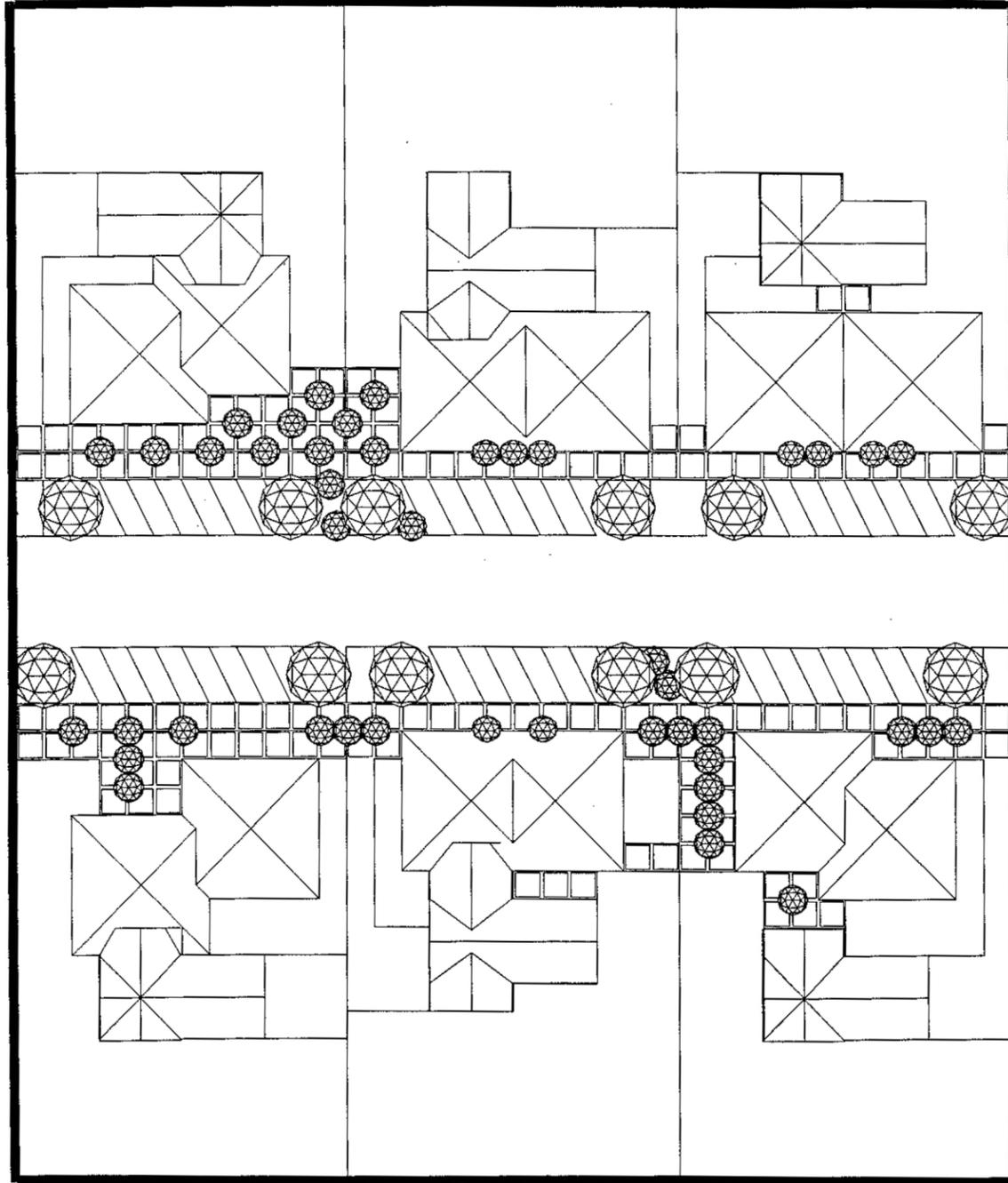
The specific areas considered were identification of city-owned lands, residential and commercial properties and tax-exempt properties. Lot area, building area, assessed valuation of land and improvements vacant buildings and properties, existing streets and rights-of-way, existing zoning and future land use were analyzed.

SECTION 3-CONCEPTUAL DEVELOPMENT PLANNING

The CRA District includes two major city corridors and their adjacent frontage properties, US 17 (east to west) and Eagle Avenue (north to south). The US 17 corridor is the main north-south arterial through the city. The Eagle Avenue corridor is the city's "main street".

The character and scale of development along US 17 is typical "highway commercial". The character and scale of development along Eagle Avenue is predominantly residential and includes the City of Eagle Lake Municipal Complex (City Hall, Library, Police Department and Senior Center).

Conceptually, the city's vision for the future development of these two corridors is consistent with their function. The US 17 corridor has a vehicular orientation and is being planned for future commercial development and businesses in keeping with its physical characteristics. The Eagle Avenue corridor is a less trafficked "neighborhood" street. It is envisioned as a pedestrian oriented future "Main Street" of Eagle Lake with small-scale retail and services for residents of the city.



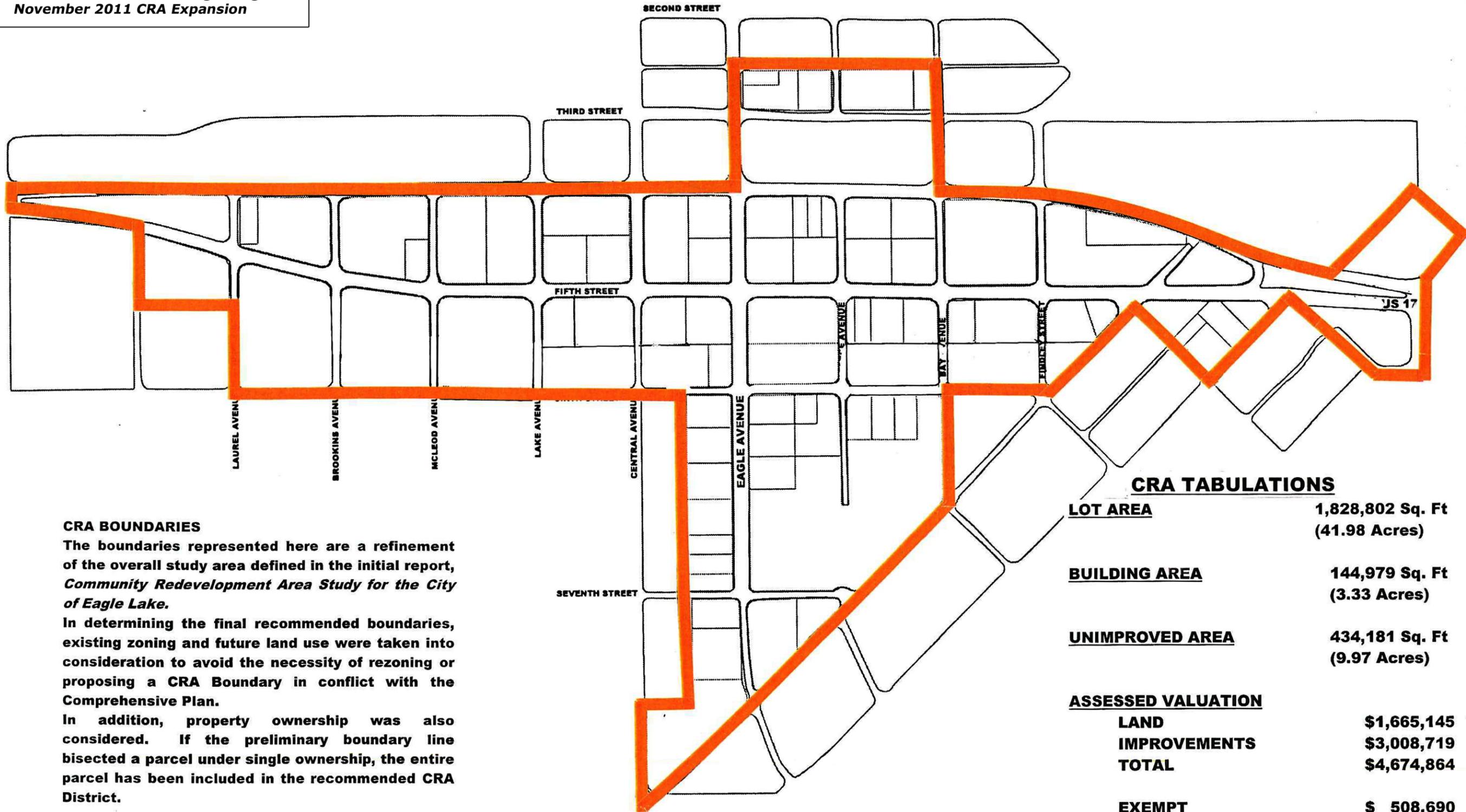
Included in this report are conceptual plans for development of the two corridors considering vehicular and pedestrian circulation, new and in-fill development, parking and streetscape elements.

SECTION 4-IMPLEMENTATION

Implementation of the City's goals and objectives for the future development of the two corridors is dependent upon the creation of the CRA, tax increment financing and establishment of a Capital Improvements Program.

Included in this report are a number of implementation steps to guide the city in the process including a draft zoning and signage overlay district ordinance, development standards and guidelines, a long and short term capital improvements program and estimates of tax increment financing potential.

*Please see Section 17 regarding the November 2011 CRA Expansion



CRA BOUNDARIES

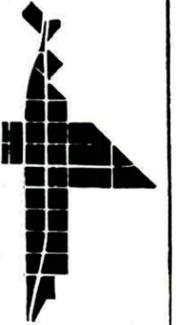
The boundaries represented here are a refinement of the overall study area defined in the initial report, *Community Redevelopment Area Study for the City of Eagle Lake*.

In determining the final recommended boundaries, existing zoning and future land use were taken into consideration to avoid the necessity of rezoning or proposing a CRA Boundary in conflict with the Comprehensive Plan.

In addition, property ownership was also considered. If the preliminary boundary line bisected a parcel under single ownership, the entire parcel has been included in the recommended CRA District.

CRA TABULATIONS

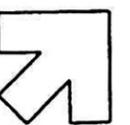
LOT AREA	1,828,802 Sq. Ft (41.98 Acres)
BUILDING AREA	144,979 Sq. Ft (3.33 Acres)
UNIMPROVED AREA	434,181 Sq. Ft (9.97 Acres)
ASSESSED VALUATION	
LAND	\$1,665,145
IMPROVEMENTS	\$3,008,719
TOTAL	\$4,674,864
EXEMPT	\$ 508,690
NET ASSESSED VALUATION	\$4,166,174



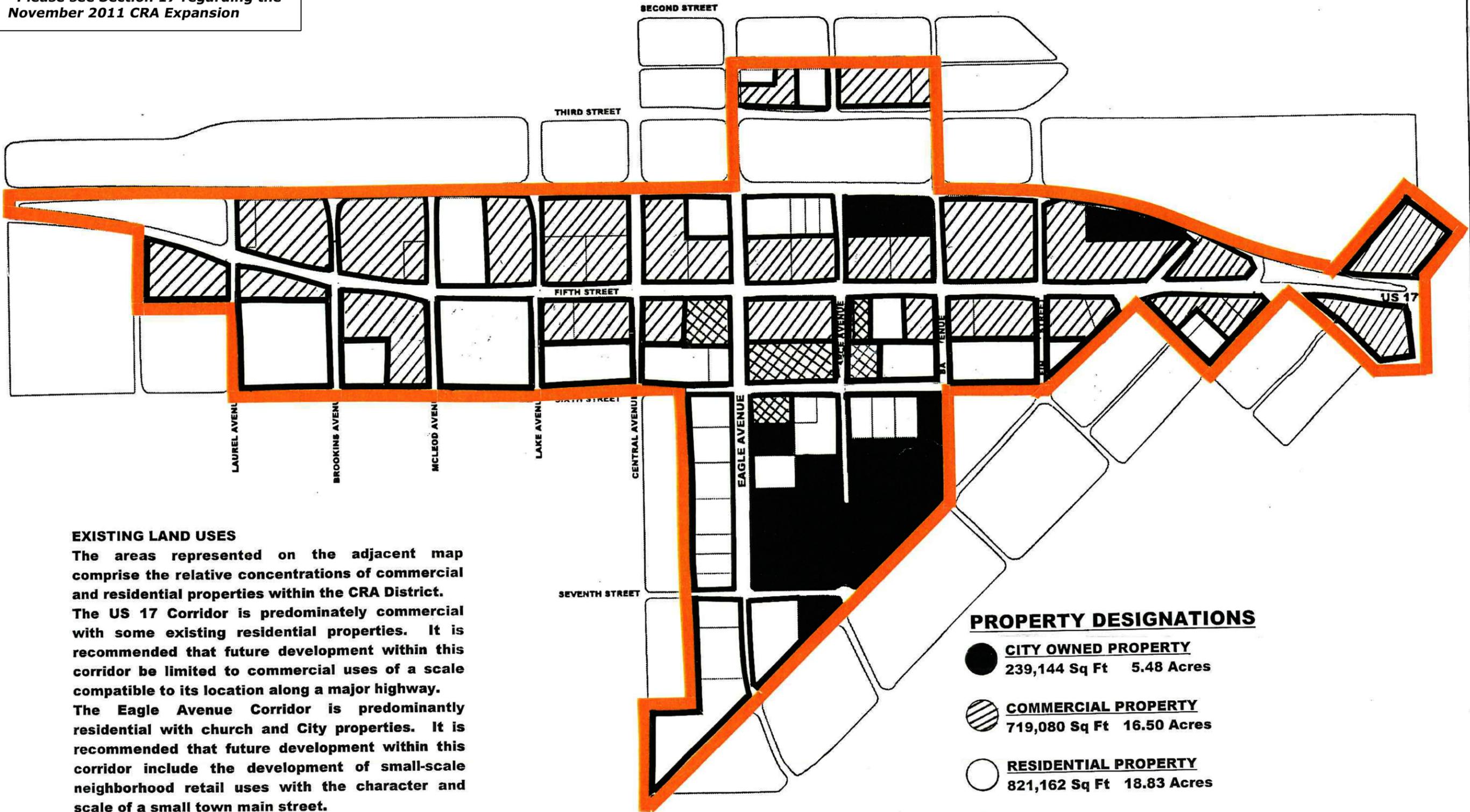
CITY OF EAGLE LAKE

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2 DISTRICT BOUNDARIES



*Please see Section 17 regarding the November 2011 CRA Expansion



EXISTING LAND USES

The areas represented on the adjacent map comprise the relative concentrations of commercial and residential properties within the CRA District. The US 17 Corridor is predominately commercial with some existing residential properties. It is recommended that future development within this corridor be limited to commercial uses of a scale compatible to its location along a major highway. The Eagle Avenue Corridor is predominantly residential with church and City properties. It is recommended that future development within this corridor include the development of small-scale neighborhood retail uses with the character and scale of a small town main street.

PROPERTY DESIGNATIONS

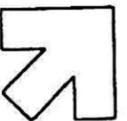
- **CITY OWNED PROPERTY**
239,144 Sq Ft 5.48 Acres
- ▨ **COMMERCIAL PROPERTY**
719,080 Sq Ft 16.50 Acres
- **RESIDENTIAL PROPERTY**
821,162 Sq Ft 18.83 Acres
- ▩ **OTHER (Church)**
51,416 Sq Ft 1.17 Acres

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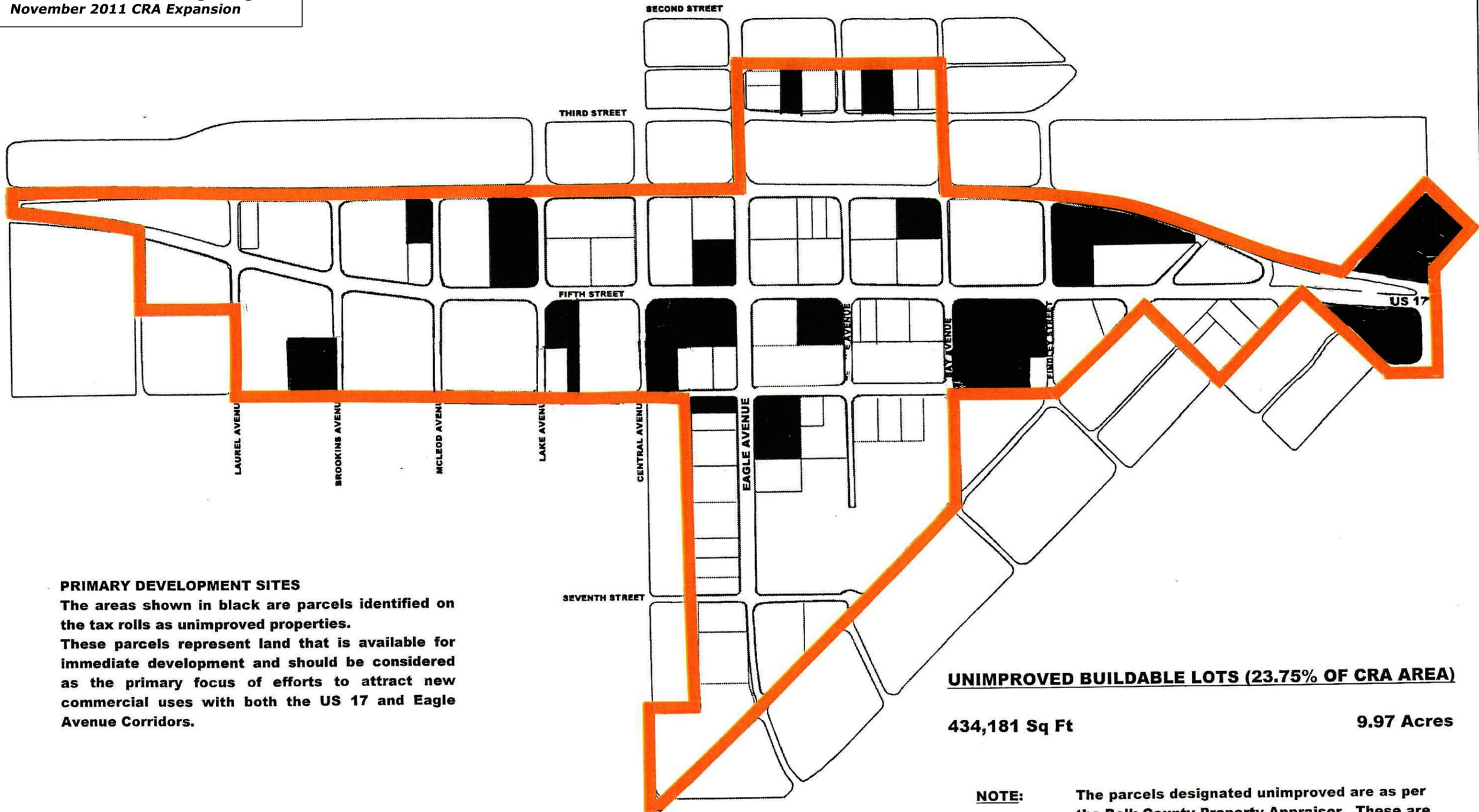
**3 EXISTING USE
BY PARCEL**



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**Please see Section 17 regarding the November 2011 CRA Expansion*



PRIMARY DEVELOPMENT SITES

The areas shown in black are parcels identified on the tax rolls as unimproved properties. These parcels represent land that is available for immediate development and should be considered as the primary focus of efforts to attract new commercial uses with both the US 17 and Eagle Avenue Corridors.

UNIMPROVED BUILDABLE LOTS (23.75% OF CRA AREA)

434,181 Sq Ft

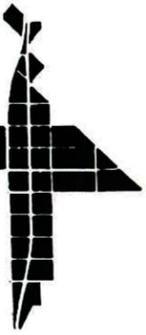
9.97 Acres

NOTE:

The parcels designated unimproved are as per the Polk County Property Appraiser. These are platted lots with no improvements.

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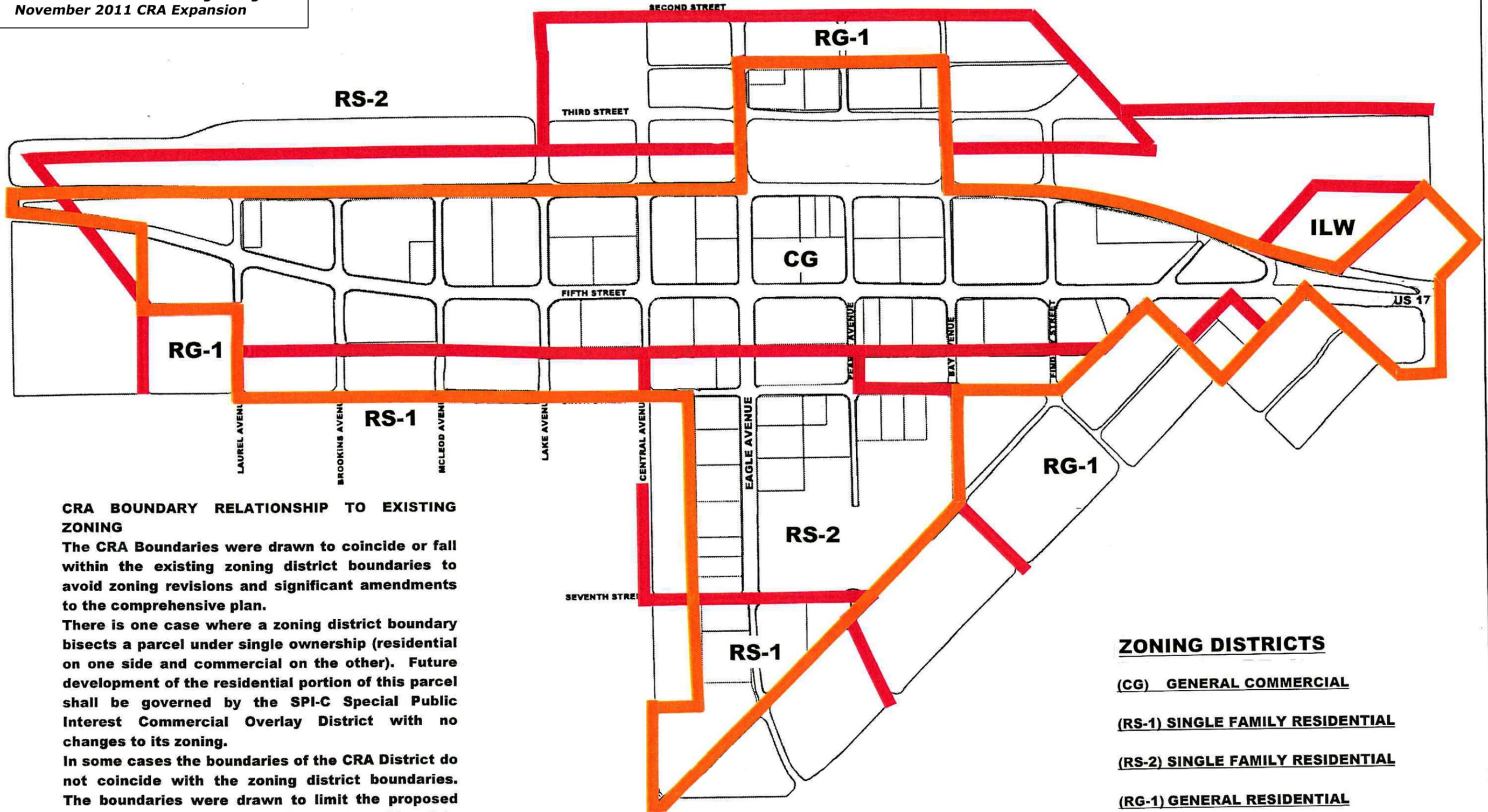
4 POTENTIAL DEVELOPMENT AREAS



CITY OF EAGLE LAKE



*Please see Section 17 regarding the November 2011 CRA Expansion



CRA BOUNDARY RELATIONSHIP TO EXISTING ZONING

The CRA Boundaries were drawn to coincide or fall within the existing zoning district boundaries to avoid zoning revisions and significant amendments to the comprehensive plan.

There is one case where a zoning district boundary bisects a parcel under single ownership (residential on one side and commercial on the other). Future development of the residential portion of this parcel shall be governed by the SPI-C Special Public Interest Commercial Overlay District with no changes to its zoning.

In some cases the boundaries of the CRA District do not coincide with the zoning district boundaries. The boundaries were drawn to limit the proposed type of development from encroaching either into residential areas or areas unavailable for development such as the CSX Railroad R.O.W.

ZONING DISTRICTS

(CG) GENERAL COMMERCIAL

(RS-1) SINGLE FAMILY RESIDENTIAL

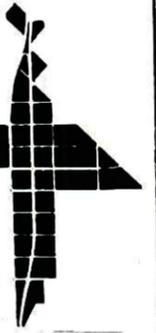
(RS-2) SINGLE FAMILY RESIDENTIAL

(RG-1) GENERAL RESIDENTIAL

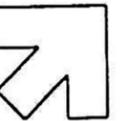
(ILW) INDUSTRIAL/LIGHT WAREHOUSING

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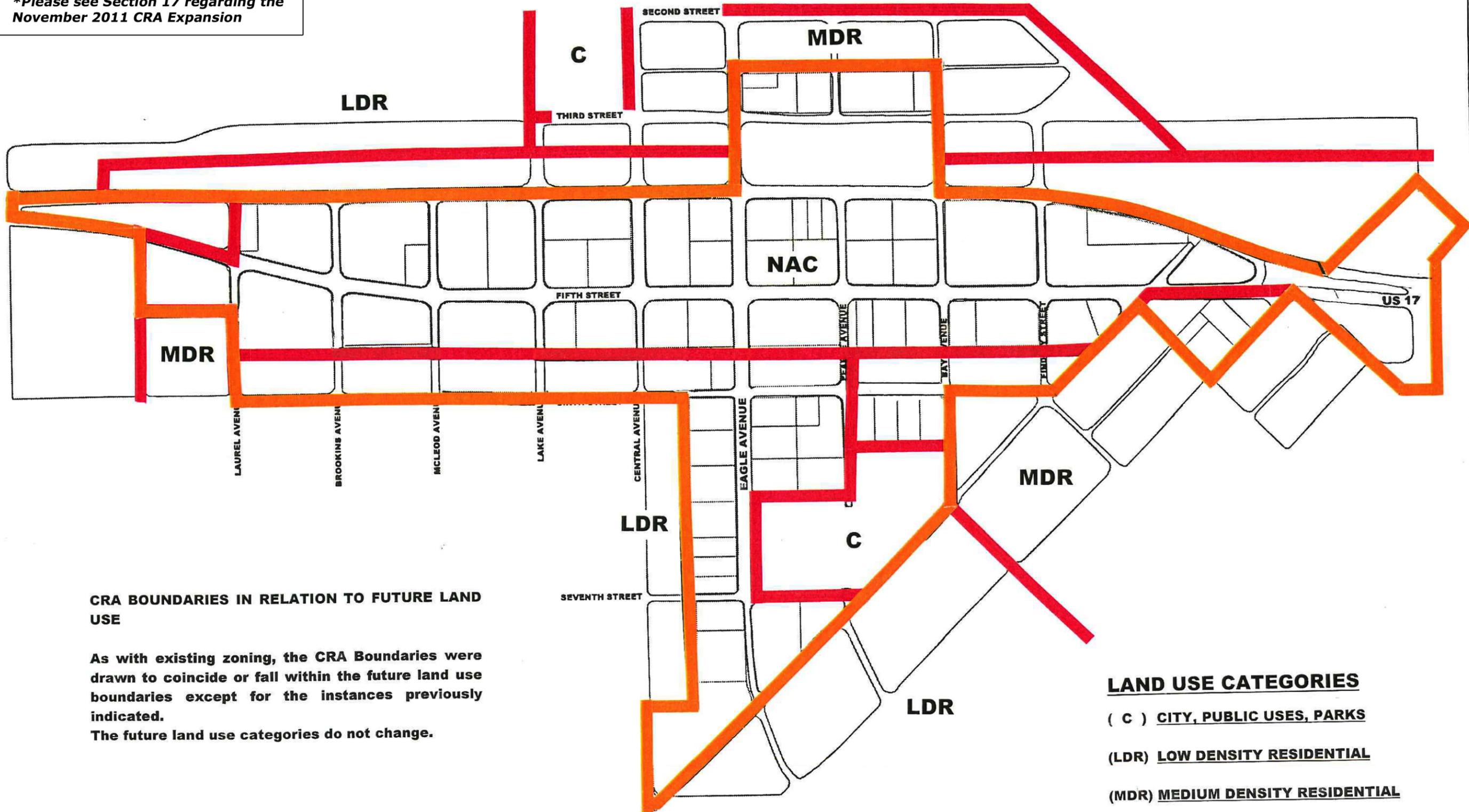
5 EXISTING ZONING



CITY OF EAGLE LAKE



**Please see Section 17 regarding the November 2011 CRA Expansion*



CRA BOUNDARIES IN RELATION TO FUTURE LAND USE

As with existing zoning, the CRA Boundaries were drawn to coincide or fall within the future land use boundaries except for the instances previously indicated.

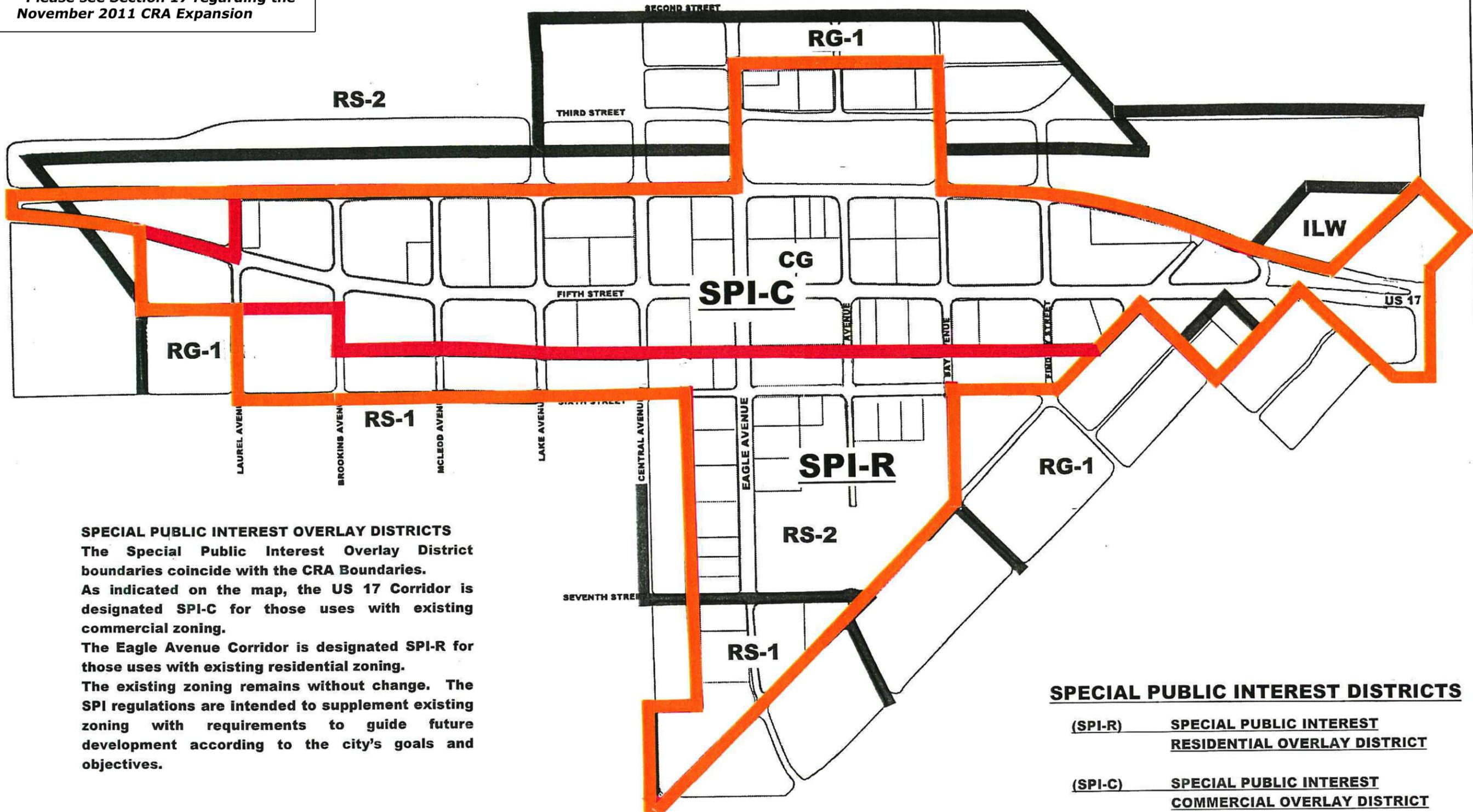
The future land use categories do not change.

LAND USE CATEGORIES

- (C) CITY, PUBLIC USES, PARKS
- (LDR) LOW DENSITY RESIDENTIAL
- (MDR) MEDIUM DENSITY RESIDENTIAL
- (NAC) NEIGHBORHOOD ACTIVITY CENTER



*Please see Section 17 regarding the November 2011 CRA Expansion



SPECIAL PUBLIC INTEREST OVERLAY DISTRICTS

The Special Public Interest Overlay District boundaries coincide with the CRA Boundaries.

As indicated on the map, the US 17 Corridor is designated SPI-C for those uses with existing commercial zoning.

The Eagle Avenue Corridor is designated SPI-R for those uses with existing residential zoning.

The existing zoning remains without change. The SPI regulations are intended to supplement existing zoning with requirements to guide future development according to the city's goals and objectives.

SPECIAL PUBLIC INTEREST DISTRICTS

- (SPI-R) SPECIAL PUBLIC INTEREST RESIDENTIAL OVERLAY DISTRICT
- (SPI-C) SPECIAL PUBLIC INTEREST COMMERCIAL OVERLAY DISTRICT



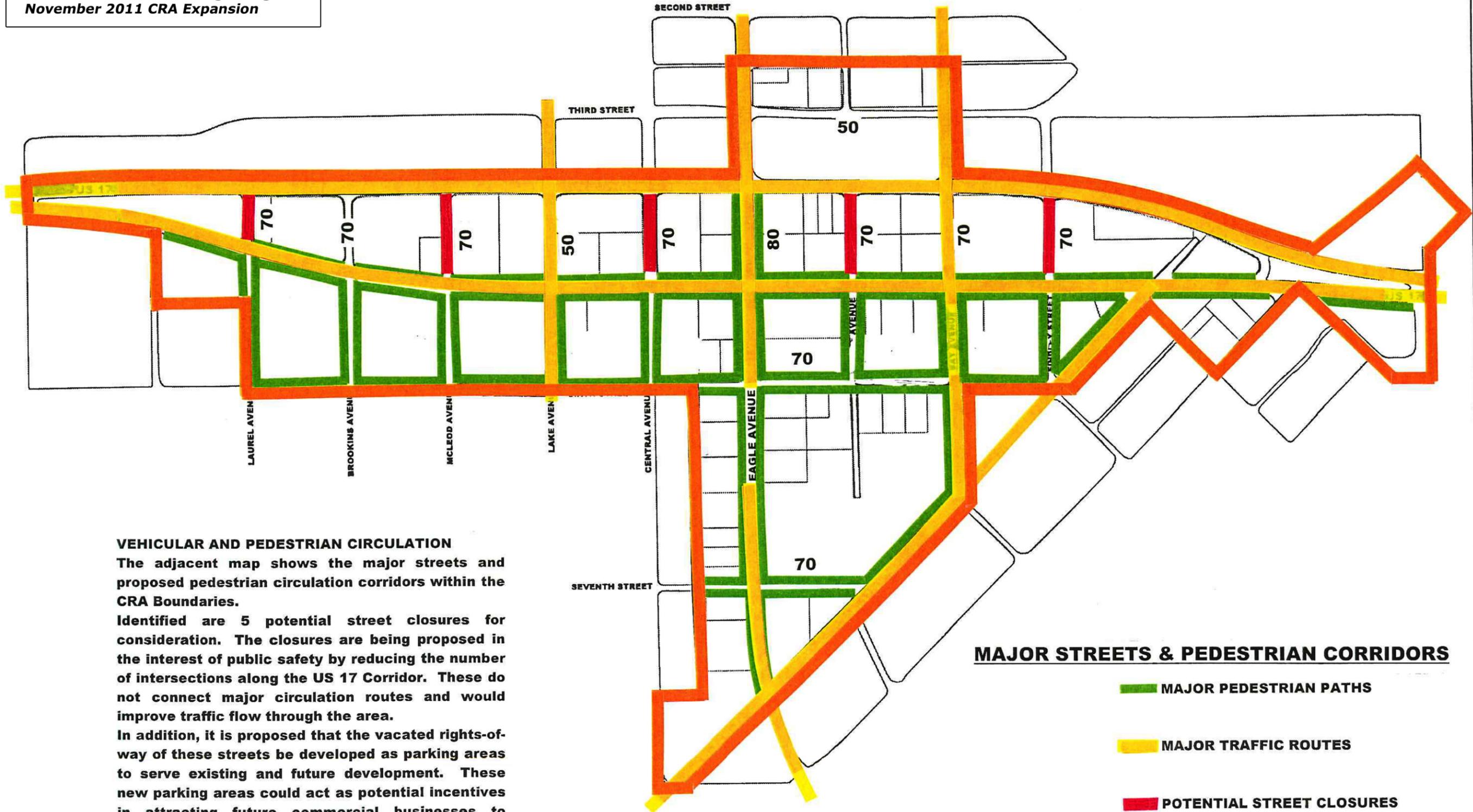
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7 OVERLAY DISTRICT



*Please see Section 17 regarding the November 2011 CRA Expansion



VEHICULAR AND PEDESTRIAN CIRCULATION

The adjacent map shows the major streets and proposed pedestrian circulation corridors within the CRA Boundaries.

Identified are 5 potential street closures for consideration. The closures are being proposed in the interest of public safety by reducing the number of intersections along the US 17 Corridor. These do not connect major circulation routes and would improve traffic flow through the area.

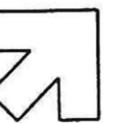
In addition, it is proposed that the vacated rights-of-way of these streets be developed as parking areas to serve existing and future development. These new parking areas could act as potential incentives in attracting future commercial businesses to locate in the area.

MAJOR STREETS & PEDESTRIAN CORRIDORS

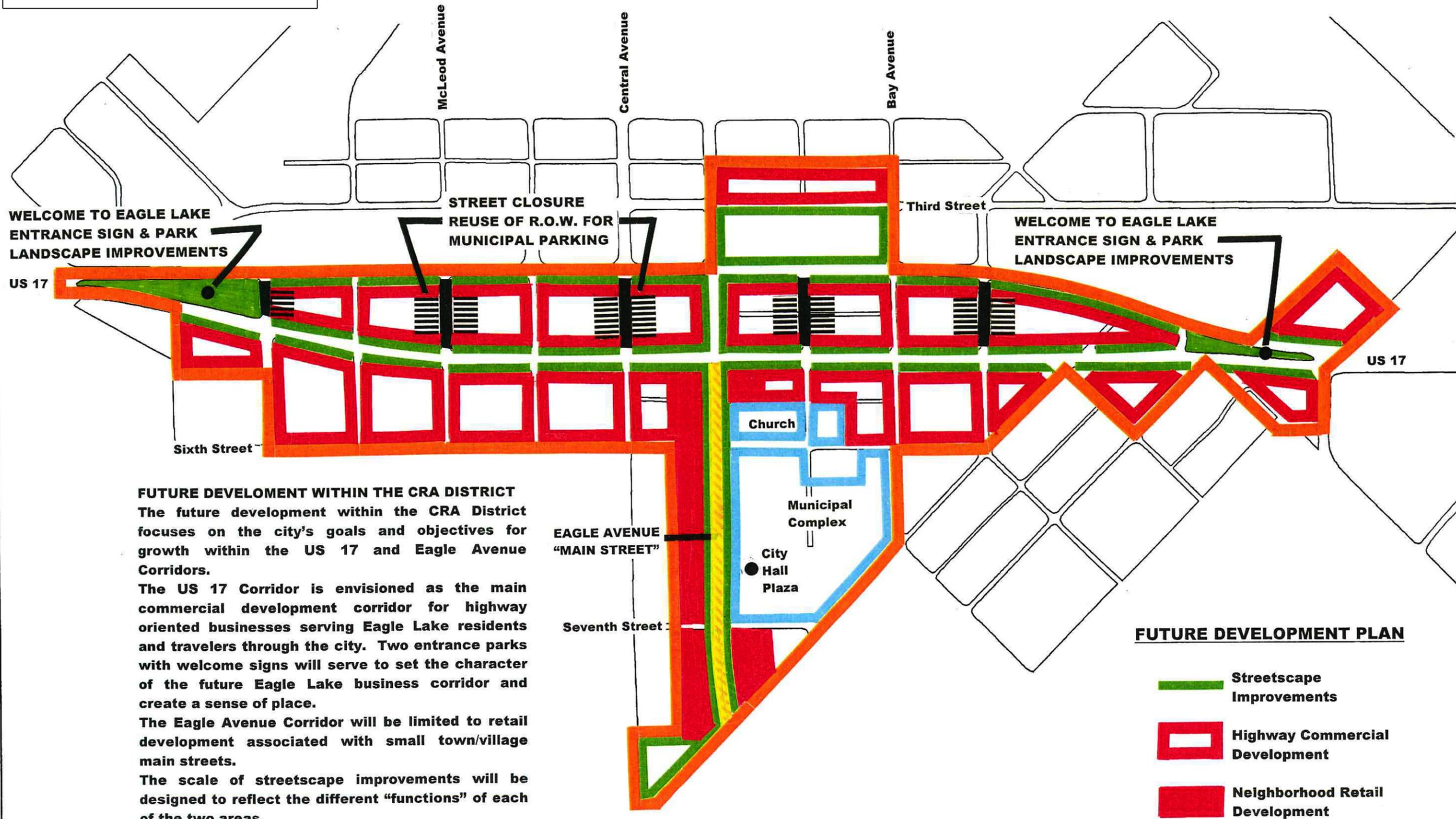
- █ MAJOR PEDESTRIAN PATHS
- █ MAJOR TRAFFIC ROUTES
- █ POTENTIAL STREET CLOSURES



CITY OF EAGLE LAKE



*Please see Section 17 regarding the November 2011 CRA Expansion



FUTURE DEVELOPMENT WITHIN THE CRA DISTRICT
 The future development within the CRA District focuses on the city's goals and objectives for growth within the US 17 and Eagle Avenue Corridors.
 The US 17 Corridor is envisioned as the main commercial development corridor for highway oriented businesses serving Eagle Lake residents and travelers through the city. Two entrance parks with welcome signs will serve to set the character of the future Eagle Lake business corridor and create a sense of place.
 The Eagle Avenue Corridor will be limited to retail development associated with small town/village main streets.
 The scale of streetscape improvements will be designed to reflect the different "functions" of each of the two areas.

FUTURE DEVELOPMENT PLAN

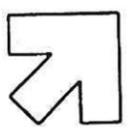
- █ Streetscape Improvements
- █ Highway Commercial Development
- █ Neighborhood Retail Development

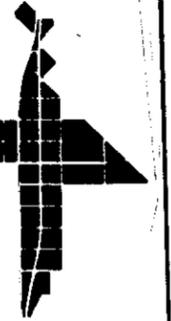


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9 CONCEPTUAL PLAN





CONCEPTUAL DEVELOPMENT ALTERNATIVES

Waiver of Front Setback for Future Development

The two site plans illustrated on the following page are examples of how a typical Eagle Avenue parcel (65 x 130) could be developed with neighborhood retail uses in the future.

In both examples, the front yard setback is shown as a developable area. A waiver of all or part of this setback is being recommended. There are four possible scenarios for development along Eagle Avenue.

- 1) New construction on vacant land
- 2) Retail adaptive reuse of an existing residential structure
- 3) Retail adaptive reuse of an existing residential structure and construction of additional space within the 25 foot setback
- 4) Retaining the existing residential use and construction of retail space within the 25 foot setback

If construction were to occur on a vacant parcel, development would be permitted within the 25-foot setback up to 10 feet of the property line. A 20-foot access easement to the rear of the property for service vehicles, employee parking and the like would be required.

Retail adaptive reuse of an existing residential structure would retain the 25-foot setback but would require its development as public space.

Retail adaptive reuse of a residential structure and the construction of additional space would be permitted for up to 50% of the lot width. A 20-foot access easement to the rear of the property for service vehicles, employee parking and the like would be required.

Retaining the existing residential use and constructing new retail space within the 25 foot setback would be permitted for the entire lot width with the exception of a 20 foot access easement to the rear for service vehicles and for access to the residence.

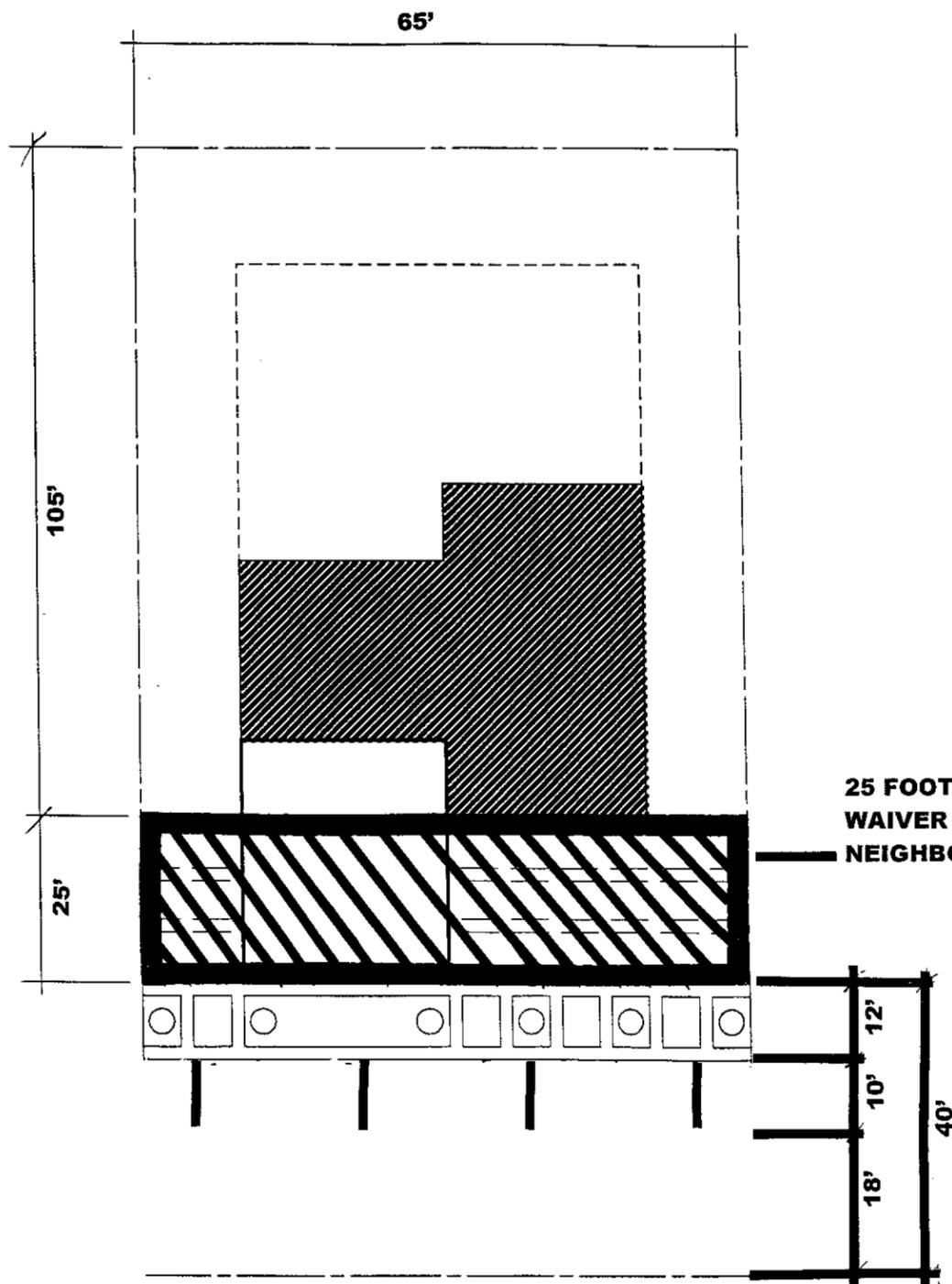
Streetscape Development Alternatives

The alternatives shown are cross section options for development of the 80 foot Eagle Avenue right-of-way.

Alternative A with parallel parking provides a 12-foot sidewalk for pedestrian circulation, a 10-foot parallel parking lane and the remaining 18 feet for vehicular traffic. This parking alternative provides for ample sidewalks and two-way traffic movement with an option for a third turning lane or a landscaped median. Based on a typical lot width of 65 feet, the maximum number of cars that could be parked along the street frontage is 3.

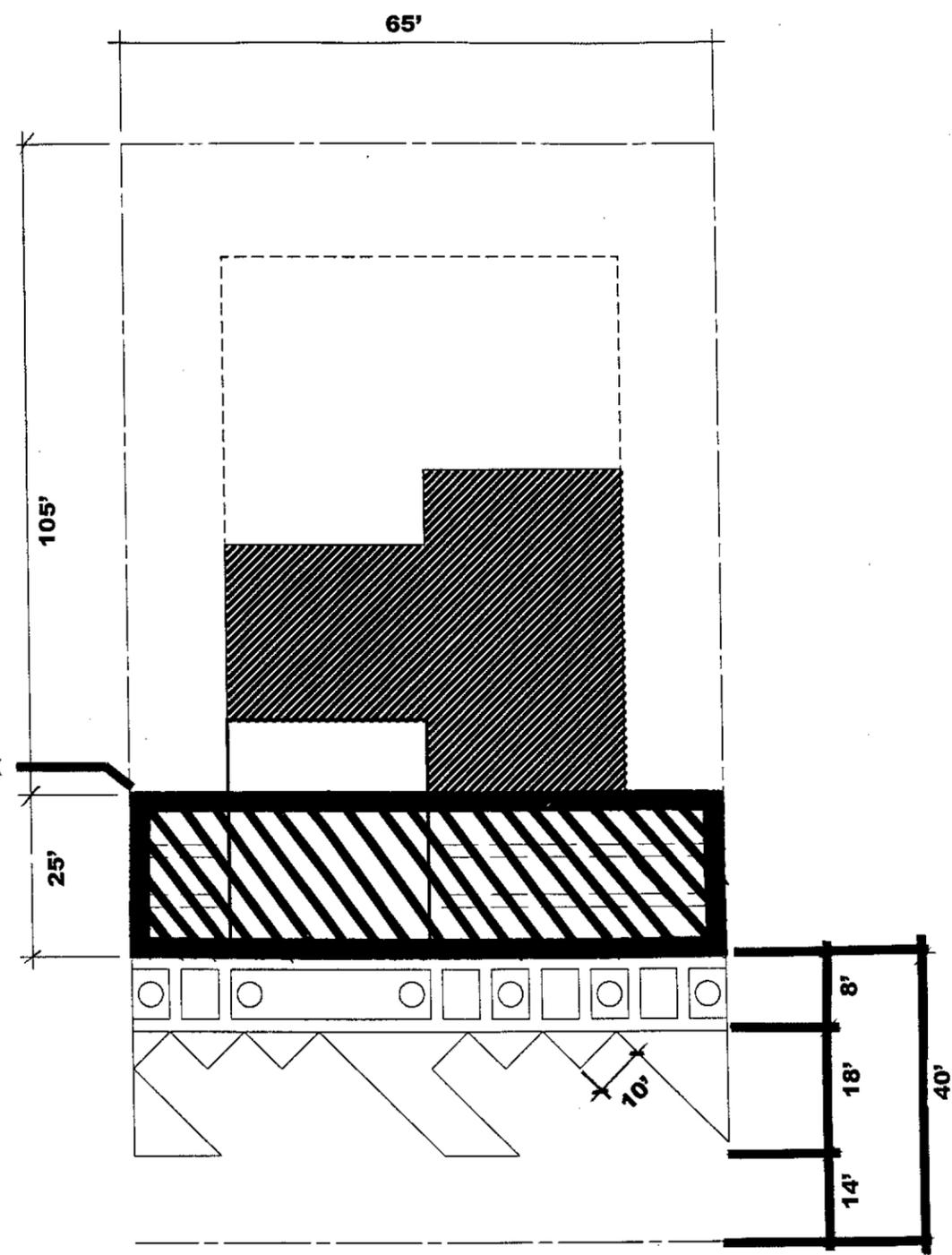
Alternative B with diagonal parking provides an 8-foot sidewalk for pedestrian circulation, 18 feet for diagonal parking and the remaining 14 feet for vehicular traffic. This parking alternative provides less sidewalk area with two-way traffic circulation. In this case, based on a lot width of 65 feet, 6 parking spaces could be accommodated across the lot width.

In comparing the two development options, Alternative A has wider sidewalks and more vehicular circulation options. In addition, streetscape improvements would be less costly to implement for Alternative A. Alternative B would provide more parking capacity.



A-PARALLEL PARKING CONCEPT

25 FOOT FRONT YARD SETBACK
WAIVER FOR DEVELOPMENT OF
NEIGHBORHOOD RETAIL USES



B-DIAGONAL PARKING CONCEPT



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**10.2 CONCEPTUAL
SITE PLANS**



STREETSCAPE ELEMENTS

The following streetscape elements are being presented to provide examples of how an urban design theme can be developed and carried out to create a visual identity for an area. They all represent a consistent, coordinated design “theme” that is applicable to the CRA District.

Not all examples are appropriate for all locations. Recommendations as to which should be considered for the US 17 and Eagle Avenue Corridors are suggestions to be considered in making the final design decisions for implementation.

Tree Grates and Guards

Grates and Guards are utilized to protect trees planted in pedestrian traffic areas. They can also function as a means of identifying a special place or district as a unifying element.

These elements are proposed for use along Eagle Avenue and not for US 17.

Pavers

Concrete or brick pavers provide an enhancement to the pedestrian experience in place of the usual gray concrete sidewalks. They can also visually define a special area such as the proposed Eagle Avenue Main Street District.

Pavers of this character are proposed for the sidewalks along Eagle Avenue. Regular sidewalks are proposed for the US 17 Corridor.

Banners

Banners are an economical means of welcoming visitors to a special place within a city. The scale of the banners should reflect their function.

Small-scale banners should be located on the light poles in the predominantly pedestrian areas such as Eagle Avenue. Larger welcome banners should be located on light poles along the US 17 Corridor.

Clocks

Not only functional, placement of clocks in high traffic pedestrian areas adds to the sense of community and is another streetscape element that visually enhances the pedestrian experience.

A clock would be appropriate in the vicinity of the City Hall Complex.

Benches

Benches provide another identifying element to enhance the streetscape. Benches should be placed in pedestrian corridors and located in areas that do not impede pedestrian movement.

Benches should be selectively placed within the Eagle Avenue Corridor to complement future development. Benches are not being recommended for the US 17 Corridor.



Trash Receptacles

Trash containers can serve to continue the design theme and are appropriate for high traffic pedestrian areas.

Trash receptacles should be selectively placed along the Eagle Avenue Corridor in relation to future development. Trash receptacles are not being recommended for the US 17 Corridor since it is not a primary pedestrian area.

Lighting

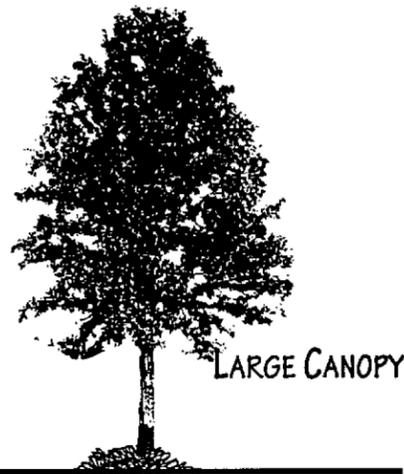
Lighting is one of the most important enhancements to the pedestrian environment. Not only for safety purposes, pedestrian scale lighting is a defining and unifying element that along with landscaping creates a visual sense of place.

Pedestrian scale lighting should be added to the Eagle Avenue Corridor to begin defining the area as Eagle Lakes future Main Street. No change in lighting is being recommended for the US 17 Corridor.

Signs

Signs to aid the motorist as well as the pedestrian should be coordinated with other streetscape elements. Signs should be limited to specific locations to avoid clutter.

All US 17 intersections should have signage that directs the motorist to special areas of the city. Signs within the Eagle Avenue corridor should also be located at intersections to provide the motorist direction. These should be supplemented by pedestrian oriented "Pathfinder" signs to serve the general public.



LARGE CANOPY

- Live Oak**
- Mahogany**
- Black Olive**
- Brazilian Beauty Leaf**

LARGE CANOPY TREES

Large Canopy Trees can be used to define the US 17 Corridor and create a visual effect that can be identified with Eagle Lake. The character and scale of this type of landscaping is suited to the vehicular nature of the corridor.



FLOWERING TREE

- Crape Myrtle**
- Pink Trumpet**
- Golden Shower**

FLOWERING TREES

Flowering Trees along the Eagle Avenue Corridor can serve to define the main street district. The scale of the trees would define the pedestrian character of the street and add color that would identify main street as a special place within the city.



SMALL PALM

- Coconut Palm**
- Foxtail Palm**
- Montgomery Palm**

SMALL PALMS

Small Palms can be used as accents and planted at intersections to define entrance points to the main street district. They can also be used for variety along the street and sidewalks.



LARGE PALM

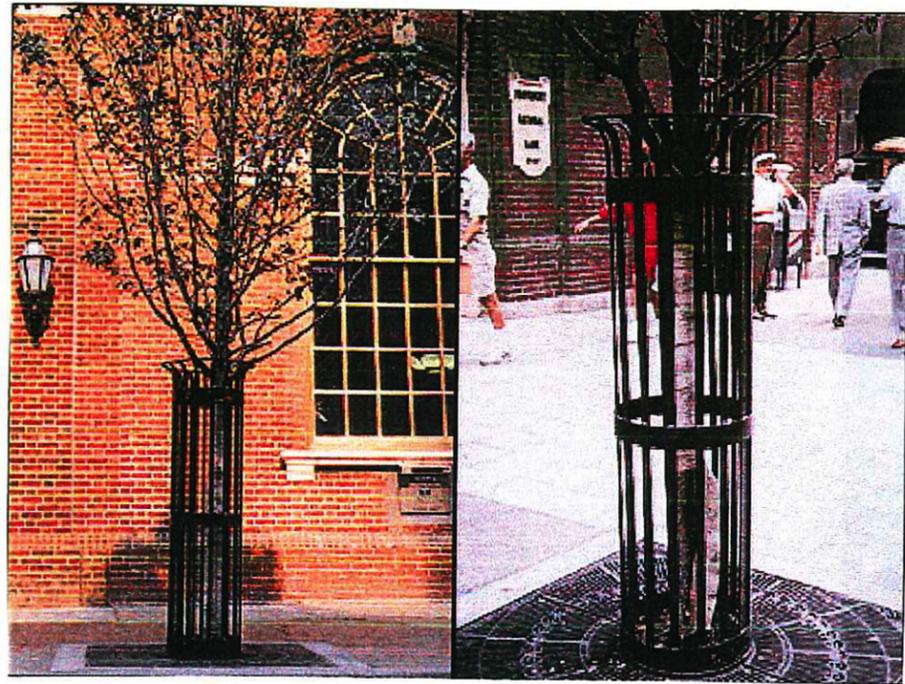
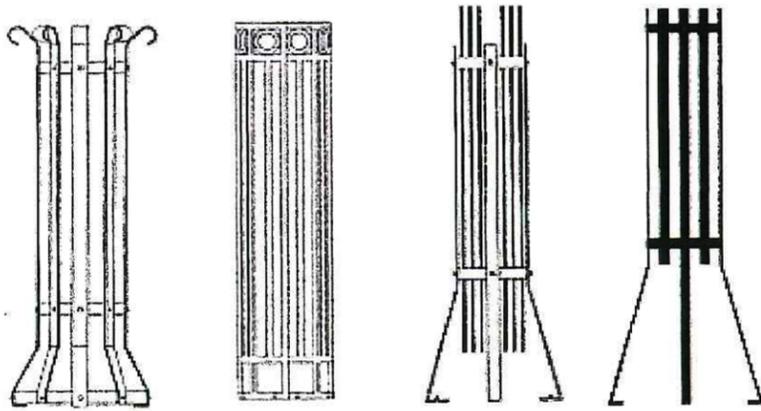
- Royal Palm**
- Washington Palm**
- Date Palm**

LARGE PALMS

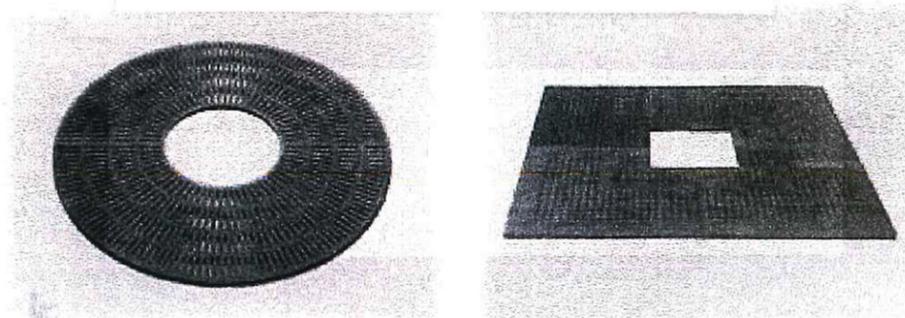
Large Palms can be utilized as accents at US 17 intersections to identify the access points to the various neighborhoods. They could also be used in conjunction with smaller palms within the Eagle Avenue Corridor.

TREES & PALMS

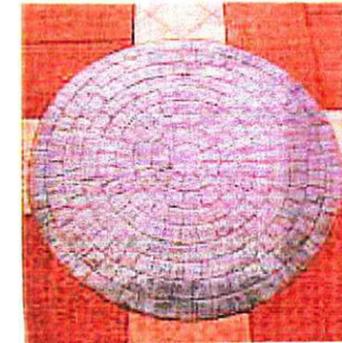




TREE GRATES & GUARDS



PAVERS

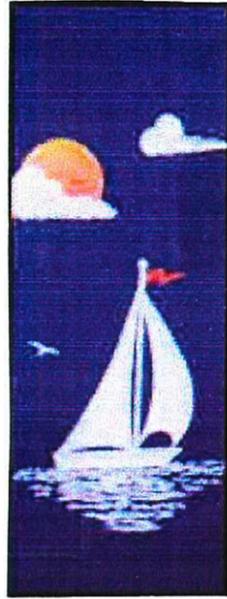


CITY OF EAGLE LAKE

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11.4

**STREETSCAPE
 ELEMENTS**



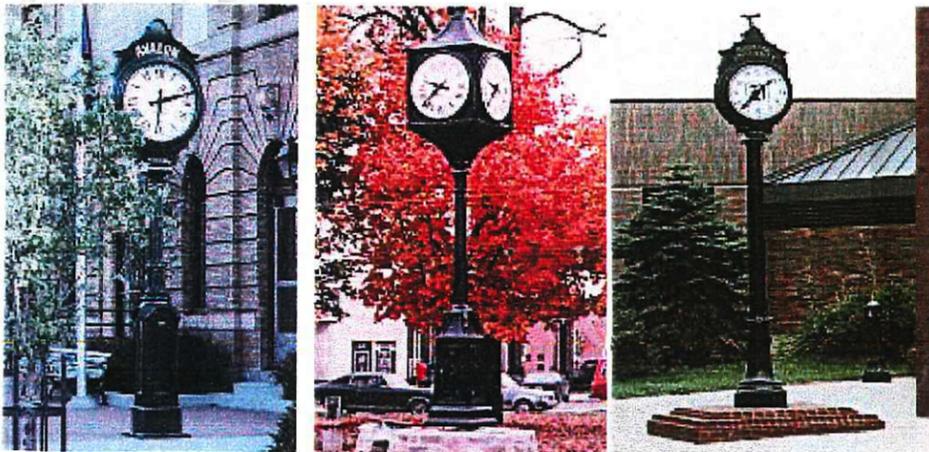
BANNERS



BENCHES



CLOCKS



TRASH RECEPTACLES

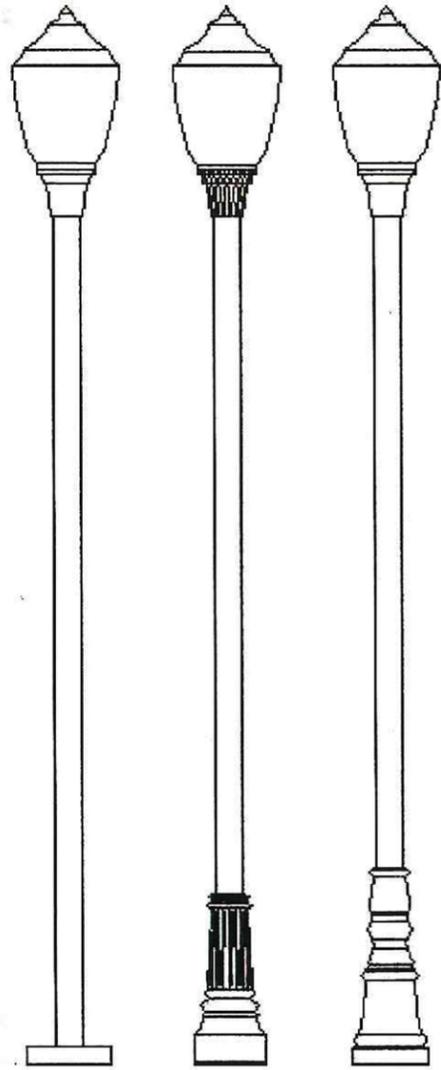
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11.5

**STREETSCAPE
ELEMENTS**



CITY OF EAGLE LAKE



LIGHTING



SIGNS



CITY OF EAGLE LAKE

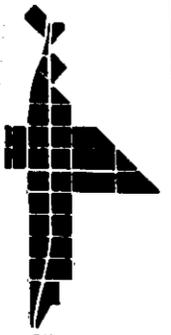
Community Redevelopment Area
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11.6

**STREETSCAPE
ELEMENTS**

**CITY OF EAGLE LAKE
COMMUNITY REDEVELOPMENT AREA IMPROVEMENTS
PRELIMINARY COST ESTIMATES**

ITEM	QUANTITY	UNIT COST	TOTAL
EAGLE AVENUE			
Street Lights	80	-0-	-0-
Banners	80	\$50	\$4,000
Street Signs	12	\$100	\$1,200
Sidewalks	+30,000 S.F.	\$10/S.F.	\$300,000
Trees/Palms	+150	\$500 Each	\$75,000
SUB-TOTAL			\$380,200
US 17			
Entrance Signs	2	\$5,000	\$10,000
Entry Landscaping	2	\$20,000	\$40,000
Street Signs	20	\$100	\$2,000
Sidewalks	+35,000 S.F.	\$8/S.F.	\$280,000
Trees/Palms	+300	\$500 Each	\$150,000
SUB-TOTAL			\$482,000
TOTAL			\$862,200



CITY OF EAGLE LAKE

Community Redevelopment Area
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**12 PRELIMINARY
COST ESTIMATES**

**CITY OF EAGLE LAKE
STREETSCAPE ELEMENTS
IMPLEMENTATION PHASES**

ITEM	COST
EAGLE AVENUE	
PHASE I	
Street Lights	-0-
Banners	\$ 4,000
PHASE II	
Street Signs	\$ 1,200
PHASE III	
Trees/Palms	\$ 75,000
PHASE IV	
Sidewalks	<u>\$300,000</u>
TOTAL	\$380,200
US 17	
PHASE I	
Entrance Signs	\$ 10,000
PHASE II	
Street Signs	\$ 2,000
PHASE III	
Entrance Landscaping	\$ 40,000
PHASE IV	
Trees/Palms	\$150,000
PHASE V	
Sidewalks	<u>\$300,000</u>
TOTAL	\$502,000



CITY OF EAGLE LAKE

Community Redevelopment Area
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**13 IMPLEMENTATION
PHASES**

**CITY OF EAGLE LAKE
COMMUNITY REDEVELOPMENT DISTRICT
TAX INCREMENT PROJECTIONS (1999 Base Year)**

ESTIMATED CRA TAX INCREMENT PROJECTIONS

The Tax Increment Projections shown are an example of what funds could be available for implementation of improvements within the CRA District.

The average increase of assessed valuation for the City of Eagle Lake over the past 5 years was approximately 3%.

Taking 1999 as the base year for the purpose of estimating future tax revenues, the table shows conservative examples (from .5% to 3%) of how much increment could be realized from increases in the assessed valuation of properties within the city.

The increments and potential funding amounts shown reflect only increases in assessed valuation from existing development.

Any new construction that would occur subsequent to the base year would generate additional income to the CRA.

This additional amount would be 100% of the total assessed valuation of the improvements.

1999 Assessed Valuation	Percent Increase	Increment	Bonding Potential	Potential Funding (85%)
\$ 4,166,174	0.50	\$ 20,831	\$ 208,310	\$ 177,064
	0.75	\$ 31,246	\$ 312,460	\$ 265,591
	1.00	\$ 41,662	\$ 416,620	\$ 354,127
	1.25	\$ 52,077	\$ 520,770	\$ 442,655
	1.50	\$ 62,493	\$ 624,930	\$ 531,191
	1.75	\$ 72,908	\$ 729,080	\$ 619,718
	2.00	\$ 83,323	\$ 833,230	\$ 708,246
	2.25	\$ 93,739	\$ 937,390	\$ 796,782
	2.50	\$104,154	\$1,041,540	\$ 885,309
	2.75	\$114,570	\$1,145,700	\$ 973,845
	3.00	\$124,985	\$1,249,850	\$1,062,373



CITY OF EAGLE LAKE

Community Redevelopment Area
Powell, Fragala & Associates, Inc.-Lakeland, FL

**14 ESTIMATED
TAX INCREMENT**

**CITY OF EAGLE LAKE
COMMUNITY REDEVELOPMENT AREA
SPECIAL PUBLIC INTEREST OVERLAY ZONING DISTRICT**

Section 1. SPI (Special Public Interest) Overlay District

- 1.1 It is the intent of the City Council of Eagle Lake to authorize the creation of SPI Overlay Districts under the following conditions:**
- 1.1.1 To promote development consistent with the City of Eagle Lake's Goals & Objectives**
 - 1.1.2 To implement development of special areas or districts within the City of Eagle Lake**
 - 1.1.3 In circumstances where public interest requires modification of otherwise applicable zoning regulations, or repeal of said regulations to accomplish the special public purpose for which this Special Public Interest District is established.**
- 1.2 It is intended that said districts and the regulations adopted shall be in accordance with the adopted Comprehensive Plan of the City of Eagle Lake and other officially adopted plans of the City and shall encourage land use and development in conformity with the development concepts set forth.**

Section 2. Effect of SPI Overlay Districts on Existing Zoning Districts

- 2.1 SPI Overlay Districts may replace districts or portions of districts existing at the time of creation of the SPI District or modify requirements and regulations applicable in existing districts or districts subsequent to creation of the SPI District.**

Section 3. Modifications of General Zoning Provisions

- 3.1 Modification of existing general zoning regulations may be used to create and meet special needs of the SPI Overlay District. A modification under the provisions of this section is not to be considered a variance.**

Section 4. Proposed Regulations

- 4.1 Regulations governing the SPI Overlay District are set forth within each specific district and the accompanying standards and guidelines.**
- 4.2 Submission of the following is required to ensure compatibility with adjacent development, standards and guidelines and the Goals and Objectives of the City of Eagle Lake.**
- 4.2.1 Location and Size of Building**
 - 4.2.2 Location and Amount of Open Space**
 - 4.2.3 Convenience of Access and Pedestrian Circulation Amenities**
 - 4.2.4 Separation of Vehicular and Pedestrian Traffic**
 - 4.2.5 Sidewalk Location and Treatment**
 - 4.2.6 Signage**
 - 4.2.7 Lighting**
 - 4.2.8 Proposed Uses**
 - 4.2.9 Other Pertinent Items as may support and express the Goals and Objectives of the SPI Overlay District.**

Section 5. Development Plan Approval

- 5.1 All plans shall be approved by the City Council of Eagle Lake to ensure compliance with the SPI Overlay District Regulations.**
- 5.2 No building permit or certificate of occupancy shall be issued without written approval in the form of a City Council Resolution.**





Section 6. SPI-C (Commercial Overlay District)

- 6.1 The SPI Commercial Overlay District is intended to promote and encourage economic development and commercial uses according to the Goals and Objectives of the City of Eagle Lake within the CG-General Commercial District.
- 6.2 The district boundaries of the SPI-C Commercial Overlay District are as per Exhibit A (US 17 Corridor).
- 6.3 The regulations and ordinances previously adopted for the CG-General Commercial District are hereby reaffirmed and fully applicable to any and all future development within the SPI-C Commercial Overlay District with the exception of those additional regulations as may be set forth in this ordinance.

Section 7. SPI-R (Residential Overlay District)

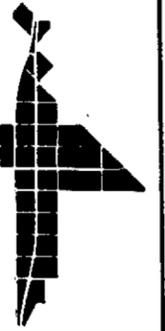
- 7.1 The SPI-R Residential Overlay District is intended to promote and encourage economic development and neighborhood retail uses according to the Goals and Objectives of the City of Eagle Lake within the RS-1, RS-2 and RG Residential Districts.
- 7.2 The district boundaries of the SPI-R Residential Overlay District are as per Exhibit B (Eagle Avenue Corridor).
- 7.3 The regulations and ordinances previously adopted for the RS-1, RS-2 and RG Residential Districts are hereby reaffirmed and fully applicable to any and all future development within the SPI-R Residential Overlay District with the exception of those additional regulations as may be set forth in this ordinance.

Section 8. SPI Overlay District Standards and Guidelines

- 8.1 The Standards and Guidelines are intended to provide the parameters within which all future development within the SPI Overlay Districts will be measured and approved according to the Goals and Objectives of the City of Eagle Lake.
- 8.2 These Standards and Guidelines may eliminate, modify or replace existing requirements under the CG, RS-1, RS-2 and RG Districts.
- 8.3 Any modifications of existing regulations shall not invalidate any or all of the other sections of said district.
- 8.4 For SPI Overlay District Standards and Guidelines see Exhibit C.

Section 9. SPI-C Overlay District Regulations

- 9.1 Building Site Requirements
 - 9.1.1 Maximum Lot Coverage
There is no maximum lot coverage requirement.
 - 9.1.2 Minimum Yard Setback Requirements
There are no Front and Side Yard Setback Requirements.
There is no Rear Yard Setback Requirement adjacent to Commercial Uses.
The Rear Yard Setback Requirement adjacent to Residential Uses is 25 feet.
 - 9.1.3 Maximum Building Height
The Maximum Building Height is 40 feet.
- 9.2 Signs
 - 9.2.1 Limitations on Signs
Limitations of Signs within the SPI-C Overlay District shall be governed by the regulations as set forth in the City of Eagle Lake Land Development Regulations for the corresponding Commercial Zoning District.



Section 10. SPI-R Overlay District Regulations

10.1 Building Site Requirements

10.1.1 Maximum Lot Coverage

There is no requirement for maximum lot coverage.

10.1.2 Minimum Yard Setback Requirements

There are no Front or Side Yard Setback Requirements.

There are no Rear Yard Setback Requirements adjacent to Commercial Uses.

The Rear Yard Setback Requirement adjacent to Residential Uses is 25 feet.

10.1.3 Maximum Building Height

The maximum building height is 15 feet.

10.2 Signs

10.2.1 One sign not to exceed 25 square feet shall be permitted within the SPI-R Overlay District.

10.2.2 Said sign shall be mounted on the building and shall not extend above the roofline or beyond the sides of the building.

10.2.3 Self-illuminated signs of any type are prohibited.

10.2.4 All signs are subject to review and approval by the City Council of Eagle Lake.

10.2.5 For SPI-R Overlay District sign design standards and guidelines see Exhibit D.

**CITY OF EAGLE LAKE
COMMUNITY REDEVELOPMENT AREA
URBAN DESIGN STANDARDS AND GUIDELINES**

**SECTION-8 COMMUNITY REDEVELOPMENT DISTRICT
URBAN DESIGN STANDARDS AND GUIDELINES**

US 17 CORRIDOR

8.1 Within the Community Redevelopment District, the area designated as the US 17 Corridor is intended for commercial business uses that are consistent with the types of uses found along major arterial highways.

8.1.1 Principal Uses and Development

A. The uses permitted within the US 17 Corridor may include all permitted uses and structures corresponding to the CG-General Commercial Zoning District.

B. Although permitted, the future development of new residential uses is discouraged within the US 17 Corridor.

8.1.2 Traffic and Accessibility

A. All businesses along the US 17 corridor shall be accessible from US 17.

B. Multiple access points from US 17 to individual businesses are discouraged.

C. Access to individual businesses from roadways other than US 17 is encouraged.

8.1.3 General Site Considerations

A. Building location at the front setback point to maintain a common building line is encouraged for continuity between adjacent structures.

B. Placement of parking to the side or to the rear of structures is encouraged.

8.1.4 Parking

A. Parking oriented to either side or to the rear of primary structures is encouraged.

B. The location of large parking areas between primary structures and US 17 is discouraged.

8.1.5 Pedestrian Linkages

A. Adequate separation of vehicular and pedestrian circulation is encouraged.

B. Pedestrian connections between adjacent uses is encouraged.

C. Consideration of pedestrian cross walks at intersections with linkages to the north and south of US 17 is encouraged.

8.1.6 Streetscape

A. Signage, Landscaping and Lighting within the corridor shall be located to present a consistent and coordinated visual identity within the city limits.

8.1.7 Landscaping

A. Landscaping shall be provided along the US 17 frontage in the form of a continuous tree line.

B. Parking areas shall be separated from US 17 by a landscaped buffer.

C. Parking areas shall include landscaping located so as to provide an overall tree canopy.

8.1.9 Signage

A. Building signs shall conform to the existing zoning regulations of the City of Eagle Lake.



CITY OF EAGLE LAKE

EAGLE AVENUE CORRIDOR

8.2 Within the Community Redevelopment District, the area designated as the Eagle Avenue Corridor is intended for commercial retail uses that are neighborhood oriented and consistent with the types of uses found along a main street, stores and shops focusing on a more pedestrian environment.

8.2.1 Principal Uses and Development

- A. The uses permitted within the Eagle Avenue Corridor shall include all permitted uses and structures corresponding to the CN-Neighborhood Commercial Zoning District.**
- B. Future development shall be pedestrian scale and include ground floor uses that are located and oriented to encourage pedestrian access and circulation.**
- C. Adaptive reuse of existing residential uses for commercial/retail purposes is encouraged.**

8.2.2 Traffic and Accessibility

- A. All businesses along the Eagle Avenue Corridor shall be accessible from Eagle Avenue.**
- B. Vehicular access to future development parcels along Eagle Avenue shall be limited to service vehicles.**
- C. Pedestrian access from Eagle Avenue is encouraged.**

8.2.3 General Site Considerations

- A. All new development along Eagle Avenue shall maintain a building line that encourages pedestrian activity.**
- B. Front yard setbacks may be utilized for additional development of commercial/retail uses.**

- C. Commercial/Retail Uses shall be adequately buffered from adjacent residential uses.**

8.2.4 Parking

- A. Off Street parking shall be located along Eagle Avenue to serve adjacent businesses.**
- B. Parking may be provided off-site in centrally located lots for general use.**
- C. Parking on site is discouraged to provide maximize the amount of area for development of commercial/retail uses and public/pedestrian amenities.**

8.2.5 Pedestrian Linkages

- A. A continuous pedestrian corridor shall be established along Eagle Avenue from US 17 south to Eighth Street.**
- B. Pedestrian linkages across Eagle Avenue are encouraged.**
- C. Pedestrian linkages to the east and west connecting adjacent streets and neighborhoods are encouraged.**

8.2.6 Streetscape

- A. Signage, Landscaping, Lighting and other streetscape elements shall conform to established city standards for the Eagle Avenue Corridor (See Section 8.3).**
- B. Consideration of additional pedestrian scale amenities is encouraged including sidewalk cafes, awnings, plazas, seating and the like.**

8.2.7 Landscaping

- A. Landscaping shall be provided to complement the pedestrian character of the street.**
- B. Tree planting to create a canopy is encouraged.**





- C. Planting of Palms and Flowering Trees is encouraged to complement and add variety to the visual environment.**

8.2.8 Lighting

- A. Lighting to supplement street and pedestrian lighting is encouraged.**
- B. Lighting of building exteriors is encouraged.**
- C. Lighting of landscaped areas including planted trees and palms is encouraged.**

8.2.9 Signage

- A. Building signs and other additional information signs provided shall conform to the established city standards for the Eagle Avenue Corridor**

**Amendment to the Eagle Lake CRA Plan
(Boundary Expansion)**

Addition of Eagle Lake Hardware Property (CRA Boundary Expansion)

Parcel Location:

The Eagle Lake Hardware site, located at 35 Don Polston Drive (parcel Number 262906-000000-042230), is adjacent to the existing CRA boundary on both the eastern and southern sides, with frontage on the US 17 corridor.

Future Land Use:

The site is approximately 2.56 acres of land with a Future Land Use designation of Neighborhood Activity Center (NAC).

Zoning:

The site has a zoning of Industrial, Light Warehousing (ILW).

DESCRIPTION: Addition to the Community Redevelopment Area: Approximately 2.56 acres of land located at 35 Don Polston Drive, commonly known as the "Eagle Lake Hardware Store" property (Base Year 2011)

That portion of Section 6, Township 29 South, Range 26 East, Polk County, Florida, being described as follows:

PARCEL C: Those certain pieces, parcels or tracts of land situated in Polk County, Florida described as follows, to-wit: Starting at the Southeast corner of the Southwest Quarter of Section 6, Township 29 South, Range 26 East, run thence West along the South boundary of said Southwest Quarter a distance of 267.5 feet, thence North a distance of 121.4 feet to a concrete marker on the Northwesterly right-of-way boundary of U.S. Highway #17, for the point of beginning, run thence North a distance of 475.90 feet to a concrete marker on the Southeasterly right-of-way boundary of the Atlantic Coast Line Rail Road, run thence Southwesterly along said

Southeasterly Railroad right-of-way a distance of 422.76 feet to a concrete marker, thence South a distance of 299.70 feet to the South boundary of said Southwest Quarter, thence East along the South boundary of said Southwest Quarter a distance of 178.49 feet to its intersection with the Northwesterly right-of-way boundary of said U.S. Highway #17, thence Northeasterly along the Northwesterly right-of-way boundary of said U.S. Highway #17 a distance of 172.40 feet to the point of beginning, subject to roadways in use as recited in deed recorded in OR Book 507, page 743 less right-of-ways.

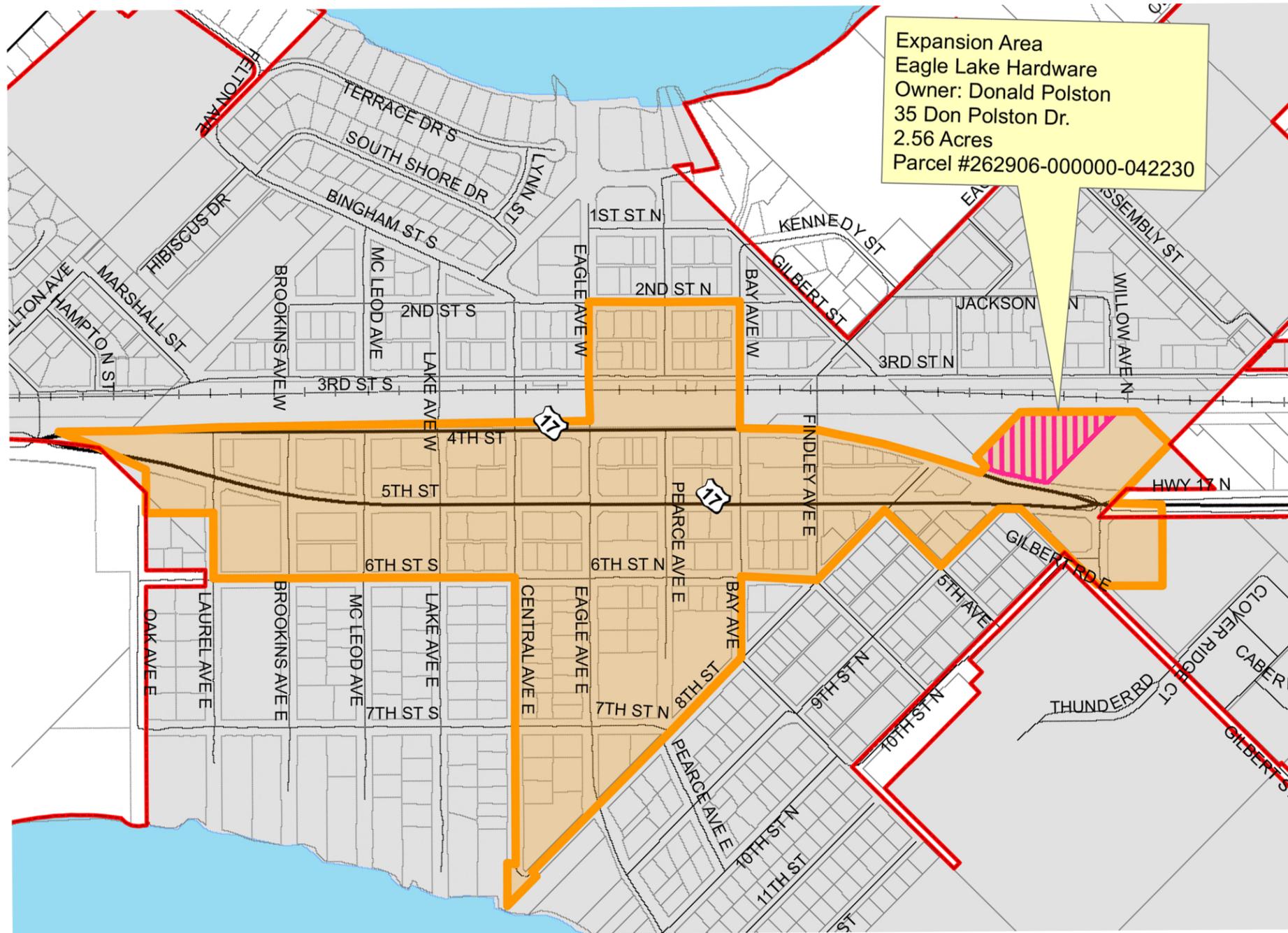


CITY OF EAGLE LAKE

**Community Redevelopment Area
Central Florida Regional Planning Council**

17.1

CRA EXPANSION



Legend

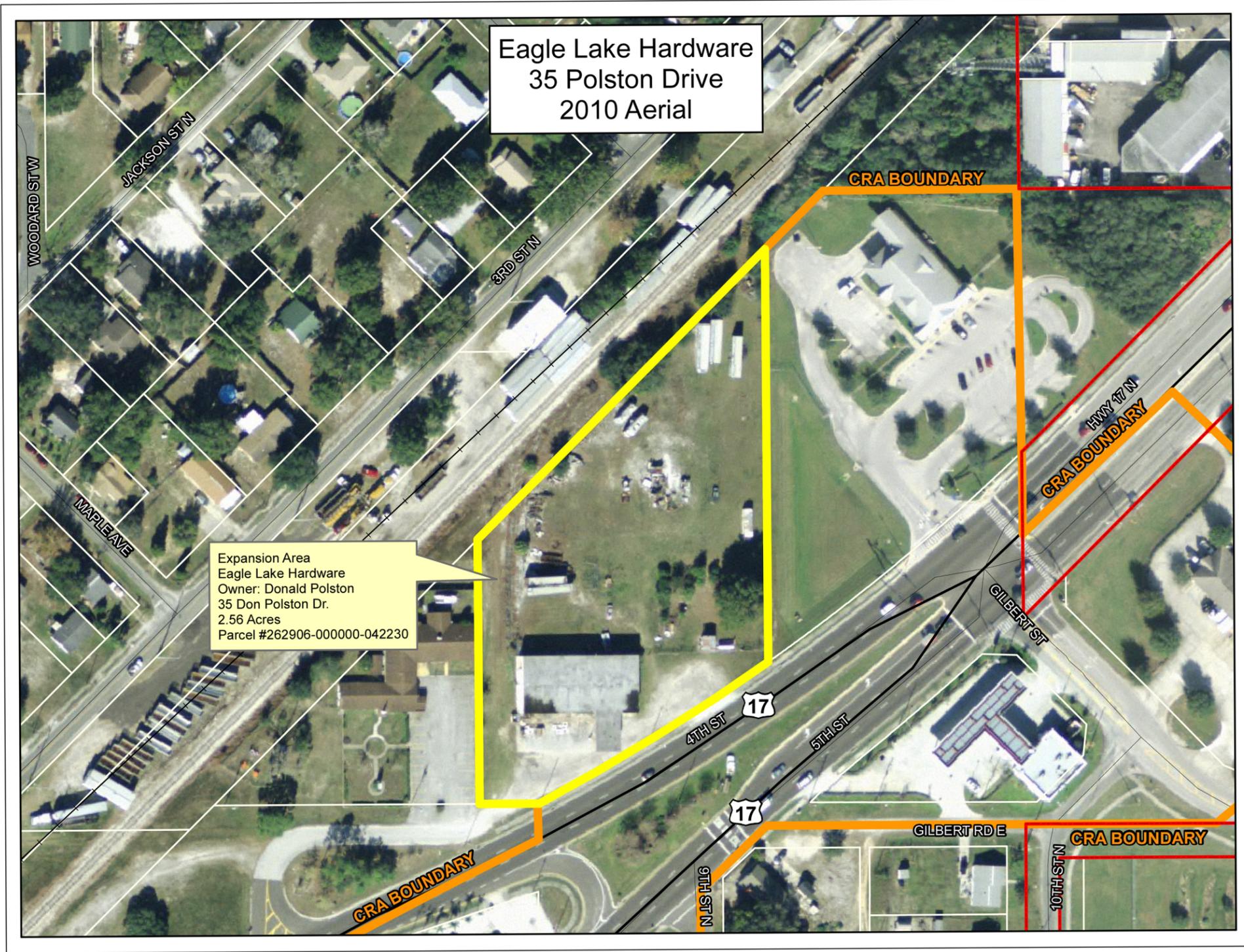
- Expansion Area
- Eagle Lake CRA Boundary
- Eagle Lake City Limits
- Water Bodies
- Railroads
- Major Roads
- Local Roads
- Parcels



CITY OF EAGLE LAKE

Community Redevelopment Area
 Central Florida Regional Planning Council

17.2 CRA EXPANSION



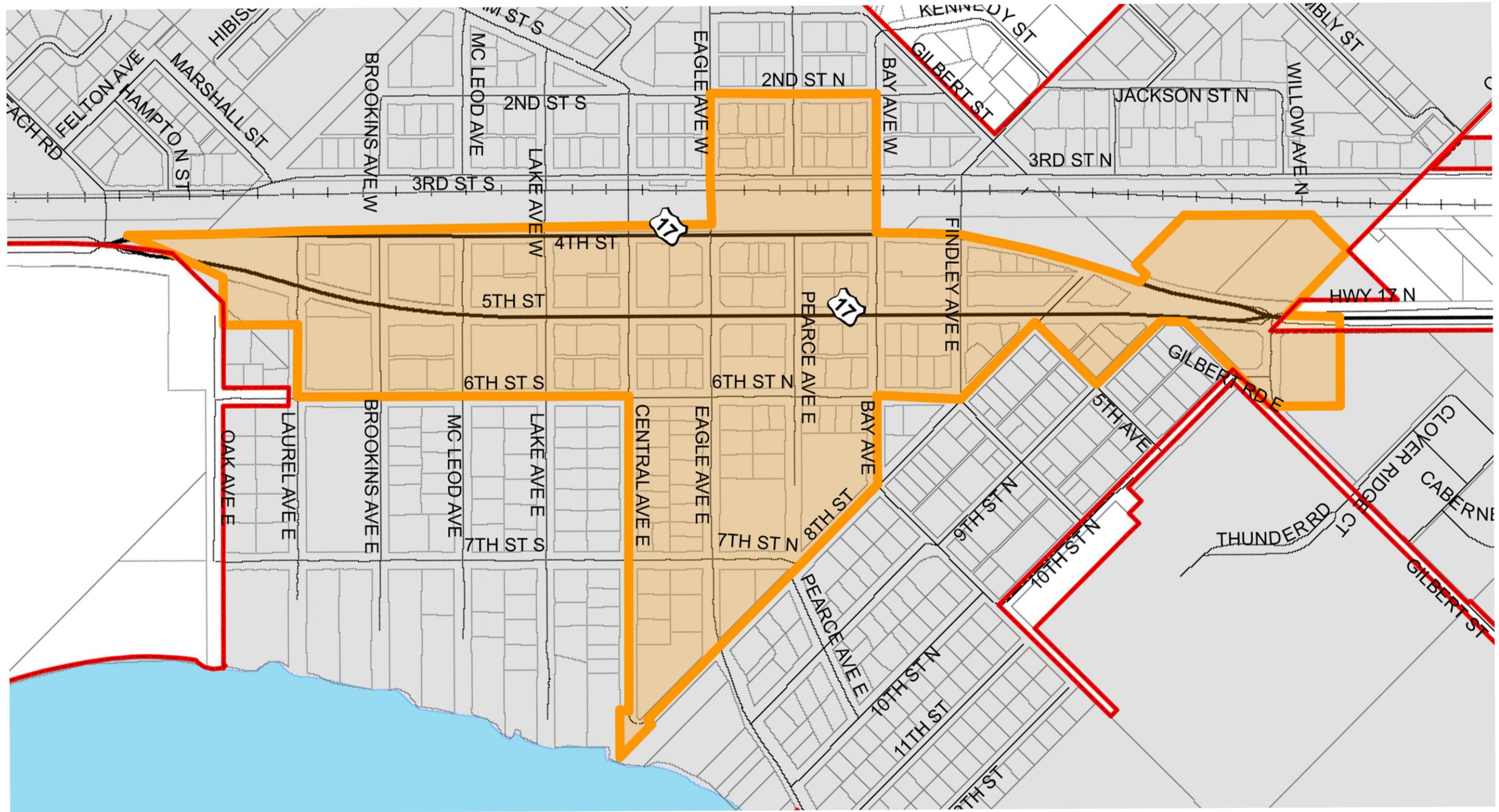
CITY OF EAGLE LAKE

Community Redevelopment Area
Central Florida Regional Planning Council

17.3 CRA EXPANSION



CITY OF EAGLE LAKE



Legend

Eagle Lake CRA Boundary	Railroads
Eagle Lake City Limits	Major Roads
Water Bodies	Local Roads
Parcels	



Community Redevelopment Area
Central Florida Regional Planning Council

18.1

**OVERALL CRA BOUNDARY
INCLUDING NOVEMBER 2011
EXPANSION**

CITY OF EAGLE LAKE
COMMUNITY REDEVELOPMENT AREA
LEGAL DESCRIPTION

The Eagle Lake Community Redevelopment Area includes the Original Community Redevelopment Area and the Addition to the Community Redevelopment Area. The legal descriptions for these two areas follow.

DESCRIPTION: Original Community Redevelopment Area (Base Year 1999)

That portion of Sections 6, 7, and 12, Township 29 South, Range 26 East, Polk County, Florida, being described as follows:

BEGIN at the intersection of the East line of the Southwest Quarter of Section 6 with the North line of a parcel recorded in the Official Records Book 4959, Page 204, public records of Polk County, Florida; thence South along the east line of said Southwest Quarter to the centerline of U.S. Highway 17; thence Northeasterly along said centerline of U.S. Highway 17 to the northwesterly projection of the north line of a parcel recorded in Official Records Book 3781, Page 1542, public records of Polk County, Florida; thence Southeasterly along the north line of said parcel to the east line of said parcel; thence Southwesterly along said east line and the southwesterly projection of said east line to the centerline of Old Gilbert Street; thence due West along the centerline of Old Gilbert Street and an Unnamed Road to the centerline of the north-bound lanes of U.S. Highway 17 (5th Street); thence Southwesterly along said centerline of U.S. Highway 17 (5th Street) to the centerline of North 9th Street; thence South along said centerline of North 9th Street to the centerline of East 5th Street; thence West along said centerline of East 5th Street to the centerline of North 8th Street; thence South along said centerline of North 8th Street to the centerline of North 6th Street; thence Southwesterly along said centerline of North 6th Street to the centerline of East Bay Avenue; thence Southeasterly along said centerline of East Bay Avenue to the aforesaid centerline of North 8th Street; thence Southwesterly along said centerline of North 8th Street to the westerly projection of the southerly line of Lot 6, S.I. PEARCES SUBDIVISION, as recorded in Plat Book 1, Page 16, public records of Polk County, Florida; thence Easterly along said westerly

projection to the southwest corner of said Lot 6 and the easterly right-of-way line of aforesaid North 8th Street; thence south along said east right-of-way line to the westerly right-of-way line of East Central Avenue; thence Northwesterly along said westerly right-of-way line to the Southeast corner Lot 11, GOLDENGLOW as recorded in Plat Book 22, Page 28, public records of Polk County, Florida; thence Easterly along the southerly projection of the south line of said Lot 11 to the centerline of aforesaid East Central Avenue; thence Northwesterly along said centerline of East Central Avenue to the centerline of South 6th Street; thence Southwesterly along said centerline of South 6th Street to the centerline of East Laurel Avenue; thence Northwesterly along said centerline of East Laurel Avenue to the northeasterly projection of a parcel recorded in Official Records Book 4560, Page 1376, public records of Polk County, Florida; thence Southwesterly along said northeasterly projection and the south line of said parcel to the west line of said parcel; thence Northwesterly along said west line and the northerly projection of said parcel to the aforesaid centerline of the north-bound lanes of State Road 17 (5th Street); thence Southwesterly along said north-bound lanes of State Road 17 (5th Street) to the centerline of Crystal Beach Road; thence Northeasterly along the south-bound lanes of U.S. Highway 17 (4th Street) to the centerline of West Eagle Avenue; thence Northwesterly along said centerline of West Eagle Avenue to the centerline of North 2nd Street; thence Northeasterly along said centerline of North 2nd Street to the centerline of West Bay Avenue; thence Southeasterly along said centerline of West Bay Avenue to the aforesaid centerline of the south-bound lanes of U.S. Highway 17 (4th Street); thence Northeasterly along said centerline of the south-bound lanes of U.S. Highway 17 (4th Street) to the southerly projection of the west line of aforesaid parcel recorded in Official Records Book 4956, Page 204; thence North along said southerly projection and the west line of said parcel to the north line of said parcel; thence Northeasterly and east along said north line to the POINT OF BEGINNING.



CITY OF EAGLE LAKE

Community Redevelopment Area
Central Florida Regional Planning Council

18.2

**OVERALL CRA LEGAL
DESCRIPTION INCLUDING
NOVEMBER 2011 EXPANSION**

DESCRIPTION: Addition to the Community Redevelopment Area: Approximately 2.56 acres of land located at 35 Don Polston Drive, commonly known as the "Eagle Lake Hardware Store" property (Base Year 2011)

That portion of Section 6, Township 29 South, Range 26 East, Polk County, Florida, being described as follows:

PARCEL C: Those certain pieces, parcels or tracts of land situated in Polk County, Florida described as follows, to-wit: Starting at the Southeast corner of the Southwest Quarter of Section 6, Township 29 South, Range 26 East, run thence West along the South boundary of said Southwest Quarter a distance of 267.5 feet, thence North a distance of 121.4 feet to a concrete marker on the Northwesterly right-of-way boundary of U.S. Highway #17, for the point of beginning, run thence North a distance of 475.90 feet to a concrete marker on the Southeasterly right-of-way boundary of the Atlantic Coast Line Rail Road, run thence Southwesterly along said Southeasterly Railroad right-of-way a distance of 422.76 feet to a concrete marker, thence South a distance of 299.70 feet to the South boundary of said Southwest Quarter, thence East along the South boundary of said Southwest Quarter a distance of 178.49 feet to its intersection with the Northwesterly right-of-way boundary of said U.S. Highway #17, thence Northeasterly along the Northwesterly right-of-way boundary of said U.S. Highway #17 a distance of 172.40 feet to the point of beginning, subject to roadways in use as recited in deed recorded in OR Book 507, page 743 less right-of-ways.



CITY OF EAGLE LAKE

Community Redevelopment Area
Central Florida Regional Planning Council

18.3

**OVERALL CRA LEGAL
DESCRIPTION INCLUDING
NOVEMBER 2011 EXPANSION**

