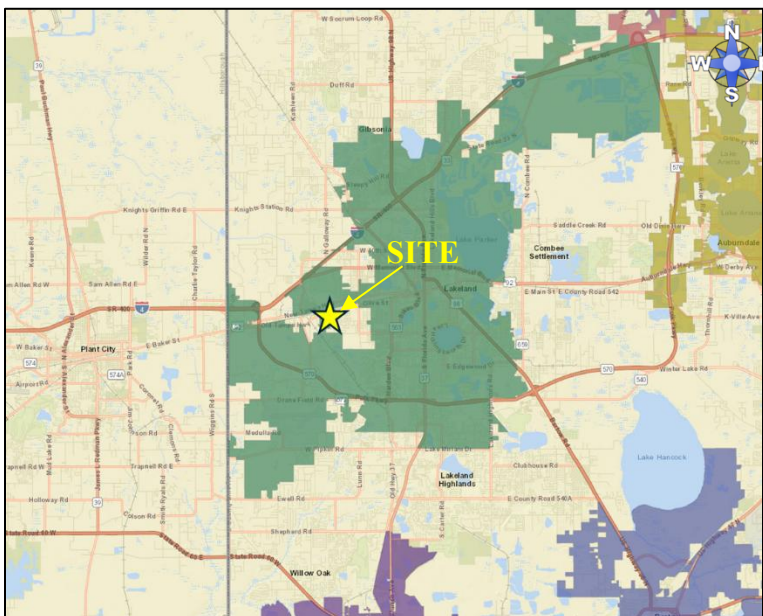
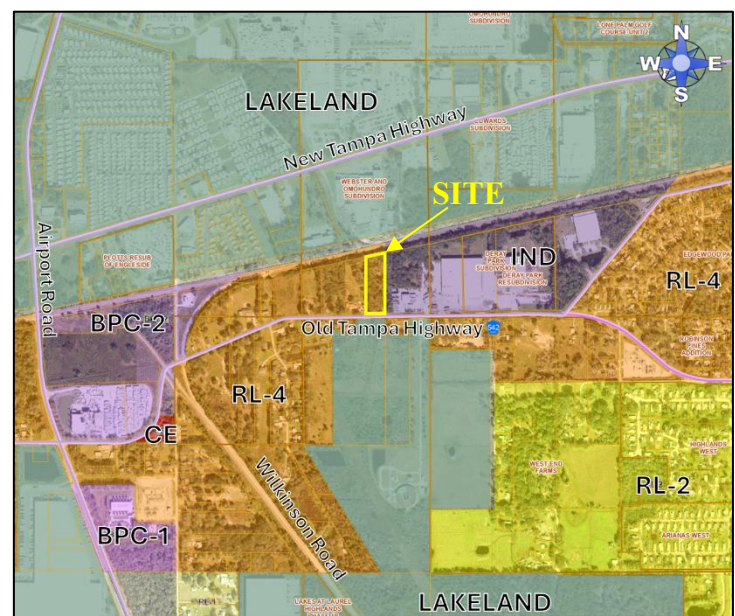


POLK COUNTY DEVELOPMENT REVIEW COMMITTEE STAFF REPORT

ID #:	119
DRC Date:	July 31 st , 2025
Planning Commission Date:	October 1 st , 2025
BoCC Dates:	November 4 th , 2025
Applicant:	Anderson Noel
Level of Review:	Level 4 Review, Comprehensive Plan Map Amendment
Case Number and Name:	LDCPAS-2025-21 ECP Small Scale CPA
Request:	Small Scale Comprehensive Plan map amendment from Residential Low (RL-4) to Industrial (IND) on 2.5 of a 2.87 +/- acre parcel.
Location:	South of New Tampa Highway, east of Airport Road, north of Wilkinson Road, west of Wabash Avenue South, and west of Lakeland City, in Section 21, Township 28, Range 23.
Property Owner:	Big Fish 1 INC
Parcels Size:	± 2.5 of 2.87 acres (23-28-21-090500-000401)
Development Area/Overlays:	Transit Supportive Development Area (TSDA)
Future Land Use:	Residential Low (RL-4)
Nearest Municipality	Lakeland
DRC Recommendation:	Approval
Planning Commission Vote:	Approval (7-0)
Case Planner:	Johnathan (JP) Sims, Planner II



Location



Current Land Use Map

Summary

The applicant, Anderson Noel, of Big Fish 1 Incorporated, is requesting a Small-Scale Comprehensive Plan Amendment to change the Future Land Use Designations from Residential Low (RL) to Industrial (IND) on 2.5 acres of a 2.87-acre parcel of property in the Transit Supportive Development Area (TSDA), and TCCO Corridor. Applicant's original request was to convert the entire site to IND, but staff is only recommending approval up until the creek that runs through the southwest corner of the parcel. Site is located south of New Tampa Highway, west of Wabash Avenue, east of Airport Road, and north of Wilkinson Road, south of Lakeland city limits, in Sections 21, Township 28, and Range 23.

Compatibility Summary

This request will be compatible with the surrounding area as County Road 542 (Old Tampa Highway) is an Urban Major Collector, which promotes a diverse range of uses. It has Residential Low (RL) abutting the subject site to the west, while north and south are CITY land uses with Lakeland, and east is Industrial (IND). Subject site is currently undeveloped. The Industrial site to the east is a Truck Repair Shop. To the west is a single-family home. The Publix Bakery Factory is to the north of the subject site across a CSX rail line, and to the south is a government building.

Infrastructure Summary

The subject site is within the Lakeland Utilities Service Area for both water and sewer. This was confirmed by the Utilities GIS. The road with access, County Road 542 (Old Tampa Highway), is an Urban Major Collector maintained by Polk County, where there is available capacity with close proximity to US Highway 92 (New Tampa Highway). Mass transit is available in the area with the Lemon Line from Citrus Connection on New Tampa Highway with a stop to the west of the site on Airport Road. Public safety response times are normal for this part of the County, and school capacity should not be an issue in the future as the applicant is looking to a commercial business. The request is compatible with the available infrastructure.

Environmental Summary

The nearest neighborhood park is Walker Road Park 1.1 miles north of the site, and the nearest regional Park is Bonnet Springs Park 2.5 miles to the northeast of the subject site. The soil type for the site is 76.7% Pomona fine sand and 23.3% Myakka-Immokolee-Urban land complex. There are no wetlands or flood zone on site, but there is a creek that runs through the southwest corner of the parcel. The Industrial usage will not be able to cross that creek, but will act as a natural buffer for the residential to the west.

Comprehensive Plan

The relevant sections of the Comprehensive Plan that are applicable to the project request:

- Policy 2.102(A1-A15): Growth Management Policies
- Policy 2.102-A10 Location Criteria
- Policy 2.104(A1-A7): Transit Supportive Development Area (TSDA)
- Policy 2.113A (A1-A5): Industrial (IND)

Findings of Fact

Request and Legal Status

- This is an applicant-initiated request for the Future Land Use designation change from Residential Low (RL-4) to Industrial (IND).
- The subject site is adjacent to a CSX rail line on the north side of the property and abutting Industrial uses to the east.
- The Publix Bakery warehouse is to the north of the subject site across the rail line.
- Applicant's original request was to convert the entire parcel site to IND, but staff is only recommending approval up until the creek that runs through the southwest corner of the parcel as demonstrated in exhibits.

Compatibility

- The existing uses surrounding the site are:
 - North – CITY; Publix Bakery warehouse
 - West – RL-4; single family residential, south of the floodway and vacant on the north end of the parcel.
 - East – IND; Truck Repair shop
 - South – CITY; WRF Government building

Infrastructure

- The zoned schools for the site are Jesse Keene Elementary, Sleepy Hill Middle, and Kathleen Senior High School.
- Polk County Fire Rescue Station 24 will be the response unit for fire and EMS for this site. It is located at 1140 North Galloway Road in Lakeland, with an approximate travel distance of 3 miles.

- The subject site is within the Sheriff Department's Southwest District. The Southwest District Office is located at 4120 US Highway 98 South in Lakeland.
- The subject site is within the Lakeland Utilities Service Area for both water and sewer.
- Closest sidewalk connection to the site is along US 92 0.2 miles to the north.
- The closest mass transit route is the Lemon Line with Citrus Connection. The closest bus stop to the subject site is Stop 1400 on Old Tampa Highway, west of the Airport Road intersection.
- The nearest neighborhood park is Walker Road Park 1.1 miles north of the site, and the nearest regional Park is Bonnet Springs Park 2.5 miles to the northeast of the subject site.

Environmental

- The subject site is relatively flat with a high elevation of 133 feet on the north side of the site along the rail line and a low of 125 feet in the center of the site.
- There is no flood zone on site, but there is a small wetlands creek that acts as a flood way that runs through the southwest corner of the parent tract.
- The soil type for the site is 76.7% Pomona fine sand and 23.3% Myakka-Immokolee-Urban land complex.
- According to Polk County Endangered Habitat Maps, the subject site is not located within a one-mile radius of an observation of a protected animal species (Source: Florida Department of Environmental Protection, 2015).
- There are no known archeological or historical resources on the subject site per data from the Florida State Historical Commission.
- There are no wells on the subject site and it is not located in a wellfield.
- The site is within an Airport Impact District for Lakeland Linder Airport.
- On the Polk Green Map, site does show in the Potential Network Connection. Site does not reside within a Conservation Easement Area.

Comprehensive Plan Policies

- POLICY 2.102-A1 Development Location states that Polk County shall promote contiguous and compact growth patterns through the development process to minimize energy costs, conserve land, water, and natural resources, minimize the cost of services, and prevent development patterns where tracts of land are by-passed in favor of development more distant from services and existing communities.

- POLICY 2.102-A2 Compatibility states that land shall be developed so that adjacent uses are compatible with each other, pursuant to the requirements of other Policies in this Future Land Use Element, so that one or more of the following provisions are accomplished: a. there have been provisions made which buffer incompatible uses from dissimilar uses; b. incompatible uses are made to be more compatible to each other through limiting the intensity and scale of the more intense use; c. uses are transitioned through a gradual scaling of different land use activities through the use of innovative development techniques such as a Planned Unit Development.
- POLICY 2.102-A3 Distribution states that development shall be distributed throughout the County consistently with this Future Land Use Element so that the public utility, other community services, and public transit and transportation systems can be efficiently utilized; and compact, high-density and intensity development is located where urban services can be made available.
- POLICY 2.102-A4 Timing states that development of land shall be timed and staged in conjunction with the cost-effective and efficient provision of supporting community services which, at a minimum, shall require compliance with the Plan's Level of Service requirements and the County's concurrency management system.
- POLICY 2.102-A10 Location Criteria states the following factors shall be taken into consideration when determining the appropriateness of establishing or expanding any land use or development area:
 - a. nearness to incompatible land uses and future land uses, unless adequate buffering is provided;
 - b. nearness to agriculture-production areas;
 - c. distance from populated areas;
 - d. economic issues, such as minimum population support and market-area radius (where applicable);
 - e. adequacy of support facilities or adequacy of proposed facilities to be provided by the time of development, including, but are not limited to:
 - 1. transportation facilities, including but not limited to, mass transit, sidewalks, trails and bikeways;
 - 2. sanitary sewer and potable water service;
 - 3. storm-water management;
 - 4. solid waste collection and disposal;
 - 5. fire protection with adequate response times, properly trained personnel, and proper fire-fighting equipment;
 - 6. emergency medical service (EMS) provisions; and
 - 7. other public safety features such as law enforcement;
 - 8. schools and other educational facilities
 - 9. parks, open spaces, civic areas and other community facilities
 - f. environmental factors, including, but not limited to:
 - 1. environmental sensitivity of the property and adjacent property;
 - 2. surface water features, including drainage patterns, basin characteristics, and flood hazards;
 - 3. wetlands and primary aquifer recharge areas;

4. soil characteristics;
 5. location of potable water supplies, private wells, public well fields; and
 6. climatic conditions, including prevailing winds, when applicable.
- **POLICY 2.104-A1: DESCRIPTION** - Transit Supportive Development Areas shall meet the following criteria:
 - a.be those areas where the availability of infrastructure and other community facilities and services, including, but not limited to mass transit and other transportation alternatives, utilities, public safety, recreational and educational services, promotes and supports the location of higher density and intensity compact, mixed use development;
 - b.be supported by existing or planned urban type services that are programmed or expected for the 10-year planning horizon;
 - c.be designated as part of a coordinated land use and transportation strategy that supports the provision of improved and expanded transit services, as identified in the Transportation Planning Organization (TPO) 2060 Transportation Vision Plan and the connecting circulator routes, in order to increase mobility and travel options;
 - d. include development criteria that:1.promote the development of walkable communities which include a balance between employment opportunities, mix of complementary uses and activities, and a range of housing opportunities;2.improve access to employment areas, schools, shopping and recreational opportunities;
 - **POLICY 2.104-A2: DESIGNATION AND MAPPING** - The Future Land Use Map Series shall designate and map TSDAs for those areas of the County meeting the general characteristics of this Section 2.104.
 - **POLICY 2.104-A3: LAND USE CATEGORIES** - The following land use categories shall be permitted within TSDAs, in accordance with applicable criteria
 - **ACTIVITY CENTERS:** Regional Activity Centers, Community Activity Centers, Neighborhood Activity Centers, Convenience Centers, Tourism Commercial Centers, Employment Centers and High-Impact Commercial Centers.
 - **RESIDENTIAL:** Residential-High, Residential-Medium, and Residential-Low Districts.
 - **OTHER:** Linear Commercial Corridors, Commercial Enclaves, Industrial, Business-Park Centers, Office Centers, Leisure Recreation, Mixed Use, Institutional, Professional Institutional, Recreation and Open Space, Preservation.
 - Note: Some land use categories are only allowed in adopted Selected Area Plans, special areas or neighborhood plans as specified in the definitions in Section 2.109.
 - **POLICY 2.104-A4: OVERLAY DISTRICTS** - All overlay Districts shall be permitted within TSDAs and UGAs in accordance with applicable criteria.

- POLICY 2.104-A5: DEVELOPMENT CRITERIA - Development within the Transit Supportive Development Areas shall conform to the following criteria as further specified by the Land Development Code:
 - provide access to transit facilities;
 - connect to centralized potable water and sanitary sewer systems;
 - incorporate design features that promote healthy communities and green building practices, as established in Section 2.1251, Community Design, of this element;
 - implement "Complete Street" and "Conservation Development" principles as established under Section 2.1251, Community Design, of this element;
 - integrate pedestrian-oriented features, including sidewalks, trails or walkways into every development including appropriate pedestrian shelters or awnings;
 - provide access to civic space, parks, green areas, and open space and other amenities;
 - g.be supported by public safety (i.e., fire, EMS and law enforcement);
 - have access to public schools;
 - provide connectivity with adjacent uses within the TSDA, and facilitate connectivity between the TSDA and other urban centers and the rural development areas.
 - encourage the inclusion of a variety of housing choices, other than single family detached homes, townhomes, condominiums, and residential units in mixed use buildings by establishing minimum densities that preclude the exclusive use of single family detached units within designated areas as established in Policy 2.104-A7.
- POLICY 2.104-A6: GENERAL INCENTIVES - Polk County shall encourage and promote compact, mixed-use by allowing:
 - increased densities and intensities within the Transit Corridors and Centers Overlay District subject to Policy 2.104-A7; and
 - increased densities for affordable or workforce housing subject to Policy 2.104-A7.
- POLICY 2.104-A7: DENSITIES AND INTENSITIES - To promote energy efficient land use patterns and compact mixed-use development, the TSDA and the Transit Corridors and Centers Overlay (TCC Overlay) within the TSDA shall include higher densities and intensities of development. The maximum densities and intensities listed in Table 2.104.1 exceed those listed in Policy 2.109-A1 and Policy 2.119-A1 and the policies that include the description for each of the referenced land use category as provided for within this Element. The Mixed Use category within Tables 2.104.1 and 2.104.2 is for those non-residential land use categories that permit residential as provided for in this Element or the Appendices for the Selected Area Plans (SAP). The Transit Corridors and Centers Overlay includes three separate components that expand the residential density of selected Future Land Use Districts. These three components as depicted in Figure 1. include:
 - Transit Corridor - an area within ¼ mile of fixed route transit service;
 - Transit Center - an area within a one mile radius of the point of access for transit services; and

- Transit Center Core - an area within ¼ mile of the point of access for transit services.
 - Maximum densities are established within the TSDA and the respective components of the Transit Corridors and Centers Overlay as listed in Table 2.104.1. The maximum densities are not guaranteed within the respective land use categories and shall only be permitted subject to the requirements established in Policy 2.104-A5 Development Criteria and Policy 2.124-A3 Design Principles. Table 2.104.1 also includes recommended minimum densities to support future investments in public transportation. These recommended minimum densities may be required under the Land Development Code to coincide with planned public or private sector transit investments. Residential projects with less than the recommended minimum density will be encouraged to include a site design that allows for project phasing in order to preserve the maximum development potential of the subject parcel(s).
- POLICY 2.113-A1: CHARACTERISTICS - Industrial lands are characterized by facilities for the processing, fabrication, manufacturing, recycling, and distribution of goods, and may contain any use also found within a Business-Park Center. However, land use activities that operate externally to enclosed structures may be permitted within an Industrial Future Land Use designation. Industrial districts are also the appropriate location for land use activities that produce significant amount of noise, odor, vibration, dust, and lighting on and off-site that do not produce a physical product.
 - POLICY 2.113-A3: LOCATION CRITERIA - Industrial development within the County shall occur within lands designated as Industrial on the Future Land Use Map Series. The following factors shall be taken into consideration when determining the appropriateness of establishing new Industrial areas:
 - a. Industrial development shall be located within an Transit Supportive Development Area Urban-Growth Area, Suburban-Development Area, Rural-Development Area, or Utility-Enclave Area.
 - b. Accessibility to major air and ground transportation, including but not limited to arterial roadways, rail lines, and cargo airport terminals.
 - c. The locational criteria enumerated in Policy 2.102-A9 and Policy 2.102-A10.
 - d. Industrial facilities should group together in planned industrial districts on sites capable of being expanded and developed in stages.
 - e. Industrial districts shall be separated significant distances from schools and developed residential areas through a combination of physical separation and screening and/or buffering in accordance with standards in the County's Land Development Code.
 - f. The location criteria for Industrial Districts shall serve to maximize access to the arterial road system and minimize the routing of commercial traffic through residential areas by requiring access be limited to:1.arterial roads;2.collector roads, if the subject parcel is within 2 miles of an intersecting arterial road; or3.local commercial roads or private roads under the following conditions:(a)the road has full median access onto to an arterial road;(b)the road does not serve existing or expected future residential traffic from the

- surrounding area;(c)the road has a structural integrity and design characteristics suitable for truck traffic.
 - g. Applications for establishment of an Industrial district shall include a plan consistent with Policy 2.110-L5.
- **POLICY 2.113-A4: DEVELOPMENT CRITERIA** - Development within an Industrial area shall conform to the following criteria:
 - a. Permitted uses include facilities for the processing, fabrication, manufacturing, recycling, bulk material storage, and distribution of goods, disposal yards, and limited retail commercial in accordance with Policy 2.113-A4.b. Other non-residential uses that produce significant amounts of noise, odor, vibration, dust, and lighting on and off-site may be permitted within an industrial district through conditional approval. Permitted uses also include any use found within a Business-Park Center.
 - b. Retail commercial uses within an industrial area shall be sized for the purpose of serving just the employees of, and visitors to, the industrial area, and shall be limited to a scale appropriate for that purpose. The maximum floor area ratio for commercial uses within an industrial area shall not exceed 0.25.
 - c. Industrial sites shall be designed to provide for:
 - 1.adequate parking to meet the demands of the use; and
 - 2.buffering where the effects of lighting, noise, odors, and other such factors would adversely affect adjacent land uses. Parking lots, loading areas, dumpsters, utilities and air conditioning units, signage, etc., are examples of facilities which may require special buffering provisions.
 - d. The maximum floor area ratio for non-commercial uses within an Industrial area shall not exceed 0.75 in the TSDA, 0.65 in the UGA, 0.50 in the SDA, and 0.50 in the RDA, unless developed as a Planned Development.
 - e. Retail sale of goods manufactured on the site of a business located within an Industrial area is allowed provided the operation is incidental and subordinate to the manufacturing activity conducted on site and does not exceed eight percent (8%) of the total floor area or 15,000 square feet, whichever is the lesser.
 - f. Where centralized water or wastewater services are not available, the maximum impervious surface ratio shall be reduced to afford better protection and function of well and septic tank systems and as required if within a Nutrient Restoration Plan Overlay.
 - g. Planned Developments within the Industrial district may be permitted a maximum floor area ratio up to 1.5 for innovative and attractive employment centers. Intensity increases shall be reserved for those uses that provide substantial economic income opportunities for the County and its residents. Intensity increases shall only be granted to parcels within the TSDA and UGA. The Land Development Code shall establish development standards and criteria for Planned Developments within the Industrial district.
 - h. Industrial districts shall be separated from existing schools and developed residential areas through physical separation, screening, buffering, or a combination thereof, consistent with the standards in the County's Land Development Code.

- i. Workforce housing for unaccompanied workers in barrack, dormitory, or apartment units under specific design parameters listed in the Land Development Code not to exceed an intensity of thirty-two (32) workers per acre or the limitations established by the Department of Health for water and wastewater usage, whichever allowed intensity is the lesser.
- **POLICY 2.113-A5: ADJACENT DEVELOPMENT** - Subject to the criteria and requirements of Section 2.125-C relating to Transitional Areas, development adjacent to an Industrial may include the following uses: Office, Self-storage Facilities, Medium and High-Density Residential, Institutional, or Open Space.

Development Review Committee Recommendation: Based on the information provided by the applicant, recent site visits, and the analysis conducted within this staff report, the Development Review Committee finds that with the proposed conditions, the proposed request **IS COMPATIBLE** with the surrounding land uses and general character of the area, **IS CONSISTENT** with the Polk County Comprehensive Plan and Land Development Code, and therefore, the Development Review Committee (DRC) recommends **APPROVAL of LDCPAS 2025-21**.

Planning Commission Recommendation: On October 1st, 2025, in an advertised public hearing, the Planning Commission voted 7:0 to **recommend APPROVAL of LDCPAS-2025-21**.

***NOTE:** This staff report was prepared without the benefit of testimony and evidence submitted by the public and other interested parties at a public hearing.*

***NOTE:** All written comments made in the application and subsequent submissions of information made during the application review process, which are on file with the Land Development Division, shall be considered to be binding upon the applicant, provided such comments are not at variance with the Comprehensive Plan, LDC or other development regulations in effect at the time of development.*

***NOTE:** Issuance of a development permit by the county does not in any way create any rights on the part of the applicant to obtain a permit from a state or federal agency and does not create any liability on the part of the county for issuance of the permit if the applicant fails to obtain requisite approvals or fulfill the obligations imposed by a state or federal agency or undertakes actions that result in a violation of state or federal law.*

Analysis

This section of the staff report includes data on the surrounding uses, infrastructure conditions, environmental conditions, and related Comprehensive Plan policies and Land Development Code regulations.

Surrounding Uses

Table 1 identifies the Future Land Use (FLU) designations and the existing uses surrounding the subject site that are immediately adjacent.

Table 1 Surrounding Uses

Northwest CITY; Publix Training Center	North CITY; Publix Bakery	Northeast CITY; Vacant Industrial
West RL-4; Single-family residential	Subject Site RL-4; vacant	East IND; Diesel Repair shop
Southwest RL-4; single family residential	South CITY; government building	Southeast RL-4; single family residential

Source: Polk County Geographical Information System and site visit by County staff

Compatibility with the Surrounding Uses

According to *Policy 2.102-A2* of Polk County's Comprehensive Plan, "land shall be developed so that adjacent uses are compatible with each other, pursuant to the requirements of other policies in this Future Land Use Element, so that one or more of the following provisions are accomplished: a. there have been provisions made which buffer incompatible uses from dissimilar uses; b. incompatible uses are made to be more compatible to each other through limiting the intensity and scale of the more intense use; and c. uses are transitioned through a gradual scaling of different land use activities through the use of innovative development techniques such as a Planned Unit Development." The "development criteria" and the "density and dimensional regulations" of a land use district are often the measuring tools used by staff to determine compatibility and the appropriateness of locating differentiating uses. Compatibility is defined in the Comprehensive Plan as "a condition in which land uses or conditions can coexist in relative proximity to each other in a stable fashion over time such that no use or condition is unduly negatively impacted directly or indirectly by another use or condition."

A. Land Uses

The purpose of TSDA's is to serve as a foundation from which a future urban pattern is established, and to provide areas for development at urban densities and intensities. TSDA's are areas within the County that, at a minimum, are currently served, or are programmed within the applicable Comprehensive Plan Capital Improvement Program to be served within the next ten years by County owned, municipal, or County franchised central sanitary sewage and potable water systems. TSDA's are also supported by, or programmed to be supported by, other services typically found to accompany urban development such as public safety services, an urban road network, and developed parks.

The request is a Future Land Use designation that is compatible with the surrounding area. In Section 2.113-A of the Comprehensive Plan, Industrial is allowed within the TSDA, and it can include many different types of non-residential developments. The area of the parcel not being changed is on the southwest side of an existing creek that acts as a flood way, that bifurcates the

parcel, and staff is not recommending the Industrial to extend past the natural environmental buffer. This will ensure that there is adequate buffering for the residential use to the west of the subject site. On the parcel with the single family residence, the northern part of the parcel is vacant, as the house was built south of the flood way.

B. Infrastructure

The subject site is within the Lakeland Utilities Service Area for both water and sewer. The Utilities GIS confirms that the water lines surround the subject site along Old Tampa Highway. The parcel accesses onto County Road 542 (Old Tampa Highway), an Urban Collector, that connects to County Line Road, an Urban Collector. There is available transportation capacity on both roads. Public safety response times are normal for this part of the County. While there is capacity within the schools, this site is not expected to develop residentially, so impact will not be a factor. The request is compatible with the available infrastructure.

Nearest Elementary, Middle, and High School

The schools zoned for the subject property are the zoned schools listed in Table 2 below. Per the requirements in Chapter 7 of the Land Development Code, the applicant will have to work out capacity for any development request with the school board. However, this site is expected to develop industrial, so no student generation should occur.

Table 2 School Information

Name of School	Annual Estimated Demand	% Capacity 2023-2024 School Year	Average driving distance from subject site
Jesse Keen Elementary School	0 student	100%	1.6 miles
Sleepy Hill Middle School	0 student	99%	6.5 miles
Kathleen Senior High School	0 student	69%	2.9 miles

Source: Polk County School Board, Polk County Impact Fee Ordinance, GIS

Nearest Sheriff, Fire, and EMS Station

Table 3 below displays the nearest Sheriff District office and Fire/EMS stations. Sheriff response times are not as much a function of the distance to the nearest sheriff's substation, but more a function of the overall number of patrol officers within the County.

Table 3 Public Safety Information

	Name of Station	Distance Response Time*
Sheriff	Southwest District Command Unit (4120 US Highway 98 South, Lakeland, FL)	18.1 +/- miles Priority 1 – 8:49 Priority 2 – 26:26
Fire/ EMS	Station #24 (1140 N Galloway Rd, Lakeland)	3 +/- miles

Source: Polk County Sheriff's Office & Polk County Fire Rescue. Response times for July 2025.

Water and Wastewater

A. Estimated Demand

The subject site is within the City of Lakeland's Utility Service Area for potable water and sewer. The proposed IND would potentially use more water and wastewater than the current land use of RL-4 if built out to maximum developable allowance.

Table 4 Estimated Water and Sewer Impact Analysis

Permitted Intensity	Maximum Permitted in Existing Land Use RL-4	Maximum Allowable in Proposed IND
2.5 +/-acres 108,900 sq ft	2.5 acres X 4 du/ac = 10 du	2.5 +/- acres = 108,900 sq ft X 0.70 FAR = 76,230 sq ft
Potable Water Consumption	10 du X 360 GPD = 3,600 GPD	76,230 sq ft X 0.24 GPD = 18,295 GPD
Wastewater Generation	10 du X 270 GPD = 2,700 GPD	18,295 GPD X 80% = 14,636 GPD

Source: Concurrency Manual: RL-4 uses Single Family Home for concurrency with 360 GPD for water and 270 GPD for sewer. IND uses Warehousing as most common use with 0.24 GPD per sq ft and 80% of water use for sewer use.

B. Service Provider

The subject site is within the City of Lakeland's Utility Service Area for water and sewer. There is a Distribution Main Line for water that runs west to east along Old Tampa Highway, which is south of the subject site. There are wastewater lines that appear on the Utilities GIS, and the Impact Assessment Statement provided by the applicant indicates it will use pre-existing wastewater lines being used by the development on site that run along the east side of the site.

C. Available Capacity

Information is not available for capacity as the water and wastewater is handled by City of Lakeland Utilities.

D. Planned Improvements

There are no improvements planned at this time.

Roadways/Transportation Network

A. Estimated Demand

Table 5, following this paragraph, shows the Average Annual Daily Trip (AADT) rate and the PM Peak hour trip rate. The Future Land Use change may result in higher trips.

Table 5 Estimated Transportation Impact Analysis

Permitted Intensity	Maximum Permitted in Existing Land Use RL-4	Maximum Allowable in Proposed IND
2.5 +/- acres 108,900 sq ft	2.5 +/- acres X 4 du/ac = 10 du	2.5 +/- acres = 108,900 sq ft X 0.70 FAR = 76,230 sq ft / 1000 = 76 sq ft
Average Annual	10 du X 7.81 AADT = 78 Trips (100% New Trips)	76 sq ft X 1.71 AADT = 120 Trips (92% New Trips)
PM Peak	10 du X 1 PM Peak = 10 Trips (100% New Trips)	76 sq ft X 0.18 PM Peak = 13 Trips (92% New Trips)

Source: Concurrency Manual and Table for Minor Traffic Study –Single Family Housing at 7.81 AADT and 1 PM Peak for RL-4, and Warehousing LDA at 1.71 AADT and 0.18 Peak Hours (92% new trips).

B. Available Capacity

The roads surrounding the subject site have sufficient PM Peak capacity available for a non-residential development. There is currently nothing developed on the site. The table after this paragraph provides the current PM Peak Hour capacities of the nearby road links.

Table 6					
Link #	Road Name	Current LOS	Available Capacity	Minimum LOS Standard	Projected Five Year LOS
4047E	CR 542 (OLD TAMPA HWY) – COUNTY LINE ROAD TO WABASH AVE	C	553	E	C
4047W		C	549	E	C
5301E	US 92 (NEW TAMPA HWY) - SR 572 (AIRPORT ROAD) TO WABASH AVE	C	168	D	C
5301W		C	196	D	C

Source: Polk Transportation Planning Organization, Roadway network Database 2025

C. Roadway Conditions

Old Tampa Highway is an Urban Major Collector with available capacity in both directions showing in Fair Condition. US Highway 92 is maintained by the state so conditions are not tracked by Polk County. Access to this site is dictated by a pre-existing driveway on the southeast corner, on the east side of a bridge that crosses the creek. The condition of the roadways and the LOS

change over time. The conditions are addressed when development accesses a road during the Level 2 Review. LOS is a tool that can limit the intensity of a development.

D. Sidewalk Network

There are no sidewalks running west to east along Old Tampa Highway, and the closest sidewalk connection is on US 92 at the intersection of Airport Road.

E. Planned Improvements:

There are currently no planned County improvements along any of the traffic links.

F. Mass Transit

The closest mass transit route is the Lemon Line with Citrus Connection, with the closest stop being Stop 1400 on Old Tampa Highway on the west side of Airport Road.

Park Facilities:

The following analysis is based on public recreation facilities.

A. Location:

The nearest neighborhood park is Walker Road Park 1.4 miles north of the site, and the nearest regional Park is Bonnet Springs Park 2.5 miles to the northeast of the subject site.

B. Services:

Walker Road Park has a 1.1. mile walking trail, as well as four softball and two multi-purpose fields. You will also find a playground, a nature trail, restrooms and picnic tables. Bonnet Springs Park has a variety of uses, including playgrounds, hiking trails, a museum, open pavilions, cafes, and a boardwalk.

C. Multi-use Trails:

The closest free hiking trail is in Bonnet Springs, 2.5 miles to the northeast of the subject site.

D. Environmental Lands:

This site contains no County owned environmental lands. The closest environmental lands to the site is the Tenoroc Fish Management Area which is 5.23 +/- miles to the northeast of the subject site.

E. Planned Improvements:

There are no further recreation improvements scheduled for this area of the County at this time.

Environmental Conditions

A. Surface Water:

There is no surface water on the subject site, but there is a wetland creek that runs along the southwest corner. On the Polk Green Map, site does show in the Potential Network Connection. Site does not reside within a Conservation Easement Area. The site is almost flat with a low of 125 feet in the center with the land rising to a high of 133 feet on the north side along the CSX rail line.

B. Wetlands/Floodplains:

The subject site's parent tract has a flood way creek that runs through the southwest corner of the property. Development on this site will not be allowed to encroach upon that. This creek forces access to be taken on the southeast corner of the property, on the east side of a bridge on Old Tampa Highway.

C. Soils:

The subject site is comprised of a mix of soil types as listed in Table 8 following this paragraph. According to the soil survey of Polk County, the soil is a mix of Pomona fine sand and Myakka-Immokolee-Urban land complex. Both of which are not ideal for construction that requires putting anything below ground.

Table 8

Soil Name	Septic Tank Absorption Field Limitations	Limitations to Dwellings w/o Basements	% of Site (approximate)
Pomona fine sand (7)	Severe: wetness, percs slowly	Severe: wetness	76.7%
Myakka-Immokolee-Urban land complex (53)	Severe: wetness, poor filter	Severe: wetness	23.3%

Source: Soil Survey of Polk County, Florida, USDA, Soil Conservation Service.

D. Protected Species

According to the Florida Biodiversity Matrix GIS application, no threatened or endangered plant or animal species exist on the site. If any are discovered, the applicant shall properly protect the specie(s) or mitigate any impacts consistent with federal, state, and local law.

E. Archeological Resources:

According to the Florida Department of State, Division of Historical Resources, there are no archeological sites listed in the Florida Master Site File.

F. Wells (Public/Private)

The subject site is not located in a Wellfield Protection District and does not have any wells on site. The site will be connecting to water and sewer from City of Lakeland Utilities. The closest Well site is 0.23 miles to the north of the subject site.

G. Airports:

The site is within an Airport Impact District for Lakeland Linder Regional Airport.

Economic Factors:

There are no known economic factors that would impact the development of this site.

Consistency with the Comprehensive Plan

Many policies within the Comprehensive Plan are reviewed for consistency with an application. The most relevant policies for the proposed request are included in this section. The policy is first stated and then an analysis of how the request is provided to state that it may or may not be consistent with the Comprehensive Plan. How the request is **consistent** with the Comprehensive Plan is listed below:

Table 8 Comprehensive Plan and Land Development Code

Comprehensive Plan Policy	Consistency Analysis
POLICY 2.102-A2: COMPATIBILITY - Land shall be developed so that adjacent uses are compatible with each other, pursuant to the requirements of other Policies in this Future Land Use Element, so that one or more of the following provisions are accomplished: a. there have been provisions made which buffer incompatible uses from dissimilar uses; b. incompatible uses are made to be more compatible to each other through limiting the intensity and scale of the more intense use; c. uses are transitioned through a gradual scaling of different land use activities through the use of innovative development techniques such as a Planned Unit Development.	The Comprehensive Plan permits a variety of different Future Land Use designations in urban areas and contribute to a combination of mixed uses. Industrial to the east and a Publix warehouse to the north, with a CSX rail line abutting the site to the north help with compatibility. The single-family residence to the west will be sufficiently buffered from the IND use since the IND use will not extend beyond the flood way creek that bifurcates the parcel on the southwest corner.
POLICY 2.102-A1: DEVELOPMENT LOCATION – Polk County shall promote contiguous and compact growth patterns through the development process to minimize energy costs, conserve land, water, and natural resources, minimize the cost of services, and prevent development patterns where tracts of land are by-passed in favor of development more distant from services and existing Communities.	The lands surrounding the subject site are already developed with detached single-family home to the west, with commercial uses to the east, south, and north. City of Lakeland Utilities are available in this area for water and wastewater. This request is consistent with this policy.

Comprehensive Plan Policy	Consistency Analysis
POLICY 2.102-A4: TIMING - The development of land shall be timed and staged in conjunction with the cost-effective and efficient provision of supporting community services which, at a minimum, shall require compliance with the Plan's Level of Service requirements and the County's concurrency management system. POLICY 2.102-A10: LOCATION CRITERIA - The following factors shall be taken into consideration when determining the appropriateness of establishing or expanding any land use or development area: a. nearness to incompatible land uses and future land uses, unless adequate buffering is provided, b. nearness to agriculture-production areas; c. distance from populated areas; d. economic issues, such as minimum population support and market-area radius (where applicable); e. adequacy of support facilities or adequacy of proposed facilities to be provided by the time of development, including, but are not limited to: 1. transportation facilities, including but not limited to, mass transit, sidewalks, trails and bikeways; 2. sanitary sewer and potable water service; 3. storm-water management; 4. solid waste collection and disposal; 5. fire protection with adequate response times, properly trained personnel, and proper fire-fighting equipment; 6. emergency medical service (EMS) provisions; and 7. other public safety features such as law enforcement; 8. schools and other educational facilities 9. parks, open spaces, civic areas and other community facilities, f. environmental factors, including, but not limited to: 1. environmental sensitivity of the property and adjacent property; 2. surface water features, including drainage patterns, basin characteristics, and flood hazards; 3. wetlands and primary aquifer recharge areas; 4. soil characteristics; 5. location of potable water supplies, private wells, public well fields; and 6. climatic conditions, including prevailing winds, when applicable.	The timing is consistent with the growth in the area as the surrounding sites to the north, east, and south are already being used for commercial purposes. There is ample connectivity to water and electricity. Fire is close by with low response times, while Sheriff is close enough to not be an issue. Site will not generate students so schools will be unaffected. The overall parcel does not contain wetlands or floodplains, but there is a creek that runs through the southwest corner of the site. The site is currently undeveloped.
• POLICY 2.104-A1: DESCRIPTION - Transit Supportive Development Areas shall meet the following criteria: - o a. be those areas where the availability of infrastructure and other community facilities and services, including, but not limited to mass transit and other transportation alternatives, utilities, public safety, recreational and educational services, promotes and supports the location of higher density and intensity compact, mixed-use development;	Industrial is an allowable use in the TSDA. There is ample infrastructure available in the area to support this land use with connections to water and sewer connections through City of Lakeland. The closest sidewalk connection is to the north of the subject site along New Tampa Highway. Old Tampa Highway is an Urban Major Collector Road with available capacity. There are emergency services, parks, education, mass transit, and industrial development close by abutting to the east. The

Comprehensive Plan Policy	Consistency Analysis
- o b.be supported by existing or planned urban type services that are programmed or expected for the 10-year planning horizon; - o c.be designated as part of a coordinated land use and transportation strategy that supports the provision of improved and expanded transit services, as identified in the Transportation Planning Organization (TPO) 2060 Transportation Vision Plan and the connecting circulator routes, in order to increase mobility and travel options; - o d. include development criteria that:1.promote the development of walkable communities which include a balance between employment opportunities, mix of complementary uses and activities, and a range of housing opportunities;2.improve access to employment areas, schools, shopping and recreational opportunities; • POLICY 2.104-A2: DESIGNATION AND MAPPING - The Future Land Use Map Series shall designate and map TSDAs for those areas of the County meeting the general characteristics of this Section 2.104. • POLICY 2.104-A3: LAND USE CATEGORIES - The following land use categories shall be permitted within TSDAs, in accordance with applicable criteria - o ACTIVITY CENTERS: Regional Activity Centers, Community Activity Centers, Neighborhood Activity Centers, Convenience Centers, Tourism Commercial Centers, Employment Centers and High-Impact Commercial Centers. - o RESIDENTIAL: Residential-High, Residential-Medium, and Residential-Low Districts. - o OTHER: Linear Commercial Corridors, Commercial Enclaves, Industrial, Business-Park Centers, Office Centers, Leisure Recreation, Mixed Use, Institutional, Professional Institutional, Recreation and Open Space, Preservation. - o Note: Some land use categories are only allowed in adopted Selected Area Plans, special areas or neighborhood plans as specified in the definitions in Section 2.109. • POLICY 2.104-A4: OVERLAY DISTRICTS - All overlay Districts shall be permitted within TSDAs and UGAs in accordance with applicable criteria.	subject site sits within the Transit Corridor which allows for higher density developments.

Comprehensive Plan Policy	Consistency Analysis
• POLICY 2.104-A5: DEVELOPMENT CRITERIA - Development within the Transit Supportive Development Areas shall conform to the following criteria as further specified by the Land Development Code: - o provide access to transit facilities; - o connect to centralized potable water and sanitary sewer systems; - o incorporate design features that promote healthy communities and green building practices, as established in Section 2.1251, Community Design, of this element; - o implement "Complete Street" and "Conservation Development" principles as established under Section 2.1251, Community Design, of this element; - o integrate pedestrian-oriented features, including sidewalks, trails or walkways into every development including appropriate pedestrian shelters or awnings; - o provide access to civic space, parks, green areas, and open space and other amenities; - o g.be supported by public safety (i.e., fire, EMS and law enforcement); - o have access to public schools; - o provide connectivity with adjacent uses within the TSDA, and facilitate connectivity between the TSDA and other urban centers and the rural development areas. - o encourage the inclusion of a variety of housing choices, other than single family detached homes, townhomes, condominiums, and residential units in mixed use buildings by establishing minimum densities that preclude the exclusive use of single family detached units within designated areas as established in Policy 2.104-A7. • POLICY 2.104-A6: GENERAL INCENTIVES - Polk County shall encourage and promote compact, mixed-use by allowing: - o increased densities and intensities within the Transit Corridors and Centers Overlay District subject to Policy 2.104-A7; and - o increased densities for affordable or workforce housing subject to Policy 2.104-A7. • POLICY 2.104-A7: DENSITIES AND INTENSITIES - To promote energy efficient land use patterns and compact mixed-use development, the	

Comprehensive Plan Policy	Consistency Analysis
TSDA and the Transit Corridors and Centers Overlay (TCC Overlay) within the TSDA shall include higher densities and intensities of development. The maximum densities and intensities listed in Table 2.104.1 exceed those listed in Policy 2.109-A1 and Policy 2.119-A1 and the policies that include the description for each of the referenced land use category as provided for within this Element. The Mixed Use category within Tables 2.104.1 and 2.104.2 is for those non-residential land use categories that permit residential as provided for in this Element or the Appendices for the Selected Area Plans (SAP). The Transit Corridors and Centers Overlay includes three separate components that expand the residential density of selected Future Land Use Districts. These three components as depicted in Figure 1. include: - o Transit Corridor - an area within ¼ mile of fixed route transit service; - o Transit Center - an area within a one mile radius of the point of access for transit services; and - o Transit Center Core - an area within ¼ mile of the point of access for transit services. - o Maximum densities are established within the TSDA and the respective components of the Transit Corridors and Centers Overlay as listed in Table 2.104.1. The maximum densities are not guaranteed within the respective land use categories and shall only be permitted subject to the requirements established in Policy 2.104-A5 Development Criteria and Policy 2.124-A3 Design Principles. Table 2.104.1 also includes recommended minimum densities to support future investments in public transportation. These recommended minimum densities may be required under the Land Development Code to coincide with planned public or private sector transit investments. Residential projects with less than the recommended minimum density will be encouraged to include a site design that allows for project phasing in order to preserve the maximum development potential of the subject parcel(s).	
• POLICY 2.113-A1: CHARACTERISTICS - Industrial lands are characterized by facilities for the processing, fabrication, manufacturing, recycling, and distribution of goods, and may contain any use also found within a Business-Park Center. However, land use activities that operate externally to enclosed structures may be permitted within an Industrial Future Land Use designation. Industrial districts are also the appropriate location for land use activities that produce	The subject site is currently designated as Residential Low (RL-4), which is also an allowable use in the TSDA and abuts appropriate land uses. The site is currently undeveloped, and has a single-family residential home to the west. Commercial uses are abutting the site to the north and east, with a government building to the south. A CSX rail line abuts the site on the north side.

Comprehensive Plan Policy	Consistency Analysis
significant amount of noise, odor, vibration, dust, and lighting on and off-site that do not produce a physical product. • POLICY 2.113-A3: LOCATION CRITERIA - Industrial development within the County shall occur within lands designated as Industrial on the Future Land Use Map Series. The following factors shall be taken into consideration when determining the appropriateness of establishing new Industrial areas: - o a. Industrial development shall be located within an Transit Supportive Development Area Urban-Growth Area, Suburban-Development Area, Rural-Development Area, or Utility-Enclave Area. - o b. Accessibility to major air and ground transportation, including but not limited to arterial roadways, rail lines, and cargo airport terminals. - o c. The locational criteria enumerated in Policy 2.102-A9 and Policy 2.102-A10. - o d. Industrial facilities should group together in planned industrial districts on sites capable of being expanded and developed in stages. - o e. Industrial districts shall be separated significant distances from schools and developed residential areas through a combination of physical separation and screening and/or buffering in accordance with standards in the County's Land Development Code. - o f. The location criteria for Industrial Districts shall serve to maximize access to the arterial road system and minimize the routing of commercial traffic through residential areas by requiring access be limited to:1.arterial roads;2.collector roads, if the subject parcel is within 2 miles of an intersecting arterial road; or3.local commercial roads or private roads under the following conditions:(a)the road has full median access onto to an arterial road;(b)the road does not serve existing or expected future residential traffic from the surrounding area;(c)the road has a structural integrity and design characteristics suitable for truck traffic. - o g. Applications for establishment of an Industrial district shall include a plan consistent with Policy 2.110-L5. • POLICY 2.113-A4: DEVELOPMENT CRITERIA - Development within an Industrial area shall conform to the following criteria: - o a. Permitted uses include facilities for the processing, fabrication, manufacturing, recycling, bulk	The applicant has indicated that their desire to change the site to IND stems from wanting to construct a vehicle repair shop on site, which is a Permitted use. Old Tampa Highway is an Urban Major Collector, which is appropriate for IND to access onto. Site abuts IND use to the east. Single family, low density Residential to the west is the only caveat to this site being converted.

Comprehensive Plan Policy	Consistency Analysis
material storage, and distribution of goods, disposal yards, and limited retail commercial in accordance with Policy 2.113-A4.b. Other non-residential uses that produce significant amounts of noise, odor, vibration, dust, and lighting on and off-site may be permitted within an industrial district through conditional approval. Permitted uses also include any use found within a Business-Park Center. - o b. Retail commercial uses within an industrial area shall be sized for the purpose of serving just the employees of, and visitors to, the industrial area, and shall be limited to a scale appropriate for that purpose. The maximum floor area ratio for commercial uses within an industrial area shall not exceed 0.25. - o c. Industrial sites shall be designed to provide for: ☐ 1.adequate parking to meet the demands of the use; and ☐ 2.buffering where the effects of lighting, noise, odors, and other such factors would adversely affect adjacent land uses. Parking lots, loading areas, dumpsters, utilities and air conditioning units, signage, etc., are examples of facilities which may require special buffering provisions. - o d. The maximum floor area ratio for non-commercial uses within an Industrial area shall not exceed 0.75 in the TSDA, 0.65 in the UGA, 0.50 in the SDA, and 0.50 in the RDA, unless developed as a Planned Development. - o e. Retail sale of goods manufactured on the site of a business located within an Industrial area is allowed provided the operation is incidental and subordinate to the manufacturing activity conducted on site and does not exceed eight percent (8%) of the total floor area or 15,000 square feet, whichever is the lesser. - o f. Where centralized water or wastewater services are not available, the maximum impervious surface ratio shall be reduced to afford better protection and function of well and septic tank systems and as required if within a Nutrient Restoration Plan Overlay. - o g. Planned Developments within the Industrial district may be permitted a maximum floor area ratio up to 1.5 for innovative and attractive employment centers. Intensity increases shall be reserved for those uses that provide substantial economic income opportunities for the County and its residents. Intensity increases shall only be granted to parcels within the TSDA and UGA. The Land Development Code shall establish development standards and criteria for Planned Developments within the Industrial district.	

Comprehensive Plan Policy	Consistency Analysis
o h. Industrial districts shall be separated from existing schools and developed residential areas through physical separation, screening, buffering, or a combination thereof, consistent with the standards in the County's Land Development Code. o i. Workforce housing for unaccompanied workers in barrack, dormitory, or apartment units under specific design parameters listed in the Land Development Code not to exceed an intensity of thirty-two (32) workers per acre or the limitations established by the Department of Health for water and wastewater usage, whichever allowed intensity is the lesser. • POLICY 2.113-A5: ADJACENT DEVELOPMENT - Subject to the criteria and requirements of Section 2.125-C relating to Transitional Areas, development adjacent to an Industrial may include the following uses: Office, Self-storage Facilities, Medium and High-Density Residential, Institutional, or Open Space.	
POLICY 2.123-B2: DEVELOPMENT CRITERIA - Development within a "Floodplain-Protection Area" shall conform to the following criteria: a.Development shall be encouraged to locate on the non-floodplain portions of a development site and density may be transferred from undeveloped floodplain areas to contiguous non-floodplain areas per the Land Development Code.b.Development or redevelopment shall meet the requirements of the Polk County Land Development Code, and shall not:1.enlarge the off-site floodplain;2.alter the natural function of the floodplain; nor3.result in post development run-off rates which exceed pre-development run-off rates for storm frequencies at least as stringent as those rates established by the applicable Water Management District pursuant to Titles 40D and 40E, F.A.C. POLICY 2.123-B3: LAND-DEVELOPMENT REGULATIONS - Polk County shall implement the land development standards adopted in the Land Development Code for establishing standards and procedures to: a.provide for construction techniques which protect the planned and existing development from flood hazards, and maintain the floodplain's natural flow functions;b.control unnecessary project-related site alteration, erosion, sedimentation, and storm-water	The extension of IND to not cross over the flood way on site is to ensure protection of the natural functions of the creek. Per the concept site plan, development is to take place exclusively east of the flood way on site.

Comprehensive Plan Policy	Consistency Analysis
runoff;c.prohibit development activities that are incompatible with the Special Flood Hazard Area unless acceptable mitigation techniques are utilized, which may include utilizing FDEP's Florida Development Manual or the applicable water management district's mitigation standards;d.require that all permits for an agency with jurisdiction (i.e. U. S. Corps of Engineers, Water Management Districts, Florida Department of Environmental Protection, etc.) be approved prior to, or concurrently with, the County issuing a final development order; ande.provide development criteria for riverine, lake and other floodplains to specifically address encroachment and buffering. POLICY 2.307-A1: The Polk County Engineer shall prioritize floodplains associated with watercourses, based on the floodplains' development potential, and shall routinely perform hydrologic studies of selected floodplains to determine floodplain and floodway limits. The results of these studies shall be submitted to FEMA for review and revision of existing FIRM and floodway maps. POLICY 2.307-A2: Polk County shall continue to enforce floodplain regulations to ensure the protection of floodplains' natural functions. POLICY 2.307-A3: Polk County shall require that new development in the form of structures and structural improvements be placed one foot or more above the 100-year flood elevation. POLICY 2.307-A4: Polk County shall continue to request inclusion of County public lakes in SWFWMD's Minimum Flows and Lake Levels Project. POLICY 2.307-A5: Development within floodplains shall be limited in accordance to the policies stated in the Future Land Use Element "Floodplain-Protection Areas" Section 2.123-B.	

Urban Sprawl Analysis

After analyzing the primary indicators of Urban Sprawl per *Policy 2.109-A10* of the Polk County Comprehensive Plan, it is apparent that the proposed request is not considered urban sprawl based on these criteria and it is permitted in the designated area. Table 9 (below) depicts the Urban Sprawl Criteria used by staff as indicators of Urban Sprawl.

Table 9 Urban Sprawl Criteria

Urban Sprawl Criteria: The following criteria are the primary indicators of urban sprawl per Florida Statutes	
Urban Sprawl Criteria	Sections where referenced in this report
a. <i>Promotes substantial amounts of low-density, low-intensity, or single use development in excess of demonstrated need.</i>	Summary of analysis
b. <i>Allows a significant amount of urban development to occur in rural areas.</i>	Summary of analysis
c. <i>Designates an urban development in radial, strip isolated, or ribbon patterns emanating from existing urban developments.</i>	Summary of analysis, surrounding Development, compatibility
d. <i>Fails to adequately protect and conserve natural resources and other significant natural systems.</i>	Summary of analysis, surrounding Development, compatibility
e. <i>Fails to adequately protect adjacent agricultural areas.</i>	Compatibility with Surrounding Land Uses
f. <i>Fails to maximize existing public facilities and services.</i>	Summary of Analysis, Infrastructure
g. <i>Fails to minimize the need for future facilities and services.</i>	Summary of Analysis, Infrastructure
h. <i>Allows development patterns that will disproportionately increase the cost of providing public facilities and services.</i>	Summary of Analysis, Infrastructure
i. <i>Fails to provide a clear separation between urban and rural uses.</i>	Summary of Analysis, Compatibility with Surrounding Land Uses
j. <i>Discourages infill development or redevelopment of existing neighborhoods.</i>	Summary of Analysis, Compatibility with Surrounding Land Uses
k. <i>Fails to encourage an attractive and functional mixture of land uses.</i>	Summary of Analysis, Compatibility with Surrounding Land Uses
l. <i>Will result in poor accessibility among linked or related land uses.</i>	Summary of Analysis, Compatibility with Surrounding Land Uses
m. <i>Results in the loss of a significant amount of open space.</i>	Summary of Analysis, Compatibility with Surrounding Land Uses

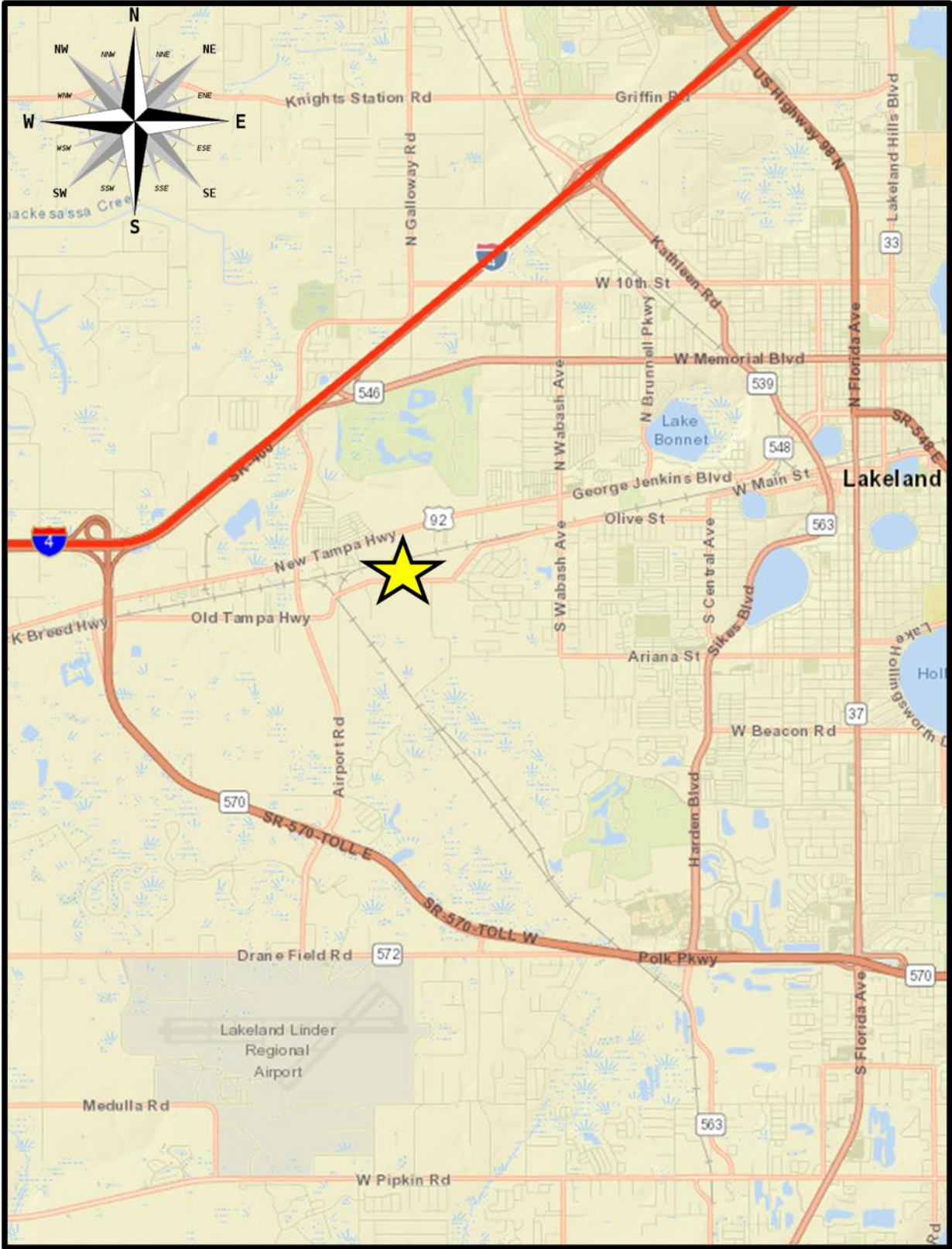
Comments from other agencies

No comments

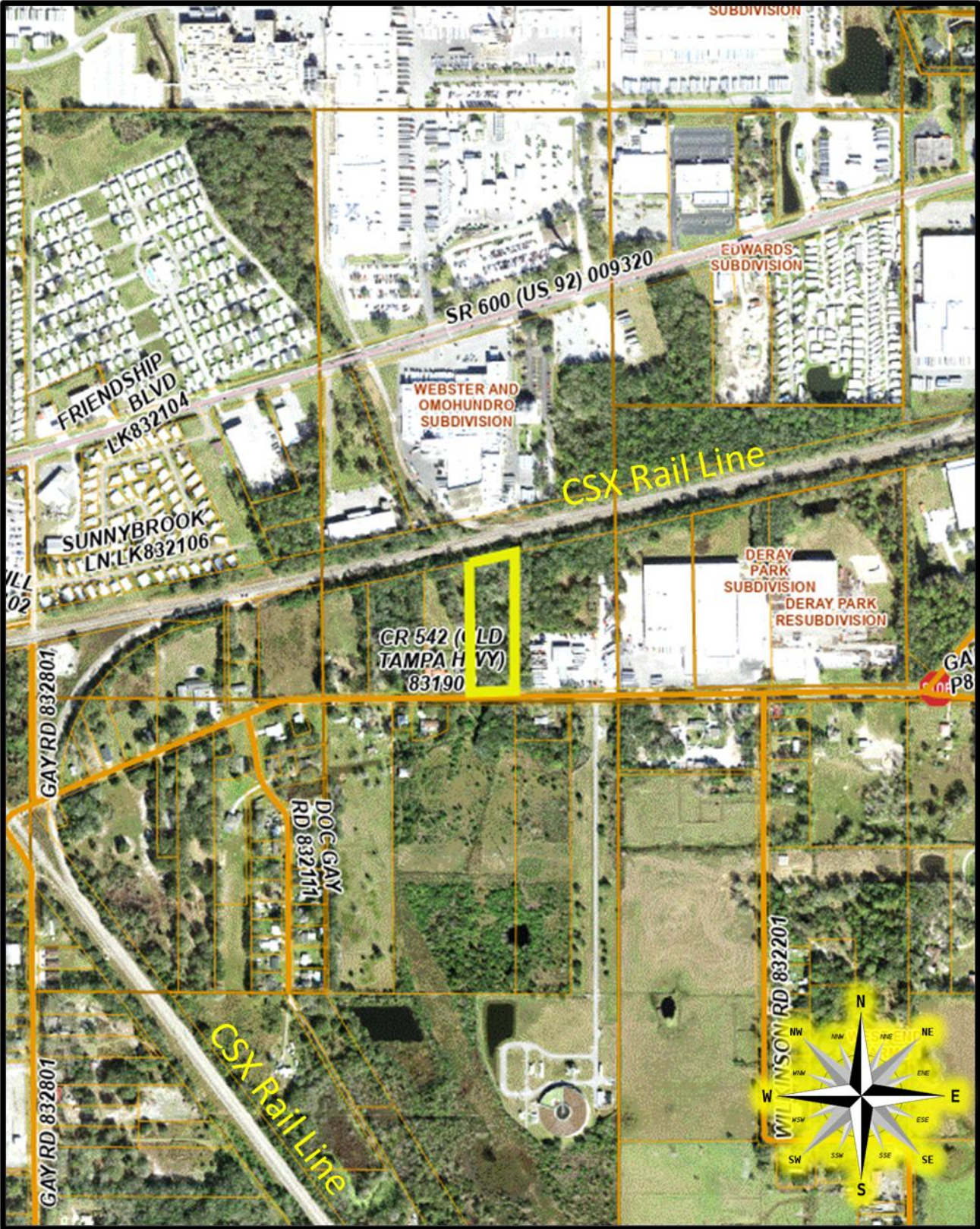
Exhibits:

Exhibit 1	Location Map
Exhibit 2	2023 Aerial Context Map
Exhibit 3	2023 Aerial Close Up
Exhibit 4	Current Future Land Use Map
Exhibit 5	Proposed Future Land Use Map
Exhibit 6	IND Permitted and Conditional Uses
Exhibit 7	Concept Site Plan

Applicant's submitted documents and ordinance as separate files



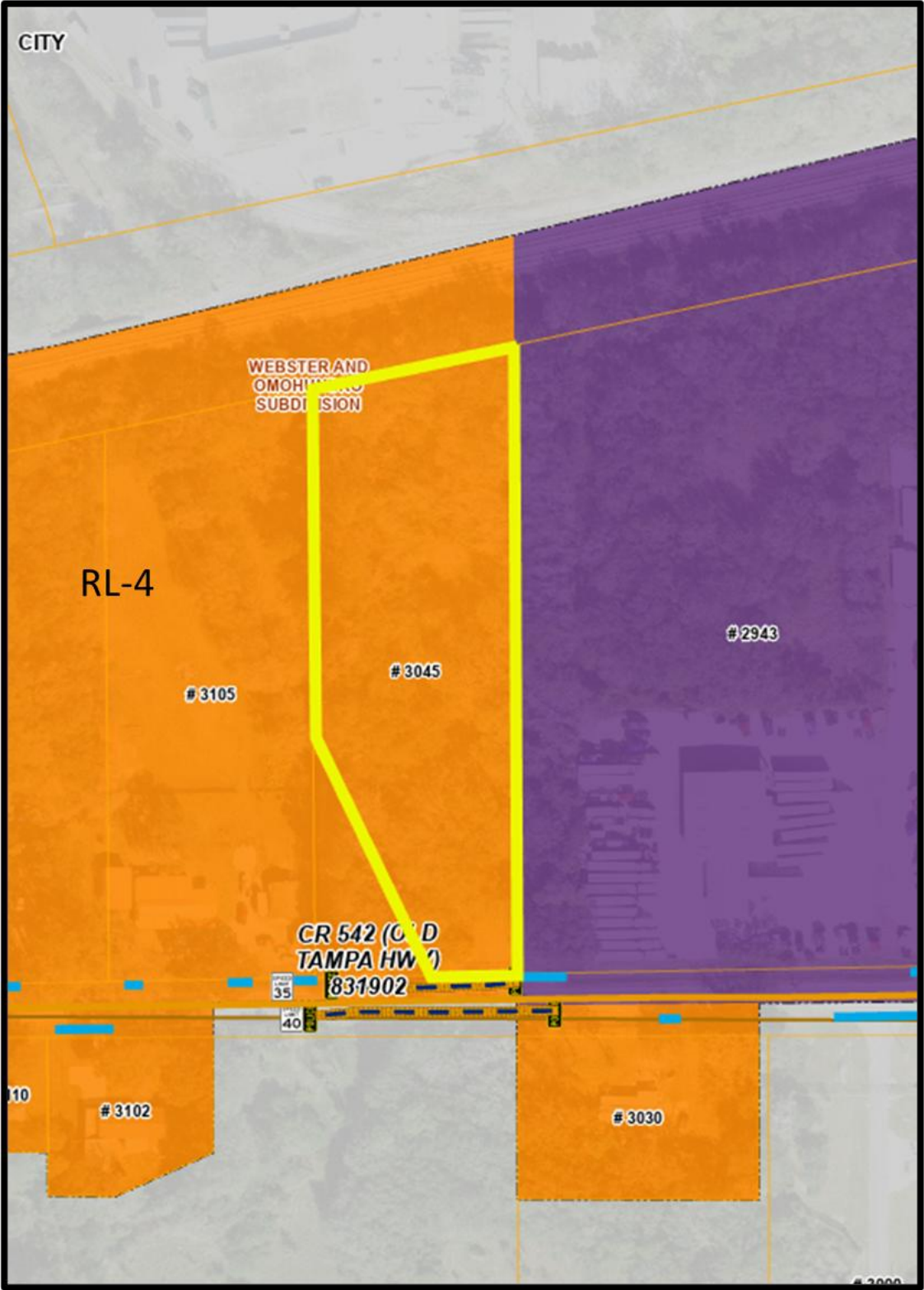
LOCATION MAP



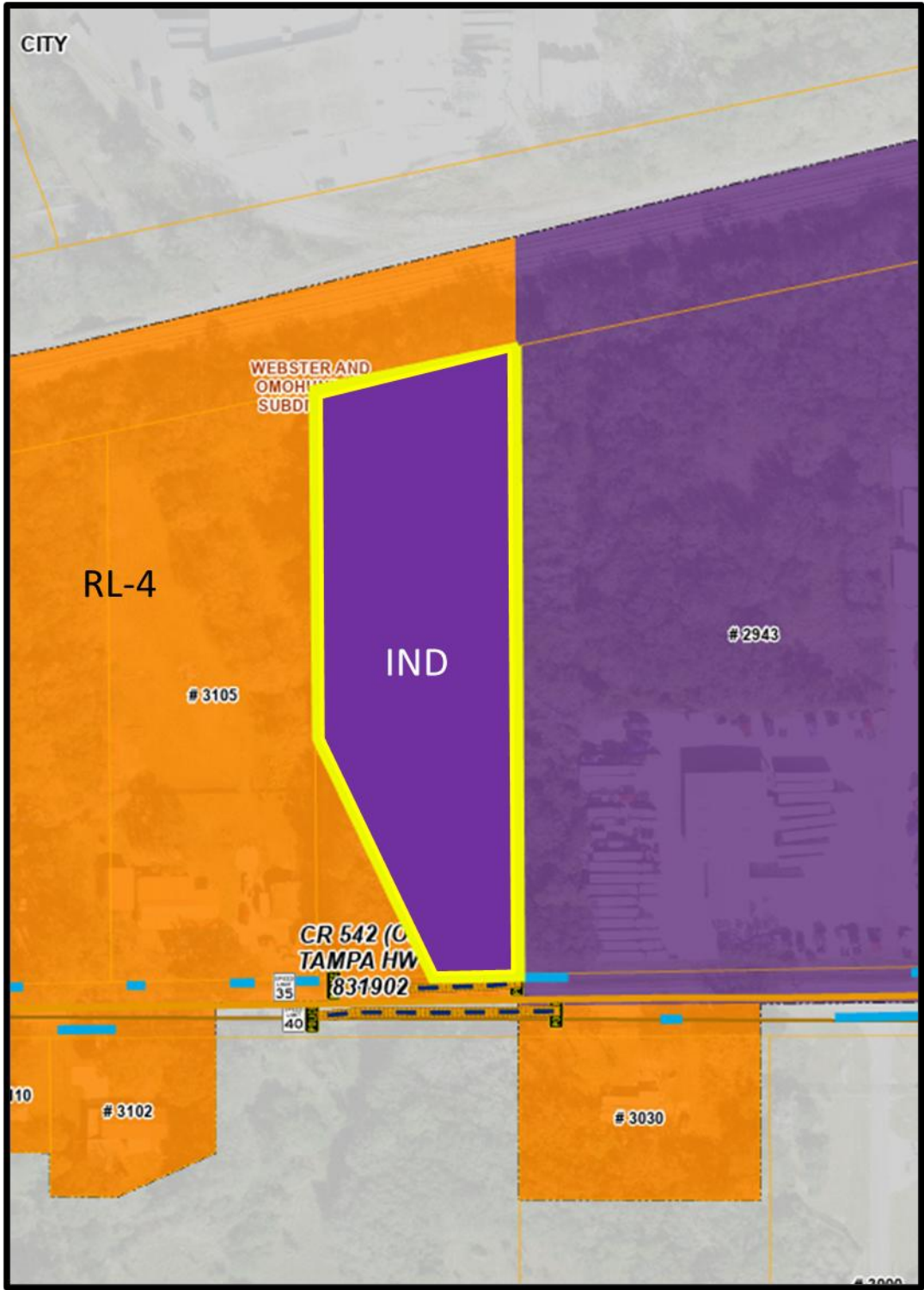
2023 AERIAL PHOTO CONTEXT



2023 AERIAL PHOTO CLOSE UP



CURRENT FLUM
Residential Low (RL-4)

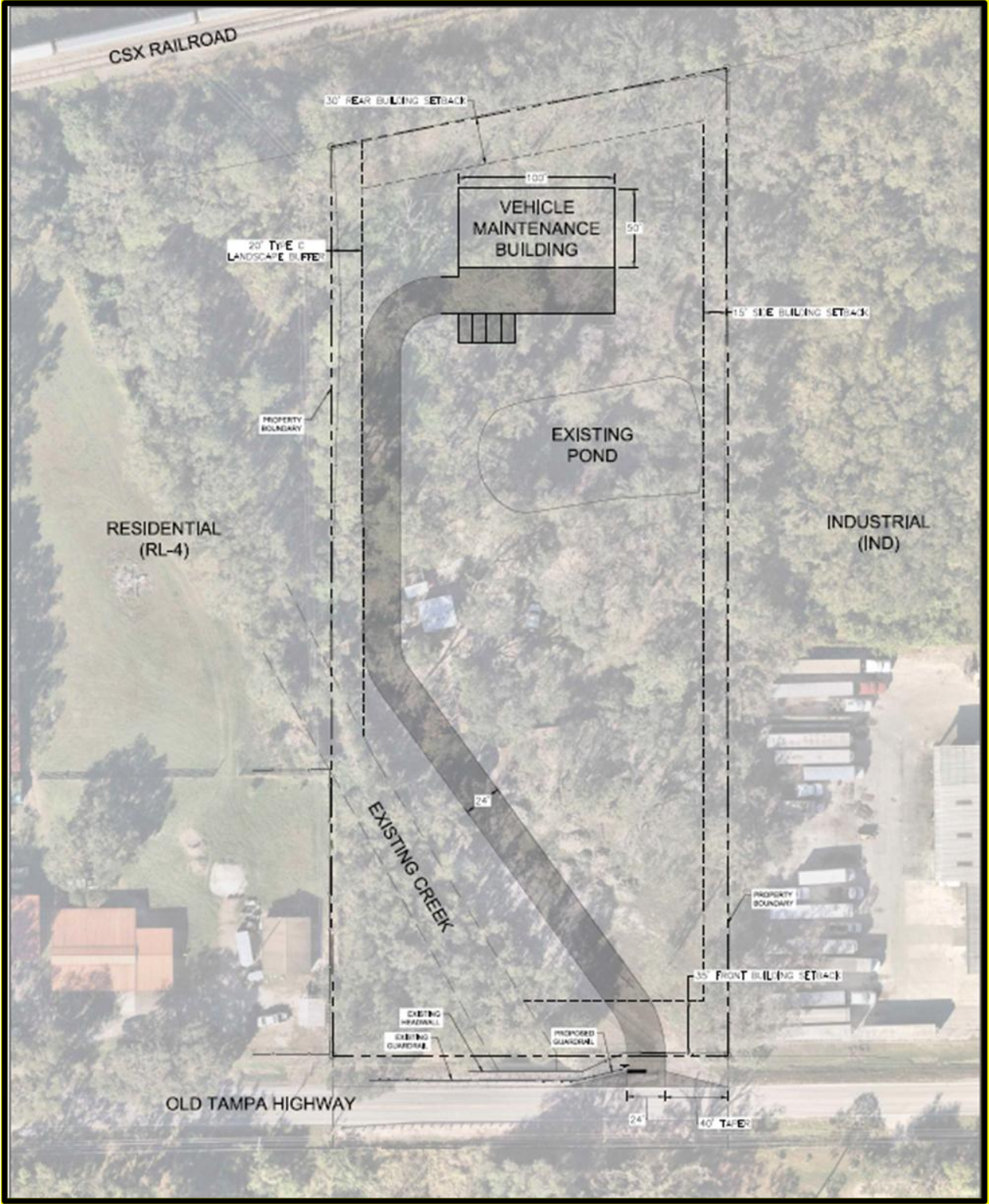


PROPOSED FLUM
Industrial (IND)

FLU	PERMITTED (By Right)	CONDITIONAL USE Level 1 or 2 Review (Technical Staff Review)	CONDITIONAL USE Level 3 or 4 Review (Public Hearing)
IND	Agricultural Support- Off-Site, Animal Farm- Intensive, Commercial Vehicle Parking, Crematorium, Farming General, Government Facility, Heavy Machinery Equipment Sales and Services, Kennels- Boarding and Breeding, Livestock Sale- Auction, Manufacturing- Explosives/ Volatile Material, Manufacturing- General, Manufacturing- Light, Motor Freight Terminal, Nurseries and Greenhouses, Office, Personal Service, Printing & Publishing, Research & Development, School- Technical/Vocational/Trade & Training, Studio- Production, Transit- Commercial, Transit-Facility, Utilities- Class I, Utilities- Class II, Vehicle Repair- Auto Body, Vehicle Service-Mechanical, Warehousing/Distribution	Alcohol Package Sales, Bars- Lounges- and Taverns, Golf Course, Recreation- Passive, Farm Worker Dormitory- Barrack Style, Breeding- Boarding- and Rehabilitation Facility- Wild or Exotic, Communication Tower- Monopole, Communication Towers- Guyed and Lattice, Community Center, Convenience Stores- Isolated, Cultural Facility, Financial Institution, Financial Institution- Drive Through, Gas Station, Heliports, Helistops, Hotels and Motels, Medical Marijuana Dispensaries, Nurseries- Retail, Recreational Vehicle Storage, Religious Institution, Restaurant- Drive-thru/Drive-in, Restaurant- Sit-down/Take-out, Retail- 10-000 – 34-999 sq. ft., Retail- 35-000 - 64-999 sq. ft, Retail- Less than 10-000 sq. ft., Self-storage Facility, Solar Electric-Power Generation Facility, Utilities- Class III, Vehicle Recovery Service/Agency, Veterinary Service	Planned Development, Construction Aggregate Processing, Construction Aggregate Storage, Lime Stabilization Facility, Mining- Non-phosphate, Railroad Yard, Retail- More than 65-000 sq. ft., Salvage Yard, School- Leisure/Special Interest, School- University/College, Seaplane Base, Water Ski Schools, Airport, Hazardous Waste Transfer- Storage, Power Plants- Non-Certified- High, Power Plants Non-Certified- Low

Industrial (IND)

PERMITTED AND CONDITIONAL USES



CONCEPT SITE PLAN