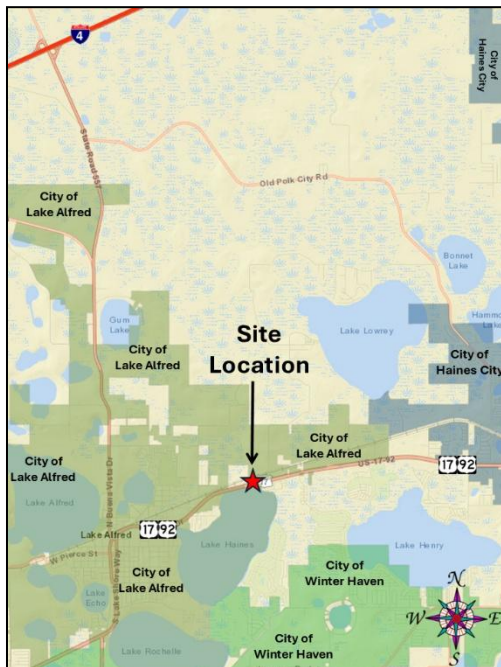


POLK COUNTY DEVELOPMENT REVIEW COMMITTEE STAFF REPORT

DRC Date:	January 8, 2026
Planning Commission Date:	March 4, 2026
BoCC Dates:	April 21, 2026
Applicant:	Tom Wodrich, TDW Land Planning
Level of Review:	Level 4 Review, Comprehensive Plan Map Amendment
Case Number and Name:	LDCPAS-2025-37; Hwy 17/92 CPA
Request:	A Future Land Use designation change from Leisure/Recreation (LR) to Linear Commercial Corridor (LCC)
Location:	South of Old Haines City Lake Alfred Road, east of Experiment Station Road, west of Lake Lowery Road, north of US Highway 17/92, and northeast of the City of Lake Alfred, in Section 27, Township 27, Range 26.
Property Owner:	Fortress Property Management Group LLC
Parcel Size:	±1.32 acres (262727-490100-000503)
Development Area/Overlays:	Urban Growth Area (UGA)
Future Land Use:	Leisure/Recreation (LR)
Nearest Municipality	Lake Alfred
DRC Recommendation:	Approval
Planning Commission Vote:	Pending
Case Planner:	Andrew Grohowski, Planner II



Location



Current Future Land Use

Summary

The applicant, Tom Wodrich of TDW Land Planning, is requesting a Comprehensive Plan Map Amendment to change the Future Land Use (FLU) designation on an approximately 1.32-acre parcel, from Leisure/Recreation (LR) to Linear Commercial Corridor (LCC) in the Urban Growth Area (UGA). The subject site is located south of Old Haines City Lake Alfred Road and a CSX rail line, east of Willow Road, west of Lake Lowery Road, north of US Highway 17/92 (State Road 600), and north of the City of Lake Alfred. The applicant is requesting a change in land use to allow for commercial development.

The property to the west was for a similar request to change the FLU designation from LR to LCC on about 1.58 acres and received approval by the Board on October 15, 2024 (LDCPAS-2024-6). The adjacent properties to the east and west are both designated LCC making the request consistent with infill per Policy 2.111 of the Comprehensive Plan. Staff has reviewed the request and finds it is consistent with the Comprehensive Plan policies and is compatible with the surrounding land uses and infrastructure.

Compatibility Summary

LCC provides for a wide variety of commercial development to occur that would not be allowed within LR. As this site sits along a Principal Arterial Road, it serves as an ideal location for additional commercial use. Surrounding the site is general mercantile to the west known as Copales Market and two RV parks further east and south along US Highway 17/92. Residential Low-2 is to the north with single-family residences buffered from the site by an existing rail line. The site had a former motel constructed in the 1940s and currently sits vacant.

Infrastructure Summary

The proposed CPA is not anticipated to degrade the Level-of-Service (LOS) standards for transportation, schools, utilities, and public safety facilities. The subject site will utilize the same public safety facilities as the existing LR designation. The closest city park is Lake Swoope Park about 1.08 miles northwest of the site. School service will most likely not be impacted as LCC does not typically develop residentially. The proposed LCC FLU designation may generate more trips and more water and wastewater than LR. However, the additional trips are not anticipated to degrade the LOS and final concurrency will be established during the later development stage. The City of Lake Alfred provides utility services to the area however, water and wastewater lines are south of US Highway 17/92. Connection will be determined at the time of Level 2 review to ensure the UGA criteria for utilities are being met. Capacity information is not available since it is provided by a separate municipality.

Environmental Summary

The proposed request is not anticipated to have a negative impact upon the environmental features present on the subject site. There are no apparent surface water features or wetlands found on the subject site and does not sit within Flood Zone “A” or “AE”. The soil onsite is Tavares fine sand which does not pose limitations for the proposed request. No historical or archaeological sites have been identified on the subject site. The distances from airports and well sites are suitable. According to Polk County Endangered Habitat Maps, the property is not located within a one-mile radius of an endangered species sighting or historical documentation.

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 2.105(A1-A5): Urban Growth Area (UGA)
- Policy 2.113(A1-A5): Linear Commercial Corridor (LCC)

Findings of Fact

Request and Legal Status

- This is an applicant-initiated request for a Future Land Use designation change from Leisure/Recreation (LR) to Linear Commercial Corridor (LCC) on a ±1.32 acres parcel.
- The subject site is within the Urban Growth Area (UGA).
- The old zoning for this parcel was originally C-3 Commercial use. The existing motel on the site was constructed in 1940 per the Property Appraiser's website and currently sits vacant. An associated bath house was constructed in 1977.

Compatibility

- The existing uses surrounding the site are:
 - North – RL-2; detached single-family residential
 - West – LCC; commercial
 - East – LCC; retail
 - South – RL-4; RV park
- The existing Future Land Use designation surrounding the site are Residential Low-2 (RL-2) to the north, Residential Low-4 (RL-4) to the south, Linear Commercial Corridor (LCC) to the east and west. City of Lake Alfred limits are abutting the site to the northeast.
- The property directly to the west received approval for a similar request from LR to LCC on ±1.58 acres in October 2024 (LDCPAS-2024- 6).
- US Highway 17/92 (SR 600) is a Principal Arterial Road.

Infrastructure

- The zoned schools for the site are Lake Alfred Elementary, JL Stambaugh Middle, and Auburndale Senior High School.
- Fire and Ambulance responses are from Polk County Fire Rescue Station 36 located at 300 North Seminole Ave in Lake Alfred. The travel distance is approximately 2 miles driving distance from the site with an estimated four (4) to five (5) minute response time.
- The subject site is within the Central District Command Area for the Sheriff's office which is located at 3635 Avenue G Northwest in Winter Haven. The travel distance is approximately eight and a half (8½) miles driving distance from the site.
- The subject site is not within a Utility Service Area for water or wastewater. There is an existing well and septic on site.
- The subject property has ±257 feet of frontage on US Highway 17/92 (State Road 600), which is four lane divided Principal Arterial roadway with paved shoulders. There is about 24 feet of pavement width in each direction. Level of Service is currently showing as a "C" and has available capacity.

- No public sidewalks front US Highway 17/92.
- The Route 15 Winter Haven/Haines City bus route travels on US Highway 17/92 with a bus stop being directly in front of the property (Stop 208).
- The nearest city neighborhood park is Lake Swoope Park about 1.08 miles northwest of the site.

Environmental

- There are no surface waters on the subject site. The elevation on the property starts at 134 feet near the center of the subject site, and slopes downward between 131 to 133 on the west, south, and east sides. The topography slopes slightly upward to 135 feet near the northern property boundary.
- The subject site does not contain wetlands but does have Flood Zone “X5” on the southeasternmost corner. This indicates a 0.2 percent chance of a flood hazard on an annual basis.
- The soil type for the parcel is entirely composed of Tavares fine sand, 0 to 5 percent slopes, and is considered to have “moderate” characteristics for septic tank absorption fields and “slight limitations” for small commercial buildings, according to the U.S. Department of Agriculture, Soil Conservation Service, Polk County Survey.
- According to Florida Natural Areas Inventory Biodiversity Matrix, the property is not located within a one-mile radius of a past endangered species sighting (Source: Florida Natural Area Inventory, Florida Conservation Lands, 2025).
- There are no known archeological or historical resources on the subject site, according to the Secretary of State’s Department of Historical Resources Florida Master Site File.
- There are no conservation easements within a mile of the site. The site is located within the Potential Network Connections area of the Polk Green District Comprehensive Plan Map Series.
- The subject site is not within a Wellhead Protection district. However, there is a small wellfield just to the northwest of the subject site within the Lake Alfred city limits.
- The site is not within an Airport Impact District.

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 2.105-A1: DESCRIPTION - Urban-Growth Areas shall:

- a. complement the TSDA in guiding growth, while promoting orderly and compact development;
 - b. be located contiguous to the TSDAs or a municipality as they represent the expansion areas;
 - c. be supported by existing or planned urban type services that are programmed for the 20-year planning horizon;
 - d. 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 in close proximity to the development in the adjacent TSDAs;
 - e. 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;
 3. support the preservation of open space and natural areas;
 4. reduce capital and operating cost for the provision of infrastructure and public services.
- **POLICY 2.105-A3: LAND USE CATEGORIES** - The following land use categories shall be permitted within UGAs:
 - a. **ACTIVITY CENTERS:** Regional Activity Centers, Community Activity Centers, Neighborhood Activity Centers, Convenience Centers, Tourism Commercial Centers, and Employment Centers, High-Impact Commercial Centers shall be permitted within UGAs in accordance with applicable criteria.
 - b. **RESIDENTIAL:** Residential-High, Residential-Medium, and Residential-Low Districts shall be permitted within UGAs in accordance with applicable criteria.
 - c. **OTHER:** Linear Commercial Corridors, Commercial Enclaves, Industrial, Business-Park Centers, Professional Institutional, Office Centers, Leisure/Recreation, Institutional, Recreation and Open Space, Preservation.
 - **POLICY 2.105-A5: DEVELOPMENT CRITERIA FOR URBAN GROWTH AREAS** - Development within the Urban Growth Areas shall conform to the following criteria as further specified in the Land Development Code:
 - a. connect to centralized potable water;
 - b. connect to centralized sanitary sewer systems if available.
 - c. incorporate design features that promote healthy communities and green building practices, as established in Section 2.1251, Community Design, of this element;
 - d. promote the implementation of "Complete Street" and "Conservation Development" principles as established under Section 2.1251, Community Design, of this element;
 - e. promote the integration of pedestrian-oriented features, including sidewalks, trails, or walkways into every development including appropriate pedestrian shelters or awnings;
 - f. 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);
 - h. have access to public schools;
 - i.be encouraged to provide connectivity with adjacent uses within the TSDA, and facilitate connectivity between the TSDA and other urban centers and the rural development areas;
 - j. encourage the inclusion of a variety of housing choices and mixed uses; and
 - k. additional standards supporting transit if development is within the "Corridor and Center Overlay" (Section 2.124-A);
- POLICY 2.111-A1: CHARACTERISTICS - Linear Commercial Corridors are characterized by linear concentrations of all types of commercial, office, and institutional uses along a roadway. Some Linear Commercial Corridors may contain existing industrial uses. For parcels with LCC land use designation in the TSDA and/or TCCO, development and redevelopment of areas may also include stand alone residential and mixed use structures.
 - POLICY 2.111-A3: LOCATION CRITERIA - Expansion of an LCC shall be limited to infill development. **Infilling of an existing Linear Commercial Corridor shall be limited to a depth which corresponds to the typical depth of existing development within the general area of the infill development.** The extension (along the road) or establishment of new LCC strips shall not be permitted, except to recognized legitimate errors made during the original mapping process. Any such map-error corrections shall require that a Plan amendment be processed consistent with requirements of this policy and Chapter 163, FS.
 - POLICY 2.111-A4: DEVELOPMENT CRITERIA - Development or redevelopment within a Linear Commercial Corridor shall conform to the following criteria:
 - a. Permitted uses include all types of commercial, office, and institutional uses typically located along a roadway. New industrial and High-Impact-Commercial-type (HIC) development shall be limited to in-filling existing industrial/HIC areas, and new industrial/HIC development shall not extend or expand these industrial/high-impact areas.
 - b. New development or redevelopment of non-residential uses within a Linear Commercial Corridor shall be limited to the intensities of uses at the same or less intensity as adjacent existing uses. New development or redevelopment of non-residential uses adjacent to existing uses shall be compatible with each other without allowing a higher intensity of development.
 - c. Step-down uses shall be encouraged between different intensity uses as in-fill and shall be lower in intensity than the highest existing intensive use. Step-down uses shall be contiguous to an intensive use land use, and shall not be separated from that use by an arterial or collector road, or a natural or man-made barrier which makes the step-down use unnecessary.
 - d. New development or redevelopment within a Linear Commercial Corridor shall incorporate the use of frontage roads wherever there is adequate public right-of-way or there is property available for the expansion of the right-of-way or the establishment of frontage-road easements to facilitate such roads in accordance with recognized highway safety standards. Whenever the placement of frontage roads is not practical, shared ingress/egress facilities shall be used.

- e. Adequate parking shall be provided to meet the demands of the uses, and interior traffic circulation shall facilitate safe bicycle and pedestrian movement.
- f. Where the LCC abuts residential areas, uses should be limited to a size, scale, and intensity necessary to provide the residents of the community and surrounding area with retail, personal, and community services. New development or redevelopment of non-residential development adjacent to residential areas shall be compatible with adjacent existing uses without allowing a higher intensity of development.
- g. Buffering shall be provided 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 that may require special buffering provisions.
- h. The maximum floor area ratio shall not exceed 0.35 for non-residential development.

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-2025-37**.

***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 to follow lists the Future Land Use (FLU) designations and the existing uses surrounding the subject site that are immediately adjacent.

Table 1

Northwest: Residential Low-2 (RL-2) Single-family residences, CSX rail line	North: Residential Low-2 (RL-2) Single-family residences, CSX rail line	Northeast: City of Lake Alfred Vacant, CSX rail line
West: Retail Store (LCC) (LDCPAS-2024-6)	Subject Property: Leisure/Recreation (LR) Vacant motel & single-family residence	East: Linear Commercial Corridor (LCC) Commercial building
Southwest: City of Lake Alfred Lake Haines	South: Residential Low-4 (RL-4) Recreational Vehicle Park (LIC-H-1054)	Southeast: City of Lake Alfred Vacant restaurant

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

The subject property is an isolated 1.23-acre of Leisure/Recreation Future Land Use designation. The site is adjacent to LCC designated properties to the east and west, a railroad is along the immediate northern boundary with single-family residences further to the north. The City of Lake Alfred is adjacent to the site at the northeastern corner. Currently the property sits vacant with a former hotel constructed in 1940 and associated bathhouse in 1977. The immediate area is mostly undeveloped, with the exception of a retail store, Copales Market, and associated outdoor display to the west. That property received approval for a similar amendment from LR to LCC on 1.58 acres in October 2024 (LDCPAS-2024- 6). To the south is a recreational vehicle park, known as “Friendly RV Park.” The park was approved for 19 RV spaces and 1 mobile home space in 1978. The current property owners purchased the subject site through a Warranty Deed in April 2012 according to the Property Appraiser (O.R. Book 8620, PG 1366).

Compatibility with the Surrounding Uses, Environment, and Infrastructure

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 adopted definition for compatibility states it is “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 Urban Growth Area (UGA) is to serve as a foundation from which a future urban pattern is established, and to provide future areas for development at urban densities and intensities. UGA'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 years 10 through 20 of the Comprehensive Plan's planning period. UGA'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.

Commercial uses currently exist to the west and east sides of the subject site, where both land uses are also LCC. To the north is an active CSX rail line that spans 200 feet of right-of-way (ROW). Further north across the rail line are single family residences. South of US Highway 17/92 is a RV park and Haines Lake within city limits. The City of Lake Alfred abuts the northeastern corner of the site. From a larger perspective, the site is surrounded by City limits that encompass all directions. Further north toward Lake Lowery Road, the City has approved new single-family development. Currently, the site sits vacant with remnants of a former commercial use (hotel) constructed in 1940 that was designated LR on the land use map. The prior use is an allowable non-residential use in the LCC land use designation as well as the current LR. Given LCC abuts the site to the east and west, the requested land use map amendment is consistent with infill criteria policies outlined in Policy 2.111-A3 of the Comprehensive Plan.

B. Infrastructure:

While the County does not provide water or sewer service to the subject property, the City of Lake Alfred provides utilities in the surrounding area. Wastewater and potable water connections are available, but the site will find the feasibility to connect difficult. It is close to a general mercantile store to the west, abuts a bus stop, and has about 257 feet of frontage on US Highway 17/92, a Principal Arterial roadway. There is available transportation capacity on the surrounding roadway network. Public safety response times are normal. The given request is non-residential and will not trigger school concurrency. There are a number of different types of recreation available offered nearby within City limits.

C. Environmental:

The site has no apparent environmental limitations. The soil onsite is Tavares fine sand which does not pose limitations for the proposed use. There are no floodplains or wetlands apparent on the site. The site is in an open drainage basin known as Lake Fannie Outlet that feeds into the surrounding natural lakes. The site is not located within an Airport Impact District or overlay for flight path and height restrictions.

Nearest Elementary, Middle, and High School

The schools zoned for the subject property site are listed in Table 2 below. The proposed request will most likely generate zero (0) students as Linear Commercial Corridor does not usually develop residential other than multi-family.

Table 2

Name of School	Annual Estimated Demand	% Capacity 2024-2025 School Year	Distance From Subject Site
Lake Alfred Elementary (Zoned)	0 students	102%	±2.0 mile driving distance
JL Stambaugh Middle (Zoned)	0 students	85%	±6.2 miles driving distance
Auburndale High School (Zoned)	0 students	74%	±6.1 miles driving distance

Source: Polk County School Board, Duncan Associates Educational Facility Impact Fee Study, GIS

Nearest Sheriff, Fire, and EMS Station

Fire and EMS response to this project is from Polk County Fire Rescue Station 36, located at 3000 North Seminole Avenue in Lake Alfred. The travel distance is under 2 miles with an average response time of 4-5 minutes. Fire Station 36 is staffed 27/7 with career firefighters and augmented by response from other similarly staffed county fire stations and through interlocal mutual aid agreements with the surrounding municipalities. There are no fire hydrants within the immediate area, which will need to be addressed in the future.

Sheriff's response to the site is served by the Central District, located at 3635 Avenue G Northwest in Winter Haven. The response times for the Central District were: P1 – 8:04 minutes; P2 – 24:25 minutes. 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 district. The facilities are within appropriate distances to the subject site for an urban area.

Table 3

	Name of Station	Distance	Response Time *
Sheriff	Central District (3635 Avenue G Northwest, Winter Haven)	±8.4 miles	P1: 8:04 minutes P2: 24:25 minutes
Fire/EMS	Polk County Fire Rescue Station 36 (300 North Seminole Avenue, Lake Alfred)	±1.87 miles	4-5 minutes

Source: Polk County Sheriff's Office and Public Safety for January 2026; Polk County Fire Rescue Response Times for January 2026

*Response times are based on when the station receives the call and not from when the call is made to 911.

Water and Wastewater Demand and Capacity

The subject site does not sit within a Utility Service Area for the County. The City of Lake Alfred has provided potable water service in the surrounding area since before the adoption of the Comprehensive Plan. Services are available on the south side of US 17/92, according to the applicant's Impact Assessment Statement (IAS). The UGA requires connection to water and wastewater, whether or not the property is within the LR or LCC land use designation. The applicant may demonstrate a waiver to these criteria given the significant costs to extend the lines.

A. Estimated Demand and Service Provider:

According to the applicant's IAS, the City of Lake Alfred has a 12-inch sewer main and 10-inch potable water main on the south side of US 17/92. Should utility improvements occur, Table 4 estimates the impact to potable water and wastewater services based upon the buildout for the proposed FLU on the subject site.

Table 4

Subject Property	Estimated Impact Analysis	
	Maximum Permitted in Existing Land Use (LR)	Maximum Permitted in Proposed (LCC)
±1.32 acres LR		
Permitted Intensity	±1.32 acres X 10 du/ac = 13 du	±1.32 acres (57,500 sq ft) X 0.35 FAR = 20,125 sq ft
Potable Water Consumption (GPD)	13 du X 198 GPD/du = 2,574 GPD	20,125 sq ft X 0.22 GPD/sq ft = 4,428 GPD
Wastewater Generation (GPD)	2,574 GPD X 80% = 2,059 GPD	4,428 GPD X 80% = 3,543 GPD

Source: Estimating Maximum Feasible Buildout for Comprehensive Plan Amendment Evaluation, LR in the UGA shows a max of 10 du/ac with 198 GPD per du for water and 80% Wastewater for RV Park, and LCC in the UGA is 0.35 FAR and 0.22 GPD for Water, 80% Wastewater for Department Store.

B. Available Capacity:

The City has not provided the available capacity of their plant. Connection to the City of Lake Alfred utilities are expected to extend under US 17/92. The applicant may request a waiver to these connection or requestions in the Comprehensive Plan and Land Development Code.

C. Planned Improvements:

There are no known improvements scheduled at this time.

Roadways/Transportation Network

There are more than adequate transportation facilities to accommodate an LCC designation on this approximately 1.32 acres. The surrounding roadway network has ample capacity remaining to accommodate maximum buildout. A bus stop is directly in front of the property known as Route 15 or the Winter Haven/Haines City line.

A. Estimated Demand

Looking at the maximum buildout of the highest intensity use possible provides the analysis in Table 5 to follow:

Table 5

Subject Property	Estimated Impact Analysis	
	Maximum Permitted in Existing Land Use (LR)	Maximum Permitted in Proposed (LCC)
±1.32 acres LR		
Permitted Use	±1.32 acres X 10 du/ac = 13 du	±1.32 acres (57,500 sq ft) X 0.35 FAR = 20,125 sq ft / 1,000 = 20.12 sq ft
Average Annual Daily Trips (AADT)	13 du X 1.04 AADT X 1 = 14 AADT	20.12 sq ft X 26.93 AADT X 0.76 = 412 AADT
PM Peak Hour Trips	13 du X 0.09 PM X 1 = 2 PM Peak	20 sq ft X 3.4 PM X 0.76 = 52 PM Peak

Source: Polk County Concurrency Manual, Campground/Recreational Vehicle Parks for LR, 1.04 AADT and 0.09 PM Peak Hours (100% new trips). For LCC, most likely use was Department Store per Concurrency Manual, so 26.93 AADT and 3.4 PM Peak Hours (76% new trips).

B. Available Capacity:

There is available traffic capacity in the network to accommodate more development at this location. Surrounding roadway networks in the immediate area are within minimum Level of Service (LOS) standards. Table 6 below displays the available capacity on the surrounding roadway network.

Table 6

Link #	Road Name	Current Level of Service (LOS)	Available PM Peak Hour Capacity	Minimum LOS Standard	Projected Five Year LOS
5017N	US 17/92 From: Pomelo Street To: US 27	C	855	D	C
5017S	US 17/92 From: US 27 To: Pomelo Street	C	900	D	C
8095E	Old Haines City Lake Alfred Road From: US 17/92 To: US 17/92	C	724	E	C
8095W	Old Haines City Lake Alfred Road From: US 17/92 To: US 17/92	C	721	E	C
4173N	CR 557/Pomelo Street From: US 17/92 To: I-4	B	2,508	D	B
4173S	CR 557/Pomelo Street From: I-4 To: US 17/92	B	2,477	D	B
5108N	US 27 From: US 17/92 To: CR 17	C	82	D	F
5108S	US 27 From: CR 17 To: US 17/92	C	198	D	F

Source: Polk County Transportation Planning Organization, Concurrency Roadway Network Database January, 2025

C. Roadway Conditions:

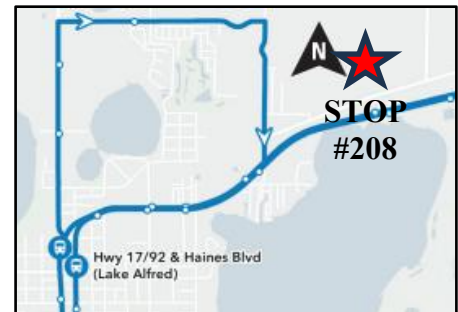
US Highway 17/92 (State Road 600), which runs west to east along the frontage of the subject site, is a Principal Arterial Road with paved shoulders, with a median running along the middle of the road, and 24 feet of pavement width on each side. Level of Service is currently showing as a “C” and has available capacity. 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 old sidewalks internal to the subject site but are dilapidated and do not facilitate connectivity to adjacent properties or uses. There is currently no sidewalk along US Highway 17/92.

E. Mass Transit:

The Route 15 Winter Haven/Haines City bus route travels on US Highway 17/92 with the nearest stop directly in front of the subject property (Stop 208).



F. Planned Improvements:

There are currently no planned County improvements along any of the traffic links. US Highway 27 is maintained by FDOT and is currently being reassessed for its predicted capacity.

Park Facilities and Environmental Lands

The subject site is near the city limits of Lake Alfred. Therefore, many of the park facilities nearby fall within city limits. A large 40-acre city park in Lake Alfred is under preliminary design phases and is tentatively named “20-acre” park. The new facility will be about 5.5 miles from the subject site. City parks include Lake Swoope, a veteran’s memorial, and boat ramp all within 2½ miles from the site. The 111-acre Mackay Gardens and Lakeside Preserve as well as the Chain of Lakes Trail offer unique recreational opportunities in Lake Alfred. There are no conservation easements on the property.

A. Location:

The closest park to the subject property is Lake Swoope Park at the intersection of Lake Swoope Drive and East Midway Avenue, approximately 1.08 miles northwest. In the same area, Albertus Maulsby Community Center at 655 3rd Street North in Lake Alfred is about 2 miles northwest. Another city park, Frank C. Gardner Park, is 2.3 acres and contains a Purple Heart Memorial added in 2015. The park is about 1.7 miles to the west along the same roadway as the subject site. Lake Haines Boat Ramp allows public access at 725 East Haines Boulevard in Lake Alfred about 1.4 miles away.

B. Services:

Lake Swoope Park consists of covered picnic tables and a single dock with fishing access to Lake Swoope. Albertus Maulsby Community Center offers a basketball court. There is also a playground with a covered area, a pavilion and basketball courts.

C. Multi-use Trails:

The closest trail is the Winter Haven to Lake Alfred Trail, also known as the Chain of Lakes Trail. It is a 4.7-mile paved multi-use path which opened in 2008 with help from the Internal Improvement Trust Fund (IITF).

D. Environmental Lands:

The Mackay Gardens and Lakeside Preserve is the closest environmental land holding, about 2.7 miles travel distance away. The 111-acre property was purchased in 2004 with funds from the Florida Community Trust Florida Forever program. There is public access to nature and fitness trails, restrooms, a historic residence, and a small boardwalk that spans along the northern shoreline of Lake Rochelle.

D. Planned Improvements:

While the County has no planned improvements in the area, the City of Lake Alfred is proposing a “20-acre park” to the north side of its city limits. According to the city’s 2025 Parks and Recreation Master Plan, the site is located off Old Lake Alfred Road and will be about 5.5 miles northwest from the subject site. The park is in the initial concept and design phase as of 2025 and intends to have amenities such as playgrounds, a dog park, boardwalk trails, a baseball field, and basketball courts.

Environmental Conditions

A. Surface Water:

There are no surface waters on the subject site. The elevation on the property starts at 134 feet near the center of the subject site, and slopes downward between 131 to 133 on the west, south, and east sides. The topography slopes slightly upward to 135 feet near the northern property boundary.

G. Wetlands/Floodplains:

The subject site does not contain wetlands but does partially reside within flood zone X5 on the southeast corner. According to current FEMA publications, this area has a 0.2 percent chance of a flood hazard annually. This flood zone is not anticipated to hinder any development approval from a County perspective according to LDC Section 630.

C. Soils:

According to the U.S. Department of Agriculture, Soil Conservation Service, Polk County Survey, the subject site is comprised of Tavares Fine Sand. This soil type has slight limitations for wetness affecting building sites. Future development of the site will be subject to Section 2.303: “Soils” of the County’s Comprehensive Plan (in conjunction with the Land Development Code) which requires all development to implement Best Management Practices based on the Department of Environmental Protection’s (DEP) Florida Development Manual. Connection to public water and sewer will be impacted on proposed development, costs of connection and any ___ waivers to connection.

Table 7

Soil Name	Septic Tank Absorption Field Limitations	Limitations to Small Commercial Buildings	% of Site (approximate)
Tavares fine sand, 0 to 5 percent slopes	Moderate: wetness	Slight	100%

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

D. Protected Species:

According to Polk County Endangered Habitat Maps, the subject site does not sit within a zone where any protected species have been documented or observed.

E. Archeological Resources:

According to the Florida Department of State, Division of Historical Resources, there are no known historical or archeological resources onsite or listed in the Florida Master Site File.

F. Wells (Public/Private):

The subject site is not located within a wellhead protection area

G. Airports:

According to the Polk County Airport Impact Districts Map, the subject property is not located within any Airport Buffer Zones for flight path and height restrictions.

H. Polk Green Districts and Conservation Easements

The site is located within the Potential Network Connections area of the Polk Green District Comprehensive Plan Map Series. There are no conservation easements within one mile of the subject site.

Economic Factors:

The site was developed with a motel and was therefore designated L/R on the land use map, but economic and market conditions have changed over the decades and the existing hotel may no longer be as viable as in the past. Notably, the hotel use is an allowable non-residential use in the LCC land use designation. The LCC will offer a range of uses that permit the hotel as well as other commercial uses consistent with the other adjacent LCC and may offer new development opportunities.

Consistency with the Comprehensive Plan

The following policies in Table 8 have been included as being the most relevant policies to the proposed request. The policy is first stated and then an analysis of how the request may or may not be consistent with the County's Comprehensive Plan is provided. The policies reviewed are as follows:

- Section 2.102 – General Growth Management policies
- Section 2.105 – Urban-Growth Areas (UGA) policies
- Section 2.111 – Linear Commercial Corridors

Table 8

Comprehensive Plan Policy	Consistency Analysis
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 subject site directly accesses a Principal Arterial Road to the south, and a railroad to the north, and near other non-residential development along US 17/92.

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.	Commercial uses are not out of compatibility with the area as there are other commercial uses to the west. The site consists of a former commercial use (hotel). The subject site does abut the city of Lake Alfred city limits to the northeast. The site directly accesses a Principal Arterial Road, US Highway 17/92.
POLICY 2.102-A3: DISTRIBUTION - 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.	The subject site is in a transitional area near the city of Lake Alfred. The IAS states there is City water and sewer lines across Highway 17/92. There is a bus stop directly in front of the subject site.
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.	The timing is consistent with the growth in the area as the surrounding sites are already designated for a variety of uses. Nothing is currently on the site, but the adjacent sites are developed with commercial or leisure uses.
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.	The location is near the city limits of Lake Alfred near a multitude of uses surrounding the site. There are residential developments near the subject site to the north across the railroad tracks, with two separate RV parks to the south and east of the site. The site is nearby populated areas with the closest being 0.5 miles to the west of the subject site within Lake Alfred. Fire and Sheriff are close by with normal response times. The overall parcel does not contain wetlands, and is partially within flood zone X5 on the southeastern corner. The site directly accesses a Principal Arterial Roadway.

The table to follow provides a brief breakdown of Section 2.105 Urban Growth Area (UGA) policies that are most pertinent to this request.

Table 9

Comprehensive Plan Policy	Consistency Analysis
POLICY 2.105-A1: DESCRIPTION - Urban-Growth Areas shall: a. complement the TSDA in guiding growth, while promoting orderly and compact development; b. be located contiguous to the TSDAs or a municipality as they represent the expansion areas; c. be supported by existing or planned urban type services that are programmed for the 20-year planning horizon; d. 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 in close proximity to the development in the adjacent TSDAs; e. 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;3.support the preservation of open space and natural areas;4.reduce capital and operating cost for the provision of infrastructure and public services.	The subject site has typical characteristics found for UGAs. The City of Lake Alfred abuts the site to the northeast, a bus stop is located along the property's frontage along US Highway 17/92, and urban level services including City parks and downtown Lake Alfred are located less than 2 miles to the west. Public Safety is readily available nearby.
POLICY 2.105-A3: LAND USE CATEGORIES - The following land use categories shall be permitted within UGAs: a. ACTIVITY CENTERS: Regional Activity Centers, Community Activity Centers, Neighborhood Activity Centers, Convenience Centers, Tourism Commercial Centers, and Employment Centers, High-Impact Commercial Centers shall be permitted within UGAs in accordance with applicable criteria. b. RESIDENTIAL: Residential-High, Residential-Medium, and Residential-Low Districts shall be permitted within UGAs in accordance with applicable criteria. c. OTHER: Linear Commercial Corridors, Commercial Enclaves, Industrial, Business-Park Centers, Professional Institutional, Office Centers, Leisure/Recreation, Institutional, Recreation and Open Space, Preservation.	Linear Commercial Corridor is permitted in the UGA. The site is not within a Utility Service Area but the City has water and sewer lines to the south across US Highway 17/92. Water and wastewater connection is required in the UGA. And the applicant will be required to demonstrate consistency with the UGA Development Criteria. A waiver to public water and sewer connection is possible due to limited circumstances if the applicant can demonstrate that feasibility of extending these lines across US 17/92 is cost prohibitive. There are no public sidewalks that run along US Highway 17/92, a Principal Arterial Road. While it will have access to public schools, commercial uses do not usually generate students. Schools should not be impacted and mitigation efforts will not be necessary with the Polk County School Board.

Comprehensive Plan Policy	Consistency Analysis
POLICY 2.105-A5: DEVELOPMENT CRITERIA FOR URBAN GROWTH AREAS - Development within the Urban Growth Areas shall conform to the following criteria as further specified in the Land Development Code: a. connect to centralized potable water; b. connect to centralized sanitary sewer systems if available. c. incorporate design features that promote healthy communities and green building practices, as established in Section 2.1251, Community Design, of this element; d. promote the implementation of "Complete Street" and "Conservation Development" principles as established under Section 2.1251, Community Design, of this element; e. promote the integration of pedestrian-oriented features, including sidewalks, trails, or walkways into every development including appropriate pedestrian shelters or awnings; f. 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); h. have access to public schools; i. be encouraged to provide connectivity with adjacent uses within the TSDA, and facilitate connectivity between the TSDA and other urban centers and the rural development areas; j. encourage the inclusion of a variety of housing choices and mixed uses; and k. additional standards supporting transit if development is within the "Corridor and Center Overlay" (Section 2.124-A);	

The table to follow provides a brief breakdown of Section 2.111 Linear Commercial Corridors policies that are most pertinent to this request.

Table 10

Comprehensive Plan Policy	Consistency Analysis
POLICY 2.111-A1: CHARACTERISTICS - Linear Commercial Corridors are characterized by linear concentrations of all types of commercial, office, and institutional uses along a roadway. Some Linear Commercial Corridors may contain existing industrial uses. For parcels with LCC land use designation in the TSDA and/or TCCO, development and redevelopment of areas may also include stand alone residential and mixed use structures.	Future Land Uses to the west and east of the subject site are consisting in use to the LCC being requested in that commercial or non-residential uses such a retail store, are already found nearby.
POLICY 2.111-A3: LOCATION CRITERIA - Expansion of an LCC shall be limited to infill development. Infilling of an existing Linear Commercial Corridor shall be limited to a depth which corresponds to the typical depth of existing development within the general area of the infill development. The extension (along the road) or establishment of new LCC strips shall not be permitted, except to recognized legitimate	The request is consistent with the infill policies for Linear Commercial Corridor. Infilling this site with LCC will allow for an expanded commercial use along a Principal Arterial Road and it will only be at the depth that will bring the site into consistency. The western and eastern boundaries are already designated LCC and this change would make the site uniform.

Table 10

Comprehensive Plan Policy	Consistency Analysis
errors made during the original mapping process. Any such map-error corrections shall require that a Plan amendment be processed consistent with requirements of this policy and Chapter 163, FS.	
POLICY 2.111-A4: DEVELOPMENT CRITERIA - Development or redevelopment within a Linear Commercial Corridor shall conform to the following criteria: a. Permitted uses include all types of commercial, office, and institutional uses typically located along a roadway. New industrial and High-Impact-Commercial-type (HIC) development shall be limited to in-filling existing industrial/HIC areas, and new industrial/HIC development shall not extend or expand these industrial/high-impact areas. b. New development or redevelopment of non-residential uses within a Linear Commercial Corridor shall be limited to the intensities of uses at the same or less intensity as adjacent existing uses. New development or redevelopment of non-residential uses adjacent to existing uses shall be compatible with each other without allowing a higher intensity of development. c. Step-down uses shall be encouraged between different intensity uses as in-fill and shall be lower in intensity than the highest existing intensive use. Step-down uses shall be contiguous to an intensive use land use, and shall not be separated from that use by an arterial or collector road, or a natural or man-made barrier which makes the step-down use unnecessary. d. New development or redevelopment within a Linear Commercial Corridor shall incorporate the use of frontage roads wherever there is adequate public right-of-way or there is property available for the expansion of the right-of-way or the establishment of frontage-road easements to facilitate such roads in accordance with recognized highway safety standards. Whenever the placement of frontage roads is not practical, shared ingress/egress facilities shall be used. e. Adequate parking shall be provided to meet the demands of the uses, and interior traffic circulation shall facilitate safe bicycle and pedestrian movement. f. Where the LCC abuts residential areas, uses should be limited to a size, scale, and intensity necessary to provide the residents of the community and surrounding area with retail, personal, and community services. New development or redevelopment of non-residential development adjacent to residential areas shall be compatible with adjacent existing uses without allowing a higher intensity of development. g. Buffering shall be provided 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 that may require special buffering provisions. h. The maximum floor area ratio shall not exceed 0.35 for non-residential development.	The request to go from LR to LCC is compatible with the surrounding area as the former hotel onsite is an allowable use in both land uses. The property owner indicated an interest in constructing self-storage or possible retail - both are allowable uses in Linear Commercial Corridor. This redevelopment is not dissimilar to non-residential uses found along US Highway 17/92.

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 11 (below) depicts the Urban Sprawl Criteria used by staff as indicators of Urban Sprawl.

Table 11

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

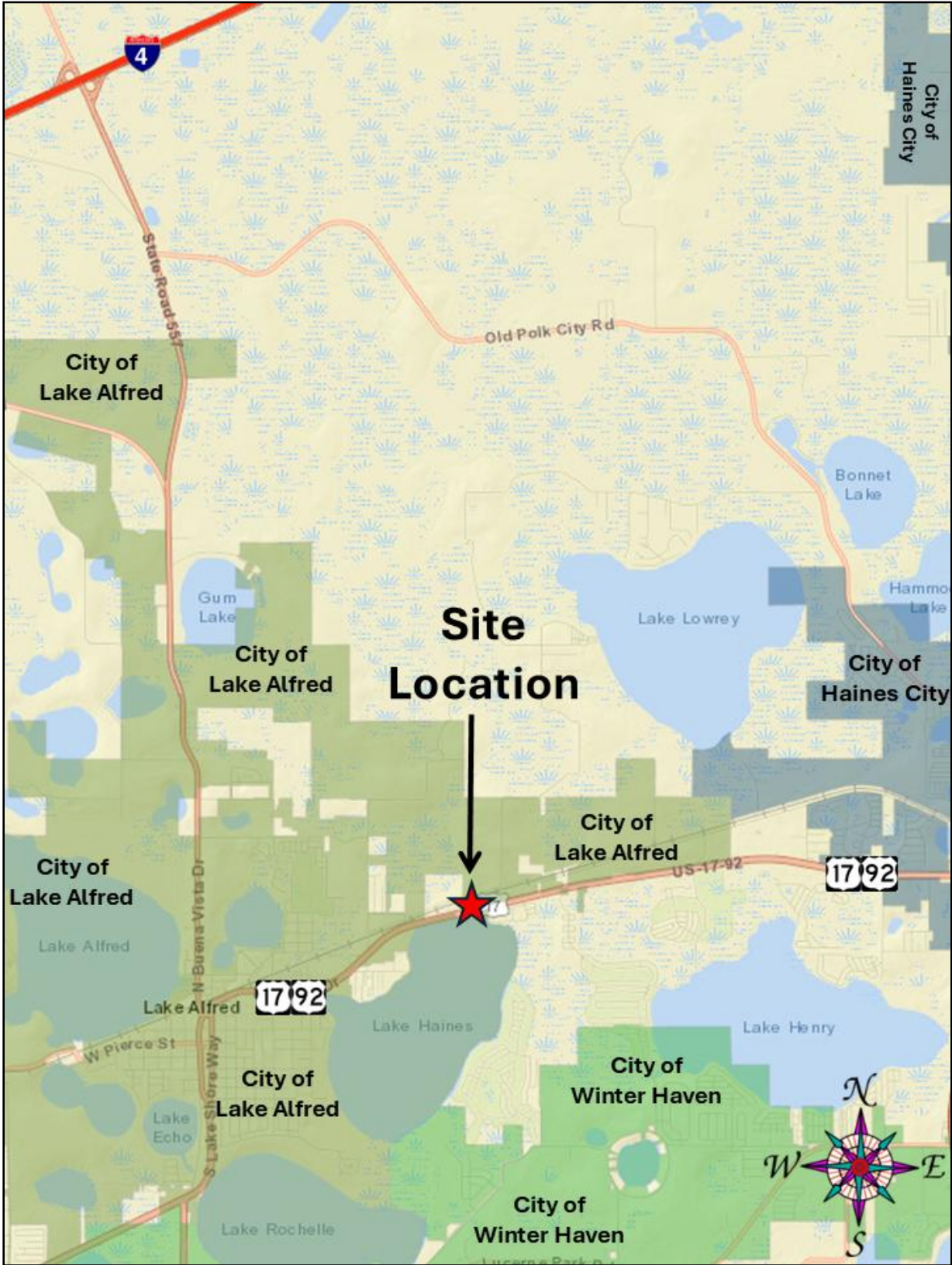
Comments from other Agencies:

Fire Rescue:

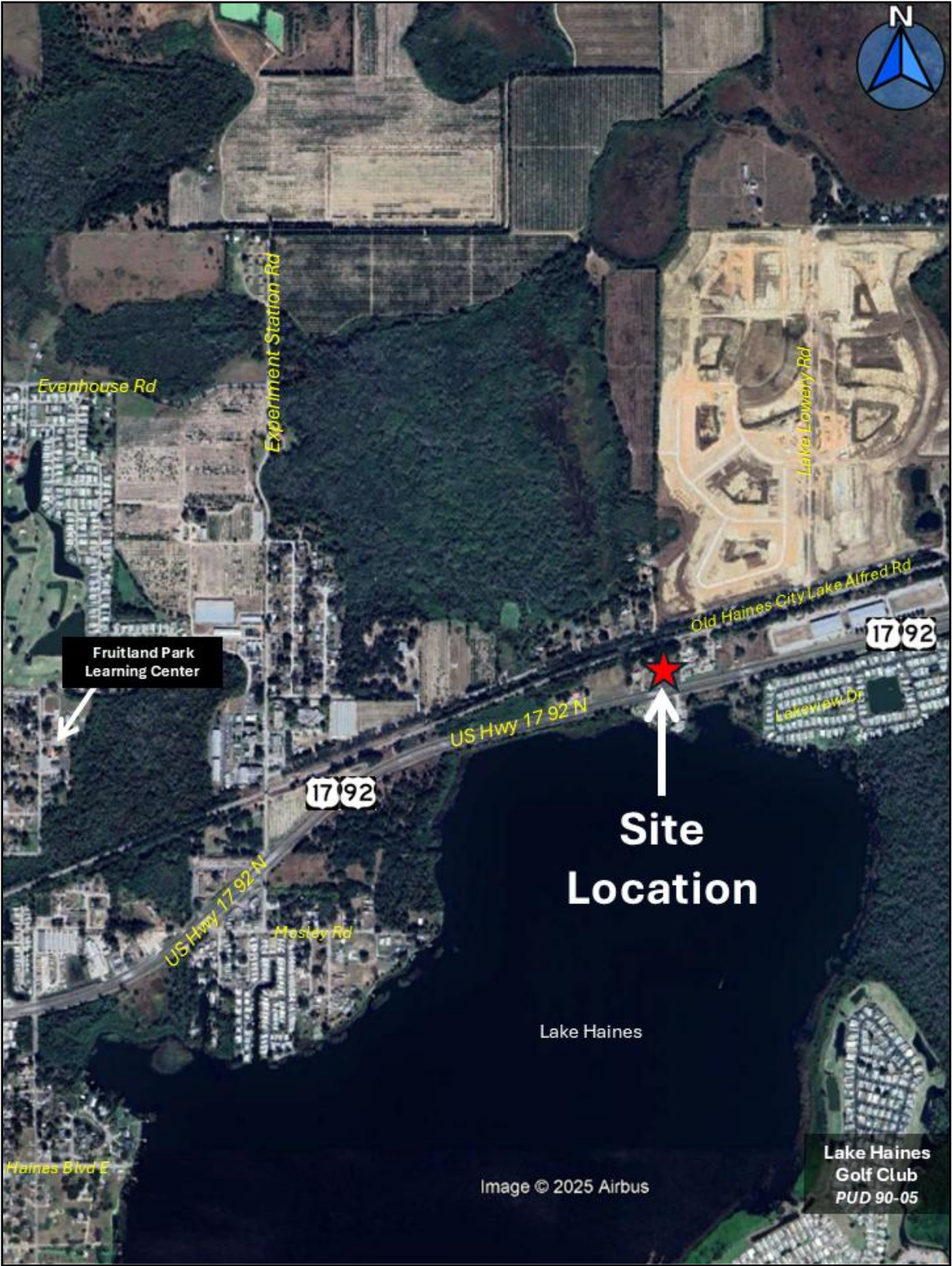
The lack of fire hydrants in the vicinity and potential need for a deceleration/turn lane at the medium crossover adjacent to the subject property will need to be addressed during future development.

Exhibits:

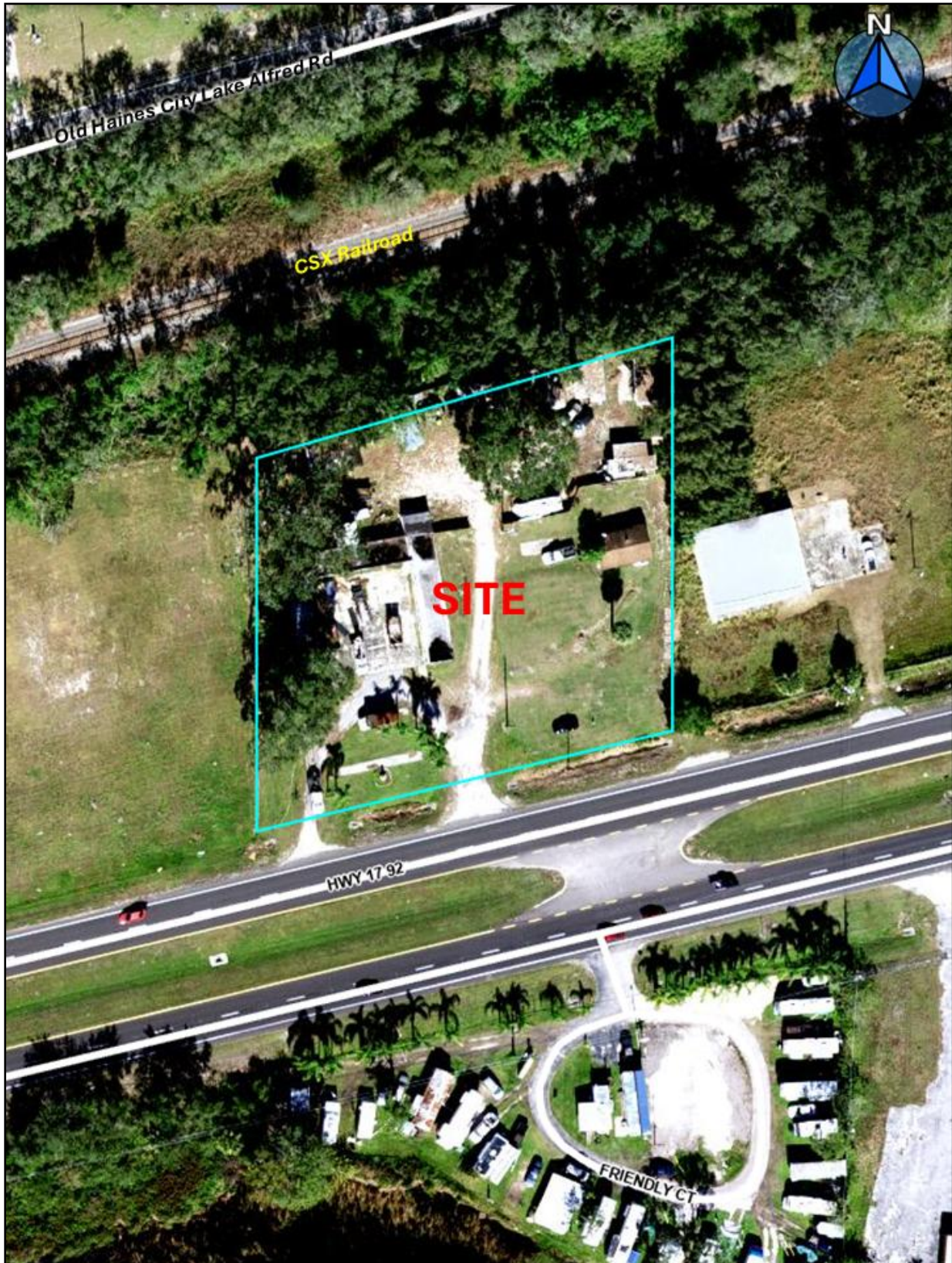
- Exhibit – 1 Location Map
- Exhibit – 2 2025 Satellite Image (Context)
- Exhibit – 3 2023 Aerial Photo (Close-up)
- Exhibit – 4 Existing Future Land Use Map
- Exhibit – 5 Proposed Future Land Use Map
- Exhibit – 6 Permitted and Conditional Uses in LCC
- Exhibit – 7 Permitted and Conditional Uses in LR



Location Map



2025 Satellite Image (Context)



2023 Aerial Photo (Close-up)



Existing Future Land Use Map



Proposed Future Land Use Map

FLU	PERMITTED (By Right)	CONDITIONAL USE Level 1 or 2 Review (Technical Staff Review)	CONDITIONAL USE Level 3 or 4 Review (Public Hearing)
LCC	Agricultural Support- Off-Site, Childcare Center, Clinics & Medical Offices, Farming General, Government Facility, Kennels- Boarding and Breeding, Lodges and Retreats, Nurseries and Greenhouses, Nurseries- Retail, Office, Office Park, Personal Service, 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., Studio- Production, Transit- Facility, Utilities- Class I, Utilities- Class II, Veterinary Service	Adult Use, Alcohol Package Sales, Marinas and Related Facilities, Recreation- Passive, Car Wash- Full Service, Car Wash- Incidental, Car Wash- Self Service, Commercial Vehicle Parking, Community Center, Cultural Facility, Financial Institution, Financial Institution- Drive Through, Funeral Home & Related Facilities, Gas Station, Heavy Machinery Equipment Sales and Services, Helistops, Hotels and Motels, Livestock Sale- Auction, Manufacturing- General, Manufacturing- Light, Medical Marijuana Dispensaries, Nursing Home, Printing & Publishing, Recreation & Amusement General, Recreational Vehicle Storage, Religious Institution, Research & Development, Restaurant- Drive-thru/Drive-in, Retail- Home Sales Offsite, Retail- Outdoor Sales/Display, School- Leisure/Special Interest, School- University/College, Self-storage Facility, Truck Stop, Vehicle Recovery Service/Agency, Vehicle Sales- Leasing, Vehicle Service- Mechanical, Warehousing/Distribution	Multi-family, Planned Development, Transitional Area Development, Bars- Lounges- and Taverns, Cemetery, Communication Tower- Monopole, Heliports, Lime Stabilization Facility, Mining- Non-phosphate, Motor Freight Terminal, Nightclubs and Dance Halls, Recreation & Amusement Intensive, Retail- More than 65-000 sq. ft., School- Technical/Vocational/Trade & Training, Transit- Commercial, Utilities- Class III, Vehicle Repair- Auto Body, Water Ski Schools, Residential Treatment Facility

PERMITTED AND CONDITIONAL USES LINEAR COMMERCIAL CORRIDOR (LCC)

Leisure Recreation in the Urban Growth Area			
Technical Staff Review -Level 1& 2		Public Hearing (s) Required-Level 3 & 4	
Residential Uses:	Multi-family, C2 Short-Term Rental Units, P	Mixed Uses:	Planned Development, C3
All Other Uses:	Alcohol Package Sales, C1 Bars, Lounges, and Taverns, C1 Childcare Center, C2 Community Center, C2 Convenience Stores, Isolated, C2 Cultural Facility, C2 Fish Camp, P Farming General, P Golf Course, C1 Hotels and Motels, C2 Institutional Campground, P Lodges and Retreats, Private, P Marinas & Related Facilities, C1 Medical Marijuana Dispensaries, C2 Personal Service, C2 Recreational Camping, C2 Recreation, Passive, C1 Recreation, High Intensity, C1 Recreation, Low Intensity, C1 Recreation & Amusement, General, C2 Recreational Vehicle Oriented, C2 Recreational Vehicle Park, C2 Religious Institutions, C2 Restaurant, Drive-thru/Drive-in, C2 Restaurant, Sit-down/ Take-out, P Retail, 10,000-34,999 square feet, C2 Retail, Less than 10,000 square feet, C2 Riding Academies, P School, Leisure/Special Interest, P School, Technical/Vocational/Trade & Training, C3 Utilities, Class I, P Utilities, Class II, P Veterinary Services, P	All Other Uses:	Communication Towers, Monopole, C3 Government Facilities, C3 Helistops, C3 Mining, Non-Phosphate, C3 Mobile Home Park, C3 Nightclubs and Dance Halls, C3 Outdoor Concert Venue, C3 Recreation & Amusement, Intensive, C4 Seaplane Base, C3 Utilities, Class III, C3 Water Ski Schools, C3

PERMITTED AND CONDITIONAL USES LEISURE/RECREATION (LR)