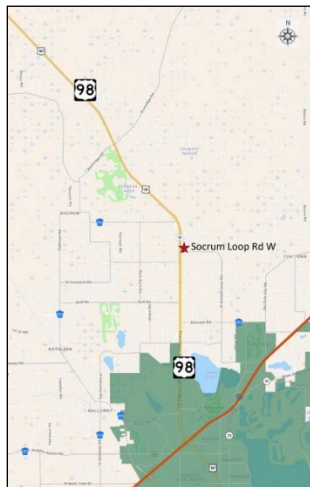
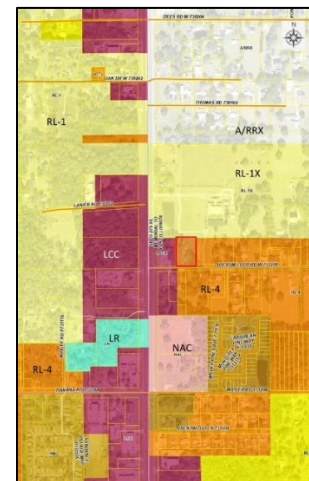


POLK COUNTY DEVELOPMENT REVIEW COMMITTEE STAFF REPORT

DRC Date:	February 26, 2026
Planning Commission Date:	July 8, 2026
BoCC Dates:	August 18, 2026 Transmittal, and October 20, 2026 Adoption
Applicant:	Ryan Behren, Peterson & Myers, P.A.
Level of Review:	Level 4 Review, Comprehensive Plan Map Amendment
Case Number and Name:	LDCPAL-2026-3 Socrum Loop W LCCX CPA
Request:	Large Scale Comprehensive Plan map amendment from Residential Low-4X (RL-4X) to Linear Commercial Corridor-X (LCCX) on 1.49± acres in the Transit Supportive Development Area (TSDA), Green Swamp (ACSC), Polk City Special Protection Area (SPA), and the Transit Corridors and Centers Overlay.
Location:	The site is on the north side of Socrum Loop W, east of US Highway 98 N, south of Hall Road, and west of Socrum Loop N., north of the City of Lakeland, in Section 12, Township 27, Range 23
Property Owner:	Soak & Rum 7 LLC
Parcel Size:	1.49± acres (parcel: 232712000000033120)
Development Area/Overlays:	Transit Supportive Development Area (TSDA), Green Swamp (ACSC), Polk City Special Protection Area (SPA), and the Transit Corridors and Centers Overlay
Future Land Use:	Residential Low-4X (RL-4X)
Nearest Municipality	Lakeland
DRC Recommendation:	Approval
Planning Commission Vote:	Approval (7:0)
Florida Commerce	Pending Transmittal
Case Planner:	Robert Bolton, Planner III



Location



Current Future Land Use

Summary of Analysis

This is an applicant request for a Large Scale Comprehensive Plan map amendment from Residential Low-4X (RL-4X) to Linear Commercial Corridor-X (LCCX) on 1.49± acres in the Transit Supportive Development Area (TSDA), Green Swamp (ACSC), Polk City Special Protection Area (SPA), and the Transit Corridors and Centers Overlay (TCCO) on 1.49± acres. The site is on the north side of Socrum Loop W, east of US Highway 98 N, south of Hall Road, and west of Socrum Loop N., north of the City of Lakeland, in Section 12, Township 27, Range 23.

Compatibility Summary

The proposed land use change is compatible with the growth that has and is occurring in this area. The site is located on the north side of Scrum Loop Road W. approximately 200 feet east of the intersection with US 98 N. Adjacent to the west is the Botanical Brewing Kava Bar, within the existing LCCX district. Adjacent to the north and east of the site is the New Life Assembly of God church, the secondary access is located adjacent to the east. South of the site is a LCC district fronting US 98 N with RL-4 behind, or to the rear. The existing LCC is a shed and trailer sales lot. South of the LCC is a Neighborhood Activity Center (NAC) with a 7-Eleven currently under construction.

Overall, the request will allow for potential future redevelopment of the Socurm Loop W and US 98 N corner into a viable commercial use corner as the growth in the area continues. The existing LCCX and the site are effectively surrounded by another non-residential use and will allow the site to develop in a consistent manner. The request is considered to be compatible and consistent with the surrounding area.

Infrastructure and Urban Services Summary

The proposed CPA is not anticipated to degrade the Level-of-service (LOS) standard for transportation, the locally zoned schools, fire, EMS and sheriff public safety resources. The subject site will be connected to Polk County Utilities. There are no wells on the subject site.

Environmental Conditions Summary

The proposed request is not anticipated to have a negative impact upon the environmental features present on site. The subject site is located within the one-mile radius of a protected animal and a biological walk-over would be part of the Level-2 review process. The site has no surface water, wetlands or flood zones. The project site is not located within an Airport Impact District and is not associated with any historical or archeological sites.

Comprehensive Plan Policies Considered

- Section 2.102 – General Growth Management policies
- Section 2.104 – Transit Supportive Development Areas (TSDA) policies
- Section 2.111 – Linear Commercial Corridors policies
- Section 2.132- C – Polk City/Urban Growth Special Protection Area policies

Findings of Fact

Request and Legal Status

- This is an applicant-initiated request to change the Future Land Use (FLU) designation from Residential Low-X (RL-X) to Linear Commercial Corridor-X (LCCX) in the Green Swamp Area of Critical State Concern (ACSC) and the Polk City Special Protection Area (SPA) and the Transit Supportive Development Area (TSDA).
- The Land Development Code district for the site is currently RL-4X.
- The existing Linear Commercial Corridor-X (LCCX) was adopted by the Polk County Board of County Commissioners on August 18, 2010 as a Future Land Use District within the Green Swamp Area of Critical State Concern (ACSC) and the Polk City SPA.
- The existing LCCX is 1.43± acres, the request will bring the LCCX to a total of 2.92± acres.
- The subject site is located on the north side of Socrum Loop Road W, approximately 200 feet east of US 98 N.
- On July 7, 2026 the Board of County Commission adopted LDCT-2026-14 which removed a footnote in the LDC Chapter 5, Green Swamp Area of Critical State Concern, Section 502, Standards for Land Use Districts in the Green Swamp ACSC, Table 5.2, Use Table for Green Swamp ACSC, removing footnote number 1 to allow for Comprehensive Plan Future Land Use Map amendments to the Linear Commercial Corridor-X (LCCX) district in the Polk City Special Protection Area of the Green Swamp Area of Critical State Concern.
- The subject sit is located within the Transit Supportive Development Area (TSDA) and Corridors Overlay (TCCO).
- The Land Development Code Chapter 2, Section 2.111 - Linear Commercial Corridors provides for the expansion of Linear Commercial Corridors

Compatibility

- The subject's surrounding uses are as follows:
 - North of the subject site is a Residential Low-1X (RL-1X) district with a non-residential use religious institution, New Life Assembly of God
 - East of the subject site is a RL-1X district with the secondary entrance to a non-residential use religious institution, New Life Assembly of God
 - South of the subject site is Residential Low-4 (RL-4) with residential development, not in the Green Swamp ACSC.
 - West of the subject site is Linier Commercial Corridor-X (LCCX) with the Botanical Brewing Kava Bar
- Comprehensive Plan Section 2.11, Policy 2.111-A3 provides for the Expansion of an LCC to a depth which corresponds to the typical depth of existing development within the general area of the infill development.

- The request is for an expansion of an existing Linier Commercial Corridor-X (LCCX) that was adopted in August 2010 and is fully built out, in an area of increasing residential development.
- The existing LCCX is at the intersection of two (2) Urban Collector, or better, roads with public services.
- The proposed LCCX will have to comply with the development standards of the Land Development Code.

Infrastructure

- The zoned schools for the site are R. Clem Churchwell Elementary, Lake Gibson Middle School, and Lake Gibson Senior High.
- First responder Fire and EMS response is from Polk County Fire Rescue Station 6, 8936 US Hwy 98 N, Lakeland with a travel distance of 0.7+/- miles and an anticipated average response time of 4-6 minutes.
- The subject site is within the Northwest District Commend Area for the Sheriff's office which is located at 1045 Wedgewood Estates, Lakeland.
- The subject site is within Polk County's Northwest Utility Service Area for potable water and wastewater.
- There are no sidewalks within the immediate area along US Highway 98 N, or along Socrum Loop W. The nearest sidewalks are south of the site, fronting the Wilder Pines subdivision, developed in 2024. The site is located in the Transit Supportive Development Area and sidewalks will be required at the time of development.
- Socrum Loop Road W is a two-lane urban collector north that connects Marcum Road from the south to US 98 just west of the site, with a LOS of "C". US 98 N is a FDOT Principle Arterial road with a current LOS of "B."
- The roadways in the area are in adequate condition and have enough capacity to support the potential increase in trips. A Minor or Major Traffic study may be required at Level 2 Review (engineered site plan) depending on the final development request made.
- The nearest Citrus Connection route is the Blue Line, Stop 1561, approximately 1/2 mile south on US Highway 98 at Banana Road
- The nearest park to the site is Hunt Fountain Community Park. The closest environmental site is the Gator Creek Reserve.

Environmental

- The area is relatively flat with the highest points located along the northeast corner with an elevation of approximately 149 feet above sea level, with the lowest parts of the property located along the southwest corner, fronting Socrum Loop W with an elevation of approximately 147 feet.
- According to the soil survey by the United States Department of Agriculture the subject site is made up of two (2) different soil types: Tavares fine sand, 0 to 5 percent slopes, and Tavares fine sand, 0 to 5 percent slopes. 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. The reported soils are based on the United States Department of Agriculture (USDA) Soils Survey.
- According to Polk County Protected Species Observation Map and the Florida Fish & Wildlife Conservation Commission (2015), the subject site is located within a one-mile radius of endangered animals. The applicant will submit a biological walk-over as part of the Level-2 review process.
- The site is not located within the Potential Network Connections area of the Polk Green District Comprehensive Plan Map Series.
- Approximately 2 miles southwest of the site, on the west side of the Hunting Hills Golf and Country Club is a 156± acre Conservation Easement recorded in a portion of the Plat of Huntington Hills Phase II as well as unplatted lands owned by Huntington Golf LLC, OR Book 4410, Page 2192
- There are no known archeological or historical resources on the subject site per data from the Florida State Historical Commission.
- The subject site is not within a Wellfield Protection district. The nearest public Wellfield is approximately 1.3 miles to the south of the site.

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 - 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 2.104-A3: LAND USE CATEGORIES - The following land use categories shall be permitted within TSDAs, in accordance with applicable criteria
 - a. ACTIVITY CENTERS: Regional Activity Centers, Community Activity Centers, Neighborhood Activity Centers, Convenience Centers, Tourism Commercial Centers, Employment Centers and High-Impact Commercial Centers.
 - b. RESIDENTIAL: Residential-High, Residential-Medium, and Residential-Low Districts.
 - c. 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-A5: DEVELOPMENT CRITERIA - Development within the Transit Supportive Development Areas shall conform to the following criteria as further specified by the Land Development Code:
 - a. provide access to transit facilities;
 - b. connect to centralized potable water and sanitary sewer systems;
 - c. incorporate design features that promote healthy communities and green building practices, as established in Section 2.1251, Community Design, of this element;
 - d. implement "Complete Street" and "Conservation Development" principles as established under Section 2.1251, Community Design, of this element;
 - e. integrate 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. 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, 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 2.111-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. The following factors shall be taken into consideration when evaluating whether an error was made during the original mapping process:
 - a. **USES OF THE LAND AND DEVELOPMENT OF THE PARCEL, AND SURROUNDING LAND, EXISTING AS OF APRIL 19, 1991:** The use of the land and existing development of the subject parcel and the surrounding area as of the adoption of the Plan would be taken into consideration when determining an error. Land that was vacant, or developed in some other manner than that of the claimed error, would be determined not to be an error.
 - b. **ZONING OF THE PARCEL, AND SURROUNDING LAND, AS OF APRIL 19, 1991:** The existing zoning of a parcel and surrounding area, as of the Plan's adoption date, would be considered in determining an error. However, the property's zoning would not be a factor, in and of itself, when the subject property is vacant.
 - c. **EXISTING PROPERTY LINES AS OF APRIL 19, 1991:** Parcels existing as of the adoption date of the Plan would be considered in determining an error. Lands added to a parcel, or parcels under one ownership, since the adoption would not be considered.
 - d. **CONSISTENCY WITH THE PLAN:** Was the subject property consistent with the Plan's criteria for the claimed land use category at the time of Plan adoption? Is the claimed designation consistent with the Plan's overall objective to control urban sprawl and to not degrade the County's overall growth management program? Isolated development and/or spot zonings would not be considered an error.
 - e. **RECORDS OF THE COMPREHENSIVE PLAN CITIZENS' ADVISORY COMMITTEE (CAC) FUTURE LAND USE SUBCOMMITTEE AND THE BoCC PRIOR TO APRIL 19, 1991:** Information contained in the minutes and other records indicating the intention of those bodies were different than what was actually adopted would be used in determining mapping errors.
 - f. **REZONING ACTIONS APPROVED BY THE BoCC BETWEEN JANUARY 1, 1990, AND APRIL 19, 1991:** Rezoning actions approved by the BoCC after the initial staff mapping effort and the adoption of the Plan, which were not included in the final Plan map, would be considered in determining an error, whether the land was vacant or not.
 - g. **OTHER FACTORS:** Environmental constraints, availability of infrastructure at acceptable levels of service, and the Plan's Capital Improvement Program (CIP) at the time of adoption would be considered.

- 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.
- POLICY 2.132-C3: LAND-USE CATEGORIES - The following land-use categories shall be permitted within the PC-SPA:
 - A. Activity Centers:
 - 1. Business-Park Center X (BPCX).
 - 2. Convenience Center (CC).
 - 3. Office Center (OCX).
 - B. Residential:
 - 1. Residential-Suburban X (RSX).
 - 2. Residential-Low¹ (RLX).
 - C. Other:
 - 1. Linear Commercial Corridor (existing) (LCC).

2. Leisure/Recreation (L/R).
3. Institution (INST).
4. Recreation and Open Space (ROS).
5. Preservation (PRES).

Development Review Committee (DRC) Recommendation: Based on the information provided by the applicant, recent site visits, and the analysis conducted within this staff report, the DRC 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 DRC recommends **APPROVAL of LDCPAL-2026-3.**

Planning Commission Decision: On May 6, 2026, in an advertised public hearing, the Planning Commission voted 7:0 to **recommend APPROVAL of LDCPAL-2026-3.**

Department of Florida Commerce (Florida Commerce) Objections, Recommendations, and Comments (ORC Report): With an Approval for Transmittal to The Florida Commerce, by the Polk County Board of County Commissioners at the scheduled Transmittal hearing date of August 18, 2026, a report from The Florida Commerce is expected near the beginning of October 2026.

This report will be updated when comments are received and prior to the agenda review. Their report will be provided under separate cover.

***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:** 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.*

***NOTE:** Approval of this request is only for Level 4 Review and only for those development decisions within the Board of County Commissioners purview. A Level 2 Review (engineered plans) will be required for all site development and shall implement the standard conditions listed in Section 303 of the Land Development Code and the development standards listed in Chapter 7 of the Land Development Code. Upon completion of the Level 2 Process, building permits will be required for all structures in accordance with Chapter 553 of the Florida Statutes.*

Surrounding Land Use Designations and Current Land Use Activity

Table 1: Surrounding Uses

NW RL-1X Religious Institution New Life Assembly of God	N RL-1X Religious Institution New Life Assembly of God	NE RL-1X Religious Institution New Life Assembly of God
W LCCX Botanical Brewing Kava Bar	Subject Property RL-4X Developed Mobile Home Park (non-conforming Use)	E RL-4X Secondary entrance to New Life Assembly of God
SW LCC Commercial Use; Trailer & Shed Sales	S RL-4 Developed Detached Residential	SE RL-4 Developed Detached Residential

Source: Site Visit and Polk County GIS Data Viewer

Compatibility is often regarded as a subjective term used to express ones opinion or feeling about the appropriateness of locating different uses adjacent to each other rather than being based upon facts or evidence to support those opinions or feelings. The American Planning Association (APA) defines compatibility as “the characteristics of different uses or activities or design which allow them to be located near or adjacent to each other in harmony.” Some elements affecting compatibility include (but are not limited to): height, scale, mass and bulk of structures, pedestrian or vehicular traffic, landscaping, lighting, noise, odor, or whether or not something is aesthetically pleasing (Source: A Planner’s Dictionary; American Planning Association).

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.

The definition of Compatibility in the Comprehensive Plan is as follows:

COMPATIBILITY: 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.

The existing Linear Commercial Corridor-X (LCCX) was adopted by the Polk County Board of County Commissioners on August 18, 2010 as a Future Land Use District within the Green Swamp Area of Critical State Concern (ACSC) and the Polk City SPA. The existing LCCX had a prior Zoning of Commercial-3 (C-3). The Comprehensive Plan Section 2.11, Policy 2.111-A3 provides for the Expansion of an LCC to a depth which corresponds to the typical depth of existing development within the general area of the infill development. The subject property is adjacent to

the existing LCCX to the west, and provides a similar depth the existing depths of the existing Activity Centers along the eastern side of US 98 N. The site is also bound to the east by the secondary entrance to the religious institution to the north, providing a non-residential access to the institution site. The subject site, had an original Zoning of Residence -3 (R-3). The R-3 Zoning was intended to provide areas allowing a broad diversity of housing styles and uses.

The existing LCCX is 1.43± acres in size and has approximately 200 feet of frontage along the north side of Socrum Loop Road W and approximately 300 feet of frontage along the east side of US 98 N. The Land Development Code (LDC) Section 705Table 7.6 provides for minimum Non-residential Driveway Standards. The minimum corner clearance from a principal arterial road 150 feet, this request will allow potential redevelopment of the existing corner LCCX to be combined with the requested parcel and provide for safer ingress and egress to the overall site. The Linear Commercial Corridors Policies do not have established minimum or maximum size criteria. The request may allow any development to work together to provide for an efficient commercial use development.

The site is located on the north side of Scrum Loop Road W. approximately 200 feet east of the intersection with US 98 N. Adjacent to the west is the Botanical Brewing Kava Bar, within the existing LCCX district. Adjacent to the north and east of the site is the New Life Assembly of God church, the secondary access is located adjacent to the east. South of the site is a LCC district fronting US 98 N with RL-4 behind, or to the rear. The existing LCC is a shed and trailer sales lot. South of the LCC is a Neighborhood Activity Center (NAC) with a 7-Eleven currently under construction.

North of the site, the Florida Department of Transportation (FDOT) is currently improving, and widening US 98 N from two-lanes into a 4-land divided road all the way to US 301 in Pasco County. This road expansion will provide better access from US 301 as well as SR 471. Over the past 20+ years this area has continued to experience the northward expansion growth of greater Lakeland.

Overall, the request will allow for potential future redevelopment of the Socurm Loop W and US 98 N corner into a viable commercial use corner as the growth in the area continues. The existing LCCX and the site are effectively surrounded by another non-residential use and will allow the site to develop in a consistent manner.

Compatibility with the Surrounding Land Use:

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."

The subject site is currently located within the Transit Supportive Development Area (TSDA). Comprehensive Plan Policy 2.104-A7 of the TSDA states that the TSDA is intended 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 subject site is also located within the Corridor of the TCCO Overlay. The request will allow for potential future redevelopment of the Socurm Loop W and US 98 N corner into a viable commercial use corner as the growth in the area continues.

Nearest Elementary, Middle, and High School:

The schools zoned for the subject property, as shown in Table 2, include R. Clem Churchwell Elementary, Lake Gibson Middle School, and Lake Gibson Senior High. The requested Linear Commercial Corridor-X (LCCX) is intended for non-residential development and is not intended for residential development. Residential development within the LCCX would require a Level 3 Planning Commission approval for multi-family development. It is noted that the site is currently improved with a Mobile Home Park.

Table 2 School Information

Name of School	Annual Estimated Demand	% Capacity 2024-2025 School Year	Average driving distance from subject site
R. Clem Churchwell Elementary	0 students	85%	1.5± miles
Lake Gibson Middle School	0 students	82%	2.8± miles
Lake Gibson Senior High	0 students	88%	2.4± miles

Source: Polk County School Board

Nearest Sheriff, Fire, and EMS Station:

The nearest Sheriff District office is located approximately 4.2 miles from the subject site. Response times vary depending on where the nearest sheriff's deputy patrol car is located rather than the district office. The nearest Fire/EMS station is approximately 0.7 miles from the subject site.

Table 3: Public Safety

	Name of Station	Distance/Response Time*
Sheriff	Northwest District Command (1045 Wedgewood Estates, Lakeland)	Priority 1 – 8:29 min Priority 2 – 29:55 min
Fire/EMS	Polk County Fire Rescue Station 6 8936 US Hwy 98 N, Lakeland	0.7 ± miles / 4 - 6 min

Source: Polk County Sheriff's Office and Public Safety. Response times for April 2026. *Response times are based from when the station receives the call, not from when the call is made to 911.

Water and Sewer Capacity and Service Provider:

Table 4 below details the estimated impact to potable water and wastewater services based upon the buildout for the proposed FLU on the subject site. The subject property is within Polk County's Northwest Service Area for water and wastewater. The subject site is located within the TSDA as well as the Corridor of the TCCO Overlay, this area has the possibilities for higher densities and intensities of development as allowed by the parameters set forth in Policy 2.132-A3. These potential increased densities and intensities are not addressed in this analysis.

A. Available Capacity:

Table 4: Estimated Water and Sewer Impact Analysis

Permitted Density / Intensity	Maximum Permitted in Existing Land Use RLX	Maximum Permitted in Proposed LCCX
1.49± acres RL	1.49± acres RL X 5du = 7 du	1.49± acres (64,904 sf) X 0.35 FAR = 22,716 sf
Potable Water Consumption	7 du X 250 gpd = 1,750 GPD	22,716 sf X 0.22 = 4,998 GPD
Wastewater Generation	7 du X 200 gpd = 1,400 GPD	4,998 GPD X 80% = 3,999 GPD

B. Service Provider:

The subject site has a potable water well providing water for the site. The subject site is located in the Polk County Northwest Regional Service Area for water and wastewater. There is a 12" potable water main on the east side of US Highway 98 N, also on the east side of US Highway 98 N is a 4" wastewater force main. Redevelopment of the site will require connection to centralized wastewater.

C. Available Capacity:

At this time, there are plans in the County's CIP the potable water system has a capacity of approximately 5.7 MGD with the percentage of current limit used of 65%. The County's CIP indicates the sanitary sewer system capacity of approximately 3.08 GPD with the percentage of current limit used of 51%. Both the water main and force main have sufficient capacity.

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 proposed Future Land Use designation change to LCCX, at maximum density, will generate more than the current combination of the RLX land use.

Table 5: Estimated Transportation Impact Analysis

Permitted Density / Intensity	Maximum Permitted in Existing Land Use RLX	Maximum Permitted in Proposed LCCX
1.49± acres RL	1.49± acres RL X 5du = 7 du	1.49± acres (64,904 sf) X 0.35 FAR = 22,716 sf
Average Annual Daily Trips (AADT)	7 du X 7.81 AADT = 55 Trips	22,716 X 44.72 AADT X 76% 772 Trips
PM Peak Hour Trips	7 du X 1.00 AADT = 7 Trips	22,716 X 4.86 AADT X 76% = 84 Trips

Source: Concurrency Manual: Single-family @ 7.81 AADT per du and 1.00 AADT PM Peak Hour, LCCX @ Free Standing Discount 44.72 AADT per 1,000 sf, 4.86 AADT per 1,000 sf PM Peak Hour,

B. Available Capacity:

Table 6, following this paragraph, displays the available capacity for Socrum Loop Road W, from Marcum Road to US 98N, and US 98 N, two (2) links from Daughtery Road W to Socrum Loop Road W and then to Rock Ridge Road. It is anticipated that Socrum Loop Road W will have sufficient capacity for maximum buildout. US 98 N is a FDOT road and under construction at this time.

Table 6: Roadway Link Concurrency

Link #	Road Name	Lane Type*	Current LOS	Available Peak Hour Capacity	Minimum LOS Standard	Project 5 Year LOS
4147N 4147S	Socrum Loop Rd W Marcum Road to US 98	2U* UC	C	437 450	D	C
5419N 5419S	US 98 Socrum Loop Rd W to Rock Ridge Rd	4D* PA	B	1,975 2,003	D	B
5416N 5416S	US 98 Daughtery Road W to Socrum Loop Rd W	4D* PA	C D	148 72	D	F

*Source: Polk County Transportation Planning Organization, 2025 Roadway Network Database January 2025. *4D means four-lane divided*

C. Roadway Conditions:

Socrum Loop Road W is a two-lane urban collector road that connects Marcum Road from the south to US 98 just west of the site. The overall length of the road is primarily residential uses; however, the northeast quadrant of the intersection with Marcum Road are the Lake Gibson Middle School and High School. The current Level of Service (LOS) is “C” and had a Pavement Condition Index (PCI) Rating of “Fair.” US 98 N is a FDOT Principle Arterial road with a current LOS of “B.” It is noted that the FDOT is currently upgrading and expanding US 98 from a 2 lane to a 4-laned divided roadway from just north of the site to US 301 in Pasco County.

In general, all the roadways in the area are in adequate condition and have enough capacity to support the potential increase in trips. A Minor or Major Traffic study may be required at Level 2 Review (engineered site plan) depending on the final development request made.

D. Sidewalk Network:

Currently there are no sidewalks within the immediate area along US Highway 98 N, or along Socrum Loop W. The nearest sidewalks are south of the site, fronting the Wilder Pines subdivision, developed in 2024. The site is located in the Transit Supportive Development Area, and sidewalks will be required at the time of development.

E. Planned Improvements:

There are no Polk County road improvements currently planned for this area. The Florida Department of Transportation (FDOT) has two (2) projects US widening from W Socrum Loop Road to US 301 in Pasco County and a Project Development and Environment (PD&E) study for US 98 (SR 35) from West Daughtery Road to North of West Socrum Loop Road. Currently there is no funding for the any plans for the US 98 (SR 35) from West Daughtery Road to North of West Socrum Loop Road segment.

F. Mass Transit:

The nearest Citrus Connection route is the Blue Line, Stop 1561, approximately 1/2 mile south on US Highway 98 at Banana Road.

Environmental Conditions:

Any impact to surface water, wetlands, and storm water management will be in accordance with the requirements of the Comprehensive Plan and Land Development Code.

A. Surface Water:

There are no wetlands on the subject site. The area is relatively flat with the highest points located along the northeast corner with an elevation of approximately 149 feet above sea level, with the lowest parts of the property located along the southwest corner, fronting Socrum Loop W with an elevation of approximately 147 feet.

B. Wetlands/Floodplains:

According to the Polk County Data Viewer the subject site does not indicate any flood zones or wetlands.

C. On-Site Soils:

The subject site is comprised of two (2) soil types: Zolfo fine sand, 0 to 2 percent slopes and Tavares fine sand, 0 to 5 percent slopes. 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. The reported soils are based on the United States Department of Agriculture (USDA) Soils Survey.

Table 7

SOIL NAME	SMALL COMMERCIAL BUILDINGS	SEPTIC TANK ABSORPTION FIELDS	PERCENTAGE OF SITE
Zolfo fine sand, 0 to 2 percent slopes	Slight	Moderate: wetness	55+/-%
Tavares fine sand, 0 to 5 percent slopes	Moderate: wetness	Severe: wetness	45+/-%
Source: USDA Web Soil Survey			

D. Wells (Public/Private):

The subject site has a potable water well providing water for the site. The site is located within the Transit Supportive Development Area and would require connection to centralized water upon redevelopment. The subject property is not within a Wellfield Protection District. The closest Wellfield Protection District is approximately 1.3 miles south of the site.

E. Protected Species:

According to Polk County Protected Species Observation Map and the Florida Fish & Wildlife Conservation Commission (2015), the subject site is located within a one-mile radius of endangered animals. The applicant will submit a biological walk-over as part of the Level-2 review process.

F: Polk Green Districts and Conservation Easements:

The site is not located within the Potential Network Connections area of the Polk Green District Comprehensive Plan Map Series. Approximately 2 miles southwest of the site, on the west side of the Hunting Hills Golf and Country Club is a 156± acre Conservation Easement recorded in a portion of the Plat of Huntington Hills Phase II as well as unplatted lands owned by Huntington Golf LLC, OR Book 4410, Page 2192.

G. Archeological Resources:

There are no known historical or archeological resources onsite according to the Secretary of the State's Department of Historical Resources Florida Master File.

H. Airports:

The subject site is not located within an Airport Impact District (AID) and Airport Height Notification Zone.

Park Facilities:

The proposed land use change is not anticipated to have a significant impact on the park facility demand or function. The nearest park is Hunt Fountain Park. The closest environmental site is the Gator Creek Reserve.

A. Location:

Hunt Fountain Park is located at 7036 Green Road, Lakeland, approximately 2.3 miles north of the site. Gator Creek Reserve is located at 9725 U.S. 98 N, Lakeland, approximately 1.9 miles north of the site.

B. Services:

Hunt Fountain Park's current hours of operation are from 5 a.m. to 10 p.m. Hunt Fountain Park has four basketball courts, two racquetball courts and two tennis courts. There are also two playgrounds, covered picnic areas and a large, screened-in pavilion that is available to rent, making Hunt Fountain Park an ideal gathering spot for families. There's also a horse arena – the Hunt Fountain Horse Arena – that is open to the public unless it has been reserved for a special event. Gator Creek Reserve's current hours of operation are from 6 a.m. to 6:30 p.m. Gator Creek Reserve has five miles of well-established trails taking hikers through marshes, cypress swamps and hardwood forests.

C. Multiuse Trails:

The closest free hiking trails are at Gator Creek Reserve.

D. Environmental Lands:

The Gator Creek Reserve is located north of Lakeland and is comprised of 2,700 acres for the purpose of protecting important water, wildlife and wilderness resources. Gator Creek Reserve falls within the Green Swamp Area of Critical State Concern, a designation protecting a resource of major statewide significance. Ecologically important for its valuable water resources, the Green Swamp is the headwaters for several major river systems, including Ocklawaha, Withlacoochee, Hillsborough and Peace Rivers.

E. Planned Improvements:

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

Consistency with the Comprehensive

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.

Table 8 Comprehensive Plan Policy

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.	Adjacent to the west is an existing LCCX district, with a non-residential religious institution adjacent to the north and east, within a RL district. To the south is a RL-4 district with older residential dwellings, southwest of the site is an extension of the LCC district that connects to a Neighborhood Activity Center (NAC) where there is a 7-Eleven currently under construction.
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 request continues the location of being at the intersection of two Collector roads or better in an area with public water and sewer available. Therefore, the request is consistent with the policy.
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 - 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	The request is for LCCX where the majority of infrastructure are available for commercial development on the subject site. Therefore, the timing of development of the subject site is consistent with the Comprehensive Plan's growth management strategy.

Comprehensive Plan Policy	Consistency Analysis
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 2.111-A3: LOCATION CRITERIA - Expansion of an LCC shall be limited to infill development. Infilling of an existing Linear Commercial Corridor shall be <i>limited to a depth which corresponds to the typical depth of existing development within the general area of the infill development</i>. 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. The following factors shall be taken into consideration when evaluating whether an error was made during the original mapping process: a. USES OF THE LAND AND DEVELOPMENT OF THE PARCEL, AND SURROUNDING LAND, EXISTING AS OF APRIL 19, 1991: The use of the land and existing development of the subject parcel and the surrounding area as of the adoption of the Plan would be taken into consideration when determining an error. Land that was vacant, or developed in some other manner than that of the claimed error, would be determined not to be an error. b. ZONING OF THE PARCEL, AND SURROUNDING LAND, AS OF APRIL 19, 1991: The existing zoning of a parcel and surrounding area, as of the Plan's adoption date, would be considered in determining an error. However, the property's zoning would not be a factor, in and of itself, when the subject property is vacant. c. EXISTING PROPERTY LINES AS OF APRIL 19, 1991: Parcels existing as of the adoption date of the Plan would be considered in determining an error. Lands added to a parcel, or parcels under one ownership, since the adoption would not be considered. d. CONSISTENCY WITH THE PLAN: Was the subject property consistent with the Plan's criteria for the claimed land use category at the time of Plan adoption? Is the claimed designation consistent with the Plan's overall objective to control urban sprawl and to not degrade the County's overall growth management program? Isolated development and/or spot zonings would not be considered an error.	The requested LCCX will be limited to a depth which corresponds to the typical depth of the existing development in the general area if infill, and meets this policy.

Comprehensive Plan Policy	Consistency Analysis
e. RECORDS OF THE COMPREHENSIVE PLAN CITIZENS' ADVISORY COMMITTEE (CAC) FUTURE LAND USE SUBCOMMITTEE AND THE BoCC PRIOR TO APRIL 19, 1991: Information contained in the minutes and other records indicating the intention of those bodies were different than what was actually adopted would be used in determining mapping errors. f. REZONING ACTIONS APPROVED BY THE BoCC BETWEEN JANUARY 1, 1990, AND APRIL 19, 1991: Rezoning actions approved by the BoCC after the initial staff mapping effort and the adoption of the Plan, which were not included in the final Plan map, would be considered in determining an error, whether the land was vacant or not. g. OTHER FACTORS: Environmental constraints, availability of infrastructure at acceptable levels of service, and the Plan's Capital Improvement Program (CIP) at the time of adoption would be considered.	
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	The existing LCC is 100% built out. The existing LCCX is 1.43± acres, the request will bring the LCCX to a total of 2.92± acres, allowing for future redevelopment of the site to meet the redevelopment criteria within the policy. The request is consistent with this policy as the subject site has access to a County maintained road.

Comprehensive Plan Policy	Consistency Analysis
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.	

Urban Sprawl Analysis

Polk County's Comprehensive Plan *Policy 2.102-A10* establishes review criteria intended to discourage the proliferation of urban sprawl. Specific characteristics of urban sprawl have been examined throughout this staff report and are summarized in Table 7 (below). Based on the findings of fact and analysis conducted, the proposed request does not meet the criteria to be considered as urban sprawl.

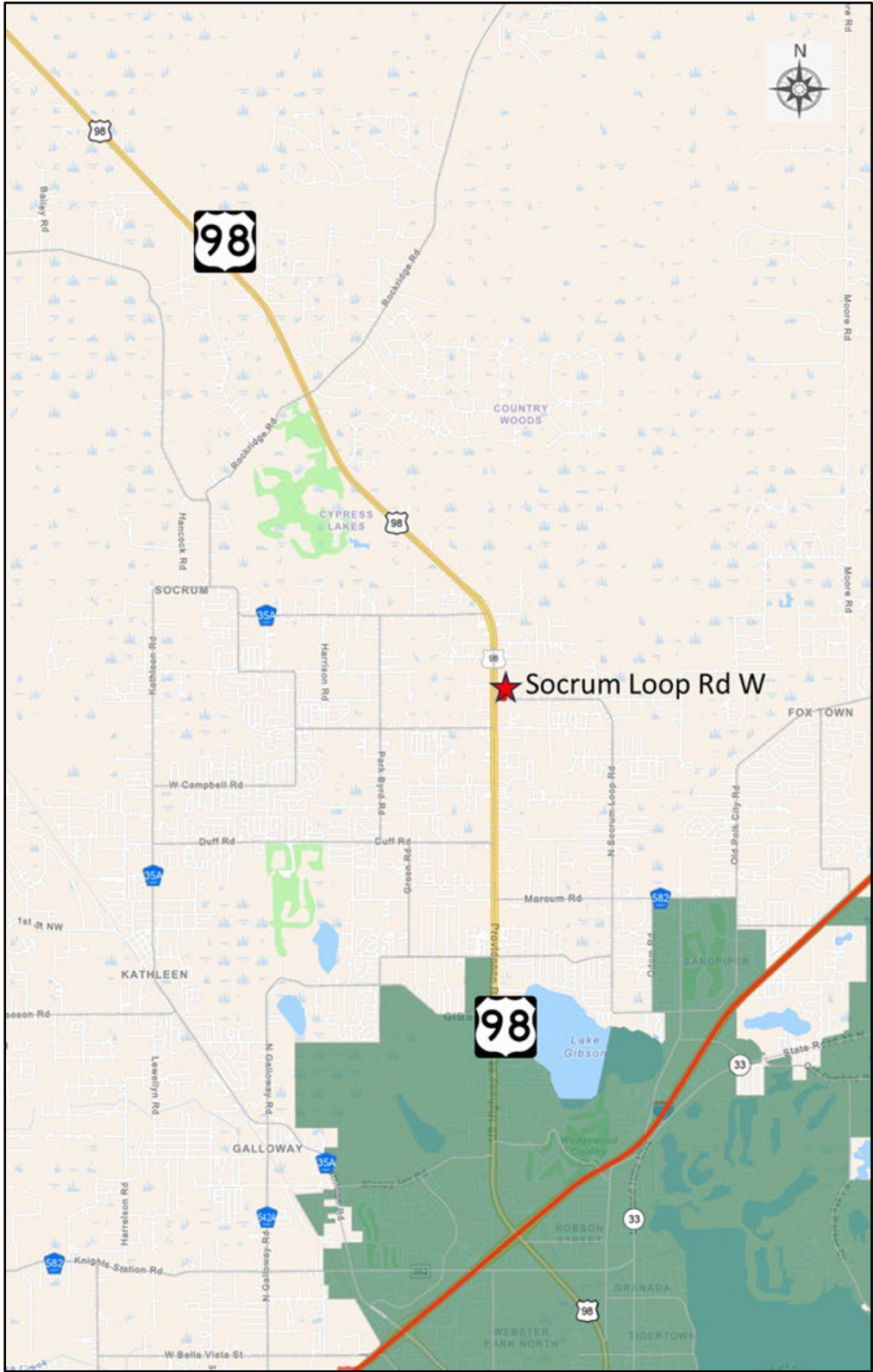
Table 7: Urban Sprawl Criteria

Rule 9J-5 Urban Sprawl Criteria	Page(s) within report
a. <i>Promotes substantial amounts of low-density, low-intensity, or single use development in excess of demonstrated need.</i>	Surrounding Land Uses Section
b. <i>Allows a significant amount of urban development to occur in rural areas.</i>	Surrounding Land Uses Section
c. <i>Designates an urban development in radial, strip isolated, or ribbon patterns emanating from existing urban developments.</i>	Surrounding Land Uses Section
d. <i>Fails to adequately protect and conserve natural resources and other significant natural systems.</i>	Environmental Conditions
e. <i>Fails to adequately protect adjacent agricultural areas.</i>	Surrounding Land Uses Section
f. <i>Fails to maximize existing public facilities and services.</i>	Schools, Public Facilities and Water/Sewer Sections
g. <i>Fails to minimize the need for future facilities and services.</i>	Schools, Public Facilities and Water/Sewer Sections
h. <i>Allows development patterns that will disproportionately increase the cost of providing public facilities and services.</i>	Surrounding Land Uses Section
i. <i>Fails to provide a clear separation between urban and rural uses.</i>	Surrounding Land Uses Section
j. <i>Discourages infill development or redevelopment of existing neighborhoods.</i>	Surrounding Land Uses Section
k. <i>Fails to encourage an attractive and functional mixture of land uses.</i>	Surrounding Land Uses Section
l. <i>Will result in poor accessibility among linked or related land uses.</i>	Surrounding Land Uses Section
m. <i>Results in the loss of a significant amount of open space.</i>	Surrounding Land Uses and Environmental Conditions Sections
Source: The following criteria are the primary indicators of urban sprawl per Rule 9J-5 of the Florida Administrative Code.	

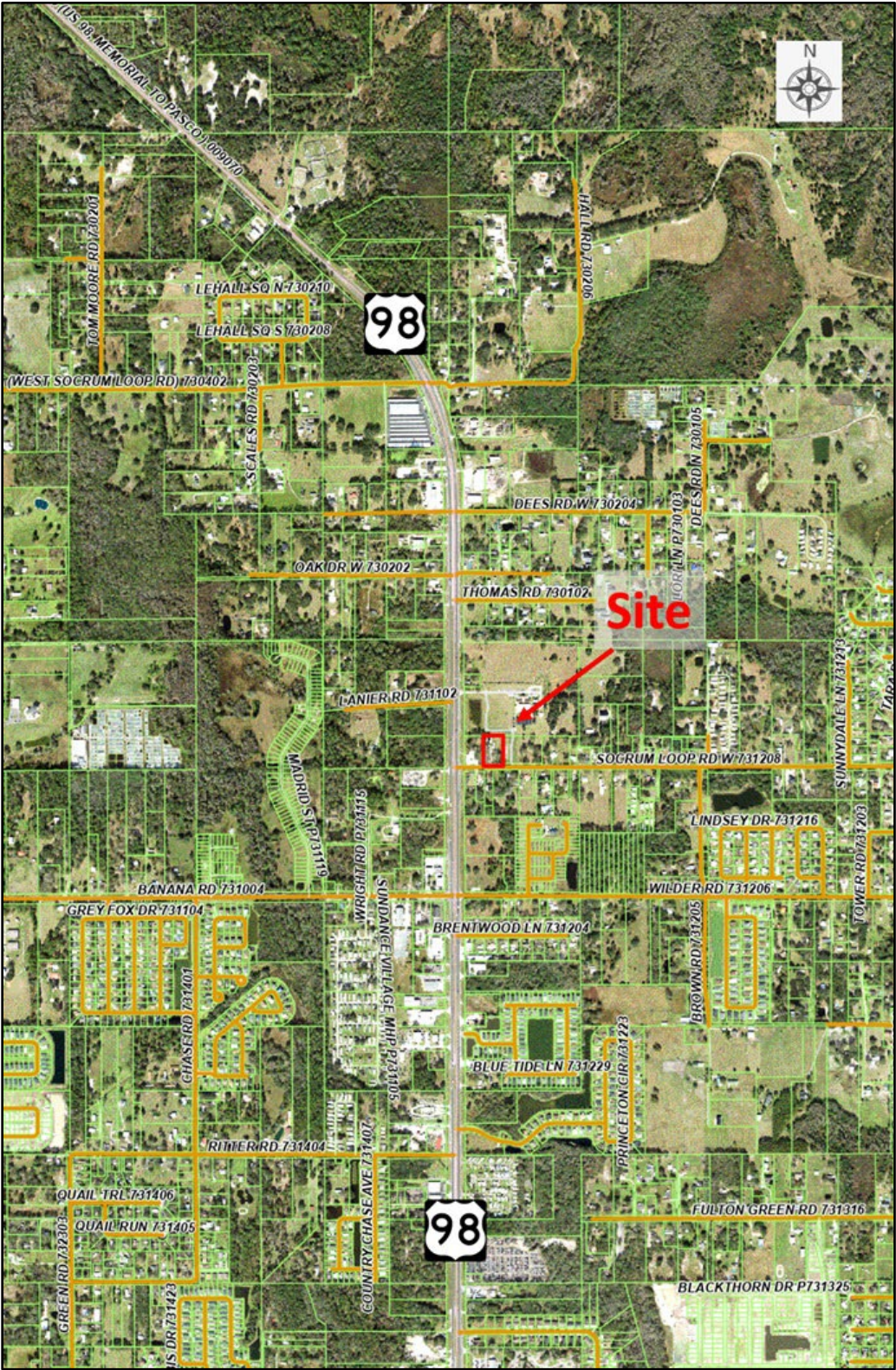
Comments from Other Agencies: None.

Attachments:

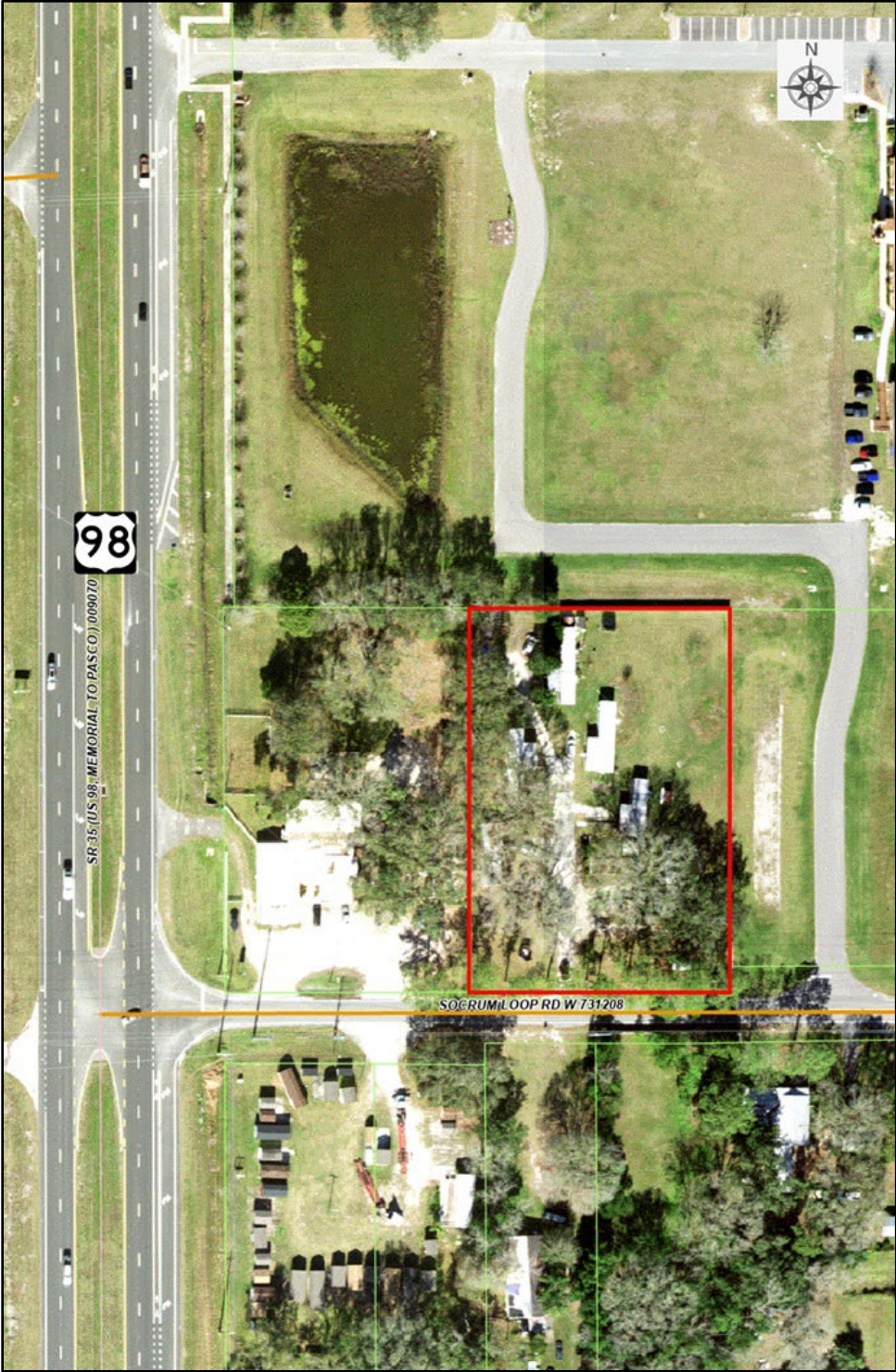
- Exhibit 1 – Location Map
- Exhibit 2 – 2023 Aerial Context Map
- Exhibit 3 – 2023 Aerial Close-up Map
- Exhibit 4 – Current Future Land Use Map
- Exhibit 5 – Proposed Future Land Use Map
- Exhibit 6 – Current Permitted and Conditional Uses
- Exhibit 7 – Proposed Permitted and Conditional Uses



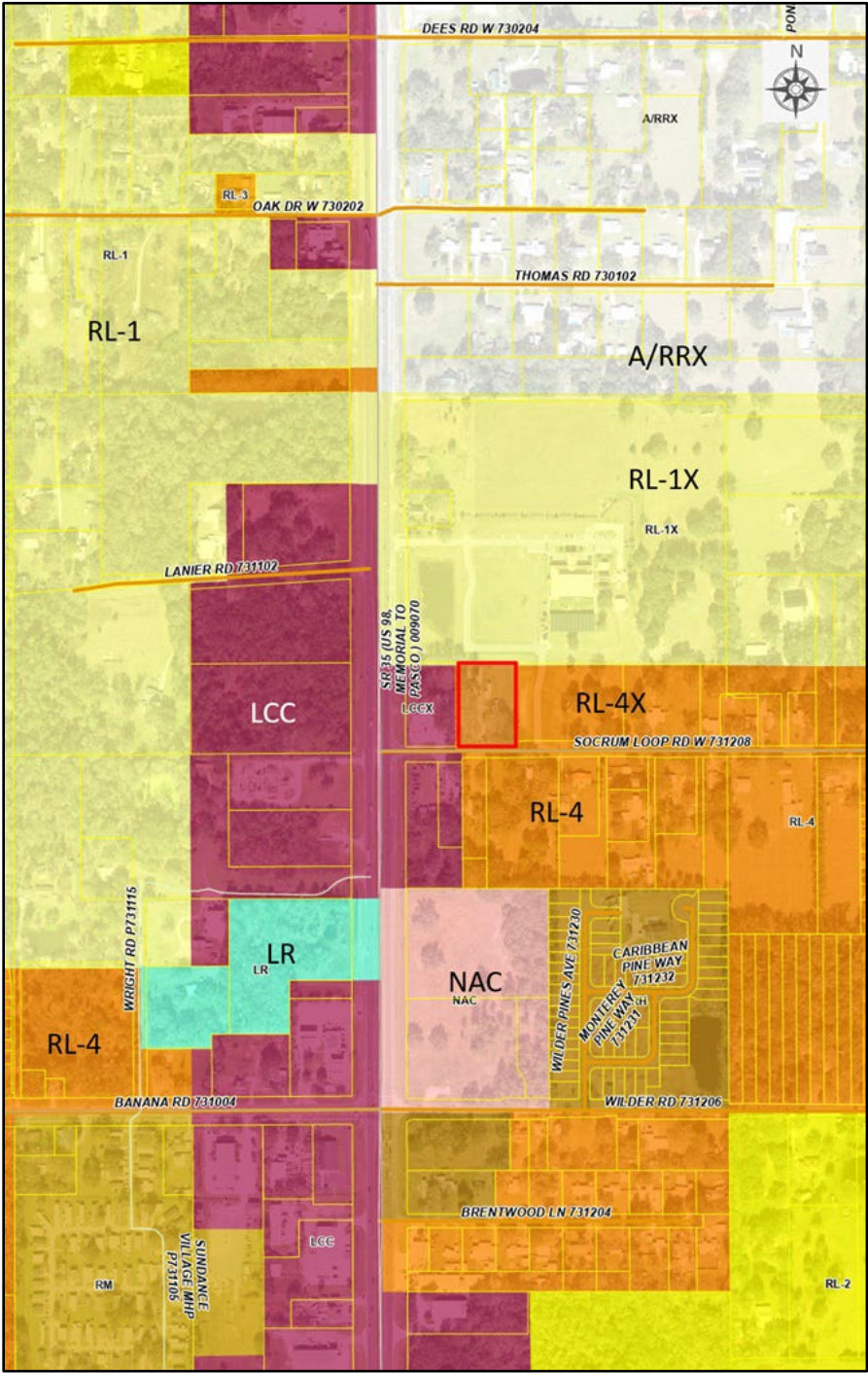
LOCATION MAP



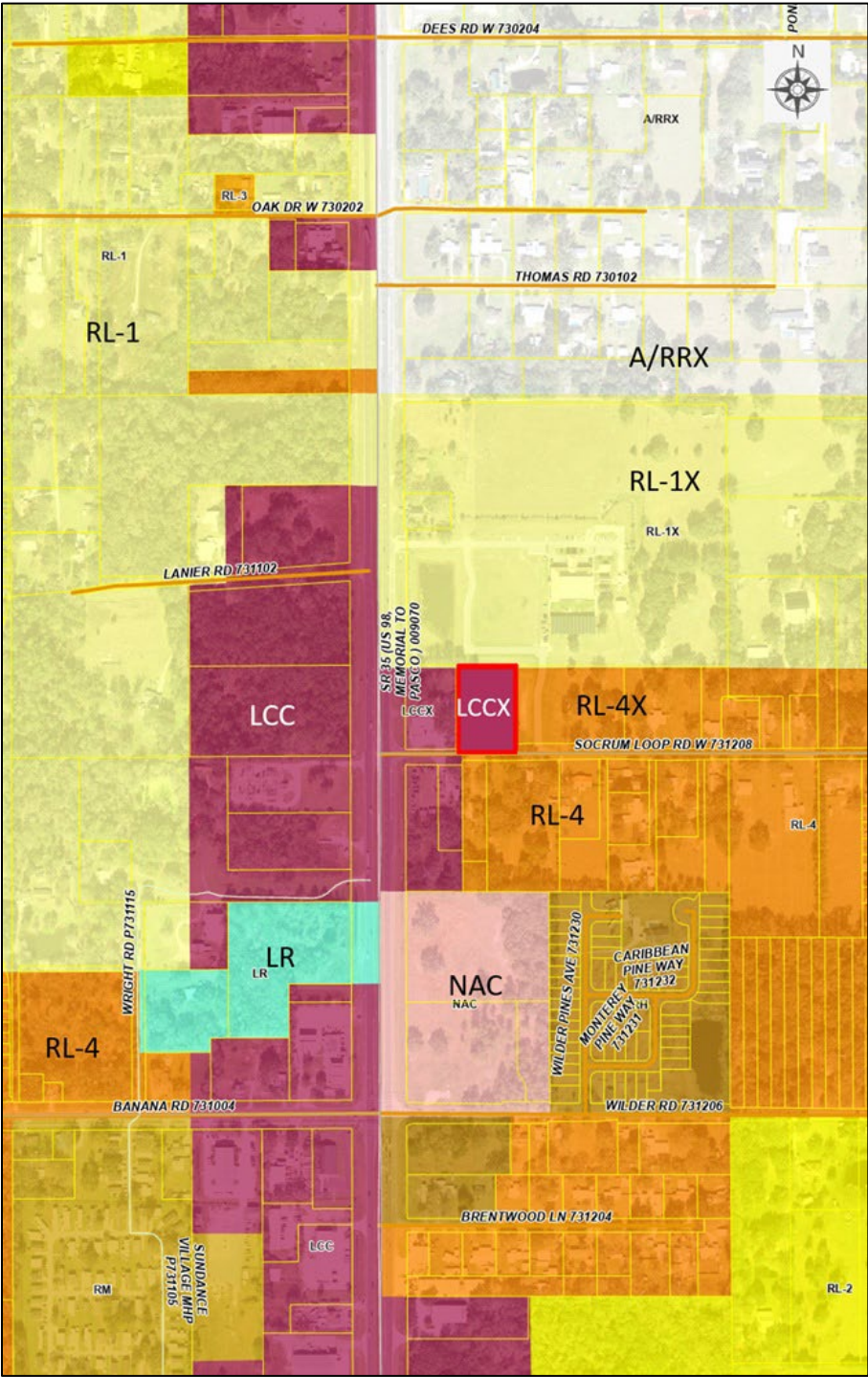
2023 AERIAL CONTEXT MAP



2023 AERIAL CLOSEUP MAP



**CURRENT FUTURE LAND USE
RESIDENTIAL LOW- 4X (RL-4X)**



PROPOSED FUTURE LAND USE LINEAR COMMERCIAL CORRIDOR-X (LCCX)

Residential Low (RL-1)			
Technical Staff Review -Level 1 & 2		Public Hearing (s) Required-Level 3 & 4	
Residential Uses:	Group Home, Small (6 or less residents), C1 Group Home, Small (6 or less residents), C1 Mobile Homes, Individual, C1 Residential Infill Development, C2 Single-family Detached Home & Subdivision, P	Residential Uses:	Duplex, Two-family attached, C3 Group Living Facility (15 or more residents), C3 Mobile Home Park, C4 Mobile Home Subdivision, C4 Multi-family, C3 Short-Term Rental unit, C3
All Other Uses:	Animal Farm, Intensive, C1 Emergency Shelter, Small (6 or less residents), C1 Farming General, P Golf Course, C1 Livestock Sale, Auction, C1 Nurseries and Greenhouses, C1 Recreation, Passive, C1 Recreation, Low Intensity, C2 School, Elementary, C2 Utilities, Class I, P Utilities, Class II, C1 Veterinary Service, C2	Mixed Uses:	Planned Development, C3 Residentially Based Mixed Development (RBMD), C3 Transitional Area Development, C3
		All Other Uses:	Adult Day Care Center (7 or more clients), C3 Agricultural Support, Off-Site, C3 Bed and Breakfast, C3 Childcare Center, C3 Community Center, C3 Emergency Shelter, Large (15 or more residents), C3 Government Facility, C3 Helistops, C3 Mining, Non-phosphate, C3 Recreation, High Intensity, C3 Recreation, Vehicle Oriented, C3 Religious Institution, C3 Riding Academies, C3 School, High, C3 School, Leisure/special Interest, C3 Utilities, Class III, C3

Note: This summary of uses is from LDC Section 205, Table 2.1; LDC Section 501, Table 5.2 does not provide uses for RL-4X. The Comprehensive Plan Policy 2.132-C3 (Polk City SPA) provides for Residential Low-X districts within the Polk City SPA.

CURRENT PERMITTED AND CONDITIONAL USES

Linear Commercial Corridor-X (LCC-X) in the Polk City SPA			
Technical Staff Review -Level 1& 2		Public Hearing (s) Required-Level 3 & 4	
All Other Uses:	Agricultural Support, Off-site, C2 Alcohol Package Sales, C1 Community Center, C2 Cultural Facility, C2 Farming General, P Financial Institution, C2 Financial Institution, Drive Through, C2 Gas Station, C2 Golf Courses, C1 Government Facility, P Helistops, C2 Medical Marijuana Dispensaries, C2 Nurseries, Retail, C2 Nurseries and Greenhouses, P Office, P Personal Service, C2 Printing & Publishing, P Recreation Passive, C1 Religious Institution, C2 Restaurant, drive-thru/Drive-in, C2 Restaurant, sit-down/Take-out, C2 Retail, 5,0000-49,999 sq. ft., C2 Retail less than 5,000 sq. ft., P Schools, Leisure/Special Interest, C2 School, University/College, C2 Self-Storage Facility, C2 Studio, Production, P Transit, Facility, P Utilities Class I, P Utilities Class II, P	Mixed Uses:	Planned Development, C3
		All Other Uses:	Bars, Lounges, and Taverns, C3 Communication Tower, Monopole, C3 School, Technical/Vocational/ Trade & Training, C3 Utilities Class III, C3

PROPOSED PERMITTED AND CONDITIONAL USES