

## POLK COUNTY DEVELOPMENT REVIEW COMMITTEE CASE OVERVIEW

<b>ID #:</b>	118
<b>DRC Date:</b>	June 27, 2024
<b>Planning Commission Date:</b>	September 4, 2024
<b>BoCC Dates:</b>	October 15, 2024
<b>Applicant:</b>	Dean Myers, General Env Engineering
<b>Level of Review:</b>	Level 4 Review, Comprehensive Plan Map Amendment
<b>Case Number and Name:</b>	LDCPAS-2024-6 Copales Market CPA
<b>Request:</b>	Small Scale Comprehensive Plan map amendment from Leisure/Recreation (LR) to Linear Commercial Corridor (LCC) on 1.58 acres of a total 4.22 acre parent parcel.
<b>Location:</b>	South of Old Haines City Lake Alfred Road, east of Willow Road, west of Lake Lowery Road, north of US Highway 92 (State Road 600), and north of the City of Lake Alfred, in Section 27, Township 27, Range 26.
<b>Property Owner:</b>	Irma Salazar
<b>Parcel Size:</b>	± 1.58 acres (262727-490100-000504)
<b>Development Area/Overlays:</b>	Urban Growth Area (UGA)
<b>Future Land Use:</b>	Leisure/Recreation (LR)
<b>Nearest Municipality</b>	Lake Alfred
<b>DRC Recommendation:</b>	Approval
<b>Planning Commission Vote:</b>	Pending
<b>Case Planner:</b>	Johnathan (JP) Sims, Planner II



**Location**



**Current Future Land Use**

## **Summary of Analysis**

The applicant, Dean Myers, initiated a Comprehensive Plan Map Amendment to change the Future Land Use (FLU) designation on 1.58 +/- acres of a 4.22 +/- acre parent 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 92 (State Road 600), and north of the City of Lake Alfred. The applicant is requesting the change in land use to allow for commercial development. 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. There is Linear Commercial Corridor (LCC) to the east and west of the site making the request consistent with the infill portion of the LCC policies.

## **Compatibility Summary**

The purpose of UGA's 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.

Linear Commercial Corridor (LCC) provides for a wide variety of commercial development to occur that would not be allowed within Leisure/Recreation (LR). As this site sits along a Principal Arterial Road, it serves as an ideal location for additional commercial use. Surrounding the site is a chicken restaurant called El Pollo Rey to the immediate west of the site, with a motel to the east, and two separate RV parks further down US 17/92 to the east. To the north across a railroad track and highway are a spattering of single family residential, and to the south is a lake.

## **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. School service will most likely not be impacted as Linear Commercial Corridor (LCC) does not usually develop residentially, however, there is not capacity in the zoned middle and elementary schools at this time. The proposed Linear Commercial Corridor (LCC) Future Land Use (FLU) designation will generate less trips than Leisure/Recreation (LR) use but more water and wastewater. However, the additional trips are not anticipated to degrade the level-of-service and final concurrency will be established during the later development stage. The property is not in a Utility Service Area for water and wastewater per our GIS, so will connect to well and septic. 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. The site is currently undeveloped. There are no wetlands on the subject site, but it does partially sit within Flood Zone AE in the northwest and southwest corners, and Flood Zone X5 in the southeast corner. There have been no sightings of protected species on the subject site, and the Species Evaluation Map does not show it to be a primary habitat area for any of the protected species of Florida. No historical or archaeological sites have been identified on the subject site. A thorough review of the environmentally sensitive areas will take place at the Level 2 Review.

## **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**

- **LDCPAS-2024-6** - a Future Land Use designation change from Leisure/Recreation (LR) to Linear Commercial Corridor (LCC) on 1.58 +/- acres of a total 4.22 +/- acre parent parcel.
- The subject site resides within the Urban Growth Area (UGA).
- The old zoning for this parcel was originally C-3 Commercial use. The building that is currently on the west half of the parcel was constructed in 2017 per the PA website, and is currently being used as a market.
- There is currently nothing constructed on the portion of the parcel where the land use change is occurring.

### **Compatibility**

- The existing uses surrounding the site are Residential Low 2 (RL-2) to the north, CITY (Lake) to the south, Leisure/Recreation (LR) to the east, and Linear Commercial Corridor (LCC) to the west. City of Lake Alfred limits are abutting the site to the south.
- 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 N Seminole Ave, Lake Alfred, FL 33850, which is approximately 1.7 miles away with an estimated 5-minute response.
- The subject site is within the Northeast District Command Area for the Sheriff's office which is located at 1100 Dunson Road, Davenport, FL 33896.
- The subject site is not within a Utility Service Area for water or wastewater. Site will connect to existing well and septic.
- 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, split down the middle in each direction, with 24 feet of pavement width on each side. Level of Service is currently showing as a "C" and has available capacity. The Pavement Condition Index (PCI) does not apply since this is a State Road, condition is not tracked.
- There are no sidewalks adjacent to the subject site or along US Highway 17/92.
- The Line 15 Winter Haven/Haines City bus route travels on US Highway 17/92 with the nearest bus stop to the subject site being to the east in front of the Motel 9 (Stop 208). This stop is 495 feet to the east of the subject site.

## **Environmental**

- There are no surface waters on the subject site. The elevation on the property starts at 135 feet near the center of the subject site, and slopes downward to 131 feet on the south and west side, 135 on the north, and 134 on the east side.
- The subject site does not contain wetlands but does have some flood zone AE and X5.
- The soil type for the subject site is Tavares fine sand (15) 0 to 5 percent slopes, Immokalee sand (21), and Adamsville fine sand, 0 to 2 percent slopes.
- Per the Polk Federal Species Evaluation from 2016, this area does not show as having any vulnerable or endangered species.
- There are no known archeological or historical resources on the subject site per data from the Florida State Historical Commission.

- The applicant has stated in the Impact Assessment Statement that there are no known wells on site.
- 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 nearest parks to the subject site are Highland Community Park which is 0.86 miles southwest of the site, and the Lake Confusion Boat Ramp Park 3.54 miles east 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 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.
- Note: Some land use categories are only allowed in adopted Selected Area Plans, special areas or neighborhood plans as specified in Section 2.109.
- **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 2.108-A1: DESCRIPTION - Rural-Development Areas (RDA)** shall be all unincorporated areas within the County that are not located within a Transit Supportive Development Area, Urban-Growth Area, Suburban-Development Area, or Utility-Enclave Area. Development in these areas is characterized by large open areas, agricultural use, with scattered development and rural centers. Services are limited and mostly found in the rural centers and clustered developments.
- **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-A2: DESIGNATION AND MAPPING - Existing linear commercial areas shall be designated and mapped on the Future Land Use Map Series as "Linear Commercial Corridors" (LCC).
- 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 2.111-A6: TRANSIT SUPPORTIVE DEVELOPMENT - For parcels with LCC land use designation in the TSDA or TCCO, development and redevelopment of these parcels may also include standalone residential and residential development in mixed use projects according to the requirements of the Land Development Code. Standalone residential development is limited to twenty-five (25) percent of the site.

**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 2024-6**.

**Planning Commission Recommendation:** On September 4, 2024, in an advertised public hearing the Planning Commission voted (?:?) to recommend ?? of **LDCPAS-2024-6**.

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

Table 1 Surrounding Uses

<b>Northwest</b> – RL-2; single family residential; CSX Rail Line	<b>North</b> – RL-2; single family residential; CSX Rail Line	<b>Northeast</b> – RL-2; single family residential; CSX Rail Line
<b>West</b> – LCC; El Pollo Rey chicken restaurant	<b>Subject Site</b> LR; undeveloped	<b>East</b> – LR; Motel 9
<b>Southwest</b> – CITY; Lake	<b>South</b> CITY; Lake	<b>Southeast</b> RL-4; Friendly RV Park

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

There are commercial developments to the immediate west of the subject site in the LCC. There is a motel and two RV parks to the east of the site . Otherwise, there is no immediate development on the subject site.

### Compatibility with the Surrounding Uses

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

Commercial uses currently exist to the west and east sides of the subject site, where both land uses are also Linear Commercial Corridor (LCC). To the north are single family residential, and to the south of US Highway 17/92 is a lake within city limits. A CSX Rail Line runs along the north side of the subject site. City of Lake Alfred city limits run along the south side of the subject site, but nothing is currently developed on the subject site.

### Nearest Elementary, Middle, and High School

The schools zoned for the subject property site are listed in the 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 School Impacts

Name of School	Annual Estimated Demand	% Capacity 2022-2023 School Year	Average driving distance from subject site
Lake Alfred Elementary (Zoned)	0 students	127%	±1.9 mile driving distance
JL Stambaugh Middle (Zoned)	0 students	95%	±6.1 miles driving distance
Auburndale High School (Zoned)	0 students	72%	±5.9 miles driving distance

Source: Polk County School Board, Polk County Impact Fee Ordinance, IND and BPC do not anticipate generating students.

### Nearest Sheriff, Fire, and EMS Station

Table 3 below displays that the nearest public safety facilities. Response time varies depending on where the nearest sheriff’s deputy patrol car is located rather than the office. The facilities are within appropriate distances to the subject site for an urban area.

Table 3 Public Safety Information

	Name of Station	Distance
Sheriff	Polk County Sheriff’s Office Northeast District 1100 Dunson Road, Davenport, FL 33896	16.6 +/- miles
Fire/EMS	Polk County Fire Rescue Station 36, 300 N Seminole Ave, Lake Alfred, FL 33850	1.7 +/- miles

Source: Polk County Sheriff’s Office and Polk County Fire Rescue.

## Water and Wastewater

### A. Estimated Demand and Service Provider

The subject site is within a the Lake Alfred Utility Service Area for water or wastewater. Table 4 summarizes the existing and proposed maximum impacts on the utilities for the proposed Comprehensive Plan Amendment.

Table 4 Estimated Water and Sewer Impact Analysis

Permitted Intensity	Maximum Permitted in Existing Land Use LR	Maximum Permitted in Proposed LCC
<b>1.58 +/- acres</b>	1.58 +/- acres @ 10 du/ac = 15 du	1.58 +/- acres (68,825) sq ft X 0.35 FAR = 24,089 sq ft
<b>Potable Water Consumption</b>	15 du X 198 GPD/du = 2,970 GPD	24,089 sq ft X 0.22 GPD/sq ft = 5,300 GPD
<b>Wastewater Generation</b>	2,970 GPD X 80% = 2,376 GPD	5,300 GPD X 80% = 4,240 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

Site does not sit within a Utility Service Area for the County or within a municipality, so will use well and septic.

C. Planned Improvements

There are no known improvements scheduled at this time.

**Roadways/Transportation Network**

A. Estimated Demand

Table 5 following this paragraph shows the Average Annual Daily Trip (AADT) rate and the PM Peak hour trip rate.

Table 5 Estimated Transportation Impact Analysis

Permitted Intensity	Maximum Permitted in Existing Land Use LR	Maximum Permitted in Proposed LCC
<b>1.58 +/-acres</b>	1.58 +/- acres X 10 du/ac 15 du =	1.58 +/- acres (68,825) sq ft X 0.35 FAR = 24,089 sq ft / 1,000 = 24 sq ft
<b>Average Annual</b>	15 du X 0.41 AADT = 7 Trips (100% New Trips)	24 sq ft X 24.43 AADT = 589 Trips X (76% New Trips) = 446 AADT
<b>PM Peak</b>	15 du X 0.27 AADT = 4 Trips	24 sq ft X 3.4 AADT = 82 Trips X (76% New Trips) = 63 PM Peak

Source: Polk County Concurrency Manual, Campground/Recreational Vehicle Parks for LR , 0.41 AADT and 0.27 PM Peak Hours (100% new trips). For LCC, most likely use was Department Store per Concurrency Manual, so 24.43 AADT and 3.4 PM Peak (76% new trips).

B. Available Capacity

Table 6 below displays the available capacity on the surrounding roadway network.

Table 6 Roadway Link Concurrency

Link #	Road Name	Current Level of Service (LOS)	Available Peak Hour Capacity	Minimum LOS Standard	5-Year Peak Hr. Projected LOS
<b>5017N</b>	<b>US 17/92 (Pomelo St to US 27)</b>	<b>C</b>	<b>946</b>	<b>D</b>	<b>C</b>
<b>5017S</b>		<b>C</b>	<b>988</b>	<b>D</b>	<b>C</b>

Source: Polk County Transportation Planning Organization Roadway Network Database 2023

### 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 Pavement Condition Index (PCI) does not apply since this is a State Road, condition is not tracked.

### D. Sidewalk Network

There is currently no sidewalk along US Highway 17/92. There are no sidewalks in the area.

### E. Mass Transit

The Line 15 Winter Haven/Haines City bus route travels on US Highway 17/92 with the nearest bus stop to the subject site being to the east in front of the Motel 9 (Stop 208). This stop is 495 feet to the east of the subject site.

### F. Planned Improvements

There are no planned improvements.

## **Environmental Conditions**

### A. Surface Water

There are no surface waters on the subject site. The elevation on the property starts at 135 feet near the center of the subject site, and slopes downward to 131 feet on the south and west side, 135 on the north, and 134 on the east side.

### B. Wetlands/Floodplains

The subject site does not contain wetlands but does partially reside within flood zone AE on the northwest and southwest corners, with a tiny portion of X5 on the southeast corner.

### C. Soils:

According to the soil survey by the United States Department of Agriculture the subject site includes the soils listed in Table 7 below. The subject site will be not connecting to public water and using septic for sewer. 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.

Table 7 Soils

<b>Soil Name</b>	<b>Septic Tank Absorption Field Limitations</b>	<b>Limitations to Dwellings w/o Basements</b>	<b>% of Site (approximate)</b>
Tavares fine sand, 0 to 5 percent slopes (15)	Moderate: wetness	Slight	57.7%
Immokalee sand (21)	Severe: wetness	Severe: wetness	3.8%
Adamsville fine sand, 0 to 2 percent slopes	Severe: wetness, poor filter	Moderate: wetness	38.5%

Source: USDA Natural Resources Conservation Service 2022

### 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 observed.

### E. Archeological Resources

There are no known historical or archeological resources onsite according to the Secretary of State’s Department of Historical Resources Florida Master Site File. However, the applicant will be required to identify any resources prior to or during any construction and on the Level 2 Review.

### F. Wells (Public/Private)

The applicant has stated in the Impact Assessment Statement that there are no known wells on site. The subject site is not within a Wellhead Protection district.

### G. Airports

The subject site is not located within an airport district.

### H. Parks

The nearest parks to the subject site are Highland Community Park which is 0.86 miles southwest of the site, and the Lake Confusion Boat Ramp Park 3.54 miles east of the site.

### Consistency with the Comprehensive Plan and Land Development Code

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:

- POLICY 2.102(A1-A15): Growth Management Policies
- POLICY 2.105(A1-A5): UGA Development Criteria
- POLICY 2.113A (A1-A5): Linear Commercial Corridor

Table 8 Comprehensive Plan Policy

Comprehensive Plan Policy	Consistency Analysis
<p>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.</p>	<p>The subject site directly accesses a Principal Arterial Road to the south, and a railroad to the north, which is ideal for commercial development.</p>
<p><i>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:</i></p> <ul style="list-style-type: none"> <li><i>a. there have been provisions made which buffer incompatible uses from dissimilar uses;</i></li> <li><i>b. incompatible uses are made to be more compatible to each other through limiting the intensity and scale of the more intense use;</i></li> <li><i>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.</i></li> </ul>	<p>Commercial uses are not out of compatibility with the area as there are other commercial uses to the west, and a railroad to the north. The subject site does abut the city of Lake Alfred city limits to the south. The site directly accesses a Principal Arterial Road in US Highway 17/92.</p>
<p>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.</p>	<p>The subject site is in a transitional area near the city of Lake Alfred. There is no water connection, and wastewater will need to be handled by septic. There is a transit site nearby, with the closest site 465 feet to the east of the subject site.</p>



Comprehensive Plan Policy	Consistency Analysis
<p>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.</p>	<p>The development of this land is appropriately timed in that nothing is currently on the site, but the adjacent sites are developed with commercial or leisure uses.</p>
<p>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:</p> <ul style="list-style-type: none"> <li>a. nearness to incompatible land uses and future land uses, unless adequate buffering is provided;</li> <li>b. nearness to agriculture-production areas;</li> <li>c. distance from populated areas;</li> <li>d. economic issues, such as minimum population support and market-area radius (where applicable);</li> <li>e. adequacy of support facilities or adequacy of proposed facilities to be provided by the time of development, including, but are not limited to: <ul style="list-style-type: none"> <li>1. transportation facilities, including but not limited to mass transit, sidewalks, trails and bikeways;</li> <li>2. sanitary sewer and potable water service;</li> <li>3. storm-water management;</li> <li>4. solid waste collection and disposal;</li> <li>5. fire protection with adequate response times, properly trained personnel, and proper fire-fighting equipment;</li> <li>6. emergency medical service (EMS) provisions; and</li> <li>7. other public safety features such as law enforcement;</li> <li>8. schools and other educational facilities</li> <li>9. parks, open spaces, civic areas and other community facilities.</li> </ul> </li> </ul>	<p>The location is in a transitional area near the city limits of Lake Alfred in that there are 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 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. Emergency services are available in the area, with a fire station on the same road. The site is not within a Utility Service Area, so will not be able to connect to water. Wastewater will need to be served by septic.</p>
<p>POLICY 2.105-A1: DESCRIPTION - Urban-Growth Areas shall:</p> <ul style="list-style-type: none"> <li>o a.complement the TSDA in guiding growth, while promoting orderly and compact development;</li> <li>o b.be located contiguous to the TSDAs or a municipality as they represent the expansion areas;</li> </ul>	<p>The subject site is contiguous to a municipality in the City of Lake Alfred. The site is not within a Utility Service Area, so it will not be able to connect to water and will need septic for wastewater. Public safety is available to cover the site. Linear Commercial Corridor (LCC) is an allowable use within the UGA. There are no sidewalks in this area that run along US Highway 17/92, a Principal Arterial Road. While it will have access to public schools, commercial uses don't</p>

Comprehensive Plan Policy	Consistency Analysis
<p>o c.be supported by existing or planned urban type services that are programmed for the 20-year planning horizon;</p> <p>o 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;</p> <p>o 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.</p> <p><b>POLICY 2.105-A2: DESIGNATION AND MAPPING -</b> The Future Land Use Map Series shall designate and map UGAs for those areas of the County meeting the general characteristics of this Section 2.105.</p> <p><b>POLICY 2.105-A3: LAND USE CATEGORIES -</b> The following land use categories shall be permitted within UGAs:</p> <p>o a. <b>ACTIVITY CENTERS:</b> 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.</p> <p>o b. <b>RESIDENTIAL:</b> Residential-High, Residential-Medium, and Residential-Low Districts shall be permitted within UGAs in accordance with applicable criteria.</p>	<p>usually generate students so schools should not be impacted.</p>

Comprehensive Plan Policy	Consistency Analysis
<ul style="list-style-type: none"> <li>o c. OTHER: Linear Commercial Corridors, Commercial Enclaves, Industrial, Business-Park Centers, Professional Institutional, Office Centers, Leisure/Recreation, Institutional, Recreation and Open Space, Preservation.</li>   <li>o Note: Some land use categories are only allowed in adopted Selected Area Plans, special areas or neighborhood plans as specified in Section 2.109.</li>   <p>POLICY 2.105-A4: OVERLAY DISTRICTS - All Overlay Districts shall be permitted within UGAs in accordance with applicable criteria.</p>   <p>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:</p> <ul style="list-style-type: none"> <li>o a. connect to centralized potable water;</li> <li>o b. connect to centralized sanitary sewer systems if available.</li> <li>o c. incorporate design features that promote healthy communities and green building practices, as established in Section 2.1251, Community Design, of this element;</li> <li>o d. promote the implementation of "Complete Street" and "Conservation Development" principles as established under Section 2.1251, Community Design, of this element;</li> <li>o e. promote the integration of pedestrian-oriented features, including sidewalks, trails, or walkways into every development including appropriate pedestrian shelters or awnings;</li> <li>o f. provide access to civic space, parks, green areas, and open space and other amenities;</li> <li>o g. be supported by public safety (i.e., fire, EMS and law enforcement);</li> </ul> </ul>	

Comprehensive Plan Policy	Consistency Analysis
<ul style="list-style-type: none"> <li>o h. have access to public schools;</li> <li>o 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;</li> <li>o j. encourage the inclusion of a variety of housing choices and mixed uses; and</li> <li>o k. additional standards supporting transit if development is within the "Corridor and Center Overlay" (Section 2.124-A);</li> </ul> <p>POLICY 2.108-A1: DESCRIPTION - Rural-Development Areas (RDA) shall be all unincorporated areas within the County that are not located within a Transit Supportive Development Area, Urban-Growth Area, Suburban-Development Area, or Utility-Enclave Area. Development in these areas is characterized by large open areas, agricultural use, with scattered development and rural centers. Services are limited and mostly found in the rural centers and clustered developments.</p>	

Comprehensive Plan Policy	Consistency Analysis
<p><b>POLICY 2.111-A1: CHARACTERISTICS</b> - 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.</p> <p><b>POLICY 2.111-A2: DESIGNATION AND MAPPING</b> - Existing linear commercial areas shall be designated and mapped on the Future Land Use Map Series as "Linear Commercial Corridors" (LCC).</p> <p><b>POLICY 2.111-A3: LOCATION CRITERIA</b> - 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:</p> <ul style="list-style-type: none"> <li>o a. <b>USES OF THE LAND AND DEVELOPMENT OF THE PARCEL, AND SURROUNDING LAND, EXISTING AS OF APRIL 19, 1991:</b> 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.</li> <li>o b. <b>ZONING OF THE PARCEL, AND SURROUNDING LAND, AS OF APRIL 19, 1991:</b> 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.</li> <li>o c. <b>EXISTING PROPERTY LINES AS OF APRIL 19, 1991:</b> 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.</li> </ul>	<p>The subject site cannot connect to centralized potable water, and wastewater is not available so septic will be required on site. Linear Commercial Corridor is allowed in the UGA. 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 half of the parcel is already designated LCC and this change would be just make the site uniform.</p>

Comprehensive Plan Policy	Consistency Analysis
<p>o d. <b>CONSISTENCY WITH THE PLAN:</b> 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.</p> <p>o e. <b>RECORDS OF THE COMPREHENSIVE PLAN CITIZENS' ADVISORY COMMITTEE (CAC) FUTURE LAND USE SUBCOMMITTEE AND THE BoCC PRIOR TO APRIL 19, 1991:</b> 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.</p> <p>o f. <b>REZONING ACTIONS APPROVED BY THE BoCC BETWEEN JANUARY 1, 1990, AND APRIL 19, 1991:</b> 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.</p> <p>o g. <b>OTHER FACTORS:</b> 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.</p> <p><b>POLICY 2.111-A4: DEVELOPMENT CRITERIA -</b> Development or redevelopment within a Linear Commercial Corridor shall conform to the following criteria:</p> <p>o 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.</p> <p>o 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.</p> <p>o 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</p>	

Comprehensive Plan Policy	Consistency Analysis
<p>collector road, or a natural or man-made barrier which makes the step-down use unnecessary.</p> <ul style="list-style-type: none"> <li>o 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.</li> <li>o e. Adequate parking shall be provided to meet the demands of the uses, and interior traffic circulation shall facilitate safe bicycle and pedestrian movement.</li> <li>o 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.</li> <li>o 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.</li> <li>o h. The maximum floor area ratio shall not exceed 0.35 for non-residential development.</li> <li>o</li> </ul> <p><b>POLICY 2.111-A5: ADJACENT DEVELOPMENT -</b> Subject to the criteria and requirements of Section 2.125-C relating to Transitional Areas, development adjacent to a LCC may include the following uses: Office, Residential, Institutional, or Open Space.</p> <p><b>POLICY 2.111-A6: TRANSIT SUPPORTIVE DEVELOPMENT -</b> For parcels with LCC land use designation in the TSDA or TCCO, development and redevelopment of these parcels may also include standalone residential and residential development in mixed use projects according to the requirements of the Land Development Code. Standalone residential development is limited to twenty-five (25) percent of the site.</p> <ul style="list-style-type: none"> <li>• The density and intensity shall be limited to the range provided in the Residential Medium (RM) land use designation described in Table 2.104.1 and Table 2.104.2 of this element. New development or redevelopment shall</li> </ul>	

<b>Comprehensive Plan Policy</b>	<b>Consistency Analysis</b>
<p>be encouraged to use energy-efficient building practices including site design and Florida friendly landscaping.</p>	

**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. Table 9 (below) depicts the Urban Sprawl Criteria used by staff as indicators of Urban Sprawl.

<b>Table 9 Urban Sprawl Criteria</b>	
<b>Urban Sprawl Criteria: The following criteria are the primary indicators of urban sprawl per Florida Statutes</b>	
<b>Urban Sprawl Criteria</b>	<b>Where sections referenced in this report</b>
<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

<b>Table 9 Urban Sprawl Criteria</b>	
<b>Urban Sprawl Criteria: The following criteria are the primary indicators of urban sprawl per Florida Statutes</b>	
<b>Urban Sprawl Criteria</b>	<b>Where sections referenced in this report</b>
<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

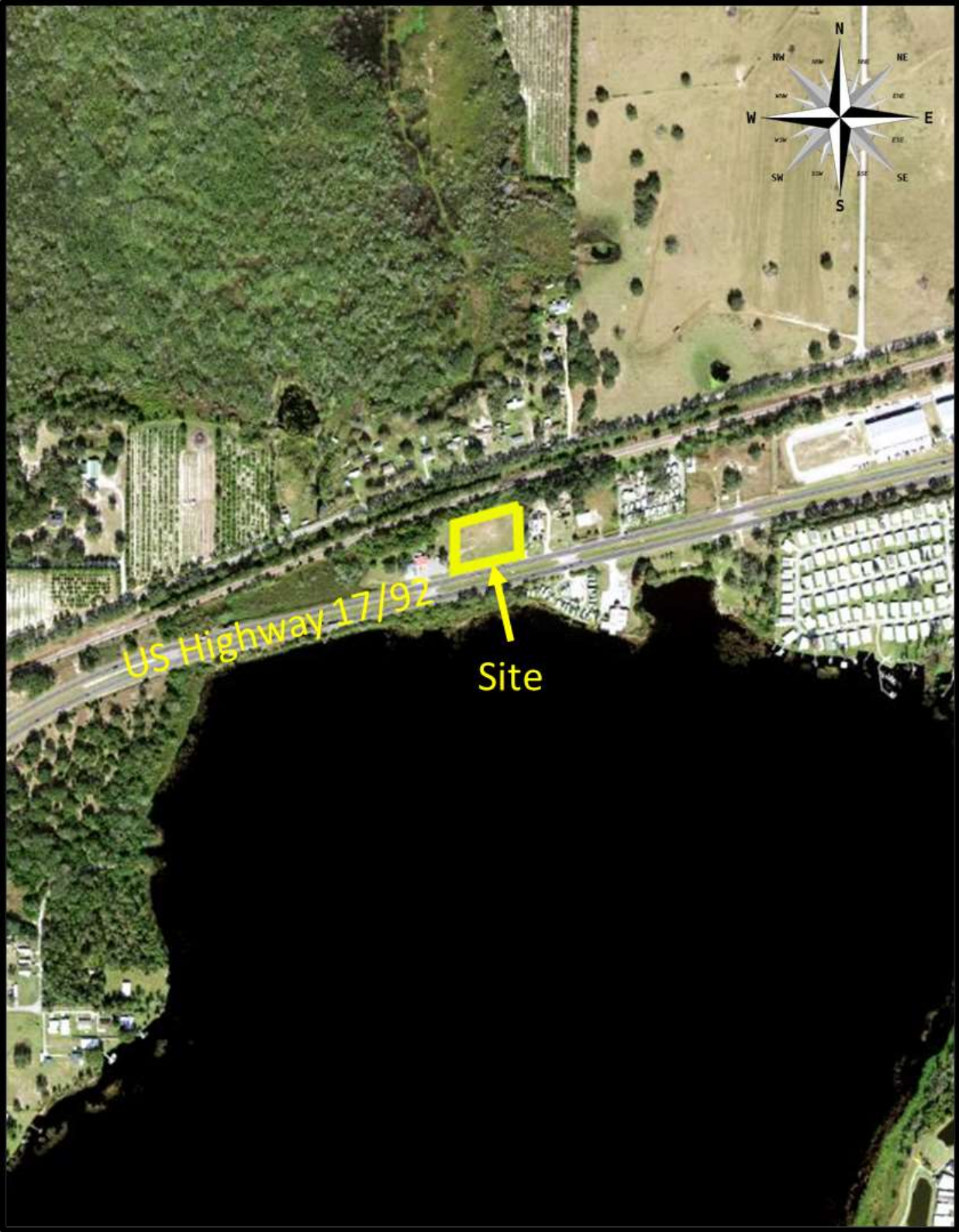
**Comments from other agencies**

No comment

- Attachments:** Exhibit 1: Location Map  
Exhibit 2: Aerial Map 2023 (Context)  
Exhibit 3: Aerial Map 2023 (Close Up)  
Exhibit 4: Current Future Land Use Map  
Exhibit 5: Proposed Future Land Use Map  
Exhibit 6: List of Conditional Uses for Linear Commercial Corridor



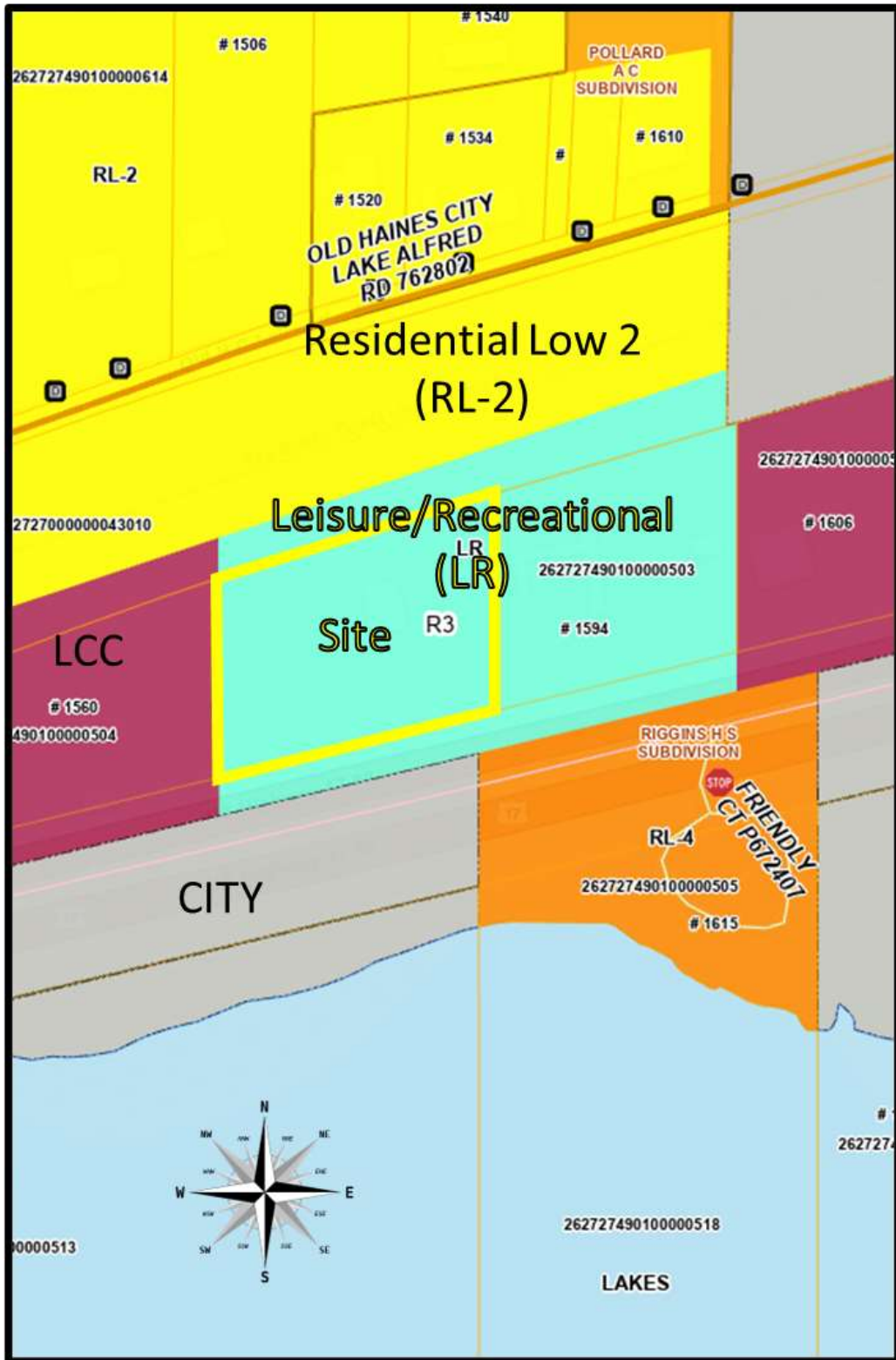
# LOCATION MAP



**AERIAL MAP (CONTEXT)**

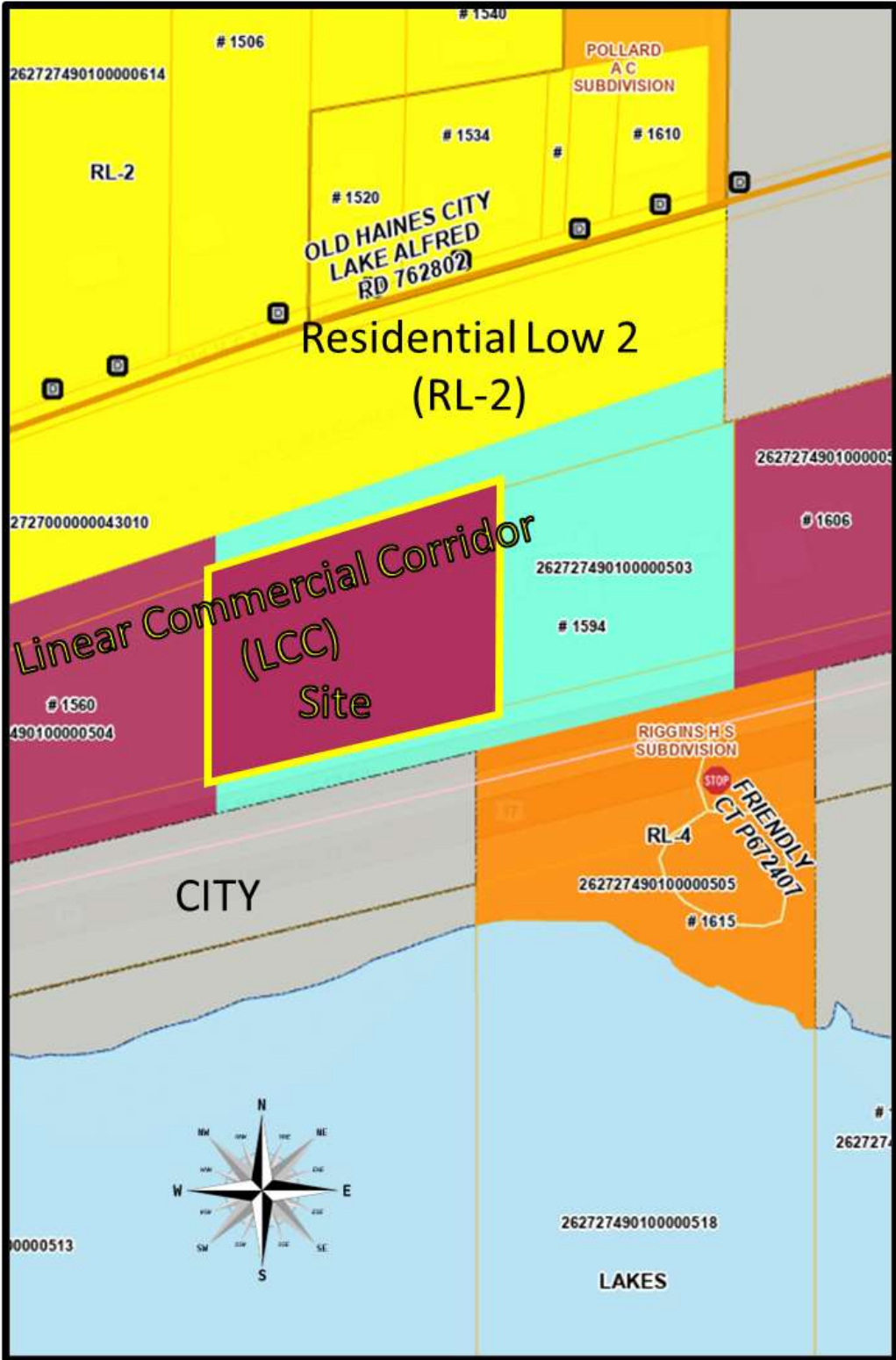


**AERIAL MAP (CLOSE UP)**



# CURRENT FUTURE LAND USE

## Leisure/Recreation (LR)



# PROPOSED FUTURE LAND USE Linear Commercial Corridor (LCC)



FLU	PERMITTED (By Right)	CONDITIONAL USE Level 1 or 2 Review (Technical Staff Review)	CONDITIONAL USE Level 3 or 4 Review (Public Hearing)
LCC	<p>Agricultural Support-Off-Site, Childcare Center, Clinics &amp; 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</p>	<p>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 &amp; 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 &amp; Publishing, Recreation &amp; Amusement General, Recreational Vehicle Storage, Religious Institution, Research &amp; 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</p>	<p>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 &amp; Amusement Intensive, Retail- More than 65-000 sq. ft., School-Technical/Vocational/Trade &amp; Training, Transit- Commercial, Utilities- Class III, Vehicle Repair-Auto Body, Water Ski Schools, Residential Treatment Facility</p>

# LIST OF PERMITTED AND CONDITIONAL USES IN LINEAR COMMERCIAL CORRIDOR (LCC)