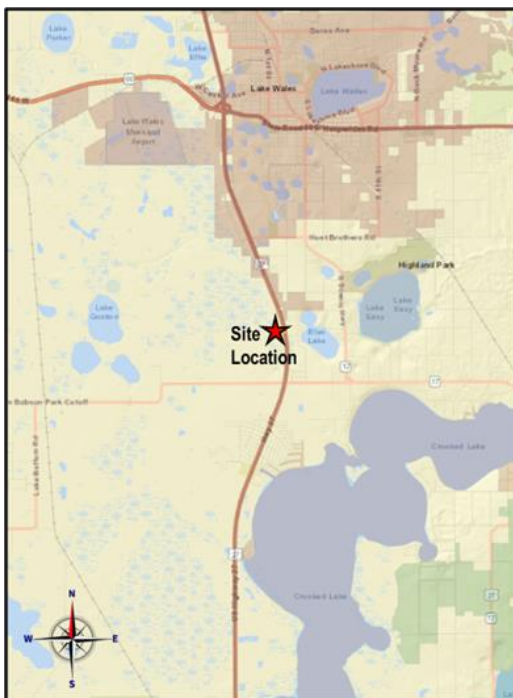


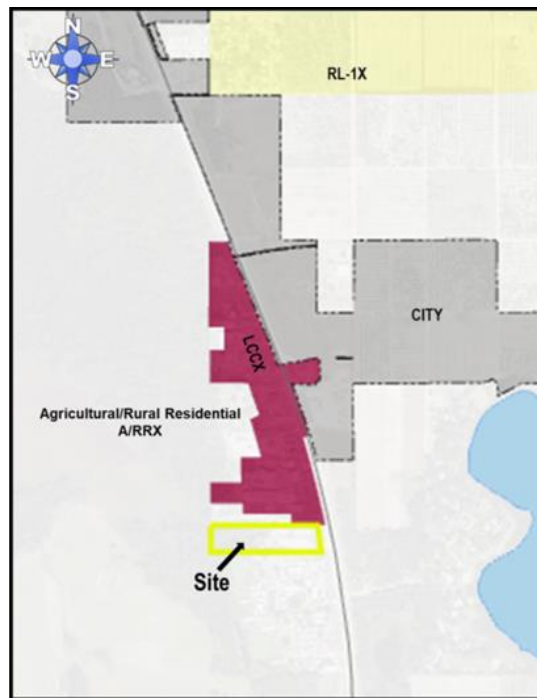
# POLK COUNTY DEVELOPMENT REVIEW COMMITTEE STAFF REPORT

<b>DRC Date:</b> December 1, 2022	<b>Level of Review:</b> 4
<b>PC Date:</b> March 1, 2023	<b>Type:</b> Small- Scale Comprehensive Plan Amendment
<b>BoCC Date:</b> March 21, 2023	<b>Case Numbers:</b> LDCPAS-2022-42
<b>Applicant:</b> Tom Wodrich, TDW Land Planning	<b>Case Name:</b> US Highway 27 CPA
	<b>Case Planner:</b> Malissa Celestine, Planner II

<b>Request:</b>	A Future Land Use designation change on $\pm 5.8$ from Agricultural Residential Rural (A/RRX) to Linear Commercial Corridor (LCCX).
<b>Location:</b>	West of US Highway 27, north of Alturas Babson Park Cutoff Road/ County Road 640, east of Crews Road, south of Highway 60 West, south of city of Lake Wales in Section 23, Township 30, Range 27.
<b>Property Owner:</b>	AG Metals Inc., Story Grove Inc
<b>Parcel Size (Number):</b>	$\pm 2.24$ acres (273023-000000-023050), $\pm 3.56$ acres (273023-000000-024010)
<b>Development Area/Overlays:</b>	Rural Development Area (RDA), Gateway Selected Area Plan (SAP)
<b>Nearest Municipality:</b>	Lake Wales
<b>DRC Recommendation:</b>	Partial Approval
<b>Planning Commission Vote:</b>	Approval 7:0
<b>Public Comment:</b>	None
<b>DEO Objections</b>	N/A – Department of Economic Opportunity (DEO)



**Location Map**



**Current Future Land Use Map**

### **Summary of Analysis**

This is an applicant-initiated request for a Small-Scale Comprehensive Plan Amendment to change Future Land Use Map designation from Agricultural Residential Rural-X (A/RR-X) to Linear Commercial Corridor-X (LCC-X) in the Rural Development Area (RDA) of the Gateway Selected Area Plan (SAP). The subject site includes two (2) parcels. The northern parcel, ending in 023050 is  $\pm 2.24$  acres and the southern parcel, ending in 024010 is  $\pm 3.56$  acres. Staff has reviewed the request thoroughly and finds that it is consistent with the Comprehensive Plan policies and recommends partial approval for to extend the LCC-X to mimic the northern LCC-X boundaries and the remaining western portions covered in wetlands to remain A/RR-X.

### **Compatibility Summary**

The subject site is surrounded by preexisting residential and commercial development. To the north of the property, there is a residential structure and commercial development. To the south, there is a vested mobile home park. To the east and west of the subject site is vacant residential land.

Businesses in this area of US 27 have existed prior to the adoption of the Comprehensive Plan in 1991 and the 1970 zoning ordinance. Information gathered from public records indicate the subject site has had commercial development since the 1960s. Currently, the site has ongoing commercial activity. To the south of the subject site is a vested Mobile Home Park and a vested Recreation Vehicle Park within the A/RRX designation.

### **Infrastructure Summary**

The subject site abuts US Highway 27, a principal arterial and FDOT maintained road running along the eastern boundary of the subject properties. FDOT may require driveway improvements for future development on the site. However, the proposed request is not anticipated to degrade the Level-of-Service (LOS) standard for transportation, schools, utilities, and public safety facilities. The parcels are serviced by the Park Water Company service area. According to the applicant's Impact Assessment, the site will continue to use the on-site septic systems and the City of Lake Wales water service. Sidewalks do not exist along the property's frontage on US 27.

### **Environmental Summary**

Approximately 1.5 miles east of the subject site is Wellington Park on Lake Easy. The proposed parcels contain an AE flood zone and wetlands to the western boundary that limits development. To the west, the soil is comprised of Samsula muck and Hontoon muck; and the uplands to the east are composed of Sparr sand. The nearest lake to the parcel is Blue Lake to the east approximately 0.38 miles away.

### **Comprehensive Plan Policies Considered**

- Policy 2.102(A1-A15): Growth Management Policies
- Policy 2.105-A5: RDA Development Criteria
- Policy 2.108-A3 of the RDA Land Use Categories
- Policy 2.111-A3 LCC Location Criteria
- Policy 2.111-A4 LCC Development Criteria
- Policy 2.123-C2 Wetlands

## Findings of Fact

### Request and Legal Status

- This is an applicant-initiated request to change the Future Land Use (FLU) designation from Agricultural Residential Rural-X (A/RR-X) to Linear Commercial Corridor-X (LCC-X) in the Rural Development Area (RDA) and Gateway Selected Area Plan (SAP).
- The subject site includes two (2) parcels. The northern parcel, ending in 023050 is  $\pm 2.24$  acres and the southern parcel, ending in 024010 is  $\pm 3.56$  acres (see Exhibit 3).
- The location of the request is  $\pm 5.8$  acres located west of US Highway 27, north of Alturas Babson Park Cutoff Road/ County Road 640, east of Crews Road, south of Highway 60 West, south of the city of Lake Wales in Section 23, Township 30, Range 27.
- This application is based on a mapping error non-expansion of the LCCX to the north which recognize existing linear concentrations of commercial, office, institutional, and industrial uses along roadways.
- There was a previously approved Comprehensive Plan Amendment (CPA-94S-01) to change the Future Land Use designation to LCC-X for parcel ID 273023-000000-014050 to the north of the subject site (see Exhibit 7). The approved LCC-X portion went to a depth outside of the wetland boundary and in line with the LCC-X parcel (273023-000000-014060) to the north.
- The previous zoning for the subject properties were C-3 and Rural Conservation (RC), (see Exhibit 8). The subject sites are not within the LCC future infill boundaries as adopted with the Comprehensive Plan (see Exhibit 7).
- Parcel ID 273023-000000-023050, located at 16070 US Highway 27, Lake Wales, FL, is listed as Automated Metal Products. Per the Polk County Property Appraiser's website, the site contains a manufacturing building that was built 1969 (effective 2000). The greenhouse hoop was built in 2015. The subject parcel is located in the Agricultural Residential Rural-X (A/RRX) Land Use District. No permits have been found for the structures mentioned above.
- Historical aerials show past non-residential activity between 1971 and 2002 on parcel ID 273023-000000-023050, which would have required permitting. In the 2007 aerial, the structure to the rear of the primary building was removed and in 2017, and a new structure was built. No permits have been found for the structure built in 2017.
- Parcel ID 273023-000000-024010, located at 16030 US Highway 27, Lake Wales, FL, is listed as The Story Companies. The site is designated as Agricultural Residential Rural-X (A/RR-X). Per the Polk County Property Appraiser's website, there is an office (1963) and warehouse building (1965) on site. These buildings predate permitting requirements. Per the company's website, the family owned, and operated corporations include land holdings, management, marketing and harvesting for over 5,000 acres of quality Florida citrus,

peaches and blueberries in Central and South Florida, as well as investors in farmland across the United States.

- Historical aerials show past non-residential activity between 1964 and 1968 on parcel ID 273023-000000-024010, which continued to expand through 2014. The structure furthest east is also within the wetland boundaries and no permits have been for said structure.
- Parcel ID 273023-000000-023120, located at 16160 US Highway 27, Lake Wales, FL, is in the Linear Commercial Corridor-X (LCC-X) land use district. Listed as Dura-Cast Products, the establishment is a molding plastics manufacturer. To give reference of compatibility in the area, the parcel is located 3 lots north of the proposed properties.
- Parcel ID 273023-000000-023130, located at 3308 S US Highway 27, Lake Wales, FL, is primarily in the Linear Commercial Corridor-X (LCC-X) land use district. The western portion of the parcel is A/RRX with commercial development. For reference, the parcel is 2 parcels north of the subject parcels.
- Parcel ID 273023-000000-023090, located at 16110 US Highway 27, Lake Wales, FL, is in the Linear Commercial Corridor-X (LCC-X) land use district listed as McGill Citrus Nursery. For reference, the parcel is adjacent to the subject properties.
- Parcel ID 273023-000000-023200, located at 16136 US Highway 27 S, Lake Wales, FL, is in the Agricultural Residential Rural-X (A/RR-X) land use district. Per the Polk County Property Appraisers website, there is a single-family home built in 1975 and 2 commercial buildings on the property. This development is adjacent to the parcel ending in 23090 (McGill Citrus Nursery) and the subject properties.

## **Compatibility**

- The subject site is surrounded by residential, commercial development and wetlands. The description of the existing uses surrounding the subject site are as follows:
  - North of the subject site is a residential structure and commercial development
  - East of the subject site is vacant land
  - West of the subject site is vacant land and wetlands
  - South of the subject site is a mobile home park
- The subject site is surrounded by vacant property to the east and west, residential development to the south, and a mixture of residential and commercial development to the north.

## **Infrastructure**

- The nearest schools to the subject site are Ben Hill Griffin Jr. Elementary, McLaughlin Middle School and Frostproof Senior High.
- Fire response from Polk County Fire Rescue Station 21, located at 14684 HWY 27 Lake Wales, is approximately 1.5 miles. EMS response from PCFR Station 11, located at 2029 State Road 60 Lake Wales, is approximately 5 miles.

- The Polk County Sheriff Southeast District serves the subject site area. Southeast (SE) command district is located at 4011 Sgt. Mary Campbell Way, Lake Wales. The response times for the SE for November 2022 were: Priority 1-12:41 and Priority 2- 24:55.
- This property is within the Park Water Company service area.
- Within five hundred (500) feet, there is a fire hydrant owned by Lake Wales to the north of the subject site.
- There are no sidewalks within the vicinity of the subject site.
- US Highway 27 is a state road also classified as SR 25, a Principal Arterial Road, regulated by FDOT.
- Approximately 1.5 miles east of the subject site is Wellington Park on Lake Easy. This location includes a picnic shelter and a boat launching site.
- There is no mass transit within a reasonable distance of the subject site
- The closest environmental site is Crooked Lake West, approximately 1 mile southwest of the subject property on Alturas Babson Park Cutoff Road.

## **Environmental**

- Of the proposed parcels, approximately 460 feet of the western portion sits primarily in an AE flood zone with wetlands.
- While the eastern half that contains the majority of the development on the proposed parcels is not in a wetland or flood zone, Policy 2.123-C2 prohibits any development in the wetlands for non-residential development and prohibits any transfer of floor area.
- The soil type for the subject site includes Samsula muck (22.4%); Hontoon Muck (17.2%) and Sparr sand- uplands (60.2%).
- The site is within the Lake Wales Municipal Airport Impact District.
- According to Polk Federal Species Evaluation Maps, there are no eagle nests, rookeries, or species of concern on the subject site. (Source: Florida Biodiversity Matrix).
- The subject site does not sit within a wellfield, and the closest wellfield is approximately 3.8 miles to the east, near Highland Park Subdivision.
- There are no known archeological or historical resources on the subject site, per data from the Florida State Historical Commission.

## Comprehensive Plan Policies

- 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.
- 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-A10: Location Criteria: The following factors shall be taken into consideration when determining the appropriateness of establishing or expanding any land use or development area:
  - a. nearness to incompatible land uses and future land uses, unless adequate buffering is provided;
  - b. nearness to agriculture-production areas;
  - c. distance from populated areas;
  - d. economic issues, such as minimum population support and market-area radius (where applicable);
  - e. adequacy of support facilities or adequacy of proposed facilities to be provided by the time of development, including, but are not limited to:
    - 1. transportation facilities, including but not limited to, mass transit, sidewalks, trails and bikeways;
    - 2. sanitary sewer and potable water service;
    - 3. storm-water management;
    - 4. solid waste collection and disposal;
    - 5. fire protection with adequate response times, properly trained personnel, and proper fire-fighting equipment;
    - 6. emergency medical service (EMS) provisions; and
    - 7. other public safety features such as law enforcement;
    - 8. schools and other educational facilities
    - 9. parks, open spaces, civic areas and other community facilities
  - f. environmental factors, including, but not limited to:

1. environmental sensitivity of the property and adjacent property;
  2. surface water features, including drainage patterns, basin characteristics, and flood hazards;
  3. wetlands and primary aquifer recharge areas;
  4. soil characteristics;
  5. location of potable water supplies, private wells, public well fields; and
  6. climatic conditions, including prevailing winds, when applicable.
- Policy 2.108-A3 of the RDA Land Use Categories policies states Linear Commercial Corridors (LCC) is a permitted Future Land Use designation.
  - Policy 2.111-A3 LCC 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.
  - 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 2.123-C2: Development Criteria (Wetland-Protection Area)- Development within a wetland, as determined by appropriate regulatory agencies having the authority to designate areas as wetlands and exercise jurisdiction over the wetlands so designated shall conform to the following criteria:
    - a. Every reasonable effort shall be required to avoid or minimize adverse impacts on wetlands through the clustering of development and other site planning techniques. Mitigation will only be permitted in accordance with applicable state standards.
    - b. Wetland impacts where unavoidable and where properly mitigated, as determined by agencies having jurisdiction, shall be permitted for:
      - 1. Resource-Based Recreational Uses as defined by this Plan that are compatible with wetland functions;
      - 2. access to the site;
      - 3. necessary internal traffic circulation, where other alternatives do not exist, or for purposes of public safety;
      - 4. utility transmission and collection lines;
      - 5. pre-treated storm-water management;
      - 6. mining that meets state and federal regulations; or
      - 7. expansion of an existing use or a new use where upon consultation with the appropriate regulatory agency (prior to permitting) it is determined that the proposed mitigation implements all or part of an agency or jurisdiction's plan and provides greater long term ecological value than the impact.
    - c. **Commercial and industrial development shall locate on the non-wetland portion of a development site.**
    - d. If a site is such that all beneficial use of the property is precluded due to wetland restrictions, then the parcel shall be allowed to develop as follows:
      - 1. a maximum of one dwelling unit per Lot of Record; or
      - 2. at a gross density of one dwelling unit per ten acres (1 DU/10 AC). No parcel shall be created after December 1, 1992, which consists entirely of wetlands, unless



accompanied by a deed restriction which prohibits future development on the parcel.

- e. Development shall be required to locate on the non-wetland portions of a development site. The Land Development Code shall permit residential densities to be transferred from wetland areas to contiguous non-wetland areas within the same development subject to the provisions of Policy 2.123-C3.
- f. In accordance with Section 163.3184(6)(c), F.S., the County shall defer the delineation of jurisdictional wetland limits and wetland mitigation amounts to the applicable federal, state or regional permitting agency.
- g. All permits from an agency with jurisdiction shall be approved prior to, or concurrently with, the County issuing a final development order.
- h. Polk County will coordinate with regulatory agencies to identify and implement procedures to support compliance with permit terms and conditions as part of the County's building inspection and code enforcement activities.
- Policy 2.404-A1: The County Planning Division shall encourage the location and clustering of major commercial and industrial activities according to the following guidelines:
  - a. in close proximity to principal arterials;
  - b. with access to appropriate utilities (water, sewer, electricity, gas, telephone) or to allow for provision of these utilities;
  - c. with on-site rail facilities, if appropriate;
  - d. with access to mass transit routes where feasible; and
  - e. so as to minimize impacts to the natural environment and adjacent land uses.

**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 CONSISTENT** with the mapping error for LCC, 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 **PARTIAL APPROVAL of LDCPAS 2022-42 to extend the LCC-X to mimic the northern LCCX boundaries for Parcel No. 273023-000000-023130 and Parcel No. 273023-000000-023140 and the remaining western portion covered in wetlands to remain A/RR-X (see Exhibit 6).**

**Planning Commission Decision:** On March 1, 2023, in an advertised public hearing, the Planning Commission voted 7:0 to **recommend APPROVAL or DENIAL of LDCPAS-2022-42.**

***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.*

## Analysis

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

## Surrounding Uses

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

## Surrounding Land Use Designations and Current Land Use Activity

**Table 1** Surrounding Uses

<b>Northwest</b> A/RR-X Undeveloped Residential lot	<b>North</b> A/RR-X Residential lot with residential and commercial development	<b>Northeast</b> LCC-X Commercial development
<b>West</b> A/RR-X Undeveloped Residential lot	<b>Subject Property</b> A/RR-X Commercial development	<b>East</b> A/RR-X Undeveloped Residential lot
<b>Southwest</b> A/RR-X Undeveloped Residential lot	<b>South</b> A/RR-X Mobile Home Park	<b>Southeast</b> A/RR-X Single Family Residence

*Source: Site Visit and Polk County GIS Data Viewer*

## 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.”

## A. Land Uses

Much of the existing development along this portion of US 27 occurred prior to the adoption of the LDC (2000), and the Comprehensive Plan (1991). The subject sites front US 27 to the east. The northern parcel (023050), known as Automated Metal Products, contains a manufacturing

building that was built in the 1960s. The southern parcel (024010) identified as The Story Companies contains an office and warehouse building which were also built in the 60s, prior to zoning and permitting regulations. According to the Old Zoning map, the previous zoning for the subject properties were C-3 and Rural Conservation (RC). C-3 was a commercial designation on a third of the eastern portion of the subject properties which could explain some progression of commercial development seen on the site. However, when the Future Land Use Map was created, the subject properties were classified as Agricultural Residential Rural (A/RR), making the commercial activity on the sites non-conforming. It is important to note, historical aerials show past non-residential activity and structures on the property throughout the 70s and recent years which would have required permitting but no permits have been found.

The area to the north and northeast includes primarily commercial development. In efforts to make the uses in the area more compatible and more conforming to the code, the Board previously approved a Comprehensive Plan Amendment (CPA-94S-01) to change the Future Land Use designation to LCCX for parcel ID 273023-000000-014050. This CPA acknowledged the commercial development in the area and identified the LCC boundary at the time, as well as LCC future infill area.

The properties to the northwest, west, east, south, and southeast are all residential. To the south of the site is a vested Mobile Home Park (LIC-H-1135) and south of that, is a Recreational Vehicle Park (LIC-H-1029), both within an A/RR designation. Both developments were established in the 1970s according to past aerials. While a mobile home may be achieved in the A/RR district via an approved level 3 review from the Planning Commission, RV parks are not permitted.

## B. Infrastructure

The site is located in the Rural Development Areas (RDA), a development area characterized by large open areas, agricultural use, with scattered development and rural centers. Services are limited in these areas and mostly found in the rural centers and clustered developments. According to the applicant's Impact Assessment Statement, there is an onsite septic system, and the property is within the Park Water Company service area. The applicant's Impact Assessment Statement also stated that the development will continue to utilize the existing connections. There is available capacity on US 27 which fronts the subject property. Additionally, emergency services, parks, and multi-use trails are also found within a reasonable distance of the subject site. There will be no impact to school capacity as this is an existing commercial use that is attempting to come into compliance.

### Nearest Elementary, Middle, and High School:

School capacity is not a concern for non-residential uses. There are many non-residential uses that can conflict with school locations and school bus stops. Listed in Table 2 to follow, are the three (3) closest Polk County schools to the site.

**Table 2 Schools**

School	Distance
Ben Hill Griffin Jr. Elementary	10± miles
McLaughlin Middle School	3.6± miles
Frostproof Senior High	10± miles

*Source: Polk County School Board*

The proposed use is for nonresidential purposes and should not impact school concurrency. However, final concurrency is determined at Level 2 Review approval and not at Comprehensive Plan amendment or Planned Development approvals. The LCC designation does permit residential development. However, that is not a use observed along this portion of US 27 unless the development was a part of a Recreational Vehicle or Mobile Home Park, and these two (2) uses are not permitted within the LCC. Therefore, a school concurrency analysis has not been conducted.

### Nearest Sheriff, Fire, and EMS Station:

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

**Table 3** Public Safety

	Name of Station	Distance/Response Time*
Sheriff	Southeast District Command Unit (4011 Sgt. Mary Campbell Way, Lake Wales)	8 ± miles Priority 1 –12:41 Priority 2 – 24:55
Fire	Station #21 (14684 HWY 27 Lake Wales)	1.5 ± miles
EMS	Station #11 (2029 State Road 60 Lake Wales)	5 ± miles

*Source: Polk County Sheriff's Office & Polk County Fire Rescue. Response times for November 2022.*

### Water and Sewer Capacity and Service Provider:

Table 4 below details the estimated impact to potable water and wastewater services based upon the proposed FLU on the subject site.

**Table 4** Estimated Water and Sewer Impact Analysis

Permitted Intensity	Maximum Permitted in Existing Land Use A/RR-X	Maximum Permitted in Proposed LCC-X
<b>5.8 +/- acres 252,648 sqft</b>	5.8 x 1 dwelling unit (du) per 5 acres = <b>1 du</b>	252,648sf x 0.25 FAR= <b>63,162sf structure</b>
<b>Potable Water Consumption</b>	1 x 360 du = <b>360 GPD</b>	63,162 x .22 = <b>13,895 GPD</b>
<b>Wastewater Generation</b>	1 du x 270 = <b>270 GPD</b>	13,895 X 0.80 = <b>11,116 GPD</b>

*Source: Concurrency Manual: A/RR uses 360 GPD in Potable Water and 270 in Wastewater GPD. Non-residential potable water consumption at .22 GPD for department store; wastewater at 80% of potable water.*

#### A. Estimated Demand and Service Provider:

The subject site is not within Polk County's Utility Service Area for potable water and wastewater. The site is serviced for water by the Park Water Company and an onsite septic system.

#### B. Available Capacity:

Water and wastewater are not provided by Polk County. Staff was unable to obtain any capacity information on Park Water Company. The existing development is on a well and septic tank which can continue if the request is approved.

### C. Planned Improvements:

There are no capacity improvements planned at this time.

### Roadways/Transportation Network:

#### A. Estimated Demand:

Table 5 following this paragraph shows the Average Annual Daily Trip (AADT) rate and the PM Peak hour trip rate. Staff combined square footage of the proposed request and the maximum FAR in the RDA and the maximum allowable usage to generate the following calculations.

**Table 5** Estimated Transportation Impact Analysis

Permitted Intensity 5.8 +/- acres	Maximum permitted and Existing Land Use A/RRX	Maximum Permitted in Proposed LCCX
	5.8 x 1 = <b>1 du</b>	252,648sf x 0.25 FAR = <b>63,162sf</b>
Average Annual Daily Trips (AADT)	1 du x 7.81 = <b>7.81 AADT</b>	63 x 212.23 x .76 = <b>10,188 AADT</b>
PM Peak Hour Trip	1 du X 7.81 = <b>1 PM Peak</b>	63 X 48.48 x .76 = <b>2,321 AADT</b>

Source: Single Family Housing calculation from Table 1: Minor Traffic Study used for calculation numbers. A/RR Single family rate per unit 7.81 AADT and 1 AADT PM Peak Hour and Convenience Market ITE 945; 212.23 AADT, 48.48 PM Peak, and 76% trips per 1,000sq.ft

However, the acreage recommended by staff is approximately 4.08 acres.

#### B. Available Capacity:

US Highway 27 shows a Level of Service (LOS) of C, and has directional capacity for both directions, even at peak times. According to the 2022 Roadway Network Database, US Highway 27 has available capacity of 889 AADT going north, and 933 AADT going south. The proposed request is not expected to increase the AADT.

**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
5102 N	US 27 (SR 25) (Alturas Babson Park Cutoff Rd to SR 60)	C	889	D	C
5102 S		C	933	D	C

Source: Polk County Transportation Planning Organization Roadway Network Database April 2022

#### C. Roadway Conditions:

US Highway 27 is a four-lane Principal Arterial Road maintained by the Florida Department of Transportation (FDOT). According to the County's Road Inventory, lots located along a Principal Arterial Road require 350 feet of right-of-way. Although the subject properties do not meet this requirement, the lots pre-date the adoption of this requirement, and the sites currently contain development with vested driveways.

#### D. Sidewalk Network:

There are no sidewalks within a reasonable distance of the subject site.

#### E. Planned Improvements:

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

#### F. Mass Transit:

There is a mass transit route in the area. Identified as Green Route 35, this connection extends between Lake Wales, the South County jail and Babson Park.

#### Environmental Conditions:

The topography of the subject site slopes from east to west. The highest elevation is 127 feet from the east end, and it grades downward to the west to a low of 117 feet. The eastern half of the parcel currently contains the development. With one structure appearing to encroach into the wetlands. Per the applicant, nothing is being built on the west half of the parcel that contains wetlands and the flood zone.

#### A. Surface Water:

There is no surface water on the parcels in question. The nearest surface water is Blue Lake approximately .37 miles east of the subject site. However, the elevation on the site is 127 feet from the east end, and it grades downward to the west to 117 feet. This indicates how the properties upland and wetland boundaries coexist; and how future development is limited.

#### B. Wetlands/Floodplains:

On the western portion of the subject site is an AE flood zone and wetlands. The eastern half of the parcel contains uplands and does not sit in any known flood zone or wetland.

#### C. On-Site Soils:

The site is comprised of 22.4% Samsula muck, 17.2% Hontoon Muck on the western portion which contains wetlands and a flood zone. The remaining upland of the property is 60.2% Sparr sand. These types of muck soil place limitations on development while the sparr sand is more feasible for development. According to the applicant's Impact Assessment Statement, there is currently an onsite septic system.

**Table 7 Soils**

SOIL NAME	SMALL COMMERCIAL BUILDINGS	SEPTIC TANK ABSORPTION FIELDS	PERCENTAGE OF SITE
Sparr sand	Moderate	Severe	40-50%
Samsula Muck	Severe	Severe	remaining
Hontoon Muck	Severe	Severe	remaining

*Source: Soil Survey of Polk County, Florida, USDA, Soil Conservation Service \*Because of poor filtration, ground water contamination is a hazard in many areas that have a concentration of homes with septic tanks.*

#### D. Wells (Public/Private):

The subject site is not within a Wellfield Protection district. However, the nearest public Wellfield is approximately 1.2 miles south of the site. The land use change on the subject site is not anticipated to impact any wellfields.

#### E. Archeological Resources

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

#### F. Protected Species

According to Polk County Endangered Habitat Maps, no threatened or endangered plant or animal species exist on the site. If any are discovered, the applicant shall properly protect the specie(s) or

mitigate any impacts consistent with federal, state, and local law. This site has been developed since the early 60s.

**G. Airports:**

The site is within the Lake Wales Municipal Airport Impact District.

**Park Facilities:**

The nearest park is Wellington Park on Lake Easy, approximately 1.5 miles to the east of the subject site. There are no environmental lands abutting the site. The closest environmental site is Crooked Lake West, approximately one (1) mile southwest of the subject property on Alturas Babson Park Cutoff Road.

**A. Location:**

Wellington Park is approximately 1.5 miles to the east of the subject site at the northern end of Muncie Road.

**B. Services:**

At Wellington Park, there are picnic shelters and a boat launching site.

**C. Multiuse Trails:**

The closest free hiking nature trail is southeast of the subject site at Crooked Lake Prairie, 8.3 miles driving.

**D. Environmental Lands:**

The closest environmental site is approximately one (1) mile southwest of the subject property on Alturas Babson Park Cutoff Road.

**E. Planned Improvements:**

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

**Economic Factors:**

There are similar structures in the northern vicinity of the subject site. To the north of the property is residential and commercial development. To the south is a densely populated mobile home park. To the east and west are vacant residential land. The existing businesses on the subject parcels are commercial in nature. The requested land use change would result in a more conforming district based on the current use.

**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
<p><b>POLICY 2.102-A1: DEVELOPMENT LOCATION</b> - 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 request for the LCC future land use designation is consistent with the Development Location policy. The subject site is at a good location for non-residential development based on the surrounding uses as described in this report. The subject site and surrounding areas have been developed since the 1970s.</p>
<p><b>POLICY 2.102-A2: COMPATIBILITY</b> - 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.</p>	<p>The area to the north and northeast include non-residential uses. The properties to the south and southeast are residential. While the subject property has an onsite septic, the area is serviced by Park Water Company. Allowing LCC on the subject site is compatible with the surrounding uses and consistent with this policy.</p>
<p><b>POLICY 2.102-A4: TIMING</b> - 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 uses to the north of the subject parcels are non-residential. Although the designation is currently A/RR on the subject site, the use is more suitable in the LCC district as the structures on the property are pre-existing. The request also results in the property being more conforming and consistent with the Comprehensive Plan and LDC.</p>
<p><b>POLICY 2.102-A10: LOCATION CRITERIA</b> - 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.</p>	<p>The request is consistent with this policy as the location is appropriate for non-residential development due to the surrounding uses.</p>



Comprehensive Plan Policy	Consistency Analysis
location of potable water supplies, private wells, public well fields; and 6. climatic conditions, including prevailing winds, when applicable.	
<p>POLICY 2.108-A3: LAND USE CATEGORIES - The following land use categories shall be permitted within Rural-Development Areas:</p> <p>a. ACTIVITY CENTERS: Rural-Cluster Centers, and Tourism Commercial Centers shall be permitted within RDAs in accordance with applicable criteria. b. RESIDENTIAL: Rural Residential Districts (Section 2.121) and Rural Cluster Center (RCC) shall be permitted within RDA's in accordance with applicable criteria. c. OTHER: Linear Commercial Corridors, Commercial Enclaves, Industrial, Agri-related Business-Park Centers, Office Centers, Phosphate Mining, Leisure/Recreation, Agricultural/Residential-Rural, Recreation and Open Space, Preservation, Institutional.</p>	<p>This policy states Linear Commercial Corridor (LCC) Future Land Use designation is a permitted use in the RDA.</p>
<p>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:</p> <p>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.</p> <p>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</p>	<p>The area of the subject site has been identified as a mapping error. However, the recommended depth of the expansion is consistent with the pre-existing commercial use on the property and to mimic the LCC expansion of the property to the north (Exhibit 6)</p>

Comprehensive Plan Policy	Consistency Analysis
<p>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.</p>	
<p>POLICY 2.111-A4: DEVELOPMENT CRITERIA - Development or redevelopment within a Linear Commercial Corridor shall conform to the following criteria:</p> <p>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</p>	<p>This policy states any new or redevelopment of non-residential uses adjacent to existing uses shall be compatible with each other without allowing a higher intensity of development. This is consistent with Staff's recommendation. By limiting the expansion of the LCC on the entire parcel to account for the wetlands creates a natural buffer and also limits the intensity of development that can be achieved on the site.</p>

Comprehensive Plan Policy	Consistency Analysis
<p>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.</p>	
<p><b>POLICY 2.123-C2: DEVELOPMENT CRITERIA</b> - Development within a wetland, as determined by appropriate regulatory agencies having the authority to designate areas as wetlands and exercise jurisdiction over the wetlands so designated shall conform to the following criteria:</p> <p>a. Every reasonable effort shall be required to avoid or minimize adverse impacts on wetlands through the clustering of development and other site planning techniques. Mitigation will only be permitted in accordance with applicable state standards. b. Wetland impacts where unavoidable and where properly mitigated, as determined by agencies having jurisdiction, shall be permitted for:</p> <p>1. Resource-Based Recreational Uses as defined by this Plan that are compatible with wetland functions; 2. access to the site; 3. necessary internal traffic circulation, where other alternatives do not exist, or for purposes of public safety; 4. utility transmission and collection lines; 5. pre-treated storm-water management; 6. mining that meets state and federal regulations; or 7. expansion of an existing use or a new use where upon consultation with the appropriate regulatory agency (prior to permitting) it is determined that the proposed mitigation implements all or part of an agency or jurisdiction's plan and provides greater long term ecological value than the impact. <b>c. Commercial and industrial development shall locate on the non-wetland portion of a development site.</b> d. If a site is such that all beneficial use of the property is precluded due to wetland restrictions, then the parcel shall be allowed to develop as follows: 1. a maximum of one dwelling unit per Lot of Record; or 2. at a gross density of one dwelling unit per ten acres (1 DU/10 AC). No parcel shall be created after December 1, 1992, which consists entirely of wetlands, unless accompanied by a deed restriction which prohibits future development on the parcel. e. Development shall be required to locate on the non-wetland portions of a development site. The Land Development Code shall permit residential densities to be transferred from wetland areas to contiguous non-wetland areas within the same development subject to the provisions of Policy 2.123-C3. f. In accordance</p>	<p>Staff recommendation is consistent with this policy as non-residential development is not permitted in the wetlands. Therefore, there is not a value in designating the wetlands as LCC. Doing so is inconsistent with this policy. However, the recommended LCC by staff allows the wetland line to be adjusted without necessitating a future land use change.</p>

Comprehensive Plan Policy	Consistency Analysis
<p>with Section 163.3184(6)(c), F.S., the County shall defer the delineation of jurisdictional wetland limits and wetland mitigation amounts to the applicable federal, state or regional permitting agency. g.All permits from an agency with jurisdiction shall be approved prior to, or concurrently with, the County issuing a final development order. h.Polk County will coordinate with regulatory agencies to identify and implement procedures to support compliance with permit terms and conditions as part of the County's building inspection and code enforcement activities.</p>	
<p>POLICY 2.404-A1: The County Planning Division shall encourage the location and clustering of major commercial and industrial activities according to the following guidelines:</p> <p>a.in close proximity to principal arterials; b.with access to appropriate utilities (water, sewer, electricity, gas, telephone) or to allow for provision of these utilities; c.with on-site rail facilities, if appropriate; d.with access to mass transit routes where feasible; and e.so as to minimize impacts to the natural environment and adjacent land uses.</p>	<p>The request is consistent with this policy as US 27 is a Principal Arterial Road, the site is within the Park Water Company service area and currently utilizes an onsite septic tank per the applicant's Impact Assessment Statement. Also, staff recommendation helps to minimize impacts to the natural environment and adjacent uses.</p>

## Urban Sprawl Analysis

After analyzing the primary indicators of Urban Sprawl per *Policy 2.102-A11* of the Polk County Comprehensive Plan, it is apparent that the proposed request is not considered urban sprawl based on these criteria and it is permitted in the designated area. Table 9 (below) depicts the Urban Sprawl Criteria used by staff as indicators of Urban Sprawl.

**Table 9** Urban Sprawl Criteria

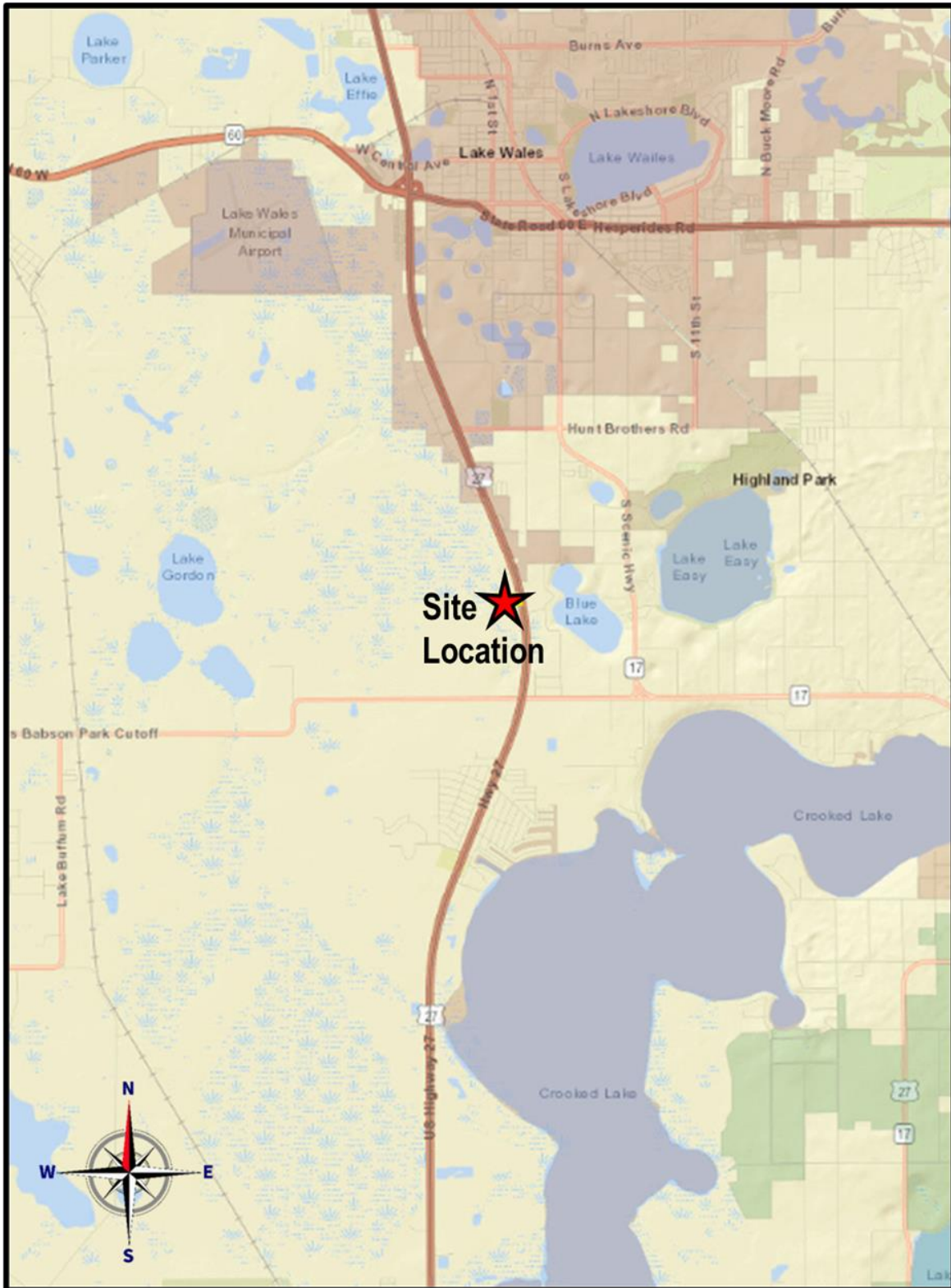
<b>Urban Sprawl Criteria: The following criteria are the primary indicators of urban sprawl per Florida Statutes</b>	
<b>Urban Sprawl Criteria</b>	<b>Sections where referenced in this report</b>
a. <i>Promotes substantial amounts of low-density, low-intensity, or single use development in excess of demonstrated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

**Comments from Other Agencies:** None.

**Exhibits:**

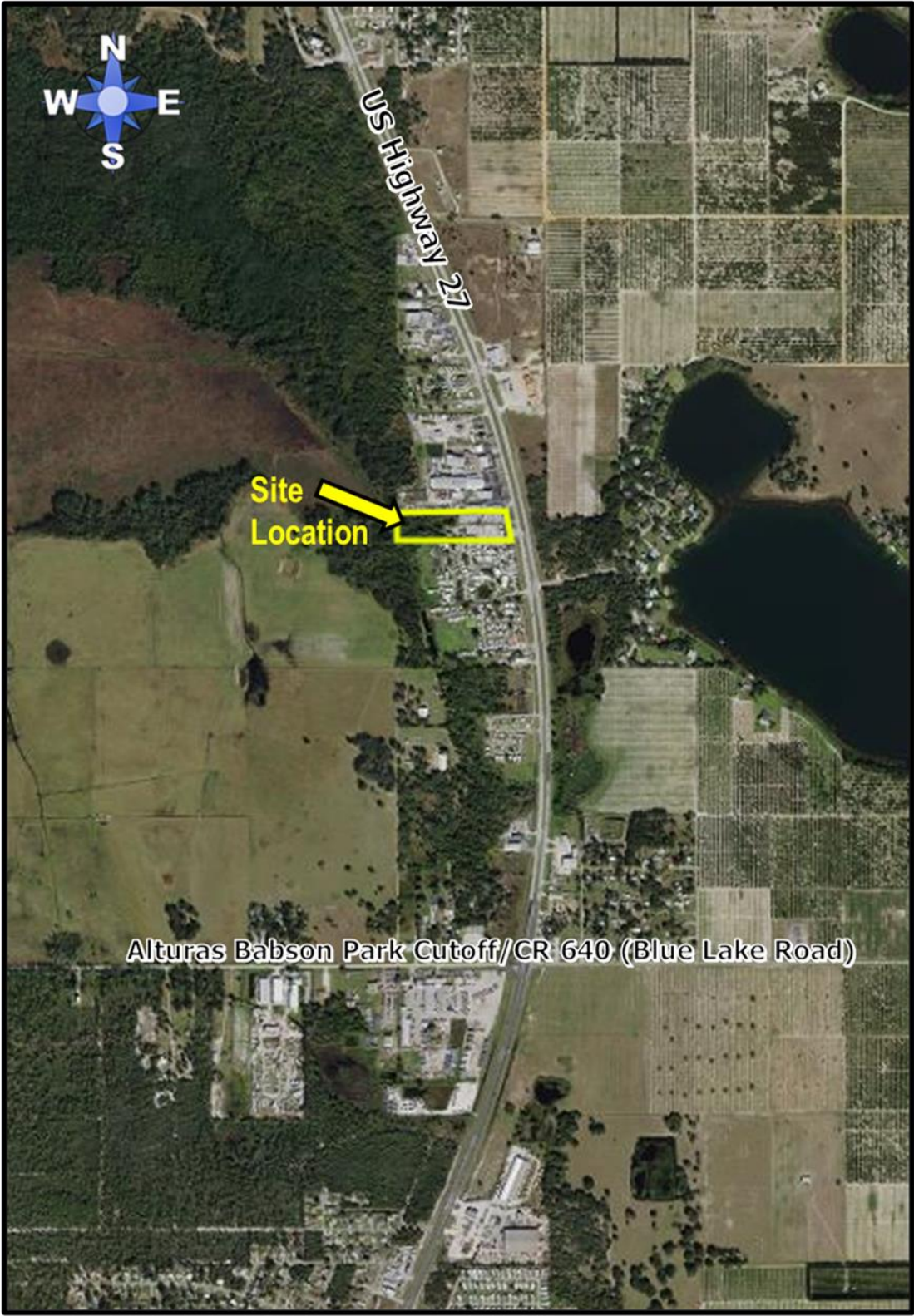
Exhibit 1	Location Map
Exhibit 2	2020 Aerial Context Map
Exhibit 3	2020 Aerial Close Up
Exhibit 4	Existing Future Land Use Map
Exhibit 5	Proposed Future Land Use Map
Exhibit 6	Staff Recommendation
Exhibit 7	Previously Approved CPA-94S-01
Exhibit 8	Old Zoning
Exhibit 9	1971 Aerial
Exhibit 10	Permitted and Conditional Uses

Applicant's submitted documents and ordinance as separate files



## LOCATION MAP



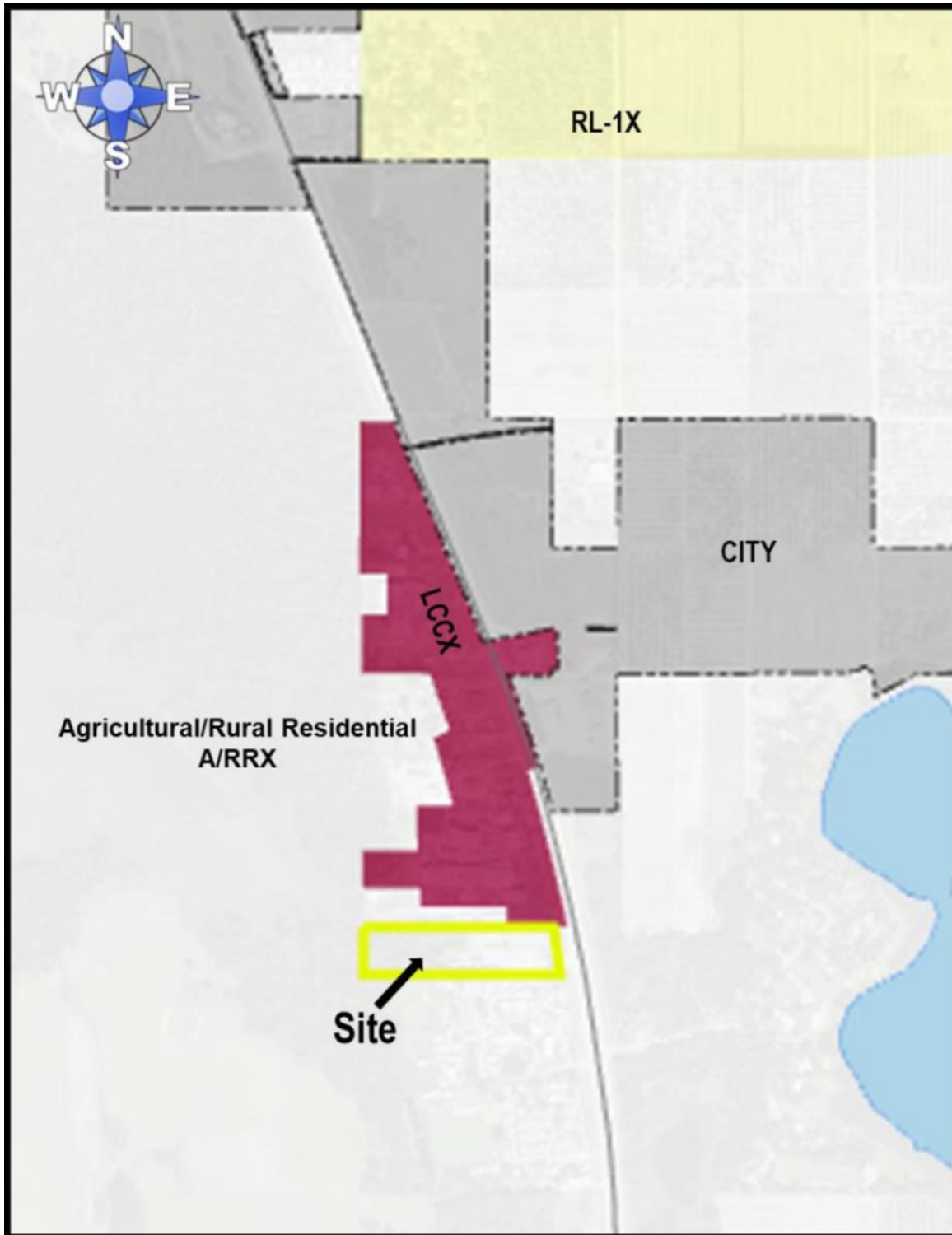


# 2020 AERIAL PHOTO CONTEXT

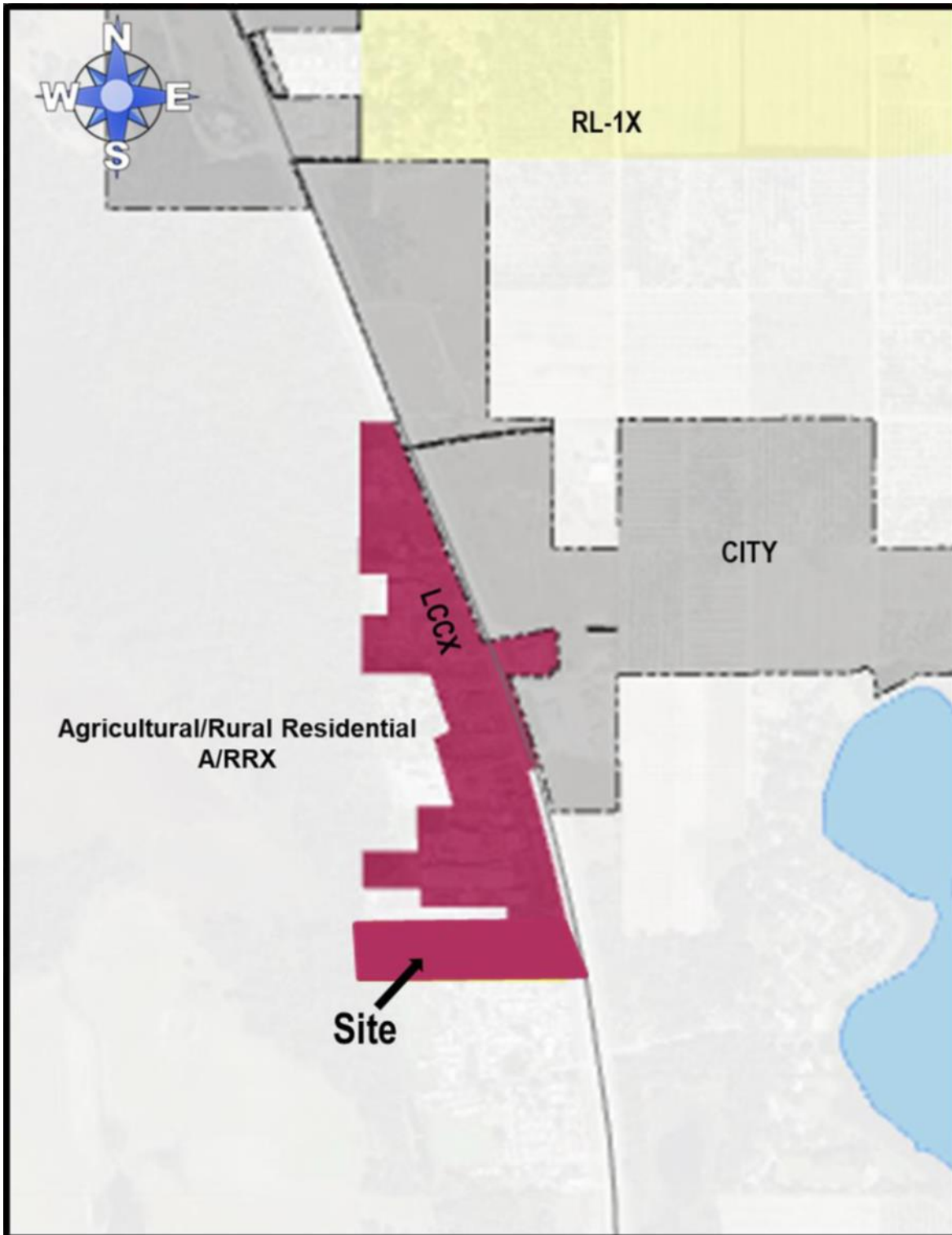




## 2020 AERIAL PHOTO CLOSE UP

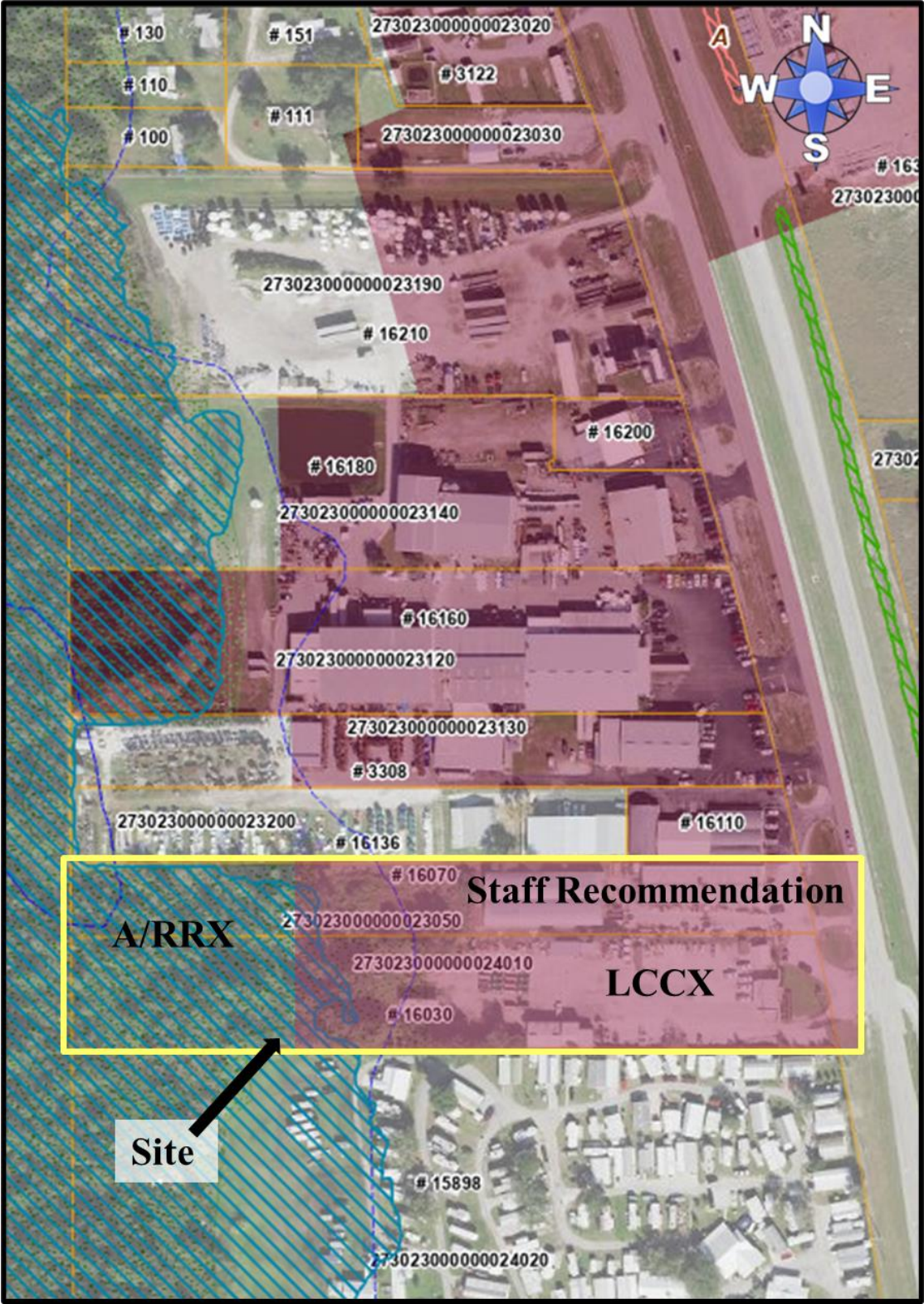


## CURRENT FLUM Agricultural Residential Rural – X (A/RRX)

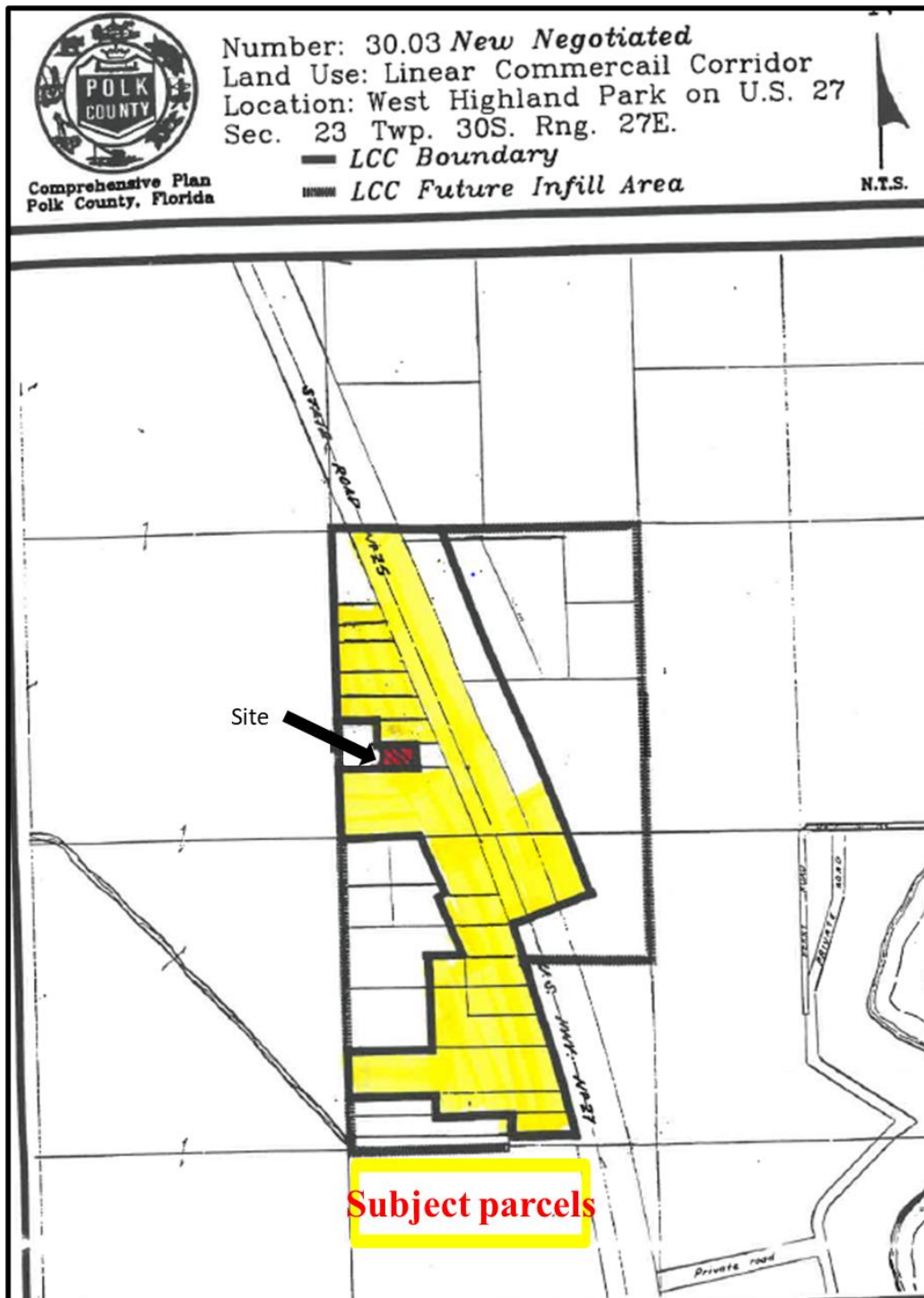


## PROPOSED FLUM Linear Commercial Corridor-X (LCC-X)



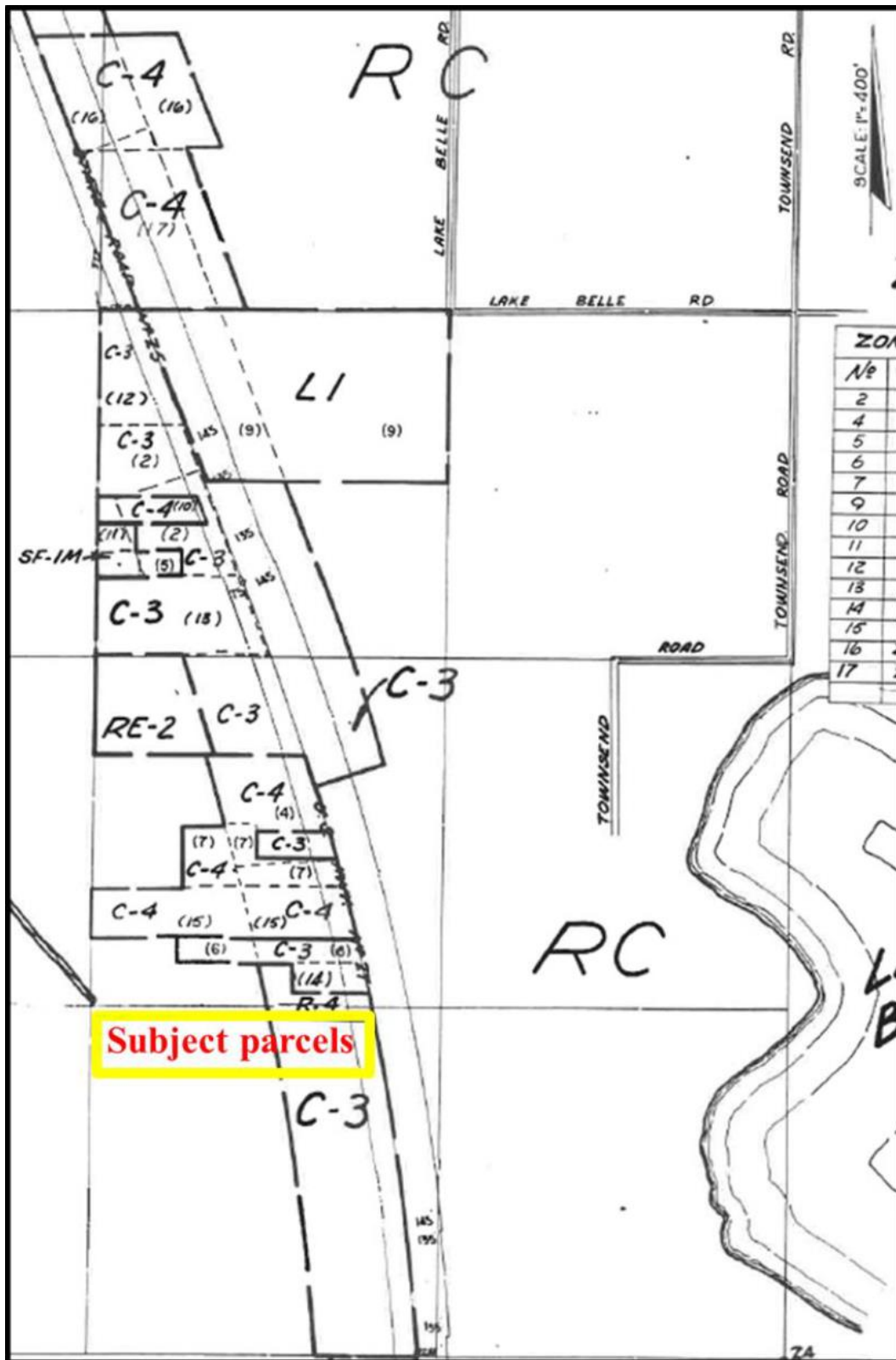


# STAFF RECCOMENDATION



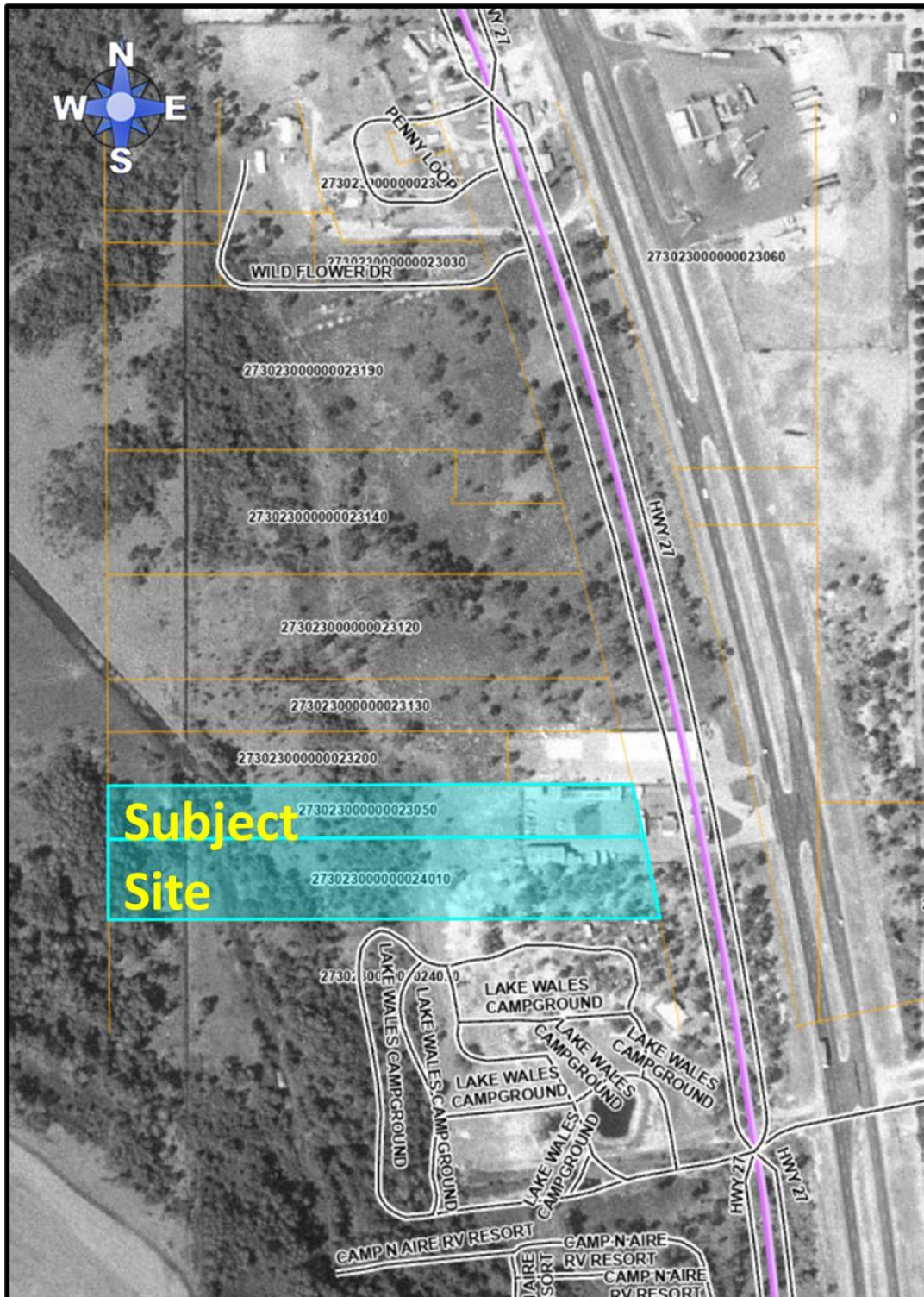
# PREVIOUSLY APPROVED CPA-94S-01 LCCX

On Parcel ID 273023-000000-014050



## OLD ZONING





1971 Aerial

<b>FLU</b>	<b>PERMITTED (By Right)</b>	<b>CONDITIONAL USE Level 1 or 2 Review (Technical Staff Review)</b>	<b>CONDITIONAL USE Level 3 or 4 Review (Public Hearing)</b>
<b>A/RR</b>	Single-family Detached Home & Subdivision, Animal Farm-Intensive, Farming General, Kennels- Boarding and Breeding, Livestock Sale-Auction, Nurseries and Greenhouses, Utilities- Class I, Veterinary Service	Family Farm, Group Home- Small (6 or less residents), Mobile Homes- Individual, Emergency Shelter- Small (6 or less residents), Golf Course, Recreation- Passive, Riding Academies, Utilities- Class II, Farm Worker Dormitory- Apartment Style, Cemetery, Communication Tower- Monopole, Communication Towers- Guyed and Lattice, Convenience Stores- Isolated, Heliports, Helistops, Recreation- Low Intensity, Solar Electric-Power Generation Facility	Farm Worker Dormitory- Barrack Style, Fly-in Community, Group Home- Large (7-14 residents), Group Living Facility (15 or more residents), Mobile Home Park, Mobile Home Subdivision, Rural Residential Development (RRD), Planned Development, Residentially Based Mixed Development (RBMD), Rural Mixed Development (RMD), Adult Day Care Center (7 or more clients), Agricultural Support- Off-Site, Bed and Breakfast, Breeding- Boarding- and Rehabilitation Facility- Wild or Exotic, Childcare Center, Community Center, Cultural Facility, Emergency Shelter- Large (15 or more residents), Emergency Shelter- Medium (7-14 residents), Event Facility, Government Facility, Lime Stabilization Facility, Lodges and Retreats, Marinas and Related Facilities, Mining- Non-phosphate, Outdoor Concert Venue, Recreation- High Intensity, Recreation- Vehicle Oriented, Recreational Camping, Religious Institution, School- Elementary, School- Leisure/Special Interest, School- Technical/Vocational/Trade & Training, Seaplane Base, Utilities- Class III, Airport, Correctional Facility, Residential Treatment Facility, Water Ski Schools

## PERMITTED AND CONDITIONAL USES



<b>FLU</b>	<b>PERMITTED (By Right)</b>	<b>CONDITIONAL USE Level 1 or 2 Review (Technical Staff Review)</b>	<b>CONDITIONAL USE Level 3 or 4 Review (Public Hearing)</b>
<b>LCC</b>	Agricultural Support- Off-Site, Childcare Center, Clinics & Medical Offices, Farming General, Government Facility, Kennels- Boarding and Breeding, Lodges and Retreats, Nurseries and Greenhouses, Nurseries- Retail, Office, Office Park, Personal Service, Restaurant- Sit-down/Take-out, Retail- 10-000 – 34-999 sq. ft., Retail- 35-000 - 64-999 sq. ft, Retail- Less than 10-000 sq. ft., Studio- Production, Transit- Facility, Utilities- Class I, Utilities- Class II, Veterinary Service	Adult Use, Alcohol Package Sales, Marinas and Related Facilities, Recreation- Passive, Car Wash- Full Service, Car Wash- Incidental, Car Wash- Self Service, Commercial Vehicle Parking, Community Center, Cultural Facility, Financial Institution, Financial Institution- Drive Through, Funeral Home & Related Facilities, Gas Station, Heavy Machinery Equipment Sales and Services, Helistops, Hotels and Motels, Livestock Sale- Auction, Manufacturing- General, Manufacturing- Light, Medical Marijuana Dispensaries, Nursing Home, Printing & Publishing, Recreation & Amusement General, Recreational Vehicle Storage, Religious Institution, Research & Development, Restaurant- Drive-thru/Drive-in, Retail- Home Sales Offsite, Retail- Outdoor Sales/Display, School- Leisure/Special Interest, School- University/College, Self-storage Facility, Truck Stop, Vehicle Recovery Service/Agency, Vehicle Sales- Leasing, Vehicle Service- Mechanical, Warehousing/Distribution	Multi-family, Planned Development, Transitional Area Development, Bars- Lounges- and Taverns, Cemetery, Communication Tower- Monopole, Heliports, Lime Stabilization Facility, Mining- Non-phosphate, Motor Freight Terminal, Nightclubs and Dance Halls, Recreation & Amusement Intensive, Retail- More than 65-000 sq. ft., School- Technical/Vocational/Trade & Training, Transit- Commercial, Utilities- Class III, Vehicle Repair- Auto Body, Water Ski Schools, Residential Treatment Facility

## PERMITTED AND CONDITIONAL USES