

NOTE: THE FOLLOWING TEXT IS AN EXCERPT FROM THE ADOPTED *LAKELAND COMPREHENSIVE PLAN: 2000-2010* FUTURE LAND USE ELEMENT (AMENDED JUNE 18, 2009), WHICH INCLUDES A DESCRIPTION OF THE VARIOUS CITY FUTURE LAND USE DESIGNATIONS AND DEVELOPMENT AREAS (SEE ILLUSTRATION). ALL PORTIONS OF THE PLAN INTER-RELATE AND ARE ADOPTED BY ORDINANCE. THEREFORE, USE OF THIS EXCERPT IS INTENDED ONLY AS A GUIDE. ADDITIONAL INFORMATION FROM THE PLAN MAY BE REQUIRED. NOTE ALSO THAT CITY ZONING CLASSIFICATIONS MUST BE CONSISTENT WITH THE FUTURE LAND USE DESIGNATION FOR A GIVEN PROPERTY.

FUTURE LAND USE CLASSIFICATION SYSTEM

As part of the comprehensive planning process and in an effort to promote intergovernmental coordination, Polk County and its municipalities developed a common future land use classification system. Although specific definitions and procedures may vary from jurisdiction to jurisdiction, the underlying concept remains constant. In 2003 the State Department of Community Affairs found Lakeland's Comprehensive Plan eligible for certification under a new State program; the city limits, as of early 2004, were to be certified, not including any portion of the Green Swamp ACSC. However, the certified area could be extended outside the corporate limits to include potential City annexation areas. To accomplish such an extension of the certified area, the City must enter into an interlocal agreement with Polk County establishing a joint planning area (JPA) that outlines conceptual future City land uses for the potential annexation area. This interlocal agreement for the JPA would be subject to DCA approval and require a future amendment to the Comprehensive Plan showing the new boundaries for the Certified Area in order for the certification agreement and associated boundaries to be amended. The Comprehensive Planning Certification Program will allow most Plan amendments to be found exempt from State review. Exemption from State review could allow map and text amendments to become effective in roughly four or five months, or about half the time it takes for non-exempt amendments. Further explanation of certification and a depiction of the boundaries of the certified area are found in the City's Intergovernmental Coordination Element.

The City's classification system first defines development intensity areas, and then establishes specific future land use categories permitted within each intensity area, and establishes the maximum density or intensity of each future land use category. This effort resulted in the development of the Lakeland Year 2000 Future Land Use Map, as shown in Illustration II-19 (see pocket folder).

Future Land Use Intensity Areas: The overlay intensity areas, as shown in Illustration II-17, (note: this illustration has been updated) define large geographic areas which are proposed for one of four types of development that extend from the most urban at the core to the least urban at the edge of the city. The availability of public services and facilities (including transportation, water and wastewater service, drainage, parks and recreation, fire protection, and police protection), environmental limitations, and compatibility with surrounding land uses are the primary factors which determine the density, intensity, and type of development that may occur within each overlay intensity area and also indicate when development can proceed so that it is not premature. Service availability is primarily a level of service and funding decision and local governments help to shape their physical environment by expending monies for capital improvements in those areas where future growth and development is to be directed. As a result, overlay area boundaries are largely based on where public improvements are made and public decisions which promote either urban, suburban, or rural land use patterns. For purposes of future land use designation, the overlay intensity areas will correspond closely with the public service and facility improvements outlined in the Capital Improvements Program.

The overlay intensity areas are meant to be interpreted as general areas of development intensity depicting high urban type densities at the core with lower densities less urban in nature as you move outward from the urban core. The density, intensity, or types of uses permitted in any proposed development within any of the overlay intensity areas is ultimately dependent upon natural resource and environmental limitations, public service and facility availability at acceptable levels of service, compatibility with surrounding land uses, and consistency with the Lakeland Comprehensive Plan: 2000-2010 and the Future Land Use Map (or County Plan and County Future Land Use Map, since some of the intensity areas extend out into the County). This level of assessment can only be made on a site by site basis and is part of the overall development application and review process including zoning. Because there is a range of densities, intensities and types of use, there is no right to the maximums within any given future land use category at any given time.

Although service availability is a major consideration when locating potential land uses, natural characteristics of the land and other natural resources must also be considered. The development of urban uses in wetlands or other sensitive environmental areas is no longer an acceptable development practice. The location of future land uses will be greatly impacted by natural features that are either conducive to or prohibitive of development. Illustration II-14 outlines environmental constraints and natural resource limitations to urban development within the Lakeland Planning Area. Illustration II-15 outlines development control zones which require special consideration when locating future land uses.

Location of future land uses should also be based on desired land use patterns. The physical shape of developed areas is an evolutionary process based largely on public choice, financial feasibility, and compatibility with existing land use patterns. Development of a future land use map is a prime opportunity for local governments to consciously shape their future and follow the various desires and constraints described within this element.

There are four overlay intensity areas within the larger Lakeland Planning Area as outlined in Illustration II-17. The overall future land use plan is one of compact urban development with the highest densities in the Central City and lower densities radiating outward from the urban core. This pattern is broken only by land uses previously approved through developments of regional impact or annexation agreements. Illustration II-18 depicts major factors of development including annexation agreements currently active in the Lakeland Planning Area. A description of each land use intensity area follows.

Central City Area: The Central City Area is the area currently served-with central water; central sewer; urban level public safety; an existing urban grid road network; fixed route mass transit; neighborhood based park and library service; and other facilities and services normally associated with medium to high intensity urban development. An area east of U.S. Hwy 98 inclusive of the Lake Bonny Neighborhood and portions of the Crystal Lake Neighborhood was added to the Central City Area for the 2000-2010 update. This addition was made based both on neighborhood input regarding what comprises the "Central City" and based on the presence of most or all of the

services listed above. The Central City Area will allow a wide range of uses at higher densities than normally permitted within the remainder of the Planning Area. Large commercial uses are centered in this area and serve nearby land uses as well as attracting trips from the surrounding urban, suburban and rural areas.

The Central City Area will include the entire range of land use categories and is intended to contain a wide enough variety of urban uses and great enough residential densities to both require and support mass transit, enhanced pedestrian systems, cultural and social activities and the traditional synergism of urban uses that define a viable urban place. The Central Business District (CBD) is, of course, included in the Central City as are most regional commercial centers. The defined Central City Area contains approximately one tenth of the Planning Area land and one fourth of the Planning Area population.

Urban Development Area: The Urban Development Area, (UDA), is the area located outside the Central City Area but is expected to be served, within the planning period, by central water; central sewer; urban level public safety; an urban road network; and other facilities and services normally associated with urban development. The Urban Development Area will allow a wide range of land uses at densities and intensities usually lower than those found within the Central City Area.

The Urban Development Area is intended to contain almost all land uses found in the Central City Area, however, the amount of land in the more intense uses will be significantly lower and more widely dispersed. Portions of the UDA were sparsely developed with suburban uses in the 1980's but along with the Central City Area, became the primary target of new development within the City in the 1990's. The UDA is expected to see the most physical change of any of the overlay areas during the planning period. The UDA was slightly expanded for the 2000-2010 update; all expansions are described below and were usually partly contiguous to existing city limits. The expansions reflect where the City may annex and either will or can make available most urban services.

The expansion of the UDA to the northeast near I-4 and Tomkow roads takes in an area identified on the 1997 Existing Land Use Map (ELUM) as already primarily developed with industrial and commercial uses north of I-4 and was kept west/outside of the City's proposed Greenway. The expansion of the UDA to the west follows the City's utility service planning area line for sewer and water service and was identified on the ELUM as primarily undeveloped. To the south, the UDA was expanded to include the planned Medulla Road Extension and associated undeveloped lands which are within City water and County wastewater service areas. To the southeast, the UDA line was expanded to include a land area south of C.R. 540 and

east of US Hwy 98 South/Bartow Hwy, west of the proposed Greenway in this area. This corresponds to a discussion in the City's EAR regarding extension of the City's wastewater service line south to C.R. 540 and the need to expand the UDA eastward to recognize potential wastewater connections to the east which would translate into future voluntary annexation agreements in this area.

Another area of expansion for the UDA includes the anticipated Development of Regional Impact known as the Williams DRI located east of north Lakeland and east of the City's proposed Greenbelt. This area will require intense urban services beyond merely wastewater and water and therefore has a high potential for annexation into the City. The land use intensities expected in the DRI would qualify as urban development type intensities. While annexation of this land area would require some adjustment to the City's population projections and related service demands, some of that will be offset by the proposed purchase of about half of the Bridgewater DRI for use as a State preserve (resulting in less population and service demands). In addition, the DRI will be developed in phases over 15 years, to 2015 and beyond.

Suburban Area: The Suburban Area is the area located outside the Urban Development Area. This area typically lacks the majority of the facilities and services associated with urban development. The single greatest public infrastructure shortcoming which distinguishes this area from the Central City or Urban Development Areas is the rural road system. A second important factor is that this area usually is not served by a public sub-regional sewer system. This area may also lack urban level public safety facilities or have unacceptable response times. Although a Suburban Area might have one major improved four lane highway, its road system is distinctly different from the traditional grid system of parallel routes and is significantly less developed than the Urban Development Area where several four lane roads serve to move traffic into and through the area. The primary land use within the Suburban Area is low and medium density residential. A limited amount of commercial and industrial development will be allowed provided minimum performance standards can be met. The total number and concentration of non-residential uses and residential densities will be largely dependent upon road improvements combined with the availability of other public facilities and should be restricted based on current or short term public improvement plans, historic land development patterns and densities, environmental resources, and the availability of existing commercial centers in the adjacent Urban Development Area. All new suburban development shall provide an urban sprawl analysis (as per Rule 9J-5.006 FAC) with their application for land use approval, if annexed; all suburban development shall provide for recreational amenities and open space on-site, cluster away from on-site wetlands, and provide adequate transportation network connections (road, sidewalk, bike lane and bus

system). Residential densities within the City RL category may be limited to anywhere between zero and 5 units per acre with final density determined at the time of zoning.

This Suburban area was expanded eastward near the Polk Parkway due to ongoing infill approved by the County. Over the long range, the area between Auburndale and Lakeland is expected to become increasingly filled in with development as the two cities continue to grow and function as the main service providers for the area.

Rural Area: The Rural Area is the area located outside the Suburban Area. This area is typically unincorporated and has virtually none of the facilities and services associated with urban development. The primary land uses within the Rural Area are low density residential and agricultural uses. Any other proposed uses would be required to adhere to strict performance standards. Commercial shopping needs should be limited to small convenience centers with most needs met by commercial centers in Suburban or Urban Development Areas. Industrial or Business Park uses should be allowed only when they are directly related to agricultural or natural resource uses in the Rural Area.

Future Land Use Categories and Map: Within each overlay area, a variety of land uses will be permitted. The density and intensity of each permitted use will be determined primarily by the overlay area within which the permitted use is proposed. Future land use categories mapped within the Lakeland Planning Area are described below. The Future Land Use Map is displayed in Illustration II-19. General characteristics are intended as a guideline for City development review. Note that the location criteria utilized for minimum distance or spacing between new commercial activity centers may not be able to be met by centers which existed prior to the adoption of the City's comprehensive plan (1990) or to lands designated and partially or wholly developed in the County as commercial activity centers prior to annexation.

Regional Activity Center (RAC): All future Regional Activity Centers will be allowed only within the Central City and Urban Development Areas. A Regional Activity Center is typically intended to accommodate the regional shopping needs of central Florida and contains a regional shopping mall, large box retail uses, or other regional attractors, and other commercial and office uses within close proximity to compliment and take advantage of the regional nature of the center. Up to 30% of land area can be devoted to medium or high density residential uses. Residential uses located above the first floor of non-residential uses shall not count against the 30% limit, however, such residential space shall not comprise more than half of the total non-first floor square footage within the RAC. There is no limitation on the percentage of land in retail or office uses. General characteristics of and development criteria for Regional Activity Centers are:

<u>Access:</u>	Intersection of two roads, with frontage on or direct access to an arterial roadway or a frontage road or service drive which directly serves an arterial roadway; for RACs located outside Central City CRAs, prefer proximity to a limited access highway. Access required to one or more existing fixed route mass transit lines. Must design for well connected, multi-modal internal access and include on-site transit shelter and bike rack.
<u>Useable Site Area:</u>	60 acres or more.
<u>Gross Leasable Area:</u>	400,000 to 2,000,000 square feet.
<u>Minimum Pop. Served:</u>	150,000 or more people.
<u>Market Area Radius:</u>	20 miles or more.
<u>Location Criteria:</u>	Central City or Urban Development Area and approximately 3 miles from another RAC

The City of Lakeland mapped the Lakeland Regional Medical Center and Watson Clinic Complex as a non-retail Regional Activity Center. The square footage, population served, and market area radius are most closely related to a regional facility and is too significant to consider in a less intense land use classification.

Community Activity Center (CAC): Future Community Activity Centers may be located within the Central City Area or Urban Development Area. A Community Activity Center is intended to accommodate the shopping needs of persons living within the community and generally contains a shopping center which typically includes a variety of stores such as grocery, drug, one or more junior department stores, and a group of smaller uses and other commercial and office uses within close proximity. Up to 20% of land area may be devoted to residential medium or residential high uses. Typically 100% of the land area will be devoted to retail and office uses with no limit on the percentage in either of these commercial uses. General characteristics of and development criteria for Community Activity Centers are:

<u>Access:</u>	Intersection of two roads with frontage on or direct access to an arterial or major collector roadway or a frontage road or service drive which directly serves an arterial roadway. Located within transit service district and prefer access to one or more existing fixed route mass transit lines. Design for well connected, multi-
----------------	--

	modal internal access and, where feasible, vehicular cross access.
<u>Useable Site Area:</u>	20 to 60 acres.
<u>Gross Leasable Area:</u>	100,000 to 400,000 square feet.
<u>Minimum Pop. Served:</u>	20,000 to 80,000 people.
<u>Market Area Radius:</u>	2 or more miles.
<u>Location Criteria:</u>	Central City or Urban Development Areas; approximately 2 miles or more from any other retail commercial activity center

Neighborhood Activity Center (NAC): Future Neighborhood Activity Centers may be located within the Central City Area, Urban Development Area, and Suburban Area. A Neighborhood Activity Center is intended to accommodate the shopping needs of persons living within the immediate surrounding neighborhoods. Generally this includes a grocery and drug store and a few other small retail and office uses in the contiguous building or on out parcels. Up to 20% of land area may be devoted to residential medium or residential high uses. Typically 100% of the land area will be devoted to retail and office uses. There is no limit on the percentage of land in either of these commercial uses. General characteristics of Neighborhood Activity Centers are:

Access: Intersection of two roads, with frontage on or direct access to an arterial road, or collector road. Located within transit service district; prefer access to existing fixed route transit line. Design for safe bicycle and pedestrian internal access and, where feasible, vehicular cross access.

<u>Usable Site Area:</u>	5 to 20 acres.
<u>Gross Leasable Area:</u>	10,000 to 100,000 square feet.
<u>Minimum Pop. Served:</u>	5,000 to 20,000 people.
<u>Market Area Radius:</u>	1 1/2 miles.
<u>Location Criteria:</u>	Central City, Urban Development, or Suburban Area; approximately 1½ miles or more from any other retail commercial activity center

These general characteristics may be reasonably varied where the NAC is designed within a master planned community and is intended to function as a village or town center for a traditional or “new urbanist” type mixed-use development.

Convenience Center (CC): Future Convenience Centers may be located within the Central City Area, the Urban Development Area, the Suburban

Area or the Rural Area. A Convenience Center is intended to accommodate the small scale convenience shopping, commercial services and/or office needs of residents living within the immediate surrounding area. General Characteristics of Convenience Centers are:

<u>Access:</u>	Intersection of two roads with direct frontage on or access to an arterial road, or collector road. Design for safe bicycle and pedestrian access.
<u>Useable Site Area:</u>	1 to 3 acres.
<u>Gross Leasable Area:</u>	3,000 to 10,000 square feet.
<u>Market Area Radius:</u>	1 mile.
<u>Location Criteria:</u>	Central City, Urban Development, Suburban or Rural Area; approximately 1 mile or more from any other retail commercial activity center

Linear Commercial Corridor (LCC): The Linear Commercial Corridor land use category is used to describe an existing situation. New Linear Commercial Corridor land use is permitted only as an infilling of existing commercial corridors within the Central City Area and Urban Development Area. This land use category generally consists of non-anchor retail and service areas that lack controlled centers but provide locations for businesses including those inappropriate for shopping centers and better suited to traffic-oriented areas. These commercial corridor areas are typically characterized by businesses that need higher visibility and more driveway access than provided by shopping centers.

Interchange Activity Center (IAC): A special category of activity center has been created to address the unique opportunities associated with land development at limited access highway interchanges. Interchange Activity Centers may be located within the Central City Area, Urban Development Area and Suburban Area. An Interchange Activity Center is intended to delineate a coordinated development area which, due to proximity to and/or direct access to an interstate or limited access expressway, can achieve a high intensity of development activity necessitating the need for coordinated access, signage and other special development controls. This land use category encourages high intensity centers which function well and provide aesthetically attractive gateways to the community.

Final development approval for properties within this land use category will require the submission of a coordinated development plan which establishes access and other common development features through creation of a Special Public Interest Overlay District (SPI), which overlays the “base” zoning district(s) or a Planned Unit Development (PUD). Once approved, the SPI or PUD will be binding on all subparcels within the activity center.

The Community Development Department will involve property owners within the development area in the preparation of the coordinated development plan for the concurrent or subsequent zoning approvals required. The SPI or PUD requires approval by the City Planning and Zoning Board and the City Commission, and is separate from and may be concurrent or subsequent to the adoption of the IAC land use. Nothing herein is intended to deprive property owners of their legal access points existing prior to the IAC designation. However, development or redevelopment at intensities allowed in an IAC category may be possible only where the coordination of primary access points can be achieved in the form of shared or joint access drives or roads.

Land development near interchanges caters to regional travelers and includes lodging and eating establishments. However, an Interchange Activity Center may also be oriented toward a single tourist or other retail destination, an office or employment center, a high density residential center, or some other activity appropriate to an interchange location. Up to 35% of the total IAC may be used for medium or high density residential uses. Residential uses located above the first floor of non-residential uses shall not count against the 35% limit, however, such residential space shall not comprise more than half of the total non-first floor square footage within the IAC. As community gateways, light industrial or warehouse uses as allowed in the City's I-1 zoning district shall comprise no more than 30 percent of the total acres in the IAC designation as may exist in the 4 quadrants of the interchange. General characteristics of Interchange Activity Centers are:

<u>Access:</u>	Interchange of a limited access highway, with an arterial or collector road. Shared access plan is required for IAC uses to limit driveways near interchange.
<u>Usable Site Area:</u>	30 or more acres.
<u>Typical Square Footage:</u>	250,000 to 1,000,000 square feet.
<u>Minimum Population Served:</u>	40,000 to 80,000 people.
<u>Location Criteria:</u>	At or connected to one or more quadrants of a limited access roadway interchange

The above generalized criteria tend to apply to the entire Interchange Area including all four quadrants of an interchange, rather than individual parcels within or quadrants of the interchange. Therefore, acreages for some new IAC areas may be much smaller (as relates to acres and square footage) initially as new or re-development opportunities act as catalysts for the redesignation of properties to the IAC land use category.

Business Park Center (BP): Business Park Centers may be located within the Central City Area, the Urban Development Area, and the Suburban

Area. A Business Park Center may be located in the Rural Area if it is related to agricultural or natural resources in this area and contingent upon the availability of adequate public facilities and services and the ability of the site to meet additional zoning or performance requirements. A Business Park is intended to provide for the placement of establishments to accommodate employment centers including light-assembly, manufacturing, warehouse, distribution, showroom and local and non-local office needs of the Planning Area. General characteristics of Business Park Centers are:

- Location: Intersection of or contiguous to an arterial road, or collector roads for local center, preferably also a fixed route mass transit line.
- Useable Site Area: 10 acres and up.
- Typical Square Footage: 500,000 to 2,000,000 square feet for non-local uses; typical for local uses is 20,000 to 100,000 sq. ft.
- Employment Area Radius: 20 miles or more.

The Business Park category, to a great degree, replaces the broad industrial category and is a reflection of the changing types of businesses in the local economy which are neither heavy industrial nor solely retail. The Business Park category is not intended for general retail uses or commercial offices but for major employment centers. Limited retail uses will be allowed in the category where it is related to or supportive of the primary employers and businesses already located or under development within a Business Park Center and limited to those allowed in the City's O-3 zoning district plus gas station and convenience store uses. Where retail uses are included in a BP land use district, a Planned Unit Development zoning shall be required to address issues including compatibility and transportation. Not more than 10% of the total land area in a Business Park category on the future land use map may be utilized for these commercial uses, subject to compatibility with internal uses within the business park as well as with adjacent land uses. Typical retail uses in a BP land use may include office supply, limited restaurant uses and day care centers. Mixed uses within a Business Park shall be subject to a master plan indicating coordinated on-site multi-modal access, adequate buffering, and performance criteria established in Land Development Regulations. Hotel uses shall be an allowed use within a Business Park, and not limited to the 10% retail component. Retail and hotel uses shall be subject to a high degree of internal connectivity for vehicular and pedestrian access within the business park. Where more than one hotel and/or more than one restaurant is proposed, access shall be provided to a signalized intersection or frontage road with direct access to same; this access requirement may be met through an approved cross-access agreement with an adjoining non-residential or mixed use property. No residential uses are permitted in the Business Park category. As is the case for all City land use designations, the maximum lot coverage for

primary Business Park uses and allowed subordinate uses such as retail and hotel, shall be as directed by the zoning district(s) assigned to the property as per the adopted Lakeland Land Development Regulations. However, there shall be a maximum floor area ratio, or FAR, of 0.50 for the Business Park future land use designation.

Industrial (IND): Future Industrial land uses may be located within the Central City Area, the Urban Development Area, the Suburban Area, and the Rural Area. Industrial land uses are generally characterized as uses engaged in the manufacturing, processing, assembly and/or treatment of finished or semi-finished products. Industrial uses often create impacts external to the site such as noise, dust, excessive truck traffic and should be buffered from residential uses whenever possible. Businesses which do not have such significant external impacts can usually be accommodated in the Business Park category and the number of industrial designations will be reduced through the use of the Business Park Category for employment operations with less impact. Also included in the industrial category are distribution and warehousing facilities, airports and rail yards. Location of Industrial uses within any overlay is contingent upon the availability of adequate public facilities and services and the ability to meet additional zoning or performance requirements. General retail, general office and residential uses will be prohibited in the Industrial Land Use Category.

Residential Low (RL): The Residential Low category will be utilized within the Central City Area, the Urban Development Area, the Suburban Area, and the Rural Area. Residential Low is generally characterized as low density residential at a density of between 0 and 5 dwelling units per acre contingent upon natural and physical limitations, the availability of public services, and compatibility with surrounding land uses as determined during the development application and review process.

Residential Medium (RM): The Residential Medium category will be utilized within the Central City Area, the Urban Development Area, and the Suburban Area. Residential Medium is generally characterized as medium density residential at density of 5.01 to 12 dwelling units per acre, contingent upon natural and physical limitations of proposed development sites. Density less than 5 dwelling units per acre is permissible. To promote compact, walkable development and infill redevelopment through mixed use, up to 5% of the Residential Medium area may be considered for small scale office or commercial uses. Up to 10% small scale office uses and up to 5% small scale commercial uses may be considered in Mixed Use Areas within the Central City Development Area. (See Office/Commercial Use Guidelines below.)

Residential High (RH): The Residential High category will be utilized within the Central City Area and the Urban Development Area. Residential High is

generally characterized as high density residential at a density of greater than 12 units per acre contingent upon natural and physical limitations of proposed development sites. Density less than 12 dwelling units per acre is permissible. To promote compact, walkable development and infill redevelopment through mixed use, up to 15% of the Residential High area may be considered for small scale office or commercial uses. Up to 25% small scale office and commercial uses may be considered in Mixed Use Areas within the Central City Development Area. (See Office/Commercial Use Guidelines below.)

Office/Commercial Use Guidelines for RM and RH: See A-D below.

- A. Office and commercial uses shall be established in areas designated RM or RH only as a Neighborhood Convenience Center (NCC), Planned Unit Development (PUD), Special Public Interest (SPI) district overlay, or Conditional Use in accordance with the Land Development Regulations and where such includes enforceable conditions of approval in accordance with the general guidelines below.
- B. Mixed Use Areas: to promote compact, walkable, mixed-use development or redevelopment in the Central City and areas designated as a multi-purpose CRA, some areas with RM or RH future land use may be eligible for a higher percentage of office and/or commercial use. To be eligible, the area must be subject to a master plan adopted as part of a Planned Unit Development (PUD) or a Special Public Interest (SPI) district overlay that, at a minimum, provides for: master planning for key infrastructure including water, wastewater and roads; coordinated vehicle (including transit) and pedestrian access; and open space and recreational amenities. The maximum percent of non-residential found to be appropriate for a given location within a RM or RH area shall be determined on a case by case basis; maximums of 15 or 25 percent are not guaranteed.
- C. Permitted Uses: Although office and/or commercial uses in areas designated RM or RH may benefit from community or regional traffic by virtue of their location it is the intention of this section that they provide neighborhood shopping opportunities, that is, goods and/or services that serve nearby residential areas. Typical permitted uses include medical and professional offices, florists, gift shops, book, candy or dress shops, pharmacies, banks, arts and crafts shops, barber and beauty shops, shoe repair establishments, dry cleaners, tailors, travel agencies, copying services, child or adult day care centers, bakeshops, delicatessens, sandwich shops and houses of worship.
- D. Intensity Guidelines:
 - Maximum Floor Area Ratio: for RM: .35; for RH: .50
 - Maximum Building Height: 36 ft.
 - Location: About 1/3 mile to any existing NAC or CAC.

Access: Only on collector or arterial streets; drive-through uses shall be generally discouraged. Each office or commercial project shall have direct pedestrian access from the surrounding residential area. Cross or shared access, and/or stub-outs shall be used where feasible or as per City LDRs.

Hours: Non-residential uses within RM or RH shall not operate between midnight and 6 a.m.

Compatibility: Exterior building materials, scale, design, buffering and other issues related to compatibility of non-residential uses within RM or RH areas may be as recommended by the Community Development Director or appropriate City lay board. Design Guidelines for an NCC shall apply as a minimum, except where varied from by the governing PUD or SPI.

Recreation (R): Recreation uses may be located within the Central City Area, the Urban Development Area, the Suburban Area, and the Rural Area. Recreation land uses are generally characterized as public and private facilities predominantly used for recreation purposes, but does not include commercial entertainment establishments.

Conservation (C): Conservation land uses may be located within the Central City Area, the Urban Development Area, the Suburban Area, and the Rural Area. Conservation land uses are generally characterized as lands which, due to natural or environmental constraints, can only support low intensity uses such as residential of one unit or less to ten acres.

Preservation (P): Preservation land uses may be located within the Central City Area, the Urban Development Area, the Suburban Area, and the Rural Area. Preservation land uses are generally characterized as publicly owned lands held as open space or passive recreation lands due to the natural features or limitations of the area for more intense uses.

Public Buildings, Grounds and Institutional Uses (PI): Future Public Buildings, Grounds and Other Public or Institutional Uses may be located within the Central City Area, the Urban Development Area, the Suburban Area, and the Rural Area. Public land uses generally consist of a variety of public and private institutional uses such as schools, government buildings, cemeteries, post offices, and other similar facilities. Public school uses are a permitted principal use in all FLUM categories except Future Right-of-Way (FROW), Conservation (C), and/or Preservation (P). Standards differentiating public and private schools are addressed in the City of Lakeland Land Development Regulations.

Future Right-of-Way (FROW): The City of Lakeland, within the Transportation Element of this Plan, proposed to develop a right-of-way

acquisition and preservation program to identify and protect future right-of-way from development encroachment. At the time of Future Land Use Map adoption or amendment, there were specific areas known to be within the alignment of proposed transportation improvements. In these instances, it was apparent that a special future land use map designation was necessary to recognize the unique status of lands pending public acquisition and to support the City's commitment to protect existing and future rights-of-way from development encroachment. In response to this need, the *Future Right-of-Way (FROW)* land use designation was developed. The Future Right-of-Way (FROW) land use designation can be located within the Central City Area, Urban Development Area, Suburban Area, and Rural Area. In order to be eligible for this designation, the following minimum criteria must be met:

1. If the affected land is in private ownership, the Future Right-of-way designation will only be proposed with consent of the property owner(s);
2. The proposed transportation improvement must appear in the Long Range Transportation Plan;
3. The proposed transportation improvement must be shown to be necessary within the first ten years of the planning period; and
4. A Project Development & Environmental (PD&E) study or some similar study must show an alignment for the proposed transportation improvement.

In the event of a Development of Regional Impact (DRI) or similar project, the above minimum criteria will be waived in favor of final development approval which indicates the alignment of new roadways or roadway improvements proposed as part of the overall development project.

Areas within the FROW land use designation will not be subject to rezoning. The zoning in place at the time of Plan or Plan Amendment adoption will remain in place. In the event the proposed transportation improvement project is abandoned, the City of Lakeland, Community Development Department will initiate a Future Land Use Map amendment to remove the FROW designation and assign a future land use designation consistent and compatible with the adopted Plan, the general area in which the property is located, and adjacent properties. During the Future Land Use Map amendment process, the Community Development Department will also, if necessary, initiate zoning changes required to maintain consistency with the Future Land Use Map.

Table II-11 represents a matrix of each of the land use categories discussed above and identifies the intensity area within which the use may be located. As can be seen, almost all high intensity and high density uses are limited to the Central City Area or the Urban Development Area.

The following policies relate to the Green Swamp Area of Critical State Concern (ACSC):

Policy X1: The following City of Lakeland future land use categories shall be allowed in the Green Swamp Area of Critical State Concern, ACSC, as per the provisions for each:

Lakeland Future Land Uses Allowed in Green Swamp ACSC:

- a. Agriculture Residential Low, ARL
- b. Residential Very Low, RVL
- c. Public Institutional, PI
- d. Business Park, BP
- e. Interchange Activity Center, IAC*
- f. Convenience Center, CC
- g. Recreation, R
- h. Conservation, C
- i. Preservation, P

(*=limited to area at Williams proposed interchange)

All densities are gross densities. All land use categories shall be as defined already in the Future Land Use Element of the Lakeland Comprehensive Plan unless further or newly defined below in this Section. Adequate transportation access to serve development shall include paved roadway access and internal paved roads. Floodplain areas shall mean the 100 year floodplain areas as defined by the effective Federal Emergency Management Agency (FEMA) maps/panels.

Policy X2: Agricultural Residential Low, ARL.

This land use is intended specifically for the Green Swamp ACSC but may be applied in other areas as shown in the "suburban development area" as depicted in Illustration II-17.

Allowed density and use:

- a. Agricultural uses and single family residential development of up to 1 unit per 10 acres without central water or wastewater, but with stabilized private road or paved public road access.
- b. Clustering to meet the open space, wetland and/or floodplain protection requirements for the ACSC may allow minimum 40,000 square foot lots in ARL land uses as long as the overall gross density for the property is not exceeded.

Policy X3: Residential Very Low, RVL.

This land use is intended specifically for the Green Swamp ACSC but may be applied in other areas as shown in the "suburban development area" or in the outer limits (2 miles) of the "urban development area" as depicted in Illustration II-17.

Allowed density and use:

- a. Single family residential development at a maximum density of 3 unit/acres; central water, central wastewater and adequate transportation access are *required*.
- b. Agricultural activity such as crop production, silviculture, cattle grazing/pasture uses and aquaculture uses; however, feed lots, poultry farms and similar “noxious” uses shall be prohibited.

Policy X4: Conservation, C and Preservation, P, land uses.

In the Green Swamp ACSC, Preservation, P, and Conservation, C, future land uses are intended primarily for passive recreation including trail uses as well as open space uses. As stated in other portions of the Future Land Use Element, the Preservation land use category is intended for publicly-owned sites whereas Conservation land uses may be privately held and both land use categories are intended to protect identified natural resources, including wetland, 100-year floodplain, creek and/or stream features as well as habitat areas (plant and/or animal). There is no underlying density allowed in Preservation.

In the Area of Critical State Concern, Conservation, C, future land use areas, a maximum density of one dwelling unit per 20 acres shall be allowed on upland areas (not floodplain or wetland areas). A single primary access road where consistent with City policies and standards including for natural resource protection, and as approved by Public Works Engineering, will be allowed to access the uplands. Any impacts to wetlands for such an access road shall be made only as a last resort and must include proper mitigation measures as approved by applicable regional and state agencies. Level one utility and essential service facilities as defined by the City’s land development regulations, Section 35.02.12 (August 2005), and as permitted by the City and applicable federal, state and/or regional agencies are allowed in Conservation land uses but shall not include any prohibited uses listed in this Plan for the Green Swamp ACSC. Any changes to City LDR Section 35.02.12 shall be subject to FDCA review for impacts to the ACSC.

Policy X5: IAC future land use in the Green Swamp ACSC.

In the event that an Interchange Justification Report (IJR) for the proposed Interstate-4 interchange for the Williams DRI is approved by the U.S. Federal Highway Administration and the Florida DOT, then an Interchange Activity Center land use, as defined otherwise in this Element, may be proposed in the Green Swamp ACSC within the Williams Community Redevelopment Area, as consistent with the Williams CRA Redevelopment Plan. However, all proposed land use map amendments are subject to City and State review and approval. Final development plan approvals for these IAC areas shall be dependent upon meeting the City’s concurrency management provisions including adequate funding for construction of the new interchange in the first three years of a CIP or the CRA Trust Fund as reflected in a locally adopted CIP. Other appropriate future land uses of RVL or BP may be proposed for lands targeted in the CRA Plan for IAC uses until final approval of the IJR is obtained.

**TABLE II-11
FUTURE LAND USE INTENSITY AREAS AND FUTURE LAND USE CATEGORIES**

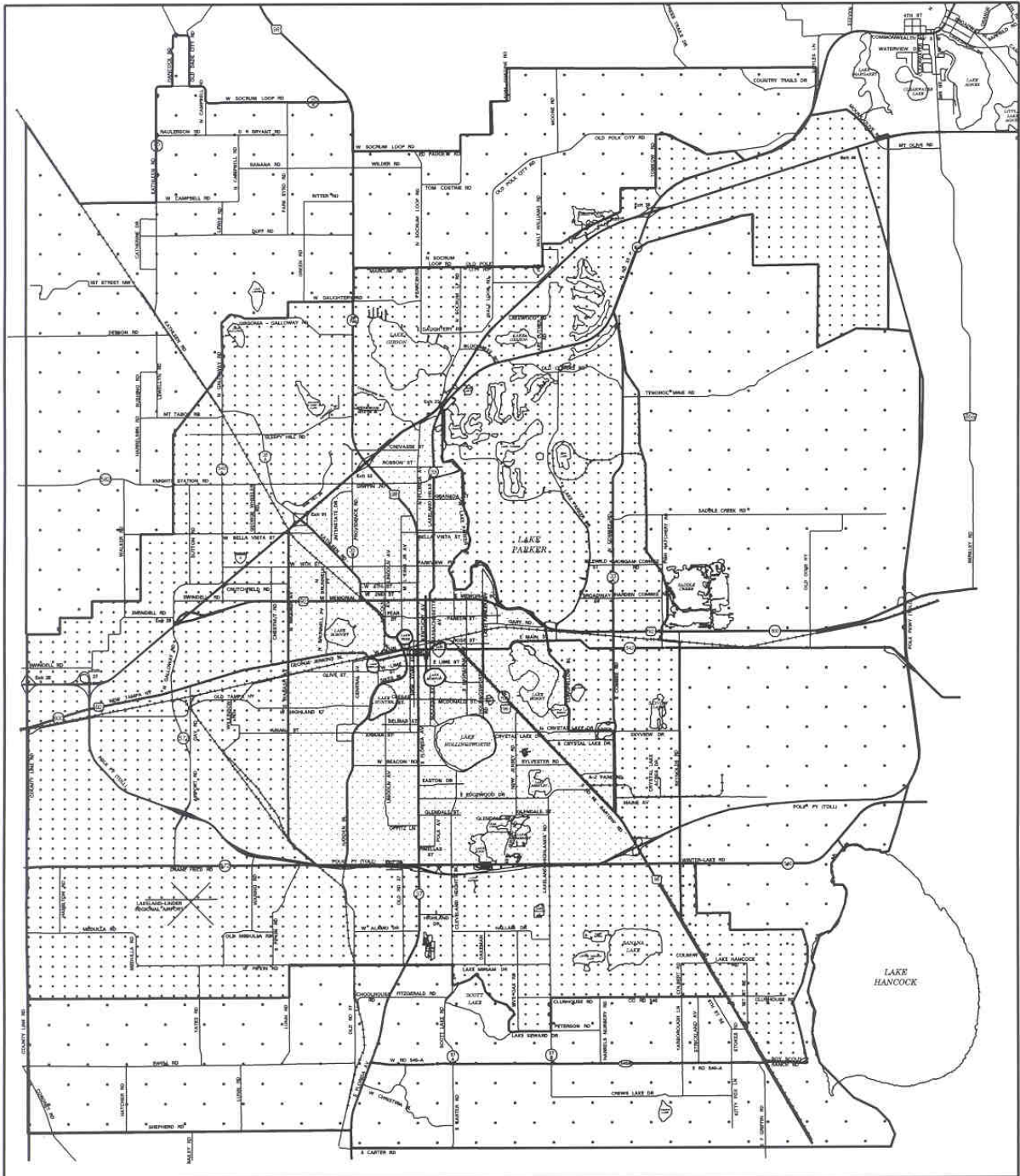
LAND USE CATEGORY	INTENSITY AREA			
	CENTRAL CITY	URBAN DEVELOPMENT	SUBURBAN AREA	RURAL AREA
Regional Activity Center (RAC)	X			
Community Activity Center (CAC)	X	X		
Neighborhood Activity Center (NAC)	X	X	X	
Convenience Center (CC)	X	X	X	X
Linear Commercial Corridor (LCC)	X	X	X ¹	
Business Park Center (BP)	X	X	X	X
Interchange Activity Center (IAC)	X	X	X	X
Industrial (I)	X	X	X	X
Residential High (RH)	X	X		
Residential Medium (RM)	X	X	X ²	
Residential Low (RL)	X	X	X ²	X ²
Recreation (R)	X	X	X	X
Conservation (C)	X	X	X	X
Preservation (P)	X	X	X	X
Public Buildings/Grounds/Institutional (PI)	X	X	X	X
Future Right-of-Way (FROW)	X	X	X	X

¹ Where annexed infill allowed




² Density may be limited due to lack of public facilities and services, environmental resources and/or issues of compatibility with surrounding land uses and patterns

Source: City of Lakeland, Community Development Department, 1993, as revised, 2003.

ILLUSTRATION II-17 LAKELAND PLANNING AREA FUTURE LAND USE INTENSITY AREAS



Source: Lakeland Community Development, 2002

- | | | | |
|---|-------------------|---|------------------------|
|  | Central City Area |  | Urban Development Area |
|  | Suburban Area | | |

T-01-004
ORDINANCE #4292
EFFECTIVE 12/27/2001



II-65

c:\cd\comp-plan_2010 \ landuseintensity.dgn